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MANUAL PREVIEW

International Harvester

Operator's Manual
for FARMALL

F-20

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Operator's Manual

Farmall F-20**Starting Serial Numbers**

1932.....	501
1933.....	1251
1934.....	3001
1935.....	6382
1936.....	32716
1937.....	68749
1938.....	105597
1939.....	130865
1940.....	135700

Farmall F-30**Starting Serial Numbers**

1931.....	501
1932.....	1184
1933.....	4305
1934.....	5526
1935.....	7032
1936.....	10407
1937.....	18684
1938.....	27186
1939.....	29007

Farmall Regular**Starting Serial Numbers**

1924.....	501
1925.....	701
1926.....	1539
1927.....	5969
1928.....	15471
1929.....	40370
1930.....	75691
1931.....	117784
1932.....	131872

Paint Codes**Ag Farmall Antique Red (to 1981)**

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

Farmall Regular Gray

Tisco.....	TP112QT (Quart)
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Instruction

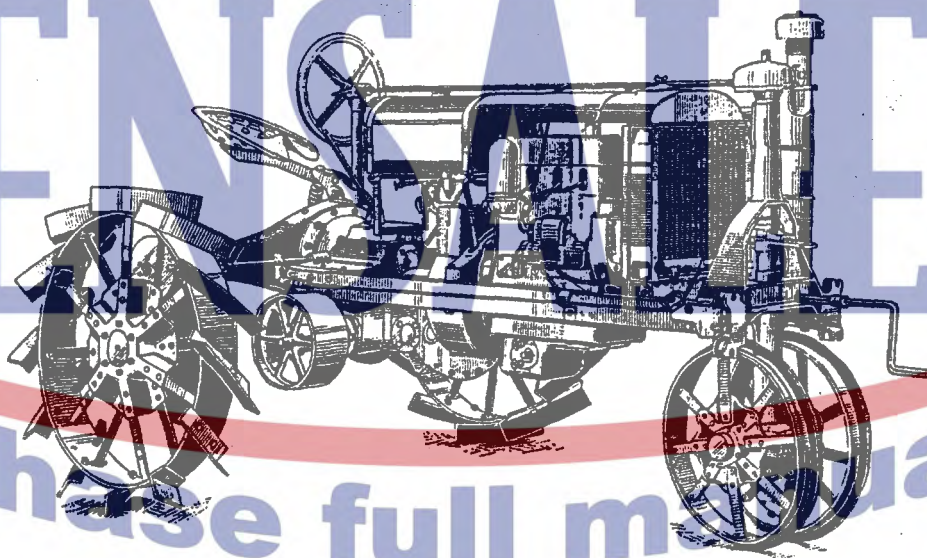
Book

McCormick-Deering

Farmall Tractor

Model F-20

(Regular, Narrow Tread and Fairway)



including sectional views and parts list

**Important
TO OWNERS OF MODEL "F-20" FARMALL TRACTORS—**

This book has been prepared and is furnished for the purpose of giving the user as much information as possible pertaining to the care and operation of this machine. The owner is urged to read and study this instruction book and if ordinary care is exercised, he will be assured of satisfactory service.

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**INTERNATIONAL HARVESTER COMPANY
INCORPORATED**

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CHICAGO, U. S. A.

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ILLUSTRATIONS AND INSTRUCTIONS FOR ADJUSTMENTS AND OVERHAULING

This section contains instructions and illustrations pertaining to certain simple adjustments and replacements which can readily be made. However, the owner should consult the dealer before attempting a general overhauling or when any mechanical difficulties occur, as he has the necessary equipment for doing the work.

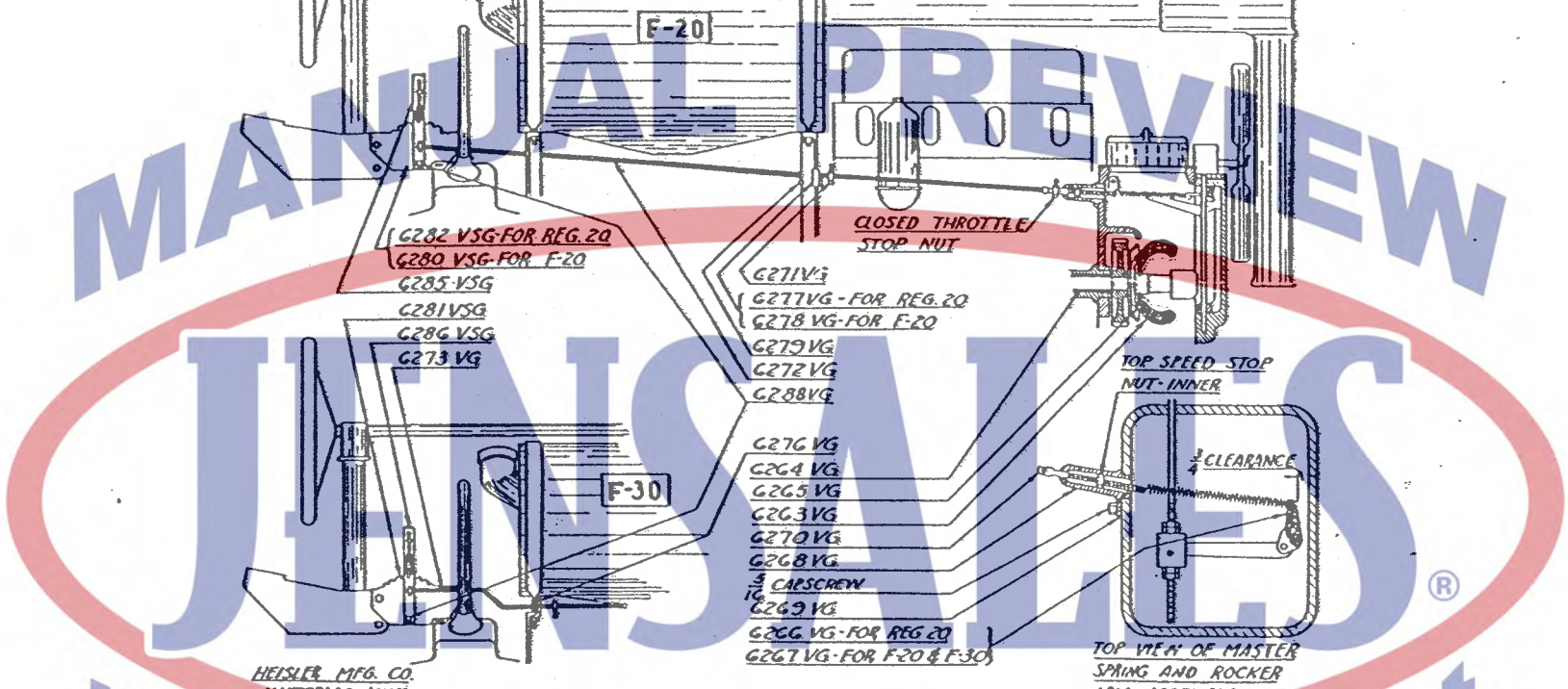
Remember—Overhauling and repairing are best done by an expert mechanic.

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1. Attach notched lever bracket No. 6280VG or 6282VG to large bolt

- in seat post. Use the upper bolt on the F-30 and the F-20 being sure that the notches are up and holes down. The front end is fastened to the right gas tank bolt on the regular 20 and to the shifter lever cap on the F-20 and the F-30.

2. a. Remove oil filler cap and unhook master spring.
b. Remove the outer throttle rod hook nuts and slide rod out of rocker arm.
c. Loosen oil pipe from side of governor case toward fan.
d. Remove front governor cover by taking out cap screws.
3. a. Remove rocker arm from front cover of governor by driving out pin at top of cover and pulling out the brass shaft on which the rocker arm turns.
b. Remove master spring from rocker arm by means of driving out pin in top of rocker arm over which the spring hooks. Pin must be driven from the bottom up with a small punch.

4. Put the two and one-half inch master spring extension block No. 6266VG or 6267VG in the slot of the rocker arm where the master spring originally was and replace the pin. Be sure that the pin is level with the top of the rocker arm. Care must be taken in inserting the extension block No. 6267VG in slot of rocker arm that the slot where the extension block bears against the rocker arm is filed flat, so that extension block will protrude level from the slot on rocker arm. Care must be taken that extension block is filed where it bears against the slot of the rocker arm to allow three-fourths of an inch space back of the extension block at the outer end between the end of the block and the governor cover. The said three-fourths of an inch is to be measured with the governor cover assembled and lying flat on its back with the rocker arm sticking straight upward. Place the long loop end of the master spring in slot of the extension block with the $\frac{1}{4}$ " cotter pin being sure that the tails are up and the head is underneath. Spread the tails down flat and cut off short. If cotter pin is put in wrong it must be changed at once. If the tails are left too

long they will hit on the inside of the cover and prevent the tractor from idling.

5. To change the weights No. 6263VG the governor shaft assembly will have to be removed. First, remove magneto and couplings. Take off magneto shaft nut and drive off shaft coupling with a punch or dull chisel. Do not bend or batter flange. If governor shaft is loose, put new bronze bushing No. 6264VG (furnished for R-20 only) in governor bracket.
6. Remove old governor weights and springs. Put in new bronze weights and fasten. If governor weight pins No. 6265VG are worn on either end or elsewhere, replace with new pins 6265VG. See that the new weights 6263VG do not bind. Move them and see that they act freely.
7. Remove speed changing adjustment from governor housing and replace with new bronze speed change body No. 6268VG assembly. The inner master stop nut is located inside the bronze speed change body. It must be one inch from inner or small end of bolt which is an approximate setting. The master spring should not be hooked up until the very last thing. Outer stop nut with set screw must be set with closed throttle with very little tension on master spring, just enough so it will not unhook. Hook must be bent partly shut.
8. Hook long control rod No. 6272VG to master lever No. 6285VG last, after it has been put through the rod guide clamp No. 6277VG or 6278VG on gas tank bracket. The rod guide No. 6277VG or 6278VG clamps on the right front on F-20's and regular Farmalls and on the right rear gas tank strap bolt on F-30's. Guide clamp No. 6276VG allowing rod No. 6273VG to pass between gas tank and strap. Rod 6273VG also passes beneath Purolator base on F-30's and on top of Purolator base on F-20 and R-20. F-30 control rods install from the rear and F-20 and R-20 from the front. The rear end control rod nut on the master control rods must be between bracket and the lever on the inside.
9. Master stop nut No. 2, which is on control rod, must be on front side of rod guide clamp and must be set to stop against clamp when top maximum speed setting is made. Engine top speed should be taken with speed indicator on magneto.
10. With control rods hooked up the speed may be changed by removing "A" cap screw and turning adjuster body No. 6268VG. To the right for less R. P. M. and to the left for more R. P. M.

CAUTION—NEVER RUN SPEED OVER 1350 R. P. M. Have speed checked by I. H. C. mechanic. Excessive speeds are destructive.