



CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

J.I. Case

Operator's Manual

T25-45

Cross Motor

purchase full manual at

Operator's Manual

JENSALES.COM

or Call 800-443-0625



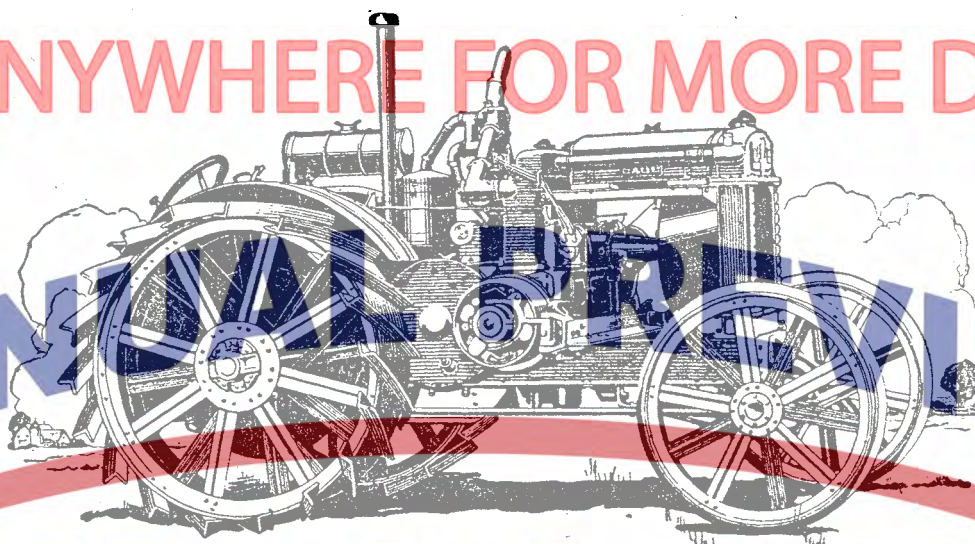
CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF
J.I. CASE OR IT'S SUCCESSORS. J.I. CASE AND IT'S SUCCESSORS
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

CA-O-25-45T

CLICK ANYWHERE FOR MORE DETAILS



IMPORTANT

1. Read Instruction Book Carefully.
2. No fine piece of machinery should ever be loaded to full capacity until it has been run light for a reasonable length of time.
3. FOR FIRST 50 HOURS, this tractor should be oiled and RUN AT HALF LOAD OR LESS BEFORE IT IS PUT ON FULL LOAD.

JENSALES.COM

or Call 800-443-0625

ORDERING REPAIRS

When ordering repairs, be sure to give Serial Number of Tractor and Name and Number of Part Ordered.

CLICK ANYWHERE FOR MORE DETAILS

CONTENTS



CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

	Page
Chap. I - Starting and Operating The Tractor.....	4
Chap. II - The Engine—Adjustment and Repair.....	9
Chap. III - Fuel System and Carburetion.....	17
Chap. IV - Ignition.....	31
Chap. V - Cooling	33
Chap. VI - Lubrication.....	37
Chap. VII - Operation of Tractor	47
Chap. VIII - General Tractor and Field Information.....	49
Chap. IX - Care of Tractor	58

JENSALES®

purchase full manual at

JENSALES.COM

or Call 800-443-0625

CLICK ANYWHERE FOR MORE DETAILS

oil. The longer the engine runs the heavier becomes this deposit, resulting in pre-ignition, overheating and poor operation of the engine. The cylinder heads should be removed when trouble of this kind occurs and the carbon scraped out.

A certain peculiar knock in the motor, accompanied by overheating, is evidence of the presence of carbon.

Causes for Poor Compression

Carbonization is the most frequent cause for valves and pistons to leak; and poor carburetor adjustment and improper lubrication are the most frequent causes of carbonization. This carbon deposit accumulates on the valve heads and gets on the seats until leaky valves result. Corroding and pitting of the valves also occurs when the valves are prevented from seating properly.

Carbon and poor lubrication are often responsible for leaky piston rings, although sometimes this trouble is due to natural wear. The carbon accumulates in the grooves until the rings stick and it becomes necessary to clean and perhaps replace them.

In many cases the pistons or rings are blamed for loss of compression when the fault really lies in the oil used.

Firing Order

The firing order of this engine is 1-3-4-2.

In referring to the cylinder it is customary to do so by numbers: the one next to the crank end of engine is cylinder No. 1, the next is cylinder No. 2, etc.

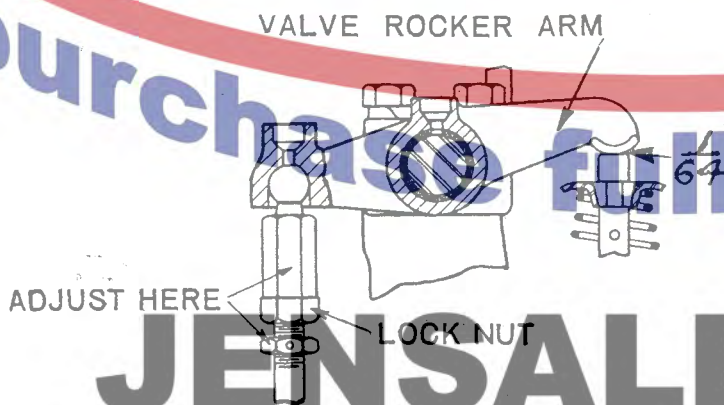


Fig. 2. Push Rod Adjustment

clearance between the rocker arm and valve stem should be about $\frac{1}{16}$ inch when engine is real warm. This clearance is equal to about five thicknesses of ordinary writing paper.

Valve Setting

Setting the valves is necessary only in case the timing gears have been separated in overhauling the engine.

The cam shaft is a one piece forging so that when one valve is set correctly the rest are correct also.

Adjusting Push Rods

A poor tappet adjustment is a frequent cause of lack of power and poor operation of engine. This should be inspected occasionally, and particularly after valves have been ground, to see that the adjustment is correct. With the push rod resting on the back of the cam, the valve stem should be about



Fig. 3. Marked Timing Gears

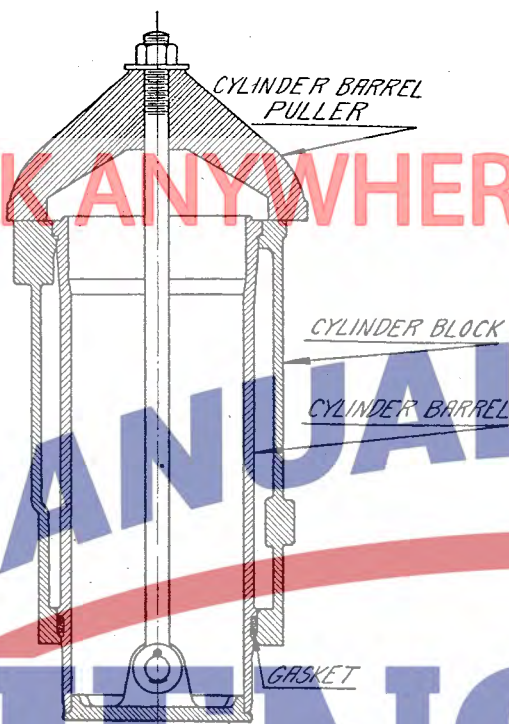


Fig. 5. Cylinder Barrel Puller

should be followed explicitly if difficulty in making a tight joint is to be avoided.

Clean dirt or other foreign matter from recess in cylinder and from shoulder on sleeve.

the cylinder barrel to have the oil hole line up exactly. The barrels can then be pressed up and a very convenient device for this purpose is shown in Figure 5. If this joint is badly sealed or rusted the barrel will be hard to start, and the best way to get it loose is to tighten up the puller in place with considerable force and pound on the lower edge of the barrel, using a block of hard wood so as not to batter the edge of the barrel. This barrel puller may be obtained at Case branch houses or one may be readily made at home.

In replacing a cylinder sleeve or a leaky gasket particular care must be taken in the manner of replacing the rubber gasket so as to have a water tight joint at the lower end of cylinder barrel.

The instructions as given



1. Place gasket as shown before starting barrel.
2. Start barrel in gasket squarely so as not to pinch gasket with lower edge.

3. Lower edge of barrel should be rounded with a file to prevent pinching.
4. Guide barrel in place as shown so that gasket will not be damaged. Turning sleeve slightly as it enters will assist centering.

5. After replacing gaskets the engine should be filled with water and allowed to stand overnight to test for leakage.

Fig. 6. Installing Cylinder Barrel