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MANUAL PREVIEW

International Harvester

Operator's Manual

3388, 3588 & 3788

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SERIAL NUMBERS

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Left side of engine crankcase.

1 - Diesel engine serial number

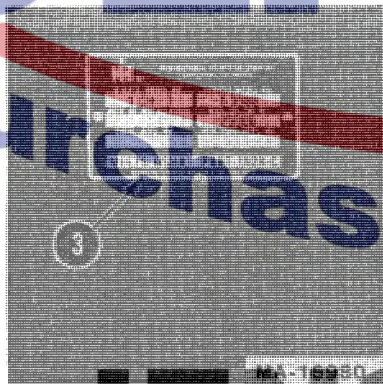
3388 Tractor DT-436B _____

3588 and 3788 Tractor DT-466B _____



Right side of rear frame.

2 - Tractor serial number



Right side of cab.

3 - Cab model and serial number



Left front side of the front axle.

4 - Front axle serial number

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COOLING SYSTEM

If the radiator cap is faulty, replace it with a new one of the same type and rating. Do not attempt to repair the cap.

Periodically, with the engine cold, the radiator should be checked to ensure that the coolant level is up to the overflow. This is especially important when the tractor is new or after the coolant has been replaced. Some additional coolant may be required at these times because air caught in the cooling system has been expelled by the cycling process.

DRAINING AND FILLING THE COOLING SYSTEM

Drain the cooling system by removing the crankcase drain plug on the left side of the engine, and removing the drain plugs at the rear of the engine oil cooler and radiator outlet tube.

To fill, be sure that all drains are closed.

Open the hood and roll it forward until it contacts the hood stops. Slightly lift the hood and roll it forward until the hood hits the front stops and can be tilted downward so the front rests on the ground.

Fill the radiator slowly (which allows air to escape) to the top of the filler neck below the overflow.

Fill the coolant recovery reservoir to the hot "FULL" mark. Filling to this level, allows air trapped in the engine to escape. After the system has been brought up to temperature and stabilized, add make-up coolant to bring the level to the "ADD" mark when cold.

Lift the hood and roll it rearward until it locks into the closed position.

THERMOSTAT

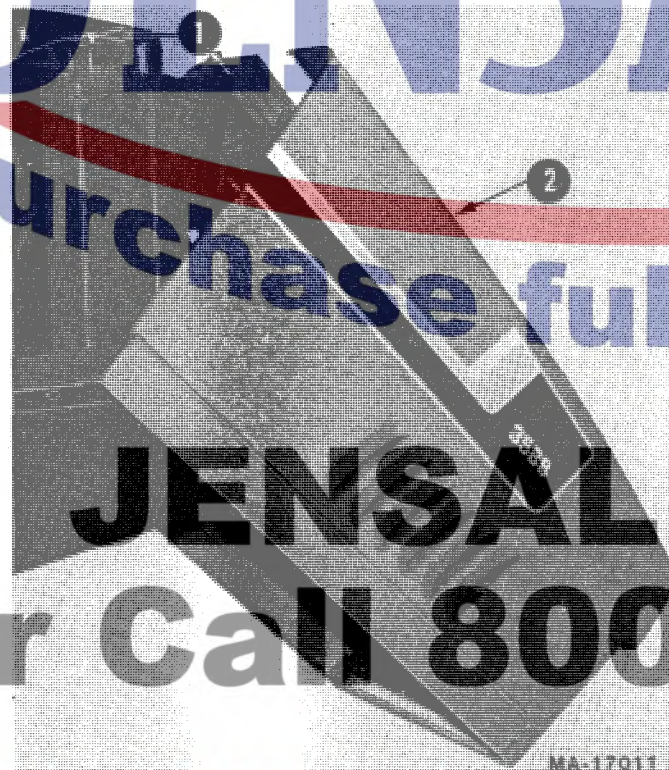
Do not operate the tractor without a thermostat or with a defective thermostat. The engine may run too hot or cold causing possible engine damage.

CLEANING THE RADIATOR, TRANSMISSION OIL COOLER AND CONDENSER CORE FINS

If the spaces between the cooling fins of these cores become clogged, clean them with forced air or water. Your tractor is equipped with a hinged type transmission oil cooler and air conditioning condenser. For easier cleaning of the radiator fins, loosen the nuts and swing the oil cooler and condenser out of the way. After cleaning, secure in original position.

HOSES AND CLAMPS

Hoses must be maintained in good condition and clamps must be tight.



- 1 - Radiator cap
- 2 - Hood

Hood in position to fill radiator.

POWER TAKE-OFF



1 - Power take-off shield

Power take-off shield in place for 540 r.p.m. power take-off on 3388 tractors.

The 1-3/8-inch diameter power take-off output shaft for tractors is not intended to transmit full engine horsepower. This output shaft is meant for implements requiring less than 150 horsepower (112 kw) and a 1-3/4-inch diameter power take-off output shaft is meant for implements requiring more than 150 horsepower (112 kw)



Shield position to clear upper link with three-point hitch in operation 3588 and 3788 tractors.



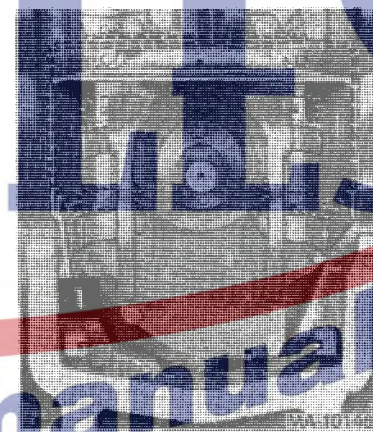
- 1 - Power take-off shield**
- 2 - Power take-off tube**

Power take-off shield in place for 1000 r.p.m. power take-off on 3388 tractors.

The independent power take-off clutch operating lever allows the operator to regulate the speed of clutch engagement so that a smooth engagement may be obtained under all conditions.



Smooth engagements may easily be obtained under most conditions by moving the operating lever forward to the position where an increase in lever effort is apparent, holding the lever at this position until the driven



Shield position with power take-off in operation on 3588 and 3788 tractors.

machine is up to speed, then moving the operating lever fully forward. To obtain a smooth engagement under extremely light or heavy loads, the operating lever may be held at intermediate positions as required.

When attempting to free plugged equipment, do not continuously slip the clutch as any clutch can be damaged by excessive slip-page.

Do not allow the clutch to slip longer than three seconds at any time.



CAUTION! Stop the power take-off, place the transmission range lever in the 'P' (park) position, and shut off the engine before dismounting from the tractor.