

The 1206
had white
letters with
gold trim, the
1256 has
white letters
with black
trim.

"International". The "Farmall" name was still displayed (just not as prominently) on the tractor as it was now found above the tractor model number badge.

The transmission shifter controls on the 1256 were improved to give the Range transmission lever an H-pattern shift layout. This layout provides neutral between LOW and HIGH ranges for easier shifting. The shifting lever console also has a light provided to illuminate this during night time work hours. The shifting levers and T/A (Torque Amplifier) lever are chrome plated with tapered black rubber knobs on top of them. The hydraulically controlled Torque Amplifier (T/A) was still a \$375 option. This shift-on-the-go gearbox allowed you to decrease travel speed by 22% yet it gave you up to 28% more pulling power in each gear. The T/A was controlled by a single lever on the LH side of the dash that you pulled back to engage the T/A, pushed ahead to release it. This is especially helpful in tough field conditions when plowing, disking or to start pulling heavy wagons with the T/A engaged (lever back) for extra pulling power and then power shift up on the go.

The 1-2-3-4 gear speed shift was still an inline shift lever. The 1256 transmission was not synchronized.

Under the hood, the 1256 was now fitted with an IH built DT-407 engine that was an inline 6-cylinder design and turbocharged. The DT-407 was similar in design to the DT-361 used in the 1206 and it was just as reliable too! Many owners have reported over 10,000 hours use on their 1256s without ever touching the engine for repair.

The DT-407 engine had a number of improvements. The most noticeable improvement is the use of two full-flow, spin-on type replaceable fuel filters. The Purolator cartridge style filters on the DT-361 were upgraded to spin-ons with the new DT-407. This gave the filters more filtering capacity to trap more dirt and made servicing the filters much easier and with less leaks too!!! A new fuel injection pump, lines and injectors were needed for the DT-407 to create more HP as well.

The DT-407 engine was still a dry sleeve design with the engine oil pump, oil cooler and piping still externally mounted. This author has repaired a number of DT-361s and DT-407s that seem to have had the same issues. The piping on the engine oil pump and oil cooler tends to leak at the joints of the pipes. IH used a special grade of O-ring seal when the engine was assembled new. This author has found that over time the sealing surface the O-ring sits on may wear. To fix it, install

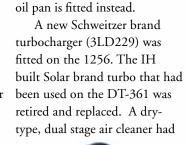
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engine oil leaks. The 1256 holds improvement is the use of two full-flow, spin-on type replaceable fuel filters. Quarts when an M&W Gear Co (See HI issue #2) cast aluminum

INTERNATIONAL



a "square edge" O-ring, often

referred to as a quad ring as it

has four flat sides. The use of

this ring fixes many persistent

15 quarts of engine oil and 24

quarts of coolant. The engine

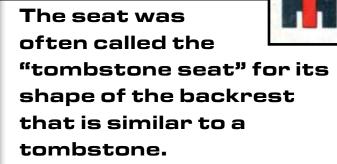
oil capacity increases to 20



automatic dirt unloaded, plus a cleanable primary filter element. A secondary (inner) air cleaner element kept dirt out of the engine with 99.9% efficiency. A dash-mounted electric filter indicator tells you when the filters need to be serviced. A straight exhaust pipe was standard equipment on the 1256, however many farmers opted to install an oval muffler to quiet the turbo whine

down when farming long hours with it. This 1256 had a chrome exhaust stack, rain cap and clamp from Thomure Mfg (see HI issue#3) installed to make its chassis, classy.

The 1256 introduced a new seat choice for the operator. The highback seat with folding arm rests and a hydraulic seat suspension were new on the 1256. The seat was often called the "tombstone seat" for its shape of the backrest that is similar to a tombstone. The hydraulic seat suspension was powered by the tractor's hydraulic system and could be raised/lowered with a single lever by the operator. The hydraulic suspension delivered a super smooth ride that a mechanical seat suspension could never achieve.



This new seat suspension raised and lowered to any height, introduced on the 1256 was the hydraulically with fingertip control. You could slide the seat fore-and-aft for leg length. You could even select the degree of cushioning you wanted by turning the firmness control knob. The seat could be tilted for comfort and the armrests fold up. The seamless cushion design means no rainwater got in and the heavy padding added to the level of comfort.

The hydraulic suspension is easy to identify by its boxy smooth metal framework under the seat. Only the hydraulic seats have this suspension cover.

Another comfort feature IH tilt steering wheel attachment. This was a \$42 option in 1968. This attachment gave the operator five positions to adjust the steering wheel to for stand-up or sit-down driving to reduce operator fatigue. The power steering itself was fully hydrostatic meaning that there was no mechanical linkage involved. This system gave safe control even with the engine off.

Electrically, the 1256 had two 6-volt batteries mounted under the fuel tank that were cabled in series to deliver 12-volts to the Delco-Remy brand cranking motor. A 55-amp Delco-Remy brand alternator with external regulator (located at the base of the steering tower) kept the batteries recharged and the lights shining bright.



FARMALL 1256 **The New 1206**



The various switches and wiring harnesses used on the Farmall 1256 are still offered yet today through the O.E.M. This means that restoring or repairing your 1256 (electrically) can still be done using "factory" parts.

IH used four forwardfacing sealed beam lights (two in each deluxe flat top fender) to light the field ahead of the tractor. Today these lamps can be replaced with either halogen style sealed beams (gives a brighter light) or LED sealed beams (gives the brightest lights).

The 1256 also introduced IH's new rear wheel design called the "Wedge lock" wheel. This new wheel design allowed for fast, easy tread changes. One bolt per wheel locked the "wedges" that held the wheel tightly to the axle. To change the wheel tread, loosen the wedge bolt, slide the wheel and re-tighten the wedge bolt. The new "wedge lock" wheel was standard equipment on

1256 was 3 1/4" diameter and was mounted on tapered roller bearings for long life under heavy loads.

The hydraulic system of the 1256 had two hydraulic pumps. A 9-gpm hydraulic pump was bolted to the Multiple Control Valve (M.C.V.). This pump powered the tractors steering, brakes and Torque Amplifier. The T/A was controlled by a lever on the left-hand side of the dash that actuated the M.C.V. to engage or disengage the T/A. In the rear housing, a 12-gpm pump powered the 3-point hitch cover and the remote hydraulic valves. Two remote valves were available from IH to be fitted on the 1256. This 1256 has two valves as shown by the two tubular control levers on the RH side of the seat.

The rear hydraulic couplers on this 1256 have been upgraded to the IH 5X88 series ISO compatible, cast iron coupler housings. The black rubber dust covers on the of this upgrade. The 1256 held

oil made by Viscosity Oil (see HI issue # 28) for IH. It was sometimes common practice to over fill the tractor with an extra five gallons of Hy-Tran to avoid hydraulic pump cavitation/ aeration. The hydraulic fill tube also doubled as its dipstick tube. This is located on the operator's platform near the brake pedals.

The 1256 was the largest row crop tractor in the IH line from 1967 until 1969 when the more powerful model 1456 replaced it. Like so many "muscle tractors" of the 1960s and 1970s, the 1256 was also a favorite amongst tractor pullers. The addition of larger injection pumps, bigger turbocharger and inter-cooler

all helped generate more HP for better performance on the track. When the pulling was done on the weekend, the tractor was "de-tuned" and back to the farm fields it went to work. Sometimes not all of the modifications were removed and the 1256 now was ready to pull that larger plow or disc harrow and flex its muscle.

The Farmall 1256 shown here in Heritage Iron magazine would have a suggested list price of \$12,000 based on the options it is fitted with and using the 1968 IH price book. Today, this tractor can command well over that price tag in restored condition.

