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MANUAL PREVIEW

Minneapolis Moline

Operator's Manual

GB

Gas & LP

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Operator's Manual

MM-O-GB

OPERATOR'S MANUAL

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MINNEAPOLIS-MOLINE, INC.
HOPKINS, MINNESOTA



SPECIFICATIONS

SPEEDS IN MPH

	1st	2nd	3rd	4th	5th	Re-verse
15-34 tires	2.7	3.8	4.4	6.3	14.7	2.1
15-34 tires (cane & rice)	2.6	3.7	4.4	6.3	14.6	2.1
18-36 tires (cane & rice)	2.6	3.7	4.4	6.3	14.6	2.1

TRANSMISSION & FINAL DRIVE

Gears	Alloy steel
Rear axle	Live, tapered roller bearing mounted
Lubricant capacity	13 gallons

CLUTCH

Double disc, overcenter, hand operated

BRAKES

Location	Differential shaft
Type	Double disc

TIRES

Rear	
15-34 6-ply	
15-34 6-ply (cane & rice)	
18-26 8-ply (cane & rice)	
Front	
7.50-18 4-ply	

NOTE: All rear tires on demountable rims:

WHEELS

Rear	Cast iron
Front	Pressed steel

STEERING GEAR

Ross cam & lever

COOLING SYSTEM

Capacity	12 gallons
Radiator type	Flat tube & fin
Temperature control	Thermostat

FUEL CAPACITY

Gasoline	29 gallons
Auxiliary (tractor fuel only)	3/4 gallons
LP-Gas (80% full)	36 gallons

AIR CLEANER

Oil wash

ELECTRICAL EQUIPMENT

12 volts, cranking motor,

generator, battery, instrument panel, two "sealed beam" head-lights, combination floodlight and red taillight and implement light socket.	
Charging rate control	Voltage regulator

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to the steering wheel. Remove and install them in the drain holes as shown in Fig. 15.

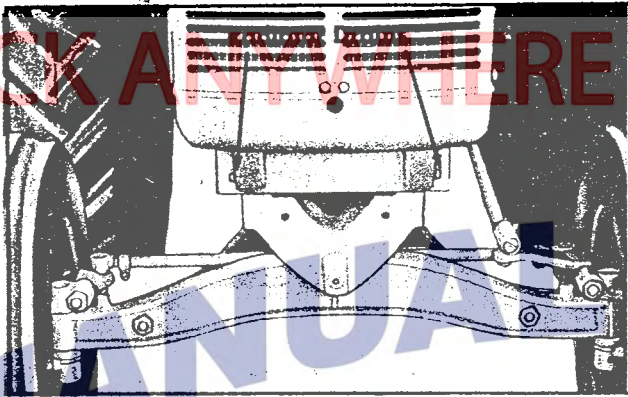


Fig. 15 Radiator drains

Close the two block drain cocks by turning them in a counter-clockwise direction and fill the cooling system with clean soft water.

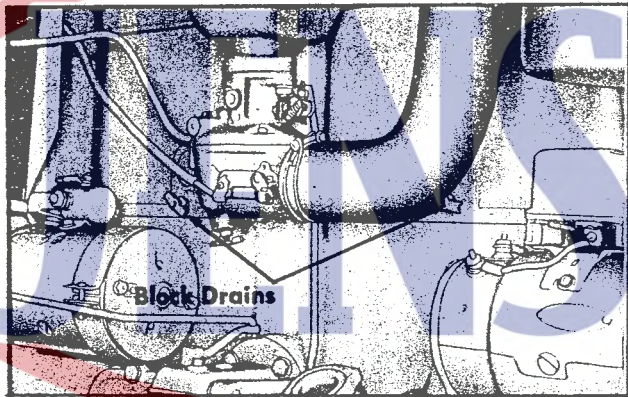


Fig. 16 Engine block drains

The capacity of the cooling system is approximately 12 U.S. gallons. Never start an engine until the cooling system has been filled. Check the level of the cooling fluid daily and keep it about two inches below the radiator cap.

Only permanent type anti-freeze solutions can be used in the cooling system as the operating temperature of the engine is too high for alcohol solutions.

CYLINDERS

Before starting the engine for the first time, we suggest removing the spark plugs and pouring a liberal amount of engine oil into each cylinder. Turn the engine over slowly a few times to allow the oil to lubricate the piston rings and cylinder walls.

BAYONET OIL GAGE

The bayonet oil gage is located on the left side of the crankcase. Check the oil level before starting the engine to make certain it is up to the full mark on the dipstick. Maintain the oil level between the full and low marks on the dipstick at

all times. Never operate the tractor with the oil level below the low mark. Check the oil level twice daily.

BREATHERS

There are two crankcase breathers on the top of the engine protruding through the hood. Remove the breathers and check to see that they are not clogged and are well oiled.

AIR CLEANER

Remove the air cleaner cup and see that it is filled to the level mark with clean engine oil. Check the inlet cap to see that it is not clogged.



Fig. 17 Air cleaner cup removed

HYDRAULIC RESERVOIR

Remove reservoir filler plug and see that the oil level is up to the filler plug hole. Add hydraulic oil only when the jack is contracted and use genuine MM hydraulic oil.

TRANSMISSION

Remove the oil level plug on the right side of the transmission case and see that the oil level is up to the hole. Transmission oil may be added by removing the small triangular plate on top of the transmission case cover and pouring the oil through the opening. See "Lubrication" for the proper lubricant.

STEERING GEAR

Remove the steering gear housing filler plug and make certain the oil level is up to the plug opening. See "Lubrication" for the proper lubricant.

BATTERY

The tractor comes equipped with a twelve volt battery. Check the water level and add distilled water if necessary. Add only enough water to keep the plates well covered. The specific

MINNEAPOLIS-MOLINE "GB" TRACTORS

OIL FILTER

Follow the information outlined previously in the lubrication section of this manual under the heading "Oil Filter".

Change filter cartridges in accordance with the instructions given. Changing filter cartridges at regular intervals will prolong engine life and efficiency.

FUEL FILTER

At regular intervals the glass filter bowl should be removed and cleaned of water and dirt accumulations. Remove and clean the filter element in a solvent. Make certain the bowl gasket is in good condition before assembling the unit.

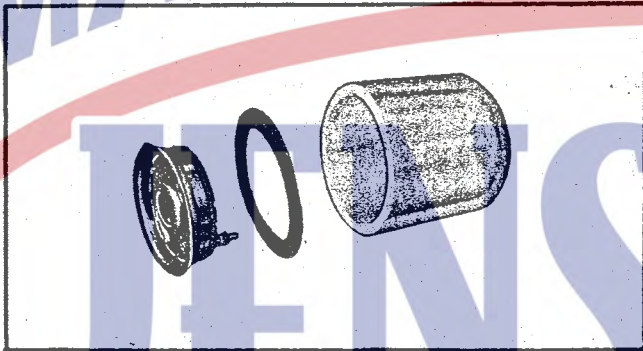


Fig. 38 Fuel filter (gasoline & tractor fuel)

On tractors equipped with LP-Gas fuel systems, shut off the fuel supply at the tank before disassembling the fuel filter. Follow the procedure outlined for gasoline fuel filters, but make sure the LP-Gas filter element is absolutely dry of cleaning fluid before assembling the filter.



Fig. 39 Fuel filter (LP-Gas)

CARBURETOR

On gasoline and tractor fuel engines, open the

carburetor bowl drain cock at regular intervals to eliminate any dirt or water that may accumulate.

The carburetor on tractor fuel engines is equipped with a strainer screen in the carburetor bowl. Occasionally disconnect the fuel line at the carburetor and remove and clean this screen.

A partial vacuum is maintained in the carburetor fuel bowl when the engine is in operation; consequently, the bowl gasket should be kept in good condition for proper engine operation.

The carburetor float level controls the fuel level in the carburetor bowl; consequently, it is important that the float level be accurately maintained. Fig. 40 shows the correct float level of 5/16 inch. The float level can be altered by bending the brass float arm slightly.

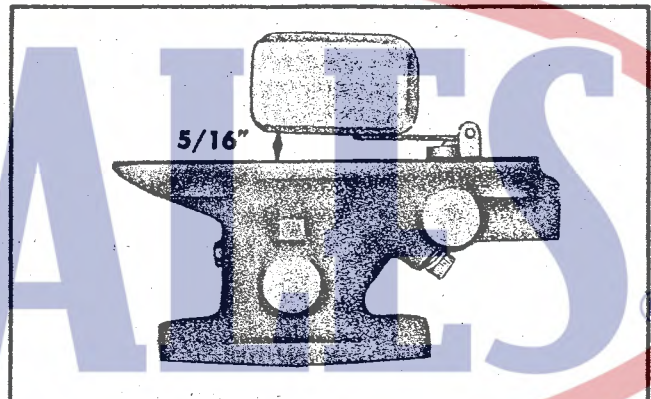


Fig. 40 Carburetor float level

GOVERNOR

Governed engine speed adjustment has been outlined previously in the operation section of this manual under the heading "Governor".

Governor linkage adjustments are extremely important for proper governor action. The linkage should be kept clean to prevent bits of paint or other foreign materials from binding the linkage pivots.

If the governor linkage appears to be sticking or binding, place the throttle lever in the slow idle position, lift up the governor to carburetor linkage rod and then release it. The linkage should drop freely until the carburetor throttle disc closes. The engine should not be in operation while this check is being made.

The adjustable linkage pivot pin, shown in Fig. 41, allows the linkage between the governor and carburetor to be lengthened or shortened, thus altering the action of the carburetor throttle disc. Proper governor action is contingent upon the correct linkage length between the governor arm and the throttle disc shaft lever. The procedure for checking this linkage length is outlined below:

MINNEAPOLIS-MOLINE "GB" TRACTORS

brake actuation occurs. Adjust the brakes so that if an equal force is applied to both pedals the two pedal heights will be identical. If one pedal is pushed lower than the other when the same force is applied to both pedals, uneven braking action will result. Be sure to tighten the push rod lock nuts securely after making a brake adjustment.

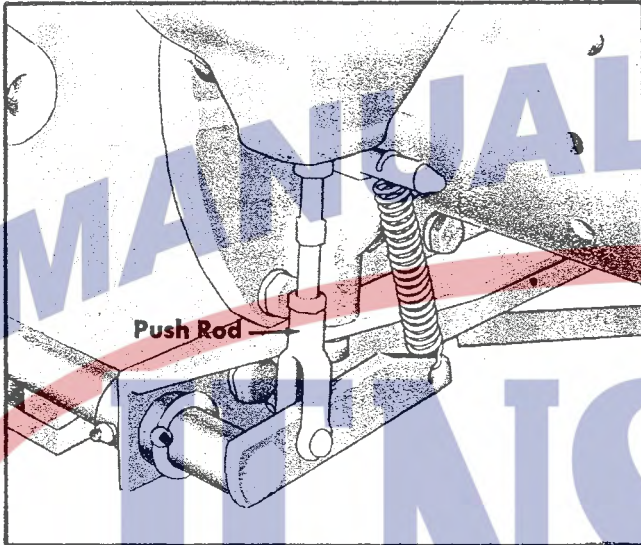


Fig. 55 Brake adjustment

CAUTION: BRAKES THAT ARE NOT ADJUSTED CORRECTLY CAN CAUSE SERIOUS ACCIDENTS.

LIVE POWER TAKE-OFF CLUTCH ADJUSTMENT

The live power take-off clutch should have a minimum of 2 1/2 inches free travel at the con-

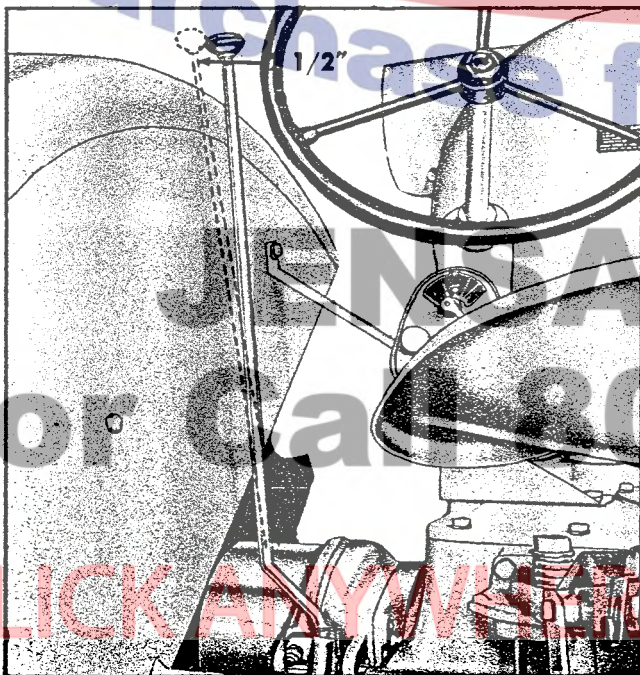


Fig. 56 Live PTO clutch adjustment

trol lever knob. Adjustment, if necessary, is accomplished by loosening the lock nut, lengthening or shortening the linkage with the adjusting nut and then retightening the lock nut. Fig. 56.

FRONT WHEELS

If the front wheels develop side play, it indicates worn or loose wheel bearings. When this condition is noticed, remove the complete wheel and bearing assembly. A front wheel puller was included in the tool box when the tractor was shipped from the factory.

Wash all parts thoroughly in a cleaning solvent and check them for wear. If the bearings are badly worn, cracked or pitted, they should be discarded and new bearings installed. If the bearings are in good condition, repack them with a high quality fiber grease and replace the wheel. Whenever a wheel has been removed, a new felt dust ring should be installed. Proper wheel bearing adjustment is obtained by tightening the castellated nut until a slight wheel bearing drag is noticed and then backing the nut off one castellation. Be sure to lock the nut with a cotter key.

FRONT WHEEL TOE-IN

The distance between the front wheels, when measured from center to center, should be 1/4 inch greater at the rear of the wheels than at the front.

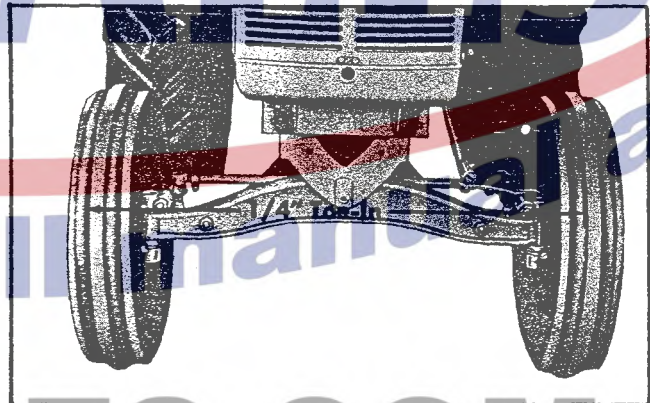


Fig. 57 Front wheel toe-in

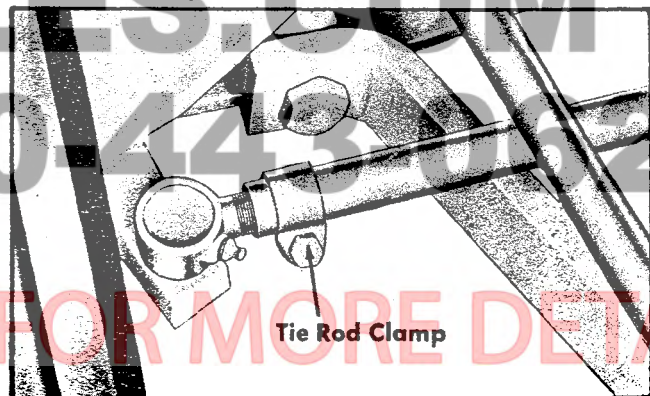


Fig. 58 Front wheel toe-in adjustment