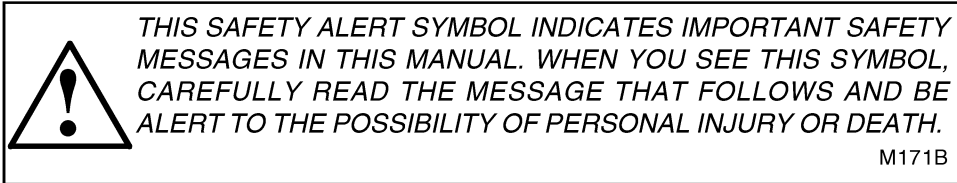


**International
3444
Loader Tractor
Operator's Manual**

1082759R1

Reprinted








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 an potentially hazardous situation which if not avoided, will result in serious injury. The color associated with Warning is ORANGE.
- **CAUTION:** Indicates an 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.



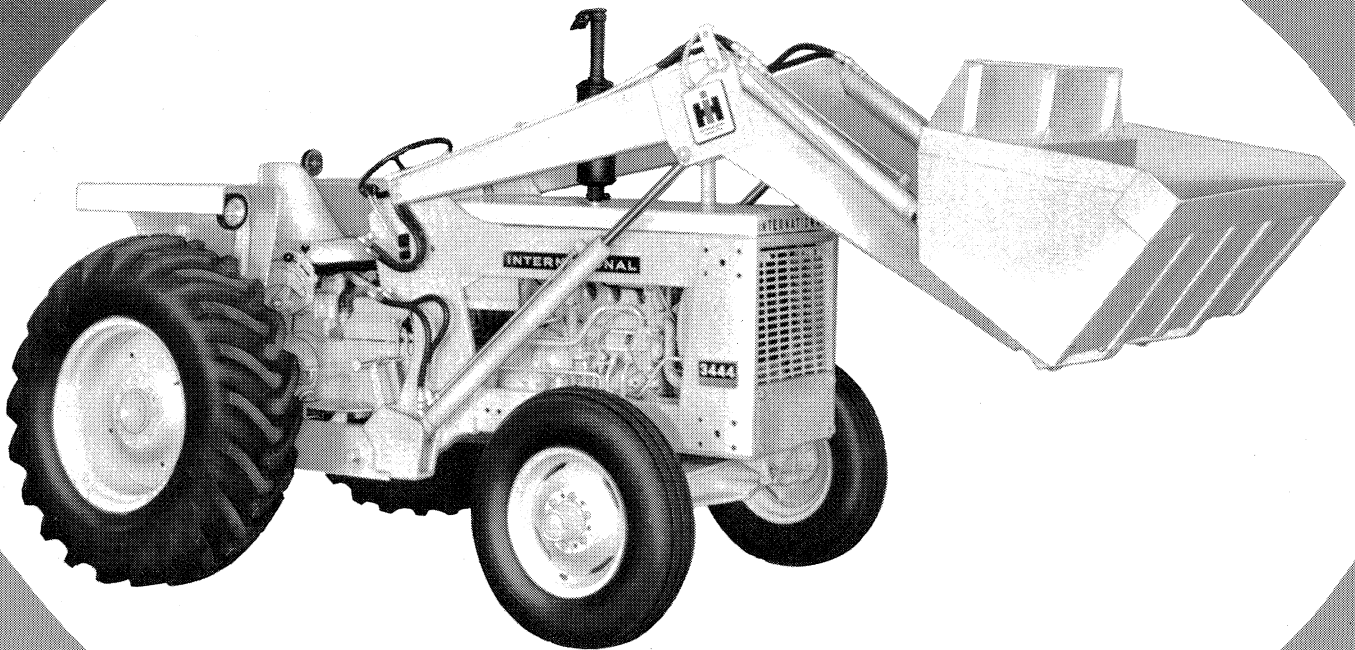
OPERATOR'S MANUAL

INTERNATIONAL[®]

3444

OPERATION
MAINTENANCE
LUBRICATION

Loader Tractor



To The Owner

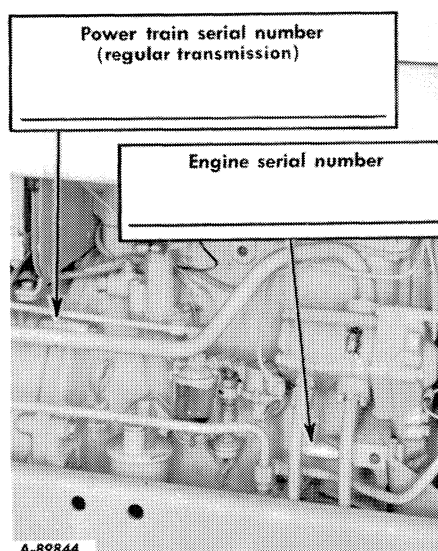
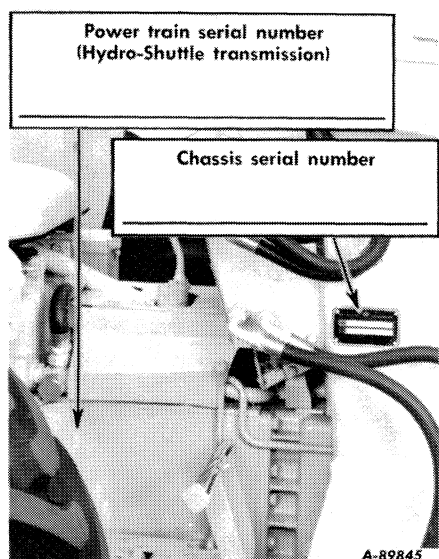
Your new International Harvester loader tractor is designed to meet today's exacting operating requirements. The ease and comfort of operation, the ability to match ground speeds to engine power and work requirements, and the effortless versatility of the hydraulic system are intended to lighten your work and shorten your hours on the job.

Your local International Harvester dealer is interested in the performance you receive from this loader tractor. He has factory-trained servicemen, informed in the latest method of servicing loader tractors, and modern tools, and original-equipment IH service parts which assure proper fit and good performance.

To obtain top performance and assure economical operation the loader tractor should be inspected, depending on its use, periodically, or at least once a year, by your International Harvester dealer.

Before you operate the loader tractor study this manual carefully. It has been prepared to help you operate and maintain your loader tractor with utmost efficiency. New copies may be ordered from your dealer at a nominal price.

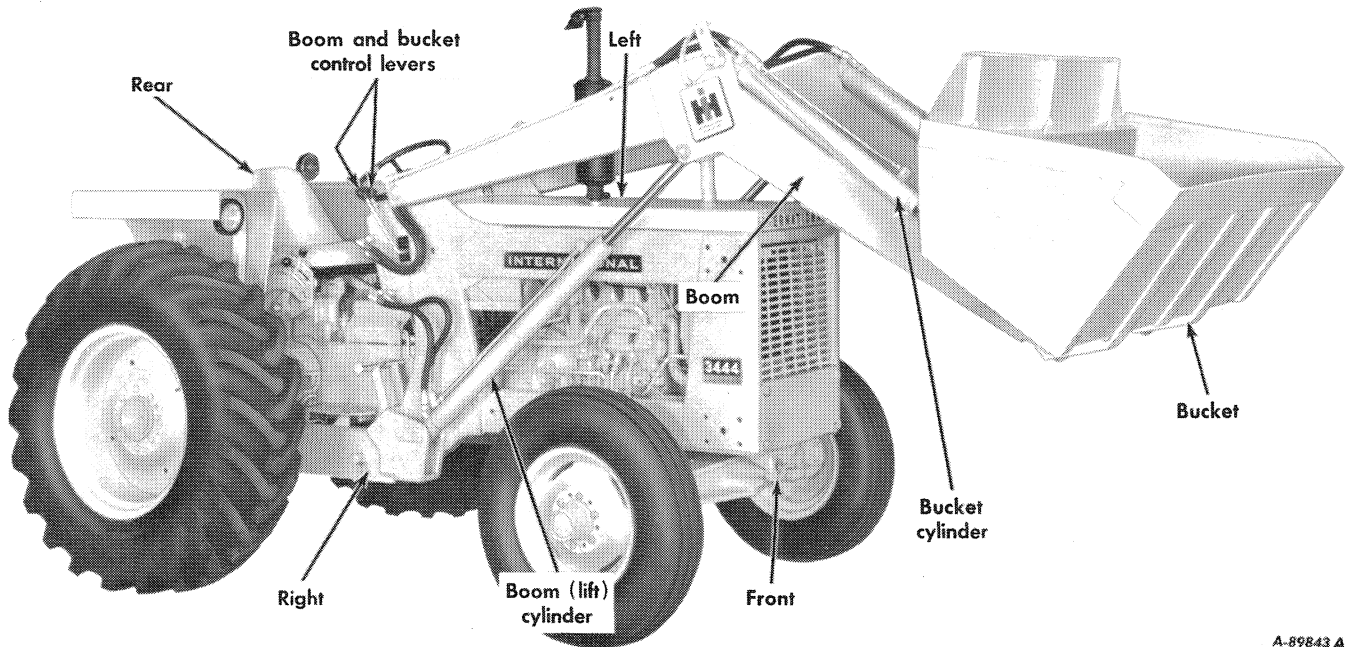
When in need of parts, always specify the chassis, power train, and engine serial numbers, including prefix and suffix letters. Write these serial numbers in the spaces provided below.



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INTRODUCTION



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Illust. 1
Terms and location of units.

Assembled in this manual are operation, lubrication, and maintenance instructions for the International 3444 Loader Tractor.

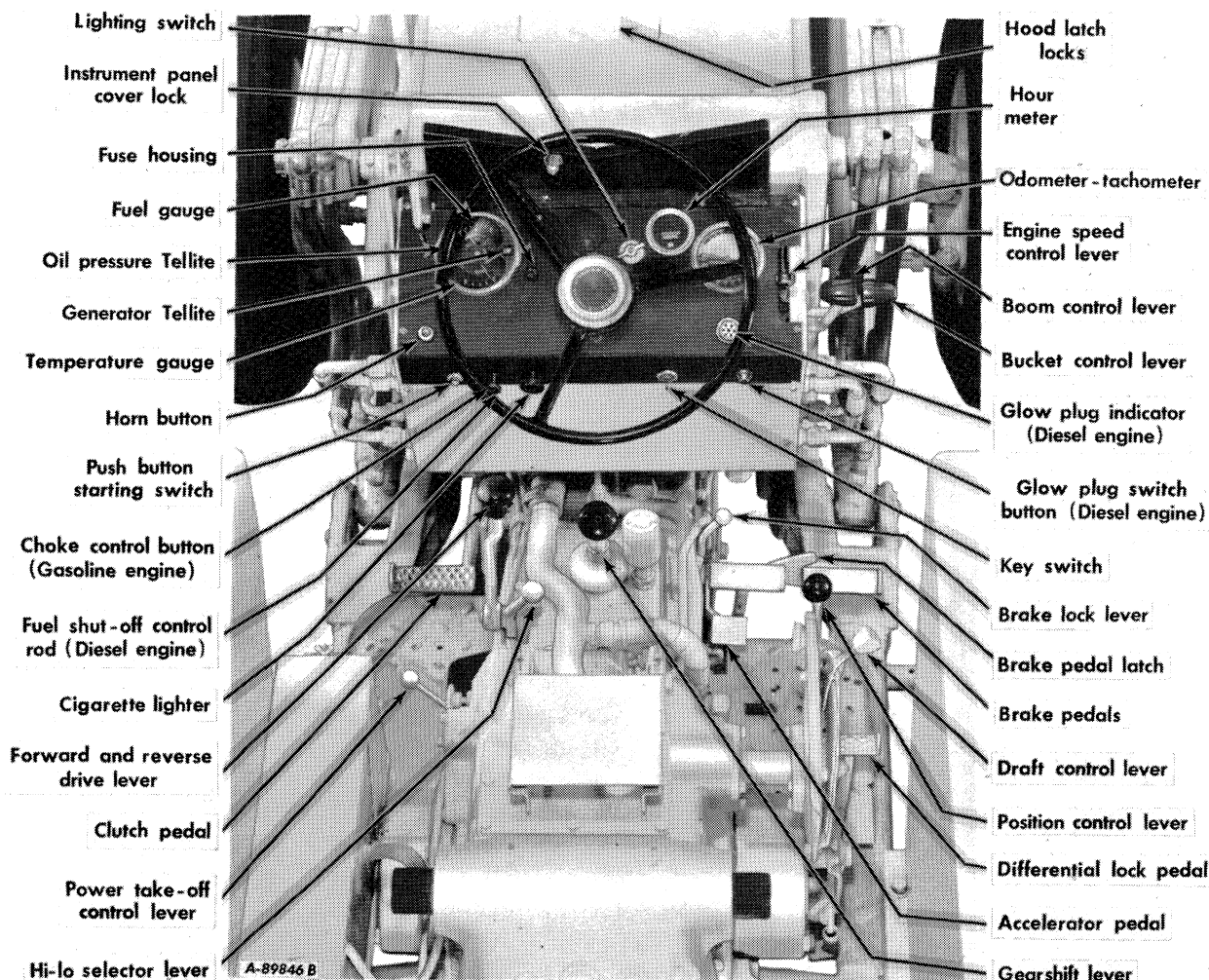
In order to provide a loader tractor equipped as nearly as possible to suit each customer's needs, a variety of extra equipment and accessories is available. See page 88. Operating and maintenance instructions on these items are included in the instructions for operating or maintaining the loader tractor. Disregard the instructions for equipment not on your machine.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, Illust. 4 is on page 4.

LEFT and RIGHT indicate the left and right sides of the loader tractor when facing forward in the driver's seat. See Illust. 1.

INSTRUMENTS AND CONTROLS

Before attempting to start or operate the loader tractor, be sure to review all of the instructions for the new machine and thoroughly familiarize yourself with the instruments and controls.



Illust. 2
Instruments and controls.

Accelerator pedal (page 5).
 Brake pedals (page 6).
 Brake pedal latch (page 6).
 Brake lock lever (page 6).
 Boom and Bucket control levers (page 12).
 Choke control button (gasoline engine) (page 16).
 Cigarette lighter.
 Clutch pedal (page 5).
 Differential lock pedal (page 6).
 Draft control lever (page 30).
 Engine speed control lever (page 7).
 Forward and reverse drive lever (page 7).
 Fuel gauge (page 7).
 Fuel shut-off control button (diesel engine) (page 20).
 Fuse (page 55).
 Flow control (page 30).

Gearshift lever (page 5).
 Generator Tellite (page 55).
 Glow plug indicator (diesel engine) (page 52).
 Glow plug switch button (diesel engine) (page 52).
 Hi-lo selector lever (page 7).
 Horn button.
 Hour meter (page 7).
 Instrument panel cover and hood latch anti-vandalism locks (page 7).
 Key switch (page 53).
 Lighting switch (page 54).
 Oil pressure Tellite (page 55).
 Position control lever (page 29).
 Power take-off control lever (page 34).
 Push button starting switch (pages 16 and 21).
 Odometer-tachometer (page 7).
 Temperature gauge (page 35).

BEFORE OPERATING YOUR NEW MACHINE

LUBRICATION

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

Check the oil levels of the engine crankcase, air cleaner, transmission and differential case, Hydra-Shuttle transmission, and all gear cases to see that they are filled to the correct levels with oil of the proper viscosity for the prevailing temperature. Use the "Lubrication Guide" for reference.

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

ENGINE COOLING SYSTEM

Loader tractors shipped to destination in United States of America, Canada, and Mexico have the cooling system filled with antifreeze solution.

Loader tractors packed for export have all coolant drained from the radiator and engine block.

Check the coolant level in the radiator. The level should be approximately 2-1/4 inches below the top of the filler neck when cold.

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

If water is added, use only clean water; soft or rain water is recommended.

BREAK IN PROCEDURE

Never operate an engine immediately under full load. Break it in carefully, no load, light load, and medium engine load for the first 25 hours.

Period	Engine Speed Control Lever Position	Load
1st hour	Fully advanced	Maintain engine speed 100 RPM above full load governed speed.
2nd thru 5th hours	Fully advanced	Full load governed speed with occasional short periods of lighter loads.

Allow engine to warm up before operating at full load. If engine coolant temperature rises above middle mark or RUN range on temperature gauge, shift to lower gear on gear drive tractor, or adjust speed ratio control lever to reduce engine load on hydrostatic drive tractor.

During first 100 hours of operation with shipaway oil, avoid prolonged periods of engine idling, but do not overload. Hydraulic filter elements must be changed as specified in Lubrication Guide.

PNEUMATIC TIRES

Before moving the loader tractor, check the air pressure in the pneumatic tires and inflate or deflate the front tires to 50 pounds and the rear tires to 18 pounds.

COUNTERWEIGHT

Weight must be added to the rear of the loader tractor to counterbalance the weight on the front end. Use a backhoe, or weight box (special) filled with material obtained locally, or equipment until there is 5,500 pounds on the rear wheels for 2,700-pound lift capacity. See the weight guide below.

Rear Wheel Weight Guide

	Approximate Weight on Rear Wheels
Basic Gasoline Tractor	2330 lbs.
With Front End Weights	Subtract 390 lbs.
With Solution in Rear Tires	Add 1180 lbs.
With Two Sets Rear Wheel Weights	Add 500 lbs.
With I-300 Blade	Add 800 lbs.
With I-370 Scarifier	Add 475 lbs.
With I-370 Scarifier Having Six Teeth	Add 565 Lbs.
With I-370 Scarifier Having Eight Weights and Six Teeth	Add 1860 lbs.
With I-3121 Backhoe	Add 4700 lbs.

FUEL SYSTEM

Gasoline Engine

Use clean fuel having a minimum octane rating of 90 (Research Method).

Diesel Engine

Check the diesel fuel specification requirement table on page 19. Carefully strain the fuel.

BEFORE OPERATING YOUR NEW MACHINE

FUEL SYSTEM – Continued

Diesel Engine – Continued

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 recommended because they are difficult to keep clean.

Vent the fuel system before starting the engine for the first time. See "Venting the Fuel System" on page 20.

AIR CLEANING SYSTEM

Inspect the flexible rubber hose connections between the air-cleaner and carburetor (gasoline engines) or air cleaner and manifold (diesel engines). All joints between the air cleaner and carburetor or manifold must be kept tight to prevent dirt from entering the engine.

DRIVING

PREPARING FOR EACH DAY'S WORK

Fill the fuel tank at the end of each day's run. See page 16 for gasoline engine or page 19 for diesel engine.

Before starting the diesel engine for each day's work, inspect the fuel strainer and water trap. Drain and clean, if necessary.

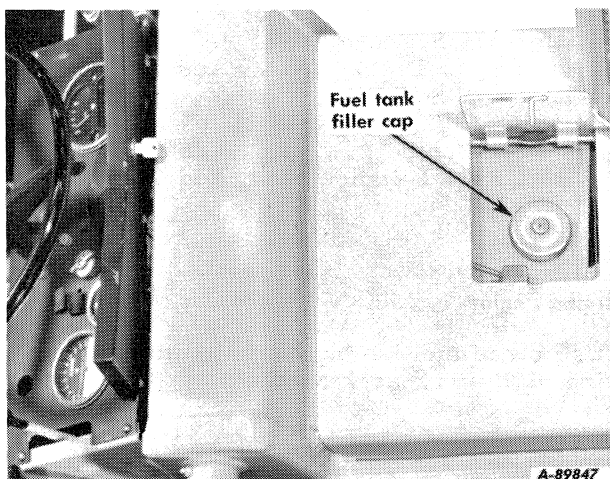
Check the level of the coolant in the radiator. See page 35.

Check the oil level in the engine crankcase, also lubricate the chassis points recommended for daily service. See the "Lubrication Guide" and "Lubrication Table".

Remove and clean the air cleaner oil cup, also check the oil level in the cup. See page 80.

Inspect the tires for general condition. See page 58.

FILLING THE FUEL TANK



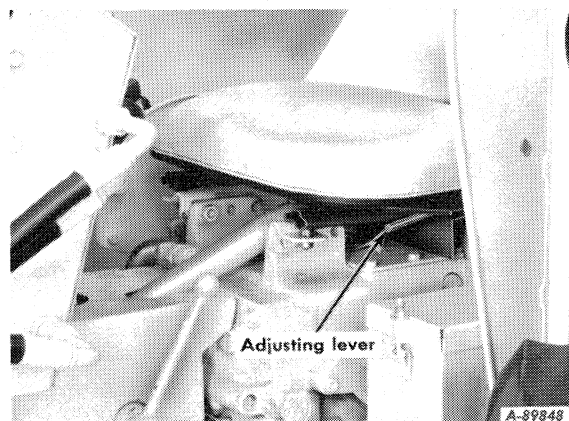
Illust. 4
Fuel tank.



Caution! Never remove the fuel tank cap or fill the fuel tank when the engine is running or is hot, or when near an open flame. Do not smoke or use an oil lantern when working around inflammable fuels. When pouring fuel, keep the hose and nozzle or the funnel and container in contact with the metal of the fuel tank to avoid the possibility of an electric spark igniting the fuel. Do not light matches near inflammable fuels, as the air around the machine is mixed with a highly explosive vapor.

ADJUSTING THE SEAT

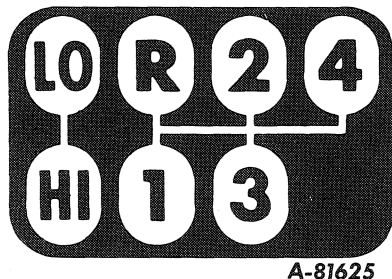
Before starting the loader tractor, adjust the seat to provide the most comfortable position for the operator.



Illust. 4A
Seat adjustment.

The seat is adjustable forward and rearward by pulling the adjusting lever outward and sliding the seat to the desired position; then release the adjusting lever to lock the seat in position. See Illust. 4A.

GEARSHIFT LEVER



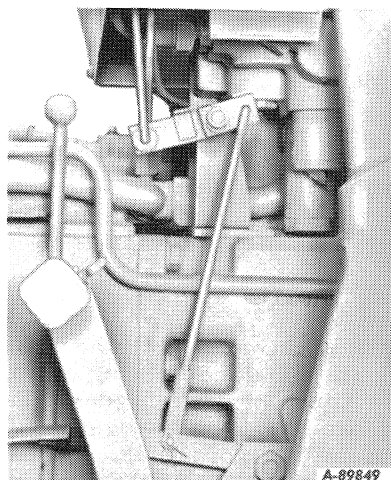
Illust. 5
Gearshift positions.

The gearshift lever (Illust. 2) is used to select any one of four forward gears or one reverse gear with the regularly equipped transmission. A shifting diagram appears on a metal plate attached to the gearshift tower cover.

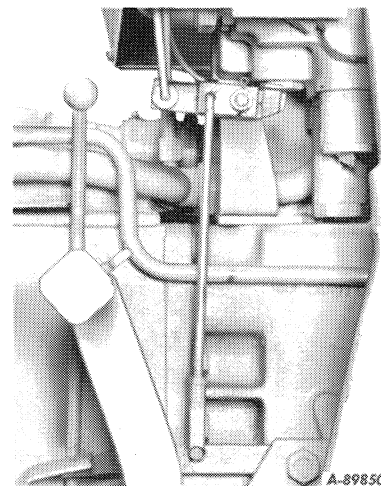
When the loader tractor is equipped with forward and reverse drive, the gearshift lever is used to select any one of four gear positions only; forward and reverse is obtained by use of the forward and reverse drive lever.

When the loader tractor is equipped with the Hydra-Shuttle transmission, the gearshift lever is used to select any one of three gear positions only; forward and reverse is obtained by use of the drive pedals.

ACCELERATOR PEDAL (Regular Transmission and Forward and Reverse Drive)



Illust. 5A
Linkage in accelerator position.



Illust. 5B
Linkage in decelerator position (diesel engine).

Tractors without anti-cavitation valves can not use the decelerator linkage.

The accelerator pedal is used when making frequent changes of loader tractor speeds without changing the setting of the engine speed control lever. Pressing the pedal down with the toe increases the speed of the engine.

On a diesel loader tractor, the accelerator can be converted for use as a decelerator by reversing the linkage. See Illusts. 5A and 5B.

CLUTCH PEDAL (Regular Transmission and Forward and Reverse Drive)

This pedal disengages the engine from the transmission and also the power take-off.

Loader tractors with the continuous-running power take-off have a dual clutch. The clutch pedal disengages the engine from the transmission when it is depressed part way down. It also disengages the power take-off when it is depressed all the way down. This enables the operator to shift gears or stop the loader tractor without disengaging the power take-off.

The power take-off used on loader tractors with the forward and reverse drive is a transmission-driven type, with a single clutch, and cannot be disengaged separately.



Caution! Always engage the clutch slowly.

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