

Tractor

May Have Air Cleaner Trouble

A tractor in which carbon fouled spark plugs seem to present a continuous problem. It is more apt to be a clogged up oil filter that's causing the trouble—especially if the filter hasn't been serviced for a long time.

If you're using a range of too cold a plug, but chances are according to service engineers at a well known spark

plug company, a badly clogged tractor air filter not only can cause the entire set of spark plugs to become carbon fouled, but also may result in diluting the crankcase oil as well as in the formation of sludge, piston varnish and other gummy deposits within the engine.

Why? Because a clogged filter prevents the engine from breathing the way it should and results in not enough air reaching the combustion chamber to burn the gasoline completely. The incomplete combustion causes an excessive build-up of carbon in the engine which collects on the firing ends of the plugs and causes them to "misfire".

Also, since a clogged filter causes less air to enter the engine, you may find you're spending more money for gasoline, but getting less acreage plowed, since the engine is receiving a richer

mixture than it should. Just how often a tractor air cleaner should be serviced depends on the type of conditions the tractor is operated under. However, you might keep in mind the fact that there are over a million particles of dust in just one cubic inch of air; also the fact that over a thousand cubic feet of air are required to burn a single gallon of gasoline. Then, it's easy to appreciate the enormous amount of dust which must be removed from the air before it enters the tractor's engine.

Remember, dust and dirt in an engine mix with the oil to form a grinding compound which works on rings, valves and cylinder walls just as effectively as a piece of emery cloth.

The air filter on your tractor has the task of removing

the dust from the air before it enters the carburetor. It does this by employing either a paper type element or an oil mesh element which traps the dust but allows the air to pass through.

As the filter remains in use however, it gradually becomes clogged with the dust and dirt it removes from the air, making it more difficult for air to pass through.

Eventually, air flow thru the filter is reduced to the point where the engine simply can't get all the air it needs for efficient combustion and, hence, the gasoline doesn't burn completely.

This, of course, results in side the engine and on the spark plugs. Since carbon is highly conductive, the plugs and, since carbon is highly conductive, the plugs may misfire if the deposits are sufficient enough to allow the high-voltage electricity to "leak" away before it jumps the spark plug gaps.

If all the spark plugs in your tractor's engine contain black carbon-like deposits, have the plugs thoroughly cleaned in an abrasive spark plug cleaner by your neighborhood garagman. And be sure to check the air filter before considering the installation of "hotter" spark plugs.

If you're storing much tractor gas around the farm, better remember to drain and clean the storage tanks at least once a year to remove sediment and metal chips which flake off the inside of the tank.

Tilting the tank or drum slightly to the rear will prevent the residue from collecting near the spigot. Also, make sure you cap the hose nozzle when not in use to keep dust from getting into the tank.

POTATOES

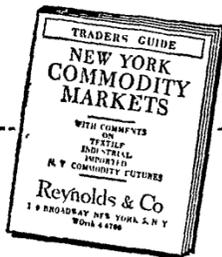
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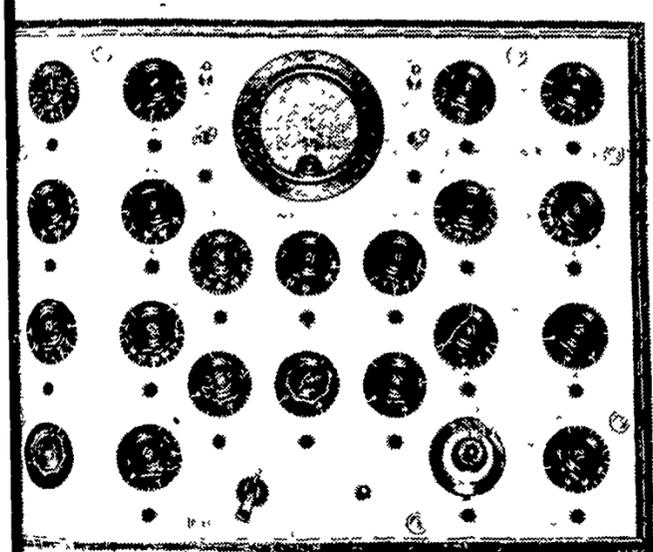
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