

# Ford A62 4 Cylinder Wheel Loader Master Illustrated Parts List Manual Book

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This is the complete illustrated master parts list manual for Ford model A62 Wheel Loader. This parts catalog book contains detailed parts explosions, exploded views, and breakdowns of all part numbers for all aspects of these A62 Ford wheel loaders, including detailed engine parts breakdowns. - Illustrated parts list manual for Ford model A62 wheel loader 356-Pages This Model A62 Illustrated Parts List Book covers these areas of the machine: Wheels and Weights Brakes Front Axle and Steering Rear Axle Hydraulic Systems Engine Transmission Cooling System Fuel System Hydraulic Pump Electrical System Instrument Panel Seats Sheet Metal and Grille Cab and Roll Bars Decals Loader This manual is indexed, and divided into the following sections for fast navigation: Full Machine Text Index How To Use Figure Search General Information - Abbreviations General Information - Metric to Inches Conversion For do it yourself tractor parts lookup, parts manuals are key to viewing how everything goes together. Parts list exploded views will also assist you in servicing, rebuilding, teardowns, overhauls, repairs, and adjustments. Easy to read exploded views to make easy part number identification, accurate ordering, and ultimately correct repairs. This manual contains all the original parts information you need to properly lookup correct part numbers for the entire machine including engine parts. This is exactly like the original manual made for these Ford model A62 wheel loaders; the only difference is this one is not paper, and doesnt need to be shipped. No wasted time waiting for a paper book or CD to arrive in the mail. You get it right away! Zoom it, print it, save it, close it. Print a few pages at a time, as you need; no need to lug that bulky binder around anymore. Once you buy the manual, you will immediately get a link in your email, then just go view it, print it, and save it to your computer for many more uses later on. All sections are fully text searchable for lightning fast and simple navigation. Viewed in the most popular Adobe Acrobat viewer which most computers have already; to download the free viewer, go to [adobe.com/reader](http://adobe.com/reader) About Ford Tractors Ford Tractor history starts with Henry Ford. Henry Ford was born in 1863 in Dearborn, Michigan and began experimenting with gasoline engines around 1890. These experiments led to the building of his first gas automobile in 1896. After much more experimenting, the first official Ford car

(Model A) came out in 1903. In 1907 Henry built his first experimental work tractor. He spent many years and more than (US)600,000 dollars in the development of a good, cheap tractor. When he was finally ready to show his tractor to the public, he found that he could not use the Ford name for his tractor because it was already being used by the Ford Tractor Company. So he adopted the name of Fordson. A new company, Henry Ford & Son was created to mass produce the tractors. By 1920, the distribution of the Fordson was shifted to the Ford Motor Company. Over the years Ford has produced many models of tractors and indirectly continues to this day to be a leading manufacturer in the industry.

**The Early Tractors**

The Ford model 9N tractor was introduced in mid-year 1939 as a joint venture after a handshake agreement between Henry Ford and Harry Ferguson. Commonly known as the Ford - Ferguson tractor, Harry Ferguson designed the 3 point hitch and hydraulic system while Ford's engineers designed and built the tractor and made it all work together. The 9 was for the year, 1939, and N was Ford's designation for tractor. The original price was (US)585. The model 2N was made between 1942 - 1947. Early in 1942 amid wartime material shortages, Ford soon realized if tractors were to be built at all they would have to be built without electrical components and rubber tires. Some believe Ford took advantage of this situation by declaring that the stripped down version of the tractor was actually a new model. Price freezes did not affect new models and the price of the new 2N model, the 2 stood for 1942, tractor could be slightly higher than the previous 9N price. The first 2N tractors were built with steel wheels and magneto ignitions and had to be started with the hand crank because it had no battery or starter. The choke knob was moved up next to the grille in front so the operator could work the choke as he cranked the engine. Little else changed. Most people still refer to these tractors as the 9N. The model 8N was made between 1947 - 1952. The model 8N tractor was the result of the first major redesign since 1939. It was all Ford designed, since Harry Ferguson had gone his own way and was no longer involved.

Production of the 1948 (8N) model began in July 1947. Although it still looked basically the same as the 9N-2N, it had many improvements. The paint colors were changed to a bright red with lighter gray sheet metal, which earned it the nickname redbelly. The bolt circle of the wheel lug nuts was much smaller than the 9N and 2N. Horsepower went up due to an increase in compression ratio from 6.1 to 6.5. The new transmission was a 4 speed with all helical cut gears. Position control, a much needed feature on the 3 point lift, was added to the hydraulic system. A small lever on the right side under the seat switched the system between position and draft control. The brake system was improved and made easier to service

by the addition of removable drums. Both brake pedals were now next to each other on the right side. Steering gears were changed to a ball nut and sector shaft type for easier steering and backlash adjustment. Running boards were added. The hood had a screened air intake on the right rear side and the Ford script was embossed into the hood sides. The steering wheel was higher than the 8N-2N models. The Ford Golden Jubilee NAA was made from late 1952, through 1954. In late 1952 Ford introduced the all new, completely redesigned NAA series tractor for 1953 which marked the end of 8N production and started a new chapter in Ford tractor history. 1953 was Fords 50th anniversary, so the new tractor was called the Golden Jubilee in celebration of that event. The NAA - Jubilee had a more powerful 134 cubic inch overhead valve engine, live hydraulics, and redesigned front sheet metal with the cyclops medallion in the center of the hood. It is slightly taller, longer, and heavier than the 8N. The one hundred series tractors, model 600 700 800 and 900 were made from 1954 to 1957. In late 1954 Ford introduced the new expanded line up of the hundred series tractors for 1955. First came the 600 and 800 models followed by the 700 and 900 models. The 600 series was basically the 134 cubic inch NAA with a few updates. The hydraulic lift was improved and the rear axles were redesigned as one piece to eliminate the separate axle and hub used on the 8N and NAA. The 800 series had a 172 cubic inch engine which provided a lot more power. Its hood was raised 2 inches to allow for a larger gas tank and the rear differential and housing was larger and stronger than the one on the 600 series. The 700 series was the row crop tricycle version of the 600 series and the 900 series was the row crop tricycle version of the 800. A wide front end option was available for the row crop tractors. Two transmission options were available, a standard 4 speed and a 5 speed that could be had with or without the two stage clutch live pto option. The model number identifies the tractor options within each series. For example, a model 640 tractor is a 600 series with a 4 speed transmission (non-live pto), hydraulics and a pto. The one hundred and one series tractors, model 501 601 701 801 and 901 were made from 1957 to 1962. In late 1957 Ford introduced another expanded line up for 1958 renamed the 01 series. These included the 501 (offset) 601, 701, 801, and 901 series tractors. Several improvements were made and new options such as power steering appeared. Horsepower increased across the line and the color schemes were changed. The 134 cubic inch gas or 144 cubic inch diesel engined 501,601, and 701 series became known as the Workmaster tractors and had an all red hood with gray only on the grille, fenders and wheels. They retained the earlier NAA-600 style grille. The 172 cubic inch gas or diesel engined 801 and

901 were known as the Powermaster tractors. Their paint scheme included a red hood center with gray sides and new egg crate style grille. All got a new medallion for the front of the hood and new styled rear fenders. The one thousand series tractors, model 2000 4000 and 6000 were made from 1962 to 1964. In 1962 Ford introduced the first Thousand series tractors, the 2000, 4000, and 6000. The 2000 and 4000 series tractors were basically the same as the 601 and 801 series tractors but with a slightly restyled grille that ended 10 years of the cyclops front emblem. The 6000 series was an all new and much larger 6 Select-O-Speed cylinder tractor. The thousand series tractors were painted the new Ford corporate blue color with a lighter gray trim and the familiar red and gray was gone except for a few red and buff industrial models. These models came equipped with either 134 cubic inch ci gasoline engine, the 144 cubic inch ci diesel engine, the 172 cubic inch ci gasoline engine, or LP gas, or 172 cubic inch ci diesel engine. All of which were 4-cylinder. Ford produced this series tractor in a variety of styles to appeal to agriculture; Row crop, Offset, Utility, Orchard, Light Industrial, Low center of gravity LCG, and Heavy duty industrial. The models included in this Illustrated Master Parts List Manual are the A62 Wheel Loader.

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