

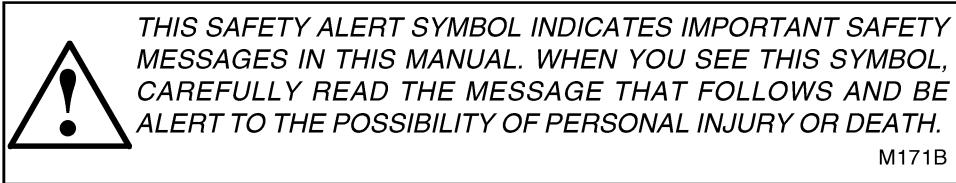
McCormick Farmall Cub Tractor

Operators Manual

Rac 1014462R2

Reprinted




CASE 



If Safety Decals on this machine use the words **Danger, Warning or Caution**, which are defined as follows:

- **DANGER:** Indicates an immediate hazardous situation which if not avoided, will result in death or serious injury. The color associated with Danger is RED.
- **WARNING:** Indicates a potentially hazardous situation which if not avoided, will result in serious injury. The color associated with Warning is ORANGE.
- **CAUTION:** Indicates a potentially hazardous situation which if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices. The color associated with Caution is YELLOW.

If Safety Decals on this machine are ISO two panel Pictorial, decals are defined as follows:

- The first panel indicates the nature of the hazard.
- The second panel indicates the appropriate avoidance of the hazard.
- Background color is YELLOW.
- Prohibition symbols such as   and  if used, are RED.



WARNING

IMPROPER OPERATION OF THIS MACHINE CAN CAUSE INJURY OR DEATH. BEFORE USING THIS MACHINE, MAKE CERTAIN THAT EVERY OPERATOR:

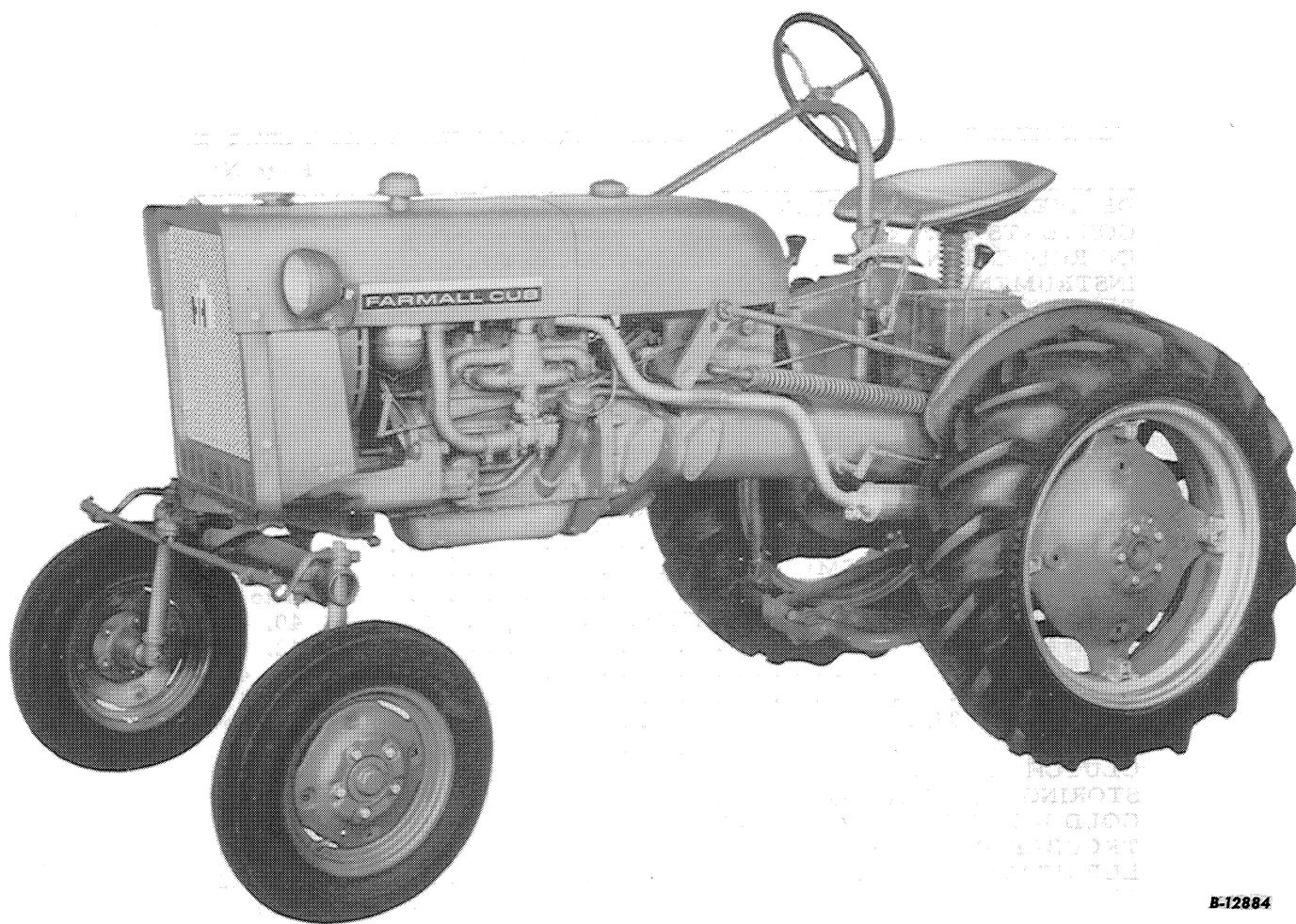
- Is instructed in safe and proper use of the machine.
- Reads and understands the Manual(s) pertaining to the machine.
- Reads and understands ALL Safety Decals on the machine.
- Clears the area of other persons.
- Learns and practices safe use of machine controls in a safe, clear area before operating this machine on a job site.

It is your responsibility to observe pertinent laws and regulations and follow Case Corporation instructions on machine operation and maintenance.

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INTRODUCTION



B-12884

Illust. 2
Farmall Cub Tractor.

INTRODUCTION

Assembled in this manual are operation, lubrication, and maintenance instructions for Farmall Cub Tractors. This material has been prepared in detail in the hope that it will help you to better understand the correct care and efficient operation of the tractor.

Your International Harvester dealer has factory-trained servicemen, modern tools, and IH service parts to assure you of satisfactory tractor operation. To get the most out of the tractor, and to assure economical operation and top performance, the tractor should be inspected periodically by your International Harvester dealer.

Depending upon your use of the tractor, these inspections should be performed as needed, or at least once a year, at which time a tune-up or other necessary service work should be performed. Proper pre-season maintenance will assure you of minimum lost time when your tractor is most needed.

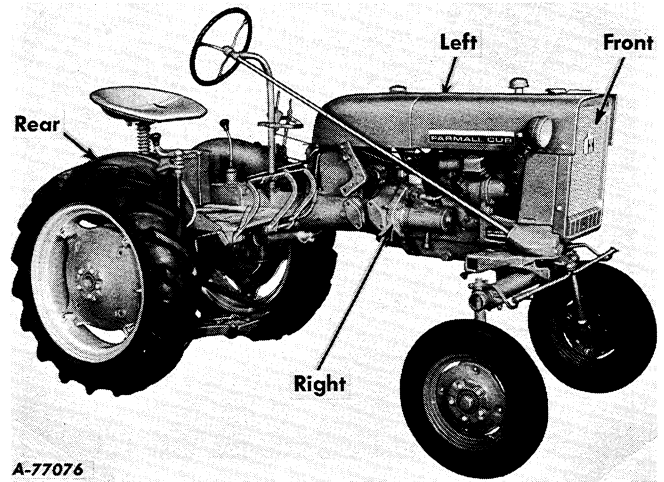
Dealers are kept informed on the latest methods of servicing tractors. They carry stocks of IH parts, and are backed in every case by the full facilities of a nearby International Harvester district office and parts depot.

In order to provide a tractor equipped as nearly as possible to suit each customer's needs, a variety of extra equipment and accessories is available. See your International Harvester dealer.

Where operating and maintaining instruction on these items is required, it is included in the instructions for operating or maintaining the tractor. Disregard the instructions for equipment not on your tractor.

The illustrations in this manual are numbered to correspond with pages on which they appear; for example, **Illusts. 3 and 3A** are on page 3.

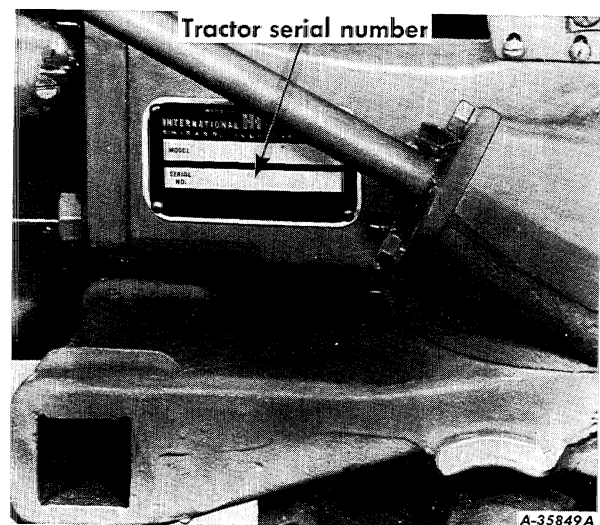
Throughout this manual the use of the terms **LEFT**, **RIGHT**, **FRONT**, and **REAR** must be understood to avoid confusion when following instructions. **LEFT** and **RIGHT** indicate the left and right sides of the tractor when facing



Illust. 3
Terms of location.

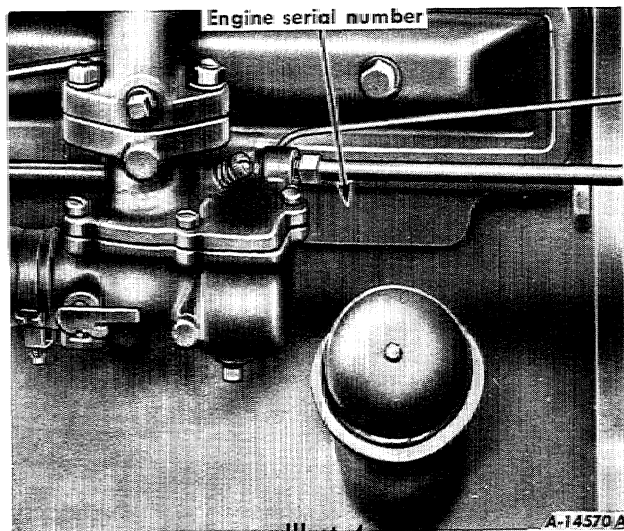
forward in the driver's seat. Reference to **FRONT** indicates the radiator end of the tractor; to **REAR**; the hitch end. See **Illust. 3**.

When in need of parts, always specify the tractor and engine serial numbers including prefix and suffix letters. The tractor serial number is stamped on a name plate attached to the right side of the steering gear housing. See **Illust. 3A**.



Illust. 3A
Location of the tractor serial number.

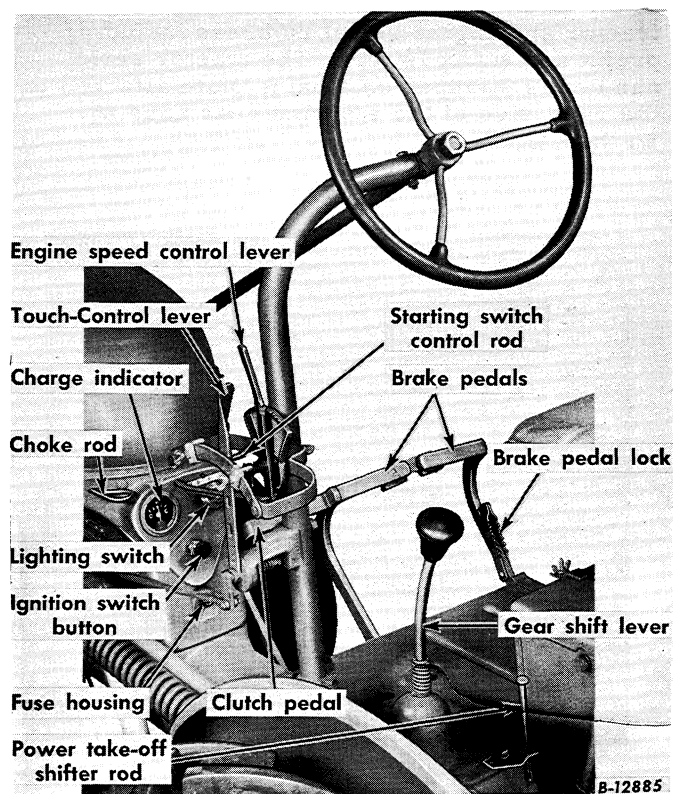
INTRODUCTION



Location of engine serial number.

The engine serial number is stamped on the left side of the engine crankcase to the right of the carburetor. This serial number is preceded by the letters FCUBM. See **Illustr. 4**.

INSTRUMENTS AND CONTROLS



Illustr. 4A
Controls on the Farmall Cub Tractor.
(6-Volt Electrical System)

BRAKE PEDALS

These pedals are used to stop the tractor, to hold the tractor in a stationary position, or to assist in making sharp turns.

The brake pedal latch (behind the left brake pedal) is used to latch both brake pedals together, causing the brakes to operate simultaneously.

To stop the tractor, latch the pedals together so both brakes will operate simultaneously when the pedals are pressed down.

INSTRUMENTS AND CONTROLS

BRAKE PEDALS - Continued

To hold the tractor in a stationary position, latch the pedals together, depress and lock them in this depressed position by using the brake pedal lock.

To assist in making a sharp turn, the pedals must be operated individually, depressing the pedal on the side toward which the turn is to be made.

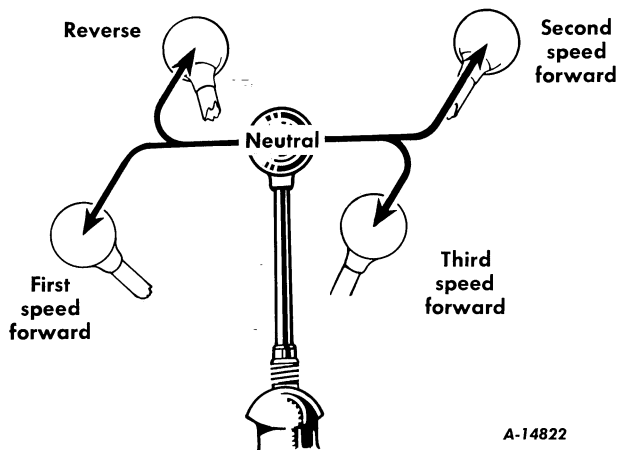
Caution! Always latch the brake pedals together when driving the tractor in high gear. To latch the pedals together, engage the latch (located in back of the left pedal) (Illustr. 4A) in the slot in back of the right pedal. When the brake pedals are not latched together, the latch should rest in the slot in back of the left brake pedal.

The brake pedal lock (Illustrs. 4A and 12) is used to lock the brake pedals in the depressed position. This prevents the tractor from moving.

CLUTCH PEDAL

This pedal, when depressed all the way, disengages the engine from the transmission.

GEARSHIFT LEVER



Illustr. 5
Gear shifting positions.

This lever is used to select various gear ratios provided in the transmission. There are three forward speeds and one reverse speed. See Illustr. 5. Refer to "Specifications" on page 71.

CHOKE ROD

The choke rod makes possible the regulation of the carburetor choke from the driver's seat. Pulling out on the choke rod closes the carburetor choke for starting the engine; pushing it back in opens the choke.

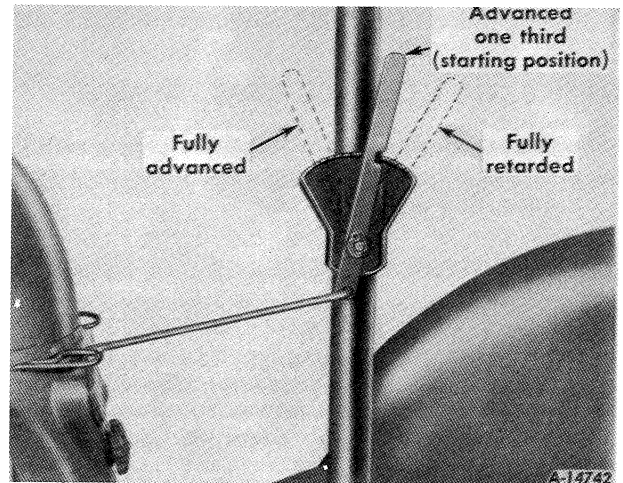
CARBURETOR CHOKE LEVER

The carburetor choke lever controls the air supply to the carburetor. When the choke lever (Illustrs. 9 and 9A) is moved up all the way (closed position) the air supply is cut off, thereby enriching the fuel mixture for starting the engine. If your tractor is not equipped with a cranking motor and choke rod, move the choke lever up all the way before cranking the engine. Moving the choke lever back down opens the choke for normal engine operation.

ENGINE SPEED CONTROL LEVER

This lever controls the speed of the engine and, when set in a given position, will maintain a uniform engine speed even though the engine load may vary.

Do not permit the engine to run below the minimum idle speed for any length of time, or operate the engine at more than the regular, governed speed. Excessive speed is harmful. Refer to the "Specifications" on page 71.



Illustr. 5A
Various positions of the engine speed control lever.

GOVERNOR

The governor is set at the factory and should require no adjustment. Consult your International Harvester dealer if the governor does not function properly.

IGNITION SWITCH (12-Volt System)

A key-type ignition switch is located on the instrument panel. Turn the key clockwise to a horizontal position to turn on the ignition. The key cannot be removed when in this position.

INSTRUMENTS AND CONTROLS

IGNITION SWITCH (12-Volt System) - Continued

Note: When the engine is not operating, or the engine has stalled and the operator leaves the tractor, the key must be turned to the "OFF" position to prevent battery discharge.

PUSH BUTTON STARTING SWITCH (12-Volt System)

Pushing the button in completes the electrical circuit between the battery and the cranking motor and causes the cranking motor pinion to engage the flywheel ring gear, thereby cranking the engine.

IGNITION SWITCH BUTTON (6-Volt System)

This button closes and opens the electrical circuit for operating and stopping the engine. Pull the button out for operating and push it in to stop the engine.

Caution! On tractors with battery ignition, when the engine is not operating or the engine has stalled and the operator leaves the tractor, the ignition switch button must be pushed all the way in, so that the switch is in the "OFF" position, to prevent battery discharge.

STARTING SWITCH CONTROL ROD (6-Volt System)

To start the engine, adjust the choke rod and pull out on the starting switch control rod as explained on pages 9 and 10.

LIGHTING SWITCH

The switch has four positions: "OFF" position; "D" position for dim headlights, bright instrument lights, and a red taillight; "B" position for bright headlights, instrument lights, and a red taillight; and "R" position for bright headlights, instrument lights, and a white rear light. The red taillight should always be used when traveling on the highway at night or during times of poor visibility. The white rear light is for field use only and should not be used on the highway.

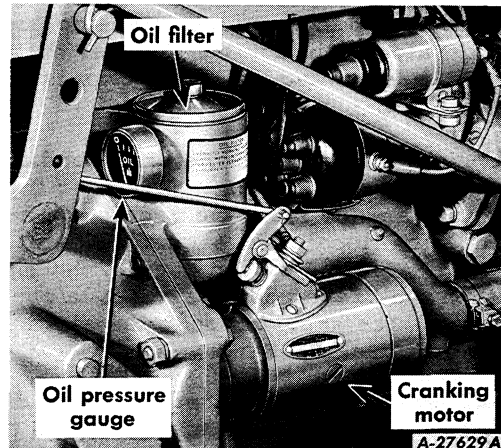
BELT PULLEY AND POWER TAKE-OFF SHIFTER ROD

The shifter rod is used to engage or disengage the belt pulley or the power take-off. Refer to pages 18 and 19 for operating instructions.

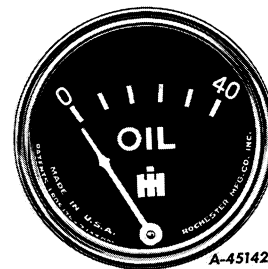
OIL PRESSURE GAUGE

This gauge (Illusts. 6 and 6A) indicates whether lubricating oil is circulating through the engine. The indicator needle should be past the first mark above "0" when the engine is running at speeds approximately 100 r. p. m. above slow

idle speed. If the needle does not move past the first mark above "0", stop the engine immediately and investigate the cause of the oil pressure failure. If you are unable to find the cause, consult your International Harvester dealer before operating the engine.



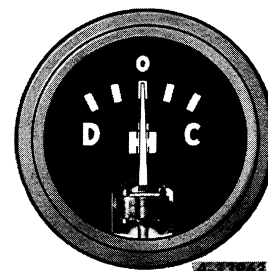
Illust. 6
Location of oil pressure gauge.



Illust. 6A
Oil pressure gauge.

CHARGE INDICATOR

This instrument indicates whether the generator is charging or the battery is discharging. If it shows discharge continuously, investigate the cause to avoid completely discharging the battery and possible damage to the generator. Refer to pages 32 and 33 for additional information.



Illust. 6B
Charge indicator.

BEFORE OPERATING THE TRACTOR

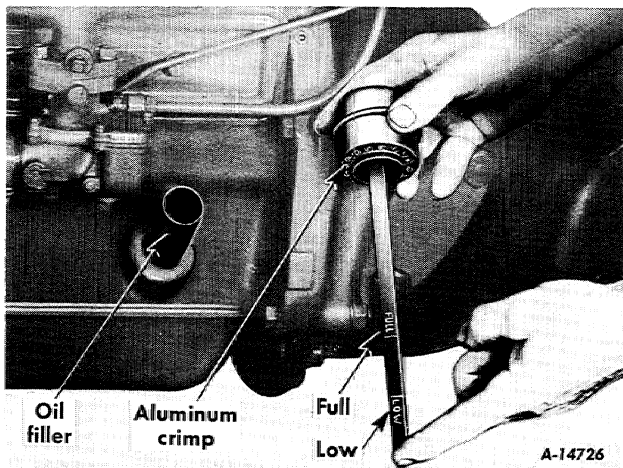
TRACTOR BREAK-IN PROCEDURE

Never operate an engine immediately under full load. Break it in carefully as shown in the table below. Do not overload the engine at any time.

Period	Engine r. p. m.	Load	Remarks
1st hour	3/4 throttle	None	Operate tractor in third gear.
2nd and 3rd hours	3/4 throttle	Light	Operate tractor in second gear. *
4th through 25th hours	Full throttle	Medium	Operate tractor in second gear. *

* **Note:** Do not use heavy tillage implements such as plows or disk harrows during this period.

LUBRICATION



Illust. 7
Crankcase breather and oil level gauge.

Lubricate the entire tractor, using the "Lubrication Guide."

Check the oil levels of the engine crankcase, air cleaner, transmission, belt pulley housing and all gear cases to see that they are filled to the correct levels with oil of the proper viscosity for the prevailing temperature. Refer to "Lubrication Guide" on pages 64 to 68.

Tractors packed for export have all oil drained from the engine crankcase, air cleaner and all gear cases.

PNEUMATIC TIRES

Before moving the tractor, check the air pressure in the pneumatic tires and inflate or deflate the front tires to twenty pounds and the rear tires to twelve pounds. Refer to the tables on pages 48 and 49 for more complete information.

ENGINE COOLING SYSTEM

Be sure the drain plug underneath the radiator is closed. See Illust. 21.

Tractors shipped to destinations in the United States and Canada have the cooling system filled with antifreeze solution. Check the coolant level in the radiator. When cold, the coolant level should be slightly below the bottom of the filler neck.

If water is added, use only clean water; soft or rain water is recommended, as it does not contain alkali, which forms scale and eventually clogs the passages.

Never start or operate the engine without water or antifreeze solution in the cooling system.

For further information, see "Cooling System" on pages 20 to 23. If the tractor is to be operated in freezing temperatures, refer to "Cold Weather Precautions" on page 53.

FUEL SYSTEM

International Harvester gasoline burning engines are specifically designed for use with regular grade gasoline having a 90 minimum octane rating — Research Method (approximately 84 Motor Method).

Use clean fuel and keep it clean. Store fuel in tanks equipped with hose and nozzle to prevent contamination of the fuel. The use of funnels, cans, and drums is not desirable because they are difficult to keep clean.

INSTRUMENTS AND CONTROLS

Thoroughly acquaint yourself with all instruments and controls as described on pages 4 to 6.

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