



International Harvester

Operator's Manual

T6, TD6

Special Attachments

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IH-O-T6 ATTACH

Operator's Manual

Operator's Manual



SPECIAL ATTACHMENTS

**FOR TD-6 AND T-6
CRAWLER TRACTORS**

INTERNATIONAL HARVESTER COMPANY

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Chicago 1, Illinois, U.S.A.

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TRACK SHOES AND GROUSERS

International tractors are regularly equipped with grouser type track shoes of a size and design to give the best results in a majority of cases. However, under certain conditions special shoes or grousers are required and your International Industrial Power distributor or dealer has a large variety available.

Types Available

Additional track shoes and grousers available include: shoes with clipped corner grousers; snow and ice shoes with staggered lug grousers; universal and skeleton flat shoes including a type for tractors with extended track frame; street plates to cover shoe grousers; rubber shoes for use on pavements; straight and inclined type detachable snow and ice grousers; "V" type detachable snow and ice grousers; also "Tee" type detachable ice grousers designed to prevent side slipping.

Installing Shoes on Track Chain

Remove the old track shoes and install the new shoes on the track, using the special heat-treated alloy bolts and nuts furnished. Do not use common bolts or nuts. The bolts should be tightened to 140 to 150 ft.-lb. torque. It is advisable to strike the head of the bolt several

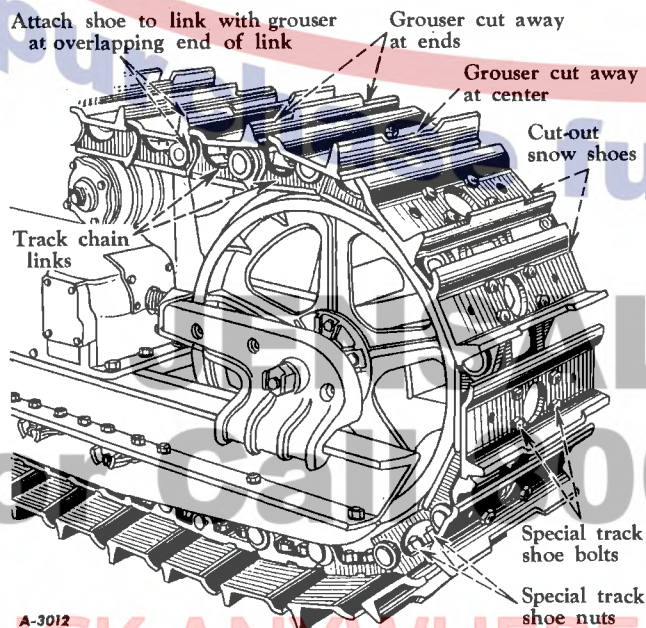
sharp hammer blows while tightening. Staggered lug snow and ice shoes are furnished with half the shoes made with the grousers cut away at each end and the other half with the grousers cut away at the center. These shoes should be assembled on the track chain alternately.

Installing Street Plates and Grousers on Shoes

Install the street plates or grousers on the track shoes, using the special heat-treated alloy bolts, nuts and lock washers furnished. Do not use common bolts or nuts. The bolts should be tightened to 280 to 300 ft.-lb. torque. It is advisable to strike the head of the bolt several sharp hammer blows while tightening.

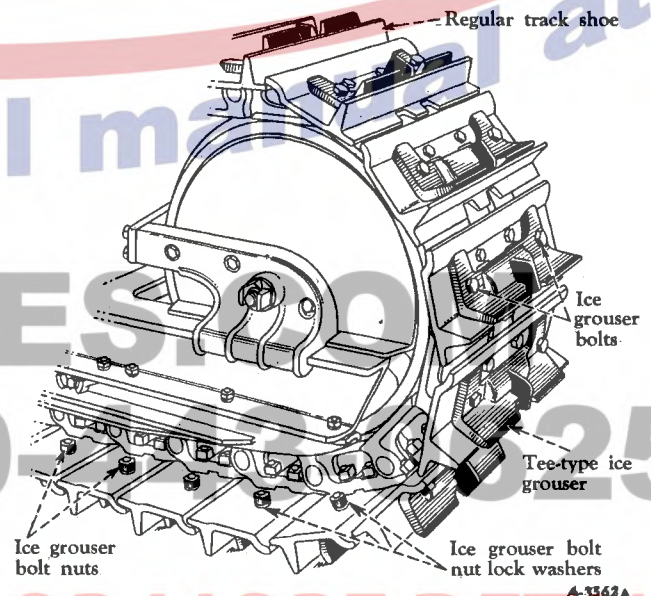
Tightening Shoe and Grouser Bolts

All track shoe and grouser attaching bolts should be retightened after every eight hours of operation. Keep these bolts tightened to the torque specified above. When tightening, strike the heads of the bolts sharp hammer blows and then retighten. (Wear goggles to protect your eyes when striking the bolts.) After several such tightenings the bolts will take a "set" and remain tight. NOTE: Bolts and nuts used for attaching track shoes and grousers are special heat-treated alloy and will stand considerable tightening and strain. Do not use common bolts or nuts.



Illustr. 1

Showing snow and ice shoes with staggered lug grousers, attached to track chain.

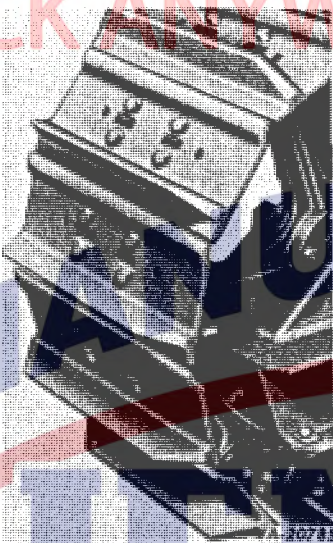


Illustr. 2

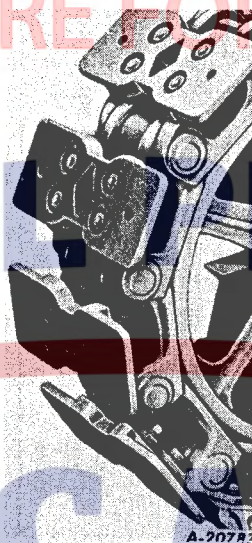
Showing tee type detachable ice grousers, attached to regular track shoes.

PRINCIPAL STYLES OF TRACK SHOES AND GROUSERS

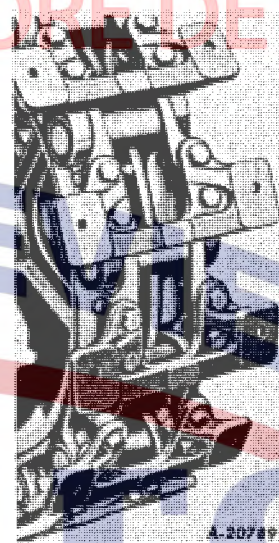
CLICK ANYWHERE FOR MORE DETAILS



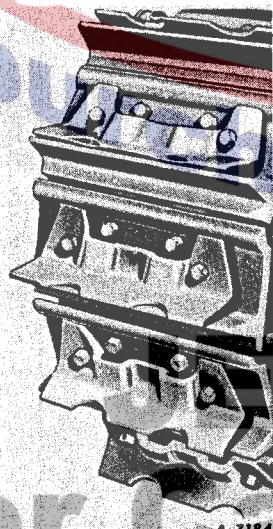
Wide Overlapping Shoes
for Wide Tread Tractors



Universal Flat Shoes



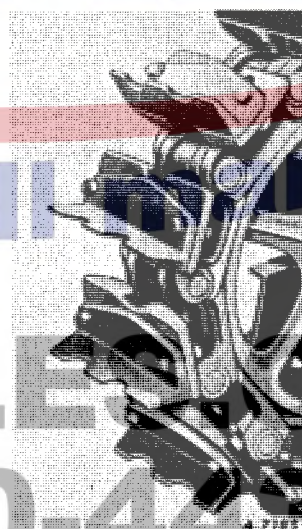
Skeleton Flat Shoes



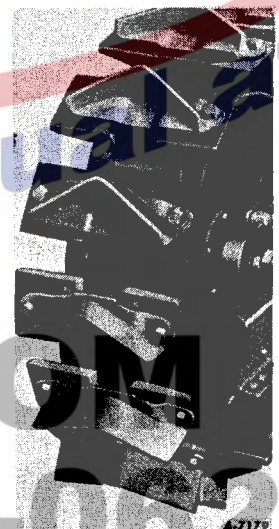
Inclined Detachable
Grousers attached to
Regular Shoes



Street Plates
attached to
Regular Shoes



Straight Detachable
Grousers attached to
Universal Flat Shoes



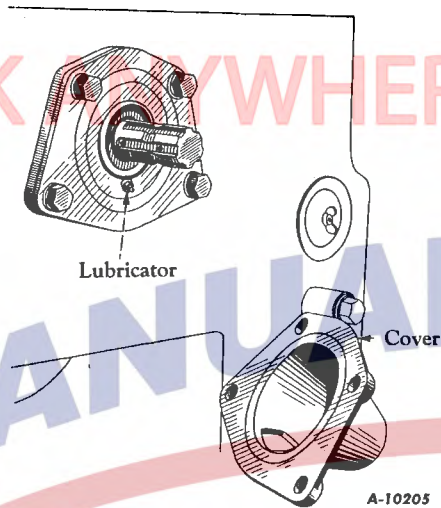
"V" Type Detachable
Grousers attached to
Universal Flat Shoes

CLICK ANYWHERE FOR MORE DETAILS

NOTE: All of the above views show the track over the front idler at the front end of the tractor.

POWER TAKE-OFF

53 259 DA - For T-6 and TD-6 Tractors



Illustr. 3

Installation

1. Remove the power take-off opening cover from the rear of the main frame.
2. Assemble the front end of the power take-off shaft assembly through the main frame, with the gasket in place. Rotate the shaft by hand to get the proper mesh between the shaft coupling and the mating spline. Put the outer oil seal cage and gasket in place.
3. Fasten the assembly to the main frame, rear, with four bolts.

Lubrication

Lubricate the bearing through the lubricator fitting every 60 hours. Apply several pumps of the hand lubricator. Use pressure-gun grease (chassis lubricant).

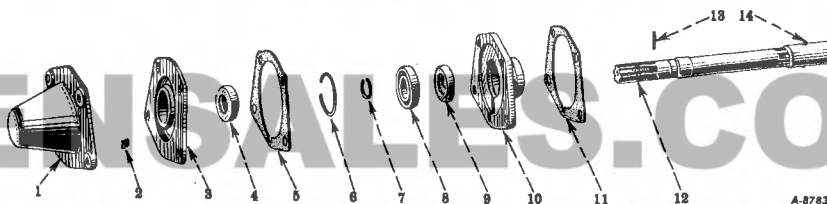
Operation

The power shaft is started and stopped by use of the engine clutch. Always engage the clutch gradually. The power shaft speed is 862 r.p.m.

SAFETY FIRST!

Stop the power take-off before dismantling from the tractor.

If the power take-off is not to be used, stop the engine and put on the power shaft end cover. Never remove or replace the cover while the shaft is in motion.



Illustr. 4

- | | |
|-------------------------|---------------------------|
| 1. End cover. | 8. Bearing. |
| 2. Lubricator. | 9. Inner oil seal. |
| 3. Outer oil seal cage. | 10. Bearing cage. |
| 4. Outer oil seal. | 11. Gasket. |
| 5. Gasket. | 12. Power take-off shaft. |
| 6. Snap ring. | 13. Groov-pin. |
| 7. Snap ring. | 14. Coupling. |

TWO-SPEED REVERSE TRANSMISSION

260 150 R91 - For T-6 and TD-6 Tractors

This attachment has a high reverse gear instead of the regular third speed forward gear. This arrangement provides four forward and two reverse gears instead of the conventional five forward and one reverse gear regularly furnished. The speeds are then changed as follows:

	Regular	2-Spd. Rev. Trans.
First	1.518 m.p.h.	1.518 m.p.h.
Second	2.209 m.p.h.	2.209 m.p.h.
Third	3.123 m.p.h.	
Fourth	3.828 m.p.h.	3.828 m.p.h.
Fifth	5.412 m.p.h.	5.412 m.p.h.
Reverse . . .	1.729 m.p.h.	1.729 m.p.h.
High reverse		3.496 m.p.h.

Installation

1. Drain the transmission and fuel tank.
2. Disconnect the fuel lines and steering clutch controls.
3. Remove the seat and fuel tank.
4. Remove the main frame and engine clutch covers.
5. Remove the engine clutch.
6. Remove the transmission end cover.

7. Replace the gear "A" (*Illust. 11*) (second and third speed sliding gear) with the gear "D" (260 146 R1), which is the new second and high reverse sliding gear.

8. Replace the gear "B" (reverse idler gear) with the gear "E" (260 147 R1), which is the new high and low reverse idler gear.

9. Replace the gear "C" (third and reverse gear) with the gear "F" (260 148 R1) which is the new reverse speed gear.

NOTE: When reassembling, if no adjustment is required of the pinion and bevel gears, the shims should be replaced in the same order as removed.

10. Install the transmission end cover, using new gasket.

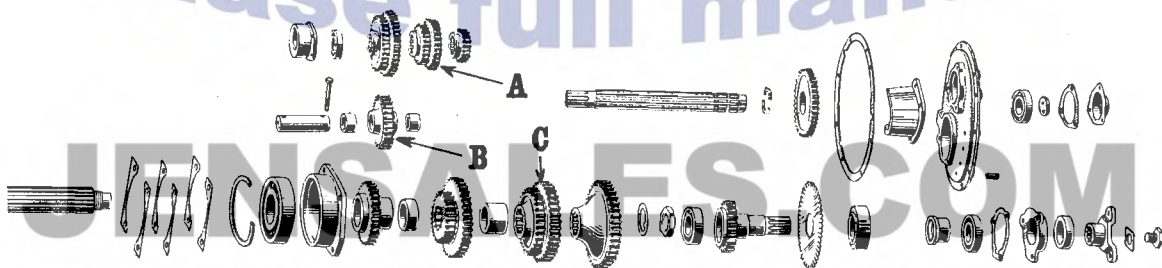
11. Install the engine clutch and adjust.

12. Install the clutch and main frame covers.

13. Connect the steering clutch controls and fuel lines.

14. Install the fuel tank and seat.

15. Fill the transmission with the required amount and grade of lubricant (refer to "Lubrication Guide" in the regular Operator's Manual).



TWO SPEED REVERSE
TRANSMISSION ATTACHMENT

A-26672

Illust. 11