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International Harvester Operator's Manual T-9 Crawler

Operator's Manual

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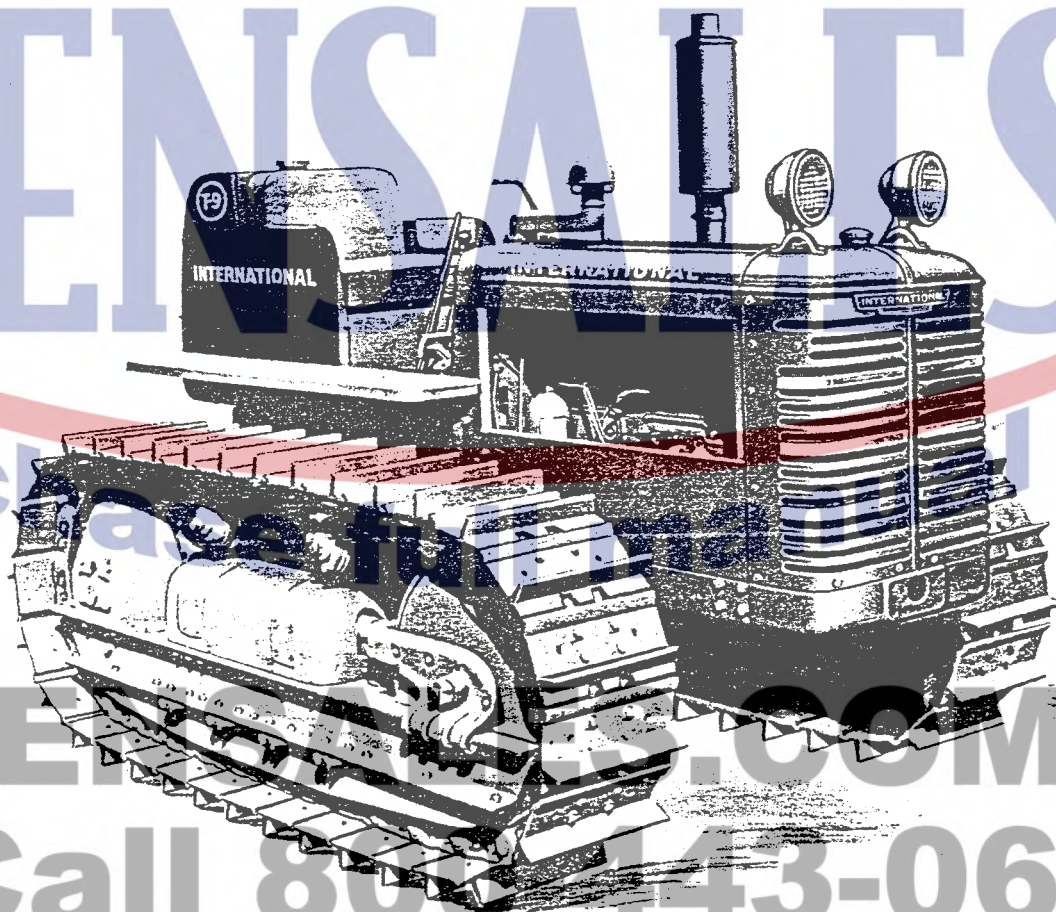
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OPERATOR MANUAL



MODEL T9

INTERNATIONAL HARVESTER
NORTH AMERICA OPERATIONS
AGRICULTURAL EQUIPMENT GROUP

401 NORTH MICHIGAN AVENUE • CHICAGO, ILLINOIS, 60611, U.S.A.

CRAWLER

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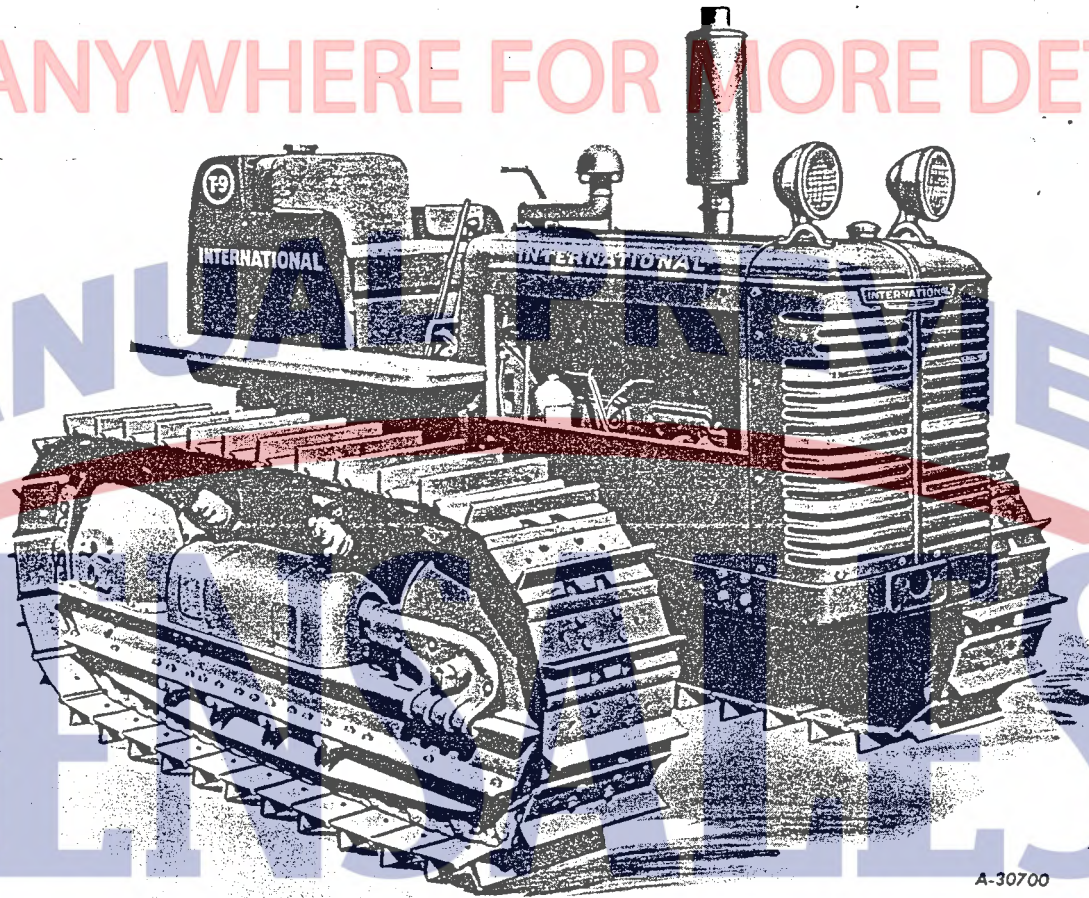
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DESCRIPTION



A-30700

International T-9 Crawler Tractor

The International T-9 is a full tracklaying tractor with a four cylinder, four cycle, valve-in-head gasoline engine. Attachments are available for using distillate or kerosene as fuel. Features of this engine are: a five bearing Tocco-hardened crankshaft, replaceable cylinder sleeves, precision type bearings, full pressure lubrication system, and a thermostat-controlled water pump cooling system.

The engine clutch is a heavy duty, single plate, over-center type. The release mechanism has an automatic clutch brake to facilitate fast shifting of gears. The transmission is the selective gear type providing five forward speeds and one reverse.

Steering is accomplished through two multiple dry disc, spring-loaded steering clutches. Steering brakes operating on the steering clutch drums make possible very sharp turns. The steering clutches transmit the engine power from the bevel gear out to the sprocket drives. These clutches can be adjusted or replaced without disturbing adjacent units.

The sprocket drives consist of sprocket drive gears and pinions which provide a fixed gear reduction and transmit power out to the tracks. Gears and sprockets are ball-bearing mounted on the stationary pivot shaft. The sprockets are reversible, thus making it possible to use both sides of the teeth.

Track assemblies consist of track chains and shoes. Driven by the sprockets, the chains travel forward over the top track idlers and around the front idler. Four rollers on each track frame carry the weight of the vehicle.

This tractor is equipped with electric starting.

ORIENTATION

Throughout this manual the use of the terms "left" and "right," and "front" and "rear," must be understood to avoid confusion when following instructions. Left and right indicate the left and right sides of the tractor when facing forward from the operator's compartment. The front of the tractor is the radiator end; the rear is the fuel tank end.

ENGINE CLUTCH LEVER

This lever is used to engage or disengage the engine from the transmission. Always completely disengage the engine clutch when shifting gears. Disengage the engine clutch by pushing the lever all the way forward. Pushing the clutch lever forward not only disengages the clutch but also applies the clutch brake. When shifting gears, hold the clutch lever forward and carefully move the gear-shift lever.

STEERING CLUTCH LEVERS

These levers control the steering clutches which are used to steer the tractor. Pulling backward on either steering clutch lever releases the steering clutch and makes the track on that side inoperative while the other track continues in motion, thus turning the tractor. To turn left, pull backward on the left steering clutch lever; to turn right, pull the right lever.

STEERING BRAKE PEDALS

These pedals apply the steering brakes to the steering clutches to assist in making sharp turns with the tractor, and also to hold the steering clutches (which in turn hold the tracks) when parking. Do not use the brakes for steering unless it is necessary to make sharp turns. Never apply a steering brake until the steering clutch is fully released.

STEERING BRAKE LOCKS

The steering brake pedals have locking devices to keep the steering brakes applied when necessary. To lock either brake, push the pedal down and lift up the pedal lock, which engages a pawl in a ratchet and locks the brake.

CHOKE BUTTON

The choke is controlled by a choke rod terminating in a button on the dash. Pull out on the choke button to close the choke which shuts off the air to the carburetor, giving a rich mixture. Avoid overchoking because excessive use of the choke will flood the engine, making it hard to start. After the first few revolutions of the engine open the choke (push the choke button in) to a point where the engine operates steadily. After the engine has run a short time open the choke all the way.

STARTER CONTROL ROD

Pulling on this rod completes the electric circuit between the battery and cranking motor. Release the rod as soon as the engine starts. CAUTION: Never operate the cranking motor more than 30 seconds at a time; allow the cranking motor to cool 2 or 3 minutes and repeat the starting operations.

OIL PRESSURE INDICATOR

This instrument indicates the pressure of oil circulating through the engine. The indicator should be in the white area 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 or refer to your International Industrial Power distributor or dealer before operating the tractor.

HEAT INDICATOR

This instrument registers the temperature of the liquid in the cooling system. The indicator should be in the low side of the "RUN" range when operating.

AMMETER

This instrument indicates the charging rate of the generator or the rate at which the battery is being discharged. The ammeter should show charge whenever the engine is operating at a speed faster than low idle speed. If it shows discharge continuously while the engine is operating at this speed the cause should be investigated to avoid completely discharging the battery and possible damage to the generator.

RADIATOR SHUTTER CONTROL CRANK (If Used)

This control crank is used to open and close the radiator shutter, to control the engine temperature. Turn the crank counter-clockwise to close the shutter.

LIGHT SWITCH

This light switch has three positions: "OFF," "BRIGHT HEAD AND REAR," and "BRIGHT HEAD ONLY."

erator field cable to the "F" terminal on the generator. Correctly polarize the generator to the battery by placing a jumper lead momentarily across the "BAT" and "GEN" terminals of the generator relay. (See illust. 2). Check to see that all electrical terminals are clean and securely fastened.

(2) The battery should be checked for height of electrolyte and specific gravity reading (pages 46 and 47). Batteries shipped dry should be serviced as specified on the instruction tag attached to the battery.

(3) Check to see that the battery ignition unit is securely mounted in place and was not damaged in shipment.

(4) Check the spark plug cables to make sure they are securely connected in the distributor block and at each spark plug.

BREAKING-IN OPERATION

A new tractor should be operated with a light load for the first 30 to 36 hours at a governed speed from 1400 to 1450 r.p.m.

PREPARING FOR EACH DAY'S WORK

LUBRICATION

Change oil in the air cleaner oil cup.

Be sure the oil in the crankcase is up to "FULL" level mark on the bayonet gauge.

For complete lubrication requirements refer to "LUBRICATION" on pages 29 to 34.

COOLING SYSTEM

Remove the radiator cap and check to see

that the water comes up to a level slightly below the filler opening. In moderate temperatures (above 32° F.) the engine should never be started unless the cooling system is properly filled with water.

FUEL SYSTEM

Check to see that there is an adequate supply of fuel in the tank. The fuel tank should be filled at the end of each day's operation to prevent moisture from collecting in the tank.

OPERATING PRECAUTIONS

To obtain the best results use only the fuel for which the tractor is equipped. Then follow instructions given for that fuel.

The tractor is designed so that it can be equipped to operate on distillate, kerosene, or gasoline. Before attempting to operate the unit on a fuel other than that for which it is now equipped consult your International Industrial Power distributor or dealer.

Observe the following precautions:

(1) Distillate fuels should conform to International Harvester Company specifications (see your International Industrial Power distributor or dealer).

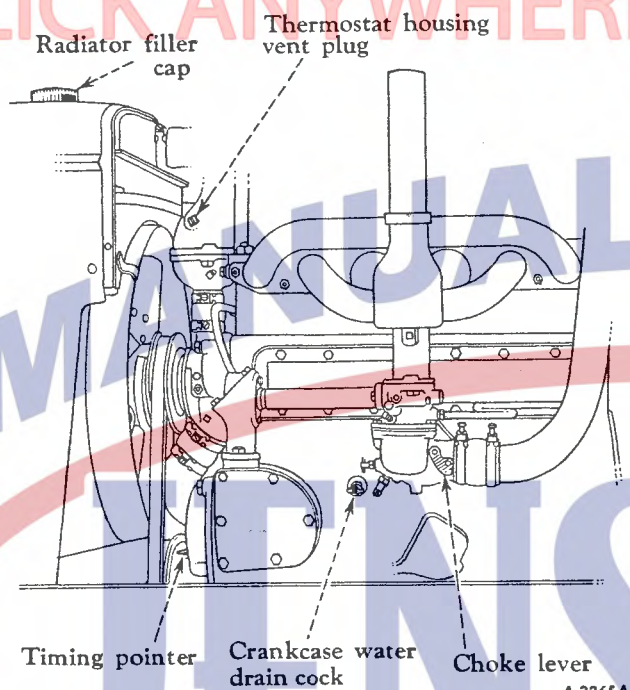
(2) A distillate-gasoline or kerosene engine should not have the gasoline tank shut-off valve and the main fuel tank shut-off valve open or partially open at the same time as the distillate or kerosene will mix with the gasoline making it unsatisfactory for starting.

(3) **SAFETY FIRST!** Never fill the fuel tank when near an open flame or when the engine is operating. When pouring in fuel keep the funnel and container in contact with the metal of the fuel tank to avoid the possibility of an electric spark igniting the gas. Never light matches near gasoline as the air within a radius of several feet is permeated with a highly explosive vapor.



Illust. 3 - Method of Filling Fuel Tank
(Continued on next page)

OPERATING THE GASOLINE ENGINE



Illustr. 7 - Manifolds of the Gasoline Engine

STARTING THE ENGINE

- (1) Place the engine clutch lever in the disengaged position.
- (2) Advance the engine speed control lever about one-third (push forward to advance).
- (3) Turn the ignition switch to the "ON" position.
- (4) Open the fuel tank shut-off valve.
- (5) Pull the choke button half way out. (In cold weather pull it all the way out.) Avoid

overchoking as excessive use of the choke will flood the engine and make it hard to start.

(6) Pull the starter control rod. **NOTE:** Never operate the cranking motor more than 30 seconds at a time; allow the motor to cool two or three minutes, then repeat the starting operations.

(7) As soon as the engine starts, the choke should be adjusted to where the engine operates steadily, and as the engine warms up push the choke button all the way in.

(8) Immediately after the engine starts, check the oil pressure indicator to see that it is registering pressure. If not, stop the engine and investigate the cause of the oil pressure failure or refer to your International Industrial Power distributor or dealer before operating the tractor.

REGULATING THE ENGINE SPEED

The engine speed control lever is used to regulate the speed of the engine. After you have selected the desired engine speed the governor will automatically maintain this speed under variable loads. The full load governed speed is 1400 ± 10 rpm; the high idle speed is approximately 1540 ± 25 rpm; the low idle speed is 425 ± 25 rpm; the low operating speed is 900 rpm.

OPERATING THE TRACTOR

Refer to pages 16 and 17 for instructions for operating the tractor.

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