SAFETY PRECAUTIONS

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. To help prevent accidents, read and take the following precautions **before** operating or working on the tractor. Equipment should be operated only by those who are responsible and instructed to do so.

THE TRACTOR

1. Read the Operator's Manual carefully before using the tractor. Lack of operating knowledge can lead to accidents.

2. Only allow properly trained and qualified persons to operate the tractor.

3. To prevent falls, use the handholds and step plates when getting on and off the tractor. Keep steps and platform clear of mud and debris.

4. Do not permit anyone but the operator to ride on the tractor. There is no safe place for extra riders.

5. Replace all missing, illegible or damaged safety decals.

6. Keep safety decals free of dirt or grime.

7. Do not modify or alter or permit anyone else to modify or alter the tractor or any of its components or any tractor function without first consulting a Ford New Holland dealer.

8. Tractor wheels are very heavy. Handle with care and ensure, when stored, that they cannot topple and cause injury.

DRIVING THE TRACTOR

1. Always sit in the driver's seat while starting or driving the tractor.

2. When driving on public roads, have consideration for other road users. Pull in to the side of the road so that any following traffic may pass. Do not exceed the legal speed limit set in your country for agricultural tractors.

3. Dip the tractor lights when meeting a vehicle at night. Make sure the lights are adjusted to prevent blinding the driver of an oncoming vehicle.

4. Reduce speed before turning or applying the brakes. Lock the brake pedals together when traveling at road speeds or when on the highway. Brake both wheels simultaneously when making an emergency stop.

5. Use extreme caution and avoid hard application of the tractor brakes when towing heavy loads at road speeds.

6. Any towed vehicle whose total weight exceeds that of the towing tractor must be equipped with brakes for safe operation.

7. Never apply the differential lock when turning. When engaged, the differential lock will prevent the tractor from turning.

8. Always check overhead clearance, especially when transporting the tractor. Watch where you are going, especially at row ends, on roads and around trees and low overhanging obstacles.

9. Use extreme caution when operating on steep slopes.

10. To avoid overturns, drive the tractor with care and at speeds compatible with safety, especially when operating over rough ground, when crossing ditches or slopes and when turning corners.

11. If the tractor becomes stuck or the tires are frozen to the ground, reverse the tractor to prevent overturning.

12. Keep the tractor in the same gear when going downhill as would be used when going uphill. Do not coast or free wheel down hills.

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INTRODUCTION

This Manual has been prepared to assist you in the correct procedure for running–in, driving and operating your new Ford tractor and to assist you in the correct method of maintenance to keep it in peak condition.

Your tractor has been designed and built to give maximum performance, economy and ease of operation under a wide variety of operating conditions. Prior to delivery, the tractor was carefully inspected, both at the factory and by your Ford New Holland dealer to ensure that it reaches you in optimum condition. To maintain this condition and ensure trouble–free operation, it is important that the routine services, as specified in this Manual, are carried out at the recommended intervals.

After you have operated the tractor for 50 hours, take your tractor and this Manual to your selling dealer. He will perform the factory recommended 50 hour service. You will be responsible for the cost of lubricants, fluids, filters and other items replaced as part of normal maintenance. Prior to taking the tractor to your selling dealer for service, it is recommended that you contact them to determine any other charges for which you may be responsible.

Read this Manual carefully and keep it in a convenient place for future reference. If at any time you require service or advice concerning your tractor, do not hesitate to contact your authorized Ford New Holland dealer. He has factory trained personnel, genuine Ford parts and the necessary equipment to carry out all your service requirements.

Pages iii to vii inclusive list the precautions to be observed to ensure your safety and the safety of others. Read the safety precautions and follow the advice offered before operating the tractor.

The warranty coverage that is extended to your Ford tractor is explained in the Warranty and Limitation of Liability form, copies of which are reproduced on pages ix to xii of this book. Your dealer will remove the first copy from the book and ask you to sign after you have read it. Ask your dealer to explain any points that you do not understand.

Pages xiii and xv are pre–delivery inspection sheets. The first sheet (page xiii) is the dealers' copy and should be removed by the dealer after the inspection has been carried out. The second sheet (page xv) is your copy of the service performed. **Ensure that you and the dealer sign both copies.**

Pages xvii and xix are the 50–hour service sheets. The first sheet (page xvii) is the dealer's copy and should be removed by the dealer after the service has been carried out. The second sheet (page xix) is your copy of the service performed. **Ensure that you and the dealer sign both copies.**

Following these introductory pages, the Manual is split into three sections. Section A describes the controls and instruments and advises the correct method of operating your new tractor. Section B details lubrication and maintenance procedures and includes a comprehensive service chart. Section C outlines the specification of your tractor. An index is provided at the back of the Manual.

Ford New Holland policy is one of continuous improvement, and the right to change prices, specification or equipment at any time without notice is reserved.

All data given in this book is subject to production variations. Dimensions and weights are approximate only and the illustrations do not necessarily show tractors in standard condition. For exact information about any particular tractor, please consult your Ford New Holland dealer.

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TIRE INFLATION

Upon receiving your tractor, check the air pressure in the tires and recheck every 50 hours or weekly.

When checking tire pressures, inspect the tires for damaged tread and side walls. Neglected damage will lead to early tire failure.

Inflation pressure affects the amount of weight that a tire may carry.

Locate the tire size for your tractor in the **Tire Pressure and Load** tables in section C.

Do not exceed the load for the pressures listed. Do not over or under inflate the tires.

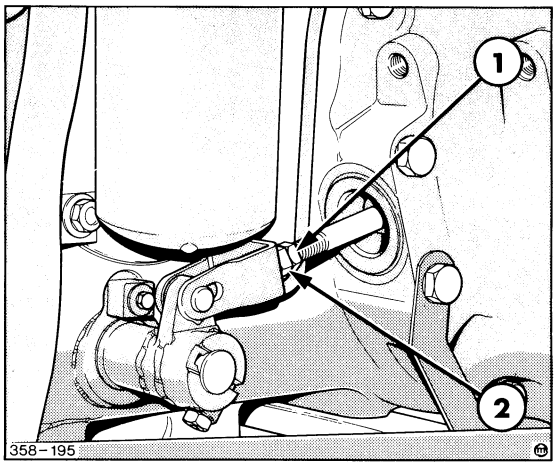
WARNING: *Inflating or servicing tires can be dangerous. Whenever possible, trained personnel should be called in to service or install tires. In any event, to avoid the possibility of serious or fatal injury, follow the safety precautions below:*

- *Never attempt tire repairs on a public road or highway.*
- *Do not inflate a steering tire (front tire on a two wheel drive tractor) above the manufacturer's maximum pressure shown on the tire or beyond the maximum shown in the Tire Pressure and Load tables if the tire is not marked with the maximum pressure.*
- *Never inflate a traction tire (front tire on a four wheel drive tractor or any rear tire) over 35 psi (2.4 bar). If the bead does not seat on the rim by the time this pressure is reached, deflate the tire, relubricate the bead with a soap/water solution and re–inflate. Do not use oil or grease. Inflation* ***beyond*** *35 psi with unseated beads may break the bead or rim with explosive force sufficient to cause a serious injury.*
- *After seating the beads, adjust inflation pressure to the recommended operating pressure.*
- *Do not re–inflate a tire that has been run flat or seriously under–inflated until it has been inspected for damage by a qualified person.*
- *Torque wheel to axle nuts to specification after re–installing the wheel. Check nut tightness daily until the torque stabilizes.*
- *Refer to tractor weighting section before adding ballast to the tires.*
- *Ensure the jack is placed on a firm, level surface.*
- *Ensure the jack has adequate capacity to lift your tractor.*
- *Use jack stands or other suitable blocking to support the tractor while repairing tires.*
- *Do not put any part of your body under the tractor or start the engine while the tractor is on the jack.*
- *Never hit a tire or rim with a hammer.*
- *Ensure the rim is clean and free of rust or damage. Do not weld, braze, otherwise repair or use a damaged rim.*
- *Do not inflate a tire unless the rim is mounted on the tractor or is secured so that it will not move if the tire or rim should suddenly fail.*
- *When fitting a new or repaired tire, use a clip–on valve adaptor with a remote gauge that allows the operator to stand clear of the tire while inflating it. Use a safety cage, if available.*

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300 HOUR SERVICE (continued)



34. Footbrake Adjustment

1. Locknut
2. Adjuster nut

Lock the brake pedals together and road test to ensure that the brakes are balanced and will stop the tractor in a straight line. Any further adjustment necessary to balance the brakes should be carried out on the right–hand brake.

AIR CLEANER

35. Washing the Air Cleaner

Remove the outer element and dry clean as detailed in operations 6 and 7. Wash the element every 300 hours or after five dry–cleanings, whichever occurs first.

Immerse the element, with the open end above the water line, in warm water containing a little non–sudsing detergent. Allow to soak for at least 15 minutes.

After soaking, agitate the element in the water, taking care not to allow dirty water outside the element to splash over to the inside.

IMPORTANT: *Never use fuel oil, petrol, solvent or water hotter than the hand can stand, otherwise the element may be damaged.*

Rinse the element in clean, running water, allowing the water to run from the inside of the element through to the outside. If a hose is used, do not use high pressure. A gentle trickle of water is sufficient and will ensure that the element is not ruptured.

IMPORTANT: *Do not attempt to dry the element with heat or compressed air and do not install until* ***thoroughly*** *dry as it may rupture. It is recommended that a new element is installed at this service and the washed element put aside for installation at a subsequent service. The spare element should be stored in a dry place and wrapped to prevent dust contamination or damage.*

After drying thoroughly, use a light inside the element to check for damage to the paper pleats. The element should be discarded if pin pricks of light can be seen or if there are areas of paper that appear thin.

If the paper is bunched, the metal casing distorted or the rubber end seal is loose or damaged, then the element should likewise be discarded and a new one installed.

EVERY 600 HOURS carry out the preceding checks plus the following:

AIR CLEANER

36. Changing the Outer Element

Remove the outer element, as described in operation 6, and discard.

Clean the inside of the air cleaner casing using a damp, lint–free cloth on a probe, taking care not to damage the inner element. Install a new outer element.

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Engine Stop Control (where fitted)
Pull the stop control knob (4) fully out to cut off the fuel supply to the injectors and stop the engine. The knob must be pushed fully in before restarting the engine.

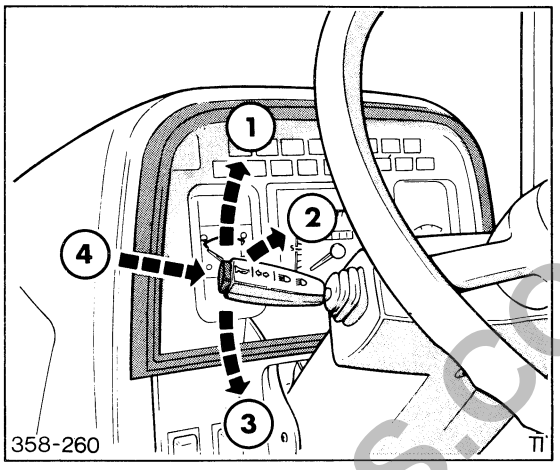
NOTE: *An optional electrical fuel shut–off is available, actuated by the key–start switch.*

Work Lamp Switch
Press the upper part of the switch (5) to operate the rear work lamp(s). Depress the lower part of the switch to extinguish the work lamp(s). The work lamps will only operate with the tractor lights switched on.

Hazard Warning Lights Switch (4–way flasher)
Press the upper part of the switch (6) to operate all the turn signals simultaneously. The switch, which is internally illuminated, will flash in unison with the turn signals. Depress the lower part of the switch to extinguish the hazard warning lights.

Tractor Lights Switch
Press the upper part of the switch (7) partially in to illuminate the instruments, side and rear lights. Press the switch fully in to activate the headlights. Dip and main beam are selected by means of the multi–function, stalk–type switch on the steering column.

Multi–function Switch
The stalk–type switch shown at (8) Figure 5 and detailed in Figure 6, is mounted on the steering column. The switch operates the horn and turn signals and is used to flash the headlamps or select high or low beam.



6. Multi–function Switch

1. Right turn signal
2. Headlight low/high beam and flash
3. Left turn signal
4. Horn

NOTE: *The turn signals will only operate with the key–start switch turned on.*

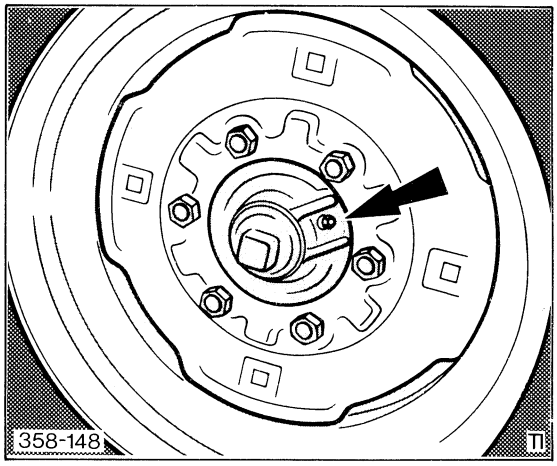
Press in the end of the stalk to actuate the horn. If moved clockwise, the stalk will actuate the right–hand turn signals or the left–hand turn signals if it is moved counter–clockwise. The turn signal indicator lights on the instrument panel will also flash when the turn signals are actuated.

Pull the stalk up, against spring pressure, to flash the headlight high beam. The stalk will automatically return to the central position when released.

With the headlights switched on, pull the stalk up to change from low to high beam. The stalk will automatically return to the central position when released. Pull the stalk up a second time to change back to low beam. When high beam is selected, the blue indicator light on the instrument panel will also be illuminated.

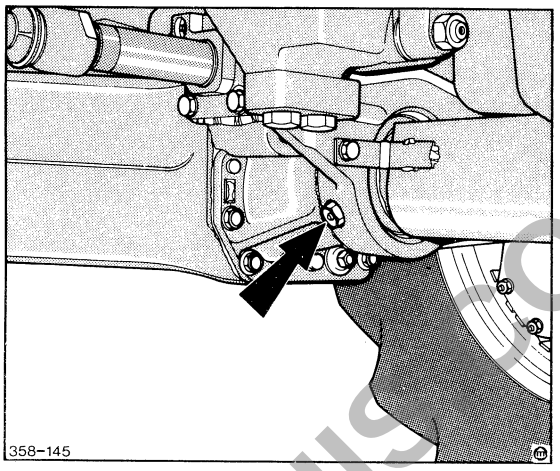
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50 HOUR SERVICE (continued)

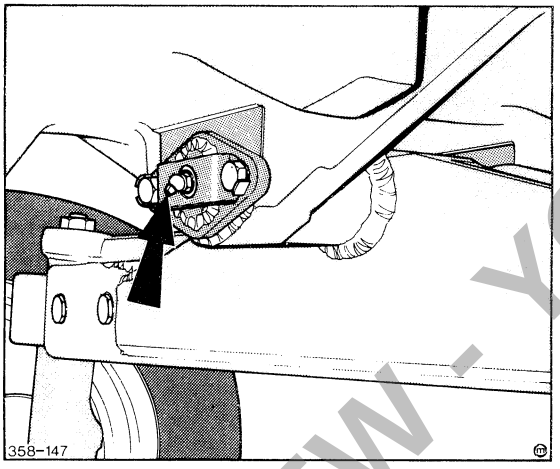


18. Front Wheel Hubs (two wheel drive)

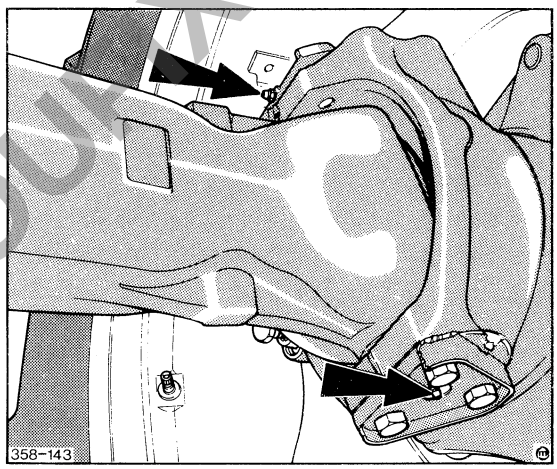
Grease the hubs of both front wheels daily when operating in adverse conditions.



21. Rear Trunnion Pin (four wheel drive)

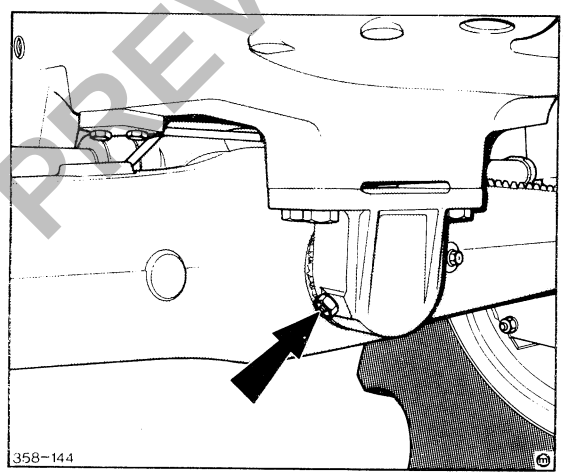


19. Trunnion Pin (two wheel drive)

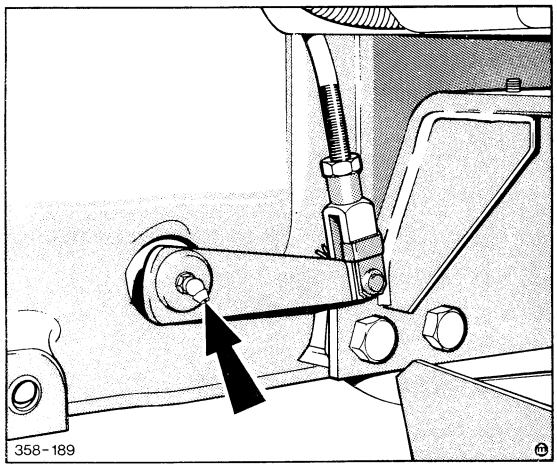


22. Upper and Lower Swivel Bearings (four wheel drive)

Viewed from below.



20. Front Trunnion Pin (four wheel drive)



23. Clutch Cross-shaft

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EVERY 1200 HOURS or 2 years (whichever occurs first) carry out the preceding checks plus the following:

COOLING SYSTEM

See Figures 53 and 54

The ever increasing output of modern, high speed diesel engines, particularly those used in heavy duty agricultural applications, has created the need for an inhibitor in the cooling system.

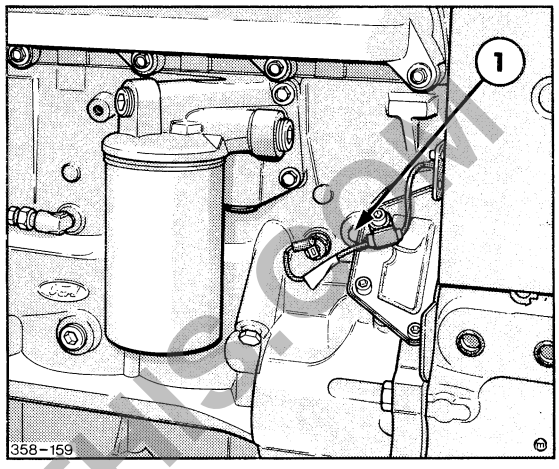
Ford New Holland has, since 1986, been adding chemical inhibitor to the cooling system of all agricultural tractors from 36 h.p. upwards.

During manufacture, the engine cooling system is filled with a high quality antifreeze and water solution. The antifreeze contains a chemical inhibitor. This inhibitor increases and extends the protection offered by the additives already present in the antifreeze.

The inhibitor will:

- Increase rust prevention.
- Reduce scale formation.
- Minimize cylinder wall erosion (pitting).
- Reduce foaming of the coolant.

As the chemical inhibitor works and protects the system it gradually loses it's strength and must, therefore, be replenished at intervals with a measured dosage to maintain the optimum protection level. This protection is provided by draining and flushing the system and refilling with a 50% solution of antifreeze meeting the specification shown at the end of this service operation.



53. Draining the Cooling System

1. Engine coolant drain plug

Draining and Refilling the Cooling System

WARNING: *The cooling system operates under pressure which is controlled by the radiator pressure cap. It is dangerous to remove the pressure cap while the system is hot. When cool. use a thick cloth and turn the cap slowly to the first stop and allow the pressure to escape before fully removing the cap. Coolant should be kept off the skin. Adhere to the precautions outlined on the antifreeze and inhibitor containers, where used.*

IMPORTANT: *It is essential that a Ford New Holland approved cap is used. If the cap is mislaid or damaged, obtain a replacement from your Ford New Holland dealer.*

Remove the lower hose from the radiator and allow the coolant to drain. Unscrew and remove the drain plug, Figure 53, from the left–hand side of the engine block and drain the coolant. Remove the radiator pressure cap (3) Figure 54, and the filler cap (1) to increase the drainage rate.

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