CONTROLS

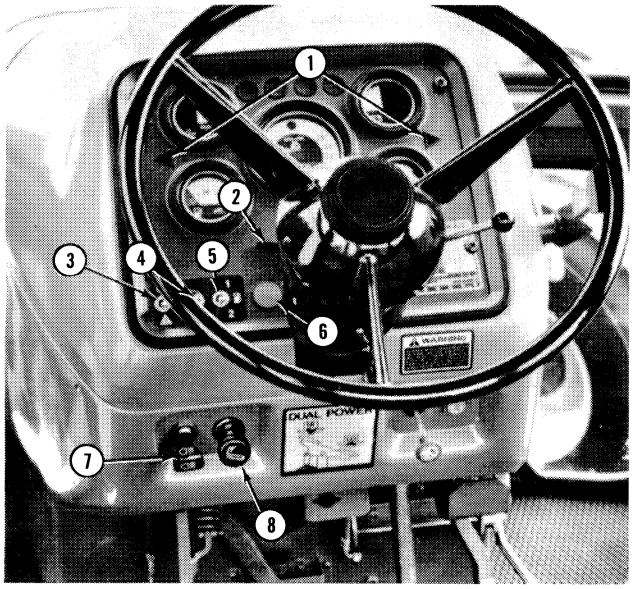
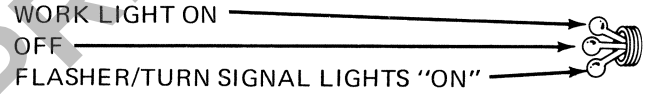


Figure 2
Electric Controls

1. Flasher Light/Turn Signal Indicator Lights
2. Turn Signal Switch
3. Flasher Light/Work Light Switch
4. Ether Button
5. Fuel Tank SenderSwitch
6. Horn Button
7. Headlight Switch
8. Cigarette Lighter

FLASHER LIGHT/WORK LIGHT SWITCH

The flasher light/work light switch (3), Figure 2, is used to control the work light and the flasher turn signal lights, Figures 3–6. The switch positions are:



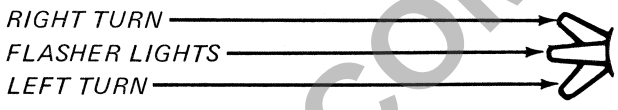
NOTE: *For your protection, use the flasher/turn signal lights both day and night when traveling on public roads unless prohibited by law.*

TURN SIGNAL SWITCH

The turn signal switch (2), Figure 2, is used to signal a turn and to operate the flasher lights.

NOTE: *The Flasher Light/Work Light Switch must be in the flasher/turn signal lights "on" position before the turn signal switch will function.*

The turn signal switch positions are:



Both lights flash when the switch is in the flasher lights position. When a left turn is signaled the left light flashes and the right light burns steadily. When a right turn is signaled, the right light flashes and the left light burns steadily. The flasher/turn signal indicator lights (1), Figure 2, illuminate when the respective flasher light is on.

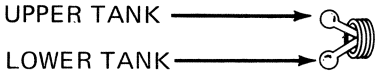
HORN BUTTON

To sound the horn, push the horn button (6), Figure 2.

FUEL TANK SENDER SWITCH

Use the switch, (5), Figure 2, to check the fuel in the upper tank or the lower tank. Fuel flows to the engine from the lower tank, and from the upper tank to the lower tank. The lower tank will always be full until the upper tank is empty. It is recommended that the switch be kept in the upper tank position until the upper tank is empty, then switched to the lower tank position.

The switch positions are:



ETHER BUTTON

The ether button (4), Figure 2, is used to inject ether into the engine intake manifold to aid cold weather starting.

Depress the button to inject ether only while the engine is being cranked by the starting motor.

IMPORTANT: *Do not inject ether longer than 2 seconds while the engine is being cranked to prevent damage to the engine.*

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BREAK-IN PROCEDURES

During the first 50 hours of operation use care to avoid prolonged engine operation either at a constant speed or with little or no load. Also observe the operation notes below.

Check the clutch pedal free travel after the first 25 and 50 hours of operation.

OPERATION NOTES

- Avoid overloading (lugging) the engine. Lugging occurs when the engine speed will not increase when the throttle is opened further.
- Use the highest gear in which lugging does not occur to minimize engine wear and conserve fuel.
- Check coolant, lubricant, and power steering levels daily or every 10 hours.
- Observe the instruments and warning lights for any indication of a malfunction.
- Study this manual and be familiar with all controls, instruments, warning lights, and procedures before operating the tractor.
- Maintain (adjust as needed) the clutch pedal free travel.

STARTING THE ENGINE (Refer to Figure 30-37)

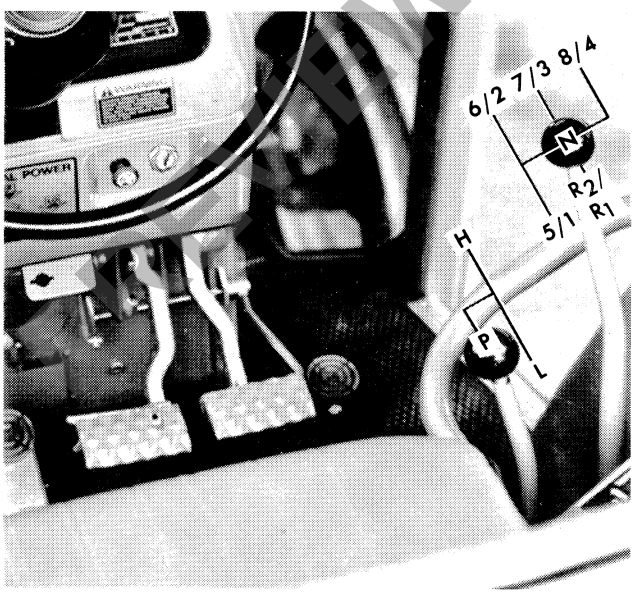


Figure 30
Transmission in Park Position

Place the high-low shift lever in park and the gearshift lever in neutral.

CAUTION: *Always place the high-low shift lever in PARK before starting the tractor.*

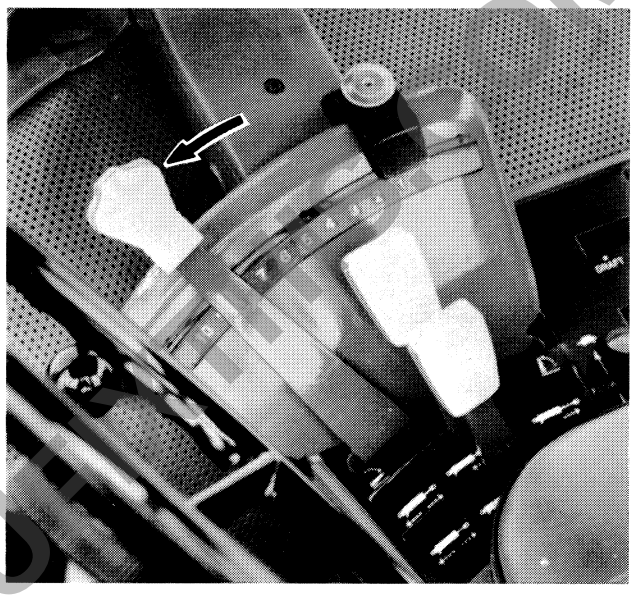


Figure 31
Lift Control Lever in the "down" position

Place the lift control lever in the "down" position.

CAUTION: *Place the lift control lever in the "Down" position to prevent possible injury due to sudden raising of the lift linkage (and attached equipment).*

Be certain that no one will be injured by lowering the hydraulic lift or attached equipment.

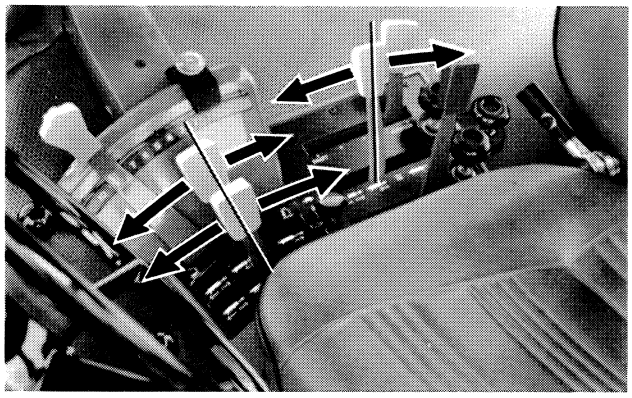


Figure 32
Remote Control Valve Levers in the Neutral Position

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	FORD 8700	FORD 9700
GENERAL DIMENSIONS		

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LUBRICATION AND MAINTENANCE CHART

INTERVAL	ITEM	CHECK	CLEAN	LUBE	CHANGE	ADJUST	PG. NO.	COMMENTS
As Required	Engine Air Cleaner Outer Element		X				63	When Indicator Light Glows
	Pre-Cleaner Bowl		X				63	When Dirt Reaches Full Mark
(10) Hours/ Daily	Engine Oil Level	X					64	
	Power Steering Oil Level	X					64	
	Radiator Coolant Level	X					64	
[50] Hours	Fuel Injection Pump Oil Level	X					64	
	Fuel Filters		X				65	Drain
	Battery	X					65	
	RA/Trans./Hydraulic Oil Level	X					65	
	PTO Gearbox Oil Level	X					66	
	Brake Master Cylinder Oil Level	X					66	
	Tire Pressure	X					66	
	Front Wheel Spindle			X			67	
	Hydraulic Lift Linkage			X			67	
	Clutch Pedal Rockshaft			X			67	
〈100〉 Hours	Engine Oil and Filter				X		67	9700
/300/ Hours	Engine Oil and Filter				X		68	8700
	Belts	X				X	68	
	Fuel Injection Pump Oil				X		68	
	Hydraulic System Oil Filters				X		69	
	Clutch Pedal Free Travel					X	69	Adjust after first 25 and 50 hours of operation
	Engine Valve Clearance					X	69	9700—Dealer Service
	Air Cleaner Outer Element		X				69	Wash
[600] Hours	Air Cleaner Outer Element				X		69	
	Fuel Injectors					X	69	Dealer Service
	Power Steering Oil and Filter				X		69	Dealer Service
	Front Wheel Bearings			X		X	70	
	Engine Valve Clearance						69	8700—Dealer Service
\900\ Hours	Fuel Filters				X		70	
(1200) Hours	Rear Axle/Trans./Hyd. Oil				X		71	
	PTO Gearbox Oil				X		71	
〈Annually〉	Radiator Coolant				X		71	

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TROUBLESHOOTING

This section will assist you in correcting tractor operating problems. Locate the symptom, then take the corrective action in sequence until the problem is solved. Consult your Ford Tractor-Equipment Dealer for assistance if: the problem cannot be solved with the actions shown; the engine knocks; the PTO slips; or the problem is not listed.

SYMPTOM	CORRECTIVE ACTION
STARTER WILL NOT RUN OR RUNS SLOWLY	
• Safety starter switch is in off position.	Fully depress clutch pedal.
• Starting circuit resistance too high.	Clean and tighten battery and starter terminals.
• Battery output low.	Check electrolyte levels. Charge battery. Use jumper cables.
ENGINE WILL NOT START	
• Out of fuel.	Refuel and bleed system.
• Ambient temperature too low.	Use cold weather starting procedure.
• Fuel shutoff valve closed.	Open the valve.
ENGINE RUNS ROUGHLY, STALLS, LACKS POWER, SMOKES EXCESSIVELY, OR CONSUMES EXCESSIVE FUEL	
• Water in the fuel filter.	Drain and bleed the filter.
• Fuel filter is plugged.	Replace the filter.
• Air cleaner is restricted.	Clean the air cleaner outer element. If still restricted, replace the inner element.
• Fuel injectors worn or dirty.	Have the dealer check the injectors.
• Using wrong fuel for conditions.	Use correct fuel.
• Contaminated fuel.	Unscrew fuel shutoff valve from the fuel tank and drain and flush the tank.
• Fuel tank cap vent plugged.	Replace the fuel cap.
• Engine overloaded.	Reduce the load. Check linkage, hitch, hydraulic system, and equipment adjustment.
ENGINE OIL PRESSURE LOW	
• Engine oil level low.	Add oil.
• Engine oil of the wrong viscosity.	Replace the oil with oil of the correct grade and viscosity.
ENGINE OVERHEATS	
• Radiator fins plugged.	Clean the radiator.
• Fan belt loose.	Tighten the fan belt.
• Radiator cap loose.	Tighten the cap.
• Radiator cap defective.	Replace the cap.
• Front and side grills plugged.	Clean the grills.
ENGINE OIL CONSUMPTION HIGH	
• Engine oil of the wrong viscosity.	Replace the oil with oil of the correct grade and viscosity.
• Oil leaks.	Check for leaks.
• Air cleaner restricted.	Clean or replace the outer element. If still restricted, replace the inner element.

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SAFETY PRECAUTIONS

THE TRACTOR

A careful operator is the best operator. Most accidents can be avoided by observing certain precautions. Read and take the following precautions before operating this tractor to help prevent accidents.

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

2. Use an approved roll bar and seat belt for safe operation. If your tractor is not equipped with a roll bar and seat belt, see your Ford Tractor-Equipment Dealer.

3. Use the handholds and step plates when getting on and off the tractor.

4. Always use the seat belt when the roll bar is installed. Do not use the seat belt if the roll bar is removed from the tractor.

5. Keep the tractor in good operating condition for your safety.

6. Do not allow an open flame near the fuel tank or battery to prevent fires and explosions.

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

8. Replace safety and warning decals when they become illegible.

OPERATING THE TRACTOR

9. Place the PTO lever in the "OFF" position, the lift control lever in the down position, the remote control valve lever in the neutral position and the transmission in the "PARK" position before starting the tractor.

10. Do not start the engine while standing beside the tractor. Always sit in the tractor seat when starting the engine.

11. Do not bypass the safety starter switch. Consult your Ford Tractor-Equipment Dealer if your safety starter controls malfunction.

12. Do not get off the tractor while it is in motion.

13. Shut off the engine and apply the parking brake before getting off the tractor.

14. Do not park the tractor on a steep incline.

15. Do not operate the tractor engine in an enclosed building without adequate ventilation. Exhaust fumes can suffocate you.

16. Pull only from the swinging drawbar or the lower link drawbar in the down position with stays installed. Pulling from the tractor rear axle or any point above the axle may cause the tractor to upset.

17. If the front end of the tractor tends to rise when heavy implements are attached to the three-point hitch, install front end or front wheel weights. Do not operate the tractor with a light front end.

18. Always set the hydraulic selector lever in position control when attaching equipment, when transporting equipment, or when no equipment is attached.

19. Do not leave equipment in the raised position.

20. Use the flasher/turn signal lights when traveling on public roads both day and night unless prohibited by law.

DRIVING THE TRACTOR

21. Watch where you are going—especially at row ends, on roads, and around trees.

22. Drive the tractor with care and at speeds compatible with safety, especially when operating over rough ground, crossing ditches, slopes, and when turning to avoid upsets.

23. Keep the tractor in the same gear when going downhill as used when going uphill.

24. When the tractor is stuck, back out to prevent upset.

OPERATING THE PTO

25. When operating PTO driven equipment, shut off the engine and wait until the PTO stops before getting off the tractor and disconnecting the equipment.

26. Do not wear loose clothing when operating the power take-off, or when near rotating equipment.

27. When operating stationary PTO driven equipment, always place the transmission in PARK and block the rear wheels front and back.

28. To avoid injury, do not clean, adjust, unclog or service PTO driven equipment when the tractor engine is running.

29. Make sure the PTO shield is installed when using PTO driven equipment, and always replace the PTO shaft cap when the PTO is not in use.

Whenever you see this symbol  it means:

ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED

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POWER ADJUSTED REAR WHEELS

The tread width on power adjusted rear wheels can be changed by power adjusting the rims forward or backward on the rim clamps, Figure 2; by placing the rim clamps on the inside or outside of the disc; or by sliding the disc assembly inward or outward on the axle shaft.

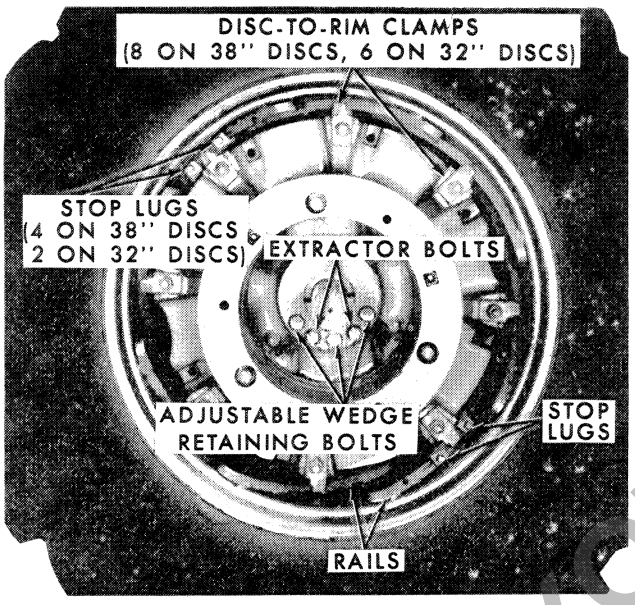


Figure 2
Power Adjust Wheels, 38-Inch Disc Shown

To Power Adjust the Wheels:

1. Remove one stop lug, Figure 2, from both rails and reposition on the rail in a position which will give the desired tread width. Tighten each stop 25-40 lbs. ft. (34-54 Nm).

   NOTE: *Each hole in the rail gives a 2-inch (51 mm) change in tread width per wheel. If the wheel is to be adjusted to the minimum or maximum tread width, remove the stop lug, as the rail will serve as a stop.*

2. Loosen the clamp nuts on all of the disc-to-rim clamp attaching bolts.

   IMPORTANT: *When power adjusting the wheels inward, make sure that the wheel will not move inward too far and damage the cab or flatdeck fenderwells.*

3. To power adjust the left wheel in or out:

   - Depress the clutch pedal, start the engine, shift to a low forward gear if the wheel is to be moved out, and a low reverse gear if the wheel is to be moved in.
   - Depress and hold the right brake pedal.
   - With the engine speed at idle, ease the clutch pedal up, then immediately push it down when the clamp strikes the repositioned stop lug or the end of the rail.

4. To power adjust the right wheel in or out:

   - Depress the clutch pedal, start the engine, shift to a low forward gear if the wheel is to be moved in, and a low reverse gear if the wheel is to be moved out.
   - Depress and hold the left brake pedal.
   - With the engine speed at idle, ease the clutch pedal up, then immediately push it down when the clamp strikes the repositioned stop lug or the end of the rail.

5. Install the remaining stop lugs next to the repositioned clamps and tighten their attaching screws 25-40 lbs. ft. (34-54 Nm).

6. Lightly tighten each clamp bolt until all clamps are seated. Make sure the wheels are centered on the disc.

7. Using a star pattern torque sequence, tighten the clamp bolts alternately in increments of 50 lbs. ft. (68 Nm) until each is tightened 170-200 lbs. ft. (230-271 Nm).

8. Retighten the clamp bolts immediately after traveling approximately 200 yards (182.8 m) and before putting a load on the tractor; after the first hour of operation; and after 8 hours of operation. make periodic checks thereafter.

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