

F12 McCormick-Deering Farmall Tractor

Operators Manual

INT-5119A

Reprinted



CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

DISTILLATE OPERATION

Paragraphs are numbered to correspond with numbers on the illustrations.

TO STOP ENGINE

- | Para. | Illust. | |
|-------|---------|---|
| 37 | 3 | Close distillate shut-off valve and immediately open gasoline valve. Run engine on gasoline 2 or 3 minutes, long enough to empty fuel lines of distillate and fill lines and fuel bowl with gasoline. This will insure having gasoline in the fuel bowl for starting.

Close fuel shut-off valve.

Set spark control to full retard position. |
| 38 | 3 | <i>Note:- It is important that the fuel bowl is not filled with distillate when engine is started as this makes the engine difficult, and under most conditions impossible to start.</i> |
| 39 | | The engine can be stopped quickly in emergencies by retarding spark all the way.

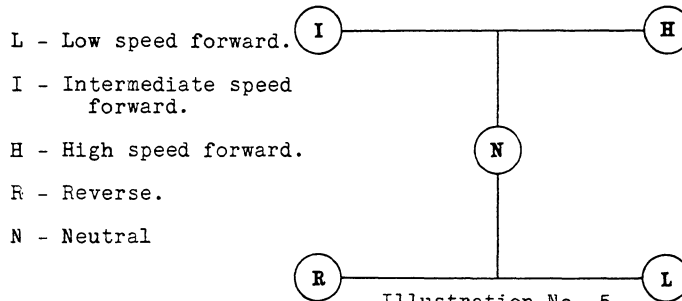
<i>Note:- If adjustment of the carburetor should be necessary, follow the instructions on page 10.</i> |

TO START TRACTOR

- | | | |
|----|-------|---|
| 40 | | Place left foot on clutch pedal and press down firmly, holding in this position; this disengages the clutch. Clutch must always be disengaged while shifting gears. |
| 41 | 5 | Move gear shifting lever to desired speed. |
| 42 | | Gently release pressure on clutch pedal; this engages clutch and causes tractor to move. Do not drive with foot resting on clutch pedal. |

GEAR SHIFTING

- | | | |
|----|---|--|
| 43 | 5 | <i>Always disengage clutch before making a gear shift.</i> |
|----|---|--|



Showing different positions of gear shifting lever.

GENERAL ENGINE LUBRICATION (See "Lubrication Chart" also).

The engine has a pressure feed lubrication system.

Drain the engine oil completely after every 60 hours' run *except when tractors are operating in very dusty or extremely dry soil, in which case the oil in the crankcase should be completely changed more often; once a day if necessary.* Remove the drain plug, located in the bottom of the crankcase pan for this purpose. The oil strainer screen in oil filler should be removed occasionally and cleaned.

See special draining instructions on "Lubrication Chart" when operating on distillate.

See "Lubrication Chart" for additional information.

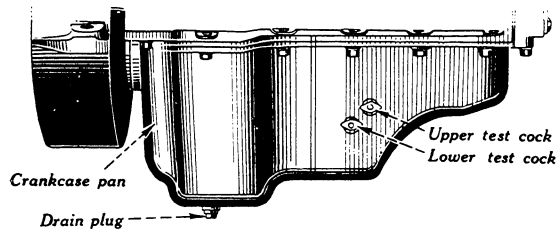


Illustration No. 11
Crankcase Pan Oil Level and Drain Cocks.

The oil must be poured into the crankcase pan through an opening for this purpose located at the front, right side of the engine. Test cocks are located on the side of the crankcase pan, which indicate the high and low level of the oil. The oil should never be above the high level nor below the low level. (See "Lubrication Chart" also). The engine must not be run at high speed or under load until the new oil has had ample time to reach all bearings.

OIL PRESSURE INDICATOR

The pointer on oil pressure indicator (unless defective) should register at all times when the engine is running. Should the indicator not register, it is an indication that the oil pump is not performing properly or the oil supply needs renewing. The engine should be stopped immediately and the oil system inspected to find the cause of failure.

OIL PRESSURE REGULATOR

The oil pressure regulator in the filter base is set to operate satisfactorily. The correct pressure is set at the factory and no adjustment should be necessary.

OIL PUMP

The gear oil pump in the crankcase has a screen attached to the lower end to stop the larger dirt particles from entering the oiling system. This screen should be cleaned whenever the oil pan is removed.

TRANSMISSION AND STEERING GEAR LUBRICATION

The transmission and final gears including differential and all bearings for the transmission are oiled automatically.

It should not be necessary to add lubricant to transmission or the steering gear case oftener than once a season unless excessive leakage occurs somewhere, or in case of accident, causing loss of grease.

(See "Lubrication Chart" for approved lubricant).

MAGNETO - Continued

IF POINTS ARE ROUGH OR PITTED

Remove adjustable point (1). (See Illustration No. 20).

Remove breaker arm with point (2). (See Illustration No. 20).

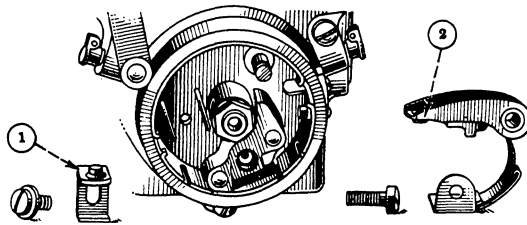


Illustration No. 20.
Breaker Arm Removed.

Use sharp magneto file to polish contact surfaces. One point should be slightly rounded, as shown in illustration No. 21.

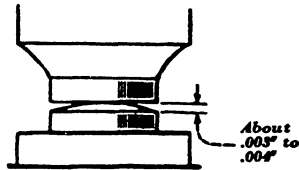


Illustration No. 21.
Dressing Breaker Points.

Rubbing surface of cam should always be free from dirt and slightly grease coated to prevent excessive wear of breaker arm rubbing block.

Caution:- When servicing the breaker mechanism unusual care should be exercised to prevent the entrance of dust. Long breaker life is assured if the parts are kept clean and well greased.

IMPULSE COUPLING

If coupling does not operate or becomes sluggish, remove coupling drive cover. (See Illustration No. 22). Flush with kerosene through coupling oil cup. (See Illustration No. 17). Refill with light oil. If coupling still fails to operate, it should be repaired.

When replacing coupling drive cover, be sure joint is lapped, as shown in Illustration No. 22.

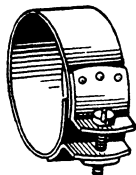


Illustration No. 22.
Coupling Drive Cover.

COOLING SYSTEM - Continued

To Adjust Fan Belt

- A - Fan belts should be examined frequently to be sure proper tension is maintained.
- B - "V" type belts, generally speaking, do not need as much tension as the flat type belt.
- C - The proper tension is obtained when the belt can be depressed, without effort, by the thumb (between the two pulleys) approximately $\frac{3}{4}$ " to 1" depending, of course, on the length of belt between pulleys.
- D - After a new belt is broken in (approximately 50 hours of operation) examine tension and adjust if necessary.
- E - Care must be taken to have belt wide enough so that it will not draw down to the bottom of the "V" in pulley; this will wear out the belt.

Note:- If pulley, on which belt bottoms in the groove, is of the adjustable type, movable flange should be adjusted for narrower groove until belt does not touch bottom when proper tension (as explained in paragraph "C") is obtained.

- F - Do not have "V" type belts too tight.
- G - When belt becomes grease soaked, or so badly worn that it no longer gives side surface on the crankshaft pulley, but sinks down to the bottom of "V" in pulley, it should be replaced, as it no longer gives sufficient surface contact to drive fan at the proper speed.

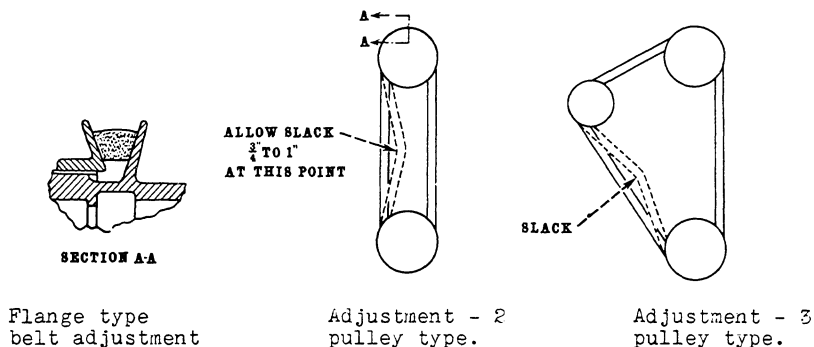


Illustration No. 24

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL

- Thank you very much for reading the preview of the manual.
- You can download the complete manual from: www.heydownloads.com by clicking the link below



- Please note: If there is no response to CLICKING the link, please download this PDF first and then click on it.

CLICK HERE TO **DOWNLOAD** THE COMPLETE MANUAL