

W9/WR9 Tractors

Operators Manual

1004217R2

Reprinted

CASE 



*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

By selecting an International Harvester tractor as your new power partner, you have purchased a product of one of the world's foremost manufacturers of farm equipment. We feel sure you will obtain from this machine the economical and superior performance it is designed to give. It is certain that you will derive a large measure of personal satisfaction from operating it.

Years of tractor manufacturing experience and actual contact with agricultural problems in the field have been combined with advancements in engineering and metallurgical science to produce all the features and refinements built into your tractor. The liberal use of precision-type bearings, the heavy-duty crankshaft, force-feed lubrication, dependable ignition, extra-large flywheel and the efficient air, oil and fuel cleaners are some of the features that give your tractor its eager power to do all your power jobs with thoroughness, speed and economy. Properly adjusted, operated, and maintained, this tractor will respond to every reasonable demand you make upon it and give you reliable service for years to come.

It is the policy of International Harvester Company to improve its products whenever it is possible and practical to do so. We reserve the right to make changes or add improvements at any time without incurring any obligation to make such changes on tractors sold previously.

All illustrations and descriptive matter in this publication apply to International Harvester products sold under the McCormick, McCormick-International, McCormick-Deering, or McCormick-Deering International trade name.

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INTRODUCTION

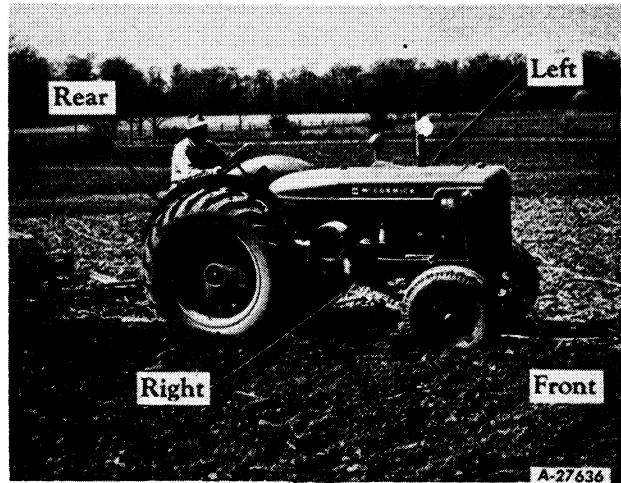
Assembled in this book are operating and maintenance instructions for the W-9 and WR-9 tractors. This material has been prepared in detail in the hope that it will help you to better understand the correct care and efficient operation of your tractor.

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. See *Illust. 2*.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, *Illusts. 7, 7A and 7B* are on page 7.

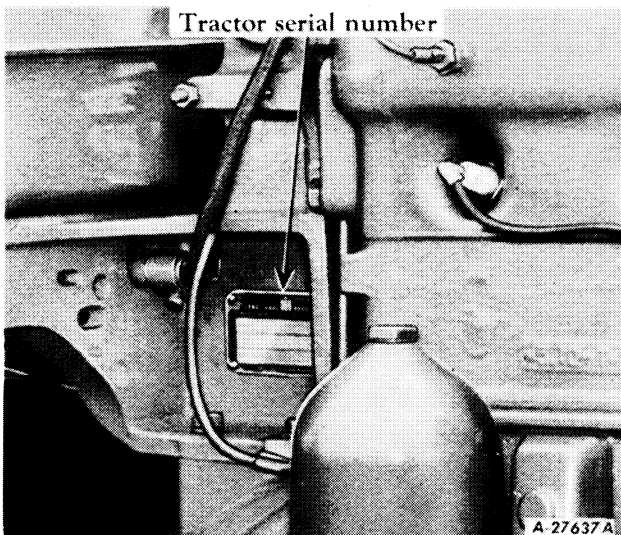
When in need of parts, always specify the tractor and engine serial numbers. The trac-



Illust. 2

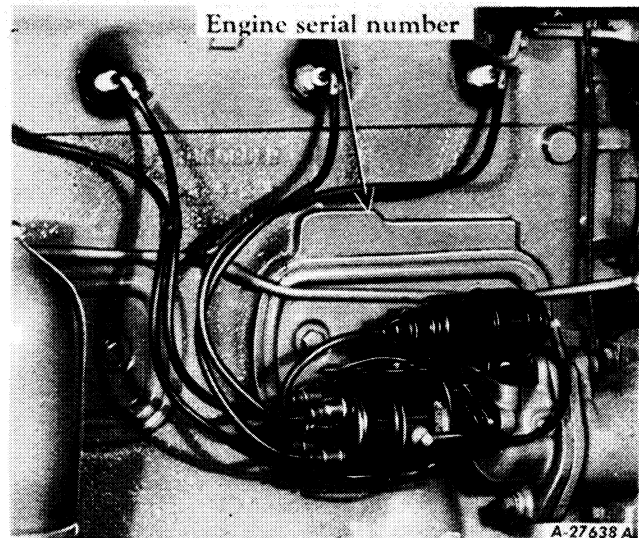
tor serial number is stamped on a name plate attached on the right side of the fuel tank front support. See *Illust. 2A*. The serial number is preceded by the letters WCB for the W-9 and RCB for the WR-9. The engine serial number is stamped on the right side of the engine crankcase above the battery ignition unit. See *Illust. 2B*. This serial number is preceded by the letters WCBM for the W-9 and RCBM for the WR-9.

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



Illust. 2A

Location of tractor serial number.

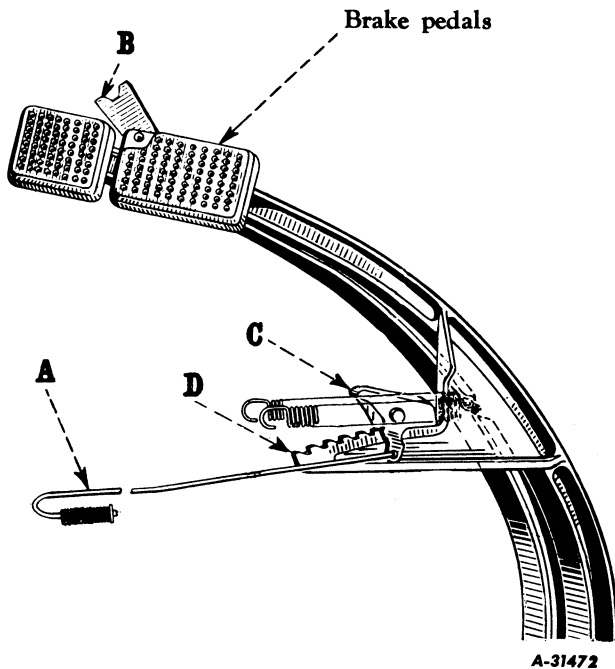


Illust. 2B

Location of engine serial number.

Page 17 - Illust. 17

Replace with the following:



Illust. 17
Brake pedals.

Page 28 - Engine and Chassis Lubricant Specifications

Change the transmission and differential case and steering gear compartment lubricant specifications from SAE-90 to SAE-80.

Add the following as a footnote:

The proper level of the oil in the belt pulley housing is maintained by the oil in the transmission case.

Page 29 - LUBRICATING OIL AND GREASE SPECIFICATIONS

Replace the instructions under the above heading with the instructions on page 4 of this supplement.

Page 35 - COOLING SYSTEM - To Fill the Cooling System

Replace the instructions under the above heading with the instructions on page 5 of this supplement.

Pages 46 and 51 - MAINTENANCE - Lamps

Replace with the following:

Headlights and Rear Light

The headlights and rear light on your tractor are sealed-beam lights especially developed for farming operations. The parts are so constructed that the filament, reflector, lens and gasket are all assembled in a unit permanently sealed against dirt, moisture and corrosion. If a filament burns out or a lens breaks, the complete unit must be replaced. See your International Harvester dealer.

Pages 48 and 49 - MAINTENANCE

Replace the wiring diagram and index to reference numbers with pages 6 and 7 of this supplement.

Page 61 - MAINTENANCE - BRAKES (WR-9 Tractor)

Replace with page 8 of this supplement.

Page 84 - SPECIFICATIONS Capacities - Cooling System.

Change 10 gal. to 8-1/2 gal.

Foot Brakes -

Replace with the following:

Double-disc type, operated either individually or interlocked .., Disc size 8" O.D. x 5" I.D. (WR-9 Tractor).

LUBRICATING OIL AND GREASE SPECIFICATIONS

Use only high-quality lubricating oils and grease. For your own protection, select only oils and grease of recognized manufacture. Use good quality oil, free from solid materials. Keep your supply of lubricating oil absolutely clean and free from dust. Always use clean containers. Keep the lubricator clean and wipe the dirt from the grease fittings before applying the lubricator.

Engine Oil

Engine lubricating oil of regular, premium or heavy-duty grade is satisfactory for use in this engine. The oil should be well-refined petroleum oil free from water, fatty oils and acids.

To Aid Starting

To facilitate starting, the selection of crankcase lubricating oils should be based on the lowest anticipated temperature for the day. It is not necessary to change the crank-

case oil every time the temperature rises or falls into another temperature range during some part of the 24-hour day.

Also refer to "Cold Weather Precautions" on page 36 for special instructions.

Lubrication Fitting Grease

Use pressure-gun grease (chassis lubricant) for lubrication fittings on which the hand lubricator is applied. Keep the lubricator clean and wipe the dirt from the grease fittings before applying the lubricator.

Gear Lubricant

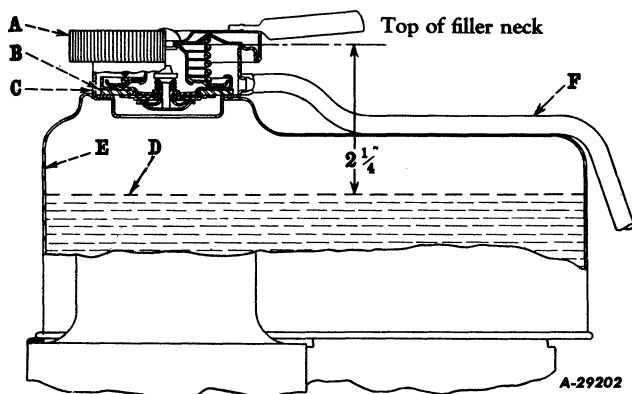
Tractors shipped from the factory to destinations in the United States of America, Canada and Mexico are filled with SAE-80 regular-type gear lubricant in the transmission, differential and steering gear housing.

The cooling system operates under pressure which is controlled by means of a regulating valve built into the radiator cap. Always use clean water (soft or rain water if possible).

Adding Water to the Cooling System

CAUTION! If the water in the cooling system is hot and water is to be added, observe the following:

Turn radiator cap "A" (see *Illust. 35*) slowly counterclockwise to the safety stop to allow the pressure or any steam to escape; then press down on the cap and continue to turn until the cap is free to be removed.



Illust. 35

Water level in pressure-cooled radiator.

- | | |
|------------------------|-----------------------|
| "A" Radiator cap. | "D" Water level. |
| "B" Filler cap gasket. | "E" Upper water tank. |
| "C" Filler neck. | "F" Overflow pipe. |

Allow the engine to cool, and fill the radiator slowly to approximately 2-1/4 inches below the top of filler neck "C". Due to expansion when the system becomes hot, any excess water will be discharged through overflow pipe "F".

NOTE: Do not pour cold water into the radiator if the engine is very hot unless conditions make it absolutely necessary; in which case start the engine and let it idle; then slowly pour the water into the radiator.

Before replacing the filler cap, be sure to remove any chaff or dirt particles which may be on the gasket surface or cap, and tighten the cap clockwise to the stop.

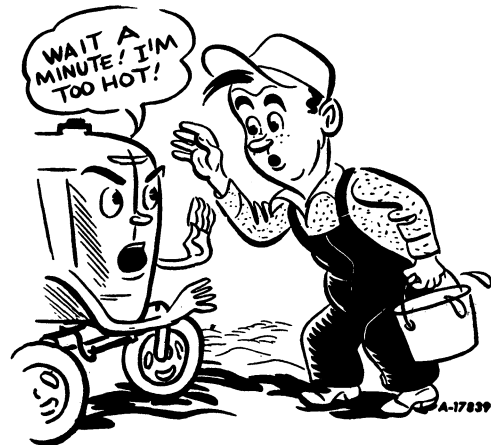
Do not attempt to repair or replace any of the regulating valve parts. If the valve is faulty replace it with a new radiator cap of the same type.

Filling the Cooling System

The water capacity of the system is approximately 8-1/2 U.S. gallons.

1. Be sure the crankcase drain cock on the left side of the engine and the radiator drain pipe cap are closed.

2. Remove radiator filler cap "A" (*Illust. 35*) and fill the radiator to approximately 2-1/4 inches below the top of filler neck "C".



If the motor overheats, allow the engine to cool off before removing the cap to fill the radiator. When removing the cap, be extremely careful to avoid being scalded by steam which has built up pressure in the radiator.

Before replacing the filler cap, be sure to remove any chaff or dirt particles which may be on the gasket surface or cap, and tighten the cap clockwise to the stop.

NOTE: A pressure-cooled system will not operate properly unless the cooling system is tight. The filler cap must be properly tightened to the stop. The gasket surface of the cap must be in good condition. The system must not have loose connections or leaks. Unless these instructions are followed, pressure will not be maintained, and loss of water and consequent overheating will result.

Draining the Cooling System

1. Remove the crankcase drain plug on the left side of the engine, and remove the cap from the radiator drain pipe.

When draining the radiator, remove the filler cap to permit complete draining.

2. See that the drains are not clogged and that the water drains completely. Then replace the pipe cap and close the drain plug.

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