

880 Excavator

Operators Manual

9-3092

The CASE logo is located in the bottom right corner of the page. It consists of the word "CASE" in a bold, italicized, sans-serif font, with a horizontal line underneath the letters.

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REQUIRED CLEARANCE AT ELECTRICAL CONDUCTORS

Voltage of Conductors	Minimum Vertical Clearance at Conductors	Minimum Lateral Clearance for Bare Conductors	Minimum Lateral Clearance for Covered Conductors
300 or less	8'	3'	3'
More than 300 to 750	8'	8'	3'
750-7500	10'	10'	10'
More than 7500	10' plus 1/10 foot for each 1000 V over 7500	10' plus 1/10 foot for each 1000 V over 7500	10' plus 1/10 foot for each 1000 V. over 7500

If above requirements are lower than state requirements, the state requirements shall be in effect.

SERIAL NUMBER LOCATION

When ordering parts from your Authorized Case Dealer and in all contacts and correspondence relative to your machine, please specify Serial Number of machine and of any component in question that has a serial number. Also include the model number of the machine.

Engine

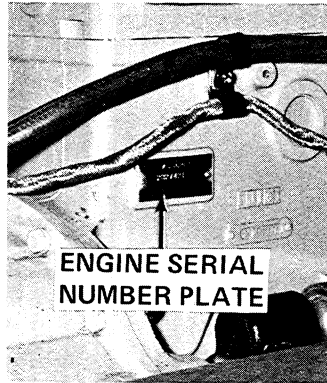


Figure 4. Engine Serial Number and Identification Plate.

Components

Some major components—starter, alternator, regulator, pump—have serial number plates. Give information on this plate in any contacts or correspondence.

INSTRUMENTS & CONTROLS ON INSTRUMENT PANEL IN OPERATOR'S CAB

Refer to Figure 7

- 1 and 14. INSTRUMENT PANEL LIGHTS - illuminate the instrument panel for night operation. Controlled by light switch (No. 11) on this panel.
2. IGNITION SWITCH - controlled by key supplied with machine. To turn on the electrical system of the machine, turn switch all the way clockwise. To shut-off the electrical system of the machine, turn the switch all the way counterclockwise. This will NOT shut off the Engine.
3. ENGINE START BUTTON - after Ignition Switch (No. 2) has been turned to "ON" position, depress this button to start Engine.

WARNING: Do not hold this button down for more than 30 seconds at a time, as this may damage the starter motor, due to overheating. If Engine does not start during first 30 second period, let the starter motor cool for several minutes before attempting to start the Engine again. While cranking, if there is no white or black smoke coming from the exhaust, and the Engine refuses to start, it is not getting any fuel. Refer to "Operating the Engine" for complete instructions on starting the diesel engine.

4. THROTTLE CONTROL LEVER - controls Engine speed. Pull back to decrease Engine speed; push ahead to increase Engine speed. To insure ease of starting the Engine, push this control about 1/4 of the way ahead.
5. ENGINE SHUT-OFF CONTROL - pull up to shut off the diesel engine. Hold control up until the engine is completely off. If control is pushed back in before the engine is shut off, severe damage may result to the engine and/or turbocharger bearings. After the engine is completely off, return the shut-off control to its original position. Make sure this control goes all the way back in, otherwise you will not be able to re-start the engine. Ignition key should be turned to the "OFF" position when engine is off to prevent drain on batteries.

Storing the Fuel

The importance of proper fuel storage cannot be stressed too highly. Many engine difficulties can be traced to dirty fuel and fuel that has been stored too long. To keep the fuel system in its most efficient condition, keep all dirt, scale, water and other foreign matter out of the fuel. Avoid storing fuel for a long period of time.

Fuel should be stored in a convenient place outside of buildings. If stored in a tank, regular syphoning of condensed water must be accomplished. If barrel storage is used, avoid upright placement. Position the barrel horizontally with the outlet end raised a few inches higher than the base. This will allow sediment and water to collect at the base.

Filling the Tank

Fill the fuel tank at the end of each day's operation to prevent moisture from collecting and freezing. The capacity of the fuel tank is 75 U.S. Gallons.

The fuel tank is located under the shroud, on the right hand side of the machine. Always clean around the filler cap before removing it.



**be careful.....
avoid accidents** 690488

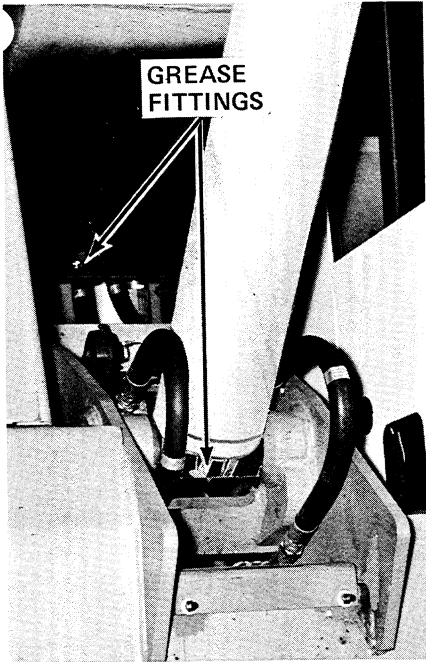


Figure 22. Grease Fittings on Base End of Hoist Cylinder and Main Boom to Mast Hinge Pin.

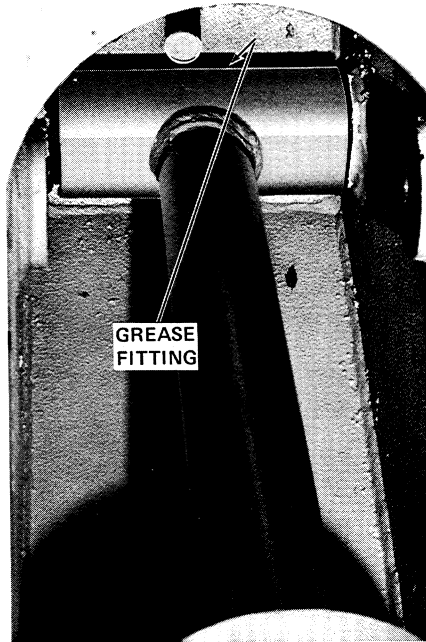


Figure 23. Grease Fitting on Rod End of Hoist Cylinder. Access through Hole in top of Boom.

BOOM AND CYLINDERS: Fittings are located at positions indicated in Figures 22 through 26. Lubricate all fittings daily.

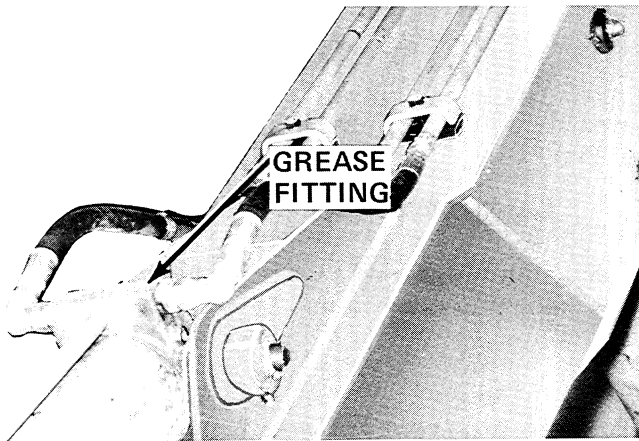


Figure 24. Grease Fitting on Base End of Crowd Cylinder.

After servicing the air cleaner, press the reset button to remove the red signal from view.

The indicator should be checked frequently to determine filter condition. An excessively dirty filter may cause the engine to smoke, lose power, or become damaged.

It is good practice to have a spare element on hand. This will reduce down time when the dirty element must be serviced.

Removing the Element

To remove the element, take off the dust cup and the retaining wing nut with washer and seal; see Figure 32. Pull out the filter element. The plastic fins and rubber seal on the element are not removable. If the filter is to be cleaned for immediate reuse, protect the air cleaning system by replacing the dust cup.

When the element is removed for servicing, clean the dust cup with a clean cloth.

Cleaning the Element

The element can be cleaned by washing or back blowing with compressed air. Washing is the preferred method because it removes carbon and soot which compressed air cannot remove. Replace element after six washings or one year, whichever comes first.

Wash filter in Case Filter Element Cleaner (Part No. A40910) according to instructions on container. Rinse thoroughly. Do not use water pressure over 40 psi at nozzle. Set filter aside to dry. Do not use compressed air for drying.

ELECTRICAL SYSTEM

Do's and Don'ts for an Alternator Charging System

Do

1. Do connect booster batteries correctly if used as a starting aid. Connect the booster batteries' negative (-) cable to the vehicle batteries' negative (-) terminal; connect the booster batteries' positive (+) cable to the vehicle batteries' positive (+) terminal.

NOTE: Whenever connecting a booster battery, always disconnect the alternator diode connection. This will eliminate the possibility of arcing or shorting, which would damage the alternator diodes. Connect the alternator diode back up, AFTER the Engine is running and after the booster battery has been disconnected. Figure 41 shows location of Alternator Diode connection.

2. Do disconnect the battery ground cable when performing work on the electrical system or charging batteries.
3. Do disconnect the regulator plug and wires at alternator terminals whenever using an arc welder on the excavator.
4. Do maintain the drive belts at proper tension and in good condition.

Don't

1. Don't reverse the battery connections. This will damage the diodes. This machine has a negative (-) ground.
2. Don't ground the alternator output terminal.
3. Don't ground the field circuit between the alternator and regulator.
4. Don't operate the machine with the batteries disconnected.
5. Don't attempt to polarize the alternator.
6. Don't use a steam cleaner or cleaning solvent to clean the alternator.

Final Drive Transmissions

Check level of oil weekly or every 50 hours, whichever occurs first. Drain oil and refill semi-annually or every 1500 hours, whichever occurs first. Check, fill and drain locations are indicated in Figure 49.

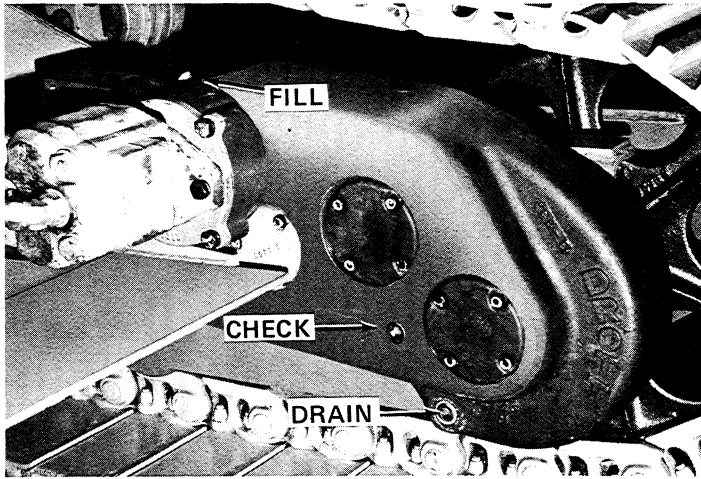


Figure 49. Track Final Drive Transmission.

Check adjustment on brakes monthly or every 250 hours, whichever occurs first. Refer to Adjustments Section at end of this Manual for proper adjusting procedure.

Track & Roller Maintenance

Clean tracks and rollers, especially during cold weather. Don't allow the tracks to freeze to the ground. Drive the crawler up on planks or timbers and cover with a tarpaulin for the night. Wet mud and slush should be cleaned from the track chains, track sprockets and rollers before putting machine away for the night.

In the event the tracks do freeze to the ground, do not try to break the crust by driving away. Use a pinch bar or torch to free the tracks.

5. Read the gauge. Correct reading is 2250 PSI. To adjust Main Relief Valve setting, screw in on adjustment screw to increase pressure setting; screw out on adjustment screw to decrease pressure setting. Figure 61 shows location of Main Relief Valves.

Adjustment Of Controls

For the Operator's comfort, the angle of the control pedals and levers can be adjusted.

1. Remove the nut that holds the ball-joint or the yoke to the control bellcrank. See Figures 62 and 63.

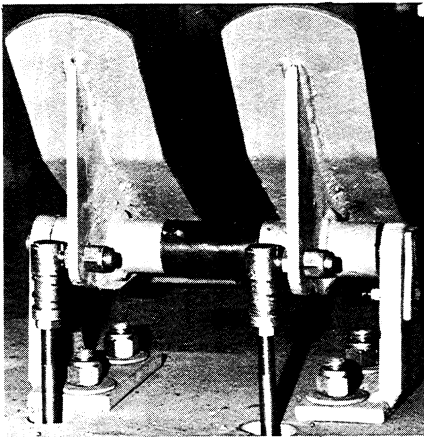


Figure 62.

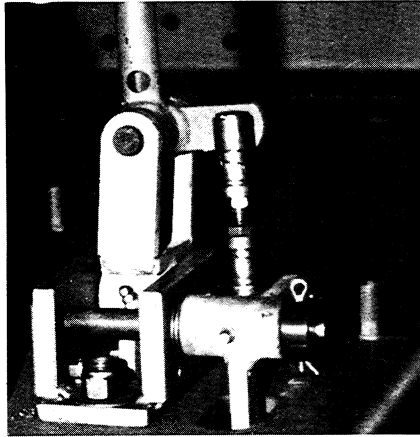
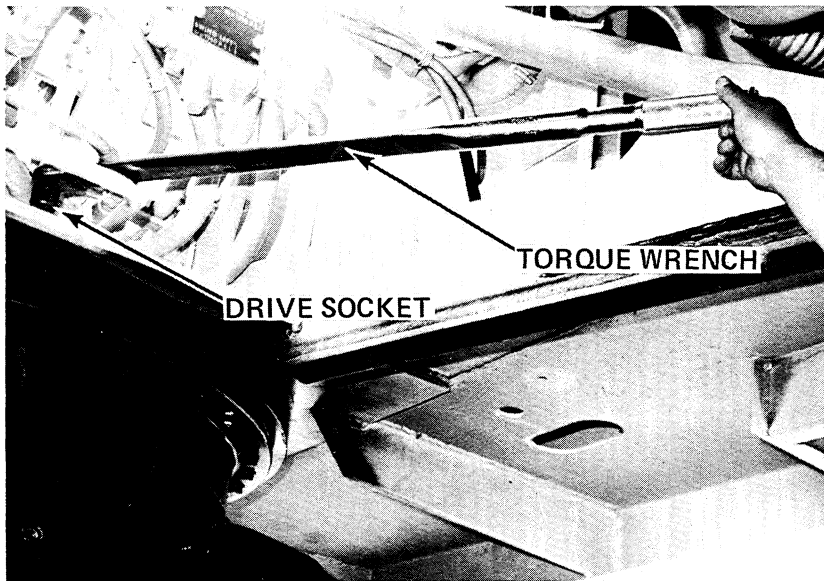


Figure 63.

2. Pull the ball-joint or yoke out of the control bellcrank.
3. Pedal: To increase angle, loosen jam nut on the link shaft and turn the ball-joint counterclockwise. Turn ball-joint clockwise to decrease pedal angle.

Lever: To bring end of lever closer to operator, loosen jam nut on link shaft and turn yoke counterclockwise. Turn yoke clockwise to move lever away from operator.



DRIVE SOCKET
TORQUE WRENCH

Figure 74. Capscrews Access from Behind and Beneath Cab

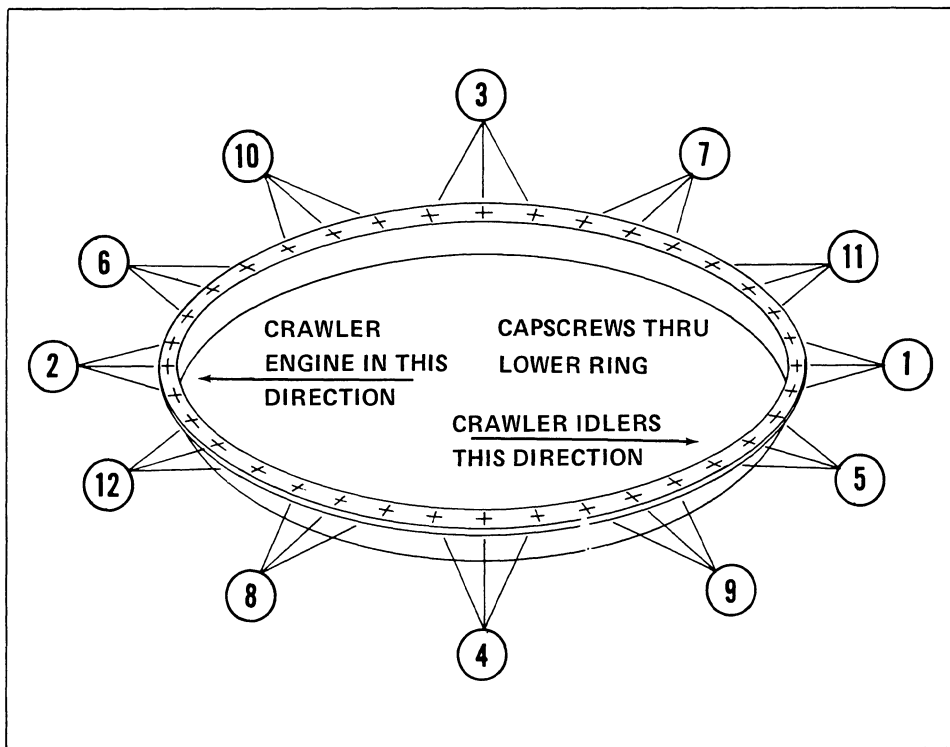


Figure 75. Proper Sequence for Torquing Bottom Capscrews - Turntable to Weld Ring Connection

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