

ELECTRICAL SYSTEM

LIGHTING SWITCH BUTTON

Push the button (Blue, 244) out to turn on the lights and push it in to turn off the lights.

QUARTER LIGHTER

Push the lighter to make electrical contact. Then it pops back in to ready for use.

SPARK PLUG

Note: Remove all dirt from the base of the spark plug before removing the spark plug.

Remove the spark plug after every 100 hours of operation for cleaning and checking the gap. See **Item 16**. When testing this adjustment, always test the other electrode. Never test the center electrode, as it may damage the insulator. If the gap between the electrodes is too great, the engine will misfire and be hard to start.

Always use a spark plug wrench when removing or installing the plug.

Be sure the gasket is in good condition, and screw the plug in tightly. Do not tighten more than enough to compress the gasket to seal the plug and secure a good seal between the plug and the cylinder head. Tighten the plug 1/4 to 1/2 turn past finger tight.



Item 16
Checking the spark plug gap.
See page 118.

Replace a defective plug with a new plug. Use your International Service Dealer for a correct replacement plug.

IGNITION TIMING



Item 18
Locating the breaker points.
See page 118.

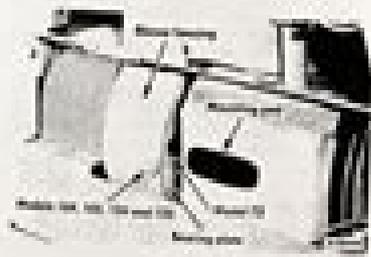
Cleaning the Break Plug

Substituting is the recommended method of cleaning the spark plug. Never scrape or clean the insulator with anything which will scratch the porcelain. Specialized porcelain cleaners and dirt to accumulate much faster.

Remove the breaker points every other every 100 hours of operation for cleaning the points and resetting the gap (Blue, 244). Replace fully gapped or burned points.

For more precise timing, a timing light should be used. The engine has a timing light hole which is located in the right side of the engine bearing plate on the International Cub (Cub 72 Tractor or in the right side of the mower housing on the International Cub Cub 100, 105, 110 and 120 Tractors. See **Item 19**.

With the engine running at 1/2 throttle, or more, adjust the breaker points until the "UP" mark in the distributor is centered in the light hole. Note: The "UP" mark will appear 1/2 degree before top dead center. The other mark is the top center mark and is stamped with "DC" below the mark.



Item 19
Location of timing light hole.
International Cub Cub 72 Tractor or in the right side of the mower housing on the International Cub Cub 100, 105, 110 and 120 Tractors.

ELECTRICAL SYSTEM

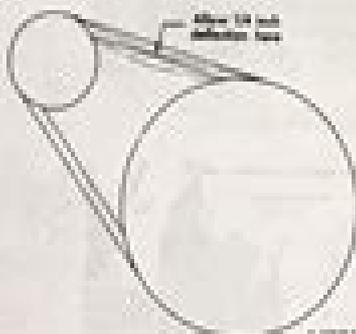
ALTERNATOR

The motor-generator (12-volt, negative ground) will function as a charging motor when the ignition key is turned to the "START" position, during the engine start process of a belt.

When the engine is operating, the unit will function as a generator.

ALTERNATOR BELT

Check the tension of the motor-generator belt after the first 10 hours of operation and every 10 hours of operation thereafter. The tension is correct when the belt can be deflected a maximum of 1/4 inch by a two-pound force applied midway between the two pulleys.



Item 20
Correct alternator belt tension.

Also follow this procedure when a new belt is installed.

Adjusting the Motor-Generator Belt

Loosen the motor-generator lower belt "A" and tensioning bolts "B", **Item 21**.

Move the generator away from the engine until the tension on the belt is correct. See **Item 21**.

Note: Under no circumstances should a pry bar be used on the motor-generator to adjust belt tension as damage to the bearings will result.

Tighten tensioning bolts "B" and lower belt

Removing and Replacing the Motor-Generator Belt

Remove the motor-generator belt when it becomes badly worn. To remove the old belt, loosen the motor-generator lower belt "A" and tensioning bolts "B", **Item 21**. Move the generator away from the engine and slip the old belt off the pulleys and over the suspension. Insert the new belt in the groove on either end of removed and adjust the belt to the proper tension.

VOLTAGE REGULATOR

A satisfactory generator charging rate is maintained by the voltage regulator. If the regulator fails to operate correctly, see your International Service Dealer.

Note: Never place a jumper lead between, or accidentally bridge, the "BATT" terminal and the "G" terminal on the regulator, as this will damage the regulator.

LIGHTS

The headlights are sealed-beam lights. The parts are so constructed that the filament, reflector, and lens are all assembled in a unit permanently sealed against dirt, moisture, and corrosion. If a filament breaks out or a lens cracks, the complete unit must be replaced. Refer to "SPECIFICATIONS".

TAILLIGHT

To replace the taillight lamp, remove the lens from the taillight and replace the taillight lamp with a 4 candle power lamp. Refer to "SPECIFICATIONS".

FUSE (Power Lighting)

It is important to use the correct capacity fuse for replacement. Refer to "Specifications". If the lights fail, check the fuse. If a fuse continuously burns out, check the electrical wiring for short circuits.

The fuse is located in a fuse housing in the line at the back of the instrument panel. See **Item 22**.

To install a new fuse, press it in the fuse housing cap and turn clockwise to lock. To remove it from the fuse housing, remove the cap and replace it with a new one. Then, if possible, the cap to the housing. Remove the battery if necessary to check the fuse.

Cub Cadet Operators Manual 125

AW Rasmussen



Cub Cadet Operators Manual 125:

International Harvester Tractors Randy Leffingwell,1999 If you enjoyed Leffingwell s best selling *The American Farm Tractor* this stunning volume is an absolute must read *International Harvester Tractors* beautifully chronicles the history of IH tractors from the very first tractor through the IH ag division s merger with Case in 1985 In addition to hundreds of nostalgic Farmall and IH photographs Leffingwell serves up an unprecedented collection of rare and unusual machines The machines Leffingwell found in his travels across the US will surprise and delight even the hard core IH fan Exceptionally well produced in classic Leffingwell style Recommended

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