

John Deere

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MODEL:

30 Combine

MANUAL PREVIEW

OPERATOR'S
MANUAL

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**30
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OMH611159 (01NOV59) English

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**JOHN DEERE HARVESTER WORKS
OMH611159 (01NOV59)**

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ENGLISH**

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I GOT MY COMBINING DONE ON TIME



Because the first thing every day, I

- ✓ Lubricated the combine properly.
- ✓ Made the proper adjustments for the crop and field conditions.

THESE DAILY PRECAUTIONS WILL INSURE GOOD PERFORMANCE AND LONG SERVICE.

SPECIFICATIONS

Distance Between Divider Points.	84 in.
Length of Cutter Bar.....	78 in.
Right- or Left-Hand Cut.....	Left-Hand
Cutter Bar in Front or to Side of Cylinder.....	Front
Type of Platform.....	Hinged
Range of Cutting Height.....	1-1/2 in. to 30 in.
Type of Conveyor.....	Conveyor Chain
Reel Drive.....	Ground-Driven
Reel Adjustable from Tractor Seat.....	Yes, on Power- Controlled Reel
Number of Slats on Reel.....	4 Slats (Six or Eight Slats Optional)
Type of Cylinder.....	Rasp-Bar
Width of Cylinder.....	60 in.
Diameter of Cylinder.....	15 in.
Speed Range of Cylinder.....	430 to 1685 rpm
Type of Separation.....	Unit Rack
Length of Separating Surface....	76 in. (Measured in a straight line from center of cylinder shaft to point of discharge of straw.)

Width and Length of Chaffer and Cleaning Sieves.....	36 x 34 in.
Width of Separator, Rear.....	60 in.
Recleaner Available.....	Yes
Type of Drive.....	Power Take-Off or Engine
Drive to Cylinder.....	V-Belt
Number of Wheels.....	2
Tire Size.....	7.50 x 16
Wheel Tread—Center-to-Center at Ground Line—Wheels Dished Out.....	105 in.
Cylinder Bearings.....	Sealed Ball
Fan and Beater Bearings.....	Sealed Ball
Wheel Bearings.....	Tapered Roller
Length Over-All (With Tractor Hitch Extension).....	19 ft., 4-in.
Width Over-All.....	10 ft., 11-1/2 in.
Height Over-All.....	9 ft., 2 in.
Capacity of Grain Tank.....	25 bu.
Shipping Weight, Standard Equipped.....	Approx. 3800 lbs.

(Specifications and design subject to change without notice.)

Keeping your equipment in proper adjustment will help to keep it operating efficiently and economically.

BE SAFE

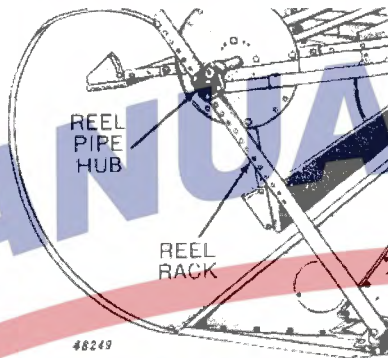
It pays to be careful,
It costs to be careless!

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REEL HEIGHT ADJUSTMENT (MANUALLY CONTROLLED REEL)

Raise or lower the reel by moving the reel pipe hubs to different sets of holes on the reel racks. *NOTE: When moving the reel up or down, be sure to use the corresponding set of holes in each rack so the reel pipe will be level.*

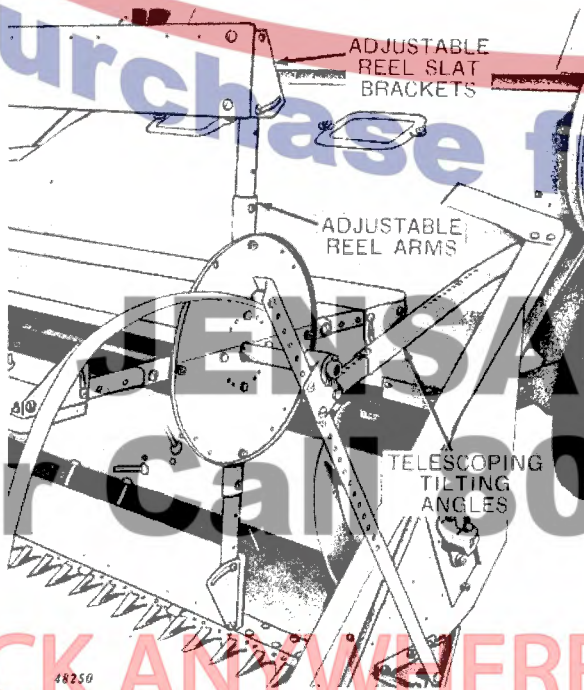


Forward and Backward Adjustment.

The reel can be moved forward or backward by using different sets of holes in the telescoping tilting angles. *NOTE: With a manually controlled reel, the right-hand tilting angles should be assembled so they are one hole shorter than the left-hand tilting angles.*

REEL ARMS.

The adjustable reel arms are provided with sets of holes to provide for a 41-inch, 36-3/8-, or a 31-3/4-inch diameter reel, depending on the size desired.



REEL SLAT POSITION.

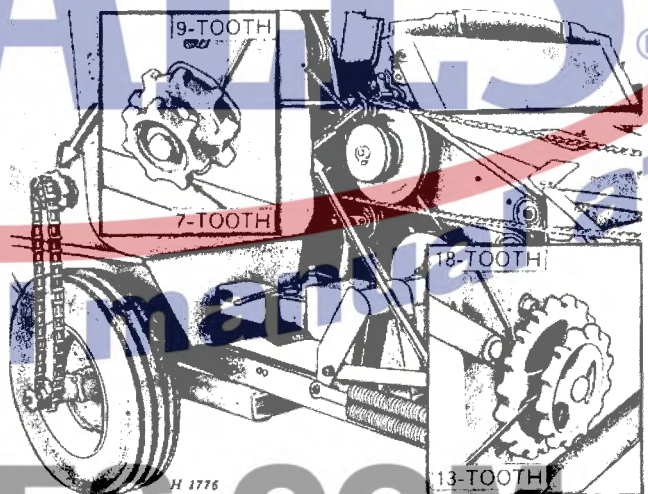
The reel slats are attached to the reel arms with adjustable brackets. The pitch of the reel slats can be adjusted so the inner edge of the slat is away from the reel arm. This aids in placing the heads of the grain onto the platform.

REEL SPEEDS.

The reel is ground-driven from the right-hand wheel. Ordinarily, varying the reel speed with the ground speed enables the reel to handle the crop being combined. However, when traveling at high speeds, it is often necessary to slow down the reel. The minimum low speed can be obtained by installing the drive chain onto the 9-tooth sprocket on the right-hand end of the reel jackshaft and the other drive chain onto the 13-tooth sprocket on the left-hand end of the reel jackshaft.

Maximum high speed can be obtained by using a combination of the 7-tooth and the 13-tooth sprockets or the 9-tooth and the 18-tooth sprockets.

A good rule to remember is that the combinations of sprockets only determine the minimum and maximum speed ranges and that ground speed determines the actual reel speed.



REEL OPERATING SUGGESTIONS.

If the reel raising parts tend to bind on the reel racks, lubricate the racks liberally, making certain that all paint and dirt is removed from the racks.

Replace any broken reel slats promptly. A missing slat will cause uneven delivery to the platform auger and uneven feeding to the cylinder.

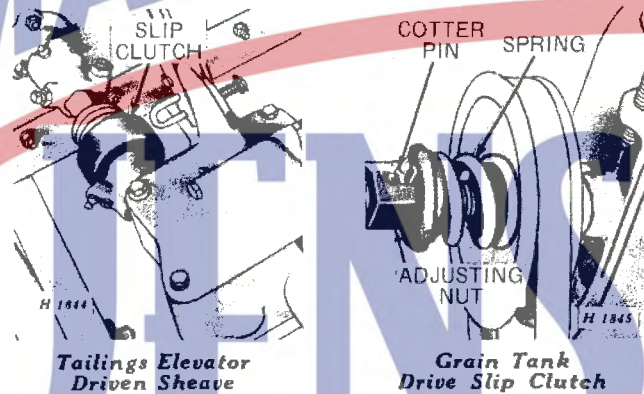
In grain infested with tall weeds, the weeds will tend to wrap around the reel. To prevent this, order the Weed Bar Attachment shown on page 29.

SAFETY SLIP CLUTCHES

All important drives are protected by durable slip clutches. When clutches slip, stop immediately, determine the cause, and correct. Do not increase tension of safety slip clutches unless it has been determined by careful examination that lack of tension is the cause of slippage.

Slip clutches are used on the following units: Reel, Powershaft, Grain Tank Drive, and Tailings Elevator Driven Sheave.

Spring tension of safety slip clutch on tailings elevator driven sheave is adjustable by removing cotter pin and screwing nut on or off shaft.



Clutch springs should be set with just enough tension to work in average conditions without slipping. **IMPORTANT:** Set slip clutch loosely at first and tighten gradually until proper working tension is determined. Do not tighten nut more than one-half turn without testing adjustment.

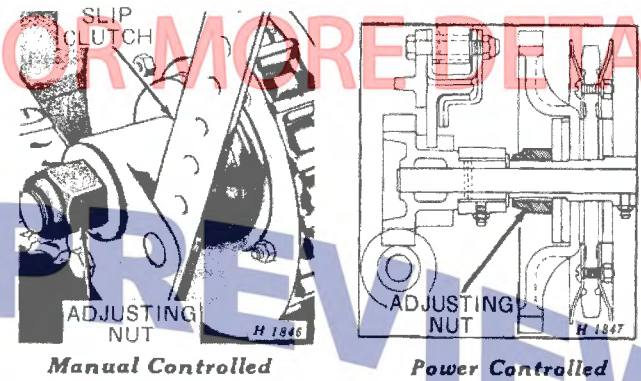
Before prolonged storage, apply a coating of grease to slip clutch jaws to prevent rusting. When removing combine from storage, clean clutches and be sure to put grease in bore of slip clutches after cleaning. Adjust for proper working tension.

Before starting in the field, it is good practice to slip all the clutches to be sure they are functioning properly.

Reel Slip Clutch.

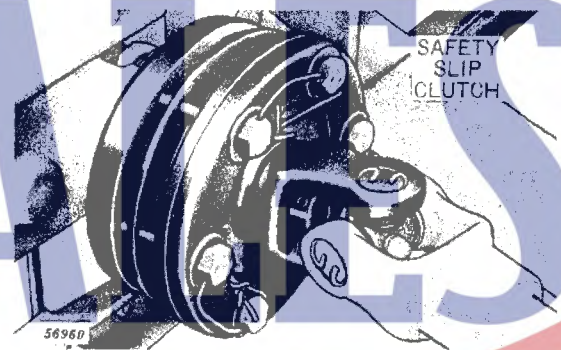
The reel slip clutch should be tight enough to operate under load without slipping. To check, tighten hand wheel on reel drive sprocket on right-hand main wheel and turn reel by hand. Clutch

should slip when a slight pressure is applied to reel slats. Adjust with nut on reel shaft.



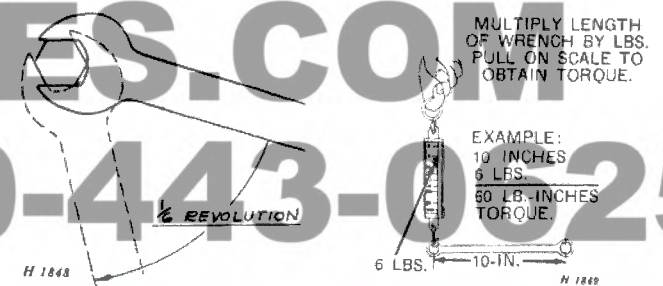
POWERSHAFT SAFETY SLIP CLUTCH.

This clutch has been adjusted at the factory and will require no adjustment except for normal wear.



To adjust, remove the wire from the cap screw heads and turn each head $1/6$ revolution as illustrated, then replace wire.

If clutch has been disassembled for repairs, reassemble with 55 to 65 inch-pounds torque on each cap screw. Use torque wrench, or use a hand scale and wrench as illustrated. To insure satisfactory operation, follow the above instructions carefully. Don't guess!



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