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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DISTILLATE OPERATION

Paragraphs are numbered to correspond with numbers on the illustrations.

Para.	*Illust.*	
9	.....	*NOTE: Provision is made in the design of the F-30 Tractor engine to use either gasoline or distillate as fuel.*
		Economical use of distillate requires different operating care of engine.
		Follow instructions to obtain best results.
		Before changing to distillate allow engine to thoroughly warm up; five to eight minutes or more are usually necessary depending on atmospheric temperature.

WINTERFRONT

10	2	To assist engine in warming up quickly to burn distillate, close winterfront all the way by turning the shutter crank all the way to the left (counter-clockwise).
		After engine has reached the operating temperature, as indicated in Illustration No. 2, open winterfront (by turning control handle to right - clockwise).

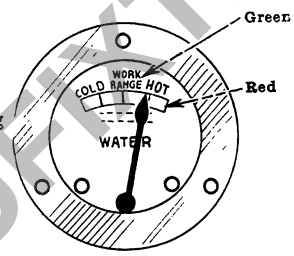


Illustration No. 2
Heat Indicator

11	2	When using distillate for fuel it is desirable to keep the shutter closed enough so as to maintain the operating temperature on the high side of the working range (on heat indicator).
		NOTE: Distillate fuels are heavier than gasoline and require more heat for proper vaporization.
12	2	Adjustment of winterfront will vary according to load and atmospheric temperature. Do not idle engine for long intervals as engine will get cool, making it objectionable for best distillate operation.
13	.....	If engine misses or is slow to accelerate when starting, it is likely not hot enough to run on distillate.
		Important! Do not start the engine in freezing weather without first closing winterfront shutter.
		HOT WEATHER - For satisfactory engine performance in hot weather the radiator shutter bottom baffle must be removed. *(See reference No. 3 on Illustration No. 35).*
		See Special Instructions for "Cold Weather" operation on pages 17 and 18.

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GASOLINE OPERATION

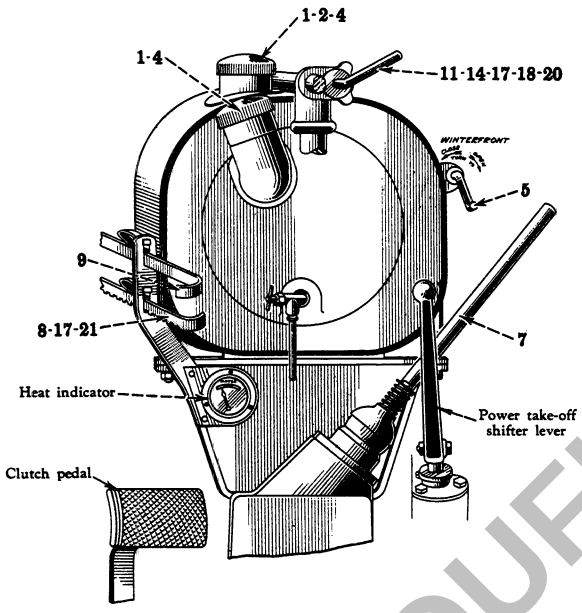


Illustration No. 6--Engine Controls.

Paragraphs are numbered to correspond with numbers on the illustrations.

TO START ENGINE - Continued

Para.	*Illust.*	
11	6	Retard spark by moving spark control lever all the way up.
12	.....	Pull the choke rod all the way out.
13	.....	*When engine is cold and magneto grounded,* crank engine rapidly three or four revolutions.
14	6	Move spark lever to starting position (about one-fourth down). Push choke in half-way and crank engine using quick-up strokes until engine starts. The use of choke for starting will vary, depending on temperature and altitude.
15	.....	Do not use choke to enrich fuel mixture except when starting the engine. *Never operate engine with choke partly on.*
16	.....	As soon as engine starts, the choke should be adjusted to where the engine runs without missing, and *as the engine warms up the choke should be gradually pushed all the way in.*
17	6	Advance spark and engine-speed control levers for load to be handled.
18	6	*NOTE: Do not start the engine with the spark lever fully advanced, as there is danger of a "back-fire" or "kick" which may injure the operator.*
19	.....	See that oil pressure indicator is registering pressure.
		If difficulty is experienced, see "Corrective Measures", page 41.

TO STOP ENGINE

20	6	Retard spark to full retard position; this will short circuit the magneto, stopping engine.
21	6	Retard engine speed control lever and close fuel valve.

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CARBURETOR - Continued

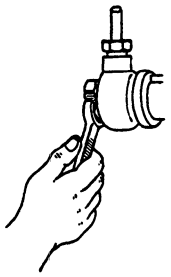


Illustration No. 14A

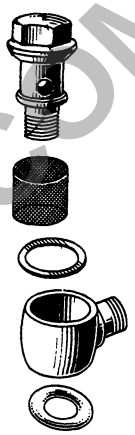


Illustration No. 14B
Screen Assembly

FUEL SCREEN

Water and dirt frequently get into the fuel. The fuel screen assembly should be periodically removed and cleaned. To do this, unscrew the filter plug, which allows screen to be removed. Clean and reassemble. ***(See Illustration Nos. 14A and 14B).***

AIR CLEANING SYSTEM

The engine is equipped with an International Air Cleaner with oil cup.

OIL CUP - REMOVE DAILY - *(See Illustration No. 15).*

The oil cup must be removed, cleaned and refilled with oil daily to full level mark. Cleaning may be extended to 30 hours when operating in light dust.

At no time should dirt be allowed to accumulate in bottom of oil cup to a depth greater than 3/4".

OIL TO USE

Use SAE No. 20 or lighter oil. Drained crankcase oil may be used in the oil cup if it is screened, cleaned and allowed to settle in order to remove all dirt and sediment. ***Oil drained from a Diesel engine must never be used.***

Oil should be added to keep to full level mark on oil cup.

AIR INTAKE PIPE SCREEN

The air intake pipe is provided with an inlet screen to prevent large particles, such as chaff, leaves, etc., from entering the air cleaner.

Keep this inlet screen clean. The holes must be kept open and free of paint, as, enough dust, oil or water may collect on the screen to clog up the holes enough to restrict the flow of air to the engine thereby interfering with the cleaning action of the air cleaner. Restricted air flow will also cut down on the horse power delivered by the engine.

The air intake pipe from inlet screen to the air cleaner should not be allowed to collect dirt on the inside. Remove and clean this pipe when air cleaner is removed; at the same time, clean inlet tube through air cleaner and inlet passage through the top casting.

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MAGNETO - Continued

IF POINTS ARE ROUGH OR PITTED - *(See Illustration No. 21).*

Remove adjustable point (1).
Remove breaker arm with point (2).

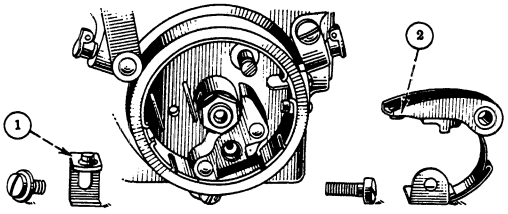


Illustration No. 20
Breaker Arm Removed.

Use sharp magneto file to polish contact surfaces. One point should be slightly rounded, *as shown in Illustration No. 21.*

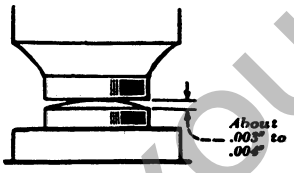


Illustration No. 21
Dressing Breaker Points.

Rubbing surface of cam should always be free from dirt and slightly grease coated to prevent excessive wear of breaker arm rubbing block.

Caution:- When servicing the breaker mechanism unusual care should be exercised to prevent the entrance of dust. Long breaker life is assured if the parts are kept clean and well greased.

IMPULSE COUPLING

If coupling does not operate or becomes sluggish, remove coupling drive cover. *(See Illustration No. 22).* Flush with kerosene through coupling oil cup. *(See Illustration No. 17).* Refill with light oil. If coupling still fails to operate, it should be repaired.

When replacing coupling drive cover, be sure joint is lapped, *as shown in Illustration No. 22.*

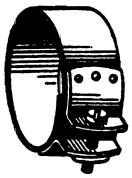


Illustration No. 22
Coupling Drive Cover.

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COOLING SYSTEM - Continued

TO ADJUST FAN BELT - Continued

A - Fan belts should be examined frequently to be sure proper tension is maintained.

B - "V" type belts, generally speaking, do not need as much tension as the flat type belt.

C - The proper tension is obtained when the belt can be depressed, without effort, by the thumb (between the two pulleys) approximately 3/4" to 1" depending, of course, on the length of belt between pulleys.

D - After a new belt is broken in (approximately 50 hours of operation) examine tension and adjust if necessary.

E - Care must be taken to have belt wide enough so that it will not draw down to the bottom of the "V" in pulley; this will wear out the belt.

Note:- If pulley, on which belt bottoms in the groove, is of the adjustable type, movable flange should be adjusted for narrower groove until belt does not touch bottom when proper tension (as explained in paragraph "C") is obtained.

Do not have "V" type belts too tight.

G - When belt becomes grease soaked, or so badly worn that it no longer gives side surface on the crankshaft pulley, but sinks down to the bottom of "V" in pulley, it should be replaced, as it, no longer gives sufficient surface contact to drive fan at the proper speed.

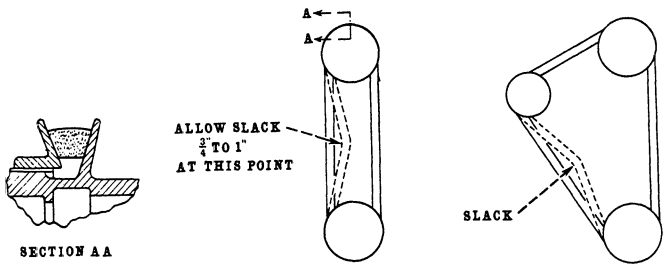


Illustration No. 26

WATER PUMP

When pump packing gland wears it may leak. Tighten water pump packing gland nut (3) *(See Illustration No. 25)*. Use spanner wrench supplied in tool equipment.

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Accidents can be prevented with your help

Rules for safe tractor operation

(Prepared by the Farm Safety Committee of the Farm Equipment Institute and approved by the National Safety Council, Inc.)

1. Be sure the gear shift lever is in neutral before cranking the engine.

2. Always engage the clutch gently, especially when going up a hill or pulling out of a ditch.

3. When driving on highways, or to and from fields, be sure that both wheels are braked simultaneously when making an emergency stop.

4. Always ride on seat or stand on platform of tractor. Never ride on drawbar of tractor or drawn implement.

5. When tractor is hitched to a stump or heavy load, always hitch to drawbar and never take up the slack of chain with a jerk.

6. Be extra careful when working on hillsides. Watch out for holes or ditches into which a wheel may drop and cause tractor to overturn.

7. Always keep tractor in gear when going down steep hills or grades.

8. Always drive tractor at speeds slow enough to insure safety, especially over rough ground or near ditches.

9. Reduce speed before making a turn or applying brakes. The hazard of overturning the tractor increases four times when speed is doubled.

10. Always stop power take-off before dismounting from tractor.

11. Never dismount from tractor when it is in motion. Wait until it stops.

12. Never permit persons other than the driver to ride on tractor when it is in operation.

13. Never stand between tractor and drawn implement when hitching. Use an iron hook to handle drawbar.

14. Do not put on or remove belt from belt pulley while the pulley is in motion.

15. Should motor overheat, be careful when refilling radiator.

16. Never refuel tractor while motor is running or extremely hot.

17. When tractor is attached to a power implement be sure that all power line shielding is in place.

Remember a **CAREFUL OPERATOR** *always is the* **BEST INSURANCE** *against an accident.*

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