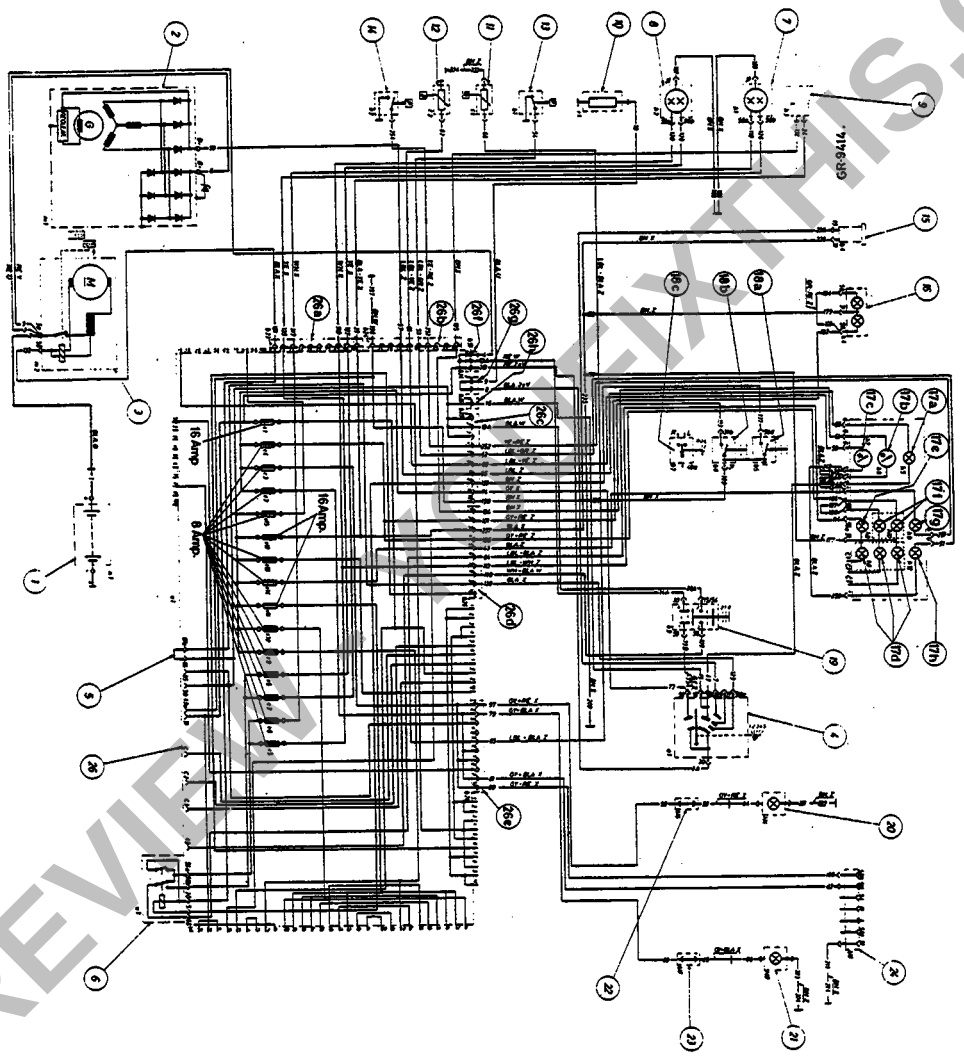
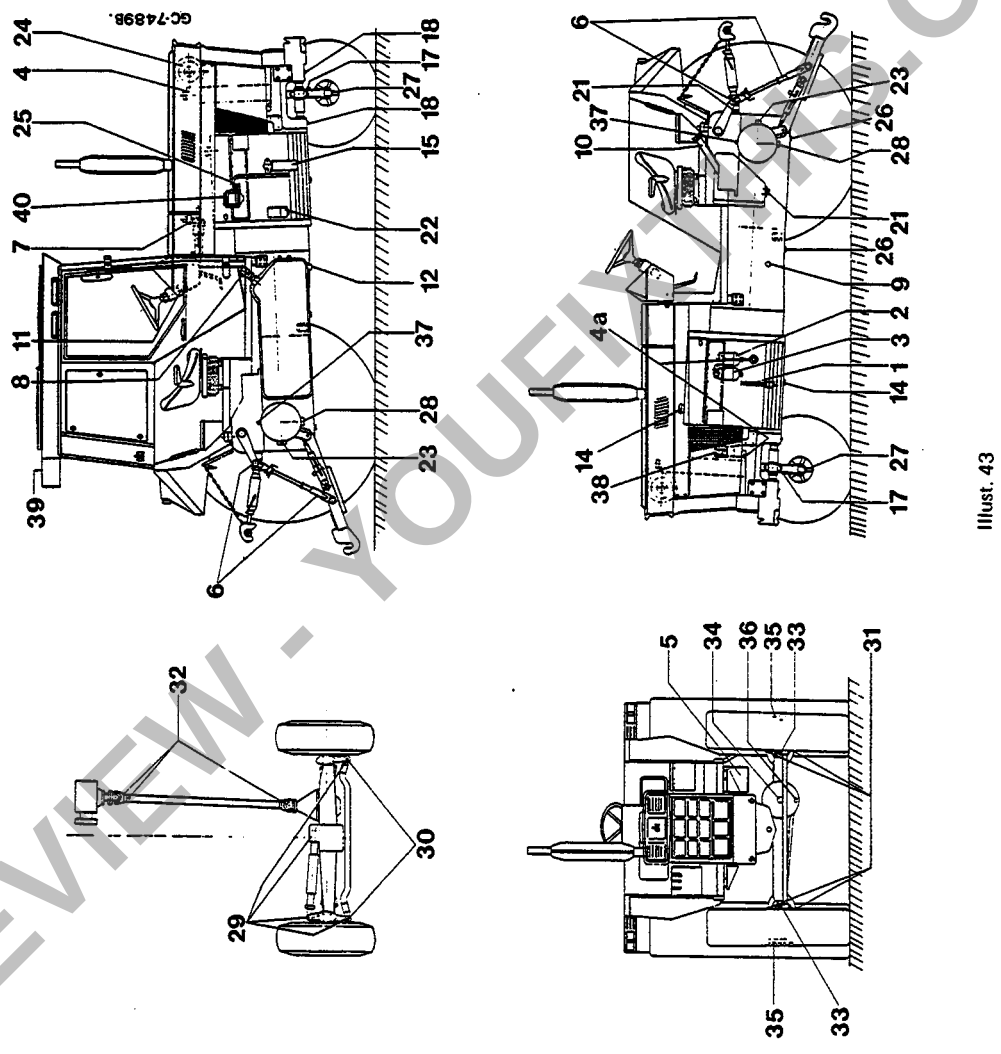


Illust. 96

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Illust. 43

Service Guide

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The chart below lists a number of the most common problems encountered in operation. Some of the faults may be due to careless handling, or to neglect or improper maintenance, such as the use of fuel or lubricating oils other than specified. For repairs requiring expert knowledge and tools, consult an authorized workshop.

Engine

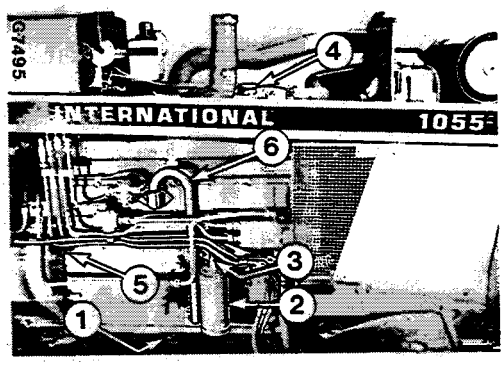
Problem	*Probable cause*	*Remarks*
Engine will not start	Insufficiently preheated. Engine starting control not in starting position. Fuel filter not properly sealed. Fuel tank empty or filters clogged. Water trap full of water. Faulty timing of injection pump. Injection nozzle (s) inoperative. Valves warped or sticking.	
Uneven engine operation	Fuel filter clogged. Air in fuel system. Injection nozzle (s) defective.	
Engine overheats	Coolant supply insufficient. Excessive load. Water passages in cooling system clogged with dirt or scale. Radiator air passages clogged with dirt. Exhaust pipe or muffler restricted. Thermostat defective. Injection pump timing incorrect.	
Engine does not develop full power	Fuel filter clogged. Air cleaner clogged. Exhaust pipe or muffler restricted. Accelerator linkage incorrectly adjusted. Valves faulty. Fuel lines restricted. Injection pump timing incorrect.	

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Changing Engine Oil and Filter

Note: When using Diesel fuels with more than 1.5 % sulphur content, it is necessary to change the oil more often.

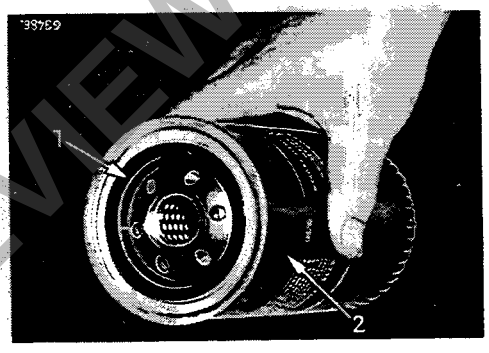


Illust. 53

1 – Oil drain plug
2 – Oil filter
3 – Oil filter socket
4 – Oil filler neck
5 – Oil pressure switch
6 – Engine breather filter

1. Remove the oil pan drain plug (1) Illust. 53 and drain all oil from the crankcase while the engine is warm. Remove oil filler cap (4) for proper ventilation to speed up draining.

2. When the old oil is completely drained replace the drain plug (1), using a new packing ring.



Illust. 54/55
Engine oil filter

1 – Seal
2 – Element

3. Clean the outside of the filter (2) Illust. 53 to prevent dirt from entering system while servicing.

4. Remove the spin-on filter by turning it counterclockwise. Discard the filter.

5. Install the new filter. Apply a little engine oil to the seal (1) Illust. 54 and thread the filter on by hand.
Do not use tools.

6. Fill up fresh engine oil to the "max." mark on the level gauge through filler neck (4) Illust. 53.

7. Run engine for approx. 2 minutes at medium speed.

Stop engine.

8. Allow oil to settle for approx. 10 minutes, then recheck the level. Add oil as necessary up to the "max." gauge mark.

Operate the engine at low idle for 5 to 10 minutes. Do not operate under load until normal oil pressure and temperature are reached. During warm-up, check the filter and crankcase drain plug for leakage.

Engine Breather Filter

Clean the breather filter in accordance with "Servicing Schedule". Remove breather pipe (6) Illust. 53 and take out element. Wash in clean Diesel fuel and dry with compressed air.

Replace all parts using a new gasket.

Tightening Cylinder Head Bolts

To ensure smooth engine operation cylinder head bolts must be tightened at intervals according to "Periodic Servicing Schedule". For torque values refer to "Technical Data".

After retightening cylinder head bolts it is imperative to check valve clearance and correct, if necessary.

Two-Stage Air Cleaner with Safety Element

Precautions

As a precaution against dirt entering the engine:

All gaskets and rubber hoses between the air cleaner and intake manifold, and between the manifold and cylinder head must be in good condition, and the joints or connections must be tight.

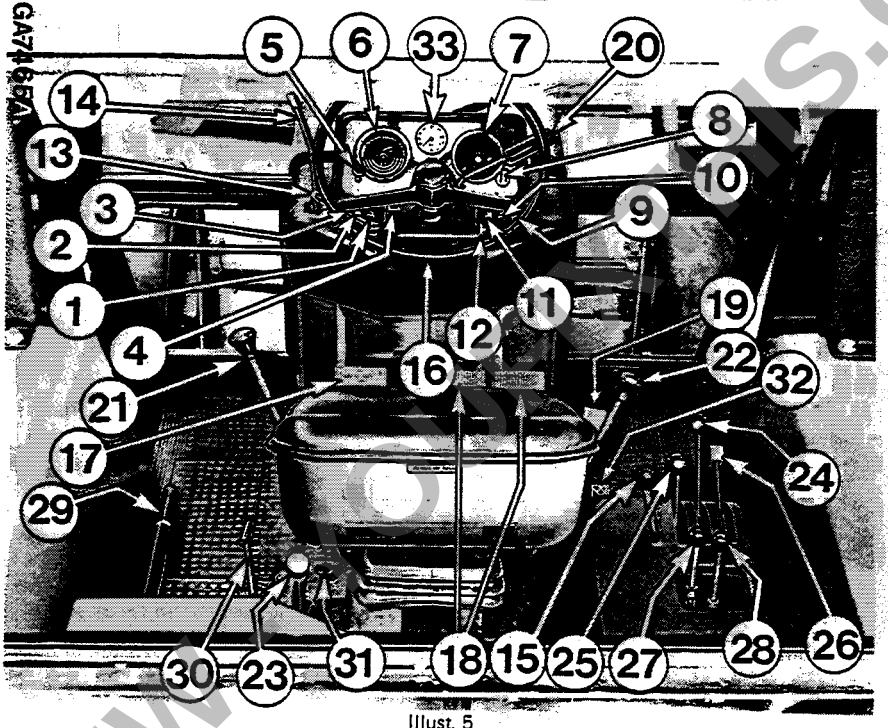
Never operate the engine unless a filter element is in place.

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Regardless of previous experience as a tractor operator, you must be thoroughly familiar with the location and use of all instruments and controls before operating this tractor. Check all instruments, immediately after starting, again upon reaching operating temperatures and at frequent intervals during operation to assure proper care through prompt detection of irregularities. If any of the instruments do not register properly, stop the engine; locate and correct the cause immediately.

Be careful! Any attempt to operate the machine without sufficient knowledge may be a hazardous venture.



Illust. 5

1 – Hazard warning light switch
2 – Light switch
3 – Windshield wiper and washer switch
4 – Parking brake warning light
5 – Starting and shut-off control
6 – Tractormeter
7 – Instrument cluster
8 – Plug socket
9 – Additional light switch
10 – Additional light switch
11 – Differential lock control lamp*
12 – Ignition light switch
13 – Directional signal light and dimmer switch with horn button
14 – Pto clutch hand lever
15 – Pto shifter lever
16 – Steering wheel
17 – Clutch pedal
18 – Brake pedals
19 – Accelerator pedal
20 – Hand throttle
21 – Speed range lever
22 – Gearshift lever
23 – Speed reducer lever*
24 – Draft control lever
25 – Position control lever
26 – Marker lever
27 – Auxiliary valve control lever (double action)*
28 – Auxiliary valve control lever (single action)*
29 – Front wheel drive lever*
30 – Parking brake handle
31 – Lowering speed control
32 – Differential lock pedal
33 – Air pressure gauge*

* if so equipped

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Breaking-in Period

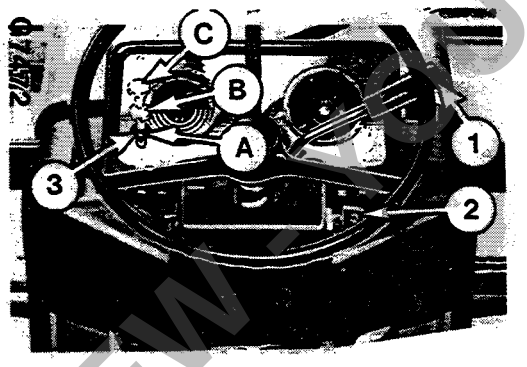
In order to obtain best "breaking-in" results tractor and engine must not be subjected to full load or speed, during the critical first 20 hours of operation. Experience has shown that gradually increasing the load with alternating engine speeds is the best way of introducing a new tractor to a long and satisfactory service life.

Following schedule should be adopted:

1st – 4th operating hour 1700/min on a light (1/4) load.
5th – 20th operating hour full rated speed and medium load.

Avoid high engine speeds without load during the breaking-in time. After 20 operating hours the engine should be subjected to full load for short periods as part of the breaking-in program.

Starting the Engine



Illust. 15

1 – Hand throttle
2 – Ignition–light–switch
3 – Starting and shut off control
A = Operating position
B = Starting position (excess fuel)
C = Shut–down position

Be sure gearshift and pto shifter lever are in neutral.

Note: If the tractor is equipped with safety starting switches, the starting motor will not operate unless the gearshift lever is in neutral.

1. Place hand throttle (1) Illust. 15 in high idle position (full throttle).
2. Pull out control (3) to its first, stop position (B) and hold it there.
3. Turn the ignition light switch to position (5) Illust. 7 to engage the starting motor. As soon as the engine fires release the switch. Push starting control (3) Illust. 15 to position (A).

   Note: If the engine does not fire within 10 seconds, release the starter switch until the starting motor has come to rest, then try again. Never turn the starter switch while the flywheel is turning or damage may occur to the starting motor or flywheel ring gear.
4. Operate hand throttle and allow the engine to warm up at medium speed.

Starting in Cold Weather

When starting in cold weather turn the ignition-light switch (2) to position (4) Illust. 7 and hold it there for 30–60 seconds depending on prevalent temperatures.

For the protection of the battery it is advisable to hold the starter switch in the preheating position a few seconds longer so that the engine will fire the first time.

Hold starting control (3) Illust. 15 for about 20 seconds in position (B). Then push to operating position (A).

Stopping the Engine

1. It is very important to operate a hot engine at half throttle (no load) for three to five minutes before shutting down. These few minutes allow the lubricating oil and coolant to carry heat away from the iron masses, if a hot engine is shut down repeatedly without previous idling the temperature in certain engine parts, rising sharply after the cooling system ceases to function, may cause serious damage.
2. Return hand throttle lever to idle position.
3. Pull out shut-off control (3) Illust. 15 all the way to stop the engine.
4. When engine is at rest turn switch key to "2" position.

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It is thus possible to stop the tractor with the engine clutch while the pto shaft continues to operate to clear chocked or overloaded power driven equipment such as combines and balers, etc.

Caution! Never operate the tractor with the clutch lever latched in disengaged position as this would wear out the thrust bearing.

Ground Speed PTO

The ground speed pto is driven by the transmission spline shaft just in front of the differential and revolves therefore in direct relation to the travelling speed of the tractor. This is especially useful for pto powered trailers, having their own driving axles or similar equipment.
To engage the ground speed pto depress the foot clutch and shift the lever to position (W) Illust. 27.

When the road range is engaged the ground speed pto is automatically immobilized by a throw-out linkage. With the road range engaged the ground speed pto is therefore blocked out and cannot be operated.

Note: Never engage the ground speed pto in the reverse range to prevent damage to drive line components.

Hitching Draw Clevis, Front

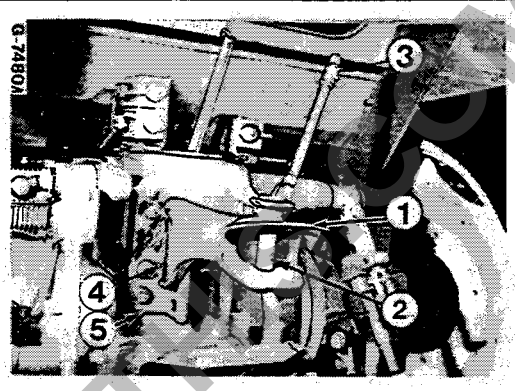
The front draw clevis is very useful especially when manoeuvering trailers.

Note: Always use the special pin available through IH service parts channels. Secure this pin with the spring clip provided.

Trailer Hitch, Rear

A heavy-duty trailer hitch is provided on the rear of the main frame, see Illust. 29.

The trailer hitch (1) Illust. 29 can be adjusted in its height. To do this, remove the cross pins (4) and offset the hitch (1) in the mounting bracket bearing eyes as desired, and replace pins (4).



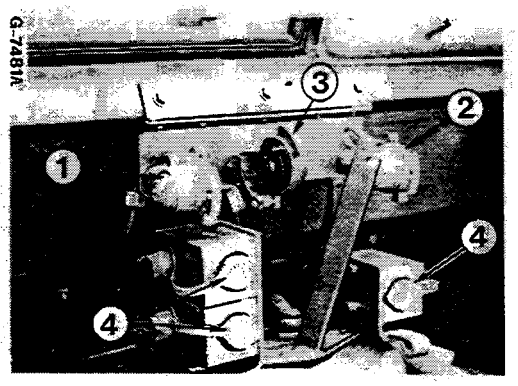
Illust. 29

1 – Trailer hitch, rear
2 – Trailer hitch pin
3 – Latch sleeve
4 – Cross pins
5 – Bracket

The trailer hitch pin (2) is secured in place by a spring loaded latch. To remove the pin, pull latch sleeve (3) upward. When the pin is replaced the latch engages automatically.

Note: An automatic rear trailer hitch available on special order greatly facilitates hitching, see also Parts Catalog.

Never touch inside of hitch when release mechanism is under tension.



Illust. 30

1 – Coupling, control (yellow)
2 – Coupling, supply (red)
3 – Coupling, one-line system
4 – Break-away couplings

When hitching trailers with hydraulic brakes, connect the power lines to coupling (14) Illust. 33.

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Operating the Tractor

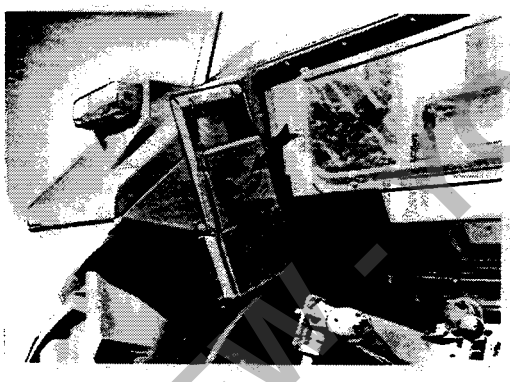
Before operating the tractor check proper function of brakes, lights and instruments.

When operating a tractor equipped with pneumatic trailer brake system make sure, pressure gauge (33) Illust. 5 shows operating pressure.

To shift gears the clutch pedal must be depressed all the way. To start the tractor in motion the clutch pedal is slowly released. Care should be taken to release the clutch pedal neither too slowly nor too suddenly. A sudden release of the clutch pedal will start the tractor with a jerk while releasing the pedal too slowly causes excessive wear on the clutch linings.

Never rest your foot on the clutch pedal as this will wear out the clutch release bearing.

Do not put the tractor out of gear when going downhill.



Illust. 16
Collapsible Wedge

Place wedge Illust. 16 under rear wheel when parking the tractor on a down grade.

Towing the Tractor

When towing observe the following:

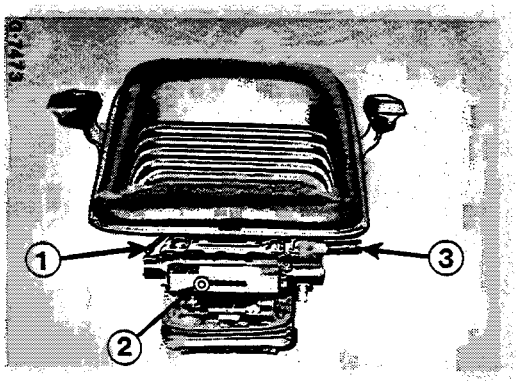
1. The transmission gearshift lever and the speed range lever must be in neutral position
2. The transmission oil level must be up to oil level plug opening (1) Illust. 74.
3. Do not exceed a towing speed of 10 km/h (Manual steering).
4. If the power train is damaged, do not tow. The tractor must be transported on a carrier to avoid further damage.
5. With the engine not running, the brake booster is without power. Pedals must therefore operated with more force.

Operating in Severe Frost

Engine and transmission oils tend to become heavy under temperatures below freezing point, making for hard starting.

Be sure to keep the battery well charged and maintain terminal clamps and posts bright to ensure positive starting. Operate the pre-glow system long enough.

Operator's Seat



Illust. 17

1 – Lever for forward adjustment
2 – Lever for height adjustment
3 – Lever for spring adjustment

The driver seat can be adjusted fore and aft, up and down to the most comfortable position for the operator. Illust. 17 shows a typical seat.

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