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MANUAL PREVIEW

Oliver

Service Manual

1250-A, 1255,
1265 & MM-G350

Service Manual

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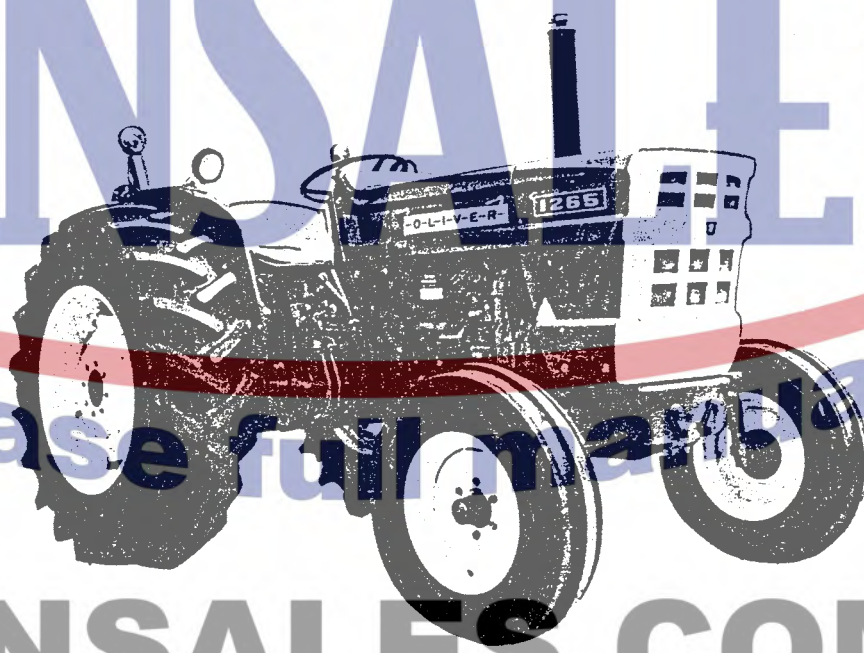
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SPECIFICATIONS

1250-A - 1255 - 1265 - G350

OIL PUMP

	<u>INCHES</u>	<u>MILLIMETERS</u>
Dia. of oil pump drive shaft	0.4720 - 0.4724	11.988 - 12.000
I.D. of pump shaft bushing	0.4731 - 0.4741	12.016 - 12.043
Assembly clearance between oil pump shaft and bushing	0.0006 - 0.0022	0.016 - 0.055
O.D. of pump shaft bushing	0.8653 - 0.8661	21.979 - 22.000
Dia. of bushing seat in pump body	0.8637 - 0.8650	21.939 - 21.972
Interference fit of bushing in its pump location	-0.0003 - -0.0024	-0.007 - -0.061
Dia. of driven gear shaft	0.4743 - 0.4750	12.048 - 12.066
Dia. of driven gear hub hole	0.4757 - 0.4766	12.083 - 12.105
Assembly clearance between shaft and gear hub hole	0.0007 - 0.0022	0.017 - 0.057
Tooth backlash, oil pump drive and driven gears	0.004	0.100
Width of drive and driven gears	1.3764 - 1.3779	34.961 - 35.000
Length of bore (gear location) in pump body	1.3789 - 1.3814	35.025 - 35.087
Gear and clearance in pump body	0.0010 - 0.0050	0.025 - 0.126
O.D. of drive and driven gears	1.4161 - 1.4173	35.970 - 36.000
Bore diameter (gear location) in pump body	1.4197 - 1.4228	36.060 - 36.140
Diametral clearance of drive and driven gears in pump body	0.0024 - 0.0067	0.060 - 0.170
Oil pressure valve spring specifications:		
free length	1.77	45
test length (4.6 — 5 kg = 10.1 — 11 lb) test load	1.48	37.5
test length (9 — 9.6 kg = 19.8 — 21.2 lb) test load	1.20	30.5

PISTONS

	<u>INCHES</u>	<u>MILLIMETERS</u>
Dia. of std. pistons, measured at a point 50 mm (1.968 in) above base of skirt and 90° from pin axis 1250-A - 1255:		
Class A	3.7344 - 3.7349	94.854 - 94.866
Class B	3.7349 - 3.7353	94.866 - 94.878
Max. dia. of std. pistons, (measured at base of skirt and 90° from pin axis)	3.7364 - 3.7374	94.906 - 94.930
Running clearance between pistons and cylinder liners belonging to same class of tolerance	0.0053 - 0.0062	0.134 - 0.158
Dia. of oversize pistons, measured 50 mm off skirt:		
0.008 in (0.2 mm)	3.7423 - 3.7432	95.054 - 95.078
Maximum diameter of standard pistons (Measured 1.968 in. from bottom of piston and 90° from pin axis) 1265 - G350		
Class A	3.9299 - 3.9304	99.8195 - 99.8322
Class B	3.9304 - 3.9309	99.8322 - 99.8449
Running clearance between pistons and cylinder liners belonging to same class of tolerance	0.0065 - 0.0074	0.1651 - 0.1880
Dia. of piston pin:		
standard	1.2592 - 1.2594	31.983 - 31.990
0.008 in (0.20 mm) oversize	1.2670 - 1.2673	32.183 - 32.190
I.D. of bushings (fitted):		
standard size	1.2600 - 1.2603	32.005 - 32.012
Assembly clearance between piston pin and bushings	0.0006 - 0.0011	0.015 - 0.029
O.D. of connecting rod bushings	1.4173 - 1.4193	36.000 - 36.050
Dia. of bushing seats	1.4125 - 1.4140	35.877 - 35.916

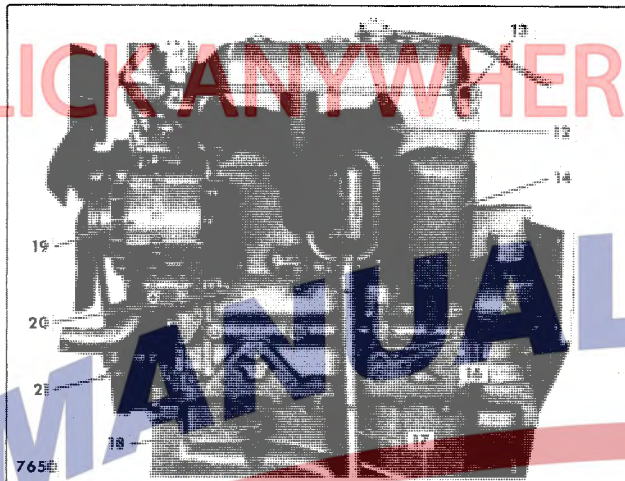


FIG. 2-2 Left side of engine. (12) Exhaust manifold. (13) Hoist attachment. (14) Oil filter. (16) Oil pressure sensor. (17) Breather tube. (18) Dipstick. (19) Alternator. (20) Engine drain cock. (21) Radiator drain cock.



FIG. 2-3 Removing front-end assembly.

2. Remove grille and disconnect battery cables.
3. Drain radiator and engine block. Drain crankcase.
4. Remove side panels and center hood.
5. Disconnect air cleaner hose, wiring, radiator hoses,

and steering rod.

NOTE: When disassembling front-wheel drive models, disconnect drive shaft at front-wheel gear box.

6. Position shop stands or blocks under transmission housing to support engine after front-end removal.
7. Remove cap screws attaching front-end assembly to oil sump. Carefully support front-end assembly and roll away from rest of tractor (Fig. 2-3).
8. Disconnect electrical wiring and tachourmeter. Remove rear hood section with instrument panel.
9. Disconnect exhaust pipe.
10. Disconnect transmission suction line and hydraulic lift delivery line where they connect to hydraulic lift oil pump. Plug ends of lines to prevent oil spillage.
11. Remove fuel tank and disconnect throttle linkage.
12. Remove fuel-tank support and electric control box as an assembly.
13. Attach hoist to support weight of engine.



FIG. 2-4 Removing engine.

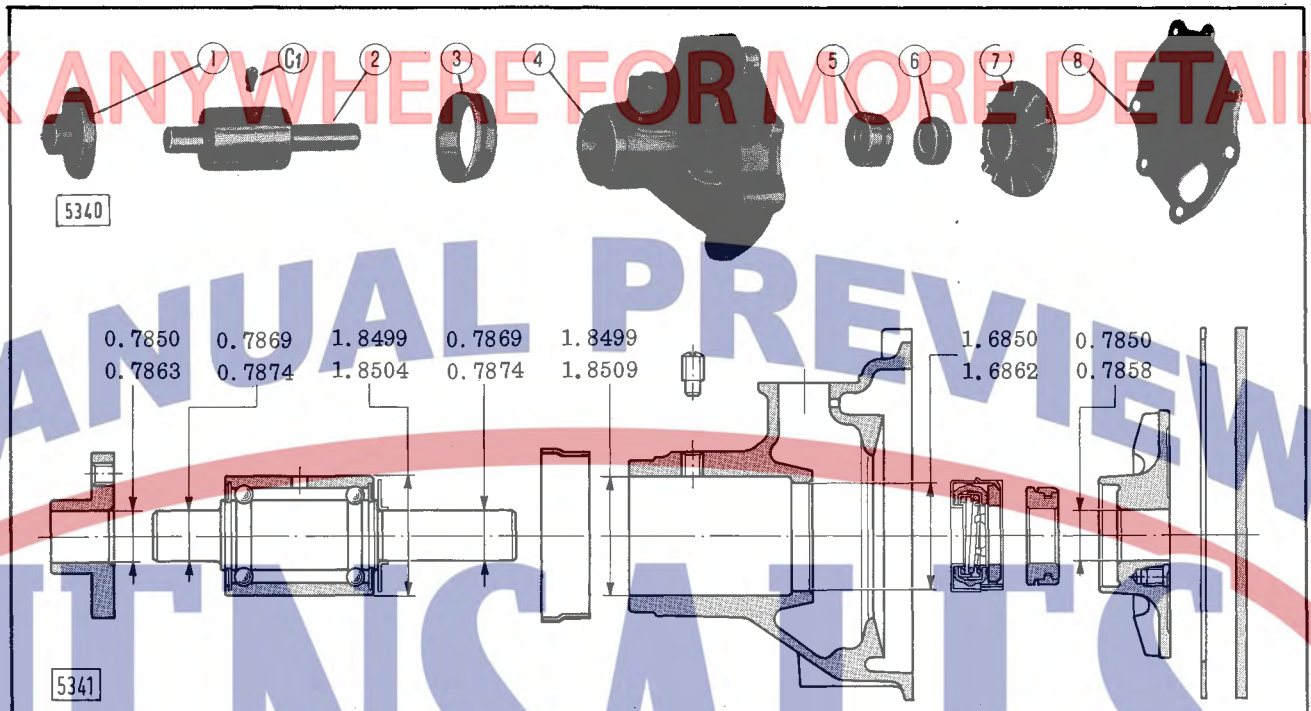


FIG. 2-47 Water pump. (C₁) Set screw. (1) Fan hub. (2) Bearing and shaft. (3) Shield. (4) Housing. (5) Seal. (6) Bushing. (7) Impeller. (8) End plate and gasket.

REMOVING RADIATOR

1. Drain coolant, remove radiator grille and battery (also headlights, if front mounted).
2. Disconnect hose to air-intake manifold, radiator hoses, and electrical wires.
3. Remove four cap screws attaching front-housing assembly — with radiator and air cleaner — to front axle support, and lift assembly from support.
4. Remove radiator from front-housing assembly.

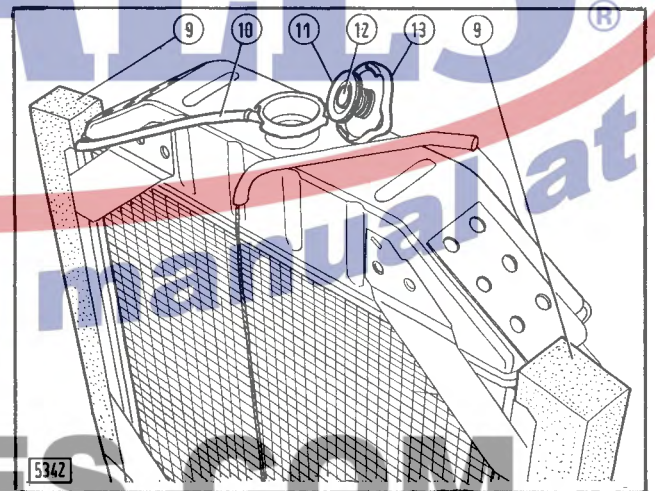


FIG. 2-48 Radiator. (9) Sponge rubber air seals. (10) Vent. (11) Pressure valve. (12) Vacuum valve. (13) Radiator cap.

TESTING RADIATOR

1. Flush radiator, using commercial product or one ounce sodium bicarbonate per quart of warm water, filtered before use. Preferably, the cooling system should be flushed as a unit after operating the engine for about an hour.
2. Inspect observable portions of radiator for obstructions.
3. Apply air pressure at 14.2 psi to radiator and immerse in water at room temperature. Check for air bubbles. Repair if necessary. Perform at least three rechecks for leaks.

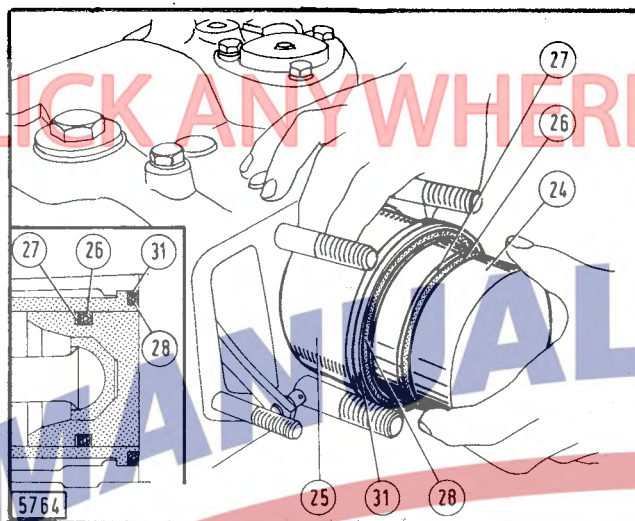


FIG. 6-7 Removing piston. (24) Piston. (25) Cylinder barrel. (26) Piston ring. (27) Seal. (28) Sealing ring. (31) Brass outer ring.

4. Withdraw piston (24, Fig. 6-7), cylinder barrel (25), and sealing rings.
5. Detach draft control outside lever (46, Fig. 6-8) from top link bracket (17, Fig. 6-1), then remove latter and control spring as an assembly.
6. Remove setscrew (55, Fig. 6-1) to withdraw trunnion (53). Remove capscrews (C2) to detach control spring from hydraulic lift rear cover. Remove nuts and rear cover (Fig. 6-9).

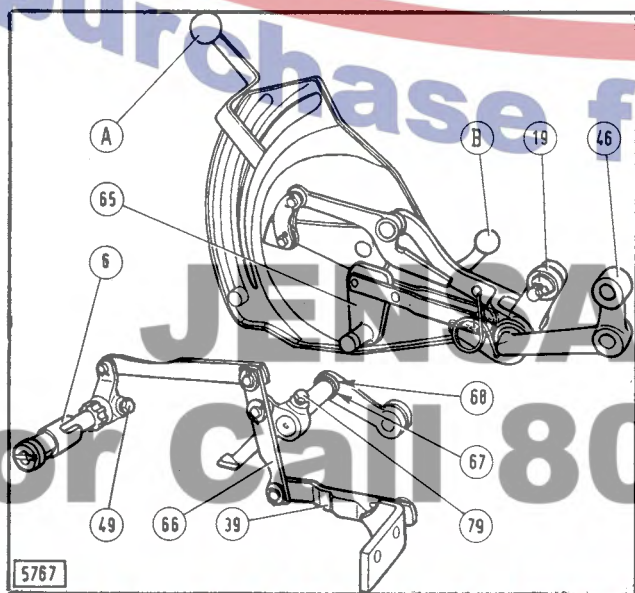


FIG. 6-8 Spool control linkage. (A) Lift control lever. (B) Selector lever. (6) Spool. (19) Roller. (39) Link. (46) Draft control lever. (49) Setscrew. (65) Arm. (66) Rocker arm. (67) Seal. (68) Spacer. (79) Setscrew.

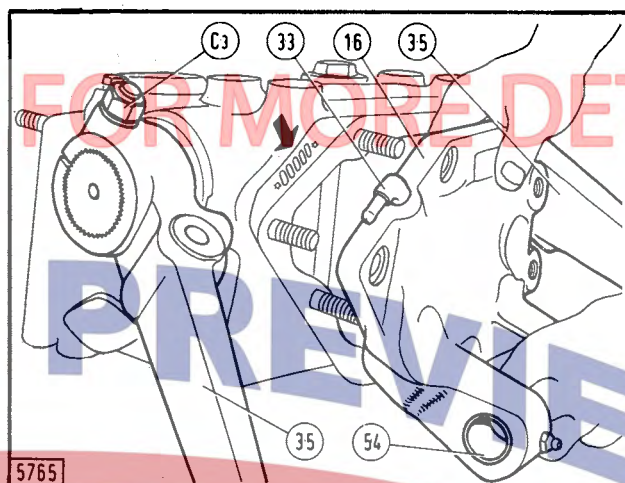


FIG. 6-9 Removing rear cover. (C3) Clamping nuts. (16) Rear cover. (33) Oil line connection. (35) Lift arms. (54) Bushings.

7. Remove lift arms (35) and cap screws securing lever (39, Fig. 6-10) to inside arm (40). To avoid damaging sealing ring (44), first twist shaft, in opposite direction shown by arrow, until ring unseats. Then withdraw ring and force lift arm shaft out of housing in direction of arrow.
8. Remove external linkage and control unit as an assembly.
9. Remove setscrew (79, Fig. 6-8) by using a socket wrench through top opening of housing (Fig. 6-11). Withdraw rod and lever (69) assembly complete with sealing ring (67, Fig. 6-8) and spacer (68).

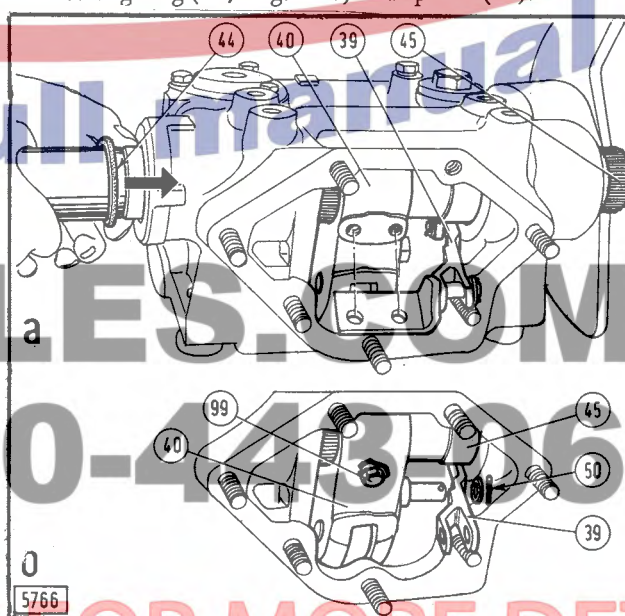


FIG. 6-10 Removing lift arms shaft. Arrow indicates direction of removal. (A) Tube for removing sealing ring. (39) Link. (40) Arm. (44) Sealing ring. (45) Shaft.

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SECTION 6 FOUR WHEEL DRIVE TRANSFER CASE

(BOTTOM MOUNTED)

DISASSEMBLY

With case removed from tractor, remove small snap ring holding bearing shield in place (Fig. 12-53). Insert two cap screws in driving flange and pull drive shaft from case and bearing assembly. Be careful to apply equal pressures on both sides of drive shaft flange.

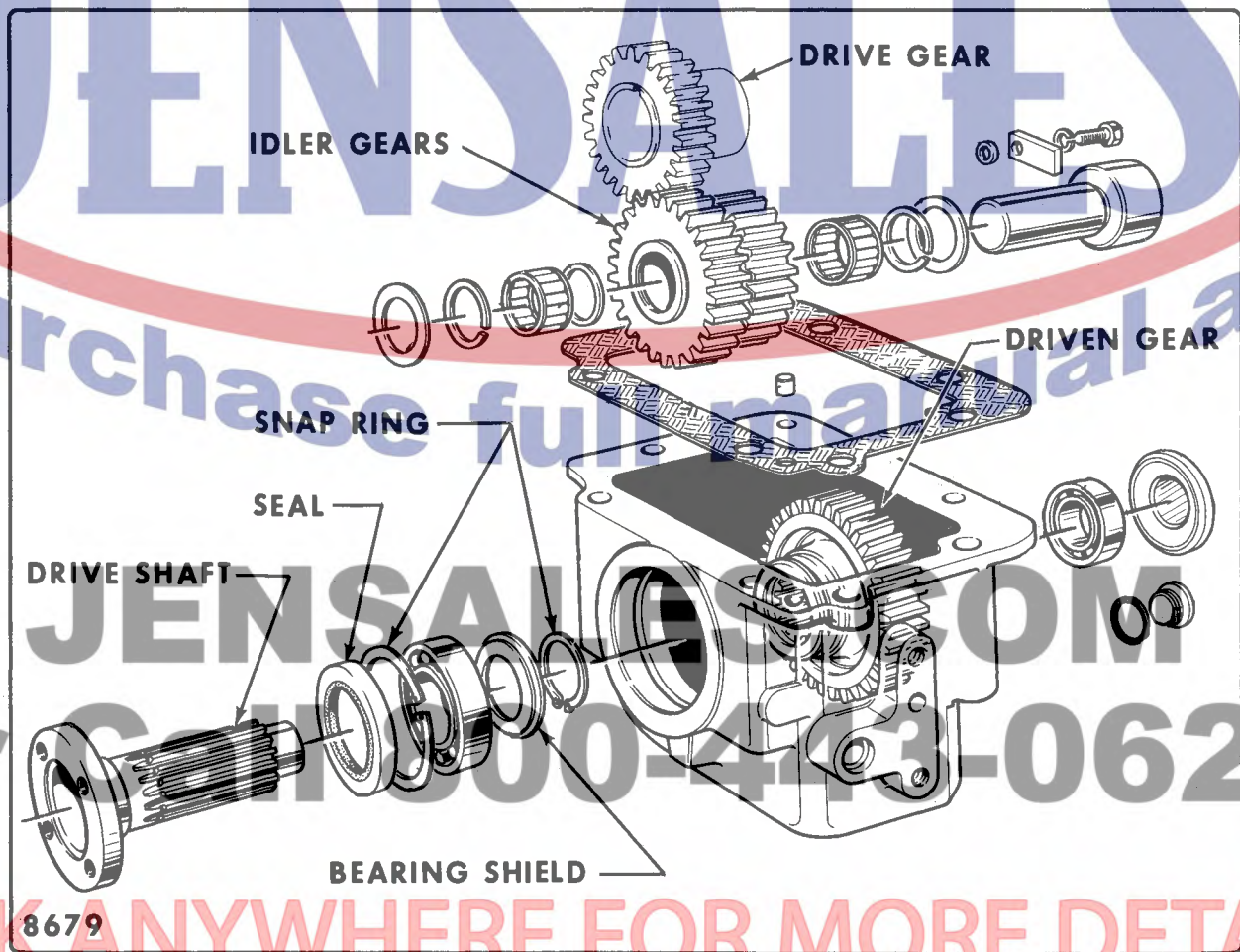
Remove seal from case.

Remove large snap ring.

Using appropriate puller, remove bearing from case.

Remove rear plug and bearing from case.

Inspect all parts. Replace worn or defective parts.



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FIG. 12-53 Idler gears and case.

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