

John Deere

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MODEL:

520 Gas and All Fuel

MANUAL PREVIEW

OPERATOR'S
MANUAL



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JD-O-OMR2051

John Deere

520 Series

Tractor

Gasoline and All-Fuel

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MANUAL PREVIEW

OPERATORS MANUAL

John Deere 520 Series Tractor
Gasoline and All-Fuel

OMR2051 C7 English

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LITHO IN U.S.A.
ENGLISH

Make: John Deere	Model: 50	Years Made: 1952-1956
HP-PTO: 30.97	HP-Engine:	HP-Drawbar: 27.4
HP-Range: 31	Engine-Make: JD	Engine-Fuel: GAS
Engine-Cyl(s)-CID: 2/190.4	Transmission-STD:	Optional:
Fwd/Rev Standard: 6/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 5.50-16	Tires-Std Rear: 10-38	Wheelbase-Inch:
Pto Type: LIVE	Pto Speed: 540	CAT I-3pt Hitch: False
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type: OPEN	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets: 1	Cooling Capacity:	Fuel Tank Capacity:
Cab-Std A/C; Rops:	Weight: 4206	New Price: 2329

Serial Number located on the rear of the Transmission Case		
Year	Beginning Serial Number	
1952		5000001
1953		5001254
1954		5016041
1955		5021977
1956		5030600
1963		1000
1964		4500
1965		8000

Serial Number located on the rear of the Transmission Case		
Year	Beginning Serial Number	
1966		12000
1967		15650
1968		20399
1969		24038
1970		26624
1971		30000
1972		30608

Make: John Deere	Model: 520	Years Made: 1956-1958
HP-PTO: 38.58	HP-Engine:	HP-Drawbar: 34.3
HP-Range: 39	Engine-Make: JD	Engine-Fuel: GAS
Engine-Cyl(s)-CID: 2/189.8	Transmission-STD:	Optional:
Fwd/Rev Standard: 6/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 5.50-16	Tires-Std Rear: 12.4-36	Wheelbase-Inch:
Pto Type: LIVE	Pto Speed: 540	CAT I-3pt Hitch: True
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type: OPEN	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets: 1	Cooling Capacity:	Fuel Tank Capacity:
Cab-Std A/C; Rops:	Weight: 5325	New Price: 3085

ADJACENT TO CRANKCASE DIPSTICK OUTLET, IN THE LOWER RH CORNER OF MAIN CASE		
Year	Beginning Serial Number	
1956		5200000
1957		5202982
1958		5209029
1992		110000
1993		220000
1994		221268
1995		420141
1996		520001
1997		620000

Paint Codes	
Location	MFG Color Name
Body	Classic Green
Wheels & Rims	Classic Yellow

Make: John Deere	Model: 530	Years Made: 1958-1960
HP-PTO: 41	HP-Engine:	HP-Drawbar:
HP-Range: 41	Engine-Make: JD	Engine-Fuel: GAS
Engine-Cyl(s)-CID: /190	Transmission-STD:	Optional:
Fwd/Rev Standard: 6/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 5.50-16	Tires-Std Rear: 12.4-36	Wheelbase-Inch:
Pto Type: LIVE	Pto Speed: 540	CAT I-3pt Hitch: True
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type: OPEN	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets: 1	Cooling Capacity:	Fuel Tank Capacity:
Cab-Std A/C; Rops:	Weight: 5439	New Price: 3260

ADJACENT TO CRANKCASE DIPSTICK OUTLET, IN THE LOWER RH CORNER OF MAIN CASE		
Year	Beginning Serial Number	
1958		5300000
1959		5301671
1960		5307749
1992		120000
1993		230000
1994		231671
1995		430180
1996		530001
1997		630000

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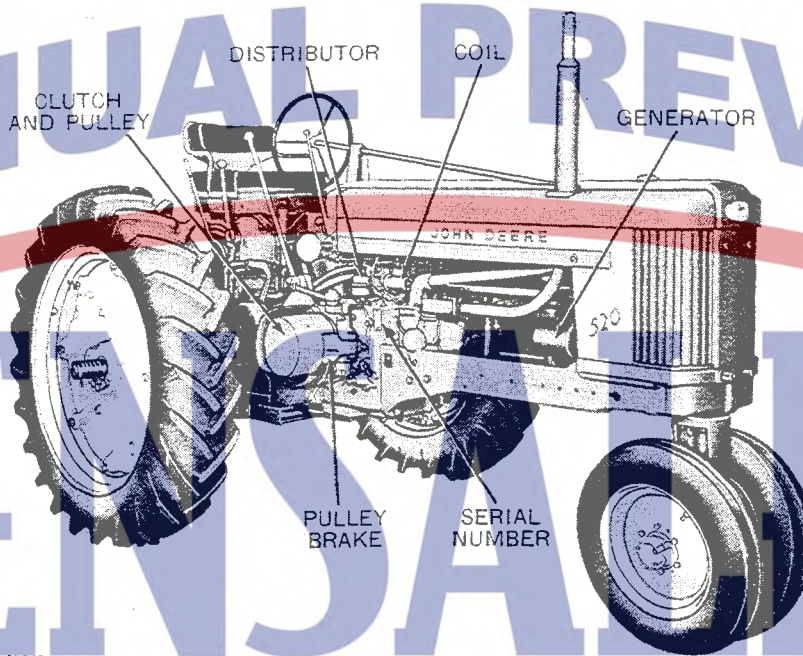
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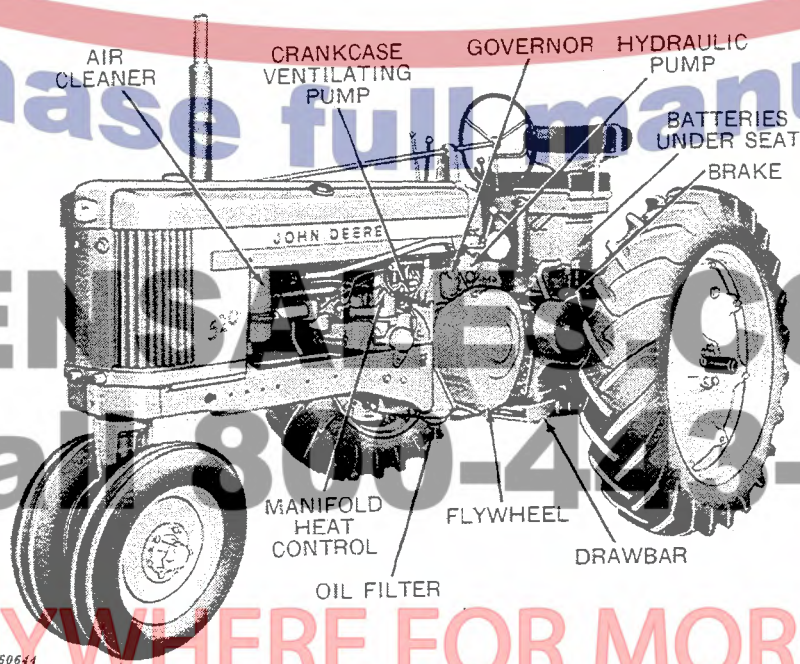
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This is Your New John Deere Tractor



John Deere "520" Series Tractor—Pulley Side



John Deere "520" Series Tractor—Flywheel Side

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SPECIFICATIONS

REAR AXLES:

Types Available.... Regular and long.
Diameter..... Regular..... 2-7/8"
Long..... 3-1/8"
Bearings..... Four tapered roller bearings.

REAR WHEEL BRAKES:

Type... Two automotive-type internal-expanding rear wheel brakes.

FRONT WHEELS AND TIRES:

Double and Adjustable Type:

Reversible for added clearance.
Bearings..... Four tapered roller bearings.
Tires..... 5.50 x 16", 4-ply.

Single Type:

Bearings..... Two tapered roller bearings.
Tires..... 6.50 x 16", 6- or 8-ply.
9.00 x 10", 8-ply.

REAR WHEELS AND TIRES:

Regular Rear Axle. 12.4-36, 4-ply tires and
Long Rear Axle on cast disk wheels (recommended for average field conditions). 13.9-36, 4-ply and 11-38, 6-ply Cane and Rice tires also available.

POWER TAKE-OFF:

	Double Front Wheel	Single Front Wheel	Adjustable-Tread Front Axle
Shaft Diameter.....	1-3/8"	1-3/8"	1-3/8"
Shaft rpm.....	529	529	529
Splined End Ahead of Hitch.....	14"	14"	14"
Splined Shaft Above Ground.....	23.5"	23.5"	23.5"

DIMENSIONS:

	Double Front Wheel	Single Front Wheel	Adjustable-Tread Front Axle
Wheel-Base.....	90"	90-1/4"	92-1/2"
Over-All Width.....	86-5/8"	86-5/8"	86-5/8"
Over-All Height.....	83-3/8"	83-1/8"	83-3/4"
Height to Top of Steering Wheel.....	75-11/16"	75-11/16"	75-11/16"
Width Over Axles.....	86-5/8"	95-15/16"	95-15/16"
Tread Adjustments.....	56-88"*	56-104"	56-104"
Clearance.....	24-3/4"	24-3/4"	Front—22-9/16" Rear—24-3/4" 14"
Turning Radius.....	8' 7-1/2"	8' 7-1/2"	

SHIPPING WEIGHT..... 4960 lbs. 4870 lbs. 5230 lbs.

(Weights are for Tractor dry and with wheel equipment as shown under "Front Wheels" and "Rear Wheels".)

*Available with long axles providing tread of 62-1/2" to 97-3/4" and with offset wheels a tread of 56" to 104".

(Specifications and design subject to change without notice.)

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● REAR WHEEL TREAD ADJUSTMENT ●

RANGE OF ADJUSTMENT.

No matter what crops you grow, no matter what row spacings are required, you can obtain the exact wheel tread you need.

On a tractor equipped with regular axles and regular 36-inch wheels the tread can be adjusted from 56 to 88 inches.

On a tractor equipped with long axles and regular 36-inch wheels the tread can be adjusted from 62-1/2 to 97-3/4 inches.

Reversing the wheels on the axle is not necessary to obtain these tread ranges.

On tractors with long axles and off-set wheels with 36-inch tires the tread can be adjusted from 56 to 91-1/4 inches without reversing the wheels, and from 68-3/4 to 104 inches by reversing the wheels.

CHANGING REAR WHEEL TREAD.

Two means of adjusting wheel tread are provided. Intermediate adjustments are made by a pinion gear located in the wheel hub which engages a rack on the axle. Turning the pinion gear causes the wheel to slide in or out on the axle.

Extreme adjustments are obtained by changing the position of the tire and rim on the wheel.

Pinion and Rack Adjustment.

Rotate the wheel until the rack on the axle is up as illustrated. This position is important to provide proper action between the pinion gear and rack.



Adjusting Rear Wheel Tread

Loosen the three cap screws and screw them out 1/4 to 3/8-inch.

Turn the two jack screws clockwise with a wrench until the outer groove in each jack screw is flush with the outer surface of the wheel hub.

Jack up the rear end of the tractor and move the wheel in or out on the axle by turning the pinion shaft with the flywheel wrench furnished with the tractor or any other suitable wrench.

It is important that both wheels be set the same distance from the center of the tractor. A slotted hole on the back of the battery compartment is on the exact center line of the tractor. When setting rear wheel tread, use this slot to get the wheels spaced just right.

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LEVELING.

Use the adjusting crank on the right-hand lift link to level the implement laterally (side-to-side). After implement is satisfactorily leveled, drop the adjusting crank to the rear, over the lock which holds it in place.



*Leveling Implement Laterally
(Sideways)*

Use the handle on the upper link to level the implement fore-and-aft. Be sure to lock the adjustment by turning the handle parallel to the upper link and slipping the end of the handle into the hole provided.

ADJUSTMENT FOR SPEED OF ROCKSHAFT DROP.

The speed at which the rockshaft (and implement) drops can be regulated by the throttle valve located on the lower right-hand side of the rockshaft housing. To adjust the valve, remove the cap nut, loosen the jam nut and turn the slotted screw "in" to decrease speed or "out" to increase speed. Retighten jam nut and install cap nut firmly on gasket seat. Adjust throttle valve to give a smooth drop of the implement or other load. Particularly when using a boom or planter, adjust for a slow drop.

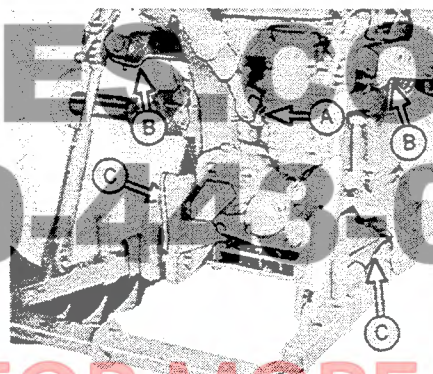


Throttle Valve Screw Cap Nut

REMOVAL.

The hitch assembly can be easily removed by disconnecting the upper link support chain from the seat and removing five pins located as follows:

- (A) One from the front end of the upper link.
- (B) One from the front end of each lift link (these can be reached from underneath the rockshaft arms).
- (C) One from the front end of each draft link.



Hitch Attaching Points

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