



J.I. Case Operator's Manual S, SC & SO

Operator's Manual

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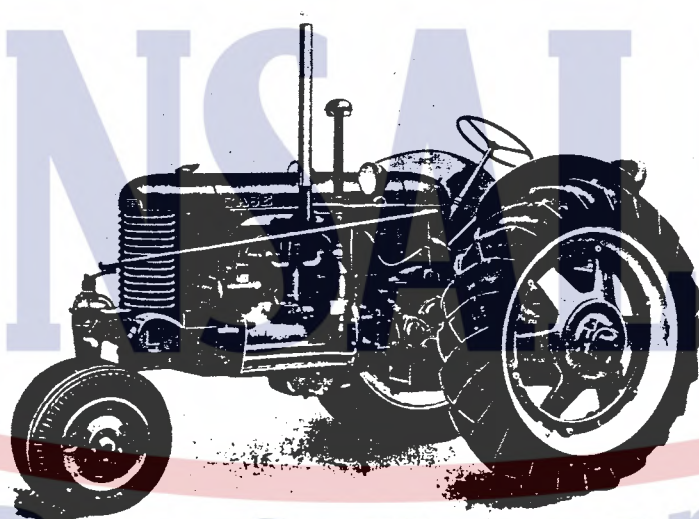


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OPERATOR'S MANUAL



S-SG-SO SERIES
TRACTOR

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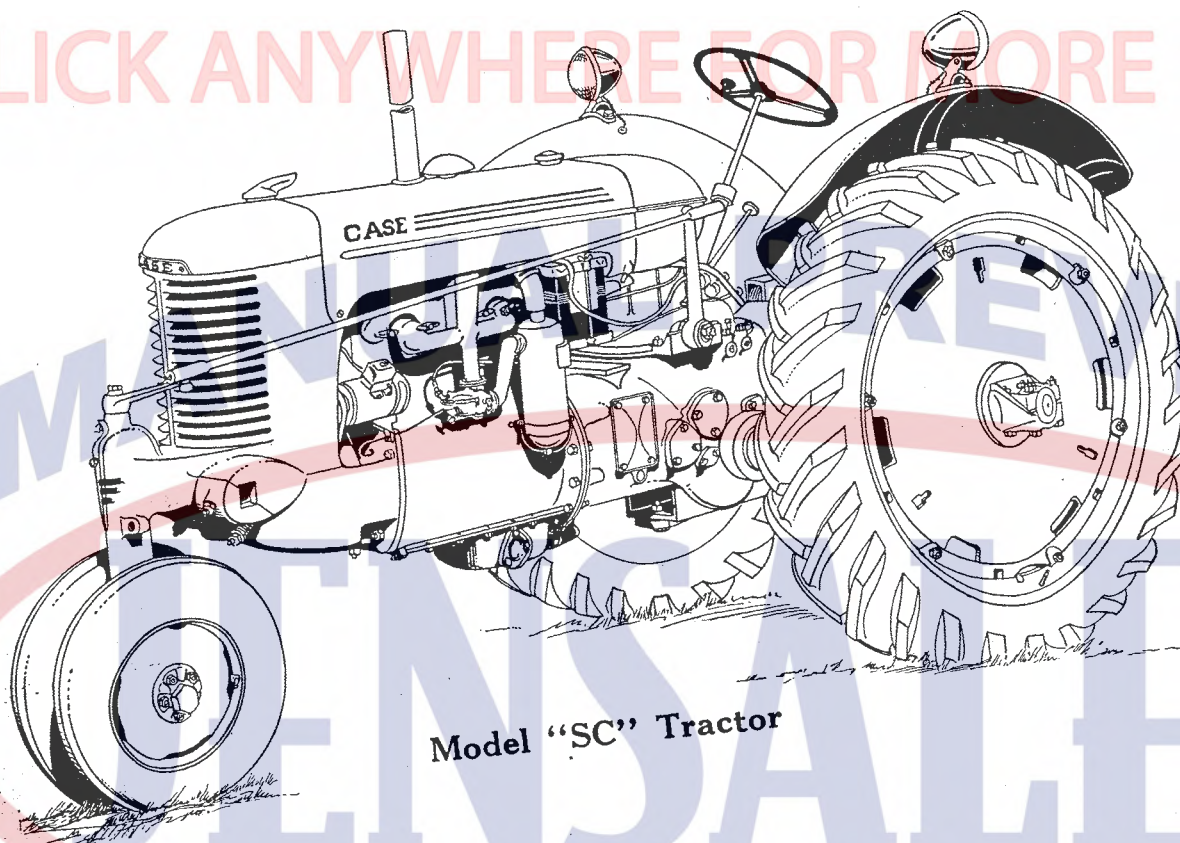
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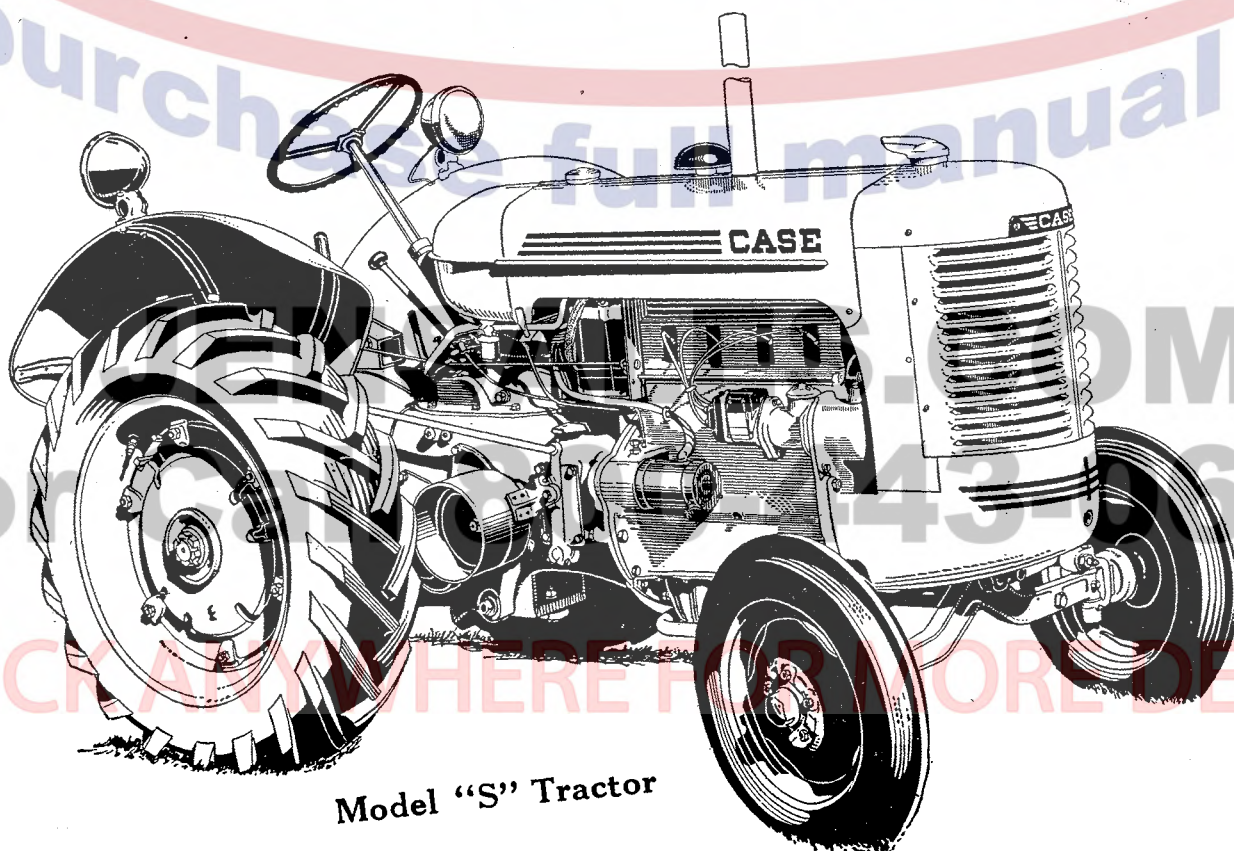
ESTABLISHED 1842

INCORPORATED

RACINE, WISCONSIN, U.S.A



Model "SC" Tractor



Model "S" Tractor

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THE CARBURETOR

The carburetor used on the "S" series tractors is simple to adjust, and once adjusted properly will not need attention for long periods. Only three adjustments are provided:

1. Idling speed.
2. Idling jet.
3. Main jet.

The main jet controls primarily the mixture supplied at the higher speeds and loads. The idling jet controls the mixture supplied when idling, and the idling speed adjustment determines the minimum speed of the engine when throttled down and under no load.

For best results, including power, fuel economy, and evenness of operation, these adjustments should be carefully made, and once set should not be changed unless different temperature conditions or different fuels are encountered. For this reason the make and grade of fuel should not be changed frequently. However in tractors equipped with the proper manifolds and double fuel tanks, gasoline can be handled during the warmup period without change of the carburetor setting made for burning tractor fuel with the greatest efficiency.

Idling Adjustment.

Adjustment for idle speed and idle mixture are best made together, and should be made with the engine warm. The throttle lever on the seat mounting bracket should be all the way forward before starting this adjustment. The stop screw (1) Fig. 5 on the throttle lever should be adjusted so that the engine will idle fast enough to prevent stalling. Then turn the idling adjusting screw (2) in or out until the engine runs evenly.

The correct idling adjustment is usually found with the idling needle valve between $\frac{3}{4}$ and $1\frac{1}{4}$ turns open. A good starting point is one full turn from its seat.

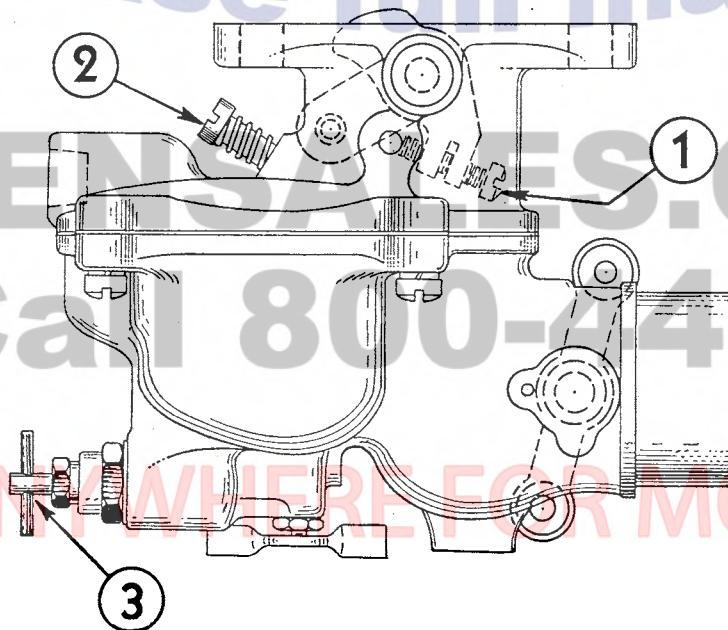


Fig. 5. Carburetor

FAN BELT

Adjusting Belt.

FOR YOUR SAFETY: Remove all spark plug wires to avoid any possibility of the engine starting while working on the fan and water pump assembly.

Loosen two hexagon nuts, one of which is shown at (1) Fig. 7 and to tighten turn the front half of the pulley (2) in the direction in which the fan blades turn. The tension should be just enough to take up any looseness or slack. Too tight a belt causes excessive belt wear, excessive load on the bearings, and does not aid cooling. A V-belt can be run much looser than a flat belt for equal slippage, due to the wedging action of the pulleys. After adjusting belt, tighten hexagon nuts.

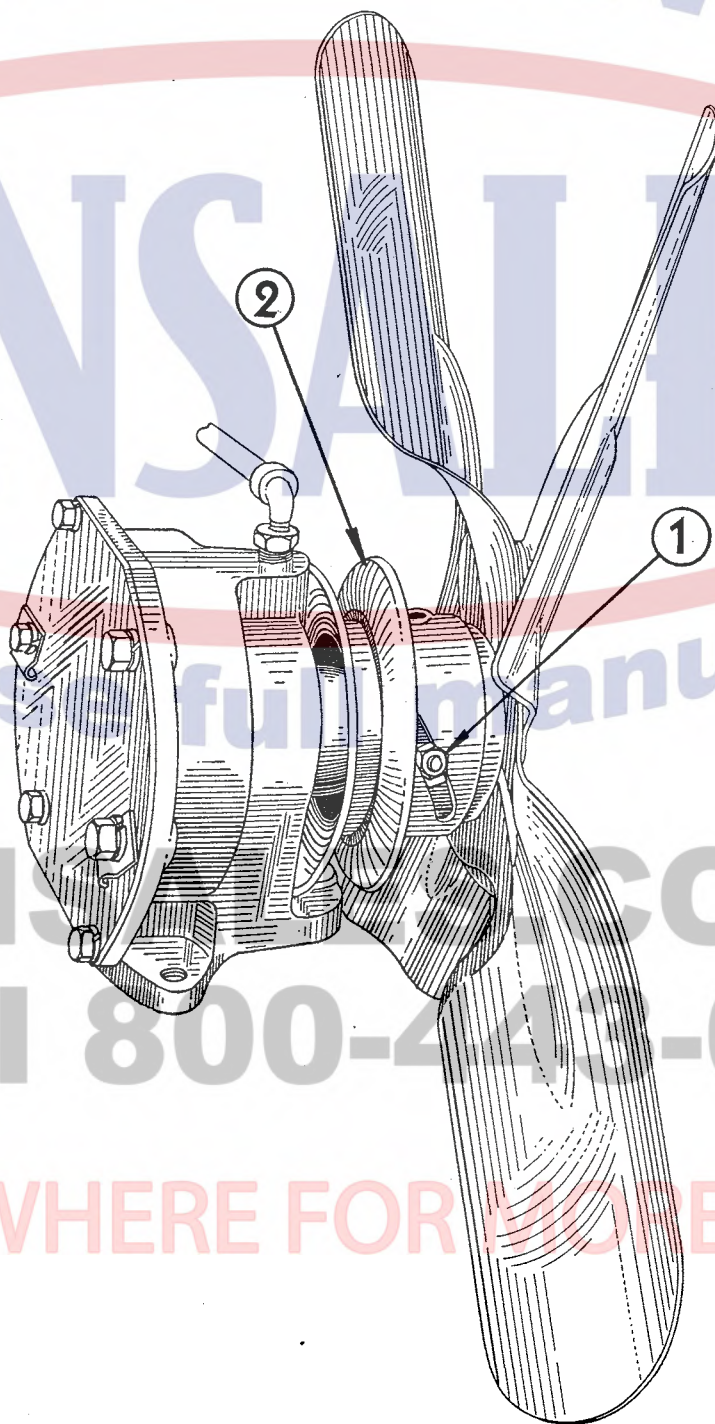


Fig. 7. Fan and Water Pump

POWER TAKE-OFF

Power Take-Off Guard.

The "S" series tractors are equipped with standard power take-off adapter guard which shields the tractor end of the power take-off shaft. This guard provides a standardized attaching point for the shields furnished with each driven machine, whether made by CASE or by some other company. Whenever a power take-off driven machine is in operation these guards and shields must be in place to prevent injury to the operator. When the power take-off is not in use the small tube-like guard around the power take-off spline should be in place to prevent clothing being caught in the spline, which is revolving when the motor lift is used on the "SC". The standard adapter guard on the rear transmission cover should never be removed at any time.

Power Take-Off.

The "S" series tractors are furnished with an A. S. A. E. standard $1\frac{1}{8}$ " power take-off spline. The power take-off shaft is put into operation by meshing the power take-off gear with a pinion on the clutch shaft. This is accomplished by pushing the power take-off shifter (shown Fig. 2) toward the instrument panel with the clutch disengaged. The power take-off is stopped and started by means of the main tractor clutch. It will operate at 35/100 of the engine speed regardless of the gear in which the tractor is being operated. At the normal full load engine speed of 1550 R. P. M. the power take-off shaft speed is 541 R. P. M.

The power take-off shaft is disengaged by pulling the power take-off shifter rearward. Whenever the power take-off is not being used, disengage this shifter.

Before the tractor is used to pull and operate a power driven machine, make a careful study of the power take-off drive to see that it is properly connected.

The length of the power take-off shaft should be determined by trial. Turn the tractor slowly holding the shaft outside the tube, watching to see where the end of shaft comes when turning as short as possible. If it is seen that the shaft would hit the universal fork, it must be cut off enough to clear about one inch. Likewise, the tube must clear the hub of the universal joint at the opposite end

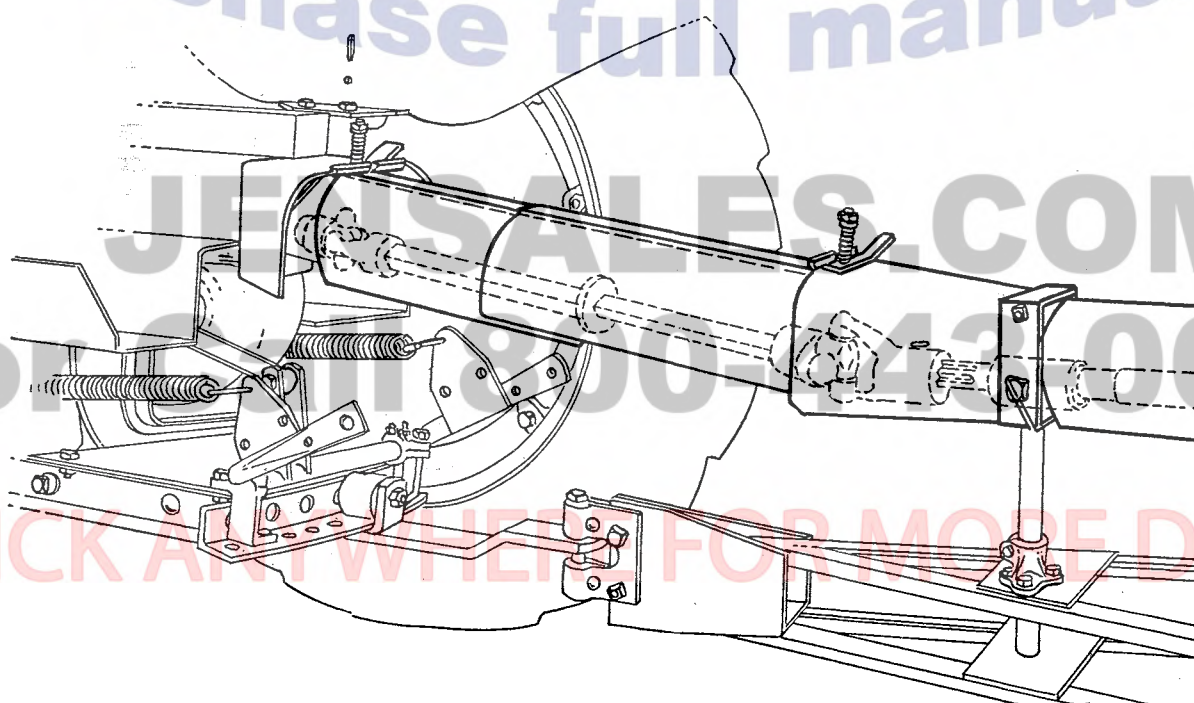


Fig. 15. Power Take Off and Hitch

SPECIFICATIONS

Engine

Bore: $3\frac{1}{4}$ ". Stroke: 4". Displacement: 154 cu. in.

Full load speed: 1550 R. P. M. ★ Firing Order: 1 - 3 - 4 - 2

Spark Plugs: AC Type 45 Spark Plug Gap: .025"

Valve Clearance: .010"

Belt Pulley

Diameter: $9\frac{1}{4}$ ". Face: $6\frac{1}{4}$ ".

Normal Speed: 1078 R. P. M. ★ Belt Speed: 2600 ft. per min.

Power Take-Off

Normal Speed: 541 R. P. M. ★

Spline: $1\frac{1}{8}$ " A. S. A. E. Standard

Guard: F. E. I. Standard

Capacities

Engine Crankcase: 5 quarts

Cooling System: 4 gallons

Main Fuel Tank: 14 gallons

Starting Fuel Tank (when used): 5 quarts

Transmission: 9 gallons

★ See page 31.

NOTICE

Insist on

GENUINE CASE PARTS

CASE made parts fit and insure satisfactory service because they are made from the original patterns and of the same materials as used in machines.

NOTE: The J. I. Case Company reserves the right to make improvements in design or changes in specifications at any time without incurring any obligation to install them on units previously sold.