

THE O-4 AND O-6 ENGINES

*Smooth,
Dependable,
Economical Power*

McCORMICK-DEERING tractor engines have always been smooth, dependable, and economical. But year by year the standard of performance has risen higher and higher, as research and experimentation in Harvester's extensive laboratories have added improvement after improvement.

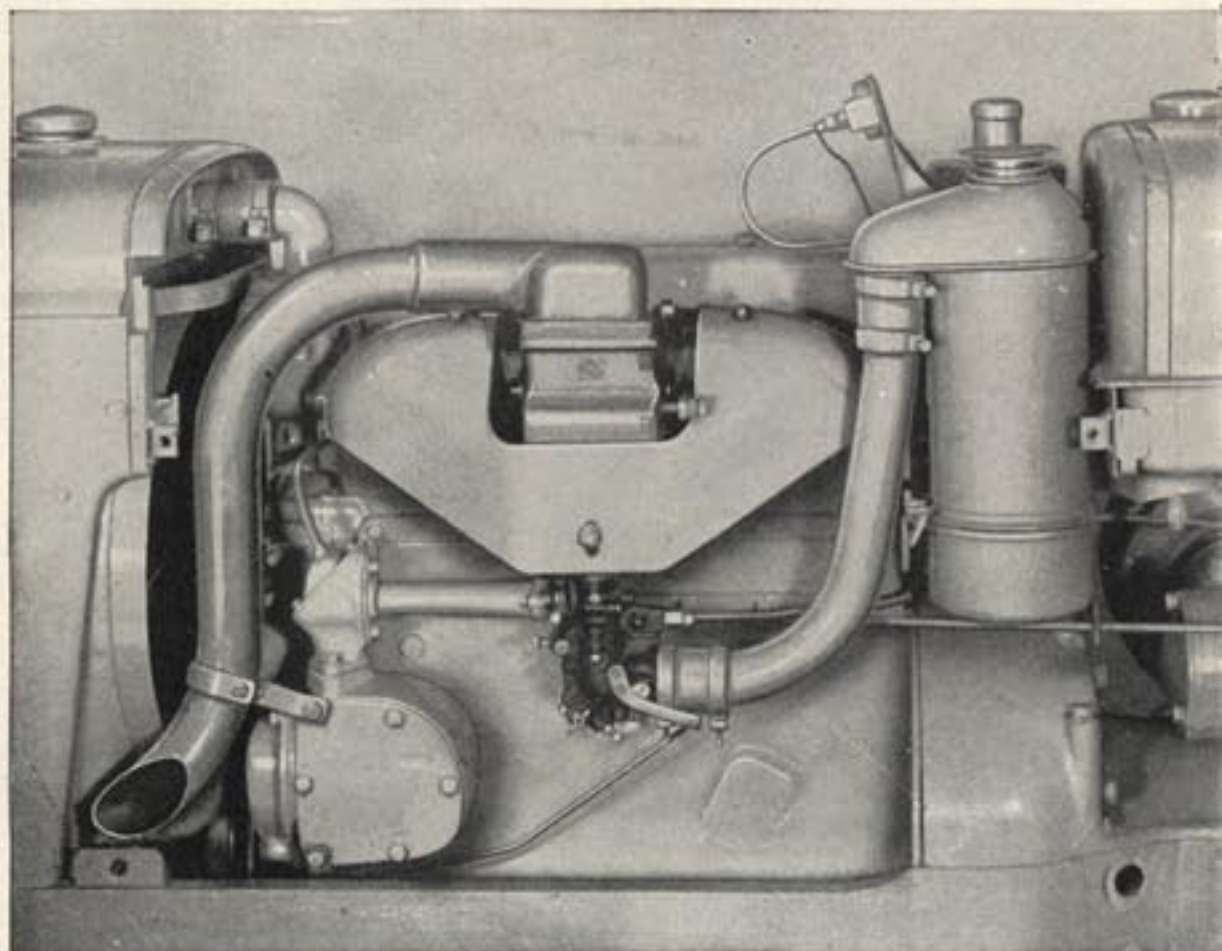
Smooth performance means instant response to changes in the governor setting and steady running at all speeds from idling to full-throttle. Dependable performance means, among other things, sure-fire starting, regardless of weather, and ignition and fuel systems that never quit in a pinch—or any other time. Economical performance means delivering for useful work the most horsepower for every gallon of fuel consumed.

The engines in the O-4 and O-6 tractors were designed to meet these specifications one hundred percent. Standard features include valves in head; replaceable cylinder sleeves; Tocco-hardened crankshaft; precision type main and connecting rod bearings; pressure lubrication; floating oil screen; special high-tension tractor magneto with automatic impulse coupling; cooling system with water pump and thermostatic control; large-capacity air, oil, and fuel cleaners; manifold heat control (on distillate engines); variable speed governor; and many others.

Regardless of whether the tractor engine you prefer is designed for distillate or straight gasoline operation you can bank on getting performance of the kind you have a right to expect. The illustrations on these pages will indicate the quality construction which gives that quality performance.



With this filter oil can be used 120 hours between changes, remaining clean and sludge-free during that period. Replacement of the inexpensive element takes only a minute.



Left side of the O-4 distillate-gasoline engine, showing combination manifold with heat control valve, variable speed governor and connection to carburetor, cooling system water pump (on fanshaft), thermostat housing (above pump), oil bath air cleaner, and (at top) engine heat and oil pressure gauges with their connections.



The drop-forged camshaft turns in three bearings—babbitt-lined, steel-backed, precision type. The cam surfaces are carburized to give "lifetime" wear, and the entire shaft is electrically heat-treated. The timing gears, which drive the camshaft, are machined to close tolerances to assure not only accurate timing but quiet running and long life.



Main and connecting rod bearings are of the babbitt-lined, steel-backed, precision type. They