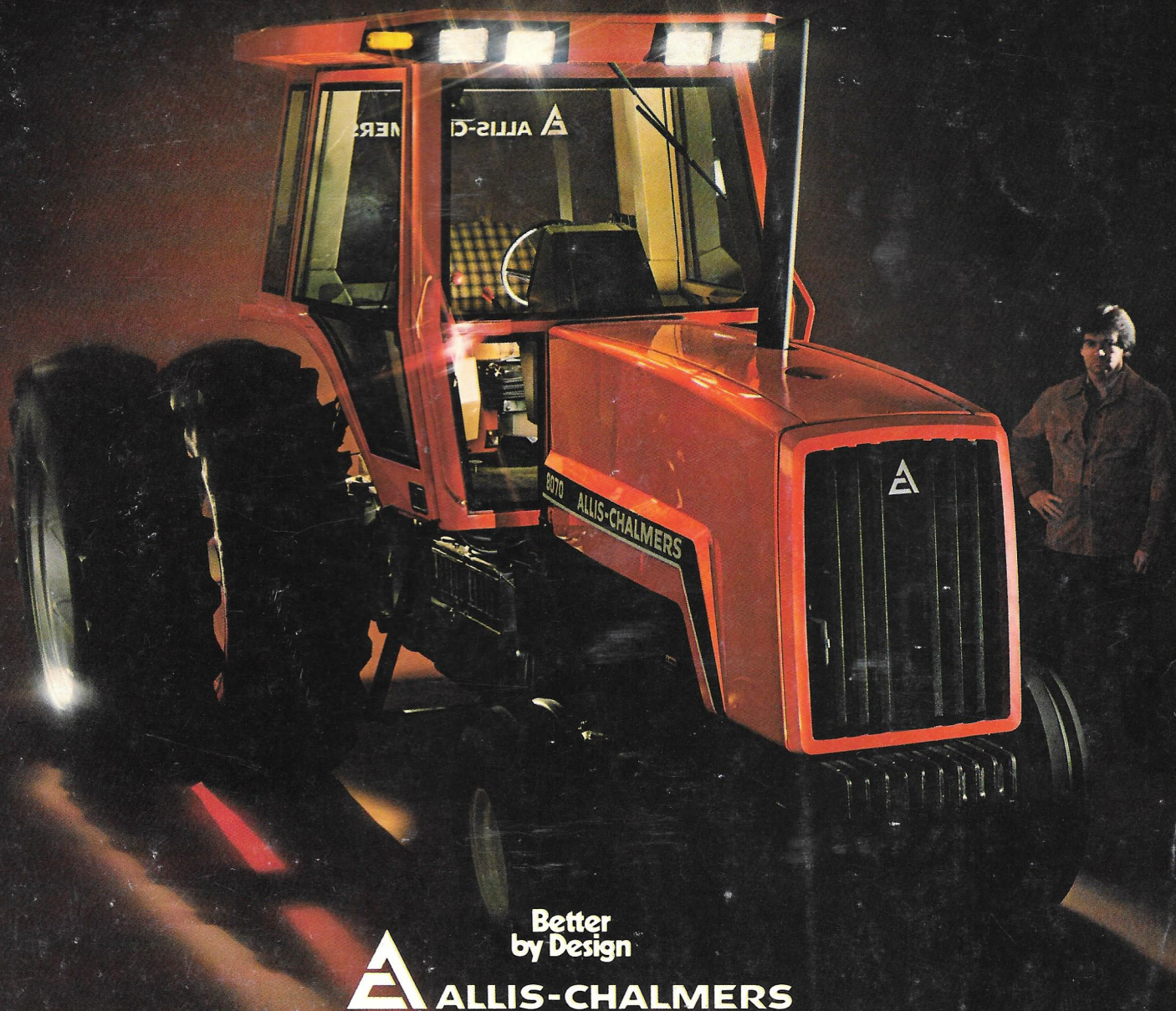


8070 8050 8030 8010

The innovators offer what others will imitate.



Better
by Design

ALLIS-CHALMERS

YOU TOLD US WHAT YOU WANTED IN A TRACTOR, AND WE WRAPPED IT UP IN FOUR BIG PERFORMANCE PACKAGES.

The new 8000 Series tractors from Allis-Chalmers represent what we believe to be the best farm tractors in the market today. We have made a total "Better by Design" commitment to technological innovation and quality production. The 8070 at 170 PTO hp*, the 8050 at 152 PTO hp*, the 8030 at 133 PTO hp*, and the 8010 at 107 PTO hp* offer you truly dependable performance and total operator control and comfort.

They have proven, powerful engines at new horsepower and RPM ratings for longer, more dependable life. And they are matched to handle a wide range of drawbar loads through rugged, proven power trains. A new fuel injection system improves fuel delivery, starting and smoke control.

Transmissions feature simplified controls and refined linkages for easier shifting. And the Allis-Chalmers proven load-sensitive, power-saving hydraulics have

been improved to provide even greater performance and control.

The 8000 cab is one of the largest in the industry with tremendous visibility. You'll like the roominess and the easy-to-reach controls. There are two wide doors for entry or exit. New steering valve and remote controls are improved for easier handling. And a new suspension seat is fully adjustable for a comfortable ride.

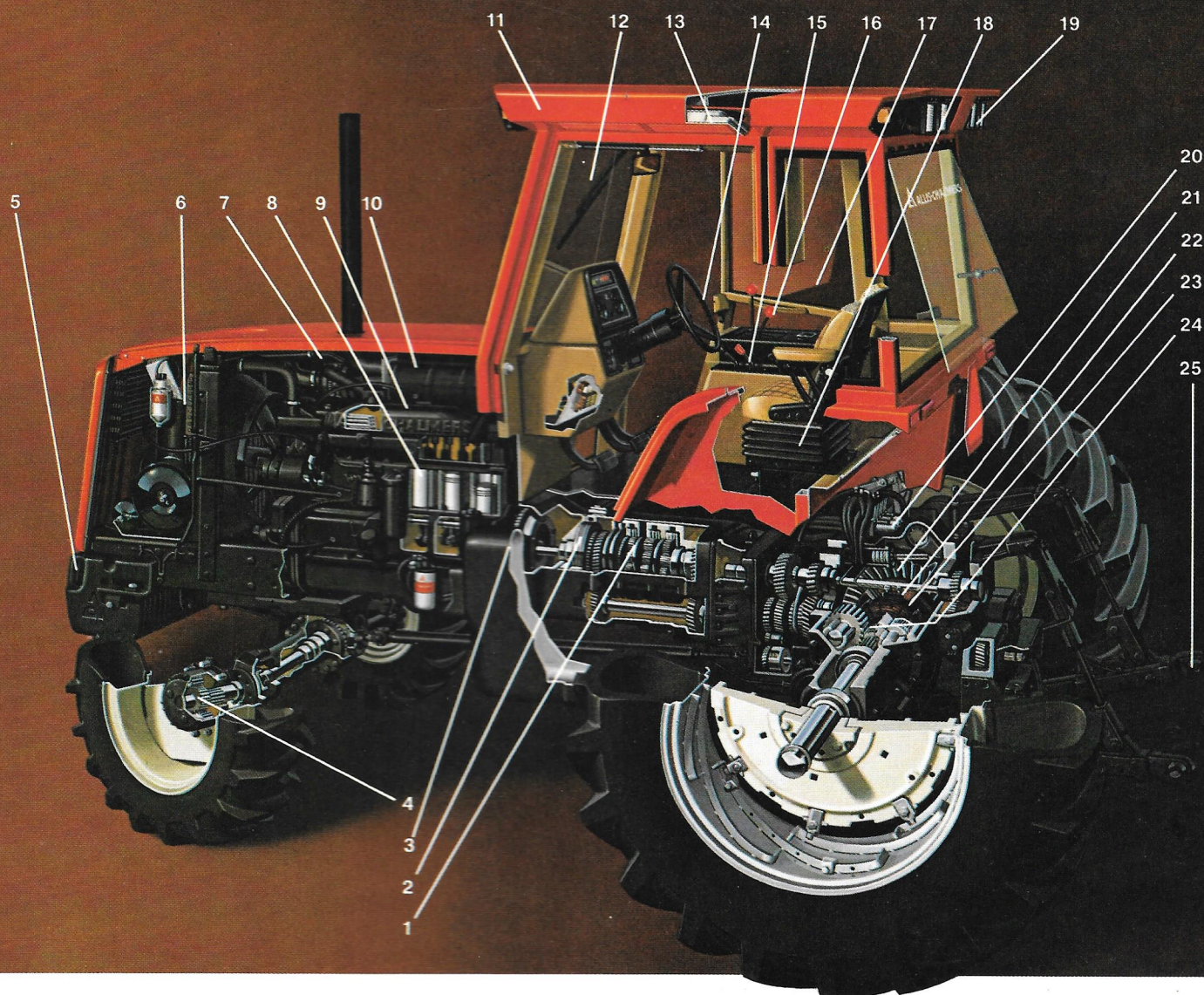
Servicing is a snap with removable side sheets that expose the entire engine, radiator and air cleaner.

Front-wheel-drive is now available for even greater performance and efficiency in the 8050, 8030 and 8010 models.

Take a close look at the new 8000 Series from Allis-Chalmers. See what the best in tractor technology has to offer...proven components teamed with new innovations for maximum performance and dependability.

*Manufacturer's estimated maximum observed PTO horsepower at rated engine speed.





1. Power Shift Transmission (optional) 12 working speeds in two ranges. Shift without clutching or stopping.

2. Multi-Disc Wet Master Clutch is bronze-faced to last longer.

3. Standard 60-gal. Fuel Tank (85 optional) features ground-level refueling.

4. Mechanical FWD (optional) for more field driving power.

5. Front Weights tucked under the front grill serve as a protective bumper.

6. Aspirated Air Cleaner extends service intervals in severe dust conditions.

7. Turbocharging delivers more air for power and fuel economy.

8. American Bosch Fuel Injection System in the 8030, 8050 and 8070 provides improved starting, smoke control and reliability.

9. Intercooling (in the 8070 and 8050) for improved performance, better fuel economy.

10. Under-hood Muffler for improved forward visibility.

11. Large Cab, Excellent Visibility with 38% more interior space, 36% more glass area.

12. Improved Air Conditioning has a higher capacity to keep you comfortable on the hottest days.

13. Huge Horizontal Cab Filters, located outside, keep dust out of the cab.

14. Exceptionally Easy Steering with effort reduced 35%.

15. Throttle and Hydraulic Controls are conveniently mounted for easy reach on the right-hand console.

16. Controls redesigned and angled for easy operation.

17. Two Wide Doors, 40" at belt level, make getting in and out easier than ever.

18. New Suspension Seat fully adjustable fore and aft, height and weight.

19. Stadium Lights gives you 2 more headlights, 3 rear work lights.

20. Load-Sensitive Hydraulics with lower-effort detents for easier operation.

21. Huge Spiral Bevel Gear has massive strength for long life.

22. Hydraulic Differential Lock pulls you through the toughest conditions.

23. Multi-Disc Oil-Cooled Power Brakes for quick, safe stops.

24. Planetary Final Drives distribute gear load equally, prolonging gear life.

25. Rate of Lower Control on 3-pt. Hitch allows you to tailor the hitch to the weight of the implement.

Removable Side Panels for easy access to the engine (not pictured).

Rubber Isolation Mounts keep cab quiet (not pictured).

Overflow Coolant Recovery System allows checking radiator through the grill (not pictured).

Attention to detail makes the best tractors better.

Quality design and special attention to detail make it possible to squeeze every last bit of fuel economy, performance and durability into these tractors.

It's easy to see that the bold, clean lines and handsome forward rake of the 8000 Series tractors make them "style" leaders. But their beauty is more than skin deep.

A WORLD OF QUIET COMFORT WHERE YOU'RE IN FULL CONTROL.

The company that brought you the Acousta cab now brings you more comfort, convenience and visibility. Enjoy 38% more room, 36% more glass area, luxury seating, controls grouped for easy handling.

Here's an island of isolation in a sea of noise, dust and exhaust. With improved visibility that keeps you firmly in control.

Good looking for good reasons.

The bold new styling of the cab not only looks good, it serves a good purpose. The curved windshield and other non-parallel surfaces reduce reverberation and help dampen sound. The wide roof visor reduces the sun level. Tucking the muffler under the hood accentuates the dynamic sweep of the tractor's lines while it improves visibility.

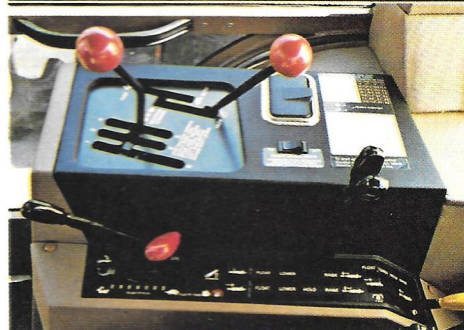
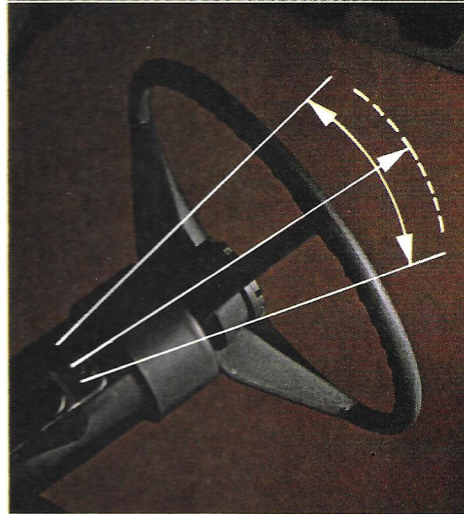
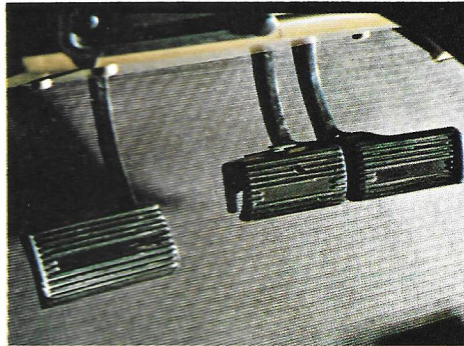
Speaking of visibility, the 57 sq. ft. of glass area is increased 36% over previous models. And "B" posts are smaller, and located further back. So, your line of sight is unimpeded, right and left, fore and aft. More "eye room"... more arm and leg room, too. The two doors are 40 in. wide at belt level. That's easy access and, inside, plenty of room to stretch out in. The new saddle-tan interior is not only attractive—the lighter color doesn't soak up as much heat.

Controls are easy-operating, easy to reach.

While you have plenty of room to stretch out in, you won't have to stretch for the controls.

Transmission gear selector levers, both Power Director and Power Shift, are located to the right of the seat and angled so the action is directly in line with your shoulder. The angle, plus new refined linkages and Power Shift valve detents, make shifting smoother and easier than ever.

Just to the right of these, and also angled for easy operation, are the range shift and park/lock controls. The right-hand console also contains your three-point hitch position control with adjustable depth stop, Traction-Booster control, remote valves, PTO control and throttle



lever. Soft-feel detents make remote valve levers easier to work, and they have handy flip-locks to lock out float positions. The Power Director high-low on-the-go shift control is now located to the left of the steering column. You can shift with the touch of a finger—just like an auto turn signal. There's nothing underfoot to snag a toe on, and no holes to pipe in engine noise. Clutch and brake pedals are suspended in the cowl. The hydraulically actuated differential lock control is set well back of normal foot position, operated by your right heel.

The instrument panel, pedals, and the steering column are all built into a console that's part of the cab, not part of the tractor chassis. With the cab riding on four large rubber isolation mounts, the console stays well removed from chassis vibration—and so do you.

Steering and brake control valves are located outside the cab to help control noise. And the air-conditioner filters are also located outside, horizontally, for easy cleaning. But, you'll find they seldom need it. Positive pressure back-flushes them every time you close the door.

Sit back in all-day comfort.

Greater operator comfort means greater operator alertness and efficiency. No more "toughing out" long dawn-to-dusk workdays. Your 8000 Series tractor can go the distance... and a very comfortable seat makes it easier for you to go the distance.

You have three seats to choose from. A durable vinyl seat or a cool cloth-covered seat comes standard. Or, choose the optional luxury seat. The big accent here is on comfort. Whatever your size, you'll think the luxury seat was built just for you. With adjustments for back rake and lumbar support. Fore and aft adjustment to match your height, and resiliency adjustment to match your weight. The steering wheel also has a new tilt control to adjust for wheel height, and it telescopes to match your reach. A new steering control valve reduces steering effort 35% for better handling.

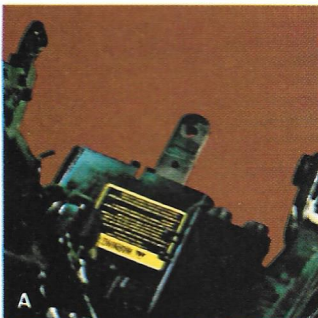
Other cab conveniences include the standard analog instruments, heater and high-capacity air-conditioner, plus optional AM-FM stereo with cassette tape deck.



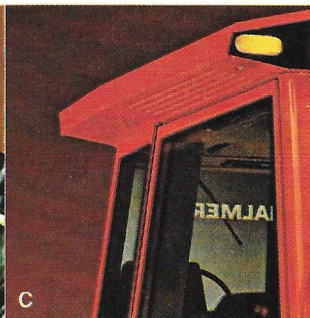
Step up to comfort and convenience through either of two doors—with the help of non-skid steps and easy-to-reach grab handles—the best cab entry story ever. A compressed gas cylinder in the door makes opening easier, and a light comes on in the cab just like in your car. The outside door latches are located at the bottom of the door where they are easy to reach (shown above).

Visibility has never been better. Glass area has been increased 36%. We've wrapped around 57 sq. ft. of tinted, tempered safety glass, including a larger, curved windshield (shown above).

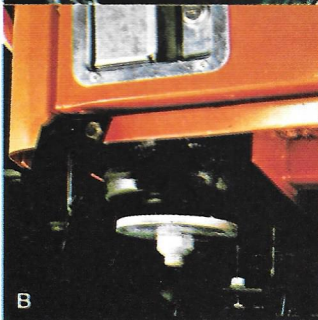
Unique firewall sealing and acoustical foam combine to wall off engine noise and soak up sound throughout the cab's interior. Heavy, automotive-type rubber seals around doors and unique sealed-in windows keep sound from leaking in.



A



C



B



D

A. Visibility is clear to the rear for easier hitching. The rear window swings out for fair-weather ventilation.

B. The cab is completely isolated from the chassis. Four large rubber mounts do the job, eliminating metal-to-metal contact.

C. Wide roof visor shades you from the sun and improves air-conditioner efficiency. Horizontal dual air intake filters in the overhangs have doubled capacity and are serviceable from the outside. Normal door closing purges dust from the filters for prolonged operation.

D. An optional stadium light package lights up the night with two more headlights and three more rear work lights, powered by a 100-amp alternator. Control switches are mounted on the instrument module.

FRONT-WHEEL-DRIVE AT THE FLIP OF A SWITCH, NOT A STOP AND A SHIFT.

Everybody wants to get more work out of a tractor. One way to do it is to increase horsepower. But the problem with just adding more horsepower is that all those extra energy-consuming horses may often sit idle. If what you need, however, is more *driving power on command* that doesn't waste fuel, then you need what the 8070, 8050, 8030 and 8010 tractors *have*—mechanical front-wheel-drive at the flip of a switch right from the tractor seat.

With driving front wheels, you can expect to do up to 20% more field work on the same amount of fuel. How? By reducing slippage and using the full weight of the tractor for traction—the front pulling its own weight, not consuming horsepower by having to be pushed. Improved traction also helps reduce soil compaction and improve handling in hillside operation. You can handle marginal field conditions where two-wheel-drive power would bog down.

Mechanically driven front-wheel-drive is optional on all 8000 Series models, with a choice of either Power Director or Power Shift transmission.

Not all front-wheel-drives are created equal.

Mechanically driven front-wheel-drive constantly matches the speed of the front wheels to the rear wheels. This full-time-capability drive minimizes horsepower loss and maintenance requirements. The 8000 design has definite advantages over other mechanical systems. Centerline drive, as opposed to running the drive along the left side, provides better crop clearance—less trash build-up, less maintenance—and tighter turns.

Allis-Chalmers FWD models have a short turning radius of 160 in. with brakes. Various wheel treads are available to match the FWD to row-crop conditions. The rugged front axle is available with a standard or a no-spin differential that insures driving power to both front wheels in marginal or hillside operation.

Optional no-spin differential.

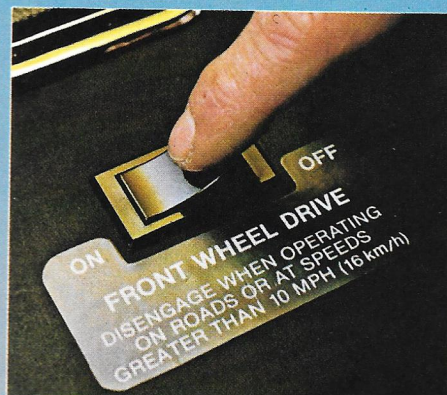
The rugged front axle is available with a standard or a no-spin differential. The no-spin design, intended for use in marginal traction or hillside conditions, locks both axles together for improved traction. Differential automatically unlocks during turns, and then locks again to power both front wheels.

Perhaps best of all, you can move into front-wheel-drive without stopping, without shifting. Drive to the front wheels is electrohydraulically engaged or disengaged on-the-go by a convenient switch near the gear shift levers.

Add up the advantages.

All in all, the new 8070, 8050, 8030 and 8010 tractors with mechanical front-wheel-drive provide you with more work, more field efficiency per gallon, and optimum maneuverability. That's a combination that will pay off in any farming situation.

Tire Combinations			
Rear	Front	Tread	Tread w/Spacers
16.9 x 38	14.9 x 24	59," 80"	67," 88"
18.4 x 38	13.6 x 28	62," 78"	70," 85"
20.8 x 38	14.9 x 28	62," 78"	70," 85"
18.4 x 42	14.9 x 28	62," 78"	70," 85"





8070

170 HORSEPOWER*

The performance giant, now with super-efficient FWD.

Here's hard-charging power to cut your biggest challenges in the field down to size. And fuel-stingy performance that gets the job done with maximum economy. The 8070, delivering 170 PTO horsepower,* gobbles up acres while it sips on fuel.

The 8070 powerplant is packed with big-power, better-performance features. Like heavy-duty valve springs, a massive head with larger cross-flow cooling passages, a viscous-type crankshaft that runs at a reduced speed of 2400 rpm for improved fuel economy and greatly improved reliability. And for better starting and smoke control, plus increased reliability, a new American Bosch fuel injection system provides more consistent fuel delivery.

Turbocharging delivers more air to the 426-cu.-in. Allis-Chalmers 670I diesel for more complete combustion ... wrings more work power out of every gallon of fuel. And intercooling enhances turbocharger—and engine—performance by making that air cooler, denser, for greater volumetric efficiency and power.

Intelligent design and quality workmanship shine through in every detail of our horsepower leader:

Wider, roomier cab, long on comfort. You'll know why we call this one the performance giant when you step into the all-new state-of-the-art cab. Settle into the plush comfort of the new, fully adjustable luxury seat. All low-effort controls are grouped and angled around you for fast, easy access. See your work area to the front, side and rear with the unsurpassed visibility of 57 sq. ft. of glass.

Flip for fuel-saving front-wheel-drive. A flip of a switch puts FWD power to the ground, saving fuel without sacrificing performance. And the better-designed mechanical system makes for tighter turns and a surer grip when the going gets tough.

Exclusive Power Director or Power Shift transmission. Twenty-speed Power Director comes standard. Eight speed selections in the 4-8 mph field-working range, a total of 14 speeds below 10 mph. There's a slow speed for PTO operation and road speeds approaching 20 mph.

For increased shift-on-the-go capability, opt for the 12-speed Power Shift transmission. Choose fast or slow range, then shift through 6 speeds without clutching or stopping.

New secondary oil filter. An extra measure of protection. Removes even microscopic impurities to lengthen oil change intervals and prolong engine life. Easy to reach, easy to change.

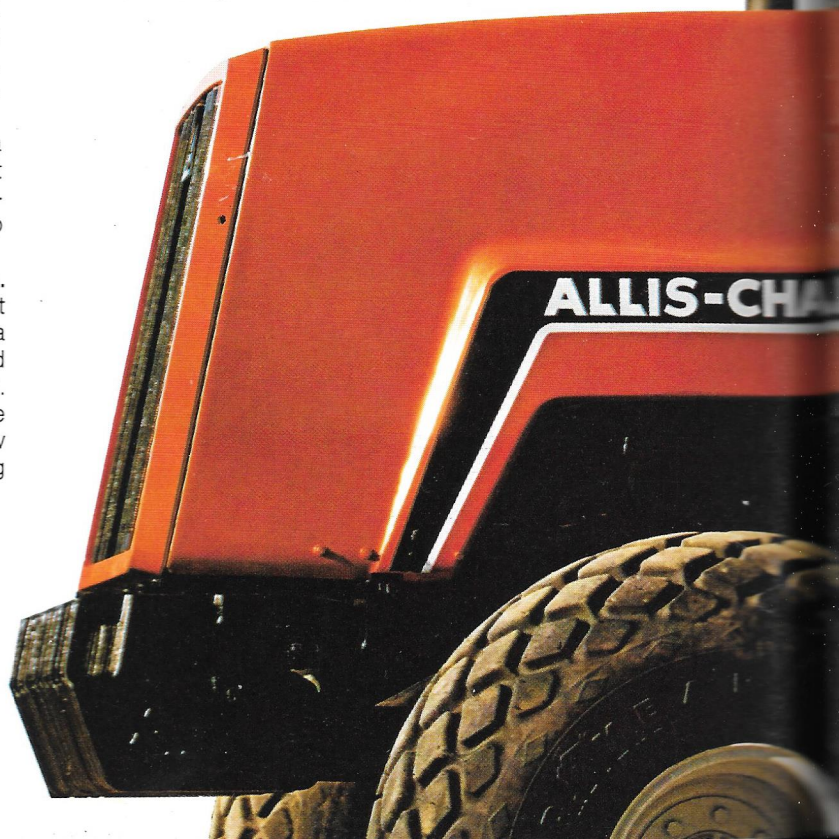
Hefty rear axles, extra-wide planetary final drives. Four-inch-diameter heat-treated axles can handle the stresses of dual wheels, wide treads, the roughest terrain. Driving force is spread out over an extra-wide area final drive planetary for long-lived performance.

Efficient 45-gpm hydraulic system. Includes a 22-gpm exclusive closed-center, load-sensitive circuit. Controls both flow and pressure to the three-point hitch and remote outlets. Makes more horsepower available at the drawbar.

Big multi-disc, wet master clutch. Bronze clutch with large surface area handles massive amounts of horsepower and engine torque. Oil-cooled to carry off heat, extend clutch life.

Traction Booster load sensing. Traction Booster senses load demand through the lower links of the Category III three-point hitch. Weight transfers automatically to rear wheels to match draft to traction and maintain an even working depth. Lifting capacity is 8200 lbs. at 24 in. back of the hitch point.

*Manufacturer's estimated maximum observed PTO horsepower at rated engine speed.





8050

152 HORSEPOWER*

Leading its class in power, performance, comfort.

This tractor combines styling, comfort and performance features you won't find even on some larger, more expensive models.

With 152 PTO horsepower*, a turbocharged and intercooled 670I diesel engine, the 8050 lays down plenty of power to handle the most grueling work days. Cool-running reliability is enhanced by a large radiator, oil-spray-cooled pistons, alternating exhaust and intake valves, big-capacity fan, and high-capacity oil cooler. And a new American Bosch fuel injection system provides consistent fuel delivery with improved starting, smoke control and reliability.

There are many reasons why the 8050 stands alone at the top of its horsepower class:

A bigger cab with more comfort, more convenience.

Doors on either side provide the best entry around. More room inside, too, and more window area. The cab is removed from engine noise and vibration by a solid firewall and four big rubber isolation mounts. New tan interior accentuates the cleanliness provided by the low-maintenance cab air-filters located outside the cab.

Front-wheel-drive at the flip of a switch. Optional front-wheel-drive improves traction, reduces soil compaction, and can do up to 20% more field work on the same amount of fuel. Engage or disengage drive to the front wheels at any time by flipping a console switch controlling the electrohydraulically actuated clutch. Allis-Chalmers mechanical front-wheel-drive is a positive drive system that pulls on difficult hillside operations and overcomes marginal field conditions.

Mechanical drive matches the speed of the front wheels to the rear wheels and minimizes power loss and maintenance requirements.

Choose either the Power Director or optional Power Shift transmission. Standard 20-speed Power Director gives you the productivity of 14 speed selections below 10 mph, eight in the critical 4-8 mph field-working range.

For increased shift-on-the-go capability, opt for the 12-speed Power Shift transmission. Choose fast or slow range, then shift through 6 speeds without clutching or stopping.

Load-sensitive hydraulics. Big 45-gpm capacity so the power's there when you need it. Pressure and flow vary with hydraulic requirements, providing only what's needed, saving more power for the drawbar.

Multi-disc, wet master clutch. Bronze-faced and oil-cooled to dissipate heat and last longer.

Planetary final drives. Combined with husky 3.75-in.-diameter heat-treated rear axles. Both are unbeatable at taking the torque and strain of big-power farming.

Category III 3-point hitch. Lifts 6680 lbs. (8200 lbs. optional) 24 in. behind hitch points. Includes sway blocks, swinging drawbar, 5.4-in. draft arm float. Quick-hitch optional.

*Manufacturer's estimated maximum observed PTO horsepower at rated engine speed.





8030

133 HORSEPOWER*

The all-around performer with uncompromising comfort.

The 8030, with 133 PTO horsepower,* is just right for the big jobs and the little jobs, too.

We've turbocharged those 132 horses to get more work out of every gallon of fuel, and alternated the intake and exhaust valves to help avoid hot spots and extend engine life. And for better starting, smoke control and reliability, a new American Bosch fuel injection system provides more consistent fuel delivery.

Talk about versatility... optional front-wheel-drive lets you do up to 20% more field work on the same amount of fuel. Increased traction reduces soil compaction and improves hillside handling.

And our mechanical drive system engages on-the-go with just a flip of a switch on the control console.

Your choice of three transmissions. Standard 16-speed Power Director transmission gives you the range to match power and ground speed for ideal implement performance and operating economy. Twenty-speed Power Director is optional. And for shift-on-the-go, choose the extra-versatile, extra-convenient Power Shift transmission.

More room, more comfort in an all-new cab. Enter on either side, up the non-skid steps. Sit down in the fully adjustable luxury seat. The wide-visor roof shades you from the sun and improves air conditioner efficiency. More room, more window space, with an unobstructed view, front, side and back.

Planetary final drives. Big enough to bear up under tortuous torque and constant strain. Combined with 3.62 in.-diameter heat-treated rear axles.

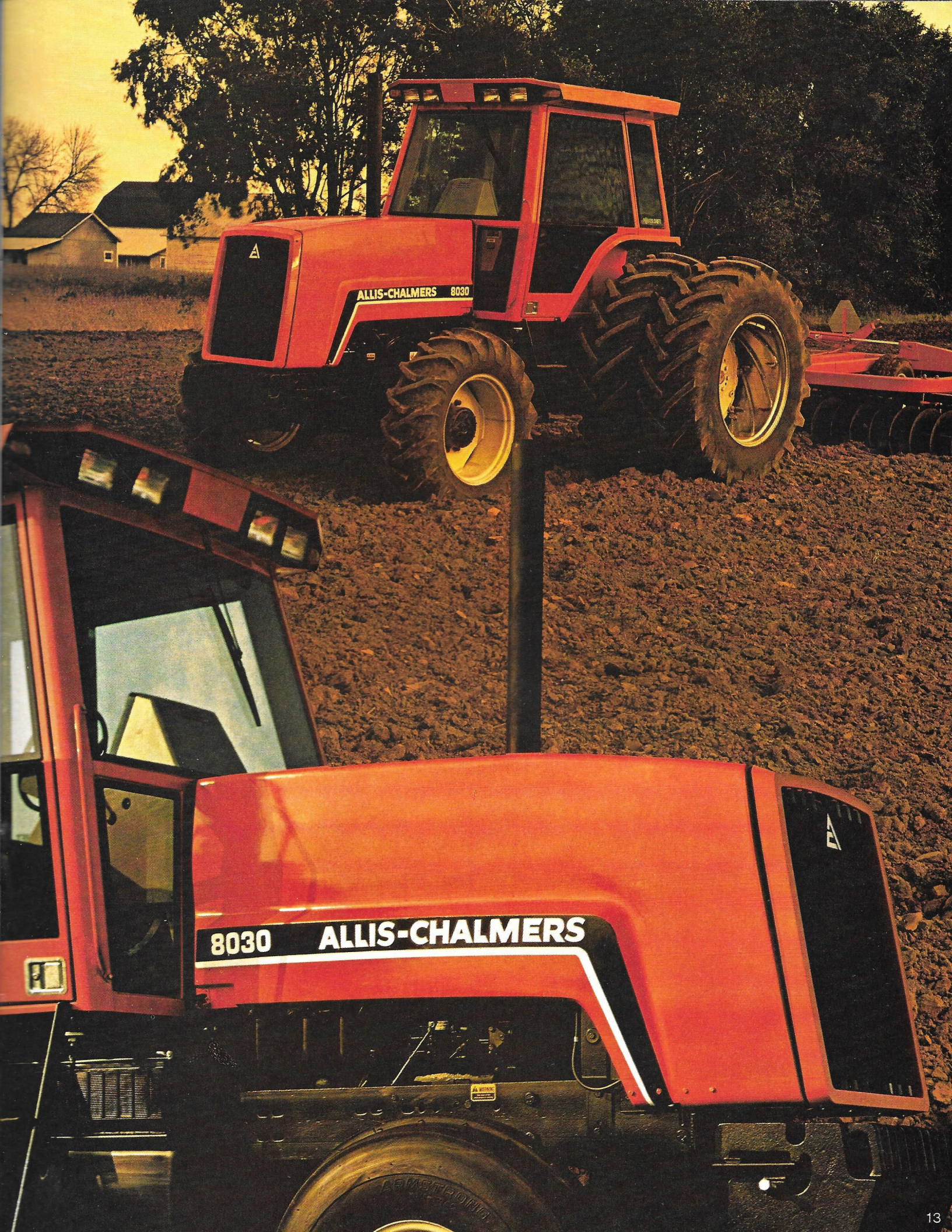
Multi-disc, wet master clutch. Bronze-faced, oil-cooled, more surface area to carry off heat.

A 45-gpm hydraulic system. Includes a 22-gpm closed-center, load-sensitive circuit which controls both flow and pressure to the three-point hitch and remote outlets. Puts more power to work where tire lugs meet the ground.

Category III 3-point hitch. Lifts 6680 lbs. (8200 lbs. optional) 24 in. behind hitch points. Includes sway blocks, swinging drawbar, 5.4-in. draft arm float. Quick-hitch optional.

*Manufacturer's estimated maximum observed PTO horsepower at rated engine speed.





8030 ALLIS-CHALMERS

8010

107 HORSEPOWER*

This fuel miser doesn't stint on performance.

Here's an all-around performer that gives you more of what you buy a tractor for. More than you'll find in any other tractor in its class. Economy, versatility, with more dependability and more comfort.

The 8010 offers most of the stand-out features its big brothers offer, from the mechanical front-wheel-drive on back to the draft-sensing three-point hitch.

But 8010 performance really begins with its 6-cylinder 301-cu.-in. diesel powerplant. Turbocharged, rated at 2300 rpm, it packs plenty of long-lived performance and fuel-pinching economy. To keep it running cool, we've placed the hot exhaust manifold on the opposite side from the intake. Other features include high-volume water flow in the head and an oil pump and oil cooler with extra capability and efficiency.

The most comfortable "standard" cab ever. You'd think a cab like this was custom-designed for a big four-wheel-drive tractor. There's never been so much comfort and convenience in this class before. Controls easier to reach, easier to operate. A fully adjustable luxury seat is optional.

Choose from three transmissions. All of them with a wide choice of speeds where you need them, from 4 to 8 mph. The 16-speed shift-on-the-go Power Director is standard. Or, opt for a 20-speed version. Or, choose the exclusive 12-speed Power Shift transmission. No clutching through 6 forward speeds in each of two gear ranges.

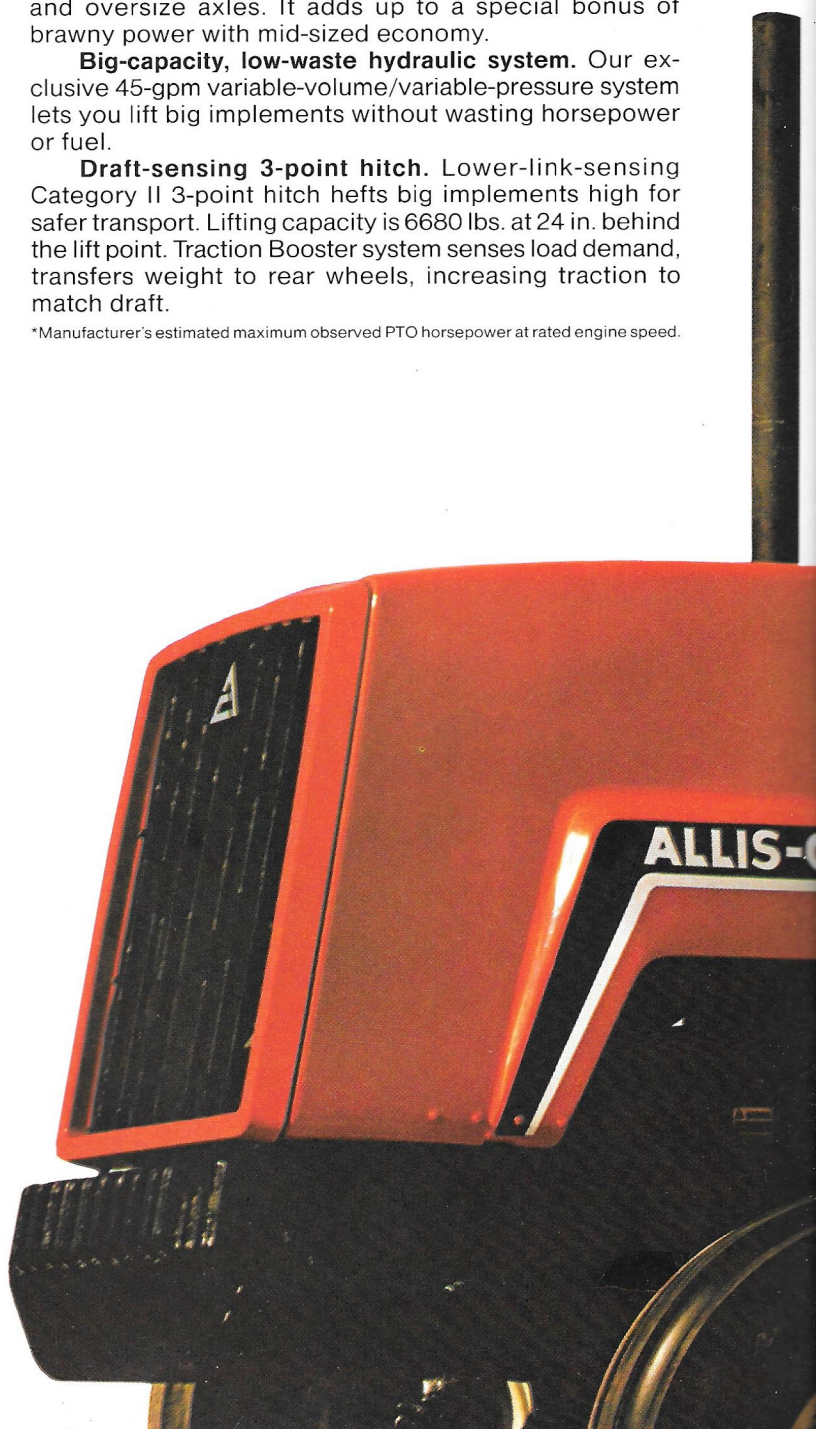
Front-wheel-drive at the flip of a switch. Lets you do as much as 20% more field work on the same amount of fuel. Switch any time to power all four wheels for improved traction, reduced soil compaction, better hill-side handling.

High-torque, high-load power train. Wet disc clutches, helical-cut gears, load-spreading planetary final drives and oversize axles. It adds up to a special bonus of brawny power with mid-sized economy.

Big-capacity, low-waste hydraulic system. Our exclusive 45-gpm variable-volume/variable-pressure system lets you lift big implements without wasting horsepower or fuel.

Draft-sensing 3-point hitch. Lower-link-sensing Category II 3-point hitch hefts big implements high for safer transport. Lifting capacity is 6680 lbs. at 24 in. behind the lift point. Traction Booster system senses load demand, transfers weight to rear wheels, increasing traction to match draft.

*Manufacturer's estimated maximum observed PTO horsepower at rated engine speed.





THE POWERHOUSES.

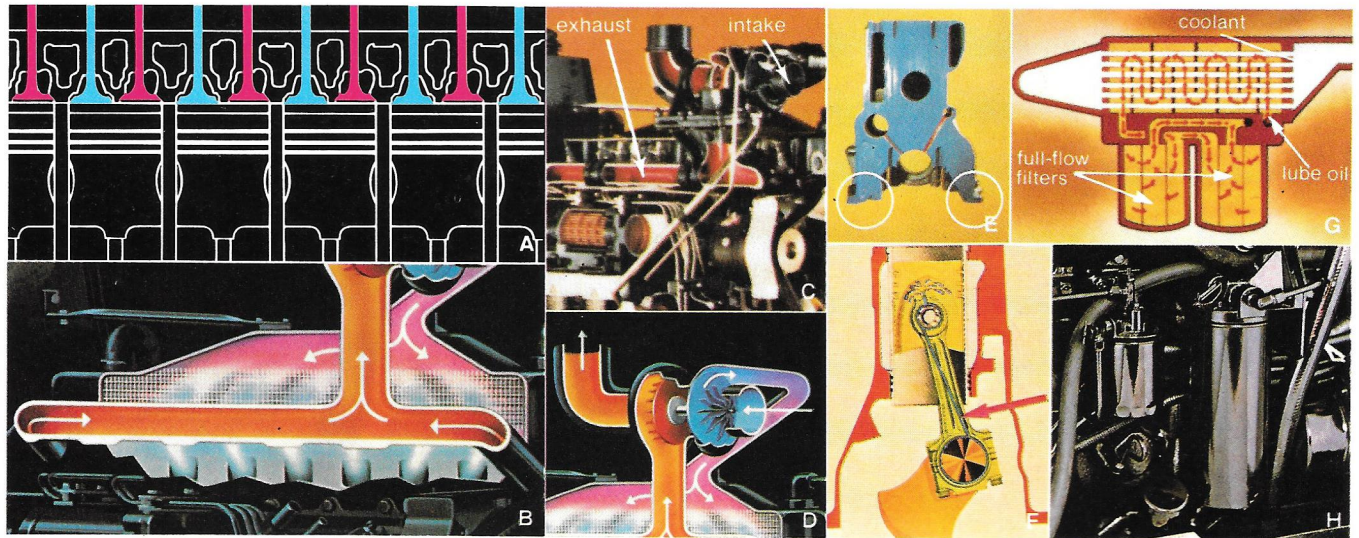
8000 Series engines start faster, run cooler and longer, with a perfect balance between torque back-up and fuel economy.

Powering the 8070 (170 PTO hp*), 8050 (152 PTO hp*) and 8030 (133 PTO hp*) is the 670 Series 426-cu.-in. diesel. Turbocharged in the 8030, turbocharged and intercooled in the 8070 and 8050.

Powering the 8010 (107 PTO hp*) is the 301-cu.-in. turbocharged 649T diesel, sharing many high-performance features with its higher-horsepower brothers. All 8000 Series engines combine big power with compact displacement. The in-line design provides high torque

boost to help you charge through tough spots under heavy loads.

These Allis-Chalmers engines have been proven by experience...and now improved upon by experienced Allis-Chalmers tractor engineers. Rated for longer life, increased efficiency and more dependable performance. And to heighten the cooling advantages of turbocharging, intercooling, and crosshead flow design. The 8070 now runs at 2400 rpm, the 8050, 8030 and 8010 at 2300 rpm.



A. Alternating intake and exhaust valves. In the 670 Series engines, valves alternate the full length of the block to reduce hot spots and increase valve life. Rotators on intake valves cool down areas where heat might flare up.

B. Intercoolers underline the turbocharged advantage. In the 8070 and 8050, a drop in air temperature of 80 to 100 degrees F. permits packing still cooler, denser air into the chamber for even more power and economy.

C. Opposed intake and exhaust manifolds mounted on opposite sides of the block. This keeps incoming air cooler for better engine performance and longer life.

D. Turbocharging brings in economy-priced power. Packs more air into the combustion chamber. Boosts responsiveness, torque, fuel economy. Lubricated bronze bearings on the impeller shaft keep the turbocharged advantage working for you year after year.

E. Deep-skirted block extends below the crankshaft centerline for maximum crankshaft protection and minimum vibration and noise. Beefy castings are used throughout. Large internal oil passages keep all components well lubed and purr-

ing quietly.

F. Oil-cooled pistons. Jets in the upper end of rod direct a constant spray of cooling lube oil to the undersides of all pistons. Wash away engine heat, keep engine running longer.

G. High-capacity oil cooler on all models. Engine coolant circulates through a network of tubes, absorbing and then expelling heat through the radiator and fan system.

H. New secondary oil filter in the 8070 and 8050 traps even microscopic impurities to lengthen engine life and stretch out oil change intervals.

New American Bosch fuel injection pumps in the 8070, 8050 and 8030 provide more consistent delivery for faster, more dependable starting. Control smoke, too. Built for long-haul dependability.

New optional aspirated precleaner. For dusty conditions. The exhaust-powered aspirator removes most of the dust from the cup before it can reach the main element. In severe dust conditions, an air cleaner extension is available.

Crossflow head design. Intake and exhaust manifolds mounted on opposite sides of the block allow for better, cooler

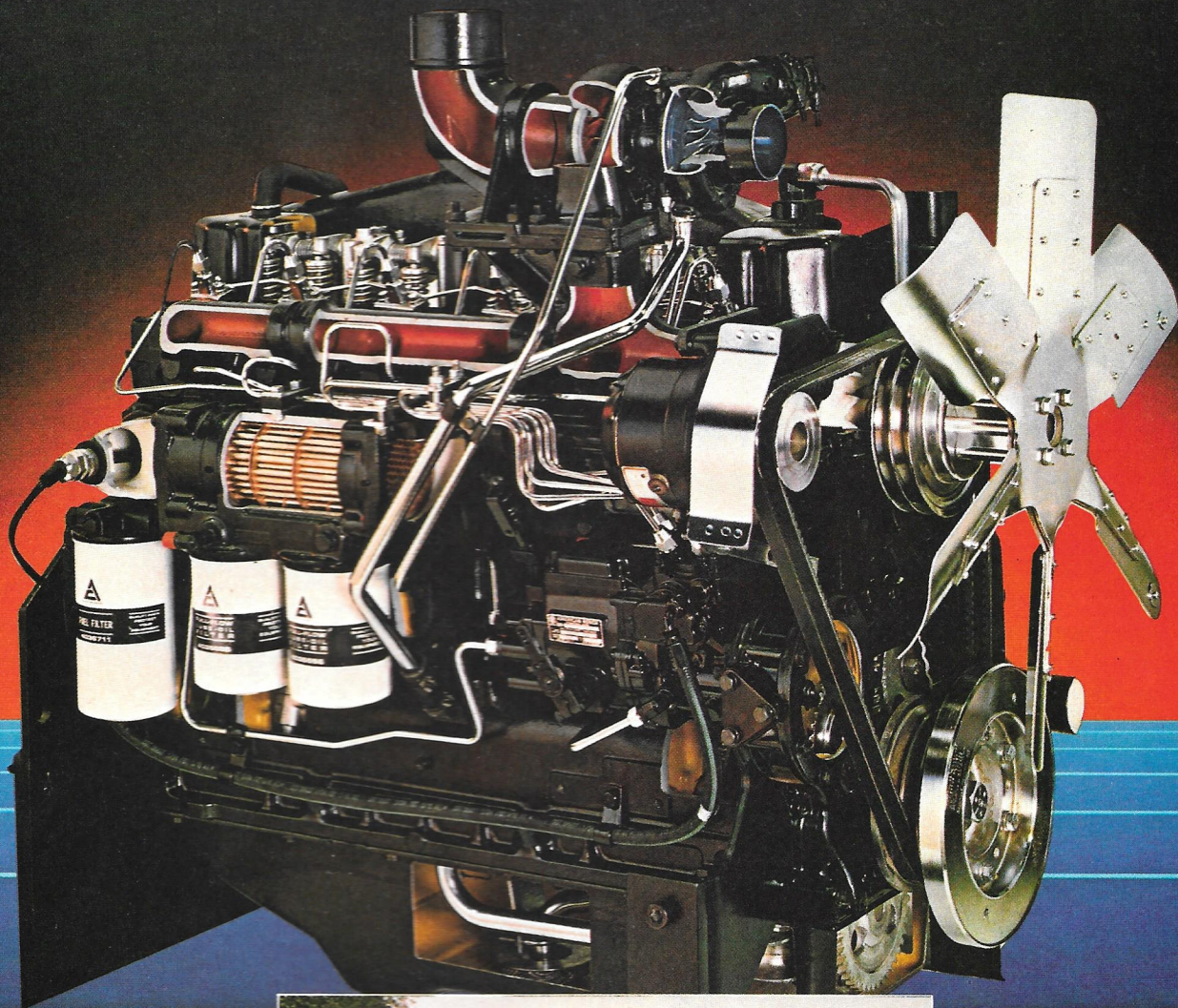
air flow. Crossflow design leads to better performance and longer life.

Special piston and ring design makes for an extra tight seat between top rings and cylinder walls...uses combustion pressure to force top rings outward against liners for maximum oil control. Upper piston ring is contained in a high-chrome, nickel-cast iron insert.

Forged and balanced crankshafts. Made of special alloy steel, vacuum-degassed to eliminate impurities. Hardened journals with low-stressed fillets assure long crankshaft life. Seven main bearings deliver smooth power across the full rpm range.

Connecting rods are weighed and balanced to match a precise master. Vibrations are controlled to an acceptable level, prolonging rod life.

Replaceable wet cylinder liners allow heat to be transferred to surrounding engine coolant and carried away. Precision casting assures uniform density throughout liners for uniform heat transfer. Phosphate coating reduces the chance of scouring and assists ring seating during break-in.



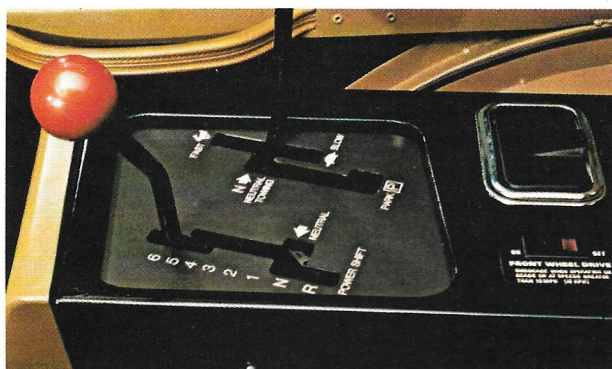
FIELD-PROVEN NO-CLUTCH, NO-STOP POWER SHIFT TRANSMISSION.

Just choose the range. Then, keep your eyes on your work, forget about clutching. Power Shift speed changes are as effortless as moving the lever.

Here's power shifting that doesn't give up horsepower at the drawbar. Power Shift takes care of its business while you take care of yours. It's proven its dependability over thousands of hours in the field, under all kinds of conditions. Go ahead. Keep your eyes on the row, or on the road, while the Power Shift handles ground speed changes at your hand-lever command.

You're ready to take hills, hard spots, heavy gumbo in stride. A detent felt at each speed position lets you

lock in the speed desired. Power-Shift on-the-go through all six speeds in each of the fast and slow gear ranges. In slow range, shift from 1.8 to 6.8 mph. In fast range, from 4.9 to 18.4 mph (4.5 to 17.0 mph in the 8070). A total of 12 working speeds, 9 in the most-needed under-10-mph range, with two reverse speeds. You've got speeds for every load condition. The power to start loads easily, and then to shift smoothly up to field or road speed.



Shock-free operation. Forget about abrupt or lurching speed changes. Shifting is smooth because torque is always maintained. Of the two clutches used in any speed, one always remains engaged while the other is

disengaged. (Refer to chart for transmission clutch sequence.) A torque limiter input clutch guards against high peak loads.

Downshifting or "inching" is easy. To slow at headland turns or in tight

quarters, depress the clutch halfway to downshift from 5th or 6th speed into 4th. "Inching" is then automatic. Depress the clutch all the way to apply the transmission brake for clash-free shifting from range to range.

POWER SHIFT SEQUENCE

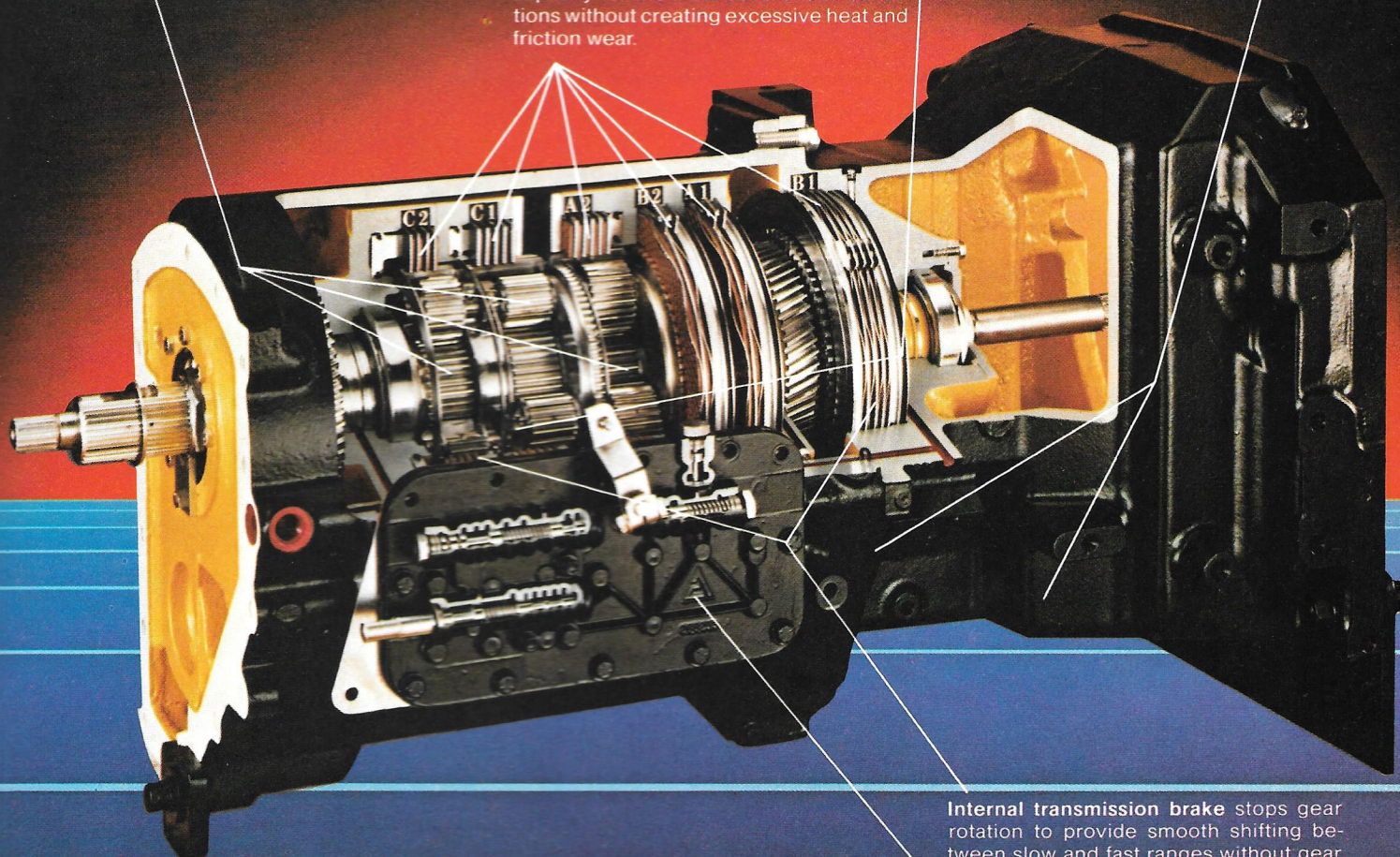
GEAR	CLUTCHES APPLIED	
1.....	B1	A2
2.....	B1	C1
3.....	A2	C1
4.....	B2	C1
5.....	A1	C1
6.....	A1	A2

Three interconnected simple planetary gear sets are coupled with a single countershaft. Fine-pitch gearing enhances hush-quiet gear action.

Positive-pressure lubrication is supplied to each planet shaft to provide longer bearing life. The entire transmission receives this cooled-pressure lubrication to promote reliability.

Six heavy-duty wet disc clutches deliver capacity for the most severe load conditions without creating excessive heat and friction wear.

All transmission components are mounted in two major housings which serve as a structural member for the tractor.



Internal transmission brake stops gear rotation to provide smooth shifting between slow and fast ranges without gear clashing.

Simplified control valve assembly includes all control devices and allows easy service removal.



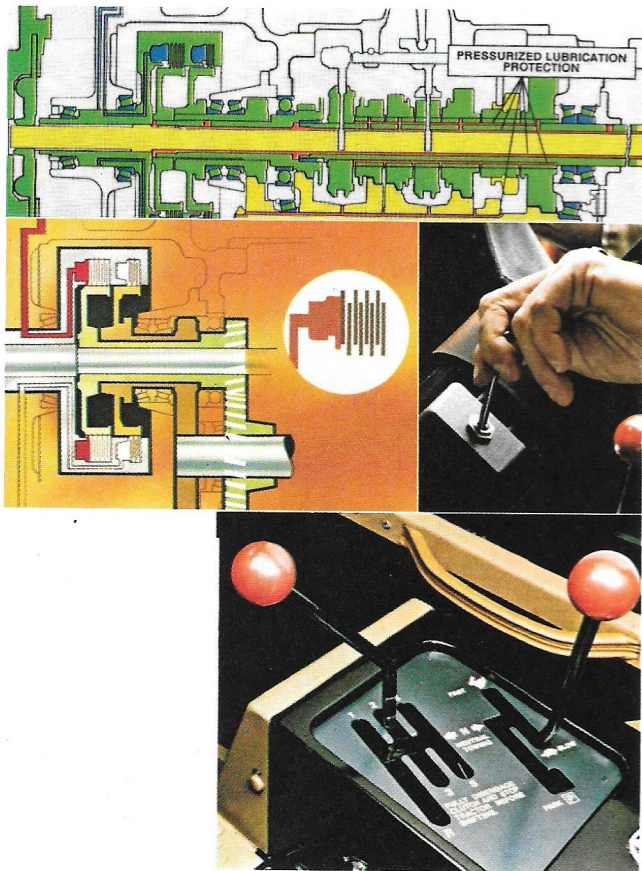
MORE SPEEDS. MORE SHIFTING EASE.

Exclusive Power Director transmission. More usable speeds in the heavy tillage range.

Power Director gives you more speeds—easier-to-use—for the many kinds of work you have to do. More speeds to match loads and conditions. Twenty forward selections, 14 below 10 mph, 8 in the important 4-to-8 mph range, come standard in the 8070 and 8050. In the 8030 and

8010, 16-speed Power Director is standard (20 optional).

In the 8000 Series, for more dependability and reduced maintenance, a new shielded torque limiter protects the power line from heavy shock loads and increases reliability.



Oil cooling and pressure lubrication. Extra protection for the five-speed transmission, range gears and Power Director transmission components. Permits the lubricant to be maintained at a low level to minimize power loss and heat build-up. Keeps the power train running cooler, with less wear.

Multi-disc, wet master clutch is continuously oil-cooled to keep down friction and heat for longer life... hydraulically actuated for smooth, quiet, easy operation. Features including engagement of the clutch without chatter or damage to the tough bronze clutch facings. Downshifting to low Power Director speed is automatic.

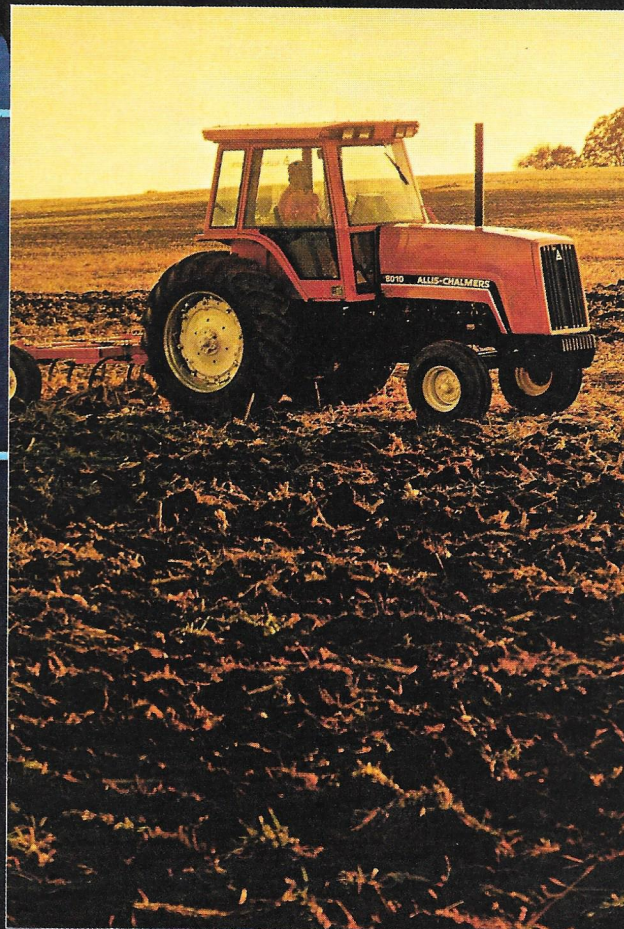
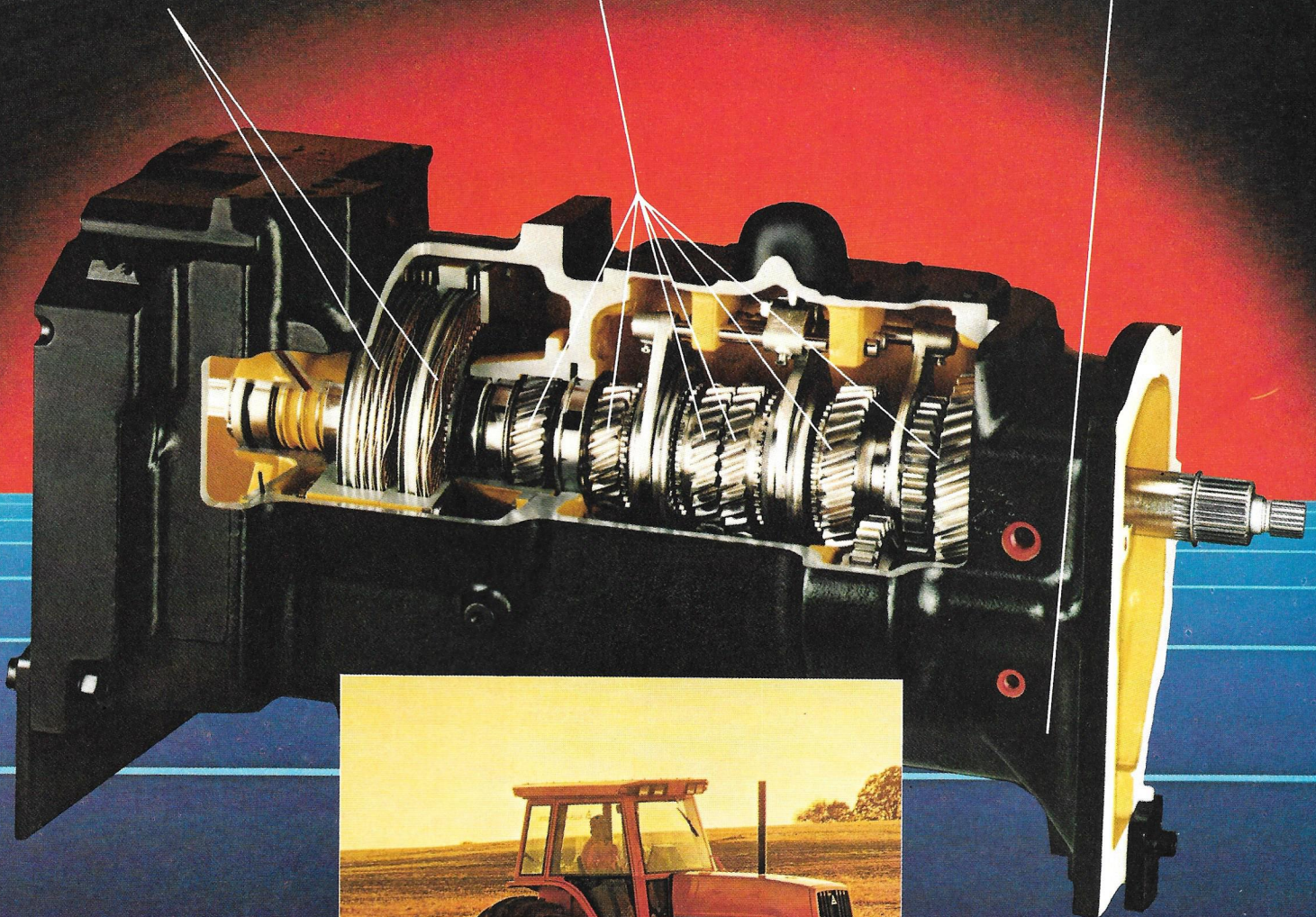
Fingertip high-low shift control. Shift from high to low Power Director speed by flipping an electrohydraulic lever to the left of the steering column. It's as easy as using the turn signal in your car.

Convenient console controls. Gear selector levers are angled so the action is directly in line with your shoulder. Fine-tuned linkages increase shifting ease. The range lever includes a neutral position and an easy-to-release park position for safer parking.

On-the-go-shift electrohydraulically controlled between high and low Power Director speeds matches engine horsepower to various field and draft-load conditions for maximum productivity and fuel efficiency. Two wet clutch packs back up the on-the-go shift capability.

Helical transmission gears are in constant mesh to provide smooth shifting and quieter operation.

Internal transmission brake is hydraulically activated by the clutch pedal to stop gear rotation and provide smoother shifting without gear clashing.



TORQUE TAMER.

A solid foundation for high reliability. A rear main worthy of four-wheel-drive tractor power.

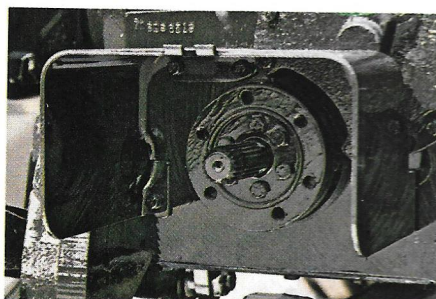
Other manufacturers make the claim. We make it stick. This rugged rear main has all it takes to turn big engine power into quiet, reliable performance at the hitch or drawbar. The big multi-disc wet clutch, proven transmission, hefty planetary final drives, and large-diameter axles are identical to those used in our much larger, four-wheel-drive tractors.

The PTO, where the powerhouse up front goes to work, is not only brawny but sensitive. The fully independent PTO has an inching valve that permits feathering the PTO into the load. The 8070 has a standard single 1000 rpm PTO. The 8050, 8030 and 8010 offer

either 540/1000 or straight 1000 rpm PTO. To change from 540 to 1000 rpm, just remove six bolts in the bolt circle, reverse the shaft and replace the bolts. You can't make a mistake because the bolts won't go in wrong. The output shaft fits into a dry socket so there's no oil contamination or oil loss when changing speeds.

How do we make our claim stick? Our 24-month or 1500-hour warranty covers both the powertrain and the engine. An optional Tractor Service Policy covering the engine and powertrain is available for three years, 1800, 2400 or 3000 hours.

Multi-disc, oil-cooled power brakes with automatic equalizers which divide road braking pressure to each wheel, and supply braking power for emergency stops even when engine is off. Pedal action is smoother and easier than with mechanical brakes. Durable bronze friction plates boost dependability and lengthen brake life.



Foot-operated hydraulic differential lock keeps you going when the going gets tough. The 8010 and 8030 have two pinion differentials, the 8050 and 8070 have four to handle the greater power. Touching either brake pedal releases the lock automatically.

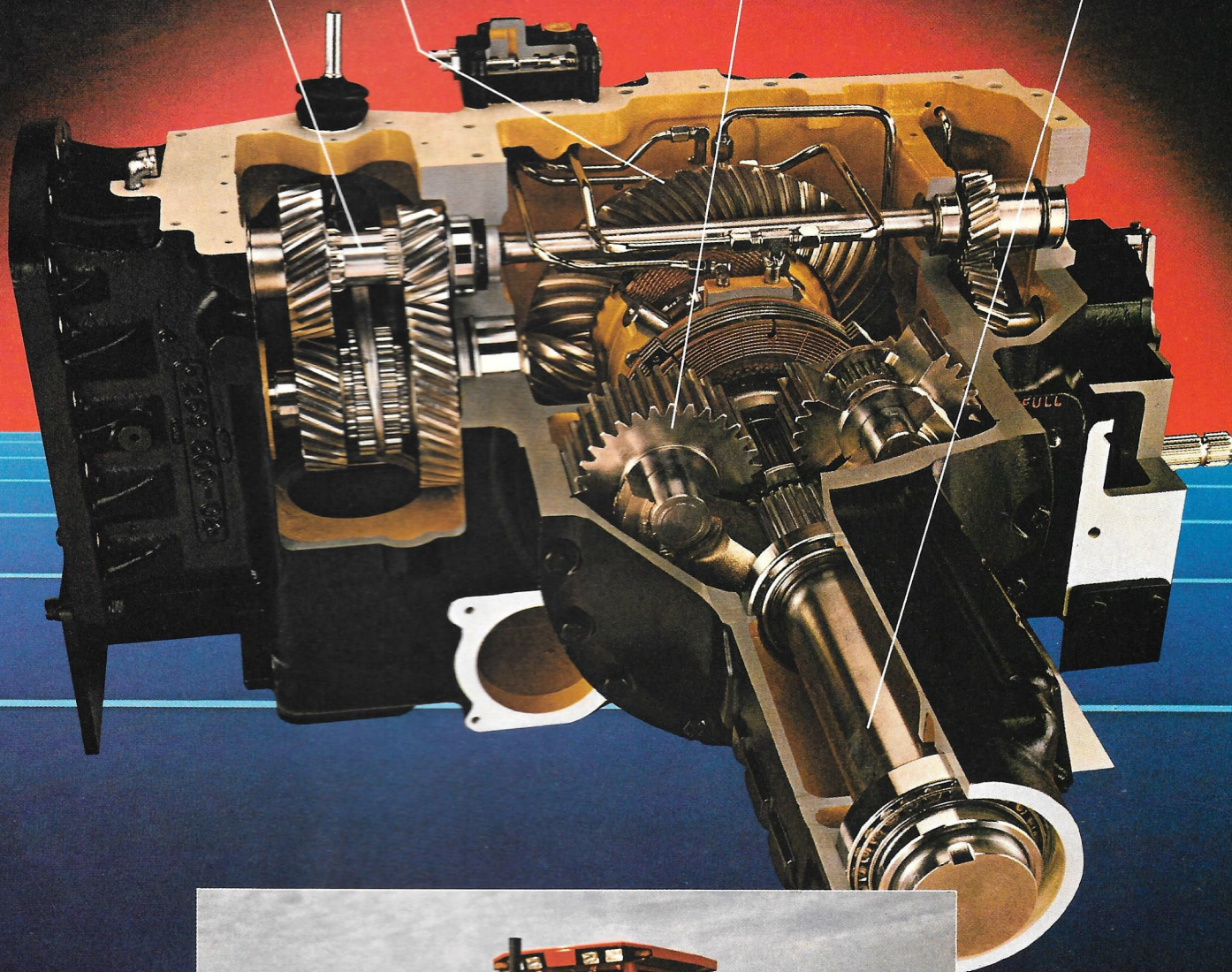
Big 17-in.-diameter spiral-gear set quietly transmits engine horsepower to productive drawbar pulling power. Massive strength increases power-train life.

Range transmission doubles your speed selection. Transmission park lock provides

a positive and safe parking lock control. Easy to engage and disengage even on uphill or downhill slopes.

Planetary final drives distribute gear load equally over three contact points, increasing power-train gear, shaft and bearing life.

Heat-treated rear axles are 4 in. in diameter on the 2WD 8070, 3.75 in. on the FWD 8070 and the 8050, and 3.625 in. on the 8030 and 8010. Bigger than those found on most tractors, to handle more torque and bigger loads.



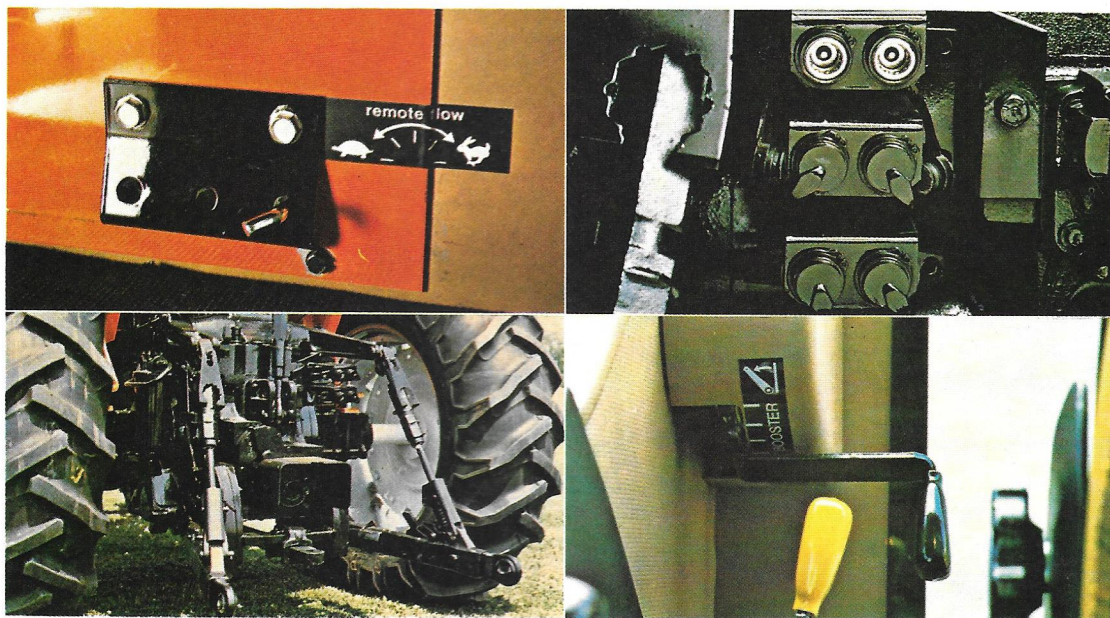
HYDRAULIC POWER GOES TO WORK, NOT TO WASTE.

Load-sensitive hydraulics offer more versatility with less effort.

Here's big hydraulic power that doesn't throw its weight around. Under full load, part load or no load, the system delivers only the power needed to meet demand. Since both volume and pressure are variable, there's minimum wasted horsepower or fuel. More horsepower goes to the drawbar instead of the hydraulic pump.

Allis-Chalmers pioneered the load-sensitive hydraulic

system, and continues to improve it. The result is a more reliable system requiring less maintenance. Durable rubber hose replaces much of the steel tubing used on other tractors, leading to longer life and less servicing. Improved routing and clamping of hydraulic lines also reduces maintenance requirements.



Pressure-compensated flow controls (one standard, two optional) permit adjusting flow rate for each remote valve independently, increasing remote hydraulic versatility. Flow is controlled even when two or more valves are operated simultaneously.

Remote valves include a new lower-effort detent for easier operation and convenience.

Dual remote outlets (a third is optional) with breakaway couplers have convenient levers to engage or disengage hoses with ease. Remote cylinder hanger is standard.

Versatile Category III-II three-point hitch features lower-link draft sensing (Category II only on 8010). A heavy-duty lift package (standard on the 8070, optional on the 8050 and 8030) lifts up to 8200 lbs. 24 in. behind the lift points. Liftability on the 8010 (standard on the 8050 and 8030) is 6680 lbs. Draft arms float 5.4 in. to safeguard mounted implements. Draft arm height adjusts easily with built-in handwrenches. Drawbar adjusts to the right PTO standard length. Hitch control valve rate of lower is adjustable to permit tailoring the hitch to the weight of the implement. Lower-length extensions make hookup easy by flexing up, down and sideways to reach implement hitch pins. Quick-hitch is optional.

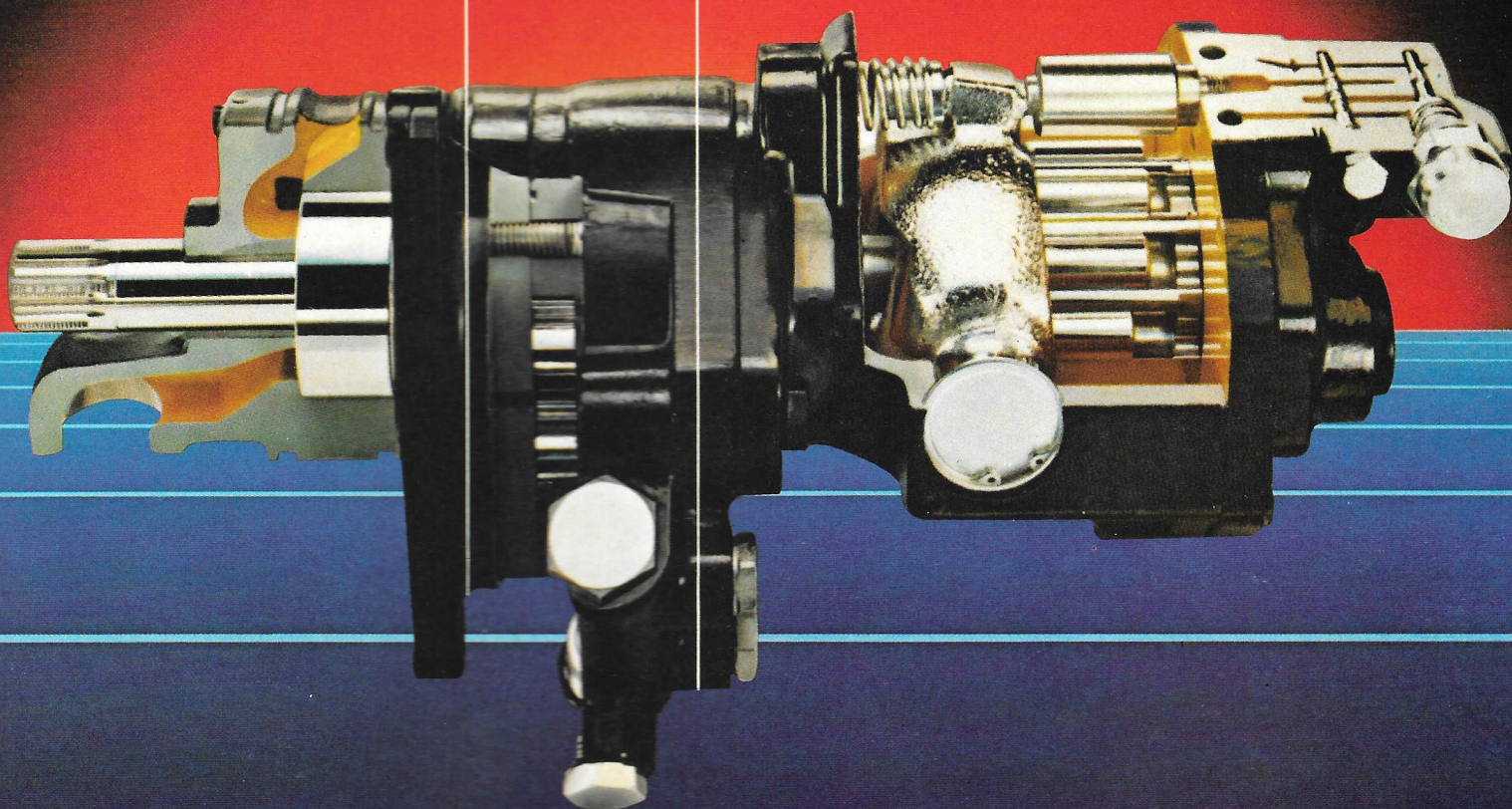
Traction Booster system senses load demand through the lower links of the three-point hitch. Transfers weight on demand to rear wheels to match traction to draft. Maintains a more even working depth with mounted and semi-mounted implements. The fast-action hydraulic pumps react to changing draft loads without excessive cycling. Pumps are located below oil level to keep air out of the lines and prevent cavitation. Mounted outside for fast and easy maintenance.

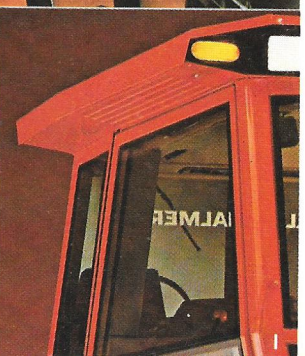
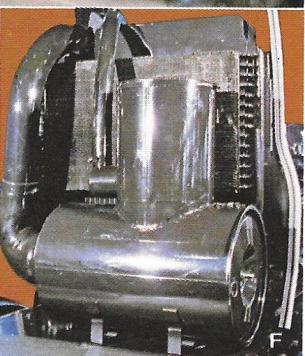
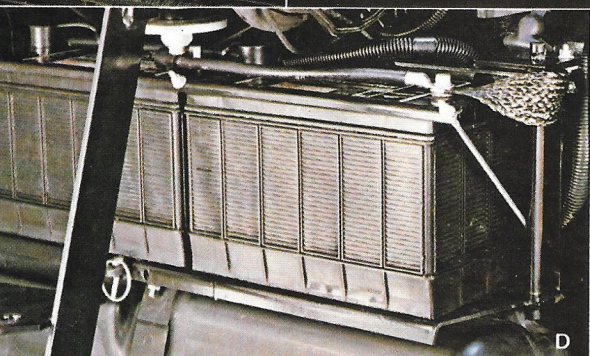
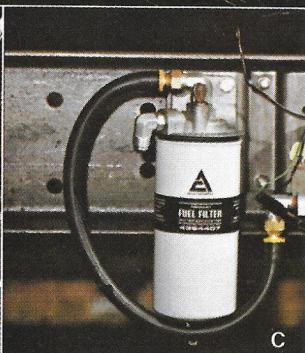
Variable-volume, variable-pressure hydraulics. Consists of three circuits:

1. A 13.5 GPM gerotor pump circuit delivers plenty of hydraulic power for the Power Director or Power Shift transmissions and range-box lubrication.

2. A 9.5 GPM gear pump circuit supplies abundant hydraulic power for power steering, filtering and cooling the oil in the rear axle housing. Also lubricates and cools the power brakes.

3. The third circuit is our exclusive closed-center, load-sensitive system. A 22 GPM piston pump feeds the remote valves, three-point hitch, power brakes, differential lock and PTO clutch control.





EASY MAINTENANCE FROM INTELLIGENT DESIGN.

We're protecting our new and improved performance features with maintenance features to help your tractor work better and longer...with less work for you.

We recognize that you have a big investment in your Allis-Chalmers tractor. More productive power than ever before. We don't believe you should have to spend one minute more than necessary of your valuable time on making routine maintenance checks. So, to make you and your tractor both as productive as possible, we've made it easier than ever to provide the service and attention that any tractor requires.

A Easy-off side panels contribute to the 8000 Series' dramatic new styling...but basically they're there to give you easy access to the tractor's power plant. New convenient latches make them easier to remove. Made of sheet-molded compound, they're lighter-weight, take a better finish and can't rust.

B Inverted full-flow oil filters below the oil cooler prevent sludge from draining back into the crankcase. Easy to change. On the 8070 and 8050, a spin-on, spin-off secondary filter removes even microscopic impurities.

C Dual spin-on fuel filters have extra filter area for long life and optimum filtration. Water separation and drain capability is included on the primary filter.

D Maintenance-free batteries. Periodic water level service requirements are eliminated. High battery crank rating improves startability with this option.

E Dry-type air cleaner is easy to service. A warning light on the instrument panel lets you know when it needs attention. Safety element is standard.

F Aspirated air-cleaner system is optional to improve performance and extend service intervals in dusty conditions. Includes a self-cleaning pre-cleaner, a safety element and aspirating muffler which removes the separated dirt. Air inlet extension is optional on all models.

G Bigger fuel tank holds 60 gallons, or 85 gallons with the optional 25-gallon right tank. Refueling is faster with a large ground-level fill location. A large serviceable vent system filter eliminates air lock during refueling.

H Coolers and radiator need minimum cleaning. Holes in the grill screen are smaller and radiator sealing improved to restrict trash entry. Coolers can now be removed for seasonal cleaning.

I New cab air filters are positioned horizontally just outside the cab for easy access and self-cleaning. Positive cab pressure backflushes the filters with air every time you close the door, so they seldom need service.

Front weights, tucked under the grill and easily removed, enhance styling yet still act as a protective bumper. Each one weighs 100 lbs. You can put 14 on the

8070, 8050 and 8030, and 10 on the 8010.

Overflow coolant recovery system allows daily visual radiator checking through the grill screen.

Hydraulic oil filters can be changed without draining the oil. Normal change interval is 1000 hours. An indicator light warns when main hydraulic system filters need to be replaced.

Transmission oil level is easily checked with a dip-stick gauge.

Optional dual wheels and long axles for rear wheel tread up to 123 in. on all four models. Deeper fender wells permit narrow 60-in. rear wheel tread with 18.4 x 38 tires. Power adjust rims needed for 60-in. tread on 8050 and 8070.

One-piece wheel weights can be added to both the outside and the inside of the rear wheels.



TOTAL QUALITY ASSURANCE FOR GUARANTEED PERFORMANCE.

Building a tractor you can take pride in owning begins with people who take pride in their work. That's why Allis-Chalmers manufacturing, assembly and test personnel are dedicated to doing the job right the first time—catching any problems and correcting them in the factory before they crop up in the field.

Total Quality Assurance starts on the design board in Engineering and carries right on through the factory to the final test and delivery to your dealer's lot.

Before the first tractor is built, the new designs are reviewed by factory representatives to ensure that they can be consistently built to specifications. Then we subject them to a demanding series of tests to prove reliability before production begins.

In the factory, every part is checked and re-checked against strict specifications by the person who made it, and quality is verified in writing. If it isn't 100% correct, back it goes. Then, from stage to stage as the tractor takes shape, assembly personnel make sure that everything comes together right and performance is up to standard. Quality Assurance auditors step in at various points to double-check their evaluations.

Total Quality Assurance means paying attention to every detail—proving performance every way we know how—so that every 8000 Series tractor's unique combination of proven and innovative design features will pay off handsomely on the job.



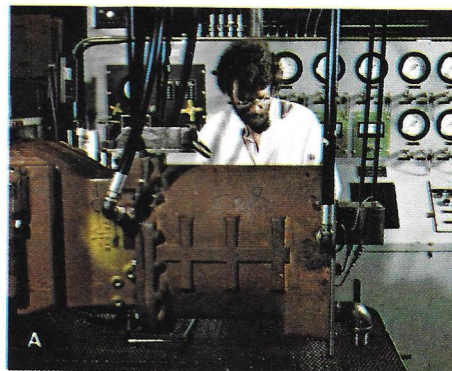
A. Every Power Shift transmission gets a complete workout before it goes in the tractor. We run hot, pressurized oil through every unit, checking for leaks, checking clutches, valves, noise level, bearing-lube flow, clutch disengagement time...all at specified engine rpm.

B. Every engine is power-checked 100% at the engine plant to meet power specifications. Then, on an audit basis, engines are double-checked at the assembly plant.

C. To assure the casting hardness that, in turn, assures long service life, the heat of the molten metal used is critical. Too hot, or not hot enough, is no good. So precision checks are constantly made to assure a temperature between 2475 and 2550 degrees F.

D. Testing doesn't end with assembly. After the last screw is tightened, the assembled tractor is put through a "roll test." Shifting, braking, turning, stalling the engine...working all mechanical functions including the smallest switch. If everything checks out, the tractor still has more than 50 checks to go before it's finally passed.

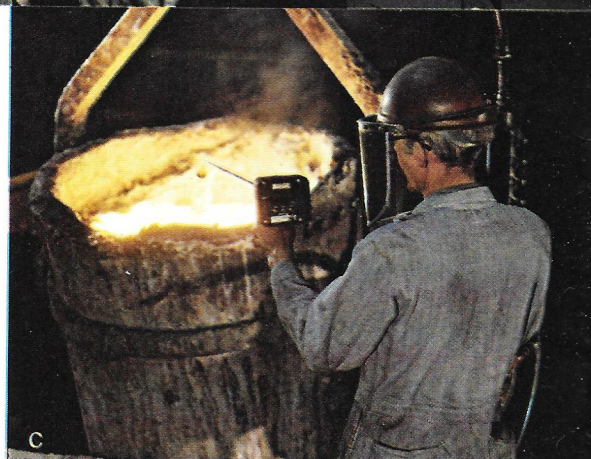
E. Every power train is examined in meticulous detail made possible by the latest technology. At the fluid power test stand,

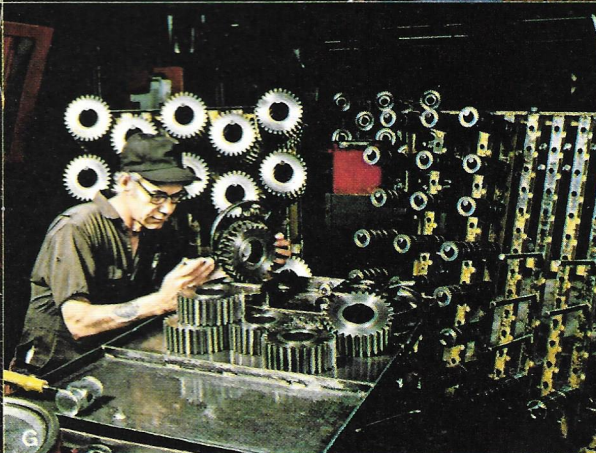
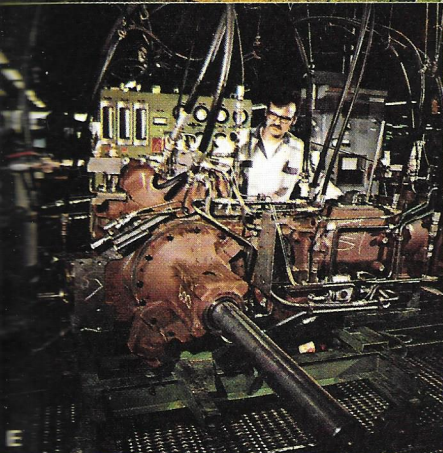
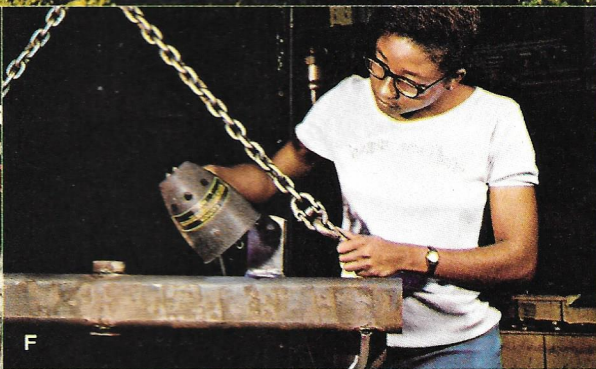


brakes, valves, pump pressure, shifting and fittings are checked under high and low hydraulic pressure at specified engine rpm. A special ultraviolet light also spots even the tiniest leaks.

F. All critical welds must pass 100% magnaflux checking procedures. Sprayed with magnaglow, flaws that would be invisible even to the most experienced welder are revealed under ultraviolet light.

G. A gear that's cleanly shaved is stronger and quieter than an unshaved gear. Not all companies shave their gears—but we do. Then we test them to within ten 1000ths of an inch.





PERFORMANCE	8010 TRACTOR	8030 TRACTOR	8050 TRACTOR	8070 TRACTOR
Maximum observed P.T.O. horsepower at rated engine speed.....	107.3 HP (80 kW)*	133.7 HP (99.7 kW)*	152.4 HP (113.6 kW)*	170.7 HP (127.3 kW)*
ENGINE				
Type.....	Turbocharged Diesel With Piston Cooling	Turbocharged Diesel With Piston Cooling	Turbocharged Diesel, Intercooled With Piston Cooling	Turbocharged Diesel, Intercooled, Piston Cooling w/Counter-balanced Crankshaft Allis-Chalmers 670I
Model.....	Allis-Chalmers 649T	Allis-Chalmers 670T	Allis-Chalmers 670I	Allis-Chalmers 670I
Number of Cylinders.....	6 in Line	6 in Line	6 in Line	6 in Line
Bore.....	3.875" (98.43 mm)	4.250" (107.95 mm)	4.250" (107.95 mm)	4.250" (107.95 mm)
Stroke.....	4.250" (107.95 mm)	5.000" (127 mm)	5.000" (127 mm)	5.000" (127 mm)
Displacement.....	301 cu. in. (4932 cm ³)	426 cu. in. (6981 cm ³)	426 cu. in. (6981 cm ³)	426 cu. in. (6981 cm ³)
Compression Ratio.....	15.5:1	15.5:1	15.5:1	15.5:1
Engine Operating Range.....	750-2580 RPM	750-2580 RPM	750-2580 RPM	800-2690 RPM
Rated Engine Speed.....	2300 RPM	2300 RPM	2300 RPM	2400 RPM
Electrical System.....	12 Volt	12 Volt	12 Volt	12 Volt
DIMENSIONS (with 18.4 x 38 Rear and 10 x 16 Front Tires)				
Height at Top of Cab.....	114" (2896 mm)	115" (2921 mm)	115" (2921 mm)	116" (2946 mm)
Height at Hood.....	69" (1753 mm)	69" (1753 mm)	69" (1753 mm)	70" (1778 mm)
Height at Exhaust Stack.....	113" (2870 mm)	113" (2870 mm)	113" (2870 mm)	114" (2890 mm)
Width at Ends of Rear Axles...	92.6" (2352 mm)	93.4" (2372 mm)	95.5" Standard (2426 mm) 119.5" Optional (3035 mm)	95.5" Standard (2426 mm) 119.5" Optional (3035 mm)
Wheelbase.....	106" (2692 mm)	106" (2692 mm)	106" (2692 mm)	106" (2692 mm)
Overall Length.....	187" (4750 mm)	187" (4750 mm)	187" (4750 mm)	187" (4750 mm)
Clearance:				
Front Axle.....	21" (533 mm)	21" (533 mm)	22" (559 mm)	22" (559 mm)
Rear Axle.....	28" (711 mm)	28" (711 mm)	28" (711 mm)	29" (737 mm)
Drawbar Swing:				
3-Point Hitch.....	16.5" (419 mm)	16.5" (419 mm)	16.5" (419 mm)	16.5" (419 mm)
Wide Swing.....	30" (762 mm)	30" (762 mm)	30" (762 mm)	30" (762 mm)
Approximate Shipping Weight, FWD.....	13,600 lbs. (6169 kg)**	14,200 lbs. (6441 kg)**	16,300 lbs. (7394 kg)**	17,300 lbs. (7847 kg)**
CAPACITIES				
Fuel Tank.....	60 Gal. (227 litres)	60 Gal. (227 litres)	60 Gal. (227 litres)	60 Gal. (227 litres)
Cooling System.....	26 Qts. (25 litres)	31 Qts. (29 litres)	32 Qts. (30 litres)	36 Qts. (34 litres)
Crankcase Oil and 2 Full Flow Filter Change.....	16 Qts. (15 litres)	19 Qts. (18 litres)	19 Qts. (18 litres)	19 Qts. (18 litres)
Crankcase Oil and 3 Oil Filter Change.....	—	—	21 Qts. (20 litres)	21 Qts. (20 litres)
Transmission Oil and Filter Change.....	7.4 Gal. (28 litres)	7.4 Gal. (28 litres)	7.4 Gal. (28 litres)	7.4 Gal. (28 litres)
Differential Oil and 2 Filter Change.....	16.7 Gal. (63 litres)	16.7 Gal. (63 litres)	16.7 Gal. (63 litres)	17.1 Gal. (65 litres)
Power Take-Off Speed—Independent Standard.....	540-1000 RPM	540-1000 RPM	1000 RPM or 540-1000 RPM	1000 RPM
WHEEL TREAD				
Front: (All Models)	Inches	(mm)		
10.00 x 16 tires.....	60-88	1524-2235		
11.00 x 16 tires.....	62-90	1574-2286		
14L x 16 tires.....	63-91	1600-2311		
18.4 x 16 tires.....	72-100	1829-2540		
Rear Treads—	Power Adjusted	Non Power Adjusted		
	Inches	(mm)	Inches	(mm)
8010 and 8030				
18.4 x 38.....	59-97	1499-2463	60-89	1524-2260
20.8 x 38.....	61-97	1549-2463	61-89	1549-2260
8050				
18.4 x 38.....	60-99	1524-2515	68-91	1727-2311
20.8 x 38.....	61-99	1549-2515	68-91	1727-2311
8070				
18.4 x 38.....	60-99	1524-2515	68-91	1727-2311
20.8 x 38.....	61-99	1524-2515	68-91	1727-2311

For treads of other tire sizes and optional longer axles consult the operators manual for the models involved.

*Manufacturer's maximum estimated observed P.T.O. horsepower at rated engine speed.

**With front-wheel drive.

MODELS 8010, 8030 and 8050 with Front Axle Drive

Same as 2 Wheel Drive Models 8010, 8030 and 8050

EXCEPT:

Wheel Base.....	96" (2440 mm)
*Turning Radius w/Brakes Front Axle Drive engaged.....	160" (4065 mm)
*Turning Radius w/o Brakes Front Axle Drive engaged.....	205" (5025 mm)
Clearance under front axle (minimum).....	17.5" (445 mm) at center of axle

*Measured at 78" tread with 13.6 x 28 front tires

WHEEL TREAD:

Front 13.6 x 28 tires or 14.9 x 28 tires.....	62—70*—78—85" inches (1575—1780—1980—2160 mm)
14.9 x 24 tires.....	59—67**—80—88** inches (1500—1700—2030—2235)

*With optional spaces

FRONT and REAR Tire Size Combinations:

Front Tires	Rear Tires
13.6 x 28.....	18.4 x 38
14.9 x 28.....	20.8 x 38 or 18.4 x 42
14.9 x 24.....	16.9 x 38

GROUND SPEEDS POWER SHIFT TRANSMISSION

Trans. Lever Position	Range Lever Position	8010/8030 24.5 x 32 and 18.4 x 38 Tire Size		8050 24.5 x 32 and 18.4 x 38 Tire Size		8070 30.5 x 32 24.5 x 32 and 18.4 x 38 Tire Size	
		MPH	km/h	MPH	km/h	MPH	km/h
FORWARD							
1	Slow	1.8	2.9	1.9	3.1	1.9	3.0
1	Fast	4.9	7.9	5.1	8.2	4.4	7.0
2	Slow	2.5	4.0	2.6	4.2	2.7	4.3
2	Fast	6.8	11.0	7.0	11.3	6.0	9.6
3	Slow	3.5	5.6	3.6	5.8	3.7	5.9
3	Fast	9.3	15.0	9.7	15.6	8.3	13.3
4	Slow	4.4	7.1	4.5	7.2	4.6	7.4
4	Fast	11.8	19.0	12.2	19.6	10.4	16.7
5	Slow	5.4	8.7	5.6	9.0	5.7	9.1
5	Fast	14.6	23.5	15.1	24.3	13.0	20.9
6	Slow	6.8	11.0	7.1	11.4	7.2	11.5
6	Fast	18.4	30.0	19.0	30.6	16.3	26.2
REVERSE							
R	Slow	2.9	4.7	3.1	5.0	3.1	4.9
R	Fast	7.9	12.7	8.2	13.2	7.1	11.4

20 SPEED POWER DIRECTOR***

Trans. Lever Position	Range Lever Position	Power Director Clutch	8010/8030		8050		8070	
			24.5 x 32 and 18.4 x 38 Tire Size		24.5 x 32 and 18.4 x 38 Tire Size		24.5 x 32 and 18.4 x 38 Tire Size	
			MPH	km/h	MPH	km/h	MPH	km/h
FORWARD								
1	Slow	Lo	1.6	2.6	1.7	2.7	1.5	2.4
1	Slow	Hi	2.0	3.2	2.1	3.4	1.8	2.9
2	Slow	Lo	3.3	5.3	3.4	5.5	2.9	4.7
2	Slow	Hi	4.1	6.6	4.2	6.8	3.6	5.8
1	Fast	Lo	3.7	6.0	3.8	6.1	3.3	5.2
1	Fast	Hi	4.5	7.2	4.7	7.6	4.0	6.5
3	Slow	Lo	4.5	7.2	4.7	7.6	4.3	6.6
3	Slow	Hi	5.6	9.0	5.8	9.3	5.0	8.1
4	Slow	Lo	5.1	8.2	5.2	8.4	4.5	7.2
4	Slow	Hi	6.2	10.0	6.5	10.5	5.6	8.9
2	Fast	Lo	7.3	11.7	7.6	12.2	6.1	9.8
2	Fast	Hi	9.1	14.6	9.4	15.1	7.5	12.1
5	Slow	Lo	6.8	11.0	7.1	11.4	6.5	10.5
5	Slow	Hi	8.4	13.5	8.7	14.0	8.1	13.0
3	Fast	Lo	10.1	16.3	10.4	16.7	9.0	14.4
3	Fast	Hi	12.5	20.1	12.9	20.8	11.1	17.8
4	Fast	Lo	11.3	18.3	11.7	18.8	10.0	16.1
4	Fast	Hi	13.9	22.4	14.4	23.2	12.4	19.0
5	Fast	Lo	15.2	24.5	15.7	25.3	13.5	21.8
5	Fast	Hi	18.8	30.3	19.4	31.2	16.7	26.9
REVERSE								
R	Slow	Lo	3.1	5.0	3.2	5.2	2.7	4.4
R	Slow	Hi	3.8	6.1	3.9	6.3	3.4	5.4
R	Fast	Lo	6.8	11.0	7.1	11.4	6.1	9.8
R	Fast	Hi	8.4	13.5	8.7	14.0	7.5	12.1

16 SPEED POWER DIRECTOR***

Trans. Lever Position	Range Lever Position	Power Director Clutch	8010/8030 24.5 x 32 and 18.4 x 38 Tire Size	
			MPH	km/h
FORWARD				
1	Slow	Lo	1.6	2.6
1	Slow	Hi	2.0	3.2
2	Slow	Lo	3.3	5.3
2	Slow	Hi	4.1	6.6
1	Fast	Lo	3.7	6.0
1	Fast	Hi	4.5	7.2
3	Slow	Lo	5.1	8.2
3	Slow	Hi	6.2	10.0
2	Fast	Lo	7.3	11.7
2	Fast	Hi	9.1	14.6
4	Slow	Lo	6.8	11.0
4	Slow	Hi	8.4	13.5
3	Fast	Lo	11.3	18.3
3	Fast	Hi	13.9	22.4
4	Fast	Lo	15.2	24.5
4	Fast	Hi	18.8	30.3
REVERSE				
R	Slow	Lo	3.1	5.0
R	Slow	Hi	3.8	6.1
R	Fast	Lo	6.8	11.0
R	Fast	Hi	8.4	13.5

***Power Director transmissions not available for sale in Nebraska.



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