

SERVICE INSTRUCTIONS

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OPERATING MANUAL

MANUAL PREVIEW

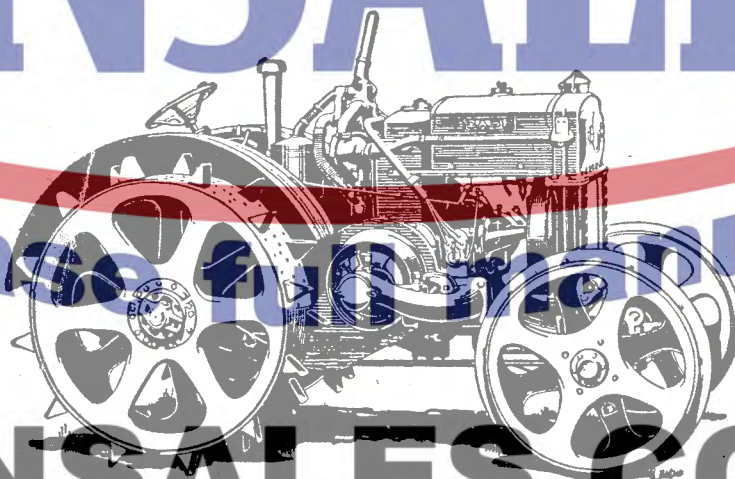
10-18 AND 12-20
TRACTORS



Established 1842



Established 1842



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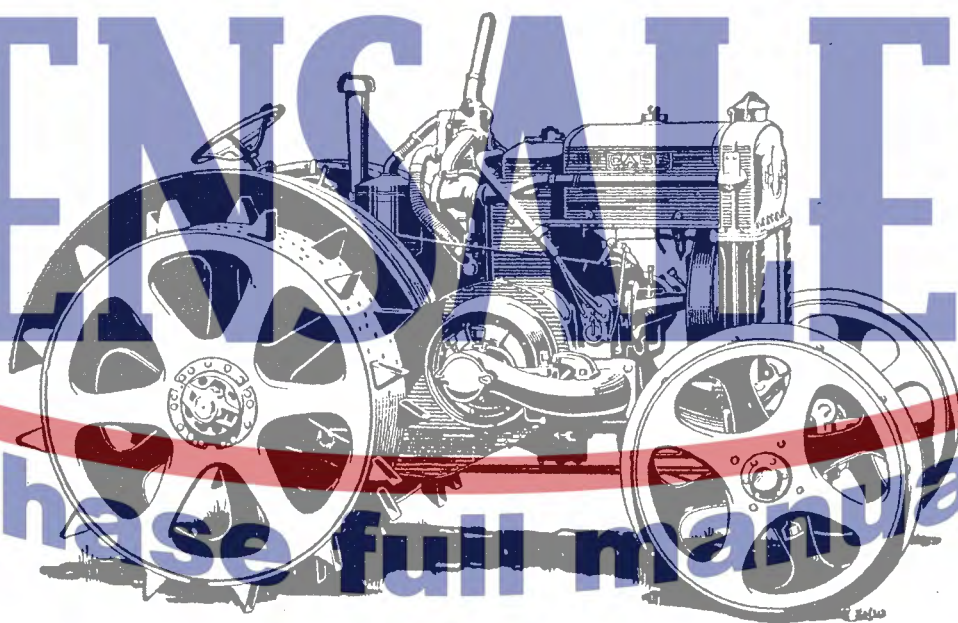
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CONTENTS



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MANUAL PREVIEW

	Page
Chap. I -Starting and Operating Tractor.....	4
Chap. II -The Engine—Adjustment and Repair.....	9
Chap. III -Fuel System and Carburetion.....	25
Chap. IV -Ignition.....	40
Chap. V -Cooling.....	42
Chap. VI -Lubrication.....	47
Chap. VII -Operation of Tractor.....	55
Chap. VIII-General Tractor and Field Information.....	59
Chap. IX -Care of Tractor.....	68

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Method of Locking Piston Pin in Connecting Rod

The piston pin is locked to the connecting rod by a cap-screw, the piston bosses forming the bearing for the pin. As shown, the piston pin is made with a recess in the center of one side. The cap screw fits through this recess locating the relative position of rod and pin and preventing any lengthwise movement of pin. This eliminates any possibility of the pin scoring the surface of the cylinder bore. As the screw is tightened, it clamps the rod securely around the pin and prevents the pin from turning in the rod.

Removing Pin from Piston

Due to the construction, it is obvious that the pin cannot be driven out of the piston and connecting rod unless the capscrew is entirely removed. In locking the pin in place, tighten the capscrew securely and lock it from turning by putting a wire through the hole in head of capscrew and around the rod.

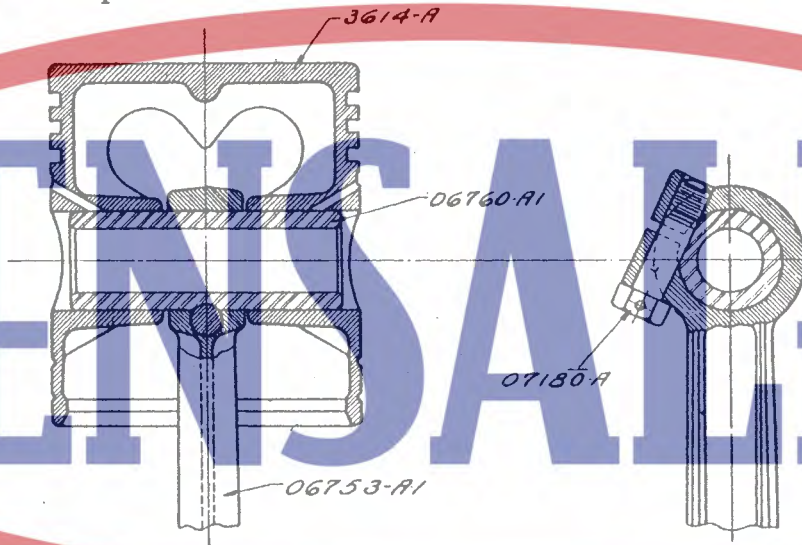


Fig. 12. Piston Pin Construction

Fitting Pistons

When new pistons are put in they should be polished up on the outside if rusty or rough and the rings must be fitted to the grooves.

The pistons will last a long time if the motor receives good care as regards oiling, etc. However, they will wear in time from the friction against the cylinder walls. The ring grooves will also wear so that new rings cannot be properly fitted. (See Fig. 9).

All pistons are ground to accurate size at the factory and require no fit-



Fig. 13. Fitting Ring to Cylinder

load position, the length of the rods from the butterfly valve to governor arm should be such as to allow the valve to close tightly if the adjusting screw is loosened. The small lever that operates this valve has an adjusting screw that determines how near closed the valve can go. If this screw is set so that the valve will close entirely, "hunting" will take place. To adjust, loosen the lock nut and adjust this screw a little at a time until enough fuel will pass by the valve in its closed position to keep up the engine speed. If the engine races when the load is thrown off, the valve should have less opening.



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CHANGE IN INSTRUCTIONS APPEARING ON PAGE 37 OF
12-20 MANUAL

The following change should be made in the instructions in the 12-20 Manual for timing the ignition.

The armature should then be rotated in the direction it is to be driven, until the magneto points are just about to separate and with the distributor contact pointing toward the upper left hand corner or binding post No. 1.

CHANGE IN INSTRUCTIONS APPEARING ON PAGE 42 OF
12-20 MANUAL

Sylphon Thermostat

The thermostatic regulator consists of a flexible copper bellows containing a liquid which expands and contracts with the temperature of the cooling water and this movement is used to operate valves that control the flow of the cooling water. This device needs no attention except draining in cold weather. To drain remove small drain plug in the bottom of thermostat.

OPEN AIR COCK
WHEN FILLING RADIATOR

TO RAD

CYLINDERS

FLEXIBLE COPPER BELLOWS

THIS VALVE CLOSSES
WHEN WATER BECOMES HOT

FROM RAD

WATER PUMP

THESE VALVES OPEN
WHEN WATER BECOMES HOT

DRAIN IN COLD WEATHER

Sylphon Regulator Showing Path of Circulation

Should the thermostat be removed from tractor, it must be replaced with the arrow cast on side pointing towards the water pump.

CHANGE IN INSTRUCTIONS APPEARING ON PAGE 49 OF
12-20 MANUAL

Engine Oiling System on Tractors Prior to No. 40134.

The oiling system is a combination of the force feed and splash types. The main bearing of the crank shaft and the timing gears are oiled by force feed. The pistons, cylinder walls, cams, con-

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