

COLT 2310, 2510, AND 2712 COMPACT TRACTORS

CHAPTER 1

GENERAL INFORMATION

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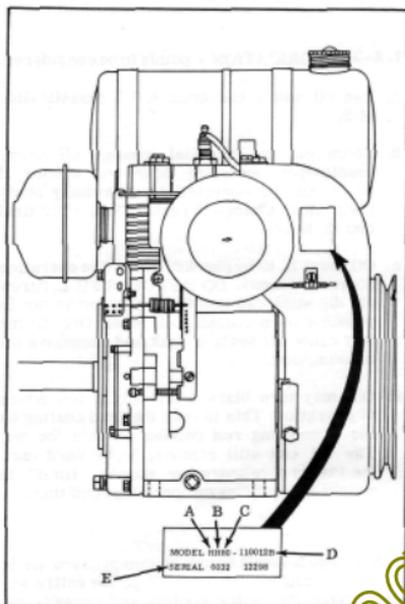


Figure 1-A-1

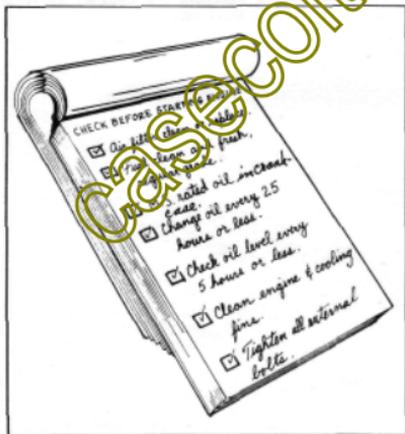


Figure 1-A-2

1-A-1 ENGINE IDENTIFICATION. The engine identification plate is mounted on the carburetor side of the blower housing. A typical model and specification number that is stamped into this plate is shown in figure 1-A-1. Both the complete model and specification numbers are needed for parts replacement.

Model and specification numbers explained in figure 1-A-1. See points A to E.

- A. H stands for a heavy cast iron engine.
- B. H stands for a Horizontal crankshaft engine.
- C. The last zero is dropped and this indicates the rated horsepower of the engine.
- D. 110012B - The specification number
- E. Serial No. 6032 12298
 - 1. 6032 indicates the date the engine was assembled. 6 indicates the year i.e. 1966 - 62 shows the day of the year it was assembled i.e.: 32nd day of 1966 or February 2, 1966.
 - 2. 12298 - is the factory sequence number.

1-A-2 ENGINE CARE (CONSUMER). The operating and maintenance instruction booklet that is provided with each engine should be carefully read and followed. Several points to be considered for engine care are listed:

AIR FILTER - clean or replace filter as operating conditions require. Check for element punctures and cracks. See paragraph 2-A-1 for proper care.

FUEL - use a CLEAN FRESH regular grade of gasoline.

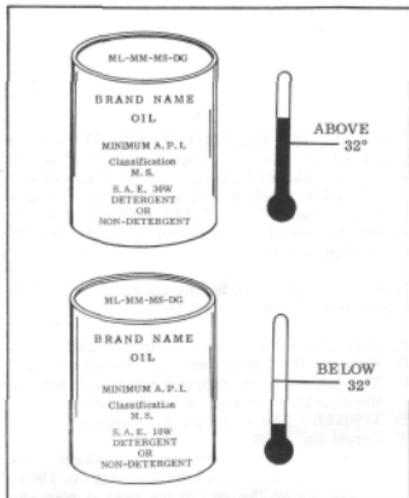


Figure 1-A-3

1-A-3 LUBRICATION - points to be considered.

- a. Use oil with a minimum A.P.I. classification M.S.
- b. Clean oil is essential, change oil every twenty-five operating hours or sooner if equipment is operated in extremely dusty conditions. Change "break-in" oil after first two (2) hours.
- c. Oil level is to be checked every five operating hours or sooner. DO NOT OVER FILL. Screw oil dip stick cap into filler opening as far as possible when checking oil level. Over filling may cause oil seals to leak and excessive oil consumption.
- d. Oil may turn black after only a few hours of operation. This is only the lead coating on the connecting rods coming off into the oil. The oil can still continue to be used until the twenty-five hours or sooner "limit" is reached depending on operating conditions.

1-A-4 Use a small brush or compressed air to clean the cooling fin area. Wipe the entire engine clean for better cooling and appearance. Tighten all bolts, especially mounting bolts, this will keep damaging vibration to a minimum. All checks, cleaning and tightening should be done just before starting the engine, as it is cool and easier to work on.



Figure 1-B-1

1-B-1 ENGINE PREPARATION FOR THE CONSUMER (Equipment Sales Dealer) Much consumer dissatisfaction results from the sales dealers neglect to properly prepare the engine for delivery and not instructing the customer on how to operate and maintain the unit.

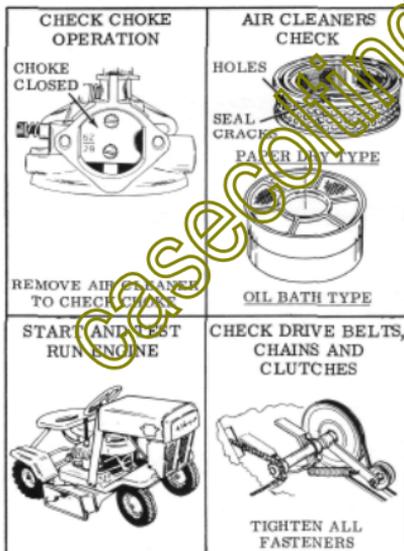


Figure 1-B-2

1-B-2 The engine should be serviced and run tested for a short period. Fresh M.S. oil of the correct viscosity should be installed.

During the test period check these points and repair if necessary.

1. Check the choke visually to see that it closes tightly. See paragraph 2-B-4.
2. Check the air cleaner element to see that it is in good condition and oiled if it is supposed to be. See paragraphs 2-A-1 and 2-A-2.
3. See that the engine starts easily and runs smoothly.
4. Fluctuate engine R.P.M. frequently during test run.
5. Check all drive belts, shafts, etc. for proper lubrication and function.
6. Tighten all fasteners.

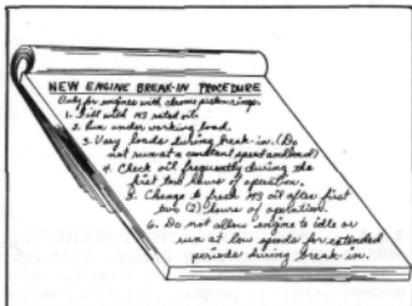


Figure 1-B-3

1-B-3 ENGINE BREAK-IN PROCEDURE. Run engine under a heavy load right from the start of break-in period. Do normal work with the unit, mow the lawn, etc. Vary the load on the engine frequently to flex the rings against the cylinder wall. Using the proper break-in procedure is important for proper seating of the chrome rings.

The chrome rings used in this engine should be run at governed R.P.M. (3400 to 3600) and under varied load conditions to seat properly. Use a fresh MS rated oil of the recommended viscosity and check level frequently, especially during break-in. Change oil after the first two (2) hours of use.

Work this engine but do not abuse it. Do not allow the engine to idle or run at part throttle for extended periods during break-in.