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MANUAL PREVIEW

Ford

Service Manual

2N, 8N & 9N

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FORD

Service Manual



Tractors
9N, 2N and 8N



FORD - 9N-2N-8N

The Ford 9N had its beginnings with a hand shake agreement between Henry Ford and Harry Ferguson.

Harry Ferguson, an Englishman, had worked with a system of implement attachment and hydraulic controls. The design work had been conducted for almost 20 years and resulted in the 3-point linkage or hitch.

It soon became apparent that a new tractor would be necessary to incorporate the Ferguson system.

Henry Ford met with Harry Ferguson and a gentlemen's agreement reached, whereby Ford would use the Ferguson system in the manufacture of the new tractor.

Ford Motor Company had the resources of capital and factories to undertake volume production of a Ford-Ferguson system tractor. Harry Ferguson began to form a company to market the tractors and the implements designed to fit the 3-point hitch.

This agreement, according to records, was not witnessed or recorded as to the terms and conditions. A few years later this was to be a legal problem that would require lawyers and experts to untangle and settle.

The new tractor was the 9N. It was known as a Ford tractor with Ferguson system. The tractor was demonstrated at the Ford farm at Dearborn, Mi. in June, 1939. The tractor had the Ford Logo, Ferguson system plate, and was painted grey. This was Harry Ferguson's favorite color.

The 9N was quite readily accepted and became popular among farmers. It marked the re-entry of Ford in the small tractor market and the new Ferguson system was one of the biggest advances in tractor development. The first year more than 10,000 units were sold.

Ford was selling the 9N at a very competitive price and manufacturers remembered how Ford had out-priced the competition with the Fordson in earlier years.

The 9N was manufactured until 1942. The war placed restrictions on raw materials and production almost stopped in 1942. Ford then brought out the 2N with some modifications, primarily to use parts more available during the war years.

Ford had now moved to second place in tractor production, led only by International Harvester.

By 1948 Ford had announced the new tractor to be called the Ford 8N with the Ferguson system Hydraulics. This led to a legal suit by Harry Ferguson.

After a costly court battle, Ferguson won the case and a settlement was made by Ford Motor Company. Ferguson manufactured the Ferguson tractor for a few years, and then merged with Massey-Harris to become Massey-Ferguson.

The 8N tractor proved popular and Ford remained the second largest tractor manufacturer with the 8N and the specially designed mounted implements for it.

The 8N, when tested in 1950, produced the following results: the tractor weighed 2,717 lbs., equipped with 10 x 28 rear and 4.00 x 19 front tires. It featured Ford's own four cylinder L head engine with 3-3/16 inch by 3-3/4 inch bore and stroke, rated at 1750 RPM. It had a four speed transmission ranging from 3.2 MPH to 11.9 MPH. The horsepower rating on the drawbar was 17.6 and 23.2 HP on the belt.

Ford was not only selling a popular tractor, but a different way of farming which the farmers were anxious to adopt. By 1949 the sales of small tractors were beginning to decline, and larger tractors were in demand.

The Ford 8N kept the company as the second largest manufacturer until the early fifties.

NOTE: This service manual has been compiled from several out-of-print Ford Motor Company Publications. Although the primary subject of this manual is the 8N tractor, most of the information which follows is also useful for 9N and 2N tractors.

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Chapter

1

DESCRIPTION AND DISASSEMBLY

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The Ford 4-cylinder engine (figs. 1 and 2) is of the L-head type, having all cylinders and the upper half of the crankcase cast in one piece. Steel cylinder sleeves are used, which are easily replaced when rebuilding the engine. The distributor is driven directly from the front end of the camshaft.

III. DATA

Type	L-head
Taxable horsepower	16.2
Number of cylinders	4
Bore	3.187 in.
Piston displacement	119.5 cu. in.
Torque	85 lbs. ft. at 1200 RPM
Firing order	1-2-4-3

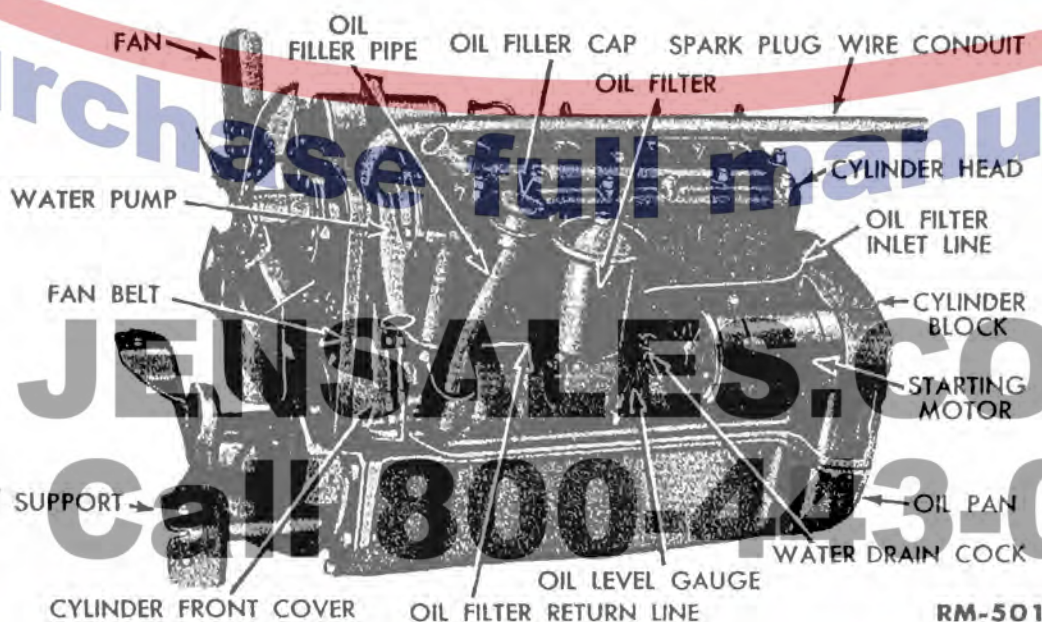
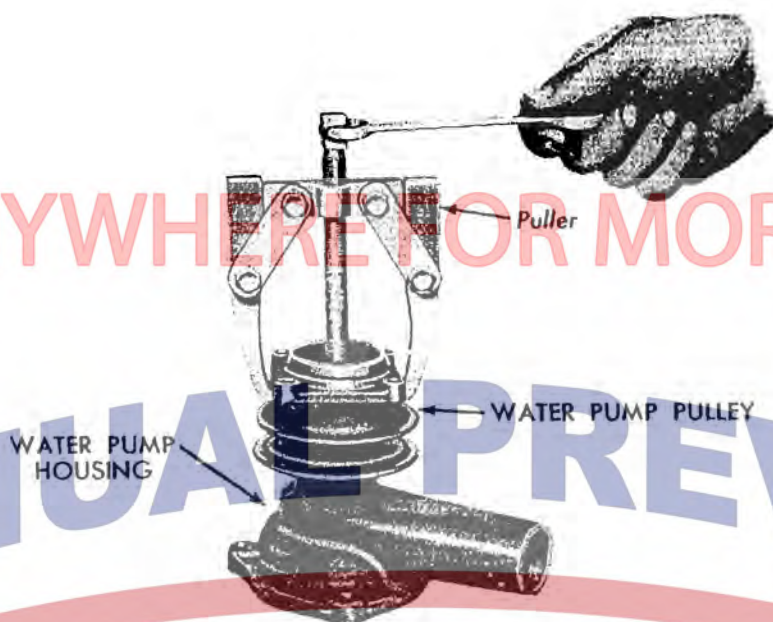


Fig. 1—Left $\frac{3}{4}$ Front View of Engine

§ 111.

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Fig. 33—Removing Water Pump Pulley

b. Cleaning. Clean all of the metal parts thoroughly with cleaning fluid.

c. Inspection. Replace a cracked or damaged water pump body (fig. 34). Replace the water pump seal if it is worn. Replace an impeller if it is cracked, excessively pitted, or if it has broken or damaged fins. Replace a pulley hub that is cracked or has stripped threads. Rotate the water pump bearing. If the bearing binds or has a tendency to stick, replace the bearing assembly. Replace the bearing assembly if there is end play or side play in the shaft.

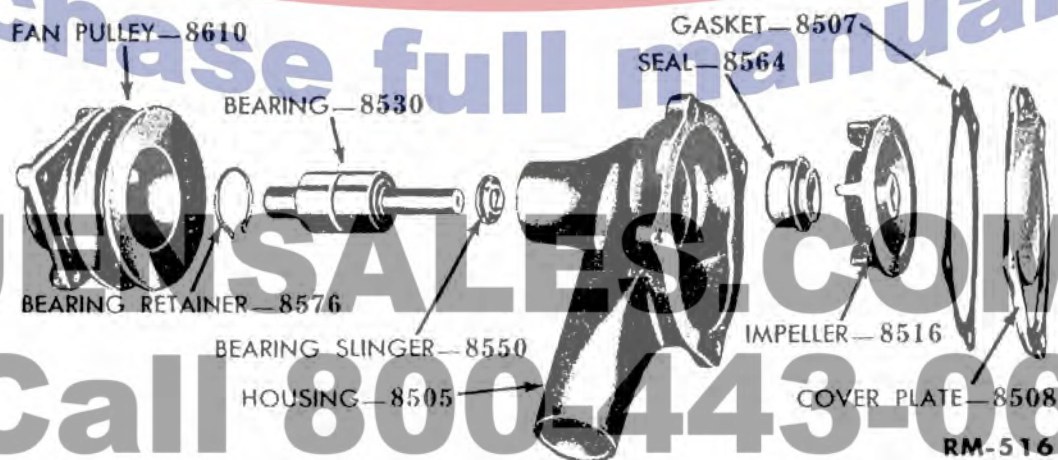


Fig. 34—Water Pump, Disassembled

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ASSEMBLY OF ENGINE

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131. ASSEMBLY.

Before assembling the component parts of the engine, make sure that each part is in a satisfactory condition for use (Chapter II).

a. **Install Crankshaft.** Install the three upper halves of the main bearing inserts in the cylinder block. Install the three lower halves of the main bearing inserts in the two main bearing caps and oil pump body. Coat the main bearing inserts with a light film of oil. Install the crankshaft rear bearing oil seal retainer and seal in the rear of the cylinder block. Place the crankshaft in the cylinder block, and install the main bearing caps and oil pump body on the cylinder block. Install the main bearing cap nuts or self-locking nuts and tighten them from 80 to 90 pounds-feet if using self-locking nuts. Tighten from 75 to 80 pounds-feet if using castellated nuts. Pry the crankshaft forward and insert a feeler gauge as shown in Fig. 46.

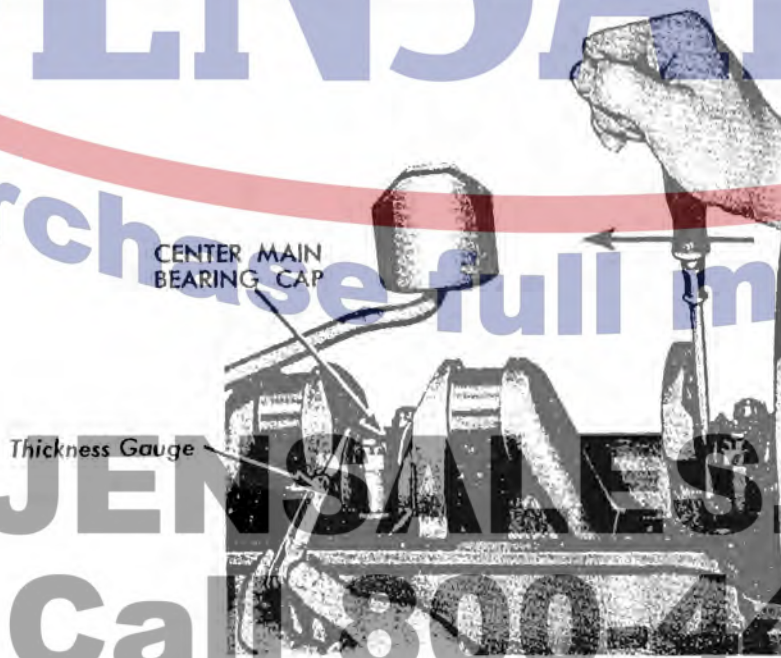


Fig. 46—Measuring Crankshaft End Play

§ 131. a.

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Chapter

VII

BELT PULLEY

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171. DISASSEMBLY.

Remove the filler plug (fig. 50) and allow the oil to drain. Remove the four cap screws that secure the cover to the housing. Remove the cover and gasket. Remove the cotter pin, castellated nut, washer, driven gear, and bearing from the pulley shaft. Tap on the side of the pulley to remove the shaft from the housing. Remove the four cap screws that hold the pulley to the shaft. Remove the pulley. Lift the drive gear and bearing assembly from the housing. Remove both oil seals from the housing.



Fig. 50—Belt Pulley

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