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MANUAL PREVIEW

International Harvester

Operator's Manual
for FARMALL

1468

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DRIVING THE TRACTOR

STARTING SWITCH

The starting switch serves to prevent accidentally moving the tractor with the cranking motor or starting the engine when the tractor is not in neutral.

The switch moves to the closed contact position when the clutch pedal is depressed all the way.

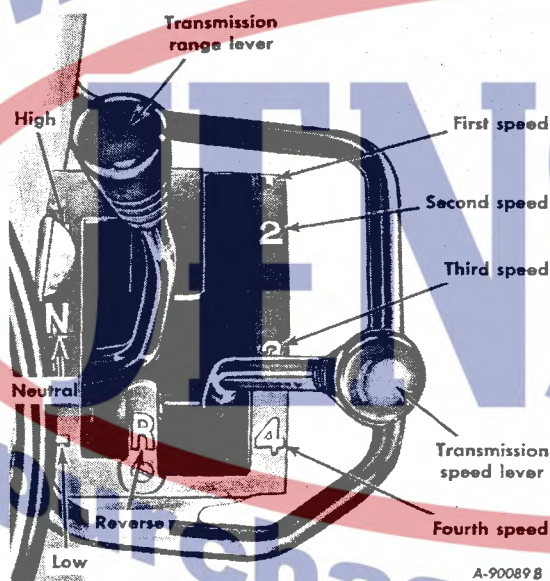
STARTING THE TRACTOR

Start the engine as instructed on page 21.

Disengage the park lock. Hold the tractor with the brakes if necessary and press the clutch pedal all the way to the platform stop.

With the clutch in the disengaged position, move the transmission range lever to the desired range, "H" (high), "L" (low) or "R" (reverse). Then move the speed control lever to the desired speed. See Illusts. 5 and 16.

TRANSMISSION RANGE AND SPEED LEVERS



Illust. 16

Transmission Range and Speed Levers.

Start the tractor in motion by slowly releasing the clutch pedal and advancing the engine speed control lever to a position where the engine operates best for the load to be handled.

Note: Do not shift gears while the engine clutch is engaged or while the tractor is in motion.

Do not "ride" the clutch or brake pedals by resting the feet on the pedals while driving the tractor because this will result in excessive wear on the linings.

These levers (Illust. 16) are used to select any one of the eight forward speeds and four reverse speeds. The range lever also has a "N" (neutral) position. Four forward speeds are available in the "H" (High) range and four in the "L" (Low) range. See "Ground Speeds".

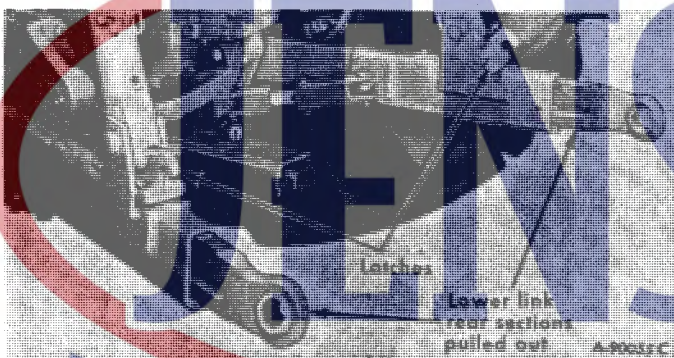
Always latch the brake pedals together before driving the tractor in high range (third or fourth speeds). To latch the pedals together, engage the latch in back of the left pedal into the slot in back of the right pedal. See Illust. 15A. When the brake pedals are not latched together, the latch should rest in the slot in back of the left brake pedal.

THREE-POINT HITCH

EXAMPLE OF OPERATING THE THREE-POINT HITCH WITH DRAFT CONTROL

To provide a specific example showing the use of the three-point hitch with position control and draft control, we have selected the moldboard and disk plows. Follow the sequence listed below.

Put the collars on the left and right leveling crank screws in the upper position as shown in Illust. 32. Be sure the point of the set screw is in the spot hole. The lift links are thereby made rigid, but vertical float, to follow ground contour, is provided by the rockshaft. Set the upper link at the 26-1/2-inch length, pin to pin.



Illust. 38

Lower link rear sections pulled out for easier coupling.

Place the draft control lever (Illust. 27A) at the center of the quadrant.

Starting at the end of the field, move the inside control lever (Illust. 27A) forward to the "LOWER" position, and drive ahead several feet.

Stop the tractor and adjust the upper link (Illust. 30) either shorter or longer, to level the plow.

Adjust the lift links with the leveling cranks (Illust. 30) to level the plow horizontally.

After the plow has been leveled, adjust the draft control lever either forward (to go deeper) or rearward (for shallower depth) until the desired depth is reached.

If the action of the plow is too fast, move the inside control lever forward in the "RUN" range slowly until the plow reacts at the desired rate of speed.

When the control levers are set for the field conditions, set the stop on the quadrant so the inside control lever can be returned to this position each time the plow is lowered into the ground.

When reaching the end of the field, move the inside control lever rearward, raising the plow to transport.

Re-enter the field and lower the plow by moving the inside control lever forward to the fast rate of the "RUN" range. After the plow has reached its depth, move the inside control lever to the stop. The plow will maintain the desired depth as previously set by the draft control lever.

UNCOUPLING THE EQUIPMENT

Lower the equipment to the ground. Remove the lynch pins and shields (if used) from the hitching points of the equipment. If the pins are difficult to remove, slightly raise or lower the hitch with the inside control lever until the pins are free.

CAPACITIES (U.S. MEASURE-APPROXIMATE)

Cooling system	30 qt.
Fuel tank	42 gal.
Crankcase pan (with filter change)	16 qt.
Transmission, differential case and rear axle carrier	Approx. 24 Gal.

ENGINE

Make and model	IH, DV-550B (V-8)
Cylinders	8
Bore	4.500 in.
Stroke	4.312 in.
Displacement, cu. in.	549
Engine speeds; r.p.m.	
Rated full load	2600
High idle	Approx. 2800
Low idle	Approx. 900
Valve clearance (engine warm) (check at 1000 hour intervals)	
Intake	.014 in.
Exhaust	.016 in.
Injection pump	Robert Bosch in-line
Injection nozzles	Robert Bosch, multi-hole

POWER TAKE-OFF SPEEDS, RPM

At rated engine speed	1146
At high idle	1234
At low idle	397
At 2300 r.p.m. engine speed for standard shaft speed	1014

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