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MANUAL PREVIEW

International Harvester

Operator's Manual
for FARMALL

350 Diesel

350 Diesel Hi Clear

Operator's Manual

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IH-O-350 DSL

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I-300U

Starting Serial Numbers

1955.....	501
1956.....	20219

I-350

Starting Serial Numbers

1956.....	501
1957.....	1963
1958.....	15049

Paint Codes

Ag Farmall Antique Red (to 1981)

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

Silver (for Wheel rims)

IH.....	b17567 (Aerosol)
IH.....	b17565 (Quart)
IH.....	b17563 (Gallon)

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**350 DIESEL
350 DIESEL HI CLEAR**

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OPERATING YOUR TRACTOR



Be extra careful when working on hillsides. Watch out for holes or ditches into which a wheel might drop and overturn the tractor.



Always keep the tractor in gear when going down steep hills.

Stopping the Tractor

Disengage the clutch by pressing down firmly on the clutch pedal and move the gearshift lever to the neutral position. Use the brakes if necessary.

Towing the Tractor

When towing is necessary, use a tow rope, chain or cable and have an operator steer the tractor and operates the brakes.

Attach a tow rope, chain or cable to the tractor front frame channels or to the lower portions of the upper bolster. In no case should the attachment be made to the lower bolster. When towing a tractor, do

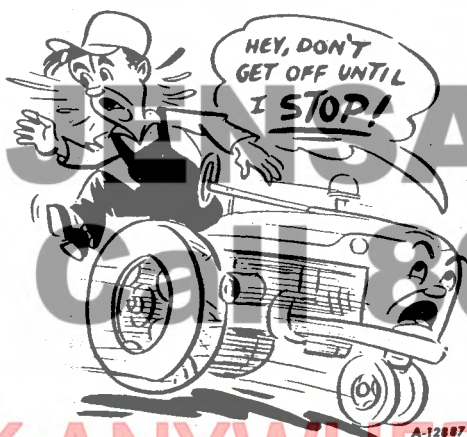
not exceed a speed of 20 miles per hour.

Note: When the tractor has a Torque Amplifier and it is necessary to tow or push the tractor to start the engine, put the torque amplifier operating handle in the forward position.

Fifth Speed (Safety First)



On tractors equipped with steel rear wheels, the fifth (high) speed is locked out by a lockout screw located on top of the transmission case. Do not remove this screw unless the tractor is converted to pneumatic tires. Then remove the lockout screw and replace it with a $\frac{3}{8}$ x $\frac{3}{4}$ -inch cap screw.



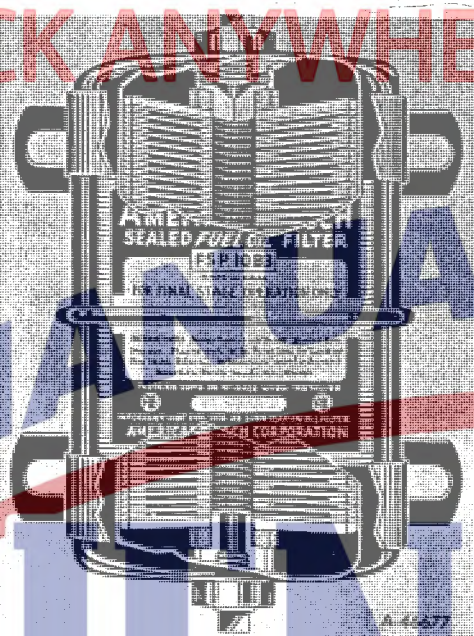
Never dismount from the tractor while it is in motion. Wait until it stops.



Always drive the tractor at speeds slow enough to insure safety, especially when driving over rough ground or near ditches.

MAINTENANCE

Final Fuel Filter—Continued



Illust. 44
Final fuel filter.

In order to assure extreme cleanliness as well as adequate pressure, this filter must be replaced after every 500 hours of operation.

After replacing a filter or filters, vent the fuel system. See page 45.

When unusual dust or dirt conditions are encountered during operation, it may be necessary to service the filter more frequently.

Removing the Fuel Injection Pump

It should be borne in mind that minor troubles, such as suction leaks at joints in the supply line to the transfer pump, can cause erratic engine behavior. It is unlikely that the injection pump itself will require overhaul before it has been in operation for several thousand hours.

If it is necessary to remove the complete fuel injection pump from the engine, follow these instructions:

1. Close the fuel shut-off valve at the fuel tank.
2. Drain the diesel fuel from the fuel filters.
3. Thoroughly clean the injection pump and the fuel line connectors with a brush and diesel fuel. Disconnect all fuel pipes. Remove the caps on the nozzles. Cap all fittings and tape the ends of all fuel lines.
Note: Keep all parts clean.
4. Remove the two mounting nuts holding the pump to the crankcase and remove the pump.

Installing the Fuel Injection Pump

When reinstalling the fuel injection pump on the engine, follow these instructions:

Note: If the timing was not disturbed when the injection pump was removed, insert the pump in the mounting hole and disregard instructions 1, 2, 3, 4 and 5 below.

1. If the timing was disturbed when the pump was removed, turn the crankshaft until the No. 1 piston is on the compression stroke and the pointer on the front of the crankcase is lined up with the timing mark (FIRST NOTCH) on the front flange of the fan drive pulley when rotated in a clockwise direction as viewed from a position in front of the tractor.
2. Before installing the pump, remove the timing line cover (Illust. 45) and turn the pump drive shaft until the timing line on the plate (Illust. 46A) lines up when the pointer is at the timing mark.
3. Loosely insert the pump in place in the mounting hole and turn it by hand so that the timing mark will travel to both sides of the pointer; then replace and tighten the mounting bolts securely. The timing line on the drive plate is lined up with the timing line on the pump cam.

EXTRA EQUIPMENT AND ACCESSORIES

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The tractor is used for so many different types of work and is called on to operate under so many different conditions that a considerable variety of equipment is necessary to adapt it to the varied requirements of the user.

When you purchased your tractor, you probably had it completely equipped for your particular needs at that time. However, later you may wish to obtain some of the equipment or accessories shown and described in the following pages. These items can be purchased from and installed by your International Harvester dealer.

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