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MANUAL PREVIEW

Ford

Operator's Manual

701 & 901

Series

Operator's Manual

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FO-O-701-901

Make: Ford	Model: 701 SERIES	Years Made: 1957-1962
HP-PTO:	HP-Engine:	HP-Drawbar:
HP-Range: 35	Engine-Make: FORD	Engine-Fuel:
Engine-Cyl(s)-CID: 4/	Transmission-STD:	Optional:
Fwd/Rev Standard:	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front:	Tires-Std Rear:	Wheelbase-Inch:
Pto Type:	Pto Speed:	CAT I-3pt Hitch: False
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets:	Cooling Capacity:	Fuel Tank Capacity:
Cab-Stdm A/C; Rops:	Weight:	New Price: 0

Color Application:	MFG Color Name:
HOOD & FENDERS	FORD GRAY ENAMEL
AXELS, ENGINE, TRANSMISSION, & FINAL DRIVE	FORD RED ENAMEL

Make: Ford	Model: 901 SERIES	Years Made: 1957-1962
HP-PTO:	HP-Engine:	HP-Drawbar:
HP-Range: 45	Engine-Make: FORD	Engine-Fuel:
Engine-Cyl(s)-CID: 4/	Transmission-STD:	Optional:
Fwd/Rev Standard:	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front:	Tires-Std Rear:	Wheelbase-Inch:
Pto Type:	Pto Speed:	CAT I-3pt Hitch: False
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets:	Cooling Capacity:	Fuel Tank Capacity:
Cab-Stdm A/C; Rops:	Weight:	New Price: 0

Color Application:	MFG Color Name:
HOOD, RIMS, FENDERS & WHEELS	FORD GREY ENAMEL
ENGINE, TRANSMISSION & FINAL DRIVE	FORD RED ENAMEL

1957 Serial number 1001 - 11996

1958 Serial number 11997 - 58311

1959 Serial number 58312 - 105942

1960 Serial number 105943 - 131426

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FORD *Row
Crop* **TRACTOR**

SERIES 701 AND 901

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TRACTOR AND IMPLEMENT DIVISION

FORD MOTOR COMPANY

BIRMINGHAM, MICHIGAN

Litho in U.S.A.

SE 6172-D

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STANDARD AND OPTIONAL EQUIPMENT CHART

MODEL		741	771	941	971	981
STANDARD EQUIPMENT	4-Speed Transmission	X		X		
	Select-O-Speed Transmission		X		X	X
	540 R.P.M. Transmission Driven P.T.O.	X		X		
	540 R.P.M. Independent P.T.O.		X		X	X
	1000 R.P.M. Independent P.T.O.					X
	Ground Speed P.T.O.					X
	Three Point Linkage	X	X	X	X	X
	Hydraulic System	X	X	X	X	X
	Swinging Drawbar	X	X	X	X	X
	Power Steering	X	X	X	X	X
	Proof Meter	X	X	X	X	X
	Power Adjusted Rear Wheels			X	X	X
	Tools and Tool Box	X	X	X	X	X
	Dual Front Wheels	X	X	X	X	X
	Rest-O-Ride Seat	X	X	X	X	X
OPTIONAL EQUIPMENT	11—28 4 Ply Tires	X	X			
	12—28 4 Ply Tires			X	X	X
	Single Front Wheel	X	X	X	X	X
	Adjustable Front Axle	X	X	X	X	X
	Power Adjusted Rear Wheels	X	X			
	Auxiliary Transmission	X		X		
	13—28 4 Ply Tires			X	X	X
	13—28 6 Ply Tires			X	X	X



FORD TRACTOR

701 AND 901

SERIES

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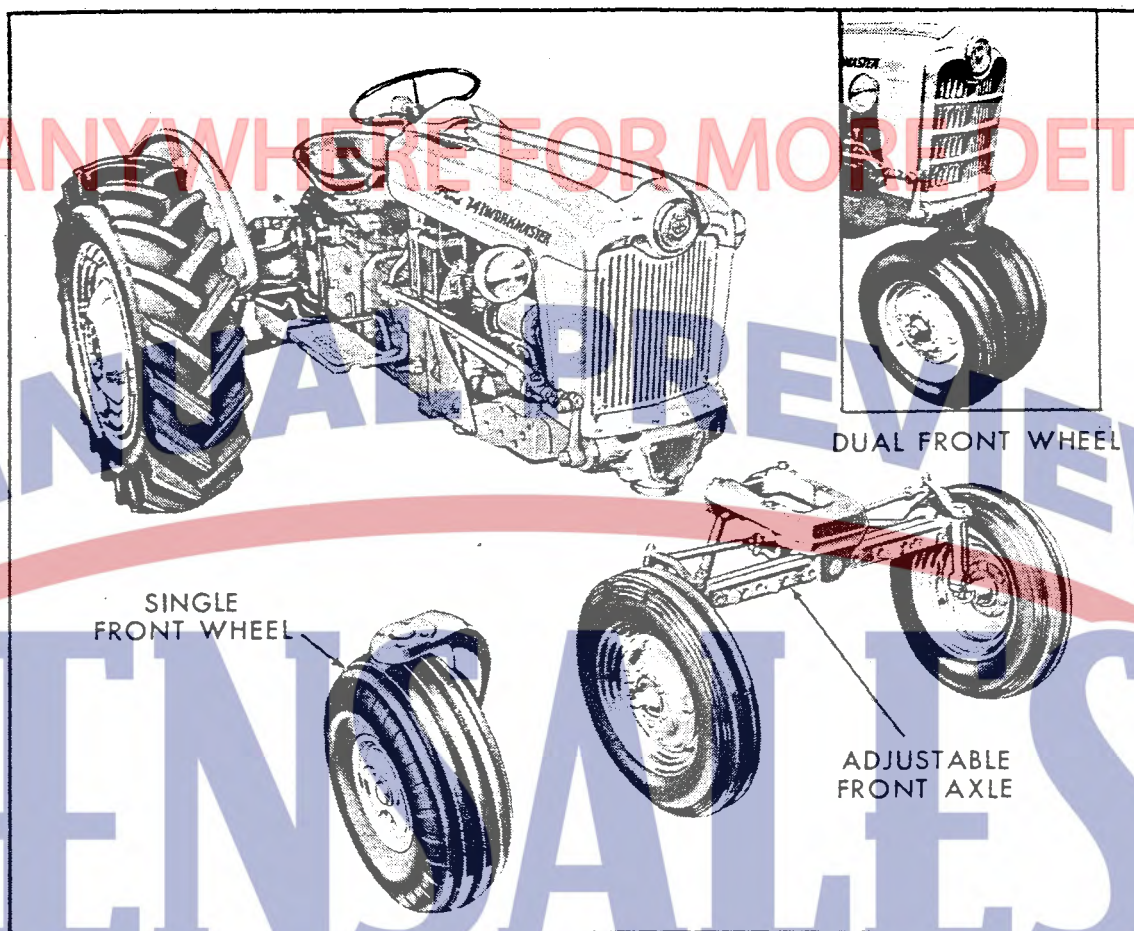


Figure 1

Row Crop Ford Tractors

DUAL FRONT WHEEL MODELS

The dual front wheel Ford Tractor is available in both the 701 and 901 Series. With its tricycle feature, it is desirable for use with front mounted equipment for planting and cultivating operations.

SINGLE FRONT WHEEL MODELS

The single front wheel Ford Tractor, also available in both the 701 and 901 Series, is especially desirable for use in irrigated fields. The single front wheel travels in the narrow furrow and steers easily with a minimum of disturbance to the furrow wall.

The single front axle shown in Figure 1 is bolted to the tractor "pedestal" a design feature which provides for the interchangeability of tractor types, from a tricycle model to a four wheel model by utilizing the adjustable front axle sold as optional equipment.

Back off the adjusting screw until the brake drags very slightly when the wheel is turned. Adjust both brakes in this manner, then adjust the left brake tie rod with the clevis until both brake pedals are in line when both brakes are engaged.

During the first hour of operation after the brakes have been adjusted, check the drums for overheating. If necessary, readjust as previously outlined.

Tire Removal: Remove the wheel from the hub and deflate the inner tube completely. Press the valve through the valve hole and loosen both tire beads from the wheel rim, using a tire iron and heavy mallet. With the wheel lying flat, stand on the tire with your feet about 15 inches apart opposite the valve, then force the bead seat into the drop center of the rim.

Insert two tire irons, about 8 inches apart, between the tire bead and the wheel rim near the valve, then pry the bead over the wheel rim. Leaving one tire iron in position, follow around the wheel rim with the other tire iron to remove the remainder of the bead. Remove the inner tube.

Turn the wheel over and block up the disc until the rim is off the floor, as shown in Figure 46. Pry the tire off the rim, starting with a small section and following around the wheel.

Tire Installation: Place the wheel and rim in a flat position. Inflate the inner tube until it is barely rounded out, then install the tube in the tire.

Coat the inside and outside of the tire beads with a soft soap and water solution to protect the bead, then pry the bead over the edge of the rim. See recommended tire inflation pressure chart, page 36.



Figure 45

Loosening Tire Bead from Edge of Rim