55 Combine
(Serial No.-55-46800)

JOHN DEERE

OPERATORS MANUAL

55 Combine
(Serial No.-55-46800)

OMH13157 A7 English

OMH13157 A7

LITHO IN U.S.A.
ENGLISH

DCY

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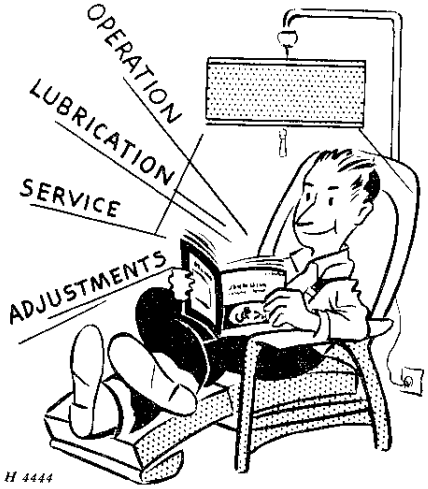
TO THE PURCHASER

The combine you have just purchased was designed and built to the traditionally high quality standards of all John Deere Farm Equipment. Your combine has been thoroughly inspected and tested not only at the factory but at your dealer's by a trained John Deere Serviceman. We are confident that you will receive years of dependable, economical service from your John Deere Combine.

STUDY THIS MANUAL CARE-FULLY AND KEEP IT HANDY IN A SAFE PLACE FOR FUTURE REFERENCE.



If you should find that you require information not covered in this manual, consult your John Deere dealer. He will be glad to answer any question that may arise regarding the operation and handling of the combine. He has trained mechanics who are kept informed on the best methods of John Deere Combine servicing and can give you prompt know-how service in the field or in his shop.

Because the first thing **every day**, I

√ Lubricated the combine properly.

√ Checked the water, oil, and fuel for the combine engine.

√ Made the proper adjustments for the crop and field conditions.

THESE DAILY PRECAUTIONS WILL INSURE GOOD PERFORMANCE AND LONG SERVICE

Location Reference. "Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when in use.

"Clockwise" refers to parts turning to the right like the hands of a clock. "Counter-clockwise" refers to parts turning to the left.

Engine Reference Only. Timing gear end of engine is referred to as the "front," flywheel end as the "rear."

KEEP YOUR COMBINE A JOHN DEERE COMBINE

Genuine John Deere parts are made to fit properly and insure satisfactory service because they are made from the original patterns and from the same materials as used in new machines. Should your combine require replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere Parts—**accept no substitutes.**

SERIAL NUMBERS

Your separator, engine, axle, and cutting platform are provided with serial numbers.

When ordering parts, refer to the model and serial number. By doing so, you will assist your John Deere dealer in giving you prompt, efficient service.

Record the serial numbers in the spaces provided below. It is a good plan to copy the serial numbers down on a card to be carried in your billfold for quick reference.

The separator and engine serial numbers are stamped on a plate located on the support bracket for the rear end of the fuel tank.

The axle serial number is stamped on the top, left-hand end of the axle tube.

The cutting platform serial number is stamped on a plate located on the right-hand side of the cutting platform.

Separator Serial No. .....

Engine Serial No. .....

Axle Serial No. .....

Cutting Platform Serial No. .....

Date Purchased .....

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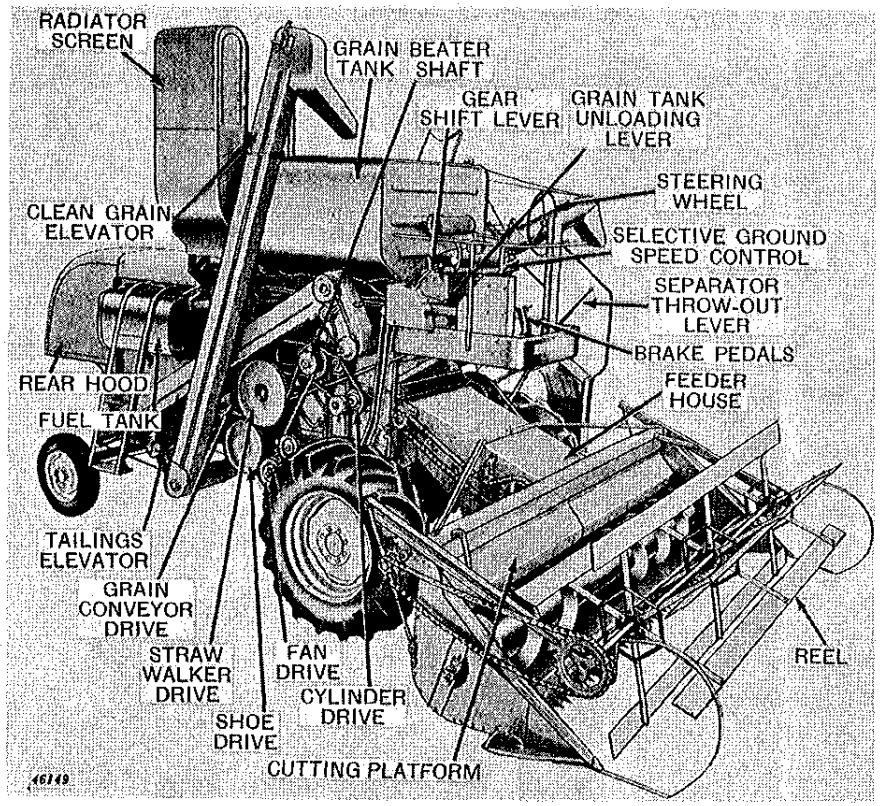
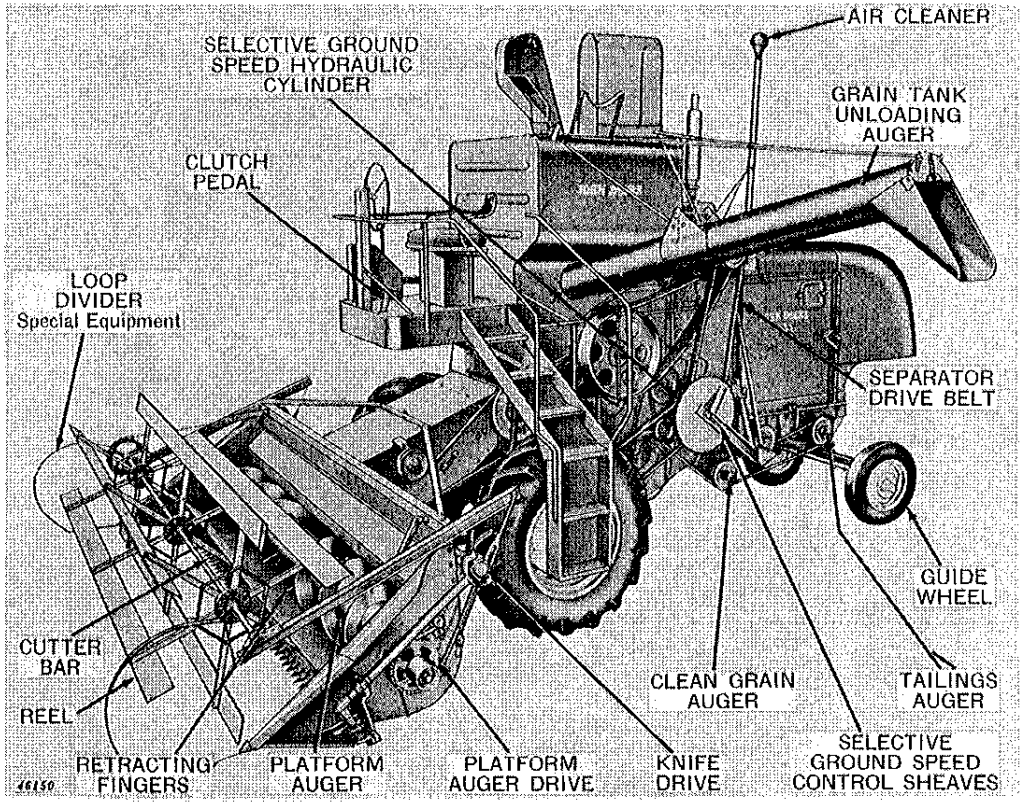
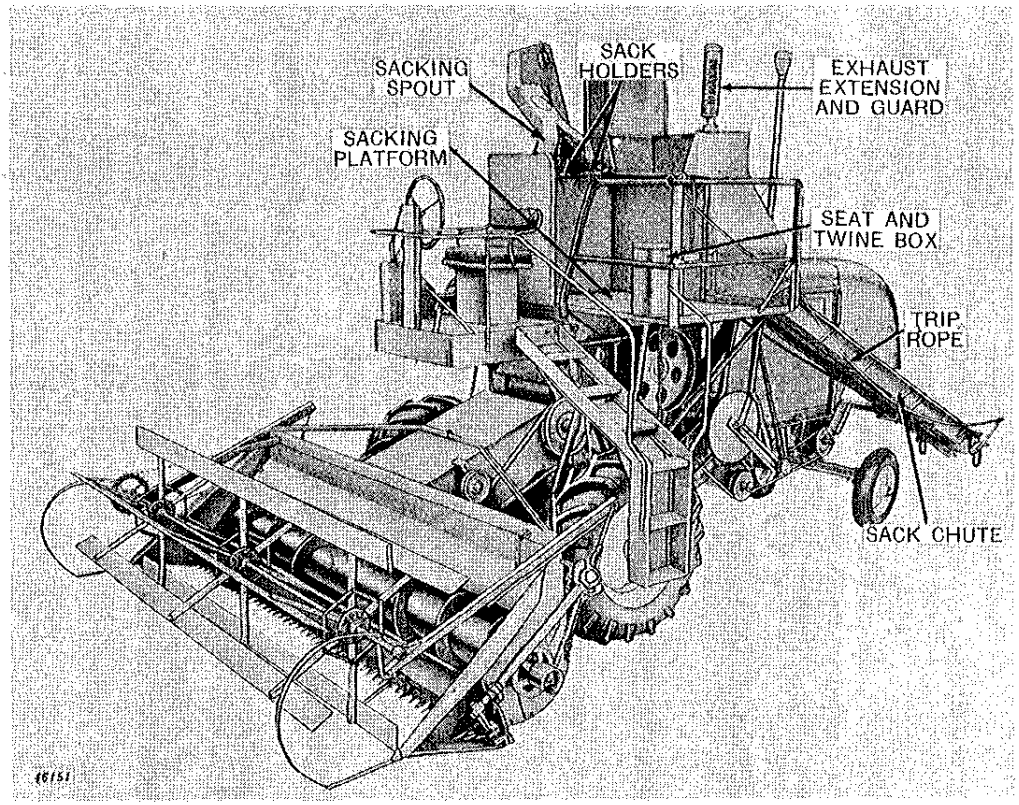


—Right-Hand Complete View of John Deere No. 55 Self-Propelled Combine, (with Grain Tank)



Left-Hand Complete View of John Deere No. 55 Self-Propelled Combine, (with Grain Tank)



Complete View of John Deere No. 55 Self-Propelled Combine, (with Sacking Attachment)

SPECIFICATIONS AND DATA

COMBINE

Cutter Bar

Width of Cut	12-Ft. or 14-Ft.
Length of Cutter Bar	11-Ft. 6-In. or 13-Ft. 6-In.
Type of Knife Sections	Heavy Overserrated

Reel

Speed Range	18.5 to 44.2 rpm
Drive	Chain
No. of Bats	3, 4, 6, or 8
Dia. of Reel	31-3/8-In. or 42-In.

Cutting Platform

Type	Auger
Hinged or Rigid	Hinged
Range of Cutting Height (Grain)	2-1/2-In. to 35-In.
Range of Cutting Height (Rice)	2-1/2-In. to 38-In.
Control	Hydraulic (2 Rams)

Platform Auger

Diameter	18-In.
Diameter of Auger Tube	10-In.
Type of Auger Fingers	Round Retracting

Cylinder

Type	Rasp-Bar or Spike-Tooth
Width	30 Inches
Diameter	22 Inches
Speed	196 to 1190 rpm
Drive	Roller Chain

Concave

Type	12-Bar Open-Type or Spike-Tooth Type

Beater

Type	Wing or Drum
Width	30 Inches
Speed	680 to 685 rpm
Drive	Belt (Flat)

Separator

Type	3 Straw Walker
Width	30 Inches
Length	10 Ft. 10 In.

Grain Conveyor

Type	Slat
Drive	Chain

Fan

Type	5-Bladed Undershot
Speed Range	540 to 680 rpm (550 to 810 rpm with Special Sheave)
Drive	V-Belt

Chaffer

Type	Adjustable
Width	28-1/2 Inches
Length	48 Inches

Sieve

Type	Adjustable
Width	28-1/2 Inches
Length	45 Inches

Straw Walkers

Number	Three
Length	105 Inches
Width	9-1/2-Inches
Drive	V-Belt
Speed	208 rpm
Bearings	Oil Soaked Maple
Extension Pans	One on Each Walker

Grain Tank

Capacity	45-Bushel
Type of Unloading	Rigid or Hinged Unloading Auger (Optional)

COMBINE—Continued

Brakes		**Tire Sizes**	
Type	Individual, Mechanical Disk-Type	Drive Wheels (Grain)	13-26 Lug Type
Weights		Drive Wheels (Rice)	18-26 Rice
Grain Combine with 12-Ft. Cutting Platform	7,815 Lbs. (Approx.)	Steering Wheels (Grain)	6.00-16 Rib Implement
Rice Combine with 12-Ft. Cutting Platform	9,520 Lbs. (Approx.)	Steering Wheels (Rice)	7.50-18 Skid Ring

Dimensions—Over-All

Width Over-All, Assembled (12-Ft.) (With Rigid Unloading Auger)	15-Ft. 9-In.
Width Over-All, Assembled (12-Ft.) (With Hinged Unloading Auger)	16-Ft. 7-In.
Width Over-All with 12-Ft. Platform less Rigid Unloading Auger or with Hinged Unloading Auger in Transporting Position	12-Ft. 9-In.
Width Over-All, less Platform and Unloading Auger	10-Ft.
Extreme Height over Elevator (Grain Combine)	13-Ft.
Length, Over-All, Assembled (Grain Combine)	24-Ft.
Shipping Width (Grain Combine) (Wheels dished out) (13 x 26 Tires)	8 Ft. 8-1/2 In.
Shipping Length (Grain Combine)	16-Ft. 6-In.
Shipping Height (Grain Combine)	10-Ft. 6-In.
Drive Wheel Tread c/c of 13 x 26 Tires	7-Ft. 6-In.
Ground Clearance Under Separator	14-3/4 In.

TRANSMISSION

Type	Automotive—4 Speeds Forward, 1 Reverse	Speeds Forward mph	.64 to 11.7
		Speeds Reverse mph	1.64 to 3.7

ENGINE

Make of Engine	Hercules "QXD-3"	Valve Arrangement	L-Head
Bore	3-7/16-In.	Valve Clearance Intake	.010-In. (When Cold)
Stroke	4-1/8-In.		
N.A.C.C. Rating	28.35 h.p.	Exhaust	.012-In. (When Cold)
Brake Horsepower	64		
Number of Cylinders	6	Make of Governor	Pierce
Piston Displacement	230 Cu. In.	Make of Carburetor	Zenith
Speed at Fast Idle, No. Load	2200 rpm	Spark Plug	Champion J-8 or Auto Lite A-7 Gap .025-In. Heat Range 1200° to 1500° F.
Firing Order	1-5-3-6-2-4		
Crankcase	Cast Integral with Block	Type of Fuel	Gasoline
Type of Lubrication	Force Feed by Gear Pump to all Connecting Rods, Main Bearings, and Oil Pump Drive. Oil Strainer in Bottom of Pan.		

Capacities (Approx.)

Fuel Tank	25 U.S. Gallons	Air Cleaner	1 U.S. Quart
Cooling System (Radiator)	6 U.S. Gallons	Hydraulic Unit (Including Hydraulic Oil Lines and Cylinders)	7 U.S. Quarts
Engine Crankcase	6 U.S. Quarts		
Oil Filter	1 U.S. Quart		

SPECIAL EQUIPMENT AVAILABLE

Weed Seed Cleaner (Hart Scour-Kleen)
Straw Spreader
Straw Chopper
Belt Pickup Attachment
Edible Bean Attachment
Lifting Guards
Reel End Shields
Steel Elevator Paddles
Platform Auger Flights Extension
Concave Cover Plates
Special Chaffer and Sieves
High Speed Fan Sheave
Special Elevator Connection
Lighting Attachment
Highway Safety Lighting Attachment
Belt Wipers for Reel
Stubble Shield
Mud Guard
Cutter Bar Extension
Corn Attachment

(Specifications and design subject to change without notice.)

LUBRICATION

The economical and efficient operation of any machine depends on regular and proper lubrication of all moving parts with a quality lubricant. This is especially true of farm equipment which must operate in hot, dusty conditions over rough ground. Neglected lubrication quickly leads to reduced efficiency, heavy draft, wear, breakdown and unnecessary replacement of parts.

STORAGE OF LUBRICANTS

Your combine engine is equipped with safeguards such as an air cleaner, precleaner, oil filter and crankcase ventilator—safeguards designed to keep dust, dirt and other abrasives from reaching operating parts. All the moving parts of your combine are equipped with high grade bearings most of which are equipped with seals to retain the grease and exclude dust and dirt. You can increase the efficiency of these safeguards by using clean container for storing and handling all lubricants. See that only clean lubricants go into the working parts of your combine.

LUBRICATION CHARTS

All lubrication points will be found in the lubrication charts that follow. The way the charts have been grouped organizes your lubrication work for you.

4 Hour Lubrication	Pages 13 to 15 Inclusive
4 and 8 Hour Lubrication	Pages 16 and 17
4, 8, and 40 Hour Lubrication	Page 17
8 Hour Lubrication	Pages 18 and 19
120 Hour Lubrication	Pages 20 to 23 Inclusive
300 Hour Lubrication	Pages 24 to 28 Inclusive

For the 4, 8, 40, or 120 Hour Lubrication Points, use a good grade of gun grease. For the 300 Hour, use a **high melting ball or roller bearing grease of medium consistency. Do not use regular gun grease.**

THE COMPLETE OBSERVANCE of one simple rule would prevent many thousand serious injuries each year. THAT RULE IS: "NEVER ATTEMPT TO CLEAN, OIL, OR ADJUST A MACHINE WHILE IT IS IN MOTION."

LUBRICATION

BEARINGS.

Lubricate at all grease fittings thoroughly, with a good grade of gun grease, until grease oozes out of bearing. This assures that the bearing is full, and also flushes out dirt that may have accumulated in the bearing. However, avoid excessive lubrication. Excessive lubricant that has dropped onto belts should be wiped off immediately to avoid belt slippage.

Two types of sealed bearings are used on this combine. One type is a sealed for life bearing which requires no lubrication; the other type is prepacked at the factory and will require yearly lubrication.

To lubricate bearings where a pipe plug is provided in bearing housing, remove the pipe plug and insert a 1/8-inch diameter slotted grease fitting (JD7805); the slotted fitting allows the bearing housing to be filled to capacity without blowing out seals due to pressure building up. Then remove grease fitting and replace pipe plug.

Where no end cap or pipe plug is provided in bearing housing, it will be necessary to pull bearing housing from shaft to repack bearing with new grease. Clean bearing with a safe solvent and pack with new grease. Replace bearing housing.

LUBRICATION OF LINKAGES.

When lubricating the combine, make a practice of putting a few drops of oil on all clevises, linkages, and other moving parts. This will make them work easier and prolong their life.

LUBRICATION OF CHAINS.

Chains should be lubricated at frequent intervals. A good grade of light cylinder oil should be used. A paint brush is a good instrument for applying oil to chains. **CAUTION: Do not oil chains when operating in sandy conditions. Sand will stick to the oiled chain and act as an abrasive.**

KNIFE LUBRICATION.

The amount of lubricant to use on a knife depends on the conditions in which the work is being done. When the grain is being topped and the cutter bar is carried some distance from the ground, liberal lubrication with engine oil is permissible. In many conditions where the cutter bar must operate close to the ground it is better not to use oil except for a small amount on the knife holders.

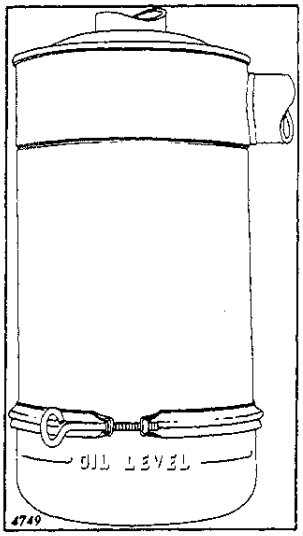
HYDRAULIC UNIT.

A premium grade of engine oil is recommended for use in the hydraulic unit—see page 28. Check oil level daily. Be sure platform is lowered to the ground when checking or adding oil.

ENGINE BREAK-IN.

The engine on your new combine is shipped from the factory with a special break-in oil in the crankcase. After 10 hours of operation, this oil must be drained and replaced with 6 quarts of oil no heavier than SAE 20. Use this oil for 20 hours and then replace it with oil of the weight specified on the chart on page 20. For further break-in instructions on the engine, see page 33.

EVERY 4 HOURS OF OPERATION



AIR CLEANER

Care of Pre-Cleaner.

Check pre-cleaner fins and air passage to see that they are clean. The pre-cleaner has a tapered cup at its lower end which fits over the stack. This cup is easily removed by lifting up. If dust has collected, wash the entire pre-cleaner in a safe solvent. Remove the pre-cleaner and inlet extension frequently to check and clean center tube of the oil-washed air cleaner if dust has collected.

Care of Donaldson Oil-Wash Air Cleaner.

The air cleaner is put on the combine engine to prolong its life and performance by preventing dirt and grit from getting into the carburetor and engine, causing excessive wear on all operating parts. **The Air Cleaner Cup is filled up to Oil Level Bead with S.A.E. No. 10 oil before leaving the factory. HOWEVER, THE COMBINE OPERATOR IS OF NECESSITY CHARGED WITH THE RESPONSIBILITY OF GIVING THE AIR CLEANER EQUIPMENT REGULAR AND CONSTANT ATTENTION IN ACCORDANCE WITH THE INSTRUCTIONS.**

Servicing Air Cleaner.

Remove oil cup—empty oil—scrape out dirt. Fill to oil level bead with oil of proper viscosity. See page 20 for weight oil to use. It is absolutely necessary to change oil and thoroughly clean cup whenever the level of dirt accumulated in bottom of cup reaches 1/2-inch or the oil becomes too thick to flow freely. **Never remove oil cup while engine is running.**

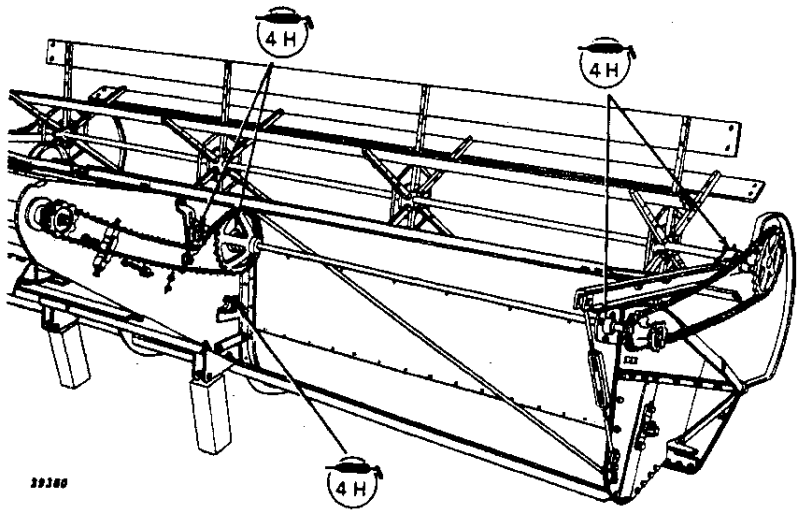
Inspect air cleaner screen and center tube frequently and clean if chaff, lint, or heavy dirt is found.

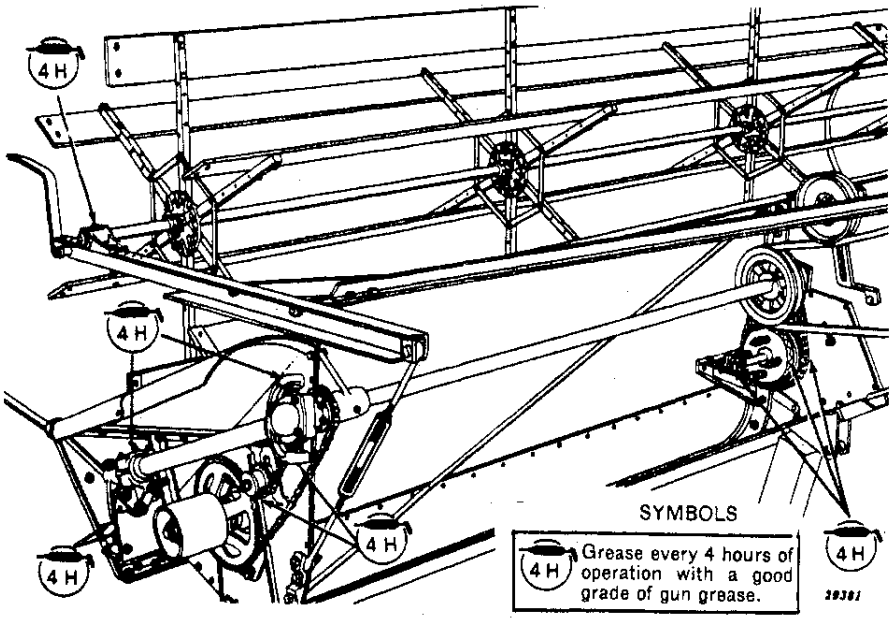
To Clean.

Remove oil cup at bottom of cleaner. Remove air cleaner from motor. Wash entire cleaner by shaking in bucket of safe solvent. Allow to dry, then replace cleaner. Refill oil cup (see above instructions). Replace on cleaner. When replacing cleaner, be sure all connections are tight.

Keep All Connections Between Air Cleaner and Carburetor Air-Tight.

EVERY 4 HOURS OF OPERATION



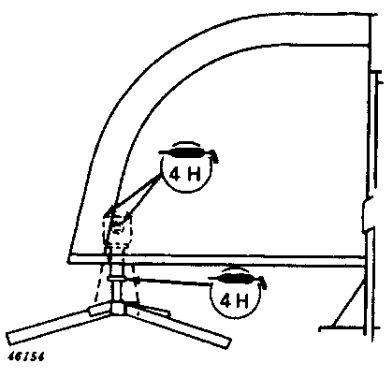


EVERY 4 HOURS OF OPERATION

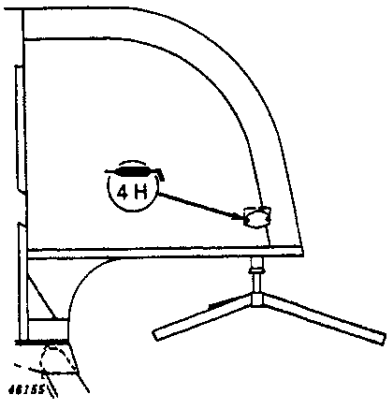
STRAW SPREADER

(Special Equipment)

SYMBOLS
(4 H) Grease every 4 hours of operation with a good grade of gun grease.

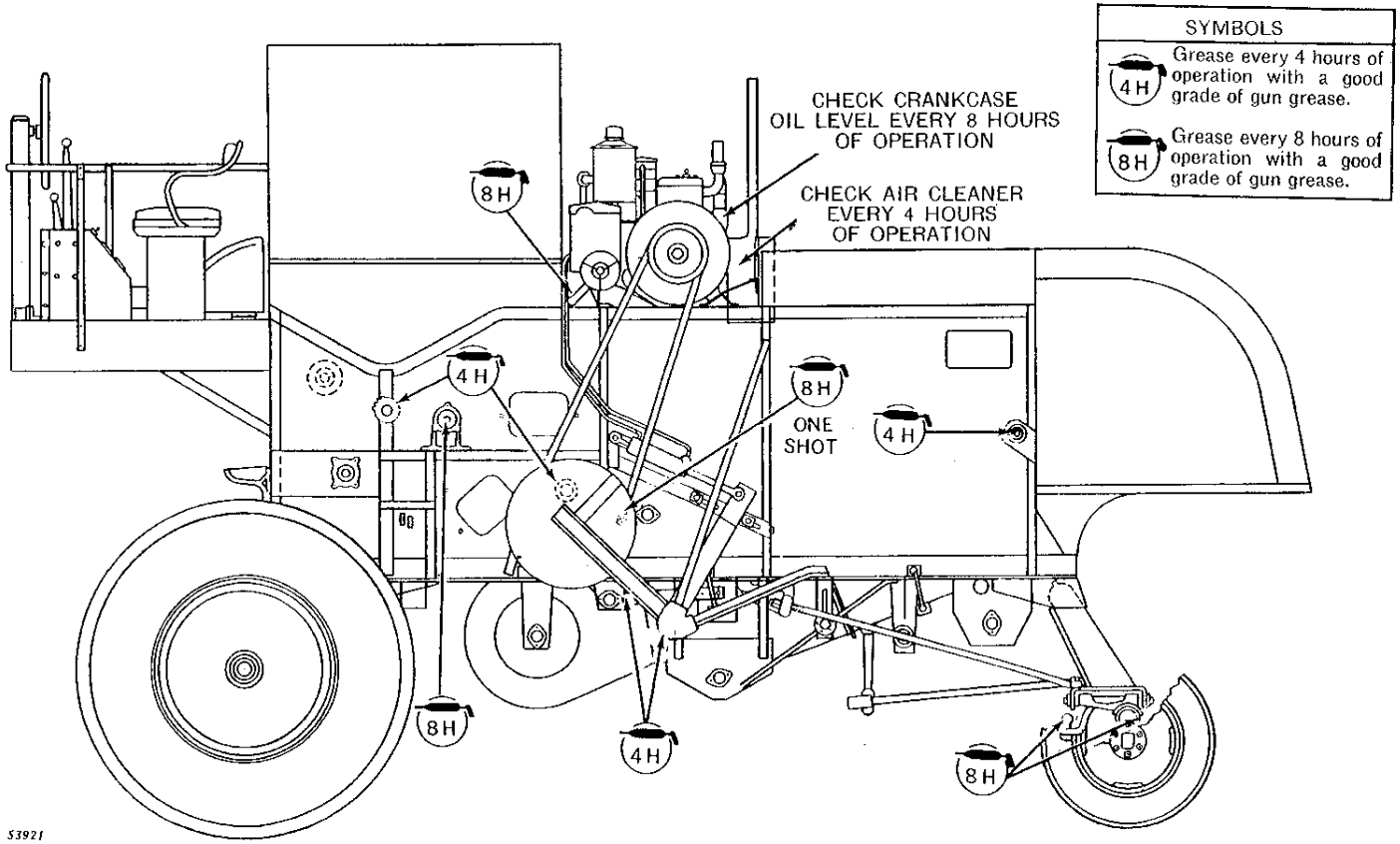


Right-Hand



Left-Hand

EVERY 4 OR 8 HOURS OF OPERATION



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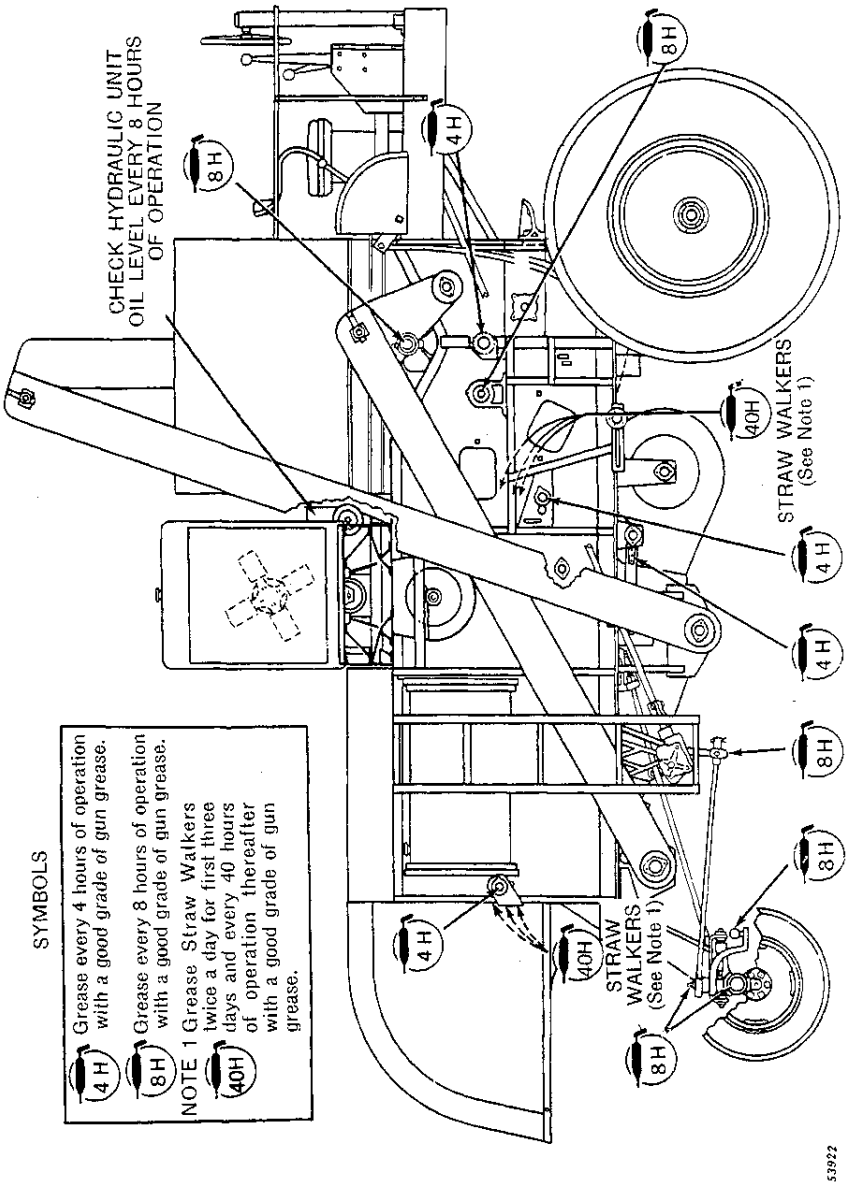
EVERY 4, 8, OR 40 HOURS OF OPERATION



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