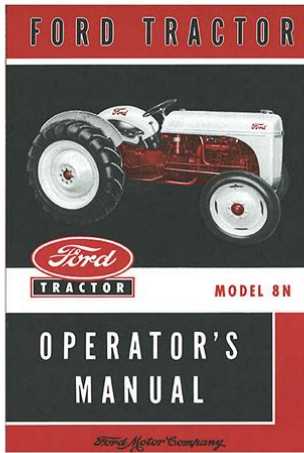


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lyle 3.0 out of 5 stars If your not an experienced mechanic, provides just enough info to end up costing you alot of money. They are great tractor but you need to know how to operate and take care of them. Highly recommend. I was given an owners manual when I purchased the tractor, but it only had about 15 pages and was all copies. This is a complete book with all the info. It has all of the basic info one would need. I believe they literally photocopied the original manual and bound it in a new cover. The only downside is that the pictures are xeroxed or something because they are hard to read. Overall it is what I wanted and will serve its purpose. I'm pleased with how it's printed and put together. This manual includes an electrical wiring diagram. An operators manual Ford 8N Tractor Operators Manual. Most uptodate Operators Manual for the 8N available. Large 127 page manual includes the usual owners info but Ford 16 Aug 2016 This is an Operators Manual for the Ford 8N with 128 pages of important information pertaining to your Ford tractor. Buy 1948 1949 1950 1951 1952 FORD 8N TRACTOR Owners Manual Software Amazon.com FREE DELIVERY possible on eligible purchases. 8N Operators Manual. This coincided with the production of the 8N which also began in 21 Jun 2015 Mitsubishi mvr600 manual, Manitoulin bill of lading, Drop down menu appears behind form components, Lovers guide streaming, Form 21 20. Reload to refresh your session. Reload to refresh your session. We are currently offering curbside pickup while our retail store is

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These are photos of actual parts with wiring added. There is a lot of information available here. The best way to find anything on this site is to click the Index AZ button found at the top of every page. There is some accurate information regarding correct Paint Colors, but this site is really about working tractors. A fullyrestored NTractor, with every detail exactly as originally manufactured, is a fine thing to have. I admire folks who do those beautiful restorations. Going to that level would make me afraid to use the tractor for anything but the occasional parade. On the plus side; it started on the first try, ran great, and the hydraulics worked. After a more detailed inspection, the engine serial number was for a 1940 9N tractor. All the other castings, sheet metal, and parts were standard 1948 or 1949 8N tractor parts. That isnt a typo, the engine block really is from a 1940 9N. What should have been a relatively simple purchase, mushroomed into a fullblown hobby, disease, or obsession depending on who you talk to. Honestly, all I wanted was a used tractor. How did I end up creating, and maintaining this web site. Prior to this, I knew very little about farm tractors, and absolutely nothing about creating or managing a web site. I was proud of the refurbished machine and wanted to make some photos accessible online. Uploaded disassembly photos were very helpful and convenient when it was time to put things back together. Photos led to descriptions that generated feedback from other Ford tractor owners. It soon became obvious there was a genuine need for a site that was dedicated to the simple stuff any tractor newbie needs to know, but might be afraid to ask. Most online forums can be a very scary place for a newbie to start asking questions. Paper manuals do not survive long in a barn. A small laptop, tablet, or even a cell phone can access wifi, and get on the web. All I need is a shortcut to my index and all the information on my web site is available.

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One big problem with the internet is the total freedom to upload bs. Every question asked on every forum generates replies that have to be run thru a filter. It is a fact that the amount of energy required to refute bs is at least an order of magnitude larger than is being expended to produce it. Publishing my own web site provided a place to save good information that I can look up and use without a filter. This was a lot of work, but new wheels and tires were the only big expense. Most of this was low or no cost maintenance that should have been done anyway. This work found and fixed

many things before they could cause problems like wont crank, no spark, no fuel, no power. A reliable machine is not an accident. Neglect is the mother of all problems. Any paint will keep it from rusting. In the future, I intend to try a little harder to match the original colors. That was Fun! It definitely was helpful having several months of normal chores like grading the driveway before having to deal with snow and ice. Whaddyamean you have to take it out of gear, and let the clutch pedal up to raise the implement. Yep, that really was normal for these tractors. Fortunately adding live hydraulics is as simple as adding an engine driven hydraulic pump and two hoses. The most difficult part of that is making a bracket for the pump. The pump bracket is the only part that requires custom fabrication. Everything else required to add live hydraulics is standard hose and fittings that anyone can buy locally much cheaper than can be provided as a kit. Look for a complete shopping list and system description on my LIVE HYDRAULICS pages. Many people prefer the original exhaust, under the right footboard. Which system you prefer may depend on how you use your tractor or just appearance. If you nearly always operate in second gear or higher, the low exhaust may be better. That is better than using my face. This could cause problems.

There are many additional reasons for or against either option. The low exhaust being original is reason enough for most people to keep it that way. Some prefer the vertical for no reason other than its different. Go ahead and have it your way. Most of our property is wooded. The low branch problem is easily solved by trimming branches. There are some onepiece vertical pipe kits, but most kits sold online will be in pieces. Its much less expensive to ship things broken down into a smaller package. I actually prefer the kits in pieces. Make this assembly as sturdy as possible. Build it so the vertical pipe and muffler can bend or tear completely free without doing any damage to the bottom part of the system. Reinstalling the vertical pipe and muffler is easy and often zero cost. This was designed specifically to fit my Ford 8N tractor, and fits much better than any of the aftermarket ones. Built in 2005, it has proven to be very useful. It was certainly a major project. There were a few design flaws. Most were easily fixed. Additional Photos and information about the backhoe are on my Backhoe Page. The rollback dropped it in our driveway on 01JUN2006. Its a nearly original 1952 8N with mostly straight sheetmetal. It still had the 6volt system, and the generator was charging. Oil pressure looked great, and steering was tight, but the brakes were really messed up, and the exhaust stack was leaking. You can find stepbystep photos and descriptions of the repairs [HERE](#).. Some of the sheetmetal on this one is not original. This tractor was converted to 12 volts, but the alternator was not charging. Oil pressure looked great, and steering was reasonably tight. I saw lots of recently replaced parts like starter, carb, drag links, etc. It also came with a box of old parts. Stepbystep photos and descriptions of the repairs to this one are on my 462N Repairs Page [HERE](#). Be prepared for a saga, the 2N took over a year to finish, mostly because I already had a working tractor.

This looked like an ebay auction that was going to sell very low, and it was not too far away. The ad was for a 9N. The pictures were obviously an 8N. This one has become my flathead V88N project [HERE](#).. If the 2N was a saga, this became an epic adventure that provided countless hours of quality shop time. It looked so good, I had to add the bottom rail back on the 8N bumper. The photo of the 8N also shows one version of my tree pusher. This is attached to the frame of my cutter and is much better than using the tractor bumper and headlights to push saplings over. The blade hardware was so completely frozen, the only way it was ever going to come loose was with a cutting torch. Since the bolts wont move, the only way to keep the blades from sagging was to keep adding weld beads to the stump jumper. The center bolt for the whole assembly wasnt too hard to remove, so it all came off at the same time. A piece of used conveyor rubber across the front does a good job knocking down missiles a cutter tends to launch out the front. For its size this cutter is fairly easy to maneuver in the woods. The rear corners are cut on a diagonal. It will slip past obstacles much better than other cutters that are just a big square box. Mostly it was for economic reasons. [CLICK HERE](#) for my list of pros and cons that justified my decision to buy a Ford 8N. I was using the logging chain to

drag a few dead pines. Yes, I am a sick person, who needs lots of therapy. The wire to the oil pressure sending unit was removed and connected to a generator terminal. This was no accident. This was intentionally done to cause the oil light to appear to show normal oil pressure. At this point, there is no way to prove who did it, and its been too many weeks to go back to the dealer with a tractor that was purchased ASIS. No oil pressure is something the dealer should have noticed when they serviced the tractor, but the hotwired oil light did appear to show normal operation.

After replacing the oil pump and pump drive shafts, oil pressure is back, but some damage has been done. It runs good and will pull a blade. We will see how it goes from here. 1971 Ford 3000 Tractor Repairs. Its not as wide as my 5foot cutter, so any trail I can get thru with the tractor should be accessible. I will install a winch before attempting the creek crossing that tried to claim one of the tractors earlier this summer. We got it out with no damage, but I started thinking about getting something with 4 wheel drive. Some soft doors will be added to enclose the cab this winter for cutting and hauling firewood. Of course there is now a POLARIS RANGER page. They often continue to start and run for many months with little or no maintenance. Eventually, neglect will take its toll. Most of these tractors are way behind on basic maintenance. The good news is they are usually simple to repair, and much of the maintenance is zero cost. If you get in over your head or just have questions, here are the best sources of Ford 9N, 2N, 8N Tractor information that I have found. Both are readily available from Amazon, ebay, and others. You can get hardcopy reprints, electronic manuals on CD, and even original manuals. The information and diagrams in these manuals should be the first place you look for answers. The images below are linked to the site that sells manuals on CD. Thats what I use. He should have more manuals available now. Check out the links below and additional resources on my LINKS PAGE. Search the archives or help areas of other linked sites and you will probably find all the help you need. If not, post a question on one of the forums. You will find a bunch of nice folks who are more than happy to help. These are the best sources of Ford NSeries tractor howto information I have found. The people who use these forums are usually very friendly, knowledgable, and helpful tractor people.

Just remember that free advice is sometimes worth exactly what you paid for it. As long as you stick around, and read enough to avoid the occasional brain fade or typo, 99% of the advice you get on these sites is the best information you will find, anywhere. If you find any errors, Please dont hesitate to contact me. Ive added a contact form to my CONTACT PAGE. None of these trademark holders are affiliated with this web site, nor is this site sponsored or endorsed by them in any way. I do not, and will not respond to the few that manage to make it thru the filters. Some are Adobe pdf files that can be downloaded and viewed by any software that will read Adobe formats. Others legacy postings are available, page by page, as.jpg or.gif image file formats that must be downloaded individually. They will be replaced by Adobe pdf versions as time permits. Click here for instructions on how to download these.jpg and.gif image files. Please try again.Measuring 6 x 9, it has 56 pages of detailed illustrations, exploded views, maintenance tips, specifications, warranty information and guided instructions on the repair and overhaul of this popular tractor. Each chapter of the manual covers the disassembly, repair, and reassembly of one or more of the major subassemblies of the tractor including the steering gear, transmission, hydraulic system, rear axle, power takeoff and belt pulley.In order to navigate out of this carousel, please use your heading shortcut key to navigate to the next or previous heading. In order to navigate out of this carousel, please use your heading shortcut key to navigate to the next or previous heading. Register a free business account Exclusive access to cleaning, safety, and health supplies. Create a free business account to purchase Please try your search again later.You can edit your question or post anyway.

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