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INTRODUCTION

This Operator's Manual is presented to furnish you with necessary information for operating and maintaining your tractor. Its primary purpose is to assist you in lubricating and adjusting the tractor for daily and seasonal operation. We especially wish to call your attention to the many safety slogans listed in this manual. Although your tractor is designed with the safety of operation in mind, possibilities of accidents cannot be completely eliminated until you understand and practice all safety precautions.

Timely service saves costly repairs and valuable time lost because of breakdowns. Whenever it becomes necessary to make REPAIRS or REPLACEMENTS on your tractor, be sure to insist on GENUINE PARTS. These parts are designed specifically for your tractor under controlled specifications to give satisfaction and long lasting service to which you are entitled. YOUR DEALER CAN SUPPLY YOU WITH PARTS YOU REQUIRE. For additional information consult your dealer.

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SPECIFICATIONS

ENGINE

	Gasoline	LP Gas	Diesel
Number of Cylinders	6	6	6
Firing Order	1-5-3-6-2-4	1-5-3-6-2-4	1-5-3-6-2-4
Bore	3-5/8"	3-5/8"	3-5/8"
Stroke	3-3/4"	3-3/4"	3-3/4"
Piston Displacement	232 cu.in.	232 cu.in.	232 cu.in.
Compression Ratio	8.0:1	8.55:1	16.5:1
Engine Speed			
Idle Speed	450	550	650
Rated Speed	2200	2200	2200
High No-Load	2420	2420	2420
Timing			
Static	0°	0°	2° ATDC
2200 rpm	22° BTDC	22° BTDC	
Engine Operating Temperatures	155-212° F.	155-212° F.	155-212° F.
Valve Clearance Adjustment (Cold)			
Intake	0.009-0.011	0.009-0.011	0.009-0.011
Exhaust	0.015-0.017	0.015-0.017	0.019-0.021
Nozzle Opening Pressure			1750 psi
Horsepower			
Certified PTO	53	51	53
Maximum Corrected Net Flywheel	62		62

FUEL

Diesel Engine

Use No. 1-D fuel with minimum cetane rating of 50 where temperatures range below plus 32 degrees Fahrenheit. Use No. 2-D fuel with minimum cetane rating of 45 when temperatures remain above plus 32 degrees Fahrenheit.

For cold weather operation, always specify fuel with a pour point 10 degrees Fahrenheit below minimum temperature in which engine is to be started.

Maximum allowable percent of sulphur by weight is 0.50 for 1-D fuel and 1.0 for 2-D fuel. High sulphur content fuel requires an engine lubricating oil with high detergent characteristics to prevent carbon build up in nozzles and combustion chambers and to neutralize acid created by sulphur. For these reasons, engine lubricating oil recommendations and sulphur content specifications are very important and should be closely followed.

Gasoline Engine

Use 91 octane ASTM research method or 83 octane motor method except in high altitude areas where lower octane gasolines will work satisfactorily. Fuels with lower octane rating can also be used if spark timing is retarded to avoid detonation.

LP Gas Engine

Propane HD 5 preferred. Where not available, commercial propane may be used, but minor fuel system adjustments may be required for maximum engine performance. Fuel capacity is 34 U.S. gallons or 28.2 Imperial gallons at 80 percent capacity.

LUBRICATION

HYDRAULIC UNIT

Hydraulic Fluid

Use SAE 10W Supplement 1 engine oil or Automatic Transmission Fluid Type "A."

Checking Fluid

Check fluid level in hydraulic unit daily or every 10 hours of operation and replenish, if necessary, to maintain oil level at *FULL* mark on dip stick. Be sure dip stick cap is fully seated over "O" ring on filler tube to obtain accurate check. Add fluid as required through dip stick opening and reinstall dip stick.

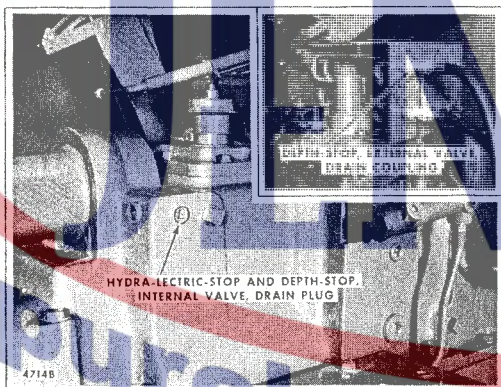
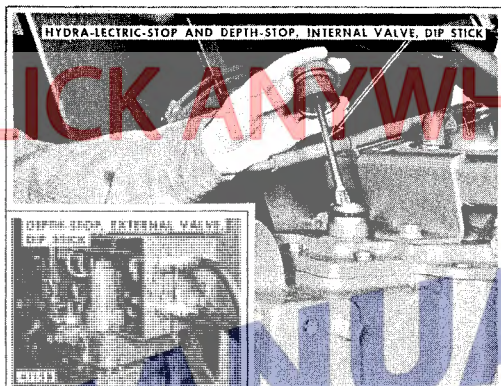
Changing Fluid

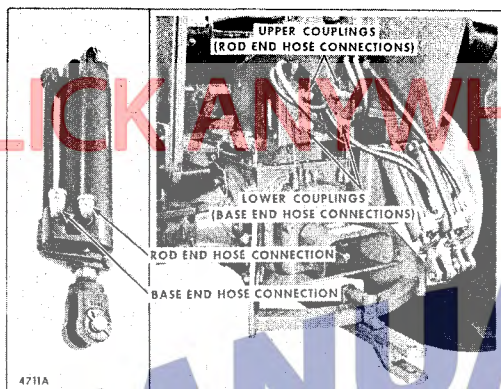
Drain hydraulic unit yearly or every 1000 hours of operation. Draining should be done in the fall. On Hydra-Lectric-Stop and Depth Stop internal valve hydraulic systems, remove drain plug from left side of housing and connect a hose to outlet. Start engine to pump fluid from unit, STOP ENGINE WHEN FLUID FLOW HAS DIMINISHED. Remove hose and reinstall drain plug. On Depth-Stop external valve hydraulic systems, attach a hose to upper left quick coupling. Start engine and move inside control lever forward to pump fluid from unit, STOP ENGINE WHEN FLUID FLOW HAS DIMINISHED. Remove hose.

Disconnect hoses from cylinders and allow to drain. Remove self-sealing couplings, if used, and allow hoses to drain. Work piston rods in and out of cylinders to expel old fluid. Connect hoses and refill unit with new fluid. Start engine, extend and contract cylinders several times to work trapped air out of cylinders and hoses. Check and replenish level.

HYDRAULIC FLUID FILTER

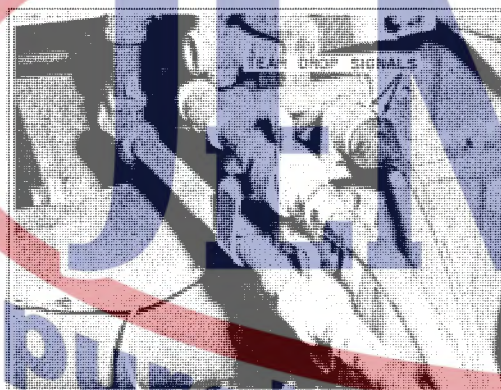
Replace hydraulic fluid filter element and "O" ring gasket, part number 104 159-AS, after first 50 hours of operation and thereafter when ever fluid in hydraulic unit is changed. Turn filter body counter-clockwise with a 1-11/16 inch wrench to disassemble filter. Remove and discard element and "O" ring gasket. Wash body, spring and element retainer in cleaning solvent and allow to dry. Install new "O" ring gasket on body and coat with heavy oil or grease. Apply liberal coating of grease to "O" ring seat in hydraulic housing. Hold new element in upright position, install retainer in upper end of element and place spring on retainer. Position body over element, retainer and spring. Install entire assembly on hydraulic housing. Torque filter body to 150 foot-pounds minimum. Check and replenish lubricant level after initial operation and check filter assembly for leakage.





Connecting Hoses (Depth-Stop, External Valve)

To couple a depth-stop cylinder to unit, connect upper quick coupling on seat support to cylinder rod end and lower coupling to cylinder base end. Hoses must be connected to cylinders in pairs; that is, if upper left quick coupling is attached to a cylinder, connect quick coupling directly below to same cylinder.



Screw-Type Couplings (Hydra-Lectric-Stop and Industrial)

Screw-type couplings are standard on Industrial units. Front and rear outlet screw-type coupling packages may be obtained from dealer for Hydra-Lectric-Stop units. To connect couplings, remove dust caps and thread wing nut onto male half of coupling. Reverse procedure when disconnecting lines. Align tear drop signals to connect electrical cables when using Hydra-Lectric-Stop cylinders.



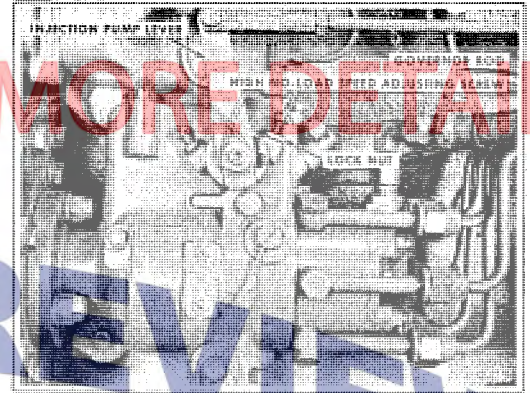
Breakaway Couplings (Hydra-Lectric-Stop)

Front and rear outlet breakaway coupling packages are available from dealer. To connect a breakaway coupling, remove dust cap and dust plug. Turn coupling adapter 2 or 3 turns out of female body with two wrenches. Adapter need not be loosened, if hoses are not under pressure. Push female body into coupling housing to release holding collar. Join coupling halves and release female body to lock together. Tighten coupling adapter. Insert dust plug into dust cap to keep them clean. Disconnect coupling by jerking sharply on hose leading from cylinder to coupling bracket. Reinstall dust protectors. Align tear drop signals on electrical cables to connect cables when using a Hydra-Lectric-Stop cylinder.

ADJUSTMENTS

High No-Load Speed Adjustment

CHECK AND ADJUST IDLE SPEED BEFORE ADJUSTING HIGH NO-LOAD SPEED. Loosen lock nut and turn stop screw located on bell crank under instrument panel support to its minimum position or loosen set screw on stop located on linkage forward of foot pedal shroud on tractors with R-O-T. Disconnect governor rod from injection pump lever. Loosen adjusting screw lock nut, hold injection pump lever against high no-load stop and turn adjusting screw until high no-load speed of 2420 rpm is obtained. Tighten lock nut. Connect governor rod to injection pump lever being careful not to change length of rod. Push governor hand lever, or foot accelerator pedal on tractors with R-O-T, toward full throttle position until adjusting screw strikes its stop. Continue pushing on lever or pedal to provide 1/16-inch overtravel of injection pump lever and adjust stop screw on bell crank or stop on linkage so that it just contacts instrument panel support.



BRAKE ADJUSTMENT

To adjust brakes, loosen jam nut and turn brake nut clockwise to reduce pedal travel. Turn brake nut until there is 2-1/2 inches of pedal free travel when pedal is depressed with firm hand pressure. Adjust both brakes equally. Tighten jam nut when brake is adjusted.

Brakes may stick if dirty. Remove housing cover and clean braking surfaces to eliminate sticking. Consult serviceman if difficulty persists.



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CLUTCH LINKAGE ADJUSTMENT

Adjust linkage whenever clutch pedal free travel has decreased to approximately one-eighth inch. Pedal free travel is distance pedal can be depressed from engaged position to a point where clutch begins to disengage. Measure distance vertically at rear of pedal. To adjust linkage, loosen jam nut and remove clevis pin. Rotate adjusting clevis clockwise until pedal free travel has been increased to about three-quarter inch. Reinstall clevis pin and tighten jam nut.



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