

**730 GENERAL-PURPOSE
AND STANDARD DIESEL
TRACTORS WITH V-4
GASOLINE CRANKING
ENGINE
(SERIAL NO. 7300000-)**



JOHN DEERE

OPERATORS MANUAL

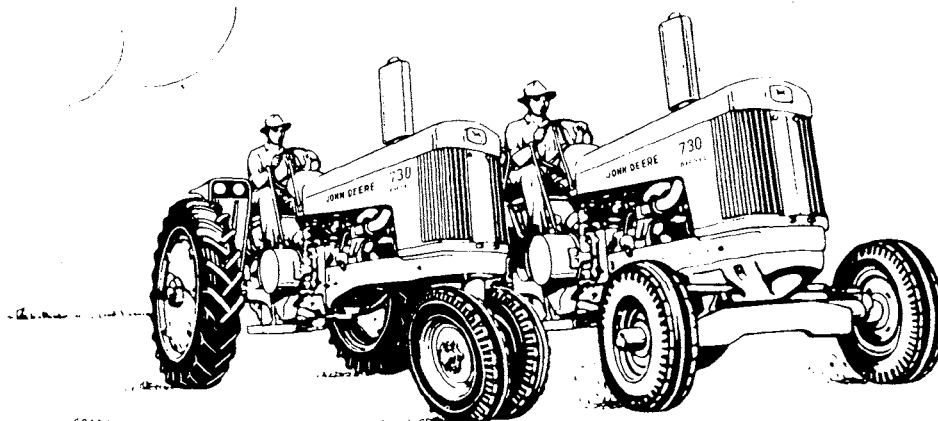
730 GENERAL-PURPOSE AND STANDARD
DIESEL TRACTORS WITH V-4 GASOLINE
CRANKING ENGINE (SERIAL NO. 7300000-)

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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, cranking engine, distributor, or hydraulic system 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 | CRANKING ENGINE | DISTRIBUTOR | POWR-TROL SYSTEM |
|----------------------|----------------------|----------------------|----------------------|
| | | | |
| <input type="text"/> | <input type="text"/> | <input type="text"/> | <input type="text"/> |
| Owner | | | |
| <input type="text"/> | | | |
| <input type="text"/> | | | |

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John Deere Tractor Service Policy

**JOHN DEERE
TRACTOR
SERVICE POLICY**

OWNER'S NAME _____

ADDRESS _____

TOWN _____ STATE _____

TRACTOR SERIES _____

TRACTOR SERIAL No. _____

CRANKING ENGINE SERIAL No. _____

CRANKING ENGINE DISTRIBUTOR SERIAL No. _____


POWER-TROL SERIAL No. _____

ISSUED BY:

JOHN DEERE DEALER _____

TOWN _____ STATE _____

DEALER'S SIGNATURE _____

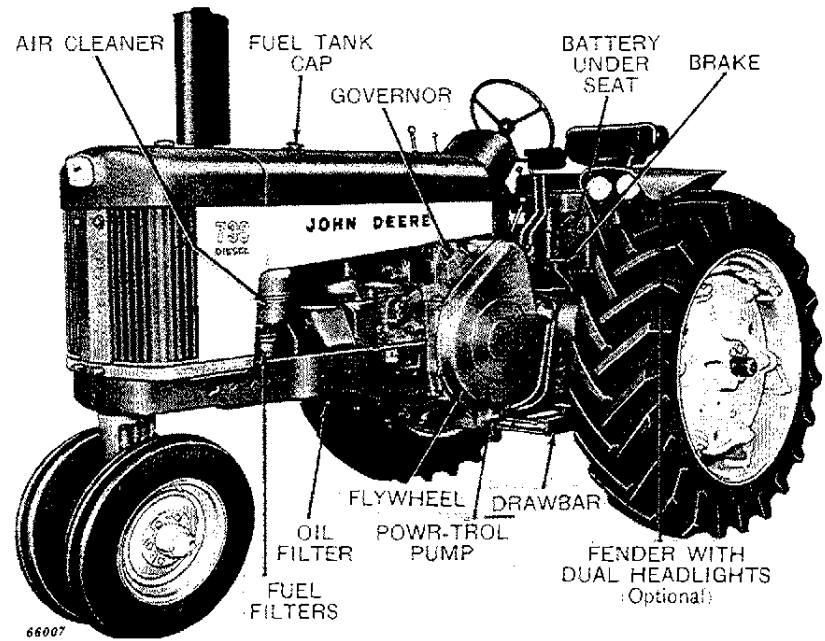


DIESEL ENGINE TRACTORS A

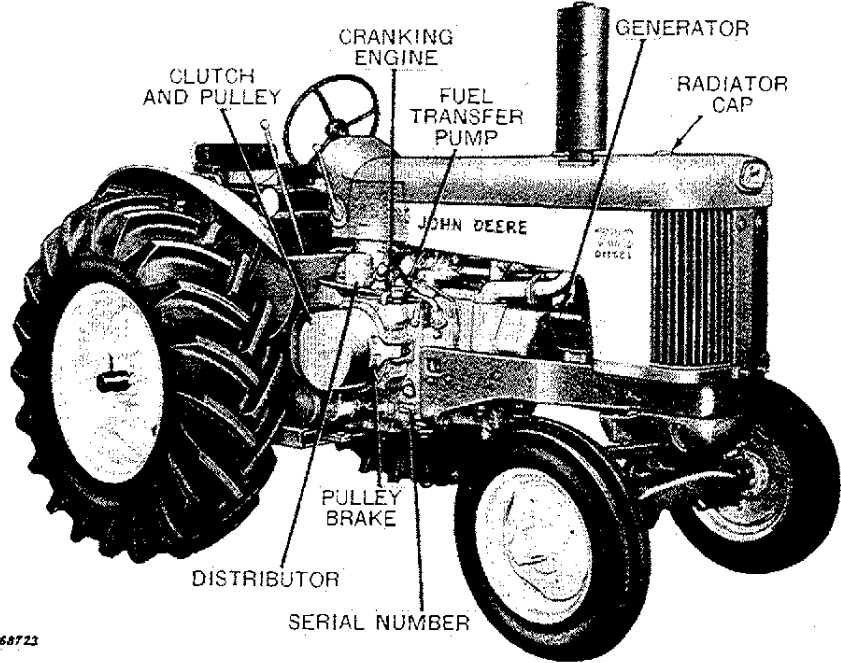
When your new tractor was delivered the John Deere dealer presented to you a copy of the Tractor Service Policy illustrated above. This policy certifies that your new John Deere Tractor was properly inspected and prepared for delivery by the dealer before he released it to you.

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.

This is Your New John Deere Tractor



John Deere "730" Series General-Purpose Diesel Tractor with V-4 Gasoline Cranking Engine—Flywheel Side (Serial No. 7300000-)



John Deere "730" Series Standard Diesel Tractor with V-4 Gasoline Cranking Engine—Pulley Side (Serial No. 7300000-)

SPECIFICATIONS

PERFORMANCE:

Capacity for Work:

Five 14-inch plow bottoms or the equivalent under most soil conditions.

*Maximum Horsepower:

Belt..... 58.84
Drawbar..... 53.66

CAPACITIES (U. S. MEASUREMENTS):

Fuel Tank..... 20 Gals
Gasoline Tank..... 1 Qt.
Crankcase (Diesel)..... 9 Qts.
Transmission (Diesel)..... 8 Gals.
Crankcase (Cranking Engine) 1-1/2 Qts.
Transmission (Cranking Engine)..... 1/2 Pt.
Hydraulic System (Powr-Trol) 13 Qts.
Remote Cylinder..... 1 Qt.
Powershaft Clutch..... 4-1/2 Qts.
Cooling System..... 7 Gals.
First Reduction Gear Cover, 1-1/2 Qts.
Power Steering Reservoir..... 5 Qts.

SPEEDS:

| Gear | 13.6-38 Tires | 15-30 Tires |
|---------|---------------|-------------|
| 1 | 1-1/3 mph | 1-1/3 mph |
| 2 | 2-1/4 mph | 2-1/4 mph |
| 3 | 3-1/2 mph | 3-1/2 mph |
| 4 | 4-1/3 mph | 4-1/3 mph |
| 5 | 5-3/4 mph | 5-1/2 mph |
| 6 | 11-1/4 mph | 11 mph |
| Reverse | 3-1/3 mph | 3-1/4 mph |

DIESEL ENGINE:

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

Engine Speeds:

Load..... 1125 rpm
Fast Idle..... 1250 rpm
Slow Idle..... 700 rpm
Bore and Stroke..... 6-1/8" x 6-3/8"
Displacement..... 376 cubic inches
Compression Ratio..... 16 to 1

CRANKING ENGINE:

Type..... Four-cylinder V-type valves-in-head

Engine Speeds:

Load..... 4500 rpm
Slow Idle..... 4000 rpm
Fast Idle..... 5000 rpm
Bore and Stroke..... 2" x 1-1/2"
Displacement..... 18.85 cu. in.

*Maximum h.p. corrected to 60° F. and 29.92 in. hg. (Nebraska Test No. 594)

LUBRICATION SYSTEM:

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

FUEL SYSTEM:

Type..... Gravity to sediment bowl. Transfer pump to filters.
Air Cleaners... Oil-wash type.

COOLING SYSTEM:

Type..... Pressure system—centrifugal pump with engine temperature controlled by heavy-duty thermostat.

IGNITION SYSTEM (CRANKING ENGINE):

Type..... Battery-Distributor
Distributor Point Gap..... .020"
Spark Plugs:
Size..... 14 mm
Spark Plug Gap..... .025"

ELECTRICAL SYSTEM:

Battery Voltage..... 6 Volts
Generator Regulation... Voltage Regulator
Battery..... Group I

CLUTCH:

Type..... Hand-operated, six 10-inch dry disks.

BELT PULLEY:

Diameter..... 12-7/8"
Width..... 7-3/8"
Rpm (Load)..... 1125
Belt Speed (fpm)..... 3790

TRANSMISSION:

Type..... Six speeds forward and one in reverse.
Gears..... Selective-type, straight spur-cut gears, forged and heat-treated.
Bearings... Shafts operate on five roller bearings, six tapered roller bearings, and four ball bearings.

REAR WHEEL BRAKES:

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

REAR AXLES:

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

SPECIFICATIONS

REAR WHEELS AND TIRES:

General-Purpose:
 pose 13.6-38, 6-ply tires on cast disk wheels. 15.5-38, 6-ply, 15-30, 6-ply, 12-38 C&R, 6-ply, and 13-38 C&R, 6-ply tires also available.

Standard: 14-30, 6-ply tires mounted on cast disk wheels. 15-30, 6-ply and 18-26, 8-ply, 18-26, 8-ply C&R, 18-26, and 8-ply Low Profile tires also available.

POWER TAKE-OFF:

Shaft Diameter 1-3/8"
 Shaft rpm 540 or 1000
 Splined End Ahead of Hitch 14" or 16"
 Splined Shaft Above Ground:
 General-Purpose 25"
 Standard 22-5/8"

FRONT WHEELS AND TIRES:

General-Purpose:

Double and Adjustable Type:
 Reversible for added clearance.
 Bearings . . . Four tapered roller.
 Tires 6.00 x 16", 4-ply; 6.00 x 16", 6-ply; 7.50 x 15", 6-ply also available.

Single Type:

Bearings . . . Two tapered roller.
 Tires 7.50 x 16", 10-ply; 11.00 x 12", 12-ply

Standard:

Bearings . . . Four tapered roller.
 Tires 6.50 x 18", 4-ply; 7.50 x 18", 4-ply; 7.50 x 18", 6-ply.

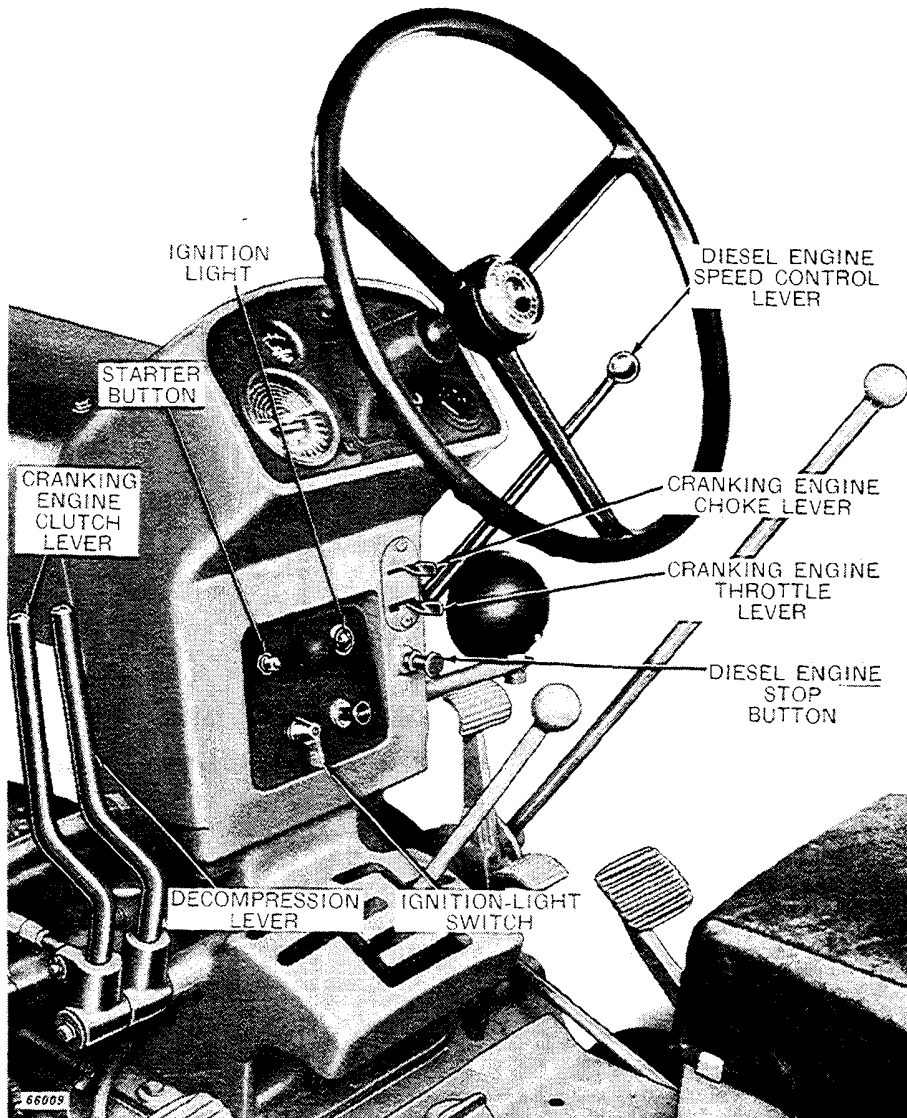
| | General-Purpose | | | Standard |
|--|--------------------|--------------------|-----------------------------|---------------------------|
| | Double Front Wheel | Single Front Wheel | Adjustable Tread Front Axle | |
| DIMENSIONS: | | | | |
| Wheel-Base | 91-3/8" | 90-5/8" | 93-7/8" | 82-3/8" |
| Over-All Length | 135-1/4" | 135-1/4" | 135-1/4" | 130-1/4" |
| Over-All Height | 88-1/4" | 88-1/4" | 88-1/4" | 87-3/8" |
| Height to Top of Steering Wheel | 79-7/8" | 79-7/8" | 79-7/8" | 79-7/8" |
| Width Over Regular Axles | 86-5/8" | 86-5/8" | 86-5/8" | 86-5/8" |
| Clearance | 26" | 26" | Front 23" Rear 26" | Front 13" Rear 25-1/4" |
| Turning Radius | 9' 6" | 9' 6" | 14' 9" | 14' |
| REAR WHEEL TREAD ADJUSTMENT: | | | | |
| Regular Wheels, Regular Axles | 60-88" | 60-88" | 60-88" | 62-80" |
| Regular Wheels, Long Axles | 66-1/2-97-1/4" | 66-1/2-97-1/4" | 66-1/2-97-1/4" | ..... |
| Regular Wheels, Extra Long Axles | 66-1/2-105-1/4" | 66-1/2-105-1/4" | 66-1/2-105-1/4" | ..... |
| Offset Wheels, Long Axles | 60-104" | 60-104" | 60-104" | ..... |
| Offset Wheels, Extra Long Axles | 60-112" | 60-112" | 60-112" | ..... |
| Power-Adjusted Wheels, Regular Axles | 60-94" | 60-94" | 60-94" | ..... |
| Power-Adjusted Wheels, Long Axles | 63-104" | 63-104" | 63-104" | ..... |
| Power-Adjusted Wheels, Extra Long Axles | 63-112" | 63-112" | 63-112" | ..... |
| FRONT WHEEL TREAD ADJUSTMENT: | | | | |
| ..... | ..... | ..... | 48-80" | 52-68" |
| SHIPPING WEIGHT: | | | | |
| ..... | 7105 Lbs. | 7095 Lbs. | 7415 Lbs. | 7790 Lbs. |
| (Weights are for Tractors dry and with wheel equipment as shown under "Front Wheels" and "Rear Wheels.") | | | | |

(Specifications and design subject to change without notice)

CONTROLS

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.

● STARTING CONTROLS ●

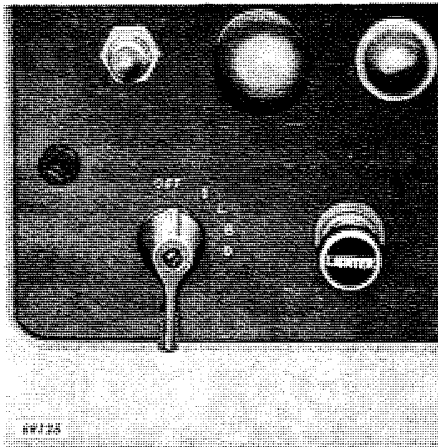


Starting Controls

● STARTING CONTROLS ●

IGNITION-LIGHT SWITCH.

A combination ignition-light switch is located on the lower instrument panel. Turning the switch to the "I" position turns on the cranking engine ignition and completes the electrical circuit to the starter button.



Combination Ignition-Light Switch

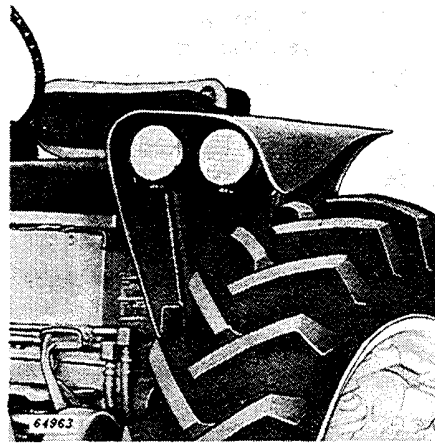
IGNITION AND CRANKING ENGINE OIL PRESSURE INDICATOR LIGHT.

When the ignition-light switch is turned on the red light on the lower instrument panel also comes on. The red light indicates that the ignition switch is on and that the cranking engine oil pressure is at zero. As the cranking engine is cranked and oil pressure develops, the red light is cut off. If the light reappears while the cranking engine is running, it is a warning to the operator that the lubrication system is not functioning properly. If this occurs, the engine should be stopped immediately and the cause of insufficient oil pressure determined.

If the operator fails to turn off the ignition switch after the Diesel en-

gine has started, the cranking engine will continue to run until the entire gasoline supply is consumed. The engine will then stop, the oil pressure will drop to zero and the red light will glow to remind the operator to turn off the ignition switch.

LIGHTS.



Fender with Dual Headlights

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 "dime" when you are traveling on the highway at night.

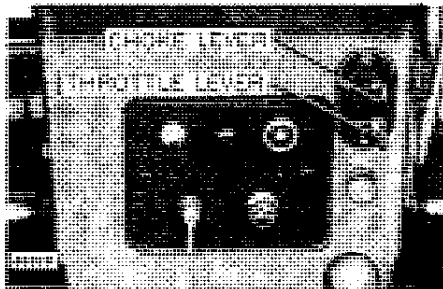
All lights are controlled by the combination ignition-light switch which has five positions. On tractors with regular headlights the positions are:

- "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.

CRANKING ENGINE CHOKE LEVER.



Cranking Engine Choke and Throttle Levers

Moving the choke lever to the left provides a rich mixture for starting. When released the lever returns to the "off" position.

CRANKING ENGINE THROTTLE LEVER.

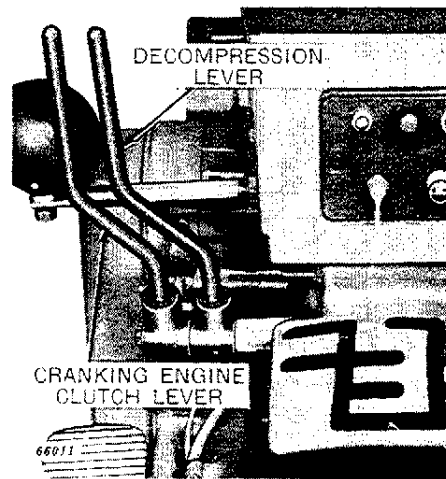
The cranking engine throttle lever has two positions: "Start," to the right, and "run," to the left.

STARTER BUTTON.

The starter button is used to actuate the cranking motor for starting the cranking engine.

DECOMPRESSION LEVER.

Pulling the decompression lever to the rear relieves compression in the Diesel engine for starting purposes.

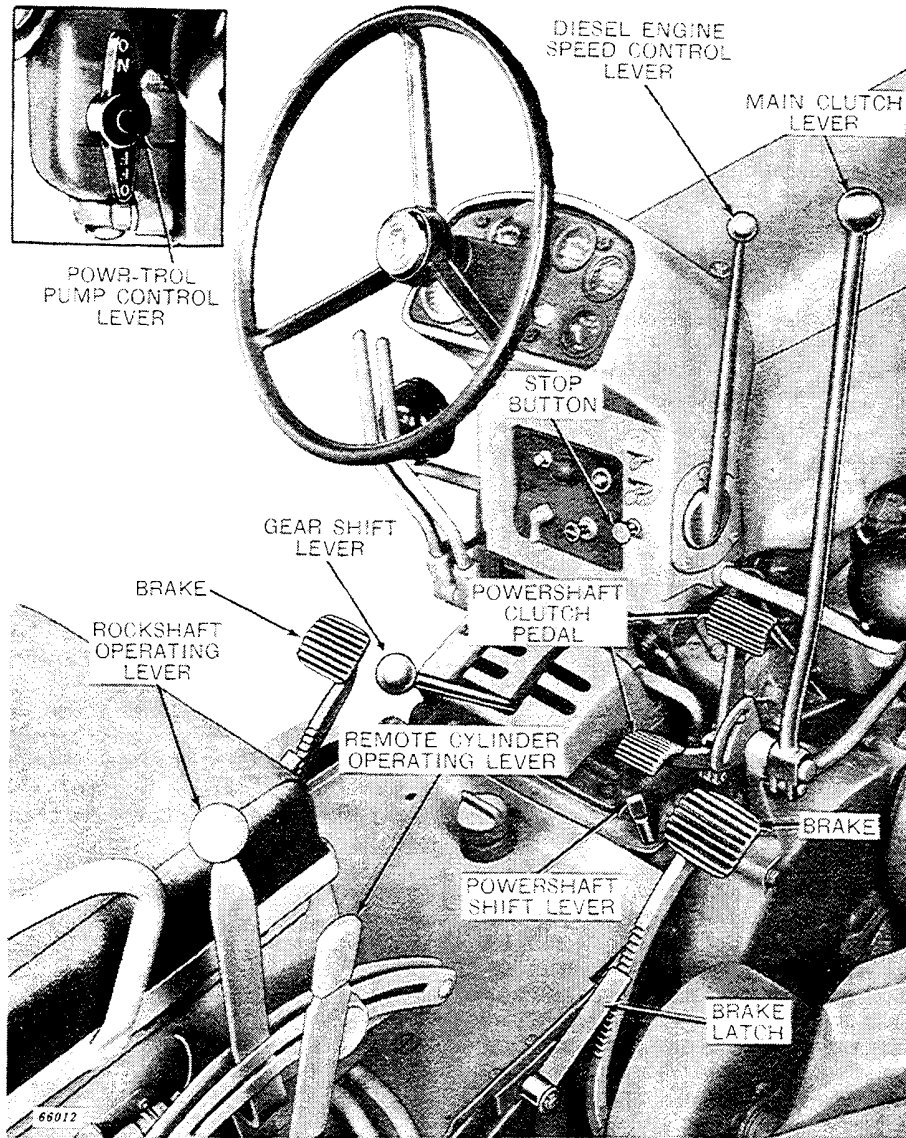


Decompression and Cranking Engine Clutch Levers

CRANKING ENGINE CLUTCH LEVER.

The cranking engine clutch lever has two functions. During the first half of its travel as it is pulled to the rear it engages the cranking engine transmission pinion with the Diesel engine flywheel. During the remainder of the lever travel the cranking engine clutch is engaged.

● OPERATING CONTROLS ●

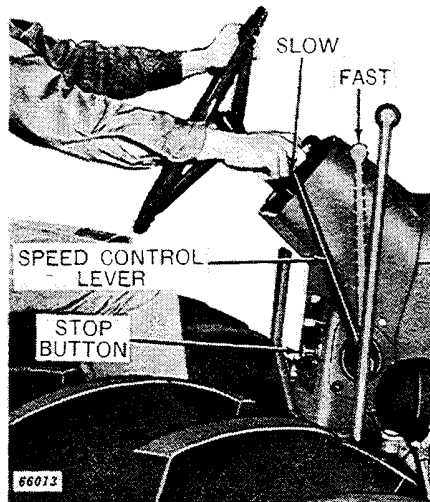


Operating Controls

● OPERATING CONTROLS ●

SPEED CONTROL LEVER.

The lever mounted on the right-hand side of the hood support regulates the speed of the Diesel engine. Pushing it forward increases the speed and pulling it back decreases the speed. *NOTE: It is good practice to operate the engine with speed control lever in full forward position.*



Speed Control Lever and Stop Button

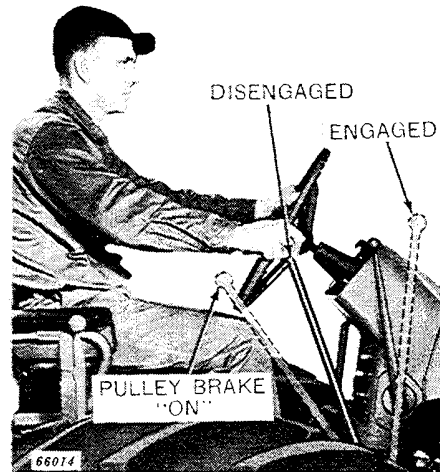
SPEED CONTROL LEVER STOP BUTTON.

The Diesel engine speed control lever stop button, located on the right-hand side of the dash, enables the operator to slow the Diesel engine quickly to idle speed without danger of the engine stopping. When the button is pulled out, it allows the speed control lever to be moved to the "stop" position which cuts off delivery of fuel to the engine by the injection pumps causing the engine to stop.

CLUTCH LEVER AND PULLEY BRAKE.

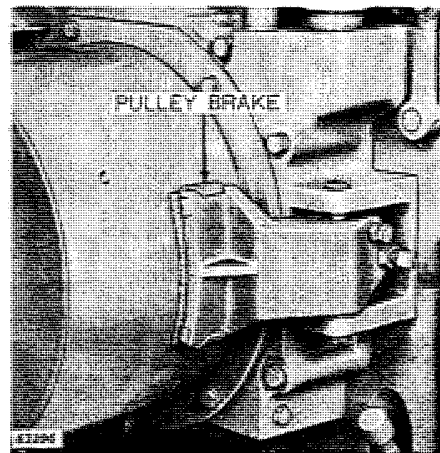
Power is applied gradually and smoothly to the drive system by slowly pushing the clutch lever forward. When the tractor picks up

speed, a quick forward thrust on the lever snaps the clutch into engagement. Pull the lever back to the disengaged position to disengage the clutch.

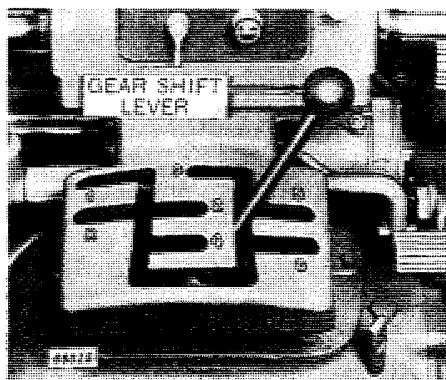


Clutch Lever

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*

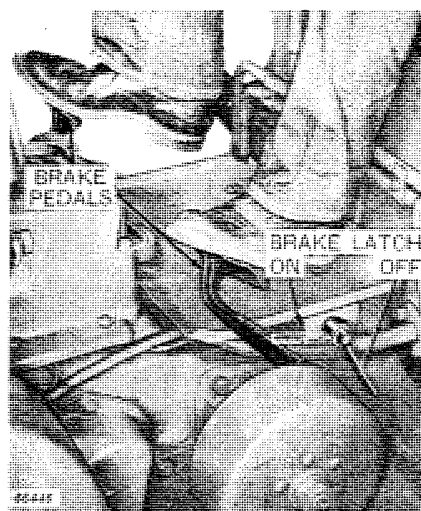
The gearshift lever is used to select the proper gear, depending upon the load and speed. Familiarize yourself with the shifting before attempting to operate the tractor. The seven gearshift positions are identified on top of the quadrant.

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.

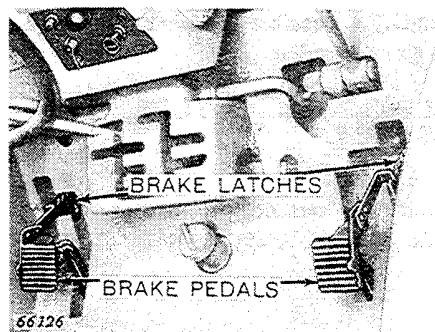
Individual, foot-operated brakes make possible short turns.

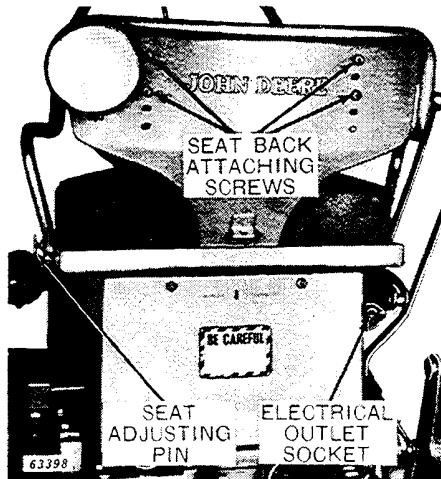
*Brake Pedals and Latches on General-Purpose Tractors*

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.

Standard Seat, Electrical Outlet Socket, Battery Compartment and Tool Box

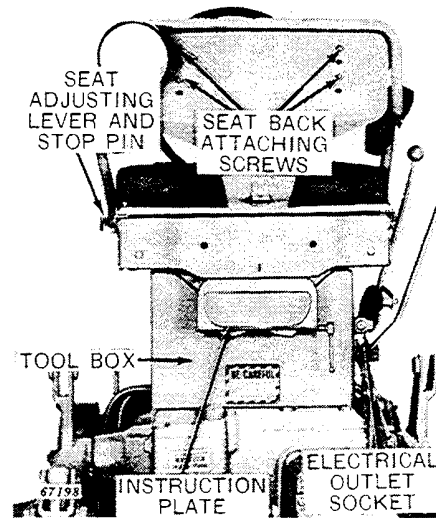
The roomy seat increases operator comfort and lessens fatigue. There is an adjustment on the left-hand side for moving the seat forward and backward to suit the convenience of the operator. The back of the seat can be adjusted up or down by means of the attaching screws.

BATTERY COMPARTMENT.

The battery is located in a compartment under the seat where it is 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.

SPECIAL FLOAT-RIDE SEAT.

Float-Ride Seat, Electrical Outlet Socket, Battery Compartment and Tool Box

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.

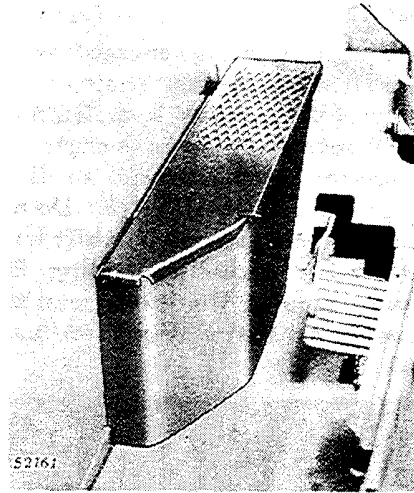
CAUTION: Do not adjust the rubber torsion springs while a rider is on the seat.

TOOL BOX.

A tool box is conveniently located to provide space for storing tools and other articles.

On general-purpose tractors the tool box is located under the seat.

On standard tractors the tool box is located on the platform beside the left fender. A lid prevents loss of articles stored in the tool box.



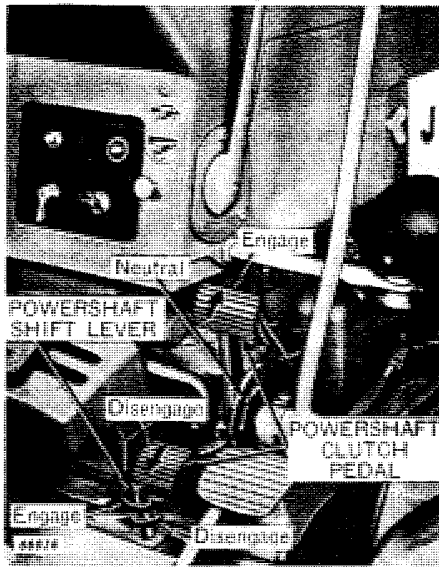
Tool Box on Standard Tractor

Be Careful

THE LIFE YOU SAVE MAY BE YOUR OWN...

POWERSHAFT SHIFT LEVER.

The powershaft is engaged by the powershaft shift lever located to the right of the gear shift lever. Turn the lever counter-clockwise to engage the powershaft and clockwise 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

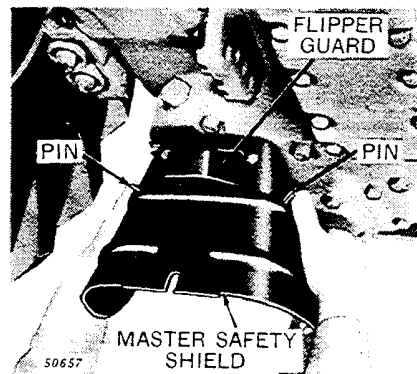
POWERSHAFT CLUTCH PEDAL.

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

The clutch is operated by a double pedal located to the right of the gear shift 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.



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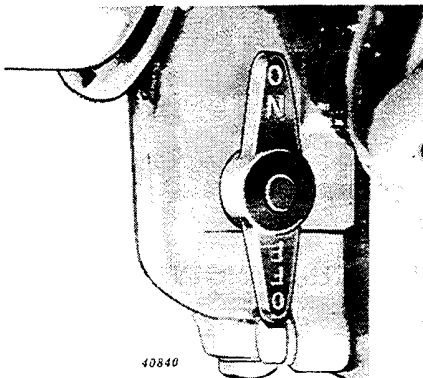
Thank you so much for reading

POWR-TROL PUMP CONTROL LEVER.

The Powr-Trol pump is engaged by a control lever located below the flywheel housing.

CAUTION: Do not engage the Powr-Trol pump while the engine is running. Read operating instructions on page 39.

To engage the pump turn the control lever counter-clockwise until the word "ON" is on top, then start the Diesel engine. The pump can be disengaged while the Diesel engine is running at slow idle.



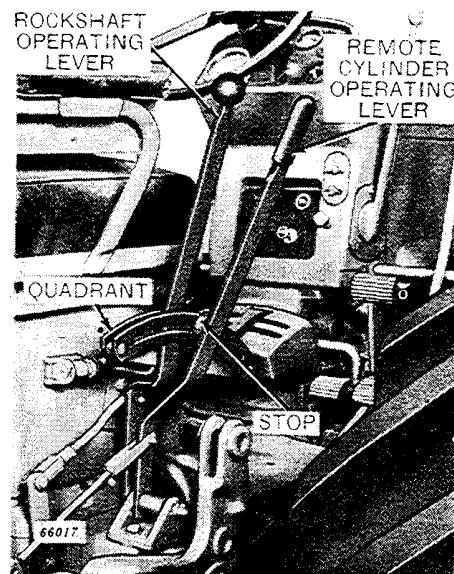
Powr-Trol Pump Control Lever

POWR-TROL OPERATING LEVERS.

Rockshaft Operating Lever.

The rockshaft is operated by a lever located to the right of the seat. (A second rockshaft operating lever can be installed on the left-hand side of the seat if you desire it.) Moving the lever rearward raises the imple-

ment while moving the lever forward lowers the implement. A depth-control stop on the quadrant can be set so that the implement always returns to the same working depth after it has been raised. For further information see page 40.



Powr-Trol System Operating Levers

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. However, if you want to shift them to the left side you can procure an easily-installed attachment which will enable you to do so. Implements are lowered by moving the proper lever forward and raised by moving the lever to the rear. For further information see page 52.

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