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MANUAL PREVIEW

J.I. Case

Operator's Manual

4600

David Brown

Operator's Manual

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4600 Selectamatic Livedrive

MANUAL PREVIEW

INSTRUCTION BOOK

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With 3-cylinder Gasoline Engine

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DAVID BROWN TRACTORS LIMITED
MELTHAM : YORKSHIRE : ENGLAND

Publication No. TP655

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INTRODUCTION

The 4600 Selectamatic tractor with 3-cylinder gasoline engine incorporates the latest refinements of technical design and is the culmination of many years of development and rigorous field testing. In fact, it is a tractor which does a wide range of farming jobs well, reliably and efficiently.

Good design is backed up by skilled manufacture on some of the most modern machines currently available in Europe. The potential life and efficiency which is built into the tractor by careful choice of materials, close manufacturing limits and expert assembly, requires the co-operation of the user whose responsibility it is to carry out the *regular* lubrication and maintenance outlined in this book.

Almost any but the complete novice will be able to carry out the various work which a tractor driver is required to do. But to do this in the easiest, quickest and most efficient way, not to mention the *safest* way because a tractor can be a dangerous machine if handled carelessly and without thought, requires knowledge and skills which have to be acquired. This book gives the necessary information, armed with which the user will quickly gain skill after a little practice.

It is suggested that time spent in reading the Operation and Regular Maintenance sections of this book *before* the new tractor is put into use, will be amply repaid. It is appreciated that the tractor will only be used occasionally for some tasks and the book should be kept readily available at all times so that one's memory may be refreshed. For ease of use the book is divided into 4 sections as indicated in the contents list opposite.

In case of difficulty of any kind, the person most fitted to assist you is your David Brown dealer. Besides having specialist knowledge of the product, he has a great experience of local conditions which will be especially useful to you. In any query always quote the full *prefix* and *serial number* of the tractor and also the *engine type* and *number*.

Note : A list of abbreviations used in this book is given on page 85

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First Edition April 1968

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CONTROLS

The engine and tractor controls are shown in Fig. 1/1 and 1/2.



FIGURE 1/1. INSTRUMENT PANEL

- | | |
|---------------------------------------|----------------------------------|
| A. Throttle lever | F. Filter warning light (Yellow) |
| B. Horn button | G. Charge warning light (Red) |
| C. Fuel gauge | H. Tractormeter |
| D. Temperature gauge | J. Light switch |
| E. Oil pressure warning light (Green) | K. Choke |
| | L. Ignition/starter key |
| | M. Engine stop knob |

OIL WARNING LIGHT

The green light is illuminated when oil pressure is too low. Ensure that it lights when the isolating switch is turned on and goes out when the engine runs.

NO CHARGE WARNING LIGHT

The red light is illuminated when the isolating switch is turned on but should extinguish as soon as the dynamo commences to charge.

TRANSMISSION FILTER WARNING LAMP

When the fall in pressure across the full flow filter element in the hydraulic system is high enough to open the valve and allow oil to by-pass the filter element, the yellow warning lamp illuminates. This may occur (a) when the filter element is blocked with dirt and requires changing for a new one or (b) when the oil is cold and engine speed is high.

LIGHT SWITCH

This has 4 positions, and depending on whether single or double filament headlamps are fitted, gives the following positions.

Single filament

1. Off
2. Side and Tail*
3. Side and Tail*
4. Side, tail and head*

Double filament

1. Off
2. Side and Tail*
3. Side, tail and head (low beam)*
4. Side, tail and head (high beam)*

* The rear plough lamp may be switched on by its own switch in these positions

BRAKES

Twin foot pedals at the right-hand side give independent control of the brakes to assist steering in confined spaces. To ensure full braking power on the road, the locking bar H, Fig. 1/2 should be used on the highway. However, the balance of the braking system should be checked each week or whenever the tractor is taken on the road after working extensively where one brake is used much more than the other for turning at headlands, etc. If this precaution is not taken, an unexpected and dangerous swerve may occur.

LIVEDRIVE CLUTCH

There are two main stages of pedal movement. Stage 1 — Complete disengagement of the transmission clutch is denoted by an increase in pedal pressure at point A, Fig. 1/3. In practice the pedal should always be pressed to this point.

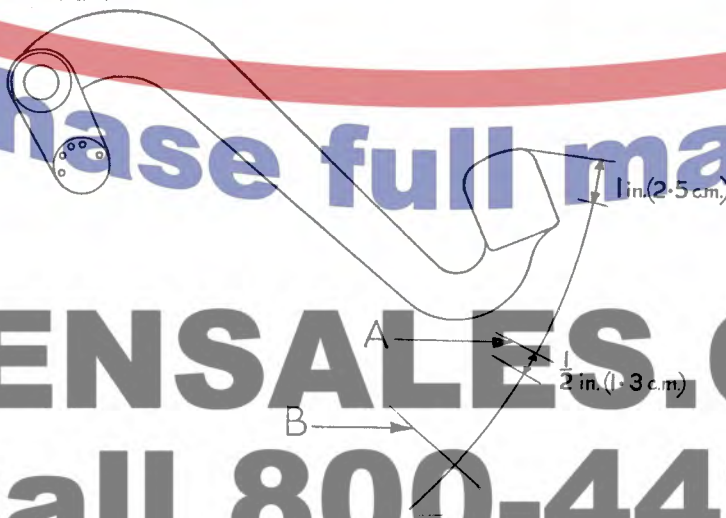


FIGURE 1/3. LIVEDRIVE CLUTCH

- A. Transmission disengaged
- B. Transmission and PTO disengaged