

MAINTENANCE

Removing the Fan Belt

To remove the fan belt, loosen fan spindle nut "C" (*Illust. 27*) and slide the fan and hub assembly to the bottom of the groove on the crankcase front cover. The fan belt can then be slipped over the bottom drive pulley and worked up over the fan blades.

Replacing the Fan Belt

Replace the fan belt when it becomes soaked with grease, or when it is so badly worn that it does not drive the fan at the proper speed.

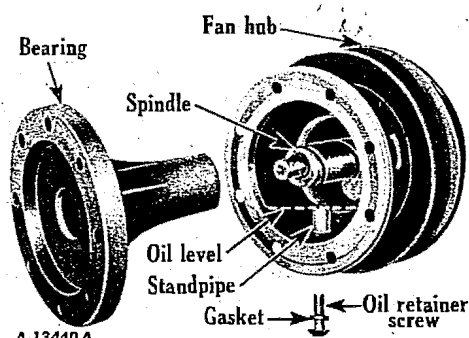
When replacing the belt, reverse the procedure outlined under "Removing Fan Belt," except that belt can be started on the lower pulley by hand, and by slowly cranking the engine, the belt will find the correct position.

Generator Belt

After the fan belt tension has been adjusted, move the generator toward or away from the engine to get the correct generator belt tension; then tighten nuts "A" and "B." The generator belt should be tight enough as not to allow slippage, but not so tight as to cause side thrust on the generator bearing. Allow $\frac{1}{4}$ -inch slack. See *Illust. 27A*.

Fan Hub Lubrication

Every six months or after every 500 hours of operation, whichever occurs first, remove oil retainer screw "F" (*Illust. 27*) and turn the fan assembly so that the oil filler hole is at the right horizontal position. Add engine oil until the oil reaches the level of the hole. Now turn the assembly so that the hole is on the bottom and allow any excess oil to drain out. The oil is then up to level of the top of the stand pipe



Illust. 28

Fan hub partially disassembled showing oil level.

(approximately $\frac{1}{10}$ pint). See *Illust. 28*. Replace the oil retainer screw and be sure that the retainer screw gasket is in place.

Note: The rubber gasket located behind the hub at "E" (*Illust. 27*) is used for shipping purposes only. It does not have to be replaced when worn out.

Air Cleaning System

Clean air for combustion is assured by an oil-type air cleaner. A heavy screen in the air intake cap prevents large particles from entering the air cleaner. The air then passes to the oil cup where it goes through a bath of oil. As the air rises to the intake manifold, it passes through a series of oil-bathed screens and the fine dust is removed. As the oil from the screen works back down, it carries the dirt with it and settles in the oil cup. *Never allow dirt to build up in the cup more than $\frac{1}{2}$ inch deep.*

Oil Cup Service

Remove the oil cup by pushing the oil cup bail toward the engine. See *Illust. 29*. Clean and refill the oil cup every day, or every 10 hours of operation (more frequently when operating under dusty conditions). Refill the oil cup to the oil level bead with the same grade of oil used in the engine crankcase. The capacity of the oil cup is $\frac{1}{2}$ U. S. pint for the Donaldson Air Cleaner and $\frac{3}{8}$ U. S. pint for the United, whichever type is used (the name appears on the air cleaner). Do not remove the oil cup while the engine is operating. Before replacing the oil cup, clean or wipe oil or grit from the top bead of the oil cup.

Air Intake Cap and Screen

The screen in the air intake cap prevents chaff and other coarse dirt from getting into the air cleaner. Keep this screen clean and free from all chaff, oil, dust, or paint, as clogged holes in the screen will reduce the power of the engine by restricting the flow of air.

Washing the Cleaner

After every 60 hours of operation—particularly if operating the tractor in an atmosphere heavily laden with dust, chaff or lint—remove the entire air cleaner from the tractor, disassemble it (*Illust. 29A*) and wash the parts thoroughly in kerosene. Be sure to clean out the air intake pipe.