

1000 Diesel Crawler
SN 7101201 & After
Operators Manual

9-222

Reprinted

CASE

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TORQUE CONVERTER

A single-stage hydro-kinetic type torque converter (2.1 to 1 ratio) is mounted to the engine and connected to the transmission and axle assembly through universal joints.

SPEEDS

<u>Gear</u>	<u>Forward</u>	<u>Reverse</u>
First	1.6	1.9
Second	2.9	3.5
Third	3.3	4.0
Fourth	5.9	7.2

STEERING

Effortless finger-tip or foot steering control is provided for by hydraulically actuated disc clutches. Operator has three time and money saving maneuvering options: brake pivot-turns, power-turns and counter-rotational turns. In all of these options, the hands are left free to operate loader or dozer and other controls.

BRAKES

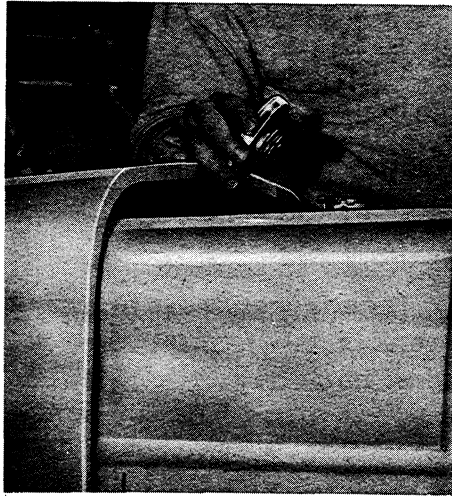
Heavy duty internal-expanding power brakes are hydraulically operated and controlled by foot pedals. When one or both brakes are engaged, the transmission is neutralized stopping the flow of power to the corresponding track or tracks. Pivot-turns and stops are made by the brakes. A hand brake is provided for parking and holding the machine on inclines.

TRACK AND TRACK FRAME

	<u>Loaders</u>	<u>Dozers</u>
Standard Track Gauge	60 In.	
Track Shoes (Standard)	16 In.	
Number of Shoes (Each Side) . . .	39	37
Lower Track Rollers (Each Side) . .	6	5
Length of Track On Ground	79 In.	73 In.
Total Square Inch Ground Contact (Standard Track Shoes)	2528 Sq.In.	2336 Sq.In.

RADIATOR LEVEL

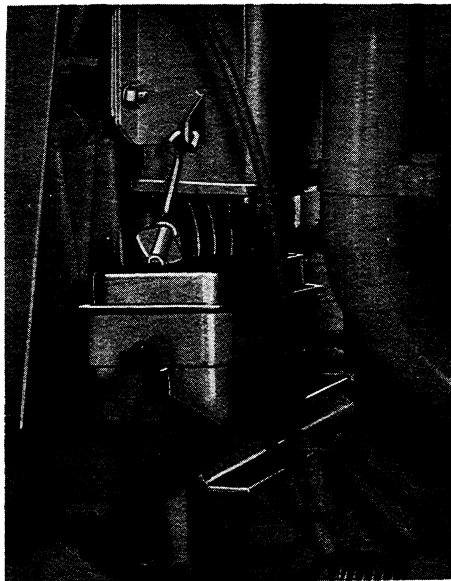
The radiator should be checked daily to insure sufficient cooling. The radiator may be kept clean by periodic addition of rust and scale inhibitors. Add anti-freeze solution to protect against temperature changes. The radiator core must be cleaned of dirt and other foreign material to insure proper air circulation for cooling. Keep engine at operating temperature - 170-210 degrees F.



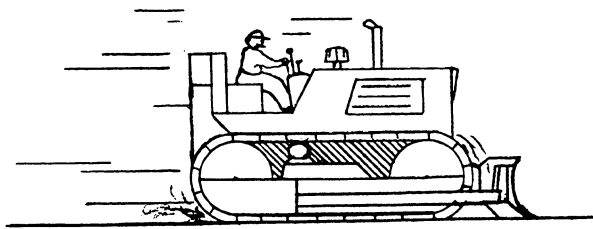
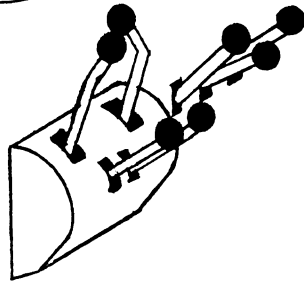
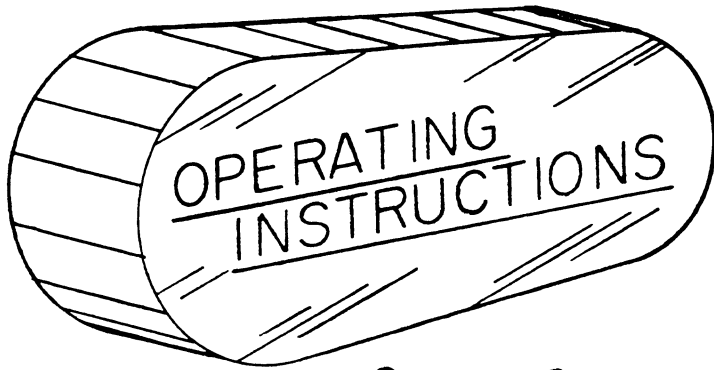
Check Radiator Daily

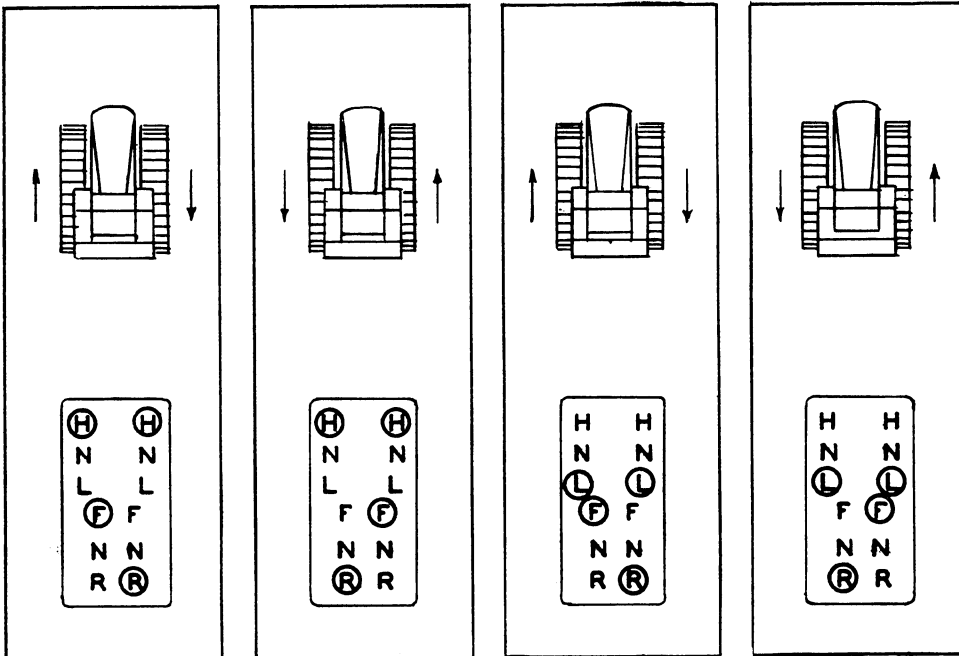
OIL FILTER AND AIR CLEANER

The oil bath air cleaner and oil filter work together to reduce engine oil contamination and engine wear. By removing dirt from incoming air and from solids liberated through fuel combustion these devices protect the metal surfaces of engines from excessive wear. For efficient operation the air cleaner must be cleaned and its oil reservoir refilled daily or more often depending upon operating conditions. Change oil filter element as often as engine operating conditions warrant

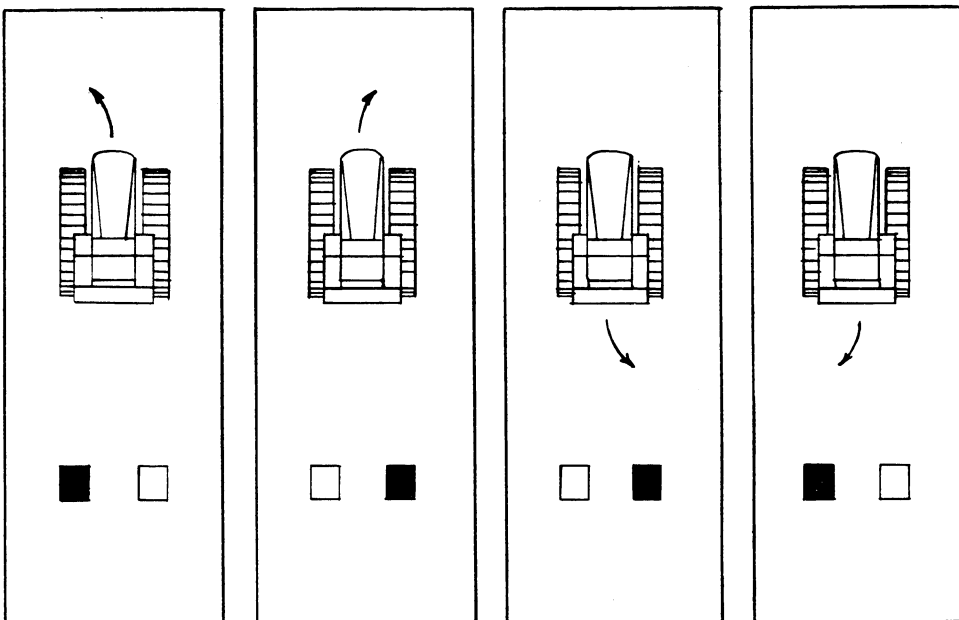


Air Cleaner

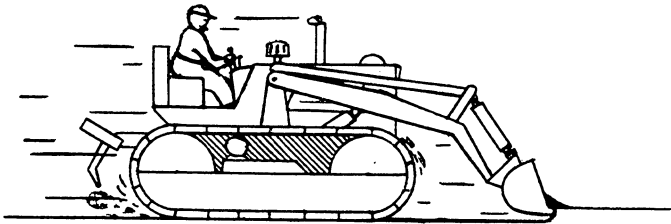




Counter-Rotation



Pivot Turns



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DIGGING BASEMENTS

Digging basements with the rear-hinge loader is becoming very popular in congested areas. It also provides an inexpensive method of excavation, because the expense of moving other types of excavation equipment is very costly in comparison.

Steps to Follow For Digging Basements

A. Lay out area so that you do not remove more dirt than necessary.

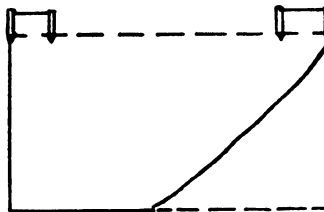


B. Strip off the top soil and stock pile it away from the excavation for use later in leveling and landscaping.

C. Remove subsoil. Place near entrance to excavation or in trucks for hauling away.



D. Ramp one end of the excavation. It is recommended that the ramp be placed in the center rather than at the corner.



E. Remove dirt from corners and crevices first. The center portion of the basement can be cleaned out at any time, whereas the corners cannot.

Ramping Out End

F. Never dig deeper than necessary.

G. Avoid running over loose dirt.

H. Dig out side opposite ramp first. Then dig out ramp end.

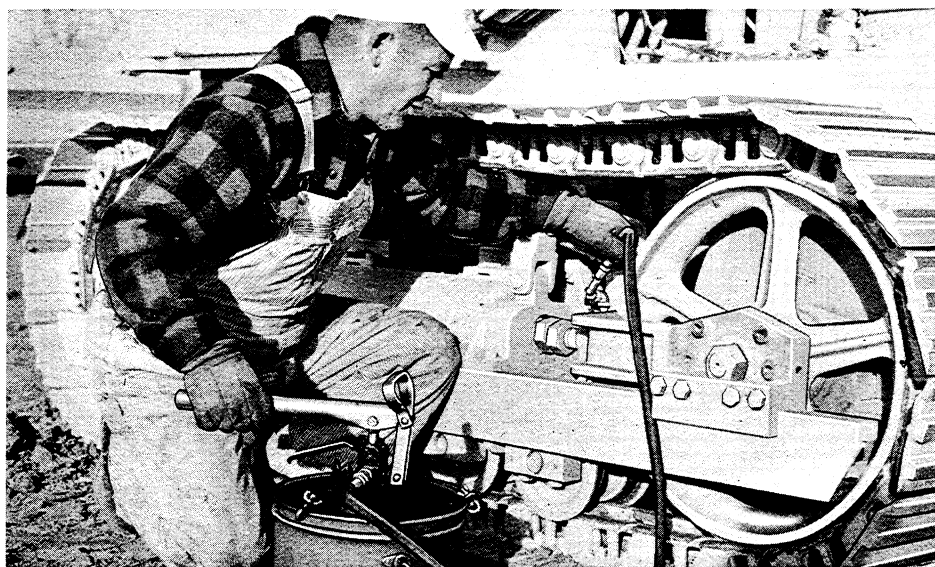
When attempting to make a level cut on a side slope, the blade will cut deepest on the down hill side, or where the ground is soft. With the control the operator has on the 1000 Dozer he can correct any undesirable blade draft.



1000 Bulldozer Cutting A Trench

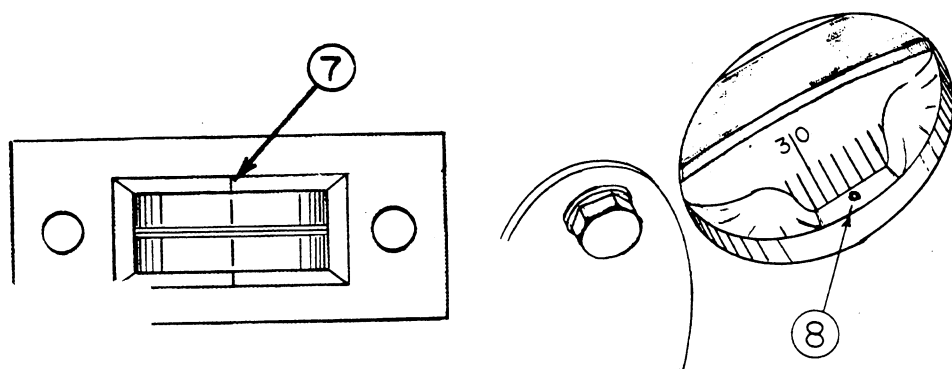
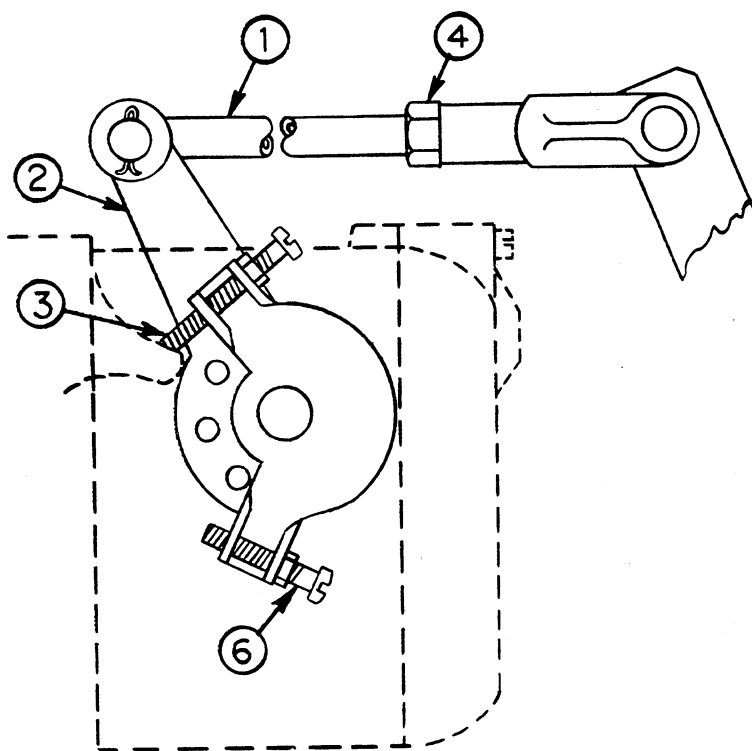
plied to the rollers by gravity pressure. Roller seals are mounted for "flush" type operation. See Page 24. As the tractor operates there will be visible a slight seepage from the seal, which will prevent the entry of dirt and water into the rollers. Reservoir oil level should be checked through check hole at the rear of the track frame (remove forward inside bolt from pivot axle housing) periodically for proper level. The illustration shows the operator filling system through filler pipe at front of track frame.

If conditions warrant, the track roller reservoir may be flushed out. To do this thoroughly, the track rollers have to be removed from the track frame. This necessitates breaking the track and removing the frame from the sides of the tractor. See Page 101. In flushing the reservoir either a light oil, a good solvent, or steam may be used.

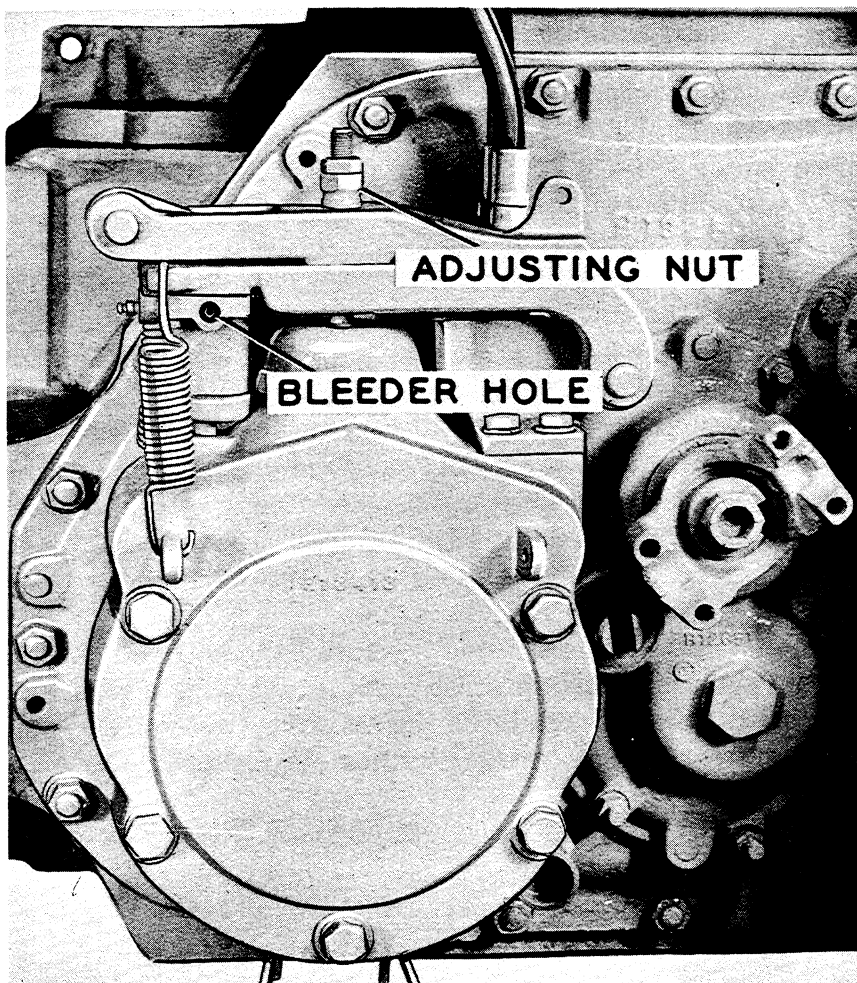


Filling Track Roller Reservoir

6. Check through inspection window on Roosa Master Pump. If timing marks are not aligned, loosen the two capscrews holding pump to engine block and rotate the complete pump assembly until timing marks are aligned. Retighten capscrews. (No.7)
7. Reinstall inspection window covers.
8. Connect return line and push Fuel Shut-off Control in.



In addition to the 250 hour inspection, the master cylinder should be checked and refilled any time it is necessary to pump the brakes to make them hold.



Brake

PROBABLE CAUSE	CORRECTION
<p>4. Clogged or dirty filters.</p> <p>5. Cranking speed under 115 RPM.</p> <p>6. Water in diesel fuel.</p> <p>*7. Wrong injection pump timing.</p> <p>8. Low atmospheric temperature.</p> <p>*9. Low compression - below 325 PSI.</p>	<p>4. Disassemble and clean filters. Replace final stage if clogged.</p> <p>5. Recharge or replace battery; check starter, repair if necessary.</p> <p>6. Drain fuel system. Refill with clean fuel or strain it through chamois and bleed system.</p> <p>7. Retime the pump to engine according to recommendations.</p> <p>8. Use cold weather starting equipment - ether spray bomb or air heater.</p> <p>9. Re-ring engine.</p>
<p><u>Runs Rough With Excessive Vibration</u></p>	
<p>*1. Missing cylinder or cylinders.</p> <p>2. Too low operating temperature - below 165 degrees F.</p>	<p>1. Loosen fuel lines to each nozzle, one at a time. If no change is noticeable, that cylinder is missing. Clean and test nozzles for pressure, leakage, and pattern.</p> <p>2. Check thermostat - <u>do not idle for long periods.</u></p>

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