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MANUAL PREVIEW

Minneapolis Moline

Operator's Manual

G-350

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Operator's Manual

MM-O-G350

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IDENTIFICATION DATA

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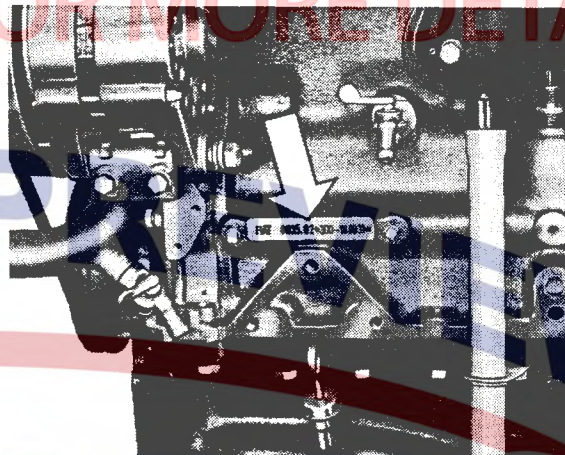


Fig. 1. - Engine Type and Number.

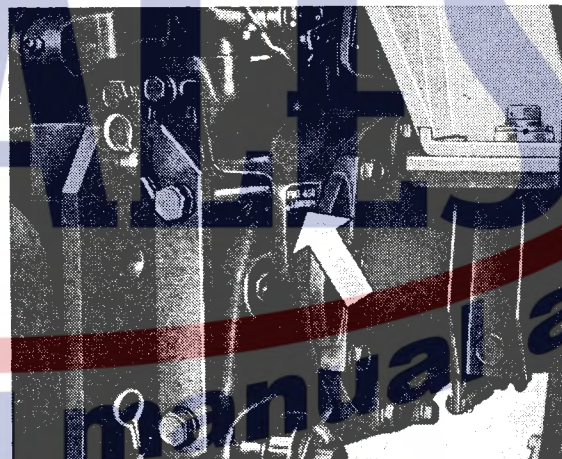


Fig. 2. - Frame Type and Number.



Fig. 3. - Identification Data Plate.



Fig. 4. - Gauges and controls.

GAUGES AND CONTROLS

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The following items refer to fig. 4 and are described in the same numerical sequence.

1. **Battery charge indicator (red):** it must go out as soon as engine is started. If it stays on with engine running, stop and check the voltage regulator fuse and indicator relay fuse (see page 23).

If the fault cannot be singled out seek the assistance of skilled servicemen.

2. **Parking lights indicator (green).**

3. **Engine cooling water temperature gauge:** the pointer staying on the « green » sector of dial refers to a regular temperature; on the « red » sector it indicates excessive temperatures and on the « white » sector insufficient temperatures.

4. **Fuel gauge:** pointer shifts onto the red sector when the supply of fuel in tank is less than 15 liters (3.3 Imp. Gals.).

5. **Insufficient engine oil pressure indicator (red):** it must go off a few instants after engine has started. If with engine running it stays on, stop and look for the cause of trouble.

With hot engine at low r.p.m. the indicator may turn ON even if everything is normal.

- Rotate switch lever further to stop **2** - on engines with CAV injection pump, also push in fully control **8**, fig. 4. As soon as engine is started, release hold on switch lever (on engines with CAV injection pump, also release control **8**).

If after two or three consecutive starting attempts with the thermostarter ON the engine will not turn and black smoke is emitted at the exhaust, proceed with the starting attempt but exclude the thermostarter.

After having started the engine, shield the radiator with the curtain, or if not provided some other suitable means, so that cooling system water may attain rated operation temperature in a short time. Then release or remove the protection.

WARNING - With engine running leave the lock switch key in one of the first four positions (see fig. 5): this will allow battery recharging and the operation of the fuel gauge, engine cooling water temperature gauge and the instrument panel indicators.



Fig. 7. - Gearshift lever positions.

- F. = Neutral.
- 1. = 1st gear.
- 2. = 2nd gear.
- 3. = 3rd gear.
- 4. = 4th gear.
- 5. = 5th gear.
- 6. = 6th gear.
- R1. = Low Reverse.
- R2. = High Reverse.

Engines with CAV injection pump (see fig. 8):

1. Back out about two turns plug **1** and actuate lever **6** until the fuel issuing from the hole in plug is without air bubbles. Screw in plug **1**.
2. Bleed as described above first on plug **5** and then on screw **2**.
3. Back out about two turns screw **3**, slacken fully the three connections **4** and crank the engine with the starter motor until fuel without air bubbles issues from the lines. Screw back connections **4** and leave screw **3** undisturbed.
4. Finally, start the engine and once the fuel issuing from screw **3** is without air bubbles, tighten in the screw.

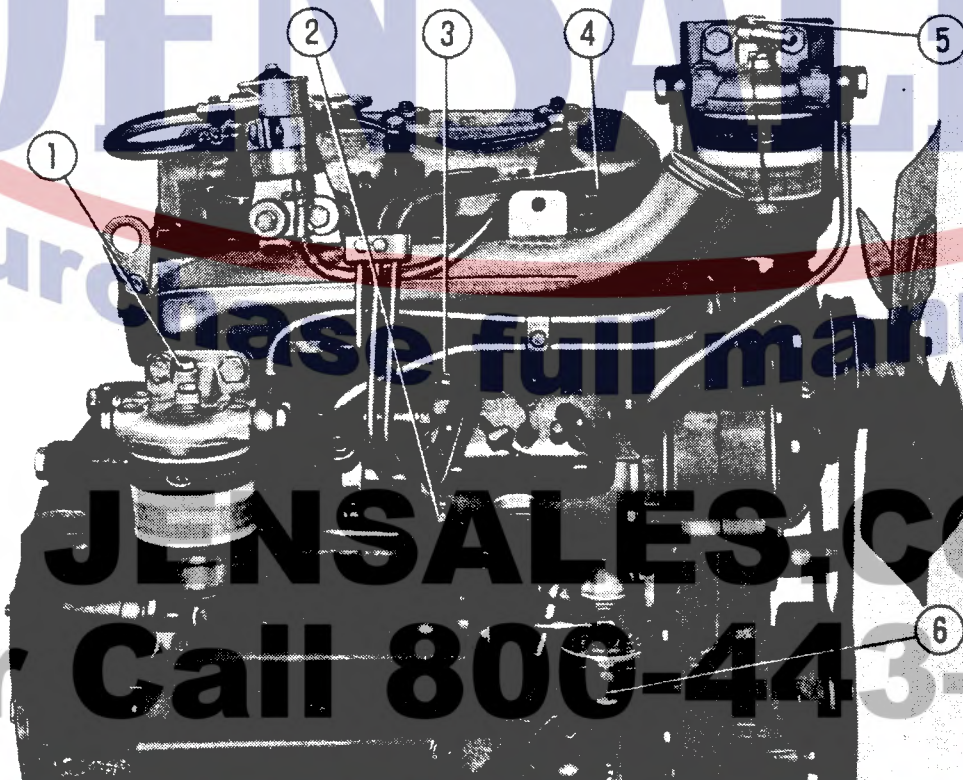


Fig. 8. - Fuel system bleeding - Engines with CAV injection pump.

1. First fuel filter air bleeder plug - 2. Hydraulic head air bleeder screw - 3. Injection pump return line air bleeder screw - 4. Injector connections - 5. Second fuel filter air bleeder plug - 6. Fuel pump lever.