55 SELF PROPELLED COMBINES (SERIAL NO. 55 -57001 AND UP)

JOHN DEERE

OPERATORS MANUAL

55 SELF PROPELLED COMBINES
(SERIAL NO. 55 -57001 AND UP)

OMH131159 (01NOV59) English

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ENGLISH

TO THE PURCHASER

The self-propelled combine you have just purchased was designed and manufactured to the traditionally high quality standards of all John Deere Farm Equipment. Your combine has been thoroughly inspected and tested, not only at the factory, but at your dealer's by a trained John Deere Serviceman. We are confident that you will receive years of dependable, economical service from your John Deere Self-Propelled Combine.

If you should find that you require information not covered in this manual, consult your John Deere dealer. He will be glad to answer any questions that may arise regarding the operation and handling of the combine. He has specialized mechanics who are kept informed on the best methods of John Deere Combine servicing, and can give you prompt know-how service in the field or in his shop.

KEEP YOUR COMBINE A JOHN DEERE COMBINE.

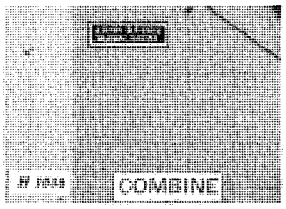
Genuine John Deere Parts fit properly and insure satisfactory service because they are made from the original patterns and from the same materials as used in new machines. Should your combine require replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere Parts—accept no substitutes.

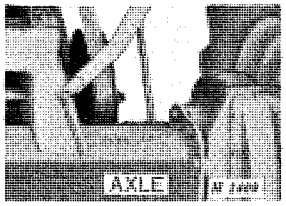
STUDY THIS MANUAL CAREFULLY, KEEP IT HANDY, IN A SAFE PLACE, FOR FUTURE REFERENCE.

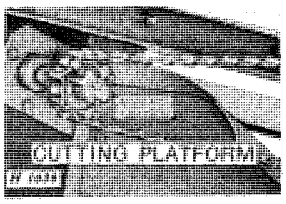
SERIAL NUMBERS

Your combine, cutting platform, axle, and engine have serial numbers.

When ordering parts, always bring with you the







model and serial numbers as given on the serial number plates. By doing so, you will assist your John Deere dealer in giving you prompt, efficient service.

Record the serial numbers in the spaces provided on this page.

The combine serial number is on a plate located on the support bracket at the rear end of the fuel tank.

The engine serial number is on a plate located on top of the flywheel housing.

The axle serial number is on the top, left-hand end of the axle tube.

The cutting platform serial number is on a plate located on the outside of the right-hand platform divider.

Combine Serial No. .....

Engine Serial No. .....

Axle Serial No. .....

Cutting Platform Serial No. .....

Date Purchased .....

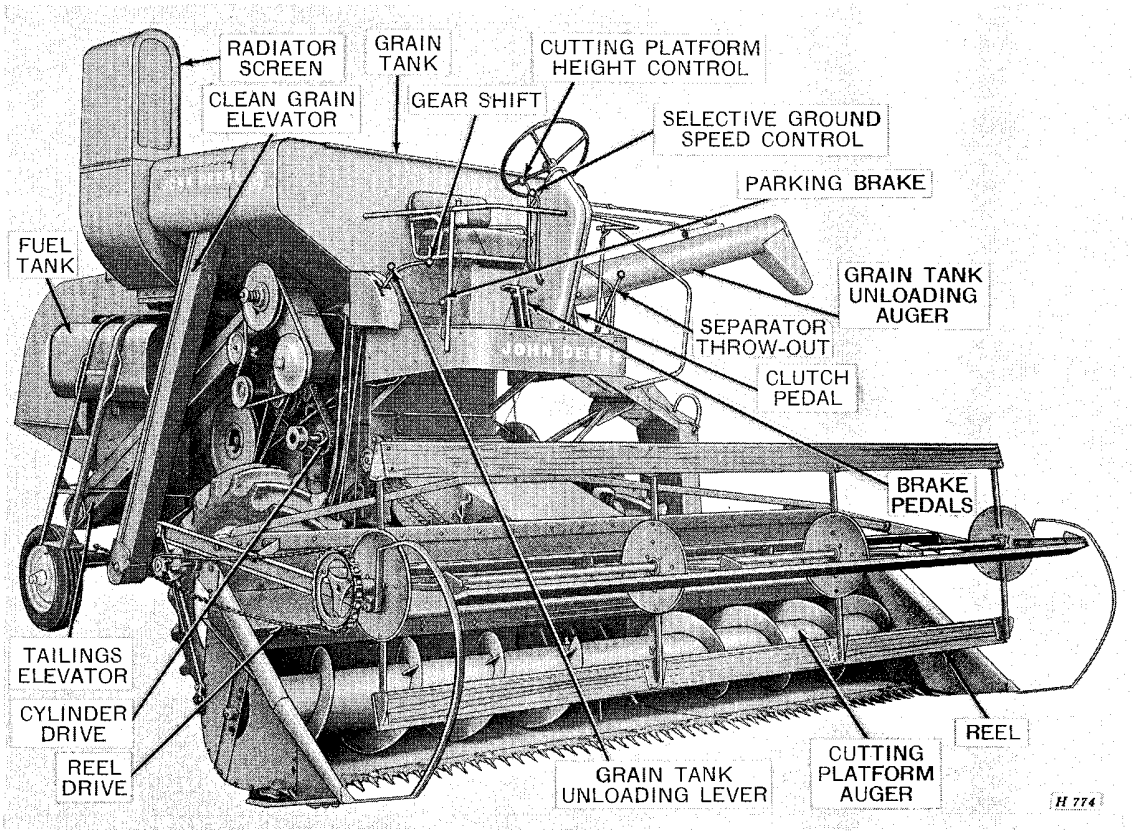
LOCATION REFERENCE.

"Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when in use.

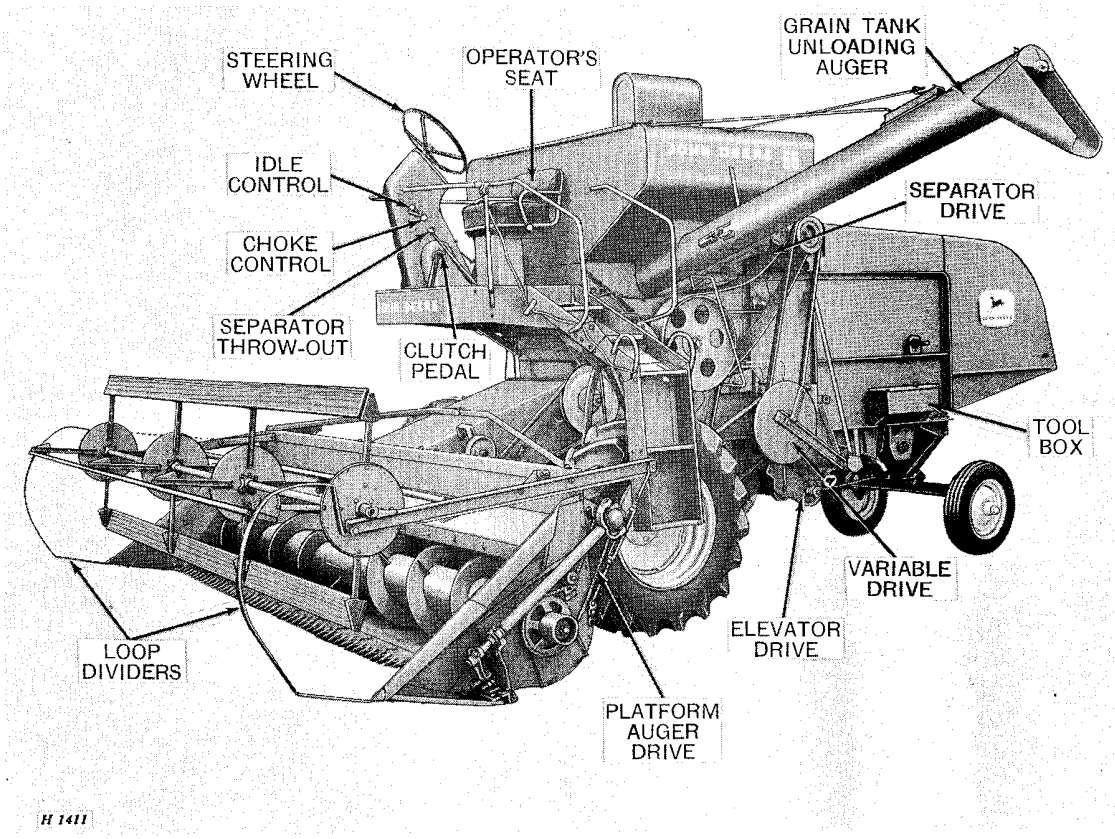
"Clockwise" refers to parts turning to the right like the hands of a clock. "Counter-clockwise" refers to parts turning to the left.

Engine Reference Only.

Timing gear end of the engine is referred to as the "front"; flywheel end as the "rear."



Right-Hand Front View—John Deere 55 Grain Tank Combine



Left-Hand Front View—John Deere 55 Grain Tank Combine

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SPECIFICATIONS

COMBINE

Cutter Bar
- Width of Cut.... 12 Ft., 13 Ft., or 14 Ft.
- Length of Cutter Bar.... 11 Ft. 6 In. or 12 Ft. 6 In. or 13 Ft. 6 In.
- Type of Knife Sections. Heav-Duty Over-Serrated

Reel
- Drive..... Chain
- No.of Slats. 4 Regular; 3, 6, or 8 Special
- Dia. of Reel.... 32 In. or 40 In.
- Speed Range.. 19.1 rpm to 50.5 rpm

Cutting Platform
- Type of Feed... Auger
- Range of Cutting Height (Grain) (15-26 Tires).. 2-1/2 In. Below Wheel Level to 35 In. Above
- Range of Cutting Height (Rice) (18-26 Tires).. 2-1/2 In. Below Wheel Level to 38 In. Above
- Height Control. Hydraulic (2 Rams)

Cutting Platform Auger
- Diameter. 18 In.
- Dia. of Auger Tube. 10 In.
- Type of Auger Fingers. Round Retracting

Cylinder
- Type..... Rasp-Bar or Spike-Tooth
- Width.... 30 In.
- Diameter. 22 In.
- Number of Bars.... 8 Rasp-Bars or 10 Spike-Tooth Bars (5 Bars with 15 Teeth and 5 Bars with 14 Teeth)
- Drive..... Roller Chain
- Speed Range.. 196 rpm to 1190 rpm

Concave
- Type..... 12-Bar Open Type or Spike-Tooth Type
- Width.... 30 In.

Beater (Behind the Cylinder)
- Type..... Drum (Spiked Type with Removable Covers)
- Width.... 30 In.
- Diameter. 12 In.
- Speed.... 680 rpm

Separator
- Type..... Grain Conveyor, Straw Walker
- Width.... 30 In.
- Length of Separating Surface.... 140 In. (Straw Walker Pans Extended)
- Area of Separating Surface.... 4,200 Sq. In.

Grain Conveyor
- Type..... Slat
- Drive..... Chain

Cleaning Fan
- Type..... 5-Bladed Undershot
- Drive..... V-Belt
- Speed Range.. 602 rpm to 858 rpm

Chaffer
- Type..... Adjustable, No. 2, No Choke, Corn, or Petersen Adjustable
- Width.... 28-1/2 In.
- Length... 48-1/2 In.
- Area..... 1,382-1/4 Sq. In.

Sieve
- Type..... Adjustable
- Width.... 28-1/2 In.
- Length... 45 In.
- Area..... 1,282-1/2 Sq. In.

Chaffer Extension
- Type..... Adjustable
- Width.... 28-1/2 In.
- Length... 12 In.
- Area..... 342 Sq. In.

Total Cleaning Area of Chaffer, Sieve and Chaffer Extension.... 3,007 Sq. In.

Straw Walkers
- Number.. Three
- Width.... 9-1/2 In.
- Length... 115 In.
- Area..... 3,277-1/2 Sq. In.
- Number of Steps... Five
- Drive..... V-Belt
- Bearings.. Oil-Soaked Maple
- Extension Pans... One on Each Walker

Grain Tank
- Capacity.. 55-Bushel, Approx. (Type and Condition of Crop Will Determine Actual Volume)
- Capacity with Grain Tank Extensions (Special Equipment).. 65-Bushel
- Type of Unloading..... Hinged Auger

Brakes
- Type..... Individual, Mechanical Disk-Type

Transmission..... Automotive—4 Speeds Forward, 1 Reverse

Weights
- Grain Combine with 12-Ft. Cutting Platform..... 8,200 Lbs. (Approx.)
- Rice Combine with 12-Ft. Cutting Platform..... 9,100 Lbs. (Approx.)

TIRE SIZES

Main Wheels

(Grain)..... 13-26 Cleat
(Grain)..... 13-26 Low Profile
(Grain)..... 14-26 Cleat
(Grain)..... 14-26 Low Profile
(Grain)..... 15-26 Low Profile (16″ Rims)
(Grain)..... 15-26 Cleat
(Grain and Bean)... 15-26 Rice (16″ Rims)
(Rice)..... 18-26 Rice (16″ Rims)
(Rice)..... 18-26 Rice (20″ Rims)
(Rice Crawler)..... 16″ Tracks

Rear Wheels

(Grain and Bean)..... 6.00-16 Rib Implement
(Grain)..... 6.50-16 Rib Implement
(Grain)..... 7.50-16 Rib Implement
(Grain, Bean, and Rice).. 7.50-18 Skid Ring
(Rice)..... 7.50-20 Rib Implement
(Rice Crawler)..... 7.50-20 Rib Implement

MAIN WHEEL TREAD

Combine	Tire Size	Spacers	c/c Drive Wheel Tread
55 Grain (Dished In)	13-26	No	76 Inches
55 Grain (Dished Out)	13-26	No	89-13/16 Inches
55 Bean (Dished In)	15-26 on 16″ Rim	Yes	82 Inches
55 Bean (Dished In)	15-26 on 16″ Rim	No	73 Inches
55 Bean (Dished Out)	15-26 on 16″ Rim	Yes	90 Inches
55 Bean (Dished Out)	15-26 on 16″ Rim	No	81 Inches
55 Rice (Dished Out)	18-26 on 16″ Rim	Yes	90 Inches
55 Rice (Dished Out)	18-26 on 20″ Rim	Yes	94 Inches
55 Rice Crawler	Tracks	...	114-11/16 Inches

Capacities (Approx.)

Fuel Tank..... 40 U.S. Gallons
Cooling System (Radiator)..... 6 U.S. Gallons
Engine Crankcase..... 4 U.S. Quarts
Oil Filter..... 1 U.S. Quart
Air Cleaner..... 1 U.S. Quart
Hydraulic Unit (Including Hydraulic Oil Lines and Cylinders) 8 U.S. Quarts

SELECTIVE GROUND SPEED CONTROL RANGE

13-26 TIRES—GRAIN DRIVE

	(Min.)	(Max.)
1st Gear	.63 to	1.42 mph
2nd Gear	1.26 to	2.84 mph
3rd Gear	2.60 to	5.84 mph
4th Gear	5.20 to	11.70 mph
Reverse	1.64 to	3.69 mph

14-26 TIRES—GRAIN DRIVE

	(Min.)	(Max.)
1st Gear	.65 to	1.46 mph
2nd Gear	1.30 to	2.92 mph
3rd Gear	2.65 to	5.95 mph
4th Gear	5.30 to	11.90 mph
Reverse	1.67 to	3.74 mph

15-26 TIRES—GRAIN DRIVE

	(Min.)	(Max.)
1st Gear	.68 to	1.54 mph
2nd Gear	1.37 to	3.08 mph
3rd Gear	2.82 to	6.52 mph
4th Gear	5.64 to	12.70 mph
Reverse	1.77 to	4.00 mph

15-26 TIRES—RICE DRIVE

	(Min.)	(Max.)
1st Gear	.59 to	1.34 mph
2nd Gear	1.18 to	2.67 mph
3rd Gear	2.42 to	5.45 mph
4th Gear	4.83 to	10.08 mph
Reverse	1.52 to	3.42 mph

18-26 TIRES—RICE DRIVE

	(Min.)	(Max.)
1st Gear	.64 to	1.44 mph
2nd Gear	1.28 to	2.88 mph
3rd Gear	2.61 to	5.85 mph
4th Gear	5.22 to	11.72 mph
Reverse	1.63 to	3.69 mph

TRACKS—GRAIN DRIVE

	(Min.)	(Max.)
1st Gear	.35 to	.81 mph
2nd Gear	.72 to	1.62 mph
3rd Gear	1.46 to	3.29 mph
4th Gear	2.93 to	6.58 mph
Reverse	.92 to	2.07 mph

ENGINE

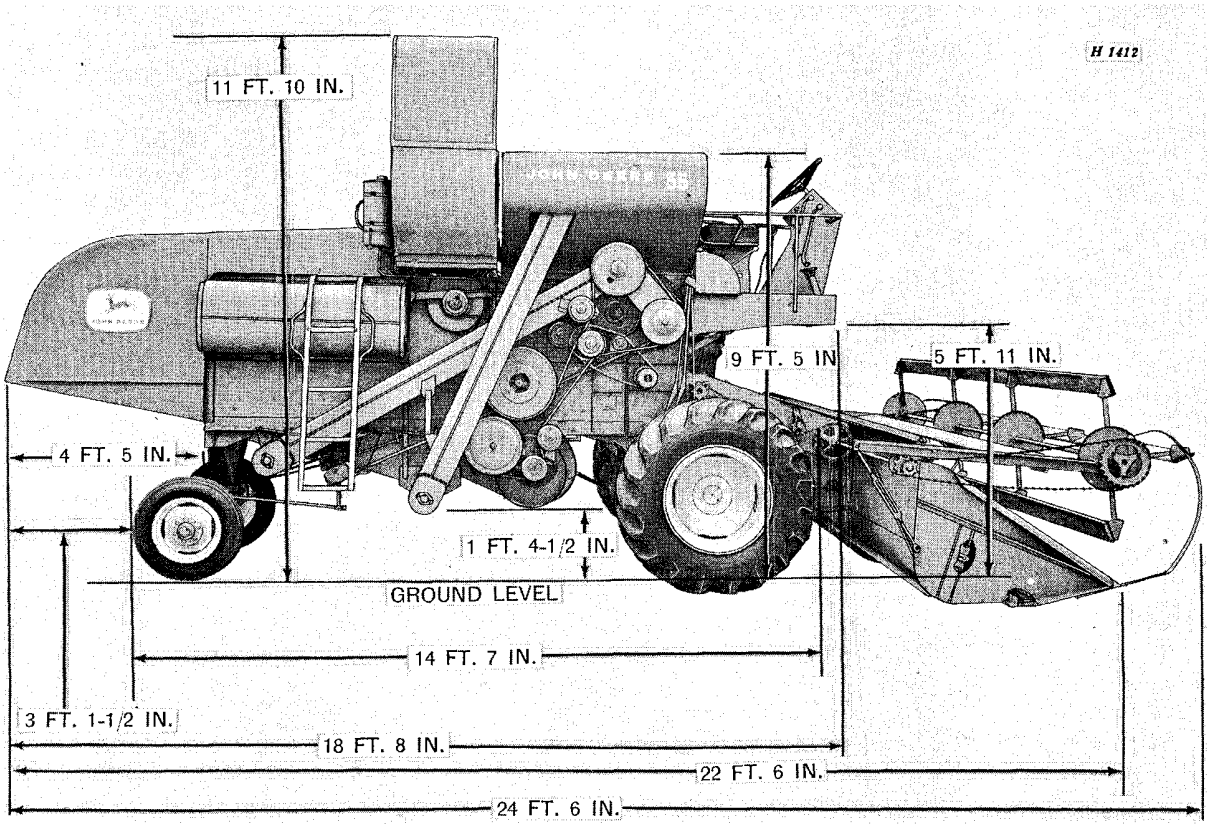
NOTE: For LP-Gas or Diesel Engine Specifications, see Operator's Manual furnished with LP-Gas or Diesel Combine.

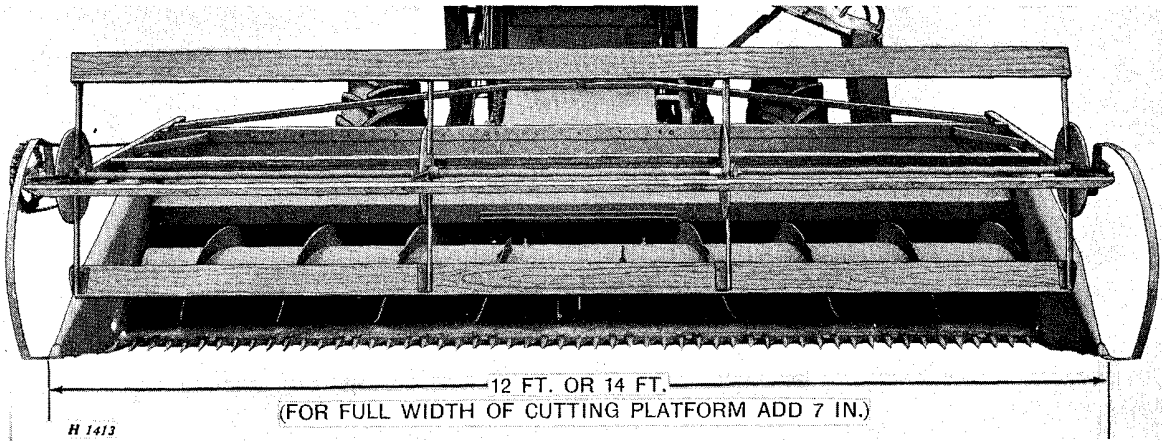
Make of Engine	John Deere—HC-217-G
Bore	3-5/8 In.
Stroke	3-1/2 In.
Brake Horsepower (Corrected)	71-1/2
Number of Cylinders	6
Piston Displacement	217 Cu. In.
Max. Load Speed	2200 rpm
Firing Order	1-5-3-6-2-4
Crankcase	Cast Integral with Block
Type of Lubrication	Force Feed by Gear Pump to All Connecting Rods, Main Bearings, Governor, and Oil Pump Drive. Oil Strainer in Bottom of Pan
Valve Arrangment	Valve-in-Head (Rotators on Exhaust Valves)
Valve Clearance Intake	.015-In. (When Cold)
Exhaust	.015-In. (When Cold)
Make of Governor	Pierce
Make of Carburetor	Marvel-Schebler
Spark Plug	Champion H-10 or Auto-Lite AL-7 or AC-45L Gap .025-In. Heat Range 1200° to 1500°F.
Electrical System	12-Volt (Two 6-Volt Batteries)
Cooling System	Water Pressure Type
Type of Fuel	Gasoline (Regular Grade)

SPECIAL EQUIPMENT AVAILABLE

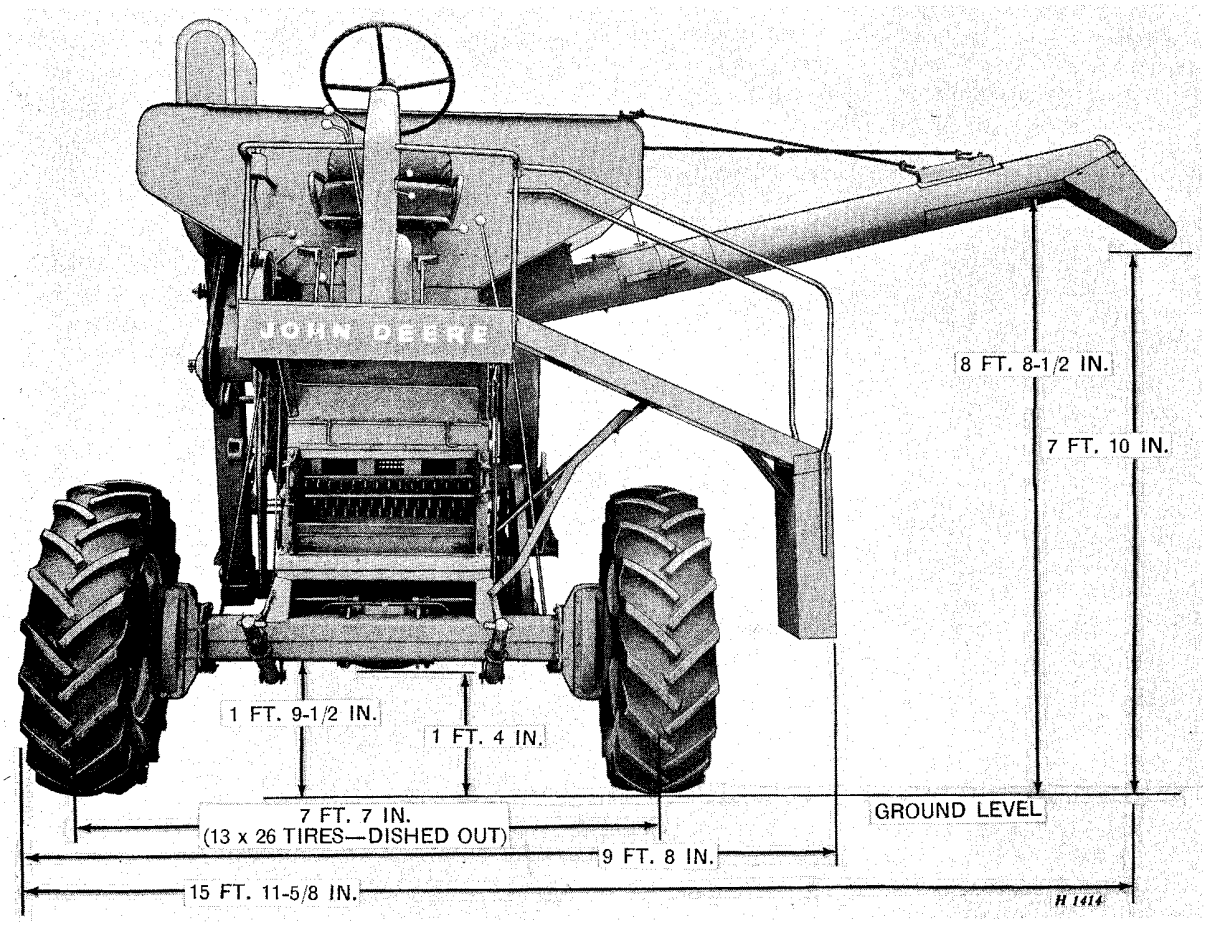
(Specifications and design subject to change without notice.)

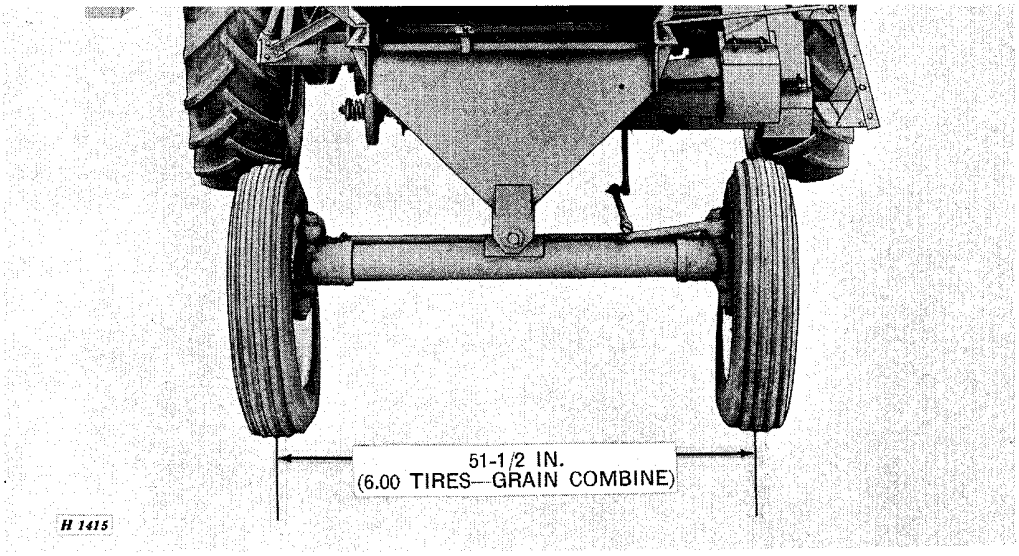
COMBINE DIMENSIONS—OVER-ALL





COMBINE DIMENSIONS—OVER-ALL—Continued





LUBRICATION

The economical and efficient operation of any machine depends on regular and proper lubrication of all moving parts with a quality lubricant. This is especially true of farm equipment which must operate in hot, dusty conditions over rough ground. Neglected lubrication quickly leads to reduced efficiency, heavy draft, wear, breakdown, and replacement of parts.

Use a clean container for storing and handling all lubricants. See that only clean lubricants go into the working parts of your combine.

LUBRICATION CHARTS.

All lubrication points will be found in the lubrication charts that follow.

For all hourly lubrication points, use SAE Multi-Purpose Grease.

CAUTION: Never Attempt to Lubricate Combine or Engine While Engine Is Running.

Wipe dirt from grease fittings and grease gun nozzle before greasing.

Replace all missing or damaged grease fittings immediately.

BEARINGS.

Lubricate all grease fittings throughly, with SAE Multi-Purpose Grease, until grease oozes out of bearing. This assures that the bearing is full, and also flushes out dirt that may have accumulated in the bearing. However, avoid excessive lubrication. Excessive lubricant that has dropped onto belts should be wiped off immediately to avoid belt slippage.

Two types of sealed bearings are used on this combine. One type is a sealed for life bearing which requires no lubrication; the other type is pre-packed at the factory and will require yearly lubrication.

To lubricate bearings where a pipe plug is provided in bearing housing, remove the pipe plug and insert a 1/8-inch diameter slotted grease fitting (JD7805); the slotted fitting allows the bearing housing to be filled to capacity without blowing out seals due to pressure building up. Then remove grease fitting and replace pipe plug.

Where no end cap or pipe plug is provided in bearing housing, it will be necessary to pull bearing housing from shaft to repack bearing with new grease. Clean bearing with a safe solvent and pack with new grease. Replace bearing housing.

LUBRICATION OF LINKAGES.

When lubricating the combine, make a practice of putting a few drops of oil on all clevises, linkages, and other moving parts. This will make them work easier and prolong their life.

LUBRICATION OF CHAINS.

Chains should be lubricated at frequent intervals. A good grade of light machine oil should be used. A paint brush is a good instrument for applying oil to chains. **CAUTION: Do not oil chains when operating in sandy conditions. Sand will stick to the oiled chain and act as an abrasive.**

KNIFE LUBRICATION.

The amount of lubricant to use on a knife depends on the conditions in which the work is being done. When the grain is being topped and the cutter bar is carried some distance from the ground, liberal lubrication with engine oil is permissible. In many conditions where the cutter bar must operate close to the ground, it is better not to use oil except for a small amount on the knife holders.

TRANSMISSION AND FINAL DRIVE LUBRICATION.

Lubrication of transmission, differential, and final drives is entirely automatic. It starts and stops with combine operation. The transmission, differential, and final drive gears are partially submerged in SAE 90 oil. When the gears revolve, oil is carried up to all moving parts, completely bathing gears, shafts, and bearings.

Changing seasons and temperatures, together with heating and cooling of the gear cases, cause condensation and eventually an accumulation of sludge in the main transmission case. This breaks down the lubricating qualities of the oil; therefore, the transmission oil should be changed regularly.

Each spring the transmission and final drives should be drained, cleaned with a safe cleaning solvent, and refilled with new SAE 90 oil.

Weight of Oil
(For Transmission, Differential, and Final Drive)

Unit	Viscosity	Capacity
Transmission-Differential	SAE 90	10 U. S. Pints
Final Drive	SAE 90	4-1/2 U. S. Pints (Each)

ENGINE LUBRICATION.

Types of Crankcase Oil.

The engine of your combine has a force-feed pressure lubricating system—one of the finest it is possible to produce. Do not handicap it by trying to save money with inferior oil. High-grade oils withstand heat and wear for a longer time. Inferior oils soon become thin and lose their lubricating qualities. Some inferior oils contain traces of sulphur, which in itself is not harmful, but in the presence of certain products of combustion, will form acids which will attack metal surfaces. It pays to buy only nationally-known brands of oil.

It is impossible to determine from the appearance of an oil whether it is best suited to your engine and service conditions. The petroleum industry markets several types of crankcase oils. These types have been defined by the American Petroleum Institute as follows:

Service ML—Oil suitable for service typical of gasoline and other spark ignition engines operating under light loads and favorable service conditions.

Service MM—Oil suitable for service typical of gasoline and other spark ignition engines operating under moderate to severe service conditions.

Service MS—Oil suitable for service typical of gasoline and other spark ignition engines operating under unfavorable or severe types of service conditions.

For average service conditions, oil specified "For Service MM" is recommended for use in your combine engine.

For exceptionally severe service, combinations of heavy loads and high temperatures, or low temperature start and stop service, it may be possible to extend engine life by use of oils specified "For Service MS."

In some cases, where owners have had successful experience with certain brands of oils now specified "For Service ML," it will be possible to continue use of these oils but, due to the wide variations likely to be encountered among various brands, their use cannot be generally recommended.

Weight of Oil.

Your John Deere Combine was made with the same precision as a fine automobile, with clearances between bearing surfaces as fine as a ten-thousandth part of an inch. If oil is expected to lubricate these surfaces, it first must get there. Therefore, weight of viscosity of the oil is very important.

Using oil of the wrong weight can result in loss of power, excessive fuel consumption, and undue wear on moving parts.

In a new engine it is important to use the oil specified in the temperature-oil weight chart below.

IMPORTANT: Follow the engine break-in instructions given on this page and page 22.

Season	Engine Crankcase, Air Cleaner, and Hydraulic Systems
Above 32° F.	SAE 20 or SAE 10W-30
Below 32° F.	SAE 10-10W or SAE 5W-20

Capacities:

Crankcase Oil Capacity	4 U. S. Quarts
Oil Filter Capacity	1 U. S. Quart
Cutting Platform Lift and Variable Drive Hydraulic Unit Oil Capacity*	8 U. S. Quarts
Air Cleaner	1 U. S. Quart

*This includes hydraulic oil lines and cylinders.

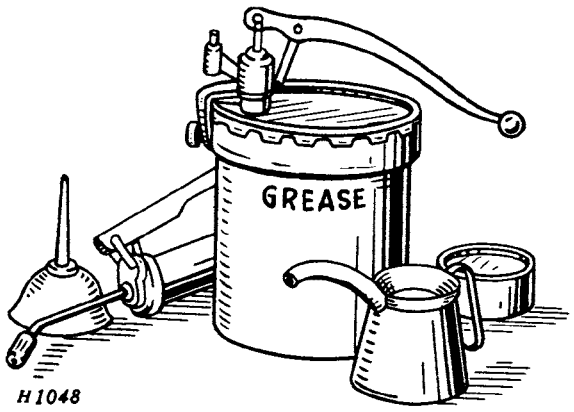
HYDRAULIC UNITS.

A premium grade of engine oil is recommended for use in the hydraulic unit. Check oil level daily. Be certain the cutting platform is lowered to the ground when checking or adding oil.

ENGINE BREAK-IN.

The engine on your new combine is shipped from the factory with a special break-in oil in the crankcase. After 20 hours of operation, this oil must be drained from the crankcase and oil filter and replaced with 5 quarts of oil. Use SAE 10W or SAE 5W-20 if temperature is below +32° F. or SAE 20 or SAE 10W-30 if temperature is above +32° F.

Drain and replace oil every 150 hours of operation, or every season (whichever comes first), thereafter. Use the correct oil as specified above, depending on the temperature. For further break-in instructions on the engine, see page 22.



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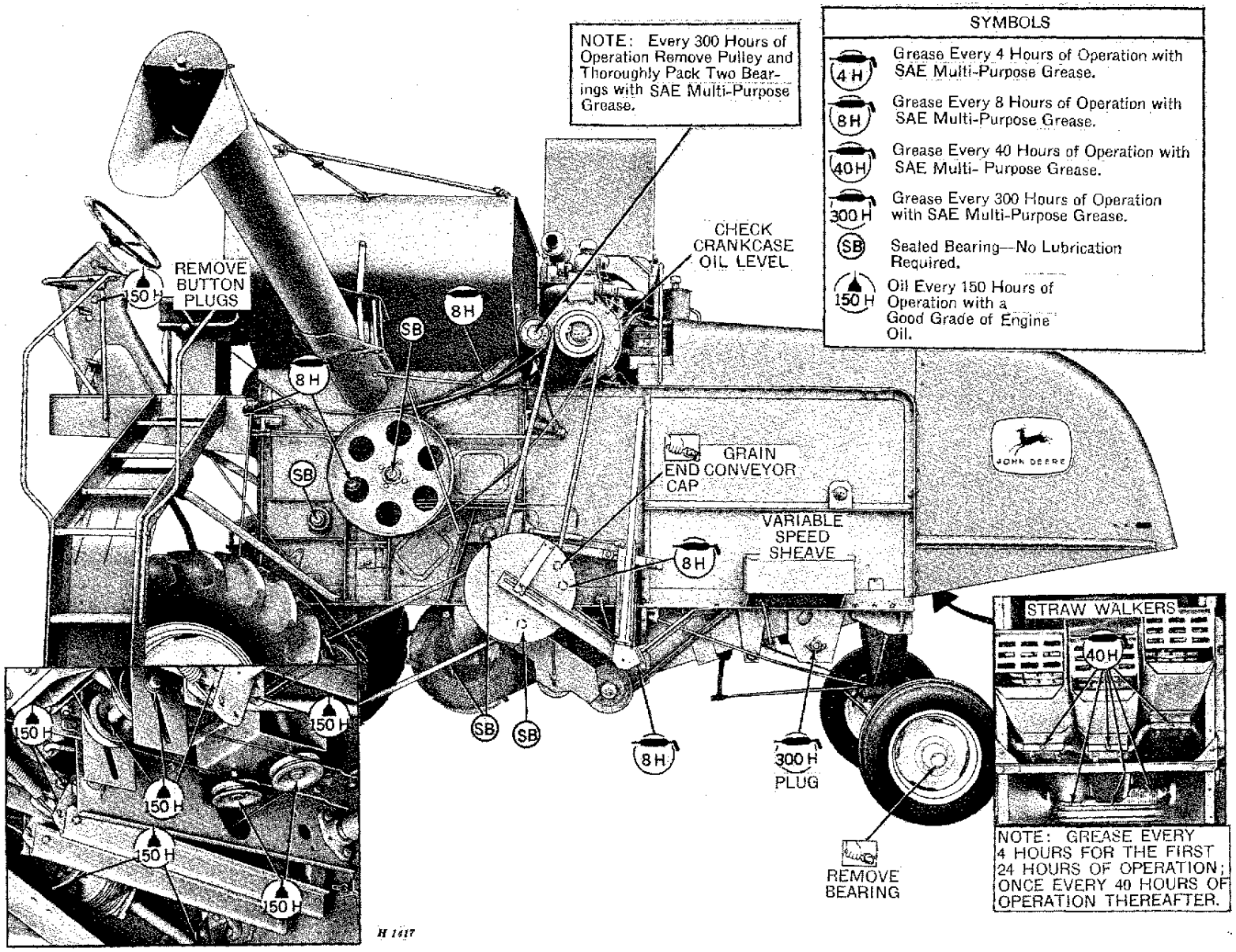
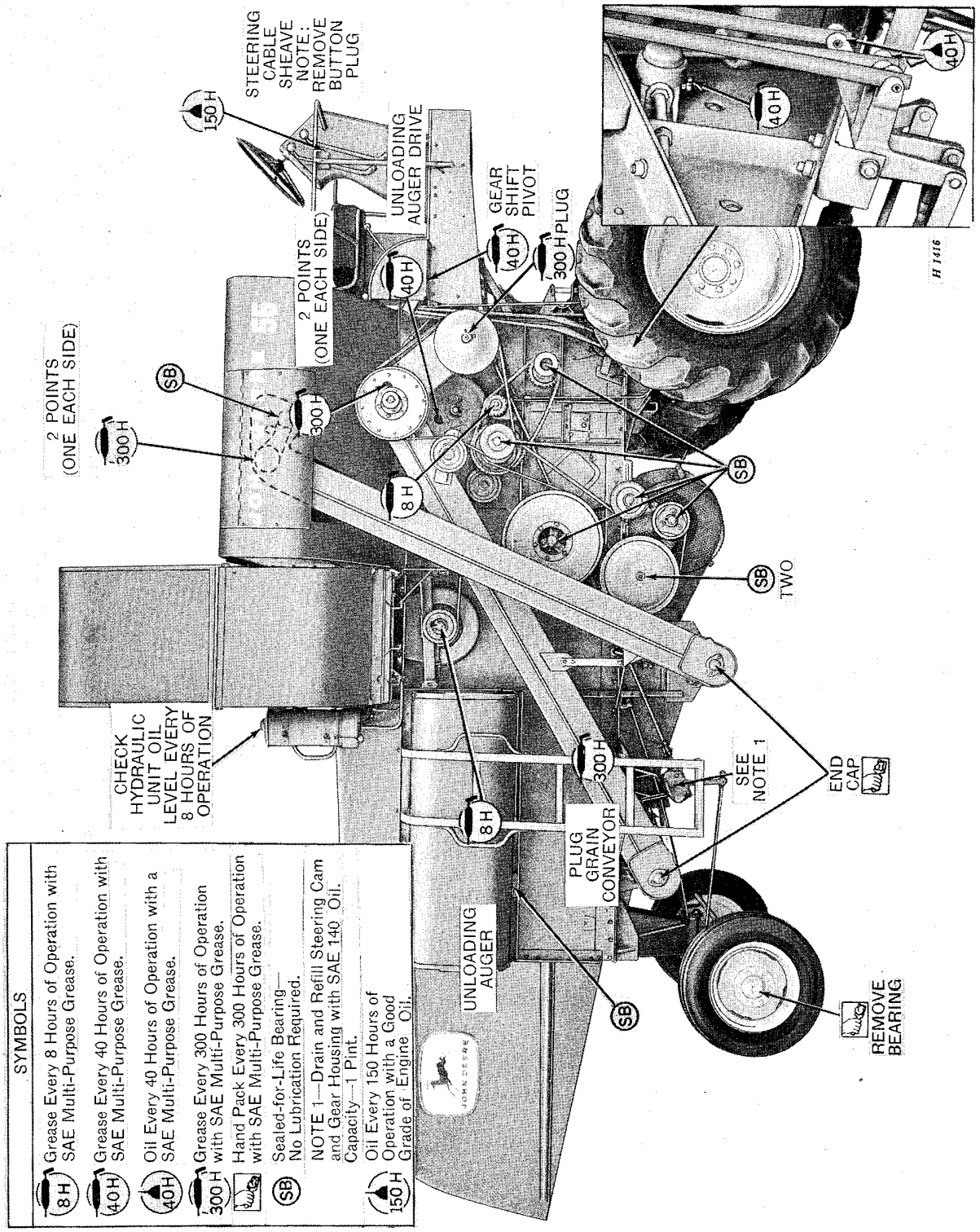
KEEP LUBRICANTS CLEAN!

Use *only* high-grade lubricants which have been stored in clean containers. Wipe away all grease and dirt before removing filler caps or plugs.

LEFT-HAND SIDE OF SEPARATOR



RIGHT-HAND SIDE OF SEPARATOR



CUTTING PLATFORM

SYMBOLS

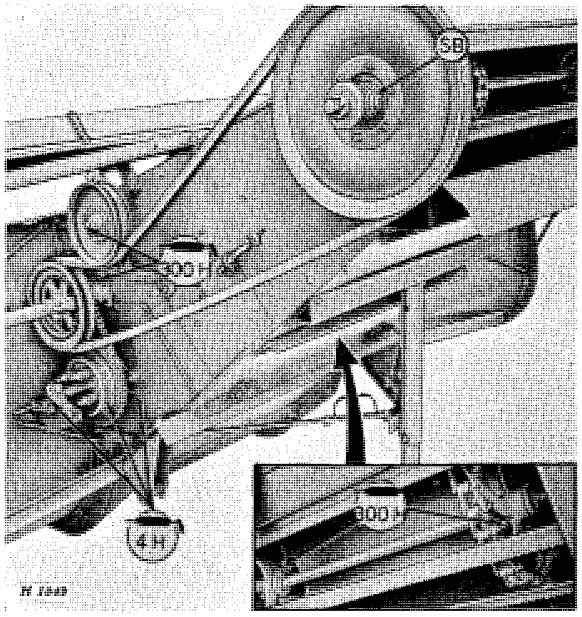
4 H — Grease Every 4 Hours of Operation with SAE Multi-Purpose Grease.

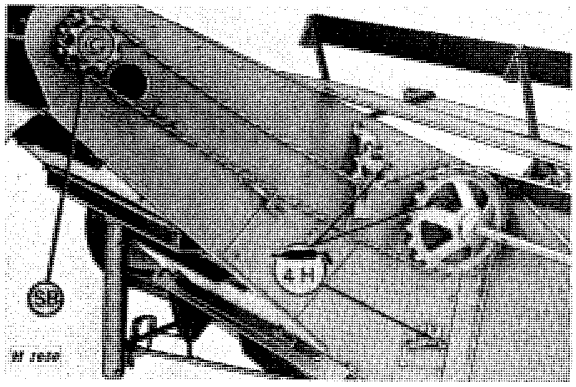
150 H — Grease Every 150 Hours of Operation with SAE Multi-Purpose Grease.

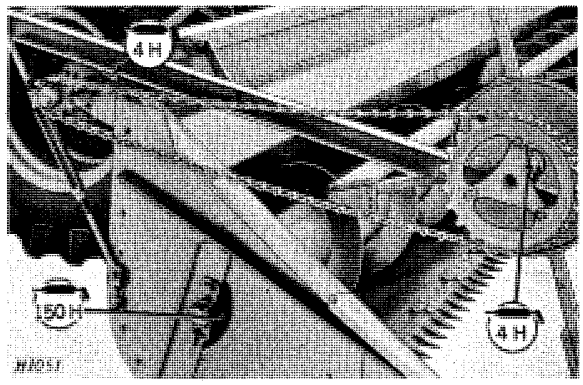
300 H — Grease Every 300 Hours of Operation with SAE Multi-Purpose Grease.

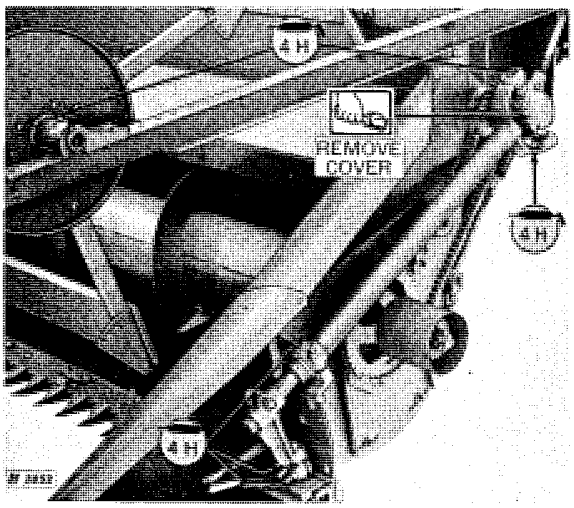
Hand-Pack Bearing Every 300 Hours of Operation with SAE Multi-Purpose Grease.

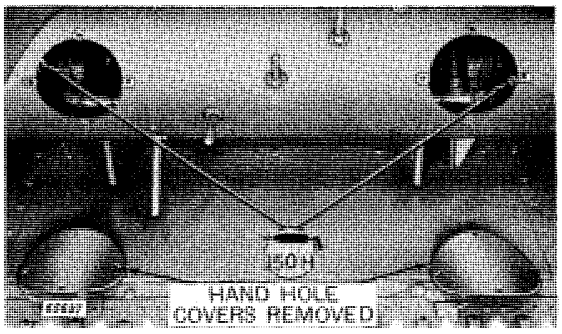
SB — Sealed Bearing—No Lubrication Required.

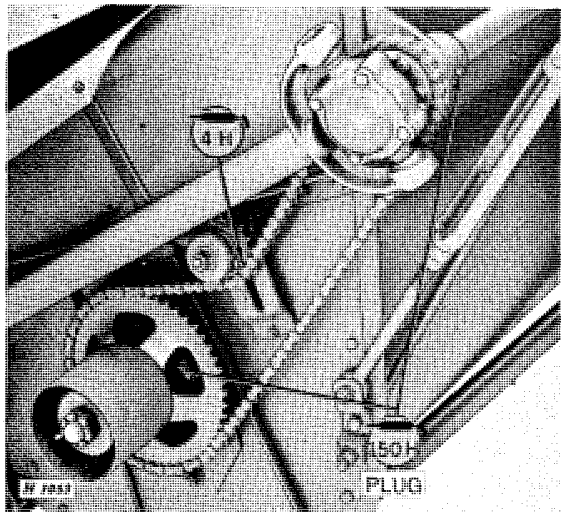






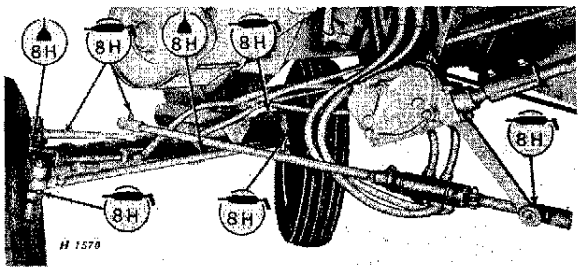




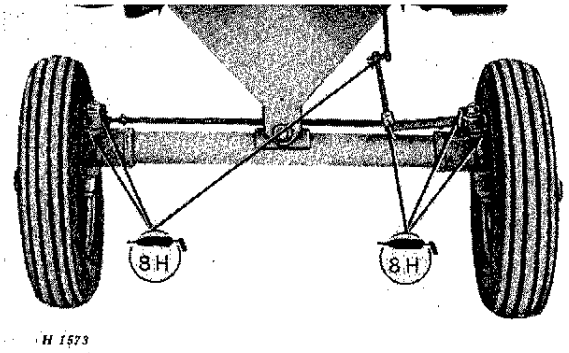


REAR AXLE

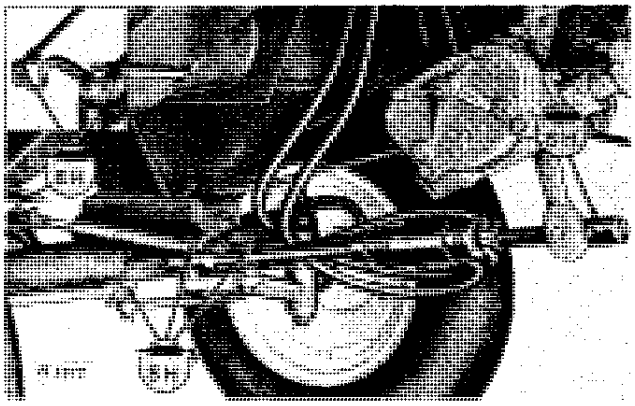
SYMBOLS
(8H) Grease every 8 hours of operation with SAE Multi-Purpose Grease.
(8H) Oil every 8 hours of operation with engine oil.



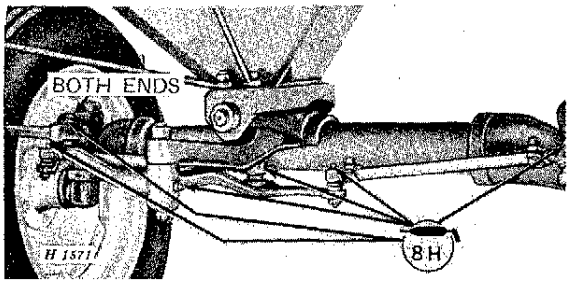
CONVENTIONAL POWER STEERING



CONVENTIONAL STEERING



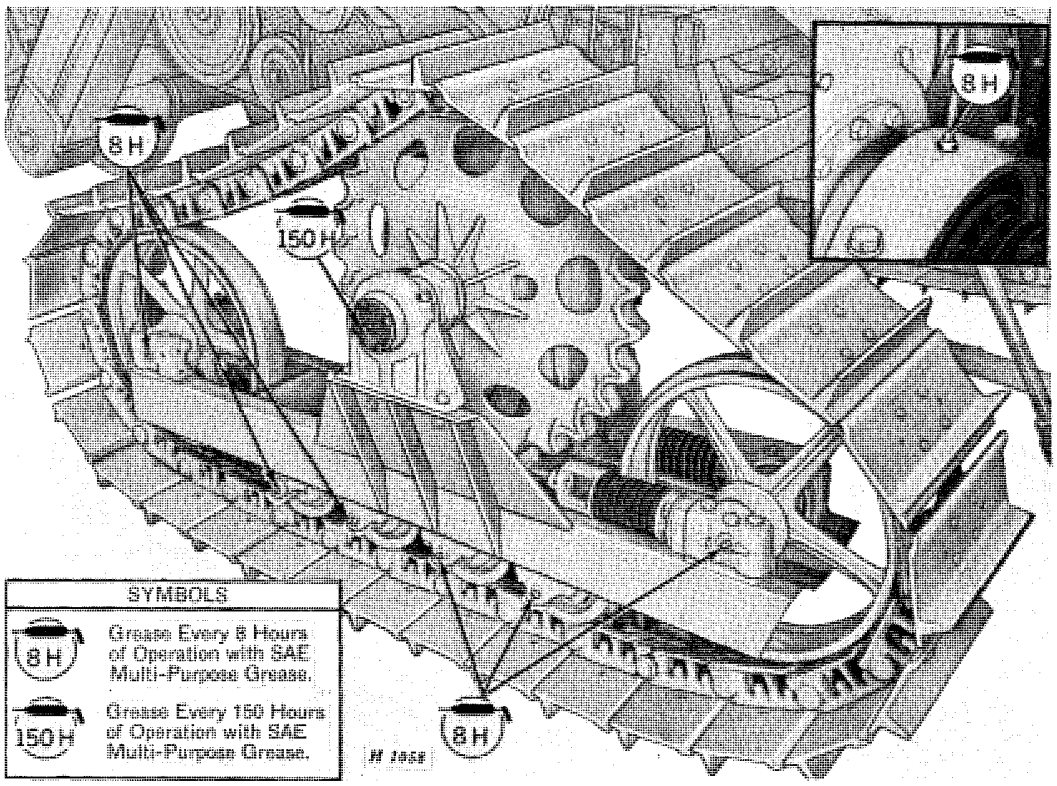
CENTER POINT POWER STEERING



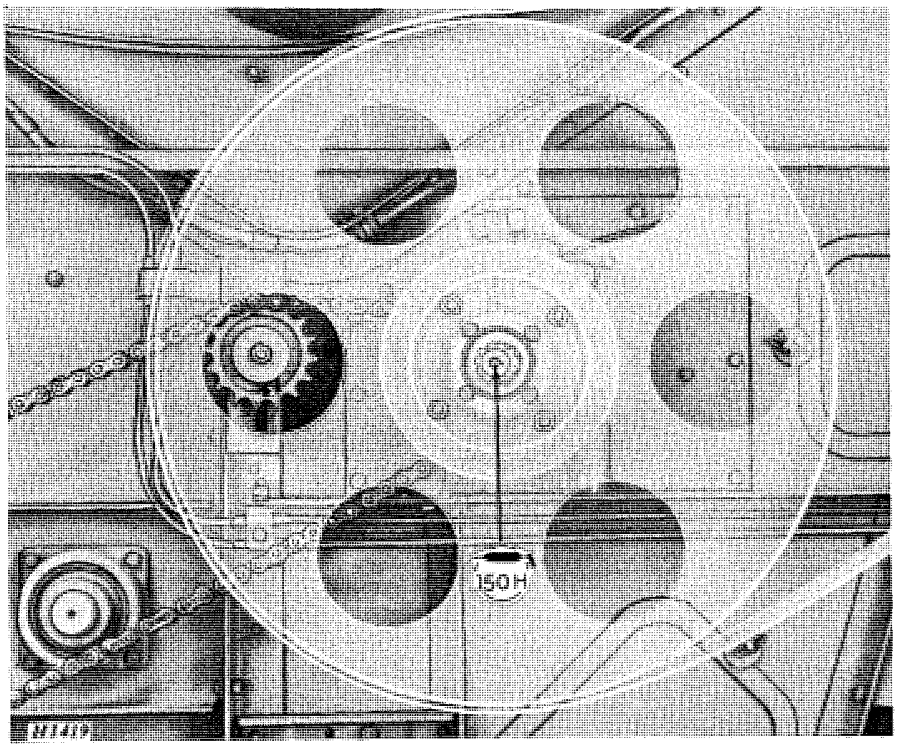
CENTER POINT STEERING

BRAKE SHAFTS

TRACKS

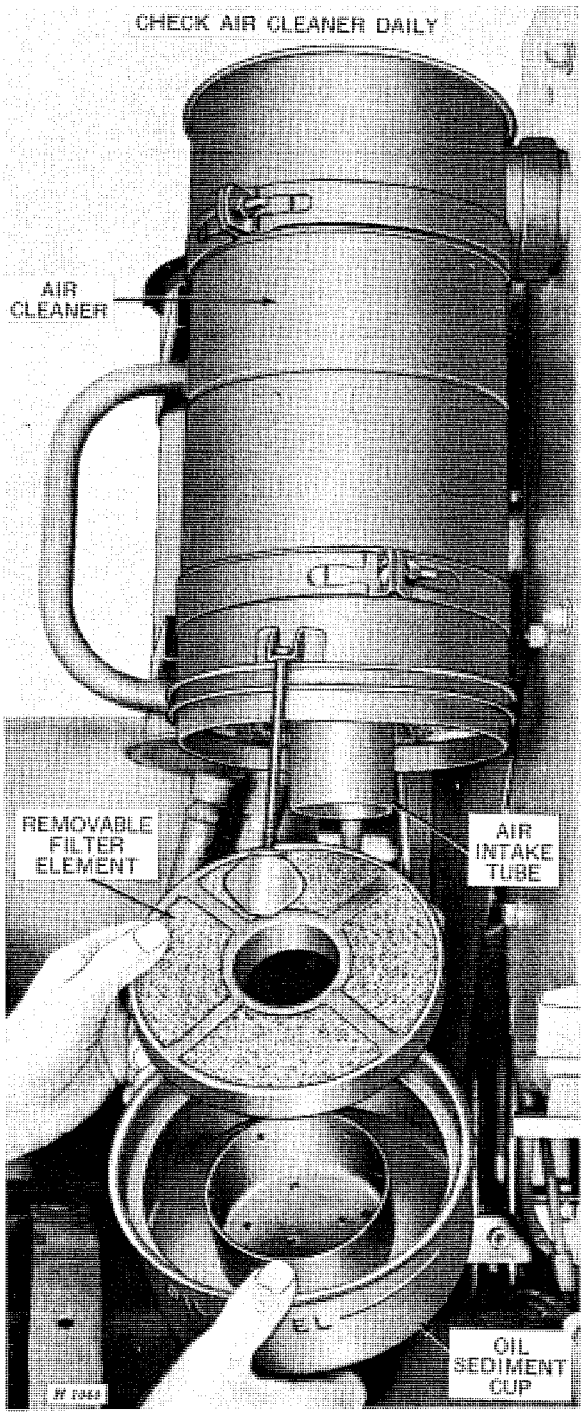


ELECTROMAGNETIC THROW-OUT CLUTCH



AIR CLEANER

The air cleaner requires attention every day of combine operation. **IMPORTANT: When operating under extremely dusty, sandy conditions, or in crops that are heavy with rust, fuzz, or dirt, service air cleaner twice a day, or more often if necessary.**



SERVICING AIR CLEANER.

Remove oil sediment cup from lower part of air cleaner; remove removable filter element from cup, then pour out oil and sediment. Wash sediment cup and filter element in a safe cleaning solvent. Refill cup with new oil to oil level mark. Use an oil of same viscosity as used in crankcase, except in extreme dusty conditions—then use only SAE 10 oil. **CAUTION: If oil is above oil level mark on cup, it will be drawn from air cleaner through carburetor up into engine.**

When servicing air cleaner, check connecting hose from air cleaner to carburetor. Connections should be air tight at all times, with hose placed as far onto horns of carburetor and cleaner as possible. Tight connections will permit engine to use washed air through air cleaner instead of dirty air through leaks in hose connections.

The air intake tube (running through center of air cleaner) should be swabbed out at regular intervals to allow sufficient air to pass into the air cleaner.

To swab out the air intake tube, remove oil cup from bottom of cleaner, then swab out tube with a clean cloth wrapped around a stick.

At the end of operating season, remove entire air cleaner from combine so all parts may be washed in a safe cleaning solvent. This will remove any dirt which may be clinging to oily surfaces of the interior of air cleaner.

CAUTION: Do not remove cleaning element from air cleaner. Do not attempt to dry air cleaner with an air hose. The blast will compact the filtering material.

HYDRAULIC UNITS

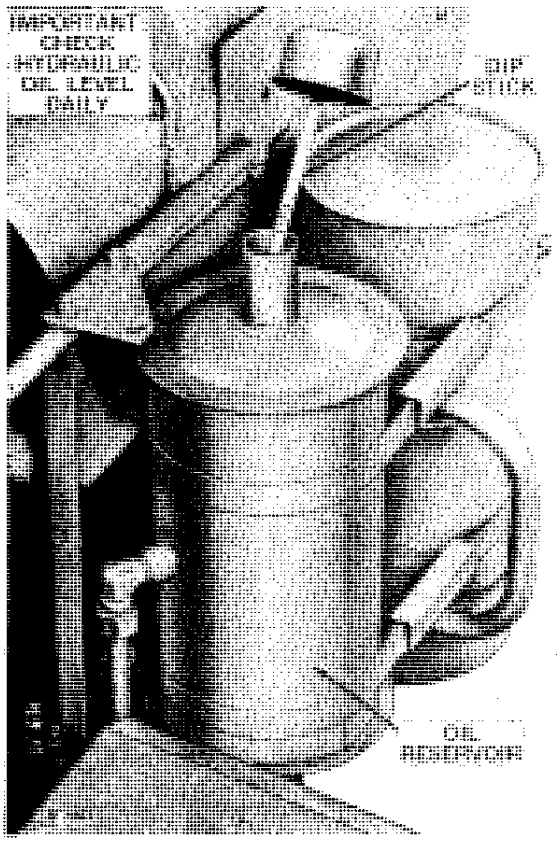
Check Oil Level of Hydraulic Oil Reservoir Daily.

Use a premium-type engine oil of the proper viscosity. See chart on page 9 for weights of oil to use in different temperatures.

CAUTION: Add only clean oil of the proper viscosity to the hydraulic unit oil reservoir. Never use drainings of any type. If oil is to be strained when added, never strain through cloth as lint is harmful to the hydraulic system.

An extreme pressure oil is used as a shipaway oil in the hydraulic unit. After one season's operation, drain and refill hydraulic system with a premium-type engine oil of proper viscosity.

Hydraulic Unit Oil Level.



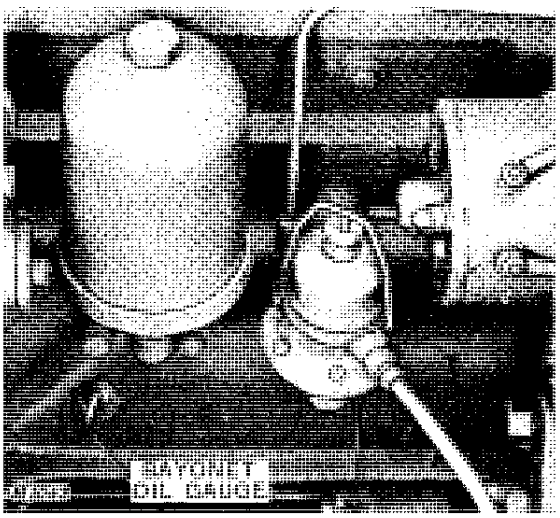
Hydraulic Unit Reservoir and Dip Stick

NOTE: Be certain cutting platform has been lowered to the ground before checking oil level.

Oil level should be to "Full" mark on dip stick attached to oil reservoir cap. Add clean oil as necessary, of the same viscosity as used in the engine crankcase.

Capacity of hydraulic system, including oil lines and cylinders, is approximately 8 U. S. quarts.

CRANKCASE



Bayonet Oil Gauge

Checking Crankcase Oil Level.

A bayonet gauge for checking the quantity of oil in crankcase is provided on lower right-hand side of engine. It is not necessary to add oil until oil level is down to "Add One Qt." mark on bayonet gauge. Do not operate engine with oil level below the "Add One Qt." mark.

Check oil level daily. If oil is above "Full" mark on bayonet gauge, drain to level of drain plug in oil pan. Check oil level immediately after stopping engine.

Be Careful

THE LIFE YOU SAVE MAY BE YOUR OWN...

Suggest:

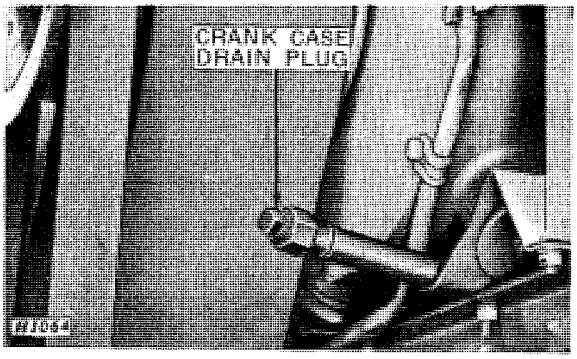
If the above button click is invalid.

Please download this document

first, and then click the above link

to download the complete manual.

Thank you so much for reading



Crankcase Drain Plug

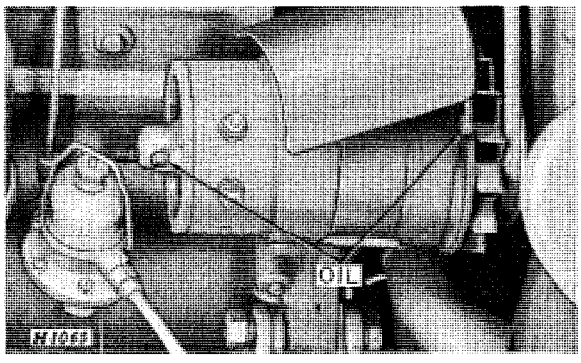
Draining Crankcase.

After every 150 hours of operation, crankcase oil should be drained, and oil filter element replaced. Oil should be drained, when the engine is hot and before sludge has settled, as the oil will flow more freely, carrying off more sediment. When changing oil, it is not advisable to flush out the crankcase with kerosene as it is impossible to drain out all the kerosene without dropping the pan. Traces of kerosene will remain to dilute the fresh oil.

Filling Crankcase.

After all the old oil has drained from the crankcase, reinstall the drain plugs in the crankcase and oil filter. Refill crankcase with new engine oil of proper viscosity. Crankcase holds 4 U. S. quarts of oil and approximately one quart more will be required for oil filter. When the 5 U. S. quarts of oil have been poured into the crankcase, oil level on the bayonet gauge will show approximately one quart above the full mark. However, after engine has run a short time, the extra oil will be pumped into the oil filter element and oil passages of the engine. Then the oil level will be at "Full" mark on bayonet gauge. **Check oil level immediately after stopping engine.**

GENERATOR

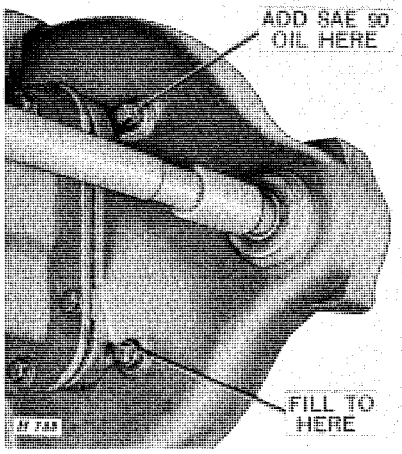


Generator

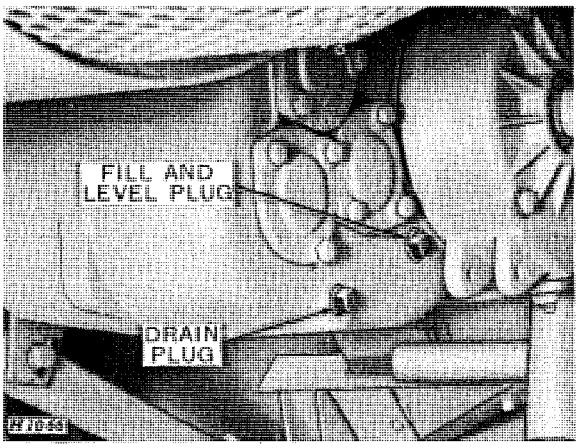
Lubricate the generator by filling front and rear oil cups with light engine oil. This lubrication service should be performed only with engine stopped.

CAUTION: Never over-lubricate any electrical unit on your combine. More damage to electrical equipment has been caused by over-lubrication than by lack of oil.

TRANSMISSION AND FINAL DRIVE HOUSINGS



Final Drive Drain and Fill Plugs



Transmission Drain and Fill Plugs

Drain and refill the transmission every 300 hours of operation. Remove transmission drain plug and both final drive plugs.

When housings are completely drained, replace the drain plug and fill the housings with SAE 90 transmission oil. The capacity of the transmission is 10 U. S. pints. Each final drive housing holds 4-1/2 U. S. pints.