David Brown
885, 885G &
885 Narrow Tractors

Operators Manual

9-5216

CASE

Reprinted

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CONTENTS

	Page
Safety Points	2
Take special care of your new tractor	10
First service (50/100 hours)	10

SECTION 1 DESCRIPTION AND OPERATION — GENERAL

INSTRUMENT PANEL	11
Engine Oil Warning Light	12
Charge Warning Light	12
Transmission Filter Warning Light	12
Light Switch	12
Engine Speed Indicator	13
Direction Indicator	14
Hazard Warning Switch	14
Engine Stop Control	14
LEVERS AND PEDALS	14
Use of the throttles	14
Brakes	16
Clutch	17
Differential Lock	18
Synchromesh transmission	18
Gear selection	19
STARTING AND STOPPING ENGINE	21
Starting the Gasoline Engine	21
Stopping the Gasoline Engine	21
Starting the Diesel Engine	22
Starting in cold weather	23
Starting in extreme cold conditions	23
Stopping the Diesel Engine	23
Stopping the Tractor	24
Super Comfort Suspension seat	24
De-Luxe seat	24

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This symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED. The message that follows the symbol contains important information about your safety. Carefully read the message. Make sure you fully understand the causes of possible injury or death. SB001

IF THIS MACHINE IS USED BY AN EMPLOYEE, IS LOANED, OR IS RENTED, MAKE SURE THAT THE OPERATOR UNDERSTANDS THE TWO INSTRUCTIONS BELOW.

BEFORE THE OPERATOR STARTS THE ENGINE:

1. GIVE INSTRUCTIONS TO THE OPERATOR ON SAFE AND CORRECT USE OF THE MACHINE.
2. MAKE SURE THE OPERATOR READS AND UNDERSTANDS THE OPERATOR'S MANUAL FOR THIS MACHINE.

WARNING

IMPROPER OPERATION OF THIS MACHINE CAN CAUSE INJURY OR DEATH.

BEFORE STARTING THE ENGINE, DO THE FOLLOWING:

1. READ THE OPERATOR'S MANUAL.
2. READ ALL SAFETY DECALS ON THE MACHINE.
3. CLEAR THE AREA OF OTHER PERSONS.

LEARN AND PRACTICE SAFE USE OF MACHINE CONTROLS IN A SAFE, CLEAR AREA BEFORE YOU OPERATE THIS MACHINE ON A JOB SITE.

It is your responsibility to observe pertinent laws and regulations and to follow manufacturer's instructions on machine operation and maintenance.

See your Authorized Case dealer for additional operator's manuals, parts catalogs, and service manuals.

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This connector, A, Fig. 5/30, 35, 36 or 37 is located under the left-hand side of the instrument panel.

The use of this connector ensures that the auxiliary has no electrical supply when the isolator/starter switch is in the 'off' position.

DISTRIBUTOR (Gasoline only)

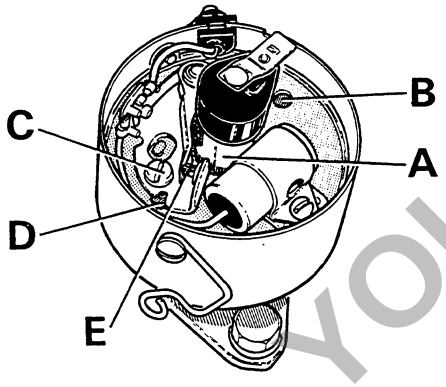


FIGURE 5/31. DISTRIBUTOR

A. Cam
B. Oil Hole
C. Fixed point screw
D. Screwdriver slot
E. Points

Smear a small amount of high melting point grease on the distributor cam A and place a few drops of thin oil through the hole B marked 'OIL'.

Turn the engine slowly until the plastic follower on the points is on the peak of the cam. This opens the points to their maximum. The gap E should then be 0·020in (0,51mm) when tested with a feeler gauge. To alter the setting, slacken screw C and, with a screwdriver blade inserted in slots D, the fixed point can be moved by turning the screwdriver one way or the other. Tighten screw C and check the setting.

The points can be removed for cleaning when screw C is taken out. Remove all pit marks with a carborundum stone and re-set the clearance after replacing. New points will be required when the hardened tips are worn low.

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OPERATION with HEIGHT CONTROL

Light draught, or implements working above ground level.

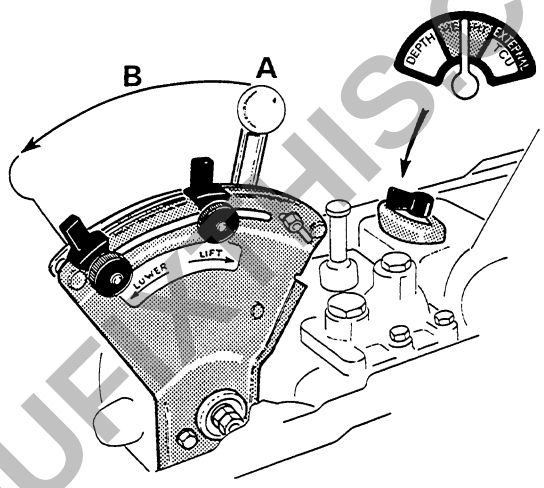


FIGURE 2/6. HYDRAULIC CONTROLS FOR HEIGHT CONTROL

A. Maximum height position *B. Range of height*

Preparation

1. *Selector Dial Pointer* — Pull the hand lever fully rearwards in the red sector to 'select' and while holding it there, turn the selector dial pointer to "HEIGHT".
2. *Lift latch* — Disengage the lift latch (with the engine running, pull the hand lever fully rearwards against the spring and pull the lift latch upwards to disengage it).
3. *Lowering Control* — Initially set to mid-position and adjust later by trial to give the required rate of lowering.
4. *Finger Guides* — Set the rear guide temporarily to mid-position. Push the other fully forward and lock out of the way

Operation

- Raise the implement by pulling the hand lever rearwards up to the spring loaded stop. Push the lever forward until the implement is lowered to the required height. Set the finger guide into line with the hand lever so that the same height may be found again easily. This setting will not vary with any change in implement weight or change in engine speed.

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SECTION 5.
SERVICE INFORMATION

INTRODUCTION

Your David Brown dealer is equipped with special tools for servicing and repairing your tractor and has a great deal of experience backed by information supplied by the factory. If you require service or advice not covered by this book, consult your David Brown Dealer first rather than risking damaging your tractor; he is qualified to help you.

The following pages give sufficient information to enable the operator to carry out the routine servicing and adjustments required to maintain the high efficiency of the tractor.

Before removing any caps, plugs or covers, all surrounding dirt must be cleaned off. Dust or dirt must not be allowed to enter any part of the tractor at any time.

Service instructions are given as follows:

Engine .. .. pages 79 to 91.
Chassis .. .. .. pages 92 to 103.
Electrical System .. .. pages 104 to 110.

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ratio associated with each, HS and LS, obtained by moving the lever to the left and then forward. A neutral position is available half-way between H and L which should be used when the tractor is stationary for belt pulley or PTO work. This ensures that those gears which are only lubricated when the tractor is moving, are not revolving.

On-the-move synchromesh gear changes can be made into 2nd and 3rd gear in any of the ranges.

Travel speeds at different engine speeds are given in the data section at the back of the book.

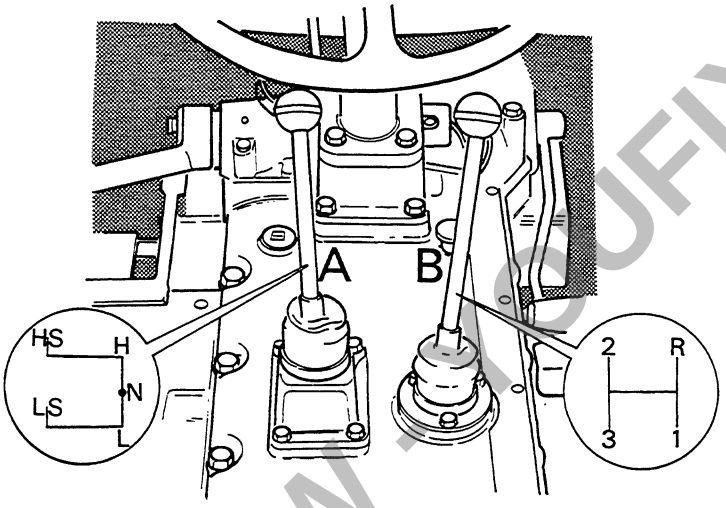


FIGURE 1/6. GEAR LEVERS

A. Range lever *B. Gear lever*

Gear selection

Synchromesh gear changing, a reverse gear in each range, and foot throttle, make driving easy.

Choose the appropriate range for the task in hand before moving off. Changing range while the tractor is moving should not be attempted and in any case should not be necessary.

Within each range, synchromesh on the 2nd and 3rd gears permits on-the-move changing upwards from 1st to 2nd and from 2nd to 3rd, and downwards from 3rd to 2nd. Care should be taken not to overspeed the engine when changing down.

The 1st and reverse gear lever positions are placed directly

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LIGHTING EQUIPMENT

A variety of light units and combinations are fitted to David Brown tractors to suit local conditions and regulations. The following chart is to enable you to identify the type and specification of the units fitted to your tractor.

Usage	Rating	Cap	Diameter mm
Inboard, double filament headlights	12volt 40/40 Watt	Sealed Beam	
Inboard, single filament headlights	12volt 35 Watt	Sealed Beam	
Outboard, double filament headlights	12volt 35/35 Watt	Bosch	36
Continental inboard or outboard double filament headlights	12volt 35/35 Watt	3 Lug P45	40
Rear flood lamp	12volt 36 Watt	British Prefocus SingleContact Axial Filament	28
Side, rear lights	12volt 5 Watt	SBC	18
Side/Flasher	Side : 12volt 5 Watt Flasher : 12volt 21 Watt	SCC ASCC	18 25
Stop/Tail/Flasher	Stop : 12volt 21 Watt Tail : 12volt 5 Watt Flasher : 12volt 21 Watt	ASCC SCC ASCC	25 18 25
Side lamp	12volt 5 Watt	SBC	18
Rear number plate light	12volt 5 Watt	SCC	18
Flasher switch	12volt 2 Watt	BA7S	6,7
Hazard warning switch	12volt 3·4 Watt	MCC	11
Instrument panel warning lights	12volt 2 Watt	BA7S	6,7

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BELT PULLEY (Optional unit)

The belt pulley is suitable only for use with the multi-speed PTO. For high power outputs, the high PTO ratio must be used giving 1000 rev/min. This gives a British Standard belt speed of 3140 ft/min (957m/min) at an engine speed of 2000 rev/min. This provides maximum belt horsepower with minimum torsional loading. Although a belt speed of 1695ft/min (520m/min) can be used, with a PTO speed of 540 rev/min in low range, this is not recommended for long periods of continuous operation because the torsional loading is twice that in high range.

See page 95 for fitting instructions.

PTO DRIVEN IMPLEMENTS

When using implements which require power to be transmitted via a telescopic drive shaft from the PTO, the following points should be observed.

1. Ensure that the mounting does not involve angles of the drive shaft which exceed the angular ability of the universal joints (usually 20°).
2. Where high shock loading is to be expected, a slip clutch, correctly adjusted, should be incorporated in the drive.
3. Thrust loadings should be kept to a minimum by (a) ensuring that the telescopic drive does not bottom and (b) keeping the torque loading as low as possible. Where high horse-powers are required to be transmitted, use the 1000 rev/min standard speed instead of 540 rev/min.

Make appropriate adjustment of the drive gear ratio of the implement.

This will reduce the torque to about half and permit easier sliding of the shaft. Keep the shaft well lubricated and where 540 rev/min must be used, a roller type or splined shaft should be used in preference to a square shaft.

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Finger Guides — Two finger guides are provided which can be clamped to the quadrant by thumb screws in any suitable position so that the hand lever may be returned to the same place when required, e.g. when using TCU, set one to full drop and the other to the requisite amount of TCU. When only one guide is required push the other right to the front and lock.

Lowering Control — The rate of lowering may be adjusted by turning the knob E, Figure 2/1. Once set, the speed is independent of the load on the system. It is useful for protecting shares and points on heavy implements.

Dump Valve (Optional in some countries) — This greatly reduces the restriction to oil returning from implements using the 3-way valve or from the ram cylinder. Thus it gives rapid lowering of a tipping trailer or loader after discharge, for example.

It must not be used with mounted implements although it may be used to lower the pick-up hitch quickly when empty ready for coupling.

Operation — The dump valve knob is on the right-hand of the rear axle case, F, Fig. 2/1.

1. Push the hand lever to the lower position.
2. Press down the dump valve knob and turn through 90° (either direction) and pull upwards.
3. When the implement is fully lowered, push the knob down and twist about 90° until it locates in the retention indent.

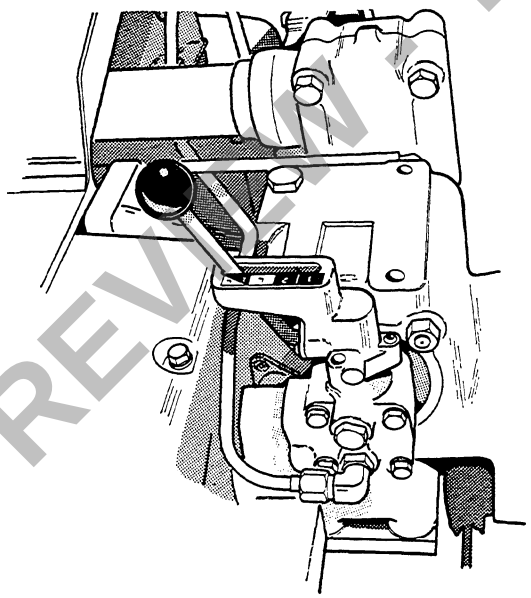


FIGURE 2/2.
3-WAY VALVE

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TAKE SPECIAL CARE OF YOUR NEW TRACTOR

Although every engine is tested and run-in at the factory, care should be taken during the first 25 to 50 hours' use. Avoid excessive speeds or loading. Do not allow the engine to labour unduly, instead change to a lower gear. Use the middle range of engine speeds from 1200 to 1800 rev/min. Prolonged light load should also be avoided as this might lead to cylinder wall glazing with consequent high oil consumption. Best running-in is achieved by alternating between low/medium and high (not maximum) loading.

FIRST SERVICE (50/100 HOURS)

The first service should be done by a David Brown dealer who will carry out a full check on the tractor. The main essentials in this service are :—

1. Change the fuel filter element.
2. Change the engine oil and filter element.
3. The transmission gearbox should be flushed and the wire mesh and magnetic filter cleaned. A new paper filter element should be fitted and the gearbox refilled with new oil.
4. Change the oil in the final drive reduction housings.
5. Check the tightness of cylinder head bolts and the valve clearances, and the tightness of main external nuts and bolts especially rear wheel nuts.

NOTE: To remove any contaminants which may build up in the oil due to initial bedding in, it is essential to drain the transmission oil and refill with new oil at the 50/100 hour service (see pages 72 to 75).

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⚠ SAFETY POINTS ⚠

Always lock the two foot brake pedals together when running on the highway.

Always ensure the PTO is set to low ratio for implements designed to run at 540 rev/min. Running them faster may cause a dangerous mechanical failure.

Always ensure the PTO (and Belt Pulley when fitted) is adequately guarded.

Always remove loose clothing when working near moving parts of the tractor, engine and implements, or ensure that it is adequately fastened or tied up.

Always remove the ignition/starter key from the tractor when leaving it unattended, especially where children have access.

Always operate the steering and driving controls with care, for example :—

Don't swerve or turn sharply at speed.

Don't let the clutch in suddenly going up hill or the tractor may rear up.

Don't brake fiercely, especially going backwards down hill.

Always take extra care on steeply sloping ground. Move cautiously, as the sudden swing of a heavy implement, or pull of a trailer, may cause trouble.

Always make sure before turning that there is room for any mounted implement which will swing *outwards* at the rear.

Always hitch trailers to the approved drawbar or pick-up hitch which is below the centre line of the rear axle. Do not hitch above the centre line.

Always tow the tractor carefully. When towing by rope with a dead engine, power steering will be inoperative and the steering will be very difficult to turn.

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