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MODEL:

2500 Series Tractors

Volume 1 of 2



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JOHN DEERE

2500 SERIES

TRACTORS

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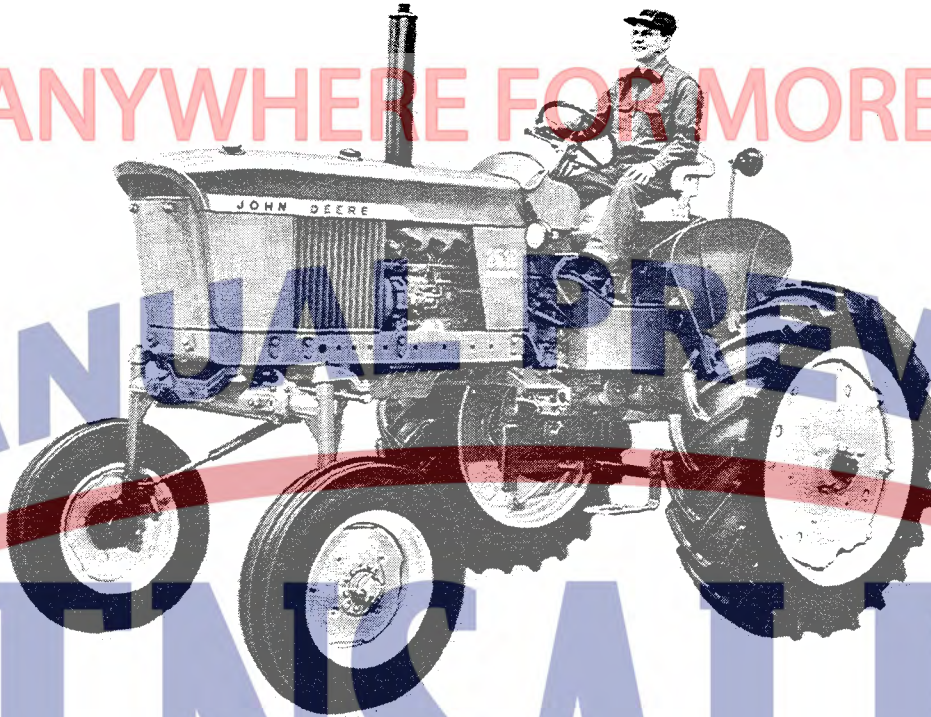


Fig. 10-5-2—John Deere Hi-Crop Tractor with Diesel Engine

7. The last letter "T" identifies the manufacturer of the engine as the John Deere Dubuque Tractor Works.

Each tractor also has a serial number located at the rear of the transmission case. An example of a tractor serial number is:

SNT	7	1	3	P	001001	R
1	2	3	4	5	6	7

1. The letters "SNT" or the letter "T" stand for the serial number of a tractor.

2. The number "7" designates the tractor as a series 7 or 2510 tractor.

3. The "1" designates the tractor as a row-crop model. A "3" would designate a Hi-Crop tractor.

4. The "3" designates the tractor as having a diesel engine. A "1" would designate a gasoline engine.

5. The "P" means that the tractor has a Power Shift transmission. An "R" would mean that the tractor has a Syncro-Range transmission.

6. These numbers are the numerical serial number of the tractor. When tractor serial num-

bers are given in this manual, they are these numerical numbers only. For brevity, any zeros preceding the first significant digit are omitted.

7. The last letter "R" identifies the manufacturer of the tractor as the John Deere Waterloo Tractor Works.

MODEL NUMBERS

Model numbers are carried by the distributor on gasoline engines, the fuel injection pump on diesel engines, the main hydraulic pump, rockshaft valve housing, and remote cylinder selective control valve housings.

ENGINE

Two types of variable-speed engines are furnished for the tractor. One is a spark ignition engine using gasoline for fuel; the other is a compression-ignition diesel engine.

Both engines have four, in-line cylinders. At 2500 rpm the engine on tractors with Syncro-Range transmission develops 53 horsepower measured at the PTO. The engine on tractors with Power Shift transmission develops 49 horsepower measured at the PTO.

Crankcase ventilation is accomplished by a liquid-seal, impeller-type ventilating pump.

cess foreign matter. Remove and clean the bowl. If the pre-cleaner is equipped with a pre-screener, check for excess of foreign matter and, if necessary, clean the screen.

7. FUEL PUMP

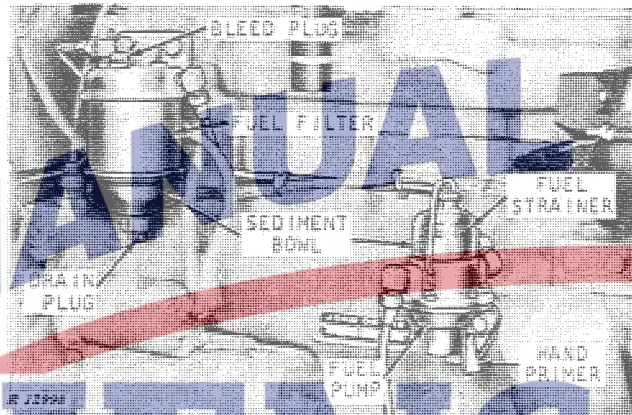
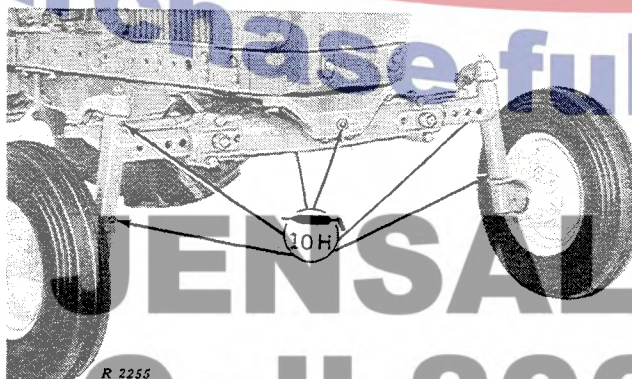


Fig. 30-10-5—Fuel Pump

If the fuel pump sediment bowl contains water or an excessive amount of foreign matter, close the fuel shut-off valve at the bottom of the fuel tank and clean the sediment bowl (Fig. 30-10-5). Bleed the diesel fuel system after installing the bowl. See Group 10, Section 40 for instructions.

8. FRONT AXLE

Wide Axle



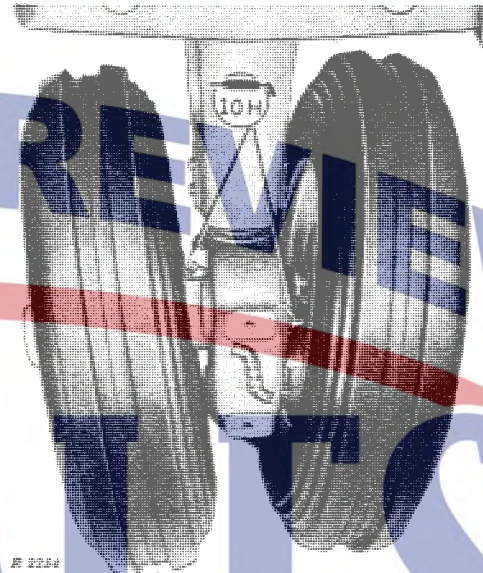
R 2255

Fig. 30-10-6—Wide Front Axle Grease Fittings

Grease the wide front axle pivot pins and steering spindle at the six fittings (Fig. 30-10-6) with several shots of SAE multipurpose-type grease.

On Hi-Crop tractors apply several shots of SAE multipurpose-type grease to the fitting at the rear of the front axle radius rod.

Roll-O-Matic

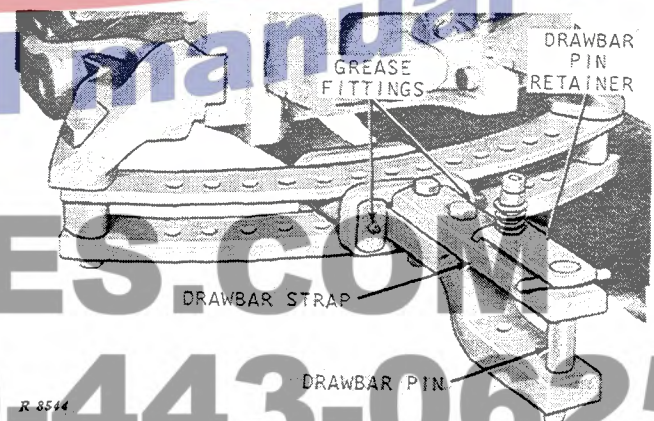


R 2255

Fig. 30-10-7—Roll-O-Matic Grease Fittings

Grease the Roll-O-Matic assembly at the two fittings (Fig. 30-10-7) with several shots of SAE multipurpose-type grease. Lubricate the fittings until grease appears at the inner seals.

9. DRAWBAR ROLLER PINS



R 3544

Fig. 30-10-8—Drawbar Roller Pin Fittings

Apply several shots of SAE multipurpose-type grease to drawbar roller pins on tractors with wide-swing drawbar.

Group 15

BELT PULLEY ASSEMBLY

DISASSEMBLY



Fig. 160-15-1—Pulley Attaching Parts

Remove cotter pin, hex. nut, and washer (Fig. 160-15-1). Remove pulley from shaft.

Drain oil from pulley case.

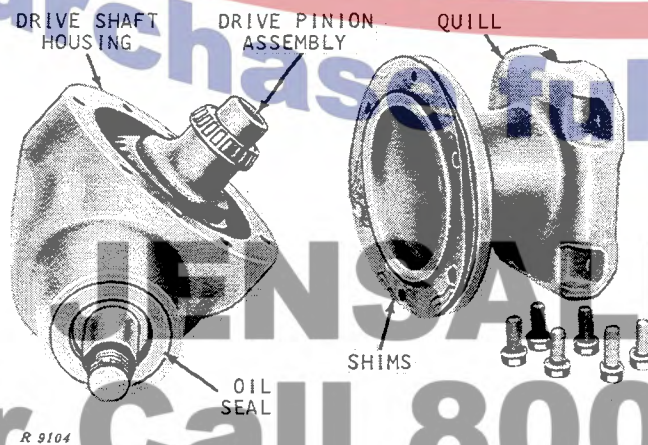


Fig. 160-15-2—Belt Pulley Assembly Separated

Remove cap screws and separate quill from drive shaft housing (Fig. 160-15-2). Lift drive pinion assembly from drive shaft housing.

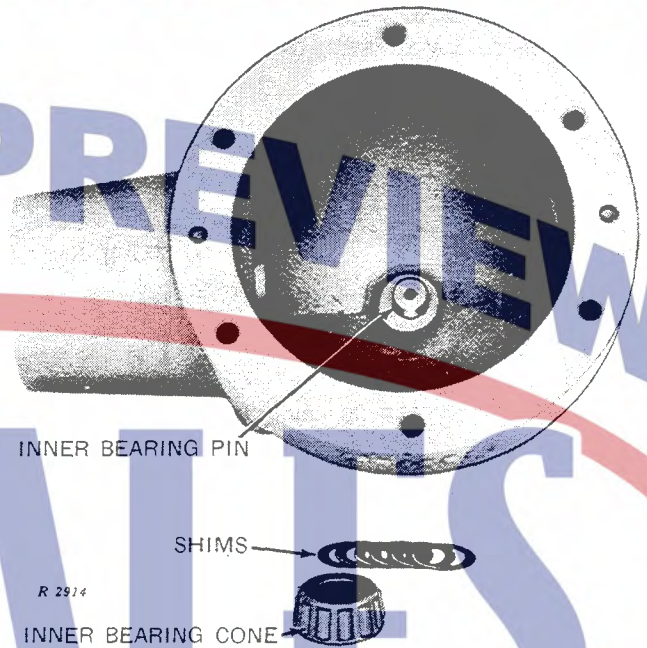


Fig. 160-15-3—Inner Bearing Cone Removed

Remove bearing cone and shims from drive shaft inner bearing pin (Fig. 160-15-3).

Remove oil seal from outer end of drive shaft housing (Fig. 160-15-2). Remove bearing cone from drive shaft housing.

Remove drive shaft and gear from drive shaft housing (Fig. 160-15-4).

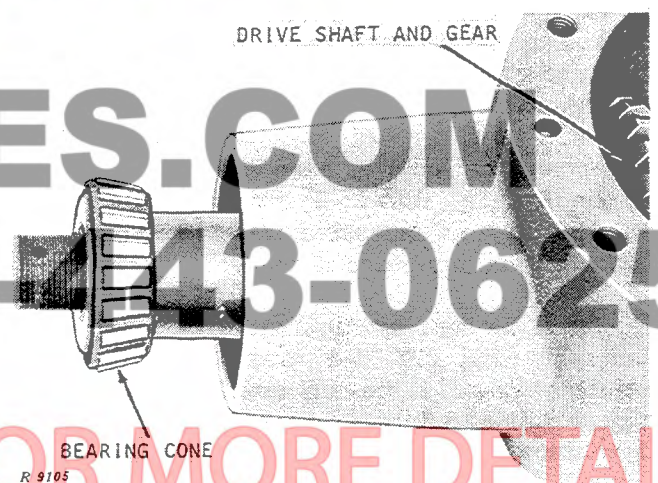


Fig. 160-15-4—Removing Bearing Cone

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