


Farmall C Tractor

Operator Manual

1004194R2

Reprinted




CASE III

	<p><i>THIS SAFETY ALERT SYMBOL INDICATES IMPORTANT SAFETY MESSAGES IN THIS MANUAL. WHEN YOU SEE THIS SYMBOL, CAREFULLY READ THE MESSAGE THAT FOLLOWS AND BE ALERT TO THE POSSIBILITY OF PERSONAL INJURY OR DEATH.</i></p> <p>M171B</p>
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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.

**IMPORTANT FUEL SYSTEM SAFETY WARNING
AND
ANNOUNCEMENT OF FREE, REPLACEMENT GASOLINE CAP**



CAUTION! The following information pertains to personal safety. Be sure to read and follow these instructions.

PROBLEM — Gasoline vapors can build up pressure in your gasoline tank.

All gasoline fuels are more volatile today than ever before. They vaporize and build up pressure in your gasoline tank more easily than in the past. Winter grade gasoline is especially subject to vaporization and pressure build-up when used on hot Spring or Fall days. If you have a tractor which is out of tune or not properly maintained, it can run hotter and increase vaporization.

DANGER — Fire and personal injury.

If the fuel cap is removed when the gasoline tank is hot and vapor pressure has, under certain circumstances, built up in the tank, this sudden release of pressure could force gasoline out of the tank. If the gas cap is not fully secured and tightened, it could come off the tank, and again, gasoline could escape. This sudden eruption of gasoline exposes the operator to, and may cover him with, liquid fuel and vapors and is a clear fire hazard if a source of ignition is present. A running engine is a source of ignition, as are cigarettes, open flames, sparks or a poorly maintained exhaust system. **An immediate fire could occur.** The operator or anyone in the area could be burned and suffer serious injury or even death.

PRECAUTIONS — Observe the following steps for safe operation:

- Always tighten gas caps securely.
- Never, under any circumstances, take the gas cap off a hot or running tractor.
- Never hold over Winter gasoline for use in the Spring. Remove any equipment unnecessary for warm weather operations, such as comfort covers, heat housers, or radiator covers.
- Maintain equipment properly and pay particular attention to electrical, exhaust, fuel, and cooling systems. Repair or replace frayed electrical wires; leaky exhaust manifolds, gaskets, pipes and mufflers; damaged carburetors, sediment bowls and fuel lines. Be sure radiators are clean inside and out. Clean off any accumulation of trash, oil or grease.
- Make sure that fuel cap vent holes are not plugged, gaskets are in good condition, and that cap tangs are firmly riveted. Repair worn, bent, or deformed filler necks and damaged heat shields or shield insulation. If your tractor is not equipped with a heat shield or insulation, install such equipment on applicable models.
- Be alert to any unusual sights and sounds during operation. If you suspect overheating or pressure build-up in the fuel system, do not touch the cap. Turn off the engine and allow the tractor to cool before you touch the cap.

FREE GASOLINE CAP — See your dealer today.

International Harvester has developed a new gasoline cap designed to improve vapor venting and to inhibit the sudden eruption of liquid fuel if the safety precautions against cap removal are not observed.

New caps will be exchanged **free of charge** with owners of certain models of International Harvester farm tractors. To see whether your tractor already has the new cap or to arrange to obtain one, simply contact your local International Harvester dealer. Also ask him for a free International Harvester brochure "New Facts About Fuels" and for free "Warning" decals for all gasoline equipment.

Gasoline Tractor Models Included in Cap Exchange Program (See Note)			
A	100	*504	2404
AV	130	F-544 Only	2424
B	140	560	2444
BN	200	600	2504
C	230	*606	2544
H	240	650	*2606
HV	300	F-656 Only	2706
M	330	660	2756
MV	340	666	2806
O	350	686	2826
OS	400	706	2856
W	404	756	
WR	424	766	
70	444	806	
86	450	826	
	460	856	

NOTE: New cap **will not** fit on any of these tractors.

B-275	I-434
B-276	I-544
I -284	I-656
I -354	I-2656
B-414	

* New cap **will not** fit on these tractors above serial numbers shown.

F-504 above serial No. 13400
I -504 above serial No. 14272
I -606 above serial No. 6879
I -2606 above serial No. 6879

New cap **will not** fit on any lawn and garden tractor in the Cadet model series or on any tractor with the gasoline tank behind the operator's seat.

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INTRODUCTION

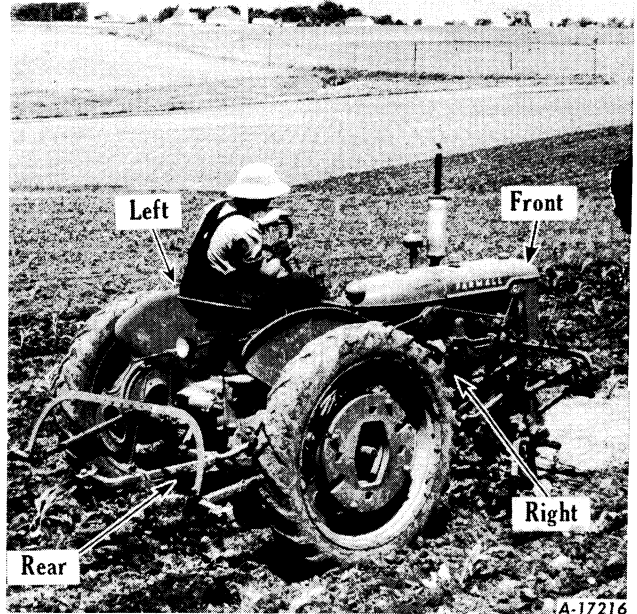
Assembled in this book are operating and maintenance instructions for the Farmall C. This material has been prepared in detail in the hope that it will prove helpful to you in providing a better understanding of the correct care and efficient operation of your tractor.

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 District Office.

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.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, *Illusts. 6 and 6A are on page 6.*

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 tool box and seat support on the right side of the



tractor. The serial number is preceded by the letters FC. *See Illust. 2.* The engine serial number is stamped on the right side of the engine crankcase above the battery ignition unit. This serial number is preceded by the letters FCM. *See Illust. 2A.*

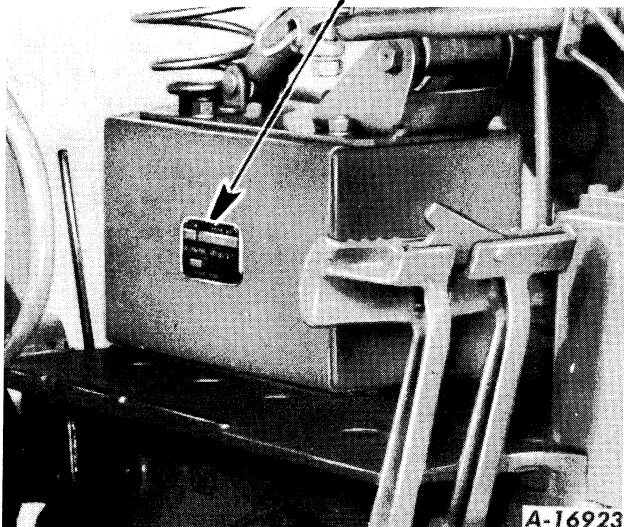
For ready reference we suggest that you write these serial numbers in the spaces provided below.

Tractor serial number

FC _____

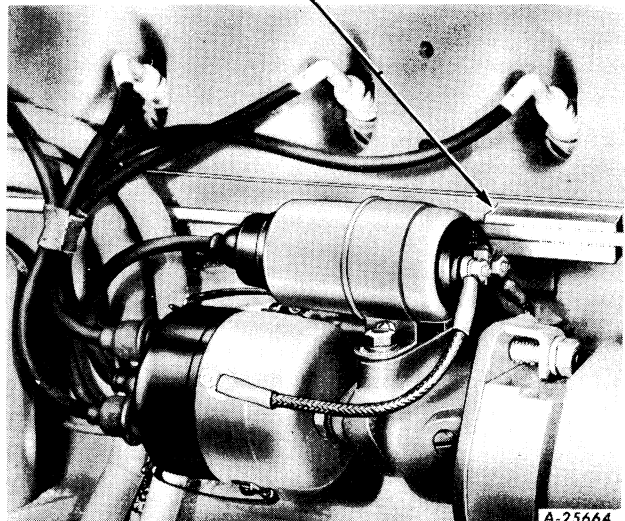
Engine serial number

FCM _____



Illust. 2

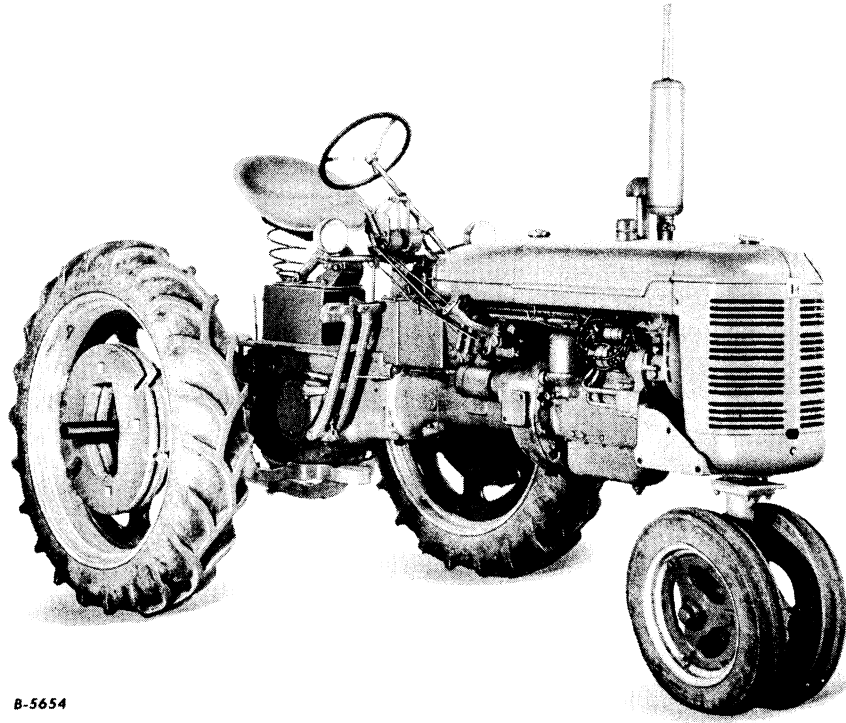
Location of tractor serial number.



Illust. 2A

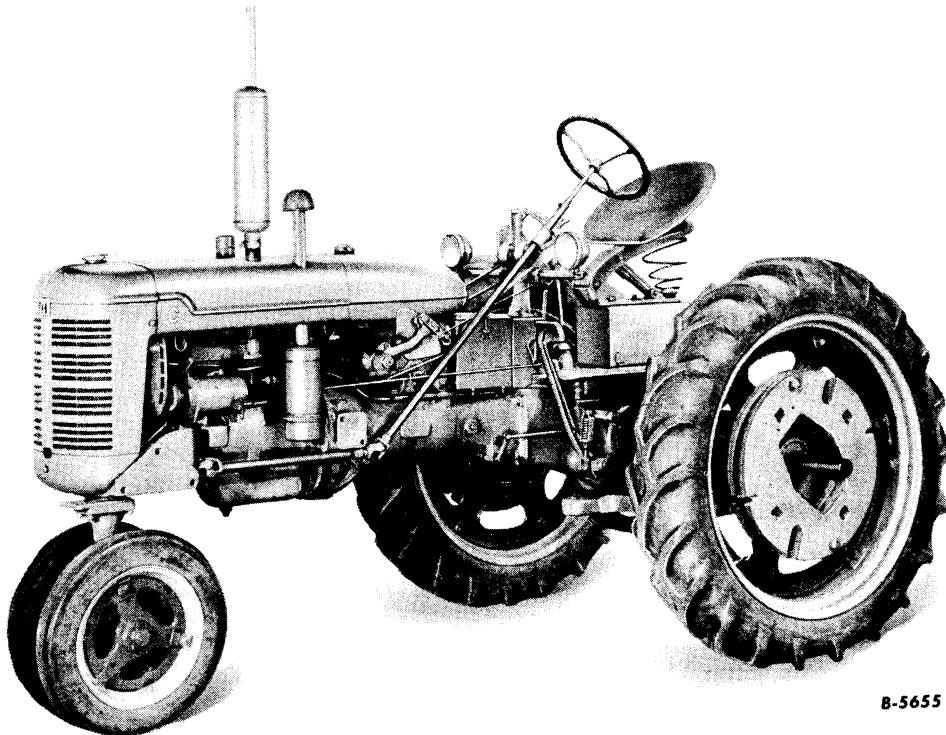
Location of engine serial number.

DESCRIPTION



B-5654

Illust. 3
Right front view of the Farmall C.



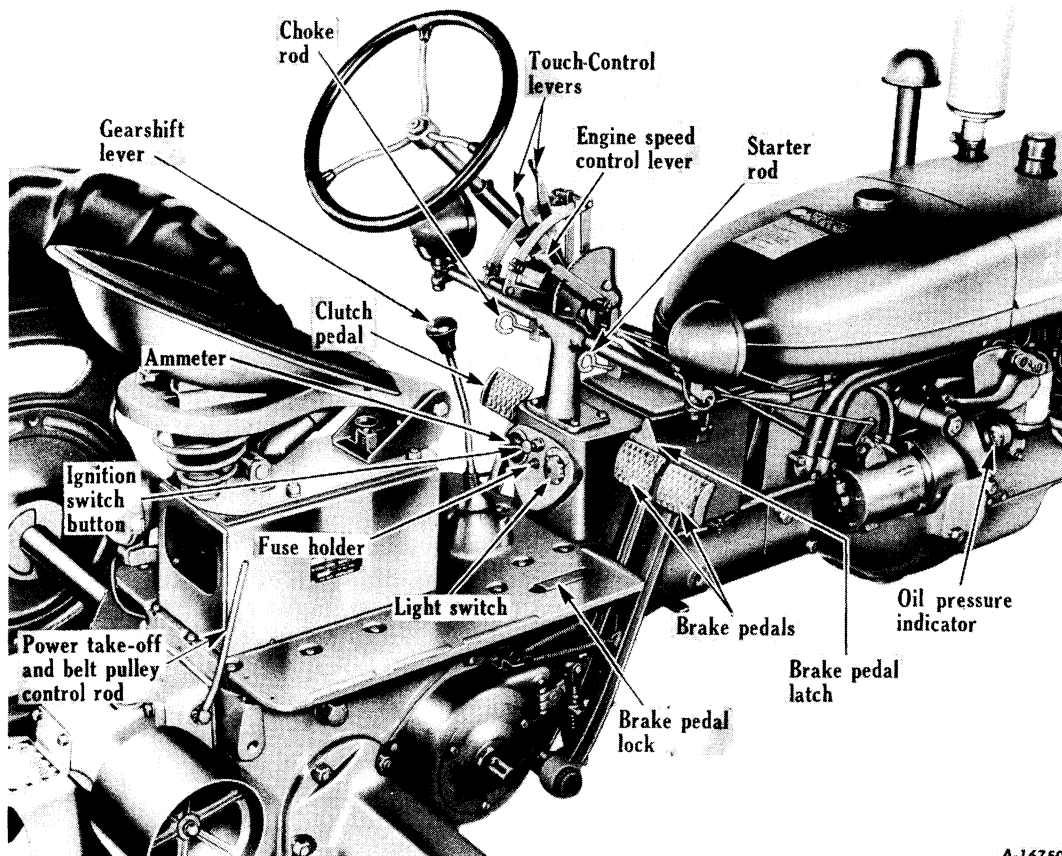
B-5655

Illust. 3A
Left front view of the Farmall C.

DESCRIPTION

Instruments and Controls

A variety of special equipment is available for use with the Farmall C. The instructions for operating and maintaining the special equipment have been included in the instructions for operating and maintaining the tractor. Disregard the instructions for special equipment not on your tractor.



Illust. 4
Location of controls.

A-16750

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, depress both pedals at the same time. Before driving the tractor in high gear always latch the pedals together.

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, operate the

pedals individually, depressing the pedal on the side toward which the turn is to be made.

The brake pedal latch (*Illusts. 4 and 17*) is used to latch both brake pedals together, causing the brakes to operate simultaneously.

The brake pedal lock (*Illust. 17*) 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

Choke Rod

The choke rod makes it possible to regulate 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

(Tractors without Starting Motor)

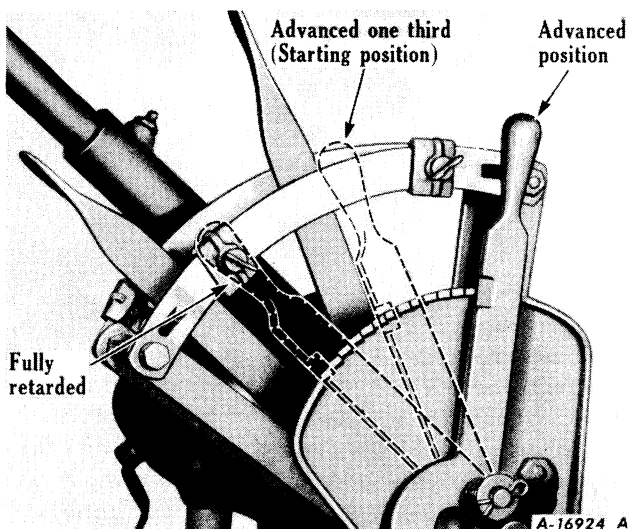
The carburetor choke lever controls the air supply to the carburetor. When the choke lever (*Illusts. 9 and 11A*) is moved down all the way (closed position), the air supply is cut off, thereby enriching the fuel mixture for starting the engine. If your tractor is not equipped with a starting motor and choke rod, move the carburetor choke lever down all the way before cranking the engine. Moving the choke lever back up 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.

The rated or maximum full load governed speed is 1400 r.p.m.; maximum idle speed is approximately 1540 r.p.m.; minimum idle speed (hand throttle) is 500 to 550 r.p.m. with the engine speed control lever fully retarded. See *Illust. 5*. Never operate the engine at more than the regular governed speed. Excessive speeds are harmful.

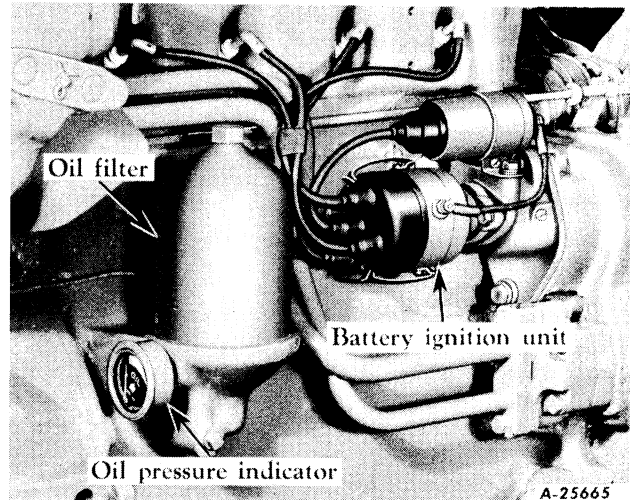
The governor is set at the factory and should require no adjustment. Consult your International Harvester dealer if the governor does not function properly.



Illust. 5

Various positions of the engine speed control lever.

Oil Pressure Indicator



Illust. 5A

Location of oil pressure indicator.

This indicator (*Illust. 5A*) shows whether lubricating oil is circulating through the engine. The indicator needle should be in the white area when the engine is running (*Illust. 5B*). 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 the cause, be sure to consult your International Harvester dealer before operating the engine.



Illust. 5B

Oil pressure indicator, showing needle in correct operating position

Ignition Switch Button

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

Starter Rod

To start the engine, adjust the choke rod and pull out on the starter switch rod as explained on page 10.

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