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MANUAL PREVIEW

J.I. Case
Operator's Manual
10-18

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CASE 10-18 KEROSENE TRACTOR

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Pulling A Double Disc

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C O N T E N T S

MANUAL PREVIEW

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THE SIGN OF
MECHANICAL
EXCELLENCE
THE WORLD
OVER

FOR WORD

The Case 10-18 was designed to take the place of the former 9-18 Tractor.

In this tractor has been embodied every quality to make it the best and most highly practical small tractor on the market. It possesses the essential qualities and sound principles of the former type and in addition has innumerable features and advantages that mark it as the highest development in farm tractors.

The qualities that broadly determine the true value of a tractor are **adaptability, efficiency and durability**. These qualities have been built into this tractor to the highest possible degree.

That the owner may use his tractor to the best advantage and that these qualities may not be impaired by abuse of the mechanism or improper handling, the owner should be familiar with the construction, operation and good practice in the care of his tractor. As the owner becomes more familiar with his tractor the better will his appreciation be of its good qualities and its use will become a source of greater satisfaction and profit.

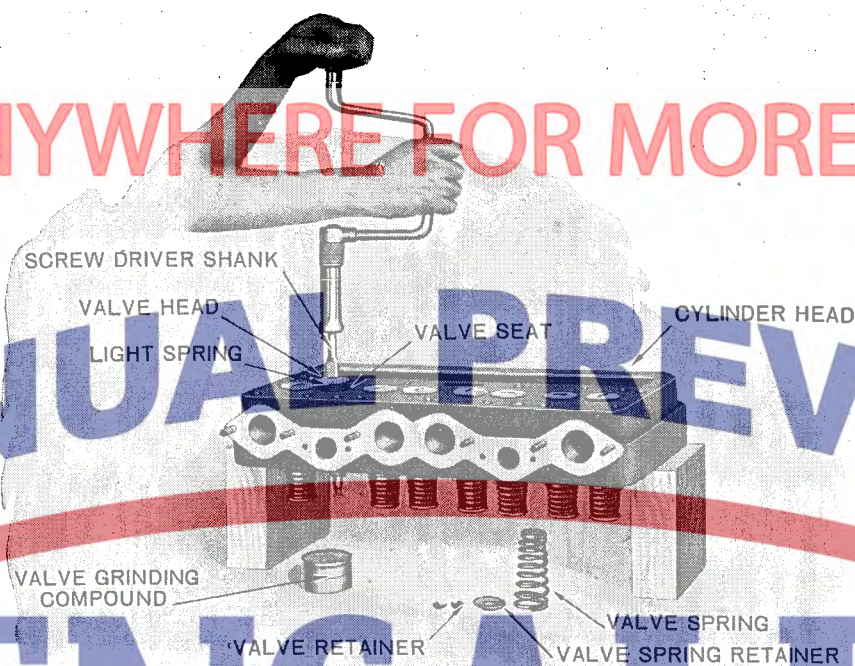
Common sense is the first requisite that a tractor operator should possess and then he should acquire a thorough knowledge of the tractor. With the object in view of giving him as much of this knowledge as possible, this **manual** has been prepared. The operator should not stop with the perusal of this manual however. The many tractor and motor publications contain interesting and valuable articles on general topics pertaining to tractor operation and application.

It is the desire of the J. I. Case Threshing Machine Company that every tractor should give the highest degree of service and every effort is made towards insuring this service in the design and manufacture of the tractor. When it passes into the hands of the owner it passes largely beyond control of the company. The owner is urged to use good judgment and diligence in the operation and care of his tractor and satisfactory service will follow.

Study this **manual** carefully and check over the tractor from it. Should you lose it, order another one. If there is anything you do not understand or cannot find in this booklet, write for the information and it will be fully given.

J. I. Case Threshing Machine Company,
Racine, Wisconsin

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Illus. 2. Grinding Valves

Be sure to replace cotter pin in valve stem when reassembling; otherwise the valve would be free to drop into cylinder and cause a great deal of damage if the spring retainer should let go.

The valve heads should be numbered with a prick punch, or otherwise identified, to insure their replacement in the proper seat if they are all removed. Some operators prefer to remove and grind one valve at a time so that no mistake can be made in replacing.

Grinding Valves.

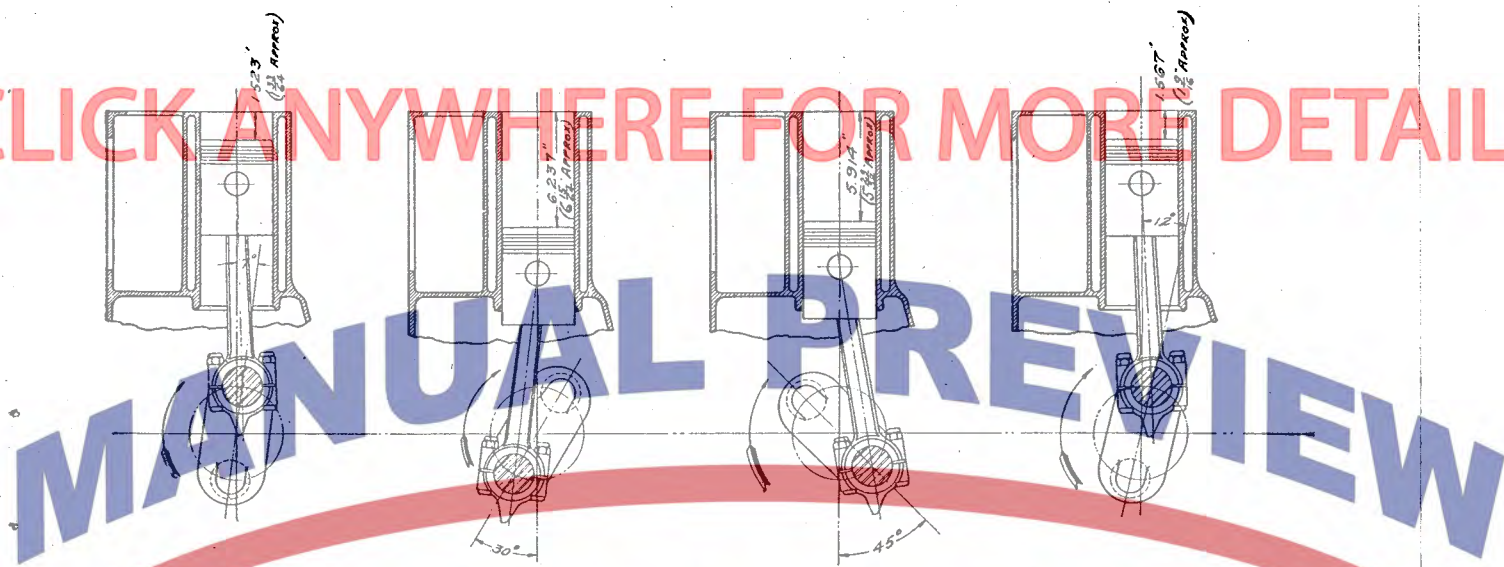
Remove the valves and clean them thoroughly, scraping the carbon from the head of valve stem, using emery cloth on end of valve stem near the head. Where the motor has been in service for some time there will usually be a wire edge, or a rough edge, on the valve head, which should be removed by filing lightly before the valve is ground. Next examine the valve seat in the cylinder head as it may be necessary to remove a wire edge there also, which can be done with a round file.

Valve grinding compound may be purchased at any garage or supply house. One very convenient form is that put up in a double can, with coarse compound on one side and fine on the other.

It is best to use a carpenter's brace or breast drill with a screw driver shank for turning the valves. When a light spring, such as the one on the clutch pulley brake, is used under the head of the valve, so as to just raise it off the seat, when the pressure is relieved it will facilitate the grinding.

Before starting to grind the valve try it in its correct valve guide and if it binds clean the guide thoroughly with gasoline and then oil; also apply the emery cloth to the valve stem until polished. Now place the valve with the light spring in position for grinding. Apply the coarse paste evenly on the seat and oscillate the valve, with slight pressure on the brace. Do not rotate the valve continuously as such a motion is liable to cut grooves in the seat. The correct way is to rotate the valve

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Illus. 4 Valve Timing Diagram

To Remove and Replace Piston Assemblies.

Pistons and connecting rod may be removed from the bottom of the motor after oil pan is taken down. The rod and cap should be plainly marked so as to be put back correctly and in the proper cylinders.

In replacing the pistons the rings must be compressed to go into the cylinders. Short strips of thin sheet metal may be used to guide the piston rings into the cylinder base, or soft wire twisted around the rings and removed as they enter. One accustomed to this can easily accomplish this work without the aid of these appliances.

Before placing pistons in cylinders clean the pistons and rings thoroughly and oil freely with motor oil.

Leaky Piston Rings.

If the rings have become worn or are sticking in the grooves the gas will escape by the piston, resulting in loss of power, increased fuel consumption, fuel getting into the crank case diluting the oil and other bad effects.

If the piston rings are leaking the gas of course will escape past the piston, both on the compression and the power strokes. Leaky rings may be detected by the hissing sound of the gas escaping past the piston when the



Illus. 5. Replacing and Removing Rings

motor is turned. The best way to determine this is to remove the hand hole plates from the crank case and the leaky piston may be distinctly located by having some one turn the motor.

Leaky piston rings will also become dark in streaks and appear as if they were burned from the escaping gases.

Rings leak from wear that has taken place which prevents them from properly conforming to the cylinder bore or from fitting the grooves in the pistons. After long use the ring will not only wear on the outside, due to friction, but will wear in the groove until it becomes too narrow, allowing the gas to escape. When this occurs the only remedy is to replace the rings.

Sometimes rings leak because carbon deposit has accumulated in the groove below and beside the ring, causing them to stick. They also become gummy when a poor grade or an excess of oil is used. When the cause of the ring leaking is due to it sticking in the groove it may be remedied by thorough cleaning.

Removing Rings.

Rings that are worn or otherwise damaged may be broken off. In removing rings that are to be used again considerable care is required that they are not broken. Usually a screw driver and some other thin piece of metal are employed in removing rings. After removing the top ring it is well to place three or four thin strips of tin over the groove to prevent the second ring from dropping in (see illustration 5).

Cleaning Carbon from Grooves.

With the pistons out and the rings removed the grooves in the pistons should be cleaned. This is done by running a screw driver around the grooves and afterward cleaning with gasoline and brush. If the rings are to be used again mark them so they may be replaced in their proper groove.

Fitting New Rings.

In fitting a new piston ring it should first be fitted to the proper cylinder to determine if too large for cylinder bore. If it is too large in circumference the ring should be placed in a vise and the joint filed. With the ring properly fitted to the cylinder the space between the ends will be equal to the thickness of common writing paper.

The rings should now be fitted to the piston, and each ring should be fitted to the particular groove for which it is intended. Place the ring in the groove and roll it around. The ring should be fitted so that it does not bind, and at the same time it should not have any play. Unless ring is properly fitted to the groove it will not hold compression. A good way to gauge this fit is to seat the ring in the groove and fit it so there just is an

Illus. 6. Cleaning Carbon from Piston Grooves

appreciable up and down play on the outer side (see illustration 7).