

Section 20

PREPARING THE TRACTOR FOR DELIVERY TO THE CUSTOMER

(Off the Car or Truck)

Group 5

Each Model "60" Tractor is manufactured with care and precision. Before it leaves the factory it is thoroughly inspected, adjusted, and tested.

However, during shipment and storage, many situations exist which may affect the general condition of the tractor. It is therefore important that the tractor be inspected thoroughly, and adjusted if necessary, before it is delivered to the customer.

By following the procedures given in this *Section*, you can be certain that the tractor is delivered in tip-top condition—ready to perform the work for which it was built. You will save time and money by avoiding after-delivery com-

plaints and service calls which will result if the tractor is not correctly adjusted when it leaves your shop. Above all, you can be sure of a satisfied customer when he puts the tractor to work.

Instructions pertaining to the preparation of tractors for temporary or permanent storage, and steps required to remove tractors from storage can be found under "*Tractor Storage*" in the "*Tractors and Engines (General)*" Unit of the Service Manual.

The chart below is a quick reminder of all points which should be checked or inspected prior to delivery. Detailed instructions for the less experienced serviceman follow the chart.

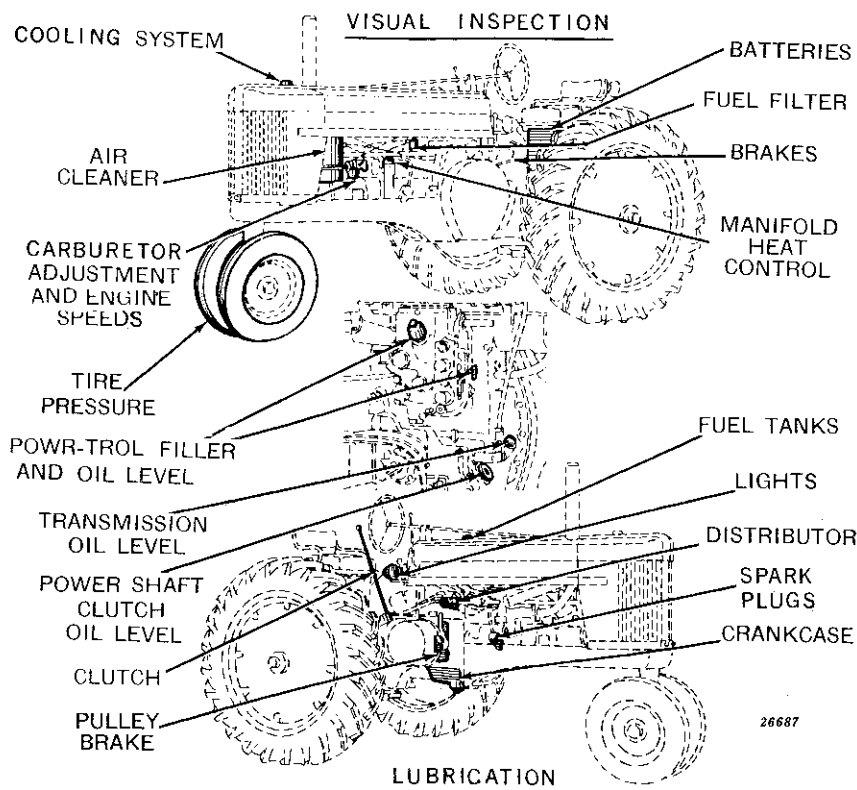


Figure 20-5-1—Pre-Delivery Check Points



VISUAL INSPECTION.

When the tractor is received, inspect it carefully, tightening all bolts, nuts, and cap screws. Note any dents, scratches, or other damage which may have occurred in transit. Repair or replace all damaged parts before the tractor is delivered.

COOLING SYSTEM.

Be sure that drain plug is installed in bottom of cylinder head and fill radiator with clean soft water or anti-freeze solution. Capacity of the cooling system is 8-1/4 U. S. gallons.

TIRES.

When tractors are shipped from the factory the tires are overinflated to prevent possible damage to the tractors while in transit. Check the pressure in the tires and deflate them to the correct operating pressure as shown in the chart below.

RUBBER TIRE INFLATION CHART

Rear Tires

Tire Size	Ply	*Inflation Pressure Without Added Wheel Weight	Maximum Permissible Additional Weight per Wheel at Maximum Recommended Inflation Pressure
11-38	6	12 lbs.	500 at 16 lbs.
12-38	6	12 lbs.	800 at 14 lbs.
9-42	6	20 lbs.	300 at 24 lbs.
11-42	6	12 lbs.	500 at 16 lbs.

Front Tires

6.00 x 16, 4-Ply—28 lbs.
6.00 x 16, 6-Ply—36 lbs.
7.50 x 16, 8-Ply—36 lbs.
9.00 x 10, 8-Ply—44 lbs.

**If the tractor is to be used for plowing advise the operator to increase the pressure in the furrow rear tire 4 pounds.*

and check the specific gravity of the electrolyte. It should be checked with an accurate hydrometer before adding water (Figure 20-5-2).

If liquid level is too low to check, add distilled water and run the engine for a few minutes permitting the water and electrolyte to mix; then check. Specific gravity should not go below 1.225 which is half charge. When fully charged the reading will be 1.240 to 1.255. Grease the terminal posts to reduce corrosion.

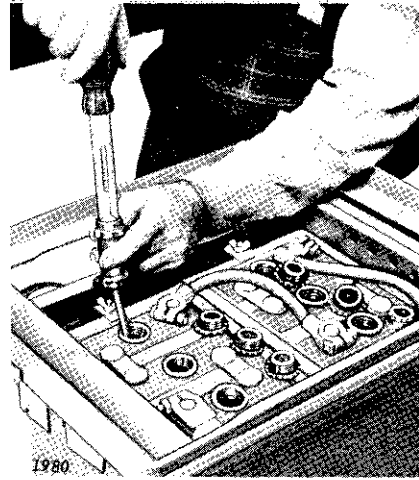


Figure 20-5-2—Checking Specific Gravity of Battery with a Hydrometer

AIR CLEANER.

Remove the air cleaner cup (Figure 20-5-3) and note oil level. If it is low, add clean SAE 10-W oil until the level is even with the oil level mark on the cup.



CRANKCASE OIL LEVEL.

Check the crankcase oil level by opening the test cock (Figure 20-5-4). If oil does not run out, add a good grade of SAE 10-W oil until it runs out of the test cock.

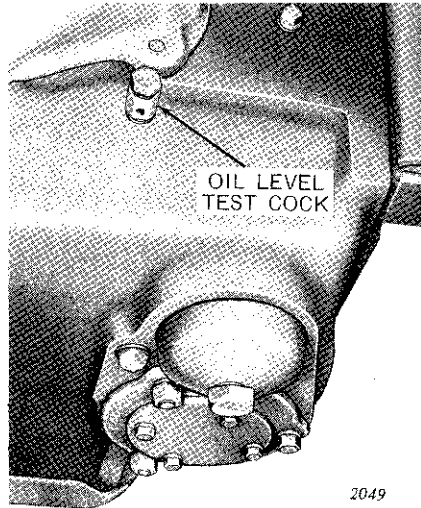


Figure 20-5-4—Crankcase Oil Level Test Cock

TRANSMISSION OIL LEVEL.

The transmission should be full of oil up to the filler plug (Figure 20-5-5). If necessary, add a good grade of SAE 90 transmission oil until its level is satisfactory. (Use SAE 80 oil if prevailing temperatures are below 0° F.)

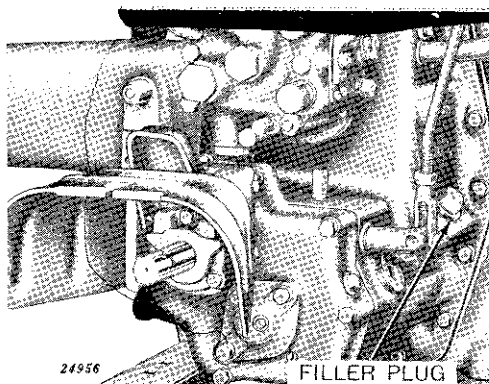


Figure 20-5-5—Transmission Filler Plug

POWR-TROL OIL LEVEL.

If the tractor is equipped with Powr-Trol, open the oil level cock (Figure 20-5-6) and see if oil runs out. If it does not, add good clean SAE 10-W oil at the filler plug until it runs out at the test cock.

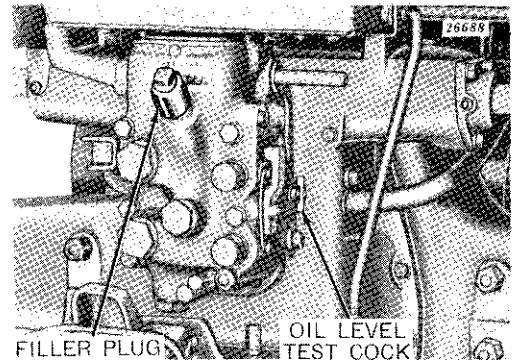


Figure 20-5-6—Powr-Trol Oil Level Test Cock and Filler Plug

POWER SHAFT CLUTCH OIL LEVEL.

If the tractor is equipped with an engine-driven "live" power shaft, check the oil level in the clutch by removing the filler plug (Figure 20-5-7). If oil does not run out, add good clean SAE 10-W oil until it does.

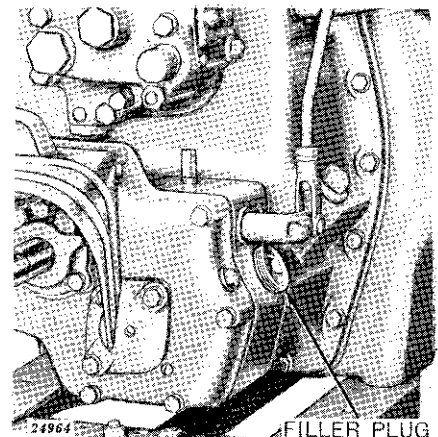


Figure 20-5-7—Power Shaft Clutch Filler Plug

MANIFOLD HEAT CONTROL.

When preparing a gasoline-burning tractor for delivery, check position of the manifold heat control valve (Figure 20-5-8). If the prevailing temperature is above 32° F. turn the valve to the "COLD" position by loosening the clamp which holds it in place. If the prevailing temperature is below 32° F. turn the valve to the "HOT" position. *Be sure "V" marks on valve and side of manifold line up before tightening clamp. Since the manifold heat control valve is a two-position valve only, do not set it in any intermediate position; otherwise damage to the engine may result. Never attempt to change the control with the engine running.* Advise the operator to set the valve in the "COLD" position regardless of temperature if the tractor is to be used continuously under full load.

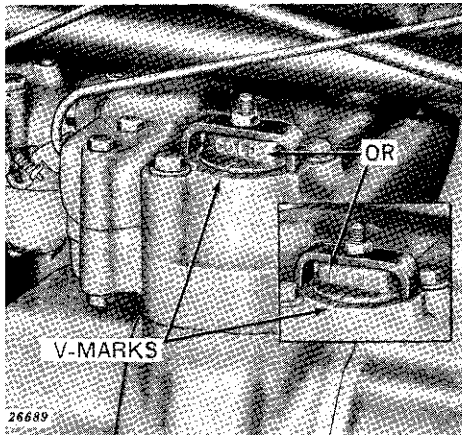


Figure 20-5-8—Manifold Heat Control Valve

DISTRIBUTOR.

Remove distributor cap, arm, and cover (Figure 20-5-9). Turn flywheel until cam opens points to widest position. Using a feeler gauge measure point gap and adjust to .022-inch if gap is not correct.

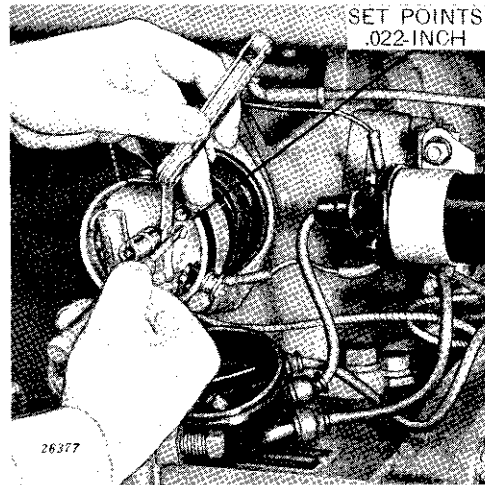
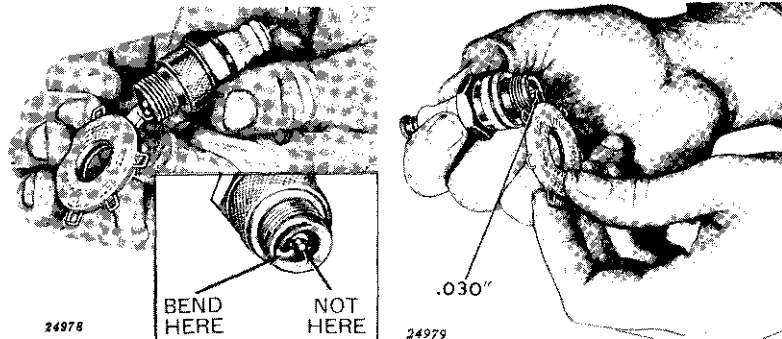


Figure 20-5-9—Adjusting Distributor Point Gap

Reinstall all distributor parts. Upper cap terminal wire goes to spark plug on flywheel side of tractor.

SPARK PLUGS.

Remove each spark plug and check the gap for .030-inch between electrodes. Adjust the gap if it is not set properly (Figure 20-5-10).



Setting Point Gap

Checking Point Gap

Figure 20-5-10—Adjusting Spark Plug Gap

FUEL TANKS.

Use only good clean fuel in the tractor. Capacity of the main tank for both gasoline and All-Fuel tractors is 20-1/2 U.S. gallons. Capacity of the auxiliary tank on All-Fuel tractors is 1 U.S. gallon.

FUEL FILTER.

If glass filter bowl beneath the gasoline tank shows water or sediment, turn off the gasoline supply, remove and clean the glass bowl and screen. Use a good gasket when replacing the filter bowl.

ENGINE SPEEDS.

After completing the tests and services listed above, start the engine and permit it to reach operating temperature.

As soon as the engine is started look at the oil pressure gauge to make sure the engine lubrication system is working properly. If the gauge does not register pressure turn the engine off immediately and determine the cause.

Check slow and fast idle speeds and the load speed using a revolution counter on the end of the belt pulley. Both gasoline and All-Fuel engines operate at the same speeds as follows:

Slow Idle— 600 rpm
Fast Idle—1115 rpm
Load — 975 rpm

If any of the above speeds is incorrect, make adjustments according to instructions in *Section 40* of this manual.

CARBURETOR ADJUSTMENTS.

With engine running, note the idling characteristics. If the engine does not idle smoothly, adjust the carburetor load and idle needles as explained in *Section 40* of this manual.

CLUTCH OPERATION.

The clutch should go into engagement with a snap requiring 60 to 90 pounds pressure on the end of the lever. If adjustment is incorrect, remove the pulley cover, engage the clutch, and tighten the three slotted nuts (Figure 20-5-11) a little at a time to maintain equal tension until adjustment is correct. Make a final check of clutch operation after the engine is running.

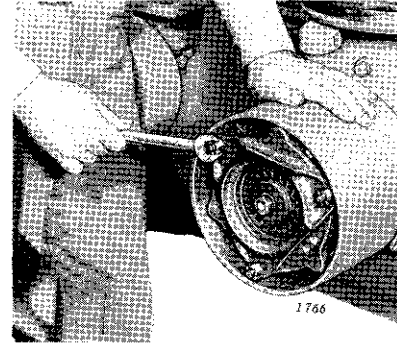


Figure 20-5-11—Adjusting the Clutch

PULLEY BRAKE.

With the engine running, test the pulley brake to see that it is adjusted properly. This adjustment is important because the pulley brake not only stops the pulley from turning when the clutch is disengaged, but it also insures positive disengagement of the clutch when the clutch is released. The pulley brake should be adjusted so that when the clutch lever is moved slightly forward from the rear, the pulley is free to turn. To make the adjustment, move clutch lever forward just to point of engagement, hold the pulley brake tightly against the pulley, and turn the adjusting screw (Figure 20-5-12) until there is approximately 1/8-inch clearance between the end of the screw and the operating pin in the pulley.

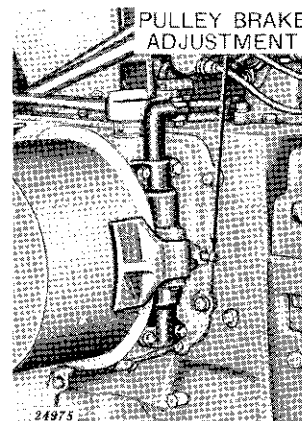


Figure 20-5-12—Pulley Brake Adjusting Screw



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