

John Deere

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MODEL:

2010 Row Crop

S/N 0-29000

OPERATOR'S
MANUAL



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**2010
Row-Crop
Tractor**

MANUAL PREVIEW

OPERATORS MANUAL

**2010 Row-Crop
Tractor**

OMT14695 H0 English

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BELT PULLEY

Diameter	12 inches
Face	8-1/2 inches
Rpm at engine speed 1900 rpm	961
Rpm at fast-idle 2100 rpm	1060
Belt speed at engine speed 1900 rpm	3019 fpm

TIRES

Front	6:00 x 14	4 ply
	6:00 x 14	6 ply
	6:50 x 16	8 ply
	9:00 x 10	8 ply
Rear	11.2 x 36	4 ply
	12.4 x 36	4 ply
	13.9 x 36	4 ply

BRAKES

Self-energizing, disk-type; foot-operated individually or simultaneously.

ELECTRIC SYSTEM

Battery (dry) voltage (nominal)	12 volts
Battery specific gravity-full charge	1.250 (plus or minus .010)
Battery terminal grounded	positive

IGNITION SYSTEM

Type	Battery-distributor
Distributor point gap	.022 inches
Spark plugs:	
Size	14 mm.
Gap	.025 inches

DIMENSIONS

Tractor equipped with 12.4 x 36 rear tires, 6:00 x 16 front tires	
Height to top of hood	60-1/16 inches
Over-all height	85-3/4 inches
Over-all width, min.	86 inches
Over-all length:	
(with Universal 3-Point Hitch)	140 inches
(tire-to-tire edges)	132 inches
Wheelbase	90 inches
Clearance (front axle)	23-3/4 inches
Turning radius	104 inches
Shipping weight (approx.)	4600 lbs.

WHEEL TREADS

Front	50 inches min., 74 inches max. in 2-inch steps; 79-1/8 inches (with wheels reversed)
Rear	56 inches to 93 inches, adjustable axle; power adjustable, 64 inches to 88 inches in 4-inch increments (regular); 56 inches to 80 inches in 4-inch increments (optional)

CAPACITIES (U.S. Standard Measures)

Fuel tank, gals.	18
Cooling system, gals.	3
Air cleaner cup	To mark
Engine lubrication, qts. (including filter)	5
Transmission case, gals.	8
Final drive cases (each), gals.	1
*Hydraulic System:	
Single remote cylinder system, qts.	1.87
Double remote cylinder system, qts.	3.75

*Included in transmission case capacity

(Specification and design subject to change without notice.)



T 2106

Left side view of John Deere 2010 Row-Crop Tractor



T 2175

Cleaning carburetor



T 2176

Carburetor

To clean carburetor strainer assembly, remove gasoline inlet elbow, of which strainer is a part. (See illustration above.) Flush strainer housing with gasoline to remove dirt which may have worked through strainer. Be careful when removing elbow to prevent damage to strainer. Replace gasoline inlet elbow and tighten connections. Check connections to see that there is no leakage.

Checking connections

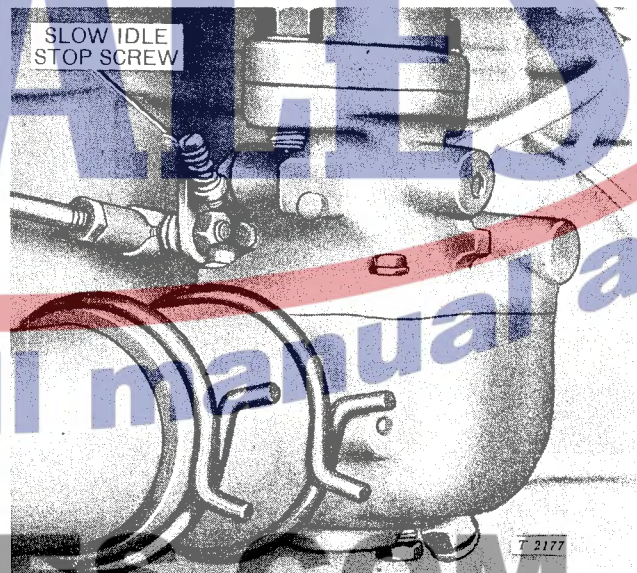
While checking carburetor, also check air cleaner-to-carburetor connecting hoses. Make sure hoses have not begun to deteriorate. If hoses show signs of cracking, or have been soaked with gasoline, replace. Make certain hose connecting clamps are tight and that they are on hoses far enough to give a good connection. This prevents engine from breathing dirt, sand, and grit into cylinders through air leaks instead of cleaned air through air cleaner.

Adjusting carburetor

The carburetor mixes gasoline and air together to form a vaporized fuel. The carburetor has adjustments for smooth engine operation, fuel economy, and maximum power.

Slow Idle Adjustment

1. With engine running and at operating temperature, set hand throttle in closed position (full left).



T 2177

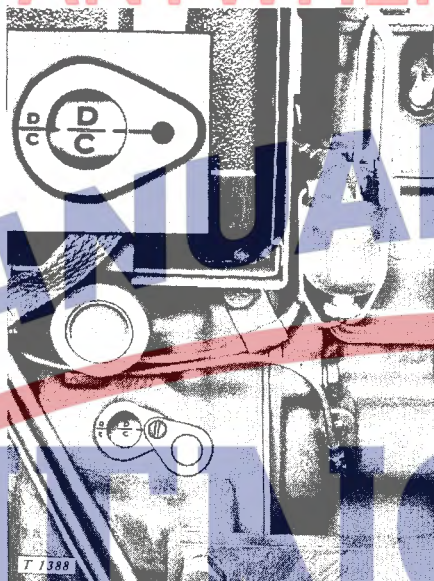
2. Adjust slow idle stop screw in behind carburetor until engine idles at approximately 600 rpm.

3. Adjust slow idle mixture by turning idle adjusting needle on top rear of carburetor. Set to best idling position. This is approximately one turn from closed position.

4. After making adjustment on idle adjusting needle, if necessary, reset slow idle stop screw to give approximately 600 rpm.

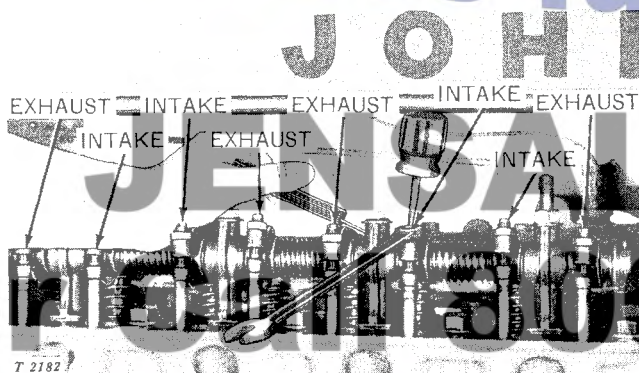
Valve tappet adjustment

Valve tappet clearances should be checked at least every 600 hours. Adjustment can be made correctly only when engine is cold.



"DC" mark on flywheel

To adjust valve clearance, first detach ventilator outlet tube and coil wire leads from rocker arm cover. Then remove rocker arm cover. Next, remove spark plugs. To position tappets correctly for adjustment, crank engine slowly, holding your thumb over No. 1 (front) spark plug port. Compression stroke of No. 1 piston starts when air pressure is felt against thumb. Continue to crank engine slowly until "DC" mark on flywheel lines up with lines on sides of timing hole.



T 2182

With mark in this position, the front two valve tappets can be adjusted. Refer to illustration and adjust the intake valve with a feeler gauge for .012-inch clearance and the exhaust valve for .018-inch clearance. Following same procedure, crank engine exactly one-half revolution (to 180° mark on flywheel) and adjust No. 3 valve tappets. Turn engine one-half revolution and set No. 4 valves; turn engine one-half revolution and adjust No. 2 valves.

Engine clutch

The clutch pedal, which is used to engage and disengage the engine clutch, should be checked and adjusted if necessary every 600 hours of operation or whenever free travel seems improper.



Adjusting cam

Adjust the clutch to have approximately 1-inch free travel at the pedal pad. To adjust, loosen hex. jam nut on adjusting cam. Turn the adjusting cam counter-clockwise to decrease pedal free travel and clockwise to increase pedal free travel. When the 1-inch free travel has been obtained, hold the adjusting cam in position and tighten hex. jam nut securely. Recheck free travel to be certain the adjustment has been made correctly.

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1" FREE TRAVEL



Measuring clutch pedal free travel

PTO clutch lever free-travel adjustment

The PTO clutch lever should have 1-inch free travel at its extremes of travel, that is, beyond the engaged and disengaged positions.

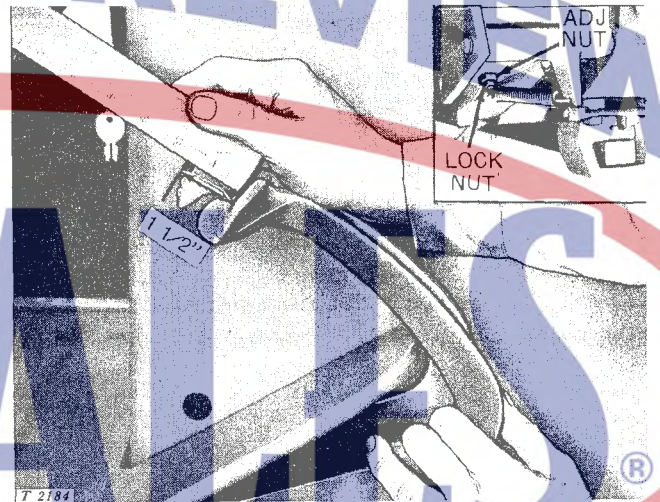


To make adjustment, remove hole plug at lower left of PTO housing as shown. Use a socket wrench to reach in and turn clutch adjusting nut. Adjust the nut until 1 inch free travel of PTO clutch lever is obtained at both extremes. If free travel is unequal at each extreme of lever travel, average out free travel.

NOTE: If no PTO clutch lever free travel can be obtained at either or both extremes, the internal PTO shifter linkage will require adjustment. In this case, let your John Deere dealer make an inspection of the PTO linkage.

Brake adjustment

The only brake adjustment is for correct free travel in the pedals. (The brake assembly itself should be serviced by your John Deere dealer if and when it is no longer effective.)



To make adjustment, loosen adjusting nut on brake lever until 1-1/2-inch free travel is obtained at the brake pedal pad. If pedal pads are not in alignment when brakes are applied, equalize them by increasing the free travel of the one having the least free travel.

Tires

Check the tires, every 200 hours of operation, or whenever necessary, for the proper amount of air inflation (page 21) and inspect them for possible injury. Cuts or breaks in the sidewall or tread may expose the tire fabric, permitting moisture and dirt to enter and cause rotting of the fabric. Repair these cuts or breaks with rubber sealing compound. If the break is more than two inches long, have the tire vulcanized for permanency.

To avoid possible damage to the tires during lubrication, service, and storage, protect them from prolonged exposure to fuel, grease, oil, chemicals and bright sunlight. Careless driving over objects such as rocks, stones, and tree stumps also puts an undue strain on tires and shortens tire life.

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