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OPERATOR'S MANUAL

FORD 9600 TRACTOR OPERATOR'S MANUAL SUPPLEMENT



GENERAL INFORMATION

This supplement is to be used in conjunction with your Ford 9600 Tractor Operator's Manual. It contains information on the factory installed cab equipped with heater or both heater and optional air conditioning. It also includes information on the integral reservoir power steering pump and procedures for checking the brake master cylinder oil level which may or may not apply to your particular tractor.

Read this supplement and your operator's manual carefully before operating or performing maintenance on your tractor. Keep them in a convenient location for later reference. If, at any time, you have a service problem concerning your new tractor, remember that your Ford Tractor-Equipment dealer has factory trained Service personnel, genuine Ford parts, and the necessary tools and equipment to best satisfy your service needs.

CAB HEATER AND AIR CONDITIONING CONTROLS

The air conditioner and heater controls are conveniently located on the plenum at the upper front of the cab, Figure 1. All of the controls will work with the key-starter switch "ON" or "OFF".

DOMESTIC LIGHT SWITCH AND WINDSHIELD WIPER SWITCH

The switches for the dome light and front windshield wiper are shown in Figure 1. The wiper switch is a simple on-off switch that controls the single speed wiper motor on the front windshield.

AIR VENTILATION LEVER

The air ventilation lever, Figure 1, is used to control the vent door in the plenum. The vent door may be opened to either one of two positions.

When the door is open and the blower control is on, inside air will mix with outside air and circulate through the filter and ventilation louvers. When the door is closed, only outside air will circulate through the filter and louvers.

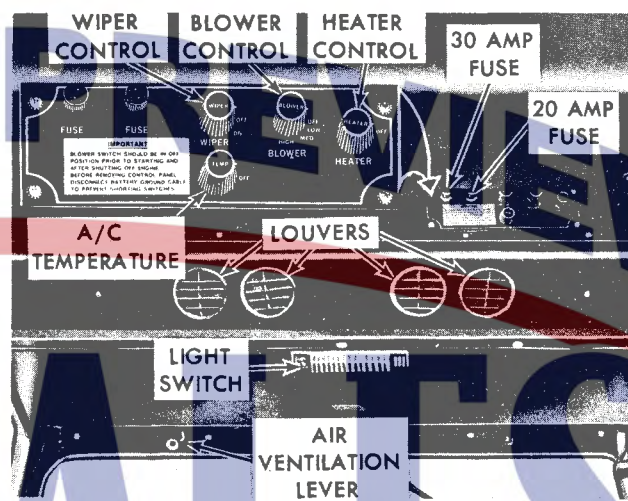


Figure 1
Heater and Air Conditioner Controls

Open the vent door when using the cab heater (optional) to prevent cold air from entering the cab.

When operating in extreme dusty conditions, close the vent door to obtain maximum pressurization of the cab interior for dust exclusion.

LOUVERS

Air flow from the louvers in the overhead plenum can be directed as desired for heater or air conditioner operation by rotating the louvers. Air can be directed to the side, upward, or downward.

BLOWER CONTROL

The blower control, Figure 1, controls the air velocity through the louvers and is used for both air conditioner and heater operation. Switch positions are:

- Home Position - OFF
- First Right - LOW SPEED
- Second Right - MEDIUM SPEED
- Third Right - HIGH SPEED

IMPORTANT: Always turn the blower control to the OFF position after stopping the tractor engine. Failure to turn the control to the OFF position after the engine stops will cause the battery to discharge. Also, to prevent an excessive load on the tractor electrical system, always make certain the blower control is in OFF position before attempting to start the tractor engine.

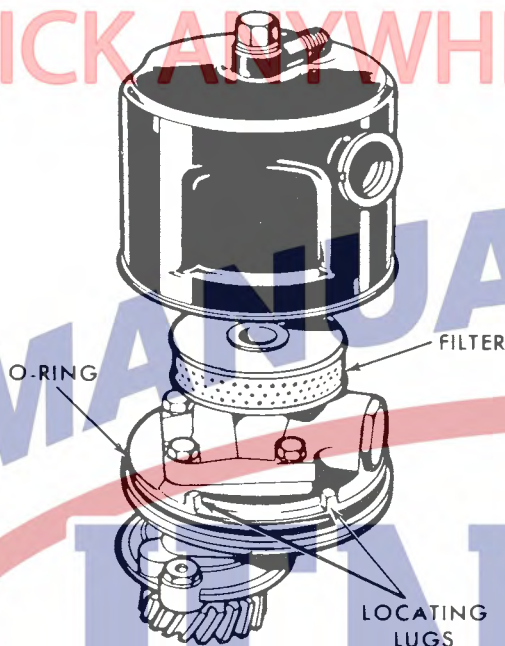


Figure 7
Power Steering Oil Filter

Changing Oil Filter: The oil filter in the integral power steering reservoir should be changed every 600 hours.

1. To gain access to the power steering filter, Figure 7, the pump and reservoir must be removed from the tractor. Make sure that all dirt and foreign matter is cleaned from the unit before removal. Absolute cleanliness is essential.
2. After removing the unit, drain the reservoir through the filler opening by inverting the assembly.
3. Separate the reservoir from the pump flange by removing the through bolt, then remove the filter.
4. Install a new filter and clean the inside of the reservoir with a clean lint-free cloth. Also install a new O-ring on the pump-to-reservoir flange.
5. Reinstall the reservoir on the pump so the two locating lugs, Figure 7, straddle the indentation in the reservoir.
6. Install a new pump-to-engine O-ring, then install the pump on the tractor and connect the plumbing to the unit.
7. Fill the reservoir through the filler opening, Figure 6, until the oil level reaches the bottom of the filler neck. Use clean oil, specification M-2C41-A.

NOTE: The power steering reservoir has a capacity of 2 U.S. quarts (1.7 Imp. Qts.; 1.9 Liters).

8. Start the engine and turn the steering wheel from stop-to-stop several times (five or more) to purge air from the system.
9. With the wheels in the straight ahead position, stop the engine and recheck the oil level. Add oil as required and repeat Step 8.

BRAKE MASTER CYLINDER ASSEMBLY

Checking Oil Level: Check the oil level in brake master cylinder assembly every 50 hours.

1. With the tractor standing level and the engine off, remove the button plug, Figure 8, from the hood top center panel.
2. Remove the dipstick and check the oil level. The oil level should be between the add and the full mark on the dipstick.
3. If the oil level is low, insert a suitable funnel in the dipstick opening and add the specified 1Q-M6C34-A oil to bring the oil level to the full mark on the dipstick.

IMPORTANT: Do not use commercially available hydraulic brake fluid in your tractor service brake system. Use only Ford specification 1Q-M6C34-A oil which may be obtained from your Ford Tractor-Equipment dealer.

4. Install the button plug in the hood top center panel.



Figure 8
Brake Master Cylinder Dipstick

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CONTROLS AND INSTRUMENTS

- Second Right . . . Instrument Lights, Tail Lamp, Flasher Warning Lamp, Accessories, and Outboard Worklamps (Low Beam)
- Third Right Instrument Lights, Tail Lamp, Flasher Warning Lamp, Accessories, Outboard Worklamps (Low Beam), and Inboard Headlamps (High Beam)

WARNING LIGHTS

The warning lights are shown in Figure 4. When the key-starter switch is turned "ON" the lights will come on. When the engine is running the lights will go out as engine rpm is increased. If they do not go out:

- **Engine Oil Pressure Warning Light:** Stop the engine immediately and investigate the cause. It is important to remember that this light indicates only oil pressure. The operator must still check the crankcase for proper oil level.
- **Charge Indicator Warning Light:** It is an indication that the battery is not being charged. Investigate the cause as soon as possible, otherwise the battery will become fully discharged.
- **Power Steering Warning Light:** It is an indication of low oil level in the power steering reservoir. Add oil of the type specified, page 40, and check the steering system for leaks.



Figure 5
Engine Controls and Instruments

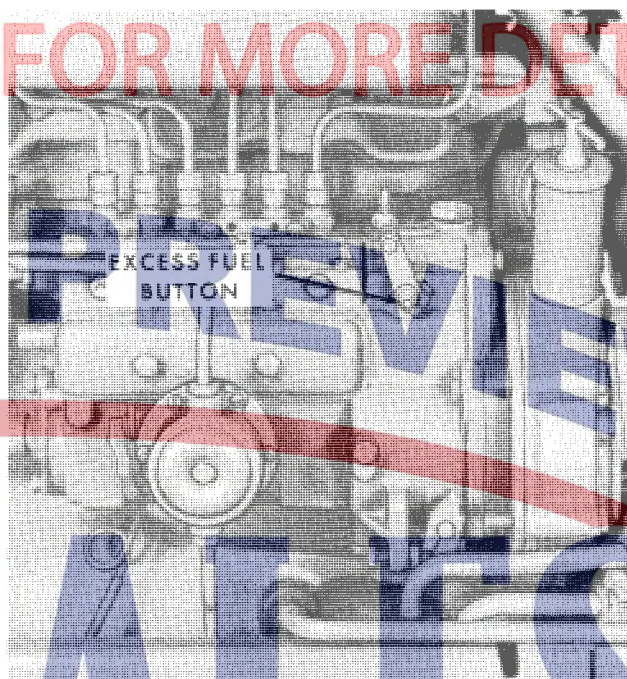


Figure 6
Engine Excess Fuel Button

FUEL GAUGE

The fuel gauge is shown in Figure 5. The relationship of the needle to the quarter marks on the gauge indicates the amount of fuel in the tank.

TEMPERATURE GAUGE

The engine coolant temperature gauge is shown in Figure 5. When the needle is between the blue (cold) and red (hot) marks, the engine coolant is at its normal operating temperature.

PROOF-METER

The Proof-Meter is the large instrument in the top of the console, Figure 5. The Proof-Meter indicates:

- The hours and portions of hours your tractor has operated, based on an average engine speed of 1666 rpm. Engine speeds below 1666 rpm accumulate hours at a slower rate than clock hours. Engine speeds above 1666 rpm build up hours faster than clock hours. Use the Proof-Meter as a guide to determine hourly service and maintenance intervals.
- The engine revolutions per minute. Use the Proof-Meter in conjunction with the transmission shift decal to determine the tractor ground speed. The Proof-Meter also is helpful when operating P.T.O. equipment. Additional P.T.O. information can be found on page 14.

LIFT RODS AND LEVELING CRANK

The left lift rod, Figure 19, can be adjusted by removing the attaching bolt from the lower end of the rod and then turning the rod as required. For normal operation, the rod should be adjusted to a length of 28.5 inches (72.3 cm) as measured to the center of the attaching points shown in Figure 19.

The right lift rod is adjusted with the leveling crank, Figure 19. Use the crank to level attached equipment. Turning the crank to the right will shorten the lift rod, raising the equipment. Turning the crank to the left will lengthen the rod, lowering the equipment.

Note that both lift rods have a slot and a hole at their lower end. Attach the lift rods to the lower links at the slot when mounted tool bar equipment is being used, such as a wide cultivator. This will permit the outer ends of the equipment to "float" or move up and down as uneven ground is encountered. Attach the lift rods to the lower links at the hole when using narrow tool bar equipment or mounted plows.

FLEXIBLE LINK ENDS

The flexible link ends, Figure 20, permit link end movement in the "up" and "down" and "in" and "out" direction for easy attachment of equipment. Pulling the release ring will unlock the link ends for this movement. Once the equipment is attached, the flexible links will lock in place and become rigid by slowly moving the tractor rearward. Refer to "ATTACHING EQUIPMENT" information on page 20.



Figure 20
Flexible Link End

STABILIZERS

The stabilizers, Figure 21, control lower link side movement in both the transport and operating positions to prevent the equipment from swaying side to side. This is especially important when operating on slopes, near fences, walls or ditches. When it is desirable for the equipment to have side-to-side movement in the operating position yet remain rigid in the transport position, the stabilizers can be "changed" as covered in the following paragraph.

With the stabilizers installed as shown in the left view of Figure 21, the equipment will remain rigid in both the operating and transport position. For side



Figure 21
Stabilizers and Swinging Drawbar

OPERATION

LIQUID BALLAST

It is common practice to weight the tractor by filling the front and rear tires with liquid. A calcium chloride-water solution is recommended because of its low freezing point and greater weight per gallon than water. Because special equipment is required to fill the tires, we recommend that you see your Ford Tractor-Equipment Dealer.

The table at the bottom of page 33 lists the tire sizes available, along with weighting information for each. The table is based on 75% fill and the fact that 5 pounds (2.27 kg) calcium chloride added to one U.S. Gallon (Imp. Gal.) (Liter) of water equals 13.35 pounds (6.06 kg) total weight.



CAUTION: *Never pour water on calcium chloride. Slowly add the flakes to the water and stir until dissolved.*

In some instances it will be necessary to reduce the amount of water and calcium chloride per tire to stay within the weighting limitations. For example: If it is determined that 1000 lbs. (453.6 kg) of liquid ballast can be added to the rear tires without "going overweight", divide 13.35 lbs. (6.06 kg) into 1000 lbs. (453.6 kg) to compute the "Water Per Tire" requirement. Then multiply that figure by 5 lbs. (2.27 kg) to compute the "Calcium Chloride Per Tire" requirement.

Example:

- 13.35 lbs. (6.06 kg) divided into 1000 lbs. (453.6 kg) = 74.9. This is the number of U.S. Gallons, (Imp. Gals.), (Liters) of Water Required Per Tire, each weighing 8.35 lbs. (3.79 kg).
- 5 lbs. (2.27 kg) times 74.9 = 374.5 lbs. (170.0 kg) Calcium Chloride Required Per Tire.
- 374.5 lbs. (170.0 kg) Calcium Chloride, added to 74.9 U.S. Gallons, (Imp. Gals.), (Liters) of water, each weighing 13.35 lbs. (6.06 kg) equals 1000 lbs. (453.6 kg) total weight.

CAST IRON WEIGHTS

Cast iron weights 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 37 and 38. The following tables show how much the weights weigh and the quantity of each that can be used.

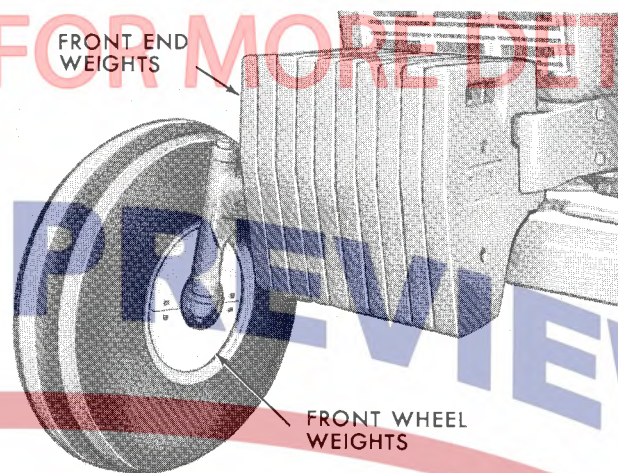


Figure 37
Front Wheel and Front End Weights

FRONT WHEEL WEIGHTS

Wheel Size	Weight	
16 and 18 Inch	45 Pounds Each (20.4 kg)	Two Required Per Wheel



Figure 38
Rear Wheel Weights