



J.I. Case
Operator's Manual
530

Operator's Manual

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Make: Ji Case	Model: 530	Years Made: 1960-1969
HP-PTO: 41.2	HP-Engine:	HP-Drawbar:
HP-Range: 41	Engine-Make: CASE	Engine-Fuel: DIESEL
Engine-Cyl(s)-CID: 4/188	Transmission-STD:	Optional:
Fwd/Rev Standard: 12/3	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front:	Tires-Std Rear:	Wheelbase-Inch:
Pto Type:	Pto Speed: 540	CAT I-3pt Hitch: True
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow: 8.5
Hyd Std Outlets:	Cooling Capacity: 16.5	Fuel Tank Capacity: 22
Cab-Stdtn A/C; Rops:	Weight: 3600	New Price: 5640

Make: Ji Case	Model: 570	Years Made: 1970-1973
HP-PTO: 35.5	HP-Engine:	HP-Drawbar:
HP-Range: 36	Engine-Make: CASE	Engine-Fuel: GAS
Engine-Cyl(s)-CID: 4/159	Transmission-STD:	Optional:
Fwd/Rev Standard: 12/3	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front:	Tires-Std Rear:	Wheelbase-Inch:
Pto Type:	Pto Speed: 540	CAT I-3pt Hitch: True
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow: 9.3
Hyd Std Outlets:	Cooling Capacity: 14	Fuel Tank Capacity: 22
Cab-Stdm A/C; Rops:	Weight: 3910	New Price: 5691

LEFTHAND SIDE, ABOVE PLATFORM FLOOR, NEXT TO STEERING WHEEL 470 & 570		
<u>Year</u>		<u>Beginning Serial Number</u>
1970		8650001
1971		8674001
1972		8693001
1973		8712001
1974		8736601
1975		8770001

<u>Paint Codes</u>	
Location	MFG Color Name
RIMS	ALUMINUM
BODY	POWER RD
HOOD & FENDER	POWER WHITE

Operator's Instruction Manual

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CASE[®]

530 SERIES GASOLINE WHEEL TRACTORS[®]

Case-o-matic[®] DRIVE

TRIPL-RANGE -- DUAL RANGE SHUTTLE

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RACINE, WISCONSIN U.S.A.

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INTRODUCTION

CASE MODEL "540" UTILITY 4-WHEEL TRACTOR

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APPROXIMATE CAPACITIES

	U.S.	Imperial
Cooling System(Quarts)	14	18.52
Engine Crankcase(Quarts)	4	5.32
(with filter)(Quarts)	5	4.15
Air Cleaner Oil Cup(Pints)	2	1.66
Hydraulic System (Torque Tube)	Refer to Page 19	
“Case-O-Matic” System(Quarts)	16	13.3
Fuel Tank (Gasoline)(Gallons)	22	18.3
Transmission Case (Gen. Purpose).....(Gallons)	7	5.81
(Change) (Gallon)	6	4.98
Transmission Case (Utility)(Quarts)	17	14.11
Belt Pulley Housing (Case-O-Matic).....(Pints)	1	0.83
Independent P.T.O. (Case-O-Matic).....(Quarts)	1	0.83

TIRE SIZES AVAILABLE

	General Purpose Tractor	Utility Tractor [®]
Front Tires (Standard)	5.50-16, 4-ply	6.00-16, 4-ply
Front Tires (Optional)		6.00-16, 6-ply
Front Tires (Optional)		7.50-16, 4-ply
Front Tires (Optional)		7.50-16, 6-ply
Front Tires (Optional)		7.50-16, 10-ply
Front Tire (Single Front Wheel).....	9.00-10, 8-ply	
Rear Tires (Standard) Dry Clutch Drive	12.4-28 4-ply	11-24, 4-ply
Rear Tires (Standard) Case-O-Matic ..	13.6-28, 4-ply	11-24, 4-ply
Rear Tires (Optional)	14.9-28, 6-ply	14.9-28, 6-ply
Rear Tires (Optional)		13-24, 6-ply

TRAVEL SPEEDS

NOTE: For comprehensive speed charts of “530” Series Tractors, equipped with various types of transmissions, refer to pages 51, 52, 53 and 54.

POWER STEERING (Extra)

Lubrication — Whenever the tractor chassis is lubricated (Utility Tractor only) be sure to give the cylinder valve fitting (2) shots of pressure gun grease every 10 hours of operation. Refer to Page 21.

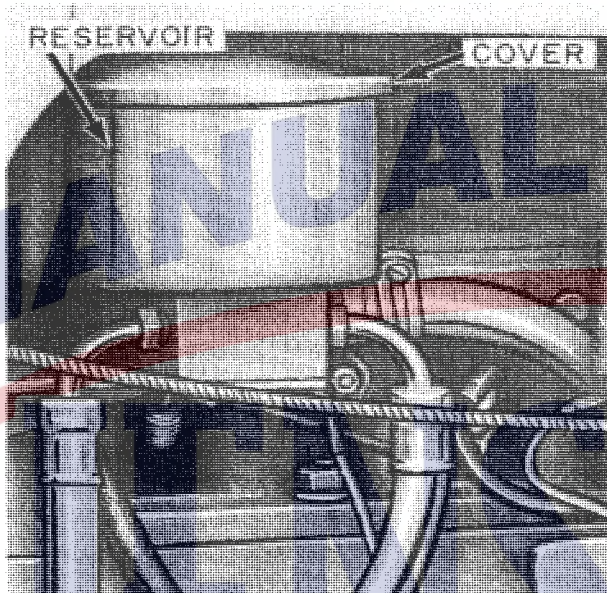


Fig. 32. General Purpose Prior to Serial Number 8191147 and All Utility Models



Fig. 32A. General Purpose Only Serial Number 8191147 and After

Reservoir — Check oil level in reservoir every 60 hours of operation. Be sure to wipe all traces of dirt and dust from cover before removing it. Keep reservoir filled to within $\frac{1}{4}$ inch of top. **NOTE:** On General Purpose Tractors Serial Number 8191147 and after, remove right hand grille screen.

Use Automatic Transmission Fluid — Type A in the power steering system.

Filter — A replaceable filter element is located in the reservoir case Fig. 33. Replace this element with a new one every 1000 hours of operation, or more often under severe dusty conditions.

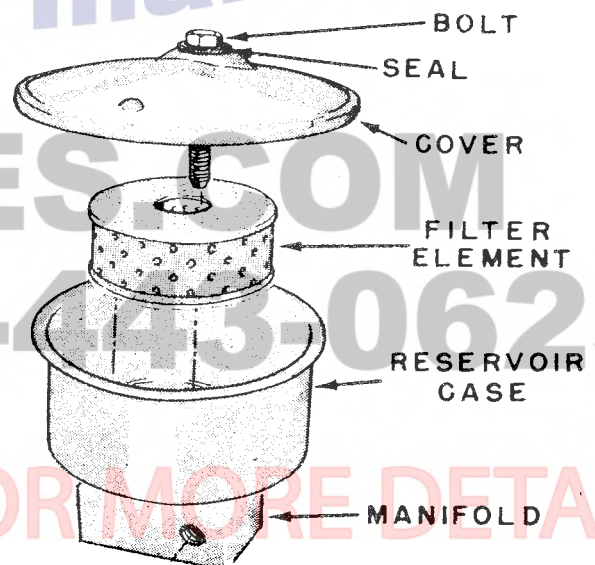


Fig. 33. Filter Element

EAGLE HITCH ADJUSTMENT

There are only three adjustments necessary to control the operation and behavior of any "latch-on" mounted implement.

1. **Turnbuckle Link** — This adjustable link can be lengthened or shortened by turning the turnbuckle. Each mounted implement will require a different setting, (see the implement operating manual). Fig. 72 shows the maximum and minimum length. Never lengthen the turnbuckle to exceed that which is shown below, center to center of eyes.

The front link eye pivots on a shaft, along with two spacers. The front link eye can be shifted in either direction by re-positioning the eye and spacers. This may be necessary when attaching to an implement having an off-center mast.

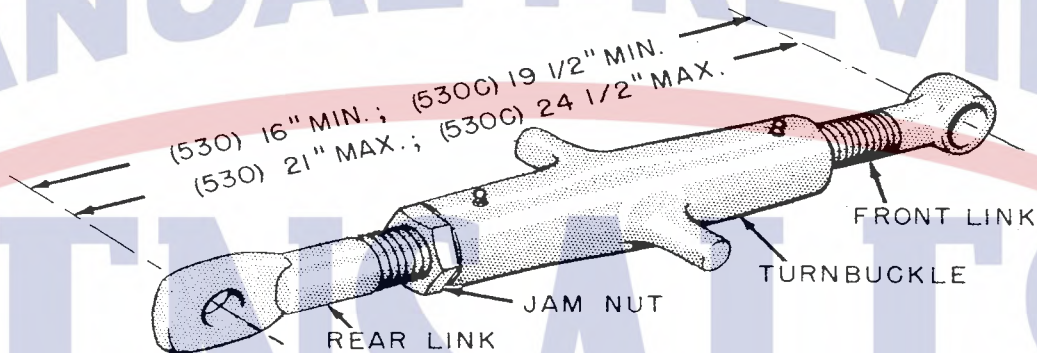


Fig. 72. Turnbuckle Adjustment

IMPORTANT: The turnbuckle length is the keynote of plowing depth on the Case Eagle Hitch System. To increase the furrow depth, shorten the turnbuckle length. To decrease the furrow depth, lengthen the turnbuckle.

***NOTE:** An extra length (11-1/2") rear link is available for rear-mounted implements having a low mast location, or for competitive tools. This link is available as extra equipment.

2. **Control Lever Quadrant Stops** — Two adjustable stops are provided on the quadrant plate, see Fig. 73. The lower stop regulates the desired "lift" of the mounted implement. Never carry mounted implements in transport any higher than necessary for proper ground clearance.

The upper stop controls the operating depth of the mounted tool. See Implement Operating Manual for this adjustment.

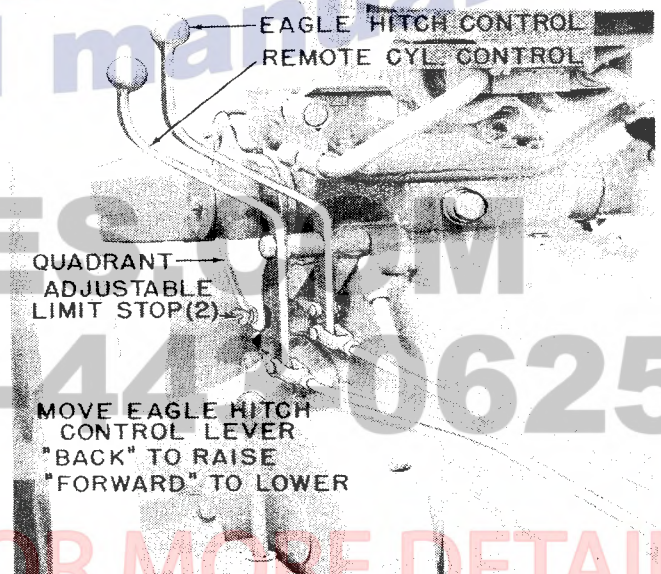


Fig. 73. Hydraulic Control Levers

GOVERNOR AND ENGINE SPEED

Models "540"- "541" — This governor is properly adjusted and set at the factory to provide a full load speed of 1900 R.P.M. and a no load speed of 2050 R.P.M. Never adjust the governor to allow the full load speed to exceed 1900 R.P.M.

Models "540C"- "541C" — This governor is set at the factory to provide a full load speed of 2100 R.P.M. and a no load speed of 2250 R.P.M. Never adjust the governor to allow a full load speed to exceed 2100 R.P.M.

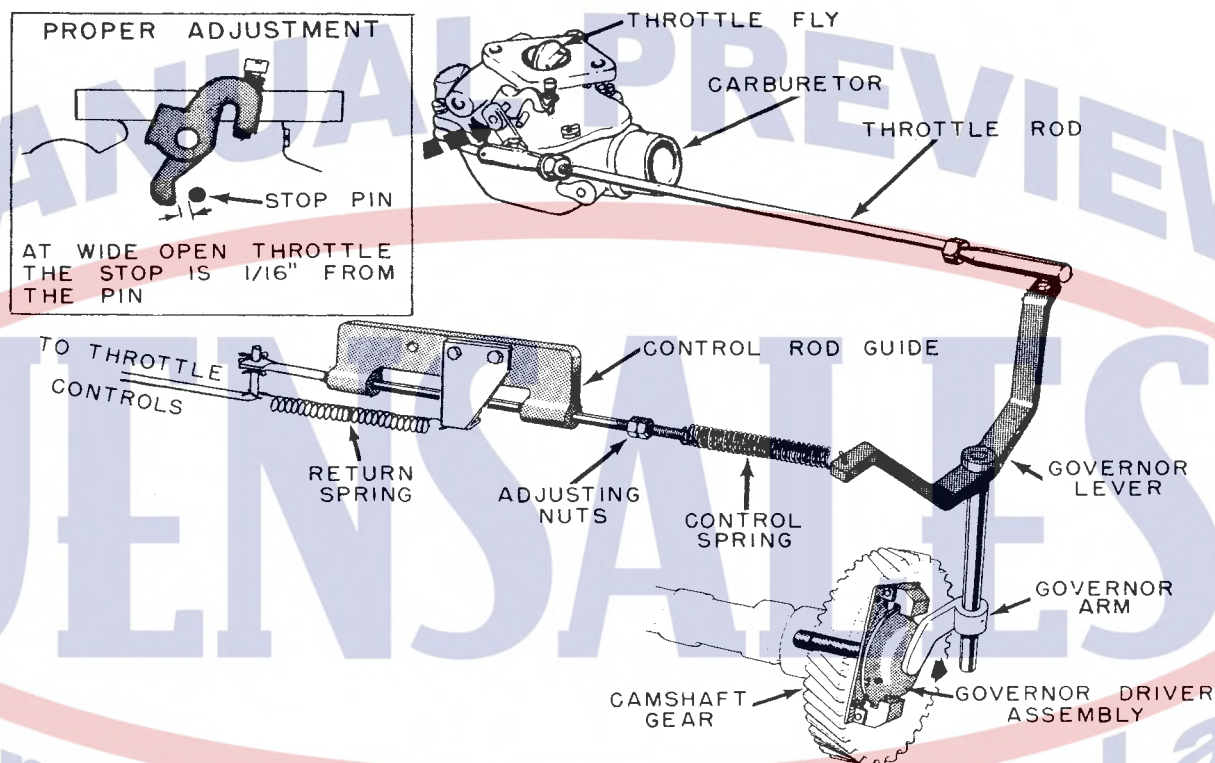


Fig. 105. Governor and Carburetor Linkage

The governor linkage must always operate freely, without any trace of binding. If the governor action is sluggish, check the spring, rod, lever and joints for binding. Lightly oil the linkage and guide bearings and if the action is still sluggish consult your Case Dealer:

SETTING THE GOVERNOR SPEED

Check the governed engine speed periodically as noted in the preceeding paragraphs. If the engine is operating at too slow a speed turn the nut on the control rod guide toward the control spring. Turn the nut one complete turn and check the engine R.P.M. Be sure the jam nut is tightened when the adjustment is complete.

Never attempt to adjust the engine speed by changing the length of the carburetor throttle rod. The length of this rod must remain stable to provide proper carburetor action, without governor "surge" or "bounce."

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