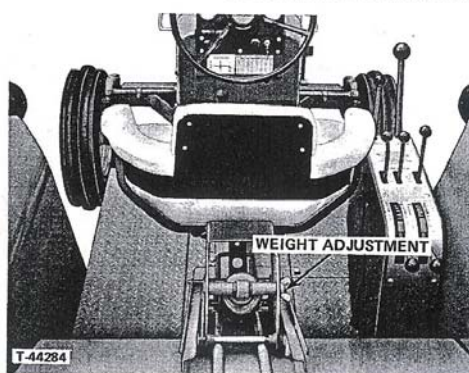


OPERATORS SEAT – FRONT VIEW



OPERATORS SEAT – REAR VIEW

OPERATORS SEAT

The tractor is available with a deluxe seat as optional equipment, or the regular seat is standard equipment. Either seat is of the shock absorber type and has many desirable features. The seat may be adjusted from a low forward position to a higher rearward position to accommodate the height of the operator. The seat is also adjustable to accommodate the weight of the operator.

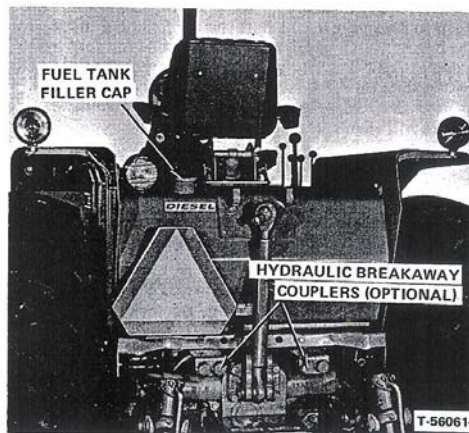
The seat mounting base has six positions for locating the seat and is mounted on a slope to give a low position as the seat is moved forward, or a higher position as the seat is moved rearward. To change the seat position the operator merely releases a latch and moves the seat to the desired position.

The seat mounting also has a two position feature which provides a low forward or a higher rearward position, which permits the operator to change his sitting position. This feature also increases the standing room on platform when seat is moved to the rearward position, giving the operator the option of standing if desired.

Do not attempt to lower seat from the raised position to the forward position by grasping the front of seat with fingers extended underneath seat.

To adjust seat for weight of operator, loosen the wing nut at the shock absorber upper support bolt. Slide support bolt forward in slot for heavier operators and rearward for lighter operators. When desired adjustment is obtained, tighten wing nut on shock anchor bolt.

Due to the hinged arrangement of the seat mounting, the seat may be hinged forward against steering wheel. This feature prevents the seat from getting wet if tractor is left



FUEL TANK

outside during a rain.

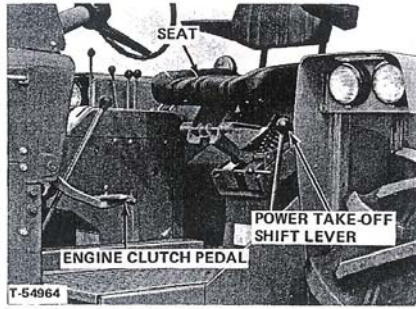
FUEL TANK

The tractor is equipped with a large capacity (48 gallon) fuel tank located at the rear of the tractor. Fill the fuel tank at the end of each day's operation. This will help to prevent condensation and moisture from collecting in the fuel system. Excessive moisture in the fuel system clogs fuel filters and may damage fuel injection equipment.



CAUTION: Do not fill the fuel tank while the engine is running, when engine is hot, when using a lantern, or when smoking.

OPERATING INFORMATION



POWER TAKE-OFF (MANUALLY ACTUATED)

The P.T.O. shift lever extends up close to the seat. Push the lever forward to engage the P.T.O. Pull the lever rearward to disengage it. To shift the P.T.O. into gear, depress the engine clutch pedal and move the shift rod forward to a detent position. The splines on shifter coupling must align with splines on P.T.O. shaft before shifter coupling will engage. Shift while the coupling is rotating slightly and the splines will align and engage easily.

Before attempting to shift the P.T.O. into gear, allow tractor and (or) driven machine to come to a full stop. The forward motion of the tractor may be stopped while the

P.T.O. shaft continues to run by moving the power director control lever to the neutral position.

The tractor may be equipped with a 540 RPM P.T.O. single speed or a 540 and 1000 RPM two speed, these may be factory installed.

P.T.O. CLUTCH - HYDRAULIC ACTUATED

Tractors equipped with P.T.O. clutch have the clutch control lever located on the console right beside the operator. This control lever has three detent positions. The center position is a neutral, where the clutch and brake are both disengaged.

To engage the clutch, slowly move the lever upward (forward) until the hydraulic pressure begins to engage the clutch. As the driven machine increases in speed, move the lever further to the detent position. When disengaging the clutch, never move lever past the center (or neutral) position to the brake applied position. To do so would engage the P.T.O. brake while the driven machine is in motion and could cause severe damage to the P.T.O. or the driven machine. Engage brake only while P.T.O. is not in use.



CAUTION: Do not use brake to stop (or slow down) a driven machine.

OPERATING INSTRUCTIONS FOR TWO SPEED PTO

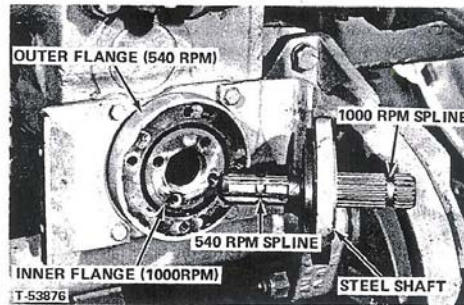
The tractor may be equipped with a two speed-PTO as a factory installation. With this the tractor can be used to operate either 540 or 1000 RPM PTO equipment.

NOTE: The 1000 RPM shaft must be used when operating heavy PTO loads.

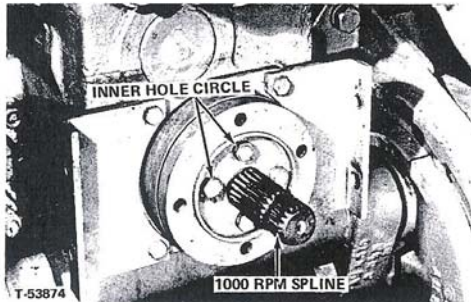
Switching from 540 to 1000 PTO speed or vice versa is accomplished by turning the tractor PTO stub shaft end for end.

To Assemble the PTO Shaft for 1000 RPM PTO Speed Proceed as Follows:

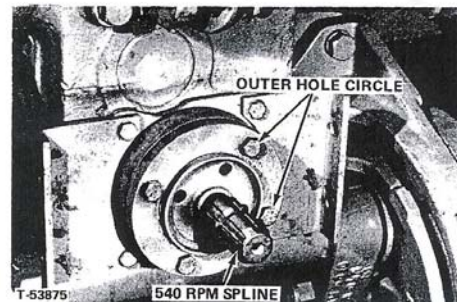
1. Clean the stub shaft thoroughly. Clean the mating



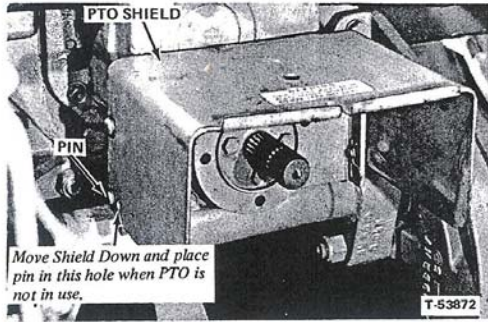
1




2



3




- 4
- surfaces on the stub shaft and the inner flange (1000 RPM). Remove any burrs.
2. Install the stub shaft with the 1000 PTO spline out.
 3. Align all four holes of the inner hole circle of the stub shaft with the tapped holes in the inner (1000 RPM) flange. Insert the four capscrews.
 4. Rotate the stub shaft until one hole of the outer hole circle is aligned with a tapped hole of the outer (540 RPM) flange. Insert a 7/16 inch capscrew – Do not tighten it. Its purpose is to prevent the stub shaft from rotating while the four capscrews are torqued.
 5. Torque the four capscrews in the inner circle to 70-75 foot pounds.

6. Remove the capscrew from the outer hole circle.
7.  Make sure the PTO shield is in place.

To Assemble the PTO Shaft for 540 PTO Speed Proceed as Follows:


1. Clean the stub shaft thoroughly. Clean the mating surfaces on the stub shaft and the outer flange (540 RPM).
2. Install the stub shaft with the 540 PTO spline out.
3. Align all four holes of the outer hole circle of the stub shaft with the four tapped holes in the outer (540RPM) flange. Insert the four capscrews.
4. Rotate the stub shaft until one hole of the inner hole circle is aligned with a tapped hole of the inner (1000 RPM) flange. Insert a 7/16 inch capscrew. Do not tighten it. Its purpose is to prevent the stub shaft from rotating while the four capscrews are torqued.

OPERATING INFORMATION

5. Torque the four capscrews in the outer circle to 70-75 foot pounds.
6. Remove the capscrew from the inner hole circle.
7.  Make sure the PTO shield is in place.

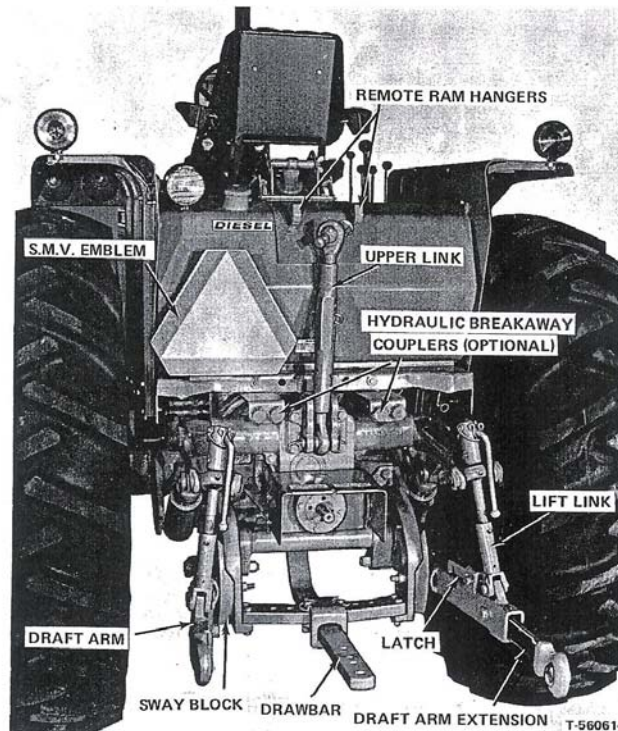
NOTE: It is recommended that the top hitch point hole in the upper link attaching bracket be used for the upper link when operating fully mounted PTO driven equipment. This will provide the minimum change in drive line tilt when an implement is lifted and the maximum clearance between the upper link and the dual speed PTO shield.

SAFETY HINTS - PTO OPERATION

1.  Before dismounting from the tractor stop the PTO shaft and engage the PTO brake.
2. Be sure to engage the PTO brake when the PTO shaft is not being used.
3. Keep the PTO shield in place at all times.
4. Keep the shields on PTO driven equipment in place at all times.
5. Stop the tractor engine and set the tractor brakes before attempting to perform any operation on a PTO driven machine.

OPERATING HINTS

1. When attaching a machine be sure the tractor engine is not running.
2. Set the tractor brakes and place the PTO clutch in the neutral position. This will allow the PTO shaft to be turned by hand when hitching the machine to the tractor.
3. Select a low tractor gear to start out in.
4. Set the engine speed so that the PTO driven machine is operating at standard PTO speed.
5. If the machine begins to plug, or a tough spot is encountered use the tractor power director clutch to slow down the ground speed of the tractor.
6. Do not use the engine throttle to slow down the tractor forward speed. The PTO driven machine is built to operate efficiently at standard PTO speed.
IMPORTANT: Always disengage the PTO shaft before making sharp turns and before raising mounted equipment to its fully raised position.



DRAWBAR - THREE POINT HITCH

A telescoping type drawbar is regular equipment with the three point hitch. This drawbar may be moved forward out of the way when using the three point hitch, or extended for regular drawbar use. To change position of drawbar, remove the quick hitch pin and anchor pin at front of drawbar, move drawbar to the desired position and reinstall pins.

The drawbar has four positions, in the most forward position the rear of drawbar is approximately flush with drawbar bail. The second position provides a short drawbar that may be used for hitching where drawbar length is not important.

The third position provides a drawbar for a 540 RPM power take-off requiring a 14 inch dimension from end of power take-off shaft to drawbar hitch hole. The fourth position provides a drawbar for a 1000 RPM power take-off requiring a 16 inch dimension from end of power take-off shaft to drawbar hitch hole.

The drawbar may be made rigid by inserting pins in drawbar bail, or allowed to swing as desired. A drawbar clevis group is available as optional equipment through your

Allis-Chalmers dealer to obtain additional heights of the drawbar hitch. The draft arms may be raised to prevent interference while using the drawbar.

THREE POINT HITCH

Tractors are available with a draft responsive three point hitch as factory installation. This is a Category II hitch which is required for tractors having from 2500 to 5500 pounds pull. The hitch is rugged and fully adjustable, designed to work with Category II implements.

The three point hitch uses torsion bar sensing through the lower draft arms to control the TRACTION BOOSTER system. The hitch also has easy to hitch features such as draft arm extension, adjustable links and the operator can hydraulically control the height of draft arms from the rear of tractor.

SWAY BLOCKS

Sway blocks are furnished with three point hitch tractors for hitching to Category II type implements. With the sway blocks installed in the lower position with thick ends downward as shown, the implement will have no side sway in either the raise or lowered positions.