

JUL 15 1970

OPERATOR'S MANUAL

SETTING UP INSTRUCTIONS



INTERNATIONAL®

CADET®
C-32

OPERATION
MAINTENANCE
LUBRICATION

SNOW THROWER



To The Owner

Your new International Harvester snow thrower is designed to meet today's exacting operating requirements. The ease of operation, and ability to adjust to various conditions lighten your work and shorten your hours on the job.

You are urged to consult your International Harvester dealer concerning unusual conditions or special applications. Let the experience of your dealer and the organization associated with him serve you.

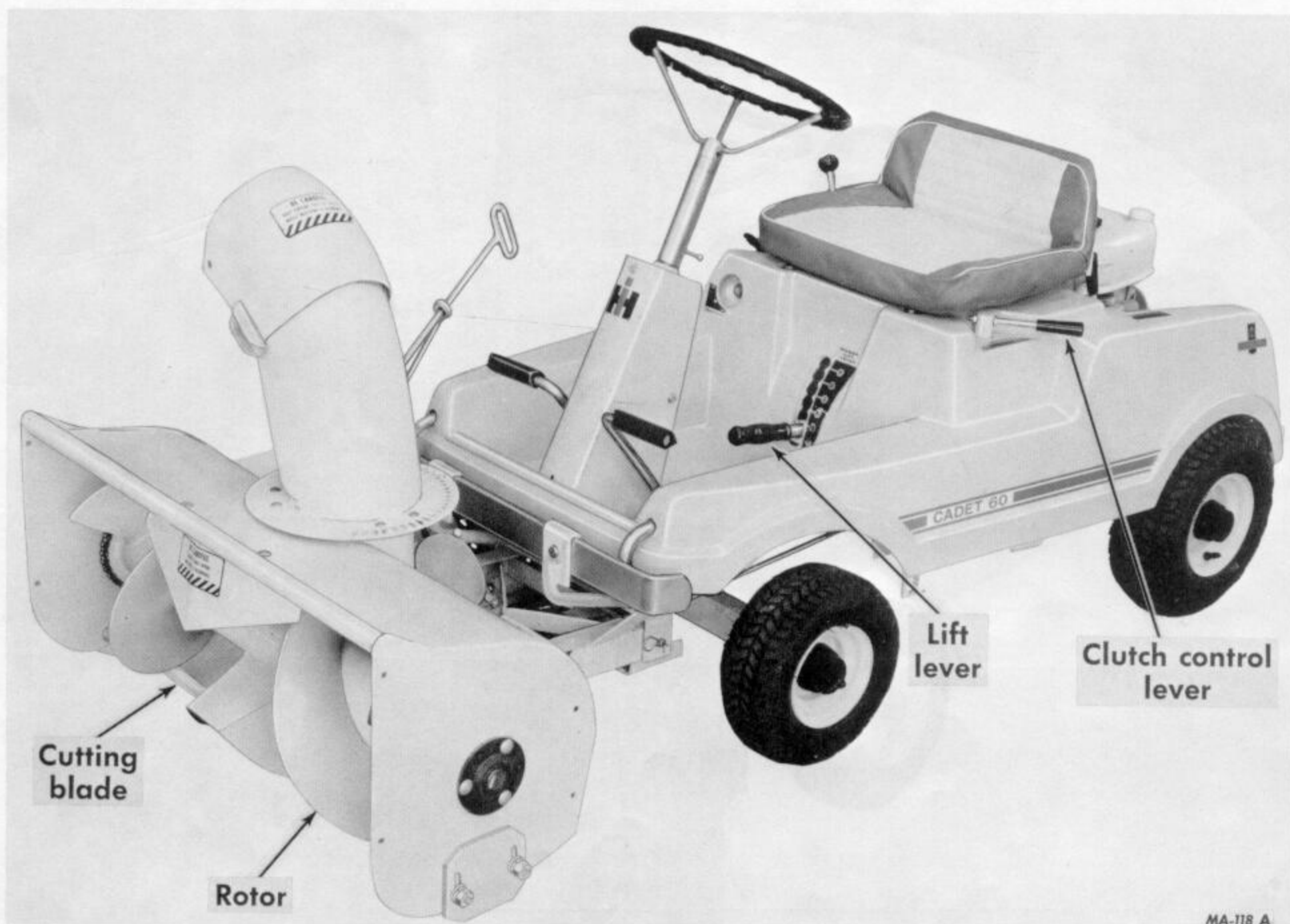
Be sure to read the instructions for Adjusting and Operating in this manual. Check each item referred to and acquaint yourself with the adjustments required to obtain efficient opera-

tion and maximum trouble-free service. Remember, a machine which is properly lubricated and adjusted saves time, labor and fuel.

After the operating season, thoroughly clean your snow thrower and inspect it. Preventive maintenance pays dividends. Your dealer has original-equipment parts which assure proper fit and best performance. He is able to recondition your equipment to a like new condition.

Additional copies of this manual may be ordered from your International Harvester dealer at a nominal price.

INTRODUCTION



Illust. 2

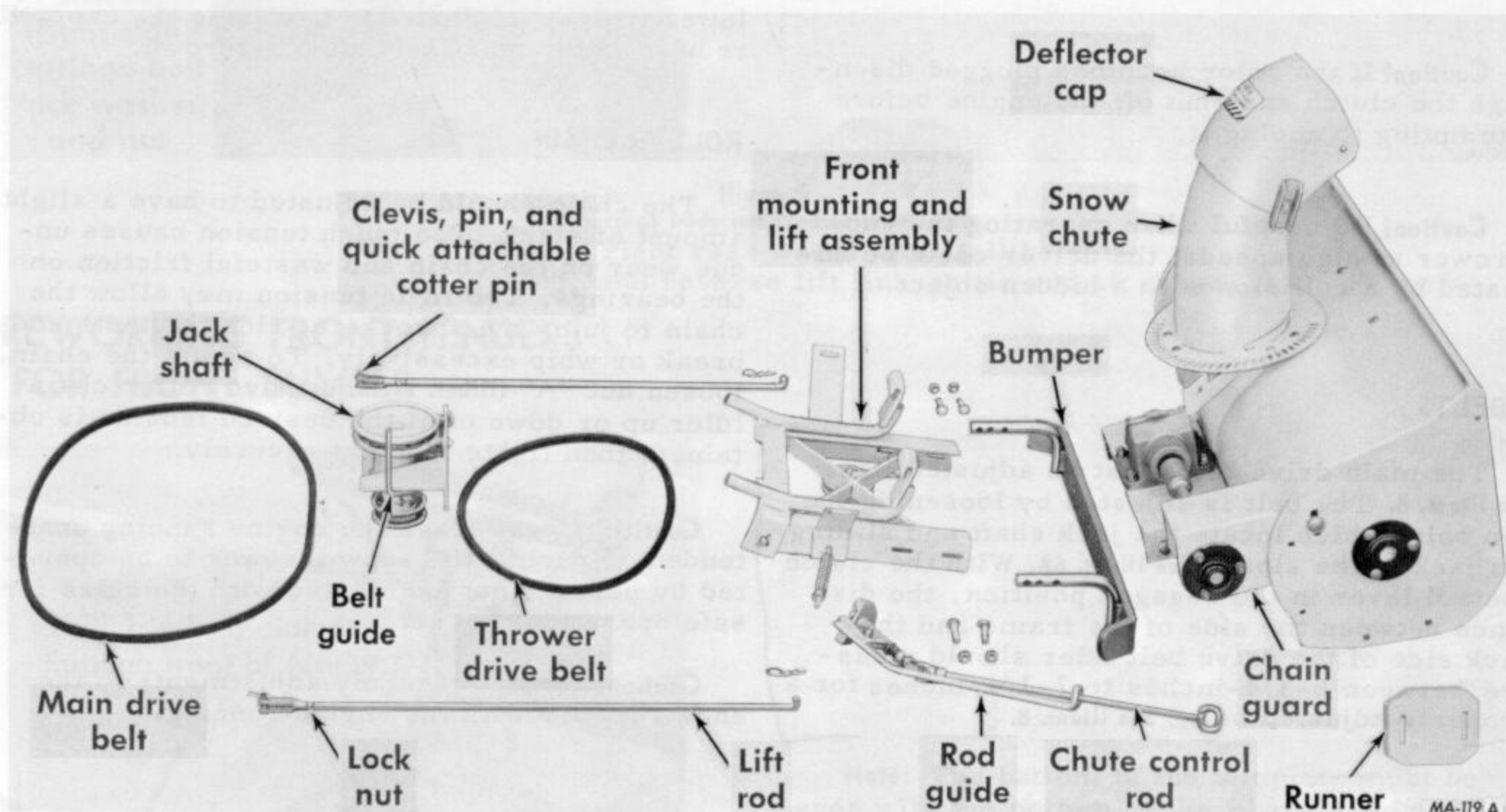
The International® Cadet® C-32 Snow Thrower is designed for front mounting on the International Cadet 60 Riding Mower.

The thrower has a snow clearing width of 32 inches, and is used for clearing snow from drive-ways, sidewalks, etc.

The cutting blade is bolted to the front edge of the housing and is reversible and replaceable.

A front bumper attachment (493 301 R91) is required to attach the snow thrower to the rider, but is not included with it. This attachment is available at your International Harvester dealer.

A rear bumper attachment (493 305 R91), weight box attachment (493 310 R91), and tire chains (407 264 R1) for added traction are also available from your International Harvester dealer.



Illust. 3

ADJUSTING AND OPERATING

GENERAL

The snow thrower is raised and lowered by the lift lever.

The bottom of the cutting blade should be slightly above ground level to avoid raised sections of drives, walkways, etc. This clearance may be obtained by adjusting the lift rod clevises. See Illust. 3.

The clutch control lever (Illust. 2) is used to start and stop the snow thrower. To start the thrower, slowly move the clutch control lever to the "ENGAGE" position. To stop the thrower, move the control lever to the "DISENGAGE" position.

The snow chute (Illust. 3) can be rotated a full 180 degrees by turning the chute control rod clockwise or counter-clockwise.

ADJUSTING AND OPERATING

GENERAL - Continued

The conditions of the snow, such as wet and heavy or dry and light, require different speeds. For wet and heavy or deep snow, travel at a low rate of speed. For light and dry snow, the speed may be increased. For best results in most conditions, high engine speed is desirable.

Note: If the rotor (Illustr. 2) should stop or become plugged, disengage the clutch lever as quickly as possible; this will prevent excessive wear on the belts.

Caution! If the rotor becomes plugged disengage the clutch and shut off the engine before attempting to unplug it.

Caution! Be careful when operating the snow thrower at high speeds; the driver could be unseated by a collision with a hidden object.

V-BELTS

The main drive belt must be adjusted first. See Illustr. 8. The belt is adjusted by loosening the two bolts which locate the jack shaft and sliding the jack in the slots. See Illustr. 6A. With the clutch control lever in the engaged position, the distance between the side of the frame and the back side of the drive belt idler should measure between 6-3/4-inches to 7-1/4-inches for a properly adjusted belt. See Illustr. 8.

After adjusting the main drive belt the thrower drive belt should be adjusted. The tension adjusting rod is used to obtain proper tension on the thrower drive belt as shown in Illustr. 6B. Tighten the adjusting rod nut until the spring coils are nearly compressed, this will provide proper tension.

DEFLECTOR CAP

To adjust the cap (Illustr. 3), loosen the wing nuts on each side of the chute and raise or lower the cap as desired. Lowering the cap will reduce the distance the snow is thrown.

ROLLER CHAIN

The chain should be adjusted to have a slight amount of slack. Too much tension causes undue wear on the chain and wasteful friction on the bearings. Too little tension may allow the chain to jump the sprockets, ride the teeth and break or whip excessively. To adjust the chain, loosen nut "A" (Illustr. 11) and move roller chain idler up or down until the desired tension is obtained; then tighten the nut securely.

Caution! Never leave the engine running unattended or permit the snow thrower to be operated by persons not acquainted with the rules for safe operation.

Caution! Never make any adjustments to the snow thrower with the engine running.

SETTING UP

Remove all parts from the shipping carton and arrange the parts conveniently.

Bolts must be used in the holes in which they are found, or in the parts to which they are attached, unless otherwise shown.

Lubricate all moving parts as you proceed, and see that they work freely.

The illustrations in this manual are numbered to correspond with the pages on which they appear; for example, Illustr. 6 on page 6.

Whenever the terms "LEFT" and "RIGHT" are used, it should be understood to mean from a position behind and facing the machine.

SETTING UP

ATTACHING HELPER SPRING



Illust. 5

Fiberglass body removed to show parts.

Note: Remove right rear wheel to install helper spring, and reverse lift linkage tie rod as shown.

REWORKING FRONT FENDERS FOR FRONT BUMPER



Illust. 5A

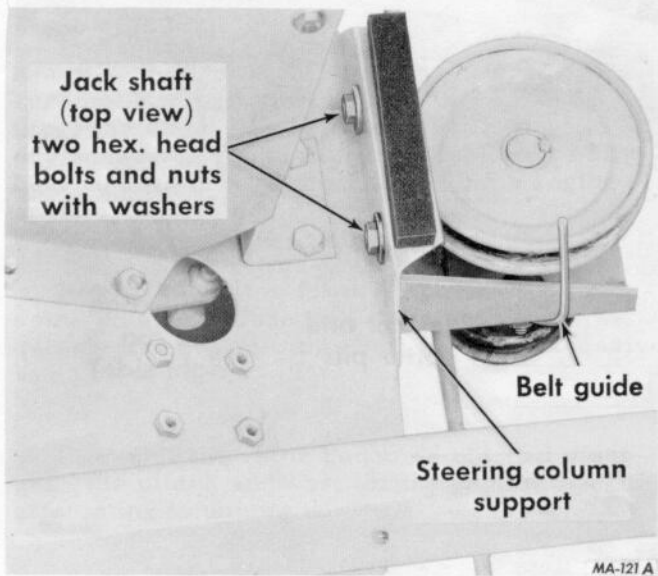
Note: The bottom of the template must be even with the bottom of the fiberglass body and folded portion of template touching the steering housing.

Remove template and enlarge the 1/4-inch hole to 1-inch diameter, being sure to align hole with frame. Repeat procedure for left fender.

The templates for drilling the holes are on pages 13 and 15.

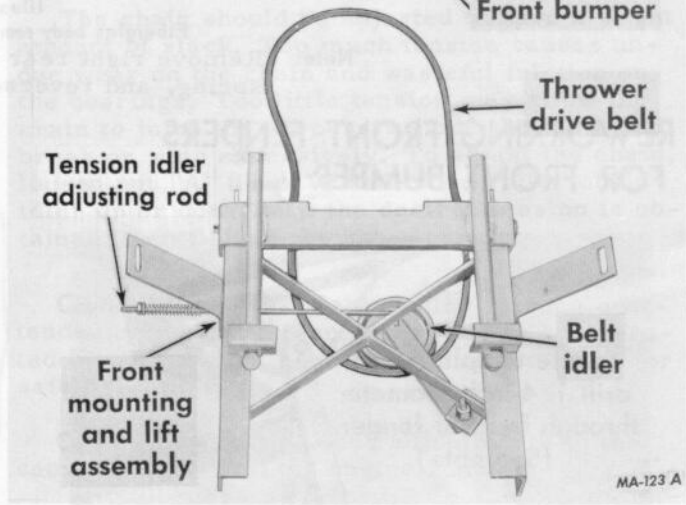
JACK SHAFT

FRONT BUMPER, FRONT MOUNTING ASSEMBLY, AND THROWER DRIVE BELT



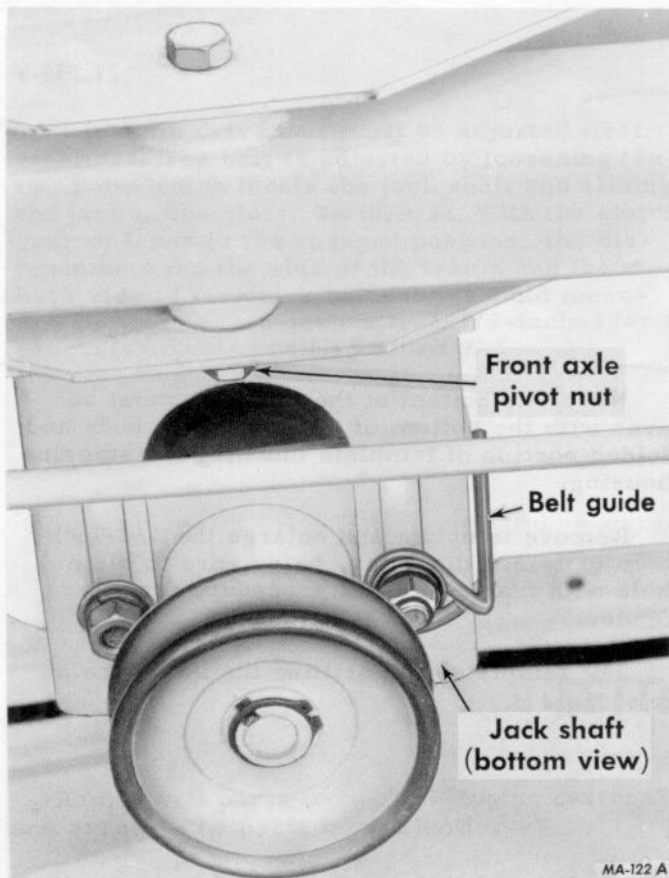
Illust. 6

Fiberglass body removed to show parts.



Illust. 6B

Note: Before attaching the front mounting assembly to the bumper, attach thrower drive belt. The left idler is spring loaded, and the right idler is adjustable.

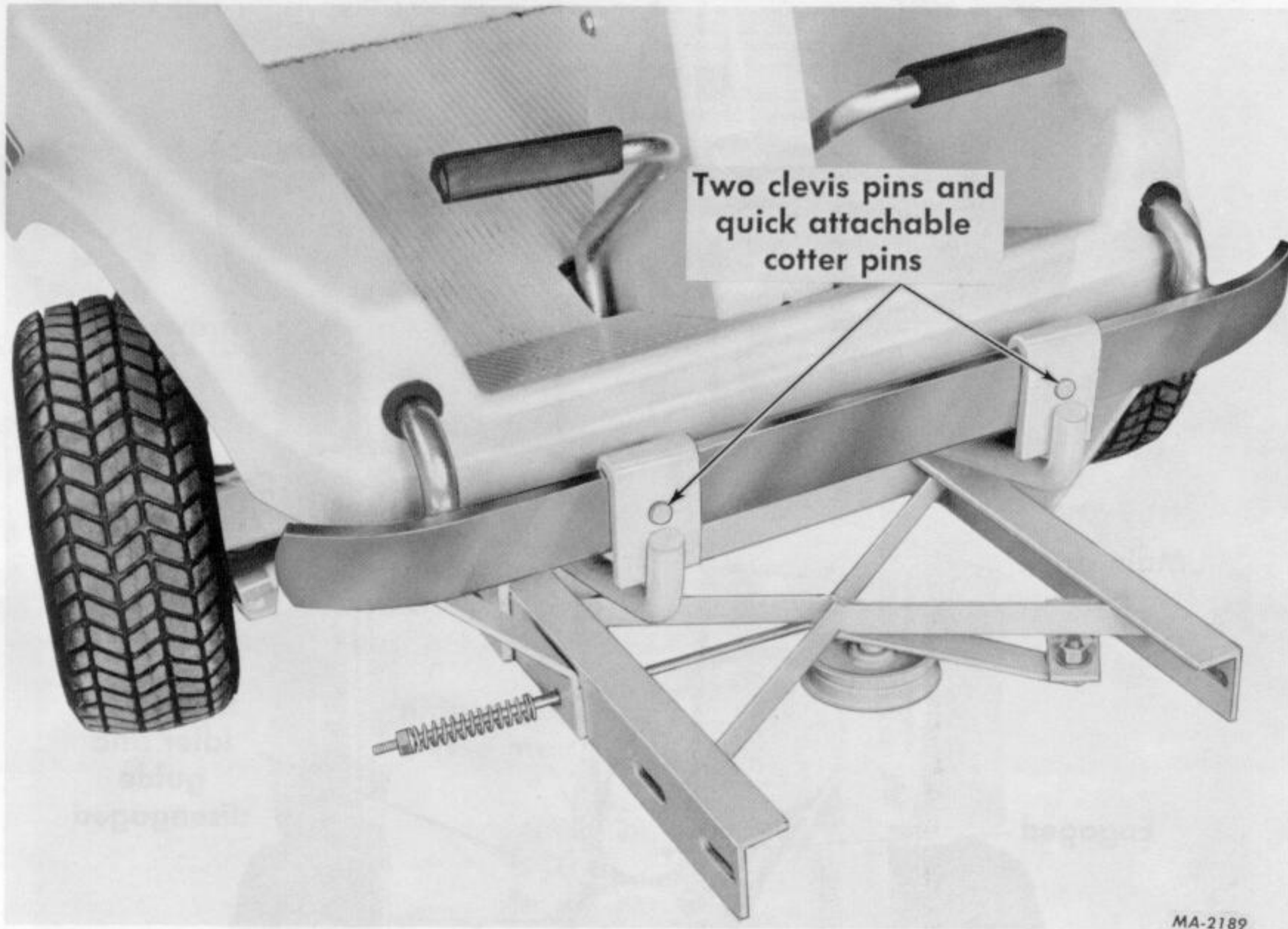


Illust. 6A

Note: Remove front axle pivot nut to attach jack shaft to axle pivot. Replace the nut.

SETTING UP

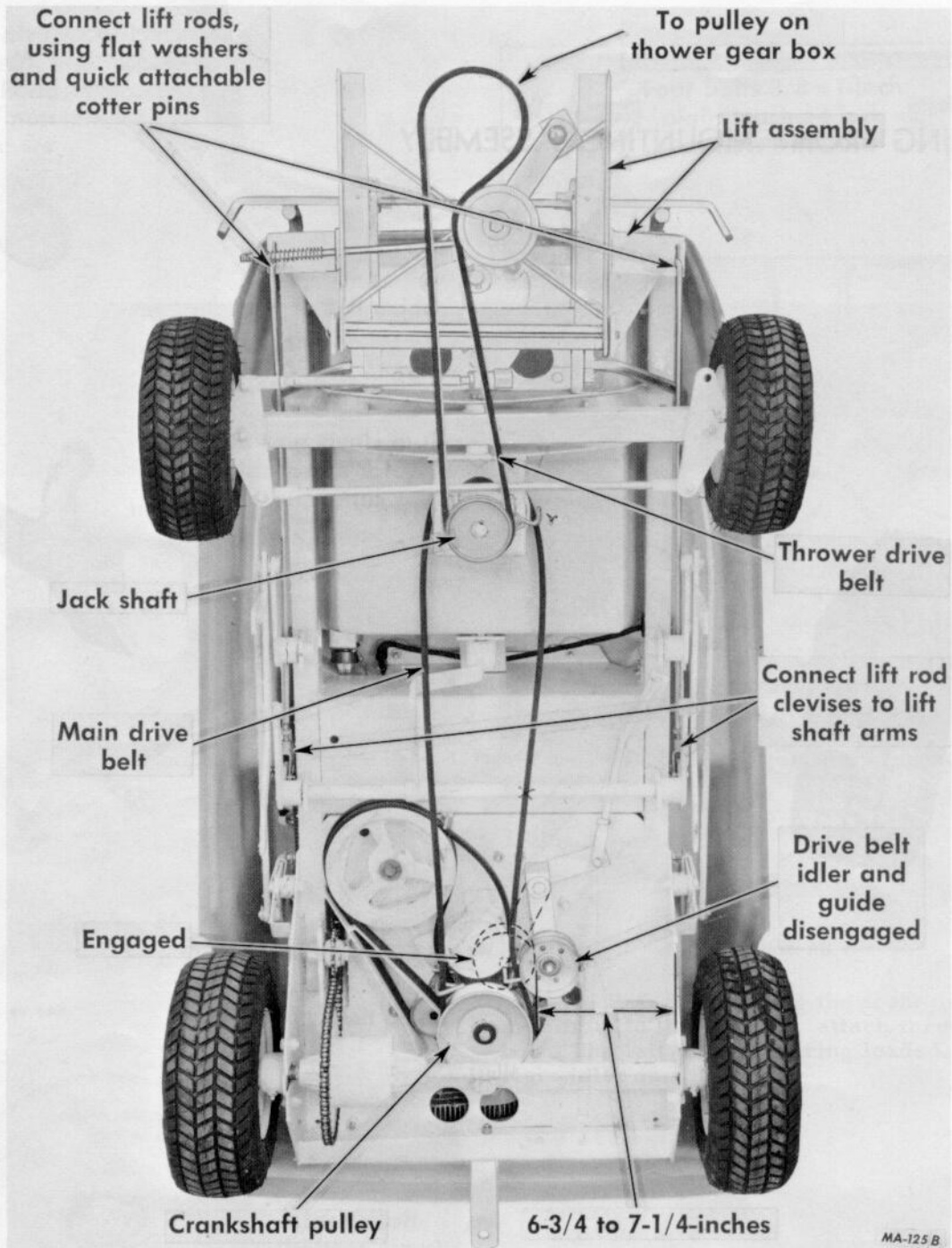
ATTACHING FRONT MOUNTING ASSEMBLY



Illust. 7

SETTING UP

THROWER DRIVE BELT, MAIN DRIVE BELT, AND LIFT RODS



Illust. 8

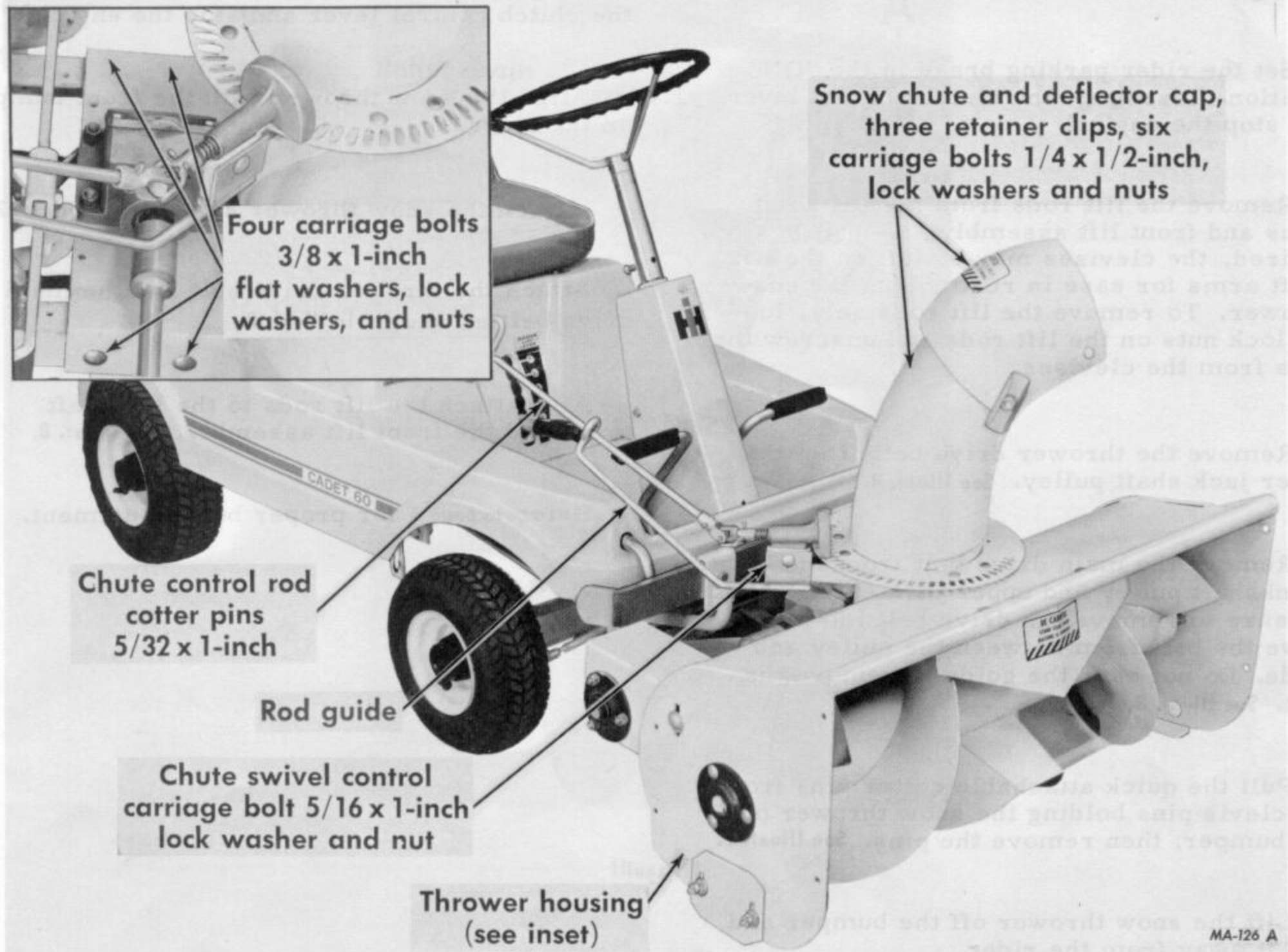
Note: Be sure lift rods are of equal length before attaching. Readjust clevises if necessary.

Note: Attach thrower drive belt to lower pulley of jack shaft.

Attach the main drive belt to the upper pulley of the jack shaft and to the lower crankshaft pulley. Be sure to remove drive belt idler when attaching belt to crankshaft pulley. Belt should run between idler and guide. Do not bend the guide to attach the belt.

SETTING UP

THROWER HOUSING, CHUTE, DEFLECTOR CAP, CHUTE SWIVEL CONTROL, AND CHUTE CONTROL ROD



Illust. 9

Note: After attaching thrower housing to front mounting assembly, attach the thrower drive belt to the pulley located under the gear box on the thrower housing.

Refer to page 4 for proper belt adjustment.

DETACHING AND ATTACHING

DETACHING

Drive the rider with the snow thrower to the storage location.

Set the rider parking brake in the "ON" position. Disengage the clutch control lever and stop the engine.

Remove the lift rods from the lift shaft arms and front lift assembly. **See Illust. 8.** If desired, the clevises may be left on the lift shaft arms for ease in reattaching the snow thrower. To remove the lift rods only, loosen the lock nuts on the lift rods and unscrew the rods from the clevises.

Remove the thrower drive belt from the lower jack shaft pulley. **See Illust. 8.**

Remove the main drive belt from the lower crankshaft pulley and upper jack shaft pulley. Be sure to remove the drive belt idler to remove the belt from between the pulley and guide. Do not bend the guide to remove the belt. **See Illust. 8.**

Pull the quick attachable cotter pins from the clevis pins holding the snow thrower on the bumper; then remove the pins. **See Illust. 7.**

Lift the snow thrower off the bumper and pull it away from the rider.

ATTACHING

Drive the rider into position and set the parking brake in the "ON" position. Disengage the clutch control lever and stop the engine.

Align the snow thrower with the front bumper on the rider.

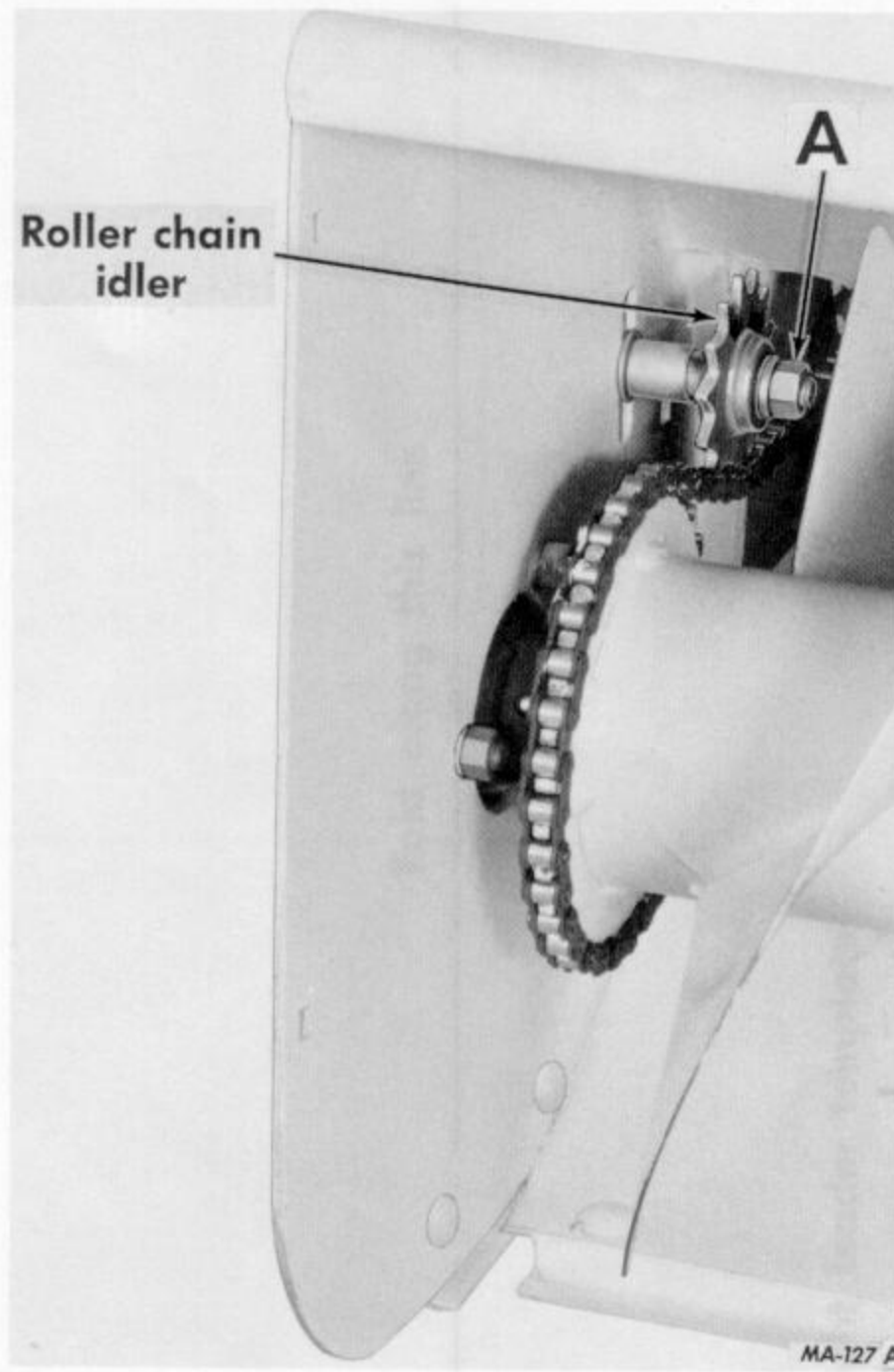
Attach the snow thrower as shown in **Illust. 7.**

Attach the thrower drive belt and the main drive belt as shown in **Illust. 8.**

Also attach the lift rods to the lift shaft arms and the front lift assembly. **See Illust. 8.**

Refer to page 4 for proper belt adjustment.

LUBRICATION



Illust. 11

Note: Once or twice a season, or every 5 hours, whichever comes first, apply a light coat of engine oil the full length of the chain.



DETACHING AND ATTACHING

DETACHING

Drive the rider with the engine running to the storage location.

Set the rider parking brake in the "ON" position. Disengage the clutch and stop the engine.

Remove the lift rods from the frame and front life assembly. If desired, the clevises may be removed from the front life assembly for ease in reassembly. To remove the lift rods, remove the lock nuts on the lift rods and slide them from the clevises.

Remove the thrower drive shaft from the rear jack shaft pulley.

Remove the main drive shaft from the rear jack shaft pulley and upper roller. Be sure to remove the drive shaft from the rear jack shaft pulley and upper roller before the main drive shaft is removed. See Figure 2.

Remove the main drive shaft from the rear jack shaft pulley and upper roller. Be sure to remove the drive shaft from the rear jack shaft pulley and upper roller before the main drive shaft is removed. See Figure 2.

Lift the main drive shaft from the rear jack shaft pulley and upper roller. Be sure to remove the drive shaft from the rear jack shaft pulley and upper roller before the main drive shaft is removed. See Figure 2.

Note: Once or twice a season, or every 2 hours, whichever ever comes first, apply a light coat of engine oil to the full length of the chain.

ATTACHING

Drive the rider into position and set the parking brake in the "ON" position. Disengage the clutch and stop the engine.

Attach the main drive shaft to the rear jack shaft pulley and upper roller. See Figure 2.

Attach the thrower drive shaft to the rear jack shaft pulley. See Figure 2.

Attach the lift rods to the lift shaft. See Figure 2.

Adjust the tension of the lift rods. See Figure 2.

Adjust the tension of the thrower drive shaft. See Figure 2.

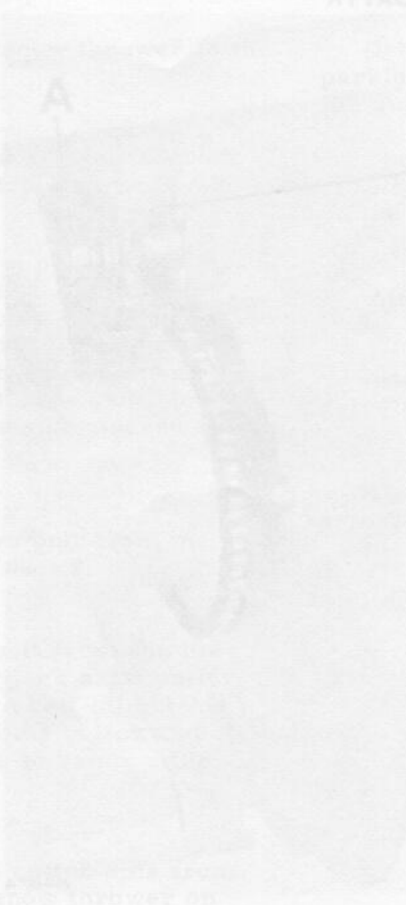
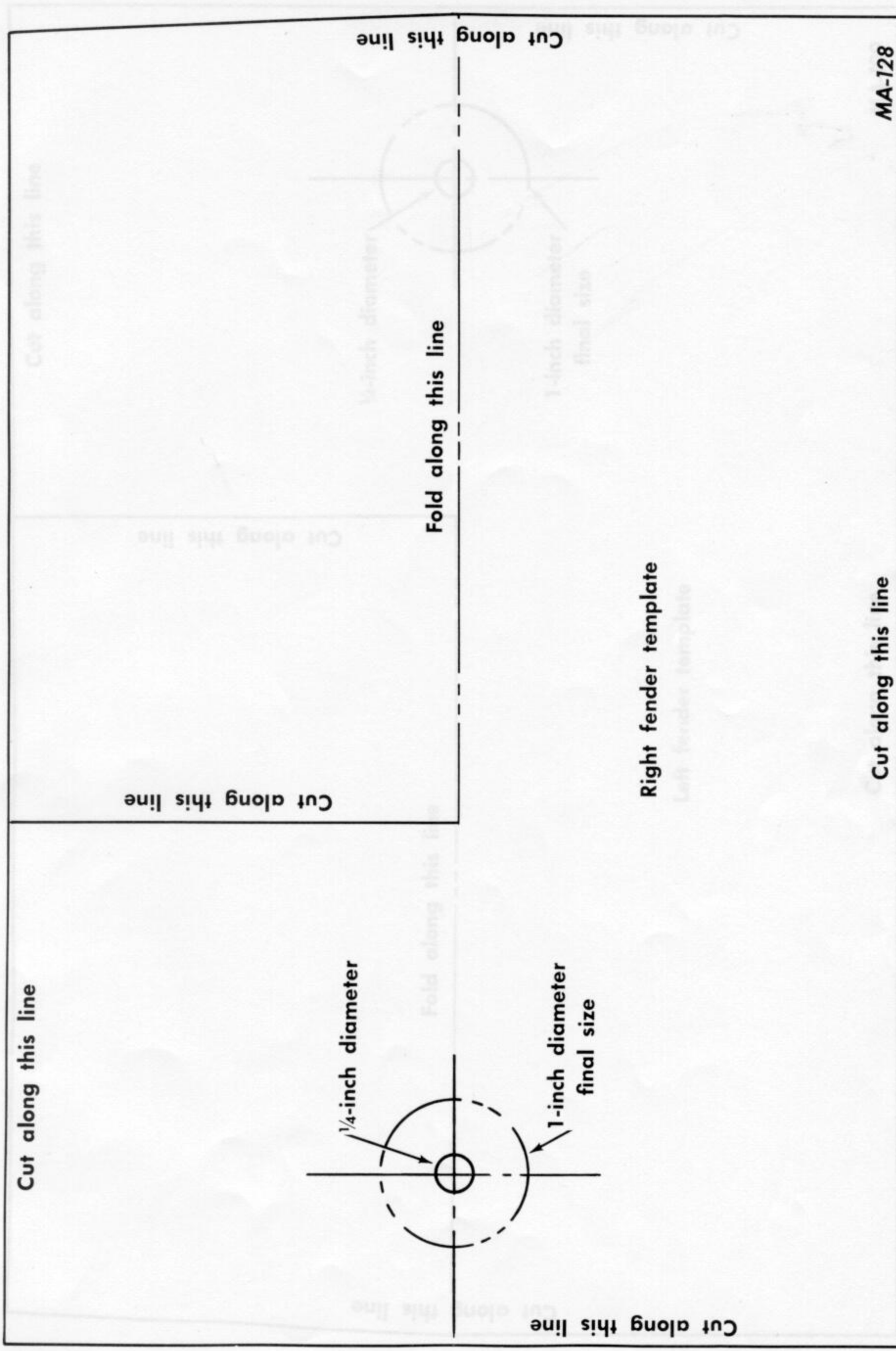


Figure 2



Cut along this line

1/4-inch diameter

1-inch diameter
final size

Cut along this line

Fold along this line

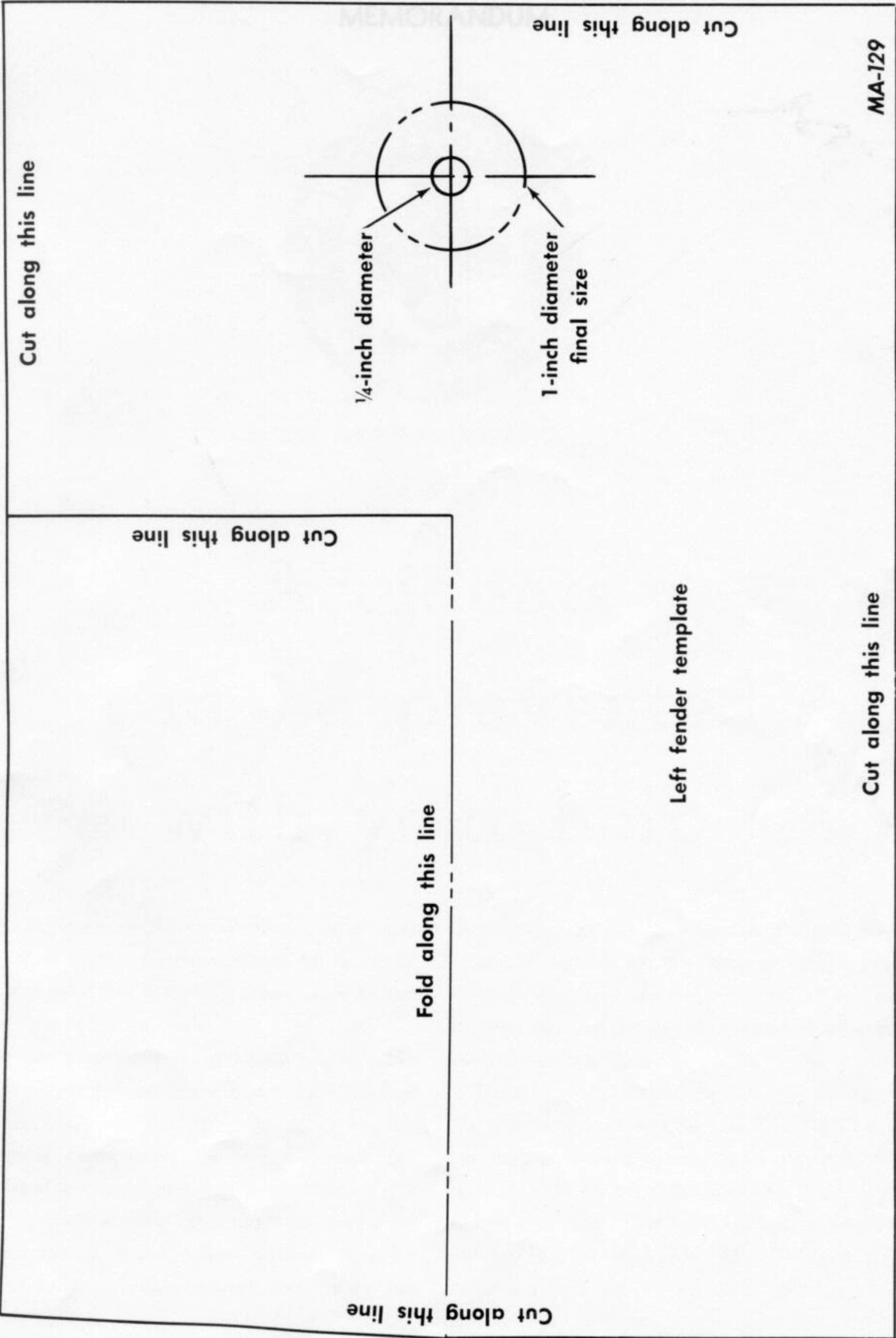
Cut along this line

Right fender template

Cut along this line

MA-128





MA-129

Left fender template

Cut along this line

WV-136

Cut along this line

Cut along this line

Let teacher assemble



Cut along this line

Cut along this line

Cut along this line

Cut along this line

MEMORANDUM



MEMBER, NATIONAL SAFETY COUNCIL

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 it 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 in 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.

Price \$1.00

MEMORANDUM



MEMBER, NATIONAL SAFETY COUNCIL

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.

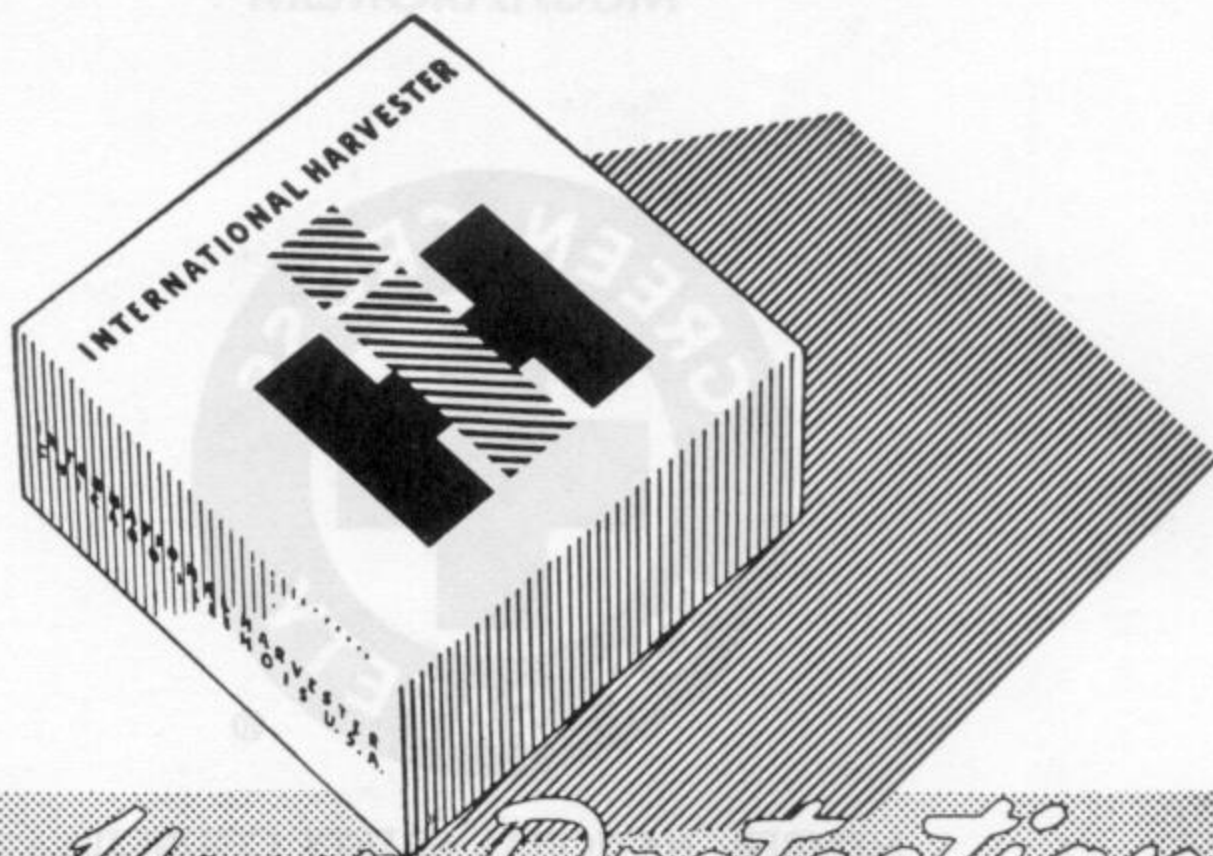
To read accident reports from all over the country is to be convinced that a large number of accidents can be prevented only by the operator anticipating the result before the accident is caused and doing something about it. No power-driven equipment, whether it be transportation or processing, whether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

Price \$1.00



For Your Protection

Use IH Parts

TO THE OWNER—

You have just purchased one of the finest pieces of equipment available today. You can look forward to years of good service because International Harvester machines are designed better and built better to last longer.

When you need to purchase replacement parts or have your equipment serviced, we will be here, ready to serve you.

We stock genuine IH parts—the parts that are designed for your equipment, not just made for it.

We also offer you IH Blue Ribbon Service—the service that puts your equipment back to work in minimum time at an economical cost. We are here to serve you—call on us in the future.

Sincerely,

Your IH dealer