MAINTENANCE

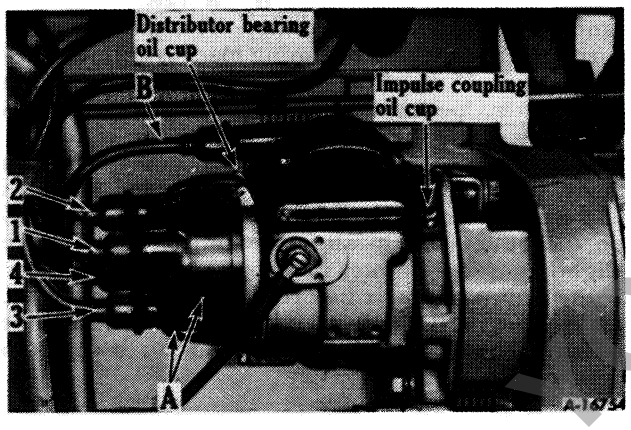
Magneto

Lubrication

Every week, or after every sixty hours of operation, oil the impulse coupling liberally with a light oil, such as cream separator or sewing machine oil. Use kerosene when the temperature is below +10°F.

Every six months, or after every 500 hours of operation, whichever occurs first, fill the distributor bearing oil cup (*Illust. 54*) with very light oil, such as cream separator or sewing machine oil.

Do not oil oftener, as excessive oil might work into the breaker point chamber and cause rapid point wear.



Illust. 54

Magneto wiring and lubrication.

Magneto Impulse Coupling and Magneto Drive Chamber

For satisfactory starting, it is important to keep the magneto impulse coupling oiled liberally as specified *on page 38*. The impulse coupling should be kept free of dirt and gummy rust formation.

When the engine is hand-cranked, the impulse coupling should trip (click) twice for each revolution of the engine. Failure to do so indicates the need for cleaning or service.

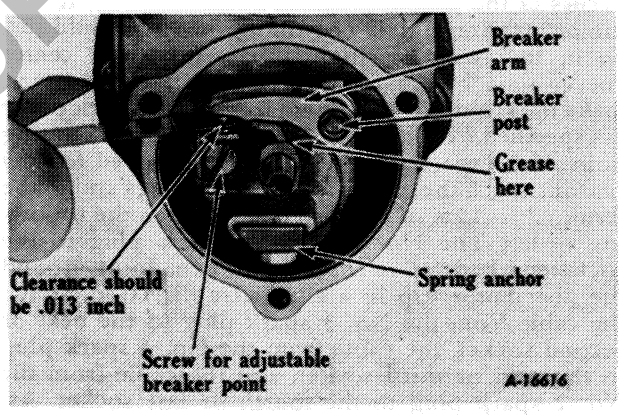
After every 250 hours of operation, check the magneto drive chamber and clean it if necessary.

Remove the magneto as described *on page 56* and flush the impulse coupling and magneto drive chamber with kerosene.

If it is necessary to remove the impulse coupling from the magneto for cleaning or service, we recommend this be done by your International Harvester dealer.

Greasing the Breaker Mechanism and Checking the Points

The magneto requires very little attention other than properly lubricating the oil cups as previously specified. It is important, however, to keep the breaker arm chamber clean as oil on the breaker points will cause rapid point wear. Overlubrication of the distributor bearing oil cup (*Illust. 54*) might cause a dirty breaker point chamber. After every 250 hours of operation, inspect the breaker point chamber to see that it is clean. See that the points are in good condition and have the proper opening. If the chamber is clean, no attention is necessary other than checking the opening of the points; but if the chamber is dirty, all parts must be thoroughly cleaned. After cleaning, the points should be dressed, the point opening checked, and the breaker arm greased as outlined below.



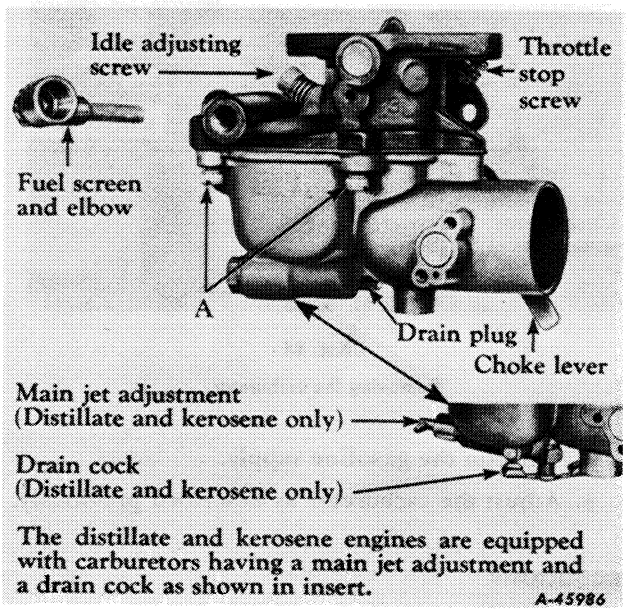
Illust. 54A

Adjusting the breaker points.

To reach the breaker mechanism, remove the distributor cap and crank the engine slowly until the metal strip on the distributor rotor points toward the No. 1 terminal on the distributor cap and the impulse coupling just trips. Remove the distributor rotor. Take off the distributor body by removing three screws "A" (*Illust. 55*). Do not crank the engine while the distributor body is removed or it might be necessary to retime the magneto to the engine.

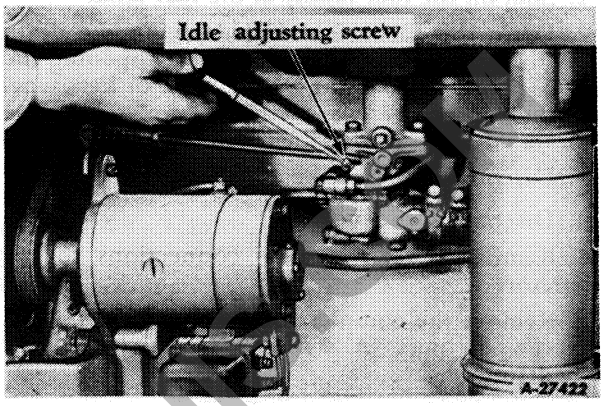
Remove the breaker arm and anchor from the chamber and clean all parts. Inspect the breaker

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Illust. 43

Gasoline carburetor adjustments. (The distillate or kerosene carburetor is similar except for the parts shown in the lower right corner.)



Illust. 43A

Carburetor adjustment.

While the engine is running at fast idle speed, it is advisable to screw in the throttle stop screw a few turns to prevent the engine from stopping when the throttle is closed. Now close the throttle by pulling the engine speed control lever all the way back. The engine will then be idling at a fairly high speed and the throttle stop screw can be backed out a little at a time until the desired idle speed is obtained.

If the engine misses or rolls while backing out the throttle stop screw, the idle adjusting screw may be adjusted either in or out until the engine operates smoothly. Speed up the engine for a few seconds; then recheck the idle adjustment. A slight adjustment in or out will give the smoothest idle.

Main Jet Adjustment

(Distillate or Kerosene Carburetors)

If your tractor is equipped for distillate or kerosene operation, set the manifold heat control lever in the "H" hot position (*Illust. 6C*) and allow the engine to operate on gasoline until thoroughly warmed up. The pointer on the heat indicator should be on the center of the "RUN" section. Now change over to operate on distillate or kerosene and operate the engine a short time before making any adjustments.

To regulate the main jet adjustment, advance the engine speed control lever to the fast idle position (push forward to advance), and turn the main jet adjustment clockwise until the fuel flow is shut off and the speed of the engine drops because of the lean mixture; then open until the engine runs smoothly. After the engine has been put under load, readjust the main jet adjustment if necessary. Always adjust so that the engine operates smoothly with as lean a mixture as possible.

Recheck the idling speed as described under "Adjusting the Idle Adjusting Screw."

If the engine is not receiving the correct mixture of fuel, it may be that the main jet adjusting screw has loosened. If necessary, tighten the adjustment screw packing nut securely.

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Rear Wheels

The Farmall 130 uses a heavy, cast-iron, disc-type wheel on the right side and a pressed steel disc-type wheel on the left side. Each wheel is mounted on the axle flange with six special cap screws and can be mounted with the convex or concave side facing out. Mounting holes are provided for attaching cast-iron wheel weights.

The wheels are equipped with demountable rims having attached clamps; the rims can be mounted on the wheels in several positions. Rims are available for 8–24, 9–24, 10–24 and 11–24 agricultural or industrial-type pneumatic tires. Rear wheel treads of 40, 44, 48, 52, 56, 60, 64 and 68 inches can be obtained by mounting the wheels and rims in the positions shown *in Illust. 73.*

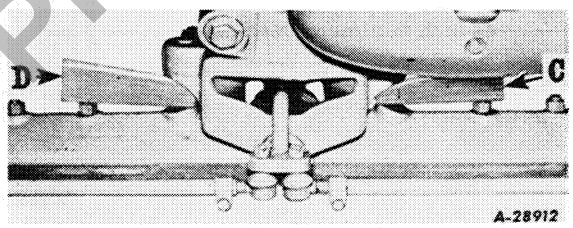
The Farmall 130 Hi-Clear uses cast-iron, disc-type wheels. They are mounted in the same manner as the Farmall 130 and also have the mounting holes for attaching wheel weights.

The wheels are equipped with demountable rims having attached clamps; the rims can be mounted on the wheels in several positions. Rims are available for 9–36 and 11.2–36 (10–36) agricultural-type pneumatic tires. Rear wheel treads of 48, 52, 56, 60, 64 and 68 inches can be obtained by mounting the wheels and rims in the positions shown *in Illust. 74.*

Removing or Changing Positions of the Rear Wheels

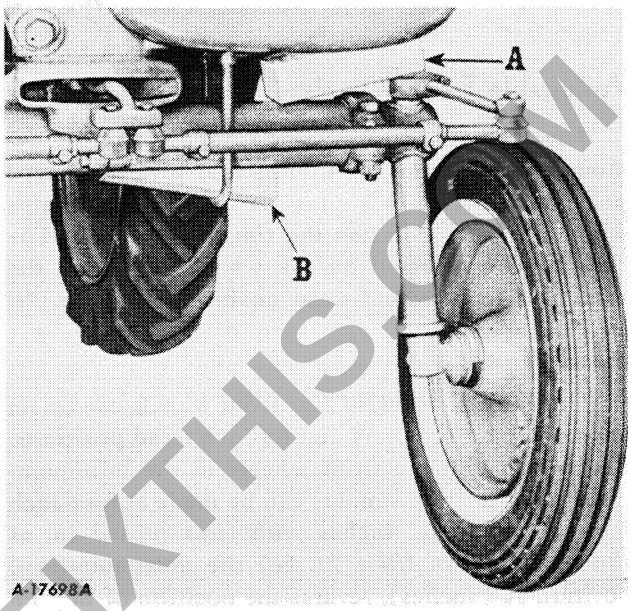
To remove the rear wheels or change the rim positions, block the front end of the tractor securely as shown *in Illusts. 72 and 72A.*

The front end of the Farmall 130 should be blocked as shown *in Illust. 72A* by putting a block "A" and wedge "B" in the positions shown. Block the front end of the Farmall 130 Hi-Clear with wedges "C" and "D" as shown *in Illust. 72.*



Illust. 72

Blocking the front end of the Farmall 130 Hi-Clear.



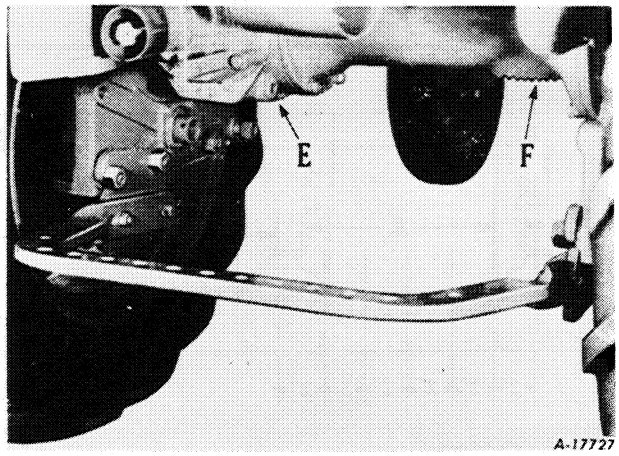
Illust. 72A

Blocking the front end of the Farmall 130.

After the front end of the tractor has been securely blocked, jack up the rear end at "E" and "F" (*Illust. 72B*) and remove the six cap screws from the rear wheel hub.

Adjusting the Rear Wheel Tread Widths (Farmall 130)

The Farmall 130 rear wheels can be set to 40, 44, 48, 52, 56, 60, 64 and 68-inch tread positions by attaching the rims in different positions on the wheels and by changing the positions of the wheels on the hubs as shown *in Illust. 73.*



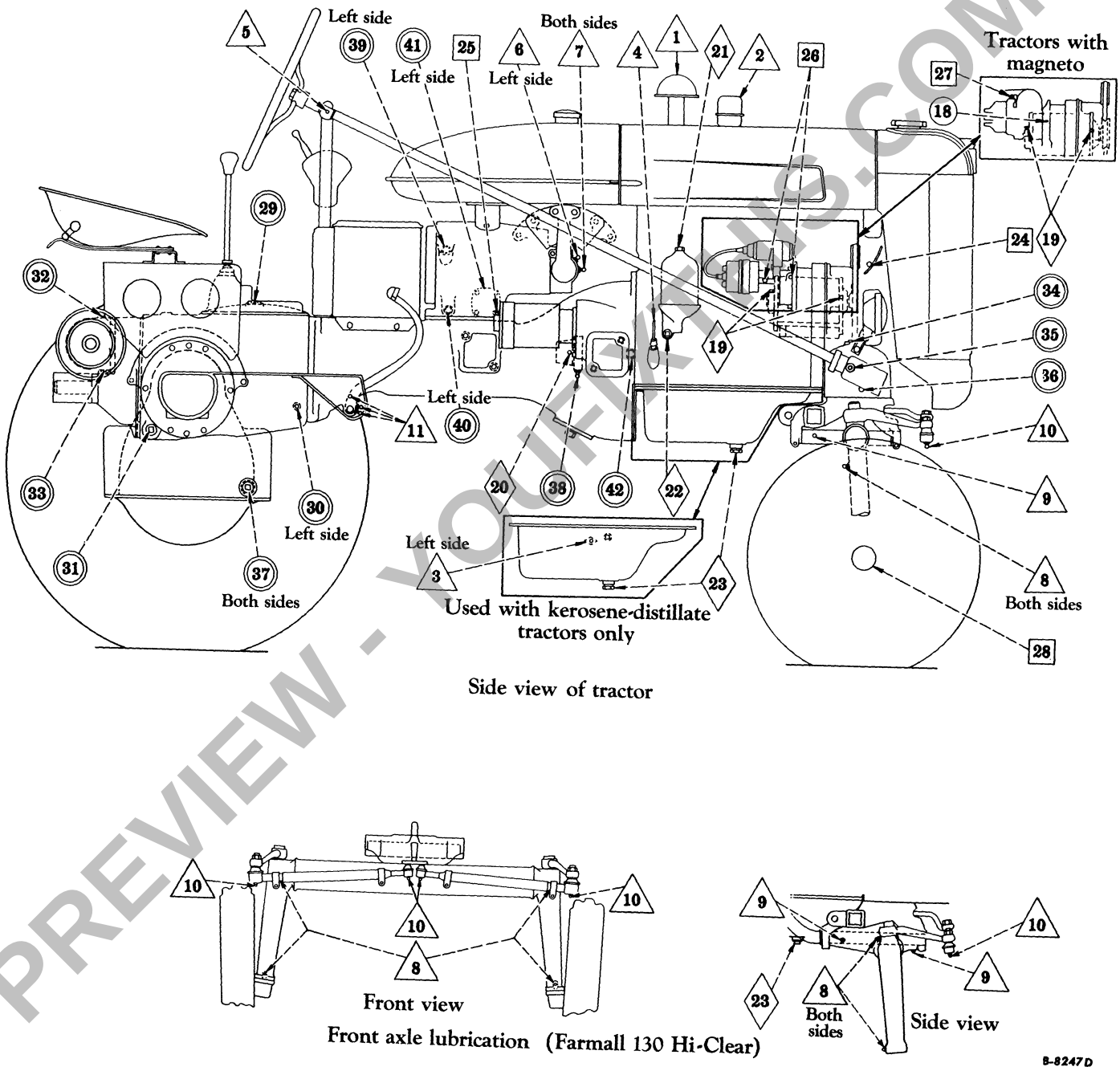
Illust. 72B

Rear end of the Farmall 130.

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Lubrication Guide

The symbols shown around the reference numbers on the illustration on this page indicate the intervals of lubrication.



Illust. 35

Lubrication view.

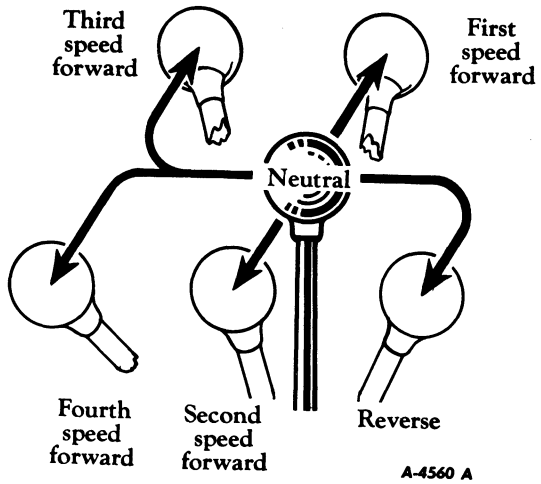
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DESCRIPTION

Gearshift Lever

This lever is used to select the various gear ratios in the transmission. There are four forward speeds and one reverse speed. *See Illust. 6.*



Illust. 6
Gearshift positions.

Belt Pulley and Power Take-Off Shifter Lever

The shifter lever is used to engage or disengage either the belt pulley or the power take-off. *Refer to pages 21 and 22* for operating instructions.

Touch-Control Levers

These levers (*Illust. 4*) operate the Farmall Touch-Control system. This system raises, lowers, and regulates the working position of the various implements used with the tractor. For complete instructions *refer to pages 24 and 25.*

Heat Indicator (Cooling System)

Note: Tractors with gasoline engines are not regularly equipped with this feature.

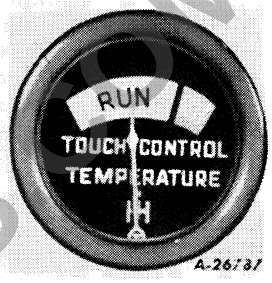


Illust. 6A
Heat indicator, showing pointer in correct operating position when operating on distillate or kerosene.

This instrument (*Illust. 5A*) indicates the relative temperature range of the liquid in the cooling system for best engine performance. The indicator pointer should be in the center of the "RUN" range (*Illust. 6A*) for engines using distillate or kerosene for fuel, and on the low side of the "RUN" range for engines using gasoline for fuel.

Heat Indicator (Touch-Control System)

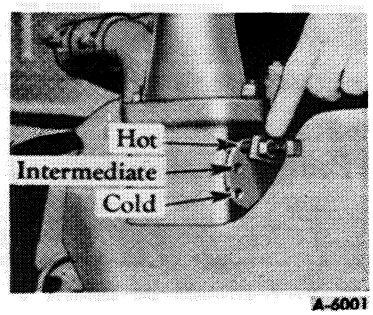
This indicator (*Illust. 4*) registers the relative temperature of the fluid in the Touch-Control system. When the Touch-Control system is operating, the indicator pointer should be in the "RUN" range approximately in the position shown *in Illust. 6B.* If the pointer moves into the "HOT" area, it is an indication that the system has been operating continually at high pressure. If this condition occurs, stop the engine immediately and investigate the cause. If you are unable to find the cause, consult your International Harvester dealer before operating the engine. *Refer to page 25* for operating instructions.



Illust. 6B
Touch-Control fluid heat indicator.

Manifold Heat Control Lever

This control lever (*Illust. 6C*) is used only on distillate or kerosene engines. For normal operation set the lever in the top notch (hot) position. If the distillate or kerosene engine is to be operated on gasoline, set the control lever in the bottom notch (cold) position, and remove the manifold shield. For complete instructions *refer to pages 16 and 17.*



Illust. 6C
Heat control valve set in hot position (distillate or kerosene engines only).

Fast-Hitch

Cylinder

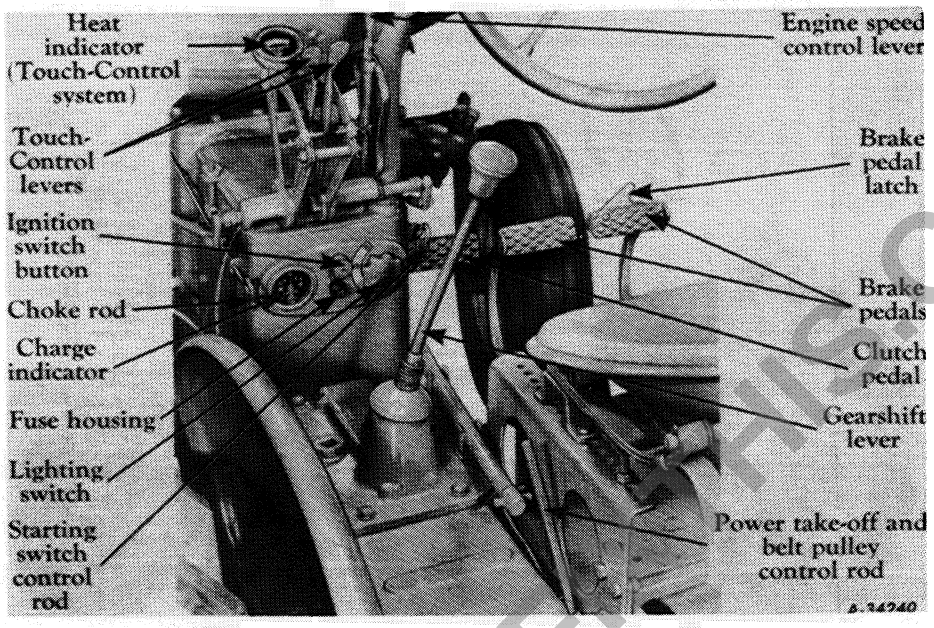
The hydraulic cylinder raises and lowers the complete hitch, thus raising the implement to the transport position, or lowering it to the working position.

Caution! When operating the hitch in other than the fixed drawbar position, both the belt pulley and the power take-off master shield must be removed to prevent these parts from being damaged or broken when the hitch is raised. The belt pulley shaft must be covered with the belt pulley spacer and shaft guard, and the power take-off shaft must be covered with the power take-off shaft guard if not already so protected.

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DESCRIPTION

Instruments and Controls



Illust. 4
Location of instruments and controls.

Brake Pedals

These pedals are used to stop the tractor, to hold the tractor in a stationary position, or to assist in making sharp turns as outlined below:

To stop the tractor, depress both pedals at the same time. Before driving the tractor in high gear, always latch the pedals together.

To hold the tractor in a stationary position, latch the pedals together, depress and lock them in this depressed position by using the brake pedal lock.

To assist in making a sharp turn, operate the pedals individually, depressing the pedal on the side toward which the turn is to be made.

The brake pedal latch (*Illusts. 4 and 20*) is used to latch both brake pedals together, causing the brakes to operate simultaneously.

The brake pedal lock (*Illust. 20*) is used to lock the brake pedals in the depressed position. This prevents the tractor from moving.

Clutch Pedal

This pedal, when depressed all the way, disengages the engine from the transmission.

Choke Rod

The choke rod makes it possible to regulate the carburetor choke from the driver's seat. Pulling out on the choke rod closes the carburetor choke for starting the engine; pushing it back in opens the choke.

Carburetor Choke Lever

(Tractors without Cranking Motor)

The carburetor choke lever controls the air supply to the carburetor. When the choke lever on the carburetor is moved to the closed position, the air supply is cut off, thereby enriching the fuel mixture for starting the engine. If your tractor is not equipped with a cranking motor and choke rod, move the carburetor choke lever to the closed position before cranking the engine. Moving the choke lever in the opposite direction opens the choke for normal engine operation.

Ignition Switch Button

This button closes and opens the electrical circuit for operating and stopping the engine. Pull the button out for operating and push it in to stop the engine.

Caution! On tractors with battery ignition, when the engine is not operating or the engine has stalled and the operator leaves the tractor, the ignition switch button must be pushed all the way in, so that the switch is in the **off** position, to prevent battery discharge.

Governor

The governor is set at the factory and should require no adjustment. Consult your International Harvester dealer if the governor does not function properly.

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Pneumatic Tire Pumps

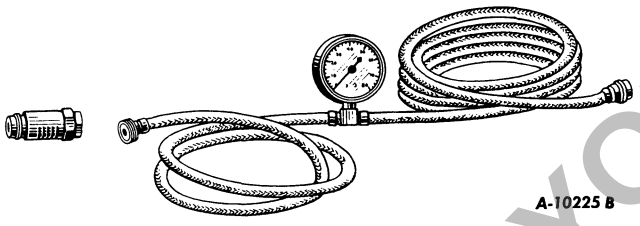
Enginair or Schrader

These tire pumps are useful where air service is not easily available. They may be used for inflating tractor, truck, or automobile tires.

Note: The following tire pumps may be used with any carbureted-type engine, but they cannot be used on diesel engines. If these pumps are to be used for inflating tires on a diesel-powered tractor, a carbureted engine of another unit must be used as the source of power.

The Enginair tire pump includes adapters for use with engines equipped with spark plugs having thread sizes of 18MM, 14MM, 10MM and 7/8-inch thread.

The Schrader tire pump is available for engines with spark plug thread sizes of 18MM, 14MM or 7/8-18. Specify spark plug thread size when ordering.



Illust. 86

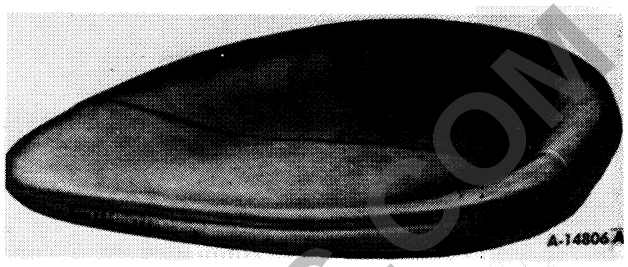
Pneumatic tire pump.

Schrader spark plug tire pump kit: This kit consists of items which are necessary for proper care of the tire valve and maintenance of proper air pressure. With this kit you can maintain tire pressure on all tractors, trucks and passenger cars by changing adapters on the tire pump to suit the spark plug thread size.

The following items are packed in a serviceable metal box:

- One tire pump with 16 feet of hose and an air gauge for registering pressure up to 100 pounds.
- Five adapters for spark plug thread sizes of 10 mm., 14 mm., 18 mm., 7/8-18 and 1/2-inch.
- Five valve cores and five valve caps which fit all standard tire valves (packed in small metal boxes).
- One valve repair tool and one valve fishing tool.
- One air-water tire valve and one air-water adapter.
- One tire pressure gauge for air-water tractor tires.

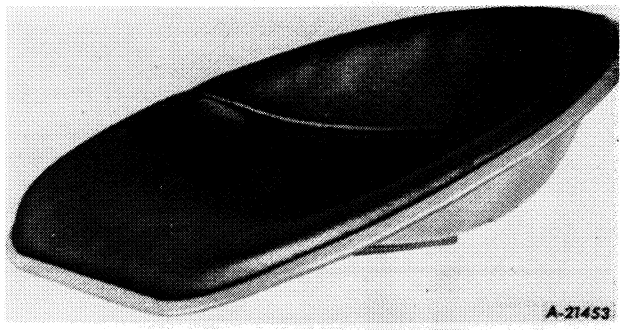
Detachable Seat Pads



Detachable seat pad.

Two types of detachable seat pads are available to re-cover the regular seat or the de luxe upholstered seat. One seat pad is filled with jute felt padding, while the de luxe seat pad contains a foam rubber filler. Both pads have Silver Shade "Koroseal" upholstery. The seat pads are quickly and easily fastened to the seat with drawstrings after the old upholstery has been removed.

De Luxe Upholstered Seat



Illust. 86B

Upholstered seat.

The de luxe upholstered seat is used to replace the regular seat when additional riding comfort is desired. It consists of foam rubber padding covered with Silver Shade "Koroseal" upholstery which has excellent water-repellent and wear-resisting qualities.

Since the Silver Shade finish has a tendency to reflect rather than absorb the sun's rays, the seat will remain cooler, thereby adding to the operator's comfort during hot weather operation.

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EXTRA EQUIPMENT AND ACCESSORIES

Hydra-Creeper®

The Hydra-Creeper is available for Farmall 130 and 130 Hi-Clear Tractors equipped with a Touch-Control System and Power Take-Off with or without Hydraulic Remote Control. This feature is desirable for jobs which require creeper speeds while at the same time maintaining full power. Some of the operations on which it is particularly useful are transplanting vegetables, tobacco, nursery stock and flowers; planting flower bulbs, harvesting vegetables, tobacco and flowers; and digging and picking up root crops and flower bulbs. The Hydra-Creeper permits the tractor to operate at slow creeping speeds for long periods of time. The tractor may operate at the normal speed range, when negotiating headlands at the end of the rows, by shutting off the oil pressure by means of the auxiliary control valve lever, disengaging the Power Take-Off shaft and releasing the clutch simultaneously.

Farmall 130 Tractor

Speed Chart								
	Hydra-Creeper Drive				Regular Drive		Maximum sustainable pounds pull with Hydra-Creeper at speeds shown	
	Miles per Hour		Feet per Minute					
Gear	No Load	Max. Load	No Load	Max. Load	Miles per Hour	Feet per Minute	Pounds–Pull	Miles per Hr.
1st	.27	.17	24	15	2.3	202	1,980	.17
2nd	.42	.23	37	21	3.7	325	1,190	.23
3rd	.55	.42	48	37	4.8	422	870	.42
4th	1.10	.94	97	83	10.0	880	430	.94

Farmall 130 Hi-Clear Tractor

Speed Chart								
	Hydra-Creeper Drive				Regular Drive		Maximum sustainable pounds pull with Hydra-Creeper at speeds shown	
	Miles per Hour		Feet per Minute					
Gear	No Load	Max. Load	No Load	Max. Load	Miles per Hour	Feet per Minute	Pounds–Pull	Miles per Hr.
1st	.37	.23	33	20	3.0	264	1,450	.23
2nd	.57	.31	51	29	4.8	423	870	.31
3rd	.75	.57	66	51	6.4	563	630	.57
4th	1.50	1.28	133	113	13.2	1,161	310	1.28

*Speeds lower than shown indicate overload (engine at rated r.p.m.) or reduced efficiency in the system.

The pulling ability with Hydra-Creeper is the same as the drawbar pounds-pull in each respective normal gear, but at one-tenth of the normal speed.

Speeds in the comparative speed charts above are based on Farmall 130 tractors with 9-24 tires and Farmall 130 Hi-Clear tractors with 9-36 tires.

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This symbol means ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED. The message that follows the symbol contains important information about your safety. Carefully read the message. Make sure you fully understand the causes of possible injury or death. SB001

IF THIS MACHINE IS USED BY AN EMPLOYEE, IS LOANED, OR IS RENTED, MAKE SURE THAT THE OPERATOR UNDERSTANDS THE TWO INSTRUCTIONS BELOW.

BEFORE THE OPERATOR STARTS THE ENGINE:

1. GIVE INSTRUCTIONS TO THE OPERATOR ON SAFE AND CORRECT USE OF THE MACHINE.
2. MAKE SURE THE OPERATOR READS AND UNDERSTANDS THE OPERATOR'S MANUAL FOR THIS MACHINE.

WARNING

IMPROPER OPERATION OF THIS MACHINE CAN CAUSE INJURY OR DEATH.

BEFORE STARTING THE ENGINE, DO THE FOLLOWING:

1. READ THE OPERATOR'S MANUAL.
2. READ ALL SAFETY DECALS ON THE MACHINE.
3. CLEAR THE AREA OF OTHER PERSONS.

LEARN AND PRACTICE SAFE USE OF MACHINE CONTROLS IN A SAFE, CLEAR AREA BEFORE YOU OPERATE THIS MACHINE ON A JOB SITE.

It is your responsibility to observe pertinent laws and regulations and to follow manufacturer's instructions on machine operation and maintenance.

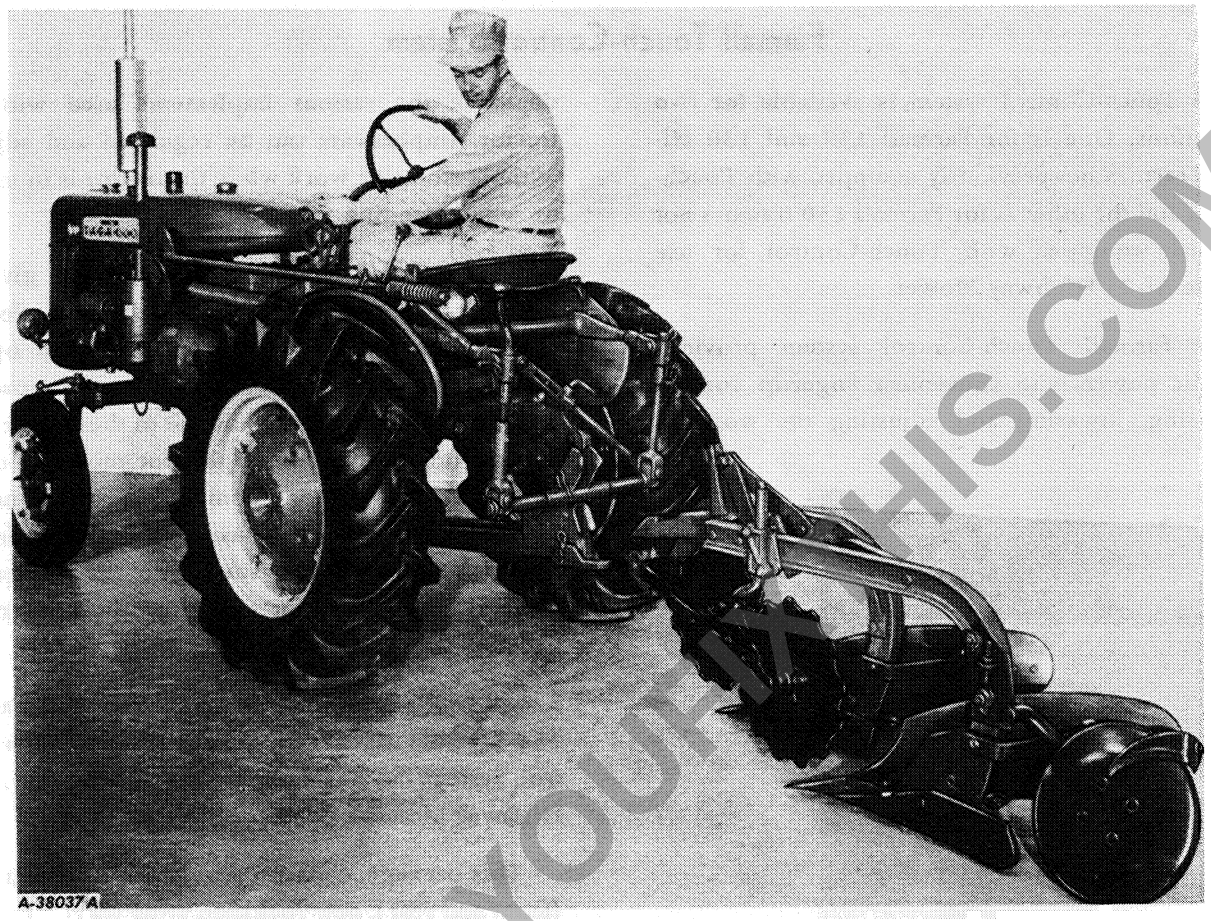
See your Authorized Case dealer for additional operator's manuals, parts catalogs, and service manuals.

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Illust. 92

Hitching a two bottom moldboard plow.

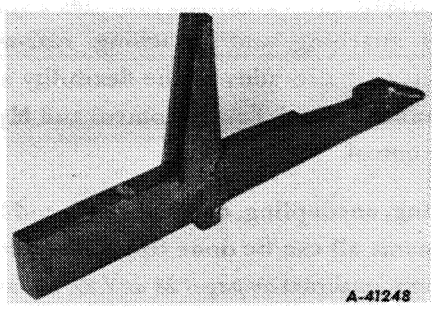
Cushion Spring

A cushion spring (*see "B" in Illust. 29A*) is available for use on the pull bar when conditions make necessary additional protection against damage to the tractor, hitch, or implement, should a hidden obstruction be encountered in the field.

Fast-Hitch Auxiliary Drawbar

The auxiliary drawbar (*Illust. 30*) is easily attached to the Fast-Hitch bail by means of two $\frac{1}{2}$ x $2\frac{3}{4}$-inch machine bolts and two U-bolts with nuts and washers. The drawbar is provided with six holes. One hole is at the center line of the tractor. Another hole, for trailing power take-off machines, is in line with the power take-off shaft. Four other holes are spaced at intervals between these two holes, for use when implements are to be trailed directly behind the tractor in vineyards, or for pulling a sprayer in row crops. The drawbar can be adjusted to provide a standardized power take-off hitch.

Fast Hitch Coupling Beam



Illust. 92A

Allied implement coupling beam.

Coupling beams are available to adapt allied implements to the Farmall 130 Fast-Hitch by welding or drilling holes and bolting them to the implements.

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130 Tractors

Operators Manual

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