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MANUAL PREVIEW

International Harvester Operator's Manual U-4 Power Unit

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Operator's Manual

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INTERNATIONAL U-4 POWER UNIT

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MANUAL PREVIEW



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Illust. 3 - Three-quarter Left Front
View of the Closed Type Power Unit

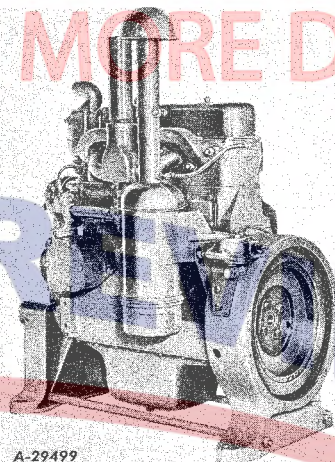
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EQUIPMENT COMBINATIONS



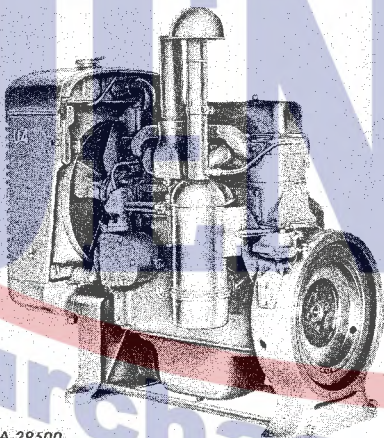
A-29498

A - U-4 Basic Engine



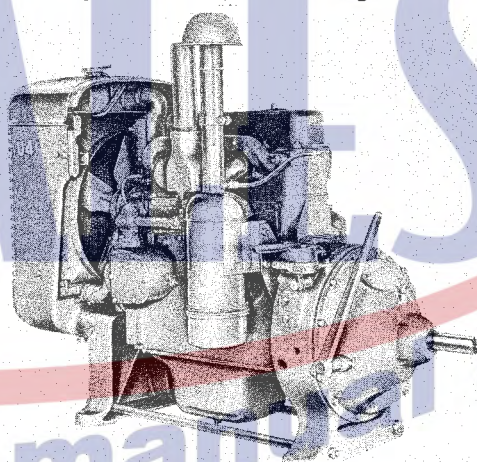
A-29499

B - U-4 Basic Engine, Air Cleaner, Foot-type Base, and Engine Controls



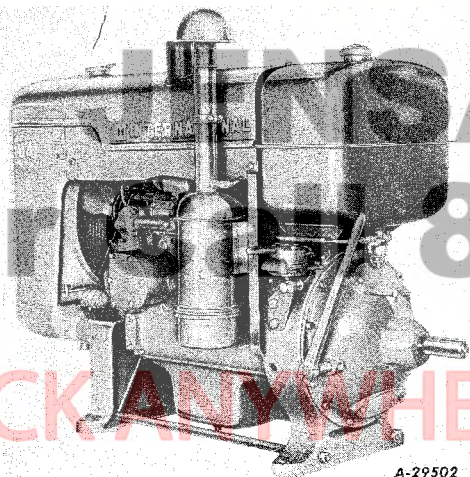
A-29500

C - U-4 Open-type Power Unit without Clutch and Power Take-off



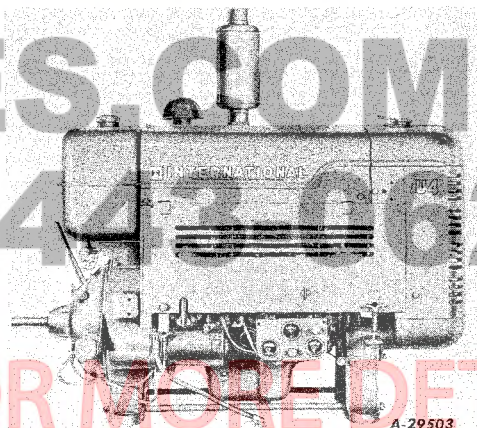
A-29501

D - U-4 Open-type Power Unit Ready for Indoor Operation



A-29502

E - U-4 Closed-type with Fuel Tank Component Ready for Outdoor Operation



A-29503

F - U-4 Closed Type with Hood Side Doors, Exhaust Muffler, Automatic Water Temperature and Oil Pressure Cut-out, and Electric Starting Attachment

SPECIFICATIONS

ENGINE

Cylinders	4
Bore	3-3/8 in.
Stroke	4-1/4 in.
Engine speed (max. full load governed)	1800 ± 10 r.p.m.
Engine speed (max. idle)	1980 ± 25 r.p.m.
Engine speed (minimum idle)	425 ± 25 r.p.m.
Spark plug gap	.023 in.
Valve clearance (engine hot)	.017 in.
Valve clearance (engine cold)	.019 in.
Magneto (clockwise rotation)	IH Type H-4
Carburetor (gasoline)	IH (1 in. Updraft)
Air Cleaner	5-1/4 in.

CAPACITIES (U. S. Measure)

Fuel Tank	Approx. 9-1/2 gal.
Water cooling system	Approx. 4-1/4 gal.
Crankcase pan	.6 qt.
Air cleaner oil cup	Approx. 1-5/8 pt.

CLUTCH

Clutch--Over-Center, Single Plate (Hand Controlled)	10 in.
---	--------

GENERAL

Length (overall) (less starting crank)	54-3/4 in.
Width (overall) (including air cleaner)	23-7/16 in.
Height (overall)	40-9/16 in.

DESCRIPTION

Power is supplied by the four-cylinder valve-in-head carbureted engine. Features of this engine are:

1. Individually replaceable cylinder sleeves.
2. Pressure lubrication.
3. Tocco hardened crankshaft.
4. By-pass type thermostatically controlled cooling of the pressure type.
5. Centrifugal water pump with full floating shaft.

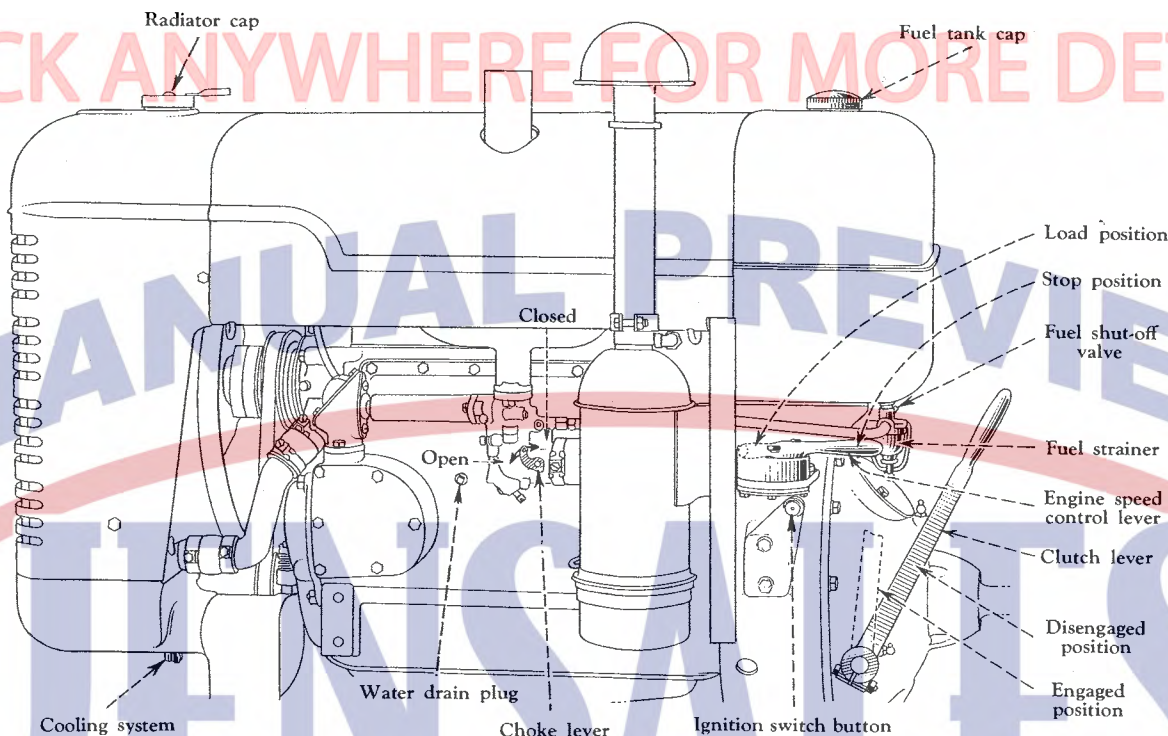
INSTRUMENTS AND CONTROLS

The operator of this power unit should thoroughly familiarize himself with the instruments and controls provided for operation. There are important differences between various engines. Therefore, before starting to operate this power unit, regardless of previous experience with other machines, the operator should fully understand the purpose of each control.

ORIENTATION:

The use of the terms LEFT and RIGHT and FRONT and REAR, must be understood to avoid confusion when following instructions. In this manual LEFT and RIGHT indicate the left and right sides of the power unit when facing the power unit from the clutch end. The FRONT of the power unit is the radiator end. The REAR is the clutch end.

INSTRUMENTS AND CONTROLS (Continued)



B-999 C ®

Illustr. 5 - Engine Controls

THE IGNITION SWITCH BUTTON

is used to stop the engine by grounding the magneto. Pull this out when starting the engine and push it in to stop the engine.

NOTE: Distillate-Gasoline engines should run on gasoline 2 or 3 minutes before stopping.

THE ENGINE SPEED CONTROL LEVER

controls the speed of the engine from low idle to maximum. When this lever is set in a given position, it maintains a uniform engine speed under variable loads. Move the lever forward to increase the speed.

THE CHOKE LEVER (On Carburetor)

aids in starting the engine when it is cold. Turning the lever clockwise shuts off air to the carburetor, enriching the fuel mixture. After the first few revolutions of the engine turn the lever counterclockwise to a point where the engine runs without missing. Turn the lever all the way counterclockwise as the engine warms up.

THE CLUTCH LEVER

is used to engage or disengage the engine from the load. Push it forward to engage (if using the over-center type clutch). Pushing this forward will disengage the spring loaded type clutch.

THE RADIATOR SHUTTER CONTROL CRANK (If Used)

is used to open and close the radiator shutter for controlling engine temperature. Turn the crank counterclockwise to close the shutter.

THE MANIFOLD HEAT CONTROL LEVER

is used on the distillate-gasoline engine. For normal operation it should be set in the top notch (Hot) position. If the distillate-gasoline engine is to be operated on gasoline, the control lever should be set in the bottom notch (Cold) position. (For complete instructions refer to pages 12 and 13.)

OPERATING THE ENGINE (Continued)

REGULATING THE ENGINE SPEED

The engine speed control lever enables you to adjust the speed of the engine. After you have selected the desired engine speed the lever will automatically maintain this speed under reasonable, variable loads. Retarding the engine speed control lever decreases the speed and will thus decrease the load which the unit can handle.

The rated or maximum full load governed speed is 1800 r.p.m.; maximum idle speed is approximately 1980 r.p.m.; low idle speed is 425 r.p.m.

STOPPING THE ENGINE

A. To stop the engine when it is operating on gasoline or gas:

- (1) Retard the engine speed control lever and

allow the engine to operate at low idle speed for 2 or 3 minutes.

- (2) Push the ignition switch in.
- (3) Close the fuel shut-off valve.

B. To stop the engine when it is operating on distillate or kerosene:

- (1) Close the fuel valve and open the gasoline valve.
- (2) Run the engine two or three minutes (with the engine speed control lever about one-half advanced) to empty the carburetor and fuel lines of fuel, and fill with gasoline.
- (3) Retard the engine speed control lever.
- (4) Push the ignition switch in.

MANIFOLD HEAT CONTROL



Illust. 11 - Distillate-Gasoline Engine with Manifold Heat Control

The distillate-gasoline engine manifold is designed so that the hot exhaust gases pass around the intake manifold and heat the incoming fuel mixture, resulting in maximum efficiency under all normal operating conditions.

The manifold heat control valve has three adjustment positions (Illust. 12).

- (1) Top notch, or HOT position, (2) center notch, or INTERMEDIATE position, and (3) bottom notch or COLD position.

With the above adjustments the heat of the manifold can be regulated to suit the various operating conditions, which are governed by the prevailing air temperature, the load the engine is handling, and the kind of fuel that is being used.

The manifold should be kept hot at all times to vaporize the heavy fuels properly and to avoid dilution of the crankcase lubricating oil. Under ordinary operating conditions, the heat control valve should be set in the top notch or HOT position. To do this, loosen the nut on the heat control adjusting lever and raise the lever to the top notch. Always keep the valve in this position except when the prevailing temperature is very high, or when the engine is operating with a constant heavy load. In such cases, use either the INTERMEDIATE or COLD position.



A-6001

Illust. 12 - Manifold Heat Control Valve Adjustment