Super M-TA Diesel Tractors

Operators Manual

1004323R2

Reprinted

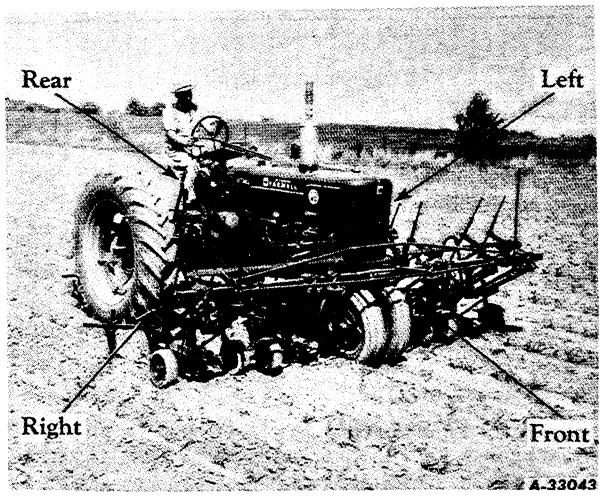
CASE IH

CONTENTS

References in this manual to Farmall Super MD refer in all cases to Farmall Super M-TA and Super M-TA Torque Amplifier Diesel Tractors.

References to Farmall Super MDV refer to Farmall Super M-TA and Super M-TA Torque Amplifier Diesel High Clearance Tractors.

INTRODUCTION



Illust. 2

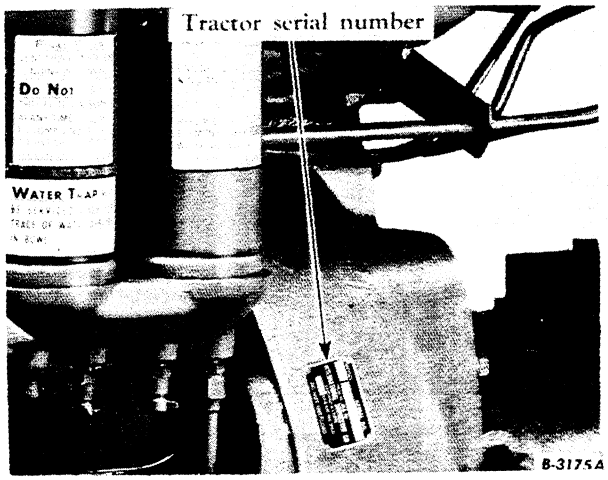
Throughout this manual the use of the terms LEFT, RIGHT, FRONT, and REAR must be understood to avoid confusion when following instructions. LEFT and RIGHT indicate the left and right sides of the tractor when facing forward in the driver's seat. Reference to FRONT indicates the radiator end of the tractor; to REAR, the drawbar end. *See Illust. 2.*

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, *Illusts. 7, 7A, 7B and 7C are on page 7.*

A variety of special equipment is available for use with the Farmall Super MD and Super MDV. The instructions for operating and maintaining the special equipment have been included in the instructions for operating and maintaining the tractor. Disregard the instructions for special equipment not on your tractor.

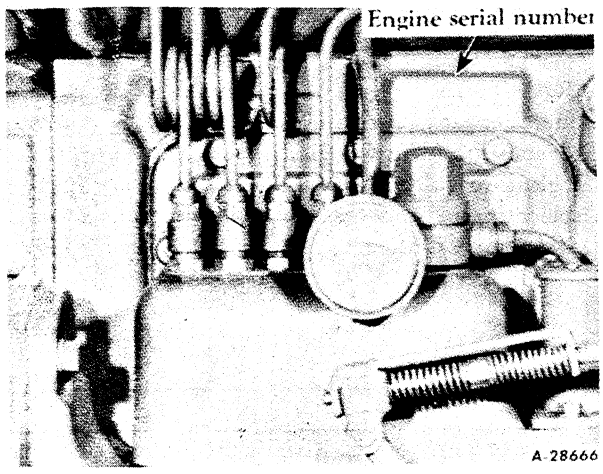
When in need of parts, always specify the tractor and engine serial numbers. The tractor serial number is stamped on a name plate attached on the left side of the clutch housing. *See Illust. 2A.* The serial number is preceded by the letters SMD for the Farmall Super MD and SMDV for the Farmall Super MDV. The engine serial number is stamped on the left side of the engine crankcase above the fuel injection pump. *See Illust. 2B.* This serial number is preceded by the prefix D-264, which indicates that it is a diesel engine with a 264-cubic inch piston displacement.

For ready reference, we suggest that you write these serial numbers in the spaces provided on the Delivery Report.



Illust. 2A

Location of the tractor serial number.

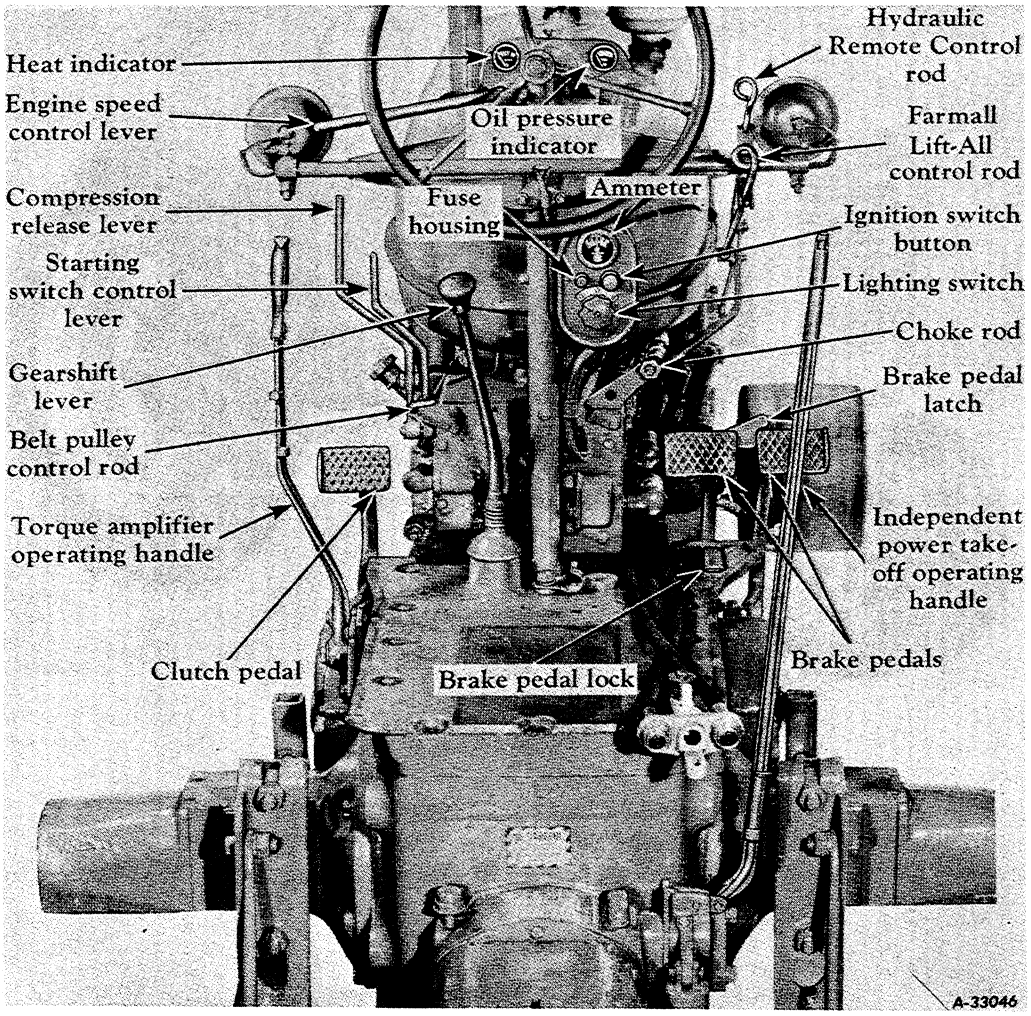


Illust. 2B

Location of the engine serial number.

DESCRIPTION

Instruments and Controls



Illust. 4
Location of instruments and controls
(tractors with independent power take-off and torque amplifier).

Brake Pedals

These pedals are used to stop the tractor, to hold the tractor in a stationary position, or to assist in making sharp turns as outlined below:

To stop the tractor, depress both pedals at the same time. Before driving the tractor in high gear, always latch the pedals together.

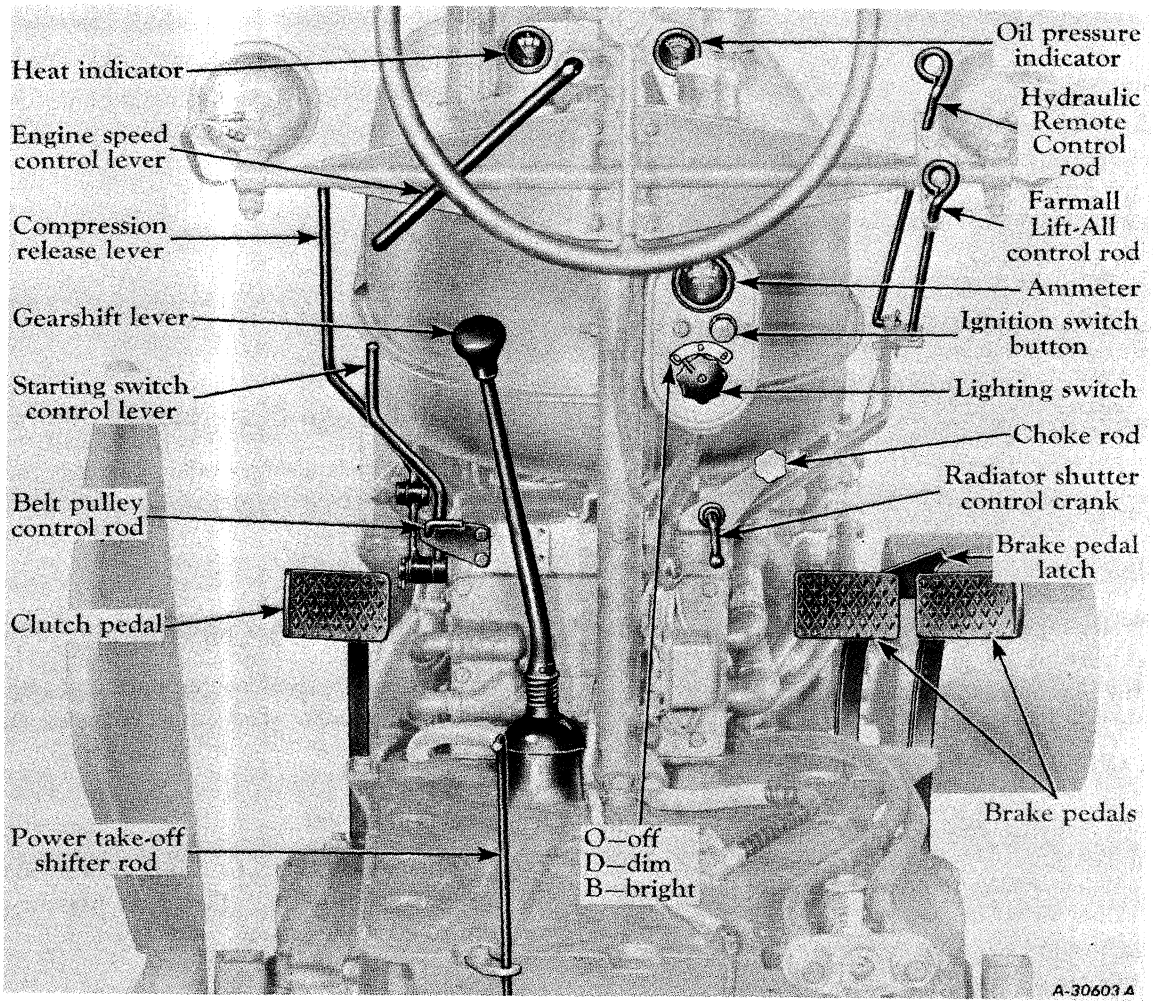
To hold the tractor in a stationary position, latch the pedals together, depress them, and lock them in this depressed position by using the brake pedal lock.

To assist in making a sharp turn, operate the pedals individually, depressing the pedal on the side toward which the turn is to be made.

The brake pedal latch (*Illusts. 4, 5, and 16*) is used to latch both brake pedals together, causing the brakes to operate simultaneously.

Caution! Always latch the brake pedals together when driving the tractor in high gear (fifth speed). To latch the pedals together, engage the latch (located in back of the left pedal, *Illust. 16*) in the slot in back of the right pedal. When the brake pedals are not latched together, the latch should rest in the slot in back of the left brake pedal.

The brake pedal lock (*Illust. 16*) is used to lock the brake pedals in the depressed position; this prevents the tractor from moving.



Illust. 5
Location of instruments and controls (tractors with transmission-driven power take-off).

Clutch Pedal

This pedal, when depressed all the way, disengages the engine from the transmission.

Choke Rod

The choke rod makes it possible to regulate the carburetor choke from the driver's seat. Pulling out on the choke rod closes the carburetor choke for starting the engine; pushing it back in opens the choke.

Ignition Switch Button

This button closes and opens the electrical circuit for operating and stopping the engine. Pull the button out for operating and push it in to stop the engine.

Caution! On tractors with battery ignition, when the engine is not operating or the engine has stalled and the operator leaves the tractor, the ignition switch button must be pushed all the way in, so that the switch is in the **off** position, to prevent battery discharge.

Starting Switch Control Lever

To start the engine, adjust the choke rod and push the starting switch control lever forward.

Lighting Switch

The switch has three positions: "D"—dim lights, "B"—bright lights, and "O"—off.

DESCRIPTION

Engine Speed Control Lever

The engine speed control lever enables you to adjust the speed of the engine to the load to be handled. After you have selected the desired engine speed, the governor will automatically maintain this engine speed under variable loads. Retarding the engine speed control lever will decrease the load the tractor can handle.

The rated or maximum full-load governed speed is 1,450 r.p.m.; maximum idle speed is approximately 1,600 r.p.m.; minimum speed (hand-throttle) is approximately 525 r.p.m.

Compression Release Lever

Moving the compression release lever forward converts the diesel engine into a gasoline engine for starting. Reduced compression, spark plug ignition, and carbureted gasoline fuel permits starting the engine as a gasoline engine. After a quick cylinder warm-up, switch the engine to diesel operation by pushing the compression release lever all the way back. *See pages 12 and 13* for the correct method of starting on gasoline and changing to diesel operation. *See page 13* for changing back to gasoline operation before stopping the engine.

Radiator Shutter Control Crank

The control crank opens and closes the radiator shutter, controlling the engine temperature. Turn the crank counterclockwise to close the shutter and clockwise to open the shutter.

Note: Diesel tractors are not regularly equipped with a radiator shutter.

Power Take-Off Shifter Rod (Transmission-Driven)

The shifter rod is used to engage or disengage the power take-off. *See page 20* for operating instructions.

Independent Power Take-Off Operating Handle

The independent power take-off operating handle is used to engage or disengage the independent power take-off. *See page 21* for operating instructions.

Torque Amplifier Operating Handle

The torque amplifier operating handle is used to engage or disengage the torque amplifier. *See page 17* for operating instructions.

Belt Pulley Control Rod

This rod is used to engage or disengage the belt pulley. *See page 17* for operating instructions.

Farmall Lift-All Control Rod

This rod is used to raise, partially raise or lower direct-connected implements. For full details, *see page 22.*

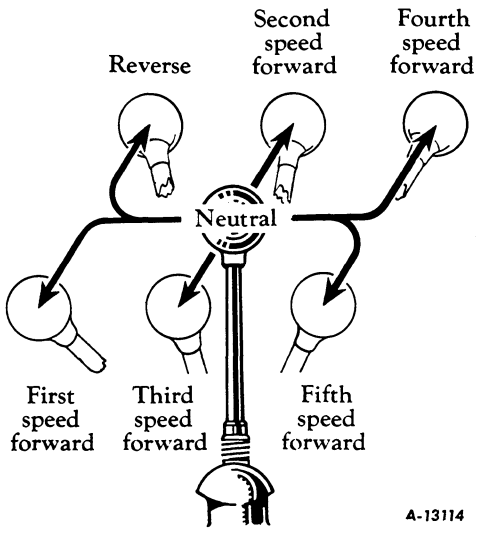
Hydraulic Remote Control Rod

This rod is used to regulate and adjust trailing-type implements. For full details, *see page 23.*

Gearshift Lever

This lever is used to select the various gear ratios in the transmission. There are five forward speeds and one reverse speed. *See Illust. 6.*

Note: The fifth speed is locked out when steel wheels are used. For further instructions, *see page 14.*



Illust. 6
Gearshift positions.

Our support email:

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