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Operator's Manual

140

Pay Hauler

Operator's Manual

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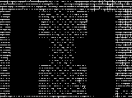
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CONTENTS

This manual covers the instructions for operation, lubrication, adjustments and maintenance for normal daily care (see engine exception below). These instructions are divided into nine sections to simplify your reference to the information most important to you. This manual must be read completely prior to operating this machine, to gain a full knowledge of the machine and its correct normal maintenance and operation.

The GM Diesel Operator's Manual, a copy of which is furnished with this machine, covers all operation, scheduled maintenance and maintenance instructions regarding the engine.

Refer to each specific section for a complete list of the subjects covered within the section.

SECTION 1 - INTRODUCTION

This section discusses generally the use of this manual, serial numbers and how to ship or store this machine.

SECTION 2 - BEFORE STARTING THE NEW MACHINE

This section outlines the special procedures necessary to insure proper "break-in" and care of a new machine.

SECTION 3 - INDICATORS AND CONTROLS

The text and illustrations on indicators and controls in this section are designed to tell you "where it is," "what it does," and "how to use it." Read this section carefully.

SECTION 4 - PREPARING FOR EACH DAY'S WORK

This illustrates the few simple preparations before each day's work to assure a "lost-time" free work day.

SECTION 5 - OPERATING THE MACHINE

This section outlines and illustrates the step-by-step procedures for starting, operating, and stopping the machine.

SECTION 6 - OPERATING TECHNIQUES

A few operating suggestions and techniques are discussed here - simple ideas to help ease the work and lengthen the useful life of your machine.

SECTION 7 - SCHEDULED MAINTENANCE

This section saves money! A complete scheduled maintenance procedure is outlined here - one that assures less down-time and expense, and more profit and work from your machine. Read and use this section - **INCREASE YOUR PROFIT** through increased machine reliability and availability.

SECTION 8 - MAINTENANCE

Much of the maintenance and adjustment procedures outlined in Section 7 need clear explanation. This section is devoted to explaining the "how to do" in an easy style to help you "do it yourself" and get it right.

SECTION 9 - SPECIFICATIONS AND CAPACITIES

This section covers the capacities, general dimensions and weights, speeds and torques.



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GENERAL

Illust. 1
MODEL 140 PAY hauler - LH Side View.



SHIPPING INSTRUCTIONS

36 TON

Roading Condition	Tire Size	Ply Rating	Position	Recommended Highway Inflation (Empty)	Maximum Speed (MPH)	
					Standard Tread Depth Tires	Extra Skid Depth Tires
8 Tires Installed	18:00 x 25	20	Front	40	25	20
			Rear	40	(See NOTE 1)	(See NOTE 2)
	18:00 x 25	24	Front	40	25	20
			Rear	40	(See NOTE 1)	(See NOTE 2)
4 Tires Installed	18:00 x 25	20	Front	70	10	14
			Rear	40	(See NOTE 4)	(See NOTE 3)
	18:00 x 25	24	Front	80	10	14
			Rear	40	(See NOTE 4)	(See NOTE 3)

40 TON

Roading Condition	Tire Size	Ply Rating	Position	Recommended Highway Inflation (Empty)	Maximum Speed (MPH)	
					Standard Tread Depth Tires	Extra Skid Depth Tires
8 Tires Installed	18:00 x 25	24	Front	40	25	20
			Rear	40	(See NOTE 1)	(See NOTE 2)
	18:00 x 25	28	Front	80	25	25
			Rear	50	(See NOTE 1)	(See NOTE 2)
4 Tires Installed	18:00 x 25	24	Front	80	10	14
			Rear	50	(See NOTE 4)	(See NOTE 3)
	18:00 x 25	28	Front	80	20	14
			Rear	50	(See NOTE 2)	(See NOTE 3)

NOTE 1: After each 50 miles or two hours of sustained driving, whichever comes first, stop the machine for a minimum of 30 minutes to allow the tires to cool.

NOTE 2: After each 20 miles or one hour of sustained driving, whichever comes first, stop the machine for a minimum of 30 minutes to allow the tires to cool.

NOTE 3: After each 14 miles or one hour of sustained driving, whichever comes first, stop the machine for a minimum of 30 minutes to allow the tires to cool.

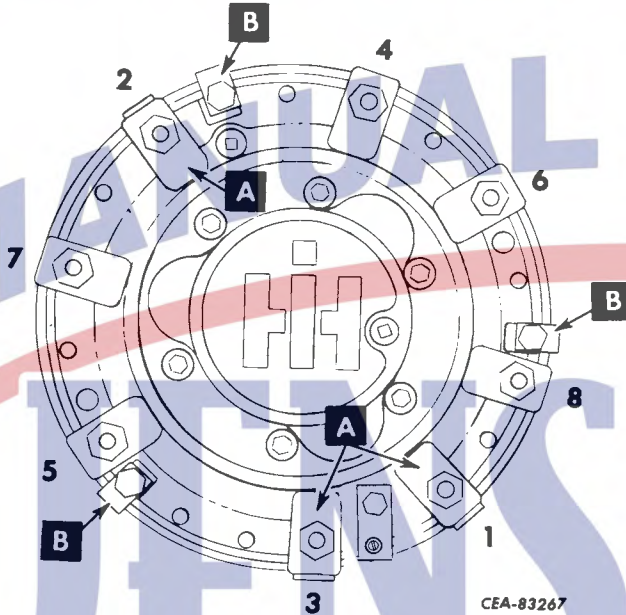
NOTE 4: After each 18 miles or one hour of sustained driving, whichever comes first, stop the machine for a minimum of 30 minutes to allow the tires to cool.

After the machine arrives at the job site, allow the tires to thoroughly cool. Adjust tire pressures to normal operating pressures. Refer to "SPECIFICATIONS AND CAPACITIES" in Section 9.

SHIPPING INSTRUCTIONS

5. Back-off on the wedge band bolts (B, Illust. 5).
5). Install the cut-away section of the wedge band on the drive wheel to align with the tire valve slot on the drive wheel.

c. Remove the hardware which secures the extension (2) to the fender assembly (3) and the fender assembly (5).



Illust. 5
Clamp Installation and Torque Sequence.

6. Install the three special shipping clamps at points "A" and five of the standard rim clamps at the remaining positions shown in Illust. 5.

7. Install nuts on the clamps and tighten. Torque each nut in the sequence shown in Illust. 5. Refer to "SPECIFICATIONS AND CAPACITIES" in Section 9. Lower the axle. Remove the blocking. Fully release the parking brake.

8. Remove the rear body fenders (A, Illust. 6) and the front body fenders (if so equipped). Remove the rear mud guards (B, Illust. 6) (if so equipped).

9. Remove the fender extensions (2, Illust. 7) (LH shown).

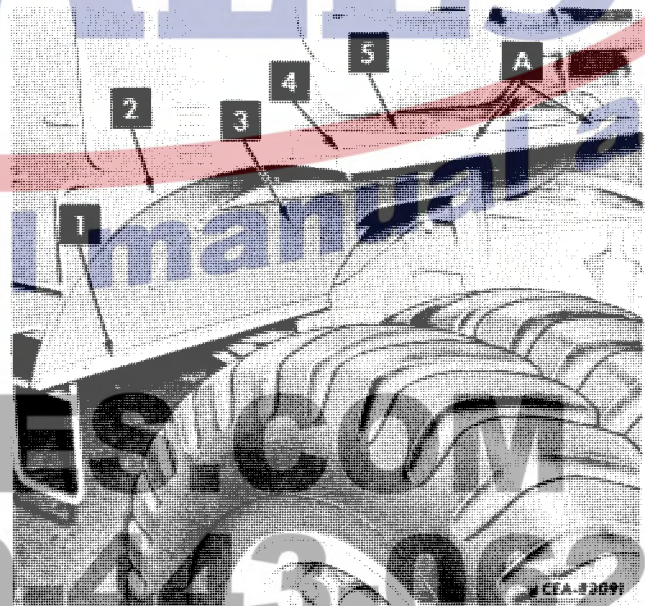
NOTE: The following instructions are identical for removing the RH fender extension.

a. Remove the hardware which secures the angle (1) to the extension (2) and the fender assembly (3).

b. Remove the screws at points "A." Remove the hardware which secures the angle (4) to the extension (2) and the fender assembly (5).



Illust. 6
Rear Body Fenders and
Rear Mud Guards (LH shown).



Illust. 7
Removing the LH Fender Extension.

1. ANGLE, LH fender front.
2. EXTENSION, LH fender.
3. FENDER ASSEMBLY, LH front.
4. ANGLE, LH fender rear.
5. FENDER ASSEMBLY, LH rear.



SECTION 1

Page 8

MACHINE STORAGE

When the machine is not to be used for a period of time, it must be stored in a dry and protected place. Leaving equipment exposed to the elements will materially shorten its life.

Follow the procedure below when the machine is placed in storage for 30 days or more. The machine must be lubricated every six months. Use caution when starting an engine that has been in storage. Refer to the instructions under "PREPARING STORED MACHINE FOR SERVICE" in this section.

1. Thoroughly wash or clean the machine.
2. Completely lubricate all points of the machine as outlined in the "LUBRICATION GUIDES" in Section 7.
3. Drain the fuel from the fuel tanks and fuel filters; close the drain valves.
4. Clean the fuel strainer (if equipped). Refer to "FUEL SYSTEM" in Section 8.
5. Refill the fuel tanks with 5 to 10 gallons of an approved flushing oil or equivalent.

NOTE: An equivalent flushing mixture is: 50% kerosine and 50% good grade, light lubricating, oil.

6. Service the transmission as follows:

- a. Operate the machine until the transmission oil temperature reaches +150°F (converter temperature indicator pointer one-third of the way into the "WHITE" area); then drain the transmission. Install the drain plugs.
- b. Fill the transmission to the operating level with a commercial preservative oil which meets government specifications MIL-L-21260, Grade-1.
- c. Operate the machine for at least five minutes at minimum of 1000 engine rpm. Energize the clutches; then stall the converter to raise the oil temperature to +225°F (converter temperature indicator pointer three-fourths of the way into the "WHITE" area).
- d. As soon as the transmission is cool enough to touch, remove the transmission breather and seal the transmission breather opening.

7. Continue to run the engine for another five minutes. During this time, the machine must be moved to the storage location.

8. Stop the engine and drain the flushing oil from the fuel tanks and fuel system, but do not drain the fuel injection pump. The oil in the pump will act as a rust preventative for the inner mechanism.

NOTE: The engine must not be run after the flushing operation.

9. Drain the entire cooling system. (Refer to "COOLING SYSTEM" in Section 8.) Install a "RADIATOR DRAINED" tag.

NOTE: If the cooling system will be exposed to freezing temperatures during storage and water only was used during operation, the cooling system must be filled with an anti-freeze solution while at operating temperature and then drained to prevent residual water damage. Refer to the anti-freeze table to select a solution suitable for the lowest temperature that the cooling system will be exposed to during storage.

If anti-freeze solution cannot be used, the residual water retained by capillary attraction inside the cooler tubes must be blown out with dry compressed air through the drain cock on the cooler. DO NOT RELY ONLY ON DRAINING THE WATER.

10. Clean and remove the valve housing covers; then flush the valves, rocker arms and push rods with Grade-50 lubricating oil. (Remove any rust before lubricating.) Use a paint brush to coat the inside of the valve housing covers with Grade-50 lubricating oil. Reinstall the valve housing covers.

11. Remove the injection nozzles. Spray about one ounce of Grade-50 lubricating oil into each cylinder. Crank the engine two or three revolutions. Clean the gasket seats and install new gaskets when reinstalling the injection nozzles.

12. Completely service the air cleaner. Refer to "AIR CLEANING SYSTEM" in Section 8.

13. To prevent dirt or moisture from entering the engine, plug up the ends of the exhaust pipe and breather pipe. Remove the air cleaner weather cap and cover the air intake pipe.

14. Position all controls so that the minimum amount of machined, unpainted surfaces are exposed. Thoroughly coat these surfaces with chassis grease.

15. Open the air tank drain valves.