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1494 TRACTOR WITH CAB

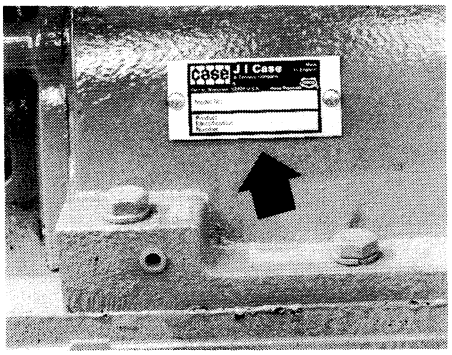
Figure 2

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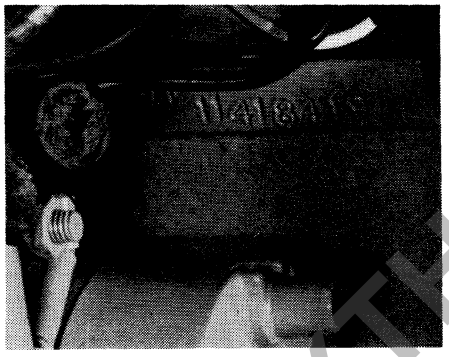
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SERIAL NUMBERS

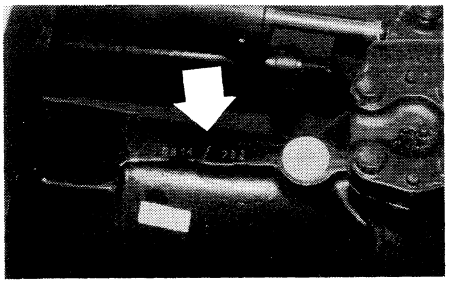
When parts or assistance are needed, or when writing to your Authorized Case Dealer, always give this information:



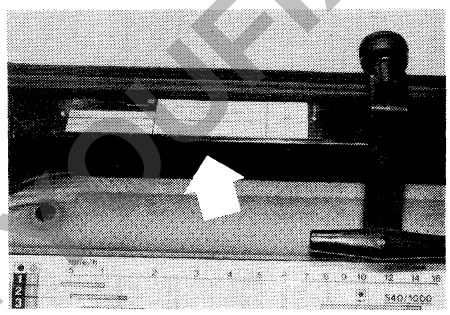
MODEL AND PRODUCT IDENTIFICATION NUMBER PLATE



ENGINE SERIAL NUMBER PLATE



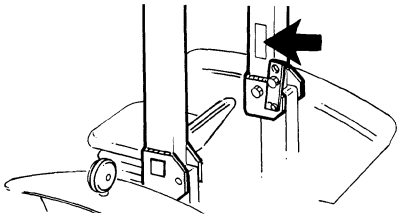
MFD AXLE PRIOR TO PIN 11518001



CAB SERIAL NUMBER PLATE



MFD AXLE FROM PIN 115018001



ROPS SERIAL NUMBER PLATE

Figure 3

Write the serial numbers of your tractor on the lines below.

MODEL NUMBER _____

PRODUCT IDENTIFICATION NUMBER _____

ENGINE SERIAL NUMBER _____

MFD AXLE SERIAL NUMBER _____

CAB SERIAL NUMBER _____

ROPS SERIAL NUMBER _____

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WARNING

THIS TRACTOR IS EQUIPPED WITH A TWO SPEED P.T.O. MAKE SURE THAT YOU USE THE CORRECT SPEED OF P.T.O. SHAFT FOR THE IMPLEMENT (540 OR 1000 r/min.) CHECK THE INSTRUCTIONS GIVEN BY THE IMPLEMENT MANUFACTURER. CENTER AND LOCK DRAWBAR WHEN USING P.T.O.



WARNING

THIS TRACTOR IS EQUIPPED WITH 1000 R.P.M. P.T.O. - BE SURE IMPLEMENTS ARE MATCHED FOR THIS DRIVE SPEED CENTER AND LOCK DRAWBAR WHEN USING P.T.O.

WARNING

REAR UPSET CAN RESULT IF PULLING FROM WRONG LOCATION ON TRACTOR. HITCH ONLY TO THE DRAWBAR USE 3 POINT HITCH ONLY WITH IMPLEMENTS DESIGNED FOR ITS USE – NOT AS A DRAWBAR.



WARNING

ANY NEW IMPLEMENT OR EQUIPMENT MUST BE CHECKED FOR CLEARANCE FROM CAB STRUCTURE BEFORE USE.

SEE SAFETY NOTES IN INSTRUCTION BOOK

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REMOTE HYDRAULIC CONTROL

Single Acting Remote Valve

NOTE: *The pipe connections shown between the remote valve and the couplings are for tractors with one remote valve. The connections will be different if two remote valves are fitted. The flow of oil from the remote valves is always as shown. Only the position of the couplings can change.*

IMPORTANT: *Always connect implements so that when the control lever is pushed forward the implement will lower.*

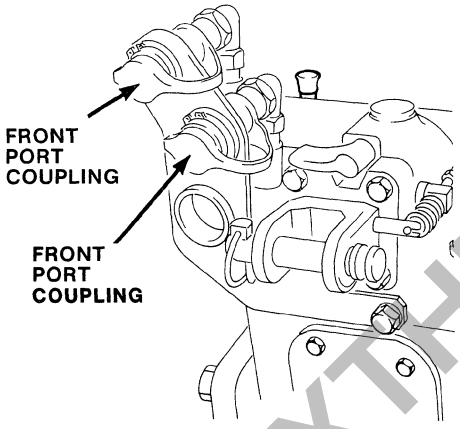


Figure 128

Operating Single Acting Equipment

An implement with a single acting cylinder can be operated by a double acting remote valve.

Connect the implement to the tractor coupling from the rear port on the remote valve.

If the remote valve has a detent center. Make a pipe with a 7/8 UNF male union one end and an implement coupling half on the other end. Connect the coupling from the front port to the return port on the distribution block.

If the remote valve fitted is the spring centered type, turn the tap on the right-hand side of the valve, fully counterclockwise (OUT) when using single acting equipment. When using double acting equipment turn the tap fully clockwise (IN).

IMPORTANT: *Always connect implements so that when the control lever is pushed forward, the implement will lower.*

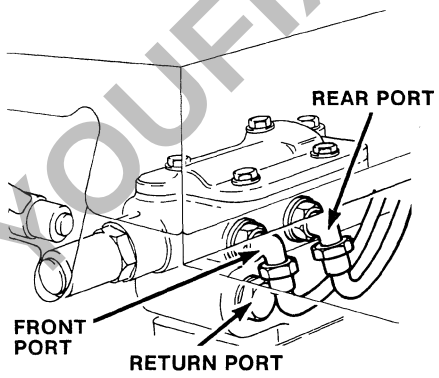


Figure 129

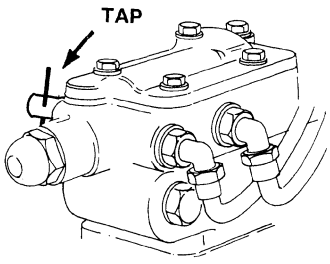


Figure 130

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CAUTION: ***Do not drive on roads, or at high speed anywhere, with the differential lock engaged. Difficult steering will occur, and can result in an accident. In field operation, use the differential lock for traction improvement, but release for turning at row ends.***

1. DIFFERENTIAL LOCK - Push the pedal down to engage the differential lock. A spring inside the differential lock will push it out of engagement when the pedal is released. If the differential lock does not disengage easily, push down on either brake pedal. If the tractor is stopped and the differential lock is engaged, reverse the tractor for a short distance to disengage. Use the differential lock to increase traction of one or both rear wheels.

IMPORTANT: *Do not try to engage the differential lock if both rear wheels are not turning at the same speed. Always disengage the transmission clutch before engaging the differential lock.*

2. BRAKE PEDALS - The left-hand pedal stops the left-hand rear wheel and the right-hand pedal stops the right-hand rear wheel. For turning assistance, use the pedals separately. Lock the brake pedals together for safe operation on the road.

3. BRAKE PEDAL LOCK - Use the lock to connect the brake pedals so that both the brakes are applied evenly.

CAUTION: ***Brake pedals must be locked together for road travel. This will insure uniform brake application and maximum stopping ability.***

4. THROTTLE PEDAL - Use this pedal when operating the tractor on the road. Move the throttle lever fully counterclockwise to get complete control of engine speed through the throttle pedal.

5. CLUTCH PEDAL - Push the pedal down to disengage the transmission clutch. Engage the clutch smoothly using the available gears and the throttle to control the tractor speed. Remove your foot from the pedal until it is necessary to stop the tractor or select a different gear. To get maximum clutch life, remove your foot from the pedal after the clutch is engaged. Do not select a high gear and then use the clutch to control the speed of the tractor.

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THREE POINT HITCH - JEFFES TYPE
Not North America

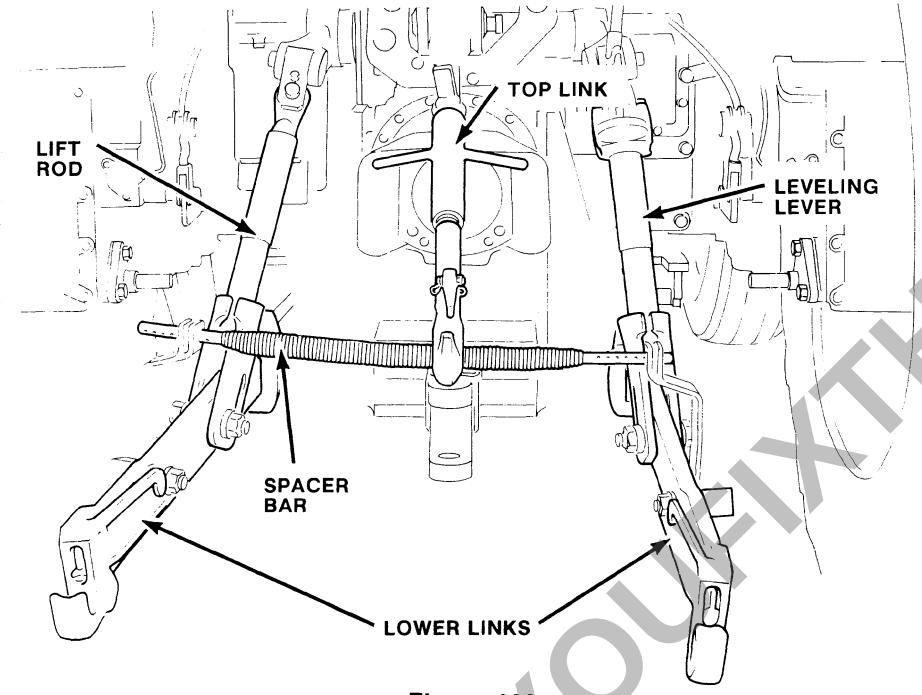


Figure 109

Before operating, adjust the linkage to the lengths shown. Measure these lengths between the pivot centers. DO NOT adjust any part longer than the maximum length or damage will be caused.

Nominal length of lift rod and level screw	533 mm (21 inch)
Maximum length of lift rod	584 mm (23 inch)
Maximum length of leveling lever	603 mm (23 3/4 inch)
Nominal length of top link	635 mm (25 inch)
Maximum length of top link	724 mm (28 1/2 inch)

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FRONT BALLAST WEIGHTS

Front ballast weights are available from you Authorized Case Dealer. The assembly is a frame, locking bar, and twelve weights which weigh 33 kg (73 lb) each or ten 45 kg (100 lb) weights in North America. The total assembly weight is approximately 454 kg (1000 lb).

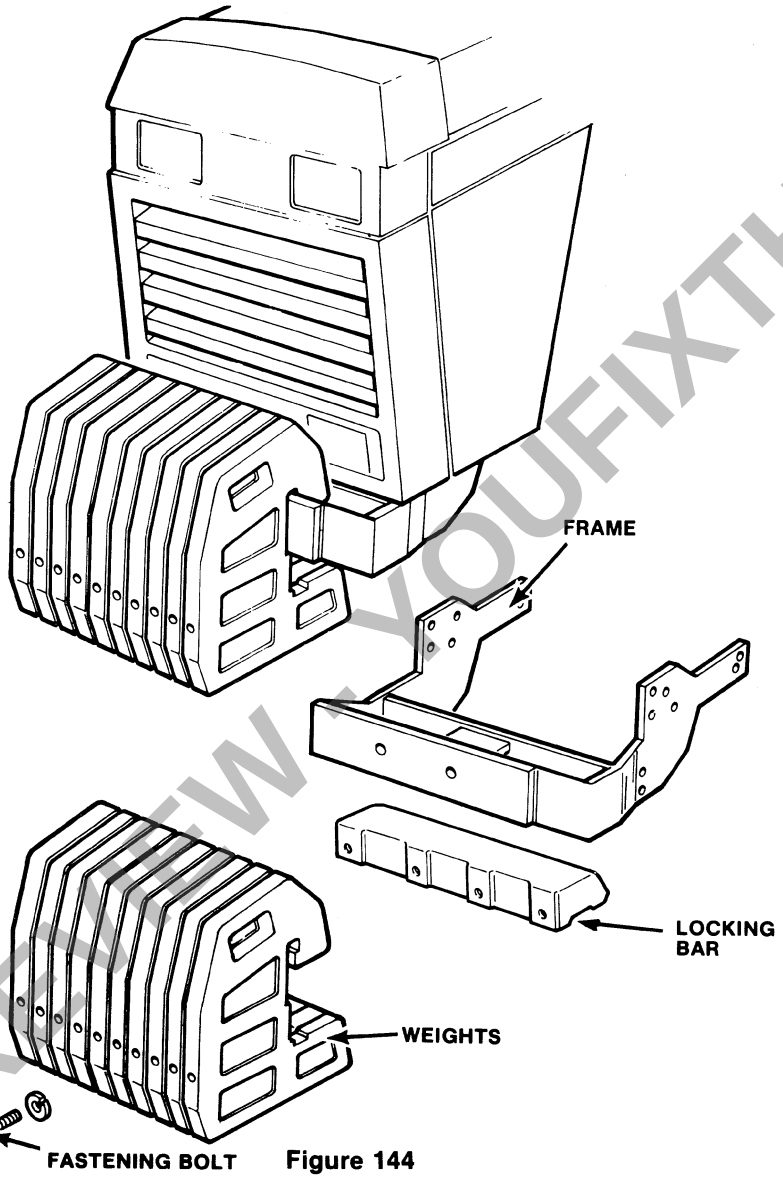


Figure 144

IMPORTANT: *The total weight of your tractor must never be more than shown in the specifications.*

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Tire Size Arrangements
Mechanical Front Drive (MFD) Only

The following is a list of approved tire sizes for front and rear tire arrangements. The use of other sizes or arrangements can result in damage to the transmission.

NOTE: *Do not mix different makes and types of tires on tractor or this can course excessive tire wear and damage to transmission.*

NOTE: *Do not install dual wheels and tires.*

MFD Tractor Prior to P.I.N. 11518001		
FRONT	REAR	TRANSMISSION
12.4-24 6 ply R1	13.6-38 6 ply R1 16.9-34 6 ply R1 18.4-30 6 ply R1	Synchromesh or Power Shift
13.6-24 6 ply R1	18.4-34 6 ply R1	Power Shift only

MFD Tractor From P.I.N. 11518001		
FRONT	REAR	TRANSMISSION
12.4-24	16.9-34 13.6-38 18.4-30	Synchromesh or
13.6-24	18.4-34	Power Shift

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NOTE: *Speeds in the charts are approximate. To calcuate correct speeds do the following: Measure one rear wheel revolution (Rolling circumference). Divide this measurement by 6.283 to obtan the rolling radius. Divide your rolling radius by the one for the chart tire.*

EXAMPLE: Wheel revultion = 190 inches ÷ 6.283 = 30.24 ÷ 30.31 = 0.99
Multiply speeds in chart by 0.99

DIESEL FUEL SPECIFICATIONS

Use a good grade of Number two Diesel Fuel in your Case Diesel Engine. Do not use other types or grades of fuel. The use of other fuels will result in loss of engine power and high fuel consumption.

NOTE: *When the temperature is very cold, the use of a mixture of Number one and Number two Diesel Fuel is permitted for a short period of time.*

Specifications For Acceptable Number Two Diesel Fuel

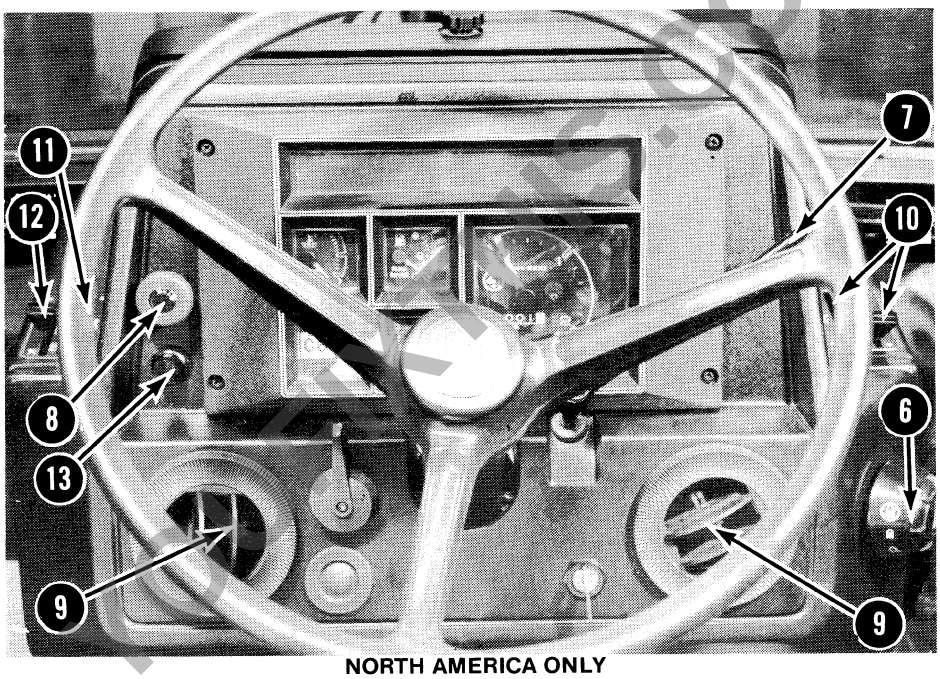
A.P.I. Gravity (Min)	30
Pour Point (Max)	10°F (5°C) below ambient operating temperature
Distillation (90% Point)	540 to 625°F (282 to 329°C)
Flash Point (Min)	125°F (52°C) or legal
Kinematic Viscosity Centistokes at 100°F (38°C)	2.0 to 4.3 Seconds*
Cetane Number (Min)	40 (45 to 55 For Cold Temperature or High Altitude use).
Water and Sediment Volume (Max)	0.05%
Ash Weight (Max)	0.01%
Sulphur Weight (Max)	0.5%
Carbon Residue of 10% Residuum (Max)	0.2%
Corrosion, Copper Strip, 3 hours at 212°F (100°C)	Number 3

(*32 to 40 Saybolt Universal Seconds)

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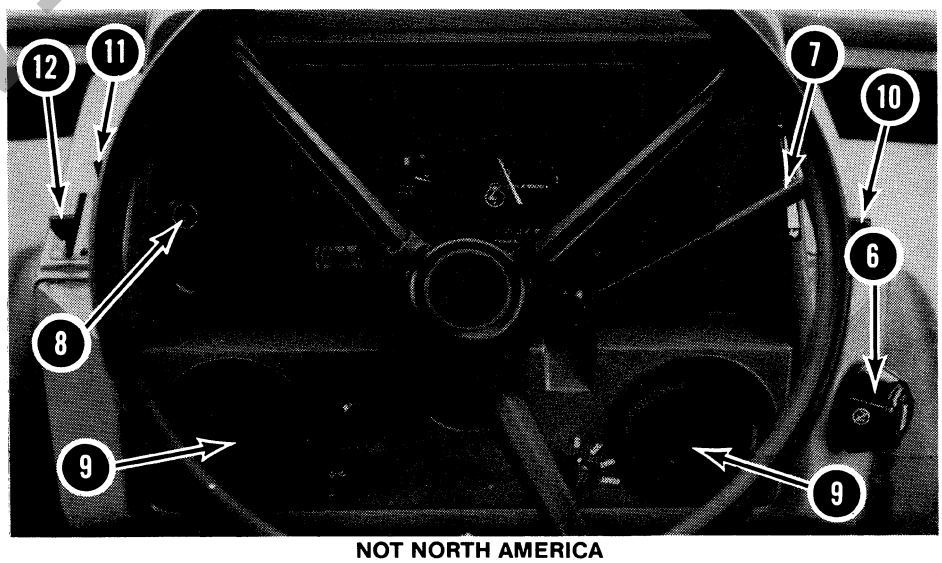
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OPERATING CONTROLS
Tractor With Cab
Instrument Panel



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Figure 58



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Figure 59

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