

SHOP MANUAL

CASE/INTERNATIONAL

MODELS 235, 235H, 245, 255, 265 & 275

The tractor model number and product identification (serial) number is on a plate located on the right side of the front frame rail. The engine serial number is stamped into the injection pump mounting pad on right side of engine. Serial number of the ROPS (Roll Over Protective Structure) is located on right side of structure. On some models, the transmission serial number is stamped into the right of case.

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DUAL DIMENSIONS

This service manual provides specifications in both U.S. Customary and Metric (SI) systems of measurement. The first specification is given in the measuring system perceived by us to be the preferred system when servicing a particular component, while the second specification (given in parenthesis) is the converted measurement. For instance, a specification of 0.011 inch (0.28 mm) would indicate that we feel the preferred measurement in this instance is the U.S. Customary system of measurement and the Metric equivalent of 0.011 inch is 0.28 mm.

CONDENSED SERVICE DATA

	Models				
	235, 235H	245	255	265	275
GENERAL					
Engine Make	Mitsubishi				
Engine Model	K3B	K3D	K3E	K3H	K3M
Number of Cylinders	3				
Bore	68 mm (2.677 in.)	73 mm (2.874 in.)	76 mm (2.992 in.)	78 mm (3.071 in.)	84 mm (3.307 in.)
Stroke	78 mm (3.071 in.)			90 mm (3.543 in.)	
Displacement	849 cc (51.81 cu.in.)	979 cc (59.74 cu.in.)	1061 cc (64.75 cu.in.)	1290 cc (78.72 cu.in.)	1496 cc (91.29 cu.in.)
Compression Ratio	23:1				
TUNE-UP					
Firing Order	1-3-2				
Valve Clearance, Cold —					
Inlet	0.25 mm (0.010 in.)				
Exhaust	0.25 mm (0.010 in.)				
Valve Face and Seat Angle —					
Inlet	45°				
Exhaust	45°				
Injector —					
Opening Pressure	10,789-12,749 kPa (1565-1849 psi)		14,714-16,672 kPa (2134-2418 psi)		
Engine Low Idle	900-950				
Engine High Idle	2825-2900				2825-2880
Engine Rated Speed	2700	2700	2800	2700	2700
Battery —					
Voltage	12				
Ground	Negative				
Transmission —					
Types Available	*	†	†	†	‡
Speeds —					
Sliding gear	6F - 2R	.....			.....
Hydrostatic	Variable × 2	.....			.....
Constant mesh .....	....	9F - 3R			....
Synchronesh	9F - 3R				
SIZES					
Crankshaft Main Journal					
Diameter	52 mm (2.0472 in.)		57 mm (2.44 in.)		
Crankshaft Crankpin					
Diameter	42 mm (1.6535 in.)		48 mm (1.890 in.)		
Piston Pin Diameter	19 mm (0.905 in.)		23 mm (0.905 in.)		
Valve Stem Diameter	6.6 mm (0.2598 in.)		8.0 mm (0.3150 in.)		

CONDENSED SERVICE DATA (CONT.)

	235, 235H	245	Models 255	265	275
CLEARANCES					
Main Bearing, Diametral Clearance, Maximum			0.1 mm (0.004 in.)		
Rod Bearing Diametral Clearance, Maximum			0.15 mm (0.006 in.)		
Camshaft Bearing, Diametral Clearance, Maximum — Front			0.15 mm (0.006 in.)		
Crankshaft End Play, Maximum			0.1 mm (0.004 in.)		

	235, 235H	245	Models 255	265	275
CAPACITIES					
Cooling System	6 L (6.34 qt.)	5.3 L (5.6 qt.)	5.8 L (6.1 qt.)	6 L (6.34 qt.)	
Crankcase With Filter	3.5 L (3.70 qt.)	4.5 L (4.8 qt.)	4.7 L (5.0 qt.)		
Transmission — Constant Mesh .....	....	20 L (5.3 gal.)	46 L (12.2 gal.)	....
Sliding Gear	12 L (3.17 gal.)	....	....	....
Synchronized .....	....	25 L (6.6 gal.)	46 L (12.2 gal.)	#	
Hydrostatic	14 L (3.70 gal.)	....	....	....
Front Drive Axle	2.5 L (2.6 qt.)	3.5 L (3.7 qt.)	....	7.3 L (7.7 qt.)	

* Model 235 is equipped with a sliding gear transmission and 235H model is equipped with a hydrostatic transmission. Both the sliding gear transmission and the variable speed (F/R) hydrostatic transmission are coupled to a two speed, range transmission.

† Models 245, 255 and 265 may be equipped with either a constant mesh transmission or a synchromesh transmission. Both constant mesh and synchromesh transmissions are coupled to a three speed range transmission, which provide 9 forward and 3 reverse speeds. The constant mesh transmission is used without live pto; the synchromesh transmission is used with live pto.

‡ Model 275 tractors are equipped with a three forward and 1 reverse speed synchromesh transmission coupled to a three speed range transmission, which provides 9 forward and 3 reverse speeds.

On 275 models, capacity of the gear transmission is 6.5 L (1.7 gal.), capacity of the range transmission is 19 L (5.0 gal.), and capacity of the rear axle gear case is 3 L (0.8 gal.) for each side.

FRONT AXLE SYSTEM (TWO-WHEEL DRIVE)

TIRES, WHEELS AND BEARINGS

All Two-Wheel-Drive Models

1. The front wheel bearings should be removed, cleaned, inspected and renewed or repacked with grease every 1000 hours of operation. To remove front wheel hub and bearings, raise and support the front axle, unbolt and remove the tire and wheel assembly, then remove cap (1—Fig. 1 or Fig. 2). On 235 and 235H models, straighten locking washer (3—Fig. 1), then remove nut (2) and lockwasher. On all except 235 and 235H models, remove cotter pin, castellated nut (2—Fig. 2), and washer (3). On all models, use a suitable puller to remove the hub assembly from spindle axle shaft. Seal (8—Fig. 1 or Fig. 2) and inner bearing (6) will remain on spindle. Pack wheel bearings liberally with a suitable wheel bearing grease, such as Case IH 251 HEP.

Reassemble by reversing disassembly procedure. On 235 and 235H models, install new locking washer (3—Fig. 1) and tighten nut (2) to 39-58 N·m (28-43 ft.-lbs.) torque, loosen nut until the rolling torque of wheel hub (5) is 0.6-0.8 N·m (6-7 in.-lbs.), then lock

position of nut with tab of locking washer (3) and install cap (1). Tighten bolts retaining front wheel to hub to 118-132 N·m (87-98 ft.-lbs.) torque.

On all except 235 and 235H models, tighten castellated nut (2—Fig. 2) to 39-58 N·m (28-43 ft.-lbs.) torque, loosen nut until the rolling torque of wheel hub (5) is 0.6-0.8 N·m (6-7 in.-lbs.), then lock position of nut with cotter pin and install cap (1). Tighten bolts retaining front wheel to hub to 83-93 N·m (61-69 ft.-lbs.) torque.

Rear wheel to axle hub bolts and rear axle stud nuts for 235 and 235H models should be tightened to 118-132 N·m (87-98 ft.-lbs.) torque. On 245, 255 and 275 models, the rear wheel to axle hub bolts should be tightened to 118-132 N·m (87-98 ft.-lbs.) torque and nuts securing rear wheel rim to wheel disc should be tightened to 152-172 N·m (112-127 ft.-lbs.) torque. Rear wheel disc to axle hub and rear wheel rim to wheel disc nuts should be tightened to 152-172 N·m (112-127 ft.-lbs.) torque for 265 models.

On all models, lug bolt torque for all wheels should be checked after the first 10 hours of operation following installation and every 100 hours thereafter.

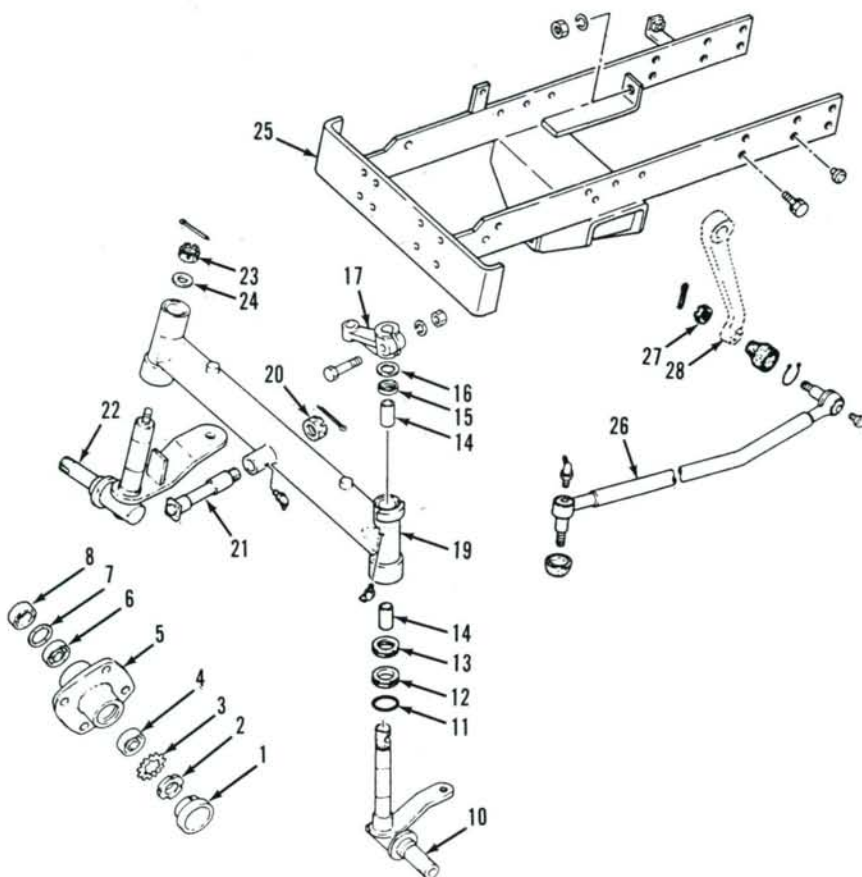


Fig. 1—Exploded view of front axle used on 235 models. Drag link (26) attaches to arm (17) and tie rod connects arms attached to the spindles (10 & 22).

- | | |
|-----------------------|----------------------|
| 1. Cap | 15. Seal |
| 2. Nut | 16. Washer |
| 3. Tab washer | 17. Steering arm |
| 4. Outer ball bearing | 19. Axle main member |
| 5. Wheel hub | 20. Nut |
| 6. Inner ball bearing | 21. Axle pivot |
| 7. Spacer | 22. Right spindle |
| 8. Seal | 23. Nut |
| 10. Left spindle | 24. Washer |
| 11. "O" ring | 25. Front frame |
| 12. Spacer | 26. Drag link |
| 13. Thrust bearing | 27. Nut |
| 14. Bushings | 28. Steering arm |

MODELS 235, 235H, 245, 255, 265 & 275

Paragraph 1 (Cont.)

Some wheels can be reversed to change tread width on some tractor models, but certain wheels should only be installed one way and should not be reversed. Check with wheel or tractor manufacturer if proper installation method is not known. Refer to the following specifications for recommended inflation pressures. Actual air pressure should be adjusted to conform to the load on the tire and ground condition.

Two-Wheel Drive 235 and 235H

- Front —
- Tire size 18 x 7.00-8-4 ply
 - Tread type PD (G2)
 - Max. Inflation Pressure 200 kPa (28 psi)
 - Rim size 5.50-8
 - Tire size 4.00-9-4 ply
 - Tread type F2
 - Max. Inflation Pressure 320 kPa (46 psi)
 - Rim size 3.00D-9DT
 - Tire size 4.50-10-4 ply
 - Tread type FSR
 - Max. Inflation Pressure 300 kPa (42 psi)
 - Rim size 3.00D-10
 - Tire size 5.00-10-4 ply
 - Tread type FSR
 - Max. Inflation Pressure 280 kPa (40 psi)
 - Rim size 3.00D-10
 - Tire size 20 x 8.00-10-4 ply
 - Tread type PD (G2)

- Max. Inflation Pressure 160 kPa (24 psi)
- Rim size 6.00I-10
- Rear —
- Tire size 8-16-4 ply
- Tread type FSLH
- Max. Inflation Pressure 100 kPa (14 psi)
- Rim size W6-16
- Tire size 8-18-4 ply
- Tread type FSLH
- Max. Inflation Pressure 83-159 kPa (12-23 psi)
- Rim size W6-18
- Tire size 9.5-18-4 ply
- Tread type FD
- Max. Inflation Pressure 83-138 kPa (12-20 psi)
- Rim size W8-18

Two-Wheel Drive 245 and 255

- Front —
- Tire size 20 x 8.00-10-4 ply
 - Tread type PD
 - Max. Inflation Pressure 165 kPa (24 psi)
 - Rim size 6.00I x 10DT
 - Tire size 24 x 8.50-14-4 ply
 - Tread type PD1
 - Max. Inflation Pressure 165 kPa (24 psi)
 - Rim size 7JA-14
 - Tire size 4.00-15-4 ply
 - Tread type F2
 - Max. Inflation Pressure 360 kPa (52 psi)

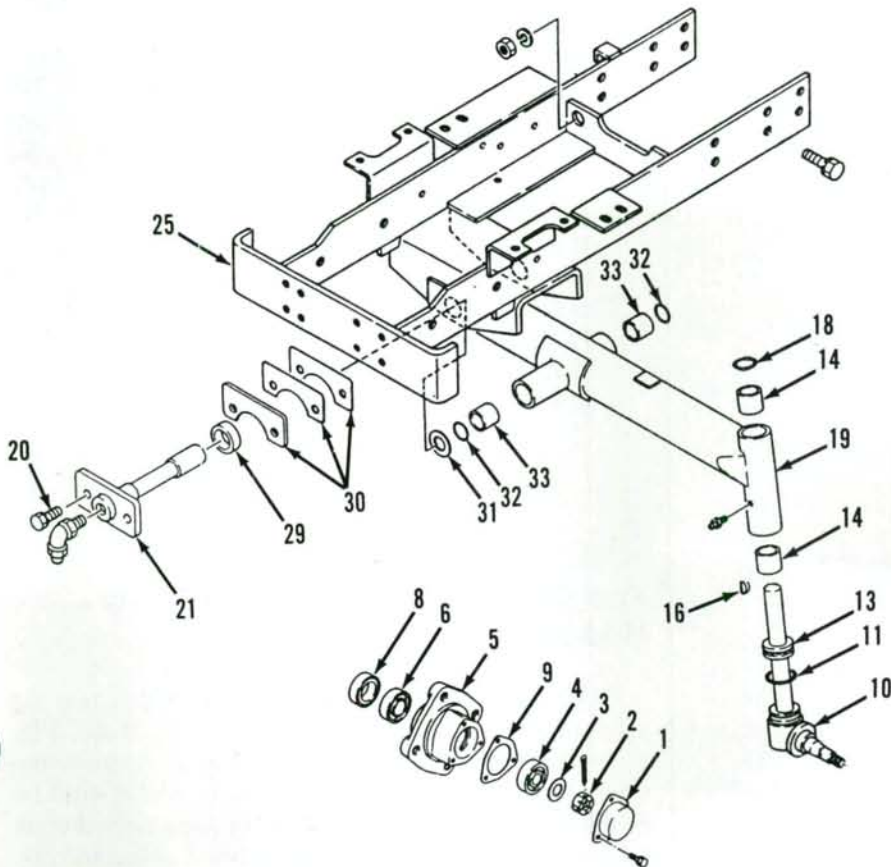


Fig. 2—Exploded view of front axle typical of some 245 and 255 models. Refer to Fig. 3 for models with adjustable tread axle. Upper steering arms, drag link and related parts for non-adjustable axle are similar to those shown in Fig. 3.

- 1. Cap
- 2. Nut
- 3. Washer
- 4. Outer ball bearing
- 5. Wheel hub
- 6. Inner ball bearing
- 8. Seal
- 9. Gasket
- 10. Left spindle
- 11. "O" ring (38 mm)
- 13. Thrust bearing
- 14. Bushings
- 16. Woodruff key
- 18. "O" ring (25 mm)
- 19. Axle main member
- 20. Screws
- 21. Axle pivot
- 25. Front frame
- 29. Collar
- 30. Shims
- 31. Washer
- 32. "O" rings (25 mm)
- 33. Bushings

Paragraph 2

CASE/INTERNATIONAL

Rim size	3.00D × 15
Tire size	5.00-15-4 ply
Tread type	F2
Max. Inflation Pressure	300 kPa (44 psi)
Rim size	3.00D × 15
Tire size	5.90-15-4 ply
Tread type	FI2
Max. Inflation Pressure	245 kPa (36 psi)
Rim size	4.00E-15
Rear —	
Tire size	13.6-16-4 ply
Tread type	PD1
Max. Inflation Pressure	75-100 kPa (11-14 psi)
Rim size	W12 × 16
Tire size	9.5-24-4 ply
Tread type	R1
Max. Inflation Pressure	85-135 kPa (12-20 psi)
Rim size	W7 × 24
Tire size	11.2-24-4 ply
Tread type	R1
Max. Inflation Pressure	85-125 kPa (12-18 psi)
Rim size	W9-24

Two-Wheel Drive 265

Front —

Tire size	24 × 8.50-14-4 ply
Tread type	PD1
Max. Inflation Pressure	165 kPa (24 psi)
Rim size	7JA-14
Tire size	5.50-16-4 ply
Tread type	F2
Max. Inflation Pressure	275 kPa (40 psi)
Rim size	4.00E-16

Rear —

Tire size	355/80D20-4 ply
Tread type	PD1
Max. Inflation Pressure	70-100 kPa (10-14 psi)
Rim size	W11-20
Tire size	12.4-24-4 ply
Tread type	R1
Max. Inflation Pressure	85-110 kPa (12-16 psi)
Rim size	W10-24
Tire size	11.2-28-4 ply
Tread type	R1
Max. Inflation Pressure	85-125 kPa (12-18 psi)
Rim size	W10-28
Tire size	11.2-36-4 ply
Tread type	R1
Max. Inflation Pressure	85-125 kPa (12-18 psi)
Rim size	W10-36

Two-Wheel Drive 275

Front —

Tire size	24 × 8.50-14-4 ply
Tread type	PD1
Max. Inflation Pressure	165 kPa (24 psi)
Rim size	7JA × 14
Tire size	5.00-15-4 ply

Tread type	AG
Max. Inflation Pressure	255 kPa (37 psi)
Rim size	3.00D × 15
Tire size	5.90-15-4 ply
Tread type	ES
Max. Inflation Pressure	215 kPa (31 psi)
Rim size	4.00E × 15DC
Tire size	212/80D15-4 ply
Tread type	PD1
Max. Inflation Pressure	165 kPa (24 psi)
Rim size	7JA × 15
Tire size	27 × 8.50-15-4 ply
Tread type	G2
Max. Inflation Pressure	205 kPa (30 psi)
Rim size	7JA × 15
Tire size	5.50-16-4 ply
Tread type	F2
Max. Inflation Pressure	275 kPa (40 psi)
Rim size	4.00E × 16
Tire size	6.00-16-4 ply
Tread type	F2
Max. Inflation Pressure	250 kPa (36 psi)
Rim size	4.00 × 16

Rear —

Tire size	18.4-16.1-4 ply
Tread type	G2
Max. Inflation Pressure	85 kPa (12 psi)
Rim size	16 LB × 16.1
Tire size	355/80D20-4 ply
Tread type	PD1
Max. Inflation Pressure	70-95 kPa (10-14 psi)
Rim size	W11 × 20
Tire size	11.2/10-24-4 ply
Tread type	ES
Max. Inflation Pressure	115 kPa (17 psi)
Rim size	W9 × 24
Tire size	12.4-24-4 ply
Tread type	R1
Max. Inflation Pressure	85-110 kPa (12-16 psi)
Rim size	W10 × 24
Tire size	13.6-24-4 ply
Tread type	R1
Max. Inflation Pressure	95 kPa (14 psi)
Rim size	W11 × 24

TIE ROD AND TOE-IN

Two Wheel Drive 235, 235H, 245 And 255 Models

2. A single tie rod connects left and right steering arms of spindles (10 and 22—Fig. 1, Fig. 2 and Fig. 3) for 235, 235H, 245 and 255 models. Automotive type ends are not adjustable for wear and should be renewed if worn. Tighten nuts attaching tie rod ends to steering arms to 59-88 N·m (43-65 ft.-lbs.) torque.

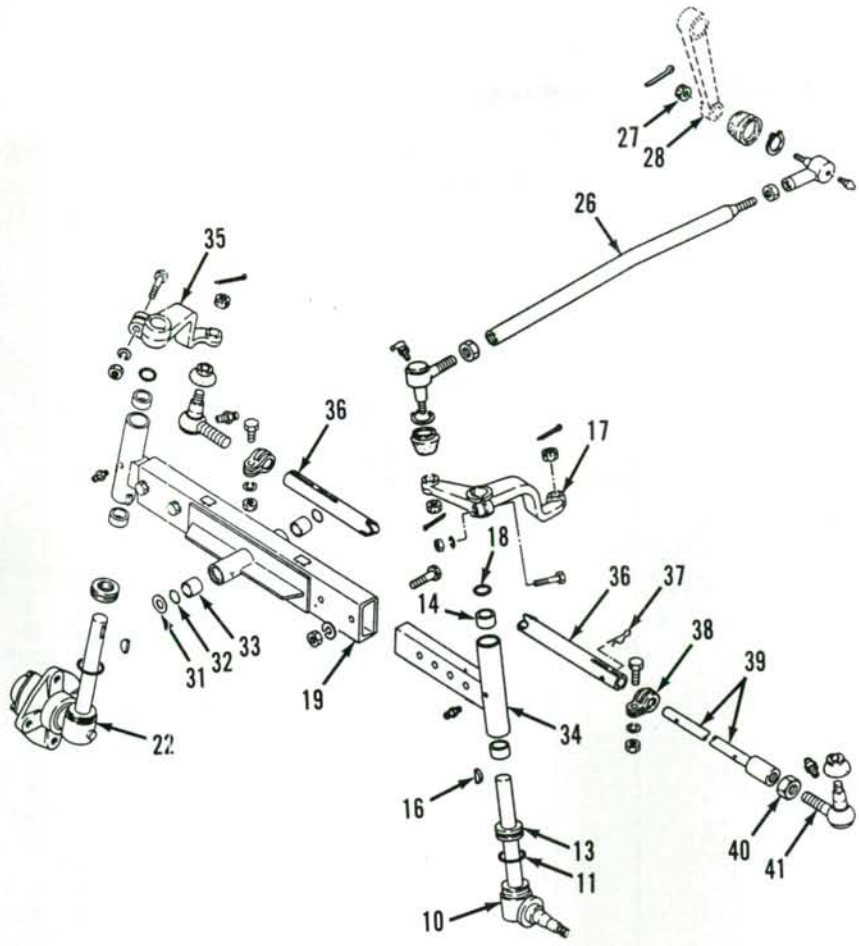


Fig. 3—Exploded view of adjustable axle used on some 245 and 255 models.

- 10. Left spindle
- 11. "O" ring
- 13. Thrust bearing
- 14. Bushing
- 17. Steering arm
- 18. "O" ring
- 19. Axle main member
- 22. Right spindle
- 26. Drag link
- 27. Nut
- 28. Steering arm
- 31. Washer
- 32. "O" ring
- 33. Bushing
- 34. Axle extension
- 35. Right steering arm
- 36. Tie rod outer tube
- 37. Pin
- 38. Clamp
- 39. Inner tie rod
- 40. Locknut
- 41. Rod end

Rod ends threaded into tie rod are used to adjust the distance between ends and establish front wheel toe-in. Recommended toe-in is 4-8 mm (3/16-5/16 in.) and should be measured between wheel rims on centerline of axle, parallel to ground. Rotate wheels and re-measure to be sure that wheels are not bent, giving incorrect reading. Tighten rod end jam nut (40—Fig. 3) to 59-88 N.m (43-65 ft.-lbs.) torque after toe-in is correctly set. Bolt for clamps (38) should be tightened to 25-29 N.m (18-22 ft.-lbs.) torque. Holes in tie rod tubes, pins (37) and clamps (38) are used to adjust length of tie rods when changing width of adjustable axle as outlined in paragraph 14.

Rod ends (41) threaded into left side tie rod are used to change distance between ends and make fine adjustments to the front wheel toe-in. Tie rod end threaded into outer tube has left hand thread, permitting adjustment by turning tubes after loosening the rod end locknuts. Recommended toe-in is 4-8 mm (3/16-5/16 in.) and should be measured between wheel rims on centerline of axle, parallel to ground. Rotate wheels and re-measure to be sure that wheels are not bent, giving incorrect reading. Tighten rod end jam nuts (40) to 59-88 N.m (43-65 ft.-lbs.) torque after toe-in is correctly set.

Two Wheel Drive 265 Model

3. On 265 models, one tie rod connects left steering arm (17—Fig. 4) to steering arm (28) and a second tie rod connects right steering arm (35). Automotive type ends are not adjustable for wear and should be renewed if worn. Holes for clamp bolts (37) in tie rods are used to adjust length of tie rods when changing adjustable axle width. It is important that both tie rods be adjusted to the same width and that width corresponds to the axle width. Refer to paragraph 14 when changing axle width.

Two Wheel Drive 275 Model

4. On 275 models, one tie rod connects left steering arm and spindle (10—Fig. 5) to the bellcrank (47—Fig. 6) and a second tie rod connects right steering arm. Automotive type ends are not adjustable for wear and should be renewed if worn. Rod ends (41) threaded into right side tie rod are used to adjust the distance between ends and establish front wheel toe-in. Tie rod end threaded into outer tube has left hand thread. Recommended toe-in is 4-8 mm (3/16-5/16 in.) and should be measured between wheel rims on centerline of axle, parallel to ground. Rotate wheels and re-measure to be sure that wheels are not bent, giving

incorrect reading. Tighten rod end jam nut (40) to 59-88 N.m (43-65 ft.-lbs.) torque after toe-in is correctly set. Holes for clamp bolts (37) in tie rod are used to adjust length of tie rods when changing adjustable axle width. Clamp bolts (37) should be tightened to 29-34 N.m (22-25 ft.-lbs.) torque.

SPINDLES AND BUSHINGS

Two Wheel Drive 235 Model

5. To remove spindle (10—Fig. 1) from left side, first raise and support axle on left side, then remove wheel

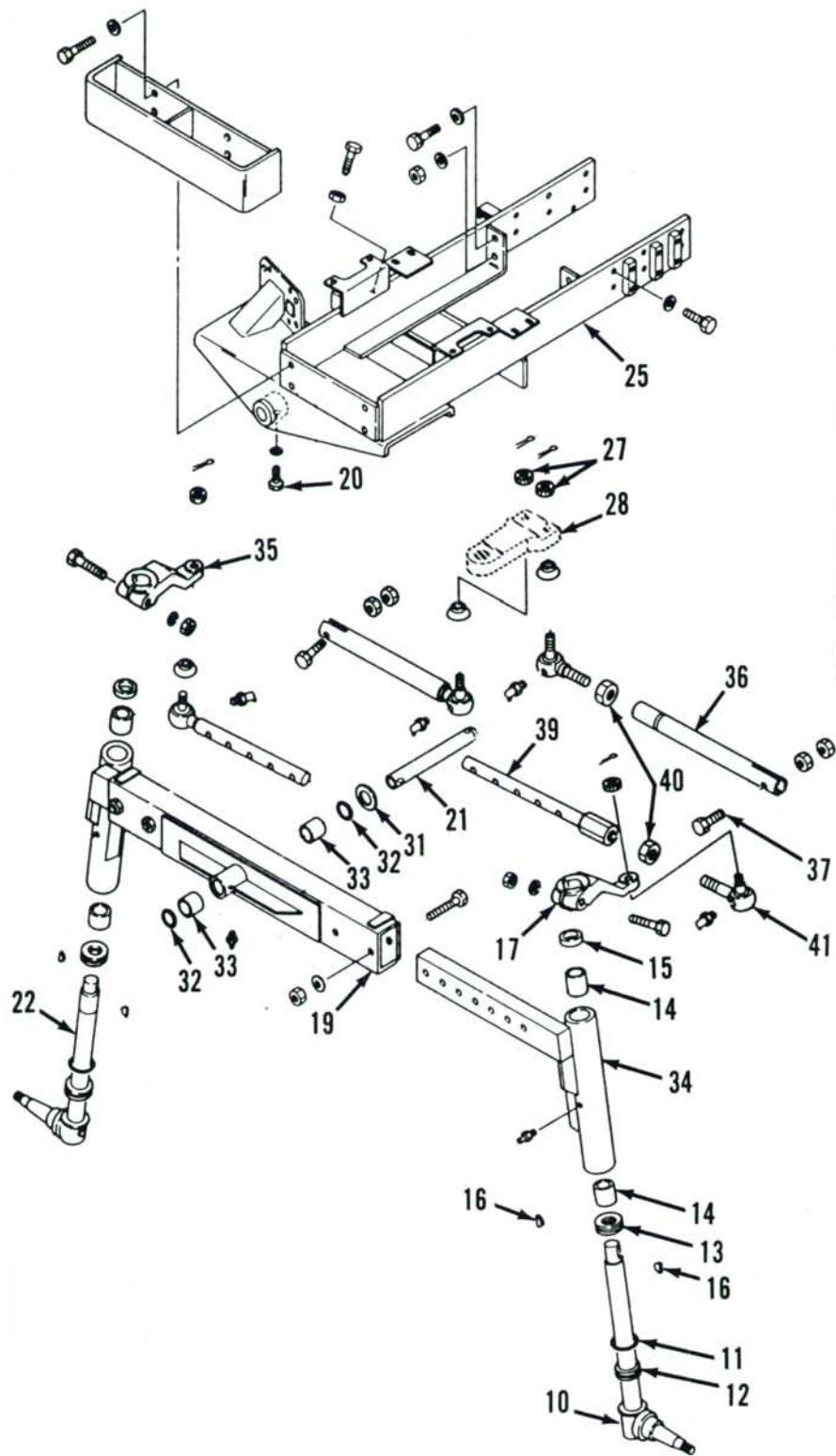


Fig. 4—Exploded view of adjustable axle used on 265 models. Axle is offset to right side of engine centerline.

- | | |
|--------------------------------|------------------------|
| 10. Left spindle | 25. Front frame |
| 11. "O" ring | 27. Nut |
| 12. Spacer | 28. Steering arm |
| 13. Thrust bearing | 31. Washer |
| 14. Bushings | 32. "O" rings (29 mm) |
| 15. Seal | 33. Bushings |
| 16. Woodruff keys | 34. Axle extension |
| 17. Left steering arm | 35. Right steering arm |
| 19. Axle main member | 36. Tie rod outer tube |
| 20. Pivot pin | 37. Tie rod clamp bolt |
| 21. Axle pivot retaining screw | 39. Inner tie rod |
| 22. Right spindle | 40. Locknut |
| | 41. Rod end |