

820 Diesel Tractor with V-4 Gasoline Cranking Engine (Serial No. 8203100-)



OPERATORS MANUAL

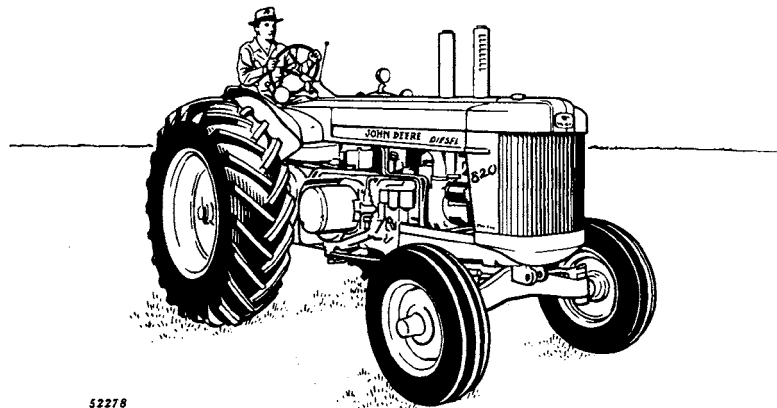
820 Diesel Tractor with V-4 Gasoline Cranking
Engine (Serial No. 8203100-)

OMR2088 (01JUL63) English

OMR2088 (01JUL63)

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ENGLISH





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TO THE PURCHASER

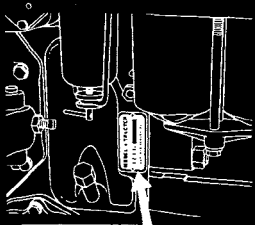
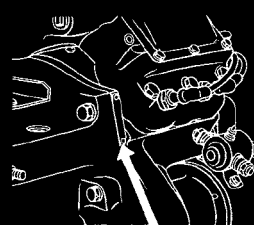
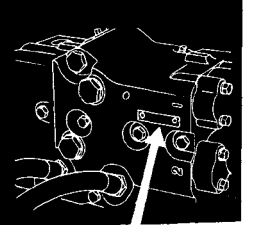
We welcome you to our ever-growing family of John Deere Tractor owners. We are confident that the dependable and economical performance of your John Deere "820" Diesel Tractor will prove that you made a wise choice.

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, cranking engine, distributor, or 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.

TRACTOR	CRANKING ENGINE	DISTRIBUTOR	POWR-TROL
			
Owner			
Date Purchased			

60538

• TABLE OF CONTENTS •

	<i>Page</i>
SPECIFICATIONS AND DATA.....	4
CONTROLS AND INSTRUMENTS.....	6
OPERATING INSTRUCTIONS.....	16
SAFETY SUGGESTIONS.....	36
LUBRICATION AND PERIODIC SERVICES.....	38
SERVICE THAT WILL KEEP YOUR TRACTOR IN TIP-TOP SHAPE.....	58
SERVICE REMINDERS.....	80
TRACTOR DIFFICULTIES.....	81
STORING THE TRACTOR.....	87
ATTACHMENTS.....	88
INDEX.....	92

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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. _____

CRANKING ENGINE SERIAL No. _____

CRANKING ENGINE DISTRIBUTOR SERIAL No. _____

POWER-TOOL SERIAL No. _____

ISSUED BY: _____

JOHN DEERE DEALER _____ STATE _____

TOWN _____

DEALER'S SIGNATURE _____



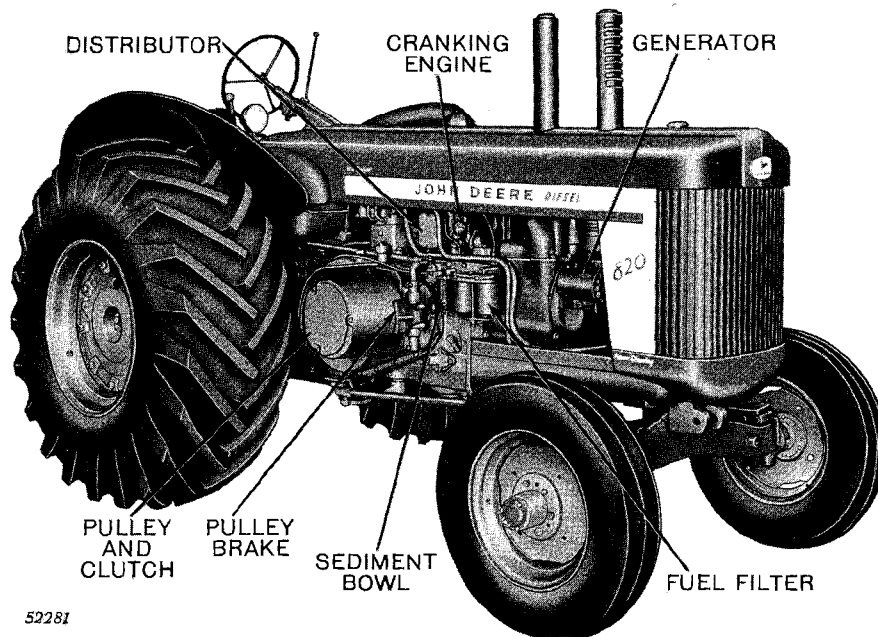
DIESEL ENGINE TRACTORS **A**

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.

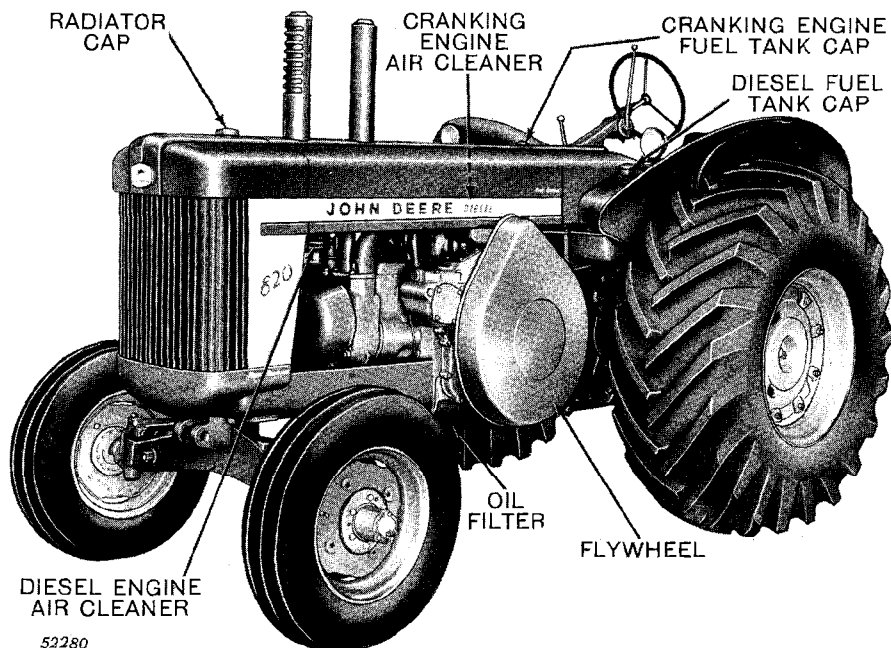
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This is Your New John Deere Tractor



52281

**John Deere "820 Series Diesel Tractor—Pulley Side
(Serial No. 8203100-)**



52280

**John Deere "820" Series Diesel Tractor—Flywheel Side
(Serial No. 8203100-)**

SPECIFICATIONS

PERFORMANCE:

Capacity for Work:

Six 14-inch plow bottoms or an equivalent load in most soil conditions.

*Maximum Horsepower:

Belt.....
Drawbar.....

CAPACITIES (U. S. MEASUREMENTS):

Fuel Tank.....	32-1/2 Gals.
Gasoline Tank.....	1 Qt.
Crankcase (Diesel).....	3-1/2 Gals.
Transmission (Diesel).....	3-1/4 Gals.
Crankcase (Cranking Engine).....	1-1/2 Qts.
Transmission (Cranking Engine).....	1/2 Pt.
Powr-Trol.....	3 Gals.
Power Shaft Clutch.....	3-3/4 Qts.
Remote Cylinder (Each)...	1-3/4 Qts.
Cooling System.....	8 Gals.
Power Steering Reservoir...	5-1/2 Qts.

SPEEDS:

Gear	15-34 Tires
1st Regular.....	2-1/3 mph
1st Optional.....	1-3/4 mph
2nd.....	3-1/2 mph
3rd.....	4-1/2 mph
4th.....	5-1/3 mph
5th.....	6-3/4 mph
6th.....	12-1/4 mph
Reverse.....	2-2/3 mph

DIESEL ENGINE:

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

Bore and Stroke.....	6-1/8" x 8"
Compression Ratio.....	16 to 1
Displacement.....	471-1/2 cu. in.
Engine Speeds:	
Load.....	1125 rpm
Fast Idle.....	1270 rpm
Slow Idle.....	750 rpm

CRANKING ENGINE:

Type.....	Four-cylinder V-type valves-in-head.
Bore and Stroke.....	2" x 1-1/2"
Displacement.....	18.85 cu. in.
Engine Speeds:	
Load.....	4500 rpm
Slow Idle.....	4000 rpm
Fast Idle.....	5000 rpm

LUBRICATION SYSTEM:

Type..... Force-feed pressure system with full-flow oil filter.

FUEL SYSTEM:

Type..... Gravity to sediment bowl. Transfer pump through filters.

Air Cleaners. Oil-wash type.

COOLING SYSTEM:

Type..... Pressure system. Centrifugal pump with temperature controlled by heavy-duty thermostat.

IGNITION SYSTEM (CRANKING ENGINE):

Type.....	Battery-distributor
Distributor Point Gap.....	.020"
Spark Plugs:	
Size.....	14 mm.
Spark Plug Gap.....	.025"

ELECTRICAL SYSTEM:

Battery Voltage.....	6 Volts
Generator Regulation.....	Voltage Regulator
Battery.....	Group 1

CLUTCH:

Type..... Hand-operated, eight 9-1/4" dry disks.

BELT PULLEY:

Diameter.....	12-7/32"
Width.....	9"
Belt Speed....	At 1125 rpm—3600 fpm
	At 1000 rpm—3200 fpm
	(ASAE-SAE Standard)

TRANSMISSION:

Type..... Six forward speeds and one in reverse. (1-3/4 mph 1st speed available as optional equipment.)

Gears..... Selective type, straight spur cut gears, forged and heat-treated.

Bearings... Shafts operate on six tapered roller bearings.

REAR WHEEL BRAKES:

Type..... Automotive-type, internal expanding.

*Not tested at Nebraska.

(Continued on next page.)

SPECIFICATIONS

POWER TAKE-OFF SHAFT:

Shaft diameter.....	1-3/8"
Shaft rpm.....	536
Splined end ahead of hitch.....	14"
Splined shaft above ground.....	26-1/2"

POWR-TROL:

Type.....Direct engine-driven with either single function or dual function remote cylinder control valve.

REAR AXLES:

Diameter.....	3-1/4"
Bearings..	Four tapered roller bearings.

FRONT WHEELS AND TIRES:

Bearings.. Four tapered roller bearings.
Tires..... 7.50 x 18, 4-ply, regular; 7.50 x 18, 6-ply, available.

REAR WHEELS AND TIRES:

14-34 6-ply on cast disk wheels. 15-34 6-ply, 18-26 8-ply, and 15-34 or 18-26 cane and rice available.

TREAD ADJUSTMENTS:

Front..... 56-1/2" and 63"
Rear.... 64-1/2" or 68-1/2" with 14-34 and 15-34 tires; 67-1/4" or 75-1/4" with 18-26 tires on 16" wide rims; 67-1/4" or 83-1/4" with 18-26 tires on 20" wide rims.

DIMENSIONS:

Wheel Base.....	85-1/4"
Over-All Height.....	81"
Height to Top of Steering Wheel.....	80-3/4"
Over-All Length.....	142-3/4"
Turning Radius.....	15' 6"

*Shipping weight with power shaft, Powr-Trol, and power steering (approx.)..... 8000 lbs.

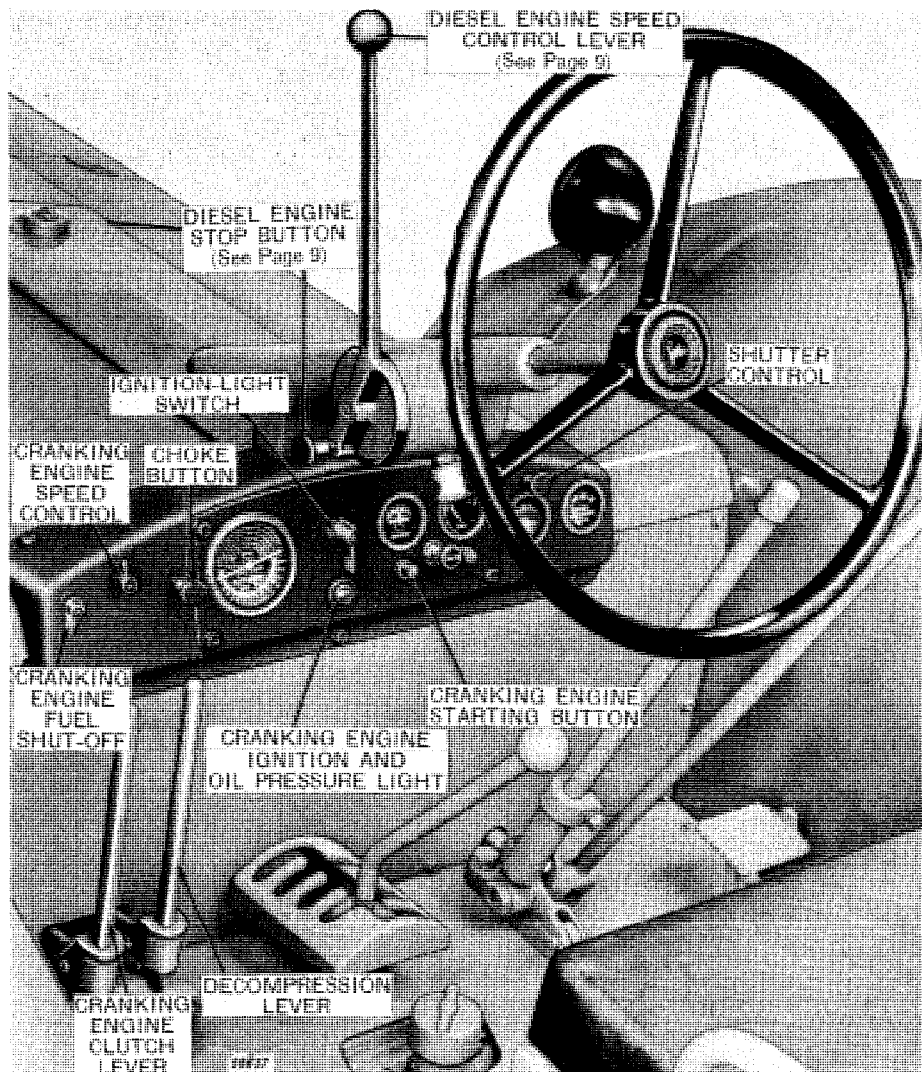
**Weights are for tractors dry and with wheel equipment as shown under "Front Wheels" and "Rear Wheels."*

(Specifications and design subject to change without notice.)

CONTROLS

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

• STARTING CONTROLS •



Starting Controls

● STARTING CONTROLS ●

IGNITION AND LIGHT SWITCH.

A combination ignition-light switch is located on the instrument panel. Turning the switch to the "I" position turns on the cranking engine ignition. At the same time the red light under the switch comes on.

The red light indicates that the ignition is on and that the oil pressure is at zero. As cranking engine is cranked and oil pressure is developed, the red light is cut off. If, after the diesel engine has been started, the operator fails to shut off the cranking engine, the entire gas supply will be consumed, the engine will stop and, with the drop in oil pressure, the red light will reappear.

The lights on your tractor provide maximum use and convenience for both 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.

CRANKING ENGINE FUEL SHUT-OFF VALVE.

The cranking engine fuel system has a fuel shut-off valve to stop the

cranking engine and prevent flow of fuel when the engine is not running. The valve is operated by a shut-off lever on the instrument panel. Turning the shut-off lever two or three turns counter-clockwise opens the valve.

CRANKING ENGINE CHOKE BUTTON.

Pulling the choke control button out provides a rich mixture for starting. Push choke knob in for normal operation.

CRANKING ENGINE SPEED CONTROL.

The cranking engine speed control has two positions: "Start" when turned counter-clockwise, and "Run" when turned clockwise.

STARTER BUTTON.

The starter button closes the circuit to the cranking motor for starting the cranking engine.

DECOMPRESSION LEVER.

Pulling the decompression lever to the rear relieves compression in the diesel engine for starting purposes.

CRANKING ENGINE CLUTCH LEVER.

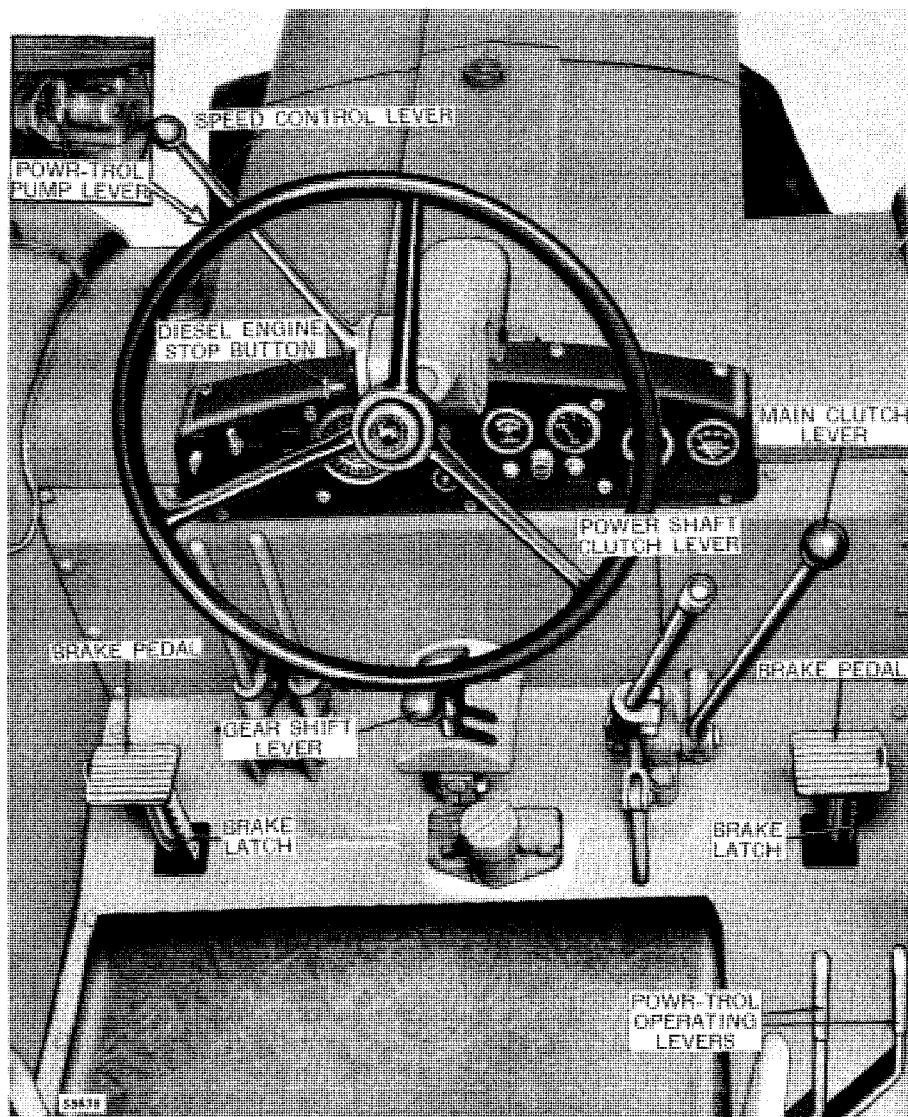
The cranking engine clutch lever has two functions. During the first half of its travel as it is pulled to the rear, it engages the cranking engine transmission pinion with the diesel engine flywheel. During the remainder of the lever travel it engages the cranking engine clutch.

SHUTTER CONTROL (ATTACHMENT).

A shutter may be purchased as special equipment. It is to shorten the engine warm-up periods and to maintain proper idling temperature.

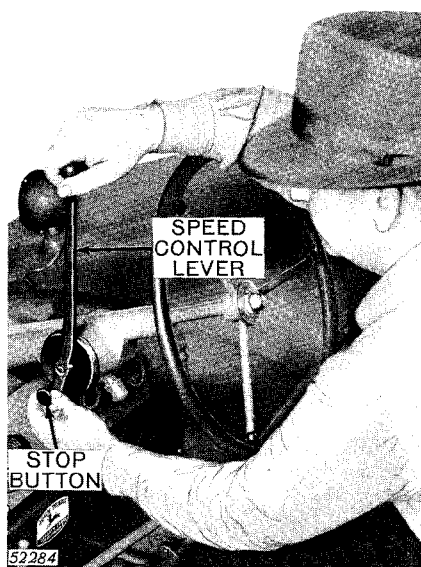
A convenient control button adjusts the shutter opening.

● OPERATING CONTROLS ●

*Operating Controls*

SPEED CONTROL LEVER.

The lever mounted on the left-hand side of the steering support regulates the speed of the diesel engine. Pushing it forward increases the speed and pulling it back decreases the speed. *NOTE: It is good practice to operate the engine with speed control lever in full forward position.*



Speed Control Lever and Stop Button

FOOT-OPERATED SPEED CONTROL PEDAL (ATTACHMENT).

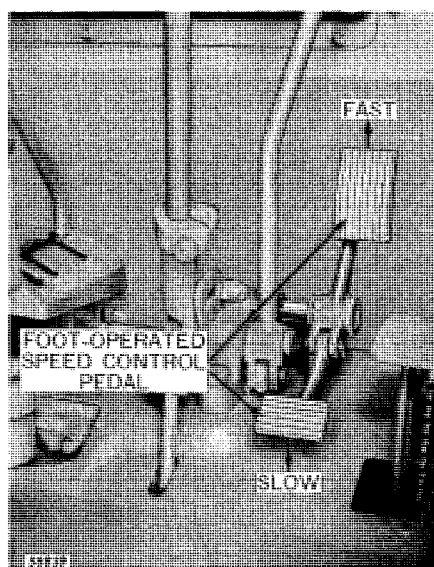
This pedal (attachment) is used to speed up or slow down the tractor without using the hand-operated speed control lever. This attachment is especially handy when operating over rough areas, in and out of ditches and levees or when the tractor is used with some special equipment.

The pedal operates independently of the speed control lever.

Pressing down on the lower section

of the pedal slows the engine. When pedal contacts the platform the engine is operating at slow idle speed.

Pushing ahead on the top section of the pedal speeds up the engine. When pushed forward as far as possible the engine is operating at fast idle.



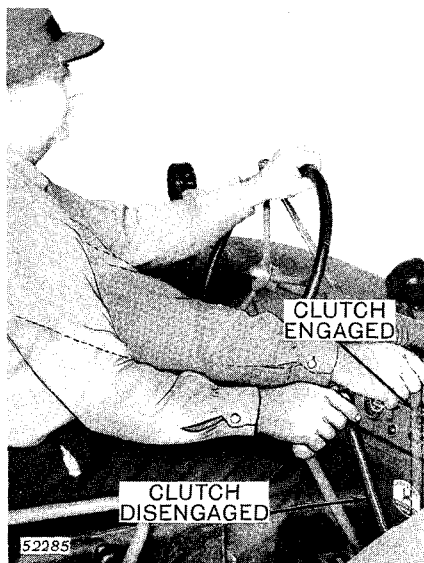
Foot-Operated Speed Control Pedal

DIESEL ENGINE STOP BUTTON.

The diesel engine speed control lever stop button, located on the left-hand side of the speed control lever, enables the operator to slow the diesel engine quickly to idle speed without danger of the engine stopping. When the stop button is pulled out, it allows the diesel engine speed control lever to be moved to the "stop" position, cutting off delivery of fuel to the engine by the injection pumps, and stopping the engine.

MAIN CLUTCH LEVER.

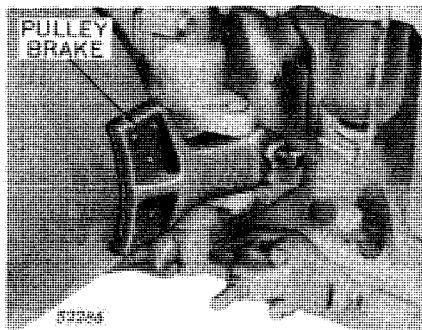
Power is applied gradually and smoothly by slowly pushing the clutch lever forward. When the tractor picks up speed, a quick forward thrust on the lever locks the clutch into engagement.

*Clutch Lever*

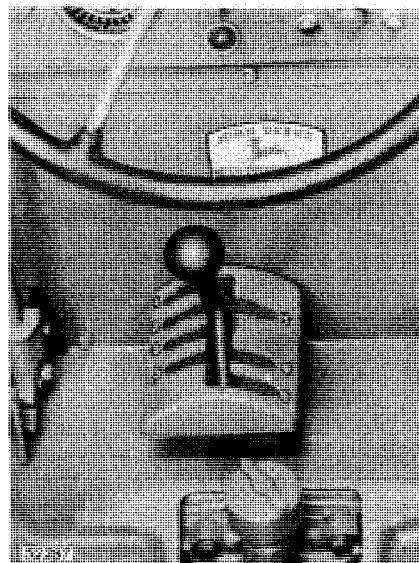
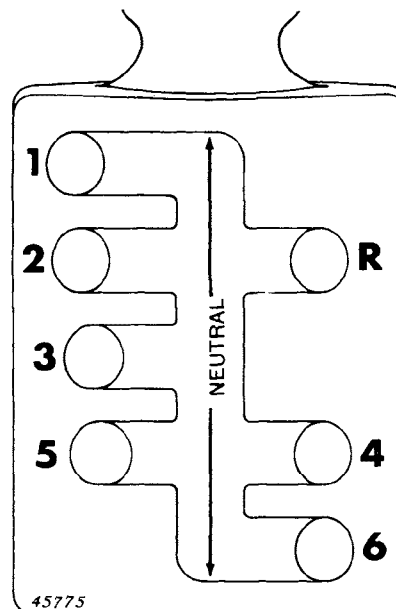
Pull back on the clutch lever to disengage the clutch.

PULLEY BRAKE.

The pulley brake, which is applied when the clutch lever is pulled back, stops the pulley from rotating, permitting easy shifting of the transmission gears. *NOTE: Do not use pulley brake to stop tractor.*

*Pulley Brake***GEAR SHIFT LEVER.**

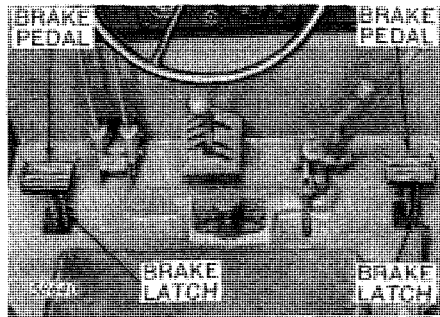
This lever is used to select any one of the six forward speeds or reverse speed. Familiarize yourself with the shifting diagram before attempting to operate the tractor.

*Gear Shift Lever**Gear Shift Quadrant*

BRAKES.

Individual foot-operated brakes assist in making short turns to the right or left.

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



Brake Pedals and Latches

A brake latch on each pedal can be used for locking each brake when doing belt work or when holding the tractor on a hill or incline. The brakes are locked by tipping the pedal forward to engage the latch. The brakes are released by pressing on the heel of the pedal.

SEAT, BATTERY COMPARTMENT, TOOL BOX AND ELECTRICAL OUTLET SOCKET.

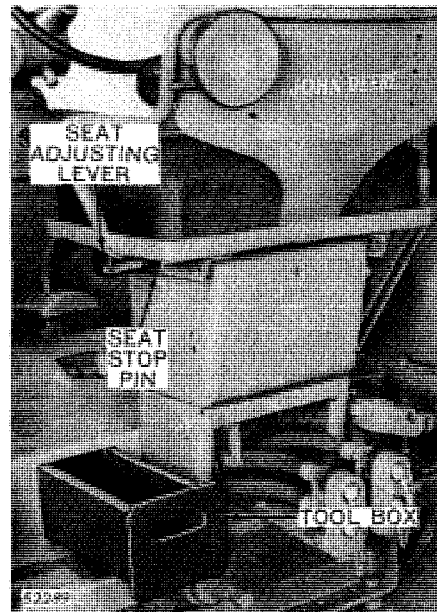
Standard Seat.

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 or backward to suit the convenience of the operator.

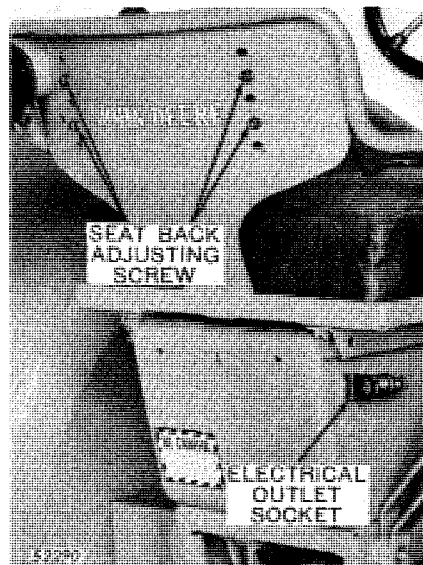
The back of the seat can be adjusted up or down by means of adjusting screws.

Tool Box.

The tool box is conveniently located to provide space for storing tools.



Standard Seat, Adjusting Lever, Stop Pin and Tool Box



Seat Back Adjusting Screws and Electrical Outlet Socket

Battery Compartment.

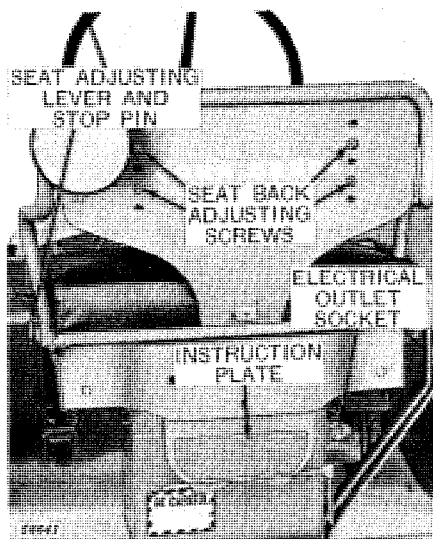
The battery is located in a compartment under the seat where it is readily accessible for periodic service.

Electrical Outlet Socket.

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

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 torsion 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.



Float Ride Seat

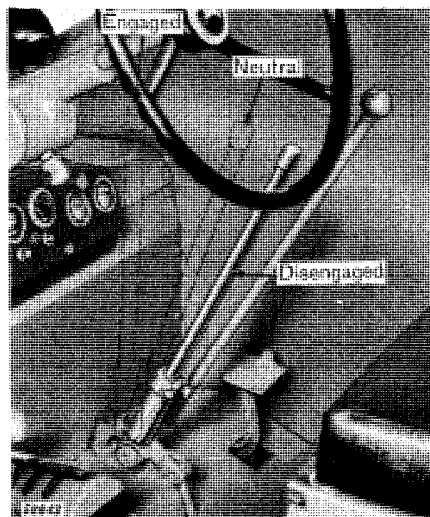


CAUTION: Do not adjust the rubber torsion springs while an operator is on the seat.

POWERSHAFT CLUTCH LEVER.

The powershaft clutch makes it easy to use the powershaft without the necessity of shifting gears.

Pushing the lever forward engages the clutch. Pulling the lever back disengages the clutch and applies a brake to keep the shaft from turning when not in use. For further information see page 28.



Powershaft Clutch Lever

Powershaft safety shields are provided with powershaft driven equipment for the safety of the operator. These shields should always be used when this type of equipment is being operated.

Make it a standing rule never to dismount from the tractor without first disengaging the power shaft clutch.

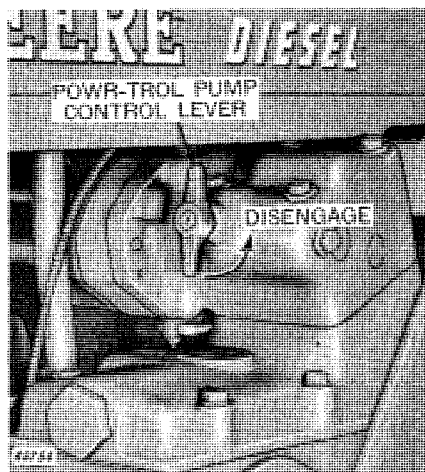
POWR-TROL PUMP CONTROL LEVER.

The Powr-Trol pump is engaged

by a control lever located on the pump housing.

CAUTION: Do not engage the Powr-Trol pump while the engine is running. Read operating instructions on page 43.

The Powr-Trol sliding shifter collar is spring loaded. To engage the Powr-Trol pump turn control lever to engaged position ("ON" at top), then start the Diesel engine. The pump can be disengaged while the Diesel engine is running at slow idle.

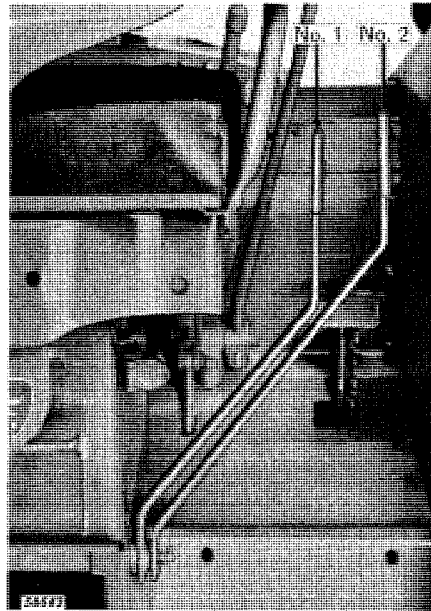


Powr-Trol Pump Control Lever

POWR-TROL OPERATING LEVERS.

Either single control valve or dual control valve Powr-Trol systems are used. One remote cylinder is used with the single control valve and either one or two cylinders with the dual control valve.

The levers at the right-hand side of the seat operate the cylinders. On tractor equipped with the single con-



Powr-Trol Operating Levers

trol valve there is only one valve and one remote cylinder. The inner of the two operating levers (No. 1) operates the cylinder attached to the left-hand (No. 1) breakaway coupling.

When two cylinders are used the outer lever (No. 2) is used to operate the second cylinder attached to the right-hand (No. 2) breakaway coupling. Both levers can be used simultaneously to operate both cylinders at the same time. Each lever has five operating positions; neutral, slow raise, fast raise, slow drop and fast drop. Implements are raised by moving the lever forward and dropped by moving the lever to the rear. For further information, see page 29.



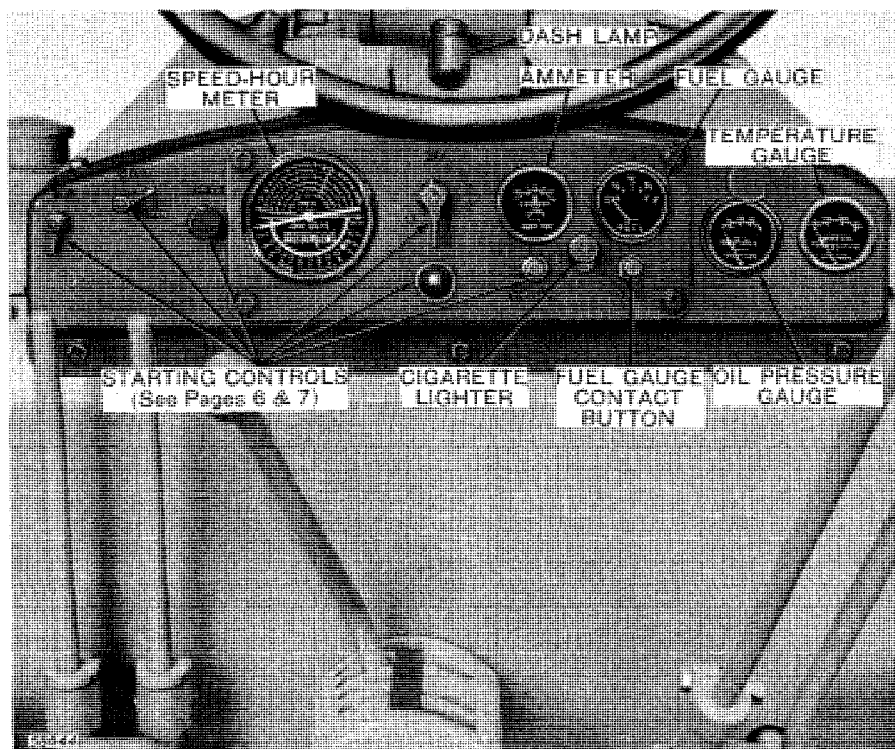
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● INSTRUMENT PANEL ●



Instrument Panel

DIESEL OIL PRESSURE GAUGE.

The oil pressure gauge indicates whether or not the diesel engine oil pump is working. The indicator hand on the gauge should rest between the letters "M" and "H" when the engine is hot and operating at fast idle.

If gauge does not indicate pressure, stop engine immediately.

CRANKING ENGINE IGNITION AND OIL PRESSURE INDICATOR LIGHT.

When ignition-light switch is turned "on," the oil indicator red light comes on. After the engine starts and oil pump is working the red light goes out.

When ignition-light switch is turned "off," the oil indicator light is cut off.

If red light stays "on" while cranking engine is running, stop engine immediately.

TEMPERATURE GAUGE.

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

AMMETER.

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

FUEL GAUGE.

The electric fuel gauge indicates the amount of fuel in the main fuel

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