

**1200
Diesel
Four Wheel Drive
Tractor
Traction King**

Operator's Manual

9-1442

Reprinted



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SERIAL NUMBER

When ordering parts from your Authorized Case Dealer and in all contacts or correspondence relative to your Case Tractor, always specify the Serial Number, Engine Number, Model of the Tractor, Transmission and Axle Numbers.

The Model and Serial Numbers are stamped on the plate located on the instrument panel, Figure 3. The Engine Number is stamped on a plate located on the right side of the engine block, Figure 4. The Transmission Number is located on the rear of the transmission. The Axle Model Numbers are located on the axle housings.

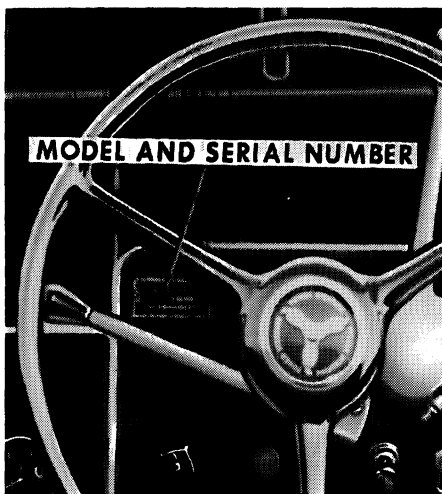


Figure 3

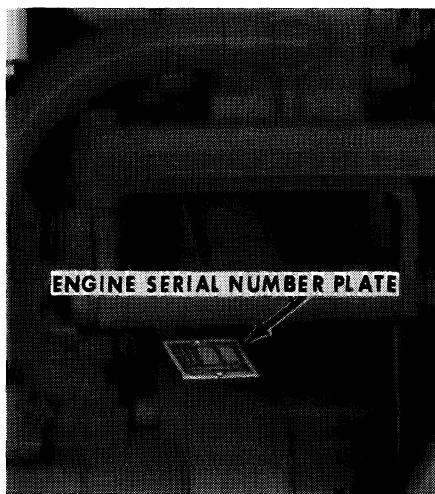


Figure 4

NOTE The terms "Right Hand" and "Left Hand" whenever used in this manual, refers to the machine as viewed when seated in the operator's seat.

For Convenient reference fill in the following Model and Serial Numbers:

Model Number _____

Engine Number _____

Tractor Serial Number _____

Transmission Serial Number _____

Front Axle Serial Number _____

Rear Axle Serial Number _____

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Filling Reservoir-Bleeding Air from Power Steering System

Remove the reservoir cap and dipstick. Carefully fill reservoir with clean Automatic Transmission Fluid Type - A until the oil level reaches the "F" mark on the reservoir cap and dipstick and start the engine. Turn the steering wheel several turns; Move the rear steering lever up and down several times; Stop the engine and refill the reservoir to the "F" mark on the dipstick.



Figure 14

Repeat until the fluid level ceases to drop after turning the steering wheel and moving rear steering lever. The system is then completely filled.

NOTE

The first few times you turn the steering wheel and move the rear steering lever, do not make full turns. Make full turns only after a sufficient amount of fluid is added to the system.

IMPORTANT While bleeding air from system operate engine at low idle speed.

Checking the Fluid Level

Check the reservoir fluid level every 60 hours of operation. Wipe the reservoir cover and cap clean before removing the cap. Keep the reservoir filled to the "F" mark on the dipstick, Figure 14. Overfilling the reservoir will cause the oil to surge out of the breather hole in the cap.

(Refer to Figure 22)

1. KEY SWITCH - Combination four position switch. The four positions are ACCESSORY, OFF, RUN AND START. The Tractor will not start without the key.
2. CIGARETTE LIGHTER - Push lighter element fully in to light. Lighter element will remain in socket until lit, then pops out to normal position. Pull lighter element out of socket to use.
3. THROTTLE CONTROL LEVER - See Pages 37 and 38.
4. FUEL GAUGE - Indicates amount of fuel in the fuel tank and is located on the top of the fuel tank.
5. BRAKE PEDAL - Depress the brake pedal for braking action and lighting the red stop lights, if so equipped.
6. CLUTCH PEDAL - Depress to disengage clutch; release to engage clutch.
7. ACCELERATOR PEDAL - Depress accelerator pedal to increase engine RPM.



WARNING

THE TRACTOR MUST BE STOPPED WHENEVER THE FORWARD - REVERSE, RANGE SHIFT OR HI-LOW RANGE CONTROL LEVERS ARE MOVED OR SHIFTED.

8. FORWARD - REVERSE CONTROL LEVER - Push lever forward for a forward travel and rearward for reverse travel.
9. RANGE SHIFT LEVER - Shift the lever in first, second, third (low range) - fourth, fifth or sixth (hi range).
10. HI-LO RANGE CONTROL LEVER - Pull the lever up for HI range; Push the lever down for LO range.
11. REMOTE HYDRAULIC CONTROL LEVERS - Push the levers in a forward and reverse direction to control the remote hydraulic cylinders. The inner lever controls the left hand coupling. The outer lever controls the right hand coupling.
12. PTO CLUTCH HAND LEVER - Push the lever forward to engage the PTO and rearward to disengage.

COLD WEATHER OPERATION



To start and operate your Case Tractor during cold weather, the following precautions must be observed:

1. **BATTERIES** - Both storage batteries must be fully charged.
2. **FUEL RECOMMENDATIONS** - The diesel fuel must have a Pour Point 10 degrees Fahrenheit lower than the prevailing air temperature and Cetane rating from 45 to 55. The fuel must be clean and free of water.
3. **CRANKCASE OIL** - The oil in the crankcase must be of the recommended viscosity.
4. **TRANSMISSION** - Always use Case Hi Lo TCH or Automatic Transmission Fluid - Type A.
5. **HYDRAULIC RESERVOIR OIL** - Always use Automatic Transmission Fluid Type A both winter and summer.
6. **COOLING SYSTEM** - Must be protected by a reputable brand of "High Boiling Point" type Ethylene Glycol anti-freeze.
7. **TIRES** - If there is liquid in the tires, it must be protected against freezing. Consult your Case Dealer.
8. **STOPPING THE ENGINE** - Always allow the engine to reach operating temperature before stopping it. If the engine has been working under load, always idle the engine for a few minutes before stopping it so the engine parts can cool evenly.
9. **CONDENSATION IN FUEL TANK** - Always fill the fuel tank at the end of the day's operation to prevent the tank from "sweating" and water entering the fuel.

Fan Belt Adjustment

The drive belts should be checked for excessive looseness and wear every 60 hours of operation. The proper belt adjustment will give a deflection of 1/2 of an inch (60 pounds) between the fan and alternator pulley, Figure 41. When the tension is too tight, the alternator and water pump bearings and fan belt will wear excessively. When belt tension is too loose it will permit excessive belt wear and slippage, also low or no alternator output.

The most accurate method of checking belt tension is with a Belt Tension Gauge, Figure 41. Belt Tension Gauges are available from the J.I. Case Co. Central Parts Div., Racine, Wis.

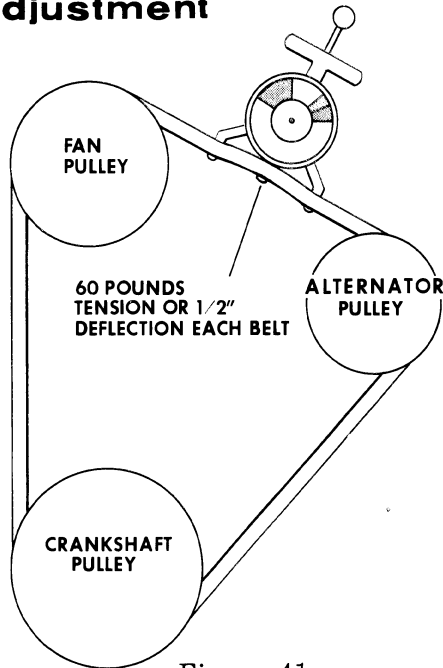


Figure 41

Replacing the Fan Belt

To install new Vee belts proceed as follows:

1. Loosen the alternator adjusting bolt and swing alternator toward the engine.
2. Slip the new Vee belts over the fan and onto the fan pulley, then onto the lower drive pulley and the alternator pulley. Tighten adjusting bolt.

IMPORTANT The fan belts are matched to operate as a set - Do Not Replace one belt without replacing entire set.

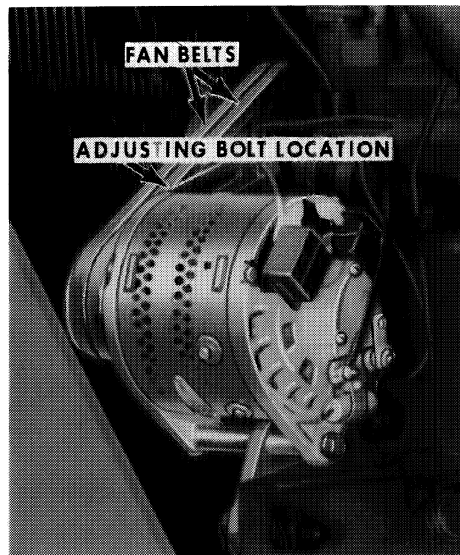


Figure 42

CHECKING CONDITION OF FUEL FILTERS

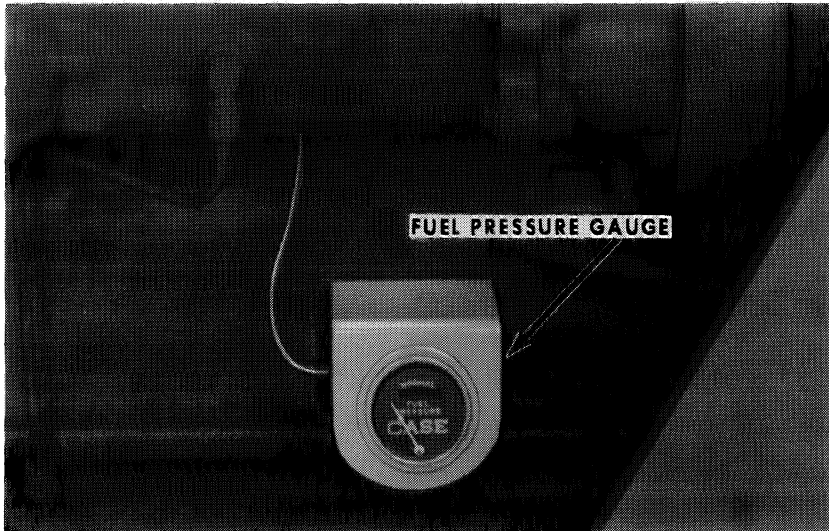


Figure 52

It is important that the fuel pressure gauge be checked daily. In normal operation, the needle will appear in the Green Zone, Figure 52. This indicates a satisfactory condition of all fuel filters.

As sediment gradually plugs a filter element, a drop in pressure will result. This will be indicated by the needle moving downward toward the Red Zone at the left side of the gauge, as shown in Figure 54.

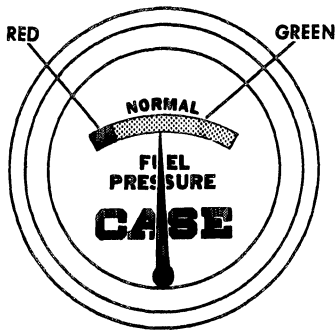


Figure 53. Element Is Clean

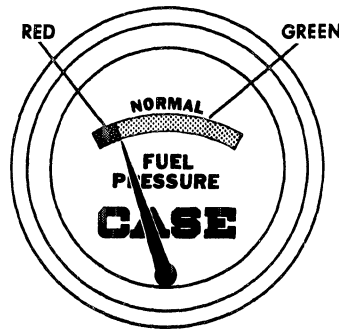


Figure 54. Replace Element

CAUTION When the needle enters the Red Zone, one or more of the filter elements has become plugged to the point where it must be serviced immediately.

HYDRAULIC SYSTEM PRESSURE CHECK

The pressure relief valve in the control valve body on the Tractor should be set to open at 1500 PSI of hydraulic pressure. The pressure relief valve is factory set to open at 1500 PSI.

It is not practical to operate at a pressure valve setting under 1500 PSI. Under no circumstances may the pressure relief valve setting be above 1500 PSI. A damaged relief valve spring will allow hydraulic oil to flow through the control valve directly back to the reservoir without ever building up sufficient working pressure in the hydraulic system.

To check the tractor hydraulic system proceed as follows:

1. Engage the parking brake.

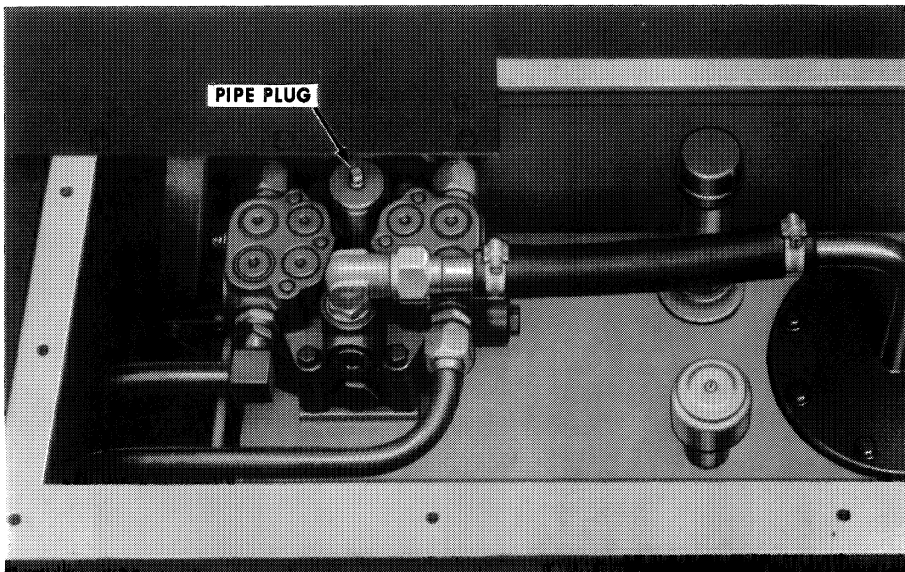


Figure 65

2. Turn off the engine and relieve the hydraulic pressure in the lines by working the remote hydraulic control levers back and forth several times.
3. Remove the small pipe plug shown in Figure 65.
4. Install a 4501AA or A22791 Pressure Gauge in the threaded opening shown in Figure 66.

NOTE The 4501AA or A22791 Pressure Gauge can be purchased from your Case Dealer.

4. Depress the spring loaded lock pin and turn the adjusting ring to the right, or clockwise, until the PTO Clutch hand lever requires a decided "snap" to engage the lever.
5. Replace the cover and gasket.

NOTE

A new clutch generally requires several adjustments until the friction surfaces are worn in.

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