

FOR
OUTSTANDING
ECONOMY AND
RELIABILITY—

40 & 45 HP.



LANZ

BULLDOG

Crude Oil

TRACTORS

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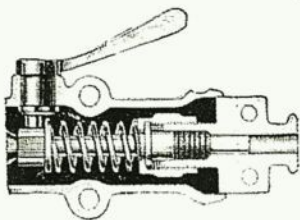
BULLDOGS

with these Outstanding Features!

YES! LANZ BULLDOGS incorporate all the features you, and thousands of other Australian farmers, have ever wanted in a tractor. But of all the features that contribute to LANZ' universal popularity, first and foremost comes the fundamental advantage of LANZ ECONOMY! The economy of burning low cost crude oil fuel with such unparalleled efficiency that savings of up to £110 per year on fuel costs alone are possible. The economy of great simplicity with its fewer and heavier parts, so that annual repair bills for LANZ Tractors even 10 to 16 years old are as low as £10 per year. The economy of a proved reputation for long life and dependability that has kept down the LANZ rate of depreciation to half that of other types of tractors. These are the remarkable economies that enable every LANZ owner to spend up to £180 LESS on tractor operation—every year!

LANZ BULLDOG'S

Low-Pressure Fuel Pump

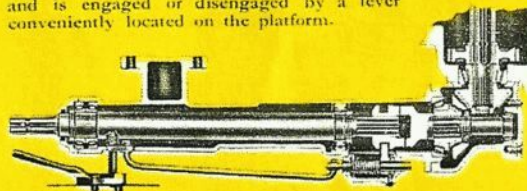


In high compression diesel engines the delicate fuel pump commonly used which is affected even by the heat of the hand, has to inject its fuel at such remarkably high pressures as 1,200 lbs. per square inch. The slightest fuel impurity, the slightest wear, causes engine inefficiency, high fuel consumption, imperfect combustion and difficult starting. In the LANZ, fuel is injected by a simple single cylinder plunger type fuel pump when there is practically no compression in the cylinder. This requires a pressure of only 150 lbs. per square inch.

LANZ BULLDOG'S

Power Take-off is a Standard Equipment Feature

For driving auxiliary equipment such as binders, combines, sprayers, etc., LANZ is fitted with a power take-off which is totally enclosed for protection against dust and dirt. It transmits full engine power and runs at engine speed regardless of the forward speed of the tractor, and is engaged or disengaged by a lever conveniently located on the platform.

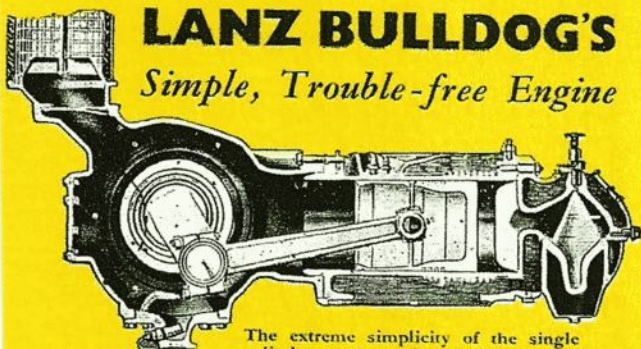




TOUGH!
DEPENDABLE!
SIMPLE!
ECONOMICAL!

LANZ BULLDOG'S

Simple, Trouble-free Engine



The extreme simplicity of the single cylinder two stroke design makes hundreds of parts unnecessary in the LANZ Crude Oil Engine. The 8 primary moving parts that remain are heavier, sturdier, more able to stand the stress of varying loads and require less adjustment or replacement. Your simple LANZ single cylinder engine is more dependable—it lasts a lot longer than complicated multi-cylinder tractor engines.

LANZ BULLDOG'S

Amazing Economy

on

Crude Oil

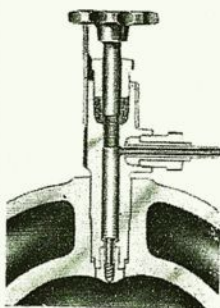


Talk with any Lanz owner and he's sure to stress the remarkable economy of its crude oil operation. Operating on this cheapest of fuels, LANZ actually cuts the fuel costs of Kerosene tractors *in half*. On a 500 acre property carrying out 7 to 8 operations, LANZ can save you up to £110 per year on fuel costs alone—or £180 per year with maintenance and depreciation counted in. That's the kind of economy that keeps money in your pocket—that buys more land, pure bred livestock, improvements on the farm, and modern conveniences for the family.

LANZ BULLDOG'S

Efficient Atomizer

Tricky carburetors that flood and need regular attention, and troublesome magnetos so easily affected by weather changes have been eliminated from LANZ. A blow lamp is the only starting apparatus necessary, and finely atomized fuel is injected into the hot bulb or combustion chamber through the efficient LANZ atomizer. A turn of the hand wheel quickly and easily adjusts it for varying loads.



LANZ BULLDOG'S

Big, Slow-Speed Piston

LANZ designers discarded hundreds of parts when they built their famous single cylinder engine. They gave it one big, heavy duty piston and a connecting rod and crankshaft with equally well proportioned bearing surfaces. The result is a sturdier, tougher engine, operating at slow speeds never exceeding 630 r.p.m. That is why LANZ is able to save £70 per year on the wear, maintenance and depreciation of other types of tractors.



MECHANICAL FEATURES

The engines of all Lanz models are horizontal, valveless, single cylinder, two stroke hot bulb type, with crankcase compression to take care of combustion and scavenging. In the 2-cycle type of engine, the piston not only performs its conventional duty, in the cylinder, but also creates crankcase compression.

FIRST CYCLE—During the power stroke, the air in the crankcase is compressed by the backward movement of the piston. Just before the termination of the power stroke, the piston uncovers the exhaust ports on the near side, and, a little later, the air intake ports on the off side of the cylinder. Air under pressure from the crankcase rushes through the air intake ports, and, guided by the deflector-type piston head, drives out the exhaust gases through the exhaust ports, and leaves the cylinder full of pure air.

SECOND CYCLE—The piston moves forward, compressing the fresh air, while fuel in a finely atomized spray is injected through the atomizer by the fuel pump into the combustion chamber. The charge is not exploded, but by the combined action of the hot bulb, and the compression, a gradual combustion takes place, resulting in smooth, consistent running, very similar to that of a steam engine; this is a distinctive characteristic of Lanz Tractors.

STARTING—The hot bulb is heated by the blow lamp for about three minutes, while the operator is greasing and filling up. A few strokes given the fuel pump hand lever, a swing of the starting wheel, and the tractor starts simply and easily.

CONSTRUCTION—The engine is designed to operate on the cheapest fuels, such as crude, residual, vegetable oils and alcohol. It is conspicuous for the absence of carburetors, magnetos, sparking plugs, valves, cam shaft and other intricate working parts common to motor engines. The cylinder block is made of Lanz Patented Perlit and is of sufficient thickness to allow several reborings. The cylinder head is fitted with a fusible safety plug which protects the engine from overheating.

All reciprocating parts are well balanced, and heavy flywheels on each end of the crankshaft ensure a high degree of uniformity, and make the engine an ideal power unit. The Lanz Perlit Piston has 4 rings. There is a drop-forged heat-treated connecting rod, 4 bolt big-end bearings which are bronzed backed.

LUBRICATION—A Bosch lubricator, consisting of individual and adjustable plunger pumps for every lubricated part, circulates cool, clean oil through the separate leads to the main bearings, crank pin, cylinder, piston and gudgeon pin. The lubrication system is absolutely foolproof. The excess oil is returned from the bottom of the crankcase by a geared pump to the lubricator, after passing a gauze strainer. With this system there is no crankcase dilution, and there is consistent viscosity. At the same time lubrication costs are reduced to a fraction of the usual costs.

AIR CLEANER—A large oil-soaked fibre padding of exclusive Lanz design provides 100 per cent. clean air to the engine.

COOLING SYSTEM—The cooling system is of rapid thermosiphon water circulation without a pump; a double radiator, each of 4 interchangeable units with a powerful fan running on adjustable tapered roller bearings between them. The water consumption is practically nil.

BELT PULLEY—is on the off side, directly coupled to the crankshaft, and transmits full engine power. Large diameter ensures minimum of slippage.

TRANSMISSION—of power from engine to drawbar in a straight line through straight spur gears, specially heat treated, carried on shafts mounted on roller bearings, which are held in permanent alignment by the rigid one-piece cast gear box. Interchangeable bronze washers on differential bevel gear seatings. Entire transmission enclosed in one housing and running in oil.

POWER TAKE-OFF—a feature that means a tremendous increase in the value and usefulness of the Tractor. Gives ample power for driving binders, combines, sprayers, etc.

FULLY ADJUSTABLE COMFORTABLE SEAT—gives operator perfect control and clear view.

NO BEVEL GEARS—in power transmission.

EASILY HANDLED—in CONFINED SPACES.

VERY ROOMY PLATFORM—ample room to stand up and relieve fatigue if necessary.

ADJUSTABLE TAPERED ROLLER BEARINGS—on front axle.

GENERAL SPECIFICATIONS

GENERAL—Lanz design and make. Block construction consisting of cylinder, crankcase, gearcase and rear axle housing.

GOVERNOR—Mounted on crankshaft—keeps the engine speed constant under all load conditions.

LUBRICATION—of engine is by pressure through a combination of fresh and circulating oil. All other parts have high pressure greasing. Circulating oil is filtered by strainer in crankcase and by felts in oil container.

COOLING—Thermosyphon principle without pump, but with fan and 4 easily exchangeable radiator units. The cooling effect can be regulated by adjustable shutters controlled from the driver's seat.

AIR FILTER—LANZ high efficiency filter with oil-soaked padding and air intake extension of 26 $\frac{3}{4}$ ".

EXHAUST—upright—silencer with perforated cylinders and spark arrestor.

FUEL—crude oil, specific gravity of .85 to .9.

CLUTCH—Plate clutch operated by foot pedal.

TRANSMISSION—sliding spur gear transmission with 6 forward speeds and 2 reverse, with roller bearings throughout. Ball type selector.

BRAKES—Gear hand brake.

FRONT AXLE—Unsprung with forked ends (Elliot type).

FRONT WHEELS—Cast wheels with pneumatic tyres on adjustable tapered roller bearings.

REAR WHEELS—Cast wheels with pneumatic tyres.

SAFETY GUARDS—Descending at rear and curving outwards to protect driver.

PLATFORM—On gear box, shielded by end plate and safety guards.

DRIVER'S SEAT—On coil spring with back rest.

REGULAR EQUIPMENT—Blow lamp, grease gun, tool, tool box with requisite tools; a set of minor replacement parts.

PARTICULAR SPECIFICATIONS

| Description | Engine | | R.P.M. | | Pulley Detachable on shaft | | | Measurements | | | | | | Tyres | | Ground Speeds | | | | |
|--------------------------|--------|--------------------|------------|------------|----------------------------|-------------------|------------|------------------------------|--------------------|-------------------|----------------------|--------------------|--------------|--------------------|----------------|----------------|-------------------|---------------------------|---|--------------------|
| | Bore | Stroke | Normal | Idling | Diam. | Face | Speed | Fuel Cons. per hour | Fuel Tank Capacity | Oil Cons. per day | Oil Tank Capacity | Ground Clearance | O/all Length | O/all Width | Turning radius | Service Weight | Front | Rear | Forward m.p.h. | Reverse m.p.h. |
| MODEL "N" 40 H.P. | 8.86" | 10 $\frac{1}{2}$ " | 540 r.p.m. | 350 r.p.m. | 26 $\frac{1}{2}$ " | 6 $\frac{3}{4}$ " | 540 r.p.m. | approx. 1 $\frac{1}{2}$ gal. | 20 gals. | approx. 4 pints | 1 $\frac{1}{2}$ gal. | 12 $\frac{1}{2}$ " | 133" | 71 $\frac{3}{8}$ " | 167" | 6610 lbs. | 7.50 x 18" | 13.50 or 14 x 28" | 1st—2.3 2nd—3.1 3rd—4.1 4th—5.4 5th—8.4 6th—11.3 | 1st—2.7 2nd—7.8 |
| MODEL "P" 45 H.P. | 8.86" | 10 $\frac{1}{2}$ " | 630 r.p.m. | 350 r.p.m. | 26 $\frac{1}{2}$ " | 7 $\frac{1}{2}$ " | 630 r.p.m. | approx. 1 $\frac{1}{2}$ gal. | 21 gals. | approx. 4 pints | 1 $\frac{1}{2}$ gal. | 12 $\frac{1}{2}$ " | 136" | 71 $\frac{3}{8}$ " | 167" | 7200 lbs. | 7.50 x 18" or 20" | 14x28" 14x30" 13.50 x 32" | 1st—2.1 2nd—2.9 3rd—3.8 4th—6.3 5th—8.5 6th—11.2 | 1st—2.6 2nd—7.5 |

* Tyre sizes according to availability

† Speeds vary with size of tyre. These speeds apply to the "N" Model on 13.50 x 28" rear tyres, and the "P" Model on 14 x 30" rear tyres.

ELECTRIC MODELS are available in both 40 h.p. and 45 h.p. sizes

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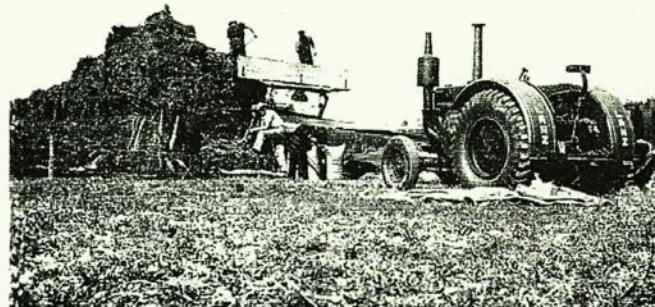
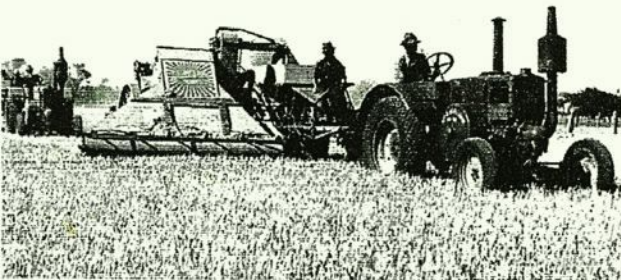
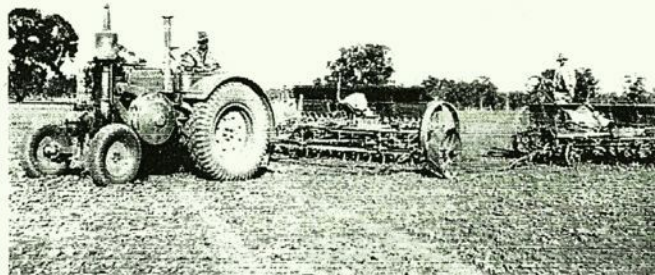
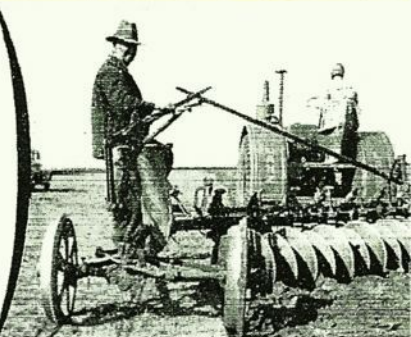
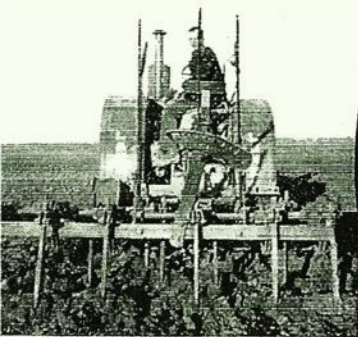
LANZ

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TRACTORS

in action!

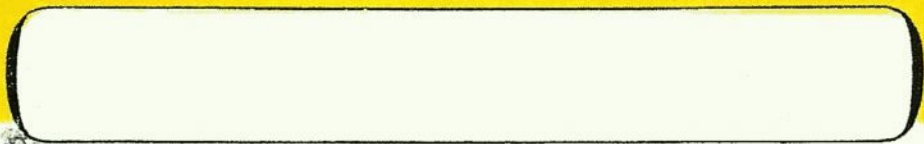


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