



CLICK ANYWHERE FOR MORE DETAILS

Ford

Operator's Manual

750

Tractor Loader Backhoe

JENSALES.COM

or Call 800-443-0625

JENSALES

CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF
FORD OR IT'S SUCCESSORS. **FORD** AND IT'S SUCCESSORS
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

FO-O-NH750TLB

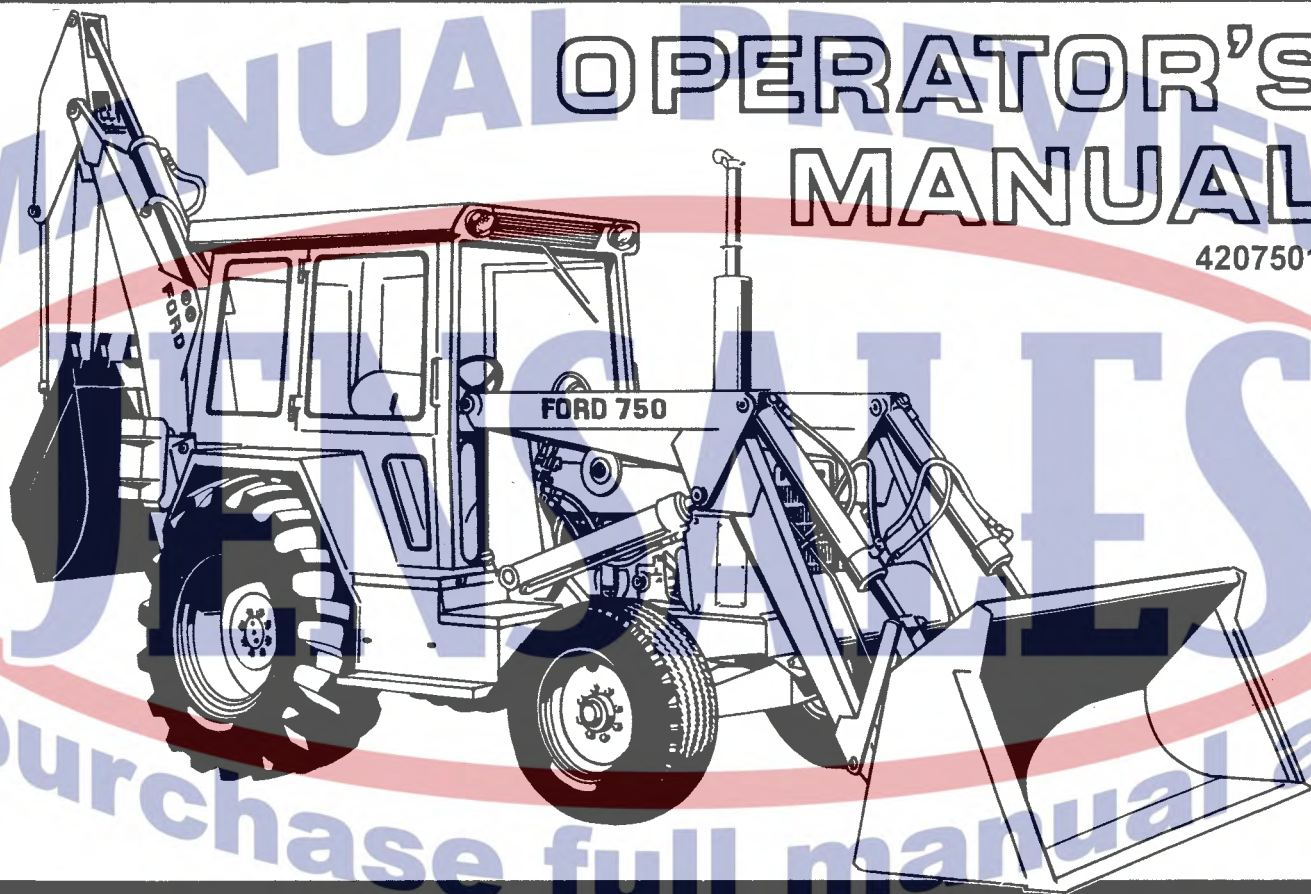
Operator's Manual

FORD

CLICK ANYWHERE FOR MORE DETAILS

OPERATOR'S MANUAL

42075010



750

JENSALES.COM

or Call 800-443-0625

CLICK ANYWHERE FOR MORE DETAILS

TRACTOR-LOADER-BACKHOE

Reprinted

CLICK ANYWHERE FOR MORE DETAILS

CONTENTS

Safety precautions	2
Controls and instruments	3
general	4
brake and rear axle controls	8
transmission controls	9
loader controls	11
backhoe controls	11
Operation	15
break-in procedures	16
starting the engine	16
weighting limitations	20
loader operation	21
backhoe operation	27
loader and backhoe attachments	34
Lubrication and maintenance	39
lubrication and maintenance chart	40
fuels and lubricants	41
fuel and lubricant service procedures	43
general maintenance	52
hydraulic hoses and tubing	62
storing the Ford 750	63
Specifications	65
pre-delivery and 50-hour service	71

JENSALES.COM
or Call 800-443-0625

CLICK ANYWHERE FOR MORE DETAILS

—CONTROLS AND INSTRUMENTS—

GENERAL

OPERATOR'S SEAT

Your new Ford 750 is equipped with a "turnabout" type seat, Figure 1. It can be adjusted forward or rearward a maximum of seven inches (17.8 cm) by moving the seat release lever. The height can also be changed two inches (5.0 cm) to suit the operator by loosening the height adjustment knob.

Once the seat is adjusted for operator comfort, in the loader operating position, it can be turned to the backhoe position by releasing the seat release lever. See Figures 2 and 3. Once the seat is adjusted for loader operation it will usually suit the operator for backhoe operation without additional adjustments.

ROLL OVER PROTECTIVE FRAMES (OPTIONAL)

The Ford 750 is available with a safety frame cab and seat belt, Figure 4, or a 4-post protective frame and seat belt. Remember, the safety offered by the protective frames will be minimized if your seat belt is not buckled. Always use your seat belt — they save lives. DO NOT use the seat belt if the safety frame cab or 4-post protective frame has been removed from the tractor.



Figure 2

Operator's Seat—Traveling and Loader Position



CAUTION: Never attach chains, ropes, or cables to the roll over protective frames for pulling purposes. This is very dangerous, as the tractor will tip backward. Always pull from the tractor drawbar or from a point below the rear axle. Be careful when driving through door openings or under low overhead objects. Make sure there is sufficient clearance for the roll over protective frames to clear the structure or object.

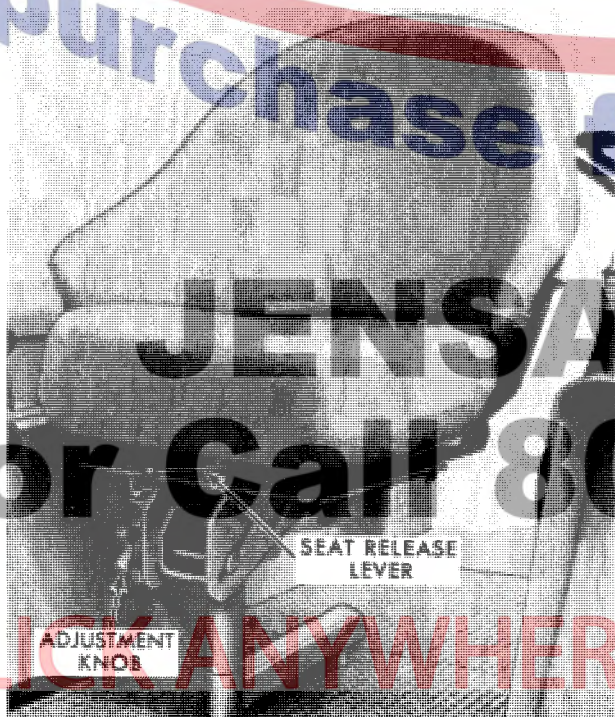


Figure 1

Operator's Seat



Figure 3

Operator's Seat—Backhoe Position



Figure 4
Safety Frame Cab

Adjusting the Seat Belt

To lengthen the belt, tip the buckle end down and pull on the buckle until the ends can be joined.

To shorten the belt, buckle it, then pull on the loose end until the belt is snug.

If the seat belt is to be cleaned, use soap and water. Do not use carbon tetrachloride, naphtha, etc., as these will weaken the webbing. Also, for the same reason, do not bleach or re-dye the webbing.

FLASHER WARNING LAMP

A flasher warning lamp, located on the rear of the left fender, or on the left rear corner of the cab, is provided as standard equipment. A push-type switch on the lamp housing, Figure 5, or on the inside left wall of the cab, is used to turn the flasher on or off. The light switch, Figure 6, must be turned on to make the flasher warning lamp operative.

For your protection, and as a warning to motorists, use the flasher warning lamp when operating on public roads, day or night, unless prohibited by law in your state.

LIGHT SWITCH

The light switch is shown in Figure 6. The switch is a rotating type that turns to the right. Switch positions are:



Figure 5
Flasher Warning Lamp

- "Home" Position Off
- First Right Instrument Lights, Headlamps, and Flasher Warning Lamp
- Second Right Instrument Lights, Headlamps, Flasher Warning Lamp, and Rear Work Lamps
- Third Right Instrument Lights, Headlamps, Flasher Warning Lamp, and Red Tail Lights

KEY STARTER SWITCH

The key-starter switch is located next to the light switch. See Figure 6. Turning the key to the right to its "ON" position will activate the instruments. Turning the key further right to its start position will start the engine. Upon release, the key will spring return to the "ON" position.

The starting circuit can only be activated when the transmission shuttle lever, Figure 14, is in its neutral (N) position. Refer to page 16 for complete starting instructions.

DIESEL ENGINE STOP CONTROL

The diesel engine stop control, shown in Figure 6, is used with the key starter switch to start and stop the engine. The control must be moved all the way forward before the engine can be started. Moving the control rearward will stop the engine. Refer to "STOPPING THE ENGINE" on page 18 for additional information.

—CONTROLS AND INSTRUMENTS—



Figure 6
Engine Light and Starter Controls

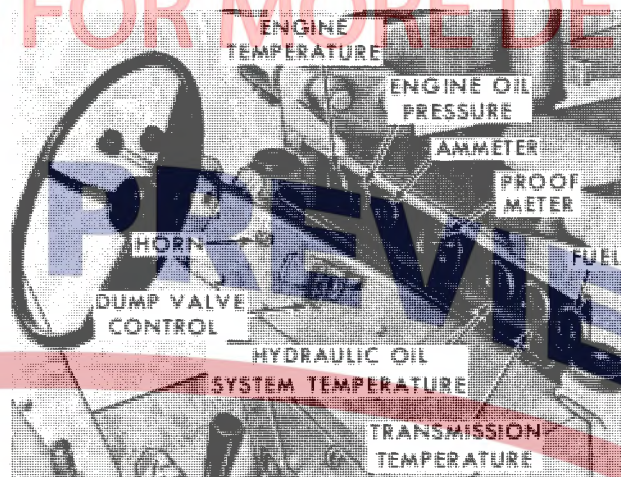


Figure 7
Instrument Panel

ENGINE OIL PRESSURE GAUGE

The engine oil pressure gauge, Figure 7, indicates engine oil pressure only; it does not indicate low engine oil level. Normal oil pressure should be between 40 and 70 when the engine is running at 1700 rpm.

PROOF-METER

The Proof-Meter is the large instrument in the center of the instrument panel, Figure 7. The meter indicates:

- The engine revolutions per minute. Use the Proof-Meter in conjunction with the transmission shift decal and the ground speed chart on page 67, to determine ground speed.
- The hours and portions of hours your Ford 750 has operated, is based on the average engine speed of 1570 rpm. Engine speeds below 1570 rpm accumulate hours at a slower rate than clock hours. Engine speed above 1570 rpm build up hours faster than clock hours. Use the Proof-Meter as a guide to determine hourly service and maintenance intervals.

AMMETER

The ammeter is located to the left of the Proof-Meter, Figure 7. The instrument indicates electrical current flowing to or from the battery and is read as amperes. Current flow is produced by the alternator and is controlled by the voltage regulator. Depending on the electrical load and the condition of the battery, the ammeter will normally show a low charging rate. However, if the electrical load is excessive or if the battery is run down, the ammeter will show a high charging rate.

HAND THROTTLE CONTROL LEVER

The hand throttle control lever is shown in Figure 6. Moving the lever forward will increase engine rpm. Moving the lever rearward will decrease rpm.

FOOT ACCELERATOR

The foot accelerator in your new Ford 750 can be used separately, or in conjunction with the hand throttle. With the hand throttle set at a selected engine rpm, the foot accelerator can be used to increase engine rpm to its maximum governed speed. Upon release of the foot accelerator, the engine speed will return to idle or to the rpm at which the hand throttle has been set to maintain.

HORN BUTTON

Your Ford 750 incorporates a horn as standard equipment. The horn button is located on the right side of the steering column, Figure 7.

ENGINE TEMPERATURE GAUGE

The engine coolant temperature gauge is shown in Figure 7. When the needle is between 160° and 180°, the engine coolant is at its normal operating temperature.

TRANSMISSION TEMPERATURE GAUGE

The transmission temperature gauge is located to the right of the Proof-Meter, Figure 7. The gauge will normally register at temperatures below 230°. If the temperature ever reaches 250°, check to make sure the transmission oil level is satisfactory, then operate the engine with no load at 1200 rpm until the temperature drops back to normal reading of 230° or less.

FUEL GAUGE

The fuel gauge is located in the extreme right side of the instrument panel, Figure 7. The relationship of the needle to the quarter marks on the gauge indicates the amount of fuel in the tank.

HYDRAULIC SYSTEM TEMPERATURE GAUGE

The hydraulic system temperature gauge, Figure 7, indicates hydraulic system oil temperature of the backhoe and loader. Normal operating temperature is between 155° and 210° F. (86.1° C. and 98.9° C.)

HYDRAULIC OIL FILTER RESTRICTION INDICATOR

The Hydraulic Oil Filter Restriction Indicator, Figure 8, is a visual indicator of the condition of the filter element. With the engine operating at 2100 rpm and the hydraulic system oil at a temperature above 150° F. (66° C.) visually check the condition of the filter element by comparing the position of the indicator to the three color bands. The three color bands indicate the following conditions:

- GREEN— The filter element is clean.
- YELLOW— The filter is becoming contaminated but is still providing full filtration.
- RED— The filter is clogging and some oil is bypassing the filter.



CAUTION: The hydraulic oil filter restriction indicator should be checked by another individual while the operator remains in the tractor seat at the engine controls. If this is not possible and it is necessary to dismount from the tractor to check the indicator, you **MUST**: be certain the unit is resting on level ground; be sure the shuttle lever is locked in the neutral (N) position with the locking latch; apply the hand brake; and lower the loader and backhoe buckets until the cutting lips contact the ground **BEFORE DISMOUNTING** from the tractor.



Figure 8
Hydraulic System Oil Filter Indicator

If the restriction indicator registers red, the hydraulic system filter element must be replaced. Service the element as outlined under "CHANGING THE OIL FILTER," page 49.

AIR CLEANER RESTRICTION GAUGE

The air cleaner restriction gauge, Figure 9, shows condition of the air cleaner element. If red can be seen through the sight glass of the gauge, service the air cleaner as outlined under "CLEANING THE ELEMENT", page 45.



Figure 9
Air Cleaner Restriction Gauge

—CONTROLS AND INSTRUMENTS—



Figure 10
Excess Fuel Button

DIESEL ENGINE EXCESS FUEL BUTTON

The diesel engine excess fuel button, shown in Figure 10, is used as an engine starting aid. Refer to "COLD WEATHER STARTING" on page 16 for use of the button.

ETHER SPRAY PRIMER BUTTON

The ether spray primer button, shown in Figure 6, is used as a cold weather engine starting aid. The ether spray provides easier starting in temperatures down to -10°F . (-23.3°C). Refer to "COLD WEATHER STARTING" on page 16 for use of the button.

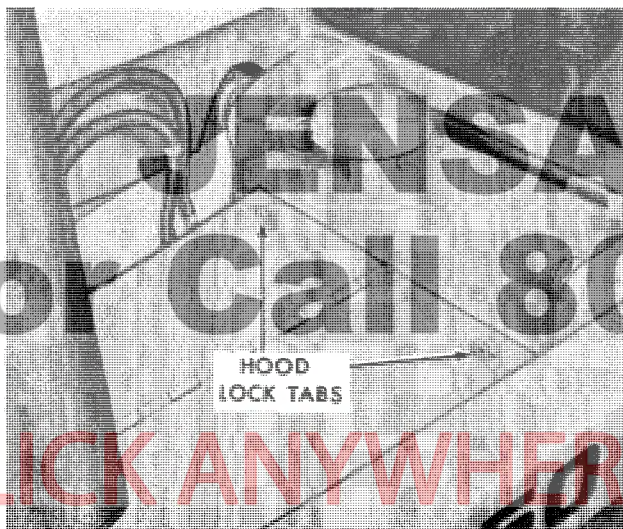


Figure 11
Hood Locking Provisions

HOOD AND INSTRUMENT PANEL LOCKING PROVISIONS

To help guard against vandalism and pilferage, your new Ford 750 has hood locking provisions as standard equipment. Figure 11 shows the locking arrangement.

The tabs permit the attachment of padlocks so the hood cannot be opened. Similarly, an instrument panel cover is provided for protection of the instruments.

BRAKE AND REAR AXLE CONTROLS

BRAKE PEDALS

The brake pedals are located at the left of the steering shroud, Figure 12. The right pedal is used to brake the right rear wheel. The left pedal is used to brake the left rear wheel. Depress both pedals simultaneously to stop the unit.

To assist in making sharp turns at slow speeds, depress the right or left pedal as required.



CAUTION: When operating at high speeds, never attempt to make sharp turns by using the brakes.

BRAKE PEDAL LOCK

The brake pedal lock, shown in Figure 12, is used to secure the brake pedals together. Lock the pedals together whenever the unit is operated at high speeds or at any time the unit is driven on the highway.



Figure 12
Foot Accelerator and Brake Controls

DIFFERENTIAL LOCK PEDAL

The differential lock pedal, shown in Figure 12, provides a means of locking the rear axle shafts together, providing for additional traction in wet or loose soil. Refer to page 19 for differential lock operating information.

HAND BRAKE

The hand brake shown in Figure 13, is used for parking and emergency stopping. Pull the lever up to the vertical position to apply and lock the brake. To release the brake push the lever down.

The knob on the end of the hand brake lever controls the hand brake tension. Refer to "HAND BRAKE TENSION ADJUSTMENT" page 62, for information on adjusting the hand brake tension.



CAUTION: Always apply the hand brake whenever the tractor is parked as the tractor is free to roll even though the transmission speed range lever and shuttle lever may be "in gear".

TRANSMISSION CONTROLS

TRANSMISSION SPEED RANGE LEVER AND SHUTTLE LEVER

The speed range lever, Figure 14, is used to determine any one of three working speeds. A gate, which requires

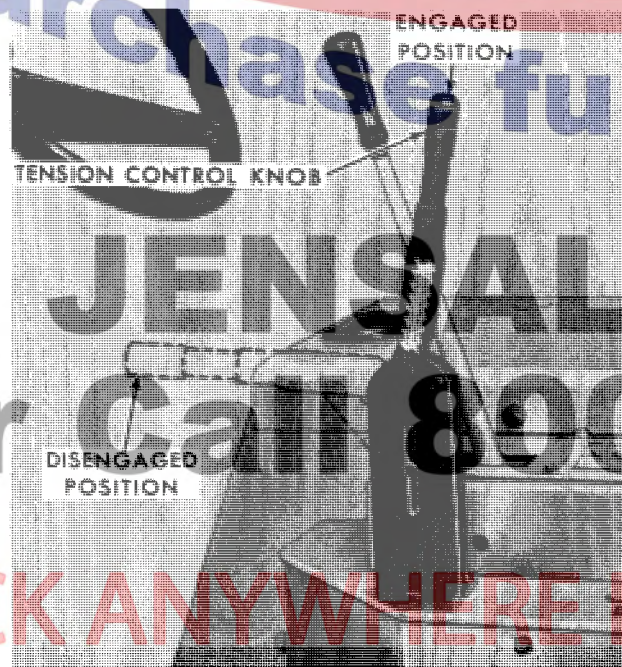


Figure 13
Handbrake



Figure 14
Transmission Controls

lifting the range lever to shift to 3rd gear, allows free shifting between 1st and 2nd and prevents inadvertently shifting to 3rd gear.

The shuttle lever, Figure 14, is located nearest the steering wheel and is used to select forward or reverse travel. A manually operated latch permits locking the lever in neutral. Move the shuttle lever up for forward travel and down for rearward travel. It is not necessary to move the speed range lever to change direction of travel.

TRANSMISSION DUMP VALVE CONTROL

The transmission dump valve control, Figure 7, is located on the right side of the steering column. The dump valve permits the power flow to the rear wheels to be interrupted during forward movement of the tractor to prevent torque converter "stall" and allow faster loader hydraulic operation. The dump valve operates only in forward speeds.

To activate the valve, the control handle must be pulled out and turned — either right or left — to the locked position. The first portion of brake pedal travel activates the dump valve. Partially depressing either or both brake pedals will interrupt the power flow to the rear wheels when the unit is moving forward. Refer to "OPERATING THE TRANSMISSION DUMP VALVE", page 18, for use of the dump valve control.

CAB ELECTRICAL CONTROLS (OPTIONAL)

The switches for the heater, blower, wiper, and dome light are shown in Figure 15. All of the switches will work with the key-starter switch "ON" or "OFF".