SHOP MANUAL

INTERNATIONAL HARVESTER

SERIES B-275-B-414-354-364-384-424-444-2424-2444

All tractors are powered by four cylinder, four cycle engines. The Series B-275 tractors are equipped with a 144 cubic inch displacement diesel engine while the Series B-414 is available with either a 154 cubic inch displacement diesel engine or a 144 cubic inch displacement gasoline engine. Series 364 and 384 have a diesel 154 cubic inch displacement engine. Series 354 has a 144 cubic inch displacement engine in both diesel and gasoline models. Series 424 and 2424 are available with either a 154 cubic inch displacement diesel engine or a 146 cubic inch displacement gasoline engine. Series 444 and 2444 are available with either a 154 cubic inch displacement diesel engine or a 153 cubic inch displacement gasoline engine. A dual range transmission is standard equipment on all tractors and provides eight forward and two reverse speeds. In addition, the Series B-414, 364, 384, 424, 444, 2424 and 2444 tractors have available a forward and reverse transmission designed to work in conjunction with the main tractor transmission.

Engine serial number is stamped on a pad on right side of engine crankcase. Tractor serial number is stamped on a name plate on the right side of the clutch housing.

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SERVICE DATA

	Series B-275, 354 Diesel	Series 424, 2424, 444, 2444, B-414, 364, 384 Diesel	Series B-414, 354 Non-Diesel	Series 424, 2424 Non-Diesel	Series 444, 2444 Non-Diesel
GENERAL					
Engine Make	Own	Own	Own	Own	Own
Number of Cylinders	4	4	4	4	4
Bore—Inches	3-3/8	3½	3-3/8	3-3/8	3-3/8
Stroke—Inches	4	4	4	4-1/16	4¼
Displacement—Cubic Inches	144	154	144	146	153
Compression Ratio	19.3:1 (B-275) 20.1:1 (354)	23:1	6.3:1	7.6:1	7.7:1
Compression Pressure at 200 rpm Cranking Speed	330-335	445-470	80-105	180	180
Cylinder Sleeves Wet or Dry?	Wet	Wet	Wet	None	None
Forward Speeds—Number of	8	8	8	8	8
Main Bearings—Number of	5	5	5	3	3
Alternator, Generator and Regulator Make	Lucas	Delco-Remy (1)	Lucas	Delco-Remy	Delco-Remy
Starter Make	Lucas	Delco-Remy (1)	Lucas	Delco-Remy	Delco-Remy
Distributor Make	....	....	Lucas (2)	IH	IH

(1) B-414, 364 and 384 Lucas. (2) 354 Delco-Remy.

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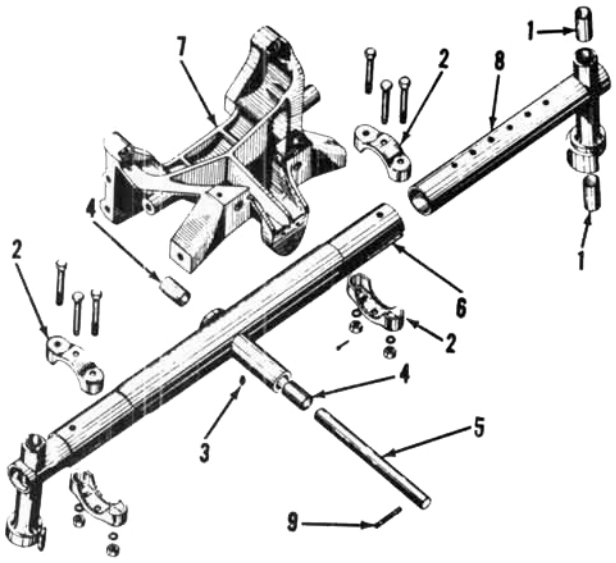


Fig. 1—Exploded view of Series B-275 adjustable front axle and component parts. Bushings (1 and 4) are pre-sized. Shims (10—Fig. 2) are also used with this axle.

1. Knuckle bushings
2. Axle clamps
3. Grease fitting
4. Pivot bushings
5. Pivot pin
6. Axle main member
7. Front support
8. Axle extension
9. Groove pin

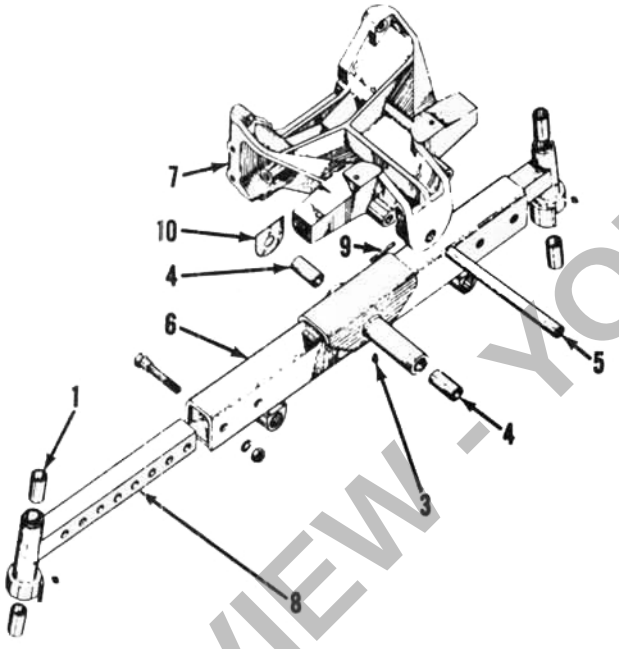


Fig. 2—Exploded view of Series B-414, 354, 364 and 384 adjustable front axle and component parts.

1. Knuckle bushings
3. Grease fitting
4. Pivot bushings
5. Pivot pin
6. Axle main member
7. Front support
8. Axle extension
9. Groove pin
10. Shims

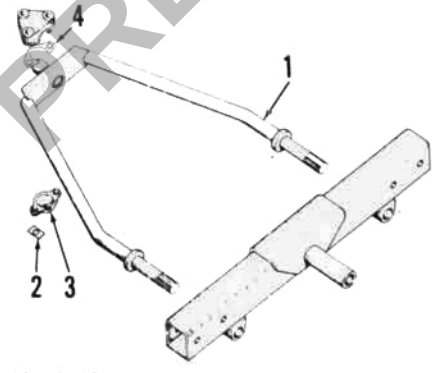


Fig. 3—Power steering stay rod attachment.

1. Stay rod
2. Lock plate
3. Socket cap
4. Shim

damage shim (or shims) (4) between ball socket and socket cap.

On all models, disconnect drag link or power steering cylinder from left steering arm, then drive out the groove pin or bolt (9—Fig. 1 or 2) which retains axle pivot pin (5) in front support (7). Jack up tractor enough to take the weight off the front axle, drive pivot pin forward out of front support and remove the axle and wheels assembly. Do not damage the shim (or shims) which are between axle main member and front support. Shims are available in thicknesses of 0.002, 0.0032, 0.0048, 0.010, 0.028 and 0.036. Any further disassembly is evident.

Series 424-444-2424-2444

2. The axle main member (18—Fig. 4, 5 and 6) pivots on pin (17) which is retained in lower bolster (20) by a cap screw. The pre-sized pivot bushing (19) is pressed into position and can be removed after the axle main member has been removed from tractor. Normal clearance between pivot pin and bushing is 0.008-0.014.

To remove the axle main member assembly, support front of tractor using a jack under the clutch housing. Disconnect tie-rods from steering arm at center of tractor. On models equipped with standard axle (Fig. 4) or heavy duty axle (Fig. 6) and with power steering, disconnect hydraulic cylinders from axle main member. On models equipped with narrow tread axle (Fig. 5) and with power steering, unpin anchor end of cylinder and unbolt and remove lower cylinder arm (33). Remove cylinder or secure with wire on left side of tractor. Then on all models, adjust the height of the jack to

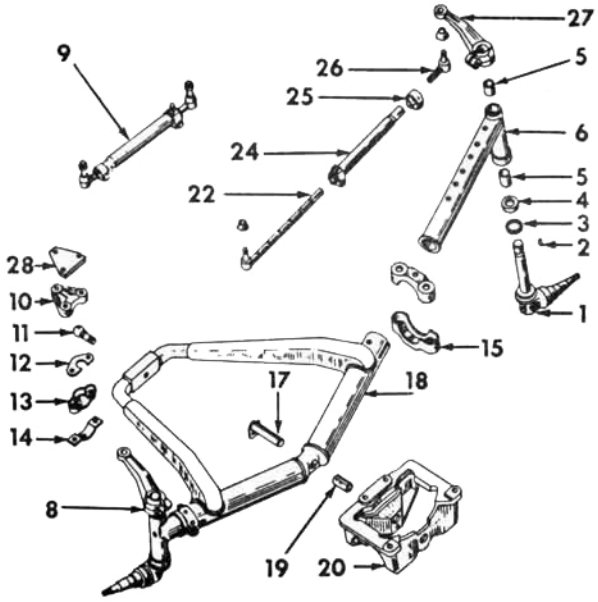


Fig. 4—Exploded view of Series 424, 444, 2424 and 2444 standard adjustable front axle and component parts.

1. Steering knuckle
2. Woodruff key
3. Felt washer
4. Thrust bearing
5. Bushing
6. Axle extension
8. Steering arm R.H.
9. Tie rod assy. (2 used)
10. Ball socket
11. Ball
12. Shim
13. Cap
14. Lock plate
15. Clamp
17. Pivot pin
18. Axle main member
19. Pivot bushing
20. Lower bolster
22. Tie rod extension
24. Tube
25. Clamp
26. Tie rod end
27. Steering arm L.H.
28. Spacer

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alternator halves. Remove mounting bolts and separate alternator. Separate stator from slip ring end bracket and rotor assembly from drive end bracket. Remove drive pulley, fan and shaft key. Then press rotor shaft from front bearing. Unsolder field winding connections and remove slip ring. Then press off rear bearing. To reassemble, reverse disassembly process. Use only "M" grade 45-55 resin-cored solder to attach stator wire to diode pins (Fig. 79). Torque alternator mounting bolts to 55 in. lbs.

Series B-414 Non-Diesel

136. DISTRIBUTOR AND IGNITION TIMING. Lucas distributor is used and specifications are as follows:

Model D3A4/LT
Breaker contact gap (in.) 0.014
Breaker arm spring
pressure (oz.) 28-34
Advance Data*
Start advance ..... 5 at 500
Maximum advance ..... 19.5 at 1100

*Advance data is in distributor degrees and rpm. Double the listed values for flywheel degrees and rpm.

Static timing should occur at 5 degrees BTDC. The rear flange of the crankshaft pulley is marked with a TDC mark (notch) and may or may not have an IGN. (5 degrees) mark (notch). If pulley does not have the IGN. mark, add such a mark 9/32-in. before the TDC mark.

NOTE: If advance timing is to be checked with a timing light, add an additional mark (notch) 2-7/32 inches ahead of the TDC mark at this time. This mark will indicate the 39 degrees BTDC advance timing specified for the engine.

To set static timing, proceed as follows: Check to see that distributor breaker points are in good condition and set at 0.014, then turn engine until number one piston is coming up on compression stroke. Continue to turn engine until the 5 degree mark on crankshaft pulley is aligned with timing pointer. Loosen distributor mounting, pull spark plug wire from number one spark plug and turn on ignition switch. Hold disconnected spark plug wire about 1/8-in. from a clean point on engine, then rotate distributor body clockwise until a spark jumps between the spark plug wire and engine. Tighten distributor mounting at this point.

NOTE: Always approach the number one cylinder firing position by rotating distributor body in the direction opposite to breaker cam rotation (clockwise). If necessary, turn distributor body counter-clockwise past timing point, then set timing by turning distributor body clockwise.

Turn ignition switch off and reinstall the number one spark plug wire.

If running timing is to be checked with a timing light, proceed as follows: Be sure the advance timing mark (2-7/32 in. before TDC) has been added to crankshaft pulley. Attach timing light, start engine and direct timing light at timing pointer. Timing pointer should be aligned with the advance timing mark (39 degrees) when engine is operating at high idle (2200 rpm).

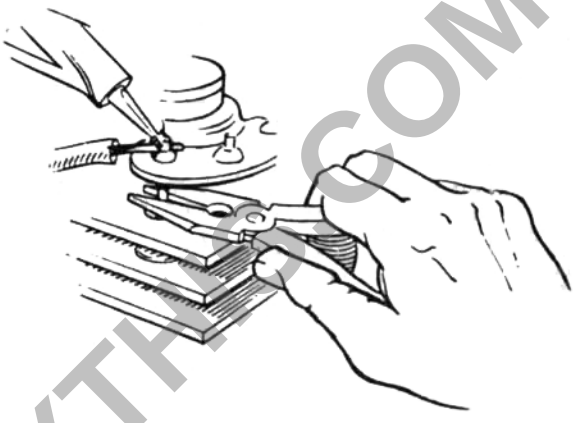


Fig. 79—Soldering stator wire to diode pins. Use long nose pliers as thermal shunt to avoid damage to diodes.

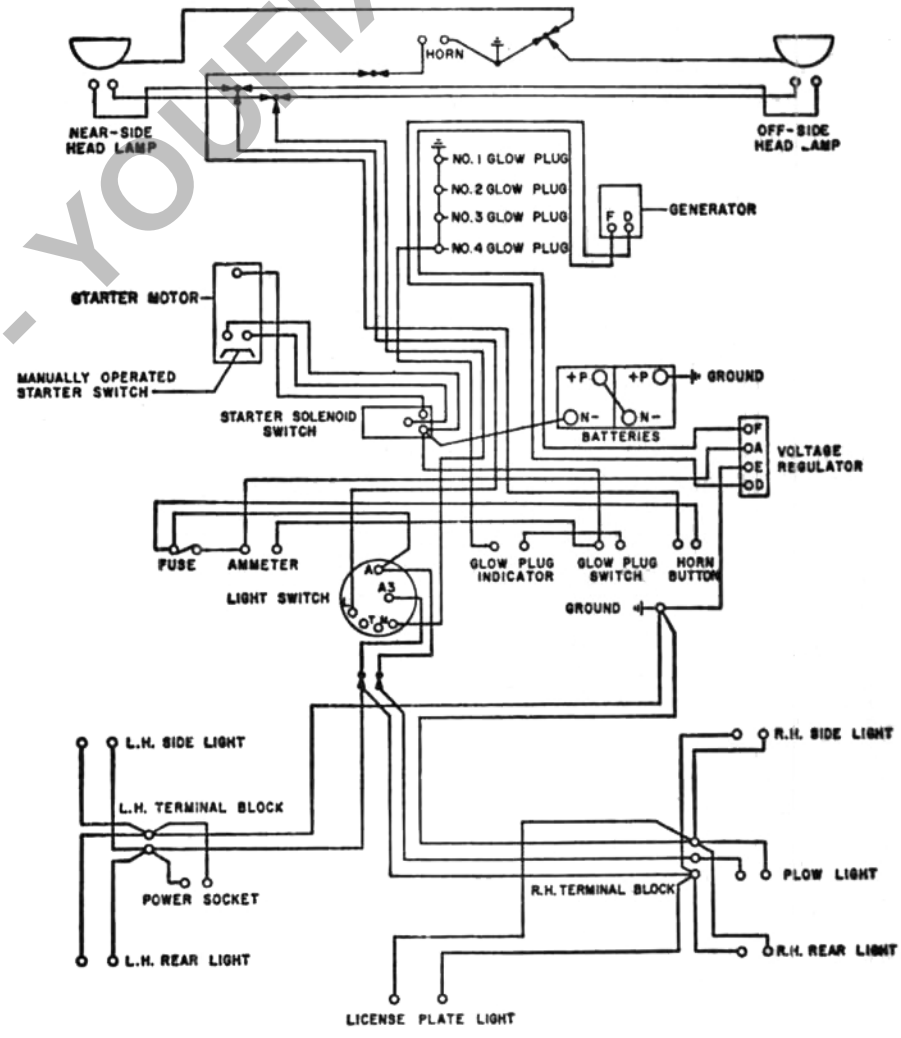


Fig. 80—Wiring diagram of the International B-275 tractor. Some of the units above may not be included.

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into housing take care not to damage oil seal (8). Install cover so that the extraction holes are at 5 and 11 o'clock positions.

Reverse the removal procedure for the pinion shaft using original spacers. Remove the inspection cover (11) and check backlash using a dial indicator. Backlash should be 0.005 to 0.007 inch. Add or remove spacers (16) to obtain correct backlash.

191. **R&R AND OVERHAUL (Counter-clockwise Rotation).** To disassemble, remove pulley, bearing retainer (19—Fig. 132), withdraw pinion shaft (12) and bearings, then remove spacer (16) from housing. Remove cover (1), using two of the bolts in the extractor holes, bevel gear assembly and oil seal (8). Any further disassembly required will be obvious.

To reassemble, press the oil seal (8) with the lip facing inward, toward the bevel gear. Position bevel gear (28) on drive shaft (27). Press inner and outer bearings on drive shaft, install snap ring (25). Press the outer bearing and shaft assembly into the cover (23). Install original shims (24) on cover, then install cover and shaft assembly into housing, taking care not to damage oil seal (8). Position cover so that the extraction holes are at 5 and 11 o'clock positions. Reverse the removal procedure for the pinion shaft using original spacers. Remove the inspection cover (11) and check backlash using a dial indicator. Backlash should be at 0.005 to 0.007 inch. Add or remove spacers (16) to obtain correct backlash.

HYDRAULIC LIFT SYSTEM

The hydraulic lift system is composed of three basic units: A pressure loaded gear type pump which is driven from the engine timing gear train; a control valve mounted on front side of reservoir and the reservoir which incorporates the work cylinder, rockshaft and operating linkage.

The maintenance of absolute cleanliness of all parts is of the utmost importance in the operation and servicing of the hydraulic system. Of equal importance is the avoidance of nicks and burrs on any of the working parts.

LUBRICATION AND BLEEDING

All Models

192. Capacity of hydraulic reservoir is 3.0 gallons and IH "Hy-Tran" fluid is recommended. If "Hy-Tran" fluid is not available, the following oils may be used. Below 32 degrees F, SAE-10 engine oil; 32 degrees F to 80 degrees F, SAE-20 engine oil and above 80 degrees, SAE-30 engine oil.

To bleed system, fill reservoir to bottom of filler hole then start engine and cycle system until all air is bled from system. Recheck reservoir fluid level and add fluid as required.

TROUBLESHOOTING

Series B-275

193. The following troubleshooting chart lists troubles which may be encountered in the operation and servicing of the Series B-275 hydraulic lift system. The procedure for correcting many of the causes of trouble is obvious, however, for those not so obvious, refer to the appropriate subsequent paragraphs.

Install a gage capable of registering at least 2500 psi in the lower plug (15—Fig. 138) hole before starting system check.

A. System unable to lift load. High gage pressure. Could be caused by:
1. Isolating valve closed.
2. System overloaded.
3. Linkage restricted.

B. System unable to lift load or load raises slowly. Gage shows little or no pressure. Could be caused by:
1. Suction filter clogged.
2. Insufficient fluid in system.
3. Faulty pump.
4. Main valve not seating.

C. Erratic or sluggish operation. Could be caused by:
1. Insufficient fluid in system.
2. Suction filter clogged.

D. System will not hold load in raised position with control lever at neutral. Could be caused by:
1. Incorrect non-return valve tappets setting.
2. Leakage past piston or through thermal relief valve.
3. "O" ring on isolating valve damaged.
4. Oil leaking through non-return valve.

E. System will not lower. Could be caused by:
1. Incorrect non-return valve tappet setting.
2. Linkage restricted.

F. Excessive operating pressure. Could be caused by:
1. Faulty or malfunctioning main valve.

Series B-414-424-444-2424-2444-354-364-384

194. The following troubleshooting chart lists troubles which may be encountered in the operation and servicing of the 424, 444, 2424, 2444, B-414, 354, 364 and 384 hydraulic lift system. The procedure for correcting many of the causes of trouble are obvious, however, for those not so obvious, refer to the appropriate subsequent paragraphs.

A. System will not lift with either draft or position control.
1. System overloaded.
2. Faulty relief valve
3. Regulator piston stuck open.
4. Speed control piston stuck open.
5. Faulty hydraulic pump.

B. System lifts slowly.
1. System overloaded.
2. Faulty hydraulic pump.
3. Suction filter plugged.
4. Speed control piston stuck in slow position.
5. Faulty relief valve.
6. Low oil level in reservoir.

C. System will not hold load.
1. Piston seal leaking.
2. Thermal relief valve in piston leaking (if so equipped).
3. Control valve or cylinder "O" rings leaking.
4. Internal parts of control valve leaking.

NOTE: Turn isolator valve in and if lift arms stop settling, leak is in control valve. If lift arms continue to settle, leak is in work cylinder.

D. System will lift with one control lever but not the other.
1. Faulty or maladjusted control linkage.
2. Position control plunger binding.

E. System noisy.
1. Air in system.
2. Suction filter plugged.
3. Oil level in reservoir low.

F. System overheats.
1. Relief valve operating continuously.
2. High pressure line restricted.
3. Air in system.
4. Operating fluid contaminated.

G. Oil discharges through relief valve with lift arms fully raised.
1. Regulator piston stuck in closed position.
2. Control lever stop incorrectly adjusted.
3. Orifice or orifice filter plugged.

H. Lift arms creep up when operating external cylinder.
1. Isolator valve not fully closed.
2. Isolator valve leaking.

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LUBRICATION AND BLEEDING

Series B-414-424-444-2424-2444-354-364-384

14. The hydraulic lift housing serves as the fluid reservoir for both the power steering system and the hydraulic lift system. Capacity of the reservoir is 3.0 gallons. Recommended fluid is IH "Hy-Tran" fluid.

To bleed the power steering system on B-414, 354, 364 and 384 tractors, fill reservoir to bottom of filler hole, start engine and cycle the steering system from lock to lock position until all air is bled from system. Recheck fluid level in reservoir and add fluid as required.

On Models 424, 444, 2424 and 2444, fill reservoir to proper level and then, start engine and run at low idle speed. Rotate steering wheel (hand pump) as rapidly as possible in order to activate the control valve and continue to rotate the steering wheel until the front wheels reach the stop in the direction in which the steering wheel is being turned. Now quickly reverse the direction of steering wheel and follow same procedure until front wheels reach stop in opposite direction. Continue to turn front wheels from lock to lock until steering wheel has no wheel spin (free wheeling) and has a solid feel with no skips or sponginess. Check and add fluid to reservoir, if necessary.

TROUBLESHOOTING

Series B-414-354-364-384

15. Some of the troubles that may arise in the operation of the power steering system and their possible causes are given as follows:

1. Loss of Power Assist.
   a. Fluid level low.
   b. Connections loose or damaged.
   c. Relief valve sticking.
   d. Power cylinder internal parts worn.
   e. Control valve sticking.
   f. Low pump output.
2. Binding.
   a. Power cylinder internal parts worn.
   b. Ball pin binding.
   c. Control valve sticking.
   d. Worn ball pin cups.
   e. Loose locating sleeve.
3. Heavy Steering.
   a. Relief valve sticking.
   b. Power cylinder internal parts worn.
   c. Control valve sticking.
   d. Worn ball pin cups.
   e. Loose locating sleeve.
   f. Low pump output.
4. Noisy Operation.
   a. Fluid level low.
   b. Relief valve sticking.
   c. Control valve sticking.
5. Steering Chatter.
   a. Worn piston rod ball cups.
   b. Loose reaction bracket.

Series 424-444-2424-2444

16. The following list shows some of the troubles, and their possible causes, which may occur in the operation of the Hydrostatic steering system.

1. No Power Steering or Steers Slowly.
   a. Excessive load on front wheels and/or air pressure low in front tires.

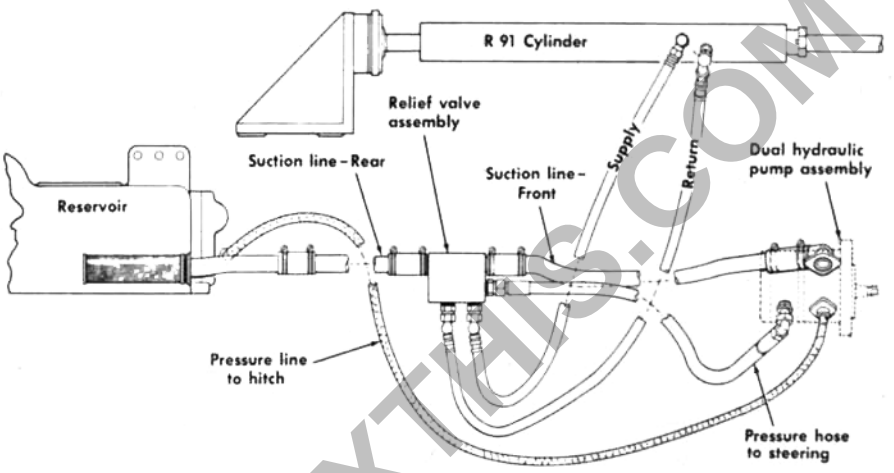


Fig. 13—View showing general arrangement of power steering components used on all Series 354, 364, 384 and Series B-414 S/N 21196 and later. On tractors equipped with R92 cylinder, supply and return hoses are connected to cylinder in reverse of connections shown.

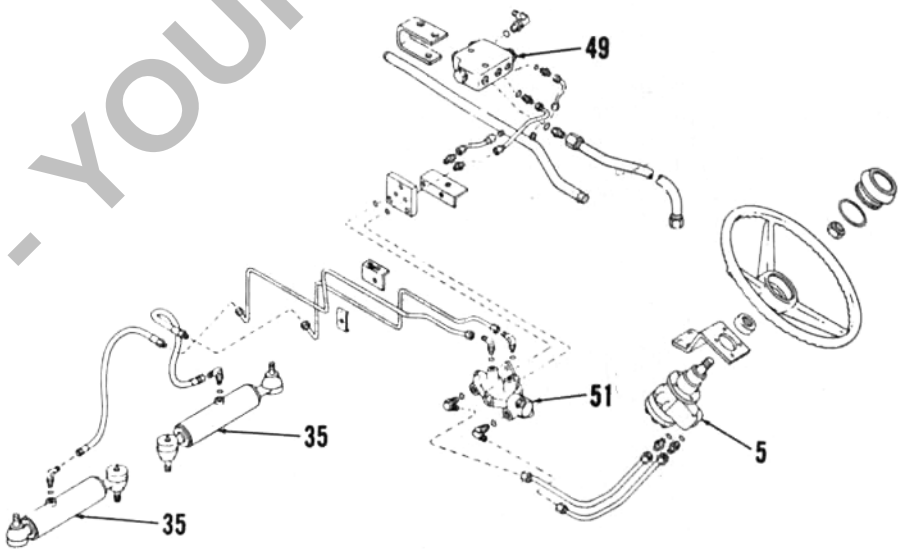


Fig. 14—Schematic view showing the general arrangement of the power steering system components of Series 424, 444, 2424 and 2444 used with front axles shown in Figs. 4 and 6.

5. Hand pump
35. Steering cylinder
49. Flow divider valve
51. Control (pilot) valve

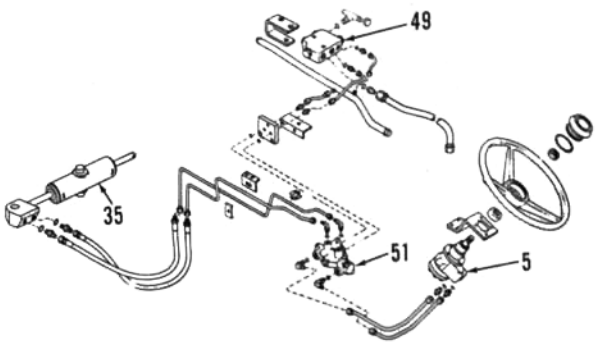


Fig. 15—Schematic view showing the general arrangement of the power steering system components used on Series 424, 444, 2424 and 2444 equipped with the narrow tread front axle shown in Fig. 5.

5. Hand pump
35. Steering cylinder
49. Flow divider valve
51. Control (pilot) valve

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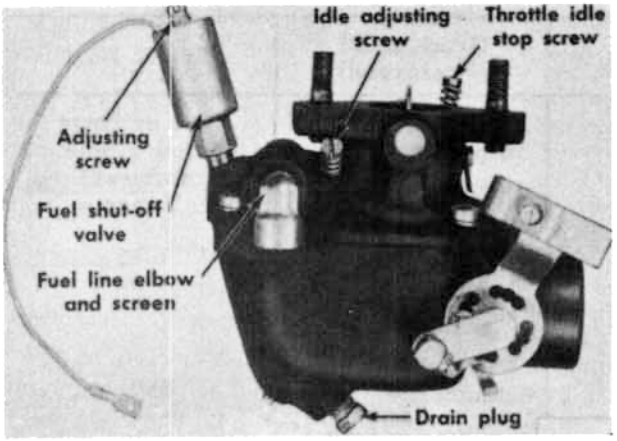


Fig. 68—View showing adjusting screws on Marvel-Schebler Model TSX896 carburetor. Main fuel adjusting screw is on fuel solenoid shut-off valve.

With carburetor removed, first remove the fuel solenoid shut-off assembly, then unbolt and separate the throttle body from fuel bowl. Remove float and fuel inlet needle valve assembly from the throttle body. Jets can now be removed from throttle body and fuel bowl. Any further disassembly required will be obvious upon examination of the unit and reference to Figs. 67 and 68.

Reassemble by reversing the disassembly procedure. Float setting and parts data are as follows:

Float setting	¼-in.
Repair kit	286-1465
Gasket set	16-613
Inlet needle and seat	233-608
Idle jet	49-345
Nozzle	47-277
Power jet	49-188

The power adjusting needle on fuel solenoid shut-off valve should be adjusted to four turns off its seat for correct adjustment. The initial setting for the idle mixture needle is one full turn open. Adjust the throttle stop screw to obtain the correct engine low idle speed of 425 rpm.

FUEL PUMP

Series B-414-354

127. The fuel pump used on Series B-414 and 354 non-diesel tractors is a conventional diaphragm type. Removal, installation and overhaul of the pump will be obvious upon examination and reference to Fig. 63.

Series 424-444-2424-2444

128. An "Autopulse" electric fuel pump (IH part No. 391586R91) was used on early production Series 424 and 2424 non-diesel tractors. Late production Series 424 and 2424 and all Series 444 and 2444 non-diesel tractors are equipped with a "Bendix" electric fuel pump (IH part No. 394327R91). Removal of either pump is obvious upon examination of the unit.

COOLING SYSTEM

RADIATOR

Series B-275-B-414-354-364-384

129. To remove radiator, drain cooling system and on Series B-275 and B-414, lift hood, remove cotter pins from ends of stayrod channels and move hood to a vertical position. Disconnect radiator brace and on Series B-275, the fuel filter brace from radiator. On Series 354, 364 and 384 remove hood and grille support, then remove air cleaner hose from air cleaner and disconnect the horn wire. On all series, disconnect upper and lower hoses from radiator, then unbolt radiator from front support and lift from tractor. Fan shroud can now be removed, if necessary.

Radiator is of one-piece construction with non-detachable upper and lower tanks.

Reinstall by reversing the removal procedure.

Series 424-444-2424-2444

130. To remove radiator, drain cooling system and remove hood and side panels. Disconnect radiator hoses and unbolt the radiator brace. Unbolt the fan shroud and lay same back over fan. Remove nuts from lower support bolts and lift radiator from tractor.

Radiator is of one-piece construction with non-detachable upper and lower tanks.

Reinstall by reversing the removal procedure.

THERMOSTAT

All Models

131. Thermostat is located in the water outlet elbow and the removal procedure is evident. Standard thermostat for all B-275 and early production B-414 tractors begins to open at 176 degrees F and is fully open at 190 degrees F. On late production B-414 tractors starting with engine serial numbers BC-144/6029 and BD-154/32795 and all 354, 364, 384, 424, 444, 2424 and 2444 tractors, standard thermostat begins to open at 170 degrees F and is fully open at 199 degrees F.

WATER PUMP

Series B-275-B-414-354-364-384

132. **R&R AND OVERHAUL.** To remove the water pump, first remove the radiator as outlined in paragraph 129, then loosen the water pump pulley flange, or bracket on those models with belt adjusting attachment, and remove

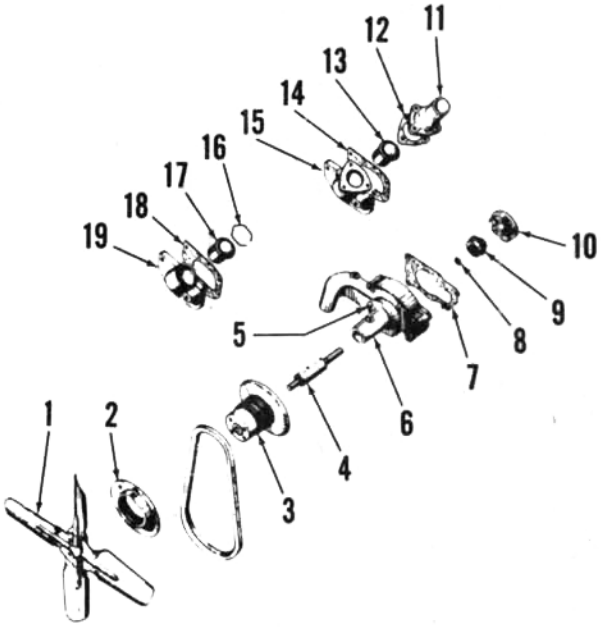


Fig. 69—Exploded view showing component parts of the water pump assembly and thermostat housing used on Series 354, 364, 384 and late B-414. Items 16, 17, 18 and 19 are used on Series B-275 and early B-414.

1. Fan
2. Pulley flange
3. Pulley hub
4. Shaft & brg. assy.
5. Set screw
6. Housing
7. Gasket
8. Flinger
9. Seal
10. Impeller
11. Cover thermostat housing
12. Gasket
13. Thermostat
14. Gasket
15. Thermostat housing
16. Retaining ring
17. Thermostat
18. Gasket
19. Thermostat housing

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