# Changes and Updates of the HG During Its Production

<table>
<thead>
<tr>
<th>Year</th>
<th>Changes</th>
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| 1939 | 1st fenders HG42 1GA742  
Seat spring assembly 2GA332  
Vortex R55B air cleaner-larger 2GA214 |
| 1940 | Starter and generator 5GA000  
Replaceable bottom roller bushing 2GA902  
IXK3 Engine 3 1/8" bore 5GA000  
Lower ratio final drive gears, 15 tooth pinion, 72 tooth bull gear 2GA946  
Drawbar improvements 4GA218  
Decals added, roller lube, oil level, throw out bearing 3GA730 |
| 1941 | Magneto ground switch in reach of operator 6GA118  
Outer bearing added on final drive pinion 5GA180  
Stronger front idler buffer springs 6GA148 |
| 1942 | Replaceable inner track frame support bracket bushing and larger diameter outside trunion 8GA332 |
| 1943 | 10 studs to attach sprocket 9GA284 |
| 1944 | Choke wire, enabling operator to choke engine from seat 12GA352  
CLEVELAND TRACTOR CO. acquired by THE OLIVER CORPORATION Oct. 31 1944 |
| 1945 | Straight cut track pins and bushings 16GA596  
Drawbar made heavier and to conform to SAE standards 15GA400  
1 3/8" PTO output shaft 14GA288  
Adjustable drawbar 14GA226 |
| 1946 | OLIVER green paint scheme and Oliver Cletrac decals began early in year  
Governor refinements 21GA212  
Rubber front motor mounts 25GA008  
Borg and Beck clutch used 24GA040 ended 25GA553 |
| 1947 | Delco-Remy Generator and Starter 25GA378  
1st replaceable shell type main and rod bearing inserts, engine # 1285103 April 1947  
Change from 10 to 8 sprocket studs 26GA338  
Change back to 10 sprocket studs 31GA680  
WICO XH1113 magneto 32GA056 |
| 1948 | HG-60 tractor introduced Feb. 1948  
Heavier straight tube guide supports began early in the year  
Magneto kill and light switches moved up to interment panel 37GA012  
 Longer curved type engine oil bayonet gauge Engine # 2412652 Oct. 1948 |
| 1949 | Serial number plate moved from frame rail to R.H. side of bell housing 47GA840  
U-bolt kit available as regular production item 47GA020  
Heavy Transmission and drawbar bracket assembly 47GA746  
Water pump became available 48GA166 |
| 1950 | Cletrac name dropped from Oliver-Cletrac, Feb. 1950  
IXB-3 3 1/4" bore engine introduced, included cylinder head with 14mm spark plugs and Marvel-Schebler carburetor 52GA000  
Manifold with Oliver casted on 55GA022  
Heavy outside flange front idler wheel 48GA526  
Heavy I-beam type guide support on HG-42 52GA472  
Late style main spring assembly  
Wider final drive bullgear and heavier housing 52GA486  
Larger fan drive pulley 53GA776  
Numerous main frame improvements |
| 1951 | P joint propeller shaft 57GA818  
Production ends 59GA858 |