



Allis Chalmers

Operator's Manual

B

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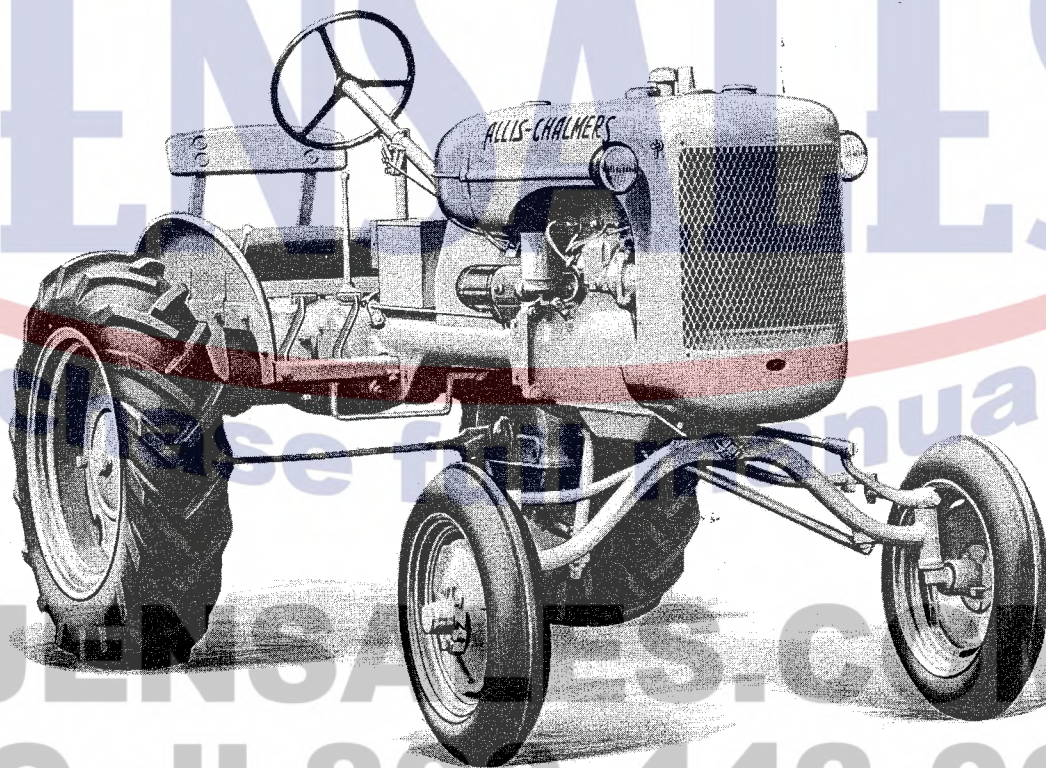
AC-O-B

OPERATING INSTRUCTIONS

**MAINTENANCE
AND**

PARTS ILLUSTRATIONS

MODEL "B" TRACTOR



ALLIS-CHALMERS MFG. CO.

MILWAUKEE, WISCONSIN, U. S. A.

LITHO. IN U.S.A.

FORM TPL-28M

CLICK ANYWHERE FOR MORE DETAILS

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CLICK ANYWHERE FOR MORE DETAILS

LUBRICATION

It Pays to Pay a Little More for Quality Lubricants

It has long been recognized that the life of a tractor is largely determined by the kind of lubrication it receives. Therefore always use oil and grease of high quality, manufactured by a dependable oil company who has established a reputation for quality products and whose success depends upon maintaining such quality.

In addition to using high quality oils it is also necessary to use oils of proper viscosity. Oil that is too heavy cannot reach all points to be lubricated;

therefore, it will cause undue wear and engine sluggishness. Oil that is too light will not form a protective film between moving parts. For best results and to assure lubrication between snug fitting parts, refer to lubricants recommended in lubrication guide.

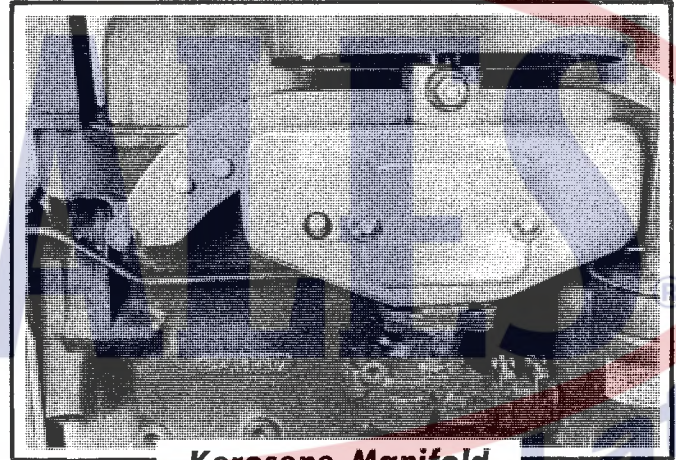
Some parts need more frequent lubrication than other parts. Lubrication intervals outlined in lubrication guide (pages 6 and 7) should be followed closely.

MANIFOLDS



Gasoline Manifold

FIG. 1



Kerosene Manifold

FIG. 2

FUELS

For Economy and Performance use fuels specified for your engine. Engines for model "B" tractors may be secured with either high or low compression ratio.

Each is designed to efficiently burn a particular class of fuel. For best results use the class of fuel for which the engine was designed.

Standard compression engines are equipped to burn distillate, tractor fuel or low octane gasoline. These fuels should have the following specifications:

Gravity — 38 or higher; End Point — 525° or less; Octane Rating — 30 or more; Gasoline — 60 Octane or higher. Engines equipped to burn these fuels are designated by the letter "K" following the engine serial number located on the left rear of

engine block. (Example CE-38167K.)

High compression engines are equipped to burn gasoline only. For average loads, use 60 octane gasoline or higher. For continued heavy loads, use 70 octane gasoline or higher. These engines are designated by the letter "G" following the engine serial number. (Example CE-38167G.)

FUEL AND LUBRICANT CONTAINERS

In addition to using quality fuels and lubricants, always use clean containers for storing and handling.

PROTECT YOUR TRACTOR. STORE FUELS ACCORDING TO YOUR INSURANCE REGULATIONS.

OPERATING CONTROLS

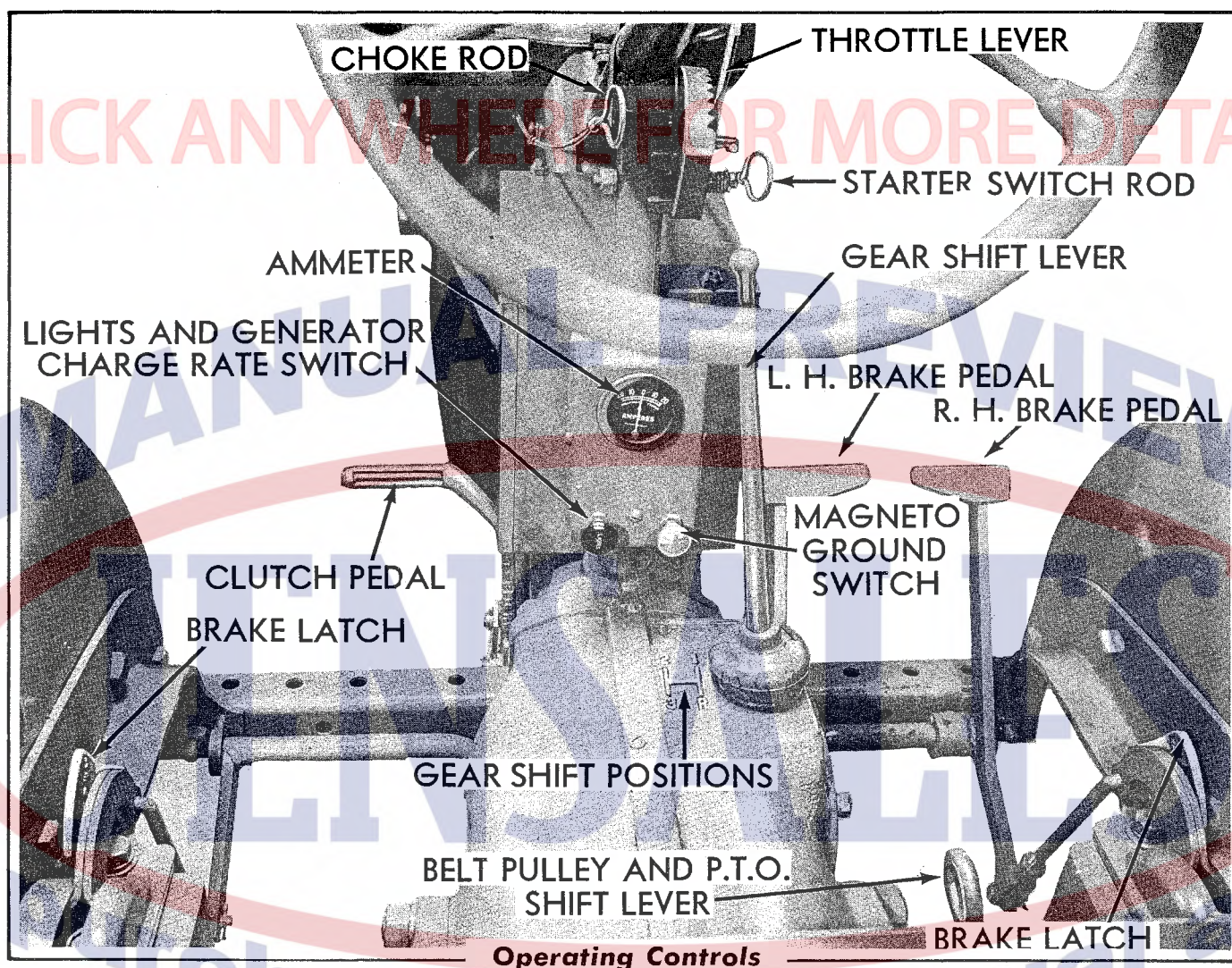


FIG. 5

1. Familiarize yourself with the tractor and its operating controls.
2. Inspect oil level in engine oil sump.
3. Inspect oil in air cleaner cup.
4. Check all points of lubrication. Refer to lubrication guide.
5. Fill cooling system with water or anti-freeze.
6. If gasoline is to be used as fuel, fill large tank with gasoline. If low octane fuel is to be used, fill large tank with tractor fuel and small tank with gasoline for starting purposes. Never fill tanks when engine is hot or running. Shut engine off and allow to cool.
7. Check air pressure in tires.

STARTING THE ENGINE

Close the radiator shutter. Place gear shift lever in neutral position. In cold weather hold clutch pedal down until engine starts to relieve starter load. If gasoline is used open valve under large tank. If low octane fuel is used open valve under small tank. Turn on ignition by pulling out magneto switch located on instrument box. Move throttle

control forward about four notches. Pull carburetor choke rod. Pull starter control lever. When engine has turned one complete turn, push choke rod forward. As soon as engine starts release starter rod. If weather is cold more choking may be necessary, or if engine is hot, choking may not be required.

HAND CRANKING



Hand Cranking

FIG. 6

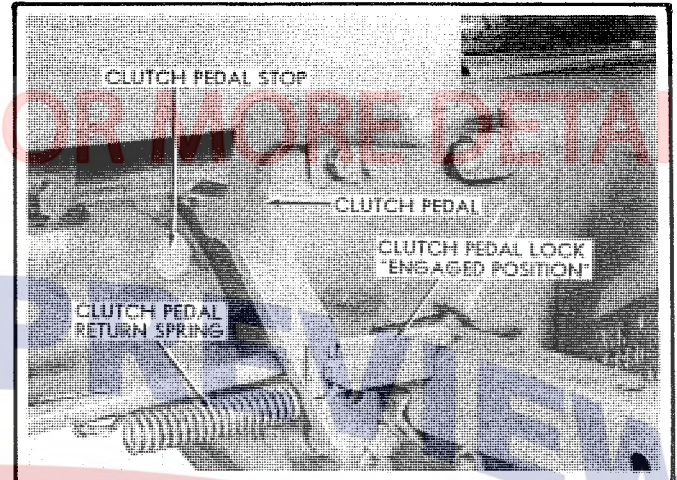


FIG. 7

Push clutch pedal down and engage pedal lock. Proceed as under "Starting Engine."

Engage crank grasping handle with left hand, placing thumb on same side of crank as fingers.

Crank in quarter turns only, pulling up and over. Do not attempt to "spin" engine.

When engine starts release clutch pedal lock. Do not operate engine with pedal locked forward.®

OIL PRESSURE

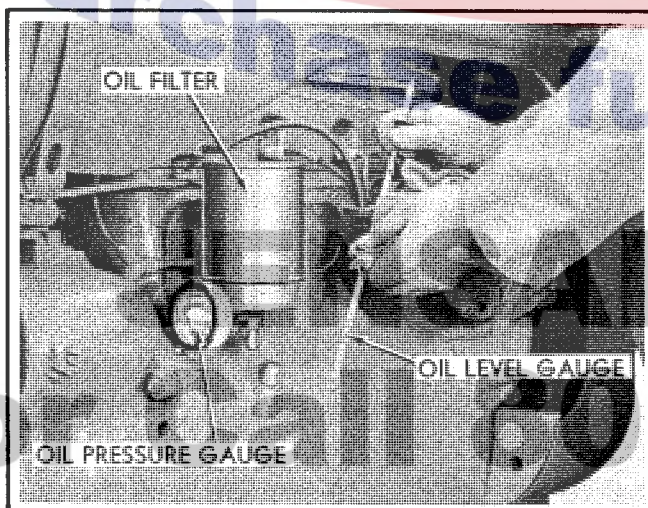
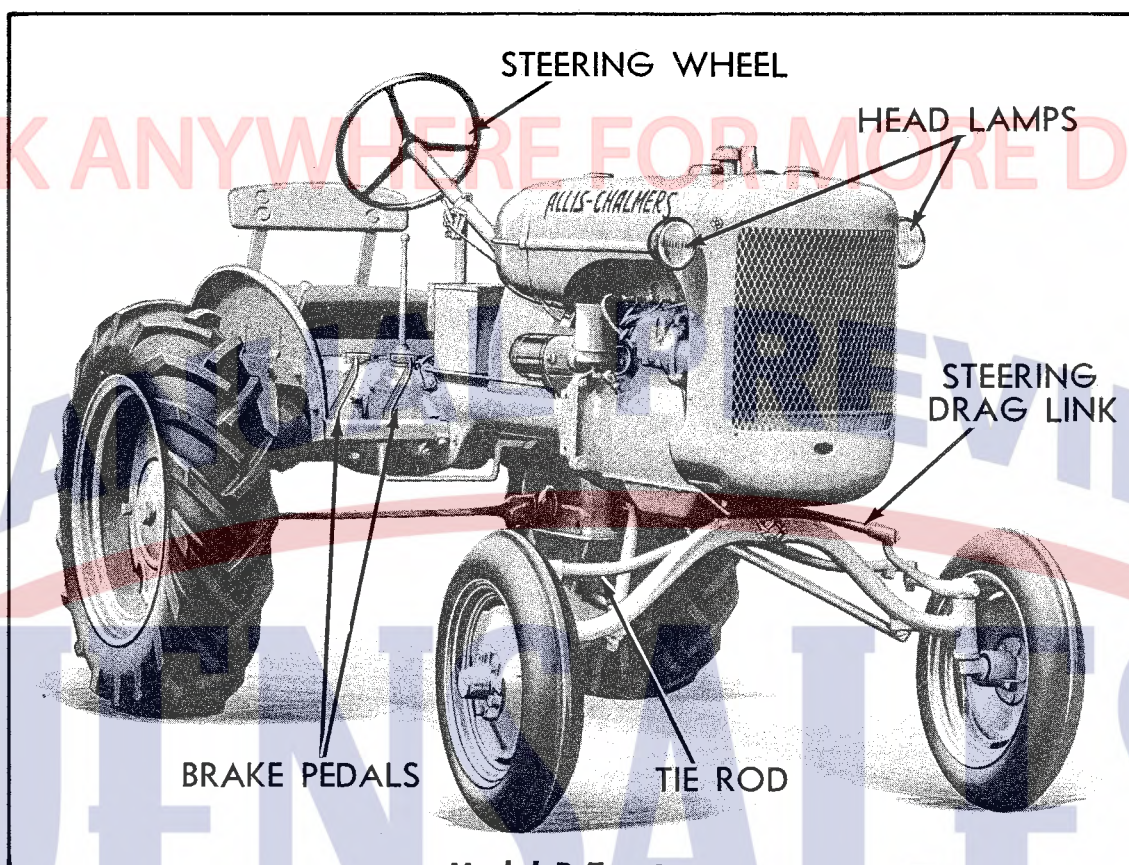


FIG. 8

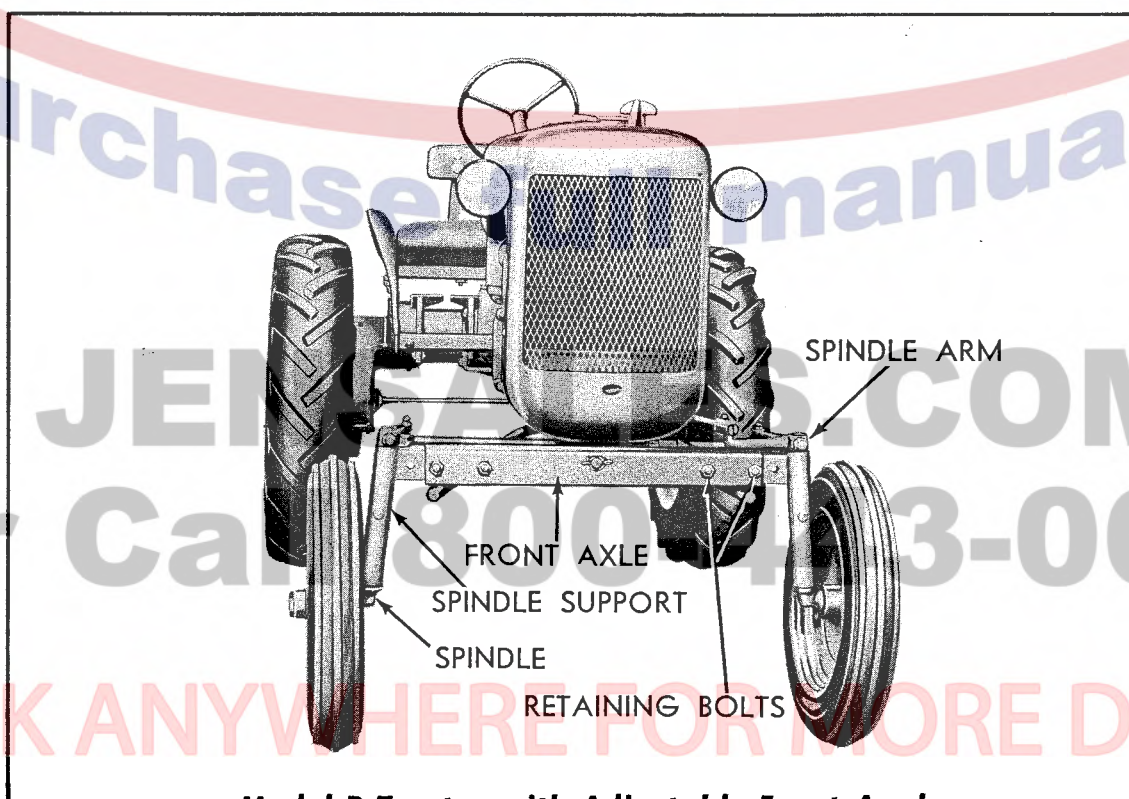
When the engine is started see that the oil pressure gauge is registering pressure. Do not operate engine unless the oil gauge registers. While operating engine look at oil pressure gauge at frequent intervals to make sure oil is being circulated by the pump. The oil pressure indicator needle should remain near the R or M in the word normal, when the engine is hot and running at its normal speed. A slight decrease will be noted when engine idles.

The Model B Tractor is available in Two Styles As Shown



Model B Tractor

FIG. A



Model B Tractor with Adjustable Front Axle

FIG. B

Order Repair Parts By Description. Always Give the Tractor and Engine Serial Numbers.

ALLIS-CHALMERS - MODEL B

The Model B tractor was quite popular with small farm owners, vegetable growers, and nurserymen.

It weighed about 1,800 lbs. and sold for approximately \$500 when it first came on the market in 1937. The engine was a four cylinder 3-3/4 inch bore and 3-1/2 inch stroke, RPM rating was 1400, and produced 14 HP.

The early models had magneto ignition, and about 10 HP on the drawbar.

The most popular of the Model B's was the wishbone front axle. This provided clearance for vegetable and bush fruit rowcrops as the tractor straddled the row.

It was equipped with 9 x 24 rear tires with very good rear axle clearance.

The tractor was introduced in 1937 when 96 were manufactured. They were to remain in production for 20 years. During this period more than 130,000 were built.

The Model B has an interesting advertising history. Allis-Chalmers marketing staff named it the "Prussian Orange Princess".

During the 1939 Ohio State Fair the company trained four girls and four boys to drive the Model B "Princesses" in a square dance routine that included music and callers.

This group also traveled around the country displaying the versatility of this tractor. On small farms it provided a real challenge to replace the horse for most all field and yard work.

A friend in North Dakota sent me an article in which a collector from Mandan spent over \$6,000 restoring a 1940 Model B. He says that it is too nice to use.

His restoration started from memories of a similar tractor on his Uncle's farm. This is not unusual to hear someone recall and choose to restore a tractor that they, or their father, had in earlier years.

One of the reasons for the Model B Allis popularity was that nationwide more than one-half of the farms were 100 acres or less, and with the wide selection of implements it had a great advantage over horses and horse drawn equipment.

One of the good features introduced by Allis-Chalmers was high-strength steel parts and forgings. This, combined with a very versatile design, made the Model B one of the best selling small tractors among all competitors.