

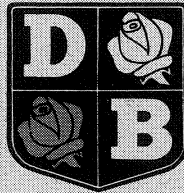
THE  
**DAVID BROWN**

**950 IMPEMATIC**

AND

**950 IMPEMATIC LIVEDRIVE**

**INSTRUCTION BOOK**



**DAVID BROWN INDUSTRIES LIMITED**

**DBT454**

**Reprinted**

**DAVID BROWN**  
**950 IMPEMATIC**  
**AND**  
**950 IMPEMATIC**  
**LIVEDRIVE**

**SERIES VAD/IV and VAD/IW**  
**Diesel Engined Tractors**

**INSTRUCTION**  
**BOOK**



By Appointment  
to Her Majesty Queen Elizabeth II  
Manufacturers of Agricultural Machinery  
David Brown Industries Limited

**DAVID BROWN INDUSTRIES LIMITED**  
**Service Dept.                      Tractor Division**  
**MELTHAM    HUDDERSFIELD    ENGLAND**

DBT 454

Price 5/-

## Introduction

The David Brown 950 Implematic has the most comprehensive specification of any tractor in volume production in the world. This book tells you how to take advantage of all these facilities and also how to maintain the efficiency of the tractor and ensure the long working life which has been built into it. A little time spent with this book familiarising yourself with the tractor will be amply repaid in cost and service.

To simplify the use of this book it has been divided into sections as follows:—

**Section 1** covers the identification of the controls, etc. and the operation of the tractor in every respect from the driver's point of view.

**Section 2** deals with the routine maintenance which **must** be carried out regularly (the modern equivalent of feeding and grooming the horse—and just as important).

**Section 3**, a detailed account of any servicing which may be required in alphabetical order.

**Section 4** gives technical data, tables of speeds and capacities, etc., followed by a list of units and implements designed specially for use with the David Brown 950 Implematic tractor.

Should further assistance be required your David Brown Dealer will be pleased to give it and, of course, is most qualified to do so. In any enquiry always give the **FULL SERIAL NUMBER** of the tractor. The **PREFIX V950 or W950 MUST BE QUOTED**. The number is stamped on the front corner of the frame extension as well as on the name plate fixed to the front of the tool box.

Tractor Serial Number .....

Engine Serial Number .....

*First Published October 1959*

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## On Receipt of the Tractor

The installation is carried out by your David Brown dealer when delivering the tractor to your farm and he will arrange with you for the initial 50 hours free service.

**BEFORE STARTING THE ENGINE**—Familiarise yourself with the engine and tractor controls. Examine the tractor to ascertain if any damage has occurred in transit. Check the extra equipment supplied to see if it tallies with what has been ordered. Report any damage or shortages to your David Brown dealer immediately.

**PRECAUTIONS WITH THE NEW TRACTOR**—Every engine is part run-in and tested on the test bed at the factory. The engine as delivered is capable of its full load performance. However, until it is further run-in it is inadvisable to run at high speeds or loads for long periods. Extra care should be taken for the first 25 hours running.

Long periods of idling should also be avoided as the rate of carbon formation is fairly high when the engine is run at low temperatures. This is especially so before the piston rings are fully bedded.

After the first 50 hours, contact your dealer for him to complete the 50 hours service by flushing and refilling the reduction and transmission units and cleaning the gauze and magnetic filter in the hydraulic system. Check the valve clearances, tightness of the cylinder head bolts, etc.

# Section I

## Operating the Tractor

### CONTROLS

Before starting the engine the use of the following controls should be memorised.

**Fuel Tap**—The tap is **on** when screwed out and **off** when screwed in. On no account should the engine be run with the tap off or without fuel in the tank, otherwise air locks will occur in the system. A water trap and sediment bowl, is situated beneath the tap.

**Oil Warning Light**—This should light up when the isolating switch is turned on. If not, a faulty bulb or pressure unit should be suspected. When the engine is running the light should go out. Should the warning light glow when the engine is running, stop at once and investigate for loss of oil pressure.

**No Charge Warning Light**—This lights up when the isolating switch is turned on. It should go out when the engine is started and the dynamo commences to charge. Failure to extinguish indicates a failure in the charging system. Check the bulb if it does not light when switched on.

**Throttle or Speed Control**—The lever is pulled rearwards to increase speed. The engine is governed to operate at a maximum light load speed of 2 350 rev/min giving maximum power at 2 200 rev/min. For most purposes maximum power is not required and in order to conserve fuel and the life of the engine, the control lever is provided with a pointer which

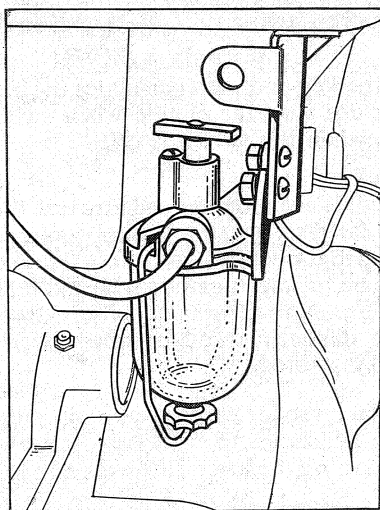
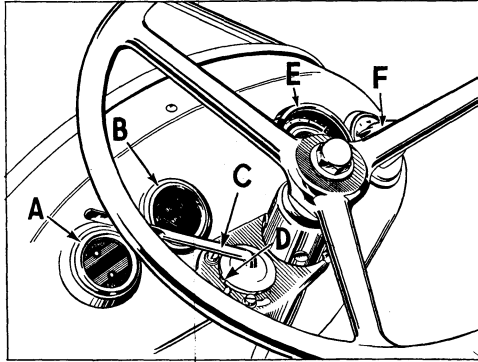


FIG. 1  
FUEL TAP

## SECTION 1



✓  
FIG. 2. DASH PANEL

- A. Warning Lights (Oil and Charge)
- B. Water Temperature (U318)
- C. Throttle Lever
- D. 1 800 rev./min. Indication
- E. Tractormeter (U285)
- F. Lighting Switch

coincides with full load engine speed of 1 800 rev/min. For all normal purposes this can be regarded as the maximum speed position and is also the position to give a p.t.o. speed of 540 rev/min.

**Lighting Switch**—This switch has five positions as follows. OFF—All lights off. S—Side and tail lights only. S/D—Side and tail plus dipped head lights. S/M—Side and tail plus head lights on main beam. M—Head lights only on main beam. This latter position is for ploughing purposes and eliminates the glare from the side lights. The rear ploughing lamp contains its own switch but can be illuminated only when the head lights are on main beam.

**Fuel Cut-off**—Pull fully out until the engine comes to rest, drop into the notch to prevent accidental starting of the engine. Ensure that the control is pushed properly in before re-starting.

**Isolating Switch**—This is operated by the key and merely isolates the starter solenoid from the battery and does not stop the engine when switched off. The key cannot be withdrawn when the switch is on.

**Brakes**—Independently acting brake pedals are mounted side by side on the R.H. side and may be used individually as steering brakes for making short turns at headlands, etc. Each pedal operates on the corresponding rear wheel brake. The pedals **must** be locked together with the locking bar fixed to the left hand pedal for use as road brakes. Individual use of the brakes at speed may cause a dangerous and unexpected swerve besides giving half the available braking force.

To apply the hand brake, turn the lever forwards then pull upwards, pressure on the foot pedals will give assistance for extra tightness when required. The brake is released by turning the lever outwards and lowering.

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