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MANUAL PREVIEW

J.I. Case

Operator's Manual

200, 300,
400 & 500

Teratrak Crawlers

Operator's Manual

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CA-O-200CRWLR+

CAPACITIES (U.S.)	200	300	400	500*
FUEL TANK (APPROX.)	10 GAL.	10 GAL.	15 GAL.	15 GAL.
COOLING SYSTEM	10 QT.	12 QT.	12 QT.	12 QT.
TRANSMISSION	8 QT.	8 QT.	8 QT.	8 QT.
FINAL DRIVE (EA.)	5 PT.	5 PT.	5 PT.	5 PT.
CRANKCASE	4 QT.	4 QT.	4 QT.	4 QT.
LUBE OIL FILTER	1 PT.	1 PT.	1 PT.	1 PT.
AIR CLEANER CUP	$\frac{1}{2}$ PT.	$\frac{1}{2}$ PT.	$\frac{1}{2}$ PT.	$\frac{1}{2}$ PT.

*SINGLE STAGE HYDRO-KINETIC TORQUE CONV. MOUNTED

TRANSMISSION

ENGINE CLUTCH DIAMETER	10"	10"	10"	10"
MPH FWD: 1ST	1.78	1.78	1.78	1.74
2ND	2.81	2.81	2.81	2.75
3RD	4.61	4.61	4.61	4.52
MPH REVERSE	2.05	2.05	2.05	2.01

CONTINENTAL GASOLINE ENGINE

MODEL	F-140	F-162	F-162	FA-162
BORE	3-3/16"	3-7/16"	3-7/16"	3-7/16"
R.P.M. GOVERNED (FL)	1850	1850	1850	1850
STROKE	4-3/8"	4-3/8"	4-3/8"	4-3/8"
SPARK PLUG GAP	.020	.020	.020	.020
VALVE TAPPET CLEARANCE (HOT)	.014	.014	.014	.014

TRACK (STD.)

TREAD	56"	48"	48"	48"
LGTH. ON GROUND	54"	54"	57"	60"
SHOE WIDTH (STD.)	10"	11"	12"	13"

DIMENSIONS (STD.)

WIDTH	66"	59"	60"	61"
HEIGHT OVER COWL	51"	51"	53"	53"
WEIGHT, APPROX. LBS.	4250	4480	5600	5532

STEERING - ALL MODELS

CONTROLLED PLANETARY DIFFERENTIAL

BAND SIZE: 1-3/4" x 22-1/2"

BAND AREA, TOTAL: 79 SQ. IN.

DRAWBAR - ALL MODELS	INDUSTRIAL	AGRICULTURAL
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HEIGHT ABOVE GROUND	15"	15"
LATERAL MOVEMENT AT PIN	23 1/2"	28-3/4"
PIN DIAMETER	1-3/8"	3/4"
CLEVIS OPENING (H. X D.)	2 1/2 x 2 1/2"	3/4"

SECTION ONE

OPERATING PROCEDURE

BEFORE STARTING A NEW TRACTOR

1. Check the tractor thoroughly for any damage in shipment.
2. Lubrication: All tractors are completely lubricated when they leave the factory. Check oil levels in engine crankcase, transmission and final drive housings to be sure they are filled to correct levels.
(See lubrication schedule.)
3. Cooling system: Check draincocks on radiator and engine, and all radiator hose connections for leaks. Make sure radiator is full of water. (In cold weather check anti-freeze solution).
4. Check fan belt for proper tension. (See "Cooling Fan")
5. Fill fuel tank with clean, 70 octane, "regular" gasoline.

STARTING THE ENGINE

1. Open shutoff cock in full line beneath fuel tank.
2. Make sure gear shift lever (No. 10) is in neutral position.
3. Open throttle control (No. 6) approximately one-third.
4. With ignition off, crank engine 3 to 5 seconds with starter.
5. Turn on ignition (No. 1) and pull out choke button (No. 7).
6. Push starter button (No. 12) to crank engine. When engine starts to fire, release starter button immediately. Do not run starter more than 30 seconds at a time. Wait a few minutes before pushing starter button again.
7. After engine starts, push choke button (No. 7) in to a point where engine runs smoothly. As engine warms up, push choke button in gradually.
8. Run engine at one-third throttle until temperature gauge indicates normal operating temperature of 140-160 degrees before working tractor. Check oil gauge for proper engine oil pressure.

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IMPORTANT: No. 17, 18 and 19 are very important points as far as proper lubrication is concerned. These are the bearings that run under very severe conditions, mud, water, etc. They should be greased not less than once each day or every three to four hours under severe conditions. The lubricant is to be forced into the roller until it is visible on the outside of the dust shield. Construction of seals is such that this may be done without endangering the seals.



LUBRICATION CHART

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SECTION THREE

CARE AND SERVICE

The purpose of this section is to supply information, in detail, covering the adjusting and servicing of each of the component parts of your tractor. When in doubt, consult your TERRATRAC dealer.

Lubricating Oil System

TERRATRAC Continental engines are equipped with a full-pressure lubrication system. Oil is circulated through drilled passages to all points by means of a positive, gear-type pump located in the sump of the oil pan. Pressure is maintained by means of proper working clearances at all lubrication points, and is registered on a pressure gauge in the operator's compartment. The system is protected against excessive pressure build up due to clogged passages, etc., by a relief valve built into the right side of the cylinder block. A bayonet-type oil-level gauge is provided in the left side of the engine with which to measure the quantity of oil in the crankcase.

The life of the engine depends upon clean oil being circulated in proper quantity to all bearings. Dirt, sludge and other foreign matter inevitably accumulate in the crankcase and must be kept out of the circulating system to permit proper functioning. TERRATRAC engines are equipped with dual protection for their lubricating oil systems. Primary cleaning is accomplished by the fine-mesh screen on the oil pump suction. All oil delivered by the pump is then circulated through a renewable cartridge type filter located outside the block on the left side of the engine. The filter cartridge gradually accumulates foreign matter removed from the oil, and must be replaced with a clean cartridge each time the oil is changed. Care should be taken in replacing the filter housing cover gaskets. Check for leaks with engine running immediately after changing filter cartridge.

Engine Cooling System

The tractor cooling system automatically maintains the proper engine temperature under all normal conditions of operation. A centrifugal type pump, driven by the fan belt, circulates coolant in a closed path from the bottom of the radiator, through cored passages around the cylinders in the engine block and the cylinder head, discharging into the top tank of the radiator. The hot coolant moves down through the radiator core, where it is cooled by an air blast through the core created by a fan mounted on the water pump shaft. Temperature of the coolant is regulated at a uniform 150° F by means of a bellows-type thermostatic valve located in the discharge line at the front top of the engine block.

Coolant

Always use clean water in the cooling system. Check daily to assure a full system at all times. Keep radiator filler cap tight. Rust inhibitor compound should be added each time system is drained and refilled to keep alkalies and rust deposits in suspension so they may be drained off.

It is recommended that the cooling system should be drained at two places. Open the drain cock located at the right-hand rear of the lower radiator tank, and the drain cock located on the left-hand side of the engine block just above the serial number plate. The radiator filler cap should be removed to vent system while draining.

Hose Connections

Periodic attention should be given the hose connections between the engine block and radiator. These tend to deteriorate internally from the effects of heat and some anti-freeze solutions. This softening causes loosening under the clamps resulting in leaks. Tighten clamps at any sign of seepage. When cracks appear in the exterior of the hose connections, they should be replaced. Cementing new hose to fittings at each end with shellac will assist in maintaining a tight joint.

Anti-Freeze

At first signs of cold weather, flush and refill the cooling system with clean water to which has been added an adequate quantity of anti-freeze solution. Use only first quality, recognized brands of anti-freeze solu-

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