



CLICK ANYWHERE FOR MORE DETAILS

MANUAL PREVIEW

International Harvester

Operator's Manual

175

Track Loader

purchase full manual at

JENSALES.COM

or Call 800-443-0625



CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF
INTERNATIONAL HARVESTER OR IT'S SUCCESSORS. INTERNATIONAL HARVESTER AND IT'S SUCCESSORS
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

Operator's Manual

IH-O-175 TL

Operator's Manual

CLICK ANYWHERE FOR MORE DETAILS



MANUAL PREVIEW

**INTERNATIONAL®
MODEL**

175

LOADER

purchase full manual at

JENSALES.COM

or Call 800-443-0625

CLICK ANYWHERE FOR MORE DETAILS

INTERNATIONAL HARVESTER COMPANY

180 North Michigan Ave.

Chicago 1, Illinois, U.S.A.

CONTENTS

	Page		Page
INTRODUCTION	2, 3	MAINTENANCE - Continued	
Serial numbers	2	Engine oil cooler	31
Shipping instructions	2, 3	Water pump	31
Moving a disabled loader	3	Generator, water pump and	
		fan belts	31, 32
DESCRIPTION	4 to 8	Air cleaner	32 to 34
Specifications and capacities	4, 5	Air filter service	
Operating controls and		indicator	32
instruments	5 to 8	Cleaning the dust cup	32
OPERATION	9 to 14	Cleaning the element	33, 34
Before starting and operating		Air intake cap	34
a new loader	9	Engine lubricating oil filters	34 to 36
Lubrication when shipped	9	Crankcase breather	36
Precautions	9, 10	Transmission, torque con-	
Preparing the loader for each		verter and hydraulic steer-	
day's work	10	ing booster oil filters	36, 37
Operating the loader	10, 11	Pressure filter	36, 37
Instrument check	12	Suction and safety filters	37
Driving the loader	12 to 14	Valve clearance adjustment	37
Starting to drive	12, 13	Electrical system	38 to 41
Shifting gears	12	Wiring diagram	38, 39
Steering the loader	13	Regulator	40
Locking both tracks	14	Generator	40
Downgrade operation	14	Cranking motor	40
Operating over an obstruction	14	Light fuse	40
Stopping the loader	14	Storage batteries	40, 41
Stopping the engine	14	Fuel system	41 to 43
SCHEDULED MAINTENANCE	15 to 26	Fuel injection pump	41
Scheduled	15, 16	Priming and venting the	
Periodic	16	fuel system	41
Lubrication	16, 17	Draining water from the	
Lubrication guide	18, 19	fuel tank	42
Loader lubrication points	20 to 26	Fuel filter elements	42, 43
		Fuel strainer	43
MAINTENANCE	27 to 51	Turbocharger	43 to 45
Preparing for cold weather	27, 28	Air shut-off and ether injector	45
Preparing for hot weather	28	Automatic decelerator	
Cooling system	28 to 31	adjustment	45, 46
Removing the radiator cap	28	Steering clutches and	
Radiator pressure relief		brake adjustments	46 to 48
valve	29	Track assemblies	49, 50
Cleaning the radiator core	29	Storing the loader	50
Thermostat	30, 31	Preparing stored	
		loaders for service	50, 51

or Call 800-443-0625

Locking Both Tracks

When both steering levers are simultaneously pulled all the way back, the braking action "locks" both tracks.

NOTE: Never pull both steering levers all the way back to stop the loader unless the loader is moving very slowly. Use the foot brake to slow down or stop the loader.

Downgrade Operation

Before going downgrade, select the proper transmission gear range, which will provide a safe loader speed without overspeeding the engine. Steering is handled in the same manner as when traveling on level ground with or without a load.

NOTE: In steep downhill operation, decelerate the engine and use the foot brake if necessary to reduce the speed of the loader and prevent overspeeding the engine.

Operating Over an Obstruction

When driving over a log or ditch bank, use the decelerator to decrease the engine speed to slow down the loader. Proceed slowly forward at an angle until the loader balances on top of the obstruction; then slowly proceed over and down. If the load is light, it may be necessary to use the foot brake.

Stopping the Loader

1. Decelerate to low idle;
2. Move the transmission gear selector lever into "NEUTRAL" (Illust. 14) and lock it there by placing the selector lock lever in the "ON" position (Illust. 10). Apply the foot brake to stop the loader.
3. After the loader has been stopped, apply the foot brake and lock (to lock the foot brake, depress the pedal as far as possible and lift up on the lock lever; remove the foot from the brake pedal and the lock will hold the pedal in the applied position). (Illust. 15.)

NOTE: If the loader is to be parked on a slope during extremely cold weather, secure the loader with blocks. Do not lock the brake.



Illust. 15
Engaging the foot brake lock.

4. **PARKING ON A SLOPE ONLY:** Park the loader at a right angle to the slope. Secure the tracks with blocks (front and rear). Lower the bucket and rear mounted equipment (if so equipped) to the ground to obtain additional stability.

NOTE: Parking on a steep slope is not recommended.

Stopping the Engine

1. Operate the engine at half throttle (no load) for three to five minutes. This will aid in cooling the engine and turbocharger before final shut-down.

NOTE: Serious damage can result to the engine and turbocharger if the above step is neglected.

2. Move the engine speed control lever down to the shut-off position (all the way down).
3. Pull up the electrical system master switch handle, and turn the handle 45 degrees to the left or right to cut out the electrical system. (Illust. 9.)

NOTE: This is recommended when the engine is to be shut down at the end of each day or as a protection when the operator leaves the loader unattended.

10. Install the new oil filter case gaskets (2) in the oil filter header (1).

11. Install the filter cases. Tighten case retainer bolts (13) (refer to "Torques" on page 4 for specified torque), and be sure the cases are seated squarely in the filter case header.

12. Move the engine speed control lever up to the first or second notch. Start the engine. Allow the engine to run with the engine speed control lever in this position for five to ten minutes to allow thorough distribution of the lubricating oil. The engine must not be placed under load until normal oil pressure is reached. After the engine starts, check the filter cases for leaks.

CRANKCASE BREATHER

The crankcase breather is located in a compartment in the left front side of the cylinder head. To clean the breather element, proceed as follows:

1. Remove the three cap screws securing the breather cover to the cylinder head and lift off the cover and gasket from the cylinder head.
2. Remove the breather element from the cylinder head and wash it in kerosene or diesel fuel; then dry thoroughly.
3. Check the breather pipe to be sure it is not plugged or restricted.
4. Install the element into the cylinder head.
5. Using a new gasket, install and secure the breather cover to the cylinder head.

TRANSMISSION, TORQUE CONVERTER AND HYDRAULIC STEERING BOOSTER OIL FILTERS

The transmission, torque converter and hydraulic steering booster filters, (suction, pressure and safety) must be serviced at the intervals indicated on the "LUBRICATION GUIDE" on page 19.

Pressure Filter (Illust. 37)

To gain access to the pressure filter, remove the rear platform from the operator's compartment.

1. Unscrew the hold-down bolt and remove the case from the filter base.
2. Remove and discard the old element.



Illust. 37

Pressure and suction filters.

3. Remove the filter case spring from the case and rinse the case and spring thoroughly in kerosene or diesel fuel.
4. Inspect the filter case gasket for damage and replace it with a new one if necessary. When in doubt, always install a new gasket.
5. Install the spring and new element in[®] to the case.
6. Install the case to the base and draw the case up tight with the hold-down bolt. (Refer to "Torques" on page 4 for specified torque.)



Illust. 38

Safety filter.

TRACK ASSEMBLIES

Tightening Track Shoe Bolts

On a new loader, check the track shoe bolts after every 10 hours of operation until it becomes evident that the bolts have taken a "set." For the specified torque, refer to "Torques" on page 4.

The bolts used for attaching the track shoes to the tracks are heat-treated alloy bolts and they will stand considerable tightening strain. Ordinary bolts must not be used.

While tightening the bolts, it is well to strike the head of each bolt several sharp hammer blows; then retighten.



CAUTION: As a safety measure, use goggles to protect your eyes while striking the bolts.

Checking Slack in the Track Chain

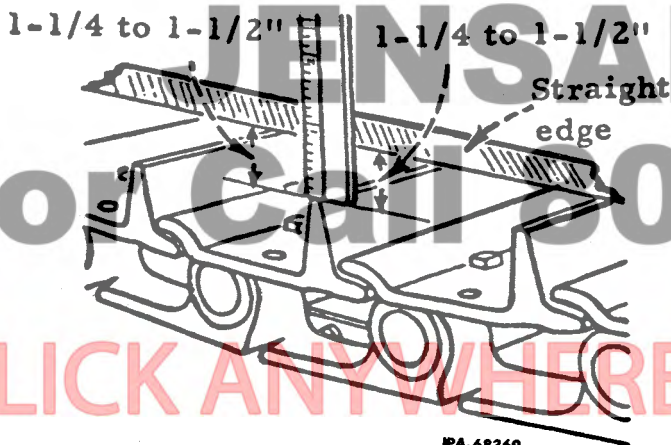
If the track chain is too loose, it may have a tendency to climb the sprocket when backing the loader.

When the track adjustment is either too tight or too loose, it causes undue wear on the track links, pins, bushings and bearings, and also on the front idler bearings.

1. Place a wooden block, approximately one foot in height, under the foremost track shoe lug.

2. Start the engine and move the loader just enough so the sprocket drive tightens the track chain along the ground and around the sprocket.

3. Lock the brake and stop the engine.



Illust. 48

Checking slack in track chain.

4. Place and lock the transmission gear selector lever in the "NEUTRAL" position.

5. Stand on the track between the front idler and track idler. This will pull the track chain tight around the idlers and accumulate all the slack at this point.

6. Place a straightedge on the track and check the slack as shown in Illust. 48. If the clearance is more than 1-1/4 inch or less than 1-1/2 inch, adjust the track tension.

Adjusting Track Tension (Illust. 49)

Track chain tension is controlled by a hydraulic cylinder. The front idler is forced forward for track adjustment by installing chassis lubricant into the hydraulic cylinder, under pressure, with the standard type bucket or hand lubricator.

1. Remove the track frame access hole cover.

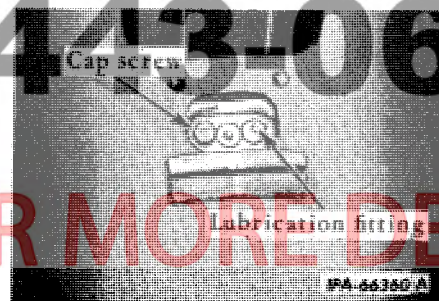
2. Connect the lubricator nozzle to the lubrication fitting inside the cover opening.

3. Determine the amount of adjustment necessary and add lubricant to obtain the proper track chain tension. It is advisable to move the loader forward and backward slightly to be sure the correct tension has been obtained.



CAUTION: The pressure in this system is held by the lubrication fitting and the cap screw ball. A loose or improper thread fit of either of these parts can allow them to eject under the pressure of the lubricant, causing possible injury. When adjusting track tension, never loosen the cap screw more than one full turn and never remove either the cap screw or lubrication fitting when under pressure.

Continued on next page.



Illust. 49

Hydraulic track adjuster.