

W10
Series E Loader
Operators Manual

9-2372

CASE

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Fuel Injection System

Fuel Injection Pump . . . Robert Bosch, Type PES (Multiple Plunger).
Pump Timing 30 Degrees Before Top Dead Center (Port Closing).
Fuel Injectors Pencil Type
(Opening Pressure 2800 PSI).
Fuel Transfer Pump . . Plunger Type, Integral Part of Injection Pump.
Governor Variable Speed, Flyweight Centrifugal Type; Integral Part of Injection Pump.

Fuel Filters

1st Stage Fuel Filter Replaceable Spin-On Type
2nd Stage Fuel Filter Replaceable Spin-On Type
Fuel Tank Water Trap and Drain . Located in Base of Fuel Tank.

Fuel Gauges

Fuel Tank Level Gauge Located on Instrument Panel

GASOLINE ENGINE

Type 6 Cylinder, 4 Stroke Cycle, Valve-In-Head Engine.
Firing Order 1-5-3-6-2-4
Bore 4 Inches
Stroke 5 Inches
Piston Displacement 377 Cubic Inches
Compression Ratio 7.5 to 1
Maximum Rated Horsepower
 1 (Gross) 112 @ 2000 R.P.M.
 2 (SAE Net) 94 @ 2000 R.P.M.
Engine Speeds
 High Idle - No Load 2215 RPM
 Rated - Full Load 2000 RPM
 Low Idle 700 RPM
1. Manufacturer's rating of maximum engine horsepower at flywheel when equipped with oil and water pumps. Fuel set at maximum quantity for the application. Corrected to sea level - 29.92" Hg. and 60° F. dry air.

RUN -IN -PROCEDURE

Careful attention must be given to proper Run-In-Procedure. Piston rings and cylinder sleeves can be seriously damaged in a new engine if "run-in" instructions are not followed. The following procedure is recommended.

Load

For the first 50 hours, operate the engine at full throttle using one gear lower than normal field operation. Do not "baby" the engine, but do not "lug" it. Engine must not be "lugged" down below its Rated Engine RPM.

No Load

When the engine is not operating under load, but the operator wishes to keep the engine running, keep the radiator shutters (if so equipped) closed sufficiently to maintain correct operating temperature. Place the throttle control lever 2/3 open (approximately 1500 RPM). Do not idle the engine.

Crankcase Oil

Case Loaders are shipped from the factory with a special "run-in" oil in the crankcase. After the first 20 hours of operation, drain this oil while the engine is hot and replace it with fresh oil. Change the crankcase oil at the recommended 120 hour intervals thereafter. DO NOT DRAIN SPECIAL RUN-IN OIL UNTIL THE ENGINE HAS BEEN OPERATED 20 HOURS.

Change crankcase oil filter after first 20 hours of operation and each 240 hours of operation thereafter. Install only a new Genuine Case Filter element.

Hydraulic Filters

Change hydraulic reservoir inlet filter element and clean the outlet filter after first 20 hours of operation (Run-In) and each time the reservoir oil is changed thereafter.

Change the hydraulic oil after the first 20 hours of operation.

HOLD POSITION

The control lever, when not in a detented position, will automatically return to the HOLD position when released. The bucket will remain in the same position that it was in when the lever was released.

RAISE DETENT POSITION

Pull the control lever back to raise the loader. Since this is a detented position, the control lever must be manually pushed forward to HOLD. DO NOT allow the control lever to remain in this position for an extended period of time after the loader has reached the top.

Bucket Tilt Control Lever

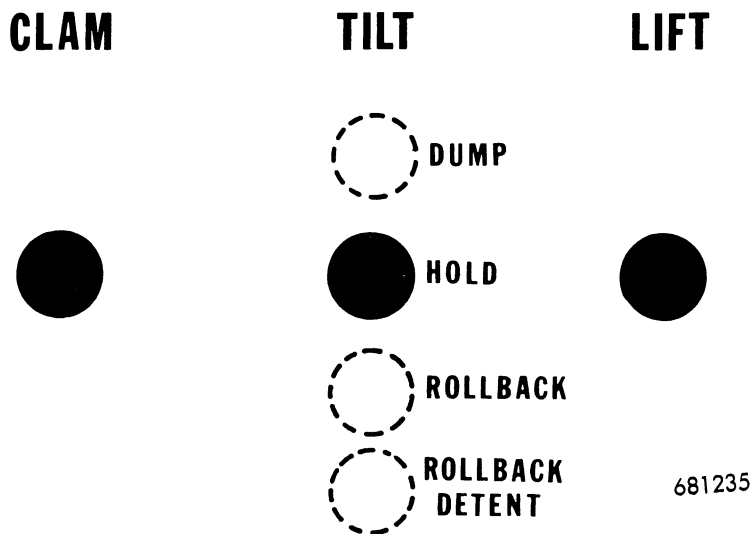
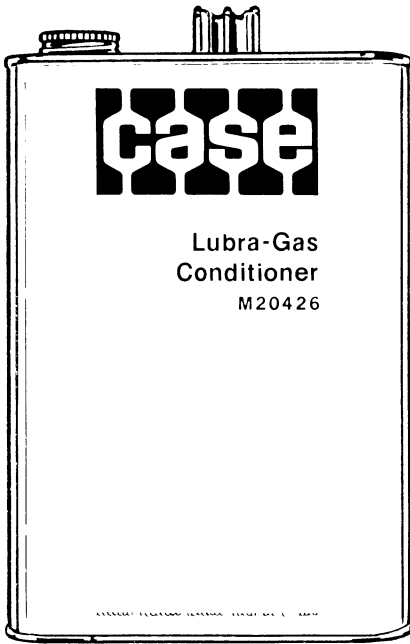


Figure 14

The tilt lever controls the dump and rollback action of the bucket. The lever positions are DUMP, HOLD, ROLLBACK AND ROLLBACK DETENT.

DUMP POSITION

Push the control lever forward to dump the bucket. When released, the lever will return to the HOLD position.



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SAND

Dry-Loose ----- 2400-2850
Moist-Loose ----- 3250
Sand and Gravel ----- 2800-3200

GRADES AND GRADE LINES

Grades are referred to in percent. The grade line is referred to as a plus or minus grade, PLUS when going UP, MINUS when going DOWN. For example: plus 1% grade is uphill at the rate of 1 foot per 100 feet of horizontal distance while a minus 1.5% grade is downhill at the rate of 1.5 feet per 100 feet of horizontal distance.

PERCENT GRADE	ANGLE OF GRADE	
	Degrees	Minutes
100%	45°	---
90%	42°	---
80%	38°	40'
70%	35°	---
60%	31°	---
50%	26°	34'
40%	21°	48'
30%	16°	42'
20%	11°	19'
10%	5°	43'

ENGINE OIL FILTER CHANGE

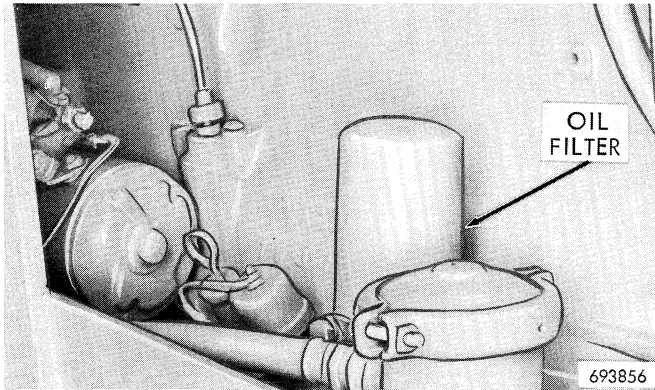


Figure 39

1. Drain the engine oil from the crankcase.
2. Loosen the cartridge with a strap wrench and remove.
3. Clean the filter base with solvent.
4. Coat the new gasket with a light coat of grease and install filter on base. Tighten "hand tight", do not use a wrench.
5. Add 13 U.S. measured quarts of engine oil to crankcase. Operate the engine for a few minutes and check for leakage.

OIL BATH ENGINE AIR CLEANER

Diesel oil cup capacity 3 Pints
Spark ignition oil cup capacity 5 Pints

1. Loosen the oil cup retaining clamp/s and remove the oil cup.
2. On the spark ignition engine air cleaner, two wing nuts must be removed before the screen can be lifted out.
3. Drain the contaminated oil and clean the screen and cup with solvent.



WARNING

**LOWER THE LOADER LIFT
ARMS TO THE GROUND OR
BLOCK THEM SECURELY
BEFORE PERFORMING ANY
SERVICE OPERATIONS OR
WHEN LEAVING THE LOADER
UNATTENDED .**

or damage. Check all hoses and connections frequently. KEEP HOSES, HOSE CONNECTIONS AND PRESSURE CAP IN GOOD CONDITION.

Cleaning the Cooling System

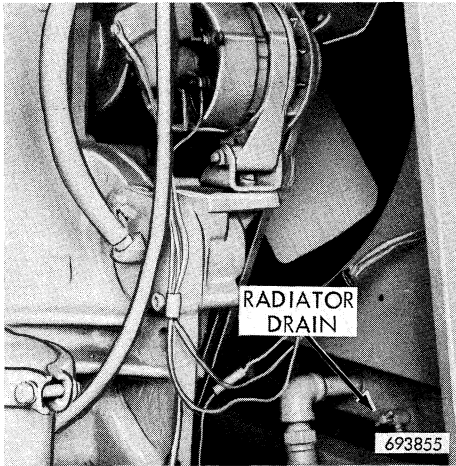


Figure 60

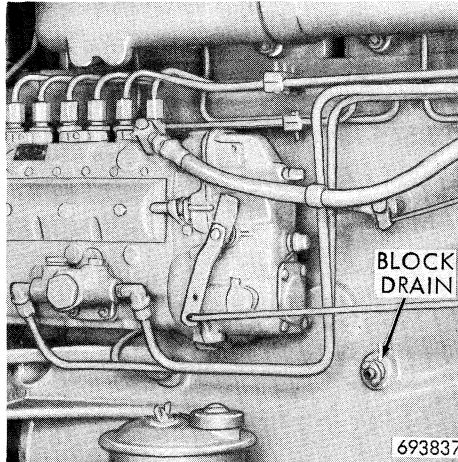


Figure 61

CAUTION NEVER POUR COOLANT INTO A HOT ENGINE. THE ENGINE BLOCK OR CYLINDER HEADS MIGHT CRACK BY THE SUDDEN CONTRACTION CAUSED BY THE DIFFERENCE IN TEMPERATURE BETWEEN THE METAL AND THE COOLANT.

Clean the cooling system at least once a year. In areas where water containing scale forming mineral is all that is available, clean the system more often.

1. While the coolant is still hot, open the radiator drain valve and the engine block drain valve, Figure 60 and 61.
2. Add a radiator cleaner to the system and refill with clean water. Any nationally known commercial brand cleaner marketed by a reputable manufacturer may be used. Follow the directions provided with the cleaner.
3. After draining the cleaning solutions, flush the system with clean water before refilling for operation and check the hoses, radiator, pump and water manifold for leakage.
4. Make sure the outside of the engine and the radiator is cleaned of dirt accumulation.

Reset the gaps by bending the side electrodes only. Never touch the center electrodes.

Installation

Place the spark plugs, with gaskets, in their original locations in the engine and seat the plugs on their gasket finger tight. Tighten each plug about 3/4 of a turn after the plug is seated firmly on its gasket. If a torque wrench is available, tighten each plug to 34 foot pounds. This will assure proper seating and sealing of the spark plug.

Distributor

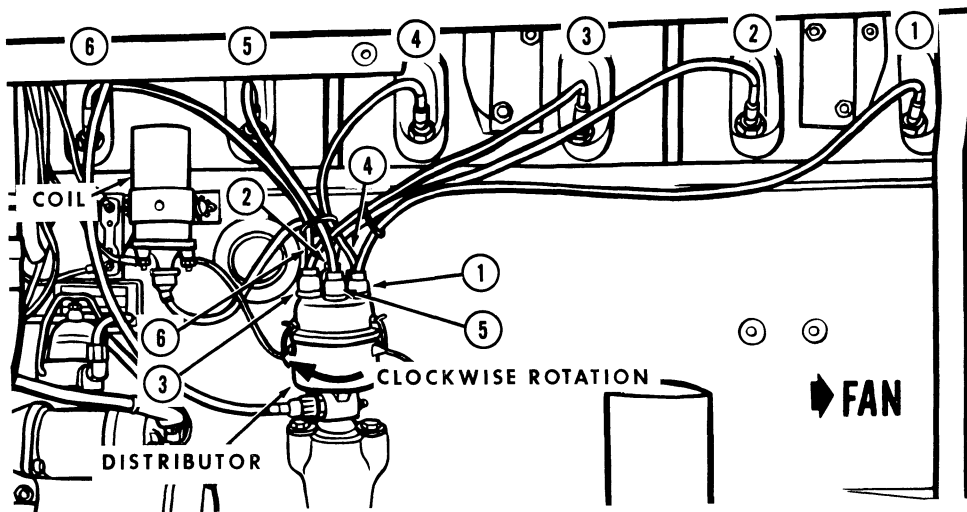


Figure 72

The distributor on the Case Loader is mounted on the left hand side of the engine and is gear driven from the camshaft in a clockwise rotation. Automatic spark advance is built into the distributor and will advance the spark as the engine RPM is increased. The firing order is 1-5-3-6-2-4.

The ease of starting, fuel consumption, and the general engine performance are all dependent upon correct distributor ignition timing and correct adjustment of the distributor points.

After each 500 hours of operation inspect the distributor points for wear and adjustment.

Instrument Panel Lights

The panel lights and the gauge cluster lights are controlled by the headlight switch. To replace the instrument panel bulb, pull the light hood off and replace the bulb.

Combination Stop and Tail Lights

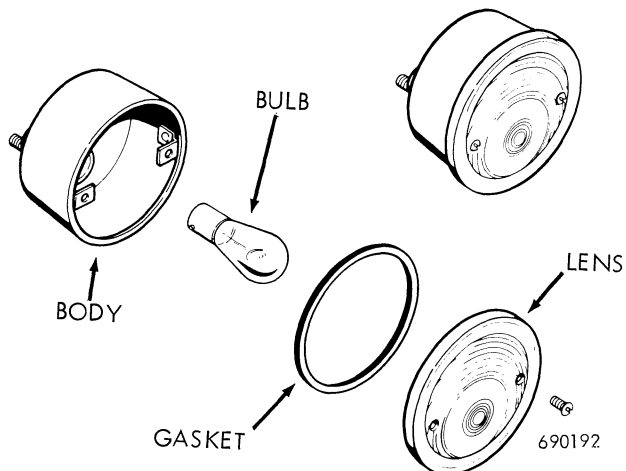


Figure 85

To replace the combination stop and taillight bulbs, remove the two retaining screws, lens and gasket, then replace bulbs.

When installing a replacement sealed unit, check the label or the stamping on the back of the sealed unit to make sure the correct lamp is being used. They will be identified as 6, 12 or 24 Volt lamps.

To install a new headlight or rear light, roll the rubber lip off the edge of the sealed unit, Figure 86. Pull out the old unit and disconnect the two wires.

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