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LUBRICATION

The life of any tractor depends upon the care it is given. Proper lubrication is a very important part of that care.

General Engine Lubrication

The engine has a pressure-feed lubrication system. A gear-type oil pump circulates the lubricating oil under pressure to the crankshaft bearings, connecting rod bearings, camshaft bearings, valve mechanism, timing gears, and governor, thereby assuring positive lubrication of all parts.

The engine is equipped with an oil filter which continually cleans the oil while the engine is running. To obtain the full benefit from the filter, replace the element (*Illust. 38*) with a new one after every 480 hours of operation or every second time the oil in the crankcase is changed. Cleaning the old element is not satisfactory. See page 41 for the recommended oil to use for the prevailing temperature.

After changing to oil of a lighter viscosity, operate the engine at least five to ten minutes, so the lighter oil will be worked into the bearings and onto the cylinder walls.

Change the oil after every 240 hours of operation. Drain the crankcase lubricant while the oil is warm so it will drain freely.

Do not operate the engine for any length of time when the level of the oil is below the "LOW" mark on the gauge. Never check the oil level while the engine is operating.

Oil Pressure Gauge

This gauge (located on the instrument panel) shows whether lubricating oil is circulating through the engine.

Under all operating conditions, the oil pressure of the engine should hold the indicator needle past the first mark above zero when the engine is running at speeds approximately 100 or more r.p.m. above slow idle speed. See *Illust. 7C*. If the needle does not move past the first mark above zero, stop the engine immediately and investigate the cause of the oil pressure failure. If you are unable to find the cause, consult your International Harvester dealer before operating the engine.

Note: Always check the oil pressure gauge immediately after starting the engine.

Oil Pump

The gear-type oil pump in the crankcase has a screen attached to the oil intake to stop large dirt particles from entering the lubricating system. This screen should be cleaned whenever the oil pan is removed. The oil intake floats on top of the oil in the crankcase and draws the oil from the surface, thereby eliminating the possibility of mixing water or sediment with the oil.

Crankcase Breather

The crankcase breather, located in the push rod chamber on the right side of the crankcase, has a double copper crimp element. Clean the element after every 240 hours of operation or more often when operating under unusual dust or dirt conditions. Replace with a new element if necessary.

To clean or replace the element, remove the two cap screws holding the push rod chamber side plate to the crankcase and lift out the side plate and breather pipe assembly. Remove the breather baffle and body from the push rod chamber side plate, remove the element, and clean in kerosene. Reassemble in the reverse order. Be sure the side plate gasket is in place and in good condition.



Don't oil or grease the tractor while the engine is running.

MAINTENANCE

Primary Pump Filter Screen—Continued

Remove the nut and filter screen assembly from the primary pump filter body and clean it with clean diesel fuel or kerosene. Take care that no dirt or foreign material enters the filter body upon removal or replacement of the filter screen.

Final Fuel Filter

If the water trap has been serviced, and the auxiliary filter element replaced, as specified, the final fuel filter will give satisfactory service. However, if impaired engine operation indicates that the filter has become clogged, replace the element. This condition will be indicated by a loss of power, and missing of the engine at full load. Whenever changing the final filter element, also change the auxiliary filter element.

Cleanliness in making this installation cannot be overemphasized. Care should be taken to prevent dirt, water, etc. getting on the element while making this installation. Keep the new element on the original package until ready to install it.

Removing and Replacing the Final Fuel Filter Element

1. Clean the outside of the case and base thoroughly with diesel fuel or kerosene to prevent dirt or foreign material from entering the filter base when the case is removed.
2. Close the fuel tank shut-off valve. See *Illustr. 15*.
3. Open the bleeder (at top of filter) and the drain cock (in filter base) and allow the fuel to drain.
4. Unscrew the retaining bolt and lift both the filter case and bolt from the filter base. See *Illustr. 55*.
5. Remove the old final filter element. See *Illustr. 55*.
6. Place the new filter element in the base. The end with the large pilot must be down. Insert the new element, carefully using a slight, twisting motion to prevent damage to the seal ring on the bottom pilot.
7. Install the case (making sure the gasket is in good condition) and insert the retaining bolt through the filter element and into the filter base. (When inserting the bolt through the element, turn the threaded portion of the seal ring into the top of the filter element to prevent damage.) Draw the case down tight by tightening the retaining bolt.

Important! Whenever the filter case has been removed, it must be replaced in the proper location. In some installations, because of insufficient clearance, it will be necessary to remove the filter element and case together. In this instance the same care must be exercised in replacing the assembly; namely, be sure that the seal rings in both top and bottom plates are satisfactory. The filter cases are plainly marked "Final Filter" and "Auxiliary Filter" and the bases are correspondingly marked "FIN" and "AUX." The final filter is located on the left, and the auxiliary filter is located on the right, as viewed from the filter side of the engine.

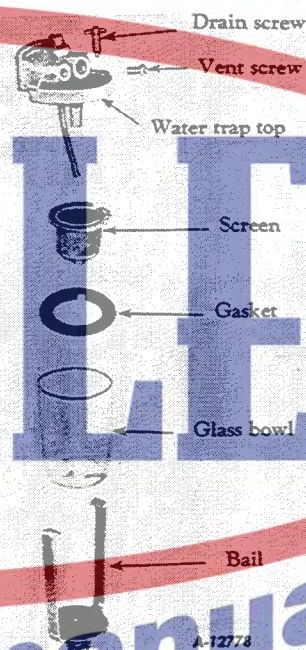
Diesel Fuel Water Trap

Clean fuel is an important factor for successful diesel engine operation. The fuel is strained and filtered between the tank and the injection pump by the diesel fuel water trap and filters.

Draining the Water Trap

The diesel fuel water trap is located on the left side of the engine. Drain the water after every ten hours of operation or sooner if conditions require it. Do this by opening the drain valve on the water trap top.

Cleaning the Water Trap



Fuel strainer and water trap.

Take apart the trap and clean after approximately every 500 hours of operation. To do this, close the fuel shut-off valve under the fuel tank. Remove the fuel connections at the water trap; then remove the trap by loosening the bolt holding the top to the bracket which is mounted on the engine crankcase. Loosen the thumb nut under the bowl and remove the bail strap; then remove the glass bowl. Loosen the gasket and pull the screen off the tube. Wash the top, screen and glass bowl in kerosene to remove all dirt and sediment. Reassemble the screen and gasket. The gasket must be in its proper place and in good condition. Reassemble the glass bowl and strap; tighten the thumb nut by hand. Then assemble the entire trap and gasket (use a new gasket if necessary) to the bracket and connect the fuel lines. After assembly, open the fuel shut-off valve under the fuel tank; then vent the system of air according to instructions on page 58.

EXTRA EQUIPMENT AND ACCESSORIES

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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