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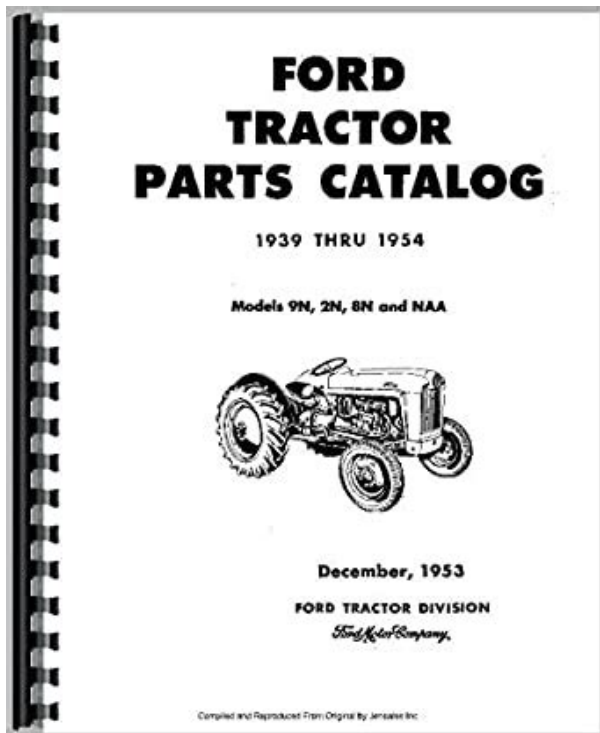
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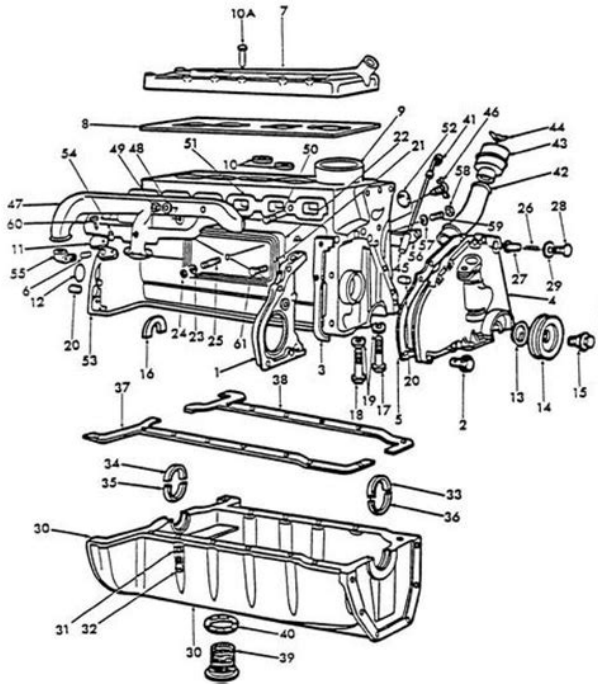
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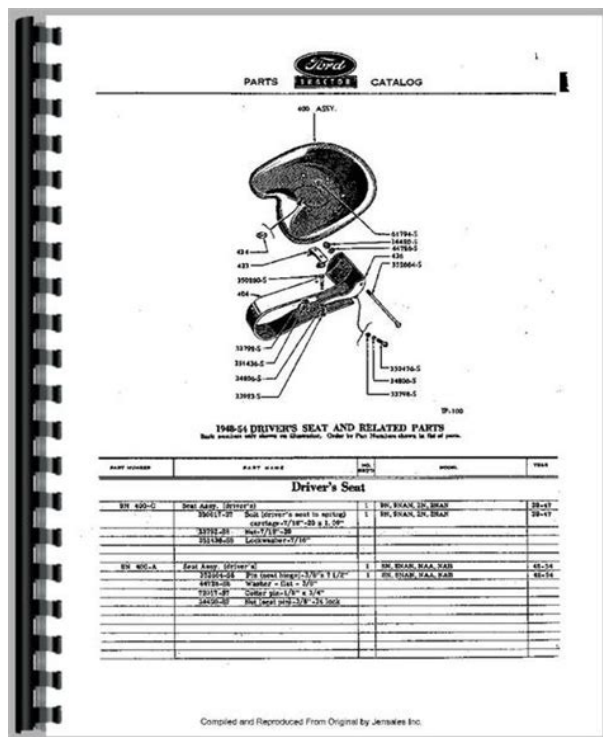


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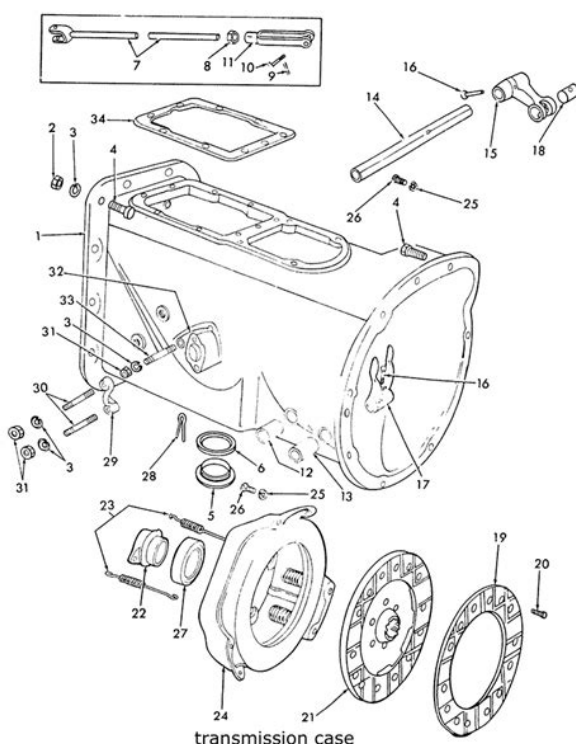
To calculate the overall star rating and percentage breakdown by star, we don't use a simple average. We are currently offering curbside pickup while our retail store is closed to walk ins. Please place your pickup order by phone or online. Visit www.AntiqueTractorBlog.com for a complete update. We appreciate your understanding and patience. Thank you. This manual includes an electrical wiring diagram. Operator manuals explain how to operate the tractor. This book is sometimes referred to as an owners manual and it is a reprint of the original book that came with the tractor. We strive to not only offer the best selection of affordably priced tractor restoration parts, but to preserve the American agricultural heritage by helping you keep your old tractors running. We are focused on meeting all your restoration needs while offering value and quality with every tractor part we deliver. Our website is not just an online store. It is a resource and a community of people who refuse to let our agricultural heritage disappear. We invite you to join us by subscribing to our popular blog, reading our tractor stories and enjoying some tractor trivia. Join thousands of happy customers. None of these trademark holders are affiliated with Yesterdays Tractor Co., our products, or our website nor are we sponsored by them. John Deere and its logos are the registered trademarks of the John Deere Corporation. Agco, Agco Allis, White, Massey Ferguson and their logos are the registered trademarks of AGCO Corporation. Case, CaseIH, Farmall, International Harvester, New Holland and their logos are registered trademarks of CNH Global N.V. Contains everything you need to service or repair your tractor. You will receive a link to download your manual shortly after purchase. Your friend will receive an email from you with a link to our site. Please enter your name, email, and phone number below. We will contact you as soon as this product is available. <http://aulac.com.vn/userfiles/epson-tm-t88iii-user-manual.xml>



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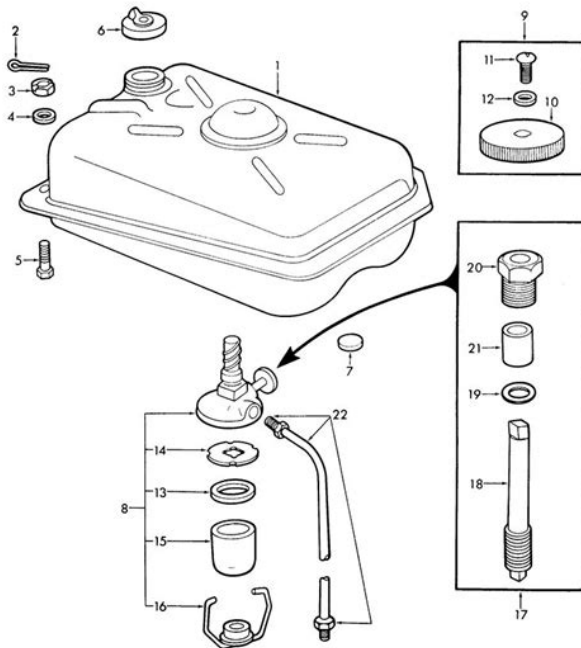
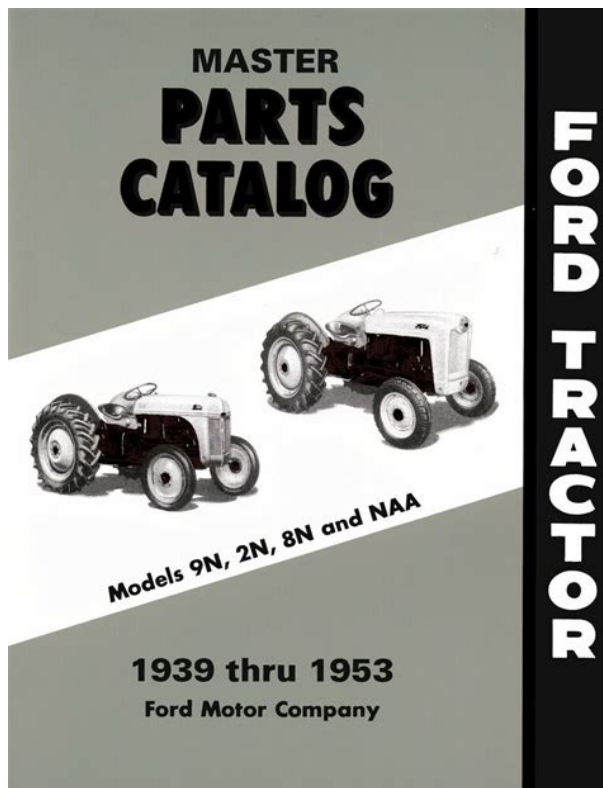


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John Deere 318 Hydro Adjusting Rod, KUBOTA TG1860 TG1860G Lawn and Garden Tractor Shop Service Repair Manual CD, New Holland SD460 Operators Manual Air Drill 87012625 0603, CAT CATERPILLAR 1983 SERVICE MANUAL V60C V70C V80C ENGINE FORKLIFT LIFT TRUCK, John Deere Monitrol System Operators Manual Reload to refresh your session. Reload to refresh your session. Learn more opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab This amount is subject to change until you make payment. For additional information, see the Global Shipping Programme terms and conditions opens in a new window or tab Delivery times may vary, especially during peak periods and will depend on when your payment clears opens in a new window or tab. Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Learn More opens in a new window or tab Contact the seller opens in a new window or tab and request a postage method to your location. Please enter a valid postcode. Please enter a number less than or equal to 5. Sellers may be required to accept returns for items that are not as described. Learn more about your rights as a buyer. opens in a new window or tab You're covered by the eBay Money Back Guarantee if you receive an item that is not as described in the listing. All Rights Reserved. Early prototypes looked good, but just as development was underway Harry Ferguson came to visit Henry Ford and brought with him a FergusonBrown tractor, which he was producing in England with David Brown. The performance of the tractor impressed Ford and the two came to an agreement, a handshake agreement, by which Ford would produce tractors using Ferguson's patents and Ferguson, in turn, would market these machines.

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Ford engineers, using the FergusonBrown tractor as their model, and with the assistance of Harry Ferguson, developed the Ford 9N. The 9N was made in 1939, the 2N in 1942 and the 8N in 1948. The serial and motor numbers are incorporated on the lefthand side of the engine block. We have more Ford tractor parts than most other brands. We are here to help you with your restoration

project or simply supply you the parts to keep working your Ford tractor. If you want NextDay, we can save the other items for later. Order by, and we can deliver your NextDay items by. You won't get NextDay delivery on this order because your cart contains items that aren't "NextDay eligible". In your cart, save the other items for later in order to get NextDay delivery. Oops! There was a problem with saving your items for later. You can go to cart and save for later there. Get more info Manufacturers, See our disclaimer Fits Ford Tractors 2N, 8N, 9N No. Ask a question Ask a question If you would like to share feedback with us about pricing, delivery or other customer service issues, please contact customer service directly. So if you find a current lower price from an online retailer on an identical, instock product, tell us and we'll match it. See more details at Online Price Match. Related Pages Radiator Fans Yitamotor Engine Parts Radiators Radiator Caps Automotive Radiator Additives TYC Radiators Dorman Automotive Replacement Parts and Accessories All Rights Reserved. To ensure we are able to help you as best we can, please include your reference number Feedback Thank you for signing up. You will receive an email shortly at Here at Walmart.com, we are committed to protecting your privacy. Your email address will never be sold or distributed to a third party for any reason. If you need immediate assistance, please contact Customer Care. Thank you Your feedback helps us make Walmart shopping better for millions of customers. OK Thank you!

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The images below are links to a site that sells manuals on CD. Thankfully, many are available for FREE download from places like the MANUALS area at It helps that Ford sold well over a million of them if we include the NAA in the series. It was much more difficult and expensive to find parts for my 1971 Ford 3000 tractor. Normal service parts such as filters, hoses, points, plugs are very reasonably priced. Buy good new parts from someplace like just8ns.com. Shopping cheapest price for new parts will only buy junk that looks new, but won't fit well or last if it works at all. New restoration quality parts such as sheetmetal, headlights, and castings are getting expensive. Used original parts generally fit better and are much cheaper. The best trick to finding good used parts is to catch the right ads on ebay. I have bought and sold used parts on ebay for many years with mostly good results. If you really need a part, and don't have time to shop around, what I have is mostly for sale at current market value. Some of my collected parts are listed on my PARTS PAGE. For the best retail new parts follow the various links provided on my LINKS PAGE. My diagrams were published

a few years ago when it was difficult to find any. Things have gotten better. If you are electrically challenged in any way, I highly recommend getting the Pictograms created by JMOR. 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 fully restored 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 isn't a typo, the engine block really is from a 1940 9N. What should have been a relatively simple purchase, mushroomed into a full-blown 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. 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 won't 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 it's 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 one-piece vertical pipe kits, but most kits sold online will be in pieces. It's 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.

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