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MANUAL PREVIEW

Hough

Operator's Manual

T225SL & T300SL

Pay Mover

S/n 70AH-101 & up

JENSALES.COM

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HO-O-T225SL+

Operator's Manual

OPERATORS MANUAL

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PAYMOVER®

model
T-225SL

model
T-300SL

BEGINNING WITH SERIAL NUMBER

70AH-101 & UP



JENSALES.COM

or Call 800-443-0625

FORM
OM-T-225 SL



PAYMOVER®

MANUFACTURED BY
THE FRANK G. HOUGH CO. LIBERTYVILLE, ILL.
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SAFETY PREVENTS ACCIDENTS

INTRODUCTION

CONDENSED SPECIFICATIONS

GENERAL.

	225SL	300SL
Height	63 in.	63 in.
Height over Average Operator	77 in.	77 in.
Width (Max.)	96 in.	96 in.
Length Less Hitches	210 in.	210 in.
Wheel Base	102 in.	102 in.
Ground Clearance	13 in.	13 in.
Inside Turning Radius (Min.)		
(Two Wheel Steering)	206 in.	206 in.
(Four Wheel Steering)	100 in.	100 in.
Outside Turning Radius (Max.)		
Two Wheel Steering)	298 in.	298 in.
Four Wheel Steering)	203 in.	203 in.
Weight Front Axle	16,000 lb.	20,000 lb.
Weight Rear Axle	16,000 lb.	20,000 lb.
Gross Weight	32,000 lb.	40,000 lb.
Drawbar Pull (Dry Concrete)	22,500 lb.	30,000 lb.
Drawbar Height	16 in.	16 in.

ENGINE.

Type	Internal Combustion; Gasoline; "V" Type
Number of Cylinders	8
Bore	4-1/2 in.
Stroke	4-5/16 in.
Displacement	549 cu. in.
Governed Speed	3200 rpm
Horsepower (3200 rpm)	190 hp
Peak Torque Speed	2000 rpm
Torque Output	400 lb. ft.
Converter Stall Speed	1880 rpm
Crankcase and Filter Capacity	10 qt.
Cooling System Capacity	54 qt.
Fuel Tank Capacity	45 gal.
Electric System	12 volt; Negative Ground

TRANSMISSION.

Automatic Shift Type; Constant Mesh Planetary Gearing; Three Element, Two Phase, Single Stage Torque Converter Input.

Maximum Road Speeds.

	T-225SL	T-300SL
5 mph	5 mph	5 mph
10 mph	10 mph	10 mph
14 mph	14 mph	14 mph
20 mph	20 mph	20 mph
3 mph	3 mph	3 mph

Maximum Tractive Effort.

	Low	Intermediate	Drive 1	Drive 2	Reverse
22,500 lb.	22,500 lb.	21,300 lb.	21,300 lb.	21,300 lb.	22,500 lb.
30,000 lb.	30,000 lb.	22,000 lb.	22,000 lb.	22,000 lb.	30,000 lb.

FINAL DRIVES.

Front and Rear Axles Standard Single Reduction Differential; Planetary Gear Reduction at Wheel Hubs.

Wheel Brakes Internal Expanding; Hydraulically Operated.

Parking Brake (External Band (Transmission Output); Mechanically Operated.

STANDARD TIRES.

Type	Traction HI-Miler 12 Ply.
Sizes (Front & Rear)	11:00 x 24, 12 P. R. (T-225SL) 12:00 x 24, 14 P. R. (T-300SL)

HYDRAULIC SYSTEM.

Design Type Sealed; Pressure Controlled.

Pumps Positive Displacement Type; Spur Gear; Integral Flow Control and Pressure Regulating Valves.

Filter Replaceable Radial Fin Element; Integral By-Pass Relief.

OPERATING INSTRUCTIONS

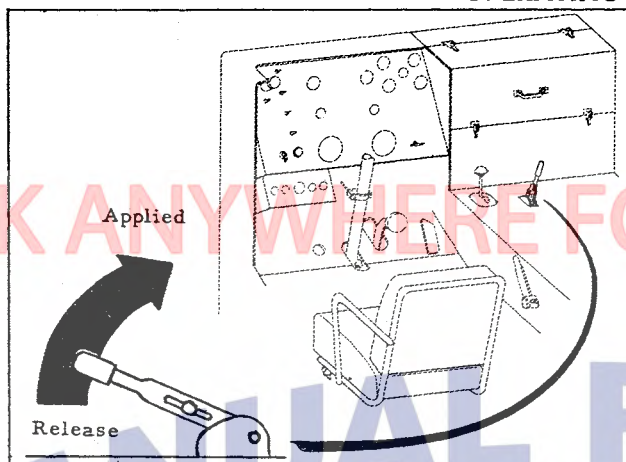


Figure 4. Parking Brake Lever.

moving the tractor. Raise the handle to apply the brake.

Minor brake adjustments can be made by turning the brake lever cap clockwise. When major adjustments are required, the lever cap should be backed off. Adjust the parking brake band clearance at the transmission.

STEERING SELECTOR LEVER.

The steering selector lever is the long lever to the right of the operator's seat. It has three spring locked positions. Release the lever by stepping on the catch release at the base of the lever.

In the forward lever position (nearest floorboard), the rear steering control valve is moved on a cam surface. While in this position the valve will turn the wheels so they steer parallel to the front wheels. Turning the steer-

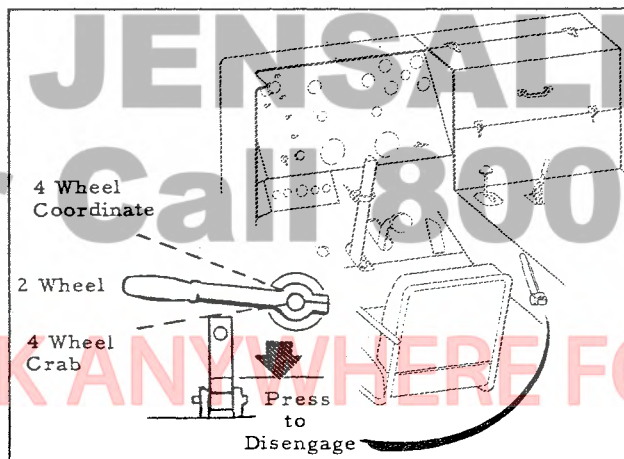


Figure 5. Steering Selector Lever.

wheel will cause the tractor to "crab" (oblique travel). Direction of oblique movement is determined by the steering wheel.

Operating the lever to its upright position moves the rear steering valve so the rear wheels steer in reverse of the front wheels. Steering with the lever in this position causes the tractor to turn sharply. Direction of coordinated movement is determined by the steering wheel.

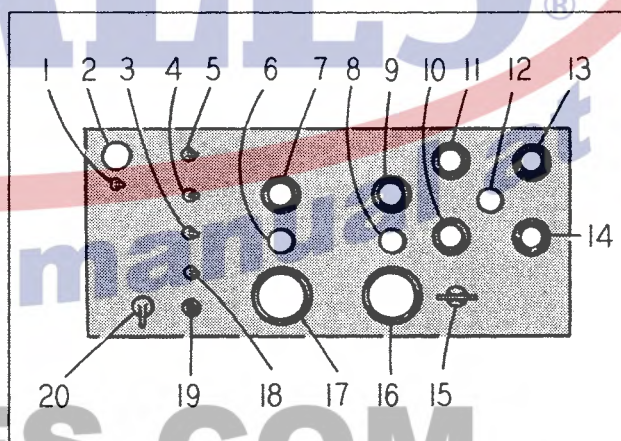
With the lever set at its mid-position, the rear control valve is set on the cam so it is non-operative. This causes the rear wheels to stay parallel with the tractor frame. The tractor can be maneuvered with the front wheels only.

CAUTION

Set the steering lever at tractor speeds below 5 mph.

DASH GAUGES.

The dash panel gauges show tractor performance. By knowing the normal operating



- | | |
|-----------------------------|-------------------------|
| 1. Reading Light Switch | 10. Fuel Gauge |
| 2. Reading Light | 11. Engine Oil Pressure |
| 3. Back-up Light Switch | 12. Dash Light |
| 4. High Beam Switch | 13. Engine Temperature |
| 5. Driving-Parking Light | 14. Ammeter |
| 6. Dash Light | 15. Choke |
| 7. Transmission Temperature | 16. Speedometer |
| 8. Dash Light | 17. Tachometer |
| 9. Hourmeter | 18. Instrument Light |
| | 19. Starter Button |
| | 20. Ignition Switch |

Figure 6. Dash Panel.

OPERATING INSTRUCTIONS

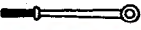
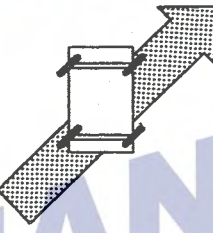
WHEEL	LEVER	WHEEL	LEVER	WHEEL	LEVER
					
					
CRAB STEERING		TWO WHEEL STEERING		COORDINATED STEERING	

Figure 7. Steering Patterns.

is thoroughly warmed up but do not use full power. Apply loads gradually until the engine temperature is at least 165° F. Continuous operation with cold engine oil (less than 165° F.) will tend to dilute the lubricating oil so acid by-products may form. Oil diluted with such acids may cause accelerated wear of engine parts.

Maintain nearly constant road speeds for heavy pulling by operating in either 3-4 or LO-2. Down-shifting can be used to help brake tractor speed but the down-shift speeds listed in Table I should be observed.

**TABLE I
DOWNSHIFT SPEED**

SHIFT	MAXIMUM SPEED
3-HI to 3-5	14 mph
3-5 to 3-4	10 mph
3-4 to LO-2	5 mph

CAUTION

Severe transmission damage may result from down-shifting at road speeds exceeding those given in TABLE I.

Occasionally check the engine oil pressure. In addition to indicating a sufficient supply of lubricating oil, the pressure gauge also indicates the condition of lubricating oil. Whenever an oil pressure drop occurs between oil changes, determine and check the cause. Some reasons for oil pressure drops are:

- a. A clogged crankcase suction screen.
- b. Faulty pressure regulator.
- c. Excess bearing clearances.

DRIVING ON SLIPPERY SURFACES.

Operate at reduced engine speeds on iced or wet pavements. The transmission shift lever should be in 3-HI. This permits the transmission to select the highest gear ratio possible to keep the wheels from spinning. Start moving the tractor gradually and brake forward motion with the engine and transmission before applying the wheel brakes. Apply brakes gradually.

ENGINE SHUT-DOWN.

The engine should be idled 3 to 5 minutes,