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MANUAL PREVIEW

J.I. Case

Operator's Manual

2390

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Operator's Manual

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CA-O-2390

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TO THE OWNER OF A CASE TRACTOR

Use this manual as your guide. If you follow the instructions given in this manual, your Case Tractor will work well for many years.

Your Authorized Case Dealer can give you assistance with Case Company made parts and persons with special training that know the best methods of repair and maintenance for your tractor.

Call your Authorized Case Dealer if you need any assistance or information.

Your Authorized Case Dealer



Figure 1

NOTE: When you are in the tractor seat looking forward, the right hand and left hand of the tractor are the same as your right hand and left hand.

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REAR WHEEL ADJUSTMENT

If you need to change the direction of the concave side of the wheel (in or out), remove the tire and rim from the wheel and put the wheel in the reverse position.

Put oil on the threads of the wheel mounting bolts, clamp bolts, clamp nuts, clamp studs and stud nuts.

Tighten the wheel mounting bolts to a torque of 265 to 300 ft. lbs. (359 to 407 Nm) (35.9 to 40.7 kgm). Tighten the clamp bolts in correct sequence to a torque of 160 to 190 ft. lbs. (217 to 258 Nm) (21.7 to 25.8 kgm) or clamp stud nuts to a torque of 115 to 130 ft. lbs. (156 to 176 Nm) (15.6 to 17.6 kgm).

The rear wheel tread setting dimensions can be two inches (50.8 mm) less when the clamps are installed on the inside of the type of wheel shown at "A".

The type of wheels shown at "B" can not have clamps installed on the inside.

Rear wheel rims with a single drive lug can be changed from one side of the tractor to the other side for wider tread setting.



Figure 86

DUAL WHEEL MOUNTING

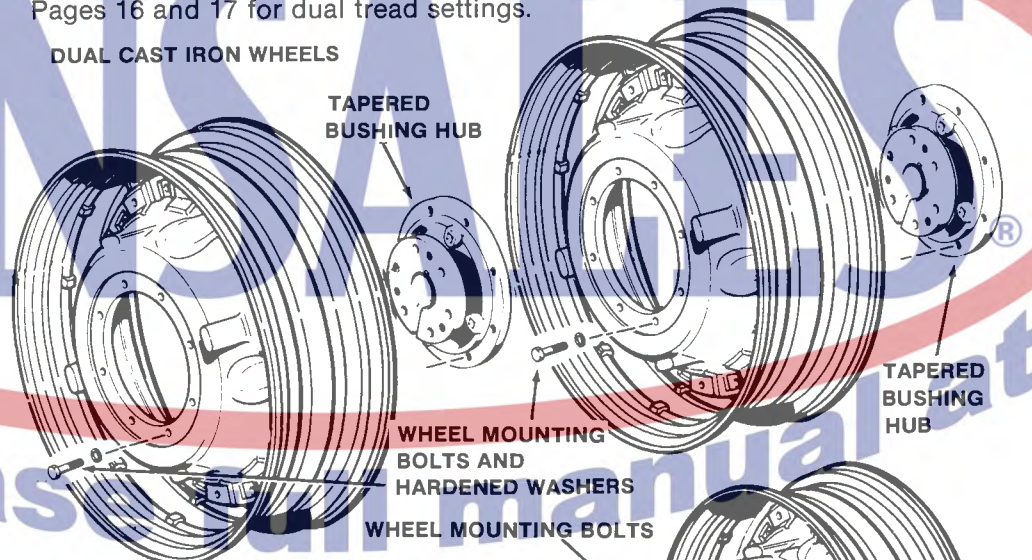
When dual wheels are needed for working conditions, the inner wheel can be installed with the concave face in and the outer wheel with the concave face out. On the 120 inch (3 048 mm) long axle, both the inner and outer wheels can be installed with the concave face in or out. On the 96 inch (2 438 mm) short axle, the inner wheel must have the concave face in and the outer wheel concave face can be in or out.

The rear dual wheels can be two cast iron wheels or one cast iron and one steel wheel. The steel wheel must be the outside wheel.

NOTE: Do not use wheel weights when using the steel wheels.

You can get a wider maximum tread setting on the long axle by using spacers with the steel outer wheels. Each spacer is 16 inches (406 mm) wide. See Pages 16 and 17 for dual tread settings.

DUAL CAST IRON WHEELS



DUAL CAST IRON AND STEEL WHEELS

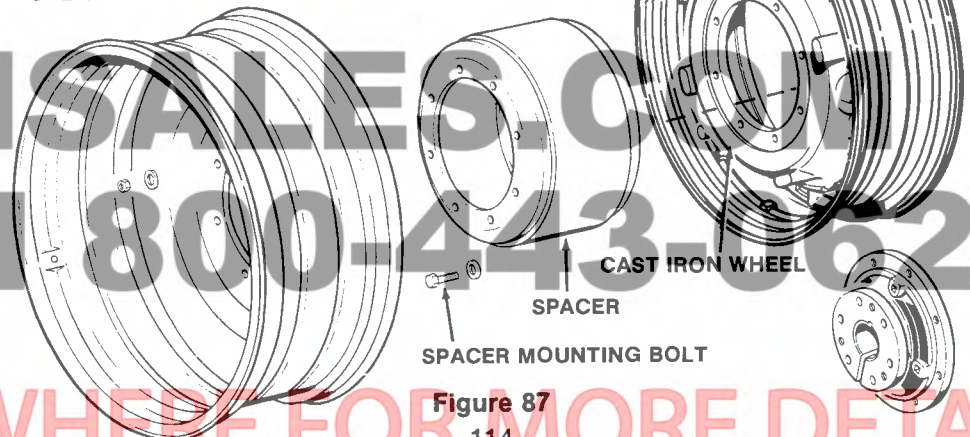


Figure 87

REAR TIRE MOUNTING

IMPORTANT: To get the traction and cleaning action of the lugs, the rear tires must be installed on the wheels so the tread is turning in the direction shown in Figure 88. Do not try to remove, repair or install a tractor tire on a rim. Take the tire and rim to a shop that has persons with special training and special safety tools.



Figure 88

LOADS MATCHED TO TRACTOR

Do not operate the tractor with heavy implement loads that need the use of gears in the lower ranges. The tractor is made for continued field operation at the rated horsepower and ground speed of 5 MPH (8 km/h) and faster with a load that is correctly matched to the tractor. If you operate the tractor with too much ballast and pull too heavy a load for a long period of time in the low gears, you will cause damage to the drive train and decrease tire life.

1. If you select to operate at a slower speed than 5 mph (8 km/h), first check for correct matched gear selection where the tractor can pull the load at 5 mph (8 km/h) or faster. Then, change to a lower gear for continued operation at a slower speed.
2. The best traction occurs when tire slip is between 10 and 15 percent. Add ballast for the average field conditions and permit slip in bad areas of the field to go to approximately 20 percent.
3. Remove the ballast when not needed for lighter loads.
4. Pull lighter loads at a little faster speed to do more work and increase efficiency. Do not over weight the tractor to pull very heavy loads.
5. If the implement can not be pulled at the needed depth at speeds of 5 MPH (8 km/h) or faster, the implement is over matched for your tractor.

Operating a tractor with too much weight can cause:

- A. A decrease in horsepower available at the implement and then, a decrease in amount of field worked.
- B. An increase in amount of fuel used.
- C. A decrease in tire life.
- D. The soil to be compressed.
- E. Too much force on the power train which will decrease the life of the power train and cause high operating cost.

The most important item in field operations is the amount of horsepower available at the hitch or drawbar. Power needed to move a tractor that has too much weight will decrease the power that is available to pull the implement.

IMPORTANT: The total tractor weight with ballast must not be more than 20,500 lbs. (9 300 kg).

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TRACTOR BALLAST Measuring Slip

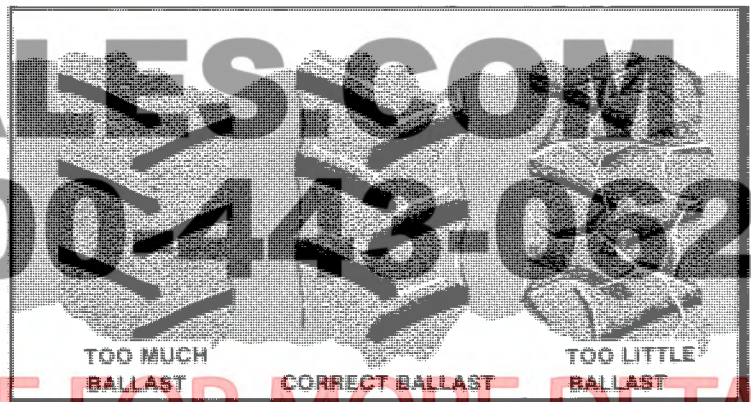
Ballast for your tractor is front end weights, rear wheel weights and liquid in the tires. Because some implements cause much weight to move from the front of the tractor to the rear of the tractor, do not ballast the rear tires under these conditions. Install the maximum permitted ballast on the front of the tractor.

A good ballast weight for the tractor is that weight needed to keep 10 to 15 percent drive wheel slip at rated horsepower at 5 MPH (8 KM/h) with a matched load. To measure the amount of slip, use the following method:

1. Put a reference mark on the side of the tractor rear tire. Operate the tractor with the implement in the ground. You must then move next to the tractor while the tractor is working and put a marker on the ground at the point where the tire reference mark comes down to the ground.
2. Continue to move along with the tractor and count ten wheel revolutions. Put a second marker on the ground where the tire reference mark comes down to the ground for the tenth time.
3. Lift the implement out of the ground. Position the tractor so the tire reference mark is next to the first ground marker. Operate the tractor from the first ground marker to the second marks.
4. Count the number of wheel revolutions between the two ground marks. ®
5. Find the percent of slip as follows:

Revolutions of wheel	Slip (%)
9-1/2	5
9	10
8-1/2	15
8	20
7-1/2	25
7	30

NOTE: When you have too much ballast installed on the tractor, you will see the clear shape of the tire tread in the ground which is an indication of no slippage. With too little ballast, the tire tread marks will not show because of the tire slippage.



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