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MANUAL PREVIEW

International Harvester

Operator's Manual
1206

Turbo Diesel

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Operator's Manual

IH-O-1206DSL

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806

Starting Serial Numbers

1963.....	501
1964.....	4709
1965.....	15946
1966.....	24038
1967.....	34943

856

Starting Serial Numbers

1967.....	7501
1968.....	9854
1969.....	19554
1970.....	32099
1971.....	32420

1206

Starting Serial Numbers

1965.....	7501
1966.....	8626
1967.....	12731

1256

Starting Serial Numbers

1967.....	7501
1968.....	8849
1969.....	13140

1456

Starting Serial Numbers

1969.....	10001
1970.....	10405
1971.....	14149

Paint Codes

Ag Farmall Antique Red (to 1981)

IH.....	99102R3 (Aerosol)
IH.....	991010R2 (Quart)
IH.....	B90882 (Gallon)

Ag White, Antique White (to 1981)

IH.....	991115R2 (Aerosol)
IH.....	991116R1 (Quart)
IH.....	B90888 (Gallon)

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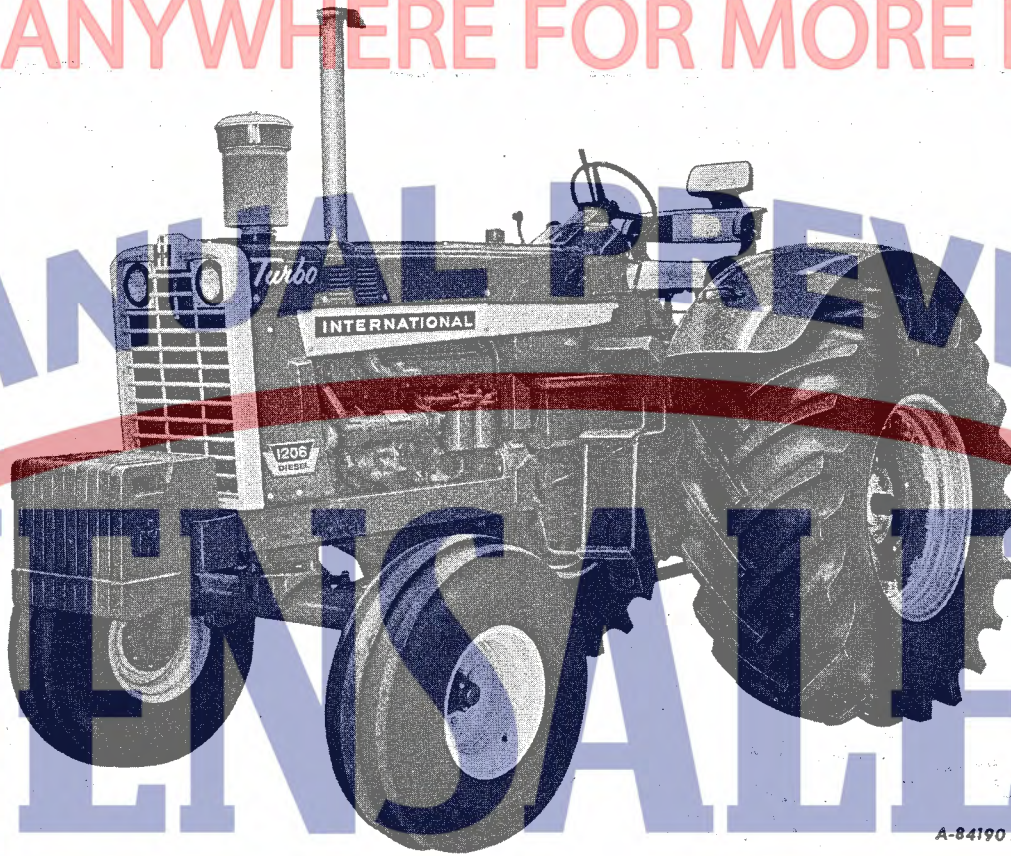
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INTRODUCTION

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A-84190 A

Illust. 2
International 1206 Turbo Diesel Tractor



Illust. 2A
Terms of location

LEFT and RIGHT indicate the left and right sides of the tractor when facing forward in the driver's seat. See Illust. 2A.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, Illusts. 2 and 2A are on page 2.

A variety of extra equipment and accessories is available. Refer to page 104. Operating and maintenance instruction on these items is included in the instructions for operating or Maintaining the tractor.

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POWER TAKE-OFF

The independent power take-off is powered directly from the engine flywheel. It provides a separate control of the power take-off drive independent of the engine clutch. It is engaged or disengaged hydraulically by a lever at the rear of the seat on the right side. The 1000 r.p.m. standard power take-off speed is provided by the power take-off shaft (1-3/8-inch with 21 involute splines).

Note: When using direct connected power take-off driven equipment on a tractor with a three-point fast-hitch, the left and right lift links must be set as specified in the equipment manual. The lockout pins must be in the holes in the lateral limiter housings to limit the lateral movement of the equipment and the upper link must be pinned in the upper hole of the upper link bracket. See Illust. 25.

OPERATING THE INDEPENDENT POWER TAKE-OFF

Advance the engine speed control lever to the position where the indicator needle on the tachometer is in line with the mark on the lower half of the dial, showing the proper speed for power take-off operation.

Note: Do not exceed the recommended power take-off speed for the driven machine.

The tractor motion can be started or stopped in any of the forward or reverse speeds without affecting the speed of the power take-off shaft. Also, the power take-off shaft can be started or stopped without affecting the speed of the tractor.



Caution! When operating the power take-off, be sure that the master shield is always in place covering the power take-off exposed shaft.



Illust. 39
Power take-off shield in place.

Note: The upper link must be pinned in the upper hole of the bracket when using 1000 r.p.m. power take-off operated Category III or Category II equipment.

Engaging or Disengaging the Power Take-Off

The independent power take-off clutch operating lever allows the operator to regulate the speed of clutch engagement so that a smooth engagement may be obtained under all conditions.

Smooth engagements may easily be obtained under most conditions by moving the operating lever forward to the position where an increase in lever effort is apparent, holding the lever at this position until the driven machine is up to speed, then moving the operating lever fully forward. To obtain a smooth engagement under extremely light or heavy loads, the operating lever may be held at intermediate positions as required.

When attempting to free plugged equipment, do not continuously slip the clutch as any clutch can be damaged by excessive slippage.



Stop the power take-off before dismounting from the tractor.

Do not allow the clutch to slip longer than three seconds at any time.

WEIGHTS

Farmall and International 1206 Turbo Diesel Tractors

Front and rear weights are available to provide safe and efficient operation with various equipment under different conditions. Tillage operations are more efficient and overall cost is less when tractors are operated at a speed range of 3-1/2 to 5-1/2 miles per hour. Allowing for slippage, this means 3rd gear, low range, direct drive, or higher speeds, on your tractor.

This improved efficiency and overall reduction in cost is attained in several ways:

1. Less ground compaction.
2. More work done.
3. Less equipment cost in the form of ballast and tools.
4. Less wheel slippage.

Rear ballast should be added to the tractor, in the form of liquid or cast iron, to prevent excessive tire slippage and tread wear. The amount of rear weight needed will depend upon the type of soil or operating surface. However, excessive weight is not to be added to the rear wheels to obtain continuous pulls in first or second gears which are greater than the maximum pull obtained in third gear, low range.

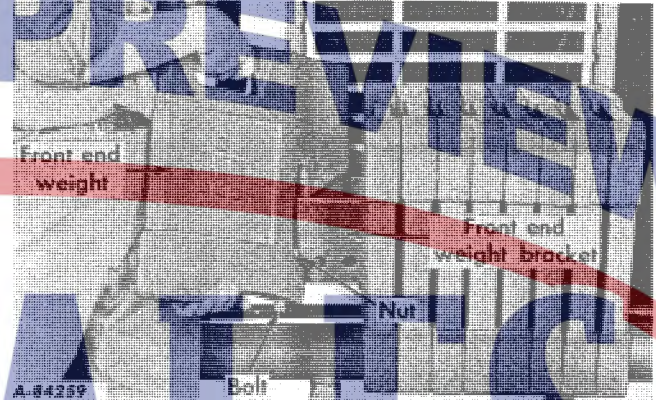
FRONT END WEIGHTS

Front end weights are available for use with various equipment combinations. In adding front end weight consideration must be given to both transport and field operation of the equipment, and whether the tractor is to be operated over hills and on side slopes. Unnecessary front end weight is a hindrance to efficient operation.

1. Add front end weight for safe transport of mounted equipment with heavy rear overhang, or semi-mounted equipment that imposes heavy loads on the hitch lower links.

2. Add front end weight for safe and efficient tractor operation with soil-working equipment which, because of weight, position, method of hitching or soil condition, causes

considerable weight to be transferred from the tractor front end to the drive wheels.



Illust. 70
Front end weights.

Up to twelve front end weights can be furnished in either the 67 or 100 pound size, which are conveniently installed upon a front mounting bracket.

Assemble the bracket to the front bolster with the four 3/4 x 1-7/8-inch hex. head cap screws. After putting the weights on the bracket, secure each one with a 1/2 x 4-inch hex. head cap screw and square nut.

All-Wheel Drive Tractors

Note: Do not use front end weights or add liquid in the front tires of All-Wheel Drive Tractors, except when necessary for safe and efficient operation under conditions where considerable weight is transferred from the front end to the rear wheels. It is important that a balanced front and rear operating weight distribution be maintained, so that front and rear wheel slippage will be matched and held to a minimum. In most instances added front end weight will not be required, since the front drive axle assembly adds considerable weight to the tractor front end.

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