

Tractor 60 Orchard LP-Gas



OPERATORS MANUAL

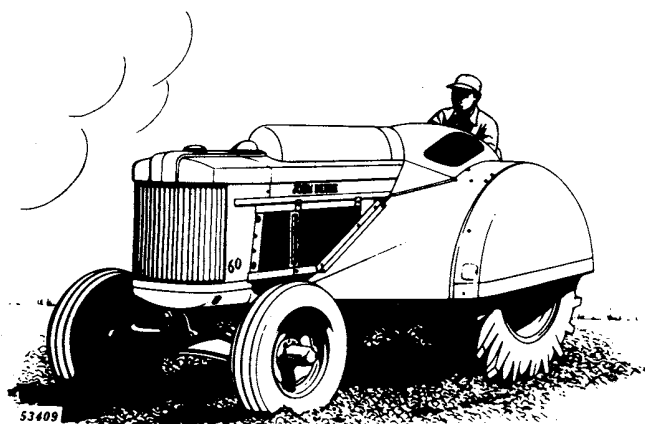
Tractor 60 Orchard
LP-Gas

OMR2072 I6 English

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To the Purchaser

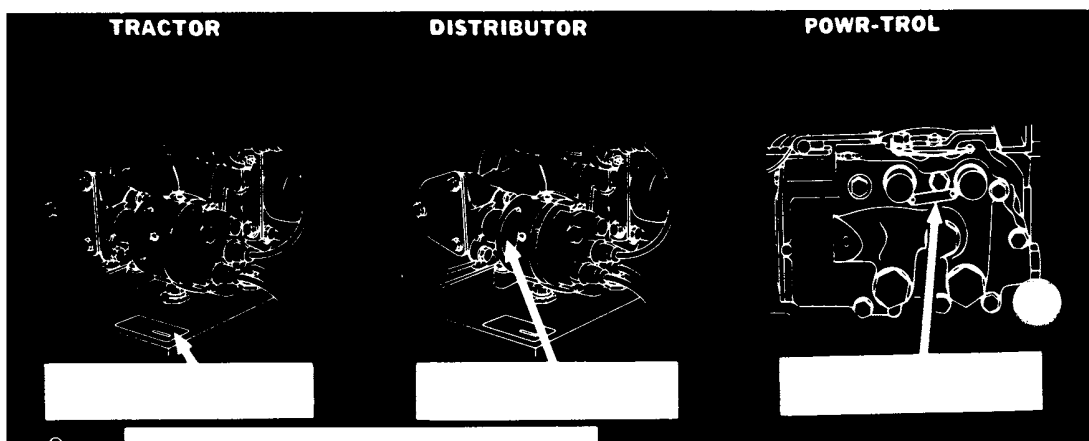
We welcome you to our ever-growing family of John Deere tractor owners. We are confident that the dependable and economical performance of your John Deere tractor will prove that you made a wise choice.

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, distributor, or hydraulic system, 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.



• TABLE OF CONTENTS •

	<i>Page</i>
SPECIFICATIONS AND DATA.....	4
CONTROLS AND INSTRUMENTS.....	6
LP-GAS FUEL.....	18
FILLING THE FUEL TANK.....	19
OPERATING INSTRUCTIONS.....	21
SAFETY SUGGESTIONS.....	38
LUBRICATION AND PERIODIC SERVICES.....	42
SERVICE THAT WILL KEEP YOUR TRACTOR IN TIP-TOP SHAPE.....	57
SERVICE REMINDERS.....	84
TRACTOR DIFFICULTIES.....	85
STORING THE TRACTOR.....	93
INDEX.....	94

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John Deere Tractor Service Policy

**JOHN DEERE
TRACTOR
SERVICE POLICY**

OWNER'S NAME _____

ADDRESS _____ STATE _____

TOWN _____

TRACTOR SERIES _____

TRACTOR SERIAL No. _____

DISTRIBUTOR SERIAL No. _____

POWER-TRAIN SERIAL No. _____

ISSUED BY:

JOHN DEERE DEALER _____ STATE _____

TOWN _____

DEALER'S SIGNATURE _____

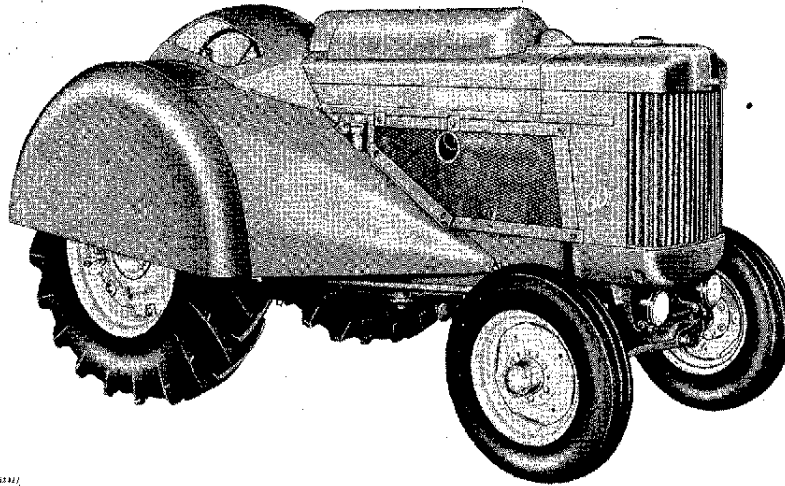


GASOLINE, ALL-FUEL, AND LP-GAS
TRACTORS **A**

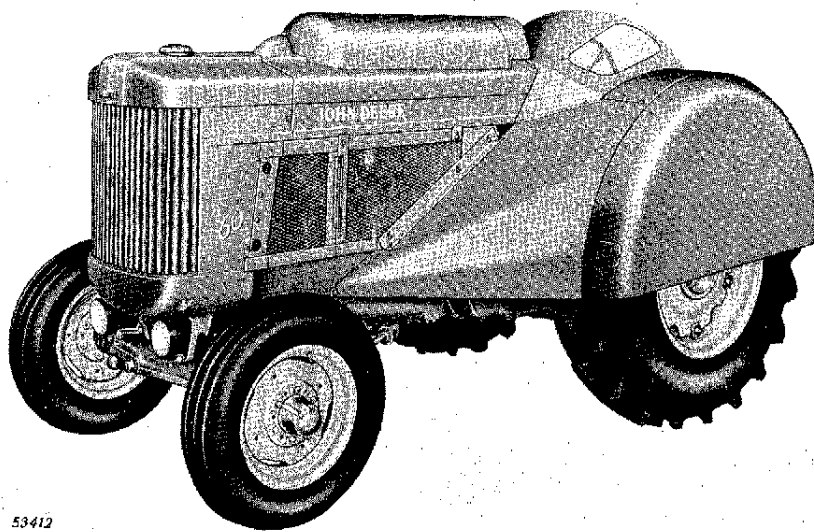
When your new tractor was delivered the John Deere dealer presented to you a copy of the Tractor Service Policy illustrated above. This policy certifies that your new John Deere Tractor was properly inspected and prepared for delivery by the dealer before he released it to you.

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 "60" Orchard LP-Gas Tractor—Pulley Side



John Deere "60" Orchard LP-Gas Tractor—Flywheel Side

SPECIFICATIONS

PERFORMANCE:

Capacity for Work:

Three 16-inch plow bottoms under normal conditions. Four 14-inch plow bottoms under favorable soil conditions.

Horsepower:

- *Maximum Belt Horsepower...
- *Maximum Drawbar Horsepower

CAPACITIES (U. S. MEASUREMENTS):

Fuel Tank (85% Full)....	26.4 Gals.
Crankcase.....	8 Qts.
Transmission.....	8-1/2 Gals.
Powr-Trol.....	6 Qts.
Remote Cylinder.....	1 Qt.
Power Shaft Clutch.....	2-1/2 Qts.
Cooling System.....	8-1/4 Gals.
First Reduction Gear Cover.....	1-1/2 Qts.

SPEEDS:

Gear	(14-26 Tires)
1	1-1/2 mph
2	2-3/4 mph
3	3-1/4 mph
4	4-1/2 mph
5	6-1/2 mph
6	11-1/4 mph
Reverse.....	2-3/4 mph

ENGINE:

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

Engine Speeds:

Load.....	975 rpm
Fast Idle.....	1115 rpm
Slow Idle.....	600 rpm
Bore and Stroke.....	5-1/2" x 6-3/4"
Displacement.....	321 cubic inches
Compression Ratio.....	7.3 to 1

LUBRICATION SYSTEM:

Type.... 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..... .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 10-inch dry disks.

BELT PULLEY:

Diameter..... 12-13/16"
 Width..... 7-3/8"
 Rpm (Load)..... 975
 Belt Speed..... 3270 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)

*Tractor not tested at Nebraska.

SPECIFICATIONS

REAR AXLES:

Diameter..... 2-3/4"
Bearings..... Four tapered roller

REAR WHEELS AND TIRES:

14-26, 6-ply tires, mounted on cast wheels, recommended for average field conditions. 13-26, 6-ply tires available as special equipment.

REAR WHEEL BRAKES:

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

FRONT WHEELS:

6.00 x 16", 4-ply tires. Mounted on 4 tapered roller bearings.

POWER TAKE-OFF:

Shaft Diameter..... 1-3/8"
Shaft rpm:
Transmission Driven.... 536
Direct Engine Driven... 532
Splined End Ahead of Hitch 14"
Splined Shaft Above Ground:
Transmission Driven.... 18-13/16"
Direct Engine Driven... 20-13/16"

DIMENSIONS:

Wheel-Base..... 75-3/4"
Over-All Height... 57"
Height to Radiator
Cap..... 57"
Maximum Width... 75-5/8"
Tread Adjustments 54-7/16"-58-7/16"
Turning Radius.... 13' 8"

***SHIPPING WEIGHT..... 5622 Lbs.**

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

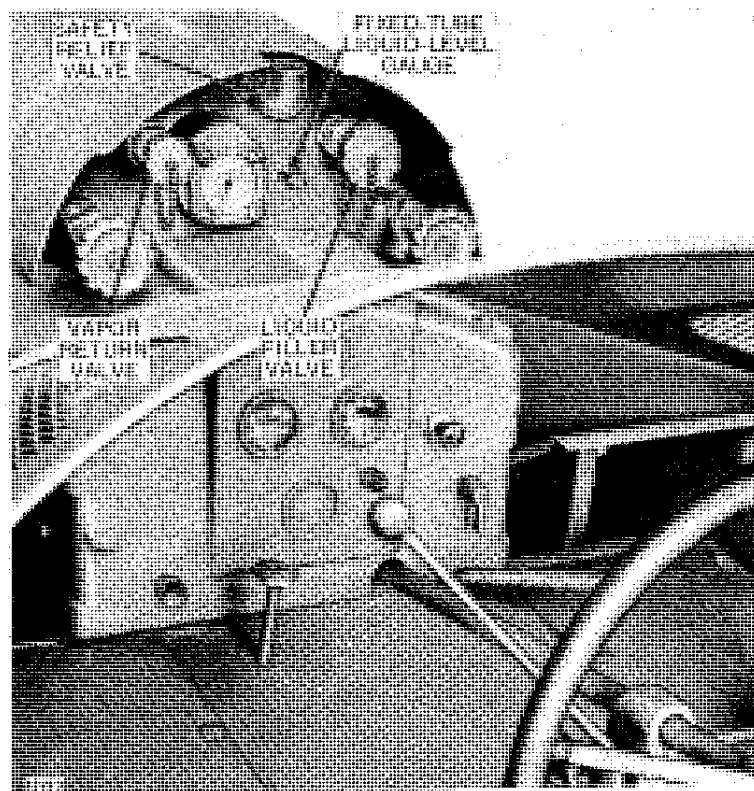
(Specifications and design subject to change without notice.)

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.

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 Filling Devices

FUEL TANK.

The fuel tank is of heavy welded steel construction with a fuel capacity of 26.4 gallons. *NOTE: The tank has a total volume of 31 gallons but it must never be filled with more than 26.4 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 19.

FILLER VALVE.

The FILLER valve, located at the rear 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 at the rear of the fuel tank and to the left of 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.

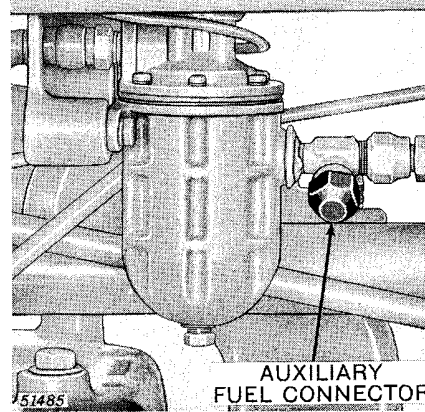
This gauge, located to the left of the filler valve, is used when the tank is being filled. By opening the gauge when the tank is partially full, a fog or mist of fuel can be seen coming from the outlet. When the tank is 85% full, the fog or mist will change to a spray of liquid fuel. During the filling 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.

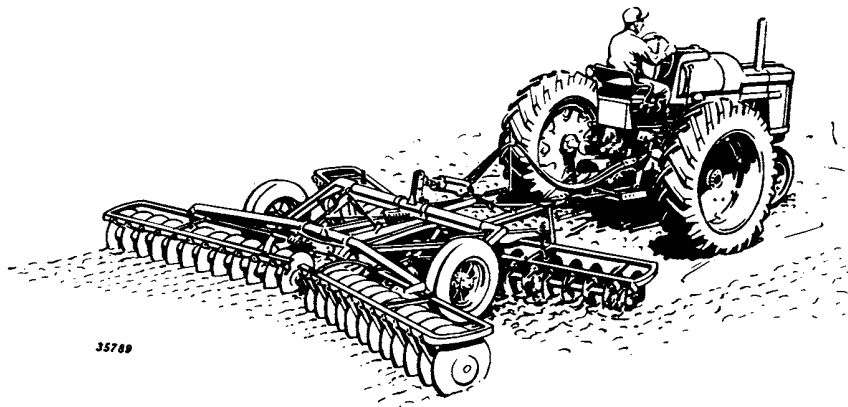
The connector at the rear of the fuel strainer provides a handy means of attaching a portable pressure tank of LP-Gas fuel if the tractor tank is empty and it is necessary to run the tractor to the fuel storage tank.

SAFETY RELIEF VALVE.

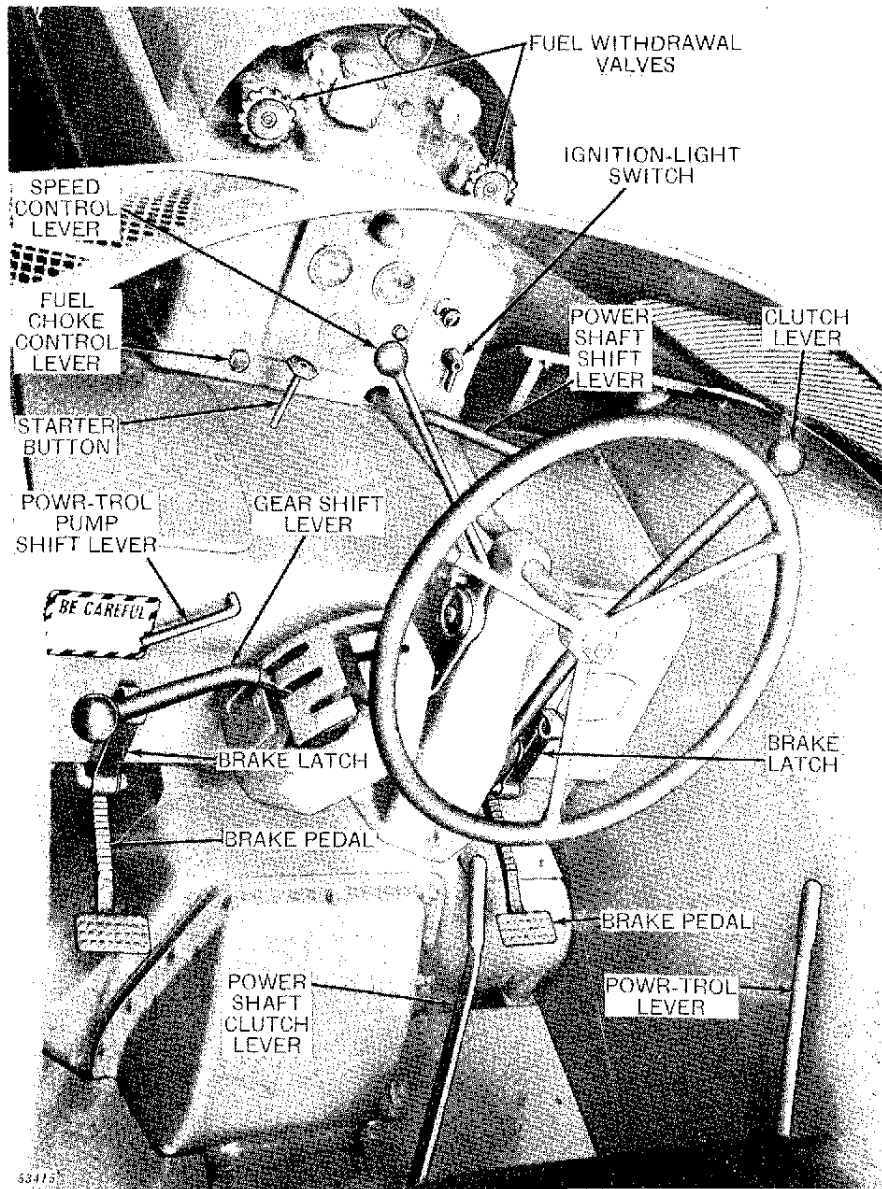
The safety relief valve, as its name implies, will open and permit vapor to escape if the pressure in the tank becomes too great. The valve is set to open at 312 pounds per square inch pressure. If the safety relief valve continually opens in hot weather, consult your fuel dealer. He may be able to supply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



Auxiliary Fuel Connector



• STARTING AND OPERATING CONTROLS •



Starting and Operating Controls

• STARTING CONTROLS •

IGNITION-LIGHT SWITCH.

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

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. The combination rear lamp has a bright white light for illuminating drawn implements and a red light for highway travel.

All lights are controlled by the combination ignition-light switch. The switch has five positions as follows:

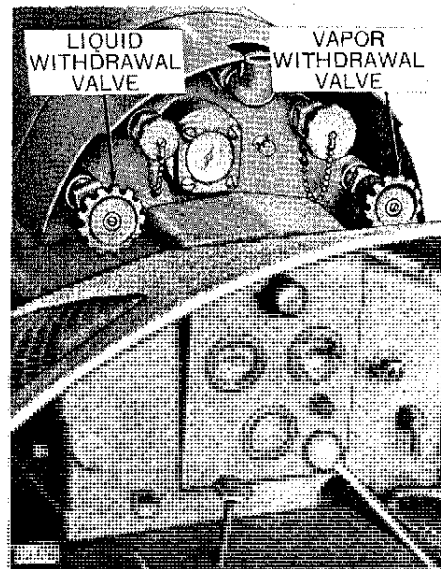
- "OFF"—Both ignition and lights off.
- "I" —Ignition only.
- "L" —Bright front lights and white rear light.
- "B" —Bright front lights and red rear light.
- "D" —Dim front lights and red rear light.

LIQUID AND VAPOR WITHDRAWAL VALVES.

These valves control the flow of fuel to the engine and are located at the rear of the fuel tank above the instrument panel. 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-



Liquid and Vapor Withdrawal Valves

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 LEVER.

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

STARTER BUTTON.

To start the engine push down on the starter button. This engages the starter pinion with the flywheel and also completes the electrical circuit to the starting motor. For starting instructions, see page 21.

• OPERATING CONTROLS •

SPEED CONTROL LEVER.

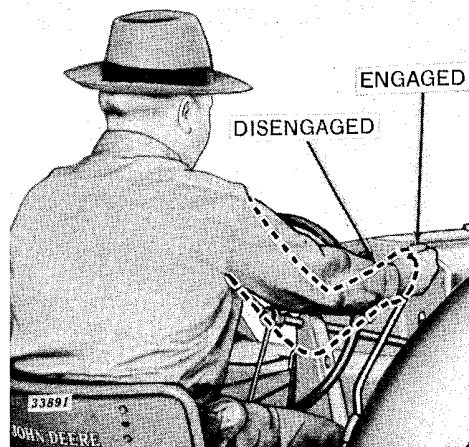
The lever mounted on the left-hand side of the steering shaft support regulates the speed of the tractor engine. Pushing it forward opens the throttle and pulling it back closes the throttle. *NOTE: It is good practice to operate the engine whenever possible with speed control lever in forward position.*

CLUTCH LEVER AND PULLEY BRAKE.

Power required to put the tractor in motion is gradually and smoothly applied 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.

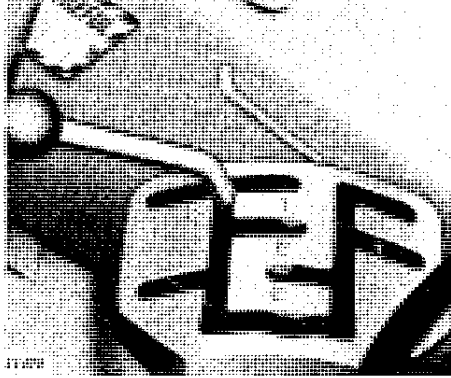
By pulling back on the clutch lever, the clutch is released and engine disconnected from the transmission.

The pulley brake, which is applied when the clutch lever is pulled back to disengage the clutch, stops the pulley from rotating, permitting easy shifting of the transmission gears.



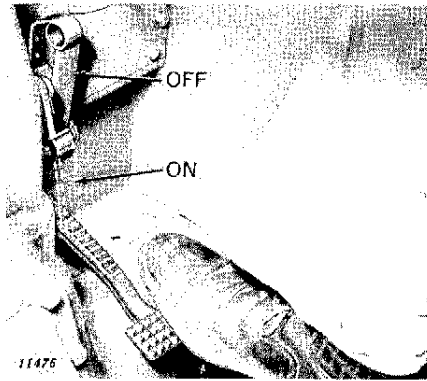
Clutch Lever

NOTE: Do not use pulley brake to stop tractor.

***Gear Shift*****GEAR SHIFT LEVER.**

The gear shift lever is located directly in front of the operator, within easy reach. It is used to select the proper gear ratio for most economical operation depending upon the load and speed.

Familiarize yourself with the shifting before attempting to operate the tractor.

***Brake Operation*****BRAKES.**

Individually foot-operated brakes make possible short turns to right or left.

To assure 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.

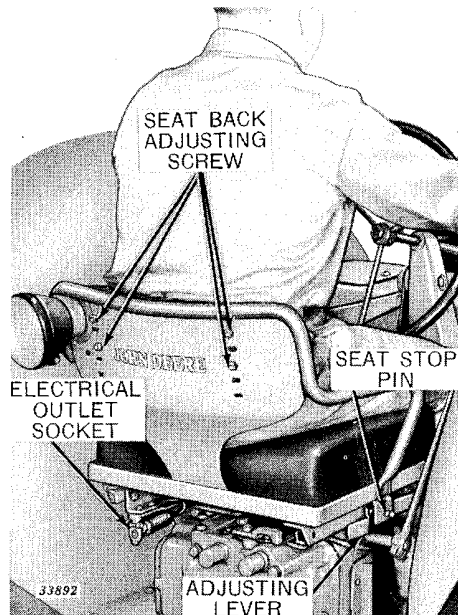
SEAT AND ELECTRICAL OUTLET SOCKET.

The large, roomy seat adds much to operator comfort and materially lessens fatigue.

A stop pin and adjusting lever, located on the right-hand side of the seat, make it possible to move the seat forward and backward to suit the convenience of the operator.

The back of the seat can be adjusted for height by removing the attaching screws shown in the illustration and raising or lowering the back to suit the operator.

An electrical outlet socket is located on the left-hand seat support rail on tractors with the engine-driven power shaft and on the right-hand side on tractors with transmission-driven power shaft. This socket is provided for attaching your battery charger, trouble lights, or lights on your trailing implements.



Seat and Electrical Outlet Socket

STEERING MECHANISM.

The seat location and streamlined hood design permit easy view of work on either side or at the rear. This design, coupled with a steering mechanism built to eliminate objectionable wobble, backlash, or whipping of the steering wheel, even in the roughest going, permits you to work in freedom and comfort.

POWER SHAFT SHIFT LEVER.

Your tractor may be equipped with either a transmission-driven power shaft or an engine-driven (constant-running) power shaft which runs independently of the tractor transmission. In either case the power shaft is engaged by the power shaft shift lever located to the right of the gear shift lever. Move the lever to the left to engage the power shaft and to the right to disengage the shaft. **CAUTION: Do not engage the power shaft shift lever while the engine is running. Before engaging the lever, read the operating instructions on page 31.**



Power Shaft Shift Lever and Clutch Lever

POWER SHAFT CLUTCH LEVER.

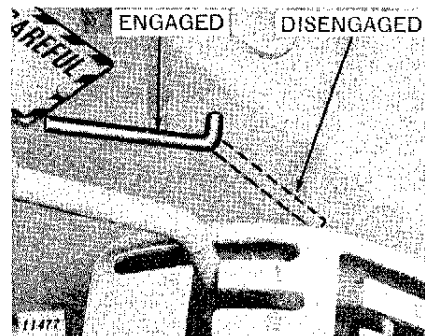
A power shaft clutch is provided on tractors equipped with an engine-driven power shaft. The clutch makes it easy and convenient to use the power shaft without the necessity of shifting gears. Pulling up the clutch lever engages the clutch; pushing the lever down disengages the clutch and applies a partial brake to power shaft. Additional downward pressure on the lever brings in added brake action and effects a faster stopping of the power shaft.

POWR-TROL PUMP CONTROL.

The pump is fully engaged when the lever is in the engaged position as shown in the illustration.

The pump is designed for continuous operation. However, it is good practice to disengage the pump when the remote cylinder is not being used.

To disengage pump, rotate lever clockwise at slow idle engine speed until drive gear is disengaged.



Powr-Trol Pump Shift Lever

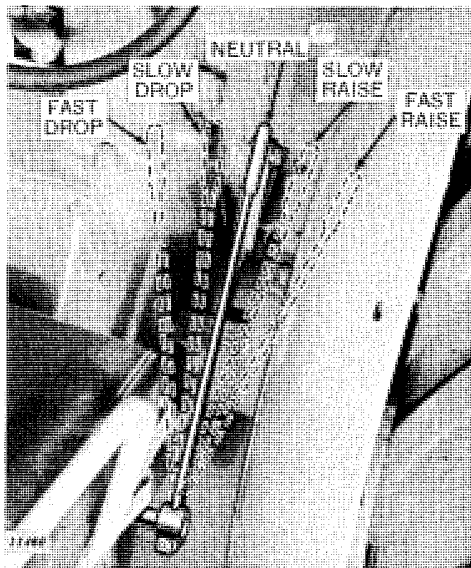


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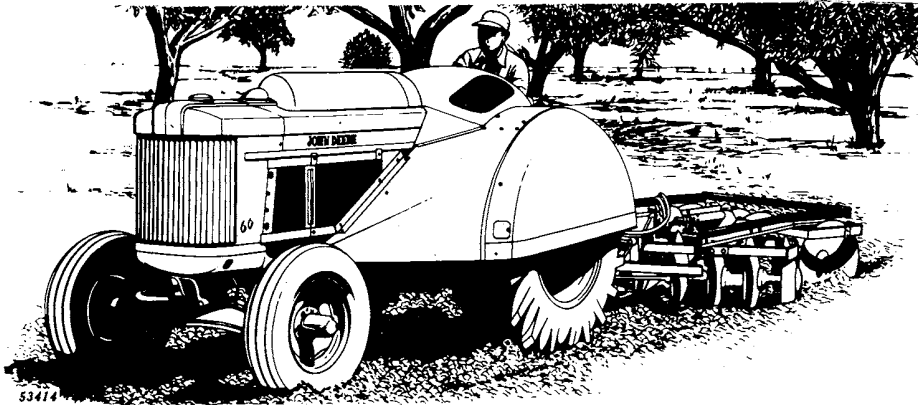


Powr-Trol Operating Lever

CAUTION: Do not engage the Powr-Trol pump while the engine is running. It may be necessary to turn the engine over by means of the starter with the ignition switch off to engage the gears.

POWR-TROL OPERATING LEVER.

The lever at the side of the seat operates the Powr-Trol. The lever has five operating positions: neutral, slow raise, fast raise, slow drop, and fast drop. Implements are raised by pushing the lever forward and lowered by pushing the lever to the rear. For further information see page 33.



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