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International Harvester Operator's Manual WD-6 & ID-6

Operator's Manual

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180 North Michigan Ave.

Chicago 1, Illinois, U.S.A.

WAR QUALITY FARM TIRES

- (1) Use these tires with extreme care.
- (2) They are of war quality materials as stipulated by government regulations.
- (3) To insure the maximum hours of service, watch the tread lugs—if they wear down too fast, immediately add more weight to cut down slippage.
- (4) Keep tractor tires properly inflated—28 pounds in front and 12 pounds in rear tires except when plowing. Then furrow wheel tire should be inflated to 16 pounds. Do not over-inflate as this will result in fast tread wear. Be sure to reduce high shipping pressures.
- (5) Maintain inflation pressure in implement tires as shown in instruction book.
- (6) When not in use the tractor or implement should be stored so that the tires are protected from the light.
- (7) If not in use for long periods, store tractor or implement so that load is off tires.
- (8) For certain severe operating conditions it may be advisable to use steel wheels for the duration.
- (9) Avoid stumps, stones, deep ruts and other hazards.
- (10) Do not load these tires beyond their rated capacity.
- (11) Maximum speed for highway use should not exceed 20 M.P.H. For farming operations a maximum speed of 10 M.P.H. is recommended.

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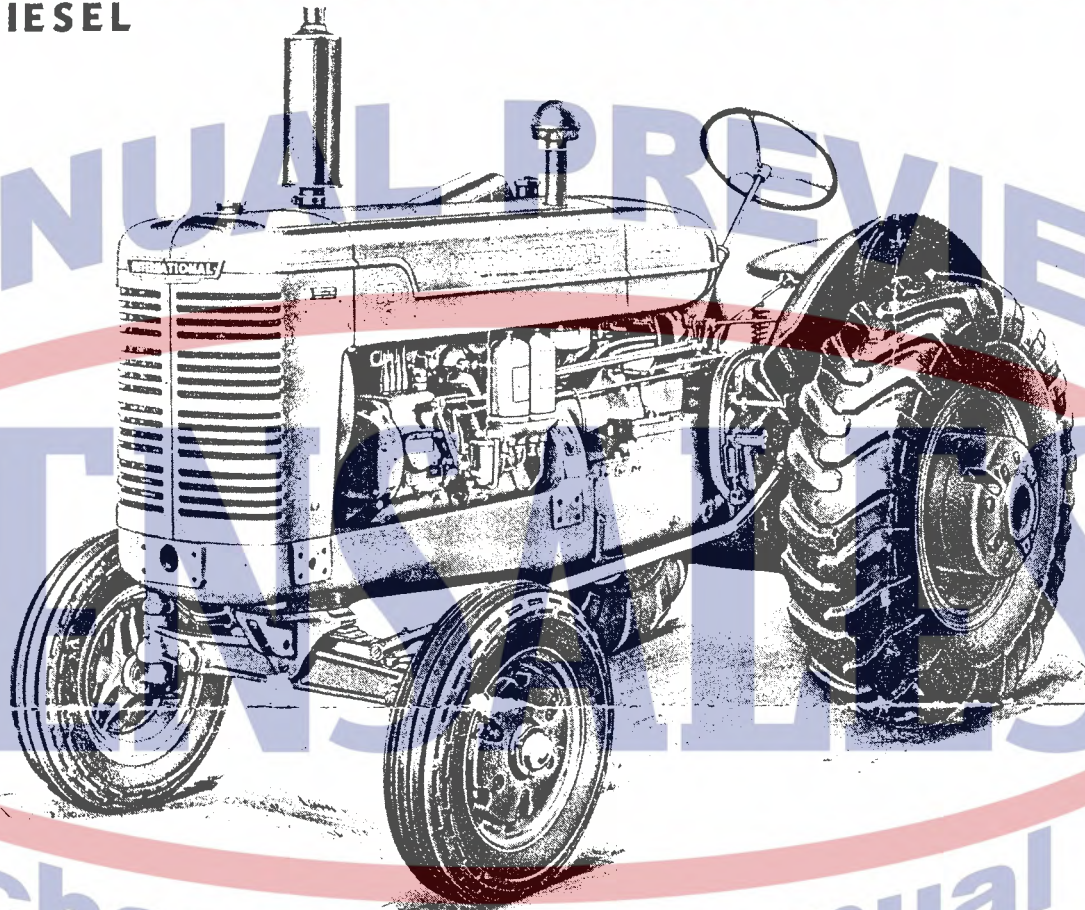
180 NORTH MICHIGAN AVE.

CHICAGO 1, ILLINOIS, U.S.A.

INTERNATIONAL

ID-6 Industrial Tractor

DIESEL



International ID-6 Diesel Tractor with front and rear wheel weights, muffler attachment, and side power take-off attachment.

THIS rugged tractor, with its famous International quick-starting, *full* Diesel engine developing $38\frac{1}{2}$ h.p., is a popular size for a long list of jobs. Its flexible, versatile, low-cost power proves profitable for contractors, cities, villages, counties, townships, airports, parks, cemeteries, golf courses, railroads, public utilities, factories, foundries, docks, warehouses, terminals, lumber and building-supply yards, stock yards, race tracks, etc.

The ID-6 handles a wide variety of construction, maintenance, materials-handling, and transportation work. It can power equipment such as maintainers; front-end shovels and loaders; road rollers; disk harrows and mixers for mixed-in-place roads; roll-over scrapers; cross-walk snow plows; tampers; brushes and sweepers; cranes and hoists; winches; trailer-trains; mowers; and rock crushers.

Individually controlled rear and side power take-off (or belt pulley) are available for this unit, as is various wheel and tire equipment. Ample provision is made for mounting various allied equipment.

The design and construction of the ID-6 assures maximum work capacity at the drawbar and power take-off. The selective, sliding spur-gear transmission; heavy-duty, four-pinion type differential; and final

drive are mounted on ball bearings. The differential is located on the countershafts ahead of the rear axle where it is subjected to less than $\frac{1}{2}$ as much turning effort as would be necessary if it were mounted directly on the axle. Five forward speeds, a foot accelerator, and countershaft brakes that can be used individually or together are among the operating features of this tractor.

The ID-6 can be cranked by hand as easily as a gasoline engine of corresponding size. It starts as a gasoline engine and in a minute or two is converted to *full* Diesel operation. This conversion is accomplished by one lever at the operator's platform.

The International fuel-injection system, with its temperature-controlled, precombustion chambers, and compact, accessible injection nozzles, provides outstanding efficiency and fuel economy. Other engine features include replaceable cylinders; replaceable, precision-type bearings; Tocco-hardened crankshaft; full-pressure lubrication; fuel and oil filters; air cleaner; and centrifugal water pump cooling system with by-pass thermostatic control.

The helpful after-sale service provided by International Harvester for all of its products is available to the owner of the ID-6.

SPECIFICATIONS

INTERNATIONAL MODEL ID-6 (4-Cycle Diesel) INDUSTRIAL TRACTOR

Horsepower—Maximum values from observed performance corrected to sea level barometric pressure (29.92 inches of mercury) and 60° Fahrenheit, according to standard rating code:

Drawbar horsepower.....32
Belt horsepower.....36

****Maximum Drawbar Pull** in pounds at rated governed engine speed under average sea level atmospheric temperature and barometric conditions:

	Single Rear 13.00-24 Tires	Dual Rear 13.00-24 Tires
First Gear.....	4,100	5,150
Second Gear.....	3,300	3,265
Third Gear.....	2,225	2,190
Fourth Gear.....	1,510	1,475
Fifth Gear.....	660	620

Maximum drawbar pull available without excessive drive wheel slippage depends on ground conditions, traction, and tractor weight. Drawbar pulls given above are for tractors operating on level, dry concrete with equipment and weight as follows:

(1) **SINGLE REAR 13.00-24 TIRES:** Two wheel weights on each rear wheel; liquid weight in rear tires; and including water, fuel, and operator.
Weight: Front end, 2,125 lbs. Rear end, 4,940 lbs. Total, 7,065 lbs.

(2) **DUAL REAR 13.00-24 TIRES:** One wheel weight on each front wheel; three wheel weights on each rear wheel; liquid weight in rear tires; and including water, fuel, and operator.
Weight: Front end, 2,125 lbs. Rear end, 6,205 lbs. Total, 8,330 lbs.

*Tractor weight is inadequate for maximum drawbar pull. When tractor is equipped as in item (2) above and carries an additional 600 lbs. of rear end weight it will deliver a maximum pull of 5,650 lbs. in first gear.

**Torque characteristics of International engines are such as to provide extra lugging ability when engine speed is pulled down by overload. With adequate tractor weight and traction this extra lugging ability results in a considerably greater drawbar pull in each gear than that shown for rated governed R.P.M.

Speeds—Computed at rated governed engine r.p.m. and with standard-size rear tires:

	M.P.H.	F.P.M.
First.....	2.2	194
Second.....	3.6	316
Third.....	5.3	466
Fourth.....	7.4	651
Fifth.....	14.3	1,258
Reverse.....	2.6	229

A range of speeds is obtainable in each gear with variations of governor control setting or with accelerator. Rear tire size, of course, affects speed.

Engine—Valve-in-head type:

*Engine horsepower (net at flywheel) at rated r.p.m.....38.5

Rated governed speed, r.p.m.....1,450

*Engine torque at rated governed speed, lbs.-ft.....139

*Maximum torque when engine is pulled down by overload, lbs.-ft.....158

Engine speed at maximum torque, r.p.m.....800

Number of cylinders.....4

Bore and stroke, in.....3 $\frac{7}{8}$ x 5 $\frac{1}{4}$

Piston displacement, cu. in.....247.7

Piston speed, ft. per min.....1,269

S.A.E., N.A.C.C., or A.M.A. horsepower rating for tax purposes.....24

*Corrected to sea level barometric pressure (29.92 in. of mercury) and 60° Fahrenheit, according to standard rating code.

Governor—Own, flyball, variable-speed type, controlled by accelerator or hand lever.

Fuel.....Diesel

Engine Lubrication—Crankshaft, connecting rods, camshaft, and valve rocker levers.....Full Pressure

Crankshaft—Tocco-hardened:

Number of main bearings.....5

Diameter, main bearings, in.....3 $\frac{3}{4}$

Total length, main bearings, in.....7.72

Weight, lbs.....130

Engine Clutch—Single plate:

Diameter, in.....11

Tire Dimensions, in.:

Pneumatic tire size (Other sizes available)

Front wheels.....6.00-16, 4 ply

Rear wheels.....13.00-24, 6 ply

Rolling radius, rear tires, approximate, in.....23.1

Liquid capacity of each rear tire (approx.) lbs. (to -20° F.) 390

Tractor Dimensions, in.:

Wheelbase.....76 $\frac{1}{4}$

Tread, front wheel.....46 $\frac{3}{4}$

rear wheel.....50

*rear wheel with dual tires.....66 $\frac{1}{8}$

Length overall.....125 $\frac{1}{4}$

Width overall, single rear wheels.....64

dual rear wheels.....96 $\frac{1}{8}$

Height overall.....68 $\frac{1}{4}$

Minimum ground clearance:

Under front axle.....147 $\frac{7}{8}$

Under rear main frame.....13

Under drawbar in upper adjustment.....111 $\frac{1}{2}$

Pintle-hook drawbar adjustments above ground, in.....10 $\frac{1}{4}$, 13 $\frac{1}{4}$, 16 $\frac{1}{4}$

Turning radius (clearance):

Single rear wheels without braking, ft.....12 $\frac{3}{4}$

Dual rear wheels without braking, ft.....14

Single rear wheels with braking, ft.....11 $\frac{3}{4}$

Dual rear wheels with braking, ft.....11

*Measured to centers between dual tires.

Total Reduction Ratios—Engine to Rear Axle:

First Gear.....92.25

Second Gear.....54.62

Third Gear.....37.90

Fourth Gear.....26.79

Fifth Gear.....13.89

Reverse.....77.01

Drive Bevel Gear Ratio.....2.47

Final Drive Gear Ratio.....5.62

Capacities—(U.S. Standard Measures):

Cooling system, gal.....6 $\frac{3}{4}$

Fuel tank, gal.....21

Starting tank, gal.....7 $\frac{7}{8}$

Engine lubrication, qts.....9

Transmission and differential case, qts.....13

Weight Distribution, with water in the cooling system but without fuel or wheel weights:

Front, lbs., with single rear tires.....2,005

Rear, lbs., with single rear tires.....3,170

Front, lbs., with dual rear tires.....2,005

Rear, lbs., with dual rear tires.....4,930

Shipping Weights—(Approximate Pounds):

Single rear wheels.....5,120

Dual rear wheels.....6,880

Wheel Weights—(Special Equipment):

Front, weight per set of 2, lbs.....79

Rear, weight per set of 2, lbs.....288

Belt Pulley—Side: (Special Equipment):

Diameter and Face, in.....11 x 7 $\frac{1}{2}$

R.P.M. at rated engine speed.....899

Speed, ft. per minute.....2,588

Power Take-off—(Special Equipment):

Side power take-off, r.p.m.....899

Rear power take-off, r.p.m.....641

Specifications subject to change without notice.

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180 NORTH MICHIGAN AVE.

CHICAGO 1, ILLINOIS

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SPECIFICATIONS

Capacities (U. S. Measure)

Air cleaner oil cup	Approx. 2-3/4 pts.
Fuel tank	Approx. 20-1/2 gals.
Gasoline tank	Approx. 7/8 gal.
Water cooling system	Approx. 6-3/4 gals.
Crankcase pan	Approx. 9 qts.
Injection pump (Bosch)	Approx. 3/8 pt.
Injection pump (IH)	Approx. 1/2 pt.
Steering gear housing	Approx. 1-1/2 pts.
†Transmission and differential case	Approx. 13 gals.

† Also see lubrication chart.

Engine (Diesel Type)

Cylinders	4
Bore	3-7/8 in.
Stroke	5-1/4 in.
Engine speed (governed) (maximum full load)	1450 rpm.
*Power take-off shaft speeds (clockwise rotation):	
Maximum - full load	537 rpm.
Low idle - no load	185 rpm.
Fast idle - no load	596 rpm.
Fuel injection pump	IH or Bosch
Carburetor - IH type (dual manifold starting)	
Magneto (counterclockwise)	IH Type H-4
Spark plug	Gap .020 in. to .025 in.
Valve clearance (engine hot)	.017 in.

Clutch and Belt Pulley

Single plate, dry disk (spring loaded)	11 in.
*Pulley speeds:	
Low idle - no load	310 rpm.
Fast idle - no load	998 rpm.
Maximum - full load	899 rpm.
*Belt speed (with 11-inch pulley)	2588 ft. per min.
*Pulley diameter	11 in.
*Pulley face	7-1/2 in.
* Special - furnished when ordered.	

Foot Brakes

External contracting on drums.

Transmission (Five Speeds)

(Based on 13-30 pneumatic tires)

Speed (miles per hour)	1st	2-3/8
	2nd	3-3/8
	3rd	4-3/8
	4th	5-3/8
	*5th	15-7/8
	Reverse	2-7/8

* 5th speed locked out when using steel wheels.

Wheels and Tread

Front wheels (pneumatic tire size)	6.00-16*
Rear wheels (pneumatic tire size)	13-30*
Tread - front	46-3/4 in.
Tread - rear	55 in.
Wheelbase	76 in.

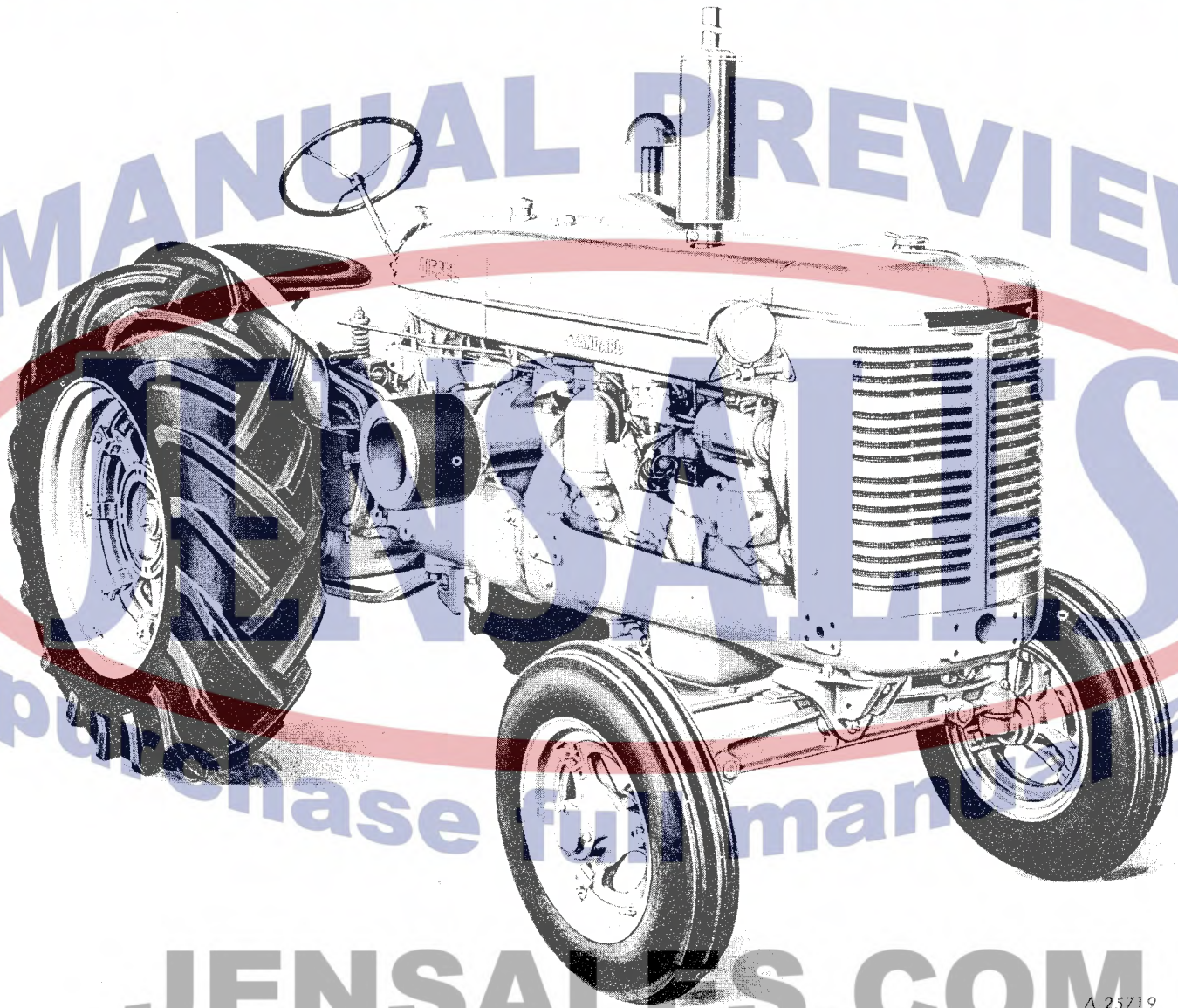
* Other pneumatic tire sizes available; also steel wheels.

General Dimensions

Length overall	125 in.
Width overall - (to outside edge of rear tires)	69-3/4 in.
Height overall (to top of air cleaner)	70 in.
Clearance under front axle	15-1/4 in.
Drawbar - vertical adjustment above ground	13-1/8 in., 17-7/8 in., 22-1/2 in.
Drawbar - lateral adjustment	9-1/8 in. on each side of center hole
Turning radius (without brake applied)	12-3/4 ft.

DESCRIPTION

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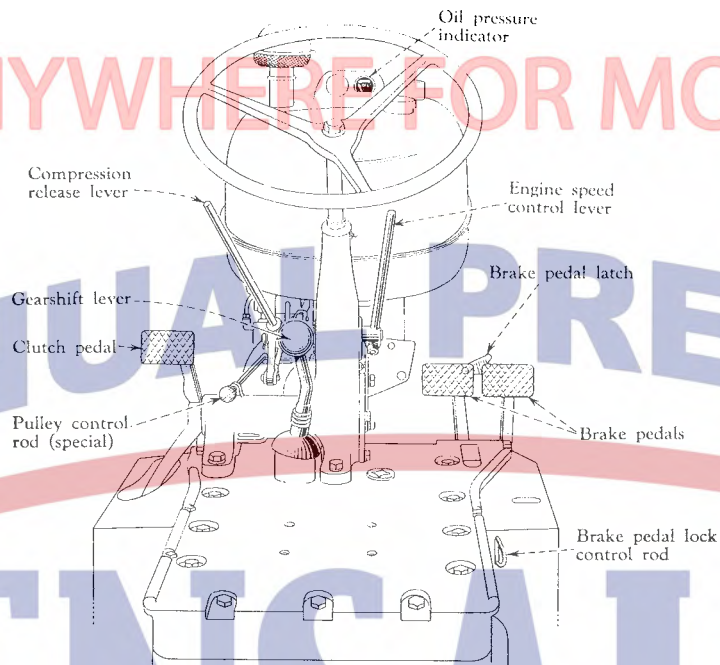
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Model WD-6 Tractor.
(Belt Pulley, Power Take-Off, Exhaust Muffler, and
Electric Starting and Lighting are Special Equipment.)

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DESCRIPTION

INSTRUMENTS AND CONTROLS



Illustr. 1
Instruments and controls.

Engine Speed Control Lever

The engine speed control lever controls the speed of the engine and when set in a given position, maintains a uniform engine speed under variable loads.

Radiator Shutter Control

The radiator shutter is not regular equipment on Diesel Tractors.

The control crank opens and closes the radiator shutter, controlling the engine temperature. Turn the crank counterclockwise to close the shutter and clockwise to open it. In cold weather close the shutter when starting the engine and adjust it as required to hold the needle of the heat indicator in the center of the "run" range for best engine performance.

Oil Pressure Indicator

The oil pressure indicator shows whether oil is circulating through the engine. The indicator needle should be in the white area (see Illustr. 7) when the engine is operating. If the indicator is not in the white area, stop the engine immediately and investigate the cause of the oil pressure failure. If unable to find the cause, consult your International Harvester dealer before operating the engine.

Heat Indicator



Illustr. 2

Heat indicator showing the needle in correct operating position.

This instrument (located on the engine hood) indicates the temperature of the liquid in the cooling system. The needle of the heat indicator should be in the center of the "run" range for best engine performance.

Clutch Pedal

The clutch pedal is used to disengage the engine from the transmission. Push the pedal all the way down to disengage the engine clutch.