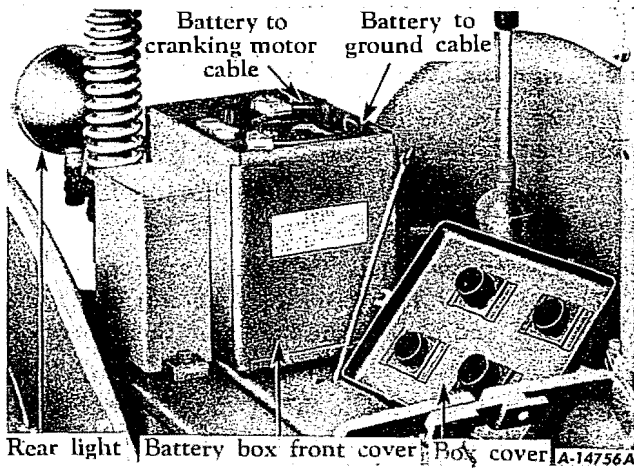


## MAINTENANCE

### Battery and Cables



Illust. 37

Battery and cables.

When the electrical equipment is installed at the factory, the battery ground cable (Illust. 37) is disconnected and taped. Before attempting to start the tractor, make certain that the ground cable is connected.

Before working on any part of the electrical system, disconnect the battery ground cable. See Illust. 37. Do not reconnect this cable until all electrical work has been completed. This will prevent shorting and causing damage to any of the electrical units.

### Generator and Regulator

The generator supplies current to keep the battery in a charged condition, and to replace the energy consumed by the cranking motor and lights. The generator on your tractor is sealed to prevent the entrance of dirt and moisture. It is hinge-mounted on the right side of the engine crankcase and is driven by a V-belt from the fan pulley. The generator, as received from the factory, has a fixed third brush which is set to give the maximum generator output.

The generator charging rate is controlled by a voltage regulator which controls the generator output, thereby maintaining a satisfactory charging rate, and prevents the battery from overcharging under varying temperatures and operating conditions. It should not require adjustment or attention. If the regulator fails to operate correctly, replace it with a new one or see your International Harvester dealer.

**Caution:** Do not at any time place a jumper lead between or accidentally bridge the battery terminal and the field terminal on the regulator. Serious damage to the regulator may result.

### Polarizing the Generator

If the generator or the regulator has been removed or the leads disconnected, the generator should be repolarized. After the leads have been reconnected, but before the engine is started, proceed as follows:

After making certain that the grounded battery terminal is the positive (+) one, momentarily connect a jumper lead between the "BAT" terminal of the regulator and the "A" terminal of the generator. This allows a momentary surge of current to flow through the generator which correctly polarizes it. Reversed polarity may result in vibration, arcing and burning of the relay contact points.

**Important!** Do not touch the jumper lead to the "F" terminal on the generator, as this will damage the regulator.

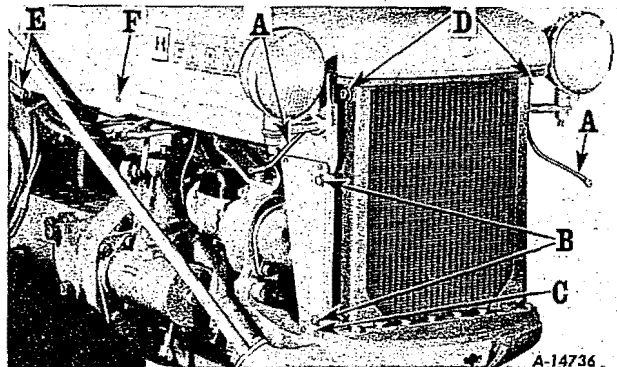
### Servicing the Generator

To service the generator other than lubrication, it is necessary to remove the hood and fuel tank assembly as described below:

### Removal of Hood and Fuel Tank

1. Remove the radiator cap, air cleaner cap and exhaust muffler (if so equipped). Disconnect each headlight cable "A" (Illust. 37A), and pull the cables through the holes in the hood.

*Continued on next page.*



Illust. 37A

Removing the hood and fuel tank.