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When people talk about a Fordson Major tractor, they arent talking about a specific tractor. Instead they are talking about a group of 4 tractors in the Fordson family. There are the:Fordson E27N Major Tractor. The E27N was originally called the Fordson Major until the Fordson began to produce the E1A New Major after which the Fordson Major became known as the Fordson E27N Major. This may be a little confusing to some, but it is certainly worth bearing in mind if you are interested in the history of these tractors. Its also interesting to note that the E27N is actually just an ungraded Fordson N. The E27N Major was produced between 1945 and 1952. It was powered by either a 4 cylinder kersone engine, producing 27 hp or a more powerful 6 cylinder diesel engine producing 48hp.Fordson New Major. The factory name for this model is actually the Fordson E1A New Major, but is commonly known as just New Major. Once the E27N was finished up being produced by Fordson, the New Major took over the mantle and was produced from 1952 to 1958.Fordson Power Major. The Fordson Power Major took the reins from the New Major and was built and produced by Ford(son) from 1958 to 1961. It had a power output of 47 hp from either a 4 cylinder, 3.3 liter gasoline engine or a 4 cylinder 3.6 liter diesel engine.Fordson Super Major (which was called the Ford 5000 in the USA) boasted a lot more power than its predecessors with a 4 cylinder, 3.6 liter diesel engine producing 69hp of power. Or it came with a 3.3 liter 4 cylinder gasoline engine. It was the final version of the Fordson Major series and was produced 1961 to 1964.All in all the Fordson Major Tractors were very popular in their time as farm tractors. However they have obviously been replaced by newer, stronger and more reliable tractors. Fortunately, today is is a large community of collectors and Fordson enthusiasts that buy, maintain and refurbish Fordson Majors.Click Here to return from Fordson Major to the Fordson main page.Fordson Majorunrated0Have Your Say! Leave A Review Do you love or hate this tractor? You can have your say below by leaving review. My Fordson Major tractor will not start it turns over ok, but will not fire up, even with easy start squirted into the inlet manifold. Diesel is comming upto the top of the bleed valve 'Simms' fuel pump. I haven't tried the injector bleed valves as they are rusted and might not refit correctley.Any ideas please john August 2005 Is your starter turning over fast enough (rev/min)? If your starter/wiring has voltage drop it won't spin fast enough to start. If not make sure your cables/connections good. If voltage drop at the starter just take apart and shine up tarnished surface area of commutator & armature. Geoff Sweeney March 2008 yes tam is right open the injectors only undo them then bleed we got 7 majors and i go a roadless major i had to that on the roadless richard norman December 2007 I have 7 majors . The only time they don't start is if the fiber block that drives the injector pump breaks. (it puts the pump out of timing) bad fuel or fuel filter. One of my tractors if it sets around to long. I have to blead the injector pump.(to get the air out of the system)I don't use starting fluid to much can damage your motor. I installed tank heaters on all my tractors for cold weather.below 40 deg f . Gordon February 2006 How about the glow plugs bg February 2006 check to ensure the rack is not stuck, open injectors, bleed and with a good battery it should inject and consequently start. tam December 2005 i have never seen an electrical stop solenoid on a major, its too old for that technology. tam December 2005 hi there what year is the fordson? is it fitted with a simms injection pump? mechanical or pneumatic governor? does it have an excess fuel button(cold start)? does it have a fibre fuel pump coupling? does it have a decompresser lever fitted to the rocker cover does it poduce any smoke when turning over?white ? black? ive never seen a fordson major with bleed valves on the injectors, do you mean the banjo bolts holding the leak off fuel return pipe? turbojohnny August 2005 check stop solenoid is working disconnect power then check power with test light. if power is there have ing on then touch power wire to terminal on solenoid on pump it should click if it doesnt remove and clean or replace mat August 2005 SearchAskTop Here,s a neat old Ford V8 Flivver that was at the steam show in Alexander,NY. Neat truck but look at that red Gordon-Smith (or Smith-Gordon) Model A powered air compressor in the background. A new cylinder head was supplied and the two outside cylinders provided power and the two inside cylinders were the air compressor. I did look it over while I was there,sorry I didn't get any better pictures. You must log in or register to reply here. You might have the cam 180 degrees out of phase with the crank. The crank turns twice to the cams' one. The timing mark will align twice. Try dis-assembling, turn the crank 1 turn, and then re-assemble. As For valve adjustment, I think each valve is a ground fit - there are no adjustments, if I remember correctly, The valves are ground down to effect proper clearance, like lawn mower engine valves are. Mis-matching lifters, valves and cam lobes will screw all valve clearances, some will be tight, others way loose As for getting clearances back, you probably could live with a couple of thousandths too much clearance, but too tight will burn valves. You will need to find the valves that are too tight, and try swopping around the ones that are too loose. It will be a time consuming task. If you should ever try that again, I would suggest removing each valve, one at a time, cleaning them off with a power wire brush, and writing the valve position (1 thru 8), on the valve head with a permanant magic marker. I usually put the valve stems thru a cardboard box and mark the box as well. Lifters can be marked on the surface that meets the cam, after cleaning with carb cleaner. Many years ago a friend changed out the lifters in a fordson with those from what I believe was a '30s vintage Pontiac. The car lifters were the adjustable type, thus eliminating the trial and error clearance methid. He is now gone, so I do not know what model engine he got the lifters from. I believe it was a 6 cylinder. I do know that they were an exact fit - no alterations made.Andrew I know it doesn't have lugs or cleats but it probably could have had lugs had it stayed on the right assembly line! But does anyone know where one of these could be found? A friend of mine is looking for one. I have a couple more photos I will post later. That is a neat "tractor". I would have one in my shed! Unfortunately very limited places to run it.:shrug: There's an example of a similar unit on display in Nome at the visitors center...pretty rusted up, though. It might be worth contacting Ed Bezanson, as I understand he has collected a lot of information on Fordson conversions. Unfortunately I don't have an address for him, but perhaps someone else can help? David there is a fordson "snow tractor" in the butte mining museum in butte montana. has 2 big screws where the wheels would be. skip In the early 90's, I saw a Fordson snow tractor with the screws in a museum in Valdez, Alaska, as well. No locomotive, though.Mike Here are the rest of the pictures I promised. I was in a hurry this morning.....on my way to work! Kelly T Tractor & Machinery is the worlds best-selling tractor magazine. On sale every four weeks, this 180-page publication covers tractors from the 1940s through to the 1990s, reflecting an era of tremendous change in agricultural machinery. From the post-war austerity days when tractors started to become more common on our land through to the 1990s when new technology transformed farming forever,Tractor & Machineryhas exclusive owners stories, historical profiles, restoration stories, practical advice plus the latest news and sales results from the world of tractors. Each issue ofTractor & Machinerycovers the most popular makes and models, such as Massey Ferguson, Ford, New Holland, International, John Deere and many more. In addition, however, the magazine also covers some of the quirkier tractors and implements around. For those with a hands-on knowledge, theres a dedicated Workshop section with essential practical advice, hints and tips. Furthermore, theres a Farm & Horticultural section looking at smaller machinery and implements. Hey all, Anyone familiar with the valve timing on the Bessemer FC? I was adjusting mine and came across an issue. The intake valve is fine. There is just a little bit of valve lash, and it opens and closes when it should (18 degrees BTDC and 12 degrees ABDC) and has the proper valve-open duration (210 degrees). However, the exhaust valve (adjusted with a little more lash than the intake) opens around 70 degrees before bottom dead center and closes about 17 degrees before TDC. This gives it about the proper duration (230 degrees), but the whole event is about 45 degrees early. I cannot adjust the timing of just the exhaust valve because both valves operate off one cam. Also, if i adjust in the pushrod to make it open later, that also shortens the duration of the event so the valve closes even sooner. That also gives it a huge valve lash gap of about 1/2". I thought that the sideshaft might be one tooth off somehow, but I don't think it is because the intake valve is timed fine. It isn't super easy to take apart the sideshaft gear drive housing to verify timing marks so I haven't done that yet. I have measured the degree positions by finding TDC and BDC, measuring the flywheel circumference, and finding inches of circumference per degree, and making marks on the flywheel to denote the timing, so i'm fairly confident in these measurements. Any ideas? Thanks,connor It surprises me that the intake has so much duration. Where did you get the specs to know that the intake is correct?Is there a chance that someone in the past had it apart & reversed the cam on the sideshaft? I'll check my 40 hp settings if that would help. Bill Klein I just did some research on google about valve timing and found a diagram for timing on "low speed" engines. I figured even if it wasn't right, it would be close. The engine doesn't look like it's been apart aside from the piston (for rings i assume), but either way I think the cam is symmetrical. There are two dog bones that hold the cam end of the pushrod that are different lengths and i thought those might have been reversed, but an identical engine at the Kent museum is the same as mine, with the short dogbone on top and longer one on the bottom. Thanks! I thought that you might like to see my Sioux valve grinder. Installing valves in a Fordson. I thought that you might like to see my Sioux valve grinder. Installing valves in a Fordson. Dear Butch I have the exact set that I use. It was used in my Auto Mechanics classes at Fitch Senior High for over 50 years till I retired. No body in the business does valve jobs any more because modern valves never wear out or nobody knows how. I think the only people doing valves these days are us old tractor and engine guys.. Are you doing 3 angles on that Fordson?? Oh, I spy a loaf pan oiler cover in the background so this must be your new Trackson find. Ed B You've got a good eye Yankee! I'll put some pics up as soon as I take some more. The old grinders do a great job. As a matter of fact, I learned on one of these in Auto Mechanics class around 1960. Sioux no longer sells parts but the pilots and stones are available. I also use this on the Ford flathead engines that I rebuild. Yes, a Nascar 3 angled competition valve job!! I have that same Sioux grinder and a Black & Decker grinder, both with more stones than I will probably use in my lifetime. As for doing 3 angle valve jobs, Dad ALWAYS did that. Didn't matter if it was a lawn mower engine, car, truck, tractor, or hit & miss, or one of the local Dragsters or Funny Cars, they ALL got the same 3 angle valve job.If you're going to do it, may as well do it right. Hey Butch, Good setup. Do you have a valve grinder too? I have both and work well for doing FORDSONs and 3 angle valve jobs. My stuff is Black & Decker. I wish I had guide repair tools. Stay warm, Ed posted March 10, 2007 19:53 Scott,Starting a petrol engine is a little different. Fuel like petrol can wash the bores and dry them, when the engine is very cold and cause the extra wear.With a diesel, the fuel is an oil and can lubricate. With the direct injection engine you should burn that fuel when she starts anyway. If the fuel is only half burnt you will notice lots of black or white smoke from the exhaust. We do not get excessive cold in Europe but the only problems that I have found with diesels wearing, is by not working them once started. If you tend to idle them around they seem to block up with soft carbon and the carbon seal around the piston crown softens and washes away with the heavy detergent oils used in these engines.----------Kind regardsBrian

How to start a fordson major tractor. How to start a fordson super major. How many fordson majors were made. Fordson major first start. How to start a fordson standard. Fordson major startup.