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MANUAL PREVIEW

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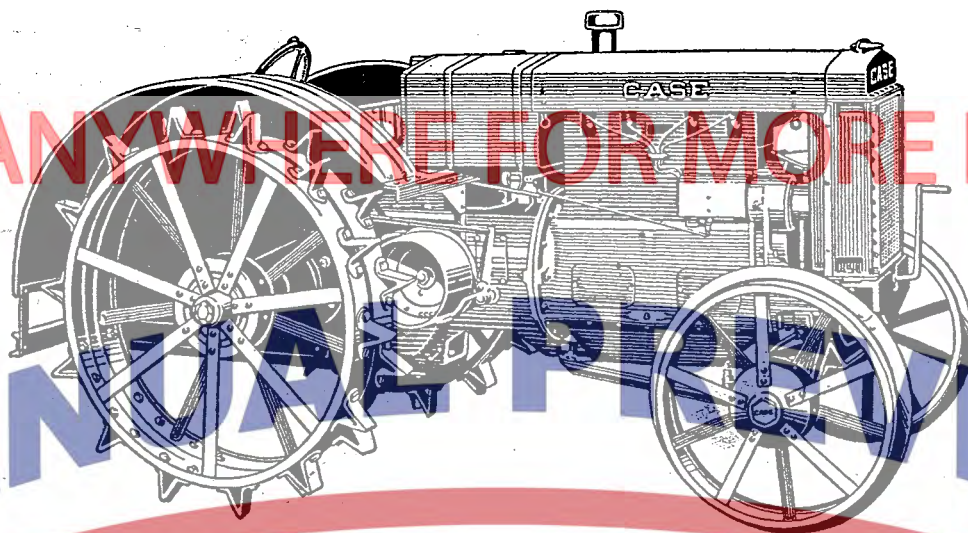
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IMPORTANT

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.**

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NOTE: Throughout this book the paragraph numbers are keyed with the illustrations for ready reference.

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ORDERING REPAIRS

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

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PREPARING A NEW TRACTOR FOR USE

Note: Throughout this book the paragraph numbers are keyed with the illustrations for ready reference.

A.

It is the desire of this Company that every tractor should be delivered not only mechanically perfect but as clean in appearance as the day it was shipped from the factory. When possible, box cars will be used in making shipments and this requires the removal of fenders and draw-bar for loading. Put these parts on, fastening securely, using lock washers on all bolts.

B. Lugs—Fig. 1.

Put spade lugs on drive wheels. Steel spade lugs, $4\frac{1}{8}$ " high, as shown at A, Fig. 1, are regularly furnished. As special equipment, $5\frac{3}{4}$ " high cast spade lugs, B, Fig. 1, chilled on the slanting face, can be furnished on order. The cast lugs should be put on, as shown in Fig. 1. Note that the slanting or chilled face of lugs is toward the rear when lugs are in contact with ground.

Use lock washers and tighten all bolts again after a few hours use. Refer to page 40 for list of other special lugs and wheel equipment.

C. Skid Rings—Fig. 1.

1. Put the skid rings on with the vertical flange toward the inside of wheel.

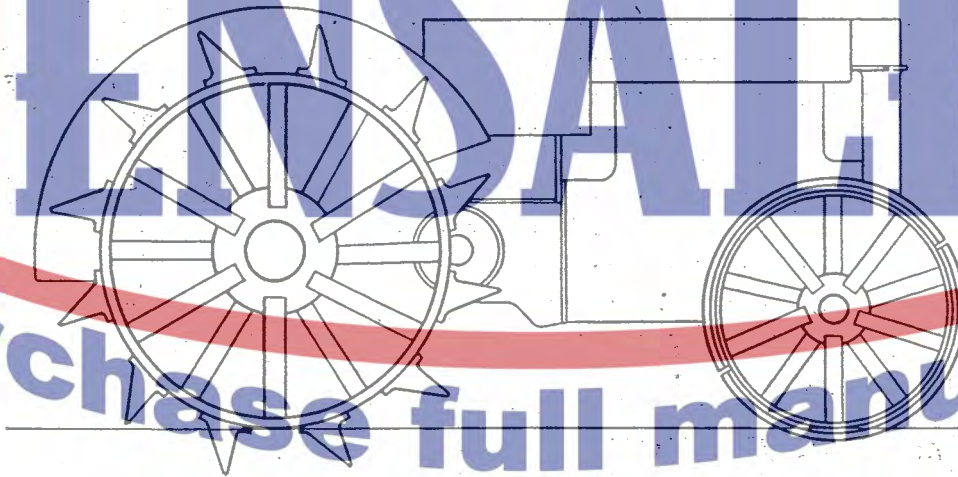


Fig. 1. Spade Lug Equipment.

D. Inspection.

2. Inspect tractor carefully to make sure that nothing has become loose, or has been broken or damaged in shipment. Remove cinders, dirt or paint from moving parts where it might cause parts to bind.
3. Make sure that air vent holes in carburetor and caps of fuel tanks are open. Fig. 3. Vent hole in carburetor is on side of carburetor toward engine block but can be cleaned by using a small wire.

2. The bearings are provided with a number of thin shims for adjustment. Bearings are originally set with a clearance of .002". When the bearings become worn the original clearance can be maintained by removing some of the thin shims provided. Be sure to remove the same amount of shims from each side of bearing, also see that the cap is drawn tight on the shims. If the bearing is too tight add additional shims. Do not under any circumstances obtain running fit by leaving the nuts loose. Never operate the engine without replacing cotter pins to keep nuts in place. It is advisable to always use new cotter pins. To adjust bearings the inspection plates on both sides of crankcase should be removed, which facilitates getting at nuts.
3. From .005" to .012" side play of bearing should be allowed.

MAIN BEARINGS

Any one of the three main bearing caps can be adjusted for wear without removing the cylinder block. To adjust, remove the oil pan and disconnect oil lines.

Use a small bar to pry under crankshaft to determine play in bearing. Also use a bar to check up on end play. The thrust is taken by center main bearing which has a flange on each end. There should be .006"-.008" clearance.

Adjust one main bearing at a time. A thick laminated shim is used on each side and laminations .002" thick can be peeled off if necessary to take up for wear.

After shims are adjusted, tighten capscrews and lock them securely with wire.

PISTON PIN

To remove the piston pin, back the clamping screw free of its threads. The cap screw cannot be taken out completely but must be raised slightly to allow pin to be removed. In assembling, the clamping screw and its lip lock washer must be in place in the rod. Raise screw slightly to allow pin to be put in. Line up notch in pin with clamping screw and tighten and lock securely by turning lip of special washer against head of cap screw.



Fig. 22. Steering Gear.

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Fig. 2. The Front End of Model "CC" Tractor Can Be Removed and the Tractor Converted to Four Wheel Type

TO CONVERT REGULAR MODEL "CC" TRACTOR TO A FOUR WHEEL TRACTOR

As a special attachment a group of parts can be furnished to convert the regular three wheel tractor to a four wheel tractor. This group of parts consists of front axle, radius rods, steering knuckles, open type front wheels, drag link and steering arm and a filler block to raise front end of tractor to a level position.

Removing Pivot Casting from Regular Model "CC" Tractor When Changing to Four Wheel Type

1. Block up under tractor to hold weight of front of tractor when pivot casting is removed. Place this block back of radius rod pivot bracket so as not to interfere when radius rods are put on.
2. Remove steering arm from steering shaft. A shorter drag link and different steering arm are furnished for use with the two wheel type of front axle, therefore, the long drag link and short steering arm can be left attached to the regular Model "CC" front end assembly when it is removed.
3. Remove the two short and two long cap screws holding the pivot casting to the radiator support.
4. Remove the two cap screws holding the short piece of square tubing and remove the tubing.
5. The front pivot casting or front end assembly is now entirely detached from the tractor and the assembly can be wheeled to one side until it is again needed.
6. Remove starting crank bearing.

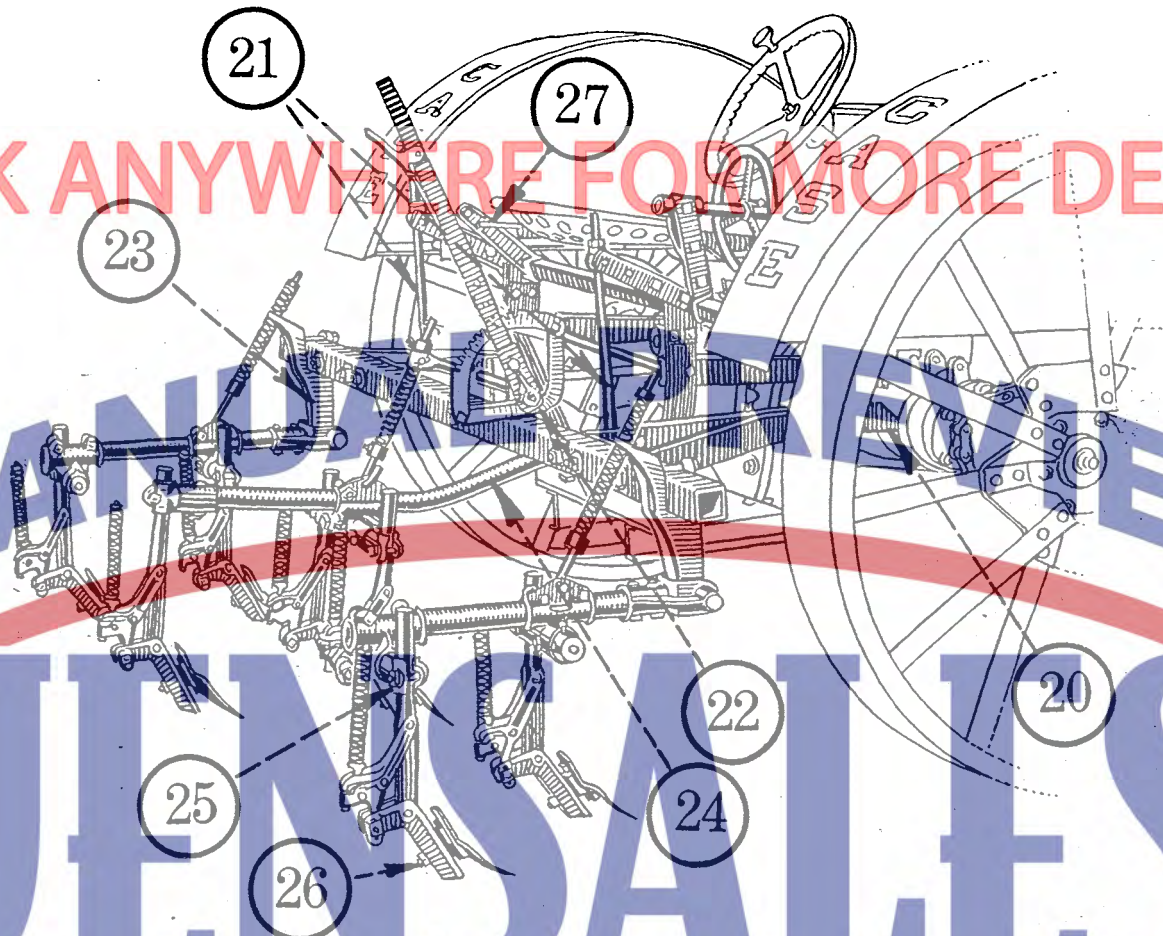


Fig. 11. Attaching Rear Beam Cross Bar for Two Row Cultivator

Attaching Rear Beam Cross Bar for Two Row Cultivator

20. Fig. 8 and 11. Fasten angle brackets which support rear beam cross bar to axle using the U shaped clamp rings as shown in Fig. 8. Rear beam cross bar should work up and down freely. Be sure clamp rings do not bind on axle housing.
21. Fig. 11. Connect lifting links between rear cross shaft arms and rear beam cross bar, putting both lock nuts on top of arm so link can float through swivel.
22. Fig. 11. Bolt lever for adjusting center beam in place on top of cross bar.
23. Fig. 11. Attach beams to beam brackets on cross bar and put pressure rods in place.
24. Fig. 11. The center beam attaches at center of platform.
25. Fig. 11. Put shovel standards in place and draw up clamp bolts.
26. Fig. 11. Bolt shovels and sweeps to the standards.
27. Fig. 9 and 11. The assisting spring should be put in place as shown and drawn up to the desired tension.

Note: For Two Row Cultivator the assisting spring should be attached in lower hole in spring arm. For the Four Row Cultivator use the upper hole. Adjust eyebolt to set tension of spring so that with gangs raised the spring is extended about 1" from its natural length.

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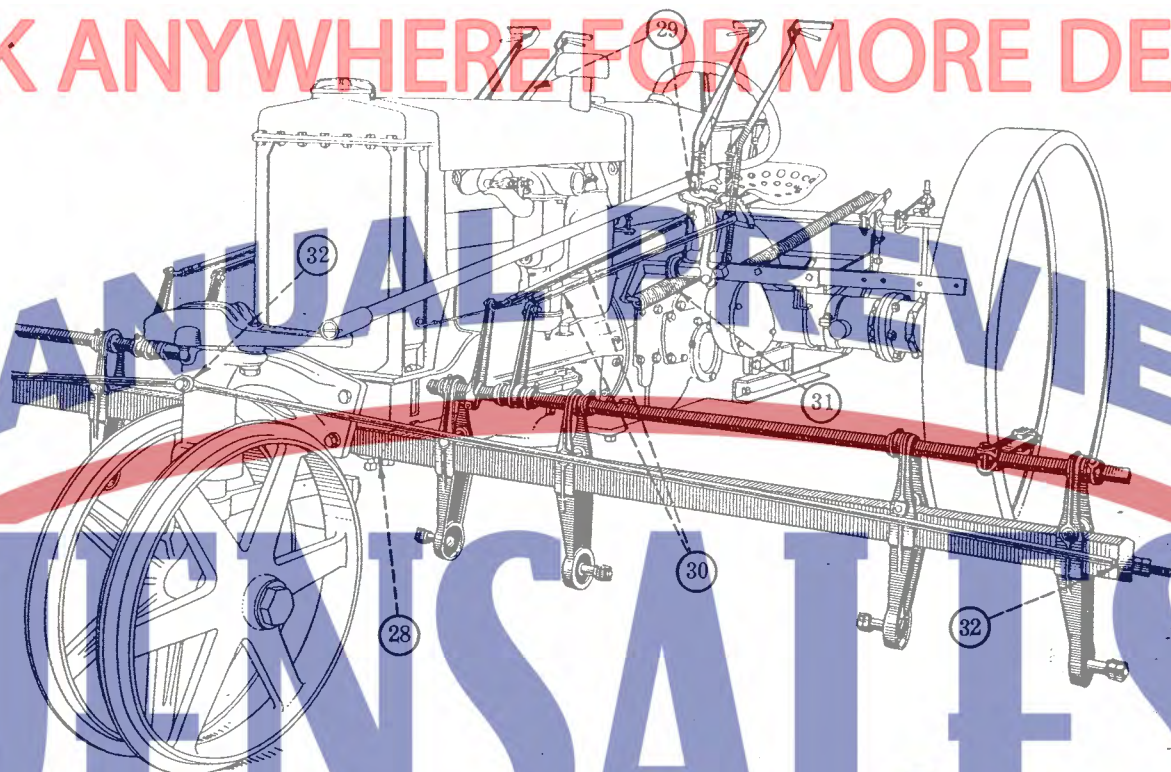


Fig. 12. Attaching Front Beam Cross Bar for Four Row Cultivator

Attaching Front Beam Cross Bar for Four Row Cultivator

28. Fig. 12. Fasten the long square pipe bar assembly in place as shown.
29. Fig. 12. Bolt lever assemblies on as shown.
30. Fig. 12. Attach connecting links between levers and raising arms on front beam cross bar. The inner levers control the outer gangs and the outer levers control the inner gangs.
31. Fig. 12. An additional assisting spring is provided for the four row attachment. This spring attaches to arm on center shaft, as shown with adjusting eyebolt at rear through eyebolt bracket which bolts on upper stud through rear axle housing.
32. Fig. 12. Attach the front truss rods from front axle center bracket to the outer end of front cross bar. The $\frac{5}{8}$ "x2" cap screw for attaching truss rods to center bracket is packed with the front beam bundle.
33. Fig. 12. Attach beams and shields in the same way as for the two row cultivator.