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Oliver

Operator's Manual

Super 77

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OL-O-SUP77,88

OPERATOR'S MANUAL

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SUPER 77 AND 88 SERIES TRACTORS

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SECTION II

ENGINE

ENGINE LUBRICATION

The lubrication system on Oliver Super 77 and 88 Series tractor engines is called a *Metering Lubrication System* or a *Low Pressure Spurt System*. (See Figure 2-1.) Oil is supplied to the crankshaft main bearings under pressure by a rotary, vane type oil pump. From these bearings, the oil is metered in timed spurts into oil galleries and passages that deliver it to all points requiring lubrication.

The oil level should be checked daily and replenished, if necessary, to maintain the level within the limits of the *Working Range* on the bayonet gauge. (See Figure 2-2.)

The most satisfactory engine lubrication will be obtained when using good quality oils of the proper grade and classification as outlined in the following discussion.

NOTE

USE ONLY OILS THAT ARE DESIGNATED FOR SERVICE DM OR FOR SERVICE DS IN OLIVER DIESEL ENGINES.

ENGINE LUBRICATING OILS

Engine lubricating oils are sold by SAE grades and are classified by the A.P.I. (American Petroleum Institute) into six different classes to designate the type of service for which the oil is intended. Diesel engine oils are also covered by I.C.E.I. (Internal Combustion Engine Institute) classifications.

The A.P.I. oil designations of *ML*, *MM* and *MS* refer to oils intended for use in automotive or spark ignition engines. The A.P.I. designations of *DG*, *DM* and *DS* or I.C.E.I. type *A*, *B* and *C* classifications are for Diesel engines. Oil recommendations and the method of applying these symbols to your tractor are outlined below.

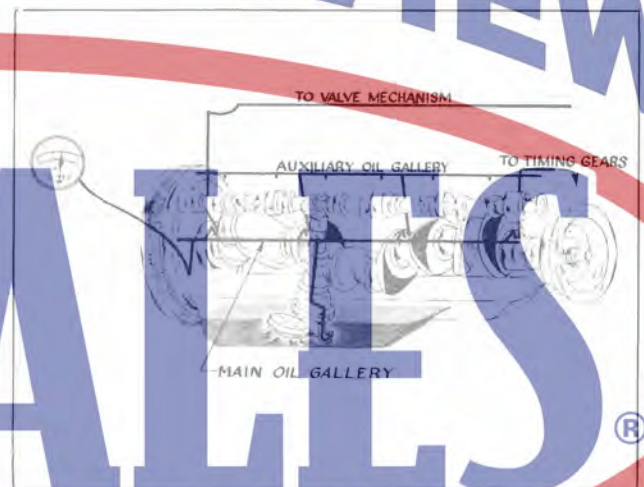


Figure 2-1 Engine Lubrication Schematic Diagram



Figure 2-2 Checking Crankcase Oil Level

An oil may be designated with more than one classification, meaning that it has been refined to be suitable for more than one type of service.

SECTION III

FUEL SYSTEM

GENERAL

The fuel system on Oliver Super 77 and 88 HC tractor engines consists of a fuel tank, fuel strainer, fuel lines and connections, carburetor, air cleaner, governor and manifolds. The purpose of this system is to provide storage, mix the fuel with the required amount of clean air and deliver the fuel-air mixture to the engine cylinders.

The Diesel engine fuel system differs from that on HC engines because it utilizes the principle of solid injection and compression ignition instead of carburetion and spark ignition. This Diesel engine fuel system consists of a fuel tank, two fuel strainers, two fuel filters, tubing and connections, fuel pump, air cleaner, injection nozzles and energy cells, and manifolds. The function of this system is to provide storage, begin and end the injection process sharply, inject the correct amount of fuel into the engine cylinders at the right time and rate, and atomize and distribute the fuel charge throughout the combustion chamber. It also must deliver into the engine cylinders an ample supply of clean air prior to the fuel injection process.

A weather cap is installed on the exhaust pipe to prevent moisture and dirt from entering the engine through the exhaust system. (See Figure 3-1.) This cap is opened by the exhaust gases when the engine is started, and it drops into the closed position to cover the exhaust pipe opening when the engine is stopped.

FUELS

Your tractor engine is designed to burn fuels that satisfactorily meet the minimum requirements listed in Section I under Fuel Specifications. Always use high grade fuels purchased from a reputable dealer and you will be generously rewarded with more power, smooth operation, greater fuel economy and less repair expense.



Figure 3-1 Weather Cap

The fuel recommended for Oliver Super 77 and 88 Diesel tractors is commonly known as No. 1 Diesel fuel. The specifications for this fuel, which are generally met by the major oil companies, are listed in Section I.

For lubrication of Diesel engines burning the no. 1 Diesel fuel, procure a high grade engine oil that is suitable for service DM or DS.

Use a No. 1 Diesel fuel that has a minimum cetane rating of 50 to 60 for satisfactory starting and performance at temperatures below 40° Fahrenheit.

During warm seasons when the tractor is operating under heavy sustained loads, it is permissible to use a second grade or No. 2 Diesel fuel providing it meets the specifications outlined in Section I for No. 2-D Diesel fuel.

SECTION VII

TRANSMISSION, DIFFERENTIAL,
BRAKES AND FINAL DRIVE

GENERAL

The transmission, differential and parts of the final drive are enclosed within the rear main frame of the tractor. These parts are adjusted at the factory and do not require any further adjustments between major overhauls.

Individual, self-energizing, double disc steering brakes are mounted on the sides of the rear main frame. These brakes control the rear wheels indirectly by exerting their braking action on the differential bull pinions. The entire brake assemblies are covered to prevent oil, dirt, water and snow from contacting and damaging the brake disc linings.

LUBRICATION

The transmission, differential and final drive assemblies are lubricated by a common oil supply contained within the rear main frame, which eliminates individual lubrication attention. Some of the oil runs into the belt pulley housing lubricating the belt pulley mechanism.

The transmission, differential and final drive must be kept properly lubricated at all times to withstand the severe stresses imposed upon them. For this reason, it is recommended that the lubricating oil be checked at least once a month or every 250 hours of tractor operation. The test plug for checking the oil level is in the differential housing behind the right rear axle carrier. (See Figure 7-1.) Remove the test plug and if the oil is more than one inch below the hole, add a sufficient quantity of seasonal grade transmission lubricant to raise the oil level



Figure 7-1 Transmission And Final Drive Test Plug

to within 1/2 inch of the lower edge of the test plug hole.

The oil levels of the transmission and final drive compartments of the rear main frame are different. When the tractor is performing drawbar work, the oil in the transmission is kept at the correct level by the pumping action of the final drive gears. During stationary work, oil from the transmission compartment slowly drains back into the final drive compartment, leaving the transmission and belt pulley assembly without adequate lubrication. To ensure sufficient transmission and belt pulley lubrication for long periods, always set the tractor on level ground or with the front wheels lower than the rear when performing belt work.