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## Test 998: Ford 5000 Gasoline 8-Speed (Also Ford 5000 Gasoline 8-Speed Row Crop and Ford 6600 Gasoline 8-Speed)

Tractor Museum

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**NEBRASKA TRACTOR TEST 998 – FORD 5000 GASOLINE 8-SPEED  
(ALSO FORD 5000 GASOLINE 8-SPEED ROW CROP)  
(ALSO FORD 6600 GASOLINE 8 SPEED)**

**POWER TAKE-OFF PERFORMANCE**

Hp	Crankshaft speed rpm	Fuel Consumption		Hp-hr per gal	Temperature Degrees F			Barometer inches of Mercury
		Gal per hr	Lb per hp-hr		Cooling medium	Air wet bulb	Air dry bulb	
<b>MAXIMUM POWER AND FUEL CONSUMPTION</b>								
<b>Rated Engine Speed—Two Hours</b>								
67.31	2100	5.811	0.526	11.58	206	56	75	29.037
<b>Standard Power Take-off Speed (540 rpm)—One Hour</b>								
63.73	1901	5.425	0.519	11.75	207	56	75	29.050
<b>VARYING POWER AND FUEL CONSUMPTION—TWO HOURS</b>								
59.50	2182	5.519	0.565	10.78	202	55	74	.....
0.00	2368	1.861	.....	.....	192	55	74	.....
30.67	2250	3.648	0.725	8.41	200	54	72	.....
67.92	2100	5.799	0.520	11.71	204	54	73	.....
15.70	2303	2.796	1.085	5.62	196	55	74	.....
45.45	2224	4.426	0.593	10.27	202	55	75	.....
Av 36.54	2238	4.008	0.668	9.12	199	54	74	29.050

**DRAWBAR PERFORMANCE**

Hp	Draw-bar pull lbs	Speed miles per hr	Crankshaft speed rpm	Slip of drivers %	Fuel Consumption		Hp-hr per gal	Temp Degrees F			Barometer inches of Mercury
					Gal per hr	Lb per hp-hr		Cooling med	Air wet bulb	Air dry bulb	
<b>VARYING DRAWBAR POWER AND FUEL CONSUMPTION WITH BALLAST</b>											
<b>Maximum Available Power—Two Hours—4th Gear</b>											
57.87	5125	4.23	2101	8.10	5.967	0.628	9.70	203	40	47	28.960
<b>75% of Pull at Maximum Power—Ten Hours—4th Gear</b>											
47.10	3854	4.58	2224	6.06	4.968	0.643	9.48	202	41	45	28.871
<b>50% of Pull at Maximum Power—Two Hours—4th Gear</b>											
32.54	2565	4.76	2257	3.88	4.146	0.776	7.85	202	41	42	28.930
<b>MAXIMUM POWER WITH BALLAST</b>											
34.39	7247	1.78	2262	14.30	2nd Gear .....		199	46	56		28.960
54.65	6971	2.94	2102	13.20	3rd Gear .....		201	44	51		28.950
56.97	5063	4.22	2100	8.46	4th Gear .....		203	45	53		28.940
57.86	4227	5.13	2098	6.90	5th Gear .....		202	45	52		28.930
57.22	3295	6.51	2100	5.42	6th Gear .....		202	46	55		28.920
53.40	1711	11.70	2099	3.03	7th Gear .....		202	46	55		28.900
<b>MAXIMUM PULL WITHOUT BALLAST</b>											
40.30	4870	3.10	2220	14.66	3rd Gear .....		197	40	42		28.700
<b>VARYING DRAWBAR PULL AND TRAVEL SPEED WITH BALLAST—4th Gear</b>											
Pounds pull				5063	5306	5490	5528	5436			5375
Horsepower				56.97	53.35	48.89	42.95	36.27			29.79
Crankshaft speed rpm				2100	1889	1678	1467	1256			1044
Miles per hour				4.22	3.77	3.34	2.91	2.50			2.08
Slip of drivers, %				8.46	9.10	9.33	9.45	9.22			9.33

TIRES, BALLAST and WEIGHT		With Ballast	Without Ballast
<b>Rear tires</b>	—No, size, ply & psi	Two 16.9-30; 6; 16	Two 16.9-30; 6; 16
<b>Ballast</b>	—Liquid	795 lb each	None
	Cast iron	1008 lb each	None
<b>Front tires</b>	—No, size, ply & psi	Two 7.50-16; 4; 24	Two 7.50-16; 4; 24
<b>Ballast</b>	—Liquid	94 lb each	None
	Cast iron	84 lb each	None
<b>Height of drawbar</b>		22½ inches	24 inches
<b>Static weight with operator</b>	Rear	7345 lb	3740 lb
	Front	2345 lb	1990 lb
	Total	9690 lb	5730 lb

**Department of Agricultural Engineering**

**Date of Test:** November 7 to November 25, 1968

**Manufacturer:** FORD MOTOR COMPANY, FORD TRACTOR OPERATIONS, BIRMINGHAM, MICHIGAN

**FUEL, OIL and TIME** Fuel regular gasoline Octane No Motor 84.8 Research 93.2 (rating taken from oil company's typical inspection data) Specific gravity converted to 60°/60° 0.7320 Weight per gallon 6.094 lb Oil SAE 10W-30 API service classification MS DG DM To motor 1.718 gal Drained from motor 1.502 gal Transmission lubricant Ford oil ESN-M2C77-A or M-4864-A Final-drive lubricant Ford oil ESN-M2C53-A or M2C53-B Total time engine was operated 51 hours.

**ENGINE** Make Ford gasoline Type 4 cylinder vertical Serial No E008621 Crankshaft mounted lengthwise Rated rpm 2100 Bore and stroke 4.4" x 4.2" Compression ratio 7.75 to 1 Displacement 256 cu in Carburetor size 1½/16" Ignition system battery Cranking system 12 volt electric Lubrication pressure Air cleaner oil washed wire mesh Oil filter full flow replaceable cotton blend element Fuel filter edge type filter in sediment bowl Muffler was used Cooling medium temperature control Thermostat.

**CHASSIS** Type standard Serial No C209901 Tread width rear 52" to 80" front 52" to 80" Wheel base 87.5" Center of gravity (without operator or ballast, with minimum tread, with fuel-tank filled and tractor serviced for operation) Horizontal distance forward from centerline of rear wheels 27.30" Vertical distance above roadway 32.95" Horizontal distance from center of rear wheel tread 0" to the right/left Hydraulic control system direct engine drive Transmission selective gear fixed ratio Advertised speeds mph first 1.5 second 2.0 third 3.5 fourth 4.7 fifth 5.6 sixth 7.0 seventh 12.4 eighth 16.8 reverse 2.3 and 8.1 Clutch single plate dry disc operated by foot pedal Brakes oil cooled multiple disc mechanically operated by two foot pedals which can be locked Steering mechanical with power assist Turning radius (on concrete surface with brake applied) right 117" left 117" (on concrete surface without brake) right 141" left 141" Turning space diameter (on concrete surface with brake applied) right 249" left 249" (on concrete surface without brake) right 294" left 294" Belt pulley 1072 rpm at 2050 engine rpm diam 11" face 6.5" Belt speed 3087 fpm Power take-off 540 rpm at 1900 engine rpm.

**REPAIRS AND ADJUSTMENTS:** During preliminary pto runs cylinder head was removed and combustion chambers cleaned. This was done twice. New spark plugs were installed.

**REMARKS:** All test results were determined from observed data obtained in accordance with the SAE and ASAE test code. First gear was not run as it was necessary to limit the pull in second gear because of the stability formula. Eighth gear was not run because it exceeded 15 mph.

We, the undersigned, certify that this is a true and correct report of official Tractor Test 998.

L. F. LARSEN

Engineer-In-Charge

G. W. STEINBRUEGGE, Chairman

W. E. SPLINTER

D. E. LANE

Board of Tractor Test Engineers

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