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STARTING THE TRACTOR WITH JUMPER CABLES

If it is necessary to use jumper cables to start the engine, proceed with the following instructions.

Connect one end of the jumper cable to the tractor battery positive (+) terminal and the other to the auxiliary battery positive (+) terminal.

Connect the other cable first to the auxiliary battery negative (−) terminal, and the other end to the battery's ground strap. (Not the battery terminal) Follow the starting procedures after the jumper cables are connected.

Idle the engine and turn on all electrical equipment (lights, etc.), then disconnect the cables in reverse order of the connecting procedure above. This will help protect the alternator from damage due to extreme load changes.

NOTE: Reversed battery polarity will damage the voltage regulator and alternator.

CAUTION: Batteries contain sulfuric acid and produce explosive gasses. Follow the instructions below to prevent personal injury.

- Wear eye and skin protection.
- Keep sparks and flame away
- Always have adequate ventilation while charging or using the battery.
- Follow the battery manufacturer's instructions which are shown on the battery.

STOPPING THE ENGINE

Push the hand throttle fully forward past idle position to stop the engine, then turn the starter switch, Figure 15, to the “Off” position.

IMPORTANT: Failure to turn the starter switch to the “Off” position after the engine stops will allow the warning lights to remain on, causing the battery to discharge.

OPERATING THE TRANSMISSION, FOUR-WHEEL DRIVE AND PTO

The transmission operates through the use of a clutch pedal, a main shift lever, and a range selector lever. Figure 16 illustrates the pedal and levers involved. Ground speeds for the various gear ratios can be found on page 44. Figure 17 shows the combinations of main shift lever and range selector lever positions to obtain the 12 forward and four reverse speeds.
OPERATION

**Turf Tire Tread Setting**

Front - STD: Axle 2WD ...... 43.5 in (110.5 cm)
Front - OPT: Axle 2WD ...... 40.7, 45.1, 49.4 in. (103.5, 114.5, 125.5 cm)
Rear - STD: Wheel ............... 43.3, 45.5 in. (110, 115.5 cm)

**Weighting Limitations**

The weighting limitations that follow are limitations only; they do not imply that the tractor should be weighted to obtain the weights shown. Use only enough weight to obtain good performance, and do not exceed the tire load capacities.

**Total Vehicle Weight**

Do not add weight exceeding the following:

Front End — 99 lbs.
Front Wheels — 66 lbs. (No weights on front wheels of four-wheel drive)
Rear Wheels — 264 lbs. plus chloride.

**Liquid Ballast (Optional)**

It is a common practice to add weight to the tractor by filling the rear tires with liquid. A calcium chloride (CaCl₂) and water solution is recommended due to its low freezing point and greater density (weight per gallon) than water. Never exceed the total recommended weight for the tractor.

Because special equipment is required to fill the tires, we recommend that you consult your Ford Tractor-Equipment Dealer. Tires should never be filled beyond 75% (tire filled to the valve stem when valve stem is at its highest point at the top of the wheel).

**Cast Iron Weights (Optional)**

Cast iron weights are a factory installed option or are available as accessories from your Ford Tractor-Equipment Dealer. Weights can be mounted on the front wheels, on the front end of the tractor, and on the rear wheels as shown in Figures 23 through 25.

**Tractor Weighting**

To obtain sufficient traction for maximum performance in heavy draft operations and to counterbalance rear mounted equipment, weight should be added to the tractor in the form of liquid ballast or cast iron weights, as shown in Figures 23 through 25, or a combination of both. Only enough weight should be added to provide good traction and stability.

Adding more weight than is needed results in unnecessary soil compaction and increased rolling resistance and thus higher fuel consumption.

**NOTE:** When adding weight, adhere to the tire load capacities. Refer to "Tire Pressure" and the "Tire Inflation Versus Permissible Load" table on page 19.
Adjusting Toe-In
1. Loosen the tie rod lock nut.
2. Adjust the tie rod tube assembly as required to give zero to 13/64-in. (0-5 mm) toe-in.
3. After the correct toe-in is obtained, tighten the lock nuts.

BRAKE ADJUSTMENT
Whenever the brake pedal travel becomes excessive, or if the travel of one pedal is unequal to that of the other, adjustment of each pedal should be made in the following manner:
1. Jack the tractor up until both rear wheels are free to turn. Support with safety stands.
2. Loosen the lock-nut, Figure 56, and rotate the brake rod as necessary until there is 3/4 — 1-3/16 in. (19-30 mm) of pedal free play. Lengthening the rod increases free play while shortening the rod decreases free play.
3. Test drive the tractor to make sure the braking action of both rear wheels is equal. Re-adjust as necessary.

CLUTCH PEDAL ADJUSTMENT
To obtain maximum clutch life, it is essential that the clutch pedal free travel be checked every 50 hours so as to maintain free travel at 3/4 — 1-3/16 in. (19-30 mm) (Figure 57).
1. Remove the cotter pin and clevis pin.