

# 630 Series LP-Gas Tractors



JOHN DEERE

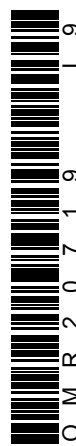
## OPERATORS MANUAL

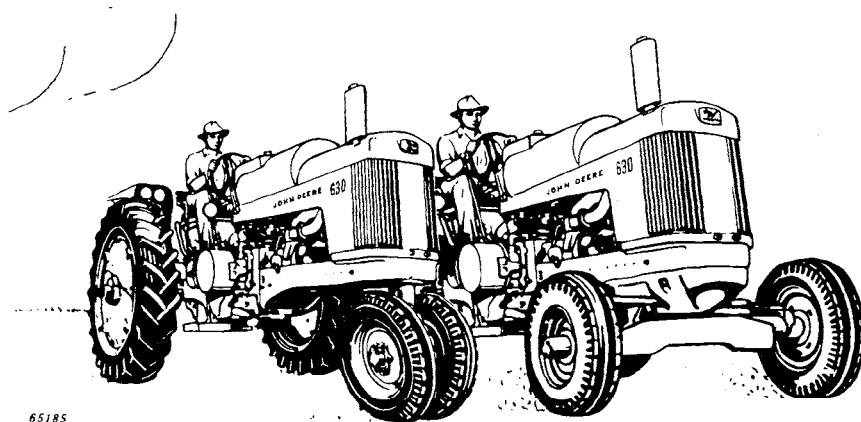
630 Series  
LP-Gas Tractors

OMR20719 I9 English

**OMR20719 I9**

LITHO IN U.S.A.  
ENGLISH





## *To the Purchaser*

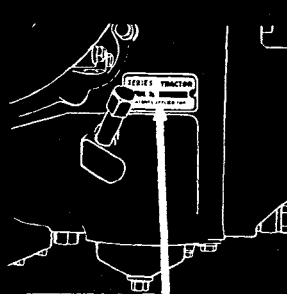
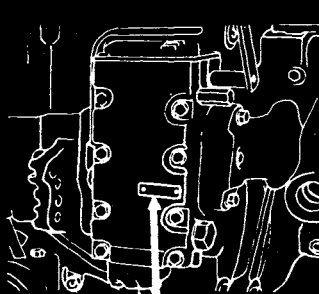
We welcome you to our ever-growing family of John Deere Tractor owners. We are confident that the dependable and economical performance of your John Deere Tractor will prove that you made a wise choice.

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.

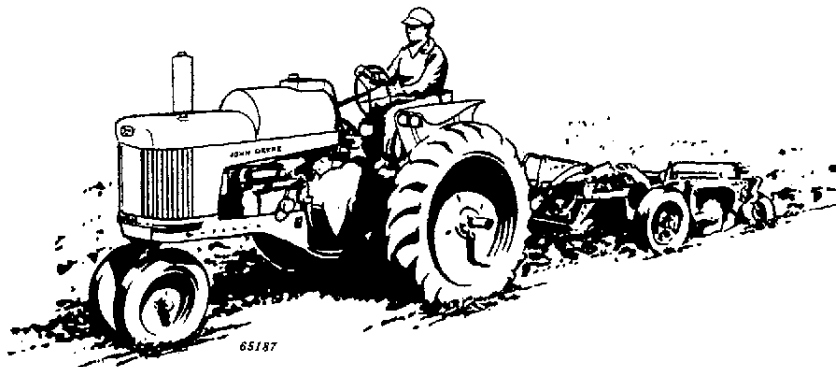
If in the future you need new parts to replace those that may be worn, insist on genuine John Deere parts. They are exact duplicates of the originals, made from the same patterns and of the same high-quality materials.

When in need of parts, give your John Deere dealer the serial number of your tractor or hydraulic Powr-Trol system, 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.

<b>TRACTOR</b>	<b>POWR-TROL</b>
	
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<p>Owner <span style="float: right;">_____</span></p> <p>Date Purchased <span style="float: right;">_____</span></p>	

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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. \_\_\_\_\_


POWR-TROL SERIAL No. \_\_\_\_\_

**ISSUED BY:**

JOHN DEERE DEALER \_\_\_\_\_ STATE \_\_\_\_\_

TOWN \_\_\_\_\_

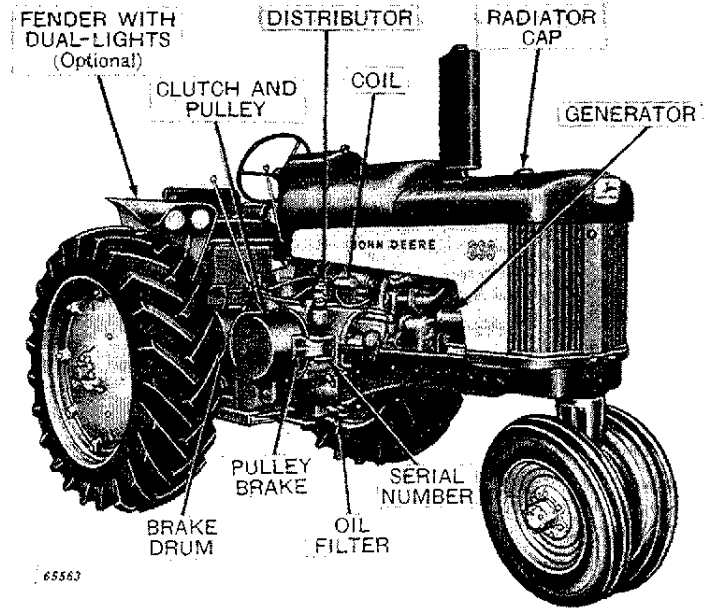
DEALER'S SIGNATURE \_\_\_\_\_



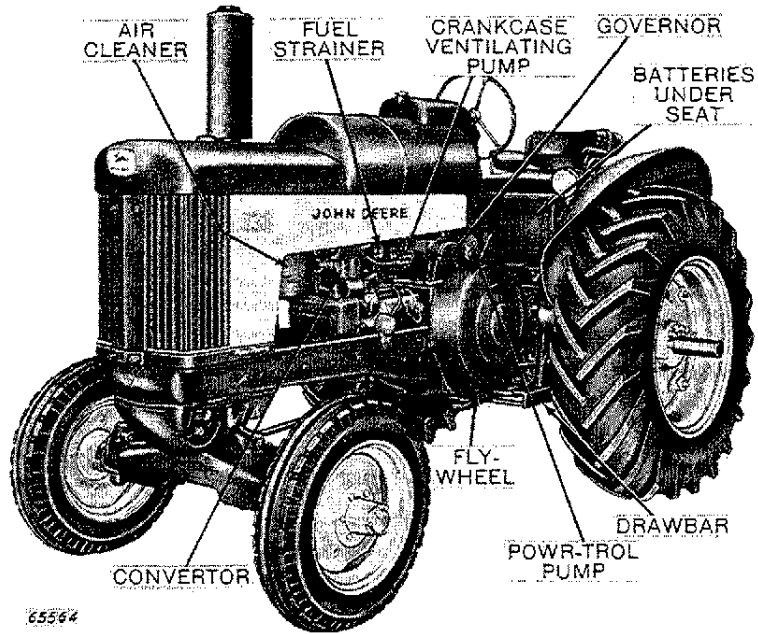
GASOLINE, ALL-FUEL, AND LP-GAS  
TRACTORS A

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 "630" Series, General-Purpose, LP-Gas Tractor—Pulley Side  
(Serial No. 6300000—)*



*John Deere "630" Series, Standard, LP-Gas Tractor—Flywheel Side  
(Serial No. 6300000—)*

# SPECIFICATIONS

## PERFORMANCE:

### Capacity for Work:

Four 14-inch plow bottoms or a four bottom bedder under most conditions.

### Horsepower:

\*Maximum Belt Horsepower.. 50.34

\*Maximum Drawbar Horsepower..... 45.78

## CAPACITIES (U. S. MEASUREMENTS):

Fuel Tank (85% Full) . . . . .	33 Gals.
Crankcase . . . . .	8 Qts.
Transmission . . . . .	6 Gals.
Hydraulic Powr-Trol System . . . . .	11 Qts.
Remote Cylinder . . . . .	1 Qt.
Powershaft Clutch . . . . .	1 Gal.
Cooling System . . . . .	6-1/2 Gals.
First Reduction Gear Cover . . . . .	1-1/2 Qts.
Power Steering . . . . .	5 Qts.

## SPEEDS:

Gear	13.6-38 Tires	14-30 Tires
1	1-1/2 mph	1-1/3 mph
2	2-1/2 mph	2-1/2 mph
3	3-1/2 mph	3-1/3 mph
4	4-1/2 mph	4-1/4 mph
5	6-1/2 mph	6 mph
6	11-1/2 mph	10-1/2 mph
Reverse	3 mph	2-3/4 mph

## ENGINE:

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

### Engine Speeds:

Load . . . . .	1125 rpm
Fast Idle . . . . .	1260 rpm
Slow Idle . . . . .	600 rpm
Bore and Stroke . . . . .	5-1/2" x 6-3/8"
Displacement . . . . .	302.9 cubic inches
Compression Ratio . . . . .	8.1 to 1

## LUBRICATION SYSTEM:

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

\*Maximum h.p. corrected to 60°F. and 29.92 in. hg. (Nebraska Test No. 591).

## FUEL SYSTEM:

Type . . . . . Pressure regulated  
Carburetor . . . . . Duplex type  
Air Cleaner . . . . . Oil-wash type

## COOLING SYSTEM:

Type . . . . . Pressure system—centrifugal pump with engine temperature controlled by heavy-duty 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 . . . . . 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) . . . . . 1125  
Belt Speed (fpm) . . . . . 3775

## 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.

## REAR AXLES:

Diameter . . . . . 3-1/8"  
Bearings . . . . . Four tapered roller bearings.  
Types Available . . . . . Regular and long.

# SPECIFICATIONS

## REAR WHEELS AND TIRES:

**General-Purpose.** 12.4-38, 6-ply tires on cast disk wheels. 13.6-38, 11-38 C & R, 12-38 C & R, 11-42 and 15.5-38, 6-ply tires also available.

**Standard.** 14-30, 6-ply tires mounted on cast disk wheels. 13-30 and 15-30, 6-ply tires also available.

## REAR WHEEL BRAKES:

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

## FRONT WHEELS AND TIRES:

### General-Purpose:

*Double and Adjustable Type:*

Reversible for added clearance.

Bearings.. Four tapered roller bearings.

Tires.. 6.00 x 16", 4-ply.  
6.00 x 16" and 7.50 x 15", 6-ply also available.

### Single Type:

Bearings.. Two tapered roller bearings.

Tires..... 7.50 x 16", 9.00 x 10", 8-ply or 11.00 x 12", 12-ply.

### Standard:

Bearings.. Four tapered roller bearings.

Tires..... 6.00 x 16", 4-ply.  
6.50 x 18", 4-ply.  
7.50 x 18", 4-ply.

	General-Purpose			Standard
	Double Front Wheel	Single Front Wheel	Adjustable Tread Front Axle	
<b>POWER TAKE-OFF:</b>				
Shaft Diameter.....	1-3/8"	1-3/8"	1-3/8"	1-3/8"
Shaft rpm.....	540 or 1000	540 or 1000	540 or 1000	540 or 1000
Splined End Ahead of Hitch:				
540 rpm Powershaft....	14"	14"	14"	14"
1000 rpm Powershaft...	16"	16"	16"	16"
Splined Shaft Above Ground.....	24-9/16"	26-9/16"	26-9/16"	21-7/8"
<b>DIMENSIONS:</b>				
Wheel-Base.....	90"	90-1/4"	92-1/2"	80-1/2"
Over-All Height.....	88-1/8"	88-1/8"	88-1/8"	81-7/16"
Height to Top of Steering Wheel.....	79-11/16"	79-11/16"	79-11/16"	77-1/8"
Width Over Axles.....	86-5/8"	86-5/8"	86-5/8"	86-5/8"
<b>Tread Adjustments:</b>				
Regular Rear Wheels...	55-88"*	58-88"*	55-88"*	62-80"
Power-Adjusted Rear Wheels.....	58-94"***	58-94"***	58-94"***	.....
Clearance.....	25-5/16"	27-5/16"	Front 24-3/16" Rear 27-5/16"	Front 13" Rear 25-1/4"
Turning Radius.....	8' 7-1/2"	8' 7"	14'	14'
<b>SHIPPING WEIGHT</b> .....	6158 Lbs.	6100 Lbs.	6460 Lbs.	6780 Lbs.
(Weights are for Tractors dry and with wheel equipment as shown under "Front Wheels" and "Rear Wheels.")				

\*Available with long axles providing tread of 62" to 98" and, with offset wheels, a tread of 58" to 104" is provided.

\*\*Power-adjusted rear wheels on long axles provide tread of 59" to 104".

(Specifications and design subject to change without notice.)

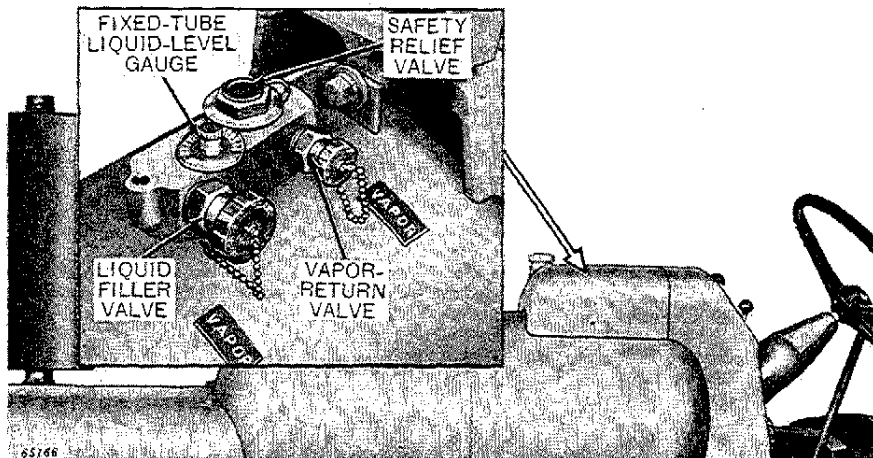
# CONTROLS

Your new John Deere LP-Gas Tractor is factory-engineered to run efficiently and economically on liquefied petroleum fuels. The advantages of LP-Gas fuel are fully utilized without sacrificing the established features of John Deere Tractors. Approval of the LP-Gas equipment built into your tractor has been

granted by the Underwriters' Laboratories, Inc.

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

## • LP-GAS TANK AND FILLING DEVICES •



*Fuel Tank and Filling Devices*

### FUEL TANK.

The fuel tank is of heavy welded steel construction with a fuel capacity of 33 gallons. *NOTE: The tank has a total volume of 39 gallons but it must never be filled with more than 33 gallons, which is 85% of its total volume, because LP-Gas expands as the temperature rises.*

Complete instructions for filling the fuel tank are given on page 19.

### FILLER VALVE.

The FILLER valve, located on top of the fuel tank, is used for filling the tank. A double check valve, built into the filler valve, automatically prevents any fuel withdrawal or escape.

### VAPOR-RETURN VALVE.

The VAPOR-RETURN valve, located behind the filler valve, is also used when filling the tank. This valve permits vapor to return to the storage tank, as the tractor fuel tank is being filled with liquid, thus equalizing the pressures between the two tanks and permitting easier filling. A built-in excess-flow valve automatically closes if flow through the vapor-return valve becomes excessive. This is a safety device designed to stop flow of vapor if the vapor-return line is broken or disconnected.

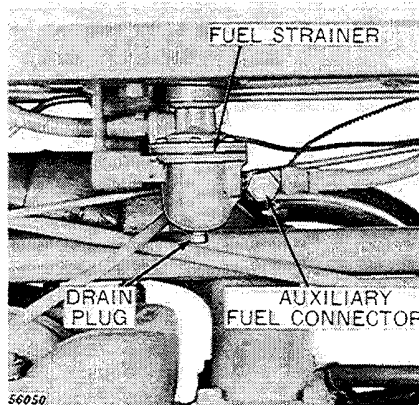
### FIXED-TUBE LIQUID-LEVEL GAUGE.

This gauge, located above the filler valve, is used when the tank is being filled. By opening the gauge when the tank is partially full, a fog or mist of fuel can be seen coming from the outlet. When the tank is

85% full, the fog or mist will change to a spray of liquid fuel. During the filling process the gauge should be opened only momentarily at frequent intervals. It should never be left open to let vapor escape while liquid is being pumped into the tank. To do so is extremely hazardous and violates all fire and safety codes. Use the vapor-return valve to reduce the pressure in the tractor fuel tank.

### AUXILIARY FUEL CONNECTOR.

The connector at the rear of the fuel strainer provides a handy means of attaching a portable pressure tank of LP-Gas fuel if the tractor tank is empty and it is necessary to run the tractor to the fuel storage tank.

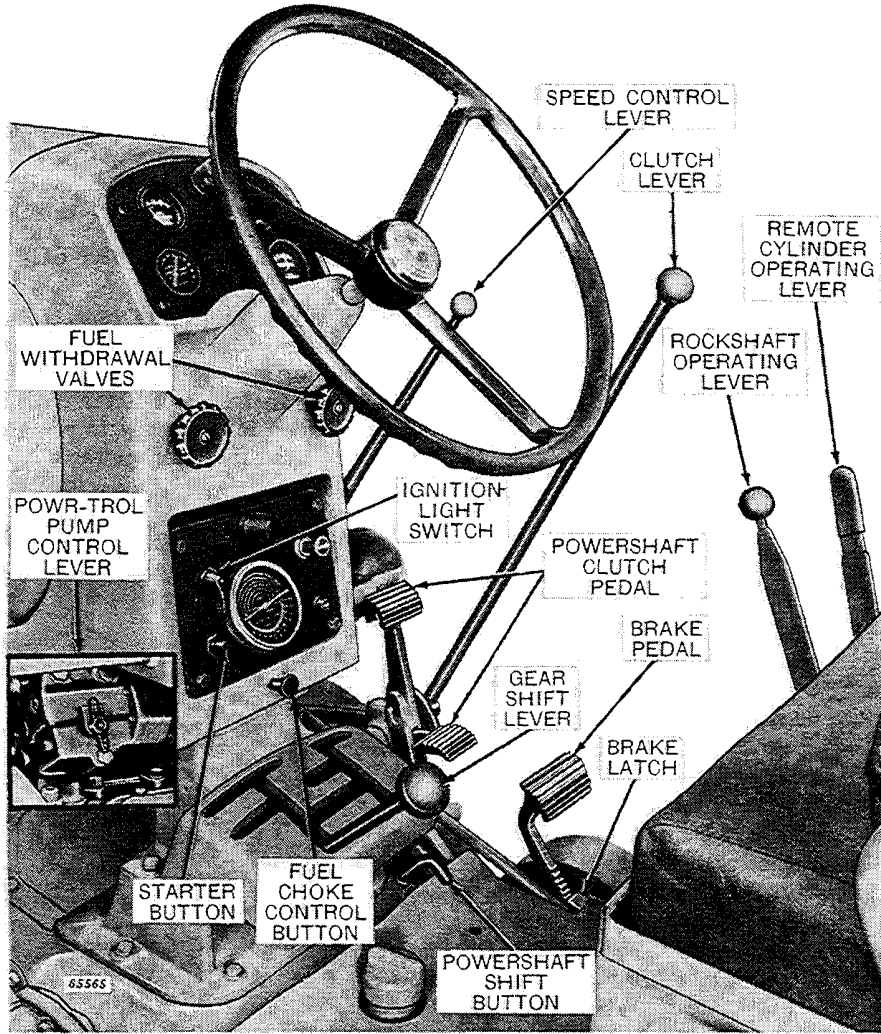


*Auxiliary Fuel Connector*

### SAFETY RELIEF VALVE.

The safety relief valve, as its name implies, will open and permit vapor to escape if the pressure in the tank becomes too great. The valve is set to open at 312 pounds per square inch pressure. If the safety relief valve continually opens in hot weather consult your fuel dealer. He may be able to supply a different blend of fuel, especially prepared for use in hot weather.

● **STARTING AND OPERATING CONTROLS** ●

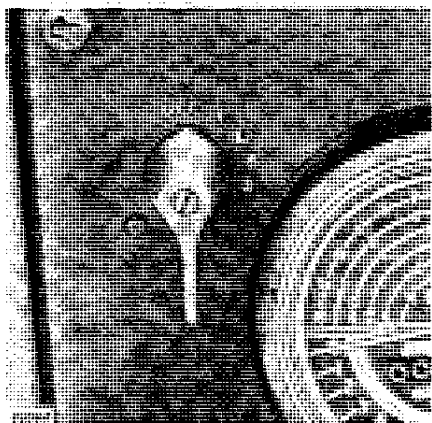


*Starting and Operating Controls*

## ● STARTING CONTROLS ●

### IGNITION-LIGHT SWITCH AND LIGHTS.

A combination ignition-light switch is located on the left-hand side of the lower instrument panel. Turning the switch to any position except "OFF" turns on the ignition.

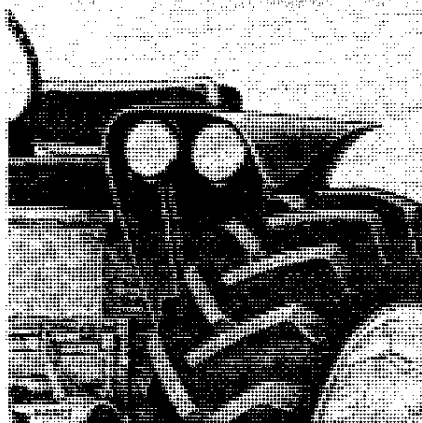


*Combination Ignition-Light Switch*  
**LIGHTS.**

The lights on your tractor are designed to provide maximum use and convenience both for night work in the field and night travel on the highway.

Your tractor may have regular sealed-beam headlights, mounted on a horizontal support attached to the steering shaft support, or a general-purpose tractor may have, as optional equipment, fenders with built-in dual sealed-beam headlights which greatly increase visibility at night.

The inner lamps of the dual-lights throw strong beams far ahead of the tractor. The outer lamps are flood lights which brilliantly illuminate the ground on both sides as well as ahead of the tractor. They also serve as the "dims" when you are traveling on the highway at night.



*Fender with Dual Headlights*

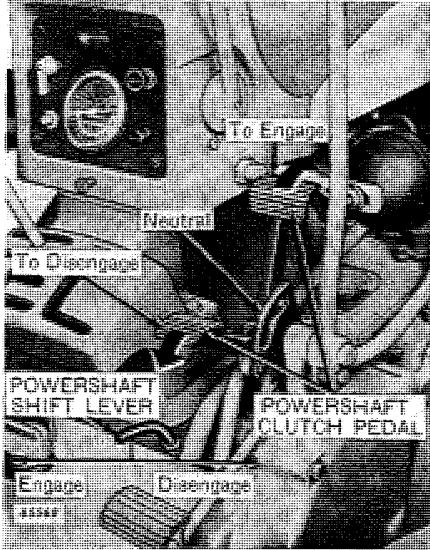
All lights are controlled by the combination ignition-light switch which has five positions. On tractors with regular headlights, the positions are:

- "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.

If your tractor is equipped with fender-mounted dual-lights, the switch positions provide the following:

- "OFF"—Both ignition and lights off.
- "I" —Ignition only.
- "L" —All front lights and white rear light.
- "B" —All front lights and red rear light.
- "D" —Front flood lights only and red rear light.

### LIQUID AND VAPOR WITHDRAWAL VALVES.



*Liquid and Vapor Withdrawal Valves*

These valves control the flow of fuel to the engine. The VAPOR valve supplies vapor from the top of the fuel tank for starting the engine.

The LIQUID valve permits withdrawal of liquid fuel from the tank for normal operation.

Both valves are equipped with excess-flow valves which automatically close whenever the flow exceeds the normal amount used to operate the tractor. These valves must be opened slowly to prevent closing the excess flow valves. If a fuel line is accidentally broken, the excess-flow valve instantly trips and permits only a small amount of fuel to flow;

the excess-flow valves do not shut off the flow completely. If one of the excess-flow valves closes, it can be reset by closing the withdrawal valve manually.

### FUEL CHOKE CONTROL BUTTON.

The fuel choke control button is used as an aid in starting the engine during extremely cold weather. Pulling out on the choke button reduces fuel flow and provides a proper starting mixture.

### STARTER BUTTON.

The engine is started by the button located on the left-hand side of the lower instrument panel. Pushing the button engages the cranking motor with the flywheel and then completes the electrical circuit to the cranking motor. The starter button will not operate until the ignition-light switch is turned on. (For starting instructions, see page 21.)

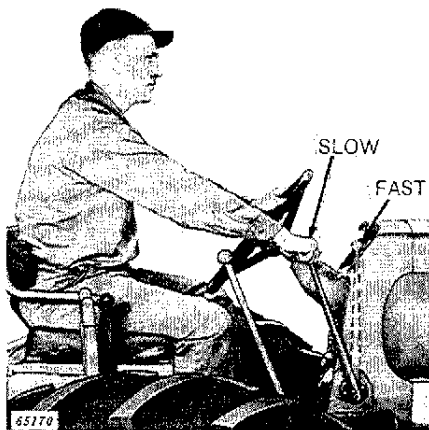


## ● OPERATING CONTROLS ●

### SPEED CONTROL LEVER.

The lever mounted on the right-hand side of the hood support regulates the speed of the tractor engine. Pushing it forward opens the throttle and pulling it back closes the throttle.

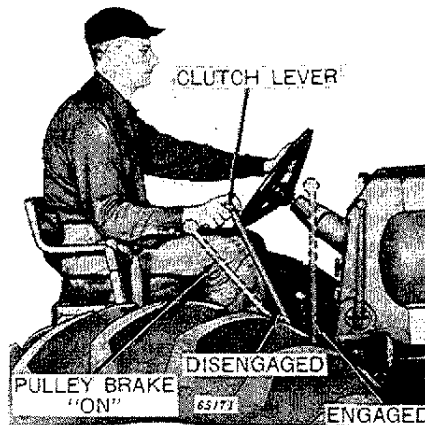
*NOTE: It is good practice to operate the engine whenever possible with speed control lever in the fully forward position.*



*Speed Control Lever*

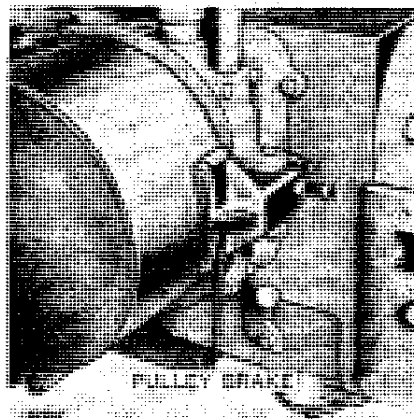
### CLUTCH LEVER AND PULLEY BRAKE.

Power is applied gradually and smoothly 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. Pull the lever back to the disengage position to disengage the clutch.

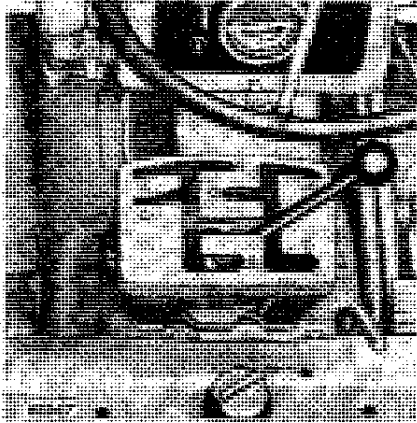


*Clutch Lever*

Pulling the clutch lever rearward beyond the disengaged position applies a pulley brake which stops the pulley from rotating. This permits easy shifting of the transmission gears. **CAUTION: Do not use the pulley brake to stop the tractor.**



*Pulley Brake*

**GEARSHIFT LEVER.***Gearshift Lever*

The gearshift lever is used to select the proper gear, depending upon the load and speed. Familiarize yourself with the shifting before attempting to operate the tractor. The seven gearshift positions are identified on top of the quadrant.

Select the correct gear for the particular work being done before the tractor is set in motion. Tractors operating in a low gear with a light load are wasting fuel. If the gear ratio is too high for the load, the engine will labor or "lug." In this case, stop the tractor and shift to a lower gear. Lugging increases engine wear. Never attempt to shift from one gear to another after the tractor is in motion.

When the engine is operating at rated load speed (1125 rpm) the speeds at which the tractor will travel are given on page 4.

**BRAKES.**

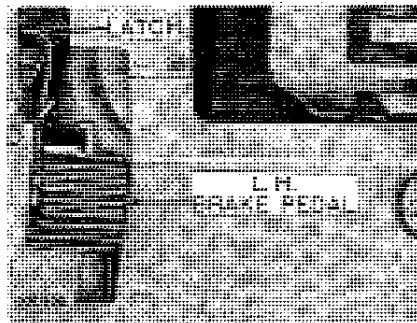
Individual, foot-operated brakes make possible short turns.

*Brake Pedals and Latches on General-Purpose Tractors*

For 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.

On standard tractors, the brakes are locked by tipping the top of the pedal forward to engage the latch. The brakes are released by pressing on the heel of the pedals.

*Brake Pedal and Latch on Standard Tractors*

**STANDARD SEAT.**

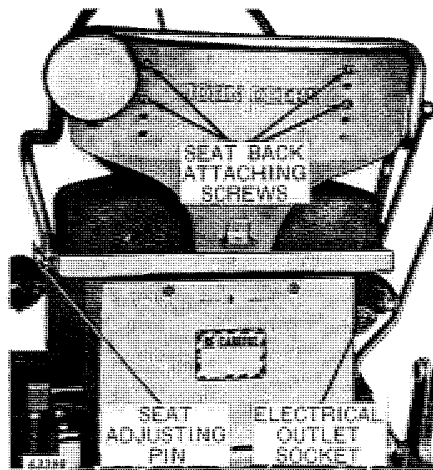
The roomy seat adds much to operator comfort and lessens fatigue. There is an adjustment on the left-hand side for moving the seat forward and backward to suit the convenience of the operator. The back of the seat can be adjusted up or down by means of the attaching screws.

**BATTERY COMPARTMENT.**

The batteries are located in a compartment under the seat where they are readily accessible for periodic checking and service.

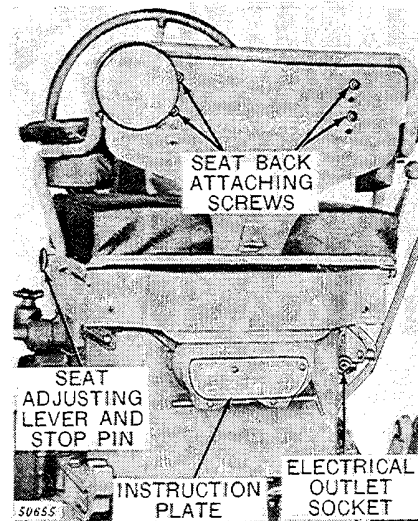
**ELECTRICAL OUTLET SOCKET.**

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

*Standard Seat***SPECIAL FLOAT-RIDE SEAT.**

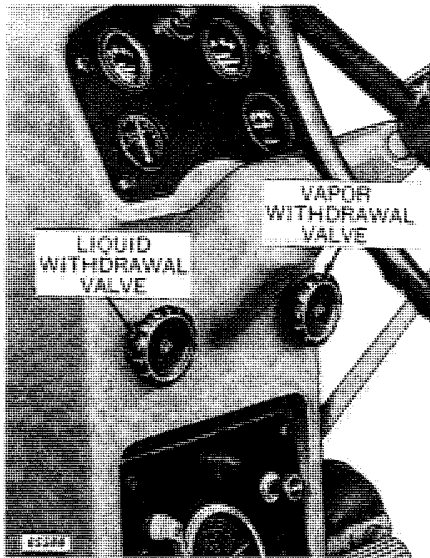
A special float-ride seat having rubber torsion springs and a shock absorber is available as optional equipment. This seat has the same forward and backward adjustment and seat back adjustment as the regular seat. In addition, the tension on the rubber springs can be adjusted to suit each rider. Adjustment 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.

**CAUTION: Do not adjust the rubber torsion springs while a rider is on the seat.**

*Float-Ride Seat*

### POWERSHAFT SHIFT LEVER.

The powershaft is engaged by the powershaft shift lever located to the right of the gearshift lever. Move the lever to the left to engage the powershaft and to the right to disengage the shaft. **CAUTION: Do not engage the powershaft shift lever while the engine is running. Before engaging the lever, read the operating instructions on page 36**



*Powershaft Shift Lever and Clutch Pedal*

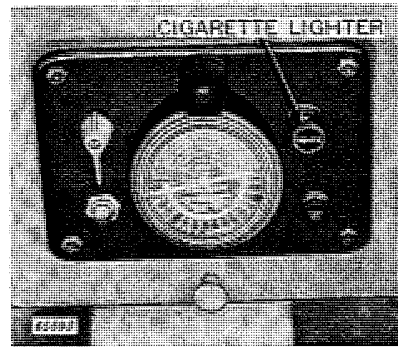
### POWERSHAFT CLUTCH PEDAL.

A powershaft clutch makes it easy and convenient to start or stop the powershaft.

The clutch is operated by a double pedal located to the right of the gearshift lever. Pushing forward on the upper pad of the double pedal engages the clutch. Pushing down on the lower pad disengages the clutch and applies a brake to keep the shaft from turning when not in use. For further information, see page 36.

### POWERSHAFT MASTER SAFETY SHIELD.

A master safety shield is mounted over the powershaft to protect the operator. This master shield should be removed only when it might interfere with operation of mounted integral equipment. To remove the shield, press up on the two pins protruding from the sides and lift the shield from the tractor. Replace the master shield immediately upon removal of the equipment. Install the master safety shield any time the powershaft is used.



*Powershaft Master Safety Shield and Flipper Guard*

### POWERSHAFT FLIPPER GUARD.

Never remove the powershaft flipper guard from the tractor. Do not operate the tractor with the end of the powershaft exposed. If the flipper guard is damaged, repair or replace it immediately.

**CAUTION:** Make it a rule never to dismount from the tractor without first disengaging the powershaft.

### POWR-TROL PUMP CONTROL LEVER.

The Powr-Trol pump is engaged by rotating the control lever in a counter-clockwise direction and disengaged by turning the lever in a clockwise direction. **CAUTION:** Do not engage the pump while the engine is running. It may be necessary to turn the engine over by means of the cranking motor with the ignition switch off to engage the gears.

### POWR-TROL OPERATING LEVERS.

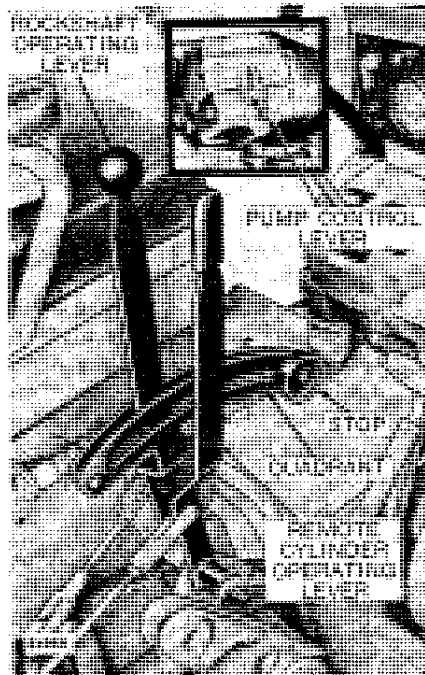
#### Rockshaft Operating Lever.

The rockshaft is operated by a lever located to the right of the seat. (A second rockshaft lever can be installed on the left-hand side of the seat if you desire it.) Moving the control lever rearward raises the implement while moving the lever forward lowers the implement. A depth-control stop on the quadrant can be

to the same working depth after it has been raised. For further information, see page 39.

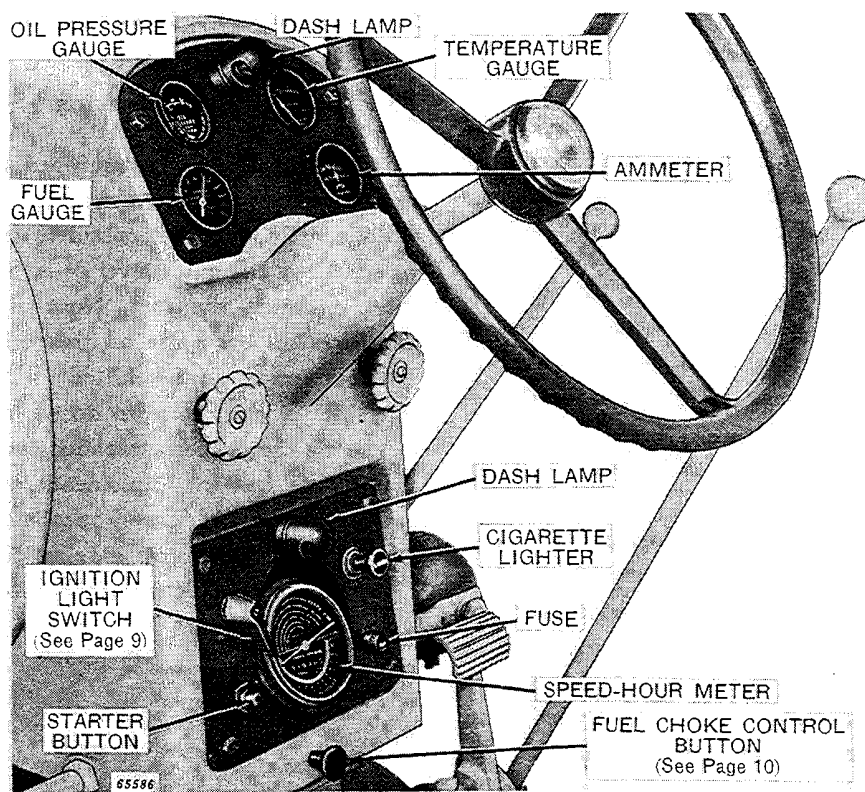
#### Remote Cylinder Operating Levers.

Your tractor can be equipped to operate either one or two remote hydraulic cylinders. The cylinders are operated by the outer lever or levers located beside the seat. Normally, the lever or levers are on the right side but can easily be shifted to the left side, if you desire to do so, by obtaining the proper attaching parts from your dealer. Implements are lowered by moving the proper lever forward and raised by moving the lever to the rear. For further information, see page 50.



*Powr-Trol Pump Control Lever and Powr-Trol Operating Levers*

### ● INSTRUMENT PANELS ●



*Instrument Panels*

#### FUEL GAUGE.

The fuel gauge, located on the upper instrument panel, indicates the liquid level in the fuel tank. It is calibrated to show the **percentage** of liquid fuel in the tank.

#### TEMPERATURE GAUGE.

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

#### 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 operating at fast idle. **If the gauge does not register pressure when the engine is started, stop the engine immediately.**

**AMMETER.**

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

**DASH LAMPS.**

Two small lamps illuminate the instrument panels at night. They are turned on by the ignition-light switch when the main lights are turned on.

**CIGARETTE LIGHTER.**

A cigarette lighter (special attach-

ment) is provided for your convenience on the lower instrument panel.

**FUSES.**

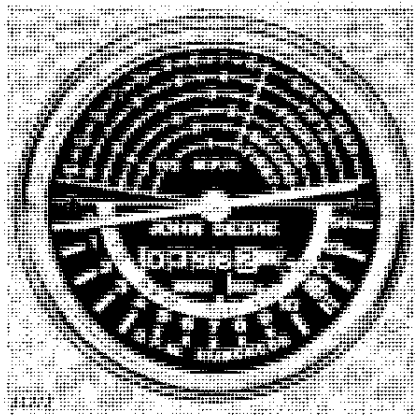
The fuse located on the right-hand side of the lower instrument panel is in the combination ignition-light circuit. (For additional information, see page 103.)

A second fuse, located in a fuse holder at the right-hand front corner of the battery box, underneath the seat, protects the electrical outlet socket circuit. (For illustration and additional information, see page 103.)

**SPEED-HOUR METER.**

The speed-hour meter (special attachment), located in the center of the lower instrument panel, can be used to determine the following:

- |  |                              |
|--|------------------------------|
| (1) Ground Travel Speed in All Gears . . . . | Top Half of Dial             |
| (2) Power Take-Off Shaft Speed (rpm) . . . . | White Section of Lower Dial  |
| (3) Engine Speed (rpm) . . . . .             | Bottom Portion of Lower Dial |
| (4) Accumulated Hours of Service . . . . .   | Center Portion of Lower Dial |



*Speed-Hour Meter Dial*

## LP-GAS FUEL

Liquefied petroleum (LP-Gas) is a fuel composed of gaseous petroleum compounds, principally propane or butane, or a mixture of both. Propane and butane are gases at ordinary temperatures but they can be changed to liquids by compressing them into a tank. These liquids boil at low temperatures. For instance, butane boils at +31°F. and propane at -44°F. Mixtures of the two gases have boiling points between these two values. To maintain the fuel in the liquid state, it must be kept under pressure at all times. This pressure ranges from a few pounds in cold weather up to extremely high pressures in hot weather.

LP-Gas is not unduly hazardous but since its characteristics are somewhat different than those of gasoline and other fuels, it requires different methods of handling. When handled carefully LP-Gas is as safe as any other fuel; when handled carelessly it is as dangerous as any other fuel. The use of common sense, based on a knowledge of the fuel's characteristics and what can happen if it gets loose, will prevent accidents.

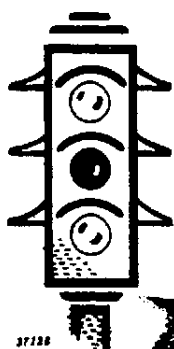
Both propane and butane are heavier than air and will settle in

low quiet spots if they escape from the storage tank or tractor fuel system. This is one of the reasons it is so important to prevent leaks, and to ventilate low spots thoroughly if escaped gas is detected, before any spark or flame is produced.

The National Board of Fire Underwriters' Pamphlet No. 58 is the accepted guide for the safe handling and use of LP-Gas. Make sure that all LP-Gas storage facilities or equipment used in connection with your John Deere LP-Gas Tractor complies with the specifications and regulations given in the pamphlet. This pamphlet can be obtained from the National Board of Fire Underwriters, 85 John St., New York 38, New York.

Liquefied petroleum has a high octane rating which permits an increase in compression ratio. In the John Deere LP-Gas Tractor the ratio is 8.1 to 1.

The LP-Gas engine is essentially the same as a gasoline engine except that the fuel enters the carburetor in the gaseous state. In the carburetor the gas is mixed with air in the proper proportions and metered to the cylinders.



### CAUTION!

Never smoke or light a match while fuel is being transferred from the storage tank to the tractor tank.

Never fill the tractor tank while engine is running.

Never transfer fuel inside a building. Some fuel always escapes when hoses are disconnected.



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## FILLING THE FUEL TANK

Fuel transfer equipment and complete instructions for handling liquefied petroleum fuel should be obtained from the dealer distributing the fuel in your community. He is fully informed on local and state regulations and will give you valuable advice on good safety practices.

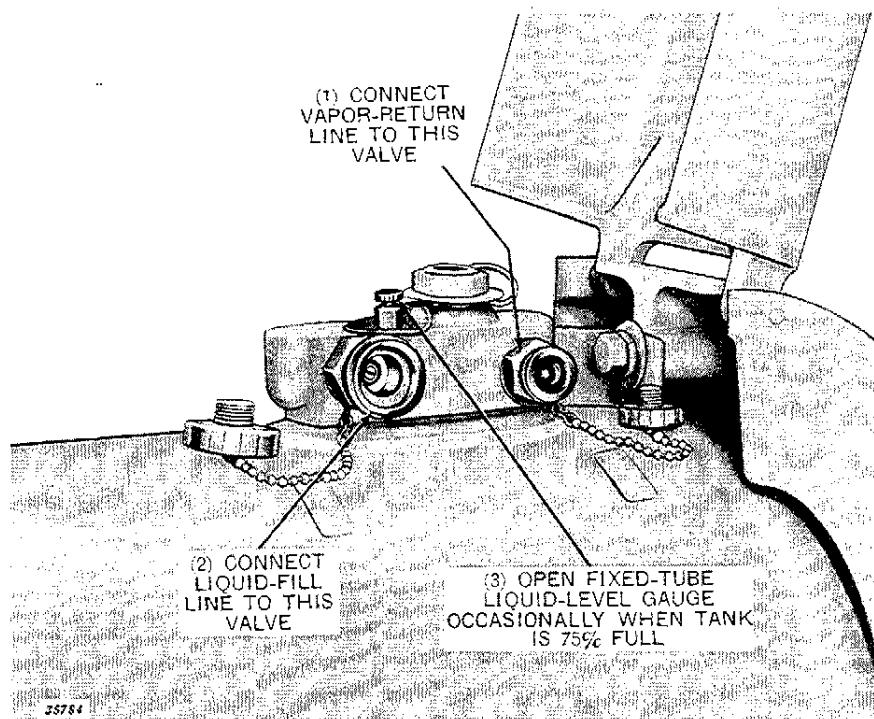
Many fuel companies furnish fuels of different composition for winter or summer use. These fuels are properly blended to give best performance during the prevailing season. Consult your fuel dealer before having your storage tank filled.

This John Deere LP-Gas Tractor is designed to use a mixture composed of a maximum of 60% butane. A greater percentage of butane can result in excessive detonation under heavy loads in hot weather due to the lower octane rating of this fuel. Also, difficult starting in cold weather may be encountered due to lack of fuel pressure.

Before filling the tank or operating the tractor, familiarize yourself thoroughly with all safety precautions relative to the handling and use of LP-Gas. Also, be sure to comply with all regulations specified in the National Board of Fire Underwriters' Pamphlet No. 58.

It is a good idea to open the VAPOR withdrawal valve, close the LIQUID withdrawal valve and run the engine on vapor for about a half hour before filling the tractor fuel tank. This will reduce pressure in the tank and make filling easier.

Attach the VAPOR-RETURN LINE from the storage tank to the VAPOR-RETURN valve on top of the tractor fuel tank. The vapor-return valve is the smaller of the two valves. Always connect the vapor-return line first to equalize the pressure in the two tanks.



*Fuel Tank Filling Connectors*

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