

OWNER'S MANUAL



FARMALL



A AND AV

This manual contains information which will be valuable to you during the entire life of your tractor. Rely on your manual for operating and maintenance information . . . and rely on your International Harvester dealer when in need of skilled mechanical service or genuine IHC service parts. A complete list of parts for this tractor will be supplied on request.

INTERNATIONAL HARVESTER COMPANY

180 NORTH MICHIGAN AVE.

CHICAGO 1, ILLINOIS, U.S.A.

TO THE FARMALL OWNER

Please accept our congratulations on your investment in an International Harvester tractor as your new power partner. We feel sure you will obtain from this machine the economical and superior performance it is designed to give. It is certain that you will derive a large measure of personal satisfaction from operating it.

Years of tractor manufacturing experience and actual contact with agricultural problems in the field have been combined with advancements in engineering and metallurgical science to produce all the features and refinements built into your tractor. Properly adjusted, operated, and maintained, this tractor will respond to every reasonable demand you make upon it and give you reliable service for years to come.

The purpose of this Owner's Manual is to explain maintenance requirements and routine adjustments which are necessary for the most efficient operation of your tractor. To protect your tractor investment, study your Manual *before* starting or operating your tractor.

If you should need information not given in this Manual, or require the services of a trained mechanic, we urge you to use the extensive facilities offered by the International Harvester dealer in your locality. Dealers are kept informed on the best methods of tractor servicing and are equipped to provide prompt, high-class service in the field or in an up-to-date service station.

Dealers carry ample stocks of essential genuine IHC parts. These dealers are backed in every case by the full facilities of a conveniently located International Harvester branch.

When in need of parts, always give the International Harvester dealer your tractor and engine serial numbers. We suggest that you write these serial numbers in the spaces provided below, for ready reference when parts are required.

Tractor Serial No. _____
(Stamped on plate on left seat support bracket)

Engine No. _____
(Stamped on right side of crankcase above magneto)

* * *

It is the policy of International Harvester Company to improve its products whenever it is possible and practical to do so. We reserve the right to make changes or add improvements at any time without incurring any obligation to make such changes on tractors sold previously.

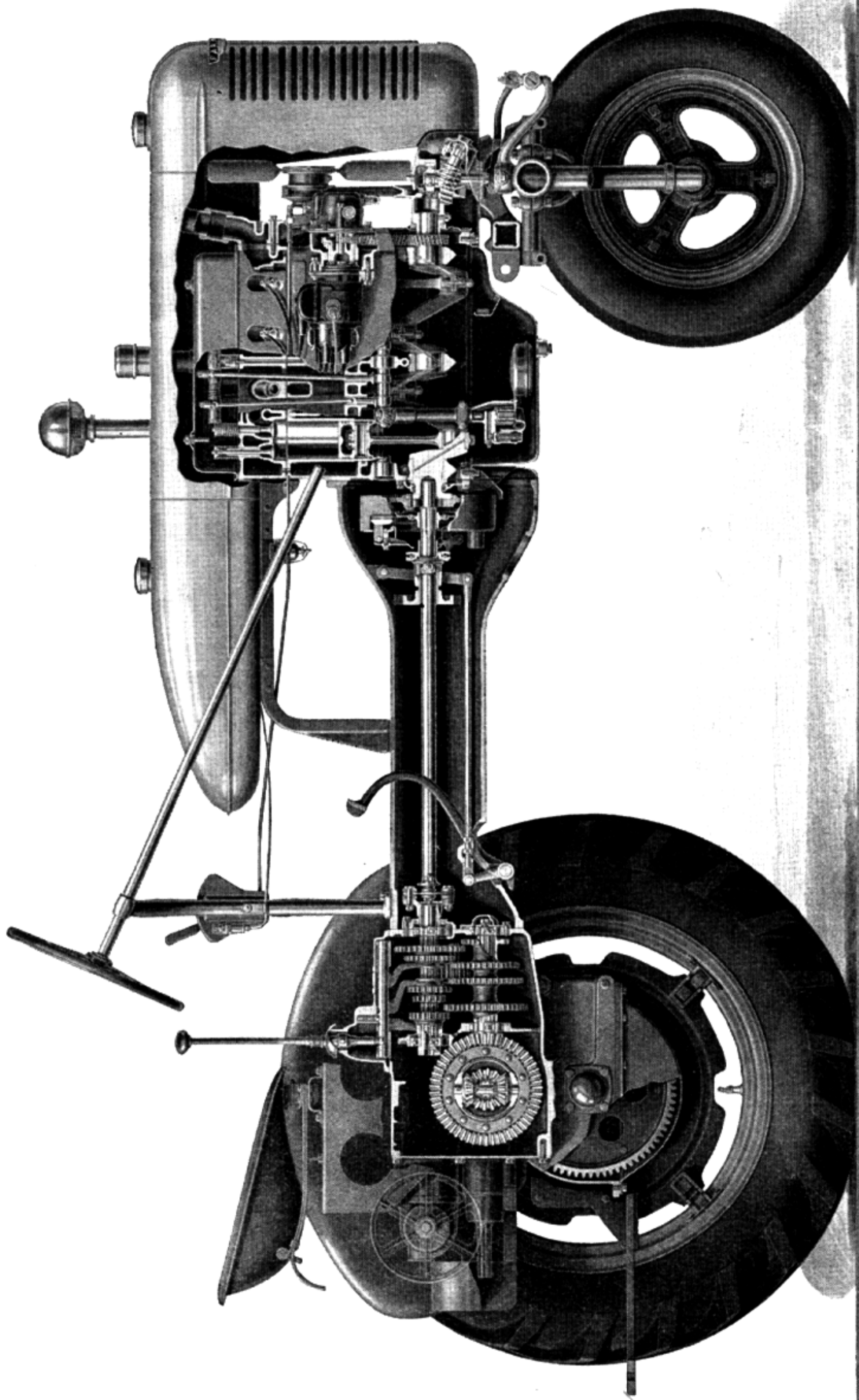
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NOTE: The instructions in this manual cover the operation of tractors on all types of fuel, except where otherwise specified.



Cut-away view of the Farmall-A tractor showing the internal working parts. The belt pulley and power take-off shown in this illustration are special features.

BEFORE STARTING A NEW TRACTOR

Make a complete inspection of the tractor for any shortages or damage which may have occurred while being shipped.

Lubrication

(1) Lubricate entire tractor, using the "Lubrication Chart" (center of Manual) as a guide.

(2) Check the oil levels of engine crankcase, air cleaner, transmission case and steering gear case to see that they are filled to the correct levels with the proper grades of oil for the prevailing temperature (*refer to specifications of lubricants on page 25*).

(3) Tractors shipped to destinations in the United States of America, Canada, and Mexico are filled with oil in all parts before leaving the factory. However, lubricant compartment should be checked for proper levels *as outlined in item 2 above*.

TRACTORS PACKED FOR EXPORT

All oil is drained from the engine crankcase, air cleaner, and all gear cases on tractors packed for export.

(4) Engines shipped to destinations in the United States of America, Canada and Mexico are filled with a light engine oil before leaving the factory. For further information, see "Lubrication Chart."

(5) Before starting a new engine, remove the spark plugs and put about one teaspoonful of crankcase oil into each cylinder; replace the spark plugs and crank the engine to distribute the oil over the cylinder walls. This assures positive lubrication of the cylinders and pistons immediately after starting and eliminates the possibility of scoring. Procedure outlined is only necessary for a new engine,

or an engine that has been idle for a long time.

Pneumatic Tires

(1) Before moving tractor, check air pressure in pneumatic tires and inflate or deflate to correct pressures as shown in chart *on page 44*.

Engine Cooling System

(Water capacity is approximately 3 $\frac{1}{4}$ U.S. gallons.)

(1) Be sure the drain plug (on left hand side of crankcase near radiator) is closed (*see Illust. 25*).

(2) Fill the radiator to a level slightly below the bottom of the filler neck. Filling the radiator to this level will allow for expansion of the coolant under normal operating conditions. Use clean water. Soft or rain water is recommended as it does not contain alkali which forms scale and eventually clogs the passages.

(3) For further information see "Cooling System," page 33. If the tractor is to be operated in freezing temperatures (thirty-two degrees Fahrenheit or lower) *refer to "Cold Weather Operations" on Page 18*.

Fuel System

(1) Use the fuel for which the tractor engine is equipped.

(2) During the first one hundred hours of operation, mix one pint of engine oil with every five U.S. gallons of fuel.

INSTRUMENTS AND CONTROLS

(See *Illusts. 1, 6 and 8*)

Clutch Pedal

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

Brake Pedals

These pedals should be 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 the pedals should be latched together so both brakes will operate simultaneously.

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 the pedals must be operated individually, depressing the pedal on the side toward which the turn is to be made.

Brake Pedal Latch—(See *Illust. 11*)

This latch is used to latch both brake pedals together causing the brakes to operate simultaneously.

Brake Pedal Lock

The brake pedal lock is used to lock the brake pedals in the depressed position which prevents the tractor from moving.

Gearshift Lever

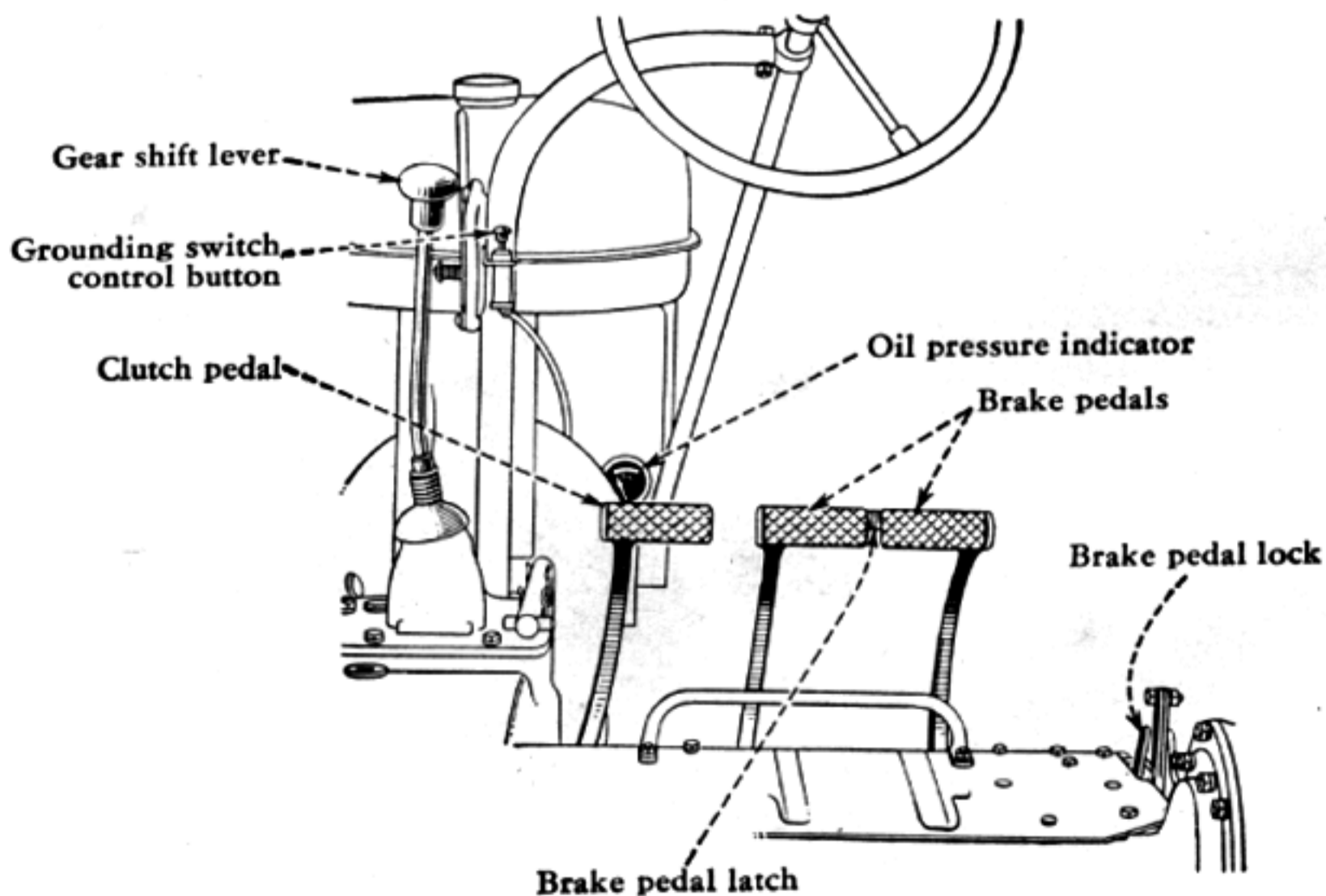
This lever is used to select the various gear ratios provided in the transmission. There are four (4) forward speeds and one (1) reverse speed (*see Illust. 10*).

Manifold Heat Control Lever

This control lever is used on the distillate-gasoline engine and for normal operation should be set in the top notch (Hot) position. If the distillate-gasoline engine is to be operated on gasoline, the control lever should be set in the bottom notch (Cold) position, and the manifold shield should be removed. (For complete instructions refer to pages 11 and 14.)

Magneto Grounding Switch Button

This button, when pushed all the way in, will ground the magneto and stop the engine. Pull out this button when starting the engine.



Illust. 1

Location of Controls.

INSTRUMENTS AND CONTROLS—Continued

Governor Speed Control Lever

This lever controls the speed of the engine and when set in a given position, will maintain a uniform engine speed even though the engine load may vary.

Radiator Shutter Control Crank

The control crank opens and closes the radiator shutter controlling the engine temperature. Turn the crank counter-clockwise to close the shutter and clockwise to open it.

(NOTE: The gasoline tractors are not regularly equipped with this feature.)

Oil Pressure Indicator

This gauge indicates the pressure at which the oil is circulating through the engine. The indicator needle should be in the white area when the engine is running

(as shown in *Illust. 4*). If it is not in the white area, stop the engine immediately and investigate the cause of the oil pressure failure.

Choke Lever (on carburetor)

This lever, which is on the carburetor (see *Illusts. 22 and 23*), cuts off the air supply, thereby enriching the fuel mixture for starting the engine when it is moved toward the rear (closed position). Always move the choke lever all the way forward (open position) as the engine warms up.

Heat Indicator—(See *Illust. 7*)

This gauge indicates the temperature of the liquid in the cooling system.

(NOTE: The gasoline tractors are not regularly equipped with this feature.)

HOW TO PREPARE YOUR TRACTOR FOR EACH DAY'S WORK

Fuel System

Fill the fuel tank at the end of each day's run. This will force out any moisture-laden air and prevent condensation. The capacity of the fuel tank is 10 U. S. gallons. Tractors designed for distillate-gasoline operation have an auxiliary gasoline tank (capacity 1 U. S. gallon) which is used only for starting and warming up the engine. If a distillate-gasoline engine is to be operated on gasoline only, the large fuel tank is used for gasoline and the small tank can be shut off or used as an auxiliary tank.

NOTE: Refer to "Operating Precautions" on page 6 regarding the selection of fuels; also safety measures when filling fuel tanks.

Cooling System

Remove the radiator cap and check to see

that the water comes up to a point slightly below the bottom of the filler neck. Be sure to replace the radiator cap.

Lubrication

(1) Change the oil in the air cleaner oil cup.

(2) Be sure the oil in the crankcase pan is up to the level of the upper test cock. When your tractor is being operated on distillate fuel, open the lower test cock in the crankcase pan and allow the oil to drain to this level. Close the lower test cock and open the upper cock. Add new oil until it appears at this level and then close cock.

(3) Refer to the Lubrication Chart (center of Manual) for complete lubrication requirements.

OPERATING PRECAUTIONS



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Illust. 2

Showing Proper Method of Filling the Fuel Tank.

Provision is made in the design of this tractor so that it may be equipped with either a distillate-gasoline, kerosene or gasoline-burning engine. Before attempting to use a fuel for which your tractor is not designed, see your International Harvester dealer or the nearest IHC Branch for full details.

To obtain best results, use the fuel for which the tractor is equipped, follow Operating Instructions given for that fuel and observe the following precautions:

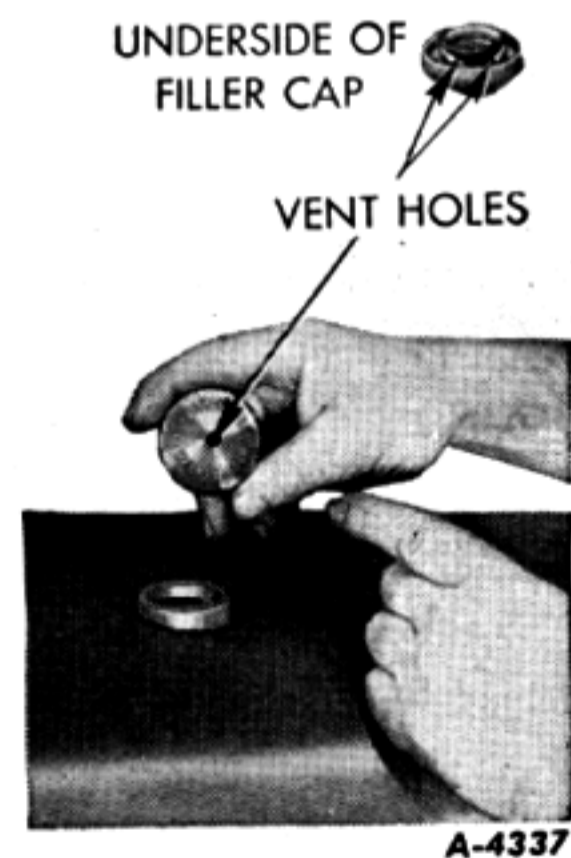
(1) Distillate fuels should conform to International Harvester Company specifications (see your International Harvester dealer).

(2) Distillate-burning tractors should not have the shut-off valve under the auxiliary tank and the one under the main fuel tank open or even partially open at the same

time, as this will permit the distillate to mix with the gasoline, making the engine hard to start.

(3) **SAFETY FIRST!** Never fill the fuel tank when lamps are lighted, when near an open flame, or when the engine is running. When pouring in fuel, keep the funnel and container in contact with the metal of the fuel tank (see *Illust. 2*) to avoid the possibility of an electric spark igniting the gas. Do not light matches near gasoline as the air within a radius of several feet is permeated with a highly explosive vapor.

(4) Both fuel tanks have air vents in the filler caps. These vents should be kept open at all times to assure proper flow of the fuels (see *Illust. 3*).



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Illust. 3

Vent Holes in Filler Cap.