

Customer Register
Fordson

TRADE MARK

**TRACTOR
MANUAL**

Ford Motor Company
Detroit, Michigan

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Foreword

WHILE mechanical knowledge or experience is not required to operate the Fordson Tractor, it is very desirable that the operator should understand his Tractor. A thorough knowledge of the construction and function of each part is neither a difficult nor lengthy task. With such knowledge, the operator is in position to maintain his Tractor economically, prolong its usefulness, and if trouble occurs is in position to immediately overcome it.

The simplicity of Fordson construction is readily understood and with study it is easy to keep the Tractor in proper mechanical adjustment and repair.

In order that a quick and comprehensive understanding of the Fordson Tractor, as well as the mechanical adjustment of it may be had, this Manual is prepared as an authentic guide.

Important Instructions for Operators

1. The importance of correct lubrication cannot be too strongly impressed on tractor drivers. The proper grades of oil must be used in the motor and transmission. The oil should be maintained at the proper level at all times and changed frequently. Keep strainers in breather pipe and oil filler in good condition. Clean oil will protect the motor bearings and cut down spark plug trouble.
2. The worst abuse that can be given the Tractor is by racing the motor. Drivers must avoid this at all times. The proper speed to run the motor is 1000 revolutions per minute. This will give the Tractor the correct working speeds as given in Answer No. 20. When the motor is idling cut the speed down as low as possible and retard spark (spark lever down). When starting, do not speed the motor to heat up the vaporizer quickly. This is destructive to the Tractor and will not accomplish your purpose.
3. It is very important that the air washer be properly filled with water at all times. (Note instructions given on page 25.) If it is not kept clean and filled, dirt will be drawn into the cylinders, resulting in premature wearing of all the motor parts and loss of power.
4. The Drawbar Cap (see Plate No. 5) is provided for your convenience in hitching. Always hitch to this Drawbar Cap. Do not hitch a chain or rope around the rear axle housing under any circumstances. When pulling a heavy load—or in case the Tractor becomes mired—be sure to keep your foot on the clutch pedal. Do not race the motor or let the clutch in suddenly as this might lift the front end of the Tractor off the ground. Should this happen, release the clutch immediately—this will bring the front wheels back to the ground at once. If the Tractor should become mired, always pull out in low gear. Do not attempt to pull tree stumps or do any similar work that might bring the Tractor to a sudden stop.
5. Do not attempt to engage or disengage gears until clutch pedal has been pushed down all the way, nor while the tractor is in motion. When changing the gears, if the clutch is not entirely disengaged the teeth on the gears will not mesh readily, and there is danger of breaking off the edge of the teeth so that in time they will not remain in mesh. Always reduce speed of motor when shifting gears.
6. Do not run the Tractor down hill with the gears in neutral or with the clutch released. Engage the gears either in low or intermediate speed and use the throttle to govern the speed of the motor. In low gear for every revolution made by the rear wheels, the motor must turn eighty-five times, which acts as an effective brake.
7. If the motor develops a knock it is important the cause be investigated at once and corrected. If not corrected, it becomes more pronounced, thereby causing lack of power and tends to shorten the life of the motor. Never attempt to continue the work with the Tractor when the motor fires only in two or three cylinders. Besides losing power and wasting fuel, it causes raw kerosene to get into the crank case, thinning the lubricating oil.