

MODEL R DIESEL TRACTOR



JOHN DEERE

OPERATORS MANUAL MODEL R DIESEL TRACTOR

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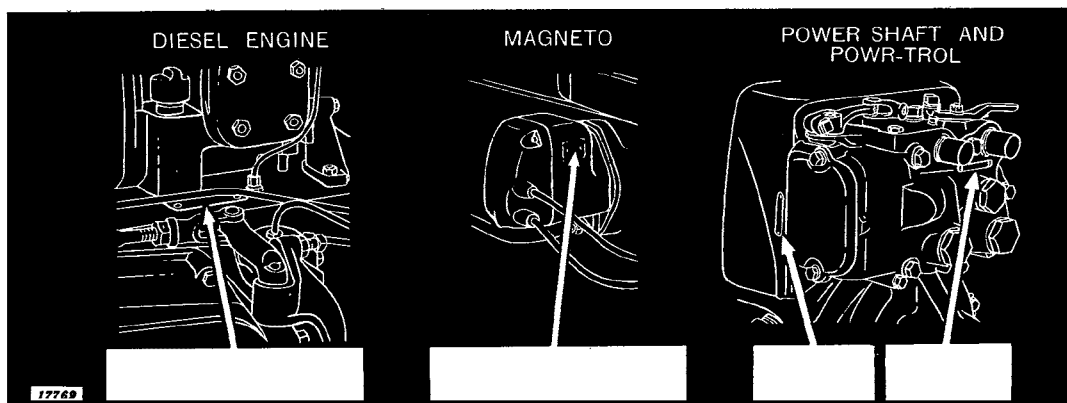
WE welcome you to our ever-growing family of John Deere tractor owners. We are confident that the dependable and economical performance of your new tractor will prove that you made a wise choice.

Back of your tractor is an organization that has been building farm equipment for more than one hundred years. The plant in which your tractor was built is the largest single tractor plant in the world. In this modern factory, equipped with the finest precision machinery, fine materials, high-grade workmanship, thorough inspection, and complete testing are combined to give you the best in dependable tractor performance and economical tractor operation.

The way you operate your tractor and the care you give it have much to do with the service and satisfaction you will get from it. This manual has been carefully prepared and profusely illustrated to show you what to do and when to do it. It has been written by the best engineers in the John Deere tractor factory. Make it your guide. Study it carefully. Refer to it often. Only by following the suggestions it contains can you hope to get the most from your investment.

If you find that you need information not covered in this manual, or if your tractor requires special servicing, which it will periodically, take advantage of the facilities offered by your John Deere dealer. He has trained mechanics, who are kept informed on the best methods of John Deere tractor servicing and can give you prompt, "know-how" service in the field or in his shop.

When in need of parts, go to your John Deere dealer. Be sure to give him the serial number of your tractor. If you need parts for the magneto, power shaft, or Powr-Trol, give him the serial number of these assemblies also. The illustration below will show you where to find the serial numbers of your tractor, magneto, power shaft, and Powr-Trol. Obtain these serial numbers from your tractor—NOW—and insert them in the spaces provided in the illustrations below. Also, be sure they are written on the special identification card which is included with the manual. Put it in your billfold for ready reference.



Even though your dealer has carefully inspected this tractor before delivering it to you, it is always good business to re-check the items which are encircled on the reproduction below of the envelope which contains this manual.

TO THE NEW JOHN DEERE TRACTOR OWNER

Each John Deere Tractor is carefully designed, assembled, and given a complete test and final inspection at the factory before it is shipped. Our main ambition is to deliver tractors to new owners in the same mechanical condition as when shipped from the factory.

To enable us to fulfill this one ambition, this tractor was carefully inspected for irregularities that may have occurred in shipment. This inspection included a complete checking of the following:

- Wheel equipment: Tire pressure; Wheel weights; Install calcium chloride if requested by new owner.
- Radiator: Fill with water or anti-freeze; Inspect shutter control.
- Air cleaner: oil levels.
- Crankcase: oil levels.
- Transmission oil levels.
- Power shaft clutch housing oil level.
- Powr-Trol oil level.
- Grease tractor.
- Brakes.
- Clutch operation.
- Spark plug gaps.

- Carburetor setting.
- Engine speed and oil pressure.
- Inspect rubber hose connections.
- Connect battery ground terminal; Check water level; Grease terminal posts.
- Check lights.
- Check starting motor for operation.
- Serial numbers entered in owner's register

The above inspection made by John Doe
 Date 3/1/54 Dealer Good Business
Implement Co



HANG THIS BOOK IN A
HANDY PLACE

10574

We suggest this rechecking especially during freezing weather or when a period of time has elapsed between delivery and when you are ready to operate it. For complete starting information, see Page 17.

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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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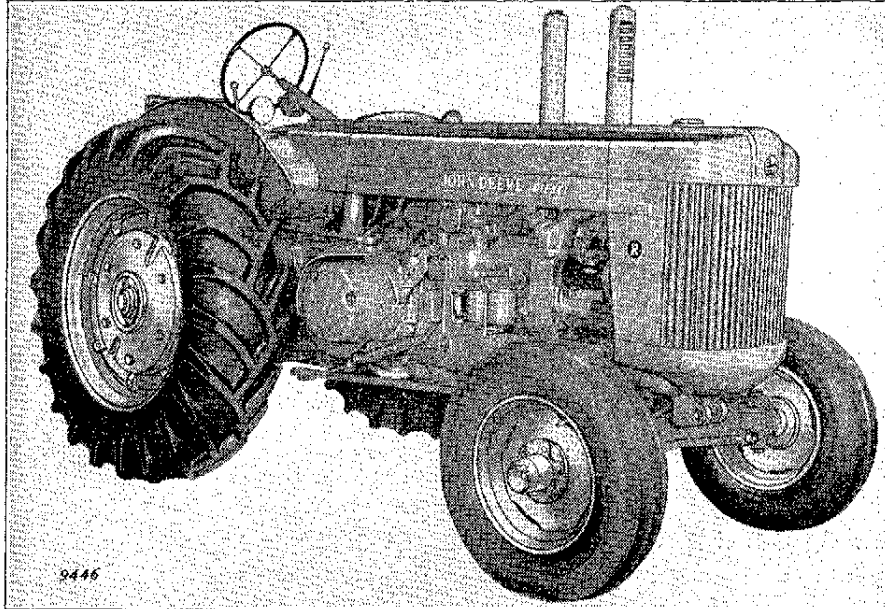


We, your John Deere dealer, are mighty proud to add your name to our list of John Deere Tractor owners. Because we are interested in having you obtain from this new tractor all the comfort and long life that are built into it, we are pleased to discuss the following important maintenance operations:

- Controls.
- Breaking-in Period—Part Load, Full Load, Changing Oil.
- Method of Starting and Stopping Engines.
- Lubrication—Engines, Transmission, Powr-Trol, Grease Fittings, Air Cleaners, and Oil Gauge.
- Cooling System—Adding Water, Shutter Control (Special Equipment), Cleaning.
- Fuel System—Fuel, Fuel Control, Sediment Bowl and Fuel Filters, Carburetor Adjustment.
- Crankcase Ventilators.
- Tires—Inflation, Inspection, Wheel Weights.
- Battery Registration.
- Drawbar—Adjustment; pull from no other place.
- Magneto Care—Terminals Tight, Cleaning, Adjusting Points.
- Brakes—Adjustment.
- Clutch—Adjustment, Pulley Brake.
- Front Wheels—Cleaning, Adjustment, and Spacing.
- Powr-Trol—Operation.
- Starter and Lights—Starting, Charging Rate, Battery Care.
- Tightening Bolts and Nuts.
- Safety in Operation—Selecting Proper Speed, Power Shaft.
- Keeping the Tractor Clean.
- Have Farmer Operate the Tractor.
- Appointment for After-Sales Service—not later than two weeks after delivery.

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*John Deere Model "R" DIESEL
Tractor—Pulley Side*

SPECIFICATIONS

CAPACITY:

4 or 5—14" plow bottoms under normal conditions.
 Maximum Belt Horsepower 48.58
 Maximum Drawbar Horsepower . 43.15
 Maximum pull 6644 lbs. in 1st Gear.
 (Nebraska Test No. 406)

SPEEDS:

Forward: 2-1/8, 3-1/3, 4-1/4, 5-1/3,
 11-1/2 M.P.H. on 14-34 pneumatic
 tires.
 Reverse 2-1/2 M.P.H.

DIESEL ENGINE:

DIESEL Type.
 Two-cylinder, cast-in-bloc, valves in
 head.
 Engine speed 1000 R.P.M. (rated load).
 Bore and Stroke 5-3/4" x 8".
 Displacement 416 cu. in.
 Compression Ratio 16 to 1.

Lubrication Full force-feed pres-
 sure system; with two purolator oil
 filter elements. (Total capacity—13
 U. S. quarts.)

Cooling System Thermo-siphon
 system with water capacity of 13-5/8
 U. S. gallons.

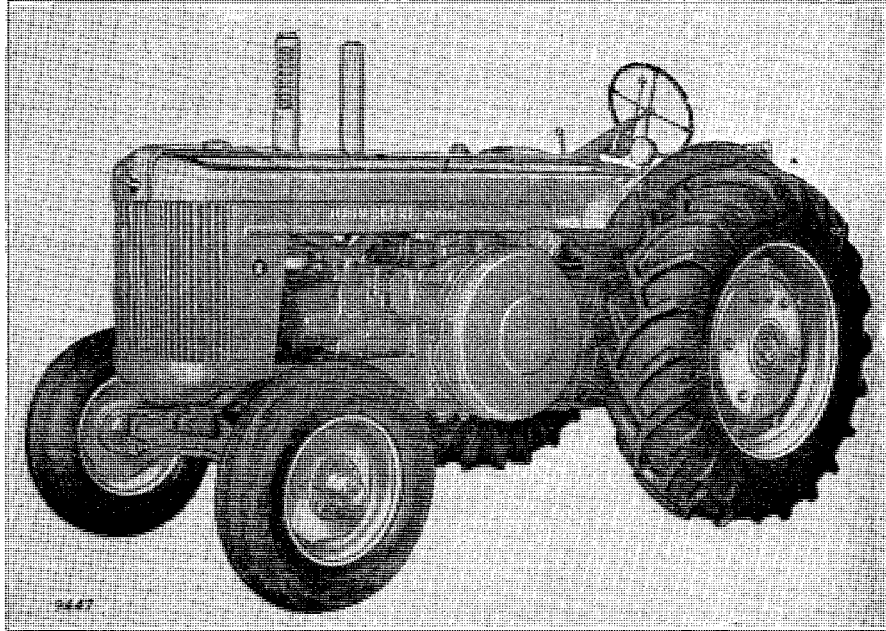
Air Cleaner Oil-wash type.

Fuel System Gravity to filter
 head. Transfer pump through filters.
 One fuel strainer and two filters. Ca-
 pacity of fuel tank—22 U. S. gallons.

Clutch Hand-operated, six 9-1/4"
 dry disks.

Belt Pulley Diameter 12-1/4";
 Width 9"; 1000 R.P.M.; Belt Speed
 3199 F.P.M.

Starting Method Main Engine—
 two-cylinder gasoline engine; Start-
 ing Engine—electric starter.



*John Deere Model "R" DIESEL
Tractor—Flywheel Side*

AND DATA...

TRANSMISSION:

- Speeds.....Five forward and one in reverse.
- Gears.....Selective type, straight spur cut gears, forged and heat-treated.
- Bearings.....Shafts operate on Timken tapered and Hyatt bearings. Oil capacity—2-3/8 U. S. gallons.

REAR AXLES:

- 3-1/4" diameter mounted on 4 Timken tapered roller bearings.

REAR WHEELS:

- 14-34, 6-ply tires mounted on cast wheels.

BRAKES:

- Automotive type, internal expanding brakes.

FRONT WHEELS:

- 7-50 x 18 four-ply tires mounted on disk wheels carried on four Timken tapered roller bearings. Reversible for added clearance.

DIMENSIONS:

- On 14-34 pneumatic tires and cast rear wheels, wheel base 85-1/8"; over-all height 78-1/8"; height to radiator cap 62-5/8"; over-all length 147"; over-all width 79-1/2"; rear wheel tread 62-1/2"; turning radius 15-1/3'.

POWER SHAFT:

- Engine-driven with independent clutch. 1-3/8" spline; 536 R.P.M.; splined end 23-3/4" above ground; on center line of tractor; 14" ahead of hitch. Conforms with A.S.A.E. Standards

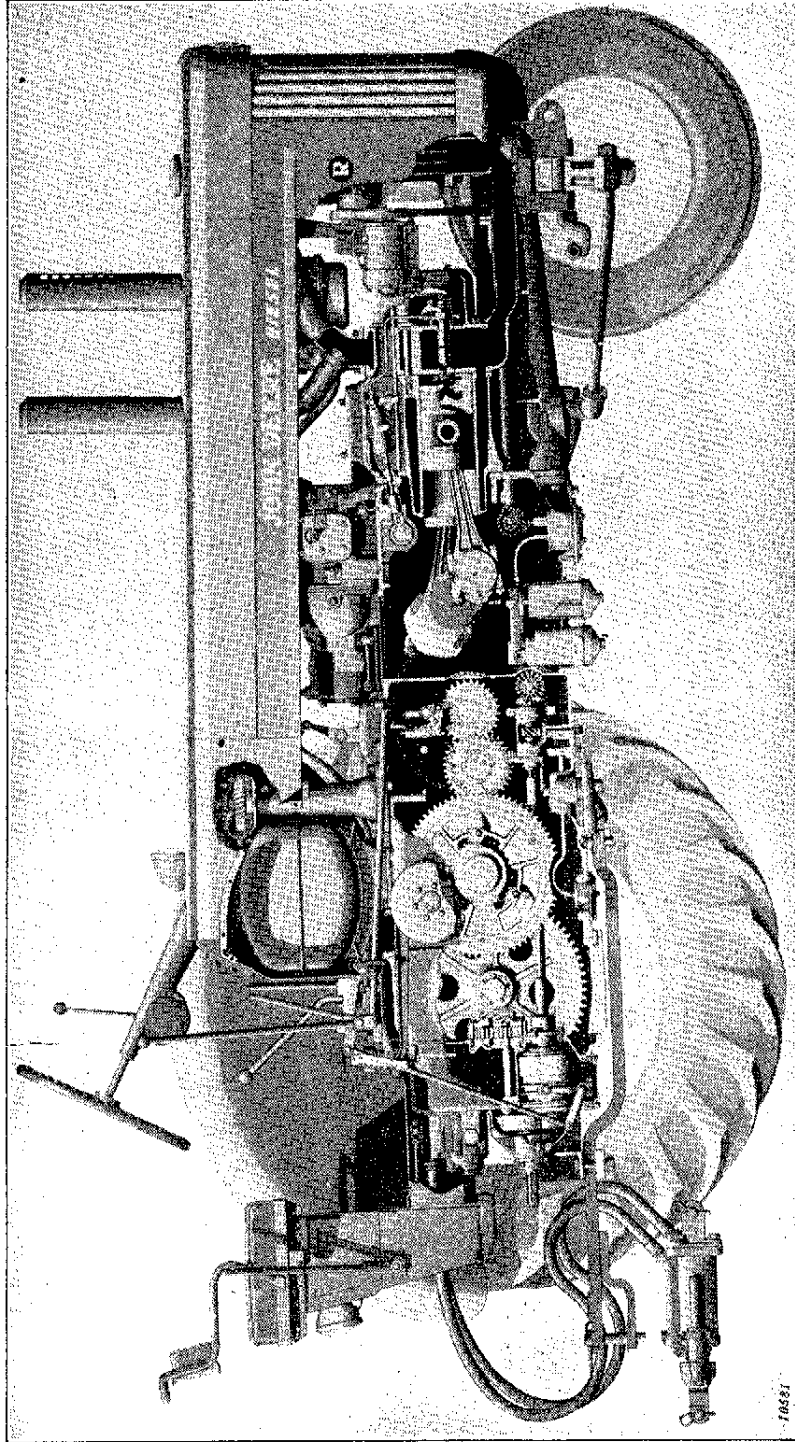
POWER SHAFT CLUTCH:

- Disk type running in oil. Oil capacity—2-1/2 U. S. quarts.

POWR-TROL:

- Continuous running. Oil capacity—7 U. S. quarts.

- SHIPPING WEIGHT.....7366 lbs.
(Less Wheel Weights)



Cross-Sectional View of John Deere Model "R" DIESEL Tractor

CONTROLS

The quality of work and the amount of work you do with your tractor not only depend 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 are readily accessible. Starting controls, clutch levers, speed control lever, and radiator shutter control (special equipment) are easily reached 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.

On the following pages will be found illustrations and description of the controls and instruments used in starting the engines (on tractors Serial No. R7900-) and operating the tractor. *NOTE: See Page 84 for information regarding the starting controls on Tractors Serial No. R1000-R7899.*

This description and the accompanying illustrations are grouped under three headings:

- (1) **Starting controls.** Controls used to start both the starting engine and the *DIESEL* engine.
- (2) **Instrument panel.**
- (3) **Operating controls.** Controls used when operating the tractor.

NOTE: Before starting the engines, read detailed information on "Starting the New Tractor," Page 17.

STARTING CONTROLS

NOTE: The starting engine controls for Tractors with Serial No. R7900- are illustrated on this and the following page.

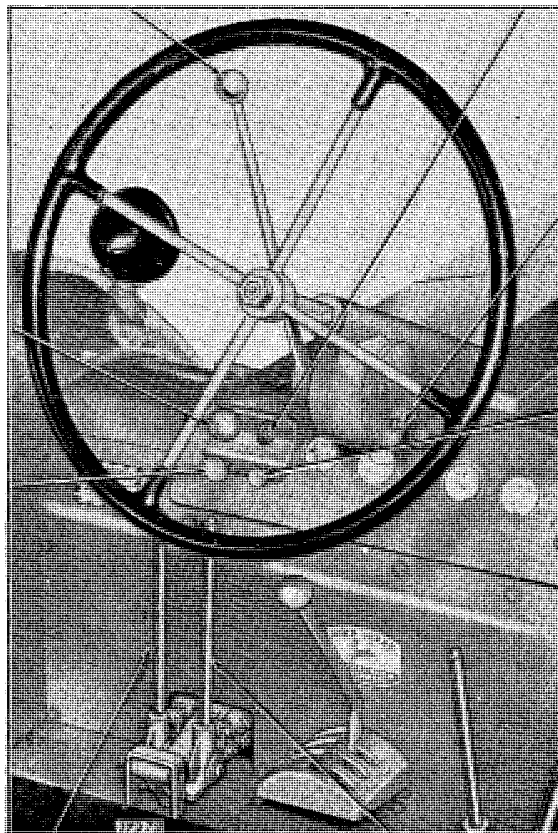
Starting engine controls for Tractors with Serial No. R1000-R7899 are shown on Page 84.

DIESEL ENGINE
SPEED CONTROL

STARTING ENGINE FUEL
SHUT-OFF VALVE CONTROL

STARTING
ENGINE
HAND
CRANK
BALL
(Special
Equipment)

STARTING
ENGINE
ELECTRIC
STARTER
SWITCH
CONTROL



DIESEL
ENGINE
SPEED
CONTROL
LEVER
STOP
BUTTON

STARTING
ENGINE
CHOKE

STARTING ENGINE
CLUTCH LEVER

DECOMPRESSION
LEVER

*Starting Controls
(Serial No. R7900-)*

DIESEL ENGINE SPEED CONTROL LEVER.

The *DIESEL* engine speed is controlled by the *DIESEL* engine speed control lever.

STARTING ENGINE FUEL SHUT-OFF VALVE.

The starting engine fuel system on tractors with Serial No. R7900- is provided with a fuel shut-off valve to prevent flow of fuel when the starting engine is not running. The valve is operated by a shut-off on the instrument panel. Turning the shut-off counterclockwise opens the valve.

STARTING ENGINE CHOKE.

Pulling the choke button chokes the engine providing a rich mixture for starting. When released it returns to the "off" position.

STARTING ENGINE ELECTRIC STARTER SWITCH CONTROL.

The starting engine is provided with an electric starter operated by the starter switch button.

STARTING ENGINE HAND CRANKING (Special Equipment).

A hand-cranking device may be purchased as special equipment for cranking the starting engine should the battery fail or should it be desired to turn the starting engine slowly.

STARTING ENGINE CLUTCH CONTROL LEVER.

The starting engine clutch lever has two functions. As it is moved to the rear from the released position during approximately the first half of its travel the starting engine transmission pinion is engaged with the *DIESEL* engine flywheel. During the remainder of the lever travel, the starting engine clutch is engaged.

DECOMPRESSION LEVER.

The decompression lever releases the compression on the *DIESEL* engine for starting purposes. It can also be used to stop the *DIESEL* engine should the racks stick in the open position.

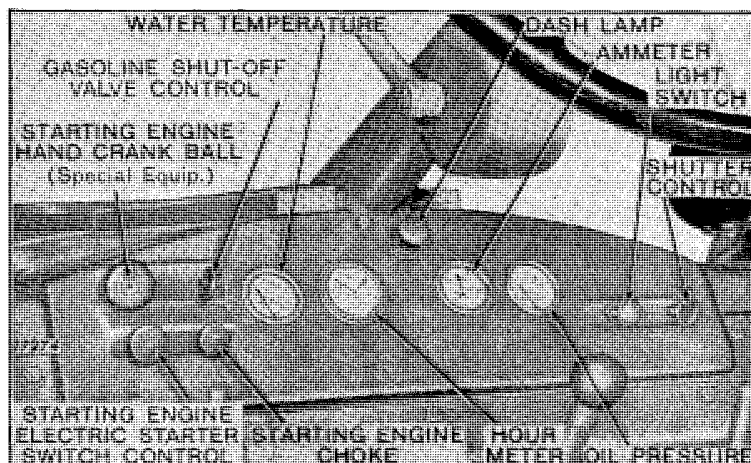
DIESEL ENGINE SPEED CONTROL LEVER STOP BUTTON.

The *DIESEL* engine speed control lever stop button enables the operator to slow the *DIESEL* engine quickly to idle speed without danger of the engine stopping. When the stop button is depressed, it allows the *DIESEL* engine speed control lever to be moved to the "stop" position which cuts off delivery of fuel to the engine by the injection pumps causing it to stop.

INSTRUMENT PANEL

NOTE: The instrument panel on Tractors with Serial No. R7900- is illustrated and described on this and the following page.

The instrument panel on Tractors with Serial No. R1000-R7899 is shown on Page 86.



*Instrument Panel
(Serial No. R7900-)*

TEMPERATURE GAUGE.

The water temperature gauge indicates the temperature of the water in the cooling system.

AMMETER.

The ammeter indicates whether or not the generator is charging.

HOUR METER.

The hour meter, which may be purchased as an item of extra equipment, registers the actual number of hours of engine operation.

OIL PRESSURE GAUGE.

The oil pressure gauge indicates whether or not the oil pump is working. The gauge does not in any way tell the amount or condition of the oil in the crankcase. The indicator hand of the gauge should rest between the letters "M" and "H" when the engine is hot and running at fast idle. If the gauge does not register pressure when the engine is started, stop the engine immediately.

SHUTTER CONTROL.

A shutter may be purchased as special equipment. It is utilized to provide shorter warm-up periods and to maintain idling temperatures.

A convenient control button is provided to adjust the shutter opening.

LIGHT SWITCH.

The light switch turns the lights on and off.

DASH LAMP.

A dash lamp is provided for dash illumination at night.

OPERATING CONTROLS

DIESEL
ENGINE
SPEED
CONTROL

SPEED
CONTROL
LEVER STOP
BUTTON

STEERING
WHEEL

WATER
TEMPERA-
TURE

HOURLY
METER

GEAR
SHIFT
LEVER

POWER
SHAFT
CLUTCH
LEVER

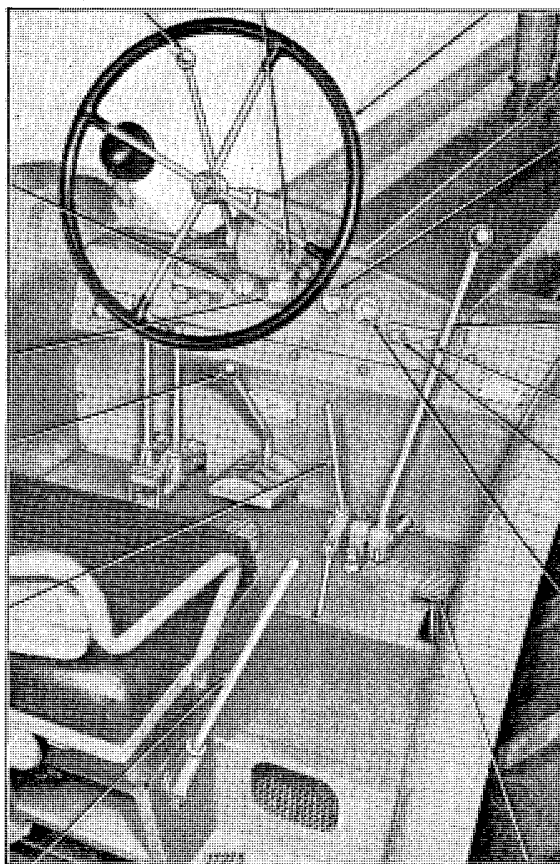
AMMETER

CLUTCH
LEVER

SHUTTER
CONTROL

LIGHT
SWITCH

OIL
PRESSURE



POWER-TROL
LEVER

BRAKE

Operating Controls



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first, and then click the above link

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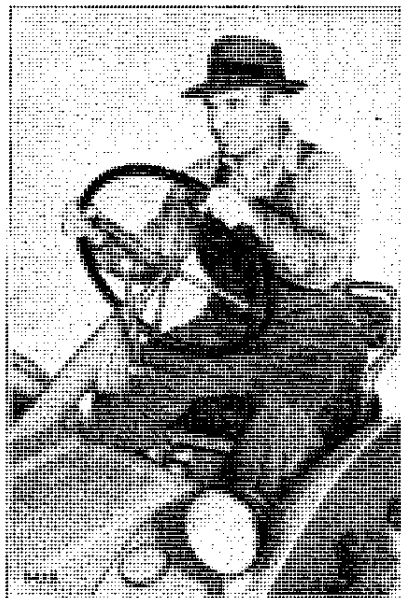
*Seat***SEAT AND BATTERY COMPARTMENT.**

By releasing the seat latch, the seat may be moved to suit the convenience of the operator.

The seat support provides a convenient compartment for the battery.

STEERING.

The seat location and streamlined 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.

*Steering*

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