



Minneapolis Moline

Operator's Manual

M5

Diesel

Operator's Manual

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OPERATOR'S MANUAL

MINNEAPOLIS
MOLINE



JENSALES.COM
or **DIESELTRACTOR-0625**

MINNEAPOLIS
MOLINE FARM EQUIPMENT

HOPKINS, MINNESOTA

SPECIFICATIONS

POWER TAKE-OFF

Type	Independent PTO, hand-operated control
Shaft size	1-3/8", 6B, SAE spline
Drive	Spur gears and a 6", multi-disc wet clutch

TIRES AND RIMS

Front (For types "U" & "E" Front ends)	6.00-16 4-ply F2 on 4.50 rim
Front (For type "N" Front ends)	9.00-10 8-ply F3 on M-M rim
Front (Standard-type tractors)	7.50-16 4-ply F2 on 5.50 rim
Rear (Universal-type tractors)	15.5-38 6-ply R1 on 14" rim
Rear (Standard-type tractors)	15-30 6-ply R1 on 16" rim

DIMENSIONS (with 15.5 38 tires)

	Dual ("U")	Adjustable Tread ("E")	Single ("N")
Wheel base	94"	101-1/16"	93-3/4"
Over-all length	140"	147"	137"
Over-all width (to ends of axles)	79-5/16"	79-5/16"	79-5/16"
Over-all height (not including muffler)	72"	72"	72"
Rear wheel tread	60-88"	60-88"	60-88"
Front wheel tread	7-3/4 & 12-7/8"	52 to 76"	
Crop clearance			
Under rear axle	25"	25"	25"
Under front axle		22"	
Drawbar height	15"	15"	15"
Dry weight (with 15.5-38 tires)	6350 lbs.	6550 lbs.	6230 lbs.

CAPACITIES (U. S. Measure)

Cooling system	22 quarts
Engine crankcase	9 quarts
Oil filter	2 quarts
Fuel tank	22-1/2 gallons
Ampli-Torc, transmission, & differential	14 gallons
Hydraulic reservoir (Tel-O-Flo Lifts)	2-1/4 gallons
Hydraulic reservoir (Type "E" Lifts)	3 gallons

SPEEDS (MPH at 1500 engine rpm and 15.5-38 tires)

Gear	High range	Low range
1st	3.14	1.65
2nd	4.80	2.52
3rd	5.95	3.13
4th	7.31	3.84
5th	17.37	9.12
Rev.	4.80	2.52

upper link to overcome the pivot-plate spring tension than the lower mounting position. Therefore, when using the upper position, the hydraulic system is less responsive to draft. Use the upper position for pulling implements with a heavy concentrated draft (such as a sub-soiler). Connect the upper link to the lower position when using implements of lighter draft (including most moldboard plows). The lower mounting position also gives a greater transport angle.

To install the upper link in the lower mounting position on the pivot plate, it will be necessary to remove the right-hand bolt, spring, and shim washer (Fig. 24). After installing the upper link, be sure to reinstall the shim washer, spring, and bolt.

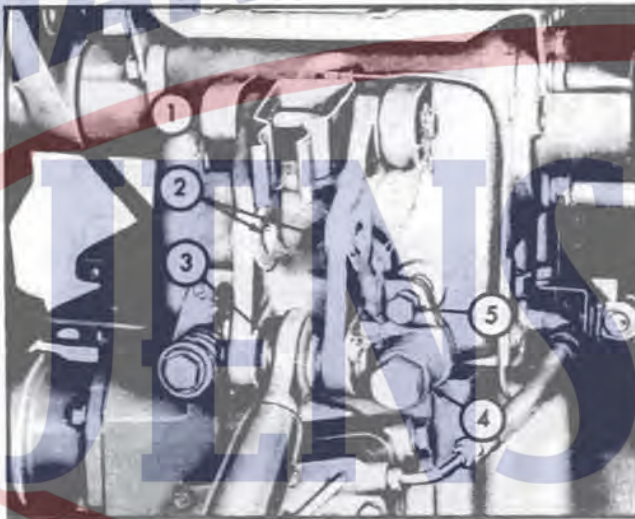


Fig. 24

1. Pivot plate
2. Upper position for upper link (for heavy-draft implements)
3. Lower position for upper link (for lighter-draft implements)
4. Right-hand bolt, shim washer, and spring
5. Contact bolt for draft plunger

IMPORTANT: THE CONTACT BOLT FOR THE DRAFT PLUNGER IS SET AT THE FACTORY. DO NOT CHANGE THE SETTING OF THIS BOLT.

Operating the Tel-O-Flo Hydraulic Lift

The operator should be thoroughly familiar with the use and function of the control levers for the hydraulic lift, before attempting to use the lift. The explanation of the operation of the hydraulic lift --when using 3-point lift implements--is explained in 2 sections.

The first section--"Operation Without Draft Control"--contains instructions for using 3-point-lift implements

which do not require draft control--implements such as mowers, planters, etc. When using 3-point-lift implements that do not require draft control, the operator will use the 3-point-lift control lever and also the "rate" lever. To correctly position the control lever stop when using 3-point-lift implements which do not require draft control, see "Operation Without Draft Control".

The second section--"Automatic Draft Control"--contains the necessary instructions for operating 3-point-lift implements which require automatic draft control--implements such as plows, cultivators, disc harrows, etc. When using implements that require draft control, the operator will use the 3-point-lift control lever, the "rate" lever, and the "cycle" lever. The setting of the control lever stop determines the degree of hydraulic lift sensitivity (draft response) when operating with the control lever in the "Draft Control" range. To correctly position the stop, see "Automatic Draft Control".

Operation Without Draft Control

To position the lever stop for operating implements which do not require automatic draft control, first move the 3-point-lift control lever to the "Up" position, and allow the lift arms to raise until the automatic kickout returns the control lever to the "Hold" position. Now slowly move the control lever just far enough forward (approximately 1-1/2 inches) so the lifting arms lower freely. Set the stop for the control lever at this point. This places the control lever in the "Float" range. Be very careful not to set the stop too far forward, as this would place the control lever in either the "Temporary Raise" range or the "Draft Control" range.

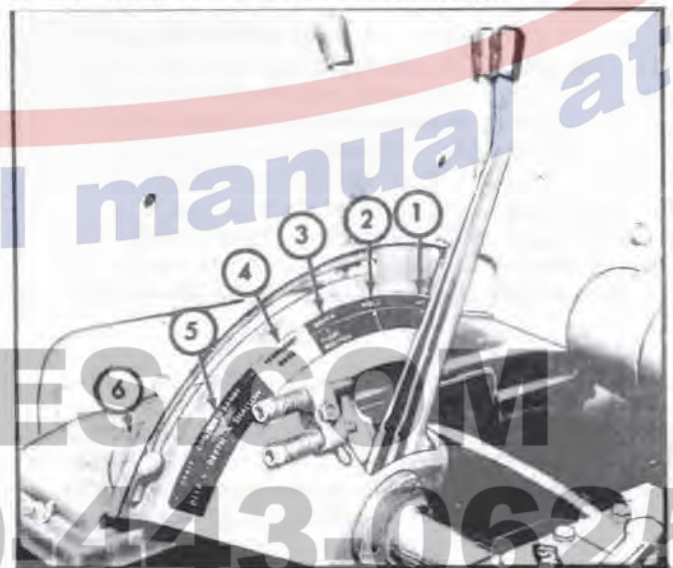


Fig. 25

1. Up position (lifting range)
2. Hold position
3. Float range and down position
4. Temporary raise range
5. Draft control range
6. Stop for control lever

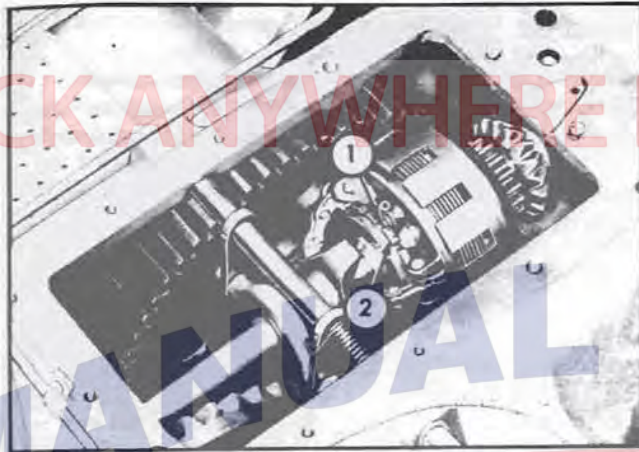


Fig. 76

1. Lock pin
2. Adjusting ring



Fig. 77

BRAKE ADJUSTMENT

The tractor has 7-inch, double-disc brakes. It may be necessary to adjust the brakes occasionally to compensate for normal lining wear. The brake pedals should have approximately 1-1/2 to 2 inches of free travel. If the brake pedals have less than 1-1/2 inches free travel, the brakes may drag and cause excessive wear to the linings. The brake pedals should also remain in alignment when applying an equal force to both pedals. If the brake pedals are not in alignment, the braking action may not divide equally between the rear wheels.

Adjust both brakes so the two pedals remain at the same height and still have the proper amount of travel. To adjust the free travel of the brake pedals, first loosen the lock nuts on the adjusting bolts, and then turn the adjusting bolts enough to obtain the correct



Fig. 78

1. 1-1/2" to 2" free travel
2. Adjusting bolts

free travel and pedal alignment. Securely tighten the lock nuts after making any adjustments.

FRONT WHEEL TOE-IN

On tractors with a type "E", or a standard-type front end, the front wheels should have 1/4-inch toe-in. To check the toe-in, measure the distance (at front and rear of tires) from the tread center line of one tire to the tread center line of the other tire. Take both the front and rear measurements at the height of the wheel hubs. If the wheels have the proper toe-in, the distance should be 1/4 inch greater at the rear of the tires than at the front.

To make a toe-in adjustment on tractors with a type "E" front end, loosen the clamp bolts on the inner ends of the tie rods, and remove the clamp bolts at the out-



Fig. 79

1. Remove outer bolt (each side)
2. Loosen inner bolt (each side)
3. Turn both tie rods to lengthen or shorten

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