

INTERNATIONAL[®]
SERIES 86
TRACTORS
85 to 160 PTO HP

The pro-ag line



1586



1086



886

International Series 86 tractors... offering power and comfort far beyond anything you've ever experienced.

1486



986



HYDRO
186



...operating sophistication designed to exceed that of any tractors introduced in this decade.

...maintenance and service ease not previously achieved in farm tractors.

...productivity potential that changes the ground rules for what a man can expect from a modern diesel tractor.

...a line of proven and advanced components that sweeps away all preconceived ideas about tractors, and can leave you with only one decision: What size International to settle on.

Series 86 Tractor quick facts:

International 1586—160 PTO hp. Most powerful of the new International models; equipped with every option and feature that you could possibly want to big-power farm your land.

International 1486—145 PTO hp. Big turbo-charged power to muscle through your hard-pull

tillage jobs with less wear and tear on you. Does it with fuel-saving, smokeless efficiency.

International 1086—130 PTO hp. Big engine, rugged transmission and final drive, massive axles—all the big-tractor heft you must have for pulling big implements profitably.

International 986—105 PTO hp. Here's where you'll notice our famous high-torque rise because the 986 keeps on lugging without shifting down after others have quit.

International 886—85 PTO hp. Everything you could want in an under-100 hp tractor—with 100-plus-hp tractor features. Power, weight, heavy-duty drive train, plus excellent field speeds.

International Hydro 186—104 PTO hp. Big power combined with the ultimate in driving ease and productivity. You never shift and have infinite speed selection. There's nothing else like it.

Note: All horsepower figures quoted are manufacturer's estimate.

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Power never came with so much comfort. And more.

Unitized tractor and control center. Engine, transmission, cab, final drive, hitch are an integral unit—just like your car.

High-torque-rise engines. With built-in deep-power reserve. No tractor line, model for model, can compare. It's like having another engine up front.

Mid-mount design. The integral control center puts you a full 1½ feet ahead of the rear axle. The operator benefits are tremendous.

Unlimited, 360° visibility. You've got far greater safety glass area. And vastly improved lighting patterns, front and rear.

Easier control and maneuverability. Mid-mount design makes it possible. So do arm-chair control consoles.

Electricity at work. Used more extensively than in any other farm tractors. For internal power and external connections.

Unexcelled comfort. Deluxe seat with six-way adjustments, greater cab interior space, air conditioning and more.

Wall of quiet. Control center is fully isolated and acoustically insulated from vibration, noise, sun, wind and rain. Down to 80 dba rating.

Extremely rugged power train. Another proven and improved International design, with extra strength to handle big power, big implements.

A new world of servicing ease. Plug-in instrument cluster with warning lights for all vital tractor systems; maintenance-free batteries; a host of outside-the-control center disconnects.

And so much more.









International 1586

Most powerful of the Series 86 models, the 1586 is the tractor for the man who demands maximum productivity, along with the ultimate in a comfortable working environment. It's the kind of tractor you can literally build your entire crop production system around. Every possible feature is included to make sure its high engine horsepower is turned into full workpower in the field. The rugged planetary final drive system assures efficient use of power, and it cushions the load on all drive train components.

Quick facts: 160 PTO hp, 6-cylinder turbocharged diesel, 436 cu. in. displacement. Speeds: 6F/3R basic; 12F/6R with optional Torque Amplifier. Optional 1000 RPM PTO. Optional Category II and III 3-point hitch.



International 1486

The 1486, with its 145 PTO hp diesel engine and unequalled operating convenience, is the kind of tractor you'll depend on to make your operation more productive, while making long days in the field seem much shorter. Its turbocharged diesel packs extra-deep reserve power for extraordinary lugging ability with heavy loads. And with 16 forward speeds with Torque Amplifier transmission, the 1486 enables you to match job to forward travel for maximum productivity in every condition you'll encounter.

Quick facts: 145 PTO hp, 6-cylinder turbocharged diesel, 436 cu. in. displacement. Speeds: 8F/4R basic; 16F/8R with optional Torque Amplifier. Optional 1000 RPM PTO. Optional Category II and III 3-point hitch.







International 1086

Here's a turbocharged tractor that's just the right size for handling the major work load in average-size farming operations. It's also ideal for the smaller operator who plans to rent or buy more land. The 1086 includes all the easy-handling characteristics designed into every Series 86 model. Mid-mount design, a control center that's unexcelled for comfort and visibility, with controls that are unmatched for convenience. A field test will prove its worth.

Quick facts: 130 PTO hp, 6-cylinder turbocharged diesel, 414 cu. in. displacement. Speeds: 8F/4R basic; 16F/8R with optional Torque Amplifier. Optional 540 and 1000 RPM PTO. Optional Category II and III 3-point hitch.



International 986

You'll look long and hard to find a tractor in this power class that offers anywhere near as much. It has every important feature of the bigger Series 86 models, and a high-performance, hard-lugging 436 cu. in. engine. And it offers exceptional speed choices for handling all kinds of work—from heavy tillage to lighter-duty cultivating. As with all Series 86 tractors, a test drive will demonstrate operating sophistication that exceeds that of any tractor in its class.

Quick facts: 105 PTO hp, 6-cylinder naturally aspirated diesel, 436 cu. in. displacement. Speeds: 8F/4R basic; 16F/8R with optional Torque Amplifier. Optional 540 and 1000 RPM PTO. Optional Category II 3-point hitch (converts to Category I).







International 886

If you're thinking about a mid-power tractor to take on a variety of assignments, check out the 886. It's sure to pay its way, and then some. It, too has one of the IH-built diesels that are famed for lugging ability, durability, reliability. And it has the work speeds, plus the handling ease you'll appreciate when working in the field, feedlot, or over the road. The control center, with heater, air conditioner and safety frame is, as you'd expect, standard. ROPS safety frame (shown) is optional.

Quick facts: 85 PTO hp, 6-cylinder naturally aspirated diesel, 360 cu. in. displacement. Speeds: 8F/4R basic; 16F/8R with optional Torque Amplifier. Optional 540 and 1000 RPM PTO. Optional Category II 3-point hitch (converts to Category I).



International Hydro 186

An International farm tractor exclusive, the hydrostatic drive propulsion system can be your best choice if you use your tractor for a wide range of power requirements. It's yet to be equaled for convenience, and for precision performance in PTO work, planting, cultivating, loading, choring. Only with hydro drive do you get on-the-go speed change, with an infinite choice of forward and reverse speeds—without clutching or throttling—while you maintain full engine power.

Quick facts: 104 PTO hp, 6-cylinder naturally aspirated diesel, 436 cu. in. displacement. Speeds: infinitely variable from 0 to 16.6 mph forward, 0 to 6.9 mph reverse. Optional 540 and 1000 RPM PTO. Optional Category II 3-point hitch (converts to Category I).



Introducing

MID-MOUNT DESIGN

**The control center
that puts you in the middle
of the action.**

***It's the natural, logical way to improve
tractor ride and control.***

Here's a meaningful step forward in modern tractor design. IH puts you where you can control your tractor best...a full 1½ feet ahead of where you're located on most tractors. Since you're well in front of the rear axle, you enjoy a smoother, more comfortable ride.

But an improved ride is only part of the story. Mid-mount design puts you way ahead in tractor handling, too. You feel as if you're cradled in the center of the tractor. Steering and maneuvering are much easier because you're close to the front wheels. Over-all control is better, so it's a cinch to stay "on line" in jobs where precise movements are important. No matter what the job you're working at, with mounted or trailing equipment—plowing, planting, cultivating, spraying, chopping, baling, loading, whatever—you'll experience a new feeling of complete control over tractor and equipment.

The way to test this new feeling, of course, is with a trial in your own fields.





MID-MOUNT DESIGN



A new kind of quiet is a big part of the Series 86 story.

Every effort has been made to provide you with a restful place to work.

You've read a great deal in recent years about how sustained high noise levels not only can affect your hearing, but can cause mental fatigue as well. International Harvester is well aware of the importance of providing you with a quiet working environment. You'll experience the result of this awareness in a new mid-mount cab. You'll work in a new world of quiet, never before achieved in an International farm tractor.

1. ISOMOUNT® isolators help bring on a new kind of quiet. These thick rubber mounts, between

the control center and the tractor frame at all four corners, suppress and isolate vibrations from all directions. Vibrations are not amplified. Isolators are used throughout the tractor—wherever metal-to-metal contact could help generate noise.

2. Sound smothering carpeting covers the entire platform or deck area. Suspended brake and clutch pedals have integral pivots in firewall—no grommets or rubber boots. Dust and dirt are completely sealed out.

3. International acoustical engineering calls for a control center completely lined with thick polyurethane foam and vinyl. Sound is reduced down to 80 dba, even when operating at full

throttle and full load. So quiet, you can speak in a normal tone of voice.

4. Both doors are heavily gasketed to keep out engine noise, dust, dirt, wind and rain. Doors close so tightly, that the air actually compresses inside the control center and must be expelled through the air filter intake at the rear. This reverse air action acts to self-clean the filter.

5. Enjoy stereo music or noon farm news with optional radio or 8-track stereo tape unit. The interior is that quiet. You stay fresh longer, feel less fatigued, even after long hours in the field. And show a smiling face to the family at the evening meal. How can you put a price on that?



MID-MOUNT DESIGN



Clear-view visibility is outstanding in every direction ...through distortion-free tinted safety glass.

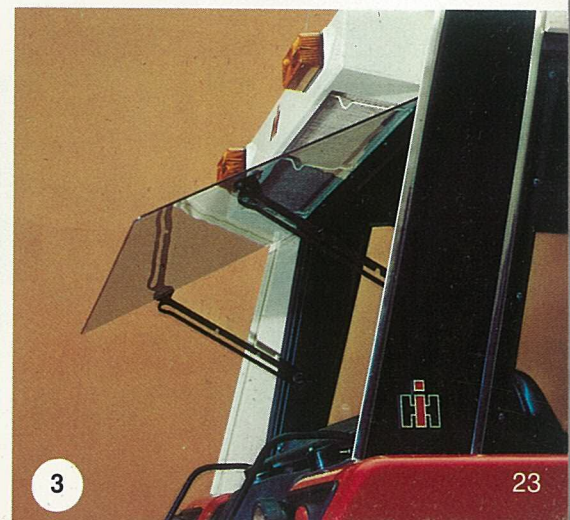
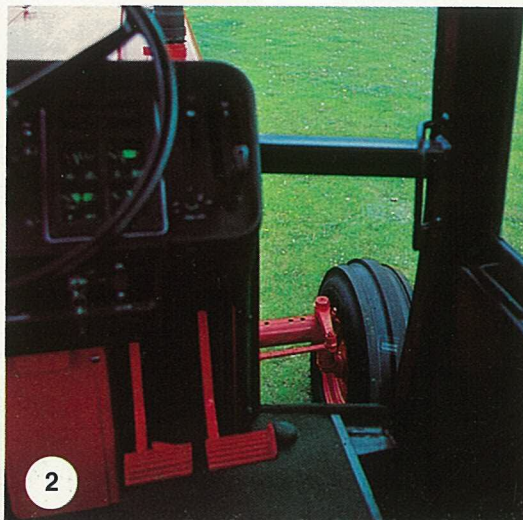
***Your view from your seat is the best
on any tractor—bar none!***

The view from inside a Series 86 control center is truly horizon-wide—to give you the big picture in every direction. There is a total of over 43 square feet of safety glass—the kind that pops out, away from you, in case of accident. It's also designed to minimize eye fatigue, tinted to reduce glare, and scientifically curved to control any possible distortion. Your view? Like having no enclosure at all. You have practically the same feeling of open air visibility that you have with just a protective frame. Side posts are narrow, windows are frameless, increasing your visibility to the side and rear.

1. Automotive-type windshield curve with 116-inch radius, maintains visibility to the front, with no distortion or bothersome reflection from any angle. The windshield is all one piece—there's no center post to obstruct your view. And with the muffler under the hood, there's only the narrow exhaust pipe out front.

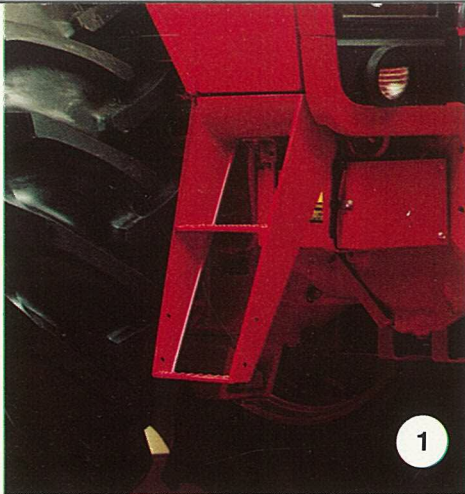
2. Unobstructed view of front wheels is provided through the lower front windows. There's no need to crane your neck to keep on course when working between rows of young plants.

3. The view to the rear is good, too. With the rear-mounted fuel tank sitting at an angle, the top slopes down out of your view. This design gives you a clear view of the hitch links and implement out the big rear window.



MID-MOUNT DESIGN





1



2



3



4



5



6

Conveniences rival those of your family car.

From two wide doors to side window defogging, a complete package is standard.

If you're like most farmers, you rate operating convenience very high, simply because if something isn't convenient, it's inconvenient. And that chips away at comfort, productivity and peace of mind.

When you consider the investment you make in a tractor, and what you expect to get in return for your hard-earned dollars, you should get today's productive conveniences, not yesterday's warmed-over versions. International Series 86 tractors actually make *more* conveniences available to you. And not gimmick conveniences, but meaningful, worthwhile, production-boosting contributions such as these.

1. **Mounting steps on each side**, complete with handholds. Steps are flat. No rungs. So you can place more of your foot on the step. They're corrugated for safe mounting with muddy boots.
2. **Two doors give you maximum convenience.** Enter, leave from either side. Park flush against a building—and get out the opposite side. No need to get out one door and walk around a big implement to work on it. Doors have flush-mounted handles inside and out. Left-hand door has key lock.

3. **Windows open to let in fresh spring breezes.** They close tightly, lock down securely. No chance for moisture, dust or dirt to enter. So you control ventilation in hot weather or cold. Windshield is equipped with 2-speed wiper.

4. **Heavy-duty pressurizer keeps out dust and dirt.** Also expels excessive heat. Filter is self-purging, easily serviced from outside. Full system flow is designed especially for the big cubic footage of the control center. You can also arrange to recirculate inside air for faster cooldown or warmup.

5. **Standard air conditioning** keeps the interior cool in hottest weather. Louvers can be adjusted to direct air flow where you need it most, including toward the side windows to defog them in humid weather. Tinted glass all around also helps to reduce the heat load when the sun is shining in full force. Big capacity heater and defroster with six defroster slots for windshield is standard.

6. **Mid-mount control center has built-in protective safety frame.** Big, tubular steel uprights are tied together at the roof by heavy cross bracing. Full four-post rollover protection meets or exceeds A.S.A.E. and OSHA specifications. This is a safe, secure and comfortable environment. Seats include safety belts.

MID-MOUNT DESIGN

Order your new "86" tractor with the equipment you prefer.

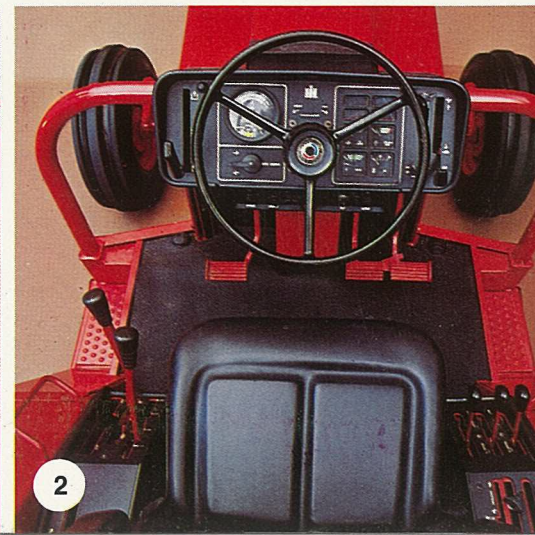
Series 86 tractors can be purchased with open-air control centers; with enclosed control centers (cab); or with rollover protective structures (ROPS).

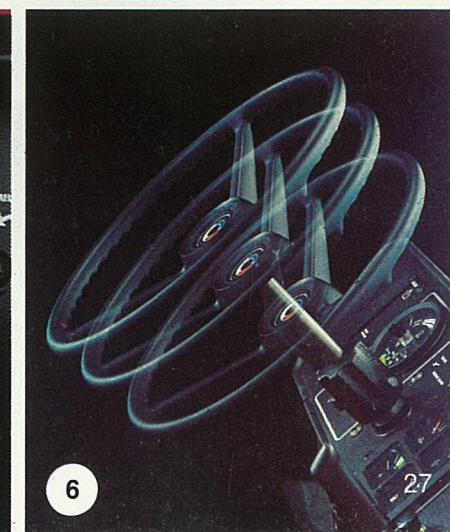
You can have your Series 86 tractor just the way you want. Whether it's with open-air or enclosed control center, or with the ROPS, you enjoy an operating environment that's second to none. Controls and instruments are all so convenient, so well placed, that production just naturally goes up. Everything about the mid-mount control center says "welcome" to a remarkably new kind of comfort and productive control.

- 1. Deluxe comfort seat.** Orthopedically designed, the seat has greater depth for extra leg support. Adjusts six ways—raises, lowers, tilts, moves forward and back. Adjusts to your weight. Backrest adjusts, arm rests flip up. Spring-suspension on 886, 986, 1086 and Hydro 186; hydraulic suspension on 1486, 1586.
- 2. Consoles put controls at your arm rests.** Left-hand console includes speed and range levers, plus park lock. Right-hand console contains hydraulic system controls.
- 3. Modular instrument cluster** with four gauges and four tele-lights is a plug-in type for easy servicing. Each gauge can be individually replaced in minutes—fuel, voltmeter, temperature and engine oil. Dimmer switch for dash

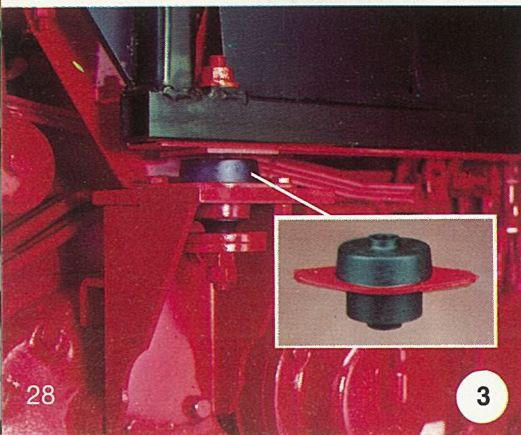
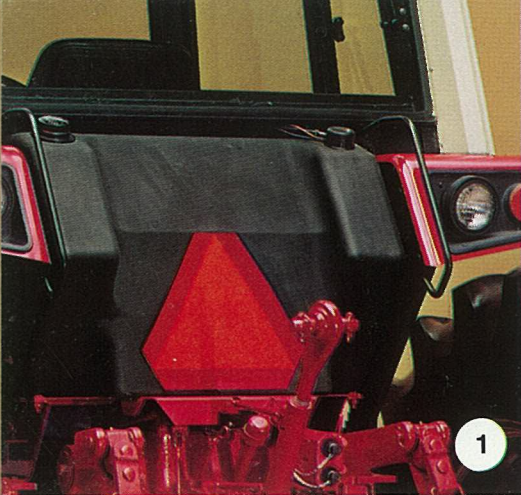
lights reduces night glare. Symbols are used for all signal and control identification.

- 4. Warning lights help protect systems.** Radiator coolant level; oil pressure in transmission (transmission oil temperature on Hydro 186); automatic air conditioner compressor shutoff; air cleaner; brake wear (except 1586). Directional signals and hazard warning lights are part of the package.
- 5. Digital read-out tachometer/speedometer.** Gives you instant reading of travel speed, engine RPM and PTO speed. Standard equipment on the Hydro 186, it is optional on other models.
- 6. Steering wheel telescopes.** Effortless hydrostatic power steering takes the work out of steering. Column telescopes to put wheel in your favorite position. Change seat and wheel adjustments for a change of pace.





MID-MOUNT DESIGN



Every Series 86 tractor: Better than a good investment.

Extra productive from first hour to last with just the right mix of power, comfort and convenience.

Mid-mount design puts you far ahead of the rear axle. As with any other vehicle—bus, train or car—the ride is better between the axles instead of riding over either one. So expect a ride smoother than you're accustomed to. The same goes for visibility, with broad expanses of glass, and the muffler concealed under the hood.

You sit more comfortably. You see your work better. You maneuver easier with armchair controls. You do it all in a new kind of automotive-type silence. Nothing to hold you back from producing more every hour in the field. And that just begins to spell the worth of an International Series 86. It will pay you those dividends right now. And years later, when you're ready to trade.



1. Rear fuel tank converts dead weight to traction advantage. Weight over the rear axle improves traction. Large molded tanks have capacities of 50 gallons for the 886, 986 and Hydro 186. Fuel tanks on the 1086, 1486 and 1586 have capacities of 63 gallons for more hours of work between refills.

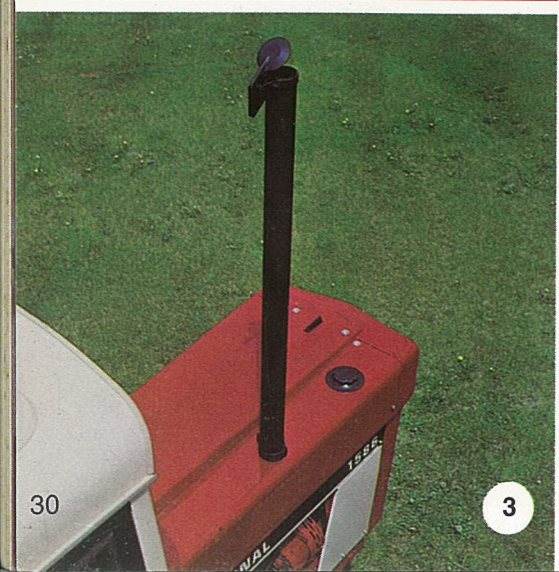
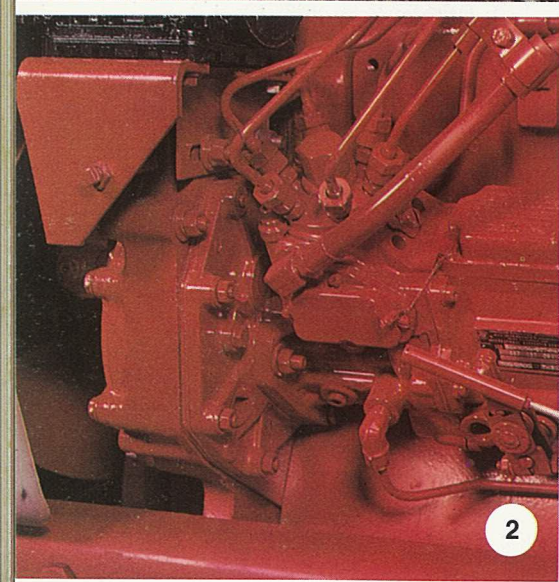
2. Auxiliary fuel tanks, with 22-gallon capacity, are molded to fit snugly on the left side of the tractor. You fill both tanks from the filler neck on the main tank. With up to 85-gallon fuel capacity in total, you can work eight hours or longer without coming in from the field for time-wasting refills.

3. Double-acting ride improvers. First the cab is isolated from the frame with resilient rubber ISOMOUNTS. This feature, plus the deluxe seat produces a floating ride unlike anything you've enjoyed on any other tractor.

4. Night lighting like you've never seen before. You get vastly improved visibility in the field or on the road. Four lights up front...two are protectively recessed just above the grille and two are located low on the front of the control center. The low lights are adjustable to illuminate previous blind spots and to prevent window glare. There are also two lights on the rear.

5. Time-saving disconnects. For your convenience, there is an electrical receptacle built into the back of the control center, on the outside. This handy feature permits you, when using implements equipped with electrical devices and motors, to simply plug into the tractor's electrical system. The 30-ampere capacity is easily handled by the standard alternator.

POWER



IH diesel engine superiority starts with deep power reserve.

Power so efficient, it will change your thinking about lugging ability, durability and economy.

International diesel engines have earned a reputation for exceptional dependability and work power. They've earned it where it counts—over millions of hours of use, through tens of millions of acres. Their highly dependable performance is a result of many factors: advanced engineering design; quality components; modern manufacturing techniques; continuing research and development. Basic components are constantly under test, in the laboratory and in the field. Modifications are made only when an improvement can be of practical value to owners. And because of this continual striving for ever-better performance, you can count on these thoroughly dependable powerplants to deliver more than you've grown to expect from most tractor engines.

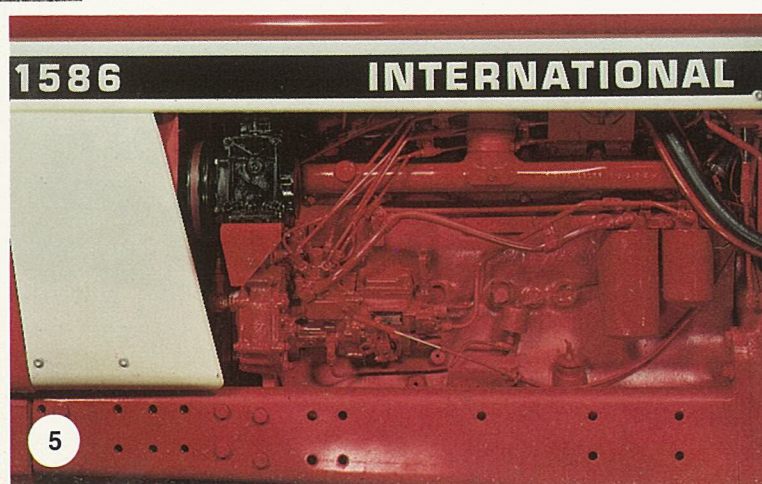
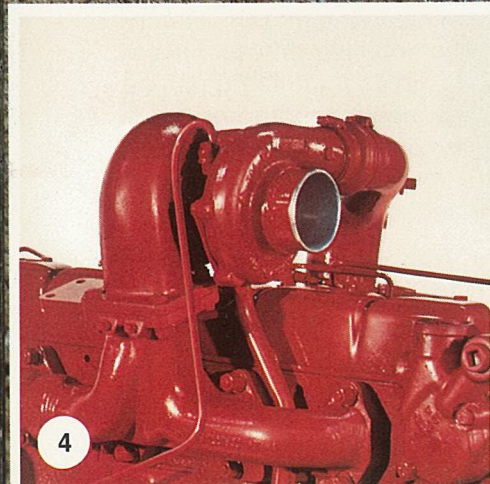
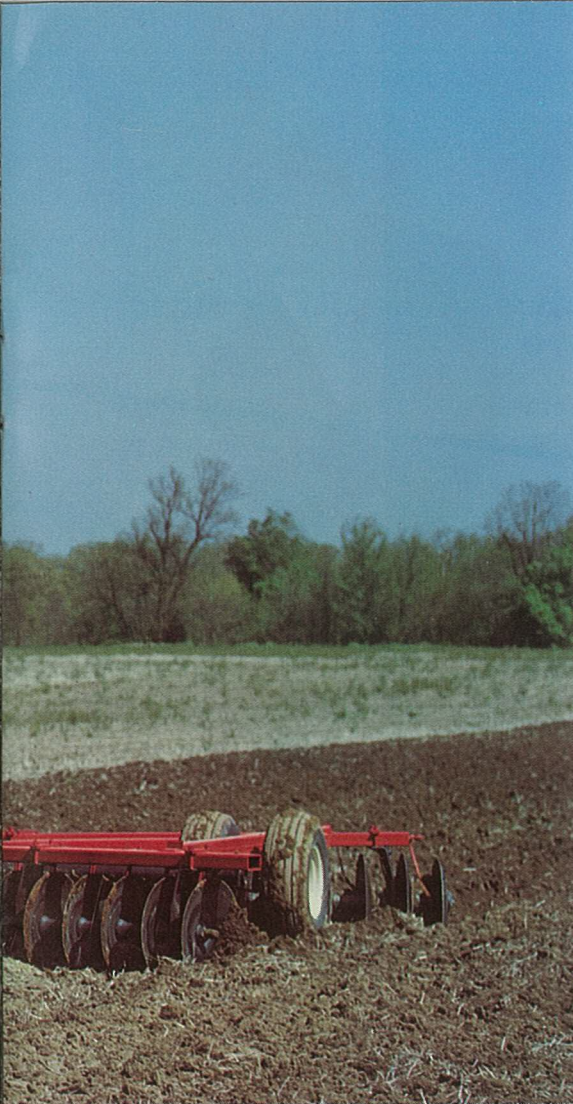
1. Superior torque-rise characteristics. You can expect more "pull through" ability from IH engines than from other makes. This power reserve is what takes you through hard going without stalling or requiring frequent shift-down. And that means more production every hour you're in the field.

2. Exclusive fuel injection pump. One of the major reasons for an IH diesel's superior torque rise is the single-plunger, distributor-type injection pump. It assures balanced fuel injection to all cylinders at optimum timing throughout the speed range, resulting in better combustion control for high efficiency.

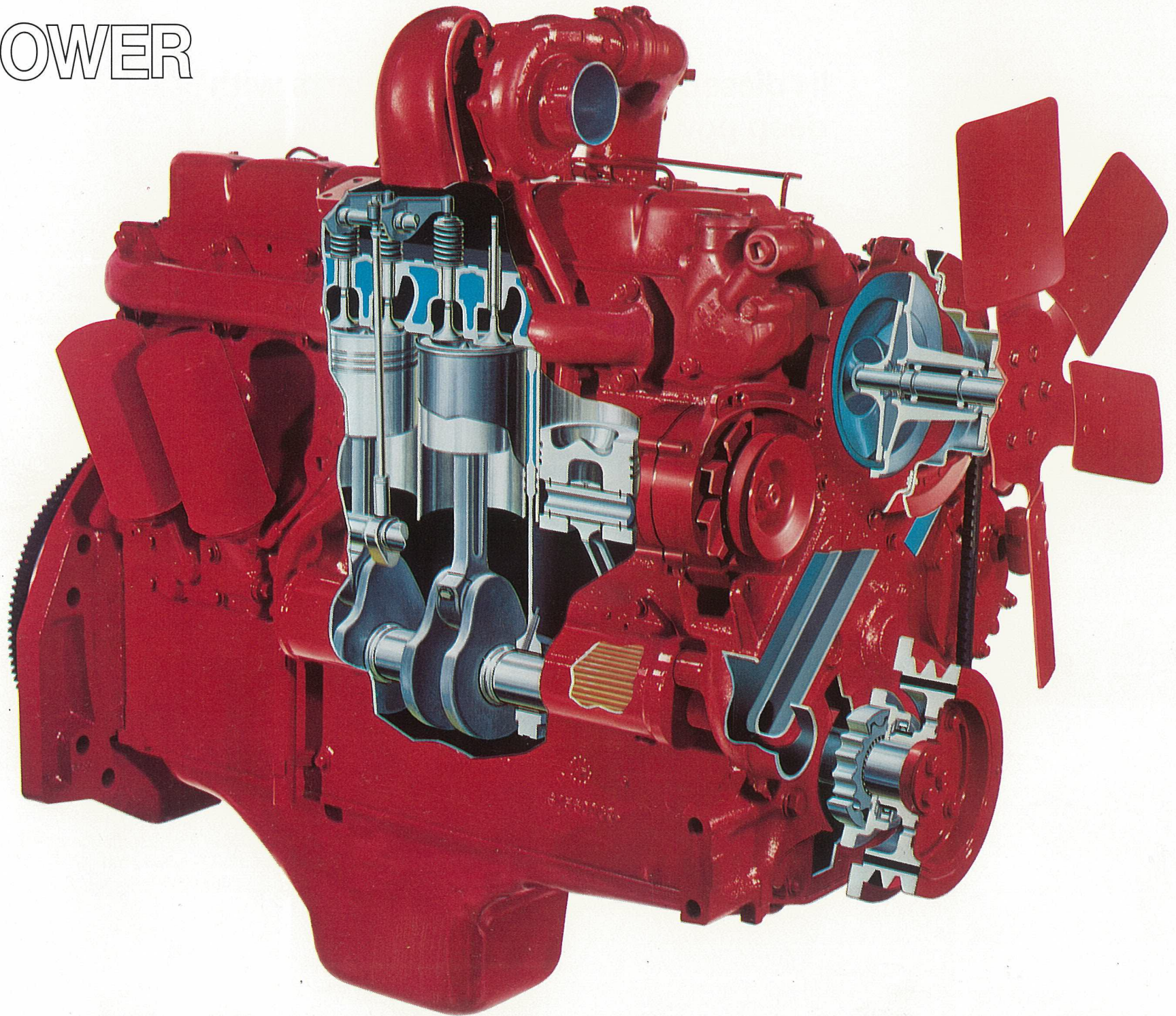
3. Clean burning. When working a Series 86 tractor hard, you'll notice little indication of smoke coming from the stack. This indicates better fuel economy, more usable power, lower maintenance, longer engine life.

4. Turbocharged power boost. The 1086, 1486 and 1586 tractor engines are turbocharged. This gives you an even greater efficiency advantage by packing more air into each cylinder. More air means more complete combustion and more power per unit of fuel for better economy, more power per cubic inch of displacement.

5. Clean engine design. A quick glance at an IH diesel shows you there's a bare minimum of external piping, and that the engines are compact.



POWER



Built-in durability assures long-range economy you can measure.

Built to stand up to the demands of modern, high-speed, hardpull farming.

Heavy duty all the way through. Heavy duty cylinder sleeves, crankshafts, rods and bearings. Extra strength adds up to the endurance and reliability you've come to expect from any International Harvester engine.

High-strength, alloy iron crankcase. An IH design that minimizes weight without sacrificing strength. Pan rails extend well below the crankshaft centerline for maximum rigidity. Heavy ribbing, plus thick webs for each of the seven main bearings, eliminate cylinder distortion, provide an excellent mounting base for the crankshaft. Bearing caps are nodular iron for additional strength.

Longer engine life with plateau-honed sleeves. Replaceable, wet-type sleeves are plateau honed for exceptional lube-oil control. Plateau honing provides a finish which closely resembles the cylinder surface after normal engine break-in. It eliminates peaks to leave a much smoother cylinder wall surface with the necessary valleys for oil retention. As a result, break-in oil contains fewer wear particles. The IH engine runs cleaner, lasts longer.

Forged-steel, induction-hardened crankshaft. Here's strength and durability com-

bined. With 8-counterweight shaft and a vibration damper on the front of the crankshaft, Series 86 engines operate smooth and quiet.

Wide main bearings, full skirted aluminum alloy pistons. Main and connecting rod bearings are tri-metal extra wide for long life. Angle split connecting rods can be withdrawn through the cylinder bore for ease of maintenance. Pistons are full-skirted, with three chrome rings to reduce friction and extend life. A Ni-Resist insert in the top ring groove increases life of both piston and ring. Full floating wrist pins provide even wear. "Mexican Hat" combustion chamber, combined with angular fuel injection and helical swirl intake ports, mean exceptional combustion efficiency, economical operation.

Stress relieved, alloy-iron cylinder head has helical swirl intake ports. Intake valve seat inserts are replaceable silchrome. Exhaust valve inserts are cast of high nickel alloy. Valve guides are also replaceable. Efficient cooling with pressed-in water directors. Six bolts surround each cylinder for a tight, lasting head gasket seal.

Stamped steel rocker arms and chilled iron tappets for high speed operation. Chrome nickel alloy exhaust valves for better heat resistance. Intake and exhaust valves have valve rotators to prevent carbon build-up. Cam

shaft has induction hardened lobes and bearing journals.

Unique cooling system design. Front cover doubles as a lube oil and coolant manifold for a more compact design. Contains water pump volute and all water transfer passages for the crankcase and oil cooler to minimize external piping. The cooling circuit provides effective scrubbing action by spiraling coolant flow around the cylinder sleeves and upward through the cylinder head water directors.

Piston cooling jets, located in the main bearing webs on turbocharged engines, fed from the main oil gallery, cool and lubricate the pistons and wrist pins.

Lubrication system. Gerotor oil pump on front of crankshaft delivers crankcase oil through the front cover to the oil cooler and to the spin-on lube filters. These dual throw-away full-flow filters assure clean oil to all engine parts, filter only the oil needed to lubricate the engine, injection pump and turbocharger, and provide extended engine life.

Quick starting. Excess fuel device, integral part of the direct injection system, delivers extra fuel at low cranking speed for improved atomization in any weather down to 10°F., without aids.

TRANSMISSIONS





Speed selections spaced for maximum productivity.

Plus you can get on-the-go power shifting with optional Torque Amplifier transmission on every gear drive model.

In every Series 86 gear-drive model, the basic transmission includes Hi-Lo range and eight speeds forward, four reverse speeds (6F/3R on 1586). Or, if you prefer, you can equip with optional Torque Amplifier transmission which provides 16 speeds forward, eight reverse (12F/6R on 1586). Whichever transmission you select, when you team it with multi-range IH engines, you can be sure of having just the right field, chore or road speed to match the job at hand.

Gear changes are made smoothly and easily; with levers located on the console immediately to the left of your seat. Shifting between adjacent gears is straight-through and in-line, so there's no guessing or fumbling to move one gear up or down.

Basic transmission shift levers are controlled by your left hand, leaving your right hand free for steering, throttling, or operating the hydraulic system.

Torque Amplifier transmission doubles the number of forward speeds to further help you match forward travel to the job. But it is much more than simply a multi-speed transmission. With it, you can shift up or down on the go, under load, without clutching or throttling. Pull back on the handy TA lever, and you reduce speed by 22% in each gear; while you're increasing pull by 28% (14½% speed reduction, 17% pull increase in 1586). And, it's built to be used full time, if you want.

You'll use TA on nearly every job you have. Use it to get heavy loads started, and then power-shift up. Use it to slow down for turns, without touching the throttle; then when through the turn use TA to get back to work speed. Use it for crossing ditches, climbing hills. Use it with your PTO machines to keep engine speed up while you reduce ground speed as you move into heavy or bunched crops. Use it to move non-stop through tough spots when you're plowing or disking. And as a safety plus, you can use TA to take advantage of engine braking power when going downhill.

Convert big engine power into bigger workpower.

Rugged drive components...including massive gears and axles...readily handle high-torque engine power.

Because of the high torque developed by IH diesel engines, all components within the final drive system must be extra rugged. Gears, pinions, axles—all are especially heavy to handle the big power, and heavy implement loads as well.

All Series 86 models (except the 1586) have a separate bull gear and pinion for each drive wheel. Bull gears are straddle-mounted for maximum support, and to prevent deflection under sustained heavy loads. For added strength and long life, alloy steel pinion gears are carburized and hardened; bull gears are induction hardened. Differentials are positive pressure-lubricated to reduce friction and heat.

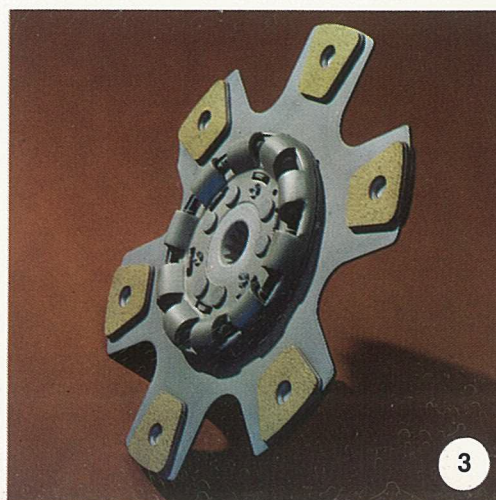
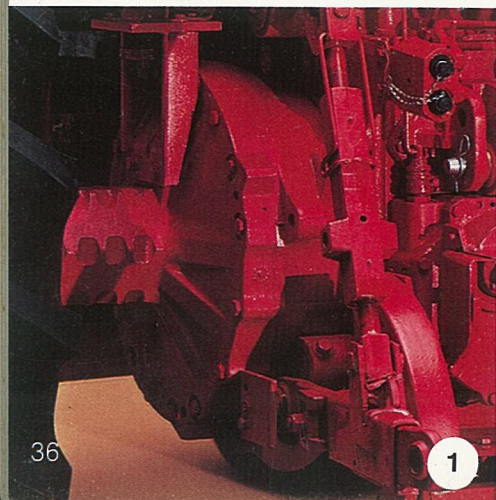
Massive rear axles assure plenty of carrying strength for the heavyweight pull-power of

Series 86 tractors. Live-type axles deliver straight-through power to the wheels; and are mounted on tapered roller bearings for long service life. Integral axle keys provide two driving surfaces, assuring full use of power to the rear wheels at all times. Individual axle carriers, bolted securely to the rear frame, are simple to remove for maintenance and service.

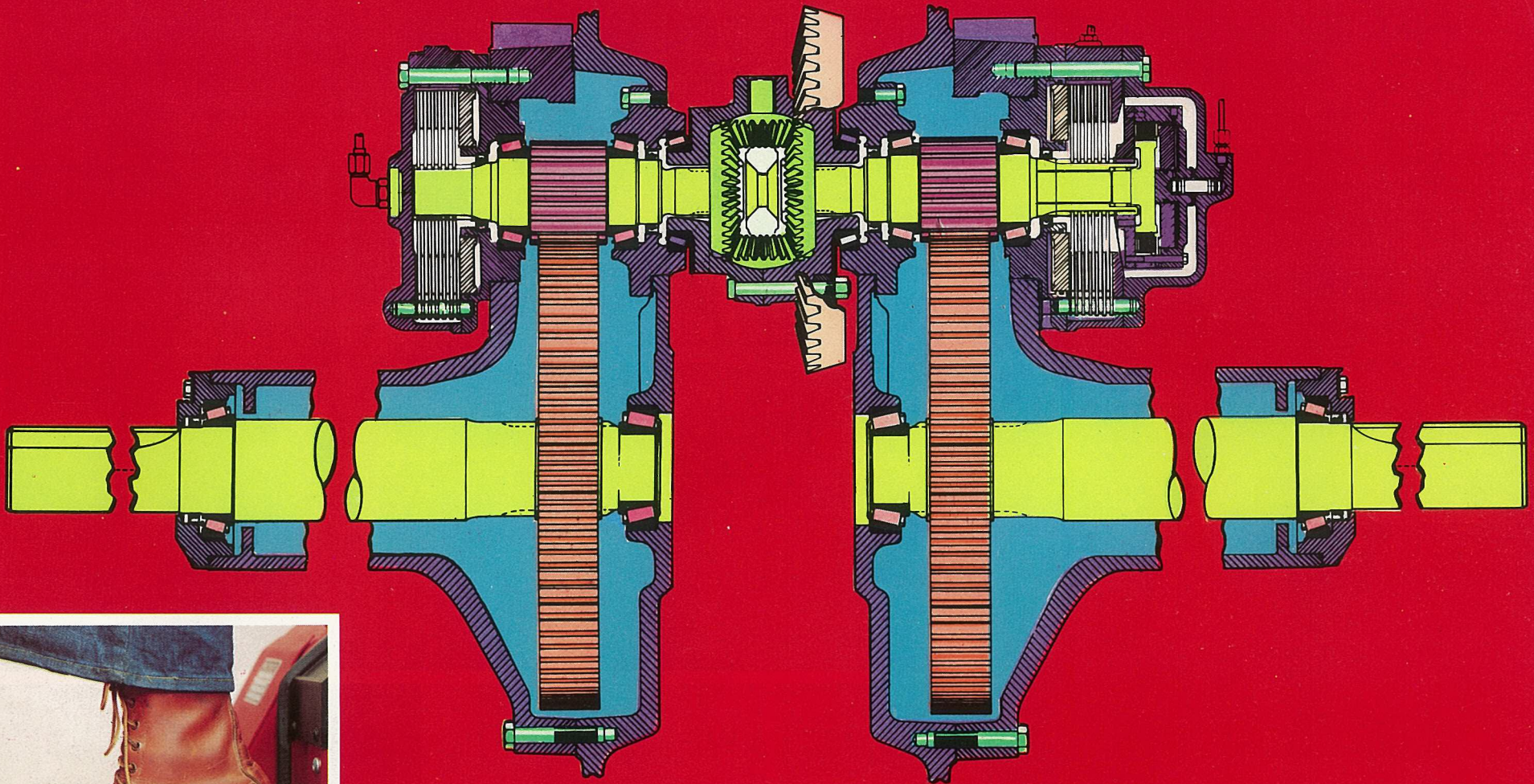
1. **Final drive system** on the 1586 includes planetary-type gear reduction. High-quality planet gears and tapered bearings are designed to withstand continuous heavy torque loads with minimum strain on the remainder of the drive train.
2. **Hydraulic-powered clutch** requires only light foot pressure to operate. The pedal is suspended from an overhead pivot, further easing operation. The power-assisted clutch is standard on all gear drive models.
3. **Exclusive Dyna-Life® clutch** wears longer, dissipates heat better than conventional organic fiber clutches. Its cera-metallic pad facings last up to five times longer than

others. Clutch is 12 or 14-in. diameter, depending on tractor model.

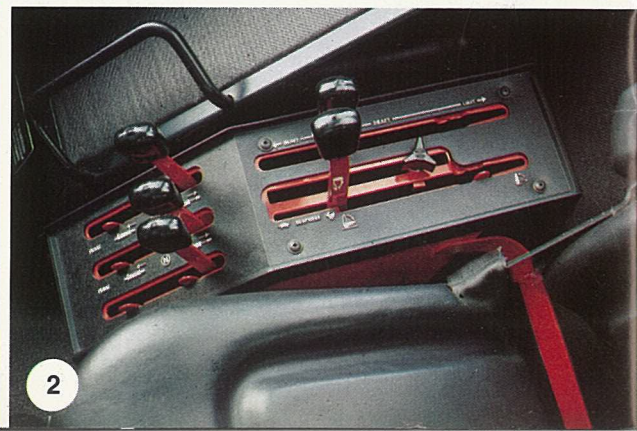
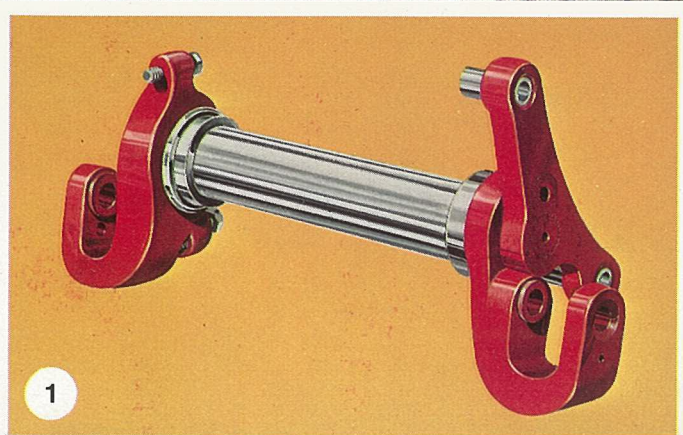
4. **"Wet" power brakes** provide for smooth, sure stops under load; help you make fast, tight turns. Multiple-disc 8-in. brakes (on all models except 1586), are externally mounted, and run in a bath of oil for maximum heat dissipation and extended service life. In addition, brake fade and contamination are practically eliminated. Brakes automatically equalize and self adjust to compensate for wear. On the 1586 the internally mounted brakes consist of a single 19-in. fiber-faced disc, also running in oil for long life, positive operation. Brake pedals can be locked together; pedal faces are curved for comfortable operation.
5. **Wet differential lock** overcomes one-wheel spin-out. Helps maintain directional control and traction in soft or muddy footing. You merely step on a pedal under your heel to direct power equally to both drive wheels. Long-life, multiple disc assembly is constantly lubricated by oil. Optional on 886, 986, 1086 and Hydro 186.



FINAL DRIVES



HYDRAULIC SYSTEM



Here's all the hydraulic muscle you'll ever need.

Simple torsion-bar hitch and remote control system give you versatility, convenience, speed, capacity.

The International 2-pump hydraulic system powers various components with constant, dependable delivery—yet provides variable pressures as required. Each pump is independent of the others, each works only on demand, and is consistently able to provide the capacity needed. The 2-pump system is simple, and is economical to maintain; with a common fluid reservoir for transmission, differential and hydraulic systems, only one type of fluid is required. Full-flow suction-line filtering, with replaceable elements, assures that only clean fluid enters the system.

1. Draft control hitch features torsion-bar lower-link sensing, the fastest acting, most accurate of all 3-point hitch systems. Because it has a torsion bar, rather than erratic springs, the hitch can sense load changes as often as three times a second to deliver a smoothness of operations that's unequalled. You always get

precise, fraction-of-an-inch control of implement operating depth. There are no big up-down plow movements that can cause uneven engine operation. When working through dips, over ridges, across terraces, operation is steady, controlled. Your need to downshift is reduced, over-all field production is increased.

2. Simple, 2-lever hitch control is console mounted at your right hand for extra convenient operation. One lever sets draft and load control; the other raises or lowers the implement. Once the draft control lever has been set, you can practically forget it. If conditions change, nudge the lever forward to increase depth, or rearward to decrease depth. A built-in adjustable retarder valve controls rate of implement drop, regardless of its weight, to protect against damage. This valve also can be used to adjust raise rate of implements, plus flow to auxiliary valves. Safety lock prevents accidental lowering of hitch.

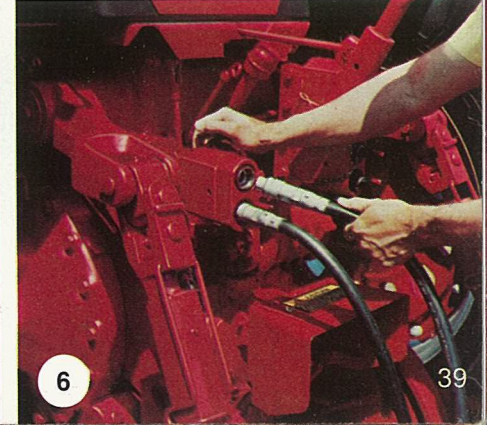
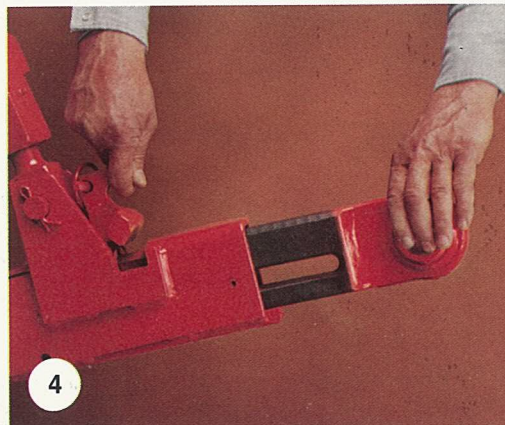
3. Built-in diagonal float lets you set lift links for working with wide tool bars and implements. Lateral limiters and lockout pins enable you to

easily change category spread to match the equipment you have. Lift links can also be leveled conveniently with a turnbuckle adjustment from ground level to help in implement hookup. A swinging draw-bar is standard on all 3-point hitch equipped tractors.

4. Extendible lower links simplify hookup to implements. Let you easily attach to hitch points that are not perfectly aligned.

5. Quick Coupler attachment has automatic latches for fast implement hookup from your tractor seat.

6. Remote cylinder flexibility is provided by two standard auxiliary valves with automatic hydraulic unlatch feature (third valve optional). Give you complete versatility for handling single or double-acting cylinders, without requiring adjustments or changes. Hydraulic couplers can be coupled or uncoupled under pressure without oil mess. When not in use, they won't spurt oil even if levers are moved. Built-in breakaway feature included. Control levers, with neutral safety and float lock are located on console at your right hand.



HYDROSTATIC DRIVE

Hydro gives you the right speed every time.

With the Hydro 186 every job you tackle goes easier...and you can count on increased production.

Hydrostatic drive gives you more precise speed control than any other tractor transmission.

- Only hydro lets you maintain full engine horsepower at any forward travel speed.
- Only hydro lets you select the exact ground speed you want for any crop or field condition.
- Only hydro gives you infinite speed selection instantly on the go, under load or with no load.
- Only hydro completely eliminates time-robbing shifts...gives you quick response and increased maneuverability because you don't clutch or shift.
- Only hydro gives you infinitely variable ground speed while you maintain constant PTO speed.
- Only hydro lets you maintain full hydraulic power at any ground speed.

And hydro gives you the utmost in comfort and convenience. It's easy to operate... a pleasure to drive. You'll see that it's far less tiring to spend the day on a hydro model than any tractor you've ever used.

Planting. For top yields, precision work is required. With hydro, maintaining the right

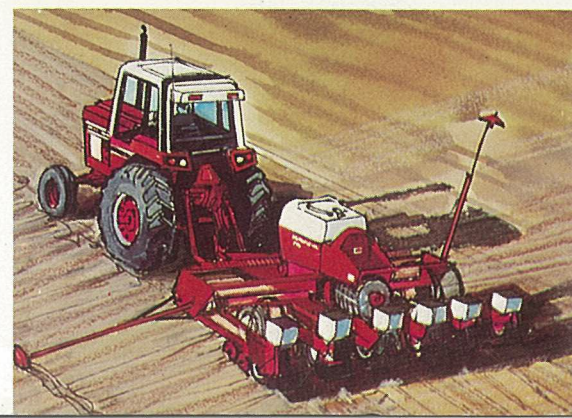
ground speed for precise planting is as easy as moving the speed control lever and watching the speedometer.

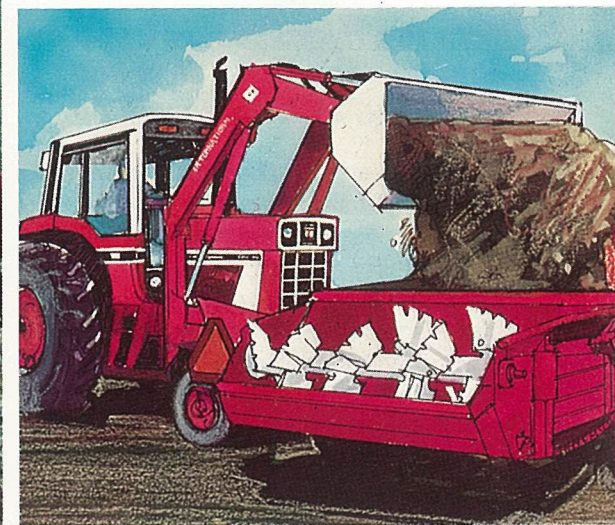
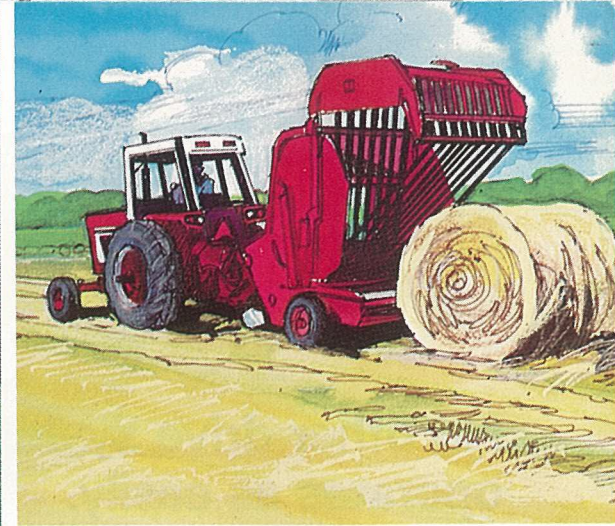
Forage harvesting. Make instant "on-the-go" speed changes without touching the throttle. Go slow for heavy crops, faster for light crops ...keeping full horsepower and PTO speed at all times.

Baling. Just move the control lever to go fast in light windrows, slower through heavy spots. You never have to bale in a "too slow" gear because the next gear up is too fast for the baler's capacity. With a 186 Hydro, you regulate speed to maintain even flow for maximum hourly output—greater productivity.

Loading. Move more loads per hour. Go forward...stop...reverse without touching the throttle or clutching. Simply move the speed control lever forward or backward. Full horsepower at all times means full hydraulic power at all times. You can crowd the bucket better—get heaping loads faster, for more loads per hour. More productivity!

Plowing. Choose the best speed with your speed control lever. If you hit hard ground and begin to lose headway, you pull the lever back to slow down and get more drawbar pull through the tough spot. Once you're through the tough spot, simply return to the original speed setting on the go. No clutching. No shifting.





HYDROSTATIC DRIVE

No other drive system operates as easily.

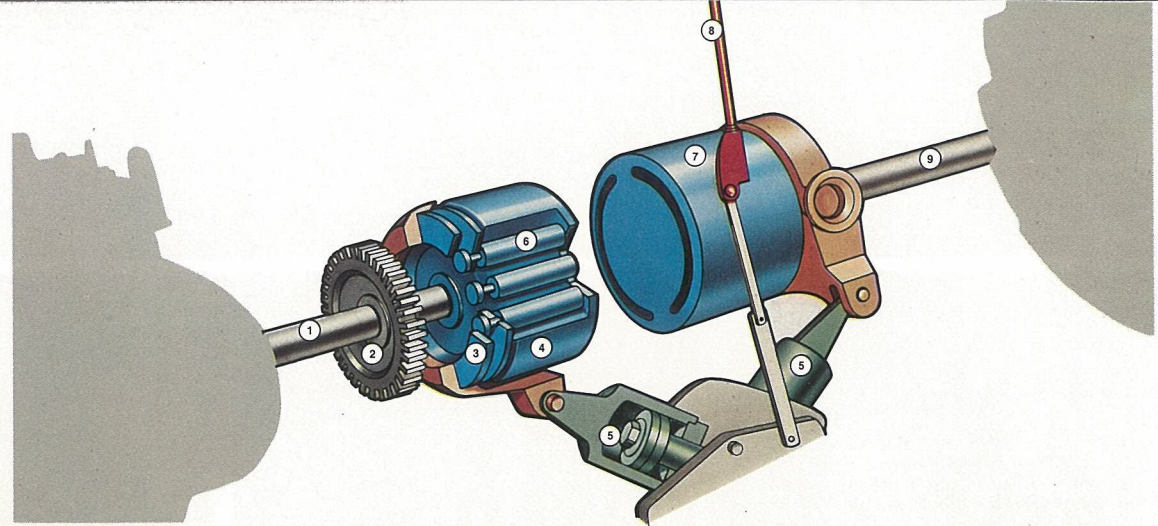
With the Hydro 186, you use one lever to change speed and direction...without clutching, shifting, throttling.

Field-proven International hydrostatic drive is a rugged, yet simple transmission that's not only extremely easy to operate, but it helps you boost productivity as well. With it, you can expect to accomplish more work per gallon of fuel used. And you can also expect to handle your work with an ease and convenience you've never known before. Because forward and reverse, plus travel speed, are all controlled with one lever.

Speed Ratio (SR) lever gives you complete control. Move it forward to travel forward; the farther you move it, the faster you go. To stop, move the SR lever back to "zero" and you come to a smooth, safe, controlled stop. To back up, move the lever rearward to the point at which you reach your desired speed. That's all there is to it. You have absolute control over your speed—infinately variable from 0 to 16.6 mph forward; from 0 to 6.9 mph in reverse.

Digital readout tachometer/speedometer is standard on the Hydro 186. Four-position switch lets you quickly check engine RPM, ground speed in mph, 1000 RPM PTO speed, or 540 RPM PTO speed.

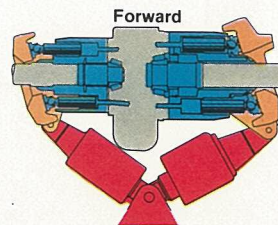




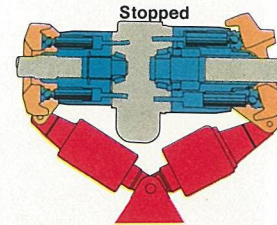
Simple, reliable, proven. An inside look shows hydro simplicity. Hydro combines a piston-type hydraulic pump with a piston-type hydraulic motor. The tractor engines drive the pump; the pump powers the hydraulic motor; the motor turns the drive shaft.

1. Input shaft from engine
2. Drive gear for independent PTO

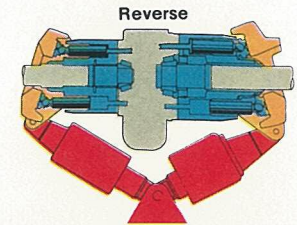
3. Swash plate
4. Hydraulic pump rotates with engine
5. Hydraulic power servo cylinders control angle of swash plates
6. Oil pumping pistons
7. Hydrostatic motor driven by oil flow from pump
8. Speed ratio control
9. Output shaft to Hi-Lo Range unit



Forward When the speed ratio control is pushed forward, it actuates the servo cylinder controlling the angle of the pump swash plate. The 9-piston Hydrostatic pump is driven by the tractor engine, and delivers high-pressure oil to the 9-piston Hydrostatic motor. The oil-powered piston pressure on the swash plate causes the output shaft to turn, delivering power to the drive wheels. The operator-controlled swash plate angle controls oil volume and pressure from the pump to the motor, giving precise and infinite control over ground speed.



Stopped In the stopped position, similar to neutral in a gear drive tractor, the pump swash plate holds the pistons in closed position, prohibiting oil movement. Unlike gear drive, moving a Hydro transmission to neutral provides powerful dynamic braking. The hydrostatic transmission has only half the number of parts of a gear drive and no metal-to-metal drive parts. Oil is the only connection between the pump and the motor.



Reverse The speed ratio control pulled back into reverse changes the angle of the pump swash plate to reverse the direction of oil flow, pump to motor, and the output shaft direction rotation. The angle of the swash plate governs oil displacement which controls the tractor's speed.

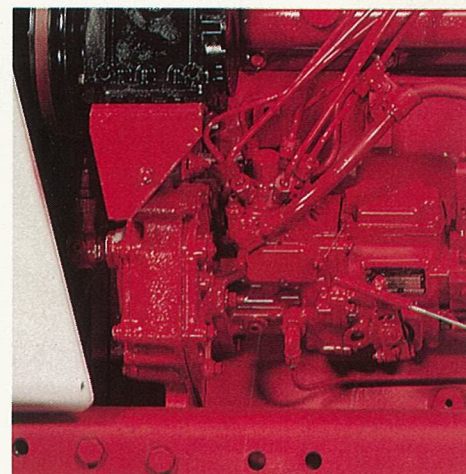
SERVICING



Single latch grille is easily removed.



Swing-out air conditioner condenser and oil cooler at front of radiator are fully accessible.



Fuel injection pump has special couplers on injection lines to prevent breakage at connections. Clamps easy to service.



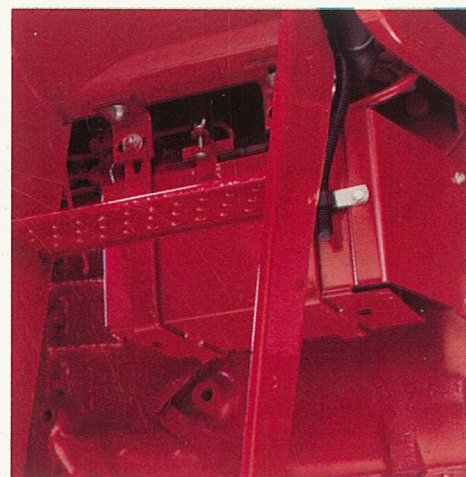
Dry-type, dual stage air cleaner has an automatic dirt unloader, plus cleanable element and final built-in secondary element.



Quick disconnects outside of control center for electrical wiring.



Transmission, differential and hydraulic oil reservoir filler tube located outside of control center and easily accessible.



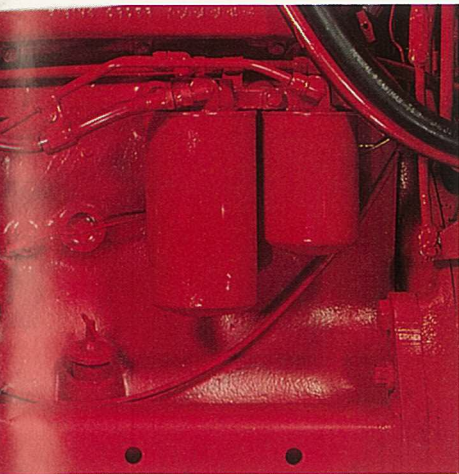
International maintenance-free batteries provide maximum convenience.



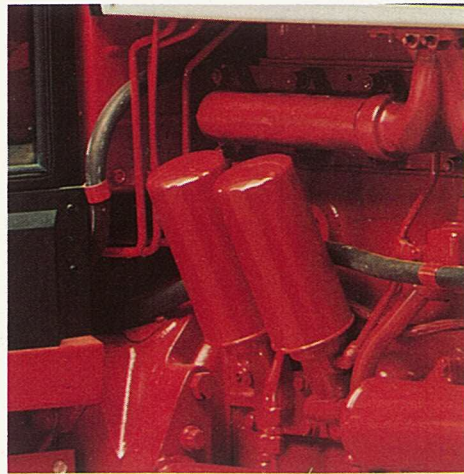
Self-purging, back-flush filter system outside of control center. Easy filter changing.

Introducing a whole new world of servicing ease.

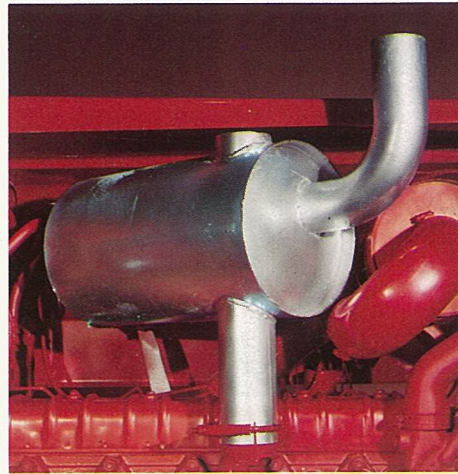
From grille to hitch, Series 86 tractors save your time like no others.



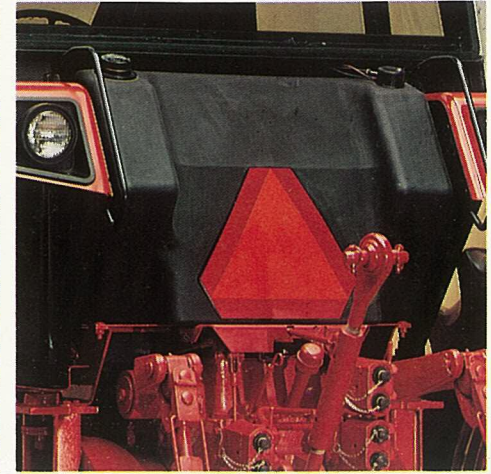
Dual, spin-on, full-flow, throw-away filters trap finest fuel impurities to protect injection pump.



Spin-on filters keep engine lube oil clean.



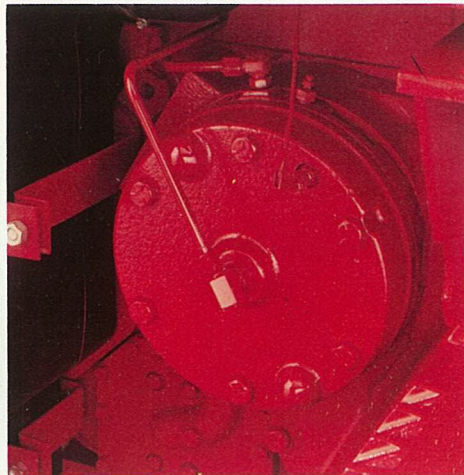
Aluminized steel muffler, located under the hood, won't rust. You can remove the hood without disturbing the muffler.



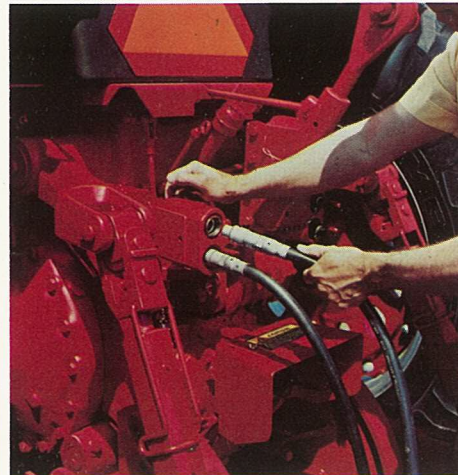
Rear fuel tank bolted on for easy removal.



Plug-in instrument cluster is easily serviced. Fuse panel is easy to get at for replacements.



Brakes are mounted on the outside (except 1586) for quick inspection, maintenance.



Hydraulics are easily accessible, with valve systems outside of control center.



Differential lock is externally mounted for easy servicing.

EXTRA VALUE FEATURES

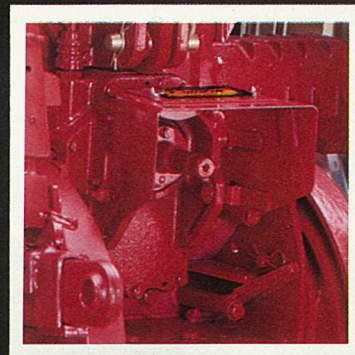
Equip your Series 86 tractor for your type of farming.

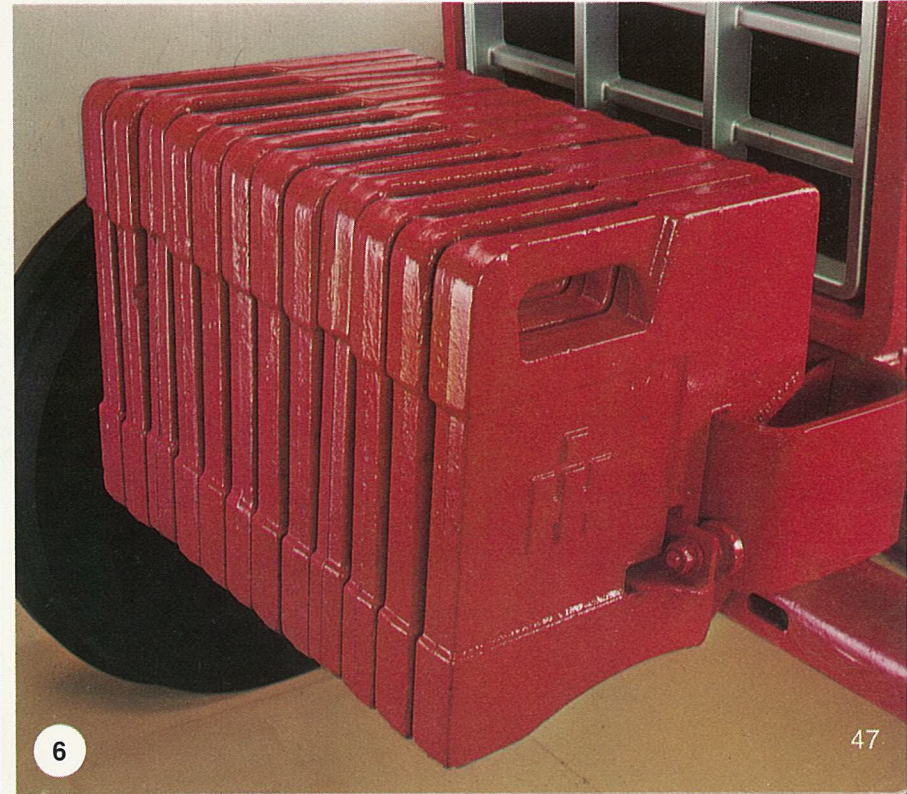
Check the equipment these tractors have to help you tackle every type of job you can think of.

1. **Power-shift independent PTO.** 540 and 1000 RPM unit is optional on 886, 986, 1086 and Hydro 186; 1000 RPM unit optional on 1486 and 1586. You can "feather" the 2-stage power shift for smooth operation, gentle stops and starts. Control lever located on console to left of your seat.
2. **Four-post rollover protective structure (ROPS)** is available for all models. Provides protection in case of accidental upset. Four upright pillars, plus rugged cross beams. Comes with sound-insulated, padded canopy and flashing warning lights.
3. **Heavy-duty front axle.** Big-diameter nodular iron axles provide maximum carrying capacity through rough terrain. Simple, easy tread width adjustment. Power steering cylinder well-protected against damage. Two-point ball joint

and pin axle suspension is simple, easy to maintain.

4. **Wedge-lock wheel hubs.** Loosen just one bolt per wheel to change tread width or to remove wheels, even with duals and weights installed. Unique double horseshoe loosener makes wedges work against each other so wheel moves easily. Optional on all models except 1586. The 1586 has a twin wedge-lock arrangement, with simple 2-bolt adjustment. Besides being extra-easy to adjust, wedge-lock hubs provide a tight lock between hub and axle.
5. **Dual wheels** bolt solidly to heavy cast hubs, provide additional flotation in soft or wet ground. Rear axle treads adjust to accommodate various spacings of duals.
6. **Front-end weights.** Suitcase-type weights each add 73 or 98 lbs. to front-end ballast. Up to 12 can be mounted on the convenient bracket. An eccentric lock wedges weights together to prevent rattles.





SPECIFICATIONS

1586

HORSEPOWER:

PTO (est.)	160 hp	(119 kW)
Drawbar (est.)	140 hp	(104 kW)

ENGINE:

Make & model	IH, DT-436 Turbocharged Diesel	
Number of cylinders	6	
Speed, rated full load	2500	
Governed speed range	900-2500	
Bore and stroke	4.300 x 5.000 in. (109 mm x 127 mm)	
Piston displacement	436 cu in.	(7.1 l)

CAPACITIES:

Fuel tank	85 gal.	(322 l)
Cooling system	27 qt.	(26 l)
Engine lube oil, incl. filter	20 qt.	(19 l)
Rear frame (trans. & hyd. system)	108 qt.	(102 l)

DIMENSIONS: (With 11.00-16 front, and 20.8-38 rear tires)

Wheelbase	105 in.	(2.66 m)
Length overall, w/3-point hitch	169 in.	(4.29 m)
Width overall, minimum tread	112 in.	(2.84 m)
Height, over cab	116 in.	(2.92 m)
Ground clearance under frame	16 in.	(0.41 m)
Turning radius:		
No braking	13.3 ft.	(4.06 m)
With brakes	11.4 ft.	(3.48 m)
Drawbar:		
Height above ground	19 in.	(0.48 m)
Lateral swing (total)	26 in.	(0.66 m)

WEIGHT: Approx. shipping weight of tractor with air conditioned control center, adjustable wide front axle, 3 point hitch, swinging drawbar, T.A., two auxiliary hyd. valves, aux. fuel tank, 11.00-16 6-ply front tires, 20.8-38 8-ply rear tires with wedge lock wheels—13,000 lb. (5900 kg)

Approx. shipping weight, as above, less control center enclosure, but with ROPS 12,500 lb. (5675 kg)

Approx. shipping weight, as above, less control center enclosure, less ROPS 11,900 lb. (5400 kg)

1486

HORSEPOWER:

PTO (est.)	145	(108 kW)
Drawbar (est.)	127	(95 kW)

ENGINE:

Make & model	IH, DT-436 Turbocharged Diesel	
Number of cylinders	6	
Speed, rated full load	2600	
Governed speed range	900-2600	
Bore and stroke	4.300 x 5.000 (109 mm x 127 mm)	
Piston displacement	436 cu. in.	(7.1 l)

CAPACITIES:

Fuel tank	85 gal.	(322 l)
Cooling system	27 qt.	(26 l)
Engine lube oil, incl. filter	20 qt.	(19 l)
Rear frame (trans. & hyd. system)	90 qt.	(85 l)

DIMENSIONS: (With 11.00-16 in. front and 18.4-38 in rear tires)

Wheelbase	105 in.	(2.66 m)
Length overall, w/3-point hitch	168 in.	(4.27 m)
Width overall, minimum tread	102 in.	(2.59 m)
Height, over cab	115 in.	2.90 m
Ground clearance under frame	15 in.	(0.39 m)
Turning radius:		
No braking	13.3 ft.	(4.06 m)
With brakes	11.4 ft.	(3.48 m)
Drawbar:		
Height above ground	19 in.	(0.48 m)
Lateral swing (total)	19 in.	(0.48 m)

WEIGHT: Approx. shipping weight of tractor with air conditioned control center, 1000 PTO, adjustable wide front axle, std. rear axle, 3 point hitch, swinging drawbar, TA, two auxiliary hydraulic valves, aux. fuel tank, 11.00-16 6-ply front tires, 18.4-38 8-ply rear tires with wedge lock wheels 11,700 lb. (5310 kg)

Approx shipping weight, as above, less control center enclosure, but with ROPS 11,200 lb. (5080 kg)

Approx. shipping weight, as above, less control center enclosure, less ROPS 10,600 lb. (4810 kg)

1086

HORSEPOWER:

PTO (est.)	130 hp	(97 kW)
Drawbar (est.)	114 hp	(85 kW)

ENGINE:

Make & model	IH, DT-414 Turbocharged Diesel	
Number of cylinders	6	
Speed, rated full load	2400	
Governed speed range	900-2400	
Bore and stroke	4.300 x 4.750 in. (109 mm x 121 mm)	
Piston displacement	414 cu in.	(6.8 l)

CAPACITIES:

Fuel tank	85 gal.	(322 l)
Cooling system	25 qt.	(24 l)
Engine lube oil, incl. filter	20 qt.	(19 l)
Rear frame (trans. & hyd. system)	90 qt.	(85 l)

DIMENSIONS (With 10.00-16 front, and 18.4-38 rear tires)

Wheelbase	105 in.	(2.66 m)
Length overall, w/3-point hitch	168 in.	(4.27 m)
Width overall, minimum tread	102 in.	(2.59 m)
Height, over cab	115 in.	(2.90 m)
Ground clearance under frame	15 in.	(0.39 m)
Turning radius:		
No braking	13.3 ft.	(4.06 m)
With brakes	11.4 ft.	(3.48 m)
Drawbar:		
Height above ground	18 in.	(0.46 m)
Lateral swing (total)	23 in.	(0.58 m)

WEIGHT: Approx. shipping weight of tractor with air conditioned control center, 540-1000 PTO, adjustable wide front axle, std. rear axle, 3 point hitch, swinging drawbar, TA, two auxiliary hydraulic valves, aux. fuel tank, 10.00-16 6-ply front tires, 18.4-38 8-ply rear tires with wedge lock wheels 11,700 lb. (5310 kg)

Approx. shipping weight, as above, less control center enclosure, but with ROPS 11,200 lb. (5080 kg)

Approx. shipping weight, as above, less control center enclosure, less ROPS 10,600 lb. (4810 kg)

986

HORSEPOWER:		
PTO (est.)	105 hp	(78 kW)
Drawbar (est.)	92 hp	(69 kW)
ENGINE:		
Make & model	IH, D-436 N.A. Diesel	
Number of cylinders	6	
Speed, rated full load	2400	
Governed speed range ..	900-2400	
Bore and stroke	4.300 x 5.000 in. (109 mm x 127 mm)	
Piston displacement	436 cu in.	(7.1 l)

CAPACITIES:		
Fuel tank	50 gal.	(189 l)
Aux. fuel tank	22 gal.	(83 l)
Cooling system	26 qt.	(25 l)
Engine lube oil, incl. filter	14 qt.	(13 l)
Rear frame (trans. & hyd. system)	90 qt.	(85 l)

DIMENSIONS: (With 10.00-16 front, and 18.4-34 rear tires)		
Wheelbase	105 in.	(2.66 m)
Length overall, w/3-point hitch	167 in.	(4.24 m)
Width overall, minimum tread	102 in.	(2.59 m)
Height, over cab	112 in.	(2.85 m)
Ground clearance under frame	13 in.	(0.34 m)
Turning radius:		
No braking	13.3 ft.	(4.06 m)
With brakes	11.4 ft.	(3.48 m)
Drawbar:		
Height above ground ..	15 in.	(0.38 m)
Lateral swing (total) ..	16 in.	(0.40 m)

WEIGHT: Approx. shipping weight of tractor with air conditioned control center, 540-1000 PTO, adjustable wide front axle, std. rear axle, 3 point hitch, swinging drawbar, TA, two auxiliary hydraulic valves, 10.00-16 6-ply front tires, 18.4-34 6-ply rear tires with clamp type wheels 10,900 lb. (4950 kg)

Approx. shipping weight, as above, less control center enclosure, but with ROPS 10,400 lb. (4720 kg)

Approx. shipping weight, as above, less control center enclosure, less ROPS 9,800 lb. (4450 kg)

886

HORSEPOWER:		
PTO (est.)	85 hp	(63 kW)
Drawbar (est.)	74 hp	(55 kW)
ENGINE:		
Make & model	IH, D-360 N.A. Diesel	
Number of cylinders	6	
Speed, rated full load	2400	
Governed speed range ..	900-2400	
Bore and stroke	3.875 x 5.085 in. (98 mm x 129 mm)	
Piston displacement	360 cu in.	(5.9 l)

CAPACITIES:		
Fuel tank	50 gal.	(189 l)
Aux. fuel tank	22 gal.	(83 l)
Cooling system	24 qt.	(23 l)
Engine lube oil, incl. filter	12 qt.	(11 l)
Rear frame (trans. & hyd. system)	92 qt.	(87 l)

DIMENSIONS: (With 9.5L-15 front, and 18.4-34 rear tires)		
Wheelbase	105 in.	(2.66 m)
Length overall, w/3-point hitch	165 in.	(4.19 m)
Width overall, minimum tread	102 in.	(2.59 m)
Height, over cab	112 in.	(2.85 m)
Ground clearance under frame	13 in.	(0.34 m)
Turning radius:		
No braking	13.3 ft.	(4.06 m)
With brakes	11.4 ft.	(3.48 m)
Drawbar:		
Height above ground ..	16 in.	(0.41 m)
Lateral swing (total) ..	16 in.	(0.40 m)

WEIGHT: Approx. shipping weight of tractor with air conditioned control center, 540-1000 PTO, adjustable wide front axle, std. rear axle, 3 point hitch, swinging drawbar, TA, two auxiliary hydraulic valves, 9.5 L-15 6-ply front tires, 18.4-34 6-ply rear tires with clamp type wheels 10,700 lb. (4860 kg.)

Approx. shipping weight, as above, less control center enclosure, but with ROPS 10,200 lb. (4630 kg)

Approx. shipping weight, as above, less control center enclosure, less ROPS 9,600 lb. (4360 kg)

Hydro 186

HORSEPOWER:		
PTO (est.)	104 hp	(78 kW)
Drawbar (est.)	82 hp	(61 kW)
ENGINE:		
Make & model	IH, D-436 N.A. Diesel	
Number of cylinders	6	
Speed, rated full load	2400	
Governed speed range ..	900-2400	
Bore and stroke	4.300 x 5.000 in. (109 mm x 127 mm)	
Piston displacement	436 cu in.	(7.1 l)

CAPACITIES:		
Fuel tank	50 gal.	(189 l)
Aux. fuel tank	22 gal.	(83 l)
Cooling system	26 qt.	(25 l)
Engine lube oil, incl. filter	14 qt.	(13 l)
Rear frame (trans. & hyd. system)	114 qt.	(108 l)

DIMENSIONS: (With 10.00-16 front, and 18.4-34 rear tires)		
Wheelbase	105 in.	(2.66 m)
Length overall, w/3-point hitch	167 in.	(4.24 m)
Width overall, minimum tread	102 in.	(2.59 m)
Height, over cab	112 in.	(2.85 m)
Ground clearance under frame	13 in.	(0.34 m)
Turning radius:		
No braking	13.3 ft.	(4.06 m)
With brakes	11.4 ft.	(3.48 m)
Drawbar:		
Height above ground ..	15 in.	(0.38 m)
Lateral swing (total) ..	16 in.	(0.40 m)

WEIGHT: Approx. shipping weight of tractor with air conditioned control center, 540-1000 PTO, adjustable wide front axle, std. rear axle, 3-point hitch, swinging drawbar, two auxiliary hydraulic valves, 10.00-16 6-ply front tires, 18.4-34 6-ply rear tires with clamp type wheels 11,100 lb. (5050 kg)

Approx. shipping weight, as above, less control center enclosure, but with ROPS 10,600 lb. (4810 kg)

Approx. shipping weight, as above, less control center enclosure, less ROPS 10,000 lb. (4540 kg)

GROUND SPEEDS

1586

w/20.8-38 tires (No allowance for tire slippage)

FOR RANGE OF 900-2500 RPM ENGINE SPEED						AT 2100 RPM ENGINE SPEED FOR STD. PTO SPEED			
RANGE	GEAR	DIRECT (mph) (km/h)		TA (mph) (km/h)		DIRECT (mph) (km/h)		TA (mph) (km/h)	
LOW	1	0.8- 2.1	1.2- 3.4	0.7- 1.8	1.1- 2.9	1.8	2.9	1.5	2.5
	2	1.6- 4.5	2.6- 7.3	1.4- 3.9	2.2- 6.2	3.8	6.1	3.2	5.2
	3	2.0- 5.5	3.2- 8.8	1.7- 4.7	2.7- 7.6	4.6	7.4	4.0	6.4
HIGH	1	2.4- 6.6	3.8-10.7	2.0- 5.6	3.2- 9.0	5.5	8.9	4.7	7.6
	2	5.0-14.0	8.1-22.4	4.3-12.0	6.9-19.2	11.7	18.9	10.0	16.1
	3	6.1-17.0	9.8-27.3	5.2-14.5	8.4-23.3	14.2	22.9	12.2	19.6
REV	1	1.3- 3.7	2.1- 5.9	1.1- 3.1	1.8- 5.0	3.1	4.9	2.6	4.2
	2	2.8- 7.8	4.5-12.5	2.4- 6.6	3.8-10.7	6.5	10.5	5.6	9.0
	3	3.4- 9.4	5.5-15.2	2.9- 8.0	4.7-13.0	7.9	12.8	6.8	10.9

1086

w/18.4-38 tires (No allowance for tire slippage)

FOR RANGE OF 900-2400 RPM ENGINE SPEED						AT 2100 RPM ENGINE SPEED FOR STD. PTO SPEED			
RANGE	GEAR	DIRECT (mph) (km/h)		TA (mph) (km/h)		DIRECT (mph) (km/h)		TA (mph) (km/h)	
LOW	1	0.7- 1.9	1.1- 3.1	0.6- 1.5	0.9- 2.4	1.7	2.7	1.3	2.1
	2	0.9- 2.5	1.5- 4.1	0.7- 2.0	1.2- 3.2	2.2	3.6	1.7	2.8
	3	1.6- 4.4	2.6- 7.1	1.3- 3.4	2.1- 5.5	3.8	6.2	3.0	4.8
	4	2.2- 5.9	3.5- 9.4	1.7- 4.6	2.8- 7.4	5.1	8.3	4.0	6.4
HIGH	1	2.5- 6.6	4.0-10.7	1.9- 5.2	3.1- 8.4	5.8	9.4	4.5	7.3
	2	3.3- 8.8	4.3-14.2	2.6- 6.9	4.2-11.1	7.7	12.4	6.0	9.7
	3	5.8-15.4	9.3-24.7	4.5-12.0	7.2-19.3	13.4	21.6	10.5	16.8
	4	7.7-20.5	12.3-33.0	6.0-16.0	9.6-25.7	17.9	28.8	14.0	22.5
REV	1	1.2- 3.3	2.0- 5.3	1.0- 2.6	1.5- 4.1	2.9	4.6	2.2	3.6
	2	1.6- 4.4	2.6- 7.0	1.3- 3.4	2.0- 5.5	3.8	6.1	3.0	4.8
	3	2.8- 7.6	4.6-12.1	2.2- 5.9	3.5- 9.5	6.6	10.6	5.2	8.3
	4	3.8-10.1	6.1-16.2	2.9- 7.8	4.7-12.6	8.8	14.2	6.9	11.1

1486

w/18.4-38 tires (No allowance for tire slippage)

FOR RANGE OF 900-2600 RPM ENGINE SPEED						AT 2300 RPM ENGINE SPEED FOR STD. PTO SPEED			
RANGE	GEAR	DIRECT (mph) (km/h)		TA (mph) (km/h)		DIRECT (mph) (km/h)		TA (mph) (km/h)	
LOW	1	0.7- 2.1	1.2- 3.3	0.6- 1.6	0.9- 2.6	1.8	2.9	1.4	2.3
	2	0.9- 2.7	1.5- 4.4	0.7- 2.1	1.2- 3.4	2.4	3.9	1.9	3.0
	3	1.6- 4.8	2.6- 7.7	1.3- 3.7	2.1- 6.0	4.2	6.8	3.3	5.3
	4	2.2- 6.4	3.5-10.2	1.7- 5.0	2.8- 8.0	5.6	9.0	4.4	7.0
HIGH	1	2.5- 7.2	4.0-11.6	1.9- 5.6	3.1- 9.0	6.4	10.3	5.0	8.0
	2	3.3- 9.6	4.3-15.4	2.6- 7.5	4.2-12.0	8.5	13.6	6.6	10.6
	3	5.8-16.6	9.3-26.8	4.5-13.0	7.2-20.9	14.7	23.7	11.5	18.5
	4	7.7-22.2	12.3-35.7	6.0-17.3	9.6-28.0	19.6	31.6	15.3	24.6
REV	1	1.2- 3.5	2.0- 5.7	1.0- 2.8	1.5- 4.4	3.1	5.0	2.4	3.9
	2	1.6- 4.7	2.6- 7.6	1.3- 3.7	2.0- 5.9	4.2	6.7	3.3	5.2
	3	2.8- 8.2	4.6-13.2	2.2- 6.4	3.5-10.3	7.2	11.6	5.6	9.1
	4	3.8-10.9	6.1-17.6	2.9- 8.5	4.7-13.7	9.7	15.5	7.5	12.1

986

w/18.4-34 tires (No allowance for tire slippage)

FOR RANGE OF 900-2400 RPM ENGINE SPEED						AT 2100 RPM ENGINE SPEED FOR STD. PTO SPEED			
RANGE	GEAR	DIRECT (mph) (km/h)		TA (mph) (km/h)		DIRECT (mph) (km/h)		TA (mph) (km/h)	
LOW	1	0.7- 1.8	1.1- 2.8	0.5- 1.4	0.8- 2.2	1.6	2.5	1.2	1.9
	2	0.9- 2.4	1.4- 3.8	0.7- 1.8	1.1- 3.0	2.1	3.3	1.6	2.6
	3	1.5- 4.1	2.5- 6.6	1.2- 3.2	1.9- 5.1	3.6	5.8	2.8	4.5
	4	2.0- 5.4	3.3- 8.8	1.6- 4.2	2.5- 6.8	4.8	7.7	3.7	6.0
HIGH	1	2.3- 6.2	3.7-10.0	1.8- 4.8	2.9- 7.8	5.4	8.7	4.2	6.8
	2	3.1- 8.2	5.0-13.2	2.4- 6.4	3.9-10.3	7.2	11.6	5.6	9.0
	3	5.4-14.3	8.6-23.0	4.2-11.1	6.7-17.9	12.5	20.1	9.8	15.7
	4	7.1-19.1	11.5-30.7	5.6-14.9	9.0-23.9	16.7	26.8	13.0	20.9
REV	1	1.1- 3.0	1.8- 4.9	0.9- 2.4	1.4- 3.8	2.6	4.2	2.1	3.3
	2	1.5- 4.0	2.4- 6.5	1.2- 3.2	1.9- 5.1	3.5	5.7	2.8	4.4
	3	2.6- 7.0	4.2-11.3	2.1- 5.6	3.3- 8.9	6.1	9.9	4.8	7.7
	4	3.5- 9.4	5.7-15.1	2.7- 7.3	4.4-11.7	8.2	13.2	6.4	10.3

886

w/18.4-34 tires (No allowance for tire slippage)

		FOR RANGE OF 900-2400 RPM ENGINE SPEED				AT 2100 RPM ENGINE SPEED FOR STD. PTO SPEED			
RANGE	GEAR	DIRECT (mph) (km/h)		TA (mph) (km/h)		DIRECT (mph) (km/h)		TA (mph) (km/h)	
LOW	1	0.7- 1.8	1.1- 2.8	0.5- 1.4	0.8- 2.2	1.6	2.5	1.2	1.9
	2	0.9- 2.4	1.4- 3.8	0.7- 1.8	1.1- 3.0	2.1	3.3	1.6	2.6
	3	1.5- 4.1	2.5- 6.6	1.2- 3.2	1.9- 5.1	3.6	5.8	2.8	4.5
	4	2.0- 5.4	3.3- 8.8	1.6- 4.2	2.5- 6.8	4.8	7.7	3.7	6.0
HIGH	1	2.3- 6.2	3.7-10.0	1.8- 4.8	2.9- 7.8	5.4	8.7	4.2	6.8
	2	3.1- 8.2	5.0-13.2	2.4- 6.4	3.9-10.3	7.2	11.6	5.6	9.0
	3	5.4-14.3	8.6-23.0	4.2-11.1	6.7-17.9	12.5	20.1	9.8	15.7
	4	7.1-19.1	11.5-30.7	5.6-14.9	9.0-23.9	16.7	26.8	13.0	20.9
REV	1	1.1- 3.0	1.8- 4.9	0.9- 2.4	1.4- 3.8	2.6	4.2	2.1	3.3
	2	1.5- 4.0	2.4- 6.5	1.2- 3.2	1.9- 5.1	3.5	5.7	2.8	4.4
	3	2.6- 7.0	4.2-11.3	2.1- 5.6	3.3- 8.9	6.1	9.9	4.8	7.7
	4	3.5- 9.4	5.7-15.1	2.7- 7.3	4.4-11.7	8.2	13.2	6.4	10.3

Hydro 186

w/18.4-34 tires (No allowance for tire slippage)

		AT 2400 RPM RATED ENGINE SPEED		AT 2100 RPM ENGINE SPEED FOR STD. PTO SPEED	
RANGE					
LOW	FWD.	0 to 7.4 mph (0 to 11.9 km/h)		FWD.	0 to 6.5 mph (0 to 10.4 km/h)
	REV.	0 to 3.1 mph (0 to 5.0 km/h)		REV.	0 to 2.7 mph (0 to 4.3 km/h)
HIGH	FWD.	0 to 16.6 mph (0 to 26.7 km/h)		FWD.	0 to 14.5 mph (0 to 23.3 km/h)
	REV.	0 to 6.9 mph (0 to 11.1 km/h)		REV.	0 to 6.0 mph (0 to 9.7 km/h)





INTERNATIONAL HARVESTER

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