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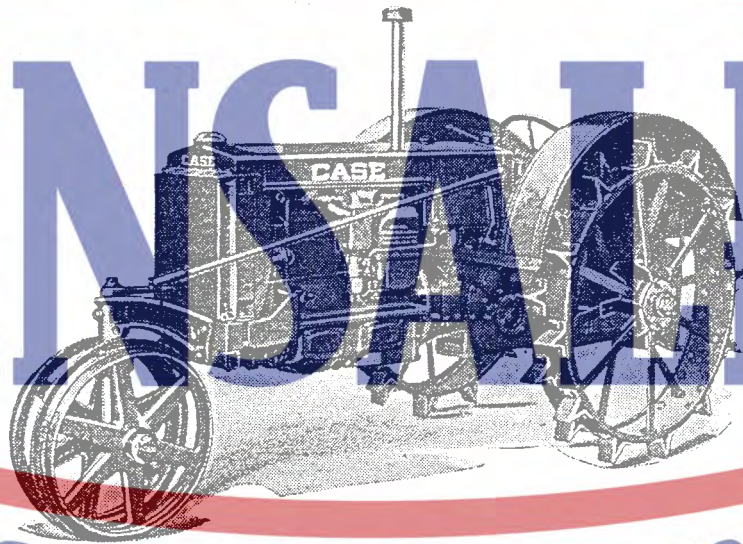
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Vintage Farm Tractors

by Delmer J. Dooley

J. I. CASE - MODEL CC

The J. I. Case Model CC was the first row crop tractor produced by the Case Company.

It was manufactured from 1929 until 1939. Throughout this period about 29,824 CC tractors were built.

The most productive year was in 1936 when 7,150 tractors rolled off the assembly lines. There are several sources of tractors production numbers, and it is noted that none seem to agree. One research indicates 52,803 CC were manufactured.

Case had established a reputation with steam engines, then gas tractors such as the L, C, and earlier models of 12-25, 20-40, 15-27, 22-40, 12-20, and 40-72. All of these numbered tractors were cross-mount engines--that is the engine was across the frame rather than in-line.

The CC Case offered some interesting options. The front-end row crop wheels could be removed and a standard axle installed. The CC offered a "motor lift" for cultivating by stepping on a pedal that engaged driving dogs on a roller that was driven by a worm-gear shaft.

This lift replaced the hand operated levers common on the early tractor cultivators.

The CC Case was offered only on steel wheels until about 1936 or 1937 when

rubber tires were an option. Most cultivators and tractor mounted implements were heavy, cumbersome, and difficult to put on and take off the tractor. Integral mounting of cultivators was a relatively new innovation.

Although it was a row crop model, another adjustment was needed for row crop operation. The procedure involved removing the rear wheels and installing a 12 inch spool on each axle. Thus the wheel spacing could be widened from 48 inches to 72 inches, and still further by reversing the wheels with the hubs turned out, thus increasing the spacing to 84 inches.

The Model CC was about a 30 HP, four cylinder, valve-in-head engine. Like other tractors of that period, the CC would operate on gasoline, kerosene, distillate or furnace oil.

To burn the later, it was necessary to start on gasoline, then use a manifold damper or heater so that low gravity fuels would vaporize before entering the combustion chamber.

Many farmers can tell of their experience of running out of fuel when burning kerosene or distillate. It would be almost impossible to start if the engine was cold. Generally, the low gravity fuels were cheap, but gasoline usually produced slightly more power.

The CC Case was one of 12 tractors chosen as the greatest of their time in a survey published in the August 1990 issue of Successful Farming. The J. I. Case CC established its place in tractor history.

Loren Simmons of White, S. D. won the National Plowing Contest in 1988 using a CC Case tractor and a Centennial Case Plow.



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CASE MODEL CC

Traction Wheels: Two traction in rear,
48x8.

No. of Plows Recommended: Two, 14-in.
Length: 137 in.; Width: Variable, 48-84-in.
tread; Height: 56½ in.

Turning Radius (Outside): Pivots on rear
wheel.

Engine: Own, 3¾x5½, vertical, 4 cyl-
inders, cast singly.

Lubrication: Force feed through drilled
crankshaft.

Carburetor: 1¼-in.

Ignition System: High tension magneto
with impulse coupling.

Cooling System: Fan, pump and radiator.

Bearings: Bronze babbitt lined in motor.

Transmission: Sliding gear; 2.63, 3.75 and
5.14 m.p.h. forward.

Final Drive: Chain, enclosed in oil.

Belt Pulley: 10¼x6¼; 973 r.p.m. and 2600
feet per minute at normal engine
speed.

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Fig. 40. First Step in Splitting Tractor.

REMOVING CLUTCH

NOTE: Remove all spark plug wires to avoid any possibility of engine starting while working on clutch.

The clutch can be removed and new friction mats installed in a short time. To do this work, it is necessary to split the tractor. Refer to Figs. 40 and 41.

1. Fig. 41. Lay two flat boards on the ground and drive front wheels of tractor onto these boards. The front end of tractor will then roll easily in splitting.
2. Fig. 40. Block the drive wheels and apply hand brake.
3. Fig. 40. Block up under front end of transmission case or use a jack.
4. Disengage clutch, and put gear shift lever in neutral position.
5. Disconnect the fuel line from carburetor to fuel strainer.
6. Fig. 40. Disconnect the spark rod from magneto, and pull rod to the rear.
7. Fig. 40. Disconnect the governor rod.
8. Remove the hood from over engine.
9. Fig. 41. Disconnect the drag link at rear end.
10. Fig. 40. Remove pulley brake and clutch arm.
11. Fig. 40. Remove hand hole covers from both sides of clutch housing.
12. Pull out on clutch adjusting pin, and loosen clutch adjusting ring assembly about six full turns to the left or counter-clockwise.