530
LP-Gas Tractors
(Serial No.5300000-)

JOHN DEERE

OPERATORS MANUAL

530 LP-Gas Tractors
(Serial No.5300000-)

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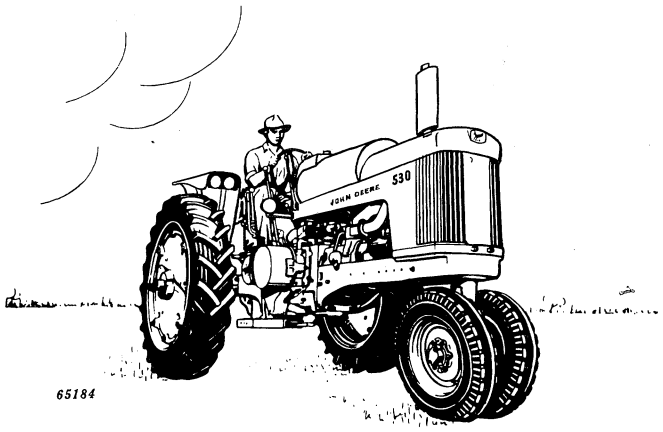


To the Purchaser

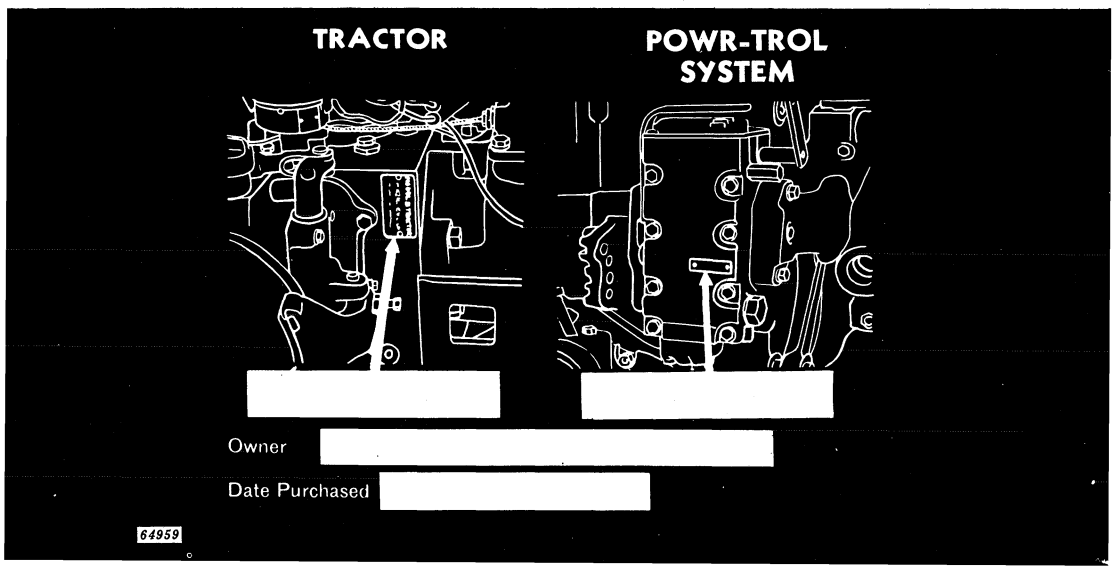
We welcome you to our ever-growing family of John Deere tractor owners. We are confident that the dependable and economical performance of your John Deere tractor will prove that you made a wise choice.

The purpose of this manual is to acquaint you with your new tractor. The manual explains how to operate and service your tractor, and how to maintain its high operating efficiency. Instructions are given clearly with the intention of making these operations as easy as possible.

Keep this manual in a convenient place for quick and easy reference. Use it as a guide whenever questions arise. You have purchased a dependable, sturdy tractor, but only by operating and caring for it properly can you expect to receive the service and long life for which it was designed.

If in the future you need new parts to replace those that may be worn, insist on genuine John Deere parts. They are exact duplicates of the originals, made from the same patterns and of the same high-quality materials.

When in need of parts, give your John Deere dealer the serial number of your tractor or hydraulic system (Powr-Trol), depending on the parts you need. The illustration below shows you where to find these serial numbers. Obtain them from your tractor—NOW—and insert them in the spaces provided in the illustrations below.



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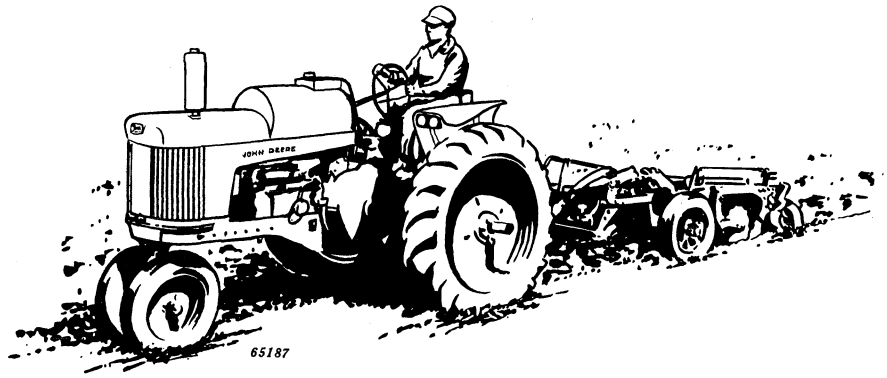
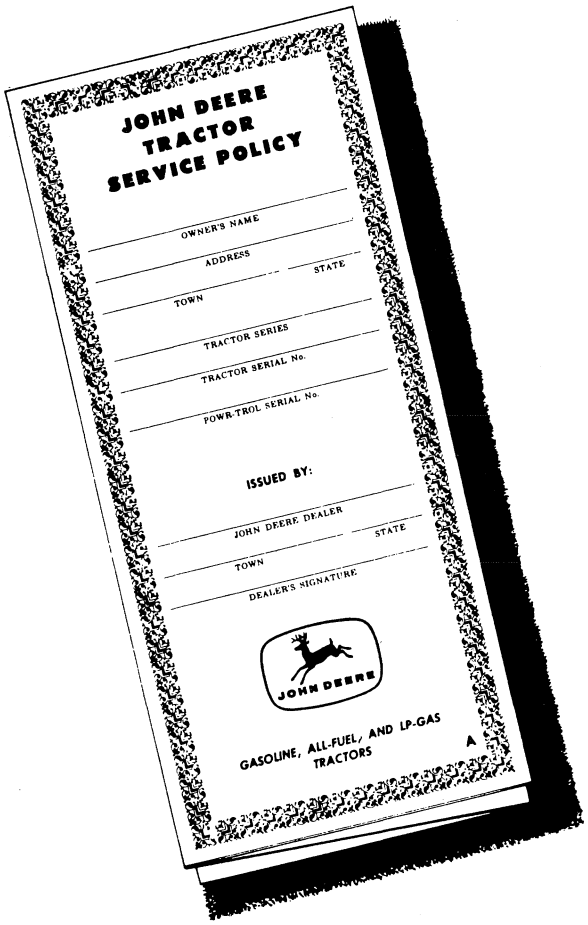


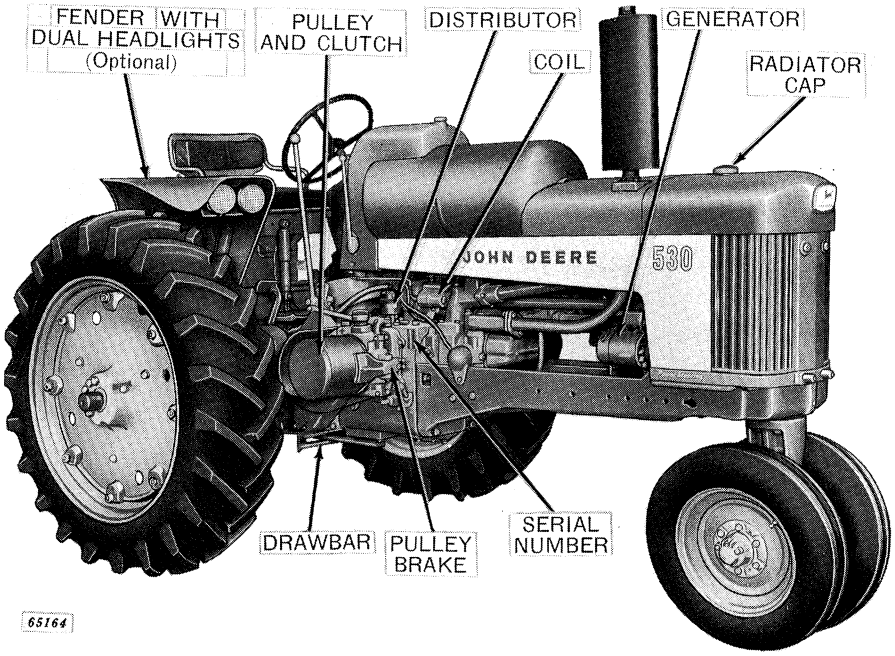
John Deere Tractor Service Policy



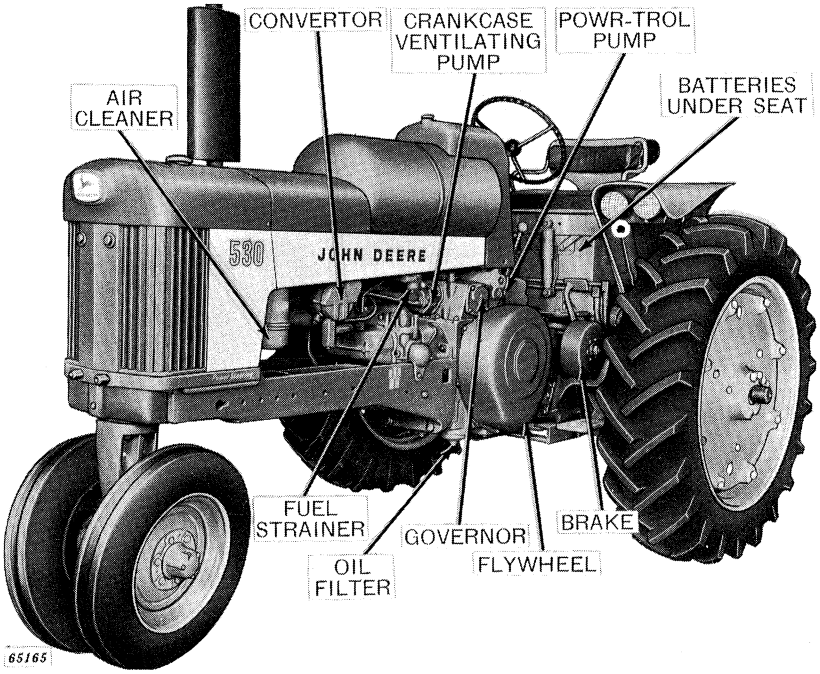
When your new tractor was delivered the John Deere dealer presented to you a copy of the Tractor Service Policy illustrated above. This policy certifies that your new John Deere Tractor was properly inspected and prepared for delivery by the dealer before he released it to you.

Present the policy to the dealer whenever any services which it authorizes are required. Keep the policy in a safe place for ready reference at all times.

This is Your New John Deere Tractor



John Deere "530" Series, LP-Gas Tractor—Pulley Side
(Serial No. 5300000-)



John Deere "530" Series, LP-Gas Tractor—Flywheel Side
(Serial No. 5300000-)

SPECIFICATIONS

PERFORMANCE:

Capacity for Work:
Three 14-inch plow bottoms or the equivalent under most conditions.

Horsepower:

*Maximum Belt Horsepower	38.09
*Maximum Drawbar Horsepower	34.17

CAPACITIES (U. S. MEASUREMENTS):

Fuel Tank (85% Full)	24 Gals.
Crankcase	7 Qts.
Transmission	4 Gals.
Powr-Trol System	10 Qts.
Remote Cylinder	1 Qt.
Powershaft Clutch	1 Gal.
Cooling System	4 Gals.
First Reduction Gear Cover	1 Qt.
Power Steering	5 Qts.

SPEEDS:

Gear	With 12.4-36 Tires
1	1-1/2 mph
2	2-1/2 mph
3	3-1/2 mph
4	4-1/2 mph
5	5-3/4 mph
6	10 mph
Reverse	2-1/2 mph

ENGINE:

Type	Two-cylinder, cast-in-block, valves-in-head.

Engine Speeds:

Load	1325 rpm
Fast Idle	1460 rpm
Slow Idle	600 rpm
Bore and Stroke	4-11/16″ x 5-1/2″
Displacement	189.8 cubic inches
Compression Ratio	8.75 to 1

LUBRICATION SYSTEM:

Type	Full force-feed pressure system with full flow oil filter.

FUEL SYSTEM:

Type	Pressure regulated.
Carburetor	Duplex type.
Air Cleaner	Oil-wash type.

COOLING SYSTEM:

Type	Pressure system—centrifugal pump with engine temperature controlled by heavy-duty thermostat.

IGNITION SYSTEM:

Type	Battery-Distributor
Distributor Point Gap (Delco-Remy)	.022″

Spark Plugs:

Size	18 mm.
Spark Plug Gap	.030″

ELECTRICAL SYSTEM:

Battery Voltage	12 Volts
Generator Regulation	Voltage Regulator.
Battery	Group I

CLUTCH:

Type	Hand-operated, four 7-inch dry disks.

BELT PULLEY:

Diameter	9-11/16″
Width	7-1/4″
Rpm (Load)	1325
Belt Speed	3360 fpm

TRANSMISSION:

Type	Six speeds forward and one in reverse.
Gears	Selective-type, straight spur-cut gears, forged and heat-treated.
Bearings	Shafts operate on three roller bearings, four tapered roller bearings, and five ball bearings.

(Continued on next page)

**Maximum h.p. corrected to 60°F. and 29.92 in. hg. (Nebraska Test No. 590).*

SPECIFICATIONS

REAR AXLES:

Types Available.... Regular and long.
Diameter..... Regular..... 2-7/8″
Long..... 3-1/8″
Bearings..... Four tapered roller bearings.

REAR WHEELS AND TIRES:

Regular Rear Axle and Long Rear Axle — 12.4-36, 4-ply and 6-ply tires on cast disk wheels. 9-42, 6-ply, 12.4-38, 4-ply, 13.9-36, 4-ply and 11-38, 6-ply Cane and Rice tires also available.

REAR WHEEL BRAKES:

Type... Two automotive-type internal-expanding rear wheel brakes.

FRONT WHEELS AND TIRES:

Double and Adjustable Type:

Reversible for added clearance.
Bearings..... Four tapered roller bearings.
Tires..... 5.50 x 16″, 4-ply.

Single Type:

Bearings..... Two tapered roller bearings.
Tires..... 6.50 x 16″, 6- or 8-ply.
9.00 x 10″, 8-ply.

	Double Front Wheel	Single Front Wheel	Adjustable-Tread Front Axle
POWER TAKE-OFF:			
Shaft Diameter	1-3/8″	1-3/8″	1-3/8″
Shaft rpm	540 or 1000	540 or 1000	540 or 1000
Splined End Ahead of Hitch:			
540 rpm Powershaft	14″	14″	14″
1000 rpm Powershaft	16″	16″	16″
Splined Shaft Above Ground	23.5″	23.5″	23.5″
DIMENSIONS:			
Wheel-Base	90″	90-1/4″	92-1/2″
Over-All Width	86-5/8″	86-5/8″	86-5/8″
Over-All Height	83-3/8″	83-1/8″	83-3/4″
Height to Top of Steering Wheel	74-5/8″	74-5/8″	74-5/8″
Width Over Axles	86-5/8″	95-15/16″	95-15/16″
Tread Adjustments:			
Regular Rear Wheels	56-88″*	56-88″*	56-88″*
Power-Adjusted Rear Wheels	56-94″**	56-94″**	56-94″**
Clearance	24-3/4″	24-3/4″	Front—22-9/16″ Rear—24-3/4″
Turning Radius	8′ 7-1/2″	8′ 7-1/2″	14′
SHIPPING WEIGHT	5250 lbs.	5160 lbs.	5520 lbs.

(Weights are for Tractor dry and with wheel equipment as shown under *"Front Wheels"* and *"Rear Wheels"*)

**Available with long axles providing tread of 62-1/2″ to 97-3/4″ and with offset wheels a tread of 56″ to 104″.*

***Power-Adjusted Wheels on long axles provide tread of 59″ to 104″.*

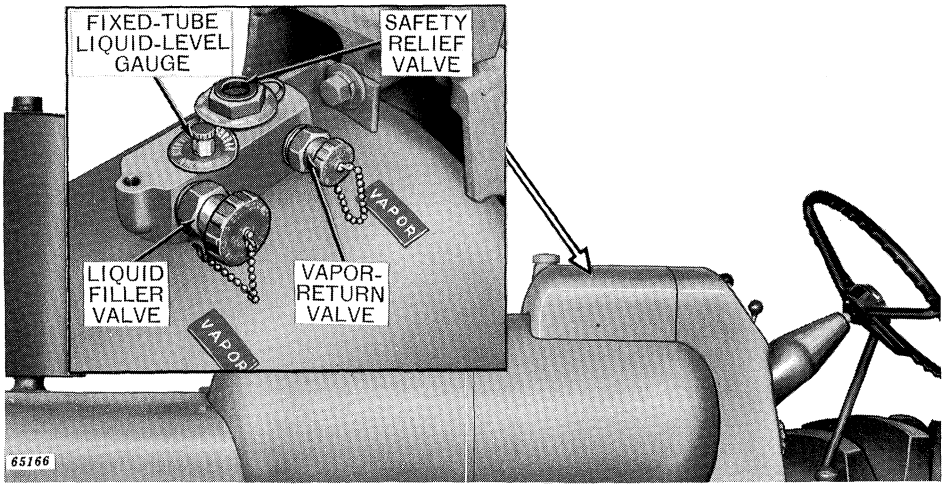
(Specifications and design subject to change without notice.)

CONTROLS

Your new John Deere LP-Gas Tractor is factory-engineered to run efficiently and economically on liquefied petroleum fuels. The advantages of LP-Gas fuel are fully utilized without sacrificing the established features of John Deere Tractors. Approval of the LP-Gas equipment built into your tractor has been granted by the Underwriters' Laboratories, Inc.

Familiarize yourself with all the controls provided for safe and easy operation of your new tractor. Regardless of your previous tractor experience, study the following pages covering controls carefully before you operate your tractor.

• LP-GAS TANK AND FILLING DEVICES •



Fuel Tank and Filling Devices

FUEL TANK.

The fuel tank is of heavy welded steel construction with a fuel capacity of 24 gallons. *NOTE: The tank has a total volume of 28 gallons but it must never be filled with more than 24 gallons, which is 85% of its total volume, because LP-Gas expands as the temperature rises.*

Complete instructions for filling the fuel tank are given on page 20.

FILLER VALVE.

The FILLER valve, located on top of the fuel tank, is used for filling the tank. A double check valve, built into the filler valve, automatically prevents any fuel withdrawal or escape.

VAPOR-RETURN VALVE.

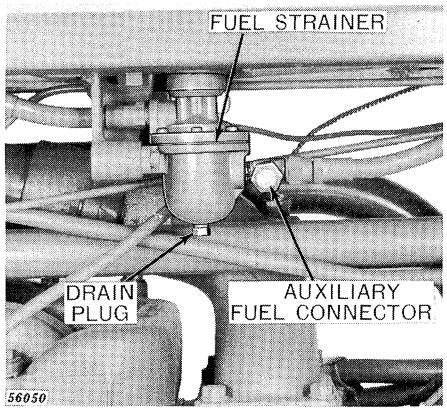
The VAPOR-RETURN valve, located behind the filler valve, is also used when filling the tank. This valve permits vapor to return to the storage tank, as the tractor fuel tank is being filled with liquid, thus equalizing the pressures between the two tanks and permitting easier filling. A built-in excess-flow valve automatically closes if flow through the vapor-return valve becomes excessive. This is a safety device designed to stop flow of vapor if the vapor-return line is broken or disconnected.

FIXED-TUBE LIQUID-LEVEL GAUGE.

This gauge, located above the filler valve, is used when the tank is being filled. By opening the gauge when the tank is partially full, a fog or mist of fuel can be seen coming from the outlet. When the tank is 85% full, the fog or mist will change to a spray of liquid fuel. During the filling process the gauge should be opened only momentarily at frequent intervals. It should never be left open to let vapor escape while liquid is being pumped into the tank. To do so is extremely hazardous and violates all fire and safety codes. Use the vapor-return valve to reduce the pressure in the tractor fuel tank.

AUXILIARY FUEL CONNECTOR.

The connector at the rear of the fuel strainer provides a handy means of attaching a portable pressure tank of LP-Gas fuel if the tractor tank is empty and it is necessary to run the tractor to the fuel storage tank.

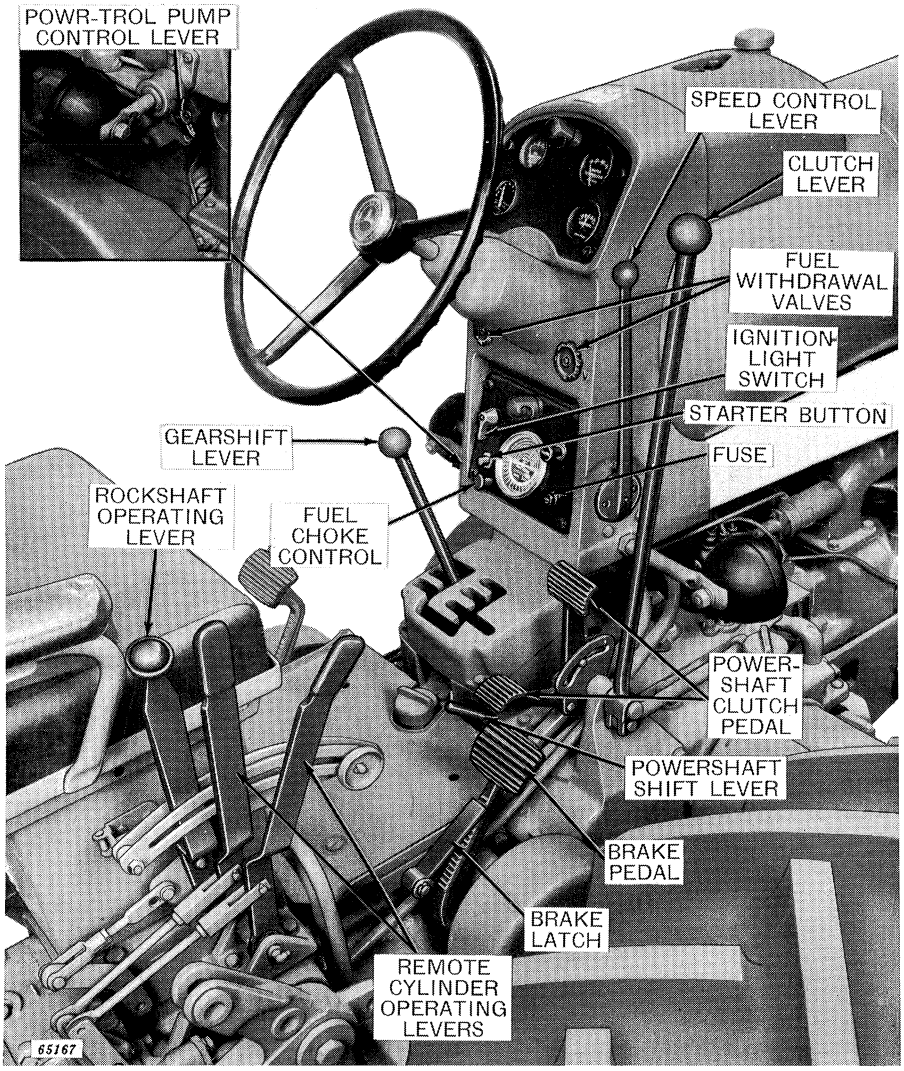


Auxiliary Fuel Connector

SAFETY RELIEF VALVE.

The safety relief valve, as its name implies, will open and permit vapor to escape if the pressure in the tank becomes too great. The valve is set to open at 312 pounds per square inch pressure. If the safety relief valve continually opens in hot weather consult your fuel dealer. He may be able to supply a different blend of fuel, especially prepared for use in hot weather.

• STARTING AND OPERATING CONTROLS •

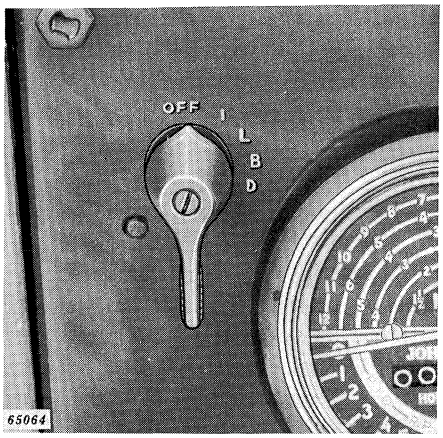


Starting and Operating Controls

• STARTING CONTROLS •

IGNITION-LIGHT SWITCH AND LIGHTS.

A combination ignition-light switch is located on the left-hand side of the lower instrument panel. Turning the switch to any position except "OFF" turns on the ignition.

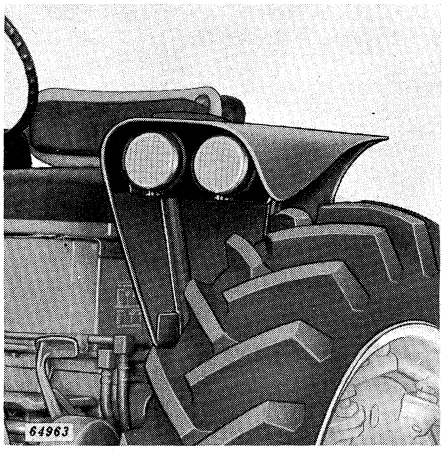


Combination Ignition-Light Switch

The lights on your tractor are designed to provide maximum use and convenience both for night work in the field and night travel on the highway.

Your tractor may have regular sealed-beam headlights, mounted on a horizontal support attached to the steering shaft support, or a general-purpose tractor may have, as optional equipment, fenders with built-in dual sealed-beam headlights which greatly increase visibility at night.

The inner lamps of the dual-lights throw strong beams far ahead of the tractor. The outer lamps are flood lights which brilliantly illuminate the ground on both sides as well as ahead of the tractor. They also serve as the "dims" when you are traveling on the highway at night.



Fender with Dual Headlights

All lights are controlled by the combination ignition-light switch which has five positions. On tractors with regular headlights the positions are:

"OFF"—Both ignition and lights off.

"I" —Ignition only.

"L" —Bright front lights and white rear light.

"B" —Bright front lights and red rear light.

"D" —Dim front lights and red rear light.

If your tractor is equipped with fender-mounted dual lights, the switch positions provide the following:

"OFF"—Both ignition and lights off.

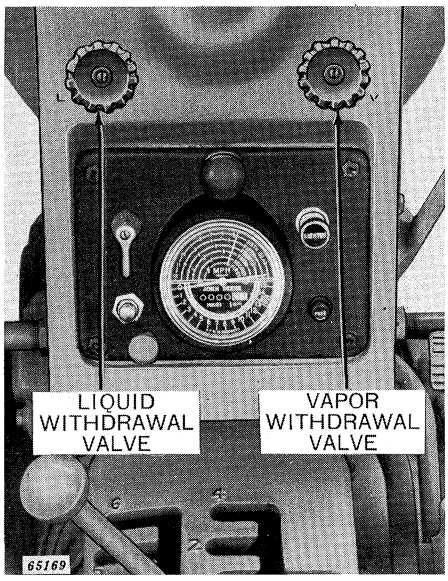
"I" —Ignition only.

"L" —All front lights and white rear light.

"B" —All front lights and red rear light.

"D" Front flood lights only and red rear light.

LIQUID AND VAPOR WITHDRAWAL VALVES.



Liquid and Vapor Withdrawal Valves

These valves control the flow of fuel to the engine. When opened, the vapor valve supplies vapor from the top of the fuel tank for starting the engine.

The LIQUID valve permits withdrawal of liquid fuel from the tank for normal operation.

Both valves are equipped with excess-flow valves which automatically close whenever the flow exceeds the normal amount used to operate the tractor. These valves must be opened slowly to prevent closing the excess flow valves. If a fuel line is accidentally broken, the excess-flow valve instantly trips and permits only a small amount of gas to flow; the excess-flow valves do not shut off the flow completely. If one of the excess-flow valves closes it can be reset by closing the withdrawal valve manually.

FUEL CHOKE CONTROL.

The fuel choke control is used as an aid in starting the engine during extremely cold weather. Pulling out on the choke reduces fuel flow and provides a proper starting mixture.

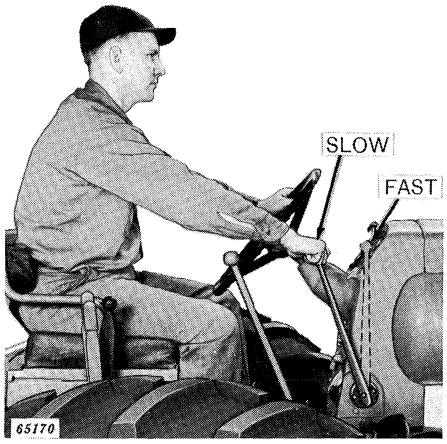
STARTER BUTTON.

The engine is started by the button located on the left-hand side of the lower instrument panel. Pushing the button engages the cranking motor with the flywheel and then completes the electrical circuit to the cranking motor. The starter button will not operate until the ignition-light switch is turned on. (For starting instructions see page 22.)

• OPERATING CONTROLS •

SPEED CONTROL LEVER.

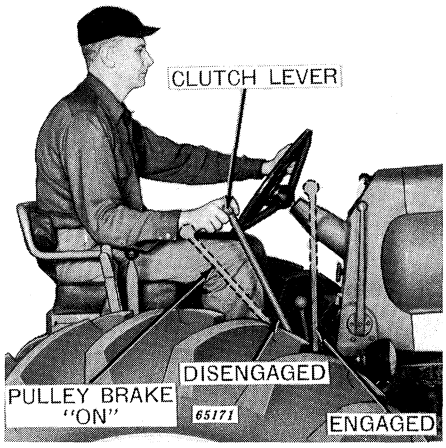
The lever mounted on the right-hand side of the hood support regulates the speed of the tractor engine. Pushing it forward opens the throttle and pulling it back closes the throttle. *NOTE: It is good practice to operate the engine whenever possible with speed control lever in the fully forward position.*



Speed Control Lever

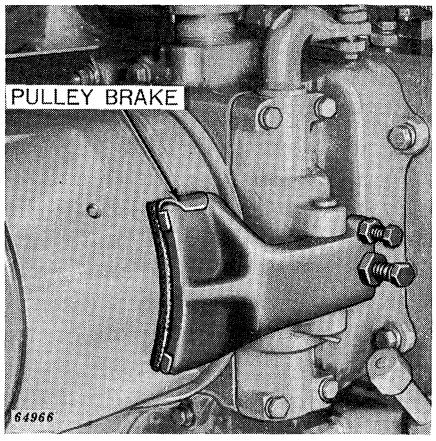
CLUTCH LEVER AND PULLEY BRAKE.

Power is applied gradually and smoothly to the drive system by slowly pushing the clutch lever forward. When the tractor picks up speed, a quick forward thrust on the lever snaps the clutch into engagement. Pull the lever back to the disengaged position to disengage the clutch.



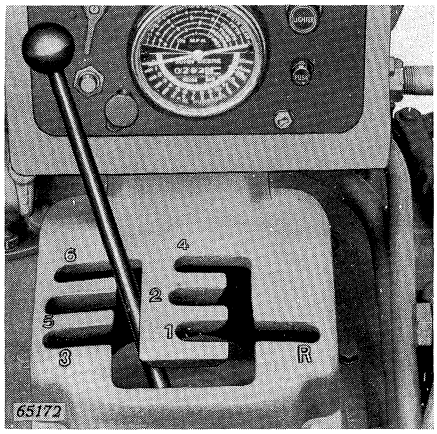
Clutch Lever

Pulling the clutch lever rearward beyond the disengaged position applies a pulley brake which stops the pulley from rotating. This permits easy shifting of the transmission gears. **CAUTION: Do not use the pulley brake to stop the tractor.**



Pulley Brake

GEARSHIFT LEVER.



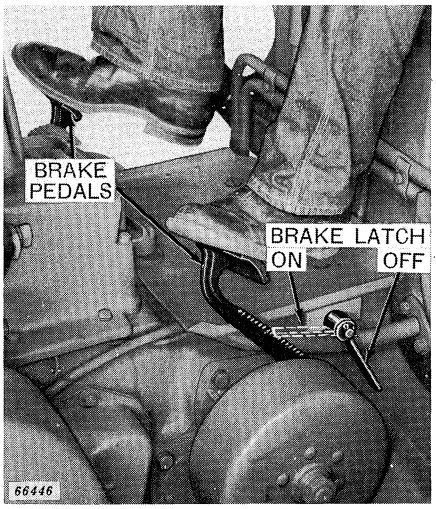
Gearshift Lever

The gearshift lever is used to select the proper gear, depending upon the load and speed. Familiarize yourself with the shifting before attempting to operate the tractor. The seven gearshift positions are identified on top of the quadrant.

Select the correct gear for the particular work being done before the tractor is set in motion. Tractors operating in a low gear with a light load are wasting fuel. If the gear ratio is too high for the load, the engine will labor or "lug." In this case stop the tractor and shift to a lower gear. Lugging increases engine wear. Never attempt to shift from one gear to another after the tractor is in motion.

When the engine is operating at rated load speed (1325 rpm) the speeds at which the tractor will travel (on 12.4-36 tires) are: 1st—1-1/2 mph; 2nd—2-1/2 mph; 3rd—3-1/2 mph; 4th—4-1/2 mph; 5th—5-3/4 mph; 6th—10 mph; Reverse—2-1/2 mph.

BRAKES.



Brake Pedals and Latches

Individual, foot-operated brakes make possible short turns.

For safe stopping at high transport speeds, apply the brakes **evenly** to avoid drawing the tractor to one side.

A brake latch is conveniently located for locking each brake when doing belt work or when holding the tractor on a hill or incline.

STANDARD SEAT.

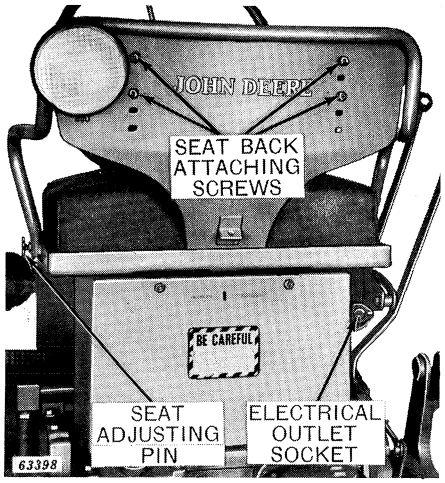
The roomy seat adds much to operator comfort and lessens fatigue. There is an adjustment on the left-hand side for moving the seat forward and backward to suit the convenience of the operator. The back of the seat can be adjusted up or down by means of the attaching screws.

BATTERY COMPARTMENT.

The batteries are located in a compartment under the seat where they are readily accessible for periodic checking and service.

ELECTRICAL OUTLET SOCKET.

A convenient electrical outlet socket is located on the right-hand side of the battery box.

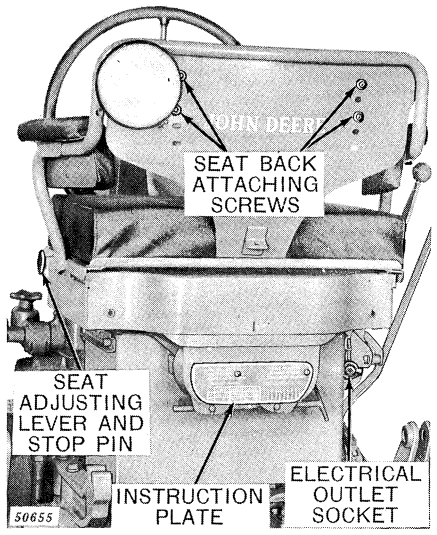


Standard Seat

SPECIAL FLOAT-RIDE SEAT.

A special float-ride seat having rubber torsion springs and a shock absorber is available as optional equipment. This seat has the same forward and backward adjustment and seat back adjustment as the regular seat but, in addition, the tension on the rubber springs can be adjusted to suit each rider. Adjustment is made by turning the handle located at the back of the seat. An instruction plate above the handle tells how to make the adjustment.

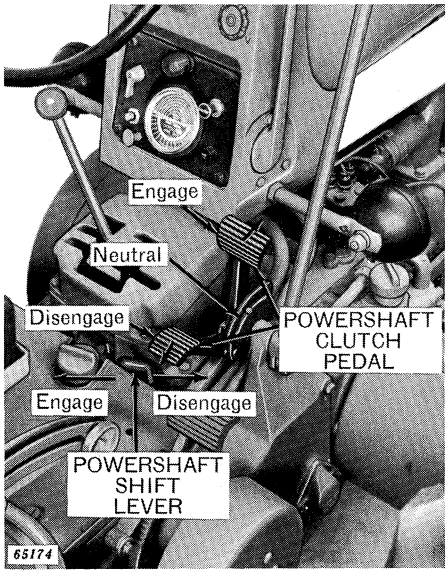
CAUTION: Do not adjust the rubber torsion springs while a rider is on the seat.



Float-Ride Seat

POWERSHAFT SHIFT LEVER.

The powershaft is engaged by the powershaft shift lever located to the right of the gearshift lever. Move the lever to the left to engage the powershaft and to the right to disengage the shaft. **CAUTION: Do not engage the powershaft shift lever while the engine is running. Before engaging the lever, read the operating instructions on page 35.**



Powershaft Shift Lever and Clutch Pedal

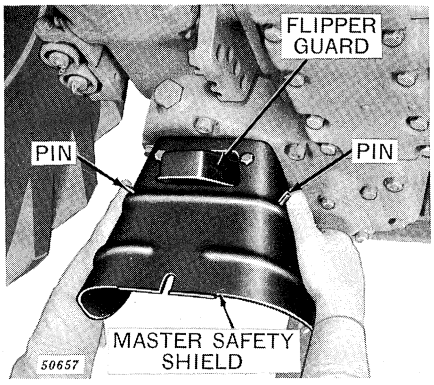
POWERSHAFT CLUTCH PEDAL.

A powershaft clutch makes it easy and convenient to start or stop the powershaft.

The clutch is operated by a double pedal located to the right of the gearshift lever. Pushing forward on the upper pad of the double pedal engages the clutch. Pushing down on the lower pad disengages the clutch, and applies a brake to keep the shaft from turning when not in use. For further information see page 35.

POWERSHAFT MASTER SAFETY SHIELD.

A master safety shield is mounted over the powershaft to protect the operator. This master shield should be removed only when it might interfere with operation of mounted integral equipment. To remove the shield, press up on the two pins protruding from the sides and lift the shield from the tractor. Replace the master shield immediately upon removal of the equipment. Install the master safety shield any time the powershaft is used.



Powershaft Master Safety Shield and Flipper Guard

POWERSHAFT FLIPPER GUARD.

Never remove the powershaft flipper guard from the tractor. Do not operate the tractor with the end of the powershaft exposed. If the flipper guard is damaged, repair or replace it immediately.

CAUTION: Make it a rule never to dismount from the tractor without first disengaging the powershaft.

POWR-TROL PUMP CONTROL LEVER.

The Powr-Trol pump is engaged by rotating the control lever in a counter-clockwise direction and disengaged by turning the lever in a clockwise direction. **CAUTION: Do not engage the pump while the engine is running.** It may be necessary to turn the engine over by means of the cranking motor with the ignition switch **off** to engage the gears.

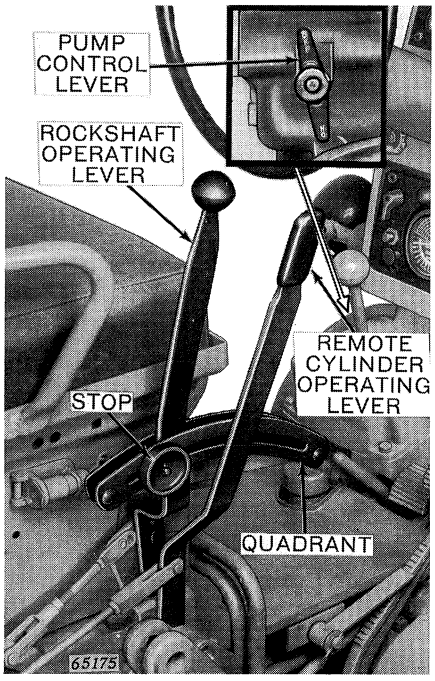
POWR-TROL OPERATING LEVERS.

Rockshaft Operating Lever.

The rockshaft is operated by a lever located to the right of the seat. (A second rockshaft lever can be installed on the left-hand side of the seat if you desire it.) Moving the control lever rearward raises the implement while moving the lever forward lowers the implement. A depth-control stop on the quadrant can be set so that the implement always returns to the same working depth after it has been raised. (For further information see page 38.)

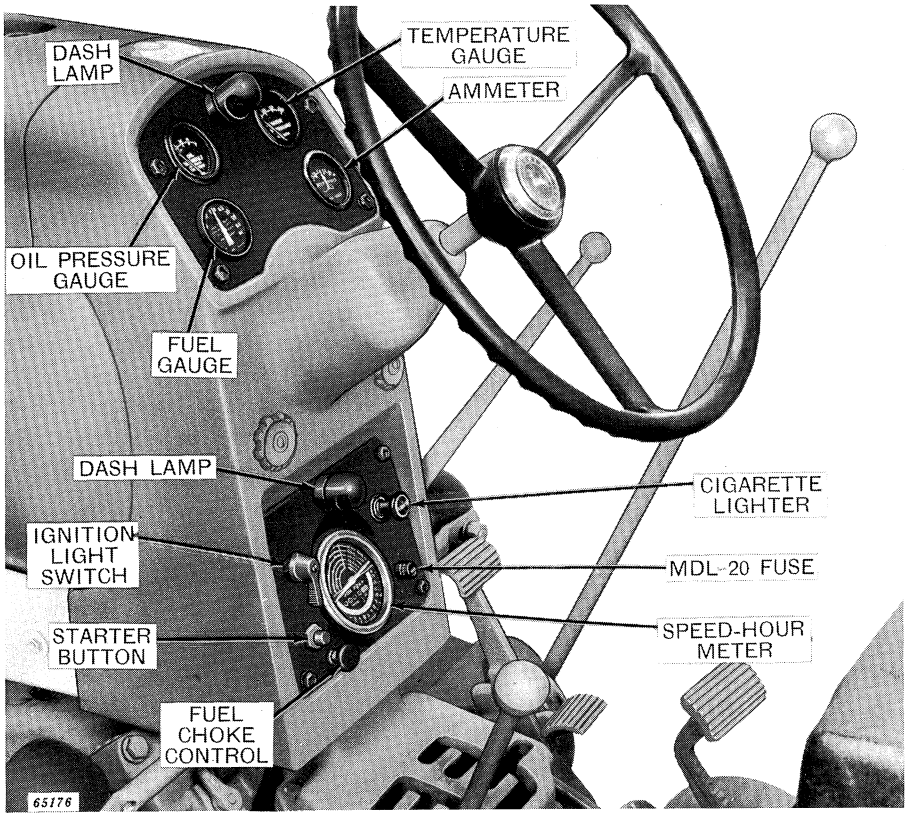
Remote Cylinder Operating Levers.

Your tractor can be equipped to operate either one or two remote hydraulic cylinders. The cylinders are operated by the outer lever or levers located beside the seat. Normally the lever or levers are in the right side but can easily be shifted to the left side if you desire to do so. Implements are lowered by moving the proper lever forward and raised by moving the lever to the rear. For further information see page 50.



Powr-Trol Pump Control Lever and Powr-Trol Operating Levers

• INSTRUMENT PANELS •



Instrument Panels

FUEL GAUGE.

The fuel gauge, located above the instrument panel, indicates the liquid level in the fuel tank. It is calibrated to show the **percentage** of liquid fuel in the tank.

TEMPERATURE GAUGE.

The temperature gauge indicates the temperature of the coolant in the cooling system. Engine temperatures are controlled by a thermostat in the cylinder water outlet.

OIL PRESSURE GAUGE.

The oil pressure gauge indicates whether or not the oil pump is working. The gauge does not in any way tell the amount or condition of the oil in the crankcase. The indicator hand of the gauge should rest between the letters "M" and "H" when the engine is hot and operating at fast idle. **If the gauge does not register pressure when the engine is started, stop the engine immediately.**

AMMETER.

The ammeter indicates whether or not the generator is charging the batteries.

DASH LAMPS.

Two small lamps are provided to illuminate the instrument panels at night. They are turned on by the ignition-light switch when the main lights are turned on.

CIGARETTE LIGHTER.

A cigarette lighter (special attachment) is provided for your convenience on the lower instrument panel.

FUSES.

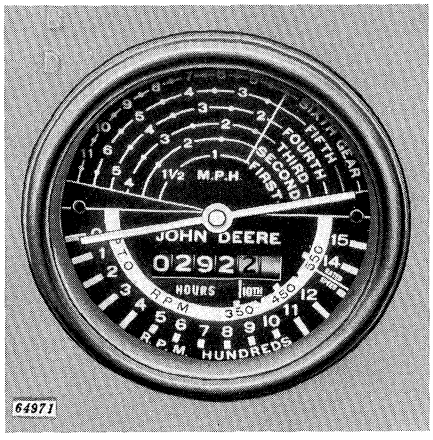
The fuse, located on the right-hand side of the lower instrument panel, is in the combination ignition-light circuit. (For additional information, see page 101.)

A second fuse, located in a fuse holder at the right-hand front corner of the battery box, underneath the seat, protects the electrical outlet socket circuit. (For illustration and additional information, see page 101.)

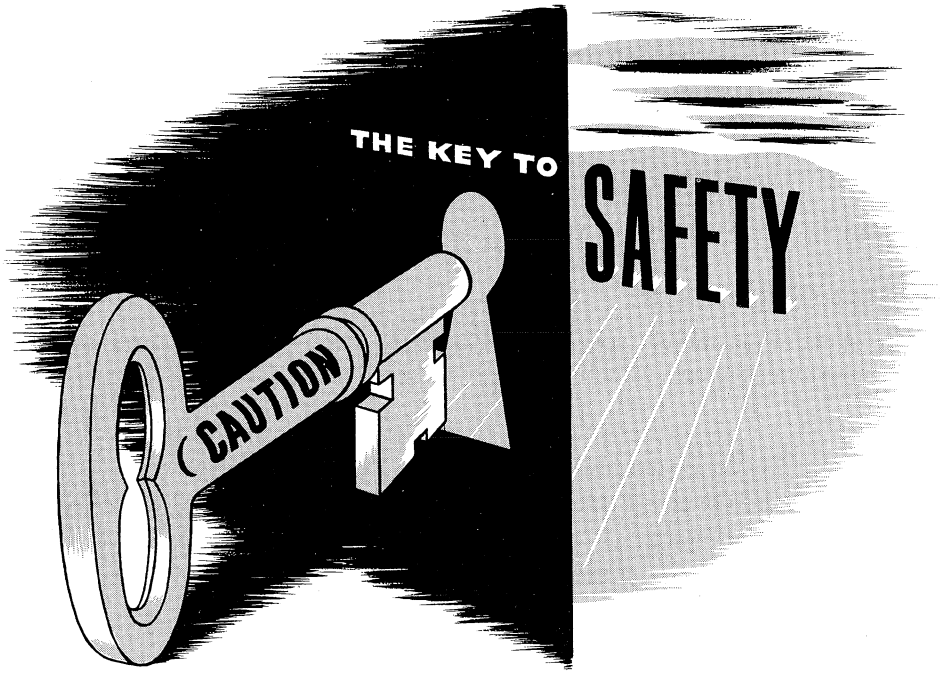
SPEED-HOUR METER.

The speed-hour meter (special attachment), located in the center of the lower instrument panel, can be used to determine the following:

		Shown On
(1)	Ground Travel Speed in All Gears	Top Half of Dial
(2)	Power Take-Off Shaft Speed (rpm)	White Section of Lower Dial
(3)	Engine Speed (rpm)	Bottom Portion of Lower Dial
(4)	Accumulated Hours of Service	Center Portion of Lower Dial



Speed-Hour Meter Dial


THE KEY TO
SAFETY
CAUTION

LP-GAS FUEL

Liquefied petroleum (LP-Gas) is a fuel composed of gaseous petroleum compounds, principally propane or butane, or a mixture of both. Propane and butane are gases at ordinary temperatures but they can be changed to liquids by compressing them into a tank. These liquids boil at low temperatures. For instance, butane boils at +31°F. and propane at −44°F. Mixtures of the two gases have boiling points between these two values. To maintain the fuel in the liquid state, it must be kept under pressure at all times. This pressure ranges from a few pounds in cold weather up to extremely high pressures in hot weather.

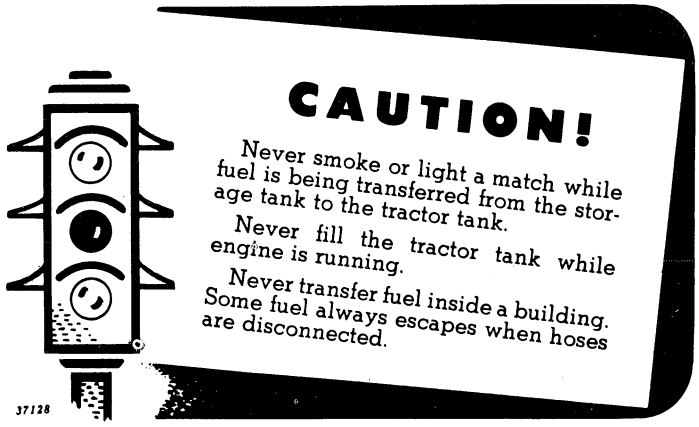
LP-Gas is not unduly hazardous but since its characteristics are somewhat different than those of gasoline and other fuels, it requires different methods of handling. When handled **carefully** LP-Gas is as safe as any other fuel; when handled **carelessly** it is as dangerous as any other fuel. **The use of common sense, based on a knowledge of the fuel's characteristics and what can happen if it gets loose, will prevent accidents.**

Both propane and butane are heavier than air and will settle in low quiet spots if they escape from the storage tank or tractor fuel system. This is one of the reasons it is so important to prevent leaks, and to ventilate low spots thoroughly if escaped gas is detected, before any spark or flame is produced.

The National Board of Fire Underwriters' Pamphlet No. 58 is the accepted guide for the safe handling and use of LP-Gas. Make sure that all LP-Gas storage facilities or equipment used in connection with your John Deere LP-Gas Tractor complies with the specifications and regulations given in the pamphlet. This pamphlet can be obtained from the National Board of Fire Underwriters, 85 John St., New York 38, New York.

Liquefied petroleum has a high octane rating which permits an increase in compression ratio. In the John Deere LP-Gas Tractor the ratio is 8.75 to 1.

The LP-Gas engine is essentially the same as a gasoline engine except that the fuel enters the carburetor in the gaseous state. In the carburetor the gas is mixed with air in the proper proportions and metered to the cylinders.



FILLING THE FUEL TANK

Fuel transfer equipment and complete instructions for handling liquefied petroleum fuel should be obtained from the dealer distributing the fuel in your community. He is fully informed on local and state regulations and will give you valuable advice on good safety practices.

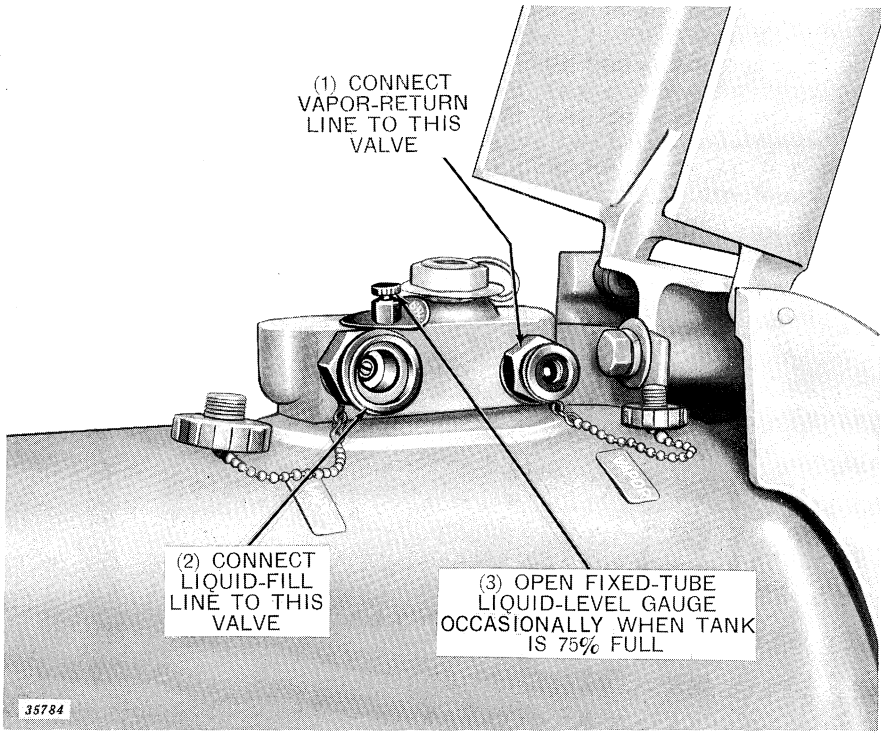
Many fuel companies furnish fuels of different composition for winter or summer use. These fuels are properly blended to give best performance during the prevailing season. Consult your fuel dealer before having your storage tank filled.

This John Deere LP-Gas Tractor is designed to use a mixture composed of a maximum of 60% butane. A greater percentage of butane can result in excessive detonation under heavy loads in hot weather due to the lower octane rating of this fuel. Also, difficult starting in cold weather may be encountered due to lack of fuel pressure.

Before filling the tank or operating the tractor, familiarize yourself thoroughly with all safety precautions relative to the handling and use of LP-Gas. Also, be sure to comply with all regulations specified in the National Board of Fire Underwriters' Pamphlet No. 58.

It is a good idea to open the VAPOR withdrawal valve, close the LIQUID withdrawal valve and run the engine on vapor for about a half hour before filling the tractor fuel tank. This will reduce pressure in the tank and make filling easier.

Attach the VAPOR-RETURN LINE from the storage tank to the VAPOR-RETURN valve on top of the tractor fuel tank. The vapor-return valve is the smaller of the two valves. Always connect the vapor-return line first to equalize the pressure in the two tanks.



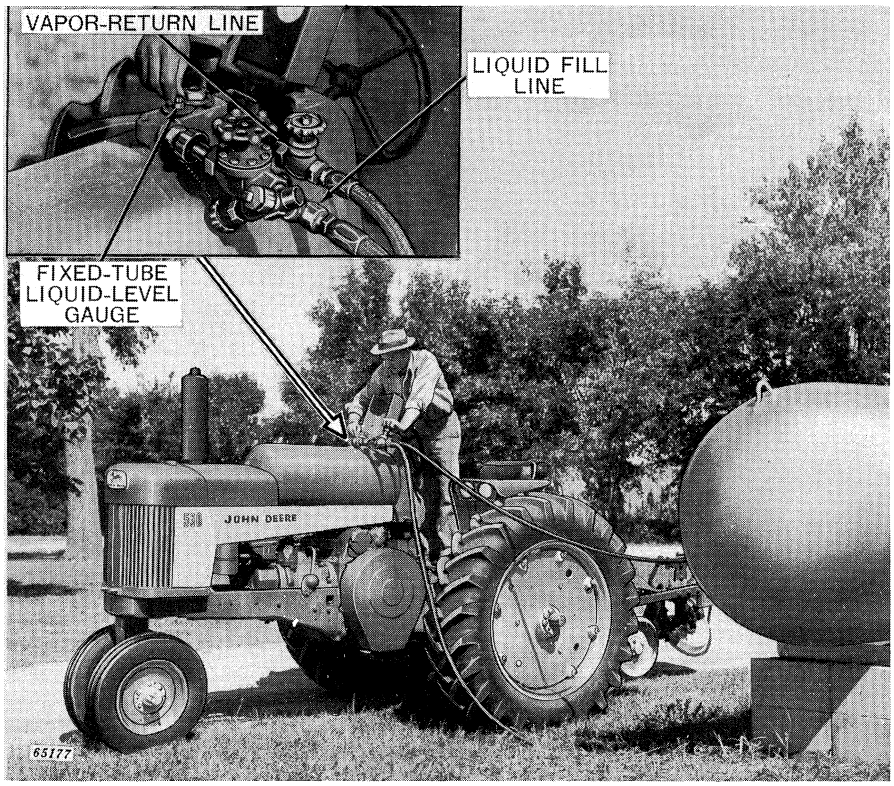
Fuel Tank Filling Connectors

Attach the LIQUID-FILL LINE from the storage tank to the FILLER valve.

Watch the fuel gauge on the instrument panel and, when it shows the tank to be about 75% full, begin opening the fixed-tube liquid-level gauge momentarily at frequent intervals. When fuel comes out of this gauge in the form of a liquid spray, the tank is 85% full. The tank should never be filled beyond this point.

Operators have been known to open the fixed-tube, liquid-level gauge to let pressure escape to atmosphere so the tank will fill faster. **This is particularly hazardous; the practice is strictly prohibited by all fire and safety codes, and common sense should forbid such procedure.**

CAUTION: Never smoke or light a match while fuel is being transferred from the storage tank to the tractor tank. Never fill the tractor tank while engine is running or while tractor is in a closed building.



Transferring Fuel from Storage Tank to Tractor Fuel Tank

OPERATING INSTRUCTIONS

The suggestions given on the following pages tell you how to take full advantage of the many features built into your new tractor and how to obtain long trouble-free service. By following the instructions, you will be able to perform your tractor work efficiently and avoid conditions likely to cause injury or damage.

• STARTING THE ENGINE •

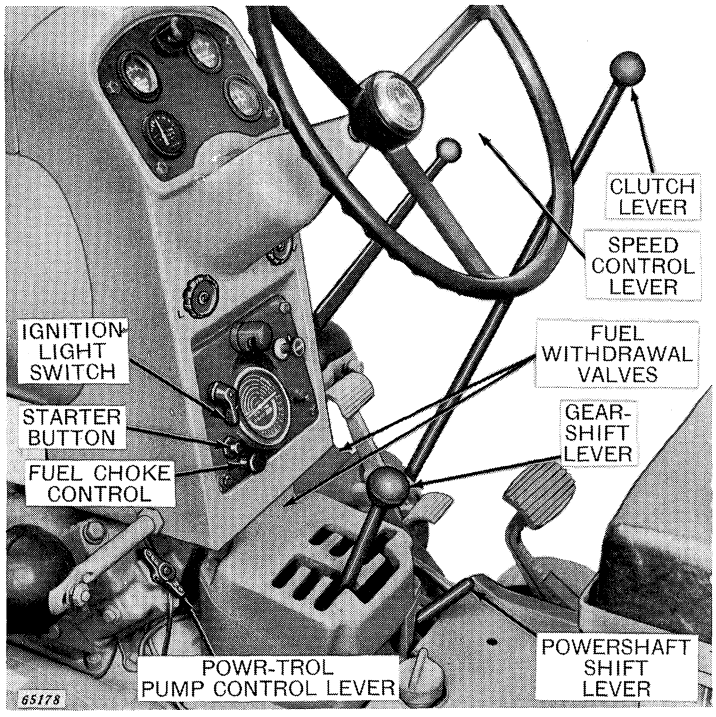
(1) See that gearshift lever is in neutral and that clutch is disengaged (pulled to the rear).

(2) In cold weather disengage the Powr-Trol pump and the powershaft shift lever to relieve drag on cranking motor caused by cold oil.

(3) Set speed-control lever in the closed or slow-idle position.

(4) Open the VAPOR withdrawal valve slowly. If the valve is opened too fast it may cause the excess flow valve to close and prevent normal flow of vapor. If this happens, close the vapor withdrawal valve to reset the check valve, then open the vapor withdrawal valve slowly.

(5) Turn ignition-light switch to "I" position.

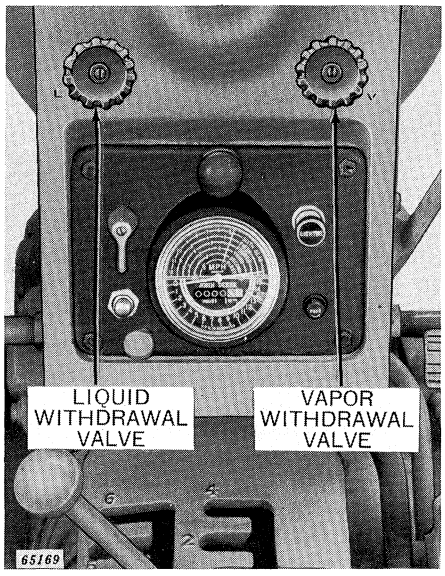


Starting Controls

(6) Push the starter button.

(7) In cold weather, if the engine does not start immediately, pull the fuel choke control all the way out, then gradually push it in until engine starts. Normal running position is with choke control all the way in.

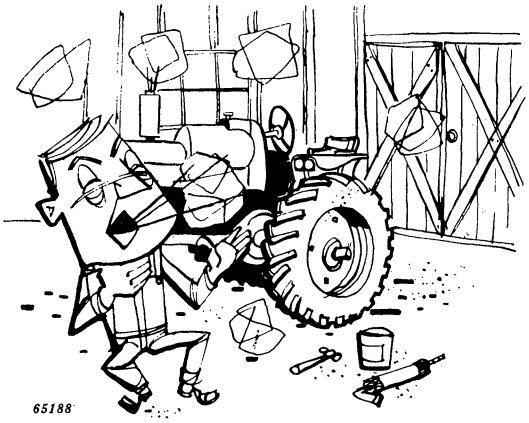
(8) After the engine is started, operate it on vapor until the cooling system is warm, then slowly open the LIQUID withdrawal valve and close the VAPOR withdrawal valve.



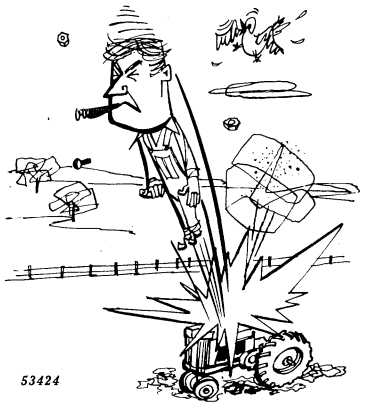
Liquid and Vapor Withdrawal Valves

(9) Regulate engine speed by the speed control lever. The engine is set to run at the correct speed when the tractor leaves the factory; 1325 rpm for full load; 600 rpm for slow idle; and approximately 1460 for fast idle. **CAUTION: Under no circumstances should the engine be operated at a fast idle speed over 1470 rpm.**

(10) Watch the oil pressure gauge when the engine starts. If the hand on the gauge is not between "M" and "H" when the speed control lever is pushed forward, stop the engine immediately and determine the cause of the low oil pressure.



Always Make Sure There Is Plenty of Ventilation Before Starting Tractor Engine



Never Smoke Around the Tractor When Filling the Fuel Tank

• WARM-UP PERIOD •

Before placing your tractor under full load, be sure it is warmed up to proper operating temperature. When starting to work with a cold tractor it is best to operate for about 30 minutes in a lower gear than is normally required for the load. This will give the oil a chance to circulate freely and will prevent undue wear on engine and transmission parts.

The warm-up period is particularly important when the tractor is operating in and out of dairy barns during extremely cold weather. Because of the high humidity in most dairy barns there is a tendency for moisture to collect in the crankcase. If the engine is not warm, the moisture may freeze resulting in lowered oil pressure. This condition will be reduced to a minimum during cold weather if the engine is allowed to idle for a few minutes to warm it up thoroughly before it is driven into the barn. It is also advisable to change the crankcase oil more frequently. (See page 67).

• RUN-IN PERIOD FOR THE NEW TRACTOR •

Engine Run-In Period.

Your new tractor was shipped from the factory, with special "breaking-in" oil in the crankcase.

To be sure that all bearing surfaces will be properly lubricated, operate the tractor on a part load for the first 20 hours of operation with the "breaking-in" oil in the crankcase, then drain out the "breaking-in" oil and refill the crankcase with new oil as recommended on page 60.

Powr-Trol System and Powershaft Clutch Run-In Period.

The Powr-Trol system and powershaft clutch housing are also filled with "breaking-in" oil when the tractor is shipped from the factory. After 20 hours of Powr-Trol and powershaft clutch operation, drain out the "breaking-in" oil and fill the system as instructed on pages 70 and 71.

The powershaft clutch should also be checked for proper adjustment after 20 hours of powershaft operation. For instructoins on checking and adjusting the clutch, see page 89.

• OPERATING THE TRACTOR •

Your John Deere Tractor has six forward speeds and one reverse speed. These various speeds not only give you the flexibility and adaptability you want, but they also enable you to balance the load and the speed for maximum economy. However, if you are handling a light load and want to travel at slow speed, it is far better to put your tractor into the gear which gives you the speed you want than to use a higher gear and throttle down.

DRIVING THE TRACTOR.

(1) With the engine running, release the brake latches on both rear wheel brakes. Press down on the brake pedals to prevent the tractor from moving.

(2) Pull the clutch lever back until pulley brake stops the pulley from rotating. Let go of the clutch lever.

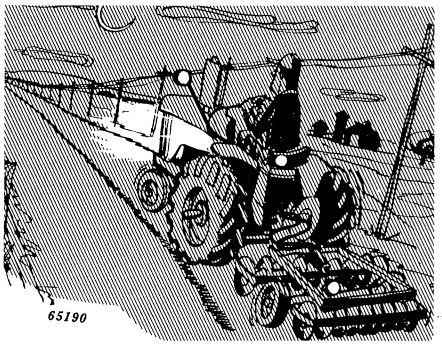
(3) Move the gearshift lever into the gear speed desired. If gears do not shift freely, move the clutch lever forward slightly, permitting the pulley to turn slowly. This allows gear teeth to line up for easy shifting. Shift gears carefully. Clashing gears cause unnecessary wear and breakage. Be sure the gear shift lever is moved far enough to place gears in full mesh.

Clashing Gears Cause Unnecessary Wear

(4) When gears are shifted, push clutch lever forward slowly until the tractor picks up speed, then give the clutch lever a quick forward thrust until the clutch snaps into engagement.

DRIVING AT NIGHT.

When towing implements or driving on a public road at night or during other periods of poor visibility, use warning lamps to prevent a collision. Your John Deere dealer can supply you with a tractor-mounted warning lamp and a companion implement-mounted warning lamp which clearly mark the "passing side" of both the tractor and the implement.

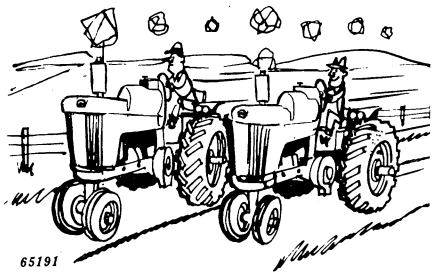


Use Warning Lamps When Driving at Night

The tractor warning lamp is mounted on the end of a mast. On hilly roads you can easily swing the lamp directly overhead to give other vehicles advance warning.

HIGH-SPEED DRIVING.

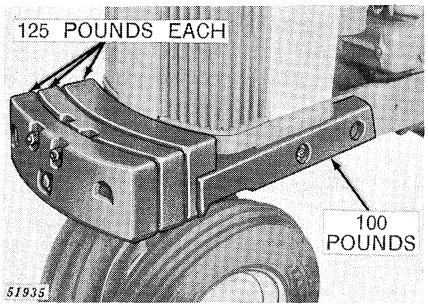
The purpose of the high-speed gear in your tractor is to save you time on highways or on smooth-surfaced secondary roads when going to and from your fields. Regardless of road or field conditions, use care when driving your tractor in high gear. Fast driving is the cause of many accidents. As a safety measure, shift to a lower gear, particularly over rough ground.



Do Not Race Along Highways. Observe All Traffic Rules

FRONT END BALLAST.

Under severe traction conditions requiring maximum rear wheel ballast, add ballast to the front end to maintain satisfactory stability. Also use front end ballast when using heavy rear-mounted integral implements, and when operating the tractor on hilly or steep terrain. Easily installed cast-iron front end weights, available from your John Deere dealer, will provide the desired stability. However, front end ballast **cannot** maintain desired stability if the tractor is driven too fast over rough ground with heavy rear-mounted tools in the raised position. When transporting these tools **play safe and drive slowly.**



Front End Weights

USING THE BRAKES.

Independent brakes on your John Deere Tractor enable you to use the brakes as steering aids when making sharp turns at row ends.

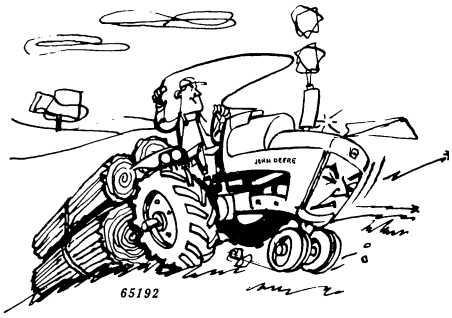
At high speed (5th and 6th speeds), apply the brakes evenly to avoid drawing the tractor to one side.

NOTE: Reduce engine speed first before applying brakes.

Do not apply brakes suddenly, especially when one wheel is spinning. To do so suddenly throws a tremendous load on the transmission and can cause breakage.

OVERLOADING.

Your tractor is designed and built to handle economically and efficiently all jobs within its range of power. To use your tractor on loads beyond its power range causes undue strain on all its parts and will eventually result in unnecessary repair expense and poor operation. An overloaded tractor usually can be detected by a gradual slowing down in speed and a slowing down and laboring of the engine.



Do Not Overload the Tractor

Your tractor was designed to pull its normal load with the carburetor near the three-quarter open position, but 20 to 25 per cent of its power beyond the normal load is available to pull you through tough spots in the field or to clean out a belt machine that has been fed unevenly.

As soon as the carburetor reaches the full-open position, you are using its full power. Beyond this, you are overloading your tractor.

HITCHING.

All drawn tools should be hitched to the drawbar. Do not draw or pull anything from any other place on the tractor. Do not attach a towed load

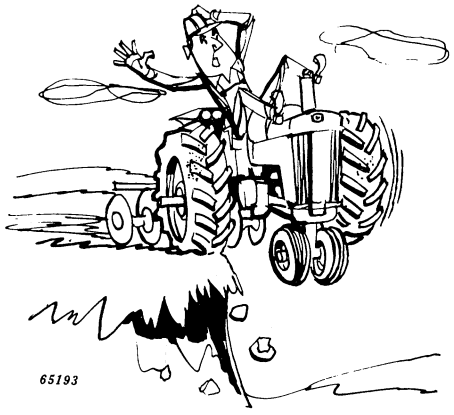
to the implement hitch bar if your tractor is equipped with Universal 3-Point Hitch (see page 39.)

When hitching the tractor to a heavy load by means of a long chain take out any slack in the chain before the power is applied to eliminate jerking into the load.

Use an adequate pin with lock to connect towed implement to drawbar.

STOPPING THE TRACTOR.

To stop the tractor, throttle engine down and disengage clutch. The rear wheel brakes can then be used to bring the tractor to a full stop.



Never Drive Too Close to Ditches

Do not use the pulley brake to stop the tractor. This shortens the life of the pulley brake lining.

To reduce wear on clutch facings, always place gearshift lever in neutral after disengaging clutch, and then re-engage clutch if engine is idling. THIS IS IMPORTANT.

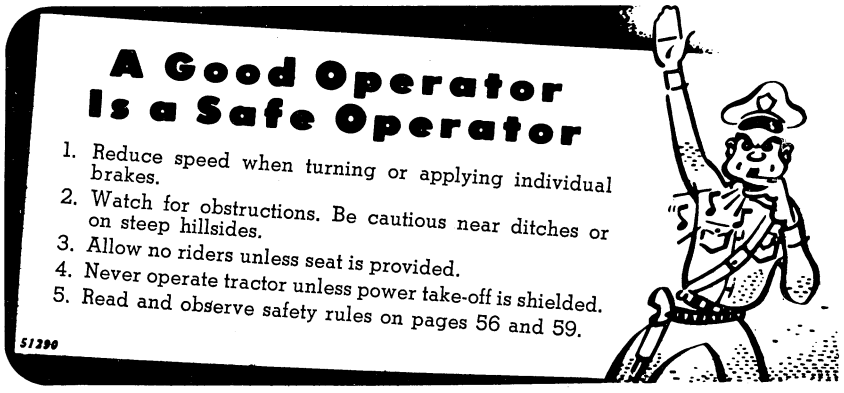
STOPPING THE ENGINE.

(1) Before stopping the engine, allow it to idle for a minute, **then close the withdrawal valves** and let the engine run until fuel in the convertor is exhausted and engine dies. With the fuel lines partially empty, there is no chance of damage to the various parts due to changes in temperature and pressure of the fuel.

Also, if liquid fuel is left in the lines, when the engine is stopped, hard starting may result, as this liquid will tend to flood the engine.

Be sure withdrawal valves are left closed. This is a recommended safety procedure.

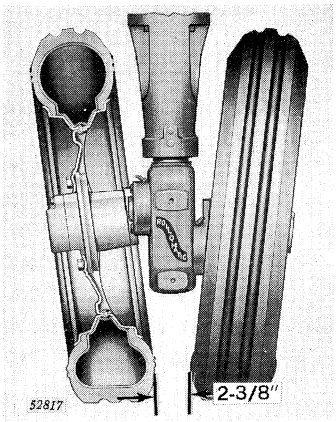
(2) **Turn the ignition switch off.**



• FRONT WHEEL TREAD ADJUSTMENT •

DOUBLE FRONT WHEEL AND ROLL-O-MATIC SPACING.

The space between the front wheels can be set at 2-3/8 or 6-1/4 inches by reversing the wheels.

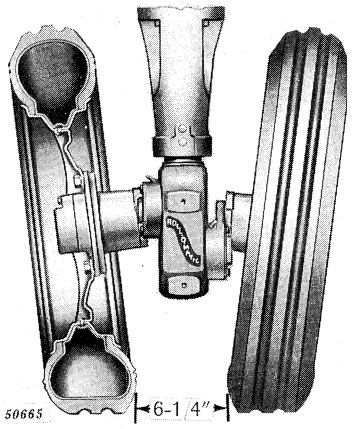


Front Wheels Set at Narrow Spacing

For easier steering during normal field operations, the wheels should be set to the narrow position.

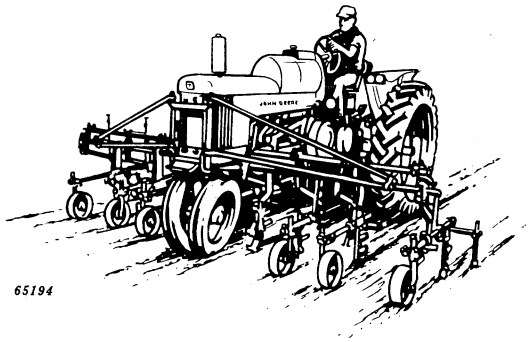
Where listed crops are grown, it will be easier for the operator to keep the front wheels on the listed ridges if the spacing between the front tires is increased by removing the six hub bolts and reversing the wheels.

This extra clearance is also an advantage when the tractor is operated in muddy conditions. Mud will not accumulate under the frame or "ball up" between the wheels.



Front Wheels Set at Wide Spacing

A heavy-duty Roll-O-Matic front end is available for use with large front-mounted equipment such as loaders and four-row cultivators equipped with fertilizer attachments. The extra ruggedness of this assem-



bly permits the tractor to be used with equipment which would overload the regular front end. The heavy-duty Roll-O-Matic uses 6.00 x 16, 6-ply tires.

ADJUSTABLE-TREAD FRONT AXLE.

The telescoping adjustable-tread front axle provides tread widths of 48 to 80 inches. From 48 to 68 inches adjustment can be made in 2-inch steps. From 68 to 80 inches the adjustments are made in 4-inch steps. (To obtain the 80-inch tread the wheels must be reversed.)

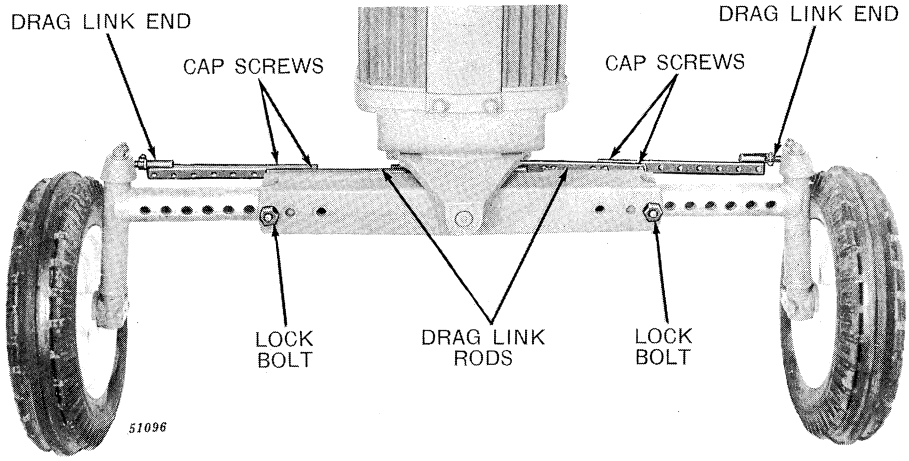
To change tread width, remove lock bolts which hold telescoping portions of axle together and two cap screws on drag link rods.

Jack up the front of the tractor and move front axle knees to the desired tread width. Replace bolts and cap screws. Coat any unpainted surfaces with rust preventive or heavy grease.

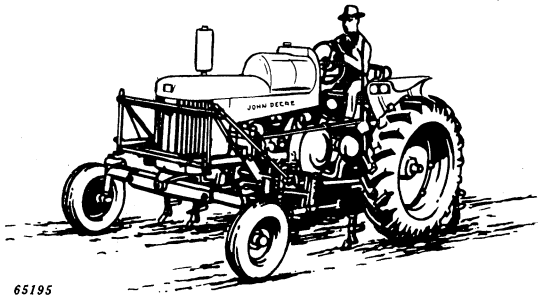
TOE-IN ADJUSTMENT.

Turn the steering wheel until the front wheels are pointing straight ahead, parallel to the center line of the tractor.

Measure the distance from tire to tire at axle height, at front of tires and at rear of tires. The front measurement should be 1/8 to 3/8-inch less than the rear measurement. If toe-in is incorrect, disconnect drag links and screw drag link ends in or out until adjustment is correct. **Both wheels must have equal toe-in.**



Front Wheel Tread Adjustment and Toe-In Adjustment



• REAR WHEEL TREAD ADJUSTMENT •

RANGE OF ADJUSTMENT.

No matter what crops you grow, no matter what row spacings are required, you can obtain the exact wheel tread you need.

On a tractor equipped with regular axles and regular 36-inch wheels the tread can be adjusted from 56 to 88 inches.

On a tractor equipped with long axles and regular 36-inch wheels the tread can be adjusted from 62-1/2 to 97-3/4 inches.

Reversing the wheels on the axle is not necessary to obtain these tread ranges.

On tractors with long axles and off-set wheels with 36-inch tires the tread can be adjusted from 56 to 91-1/4 inches without reversing the wheels, and from 68-3/4 to 104 inches by reversing the wheels.

On tractors with power-adjusted rear wheels, the tread range is 56 to 94 inches on a regular axle and 59 to 104 inches on long axles.

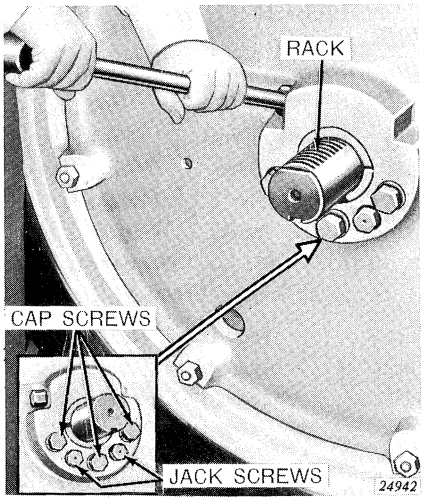
CHANGING REAR WHEEL TREAD.

Two means of adjusting wheel tread are provided. Intermediate adjustments are made by a pinion gear located in the wheel hub which engages a rack on the axle. Turning the pinion gear causes the wheel to slide in or out on the axle.

Extreme adjustments are obtained by changing the position of the tire and rim on the wheel.

Pinion and Rack Adjustment.

Rotate the wheel until the rack on the axle is up as illustrated. This position is important to provide proper action between the pinion gear and rack.



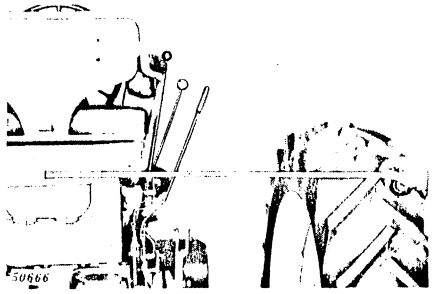
Adjusting Rear Wheel Tread

Loosen the three cap screws and screw them out 1/4 to 3/8-inch.

Turn the two jack screws clockwise with a wrench until the outer groove in each jack screw is flush with the outer surface of the wheel hub.

Jack up the rear end of the tractor and move the wheel in or out on the axle by turning the pinion shaft with the flywheel wrench furnished with the tractor or any other suitable wrench.

It is important that both wheels be set the same distance from the center of the tractor. A slotted hole at the back of the seat is on the exact center line of the tractor. When



Measuring Distance from Center of Tractor to Tire

setting rear wheel tread, use this slot to get the wheels spaced just right.

When desired wheel setting has been obtained, back out the jack screws until inner groove of each jack screw is flush with face of hub. Tighten cap screws securely. Avoid adjusting wheel too close to the rear axle housing. It is possible to damage the adjusting pinion when the hub is tightened.

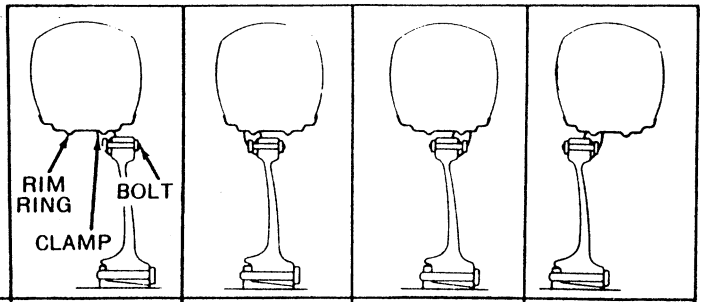
NOTE: The adjustment described above can be made with two wheel weights installed. If additional weights are attached they must be removed to obtain wrench clearance for turning the pinion.

Changing Position of Rim on Wheel.

To obtain the extreme tread adjustments which cannot be made with the rack and pinion, shift the position of the rim on the wheel. The rim is held to the wheel by eight clamps which engage one of two raised rings around the inside of the rim. The clamps bolt to either side of the lugs on the wheel and can engage either of the two rings in the rim. Thus, four combinations are available. The maximum and minimum tread widths that can be obtained in each of the four combinations are shown in the chart below.

To change position of rim, jack up the tractor until there is little or no weight on the tire. Remove the rim clamps and shift the wheel in or out by means of the rack and pinion until the proper side of the clamp lugs lines up with the proper rim ring to give the desired setting. Install clamps and tighten retaining cap screws securely.

NOTE: To obtain the maximum tread width of 104 inches on tractors with long axles, it will be necessary to reverse the wheels.



Regular Axles	56"-73"	64"-81"	63" 80"	71"-88"
Long Axles	62-1/2"-82-3/4"	70-1/2"-90-3/4"	69-1/2" 89-3/4"	77-1/2"-97-3/4"
Long Axles, Offset Wheels, "Dish" in	56"-76-1/4"	64"-84-1/4"	63" 83-1/4"	71"-91-1/4"
Long Axles, Offset Wheels, Wheels Reversed, "Dish" Out	87-3/4"-104"	79-3/4"-96"	80-3/4"-97"	72-3/4"-89"

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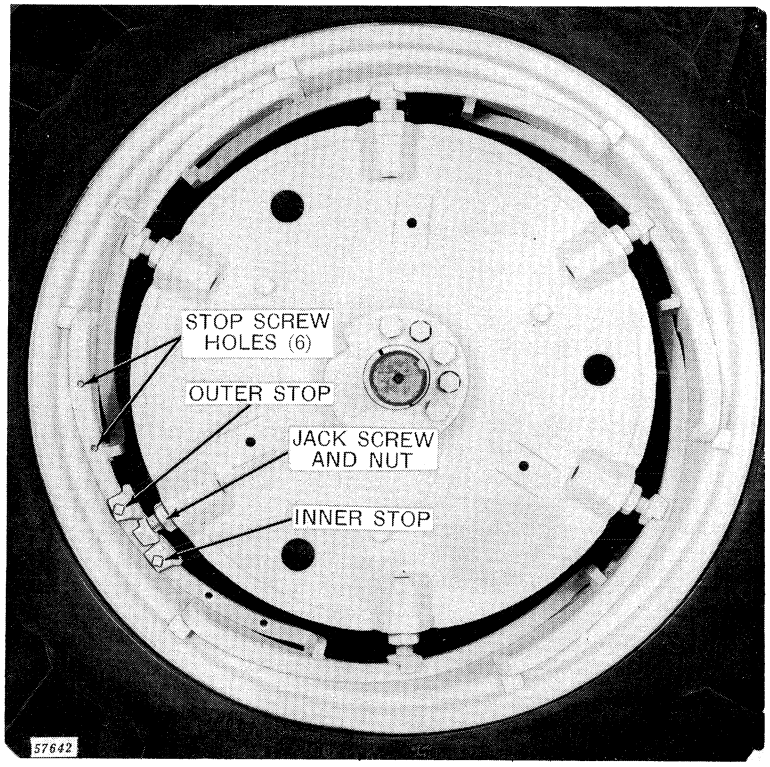
Rear Wheel and Rim Combinations (General Purpose Tractors)

• POWER-ADJUSTED REAR WHEELS •



Power-Adjusted Rear Wheel

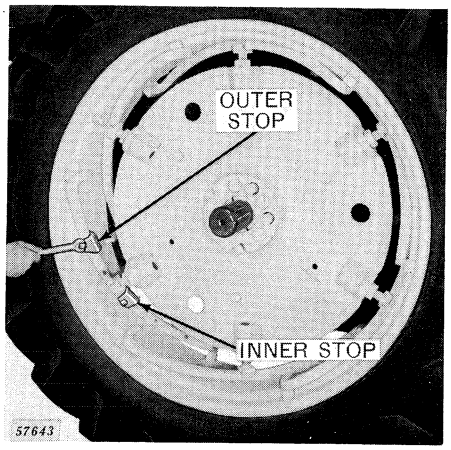
Power-adjusted rear wheels, optional equipment on your General-Purpose tractor, make it possible for you to change wheel tread by engine power without jacking up the tractor. In addition to this special feature, the power-adjusted wheels can be moved in or out on the axles by means of a pinion and rack just like regular wheels. (See page 30.)

The power-adjusted wheels give you seven different tread settings of 4 inches apart, or a total of 24 inches of adjustment without moving the wheels on the axles.

Notice that the power-adjusted wheels have six "jack screws" which clamp the wheel disks to spiral rails on the rims. One rail has six holes into which stops can be placed to "predetermine" the new wheel setting. **CAUTION: If tread is to be decreased to the minimum, position wheel far enough outward on axle to allow travel of power-adjusted rim inward without interference with either fenders or belt pulley shield.**

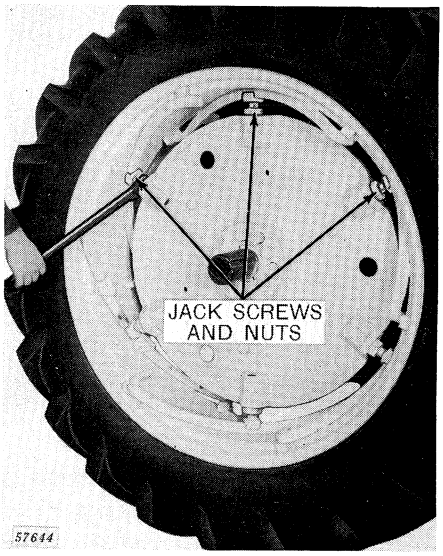
Adjust wheels one at a time.

To change tread adjustment, first remove the screw in the stop on the side of the rail toward which the wheel is to be rotated. Move the stop to the new tread position, then replace and tighten the set screw through the proper hole in the rail.



Setting Stops

Now loosen the nuts on the three uppermost adjacent jack screws, using the special wrench provided.



Loosening Jack Screws and Nuts

Start the tractor engine and shift into first or reverse gear.

To move the left wheel outward or the right wheel inward, use first gear.

To move the left wheel inward or the right wheel outward, use reverse gear.

Apply the brake on the side which is not being adjusted and slowly engage the clutch. The wheel disk will rotate until the jack screw contacts the preset stop. Disengage the clutch and shift to neutral. Move the second stop against the jack screw and tighten set screw securely.

Tighten the three loosened jack screw nuts an equal number of turns until each nut is tightened to the equivalent of 250 foot-pounds torque. This is approximately the same as 160 pounds pull on the wrench at the hole near the end of the handle.

Adjust jack screws until the distance from the heel of the jack screw to top of nut is equidistant on all jack screws.

Now adjust the second wheel in the same manner.

Recheck all jack screw nuts for proper tightness after the tractor has been operated a short time. *NOTE: It is very important that the nuts be tightened evenly to keep the rim centered around the wheel disk.*

Never lubricate the jack screw nut bearing surface or the mating surface on the cast disk drive wheel.

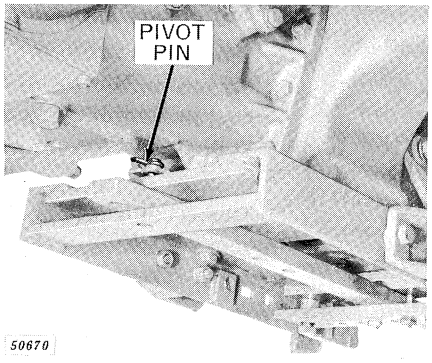
The complete range of tread widths can be obtained, both on tractors equipped with regular or long axles, without reversing the wheels.

• DRAWBAR ADJUSTMENTS •

Hitch all drawn equipment *only* to the drawbar. Do not attach a towed load to the implement hitch bar if your tractor is equipped with Universal 3-Point Hitch. Use an adequate pin with lock to connect towed implements to the drawbar.

The drawbar has three main adjustments which, together with adjustments provided on the plow or other drawn implement, enable the operator to obtain a correct line of draft. Correct line of draft is essential for greatest amount of drawbar pull, easy steering, and least amount of rear wheel slippage.

To make the various drawbar adjustments, line up handle on drawbar pivot pin with slot on drawbar front support. Lift up pin and move swinging drawbar to desired position. Drop pin in place and turn handle to lock.



Drawbar Pivot Pin

LENGTHWISE ADJUSTMENT.

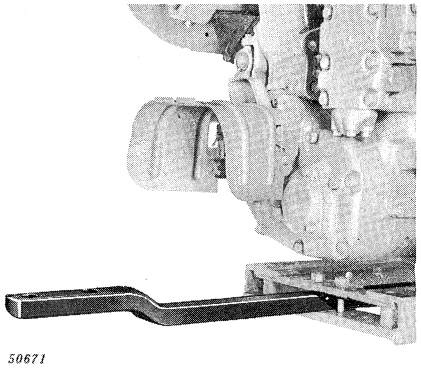
The swinging drawbar can be adjusted lengthwise so drawn implements can be hitched closer to or farther from the tractor. (See next page.)

Tractors are shipped from the factory with the swinging drawbar in the short position. This position is recommended for general work.

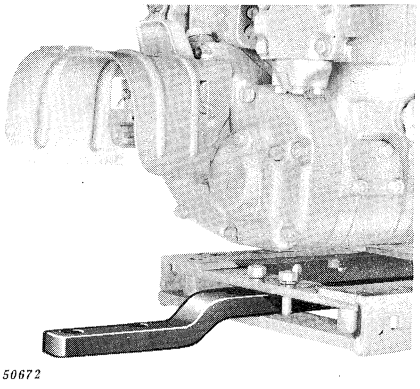
VERTICAL ADJUSTMENT.

Due to variable land conditions and variable heights of hitch points on tractor-drawn implements, the drawbar may have to be raised or lowered to obtain maximum traction and effective steering. Turn the swinging drawbar over to change its height.

If the tractor drawbar is placed too high the drawn implement may pull down on the rear end of the tractor raising the front end, causing difficult steering. If the tractor drawbar is too low, it will tend to raise the rear wheels causing slippage and loss of power at the drawbar.



Drawbar in Long High Position



Drawbar in Short Low Position

HORIZONTAL ADJUSTMENT.

The crossbar, upon which the swinging drawbar swings, has a series

of holes used for locking the swinging drawbar in any one of a number of fixed horizontal positions. Bolts or pins dropped in the holes on both sides of the swinging drawbar will hold it in place.

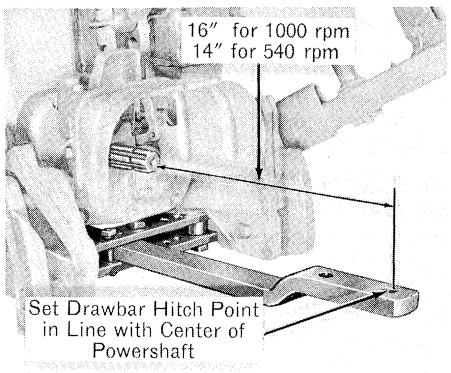
For disking, harrowing, and other similar work where it is necessary to turn corners under load, the drawbar should be free to swing.

RELATION BETWEEN DRAWBAR AND POWERSHAFT.

When powershaft is used, set swinging drawbar in line vertically with center of powershaft and lock it in position by tightening drawbar locking bolts.

If the tractor has a 1000-rpm powershaft, set the drawbar so the hole in the end is 16 inches behind the end of the powershaft.

If the tractor has a 540-rpm powershaft, set the drawbar so the hole in the end is 14 inches behind the end of the powershaft.



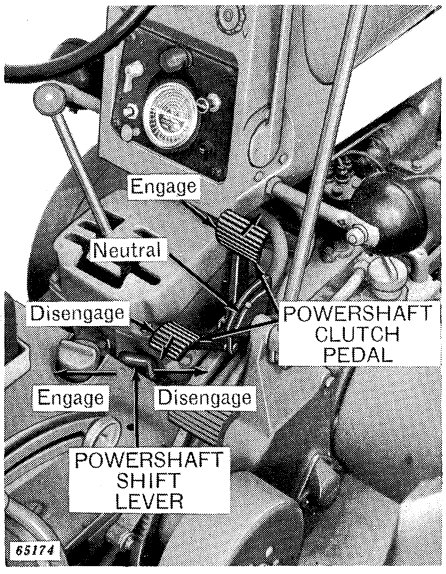
Drawbar Adjustment for Powershaft Driven Implements

Possible damage to the universal joints on the drawn implement will be avoided if these simple adjustments are made before the implement is attached to the tractor.

• POWERSHAFT OPERATION •

The powershaft on your new tractor provides continuous power for operating PTO machines as long as the engine is running. Its operation is completely independent of the transmission or main clutch.

To engage the powershaft, stop the engine and push the powershaft shift lever to the left. It may be necessary to turn the engine over to engage the gears.



Powershaft Shift Lever and Clutch Pedal

The powershaft is started and stopped by a special clutch which makes it easy and convenient to operate the shaft independent of tractor motion. The clutch is operated by a double pedal located to the right of the gearshift lever. Pushing

forward on the upper pad of the double pedal engages the clutch. When engaging the clutch, push the upper pedal pad slowly forward to take up the load gradually. Pushing the lower pedal pad part way down disengages the powershaft and places the clutch in a "neutral" position, making it easy to turn the powershaft by hand to line up the splines when connecting to powershaft driven implements or when adjusting the clutch. **CAUTION: Never turn the powershaft by hand with the engine running.** Pushing the lower pedal pad all the way down until it latches, applies a brake to the powershaft to keep it from turning when not in use.

CAUTION: Never clean out a powershaft-driven machine unless the engine is stopped.

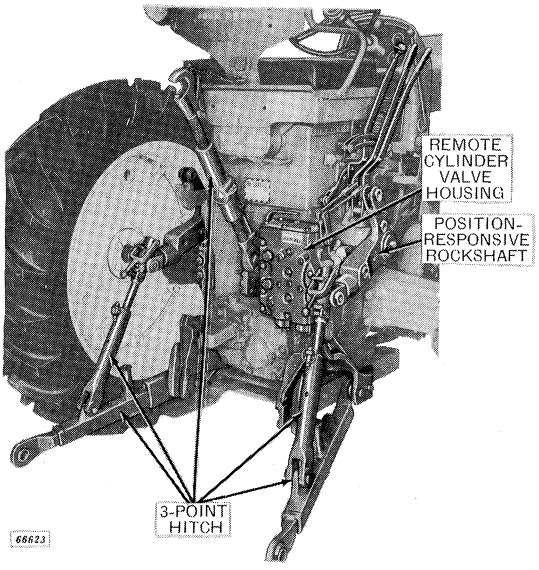
NOTE: Whenever the powershaft is used for stationary work, the engine clutch should always be engaged to rotate the pulley.

It is good practice to disengage the shift lever when the powershaft is not in use.

CAUTION: Keep power take-off shield in place at all times except when using certain integral equipment which requires its removal. Never remove the flipper guard. Make it a rule never to dismount from the tractor without first disengaging the powershaft.

When using the powershaft, be sure the drawbar is set and locked in the correct position. (See page 39.)

• CUSTOM POWR-TROL •



Custom Powr-Trol Components

John Deere Custom Powr-Trol is an advanced hydraulic system which controls the working depth and working position of various implements used with the tractor. It is completely independent of the clutch or power-shaft and will operate whenever the engine is running and the pump is engaged. The system consists of one, two, or three hydraulic circuits:

(1) "Position-responsive" rear rockshaft.

(2) Rear rockshaft and one remote cylinder*.

(3) Rear rockshaft and two remote cylinders*.

In addition, a tractor with rear rockshaft may have the John Deere Universal 3-Point Hitch which provides a fast, easy means of attaching a complete line of 3-point implements to the tractor.

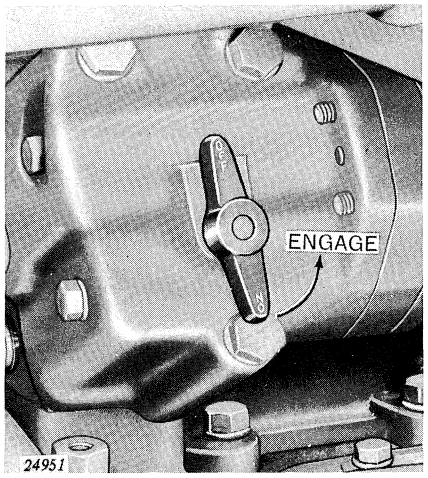
John Deere Load-and-Depth-Control, when used in conjunction with 3-point hitch, automatically maintains implement working depth when variations in ground contour are encountered. In addition, it boosts traction without changing the working depth of the implement by placing more weight on the rear wheels when the density of the soil increases slightly—or severely for short distances.

If the severe increase in soil density is of long duration, the working depth of the implement is decreased in very small increments—just enough to prevent stalling. When the "tough spot" is passed, the implement automatically returns to its preset depth.

The tractor may also be equipped with a "solid" front-mounted rockshaft operated by one remote cylinder, or a "split" front-mounted rockshaft operated by two remote cylinders.

ENGAGING THE POWR-TROL PUMP.

To engage the pump, **stop the engine** and turn the control lever counter-clockwise. It may be necessary to turn the engine over to allow the gears to engage. The pump can be disengaged with the engine idling, simply by turning the control lever clockwise. *NOTE: When not using the Powr-Trol system it is good practice to disengage the pump.*



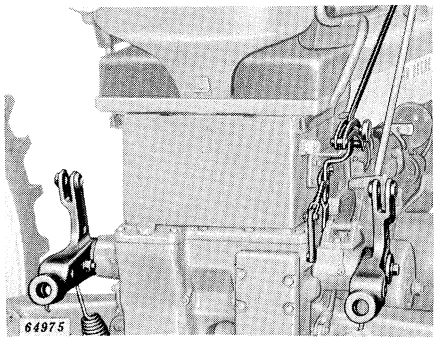
Powr-Trol Pump Control Lever

**Standard tractors may be equipped to operate one or two remote cylinders without a rear rockshaft.*

• POSITION-RESPONSIVE ROCKSHAFT •

The hydraulically-operated position-responsive rockshaft on your new tractor can be used to control a wide variety of integral and 3-point hitch tools.

"Position-responsive" means that the position of the rockshaft is always in direct relation to the position of the control lever in the quadrant. Any setting between maximum depth and maximum height can be obtained merely by moving the lever. Thus, the rockshaft can be quickly moved through its full range or "inched" to any position in-between. The rockshaft can be operated whether the tractor is moving or standing still as long as the engine is running and the pump is engaged.

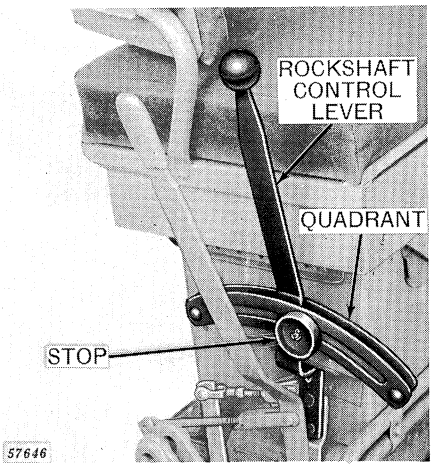


Position-Responsive Rockshaft

Control Lever.

Moving the control lever *to the rear raises* the implement, while moving the lever *to the front lowers* the implement. A depth control stop on the quadrant can be set (after a few minutes operation to determine the desired position) so that the implement always returns to the same working depth after it has been raised.

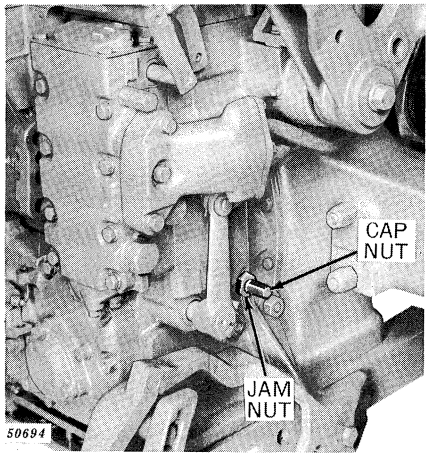
After the stop has been set, it occasionally may be necessary to vary the set depth of the implement. If you want to raise the implement slightly, move the control lever slightly to the rear. If you want to lower the implement beyond set depth, move control lever to inner side of quadrant and push it past the depth control stop.



Rockshaft Control Lever, Quadrant and Stop

Adjustment for Speed of Rockshaft Drop.

The speed at which the rockshaft (and implement) drops can be regulated by the throttle valve located on the lower right-hand side of the rockshaft housing. To adjust the valve, remove the cap nut, loosen the jam nut and turn the slotted screw "in" to decrease speed or "out" to increase speed. Retighten jam nut and install cap nut firmly on gasket seat. Adjust throttle valve to give a smooth drop of the implement or other load. Particularly when using a boom or planter, adjust for a slow drop.

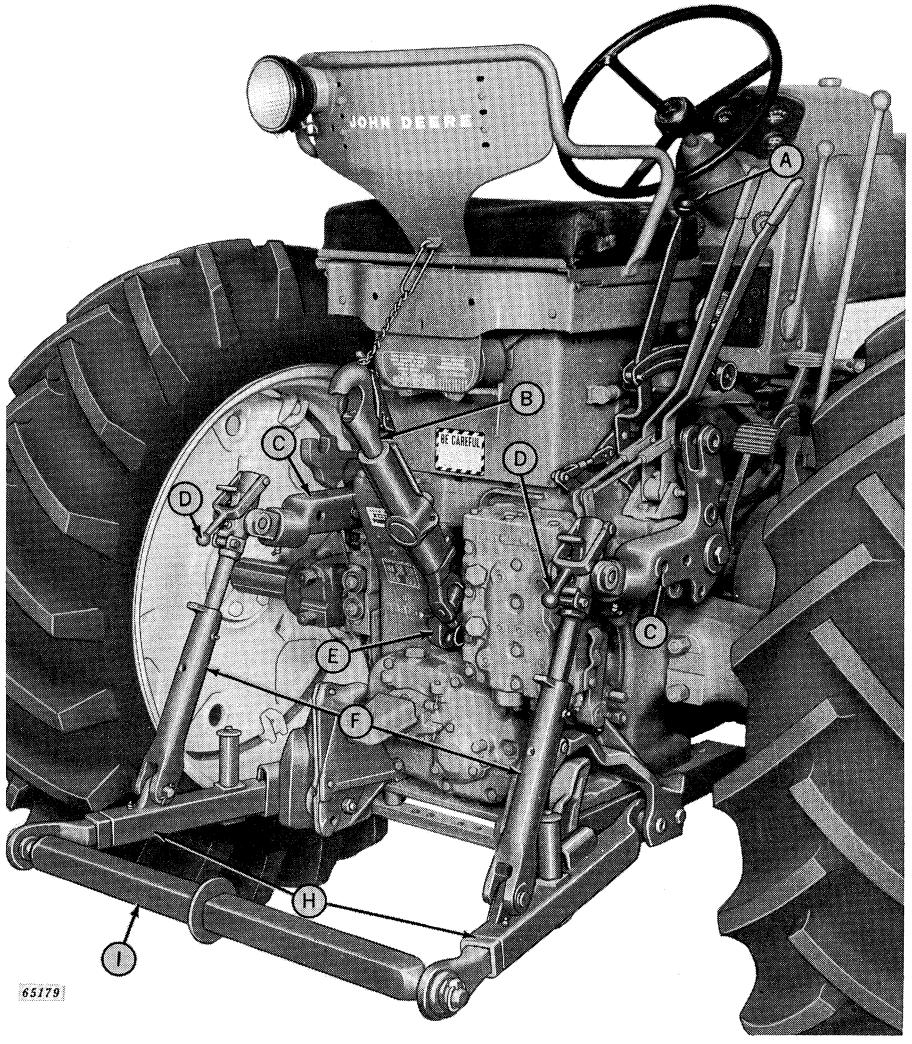


Throttle Valve Screw Cap Nut

• UNIVERSAL 3-POINT HITCH WITH LOAD-AND-DEPTH CONTROL •

The Universal 3-Point Hitch provides a fast, easy means of attaching a complete line of 3-point implement to the tractor.

The hitch consists of the position-responsive rockshaft and lift arms, the two draft links and draft link supports, the lift links which are the



A —Control Lever
B —Upper Link
C —Lift Arms
D —Leveling Cranks
E —Load Control Yoke
F —Lift Links
G —Sway Locks
H —Draft Links
I —Hitch Bar

Universal 3-Point Hitch

connection between the draft links and the rockshaft lift arms, and the easily-adjusted upper link which connects the mast of the implement to the exclusive John Deere Load-and-Depth Control System.

The rockshaft control lever, located at the side of the tractor seat, provides easy, positive control of the implement through the rockshaft hydraulic system. The position of the rockshaft (and the working position of the implement) is determined by the location of the control lever on the quadrant. Any movement of the control lever results in a corresponding movement of the rockshaft and of the implement attached to the 3-Point Hitch.

With Load-and-Depth Control the implement is able to follow variations in ground contour. Changes in the thrust placed on the upper (or center) link operate the tractor hydraulic system to keep the implement working at a very uniform depth. For instance, when tractor front wheels rise up on a ridge or drop into a depression the system responds to maintain the set working depth of the implement.

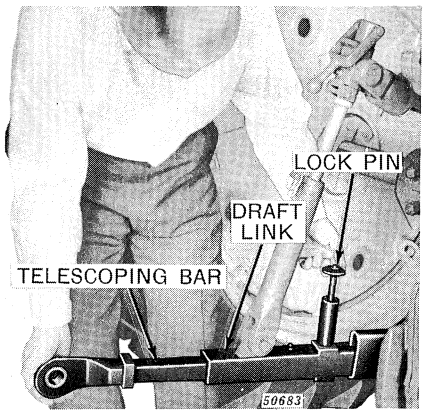
Of equal importance is the way John Deere Load-and-Depth Control boosts traction and takes full advantage of tractor power to do the best job in any soil conditions. Working depth will not vary for small changes in soil conditions or for tough spots that are small in area.

Only when there is a sustained increase in draft will there be a change in the implement working depth.

When Load-and-Depth Control is properly adjusted, only enough lifting of the implement occurs to prevent power stalls. The load on the rear wheels varies with soil conditions. Additional weight is transferred to the rear wheels when tough conditions are encountered to reduce or prevent wheel slippage.

Draft Links.

Both draft links are fastened to the drawbar frame by pivot pins and are raised and lowered hydraulically through the lift links and lift arms which are attached to the tractor rockshaft.



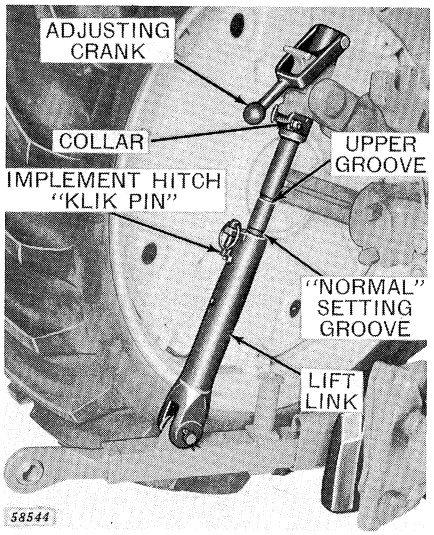
Draft Link and Lock Pin (Draft Link Extended)

The draft links have telescoping bars and swivel ball sockets which make it easy to hook up the implement crossbar even when it is not square to the tractor. The telescoping draft links may be extended to the rear after pulling up on the lock pin. After the implement is hitched to the tractor, the draft links are returned to and locked in normal operating position by backing up the tractor or lifting the links hydraulically.

Lift Links.

The lift links are attached to the rockshaft lift arms and to the draft links.

Both lift links are provided with leveling screws and cranks for lateral (or sidewise) leveling of the implement. The left lift link is usually set in the "normal" position which is indicated when the lower of two grooves cut around the lift link rod is lined up with top of lift link body.



Left Lift Link

If additional transport clearance is required for certain implements, the left lift link can be shortened, by means of the crank, to the upper groove cut around the lift link rod. This shortens the lift link 2 inches higher than the normal setting. A corresponding groove, located on the right-hand lift link rod, represents the short position. If additional working depth is required with certain implements, the left lift link may be lengthened 2 inches from the normal setting.

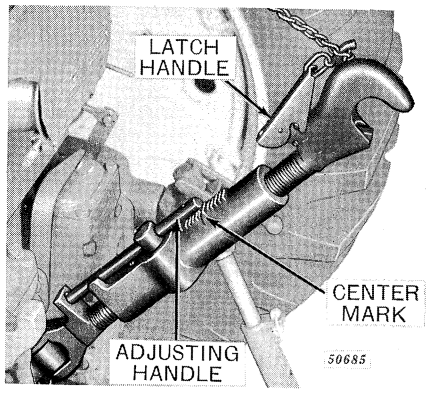
After the implement is attached, it is leveled laterally by means of the crank on the right-hand lift link.

When not in use, both lift link cranks are dropped to the rear where they lock in position and cannot turn.

Some implements are designed to "float"; that is, to follow the contour of the ground (such implements are usually equipped with gauge wheels). When using one of these implements, remove collars from top of lift links to permit up-and-down movement of the lift links. For safe keeping, install the collars below the shoulder on the lift links.

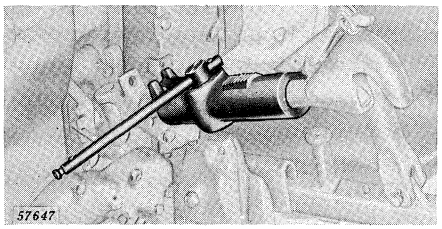
Upper Link.

The upper link provides the connection between the implement mast and the control yoke on the tractor. Thrust on the upper link actuates the Load-and-Depth Control System.



Upper Link

Fore-and-aft leveling of the implement is accomplished by changing the length of the upper link. The upper link body is equipped with a handle for this purpose. When in use, the handle is pulled back and turned until it is at right angles to the body. After proper adjustment is made, the handle is turned parallel with the body, then it is pushed forward and slipped into a hole to hold the upper link in adjustment.



Handle on Upper Link in Position for Making Fore-and-Aft Adjustment

As long as the threads projecting from both ends of the upper link body are equal in length, the center mark or projection on the body, when lined up with rear end of handle, indicates normal fore-and-aft adjustment with the link 24-1/4 inches long. Other settings will be necessary for various implements. Each projection on the body represents 1/2-inch change in length of the upper link. Some implements such as disk harrows, disk tillers and disk plows require a longer upper link as an aid in getting penetration of the rear of the implement.

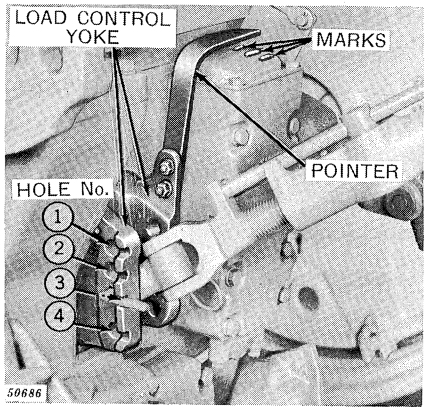
After upper link is attached to ball on implement mast, the latch handle must be pushed down to insure that it is in locked position. Snap the end of the support chain in the hole in right-hand side of body to prevent it from wedging between the implement mast and the upper link hook.

When upper link is detached from implement mast, **wrap the chain around hook on top of upper link hook and fasten the snap on end of chain to clip on rear of seat.**

Load Control Yoke and Pointer.

The load control yoke has four attaching holes for the upper link. These holes determine the sensitivity of the Load-and-Depth Control System. The bottom hole (No. 4) is the most sensitive and the top hole (No. 1) least sensitive.

The proper hole to use is specified



Load Control Yoke and Pointer

in most John Deere Implement Operator's Manuals. If you are using an implement for which this information is not available, refer to chart on page 44. In addition, markings underneath a pointer attached to the control yoke, enable you to check to see that the proper hole is being used.

When tractor and implement are in operation, the rear edge of the pointer should "float" over the center mark underneath the pointer. The position of the pointer indicates the amount of compression on the load control spring.

If pointer hovers over front marker, there is not enough compression and tractor may pull the implement out of the ground when it goes over a hump or when the front wheels drop into a hole.

If pointer hovers over rear mark, there is too much compression on the load control spring and the hydraulic system may not respond to an increase in draft. When this happens, there will be no load control and, in extreme conditions, the tractor may stall.

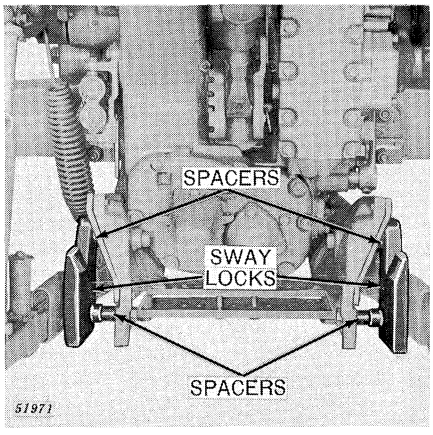
If the rear edge of pointer hovers over the rear mark, move upper link to a higher hole. If the rear edge of the pointer hovers over front mark, move upper link to a lower hole.

Implements Not Requiring Load-and-Depth Control.

There are certain self-gauging implements for which Load-and-Depth Control is not required. When using these implements, the upper link is installed in top (No. 1) hole in control yoke. The Load-and-Depth Control is essentially insensitive when upper link is installed in this position. *When using implements which are self-gauging, the control lever must be pushed to the forward end of the quadrant.*

Sway Locks.

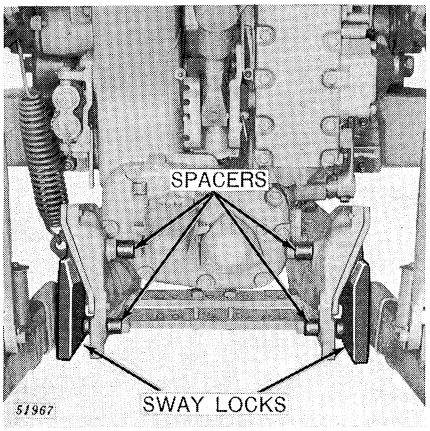
When using some implements such as bedders, tool bar cultivators, rear blades, etc., which require accurate trailing behind the tractor, it is necessary to eliminate implement side motion. In these cases, sway locks must be installed on the outside of the draft link supports. If the implement has a wide spacing between the draft link attaching points (*Category II implements with 1-1/8-inch hitch pins), spacers are used between the sway locks and the draft link supports.



Sway Locks Installed in Wide Position

If the implement has a narrow spacing between the draft link attaching points (*Category I implements with 7/8-inch hitch pins), the spacers are installed inside the draft link supports.

Normally, even with sway locks installed there is a small amount of implement side motion. If it is desirable to eliminate all side motion, washers can be used to shim the sway locks outward.



Sway Locks Installed in Narrow Position

Sway locks should not be used with such implements as plows, disk harrows, and tillers. The rear of these implements is a considerable distance behind the tractor and the implements should be free to trail.

When implement is in the transport position, sway is restricted by cam action on the draft link supports.

For recommended use of sway locks with various types of implements, see chart on page 48.

**For definition of categories I and II see next page.*

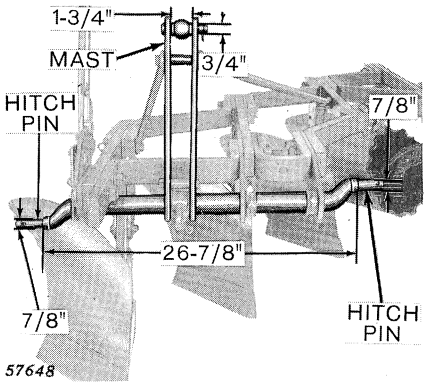
Implement Hitch Bar.

Some implements require a separate hitch bar which attaches between the two draft links. The hitch bar is illustrated on page 39. See page 46 for instructions on hitching implements to the hitch bar.

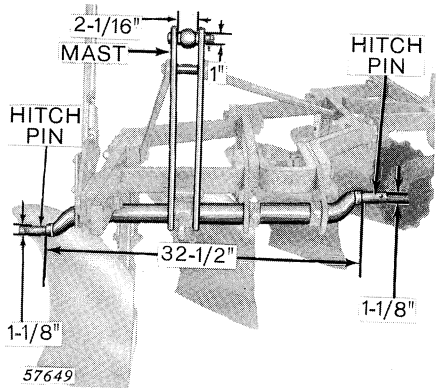
CATEGORIES I AND II IMPLEMENTS.

Two classes of implements are available for use with tractors having a three-point hitch. These implements are classed as Category I or Category II, depending on the dimensions of the attaching points.

Distinguishing dimensions of each category are shown in the illustrations below.



Distinguishing Dimensions of Category I Implements



Distinguishing Dimensions of Category II Implements

Category I implements have 26-7/8 inches between the shoulders of the hitch pins, which are 7/8-inch in diameter. They also have 1-3/4 inches between inside surfaces of mast, and a 3/4-inch diameter hole at mast attaching point.

Category II implements have 32-1/2 inches between the shoulders of the hitch pins, which are 1-1/8 inches in diameter. They also have 2-1/16 inches between inside surfaces of mast, and a 1-inch diameter hole at mast attaching point.

ATTACHING IMPLEMENTS TO HITCH.

(1) Before attempting to attach an implement to the tractor, make sure it has the correct mast ball and that the mast ball is free to turn on the pin. The mast ball for Category I implements has a 3/4-inch diameter hole for the mast pin. The mast ball for Category II implements has a 1-inch diameter hole. In addition, Category I implements require the use of bushings in the draft link swivel balls. See your John Deere dealer if your implement is not equipped with these adapting parts.

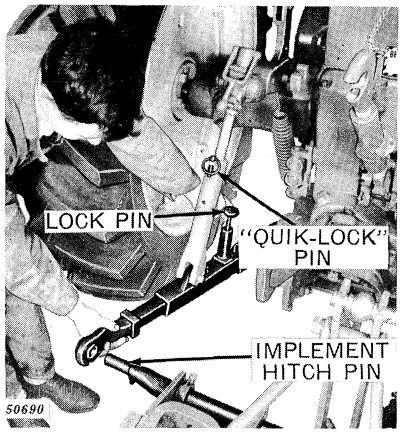
(2) When a heavy implement is being transported, it may be necessary to install front end weights to maintain adequate tractor stability. These weights can be obtained from your John Deere dealer. See page 26.

(3) Set tractor swinging drawbar in the short high position. For short-coupled implements such as a moldboard plow, bolt drawbar to the extreme left-hand side of the support. It is normally necessary to remove the powershaft master shield for clearance of short-coupled implements—the flipper guard will cover the powershaft.

(4) Back up the tractor until draft links are approximately in line with or slightly ahead of the attaching points of the implement crossbar. Set brakes to prevent tractor from rolling.

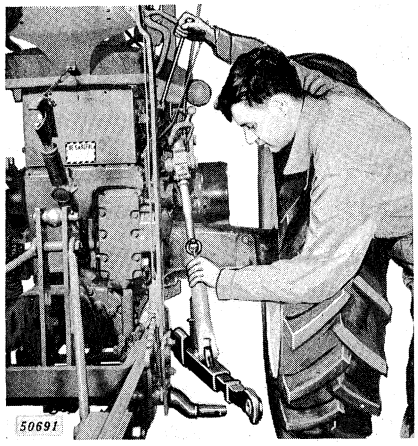
(5) Pull up on the draft link locking pins and extend the draft links rearward.

(6) Usually one draft link will be higher with respect to the implement hitch pins than the other. Align the higher draft link with the corresponding hitch pin by means of the hydraulic control lever. It is easier to raise the draft link end slightly higher than the implement pin and then allow the draft link to lower slowly until it is in line with the hitch pin. Now pull the telescoping draft link rearward and slip ball socket over the lowest implement hitch pin. Lock it in place with the "quik-lock" pin provided.



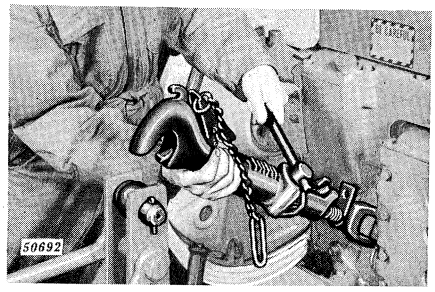
Attaching Left Draft Link to Implement Hitch Pin

(7) Raise implement slowly by means of the hydraulic control lever until the opposite draft link lines up with the implement hitch pin. Install draft link on hitch pin and lock it in place with the "quik-lock" pin.



Attaching Right Draft Link to Implement Hitch Pin

(8) Close the telescoping draft links either by raising and lowering the implement with the hydraulic control lever or by releasing the brakes and backing up the tractor. **Be sure lock pins snap into place.** Drop upper link hook on implement mast ball. It may be necessary to change length of the upper link by means of the adjusting handle before upper link hook and implement mast ball will engage.



Attaching Upper Link to Implement Mast

Lock socket firmly on mast ball by pushing down on the latch handle. Clip loose end of upper link chain to hole in right side of upper link body.

(9) Raise the implement slowly and watch for any points of interference. Be sure that the draft link locking pins are latched before operating in the field.

NOTE: Lower the implement to the ground when it is not in use.

CAUTION: If implement does not stand steady alone when disconnected from the hitch, use a block or stand to support it.

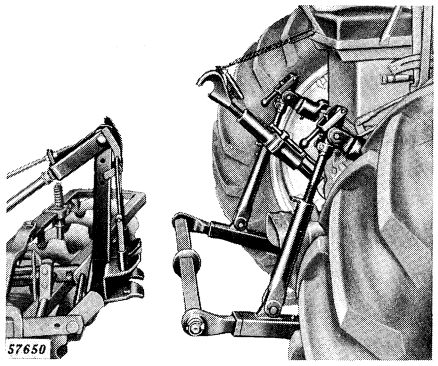
Hitching Implements to the Hitch Bar.

Back tractor into place, positioning the square bar vertically by means of the hydraulic control lever to engage the jaws on the implement. Sidewise adjustment of the bar may be made from the seat by using the right-hand lift link adjusting screw. Engage the upper link hook with the implement mast ball. The implement may be positioned by means of the hydraulic system to help engage the upper link hook. In some cases, it may be necessary to adjust the length of the upper link. Raise implement with the hydraulic system and fasten the hitch bar lock mechanism which is a part of the implement. Raise the implement slowly and watch for any points of interference.

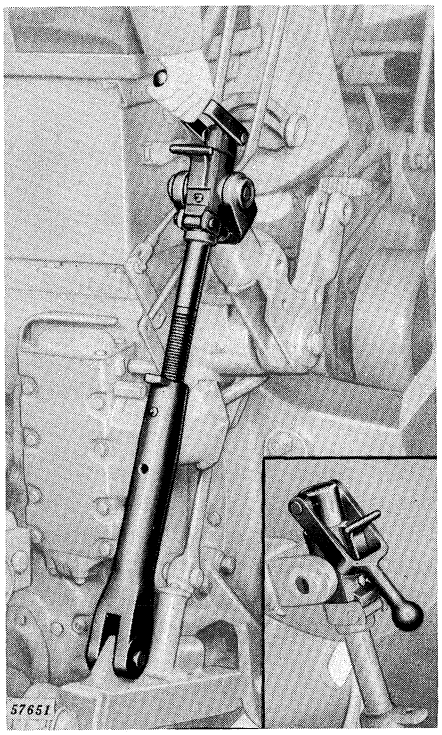
Do not attach a towed load to the hitch bar. A towed load must always be hitched to tractor drawbar.

LEVELING.

Use the adjusting crank on the right-hand lift link to level the implement laterally (side-to-side). **After implement is satisfactorily leveled, drop the adjusting crank to the rear, over the lock which holds it in place.**



Attaching Implement to Hitch Bar



Leveling Implement Laterally (Sideways)

Use the handle on the upper link to level the implement fore-and-aft. Be sure to lock the adjustment by turning the handle parallel to the upper link and slipping the end of the handle into the hole provided.

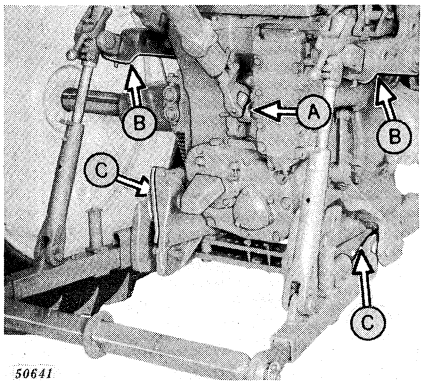
REMOVAL.

The hitch assembly can be easily removed by disconnecting the upper link support chain from the seat and removing five pins located as follows:

(A) One from the front end of the upper link.

(B) One from the front end of each lift link (these can be reached from underneath the rockshaft arms).

(C) One from the front end of each draft link.



Hitch Attaching Points

WORKING WITH IMPLEMENTS OTHER THAN OF JOHN DEERE MANUFACTURE.

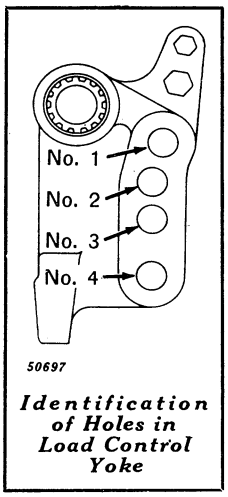
The Universal 3-Point Hitch can be used with many implements made by manufacturers other than John Deere. While it is obviously impractical to list in this manual the proper adjustments for every one of these implements, the tabulation on the next page is intended to provide you with general information regarding their use.

Opposite the names of the implements, the tabulation contains two columns. The first column, "*Load Control Yoke Setting*," tells you which of the holes in the load control yoke should be used in attaching the upper link to an implement for the first time. After the tractor and implement are put to work it may be necessary to change holes to obtain proper operation as determined by the pointer described on page 42.

The second column, headed "*Sway Locks*," tells you when the use of sway locks is recommended.

3-POINT-HITCH IMPLEMENTS NOT JOHN DEERE

(For John Deere, See Implements Operator's Manual)



Identification of Holes in Load Control Yoke

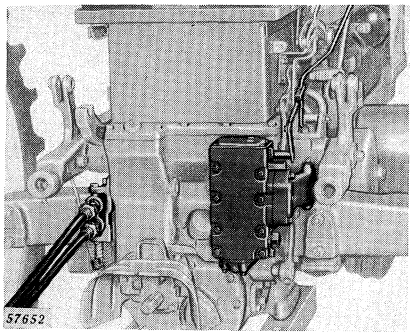
Implement	Approx. Load Control Yoke Setting (Hole No.)	Sway Locks
BLADE:		
Utility	2	Used
CULTIVATORS:		
Rigid Shank	3	Used
Spring Shank	3	Used
Field	1 or 2	Not Used
Listed Crop	3	Used
HARROWS:		
Spike-Tooth	1	Not Used
Tandem Disk	3	Not Used
Bush and Bog	1	Not Used
Spring-Tooth	1	Not Used
Offset Disk*	3	Not Used
PLANTERS:		
Lister	1	Used
Corn Checkrow	1	Used
Corn Drill	1	Used
PLOWS:		
Disk	2 or 3	Not Used
Two-Way*	2 or 3	Not Used
Two-Bottom Moldboard	2 or 3	Not Used
Three-Bottom Moldboard	2 or 3	Not Used
Middlebuster	1	Used
One-Bottom Moldboard	3	Not Used
TERRACERS:		
Disk*	2 or 3	Used
Terracing Blade	2 or 3	Used
TOOL BAR:		
Buck Scraper	2	Used
Stiff Shank Cultivator	1 or 2	Used
Spring Shank Cultivator	2 or 3	Used
Furrower	1	Used
Disk Ridger	1 or 2	Used
MISCELLANEOUS:		
Rear Mounted Mower*	1	Used
Side-Delivery Rake	1	Used
Subsoiler or Panbreaker	1 or 2	Used
Rear End Crane	1	Used
Disk Tiller	2 or 3	Not Used
Post Hole Digger	1	Used
Rear Mounted Scoop	2 or 3	Used
Cordwood Saw	1	Used
Grass Seed Attachment	1	Used

**May Require Modification.*

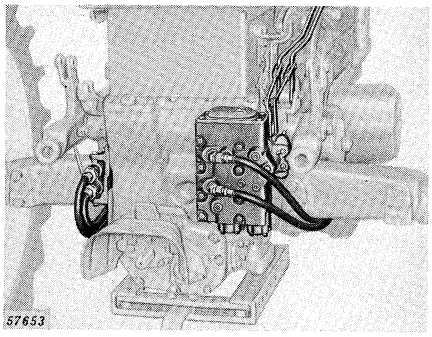
NOTE: All these implements require that proper pin and ball be installed in mast (see page 44). In addition, those with 7/8-inch diameter hitch pins (Category I) require adapter bushings. Implements with 1-1/8-inch diameter hitch pins (Category II) do not require adapter bushings.

• REMOTE CYLINDER OPERATION •

Your tractor may be equipped to operate one or two remote cylinders. On tractors equipped to operate only one remote cylinder, the cylinder can be used to control drawn equipment. It can also be used to control a front-mounted rockshaft (page 53) to raise, lower and provide down pressure on front-mounted tools. Delayed lift of rear-mounted units is possible when a front-mounted rockshaft is used. The remote cylinder is controlled by a lever located beside the seat.



Single Valve Housing and Breakaway Coupling on Tractor Equipped to Operate One Remote Cylinder



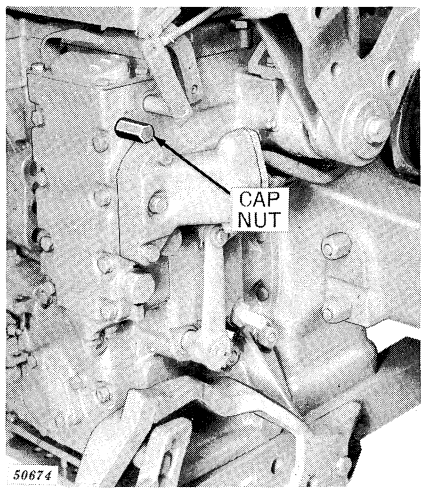
Dual Valve Housing and Breakaway Coupling on Tractor Equipped to Operate Two Remote Cylinders Attached to Front Mounted Rockshaft

If your tractor is equipped to operate two remote cylinders, it has individual control levers for each cylinder. Dual remote cylinders provide all the hydraulic functions obtained by the single remote cylinder, plus selective control of front-mounted units (by means of a "split" front-mounted rockshaft) and dual hookups on drawn machines.

If your tractor is equipped to operate one remote cylinder, it will accommodate either single-or double-acting remote cylinders. If your tractor is equipped to operate two remote cylinders, they may be operated independently or simultaneously. The No. 1 circuit will accommodate both single- and double-acting cylinders. The No. 2 circuit will accommodate only double-acting cylinders. The No. 1 circuit is connected to two breakaway couplings on the left-hand side of the tractor.

Adjustment for Single- or Double-Acting Cylinders.

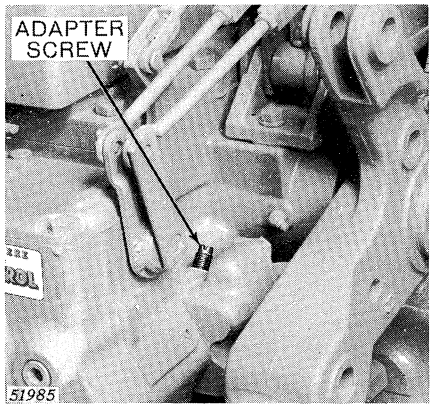
For operation with a single-acting cylinder on tractors equipped to operate one cylinder, remove the cap nut and slotted adapter screw located on the *upper side of the valve housing.*



Single- or Double-Acting Remote Cylinder Conversion Valve Cap Nut

Screw the adapter screw into the cap nut as far as it will go, then install the cap nut with adapter screw on the valve housing. For operation with a double-acting remote cylinder, remove cap nut, screw the slotted adapter screw into the valve housing until it seats, then install and tighten cap nut.

If your tractor is equipped to operate two remote cylinders, the adapter screw and cap nut for No. 1 circuit are located on **top of the adapter** which is attached to the right front of the dual valve housing. For operation with a single-acting cylinder, remove cap nut and adapter screw from housing. Reverse screw and bottom it in nut. Install screw and nut on housing. For operation with a double-acting cylinder, reverse the above procedure.

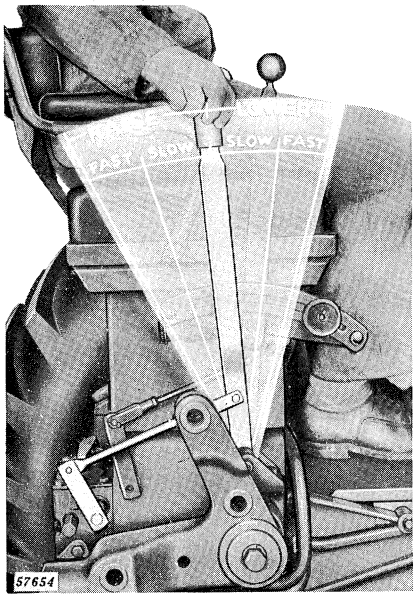


Single- or Double-Acting Remote Cylinder Adapter Screw on Dual Valve Housing

Using the Operating Levers.

Tractors equipped to operate one remote cylinder have one remote cylinder operating lever located outside of the rockshaft operating lever, at the side of the seat. Tractors equipped to operate two remote cylinders have two remote cylinder operating levers, side by side. The inner remote cylinder operating lever operates the No. 1 circuit (which is connected to breakaway couplings on the left-hand side of the tractor) and the outer lever operates the No. 2 circuit. Each lever has five operating positions:

(1) neutral, (2) slow raise, (3) fast raise, (4) slow drop, (5) fast drop.



Remote Cylinder Operating Lever

(1) *Neutral Position.* Lever slightly rearward of the vertical position.

(2) *Slow Raise.* Approximately one-half of lever's travel to the rear. The lever must be held until the desired adjustment is reached.

(3) *Fast Raise.* Lever all the way to the rear. The lever will remain in this position until the end of the stroke when it automatically returns to the neutral position.

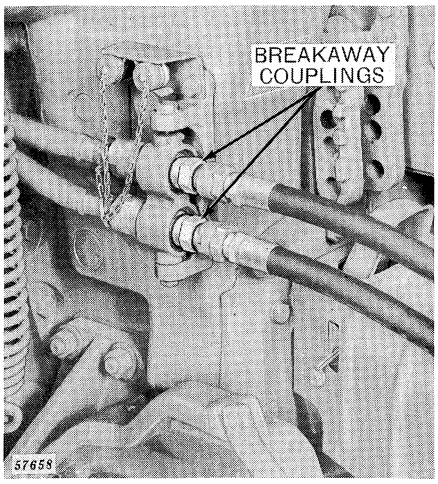
(4) *Slow Drop.* Approximately one-half of lever's travel forward. The lever must be held until the desired adjustment is reached.

(5) *Fast Drop.* Lever all the way forward. The lever will remain in this position until the end of the lowering stroke when it automatically returns to the neutral position.

Attaching Remote Cylinder Hoses to Breakaway Coupling.

Breakaway couplings are provided on tractors equipped to operate one remote cylinder and for the No. 1 circuit on tractors equipped to operate two cylinders. On these tractors, the hoses for No. 2 circuit attach directly to the valve housing when the remote cylinder is to be used with front-mounted equipment. A breakaway coupling is available for the No. 2 circuit when it is to be used to operate towed implements.

Breakaway couplings safeguard hoses and permit you to couple or uncouple the remote cylinder without loss of oil.



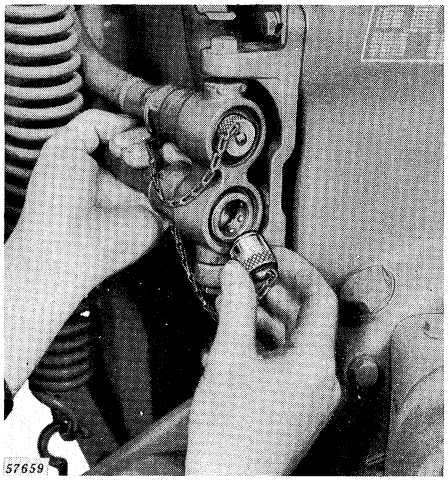
Breakaway Coupling

Thermal relief valves in the hose ends of the couplings automatically relieve excess pressure which may build up in the remote cylinder and hoses when exposed to summer heat.

Always wipe hose ends free from dirt before they are inserted in the breakaway coupling.

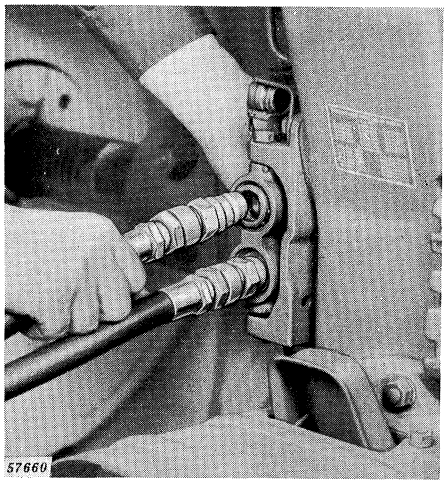
With engine stopped, move remote cylinder operating lever back and forth to relieve pressure on couplings.

Remove coupling protector plugs by pulling rearward on oil lines leading from valve housing to coupling and lifting plugs from coupling.



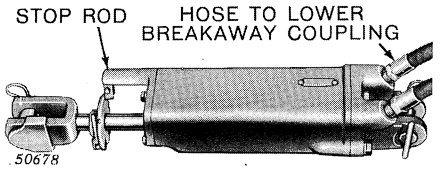
Removing Breakaway Coupling Plugs

Again pull rearward on oil lines from valve housing and insert hose ends into breakaway coupling. When the oil lines are released, the hoses will be automatically locked in place.



Connecting Remote Cylinder Hose

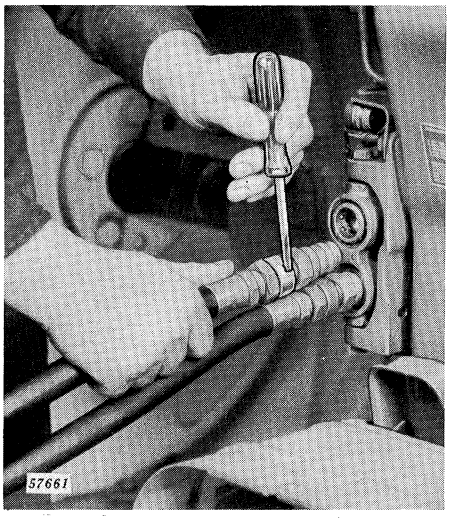
The hose from the stop rod side of a double-acting remote cylinder must be installed in the bottom breakaway coupling. When a single-acting cylinder is being used, the hose is installed in the bottom breakaway coupling.



Double-Acting Hydraulic-Stop-Type Remote Cylinder

If it is found difficult to insert the hoses, it may be due to oil pressure in the remote cylinder and hoses. This pressure can be relieved by prying outward on the tang in the thermal-relief valve at coupling end of hose with a screwdriver.

If cylinder and hose assembly has been disassembled, all trapped air must be removed after hoses are connected to breakaway coupling. Place cylinder on transport arm with hose end up. Engage pump, start engine and operate the remote cylinder control lever back and forth seven or eight times.



Relieving Pressure in Remote Cylinder Hose

Attaching Remote Cylinder to Implement.

To install remote cylinder on implement remove spring locking pins and pull out attaching pins.

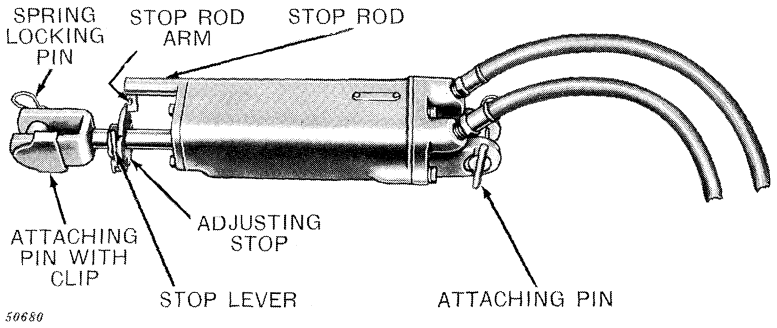
Set remote cylinder in place on implement. Install attaching pins and locking pins. *NOTE: Many implements have a locking device to hold it in transport position when the remote cylinder is removed. Be sure to disengage the locking device before operating the remote cylinder.*

After cylinder is removed from implement, replace attaching pins immediately.

Adjusting Remote Cylinder (Hydraulic-Stop Type).

The remote cylinder is equipped with an adjustable stop so that the working stroke may be adjusted to the requirements of the implement. The stroke may be varied from 0 inch minimum to 8 inches maximum.

To adjust working stroke, lift piston rod stop lever and slide adjustable stop assembly along piston rod to desired position. (There will be an

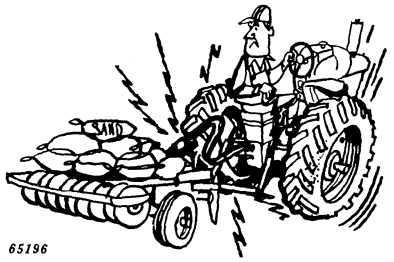


Remote Cylinder Attaching and Adjusting Parts

additional 1-1/2 inches of slow travel after adjustable stop contacts stop arm when the operating lever is moved to or held in the "slow drop" position). Press stop lever down. If clamp does not hold securely, lift adjustable stop lever, rotate it clockwise 1/2 turn and press in place.

CAUTION: Adjustable stop must be located on the piston rod so that stop arm contacts one of the flanges on stop. To prevent damage, be sure lever is clamped securely.

CAUTION: Never overload the Powr-Trol system. Although the mechanisms have relief valves to protect them from overloads, the operator should never impose on them a greater load than that for which they were designed. Many implements have auxiliary springs to help raise them. If the implement will not rise when the control lever is operated, adjust the auxiliary lifting spring. See the implement Operator's Manual.

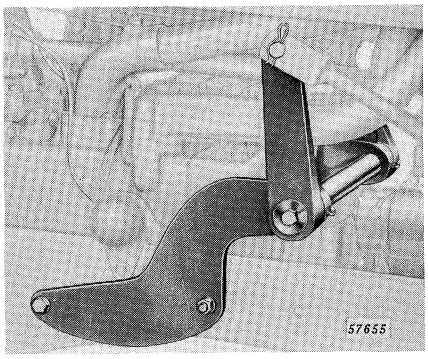


Never Overload the Powr-Trol System

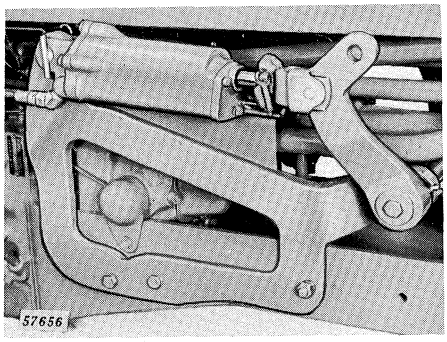
• FRONT-MOUNTED ROCKSHAFTS •

Your tractor may be equipped with a front-mounted rockshaft which permits you to raise and lower the front rigs of cultivators and similar equipment independent of the rear rigs which are controlled by the position-responsive rockshaft.

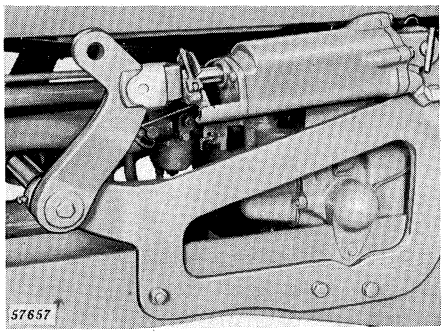
The front-mounted rockshaft is controlled by one or two remote cylinders. Tractors with one remote cylinder will have a "solid" rockshaft. At row ends both front rigs can be raised while lifting of the rear rigs can be delayed until the tractor clears the row. In addition, a double-acting remote cylinder provides down pressure on the front rigs, insuring positive and proper penetration.



Right-Hand Side of "Solid" Front-Mounted Rockshaft Operated by One Remote Cylinder



Right-Hand Side of "Split" Front-Mounted Rockshaft Operated by Two Remote Cylinders



Left-Hand Side of Both "Solid" and "Split" Front-Mounted Rockshafts

Tractors equipped with two remote cylinders may have a "split" front-mounted rockshaft. A remote cylinder is mounted on each side of the front-mounted rockshaft to raise or lower either front rig independently—a big advantage when finishing out point rows. Rear rigs are controlled through the position-responsive rockshaft.

Since the front-mounted rockshafts are operated by remote cylinders, they are controlled by means of the remote cylinder operating lever or levers.

• BELT WORK •

The belt pulley, mounted on the right-hand end of the crankshaft, revolves whenever the engine clutch is engaged. A pulley brake prevents the pulley from turning when the clutch is disengaged.

The belt pulley has a diameter of 9-11/16 inches and is 7-1/4 inches wide. When rotating at rated speed (1325 rpm) the belt travels at a speed of 3360 feet per minute.

To install or remove a belt, move the tractor forward to provide slack. Never use a stick to force a belt on or off a revolving pulley. Never put on or take off a belt while pulley is in motion.

After backing tractor into belt be sure tractor is well blocked and both rear wheel brakes are locked. Always start a belt load slowly.

After backing the tractor into the belt and setting each brake latch, the pull of the belt may cause the transmission gears to bind making it hard to shift into neutral. To relieve the bind, turn the belt pulley backwards by pulling on the belt, with clutch disengaged, after which the gears can be shifted easily into neutral.

Regardless of how familiar you are with the type of equipment used with your tractor, take the time to study the recommendations made by the manufacturer in the instruction book that comes with the equipment.

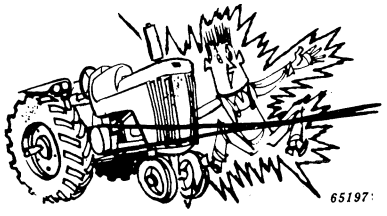
X

SAFETY PRECAUTION!

Never leave the tractor running unattended when adjustments are being made on the driven machine, even though the clutch is disengaged.

X

When using a rubber-tired tractor to operate various belt-driven equipment, static electricity is generated under certain conditions. This is stored in the tractor until the operator touches it or until the charge is dissipated into the ground by some other means. While the shock received is not dangerous, there is a certain amount of fire hazard from the spark produced at the time of discharge. A spark or shock may be prevented by hanging a chain from the drawbar, allowing it to contact the ground.



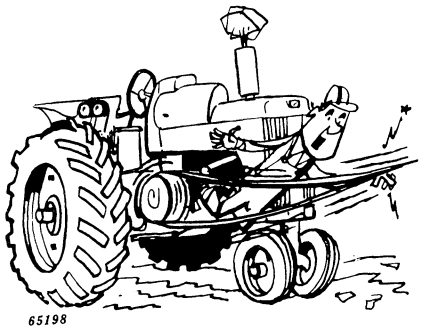
Ground Tractor to Dissipate Static Electricity

FINDING THE SIZE OF THE DRIVEN PULLEY.

The chart below will help you determine the size of the driven pulley necessary to obtain a desired rpm on the driven equipment. When possible, the engine should be operated at 1325 rpm for maximum economy, and a driven pulley selected to give the proper rpm on the driven equipment.

Tractor Pulley rpm —1325
Tractor Pulley Diameter —9-11/16"
Belt Speed (Ft. per Min.) —3360

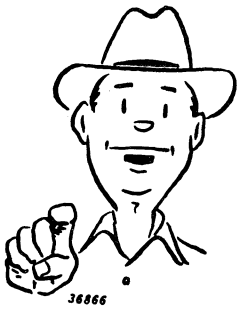
Desired rpm of Driven Pulley	Diameter of Driven Pulley to Use
600	21-1/4"
800	16"
1000	12-3/4"
1400	9-1/4"
1800	7"
2200	5-3/4"
2600	5"
3000	4-1/4"
3400	3-3/4"



Never Install or Remove a Belt While Pulley Is in Motion

SAFETY SUGGESTIONS

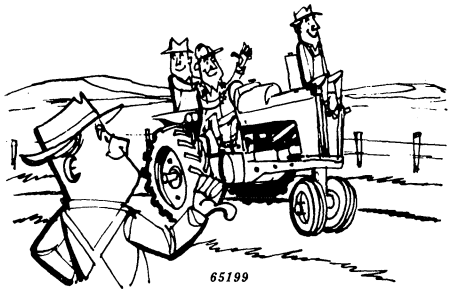
The safety of the operator was one of the prime considerations in the minds of John Deere engineers when this tractor was designed. Safety shields and other safety features were built into the tractor wherever possible.



However, investigation of thousands of farm accidents shows that careless use of farm machinery causes nearly 1/3 of all farm accidents. You can make your farm a safer place to live and work if you observe the safety suggestions given below. Study these suggestions carefully and insist that they be followed by those working with you and for you.

*

All machinery should be operated only by those who are responsible and delegated to do so.



Only one person—the operator—should be permitted on the tractor platform when tractor is in operation.

The rate of tractor travel on hillsides and curves should always be such that there is no danger from tipping.

*

Refuel your tractor only when the engine has been shut off. Do not smoke or use an oil lantern when working around flammable fuel, especially when refueling the tractor.

*

Refill the radiator only when the engine is stopped or slowly idling. This tractor has a pressure cooling system. To avoid being scalded when radiator cap is removed first turn cap slightly to the stop which allows steam to escape through the overflow pipe. After all pressure is relieved, remove cap.

*

When driving at night, use warning lamps to prevent accidents.

*

Be sure power take-off shields and guards are in place and in good order before starting field work.

*

Tractor brakes should be properly adjusted.

*

Do not oil, grease, or adjust a farm machine that is in motion.

*

Never drive a tractor too close to the edge of a ditch or creek.

*

Never operate your tractor in a closed garage or shed.

*

Be sure the gearshift lever of your tractor is in neutral before starting the engine.

*

When your tractor is hitched to a heavy load, always hitch to drawbar and never take up the slack in a chain with a jerk.

SAFETY SUGGESTIONS

Drive slowly when traveling with heavy integral tools mounted on the rear of the tractor.

*

Do not ride or permit others to ride on any machine unless the person is on the seat or platform provided for the operator.

*

Do not leave the engine running unattended, even though the clutch is disengaged, while anyone is adjusting or repairing the machine to which the tractor is connected.

*

Inspect the clutch and pulley brake mechanism frequently. See that it is in good condition.

*

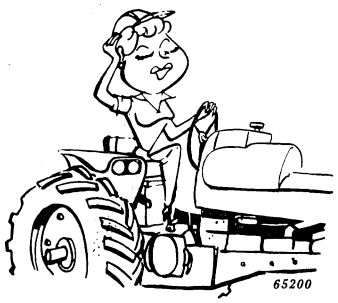
Never engage the clutch unless you are in a position to disengage it if necessary.

*

Clothing worn by tractor or machine operator should be fairly tight and belted. Loose jackets, skirts, shirts, or sleeves should not be permitted because of the danger of getting into moving parts.

*

All women operators should wear trousers or slacks.



Always keep tractor in gear when going down steep grades.

*

Never ride on drawbar of tractor or drawn implement.

*

Drive at speeds slow enough to insure your safety. Reduce speed before turning quickly or applying individual brakes. Drive slowly over rough ground.

*

Keep a firm grip on the steering wheel at all times when the speed is increased.

*

When hitching a drawn implement to the tractor, back the tractor past the clevis. Then move it slowly forward so that, in making the connection, the tractor will be moving away from you.

*

Provide a first-aid kit at the house for use in case of accident, and use the proper antiseptics on scratches, cuts, etc., without delay, to prevent the possibility of blood poisoning.

*

When driving out of a ditch, gully, or up a steep hillside, or when tractor is hitched to a heavy load, ENGAGE CLUTCH SLOWLY, and be prepared to disengage clutch promptly should the front wheels rise off the ground. These same precautions must also be taken if tractor rear wheels become mired in soft ground or drop into a hole. Back tractor out of these situations if at all possible.

*

Be careful, especially when operating on hillsides, because the tractor may tip sideways if it strikes a hole, ditch, or other irregularity.

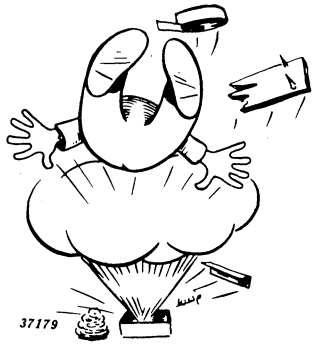
(*Continued on next page*)

SAFETY SUGGESTIONS

The safety suggestions on the two preceding pages apply to operation of the tractor in general. The safety suggestions which follow give precautions which, if followed, will help you to avoid accidents involving the fuel used in your LP-Gas Tractor. Although LP-Gas is not unduly hazardous, it must be handled carefully. Its characteristics are somewhat different than those of gasoline or other fuels and it requires different methods of handling if accidents are to be avoided.

*

All transfer of fuel from one tank to another must be done outdoors in open country, away from any buildings.



Never smoke or light a match while fuel is being transferred from the storage tank to the tractor tank.

*

Never fill the tractor tank while the engine is running.

Never leave the fixed-tube liquid-level gauge open to let vapor escape while liquid is being pumped into the tractor fuel tank.

*

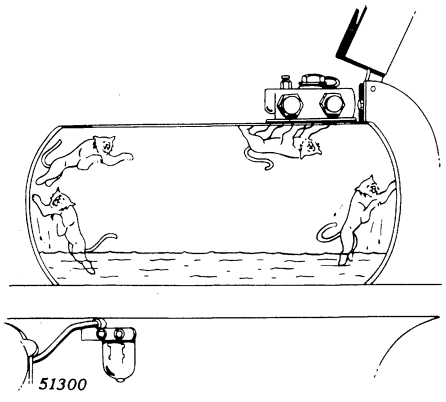
Never fill the tractor fuel tank more than 85% full.

*

Always close both vapor and liquid withdrawal valves to stop the engine. Leave the valves closed until the engine is to be started again.

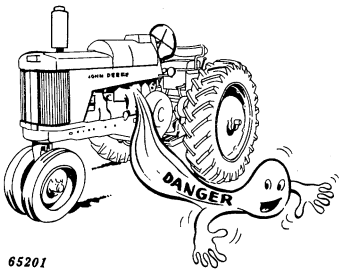
*

Remember that LP-Gas is always under pressure—it wants to get out of the tank and fuel system. Valves, fittings, and lines must be leakproof at all times and must never be loosened or removed without first taking steps to reduce the pressure.



SAFETY SUGGESTIONS

Since LP-Gas is heavier than air it will sink to low spots if it escapes. No area in the vicinity of leaking LP-Gas is safe until the leak is stopped and the area is thoroughly ventilated.



Always remove the battery ground strap before making adjustments on the engine.

Never store the tractor indoors unless the building is thoroughly ventilated.

*

Never enter a building in which the tractor is stored without first ventilating the building sufficiently to assure a complete change of air.

*

If the tractor must be taken indoors to be worked on during cold weather, make sure the tank and fuel system are empty and thoroughly purged of all gas.

*

Before removing the fuel strainer drain plug or convertor sump drain plug, be sure that both vapor and liquid withdrawal valves are closed, ignition switch is turned off, and engine is cold.

Be Careful

THE LIFE YOU SAVE MAY BE YOUR OWN...

NATIONAL SAFETY COUNCIL

Lubrication and Periodic Services

IMPORTANCE OF LUBRICATION.

Effective lubrication of your tractor is perhaps the most important step toward low upkeep cost, long life and satisfactory service, for without oil or grease you can ruin the important working parts of your tractor in a very few minutes.

STORAGE OF LUBRICANTS.

Your new tractor is equipped with various safeguards such as an air cleaner, oil filter, crankcase breather and ventilator—safeguards designed to keep dust, dirt and other abrasives from reaching operating parts. You can increase the efficiency of these safeguards by using clean containers for storing and for handling all the lubricants. See that only clean lubricants go into your tractor.

• ENGINE LUBRICATION •

TYPES OF CRANKCASE OIL.

The engine of this tractor with its full, force-feed pressure lubricating system has one of the finest oiling systems possible to design. Do not handicap it by using an oil of doubtful performance. 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 tractor 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 between various brands, their use cannot be generally recommended.

• WEIGHT OF OIL •

Your John Deere Tractor 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 or viscosity of the oil is very important.

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.

The crankcase oil capacity is 7 U.S. quarts, including oil filter compartment.

TEMPERATURE—OIL WEIGHT CHART

Air Temperature	Weight of Oil to Use in Engine Crankcase and Air Cleaner	
	Viscosity No. for Single-Viscosity Oil	*Viscosity Range if Multi-Viscosity Oils Are Used*
Above 90°F.	SAE 20-20W	SAE 10W-30
0 to 90°F.	SAE 10W*	SAE 10W-30
Below 0°F.	SAE 5W	SAE 5W-20

**In areas where SAE 10W is not readily available, SAE 20-20W oil can be used above 32°F.*

CAUTION: Use of SAE 5W motor oil will likely result in some increase in oil consumption. Check oil level more frequently when using this oil. Do not use SAE 5W oil except during the extremely cold weather conditions specified above.

• BREAK-IN PERIOD •

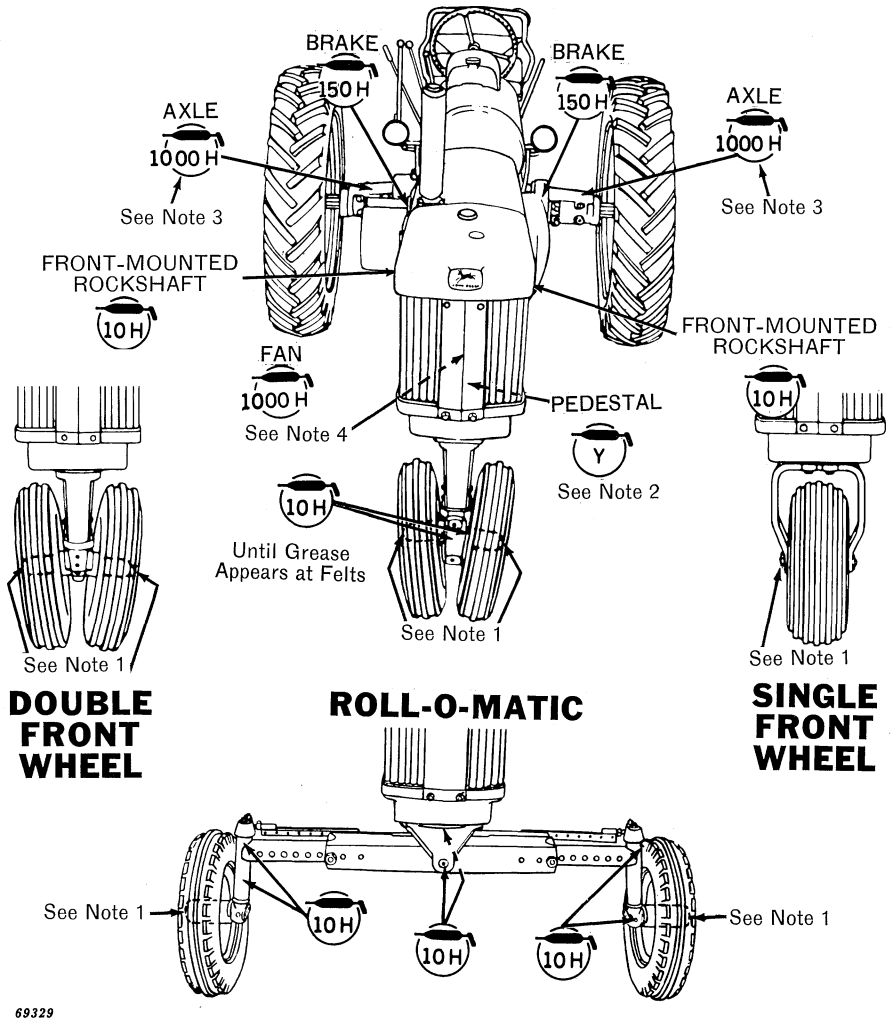
Regardless of whether you are using this new tractor in hot or cold weather, at the completion of the 20-hour breaking-in period, be sure to drain the oil from the crankcase and refill with new oil as specified in the chart above. This is important.

After 20-hour breaking-in period of the Powr-Trol system and power-shaft clutch, drain oil and refill with new oil as specified on pages 70 and 71. At the same time, check power-shaft clutch for proper adjustment. (See page 89.)

• LUBRICATION CHART •

(Grease Gun Points)

Service all fittings as indicated on the chart below and on the next page with pressure gun grease. Wipe off fittings beforehand.

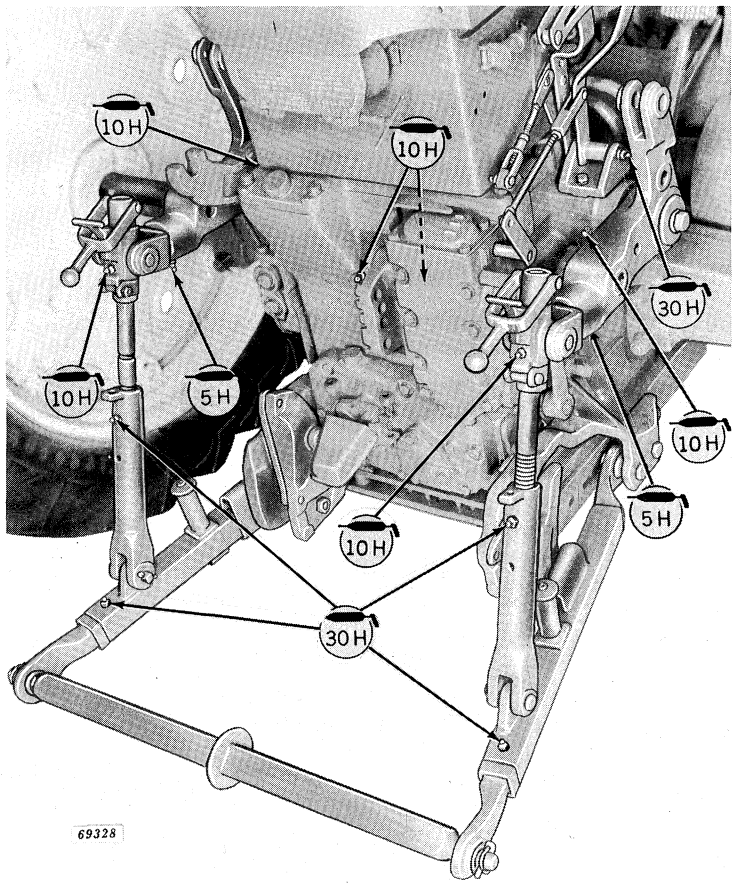


ADJUSTABLE TREAD FRONT AXLE

For "NOTES" see page 64

LUBRICATION CHART—Continued

(Grease Gun Points)



UNIVERSAL 3-POINT HITCH

SYMBOLS	
5H Grease Every 5 Hours of Operation	150H Grease Every 150 Hours of Operation
10H Grease every 10 Hours of Operation	Y Grease Yearly
30H Grease Every 30 Hours of Operation	1000H Grease Every 1000 Hours of Operation

CAUTION: Stop engine before lubricating tractor.

LUBRICATION CHART—Continued

• NOTES •

NOTE 1: Front wheels are packed with wheel bearing grease at the factory and, under normal conditions, need cleaning and repacking every 6 months or 500 hours of operation, whichever occurs first.

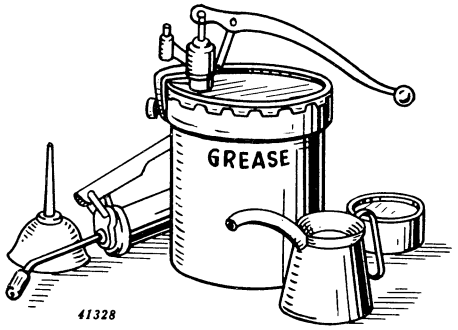
Where there is danger of mud and water getting into the front wheel bearings, due to operation in extremely wet and muddy conditions, grease front wheels **every 10 hours** with gun grease until the wheels can be removed and bearings cleaned and repacked with wheel bearing grease.

NOTE 2: For lower pedestal bearing lubrication, see page 73.

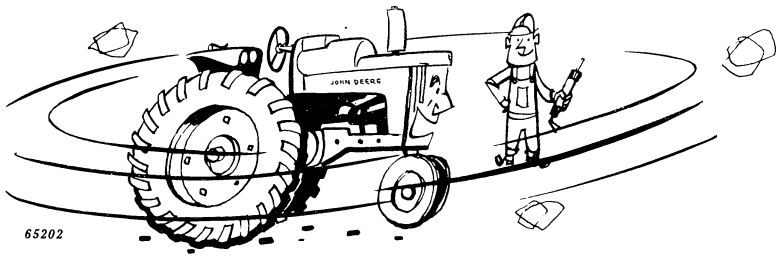
NOTE 3: Every 1000 hours of operation, remove pipe plugs from each rear axle housing, install a grease fitting, and pump 6 to 8 shots of pressure gun grease into both housings. Remove fittings and replace plugs.

NOTE 4: Every 1000 hours of operation, remove pipe plug from fan bearing housing, install a grease fitting, and fill housing with wheel bearing grease (this does not apply to tractor with power steering). Remove grease fitting and replace pipe plug.

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.



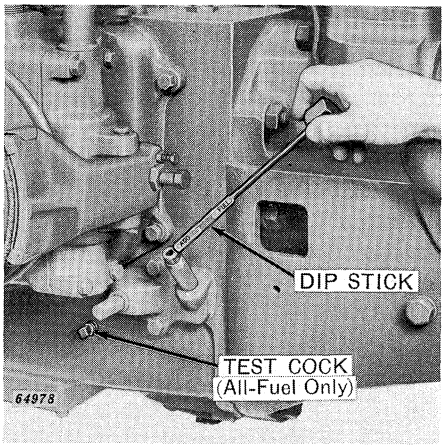
The Tractor Will Respond to Frequent Lubrication

• PERIODIC LUBRICATION SERVICES •

» » » 10-HOUR SERVICE « « «

CHECKING CRANKCASE OIL LEVEL.

Check crankcase oil level on dip stick with filler cap resting on top of opening. If oil level is low, add a good quality of oil of correct weight until it is up to the full mark on the dip stick. When checking oil level, rest cap of dip stick on top of pipe; do not screw it down in place. See page 61 for proper weight of oil to use. For instructions on changing crankcase oil, see *"150-Hour Service,"* page 67.



Checking Crankcase Oil Level on Dip Stick

CHECKING AIR CLEANER.

Under normal operating conditions the air cleaner requires servicing about every 30 hours of operation. However, it should be checked at least every 10 hours.

Air Cleaner

NOTE: If tractor is operated in extremely dirty conditions or is operating at maximum load, it may be necessary to check and service the air cleaner at the end of five hours' run. To reduce service required, an auxiliary air stack is available. See your John Deere dealer.

CHECKING EXTERNAL POWERSHAFT SPEED CHANGER OIL LEVEL.

After every 10 hours of speed changer operation or any time speed changer is installed on tractor, check the oil level by removing oil level plug. (See page 75.)

Oil level should be up to bottom of hole from which plug was removed. If it is not, add clean SAE 10W oil at the filler plug until its level is correct.

» » » 30-HOUR SERVICE « « «

SERVICING THE AIR CLEANER.

Under normal conditions the air cleaner requires servicing about every 30 hours of operation. *Under severe dust conditions more frequent servicing may be necessary.* Never allow the oil to become too thick to flow freely;

never allow more than 1/2-inch of dirt to collect in the cup.

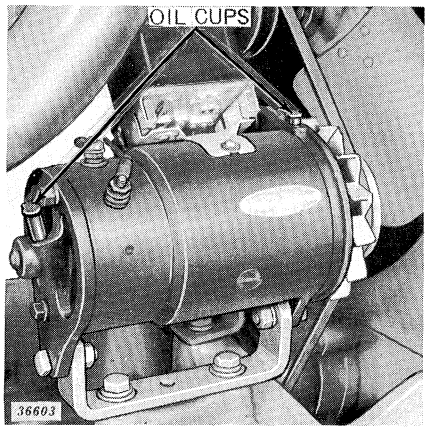
To service the air cleaner, remove the oil cup, empty the oil, and scrape out dirt. Wash out the cup with distillate or kerosene. Refill both inner and outer cups to indicated level with same grade oil as is used in engine crankcase for prevailing temperature conditions, page 61. Inspect bottom screen of cleaner body and remove any accumulation of chaff and dirt. Replace oil cup securely. **CAUTION: Do not service air cleaner with engine running.**

» » » 75-HOUR SERVICE « « «

LUBRICATING THE GENERATOR.

Place 8 to 10 drops of light engine oil in both oil cups every 75 hours of operation. **Do not over-lubricate.** More damage can be done by too much lubrication than by lack of lubrication.

While servicing the generator, test drive belt tension by checking for a total of one inch of up and down movement at the center of the belt midway between the pulleys. If belt is too tight or too loose, adjust as described on page 97.



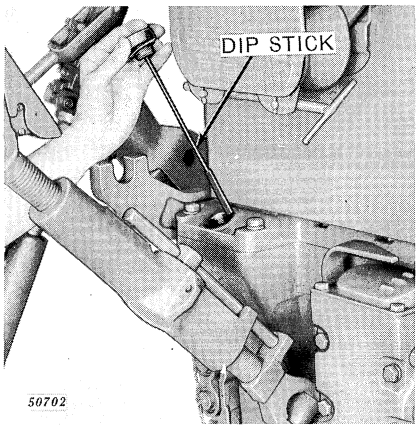
Generator Oil Cups

CRANKING MOTOR.

The cranking motor does not require lubrication.

CHECKING POWR-TROL OIL LEVEL.

Check Powr-Trol oil level on the dip stick with filler cap resting on top of housing. If oil level is low, add clean oil of the same weight as shown on chart on page 61, until it is up to the full mark on the dip stick. *To prevent freezing during cold weather, be sure the oil is completely free from water.*



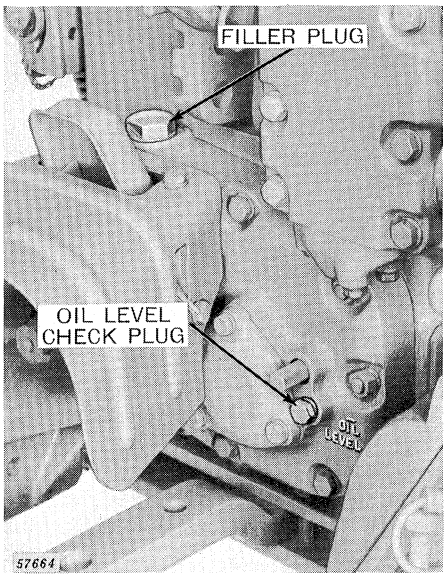
Checking Powr-Trol Oil Level on Dip Stick

CHECKING POWERSHAFT CLUTCH OIL LEVEL.

Remove oil level check plug. Oil level should be up to bottom of hole from which plug was removed. If it is not, add clean SAE 10W oil at the filler plug until its level is correct. To prevent freezing during cold weather, be sure the oil is completely free from water.

CHECKING POWERSHAFT CLUTCH ADJUSTMENT (NEW TRACTORS ONLY).

When the powershaft on a new tractor has operated 75 hours, check the clutch for proper adjustment (page 89). Thereafter clutch should be checked for adjustment every 150 hours of operation.



Powershaft Clutch Housing Oil Level Check Plug

» » » 150-HOUR SERVICE « « «

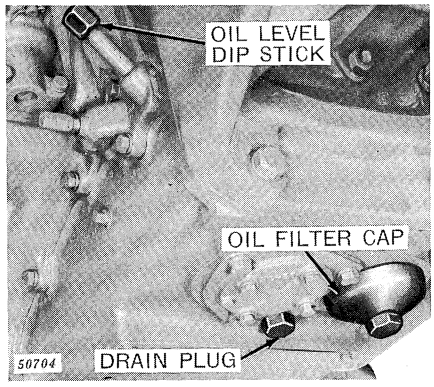
CHANGING THE ENGINE OIL AND FILTER.

Draining the Crankcase.

After completing 150 hours of tractor operation, the crankcase oil and the oil filter should be changed.

NOTE: During extremely cold weather when the tractor is operated daily in and out of dairy barns where high humidity usually exists, there is a tendency for moisture to collect in the crankcase where it may freeze and cause oil pressure failure. Under these conditions, the crankcase oil should be changed every two weeks. Crankcase should be warmed up above freezing temperature before oil is drained to insure that any ice is melted and the water will be drained out with the oil.

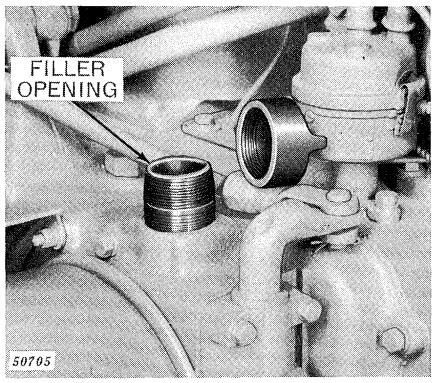
To drain the crankcase oil, simply remove the drain plug as shown in the illustration in the next column. While the oil is draining, remove the oil filter cap, pull out the old filter and discard. See "*Replacing Oil Filter*," next page.



Crankcase Drain Plug and Oil Filter Cap

Flushing the Crankcase.

During a period of several months of operation, sludge may form in the crankcase and other foreign matter may collect on the engine parts. Make it a practice to flush the crankcase thoroughly at regular periods. Distillate or kerosene serve as good flushing and cleaning agents.



Crankcase Filler Opening

After draining crankcase and removing old oil filter element, replace oil filter cap, pour 1 gallon of flushing agent into the crankcase, run the engine for a few seconds, then drain.

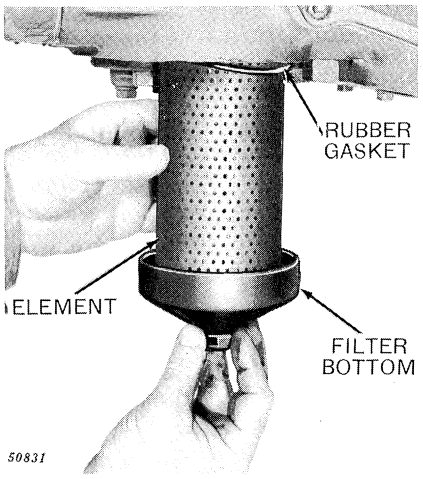
Replacing Oil Filter.

Each time you replace the crankcase oil, install a new filter element (Part No. AA3680R). The element fits over a long stud. If the stud is bent out of center position, straighten it by tapping with a soft hammer. If the rubber gasket that seals the filter cap is damaged, oil will leak at the cap. Remove the old gasket and install a new one. Draw filter cap up firmly, but do not over-tighten.

NOTE: Filter elements should not be used more than 150 hours. Always keep replacements on hand. Exhaustive tests by John Deere engineers have proved that the John Deere replacement oil filter (AA3680R), supplied by your John Deere dealer, will prevent contamination for the longest operating period.

Filling Crankcase with New Oil.

After flushing agent has drained out thoroughly and a new oil filter element has been installed, remove the filler cap and pour new oil of the proper weight in filler opening, until the oil is up to the full level on the dip stick with cap resting on top



Oil Filter Element

of opening. (See pages 61 and 65.) Add one extra quart of oil to replace oil drained out when filter element was removed. This extra quart of oil will not run into the filter compartment until the engine starts. Total approximate crankcase capacity is 7 U. S. quarts.

Keeping a Record of Oil and Filter Changes.

For your convenience, an "Oil and Filter Change" sticker comes with each box of Genuine John Deere Oil Filter Elements. Affix the sticker to the tractor air cleaner and keep a record of oil and filter changes on the sticker.

SERVICING POWERSHAFT CLUTCH HOUSING.

The powershaft clutch should be drained, flushed, and refilled every 150 hours of **powershaft** operation. Since this period normally occurs at about the same time as 500 hours of **tractor** operation, instructions for servicing the clutch are given under *"500-Hour Service,"* page 70.

CHECKING POWERSHAFT CLUTCH FOR PROPER ADJUSTMENT.

The powershaft clutch should be checked for proper adjustment (and

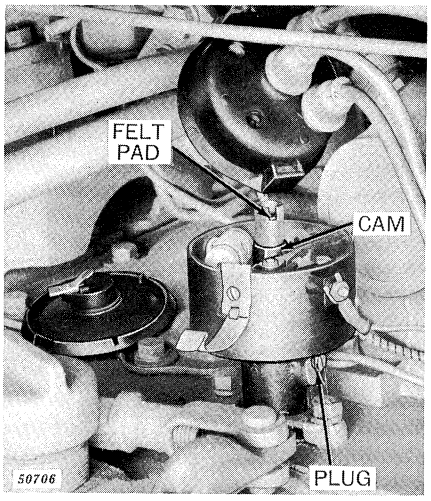
adjusted if necessary) at the end of each 150 hours of **powershaft** operation. For checking and adjusting instructions, see page 89.

SERVICING THE DISTRIBUTOR.

Remove distributor cover and put a trace of high-temperature grease on the breaker point cam.

At the same time, lubricate the felt pad in end of cam with two or three drops of light oil. **CAUTION: Do not over-lubricate.**

For lubrication of the distributor shaft, see page 73.

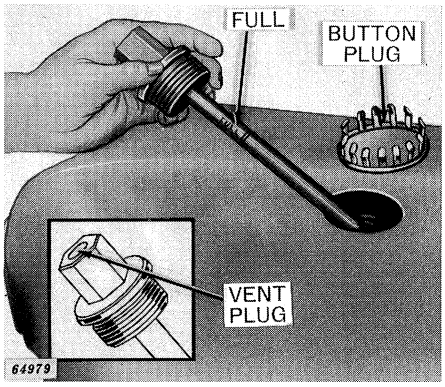


Points of Distributor Lubrication

CHECKING POWER STEERING OIL LEVEL.

If your tractor is equipped with power steering, every 150 hours of operation remove button plug located on top of grille, unscrew dip stick and note height of oil. If necessary, add new oil until its level comes up to the "FULL" mark on dip stick with filler cap resting on top of filler opening. **Use only genuine John Deere power steering oil.**

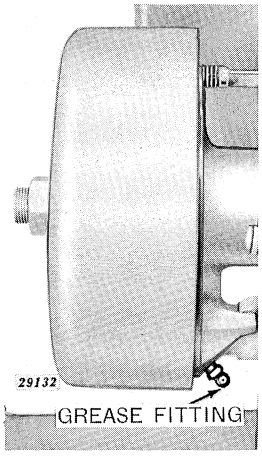
Check vent plug in center of top of dip stick. If there is an accumulation of dirt on plug, remove dirt with air hose or rinse in solvent. This porous plug allows breathing of power steering system.



Power Steering Reservoir Dip Stick with Vent Plug

LUBRICATING THE BRAKE PEDAL SHAFTS.

Service grease fitting on underside of each brake housing with pressure gun grease to prevent foot pedal from sticking.

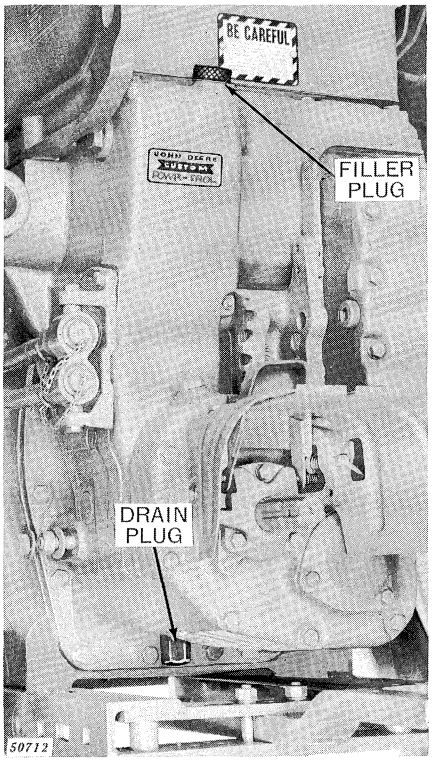


Grease Fitting in Brake Housing

» » » 500-HOUR SERVICE « « «

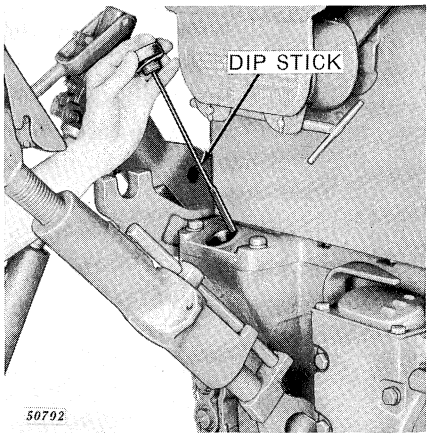
CHANGING POWR-TROL OIL.

Change oil in the Powr-Trol system twice a year, preferably before the spring and winter seasons. The drain plug is located on the underside of the main housing.



Powr-Trol Drain Plug and Filler Opening

After the housing is drained and flushed, fill it with good quality new oil to the "FULL" mark on the dip stick with filler cap resting on top of housing.



Checking Powr-Trol Oil Level on Dip Stick

Use weight of oil recommended in chart below. Oil capacity is approximately 10 U. S. quarts for the Powr-Trol system and 1 U. S. quart for each remote cylinder.

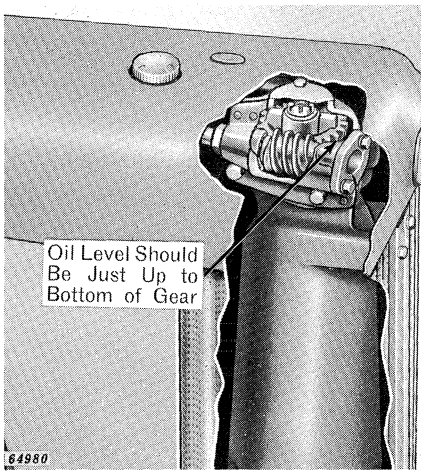
When remote cylinder is used for the first time, fill housing until oil is up to full mark on dip stick, then engage Powr-Trol pump, start engine and operate remote cylinder control lever several times to fill the remote cylinder with oil. Recheck oil level.

TEMPERATURE—OIL WEIGHT CHART FOR POWR-TROL SYSTEM

Air Temperatures	Weight of Oil to Use in Powr-Trol System	
	Viscosity No. for Single-Viscosity Oil	*Viscosity Range if Multi-Viscosity Oils Are Used*
Above 90°F.	SAE 30	SAE 10W-30
32° to 90°F.	SAE 20-20W	SAE 10W-30
Below 32°F.	SAE 10W	SAE 5W-20

CHECKING STEERING GEAR OIL LEVEL (MANUAL STEERING).

Remove the grille and gear housing cover. Add multi-purpose gear lubricant (hypoid) to the steering gear housing until the oil is even with the bottom of the worm gear. *NOTE: For power steering lubrication, see pages 69 and 74.*

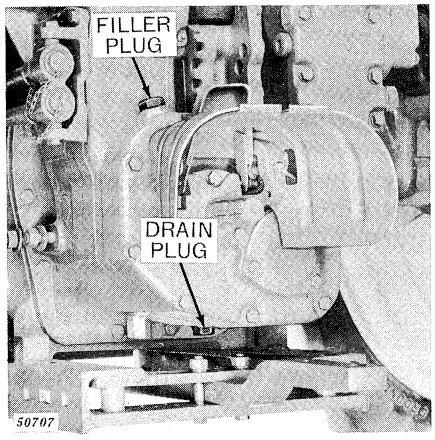


Steering Gear Oil Level (Manual Steering)

DRAINING, FLUSHING, AND REFILLING POWERSHAFT CLUTCH HOUSING.

The powershaft clutch should be serviced at the end of 500 hours of tractor operation or approximately 150 hours of powershaft operation.

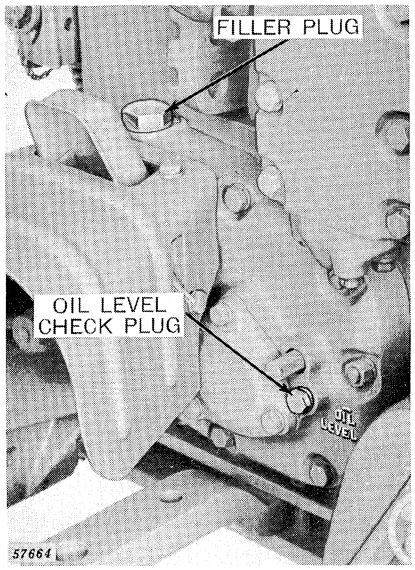
Remove the drain plug from bottom of clutch housing and drain out the oil. Replace the drain plug and pour about one quart of flushing agent into the housing through the filler plug. Engage powershaft shift lever, start tractor engine and operate clutch pedal a few times to agitate sediment. Stop engine and drain flushing agent from housing.



Powershaft Clutch Housing Oil Level Check Plug

Fill housing with new SAE 10W oil to bottom of check plug hole. Capacity of housing is approximately 4 U. S. quarts. To prevent freezing in winter, make sure oil is completely free from water.

At the same time clutch is serviced, check it for proper adjustment as described on page 89.



Powershaft Clutch Housing Drain and Filler Plugs

FRONT WHEEL BEARINGS.

Remove front wheels and wash all parts of hub and spindle to remove dirt and old grease. Examine the bearings and felt washers and replace them if they are worn. See page 93.

After bearings are removed, new felt retainers must be used when the wheel is reassembled.

Repack bearings with wheel-bearing grease.

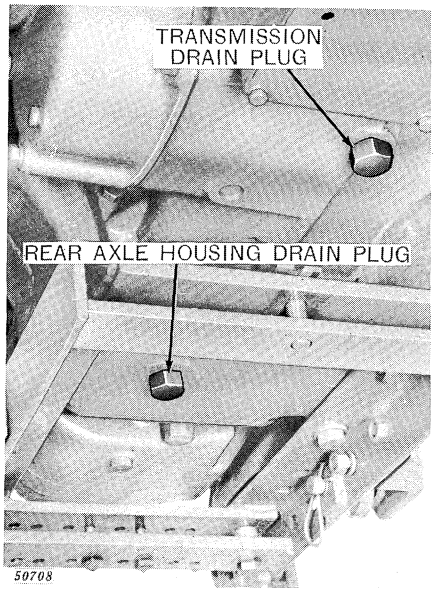
» » » YEARLY SERVICE « « « (or 1000 Hours)

CHANGING TRANSMISSION OIL.

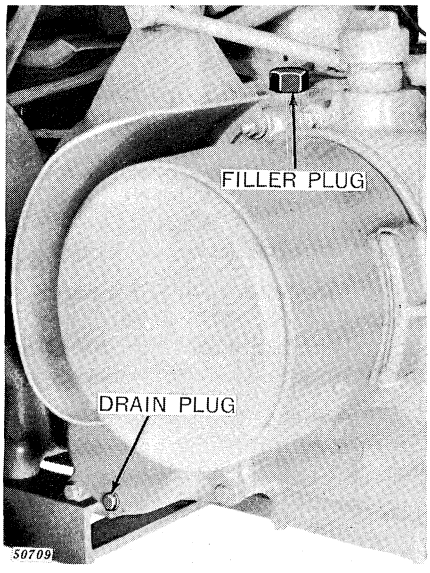
Draining, flushing, and refilling the transmission with high-quality transmission oil should be done at least once a year, or every 1000 hours of operation, whichever occurs first. To do a thorough job of draining, remove both transmission and rear axle housing drain plugs.

Drain the first reduction gear cover, also.

Replace drain plugs and add 3 gallons of flushing agent. Then jack up one rear wheel, start the engine, shift into low gear, and engage clutch. Run for a few minutes, then completely drain.

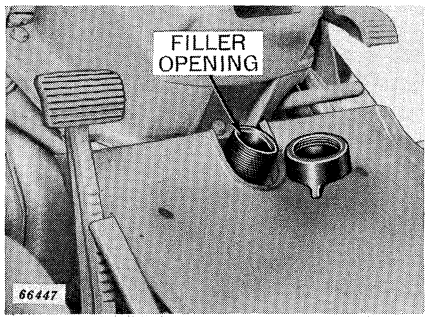


Transmission and Rear Axle Housing Drain Plugs

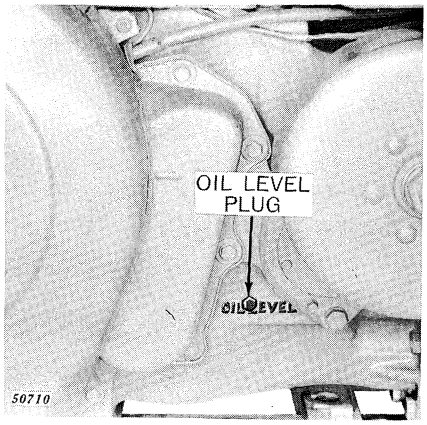


First Reduction Gear Cover Drain and Filler Plugs

Add transmission oil of the proper weight to the bottom of the oil level plug hole (approximately 4 U. S. gallons). For weight of oil to use, see table below.



Transmission Oil Filler Opening



Transmission Oil Level Plug

WEIGHT OF TRANSMISSION OIL

Air Temperature	SAE Viscosity Numbers
0°F. and Up	90
Below 0°F.	80

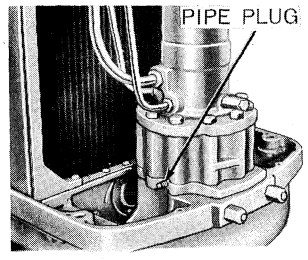
Be sure to refill the first reduction gear cover, also. Its capacity is 1 U. S. quart. For location of filler plug, see illustration on preceding page.

LUBRICATING THE DISTRIBUTOR SHAFT.

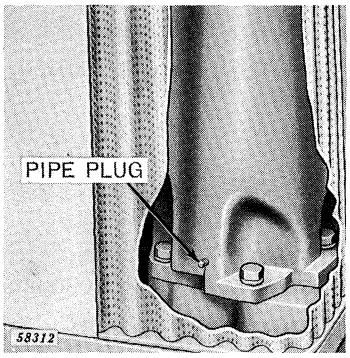
Remove distributor from tractor and place it in a horizontal position. Remove small plug from side of distributor body (see illustration on page 69). With hole from which plug was removed on top, oil level should cover bushing. If necessary, add a good grade of SAE 20 oil to reservoir until oil level is correct. Install distributor and retime engine (page 83).

LOWER PEDESTAL BEARING.

Once a year remove grille, take out pipe plug located on lower end of pedestal, install a grease fitting, and lubricate pedestal bearing with pressure gun grease. **Do not over-lubricate.**



Location of Pedestal Pipe Plug on Tractors with Power Steering



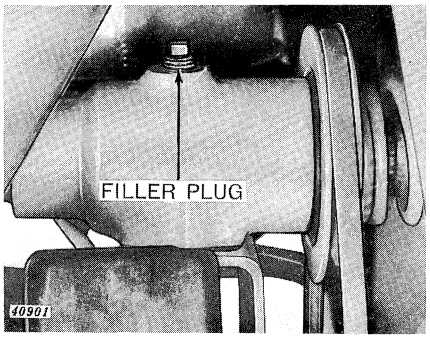
Location of Pedestal Pipe Plug on Tractors with Manual Steering

REAR AXLE BEARINGS.

After every 1000 hours of operation, remove pipe plugs from each rear axle housing, install a grease fitting, and pump 6 to 8 shots of pressure gun grease into both housings. Remove fittings and replace plugs.

FRONT FAN BEARINGS.

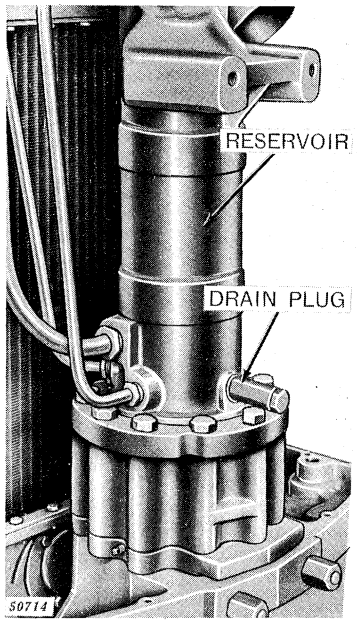
After every 1000 hours of operation, remove pipe plug from fan bearing housing, install a grease fitting, and fill housing with wheel bearing grease. This does not apply to tractors with power steering as they are automatically lubricated.



Front Fan Bearing Housing Filler Plug

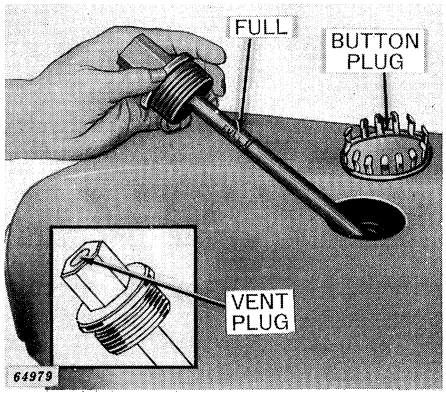
DRAINING AND REFILLING POWER STEERING RESERVOIR.

Once a year or every 1000 hours of operation, drain the power steering reservoir by removing drain plug at bottom of reservoir. Do not flush. Consult your dealer.



Power Steering Reservoir Drain Plug

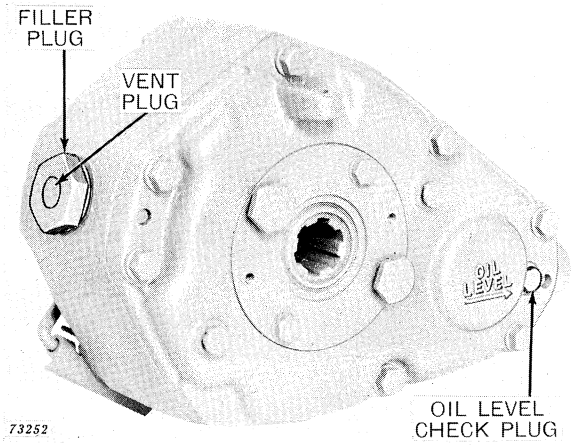
To refill reservoir, remove button plug, unscrew dip stick, and fill reservoir with new oil to "**FULL**" mark on dip stick with filler cap resting on top of filler opening. **Use only genuine John Deere power steering oil.** (Capacity of reservoir is approximately 5 U. S. quarts.)



Power Steering Reservoir Dip Stick

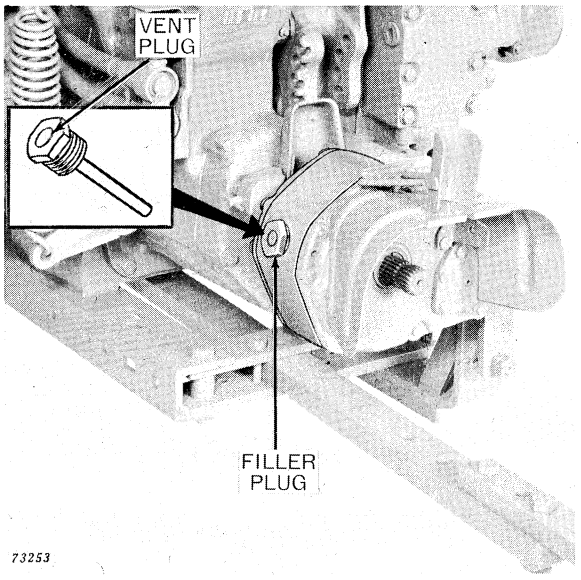
EXTERNAL POWER-SHAFT SPEED CHANGER (ATTACHMENT).

Once a year remove speed changer, drain oil from housing through filler plug opening, and flush housing with a safe solvent. Drain solvent and replace speed changer on tractor. Remove oil level check plug and pour SAE 10W oil in housing until its level is up to bottom of oil level check plug hole. The housing capacity is approximately 1-1/2 U. S. pints.



External Powershaft Speed Changer Oil Filler, Check and Vent Plugs

Check condition of vent plug in top of filler plug. If there is an accumulation of dirt on the plug, remove the dirt with an air hose or rinse the plug in a safe solvent. If the vent becomes clogged, oil seals and gaskets might be damaged, because the housing will be unable to "breathe" when varying temperatures cause expansion and contraction.



External Powershaft Speed Changer Mounted on Tractor

MEMORANDA

» » » SERVICE YOUR JOHN DEERE DEALER OFFERS « « «

Your John Deere dealer offers a complete tractor service at a nominal charge. Take advantage of this service once a year or after every 1000 hours of operation, whichever occurs first. This includes, among many other things, the following:

FRONT WHEEL BEARINGS.

Front wheels will be removed and all parts, including wheel hub, will be washed clean, removing the old grease. The bearings, felt washers, and felt retainers will be inspected for wear and replaced if worn. Wheel bearings will be packed with wheel bearing grease, assembled, and adjusted.

FRONT FAN BEARINGS (Except Tractors with Power Steering).

Front fan shaft assembly will be removed, disassembled, and all parts will be washed clean, removing the old grease. The bearings, felt retainers, washers, fan shaft, gears, spring, and fan will be inspected for wear and parts replaced if worn. This assembly will be repacked with high-temperature grease and assembled.

PULLEY AND CLUTCH BEARINGS.

The clutch and pulley will be removed; bearing and oil return holes in pulley hub will be washed clean. Bearing, bushing, and all clutch parts will be inspected for wear and parts will be replaced if worn. Bearing will be repacked with high-temperature grease, the pulley and clutch assembled and adjusted.

PULLEY BRAKE.

Pulley brake will be inspected, checked for proper operation, and adjusted, if necessary.

BRAKES.

The brakes will be inspected for lining wear and adjusted for proper operation.

STEERING MECHANISM.

The steering mechanism will be checked for proper operation and adjusted, if necessary.

POWR-TROL SYSTEM.

The Powr-Trol system will be inspected for leaks and proper operating characteristics.

CAP SCREWS AND NUTS.

All cap screws and nuts will be inspected and tightened.

REAR AXLE BEARINGS.

Rear axles will be inspected, adjusted, if necessary, and outer bearings repacked with proper lubricant.

POWERSHAFT CLUTCH.

The powershaft clutch will be inspected and adjusted, if necessary.

DISTRIBUTOR.

The distributor will be removed from the tractor and the distributor shaft lubricated.

CLUTCH AND PULLEY (EVERY 2000 HOURS).

Every 2000 hours, the clutch and pulley will be removed and clutch operating mechanism cleaned and repacked with high-temperature grease.

Services that will keep your tractor in tip-top shape

There are certain service jobs that should be performed before you operate your tractor, during its operation, and after your season's work has been finished. By making it a hard and fast rule to follow a servicing routine, your tractor will run better, last longer with less upkeep expense; you will eliminate field delays.

Many of the suggestions on the following pages may involve only inspection but, if necessary, the units involved should be adjusted or serviced as described, by you or your John Deere dealer. Performing these adjustments or services will help to keep your tractor operating economically and efficiently. For additional service and genuine John Deere parts, see your John Deere dealer.

• FUEL SYSTEM •

FUEL SYSTEM INSPECTION.

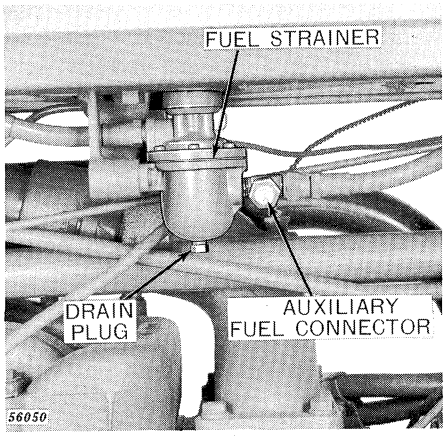
Periodically check fuel valves and connections for leaks using a soap and water solution. Although the equipment is designed and manufactured in accordance with best procedures and is approved by the Underwriters' Laboratories, it is subject to service conditions which might cause a leak to develop.

FUEL STRAINER.

The fuel strainer removes particles of dirt or other foreign matter from the fuel after it leaves the tank. An automatic electrically operated fuel shut-off valve is built into the strainer as an additional safety factor. When the ignition switch is turned on, the shut-off valve opens; when the switch is turned off, the valve automatically closes to prevent fuel from entering the engine or other parts of the system. If, for any reason, the electrical system fails to operate, the shut-off valve will close.

Cleaning the Sediment Bowl.

At regular intervals remove the drain plug from the bottom of the fuel strainer and drain out any sediment which may have accumulated. *Be sure both vapor and liquid withdrawal valves are closed, ignition switch is turned off, and engine is cold before removing the plug.*



Fuel Strainer

CONVERTOR.

From the fuel strainer the fuel passes through the automatic shut-off valve and enters a convertor which converts the liquid fuel into a gas and reduces the pressure until it is just right for efficient operation in the engine.

Heat must be applied to vaporize the fuel and to prevent freezing of the convertor parts which get extremely cold due to heat being absorbed by the fuel as it expands from a liquid into a gas. This heat for vaporizing the fuel is supplied from the tractor cooling system. Coolant is taken from the cylinder water outlet and flows through passages in the convertor. The outgoing coolant is piped to the water pump for recirculation.

Because the engine is started on vapor from the top of the fuel tank, no initial heat is required.

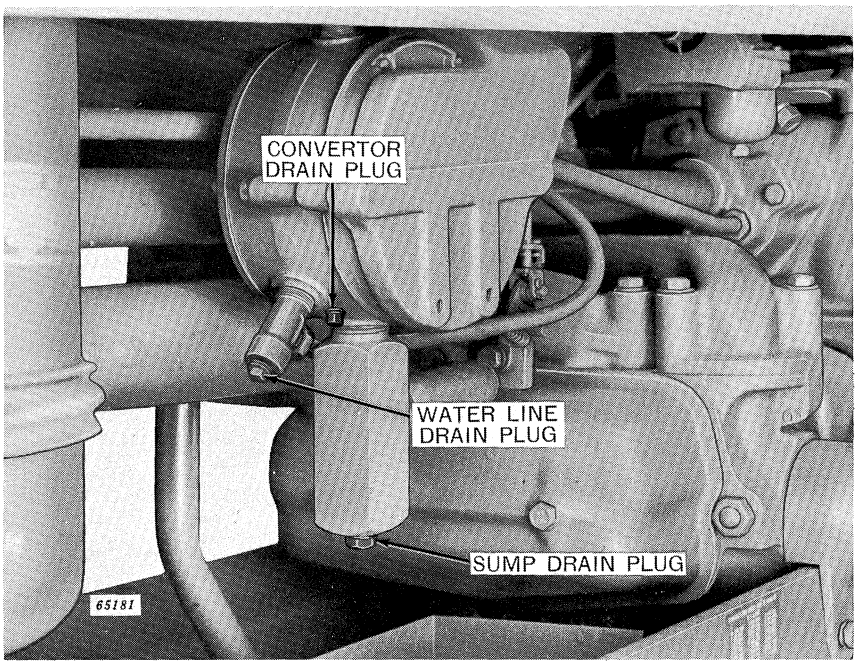
Since the coolant in the tractor cooling system circulates through the convertor it is important to use only clean, soft water in the cooling system. Hard water which might cause formation of scale in the convertor should be avoided. Use of a rust inhibitor is recommended.

If the tractor cooling system is drained to prevent freezing during cold weather, drain the convertor by removing the plugs shown in the illustration.

After every 150 hours of operation at the time the oil is changed in the crankcase, remove sump drain plug and drain sump of any foreign material.

Be sure both vapor and liquid withdrawal valves are closed, ignition switch is turned off, and engine is cold before removing the plug.

CAUTION: Do not attempt to repair or adjust the convertor. Service work should be performed only by qualified servicemen. See your John Deere dealer.



Convertor

CARBURETOR AND LINKAGE.

Vaporized fuel is drawn from the convertor into the carburetor where it is thoroughly mixed with air in the proper quantity to create a combustible mixture.

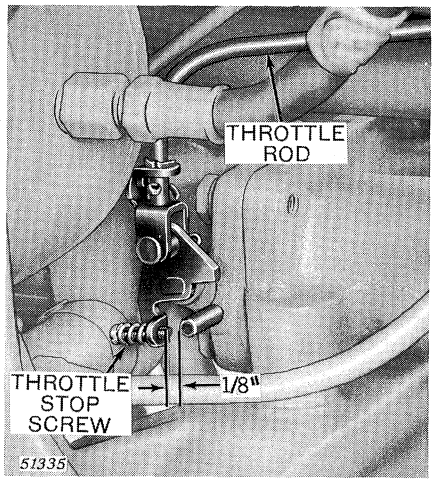
Adjusting Throttle Control Linkage.

(1) With throttle rod assembled and carburetor throttle lever and speed control lever in wide-open position, adjust throttle rod approximately 1/2 hole short. To accomplish this, turn swivel lock nuts until they clear swivel. Set forward lock nut 1/8-inch from swivel, then tighten rear lock nut. (See illustration below.)

(2) With speed control lever in closed position, hold throttle lever closed and adjust the throttle stop screw so engine runs at 300 rpm (see illustration to the right).

(3) Adjust speed control rod at ball joint for 600 rpm slow idle. Governor spring must clear governor arm stop during this adjustment (see illustration below).

(4) With engine stopped and speed control lever in closed position, adjust governor arm stop screw so that the carburetor throttle stop screw clears stop pin by 1/8-inch.



Throttle Stop Screw

Adjusting Carburetor.

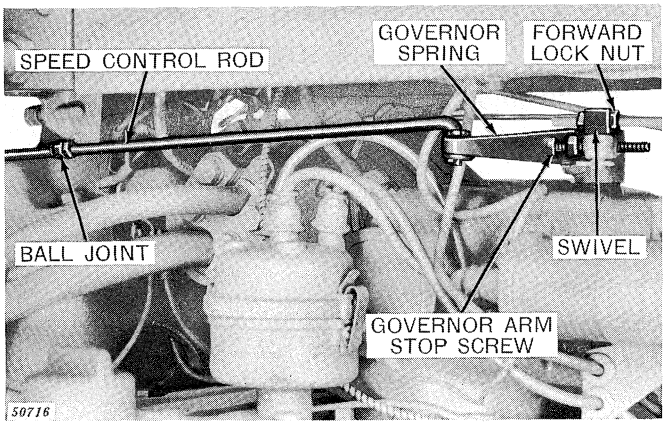
Slow Idle Adjustment.

(1) Set speed control lever to slow idle position.

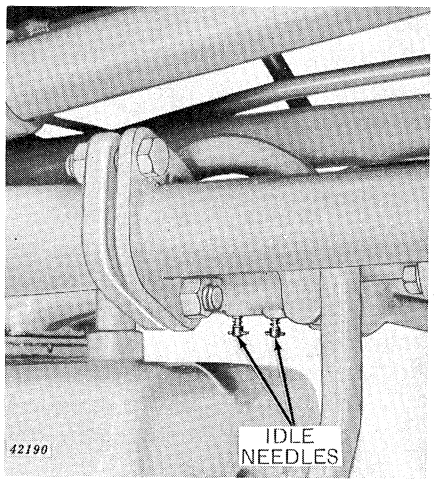
(2) Hook a spring or heavy rubber band over carburetor throttle lever to hold throttle closed on stop screw.

(3) Reset slow idle speed by means of stop screw from 300 rpm to 600 rpm.

(4) Two idle-adjustment needles are provided, one for each carburetor venturi. Adjust each needle individually for maximum rpm.



Throttle Control Linkage



Carburetor Idle-Adjustment Needles

Operate engine from slow to fast idle and back. If acceleration and deceleration are not even and smooth, it may be necessary to open the idle needles slightly.

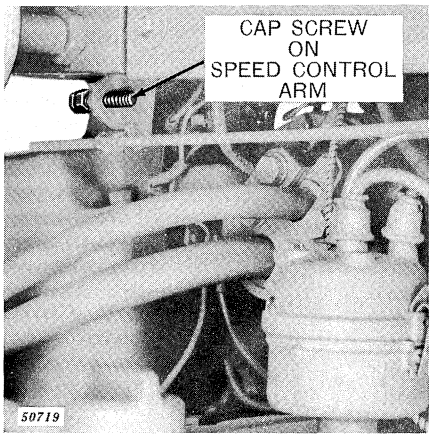
(5) Reset stop screw to 300 rpm and remove rubber band or spring. Reset speed control rod to 600 rpm engine speed, stop engine and recheck clearance at throttle stop screw. It should be 1/8-inch.

CAUTION: Never adjust the carburetor while tractor is moving.

Fast Idle Adjustment.

Push speed-control lever all the way forward and adjust cap screw on speed-control arm until engine has a fast idle speed of 1460 rpm.

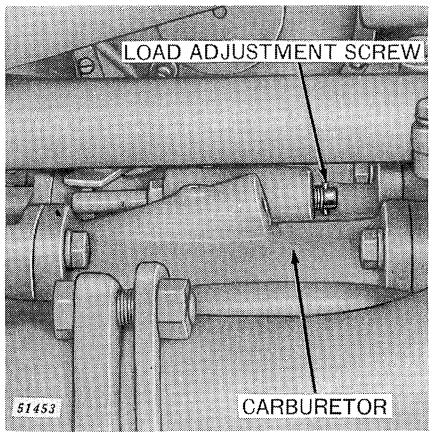
CAUTION: Under no circumstances should the engine be permitted to idle faster than 1470 rpm.



Fast-Idle Adjusting Cap Screw

Load Adjustment.

One load adjusting screw is provided on the carburetor. Average setting is three turns open.



Carburetor Load Adjustment Screw

• IGNITION SYSTEM •

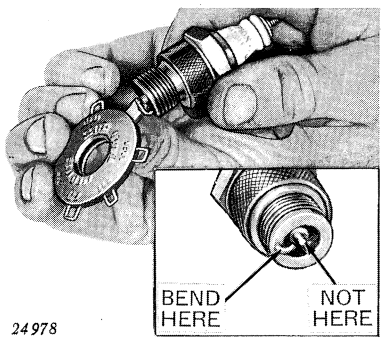
The entire ignition system must function efficiently to get first-class performance and maximum operating efficiency from your tractor.

CHECK THE IGNITION SYSTEM PERIODICALLY.

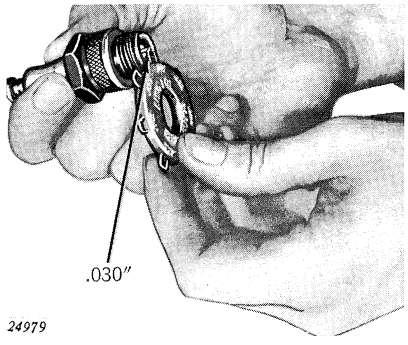
If necessary: (1) clean and adjust the spark plugs; (2) hone and adjust the distributor breaker points; (3) check ignition timing; (4) inspect the spark plug cables for breaks or shorts.

SPARK PLUGS.

If the plug is dirty, scrape or clean it. If the porcelain is cracked, the plug must be replaced. Check electrode gap and see that it is spaced to .030-inch. When adjusting the gap, bend only the outer electrode. Always use a spark plug gauge to get correct setting. Excess spark plug gap will cause missing on LP-Gas tractors.



Setting Spark Plug Point Gap



Checking Spark Plug Point Gap

To prolong the life of the spark plugs, be sure they are properly installed and tightened.

See Your John Deere dealer for correct plugs.

SPARK PLUG CABLES.

Keep cables clean to prevent shorting. Under certain weather conditions, cables may eventually become hard and cracked and require replacement. The cable terminals should fit snugly in the socket of the distributor cap. Be sure each cable is securely fastened to the spark plug terminal.

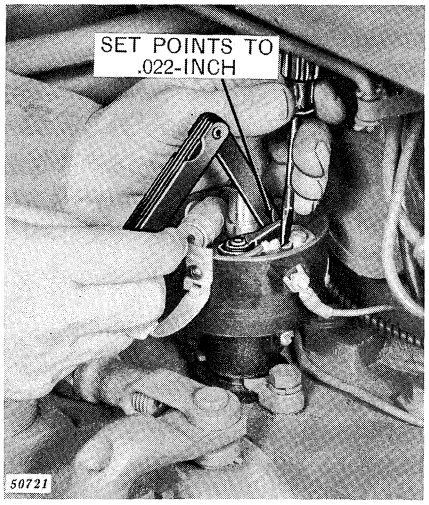
DISTRIBUTOR.

If you are experiencing ignition trouble, first turn on ignition. Remove wire from negative terminal on coil. Ground the wire. If no spark occurs, the trouble is in battery-to-distributor circuit. If spark does occur, return wire to terminal and check spark plugs and spark plug cables. If these are in good condition, remove distributor cap. Wipe out the cap thoroughly with a clean rag, making sure ventilator holes are open. Inspect cap carefully; if cracks are found, replace cap with a new one.

Remove distributor arm from the shaft by pulling straight up. Wipe arm and cam clean. Relubricate cam with a trace of high-temperature wheel bearing grease. If breaker points are worn, pitted, or dirty, carefully remove both points. After cleaning, dress each point to a smooth, flat surface, using a fine hone. (If points are badly pitted or worn, they should be replaced.) It is not necessary to remove pits. Just be sure points are clean and flat.

Distributor Point Adjustment.

After points have been installed, add a trace of high-temperature wheel bearing grease to cam. Turn flywheel until cam opens to widest position. Adjust points to 0.022-inch clearance. Examine the breaker bar for free movement.



Adjusting Distributor Breaker Point Gap

Replace the distributor arm and cap. Replace cables. Rear terminal goes to spark plug on flywheel side and front terminal to spark plug on pulley side.

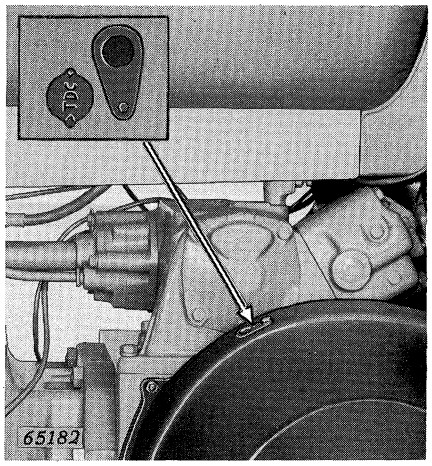
These simple operations will correct all ordinary ignition troubles. If no spark is obtained after these operations are completed, the tractor should be taken to your John Deere dealer for checking and overhauling.

INSTALLING AND TIMING DISTRIBUTOR.

If the distributor has been removed it must be timed after it is reinstalled. To do so follow the procedure given in the next column.

NOTE: This procedure is to be used for emergency timing only. For accurate timing see your John Deere dealer who has the proper equipment to time the engine for most efficient operation. **CAUTION: Under no circumstances should the engine be run if it detonates continuously. When this occurs, retard the spark.**

Remove the spark plug from the flywheel side. (This is No. 1 spark plug.) Place your finger over the hole and rotate the flywheel in the running direction until you feel a pressure of air in the cylinder. Continue turning the flywheel slowly until the "TDC" mark, stamped on the flywheel rim, lines up with the notches in the timing hole in the flywheel cover.

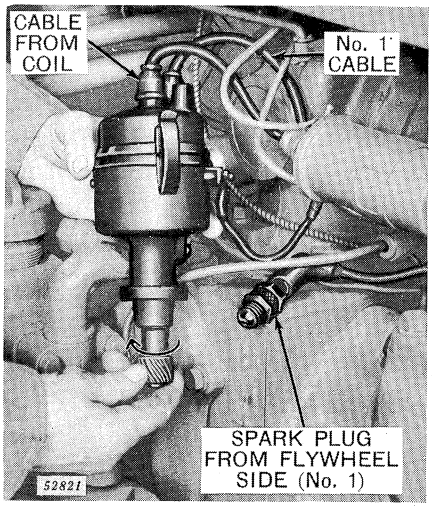


Flywheel Timing Marks

Assemble dust cover, arm and cap on distributor. Attach wire from coil to terminal on side of distributor body and cable from coil to center terminal on distributor cap.

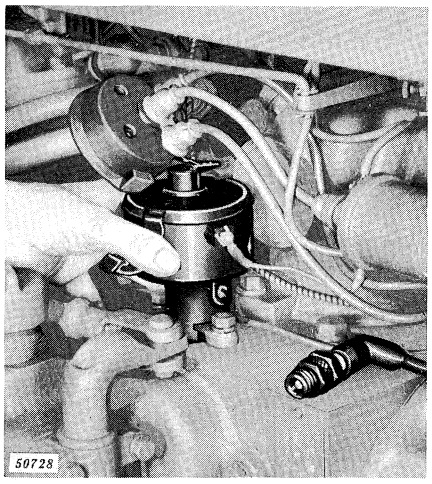
While holding distributor so spark plug cable terminals are toward center of tractor, install spark plug cable from flywheel side to rear (No. 1) terminal on distributor cap. Attach other end of cable to spark plug removed from flywheel side. Ground body of plug on some metal part of the tractor and position plug so that the points can be observed.

Turn on ignition. Ground distributor body on some metal part of tractor and rotate distributor shaft slowly clockwise (as viewed from above) until a spark jumps across the points of the spark plug.



Rotating Distributor Shaft

Without turning distributor shaft, remove distributor cap and scribe a mark on distributor body to locate position of arm in relation to distributor body. Now lower distributor into position on tractor, carefully engaging gear on end of distributor shaft with gear on camshaft. Rotate distributor body until scribed mark on body again lines up with arm. Install distributor attaching cap screws and tighten them finger-tight.



Lining Up Distributor Arm with Mark on Body

To check for proper timing, reinstall distributor cap and rotate distributor body slightly in a clockwise direction. Check to see that "TDC" mark on flywheel (page 81) is lined up with notches in timing hole. Now rotate distributor body counterclockwise until a spark occurs at the spark plug removed from flywheel side. Tighten distributor body attaching screws securely.

Install spark plug in flywheel side. Attach cable from spark plug on pulley side to front terminal in distributor cap.

CAUTION: Whenever adjustments which do not require use of an electric current are made on the tractor engine, remove the coil-to-distributor wire from battery-ignition-type tractors. (If your tractor has a magneto instead of a distributor, remove the spark plug wires from the magneto.) Also remove the battery ground cable on all tractors to prevent accidental starting or dangerous sparks.

• COOLING SYSTEM •

Your tractor is equipped with a pressure cooling system. This system will not operate properly unless it is tight. The filler cap must be properly tightened. The gasket surface of the cap must be in good condition. The system must not have loose connections or leaks. Otherwise pressure will not be maintained, and loss of water and overheating will result.

Water is circulated in the cooling system by a water pump.

Proper operating temperature is maintained by a heavy-duty thermostat located in the cylinder head end of the upper water pipe.

For safety, the pressure valve in the radiator filler cap is set to release when the pressure in the cooling system is between 3-1/2 to 4-1/2 pounds.

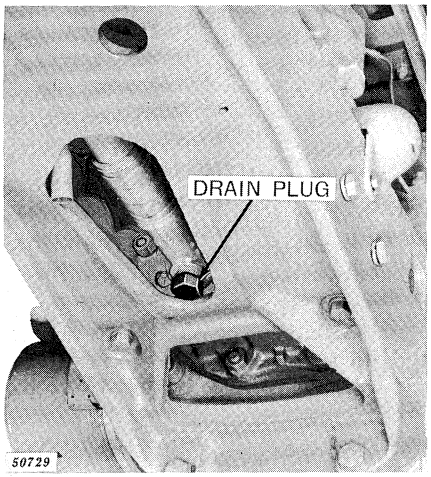
Never Remove Radiator Cap Until Temperature of Coolant Is Below Its Boiling Point

CAUTION: Do not remove radiator filler cap until the coolant temperature is below its boiling point. Then loosen cap slightly to the stop to relieve any excess pressure before removing it completely.

CLEANING THE COOLING SYSTEM.

For efficient operation the cooling system should be cleaned once or twice a year.

Remove thermostat and run the engine for a few minutes to stir up any rust or sediment. Stop the engine and drain the cooling system completely before sediment settles again.



Cooling System Drain Plug

Replace drain plug and fill the cooling system with a solution composed of a good commercial radiator cleaner and water. (Cooling system capacity—4 U. S. gallons.) Install the filler cap and run the engine. Then drain out the solution, add fresh water, start the engine, and let the water circulate for a few minutes. Stop the engine and drain out this flushing water. Replace thermostat and fill system with fresh water up to bottom edge of vertical baffle.

Remove the radiator grille and examine all air passages in radiator core; remove all chaff and dirt and straighten bent fins.

When filling the radiator, use soft water whenever available. Well water often contains lime and other minerals which eventually may clog the radiator core and reduce the

cooling efficiency. It is recommended that a rust preventive be added when refilling.

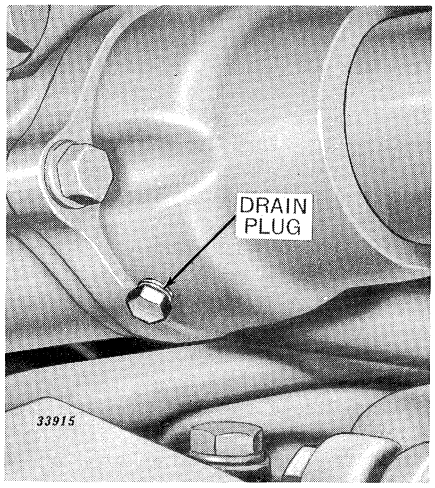
COLD WEATHER SERVICE.

When using the tractor regularly in freezing weather, an anti-freeze solution will eliminate filling and draining the radiator daily.

Genuine John Deere "All Winter" (Ethylene Glycol) anti-freeze and John Deere Methanol anti-freeze can be purchased from your dealer. If you use Methanol anti-freeze, check mixture in cooling system frequently to make sure it is adequately protected.

The "All Winter" (Ethylene Glycol) anti-freeze will provide more permanent protection since it has a much higher boiling point and will not evaporate. If the permanent-type anti-freeze solution is to be used, first condition the cooling system with a recognized brand of radiator sealer.

After adding the anti-freeze, run engine until thermostat opens. This will insure circulation of the solution throughout the entire cooling system.

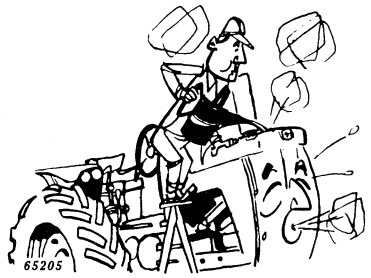


Drain Plug in Upper Water Pipe

When it is necessary to drain the cooling system during cold weather, see instructions on previous page. When draining the cooling system, in addition to removing the plug in the cylinder head, also remove plug in upper water pipe. This drains liquid trapped above the thermostat.

If the tractor is drained to prevent freezing during cold weather, be sure to drain the convertor by removing the plugs shown in the illustration on page 79.

CAUTION: Do not put hot water in a cold engine or cold water in a hot engine at any time. You may crack the head or cylinder block. Do not operate the tractor without water for even a few minutes.



Never Pour Cold Water in a Hot Engine or Hot Water in a Cold Engine

• TAPPET ADJUSTMENT •

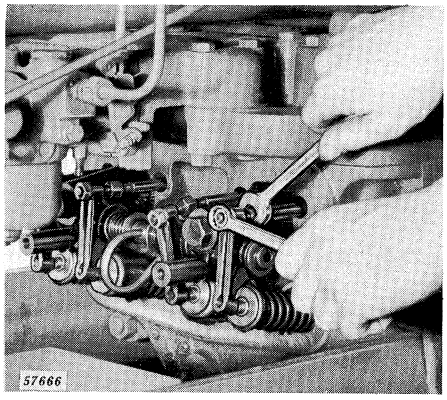
Properly adjusted tappets insure longer valve life. Therefore, check tappet clearance every 500 hours and make adjustments if necessary. All adjustments should be made with a hot engine.

Start the engine and run it until operating temperature is reached. Remove the tappet cover from the front of the cylinder head and both spark plugs from the cylinders.

Turn the flywheel until the piston on the flywheel side is at the end of its compression stroke. To deter-

mine this position, place your finger over the spark plug hole on the flywheel side and turn the flywheel in the running direction until a pressure of air is felt in the cylinder. Then continue to turn the flywheel slowly until the "TDC" mark, stamped on the flywheel rim lines up with the notches in the timing hole in the flywheel cover. (See illustration on page 83.)

Now adjust the two left-hand tappets on the flywheel side. To do so, loosen the lock nuts and turn the adjusting screws in until there is no movement in the tappet levers. Then turn the adjusting screws out one-third turn or until there is 0.020-inch clearance between the end of the



Adjusting Tappets

tappet lever and valve stem. A feeler gauge may be used to measure this clearance, but, if the engine has operated for a long period of time, the wearing of the end of the valve stem into the tappet lever may cause a false reading.

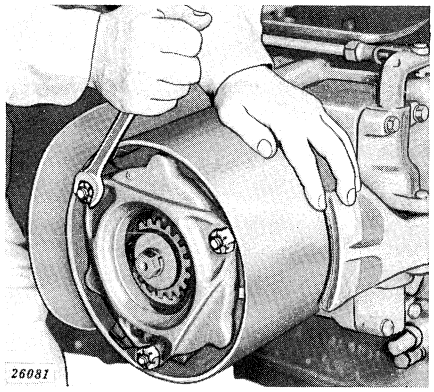
After tappet clearance is properly adjusted, lock the adjusting screws tightly in place with the lock nuts.

Now rotate the flywheel 180 degrees (one-half turn) in the running direction and adjust the tappets on the pulley side in the same manner. Replace the tappet cover using a good gasket.

• CLUTCH ADJUSTMENT •

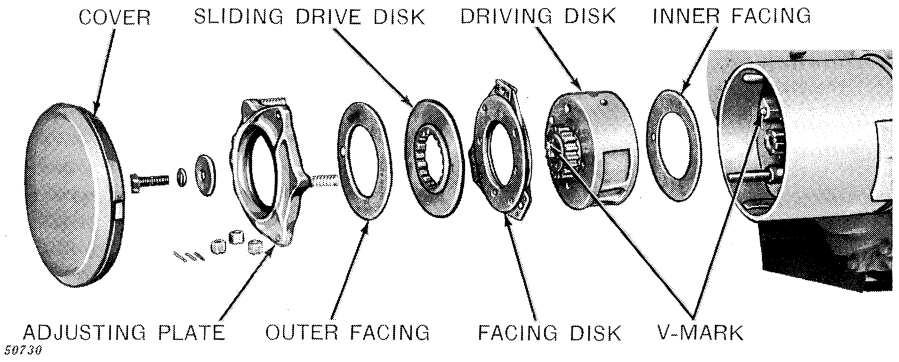
A loose clutch, one which requires little or no effort to engage, will slip, causing loss of power, overheating of the clutch and pulley, and will result in early replacement of clutch facings.

To adjust the clutch, first set the clutch lever in the engaged position, then remove pulley cover and tighten each of the three nuts equally until they are tight. Then back off each nut an equal amount a little at a time until the clutch can be disengaged. Now adjust the nuts equally until the clutch goes into the engaged or operating position with a snap requiring some pressure. Backing off the nuts an additional amount may be possible and yet provide a good snap when the clutch is engaged.



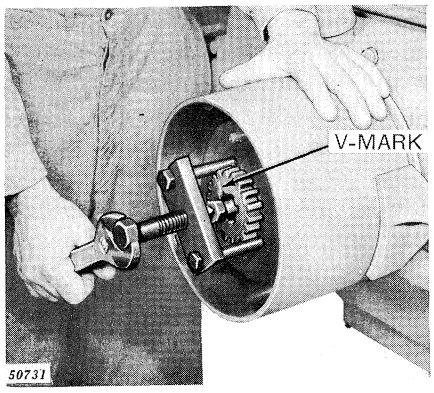
Adjusting the Clutch

REPLACING CLUTCH FACINGS.



Clutch Facings and Related Parts

To replace the clutch facings, first study illustration above because it shows the arrangement of parts. Be sure they are replaced in the order as shown.



Removing Driving Disk from Crankshaft

Use a puller as shown below to remove driving disk from crankshaft.

When replacing parts, be sure "V" mark in the driving disk hub lines up with the flat spot at end of one of the crankshaft splines. The cap screw holding the fixed driving disk on the crankshaft must be tight.

After installing the new facings and all other parts, adjust the clutch as described previously. *NOTE: If at any time the clutch has been overheated, it is necessary to remove pulley and clutch, clean roller bearing, and repack it in high-temperature grease.*

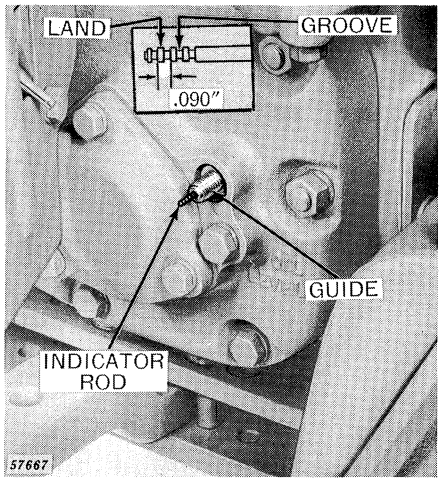
• POWERSHAFT CLUTCH •

The powershaft clutch is designed for long dependable service providing it is checked periodically for proper adjustment. Check and adjust the clutch after the first 20 hours and the first 75 hours of powershaft operation. Thereafter, check it at the end of each 150 hours of powershaft operation (see "Periodic Check" below).

If, at any time, clutch slippage, which affects powershaft output, is detected, the clutch must be adjusted immediately.

Periodic Check.

To check for correct adjustment, remove cap nut on rear of powershaft clutch housing to expose clutch adjustment indicator rod (see illustration below). Engage the clutch, then pull back on the clutch pedal to take up all slack in the linkage (do not disengage the clutch).

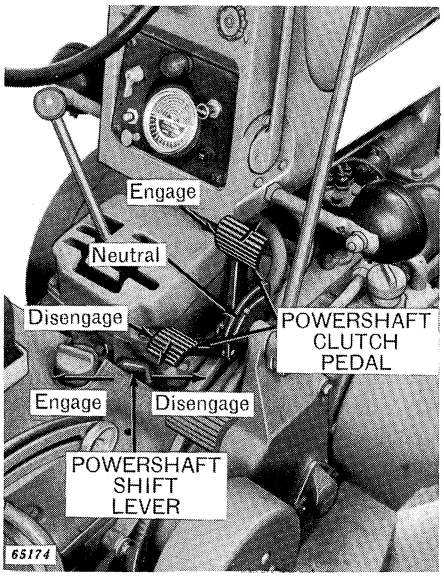


Checking Powershaft Clutch Adjustment

Hold clutch adjustment indicator rod "in" and note position of rod in relation to end of guide. Disengage the clutch and see that pedal is latched. Again note position of indicator rod in relation to end of guide. When the clutch is correctly adjusted, the distance the rod has moved should be equal to the length of one land and one groove on the rod (0.090-inch).

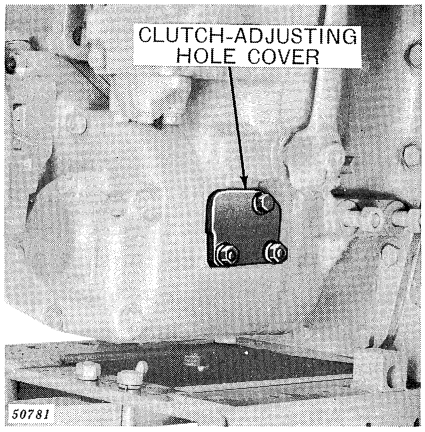
Clutch Adjustment.

If your tractor is equipped with Universal 3-Point Hitch, adjustment can be made easier by removing the right-hand draft link and draft link support.

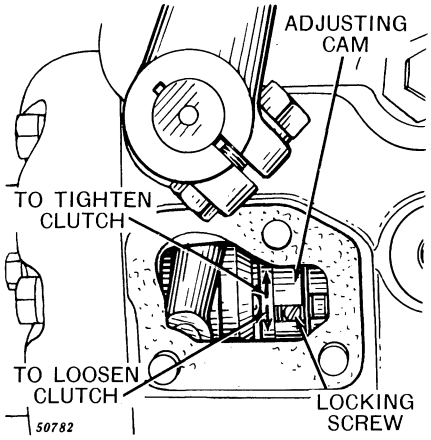


Powershaft Shift Lever and Clutch Pedal

Locating Locking Screw. Remove clutch adjusting hole cover from side of clutch housing. (See illustration on next page.)



Clutch Adjusting Hole Cover



Cam Locking Screw

With powershaft clutch pedal in "neutral" position (that is, disengaged but not latched), see if you can locate the locking screw in one of the notches of the clutch adjusting cam. If the screw cannot be seen, turn the powershaft (and cam) a little at a time until you can see the screw.

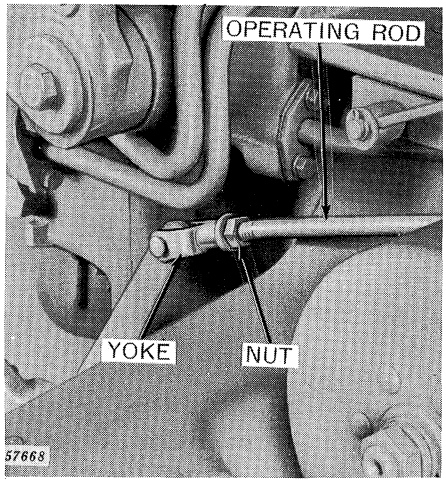
Adjusting the Clutch. Latch the pedal in the disengaged position. Turn the adjusting cam locking screw in until its head clears the slot in the adjusting cam. Now turn the adjusting cam upwards (counter-clockwise as viewed from rear) to tighten the clutch, moving the adjusting cam only one notch at a time while checking clearance as measured on the clutch adjustment indicator rod (see "Periodic Check," on previous page). Turning the cam upwards (Counter-clockwise), which **tightens** the clutch, will **increase** the measurement on the indicator rod. Turning the cam downward (clockwise), which **loosens** the clutch will **decrease** the measurement on the indicator rod.

After correct adjustment has been obtained, turn the locking screw outward, into one of the notches of the adjusting cam.

Replace clutch-adjusting hole cover and cap nut over indicator rod.

Powershaft Brake Adjustment.

If the powershaft fails to stop when clutch is disengaged and pedal latched, it will be necessary to adjust the powershaft brake. To do so, disconnect yoke on rear end of operating rod from fork shaft arm, loosen jam nut and turn yoke 1/2 turn at a time



Clutch Operating Rod and Yoke

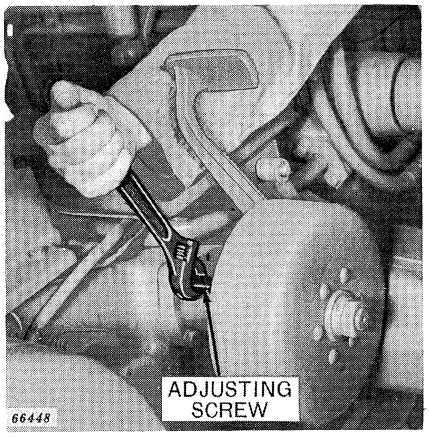
to shorten operating rod, until powershaft stops when clutch is disengaged and pedal latched. After correct adjustment is made, tighten jam nut and connect yoke.

CAUTION: Always see that powershaft is disengaged and pedal latched before dismounting from tractor.

• BRAKE ADJUSTMENT •

Tighten the adjusting screw, then back it off five notches. This adjustment should permit about 2-3/4 to 3-1/4-inch pedal movement before you feel the brake shoe contacting the drum.

Whenever a brake adjustment will not correct or improve defective brake action, have the brakes relined.



Adjusting Foot Brake

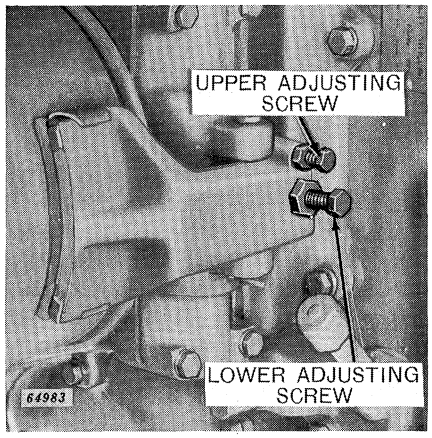
• PULLEY BRAKE ADJUSTMENT •

The pulley brake should be adjusted so, when the clutch operating lever is moved slightly to the rear from the released position, the pulley will stop rotating.

To adjust the pulley brake, stop engine and engage clutch. Adjust upper screw on pulley brake until lining clears pulley by 1/32-inch.

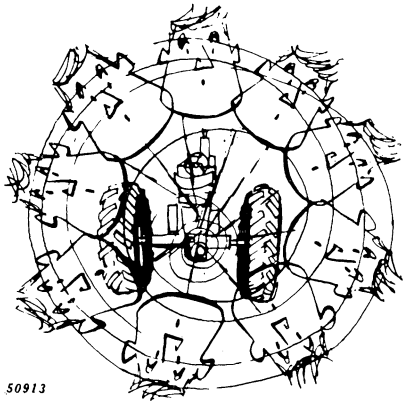
Disengage clutch and adjust lower screw until a slight drag is felt when the pulley is rotated by hand.

NOTE: Do not attempt to change the position of the clutch lever A spring inside the clutch mechanism will automatically hold lever in proper position.



Pulley Brake Adjusting Screws

CAUTION: Do not use the pulley brake to stop the tractor, as this shortens the life of the pulley brake lining.



Never Wear Loose Clothing Around Powershaft

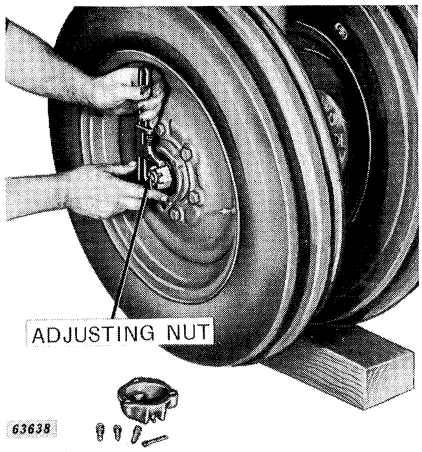
• FRONT WHEEL BEARINGS •

The front wheels on your tractor are carried on tapered roller bearings that must be kept in adjustment to assure long bearing life. After 500 hours of operation check the front wheels for end play. Raise the wheels off the ground and if end play is evident, the bearings need adjustment.

ADJUSTMENT ON TRACTOR WITH DOUBLE FRONT WHEEL, ROLL-O-MATIC, OR ADJUSTABLE TREAD FRONT AXLE.

Remove the hub cap and cotter pin. Draw the adjusting nut up until a slight drag is felt when the wheel is rotated. If the adjusting nut is turned three to four castellations before it is drawn tight, the wheel should be disassembled, bearings inspected, and replaced if they are worn.

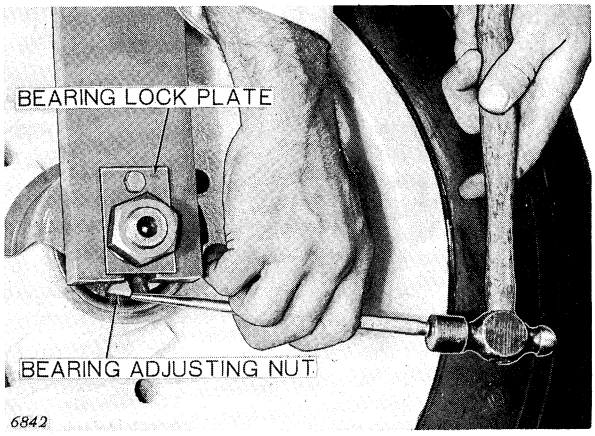
After adjusting nut is drawn tight, back it off one full castellation, plus any additional amount required for inserting the cotter pin. Install cotter pin, and replace hub cap. Both wheels must be adjusted alike.



Adjusting Double Front Wheel Bearings

ADJUSTMENT ON TRACTOR WITH SINGLE FRONT WHEEL.

Back off the front axle bearing lock plate screw; then tighten the adjusting nut until the wheel rotates with a slight drag. Lock the adjustment in the notch closest to this position.



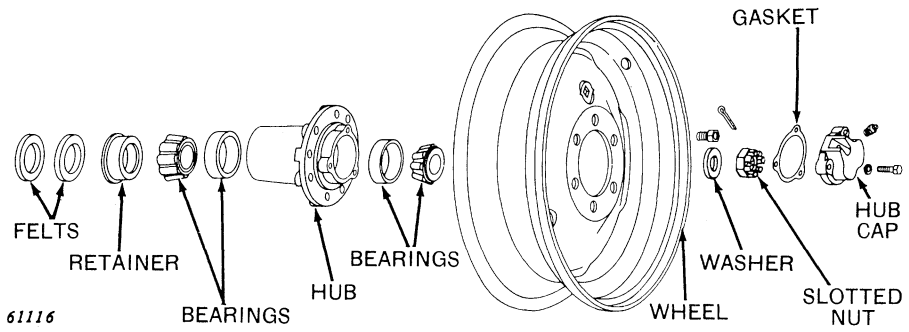
Adjusting Single Front Wheel Bearings

FRONT WHEEL BEARING SERVICE.

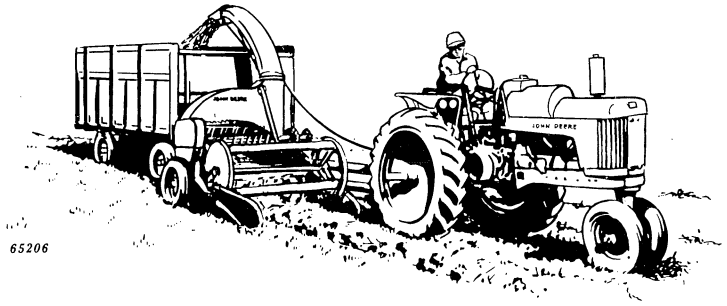
After 500 hours of operation the front wheels should be removed and all parts of hub and spindle washed clean to remove dirt and old grease. Examine the bearings and felt washers and replace if worn.

When bearings are removed, new felt retainers must be used when reassembling.

Repack bearings with wheel bearing grease.



Exploded View of Front Wheel Assembly



Nothing Like a Yearly Check-Up by Your John Deere Dealer

• TIRES •

CHECKING AIR PRESSURE.

Check air pressures every two or three weeks. Use special low-pressure gauge, with one pound graduations, to get accurate inflation. This gauge should be checked occasionally for accuracy. It may get out of order and require a correction in the reading.

Use a special air-water gauge for testing tires filled with water or calcium chloride solution.

Always replace the screw valve caps and be sure they are on tight to provide a positive air seal.

CARE OF RUBBER TIRES.

Grease and Oil Shorten Rubber Tire Life.

Tires should not stand on oil-soaked floors and should not come in contact with fuel or oil. Oil softens and deteriorates the rubber, shortening the life of the tires.

Careless Driving Shortens Rubber Tire Life.

Driving over rough ground at high speed puts an undue strain on fabric and very definitely shortens tire life. Driving over rocks, stones, tree stumps, etc., is hard on tires.

Careless Driving Shortens Tire Life

Sunlight Shortens Rubber Tire Life.

Bright sunlight causes the surface of the tires to check and harden. When not in use, keep tractor out of the sun if possible. When it is to be stored for any length of time, store it in a cool, dark place, with the tires relieved of their load by jacking up the tractor. If the tractor is stored in the open, it should be covered with canvas or some other suitable material.

Chemicals Shorten Rubber Tire Life.

When using a tractor in spraying and dusting operations, especially with Paris Green and Bordeaux mix-

tures which contain copper, the tires should be cleaned thoroughly with clean water after each spraying operation.

Inspecting Tires.

Inspect your tires at regular intervals for possible injuries. The sidewall or tread rubber may be cut through, exposing the fabric so that moisture and dirt can get in and cause rotting of the fabric. There are rubber compounds on the market for filling these cuts. If the break is more than 2 inches long, have it vulcanized for permanency. Your John Deere dealer may be able to do this for you.

RUBBER TIRE INFLATION CHART

REAR TIRES

Tire Size	Ply	Inflation Pressure: With Little or No Added Ballast	Inflation Pressure: With Maximum Ballast or Heavy Rear-Mounted Implements
12.4-36	4	12	14
12.4-36	6	14	22
13.9-36	4	14	14
12.4-38	6	12	16
11-38 C & R	6	12	16
9-42	6	18	24

Maximum ballast (liquid or cast-iron) per wheel—350 pounds.

FRONT TIRES

Tire Size	Ply	Inflation Pressure: With Towed or Rear-Mounted Implements	Inflation Pressure: With Front-Mounted Implements
5.50 x 16	4	32	32
6.50 x 16	6	36	40
6.50 x 16	8	36	56
9.00 x 10	8	44	44

Over- or under-inflation will shorten tire life.

If additional traction is required, add weight to the wheels. Lowering the air pressure will make little difference and may ruin the tires.

• WEIGHTING REAR WHEELS •

WHEN TO USE WHEEL WEIGHTS.

Power can be lost and tire life cut drastically by wheel slippage. Wheel slippage can be largely corrected by weighting the rear wheels either by a liquid solution in the tires or by adding cast-iron wheel weights.

Extra weight is needed only for heavy pulling. It is not required for road operation and light work.

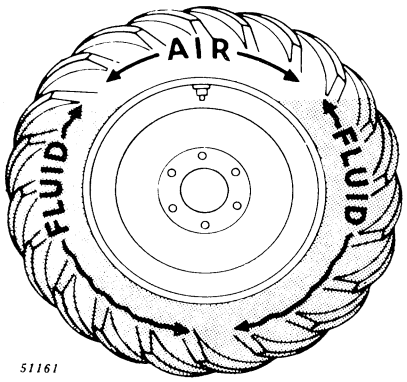
LIQUID WEIGHT.

Water and calcium chloride solution is an economical means of adding weight to rear wheels equipped with rubber tires. This solution will not damage the inner tube or tire if used in proper proportions. Its use has the full approval of the tire companies. Calcium chloride solution is recommended rather than water as it will not freeze. (See your John Deere dealer for this service.)

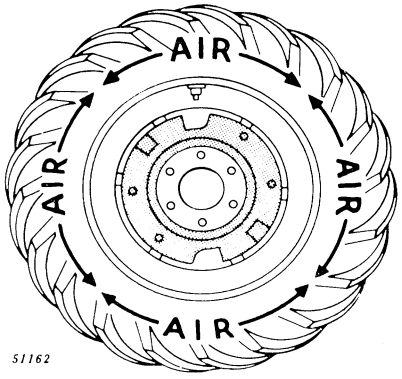
CAST-IRON WEIGHTS.

Where weight in addition to the liquid weight is required or where weight other than a liquid solution is desirable, cast-iron wheel weights, each weighing approximately 150 pounds, can be bolted to the rear wheels. This type of weight can be secured from your John Deere dealer.

When plowing, best results are generally obtained by taking one weight from the furrow wheel and adding it to the land wheel. The tilting of the tractor when plowing throws additional weight on the furrow wheel. Furthermore, the traction in the furrow is usually better than that on unplowed land. By adding weight to the land wheel, there is more uniform distribution of weight over the drive wheels, which is important.



Tractor Tire with Liquid in Tube as Wheel Weight



Rear Wheel Equipped with Removable Cast-Iron Wheel Weight

• STARTING AND LIGHTING EQUIPMENT •

Follow the simple precautions and service operations below for maximum satisfaction.

• CRANKING MOTOR •

The cranking motor used on your tractor is of the heavy-duty type, built to carry a big load for a short period of time.

Considerable amperage is required from the batteries whenever the cranking motor is used. This is a heavy drain on the batteries and creates considerable heat in the cranking motor, so limit the length of time the cranking motor is used to 1/2 minute. Wait about two minutes for the batteries to build up a more satisfactory charge. This rest period will also allow the heat to escape from the cranking motor.

IF CRANKING MOTOR FAILS.

If cranking motor fails to function make the following inspections:

See if the batteries have a sufficiently high charge.

Check for defective cables, loose or corroded connections. Any of these conditions will result in poor cranking motor performance.

If cranking motor still fails to operate, see your John Deere dealer.

The cranking motor does not require lubrication.

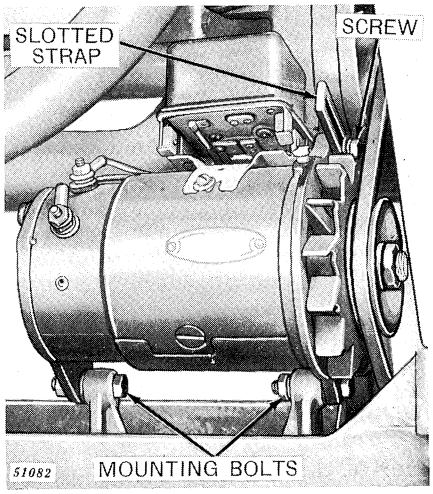
Do not lubricate drive parts as oil collects dust and grit which will cause sticking and rapid wear.

• GENERATOR •

The generator supplies current for lights and keeps the batteries in a charged condition by replacing the energy consumed by the cranking motor while starting the tractor. The charging rate is controlled by a voltage regulator.

ADJUSTING DRIVE BELT TENSION.

Rotate generator drive pulley until all slack in the belt is on top. Loosen the screw through slotted strap and the two mounting bolt nuts. Move generator out or in until there is a total of one inch up and down movement at the center of the belt between the fan and generator drive pulleys.



Generator Mounting Bolts and Strap Bolt for Belt Adjustment

After tension is adjusted, tighten screw and nuts.

To install a new generator belt, loosen generator and slip belt over fan blades, generator drive pulley and water pump pulley. Adjust belt as mentioned above.

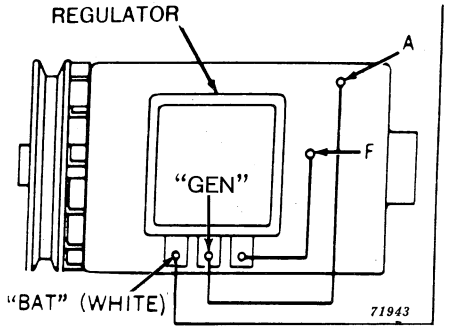
Make certain the generator pulley is properly aligned with the drive pulley.

CAUTION: Do not use the voltage regulator as a hand hold when adjusting belt. To do so may cause damage.

For generator lubrication, see page 62.

GENERATOR-VOLTAGE REGULATOR TERMINALS.

If for any reason either or both the generator or voltage regulator are removed from the tractor, connect wires according to this diagram when reinstalling.



Generator and Voltage-Regulator Terminals

POLARIZING THE GENERATOR.

After reconnecting a generator, regulator, or battery, be sure to polarize the generator before starting the tractor. The polarity of the generator may be reversed when it, or the regulator or battery, is disconnected. Reversed polarity can burn out relay points, run down the battery, or seriously damage the generator.

Establish correct polarity by momentarily touching a wire to both the "GEN" and "BAT" terminals of the regulator after all connections have been made and before starting the tractor.

• STORAGE BATTERIES •

Your tractor is equipped with two tractor batteries guaranteed for 90 days against defects in workmanship and material. In addition to the standard guarantee (90 days), you have the privilege of registering your batteries and obtaining protection for an additional period of time. See your battery dealer.

When replacing a battery use a Group I, 6-volt, 85-ampere-hour battery having at least 15 plates. Insist on a heavy-duty type battery with a rubber case and "anti-leak" battery caps.

CLEANING THE BATTERIES.

At least once every 150 hours or 30 days wipe off the top of the batteries with a cloth dampened with water. If corrosion is present around the terminal connections, loosen it with a stiff bristle brush and then apply a solution consisting of 1/4-pound of baking soda added to one quart of water. Then flush the outside of the batteries, the battery box, and the rear section of the tractor with clear water.

After cleaning the batteries, examine the vent holes in each cap, making sure they are open.

Battery connections must be clean as well as tight. A thorough coating of vaseline on each terminal connection will retard the accumulation of corrosion.

CHECKING ELECTROLYTE LEVEL.

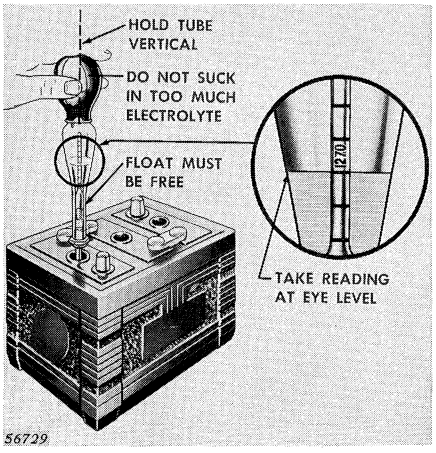
Check the electrolyte (acid and water solution) in the batteries every 150 hours or 30 days for proper level.

If the electrolyte level is low, add distilled water, or any water that you would be willing to drink, until the recommended level is reached. Never permit the electrolyte level to go lower than the top of the cell plates.

In freezing weather, do not add water until after the engine has started, as water will not mix with the electrolyte until the generator passes a charging current into the battery.

CHECKING SPECIFIC GRAVITY.

The specific gravity of the electrolyte should be checked with an accurate hydrometer before adding water. If liquid level is too low to check, add water, run the engine for a few hours—permitting the water and electrolyte to mix: then check. Specific gravity should not go below 1.215. When fully charged, the reading will be 1.250 to 1.270.



Checking Specific Gravity of Battery with Hydrometer

COLD WEATHER BATTERY SERVICES.

It is difficult to maintain a fully charged battery during cold weather due, in part, to the heavy draw imposed on the battery while the cranking motor is cranking the engine and because the average tractor is not run long enough for the generator to recharge the battery.

If this occurs, see your John Deere dealer and have him check the batteries, generator, and voltage regulator.

Keep the batteries well charged in freezing weather. A partially discharged battery freezes more quickly than one that is well charged. For example, a battery with a specific gravity reading of 1.150 will freeze at 0°F., and a fully charged battery will not freeze until temperature reaches −70°F. Freezing weather will not damage charged batteries.

STORING THE BATTERIES.

If the tractor is to be stored for the winter or is to be used only at infrequent intervals, the batteries should be removed to a cool place (but above freezing). While the batteries are out of the tractor check them every 30 days and charge, if necessary, to prevent damage to the plates.

BATTERY INSTALLATION.

The batteries should not be permitted to bounce around in the battery compartment as this will jar active material off the cell plates, shortening the life of the batteries. Neither should the battery hold-down bracket be tightened too tightly as this will buckle the battery case causing the cell plates to crack. **CAUTION: When working with the battery, remember that all the exposed metal parts are "alive."**

DANGER CONNECTED WITH BATTERIES.

All sparks or open flames must be kept away from the batteries as the gas given off by the electrolyte is highly flammable.

Keep Flame Away from Battery Filler Cap Openings

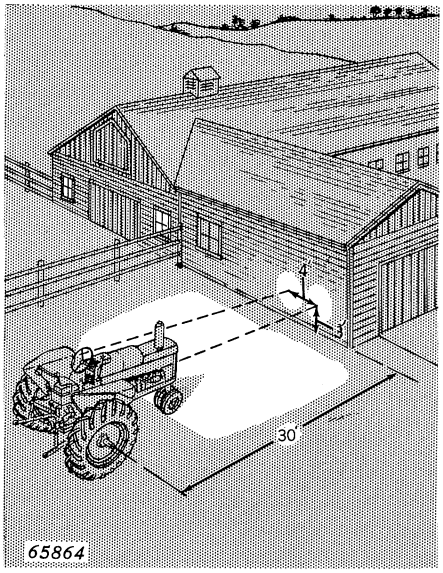
Avoid laying a tool or wire across the terminals as a spark or short circuit will result.

Spilled electrolyte will damage clothing unless diluted ammonia or some other counteracting agent is applied immediately.

CAUTION: Whenever adjustments are made on the tractor engine, remove the coil-to-distributor wire on battery-ignition-type tractors. (If your tractor has a magneto instead of a distributor, remove the spark plug wires from the magneto.) Also remove the battery ground cable on all tractors to prevent accidental starting or dangerous sparks.

• HEADLIGHTS •

If your tractor is equipped with fenders with built-in dual headlights, they should be checked periodically for proper adjustment if they are to perform with maximum efficiency at night.



Dual Headlight Adjustment

The inner lights should shine straight ahead and point down slightly. To check, cover the outer flood lights with some opaque material and shine the spot lights on a wall, such as the side of a barn, where the ground is level. Position the tractor so the rear axle is 30 feet from the wall and the lights are shining straight ahead. The centers of the light beams on the barn should be 4 feet apart and 3 feet above the ground. If adjustment is necessary, simply loosen the nut at rear of lamp which secures it to the fender. Move lamp until adjustment is correct. Tighten nut.

Each outer flood light should throw a wide beam on the ground ahead of and to the sides of the tractor. To check, turn the ignition-light switch to the "D" position. The rear edge of the area illuminated by each lamp should be in line with the rear of the front tire. The front tire should form the inner boundary of the illuminated area. With the lights in this position, all components of front-mounted implements, six-row culti-

vators included, should be illuminated. If adjustment is necessary, follow same procedure as that used to adjust the inner lights.

• LIGHT BULBS •

The front lights contain sealed-beam units. All other light bulbs are single-contact type, rated as follows:

Bulbs	Volts	Candle Power
Front	12-16	(Sealed beam)
Bright Rear	12-16	32
Red Rear	12-16	15
Dash	12-16	6
Implement Warning	12-16	21
Towed Implement Warning	12-16	21

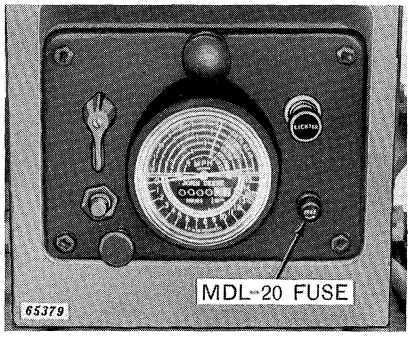
• FUSES •

Two fuses are used in the electrical circuit of the LP-Gas Tractor. One is in the combination ignition-light switch circuit and one in the electrical outlet socket circuit. The fuse in the combination switch circuit is located in a fuse holder in the dash below the oil pressure gauge. To remove the fuse, unscrew cap and fuse will pop out.

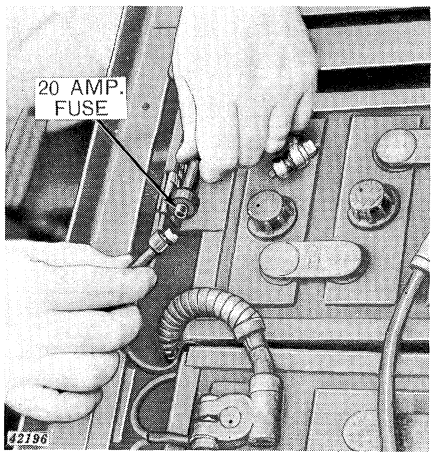
If a fuse burns out in this circuit, check for the cause and replace it with a new MDL-20 slow-burning fuse.

The fuse in the electrical outlet socket circuit is located in a fuse holder at the right-hand front corner of the battery box under the seat. To remove the fuse, unscrew two halves of fuse holder.

If a fuse burns out in this circuit, check for the cause and replace it with a new 20-ampere fuse (automotive type).



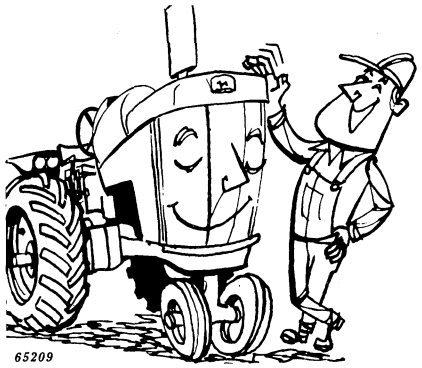
Fuse in Combination Switch Circuit



Fuse in Electrical Outlet Socket Circuit

SERVICE REMINDERS

Keep your tractor clean, well lubricated and properly adjusted. These simple services will do much to help preserve its long life and efficiency.



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Use clean water in the cooling system. Don't start the engine unless the cooling system is full of water or anti-freeze solution.

*

Avoid over-choking when starting the engine.

*

Be sure all air intake connections to the carburetor are tight.

*

Be sure oil gauge registers immediately after engine starts.

*

Inspect batteries every 150 hours or 30 days. Check specific gravity and solution level according to instructions on page 99.

Be sure rear wheels are tight on rear axles before driving tractor.

*

Avoid clashing gears when shifting. Let pulley rotate very slowly for easy shifting.

*

Check fuel system periodically for leaks and have them fixed immediately. Eliminate fire hazards.

*

Use a feeler gauge for setting such clearances as valve tappets, spark plug gap, and distributor breaker points.

*

Avoid racing and overloading the engine during the warm-up period, especially during cold weather. Save eventual trouble and expense.

*

Make it a practice to inspect your tractor periodically for loose nuts, bolts, cap screws, and cracked castings. Overlooking the little things can often be the cause of loss of time and added expense.

*

Whenever adjustments are made on the tractor engine, prevent accidental starting or dangerous sparks by disconnecting the battery ground cable and removing the coil-to-distributor wire. (If your tractor has a magneto instead of a distributor, remove the spark plug wires from the magneto.)

TRACTOR DIFFICULTIES

Diagnosing difficulties is best done by an orderly process of eliminating the most probable causes first and then, if the difficulty persists, of testing for all other possible causes until the one cause for the trouble is found. **CAUTION: When working on the tractor, be sure to comply with all safety precautions relative to LP-Gas. See pages 19, 58, and 59.**

» » » » ENGINE « « « «

● HARD TO START. WILL NOT START ●

Possible Cause	*Possible Remedy*
No fuel in tank.	Fill with fuel. See page 20.
Butane content of fuel too high for cold weather resulting in low pressure.	See your fuel dealer. See page 20, also.
Withdrawal valves closed.	Open vapor withdrawal valve. See *"Starting the Engine,"* page 22.
Excess-flow valve in withdrawal valve closed.	Close withdrawal valve to reset excess-flow valve. Then open withdrawal valve slowly. See page 22.
Liquid fuel in lines.	See *"Stopping the Engine,"* page 27.
No spark.	See *"Ignition System,"* page 82.
Restricted fuel strainer.	Clean strainer. See page 78.
Loose or broken wiring between fuel strainer shut-off valve and ignition switch.	Turn on ignition switch. Listen for an audible click at strainer. If no click is heard have serviceman check and correct.
Automatic fuel shut-off on strainer not operating.	Same as above.
Stuck high-pressure valve in convertor.	Have serviceman check and correct.
Broken high-pressure spring in convertor.	Have serviceman check and correct.
Restricted fuel lines.	Check all lines for kinks or other restrictions. Use only approved parts when replacing lines or fittings.
Plugged vent on back of convertor. (This vent is a 1/4-inch tapped hole.)	Remove restriction from vent.
Defective low-pressure diaphragm in convertor.	Have serviceman check and correct.
Poor compression.	Leaking valves. Worn or stuck rings. Have serviceman check and cor-

• ENGINE RUNS IRREGULARLY AND IDLES POORLY •

Possible Cause	*Possible Remedy*
Improper carburetor adjustment.	See "*Adjusting the Carburetor*," page 80.
Improperly adjusted throttle control linkage.	Adjust. See "*Throttle Control Linkage*," page 80.
Improper spark plug gap spacing.	Adjust gap to 0.030-inch.
Dirty or pitted spark plugs.	Remove and clean plugs. Adjust gap to 0.030-inch.
Irregular governor action.	Have serviceman check and correct.
Governor-to-carburetor linkage binding.	Clean and relieve bind.
Defective carburetor-to-manifold gasket.	Tighten cap screws or replace gasket.
Leaking fuel hose between convertor and carburetor.	Inspect clamps and hose. Replace if necessary. Use only approved parts.

• LACK OF POWER •

Throttle not fully open.	Push throttle control lever forward.
Improper carburetor adjustment.	See "*Adjusting the Carburetor*," page 78.
Improperly adjusted throttle linkage.	See "*Adjusting Throttle Control Linkage*," page 80.
Engine not up to operating temperature.	See that thermostat is operating properly, page 85.
Air cleaner and intake pipe dirty or obstructed.	Inspect and clean intake pipe and filter pack. Wash out with distillate or kerosene if clogged. Service cup every 10 hours, page 65.
Engine speed too low.	See "*Fast Idle Adjustment*," page 81.
Incorrect ignition timing.	See "*Installing and Timing Distributor*," page 83.
Too heavy an oil in air cleaner.	Use same weight of oil as in engine crankcase, page 61.
Crankcase oil too heavy.	See "*Weight of Oil*," page 61.
Engine overheating.	See that thermostat is operating properly, page 85. Clean trash from radiator core. Flush cooling system, page 85.
Plugged vent on back of convertor.	Remove restriction from vent.
Clogged fuel strainer. (If strainer frosts up it is probably clogged.)	Clean strainer, page 78.
Plugged fuel lines or restrictions in withdrawal valves (indicated by frost).	Check for free flow of fuel between tank and fuel strainer by removing plug in bottom of fuel strainer and opening liquid withdrawal valve. Be sure to comply with safety precautions (pages 19, 58, and 59).

• LACK OF POWER—Continued •

Possible Cause	*Possible Remedy*
Closed excess-flow valves in vapor or liquid withdrawal valves (indicated by frost on valves).	Close frosted withdrawal valve to reset excess-flow valve, then open withdrawal valve slowly.
Lean mixture caused by restrictions in fuel lines or hoses.	Have serviceman replace fuel lines or hoses. Never use any valves, fittings or lines which do not bear the stamp of approval of the Underwriters' Laboratories.
Sticking high-pressure valve in convertor.	Have serviceman check and correct.
Restricted low-pressure valve in convertor.	Have serviceman check and correct.
Leaking or ruptured convertor diaphragms.	Have serviceman check and correct.
Improper carburetor load adjustment.	See *"Load Adjustment,"* page 81.
Leaking carburetor-to-manifold gasket.	Tighten cap screws or replace gasket.
Leaking convertor-to-carburetor fuel hose.	Inspect clamps and hose. Replace if necessary. Use only approved parts.
Poor compression.	Leaking valves. Worn or stuck rings. Have serviceman check and correct.
Equipment improperly hitched or belted.	See pages 47 and 54 or the Operator's Manual accompanying the equipment for proper hitching or belting instructions.
Operating in too fast gear.	Shift to a slower speed.

• ENGINE USES TOO MUCH FUEL •

Lack of power.	Since any condition which causes lack of power will result in poor economy, proceed as instructed under *"Lack of Power,"* above, until engine is running at full efficiency.
Improperly filled fuel tank.	Fill tank correctly, page 20.
Engine not operating at proper temperature.	Check operation of thermostat, page 85.
Improper carburetor adjustment.	See *"Adjusting the Carburetor,"* page 80.
Engine speed too high.	See *"Fast Idle Adjustment,"* page 81.
Engine overloaded.	Lighten load or shift to a slower speed.
Implement improperly hitched.	See page 47 or implement Operator's Manual for proper hitch.
Air cleaner and intake pipe dirty or obstructed.	Inspect and clean intake pipe and filter pack. Wash out with distillate or kerosene if clogged. Service cup every 10 hours, page 65.

ENGINE USES TOO MUCH FUEL—Continued ●

Possible Cause	*Possible Remedy*
Poor compression.	Have serviceman check rings and valves.

● POOR ACCELERATION ●

Improper idle speed adjustment.	Adjust carburetor, page 80.
Improper load adjustment.	See *"Load Adjustment,"* page 81.
Punctured low-pressure diaphragm in convertor.	Have serviceman check and correct.
Lean mixture due to restricted convertor-to-carburetor fuel hose.	Inspect clamps and hose. Replace if necessary. Use only approved parts.

● ENGINE STOPS WHEN THROTTLE IS BROUGHT TO SLOW-IDLE POSITION ●

Improperly adjusted slow-idle speed.	Adjust carburetor, page 80.
Leaking convertor-to-carburetor hose.	Inspect clamps and hose. Replace if necessary. Use only approved parts.
Leaking carburetor-to-manifold gasket.	Tighten cap screws or replace gasket.
Leaking manifold-to-head gasket.	Tighten cap screws or replace gasket.
Leaking convertor back cover gasket. (Indicated by fuel bubbles in radiator.)	Have serviceman check and correct.

● ENGINE KNOCKS ●

Butane content of fuel too high for hot weather.	See your fuel dealer. Also see page 20.
Ignition timed too early.	See *"Installing and Timing Distributor,"* page 83.
Excessive carbon in engine.	Have serviceman clean and reset valves.
Engine overheating.	Check water level. Clean core and remove chaff and trash. Check thermostat operation, page 85.
Worn bearings, bushings, etc.	Have serviceman check and correct.

● ENGINE OVERHEATS ●

Temperature gauge defective.	Check water witn thermometer. Have serviceman replace gauge if defective. (To overheat, a tractor must use water.)*
Chaff and trash in air passages of radiator core.	Clean core by flushing out chaff.
Thermostat not operating properly.	Replace thermostat, page 85.
Radiator system limed up.	Add radiator cleaner solution to dissolve lime deposits and flush out radiator. See page 85.
Lean fuel mixture.	Adjust throttle control linkage and carburetor, page 80.

**A defective temperature gauge can indicate an overheated engine when actually this condition does not exist. Therefore, if the gauge consistently shows a higher than normal temperature, check level of water in radiator.*

• ENGINE USES TOO MUCH OIL •

Possible Cause	*Possible Remedy*
Engine speed too high.	See *"Fast Idle Adjustment,"* page 81.
Oil pressure too high.	Have serviceman check and adjust.
External leaks.	Check gaskets and plugs. Replace if necessary.
Worn connecting rod bearings.	Have serviceman replace.
Piston rings worn or stuck.	Have serviceman replace.
Cylinders worn.	See your dealer for rebored or new block assembly.
Crankcase oil transferring to transmission.	Check level of transmission oil. If it is high have serviceman correct trouble.

• ENGINE OIL PRESSURE TOO HIGH OR TOO LOW •

Defective gauge.	Have serviceman check with master gauge.
Loose or broken oil line.	Have serviceman check and repair at once.
Improper weight of oil.	See *"Weight of Oil,"* page 61.
Pressure regulating valve stuck.	Have serviceman check.
Bearings worn.	Have serviceman replace.

• SPARK PLUG FOULING •

Low engine temperature.	Check operation of thermostat.
Wrong heat range plug.	See your John Deere dealer for correct plugs.
Piston rings worn.	Have serviceman replace rings.

» » » » FUEL SYSTEM « « « «

• CONVERTOR FREEZES UP WHEN ENGINE IS COLD •

Running on liquid fuel before engine is warmed up.	See *"Starting the Engine,"* page 22.
Leaking convertor high-pressure valve. (Odor of escaping gas should be apparent when ignition switch is turned on. Also, an audible hiss might be heard at the convertor.)	Beware of sparks and flame. Have serviceman check and correct.

• CONVERTOR FREEZES UP DURING NORMAL OPERATION •

Possible Cause	*Possible Remedy*
Low coolant level in radiator.	Check and fill radiator.
Defective water pump.	Have serviceman check and correct.
Defective thermostat.	Replace thermostat, page 85.
Restrictions in water piping or convertor.	Have serviceman check and correct.
Running on liquid fuel before engine is warmed up.	See *"Starting the Engine,"* page 22.

• FROST ON WITHDRAWAL VALVE •

Closed excess-flow valve.	Close withdrawal valve to reset excess-flow valve, then open withdrawal valve slowly. See page 22.

• LACK OF FUEL AT CARBURETOR •

No fuel in tank.	See *"Filling Fuel Tank,"* page 20.
Withdrawal valve closed.	Make sure withdrawal valve is open, page 19.
Excess-flow valve in withdrawal valve closed.	Close withdrawal valve to reset excess-flow valve. Open withdrawal valve slowly.
Restricted fuel strainer.	Clean strainer, page 78.
Loose or broken wiring between fuel strainer shut-off valve and ignition switch.	Turn on ignition switch. Listen for an audible click at strainer. If no click is heard have serviceman check and correct.
Inoperative fuel shut-off valve on strainer.	Same as above.
Stuck high-pressure valve in convertor. Broken convertor high-pressure spring.	Have serviceman check and correct.
Restricted fuel lines.	Check all lines for kinks or other restrictions. Use only approved parts when replacing unserviceable lines or fittings.

• FUEL IN COOLING SYSTEM •

Ruptured convertor back cover gasket.	Have serviceman check and correct.

» » » » » BRAKES « « « « «

● BRAKES NOT EFFECTIVE ●

Possible Cause	*Possible Remedy*
Improperly adjusted.	See *"Brake Adjustment,"* page 91.
Over-lubricated.	Have serviceman remove and clean out.
Brake lining worn.	Have serviceman replace.
Brake squeak.	Have serviceman clean.
Brake pedal sticking.	Clean brake shaft with distillate and lubricate.

● PULLEY BRAKE NOT EFFECTIVE ●

Out of adjustment.	See *"Pulley Brake Adjustment,"* page 91.
Lining worn.	Have serviceman replace.

» » » » 3-POINT HITCH AND LOAD-AND-DEPTH CONTROL « « « «

● INSUFFICIENT LOAD RESPONSE ●

Upper link in too high a hole in load control yoke.	Drop upper link to lower hole.
Implement not level.	Level implement.
Implement not trailing correctly.	Adjust. See implement Operator's Manual.

● EXCESSIVE LOAD RESPONSE ●

Upper link in too low a hole in load control yoke.	Raise upper link to higher hole.
Excessive "suck" in implement.	Adjust. See implement Operator's Manual.
Implement not trailing correctly.	Adjust. See implement Operator's Manual.

● INSUFFICIENT TRANSPORT CLEARANCE ●

Lift links too long.	Shorten lift links.
Upper link too long.	Shorten upper link.
Implement improperly adjusted.	See implement Operator's Manual.
Implement not level.	Level implement.

● HITCH FAILS TO LIFT ●

Powr-Trol pump disengaged.	Engage pump, page 37.
Excessive load on hitch.	Adjust auxiliary springs on implement.
Oil level in reservoir low.	Check oil level (page 66) and add oil, if necessary.
Worn or damaged parts in system.	Have serviceman check and correct.

● HITCH SETTLES UNDER LOAD OR "HUNTS" IN TRANSPORT POSITION ●

Worn or damaged oil seals, valves, or gaskets.	Have serviceman check and correct.
Improperly adjusted check valve.	Have serviceman check and correct.

• LESS THAN FULL ROCKSHAFT ROTATION •

Possible Cause	*Possible Remedy*
Control lever link too short.	Have serviceman check and correct.

• WORKING DEPTH CHANGES OR CONTROL LEVER MOVES DURING OPERATION •

Friction adjustment loose on control shaft.	Have serviceman check and correct.

• HITCH FAILS TO LOWER OR LOWERS SLOWLY •

Rate-of-drop throttle valve closed.	Adjust valve, page 38.
Oil viscosity too high.	Drain and fill system with proper oil, page 70.
Worn or damaged linkage.	Have serviceman check and correct.

• RELIEF VALVE OPERATES CONTINUOUSLY •

Excessive load on hitch.	Adjust auxiliary springs on implement.
Remote cylinder control lever in raise or lower position.	Move lever to neutral.
Control lever linkage out of adjustment.	Have serviceman check and correct.

• OIL OVERHEATS •

Relief valve operates continuously.	See "*Relief Valve Operates Continuously*," above.
Low oil supply.	Fill reservoir to proper level, page 66.
Excessive load.	Adjust auxiliary springs on implement.

» » » » HYDRAULIC REMOTE CYLINDERS « « « «

• REMOTE CYLINDER WILL NOT LIFT LOAD OR WILL NOT OPERATE WHEN NOT LOADED •

Air in remote cylinder.	Bleed, page 52.
Powr-Trol pump disengaged.	Engage pump, page 37.
Low oil supply.	Fill reservoir to proper level, page 70.
Excessive load.	Adjust auxiliary springs on implement.
Breakaway coupling not completely engaged.	Attach hoses to coupling correctly, page 51.
Worn or damaged piston rings in cylinder.	Have serviceman check and correct.

• REMOTE CYLINDER WILL NOT LOWER •

Air in cylinder.	Bleed, page 52.
Breakaway coupling not completely engaged.	Attach hoses to coupling correctly, page 51.

● REMOTE CYLINDER CONTROL LEVER DOES NOT RETURN TO NEUTRAL ●

Possible Cause	*Possible Remedy*
Worn, dirty or defective parts in valve housing.	Have serviceman check and correct.

● REMOTE CYLINDER CONTROL LEVER WILL NOT LATCH IN FAST DROP OR FAST RAISE POSITION ●

Cylinder loaded beyond capacity.	Adjust auxiliary springs on implement.
Relief valve setting low.	Have serviceman check and correct.
Oil line coupler defective.	Have serviceman check and correct.
Worn or dirty internal parts.	Have serviceman check and correct.

● REMOTE CYLINDER SETTLES UNDER LOAD ●

Single- or double-acting conversion valve screw open with double-acting cylinder.	Place screw in proper position. See *"Adjustment for Single- or Double-Acting Cylinders,"* page 49.
Worn or dirty internal parts.	Have serviceman check and correct.
Piston rings leaking.	Have serviceman check and correct.
Thermal or mechanical relief valves leaking.	Have serviceman check and correct.
Oil line not tightened in control housing or couplings.	Tighten oil line.
Breakaway coupling leaking.	Have serviceman check and correct.

● POWR-TROL SYSTEM OVERHEATS WHEN USED WITH REMOTE CYLINDER ●

Holding control lever in either the raising or lowering position after cylinder has reached end of travel.	Release lever after desired position is obtained.
Low oil supply.	Fill system with oil to correct level, page 70.
Relief valve setting too high.	Have serviceman check and correct.

● NOISY POWR-TROL PUMP ●

Oil viscosity too high.	Drain and fill system with oil of proper viscosity, page 70.
Low oil supply.	Fill system with oil to correct level, page 70.
Air leak in suction line.	Have serviceman check and correct.

STORING THE TRACTOR

If your tractor is to be put in storage or laid up for the winter months, these suggestions, if followed, will prevent excessive deterioration.

*

Clean the tractor thoroughly and store it in a dry place.

*

Drain all oil from crankcase and oil filter, wash case with distillate or kerosene. Refill with proper amount of SAE 10W oil; run engine idle for 15 to 20 minutes.

*

Drain all water by removing the drain plugs in bottom of cylinder head and in upper water pipe. Also drain convertor and convertor water line by removing plugs shown on page 79 and drain the water line on the bottom of the convertor. Flush the cooling system to wash out any sediment which may have collected during the season's work. The water drain plug should be left out so that any water which might collect in the radiator or the water jacket by condensation will drain out.

*

With the engine cold, put one-eighth pint (no more) of good engine oil in each cylinder through the spark plug holes. Replace plugs and turn engine over several times to work the oil in between the pistons and the cylinders.

*

Relieve all weight from the tires by blocking up tractor. Raise tractor high enough so tires do not touch ground. Protect tires from heat and light to prevent undue deterioration. Before putting tractor back in service, tires should be properly inflated.

*

Protect the batteries from freezing as described on page 99.

*

Inspect tractor for worn or damaged parts which may later cause expensive delays.

*

Between tractor working seasons is a good time to repair, clean, and paint the tractor. This can be done by your John Deere dealer at a nominal cost and will prove a profitable investment as paint prevents rust, corrosion, and deterioration.

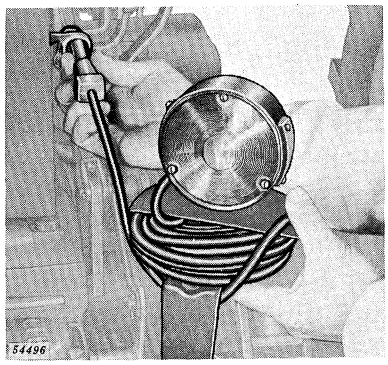
ATTACHMENTS

Your John Deere dealer has attachments specially designed for your tractor. These attachments will increase the comfort, convenience, and safety of your tractor.

A number of the attachments available are shown here. Your dealer can also furnish full foam rubber seats, umbrellas and other attachments that will help adapt the tractor to your special requirements and increase the convenience of operation.

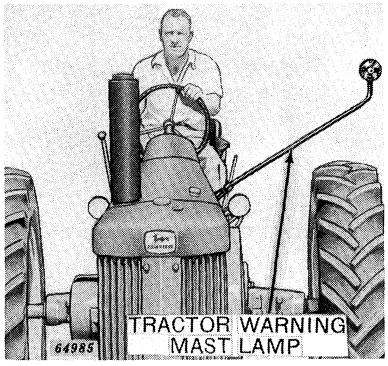
IMPLEMENT LIGHT.

To help prevent accidents on highways at night, John Deere makes available this implement warning lamp. The lamp projects beams of light visible for 500 feet; amber light in front, red to the rear. The lamp plugs into the tractor electrical outlet and is held securely in a socket mounted on the left side of the implement.



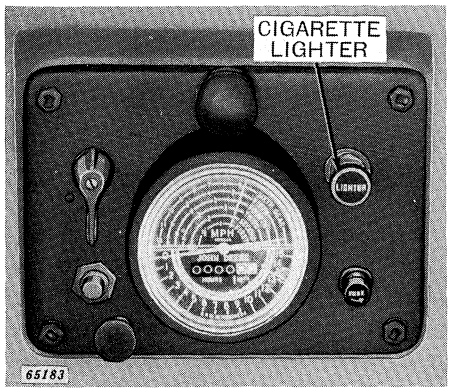
WARNING LAMP.

This tractor mast warning lamp clearly marks the passing side of your tractor and may help prevent a serious accident. On hilly roads the lamp can be swung directly overhead to give other vehicles advance warning of your presence. When not in use, the lamp is carried alongside the hood, where it does not interfere with your view or with mounted equipment.



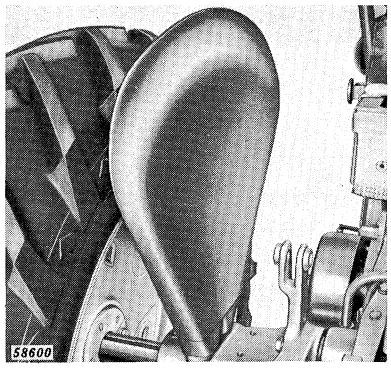
CIGARETTE LIGHTER.

This handy cigarette lighter saves time, matches, and tempers, especially on windy days. Just push it in, wait a second or two, and out it pops ready for use.



TWO-POSITION REAR FENDERS.

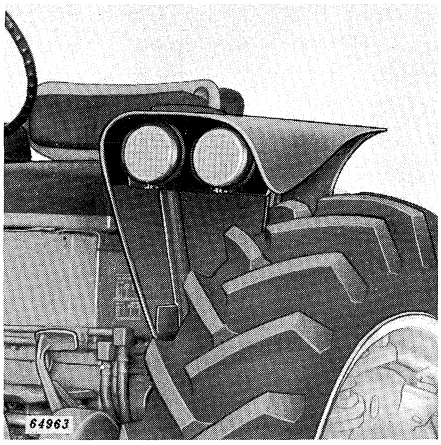
Neatly styled John Deere pressed steel fenders protect you from accidental contact with the rear wheels when working over rough ground or on hillsides. These fenders are sturdily built and feature a two-position adjustment for greater clearance between the fender and seat.



FENDERS WITH BUILT-IN DUAL-LIGHTS.

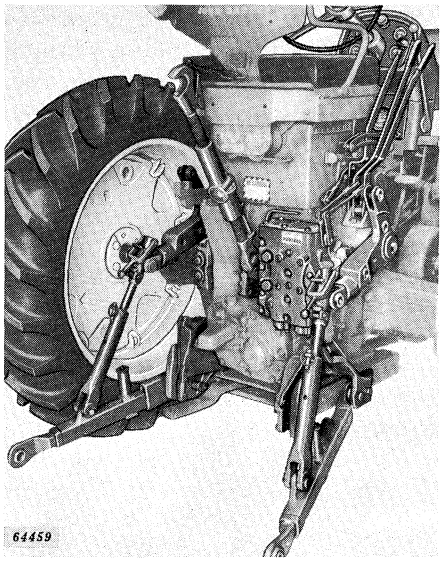
Styled with the "Modern Look," these fenders with dual-lights not only protect you from contact with the wheel, but also provide unexcelled visibility at night. The left fender has a convenient hand grip for use when mounting the tractor. The fenders can be moved in and out and also adjusted for height when certain conditions, such as use of chains, require added clearance between wheels and fenders.

The inner lamps of the dual-lights throw strong beams far ahead of the tractor. The outer lamps are flood lights which brilliantly illuminate the ground on both sides as well as ahead of the tractor. They also serve as the "dims" when you are driving on the highway at night.



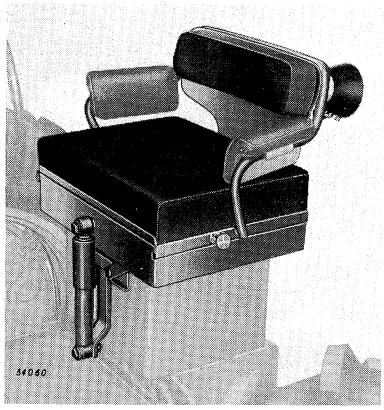
ADDITIONAL CUSTOM POWR-TROL FUNCTIONS.

You may find that you could use more of the Custom Powr-Trol hydraulic functions than were originally ordered on the tractor. Your dealer can add any or all of the hydraulic system features you do not have and give your tractor even greater versatility to handle more jobs easier and more conveniently.



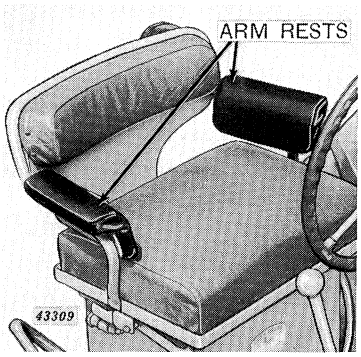
FLOAT-RIDE SEAT.

The John Deere Float-Ride seat will give you the most comfortable tractor ride you've ever had. Two rubber torsion springs and a shock absorber provide a gentle, floating ride over the roughest fields. Tension on the rubber torsion springs can be varied to compensate for the weight of the operator by turning a convenient handle on the back of the seat. The cushions are full foam rubber—top to bottom.



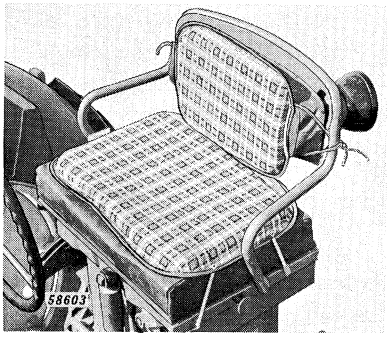
SNAP-ON ARM RESTS.

With a pair of John Deere arm rests, you'll relax more and ride in greater comfort. Foam rubber pads protect your hips and thighs when working on rough ground and hillsides. No bolting is necessary; the arm rests snap on quickly, easily, and securely. Available in black or yellow as preferred.



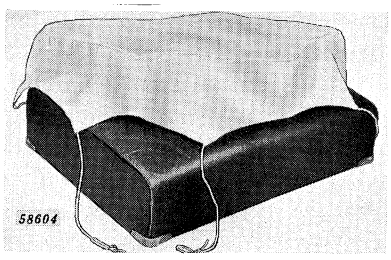
AIR-VENT CUSHION.

This brand-new John Deere air-vent cushion is a real comfort feature in warm weather. This cushion lifts you off the hot seat; provides ample ventilation to keep you cooler and more comfortable. The cushion is sturdy enough to hold you off the seat; yet is soft and springy for maximum comfort.



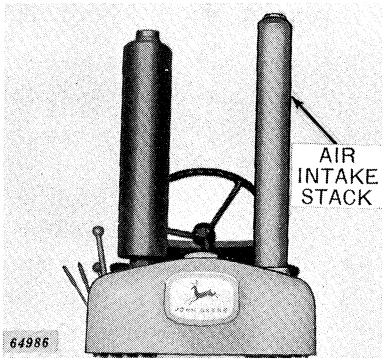
CANVAS SEAT COVER.

Protect your tractor seat cushion against sun, rain, grease, and dirt with this John Deere heavy-duty canvas seat cover. The cover fits snugly around the cushion; can be quickly removed for washing.



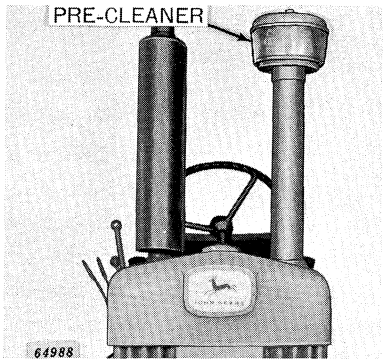
INTAKE STACK.

Where conditions are extremely dusty, this John Deere air stack assembly is recommended. Cleaner air is taken in from a higher level, thus reducing the amount of dust that must be removed by the air cleaner. A knockout plate on the tractor hood makes it quick and easy to install the new air stack.



PRE-CLEANER.

Used with the air intake stack attachment, this pre-cleaner will remove large particles of sand, dirt and other material from the air before it reaches the air cleaner. The clear plastic body of the pre-cleaner enables you to check the amount of dirt collected. Removal and cleaning is an easy job.

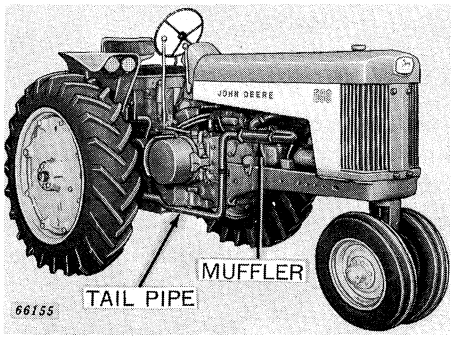


EXHAUST MUFFLER COVER.

This modern attachment automatically covers the exhaust opening whenever the tractor engine is stopped. By keeping moisture out of the exhaust system, the cover protects vital engine parts. The slightest exhaust pressure raises the cover when the engine is started.

REAR EXHAUST MUFFLER.

A special rear exhaust and tailpipe assembly (not illustrated) provides maximum clearance for working under low sheds and through doorways, for operating a manure loader or for working around a feedlot. Exhaust fumes are discharged to the rear, away from the operator. This special muffler can be installed quickly and easily. A metal cap covers the regular exhaust port in the hood.

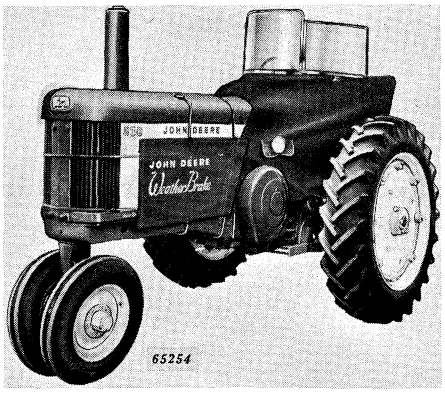


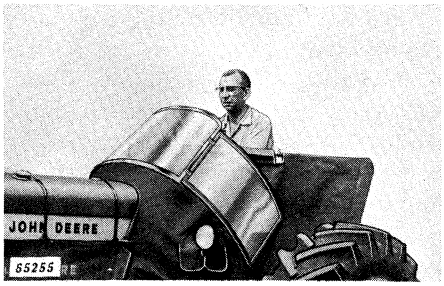
WEATHER BRAKE.

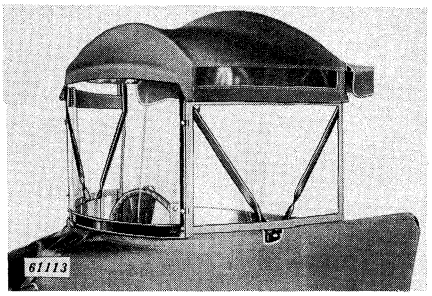
This John Deere Weather Brake, available for both General-Purpose and Standard Tractors, will enable you to handle cold-weather operations in much greater comfort. Tailored to fit your tractor, the Weather Brake creates a snug, protective compartment to keep cold air out. In addition, engine heat is directed back to the operator's compartment and the rear wings can be folded in to retain more heat to warm your whole body. Plate-polished, slightly tinted, vinyl windows permit a clear, undistorted view of your work without glare from sun or snow.

A Fold-Down Windshield Attachment, available for use with the Weather Brake, enables you to lower the windshield quickly and easily for passage through low doorways. To fold down the windshield, remove two wing nuts, lift the side wings, and push the windshield forward, down, and out from the bottom.

A heavy-duty top is also available for all Weather Brakes. It offers greater protection and holds more warmth around your head and shoulders. The top can be used alone as an umbrella. A flap at the rear can be raised to make mounting and dismounting easier and can be left in the raised position when extra protection is not required.

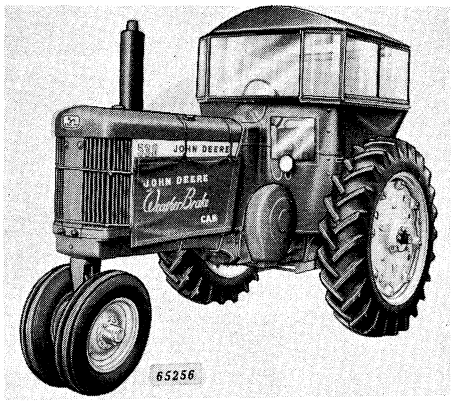






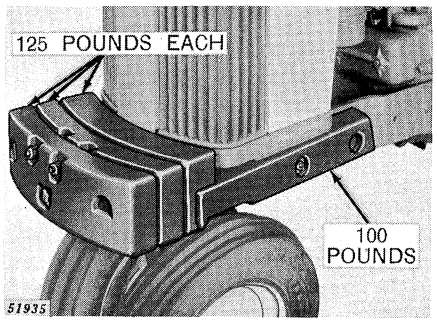
WEATHER BRAKE CAB.

The Weather Brake Cab, also available for both General-Purpose and Standard Tractors, provides full protection against cold, heat, rain, snow, sun, and glare. Engine heat is directed back and held in the cab. As the weather warms, the engine shields can be rolled back or removed, the windows opened or removed, and the rear curtain rolled up. In hot weather, the cab can be "stripped down" to the frame and roof and used as an umbrella. Plate-polished, tinted vinyl windows permit a clear, undistorted view of your work.



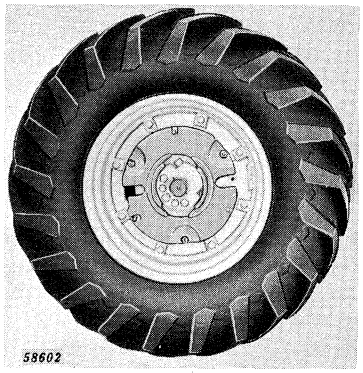
FRONT-END WEIGHTS.

Front-end weights are recommended to counterbalance rear-mounted equipment. The amount required will vary with the weight of rear tools. One weight for each side and three for the front make it possible to quickly, easily, and attractively add the amount required for stability and positive steering.



REAR WHEEL WEIGHTS.

Cast-iron weights can be bolted to the rear wheels to provide extra traction in difficult conditions. Each weighs approximately 150 pounds. Additional weight can be added by bolting weight to weight. Handholds built into the weights help prevent accidental pinching of fingers and make installation easier and more convenient.



IMPORTANT

Make this manual your guide and adviser and do what it recommends, regardless of what may have been your practice with other makes of tractors, or the suggestions that may be made to you by well-meaning friends or neighbors.

When using this tractor with mounted or integral equipment, special servicing of the tractor may be required. This information will be given to you in the instruction book accompanying the integral or mounted equipment.

Always give your John Deere dealer the serial number of tractor, remote cylinder operating valve housing or remote cylinder, when ordering parts.

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As a Member of the National Safety Council, we are privileged to use the Green Cross for Safety to designate not only our interest in Farm Safety, but to point out more clearly the safety precautions in this manual.

Farm Accidents Can Be Prevented

with Your Help

NO accident prevention program can be successful without the whole-hearted cooperation of the person who is directly responsible for the operation of equipment.

To read accident reports from all over the Country is to be convinced that a large number of accidents can be prevented only by the operator anticipating the result before the accident is caused and doing something about it. No power-driven equipment, whether it be transportation or processing, whether it be on the highway, in the harvest field, or in the industrial plant, can be safer than the man who is at the controls. If farm accidents are to be prevented—and they can be prevented—it will be done by the operators who accept a full measure of their responsibility.

It is true that the designer, the manufacturer, the safety engineer can help; and they will help, but their combined efforts can be wiped out by a single careless act of the operator.

It is said that "*the best kind of a safety device is a careful operator.*" We ask you to be that kind of an operator.

NATIONAL SAFETY COUNCIL

LUBRICATION AND SERVICE TIMETABLE

Effective service of your tractor at recommended intervals is an important step toward low upkeep costs, long life and satisfactory service. The following chart lists some of the things to be checked and serviced at prescribed intervals. Complete instructions for servicing will be found in this manual on the designated page of reference.

Interval and Item	Service	Capacity or Tolerance	Refer to Page
Every 5 Hours			
Air Cleaner	Check oil	To mark on cup	65
Rockshaft Lift Arms	Lubricate fittings	Several shots of grease	63
Every 10 Hours			
Air Cleaner	Check oil	To mark on cup	65
Adjustable Front Axle	Lubricate fittings	Several shots of grease	62
Crankcase	Check oil level	Full mark on dip stick	65
Depth Control Yoke	Lubricate fittings	Several shots of grease	63
External Powershaft Speed Changer	Check oil	To level of check plug	65
Front-Mounted Rockshaft	Lubricate fittings	Several shots of grease	62
Lift Arm Cranks	Lubricate fittings	Several shots of grease	63
Rockshaft	Lubricate fittings	Several shots of grease	63
Roll-O-Matic	Lubricate fittings	Several shots of grease	63
Every 30 Hours			
Air Cleaner	Clean oil cup	To mark on cup	65
Draft Links	Lubricate fittings	Several shots of grease	63
Powr-Trol Levers	Lubricate fittings	Several shots of grease	63
Lift Arm Screws	Lubricate fittings	Several shots of grease	63
Once a Week			
Battery	Check electrolyte level	Over cell plates	98
Cooling System	Check coolant level	.....	85
Tires	Check air pressure	.....	94
Every 75 Hours			
Generator	Lubricate fittings	8 to 10 drops of oil	66
Powr-Trol System	Check oil level	Full mark on dip stick	66
Powershaft Clutch	Check oil level	To level of check plug	67
Every 150 Hours			
Battery	Clean and check	Above 1.215 spec. grav.	99
Brake Pedal Shafts	Lubricate	Several shots of grease	62
Convertor	Drain sump	.....	79
Crankcase	Drain and refill	7 U. S. quarts	67
Distributor Cam	Lubricate	Trace of grease	69
Distributor Felt Pad	Lubricate	2 or 3 drops of oil	69
Oil Filter	Change element	.....	68
Powershaft Clutch	Check and adjust	0.090-inch clearance	89
Power Steering	Check oil level	Full mark on dip stick	69, 74
Every 500 Hours	.....	.....	70, 86, 92
Every 1000 Hours (Yearly)	.....	.....	72–75
Every 2000 Hours	.....	.....	77
Check and Service when Required			
Brakes	Adjust	2-3/4 to 3-1/4-inch	91
Carburetor	Clean and adjust	.....	80, 81
Clutch	Adjust	.....	87
Cooling System	Clean and service	4 U. S. gals.	85
Distributor Points	Clean and adjust	0.022-inch	83
Engine Speeds	Check and adjust	Slow idle—600 rpm	80
		Fast idle—1460 rpm	81
Front Wheel Bearings	Clean and adjust	.....	92
Fuel Strainer	Clean	.....	78
Generator Belt	Adjust	1-inch flex	97
Ignition Timing	Check and adjust	.....	83
Pulley Brake	Adjust	Just stops pulley	91
Spark Plugs	Clean and adjust gap	0.030-inch	82
Tappets	Adjust clearance	0.020-inch	86
Throttle Linkage	Adjust	1/2 hole short	80

For additional service for your John Deere Tractor and Equipment

SEE YOUR JOHN DEERE DEALER