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MANUAL PREVIEW

Minneapolis Moline

Operator's Manual

G950

Same as Oliver 1865

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Operator's Manual

MM-O-G950

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OPERATOR'S MANUAL

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G950 TRACTORS

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SPECIFICATIONS

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ENGINE

Type	6 cylinder, valve-in-head
Bore and Stroke (LP Gas)	4-1/4" x 5"
Bore and Stroke (Diesel)	4-3/8" x 5"
Piston Displacement - cu. in. (LP Gas)	425
Piston Displacement - cu. in. (Diesel)	451
Compression Ratio	
Cylinder head 10A4239 (LP Gas)	9.0 to 1
Cylinder head 10A31139 (Diesel)	15.4 to 1
Firing Order	1-5-3-6-2-4
Normal Idle Speed	600 RPM
Normal Full-Load Governed Speed	1800 RPM
Normal No-Load Governed Speed	
LP Gas	2020-2040 RPM
Diesel	1940-1950 RPM
Oil Pressure @ 1800 RPM	40-45 PSI
Valve Clearance (Cold)	Intake Exhaust
LP Gas	.012" .028"
Diesel	.015" .022"
Spark Plug Gap (LP Gas)	.015"
Distributor Point Gap (LP Gas)	.021"
Distributor Dwell Angle	31-37°
Distributor Timing (LP Gas)	16° BTC @ 1200 RPM or over
Diesel Injection Pump Timing (Static)	2° BTDC
Cylinder Head Bolt Torque	
LP Gas (all nuts)	170-175 ft. lbs.
Diesel - 9/16" studs	130-135 ft. lbs.
Diesel - 5/8" studs	170-175 ft. lbs.

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LUBRICATION

This section of the manual illustrates and describes the lubrication procedures and lubricants recommended for your tractor. The life and performance of your tractor depend to a large degree on proper lubrication. Just a few minutes of operation without lubricant, or the improper lubricant, could damage or ruin many of the precision-built parts of your tractor. Carefully follow the lubrication instructions in this section of the manual.



CAUTION



DO NOT OIL OR LUBRICATE A TRACTOR WHILE THE ENGINE IS RUNNING.

We recommend using high-quality lubricants marketed by a dependable concern. The slight additional expense of high grade lubricants is an investment in increased efficiency and longer life for your tractor.

ALWAYS PURCHASE FUEL AND LUBRICANTS FROM A REPUTABLE SUPPLIER.

Store all lubricants in clean containers, and see that only clean lubricants go into your tractor. Before applying lubricant to any of the pressure gun fittings, be sure to wipe the fittings clean. Apply a small amount of engine oil to all control linkages, pivot points, clevises, and exposed threads at weekly intervals.

ENGINE BREAK-IN OIL

Tractors are shipped from the factory with the crankcase filled with a special break-in oil. This break-in oil contains additives to resist scuffing and acid and water damage during the critical break-in period. Drain this break-in oil and change the oil filters as recommended below, or sooner, if the oil shows signs of becoming overly contaminated. Recommended drain periods are:

LP Gas.....	150 hours
Diesel.....	75 hours

To obtain the intended service from the break-in oil, avoid applying continuous full loads for the first few hours to prevent overheating and possible piston scuffing. Operating engine at 1/2 to 3/4 load, at an engine speed a few hundred rpm below maximum, will provide a satisfactory break-in. Prolonged operation at very light loads may cause the cylinder walls to glaze and retard seating of the piston rings. Proper break-in of tractor will result in maximum performance, economy, and durability.

NOTE: USE MIL-L-2104B OIL FOR ALL FUELS TO MAINTAIN OIL LEVEL DURING BREAK-IN PERIOD.



Fig. 1

1. Crankcase dipstick

LP GAS ENGINE

For normal operation, use Low Ash Natural/LP Gas oil meeting S-1 level. Low Ash oil does not thicken from oxidation, keeping deposit build-up on valves and cylinders down to a minimum.

Minneapolis-Moline LP-NG Motor Oil meets and exceeds all requirements for low ash oil as well as S-1 performance level.

If conditions are such that engine is operated infrequently or shut down for extended periods, use Mil-L-2104B oil meeting or exceeding U.S. Car Manufacturers MS Sequence Tests.

NOTE: DO NOT STORE TRACTOR WITH LOW ASH OIL IN CRANKCASE. USE MIL SPEC OIL RECOMMENDED FOR DIESEL ENGINES DURING STORAGE.

DIESEL ENGINE

Use Mil-L-2104B oil, meeting or exceeding U.S. Car Manufacturers MS Sequence Tests, in diesel engines operating on fuel having less than 0.5% sulphur content.

If diesel engine is being operated on fuel having a sulphur content in excess of 0.5%, use Series 3 (S-3), Mil-L-45199A, API Service DS, meeting or exceeding U.S. Car Manufacturers MS Sequence Tests.

Minneapolis-Moline GP-HD Motor Oil meets or exceeds all requirements for Mil-L-2104B and Mil-L-45199A engine oils.

CRANKCASE VENTILATOR VALVE (LP GAS)

Remove, disassemble, and clean the ventilator valve every 250 hours of operation. Varnish remover is the most satisfactory cleaning agent for cleaning the valve. Be sure arrow on vent valve body is pointing toward intake manifold when it is reinstalled.

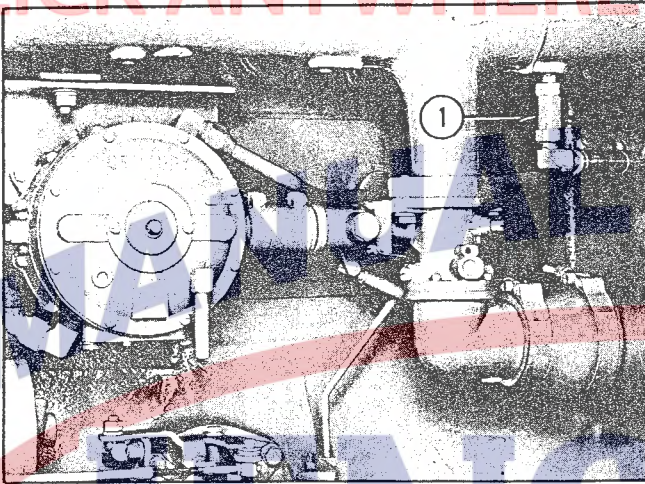


Fig. 6

1. Crankcase vent valve (LP Gas)

Engines that operate on diesel fuel do not have an external crankcase ventilator system as do LP Gas engines. The ventilator tubes are located under the two rear rocker arm covers. Fumes from the engine are admitted to the intake manifold through ports in the cylinder head. No service is required on the diesel crankcase vent system.

DISTRIBUTOR (LP GAS)

Apply a trace of high-quality ball-bearing lubricant to the breaker cam every 300 hours of operation. Also place two drops of light engine oil on the felt wick under the rotor. Avoid excessive lubrication. If too much oil is used, the excess is apt to get on the contact points and cause them to burn.

TRANSMISSION, DIFFERENTIAL, AMPLI-TORC

The transmission, differential and ampli-torc compartments use a common oil system. The oil is circulated through the compartments by a pump mounted on the rear of the tractor. Tractors equipped with a 3-speed ampli-torc have a filter in the oil supply line. Fig. 12.

Maintain the oil for the transmission, differential, and 2-speed ampli-torc at the level plug shown in Fig. 7.



Fig. 7

1. Transmission-differential oil level (2 speed)

If the tractor is equipped with a 3-speed ampli-torc, maintain the oil level for the transmission-differential at the cap on the tee shown in Fig. 8. Fig. 8 shows the battery removed to better illustrate the oil level cap.

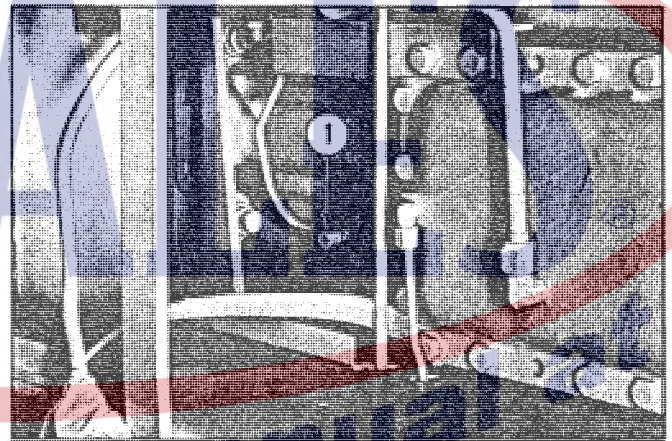


Fig. 8

1. Transmission-differential oil level (3 speed)

The filler plug for all compartments is located in the shifting cover as shown in Fig. 9. When adding oil to the compartments, allow time for the oil to flow into the differential case before checking the level.

Use only Minneapolis-Moline Combination Transmission-Differential fluid in the compartments. Use care not to allow any foreign material to enter the oil compartments.

Minneapolis-Moline Combination Transmission-Differential fluid is available under the following part numbers:

10R1304.....	Case of 6 gallons
10P3731.....	5 Gallon can
10P3732.....	55 Gallon drum