

Owner's Manual



**INSTALLING INSTRUCTIONS
PARTS LIST**

Battery Ignition Packages

(353 938 R91, 353 943 R91 and 353 944 R91)

for

Tractors

INTERNATIONAL HARVESTER COMPANY

180 North Michigan Ave.

Chicago 1, Illinois, U.S.A.

ORDERING NUMBERS

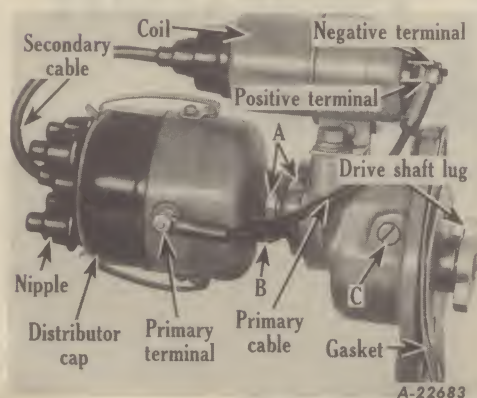
Ordering numbers shown below are for battery ignition packages for tractors equipped with flange mounted magnetos and starting and/or lighting attachments.

353 938 R91 for Farmalls A, AV, Super-A, Super-AV, B, BN, C, H, HV, M and MV, Internationals A and Super-A, Wheel Type W-4, O-4, OS-4, W-6, O-6, and OS-6.

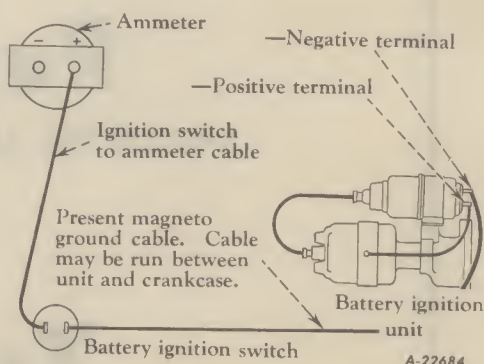
353 943 R91 for Farmall Cub

353 944 R91 for Wheel Type W-9 and WR-9

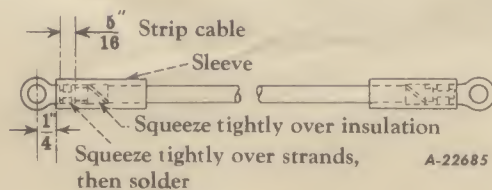
INSTRUCTIONS FOR INSTALLING



Illustr. 1 - Battery ignition unit.



Illustr. 2 - Wiring diagram for battery ignition packages.



Illustr. 3 - Correct method of attaching terminal to cable.

Farmalls, A, AV, B, BN, H, HV, M, and MV, International A, Wheel Type W-4, I-4, O-4, OS-4, W-6, I-6, O-6, and OS-6.

Remove the battery ground connection. Then remove the instrument panel as shown in *Illust. 4*.

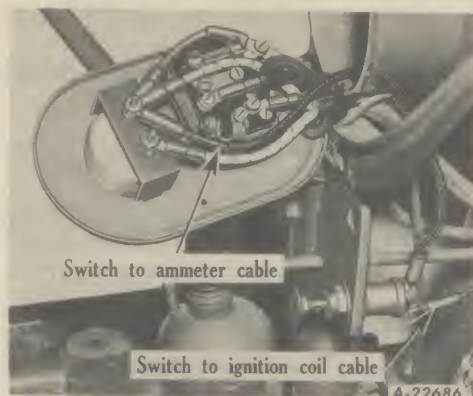
Tractors without Voltage Regulation Type Starting and Lighting

Disconnect the switch to the magneto cable from the magneto and the magneto ignition switch and leave the cable in place.

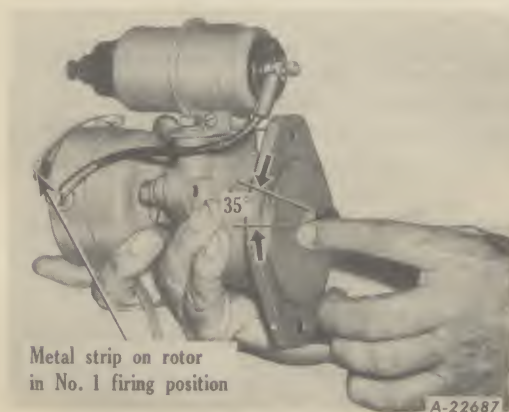
Remove the magneto ignition switch from the control bracket.

Connect the above cable to one of the terminals on the new battery ignition switch.

Cut the new switch to ammeter cable to the proper length and attach the new terminal and sleeve as shown in *Illust. 3*. Connect one end of the cable to the other terminal on the battery ignition switch and then connect the other end of the cable to the (+) positive terminal on the ammeter. See *Illusts. 2 and 4*. Mount the switch on the control bracket.



Illust. 4 - Switch to ammeter cable hook-up for Farmalls H and HV. The hook-up is similar for Farmalls A, AV, B, BN, M, and MV, International A, Wheel type W-4, I-4, O-4, OS-4, W-6, I-6, O-6, OS-6, I-9, W-9, and WR-9.



Illust. 5 - Adjusting the distributor rotor and drive shaft lugs for timing the distributor.



Illust. 6 - Assembling the battery ignition unit on Farmall Super-A. Other models are similar.

Tractors with Voltage Regulation Type Starting and Lighting

Disconnect the switch to magneto cable from the magneto and the magneto ignition switch.

Remove the magneto ignition switch from the control panel.

Remove the tape from the terminals on the natural with black cross tracer cable (for H, HV, M, and MV) or the black with yellow tracer cable (for W-4, I-4, O-4, OS-4, W-6, I-6, O-6, and OS-6).

Connect one end of the cable to one of the terminals on the battery ignition switch and connect the other end to the junction block on the instrument panel. Connect the ignition cable (black) to the other terminal on the battery ignition switch. Mount the switch on the control bracket.

Tractors with or without Voltage Regulation Type Starting and Lighting

REMOVING THE MAGNETO

Remove the spark plug cables from the distributor cap. Then remove the cap.

Crank the engine until the magneto rotor arm is in the No. 1 firing position and the impulse coupling has just tripped. Then remove the magneto.

INSTALLING THE BATTERY IGNITION UNIT

Remove the distributor cap from the battery ignition unit. Turn the drive lugs in a clockwise direction until the rotor arm is approximately in the No. 1 firing position (*see Illust. 5*), then continue to turn slowly and lightly until a slight resistance is felt.

Pull out the drive shaft to disengage the gears, then turn the shaft clockwise so that the drive shaft lugs "A" are approximately 35° past horizontal or approximately in the same position as the drive shaft slots "B". *See Illust. 5*. Engage the gears and press the drive shaft in with the palm of the hand.

Assemble the battery ignition unit and gasket, and fasten lightly with the new mounting bolts and washers, using the mounting clip or magneto mounting bolt washer in front of the lock washer on the top bolt. Assemble the distributor cap.

Connect the switch cable "C", as shown in *Illust. 6*, to the (-) negative terminal on the coil. It may be necessary to reroute the cable to reach the coil. Reassemble the instrument panel. Then connect the battery to ground connection after making sure that all connections are tight and properly made.

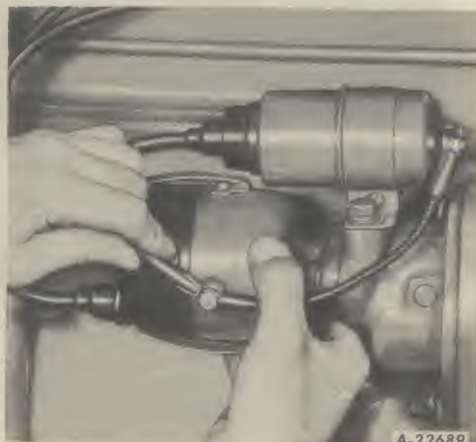
Timing the Distributor to the Engine

Loosen the distributor mounting bolts "A" (*see Illust. 1*). Set the engine on the No. 1 T.D.C. (top dead center) firing stroke. The secondary cable should be assembled properly in the coil terminal. Pull out the knob of the ignition switch and note if the ammeter shows discharge. If the ammeter shows discharge, the points are closed and retarding of the distributor is not necessary. If the ammeter does not show discharge, retard the distributor by turning the body in the same direction as that of the cam rotation, about 30°. Hold the free end of the secondary cable within 1/16" to 1/8" from the distributor primary terminal, as shown in *Illust. 7*. Advance the distributor by turning the distributor body slowly in a direction opposite to the cam rotation until a spark occurs.

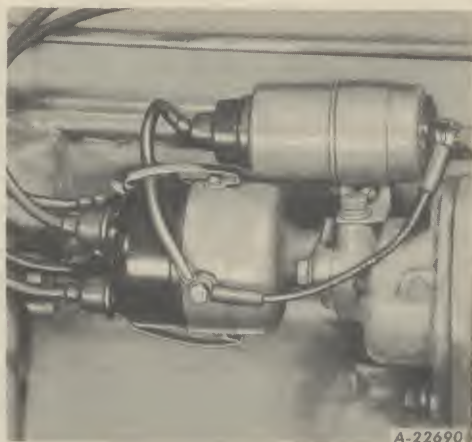
Place the secondary cable under the distributor cap spring and place the terminal within 1/16" to 1/8" of the distributor primary terminal as shown in *Illust. 8*.

Timing the Distributor to the Engine - Continued

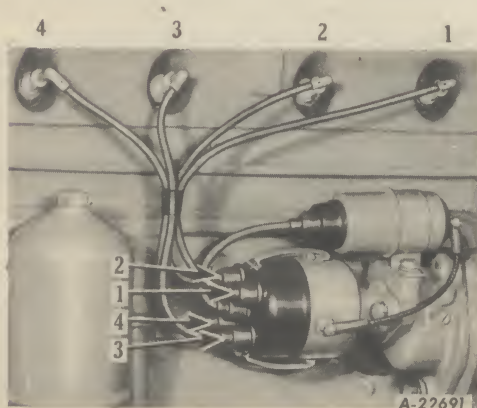
Final check should be made by cranking the engine until the succeeding timing mark approaches the pin or guide line, and continuing until the spark just occurs at the gap between the secondary cable and the primary terminal. Refer to your tractor "Owner's Manual" for location of timing marks. Timing marks should just be in line or slightly past top dead center; never time before top dead center. If necessary, make the required adjustment to have the spark occur as specified. Assemble the spark plug cables in proper sequence using the rubber nipples provided. The No. 1 plug is connected to the No. 1 distributor terminal, etc., in the same direction as that of the cam rotation. Assemble the secondary cable in the distributor cap. See *Illusts. 9 and 9A.*



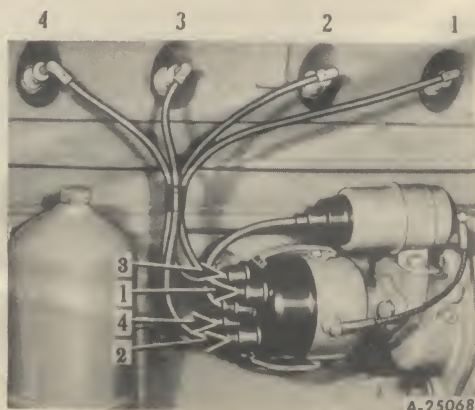
Illust. 7 - Advancing the distributor while holding the secondary cable $1/16$ to $1/8$ " from the primary terminal.



Illust. 8 - Showing secondary cable held under the distributor cap spring for final check of timing.



Illust. 9 - Showing the spark plug wiring on all tractors except W-9, WR-9, and I-9. Firing order is 1, 3, 4, 2.



Illust. 9A - Showing the spark plug wiring on W-9, WR-9 and I-9. Firing order is 1, 3, 4, 2.

Farmalls Super -A, Super -AV, and C, and International Super -A

Disconnect the battery ground connection and remove the battery to starting motor cable from the battery.

Remove the battery and battery box to obtain access to the instrument panel. This will require disconnection or removal of some of the control rods.

Tractors without Voltage Regulation Type Starting and Lighting

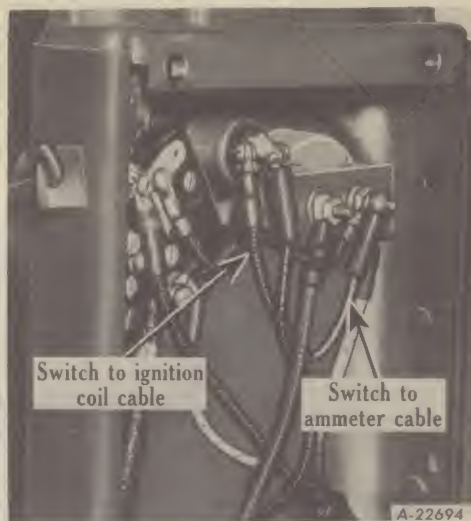
Disconnect the switch to magneto cable from the magneto and the magneto ignition switch, and leave the cable in place.

Remove the magneto ignition switch from the instrument panel.

Connect the above cable to one of the terminals on the new battery ignition switch.

Cut the new switch to ammeter cable to the proper length and attach the new terminal and sleeve as shown in *Illust. 3*.

Connect one end of the cable to the terminal on the battery ignition switch and connect the other end of the cable to the (+) positive terminal on the ammeter. See *Illust. 10*. Then mount the switch on the instrument panel.



Illust. 10 - Switch to ammeter cable hook-up for Farmall Super-A, AV, and International Super-A, Farmall C is similar.

Tractors with Voltage Regulation Type Starting and Lighting

Disconnect the switch to magneto cable from the magneto and magneto ignition switch, and leave the cable in place.

Remove the magneto ignition switch from the instrument panel.

Connect the above cable to one of the terminals on the new battery ignition switch.

Disconnect the cables from the junction block on the instrument panel. Then remove and discard the junction block.

Connect the cables to the other terminal on the switch, and then mount the new switch on the instrument panel.

REMOVING THE MAGNETO

Remove the spark plug cables from the distributor cap, and then remove the cap.

Crank the engine until the magneto rotor arm is in the No. 1 firing position and the impulse coupling has just tripped. Then remove the magneto.

INSTALLING THE BATTERY IGNITION UNIT

Remove the distributor cap from the battery ignition unit. Turn the drive lugs in a clockwise direction until the rotor arm is approximately in the No. 1 firing position (*see Illust. 5*), then continue to turn slowly and lightly until a slight resistance is felt.

Pull out the drive shaft to disengage the gears. Then turn the shaft clockwise so that the drive shaft lugs "A" are approximately 35° past horizontal or approximately in the same position as the drive shaft slots "B". *See Illust. 6*. Engage the gears and press the drive shaft in with the palm of the hand.

Assemble the battery ignition unit and gasket, and fasten lightly with the new mounting bolts and washers. Then assemble the distributor cap.

Connect the switch cable "C" to the (-) negative terminal on the coil. *See Illust. 6*.

Reassemble the battery and battery box. Then connect the battery to the ground connection after making sure that all connections are tight and properly made.

Replace and reconnect the control rods.

Follow the instructions for "Timing the Distributor to the Engine" shown on page 5. Also follow the "Maintenance Instructions" shown on pages 11 and 12.

Wheel Type I-9, W-9, and WR-9

Remove the battery ground connection. Then remove the instrument panel as shown in *Illust. 4*.

Tractors without Voltage Regulation Type Starting and Lighting

Disconnect the switch to magneto cable from the magneto and magneto ignition switch, and leave the cable in place.

Remove the magneto ignition switch from the control bracket.

Connect the above cable to one of the terminals on the new battery ignition switch.

Cut the new switch to ammeter cable to the proper length and attach the new terminal and sleeve as shown in *Illust. 3*. Connect one end of the cable to the other terminal on the battery ignition switch and the other end of the cable to the (+) positive terminal on the ammeter. *See Illusts. 2 and 4*. Then mount the switch on the control bracket.

Tractors with Voltage Regulation Type Starting and Lighting

Disconnect the cable connections from the magneto and the magneto ignition switch.

Remove the magneto ignition switch from the control panel.

Remove the tape from the terminals on the natural with black cross tracer cable.

Connect one end of the cable to one of the terminals on the new battery ignition switch. Then connect the ignition cable (black) to the other terminal on the switch. Mount the switch on the control bracket.

Connect the natural with black cross tracer cable to the junction block on the instrument panel.

Tractors with or without Voltage Regulation Type Starting and Lighting

REMOVING THE MAGNETO

Remove the spark plug cables from the distributor cap. Then remove the cap.

Crank the engine until the magneto rotor arm is in the No. 1 firing position and the impulse coupling has just tripped. Then remove the magneto.

INSTALLING THE BATTERY IGNITION UNIT

Remove the distributor cap from the battery ignition unit. Turn the drive lugs in a counter-clockwise direction until the rotor arm is approximately in the No. 1 firing position (*see Illust. 5*), then continue to turn slowly and lightly until a slight resistance is felt.

Pull out the drive shaft to disengage the gears, then turn the shaft counter-clockwise so that the drive shaft lugs are approximately 35° past horizontal or approximately in the same position as the drive shaft slots. *See Illust. 1*. Engage the gears and press the drive shaft in with the palm of the hand.

Assemble the battery ignition unit and gasket and fasten lightly with the new mounting bolts and washers, using the magneto mounting bolt washer in front of the lock washer on the top bolt. Assemble the distributor cap.

Connect the switch cable to the (-) negative terminal on the coil. It may be necessary to reroute the cable to reach the coil.

Reassemble the instrument panel. Then connect the battery to ground connection after making sure that all connections are tight and properly made.

Follow the instructions for "Timing the Distributor to the Engine" shown on page 5. Also follow the "Maintenance Instructions" shown on pages 11 and 12.

Farmall Cub

Tractors without Voltage Regulation Type Starting and Lighting

Disconnect the battery ground connection.

Disconnect the switch to magneto cable from the magneto and magneto ignition switch, and leave the cable in place.

Remove the magneto ignition switch.

Connect the above cable to one of the terminals on the new battery ignition switch.

Connect one end of the switch to ammeter cable to the other terminal on the new switch and connect the other end of the cable to the (+) positive terminal on the ammeter. See *Illust. 4*. Mount the switch on the instrument panel.

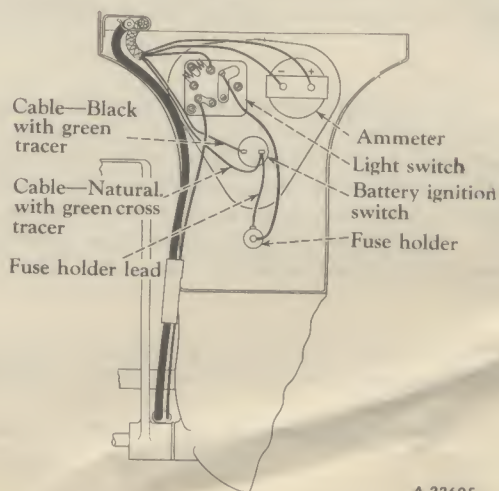
Tractors with Voltage Regulation Type Starting and Lighting

Remove and discard the magneto ignition switch to magneto cable. Then remove the switch.

Remove the tape from the terminals of the black with green tracer cable at the magneto and instrument panel.

Remove and discard the junction block.

Connect the fuse holder lead and the natural with green cross tracer cable to one of the terminals on the new battery ignition switch. Then connect the ignition cable (black with green tracer) to the second terminal on the switch. Mount the new switch on the instrument panel.



A-22695

Illust. 11 - Lighting switch, ammeter, ignition switch, and fuse holder connections.

Tractors with or without Voltage Regulation Type Starting and Lighting

REMOVING THE MAGNETO

Remove the spark plug cables from the distributor cap. Then remove the cap.

Crank the engine until the magneto rotor arm is in the No. 1 firing position and the impulse coupling has just tripped. Then remove the magneto.

Remove the magneto mounting stud from the crankcase and assemble the new distributor drive housing stud as shown in *Illust. 12*.

INSTALLING THE BATTERY IGNITION UNIT

Remove the distributor cap from the battery ignition unit. Turn the drive lugs in a clockwise direction until the rotor arm is approximately in the No. 1 firing position (see *Illust. 5*), then continue to turn slowly and lightly until a slight resistance is felt.

Remove the distributor cap from the battery ignition unit. Turn the drive lugs slowly and lightly in a clockwise direction until a slight resistance is felt. See *Illust. 5*. The rotor arm is then in the No. 1 firing position.

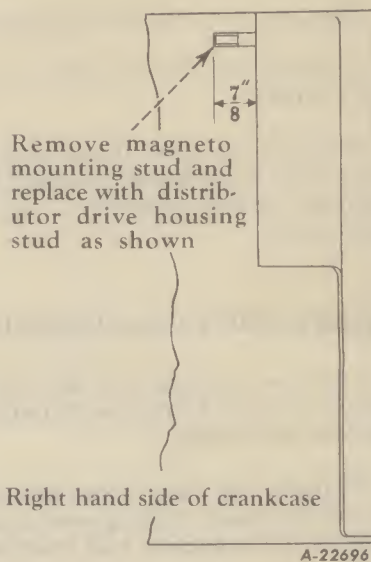
Pull out the drive shaft to disengage the gears. Then turn the shaft clockwise so that the drive shaft lugs "A" are approximately 35° past horizontal or approximately in the same position as the drive shaft slots "B". See *Illust. 6*. Engage the gears and press the drive shaft in with the palm of the hand.

Assemble the battery ignition unit and gasket and fasten lightly with the new mounting bolts and washers. Assemble the distributor cap.

Connect the switch cable "C" to the (-) negative terminal on coil. See *Illust. 6*.

Connect the battery to ground connection after making sure that all the other connections are tight and properly made.

Follow the instructions for "Timing the Distributor to the Engine" shown on page 5. Also follow the "Maintenance Instructions" shown on pages 11 and 12.

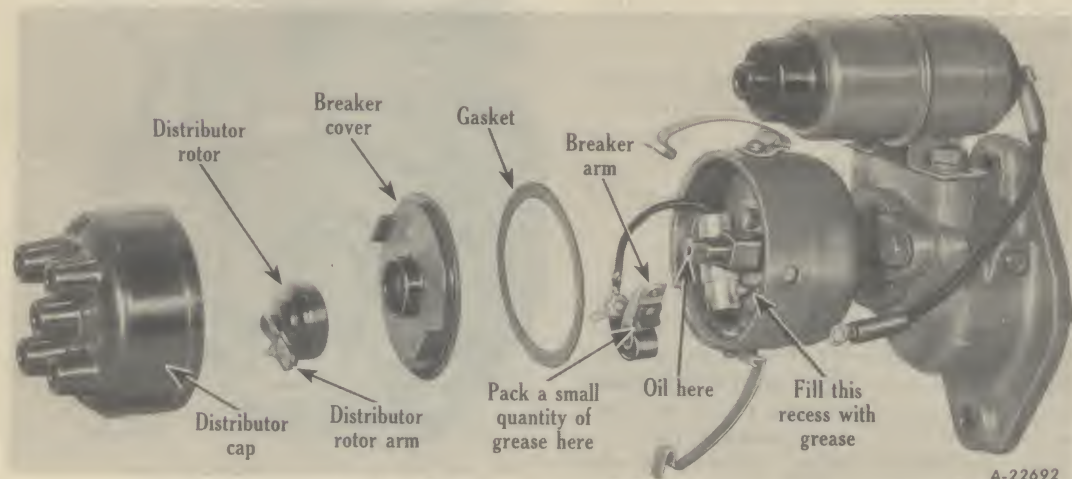


Illust. 12 - Distributor drive housing stud installation diagram.

BATTERY IGNITION UNIT MAINTENANCE

AFTER EVERY 500 HOURS OF OPERATION

LUBRICATION



A-22692

Illust. 13 - Distributor partially disassembled for servicing.

Remove the grease plugs "B" and "C" (see Illust. 1) and insert the lubrication fittings. Apply pressure gun grease (chassis lubricant) to the distributor fitting at "B" until a small quantity comes out of the relief hole opposite the plug. Apply several strokes of the grease gun to the drive housing fitting at "C".

Remove the distributor cap and the distributor rotor and apply one or two drops of light engine oil to the felt in the hole at the end of the breaker cam. See Illusts. 13 and 14.

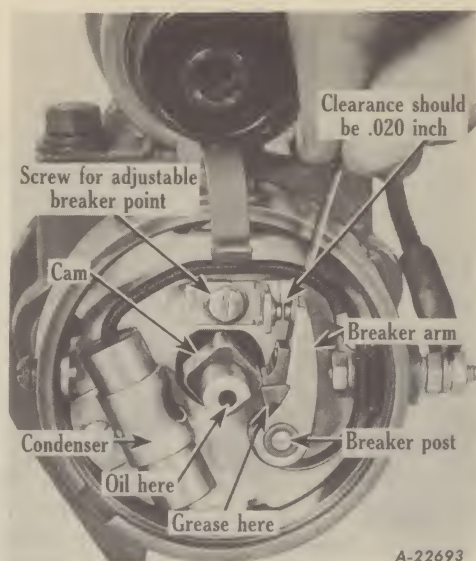
GREASING BREAKER MECHANISM AND CHECKING POINTS

It is important that the breaker chamber be kept clean as oil on the breaker points will cause rapid burning. Remove the distributor cap, distributor rotor, and the breaker cover for breaker chamber inspection. See Illust. 13. Care should be taken when removing the breaker cover to prevent dirt from entering the breaker chamber. Be sure that the chamber is clean and that the breaker points are in good condition have the proper opening.

Never use emery cloth or sand paper to clean the points. If the points are worn excessively, replace both points.

Fill the recess in the breaker post with grease and pack a small quantity of magneto grease in back of the breaker arm rubbing block. See *Illustrs. 13 and 14*. See your International Harvester dealer for the proper grease to use.

Check the condition of the breaker points for build-up or lip formation. If present, the points must be dressed before the point opening can be checked or set. Check the opening between the breaker points, with a feeler gauge as shown in *Illustr. 14*. The point opening should be .020 inch when the rubbing block is on the high part of the cam. If the gap is not correct, adjust it by loosening the screw holding the adjustable point. Then move the point toward or away from the point on the breaker arm until the gauge slips snugly into the opening. After the adjustment has been made, tighten the screw.



Illustr. 14 - Adjusting the breaker points.

DISTRIBUTOR CAP

Every three or four months remove the distributor cap and examine the inside. If any dust, moisture or oil deposits are present, thoroughly clean and wipe dry. To assure long life of the distributor, care must be taken to keep the three small ventilator holes in the distributor cap open at all times. Also see that the distributor rotor is kept clean.

If the terminal nipples are removed, be sure that the distributor cap terminals and coil terminal are clean and dry. The distributor is equipped with these nipples to prevent any external electrical leakage when the tractor is operating under adverse conditions.

IGNITION COIL

The ignition coil does not require special service other than to keep all terminals and connections clean and tight.

PARTS LIST

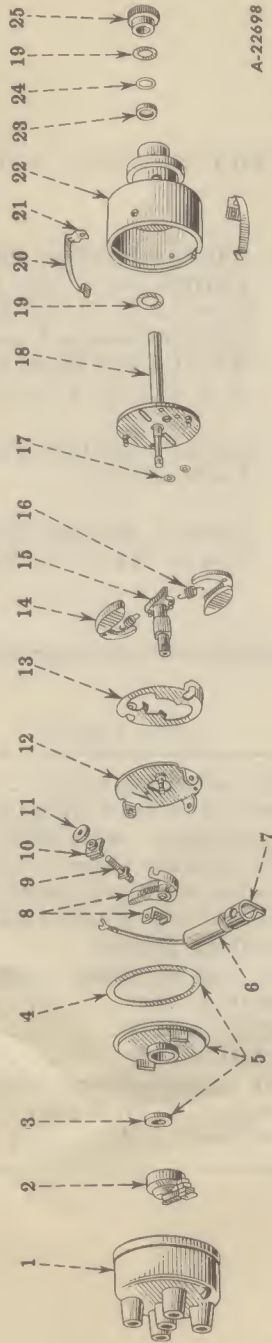
BATTERY IGNITION PACKAGE

- 1 - 353 938 R91 Battery Ignition Package for
Farmalls A, AV, B, BN, Super-A,
Super AV, C, H, HV, M, and MV,
Internationals A and Super-A,
Wheel Type W-4, I-4, O-4, OS-4,
W-6, I-6, O-6, and OS-6.
- 2 - 353 943 R91 Battery Ignition Package for
Farmall Cub.
- 3 - 353 944 R91 Battery Ignition Package for
Wheel Type I-9, W-9, and WR-9.

Part Number	Description	No. Required		
		1	2	3
46 868 D	Distributor mounting clip.	1	...	....
55 780 DD	Distributor drive housing gasket.	1	1	1
56 683 D	Switch to ammeter cable with two terminals (200 009) and two sleeves (28 500 H)	1	...	1
59 316 D	Switch to ammeter cable with two terminals (200 009) and two sleeves (28 500 H) . . . . .	.....	1	....
62 801 DA	Battery ignition switch	1	1	1
251 553 R1	Distributor cap terminal nipple.	4	4	4
353 870 R91	Battery ignition unit	1	...	....
353 871 R91	Battery ignition unit . . . . .	.....	1	....
353 872 R91	Battery ignition unit . . . . .	.....	...	1
353 946 R1	Distributor drive housing stud . . . . .	.....	1	....
103 024	Hex. nut, 1/4" N.F. . . . .	.....	1	....
103 319	Lockwasher, 1/4" . . . . .	.....	1	....

BATTERY IGNITION DISTRIBUTOR

- 1 - 353 890 R91 Distributor, complete
For Farmalls A, AV, B, BN
Super-A, Super-AV, C, H, HV,
M, and MV, Internationals A and
Super A.
Wheel Type W-4, I-4, O-4, OS-4,
W-6, I-6, O-6, and OS-6.
- 2 - 353 891 R91 Distributor, complete, for
Wheel Type I-9, W-9, and
WR-9.
- 3 - 353 893 R91 Distributor, complete, for
Farmall Cub.



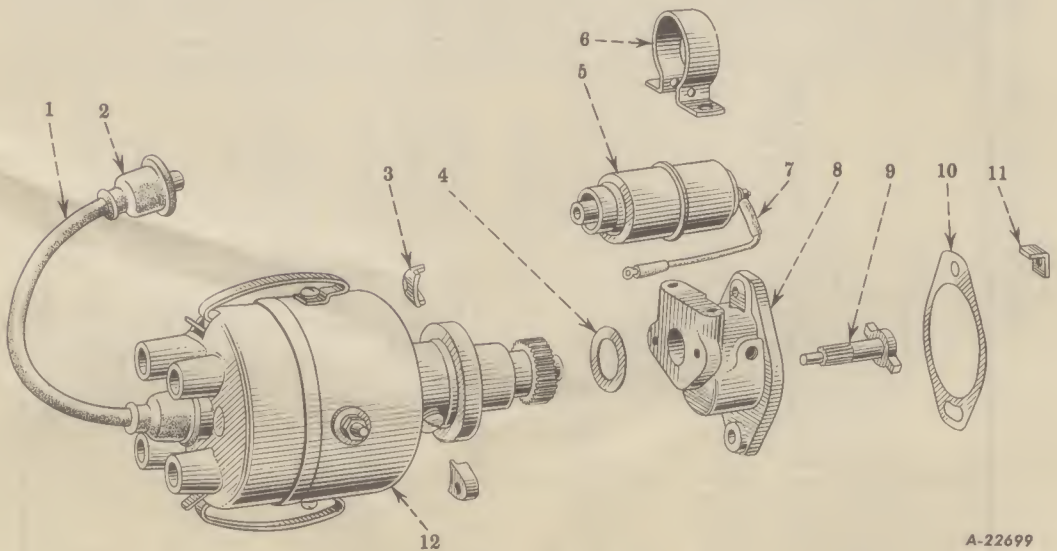
BATTERY IGNITION DISTRIBUTOR - Continued

Index to reference numbers shown in illustration on opposite page.

Ref. No.	Part Number	Description	No. Req'd.			Ref. No.	Part Number	Description	No. Req'd.		
			1	2	3				1	2	3
1	351 693 R91	Distributor cap.	1	1	1	13	131 949	Slotted screw, No. 8-32 x 3/16" fillister head (cadmium plated).			2
2	353 896 R91	Distributor rotor.	1	1	1	cont.		Lockwasher, No. 8 (cadmium plated).			
3	353 901 R1	Breaker cover seal felt.	1	1	1		121 841				
4	352 284 R1	Breaker cover gasket.	1	1	1						
5	353 900 R11	Breaker cover with felt (353 901 R1) and cover gasket (352 284 R1)	1	1	1						
6	353 903 R91	Condenser.	1	1	1	14	353 915 R91	Weight arm.	2		2
7	353 905 R1	Condenser clamp.	1	1	1	15	353 917 R91	Weight arm.	2		2
	131 949	Slotted screw No. 8-32 x 3/16" fillister head (cadmium plated).	1	1	1	16	353 908 R91	Cam.	1		1
	121 841	Lockwasher, No. 8 (cadmium plated).	1	1	1	17	353 912 R91	Cam.	1		1
8	353 172 R91	Breaker arm and stationary point set.	1	1	1	18	353 918 R1	Governor spring.	2		2
	436 690	Slotted screw, No. 8-32 x 3/16" pan head (cadmium plated).	1	1	1	19	353 919 R1	Governor spring.	2		2
9	353 907 R1	Terminal screw.	1	1	1	20	352 293 R1	Weight arm spacer.	4		4
	120 622	Hex nut, No. 8-32 (cadmium plated).	1	1	1	21	353 928 R91	Distributor shaft.	1		1
	121 841	Lockwasher, No. 8 (cadmium plated).	3	3	3		353 922 R91	Distributor shaft.	1		1
10	353 906 R1	Spring anchor terminal insulator.	1	1	1		353 926 R91	Distributor shaft.	1		1
11	251 538 R1	Terminal insulating washer.	1	1	1		352 298 R1	Distributor thrust washer.	2		2
12	352 277 R1	Breaker plate.	1	1	1		353 894 R1	Distributor cap spring.	2		2
	121 832	Slotted screw, No. 8-32 x 3/8" round head (cadmium plated).	1	1	1		353 895 R1	Distributor cap spring support round head (cadmium plated).	2		2
	121 841	Lockwasher, No. 8 (cadmium plated).	3	3	3		121 832	Slotted screw, No. 8-32 x 3/8" round head (cadmium plated).	2		2
	353 906 R1	Spring anchor terminal insulator.	1	1	1	22	121 841	Lockwasher, No. 8 (cadmium plated).	2		2
	251 538 R1	Terminal insulating washer.	1	1	1		353 898 R11	Distributor housing with seal (252 739 R1) retainer (353 899 R1) and plug (103 883)	1		1
	352 277 R1	Breaker plate.	1	1	1			Pipe plug, 1/8" slotted.	1		1
	121 832	Slotted screw, No. 8-32 x 3/8" round head (cadmium plated).	1	1	1	23	103 883	Distributor shaft oil seal retainer.	1		1
	121 841	Lockwasher, No. 8 (cadmium plated).	1	1	1	24	353 899 R1	Distributor shaft oil seal.	1		1
	352 301 R1	Governor weight guard.	1	1	1	25	252 739 R1	Distributor shaft oil seal.	1		1
	131 949	Slotted screw, No. 8-32 x 3/16" fillister head (cadmium plated).	1	1	1		353 902 R1	Distributor gear.	1		1
	121 841	Lockwasher, No. 8 (cadmium plated).	2		2		117 890	Straight pin, 1/8 x 15/16" square end.	1		1
	121 841	Lockwasher, No. 8 (cadmium plated).	2		2		21 394 D	Stationary point and terminal washer.	3		3
13	353 920 R1	Governor weight guard.	2		2		352 302 R1	Cam oil hole felt.	1		1

BATTERY IGNITION UNIT

- 1 - 353 870 R91 Battery Ignition Unit (clockwise rotation) (less Ref. Nos. 10 and 11)
 For Farmalls A, AV, B, BN, Super-A, Super-AV, C, H, HV, M, and MV, Internationals A and Super-A, Wheel Type W-4, I-4, O-4, OS-4, W-6, I-6, O-6, and OS-6.
- 2 - 353 871 R91 Battery Ignition Unit (clockwise rotation) (less Ref. Nos. 10 and 11) for Farmall Cub.
- 3 - 353 872 R91 Battery Ignition Unit (counter-clockwise rotation) (less Ref. Nos. 10 and 11) for I-9, W-9, and WR-9.

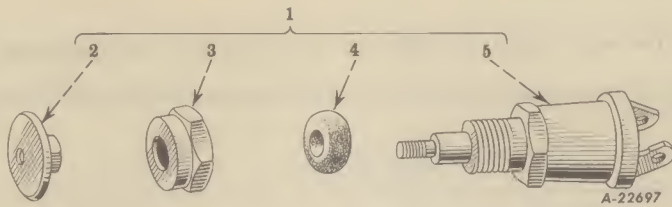


A-22699

Index to reference numbers shown in illustration on opposite page.

Ref. No.	Part Number	Description	No. Req'd.		
			1	2	3
1	49 125 D	Coil to distributor secondary cable with two terminals (37 291 D)	1	1	1
2	251 553 R1	Nipples.	2	2	2
3	353 937 R1	Distributor clamp.	2	2	2
	179 817	Cap screw, 5/16" x 7/8" N.C. hex-head.	2	2	2
	103 320	Lockwasher, 5/16"	2	2	2
4	353 936 R1	Distributor gasket.	1	1	1
5	353 874 R91	Ignition coil (6 volt).	1	1	1
	120 614	Hex nut, No. 10-32 (cadmium plated).	2	2	2
	120 217	Lockwasher, No. 10 (cadmium plated).	2	2	2
6	353 889 R1	Coil clamp.	1	1	1
	179 814	Cap screw, 5/16 x 5/8" N.C. hex head.	2	2	2
	132 926	Slotted screw, No. 10-32 x 1-1/4" round head (cadmium plated).	1	1	1
	220 065	Hex nut, 5/16" N.C.	2		
	120 611	Square nut, No. 10-32 (cadmium plated).	1	1	1
	103 320	Lockwasher, 5/16"	2	2	2
	120 217	Lockwasher, No. 10 (cadmium plated).	1	1	1
	103 340	Washer, 11/32" I.D. x 11/16" O.D. x No. 16 ga.	2	2	2
7	353 942 R11	Coil to distributor primary cable with two sleeves (28 500 H) and two terminals (200 009)	1	1	1
8	353 933 R11	Distributor drive housing.	1	1	1
	179 840	Cap screw, 3/8 x 1-1/8" N.C. hex head.	2	1	1
	179 846	Cap screw, 3/8 x 1-7/8" N.C. hex head.	1		1
	103 321	Lockwasher, 3/8"	2	1	2
	103 883	Pipe plug, 1/8" headless slotted.	1	1	1
9	353 934 R11	Distributor drive shaft.	1	1	1
10	55 780 DD	Distributor drive housing gasket.	1	1	1
11	46 858 D	Distributor mounting clip.	1		
	353 890 R91	Distributor, complete.	1		
12	353 891 R91	Distributor, complete.			1
	353 893 R91	Distributor, complete.		1	
	37 291 D	Coil to distributor secondary cable terminal.	2	2	2
	28 500 H	Coil to distributor primary cable sleeves.	2	2	2
	353 940 R1	Ignition coil bracket.		1	
	179 814	Cap screw, 5/16 x 5/8" N.C. hex head.		2	
	103 320	Lockwasher, 5/16"		2	
	200 009	Coil to distributor primary cable terminal.	2	2	2

BATTERY IGNITION SWITCH



Ref. No.	Part Number	Description
1	62 801 DA	Battery ignition switch, complete.
...	122 159	Slotted screw, No. 8-32 x 1/4" round head (cadmium plated) (2 used).
...	121 841	Lockwasher, No. 8 (cadmium plated) (2 used).
2	8 732 D	Switch knob.
...	120 217	Lockwasher, No. 10.
3	56 517 D	Switch mounting nut.
...	138 553	Lockwasher, 9/16" internal tooth (cadmium plated).
4	56 519 D	Switch plunger dust seal.
5	.....	Battery ignition switch (order 62 801 DA).





Farm 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 farm 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.

NATIONAL SAFETY COUNCIL



Always Use Parts

The finest engineering skill and the most advanced manufacturing methods go into all International Harvester products. Each part is built to our own high manufacturing standards. These are important things to remember when wear and tear make new parts necessary.

IH parts retain and continue the original performance you get when you choose International Harvester quality products. When replacing parts, don't handicap your equipment. For your protection, be

sure to use IH SERVICE PARTS.

International Harvester dealers' bins are well stocked with IH parts. These parts departments are well-equipped service stations staffed by factory-trained servicemen. Dealers are backed in every case by the full facilities of a nearby International Harvester District Office.

When selecting new farm operating equipment, keep in mind the protective service rendered by the International Harvester dealer in your community.