The McCormick Super W Standards. (1952-1956)

The McCormick Super W-4. (1953-1954)
The McCormick Super W-6. (1952-1954)
The McCormick Super W-9. (1953-1956)

Like the Super Letter tractors, the Super Standards had increased power, new features and performance improvements.

In all three models, the Super W-4, the Super W-6, and the Super W-9, engine power was increased by expanding the bore of the cylinders.

The Super Standards adopted disc brakes, live hydraulics, and other improvements.

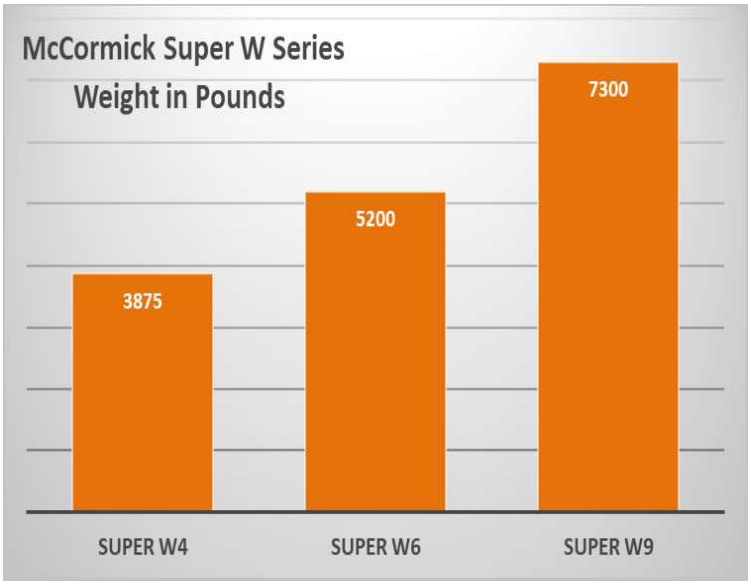
Good solid tractors, built on proven designs.

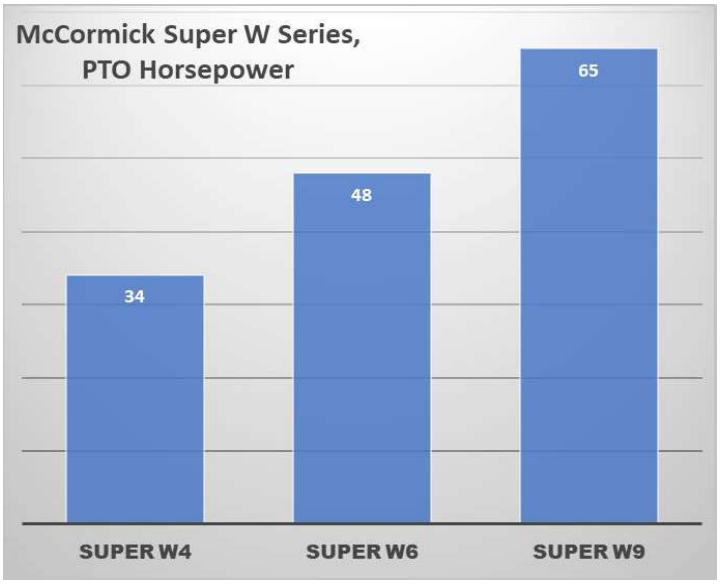
I left these beautiful old tractors in their work clothes. We cleaned them up, put on new decals and painted the wheels. They run well and sound terrific. I intend to replace some tires, gauges and switches. Other than that, these grand old work horses can rest in the sheds.

Waiting to be fired up on special days.

Super W-4, Super W-6 and Super W-9

IH spaced these tractors well for power and weight.





BELOW: Cindy has taken literally thousands of photos for this book. Around 400 will be used herein. Many, especially group photos will eventually make their way to the Internet. Those photos will then greatly increase the number of good IH photos and especially group photos available.

The Super W-4. (1953-1954)

A standard version of the Super H.

No surprises here. More power. Incremental design improvements.

An excellent standard version of the Super H.

The Super W-4 was offered in orchard (Super O-4) and industrial (Super I-4) versions.

ABOVE: ***The Super W-4 is a sturdy, well equipped tractor. It enjoyed surprisingly good sales for a small Standard. It must have been the right size at the time. The black, plastic box contains the battery. Few of these old tractors have the original metal boxes. The combination of acid, rain and electrolysis rotted the metal away.***

RIGHT: ***This is a good photo of a live-power hydraulic pump. It was probably added after-market. The pump is the gray metal chunk in the right center of the photo. Two hoses emerge from it. One conveys hydraulic oil out and the other hose brings oil to the pump.***
Above that pump is the distributor. There is a piece of gray canvas above the distributor. It is there to reduce the amount of rainwater that leaks into and floods the poorly placed, upright, distributor.

ABOVE: ***Some parts of these tractors came up bright red when I washed the caked grease and dirt off. They had been covered in grime for 65 years.***

LEFT: ***In the center of this view is a heavy coil spring. That spring was to cushion the pan seat. The pan seat has multiple welds. Comfort is relative.***

BELOW: ***Although still fully functional, the rear view of the Super W-4 bears witness to a lifetime of hard use.***

McCormick Super W-4 Specifications

34 Horsepower on the Belt
29 Traction Horsepower
In Production from 1953 to 1954
Total Manufactured, 28,784
This SW-4 was Manufactured in 1953
164 Cubic Inch Engine
Engine RPM, 1,650
Fuel Tank Capacity, 17 Gallons
Standard Rear Tires, 12 X 26
Speeds, 2.4, 3.5, 4.6, 6.3, 15.0, Rev. 3.0 MPH
Standard Weight, 3,875 pounds
Price in 1954, $2,100

The Super W-6. (1952-1954)

A standard version of the Super M.

No surprises here either.

More power. Incremental design improvements.

An excellent standard version of the Super M.

In 1952, Super W-6s were built on the same bathtub frame as the W-6.

In 1953, the frame was switched to front rails, like an M. This tractor has the front rails.

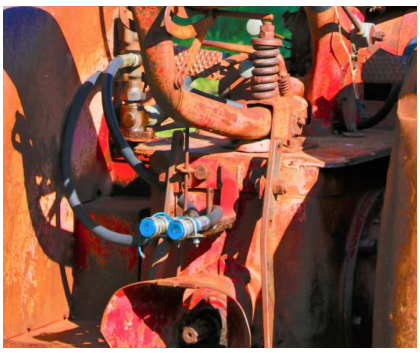
In 1954, it was produced with a Torque Amplifier (TA) like the Super MTA.

The Super W-6TA is highly valued by collectors.

The Super W-6 was produced in an industrial version. It was a popular tractor for road work.

ABOVE: This Super W-6 was one of the first to be built with a rail frame body. Notice the rail with mounting holes that spans from the grill to the clutch housing. The Super W-4 and the Super W-9 both retained the bathtub frame. The rail frame has a number of manufacturing advantages but most important, it allows for the easy mounting of equipment, especially front end loaders. Some late Super W-6s were equipped with speed changing Torque Amplifiers (TA).

RIGHT: The rear view of this Super W-6 shows the PTO shaft, and above that two hydraulic connectors in obvious good condition. The hydraulic outlets could be used with a great variety of drawn tillage implements or a front loader. The hydraulics would typically be used to lift the implement out of the soil for turning.



ABOVE: This right side engine view shows the oil filter on the left center, the circular distributor in the center, the cylindrical, black ignition coil above that and the hydraulic pump at the terminal of the two black hoses in the lower right.

RIGHT: This left side engine view shows a radiator fluid heater in the left center. This along with left-over mounting bolts in the frame rails, indicates that this tractor was used as a winter loader tractor. Probably for plowing snow. The paint on the belly of this tractor is particularly bright after 65 years of grease and grime were removed. I may have given it the only cleaning it has had in its lifetime.

McCormick Super W-6 Specifications

48 Horsepower on the Belt
43 Traction Horsepower
In Production from 1952 to 1954
Total Manufactured, 6,891
This SW-6 was Manufactured in 1953
264 Cubic Inch Engine
Engine RPM, 1,450
Fuel Tank Capacity, 18 Gallons
Standard Rear Tires, 13.6 X 26
Speeds, 2.6, 3.6, 4.8, 6.6, 16.1, Rev. 3.5 MPH
Standard Weight, 6,158 pounds

The McCormick Super WD-9.
A successor to the W-9. (1953-1956)

The Super W-9 was a popular brute for big work. Both big ranch work and big road work.

It was the best-selling of the standards for years.

Its huge engine could be set to run on gasoline, kerosene, distillate or diesel fuel.

The Super WD-9 was slightly modified to become the International 600 and then the International 650.

It was also produced in Industrial and Rice versions.

ABOVE: The rear of this Super WD-9 has a swinging drawbar, a working platform, PTO, hydraulic connections, and wiring for lights. As you would expect, it has seen a lot of work days. It is still in good running order. It could use new tires, however. I will do that.

ABOVE: The Super W-9, like most of the bigger IH tractors was available in gas or diesel. This one has a diesel engine so it is a Super WD-9. Diesel engines are known for low maintenance requirements over many years of use. This tractor spent its working life in Canada. The Canadian plains used many of these big Standards. Fully dressed for work, with duals, weights, and fluid filled tires the W-9 tractors could weigh up to 15,000 pounds.

ABOVE: This is a good view of the bathtub frame. It is one molded piece of cast iron from the radiator mount to the transmission case.

McCormick Super WD-9 Specifications

65 Horsepower on the Belt
57 Traction Horsepower
In Production from 1953 to 1956
Total Manufactured, 10,938
This SW-9 was Manufactured in 1955
350 Cubic Inch
Engine RPM, 1,500
Fuel Tank Capacity, 35 Gallons
Standard Rear Tires, 14 X 26
Speeds, 2.4, 3.1, 4.5, 5.5, 15.8, Rev. 3.0 MPH
Standard Weight, 7,300 pounds

BELOW RIGHT: This front end view of the Super WD-9 shows its fixed stance. Somewhere along the line, this tractor's grill was pushed in. That can be easily corrected. A good winter job.

RIGHT: This over-the-seat view is the operator's view. The oil pressure and temperature gauges are ahead on the hood, with the muffler on the right and the air intake on the left. The ammeter and ignition switch are just past the steering wheel.
The steering wheel is deeply cracked from sunshine. That is normal.

Tractor body types, Unit Body, Bathtub, Rail frame, Tube body.

This is an interesting but messy topic.

Body type in farm tractors is important because form and function are closely tied as in most things.

In order to make tractors agile, smaller, more powerful, and economical, several specific body types emerged in the 1920s.

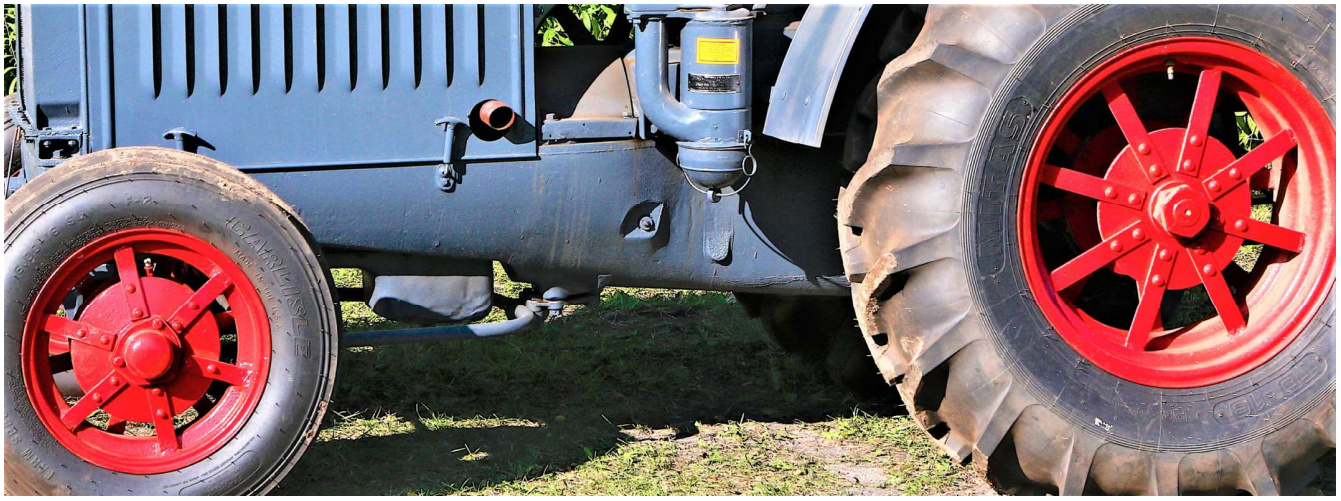
Over time these types evolved and frequently merged to produced tractors that were optimized for their intended use.

Every tractor company, based their tractor designs on these body types.

LEFT: The Tube Body.
The Tube Body is a variation of the Unit Body. The tubular frame segment was used to house the clutch and main drive shaft. This segment bolted between the engine and the transmission. The tube was used to reduce weight on tractors. In practice that meant row crop and garden tractors of under 25 horsepower.
Tube body tractors often had threaded holes in unit segments to facilitate implement mounting.
The A family and the Cub family of Farmalls have tube unit bodies.

RIGHT: The Unit Frame.
Most modern tractors have some form of the unit frame. Unit frame means that functional segments of the tractor are bolted together. There is no separate frame. The units when bolted together have enough strength to support the tractor wheels.
The engine is bolted to the clutch housing, the clutch housing is bolted to the transmission unit, the transmission is bolted to the differential-final drive unit. The unit frame concept reduced tractor cost by enabling assembly line production. It also made service, repairs and replacement much easier.
A unit frame is also referred to as a unit body.

LEFT: The Rail Frame.
Row crop tractors typically used a rail frame or a partial rail frame. A rail frame allowed the design of tractors that were light and agile. On a full rail frame tractor, the two rails extended from the front wheel assembly to the final drive. All the units of the tractor were bolted to the rails.
Additionally, the rails had holes in patterns that facilitated the mounting of implements, particularly cultivators.
The F Series Farmalls have rail frames.



ABOVE: The Bathtub Body

The first McCormick Deering tractors were built on a "Bathtub" version of the unit body. The bathtub is a large cast member that may accept the engine for mounting or may house the base of the engine. The bathtub element was quite popular and used by many tractor manufacturers until the 1950s. It was used on standard tractors where it provided weight and rigidity. The first McCormick Deering series of tractors used a bathtub frame.

RIGHT: This W-6 has an abbreviated bathtub frame. An abbreviated bathtub is bolted to the clutch or transmission unit rather than the final drive.

LEFT: Abbreviated rail frame
Row crop tractors often used an abbreviated rail frame where the frame extended from the front axle mounting to the clutch housing or transmission housing.
The Letter Series Farmalls are of this type.