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TRACTOR

INSTRUCTION BOOK AND SERVICE MANUAL

MODEL J



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Your water circulating system is simple and you can understand it in a minute if you own an automobile. Watch it—a tractor motor needs water as much as it does oil.

*Few Things
to Learn*

Your electrical system is fully explained in magneto instruction book and equally easy to understand and maintain—you have no carburetor problem to bother about, there being only one adjustment and the few simple mechanical adjustments on the tractor can be made by any man with a little gumption and a wrench.

Go over this tractor point by point—now—compare it with the instructions on the following pages.

*View of
Left Side
of the
Wallis Tractor*



Understand Your Tractor

Six Things to Do

Take a few minutes right now and go over this new Wallis Tractor of yours. Get thoroughly acquainted with it. Find out exactly what to do before you start the motor—what an easy matter it is to take care of this tractor properly. It is easy to operate, care for, or adjust.

There are exactly six things you must do before starting the motor:

First

Flush the radiator after opening up the drain plug at the bottom of the water pump (No. 15). Replace the plug and fill the radiator with nine gallons of clean water—rain-water if possible. Always use clean water in the radiator. If water to be used contains alkali, it should be boiled and allowed to settle before being put in radiator.

Second

Fill the fuel tank, being sure to strain the fuel in order to clean it.

Third

See how much oil there is in the crank case (No. 24) by removing one of the handholes in side of frame. This oil should be one-quarter of an inch below bottom of pans (No. 18). It was properly filled with $2\frac{1}{2}$ gallons of oil before it left the factory, but make sure that there is enough.

See that oil level in bottom of transmission case (No. 26) is high enough so that both gears on the differential just in front of the master gears dip in the oil from one-half to one inch while tractor is standing level. This level is illustrated in No. 26.

Fourth

Look at the magneto cables and see that they are tight and in place. Your electrical system is very simple. You will find it fully explained on page 10.

Fifth

Make sure that your gear shift lever is in neutral position, which is in center of quadrant.

Sixth

While engine is new and stiff, or occasionally on a cold morning, it will be necessary to prime motor before starting. There are two priming cups located in intake manifold. To prime the motor, turn the small brass caps on priming cups located on the manifold until holes in caps and holes in priming cup bodies are opposite. Then insert spout of gasoline can and squirt a little gasoline into combustion chamber, being careful not to flood motor, as a flooded motor is very hard to start.

To Start the Motor

After doing these six things, you are ready to start the motor. Engage clutch by pulling clutch-operating lever entirely back after seeing that your gear shift is in neutral.

Lubrication of Motor

Watch the Lubrication

Be sure at all times that your tractor has enough oil. The lubrication is by a combination splash and force-feed system that takes care of the oil getting to the bearings, but you must see that it is constantly working.

Sight Oil Indicator

First, then, remember the sight oil flow indicator we spoke of upon the preceding page (No. 10). This is a plunger piston located on the right side of the tractor at the rear of the gas tank—in full view of the driver. It indicates only when the motor is running. This piston, or plunger, is held up by the constant pressure in the oil line and when the oil is not flowing it will drop back out of sight. This means danger—and your oiling system should have attention at once. For full directions on this point read “If Oil Does Not Flow Properly” on page 5.

Oil Supply in Bottom of Crank Case

While there is no crank case, theoretically speaking, the divisions in the bottom of the Wallis frame constitute what is ordinarily called the crank case of a tractor (No. 24)—and the oil is poured through the second handhold directly into this crank case. The proper amount of oil for this well is two and one-half gallons. Your oil should be kept within one-quarter of an inch below the bottom of the oil pan (No. 18,) which can be seen by removing one of the handholes in the side of frame. The oil is pumped from the bottom of the crank case and maintains the level in the pans.

Use Good Engine Oil

The oil in the crank case should be replenished daily to maintain the correct level. Make a note of that right now—you need new oil every day. It will take from three quarts to a gallon of oil per day to maintain this level of one-quarter of an inch below the bottom of the oil pans while the tractor is standing level. A medium gas engine oil gives good results but this should be changed to a heavy grade of gas engine oil for very hot weather or to a light gas engine oil for cold weather. Never attempt to use anything but gas engine oil. Never use steam cylinder oil or any similar oil in this motor.

The Oil Pump

The Oil Feed Pump

The motor is oiled by what is known as the splash system. A plunger pump, which is located on the inside of the frame on the right-hand side and driven off the cam shaft, forces oil into each of the four pans fitted to the bottom of the frame just below the connecting rods. The connecting rods dip into these pans and oil themselves. The oil is thrown from them into the cylinders and into the pockets (Nos. 5 and 17) over cam and crank shaft bearings. This lubricates the