

THE

FORDSON
MAJOR

Instruction Book

FORD MOTOR COMPANY LIMITED
TRACTOR OPERATIONS—BASILDON—ENGLAND

42881000

REPRINTED

LUBRICATION

The lubricants used in this tractor have been supplied by one of the following companies:—

MOBIL OIL COMPANY LIMITED
 VIGZOL OIL COMPANY LIMITED
 C. C. WAKEFIELD & COMPANY LIMITED
 ALEXANDER DUCKHAM & COMPANY LIMITED
 ESSO PETROLEUM COMPANY LIMITED
 SHELL-MEX & B.P. LIMITED

Always use a good quality lubricant of the correct grade.

The following grades, marketed by the above companies, are approved for use in your tractor:—

| ENGINE | | | |
|-------------------------------|-------------------------------|-------------------------------|-------------------------------|
| VAPORISING OIL* | | DIESEL | |
| Winter | Summer | Winter | Summer |
| Agricastrol Medium | Agricastrol Heavy | Agricastrol H.D. 20 | Agricastrol H.D. 30 |
| Commadcol 30 | Commadcol 40 | Duckhams H.D. 20 | Duckhams H.D. 30 |
| Tractorlube (Vap.) | Tractorlube (Vap.) | Tractorlube (Diesel) 20 | Tractorlube (Diesel) 30 |
| Energol Tractor Oil Universal | Energol Tractor Oil Universal | Energol Tractor Oil Universal | Energol Tractor Oil Universal |
| Shell Tractor Oil Universal | Shell Tractor Oil Universal | Shell Tractor Oil Universal | Shell Tractor Oil Universal |
| Mobiland 630 Tractor Oil | Mobiland 640 Tractor Oil | Mobiland Diesel 20 | Mobiland Diesel 30 |
| Vigzol Y. 30 | Vigzol Y. 40 | Vigzol A. 20 | Vigzol A. 30 |

TRANSMISSION

PETROL, VAPORISING OIL AND DIESEL (**Summer and Winter**)

Agricastrol Gear Oil Light
 Commadcol 50
 Esso Gear Oil 90 (Medium)
 Energol Tractor Gear Oil 90
 Shell Tractor Gear Oil 90
 Mobiland Gear 90 Tractor Oil
 Vigzol Gearol 90

*Engines operating exclusively on petrol, can use an engine oil one grade lighter in each case.

READ YOUR INSTRUCTION BOOK CAREFULLY

THE

FORDSON
MAJOR

Instruction Book

MANUFACTURED IN ENGLAND
BY
FORD MOTOR COMPANY LTD

FOREWORD

Your new Tractor has been designed so that whilst operation and maintenance shall be as simple as possible, it will constantly provide a high degree of efficient performance for years of economical service.

This book has been prepared to assist the operator to keep the tractor in good order and to avoid any mechanical abuse likely to cause damage. It deals primarily with the agricultural models, though all information given applies to the other models with a few exceptions which are dealt with in the appropriate place in the book.

Instructions for initial running-in and subsequent maintenance are given, also hints on operating the tractor and the procedure for certain running adjustments is described. These are included for the benefit of those operators who wish to undertake this work, or who are at a distance from an authorised Dealer, but it is strongly recommended that, where possible, they should be carried out by an authorised Dealer, who has trained mechanics and specialised equipment.

We suggest that the operator reads this Instruction Book carefully and thoroughly familiarizes himself with the Tractor controls, paying particular attention to the advices on running-in, so important in the life of your new Tractor.

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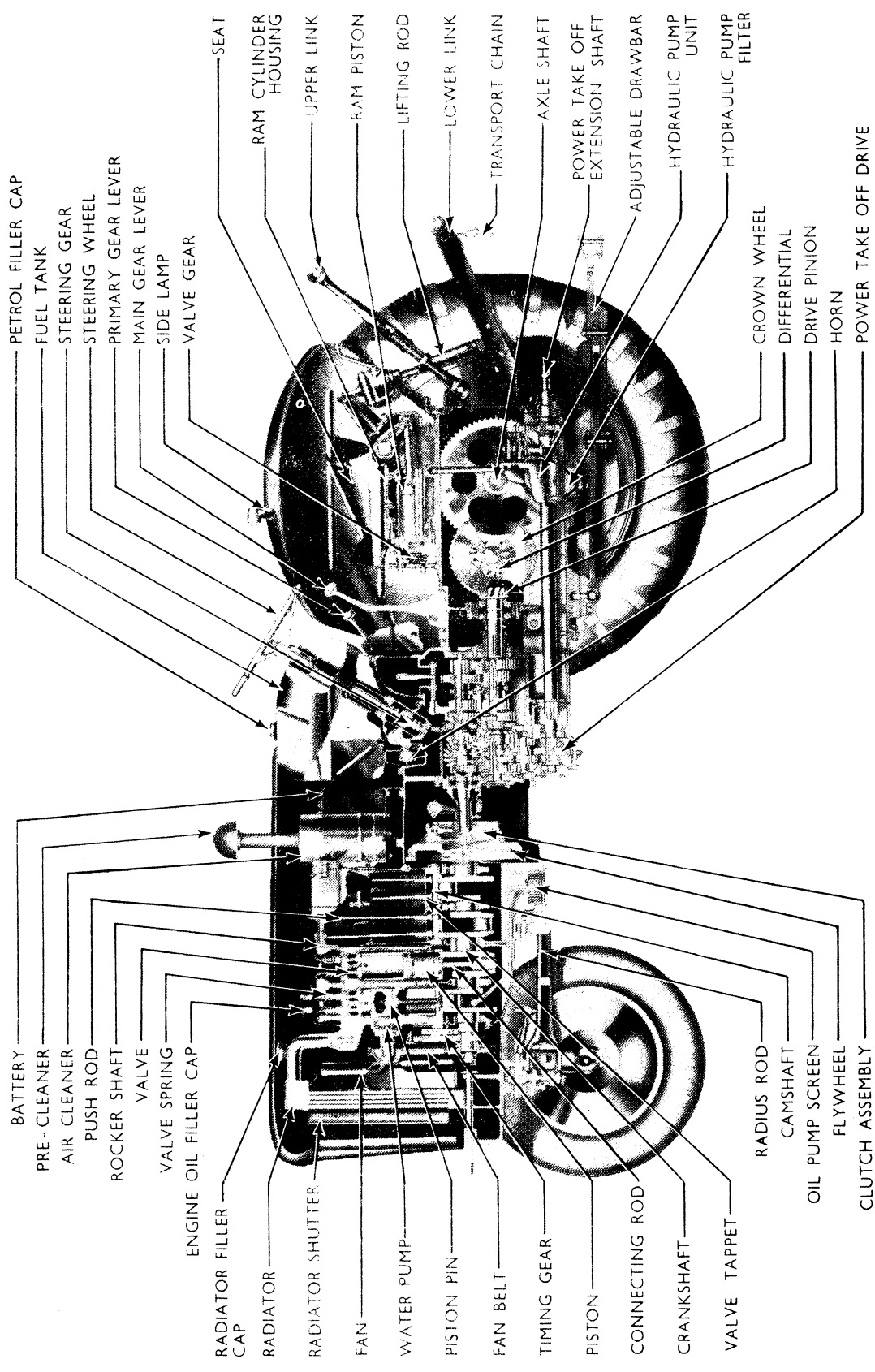


Fig. 1 Section of Tractor

INTRODUCTION TO THE TRACTOR

The various instruments and controls are shown in Fig. 2, and the function of each is described, in the order in which it is likely to be used.

The ignition switch is fitted at the centre of the lighting switch, at the lower right-hand corner of the instrument panel. When the key is vertical, the ignition is "off" and the key can be withdrawn.

Ignition Switch

To switch "on" the ignition, turn the key in an anti-clockwise direction, 45° from the vertical.

Where a diesel engine is fitted, the switch isolates the starter motor only.

In conditions of extreme cold it may be necessary to supply fuel in excess of normal requirements on diesel-engined tractors, when starting: to operate, push the knob inwards to supply excess fuel. On the earlier type injection pumps the stop lever is pulled outwards (at right angles to the pump) to obtain excess fuel (see Fig. 28). The knob, or lever, is returned to the running position automatically when the engine starts.

Excess Fuel Device

When the diesel engine is fitted, the starter control is hand-operated on the left-hand side of the tractor. The control is not operative until the ignition switch, or isolating switch, is "on."

Starter Motor Control

For petrol and vaporising oil tractors the starter control is on the left-hand side of the instrument panel, and is pulled out to operate the starter switch which in turn operates the starter motor.

To stop the diesel engine, pull out the control on the right-hand side of the instrument panel, above the lighting switch.

Stop Control (Diesel Engine only)

This is located on the centre right-hand side of the instrument panel and is marked "C." It is pulled out (with the throttle in the closed position) when starting the tractor on petrol from cold. See also page 16. On later models a choke control is fitted at this location.

Starting Device (Early Models Vaporising Oil Engines)

This is to the right of the instrument panel, below the fuel tank, and controls the speed of the engine. It may be set in any desired position. To increase the engine speed, push the control downwards.

Governor Control (Diesel and V.O. Engine. Petrol Engine optional fitting)

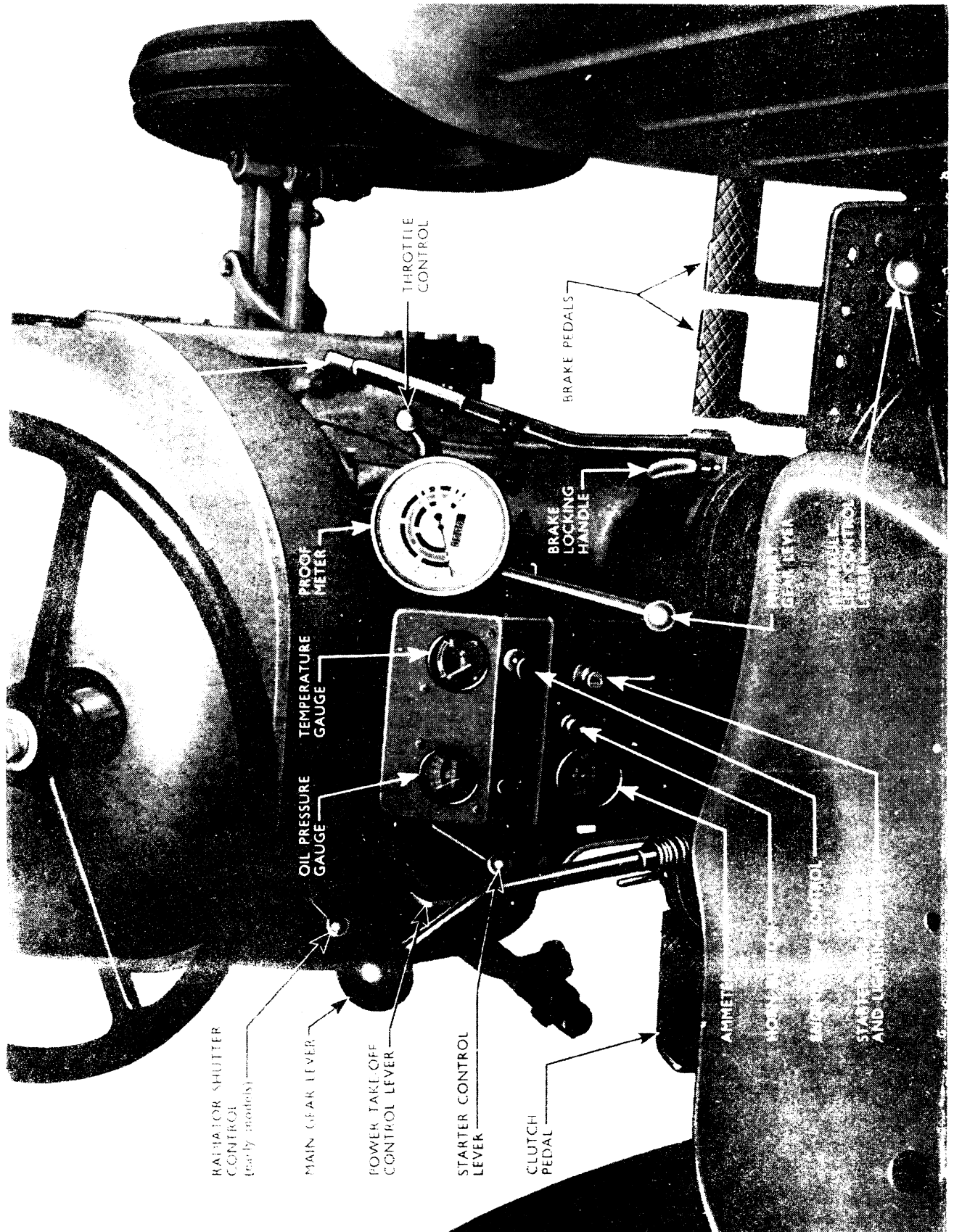


Fig. 2 Instruments and Controls

Fig. 3 **Fuel Tap**

Double tap located beneath the fuel tank (Fig. 3) enabling starting on petrol followed by change over to vaporising oil when engine temperature reaches sufficiently high level.

Fuel Supply Tap
(Vaporising Oil Engine)



Single tap having three positions. When fully screwed in fuel supply is cut off. At two turns open the main fuel supply comes into operation and when fully open the reserve supply is available.

(Diesel and Petrol Engines)

On the diesel tractor do not let the fuel tank become empty otherwise it will necessitate bleeding the system to eliminate any air locks.

This pedal is situated on the left-hand side of the tractor. When pressed downwards it releases the clutch, thus disconnecting the engine drive from the gear box.

Clutch Pedal
(All Models)

If a "Live" power take-off installation is fitted, incorporating a double clutch with separate clutches for transmission and power take-off operation, the tractor may be stopped or the engine disconnected from the transmission (for gear changing) without affecting the operation of the power take-off or the hydraulics. (See page 64.) Both clutches are, however, still controlled by the single clutch pedal.

A main and a primary gear lever are operated, in conjunction, to provide the range of road speeds tabulated on page 68.

Main and Primary Gear Levers
(All Models)

The main gear lever is located to the left in front of the seat and the primary lever is to the right of the instrument panel (see Fig. 2). On current tractors the primary gear lever and knob are one piece.

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