

664 Diesel Tractor International

Operators Manual

1084107R1

Reprinted

CASE III



*This symbol means **ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED.** The message that follows the symbol contains important information about your safety. Carefully read the message. Make sure you fully understand the causes of possible injury or death.*

SB001

IF THIS MACHINE IS USED BY AN EMPLOYEE, IS LOANED, OR IS RENTED, MAKE SURE THAT THE OPERATOR UNDERSTANDS THE TWO INSTRUCTIONS BELOW.

BEFORE THE OPERATOR STARTS THE ENGINE:

1. GIVE INSTRUCTIONS TO THE OPERATOR ON SAFE AND CORRECT USE OF THE MACHINE.
2. MAKE SURE THE OPERATOR READS AND UNDERSTANDS THE OPERATOR'S MANUAL FOR THIS MACHINE.



IMPROPER OPERATION OF THIS MACHINE CAN CAUSE INJURY OR DEATH.

BEFORE STARTING THE ENGINE, DO THE FOLLOWING:

1. READ THE OPERATOR'S MANUAL.
2. READ ALL SAFETY DECALS ON THE MACHINE.
3. CLEAR THE AREA OF OTHER PERSONS.

LEARN AND PRACTICE SAFE USE OF MACHINE CONTROLS IN A SAFE, CLEAR AREA BEFORE YOU OPERATE THIS MACHINE ON A JOB SITE.

It is your responsibility to observe pertinent laws and regulations and to follow manufacturer's instructions on machine operation and maintenance.

See your Authorized Case dealer for additional operator's manuals, parts catalogs, and service manuals.

To The Owner

Assembled in this manual are operation, lubrication, and maintenance instructions for the International 664 Diesel 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 your tractor.

Your new International Harvester 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 requirement, and the effortless versatility of the hydraulic system are intended to lighten your work and shorten your hours on the job.

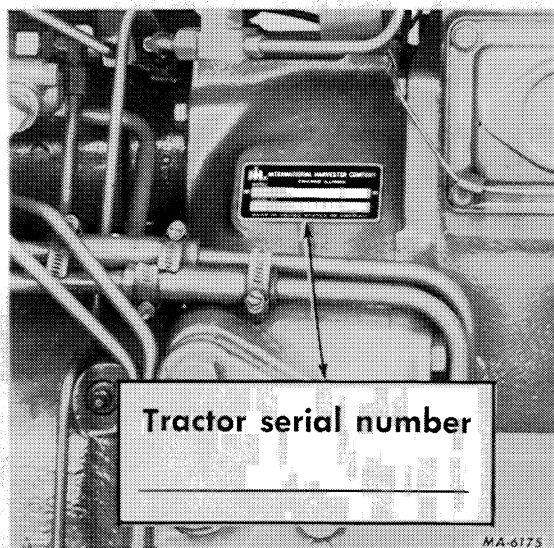
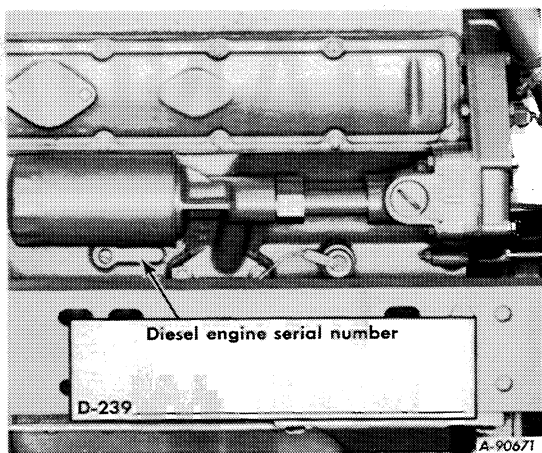
Your local International Harvester dealer is interested in the performance you receive from this tractor. He has factory-trained servicemen, informed in the latest

method of servicing 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 tractor should be inspected, depending on its use, periodically, or at least once a year, by your International Harvester Dealer.

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

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



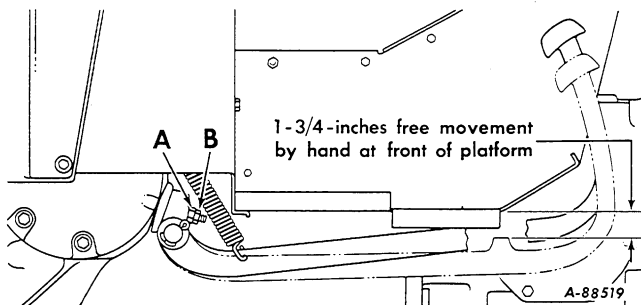
BRAKES

The tractor is equipped with mechanical, disc-type brakes. The brakes are controlled by foot pedals which can be operated individually, or simultaneously when latched together.

Check the brakes for free movement and equal pressure after every 200 hours of operation until the proper time interval is determined according to usage. Check the free movement thereafter, as required, to maintain equal pressure and efficient braking.

The brakes should not drag before they take hold. The pedals should have a free movement of 1-3/4-inches.

The measurement to be taken between the points of contact of the brake pedals with the bottom of the platform.



Brake pedal adjustment.

When the brakes wear, free travel increases and the brakes should be readjusted by removing a shim from between the cover and brake housing.

ADJUSTING THE BRAKES

When the free pedal travel reaches approximately 3-3/4-inches, adjust the brakes as follows:

The operating rod ball "B" see Illust. can only be used to equalize pressure, if necessary, after removing a shim as described in the following instructions, or in case of uneven lining wear.

Remove the five cap screws and cover from one of the brake housing covers. See Illust.

Remove one (.030-inch) shim from between the cover and brake housing and replace the cover. Use the same procedure on the opposite brake unit. Then adjust the operating rod ball to equalize pressure as follows.

Loosen jam nut "A" then turn brake operating rod ball "B" until the correct free pedal travel is obtained. Then adjust the free pedal travel of the left brake pedal in the same manner by adjusting the brake operating rod at the left brake housing.

It is very important to have the brakes equalized. To have equalized brakes, both pedals must have the same amount of free movement.

Test the brakes separately on left and right turns at slow speed.

Lock the brake pedals together and operate the tractor on level, hard ground at the governed speed of fourth gear. Check for equal action of the brakes. Readjust if necessary. Lengthen the linkage on the side toward which the tractor "pulls" to correct the adjustment.

Note: Unequal braking action is indicated by the tractor pulling to one side when the brakes are applied. If there is no side pull in fourth gear, continue testing as follows:

Operate the tractor in fifth gear and check for any tendency to pull to one side when the brakes are applied. Readjust the brake linkage as necessary.

When the correct adjustment has been made, lock ball "B" by tightening jam nut "A" on the right and left operating rods. See Illust.

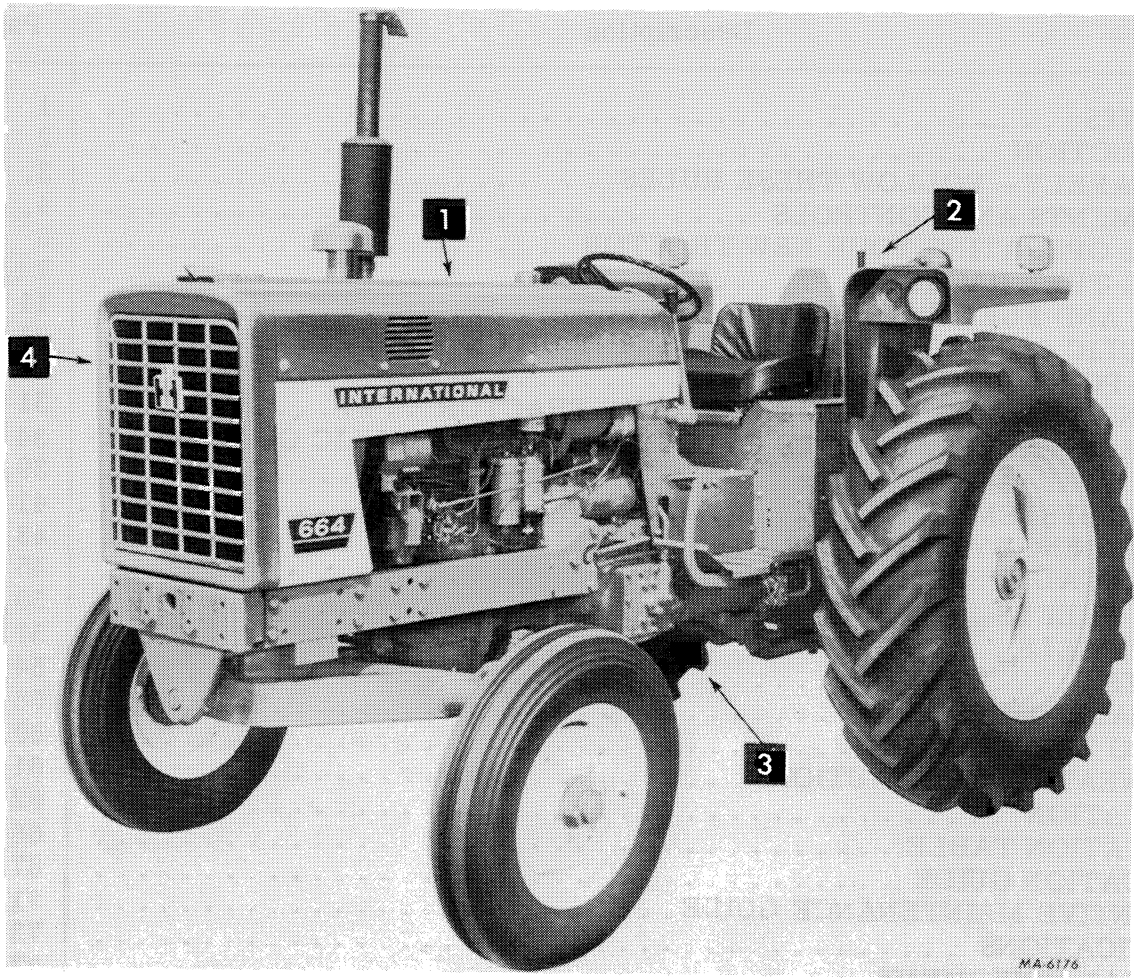
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INTRODUCTION



1 – Right side of tractor
2 – Rear

3 – Left side of tractor
4 – Front

Illust. 2
International 664 Diesel Tractor showing terms of location.

LEFT and RIGHT indicate the left and right sides of the tractor when facing forward in the driver's seat. See Illust. 2.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, Illust. 2, is on page 2.

A variety of optional equipment is available. Refer to "Optional Equipment". Operating and maintenance instruction on these items is included in the instructions for operating or Maintaining the tractor.

WORK SAFELY — FOLLOW THESE RULES

A CAREFUL OPERATOR IS THE BEST INSURANCE
AGAINST AN ACCIDENT

BEFORE STARTING

Know the controls and what they do.

When fueling an engine, keep any type of open flame away. Do Not Smoke! Wait for the engine to cool before refueling it.

Check brakes and clutch for correct adjustments.

Reduce tipping hazards by spreading wheels as far as your work program permits.

Check coolant and engine oil levels, and perform any other necessary services, before starting the engine.

Clean dirt, trash, and grease from operator's platform, pedals, steps, and steering wheel.

Be sure muffler and exhaust pipe extensions are in place so exhaust gases are discharged above operator.

Always carry a "Charged" fire extinguisher and a first aid kit.

Avoid loose-fitting clothing, which could catch on moving parts.

Mounting assist handles and steps are provided for your safety. Use them when getting on or off the tractor.

Put all controls in neutral before starting the engine.

Be sure power take-off lever is in the "OFF" or disengaged position before starting engine.

Before starting engine make sure helpers or observers stand clear of equipment.

Operate the engine only in well ventilated areas.

Release brake completely.

DURING OPERATION

Power take-off master shield must always be in place on the tractor.

Use the drawbar in lowest position when hitching to a heavy load, such as manure spreaders, loaded two-wheel trailers, and heavy wagons.

Pull only from drawbar; never hitch to axle housing.

Shift transmission to neutral and set brake before dismounting to hitch equipment.

Keep safety shields in place when using power take-off.

Disengage PTO and shut off the engine before adjusting or unclogging power driven machinery.

Only the operator should ride on the tractor. He should sit on seat or stand on the platform.

Keep others, especially children, from riding on steps, fenders, or drawbar, and away from tractor and equipment.

Continued on next page

WORK SAFELY—FOLLOW THESE RULES

DURING OPERATION – Continued

Reduce speed before making a turn.

Always keep the tractor in gear when going down steep hills.

Avoid . . . sudden starts, excessive speed, and sudden stops . . . when operating on hills side, rough ground, and most off-the-road operations.

Carefully supervise inexperienced operators.

Stop the engine before leaving the tractor.

TRANSPORTING

Reduce speed when traveling on rough roads.

Avoid heavily-traveled roads when moving equipment, if at all possible.

Use warning devices (ie, flags, S.M.V. emblem, lights, etc.) which are approved for use by your local government agencies,

when moving equipment on public roads. Keep these devices clean and in good working condition.

Be sure hitches and/or drawbars are properly stabilized before towing equipment.

When moving on public roads, or from field to field, lock brake pedals together for simultaneous operation when making a stop.

Be courteous, have consideration for other traffic using the road.

AFTER OPERATING

Wait for tractor to "STOP" before dismounting.

Lower equipment to ground before leaving tractor.

Shut off engine and remove ignition key.

Lock the brake so tractor will not roll.

To remove the radiator cap when the engine is "Hot", turn the cap to pressure release point - let pressure and steam escape - then remove it.

INSTRUMENTS AND CONTROLS

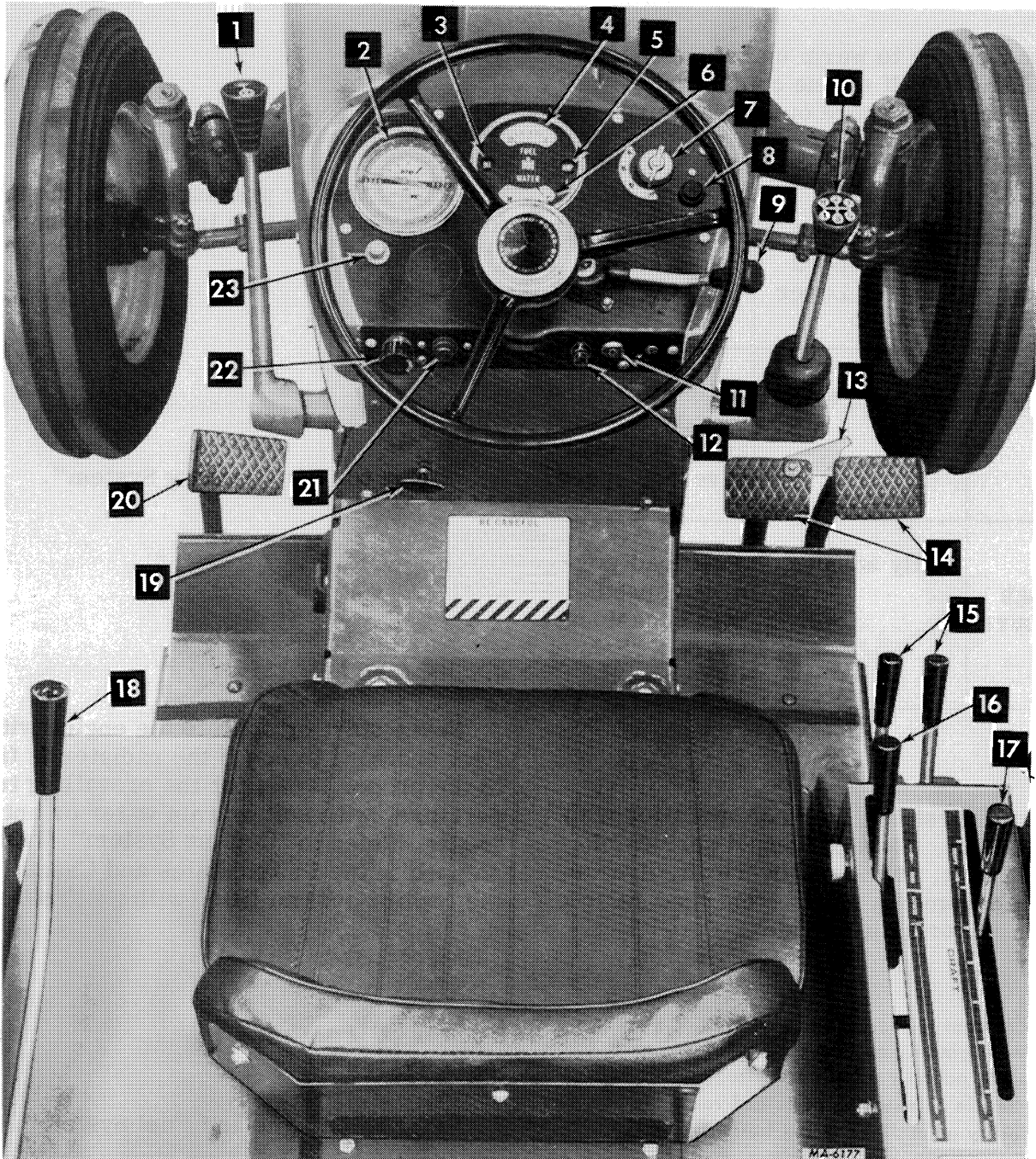
Index to reference numbers for items shown in Illust. 5.

The items listed here are described on various pages in this manual. Refer to "Index".

- | | |
|---|---|
| 1 - Torque amplifier or forward and reverse drive lever | 13 - Brake pedal latch |
| 2 - Speedometer-tachometer | 14 - Brake pedals |
| 3 - Engine oil pressure Tellite | 15 - Auxiliary valve operating levers |
| 4 - Fuel gauge | 16 - Position control (inside) lever |
| 5 - Alternator-generator Tellite | 17 - Draft control lever |
| 6 - Temperature gauge | 18 - Independent power take-off operating lever |
| 7 - Lighting switch | 19 - Fuel control knob |
| 8 - Ether starting push button | 20 - Clutch pedal |
| 9 - Engine speed control | 21 - Push button starting switch |
| 10 - Transmission gearshift lever | 22 - Cigarette lighter |
| 11 - Key switch | 23 - Horn button |
| 12 - Fuse housing | |

INSTRUMENTS AND CONTROLS

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



Illust. 5
Location of tractor instruments and controls.

BEFORE OPERATING YOUR NEW TRACTOR

TRACTOR BREAK-IN PROCEDURE

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

Allow engine to warm up before operating at full load. If engine coolant temperature rises above range on temperature gauge, shift to lower gear.

| Period | Engine Speed Control Lever Position | Load |
|-----------------------|-------------------------------------|---|
| 1st Hour | Fully advanced | Maintain engine speed 100 RPM above full load governed speed. |
| 2nd Through 5th Hours | Fully advanced | Full load governed speed with occasional short periods of lighter load. |

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".

Any attempt to increase the engine horsepower by increasing engine r.p.m. above its rated maximum, or by other means, not only affects traveling speeds but affects the life of matching parts and voids the company responsibility as outlined in the warranty.

LUBRICATION

Lubricate the entire tractor, using the "Lubrication Guide" and the "Lubrication Table" for reference. Check the oil levels. Refer to "Lubrication".

PNEUMATIC TIRES

Check the air pressures. See the tables for front and rear tire inflation pressures.

AIR CLEANING SYSTEM

Refer to "Air Cleaning System".

ENGINE COOLING SYSTEM

Never start or operate the engine without first checking to see if the radiator is filled to the proper level, for the prevailing temperature, with soft or rain water or anti-freeze. Refer to "Cooling System". Tractors shipped in the United States and Canada have the cooling system filled with antifreeze.

FUEL SYSTEM

Refer to "Engine and Fuel System".

DRIVING THE TRACTOR

PREPARING THE TRACTOR FOR EACH DAY'S WORK

Check the level of the coolant in the radiator. Refer to "Cooling System".

Check the oil level in the engine crankcase. Also lubricate the chassis points recommended for daily service. Refer to "Lubrication Guide" and "Lubrication Table".

Inspect the tires for general condition.

FUEL GAUGE

When the key switch is turned on, the fuel gauge indicates the level of the fuel in the fuel tank.

Note: The key must be left in the "ON" position while the engine is running so the fuel gauge will function.

FILLING THE FUEL TANK



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

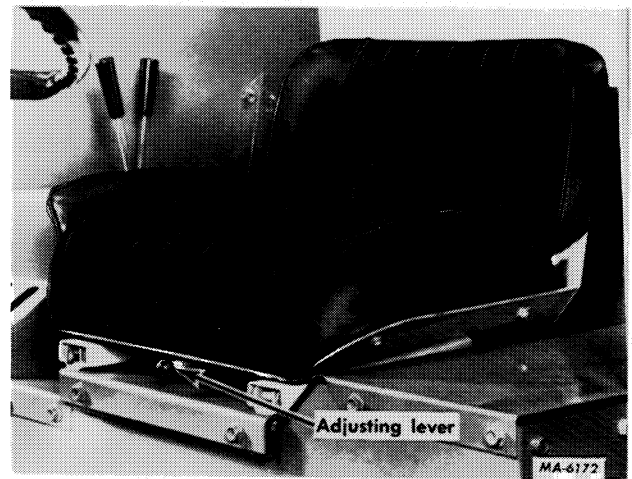
Fill the fuel tank, preferably at the end of each day's work. This will force out any moisture-laden air and prevent condensation.

Note: Do not fill the tank to its full capacity as space is required for vapor expansion in the event of a temperature change. A tank filled to capacity may overflow if exposed to a rise in temperature or direct sunlight.

The fuel tank has an air vent tube. This vent should be kept open at all times to assure proper flow of the fuel.

Before starting the tractor for each day's work, drain the primary fuel filter by opening the valve at the bottom of the filter case and draining until clear fuel appears. Close the drain as soon as clean fuel appears.

ADJUSTING THE SEAT



Illust. 7
Seat adjustment lever.

The upholstered seat (Illust. 7) gives the operator the maximum in driving comfort.

The seat is mounted on slide rails and is quickly and easily adjusted by means of the seat adjusting lever located at the front of the seat.

To adjust the seat pull the lever out and move the seat to the desired position then release the lever so it engages in one of the five slots in the rails, to lock the seat in place.

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