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soldered into the countersunk hole in the interpole. Laying the ground wire along the interpole and making a surface joint is not secure enough. The solder will crack through in time. See that this is not the case in the subject magneto. See Illust. 93 for new type.

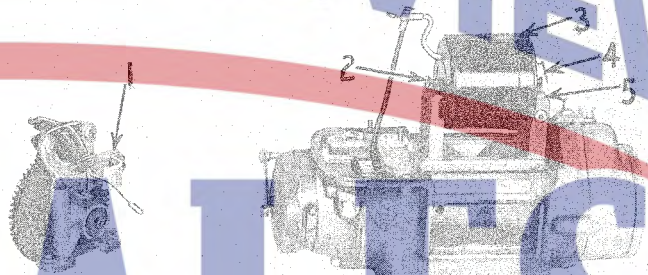
The coil housing should be a *tight press fit* between the interpoles endwise, so that it cannot shift and wear loose from engine vibration. If this happens, the ground connection, or the wire to the condenser, will crack in two. A very slight amount of motion will bring this about. Now see that this fault does not exist in the magneto being examined.

The spark is still unsatisfactory we will assume. It will then be necessary to replace the coil. It must be faulty because everything else has been gradually eliminated as the source of trouble. However, an additional check for faulty coil can be made (as given below) before removing coil from magneto.

ary wire to condenser and test lead clip "F" on any grounded part of magneto. Hold high tension test point "C" on secondary lead-out wire. Snap on vibrator switch and a strong spark should jump a 5/16" test gap.

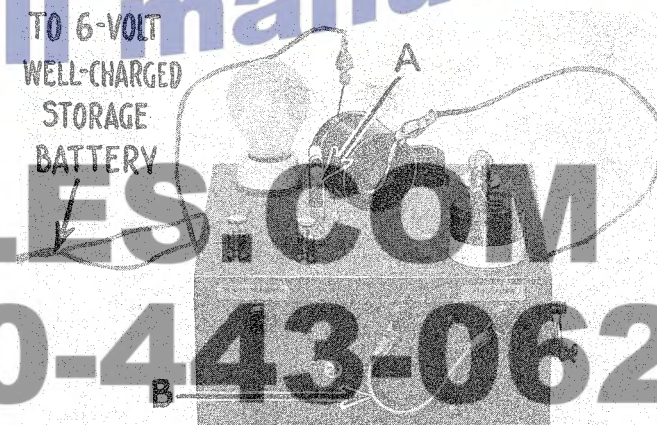
In this case the method of testing the coil while it is still on the magneto is being shown for the information it will give. The coil on the test magneto has already been proven faulty by previous checks. The coil should now be removed from the magneto and replaced with a new one.

Removing Coil From Magneto



ILLUST. 17--COIL REMOVED FROM MAGNETO.
1--DISTRIBUTOR GEAR AND BEARING. 2--COIL CORE SCREW.
3--COIL. 4--COIL GROUND WIRE. 5--INTERPOLE.

Disconnect the condenser. Then remove the distributor gear and bearing. Next, remove the coil core screws. Unsolder the coil ground wire from the interpole. Use a large soldering copper, quite hot so it can be done quickly. Pour out all extra solder from the countersunk hole. Finally force the coil upward slowly with the aid of a screw driver.



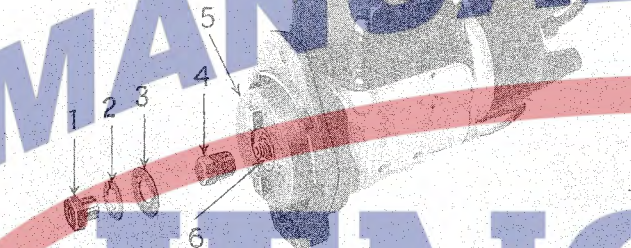
ILLUST. 18--TESTING COIL WITH COIL CORE IN PLACE WITH ELECTRICAL TEST SET.

As a final check for faulty coil, the coil may be tested while still on the magneto by connecting the electrical test set as shown. Have vibrator switch "A" in "off" position, and high tension switch connected to "armature terminal" "B." Connect high tension test point lead to "high tension terminal" "E". Turn magneto rotor until breaker points are separated and remove primary wire terminal from condenser post. Snap winding test lead clip "D" on terminal prim-

The core should always be in position in the center of the windings when testing the coil on the electrical testing

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To remove the impulse coupling insert a nail or pin through a hole (1), Illust. 110, in coupling drive member (2), locking the two elements together. Apply a socket wrench to the nut and a wrench to one of the driving lugs (3) to prevent shearing the nail or pin while removing nut. The impulse coupling may now be removed with tool No. SE-912 which screws into a thread provided inside coupling body (6), Illust. 111.

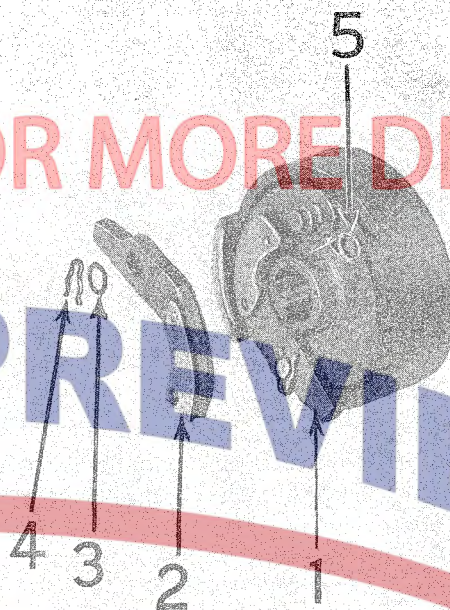


ILLUST. 111--REMOVING IMPULSE COUPLING. 1--IMPULSE NUT. 2--LOCK WASHER. 3--WASHER. 4--SERVICE TOOL SE-912. 5--IMPULSE DRIVE MEMBER. 6--THREAD ON INSIDE OF MAGNETO MEMBER.

The impulse coupling driving member (6) with impulse coupling spring (1) can readily be removed as shown in Illust. 112. The impulse coupling spring (1) should very seldom need to be removed from the driving member, but should it be necessary to remove the spring it can readily be pried out of place. To replace this spring, just compress it sufficiently to fit into the driving member as shown. Before assembling the impulse coupling member (6) with the body (7), soak the wick inside the impulse coupling spring and the felt inside retainer



ILLUST. 112--IMPULSE COUPLING REMOVED. 1--IMPULSE SPRING. 2--IMPULSE SPRING BUTTON. 3--LUG ON MAGNETO MEMBER. 4--FELT RETAINER. 5--DRIVE MEMBER HUB. 6--IMPULSE DRIVE MEMBER. 7--IMPULSE MAGNETO MEMBER.



ILLUST. 113--IMPULSE COUPLING COMPLETE SHOWING REAR SIDE OF MAGNETO MEMBER WITH IMPULSE PAWL REMOVED. 1--IMPULSE PAWL. 2--COUNTERWEIGHT. 3--WASHER. 4--RETAINING SNAP RING. 5--IMPULSE PAWL SPRING.

(4) with either light household oil or cream separator oil. Also coat inside hub (5) of the driving member with I.H.C. magneto grease. The lug (3) should be a tight fit between the hardened button (2) on each end of the impulse coupling spring. If the buttons (2) should become worn or grooved renew them.

The first H-4 magnetos were built with an impulse coupling which had a missing speed of approximately 120 R.P.M. These couplings may be identified by their construction in that they did not have the counterweight (2) added to the pawls (1), Illust. 113; these couplings did not have the two small springs (5).

The latest coupling is the type shown in Illust. 113 and has a missing speed of approximately 150 R.P.M. New couplings are used on magneto Serial No. H4-7635 and up. The new coupling has weighted pawls (1) and stainless steel coil springs (5). To secure good impulse coupling performance, it is necessary that the springs be in good condition and they should be replaced if worn or broken.

Explanation of H-4 Magneto Markings (Chart - page 55)

Serial Number

The serial number on the magneto frame will identify the magneto and give all necessary information about it by referring to the magneto chart. NOTE: A few of the first production 49094-D magnetos were issued with "XDH4-000000" on the ser-

INSTRUCTIONS AND PARTS LIST

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ROBERT BOSCH

TYPE FU-4-AR-S60 HIGH-TENSION

MAGNETO

(CLOCKWISE ROTATION)

WITH TYPE C-225 AUTOMATIC IMPULSE COUPLING

FOR

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INDUSTRIAL TRACTORS

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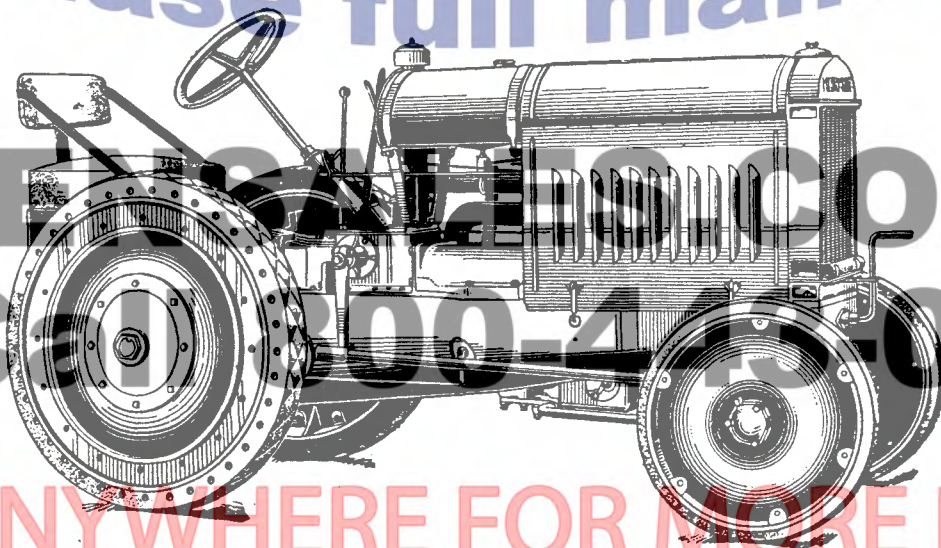
AUTOMATIC IMPULSE COUPLING

ROBERT BOSCH TYPE C-225

(Clockwise rotation)

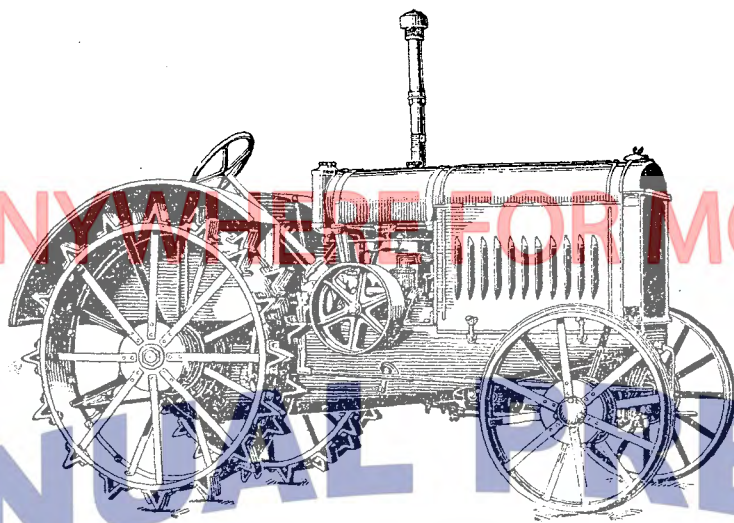
Order parts from Robert Bosch Magneto Co. Service Stations,
located in principal centers throughout the United States. Orders
must show the Robert Bosch part number and name.

Ref. No.	Robt. Bosch Part No.	DESCRIPTION	No. Used
	C 225	Impulse coupling, complete.....	1
	ZMK 11/11	Adjusting plate with engagement block and dust cover assembly...	1
	ZBF 51/1	Adjusting plate retaining spring.....	1
	WSR 108/1	Retaining spring fastening screw.....	1
	NSR 731/17	Adjusting plate fastening screw.....	1
	ZPT 97/1	Notched plate under adjusting plate fastening screw.....	1
	WSR 115/1	Control arm stop screw.....	1
	NMS 412/1	Control arm stop screw lock washer.....	1
	ZKR 6/1	Pawl carrier assembly.....	1
	ZKH 49/1	Pawl.....	2
	NMR 11/3	Pawl retaining spring ring.....	2
	WMS 100/19	Washer under pawl retaining spring ring.....	2
	ZKH 50/3	Spring casing with disengagement cams—clockwise.....	1
	ZSF 10/2	Double spiral spring.....	1
	WMR 13/2	Pawl carrier retaining spring ring.....	1
	WMU 14/1	Impulse coupling fastening nut.....	1
	NMS 419/1	Impulse coupling fastening nut lock-washer.....	1
	WMR 12/1	Fastening nut retaining spring ring.....	1

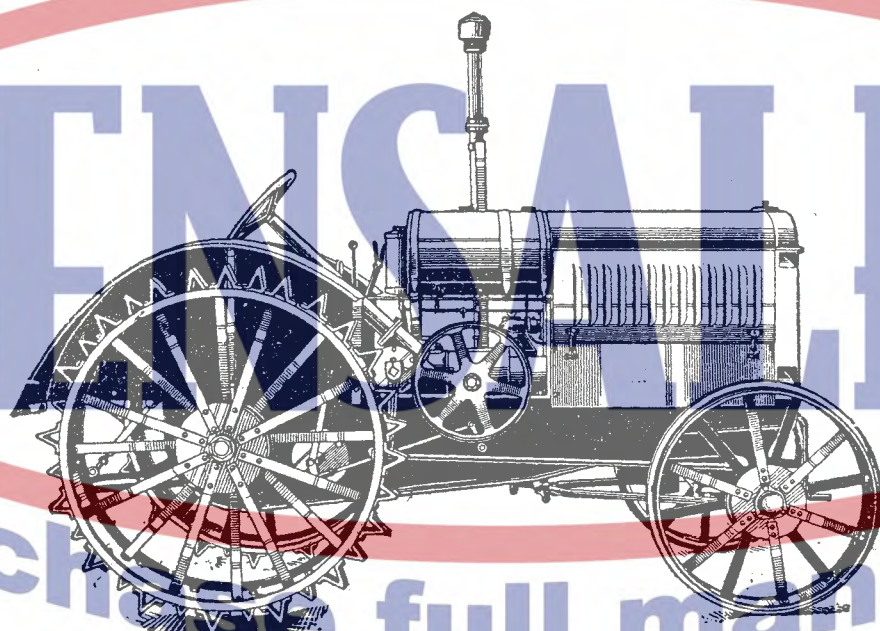


INDUSTRIAL TRACTOR

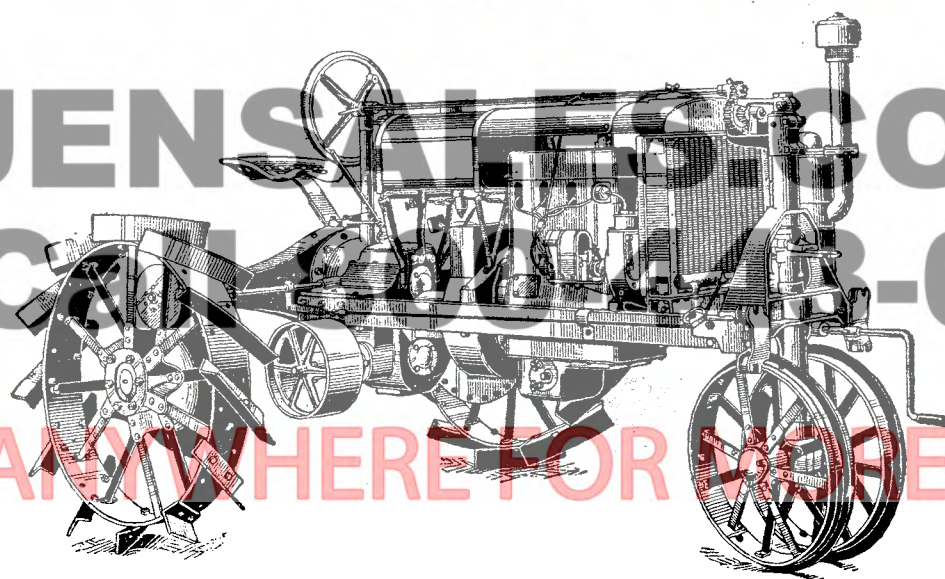
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10-20 H. P. GEAR DRIVE TRACTOR



15-30 H. P. GEAR DRIVE TRACTOR



FARMALL TRACTOR

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