

2840 TRACTOR



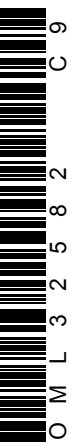
OPERATORS MANUAL

2840
TRACTOR

OML32582 C9 English

JOHN DEERE WERKE MANNHEIM
OML32582 C9

LITHO IN THE U.S.A. (REVISED)
ENGLISH

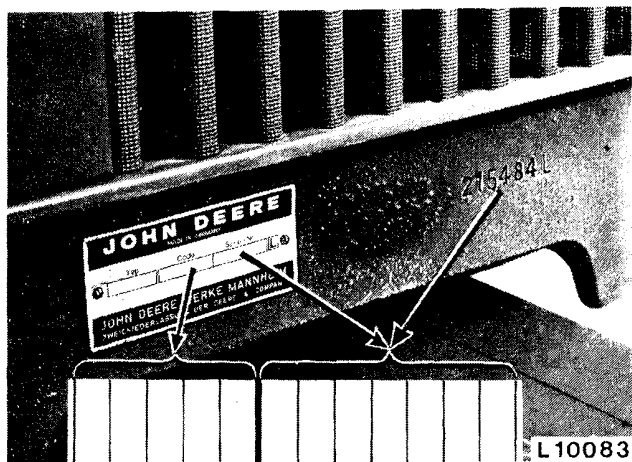




To the Purchaser

This new tractor was carefully designed and manufactured to give years of dependable service. To keep it running efficiently, read the instructions in this operator's manual. Each section is clearly identified so you can easily find the information you need — whether it is operation, lubrication and periodic service or trouble shooting. Check the Contents to learn where each section is located. Use the alphabetical index for fast reference.

Record your tractor serial numbers* in the spaces provided below. Your dealer needs this information to give you prompt, efficient service of parts. If your tractor requires replacement parts, go to your John Deere dealer where you can obtain genuine John Deere parts — accept no substitutes.



Record Tractor Serial Number Here

The warranty on this tractor appears on your copy of the purchase order which you should have received from your dealer when you purchased the tractor.

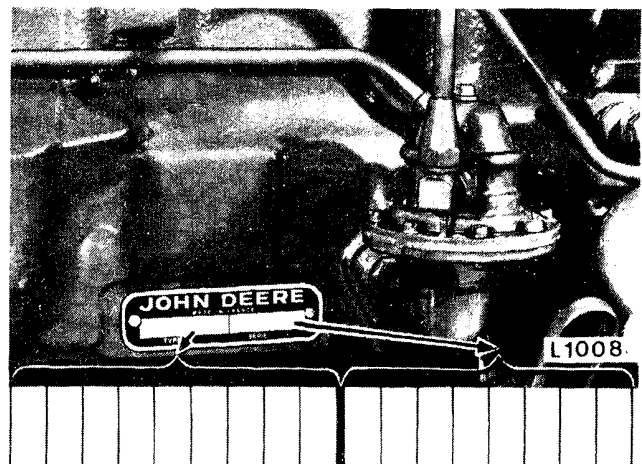
The references in this manual to the "right-hand" and the "left-hand" sides of the tractor are determined by facing in the direction of tractor travel.



This safety alert symbol indicates important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

IMPORTANT: Your operator's manual contains the new SI metric measurements which have been standardized internationally.

The SI metric measurements are followed immediately with the U.S. customary units of measure.



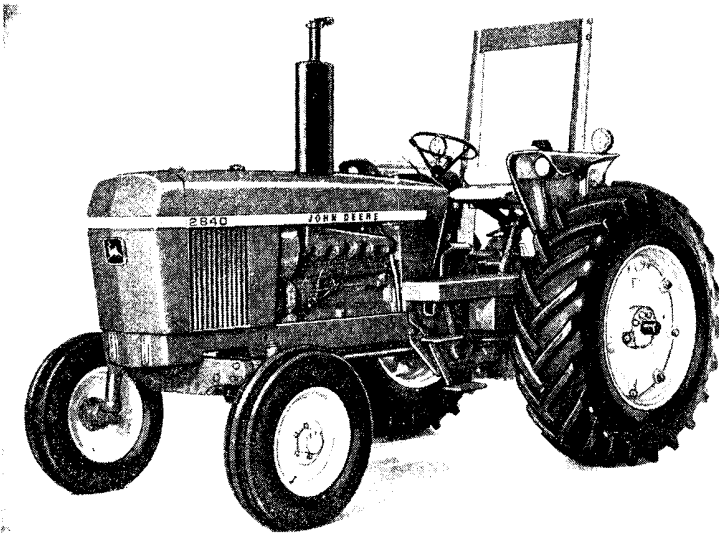
Record Engine Serial Number Here

* It is extremely important to quote complete serial number group together with all letters of both tractor and engine or warranty claims or correspondence pertaining to this machine. This point cannot be overemphasized.

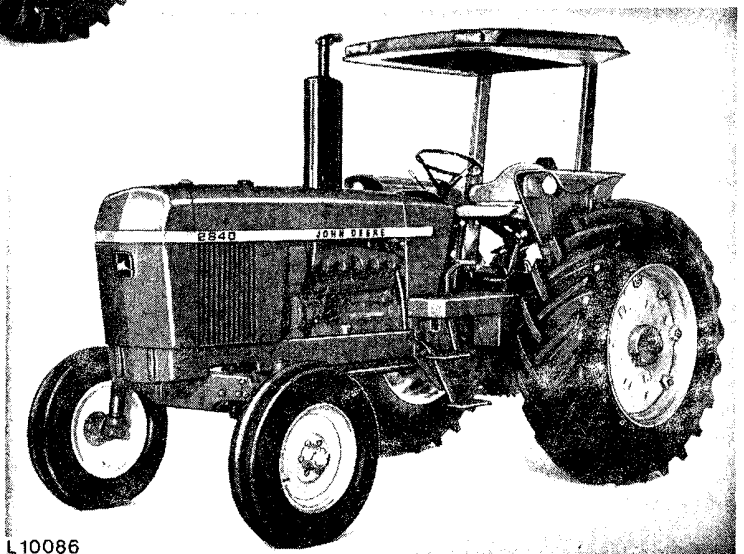


Contents

	Page
SAFETY RULES	2
CONTROLS AND INSTRUMENTS	4
OPERATION	6
FUELS AND LUBRICANTS	37
LUBRICATION AND PERIODIC SERVICE	39
SERVICE	52
TRACTOR STORAGE	63
TROUBLE SHOOTING	64
SPECIFICATIONS	67
INDEX	70



L10085



L10086

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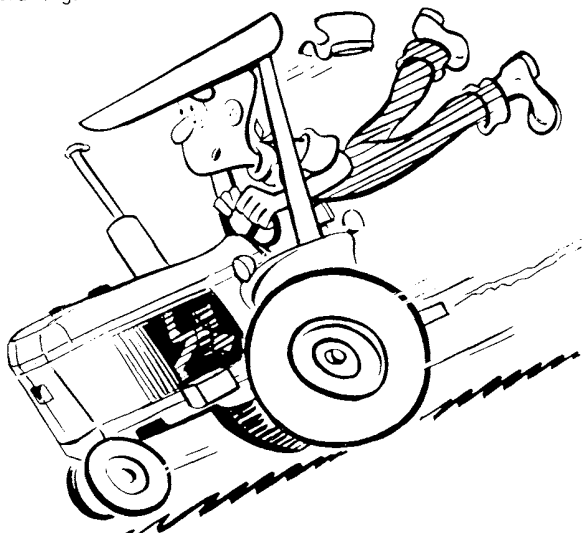
Safety Rules



Power take-off guards, shields, and other safety features are built into the tractor whenever possible. However, investigation of thousands of accidents shows that careless use of machinery causes a high percentage of accidents. You can avoid many accidents by observing the rules for safety given here. Study these rules carefully and insist that they be followed by those working with you and for you.

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

When pulling heavy towed loads at road speeds, use extreme caution and avoid hard applications of the tractor brakes at high speeds. When descending steep grades, select a sufficiently low gear to maintain control with minimum braking.



Always keep the tractor in gear when going down steep hills or grades.

Whenever the tractor is stopped, place the transmission in the park position before dismounting.

Towed loads that weigh more than twice the weight of the tractor should have brakes. If not, reduce speed and avoid inclines.

Do not leave an implement in the raised position when it is not in use. Always lower it to the ground.

Before starting engine make sure rockshaft control lever is in forward (equipment lowered) position.

Never attempt to start or to operate the tractor except from the operator's station.



CAUTION: Under no circumstances modify structural members of roll-guard by welding on additional parts or by drilling any holes.

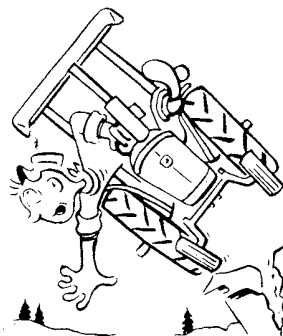
Never operate the tractor engine in a closed building.

A protective Roll-Gard with seat belt is available for your tractor. A canopy that fits on top of the Roll-Gard is also available.

Under almost all operating conditions:

1. The use of a seat belt with the optional John Deere Roll-Gard is recommended.
2. Use of a seat belt without roll-over protective equipment is not recommended.

When driving out of a ditch, gully, or up a steep hillside, engage the clutch slowly. Be prepared to disengage the clutch promptly should the front wheels rise off the ground. Observe the same precautions if the rear wheels become mired in soft ground or drop in a hole. Back the tractor out of these situations.



Do not drive near the edge of a ditch or gully.

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

Be careful to prevent the tractor from tipping sideways if it strikes a hole, ditch, or other irregularity, especially when operating on hillsides.

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

Reduce speed before turning quickly or applying brakes. Couple the brake pedals together when traveling at high speeds. Brake both wheels simultaneously when making an emergency stop. Always drive slowly over rough ground. Drive at speeds slow enough to insure your safety.

Front ballast may be required for stability and steering control when implement is attached.



R11302N

Only one person — the operator — should be permitted on the tractor when it is in operation. Never allow a person to ride on the drawbar.

When hitching drawn equipment to the drawbar, back the tractor past the clevis. Then move forward so that, in making the connection, the tractor will be moving away from the equipment.

When hitching a heavy towed load to the tractor, always hitch to the drawbar. When using a chain, attach it to the drawbar and be sure to take up the slack in the chain slowly.

Since loose clothing might catch in moving parts, always keep sleeves, jackets, or other clothing relatively tight and belted.

If a PTO-driven implement is attached, make sure power-shaft shields are installed. After having disengaged the PTO, driven equipment does not become stationary immediately.

Do not attempt to make adjustments or repairs while tractor is running unless specifically recommended.

Disengage PTO, place transmission in park, and shut off tractor engine before working on equipment.

When transporting or driving the tractor on a road or highway at night or during the day, use accessory lights and devices for adequate warning to the operators of other vehicles. In this regard check local governmental regulations. Various safety lights and devices are available from your John Deere dealer.

In local areas where flashing lights are prohibited by local regulations, be sure the flasher for warning lamps is disconnected (see page 15).

Do not oil, grease, or adjust the tractor while it is in motion or while the engine is running.

Before using booster batteries, read instructions under additional batteries on page 7. To avoid sparks if a battery needs recharging, turn battery charger off before making connections or disconnections.

Before making adjustments on engine or electrical system, disconnect battery ground cable from both batteries. This prevents sparks which create a dangerous fire and explosion hazard and may cause damage or personal injury.

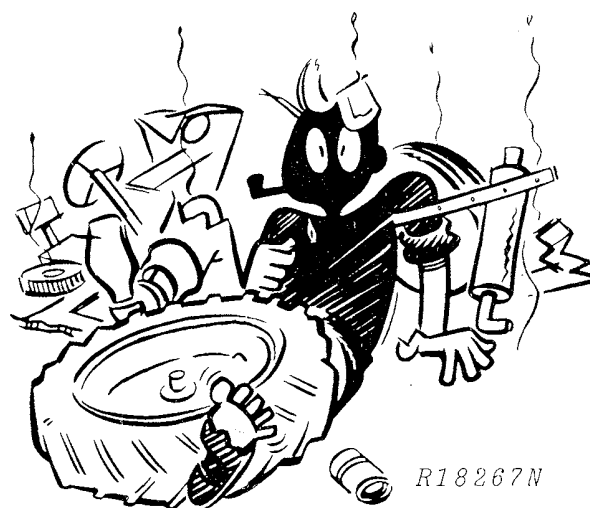
Add coolant to the radiator only when the engine is stopped or slowly idling. To avoid being scalded when the pressure-type filler cap is being removed, turn the cap slightly to the stop to relieve pressure before removing the cap.

Provide a first-aid kit for use in case of accident.

It is a good practice to have a fire extinguisher nearby. Be sure that the extinguisher is properly maintained and be familiar with its proper use.

Escaping hydraulic oil or diesel fuel under pressure can have sufficient force to penetrate the skin, causing serious personal injury. Before disconnecting lines, be sure to relieve all pressure. Before applying pressure to the system, be sure all connections are tight and that lines, pipes, and hoses are not damaged. Fluid escaping from a very small hole can be almost invisible. Use a piece of cardboard or wood, rather than hands, to search for suspected leaks.

If injured by escaping fluid, see a doctor at once. Serious infection or reaction can develop if proper medical treatment is not administered immediately.



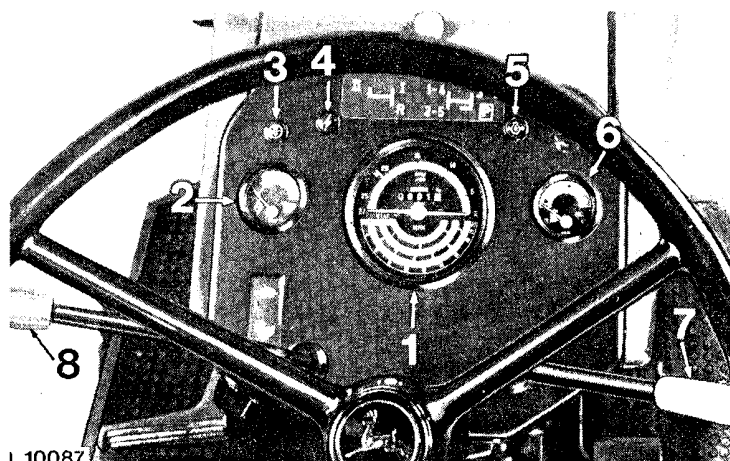
R18267N

Use caution in handling any type of tractor fuel. Never refuel the tractor when the engine is hot or running. Do not smoke while filling the fuel tank or servicing the fuel system.



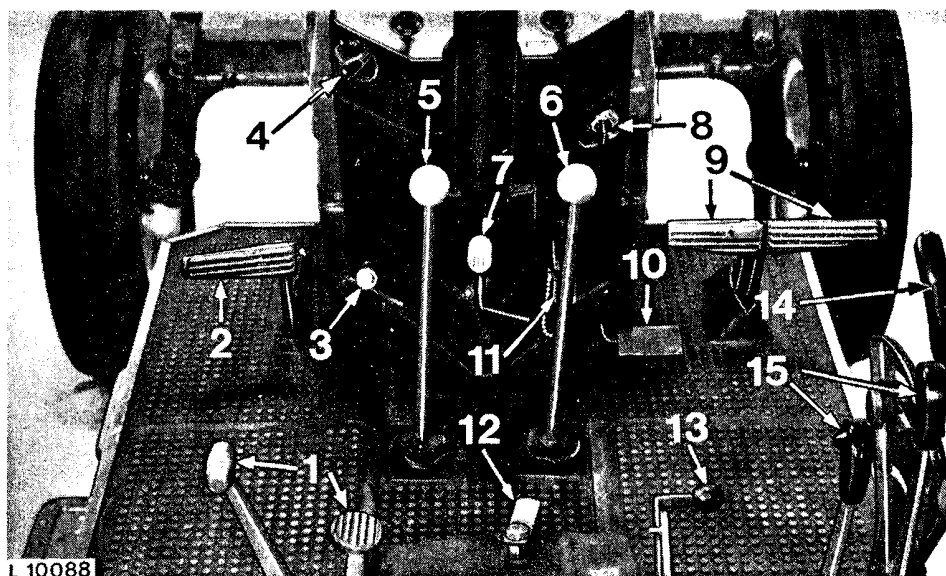
Controls and Instruments

Before attempting to operate your new tractor, become familiar with the location and purpose of its controls and instruments. Study the next few pages carefully, regardless of your previous tractor experience.



L 10087

- | | | |
|-------------------------------|---------------------------------------|---------------------|
| 1 Speed-hour meter | 4 Alternator indicator light | 6 Fuel gauge |
| 2 Coolant temperature gauge | 5 Engine oil pressure indicator light | 7 Hand throttle |
| 3 Air cleaner indicator light | | 8 Hi-Lo shift lever |



L 10088

- | | | |
|---------------------------------------|---------------------------|-----------------------------------|
| 1 Differential lock (lever and pedal) | 7 PTO control lever | 12 Rate-of-drop lever |
| 2 Clutch pedal | 8 Starter switch | 13 Rockshaft selector lever |
| 3 Engine shut-off knob | 9 Brake pedals | 14 Rockshaft control lever |
| 4 Light switch | 10 Foot throttle | 15 Selective control valve levers |
| 5 Range shift lever | 11 Starting fluid adapter | |
| 6 Gear shift lever | | |

Instruments

Control Lights

Alternator



L 56 968

Engine Oil Pressure



L 56 966

The above control lights should light up as soon as switch key is moved clockwise to first position. If this is not the case, a burnt-out bulb may be the cause. If necessary, replace defective bulb.

The control lights should go out as soon as the engine is running and the engine speed has been raised. If this is not the case or if a light goes on during operation, immediately shut off engine and correct the problem.

If alternator indicator light goes on during engine operation, the alternator is not charging. Check for loose alternator connections, slackness of V-belt, or defective alternator.

If engine oil pressure indicator light goes on during engine operation, stop the engine, check oil level and condition of engine oil filter.

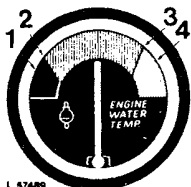
Air Cleaner Indicator Light



L 56 965

If air cleaner indicator light goes on, clean air filter element or replace element after it has been cleaned six times. Indicator is behind left-hand grille screen on some tractors.

Coolant Temperature Gauge



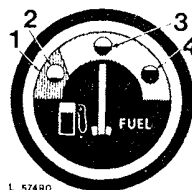
L 57496

- 1 38° C (100° F)
- 2 57° C (135° F)
- 3 107° C (224° F)
- 4 116° C (240° F)

Orange Warning Zone

If the gauge needle is in the orange warning zone, the engine is overheating and must be stopped at once. Check coolant level in radiator and check cooling system for leaks.

Fuel Gauge



L 57490

- 1 Orange Warning Zone
- 2 Empty Tank
- 3 Half-Full Tank
- 4 Full Tank

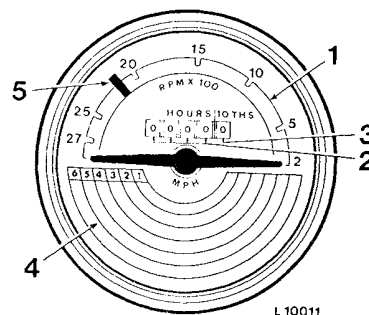
The fuel gauge shows the amount of fuel in tank, from "empty" to "half-full" and "full".

Refill tank as soon as needle points to orange zone.

Never run fuel tank completely dry.

Speed-Hour Meter

The speed-hour meter facilitates the economical use of the tractor under all operating conditions. It also facilitates choosing the right gear.



L 10011

The speed-hour meter shows the following:

1 Engine speed on the upper half of the dial. The figure shown multiplied by 100 indicates the actual number of engine revolutions.

2 Hours of operation in full hours.

3 Hours of operation in tenths of hours.

The hour meter facilitates close observation of the proper service intervals.

4 The tractor speed for the gear engaged.

5 PTO operation. The green mark shows the engine speed required for powershaft operation.



Operation

PRE-STARTING INSPECTION

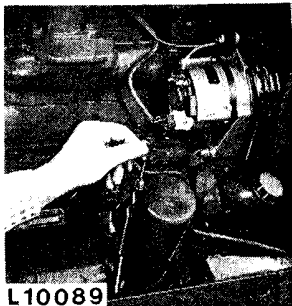
IMPORTANT: If the engine is to be started without battery (using a slave battery), do not, under any circumstances, interrupt the circuit by switching off the starter switch before stopping engine by means of fuel pump stop cable. Having stopped the engine, switch off starter switch and remove key. It is also recommended to use additional current (lights) while engine is running.

Connect slave battery in the proper polarity (negative to ground).

Further details about the alternator are given on page 58.

The following items must be checked daily before commencing work:

Oil Level in Engine Crankcase

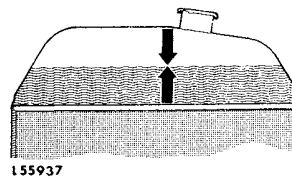


L10089

If oil level has dropped to bottom mark on dipstick, add sufficient oil to bring oil level up to top mark on dipstick.

See page 38 for correct oil.

Radiator Coolant Level

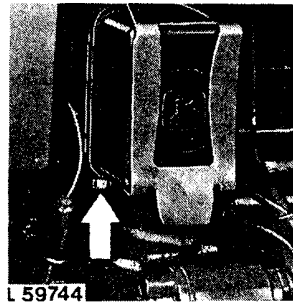


L55937

Coolant should be maintained at a level midway between radiator core and filler neck.

See "Cooling System" section for correct coolant mixture.

Fuel Filter

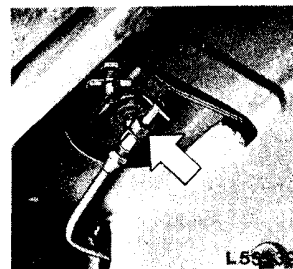


L 59744

Drain all water and dirt deposits from fuel filter.

The drain plug is located at the bottom of the filter body.

Fuel Shut-Off Valve

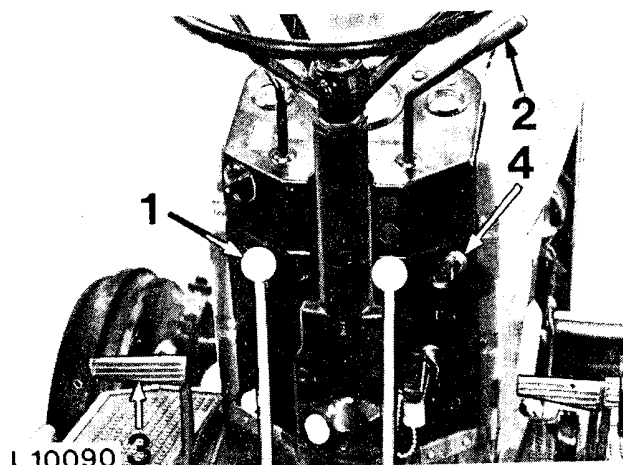


L59739

Make sure fuel shut-off valve located under fuel tank is open.

STARTING THE ENGINE

CAUTION: Before starting engine make sure rock-shaft lever is in forward (equipment lowered) position.



- 1 Place range shift lever in neutral or park position.
- 2 Place hand throttle in halfway-open position.
- 3 Depress clutch pedal to decrease drag on engine.
- 4 Turn starter key clockwise to engage starter. As soon as engine starts, release starter key. Do not crank engine for more than 30 seconds at a time. To do so may overheat the starter. Wait a minute or two before engaging starter again.

Release clutch pedal. In cold weather, warm engine and transmission for 5 minutes by operating engine at half throttle.

NOTE: If engine fails to start, refer to "Trouble Shooting" charts.

IMPORTANT: Never attempt to start tractor by towing or pushing as the Hi-Lo clutches may be damaged.

COLD WEATHER STARTING AIDS

To assist in cold weather starting, several aids are available. These aids are effective at low temperatures only when the engine is otherwise operating satisfactorily. They will not correct such deficiencies as low battery charge, crankcase oil of too heavy viscosity, or high electrical resistance, any of which may prevent the engine from starting.

Auxiliary Batteries

Starting the engine in cold weather can be made easier by connecting an additional 12-volt battery in parallel with the 12-volt batteries on the tractor.

CAUTION: Gas given off by batteries is explosive. To avoid injury or battery damage, avoid sparks near the batteries.

Use jumper cables to connect the positive (+) terminal of the booster battery to the positive (+) terminal of the tractor batteries and the negative (-) terminal of the booster battery to a good ground on the tractor frame away from the battery. See your JOHN DEERE dealer for booster batteries.

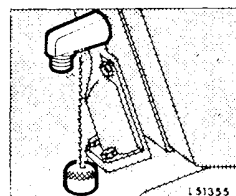
IMPORTANT: The batteries on your tractor are **NEGATIVE** grounded only. Reversed polarity in battery or alternator connections will result in damage to electrical system.

Diesel Starting Fluid Adapter

Your tractor is equipped with a starting fluid adapter. This attachment is used to inject atomized starting fluid into the engine air intake system when starting the engine at temperatures below 0° C (+ 32° F).



To use starting fluid, remove the safety cap and plastic spray button from the can.



Remove cap from adapter.

IMPORTANT: To avoid damage, turn engine with starter one or two revolutions before injecting starting fluid.

Inject starting fluid only while engine is turning. Inject starting fluid intermittently, not continuously.



Position can onto adapter and inject fluid by pushing up on can for a short period.

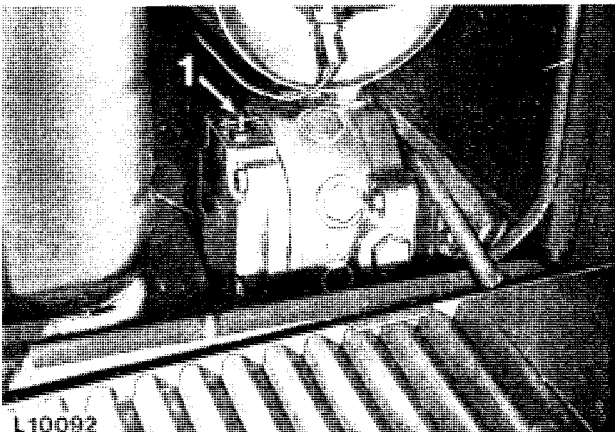
Relax pressure on the can between "shots" of fluid. Stop injecting fluid as soon as the engine starts. If engine begins to die during the first few minutes of operation, inject another "shot" of fluid. When the engine is running smoothly, remove the can from the adapter and replace the safety cap on the can. Be sure to put the cap back on the adapter when not in use. This prevents dust from being drawn into the engine.

Store starting fluid in a cool, dry, and protected area to prevent accidental discharge. Keep the starting fluid away from extreme heat or cold.



CAUTION: Ether starting fluid is highly flammable. Do not use near fire, sparks, or flames. Read the cautionary information on the container.

Hydraulic Pump Shut-Off Screw



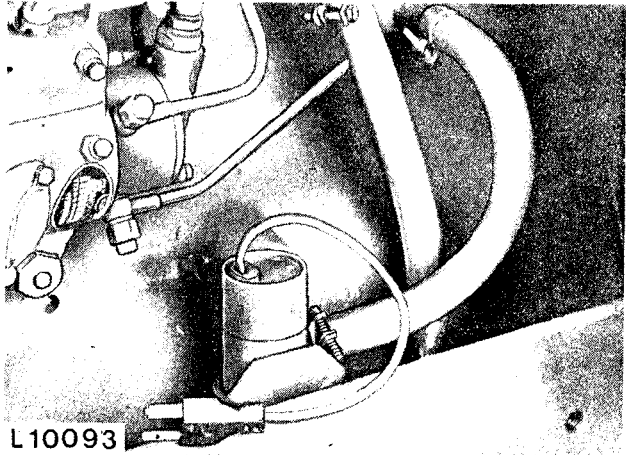
1 Hydraulic pump shut-off screw

In cold weather the engine will start easier when the hydraulic pump is disconnected. Disconnect the hydraulic pump by turning the shut-off screw clockwise until resistance is felt, then turn screw in one more turn.

After the engine has started, back the shut-off screw all the way out.

IMPORTANT: It is absolutely necessary to back the screw all the way out; if this is not observed, oil will leak past the thread of screw.

Engine Coolant Heater



A 1000-watt, 115-volt electrical coolant heater can be installed on the engine. The heater can be plugged into any 115-volt electrical source.



CAUTION: To avoid shock or hazardous operation, always use a three wire heavy-duty electrical cord equipped with 3 wire connectors. If a 2 to 3 contact adapter is used at the wall receptacle, always connect the green wire to a good ground.



CAUTION: Before starting the engine, make sure there is plenty of ventilation. Never operate the engine in a closed building.

ENGINE WARM-UP PERIOD

The engine must have attained the correct operating temperature before putting the unit under full load. To warm up the engine, run it for a few minutes with the hand throttle halfway open. Thus excessive wear on piston rings, cylinders and bearings is avoided.

ENGINE IDLING

Avoid unnecessary engine idling. Prolonged engine idling may cause the engine coolant temperature to drop below its normal range. This in turn causes crankcase oil dilution, due to incomplete fuel combustion, and permits formation of lacquer or gummy deposits on valves, pistons and piston rings. It also promotes rapid accumulation of engine sludge.

ENGINE SPEEDS

The engine working speed range is between 1300 and 2500 rpm. Within these limits the engine can be put under full load. Maximum continuous power is obtained at 2500 rpm. Operate the engine at 2200 rpm to obtain SAE standard PTO speeds.

When using the PTO, set the hand throttle so that the engine speed pointer is even with the green mark on the speed-hour meter.

STOPPING THE ENGINE

Run the engine at 1400 rpm for a short time before shutting it off completely. This will allow the engine to cool off gradually.

To stop the engine, pull out the shut-off knob (located at bottom - left on dash). Push knob back in as soon as engine has stopped.

IMPORTANT: Never attempt to stop the engine by closing the shut-off valve at the fuel tank as this will cause the pump to run dry and damage internal parts.



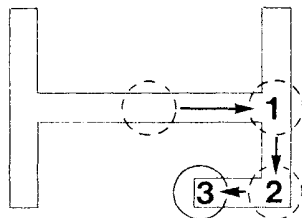
CAUTION: Remove starter key to prevent accidents, tampering and unauthorized operation.

PARKING THE TRACTOR

Completely stop the tractor.

Engaging parking lock

Engage parking lock as follows:



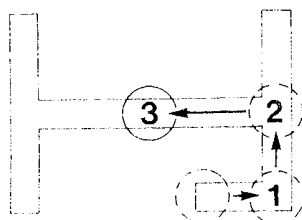
I 14650

- 1 Move gear shift lever to the right (position 1)
- 2 Move gear shift lever backwards (position 2)
- 3 Move gear shift lever to the left (position 3)

Before dismounting, be sure all equipment is lowered to the ground and the light switch and other accessory switches are off.

Disengaging parking lock

Press foot brake pedal while disengaging parking lock (this makes shifting out of park easier on hillside). Then disengage parking lock as follows:



I 14658

- 1 Move gear shift lever against spring pressure to the right (position 1)
- 2 Move gear shift lever forward (position 2)
- 3 Move gear shift lever to the left (position 3 — neutral position)

TOWING THE TRACTOR

When towing the tractor, move both the gear and range shift levers to the neutral position to avoid any unnecessary transmission wear.



CAUTION: Never tow the tractor at a speed greater than 25 km/h (15 mph).

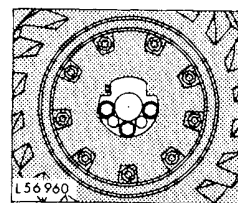
BREAK-IN PERIOD

After the first 4 hours and 8 hours of operation retighten all wheel retainers and front axle bolts. Check tightness of retainers and axle bolts frequently during the first 100 hours of operation.

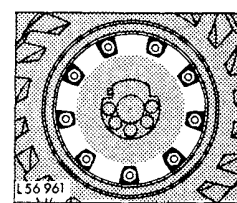
Thereafter check tightness of bolts and screws periodically.

Recommended torques are as follows:

Rear Wheels

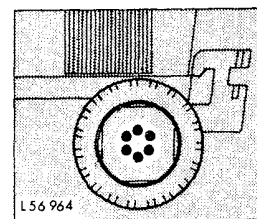


Wheel disk-to-hub (rack and pinion axle) 400 Nm (300 ft-lb) torque.



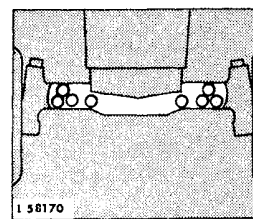
Rim-to-wheel disk (rack and pinion axle) 230 Nm (170 ft-lb) torque.

Front Wheels



Wheel-to-axle flange 180 Nm (130 ft-lb) torque.

Front Axle



Axle bolts 400 Nm (300 ft-lb) torque.

The tractor should be operated under normal load during the first 20 hours of operation.

IMPORTANT: Avoid light loads or excessive engine idling.

Ideal conditions for breaking in a tractor engine would require operating the tractor at full engine speed under 75% of full load. Under such operating conditions an engine would be broken in after approximately the first 100 hours.

BREAK-IN PERIOD – Continued

In most cases, however, it is practically impossible to operate the tractor under these conditions during the first hours. This is the reason why, in many cases, the duration of the break-in period is considerably longer than 100 hours.

Under very light load conditions some engines may never break in which results in glazed cylinder liners.

During the break-in period a higher-than-usual oil consumption should be considered as normal.

Check periodically to be sure that an adequate supply of oil is maintained in the crankcase.

At the end of the first 50 hours of operation, replace the transmission system oil filter.

At the end of the first 100 hours of operation, drain and refill engine crankcase and replace filter element.

We recommend that you ask your JOHN DEERE dealer to carry out a general inspection of the tractor before the first 100 operating hours are completed.

SELECTING TRAVEL SPEEDS

The tractor has six forward gears and three reverse gears. However, by shifting the Hi-Lo unit, 12 forward and 6 reverse speeds may be selected without declutching or changing the engine speed. These speeds, together with the engine speeds that may be selected allow the operator to balance load and speed for maximum economy, and give him flexibility to meet varying work conditions. For example, for a given travel speed the operator may choose to work in a low gear at a high engine speed or in a higher gear at a lower engine speed.

Gears should be selected so as to avoid a permanent overloading of the engine.

HIGH-SPEED DRIVING

A higher gear can be used when traveling on good, straight roads.

On bad, curvy roads or when working on slopes, it is necessary to shift to a lower gear and to reduce speed.



CAUTION: Fast driving causes many accidents. Couple the brake pedals together and always drive at a safe speed when driving on public roads.

TRAVEL SPEEDS AT 2200 ENGINE RPM
(Engine Speed For PTO Operation)

Tire Size		15.5 - 38		18.4 - 34		16.9 - 38	
Gear		km/h	mph	km/h	mph	km/h	mph
1	Lo	1.9	1.2	2.0	1.2	2.1	1.3
	Hi	2.4	1.5	2.6	1.6	2.7	1.7
2	Lo	3.3	2.0	3.4	2.1	3.5	2.2
	Hi	4.0	2.6	4.3	2.6	4.5	2.8
3	Lo	5.2	3.3	5.4	3.3	5.7	3.5
	Hi	6.6	4.1	6.9	4.3	7.2	4.5
4	Lo	7.0	4.3	7.3	4.6	7.7	4.8
	Hi	8.9	5.5	9.3	5.8	9.5	6.0
5	Lo	11.6	7.2	12.2	7.6	12.6	7.8
	Hi	14.7	9.2	15.4	9.6	16.0	9.9
6	Lo	18.8	11.6	19.6	12.1	20.4	12.7
	Hi	23.8	14.8	24.9	15.5	26.0	16.1

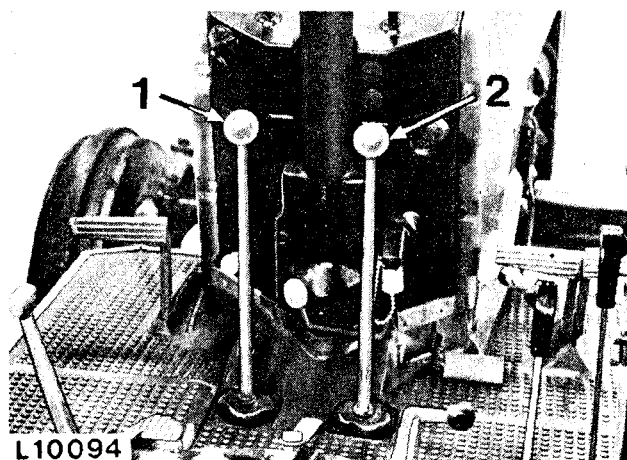
TRAVEL SPEEDS AT 2500 ENGINE RPM

Tire Size		15.5 - 38		18.4 - 34		16.9 - 38	
Gear		km/h	mph	km/h	mph	km/h	mph
1	Lo	2.2	1.4	2.3	1.4	2.4	1.5
	Hi	2.8	1.7	2.9	1.8	3.1	1.9
2	Lo	3.7	2.3	3.8	2.4	4.0	2.5
	Hi	4.6	2.9	4.9	3.0	5.1	3.2
3	Lo	5.9	3.7	6.2	3.8	6.5	4.0
	Hi	7.5	4.7	7.9	4.9	8.2	5.1
4	Lo	7.9	4.9	8.3	5.2	8.7	5.4
	Hi	10.1	6.3	10.6	6.6	11.0	6.8
5	Lo	13.1	8.2	13.8	8.6	14.3	8.9
	Hi	16.7	10.4	17.5	10.9	18.2	11.3
6	Lo	21.2	13.2	22.3	13.8	23.2	14.4
	Hi	27.0	16.8	28.3	17.6	29.5	18.3
R1	Lo	2.7	1.7	2.8	1.7	2.9	1.8
	Hi	3.4	2.1	3.5	2.2	3.7	2.3
R2	Lo	4.4	2.7	4.6	2.8	4.8	3.0
	Hi	5.6	3.5	5.9	3.6	6.1	3.8
R3	Lo	7.1	4.4	7.5	4.6	7.8	4.8
	Hi	9.0	5.6	9.5	5.9	9.9	6.1

**A Careful Operator
IS THE BEST INSURANCE
AGAINST AN ACCIDENT**

X1285N

SHIFTING GEARS

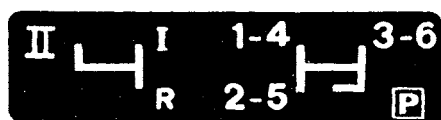


- 1 Range Shift Lever (Left-Hand-Lever)
- 2 Gear Shift Lever (Right-Hand-Lever)

Gear shifting is controlled by a range shift lever and a gear shift lever.

With the range shift lever a low or high range of gears can be engaged.

Shift Pattern



Range Shift Lever Positions

- I Low Range
- II High Range

Gear Shift Lever Positions

- P Park Position
- R Reverse Range

Use gear shift lever to engage park (P) position.

With the range shift lever a low or high range of gears can be engaged.

The gear shift lever can be used to select 1st, 2nd and 3rd gears when the range shift lever is in low range position (I).

It can be used to select 4th, 5th and 6th gears when the range shift lever is in high range position (II).

When the range shift lever is in reverse range (R), gears 1, 2 or 3 can be used for traveling in reverse.

Shifting from Neutral

- 1 Depress clutch pedal.
- 2 Move range and gear shift levers in the position required.
- 3 Gradually release clutch pedal, however, do not allow clutch to slip longer than necessary to take up load smoothly.

To shift "on the go" from lower to higher gear, increase engine speed, depress clutch, decrease engine speed, engage higher gear, release clutch slowly and increase engine speed.

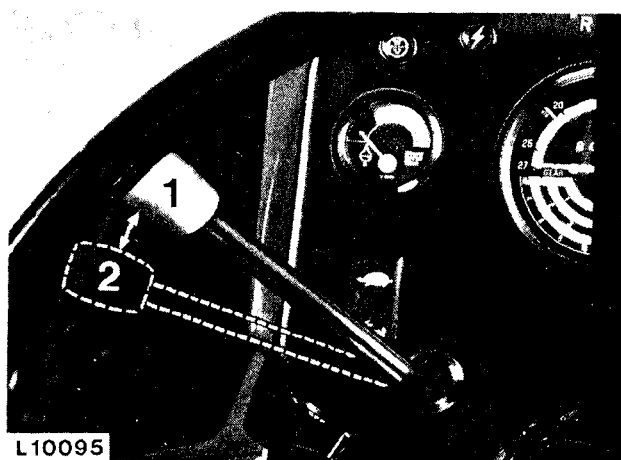
To shift "on the go" from higher to lower gear, decrease engine speed, depress clutch pedal, place gear shift lever in neutral, release clutch momentarily, increase engine speed, declutch and select lower gear. Release clutch slowly.

Avoid gear clash when shifting "on the go".

Shifting to Another Range

To shift to another range, fully stop the unit, disengage the clutch and then change gear range as required.

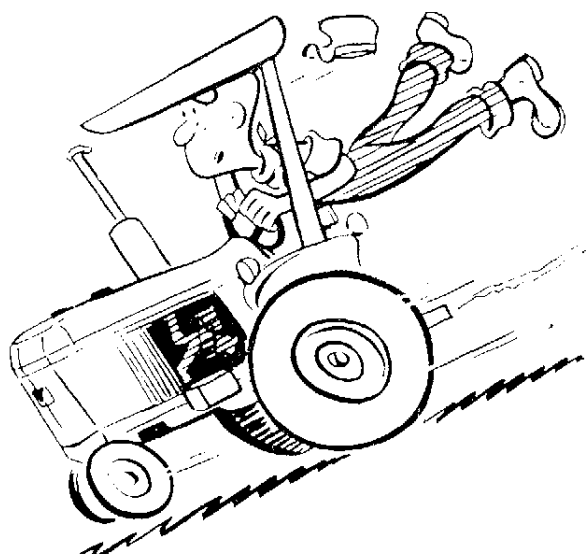
Hi-Lo Shift Unit



- 1 Low Speed
- 2 High Speed

With the Hi-Lo shift unit, the operator can decrease or increase tractor speed without using the clutch.

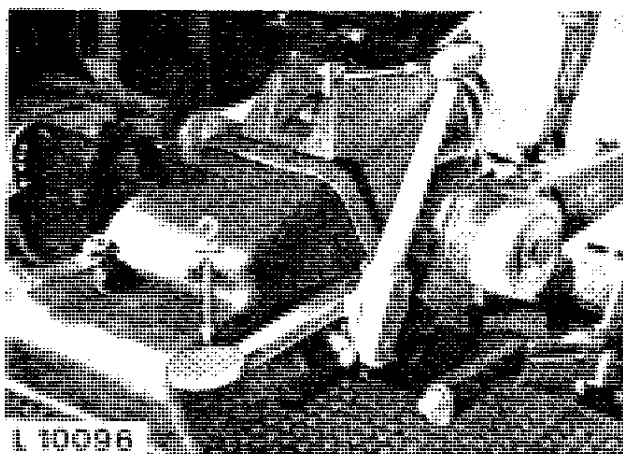
Shifting from Hi to Lo decreases the ground travel speed by 21 % and provides up to 27 % increase in pulling power in any of the travel speeds.



CAUTION: Do not allow tractor to coast downhill with clutch disengaged and transmission in gear. This could result in loss of control, in overspeeding and damage to the clutch.

DIFFERENTIAL LOCK

With differential lock engaged, power is transferred equally to both rear wheels. This prevents the usual loss of traction when one wheel is slipping.



- 1 Hand Lever
- 2 Pedal

When slippery conditions are encountered with unequal wheel slip, engage differential lock (lever or pedal).

IMPORTANT: Depress clutch pedal before engaging differential lock if wheel slip varies greatly between wheels or if one wheel has stopped. Engage differential lock as clutch is re-engaged.

The differential lock will disengage automatically as soon as traction has equalized. If slipping is not continuous, hold lever or pedal in the engaged position.

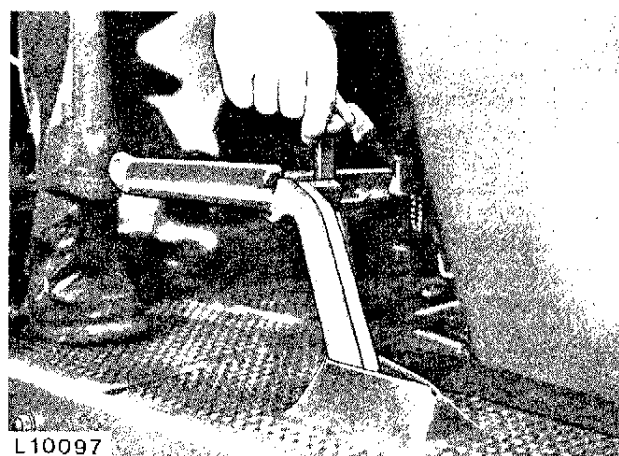
CAUTION: Do not operate the tractor at high speeds or attempt to turn the tractor with the differential lock engaged.

STEERING

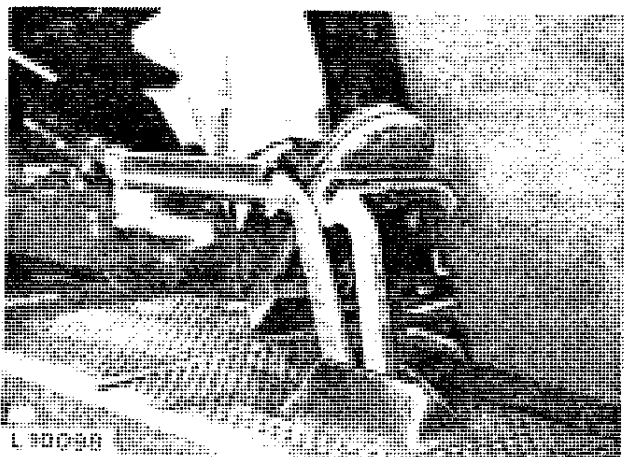
The tractor is equipped with power steering. Power steering makes steering and control of the tractor easier for the operator. In case of pressure failure, the tractor can be steered manually.

HYDRAULIC FOOT BRAKES

CAUTION: Brake pedals should be coupled together by means of pedal coupler when traveling at high speeds or when driving on public roads.



Coupling Brake Pedals Together



Using Foot Brake to Make a Sharp Left-Hand Turn

When turning the tractor, press down on a single brake pedal. Use the left pedal to turn left and the right pedal to turn right. When negotiating sharp turns, press brake pedal down more sharply as the steering wheel is being turned.

Use brake for steering purposes at low speed only.

When stopping the tractor, press down on both brake pedals.

CAUTION: Your safety depends on efficient brakes. Always maintain brakes in excellent condition and adjustment.

TOWED LOADS

CAUTION: Towed loads that weigh more than twice the weight of the tractor should have brakes. If not, reduce speed and avoid inclines.

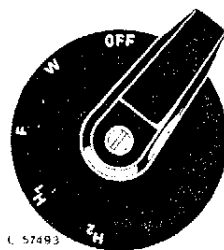
CAUTION: Certain heavy equipment can place excessive strain on a drawbar. The strain is greatly increased by speed and rough ground. Do not exceed maximum permissible static vertical load (see Specifications on page 68).

LIGHTS

Light Switch

Switch positions are marked on the light switch plate. Turn switch clockwise until position required is in uppermost (vertical) position.

Light switch positions are as follows:



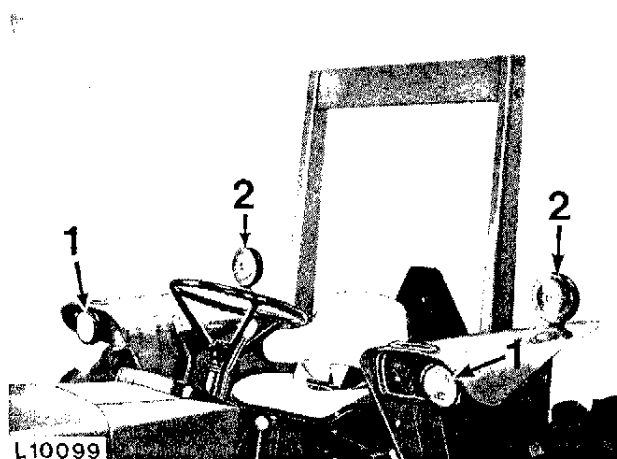
Off

W Warning Lamps

F Bright Headlights and Rear Work Light

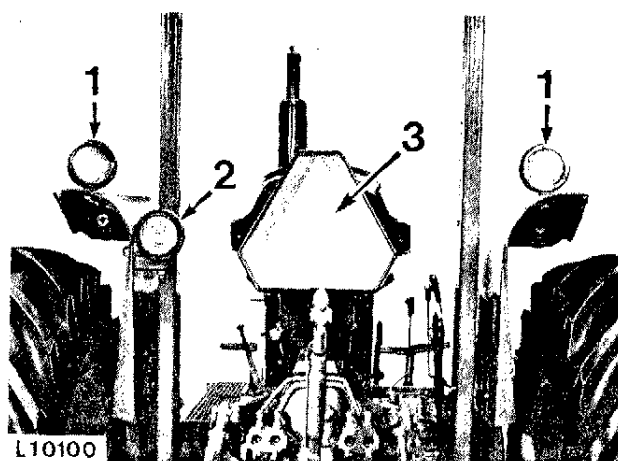
H1 Bright Headlights, Tail Light, and Warning Lamps

H2 Dim Headlights, Tail Light and Warning Lamps



1 Headlights

2 Tractor Warning Lamps, Front View



1 Tractor Warning Lamps, Rear View

2 Rear Work Light and Tail Light

3 Slow Moving Vehicle Emblem

CAUTION: Keep slow moving vehicle emblem in place and keep it clean.



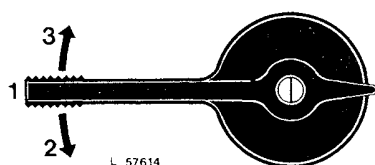
Suggest:

If the above button click is invalid.

Please download this document first, and then click the above link to download the complete manual.

Thank you so much for reading

Turn-Signal Switch (If Equipped)



- 1 Off
- 2 Turn Signal Light, Left
- 3 Turn Signal Light, Right

HIGHWAY DRIVING

When transporting (or driving) the tractor on a road or highway at night or during the day, use accessory lights and devices for adequate warning to the operators of other vehicles. In this regard, check local governmental regulations. Various safety lights and devices are available from your John Deere dealer.

When driving on the highway, use light switch position H1 or H2. Be sure the lights are adjusted so they will not blind the driver of an oncoming vehicle.

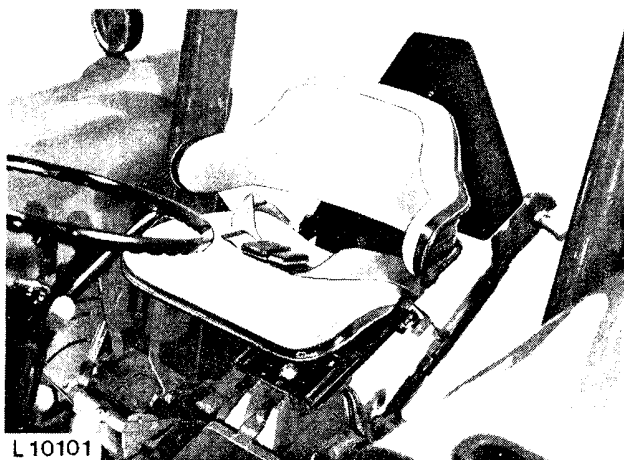
Always dim the tractor headlights (H2 position) when meeting a vehicle at night.

Your tractor is equipped with a warning lamp flasher. If local traffic regulations prohibit its use, change into constant burning lamps as follows:

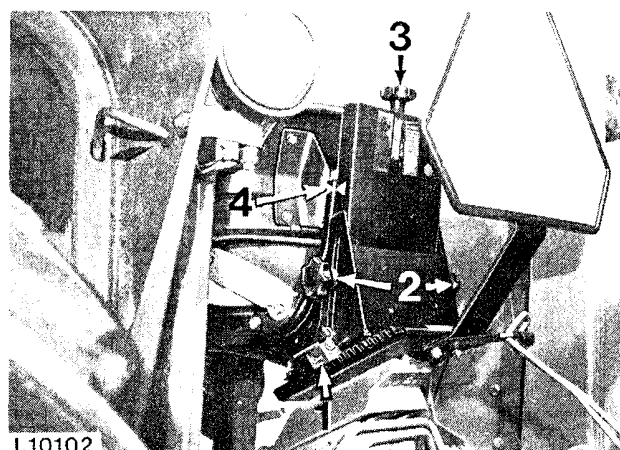
1. Disconnect the orange with white stripe lead from the "W" terminal of the light switch.
2. Disconnect the orange lead from the flasher and connect it to the "W" terminal.

A label (R56774) with the above instructions is attached to the left-hand warning lamp.

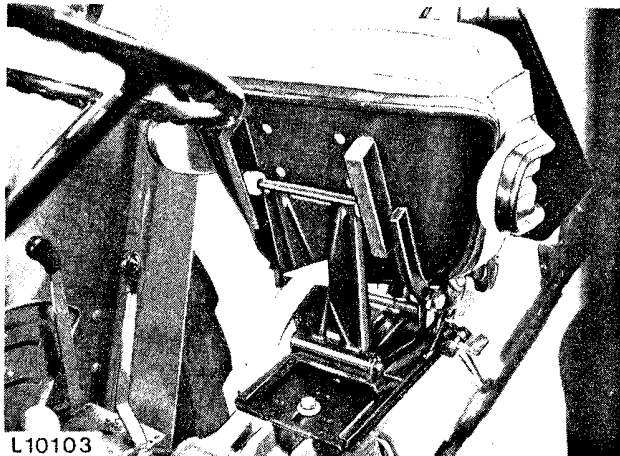
OPERATOR'S SEAT



The deluxe seat is adjustable for the operator's height and weight and folds back for standing.



- 1 Raise catch and adjust horizontally.
- 2 Loosen handwheels on both sides and adjust seat to desired height. Retighten both handwheels securely.
- 3 Handwheel for adjusting according to operator's weight.
- 4 Weight adjustment pattern.



Lift up on operator's seat to fold it back against the backrest.

ROLL-GARD AND SEAT BELT

When installing a Roll-Gard, tighten the cap screws sufficiently to hold the mounting plate flat against the axle housing. Then in a diagonal sequence, tighten to 70 Nm (50 ft-lb) torque. Retighten the cap screws in the same sequence to 400 Nm (300 ft-lb) torque. Tighten top cross-member cap screws to 200 Nm (150 ft-lb). After a few hours of service, retighten the cap screws and keep them tight.

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Hello dear friend!

Thank you very much for reading.

Enter the link into your browser.

The full manual is available for immediate download.

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