



3300 COMBINE



JOHN DEERE

OPERATORS MANUAL 3300 COMBINE

OMH82833 I0 English

JOHN DEERE HARVESTER WORKS
OMH82833 I0

LITHO IN THE U.S.A.
ENGLISH





To the Purchaser


This new combine was carefully designed and manufactured to give years of dependable service. To keep it running efficiently, read the instructions in this operator's manual. Each section is clearly identified so you can easily find the information you need—whether it is operation, lubrication, or service. Read the Table of Contents to learn where each section is located. Use the alphabetical index for fast reference.

This operator's manual covers the feeder house and separator areas of the combine. For platform and corn head information, see the separate operator's manuals furnished with this equipment.

In addition to the equipment furnished with your combine, attachments are available to help you do a better job in special crop conditions. These are described in the attachments section of this manual and can be purchased from your John Deere dealer.

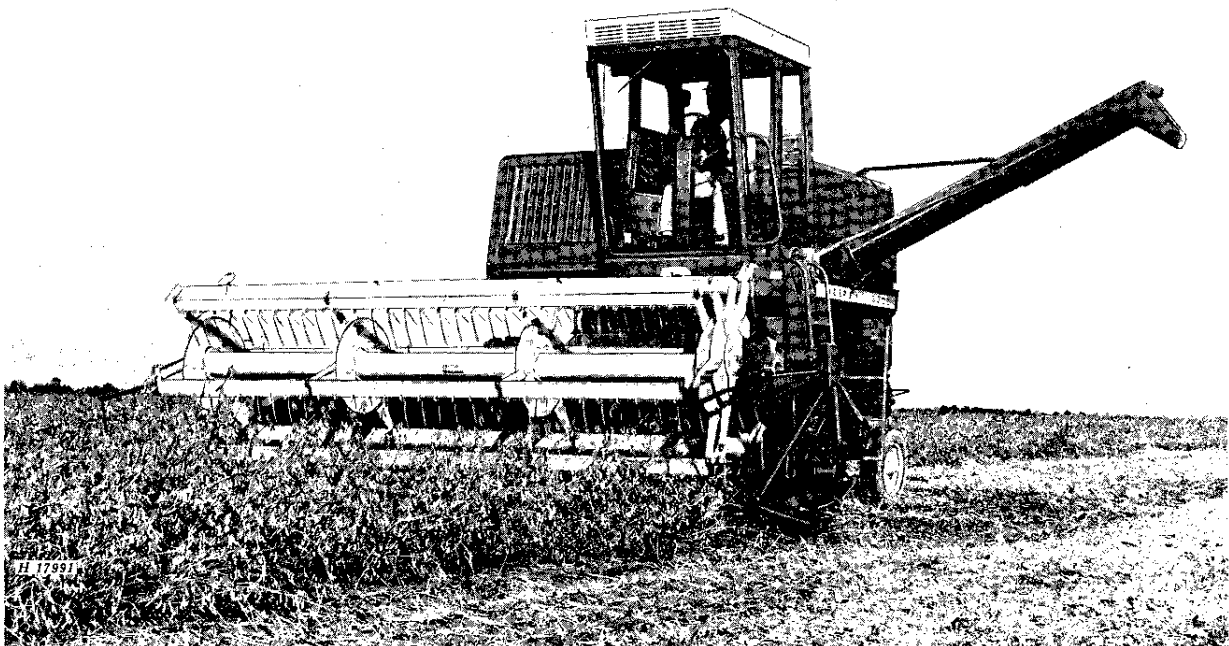
"Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when

in use. The radiator end of the engine is referred to as the "front," the flywheel end as the "rear."

 This safety alert symbol identifies important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

Record your combine serial numbers in the space provided on page 128. Your dealer needs this information to give you prompt, efficient service when you order parts or attachments. If your combine requires replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere parts—accept no substitutes.

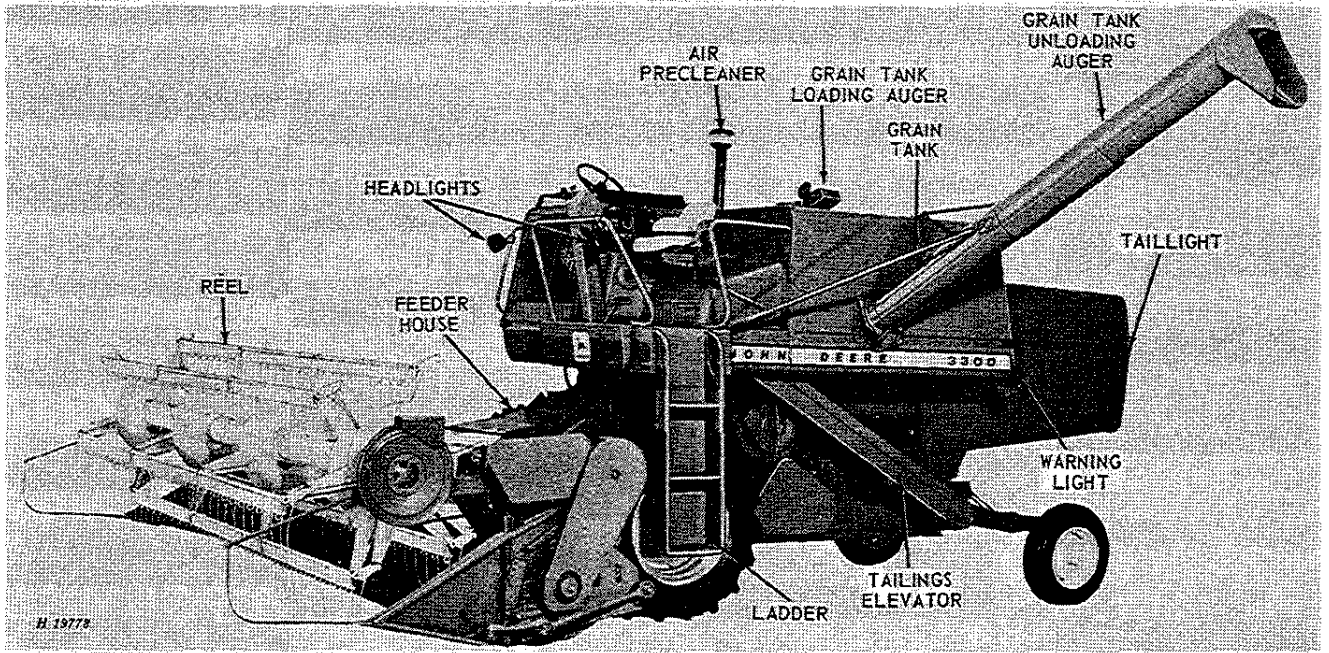
The warranty on this combine appears on your copy of the purchase order which you should have received from your dealer when you purchased the combine.





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John Deere 3300 Combine

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Controls and Instruments

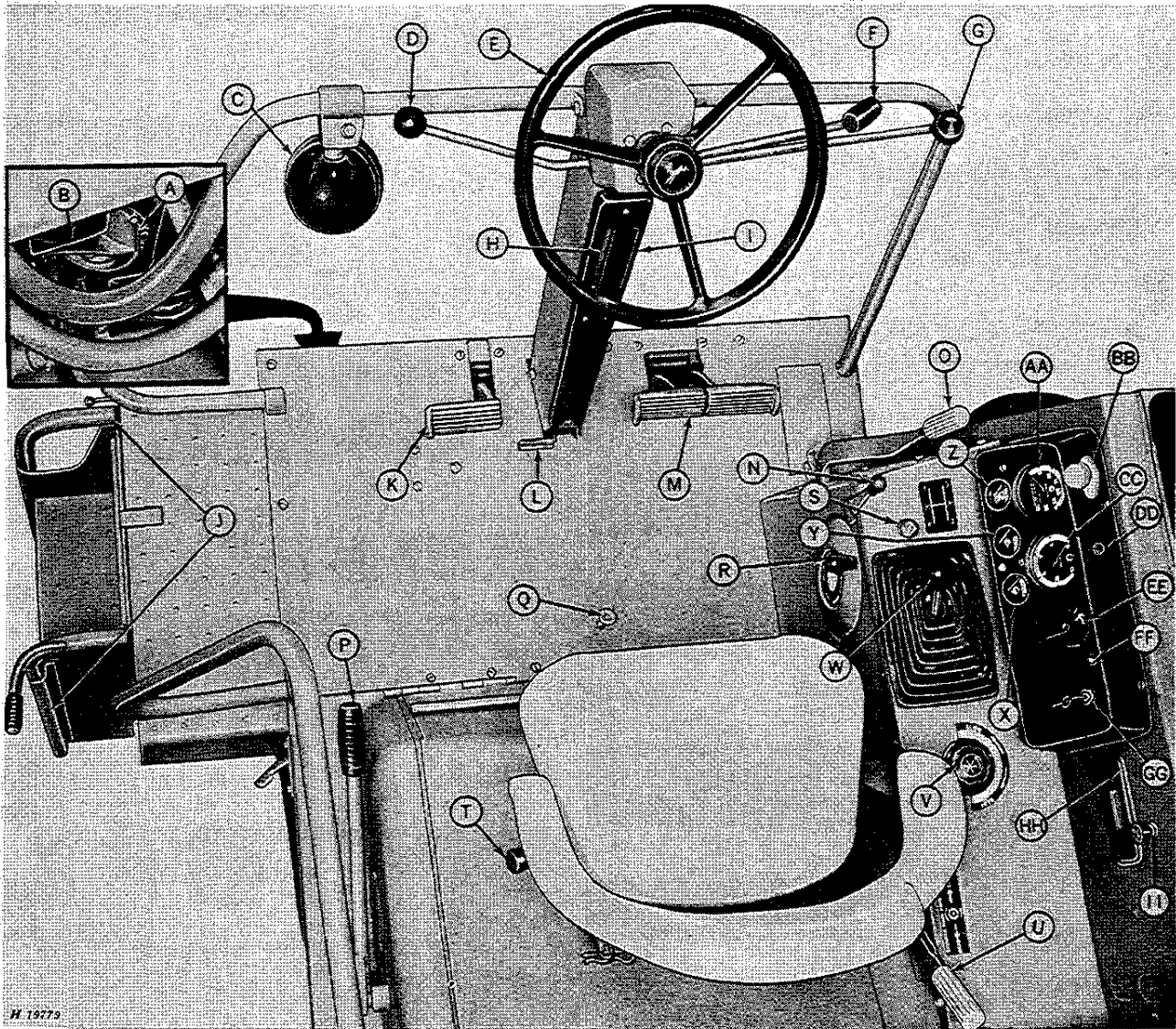
This section illustrates all controls and instruments necessary for successful field operation. For an explanation of each control and instrument, refer to the page reference given.

Before attempting to operate your new combine, become familiar with the location and purpose of its controls and instruments. Study these pages carefully, regardless of your previous combine experience.

The control levers and knobs have different colors and shapes. These have been designed to help you quickly locate the controls while operating the combine. Colors on controls indicate:

RED Combine movement controls (Throttle, Gearshift Lever, Selective Ground Speed Control)

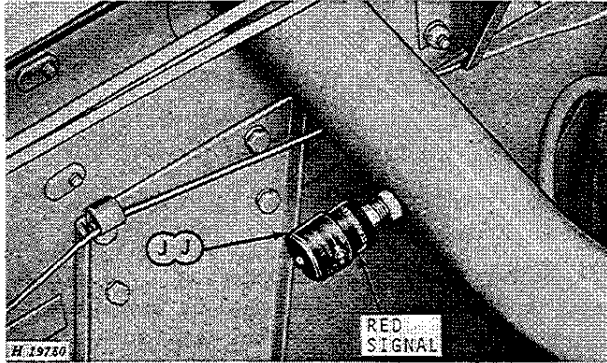
OPERATOR'S PLATFORM



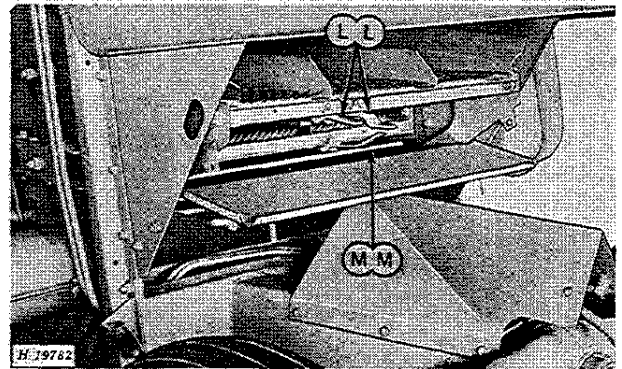
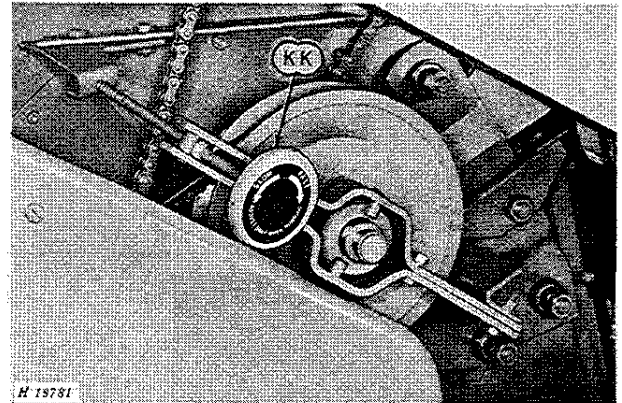
YELLOW.... Auxiliary Power Controls (Separator Control Lever, Cylinder Speed Ratchet Control, Platform or Corn Head Electromagnetic Clutch Switch)

BLACK.... Miscellaneous Function Controls (Platform or Corn Head Height Control, Hydraulic Lift Reel Control, etc.)

ENGINE - AIR INTAKE



SEPARATOR



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Operation

COMBINE AND ENGINE BREAK-IN

Follow the lubrication instructions closely. See pages 34 to 42.

Check coolant level in radiator and add coolant if necessary. Do not use water containing alkali. If combine is being operated in temperatures below 32°F., refer to "Cold Weather Operation," page 5.

To promote good ring seating and to prevent cylinder wall glazing, put the engine to work as soon as possible. Do not overload.

AFTER 1 HOUR

Check torque on drive wheel bolts. Tighten bolts to 180 ft-lbs torque.

AFTER 5 HOURS

Check all V-belts for initial stretch. Tighten if necessary. Continue to check V-belts every few hours for the first 50 hours.

AFTER 20 HOURS

Drain oil from hydraulic unit reservoir. Replace the oil filter and fill the reservoir with John Deere Type 303 Special Purpose Oil or its equivalent. Thereafter, drain oil and replace oil and oil filter element every 500 hours of operation.

AFTER 100 HOURS

Gasoline Engines

During break-in, if oil consumption warrants, add oil as specified on page 33.

After the first 100 hours of operation, drain oil from crankcase, replace oil filter, and fill crankcase to proper level with John Deere Torq-Gard engine oil or service MS oil of the proper viscosity as specified in lubricants chart on page 33.

Thereafter change the oil and filter every 100 hours of operation or every season whichever occurs first.

Diesel Engines

New combines have service DM engine oil in the crankcase. If you are going to use diesel fuel with a sulphur content that exceeds 0.5% during break-in, drain the service DM oil and refill the crankcase with service DS oil. See page 33 for the proper viscosity.

During break-in, if oil consumption warrants, add oil as specified on page 33.

After the 100-hour break-in period, drain the crankcase, replace the filter and refill the crankcase, using John Deere Torq-Gard engine oil or its equivalent as specified on page 33.

Thereafter change the oil and filter every 100 hours of operation or every season, whichever occurs first.

COLD WEATHER OPERATION

FUEL SYSTEM

Use winter-grade fuel. Fill the fuel tank at the end of the day's run to prevent moisture from condensing in the fuel tank.

COOLING SYSTEM

Drain, flush, and fill cooling system with a recognized brand of radiator sealer and antifreeze solution. Use a permanent-type (ethylene glycol) antifreeze solution containing rust inhibitors. This type of antifreeze is resistant to evaporation when heated. Do not use antifreeze which contains stop leak additives.

Quarts of Ethylene Glycol Required at Lowest Expected Temperature					
+20°F.	+10°F.	0°F.	-10°F.	-20°F.	-34°F.
4	7	9	11	12	14

After filling, check system for leaks.

BATTERY

When the temperature drops below freezing, be sure battery is fully charged. A badly discharged battery freezes more quickly than one that is well charged. For example, a battery with a specific gravity reading of 1.175 (discharged) will freeze at 4°F., and a battery with specific gravity reading 1.300 (fully charged) will not freeze until the temperature reaches -65°F.

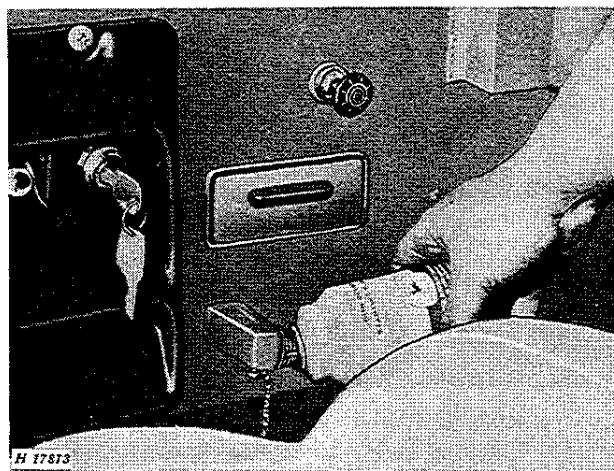
In freezing weather, do not add water to the battery unless engine is going to be run. Water will freeze as it will not mix with the electrolyte until the alternator passes a charging current through the battery.

IMPORTANT: If booster battery is required, see instructions on page 83.

COLD WEATHER STARTING AID

Diesel engines are equipped with an ether starting fluid adapter which injects atomized fluid into the engine air intake system. Normally ether is used for starting at temperatures below 32° F. Pressurized cans of starting fluid are available from your John Deere dealer.

To use the starting fluid, remove the safety cap and plastic spray button from the can. Remove the cap from the adapter and position the can in the adapter.



To inject starting fluid, push in on the can.

IMPORTANT: To avoid damage, turn engine with starter one or two revolutions before injecting starting fluid. Inject starting fluid only while the engine is turning.

Relax pressure on the can between "shots" of starting fluid. Stop injecting fluid after the engine starts. If the engine begins to die during the first few minutes of operation, inject another "shot" of fluid. When the engine is operating satisfactorily, remove the can from the adapter and replace the safety cap on the can.

Install the cap on the adapter when it is not in use to prevent dust from being drawn into the engine.

CAUTION: Ether starting fluid is highly flammable. Store starting fluid cans where they will not be subject to extreme cold or warm temperatures. For best results, store fluid at room temperature.

HOT WEATHER OPERATION

Protect the combine engine cooling system by using Summer Engine Coolant Conditioner.

The Summer Engine Coolant Conditioner is available under Part No. T19566, and may be purchased from your John Deere dealer.

To install the Summer Engine Coolant Conditioner, perform the following:

Drain and flush cooling system and add two 32-ounce cans of Summer Engine Coolant Conditioner to the cooling system following directions on the container.

IMPORTANT: Summer Engine Coolant Conditioner is NOT AN ANTIFREEZE or a cooling system sealer. Drain system and fill with recommended antifreeze solution as required for winter protection. When antifreeze solution is in system, it should not be necessary to use the conditioner; however, should severely corrosive water conditions be present, the conditioner is compatible with antifreeze solutions.

OPERATING THE ENGINE

ENGINE INSTRUMENTS AND CONTROLS

CHOKE (Gasoline Engine only)



X 2228

Pull choke control all the way out when starting engine. After engine is started, and for normal operation, push choke control all the way in.

Throttle

Move throttle one quarter forward when starting engine. Move throttle all the way forward for normal operation; move throttle all the way rearward for slow idle.

Key Switch

Turn the key to "ON" to check the operation of the alternator indicator light. It should glow red.

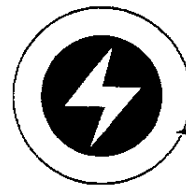
Turn the key to "START" and hold until engine starts.

Release the key when the engine starts. The alternator indicator light should go out.

If the light does not go out after 10 seconds, shut off engine at once and determine the cause.

If the engine fails to start, refer to the trouble shooting charts on page 112.

Alternator Indicator Light



GLOWS RED IF ALTERNATOR IS NOT CHARGING

X 2229

This light glows red when the alternator is not charging. If the light goes on while the engine is running, stop engine and determine cause.

Check the operation of this light by turning the key to the "ON" position.

Coolant Temperature Gauge



RED-ORANGE WARNING ZONE

X 2231

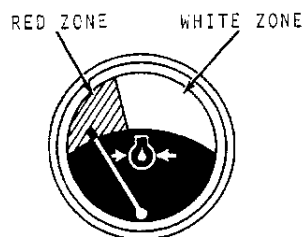
This gauge indicates the coolant temperature in the cooling system—not the quantity. Normal operating temperature is 180 to 219° F. (indicated by white zone on the dial). If 219° F. or above (indicated by red zone on the dial), stop engine and determine the cause.

Coolant Temperature Warning Horn

The low note horn sounds when the coolant temperature gauge registers "HOT" or when the straw walker sensing unit (attachment) is activated.

If horn sounds, check straw walkers for plugging. If they are not plugged, check cause of overheating.

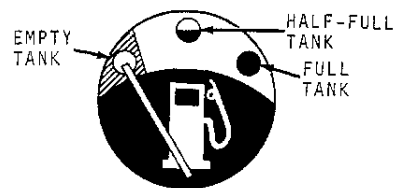
Engine Oil Pressure Gauge



X 2239

This gauge indicates the pressure of the engine lubricating oil—not the amount of oil in the crankcase. Oil pressure will vary slightly with wear, but with recommended oil, it should read NORMAL at full governed speed (indicated by white zone on the dial). If oil pressure drops (indicated by red zone on the dial), stop immediately and determine the cause.

Fuel Gauge



Z 2233

The red-orange zone indicates that the tank is empty. A half-full mark and a full mark indicates the fuel lever in the tank.

Engine Tach-Hour Meter

The tach-hour meter shows the engine speed in hundreds of rpm and accumulated engine service in hours and tenths of hours (based on an average engine operating speed of 2500 rpm). Use this hour meter to determine when lubrication and periodic services are needed.

Air Restriction Indicator (Attachment)

The red signal in the restriction indicator is locked in view whenever the air cleaner element is dirty and needs servicing. Check the indicator every 10 hours and service the element (page 103).

STARTING THE DIESEL ENGINE

1. If the engine has not been operated for a long period of time, or if the fuel tank has run dry, bleed the entire fuel system to remove air bubbles (page 91).

IMPORTANT: Never let the fuel tank run dry.

2. If starting in cold weather, see "Cold Weather Operation," (page 5).

3. Disengage electromagnetic clutch switch, separator control lever, and grain tank unloading auger lever.

4. Place gearshift lever in neutral.

5. Depress clutch pedal fully.

6. Move throttle lever one-quarter open.

7. Turn key to "ON." Check the operation of the alternator indicator light. It should glow red.

8. Turn key to "START."

9. After the engine starts, release the key.

IMPORTANT: When starting the engine, never hold the key in start position for more than 30 seconds at a time. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Be sure to pause a few seconds after a false start to make certain that the starter has stopped completely before another start is attempted.

If the engine fails to start, see TROUBLE SHOOTING (page 112).

10. Make certain the oil pressure gauge registers pressure, and the alternator indicator light goes off. If not, stop engine and determine the cause.

11. Warm the engine and transmission for 5 minutes at fast idle—no load.

STOPPING THE DIESEL ENGINE

Set the throttle at medium idle speed and allow the engine to run at this speed until the temperature gauge drops well into the white range on dial. Move the throttle to the rear and turn key to "OFF."

IMPORTANT: Do not attempt to stop engine by turning off fuel supply at tank. Doing so will cause injection pump to run dry and damage internal parts.

STARTING THE GASOLINE ENGINE

1. If starting in cold weather, see "Cold Weather Operation," page 5.

2. Disengage electromagnetic clutch switch, separator control lever, and grain tank unloading auger lever.

3. Place gearshift lever in neutral.

4. Depress clutch pedal fully.

5. Move throttle lever one-quarter open.

6. Pull the choke control up.

7. Turn key to "ON." Check the operation of the alternator indicator light. It should glow red.

8. Turn key to "START."

After engine starts, release key and push the choke control down.

IMPORTANT: When starting the engine, never hold the key in start position for more than 30 seconds at a time. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Be sure to pause a few seconds after a false start to make certain that the starter has stopped completely before another start is attempted.

If engine fails to start, see TROUBLE SHOOTING, page 112.

9. Make certain the oil pressure gauge registers pressure and the alternator indicator light goes off. If not, stop engine and determine the cause.

10. Warm the engine and transmission for 5 minutes at fast idle—no load.

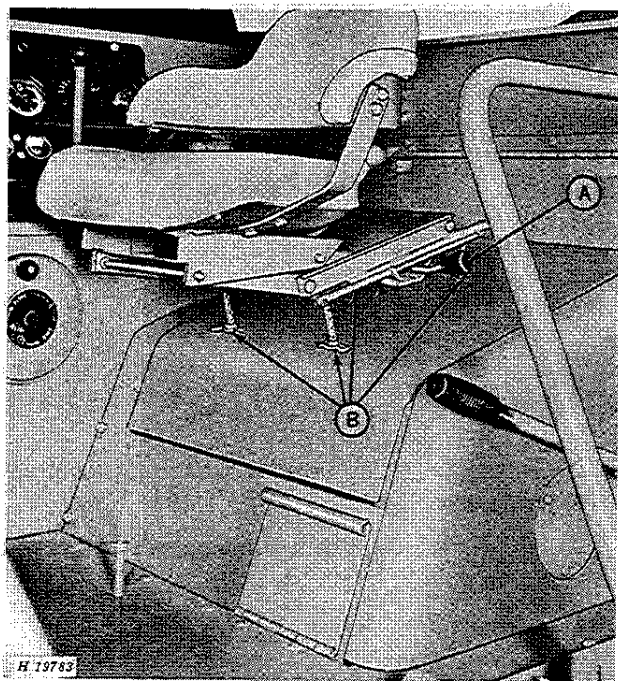
STOPPING THE GASOLINE ENGINE

Set the throttle at medium idle speed and allow the engine to run at this speed for a few minutes before stopping.

Turn key to "OFF."

OPERATOR'S PLATFORM COMPONENTS

OPERATOR'S SEAT



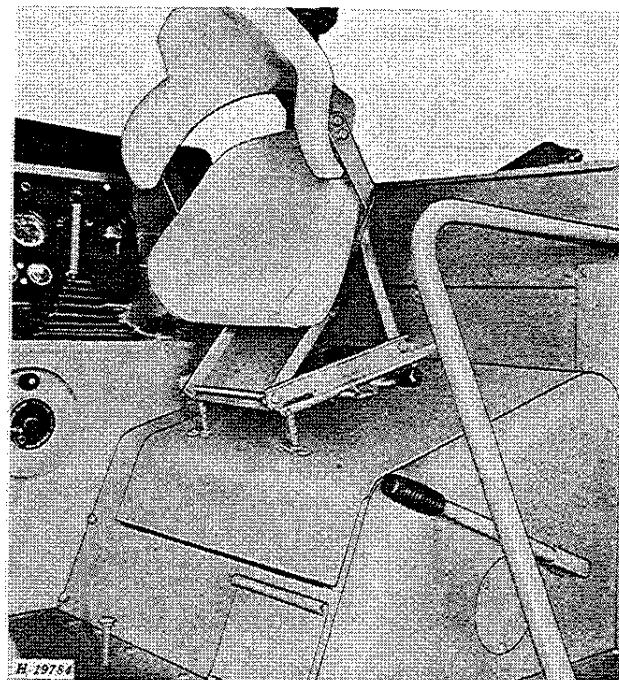
Seat in Sitting Position

The operator's seat moves forward and rearward or up and down to accommodate individual height and allows greater accessibility to all controls. If the operator wishes to stand, the seat can be positioned out of the way to allow ample leg space.

Use only warm water and mild soap to clean the seat cushions. NEVER USE SOLVENTS.

Positioning the Seat Forward or Rearward

While sitting in the seat, push lever "A" forward as far as possible and, by using your weight, adjust seat to desired position. Then release lever "A."



Seat in Standing Position

Positioning the Seat Up or Down

Remove four spring locking pins "B." Raise or lower the seat to the desired height. Reinsert spring locking pins "B."

Positioning the Seat for Standing

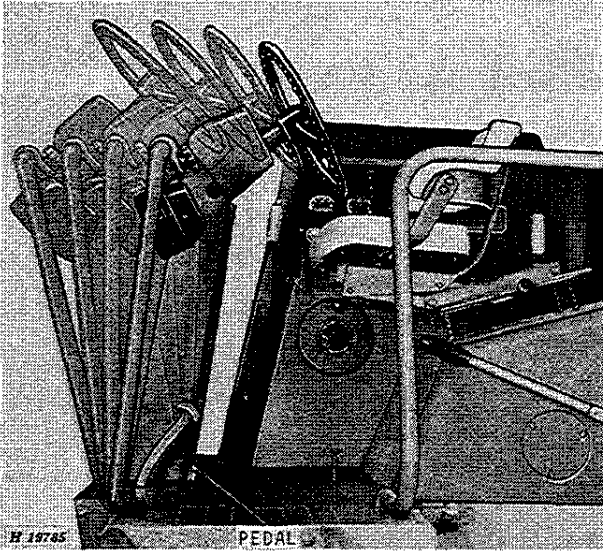
To move the seat up and back, stand up and apply pressure to the front of the seat with the back of your legs. The seat will move to the up and back position to allow standing room.

To return the seat to the sitting position, move the seat forward by pulling on the front of the seat with your hand.

STEERING COLUMN

The steering column is adjustable to one of four positions for individual arm lengths. This allows better visibility and greater accessibility to the steering wheel and controls on the steering column.

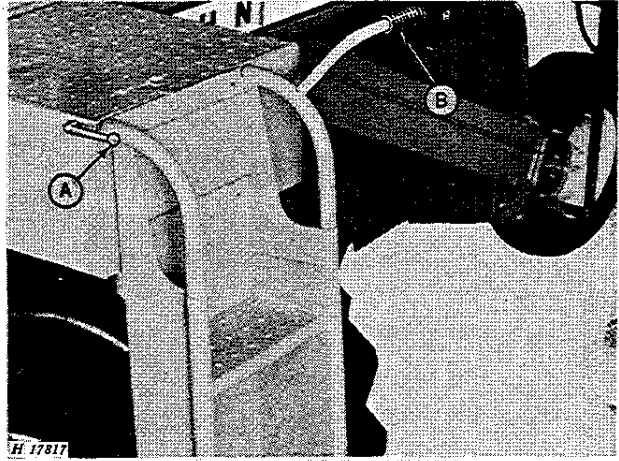
Steering Column Control



To adjust steering column push pedal down, position column to desired setting, and release pedal.

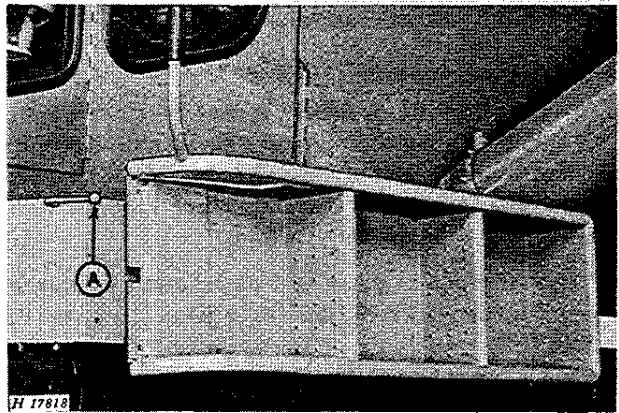
PIVOTING LADDER

Move the pivoting ladder up out of the way of uncut crop to avoid crop loss by ladder impact.



To move ladder, pull lever "A" up and to the right to release the lock.

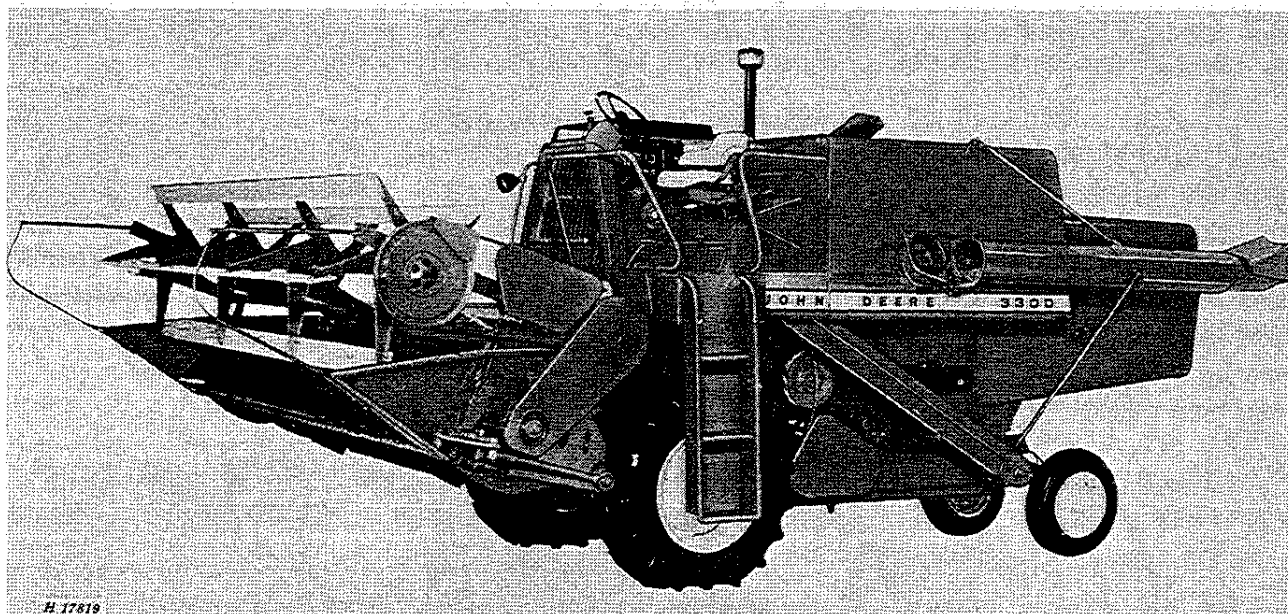
Pull lever "B" forward until the ladder is parallel to the ground.



Push lever "A" to the left to lock ladder in place.

To lower the ladder, reverse the above procedure.

TRANSPORTING



Combine in Transport Position

The combine can be transported by driving it under its own power, carrying it on a truck, or by towing. When towing combine, remove the drive shafts between final drives and differential. Use caution when towing.

When applying brakes during transporting, be certain equal pressure is applied to both pedals.

Reduce the width of the combine by folding the unloading auger back along the separator and removing the platform or corn head. Over-all dimensions are given on page 129.

If the platform or corn head and feeder house are removed, the hydraulic cylinders must be wired or supported by chains no closer to separator support channel than 14 inches. Damage may result to hoses if carried too close.

If the platform or corn head is left on, raise platform or corn head to a position allowing good visibility.

Reduce the spread of noxious weed seeds by thoroughly cleaning the combine before leaving one field and going to the next.

Sweep trash and straw from the outside of combine. Open doors at bottom of elevators, remove drain hole cover on right-hand end of the inner unloading auger, and run combine until all straw, trash, and grain are removed from inside. Clean out shoe grain supply augers (page 62).

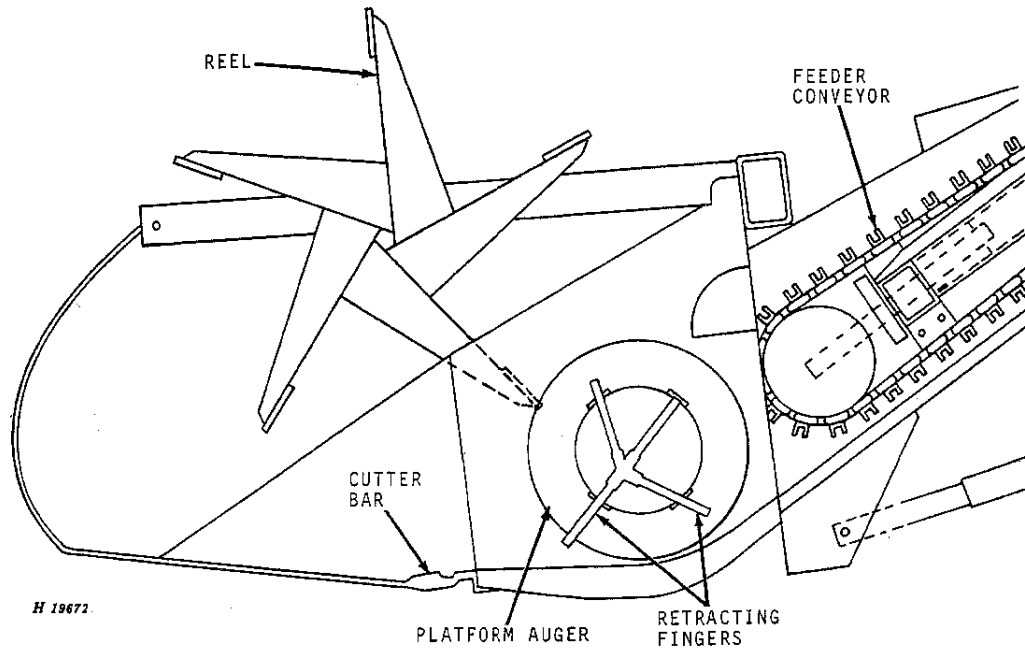
The combine is equipped with a slow moving vehicle emblem on the rear hood, lights, grain tank reflectors, and red reflective tape on the backside of the platform or corn head for transporting protection. Keep the emblem, reflectors, and lights clean.

⚠ CAUTION: When driving the combine on a road or highway at night or during the day, use lights and devices provided for adequate warning to the operators of other vehicles. In this regard, check local governmental regulations.

FIELD AND CROP OPERATING ADJUSTMENTS

This section explains adjustments which are made due to crop or field conditions. Adjustments which are made to compensate for wear or misalignment are explained in the SERVICE section, page 43. For illustrations of controls not shown in this section, see the CONTROLS AND INSTRUMENTS section, page 2.

PLATFORM OR CORN HEAD



H 19672

Cutting Platform Illustrated

The cutting platform illustrated above is only one of the headers which can be attached to the front of the feeder house. For complete information on these headers (cutting platform, pickup platform, belt pickup, and corn head) see the operator's manual supplied with them.

The platform or corn head receives the crop and moves it to the front of the feeder house by means of an auger.

Height of the platform or corn head can be changed by moving the height control lever located on the steering column. As a safety measure, platform or corn head height cannot be changed unless the engine is running.

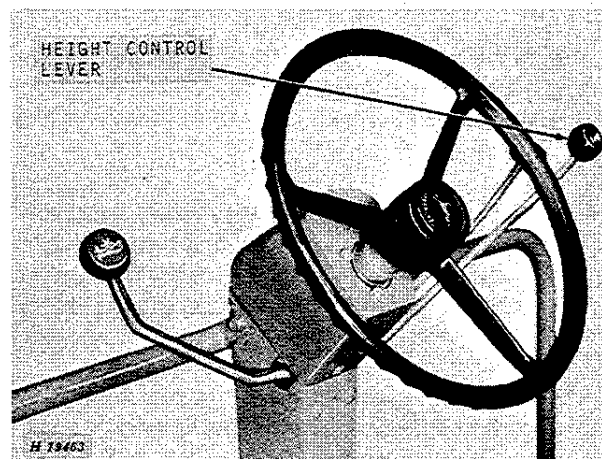
On combines so equipped, an electromagnetic clutch is either engaged or disengaged by operating a switch on the control panel, allowing the platform or corn head to be started or stopped immediately.

While servicing the platform or corn head, always use the hydraulic cylinder safety stop (page 44).

Platform or Corn Head Electromagnetic Clutch Switch

Push switch in to disengage clutch. Push switch in again to engage clutch.

Platform or Corn Head Height Control



H 79463

To lower the platform or corn head, move the height control lever forward.

To raise the platform or corn head, move the lever rearward.

Regulate the speed of lowering by turning a cap screw on the control valve (page 80).



Suggest:

If the above button click is invalid.

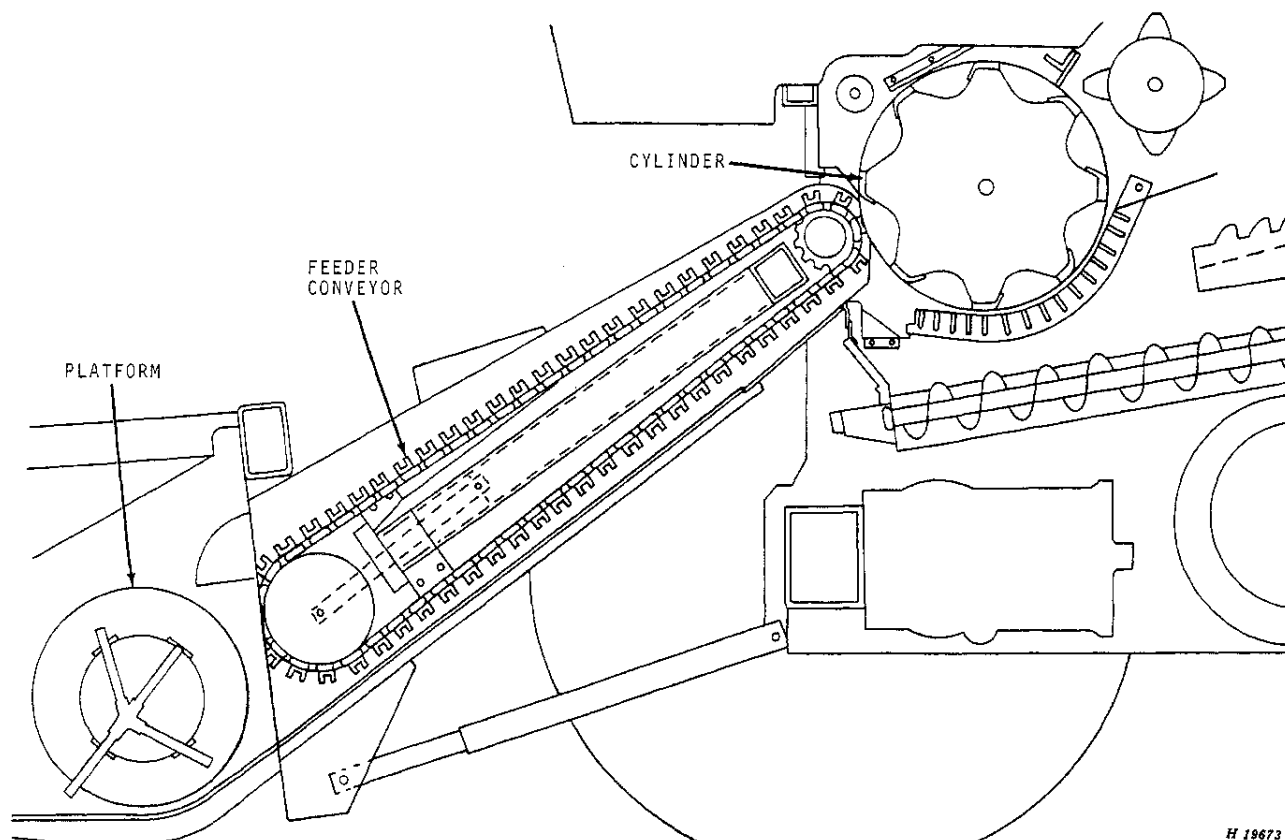
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FEEDER HOUSE



H 19673

The feeder house receives the grain from the platform or corn head and force feeds it to the threshing cylinder.

The speed of the feeder house determines the speed of the platform or corn head.

When combining grain, the feeder house speeds must be as specified (page 26) to maintain correct platform speeds.

IMPORTANT: When attaching a platform to the feeder house, adjust the feeder house speeds as shown (page 45). Never alter speeds from these specifications when combining grain.

When combining corn, change the feeder house speeds by changing sprockets. See the corn head operator's manual for correct speeds.

Conveyor Chain

Adjust the chain so a 5-1/4-inch dimension exists between the top of the roller chain and the top of the feeder house at mid-point of front door (page 46). At this dimension, the slats should just begin to rise off the rear of the feeder house bottom at the row of countersunk bolts. Too much slack allows the chain links to jump the sprocket teeth. Do not over-tighten the chain.

Conveyor Chain "Float"

Floating action of the conveyor accommodates varying volumes of material. Adjust the conveyor "float" so a 1/8-inch space exists between a slat and the feeder house bottom directly under the feeder drum (page 47).

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