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*THIS SAFETY ALERT SYMBOL INDICATES IMPORTANT SAFETY MESSAGES IN THIS MANUAL. WHEN YOU SEE THIS SYMBOL, CAREFULLY READ THE MESSAGE THAT FOLLOWS AND BE ALERT TO THE POSSIBILITY OF PERSONAL INJURY OR DEATH.*

M171B

Safety Decals on this machine use the words **Danger, Warning or Caution,** which are defined as follows:

- **DANGER:** Indicates an immediate hazardous situation which, if not avoided, will result in death or serious injury. The color associated with Danger is RED.
- **WARNING:** Indicates a potentially hazardous situation which, if not avoided will result in serious injury. The color associated with Warning is ORANGE.
- **CAUTION:** Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

**WARNING**

IMPROPER OPERATION OF THIS MACHINE CAN CAUSE INJURY OR DEATH. BEFORE USING THIS MACHINE, MAKE CERTAIN THAT EVERY OPERATOR:

- Is instructed in safe and proper use of the machine.
- Reads and understands the Manual(s) pertaining to the machine.
- Reads and understands ALL Safety Decals on the machine.
- Clears the area of other persons.
- Learns and practices safe use of machine controls in a safe, clear area before operating this machine on a job site

It is your responsibility to observe pertinent laws and regulations and follow Case Corporation instructions on machine operation and maintenance.

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## SEDIMENT BOWL

It is advisable to clean the sediment bowl and filter before venting the fuel system to prevent carry over due to the high speed of fuel flow.

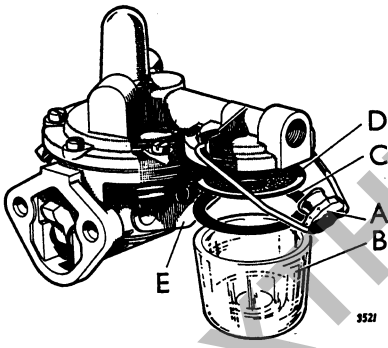



FIGURE 5/12. WATER TRAP AND SEDIMENT BOWL

*A. Bowl securing screw*
*B. Sediment bowl*
*C. Sealing ring*
*D. Filter*
*E. Fuel pump priming lever*

Remove the bowl and filter (see Fig. 5/12) and clean both items with fuel and a stiff brush. Do not use a cloth because of the risk of including lint. Renew the sealing ring if the old one is damaged.

Loosen the connection to the lift pump and bleed until free of air. If contaminated fuel has been inadvertently allowed into the tank, or excessive condensation has taken place, the fuel should be drained from the plug under the fuel tank.

## INJECTORS

The injectors are a high precision piece of equipment, and upon their condition and treatment depends the engine's performance. They should be treated carefully and protected against dirt. To remove them from the engine, for servicing by an approved dealer or CAV agent, proceed as follows:

1. Thoroughly clean off all external dirt before attempting to carry out any work on the fuel system.
2. Disconnect the leak-off pipe from its connections at each end.
3. Undo the unions on the top of each injector. Remove the pipe and store away from dirt.
4. Disconnect the high pressure pipes at the unions.
5. Slacken the injector holding down nuts — each side of an injector should be slackened in stages to prevent distortion of the injector.
6. Withdraw the injectors carefully: use a bar under the lugs of the injector if stuck in position by carbon. Blank off the inlet



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**WARNING** *Never service or make adjustments to the tractor with the engine running or with the tractor in motion.*

**CAUTION** *The parking hand brake MUST be set and the engine MUST be shut off for each adjustment made to prevent serious injury to the operator.*

**WARNING** *Extreme care must be exercised when adjusting and checking hitch and control linkage when the engine is running and when linkage is under hydraulic or mechanical load. Study the linkage and hitch travel — keep the hands, arms, legs and feet out of the travel arc of the hitch and linkage.*




**DANGER** *Take care to place the jack on firm ground under a solid part of the tractor. Before removing a wheel, place some pieces of stout wood under the tractor frame to support it should the jack become dislodged.*

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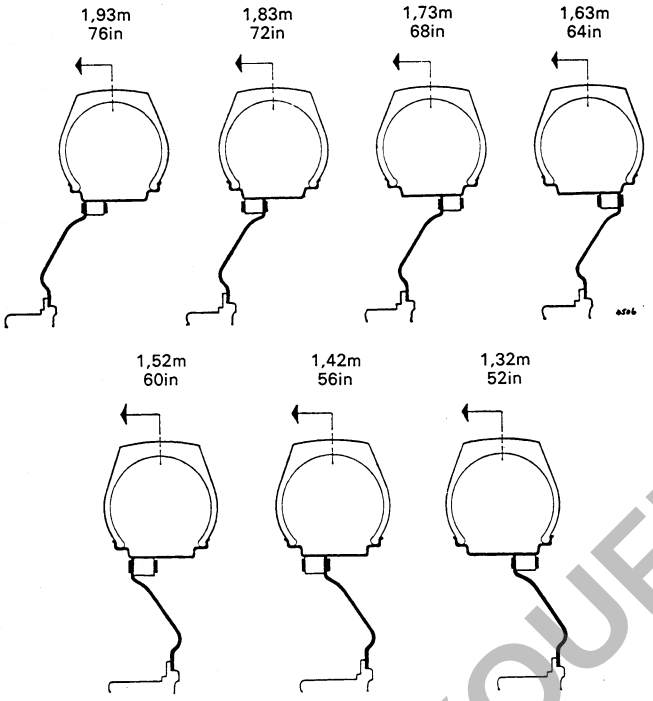



FIGURE 3/11.

REAR WHEEL — RIM AND CENTRE POSITIONS (12·4/11-28 tires). MANUAL ADJUSTMENT (not 885 Narrow)

## REAR TRACK (TREAD) ADJUSTMENT — Narrow tractors

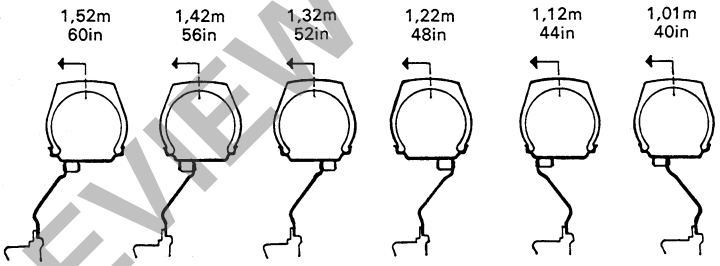



FIGURE 3/12. REAR WHEEL—RIM AND CENTRE POSITIONS (NARROW TRACTORS)

The rear track can be varied by 50mm (2in) steps on each side in the same way as on 885 standard tractors.
Where 11·2/10-28 or 9·5/9-24 tires are fitted the range of tread adjustment is from 1,0m (39in) to 1,5m (59in).



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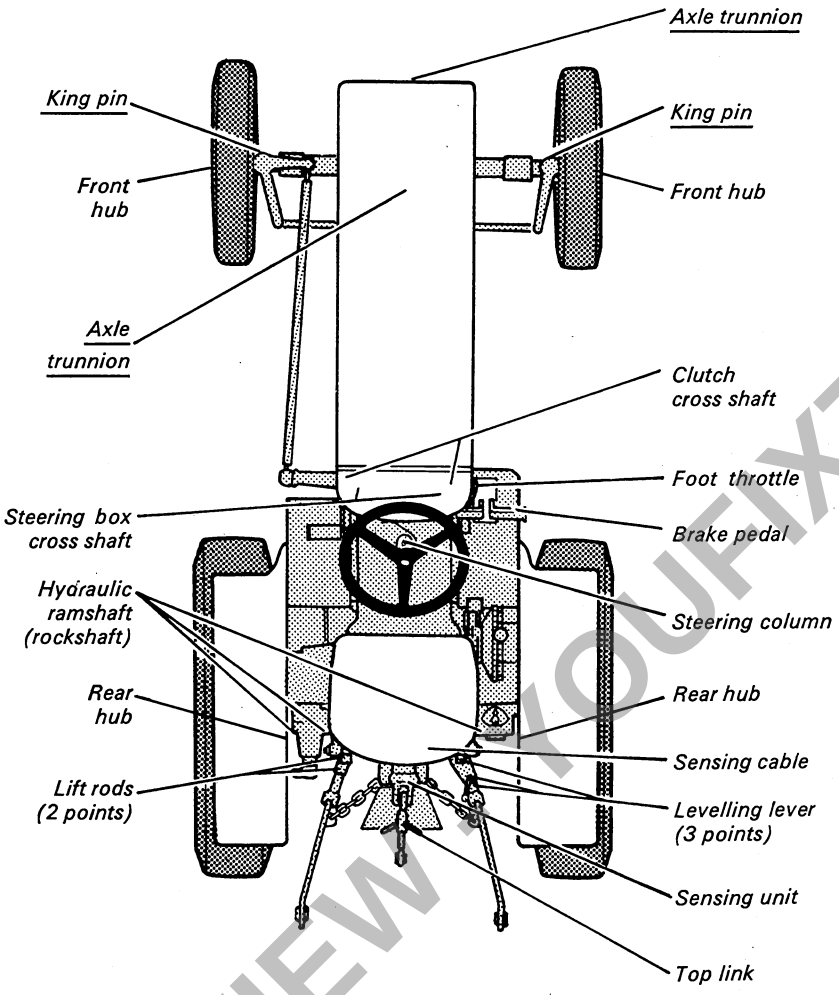



FIGURE 4/4. LUBRICATION CHART

Use SAE 140 oil at all points underlined

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# SAFETY

## Safety Rules

Your safety and the safety of those around you is highly dependent upon the care and good judgement you exercise in the use of this equipment. Know the positions and functions of all controls before attempting to operate. BE SURE TO CHECK ALL CONTROLS IN A SAFE OPEN AREA BEFORE STARTING YOUR WORK.

READ THIS MANUAL THOROUGHLY and make sure you understand its contents. All equipment has limitations. Be sure you understand, for example, the speed, braking, steering, stability and load characteristics of this machine before starting to operate.

The safety information presented in this manual is not intended to replace safety codes, insurance requirements, federal, state and local laws, rules and regulations. Know the regulations and laws that apply to your area and be sure that your machine is properly equipped to meet such laws and regulations.

We at Case are continuing to contribute to your safety in two ways: by building tractors with an extra measure of protection and comfort . . . and by passing on these suggestions for safer operation.

**IMPORTANT:** ***Always install new decals whenever the old decals are destroyed, lost, painted over or illegible. When individual parts are replaced that have decals attached, be sure to install a new decal with the new part:***

## Pre-Starting

**CAUTION** ***It is good practice to carry a fire extinguisher on the tractor. Be sure that the extinguisher is properly maintained and be familiar with its proper use.***

**CAUTION** ***Provide a first aid kit for use in case of accident.***

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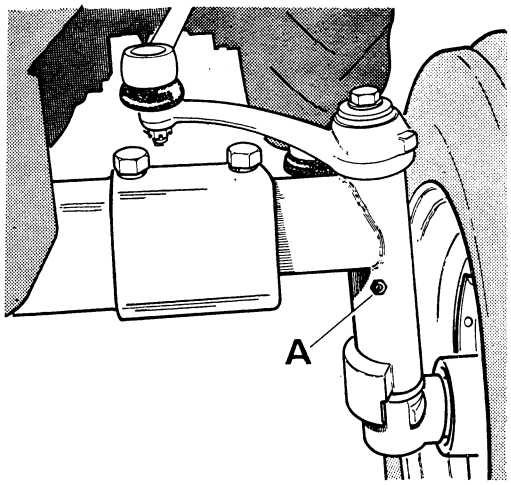



FIGURE 5/19. FRONT AXLE

*A. King pin lubrication point*

## FRONT HUB

Clean the grease points before applying the grease gun. Lubricate until grease is seen at the inner end of the hub. Grease at this point does not indicate a faulty hub seal. Besides lubricating, frequent greasing has the added advantage of forcing out any water or dirt which may have found its way in.

If the hub bearings require adjustment, remove the hub caps and take the split pins out of the castellated nuts. The nuts should be screwed up until all play is just removed. Fit the split pin at the

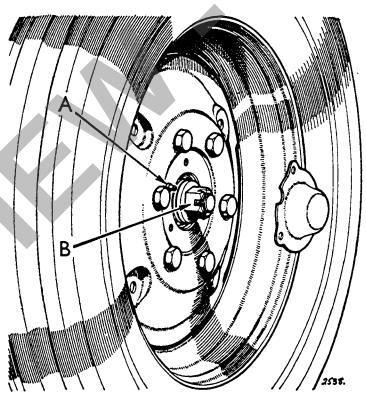



FIGURE 5/20. FRONT HUB

*A. Front hub greaser (fitting)* *B. Hub bearing adjustment nut*



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**Single-acting equipment** — It is possible to operate single-acting equipment from a double-acting live valve provided that a pipe is connected between the second outlet on the valve and the return port on the axle case. This allows oil to 'return' through the double-acting valve when lowering the external ram. The second outlet must not be plugged. Please consult your Case Dealer if in doubt.

**CAUTION** *The implement should be lowered to the ground before uncoupling of the remote hydraulic hoses.*

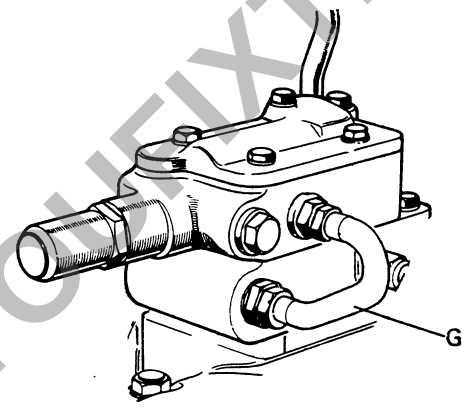



FIGURE 2/12. MODIFICATION FOR SINGLE-ACTING EQUIPMENT

*G. Pipe from rear outlet to system return port*

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## Engine speed indicator

The engine speed indicator (rev counter) fitted to the instrument panel, shows the engine revolutions per minute and should be used in conjunction with the chart attached to the hood in order to determine the travel speed of the tractor (see Fig. 1/2).

The engine speed is marked along the bottom edge of the chart. An imaginary vertical line projected upwards will cross the various horizontal gear bands at the appropriate speed. The travel speed in any gear can, therefore, be obtained by first reading the engine speed indicator and transferring to the chart.

Alternatively, any required travel speed in an appropriate gear can be projected downwards and the necessary engine speed determined. The throttle can then be set to give the required engine speed as observed on the engine speed indicator.

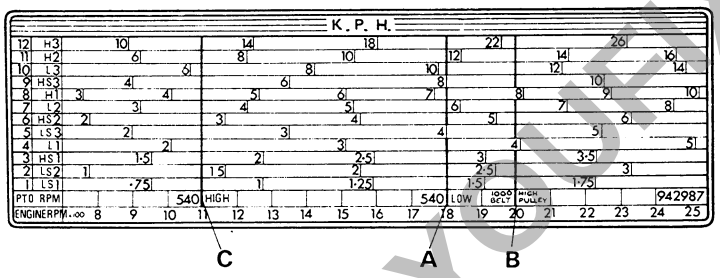



FIGURE 1/2. GEAR/SPEED CHART

*A. Blue line at 540 r/min PTO in low ratio*

*B. Red line at 1000 r/min PTO in high ratio*

*C. Red line at 540 r/min PTO in high ratio*

*Alternative gear/speed charts are available for different tire sizes and in mile/h or km/h versions.*

Use of the chart for PTO work is facilitated by the provision of two red vertical lines corresponding to the high PTO ratio and a blue line for the low PTO ratio (also single ratio PTO). Each line is marked immediately above the engine speed with the ratio (high or low) and the PTO speed (540 or 1000). Therefore, having decided which PTO speed and ratio is required for the type of work in hand, it is only necessary to inspect the appropriate vertical coloured line and note which horizontal band bears the nearest desired travel speed and choose the gear ratio shown at the left-hand edge.

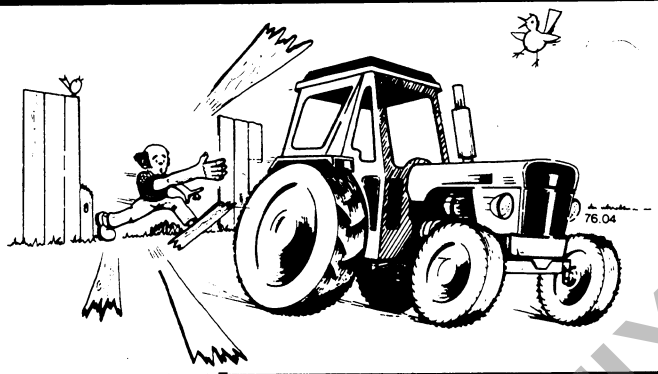


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## Operation

**CAUTION** *Before leaving the tractor, stop the engine, place all controls in neutral and set the parking brake.*




**WARNING** *Operate controls only when seated in the Operator's seat.*

**WARNING** *On roads, use flasher lights according to local laws. Keep SMV emblem visible.*




**WARNING** *Tractor travel speed should be such that complete control and tractor stability is maintained at all times. Where possible, avoid operating the tractor near ditches, embankments and holes. Reduce speed when turning, crossing slopes, and on rough, slick, or muddy surfaces.*



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**Clutch : Two stage**

There are two main stages of pedal movement :

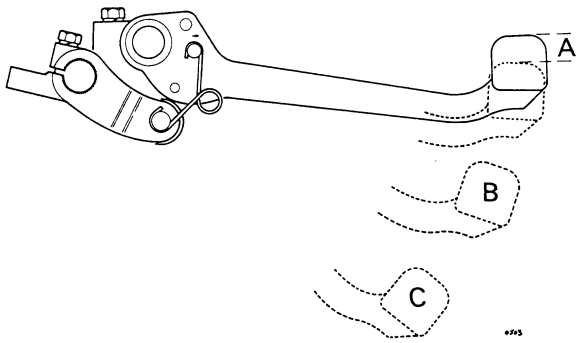



FIGURE 1/5. LIVEDRIVE CLUTCH

*A. Free-play*
*B. Transmission disengaged*
*C. Transmission and PTO disengaged*

**Stage 1** — Complete disengagement of the transmission clutch is felt by an increase in pedal pressure at point B, Fig. 1/5. The pedal should always be pushed down to this point, at which the transmission is disengaged. Slipping the clutch to reduce forward speed or to clear a heavy patch, is detrimental to clutch life.

Therefore, to reduce forward speed on PTO tasks such as baling etc., even if only temporarily over a heavy patch, disengage the transmission clutch entirely and change gear. Stop altogether if you are going to change down to first gear, reverse, or to another range. You need not stop, however, when changing down from third to second, nor to return to a higher gear.

As much as possible, avoid operating the clutch at full engine speed and thereby limit wear of the clutch plates. When moving off with a loaded trailer for example, engine speed should be kept as low as possible. Obtain full engagement of the clutch as quickly as is possible without stalling, and then increase the engine speed as desired.

**Stage 2** — Fully depressing the clutch pedal (C, Fig. 1/5) also disengages the drive to the PTO and the hydraulic pump. If the PTO clutch is not used frequently the pedal should nevertheless be fully operated once a week, freeing the PTO clutch plate and minimizing the possibility of its binding.

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