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Swing Lever

Pushing the swing lever forward will swing the boom, dipper, and bucket to the "Left". Pulling the swing lever rearward will swing the boom, dipstick, and bucket to the "Right".

Stabilizer Levers

Moving the stabilizer lever(s) forward will move the stabilizer(s) "Down". Move the stabilizer lever(s) rearward will move the stabilizer(s) "Up".

Extendible Dipstick (Optional)

Pushing the toe "Down" on the foot pedal will extend the extendible dipstick. Pushing the heel "Down" on the foot pedal will retract the extendible dipstick.

Two Lever Control

1. Swing and Boom Lever
2. Bucket and Crowd Lever
3. Left Stabilizer Lever
4. Right Stabilizer Lever
5. Extendible Dipstick Pedal Control
6. Boom/Swing Transport Lock (Disengaged)
The following illustrates component movement vs. lever movement.

The backhoe is controlled by the use of two levers as shown in Figure 29.

They are: Swing and Boom Lever (1), and Bucket and Crowd Lever (2).

The stabilizers are controlled by the use of two levers as shown in Figure 29, left stabilizer (3) and right stabilizer (4).

The extendible dipstick (if so equipped) is controlled by the use of a foot pedal (5), Figure 29.

The farther the levers are moved from neutral, the faster the components will move. For precise control, all of the levers can be “feathered” (moved slightly) to slow element movement.

Crowd Lever

Pushing the crowd lever forward will move the dipstick and bucket “Out” or away from the operator. Pulling the crowd lever rearward will move the dipstick and bucket “In” or toward the operator.

Bucket Lever

Pushing the bucket lever to the left will “Fill” or curl the bucket (move inward). Pushing the bucket lever to the right will “Dump” the bucket (move outward).
CONTROLS AND INSTRUMENTS

Swing Lever

Pushing the swing lever to the left will swing the boom, dipstick and bucket to the "Left". Pushing the swing lever to the right will swing the boom, dipstick and bucket to the "Right".

Stabilizers Levers

Moving the stabilizer lever(s) forward will move the stabilizer(s) "Down".

Moving the stabilizer lever(s) rearward will move the stabilizer(s) "Up".

Extendible Dipstick (Optional)

Pushing the "Down" on the foot pedal will extend the extendible dipstick. Pushing the heel "Down" on the foot pedal will retract the extendible dipstick.

Refer to page 37 for additional information on the backhoe control levers and for backhoe operating techniques.
---OPERATION---

**SLOWLY** push the crowd and lift levers forward to reposition the vehicle as desired. Stabilize the unit before resuming operation.

**MOVING THE FORD 555 TO THE SIDE**

Lift the stabilizers clear of the ground, curl the bucket approximately halfway and crowd in so the dipstick is nearly vertical.

**NOTE:** The dipstick pivot, bucket pivot, and the point where the bucket contacts the ground should be aligned to reduce stress on the bucket and crowd cylinders. (Bucket forward of the boom-to-dipstick pivot).

Apply sufficient down pressure with the boom to raise the rear wheels off the ground. Slowly actuate the swing control lever to move to the right or left as required.

**TRENCHING**

Trenching is the most basic backhoe digging operation. Other digging operations are merely variations of this basic function (i.e. filling the bucket, dumping the bucket, and moving the unit forward).

While trenching, it is generally important to maintain a level trench bottom. This is accomplished by setting the bucket at the proper angle of approach. As the bucket is crowding in, continuously push on the bucket lever to maintain the correct cutting angle. At the same time, pull on the lift lever to relieve down pressure and keep the bucket in the same plane.

Continue the trench by moving forward. Moving too far will require excessive down pressure for digging, plus hand clean-up of the trench bottom. It is better to move a lesser amount than to move too far.
Never tip the barrel to use the fuel below the level of the tap.

Install your storage container above the ground and tilt the tank so the discharge outlet is on the highest end of the tank. Provide a drain plug at the lowest point of the tank so that moisture and sediment can be drained off periodically. Install a suitable filter on the discharge outlet of the storage container.

After use, install the cap at the top of the barrel and clean up fuel which may have been spilled. Diesel fuel will not evaporate, but will collect dust and dirt.

REFUELING THE FORD 555

If there is no filter on the outlet of the storage tank, or if a can is used to refuel, use a funnel with a 100-mesh screen or finer when filling the fuel tank. The tank should be kept as full as possible to minimize condensation.

NOTE: It is a good practice to fill the fuel tank with fuel after completing work at the end of each day, as this will reduce overnight condensation of water in the tank.

LUBRICANTS

Type of Lubricant to Use

Engine Oil Ford M-2C121-A (Ford 300)
Transmission Oil Ford M-2C41-A
(4 x 4 Power Reversing)
Transmission Oil Ford M-2C48-A
Hydraulic System Oil Ford M-2C53-A
Rear Axle Ford M-2C53-A
Power Steering Reservoir Oil Ford M-2C41-A
Front Wheel Bearings Ford M-1C137-A
All Lubrication Fittings Ford M-1C137-A

NOTE: Ford Tractor 300 Engine Oil, is a super premium, heavy-duty, low-ash, engine oil compounded specifically to meet the rigid requirements of Ford Tractor engines. It is available from your Ford Tractor Equipment Dealer. Should Ford 300 Engine Oil (Ford Specification M-2C121-A) not be readily available, use an equivalent commercial oil as shown in the following chart:

### ENGINE OIL RECOMMENDATIONS

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Viscosity Grade and API Classification</th>
</tr>
</thead>
<tbody>
<tr>
<td>Below + 10° F.</td>
<td>SAE 5W (DM) SAE 5W-20W (MS)</td>
</tr>
<tr>
<td>+ 10° F. to 40° F.</td>
<td>SAE 10W (DS) SAE 10W-30 (MS)</td>
</tr>
<tr>
<td>30° F. to 90° F.</td>
<td>SAE 20 (DS) SAE 20W-30 (MS)</td>
</tr>
<tr>
<td>Above 75° F.</td>
<td>SAE 30 (DS) SAE 10W-30 (MS)</td>
</tr>
</tbody>
</table>

When using diesel fuel with a sulfur content below 1.0%, diesel engine oil with an API Classification of CC may be used instead of a CD oil, but the oil and filter change interval must be reduced to 150 hours. When the sulfur content of a fuel is greater than 1.0%, but less than 1.3%, a CD oil must be used, except for temperatures of 10° F. (−12.0° C.) and below, and the oil and filter change interval must be reduced to 150 hours. The use of fuel with a sulfur content above 1.3% is not recommended.
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