



International Harvester Collectors • Chapter #23

# ALABAMA

## Summer 2012

### Show Season Off to a Fine Start



Bonnie Brannan (#413) honored the memory of her father, J.R. Hamrick (#66), with a second successful show at Hanceville since his death. Here she presents the Hershel Needham trophy to Conrad Bell (#366). Bonnie had a lot of help from Charles Allen (#334) and Sherman Roberts (#2).



This past May, the Elmore show played host to the Alabama Chapter #23 State Show for 2012. The turnout of tractors, displays, and visitors was excellent and a real boost for the local Fire Department. (Above) Chapter #23 directors, officers, and members gather for our second meeting of the year.



# President's Toolbox

by Sherman Roberts

I want to thank everyone that helped to make our Alabama IH State Show at Elmore a great success. A special thanks to Gene Jones (#297) who brought eleven tractors to the show. Also, a special thanks to Joe Mims (#324) for bringing 10 hand cranked tractors to Elmore. Randy Bodine (#171) and Robert Bodine (#170) had 8 tractors with large pictures showing each tractor in use. Randy brought a cotton picker like one his family had used in earlier years. Thanks to all the other tractor exhibitors for the very nice restorations and unique tractors that were displayed. A special thanks to Bart Mercer from Elmore for helping coordinate all the show activities. The catfish meal on Friday night for exhibitors and vendors was very delicious. The Alabama IH State Show at Elmore had something for everyone.

The show at Point Mallard was good again this year. It was great to see Bob (#27) and Beth Evans at this beautiful State Park. Point Mallard has fun for the whole family.

The Moulton Courthouse Square show was good again this year under the direction of Dwight Vanderford (#28). It is nice to visit under the shade of the big oak trees around the courthouse. Several of our tractor buddies turned



**Sherman Roberts in his first year as Chapter President with the "Best of Show" trophy he won for his '47 Farmall Cub at our first State Show at Point Mallard in 1998.**

out for the show at Double Springs.

The Hanceville Show was very good this year. Bonnie Brannan (#413) and Charles Allen (#334) did a good job of keeping this show going. They are already planning for show number 15 at Hanceville. So, make plans to be at Hanceville next year and help keep the dream alive. I know that J.R. Hamrick (#66) was smiling down on the efforts to keep this good show going. Congratulations to Conrad Bell (#366) for receiving the Hershel Needham (#40) Memorial Trophy at Hanceville. Conrad Bell does his part to make our shows great.

Our Next Meeting of Chapter 23 is at Tannehill State Park on July 14, 2012. Please take note of this date. The show cards were printed with the wrong date on them.

There is a \$3 admission to the State Park for everyone. Please plan to attend this meeting and bring a tractor or engine. Tannehill has one of the largest antique engine shows in the state of Alabama.

In closing, I want to thank everyone from the bottom of my heart for the last 15 years. I have enjoyed serving as your President of Chapter 23. I cherish all the great friends I have made along the way. I wish the Best for Our Chapter 23.

Thanks!!!! Be Careful and Practice Safety.

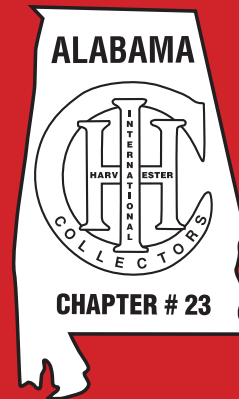
The Toolbox is on the shelf.

*Sherman*



**In one of his final duties as President, Sherman poses with the new Miss Alabama, Anna Laura Bryan from Decatur, at the Nauvoo show in June.**

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## Directors

**Randy Bodine '12**  
**Jimmy Kilgore '12**  
**Clay Nordan '12**  
**Charles Allen '13**  
**Conrad Bell '13**  
**Dwight Vanderford '13**  
**Joe Criswell '14**  
**Hal Hoaglin '14**  
**Sherman Roberts '14**

## Advisors

**Doys Jones**  
**Preston Jones**  
**Larry Lemmond**

## Officers

**Sherman Roberts**  
**President**  
**Ray Best**  
**Vice-President**  
**Clay Nordan**  
**Secretary/Treasurer**  
**Newsletter Editor**

**"To promote collecting, and restoration, and to preserve, research, and complete the history of the International Harvester Company."**

**Minutes of AL Chapter #23  
International Harvester Collectors  
Directors Meeting at  
Elmore AL Show  
11:00 a.m., May 19, 2012**

<u>7 Directors present</u>	<u>1 Advisor present</u>
Charles Allen	Larry Lemmond
Conrad Bell	
Randy Bodine	<u>5 Visitors present</u>
Joe Criswell	Richard Greer
Jimmy Kilgore	Wayne Lockhart
Clay Nordan	Ronnie Lott
Sherman Roberts	Gerald Stamps
	Donnie Wedgeworth
<u>18 Members present</u>	
Vincent Baham	Gerald Keeton
Gary Bell	Flora Kilgore
Robert Bodine	Les Mack
James Buckley	Joe Mims
Mike Gallahar	Noah O'Neal
Bill Hare	O'Neal Samuels
Dean Higgins	Carey Thompson
Wiley Johnson	Gene Young
Gene Jones	Rob Young

The meeting was called to order by president Sherman Roberts and he began the meeting with an invocation.

The first agenda item was Clay's report. He had no additions to the minutes as published in the recent newsletter. He said that the chapter account currently stands at \$3700 and the current number of active members is 227. New members joining today are not in this number.

Sherman thanked everyone from Elmore for hosting the well-attended show today. Wiley Johnson, of the Southern Antique Iron Association, thanked Chapter #23 for selecting Elmore as the host show for 2012 and said that they appreciated the good showing from the chapter. Bart Mercer of the Elmore Volunteer Fire Department echoed Wiley's remarks and expressed the fire department's gratitude to Chapter #23.

Sherman reminded everyone that our State Show for 2013 will be at Joe Criswell's Snead CASE/IH show in April. Also, the 2012 Red Power Roundup will take place in Du Quoin, Illinois on July 19, 20, & 21.

Bids are open for hosts for our 2014 State Show and Marvin Putman of Piney Chapel has already put in their bid. Following Sherman's announcement about Piney Chapel's bid, Richard Greer spoke up to say that he wanted to put in a bid for the Eva show for 2014. So that makes 2 bids

for 2014 so far.

Sherman then went over our remaining meeting sites for 2012. Our next meeting will be at Tannehill State Park near Bessemer, AL on July 14. The final meeting of the year will be at Morgan County Fairgrounds on October 6.

Sherman then went over the very successful fund raiser that the Louisiana chapter recently finished. It involved raffling off a restored Farmall H. They took the tractor to several shows before doing their drawing and they ended up selling enough \$5 tickets to clear \$8000. He said that each chapter member was responsible for selling 10 tickets, but they sold many more in addition.

Sherman proposed that Chapter #23 do the same thing to bring in new funds to the chapter account. He said that if no one has any objection, he would begin to look into the feasibility of doing a similar project and will report back after doing a little research.

He said that his initial thought is to find a Cub to restore, because of its universal appeal. Sherman also said that he would be glad to coordinate the restoration and raffle as his first project for the chapter after stepping down as president.

There were no objections to Sherman's idea, so he said that he would provide more information at the Tannehill meeting in July.

The final business for the meeting was the awarding of State Show plaques. The winner for most stationary engines, the oldest engine, and the engine from farthest away went to Gerald Stamps. Joe Mims won for oldest running tractor with his 1919 IHC Titan. The award for most tractors brought to the show (11) went



**Joe Mims (#324) of Clanton with his 1919 IHC 10-20 Titan. Joe won the plaque for oldest running tractor at the State Show at Elmore.**

## Financial Report

<b>Net Assets, July, 2012.....</b>	<b>4239.95</b>
<u><b>Income</b></u>	
<b>Dues Collected.....</b>	<b>250.00</b>
<b>Subtotal.....</b>	<b>250.00</b>
<u><b>Expenses</b></u>	
<b>Newsletter.....</b>	<b>563.75</b>
<b>National Dues Paid.....</b>	<b>150.00</b>
<b>State Show Plaques .....</b>	<b>75.75</b>
<b>Subtotal.....</b>	<b>789.50</b>
<b>Net Assets, March 2012 .....</b>	<b>\$3700.45</b>
<u><b>Current Balances</b></u>	
<b>Regions Checking .....</b>	<b>236.27</b>
<b>Credit Union Checking.....</b>	<b>23.92</b>
<b>Total Checking.....</b>	<b>260.19</b>
<b>Credit Union Savings .....</b>	<b>3440.26</b>
<b>Total Operating Balance. ....</b>	<b>\$3700.45</b>

to Gene Jones. And the winner for tractor that came the farthest distance (168 miles) was Robert Bodine.

The meeting ended with Sherman going around the circle and asking anyone who wanted to promote an upcoming show to do so.

Among the shows spoken for were: Point Mallard, Morgan City, and Hanceville. Sherman asked that we support Winfield Mule Days this year with good attendance.

A representative of the Greenville show, on October 27, gave a colorful description of the demonstrations that will take place there, and charmed everyone with his distinctive soft south Alabama accent, which those of us from north of Montgomery don't get to hear too often anymore.

Finally, a representative of the East Alabama Tractor Club promoted the show at Wedowee, in Randolph County, on the last Saturday in August.

The last agenda item was to ask for contributions of articles, pictures and technical tips for the newsletter.

To conclude, Sherman reminded the group that he would continue to serve as president through the next meeting at Tannehill and the Red Power Roundup. Randy Bodine will assume the office of president, following the RPRU on July 22.

With no further business to discuss, the meeting was adjourned.

*Respectfully submitted,  
Clay Nordan  
Secretary/Treasurer*





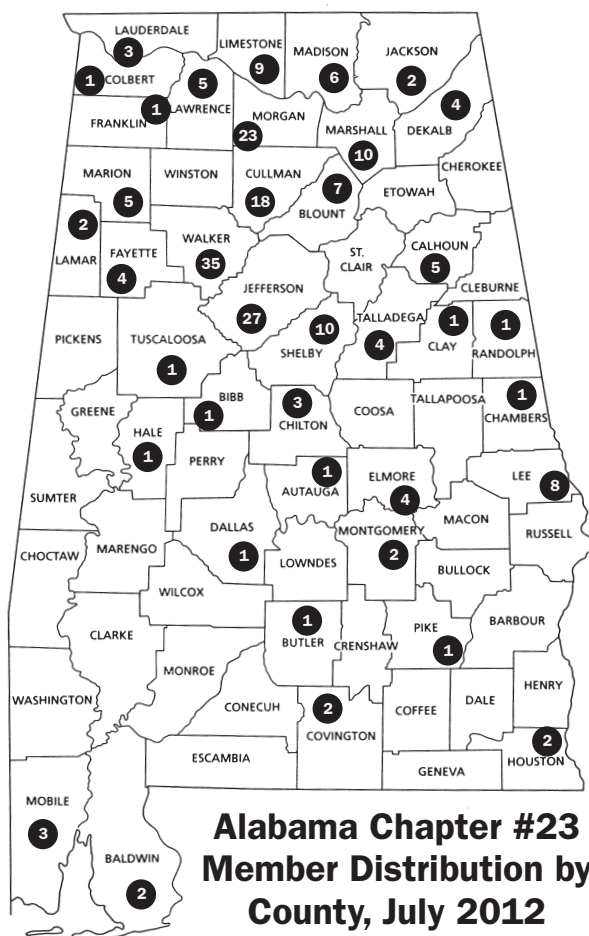
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## Alabama Chapter #23 Member Distribution by County, July 2012



**Randy Bodine (#171) brought this #314 1-row cotton picker to the Elmore show. The poster accompanying the display shows a picture of brother, Robert (#170), in the seat when it was new.**



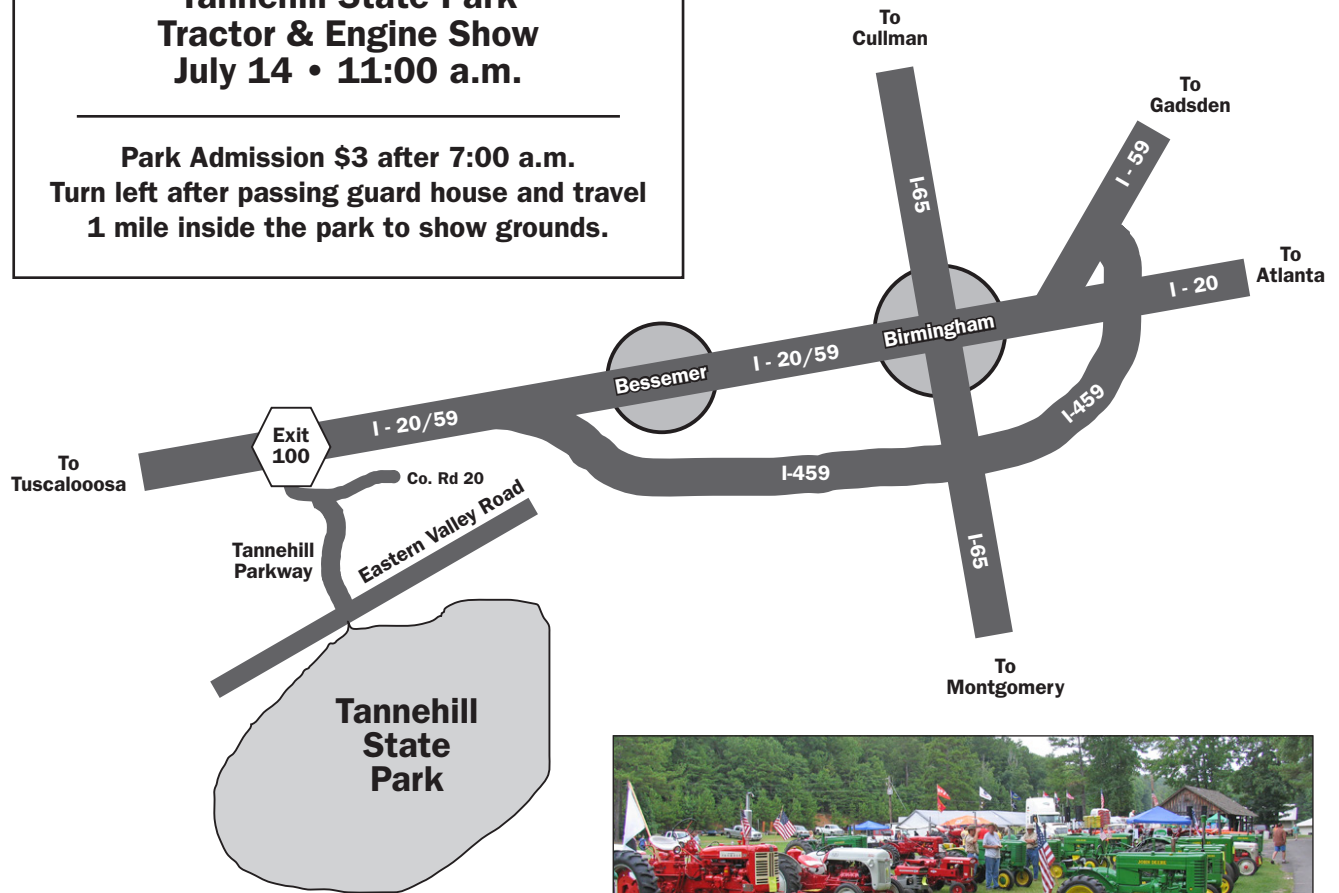
**Gene Young (#389) of Auburn brought this 1952 Super AV Hi-Crop and 1960 yellow "Navy" Cub to Elmore. He also had on display his excellent original 1968 IH Scout.**



## **NEXT MEETING**

### **Tannehill State Park Tractor & Engine Show July 14 • 11:00 a.m.**

**Park Admission \$3 after 7:00 a.m.  
Turn left after passing guard house and travel  
1 mile inside the park to show grounds.**



## **2012 Tractor Show Schedule**

**\*\*Tannehill State Park ..... July 14**  
**Speake..... July 14**  
**Red Power Round Up, IL..... July 19, 20, 21**  
**Boaz ..... July 21**  
**Piney Chapel ..... August 3, 4**  
**Russellville..... August 18**  
**Lawrenceburg, TN..... August 17, 18**  
**Fyffe ..... August 25**  
**Eagleville, TN (25th Show) ..... Sept. 7, 8**  
**Inman, GA IH State Show ..... Sept. 14, 15**  
**Hartselle Depot Days ..... Sept. 15**  
**Winfield Mule Day..... Sept. 22**  
**Eva ..... Sept. 29**

**Bear Creek..... Oct. 6**  
**St. Florian (Old Brooks High School)..... Oct. 6**  
**\*\*Morgan County Fairgrounds ..... Oct. 6**  
**Jean's On the River ..... Oct. 13**  
**Shelby Iron Works..... Oct. 13**  
**Dunlap, TN IH State Show ..... Oct. 19, 20**  
**Jasper Heritage Festival..... Oct. 20**  
**Peinhardt Farm Days..... Oct. 20**  
**Dothan ..... Oct. 27**  
**Falkville Festival..... Oct. 27**  
**Greenville, AL ..... Oct. 27**  
**Jasper Veterans Day ..... Nov. 3**  
**Orrville ..... Nov. 10.**

**\*\*Alabama Chapter 23 Meeting at 11:00 a.m.**



# Cub Design Changes

By Jim Becker, Sachse, TX

## Editor's note:

*The idea for this story came from Jimmy Kilgore, member #262 of Oakman, AL. Jimmy regularly shows his immaculately restored 1949 Farmall Cub and 1978 International Cub at tractor shows across Alabama. He is often asked about how IHC changed the Cub during its production run, and this article from Red Power magazine is the best compilation he has seen of these changes. Jimmy thought that Chapter #23 members would benefit from having this information. Special thanks to Sallie Meisner at Red Power for allowing us to reprint this article from 2003.*

The Cub enjoyed a 33-year production run, one of the longest of any farm tractor. In fact, unless you count the series that started with the Farmall A and ended with the Farmall 140 as a single run, the Cub had the longest production run. Over that many years, it was inevitable that changes would be made to the tractor. Some changes improved durability, others were performance upgrades while still others were done in the name of styling, to keep the appearance similar to the rest of the product line. It would be very difficult, if not impossible, to cover all the changes that were made to the Cub. So I am going to take a look at some of those changes, focusing on the changes that affect parts substitutions or where one substitution requires use of other parts that were included in the same change. These changes are the ones most critical to the person doing repairs or restoration of a Cub today. Some individual part changes required changes to hardware-type items. In most cases I have not tried to detail these hardware items. Although the Farmall name was eventually dropped from the tractor, for simplicity I will refer to all standard Cub serial numbers as Farmall serial numbers. I will also limit this look to the original-type Farmall Cub and the offset Cub Lo-Boy. The 154, 185 and 184 models will not be included.

Most of the changes covered here will be identified with an effective serial number. Changes made to both Farmall and Lo-Boys will include serial numbers for both models.

The Lo-Boy went into production at about the same time Farmall Cub serial number 192113 was built. So any changes effective through that serial number applied to all La-Boys. Likewise, the offset Lo-Boy was discontinued about the time Farmall serial number 232000 was built, so no changes after that serial number applied to Lo-Boys. Engine changes typically were effective at a specified engine number. Engine numbers were shared by the two models and also with the numbered Lo-Boy models. The first Lo-Boy had engine number 196902. Sometimes there is a discrepancy between numbers shown in different IH documents. When I was not able to verify one of them as correct, I have shown both numbers.

## **Front Axle and Steering**

The steering knuckle arm was originally held to the knuckle with a coarse threaded tapered locking screw. The locking screw changed to fine thread at Farmall serial number 118688. At Farmall serial number 138485, the arm and knuckle were both changed so they would be keyed and clamped together.

A Lo-Boy only change to the steering arm was made at Lo-Boy serial number 4802. The redesigned arm allowed the tie rods to cross over each other at the center, slightly changing the steering geometry. The tie rods were made slightly longer to go with this change.

The steering shaft and worm wheel changed at Farmall serial number 221872 and Lo-Boy serial number 16776, slightly changing the gear ratio. A worm wheel with 24 teeth replaced the earlier one with 21 teeth. The later gear set can be identified externally by the steering shaft, which is approximately three inches longer, placing the steering wheel farther to the rear.

## **Radiator and Engine**

Radiator 352903R91 was used on some tractors starting at Farmall 67953. When a pressure cap is used with this radiator, a different cap is required than the one used with the other radiators. At Farmall serial number 248125 a radiator with an overflow hose replaced the one with a tube. This radiator used a different pressure cap than either of the earlier ones.

The fan hub changed to provide a

larger generator belt pulley. The Parts Catalog lists this as effective at engine number 165153. However, the longer fan belt and other related changes are shown starting at Farmall serial number 165153. The hub, belt and other related parts probably changed at Farmall serial number 165153, as shown with the electrical parts. Later on, cast hubs with sealed bearings were made for replacement of each of the two original styles.

At engine number 210190, the oil breather tube and dipstick were lengthened.

The IH carburetor changed some over the years, including changes that were specific to the La-Boy and International Cub. IH recommended this carburetor only be used on engines with the later camshaft, incorporated at engine number 196900. But the only big carburetor change was to the Zenith carburetor at engine number 312390. This carburetor used a choke control cable, which is listed for Farmall serial numbers from 248125. The manifold changed at the same time, incorporating a larger outlet. This manifold requires a pipe reducer to use with the smaller exhaust components of earlier tractors. The air intake of the Zenith carburetor was also larger than the IH carburetor. This was accommodated by replacing the air cleaner pipe with a curved hose that was larger on the lower end. The fuel strainer at the bottom of the tank changed several times, with the only notable change being the elimination of the fuel pipe connector at Farmall serial number 90432. The fuel pipe itself was changed for the Zenith carburetor.

Internally to the engine, several upgrades were made, most of which can be added to an earlier engine. The connecting rods were changed at engine number 261718. These rods used different bearing inserts. Although the crankshaft itself didn't change, if a replacement crankshaft is packaged with new bearing inserts, the inserts need to match the rods.

Aluminum, dome top pistons are listed for tractors 264568 and up. This must also be engine number, as the tractor serial numbers never went that high. These pistons need to be used with the later head, 355691R2. The earlier heads would have to be checked for clearance and relieved as



needed to use them with the dome top pistons.

The retainer for the rear crankshaft seal was modified (251363R2) for use with a new seal design. The newer seal is a loose fit in the original retainer. The recommendation is to get a new type retainer for the new seal. However, a number of Cub owners have reported satisfactory results using some RTV or a filled epoxy to hold the new style seal in an older retainer.

Exhaust valve rotocaps were added to the available options. A different valve spring was required for use with the rotocaps. All other intake and exhaust valves used the original spring.

The oil pan changed at engine number 123700, when the drain plug was changed from a pipe plug to a hex head plug. Then at engine number 125371, the pan was changed again. The newer pan has reinforced rails that call for longer bolts and a different pan gasket. The oil filter stud and stud adapter were replaced with a bolt at engine number 245701, with a corresponding change to the engine block.

Other changes were made to internal engine parts. The updated parts can be substituted without changing other related parts. Examples include the camshaft and several changes to the governor.

The governor rockshaft extension assembly was changed, a stop ring added and the support bracket changed at engine number 179959.

### Sheet Metal

The hood and fuel tank changed several times. The first change was effective at Farmall serial number 75926 or possibly 75936. It was also at engine number 76450. This change repositioned two bolt holes near the rear of the fuel tank, to match the support panel with shorter sides. The next change restyled the sides of the hood sheet, with the indented area for the name plates. The stainless steel name plates were added at the same time. This was effective at Farmall serial number 185001. This hood continued to be used after the white hood sheet decal was added at Farmall serial number 197825 and Lo-Boy serial number 3772. In the next change, the sides of the hood sheet were flattened to use the raised aluminum name plates. This was effective at Farmall serial number 210001 and Lo-Boy serial number 10001. The final change was to the hood with the more squared off corners, for use with the flat grille. This was at Farmall serial number 222501 and Lo-Boy serial number 17201. It should also

be noted that the underslung exhaust system was available as an option at Farmall serial number 185001. So there were two versions of each hood from that time on. One had the hole for the vertical exhaust pipe and the other did not.

As already stated, the support panel changed at about Farmall serial number 75926. It changed again at Farmall serial number 224401 and Lo-Boy serial number 18701, when the starter switch was moved to the panel. It changed once more to remove the starter switch at Farmall serial number 239827. Since electrical equipment was optional on early Cubs, the standard panel would have the knockout in place where the ammeter usually is mounted.

The grille changed as many times as the hood did. The first version had a fine wire mesh. It was shortly replaced with a mesh grille that used heavier screen. At Farmall serial number 185001 the grille was replaced with the split style grille with eleven horizontal bars on each side. At Farmall serial number 210001 and Lo-Boy serial number 10001 this was replaced with the grille with 4 horizontal bars. All of the grilles that were originally matched with a rounded hood, can interchange. One more change was made to go along with the squared off hood, the only hood it will fit.

The grille side extensions also changed. The same basic part was used on all of the rounded hood tractors. There were versions with holes to hold nameplates. One version with mounting holes was used on Lo-Boys through serial number 10000. A second version was used on Farmalls from serial number 210001 through 222500 and Lo-Boys from serial number 10001 through 17200. The side extensions used with the squared off hood were substantially different and do not interchange. A spacer was added to each radiator side channel as part of this update.

### Touch Control System

Touch Control was not available when the Cub was introduced, but was added by early 1949. Although the Touch Control unit underwent



Jimmy Kilgore drives his 1949 Farmall Cub in the parade at the 2011 Peinhardt show.

numerous changes, any version can be mounted on any year tractor, including those built before Touch Control was available. Likewise, the hydraulic pumps all interchange. The biggest change to the pumps being a change from a lip-type shaft seal to an O-ring at the first revision.

The first changes to the main unit were applied at Farmall serial number 74701. These changes added the external pressure relief valve and tube and made some changes to the control linkage. The linkage changes could be backfitted onto the earlier units. The block changed at Farmall serial number 85190, eliminating the external relief and making multiple other internal changes. The block changed again at Farmall serial number 180986, marking more significant internal changes. Other internal changes were made at serial numbers 82413, 99069 and 138825. It is generally best to assume that internal parts will not interchange between the various versions of the system unless they are listed as the same in the Parts Catalog.

External to the unit, there were a few other changes. At Farmall serial number 120339, the control lever and quadrant changed from a fixed friction style to one with adjustable friction. To change this out, virtually the whole control assembly and the control rod must be changed together. At Farmall serial number 185001 an arm for the Fast-Hitch helper spring was added to the rockshaft assembly. This rockshaft can be used on any Touch Control block if two newer style bearing assemblies are also used.

### Drive Train

The clutches on the earliest Cubs were adjusted with a threaded yoke



inside the housing, near the throwout bearing. At Farmall serial number 32229 the adjustment was moved to the clutch pedal. With this update, the clutch pedal and virtually every part connecting the pedal to the throwout bearing changed.

At Farmall serial number 180614, the transmission case was changed, allowing the rear bearing for the spline shaft to be changed from a roller bearing to a needle bearing. Transmission case 543597R1 requires the newer bearing. The second gear ratio was slowed a little bit at Farmall serial number 192113. The second and third sliding gear and the second driven gear need to be used as a pair. A curved shift lever was required for all Lo-Boys and any Farmall that had the deluxe seat. A different transmission top cover was required for the curved lever.

A big improvement in the brake performance was made at Farmall serial number 173601, when the toggle brake was introduced. A separate operating rod and actuating toggle were added. To make room for these parts, additional space was required in the final drive housings. Housing 350806R5 is required for these brakes, but can be used with the earlier brakes as well.

### Operator Platform

The biggest change here was introduction of the deluxe cushion seat, made available in 1955 about the time the Lo-Boy was introduced. The deluxe seat used a pair of supports rather than the tube and post design of the standard seat. This design also required a different tool box and the previously mentioned curved gearshift lever. The standard seat on the Lo-Boy used all of the mounting parts of the deluxe seat, which repositioned the seat to the center of the tractor.

The fenders changed with the addition of more mounting holes and some reinforcement. The most important of these being the reinforcement added to go with the Fast-Hitch helper spring. Although the actual time this change was incorporated isn't known, it was probably fairly soon after the availability of Fast-Hitch. Likewise, the platform had some holes added for the Fast-Hitch and to mount the right fender on the Lo-Boy.

### Electrical System

IH used many common electrical components across their product line. During the years the Cub was made, components went through many changes. Consequently, the electrical system of the Cub had a lot



**Jimmy visits with Gary and Conrad Bell at Hanceville in 2010. His 1978 IH Cub also has a perfectly restored Woods belly mower.**

of changes. When changes were made, several components usually changed at the same time. Although it isn't always necessary to keep these parts together, it is usually best to do so. To complicate the picture even more, IH frequently provided different replacement parts for the discontinued originals. Universal replacement parts were often provided to replace several different original parts. It is not unusual to find replacement components on tractors that were never installed on any new tractor.

When the Cub was introduced, a magneto powered the ignition system. Other electrical equipment, a starter and lights, were available as options. The charging system, if present, used a three brush generator with a cut out. The first electrical system change was at about Farmall serial number 75926, when the fuel tank support panel was modified to reposition the light and ignition switches. This left open a location for the fuse holder, which was evidently not added until a later set of changes.

Major changes were incorporated at Farmall serial number 115403. Battery ignition became available, at first as an option but later as standard equipment. A small junction block was added behind the panel for tractors with a magneto. At the same time a higher output generator, with a voltage regulator mounted below the generator, was incorporated. This eliminated the need for the charge rate control in the light switch, so a three position light switch replaced the earlier four position switch. A fuse holder was added to the control panel. A different wiring harness was required as well. A battery ignition conversion package was available to backfit the earlier tractors.

The starter switch changed from a sheet metal housing to die cast at

Farmall serial number 128799. At the same time, the long starting switch lever was replaced with a short lever and the pull rod was changed to go with the modified lever. The lever and pull rod should not be mixed between the two versions.

At Farmall serial number 165153 another set of changes was applied. The generator and regulator both changed. The generator pulley changed as well. The fan hub was changed to incorporate a larger generator belt pulley, which required a longer generator belt. Ground wires were added to the wiring harness and the rear lamp wire was replaced with a harness that includes a ground lead.

The tachometer drive was added to the distributor drive housing when the tachometer option was added at Farmall serial number 192113.

The generator and regulator again changed at Farmall serial number 196758 and Lo-Boy serial number 3378. This generator has a shorter shaft and uses a stamped steel pulley in place of the earlier cast pulley. Changes at Farmall serial number 210001 and Lo-Boy serial number 10001 mainly concerned lights and are described in detail below, but included a new light switch as well as new main and rear light wiring harnesses.

At Farmall serial number 221293 and Lo-Boy serial number 16398 the generator was replaced with a two brush unit. The generator brace changed and a fan was added to the generator at this time as well.

A big change came along at Farmall serial number 224401 and Lo-Boy serial number 18701. This is when the electrical system was changed to twelve volts. Virtually every component changed at this time, including the switches and the wiring harness. The ignition switches, both for magneto and battery ignition, were changed to key switches. The starter switch was moved to the panel, requiring changes to the panel as well. Changes to the rear light allowed the tail light junction block to be eliminated. The battery box cover was changed from four hold-downs to two hold-downs. The cooling water inlet was modified to provide clearance for the new starter.

At Farmall serial number 227701 and Lo-Boy serial number 21576 the optional flashing warning lamp was added. This resulted in some small changes just to make things fit together. A new switch was needed on tractors that were equipped with only the warning light. A jumper wire at the panel was required for tractors that had work lights but no warning light. The mounting bracket for the flasher

was different, depending on which seat the tractor had. The magneto was removed from the option list at the same time.

At Farmall serial number 239827 more safety adaptations were added. The starter circuit was changed to use a magnetic switch, interlocked through a safety switch at the clutch pedal. This called for a new main wiring harness and harnesses for the starting circuits. This required a new ignition switch and another change to the panel.

At engine number 302978, an ignition coil with primary terminals next to the secondary lead replaced the version with terminals on the opposite end. This dictated minor changes to the ignition cables.

The generator was replaced with an alternator at Farmall serial number 248125, requiring a different support, brace, alternator fan, pulley and belt. A different alternator was used from Farmall serial number 251018.

### **Lights**

There were numerous changes to the lights over the years the Cub was produced. Because of this and because so many lights have been replaced on the tractors over the many years, I have separated lighting changes out from the other electrical components. In many cases, the exact time these changes were made is not known. As with the other electrical components, the replacements for discontinued lights may have been units that were never installed at the factory. The following descriptions are the best information I have available at this time.

The original lights, if the tractor had lights at all, were the teardrop shaped units common to the other letter series Farmall tractors. The two headlights and single rear light were all identical. The first change was the addition of the optional combination rear light and tail light. This was the version with the tail light in a small unit on top of a conventional work light. This light was authorized in March 1948 and probably was available as an accessory from the dealers shortly thereafter. Eventually, this light could be ordered from the factory, installed on a tractor. It was not listed as an option in sales brochures as late as 1950, but was listed in 1951. By the beginning of 1952, this light was replaced by the version with the red tail lamp set in the reflector of the rear work light.

The first sealed beam lights were the flat style with a single wiring lug in the center of the back of the light. These were authorized May 28, 1952

and probably were not installed on the tractors until close to 1953. If a combination rear light was ordered to go with these lights, the combination light used was the conventional teardrop unit with the inset tail lamp.

At Farmall serial number 210001 and Lo-Boy serial number 10001 several changes to the lighting were made. The basic light unit adopted at this time was the round sealed beam light. This light includes a short wire with a ground attached directly inside the light body. This version of the main wiring harness has connectors for the wires from the front lights to plug into. Options for the rear included a work light, a red tail light and a combination light. A redesigned knob was attached to a new four position light switch that allowed selection of the rear work or tail lights. Separate switches on the rear lights were eliminated. A new rear light wiring harness with three wires was required. A small junction block was added at the light mounting bracket to connect all the leads together.

With the change to 12 volts at Farmall serial number 224401 and Lo-Boy serial number 18701, nearly all electrical components changed to work at the higher voltage. Additionally, sockets were added to the back of the lights. Plugs to fit the lights were added to the wiring harnesses and the tail light junction block was eliminated. The option of having only a work light on the rear was eliminated.

### **Lo-Boy Differences**

While the Farmall and the Lo-Boy shared most parts, there are quite a few additional or different parts used in the Lo-Boy. The most obvious parts include the final drive housings and the front axle or axle extensions, as well as the steering knuckles. Less obvious differences include the tie rods, drawbar brackets and the swinging drawbar attachment. Later Lo-Boys used a different steering gear arm. Other changed parts are the supports for the standard seat with the tool box and the gear shift lever. The carburetor was slightly different. The rear axles of the Lo-Boy were both the same as the left axle of the Farmall. Most of the major parts of the Lo-Boy Fast-Hitch are different from the Farmall Fast-Hitch. Additional parts used only on the Lo-Boy include support plates and spacers for the fenders and an extension bracket for the rear light. Unique name plates sometimes required grille extensions with different mounting holes.

Lo-Boys with a 105 mower had even more changes. These tractors have an eighteen inch steering wheel with

a center cap, ball joint-type tie rods with different steering arms, fifteen inch front wheels, dual rear wheels with axle extensions and a restricted check valve actuator in the Touch-Control system.

### **Attachments**

A few attachments were available for the Cub from the start of production. Others were added later on. Some of the optional items became standard equipment on later tractors. When new attachments were added, IH usually offered a package that included any required parts to backfit the attachment onto earlier tractors. Consequently, many attachments can be found on tractors of earlier years. There were also accessories available from the dealer. Items in this category were not installed at the factory and usually can not be found in the Cub Parts Catalog. Items in this category included detachable seat pads, "Windbreaker" canvas cabs, pre-cleaners and exhaust caps.

Today, it is not unusual to find only part of an attachment installed on a tractor. For example, a Fast-Hitch isn't complete without the helper spring. The high clearance attachment should include all of these parts: fifteen inch front rims, thirty inch rear rims, rear axle extensions and a wider front axle with longer tie rod tubes.

Attachments available from the start of production included muffler, spark arrester, high altitude cylinder head, front and rear wheel weights, additional tire sizes, tire pump, adjustable front axle, belt pulley and power take off, electric starter, electric lights, swinging drawbar and an upholstered seat.

Attachments added at later dates included these: Touch-Control, combination rear light, high clearance, Fast-Hitch, deluxe cushion seat, underslung exhaust system, tachometer, hour meter, connector socket and safety light, horn, step, inside front wheel weights and a flashing warning light. The Farmall Fast-Hitch initially was built with a depth adjusting lever. It was later replaced with a depth adjusting screw, similar to the system on the Lo-Boy.

### **Conclusion**

Over the years the Cub was built, IH provided many improvements and additions. Usually, the improved parts can be fitted to earlier models. However, it is a good idea to keep all of the parts associated with any change together when installing them. Caution in parts selection will usually pay off in a better looking and better performing tractor.





**Bodine Farms' display at the Elmore show included blow-ups of old family photos of the equipment taken with family members back in the days when the equipment was in daily use on the farm.**



**(L-R) Flora Kilgore, Jimmy Kilgore, Noah O'Neal, Conrad Bell, and Gary Bell following the big catfish dinner hosted by the Elmore Fire Department on the Friday night before the show.**



**Joe Mims's impressive line-up of older model hand-cranked IH tractors at Elmore. Joe brought 10 tractors to the show, which required several trips from his home in Clanton.**

**(Left) A Farmall F-12 on steel with an old-time breaking plow in a demonstration at Elmore.**



**(Right) Gene Jones' unusual display of pedal tractors has become an annual attraction at the Elmore show.**







**Terry Stripling (#428) of Jasper with some good sun protection at the Point Mallard show in May.**



**Billy Kilgore (#232) leads the parade with his 1952 "8N" Ford on a beautiful Saturday at the 2012 Double Springs show.**



**The Hanceville show got a lot of support from the City of Hanceville as well as tractor lovers from around the area.**



**Sherman Roberts with his trophy for oldest running tractor (1938 W-12) at the Hanceville show.**



**Chapter #23 members in the parade at Hanceville in early June. (Left to right) Rubin Haga, Bonnie Brannan, Conrad Bell, Randy Jones, Noah O'Neal and Jimmy Kilgore.**





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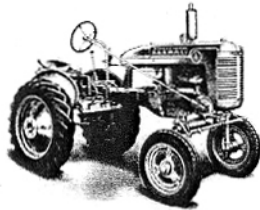
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