



CLICK ANYWHERE FOR MORE DETAILS

Rumely

Service Manual

30-50Y & 40-60Z

JENSALES.COM

or Call 800-443-0625



CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF
RUMELY OR IT'S SUCCESSORS. RUMELY AND IT'S SUCCESSORS
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

Service Manual

CLICK ANYWHERE FOR MORE DETAILS

No. 28

*The
Super-Powered*



Instructions For Operating
The 30-50 H. P.
and 40-60 H. P. Tractors
(Model "Y" and Model "Z")

READ CAREFULLY
KEEP FOR FUTURE REFERENCE

Advance-Rumely Thresher Co., Inc.
(Incorporated)

LaPorte

Indiana

U. S. A.

CLICK ANYWHERE FOR MORE DETAILS

To Start Tractor

The transmission has three speeds forward and one reverse. Low speed forward should be used for the heavy loads, intermediate speed for the lighter jobs and high for light field operations and for moving on the road.

All speeds are controlled by the shifting lever which is located on the left hand side of the transmission case.

The Gear Shift

First, pull the clutch lever all the way back. This applies the belt pulley brake to the face of the pulley. After the belt pulley stops turning, move the gear shift lever to the required position (Figure 7) according to the direction or speed desired.

Starting from central position each time, the different speeds may be secured as follows:

REVERSE—To the right and forward. **LOW GEAR**—To right and back. **INTERMEDIATE**—To the left and forward. **HIGH GEAR**—To the left and back.

Each time the lever is moved it should be engaged properly in the quadrant notch. These movements of the shifting gear lever cause the proper gears in the transmission to come into mesh.

CAUTION:

Do not attempt to shift gears when either the belt pulley or the tractor is in motion.

Do not shift gears on a hill without holding the tractor and its load by means of the foot brake. After the gears have been shifted, take up the load gradually by engaging the clutch slowly, and at the same time release the foot brake.

If you have any difficulty in shifting gears from neutral position, turn the belt pulley around a little by slightly engaging the clutch. This turns the sliding gears. Then try shifting again. The chances are the gears will be in the proper position to mesh. If not, try a new position by slightly engaging the clutch again.



Fig. 7. Gear Shift Lever.



Fig. 21. Testing Valve Seat.

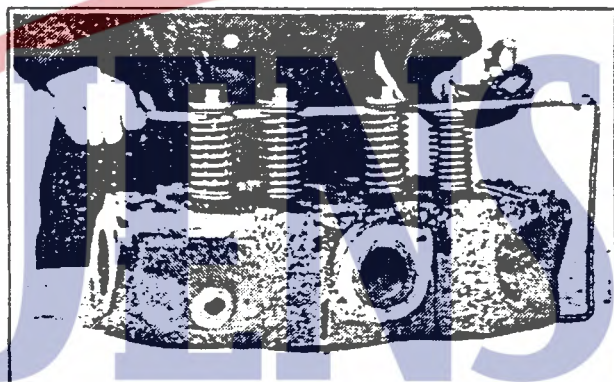


Fig. 22. Disassembling Valves.



Fig. 23. Grinding Valves.

it is good practice to use only a little oil on the valve seat and give it a few strokes. This polishes the surfaces and insures a perfect valve seat.

Testing the Valve Seat

A good test to ascertain a perfect valve seat is to mark across the seat of the valve head in several places with a lead pencil or a sharpened piece of chalk, Figure 21, replace the valve in position and turn it about $\frac{1}{8}$ of a turn at the same time pressing on the valve. If all of the marks disappear it indicates the seat is touching everywhere on the surface. But if some of the marks still show this indicates that there is a low spot, and the grinding should be continued until this test proves the valve seat is good.

When the grinding is complete, the valve should be removed from the cylinder head, thoroughly washed with kerosene, and the valve guide wiped out carefully. Extreme care should be taken that none of the grinding compound gets into the valve guides or remains on the valve or cylinder head. If the valve seat in the head is worn badly or seamed, it is best to have it reseated with a valve reseating tool. This operation does not require much skill and all our branch houses have the necessary valve reseating tools which they will loan out for doing this work properly.

If valves are replaced with new ones, the new ones should also be ground in as described. If either the valve guides or valve stems are worn so the valve will not seat properly, or an undue amount of air is drawn in along the valve stem, the worn parts should be replaced with new.

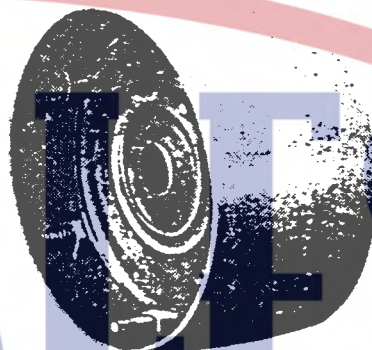
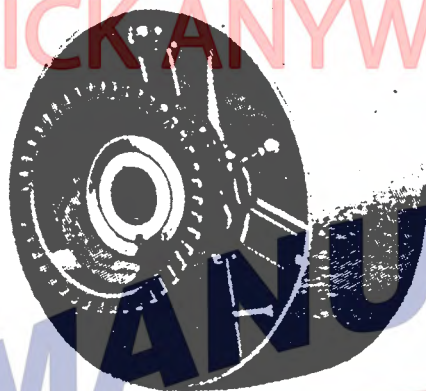


Fig. 48½. Cam Operated Clutch Disassembled.

1. Take off the three castle nuts. The outer (loose) disc and clutch facing are then ready to lift off.

2. Remove the capscrew holding the end plate.

3. Pull the fixed disc. This can be done with the puller which is supplied to the branches for use on the "L", "M", "R", and "S" tractors, or a puller can be improvised for the purpose using two $\frac{5}{8}$ -inch U. S. S. studs in the tapped holes in the disc hub.

Before replacing the fixed disc, a thin mixture of white lead and machine oil should be applied to the crankshaft.

The key should fit tight. If the key-way is worn, it should be trued up and a new key made to fit. White lead the key before driving it in place.

Adjust the clutch (see paragraphs 1, 2, 3, and 4, under "Cam-Operated Clutch Adjustment").

Camshaft

The camshaft is mounted on the underside of the crankcase cover as illustrated in Figure 50. If for any reason it should be necessary to remove this cover, proceed as follows: Remove the magneto by taking out the four cap screws in the base plate. Disconnect the oil feed tubes and governor rod and housing. Remove the valve adjusting screws and draw the push rods through the openings in the valve rocker arms. Disconnect the fuel pump housing from the crankcase and draw the carburetor back until the pump operating rod clears the case. Remove the nuts bolting the cover to the crankcase and screw in the two set screws. This will release the case and avoid damaging the paper gasket. The case can then be lifted off, as in Figure 50. Note: On the 30-60 OilPull it is necessary to disconnect the lubricator operating link before removing the crankcase cover.