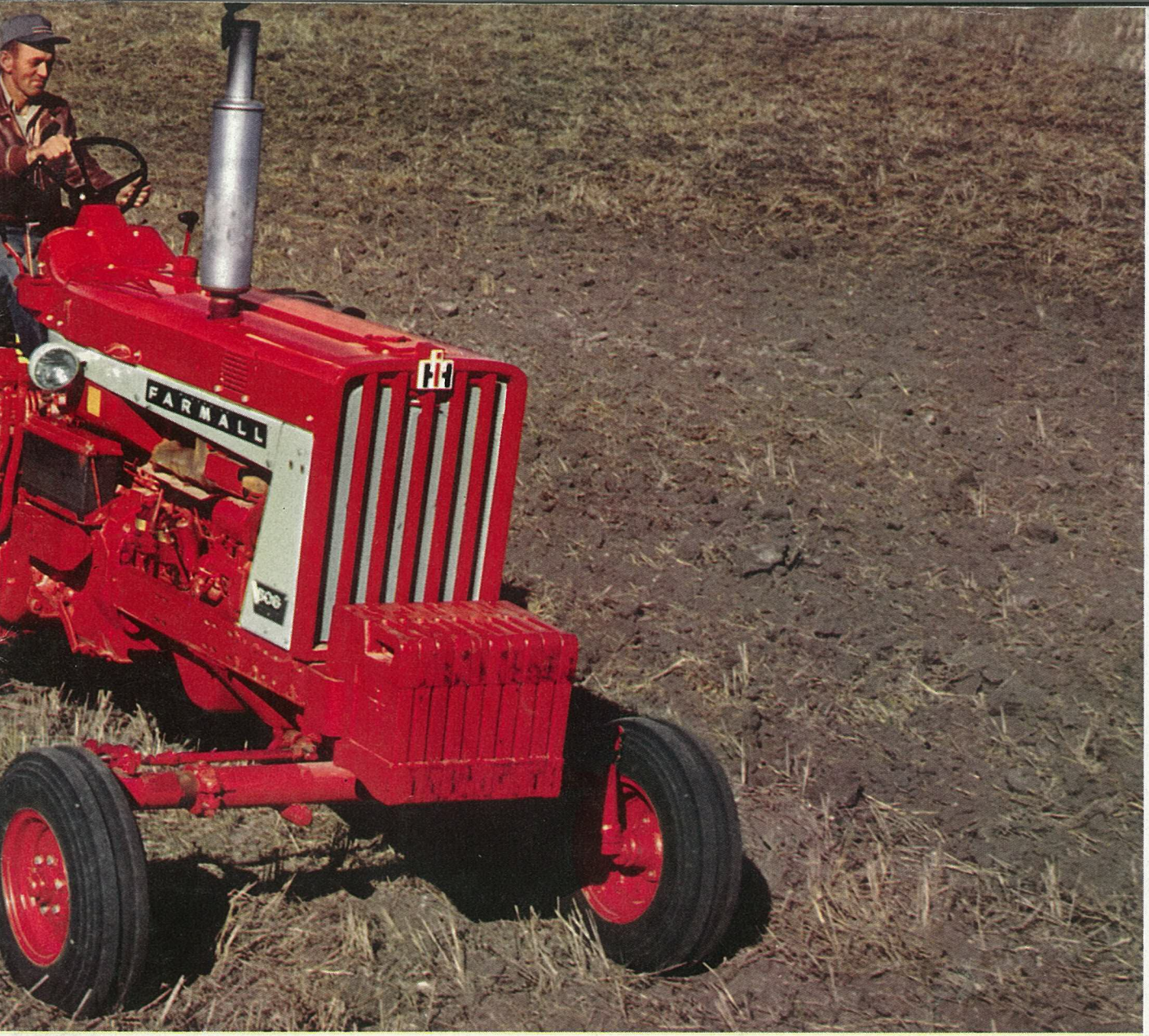

INTERNATIONAL HARVESTER
706·806
McCormick International
FARMALL®
TRACTORS
FARMALL
806
TOTAL POWER

Official tests; observed PTO h. p., Diesel

What is TOTAL POWER



Total Power gives you complete power control of today's top working tractors—the Farmall 706 and 806. This pair does more, burns less fuel doing it and follows to a "T" the orders you give through the power-shift Torque Amplifier . . . power-shift independent PTO . . . power steering, power brakes and power implement control. The 706 and 806 give you power-plus from highly efficient engines. They have more working weight . . . more useful speeds . . . and the hitch no one can touch for accuracy and traction control. And *that* totals up to Total Power.

Actually, these new Farmall tractors have more fine features than one catalog can cover—each contributing to satisfaction and profitability of ownership. Ask your dealer for details on the 5-plow 706, and the 6-plow 806—king of the hard-pull, high-speed tractors.

The people who bring you the machines that work

73.8 H.P. 706

Official tests; observed PTO h. p., gasoline

MORE durability... useable horsepower... comfort and convenience...

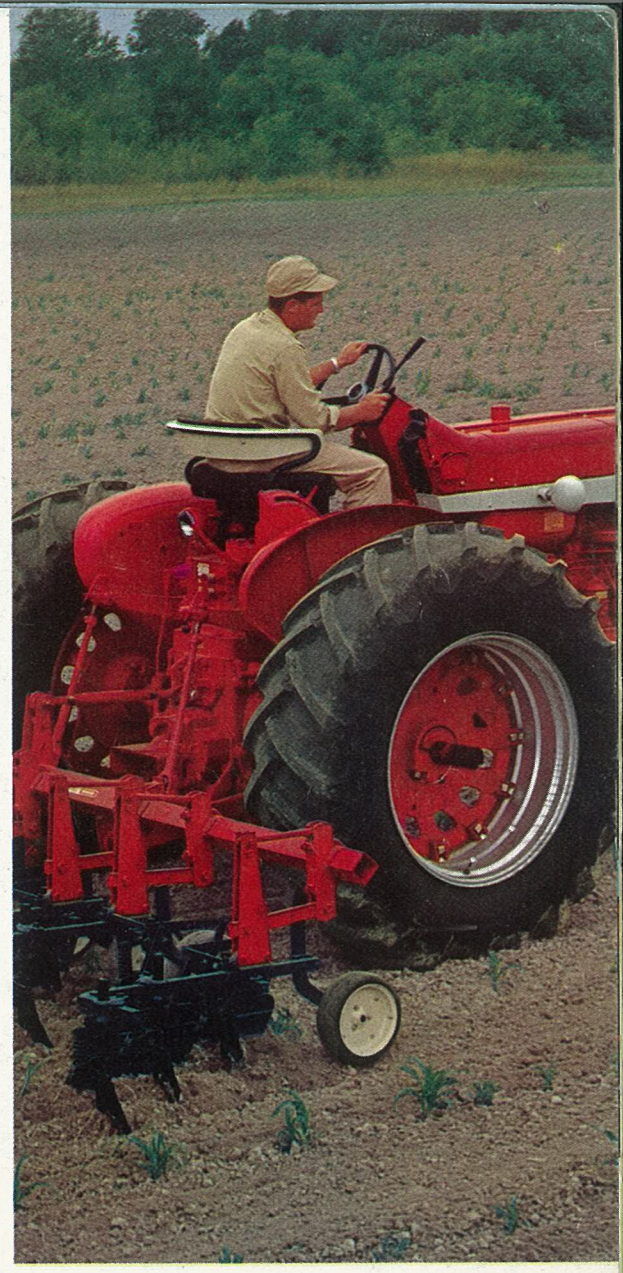
The Farmall 5-plow 706 takes a back seat to no one—except the 806. It's almost the same tractor, one step down in power. Same Total Power advantage. Same stamina proved in working thousands of acres, all kinds of crops.

Here's big power for your big jobs and saving power for your small ones. Farmall 706 and 806 tractors pull light loads at lower rpm—often more economically than a smaller tractor. But there's more useable horsepower too. Comparison: the 806 drops only 8.7% in power from pto to drawbar; a leading competitor loses 14.4%. With Farmall you get the power you pay for.

These big tractors are easy on the man in the saddle. They sit easy, steer easy, brake easy (power). You're a lot less dragged out after a long day of driving. And you leave the field knowing you've done all that can be done with each day.

More ACRES WORKED

Less Fuel Burned

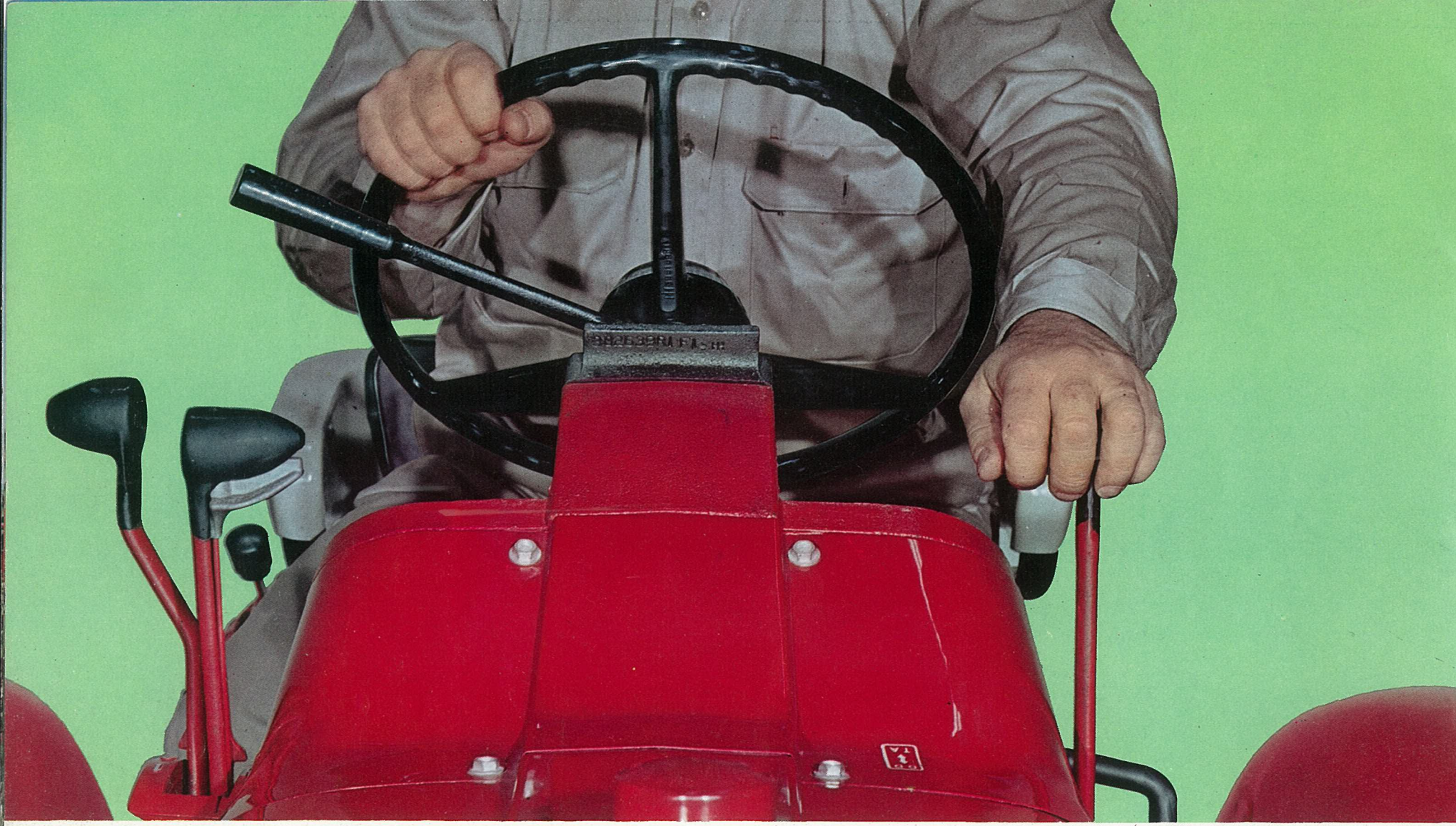


A new Farmall 706 does considerably more to earn its keep than the biggest tractors of just a few years back. The 806 does even more; pulls up to a 6-bottom moldboard plow, a 28-ft. disk harrow, a 20-ft. wide chisel plow, three press drills or similarly heavy loads, at speeds to meet your tightest work schedules.

No strain. These big new tractors have the horses and strength to handle them, plus accurate controls to translate tra...ion and raw engine power into extra acres worked.

Test a Farmall 706 or 806 to see for yourself. You're bound to like the handling and power. And while it's hard to judge operating economy in a try-out, your IH dealer can supply more evidence of 706-806 extra tractor value, for the economy-conscious farmer.

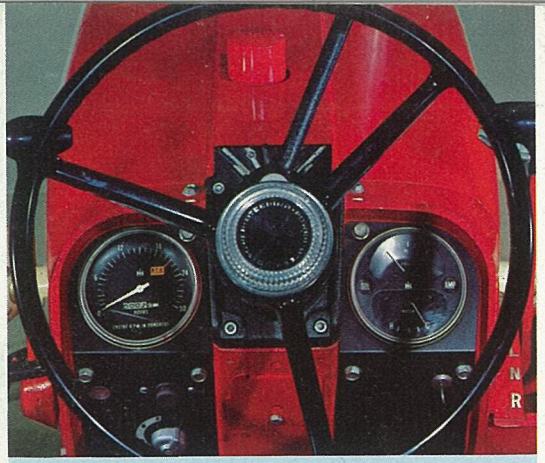
But bear in mind the *big* advantage: *big power* under unmatched control, the "acre-eat..." ability of 706-806 Farmall tractors.



Hydraulic POWER for Total Command

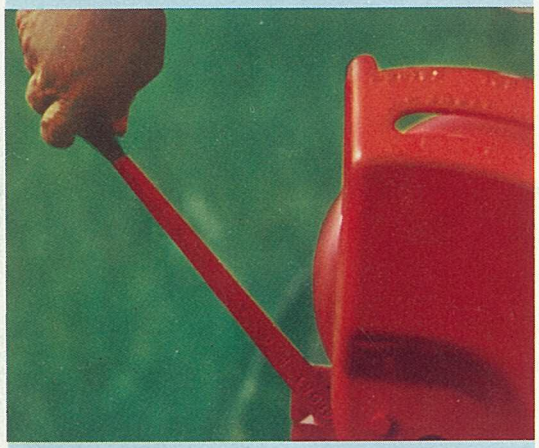
it's almost fingertip farming

On this job, you're the one with the power. Power steering with a better feel than you've ever had before. Power brakes that act faster and smoother. More accurately controlled remote hydraulic power. New power-shift independent PTO. A different kind of power hitch control that owners tell us actually does seem to "think for itself". You're the boss. You benefit from precise power control of today's huskiest but handiest row crop tractors. It's almost fingertip farming. Gets more done with less waste motion.

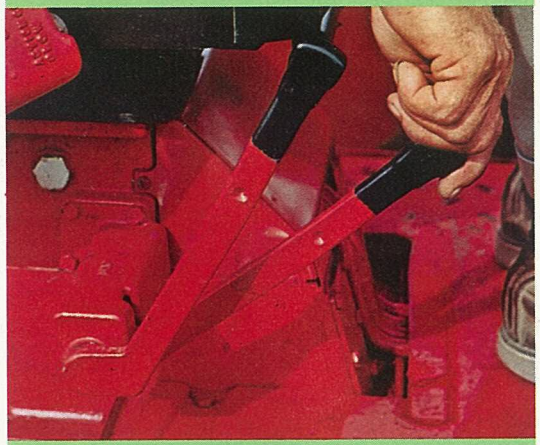


New Hydrostatic power steering. No mechanical linkage—it's all smooth, shock-free hydraulics, even with engine off.

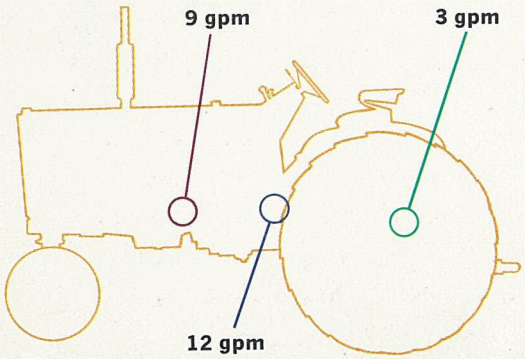
New power disc brakes are self-adjusting . . . equalized for safe road travel. Best brakes on any tractor.



New power-shift independent PTO has that exclusive fingertip feel for quick clutching or feathering heavy loads.



New dual levers for remote hydraulics are easy to reach and handle. Quick couplers for easy attaching.



The new 706 and 806 have three separate hydraulic systems. One, with 9 gpm pump, operates constantly for power steering, power brakes, power-shift Torque Amplifier and constant pressure lubrication of transmission and differential. The second system—12 gpm—powers the hitch and mounted implement cylinders. System three—3 gpm—powers shifting and lubrication of independent PTO. With three separate systems, no hydraulic operation has to go "be ing", no operation gets "robbed" to serve a her. Lines are internal or shielded. All pumps easily accessible for servicing.

Set it and forget it. Once set, this new kind of hydraulic control for ground-working implements automatically adjusts working depth—so quickly you can forget about slowdowns, stalls, extra shifting. Weight transfer is automatic: you get it when you need it.

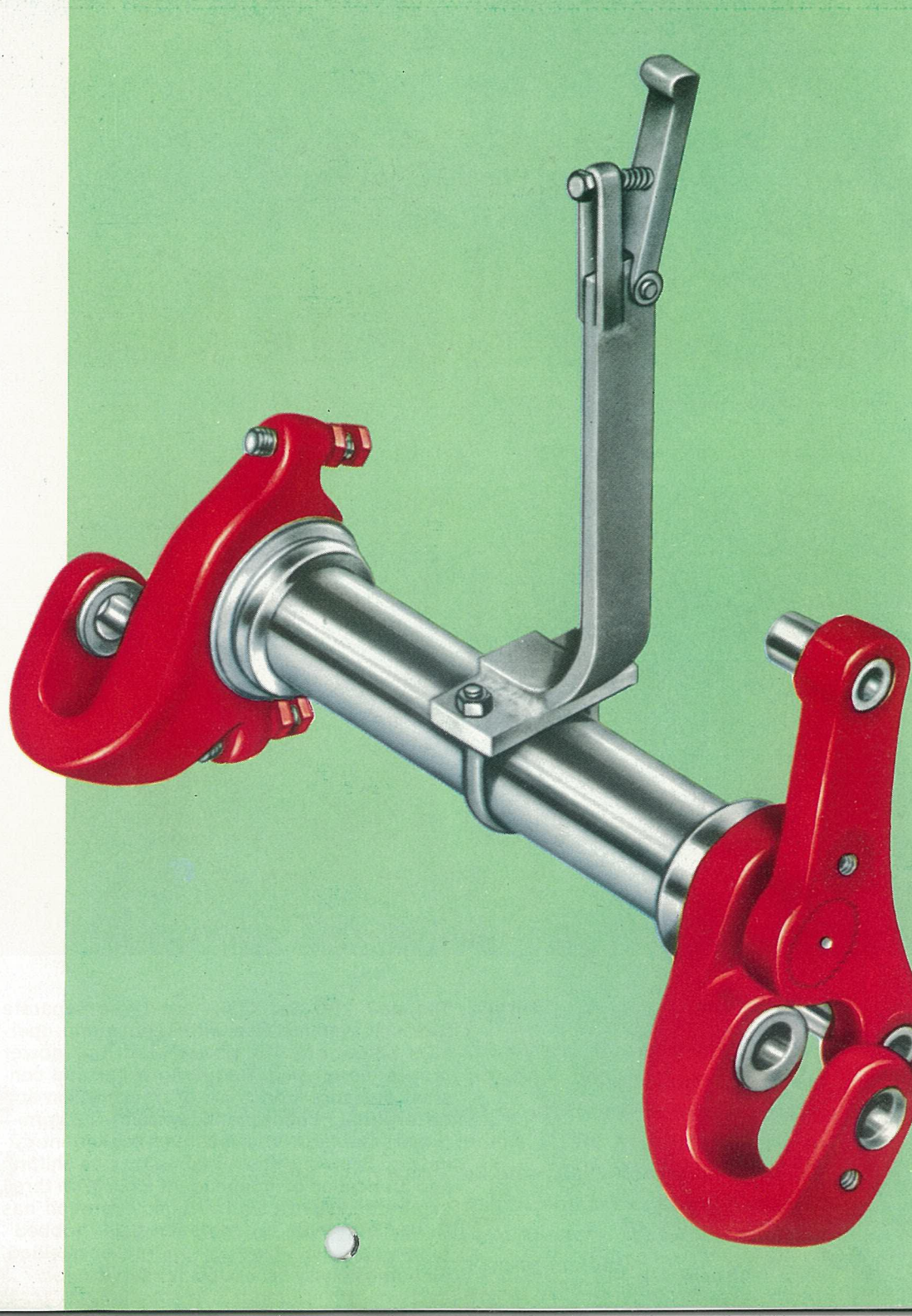
It's a fool-proof system that knows what it's doing all the time . . . does what you want it to—no questions asked. Power comes from a separate 12 gpm pump. All you do is operate sin le position and load control levers (see page 11).

Exclusive

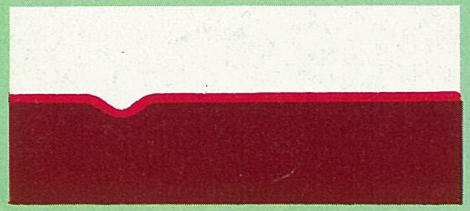
TORSION BAR

Draft Control

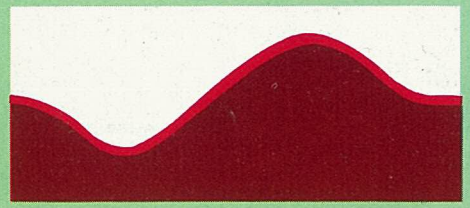
Torsion Bar draft control is the big plus feature that dovetails with Farmall power, weight and speed advantages to produce more power for high-speed, hard-pull farming



IH TORSION BAR DRAFT CONTROL anticipates small load changes. Keeps furrow bottoms "level". Less slippage, fuel.



OTHER DRAFT CONTROL SYSTEMS respond late to load changes . . . are erratic . . . tend to induce slippage, over-compensation, fuel waste.



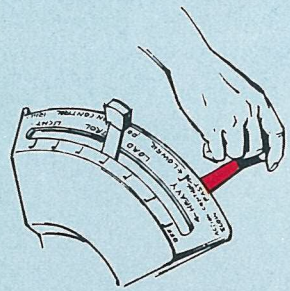
All other hitch control systems use a spring or bending bar as a sensing device. IH uses a *Torsion Bar*. Here's why:

A spring sensing mechanism must slide against guides and guides cause *friction,* impossible to eliminate. Apply a small force (increase in draft load) to a sensing spring and it may not move at all (friction). As force increases, friction is overcome—but suddenly. The spring lets go . . . too much, too late . . . over-compensates . . . gives you inaccurate implement control, delayed and distorted by *friction.* Bending bar sensing suffers from the same problems as a spring—undue friction at sensing points, loss of accuracy.

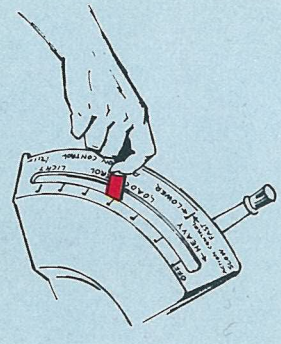
A torsion bar, however, doesn't spring or bend. It twists—rotates—and here's the big difference: *rotary friction at sensing points can be smoothed out and reduced to almost nothing!* That's why IH Torsion Bar draft control never over-controls your implements. It can sense load changes as fast as three times per second, but there's never any noise or chatter. No lag, no friction, no delay. It responds to load changes as small as 5% . . . and strives to maintain constant depth by adjusting to draft load very rapidly, in increments as small as 1/16". Result is smooth engine performance and smooth furrow bottoms.

IH TORSION BAR DRAFT CONTROL PLUS FARMALL POWER, WEIGHT AND SPEEDS GETS MORE WORK DONE ON LESS FUEL.

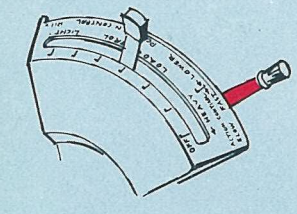
With LOAD CONTROL lever at quadrant center, move POSITION CONTROL lever to ACTION RESPONSE RANGE. Hitch lowers and you're ready to work. Check working depth and adjust LOAD lever for exact depth you want. From here on, it's automatic. Starting over a rise, draft control feels the plow start to dig in—raises it to pre-set depth. Going down grade, as plow starts to raise out, controls sink it back to pre-set depth.



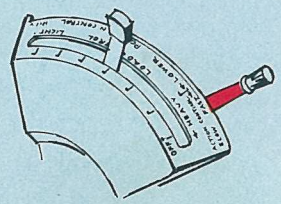
Mostly you'll just set it and forget it. For extreme soil variations, nudge the draft (LOAD) lever . . . plow through at desired depth.



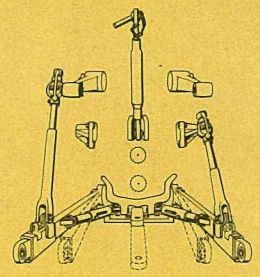
For most conditions set the up-down (POSITION) lever at FAST. In light soils or sand, use SLOW. Also for cultivating, other close work.



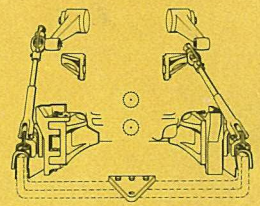
With POSITION CONTROL lever in ACTION RESPONSE range, you also have precise control of remote cylinder speed.



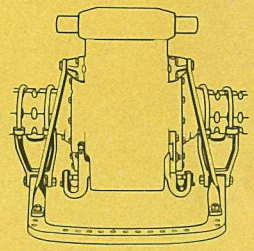
4-HITCH OPTIONS



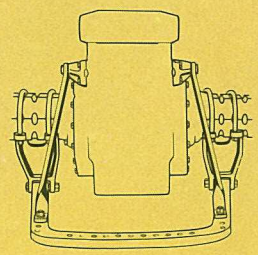
IH 3-point hitch locks or floats, fits all category II and I equipment, features telescoping hitch links for faster hook-up. Comes with swinging drawbar, standard.



Exclusive 2-point Fast Hitch for all Fast Hitch equipment, including 2-point semi-mounted plows. Swinging drawbar extra.



Drawbar with rockshaft for use with trailing implements and equipment requiring rockshaft.



Conventional drawbar is available for remote controlled or simple trailing implements.

8 FORWARD 4 REVERSE

Multi-Range Transmission gives you two tractors in one

Crawl at ¾ mph . . . scoot for the shed at almost 20 . . . work anywhere between in the range of eight overlapping speeds. With Farmall 706 and 806 Tractors you get two creeper gears, four gears for high-speed tillage and two for the road. And the four—not three—useful speeds in reverse save time with a loader or on any shuttle job. There's a bonus for cotton country too: you can mount and demount your picker without costly conversions. The four reverse speeds are standard.

You don't like waste. Neither do these Farmall tractors. And Multi-Range power conserves power. Lets you work in any gear at any engine speed from maximum rpm to 900 rpm. It's like having big and little power in one tractor.

As you can see, shifting is simple. Select your range, hi or lo. Pick your speed from four in a row. While others are hunting, you're heading down the field. And notice the straight-line, up-down shift for fast reverse.

POWER SHIFT

Torque Amplifier

For instant, shift-down or shift-up under power...16 speeds forward, 8 reverse

Pull back the TA lever, immediately you reduce speed by ⅓ and increase pulling power by 45%. Torque Amplifier lets you power through a tough spot without stopping . . . or start heavy loads in TA then shift up, no clutching . . . or slow down for row-end turns, no hands. Great for harvesting, to slow ground speed ⅓ while PTO speed stays up. You get true shift-on-the-go and twice as many speeds with TA. No free wheeling down grades. TA is optional.

from slow creep to fast travel

FARMALL 806

Ground Speeds MPH
(15.5—38-in. R1 Tires)

RANGE	GEAR	Gov. Range 900-2400 RPM		ASAE PTO 2100 RPM	
		Direct	TA	Direct	TA
LOW	1st	¾ — 1¾	½ — 1¼	1½	1⅛
	2nd	⅞ — 2½	⅝ — 1⅝	2	1⅜
	3rd	1½ — 4	1 — 2¾	3½	2½
	4th	2 — 5½	1⅜ — 3¾	4¾	3¼
HIGH	1st	2¼ — 6¼	1⅝ — 4¼	5½	3¾
	2nd	3 — 8¼	2⅛ — 5⅝	7¼	5
	3rd	5½ —14½	3⅝ — 9⅞	12½	8⅝
	4th	7¼ —19¼	4⅞ —13⅛	16¾	11½
REVERSE	1st	1¼ — 3	¾ — 2⅛		
	2nd	1½ — 4	1 — 2¾		
	3rd	2¾ — 7	1¾ — 4⅞		
	4th	3½ — 9½	2⅜ — 6½		

FARMALL 706

Ground Speeds MPH
(15.5—38-in. R1 Tires)

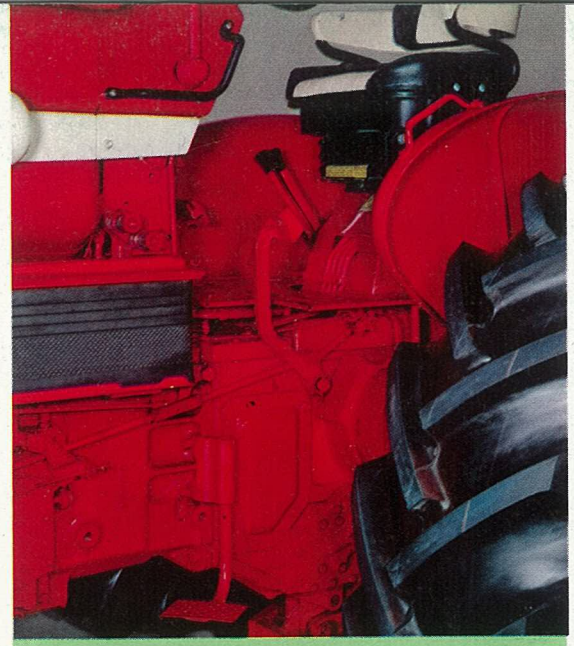
RANGE	GEAR	Gov. Range 900-2300 RPM		ASAE PTO 2100 RPM	
		Direct	TA	Direct	TA
LOW	1st	¾ — 1¾	½ — 1⅛	1½	1
	2nd	⅞ — 2¼	⅝ — 1½	2	1⅜
	3rd	1½ — 4	1 — 2¾	3½	2½
	4th	2 — 5¼	1⅜ — 3⅝	4¾	3¼
HIGH	1st	2¼ — 6	1⅝ — 4⅛	5½	3¾
	2nd	3 — 8	2⅛ — 5⅜	7¼	5
	3rd	5½ —13¾	3⅝ — 9⅜	12½	8⅝
	4th	7¼ —18½	4⅞ —12⅝	16¾	11½
REVERSE	1st	1¼ — 3	¾ — 2		
	2nd	1½ — 4	1 — 2⅝		
	3rd	2¾ — 6¾	1¾ — 4⅝		
	4th	3½ — 9	2⅜ — 6⅛		

COMFORT...CONVE

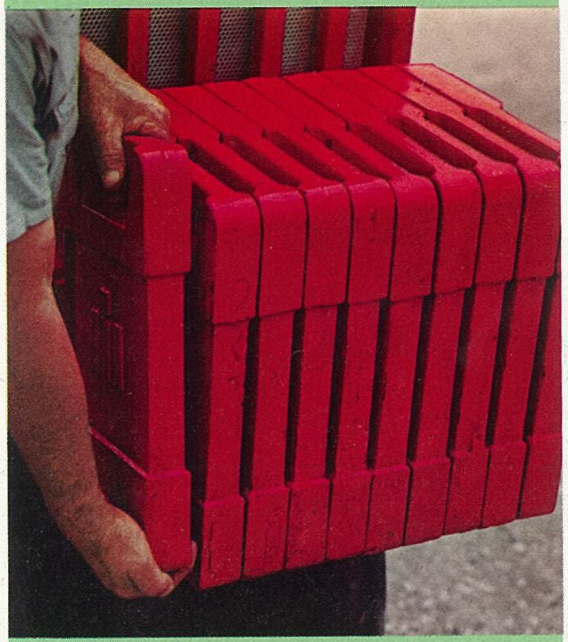
NIENCE

with TOTAL POWER

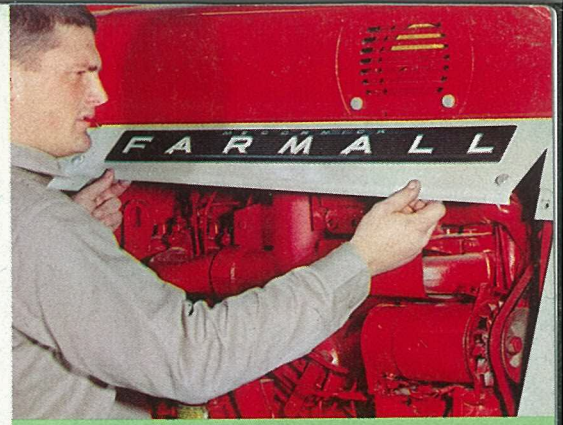
If you can't sit home in the easy chair, try the cushioned comfort of this Farmall bucket seat. Big, new, deluxe. It's your ticket to day-long driving comfort with up-down, fore-aft, and out-of-the-way-for-standing positions. Platform's roomy, protects you too. Handy controls are mostly hydraulic. You've got a big tractor here . . . and you don't have to suffer to make it work. You're Total Powered in Total Comfort. What more could you ask except convenient servicing—and that's here too.



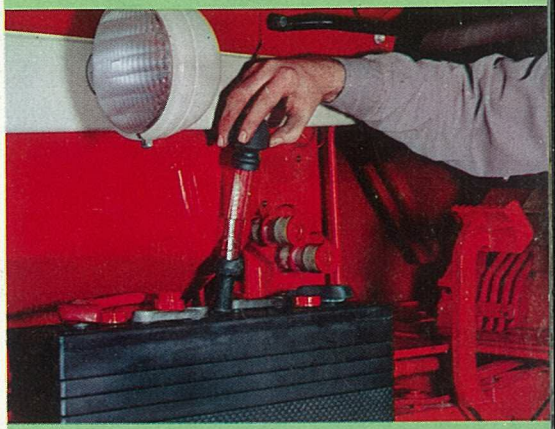
Grab a handle, take a step and you're up . . . the easiest and safest way to get aboard.



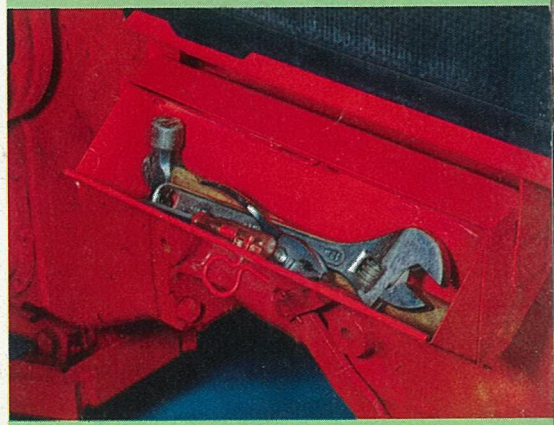
Front-end weights—73 or 98-lb. size—have suit-case handles, quick-lock[illegible]ts.



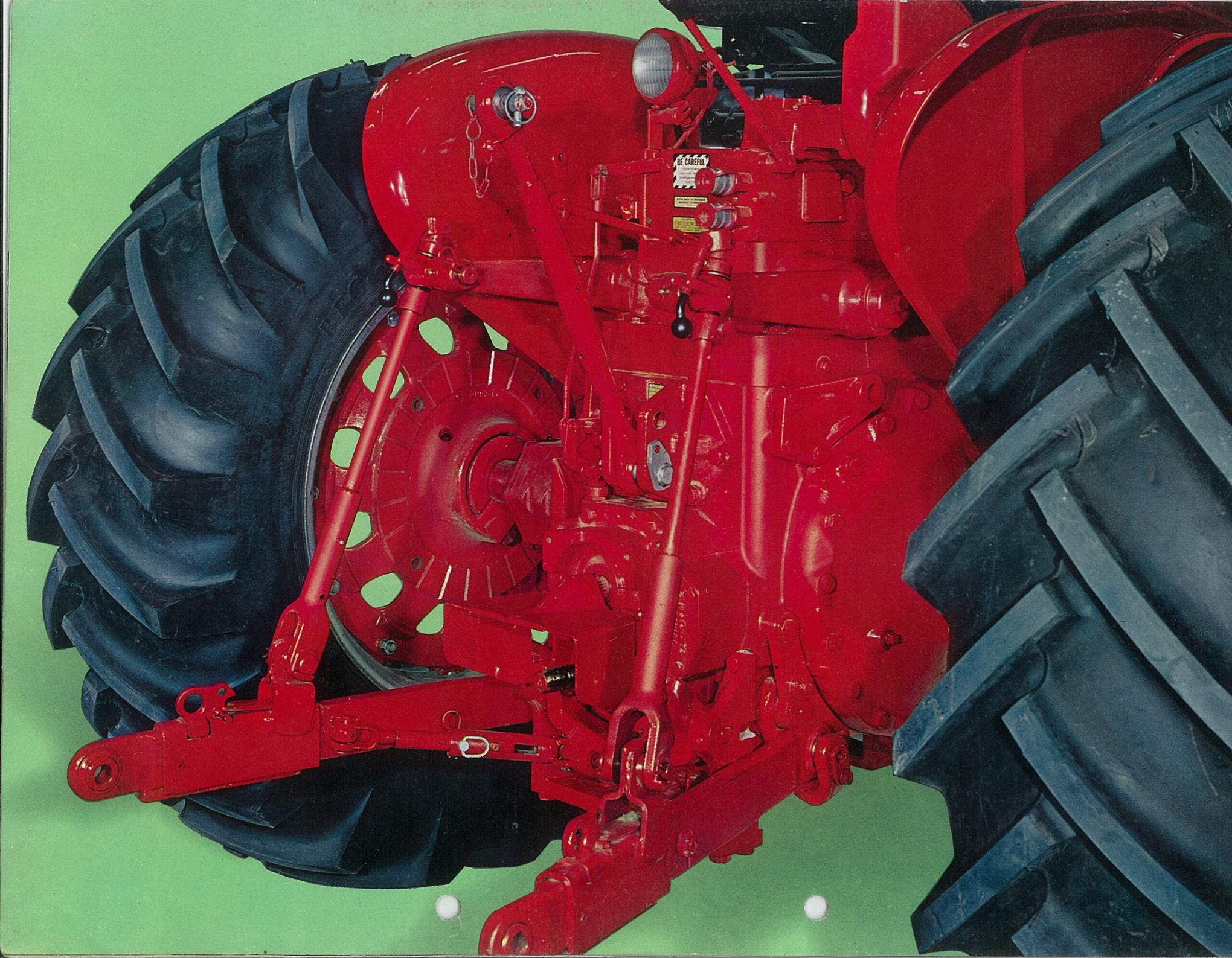
Easy-off panel provides quick access for service to upper engine.



Batteries are out in the open for handy servicing . . . and to keep them cool.

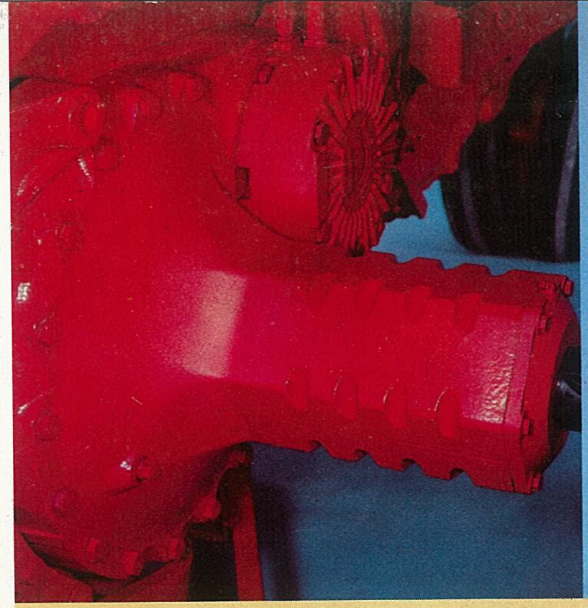


Tools stay clean, dry and ready for use in this new, built-in tool box.


BE CAREFUL

You're looking at the TOUGHEST tractor ever built

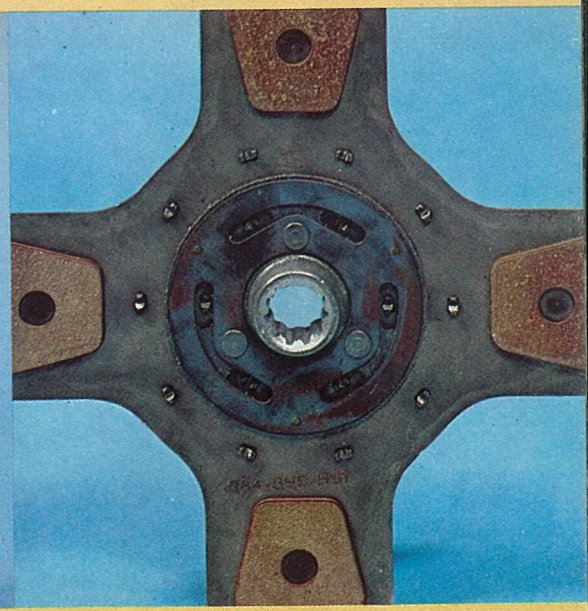
Extra strength, heavy-duty construction and quality of design are built into every tractor. Any way you look at it, you're going to see the evidence of ability to ignore shocks, jolts, strains — and to endure long seasons of hard-pull, high-speed farming, with the biggest implements yet. When you invest in a 706 or 806, be secure in the knowledge you are getting the toughest tractors IH or anyone else has *ever* built.



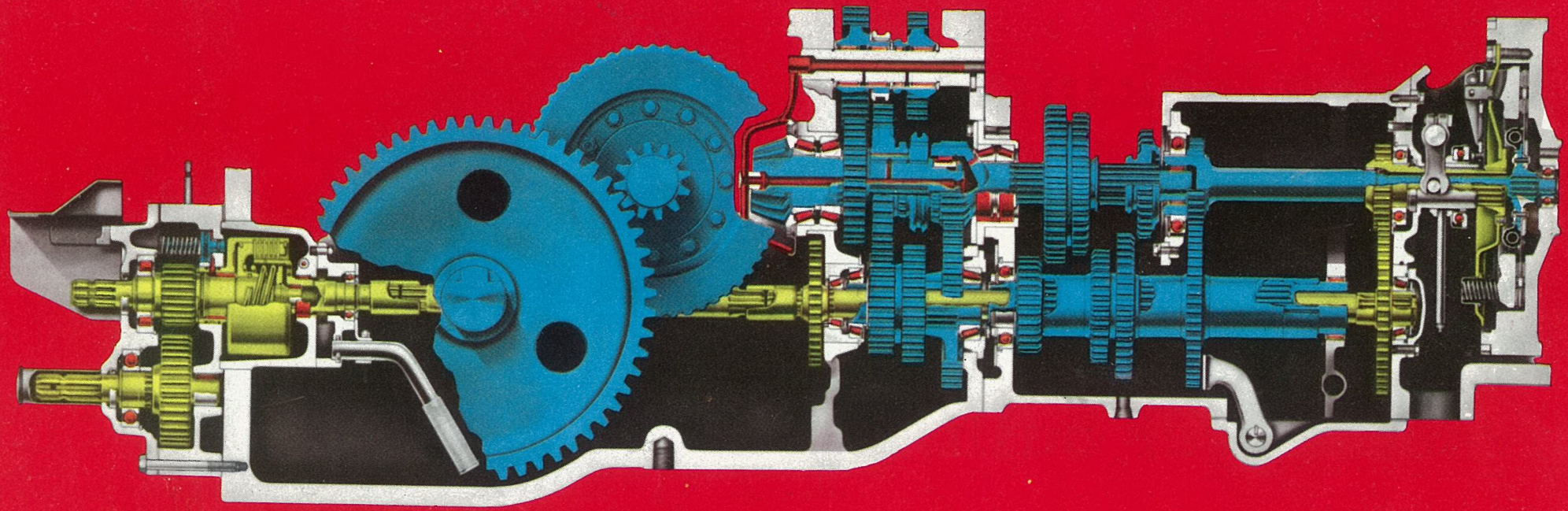
Massive axle carriers on the new 706 and 806 have no trouble absorbing the worst of hard going.

3¼" on the outside, 3-15/16" on the drive end. Biggest axle on any row crop tractor! Built-in axle key does away with key groove.

Bull gears run in separate, deep baths of clean, cool oil. They're big and tough—and well taken care of.

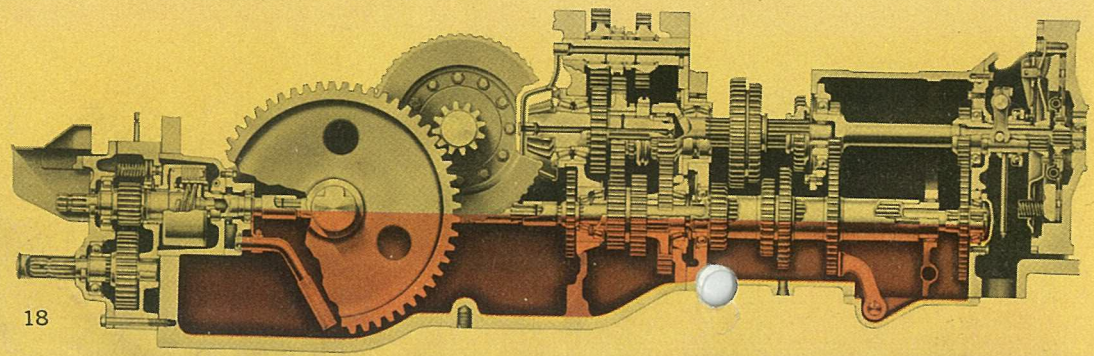


Dyna-Life clutch lasts up to five times longer than any clutch ever used in IH tractors. Smooth and sure.



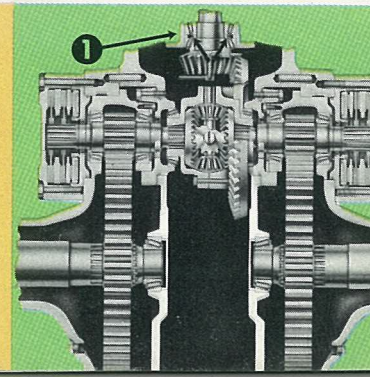
TOUGHER inside

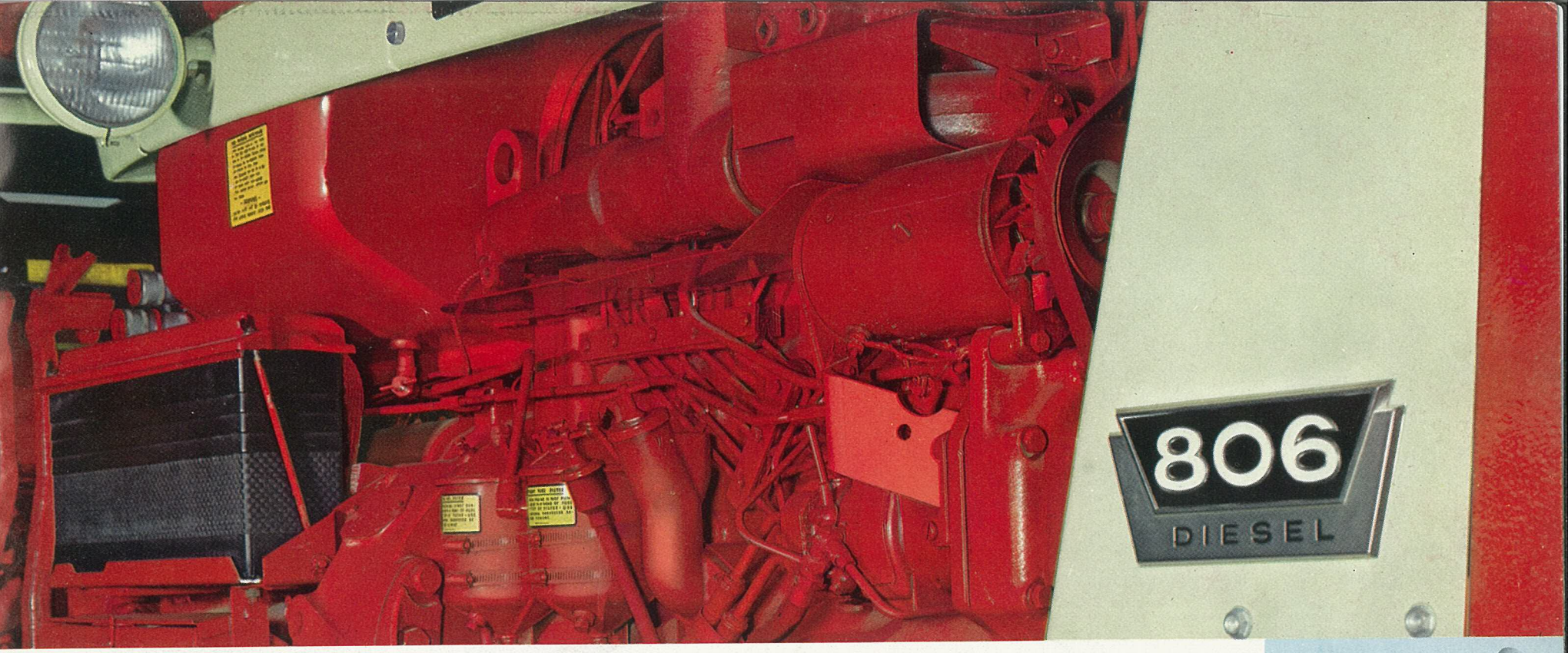
So that all the big power can be put to good use, IH engineering went all out to build a really strong and smooth running power train. Clutch housing and transmission are extra heavy—not only for strength, but to put more weight on the rear wheels. And the rear-end supports bearings properly to soak up shock loads, control driveshaft deflection and keep the gears in perfect alignment. Tough, smooth-running, dependable.



Upper shaft gears and bearings are pressure lubricated. Lower shaft gears and bearings run in a deep oil bath. Oil is cleaned by a big micronic filter.

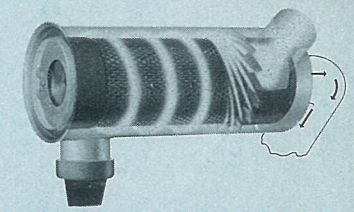
Rear end bearings, pinions and gears are jet lubricated (1). Bull gears and pinions are self-housed, each in its own oil bath, positively lubricated, even on sidehills.



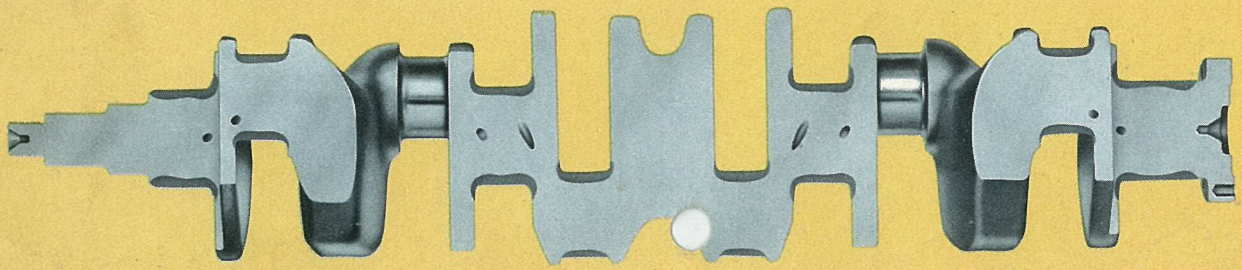


TOUGHER
up front, too!

And what a powerful fuel saver! Yet these aren't the biggest engines around, just the most modern and efficient. They're low in friction . . . high in power . . . and with the unusually accurate traction control of exclusive Torsion Bar sensing, they produce unmatched power at the drawbar. It's hard to explain but easy to believe once you've seen it. Powerful 706 and 806 outwork the rest—easily, on less fuel. Choose gas, diesel or LP gas.



Dry type air cleaner gets 99.9% of the dirt. Reusable filter requires less frequent cleaning. Cuts engine wear. Equally effective in cold weather, during warm-ups.



New Elotherm induction hardening allowed IH engineers to increase crankshaft endurance strength by 100% without increasing weight. Illustration shows deeper, wider hardening in journal and filet areas where most stress occurs.

MORE WORK POWER

TO YOU

from new tractors that have out-paced their competition

Here's where a new tractor succeeds or fails. And in all kinds of soils the country over, Farmall 706-806 tractors came through with flying colors. They came to work, to field test 160,000 acres, and got the work done fast . . . with more useable horsepower, more *work* power, more strength. On the way out, the Farmall 706 and 806 stopped for official testing: developed *more power* on *less fuel* than competition in the same horsepower class. 706 and 806. These are the tractors for high speed, hard-pull farming. Ask your International Harvester dealer for a demonstration soon.

706 SPECIFIC

Air Cleaner—Two-Stage Dry-Type, with micronic final filter.

Brakes—Hydrostatic hydraulic power; self-adjusting and automatic equalizing dry double disc type. Separate parking brake.

Clutch—Foot operated, 12 in. open type disc with trapezoid-shaped Dyna-Life friction pads. Clutch pedal operated transmission brake.

Cooling System—Pressure system with thermostatic temperature control.

Dimensions—Turning radius 8 ft., 9 in.; Wheelbase 97½ in.; Length (overall, 3-point hitch)—157 in.; Height (steering wheel)—80 in.; Width (over rear axles)—92″.

Electrical—Gas & LP Gas tractors: Single 12 volt battery, 60 amp. hr. 25 ampere shunt D.C. generator, voltage and current regulator. Diesel tractor: Two 6 volt batteries, 130 amp. hr. in series.

Engines—Six cylinder C-263 Gas, D-282 Diesel
LP Gas also available
Governed Speed Range: 900 to 2300 RPM

Horsepower (from official test)

	P.T.O.	Drawbar
Diesel	72.4	67.6
Gasoline	73.8	66.5
L.P. Gas	73.6	67.1

Fuel Tanks—Gas and Diesel—33 gal. LP Gas—38 gal.

Hitches—2-point Fast-Hitch*, 3-point Hitch*, or U-Type Drawbar.

Hydraulic System—Three pumps driven by IPTO drive shaft. 9 GPM pump supplies power for steering, TA clutch, brakes and pressure lubrication to power train. 12 GPM pump supplies power for hitch and auxiliary valves.* 3 GPM pump supplies power for IPTO and pressure lubrication to IPTO and belt pulley gears.

Instruments—Tachometer, hourmeter, fuel gauge, engine temperature gauge, oil pressure and generator charge indicator warning lights, lighting switch, starter button, horn button, *cigarette lighter. Key starting.

***Independent Power Take-Off**—Independent hydraulically controlled power shift type with 1000 rpm and 540 shafts or single 1000 rpm shaft. (ASAE standard at 2100 rpm engine speed.)

Lights—2 front and combination rear lamp and tail light.

Lubrication—Engine: Pressure, with full flow replaceable micronic filter. Power train: Pressure and oil bath.

Steering—Hydrostatic Power System. No mechanical linkage between steering wheel and front wheels.

***Torque Amplifier**—Power Shift.

Tires (Standard)—Front—6.50-16 in., 6-ply, F2. Rear—15.5-38 in., 8-ply, R1.

Transmission—8 speed fwd., 4 rev. (16 forward speeds with TA.)

Shipping Weight—With gasoline engine: 7600 pounds; with diesel engine: 7900 pounds.

WHEEL TREADS

Front

Tricycle.....8 or 16 in.
Adjustable.....50-74 in. or 57-81 in.

Rear

With standard axle and 34-in. tires.....60-86 in. (with concave turned in)
62-94 in. (with concave turned out)

With standard axle and 38-in. tires.....56-86 in. (with concave turned in)
62-94 in. (with concave turned out)

With standard axle and 38-in. tires and power adjusted wheels..56-96 in.

With wide axle and 34 or 38-in. tires.....66-106 in. (with concave turned in)
74-114 in. (with concave turned out)

With wide axle and 38-in. tires and power adjusted wheels.....64-116 in.

Plus Full Selection of Special Equipment

DAWN—Farmall 806

ATIONS 806

Air Cleaner—Two-Stage Dry-Type, with micronic final filter.

Brakes—Hydrostatic hydraulic power; self-adjusting and automatic equalizing dry double disc type. Separate parking brake.

Clutch—Foot operated, 12 in. open type disc with trapezoid-shaped Dyna-Life friction pads. Clutch pedal operated transmission brake.

Cooling System—Pressure system with thermostatic temperature control.

Dimensions—Turning radius—9 ft.; wheelbase—101.2 in.; length (3-point hitch) 161 in.; height (steering wheel)—81 in.; width (over rear axles)—92".

***Draft Control**—2-lever operation; torsion bar sensing, single acting.

Electrical—Gas & LP Gas tractors: Single 12 volt battery, 60 amp. hr.; 25 ampere shunt D.C. generator, voltage and current regulator. Diesel tractor: Two 6 volt batteries, 170 amp. hr. in series.

Engines—Six cylinder C-301 Gas, D-361 Diesel
LP Gas also available.
Governed Speed Range: 900 to 2400 RPM

		P.T.O.	Drawbar
Horsepower (from official test)	Diesel	94.9	86.6
	Gasoline	93.2	81.0
	L.P. Gas	93.4	84.3

Fuel Tanks—Gas and Diesel—42 gal. LP Gas—48 gal.

Hitches—2-point Fast-Hitch*, 3-point Hitch*, or U-Type Drawbar.

Hydraulic System—Three pumps driven by IPTO drive shaft. 9 GPM pump supplies power for steering, TA clutch, brakes and pressure lubrication to power train. 12 GPM pump supplies power for hitch and auxiliary valves.* 3 GPM pump supplies power for IPTO and pressure lubrication to IPTO and belt pulley gears.

Instruments—Tachometer, hourmeter, fuel gauge, engine temperature gauge, oil pressure and generator charge indicator warning lights, lighting switch, horn button, *cigarette lighter. Key starting.

***Independent Power Take-Off**—Independent hydraulically controlled power shift type with 1000 rpm and 540 shafts or single 1000 rpm shaft. (ASAE standard at 2100 rpm engine speed.)

Lights—2 front and combination rear lamp and tail light.

Lubrication—Engine: Pressure, with full flow, replaceable micronic filter. Power train: Pressure and oil bath.

Steering—Hydrostatic Power System. No mechanical linkage between steering wheel and front wheels.

***Torque Amplifier**—Power Shift.

Tires (Standard)—Front—7.50-15 in., 8-ply, F2. Rear—15.5-38 in., 10-ply, R1.
(Full range of optional tire sizes available.)

Transmission—8 speed fwd., 4 rev. (16 forward speeds with TA.)

Shipping Weight—With gasoline engine: 7930 pounds; with diesel engine: 8690 pounds.

WHEEL TREADS

Front
Tricycle.....8 or 16 in.
Adjustable.....50-74 in. or 57-81 in.

Rear
With standard axle and 34-in. tires.....60-86 in. (with concave turned in)
62-94 in. (with concave turned out)

With standard axle and 38-in. tires.....56-86 in. (with concave turned in)
62-94 in. (with concave turned out)

With standard axle and 38-in. tires and power adjusted wheels..56-96 in.

With wide axle and 34 or 38-in. tires.....66-106 in. (with concave turned in)
74-114 in. (with concave turned out)

With wide axle and 38-in. tires and power adjusted wheels.....64-116 in.

Plus Full Selection of Special Equipment

*Optional at extra cost. Specifications subject to change without notice.

DUSK—Farmall 806

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E-69-P. LITHOGRAPHED IN UNITED STATES OF AMERICA