International Harvester

Operator's Manual

3088, 3288, 3488 & Hydro 3688

Operator's Manual

IH-O-3088+

INTERNATIONAL HARVESTER

OPERATOR'S MANUAL

3088, 3288, 3488 HYDRO, 3688

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Air Recirculation

The air circulation control regulates the amount of fresh and recirculated air entering the control center.

For maximum fresh air, loosen the control knob and push it to the forward end of the slot, and tighten.

For maximum recirculation, loosen the control knob and push it to the rear end of the slot and tighten. Intermediate positioning of the control knob in the slot is available to the operator for delivery of fresh and recirculated air.

For maximum efficiency, clean the recirculation air filter at the recommended intervals. Refer to "Control Center Equipment Preventive Maintenance".

Air Flow Control Louvers

The majority of the conditioned control center air is discharged through three air control louvers found in the front headliner. These are adjustable up or down, to the left or right, and are closeable to allow the operator to control air flow direction as desired.

Defroster

Six non-adjustable, continuous defrost air discharge ports are found along the forward edge of the front headliner. The amount of defrost air flow over the windshield may be varied by the adjustment of the air flow control louvers and blower fan speed.

Windshield Wiper Control

The windshield wiper is controlled by a two speed switch. Turn the control knob clockwise to increase wiper speed. The wiper has an automatic park position for the blade at the left side of the windshield when the switch is turned to the off position. The wiper motor is protected from over load by a 6 amp circuit breaker, which is part of the switch.

DOME LIGHT

1 - Dome light
2 - "Door" position
3 - "Manual" position
4 - "Off" position

The dome light is located at the center of the rear headliner and is connected directly to the battery. It is controlled by a 3-position switch, which is a part of the dome light, and by door actuated switches located on each side of the control center. The dome light switch must be placed in the forward "DOOR" position when leaving the control center if light control by the door switches is desired.

NOTE: Do not leave the dome light switch in the center "MANUAL" position when leaving the tractor. By leaving the switch in the "MANUAL" position the light will continue to burn and run down the batteries.

Cigarette Lighter and Ash Tray

The cigarette lighter and ash tray are located to the left of the operator's seat near the side window.

CAUTION! Pressure cooling system — REMOVE CAP SLOWLY.

MA-16669

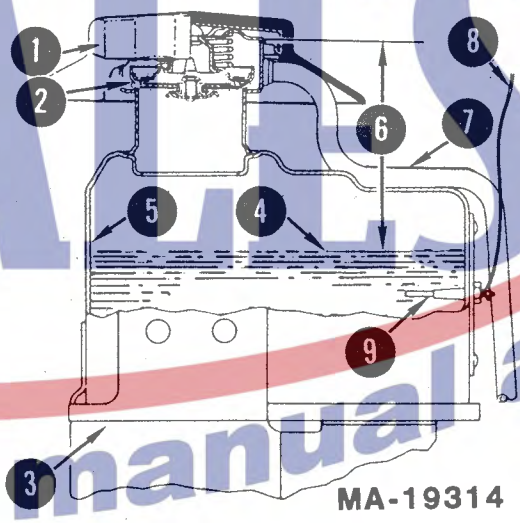
MA-19224A

1 - Top hood panel
2 - Panel support rod
3 - Radiator cap
4 - Air filter assembly
5 - Ether canister

CAUTION! Remove the radiator cap only when the coolant temperature is below the boiling point. The temperature gauge pointer should be between or below the two white lines in the green section.

Turn the radiator cap slowly counterclockwise to the pressure release point to allow the pressure or any steam to escape; then press down on the cap and continue to turn until the cap is free to be removed.

NOTE: Never pour coolant into the radiator if the engine is very hot. You may cause damage to the engine or steam may eject from the radiator.



MA-19314

1 - Radiator cap
2 - Filler cap gasket
3 - Top of radiator core
4 - Coolant level
5 - Upper tank
6 - 2-1/4-inches (57 mm)
7 - Overflow pipe
8 - Wire to warning light
9 - Coolant probe

COOLANT LEVEL IN THE RADIATOR

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.

ADJUSTING THE TOE-IN

Front view showing points of adjustment

The front wheels should have 1/4-inch (6.4 mm) (± 1/16-inch) (1.5 mm) toe-in.

To check toe-in, the tractor should be on level ground with the front wheels in the straight ahead position.

Put a chalk mark on each rim at "G" and measure the distance between the marks. Move the tractor forward a distance equal to one-half revolution of the front tires. The chalk marks will now be at point "F". Measure the distance between "F". This measurement should be 1/4-inch (6.4 mm) (± 1/16-inch) (1.5 mm) less than "G".

To adjust the toe-in, remove the cotter pins and tie rod end stud nuts "A". Loosen the tie-rod end nuts "B". Remove the ends from the steering knuckles "C". Turn the tie rod ends in or out to obtain the proper adjustment. The tie rod ends should be adjusted by equal amounts, so that the steering gear arm will remain centered and not limit right or left turns.

Reinstall the tie rod ends into the steering knuckles. Tighten the tie rod end nuts. Tighten the tie rod end stud nuts and insert new cotter pins.