

# *Installing Instructions*

CREEPER DRIVE  
ATTACHMENT  
(385 025 R91)

for

INTERNATIONAL<sup>®</sup>

CUB CADET<sup>®</sup>

70 and 100

Tractors

INTERNATIONAL HARVESTER COMPANY

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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 products sold previously.

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

## ORDERING NUMBER

385 025 R91 - Creeper Drive Attachment for International Cub Cadet 70 and 100 Tractors

## INSTALLING INSTRUCTIONS

Remove the rear wheel fenders (if so equipped).

If the tractor is equipped with a Three-Point Hitch disconnect the lift bar at the lift lever.

Remove the cap screws from the seat spring support and remove the seat and seat spring support assembly as a unit. See Illust. 1.

On tractors equipped with a Three-Point Hitch remove the two cap screws holding the lift bar attaching plate (Illust. 2) at the lower end of the implement lift handle and remove the lift bar Illust. 1. It may be necessary to remove the lift handle ratchet and spacer assembly for easier removal of the lift bar.

Remove cotter pin and disconnect the brake rod from the brake lever. Then unhook the clutch pedal return spring and disconnect the clutch release rod. See Illust. 2.

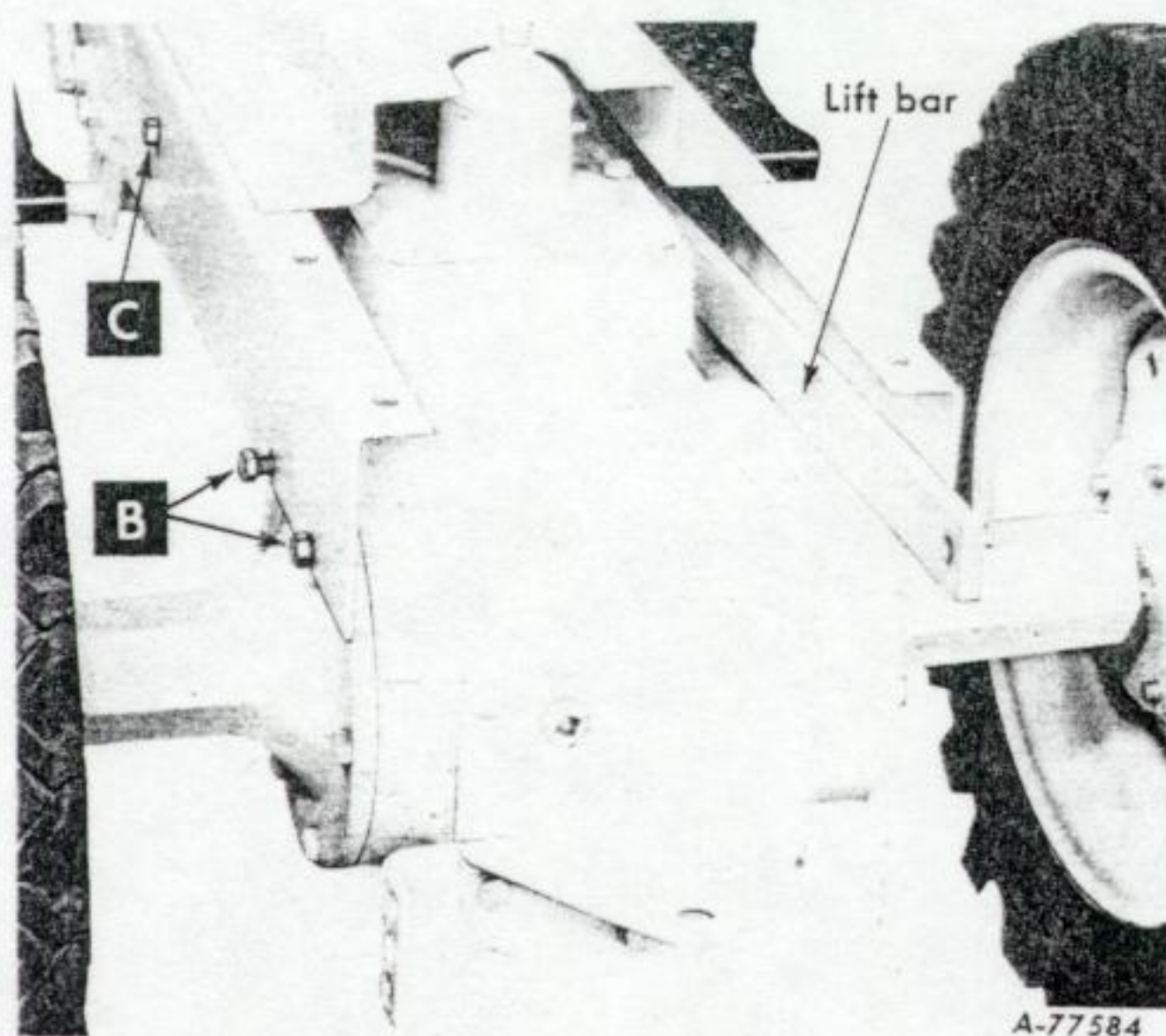
Remove the coiled spring pin "A" (Illust. 2) from the rear hole in the clutch shaft coupling.

Remove the four cap screws "B" (Illust. 1) holding the frame to the rear axle carriers and remove the two cap screws "C" holding the frame to the reduction gear housing.

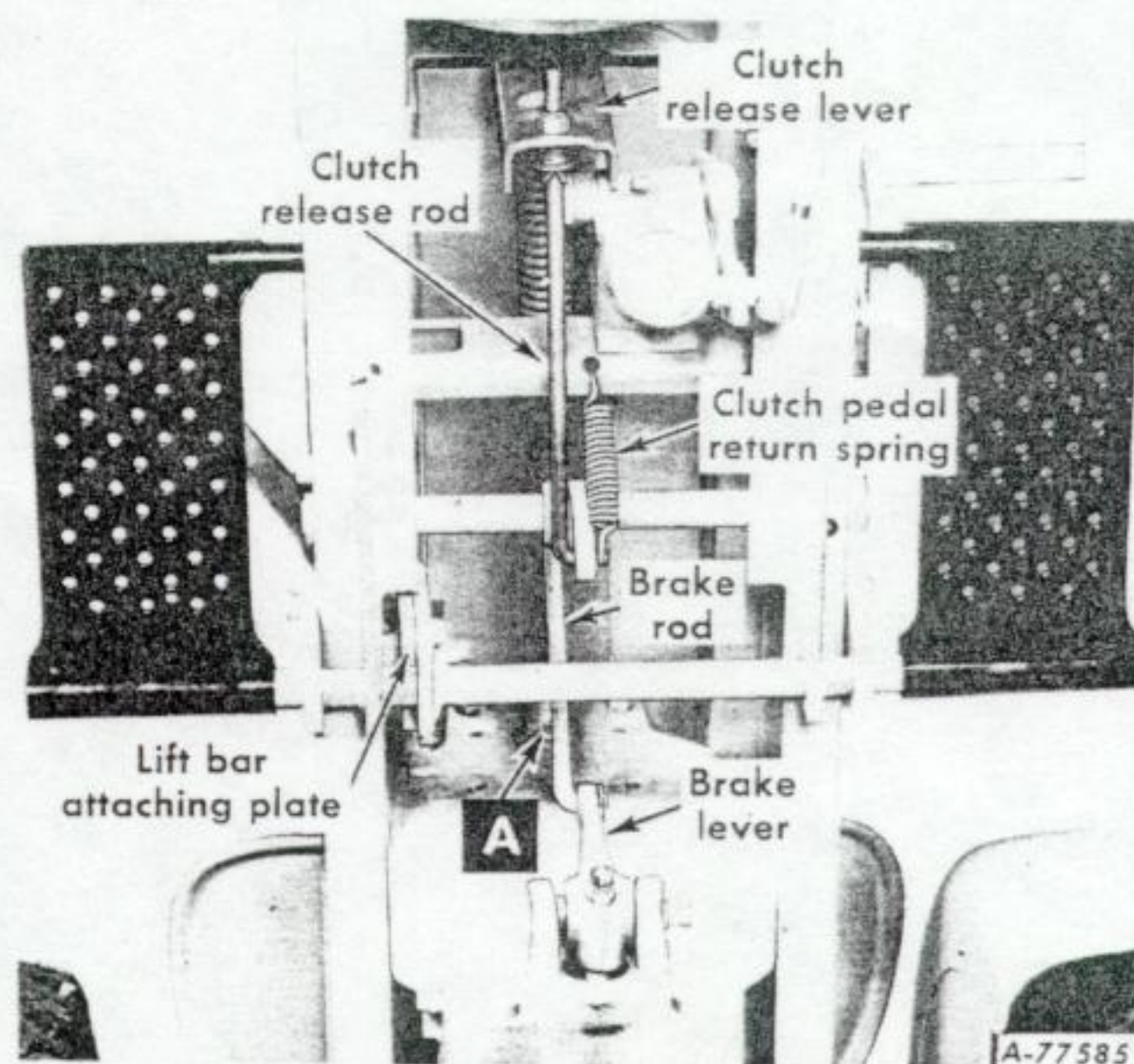
Place a large wood block under the reduction gear housing. Then separate the front from the rear of the tractor and block up the frame as shown in Illust. 3.

Assemble the splined coupling on the reduction drive shaft and secure with a 1/4 x 7/8-inch coiled spring pin. See Illust. 4.

Install the creeper drive assembly less breather and shift lever knob, with gasket in place, at the top of the reduction housing cover plate and secure with four 3/8 x 7/8-inch cap screws. See Illusts. 3 and 4.



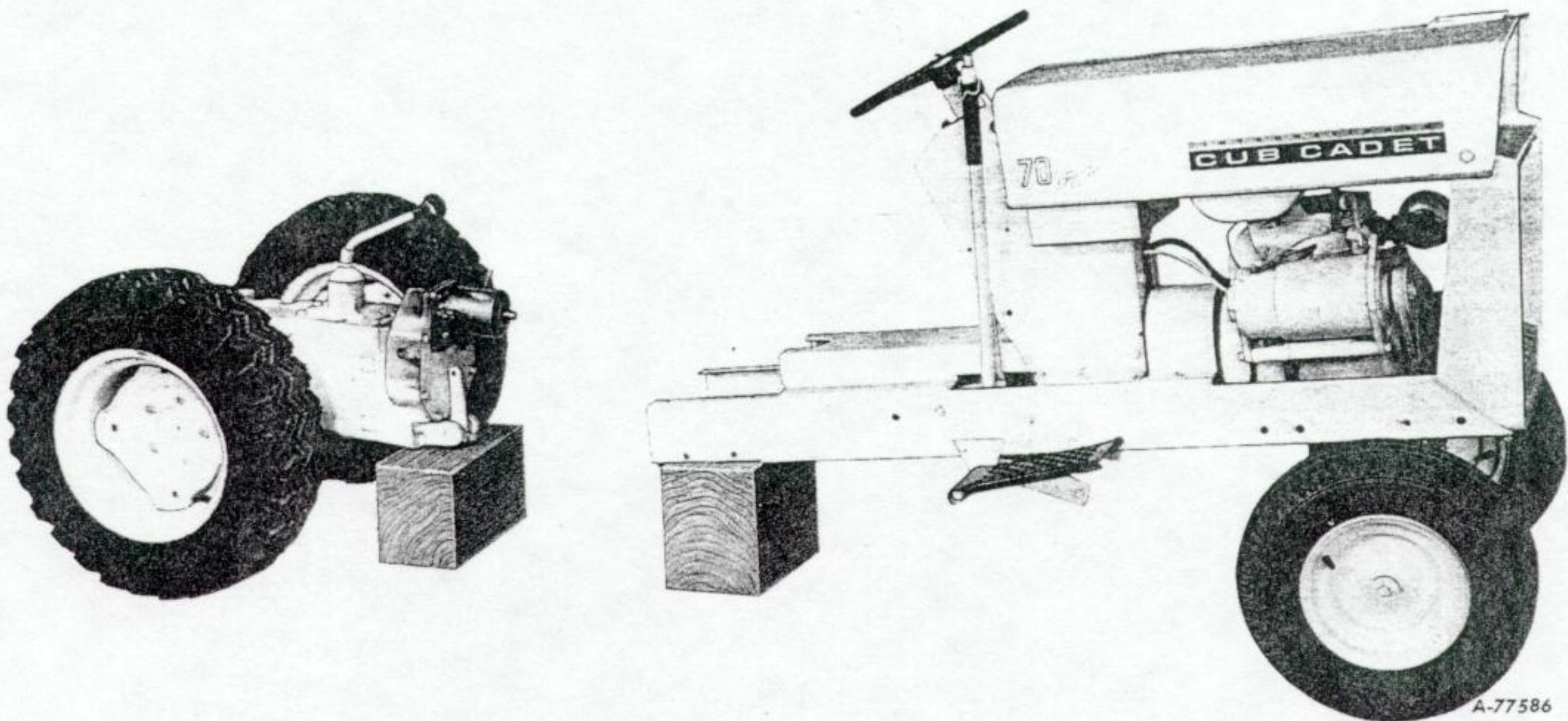
Illust. 1  
Seat and seat spring support removed from tractor.



Illust. 2  
View of underside of tractor.



## INSTALLING INSTRUCTIONS



Illust. 3  
Transmission and rear end separated  
from tractor frame.

Remove the clutch shield. See Illust. 3.

Raise the engine hood.

Remove the four engine mounting cap screws.

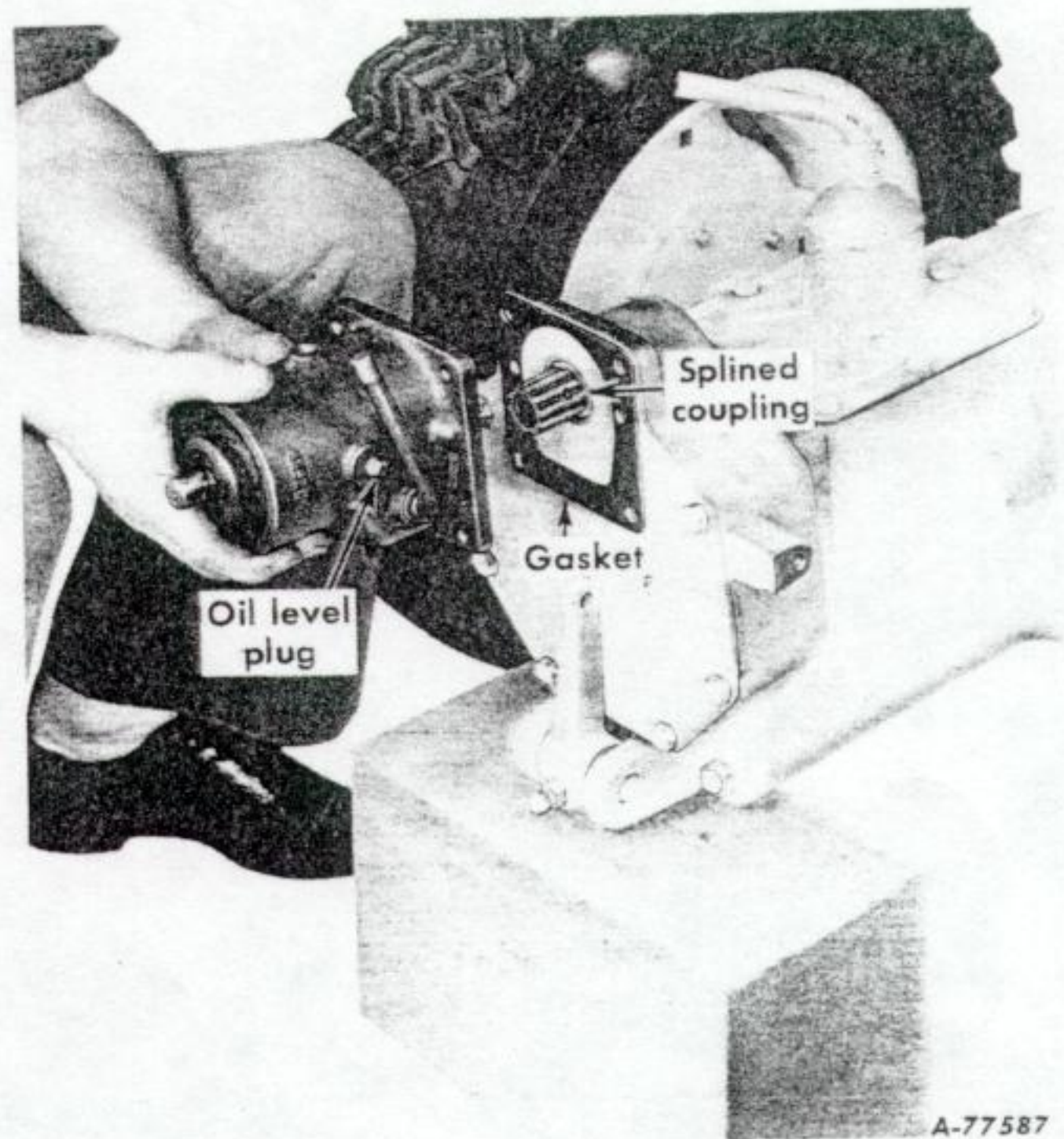
Lift the engine forward, tilt it to the side and hold it in this position with a wood wedge. See Illust. 5. Be careful not to damage any of the wiring harness or kink the choke and throttle cables.

Remove pin "D" (Illust. 5) from the clutch release lever and operating yoke bracket. Then pull the release lever and clutch shaft assembly down and forward to remove from tractor. See Illust. 6.

Remove the coupling from the end of the clutch shaft.

Cut a piece off the shaft at the mark scribed on the shaft, approximately 4-3/4-inches from the end.

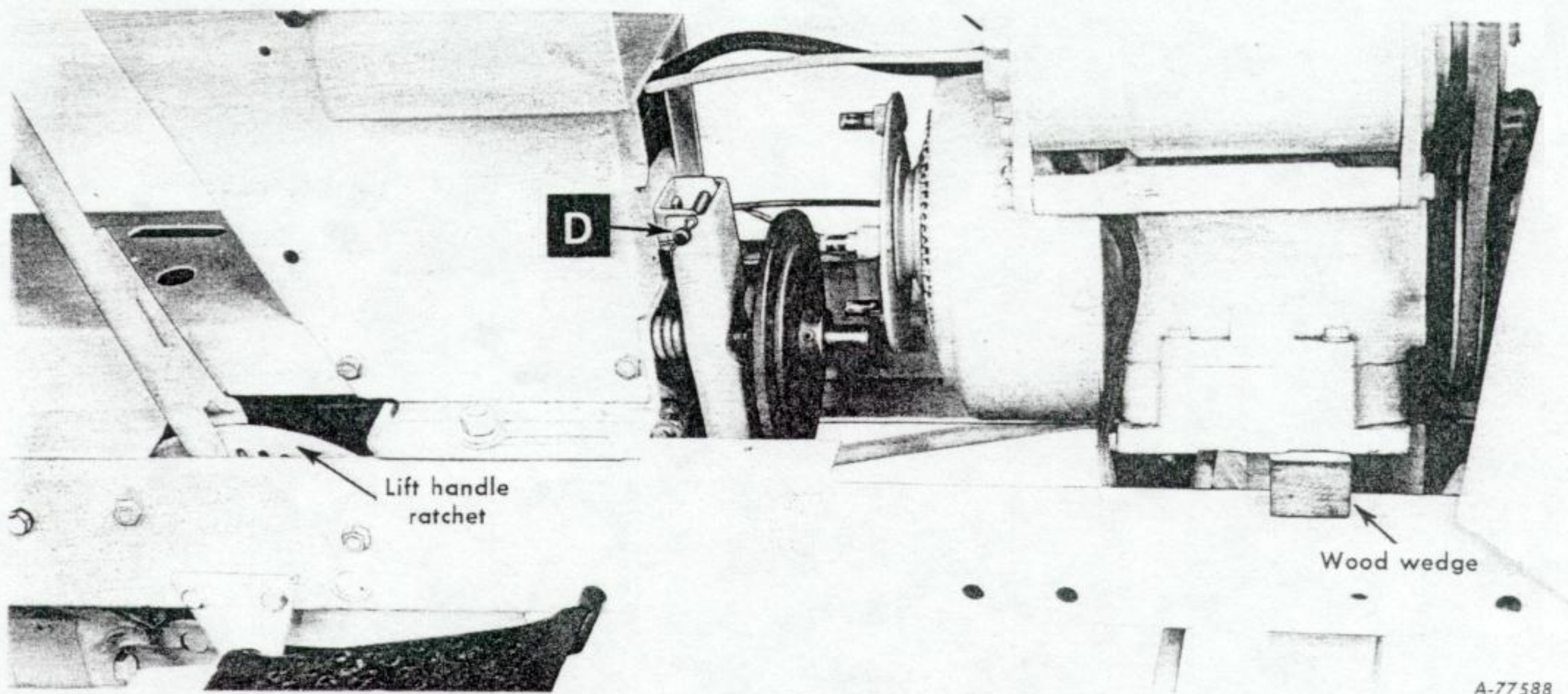
Assemble the previously removed coupling on the new end of shaft and secure at hole with the 1/4 x 1-1/8-inch coiled spring pin.



Illust. 4  
Installing the creeper drive unit.



## INSTALLING INSTRUCTIONS



Illust. 5  
Engine dislodged for removal of the clutch shaft.

Remove the oil level plug at the left side of the creeper drive housing, Illust. 4. Fill through the filler and breather hole at the top of housing with IH Hy-Tran® Fluid or SAE-30 engine oil up to the level plug opening (approximately 1/2 pint) then replace plug.

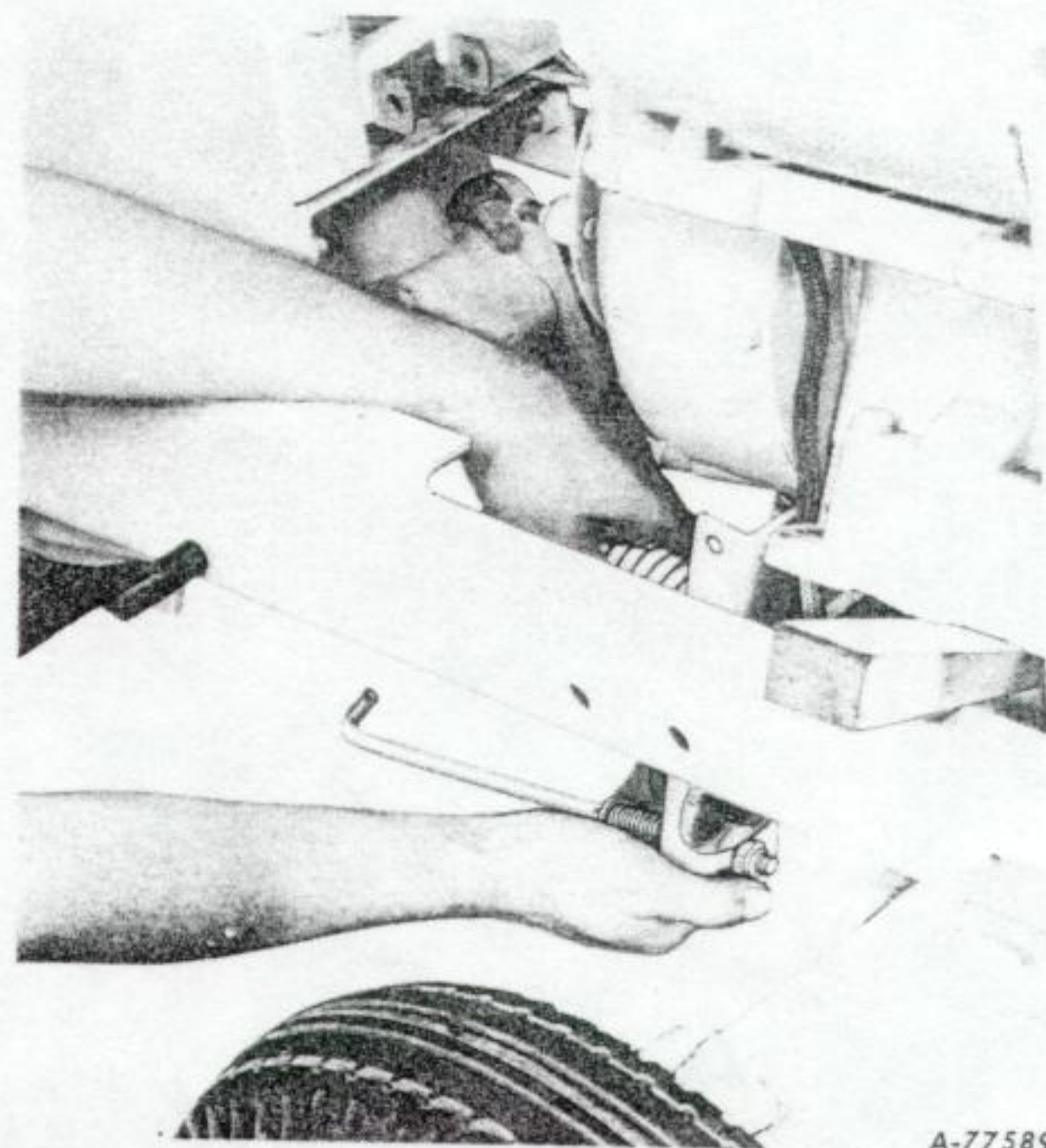
Reassemble the transmission and rear end to the tractor frame so the creeper shift lever and breather fit in the slot and hole provided for them. Then secure with the previously removed cap screws. See Illust. 1.

Install the shortened clutch shaft and clutch release lever assembly in the reverse order of removal. See Illust. 6.

Attach the coupling at the end of the clutch shaft to the creeper drive input shaft with a 1/4 x 1-1/8-inch coiled spring pin "A" Illust. 7.

Remove the wood wedge and lift the engine carefully back into position and secure with the previously removed engine mounting cap screws.

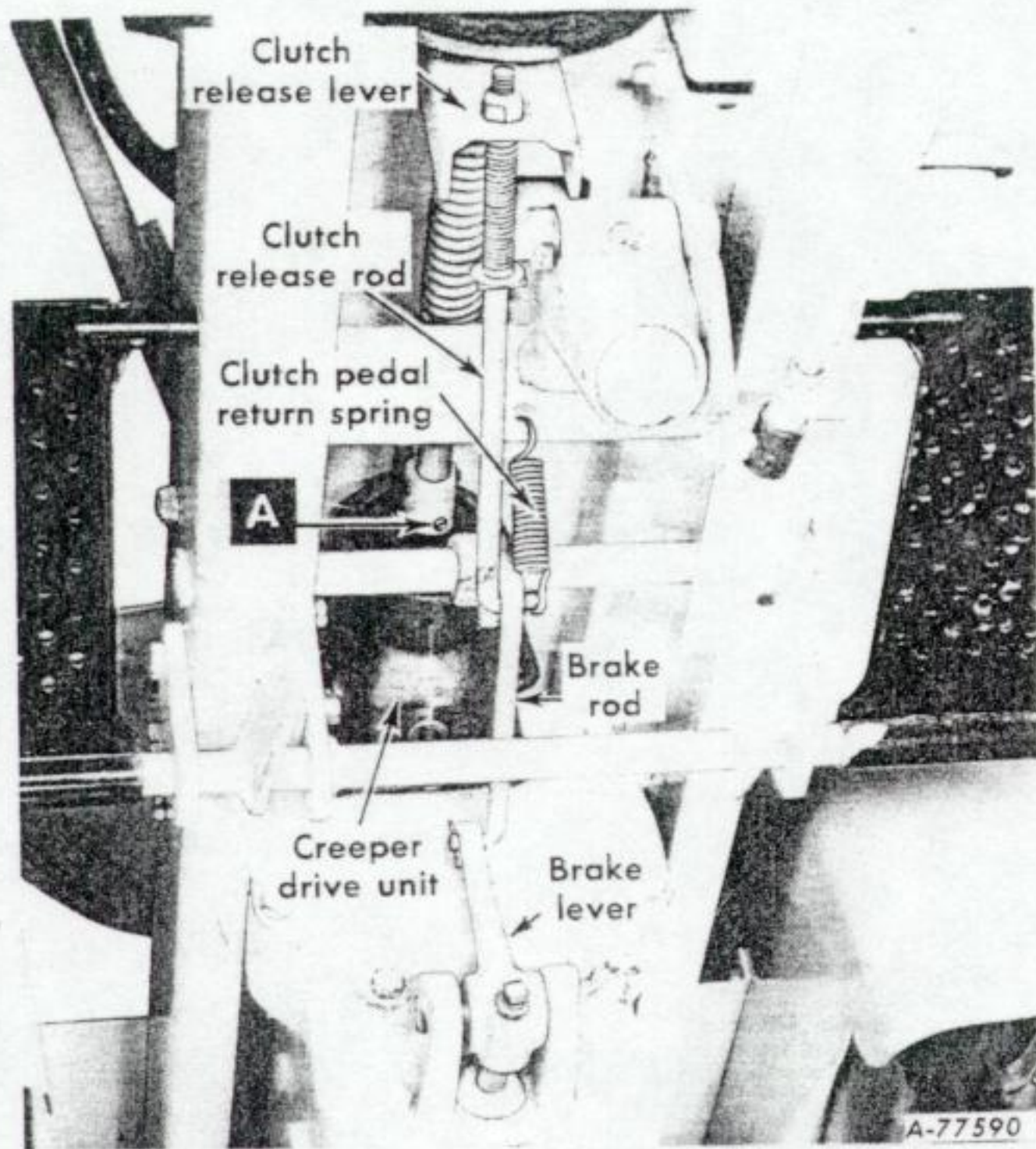
Reconnect the clutch release rod to the clutch and brake pedal arm and secure with the clutch pedal return spring. See Illust. 7.



Illust. 6  
Removing the clutch release lever and shaft assembly.



## INSTALLING INSTRUCTIONS



Illust. 7

View of underside of tractor with Creeper Drive Unit installed.

Reconnect the brake rod to the brake lever and secure with a  $3/32 \times 3/4$ -inch cotter pin. See Illust. 7.

If the tractor is equipped with a Three-Point Hitch reinstall the lift bar and attaching plate in the reverse order of removal. When installing the lift bar attaching plate at the slot on the lower end of the implement lift handle, the bottom cap screw must contact the bottom of the slot.

Replace the seat and seat spring support assembly.

Assemble the knob on the creeper drive shift lever and install the breather at the oil filler and breather hole on the top of the creeper drive housing.

If the tractor is equipped with a Three-Point Hitch, reconnect the lift bar to the lift lever, with the spacer in place, and secure with the previously removed cap screw, flat washer and lock washer.

Replace the rear wheel fenders (if so equipped).

Check and adjust the clutch and brake adjustments if necessary, as instructed in the tractor Operator's Manual.

Refer to your tractor Operator's Manual for operation and maintenance instructions.







# 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.

As a member of the National Safety Council, we are privileged to use the Green Cross for Safety to designate not only our interest in Safety, but to point out more clearly the safety precautions in this manual.

NATIONAL SAFETY COUNCIL