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MANUAL PREVIEW

International Harvester Operator's Manual 756

Operator's Manual

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INTRODUCTION

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International 756 Diesel Tractor.

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INTRODUCTION

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A-79372D

Illustr. 2
Farmall 756 Hi-Clear Tractor.

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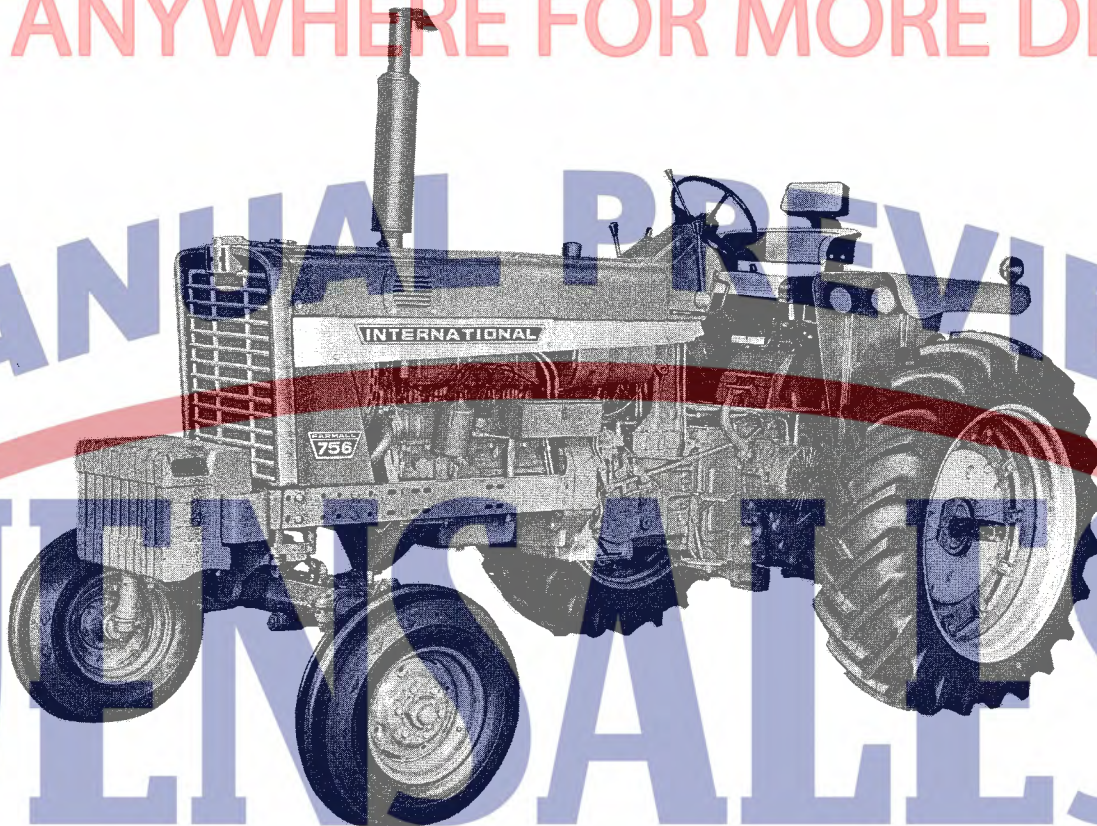
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A-79373C

Illustr. 2A
Farmall 756 All-Wheel Drive Tractor.

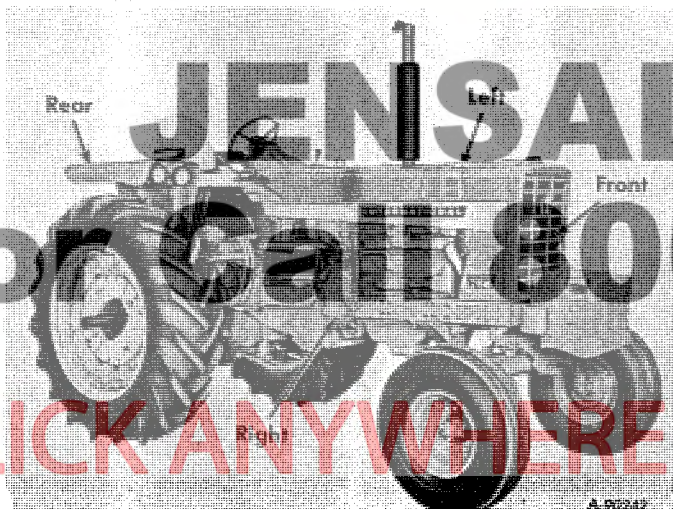
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A-88232A

Illust. 3
Farmall 756 Gasoline Engine Tractor.

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Illust. 3A
Terms of location.

LEFT and RIGHT indicate the left and right sides of the tractor when facing forward in the driver's seat. See Illust. 3A.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, Illusts. 3 and 3A are on page 3.

A variety of extra equipment and accessories is available. Refer to page 134. Operating and maintenance instruction on these items is included in the instructions for operating or maintaining the tractor. Disregard instructions for equipment not on your tractor.

HITCHING TRAILING EQUIPMENT TO THE TRACTOR

Do not attempt to pull when the drawbar is removed.
Drawbar bolts must be kept tight.
All hitches for trailing-type equipment must be attached to the drawbar.

Caution! All hitches for trailing-type equipment must be attached to a vertically adjustable drawbar or a swinging drawbar as outlined in the following instructions. Do not attach to any other location on the rear of the tractor.

The swinging drawbars are free to swing the entire width of the support bar or, when desired, can be locked in a stationary position.

When using a swinging drawbar to pull trailing-type equipment which does not require close positioning, the drawbar tongue may be left free to swing, making steering under load easier both on the straight-away and when turning and permitting shorter turns in working small or irregular fields.

Note: The swinging drawbar must be locked in the center position for power take-off operation of trailing-type equipment.

When using a long chain or cable to hitch the tractor to the load, drive the tractor forward slowly until all slack is taken out.

VERTICALLY ADJUSTABLE DRAWBAR

To raise or lower the drawbar (Illustr. 47) remove the drawbar brace bolts from the drawbar and reposition the braces at the holes in the drawbar most suitable to the height desired for hitching the equipment. Replace the bolts and tighten them securely.

On the International 756 Tractor equipped with 16.9-30 rear tires, rotate the drawbar brace brackets 180 degrees to their upper position to obtain the proper drawbar heights above-ground.

The belt pulley drive unit (if so equipped) can be left on the tractor when doing drawbar



Illustr. 47
Vertically adjustable drawbar.

work in all drawbar positions, except the highest. When operating the tractor with the drawbar in the highest position, the entire belt pulley drive unit must be removed.

On tractors with the fixed-type drawbar, the standard 14-inch or 16-inch hitch distance may be obtained by using the available extension plate.

SWINGING DRAWBAR

The swinging drawbar is free to swing the entire width of the support bar or, when desired, can be locked in a stationary position.

When using a swinging drawbar to pull trailing-type equipment which does not require close positioning, the drawbar tongue may be left free to swing, making steering under load easier both on the straight-away and when turning and permitting shorter turns in working small or irregular fields.

TROUBLE SHOOTING

Possible Cause

Possible Remedy

ENGINE OPERATES IRREGULARLY OR KNOCKS - Continued

Combustion knocks (diesel engine)	*
Carburetor setting incorrect (gasoline and LP Gas engines)	Adjust; see "Carburetor" on pages 14 and 18.
Injection pump out of time (diesel engine)	*
Poor grade fuel or water in fuel	Drain and use a good grade of clean fuel.
Engine overheating	Check the cooling system and fan belt; adjust the radiator shutter if used; see "Engine Overheats" on page 111.
Engine valves at fault	Check the valve clearance. See pages 79 and 80. *
Air leaks around intake manifold.	Check the gasket and tighten the nuts.
Air intake restricted.	Service the air cleaner.
Air in fuel lines (diesel engine)	Check connections and vent the fuel system.
Engine smokes (gasoline and LP Gas engines)	Check the fuel delivery at the carburetor.
	Check for worn piston and rings. *
Engine smokes (diesel engine)	Engine overloaded. Reduce the load. Check the lubricant used. Check the injection pump timing. See smoke table on page 23. *
Excessive carbon in the engine	*
Loose piston pin or bearings	*
Broken rings or loose pistons.	*
Worn connecting rod and main bearings	*
Governor sticking or needs adjustment (gasoline and LP Gas engines)	Adjust; See "Governor Adjustment" on page 81. *
Injection pump governor out of adjustment (diesel engine)	Adjust; See "Governor Adjustment" on page 82. *

LACK OF POWER

Engine speed control lever not advanced.	Advance the engine speed control lever.
Engine cold or overheated	Run the engine until warm before putting it under load. Check the cooling system. *
Engine overloaded	Reduce the load.
Engine knocks excessively.	Use good fuel; also check the timing. *
Governor not working properly.	See "Governor Adjustments" on pages 81 and 82.
Poor compression	Service the valves and piston rings. *
Injection nozzle valves dirty or stuck (diesel engine)	Use clean fuel. *
Poor fuel or too lean a mixture (gasoline and LP Gas engines)	See "Carburetor" on pages 14 and 18.
Poor fuel (diesel engine)	Use correct fuel; see the "Lubrication Table" on page 119.
Fuel lines or strainer obstructed (gasoline engine)	Clean; see page 13.
Fuel filter obstructed (diesel engines)	Replace filter; see pages 23 and 24.
Fuel filter clogged (LP Gas engine)	Replace element; see page 18.
Air in fuel lines (diesel engine)	Check connections and vent the fuel system.
Fuel tank air vent closed (gasoline and diesel engines)	Open the vent in the cap.
Exhaust pipe clogged	Clean out.
Air cleaner clogged or air leakage between carburetor and engine (gasoline and LP Gas engines)	Clean the air cleaner as instructed on pages 58 to 60. Tighten the carburetor and manifold mounting nuts.

*See your International Harvester dealer.

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