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MANUAL PREVIEW

LeTourneau Operator's Manual

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Operator's Manual

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THE POWER OF A TRACTOR . . .

. . . THE SPEED OF A TRUCK

"More dirt, faster and cheaper," has been the cry of the contractor. LeTOURNEAU has replied by giving him this powerful high-speed, rubber tired tractor, the "Tournapull."

By giving faster hauling speed, the Tournapull has extended Carryall Scraper efficiency beyond limited tractor distances; being self-loading, it has eliminated the cost of shovels or elevating graders; and being a self-dumping and spreading unit, it has excluded the need for a 'dozer or crew of men on the fill.

Carryall Scraper economy, after slashing dirt cost per yard over short hauls, is now giving savings on the longer hauls, formerly considered truck distances.

position that will obtain the desired transmission speed.

First speed is to the left and forward; second to the left and the rear; third to the right and forward; and fourth to the right and the rear.

Bring the Tournapull to a full stop to shift into reverse gear. Press down on the small release latch below the knob on the gear shift lever; and shift to the extreme right and to the rear.

Release the clutch pedal when the lever has been shifted into the position to obtain the desired speed.

The shifting from one forward speed into another may be done while the Tournapull is traveling. Whenever the engine labors or slows down due to heavy pulling, shift into a lower speed. To do this, push the clutch pedal down far enough to release the clutch and move the shift lever quickly into the next lower gear. Engage the clutch immediately before the Tournapull loses headway.

Keep the engine speed up when shifting into a lower speed, as the engine must run faster when pulling in lower gear.

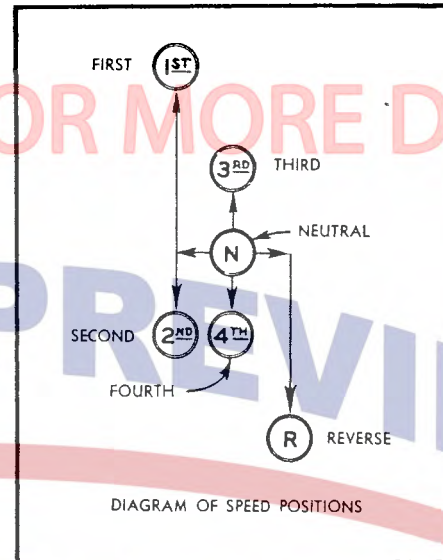
When shifting into higher speeds, increase the speed of the Tournapull by speeding up the engine. Take the foot off the foot throttle, and at the same time release the clutch. Move the shift lever to the next higher speed position and immediately, but gently, engage the clutch. Speed the engine up as soon as the clutch is engaged. If the oil is thin, a slight pause in neutral may be necessary to prevent a noisy gear shift.

When coasting down hills, leave the transmission in gear and the clutch engaged. Sudden engagement of the clutch under this condition is undesirable.

Do not ride the clutch pedal. Any pressure put on the clutch pedal lessens the engagement of the clutch and tends to create clutch slippage.

When shifting gears, always make sure that the gears are in full mesh by moving the shift lever fully into its position. It is also desirable that the gears be shifted with as little gear clashing as possible.

The design of the transmission insures positive engagement with ease in shifting. If the gears become difficult to shift, an



inspection should be made to determine the cause. Practically the only causes of difficult shifting are the power control unit clutches dragging, the flywheel clutch dragging, the transmission oil being too heavy, the transmission center control pivot pin becoming worn or loose, the shifting yoke slots becoming worn, and the gear shift lever becoming worn. Gear interference may be caused by the shafts having excessive end play, or the shifting yokes having become sprung.

If the flywheel clutch slips, the clutch pedal may be striking the floor boards before the clutch has become fully engaged, the clutch facings may have become oily or greasy by over-greasing the clutch pilot bearing, the clutch disc may be warped, the clutch springs may have become weak, or the clutch facings may have become worn.

If the flywheel clutch drags, the clutch may be gummed with oil, or grease; the clutch discs may be warped; the clutch release bearings may be dry or damaged; or the clutch flywheel bearing may be dry.

STEERING

The steering of the Model C Tournapull is accomplished by the action of the two steering clutches, one for each wheel, which are controlled by the two steering clutch control levers.

The steering clutches are normally in the engaged position. When the steering clutch control levers are brought into play, the clutches are disengaged, thereby stopping the flow of power to the drive wheels. Therefore, when either steering clutch lever is moved back toward the operator, the corresponding drive wheel ceases to turn with the opposite wheel, thus providing the steering action.

When the Tournapull is moving forward under the power of the engine, or in other words, when the Tournapull is not coasting down hill, the left steering clutch control lever should be pulled back towards the operator to turn to the left, and the right steering clutch lever should be pulled back to turn right.

When the Tournapull is coasting down hill and the engine is idling or not under load, the right clutch control lever should be disengaged to turn to the left and the left control lever disengaged to turn to the right. This is known as "cross-frictioning."

An experienced operator can tell by the feel of the machine and the sound of the engine when to "cross-friction" and when to steer by the conventional method, with the engine under load. However, the operator should be alert at all times when steering, especially when operating over hazardous terrain, to make sure that the proper clutch lever is engaged to turn in the direction desired.