

**McCormick-Deering
Farmall Cub
Tractors**

Operators Manual

1004120R1

Reprinted



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INTRODUCTION

Assembled in this book are operating and maintenance instructions for the Farmall Cub. This material has been prepared in detail in the hope that it will prove helpful to you in providing a better understanding of the correct care and efficient operation of your tractor.

If you should need information not given in this manual, or require the services of a trained mechanic, get in touch with the International Harvester dealer in your locality. 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 branch.

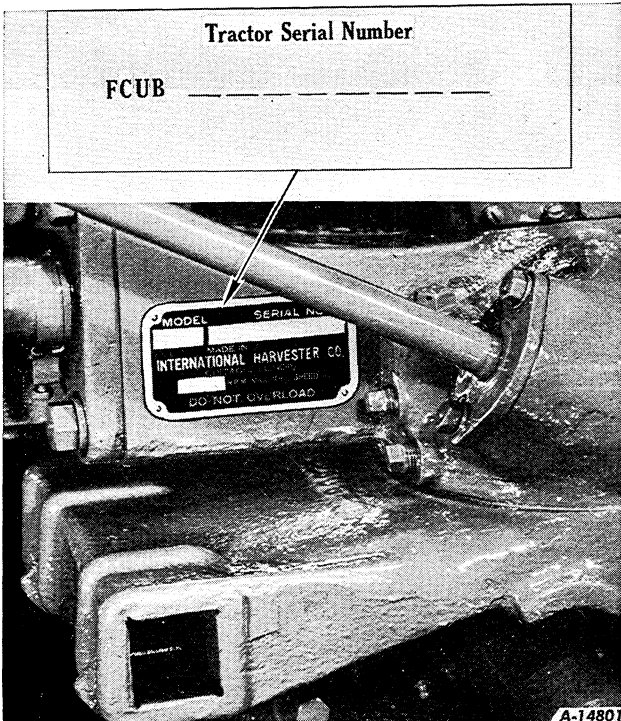
Throughout this manual the use of the terms LEFT, RIGHT, FRONT and REAR must be understood to avoid confusion when following instructions. LEFT and RIGHT indicate the left and right sides of the tractor when facing forward in the driver's seat. Reference to FRONT indicates the radiator end of the tractor, and REAR the drawbar.

When in need of parts, always specify the tractor and engine serial numbers. The tractor serial number is stamped on a name plate attached to the

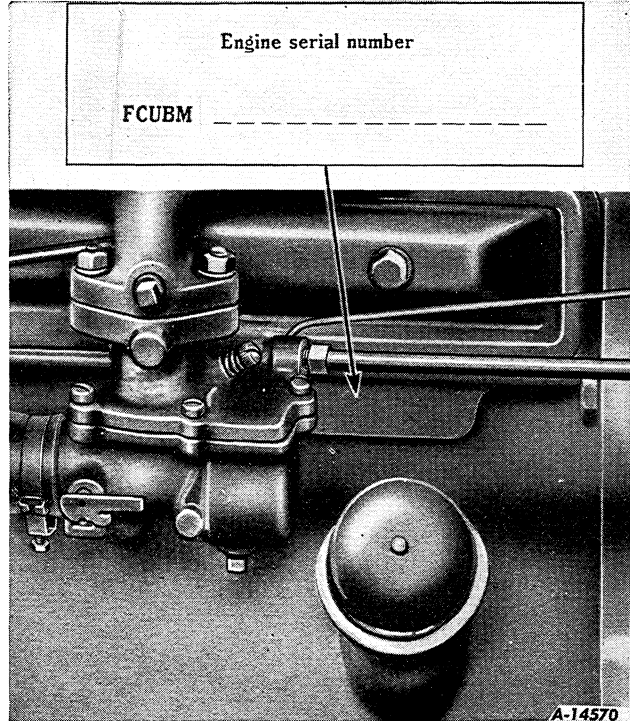


steering gear housing on the right side of the tractor. The serial number is preceded by the letters FCUB, *Illust. 1*. The engine serial number is stamped on the left side of the engine crankcase to the right of the carburetor. This serial number is preceded by the letters FCUBM, *Illust. 2*.

For ready reference, we suggest that you write these serial numbers in the spaces provided below.

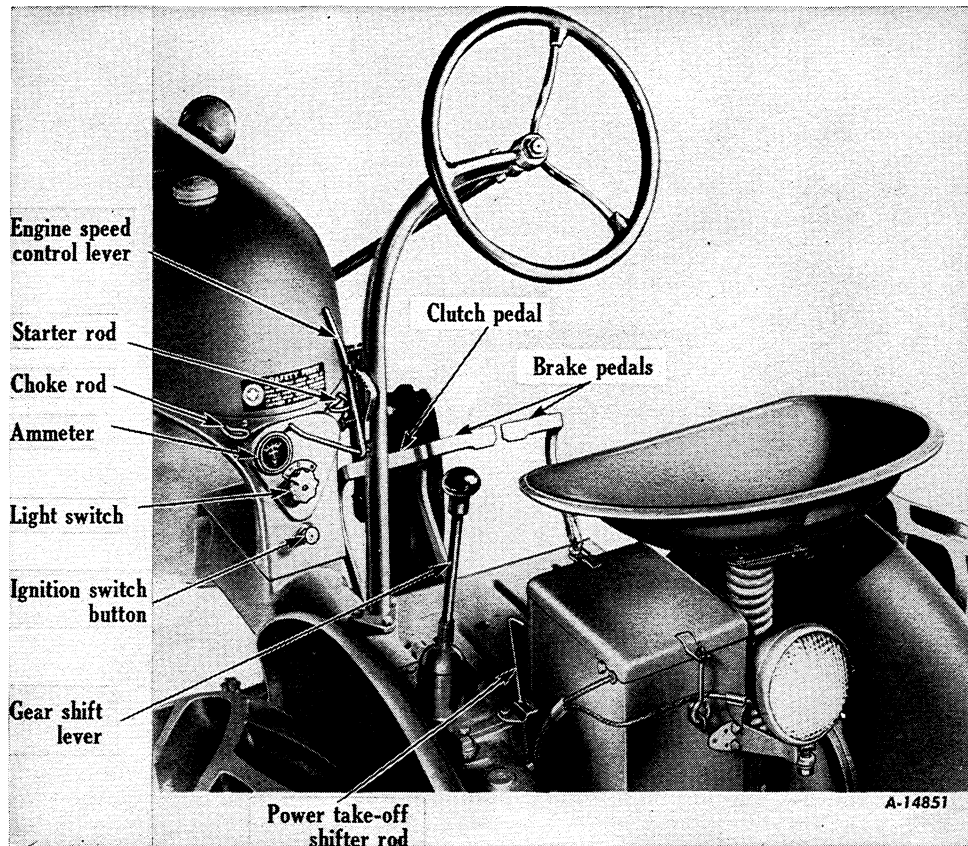


Illust. 1—Location of Tractor Serial Number.



Illust. 2—Location of Engine Serial Number.

FARMALL CUB



Illust. 3—Location of Controls.

Instruments and Controls

The belt pulley, power take-off, adjustable front axle, and starting and lighting attachments are special equipment on the Farmall Cub, and are only furnished when ordered. However, the instructions for operating and maintaining these attachments have been incorporated into the instructions for operating and maintaining the tractor. If your tractor does not have these special features the instructions for their operation may be disregarded.

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 as outlined below:

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

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, de-

pressing the pedal on the side toward which the turn is to be made.

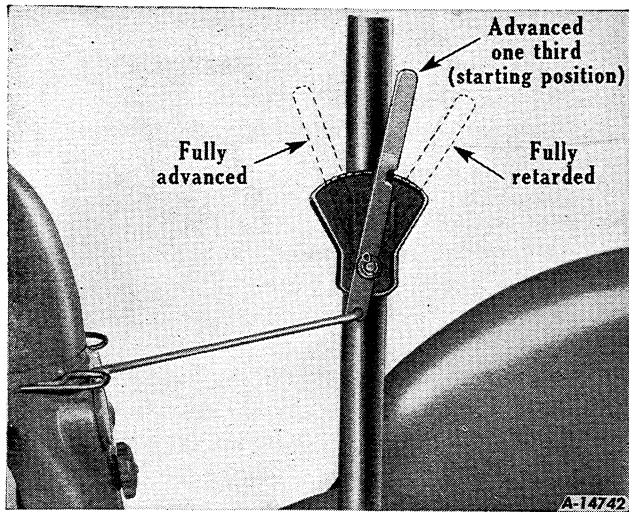
The brake pedal latch (located behind the left-hand brake pedal), is used to latch both brake pedals together, causing the brakes to operate simultaneously.

The brake pedal lock, *Illusts. 3 and 77*, is used to lock the brake pedals in the depressed position which prevents the tractor from moving.

Clutch Pedal

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

DESCRIPTION



Illust. 4—Various Positions of the Engine Speed Control Lever.

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.

The rated or maximum full load governed speed is 1600 r.p.m.; maximum idle speed is approximately 1800 r.p.m.; minimum speed (hand throttle) is 450 to 500 r.p.m. Never operate the engine at more than the regular governed speed. Excessive speeds are harmful.

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

Choke Rod

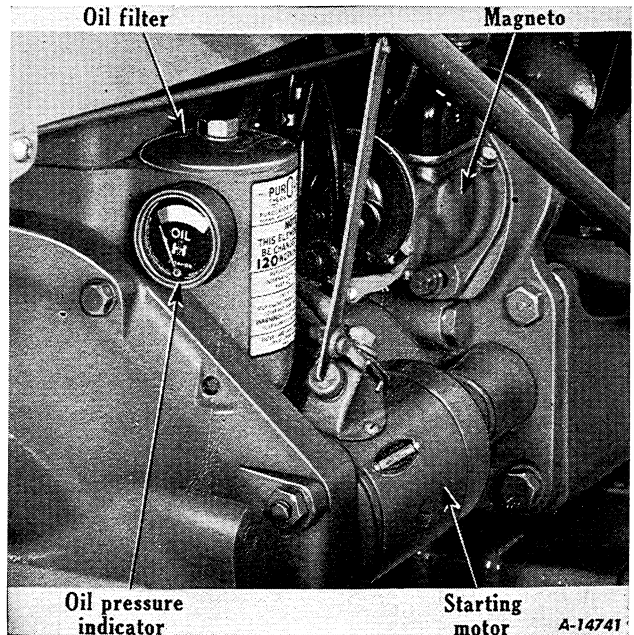
The choke rod is a part of the electric starting attachment, and makes possible the regulation of the carburetor choke from the driver's seat. Pulling out on the choke rod closes the carburetor choke for starting the engine; pushing it back in opens the choke.

Carburetor Choke Lever

The carburetor choke lever controls the air supply to the carburetor. When the choke lever, *Illusts. 10 and 14*, 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 the electric starter 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.

Ignition Switch Button

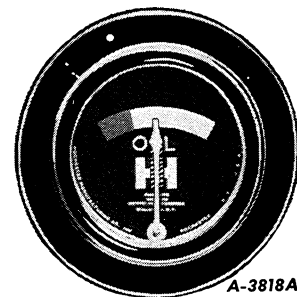
This button closes and opens the electrical circuit for starting and stopping the engine. Pull the button out for starting, and push it in to stop the engine.



Illust. 5—Location of Oil Pressure Indicator.

Oil Pressure Indicator

This gauge, *Illusts. 5 and 6*, shows whether lubricating oil is circulating through the engine. The indicator needle should be in the white area when the engine is running, *Illust. 6*. If it is not in the white area, stop the engine immediately and investigate the cause of the oil pressure failure. If you are unable to find cause, be sure to consult your International Harvester dealer before operating the engine.



Illust. 6—Oil Pressure Indicator, Showing Needle in Correct Operating Position.

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