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Installing Instructions

Three-Point Hitch

(545 636 R91)

for

INTERNATIONAL[®]

CUB CADET[®]

86, 108, 109, 128,

129 and 149

Tractors

INTERNATIONAL HARVESTER COMPANY

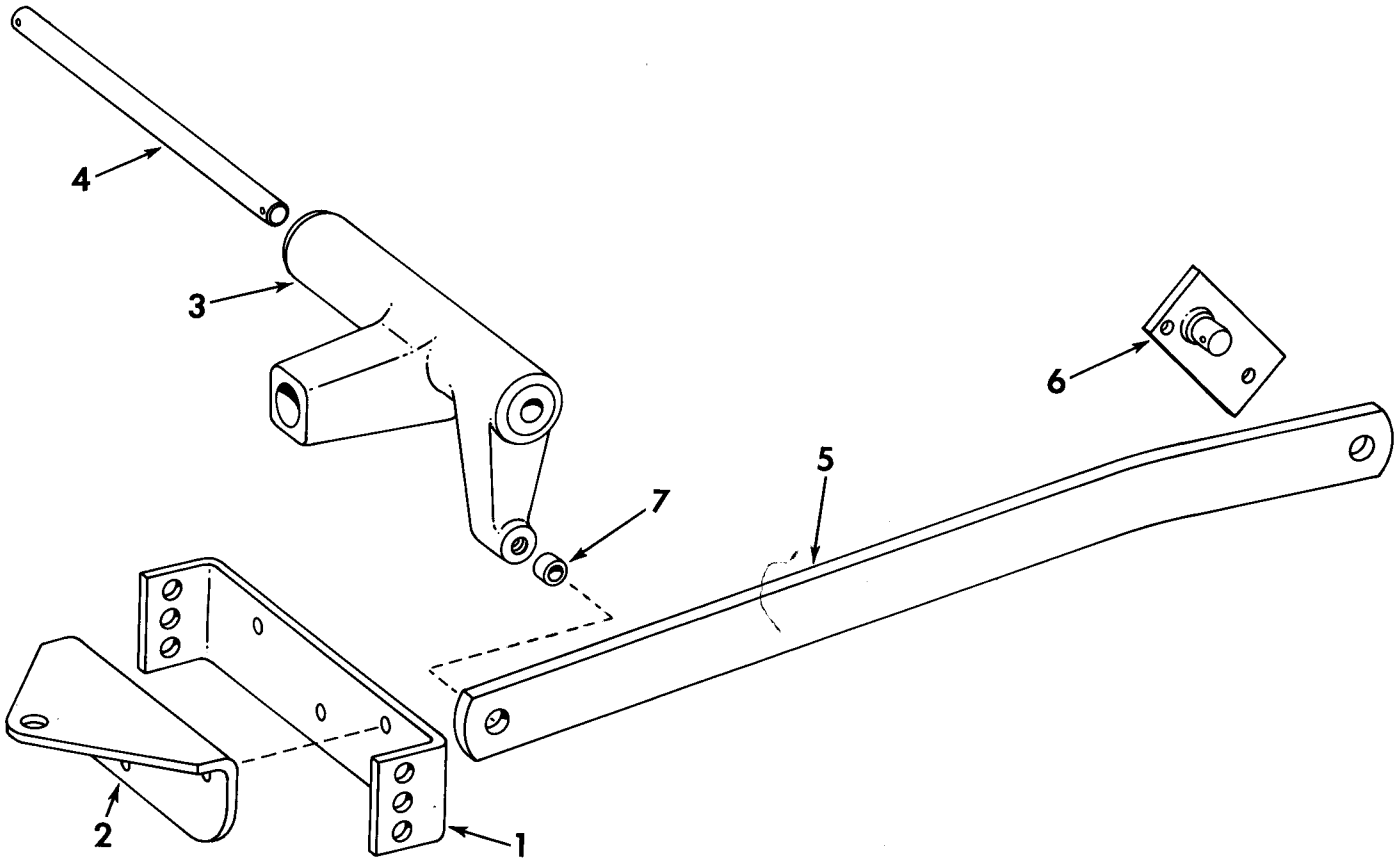
401 NORTH MICHIGAN AVE.

CHICAGO, ILLINOIS 60611, U.S.A.

ORDERING NUMBER

545 636 R91 Three-Point Hitch for International Cub Cadet 86, 108, 109, 128, 129, and 149 Tractors

INSTALLING INSTRUCTIONS



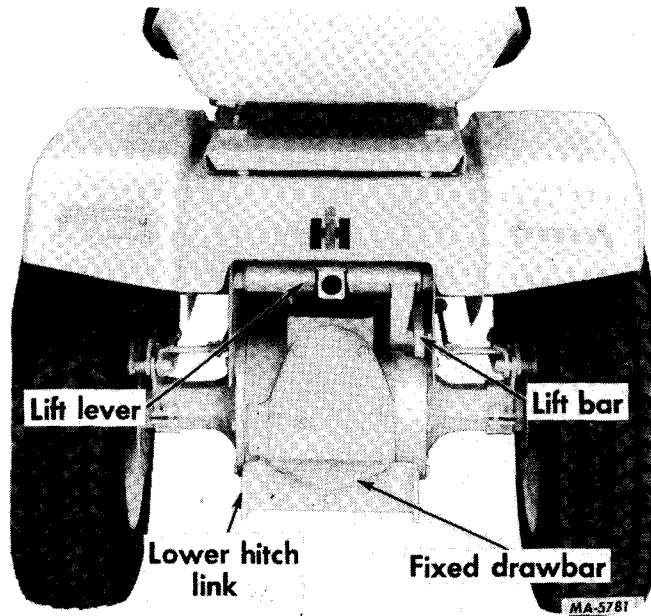
MA-5780

Illust. 2
Three-point hitch and fixed drawbar.

Ref. No.	Description
1.	Lower hitch link
2.	Fixed drawbar *
3.	Lift lever
4.	Lift lever shaft
5.	Lift bar
6.	Lift bar attaching plate
7.	Spacer

* On basic tractor and not included in the Three-Point Hitch attachment.

INSTALLING INSTRUCTIONS



Illust. 3

Completely drain the oil from the transmission case. Gear driven transmissions are drained through a plug on the forward side of the transmission. Hydrostatic drive transmissions are drained by removing the three lowest bolts in the transmission rear cover plate.

Remove and discard the three lower cap screws from the transmission case rear cover plate, if not already removed for draining the transmission.

Note: Reference numbers in parentheses following the description of a part in the following installation instructions are for identification purposes. See Illust. 2.

Install the lower hitch link (1) and fixed drawbar (2) at the bottom of the transmission case rear cover plate using three $\frac{3}{8}$ 1-1/4-inch cap screws. See Illusts. 3 and 5.

Assemble the lift bar attaching plate (6) to the short leg of the lift bar (5), and secure with $\frac{1}{8}$ x 1-1/4-inch cotter pin.

Before attaching the lift bar (5) to the lift lever (3), lubricate the hole using I.H. 251H EP grease or equivalent #2 multi-purpose lithium grease. Then, slide the $\frac{17}{32}$ x 1 x 22 gauge washer, lift bar, spacer, and $\frac{17}{32}$ x $\frac{3}{4}$ x 16 gauge washer in that order, onto the $\frac{1}{2}$ x 1-3/8-inch cap screw, and insert this assembly through the hole in the lift bar and thread same into tapped hole in lift lever (3).

Slide the assembled lift bar completely into the right hand frame channel.

Note: For gear driven models only; lift bar must pass above the boss on the reduction housing.

Keep the lift bar as far to the right as possible.

Install the lift lever (3) into the frame using the lift lever shaft (4) and two $\frac{3}{32}$ x $\frac{7}{8}$ -inch cotter pins. **Note:** Lubricate the lift lever shaft with I.H. 251H EP grease or equivalent #2 multi-purpose lithium grease before installation.

Insert the shaft into the hole in the right or left fender side sheet and pull it through the holes in the tractor frame.

INSTALLING INSTRUCTIONS

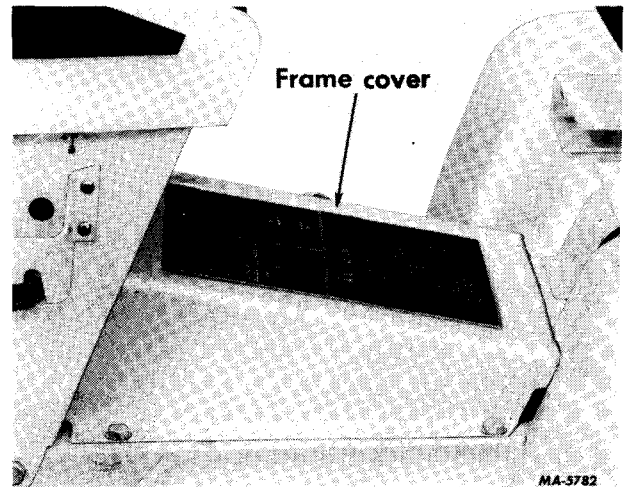
If the tractor is equipped with wide floatation-type tires it is necessary to remove one of the rear wheels in order to insert the lift lever shaft.

Remove the tractor frame cover (Illust. 4). The lift bar with the attaching plate should be visible in the right hand channel. Assemble the attaching plate to the out-board side of the right-hand lift arm. See Illusts. 4A and 5. Refer to Illust. 5 for proper hole orientation. Use two 3/8 x 3/4-inch cap screws. Insert from inboard side and thread into the tapped holes in the attaching plate (6). Apply I.H. 251H EP grease to the lubrication fitting on the end of the lift bar.

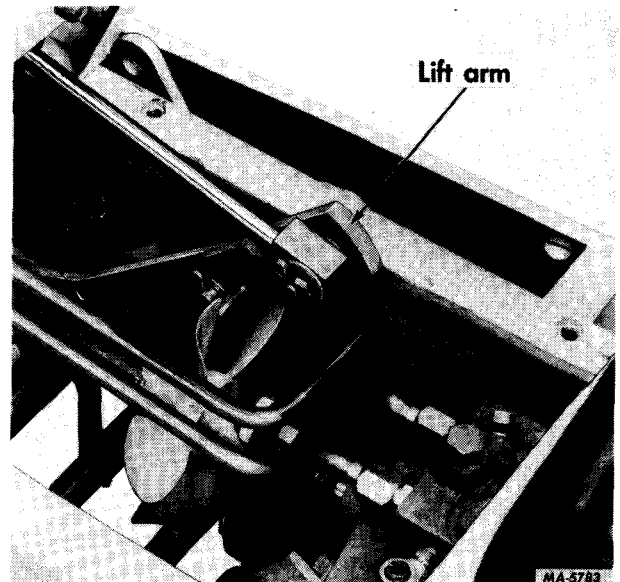
Note: Periodically apply I.H. 251H EP grease or equivalent #2 multi-purpose lithium grease and apply sufficient grease to flush out old grease.

Refill the transmission case with the proper lubricant as instructed in the Tractor Operator's Manual.

Operate the hitch attachment to check for interference or binding, and replace the tractor frame cover.

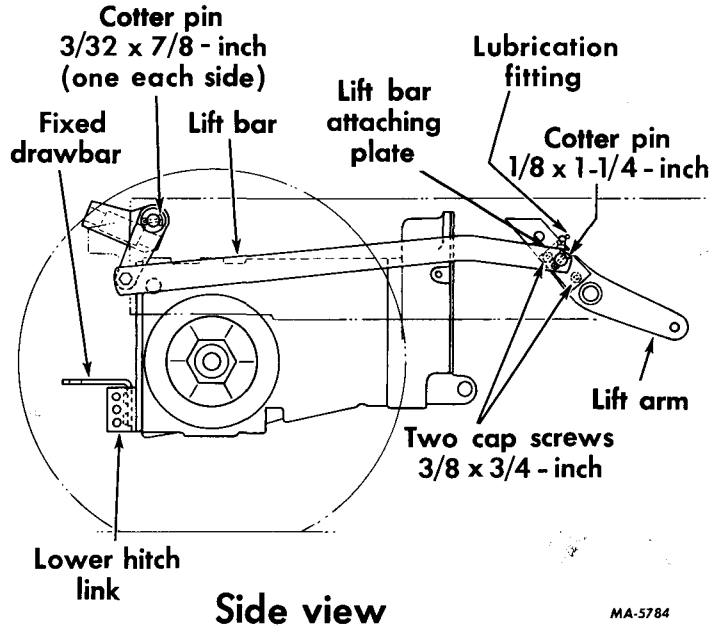
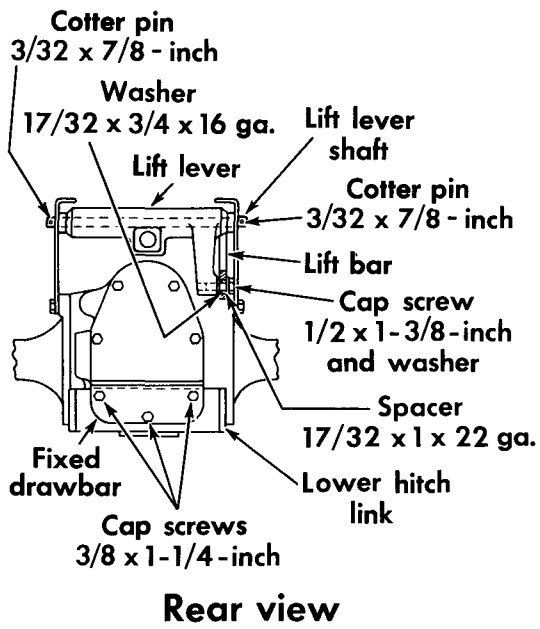


Illust. 4



Illust. 4A
Model 149 Tractor shown.
Lift arm for other models is identical.

INSTALLING INSTRUCTIONS



MA-5784

Illust. 5
Three-point hitch installation diagram.

Accidents can be prevented with your help

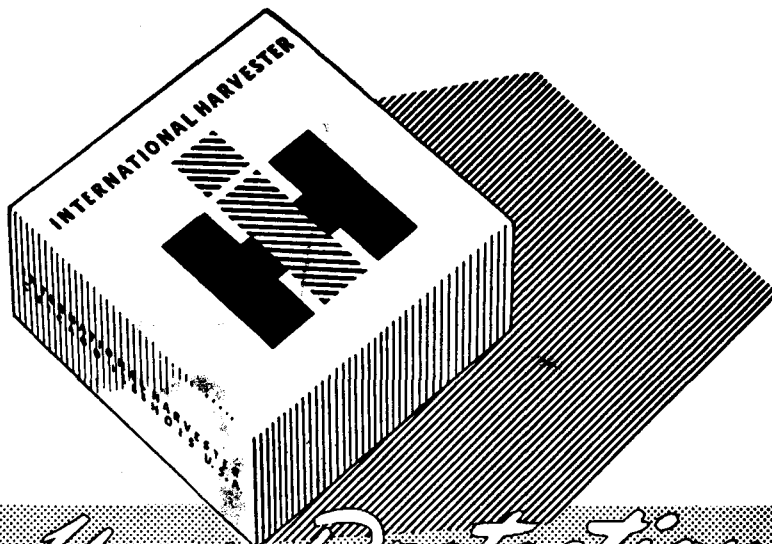
No accident-prevention program can be successful without the wholehearted co-operation of the person who is directly responsible for the operation of equipment.

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.



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