

John Deere

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MODEL:

2010 Wheel Tractor

S/n 29,001 & Up

**OPERATOR'S
MANUAL**



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JD-O-OMT18599

JOHN DEERE
2010
WHEEL TRACTORS
(29001-)

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MANUAL PREVIEW

OPERATORS MANUAL
JOHN DEERE 2010 WHEEL
TRACTORS (29001-)

OMT18599 H2 English

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TO THE PURCHASER

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Your versatile tractor meets today's exacting requirements. Operating ease and comfort, hydraulic power when and where you need it, the ability to match engine power and transmission speed to any job, outstanding economy and dependability, modern styling, and simplicity of lubrication and service are all in this great tractor.

We are confident this modern tractor, combined with equally advanced John Deere equipment, will help you to do better work, easier and more profitably.

At the time the tractor was delivered, your John Deere industrial dealer discussed with you its safe operation and proper care. However, before putting the tractor to work, read this manual. It contains complete instructions for operating the tractor, caring for it, and taking full advantage of its many time- and labor-saving features. After reading the manual, keep it in a handy place for quick and easy reference if you have questions about operation, lubrication, or service.

The service policy which you received with your new tractor certifies that the tractor was properly inspected and prepared for delivery by your John Deere industrial dealer. Keep this policy in a safe place and present it to the dealer whenever services which it authorizes are required.

Your John Deere industrial dealer wants to help you get the most value from your new tractor. His skilled servicemen can handle every job efficiently. These men are trained in modern service methods; they have all necessary tools and equipment. If new parts are needed, only genuine John Deere parts will be installed. These parts are exact duplicates of the originals, made from the same patterns and of the same high quality materials.

When in need of new parts, be prepared to furnish the tractor serial number and the tractor model number. These numbers are located on the right-hand side of the engine block.

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Price \$

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SEAT



MOVING SEAT TO UPPER REAR

Deluxe Seat: Lift seat release latch. Stand up and the seat will automatically return to upper rear, giving you plenty of room to drive while standing. Sit down to return seat to normal, pre-set position.

Regular Seat: Lift seat release latch and move seat to upper rear where it will latch. To return seat to normal preset position, lift latch and allow seat to slide forward.

ADJUSTING FOR WEIGHT OF OPERATOR
(DELUXE SEAT)

Adjust tension of seat compression spring for maximum "float" when driving over rough ground. Do this by turning weight adjusting handle until indicator matches your weight.



Counterbalance Shaft Adjustment

ADJUSTING COUNTERBALANCE SPRING
(DELUXE SEAT)

If seat does not return to rear when unlatched, adjust counterbalance spring as follows: Push seat to upper rear. Insert a screwdriver in counterbalance shaft slot and push to unlatch shaft. Turn shaft counter-clockwise until seat action is satisfactory. Then line up latch on shaft with a pair of slots on seat support and release pressure on screwdriver.



ADJUSTING FOR HEIGHT OF OPERATOR

First move seat to upper rear. Then shift position selector lever right or left until pedals and levers can be operated easily when you are seated.

ADJUSTING SEAT BACKREST
(REGULAR SEAT)

Remove attaching screws (above) from seat backrest and move backrest up or down. Replace and tighten screws.

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OPERATING THE ENGINE



Starting Controls

BEFORE STARTING THE ENGINE

Before starting the engine for the first time each day, perform the following inspections and services:

- (a) Check engine crankcase oil level — page 29.
- (b) Check radiator coolant level — page 41.
- (c) Change air cleaner oil when dirt level exceeds 3/8-inch — page 30. Check pre-cleaner — page 30.
- (d) Check fuel strainer sediment bowl — page 38 (diesel) or 40 (gasoline).
- (e) Make sure fuel shut-off valve(s) is open — page 39 (diesel) or 40 (gasoline).
- (f) Grease brake linkage — page 30. Grease steering drag link — page 30.

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COLD WEATHER STARTING

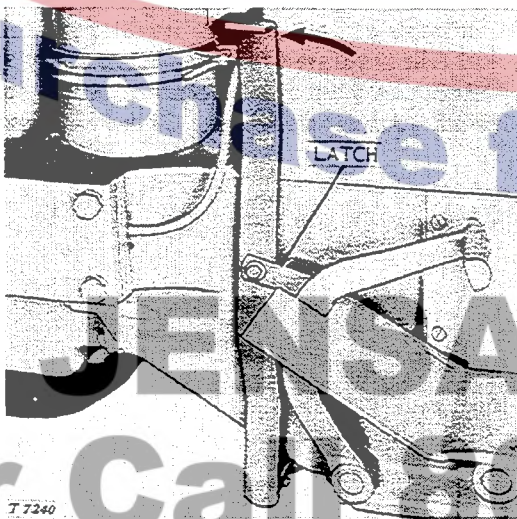
The engine will start easier in cold weather if you follow these recommendations:

1. Use correct fuel for your area and season—page 25.
2. Use crankcase oil of proper viscosity—page 26.
3. Use oil of same viscosity in air cleaner as in crankcase. Do not dilute oil in air cleaner.
4. Make sure battery is at full charge so engine will crank fast—page 44. On diesels, use a booster battery (if needed) at temperatures below -10°F .
5. On diesels, preheat glow plugs for a longer interval. In below zero weather, also prime an extra stroke while cranking engine.

CAUTION: Do not use ether as a starting aid; it might damage engine or starter.

6. Disconnect hydraulic pump or clutch lever while starting (see below).

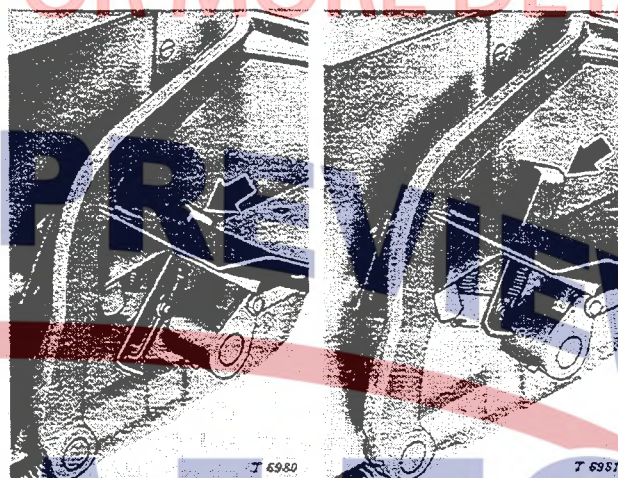
CLUTCH DISCONNECT LEVER (H-L-R Transmission)



To disengage the clutch, push the disconnect lever forward and push with latch (see above).

As soon as the engine has started and is running smoothly, idle the engine. Then pull up the latch and release the lever to engage the clutch.

HYDRAULIC PUMP DISENGAGING LEVER (Constant Mesh Transmission)



Normally, the disengaging lever is carried down on the footrest as shown and is inoperative.

To disengage the hydraulic pump for easier cold weather starting, pull up the lever and press forward to latch (see above). Then, with the reverser lever in neutral, push down on both the clutch pedal and disengaging lever. This will decrease drag on the engine.

As soon as the engine has started and is running smoothly, idle the engine. Then lift up on the disengaging lever and pull rearward to unlatch. Drop the lever back down to the footrest.

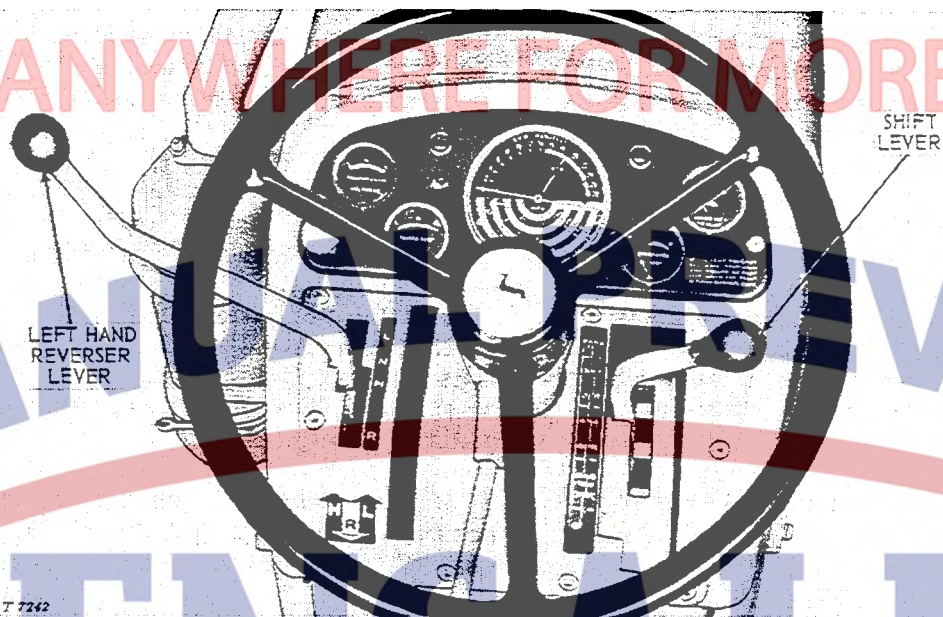
AUXILIARY PUMP DISENGAGING LEVER



To disengage the auxiliary pump for easier cold weather starting, rotate the lever down and to the rear.

As soon as the engine has started and is running smoothly, idle the engine. Then engage the pump by rotating the lever up and to the front.

DRIVING THE TRACTOR



Shift Lever and Left Hand Reverser Lever

SELECTING TRAVEL SPEED

The tractor has four shift stations or ranges. Three of the ranges have low, high and reverse gears. The fourth range has low and high gears only. These gears, together with the engine speeds that may be selected, allow the operator to balance load and speed for maximum economy and give him flexibility to meet varying work conditions. For example, for a given travel speed the operator may choose to work in a low gear at a high engine speed or in a higher gear at a lower engine speed.

Tractor travel speeds in various gears are shown in the chart. Engine working speeds may be varied anywhere between 1500 and 2500 rpm.

OVERLOADING

The tractor will handle economically and efficiently all jobs within its range of power. Using the tractor on loads beyond its power range puts an excessive strain on all its parts and will finally cause needless repair expense and loss of power or efficiency. You can tell when your tractor is overloaded; it will slow down in travel speed and the engine will labor. Use the reverser lever to "down shift" when necessary to avoid power

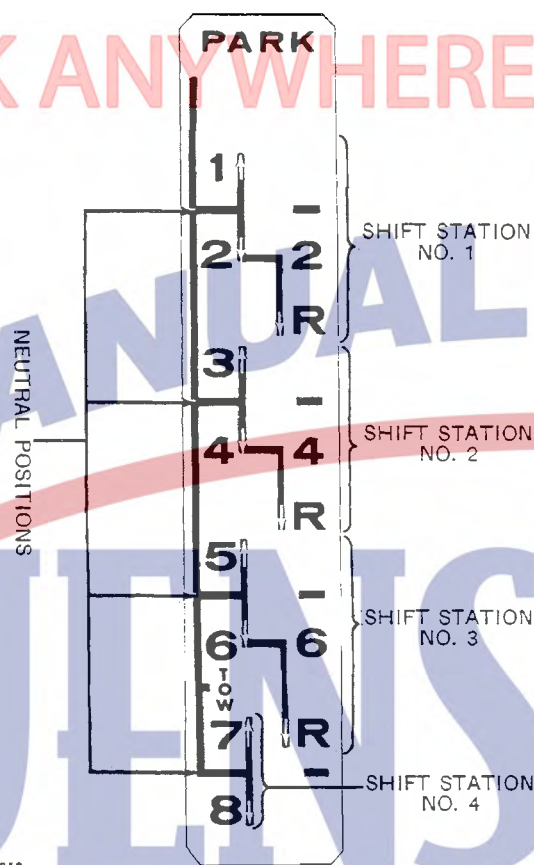
stalls and excessive strain on the tractor. With the H-L-R transmission the tractor can be shifted "on the go." With the constant-mesh transmission, stop the tractor, disengage the clutch, and shift to a lower gear.

Tractor Travel Speeds

Range No.	Reverser Lever Position	Shift Lever Position	Engine Speeds		
			1500 rpm	1900 rpm	2500 rpm
1	L	1	1.3	1.7	2.2
	H	2	1.9	2.4	3.1
	R	R	1.8	2.3	3.0
2	L	3	2.3	2.9	3.8
	H	4	3.2	4.1	5.4
	R	R	3.1	3.9	5.1
3	L	5	4.0	5.1	6.7
	H	6	5.7	7.2	9.5
	R	R	5.4	6.9	9.0
4	L	7	6.7	8.5	11.1
	H	8	9.5	12.0	15.8

NOTE: The travel speeds shown in this chart are based on 14.9 x 28 rear tires with zero slip.

SHIFTING GEARS



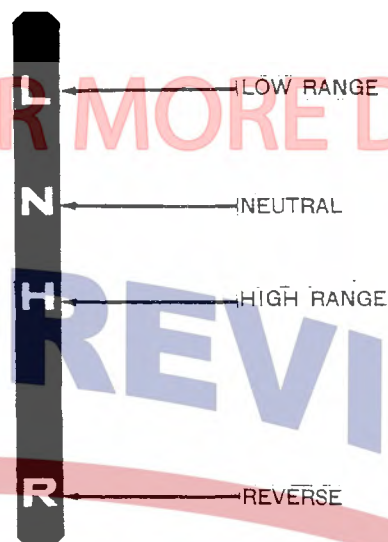
Transmission Shifting Patterns (Shift Lever)

The shift lever quadrant has eight forward gears paired in four ranges. Three of these ranges have reverse gears. This means that within each range a high, low, or reverse gear can be selected.

In range two, for example, high is 4th gear, while low is 3rd gear. The lines between each pair of forward gears show neutral positions.

NOTE: Always use the shift lever to select the range — one of the four slots on the inner drum.

The left hand reverser lever is used to shift into high, low, or reverse gear within the range set by the shift lever. Note the shift pattern at above right. With H-L-R transmissions, this lever is handy for fast "downshifting" or "shutting" of the tractor, as during loader work.



Left Hand Reverser Lever

SHIFTING FROM NEUTRAL

1. Depress clutch pedal.
2. Move shift lever from neutral fully into[®] slot for range desired. Then use reverser lever to select the gear.

3. Gradually release clutch pedal to take up load smoothly.

SHIFTING TO ANOTHER GEAR

Shifting in the Same Range

Use the left hand reverser lever. With H-L-R transmissions, you need not declutch. With constant mesh transmissions, stop the tractor and declutch while shifting.

Shifting to Another Range

1. Depress clutch pedal.
2. Move shift lever to neutral, then move fully into new range slot. Then use reverser lever to select the gear.
3. Gradually release clutch pedal to take up load smoothly.

H-L-R TRANSMISSION OIL TEMPERATURE

If H-L-R transmission oil should overheat, the oil temperature gauge on the instrument panel (page 2) will register in the red "H" zone. If this happens, stop the tractor and run the engine at fast idle until oil temperature returns to the white "N" zone. Normal temperature for H-L-R transmission oil is about 180°F.

PARKING THE TRACTOR

Any time the tractor is stopped for parking, for holding it on an incline, or for PTO or belt work, move the shift lever to "PARK." Do this by pushing the lever fully forward from neutral. This automatically locks the tractor in place. Shifting from "PARK" to neutral releases the braking action.

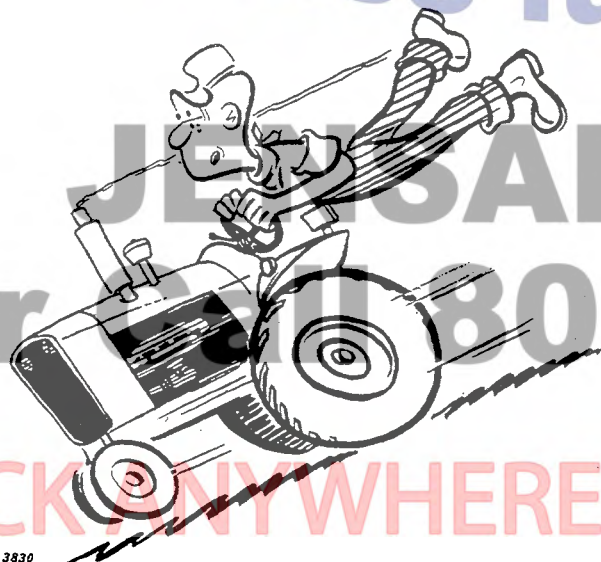
TOWING THE TRACTOR

When towing the tractor, move the shift lever to the "TOW" position. This will prevent undue wear on transmission parts during towing.

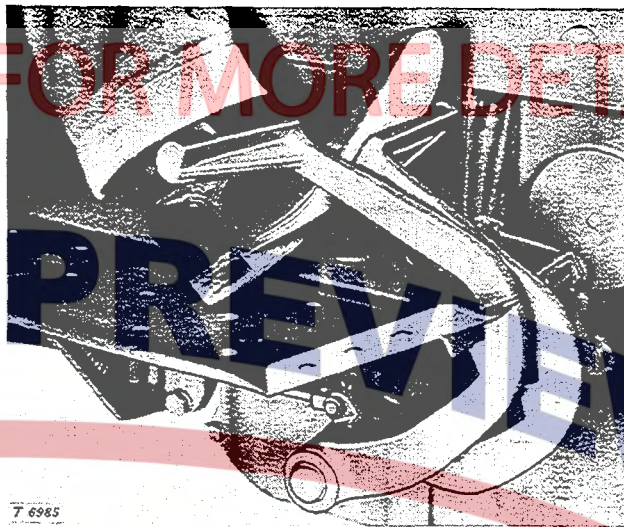
CAUTION: The tractor should never be towed at a speed greater than 20 miles per hour.

HIGH SPEED DRIVING

Use 8th gear (high gear in range No. 4) to save time in transport over highways and other smooth roads. But—BE CAREFUL. Fast driving is the cause of many accidents. For safety, shift down, particularly when traveling over rough ground, or when going downhill.



BRAKES



Using Brake to Make a Sharp Left-Hand Turn

The individual brakes can be used when making sharp turns. Use the left pedal to turn left, the right pedal to turn right.



Using Brakes to Stop the Tractor

When stopping the tractor, press down on both brake pedals.

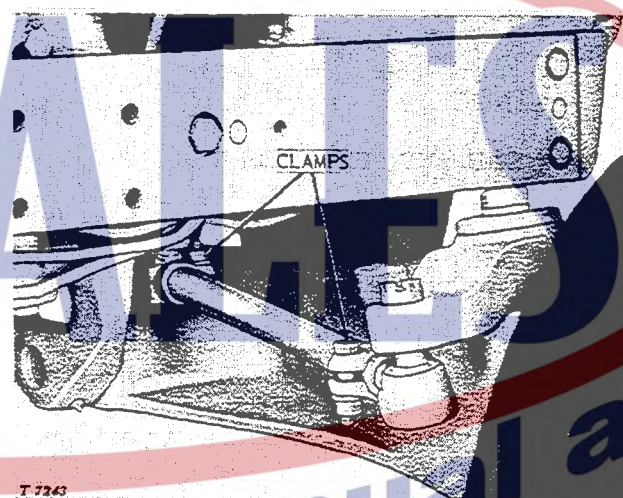
When using brakes to slow the tractor, do not depress the clutch pedal except at very slow speeds. When you depress the clutch pedal you lose the braking effect of the engine which helps slow the tractor.



FRONT WHEEL TOE-IN ADJUSTMENT

The solid front axle has a fixed tread of 54 inches. Check and adjust toe-in periodically as follows:

1. Drive tractor straight ahead for a short distance and stop.
2. Measure front wheel tread at front and rear of wheels at hub height. Proper toe-in is $1/8$ - to $3/8$ -inch less in front than in rear.
3. Adjust if necessary by loosening clamps on inner and outer ends of tie rods (see at right) and turning each tie rod an equal amount until toe-in is correct. Tighten clamps securely.
4. Check tie rod clamps to be sure they do not bind when wheels are turned. Correct clamp positions are as follows:



Front Axle Tie Rod Adjustment

Both left tie rod clamps — behind rod with nut at top.

Right tie rod outer clamp — behind rod with nut at bottom.

Right tie rod inner clamp — in front of rod with nut at top.

NOTE: Tie rods must be equal in length. Never screw out tie rods too far. Be sure that not more than one inch of thread is showing.

REAR WHEEL TREAD

The disk-type rear wheels are "dished" to give two rear wheel treads. The regular tread of 62 inches can be increased to 74 inches by reversing the wheels. (Treads on 16.9 x 28 tires are 63 and 73 inches.) When reversing the wheels, tighten the mounting bolts evenly to 80 foot-pounds torque.

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