



J.I. Case
Operator's Manual
VA, VAC & VAO
1942-1947

Operator's Manual

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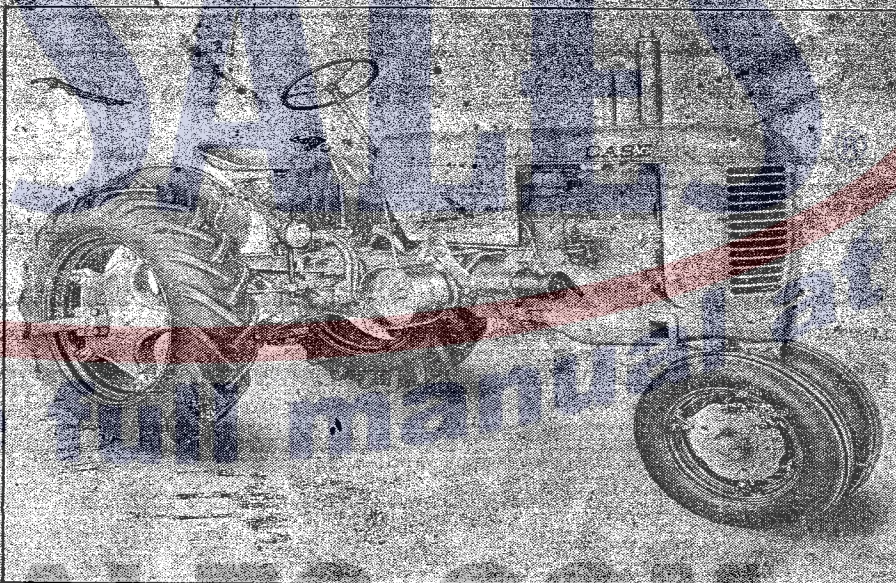
OPERATOR'S

MANUAL

Instructions for the Operation and Care of Your

CASE

MODEL "VA" SERIES TRACTOR



J. I. CASE COMPANY

• RACINE, WIS., U. S. A.

Third Edition

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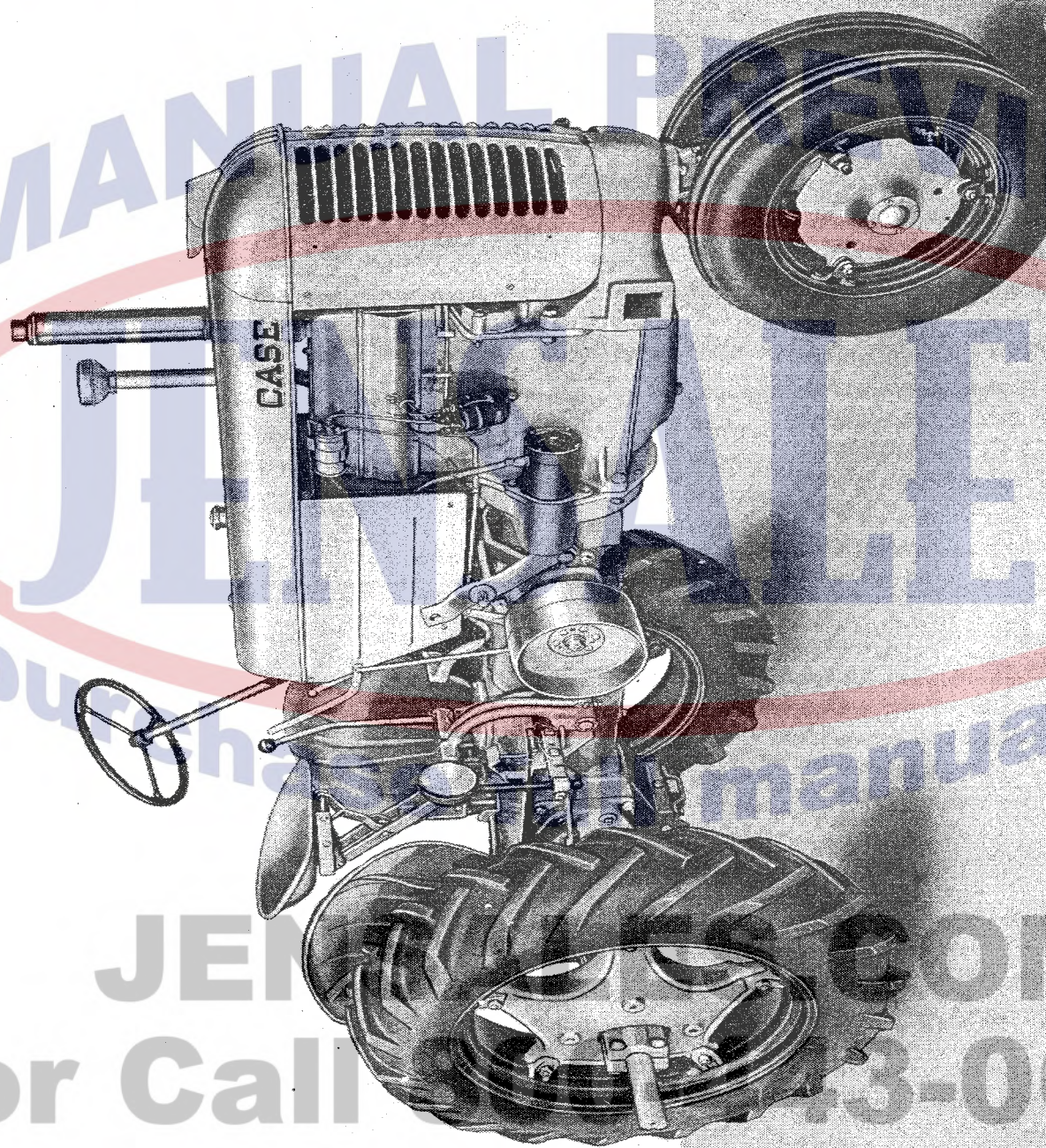


FIG. 1. "VAC" TRACTOR

JEN
or Call 1-800-43-0625

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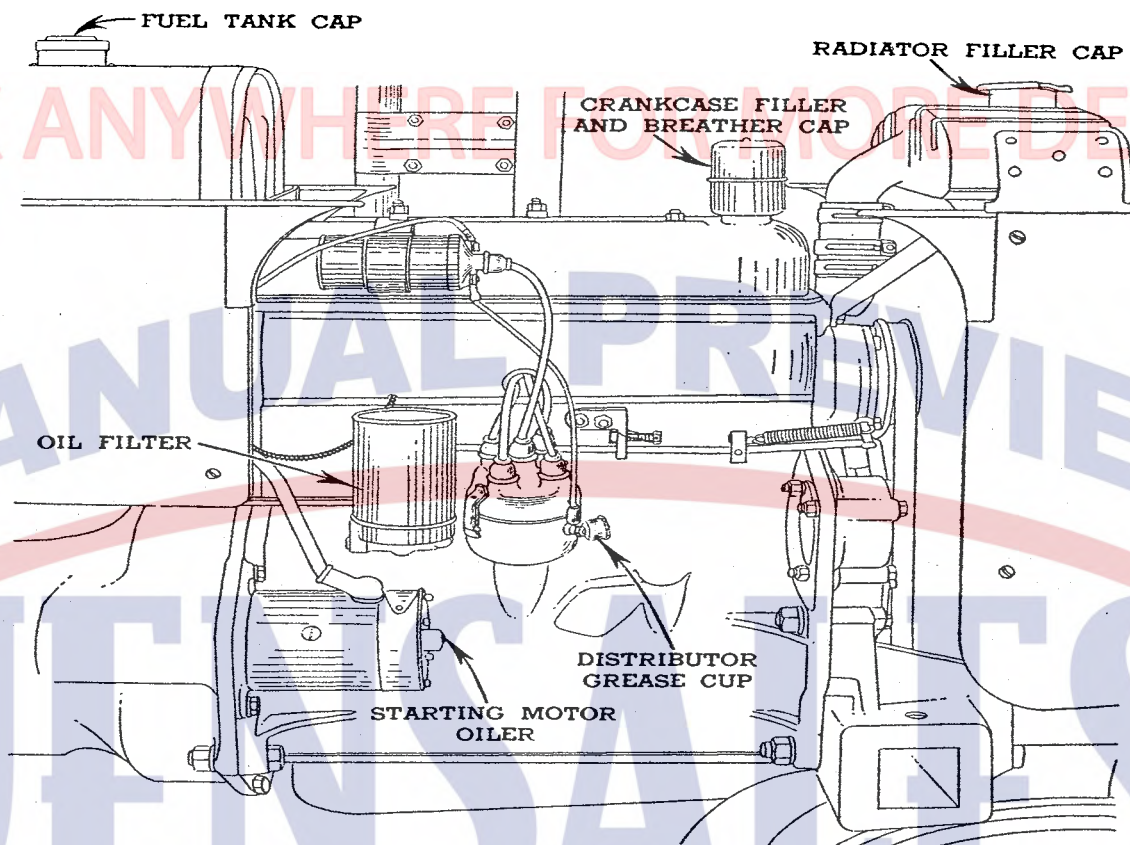


FIG. 6. R. H. SIDE OF ENGINE

STARTING A NEW TRACTOR

Very likely your Model "VA" Series Tractor has been put in operating condition by the dealer from whom you purchased the tractor. Regardless, it is well to check the entire tractor for the following items to insure that everything is in order.

Engine Oil

The tractor was shipped from the factory with a special test oil in the crankcase. This oil is satisfactory for the first 25 hours of operation, after which it should be drained while the engine is warm and replaced with a good grade of S.A.E. No. 10. Check the oil level to see that it comes to the full mark on the bayonet gauge. The practice of starting an engine before oil is put in the crankcase will result in serious damage to the engine.

Torque Tube Oil

Check to see that the oil in the torque tube is to the proper level. The tube should be filled to the height of the filler and level plug. See Fig. 9, Page 14 for location of plug.

Transmission Oil

The Model "VA" Tractors (except those destined for export) are shipped from the factory with oil in both the torque tube and transmission case, but the level should be checked to see that none has been drained or lost during shipment. The oil level in the transmission should be to the full mark on the gauge of the filler plug when tractor is level. For location see Fig. 9, Page 14.

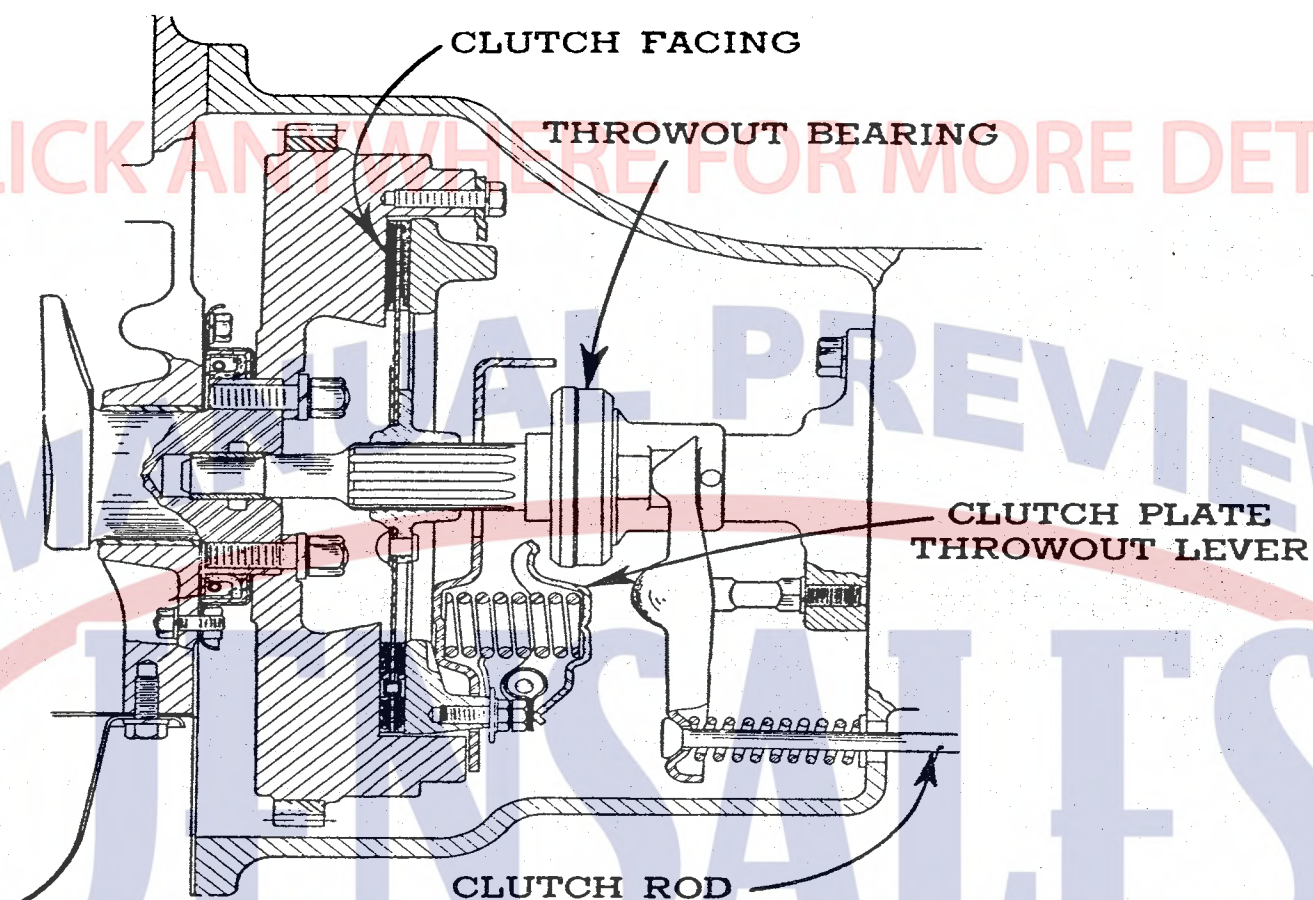


FIG. 15. CLUTCH ASSEMBLY

CLUTCH

The tractor is equipped with a 9" diameter, spring loaded, single plate, dry disk clutch. It is so designed that it will require a minimum of attention except occasional adjusting to compensate for normal wear of facings. The clutch throw out bearing is a special ball bearing type, which is packed with a special lubricant at the factory and does not require lubrication for the life of the bearing. The pilot end of the clutch shaft rides in a heavy bronze oilite bearing and requires no regular attention for lubrication except in the instance when the clutch shaft is removed, at which time the bearing should be packed with a good grade of packing grease.

Need of clutch adjustment is indicated by clutch slippage, which may be detected by the engine speeding up on full drawbar load or belt work. The load will not be picked up readily when the clutch is engaged. At the first indication of clutch slippage, adjustment should be made immediately to prevent damage to facings; therefore, necessitating an expensive service operation to install new facings.

When the tractor leaves the factory the clutch is adjusted so the foot pedal has $1\frac{1}{2}$ to 2" free movement before beginning to disengage the clutch. This setting should be maintained as this amount of free movement allows $\frac{3}{16}$ to $\frac{1}{4}$ " clearance between the clutch throw out bearing and the clutch throw out levers.

As the clutch facings wear the free movement and clearance decreases and adjustment should be made. To adjust the clutch, loosen the locknut on the clutch rod behind the clevis, pull the clevis pin out and screw the clevis away from the lock-nut the right amount to give $1\frac{1}{2}$ to 2" free movement of the pedal, then tighten lock-nut securely.

SPECIFICATIONS

ENGINE

Bore	3 1/4"
Stroke	3 3/4"
Displacement	124 cu. in.
Full load speed	1425 R.P.M.
Firing order	1-3-4-2
Spark plugs..Champion No. 15A: AC 87 .025" (gap)	
Valve clearance	.012" (Cold Engine)

BELT PULLEY

Diameter	10 1/4"
Face	6"
Normal loaded speed.....	969 R.P.M.
Belt speed	2600 ft. per min.

POWER TAKE-OFF

Normal speed	525 R.P.M.
Shaft	1 3/8" S.A.E. standard 6-spline
Guard	F. E. I. Standard
Height above drawbar	
On Center Line of tractor.....	9 1/4"

CAPACITIES

Fuel Tank	Approximately 10 gal.
Cooling System	13 quarts
Crankcase	4 quarts
Torque tube	2 gallons
Transmission and rear axle housing.....	7 gallons

TRANSMISSION SPEEDS

	"VAC"	"VA" "VAO"
	10-28 Tires	9-24 Tires
1st gear	2.32	2.24
2nd gear	3.08	2.98
3rd gear	4.00	3.86
4th gear	8.40	8.10
Reverse	3.20	3.09

WHEEL TREADS

Front "VAC"	5 1/2"—10 1/2"
Front "VA", "VAO"....	43" Standard 50" (Optional)
Rear "VAC"	44"—88"
Rear "VA", "VAO"	44"—72"

CLUTCH

Single plate dry disk, spring loaded, 9" diameter.

BRAKES

6" diameter, self-energizing forward and reverse.

OVERALL DIMENSIONS

	"VAC"	"VA"-"VAO"
Wheel base	83"	75 1/4"
Height to top of hood	56 1/2"	52 1/2"
Length overall	119"	102"
Drawbar height	14"	10 3/8"
Ground clearance		
under axle (rear)	19 5/8"	15 5/8"
Minimum width	80"	66"