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MANUAL PREVIEW

International Harvester

Service Manual
for FARMALL

140 Chassis,
Engine, Fuel System

Service Manual

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Make: International	Model: 100	Years Made: 1954-1956
HP-PTO: 20.13	HP-Engine:	HP-Drawbar: 17.8
HP-Range: 20	Engine-Make: IHC	Engine-Fuel: GAS
Engine-Cyl(s)-CID: 4/123	Transmission-STD: SG	Optional:
Fwd/Rev Standard: 4/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 5.00-16	Tires-Std Rear: 9-24	Wheelbase-Inch:
Pto Type:	Pto Speed:	CAT I-3pt Hitch: False
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets:	Cooling Capacity:	Fuel Tank Capacity:
Cab-Stdm A/C; Rops:	Weight: 2600	New Price: 1799

Engine type: International Harvester C-123 for 100	Cylinders: 4	Displacement: 122.7 ci [2.0 L]
Bore/Stroke: 3.125x4.00 inches [79 x 102 mm]	Compression: 6.5:1	RPM: 1400
Gross Power: n/a	Torque: n/a	Torque RPM: n/a
Net Power: n/a	PTO: n/a	Drawbar: n/a
Rear PTO: n/a	Rear RPM: n/a	Clutch: n/a
Cooling: liquid	Coolant: n/a	Air Cleaner Type: oil bath
Oil Capacity: 5 qts [4.7 L]	Oil Change: n/a	Fuel: gasoline
Transmission Type: sliding gear	Gears: 4 forward and 1 reverse	

Make: International	Model: 140	Years Made: 1958-1979
HP-PTO: 23.02	HP-Engine:	HP-Drawbar: 21.2
HP-Range: 23	Engine-Make: IHC	Engine-Fuel: GAS
Engine-Cyl(s)-CID: 4/123	Transmission-STD: SG	Optional:
Fwd/Rev Standard: 4/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 5.00-15	Tires-Std Rear: 11.2-24	Wheelbase-Inch:
Pto Type: TRANS	Pto Speed: 540	CAT I-3pt Hitch: True
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets:	Cooling Capacity:	Fuel Tank Capacity:
Cab-Stdm A/C; Rops:	Weight: 3031	New Price: 8240

Make: International	Model: 130	Years Made: 1956-1958
HP-PTO: 21.38	HP-Engine:	HP-Drawbar:
HP-Range: 21	Engine-Make: IHC	Engine-Fuel: GAS
Engine-Cyl(s)-CID: 4/123	Transmission-STD: SG	Optional:
Fwd/Rev Standard: 4/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 5.00-15	Tires-Std Rear: 11-24	Wheelbase-Inch:
Pto Type:	Pto Speed: 540	CAT I-3pt Hitch: False
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets:	Cooling Capacity:	Fuel Tank Capacity:
Cab-Stdm A/C; Rops:	Weight: 3015	New Price: 1948

Engine type: International Harvester C-123 vertical I-head for 130	Cylinders: 4	Displacement: 122.7 ci [2.0 L]
Bore/Stroke: 3.125x4.00 inches [79 x 102 mm]	Compression: 6.8:1	RPM: 1400
Gross Power: n/a	Torque: n/a	Torque RPM: n/a
Net Power: n/a	PTO: n/a	Drawbar: n/a
Rear PTO: n/a	Rear RPM: 540	Clutch: dry disc
Cooling: liquid	Coolant: 15 qts [14.2 L]	Air Cleaner Type: oil bath
Oil Capacity: 5 qts [4.7 L]	Oil Change: n/a	Fuel: gasoline
Transmission Type: sliding gear	Gears: 4 forward and 1 reverse	

Engine type: International Harvester C-123 vertical I-head for 140	Cylinders: 4	Displacement: 122.7 ci [2.0 L]
Bore/Stroke: 3.125x4.00 inches [79 x 102 mm]	Compression: 6.94:1	RPM: 1400
Gross Power: n/a	Torque: 106 lb-ft [143.7 Nm]	Torque RPM: n/a
Net Power: n/a	PTO: n/a	Drawbar: n/a
Rear PTO: transmission	Rear RPM: 540	Clutch: single 9-inch dry disc
Cooling: liquid	Coolant: 15 qts [14.2 L]	Air Cleaner Type: oil bath
Oil Capacity: 5 qts [4.7 L]	Oil Change: n/a	Fuel: gasoline
Transmission Type: sliding gear	Gears: 4 forward and 1 reverse	

LEFT SIDE OF CLUTCH HOUSING 140	
Year	Beginning Serial Number
1958	501
1959	2011
1960	8082
1961	11168
1962	16637
1963	21181
1964	25387
1965	28408
1966	31285
1967	34818
1968	37352

LEFT SIDE OF CLUTCH HOUSING 140 cont	
Year	Beginning Serial Number
1969	39906
1970	42300
1971	44424
1972	46605
1973	48507
1974	50720
1975	54273
1976	57773
1977	60728
1978	63111
1979	64544

LEFT SIDE OF CLUTCH HOUSING 100	
Year	Beginning Serial Number
1954	501
1955	1720
1956	12895
1973	7501
1974	7727
1975	10915
1976	12434

LEFT SIDE OF CLUTCH HOUSING 130	
Year	Beginning Serial Number
1956	1720
1957	1120
1958	8363

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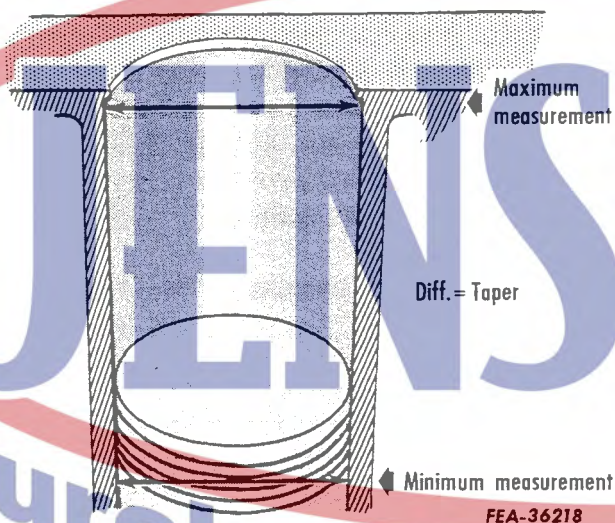
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Crankcase Cylinder Re-Boring Procedure

This section covers re-boring of the cylinder bore with the engine disassembled. However, if re-boring is the only service to be performed on the engine, the crankshaft need not be removed.

NOTE: When the crankshaft is not removed, cover the crankshaft and plug all oil passages.



When to Re-Bore

Replacement piston ring kits may be used to extend the life of the piston if cylinder wear has not been excessive. Inspect cylinder bores for scoring and roughness which indicate excessive wear. Check cylinder bores for taper and out-of-round by the use of a cylinder gauge placed at the top, middle, and bottom of bores, both parallel and at right angle to the centerline of crankshaft. To be within safe limits, the taper from top to bottom of the ring travel area must not exceed 0.005 in. and the out-of-round (egg-shape) condition must not exceed .005 in. in the cylinder bores. If the bore is worn beyond these limits, a re-boring job is required. It is advisable to re-bore for the smallest possible oversize pistons and rings. If only one or two bores require correction, it is not necessary to re-bore all cylinders to the same oversize.

Preparing the Block

Clean the water jackets with materials that will remove rust and scale and then flush thoroughly. Degrease the crankcase so that the abrasive material from the boring operation may be completely removed before reassembly.

Before setting up a boring machine on the block, the top of block must be carefully cleaned to remove all foreign materials, such as carbon, rust, or gasket cement. Use a 14 in. fine-cut, mill file to draw-file the block for removal of all burrs and high spots around the top edge and bolt holes. This will provide a smooth, true working surface for the boring operation. This is very important because the alignment of the cylinder bores depends entirely on the trueness of this working surface.

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