DAVID BROWN /CASE TRACTOR MANUAL

COVERS MODELS:-

- 885 inc. N
- 995
- 1210
- 1212
- 1410
- 1412

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J I CASE (DAVID BROWN)

MODELS: 885-885N-995-1210-1212-1410-1412

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CONDENSED SERVICE DATA

GENERAL	885	995	1210, 1212	1410, 1412
Engine Make	Own	Own	Own	Own
Engine Model	355011	455071	455031	455011
No. of Cylinders	3	4	4	4
Bore, Inches	3.939	3.939	3.939	3.939
Stroke, Inches	4.5	4.5	4.5	4.5
Displacement, Cubic Inches	164	219	219	219
Compression Ratio	17:1	17:1	17:1	16:1
Pistons Removed From:	Above	Above	Above	Above
Cylinder Sleeves	None	None	None	None
Main Bearings, No. of	4	3	3	3
Generator & Starter Make	Lucas	Lucas	Lucas	Lucas
Forward Speeds, No. of	12	12	12	12
Battery Terminal Grounded	Neg.	Neg.	Neg.	Neg.
TUNE-UP				
Firing Order	1-2-3	1-2-4-3	1-2-4-3	1-2-4-3
Valve Tappet Gap, Cold:				
Intake, Inch	0.010	0.010	0.010	0.010
Exhaust, Inch	0.010	0.010	0.010	0.010
Valve Face & Seat Angle	45°	45°	45°	45°
Injection Timing, See Paragraph	110	113	115	115
Engine Low Idle RPM	650-700	650-700	650-700	650-700
Engine High Idle RPM	2350	2350-2450	2450	2450
Max. Full Load RPM	2200	2200	2300	2300
Hp at Full Load RPM†	43.2	58.77	65.98 (65.38*)	80.88 (80.61**)
SIZES-CAPACITIES-CLEARANCES				
(All dimensions are in inches unless otherwise specified.)				
Crankshaft Main Journal Dia.	2.4990-2.4995			
Crankpin Journal Diameter	2.3730-2.3735			
Camshaft Journal Dia., Front	2.3725-2.3735	1.870-1.872		
No. 2 Journal Dia.	1.8707-1.8720	1.825-1.827		
No. 3 Journal Dia.	1.8409-1.8422	1.810-1.811		
No. 4 Journal Dia.	1.7940-1.7954	1.810-1.811		
No. 5 Journal Dia.	1.7475-1.7488	1.763-1.765		
No. 6 Journal Dia.	.....	1.747-1.749		
Piston Pin Diameter	1.250			
Cylinder Bore Diameter	3.9388-3.9396			
Piston Skirt Diameter	3.9315-3.9323			
Valve Stem Diameter	0.3722-0.3732			
Main Bearings Running Clearance	0.002-0.004			
Rod Bearings Running Clearance	0.002-0.004			
Crankshaft End Play	0.002-0.010			
Camshaft End Play	0.002-0.006	0.010-0.020		
Cooling System-Quarts	9	14½	15	15
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Front Differential (FWD)-Pints	.....	.....	6½	.....
Front Hubs (FWD)-Pints	.....	.....	3	.....
Transmission-Quarts (Includes Differential & Hydraulic System)	24	24	46,43	46,50
Final Drive, Each-Pints	2½	2½	4¾	4¾
Steering Gear-Pints	2½	2½	6	6

†Nebraska Test
*1212 Model
**1412 Model

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FRONT AXLE (TWO WHEEL DRIVE)

FRONT WHEEL BEARINGS

All Models Except 885N

1. A typical front wheel spindle, wheel hub and bearing assembly is shown in Fig. 1 or 4.

The tapered inner and outer roller bearings are the same size on some models, however if bearings are to be reused they should be reinstalled with mating bearing cones and cups together.

Note that lip of oil seal is installed away from inner bearing. It is recommended that bearings be lubricated with a pressure gun until grease is forced out past seal lip after each 60 hours of operation.

When adjusting wheel bearings, tighten nut to provide 0.003 inch end play to 0.002 inch preload and install cotter pin.

Model 885N

2. The Model 885N front wheel spindle, wheel hub and bearing assembly shown in Fig. 2 is similar to other models except that bearing adjustment is controlled by shims (5). Vary shims as required to provide 0.003 inch end play to 0.002 inch preload and secure heads of cap screws with tabs of lock plate (3).

Shims (5) are available in thicknesses of 0.005, 0.010 and 0.030 inch.

SPINDLES

All Models

3. **R&R SPINDLES.** To remove spindle, support front of tractor and remove wheel. Remove cap screw and washer which retains steering arm and remove steering arm from spindle.

NOTE: If steering arm is tight on spindle, loosen cap screw about two or three turns and rap head of cap screw sharply to loosen steering arm from spindle. Withdraw spindle and remove upper "O" ring and thrust washer or thrust bearing and lower "O" ring. Reinstall by reversing removal procedure and tighten steering arm retaining cap screw to 120 ft.-lbs. torque.

4. **SPINDLE BUSHINGS.** With spindle removed, spindle bushings can be removed from axle extension using a suitable drift punch. New bushings are presized and should not require reaming if carefully installed. Outer ends of bushings should be flush with axle

Fig. 1—Exploded view of front axle, wheel spindle, hub and bearing assembly typical of those used on Models 885 and 995. Model 885N is shown in Fig. 2. Oil seal is installed with lip away from inner bearing.

1. Hub cap
2. Gasket
3. Nut
4. Washer
5. Hub
6. Bearings
7. Seal
8. Sleeve
9. Dirt excluder
10. Spindle
11. Thrust washer
12. Tie-rod end
13. Tie-rod inner tube
14. Tie-rod outer tube
15. Bushing
16. Axle extension, L.H.
17. "O" ring
18. Steering arm, L.H.
19. Washer
20. Cap screw
21. "O" ring
22. Thrust washer
23. Bushing, front
24. Pivot pin
25. Threaded insert
26. Bushing, rear
27. Drag link
28. Steering arm, R.H.
29. Axle extension, R.H.
30. Main member
31. "O" ring

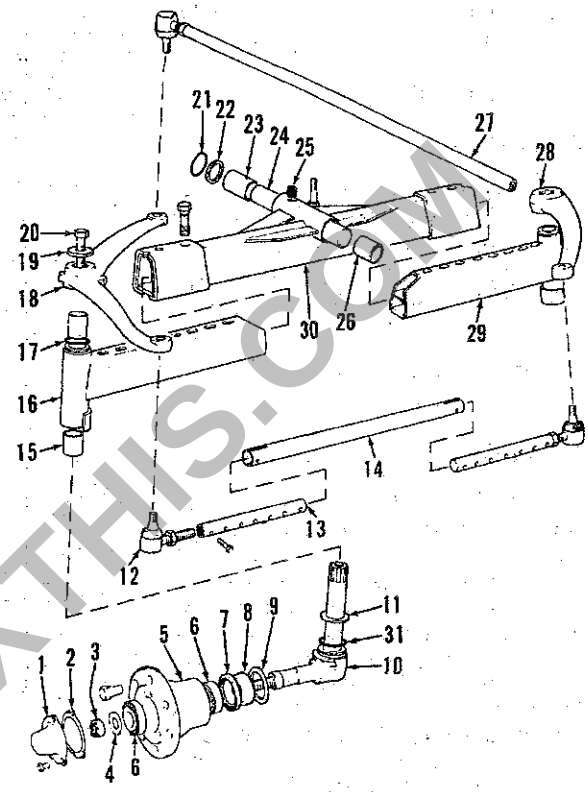
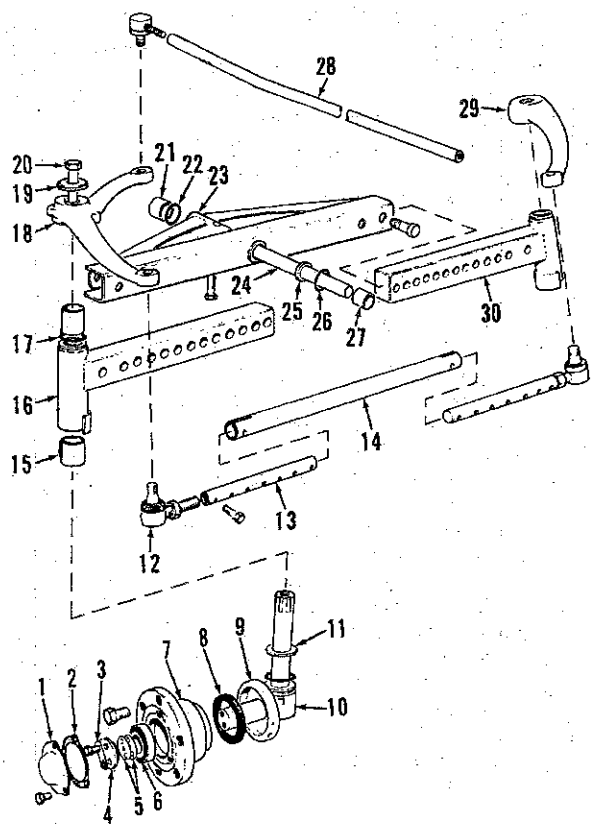


Fig. 2—Exploded view of Model 885N front axle, wheel spindle, hub and bearing assembly. Note shims (5) used to adjust bearings.

1. Hub cap
2. Gasket
3. Lock plate
4. Washer, special
5. Shims (.005, .010, .030)
6. Bearings
7. Hub
8. Seal
9. Seal housing
10. Spindle
11. Thrust washer
12. Tie-rod end
13. Tie-rod inner tube
14. Tie-rod outer tube
15. Bushing
16. Axle extension, L.H.
17. "O" ring
18. Steering arm, L.H.
19. Washer
20. Cap screw
21. Bushing, front
22. "O" ring
23. Main member
24. Pivot pin
25. Thrust washer
26. "O" ring
27. Bushing, rear
28. Drag link
29. Steering arm, R.H.



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extension. Bushings are alike for 8 series and 9 series (with 52-76 inch width axle) tractors but upper bushing has a smaller I.D. for 9 series (with 56-80 inch width axle), 12 series and 14 series tractors.

TIE-RODS AND TOE-IN

All Models

5. Toe-in of front wheels should be 1/16-1/8-inch and can be adjusted by lengthening or shortening the tie-rod. Adjust tie-rod ends an equal amount.

Tie-rod ends are available as a unit only.

AXLE MAIN MEMBER AND PIVOT PIN

All Models

6. On early 995 (prior ser. no. 934315) tractors it is necessary to split tractor between front support and main frame using the following procedure: Remove hood and drain cooling system. Disconnect radiator hoses, battery cable and air cleaner hose at rear side of radiator. Disconnect drag link (manual steering) or steering ram (power steering) from steering arm. Support tractor under main frame and attach a hoist to front unit. Unbolt front support from main frame and roll assembly away from tractor.

Loosen the pivot pin retaining cap screw about five turns, rap on head of cap screw to dislodge threaded insert, then remove cap screw and threaded insert. Attach a slide hammer, pull pivot pin rearward from front support and front axle, then raise front support until it clears axle assembly. Remove the thrust washers and sealing "O" rings.

The two rear bushings (B-Fig. 5) may be removed with suitable driver. To remove the two front bushings from blind hole, use a cape chisel and pliers. Drive new forward front bushing into blind hole until it bottoms or is forward of lubrication hole, then drive second front bushing in flush with support casting. Drive rear bushings into support from each side until bushings are flush with support casting. Bushings are pre-sized and should not require reaming if carefully installed. Be sure pivot pin is a free fit in bushings before reinstalling front axle to front support.

The axle front to rear float in front support should be 0.002-0.014 inch. Renew pivot thrust washers if front to rear float is excessive.

When rejoining front support to main frame, tighten bolts to 45 ft.-lbs. torque.

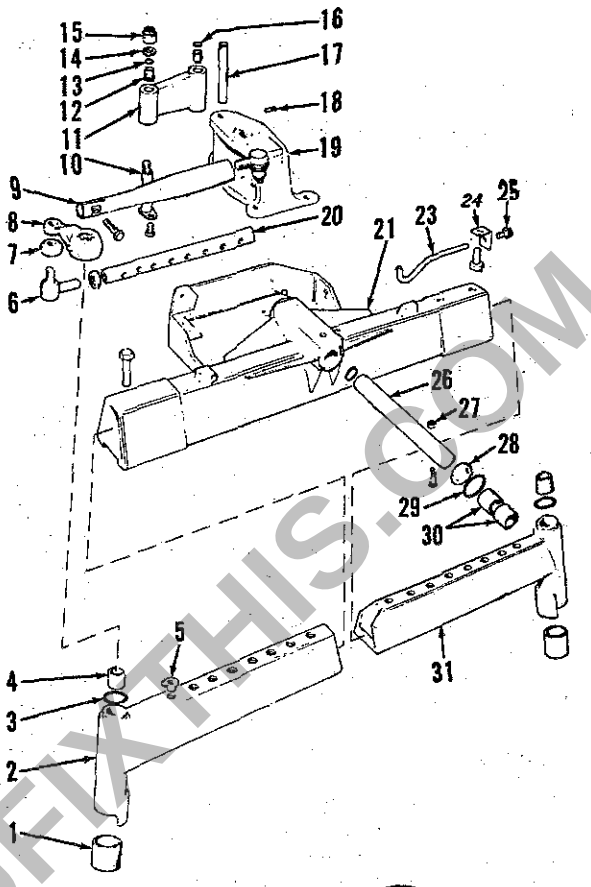


Fig. 3—Exploded view of front axle assembly used on Models 1210, 1212, 1410 and 1412 equipped with transverse mounted power steering cylinder. Models 1210 and 1212 with manual steering or side mounted power steering cylinder have axles similar to that shown in Fig. 1.

1. Bushing, lower
2. Axle extension, R.H.
3. "O" ring
4. Bushing, upper
5. Plastic plug
6. Tie-rod end
7. Dirt excluder
8. Steering arm
9. Tie-rod outer tube
10. Pivot pin
11. Pivot link
12. Bushing
13. "O" ring
14. Washer
15. Nut
16. "O" ring
17. Pivot pin
18. Spring pin
19. Fork
20. Tie-rod inner tube
21. Main member
23. Grease tube
24. Bracket
25. Grease fitting
26. Pivot (trunnion) pin
27. Threaded insert
28. Thrust washer
29. "O" ring
30. Bushings
31. Axle extension, L.H.

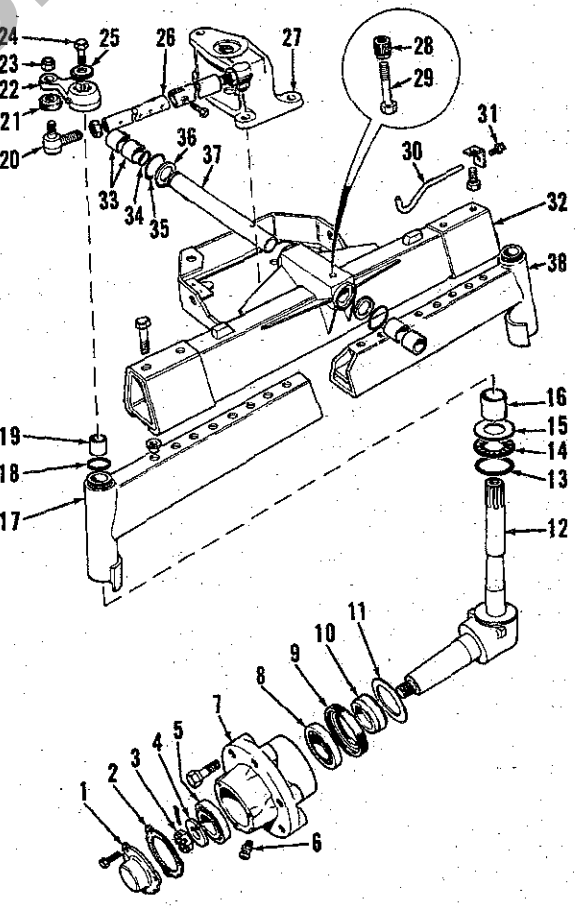


Fig. 4—Exploded view of Models 1410 and 1412 front axle, wheel spindle, hub and bearing assembly. Seal (9) is installed with lip facing away from inner bearing.

1. Hub cap
2. Gasket
3. Nut
4. Washer
5. Bearing
6. Grease fitting
7. Hub
8. Bearing
9. Seal
10. Seal sleeve
11. Dirt excluder
12. Spindle
13. "O" ring
14. Thrust bearing
15. Thrust washer
16. Bushing
17. Axle extension
18. "O" ring
19. Bushing
20. Tie-rod end
21. Dirt excluder
22. Steering arm
23. Locknut
24. Cap screw
25. Washer
26. Tie-rod inner tube
27. Fork
28. Threaded insert
29. Cap screw
30. Grease tube
31. Grease fitting
32. Main member
33. Bushings
34. "O" ring
35. "O" ring
36. Thrust washer
37. Pivot pin
38. Main member

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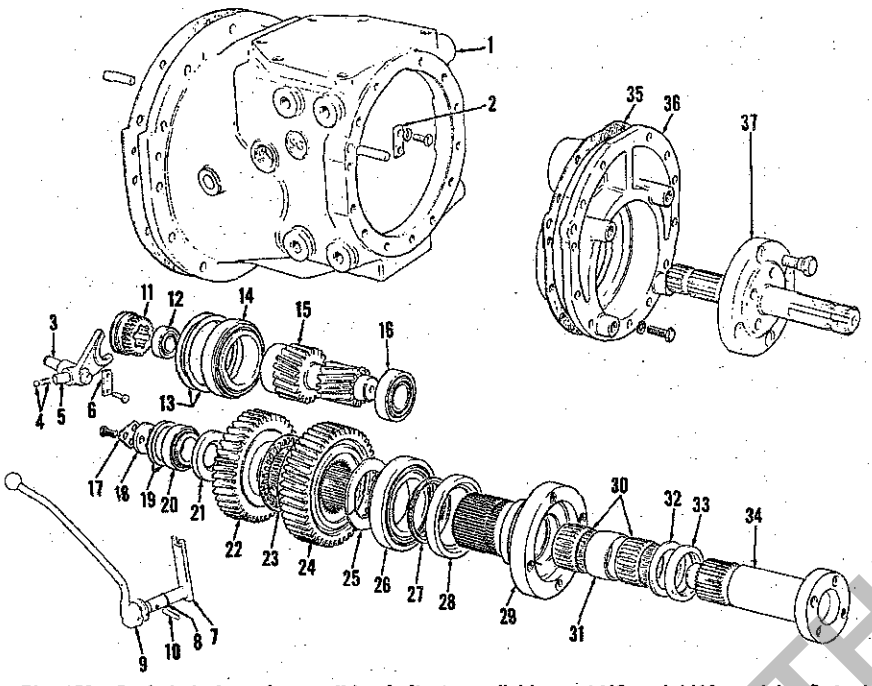


Fig. 159—Exploded view of reversible shaft pto available on 1410 and 1412 models. Output shaft (37) can be installed with fine spline out with attaching screws installed at inner diameter into shaft (34) for high speed output. Output shaft (37) can be installed as shown with attaching screws installed through holes farther from center into shaft (29) for lower pto output shaft speed.

1. Housing
2. Plate
3. Shift rail
4. Detent ball & spring
5. Shift fork
6. Retaining plate
7. Shaft and lever
8. "O" ring
9. Shift lever
10. Pin
11. Shift (in or out) coupling
12. Ball bearing
13. Shims
14. Taper roller bearing
15. Input shaft
16. Taper roller bearing
17. Tab washer
18. Bearing retainer
19. Shims
20. Taper roller bearing
21. Special washer
22. Gear
23. Needle thrust bearing
24. Gear
25. Split ring
26. Taper roller bearing
27. Special washer
28. Oil seal
29. Low speed output shaft
30. Needle roller bearings
31. Spacer
32. Spacer
33. Oil seal
34. High speed output shaft
35. Gasket
36. End cover
37. Output shaft (reversible)

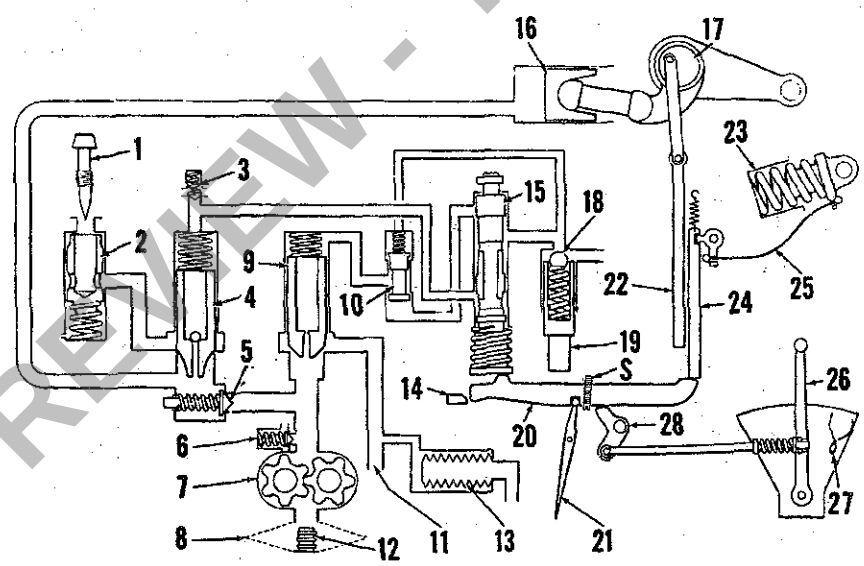


Fig. 267—Schematic diagram of "Selectamatic" hydraulic system. Selector lever (21) moves rocker arm (20) to different positions for depth (draft) control, height (position) control or for traction control (T.C.U.). Traction control position is also used for operating external ram cylinder. Rocker arm (20) is shown in depth control position. Note that though selector lever actually moves rocker arm sideways, it is shown in the schematic view that rocker arm is moved endways; this is for simplification of diagram only. Some models use full flow suction filter instead of by-pass filter (13).

(25). Be sure to check both shafts (22 & 31) and be sure that all races for bearings (24) are fully seated.

Models 1410 and 1412 With Reversible Shaft

235. Remove housing and gear assembly as outlined in paragraph 230, drain all lubricant from housing and refer to exploded view in Fig. 159. Disassembly procedure may vary depending upon service required. Clean and inspect all bearings and bearing races carefully. Smear roller bearings (23 & 30) with grease before assembling. Fill cavity in seals (28 & 33) with grease after pressing into appropriate bore with spring loaded lip toward inside. End play of gears, shafts and related parts (20 through 34) should be 0.002-0.004 inch and is changed by varying total thickness of shims (19). End play of shaft (15) is adjusted by varying thickness of shims (13) to provide correct end play of 0.002-0.004 inch.

SELECTAMATIC HYDRAULIC SYSTEM

The Selectamatic hydraulic system incorporates four types of hydraulic control; depth (draft) control, height (position) control, traction control (T.C.U.) and control of remote external hydraulic cylinders. Hydraulic power is supplied by a front mounted, crankshaft driven pump on Models 1210, 1212, 1410 and 1412, and by a pump mounted in PTO housing and driven from PTO gear input shaft on all other models.

For explanation of system operation, refer to the following paragraphs 241 through 244. Schematic diagram of the system is shown in Fig. 267 and Figs. 268, 269 and 270 show views of the hydraulic system controls.

1. Lowering rate adjuster
2. Flow control valve
3. Cylinder relief (safety) valve
4. Hold valve plunger
5. Non-return (check) valve
6. Pump relief valve
7. Hydraulic filter
8. Suction screen filter
9. By-pass valve plunger
10. Latching valve plunger
11. Lubrication pipe
12. Magnetic filter
13. By-pass filter (not all models)
14. Abutment plate
15. Spool valve
16. Ram cylinder
17. Ram cylinder rockshaft
18. Traction control valve ball
19. Traction control valve plunger
20. Rocker lever
21. Selector dial
22. Height control push rod
23. Sensing unit
24. Depth control push rod
25. Depth (draft) sensing cable
26. Control lever
27. Lever return spring
28. Control lever cam

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CAUTION: Do not use wire brush, steel scraper or caustic solution for cleaning, as this will damage turbocharger parts.

Inspect turbine wheel and compressor wheel for broken or distorted vanes. **DO NOT** attempt to straighten bent vanes. Check piston ring grooves of turbine wheel shaft for signs of side scoring or scratches. Groove width is 0.066-0.068 inch with a maximum allowable width of 0.070 inch. Outside diameter of turbine wheel shaft at bearing area is 0.4800-0.4803 inch with a minimum allowable diameter of 0.4799 inch. Inspect bearing for scratches, scoring or wear and if any is excessive, bearing renewal is required. Outside diameter of bearing is 0.8714-0.8719 inch and inside diameter is 0.4815-0.4818 inch. Bearing is tin coated which will allow easy observance of wear patterns. Check ring groove of spacer sleeve in the same manner as those in turbine shaft. Check thrust plate for scoring or wear in thrust washer area, then inspect thrust washer for wear or scoring. Thrust washer has a minimum allowable thickness of 0.104 inch. Check the thin flat steel bearing end washer for wear or scoring and the bearing housing for scoring or metal transfer from bearing as well as for scoring or wear in the seal ring area. Bearing housing bore for seal rings should be 0.875-0.877 inch.

Renew all damaged parts and use new "O" ring (8) and seal rings (5) when reassembling. The seal ring used on turbine shaft is larger in diameter than the seal ring used on spacer sleeve. Refer to Fig. 53C as a guide when reassembling.

Install seal rings on turbine shaft, lubricate seal rings and install turbine wheel and shaft in bearing housing. Lubricate I.D. and O.D. of bearing (12), install bearing over end of turbine shaft and into bearing housing. Install the thin flat steel washer on compressor end of bearing. Lubricate both sides of thrust plate (9) and install plate (bronze side out) on the aligning dowels. Install thrust ring (10) and oil deflector (11), making certain holes in deflector are positioned over dowel pins. Install new seal ring on spacer sleeve (4), lubricate seal ring and press spacer sleeve into flinger plate insert (6). Position new "O" ring (8) on insert, lubricate "O" ring and install insert and spacer sleeve assembly in bearing housing, then secure with snap ring (7). Snap ring is installed with beveled face up. Place compressor wheel on turbine shaft, coat threads and back side of nut (2) with graphite grease or equivalent,

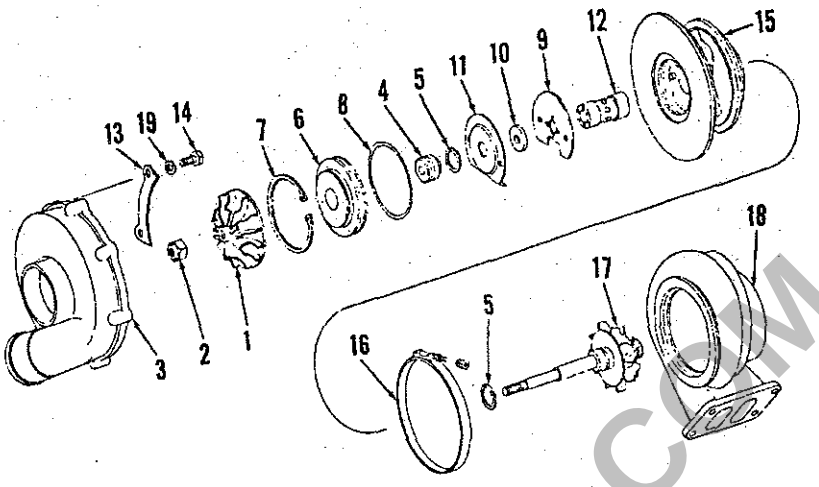


Fig. 53C—Exploded view of turbocharger used on 1410 and 1412 model tractors. Not shown is a thin flat steel washer located between bearing (12) and thrust plate (9).

1. Compressor wheel
2. Locknut
3. Compressor cover
4. Spacer sleeve
5. Seal rings
6. Flinger plate insert
7. Snap ring
8. "O" ring
9. Thrust plate
10. Thrust ring
11. Oil deflector
12. Bearing
13. Clamp plate
14. Cap screw
15. Bearing housing
16. Clamp ring
17. Turbine wheel and shaft
18. Turbine housing
19. Lockwasher

then install and tighten nut to a torque of 13 ft.-lbs. At this time, check the rotating assembly to be sure it rotates without rubbing or binding. If any binding or rubbing is noted, disassemble and recheck the rotating unit. Pay particular attention to thrust washer (10-Fig. 53C). Assemble bearing housing to turbine housing and align punch marks. Install clamp ring, install nut and torque to 10 ft.-lbs. (120 in.-lbs.). Install compressor cover, align punch marks and secure cover with cap screws, washers and clamp plates. Tighten cap screws evenly to a torque of 5 ft.-lbs. (60 in.-lbs.). Fill the oil inlet with engine oil and turn turbine shaft by hand to lubricate bearing and thrust plate.

Check rotating unit for free rotation within the housings. Cover all openings until the turbocharger is reinstalled.

DIESEL FUEL SYSTEM

The diesel fuel system consists of three basic components: the fuel filters, injection pump and injection nozzles. When servicing any unit associated with the fuel system, the maintenance of absolute cleanliness is of utmost importance. Of equal importance is the avoidance of nicks or burrs on any of the working parts.

Probably the most important precaution that service personnel can impart to owners of diesel powered tractors is to urge them to use an approved fuel that is absolutely clean and free from foreign material. Extra precaution should be taken to make certain that no water enters the fuel storage tanks.

TROUBLESHOOTING

All Models

94. If the engine will not start, or does not run properly after starting, refer to the following paragraphs for possible causes of trouble.

95. **FUEL NOT REACHING INJECTION PUMP.** If no fuel will run from line when disconnected from pump, check the following:

Be sure fuel supply valve is open.
Check the filters for being clogged (Including filter screen in fuel lift pump).
Bleed the fuel filters.
Check lines and connectors for damage.

96. **FUEL REACHING NOZZLES BUT ENGINE WILL NOT START.** If, when lines are disconnected at fuel nozzles and engine is cranked, fuel will flow from connections, but engine will not start, check the following:

Check cranking speed.
Check throttle control and engine stop control adjustments.
Check pump timing.
Check fuel lines and connections for pressure leakage.
Check engine compression.

97. **ENGINE HARD TO START.** If the engine is hard to start, check the following:

Check cranking speed.
Bleed the fuel filters.
Check for clogged fuel filters.

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Check for water in fuel or improper fuel.
Check for air leaks on suction side of transfer pump. (Models with C.A.V. pump).
Check engine compression.

98. **ENGINE STARTS, THEN STOPS.** If the engine will start, but then stops, check the following:
Check for clogged or restricted fuel lines or fuel filters.
Check for water in fuel.
Check for restrictions in air intake.
Check engine for overheating.
Check for air leaks in lines on suction side of transfer pump (models with C.A.V. pump).

99. **ENGINE SURGES, MISFIRES OR POOR GOVERNOR REGULATION.** Make the following checks:
Bleed the fuel system.
Check for clogged filters or lines or restricted fuel lines.
Check for water in fuel.
Check pump timing.
Check injector lines and connections for leakage.
Check for faulty or sticking injector nozzles.
Check for faulty or sticking engine valves.

100. **LOSS OF POWER.** If engine does not develop full power or speed, check the following:
Check throttle control rod adjustment.
Check maximum no-load speed adjustment.
Check for clogged or restricted fuel lines or clogged fuel filters.
Check for air leaks in suction line of transfer pump.
Check pump timing.
Check engine compression.
Check for improper engine valve gap adjustment or faulty valves.
Check maximum no-load speed adjustment.

101. **EXCESSIVE BLACK SMOKE AT EXHAUST.** If the engine emits excessive black smoke from exhaust, check the following:
Check for restricted air intake such as clogged air cleaner.
Check pump timing.
Check for faulty injectors.
Check engine compression.
Check to see that manual retard screw is open on models with C.A.V. pump.
Check to see that excess fuel delivery device is disengaged on models so equipped.

FUEL FILTERS

All Models

102. **MAINTENANCE.** The fuel filter base is fitted with two renewable type elements. Primary and final filter elements are identical; primary filtration is through front element on three-cylinder engines and rear element on four-cylinder engines. The primary element should be renewed at regular intervals, but the final filter element should require renewal only occasionally. Filter service life will be determined by condition of the fuel. Fuel that is clean and free of water should allow approximately 500 hours of use on primary element and about two years on final filter element. With contaminated fuel, service life of the filter elements will be considerably reduced.

To renew filter element(s), clean outside of filter assembly, then remove cap screw from upper side of base that is threaded into filter element cover. Remove cover and element, discard element, rubber sealing rings and cap screw sealing washer and thoroughly flush base and cover with clean diesel fuel. Install new element using new rubber sealing rings and cap screw sealing washer; make sure the rubber sealing rings are properly positioned in base and cover before tightening cap screw. Clean the fuel lift pump sediment bowl and filter screen, then bleed the fuel system as outlined in following paragraphs 103, 104 or 105.

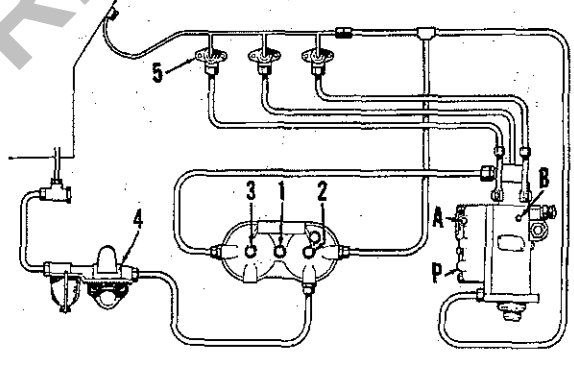


Fig. 54—Drawing showing lay-out of diesel fuel system for 3-cylinder engine. Fuel pump (4) provides fuel under pressure to primary fuel filter (2).

1. Bleed plug
2. Primary filter
3. Secondary filter
4. Fuel pump
5. Injectors

BLEEDING FUEL SYSTEM

Model 885

103. Make sure fuel tank contains at least two gallons of fuel, open fuel supply valve, refer to Figs. 54 and 55 and proceed as follows:

Turn engine, if necessary, so that primer lever of fuel pump (4-Fig. 54) will operate fuel lift pump. Open filter bleed screw (1). Actuate primer lever until fuel flows freely without trace of air bubbles from bleed screw opening. While maintaining flow of fuel with primer lever, tighten bleed screw (1). Refer to Fig. 55, open bleed screw (B) and actuate primer until air free fuel flows from bleed opening. Tighten the bleed screw (B) while maintaining flow of fuel with primer lever, then repeat this operation with bleed screw (A) and pump cover. Tighten bleed screw (A) and loosen the fuel line to injector nuts. Be sure stop control is in run position and open throttle. Crank engine until fuel is ejected at all fuel injector connections and then tighten the connections. Engine is now ready to start using normal starting procedure.

Model 995

104. To bleed fuel system, there must be a minimum of two gallons of fuel in tank. Open the fuel supply valve, refer to Figs. 56 and 57, then proceed as follows:

Turn engine, if necessary, so that primer lever (20-Fig. 56) will operate fuel lift pump. Loosen bleed screw (15) in filter. Actuate primer until fuel flows freely with no air bubbles from the

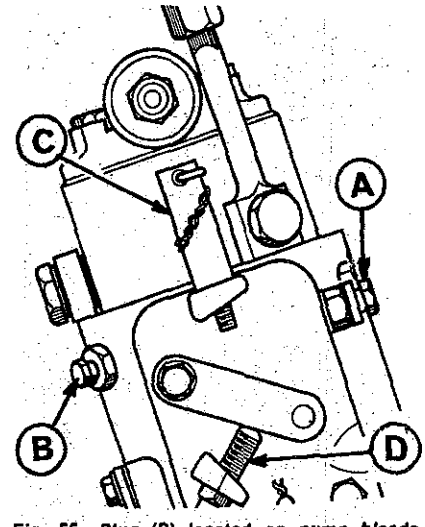


Fig. 55—Plug (B) located on pump bleeds the high pressure side of pump while plug (A) located in governor housing bleeds governor and drive cavity. Refer to text for bleeding procedure. High idle speed screw is located at (C); low idle speed screw is (D).

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