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# H and 4 Series Farmall Tractors and Power Units

## Service Manual

**GSS5032**

CASE IH

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# Service Charts


Chart 1. End View of Farmall-H and 4 Series Engine

Chart 2. Side View of Farmall-H Tractor

Chart 3. Side View of W-4 Standard Tractor (The O-4, OS-4 and I-4 are similar)

Chart 4. Differential and Rear Axle of Farmall-H and 4 Series Tractors Except Farmall-HV

Chart 5. Farmall-HV Final Drive and Rear Axle


## Chart 1. End View of Farmall-H and 4 Series Engine


Service Charts

**VALVE ADJUSTMENT:** Clearance between rocker arm and valve stem is **.017"** with engine hot. Recheck after tightening rocker arm assembly or cylinder head. Rocker arm bushings can be replaced and reamed to size. Running clearance is **.002-.004"**; valve lever shaft is **.748-.749"** diameter. Valve lever assembly does not have to be removed to tighten cylinder head nuts.

**VALVE AND VALVE GUIDE:** Clearance in guide is **.002** to **.004"**. Valve stem diameter is **.371** to **.372"**. Guide is assembled with chamfered end up, projecting above valve counterbore by **31/32"**. Repair guides are furnished reamed to size. Guide bore and valve seat should be concentric within **.002"**. Valve seat width is **3/32"**. Exhaust valve seat **only** can be machined to receive valve seat insert.

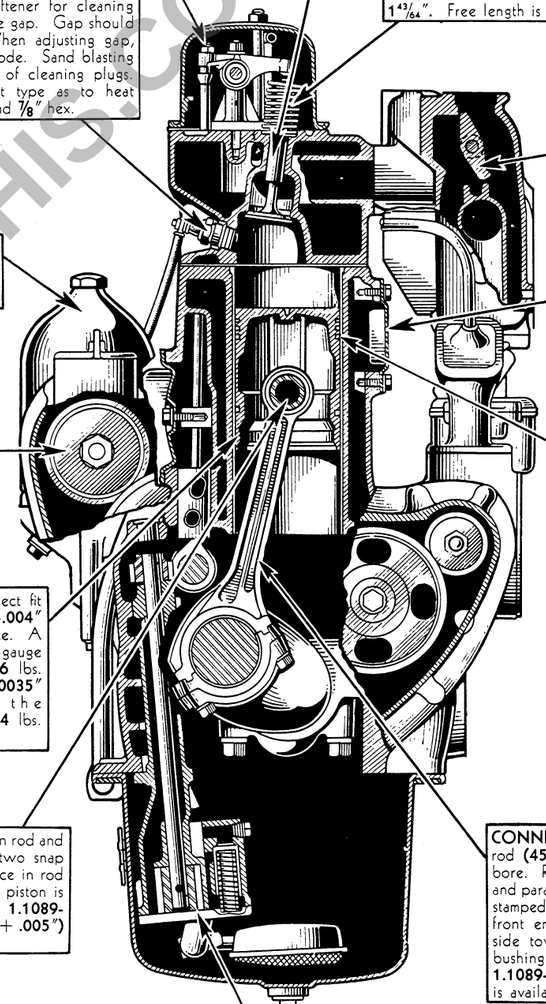
**SPARK PLUGS:** Should be removed every **200** to **300** hours or oftener for cleaning and checking of electrode gap. Gap should be **.020"** to **.025"**. When adjusting gap, bend only outside electrode. Sand blasting is recommended method of cleaning plugs. Check plugs for correct type as to heat range. Size is **18 mm.** and **7/8"** hex.

**VALVE SPRING:** Should test **42** lbs. when compressed to **1 43/64"**. Free length is **2 5/8"**.

**EXHAUST MANIFOLD-HEAT VALVE:** Shown in closed position for distillate and kerosene engines. Gasoline engines do not have this type manifold.

**OIL FILTER:** Filter element should be replaced every time oil is changed or oftener, if need be.

**HEADER PLATE:** Flared end of channels must face toward front of engine or water pump, openings in center of channels must face down.



MAGNETO DRIVE GEAR

**PISTON RINGS:** Three compression rings and one oil control ring; oil ring is located below piston pin. Third compression ring from top of piston is tapered and should be assembled with the word "Top" toward top of piston. Fit rings to smallest section of sleeve bore in which ring travels. Ring gap **.010-.020"**. Clearance in groove; top compression **.004"**, all others **.003"**. Ring grooves should be clean and free of carbon and oil holes in oil control groove drilled out. Stagger ring gaps around piston; dip piston in oil before installing in sleeve.

**PISTON:** Grey iron, select fit in sleeve to give **.003-.004"** normal measured clearance. A **1/2"** wide **.0025"** ribbon gauge is the **"GO"** at **4** to **6** lbs. tension light pull; a **.0035"** ribbon gauge is the **"NO GO"** at **11** to **14** lbs. tight pull.

**PISTON PIN:** Pin floats in rod and piston; it is held in by two snap spring retainers. Clearance in rod bushing is **.0004"** and in piston is **.0002"**. Pin diameter is **1.1089-1.1092"**. Oversize pin **(+ .005")** is available.

**CONNECTING ROD:** Split of connecting rod **(45°)** allows removal through cylinder bore. Rod should be straight, free from twist and parallel with piston; cylinder numbers are stamped on rod and cap, No. 1 starting from front end of engine. Assemble numbered side toward camshaft side of engine. Pin bushing lubricated by splash. Pin diameter is **1.1089-1.1092"**. Oversize pin **(+ .005")** is available.

**CYLINDER SLEEVE:** Dry liner type sleeves can be removed and replaced same as wet type sleeves, requiring no honing or boring after assembly. The standard replacement piston and sleeve sets are available for repairs. Puller **SE-1213** is available for removal of sleeves. Coat outside of sleeve with light film of oil for ease of assembly. Wooden block held firmly across top of sleeve should be used when tapping sleeve into bore.

**OIL PUMP:** Single gear type, draws oil through "Floato" oil screen and pumps oil to main, connecting-rod and camshaft bearings, timing gears and valve mechanism. Drive pinion is keyed and pinned to shaft and so is drive gear. Oil pressure regulating valve maintains **55** to **60** lbs. at **1650** R.P.M. Located in pump body, spring should test **38.3** lbs. when compressed to **2 3/32"**. Free length of spring is **3 19/32"**. Pressure valve clearance in body is **.004-.006"**.

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# Chart 2. Side View of Farmall-H Tractor

**BEVEL GEAR AND PINION ADJUSTMENT:** Gears are straight bevel type. They should be set flush with each other at outer end or heel (large end) of tooth with .008 to .012" back-lash for initial trial. Then move pinion in or out to secure a position at which gears run the quietest. Pinion may be moved in or out by taking out or placing shims between main shaft bearing cage and transmission case. Back-lash is changed by varying number of shims between differential shaft bearing cage and transmission case. Shims removed from one side must be placed on other side.

Tooth contact should show a toe bearing (small end of tooth).

**TRANSMISSION AND FINAL DRIVE GEAR CASE COVER** is all one piece and may be removed as one unit together with gear shifter mechanism.

**CRANKSHAFT REAR OIL SEAL:** Felt type. Flywheel must be removed to replace seal. If seal shows indication of leaking in addition to replacing seal, check rear bearing for excessive clearance and fit of expanding plug at rear of camshaft.

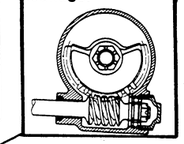
Remove high-tension magneto wire before working on tractor to safeguard against the possibility of engine starting.

**MAGNETO:** I.H.C. Model H-4 with automatic impulse coupling. Timing of magneto to engine is covered in Instruction Book, as is breaker point setting and lubrication.

**WATER PUMP:** Pump is same design as the one having been used on pump-equipped I.H.C. engines for years. Pulley is carried on two roller bearings which are sealed with leather type seals. Inner seal has leather lip turned toward bearing. Outer seal is assembled with lip away from bearing. Pump drive shaft floats free on two bronze bushings and is packed with three sets of packing, allowing for several adjustments of packing nut before requiring packing replacement.

To remove pump, loosen front bolster from front channels and push bolster together with radiator forward.

**STEERING SECTOR:** When replacing bearing retainer coat threads with a sealing compound to prevent the possibility of oil leakage.



BUSHING

**MAGNETO DRIVE:** Drive shaft assembled into a housing which attaches to front engine plate. Shaft turns on a babbitt-lined bronze bushing.

**CAMSHAFT:** Shaft is mounted on three bearings. End thrust is controlled by a plate between drive gear and front bearing. Running clearance .0015 to .0035". End clearance .003 to .011". Repair bearings reamed to size. Valve tappets can be removed from opening in side of engine.

FELT WASHER

BUSHING

**CRANKSHAFT FRONT OIL SEAL:** Combination leather and felt seal with the lip of leather seal turned toward fan drive pulley. Seal is pressed in timing gear cover from outside, so can be replaced after removal of fan drive pulley.

VENTILATING PIPE CONNECTED TO AIR INTAKE: Ventilates governor housing and valve chamber.

DIFFERENTIAL SHAFT PINION

SCREW FOR LOCKING OUT 5th SPEED

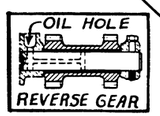
Shims for adjusting bevel gear and pinion.

TRANS. DRIVE ASSEMBLY

REAR AXLE DRIVE GEAR

Space for Lift-All and for removing clutch.

RADIATOR




**TRANSMISSION:** Gears and shafts can be removed from top of transmission after removal of transmission case cover and clutch shaft by following procedure as outlined.

1. Pull transmission drive shaft coupling. 2. Remove transmission drive assembly. 3. Remove transmission main shaft (spline shaft with pinion). 4. Remove brake cross shaft. 5. Remove countershaft rear bearing snap-ring and drive out bearing with a brass bar. 6. Remove front countershaft nut, bearing retainer and drive countershaft back out of inner bearing race. 7. Drive front bearing out of case. 8. Push countershaft assembly back in transmission case and raise front end out. Assembly of transmission is made in the reverse manner.

**CLUTCH:** Single plate, dry disc, foot operated type. Clutch release fingers are adjustable externally through an opening in bottom of clutch housing.

Clutch is removable through an opening in bottom of clutch housing. The procedure for removal is as follows:

1. Remove four bolts from the clutch joint (1). 2. Remove clutch release sleeve carrier (2). 3. Remove clutch shaft together with thrust bearing. 4. Remove three cap screws holding clutch to flywheel and after placing washers under the head of cap screws transpose them to the three holes provided for compressing clutch spring. 5. Remove the remaining cap screws and lift out clutch. 6. Reassembly is made in the reverse procedure, but be sure to install clutch shaft before releasing pressure on clutch springs, and be sure to assemble clutch joint ring with convex side toward clutch. Clutch is equipped with six pressure springs which should test 165 to 175 lbs. when compressed to 1 7/16".

If clutch is torn down and reassembled, make assembly of fingers to dimensions shown on illustration before installing.

**CRANKSHAFT BEARINGS:** Three precision replaceable type. End thrust taken on center bearing. Running clearance .002 to .003". Journal dia. 2.497-2.498". End clearance .004 to .008". Bearing running clearance may be checked by placing a .003" thick brass shim ¼" wide, 1⅛" long between lower bearing and crankshaft. If clearance is not excessive there should be a slight drag when turning crankshaft. Bearings can be replaced without removing crankshaft. Reground crankshaft and bearings are available in 1/32" undersize. Bearings are not adjustable so when clearances are excessive replacement is necessary.

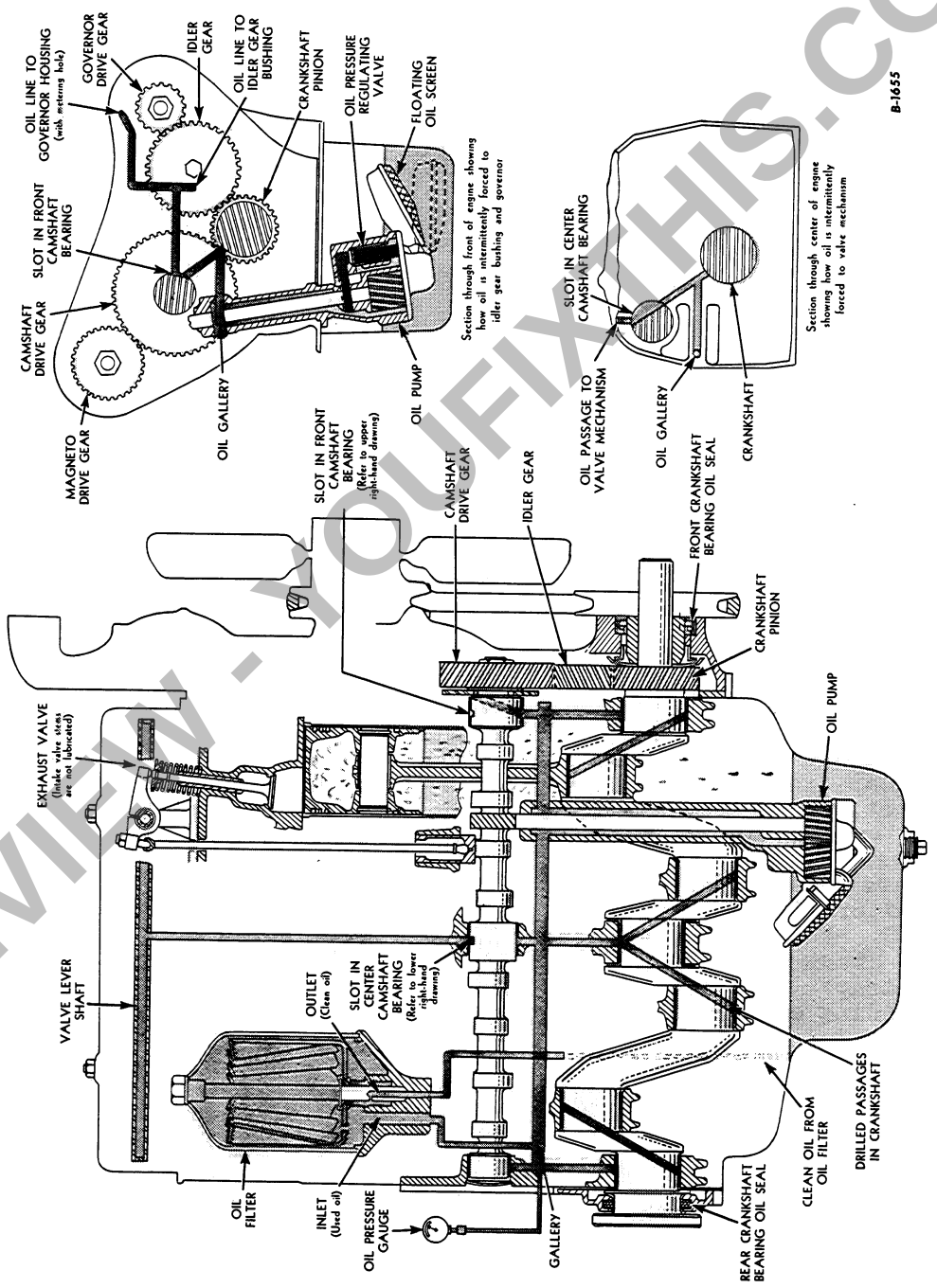
IMPORTANT: When installing bearings be sure bearing backs and bearing bores in crankcase and caps are absolutely clean, smooth and free from oil. Oil crankshaft journal before assembling lower bearing. Bearings have a nib or projection which prevents turning and should be assembled with nib engaging notch in crankcase and cap. Crankshaft bearing cap screws, size ½", tension, 900 in. lb. or 75 ft. lb. When replacing bearings be sure all oil passages are clean.

**CONNECTING-ROD BEARINGS:** Precision replaceable type. Running clearance .002 to .003". Crankshaft journal dia. 2.247 to 2.248". Clearance may be checked by placing a .003" brass shim stock ¼" wide, 1½" long lengthwise between lower bearing and crankshaft. If clearance is not excessive, there should be a drag when turning crankshaft. 1/32" undersize bearings are available to be used with a reground shaft. Bearings are not adjustable so when clearance is excessive they should be replaced. IMPORTANT: When installing bearings be sure bearing backs and rod surfaces are absolutely clean, smooth and free from oil. Bearings have a nib or projection which prevents turning and should be assembled with nib engaging notch in rod and cap. Whenever replacing bearings be sure all oil passages in block are clean. Connecting rod cap screw, size ⅜" tension 40 ft. lb.

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# ENGINE LUBRICATION SYSTEM




Illust. 23. Schematic diagram of engine lubrication system.

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# SPECIFICATIONS

| | H | HV | W-4 | O-4 | I-4 | U-4 | IU-4 |
|---|---|---|---|---|---|---|---|
| **Approximate capacities (U.S. measure)** | | | | | | | |
| Fuel tank, gallons | 17½ | 17½ | 17½ | 17½ | 17½ | 9½ | ..... |
| Starting fuel tank, when used, gallons | 1 | 1 | 1 | 1 | ..... | ..... | ..... |
| Water cooling system, gallons | 4¼ | 4¼ | 4¼ | 4¼ | 4¼ | 4¼ | 4¼ |
| Crankcase oil pan, quarts | 6 | 6 | 6 | 6 | 6 | 6 | 6 |
| Transmission and differential case, gallons | 6 | 6 | 6½ | 6½ | 6½ | ..... | 6½ |
| Final drive case (each side), pints | ..... | 3½ | ..... | ..... | ..... | ..... | ..... |
| Air cleaner oil cup, pints | 1½ | 1½ | 1½ | 1½ | 1½ | 1⅝ | 1⅝ |
| Steering gear case, pints | 1 | 1 | 1 | 1 | 1 | ..... | ..... |
| **Engine** | | | | | | | |
| Cylinders, number | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| Cylinders, type | dry liner | dry liner | dry liner | dry liner | dry liner | dry liner | dry liner |
| Bore and stroke, inches | 3⅜ x 4¼ | 3⅜ x 4¼ | 3⅜ x 4¼ | 3⅜ x 4¼ | 3⅜ x 4¼ | 3⅜ x 4¼ | 3⅜ x 4¼ |
| Engine speed, governed, maximum load, r.p.m. | 1650 | 1650 | 1650 | 1650 | 1650 | 1800 | 1650 |
| Magneto (fixed spark, clockwise rotation) | IHC—H-4 | IHC—H-4 | IHC—H-4 | IHC—H-4 | IHC—H-4 | IHC—H-4 | IHC—H-4 |
| Spark plug gap, inches | .020 to .025 | .020 to .025 | .020 to .025 | .020 to .025 | .020 to .025 | .020 to .025 | .020 to .025 |
| Valve clearance (engine hot), inches | .017 | .017 | .017 | .017 | .017 | .017 | 017 |
| Carburetor (IHC updraft), inches | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| **Clutch** | | | | | | | |
| Type | spring-loaded | spring-loaded | spring-loaded | overcenter | spring-loaded | overcenter | spring loaded |
| Size, inches | 10 | 10 | 10 | 10 | 10 | 10 | 10 |
| **Transmission speeds** | | | | | | | |
| Based on pneumatic tire or steel wheel size | 51-in. (steel) | 9.00 x 36 | 40-in. (steel) | 11.26 x 24 | 11.25 x 24 | ..... | axle r.p.m. |
| Speed in m.p.h. 1st | 2⅝ | 2½ | 2⅜ | 1½ | 2⅛ | ..... | 16.617 |
| Speed in m.p.h. 2nd | 3½ | 3⅜ | 3⅛ | 3⅛ | 3½ | ..... | 27.029 |
| Speed in m.p.h. 3rd | 4¼ | 4 | 4 | 3⅞ | 5 | ..... | 38.854 |
| Speed in m.p.h. 4th | 5⅜ | 5 | 5 | 4⅞ | 7 | ..... | 54.853 |
| Speed in m.p.h. 5th | 15⅝* | 15¼ | 14† | 14⅛ | 14⅞ | ..... | 115.385 |
| Speed in m.p.h. Reverse | 3 | 2⅞ | 2¾ | 1¾ | 2⅞ | ..... | 22.342 |
| **Belt pulley attachment (special)** | | | | | | | |
| Pulley speed, r.p.m. | 1019 | 1019 | 1019 | 1019 | 1019 | ..... | ..... |
| Pulley diameter, inches | 9¾ | 9¾ | 9¾ | 9¾ | 9¾ | ..... | ..... |
| Pulley face, inches | 7½ | 7½ | 7½ | 7½ | 7½ | ..... | ..... |
| Belt speed, feet per minute | 2601 | 2601 | 2601 | 2601 | 2601 | ..... | ..... |
| **Power take-off attachment (special)** | | | | | | | |
| Shaft speed, r.p.m. | 540 | 540 | 540 | 540 | 741 | ..... | ..... |
| **Wheels and tread** | | | | | | | |
| Front wheels, inches | 3½ x 22½ | 6.00 x 20 | 3½ x 22½ | 5.50 x 16 | 5.50 x 16 | ..... | ..... |
| Rear wheels, inches | 6 x 51 (steel) | 9.00 x 36 | 8 x 40 (steel) | 11.26 x 24 | 11.25 x 24 | ..... | ..... |
| Tread, front, inches | 8¾ | 60 to 66 | 46 | 46 | 46 | ..... | ..... |
| Tread, rear, inches | 44 to 80 | 60 to 72 | 50½ | 41¾ | 46 | ..... | ..... |
| Wheelbase, inches | 88½ | 91 7/16 | 66½ | 66½ | 66½ | ..... | ..... |
| **Drawbar** | | | | | | | |
| Type | flat bar | flat bar | flat bar | flat bar | pintle hook | ..... | ..... |
| Vertical adjustment from ground level, inches | 12 to 18 | 14 to 20 | 9 to 16 | 9 to 16 | 9 to 15 | ..... | ..... |
| Lateral hitch position each side of center, inches | 9 | 15 | 7 | 7 | 0 | ..... | ..... |
| Swinging drawbar lateral hitch positions each side of center, inches | 15§ | ..... | 14§ | 14§ | ..... | ..... | ..... |

*On 10-38 pneumatic tires (special). On 11-26 pneumatic tires (special). § Regular on O-4; special on Farmall-H and W-4.

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To remove the carrier and axle shaft, take off the cap screw and retainer from inside end of shaft (reach through the power take-off opening in the frame). Remove the cap screws in the carrier and lift off. Assemble the outside bearing of the axle with the sealing plate toward the gear end. Refer to Service Chart 4.

## Steering Gear

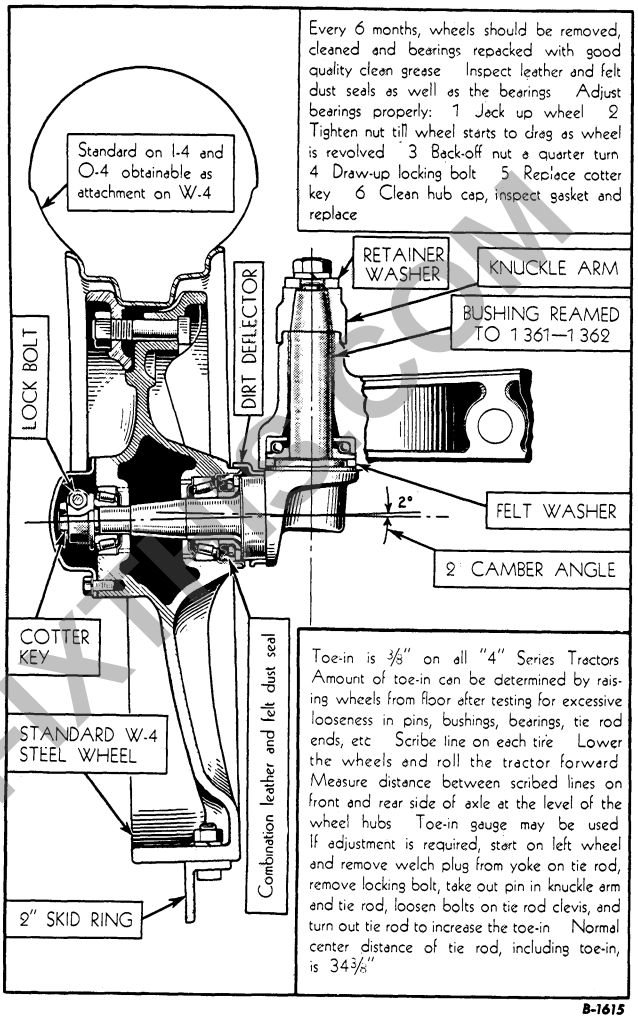
Farmalls H and HV. The steering gear is of worm and sector type. The steering worm is mounted on a bronze bushing and has a ball bearing to take the thrust. The steering sector is spline-mounted to the steering shaft. The worm and sector is enclosed in the upper bolster housing in an oil bath, capacity 1 quart. The steering shaft extends from the sector to the lower bolster and is mounted on bronze bushings top and bottom. A ball-type thrust bearing is located above the lower steering shaft bushing. A spring-loaded leather oil seal is located at the bottom of the top bushing. The oil seal should be installed with the lip facing the bushing. A felt oil seal is located at the top of the thrust bearing. The steering wheel has a 15-3/4-inch composition rim.

W-4, I-4, and O-4. The steering gear is of IHC make, worm and gear type, and is mounted with bushings and ball bearings in the housing on the top rear frame cover. The drag link extends along the left-hand side of the tractor. A cross section of the assembly is shown in Illust. 53.

## Front Wheels

Farmall-H and W-4. Cast-iron wheels with 2-inch-high skid rings are standard. They are 22½ inches in diameter and 3½ inches of face. Cast iron wheels are also available for mounting pneumatic tires. The wheels revolve on two tapered roller bearings which are adjustable. The bearings are sealed with felt and leather, leather seal has its lip toward the center of the tractor. A dirt deflector is also provided for the inner bearing. See below for tire sizes available.

To adjust the bearings, jack up front end of tractor so wheels turn freely. Tighten nut, revolving wheel at same time, till wheel starts to drag, then back off nut a quarter turn and lock with locking bolt.




**Illust. 53. Cross section of front wheel and steering knuckle on 4 Series tractors. Wheel and bearing construction is similar on Farmalls H and HV.**

Farmall-HV. The HV has cast-iron wheels with pneumatic tires 6.00 x 20 inches, 4 ply. The rims are adjustable on the wheels to give treads from 60 to 66 inches. The bearing design is the same as on the H and W-4.

I-4 and O-4. Cast-iron wheels with pneumatic tires (5.50 x 16) are standard equipment. Bearing design is the same as on the W-4.

## Rear Wheels

Farmall-H. The rear wheels are of fabricated steel, 51 x 6 inches, and have steel spade lugs 4 inches high. Cast-type pneumatic wheels available. The rear wheel tread can be varied from 44 to 80 inches by moving the wheels in or out on the axles and by reversing wheels on the axles.



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correct the missing of the engine after all other mechanical and electrical possibilities have been eliminated, it is well to remove the carburetor and clean all passages.

Loss of power. Assuming that all mechanical features of the unit are in good condition, loss of power may be due to an improper fuel level (Illust. 35) A fuel level that is too high or too low will not allow the motor to develop its full horsepower. A thorough cleaning of all carburetor connections will generally improve performance. In this regard it is particularly well to check the governor settings as well as to inspect the shafts for any binding which may prevent the throttle valve from opening completely. Dirt in the idling jet may be the cause of surging; clean the jet and then check the governor for binding.

Overheating will cause loss of power. Check the thermostat for opening temperature, 165° to 190° F.

Poor acceleration of a motor may be traceable to spark plug gaps or breaker points. Dirt in the accelerator well will cause poor acceleration. If the engine operates properly at idle speeds or at full load, the accelerating well is not dirty.

## Service

Cleaning. Before dismantling a carburetor the outside surfaces should be cleaned of dirt and grease so that the solvent used to clean the dismantled parts will not become contaminated.

Gum or varnishlike coatings from evaporated fuel are often found inside the carburetor. Such coatings restrict the flow of fuel through the jets and passages and must be removed with a good solvent to restore satisfactory operation. A number of good commercial gum solvents are available. A solution of half and half alcohol and benzol or pure acetone will dissolve these gum coatings.

Never run wires through carburetor jet orifices as this may change their hydraulic characteristics. Use compressed air to blow out jets and passages after parts have been thoroughly cleaned by immersion in the gum solvent.

Points of rapid wear. The fuel float valve, the valve seat, and the float pivot pin are points of most rapid wear. These items should be replaced when found worn, to insure a stable fuel level in the bowl. After replacement of these parts, check and correct the float level; once properly adjusted the float level will not change until wear again becomes excessive.

Reassembly. When assembling the carburetor, always use a new gasket between the bowl and the throttle body. Any leakage of air at this point will unbalance the air to fuel ratio and make it impossible to secure proper adjustment.

Inspect the drip hole filler in the base of the carburetor bowl; if shriveled up, replace with a new one. This filler allows trapped fuel to drain out of the air intake but must fit the recess firmly to exclude dust and grit, which would be drawn in with air when the engine is in operation.

# Engine Governor

## Description (Illusts. 36, 37, 38 and 39).

Engine governors are designed to maintain a selected engine r.p.m. or speed within reasonably constant limits (10%) under varying load conditions by proportioning the carburetor fuel mixture to the load. Special governor springs to give 5 percent regulation can be supplied for U-4 units used in direct-connected generator service.

The governor used on the 4 Series engine is of centrifugal type. The centrifugal motion of two weights (1) causes pressure to be applied through sleeve (4) and bearing (5) against lever (6) which, in turn, operates the governor connecting rod (7), the throttle shaft (8) and the butterfly (9).

Also attached to lever (6) is the governor spring (2). The tension of this spring, controlled at its opposite end through lever (14) on the speed change



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