

240 Utility Tractor

Operators Manual

1014140R3

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.

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Accidents can be prevented with your help

No accident-prevention program can be successful without the wholehearted co-operation of the person who is directly responsible for the operation of equipment.

To read accident reports from all over the country is to be convinced that a large number of accidents can be prevented only by the operator anticipating the result before the accident is caused and doing something about it. No power-driven equipment, whether it be transportation or processing, whether it be on the highway, in the harvest field or in the

industrial plant, can be safer than the man who is at the controls. If accidents are to be prevented—and they can be prevented—it will be done by the operators who accept a full measure of their responsibility.

It is true that the designer, the manufacturer, the safety engineer can help; and they will help, but their combined efforts can be wiped out by a single careless act of the operator.

It is said that "*the best kind of a safety device is a careful operator.*" We ask you to be that kind of an operator.

**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.

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

| 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 | |

| | |
|--------|--------|
| 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 |

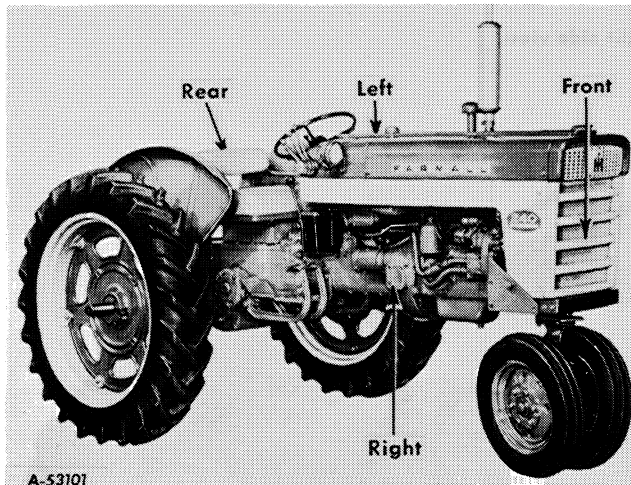
New cap **will not** fit on any lawn and garden tractor in the Cadet model series or on any tractor with the gasoline tank behind the operator's seat.

INTRODUCTION

Assembled in this book are operating and lubricating instructions for the Farmall 240 and International 240 Utility 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 in the tractor preventive maintenance 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; to REAR, the drawbar end. See Illust. 3.



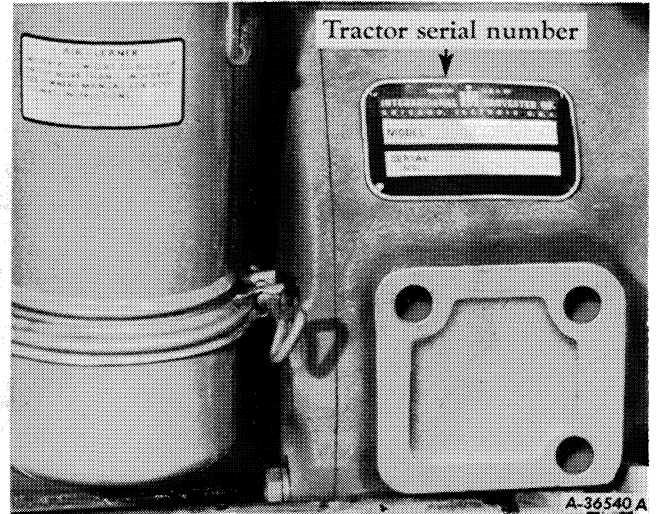
Illust. 3
Terms of location.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, Illusts. 3, 3A, and 3B are on page 3.

In order to provide a tractor equipped as nearly as possible to suit each customer's needs, a variety of extra equipment and accessories is available. Refer to page 58.

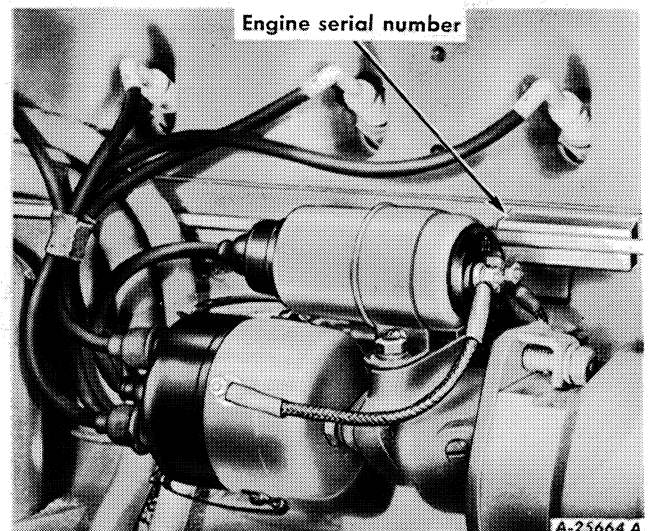
Where operating and maintaining instructions on these items is required, it is included in the instructions for operating or maintaining the tractor. Disregard the instructions for equipment not on your tractor.

When in need of parts, always specify the tractor and engine serial numbers including prefix and suffix letters. The tractor serial number is stamped on a name plate attached to the left side of the clutch housing. See Illust. 3A.



Illust. 3A
Location of the tractor serial number.

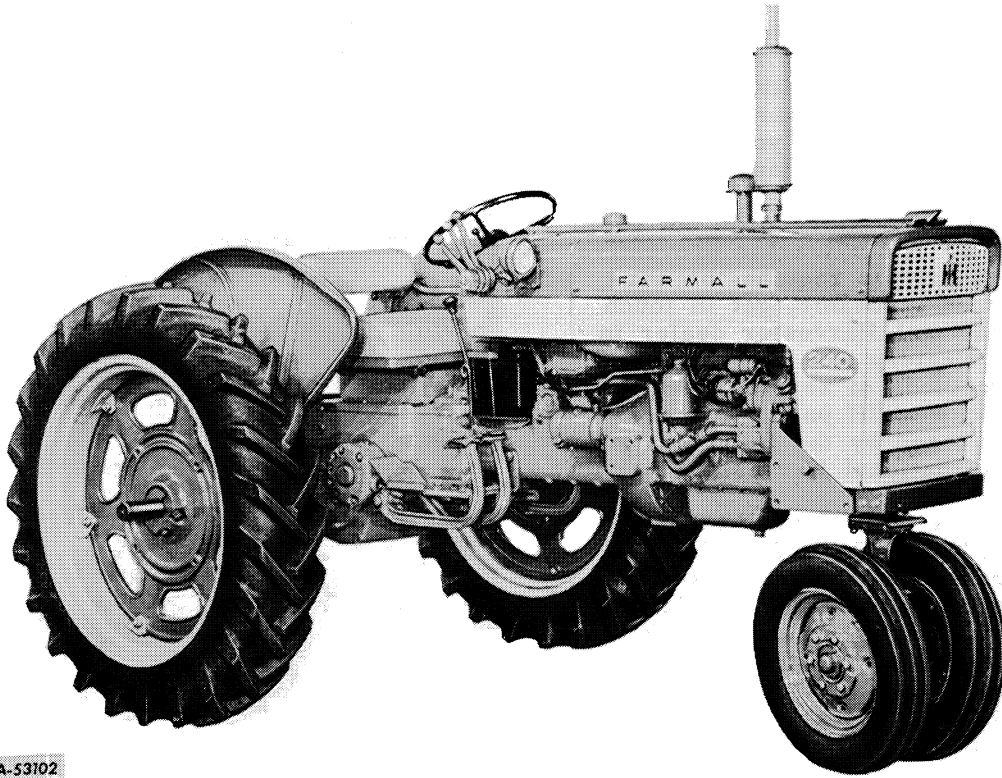
The engine serial number is stamped on the right side of the engine crankcase above the battery ignition unit. See Illust. 3B. This serial number is preceded by the prefix C-123, which indicates that it is a carbureted engine with 123-cubic-inch piston displacement.



Illust. 3B
Location of the engine serial number.

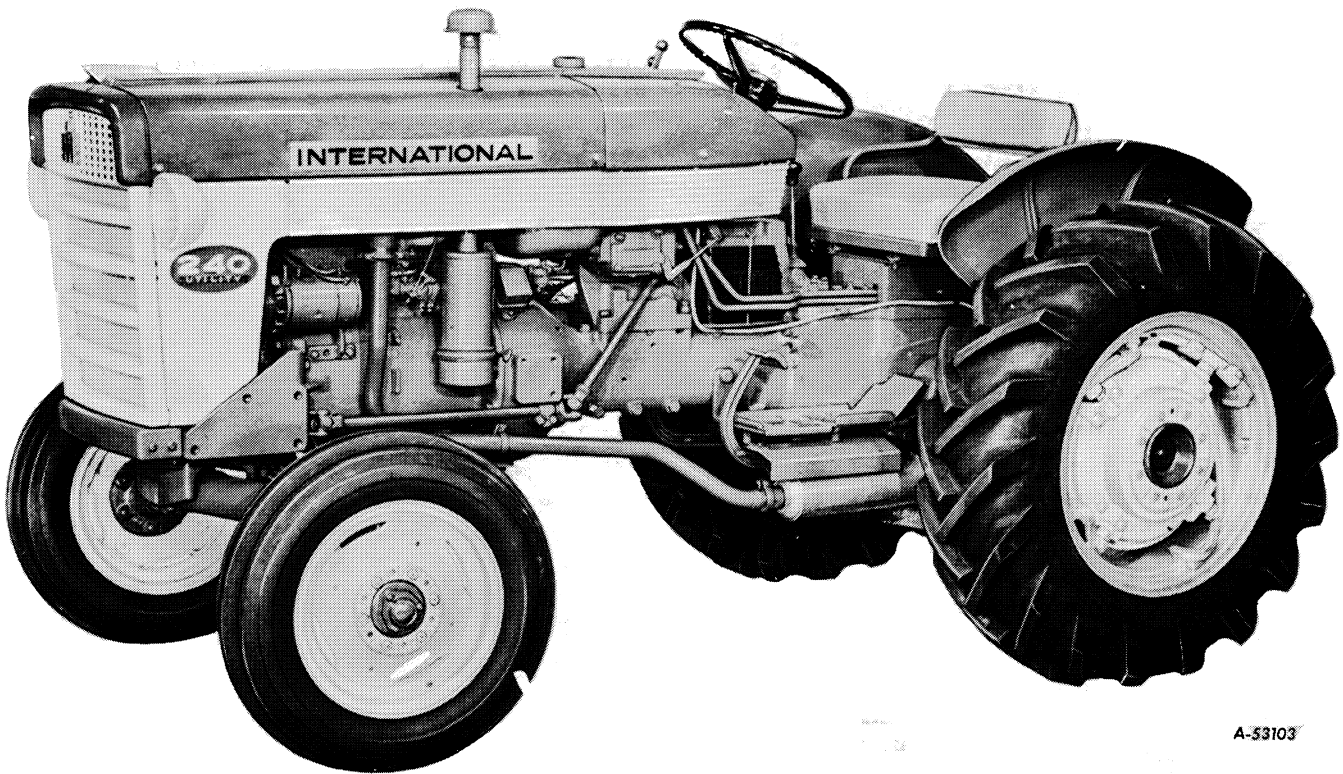
For ready reference we suggest that you write these serial numbers in the spaces provided on the Delivery Report.

DESCRIPTION



A-53102

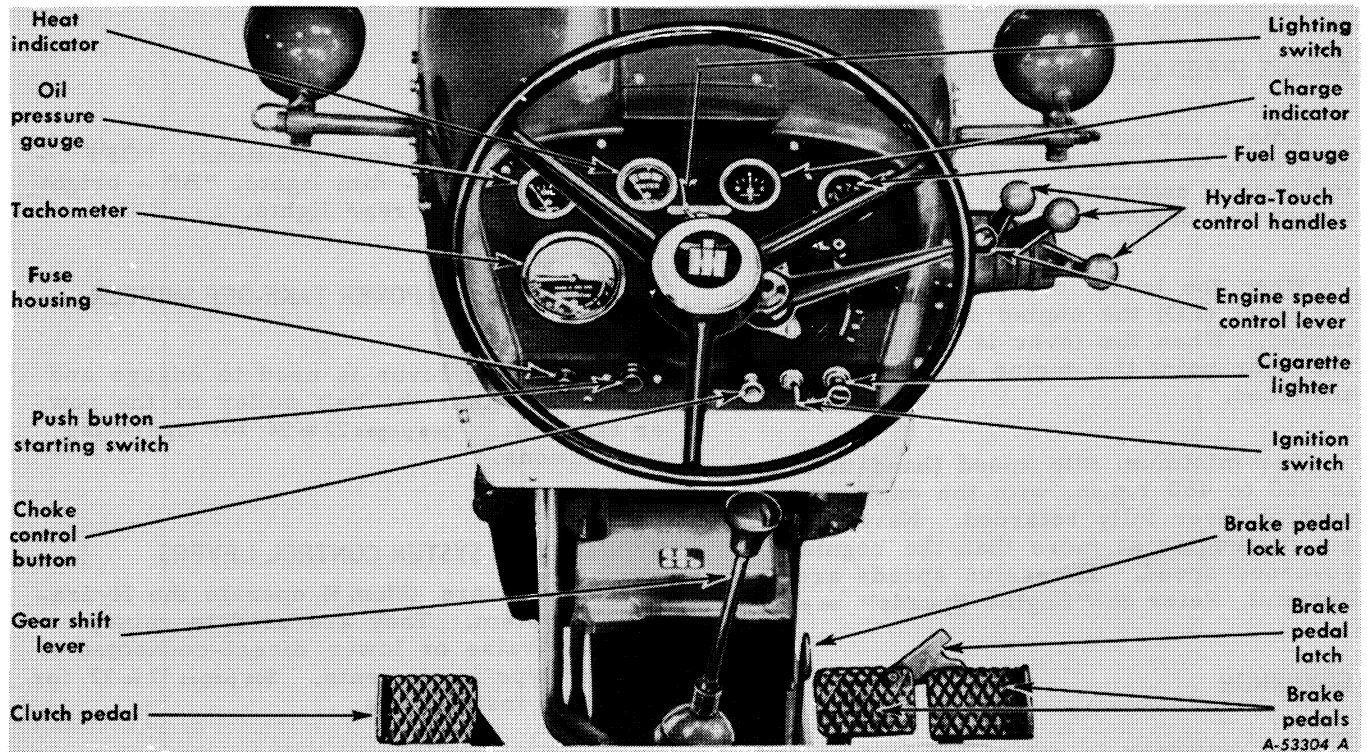
Illust. 4
Farmall 240 Tractor - right side view.



A-53103

Illust. 4A
International 240 Utility Tractor - left side view.

INSTRUMENTS AND CONTROLS



Illust. 5
Location of instruments and controls.

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 them, 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. 5 and 17) is used to latch both brake pedals together, causing the brakes to operate simultaneously.

Caution! Always latch the brake pedals together when driving the tractor in high gear (fourth speed). To latch the pedals together, engage the latch in the back of the left pedal (Illusts. 5 and 17) in the slot in the back of the right pedal. When the brake pedals are not latched together, the latch should rest in the slot in back of the left brake pedal.

The brake pedal lock rod (Illusts. 5 and 17) is used to lock the brake pedals in the depressed position. This prevents the tractor from moving.

CLUTCH PEDAL

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

CHOKE CONTROL BUTTON

The choke control wire and button makes it possible to regulate the carburetor choke from the driver's seat. Pulling out on the choke control button closes the carburetor choke for starting the engine; pushing it back in opens the choke.

RADIATOR SHUTTER CONTROL LEVER

The control lever opens and closes the radiator shutter, controlling the engine temperature. Pull the lever all the way back to close the shutter and move the lever forward to open the shutter.

Note: Tractors with gasoline engines are not regularly equipped with this feature.

FUEL GAUGE

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

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ebooklibonline@outlook.com