

**60 Standard-Orchard
Tractor (Standard
Serial No. 6000001-
6042999) (Orchard
Serial No. 6000001-
6199999)**



JOHN DEERE

OPERATORS MANUAL

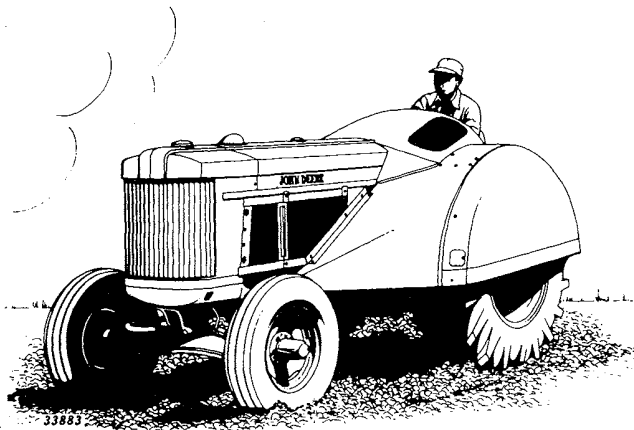
60 Standard-Orchard Tractor (Standard Serial No.
6000001- 6042999) (Orchard Serial No. 6000001-
6199999)

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ENGLISH





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 new 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 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	DISTRIBUTOR	POWR-TROL
<input type="text"/>	<input type="text"/>	<input type="text"/>
Owner <input type="text"/>		
33671 Date Purchased <input type="text"/>		

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John Deere Tractor Service Policy

**JOHN DEERE
TRACTOR
SERVICE POLICY**

OWNER NAME _____

ADDRESS _____

TOWN _____ STATE _____

TRACTOR SERIES _____

TRACTOR SERIAL NO. _____

LISTENBUSH SERIAL NO. _____


POWER-TRAIL SERIAL NO. _____

ISSUED BY: _____

JOHN DEERE DEALER _____

TOWN _____ STATE _____

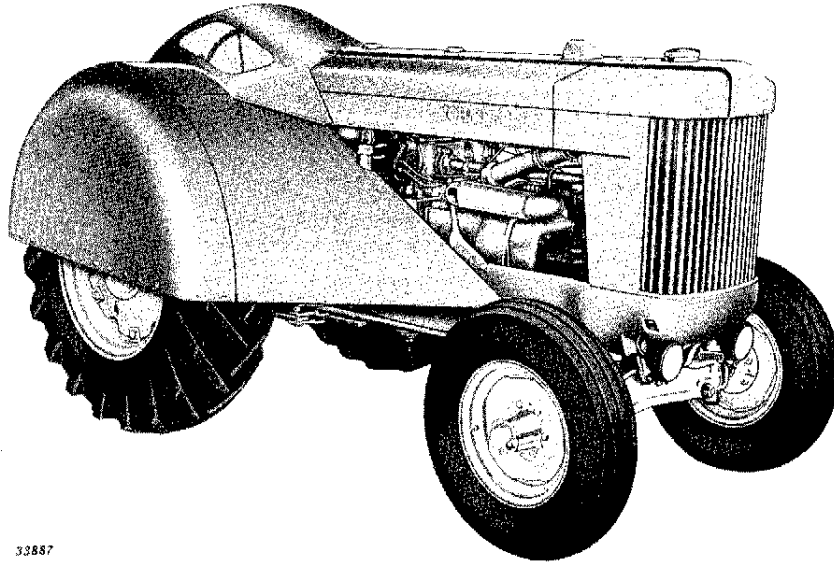
DEALER'S SIGNATURE _____



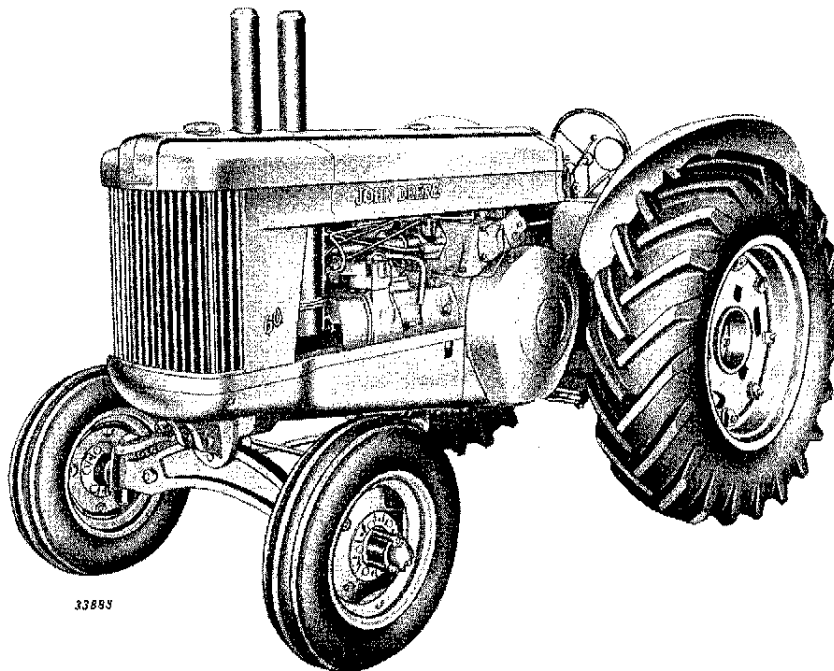
GASOLINE, ALL-FUEL, AND LP-GAS
TRACTORS **A**

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.



John Deere Model "60" Orchard Tractor—Pulley Side



John Deere Model "60" Standard Tractor—Flywheel Side

SPECIFICATIONS AND DATA . . .

PERFORMANCE:

Capacity for Work:

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

Maximum Belt Horsepower:

*Gasoline..... 41.57
*All-Fuel..... 33.26

Maximum Drawbar Horsepower:

*Gasoline..... 36.94
*All-Fuel..... 30.09

CAPACITIES (U. S. MEASUREMENTS):

Gasoline Tank:	
Gasoline Tractor.....	20 Gals
All-Fuel Tractor.....	1 Gal.
Fuel Tank (All-Fuel).....	20 Gals.
Crankcase.....	8 Qts.
Transmission.....	8-1/2 Gals.
Powr-Trol.....	6 Qts.
Power Shaft Clutch.....	2-1/2 Qts.
Remote Cylinder.....	1 Qt.
Cooling System.....	8-1/4 Gals.
First Reduction Gear Cover.....	1-1/2 Qts.

SPEEDS:

Gear	Standard (14-30 Tires)	Orchard (14-26 Tires)
1	1-1/2 mph	1-1/2 mph
2	2-1/2 mph	2-3/4 mph
3	3-1/2 mph	3-1/4 mph
4	4-1/2 mph	4-1/2 mph
5	6-1/2 mph	6-1/2 mph
6	11-1/2 mph	11-1/4 mph
Reverse	3 mph	2-3/4 mph

ENGINE:

Type.....	Two-cylinder, cast-in-block, valves-in-head.
Engine Speeds:	
Load.....	975 rpm
Idle.....	1115 rpm
Bore and Stroke.....	5-1/2" x 6-3/4"
Displacement.....	321 cubic inches
Compression Ratio:	
Gasoline.....	6.1 to 1
All-Fuel.....	4.50 to 1

LUBRICATION SYSTEM:

Type..... Full force-feed pressure system with Purolator oil filter element.

FUEL SYSTEM:

Type..... Gravity feed
Carburetor:
Gasoline.. Natural-draft duplex type
All-Fuel.. Natural-draft duplex type
Air Cleaner..... Oil-wash type

COOLING SYSTEM:

Type..... Centrifugal pump with engine temperature controlled by heavy-duty automotive-type 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.. Current 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)

*Maximum h.p. corrected to 60° F. and 29.92 in. hg. (Nebraska Test Nos. 472 and 490).

REAR AXLES:

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

REAR WHEEL BRAKES:

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

REAR WHEELS AND TIRES:**"60" Standard:**

14-30, 6-ply tires, mounted on cast wheels, recommended for average field conditions. 13-30, 6-ply tires available as special equipment.

"60" Orchard:

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

FRONT WHEELS:

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

	STANDARD	ORCHARD
POWER TAKE-OFF:		
Shaft Diameter.....	1-3/8"	1-3/8"
Shaft rpm:		
Transmission Driven.....	536	536
Direct Engine Driven.....	532	532
Splined End Ahead of Hitch.....	14"	14"
Splined Shaft Above Ground:		
Transmission Driven.....	20-11/16"	18-13/16"
Direct Engine Driven.....	22-11/16"	20-13/16"
DIMENSIONS:		
Wheel-Base.....	75-3/4"	75-3/4"
Over-All Height.....	74-1/2"	57"
Height to Radiator Cap.....	60-1/2"	57"
Maximum Width.....	74-3/8"	75-5/8"
Tread Adjustments.....	58"-62"	54-7/16"-58-7/16"
Turning Radius.....	13' 8"	13' 8"
SHIPPING WEIGHT.....	5347 Lbs.	5332 Lbs.
(Weights are for Tractors dry and with wheel equipment as shown under "Front Wheels" and "Rear Wheels")		

(In the interest of progress we reserve the right to change design without notice)

C O N T R O L S

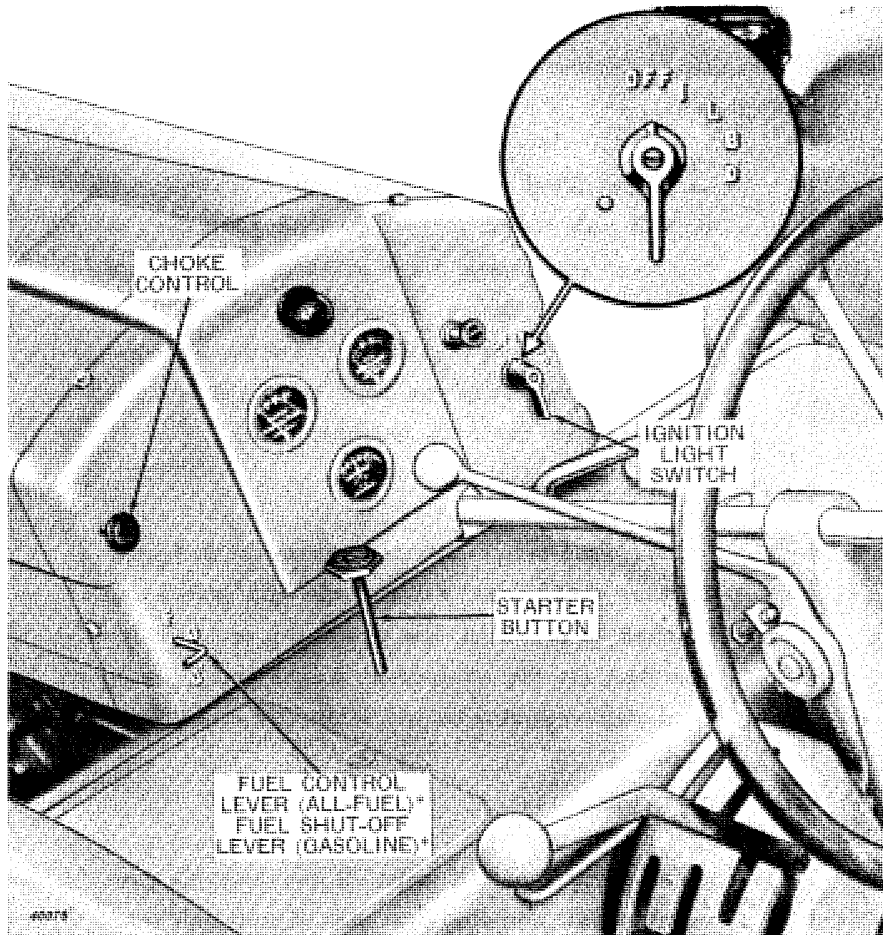
THE quality of work and the amount of work you do with your tractor not only depends upon the use of proper equipment, but also upon the ease and convenience of tractor operation. If you are in an uncomfortable position, if you have to fight the steering wheel, or if you can't see what you are doing, you are definitely handicapped.

Your John Deere Tractor is as convenient to handle as your automobile. All controls and levers are reached easily from the operator's seat. Under your feet are the convenient brakes and a large, comfortable platform on which you can stand if you so desire.

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.

60
SERIES

STARTING CONTROLS



Starting Controls

**Gasoline tractors with automatic fuel shut-off do not have this lever.*

IGNITION-LIGHT SWITCH.

The ignition on your new tractor is controlled by a combination ignition-light switch located in the center of the instrument panel. Turning the switch to any position except "OFF" turns on the ignition.

Your tractor is equipped with lights which 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.

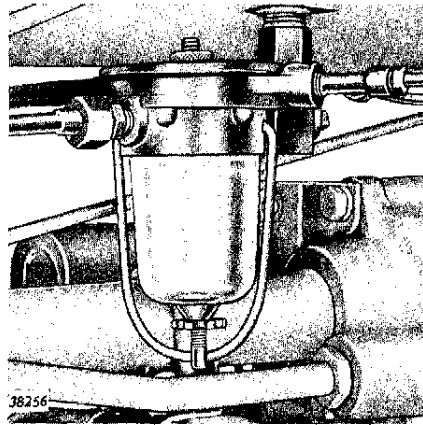
All lights are controlled by the combination ignition-light switch. The switch has five positions as follows:

- "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

FUEL SHUT-OFF (GASOLINE TRACTORS).

Some gasoline tractors are equipped with a hand-operated shut-off lever which enables the operator to shut off fuel at the filter bowl. To close the fuel shut-off valve, turn lever in a clockwise direction.

Other gasoline tractors are equipped with an automatic oil-pressure-operated fuel shut-off valve located on top of the fuel filter bowl. When the engine is stopped, the valve automatically shuts off flow of fuel to the filter. As soon as the engine is turned over by the starter the valve is automatically opened by engine oil pressure.



Fuel Filter with Automatic Shut-Off Valve

FUEL-CONTROL LEVER (ALL-FUEL TRACTORS).

A three-way fuel control lever on All-Fuel tractors enables the operator to switch from gasoline for starting the engine to low-cost fuel for operation, or to shut off the fuel supply entirely without leaving his position at the wheel.

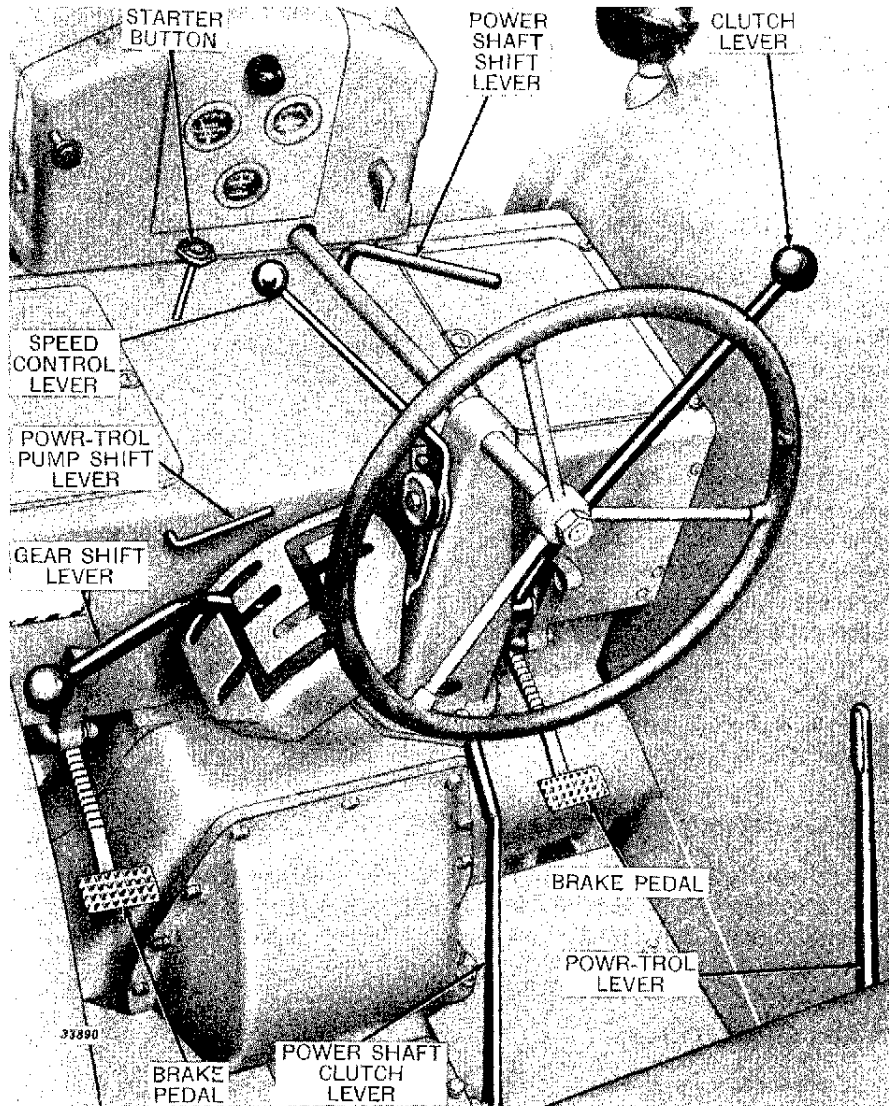
STARTER BUTTON.

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 27.

CHOKE CONTROL.

Pulling the choke button provides a rich mixture for the engine when starting. When button is pushed in, the choke returns to its normal position.

OPERATING CONTROLS



Operating Controls

SPEED CONTROL LEVER.

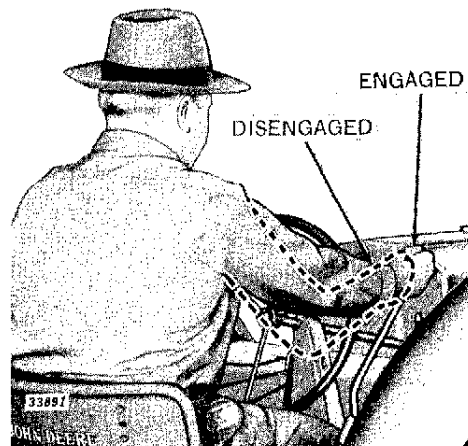
The lever mounted on the left-hand side of the steering shaft support regulates the speed of the tractor engine. Pushing it forward opens the throttle and pulling it back closes the throttle. *NOTE: It is good practice to operate the engine whenever possible with speed control lever in forward position.*

CLUTCH LEVER AND PULLEY BRAKE.

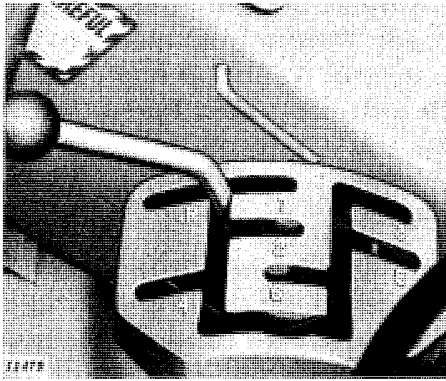
Power required to put the tractor in motion is gradually and smoothly applied to the drive system by slowly pushing the clutch lever forward. When the tractor picks up speed, a quick forward thrust on the lever snaps the clutch into engagement.

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. *NOTE: Do not use pulley brake to stop tractor.*



Clutch Lever

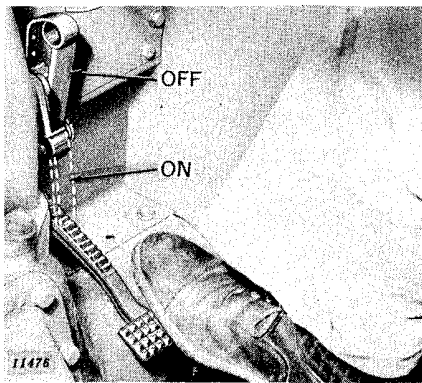


Gear Shift

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.

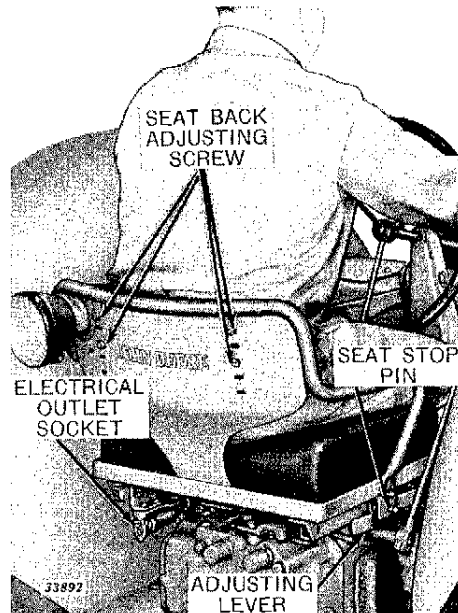
SEAT AND ELECTRICAL OUTLET SOCKET.

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.



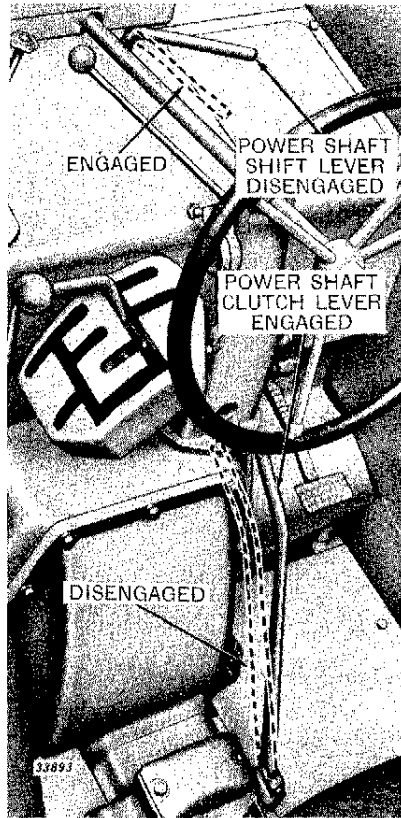
Seat and Electrical Outlet Socket

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 38.**



Power Shaft Shift Lever and Clutch Lever

POWER SHAFT CLUTCH LEVER.

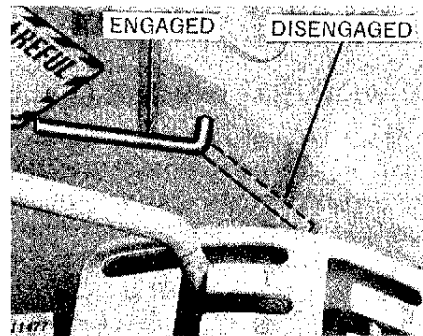
A power shaft clutch is provided on tractors equipped with an engine-driven power shaft. The clutch makes it easy and convenient to use the power shaft without the necessity of shifting gears. Pulling up the clutch lever engages the clutch; pushing the lever down disengages the clutch and applies a partial 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



Suggest:

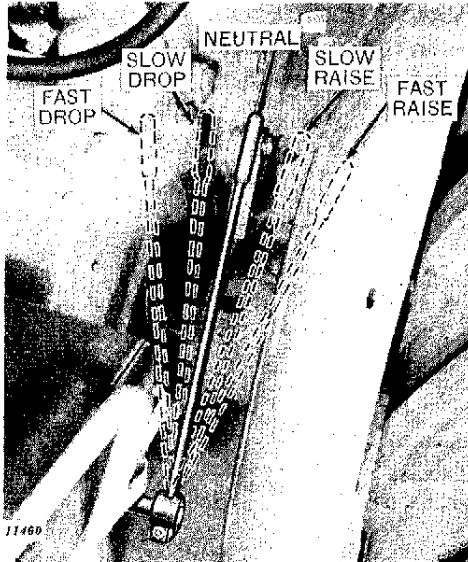
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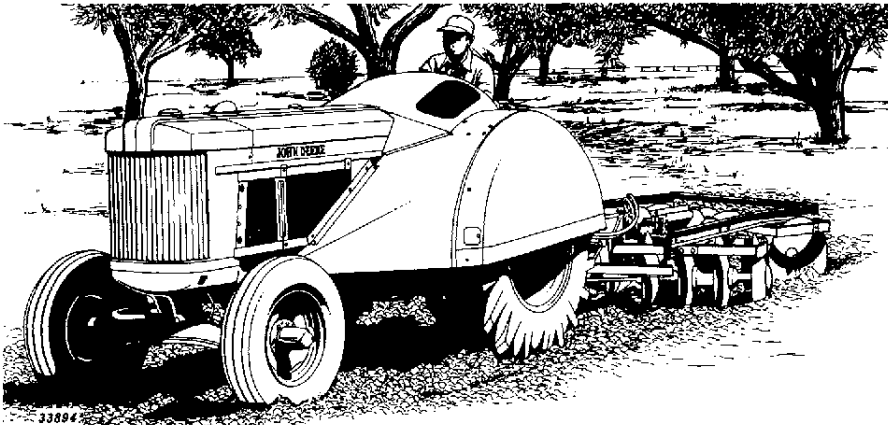


Powr-Trol Operating Lever

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 39.



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