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MANUAL PREVIEW

Rumely Service Manual Field Service Handbook

Service Manual

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RU-S-HANDBOOK

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Service Handbook



Recommended Standard Methods
of Servicing Advance-Rumely
Machinery

Prepared by the
SERVICE DEPARTMENT

Advance-Rumely Thresher Company, Inc.

(Incorporated)

LA PORTE

INDIANA

U. S. A.

“A Satisfied Customer is the Best Salesman”

PRINTED
IN
U.S.A.

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Preface

THE standardized methods of servicing Advance-Rumely machinery as published in this Handbook have been recommended by the Engineering and Manufacturing Departments.

From time to time new sheets will be sent you dealing with different subjects covering the various products of our line of machinery. The various subjects are divided as follows: General topics are printed on white paper and should occupy the front of the book; Oil Pull Tractors are next, printed on blue paper and in addition, have been given the letters A, B, C and D for the divisions of the four sizes of tractors. Thresher subjects are printed on yellow paper with additional I, J, K, L, M and N for dividing the various sizes.

The subjects dealing with Combine Harvesters are printed on pink paper taking the letters T, U, V and W for the division on the various types.

All miscellaneous products, such as Silo Fillers, Husker-Shredders, Corn Shellers, Clover Hullers, Bean and Pea Hullers and Motor Trucks are printed on green sheets. These subjects are further divided by adding the letters Za, Zb, Zc, etc.

In addition the pages run numerically—A1, A2, A3, etc., or K1, K2, etc., and also contains the date on which they were published. This allows for revisions from time to time, by taking out the page of a certain number which becomes obsolete and inserting the new page of the same number with a later date.

"A Satisfied Customer is the Best Salesman"

THE SERVICE MAN

His Relations With the Customer

"Jim"—it was the Branch Manager speaking—"get ready and catch No. 19 tonight. Bill Dalton at Saptown is having motor trouble with his 20-35—complains of lack of power and says he can't pull his separator to capacity. Sam Hardy, our dealer at Saptown, will meet you and take you out to the tractor."

The foregoing one-sided conversation is a familiar and frequent occurrence in the life of every service man at the average branch.

Jim, a veteran in the service of his Company, accepts the instructions of his chief as a matter of fact, and that night boards No. 19 for Saptown. Very likely he had just returned that same day from a hard trip, and was hoping he would have a chance to get a good rest in his own bed that night. But riding the rattler and sleeping in strange beds comes in his line of duty, so he accepts it all as part of the day's work. He likes his job, because he wouldn't last as a service man if he didn't, and goes out with a certain feeling of pride in the knowledge that his Company and his chief have confidence in him and his ability.

Arriving at his assignment, Jim finds the outfit shut down, and, impatiently awaiting his arrival, a nervous, exasperated owner, who at once proceeds to let loose a torrent of invectives directed at the tractor and the Company "that built the blankety blank thing." What does Jim do? Does he proceed to exchange words with the irate owner? He does not! Instead he remains cool and lets the customer unload everything he has, for Jim is wise enough to know he will feel better when he gets the load off his chest. In the meantime, he removes his coat, opens his grip, and proceeds to don his overalls in a deliberate, workmanlike manner, preparing himself for the work in hand. His very movements exude efficiency and confidence. By the time he is ready the customer has exhausted his vocabulary, and the cool, confident manner of the service man begins to have a soothing, quieting effect on the troubled mind of the owner—evidently here is a man who knows his business.

Jim quietly asks a few questions and then goes to work. The owner, forgetting his grievance for the moment, lends a hand, and together they proceed to get at the root of the difficulty, Jim meantime questioning the owner and in a simple way explaining what is wrong, why the trouble occurred, and how to guard against a repetition of it.

The trouble located and remedied, they reassemble the motor, after which Jim carefully checks it and adjusts it. Then he kicks her over. She starts off with an entirely different sound, and the delighted owner knows, even before they try her out, that the "old girl" is "fixed," and Jim has won a staunch friend and a booster for the Company.

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Many times in my experience have scenes, such as the one described above, occurred, and it has led me to the conclusion that no cog in our organization is more important in gaining and holding the good-will of the Company's customers than a tactful service man who knows his business. I am equally as thoroughly convinced that one tactless, slipshod service man can do more harm in a day than a dozen branch managers can overcome in a year. So I have come to look upon our service men as ambassadors of good-will, who by their diplomacy and mechanical ability are capable of forging and strengthening the link of friendship in the chain that binds the customer to the Company.—R. A. C.

CAUTION THE CUSTOMER ON PROPER CARE OF LUBRICANTS

It has come to our notice that some farmers are extremely careless in the handling of their lubricating oils and greases.

Grease cans containing ball-bearing lubricant are sometimes opened or left uncovered under very dirty conditions. This practice is very harmful to ball and roller bearings, even more so than with plain bearings.

Ball bearings have been sent in to the factory on complaints, and the dirt found in these bearings was field dirt, threshing dust and even ground wheat kernels, which gives every evidence that the dirt entered the bearings by the "uncovered grease can method."

Owners should also be cautioned against the use of cup grease in the ball bearings and to use nothing but a ball bearing lubricant for this purpose.

While we are on this subject, the writer has seen lubricating oil barrels standing in the field and under the dripping eaves of sheds; the heads of the barrels filled with water to the level of the chimbs. Some men are careful enough to wipe the barrel heads dry before drawing off the oil. This, however, does not remove the water which seeps through a loose plug or faucet connection into the barrel.

Funnels, and cans used to carry oil to the field, very often are coated with a good layer of field dirt (grinding compound) and are seldom properly cleaned before pouring oil into the engine.

We will not attempt to elaborate here what trouble to expect under these conditions. You know as well as we do what will happen.

The service man would be doing the customer a favor and would also be doing a good turn for the Company, if he would strictly caution the customer against such careless practice.

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DILUTION—COMMON CAUSES AND EFFECTIVE CURES

In common language, dilution is nothing more than the weakening or the making thinner of lubricating oil contained in the crankcase of an internal combustion engine. No matter whether the engine propels an automobile, truck or tractor, there are certain fundamental facts which must be considered and carried out if dilution is to be reduced to a minimum or entirely prevented.

There are nominally eight common causes for dilution; and all eight of these causes are under the control of the operator himself. Some of these causes of dilution are in the hands of the service man at the time of delivery.

Just picture in your mind's eye two forces working one against the other. One force is a thin film of lubricating oil on the pistons, rings and cylinder of a new engine that has not been run enough to wear the surface smooth. The other is the terrific force of explosion which gradually forces the oil film toward the crankcase.

Stop right here. Don't read another word—and think. The heavier the load on the engine, the stronger is the force of explosion. Therefore, the explosion gets the advantage and the film of oil is gradually forced into retirement, becomes weak and breaks down.

Raw, unburned fuel hisses by into the crankcase, becomes mixed with the lubricating oil and thins it down. This is dilution. It requires only a few minutes to cause it, but considerable care and careful operation are necessary to effect a cure and bring the engine back to normal working conditions again.

Now, let's look at it from another angle; the engine has been properly broken in, the pistons, rings and cylinders have obtained a perfect seat. The oil film on these parts has made what is known as piston ring seal; in other words, the film of oil which is much thinner now than when it covered the rough surface, seals tight all the reciprocating parts just enough to prevent metal to metal contact.

With perfect seating joints, sealed properly with good oil, the fight against dilution is won. It is up to the operator now to "carry on" in the fight and keep under control the other conditions which cause this trouble.

These are the eight common causes for crankcase dilution:

1. Excessive use of the choke, causes excess raw fuel to be drawn into the combustion chamber without sufficient air to make a mixture that will burn completely. Hence, the unburned portion of the fuel washes away the piston ring seal.
2. Improper adjustment of the Carburetor. If the carburetor is set too rich or with too much water turned on, the results will be as described under "Excessive Use of the Choke."

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In fact, one of our dealers writes he makes a practice of "breaking-in" all of his OilPulls on gasoline and the success he has had certainly deserves mention.

The following simple remedies will cure some of the most pronounced cases of dilution:

1. Check the engine over for compression; if necessary grind the valves. One leaky valve puts an overload on the other cylinder and starts dilution.

2. Put the correct grade and quality of oil in the lubricator; adjust the lubricator to feed about 2 gallons per day on the "L" tractor; about $2\frac{1}{4}$ gallons per day on the "M"; about $2\frac{1}{2}$ gallons on the "R", and around 3 gallons per day on the "S" tractor. After a few days, when trouble with dilution has ceased, the lubricator may be re-adjusted to feed the normal amount of oil.

3. Wash out the crankcase with kerosene and wipe dry. Replenish with fresh oil of correct grade and quality. Change the oil frequently for first few days.

4. Adjust the carburetor to use the least amount of fuel and water to develop the power.

5. If the trouble is very pronounced a change to gasoline for a day or two may prove beneficial.

6. If cylinders and pistons are scored, replace with new. Remember to take the same operating precautions as on a new engine. Don't be in a hurry to put the engine on a load.

7. If rings are worn, replace with new. Use the same precautions as with new engine.

8. Don't forget to always pump the lubricator by hand 50 or 60 revolutions before starting the engine and make sure you caution the owner and operator on its importance.

9. Always allow the engine to warm up thoroughly, (5 or 10 minutes, depending on the weather), before turning on the kerosene.

The problems of crankcase dilution are not confined to tractors alone, it is a universal problem which confronts the manufacturers of automobiles, trucks, stationary gas engines, and every type of internal combustion engine made. Normal dilution is always present, even at maximum efficiency, but it is the abnormal conditions which must be kept under control; and this is entirely under the control of the operator.

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