

John Deere

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MODEL:

**320 Tractor
Standard & Utility**

**OPERATOR'S
MANUAL**



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**JOHN DEERE
SERIES 320 TRACTOR
STANDARD AND UTILITY**

MANUAL PREVIEW

**OPERATORS MANUAL
JOHN DEERE SERIES 320 TRACTOR
STANDARD AND UTILITY**

OMT30856 (01AUG56) English

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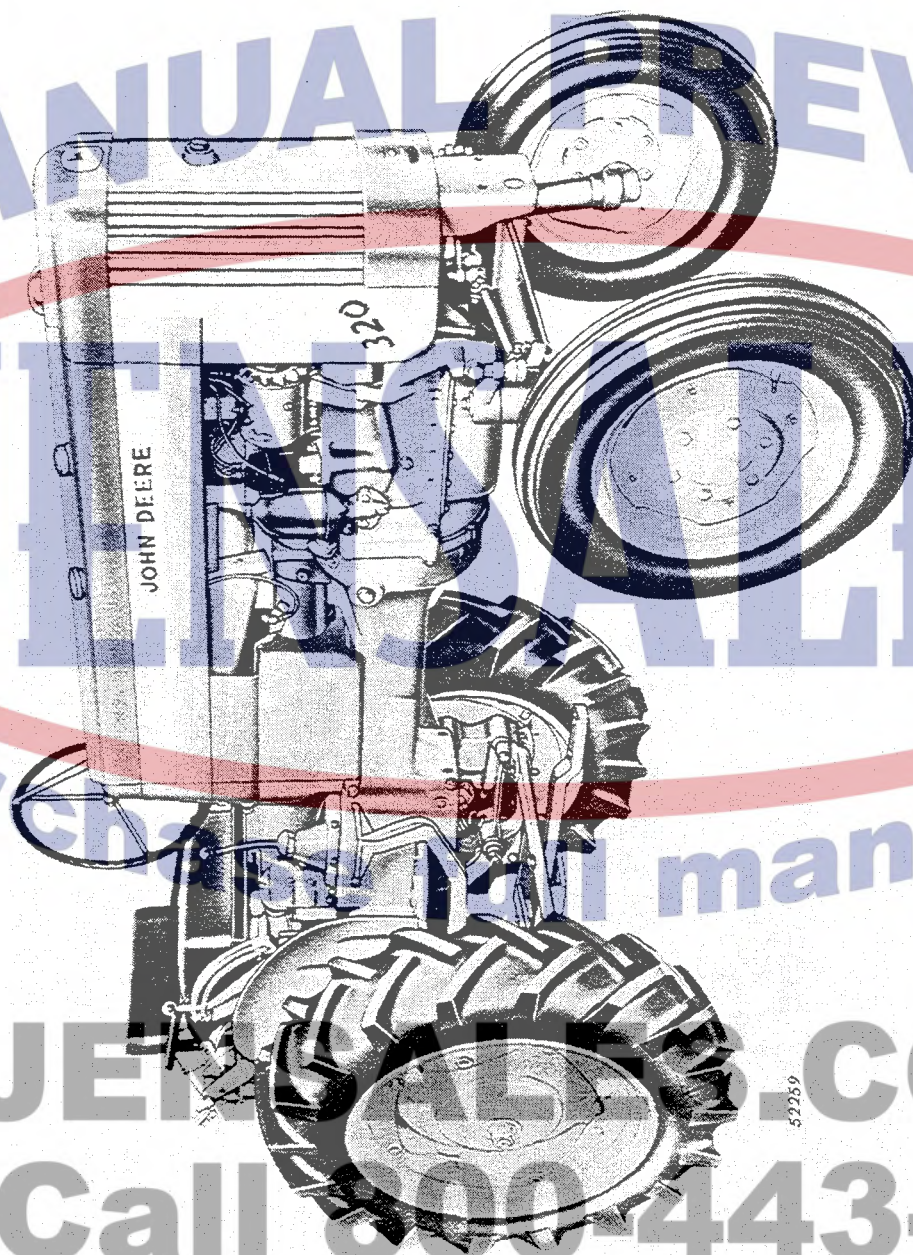
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Right-Hand View of John Deere "320" Standard Tractor

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SPECIFICATIONS

	"320" Standard	"320" Utility
CAPACITY.....	1- or 2-bottom plows; other tools in proportion	
SPEEDS, mph:		
First.....		1-5/8
Second.....		3-1/8
Third.....		4-1/4
Fourth.....		12
Reverse.....		1-5/8
BELT PULLEY.....	Optional Equipment	
Position.....	Rear-Mounted	
Diameter and Face.....	9 in. x 6 in.	
Revolutions per Minute.....	1246	
Belt Speed (Ft. per Min.).....	2955	
POWER		
TAKE-OFF.....	Regular Equipment, ASAE-SAE Standard	Internal mechanism regular, stub shaft extra—ASAE-SAE Standard
Revolutions per Minute.....	550	
ENGINE.....	Two vertical cylinders, cast-in-block, valves-in-head	
Rated Speed (rpm).....	1650	
Bore and Stroke.....	4 in. x 4 in.	
Main Bearings.....	Two main, steel-backed, babbitt-lined, removable	
Connecting Rod Bearings.....	Steel-backed, babbitt-lined, removable	
Governor.....	John Deere design—enclosed flyball type	
Carburetor.....	Natural-draft type with load and idle adjustment	
Ignition.....	Battery ignition with automatic spark advance	
Air Cleaner.....	Oil-wash type	
Lubrication.....	Full force-feed pressure system with oil filter	
Cooling.....	Thermo-siphon	
FUEL TANK CAPACITY.....	10-1/2 gallons	
CRANKCASE OIL CAPACITY.....	5 quarts	
WATER CAPACITY.....	3-1/2 gallons	
CLUTCH.....	Foot-operated—automotive type	
BRAKES.....	Disk type—foot-operated individually or simultaneously	
TIRE EQUIPMENT		
Front.....	5:00 x 15, 4-ply	
Rear.....	9 x 24, 4-ply or 10 x 24, 4-ply	

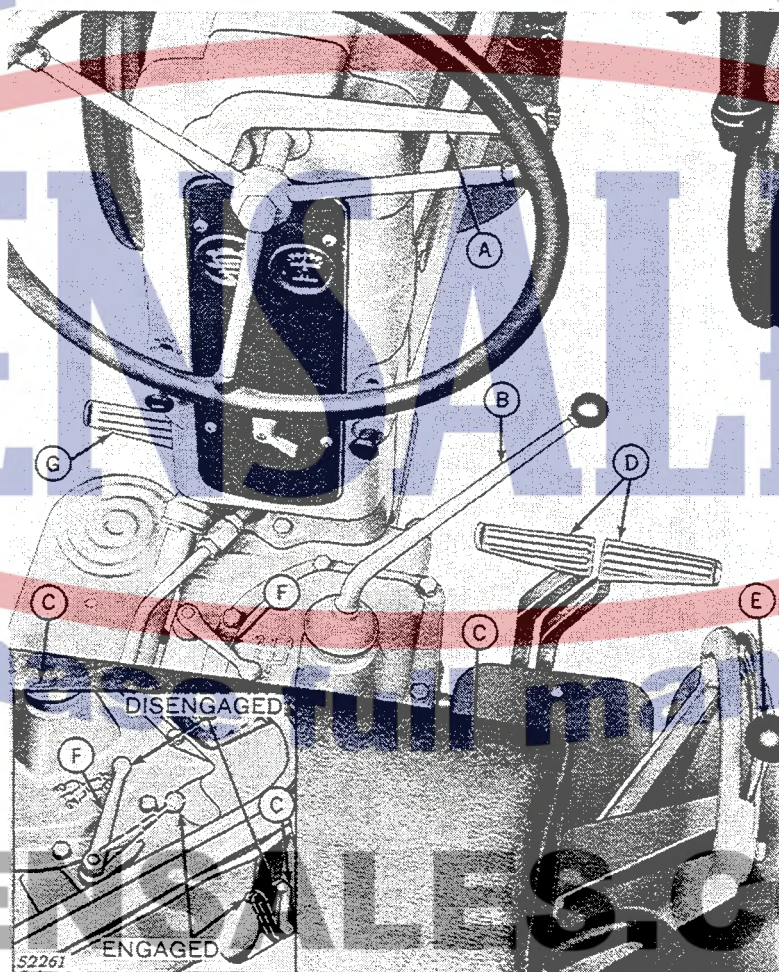
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OPERATION

OPERATING CONTROLS

The following controls are grouped about the operator's platform within easy reach of the operator. Use this illustration to familiarize yourself with the location of the controls.



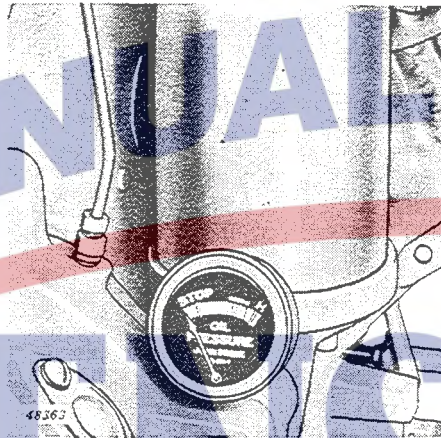
A —Speed Control Lever
B —Gear Shift Lever
C —Brake Lock
D —Brake Pedals

E —Touch-o-matic Control Lever
F —Power Shaft and Belt Pulley
Control Lever
G —Clutch Pedal

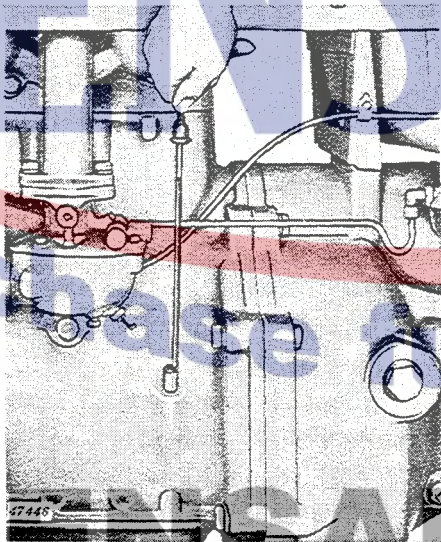
NOTE: Do not attempt to operate the tractor until you have read the operating instructions beginning on page 10.

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OTHER CONTROLS AND INSTRUMENTS



*Oil Pressure Gauge
(Right Side of Engine)*

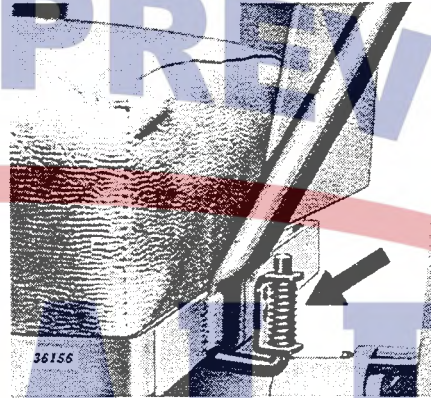


*Bayonet Gauge
(Left Side of Engine)*

SEAT ADJUSTMENT.

The seat is mounted on slide rails and is adjustable forward and backward to most comfortable operating position. Movement is controlled by a latch located on lower left-hand side of seat. When latch is depressed, seat may be moved to desired posi-

tion. A safety stop screw is installed in slide to prevent seat from sliding off rails.

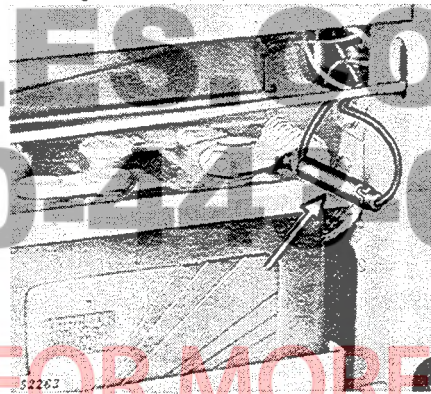


Seat Adjustment Latch

The seat back can be adjusted to either a high or low position. To adjust the seat back remove the four screws and replace them in the other set of holes.

FUSE.

The fuse is located on the lead wire which connects ignition-light switch to ammeter. If ignition or lights fail, check this fuse. If fuses continue to burn out, check the wiring for short circuits. *It is important to use a 20-ampere fuse.* A smaller or larger capacity fuse is not satisfactory.



Fuse

FUEL

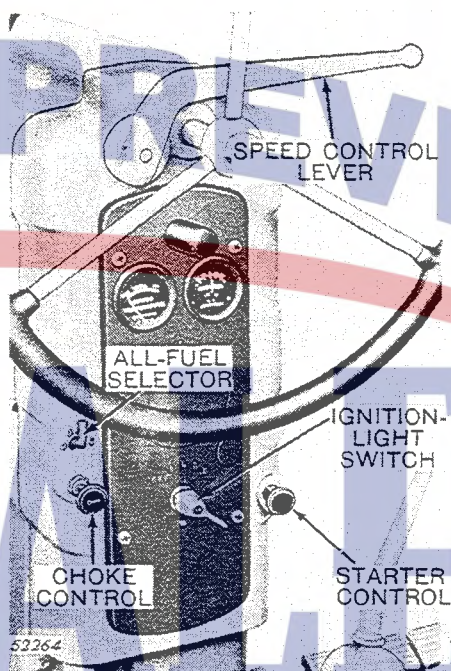
The gasoline engine is designed to operate economically on regular-grade gasoline. Third-grade gasoline or power fuels are not satisfactory for use in this engine.

The All-Fuel engine is designed to operate on gasoline, power fuel, tractor fuel, or kerosene.

Fuel should be stored in a convenient place outside of buildings. If fuel drums are used, they should be located in a shady spot to prevent undue evaporation. Drums should be tilted slightly toward rear so that sediment will settle to rear and will not get out of drum through spigot. Hose nozzle should be capped when not in use so that dirt cannot get into it. Be sure drum vent plug is screwed in tight after using.



STARTING ENGINE



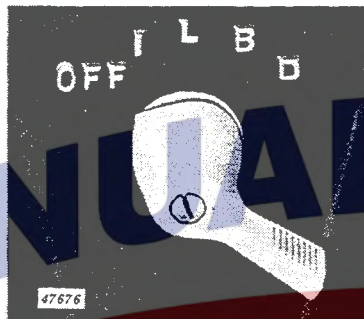
Starting Controls

GASOLINE ENGINE.

(See page 12 for starting All-Fuel engine.)

1. Open shut-off valve above gasoline filter bowl.
2. Advance speed control lever to halfway open position.
3. Pull choke button outward full distance. (If tractor engine has been running a short time previously, it may not be necessary to use choke. It is advisable to try starting engine without choking in this case.)

or Call 800-443-0625



Ignition-Light Switch

4. Turn ignition-light switch to desired operating position. **NOTE:** When switch is at the "Off" position, both ignition and lights are turned off. The "I" position is for ignition only. When the switch is turned to the "L" position, the bright front lights and white rear light are on, as well as the ignition. The "B" position is for ignition, bright front lights and red rear light. The "D" position is for ignition, dim front lights and rear red light.

5. Set gear shift lever in neutral position and release clutch by depressing clutch pedal.

6. Pull starter button outward. While operating this control, hold it in outward position until engine has had time to rotate several revolutions. Do not use a jerking action which places undue strain on starter drive spring as well as on operating parts of engine.

NOTE: Due to the heavy amperage required from the batteries whenever the starting motor is used and due to the heat generated in the starting motor, it is advisable to limit the length of time the cranking motor is used to 1 1/2 minute. A two minute rest period is then recommended to permit

the battery to restore to a more satisfactory charge. This rest period will also allow the heat to escape from the starting motor.

7. After engine has started, or after it has turned 4 or 5 revolutions, push choke button to its normal operating position. This will prevent flooding of carburetor. Usually enough gasoline for starting purposes has been drawn into combustion chamber by this time.

8. With engine running and speed control lever in the full open position (lever to right) oil pressure gauge pointer should be within "NORMAL" markings on gauge. Allow engine to operate a few minutes before checking gauge. If pressure should show below normal or at red "STOP" position, ignition should be turned off at once and cause of reduced oil pressure determined. (See "Tractor Difficulties," page 61.)

9. Regulate engine speed by using speed control lever. Move to right to increase engine speed.

NOTE: The governor is adjusted to run engine at correct speed when tractor leaves factory—1650 rpm for full load and 1800 to 1850 rpm for fast idle with speed control lever in full open position.

10. If crank is used for starting, set choke and switch controls before moving to front of tractor for cranking. Controls should be set in same position as for electric starting. Insert crank at front of tractor at bottom of radiator grille. **CAUTION:** Make certain tractor is in neutral before attempting to crank.