

TECHNICAL PUBLICATIONS

An Operator's Manual and a Parts Catalog are packed and shipped with this machine for customer use. Additional technical publications are available for this machine, at a nominal cost, through your authorized International Construction Equipment distributor or dealer. This material includes Service Manuals and Technical Training Courses.

These additional publications are strongly recommended for the customer who performs his own maintenance and service on this equipment.

It is the policy of International Harvester Company to improve its products whenever it is possible and practical to do so. We reserve the right to make changes or add improvements at any time without incurring any obligation to make such changes on products sold previously.

UD-236 and UD-282 ENGINES

AND ATTACHMENTS *operator's Manual*

FORM

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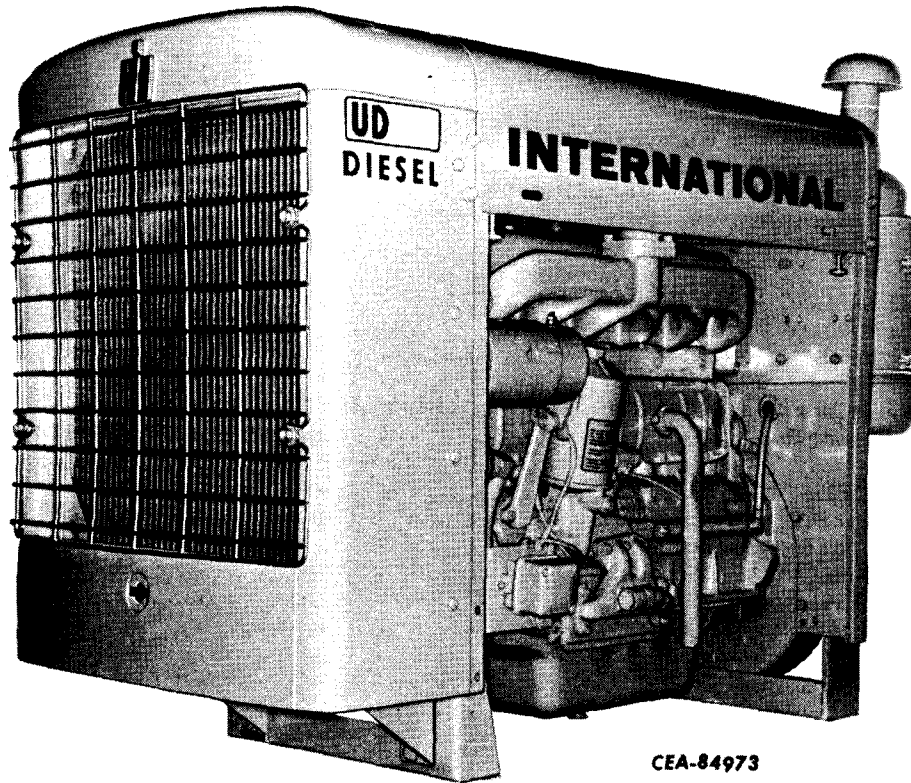
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CONTENTS

	Page
INTRODUCTION	2 to 4
Serial Numbers	3
Suggested engine and fuel supply line arrangement	3, 4
Ventilation for engines installed inside of buildings	4
DESCRIPTION	5 to 8
Specifications and capacities	5
Diesel fuel specifications	5
Operating controls and instruments	5 to 8
OPERATION	9 to 11
Before starting a new engine	9
Lubrication when shipped	9
Precautions	9
Preparing the engine for each day's work	10
Operating the engine	10, 11
Starting the engine	10, 11
Instrument check	11
Stopping the engine	11
SCHEDULED MAINTENANCE	12 to 19
Scheduled	12, 13
Periodic	13
Lubrication	14
Lubricant specifications and capacities chart	15
Lubrication guide	16 to 19
MAINTENANCE	20 to 41
Preparing for cold weather	20
Preparing for hot weather	21
Cooling system	21 to 26
Radiator cap	22
Cleaning the radiator core	23
Thermostats	24
Flo-matic valve	25, 26
Belt	26
Air cleaner (wet type)	27
Air cleaner (dry type)	28, 29
Air intake cap	30
Crankcase breather	31
Engine lubricating oil filters	30
Oil level sight gauge	31, 32
Hand cranking	32
Valve clearance adjustment	32
Electrical system	32 to 35
Alternator w/Integral Regulator	33
Cranking motor	33
Checking for defective glow plugs	33
Storage batteries	34
Wiring diagram	35, 35A
Fuel system	36 to 38
Fuel injection pump	36
Priming and venting the fuel system	36
Fuel filter elements	36
Electric Fuel Pump	37
Power take-off clutch	38, 39
Transmission clutch	39
Storing the engine	39, 40
Preparing stored engine for service	40

INTRODUCTION



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Illust. 1

Left Front View of UD-236 or UD-282 Engine with Radiator, Hood and Dash,
Air-Cleaner, Radiator Grille and Front and Rear Support Attachments.

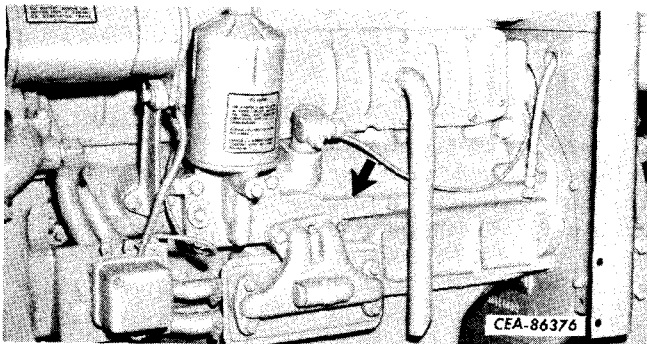
INTRODUCTION

Instructions on operation, lubrication and maintenance for the basic engine and attachments are covered in this manual. Disregard any instructions on attachments that are not applicable to your engine.

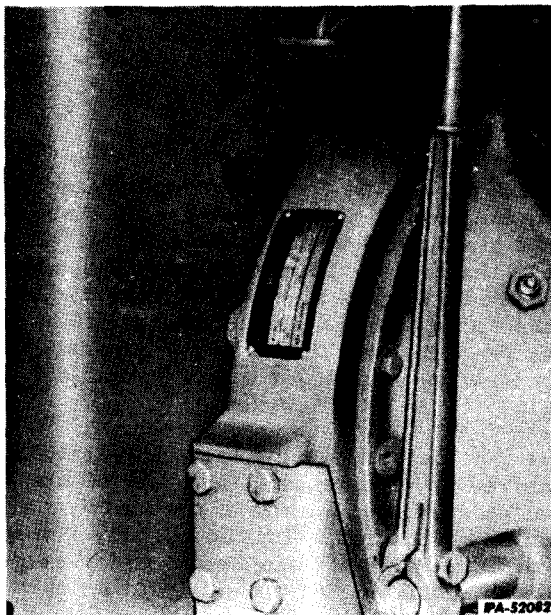
Throughout this manual, the use of the terms "left," "right," "front" and "rear" must be understood to avoid confusion when following instructions. "Left" and "right" indicate the left and right sides of the engine when facing the engine from the flywheel end. The front of the engine is the fan drive pulley end.

SERIAL NUMBERS

When in need of parts, always specify the chassis and engine serial numbers. The engine serial number is stamped on the left side of



Illust. 2
Engine Serial Number.



Illust. 3
Chassis Serial Number.

the engine crankcase just above the oil cooler. (Illust. 2.) The chassis serial number is stamped on a name plate attached to the left side of the flywheel housing. (Illust. 3.) Write these serial numbers in the space provided.

Engine Serial Number:

236DU2U _____
282DU2U _____

Chassis Serial Number:

UD-236 _____
UD-282 _____

SUGGESTED ENGINE AND FUEL TANK ARRANGEMENT

Engine Mounting

1. Anchor the engine securely to a level solid foundation, preferably concrete.
2. Mount the engine or driven machine so that the belts may be removed or tightened.
3. Do not support a long exhaust pipe on the exhaust manifold; instead, use a flexible pipe at the engine and support the rigid pipe from the ceiling or floor.
4. Use long-sweep elbows in exhaust pipes.
5. For every 12 feet of exhaust pipe, enlarge the diameter of the pipe one standard pipe size.
6. Install the flexible exhaust piping so the belting may be adjusted without disconnecting any pipes or lines.
7. Install flexible fuel lines between the pipes to the fuel tank and the engine and a fuel shut-off valve at the tank.

NOTE: Diesel fuel tanks and supply lines must never be galvanized, despite the fact that the zinc coating will reduce rust formation. Diesel fuel oil reacts chemically with zinc to form powdery flakes. These flakes can chip off causing damage to the fuel pump.

8. The fuel tank installation must contain water entrapments, drain features and a fuel tank outlet strainer (60 x 60 mesh) between the fuel tank and the fuel pump (if equipped).

INTRODUCTION

Fuel Supply Line

1. Keep within the minimum and maximum limits when purchasing pipe and equipment.
2. The suggested minimum size for the main fuel supply tank or reservoir is approximately 50 U.S. gallons.
3. All piping must slope down from the engine to avoid high pockets in the line which might interfere with the flow of fuel.
4. Install flexible fuel lines between the pipes to the fuel tank and engine. Install flexible exhaust piping so the belting may be adjusted without disconnecting these pipes or lines.
5. The fuel line size recommendations are as follows:

SUPPLY LINE SIZE: Under 10 feet; 5/16 inch ID tubing, over 10 feet; 7/16 inch ID tubing.

RETURN LINE SIZE: Under 10 feet; 3/16 inch ID tubing, over 10 feet; 1/4 inch ID tubing.

Using the size tubing recommended will prevent excessive back pressure.

6. MAXIMUM SUCTION LIFT (ELECTRIC FUEL PUMP ATTACHMENT): The maximum suction lift for the electric fuel pump is twelve feet. Maximum efficiency will result only with clean filters and air-tight piping for long fuel filter life.
7. The return line must be piped back to the supply tank and never back to the inlet. The return fuel cools, lubricates and purges air from the injection pump.
8. The location of the return line, at the tank, should be at the greatest possible distance from the supply line to the engine, permitting a solid supply of fuel to the engine. The line should terminate within the tank below the minimum expected fuel level to prevent air returning to the injection pump when the engine is stopped.

Fuel Supply Tank Installed Above the Fuel Filters.

1. Locate the fuel tank so that the bottom of the tank is above or at the same level as the top of the fuel filters. This will eliminate the need for an electric fuel pump to vent the air from the fuel system.

2. However, with this fuel tank location, it is suggested that a shut-off valve, of the same size as the fuel pipe, be installed after the fuel tank outlet so that the fuel flow may be stopped while changing fuel filter elements.

Fuel Supply Tank Installed Below the Fuel Filters.

1. When locating the fuel tank with the bottom of the tank below the top of the fuel filters; the use of an electric fuel pump attachment is recommended. The pump will aid in priming air from the fuel system and supply fuel to the engine while running under load.
2. Installation of a check valve in the supply line will minimize the time required for the fuel pump to prime itself.

VENTILATION FOR ENGINES INSTALLED INSIDE OF BUILDINGS

Engines installed inside buildings, sheds or cabs should be the open type; that is, with the engine hood and back panel removed to permit free circulation of fresh air around the engine, radiator, etc. Steps must be taken to carry the waste heat to the outside, or to change the air in the engine room rapidly.

The exhaust pipe should be arranged to provide the shortest possible length within the engine room. The part of the exhaust pipe inside the building should be surrounded with a light steel tube, sufficiently large to permit a two inch to four inch air space all around. This space should be ventilated to the outside. Another method of insulation is to cover the exhaust pipe completely with at least two inches of air-cell asbestos.

Ventilate the engine room thoroughly and install the engine so that air can flow freely through the radiator. An opening to the outside, in front of the radiator, is extremely desirable. Ducts should be provided between the radiator and the wall openings. On some installations, it may be necessary to provide a reverse-flow fan to blow the heated air out of the building.

Where the door or window area is restricted, galvanized ducts extending from the ceiling above the engine to the top of the building are recommended to carry off the hot air. Not less than two ducts, 24 x 24 inches in cross section, should be installed. At the same time, as many openings in the sides of the engine room as possible should be provided to let in cool outside air. Openings to a shaded side of the building are preferred.

DESCRIPTION

SPECIFICATIONS AND CAPACITIES

Capacities (U.S. Measure)

Cooling system:

Radiator type

UD-236 25 qts

UD-282 26 qts

Flo-matic type - less heat

exchanger 64 qts

Crankcase oil pan:

With oil filter 9 qts

Without oil filter 8 qts

Air cleaner oil cup 4 pts

Transmission case:

Four speed sliding gear 5 pts

Four speed synchromesh 7 pts

The capacities which appear throughout this manual are specifically for these engines and their special attachments.

Specifications

Engine

Type Direct starting

Cylinders 6-in-line

Bore 3-11/16 in.

Stroke:

UD-236 3-11/16 in.

UD-282 4.390 in.

Fuel injection pump Roosa Master

Fan belt tension 1/2 to 3/4 in.

Valve clearance (intake and exhaust):

Engine hot027 in.

Engine cold030 in.

Engine Speeds

Full load governed 2400 + 10 rpm

Low idle 650 \pm 25 rpm

Torques (Threads Lubricated Lightly With Engine Oil)

Engine oil filter case

hold-down bolt 45-50 ft-lbs

Fuel filter case cover bolts 15-20 ft-lbs

Glow plugs 60-80 in-lbs

Radiator and air cleaner

hose clamps 20-25 in-lbs

Valve cover bolt 10-12 ft-lbs

Dimensions

Length (over-all including power take-off):

UD-236 64-1/5 in.

UD-282 65-4/5 in.

Height (over-all) 42-3/4 in.

Width (over-all) 28 in.

Specifications subject to change without notice.

DIESEL FUEL SPECIFICATIONS

The following table shows the limiting requirements for diesel fuels recommended for use in International diesel engines:

(These are equivalent to ASTM Spec. D-975)

Requirements	Grade 2-D [†] (Preferred)	Grade 1-D [†]
Flash Point, degrees F, min.	125 or legal	100 or legal
Pour Point, degrees F, max.	10 below ambient \neq	10 below ambient \neq
Cloud Point, degrees F, max.	Ambient \neq	Ambient \neq
Water and Sediment, percent by volume, max.	0.05	Trace
Carbon Residue on 10 percent Residue, percent, max.	0.35	0.15
Ash, percent by weight, max.	0.01	0.01
Distillation Temperatures, degrees F:		
90 percent Point, min.	540	----
90 percent Point, max.	640	550
Sulphur, percent by weight, max.	0.5	0.5
Cetane Number, min.	40	40
Copper Strip Corrosion, max.	No. 3	No. 3
Viscosity, Kinematic at 100F, centistokes, min.	2.0	1.4
Viscosity, Kinematic at 100F, centistokes, max.	4.3	2.5

NOTES: [†] Grade 2-D is preferred but 1-D should be used at temperatures below 10 degrees F or for operations entailing considerable idling.

\neq Ambient refers to lowest temperature at which the engine is to be operated.

OPERATING CONTROLS AND INSTRUMENTS

The operator must thoroughly familiarize himself with the instruments and controls provided for operation of this engine. There are important differences between various engines; therefore, regardless of previous experience with other machines, the operator should fully understand what each control is for and how to use it before starting to operate the engine.

Continued on next page.

DESCRIPTION

OPERATING CONTROLS AND INSTRUMENTS - Continued

Instruments (Illust. 4 or 5)

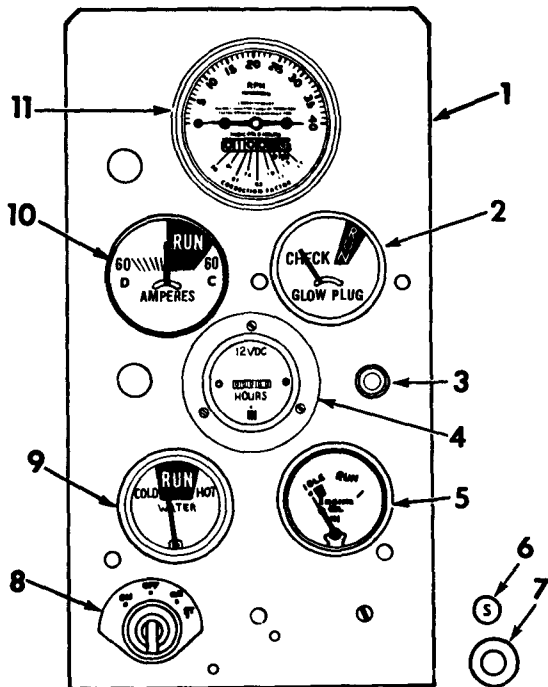
This section describes the purpose or function of each instrument. For detailed information on correct operating indications or ranges, refer to "Instrument Check" on page 11.

Ammeter

This instrument indicates the rate at which the battery is being charged or discharged.

Engine Oil Pressure Gauge (Illust. 4)

This instrument registers the pressure of the lubricating oil circulating through the engine.



Illust. 4
Instrument Panel (Regular Gauges).

1. PANEL, instrument.
2. METER, glow plug.
3. SWITCH, glow plug.
4. HOURMETER.
5. GAUGE, engine oil pressure.
6. BUTTON, fuel shut-off control.
7. KNOB, engine throttle control.
8. SWITCH, ignition and starter.
9. GAUGE, engine coolant temperature.
10. AMMETER.
11. TACHOURMETER.

Engine Coolant Temperature Gauge (Illust. 4)

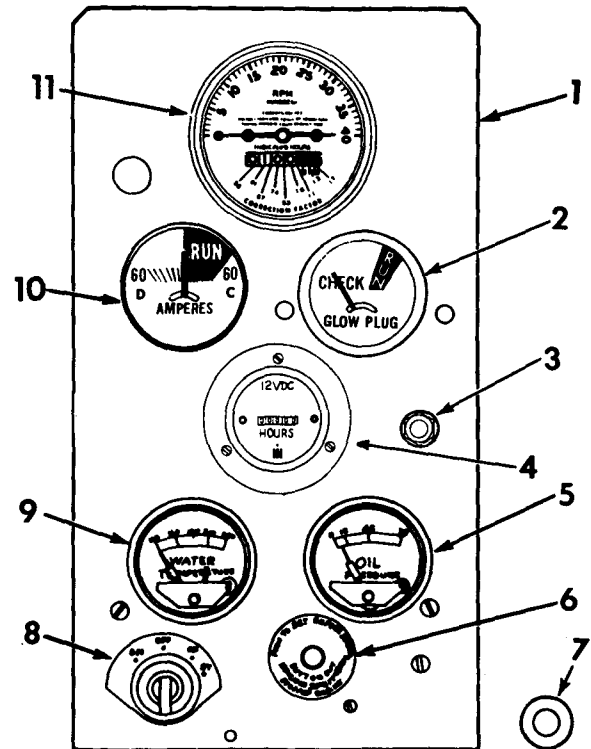
This gauge shows the temperature of the coolant circulating in the engine.

Safety Engine Oil Pressure Gauge (Illust. 5)

This indicator is part of the instrument panel (safety gauges) attachment. The safety engine oil pressure gauge shows the pressure of the lubricating oil circulating through the engine. If the oil pressure drops below minimum operating pressure, the engine will automatically stop.

Engine Coolant Temperature Safety Gauge (Illust. 5)

This gauge is part of the instrument panel (safety gauges) attachment. This gauge indi-



Illust. 5
Instrument Panel (Safety Gauges).

1. PANEL, instrument.
2. METER, glow plug.
3. SWITCH, glow plug.
4. HOURMETER.
5. GAUGE, safety engine oil pressure.
6. SWITCH, ignition relay.
7. KNOB, engine throttle control.
8. SWITCH, ignition and starter.
9. GAUGE, engine coolant temperature safety.
10. AMMETER.
11. TACHOURMETER.

DESCRIPTION

cator registers the temperature of the coolant circulating in the engine. If the temperature of the coolant reaches 195°F, the engine will automatically stop.

Glow Plug Meter

This meter indicates glow plug failure. The meter has a "CHECK" and a "RUN" zone. When the pointer is in the "RUN" zone (glow plug switch depressed), all the glow plugs are functioning.

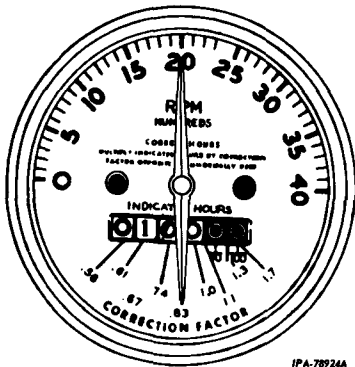
Hourmeter

The hourmeter indicates the actual hours of engine operation. Its range is from zero to 10,000 hours. When the hourmeter reaches 10,000 hours, it automatically starts again at zero.

Tachourmeter (Illust. 6)

The upper half of this gauge shows the engine RPM; the lower half of the indicator shows the indicated hours of engine operation.

This indicator has a correction factor to determine the actual hours of engine operation from the indicated hours. Refer to example following.



Illust. 6
Tachourmeter

EXAMPLE:

Engine rpm - 2000

Indicated hours - 100

To determine the actual hours of operation, multiply the indicated hours (100) by the correction factor (.83). The actual hours: 83 hours.

Controls

Ignition and Starter Switch

This switch has four positions; "OFF," "ST" (start) and two "ON" positions. Turning the switch all the way to the right to the "ST" or start position completes the electrical circuit between the batteries and the cranking motor to crank the engine. Turning the switch all the way to the left to the "ON" position provides a source of electrical power to operate auxiliary electrical equipment while the engine is idle.

Ignition Relay Switch (Illust. 5)

This switch is part of the instrument panel (safety gauges) attachment. It is a push-button type switch.

Engine Throttle Control Knob (Illust. 4 and 5)

This knob controls the speed of the engine and, when set in a given position, maintains a uniform engine speed under variable loads.

To obtain a specified engine rpm, depress the button in the center of the control knob and pull on the knob. When the approximate engine rpm is reached, release the button and the knob will automatically lock in place. If a finer adjustment is necessary, the knob can be rotated in a counterclockwise (to increase engine rpm) or clockwise (to decrease engine rpm) direction.

Fuel Shut-off Control Button (Illust. 4)

The fuel shut-off control button is used when starting or stopping the engine. Push the button in when starting the engine. Pull it out when stopping the engine.

Glow Plug Switch (Illust. 4 and 5)

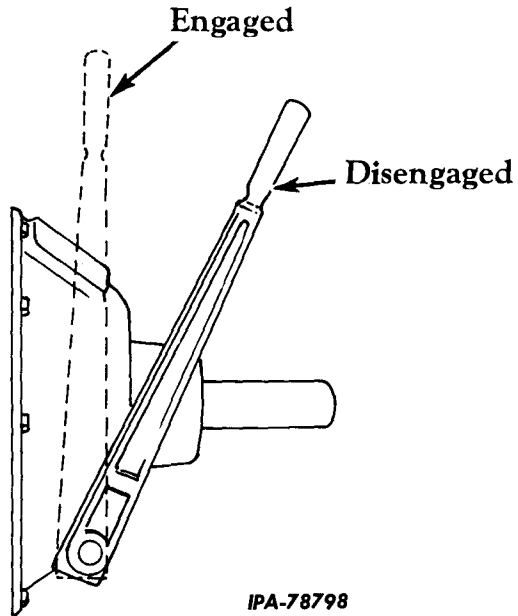
Depress the glow plug switch before cranking the engine in order to bring the glow plugs up to igniting temperature. Release the glow plug switch a few seconds after the engine starts.

Continued on next page.

DESCRIPTION

Power Take-Off Clutch Shaft Outer Bearing Housing Temperature Switch

This switch is part of the power take-off attachment. The switch is located at the bottom of the clutch shaft outer housing. If the temperature of the lubricant in the housing reaches 250° F, the engine will automatically stop.



Illust. 7

Power Take-Off Clutch Lever Positions (Left Hand
Lever Installation Shown).

Power Take-Off Clutch Lever (Illust. 7)

This lever is used to engage or disengage the engine from the load.

Transmission Gearshift Lever

The transmission gearshift lever is used to select the various gear ratios provided in the transmission.

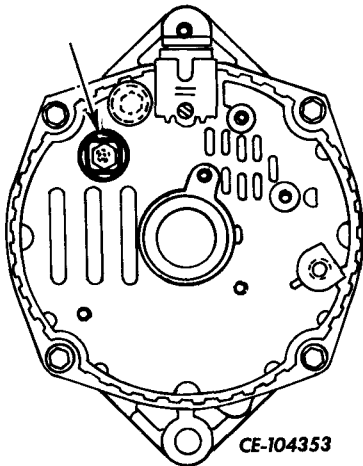
OPERATION

BEFORE STARTING A NEW ENGINE

This engine has been given predelivery and delivery service by your distributor or dealer.

As an added precaution, the following steps must be observed:

1. Check the oil in the engine crankcase, the air cleaner oil cup (wet type - if equipped), power take-off (if equipped) and transmission (if equipped) to be sure they are filled to the correct levels with the proper grades of oil for the prevailing temperature. Refer to "LUBRICATION WHEN SHIPPED" on this page.
2. Check the cooling system level and fill if necessary. Refer to "Filling the Cooling System" on page 23.
3. Check the clutch lever for ease of movement. If the clutch lever doesn't move freely, lubrication of the cross shaft, release bearing and overcenter clutch linkage maybe necessary.



Illust. 7A
Alternator Connection

4. Be sure the "BAT" terminal on the alternator is clean and the red cable, from the negative (-) terminal of the ammeter is securely fastened to it.

NOTE: BE SURE BATTERY IS CONNECTED PROPERLY.

5. Connect the battery cable to the "BAT" terminal on the cranking motor solenoid and to the positive (+) terminal on the battery. Connect the ground strap to the negative (-) terminal on the battery. (Refer to the "Wiring Diagrams" on pages 35 and 35A for proper connections.
6. Service the battery as instructed on the tag attached to the battery.

LUBRICATION WHEN SHIPPED

Engine

The crankcase is filled with approved oil that can be used for a maximum of 100 hours of operation. This oil will allow the engine to operate in temperatures reading from -10°F to +120°F. Refer to "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on pages 15 to 17 for proper type and viscosity of oil to be used for the prevailing air temperatures and drain periods.

Air Cleaner

Wet Type (If Equipped)

The oil in the air cleaner (wet type only) may be used in 0°F to +90°F temperature range until the normal change period occurs. If the prevailing air temperature is above +90°F or below 0°F, change to the proper viscosity of oil specified on the "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15.

Dry Type (If Equipped)

DO NOT OIL THE AIR CLEANER ELEMENT.

Power Take-Off

Some engine power take-offs have a compartment of engine oil for lubrication of the clutch shaft outer bearing. If your power take-off has this compartment, use this lubricant until the normal change period occurs.

Transmission

The lubricant in the transmission can be used until the normal change period occurs.

Export

The preceding information applies, except: The air cleaner is drained before shipment, and must be filled before operation. Refer to the "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15.

PRECAUTIONS

The power take-off clutch must be adjusted several times within the first 10 hours of operation. Refer to "Adjustment" on page 39 for the correct adjusting procedure.

Do not pour cold coolant into the radiator or expansion tank if the engine is very hot unless conditions make it absolutely necessary. Under such conditions, start the engine and let it idle while pouring the coolant slowly into the radiator or expansion tank. Be sure the radiator cap is tightened securely for efficient pressure cooling.

OPERATION

Never operate the engine under load before it is thoroughly warmed up.

Never operate the engine at more than the rated governed speed shown on the serial number plate on the flywheel housing. Excessive speeds are harmful.

Do not attempt to adjust the injection pump. The injection pump was set at the factory. If the injection pump does not function properly, consult your authorized International Engine distributor or dealer for repair or replacement.



CAUTION: FOR PERSONAL PROTECTION, OBSERVE THE FOLLOWING SAFETY PRECAUTIONS.

Never operate an engine in and enclosed building without proper ventilation. Refer to "VENTILATION FOR ENGINES INSTALLED INSIDE OF BUILDINGS" on page 4.

Do not use gasoline for cleaning parts, especially when service is performed inside buildings. A less flammable fluid, such as a commercial solvent or kerosine, should be used.

Never attempt to clean or oil the engine while the engine is operating.

PREPARING THE ENGINE FOR EACH DAY'S WORK

1. Check the coolant level. (One inch above the baffle.)
2. Check the crankcase oil level. Refer to the "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15 for complete lubrication requirements.
3. Check the oil level in the air cleaner (wet type) oil cup. If 1/4 inch of dirt has accumulated, refer to "Cleaning the Oil Cup" on page 27.
4. Clean the air intake cap. Refer to "Air Intake Cap" on page 30.

OPERATING THE ENGINE

Starting the Engine

Read and observe the "PRECAUTIONS" on page 9.

1. Open the main fuel supply shut-off valve (if equipped).
2. **POWER TAKE-OFF (IF EQUIPPED):** Place the clutch lever in the disengaged position. (To disengage, pull the clutch lever backwards.)

3. **TRANSMISSION CLUTCH (IF EQUIPPED):** Disengage the clutch by pulling the clutch lever back or depressing the clutch pedal (depending upon the application).

4. **TRANSMISSION GEARSHIFT LEVER (IF EQUIPPED):** Place the transmission lever in the neutral position (Illust. 8).

5. **FUEL SHUT-OFF CONTROL BUTTON (IF EQUIPPED):** Push the fuel shut-off control button in all the way.

6. **THROTTLE CONTROLS (IF EQUIPPED):** Depress the button in the center of the engine throttle control knob, and pull the knob all the way out; then push it back in until it is about one quarter of the way out. Release the button.

7. Depress the glow plug switch for a minimum of 30 to 45 seconds to allow glow plugs to pre-heat. For cold weather operation (+32°F or below), glow plugs are to be pre-heated for a minimum of 1-1/2 minutes.

NOTE: If the glow plug meter registers in the "CHECK" zone, one or more glow plugs are defective. For procedure on checking for glow plug failure, refer to "Checking for Defective Glow Plugs" on page 33.

8. Turn the starting switch all the way to the right to the "ST" position.

NOTE: Crank engine for 15 seconds at a time; allow the cranking motor to cool 30 seconds before cranking again. Keep the glow plug switch depressed at all times (cranking and waiting).

9. After the engine starts, keep the glow plug switch depressed for several seconds until certain all cylinders are igniting; then release the switch.

If the engine runs rough or will not start, this may be due to one of the following:

(a) The glow plugs, assuming they are functioning correctly, were not pre-heated a sufficient length of time. Repeat the starting procedure, allowing the glow plugs to pre-heat for the proper length of time before cranking.

(b) Air may be in the fuel system and the system must be vented. Refer to "Priming and Venting the Fuel System" on page 36.

NOTE: Allow the engine to run at 800 to 1200 rpm for 5 to 10 minutes to allow thorough distribution of the lubricating oil. The engine must not be placed under load until normal oil pressure is reached.

OPERATION

10. THROTTLE CONTROLS (IF EQUIPPED):

Adjust the throttle control knob to meet the load requirements.

11. POWER TAKE-OFF (IF EQUIPPED):

Place the power take-off clutch lever in the "engaged" position (Illust. 7).

12. TRANSMISSION CLUTCH (IF EQUIPPED):

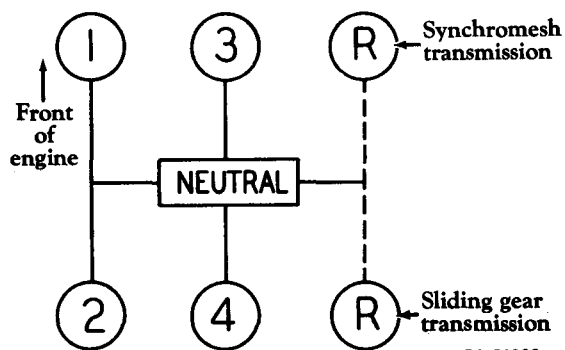
Disengage the clutch.

13. TRANSMISSION (IF EQUIPPED):

Move the transmission gearshift lever to the correct position for the speed desired (Illust. 9). Slowly release the clutch release shaft lever to pick-up the load.

14. Check all instruments for the proper readings.

Refer to "Instrument Check" on this page.



Illust. 8

IPA-56338

Transmission Gearshift Shift Pattern.

Transmission Gear Ratios

SPEED	REDUCTION
1st.	6.40 to 1
2nd.	3.09 to 1
3rd.	1.69 to 1
4th.	1.00 to 1
Rev.	7.82 to 1

Instrument Check

Check all gauges (Illust. 4 or 5) immediately after starting, again upon reaching operating temperature and at frequent intervals during operation to assure proper care through prompt detection of irregularities. If any of the gauges do not register properly; stop the engine, and locate and correct the cause immediately. If unable to find the cause consult your authorized International Engine Distributor or Dealer.

If your unit is equipped with a safety engine oil pressure gauge and an engine coolant temperature safety gauge, the engine will stop automatically if the oil pressure drops below the minimum or if the coolant temperature reaches 195°F.

Engine Coolant Temperature Gauge

The temperature gauge shows the temperature of the coolant circulating through the engine. After the engine has operated a sufficient length of time, the pointer of the gauge must be in the "RUN" (green) range and should remain there during regular operation.

Ammeter

The ammeter indicates the rate at which the batteries are being charged or discharged. The pointer of the gauge must register charge or in the "RUN" (green) range when the engine is operating faster than low idle speed. If it shows discharge or a high rate of charge continuously while the engine is operating at this speed, investigate the cause immediately. If unable to find the cause, consult your authorized International Engine distributor or dealer.

Engine Oil Pressure Gauge

This gauge shows the pressure at which the lubricating oil is circulating through the engine. This gauge must register in the "IDLE" range immediately upon starting. When the engine is operated at full load speed, the pointer must be in the "RUN" (green) range. Stop the engine immediately and investigate the cause if little or no pressure is indicated.

Stopping the Engine

1. POWER TAKE-OFF (IF EQUIPPED): Place the clutch lever in the disengaged position (Illust. 7).
2. TRANSMISSION GEARSHIFT LEVER (IF EQUIPPED): Put the lever in the neutral position (Illust. 8).
3. Operate the engine at half throttle (no load) for three to five minutes. This will aid in cooling the engine before final shut-down.

NOTE: Serious damage can result to the engine if the above step is neglected.

4. THROTTLE CONTROL (IF EQUIPPED): Push the throttle control knob all the way in.
5. IGNITION AND STARTER SWITCH (IF EQUIPPED): Turn the switch to the "OFF" position.
6. FUEL SHUT-OFF CONTROL BUTTON (IF EQUIPPED): Pull the button out all the way.

NOTE: On engines not equipped with a rain cap, be sure the exhaust stack is covered after the engine is stopped to prevent water from entering the engine.

SCHEDULED MAINTENANCE

Scheduled maintenance and periodic inspections are very important functions which every owner and/or operator must follow to assure the maximum performance of the engine.

To assure mechanical efficiency, it is necessary that this unit be systematically inspected and maintained at the intervals outlined below.

SCHEDULED

Point of Inspection

Remarks

After Every 10 Hours of Operation

*Air intake cap	Remove dirt and chaff. Refer to "Air Intake Cap" on page 30.
*Air cleaner oil cup (wet type)	Check oil level. Clean and fill when 1/4 inch of dirt has accumulated. Refer to "Cleaning the Oil Cup" on page 27.
Cooling system	Check level of coolant in the radiator. Refer to "Filling the Cooling System" on page 23.
Fuel tank	Fill the tank.
Lubrication points	Refer to the "LUBRICATION GUIDE" on pages 16 to 19.

After Every 50 Hours of Operation

*Air cleaner element (dry type)	Clean. Refer to "Filter Element Service" on page 28.
Fan belt	Check tension; replace when necessary. Refer to "Belt" on page 26.
Flexible rubber connections between air cleaner, turbocharger and intake manifold	Inspect for loose fit or damage and correct.
Flo-matic control linkage	Apply two or three drops of oil to the Flo-matic control linkage.
**Power take-off clutch	Check and adjust if necessary. Refer to "Adjustment" on page 38.
Radiator core	Clean spaces. Refer to "Cleaning the Radiator Core" on page 23.
Radiator and connections	Inspect for leaks and loose connections. If anti-freeze is used, check its strength.
Lubrication points	Refer to the "LUBRICATION GUIDE" on pages 16 to 19.

After Every 100 Hours of Operation

Automatic dust unloader (dry type)	Empty. Refer to "Automatic Dust Unloader" on page 28.
Air cleaner (tray assembly) (wet type)	Remove and clean. Refer to "Cleaning the Tray Assembly" on page 27.
***Battery liquid level	Check fluid level. Refer to "Liquid Level" on page 34.
Lubrication points	Refer to the "LUBRICATION GUIDE" on pages 16 to 19.

*When unusual dust or dirt conditions are encountered during operation, it may be necessary to service these points more frequently.

**This interval specified for clutch adjustment must be used only as a guide or reminder for checking the engagement. Experience will indicate if this adjustment can be checked less frequently.

***When the ambient temperature is continuously +90° F or higher, the liquid level must be checked every 50 hours.

SCHEDULED MAINTENANCE

SCHEDULED

Point of Inspection

Remarks

After Every 200 Hours of Operation

Lubrication points Refer to the "LUBRICATION GUIDE" on pages 16 to 19.

After Every 500 Hours of Operation

Cooling system Clean. Refer to "Cooling System" on page 28.

Engine valves Check clearance. Refer to "Valve Clearance Adjustment" on page 32.

Primary and final fuel filters Replace elements if necessary. Refer to "Fuel Filter Elements" on page 36.

Lubrication points Refer to the "LUBRICATION GUIDE" on pages 16 to 19.

After Every 1000 Hours of Operation

*Air cleaner (complete) (wet type) Remove and clean. Refer to "Air Cleaner" on page 27 to 29.

Lubrication points Refer to the "LUBRICATION GUIDE" on pages 16 to 19.

PERIODIC

Battery terminal Clean terminals with steel wool or brush.

Oil pump screen Clean this screen whenever the oil pan is removed.

Wiring Check for worn, cracked or frayed insulation, broken wires, loose or corroded connections.

*When unusual dust or dirt conditions are encountered during operation, it may be necessary to service these points more frequently.

SCHEDULED MAINTENANCE

LUBRICATION

For information about the lubrication of a new engine, refer to "LUBRICATION WHEN SHIPPED" on page 9.

The life and performance of an engine depends on the care that it is given and proper lubrication is probably the most important maintenance service for your engine.

Thorough lubrication service performed at the scheduled intervals and according to an established routine will aid greatly in prolonging the life of the engine and in reducing operating expense.

The type of work being done, load and weather conditions are all factors to consider in the frequency of lubrication. The scheduled intervals of lubrication shown on the "LUBRICATION GUIDE" are approximate, being based on average operating conditions.

It may be necessary to lubricate after shorter working periods under severe operating conditions such as extremely dusty conditions, low engine temperatures, intermittent operation, excessively heavy loads with high oil temperatures, or when diesel fuel with a high sulphur content is used. However, the time intervals between lubrication periods must never exceed those indicated in this manual.

SELECTION OF LUBRICANTS



The selection of the proper type (specification) and grade (weight or viscosity) of lubricant is not guess work. Many tests have been made to determine the correct lubricants for this engine and its equipment. For detailed information regarding lubricants, refer to "LUBRICANT SPECIFICATIONS AND CAPACITIES" on this page.

Lubricant Viscosities

During cold weather, base the selection of a crankcase lubricating oil viscosity on the lowest anticipated temperature for the day to make starting easier. For hot weather operation, base the selection on the highest anticipated temperature. Refer to "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15.

When the temperature changes, even though the regular interval of lubrication has not been reached, the lubricants must be altered to agree with the temperature.

PRECAUTIONS

After changing engine oil, operate the engine at low idle, without load, for at least five to ten minutes. This will allow the oil to work into the bearings and onto the cylinder walls.

LUBRICANT SPECIFICATIONS AND CAPACITIES

It is not the policy of the International Harvester Company to approve lubricants or to guarantee oil performance in service. The responsibility for the quality of the lubricant must remain with the supplier of the lubricant. When in doubt, consult your authorized International Engine distributor or dealer for information given in the latest service bulletin on crankcase lubricating oils or gear lubricants. The specified type and viscosity of lubricants recommended for use with this engine are shown in the "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15.

SCHEDULED MAINTENANCE

LUBRICANT SPECIFICATIONS AND CAPACITIES CHART (U.S. MEASURE)

LUBRICANT KEY: EO - Engine Oil MPL - Multi-purpose Type Gear Lubricant MPG - Multi-purpose Grease				
Lubrication Point	Capacity	ANTICIPATED AIR TEMPERATURE		
		Above +120 to 20°F	+70°F to -10°F	+10°F to -30°F
Crankcase	9 qts. (with filter)	EO - IH No. 1 Engine Oil or API CD/CC or CD oil or MIL-L-2104C oil or MIL-L-45199B (Series 3)		
	8 qts. (less filter)	Grade-30	Grade-10W	Grade-10W Diluted w/ 10% kerosine
Air Cleaner (wet type)	4 pts.	EO - IH No. 1 Engine Oil or API CD/CC or CD oil or MIL-L-2104C oil or MIL-L-45199B (Series 3)		
		Grade-30	Grade-10	Grade-10W Diluted w/ 10% Kerosine
Power take-off	Fill as instructed	EO - IH No. 1 Engine Oil or API CD/CC or CD oil or MIL-L-2104C oil or MIL-L-45199B (Series 3)		
		Grade 30	Grade 20	Grade 10
Transmission: Sliding gear Synchronesh	5 pts. 7 pts.	MPL - IH B-22 Grade 135H EP (*) or MIL-L-2105B		
		Grade-90 (%)	Grade-80 (%)	MIL-L-10324A
All lubrication fittings	Fill as instructed	MPG - IH 251H EP or an equivalent #2 multi-purpose lithium base grease.		

(%) - A multi-grade 80-90 may be used at temperatures of -10° F to +90° F. A grade-140 may be used above +90° F.

(*) - For specifications consult your authorized International Engine Distributor or Dealer.

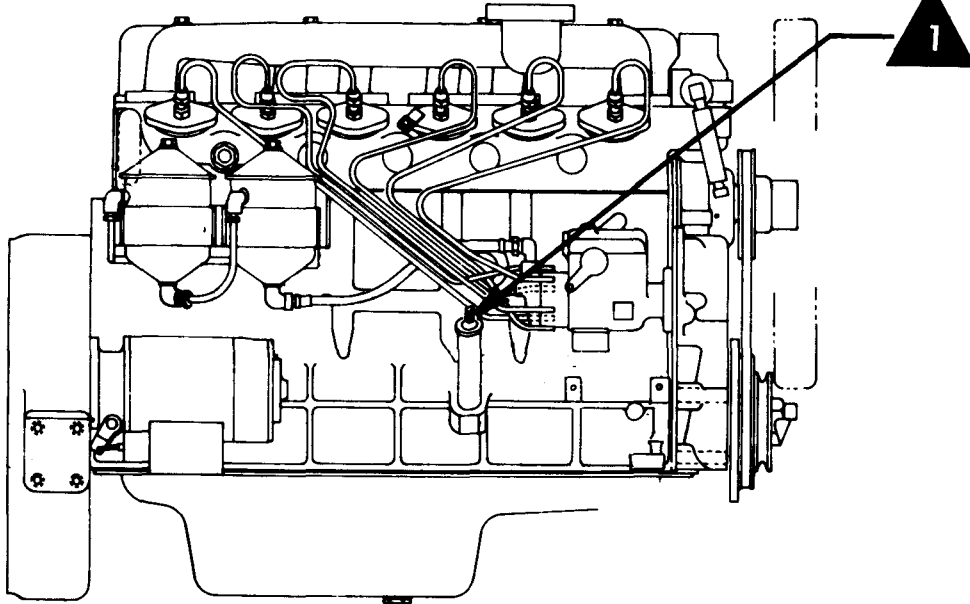
SCHEDULED MAINTENANCE

LUBRICATION GUIDE

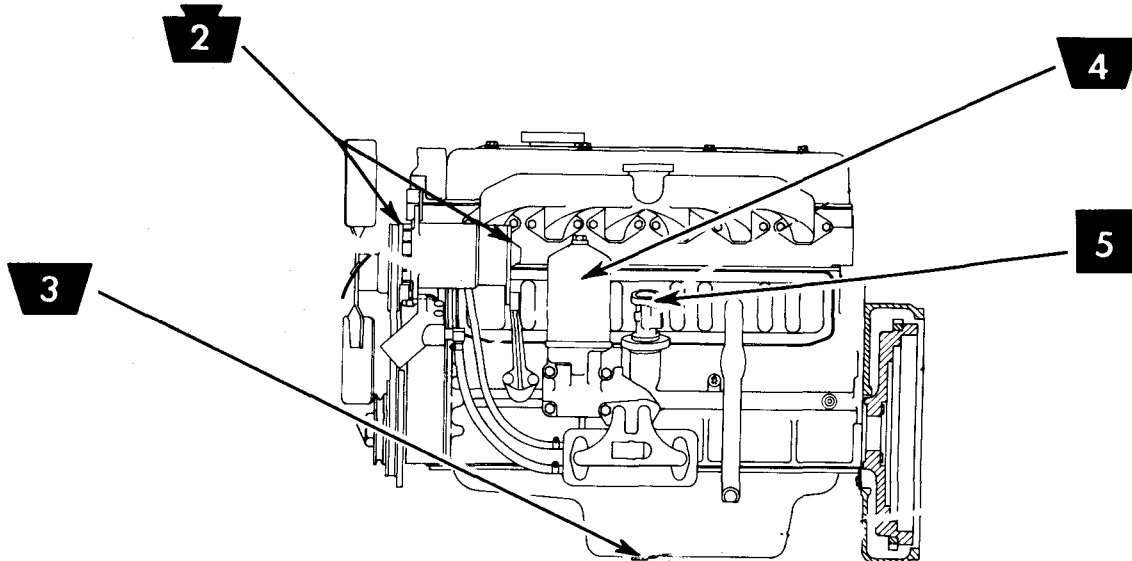
Always use clean containers. Keep lubricants clean. Wipe dirt from fittings before fresh lubricant is added. Occasionally apply a few drops of engine oil to the engine speed control linkage and flo-matic control linkage.

Item No.

Item No.



LUBRICATION POINTS ON RIGHT SIDE



LUBRICATION POINTS ON LEFT SIDE

The symbols around the reference numbers indicate the intervals of lubrication.



- 10 hours



- 100 hours



- 200 hours



- 500 hours

SCHEDULED MAINTENANCE

Key to Lubrication Guide

The symbols shown around the reference numbers shown in the illustrations on page 16 indicate the intervals of lubrication. Paragraph numbers correspond to reference numbers shown on these illustrations.



- Daily or After Every 10 Hours of Operation

1. Engine oil filler and oil level gauge.

Check the oil (with the engine stopped) and add sufficient new oil to bring it to the "FULL" mark on the gauge. Do not check the oil level while the engine is operating or operate the engine if the oil level is below the "ADD" mark on the gauge.

NOTE: The proper method of checking the oil level with the oil level gauge (1) is: Turn the cross piece on the gauge counterclockwise to release it, remove the gauge from the oil filler tube and wipe it clean. Reinsert the gauge all the way without turning it, then remove the gauge and check the oil level. After checking, and adding oil if necessary, reinsert the gauge all the way, and turn the cross piece clockwise to tighten it.



- After Every 200 Hours of Operation

3. Oil filter drain plug.

Remove the crankcase and oil filter drain plugs and drain all the oil from the crankcase and oil filter while the engine is warm; then replace the plugs and refill with the new oil to the "FULL" mark on the oil level gauge. Refer to the "Lubricant Specification and Capacities Chart" on page 16.

4. Engine oil filter.

Replace the oil filter. Remove the oil filter drain plug (3) and allow all the oil to drain. Remove the oil filter center tube and case and remove the element. Refer to page 30 for additional instructions.



- After Every 500 Hours of Operation

5. Tachometer drive.

Remove the grease plug and insert a lubrication fitting. Apply four or five strokes of the lubricator (approx. 1/4 oz.) to the fitting using IH 251H EP grease or equivalent #2 multi-purpose lithium grease (M. P. G.).

Miscellaneous

2. Alternator

The alternator requires no lubrication since its bearings are factory lubricated for long periods of operation. If the alternator fails to operate properly, consult your authorized International Engine Distributor or Dealer.

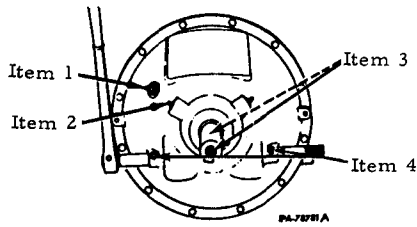
Electric Fuel Pump

Apply an equivalent multi-purpose lithium grease (M. P. G.) to the areas at the connecting rod needle bearing and at the push rod sleeve bearing. Refer to "Electric Fuel Pump" on page 37 for additional instructions.

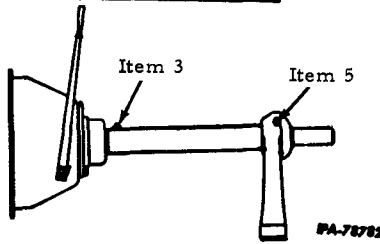
SCHEDULED MAINTENANCE **POWER TAKE-OFF LUBRICATION POINTS**

Points of lubrication are individually explained under "LUBRICATION INSTRUCTIONS" below.

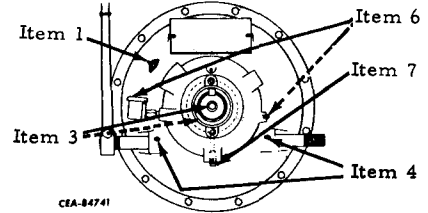
ROCKFORD AND TWIN DISC



EXTENDED SHAFT AND OUTBOARD BEARING



TWIN DISC WITH OIL LUBRICATED OUTER BEARING



LUBRICATION INSTRUCTIONS

Item No.	Description	Lubri-cant	Hours	Item No.	Description	Lubri-cant	Hours
1	Clutch Throwout Bearing * Day-in and day-out full speed operation Less than 10 engagements per day-normal daily usage Over 10 engagements per day-normal daily usage Apply one or two strokes from a hand operated grease gun	MPG	10 50 10	4	Clutch Lever Shaft Greased Type Apply two or three strokes of the lubricator oiled type Apply five or six drops of oil in each cup	MPG EO	100 100
2	Clutch Shaft Outer Bearing * Day-in and day-out full speed operation-in-line and side load drivers In-line drives - normal daily usage Heavy side load drives - daily usage Apply four or five strokes from a hand operated grease gun (on some clutches, the fitting is located on the opposite side).	MPG	50 100 # 50	6	Clutch Shaft Outer Bearing Filler and Level Plugs Remove either filler plug (indicated by solid arrows) and the level plug (indicated by dotted arrows) and fill until oil runs out of level hole. Reinstall the plugs.	EO	100
3	Clutch Pilot Bearing * Day-in and day-out full speed operation Less than 10 engagements per day-normal daily usage Over 10 engagements per day-normal daily usage Apply one or two strokes from a hand operated grease gun Refer to NOTES 1 and 2	MPG	200 ¢ 100 # 50	7	Clutch Shaft Outer Bearing Drain Plug Remove drain plug while lubricant is still warm. After allowing time for complete draining, re-install plug and refill at filler.	EO	500

* - If excessive amount of grease accumulates inside the clutch housing and/or engine flywheel housing resulting from over greasing or too frequent greasing of clutch outer bearing, throwout bearing and pilot bearing, reduce the amount of grease utilized or extend the period of lubrication interval.

- Certain light duty application may permit greasing intervals up to 200 hours.

¢ - Certain light duty application may permit greasing intervals up to 500 hours.

NOTE 1 - If the P. T. O. output shaft does not have end or cross (side) drilled grease fitting hole provision, P. T. O. attachment is, or may be equipped with sealed-for-life type pilot bearing. For applications where pilot bearing is subjected to severe rotational service check pilot bearing status.

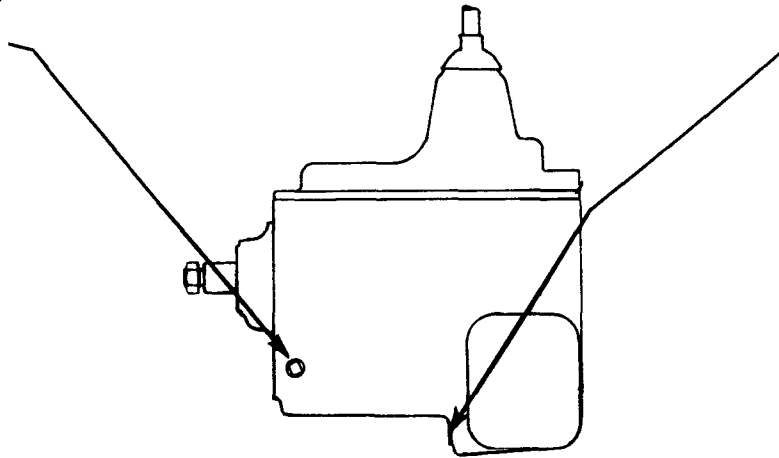
NOTE 2 - On applications where the end of the output shaft is covered with a universal joint or flexible coupling, transfer the lubrication fitting from the end of the shaft to the cross drilled location (indicated by dotted arrow). Use the pipe plug removed from the cross drilled hole to close to the opening in the end of the output shaft. This fitting is the only means of lubricating the clutch pilot bearing.

LUBRICATION GUIDE

19

<u>Point of Lubrication</u>	<u>Lubri- cant</u>	<u>Hours</u>
Transmission level	MPL	50

Remove the filler and level plug. Check to be sure the level is at the bottom of the filler opening. Install the filler and level plug.



<u>Hours</u>	<u>Lubri- cant</u>	<u>Point of Lubrication</u>
200	MPL	Transmission drain.

Remove the drain plug; also remove the filler and level plug while the lubricant is still warm. Drain and flush the transmission case. Install the drain plug. Fill to the bottom of the filler opening. Install the filler and level plug.

SCHEDULED MAINTENANCE

LUBRICATION POINTS FOR THE TRANSMISSION

MAINTENANCE

PREPARING FOR COLD WEATHER

In order to operate the engine in temperatures of +32° F or lower, observe the following instructions.

Lubrication

Lubricate the engine completely with lubricants specified for operation below +32° F as outlined on the "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15.

Cooling System

When the air temperature is consistently at the freezing point (+32° F) and lower, install anti-freeze in the cooling system.

Before installing anti-freeze in the system, make the following checks:

1. Check the system for leaks.
2. Inspect all hoses and tighten all hose clamps. Install new hoses if necessary.
3. Drain and flush the system. Refer to "Draining the Cooling System" and "Cleaning the Cooling System" on page 22.
4. Check the operating condition of the thermostat. Refer to "Thermostat" on page 24.
5. Check the condition and the tension of the fan belt. Refer to "BELT" on page 26.
6. Close all drain valves and tighten all connections securely.
7. Install the required amount of anti-freeze (refer to "Anti-freeze Solutions" on this page) into the radiator and fill the system with coolant as outlined under "Filling the Cooling System" on page 23.
8. Start the engine. After normal operating temperature has been reached, check the system to be sure there are no leaks.

Anti-freeze Solutions

IH Premium anti-freeze (permanent type) is the recommended solution to be used in this engine. DO NOT use methanol or alcohol as an anti-freeze.

NOTE: Do not mix brands of anti-freeze solutions. Mixed solutions make it impossible to determine if the cooling system has adequate protection against freezing. When testing the solution, be sure the system is at normal operating temperature. This is necessary to obtain an accurate reading.

Check the solution frequently to be sure the cooling system has sufficient protection against freezing.

The following table shows the percentage of anti-freeze solution required for the various temperatures.

Freezing Point (Fahrenheit)	USE IN COOLING SYSTEM
	IH Premium (Ethylene Glycol-Permanent Type)
+20°	16%
+10°	25%
0°	33-1/3%
-10°	40%
-20°	45%
-30°	50%
-40°	54%
-50°	58%

Batteries

When the air temperature drops to +32° F and lower, the efficiency of a battery decreases rapidly. At temperatures of -20° F or lower, do not try to start the engine unless the batteries have been heated. Immersion in warm water to within an inch or two of the top of the battery case is a satisfactory means of warming a battery.

It is especially important to keep the batteries at full charge for cold weather operation. Check the specific gravity of the battery electrolyte at frequent intervals, and keep the batteries as fully charged as possible. Add distilled water to the batteries in freezing temperatures only when the engine is to operate for several hours, to thoroughly mix the water and the electrolyte, or damage to the battery will result from the water freezing.



CAUTION: BATTERIES GIVE OFF HIGHLY INFLAMMABLE GAS. NEVER ALLOW SPARKS OR OPEN FLAMES NEAR THE BATTERY. AVOID SPILLING ANY ELECTROLYTE ON HANDS OR CLOTHING.

MAINTENANCE

PREPARING FOR HOT WEATHER

Lubrication

Lubricate the engine completely with lubricants specified for operation above +32° F as outlined on the "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15.

Battery

Inspect the battery frequently to be sure the electrolyte is at the correct level. (Refer to "Battery Liquid Level" on page 34.)

Cooling System

To prevent overheating, these steps must be followed:

1. Clean and flush the internal parts of the cooling system. Refer to "Cleaning the Cooling System" on page 22.
2. Clean insects and dirt from the external part of the radiator. Refer to "Cleaning the Radiator Core" on page 23.
3. Check the operating condition of the thermostat. Refer to "Thermostat" on page 24.
4. Check the coolant level frequently, and be sure the filler cap is on tight.
5. Check the condition and the tension of the fan belt. (Refer to "BELT" on page 26.)

COOLING SYSTEM

The following maintenance procedures cover two types of cooling systems; the radiator type and the Flo-matic type. These procedures are the same for both types except as indicated.

Radiator Type

The radiator type is a pressure-cooled system and will not operate properly unless the cooling system is tight. The filler cap must be properly tightened to the stop. The gasket surface of the cap must be in good condition. The system must not have loose connections or leaks. Unless these instructions are followed, pressure will not be maintained and loss of coolant and consequent overheating will result.

Flo-matic Type

The Flo-matic type cooling system automatically maintains the proper engine temperature under normal conditions of operation. A positive centrifugal pump circulates the coolant through the engine block, engine heads and expansion tank.

NOTE: This system is not a pressurized system and is equipped with a vented filler cap.

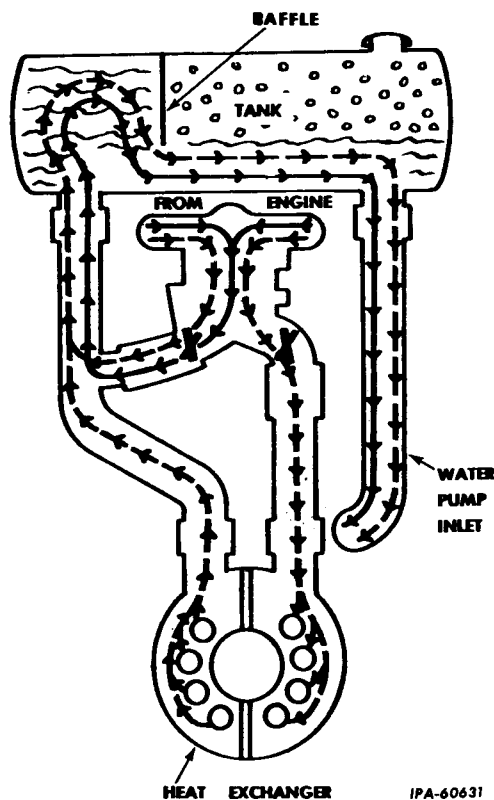
When the coolant in the cooling system begins to get warm, the double acting Flo-matic valves direct coolant from the engine through the expansion tank and back to the engine. (Solid line, Illust. 9.)

As the coolant temperature rises, the valves function in unison. One valve starts to open and the other valve starts to close to permit the flow of greater amounts of coolant through the heat exchanger. (Dotted line, Illust. 9.)

After the engine warm-up, the Flo-matic control maintains coolant temperature automatically by modulating flow to the heat exchanger circuit while sustaining a full flow through the engine cooling system.

Care of the Cooling System

To keep the cooling system free of rust and sludge during warm weather operation, add "IH cooling system conditioner." Instructions for its use are printed on each container.



Illust. 9
Cooling System Circulation.

MAINTENANCE

Radiator Cap

A regulating pressure valve, built into the radiator cap, is designed to open at a pressure of approximately four pounds per square inch.

Removal

♦ CAUTION: THE PRESSURE TYPE CAP IS PROVIDED WITH A SAFETY STOP TO ALLOW THE PRESSURE OR ANY STEAM TO ESCAPE WHILE THE CAP IS BEING REMOVED, SHOULD THE ENGINE RUN VERY HOT.

Turn the cap to the left (counterclockwise) to the safety stop until pressure is released; then press down on the cap and continue to turn until the cap is free to be removed.

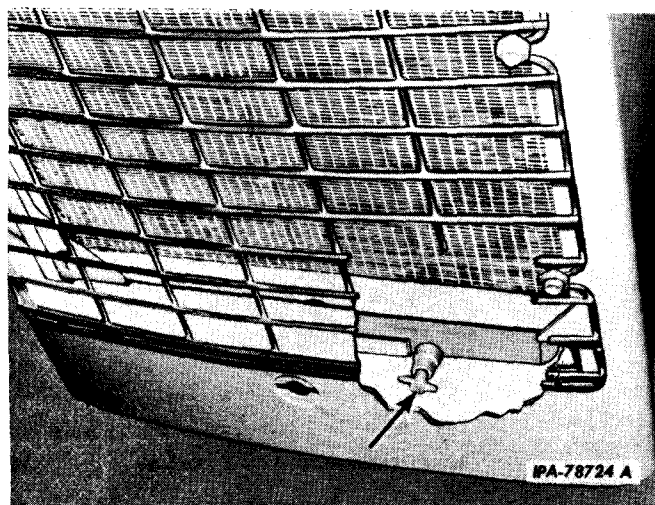
NOTE: Do not attempt to repair or replace any of the regulating valve parts. If the valve is faulty, replace it with a new radiator cap of the same type.

Draining the Cooling System

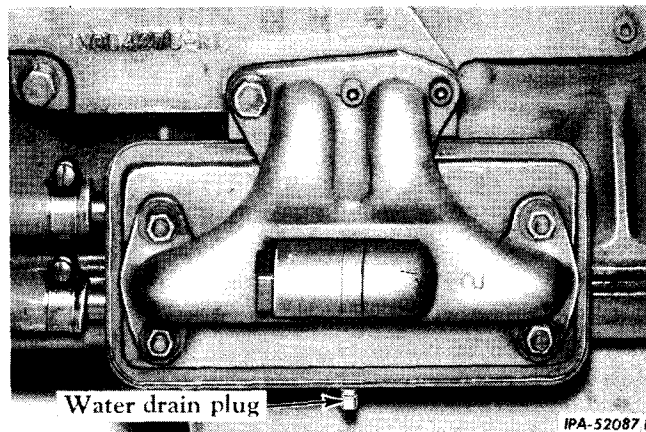
Radiator Type

Drain the cooling system immediately after stopping the engine while most of the sediment is in suspension.

1. Remove the radiator cap.
2. Open the radiator drain valve (Illust. 10), the crankcase drain valve and the oil cooler drain plug (Illust. 11).



Illust. 10
Radiator Drain Valve.



Illust. 11
Engine Oil Cooler.

3. Allow the system to drain completely. Be sure that the drain valves do not plug up during the draining.
4. Close all of the drain outlets.

Flo-matic Type

Drain the cooling system immediately after stopping the engine while most of the sediment is in suspension.

1. Remove the expansion tank cap.
2. Open the flo-matic vent valve (Illust. 14), crankcase drain valve and the oil cooler drain plug (Illust. 11).
3. Allow the system to drain completely. Be sure the drain valves do not plug up during the draining.
4. Close all of the drain outlets.

Cleaning the Cooling System

Drain and thoroughly flush the cooling system twice a year or more often if necessary. The appearance of rust in the radiator, expansion tank or in the coolant is an indication that the inhibitor has become weakened and it is possible that some sludge has accumulated in the system. When this condition exists, proceed as follows:

1. Run the engine until it reaches normal operating temperature; then stop the engine and drain the cooling system refer to "Draining the Cooling System" on this page.
2. Fill the cooling system with clean coolant refer to "Filling the Cooling System" on page 23.

MAINTENANCE

3. Add a flushing compound, that is compatible with aluminum, to the cooling system in accordance with the instructions furnished with the compound.

4. Start the engine and flush the system as directed by the instructions furnished with the compound.

5. After the system has been flushed and thoroughly cleaned of the compound, refill with clean coolant (refer to "Filling the Cooling System" on this page).

Cleaning the Radiator Core

Blow out insects and dirt from the radiator core air passages, using air or water under pressure. Engine overheating is often caused by bent or clogged radiator fins. When straightening bent fins, be careful not to injure the tubes or to break the bond between the fins and tubes.

Filling the Cooling System

Radiator Type

1. Close the drain valves.
2. Pour coolant into the radiator slowly until partly full.
3. Add IH cooling system conditioner for warm weather operation or IH anti-freeze when the air temperature is consistently at the freezing point (+32°F) and lower, according to instructions printed on each container.

NOTE: Use only a corrosion inhibitor that is compatible with aluminum. Do not use inhibitors labeled as "acid neutralizers."

4. Continue to fill the radiator until the coolant reaches a level approximately one inch below the filler neck. Wait a few minutes to allow any air to escape, then add coolant if needed.

5. Install the radiator cap. Start and run the engine until the operating temperature is reached. Stop the engine, remove the radiator cap and recheck the level. Add coolant, if needed, to fill to the required one inch level below the filler neck. Install the radiator cap.

Flo-matic Type

1. Close the drain valves.
2. Pour or run coolant into the expansion tank slowly until partly full.
3. Add IH cooling system conditioner for warm weather operation or IH anti-freeze when the air temperature is consistently at the freezing point (+32°F) and lower, according to instructions printed on each container.

NOTE: Use only a corrosion inhibitor that is compatible with aluminum. Do not use inhibitors labeled as "acid neutralizers."

4. Continue to fill the expansion tank until the coolant reaches a level approximately one inch below the bottom of the filler neck.
5. Open the vent valve (Illust. 14) to permit the escape of air. Close the vent valve, then add coolant if needed.
6. Install the expansion tank cap. Start and run the engine until operating temperature is reached. Stop the engine, remove the expansion tank cap and recheck the level. Add coolant if needed, to fill to the required one inch level below the filler neck. Install the expansion tank cap.

Adding Coolant to an Overheated Cooling System



CAUTION: USE CAUTION WHEN REMOVING THE RADIATOR CAP TO ADD COOLANT. BE SURE ALL PRESSURE IS RELEASED BEFORE REMOVING THE CAP.

Do not pour cold coolant into the radiator or expansion tank if the engine is very hot unless conditions make it absolutely necessary. In this case, start the engine and let it idle; then slowly pour the coolant into the radiator or expansion tank.

Thermostat (Radiator Type Only)

The thermostat has two functions; gain rapid engine warm-up; control coolant temperature. The thermostat is the non-adjustable type, designed to maintain a coolant operating temperature of +170°F to +190°F.

NOTE: Use only a permanent type anti-freeze in this engine.

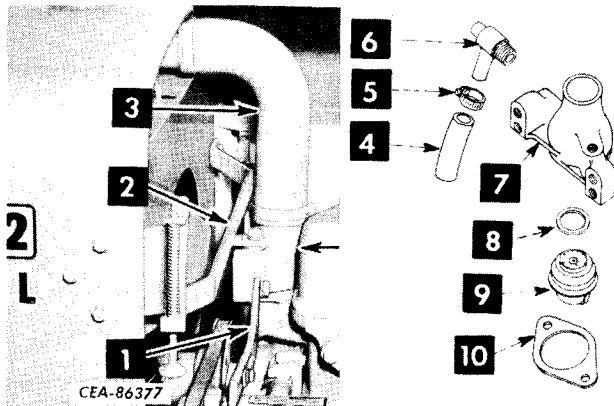
MAINTENANCE

Removing and Checking the Thermostat (Illust. 12)

Engine overheating is sometimes due to a faulty thermostat. Remove and check the thermostat as follows:

1. Drain the cooling system to a level below the thermostat housing. Refer to "Draining the Cooling System" on page 22.
2. Disconnect the hose (3) and hose (4).
3. Remove the cap screws securing the braces (1 and 2).
4. Remove the cap screws securing the housing (7) to the cylinder head; remove the housing (7), gasket (10), and thermostat (9).

NOTE: Check the condition of the seal (8) pressed in the housing (7). If seal is worn or damaged, remove and replace with new.



Illust. 12
Thermostat and Thermostat Housing.

1. BRACE, alternator.
2. BRACE, radiator.
3. HOSE, radiator inlet.
4. HOSE, water pump by-pass.
5. CLAMP, hose.
6. VALVE, by-pass.
7. HOUSING, thermostat.
8. SEAL, thermostat.
9. THERMOSTAT.
10. GASKET, housing.

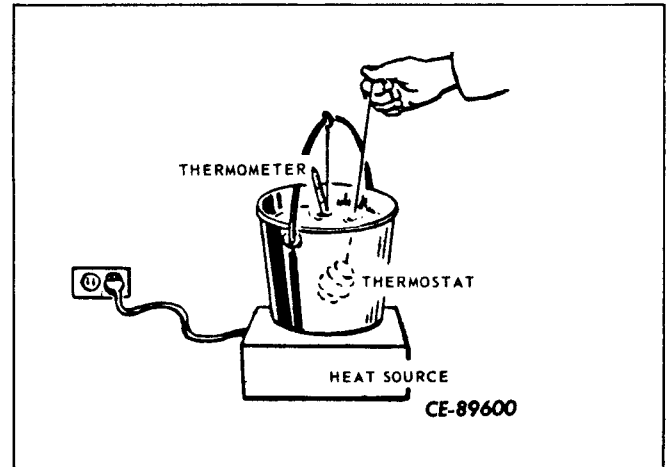
4. Clean the thermostat housing, removing all scale and rust.

5. Clean the thermostat. Replace the thermostat if coated with scale as this will not allow proper operation.

6. Check the thermostat as follows:

- (a) Suspend the thermostat and a thermometer in a container of water.

NOTE: Do not allow either one to contact the container sides or bottom.



Illust. 13
Checking the Thermostat.

- (b) Heat water and carefully note temperature when thermostat starts to open (approx. +170°F) and when fully open (approx. +190°F).

- (c) If thermostat does not function as described, replace it.

Installing the Thermostat

1. Clean the gasket surface of the cylinder head to assure proper sealing when reassembled.
2. Install the new gasket (10) on the cylinder head.
3. Place the large end of the thermostat (9) into the housing (7).

NOTE: Do not damage the ring in the seal (8) when installing the thermostat.

4. Install and secure the housing (7) onto the cylinder head.

5. Secure the braces (1 and 2).

6. Connect the hoses (3 and 4).

7. Fill the cooling system, refer to "Filling the Cooling System" on page 23.

MAINTENANCE

Flo-matic Valve

No adjustment can be made to the Vernatherm unit to increase or decrease operating temperatures. The following adjustments establish only the proper relationship of the Vernatherm control unit and the butterfly valves to provide full opening and complete closing of the by-pass and heat exchanger circuit.

Flo-matic Valve Adjustment (Illust. 15)

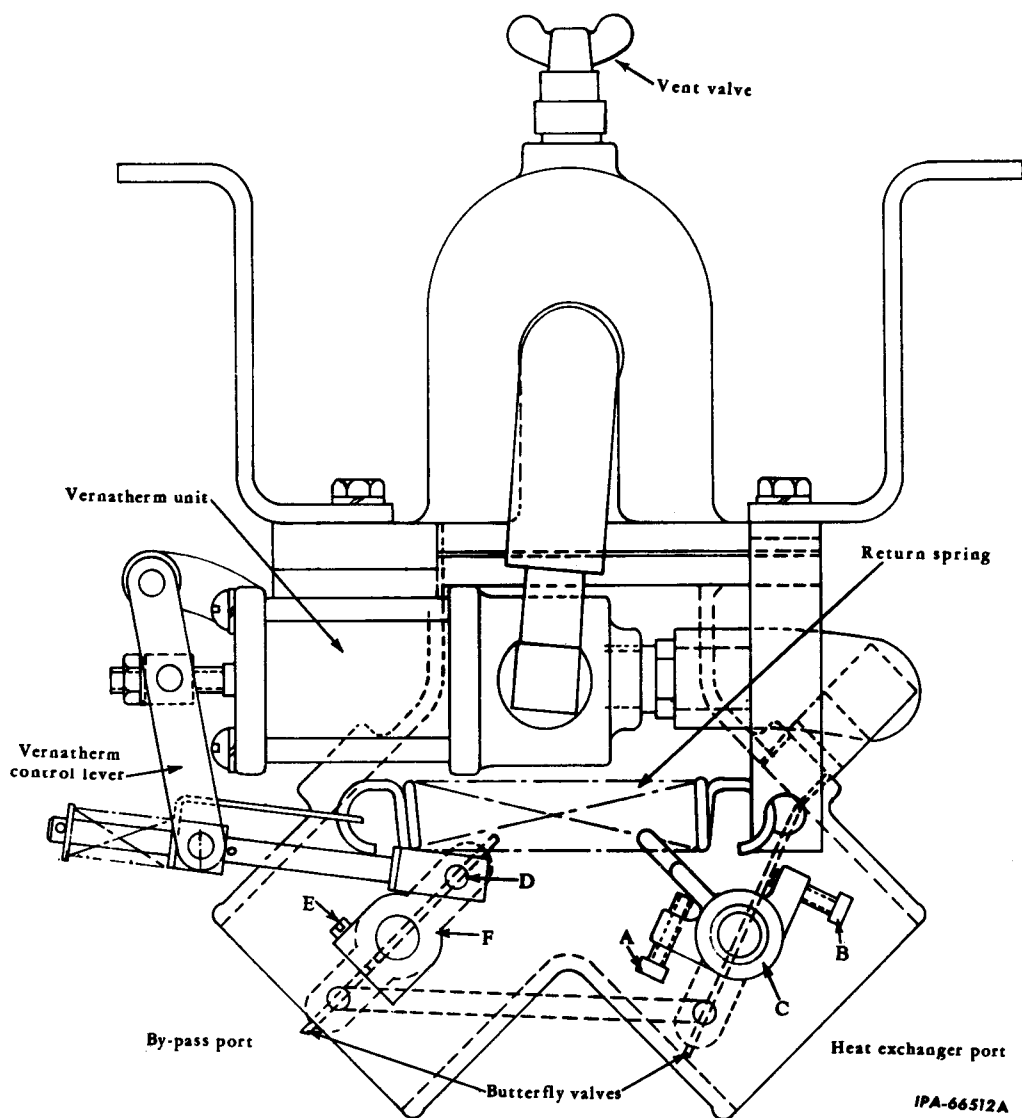
1. Drain the cooling system. (Refer to "Flo-matic Type" under "Draining the Cooling System" on page 22.
2. Remove the by-pass and heat exchanger hoses.
3. Remove Vernatherm return spring.

4. The purpose of the two set screws (A and B) on lever (C) is to prevent butterfly valves from binding and must just make contact with the stop as the valves reach full open and full close positions. Adjust if required.

5. Remove the pin (D) holding the Vernatherm control lever in (toward Vernatherm control unit). The pin (D) must fall in place without binding. The by-pass port valve must be in full open position and the heat exchanger port valve must be fully closed. If correction is required, proceed as follows:

- (a) Loosen the screws (E) on the lever (F).
- (b) Position the lever (F) as outlined in Step 5.

Continued on next page.



Illust. 14
Flo-matic By-pass Control Valve.

MAINTENANCE

(c) Tighten the screw (E) (40-45 inch pounds).

(d) Operate the valve assembly by hand, being sure all linkage operates freely.

(e) Install the Vernatherm control return spring.

6. Install the by-pass and heat exchanger hoses.

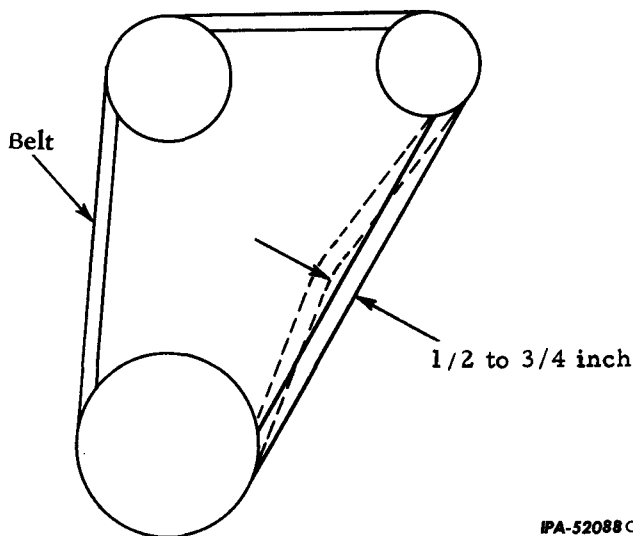
7. Fill the cooling system. Refer to "Flocmatic Type" under "Filling the Cooling System" on page 23.

NOTE: If the above adjustments have been made and the satisfactory temperatures are not maintained, consult your authorized International Engine distributor or dealer.

BELT

Belt Tension (Illust. 15)

The tension is correct when the fan and alternator belt can be depressed, by the thumb (approx. 25 lb. load), $1/2$ to $3/4$ inch midway between the two pulleys. If the belt is too tight or too loose adjust the belt.



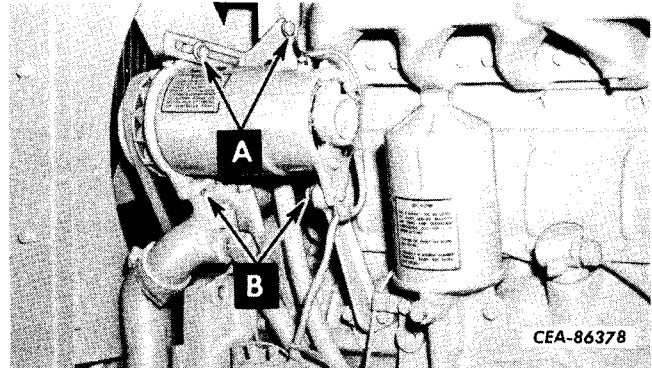
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Illust 15
Correct Belt Tension.

Adjustment (Illust. 17)

Adjust the belt as follows:

1. Loosen the brace bolts (A) and the mounting bolts (B).



Illust. 16
Adjusting the Belt.

2. Move the alternator away or toward the engine until the tension on the belt is $1/2$ to $3/4$ inch midway between the pulleys (Illust. 15).

NOTE: Under no circumstances should a pry bar be used on the alternator to obtain belt tension as damage to the bearings will result.

3. Tighten the mounting bolts (B) and the brace bolts (A).

Removing the Belt (Illust. 16)

Replace the belt if it becomes soaked with grease or is so badly worn that the correct belt tension cannot be maintained.

1. Loosen the brace bolts (A) and mounting bolts (B).

2. Move the alternator in toward the engine.

3. Slip the old belt over the fan blades and remove it.

Installing the Belt

1. Work the new belt over the fan blades and over top of the fan pulley.

2. Slide the belt over the crankshaft pulley.

3. Push in on the alternator, if necessary, and slide the belt over the alternator pulley.

4. Adjust the belt tension. Refer to "Adjustment" on this page.

MAINTENANCE

AIR CLEANER (WET TYPE)

Precautions

Inspect the flexible rubber hose connections between the engine and the air cleaner. If they show any sign of deterioration, replace them.

To eliminate strain on the rubber hose connections, be sure that the pipes line up.

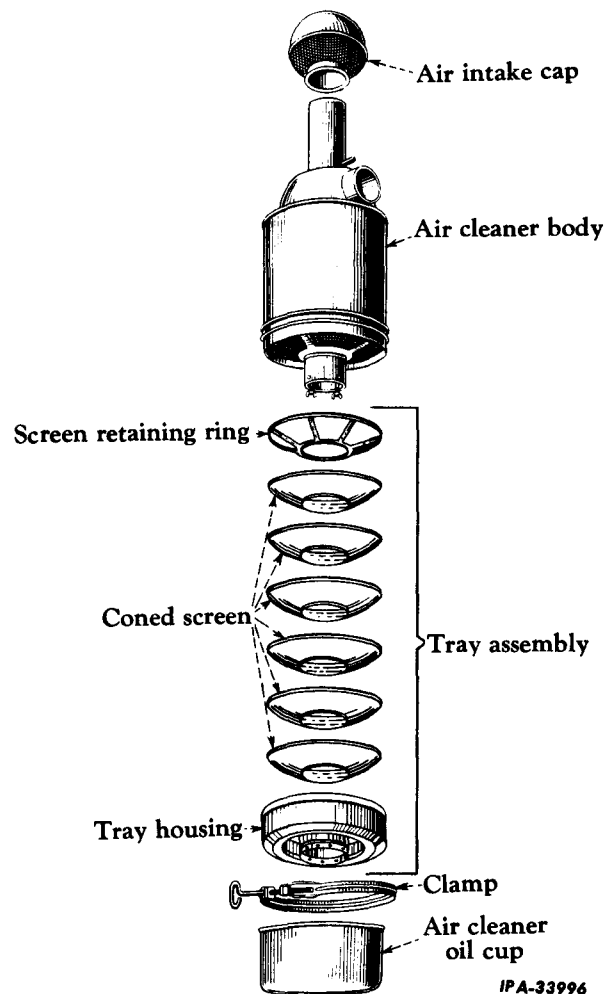
All the joints between the air cleaner and the engine must be tight.

Cleaning the Oil Cup (Illust. 17)

1. Clean or wipe the outer surface of the oil cup and body.
2. Loosen the screw on the retaining clamp and remove the oil cup from the air cleaner body.
3. Pour out the old oil and thoroughly clean the oil cup with kerosene.
4. Fill the cup to the oil level bead with the proper grade of oil. Refer to the "LUBRICANT SPECIFICATIONS AND CAPACITIES CHART" on page 15.
5. Lift the oil cup into place on the air cleaner body and secure in place with the clamp (4).

Cleaning the Tray Assembly (Illust. 17)

1. Remove and clean the oil cup as previously described under "Cleaning the Oil Cup" on this page.
2. Loosen the wing nuts which secure the tray assembly to the air cleaner body. Turn the tray to the left or right to release the tray locks, and remove the tray from the air cleaner body.
3. Remove the four wing bolts and screen retaining ring. Remove the six screens from the tray housing.
4. Clean the housing, six screens and retainer ring with kerosene or diesel fuel.
5. Install the six screens in the housing. Insert the ring and four wing bolts.
6. Install the tray assembly on the air cleaner body by turning the tray slightly and tighten the air cleaner body wing nuts.
7. Install the oil cup.



Illust. 17
Air Cleaner Components (Wet Type).

Air Cleaner Complete

1. Remove the air cleaner from the unit and disassemble it (Illust. 17). Refer to the procedures outlined under "Cleaning the Oil Cup" on this page and "Cleaning the Tray Assembly" on this page. Be sure to clean out the air intake pipe and the inside of the air cleaner body.
2. Clean the air intake cap screen. Refer to "AIR INTAKE CAP" on page 30.
3. After the parts have been cleaned thoroughly, install the air cleaner body on the engine. Be sure that all the joints are air-tight; then replace the tray assembly and air intake cap. Fill the oil cup to the proper level with the specified grade of oil (refer to the "LUBRICANT SPECIFICATIONS CAPACITIES CHART" on page 15) and install it on the air cleaner body. Be sure it is held securely in place by the clamp.

MAINTENANCE

AIR CLEANER (DRY TYPE)

The air cleaner is the "dry-type" with replaceable filter element and automatic dust unloader features. The element may be cleaned several times before requiring replacement (additional information can be found in the following text).

Precautions

As an added precaution against dirt getting into the engine, frequently inspect the flexible pipe connection between the manifold and the air cleaner. If it shows any sign of leakage, correct it.

Never operate the engine unless the filter element is in place in the air cleaner body and/or the dust unloader is in place.

Never remove the element from the air cleaner body while the engine is running.

Automatic Dust Unloader

The dust unloader (5, Illust. 18) automatically allows the accumulated dirt in the air cleaner body to drop out when the weight of the dirt overcomes the vacuum that keeps the unloader lips closed. At the interval specified under "SCHEDULED MAINTENANCE" on page 12, stop the engine and squeeze the dust unloader lips to be sure they are not blocked.

Filter Element Service

The element can be cleaned by either of two methods; washing or compressed air.

Washing is the preferred method as it removes more dust and soot and restores the element to an almost new condition. The result being better performance and longer intervals between required element service. It is suggested that a spare element be available for use while the serviced element is drying. This will reduce unit down-time to only a few minutes and will allow sufficient time to service the restricted element properly. (Refer to "Washing" on this page.)

NOTE: A filter element must be replaced after 6 washings.

Cleaning the element with compressed air is not considered an entirely satisfactory method. Some dust will remain in the element causing more frequent servicing of the element. This method should be used only as a temporary measure until sufficient time is available to clean the element by "washing." (Refer to "Compressed Air" on page 29.)

NOTE: After cleaning, if an element is to be stored for later use, place it in a plastic bag and store in an element shipping container to protect against dirt and damage.

Removal (Illust. 18)

1. Stop the engine. Wipe off any accumulation of dust from the element removal end of the air cleaner body. Be careful not to dislodge dust from the dirty element into the clean air side or outlet of the air cleaner. (Any dust accidentally dislodged into the outlet clean air side must be cleaned up before installing an element.)
2. Loosen the element thumb screw and remove the element retainer (1). Remove the element (2).
3. Inspect the "clean air side" of the element and air cleaner body for unusual accumulation of dust. Dust accumulation on the "clean air side" of the element usually means a rupture in the paper and the element must be discarded.

Washing

NOTE: Never wash elements in fuel oil, gas or solvent. DO NOT OIL ELEMENTS. Do not attempt to take elements apart.

1. Before washing, tap the side or end of the element against the palm of your hand to remove loose dust.

NOTE: Do not tap element against a hard surface; this will damage the element.

2. Wash the element in clean, warm water (+70° F to +100° F). A small amount of non-sudsing detergent added to the water will facilitate removal of soot.
3. Rinse the element in clear water (if a hose is used, do not exceed 40 psi). Shake the element carefully to remove excess water.

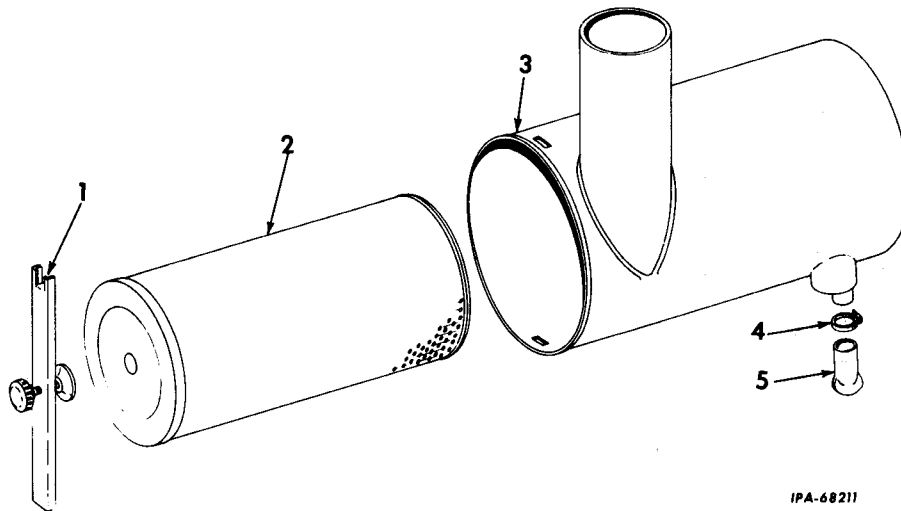
NOTE: Do not use compressed air to speed the drying of the element; the air pressure will rupture the wet element.

4. Lay the element on its side and allow to air dry before reinstalling. Overnight drying is usually sufficient. When drying the element protect it from dirt and/or freezing.

NOTE: If no spare element is available, the wet element, after excess water has been shaken out, may be installed in the air cleaner and the engine operated at low idle for 10 minutes before operating.

5. Inspect for damage. Refer to "Inspection" on page 29.

MAINTENANCE

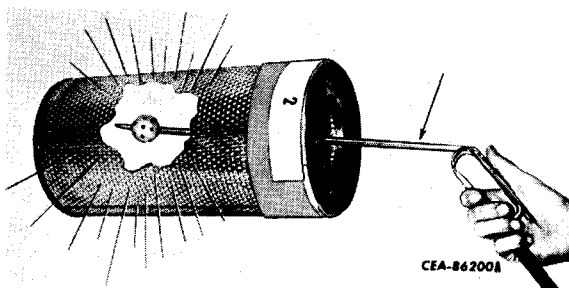


Illust. 18
Air Cleaner Components (Dry Type).

- | | | |
|-----------------------|-----------------------|--------------------|
| 1. RETAINER, element. | 3. BODY, air cleaner. | 5. UNLOADER, dust. |
| 2. ELEMENT, filter. | 4. CLAMP. | |

Compressed Air

An element cleaning tool (IH Part No. 407 073 R1, Illust. 19) for use with compressed air, is available from your authorized International Construction Equipment distributor or dealer. This tool will do a faster and more efficient job of removing dust than a regular air gun nozzle.



Illust. 19
Using Element Cleaning Tools.

1. Carefully tap side or end of the element against the palm of your hand to remove loose dust.

NOTE: Do not tap the element against a hard surface; this will damage the element.

2. Direct clean, dry compressed air up and down the pleats on the "CLEAN SIDE" of the element. Always direct the compressed air opposite the normal operating air flow through the element.

NOTE: Air pressure at the nozzle must not exceed 100 psi. Keep a reasonable distance between the air nozzle and the element.

3. Inspect the element for damage. Refer to "Inspection" as outlined in the following text.

Inspection

1. Inspect the filter element for leaks or damage by placing a bright light inside the element. Inspection of the element on the outside will disclose any holes where concentrated light shines through. The slightest rupture requires replacement of the filter element.
2. Inspect all gaskets and gasket contact surfaces of the element and the air cleaner body. If faulty or damaged gaskets or surfaces are noted, correct these conditions immediately.
3. Remove any dirt found inside the air cleaner body with a damp cloth before reinstalling the element. A small amount of non-sudsing detergent added to the water will facilitate removal of soot.
4. Squeeze or remove and clean the dust unloader to be sure it is open and contains no obstructions.

Installation (Illust. 18)

1. Install the element (2) (open end first) into the air cleaner body (3). Install the element

Continued on next page.

MAINTENANCE

retainer (1) and tighten the thumb screw in the retainer so that the element is air-tight.

NOTE: Under no circumstances, should the engine be operated without the element in the air cleaner and the dust unloader in place.

2. Clean the air intake cap screen. Refer to "AIR INTAKE CAP" on page 30.

3. Inspect and tighten all air cleaner and air induction system connections before resuming operation.

AIR INTAKE CAP (1, Illust. 17)

Keep the air intake cap screen clean and free of all restrictions. A twist and an upward pull will remove the cap. Use compressed air to clean the screen. If compressed air is not available, wash in clean hot water or preferably water containing a small amount of non-sudsing detergent.

LUBRICATING OIL FILTER

Changing the Filter Element (Illust. 20)

1. Drain the oil immediately after stopping the engine, when complete circulation has been established and while most of the sediment is in suspension.

2. Remove both the crankcase oil pan drain plug and filter base drain plug (10). Allow the system to drain completely. Install the crankcase oil pan drain plug.

3. Clean the outside of the filter case (3) to prevent dirt from dropping into the base (9).

4. Unscrew the center tube (1).

5. Lift up and remove the center tube (1) and case (3).

6. Remove the old element (7).

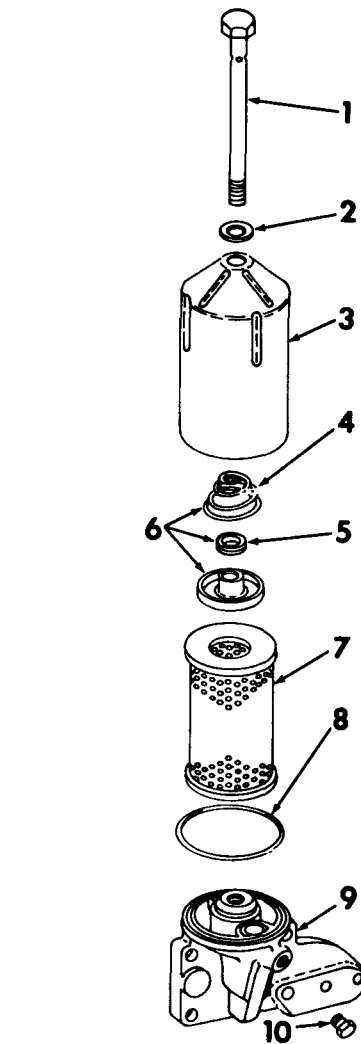
7. Wipe out the base (9) and case (3) with a cloth dampened with kerosine.

8. Install the new element (7) as follows:

(a) Install the drain plug (10) in the filter base (9).

(b) Install the new filter element (7).

(c) Inspect the center tube (1) and make sure it is clean. Remove any dirt in the threaded center of the base.



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Illust. 20
Exploded View of Oil Filter.

1. TUBE, center.
2. GASKET, center tube.
3. CASE, oil filter.
4. SPRING, element hold-down.
5. GROMMET.
6. RETAINER ASSEMBLY, element.
7. ELEMENT.
8. GASKET, oil filter case.
9. BASE, oil filter.
10. PLUG, drain.

(d) Check that the case gasket (8) and center tube gasket (2) are in good condition. Replace with new ones if necessary. Refer to "Installing New Center Tube Gasket" on page 31.

9. Fill the crankcase oil pan with new oil as instructed under the "LUBRICATION GUIDE" on page 17.

MAINTENANCE

Installing New Center Tube Gasket (Illust. 20)

1. Reach up inside the filter case (3) and remove the element retainer assembly (6) from the center tube (1).
2. Remove the center tube (1) from the case (3) and replace the gasket (2) with a new one.
3. Install the center tube (1) into the case (3).
4. Slide the element retainer assembly (6) onto the center tube (1) and push it up into the case (3).

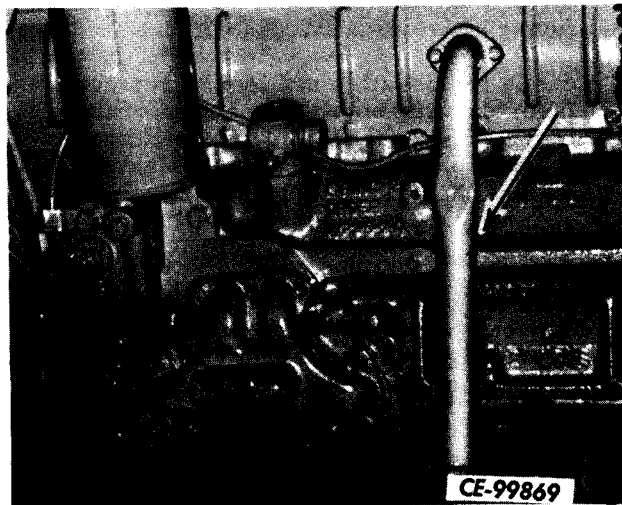
NOTE: The rubber grommet (5) in the element retainer assembly (6) serves as an oil seal. The grommet must be in place in the retainer assembly and in good condition. Replace it with a new one if necessary.

5. Install the new element (7), center tube (1) and case (3) onto the base (9). Carefully screw the center tube into the base and tighten securely (refer to "Torques" on page 5).

Crankcase Breather (Illust. 21)

The crankcase breather elements are located in the push rod chamber cover on the left hand side of the crankcase. Normally, the elements need to be cleaned only at the time of a major engine overhaul. However, it may become necessary to clean the elements more frequently when the unit is operating under severe conditions such as excessively heavy loads or dust.

To clean the elements, remove the push rod chamber cover from the engine. Wash the cover and elements in kerosene or diesel fuel oil, then dry thoroughly. Check the breather pipe to be sure that it is not plugged or restricted. Re-install the push rod chamber cover and the breather pipe using a new breather pipe gasket.

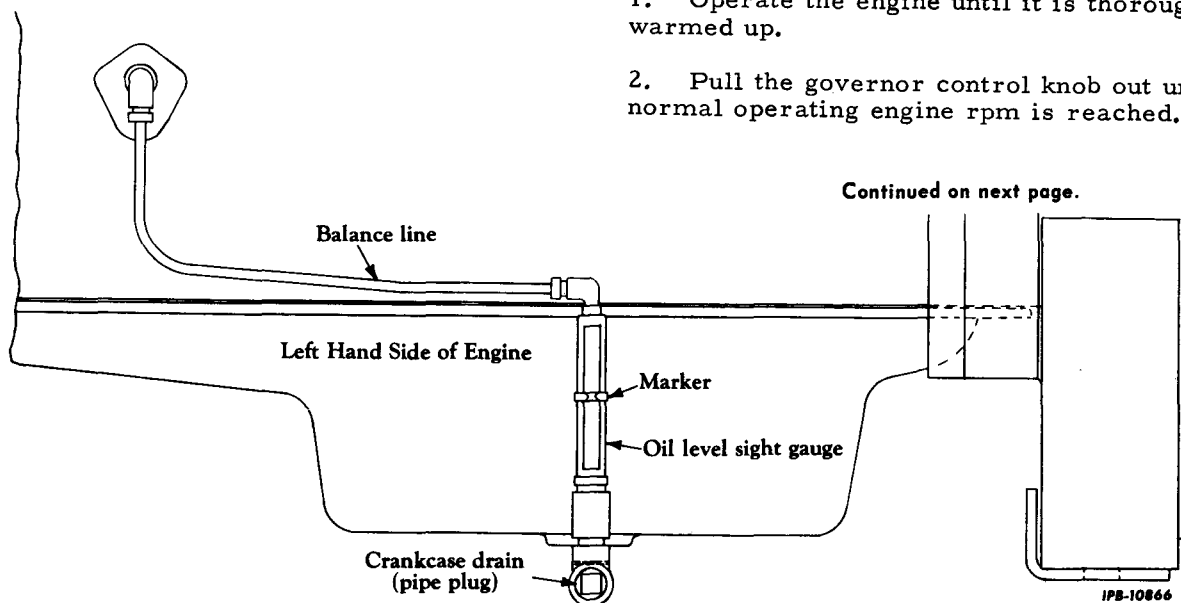


Illust. 21
Crankcase Breather.

OIL LEVEL SIGHT GAUGE (Illust. 22)

To set the oil level sight gauge after changing the crankcase oil, proceed as follows:

1. Operate the engine until it is thoroughly warmed up.
2. Pull the governor control knob out until the normal operating engine rpm is reached.



Illust. 22
Oil Level Sight Gauge.

MAINTENANCE

3. Slide the marker on the level sight gauge up or down so that it is even with the level of the oil in the gauge.


NOTE: To insure an accurate oil level sight gauge reading, the balance line connections and gauge fittings must be kept tight. An air leak, particularly at the upper side of the level gauge column or the balance line fittings, will result in a false level sight reading. Tighten all fittings periodically.

To check for possible air leaks, remove the oil filler cap and note the reaction of the oil column in the level sight gauge will change considerable. If the oil column falls more than 1/8 to 1/4 inch maximum, an air leak exists. Oil trapped in the balance line will also result in incorrect readings.

When there is no trapped oil in the balance line and no leak exists above the oil column, there is only a slight change, if any, in the oil column with the oil filler cap on or off.

HAND CRANKING

This procedure is used for adjustments.

 CAUTION: WHENEVER HAND CRANKING THE ENGINE BE SURE ENGINE IS COLD. NEVER HAND CRANK A WARM OR HOT ENGINE.

The procedure for hand cranking requires the installation of four 3/8" NC high head cap screws.

To crank the engine by hand, proceed as follows:

1. UNITS EQUIPPED WITH A STARTING SWITCH ONLY: Place the starting switch in the "OFF" position.
2. Place the fuel shut-off control button in the "OFF" position.
3. UNITS EQUIPPED WITH AN AUXILIARY PULLEY ONLY: Remove the auxiliary pulley.
4. Install the four cap screws in the tapped holes in the vibration damper.
5. With the use of a bar (position between the cap screws), crank the engine as required.
6. Remove the four cap screws from the vibration damper.
7. UNITS EQUIPPED WITH AN AUXILIARY PULLEY ONLY: Install and secure the auxiliary pulley.

VALVE CLEARANCE ADJUSTMENT

For valve clearances, refer to "SPECIFICATIONS AND CAPACITIES" on page 5.

1. Disconnect the glow plug wires and remove the glow plugs.
2. Remove the valve cover. Turn the crankshaft (refer to "HAND CRANKING" on this page) until the No. 1 piston is on the compression stroke and the timing pointer, on the front cover, is in line with "TC" mark on the fan drive pulley.

NOTE: Be sure the No. 1 piston is on the compression stroke by turning both push rods by hand to determine that both valves are closed. Valves are closed when push rods are loose and can be turned easily.

3. Turn rocker arm adjusting screws in or out until correct feeler gauge clearance is obtained.
4. Turn the crankshaft 1/3 revolution (120 degrees) at a time. Check the valve clearance of each cylinder and adjust if necessary. Do this on each set of cylinder valves in succession according to the firing order of the engine, which is 1, 5, 3, 6, 2, 4.


NOTE: Be accurate! Use a feeler gauge for checking the valve clearance.

5. Check the condition of the valve cover gasket and replace if necessary. Install the gasket and valve cover. Check to see that the gasket makes an oil-tight seal with the cylinder head.
6. Install the glow plugs and connect the glow plug wires.

ELECTRICAL SYSTEM

Precautions

The electrical generating system now incorporates a direct diode rectified generator (alternator w/integral regulator) which requires special handling and procedures different from those associated with the old style DC generator.

 CAUTION: BEFORE WORKING ON ANY PART OF THE ELECTRICAL SYSTEM, DISCONNECT THE BATTERY GROUND CABLE UNTIL ALL ELECTRICAL WORK HAS BEEN COMPLETED.

Repair or replace all broken wires immediately. All terminals must be clean and securely fastened; never paint connections.

MAINTENANCE

ALTERNATOR w/INTEGRAL REGULATOR

The alternator incorporates a built in transistorized voltage regulator. The alternator requires no lubrication since it's bearings are factory lubricated for life and require attention only at time of major overhaul. The integral regulator is sealed by the manufacturer.

NOTE: The unit electrical system is negative ground. Be CERTAIN the ground polarity is correct when:

- Installing a new battery.
- Connecting a battery charger.
- Using a booster.

Failure to observe proper polarity will result in damage to the alternator.

NEVER use a fast charger as a booster to start the engine.

NEVER unhook a battery terminal while the engine is running.

NEVER disconnect the Alternator cable while the engine is running

DO NOT POLARIZE THE ALTERNATOR.

DO NOT SHORT ACROSS OR GROUND ANY TERMINALS OF THE ALTERNATOR OR REGULATOR.

Voltage Regulator (Illust. 23)

This engine is equipped with a transistor type voltage regulator. This regulator incorporates an voltage adjustment that can be used to maintain the battery in a satisfactory charge condition, thereby obtaining maximum battery life.

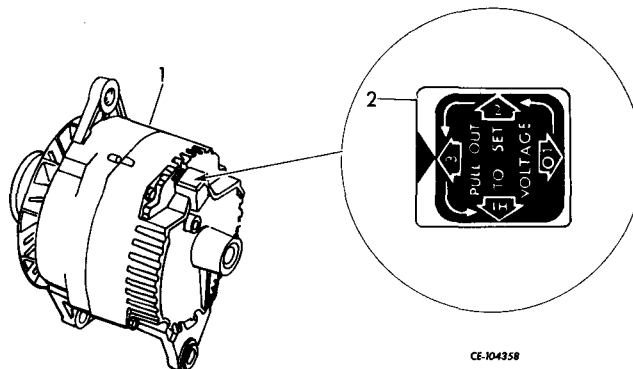
When to Adjust the Regulator

- If battery uses too much water at normal setting (position "3" on the cap aligned with the arrow) reduce the voltage setting by aligning position "2" on the cap (2) with the arrow.
- If further reduction in setting is desired, Align the "LO" position on cap (2) with the arrow.
- If the battery is consistently under charged at the normal setting (position "3" on the cap aligned with the arrow), increase the voltage setting by aligning the "HI" position on the cap with the arrow.

NOTE: If either of the conditions in Steps 1 to 3 persists after making the adjustments; consult your authorized International Engine Distributor or Dealer.

Adjustment

- To adjust the regulator setting remove voltage adjustment cap (2) from alternator.
- Position the cap until the desired setting is aligned with the arrow on the alternator. Refer to Steps 1 to 3 under the "Voltage Regulator" for the desired setting.
- Reinstall the cap in the alternator.



Illust. 23
Voltage Adjustment Cap.

1. ALTERNATOR.
2. CAP, voltage adjustment.

Cranking Motor

The cranking motor must be lubricated every 5000 hours under normal starting conditions, or sooner, should it become necessary to remove the motor in the process of engine servicing. If the application is such that frequent or severe engine starts are required, motor lubrication and maintenance must be made at shorter intervals of 1000 hours or less.

- Remove the cranking motor for lubrication.
- At time of lubrication, motor should be cleaned, disassembled and inspected for further maintenance requirements. Consult your International Construction Equipment distributor or dealer for procedure to follow.
- All wicks and oil reservoirs must be saturated with grade-10 engine oil. The splines underneath the clutch should be lightly lubricated with the same oil.
- Reinstall the cranking motor.

If the cranking motor fails to operate properly, consult your authorized International Engine distributor or dealer.

Checking for Defective Glow Plugs

If the glow plug meter pointer is in the "CHECK" zone, one or more glow plugs are defective and

(Continued on next page)

MAINTENANCE


must be replaced. To check for defective glow plugs, proceed as follows:

1. Press the glow plug switch and note the glow plug meter reading. Release the switch.
2. Disconnect the terminal connector from the glow plug in the No. 1 cylinder.
3. Press the glow plug switch and check the reading on the meter again. If the pointer has moved slightly to the left (further into the "CHECK" zone) from the original reading, the glow plug is functioning. If the reading has stayed the same, the glow plug is defective and must be replaced.
4. Check the remaining glow plugs in the same manner. Be sure that the previously checked or replaced glow plug is connected again before checking the next glow plug.

NOTE: When new glow plugs are installed, they must be tightened to the specified torque (refer to "Torques" on page 5).

Storage Batteries

Complete instructions for dry-charged batteries are included with the battery.

 CAUTION: BATTERIES GIVE OFF HIGHLY INFLAMMABLE GAS, NEVER ALLOW SPARKS OR OPEN FLAME NEAR THE BATTERIES. AVOID SPILLING ANY ELECTROLYTE ON HANDS OR CLOTHING.

Battery Installation

Never allow the battery to stand on the concrete, ground or a metal support unless proper insulation is provided. A wooden platform or board is sufficient insulation. Be sure the battery is fastened securely to avoid damage from the vibration.

NOTE: If tightened excessively, the battery case could warp or break.

Cleaning and Servicing the Batteries

If the top of the battery is dirty, it may be cleaned with a brush dipped in ammonia or soda solution. The vent plugs must be tightened to prevent any solution from getting into the battery cells. After the foaming stops, flush off the battery with clean water. Brighten the terminal contact surfaces with steel wool or a stiff brush.

Battery cable terminals must be kept clean and tight.

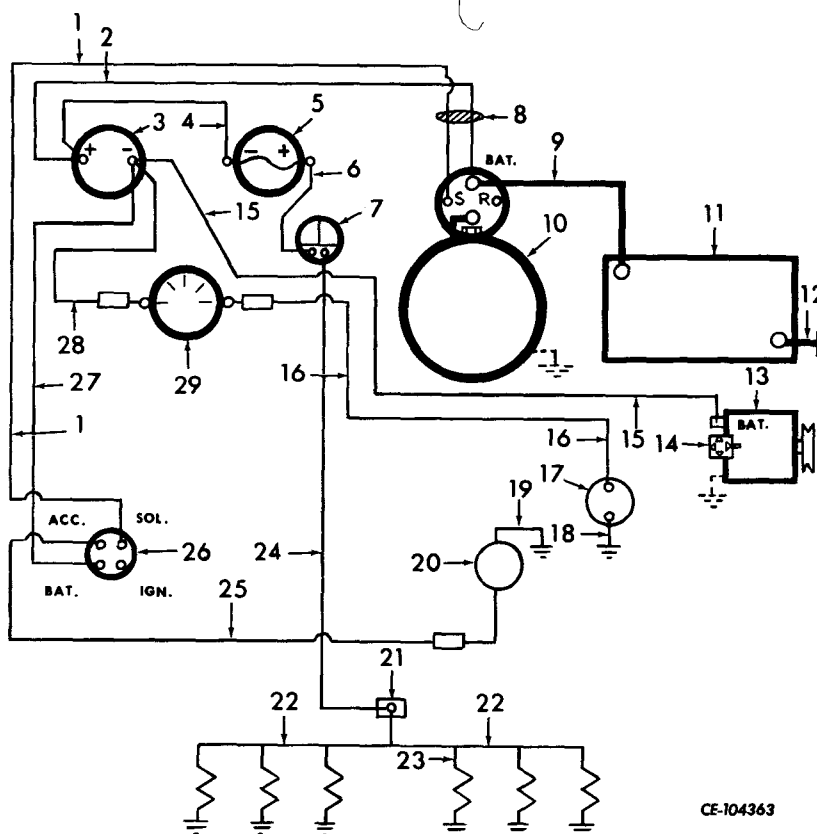
Check that the vent holes in the filler caps are not clogged. Replace unserviceable cables.

Liquid Level

The electrolyte in each cell should be 1/4 to 1/2 inch above the plates at all times to prevent battery failure. Check the level of the electrolyte. When the electrolyte is below this level, pure distilled water should be added. Never use hydrant water or any water which has been in a metal container. Acid or electrolyte should never be added except by a skilled batteryman. Under no circumstances add any special battery "dopes," solutions or powders.

It is especially important to keep the battery at full charge for cold weather operation. Add distilled water to the battery in freezing temperatures only when the engine is to operate for several hours to thoroughly mix the water and the electrolyte, or damage to the battery will result from the water freezing.

MAINTENANCE



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Illust. 24
Wiring Diagram (Regular Gauges)

CABLE COLOR CODE - All cables are black unless otherwise specified.

CABLE GAUGE - All cables are 14 gauge except battery cables and those noted below:

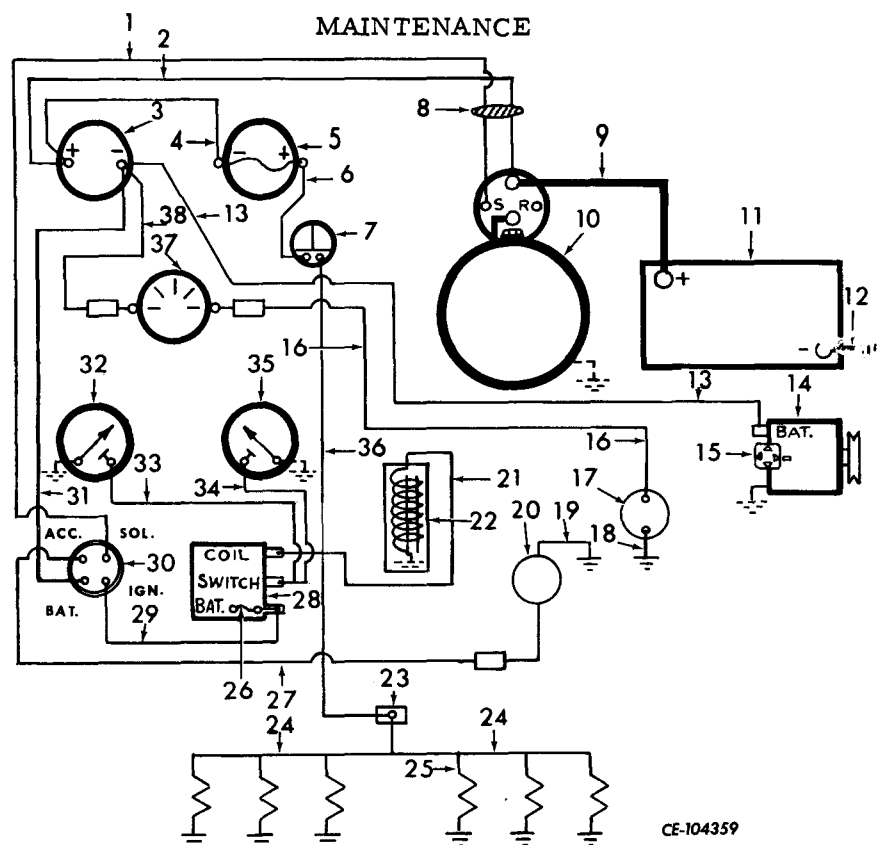
Cable Ref. 2, 4, 6, 24

8 gauge

Cable Ref. 15

10 gauge

Ref. No.	Description	Ref. No.	Description
1	CABLE, "Sol" on ignition switch to "S" on solenoid.	16	CABLE, hourmeter to pressure switch (red)
2	CABLE, positive (+) on ammeter to "BAT" on solenoid (red)	17	SWITCH, pressure
3	AMMETER	18	CABLE, pressure switch to ground
4	CABLE, positive (+) on ammeter to negative (-) on glow plug meter (Chrome)	19	CABLE, electric fuel pump to ground
5	METER, glow plug	20	PUMP, electric fuel
6	CABLE, flow plug meter to glow plug switch (Chrome)	21	BLOCK, junction
7	SWITCH, glow plug	22	HARNESS, glow plug cable
8	HARNESS, cranking motor solenoid cable	23	PLUG, glow
9	CABLE, battery to cranking motor	24	CABLE, junction block to glow plug switch (Chrome)
10	MOTOR, cranking	25	CABLE, electric fuel pump to "ACC" terminal on ignition switch
11	BATTERY (12 volt)	26	SWITCH, ignition
12	CABLE, battery to ground	27	CABLE, "BAT" terminal on ignition switch to negative terminal on ammeter
13	ALTERNATOR w/REGULATOR	28	CABLE, hourmeter to negative (-) terminal on ammeter
14	ADJUSTER, voltage	29	HOURLMETER, electric
15	CABLE, "BAT" terminal on alternator to negative (-) terminal on ammeter (red)		



Illust. 25
Wiring Diagram (Safety Gauges)

CABLE COLOR CODE - All cables are black unless otherwise specified.

CABLE GAUGE All cables are 14 gauge except battery cables and those noted below:

Cable Ref. 2, 4, 6, 36 8 gauge Cable Ref. 13 10 gauge Cable Ref. 21 16 gauge

Ref. No.	Description	Ref. No.	Description
1	CABLE, "Sol" on ignition switch to "S" terminal on solenoid.	21	CABLE, "COIL" terminal on relay to injection pump solenoid
2	CABLE, positive (+) terminal on ammeter to "BAT" terminal on solenoid (red)	22	SOLENOID, injection pump
3	AMMETER	23	BLOCK, junction
4	CABLE, positive (+) terminal on ammeter to minus (-) terminal on glow plug meter (Chrome)	24	HARNESS, glow plug cable
5	METER, glow plug	25	PLUG, glow
6	CABLE, glow plug meter to glow plug switch	26	FUSE, SFE-14 AMP
7	SWITCH, glow plug	27	CABLE, electric fuel pump to "ACC" terminal on ignition switch
8	HARNESS, cranking motor solenoid cable	28	SWITCH, relay
9	CABLE, cranking motor to battery	29	CABLE, "BAT" terminal on relay switch to "IGN" terminal on ignition switch
10	MOTOR, cranking	30	SWITCH, ignition and starter.
11	BATTERY (12 volt)	31	CABLE, "BAT" terminal on ignition switch to negative (-) terminal on ammeter
12	CABLE, battery to ground	32	GAUGE, engine coolant temperature safety
13	CABLE, "BAT" terminal on alternator to negative (-) terminal on ammeter (red)	33	CABLE, switch terminal on relay to engine coolant temperature gauge
14	ALTERNATOR w/REGULATOR	34	CABLE, switch terminal on relay to oil pressure safety gauge.
15	ADJUSTER, voltage	35	GAUGE, oil pressure safety
16	CABLE, hourmeter to pressure switch (red)	36	CABLE, junction block to glow plug switch (Chrome)
17	SWITCH, pressure	37	HOURLMETER, electric
18	CABLE, pressure switch to ground	38	CABLE, hourmeter to negative (-) terminal on ammeter
19	CABLE, electric fuel pump to ground		
20	PUMP, electric fuel		

MEMORANDA

MAINTENANCE

FUEL SYSTEM

Fuel Injection Pump

DO NOT ATTEMPT TO ADJUST THE FUEL INJECTION PUMP. In case of unsatisfactory operation of the engine, due to possible problems in the fuel system, check over the instructions on the following pages for servicing the various units of the fuel system. If the problem is not overcome consult your authorized International Engine distributor or dealer to inspect the fuel injection pump.

Priming and Venting the Fuel System

All air must be eliminated from the fuel lines before the engine will operate properly. All fuel line connections must be tight to prevent leakage and to prevent air from entering the system.

The system must be primed and vented when:

A new engine is being started for the first time.

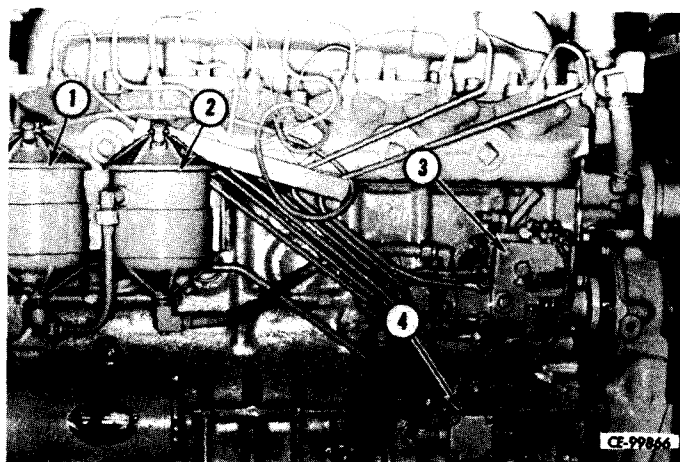
An engine, in operation, runs out of fuel.

Fuel filter elements have been changed.

If the fuel pipes have been disconnected.

If air has entered the fuel system, vent the system as follows:

1. Open the fuel shut-off valve at the fuel source and check that there is an adequate supply of fuel in the tank.
2. UNITS EQUIPPED WITH AN ELECTRIC FUEL TRANSFER PUMP ATTACHMENT: Turn the ignition and starter switch to the "ON" position.
3. Open the vent valve located on top of each fuel filter.
4. When clear fuel (no appearance of air) flows from the primary vent valve, close it. Close the remaining final vent valve as soon as clear fuel appears (Illust. 25A).
5. Start the engine.



Illust. 25A
Fuel System.

1. FILTER, primary fuel
2. FILTER, final fuel
3. PUMP, injection
4. PUMP, electric fuel transfer

Fuel Filter Elements

Fuel filter elements cannot be cleaned and must not be disturbed except when it becomes necessary to replace them.

The primary filter element is the cotton thread type with a controlled density to avoid premature plugging. This element is the first in the system to filter the fuel as it comes from the tank.

NOTE: NEVER USE THE COTTON TYPE ELEMENT IN THE FINAL FILTER.

The final filter element is the paper pleated type. This element will need replacement less often than the primary filter if proper primary element service and water draining procedures are followed.

When to Replace Filter Elements

Loss of power or misfiring of the engine may indicate the fuel filters have become restricted.

1. Before replacing the primary filter element, drain the water and sediment from the fuel tank.

Continued on next page.

MAINTENANCE

WHEN TO REPLACE FILTER ELEMENTS

- Continued

2. If the engine shows loss of power, replace the primary filter element.
3. If the engine still shows loss of power, replace the final filter element.

Precautions When Replacing Fuel Filter Element

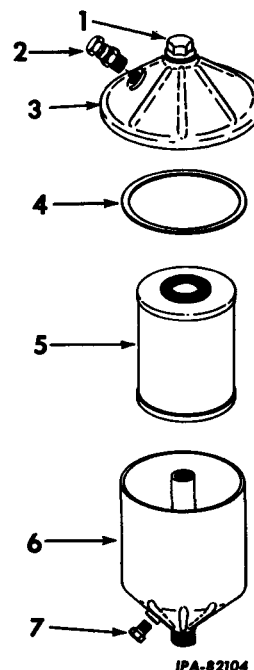
Cleanliness cannot be overemphasized. Be careful not to allow dirt, water and other foreign materials to get on the element. Keep new elements in the original package until ready for installation.

Before loosening the filter case retaining bolt, clean the outside of the case and cover thoroughly with kerosine or diesel fuel to prevent dirt or foreign material from entering the case when the cover is removed.

Replacing the Primary or Final Fuel Filter Elements (Illust. 26)

Keep the new element in the package until ready for installation. Clean the outside of the filter case and cover before removing the cover.

1. Drain the water and sediment from the fuel tank.
2. Close the fuel tank shut-off valve.
3. Open the valve (2) and remove the plug (7). Allow the fuel to drain completely.
4. Unscrew the retaining screw (1) and remove the cover (3).
5. Remove and discard the gasket (4).
6. Remove and discard the element (5).
7. Thoroughly clean the inside of the cover and case with diesel fuel or kerosine.
8. Install the new element (5) into the case.
9. Place the new gasket (4) into the cover (3). Place the cover on the case (6). Tighten the retaining screw (1); do not "spin" the cover on, this may shift the gasket (4). Refer to "Torques" on page 5 for the specified torque.
10. Install the plug (7) and close the valve (2).
11. Vent the fuel system. Refer to "Priming and Venting the Fuel System" on page 36.



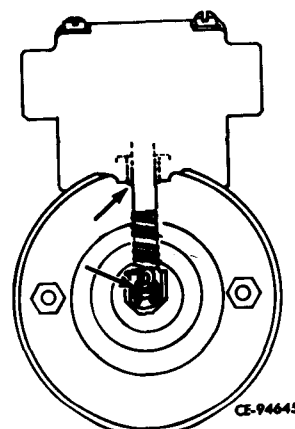
Illust. 26
Fuel Filter Disassembled.

- | | |
|---------------------------|-----------------|
| 1. SCREW, retaining. | 5. ELEMENT. |
| 2. VALVE, bleeder. | 6. CASE. |
| 3. COVER. | 7. PLUG, drain. |
| 4. GASKET, element cover. | |

ELECTRIC FUEL PUMP (Illust. 27)

Remove the two acorn type nuts holding the pump motor and linkage cover. Remove the cover and gasket and apply a liberal amount of IH #251-H-EP grease or an equivalent multi-purpose lithium grease to the areas at the connecting rod needle bearing and at the push rod sleeve bearing. Replace cover and gasket.

NOTE: Clean area thoroughly around the pump cover before removal in order to prevent entrance of dirt into the linkage chamber. Located on RH side behind the fuel tank.



Illust. 27
Electric Fuel Pump.

MAINTENANCE

POWER TAKE-OFF CLUTCH

This over-center type clutch is designed to require a minimum of attention. Overlubrication is as detrimental to the clutch as under lubrication. It is important to follow the lubrication instructions as given in "LUBRICATION GUIDE" on page 18.

Adjustment

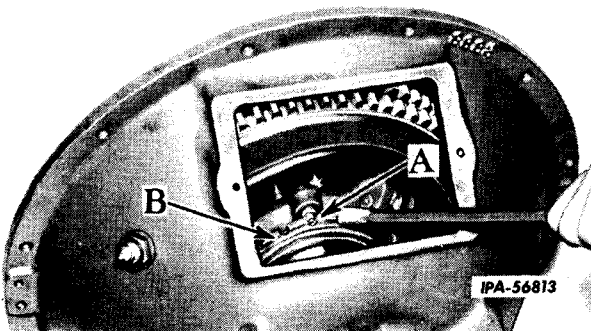
Adjustment is required when a diminished effort is required to "engage" the clutch.

Rapid wear of the clutch facings will result if slippage takes place while the engine is under heavy load.

NOTE: New clutch facings have a series of high spots or feather edges which must be worn away before the lining is capable of transmitting its full torque capacity. Hence, clutch adjustment will be required several times within the first 10 hours of operation. These adjustments will avoid rapid clutch facing wear due to slippage and will allow the clutch to handle full engine power.

Adjust the clutch as follows:

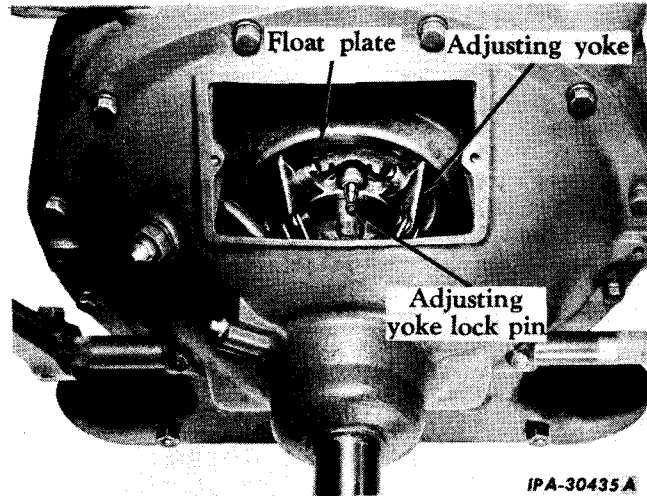
1. Remove the clutch instruction plate.
2. Disengage the clutch and slowly crank the engine (refer to "HAND CRANKING" on page 32) until the adjusting points appear in the center of the opening.
3. TWIN DISC CLUTCH (11-1/2 INCH): Depress the lock pin (A) and hold the power take-off shaft to keep the clutch from turning. Insert a pry bar in the notch in the adjusting yoke (B) and turn the yoke clockwise one notch at a time (Illust. 29).



Illust. 28

Adjusting the Twin Disc 11½ inch Over-Center Clutch.

3. TWIN DISC CLUTCH (10 INCH): Pull out the adjusting yoke lock pin so it is disengaged from the floating plate. Hold the power take-off shaft and turn the adjusting yoke clockwise (right); move it one notch or possibly two notches until the clutch hand lever requires a distinct pressure to engage (Illust. 29).

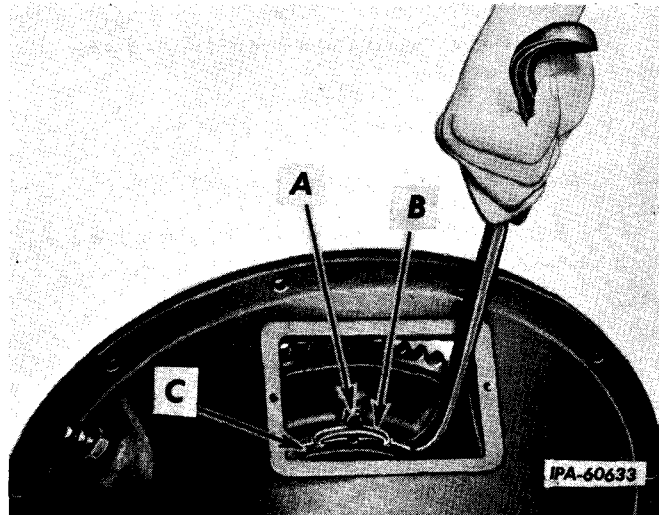


Illust. 29

Adjusting the Twin Disc 10 inch Over-Center Clutch.

4. ROCKFORD CLUTCH: Loosen the adjusting ring lock screw "A" with an offset screwdriver to free the lock "B." Hold the power take-off shaft to keep the clutch from turning and insert a pry bar into a notch in the adjusting ring "C" for leverage. Turn the ring a notch at a time in a counterclockwise direction (Illust. 30).

Continued on next page.

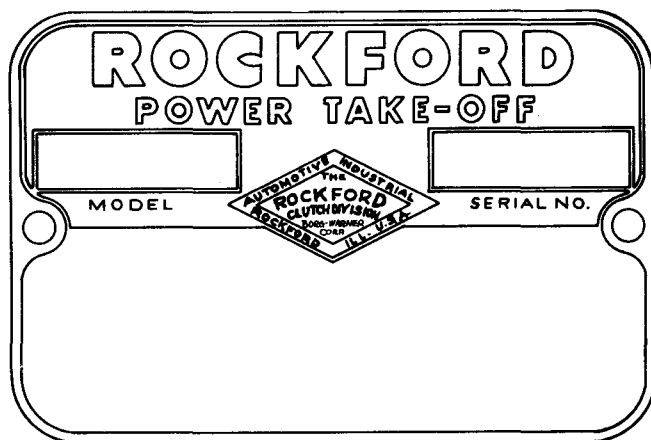


Illust. 30

Adjusting the Rockford Over-Center Clutch.

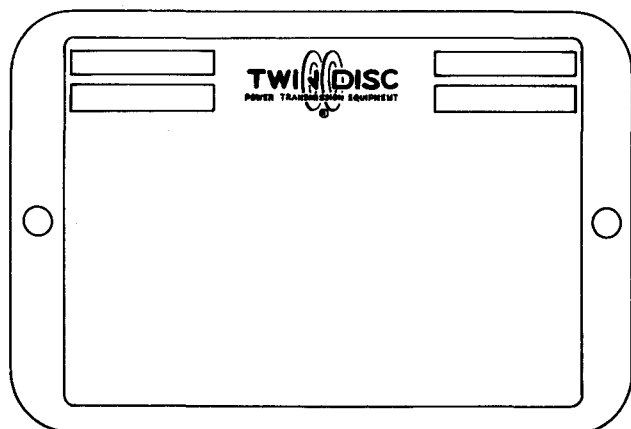
MAINTENANCE

5. Be sure the clutch lever is in the "disengaged" position. To determine the correct amount of hand-pull effort for your engine refer to Illust. 33 or 34 for the IH power take-off number on your engine.



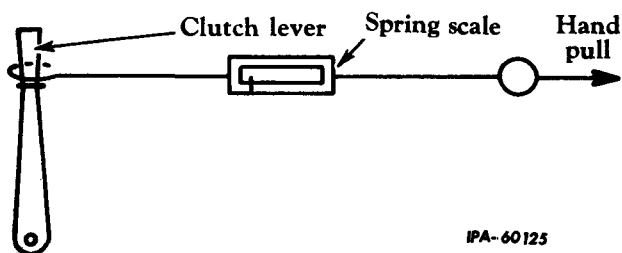
IPA-78352

Illust. 31
Rockford Instruction Plate.



IPA-78353

Illust. 32
Twin-Disc Instruction Plate.



IPA-60125

Illust. 33
Method of Checking Clutch Adjustment.

6. Engage the spring scale hook on the clutch lever as shown in Illust. 33. Refer to the chart on this page for the correct amount of hand-pull effort.

NOTE: These figures, shown in the charts below, are based on the clutch lever originally furnished with the power take-off.

ROCKFORD

IH Power Take-Off Part Number	Pounds of Effort
319 503 R91	70
319 519 R91	75
319 524 R91	75

TWIN-DISC

IH Power Take-Off Part Number	Pounds of Effort
321 054 R91	60-65
321 056 R91	70-80
321 057 R91	70-80
346 882 R91	110-120

7. ROCKFORD CLUTCH: Tighten the adjusting ring lock screw.

7. TWIN-DISC CLUTCH: Secure the adjusting lock pin.

8. Install the clutch instruction plate.

TRANSMISSION CLUTCH

This clutch is a non-adjustable, dry type and automatically compensates for clutch facing wear.

STORING THE ENGINE

When the engine is not to be used for a period of time, it must be stored in a dry and protected place. Leaving equipment outdoors, exposed to the elements, will result in materially shortening its life.

The following procedure must be followed when the engine is placed in storage for 30 days or more.

We also recommend that caution be taken in starting an engine that has been in storage. Refer to "PREPARING STORED ENGINES FOR SERVICE" on page 40.

1. Thoroughly wash or clean the engine.
2. Completely lubricate the rest of the unit as outlined in the "LUBRICATION GUIDE" on pages 16 to 19.
3. Drain the fuel from the fuel filters and close the drains.
4. Disconnect the fuel supply line at the fuel inlet. Attach a suitable length of the tubing at the fuel inlet and place the other end in a can

MAINTENANCE

of diesel fuel. Use enough approved diesel fuel to run the engine 10 to 15 minutes for flushing operation.

5. Vent the fuel system of air as described under "Priming and Venting the Fuel System" on page 36.

NOTE: Engine must not be operated after the flushing operation.

6. If the cooling system will be exposed to freezing temperatures during storage and water only was used during operation, the cooling system must be drained and refilled with an anti-freeze solution. Refer to the anti-freeze table on page 18 to select a solution suitable for the lowest temperature that the cooling system will be exposed to during storage.


NOTE: If anti-freeze solution is not used, the residual water retained by capillary attraction inside the cooler must be blown out with dry compressed air through the drain plug on the cooler (Illust. 11). **DO NOT RELY ONLY ON DRAINING THE WATER.**

7. Drain the cooling system and install a "RADIATOR DRAINED" tag.
8. Remove the glow plugs. Spray about one ounce of Grade-30 lubricating oil through each glow plug opening into each cylinder. Crank the engine two or three revolutions. Reinstall the glow plugs. Refer to "Torques" on page 5.
9. Clean and remove the valve housing cover; then spray the valves, rocker arms and push rods with Grade-30 lubricating oil. (If any evidence of rust is found, remove it before lubricating.) Use a paint brush to coat the inside of the valve housing cover with Grade-30 lubricating oil. Install valve housing cover.
10. Completely service the air cleaner. Refer to "AIR CLEANER - WET TYPE" on page 27 or "AIR CLEANER - DRY TYPE" on pages 28 and 29.
11. Plug up the ends of the exhaust pipe and breather pipe. Remove the air cleaner cap and cover the pipe.

12. Remove the batteries and store them in a cool dry place above freezing (+32° F). The batteries must be fully charged at time of storage. Check the batteries at least once a month for water level and specific gravity. Batteries must never be allowed to run down below 3/4 full while in storage.

PREPARING STORED ENGINES FOR SERVICE

1. Install fully charged batteries and be sure to make the proper connections. (Refer to the wiring diagram on page 35.)
2. Remove the valve housing cover and flush the valve and valve operating mechanism with a mixture of one-half kerosine and one-half Grade-10 oil.
3. Drain the crankcase and refill the crankcase with the specified lubricating oil. Refer to the "LUBRICATION GUIDE" on page 17.
4. Install new lubricating oil filter element.
5. Remove the coverings from the exhaust pipe, crankcase breather pipe and air cleaner pipe. Install the air cleaner cap.
6. Close all cooling system drains and fill the cooling system as described on page 23. Check for leaks and loose connections. Remove the "RADIATOR DRAINED" tag.
7. Close all fuel drains and fill the fuel tank. Vent the fuel system as described under "Priming and Venting the Fuel System" on page 36.

 **CAUTION: NEVER OPERATE AN ENGINE IN AN ENCLOSED BUILDING UNLESS THE EXHAUST IS PROPERLY VENTILATED. DO NOT ACCELERATE THE ENGINE RAPIDLY OR OPERATE IT AT HIGH SPEED IMMEDIATELY AFTER STARTING.**

8. After the engine has started, observe if any valves are sticking. If so, pour a small quantity of diesel fuel, dry-cleaning solvent, or kerosine on the valve stems until loose. If the engine is misfiring or loss of power is evident after starting the engine, the fuel system is probably clogged. Refer to "When to Replace Filter Elements" on page 37.
9. Allow the engine to run at low idle for 5 to 10 minutes to allow thorough distribution of the lubricating oil. Do not place the engine under load until normal oil pressure is reached.
10. Install the valve housing cover.

