

ABG and AG Integral Plows ABG-2000 Integral Tool Carrier



JOHN DEERE

OPERATORS MANUAL

**ABG and AG Integral Plows ABG-2000
Integral Tool Carrier**

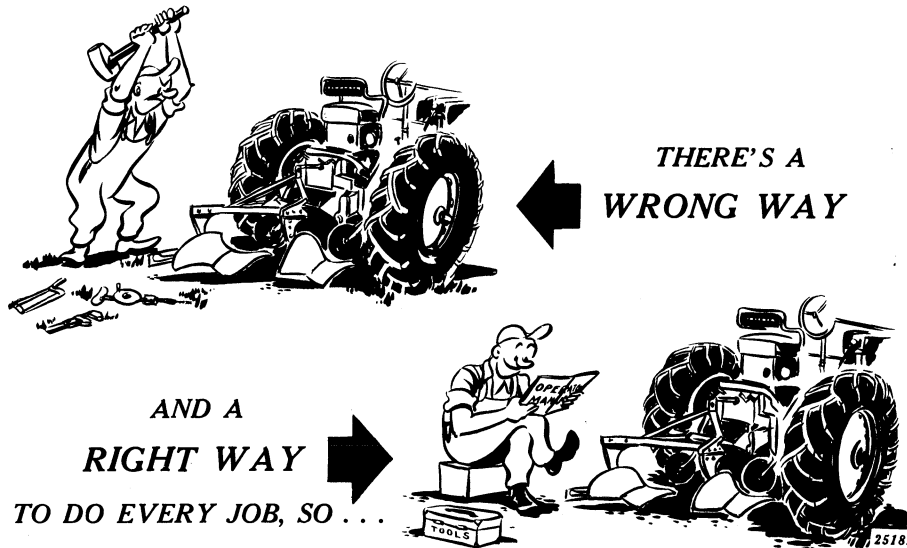
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TO THE PURCHASER



That is why we ask you to keep this manual in a handy place, to be used as a guide whenever any questions arise about the **RIGHT WAY** to operate and service your new John Deere ABG or AG-Series Integral Plow. You have purchased a dependable plow, but only by caring for it properly and operating it correctly can you expect to receive the service and long life for which it was designed.

If you need additional information, or if your plow requires special servicing, see your John Deere dealer. He has all the facilities required to keep your plow in A-1 condition. He will be glad to serve you.

When you need new parts, furnish your dealer the part number, description of the part, and the serial number of your plow. He can then give you prompt and efficient service. The serial number is located on the brace at the back of the plow frame. Record it **NOW** in the space below. Refer to it when parts are ordered, to be assured of the right part.

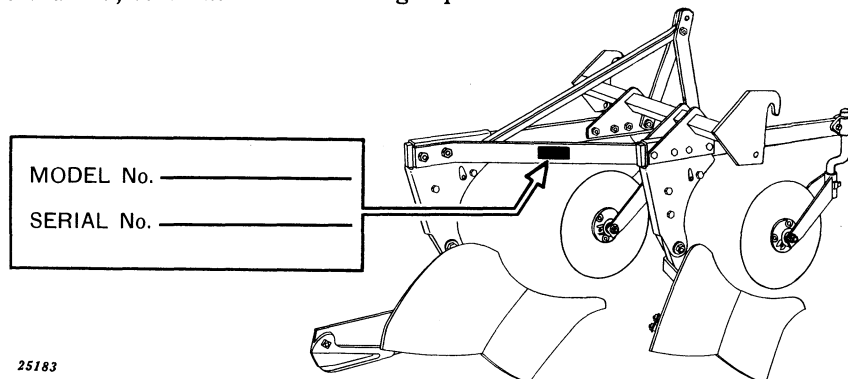


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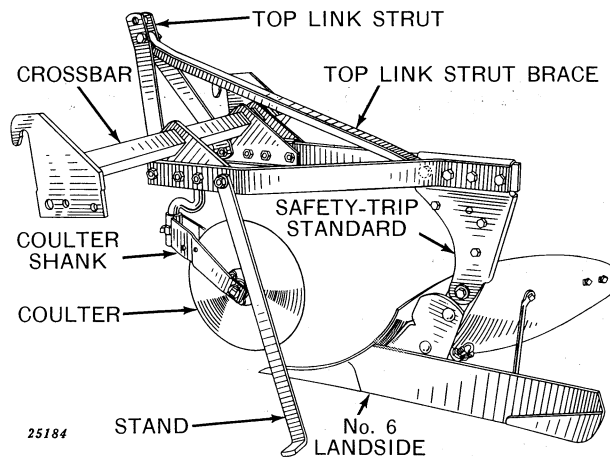


Figure 1—ABG-1 Plow

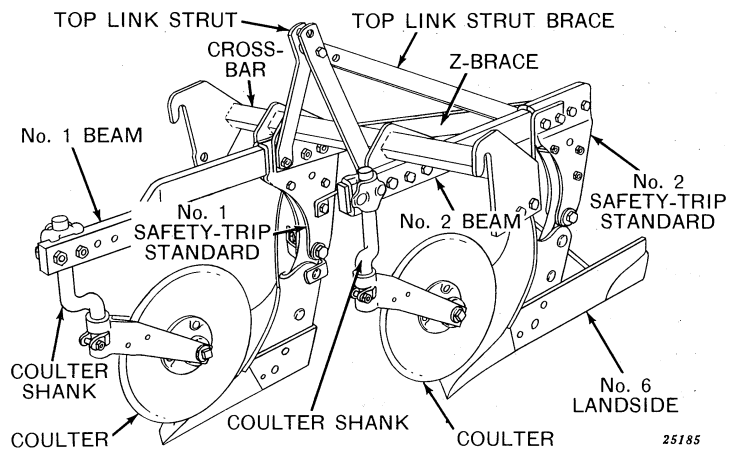


Figure 2—ABG-2 Plow

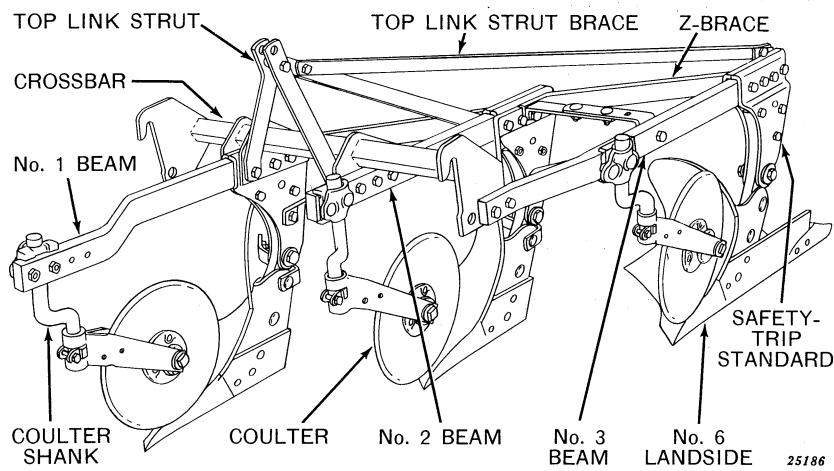


Figure 3—AG-3 Plow

SPECIFICATIONS AND DATA

Types and Sizes.

The ABG and AG Series Plows are designed as attachments for the ABG-2000 Integral Tool Carrier for John Deere Models "A", "B", and "G" Tractors. The plows comprising this series are as follows:

Model No.	Description
ABG-1	Single Bottom (12, 14, 16, or 18-inch) plow with safety-trip standards
ABG-2	Two bottom (14- or 16-inch) plow with safety-trip standards
ABG-2A	Two bottom (12- or 14-inch) plow with safety-trip standards
AG-3	Three bottom (14- or 16-inch) plow with safety-trip standards
AG-3A	Three bottom (12- or 14-inch) plow with safety-trip standards

To convert two-bottom ABG Series Plows into three-bottom plows, AG Series Conversion Units are available as follows:

Model No. (Conversion Unit).	Description
AG-3000	Third bottom conversion unit for converting ABG-2 Plow to a Model AG-3 Plow.
AG-3000A	Third bottom conversion unit for converting ABG-2A Plow to a Model AG-3A Plow.

Width of Cut.

When plow is adjusted correctly, two 14-inch bottoms will cut 28 inches, three 16-inch bottoms will cut 48 inches, etc.

Bottoms.

Various sizes and types available to fit varying soil conditions.

Coulters (Rolling).

15-inch plain, 16-inch plain, 17-inch notched, as ordered.

Jointers.

Steel or cast independent and combination, ordered as extra equipment.

Gauge Wheel.

Semi-pneumatic gauge wheel (AS 3295 Y). Attaches to rear standard. Ordered as extra equipment.



Figure 4—ABG-2 and AG-3A Plows in Use

OPERATION AND ADJUSTMENT

This plow should be carefully adjusted for operation in the field conditions found on your farm. A well-adjusted plow pulls lighter. Its furrow slices are uniform in width and depth. It covers the trash better. It leaves the soil in the best condition for working down into a good seedbed. Maintenance cost is lower. In short, keeping your plow properly adjusted results in better crops and more cash income.

TRACTOR AND CARRIER ADJUSTMENTS

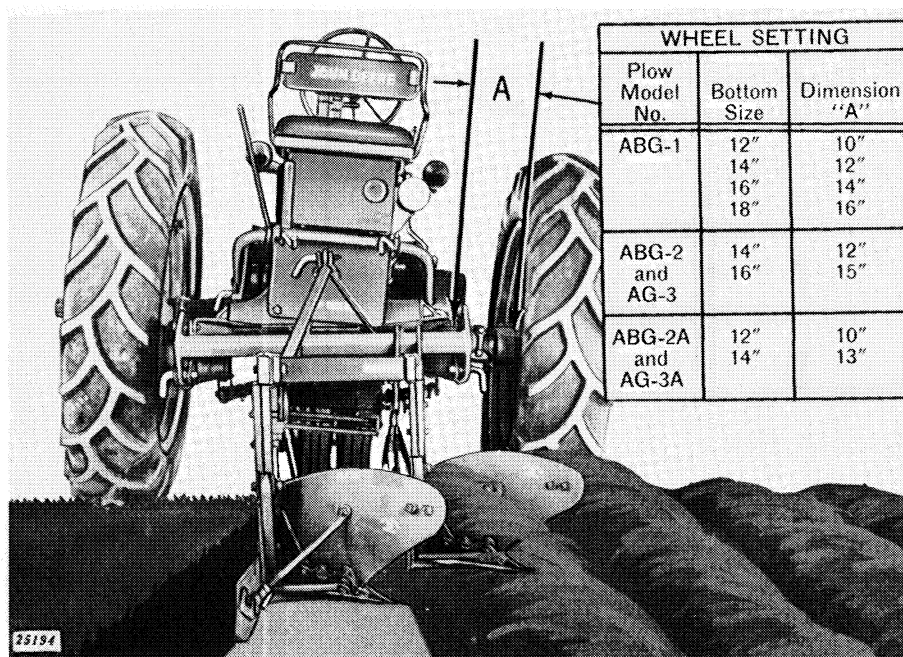


Figure 5—Wheel Setting

Wheel Setting.

Before making carrier adjustments, set tractor rear wheels as shown in Figure 5. Dimension "A" is distance from end of rockshaft to inside face of tire. Set front wheels of John Deere Models "AW", "BW", and "GW". Tractors to match rear wheel setting.

Draft Link Bracket Adjustment.

For all Models "A", "AN", "AW", "B", "BN", and "BW", Tractors, no special draft link bracket setting is required. (See Operator's Manual for ABG-2000 Integral Tool Carrier).

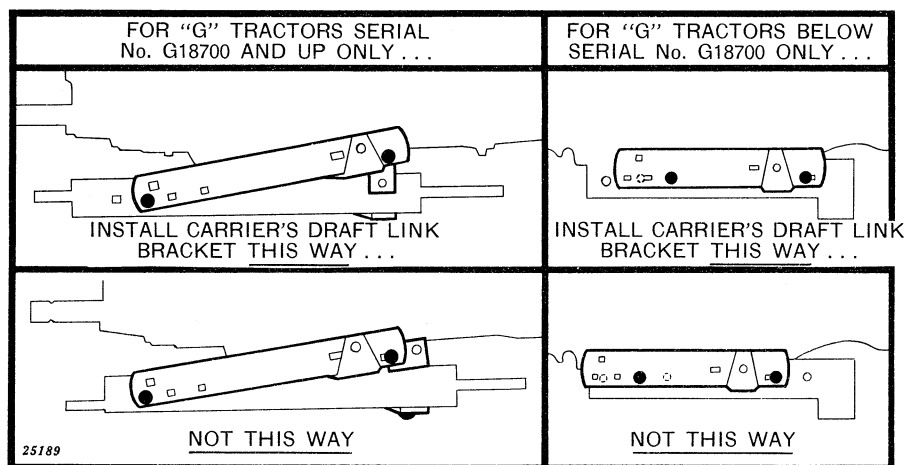


Figure 6—Draft Link Bracket Adjustment (Model "G" Tractors)

For all Model "G", "GN" and "GW" Tractors, Serial Nos. G-18700 and up, set carrier draft link bracket on tractor drawbar bracket in the position shown at left in Figure 6.

For all Model "G", "GN" and "GW" Tractors below Serial No. G-18700, adjust as shown at right in Figure 6. Refer to Operator's Manual for ABG-2000 Integral Tool Carrier for detailed instructions.

Note: When very difficult plowing is encountered, as in very rocky or heavy clay soil where the plow will not penetrate or stay in the ground, it may be necessary to install draft link bracket as shown in Special Plowing Instructions, Figure 19, Page 12.

Yoke and Lift Arm Adjustment.

For all model tractors set carrier yoke lock pins in hole No. 1 of rockshaft lift arm castings. See Figure 7. See also "Special Plowing Instructions," page 12.

Sway Link Adjustment.

For all Model "A," "AN" and "AW" Tractors with standard (38") tires and all Model "B," "BN," and "BW" Tractors, carrier sway links must be in the high-bar position (upper view, Figure 8). When plowing with Model "A," "AN," and "AW" Tractors with large tires (42") or any Model "G," "GN," or "GW," Tractors, sway links must be in low bar position (lower view, Figure 8).

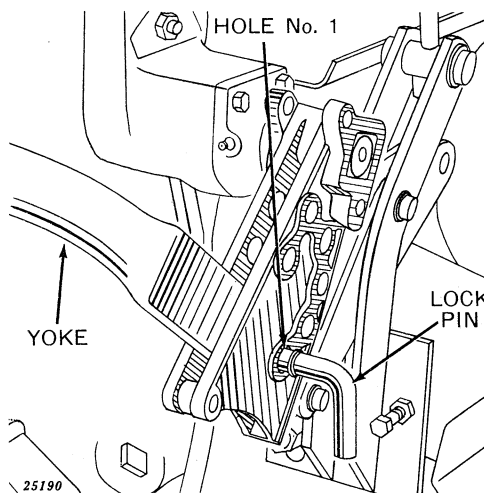


Figure 7—Yoke and Lift Arm Adjustments

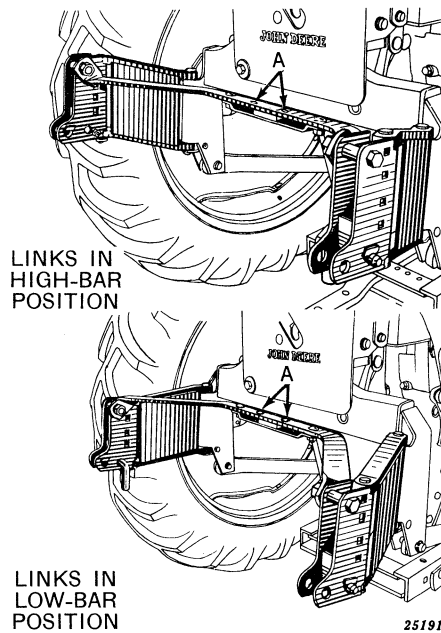


Figure 8—Sway Links

2. Raise carrier and back up to plow, lining up carrier coupler fittings with plow coupler hooks (Figure 10). Lower carrier when front coulters shank is cleared.
3. Raise carrier to engage couplers. Raise plow off ground and insert coupler lock pins (Figure 11).
4. Swing plow to left and install top link (Figure 12). Tighten jam nut securely.

Sway Link Tiebar Adjustment.

Sway link tiebar when plowing must be unlocked. To prevent damage when transporting, insert bolts at holes "A," Figure 8. If carrier has adjustable sway link tie bar, couplers should be $35\frac{1}{2}$ inches apart center to center.

Coupling Plow to Carrier.

1. Level carrier with leveling crank. Turn suction crank counter-clockwise until couplers are tilted down (Figure 9).

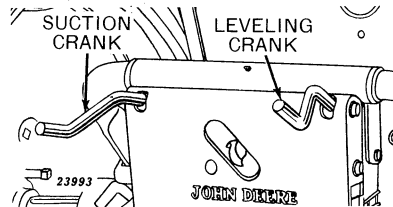


Figure 9—Adjusting Cranks

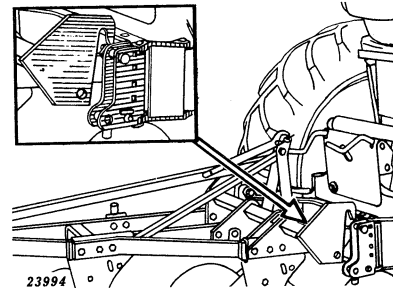


Figure 10—Lining Up Couplers

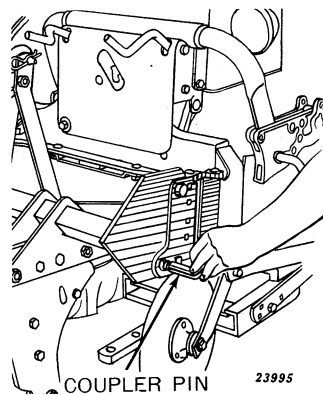


Figure 11—Coupler Pins

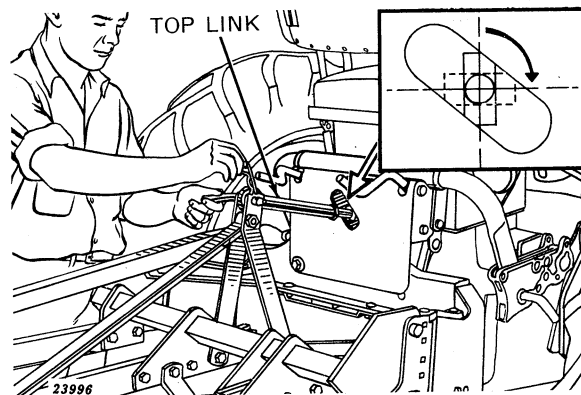


Figure 12—Top Link

FIELD ADJUSTMENTS

Before entering the field, make the following preliminary carrier and plow adjustments:

Jointer and Coulter.

Set rolling coulter to run as shown in Figure 13.

Set jointer to touch coulter lightly and to cut about $2\frac{1}{2}$ inches deep as shown in Figure 13.

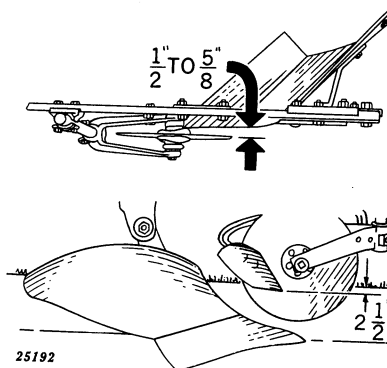
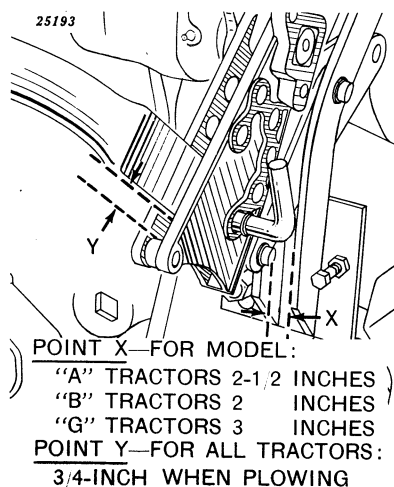


Figure 13—Coulter and Jointer Adjustments



POINT X—FOR MODEL:
 "A" TRACTORS 2-1.2 INCHES)
 "B" TRACTORS 2 INCHES)
 "G" TRACTORS 3 INCHES)
 POINT Y—FOR ALL TRACTORS:
 3/4-INCH WHEN PLOWING

Figure 14—Mechanical Depth Stop Adjustment

Mechanical Depth Stop.

For initial setting, adjust mechanical depth stop so that dimension "X", Figure 14, is approximately $2\frac{1}{2}$ inches for Model "A" Tractors, 2 inches for Model "B" Tractors, and 3 inches for Model "G" Tractors.

Suction (Control of Plowing Depth).

In order to maintain uniform plowing depth when plowing uneven ground the ABG and AG Series plows are designed to follow the ground surface regardless of the movement of the tractor. Since they are not attached to the tractor by a rigid mounting, they will not be forced in

and out of the soil when the tractor passes over rough spots. The maximum movement possible without forcing the plow out of the ground is determined by the clearance between the lift yoke and the rockshaft castings. This clearance ("Y", Figure 14) should normally be approximately $\frac{3}{4}$ -inch.

When operating properly in normal soil condition, the ABG-Series plow will run level in the furrow, with the heel of the rear landside bearing lightly on the furrow bottom.

Control of plowing depth is accomplished by regulating the suction angle. Because of the unique design of the ABG-2000 Carrier linkage, the rear of the plow moves up and down a greater distance than the share points. Thus, if

the suction angle is increased (Figure 15, upper), the plow will enter the ground more deeply until it is again level on the furrow bottom. The opposite is true if the suction angle is decreased (Figure 15, lower). The plow will then raise until it is level in the furrow again (center, Figure 15).

The suction angle is normally controlled by the left-hand crank, as shown in Figure 15. However, the position of the depth control roller also affects the suction angle. Moving the roller forward, or closer to the tractor axle, increases the suction angle, causing the plow to run deeper. Therefore, small changes may be made in plowing depth by its use, although major changes should be made with the regular suction control crank, as explained previously.

If the tractor is equipped with Powr-Trol, reductions in suction angle (and therefore plowing depth) may be accomplished by operating Powr-Trol lever slightly to raise or lower plow. This procedure is sometimes necessary when plowing through soft spots.

Leveling Adjustment.

Before opening the land, turn carrier leveling crank (right-hand adjustment crank) clockwise until right-hand side of crossbar is about four inches higher than left side. This will prevent excessive side draft during opening of land.

After land is opened and tractor wheel is running in furrow, adjust level of plow so crossbar is parallel to ground, as shown in Figure 16.

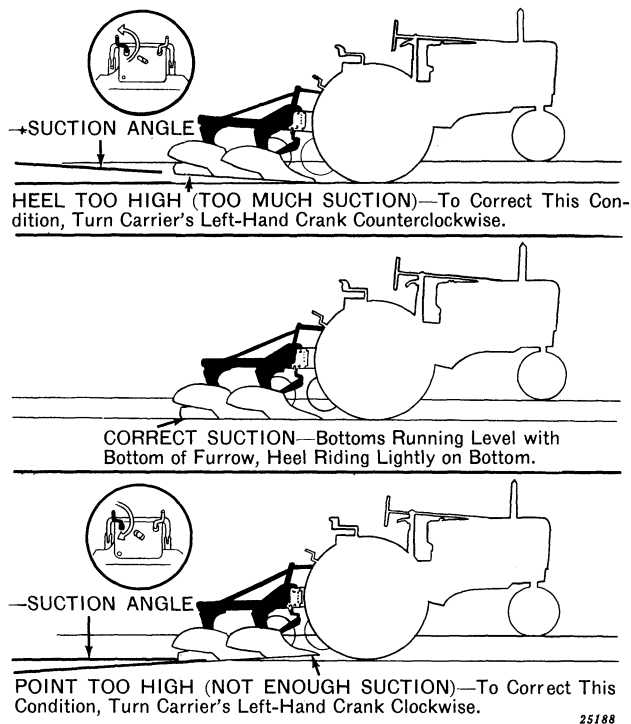


Figure 15—Suction Adjustment

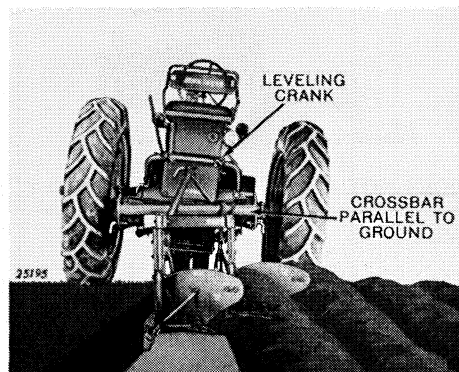


Figure 16—Leveling Adjustment

RESETTING SAFETY-TRIP STANDARD

After bottom has struck buried object, reset safety-trip standard as follows: Leave carrier in lowered position and back tractor straight back until standard snaps into locked position. (Figure 17). Raise plow and drive ahead of obstruction, lower plow and proceed.

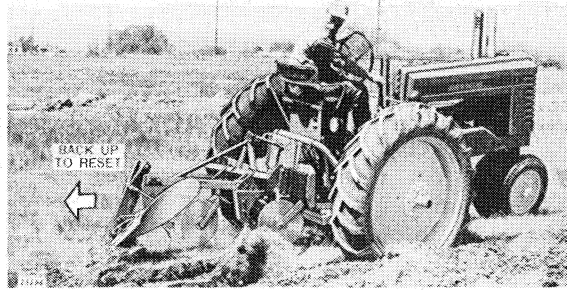
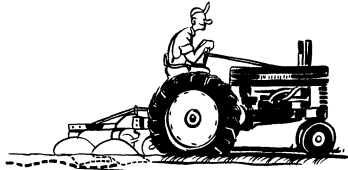
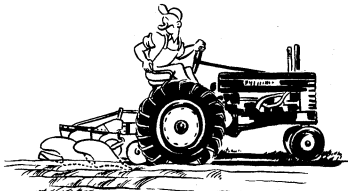
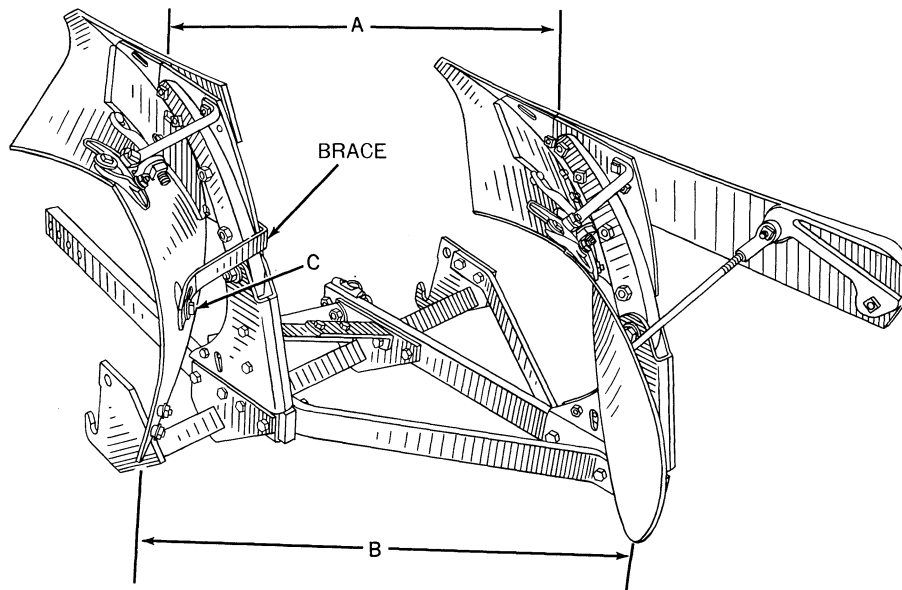


Figure 17—Resetting Standard

TROUBLE CHART

TROUBLE	PROBABLE CAUSE
 PLOWS UNEVEN DEPTH	1. Dull Shares—See Page 13. 2. Share Sharp, but Set Wrong—See Page 13. 3. Carrier Yoke Bottoming in Rock-shaft Casting—See Pages 8 and 9. 4. Bottoms Loose on Standard. 5. Plow Frame Bolts Loose.
 CUTS UNEVEN FURROW SLICES	1. Right-Hand Rear Tractor Wheel Not Set Properly—See Page 5. 2. Right-Hand Rear Tractor Wheel Not Running Against Furrow Wall. 3. Sway Links Locked—See Page 7. 4. Moldboard Brace Out of Adjustment—See Page 11. 5. Bottom Loose on Standards.
 DOES NOT ENTER GROUND PROPERLY	1. Dull Shares—See Page 13. 2. Shares Sharp, But Set Wrong—See Page 13. 3. Sway Links Not Properly Set—See Page 7. 4. Bottoms Loose on Standards. 5. Plow Frame Bolts Loose.
 HEEL RIDES HIGH	1. Dull Shares—See Page 13. 2. Improper Suction Adjustment—See Pages 8 and 9. 3. Coulters Set Too Deep—See Page 8. 4. Bottom Loose on Standards.

MOLDBOARD BRACE ADJUSTMENT.

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Figure 18—Moldboard Brace Adjustment

For the most efficient operation of two- and three-bottom plows, all moldboards must be parallel to each other. This adjustment is made by measuring from the intersection of the landside and the share of the rear bottom to the same point on the center bottom (dimension "A", Figure 18).

Next, measure the distance from the extreme tip of the moldboard of the rear bottom to the tip of the center bottom (dimension "B"). If the moldboards are parallel dimension "A" will equal dimension "B."

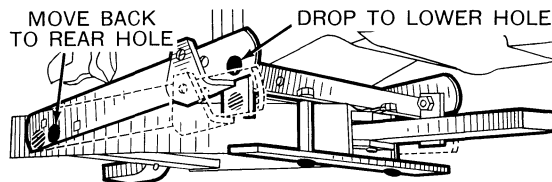
If the moldboards are not parallel, loosen bolt "C" and align the moldboards. When dimension "A" equals dimension "B", tighten bolt "C" securely. Check the front moldboard of three bottom plow using the rear bottom as the measuring point.

NOTE: The moldboard brace may be bent by the safety-trip standard the first time the safety-trip works. Therefore, if uneven furrows are encountered after one of the bottoms has been tripped, check the dimensions. Readjust, as described above, until dimension "A" is equal to dimension "B."

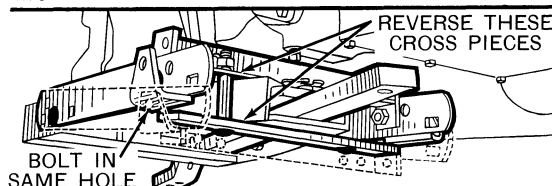
SPECIAL PLOWING INSTRUCTIONS

For most soil conditions, the preceding adjustments will result in satisfactory plowing. However, in extreme soil conditions such as rocky or heavy clay soils operator may have difficulty making the plow enter the ground and making it stay in the ground. When these conditions are encountered they can be overcome by making the following special carrier adjustments.

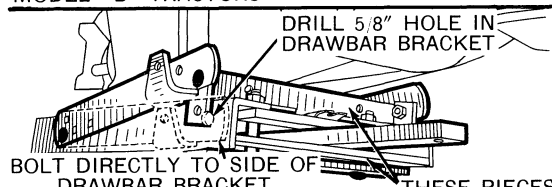
NOTE: Before making these adjustments, check causes of trouble listed in Trouble Chart, page 10. Check particularly sharpness of the plow shares.



MODEL "A" TRACTORS



MODEL "B" TRACTORS



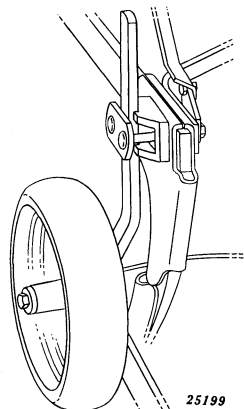
MODEL "G" TRACTORS

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Figure 19—Special Draft Link Bracket Adjustment

1. Rock shaft lift arm adjustment—Change the rock shaft pins holding the yoke to the arms, to hole No. 2 or even No. 3 or No. 4 in some very extreme cases (See Figure 7, page 6).

2. Draft link bracket adjustment—If the above rock shaft lift arm adjustment does not overcome the trouble, change the setting of the Draft Link Bracket to positions shown in Figure 19.



25199

Figure 20—Gauge Wheel

Use of Gauge Wheel.

When plowing in very soft soil or soil having extreme soft and hard spots, causing irregular plowing depth, it may be necessary to use an AS 3295 Y semi-pneumatic gauge wheel. This wheel is sold as an extra attachment (See Figure 20).

Attach gauge wheel to rear standard and set carrier suction adjustment so plow will just stay in ground in the hardest soil.

MAINTENANCE

PLOW BOTTOMS, COULTERS, AND JOINTERS.

Protect the face of the moldboard, share, coulter blade, landside, and jointer from rust between plowing seasons or intermittent periods by greasing the polished surface with a coat of cup grease or hard oil.

SHARPENING THE SHARE.

Heat the point of the share to a low cherry red (not too hot), and hammer the top side until the point is sharp. Hammer at a cherry red only. High heat destroys the quality of the steel. Draw the entire cutting edge from the underside until sharp. Heat at one time only as much as can be hammered. The body of the share should not be heated while sharpening. Should the fitted edges become warped, put the blade in proper shape before hardening. This can be done best at a black heat.

All foregoing information applies to either hard or solid steel shares.

HARDENING SOFT-CENTER STEEL SHARES.

Heat the entire share to a uniform cherry red. Dip the share into a tub of clean, cold water, with the cutting edge down, and the blade perpendicular.

NOTE: Solid or crucible steel shares should not be hardened.

SETTING SHARES.

Set the point of the share down until there is 1/8-inch to 3/16-inch suction under the landside at point "A", Figure 21. See that the clearance in the throat of the share at "B", Figure 22, is at least 1/8-inch. For side, set should be about 3/16-inch clearance at "C", Figure 23. Set the edge of the share at the wing point "D" **without wing bearing**, Figure 24.

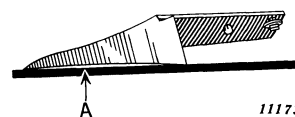


Figure 21—Share Should Have 1/8" to 3/16" Underpoint Suction at Point "A"

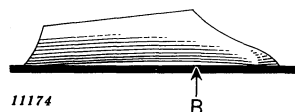


Figure 22—Share Should Have at Least 1/8" Clearance in Throat at "B"

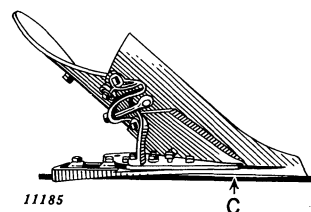


Figure 23—Side Suction Should Be 3/16" at Point "C"

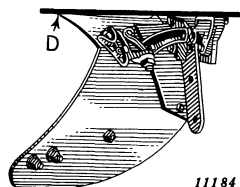


Figure 24—Tractor Plow Shares Are Set Without Wing Bearing at "D"

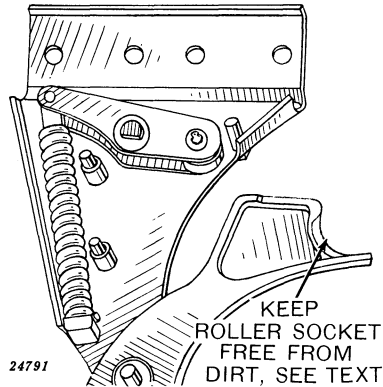


Figure 25—Roller Socket

SHARPENING THE COULTER.

Remove yoke and blade from shank and grind blade with an emery wheel until sharp. After repeated sharpenings, the blade may be too small to do efficient work. Replace with a new one.

SAFETY-TRIP.

Do not allow dirt to build up on roller socket (Figure 25). This can only be checked when standard is tripped, and need only be checked when plow trips in field.

Safety-trip is not adjustable. If it does not function properly, call your John Deere Serviceman.

GENERAL.

Check all nuts and bolts periodically for looseness. **Keep nuts tight.** Check and reset coulters bearings periodically.

Genuine John Deere shares have more and better material in points and in wearing surfaces. "Deere" shares stay sharp longer; they fit like the original share. They save you money. Buy your extra shares from your John Deere Dealer and insist on shares with the word "Deere" stamped in the back near the share number.

LUBRICATION

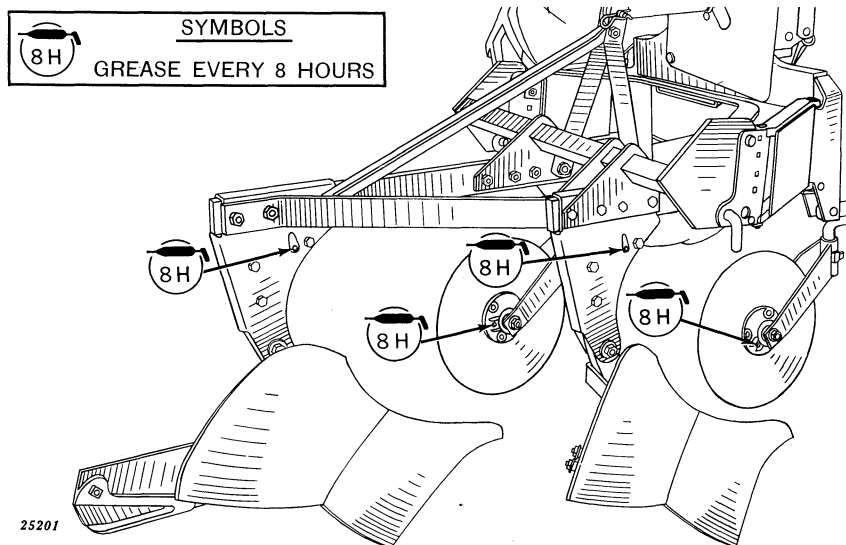


Figure 26—Lubrication Chart

CONVERTING A TWO-BOTTOM TO A THREE-BOTTOM PLOW

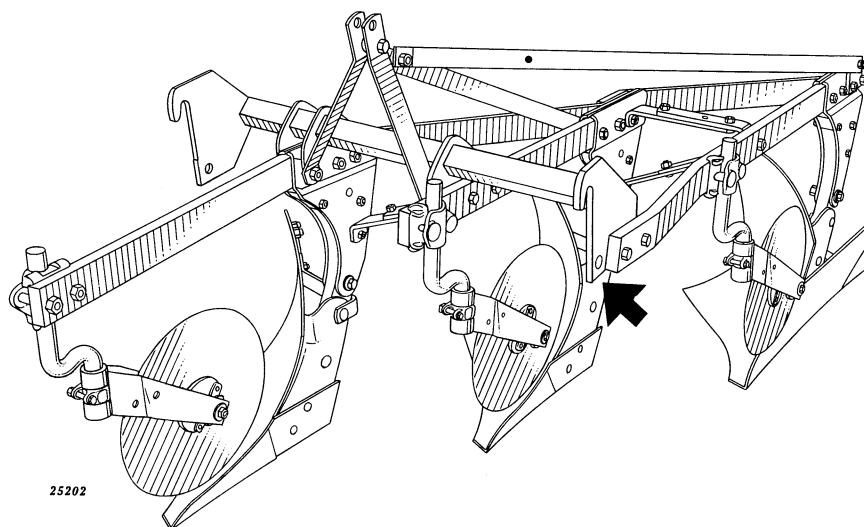


Figure 27—AG-3 Plow

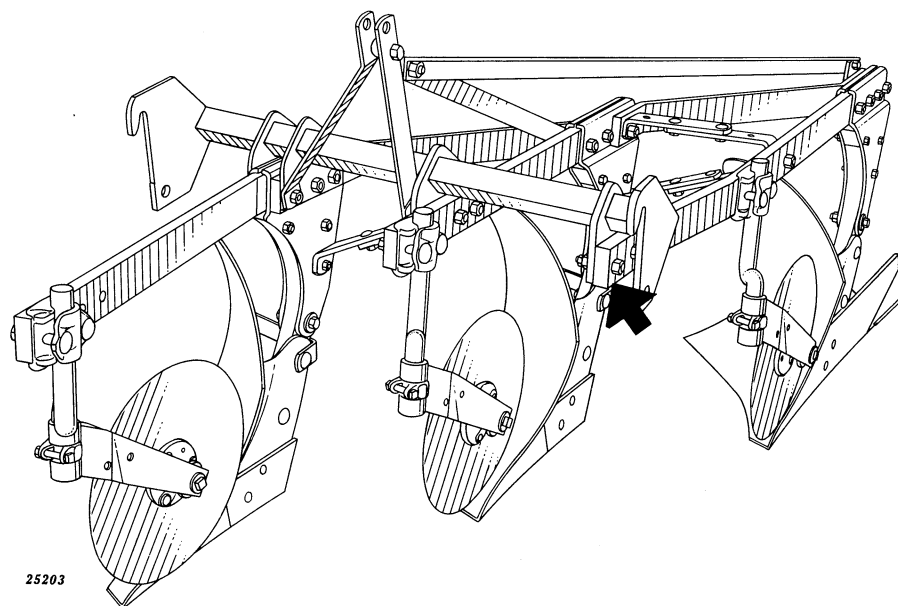


Figure 28—AG-3A Plow

Both the ABG-2 and ABG-2A plows may be converted to three-bottom plows. This is accomplished by the addition of a third bottom conversion unit. The ABG-2 plow requires an AG-3000 conversion unit, while an AG-3000A conversion unit is used with the ABG-2A plow. These conversion units are very much alike; however, they are not interchangeable. The ABG-2 plow with the AG-3000 unit is designed for 14- or 16-inch spacing; the ABG-2A plow with the AG-3000A unit is used in either 12- or 14-inch spacing. The ABG-2A plow can readily be identified by means of the additional beam flange near the left end of the crossbar. The ABG-2 plow has no such flange. (Note arrows in Figures 27 and 28.)

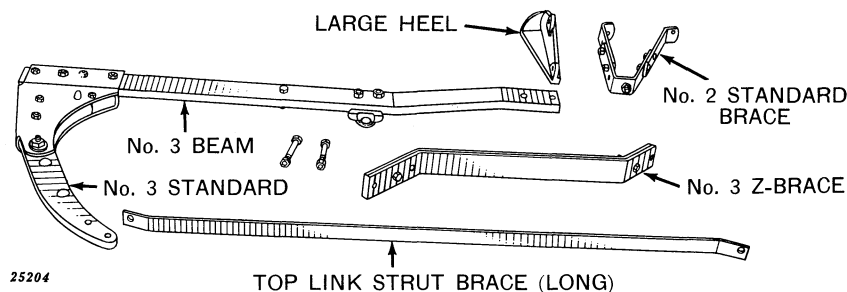


Figure 29—Components of Third Bottom Conversion Unit

The components making up the frame assembly for the conversion units are illustrated in Figure 29 (coulters and bottom not shown). Identification may be made by means of the stencil on the No. 3 Z-brace. For the AG-3000 conversion unit, this stencil will read "AG-3". For the AG-3000A conversion unit, it will read "AG-3A".

Converting ABG-2 Plow (14-inch and 16-inch spacing).

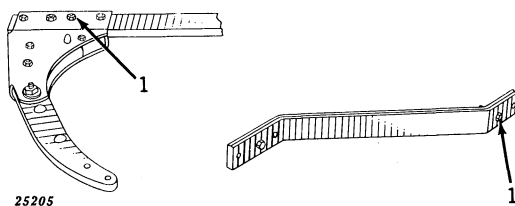


Figure 30—Removing Bolts

If offset is incorrect, remove standard from the beam, turn the beam over, and replace the standard. Remove No. 3 coulters clamp and replace on outside (left) of No. 3 beam, removing two extra bolts from coulters clamp.

3. Using the two bolts removed from standard and Z-brace, attach front end of No. 3 beam to third bottom flange of plow crossbar.

1. Remove one bolt from No. 3 standard and one bolt from No. 3 Z-brace.

2. Make sure offset of No. 3 beam is correct. The offset at the front end of the beam should be to the left for 14-inch spacing, to the right for 16-inch spacing.

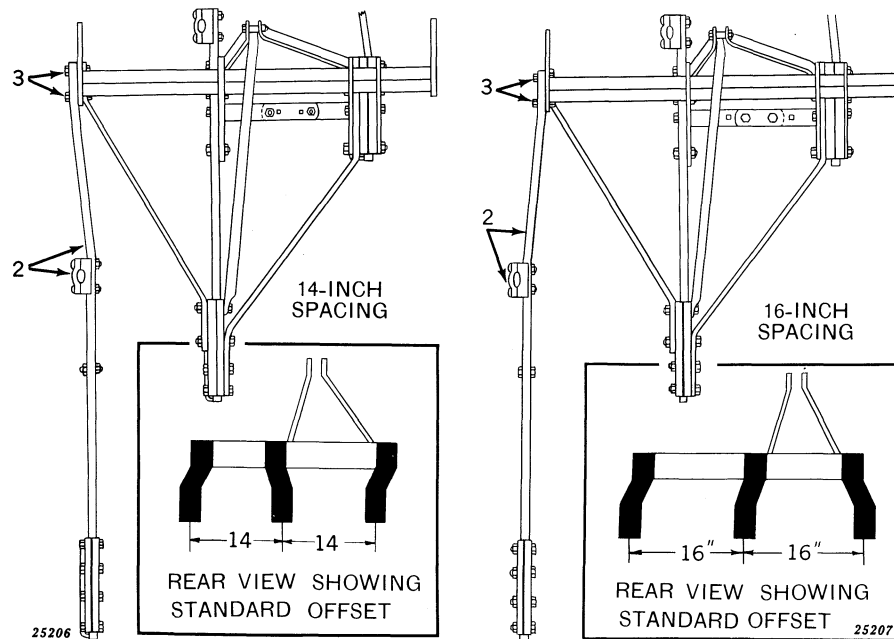


Figure 31—Attaching No. 3 Beam

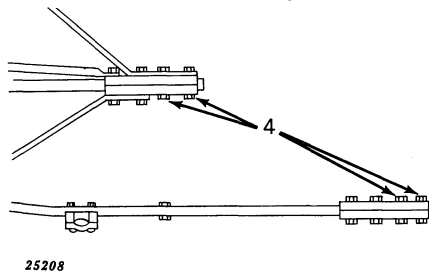


Figure 32—Removing Bolts

4. Remove two rear bolts from both No. 2 and No. 3 standards.

5. Remove remaining bolt from No. 3 Z-brace and attach No. 3 Z-brace at No. 2 standard, using extra bolts removed from No. 3 coulter clamp. Longer bolt goes in front hole; leave nut off this bolt temporarily. Be sure No. 3 Z-brace is attached to right of No. 2 Z-brace for 14-inch spacing and to left of No. 2 standard for 16-inch spacing.

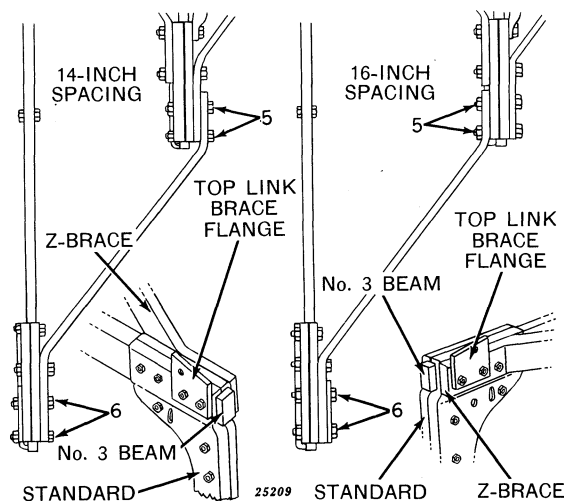


Figure 33—Attaching Z-Brace and Flange

6. Attach Z-brace and top link brace flange at No. 3 standard, using the two bolts previously removed from the rear holes of the standard. Be sure top link brace flange is attached to the left of No. 3 standard for 14-inch spacing and to the right of No. 3 Z-brace for 16-inch spacing.

7. Using a 1/2-inch drift pin to prevent loss of spacer inside of standard, remove bolt from No. 2 standard.

8. Remove bolt from No. 3 beam.

9. Remove bolt from No. 2 standard brace.

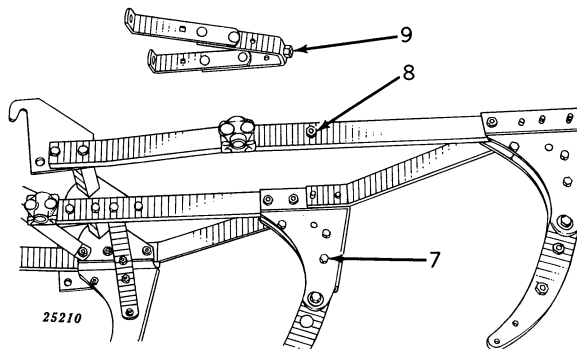


Figure 34—Removing Bolts

10. Install No. 2 standard brace. Brace is set for 14-inch spacing. For 16-inch spacing it must be changed according to the directions stenciled on the parts comprising the brace. Install with heads of carriage bolts on under side. Use bolt previously removed from No. 3 beam to attach brace to beam. Attach brace to No. 2 standard with bolt previously removed from No. 2 standard.

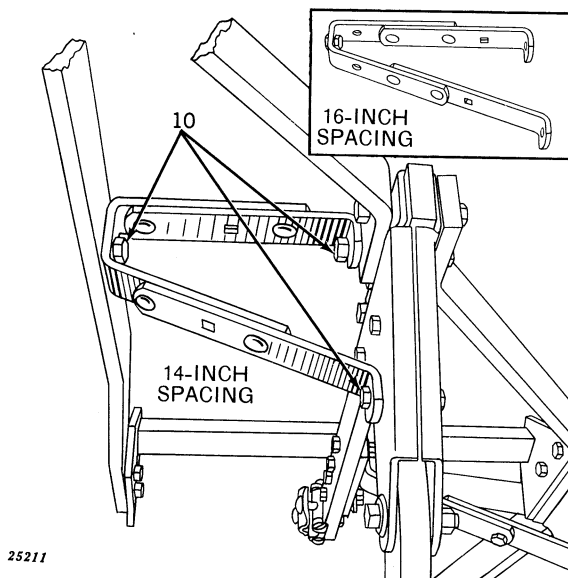


Figure 35—Installing Standard Brace

11. Remove No. 2 bottom (long landside) and replace with bottom furnished with conversion unit. Install former No. 2 bottom on No. 3 standard. Replace landside heel on this bottom with longer heel furnished with conversion unit.

12. Make moldboard brace adjustment (described on page 11) for both No. 1 and No. 2 bottoms.

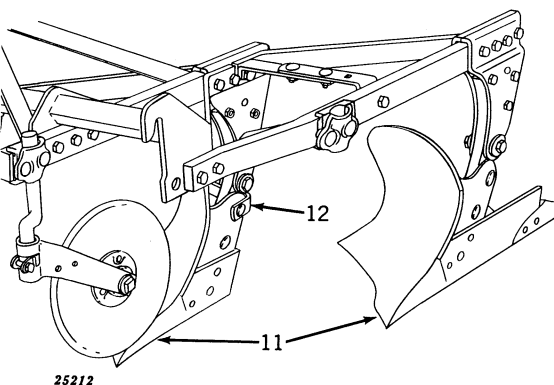


Figure 36—Bottoms and Moldboard Brace

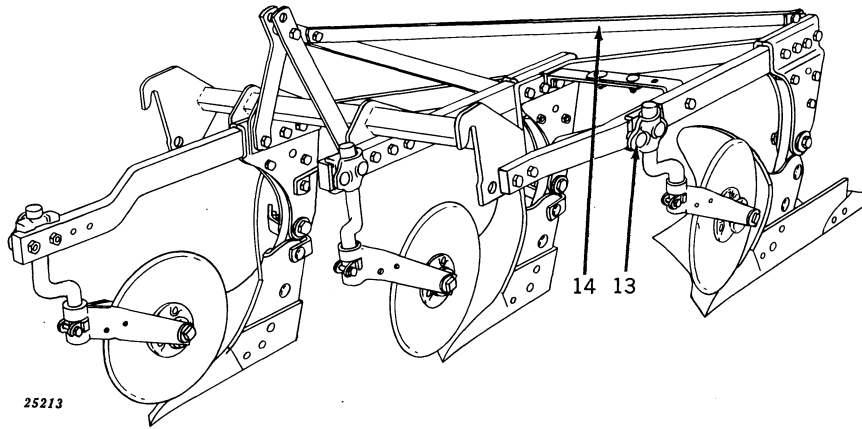


Figure 37—Coulter and Top Link Strut Brace

13. Install No. 3 coulter shank and coulter, adjusting as described on page 8.

14. Using the two bolts previously removed from the No. 2 standard brace and the No. 3 Z-brace, attach the long top link strut brace. Bolt rear of top link strut brace to right side of top link brace flange for 14-inch spacing and to left side for 16-inch spacing.

TIGHTEN ALL BOLTS SECURELY. You should have two bolts left over—those which were removed from the No. 2 standard.

Converting ABG-2A plow (12-inch or 14-inch spacing).

The ABG-2A plow is converted to a three-bottom plow in the same manner as the ABG-2, except that the third bottom beam is attached to the ABG-2A plow at the extra bolting flange at the left of the cross bar. (Figure 28).

With this exception, the ABG-2A plow in 12-inch spacing is converted in the same manner as the ABG-2 in the 14-inch spacing; the ABG-2A in 14-inch spacing is converted in the same way as the ABG-2 in 16-inch spacing.

Figure 38 on the following page shows frame members correctly installed for both 12-inch and 14-inch spacing.

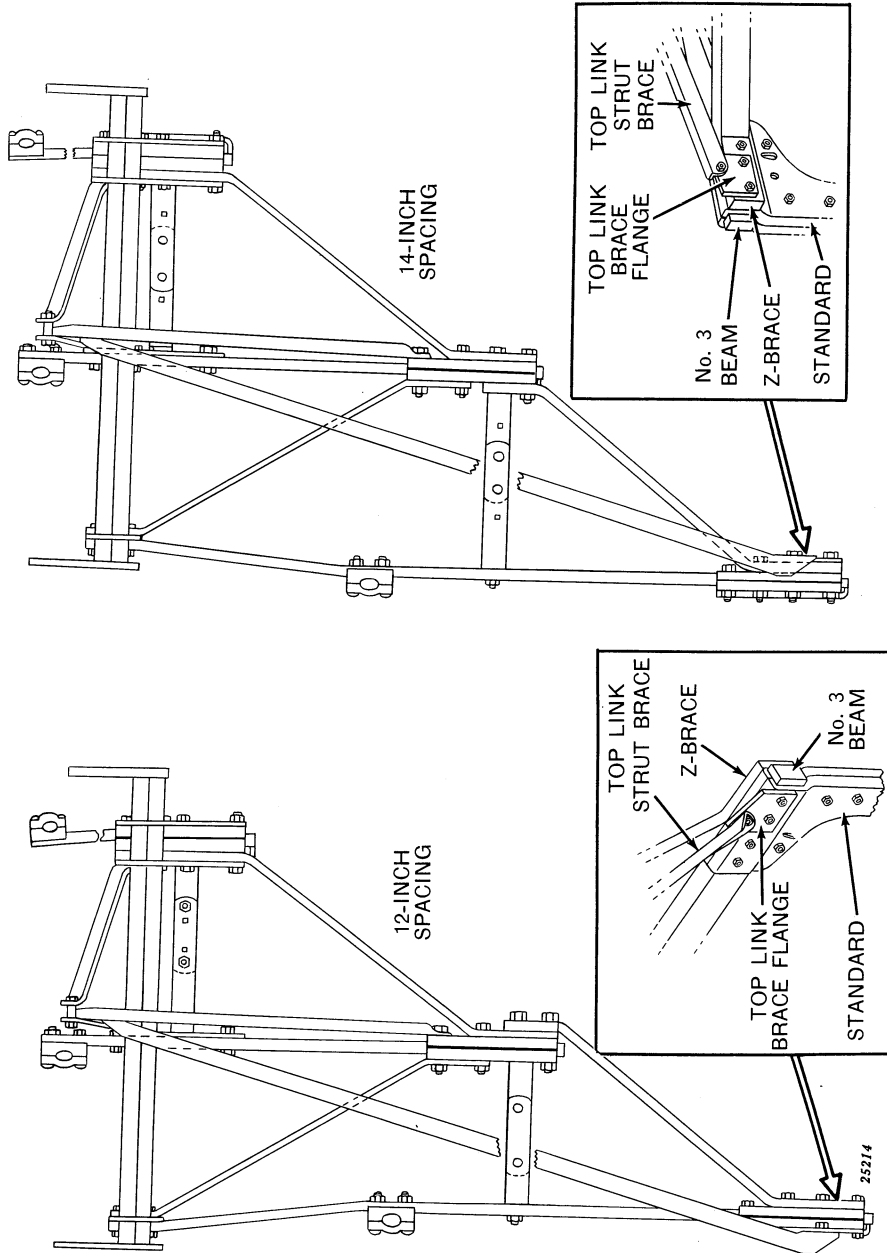


Figure 38—AG-3A Plow in 12-inch and 14-inch Spacing

PARTS LIST AND ILLUSTRATIONS USING THE PARTS LIST

KEY NUMBER.

Each part has been given a key number which is used **only** to find the part number, description and quantity used. **DO NOT USE KEY NUMBER WHEN ORDERING PARTS.**

QUANTITY.

If only one part is used, the quantity is not listed. If more than one part is used, the quantity is listed with the description.

WHEN PURCHASING PARTS.

When purchasing parts from your John Deere dealer direct, by telephone or by mail, **BE SURE** to give him:

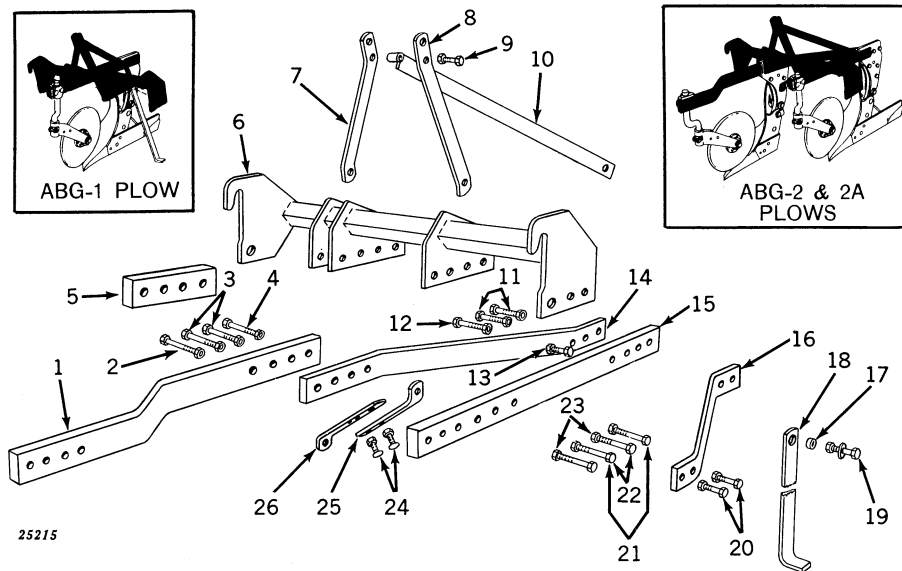
1. Model number and serial number of your plow.
2. Size and type of bottom.
3. Part numbers and descriptions of parts wanted.
4. Quantity desired for each part wanted.
5. For plow shares—insist on Genuine John Deere Shares.

SYMBOLS AND ABBREVIATIONS.

L.H.	—Left Hand	Cge.	—Carriage
R.H.	—Right Hand	Hd.	—Head
Assy.	—Assembly	Reg.	—Regular
Std.	—Standard	Sq.	—Square
Hex.	—Hexagon	Sec.	—Section
Nom.	—Nominal	Med.	—Medium

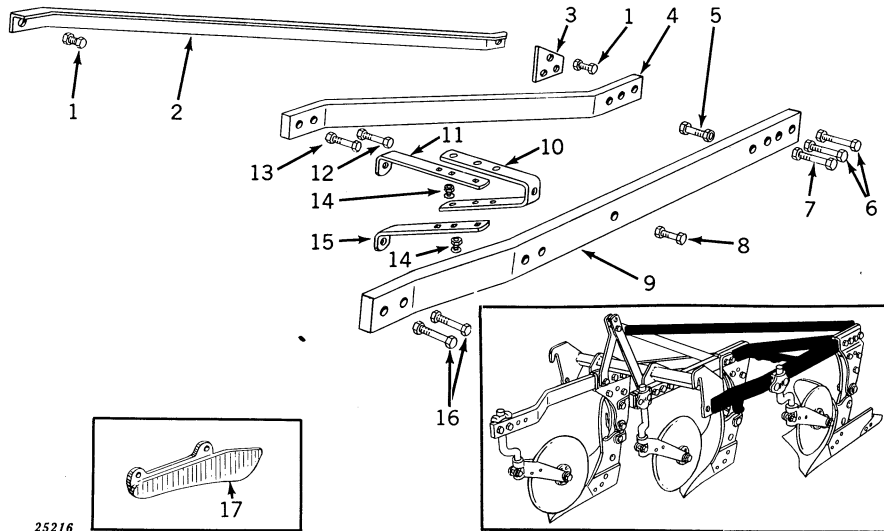
INDEX TO PARTS LIST

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FRAME AND TOP LINK STRUT

FRAME AND TOP LINK STRUT—Continued

Key	Part No.	Description
1	F 260 Y	Beam, ABG First; ABG-2, ABG-2A only
2	19H 1059 H	Cap Screw, Hex. Hd., 5/8" x 4"
	14H 398 R	Nut, Light Hex., 5/8"
3	19H 1204 Y	Cap Screw, Hex. Hd., 5/8" x 3-3/8" (2 used)
	14H 398 R	Nut, Light Hex., 5/8" (2 used)
4	19H 1155 H	Cap Screw, Hex. Hd., 5/8" x 3-3/4"
	14H 398 R	Nut, Light Hex., 5/8"
5	F 312 Y	Shim; ABG-1 only
6	AF 2274 Y	Crossbar; ABG-1, ABG-2 only
	AF 2269 Y	Crossbar; ABG-2A only
7	F 282 Y	Strut, Top Link, R.H.
8	F 281 Y	Strut, Top Link, L.H.; ABG-1, ABG-2 only
	F 285 Y	Strut, Top Link, L.H.; ABG-2A only
9	19H 1212 Y	Cap Screw, Hex. Hd., 5/8" x 2-3/8"
		Nut, Lock, Reg. Hex. (Gripco 9027)
10	AF 2379 Y	Brace, Top Link Strut; ABG-2 only
	AF 2280 Y	Brace, Top Link Strut; ABG-2A only
	AF 2284 Y	Brace, Top Link Strut; ABG-1 only
11	19H 1153 H	Cap Screw, Hex. Hd., 5/8" x 3" (ABG-2, ABG-2A, 2 used; ABG-1, 3 used)
	14H 398 R	Nut, Light Hex., 5/8" (ABG-2, ABG-2A, 2 used; ABG-1, 3 used)
12	19H 1058 H	Cap Screw, Hex. Hd., 5/8" x 3-1/2"; ABG-2, ABG-2A only
	14H 398 R	Nut, Light Hex., 5/8"; ABG-2, ABG-2A only
13	19H 1154 H	Cap Screw, Hex. Hd., 5/8" x 3-1/4"; ABG-2, ABG-2A only
		Cap Screw, Hex. Hd., 5/8" x 2-1/2"; ABG-1 only
	14H 398 R	Nut, Light Hex., 5/8"
14	F 265 Y	Z-Brace, Heavy; ABG-1, ABG-2 only
	F 321 Y	Z-Brace, Heavy; ABG-2A only
15	F 259 Y	Beam, ABG Second (used as first beam in ABG-1)
16	F 365 Y	Z-Brace, Light; ABG-2 only
	F 367 Y	Z-Brace, Light; ABG-2A only
17	F 348 Y	Spacer, Stand; ABG-1 only
18	F 346 Y	Stand, One-Bottom Plow; ABG-1 only
19		Cap Screw, Hex. Hd., 5/8" x 2-1/2"; ABG-1 only
	14H 398 R	Nut, Light Hex., 5/8"; ABG-1 only
	24H 484 A	Washer, Plain Flat, 5/8"; ABG-1 only
20	19H 1210 Y	Cap Screw, Hex. Hd., 5/8" x 1-5/8"; ABG-2, ABG-2A only (2 used)
	14H 398 R	Nut, Light Hex., 5/8"; ABG-2, ABG-2A only (2 used)
21	19H 1068 N	Cap Screw, Hex. Hd., 5/8" x 2-1/4" (ABG-2, ABG-2A, 2 used; ABG-1, 1 used)
	14H 398 R	Nut, Light Hex., 5/8" (ABG-2, ABG-2A, 2 used; ABG-1, 1 used)
22	19H 1081 T	Cap Screw, Hex. Hd., 5/8" x 1-7/8"; ABG-1 only (2 used)
	14H 398 R	Nut, Light Hex., 5/8"; ABG-1 only (2 used)
23		Cap Screw, Hex. Hd., 5/8" x 2-1/2"; ABG-2, ABG-2A only (2 used)
	14H 398 R	Nut, Light Hex., 5/8"; ABG-2, ABG-2A only (2 used)
24	3H 1068 N	Carriage Bolt, 1/2" x 1-1/4"; ABG-2, ABG-2A only (2 used)
	14H 259 R	Nut, Reg. Hex., 5/8"; ABG-2, ABG-2A only (2 used)
25	F 287 Y	Brace, Plow Standard, L.H.; ABG-2 only
	F 324 Y	Brace, Plow Standard, L.H.; ABG-2A only
26	F 288 Y	Brace, Plow Standard, R.H.; ABG-2 only
	F 325 Y	Brace, Plow Standard, R.H.; ABG-2A only

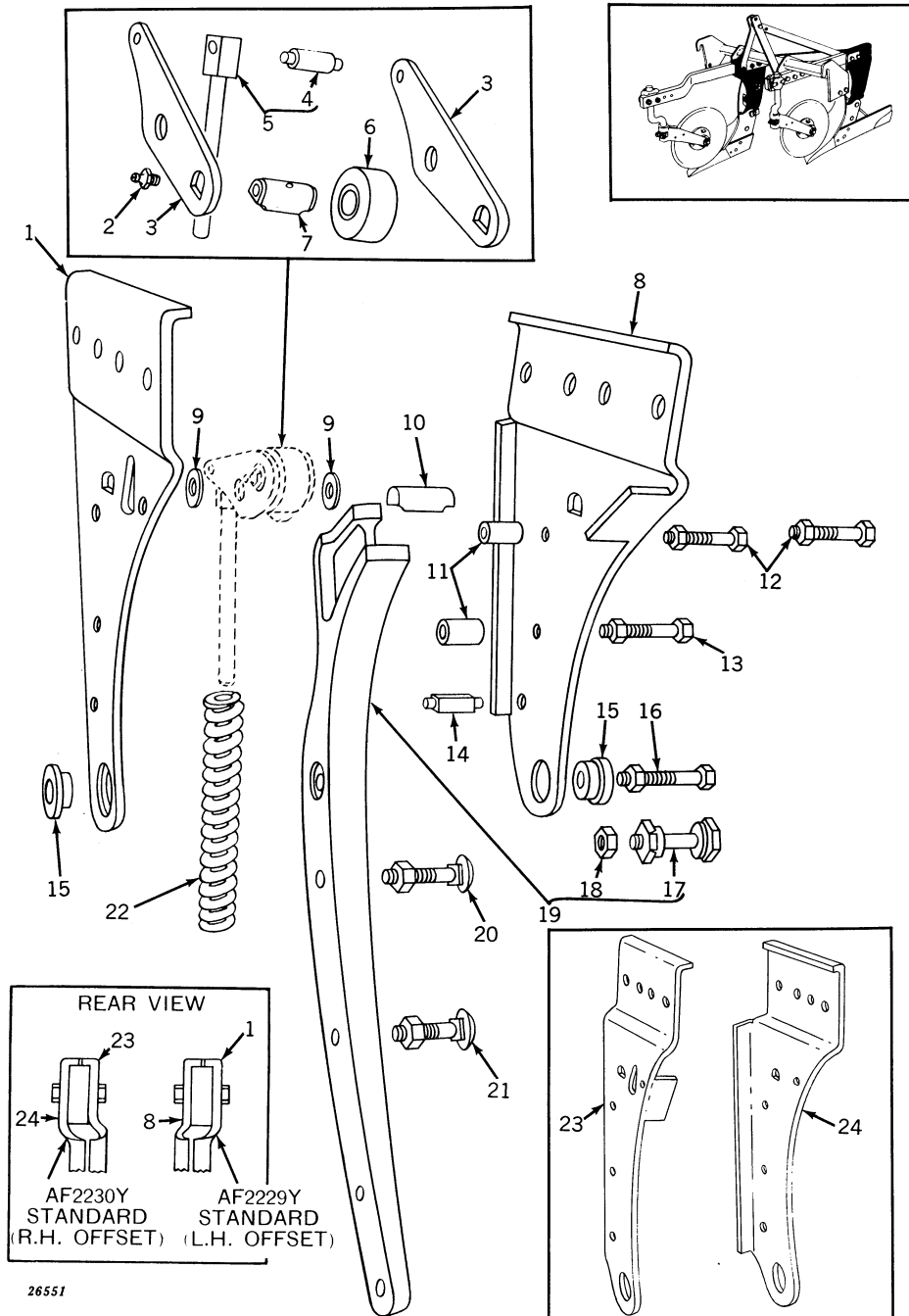
**FRAME, THIRD BOTTOM CONVERSION UNIT
(AG-3000 and AG-3000A)**

25216

FRAME, THIRD BOTTOM CONVERSION UNIT—Continued
(AG-3000 and AG-3000A)

NOTE: An AG-3 Plow is composed of an ABG-2 Plow plus an AG-3000 Conversion unit. An AG-3A Plow is composed of an ABG-2A Plow plus an AG-3000A Conversion unit. Each AG-3000 and AG-3000A includes an AF2229Y safety-trip standard, plow bottom as ordered and coulters.

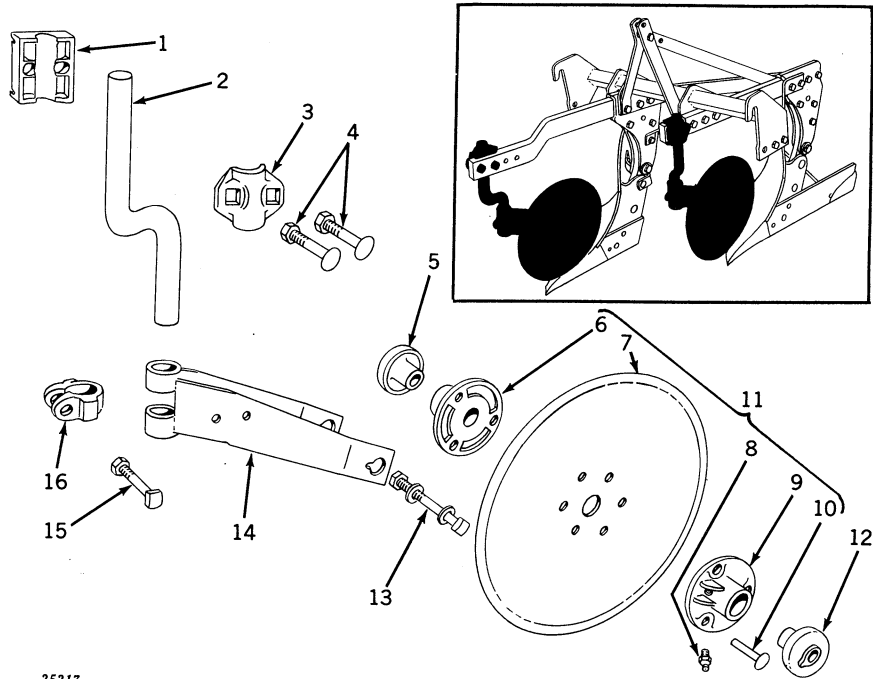
Key	Part No.	Description
1	(19H 1208 Y 14H 398 R	Cap Screw, 5/8" x 1-1/4" (2 used) Nut, Light Hex. 5/8" (2 used)
2	F 278 Y	Brace, Top Link Strut (long)
3	F 283 Y	Plate, Top Link Brace
4	(F 264 Y F 322 Y	Z-Brace, Third Beam (AG-3000 only) Z-Brace, Third Beam (AG-3000A only)
5	(19H 1068 N 14H 398 R	Cap Screw, 5/8" x 2-1/4" Nut, Light Hex. 5/8"
6	(19H 1058 H 14H 398 R	Cap Screw, 5/8" x 3-1/2" (2 used) Nut, Light Hex., 5/8" (2 used)
7	(19H 1153 H 14H 398 R	Cap Screw, 5/8" x 3" Nut, Light Hex. 5/8"
8	(19H 1051 N 14H 398 R	Cap Screw, 5/8" x 2" Nut, Light Hex., 5/8"
9	F 300 Y	Beam, Third Bottom
10	F 320 Y	Brace, No. 2 Standard (Return)
11	(F 323 Y F 318 Y	Brace, Upper, No. 2 Standard (AG 3000 only) Brace, Upper, No. 2 Standard (AG 3000A only)
12	(19H 1155 H 14H 398 R	Cap Screw, 5/8" x 3-3/4" Nut, Light Hex. 5/8"
13	(19H 1205 Y 14H 398 R	Cap Screw, 5/8" x 4-1/4" Nut, Light Hex. 5/8"
14	(3H 1068 N 14H 259 R	Bolt, Cge., 1/2" x 1-1/4" (4 used) Nut, Reg. Hex. 1/2" (4 used)
15	F 326 Y F 319 Y	Brace, Lower, No. 2 Standard (AG 3000 only) Brace, Lower, No. 2 Standard (AG 3000A only)
16	(19H 1069 N 14H 398 R	Cap Screw, 5/8" x 2-3/4" long (2 used) Nut, Light Hex. 5/8" (2 used)
17	F 313 Y	Landside Heel, Large

SAFETY-TRIP STANDARD

SAFETY-TRIP STANDARD—Continued

Key	Part No.	Description
1	F 230 Y	Gusset, (Used with AF 2229Y Standard only)
2	JD 7797	Fitting, Grease, 1/4" Straight
3	F 233 Y	Plate, Latch (2 used)
4	F 343 Y	Pin, Guide Pivot
5	AF 3339 Y	Guide, Latch Spring
6	AF 2235 Y	Roller, Latch (with Bushing)
	F 249 Y	Bushing, Roller
7	F 247 Y	Pin, Roller Pivot
8	AF 2237 Y	Gusset, LH (Used with AF 2229Y Standard only)
9	F 251 Y	Washer, Latch (2 used)
10	F 245 Y	Pin, Latch Pivot
11	F 257 Y	Spacer, Gusset (2 used)
12	19H 1207 Y	Screw, Cap, Hex. Hd., 1/2" x 2-1/2" (2 used)
	14H 389 T	Nut, Light Hex. 1/2" (2 used)
13	19H 1206 Y	Screw, Cap, Hex. Hd., 1/2" x 2-7/8"
	14H 389 T	Nut, Light Hex. 1/2"
14	F 223 Y	Pin, Spring Stop
15	F 231 Y	Bushing, Standard Pivot (2 used)*
16	19H 1153 H	Screw, Cap, Hex. Hd., 5/8" x 3"
	14H 398 R	Nut, Reg. Hex., 5/8"
17	AF 2217 Y	Bolt, Assembly, Standard Pivot (F 217 Y) with Nut, Pivot Bolt (F 219Y)
18	14H 485 A	Nut, Jam, 7/8"
19	AF 1225 Y	Assy., Standard Repair (Includes Key No. 17 and 18)
20	3H 302 F	Bolt, Cge., 5/8" x 2-1/2" (1/4" neck)
	14H 263 R	Nut, Reg. Hex., 5/8"
21	3H 1301 Y	Bolt, Cge., 5/8" x 2-1/4" (1/4" neck)
	14H 263 R	Nut, Reg. Hex., 5/8"
22	F 237 Y	Spring, Standard Latch
23	AF 2238 Y	Gusset, RH (used with AF2230Y Standard)
24	AF 229 Y	Gusset, L.H. (used with AF2230Y Standard)
..	AF 2229 Y	Standard, L.H. offset (1 used ABG-1, ABG-2 and ABG-2A, 2 used AG-3 and AG-3A)
..	AF 2230 Y	Standard, R.H. offset (1 used ABG-2, ABG-2A, AG3- and AG-3A)

*These parts used only on standards not equipped with bolt assembly AF2217Y (Key No. 17).

COULTER AND COULTER CLAMP

25217

COULTER AND COULTER CLAMP—Continued

Key	Part No.	Description
1	F 317 Y	Clamp, Coulter Shank
2	F 295 Y	Shank, Coulter
3	F 297 Y	Cap, Coulter Clamp
4	3H 1303 Y	Carriage Bolt, 5/8" x 3-1/4" long (2 used) (ABG-1 Plow, 4 used ABG-2 and 2A Plow)
	14H 263 R	Nut, Reg. Hex. 5/8" (Same)
5	B 754 A	Cone, Coulter Hub (Threaded)
6	B 751 A	Hub, Coulter (Plain)
7	18311 A	Coulter Blade, 15" (Plain)
	18693 A	Coulter Blade, 16" (Plain)
	19312 A	Coulter Blade, 17" (Plain)
	23842 A	Coulter Blade, 17" (Notched)
8	JD 7759	Grease Fitting
9	B 752 A	Hub, Coulter (Tapped for Grease Fitting)
10	16H 1357 A	Rivet, Button Head, 3/8" x 1-1/2" long (3 used)
11	DA 1135 A	Coulter, 15" (Plain with Hubs)
	DA 1139 A	Coulter, 16" (Plain with Hubs)
	DA 4042 A	Coulter, 17" (Plain with Hubs)
	DA 4043 A	Coulter, 17" (Notched with Hubs)
12	B 753 A	Cone, Coulter Hub (Plain)
13	8H 650 Y	Bolt, Mach. Reg. 1/2" x 5-1/4" long
	24H 477 A	Washer, Plain Flat 1/2" (2 used)
	14H 259 R	Nut, Reg. Hex 1/2"
14	AF 2291 Y	Fork, Coulter
15	7H 402 Y	Bolt, Mach. Reg. 3/8" x 2-1/4" long
	14H 255 R	Nut, Reg. Hex. 3/8"
16	F 150 Y	Clamp, Coulter Fork

Note: One coulter clamp, fork, shank and coulter used for each plow bottom.

PLOW BOTTOMS

Each bottom is stenciled on the back side of moldboard as "NGP314," "EP316," etc., to identify type of bottom.

The number of the bottom as No. 2, No. 3, No. 4, No. 5, and No. 6, identify the length of landside.

No. 2 Bottom has no landside.

No. 3 Bottom—Medium long landside.

No. 4 Bottom—Short landside.

No. 5 Bottom—Long Landside.

No. 6 Bottom—Extra long landside. (See exploded view, Key No. 6 showing short type; Key No. 8 showing long types.)

No. 5 or No. 6 Bottom Key with long landside is not used on plows equipped with rolling landsides or rear wheels.

The rear bottom ordinarily is equipped with a landside longer than the front bottom.

The NGP338 and NA338, 18-inch Bottoms are No. 6 Bottoms.

The SP212 and SP214 Front Bottoms are No. 2 type and Rear Bottoms are No. 3 type.

NOTE:

See Key No. 9— $7/16"$ x $1-1/2"$ No. 3 Plow Bolt used on all bottoms using landside heel.

See Key No. 23—No. 7750A Moldboard Extension for all bottoms except Slat Types, SP, NA312, NA314, and NA316.

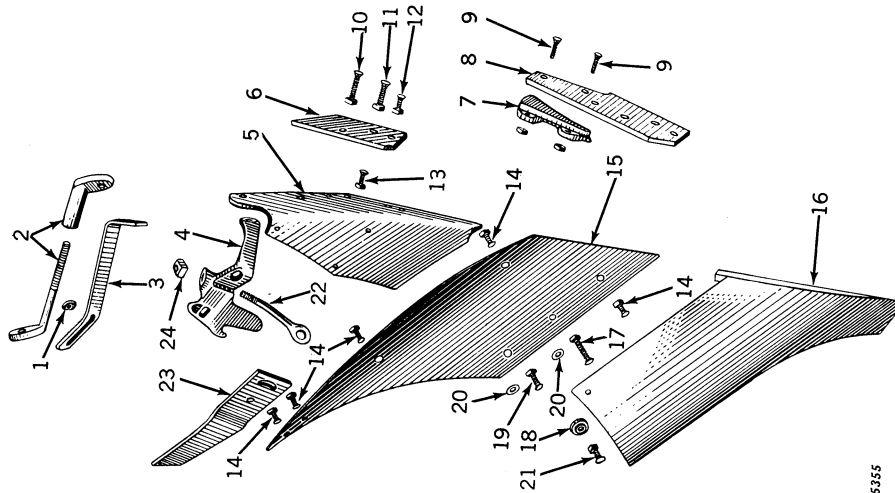
See Key No. 1—No. 15645A Brace Washer used on all bottoms except 18-inch.

See Key No. 18—V181A Share spool used on all bottoms except EP310.

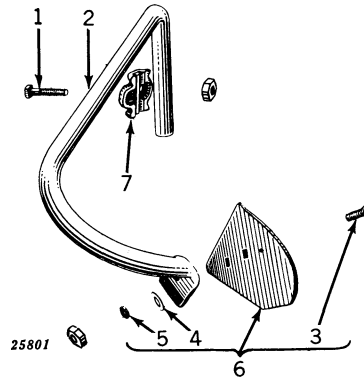
See Key No. 20—Washer ($1 \times 7/16$) No. 16 used on all bottoms.

See Key No. 24—Nut for Drawbolt.

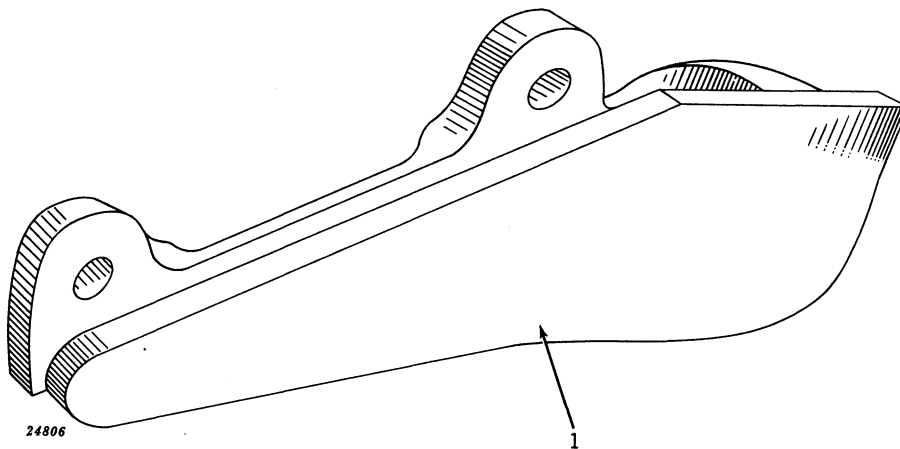
All bolts used are Square Neck Plow Bolts unless otherwise specified.



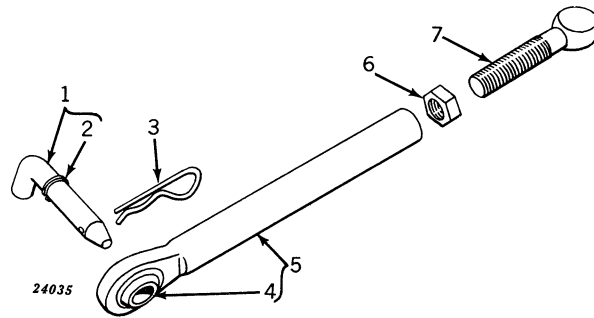
Size	Brand or Type	Key No. 2	Key No. 3	Key No. 4	Key No. 5	Key No. 6	Key No. 7	Key No. 8	Key No. 8	Key No. 10	Key No. 11	Key No. 12	Key No. 12	Key No. 13	Key No. 14	Key No. 15	Key No. 16	Key No. 17	Key No. 19	Key No. 21	Key No. 22	Frog Brace
12" R.H.	NGP312	BA940A	7822A	V301A	8030A	7887A	V270A	8087A	8080A	10H567A	10H557A					BA652A	BH215A	10H185A	10H156A	10H131A	7759A	
14"	NGP314	BA825A	7815A	V248A	7748A	7885A	7879A	7913A	7972A	"	"					BA669A	BH217A	"	"	"	7747A	
14"	NGP354		"	V273A	7920A	7923A	7922A			10H579A	10H567A					BA669A	BH250A	"	"	"	"	7924A
16"	NGP316		"	V259A	7748A	7885A	7879A		8081A	10H567A	10H557A					BA676A	BH218A	"	"	"	7755A	7814A
16"	NGP356		"	V274A	7920A	7923A	7922A		8112A	10H579A	10H567A					"	BH340A	"	"	"	7747A	7925A
18"	NGP338		BA825A	V269A	7748A		V270A		7972A	10H567A	10H557A					BA686A	BH219A	"	"	"	7755A	7883A
12"	NA312	BA828A	7816A	V301A	7792A	7887A	7886A	V270A	8087A	8080A	"					BA649A	BH215A	"	"	"	7759A	
14"	NA314	BA825A	7815A	V248A	7748A	7885A	7879A	7913A	7972A	"	"					BA666A	BH217A	"	"	"	7747A	
16"	NA316		"	V259A	"	"				"	"					BA674A	BH218A	"	"	"	7755A	7814A
18"	NA338		BA825A	V269A	"				7972A	"	"					BA888A	BH219A	"	"	"	"	7883A
10"	EP310		7815A	V285A	7960A	7939A	7940A			"	"					BA682A	BH214A	"	"	"	7757A	7974A
12"	EP312	BA830A	"	V284A	"	"	V270A	8003A	8078A	"	"					"	BH372A	"	"	"	7754A	"
14"	EP314	BA859A	"	"	"	"	"	"	"	"	"					"	BH347A	"	"	"	"	"
16"	EP316	BA827A	"	V278A	7943A	7945A	7944A	"	8004A	"	"					BA685A	BH350A	"	"	"	7747A	7946A
12"	MP312		7822A	V301A	8030A	7887A	7886A		8080A	"	"					BA681A	BH215A	"	"	"	7759A	
14"	MP314		7815A	V248A	7748A	7885A	7879A		7972A	"	"					BA684A	BH217A	"	"	"	7747A	
16"	MP316		"	V259A	"	"				"	"					BA676A	BH218A	"	"	"	7755A	7814A
16"	MP356		"	V274A	7920A		7922A			10H579A	10H567A					"	BH340A	"	"	"	7747A	7925A
12"	GP312		"	V278A	7943A	7980A	7944A		8079A	10H569A	10H557A					BA683A	BH375A	"	"	"	7747A	7946A
14"	GP314		"	"	"	"			8079A	"	"					"	BH358A	"	"	"	"	"
12"	SP212	BA827A	7816A	V192A	7521A	8016A	7891A	V270A	8006A	8016A	"					BA653A	BC228A	"	"	"	7756A	
14"	SP214	BA948A	"	V193A	7521A	"	"	"	"	"	"					BA670A	BC229A	"	"	"	7762A	

JOINTER ATTACHMENT

Key	Part No.	Description
1		Bolt, Mach., 7/16" x 2-1/4", with Hex. Nut (2 used)
2	22113 A	Shank
3		Bolt, Plow, No. 3, 3/8" x 1-3/8", with Hex. Nut (Upper Bolt in Blade)
3		Bolt, Plow, No. 3, 3/8" x 1-1/8", with Hex. Nut (Lower Bolt in Blade)
4	24H 161 A	Washer, 7/16" x 1", No. 16 (Used on Lower Bolt)
5	12H 11 R	Washer, Lock, 3/8" (Used on Upper Bolt)
6	DA 2783 A	Blade, with Bolt, Lock Washer, Washer and Nut, Complete
7	B 528 A	Cap, Clamp

SOFT-SOIL LANDSIDE HEEL ATTACHMENT

Key	Part No.	Description
1	F 205 Y	Landside Heel, Soft-Soil

TOP LINK ASSEMBLY

Key	Part No.	Description
1	AB 2455 Y	Assembly, Lock Pin, Draft Link
2	5785 Y	Ring, Snap
3	A 3581 R	Pin, Spring Lock
4	B 131 Y	Joint, Ball
5	AB 2563 Y	Link, Top with Ball Joint
6	14H 357 A	Nut, Jam, 7/8"
7	B 561 Y	Head, Top Link

NUMERICAL INDEX

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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

