210, 225, 230, 275 & 375 Windrowers

Service Manual

GSS-1384-1

Reprinted

CASE IH

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This Manual Covers Models 210, 225, 230, 275 & 375

General Contents

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STANDARD TORQUE DATA FOR NUTS AND BOLTS

Recommended torque, in foot pounds, for all Standard Application Nuts and Bolts, provided:

A. All thread surfaces are clean and lubricated with SAE-30 engine oil. (See NOTE.)
B. Joints are rigid, that is, no gaskets or compressible materials are used.
C. When reusing nuts or bolts use minimum torque values.

NOTE: Multiply the standard torque by:

.65 when finished jam nuts are used.
.70 when Molykote, white lead or similar mixtures are used as lubricants.
.75 when parkerized bolts or nuts are used.
.85 when cadmium plated bolts or nuts and zinc bolts w/waxed zinc nuts are used.
.90 when hardened surfaces are used under the nut or bolt head.

Bolt or Stud Diameter	Type 1 Studs Only		Type 1 Bolts 6" length or less		Type 1 Bolts longer than 6"		Type 5 (all lengths)		Type 8 (all lengths) Only when used† in cast (gray) iron†		Type 8 (all lengths) All other applications	
	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.	Min.	Max.
1/4	5	6	5	6	3	3	9	10	11	13	12	14
5/16	12	13	12	13	6	7	19	21	24	27	27	30
3/8	21	24	21	24	11	13	33	37	43	47	45	50
7/16	35	38	35	38	19	21	53	60	69	76	75	85
1/2	52	58	52	58	29	32	80	90	104	117	115	130
9/16	70	80	70	80	41	46	115	130	150	170	165	185
5/8	98	110	98	110	57	63	160	180	210	230	220	250
3/4	174	195	174	195	100	112	290	320	350	390	400	450
7/8	300	330	162	181	162	181	420	470	570	630	650	730
1	420	470	250	270	250	270	630	710	850	950	970	1090
1-1/8	600	660	350	380	350	380	850	950	1200	1350	1380	1550
1-1/4	840	940	490	540	490	540	1200	1350	1700	1900	1940	2180
1-3/8	1100	1230	640	710	640	710	1570	1760	2300	2500	2600	2800
1-1/2	1470	1640	850	940	850	940	2000	2300	3000	3300	3300	3700
1-3/4	2350	2450	1330	1490	1330	1490	3300	3700	4700	5200	5300	6000
2	3500	3900	2000	2200	2000	2200	5000	5500	7000	7800	8000	9000

† When bolt penetration is 1-1/2 times the diameter of the bolt.

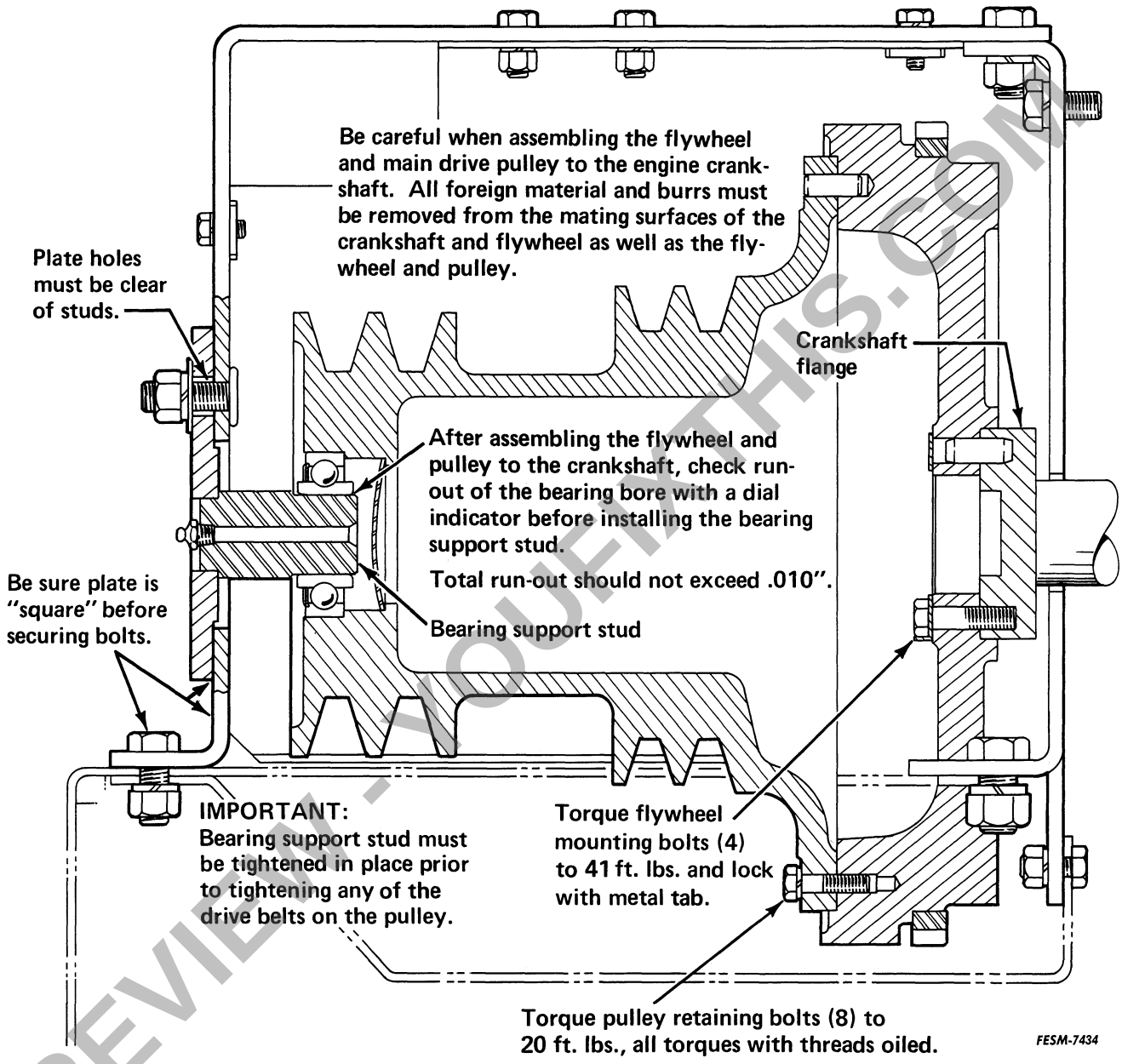
BOLT TYPE IDENTIFICATION CHART

IH TYPE	S.A.E. GRADE	DESCRIPTION	BOLT HEAD MARKING *
1	Equivalent 1 or 2	WILL HAVE A IH STANDARD MONOGRAM IN THE CENTER OF THE HEAD Low or Medium Carbon Steel Not Heat Treated	
5	5	WILL HAVE A IH AND 3 RADIAL LINES Quenched and Tempered Medium Carbon Steel	
8	8	WILL HAVE A IH AND 6 RADIAL LINES Quenched and Tempered Special Carbon or Alloy Steel	

*The center marking identifies the bolt manufacturer. The IH monogram is currently used. Some bolts may still have an IH or a raised dot which previously identified IH bolts.

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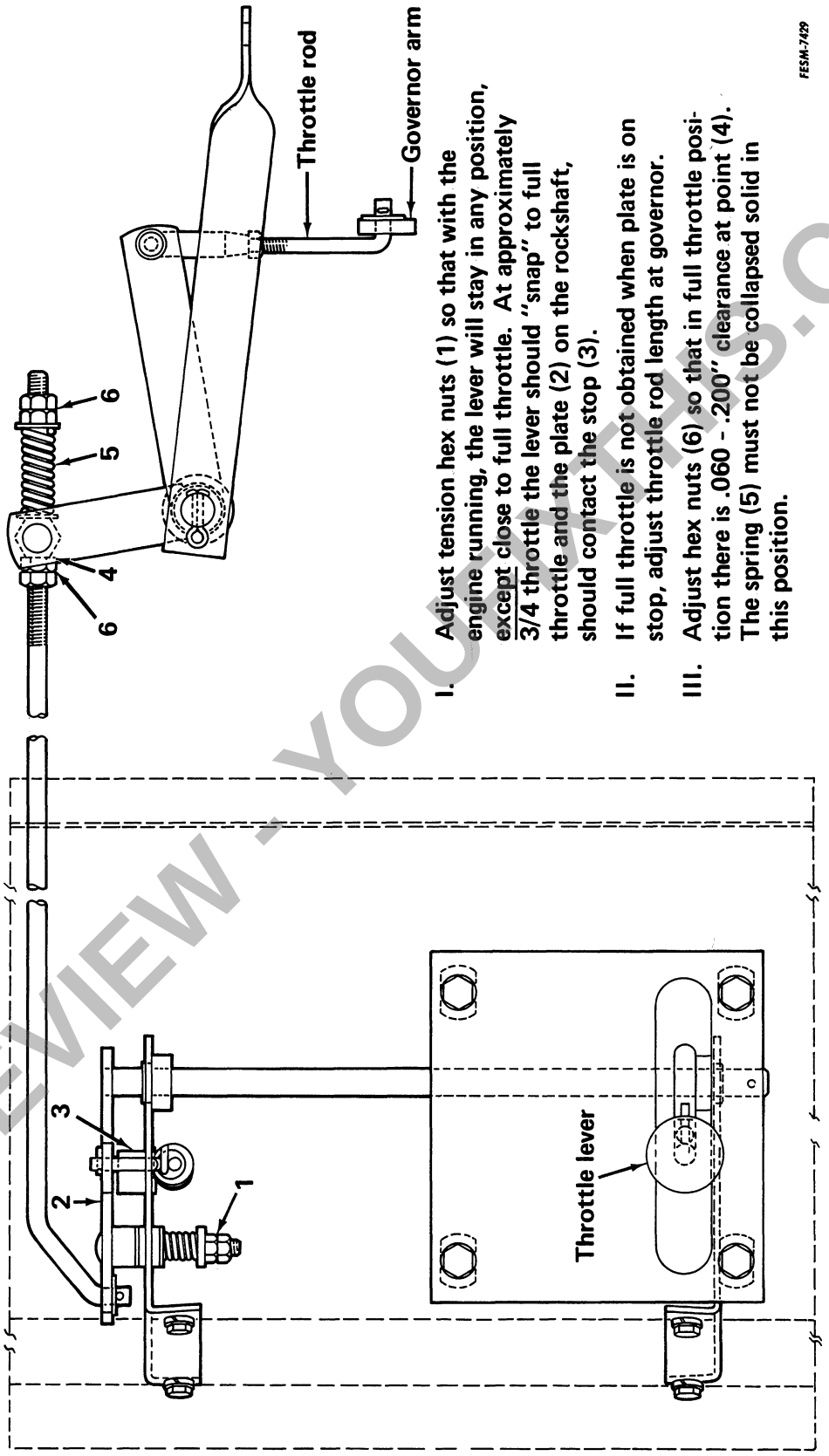
FLYWHEEL AND DRIVE PULLEY



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CONTROLS ADJUSTMENT
C-153 Engine Throttle (Early Model)



FESM-7429

I. Adjust tension hex nuts (1) so that with the engine running, the lever will stay in any position, except close to full throttle. At approximately 3/4 throttle the lever should "snap" to full throttle and the plate (2) on the rockshaft, should contact the stop (3).

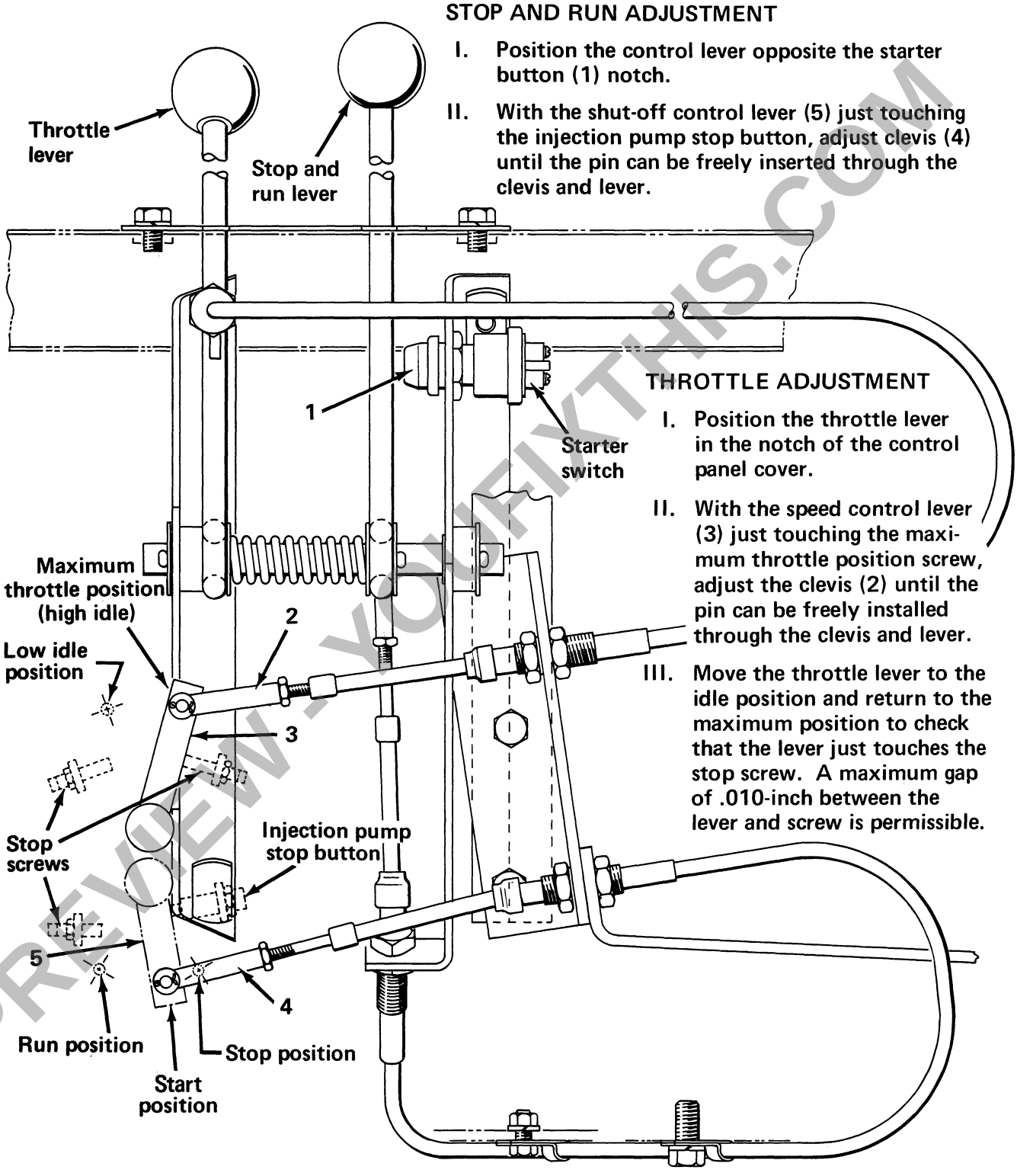
II. If full throttle is not obtained when plate is on stop, adjust throttle rod length at governor.

III. Adjust hex nuts (6) so that in full throttle position there is .060 - .200" clearance at point (4). The spring (5) must not be collapsed solid in this position.

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D-206 Engine Throttle; Stop and Run



FESM-7432

STOP AND RUN ADJUSTMENT

I. Position the control lever opposite the starter button (1) notch.

II. With the shut-off control lever (5) just touching the injection pump stop button, adjust clevis (4) until the pin can be freely inserted through the clevis and lever.

THROTTLE ADJUSTMENT

I. Position the throttle lever in the notch of the control panel cover.

II. With the speed control lever (3) just touching the maximum throttle position screw, adjust the clevis (2) until the pin can be freely installed through the clevis and lever.

III. Move the throttle lever to the idle position and return to the maximum position to check that the lever just touches the stop screw. A maximum gap of .010-inch between the lever and screw is permissible.

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Section 4

ELECTRICAL

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Cranking-Motor Switch 4-3

Complete Overhaul and Testing information is covered in GSS-1052-C.

SPECIFICATIONS

Timing - Gasoline Engines

Ignition Timing

High Idle ± 1 degree

C-153 engine - BTDC 21

C-175 engine - BTDC 20

Low Idle (degrees)

C-232 engine (initial timing @ 500 rpm) - BTDC 5

Cam angle - (dwell) - degrees

C-232 engine 31-34

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DISTRIBUTOR

Windrower Model	Engine Model	IH Part Number	Breaker Point Gap (Inch)
210, 225, 275 and 375	C-153	376 555 R92	.020
275 and 375	232	827 279 C91	.016
375	C-175	398 086 R91	.020
375	C-175	529 947 R91	.020

BATTERY

IH Part Number	Prestolite Number	Ampere Hours - 20 Hour Rate	BCI Group
392 240 R91†	1227X	135	2E
395 590 R11‡	POL 2432X	61	24H
395 591 R1*	POL 3310X	79	3ET
870 349 R91**	POL 2431X	61	24H

Fully charged Specific Gravity - 1.255-1.270 @ 80°F.
* Model 375 gasoline S/N H-201 and up. Models 275 and 375 with 232 gasoline engine.
** Model 275 gasoline also 375 gasoline S/N prior to H-201.
† Diesel application (2 used).
‡ Models 210, 225 and 230 gasoline engines.

ALTERNATOR

Delco-Remy Number	Ground	Rotation Viewing Drive End	Field Current 80°F		Cold Output At Specified Voltage				Approx. Rpm	Rated Hot Output (Amps)
			Amps	Volts	Volts	Amps	Approx. Rpm	Amps		
1 100 771	N	Either	2.2-2.6	12	14	21	2000	30	5000	32
1 100 805	N	Either	2.2-2.6	12	14	21	2000	30	5000	32

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