The Farmall 40 60 Series. (1958-1963-1973)

The Farmall 140.	(1958-1973)
The Farmall 240.	(1958-1962)
The Farmall 340.	(1958-1963)
The Farmall 460.	(1958-1963)
The Farmall 560.	(1958-1963)
The Farmall Cub. (4th style)	(1958-1964)

These tractors received a major restyling. The biggest change in Farmall appearance since 1939.

From the Cub to the 560, this series is well spaced to meet the needs of farmers of all sizes.

The 40 part of the series were not all that different from their predecessors.

The Cub, 140, 240 and, 340 are four-cylinder tractors.

They were all initially sold with 6-volt, positive ground, generator driven systems. Except, the 340 diesels used a 12-volt system.

The 460 and 560 use new and more powerful six-cylinder engines. With these two models, IH finally began the switch to 12-volt, negative ground systems.

Both 60 models were available in gas, diesel or LP.

The 60 series tractors were different and substantially more powerful. The 460 and 560 were a delayed response to the growing need for larger, more powerful tractors.

They were excellent, modern tractors with one major flaw.

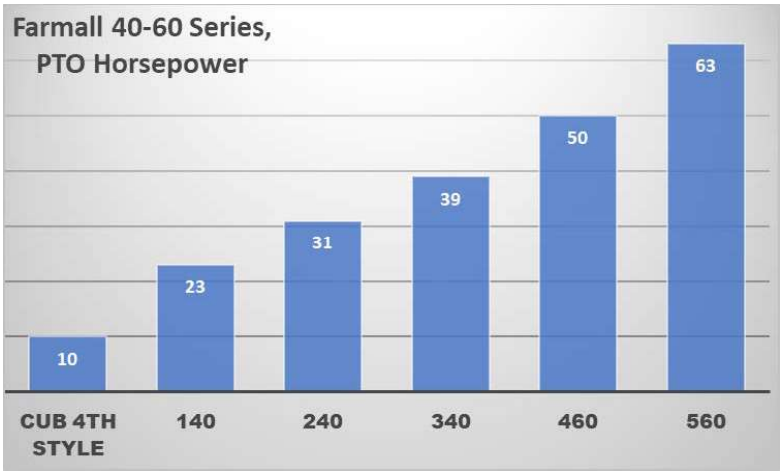
Weak final drives.

The 460 was built with the rear end of the H, the 560 initially used the rear end of the M.

The old rear drives did not hold up under the power of the new engines. IH did a total recall and rebuild on these tractors. That cost IH a lot of money, but the damage to IH's reputation was terribly costly in the long run.

Farmalls, 560, 460, 340, 240, 140, Cub

Farmalls, 560, 460, 340, 240, 140, Cub (4th style)



Granddaughter Ella on her International Cub LoBoy.
A good running tractor that is easy for a youth to handle and drive.
Ella loves her little red tractor.

The Farmall 140. (1958-1973)

The Farmall 140 replaced the 130.

The 140 has all the accumulated improvements in function and power. Easy to handle, versatile, reliable, exceptionally durable, powerful for its size.

The 140 enjoyed an exceptionally long production run.

To this day, the 140 is popular with small farmers and vegetable growers.

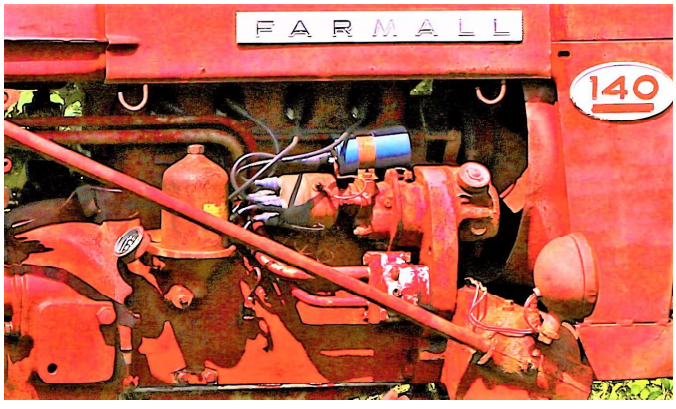
It was also produced in high clearance and utility versions.

ABOVE: The Farmall 140 was and still is a very popular tractor for small farms, hobby farms, and vegetable farms. It has everything a small tractor needs.

LEFT: At 23 HP, the 140 produces more power than the Farmall Regular, yet it weighs 1000 pounds less. A neat, dependable, versatile and powerful small tractor.

ABOVE: The engine and sub-assemblies on this 140 look a lot like the new 330 engine. Clearly the IH engineers used the venerable 123 CID engine as a starting point for the 330's 135 CID engine.

RIGHT: This 140 is equipped with a simple drawbar. I will probably add the two bar elements that are needed to convert this to a swinging drawbar. This 140 has a PTO, virtually all do, but not a belt. Farmers had little use for belt drive by 1958.



Farmall 140 Specifications

23 Horsepower on the Belt
21 Traction Horsepower
123 Cubic Inch Engine
In Production from 1958 to 1973
Total Manufactured, 66,290
This 140 was Manufactured in 1959
Engine RPM, 1,400
Fuel Tank Capacity, 11 Gallons
Standard Rear Tires, 11.2 X 24
Speeds, 1.9, 3.7, 4.8, 12.8, Rev. 3.1 MPH
Standard Weight, 3, 000 pounds
Price in 1958, $2,200

The Farmall 240. (1958-1962)

The 240 Farmall is a restyled version of the Farmall 230.

The engine RPMs were increased from 1800 to 2000. That increased horsepower about 10%.

Over the years, the accumulated increases in horsepower resulted in a tractor that was quite powerful for its weight and appearance. The 240 was considered by some as a three-plow tractor.

Other than that, the 240 is similar to its predecessor, the Farmall 230.

Only 1,000, 240s were sold per year. They are quite uncommon. A perfect example of a fine product without a market.

I had to haul this one home from Texas.

ABOVE: The Farmall 240 has the nimble handling of the C, with the horsepower of a Super H. A great combination for chores or light field work

RIGHT: The 240 is fully equipped with lights, fenders, PTO and Fast Hitch. As such it was originally sold as everything a 40 acres farm required. It probably was.

ABOVE: ***The 140 has a unit body, very similar to the members of the A family. It uses the same 123 CID engine as the 140. The 240 produces 31 HP to the 140's 23 HP.***
The principal difference is the governed speed of the engines. The 140 turns at a maximum 1400 RPMs. The 240 spins at 2000 RPM.

BELOW: ***The 240 has a "straddle" operators' position. The driver's legs straddle both sides of the transmission body. Its predecessors, from the 230 to the C, have a working platform, above the transmission. That platform is shared with the H and M families. The straddle position is also used on the 300 series Utilities.***

Farmall 240 Specifications

31 Horsepower on the Belt
28 Traction Horsepower
123 Cubic Inch Engine
In Production from 1958 to 1962
Total Manufactured, 3,989
This 240 was Manufactured in 1960
Engine RPM, 2,000
Fuel Tank Capacity, 16 Gallons
Standard Rear Tires, 11.2 X 36
Speeds, 2.2, 4.2, 5.6, 14.7, Rev. 3.4 MPH
Standard Weight, 3,763 pounds

The Farmall 340. (1958-1963)

The 340 was a new tractor, with a new engine. IH added the 340 to fill the horsepower gap that was created when the 350 was replaced by the 460.

The new engines, both a 135 CID gas and a 166 CID diesel, had been debuted in 1957 on the International 330.

The tractor frame was changed also. The 340 seat is moved forward so that the operator's legs straddle the body of the tractor. No platform.

Like the 240, the 340 is a surprisingly powerful tractor for its lightweight appearance.

ABOVE: ***The powerful, short-wheel based, Farmall 340 is mounted from ahead of the rear wheel. As you can see, the first step up is a huge one. It should have at least one foot-step but it does not. I will add a step in time.***

LEFT: ***Although most 340s came with Fast Hitch, this 340 does not have it. The old style drawbar has been modified for a special piece of rear mounted equipment but I cannot determine what that was.***

***ABOVE:** The Farmall 340 is a sporty tractor to drive. It has more power than a Farmall M, but with a significantly shorter wheel base. That gives it lots of power with great maneuverability and zip. Much of that can be attributed to the 135 CID, high RPM engine that was introduced and proven on the 330 Utility.*

Farmall 340 Specifications

39 Horsepower on the Belt
36 Traction Horsepower
135 CID Gas Engine
166 CID Diesel Engine
In Production from 1958 to 1963
Total Manufactured, 7,677
This 340 was Manufactured in 1962
Engine RPM, 2,000
Fuel Tank Capacity, 17 Gallons
Standard Rear Tires, 12.4 X 36
Speeds, 1.8, 3.9, 5.3, 7.5, 16.6, Rev. 2.3 MPH
Standard Weight, 5,000 pounds
6-volt gasoline, 12-volt diesel
Price in 1962, $3,600

***BELOW:** The 340 was reconfigured in a number of ways. The operator's station, straddles the transmission as in the 240. That fact probably adds to the different feel when driving a short turning tractor that is more powerful than an M. It does feel different, being nestled down between the fenders. The battery is moved to behind the seat. As normal, the metal battery box has rotted away.*

The Farmall 460. (1958-1963)

The 460 was new in many ways. It has a smooth running, six-cylinder engine. A new power steering unit that was standard equipment. The hydraulic system was greatly improved. Three hydraulic valves were common.

The 460 and 560 had new, easy to see instrument panels.

A side mounted belt pulley was still available as an option. This was the last series of big tractors for which the side pulley was offered.

Belt drives were going out of style.

A PTO had long been a must. Hydraulic driven accessories were becoming more and more common.

The 460 was a delightful farm tractor. My Pa bought one new in 1960. I put a lot of good hours on that tractor.

The 460 replaced the Farmall 350. Most farmers assumed it was the 400-450 replacement but not so. The 450 produced 55 horsepower, the 460 produced only 50.

The 460 and 560 are so different from their predecessors, that there is not a clear line from the 350 to the 460, nor from the 450 to the 560.

Nevertheless, based on spec sheets, the 460 is the logical descendant of the 300-350 line, and the 560 replaces the 450.

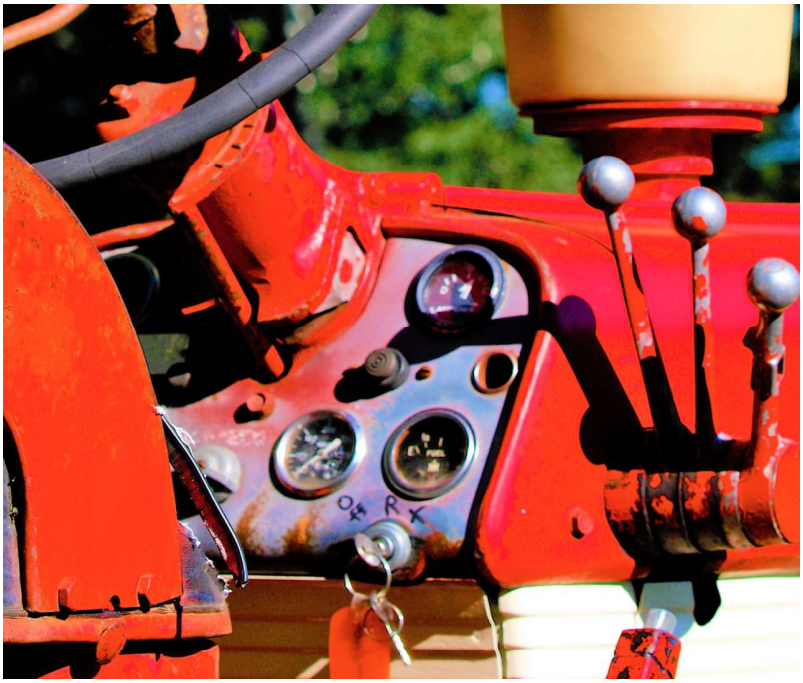
The continuous upward movement in horsepower produced a gap in the series that IH filled with the 340.

BELOW: Most 460s came equipped with a tricycle front but a wide front was an option.

The 460 is busy and complicated under the hood. It was a complex tractor at the time. Six cylinders, TA, Fast Hitch, three hydraulic controls, power steering, plenty of gauges and switches. A good seat and fine ergonomics. It was state of the art

ABOVE: Through 40 years, the rail frame with its pattern of many bolt holes, some of them slotted remained unchanged. Year after year, IH engineers developed implements to mount on the reliable frame. The rail frame, introduced with the now ancient Farmall Regular, was a great idea.

BELOW: The 460 has a busy control console. Switches and gauges galore. The most important controls were the three hydraulic levers, right in the photo. These independent, double acting controls, were extremely useful.



Farmall 460 Specifications

50 Horsepower on the Belt
46 Traction Horsepower
221 Cubic Inch Engine
In Production from 1958 to 1963
Total Manufactured, 33,028
This 460 was Manufactured in 1960
Engine RPM, 1,800
Fuel Tank Capacity, 21.5 Gallons
Standard Rear Tires, 12 X 38
Speeds, 2.6, 3.9, 5.3, 7.5, 16.6, Rev. 3.2 MPH
Standard Weight, 5,835 pounds
Price in 1963, $4,100

The Farmall 560. The largest row crop tractor of its time. (1958-1963)

When the 560 Farmall appeared, it was the most powerful row-crop tractor of the time. The power needs of crop farmers were growing rapidly, however. IH was soon over taken by John Deere in several ways.

The 560 produced 63 horsepower at the PTO. A big increase over the 450 that it replaced.

The 560 also had the engine, ergonomic and hydraulic improvements of the 460.

Unfortunately, the 560 and to a lesser extent the 460 carried a catastrophic flaw in the drive system.

IH had been increasing the horsepower of these tractors for 20 years. The engines were much improved, but the rear ends were the same design as the original M. The M delivered half the power of the mighty 560 engine.

The result was that a high percentage of the 560s and to a lesser extent the 460s failed after a year of heavy use.

Of course, those failures resulted in a complete breakdown of the tractor. The timing was terrible. The failures always occurred when farmers were using their tractors heavily and needed them the most.

IH responded with a generous and expensive repair, recall and replacement program but the damage to IH was permanent.

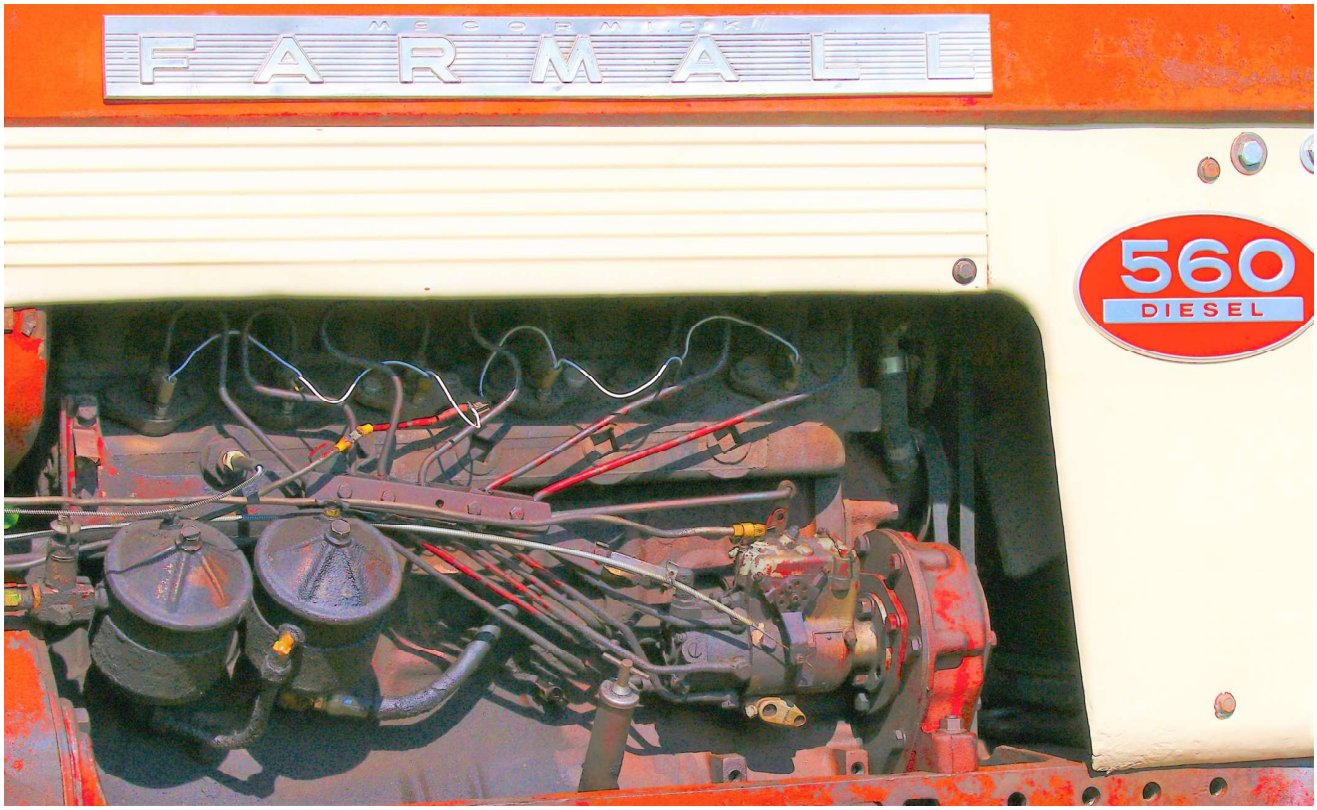
In the late 1950s as IH was experiencing this huge problem, John Deere was introducing its terrific new tractors. The 3010-20 and the 4010-20, two of the best farm tractors ever.

It was then that John Deere pulled ahead of IH in tractor sales.

Eventually, that and other related issues resulted in the bankruptcy and sale of IHC.

John Deere dominates to this day.

BELOW: The new seats, with back rest and side arms were a huge improvement in comfort. But they cannot take the weather.



ABOVE: IH developed a new diesel engine for use on the 560 and 660. A great diesel engine that could be started directly by the battery. The engine uses "glow plugs". One in each cylinder, to preheat the cylinders for better diesel fuel combustion.
It worked.
This right side engine view shows the six metal tubes that deliver fuel from the injector pump on the lower right, to the six cylinders across the top. The two canisters on the left are fuel filters. The white wire running from cylinder to cylinder at the top provides electric power to heat the glow plugs.

Farmall 560 Specifications

63 Horsepower on the Belt
53 Traction Horsepower
282 Cubic Inch Engine
In Production from 1958 to 1963
Total Manufactured, 65,982
This 560 was Manufactured in 1959
Engine RPM, 1,800
Fuel Tank Capacity, 21.5 Gallons
Standard Rear Tires, 12 X 38
Speeds, 2.2, 3.8, 5.4, 7.5, 16.6, Rev. 2.8 MPH
Standard Weight, 6,563 pounds
Price in 1963, $5,500

The Farmall Cub. (4th style) (1958-1964)

The Cub was again re-styled in 1958 to have the 40-60 Series look.

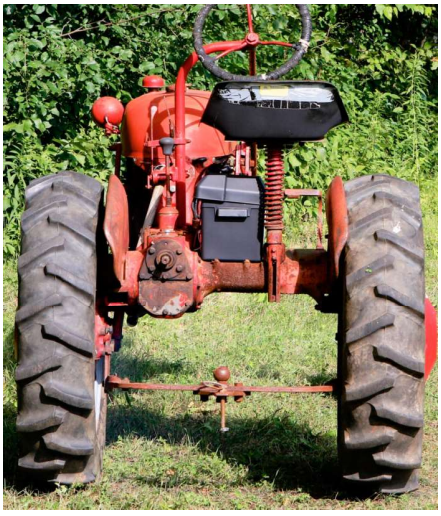
The popular little tractor had been receiving upgrades and improvements since its introduction in 1947.

By 1958, it came with live hydraulics, PTO, electric start, lights and a generator.

A one-arm version of the Fast-Hitch was designed for it. Essentially the same as for the Farmall 140.

The Cub continued to be a versatile, reliable, economical tractor for the very small farm or large country home.

ABOVE: Cubs could come with a vertical muffler that rose above the hood, or with a low muffler that ejected exhaust gases out the rear. This Cub vents out below the rear axle. Heat causes all exhaust pipes to oxidize (rust) quickly. The rusty exhaust pipe can be easily seen as it traverses from the exhaust manifold to the rear.



RIGHT: This Cub has a non-standard seat. The battery box has completely rotted away. Replaced by a black plastic box. The PTO shaft is plainly visible in the left center. From the corrosion on the rear components, I assume that it once carried an attachment for spreading fertilizer.

The International Cub, LoBoy. (1958-1964)

The Cub Lo-Boy is quite similar to the Farmall Cub. It was produced with a lower stance for grass mowing. That makes sense because the lower stance means lower center of gravity. Lower center of gravity means better stability on hill sides. The Lo-Boy uses shorter front spindles and a rotated final drive. That makes the Lo-Boy about 8 inches lower than the normal Farmall Cub. Both models have the IH “Culti-Vision” offset engine and steering.

The LoBoy was made in several styles between 1955 and 1960. This is the 1958, 40-60 style.

Cub (4th style) both Farmall & International

Specifications

10 Horsepower on the Belt
10 Traction Horsepower
60 Cubic Inch Engine
In Production from 1958 to 1964
Total Manufactured, 26,000
This Cub was Manufactured in 1959
Engine RPM, 1,600
Fuel Tank Capacity, 7.5 Gallons
Standard Rear Tires, 8 X 24
Speeds, 2.4, 3.2, 7.3, Rev. 2.7 MPH
Standard Weight, 1,500 pounds
Price in 1958, $1,246

IH Tractor color. Grey, then Red, then some White.

In 1900, most tractors, known as traction motors at the time, were some variation of grey to black.

Early IH tractors were also.

There is a story that many manufacturers used battleship grey after WWI because it was in great surplus and cheap.

That sounds good but may not be true. Many tractors were dark or grey before the war. In addition, some of those greys are not consistent with official battleship grey.

In any case, IH tractor bodies, both McCormick Deering and Farmall were grey until late 1936. Then, IH switched to red.

The wheels were painted red, apparently from 1924 until the 1936 body color change.

Since the original Farmall, the Regular, was replaced by the F-20 in 1932, that means that all Regulars were sold grey.

That also means that all F-14s (1938-1939) were sold red. And most F-30s (1932-1939) and most F-12s (1932-1939) were sold grey.

The McCormick Deerings are messier. The 15-30s were replaced by the 22-36 in 1928 and 1929, but not all 22-36s were labeled such. Some were labeled 15-30.

The 10-20 was produced from 1923 to 1942. I assume later 10-20s were red.

That means the three models above could have been either color originally.

The W-30, W-12 and W-40 have the same either-color problem.

The only exception to the ambiguity is the W-14. It like the F-14 was only produced in 1938 and 1939.

Of course, all the letter series tractors and beyond were red.

IH did use different shades of red, however.

It also seems that different factories used slightly different colors. No doubt paint suppliers provided slightly different colors from batch to batch.

There are tables available on the internet.

You could knock yourself out trying to identify and locate the "true" colors

Any paint label that claims to be "IH Red" works pretty well. Unless constantly shedded, they fade to a clearly identifiable red in a couple of years.

IH introduced a cream-white with the 30-50 series tractors in 1956. That cream-white was used for accent on grills and partial side panels. Over time numerous "whites" were used. I just stick with the cream white.

There are also many choices for IH grey. I prefer to use a good, dark grey primer.

ABOVE: 1949, Farmall H. Red body, red wheels, grey rims.

BELOW: 1927, Farmall Regular. Grey body with red wheels and rims.

RIGHT: 1956, Farmall 300. Red body, red wheels, grey rims. I do not know why it has enormous tires. It had those when I bought it. I would replace them with reasonable sized tired but Russ likes them. The big wheels remind him of Double AA Fuel dragsters of the 1960s, whatever those were.

LEFT: 1957, Farmall 350, Red body with white trim, Red wheels, grey rims.

RIGHT: 1958, International 330. Red body, white trim, white wheels and rims.