International 484, 584, 684, 784, 884, and Hydro 84 Tractors

Operator's Manual

1135063R4

Reprinted

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DELIVERY SERVICE FOR 484, 584, 684, 784, 884 AND HYDRO 84 TRACTORS

This form must be filled out by the dealer and signed by both the dealer and the customer at the time of delivery.

Delivered to _____ Dealer _____

Address _____ Town _____

Town _____ Serial No. _____

State _____ Zip _____ Engine Serial No. _____

I have thoroughly instructed the buyer on the above described equipment which review included the Operator's Manual content, equipment care, adjustments, and safe operation. The warranty policy provisions were also explained and reviewed.

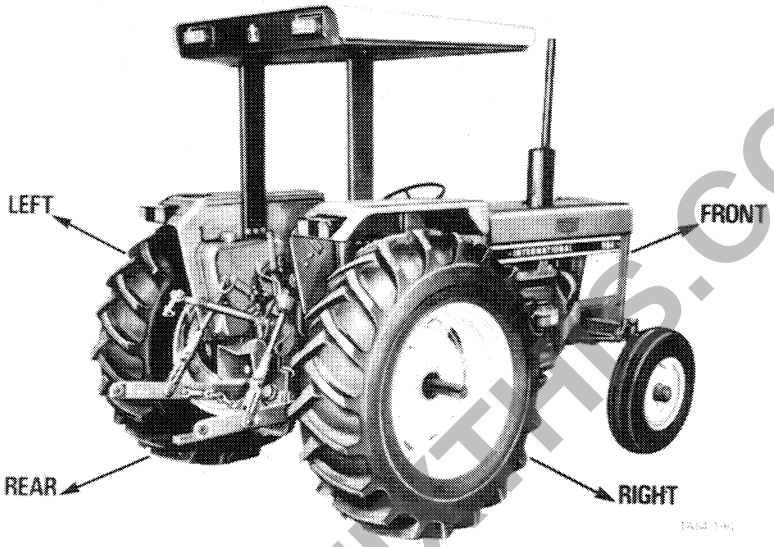
_____
DEALER'S SIGNATURE

Above equipment and Operator's Manual have been received by me and I have been thoroughly instructed as to care, adjustments, safe operation and applicable warranty policy.

_____ _____
DATE *OWNER'S SIGNATURE*

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TERMS OF LOCATION

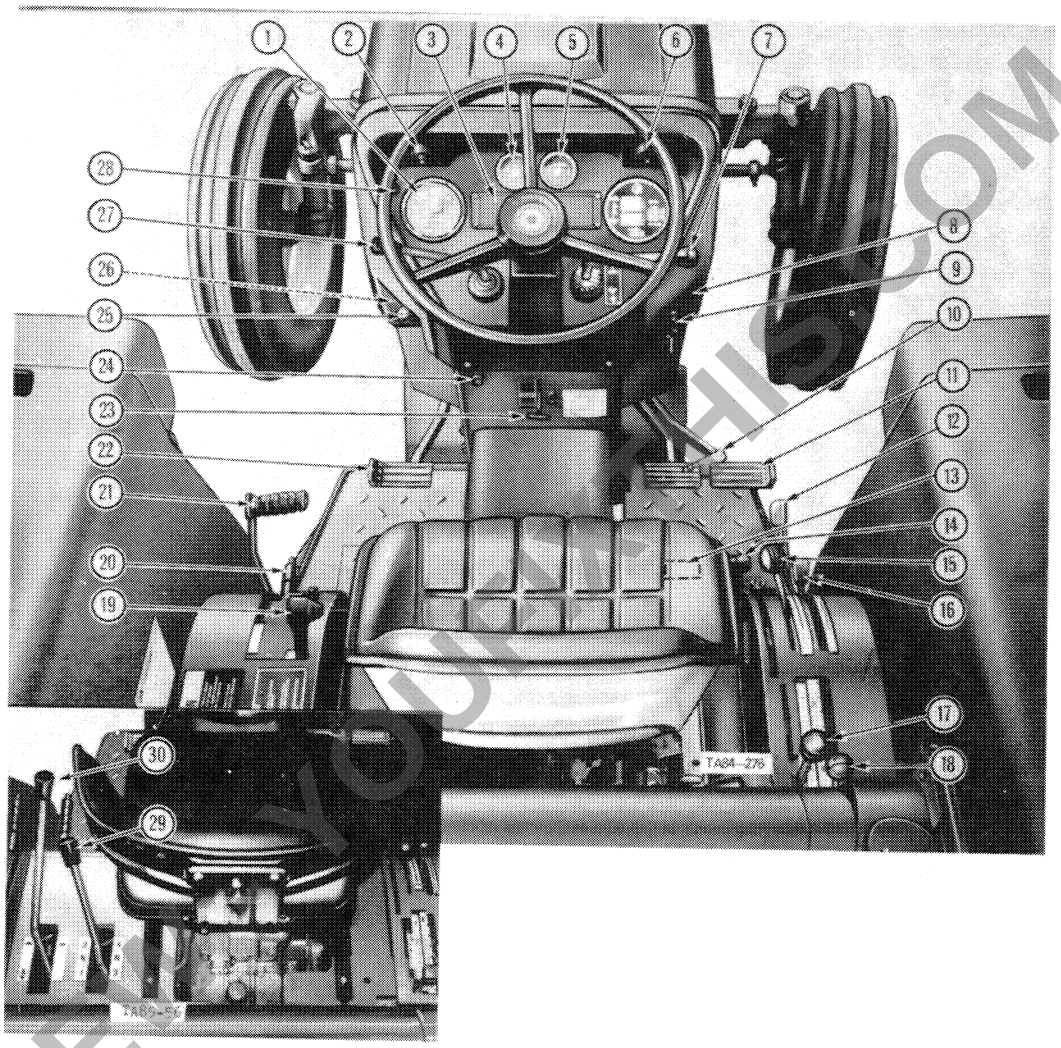
CAUTION! For your protection in the event of accidental upset, International Harvester Company recommends the use of a protective frame.

Compiled in this manual are the operating and maintenance instructions for the International 484, 584, 684, 784, 884 and Hydro 84 Tractors. This material has been prepared in detail to help the operator toward a better understanding of the tractor. Throughout the manual the terms LEFT, RIGHT, FRONT and REAR are to be taken as applicable to a person seated in the driving seat and facing the radiator.



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1. Tachometer
2. Light switch
3. Warning light panel
4. Fuel gauge
5. Engine coolant temperature guage
6. Direction indicator switch
7. Engine speed control lever
8. Cigar lighter attachment
9. Keyswitch
10. Brake pedal latch
11. Brake pedals
12. Accelerator pedal
13. Differential lock pedal
14. Auxiliary control lever attachment
15. Position control lever
16. Draft control lever
17. Independent PTO lever
18. Raise response lever
19. Gear lever (Early tractors)
20. Parking brake lever
21. Range lever (Early tractors)
22. Clutch pedal
23. Fuel control
24. Ether start button
25. Horn button
26. Dipper switch
27. Torque amplifier lever (attachment)
28. Parking brake warning light
29. Gear lever (Current tractors)
30. Range lever (Current tractors)

Instruments and Controls (Gear Drive)

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When in need of parts, always specify the tractor, engine and skidded unit serial numbes, including prefix and suffix letters. Write these serial numbers in the spaces provided below.

The skidded unit suffix letters denote the build of the unit.

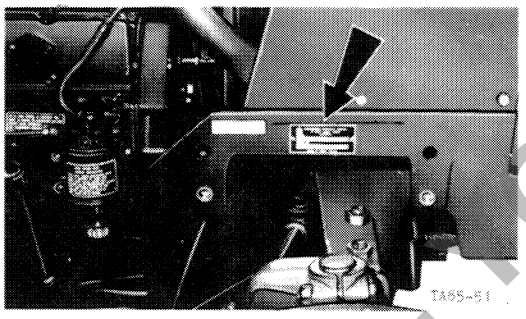
The first suffix letter denotes the drive train, code D for the slow speed and code E for the fast speed.

The second suffix letter denotes the bevel gear ratio, code R for 12:53 and code T for 11:52 bevel gear ratio.

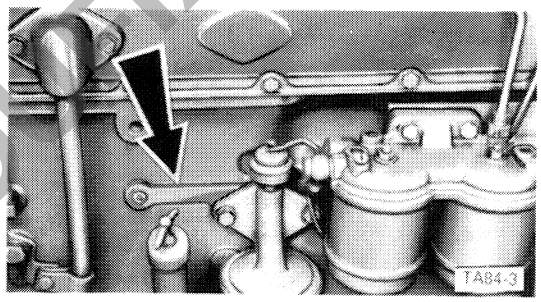
The third suffix denotes the IPTO installation. Code U for 555 rev/min, Code W for 580 rev/min, code X for 606 rev/min and code Y for 611 rev/min.

The 784 Row-Crop has a code D transmission, all other models have a code E transmission.Except for the 484 tractor all gear drive models have a code T bevel gear set.

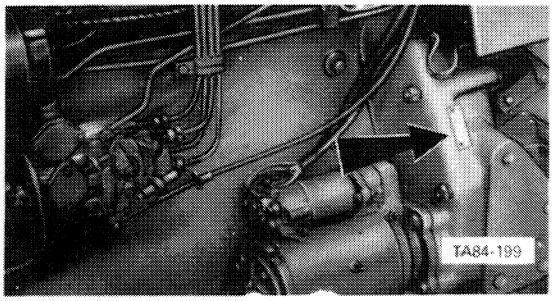
The 484 and H84 models have a code R bevel gear set.



Tractor Serial Number



Engine Serial Number



Skidded Unit Serial Number

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REAR WHEELS

The rear wheels are disc wheels with removable rims.

The illustration shows the rim and disc positions for the various tread adjustments in increments of 10 cm (4 in).

When the rims are reversed to change the tread width install the right tire and rim on the left disc and the left tire and rim on the right disc in order to ensure that the tread pattern is in the correct direction as shown by the arrow on the tire.

When adjusting to a minimum tread position ensure that a clearance of at least 50 mm (2 in) is maintained between the tires and components of the fenders.

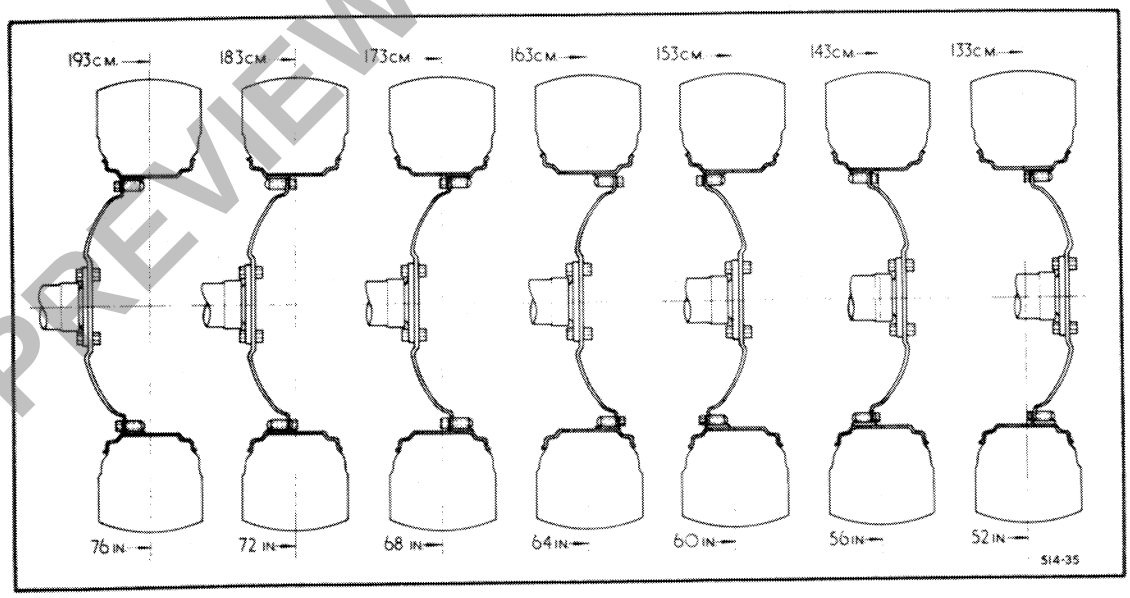
CAUTION! Ensure that the rim bolts are tightened to 15 to 22 kgm (110 to 160 lbft) and the hub nuts are tightened to 28.3 to 30.4 kgm (205 to 220 lbft) then check these torques after the first 20 hours and thereafter every 200 hours of operation.

ROW CROP TRACTORS

Row crop tractors are equipped with either cast iron discs with removable rims or cast hubs and steel discs which mount on extended axles.

In addition to changing the rim positions, the tread width can also be varied by moving the wheels along the axles. This enables a tread width of up to 254 mm (100 in) to be obtained.

The rear wheel tread and rim mounting diagram shows the various tread combinations available with the different rim and disc positions.



Wheel Tread Settings

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CAUTION! Before checking the front wheel aligment, carefully inspect the tie rod ball joints for wear. If wear is apparent, consult the International Harvester dealer.

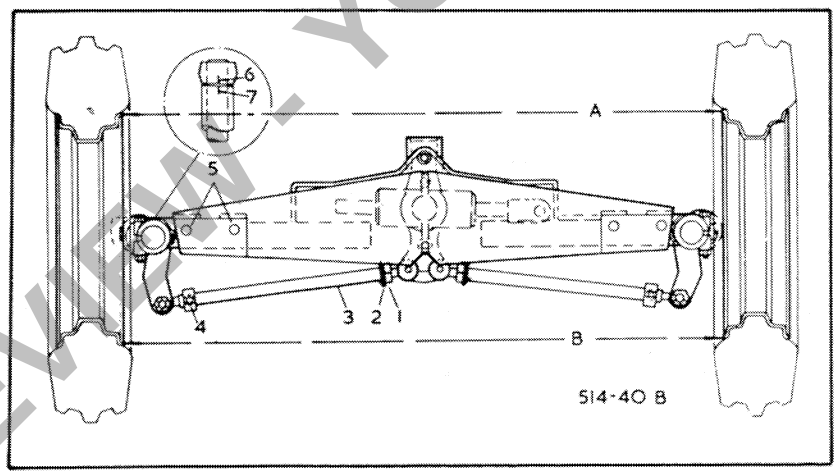
With the tractor on level ground turn the steering wheel so that the chisel mark on one of the steering arms is in line with the chisel mark on the sleeve. If the chisel marks on the other steering knuckle are in line, the toe-in is correct.

To check the toe-in chalk mark the forward edge of the wheel rims at hub height and measure the distance between them. Turn the wheels through one half revolution so that the marks are to the rear then measure this distance. On 484 and 584 machines the measurement at 'B' should be 5 to 8mm (3/16" to 5/16") greater than at 'A'. On 684, 784, 884 and H.84 machines the measurement at 'B' should be 2 to 5mm (1/16 to 3/16in) greater than at A.

To adjust the toe-in bend back the locking tabs and loosen the locknut then loosen the bolts sufficient to allow the tie rod tubes to be turned. Turn each tie-rod one turn at a time to lengthen or shorten as required. Both tie-rods should be adjusted by equal amounts so that the steering cylinder arm will remain centred and not limit left or right turns.

Tighten the lock bolts, ensuring that they locate in the tie-rod dimples, when checking the adjustment.

When the toe-in is satisfactory torque the lock bolts to 8kgm (60 lbft) and lock with the jam nuts. Tighten the locknuts and bend over the locking tabs.



A Front Dimension B Rear Dimension

1. Locknut
2. Locktabs
3. Tie Rod
4. Lockbolts
5. Axle extension bolts
6. Steering arm chisel marks
7. Sleeve chisel marks

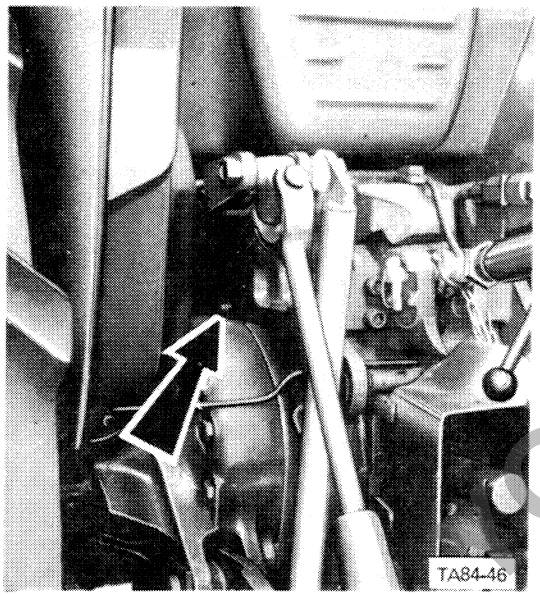
Front Wheel Alignment Adjustment

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Check the operation of the brakes and if any sponginess is felt repeat the bleeding operation.

Check the transmission fluid level and top up as necessary. Remove the clamp from the dump hose and secure the access panel.



Brake Bleedscrew

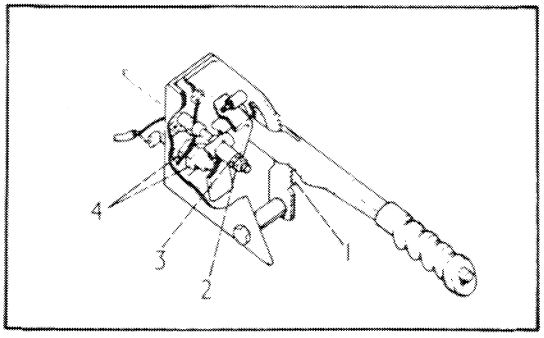
PARKING BRAKE

The tractor is equipped with a hand operated parking brake acting on the transmission shaft and independent of the footbrakes. A warning light on the instrument panel will be on (early tractors) or flashing, whenever the parking brake is on provided the keyswitch is turned ON.

When correctly adjusted the parking brake is capable of holding the vehicle stationary on a gradient of at least 1 in 6.25. If however, equipment is attached to the tractor, further precautions must be taken when the combination is parked.

PARKING BRAKE ADJUSTMENT

The parking brake will require adjustment when the hand lever can travel past the 4th notch of the ratchet. To adjust, fully release the parking brake then pull the hand lever to engage the first ratchet tooth. Loosen the locknut then turn the adjusting nut until resistance is felt. Release the brake then slowly pull up the hand lever counting the clicks on the ratchet. The brake must be fully applied when the hand lever has travelled not more than 4 clicks up the ratchet. Tighten the locknut.



1. Ratchet.
2. Locknut.
3. Adjusting Nut.
4. Warning Light Switch.

Parking Brake Adjustment

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STOPPING THE TRACTOR

GEAR DRIVE

Disengage the clutch and apply the footbrakes.

When the tractor has come to rest move the range lever to neutral and apply the parking brake. Release the footbrakes and clutch pedal.

HYDROSTATIC DRIVE

Move the SR lever to the zero position and apply the footbrakes.

When the tractor has come to rest move the range lever to neutral and apply the parking brake. Release the footbrakes.

CAUTION! Always engage the park brake when the tractor is parked. To engage the park brake move the park brake lever upward toward the operator. Do not engage the park brake while the tractor is in motion.

Disengage the PTO, lower all equipment to the ground, stop the engine and remove the key before leaving the tractor.

DRIVING ON PUBLIC ROADS

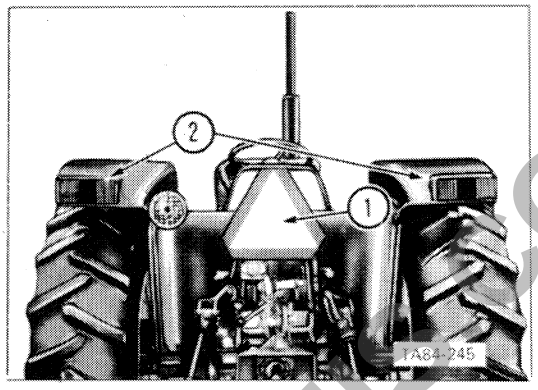
When travelling on public roads use SMV (Slow Moving Vehicle) emblem and hazard warning lights.

Keep these devices clean and in good working order.

CAUTION! Do not use the rear work light while travelling on public roads.

Be sure hitches and/or drawbars are properly stabilized to reduce the possibility of loss of control and upset.

Shut off power to any attachment when transporting or not in use.



1. SMV Emblem
2. Hazard Warning Lights

Hazard Devices

Avoid heavily-travelled roads when moving equipment, if at all possible.

CAUTION! Ensure that the brake pedals are locked together for simultaneous operation when making a stop to reduce the possibility of loss of control and upset.

Reduce speed when travelling on rough roads to avoid loss of control and upset.

Be courteous, have consideration for other traffic using the road.

TOWING THE TRACTOR

CAUTION! Power assistance for the steering does not operate when the tractor is towed or coasted without the engine running and extreme care must be taken particularly in cold weather.

When towing is necessary use a tow rope, chain or cable attached at the implement mounting bolt holes on the side of the front bolster.

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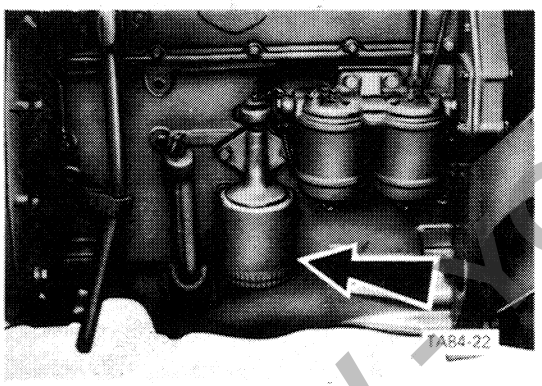
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crankcase drain plug and fill the crankcase with oil of the correct grade.

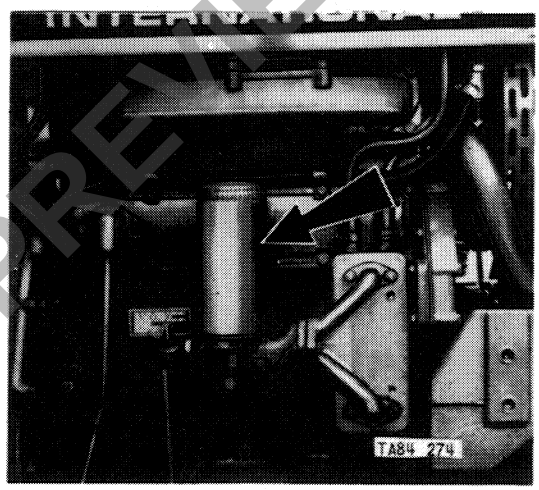
Start the engine and check that the oil pressure warning light is extinguished, operate at low idle without load to work the oil into the bearings. Check for leaks.

CHANGING THE FILTER

The oil filter must be changed after the first 100 hours of operation and thereafter every 200 hours of operation to coincide with the oil change.



Crankcase Filter (Except 884)



Crankcase Filter (884)

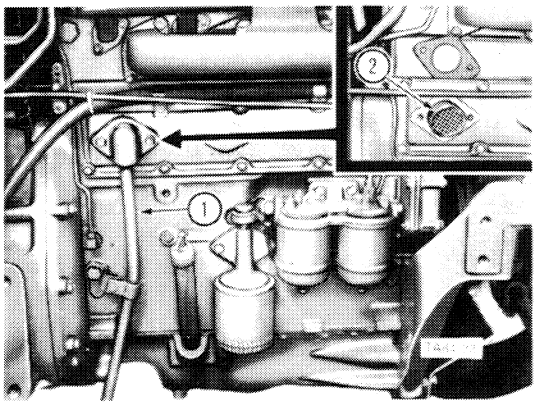
After removing the crankcase drain plug, screw off and discard the filter.

Screw the new filter onto the threaded centre tube. Tighten HAND TIGHT ONLY.

Fill the crankcase and run the engine for some minutes at low idle without load and check for leaks.

CRANKCASE BREATHER

The crankcase breather element must be removed and cleaned every 200 hours of operation. Remove the breather pipe and withdraw the element. Wash the element in clean diesel fuel then install and secure it in the crankcase side cover with the breather pipe and new gasket.



1. Breather pipe
2. Breather element

Crankcase Breather

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AFTER THE FIRST 10 HOURS OF OPERATION

Transmission filter(s)	- change filter(s), clean by-pass screen(s)

AFTER EVERY 10 HOURS OF OPERATION

Engine	- Check oil level
Cooling system	- Check coolant level
Fuel sytem	- Drain water trap
Transmission	- Check fluid level
Tires	- Check pressures
Lubrication	- Lubricate tractor see Lubrication Guide.

AFTER THE FIRST 20 HOURS OF OPERATION

Aircleaning system	- Check manifold bolts
Injectors	- Service*
Engine clutch	- Check adjustment
Battery	- Check electrolyte level (If a standard battery)
Lighting and Electrics	- Check operation

AFTER THE FIRST 100 HOURS OF OPERATION

Engine	- Change oil and filter, Check tighten cylinder head bolts, check valve clearances
Transmission	- Change filter(s), clean by-pass screen(s)

AFTER THE FIRST 200 HOURS OF OPERATION

Aircleaning system	- Check manifold bolts

AFTER EVERY 200 HOURS OF OPERATION

Engine	- Change oil and filter Check for leaks
Crankcase breather	- Clean
Fan belt	- Check and adjust tension
Aircleaner	- Check dust unloader lips
Battery	- Check electrolyte level (If a standard battery)
Lighting and Electrics	- Check operation
Transmission	- Change filter(s), clean By-pass screen(s), check for leaks
Engine clutch	- Lubricate release shaft, check adjustment
Wheels and Rims	- Check tightness of nuts

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