

John Deere

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MODEL:

720 Standard LP-Gas

Tractor S/N 7214900 & Up

**OPERATOR'S
MANUAL**



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JD-O-OMR2083

**"720" STANDARD
LP-GAS TRACTOR
(SERIAL NO.
7214900-)**

MANUAL PREVIEW

OPERATORS MANUAL

**"720" STANDARD LP-GAS TRACTOR
(SERIAL NO. 7214900-)**

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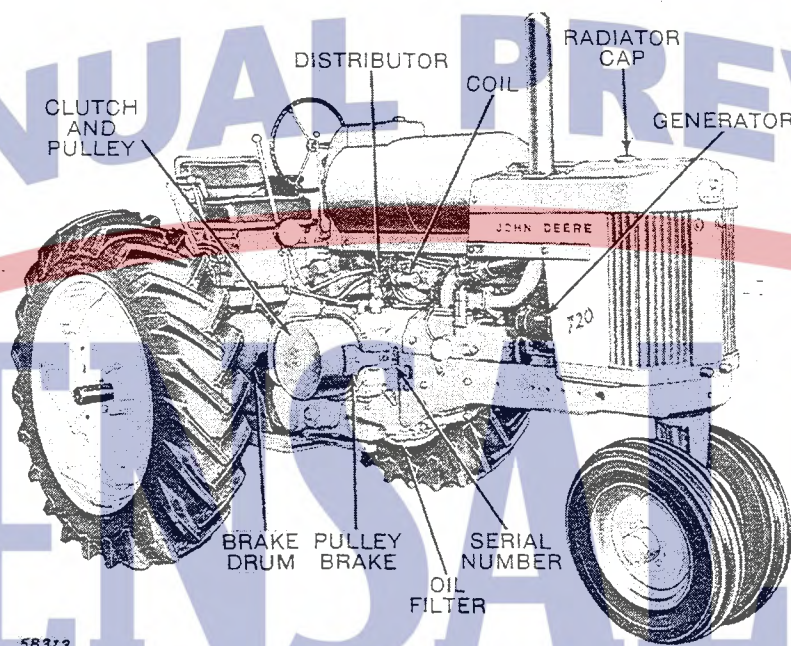
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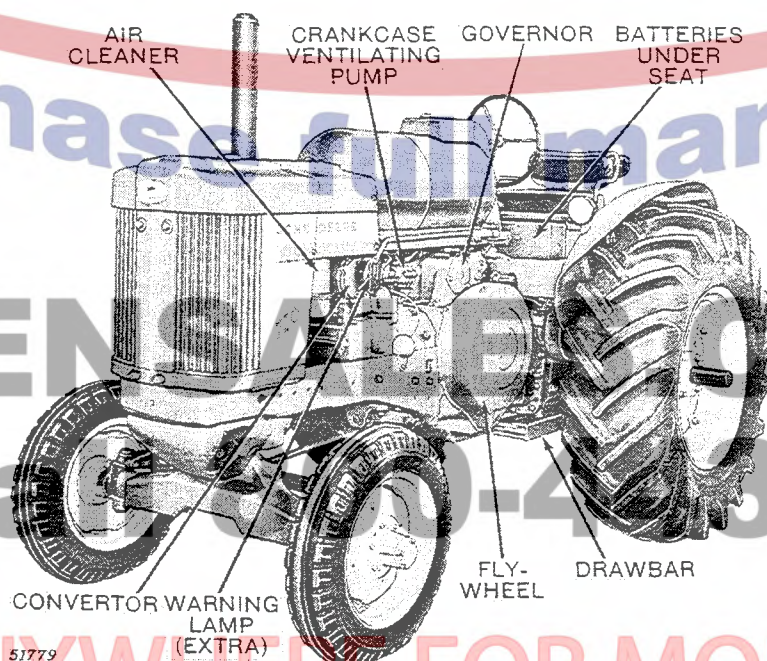
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This is Your New John Deere Tractor



58313
John Deere "720" Series, General-Purpose, LP-Gas Tractor—Pulley Side
(Serial No. 7214900-)



51779
John Deere "720" Series, Standard, LP-Gas Tractor—Flywheel Side
(Serial No. 7214900-)

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SPECIFICATIONS

PERFORMANCE:

Capacity for Work:

Five 14-inch plow bottoms or the equivalent.

Horsepower:

*Maximum Belt Horsepower.... 59.61

*Maximum Drawbar Horsepower 54.17

CAPACITIES (U. S. MEASUREMENTS):

Fuel Tank (85% Full)....	33 Gals.
Crankcase.....	10 Qts.
Transmission.....	8 Gals.
Power-Trol System.....	13 Qts.
Remote Cylinder.....	1 Qt.
Power Shaft Clutch.....	4-1/2 Qts.
Cooling System.....	7-1/8 Gals.
First Reduction Gear Cover	1-1/2 Qts.
Power Steering.....	5 Qts.

SPEEDS:

Gear	13.6-38 Tires	15-30 Tires
1	1-1/3 mph	1-1/3 mph
2	2-1/4 mph	2-1/4 mph
3	3-1/2 mph	3-1/2 mph
4	4-1/3 mph	4-1/3 mph
5	5-3/4 mph	5-1/2 mph
6	11-1/4 mph	11 mph
Reverse	3-1/3 mph	3-1/4 mph

ENGINE:

Type..... Two-cylinder, cast-in-block, valves-in-head.

Engine Speeds:

Load.....	1125 rpm
Fast Idle.....	1260 rpm
Slow Idle.....	600 rpm
Bore and Stroke.....	6" x 6-3/8"
Displacement.....	360.5 cubic inches
Compression Ratio.....	8 to 1

LUBRICATION SYSTEM:

Type..... Force-feed pressure system with full flow oil filter.

*Maximum h.p. corrected to 60° F. and 29.92 in. Hg. (Nebraska Test No. 593.)

FUEL SYSTEM:

Type..... Pressure regulated
Carburetor..... Duplex type
Air Cleaner..... Oil-wash type

COOLING SYSTEM:

Type.... Pressure system—centrifugal pump with engine temperature controlled by heavy-duty thermostat.

IGNITION SYSTEM:

Type..... Battery-Distributor
Distributor Point Gap..... .022"
Spark Plugs:
Size..... 18 mm.
Spark Plug Gap..... .030"

ELECTRICAL SYSTEM:

Battery Voltage..... 12 Volts
Generator Regulation... Voltage Regulator
Battery..... Group I

CLUTCH:

Type..... Hand-operated, six 10-inch dry disks.

BELT PULLEY:

Diameter..... 12-7/8"
Width..... 7-3/8"
Rpm (Load)..... 1125
Belt Speed (fpm)..... 3790

TRANSMISSION:

Type..... Six speeds forward and one in reverse.
Gears..... Selective-type, straight spur-cut gears, forged and heat-treated.
Bearings... Shafts operate on three roller bearings, four tapered roller bearings, and five ball bearings.

REAR AXLES:

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

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FUEL TANK.

The fuel tank is of heavy welded steel construction with a fuel capacity of 33 gallons. *NOTE: The tank has a total volume of 39 gallons but it must never be filled with more than 33 gallons, which is 85% of its total volume, because LP-Gas expands as the temperature rises.*

Complete instructions for filling the fuel tank are given on page 18.

FILLER VALVE.

The FILLER valve, located on top of the fuel tank, is used for filling the tank. A double check valve, built into the filler valve, automatically prevents any fuel withdrawal or escape.

VAPOR-RETURN VALVE.

The VAPOR-RETURN valve, located behind the filler valve, is also used when filling the tank. This valve permits vapor to return to the storage tank, as the tractor fuel tank is being filled with liquid, thus equalizing the pressures between the two tanks and permitting easier filling. A built-in excess-flow valve automatically closes if flow through the vapor-return valve becomes excessive. This is a safety device designed to stop flow of vapor if the vapor-return line is broken or disconnected.

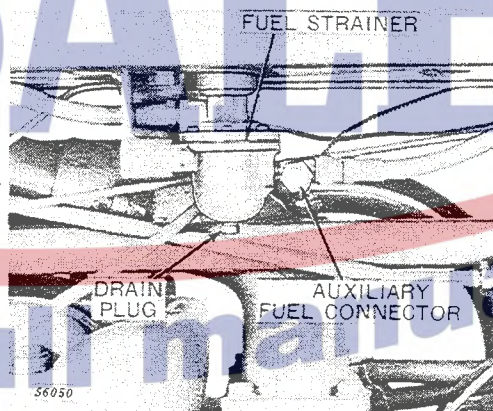
FIXED-TUBE LIQUID-LEVEL GAUGE.

This gauge, located above the filler valve, is used when the tank is being filled. By opening the gauge when the tank is partially full, a fog or mist of fuel can be seen coming from the outlet. When the tank is

85% full, the fog or mist will change to a spray of liquid fuel. During the filling process the gauge should be opened only momentarily at frequent intervals. It should never be left open to let vapor escape while liquid is being pumped into the tank. To do so is extremely hazardous and violates all fire and safety codes. Use the vapor-return valve to reduce the pressure in the tractor fuel tank.

AUXILIARY FUEL CONNECTOR.

The connector at the rear of the fuel strainer provides a handy means of attaching a portable pressure tank of LP-Gas fuel if the tractor tank is empty and it is necessary to run the tractor to the fuel storage tank.

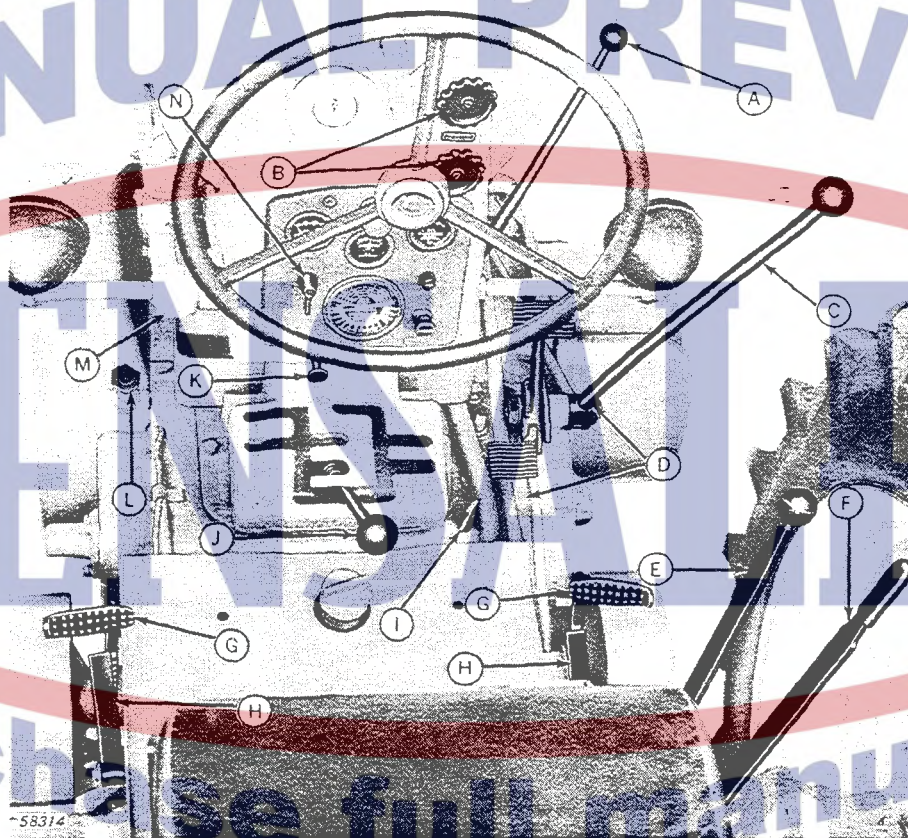


Auxiliary Fuel Connector

SAFETY RELIEF VALVE.

The safety relief valve, as its name implies, will open and permit vapor to escape if the pressure in the tank becomes too great. The valve is set to open at 312 pounds per square inch pressure. If the safety relief valve continually opens in hot weather consult your fuel dealer. He may be able to supply a different blend of fuel, especially prepared for use in hot weather.

• STARTING AND OPERATING CONTROLS •



A —Speed Control Lever

B —Fuel Withdrawal Valves

C —Clutch Lever

D —Power Shaft Clutch Pedal

E —Rockshaft Operating Lever

F —Remote Cylinder Operating Lever

G —Brake Pedals

H —Brake Latches

I —Power Shaft Shift Lever

J —Gear Shift Lever

K —Fuel Choke Control Lever

L —Starter Pedal

M —Hydraulic Pump Control Lever

N —Ignition-Light Switch

Starting and Operating Controls

CLICK ANYWHERE FOR MORE DETAILS

● STARTING CONTROLS ●

IGNITION-LIGHT SWITCH.

A combination ignition-light switch is located in the center of the instrument panel. Turning the switch to any position except "OFF" turns on the ignition.

The lights on your tractor are designed to provide maximum use and convenience both for night work in the field and night travel on the highway. The combination rear lamp has a bright white light for illuminating drawn implements and a red light for highway travel.

All lights are controlled by the combination ignition-light switch. The switch has five positions as follows:

- "OFF" — Both ignition and lights off.
- "I" — Ignition only.
- "L" — Bright front lights and white rear light.
- "B" — Bright front lights and red rear light.
- "D" — Dim front lights and red rear light.

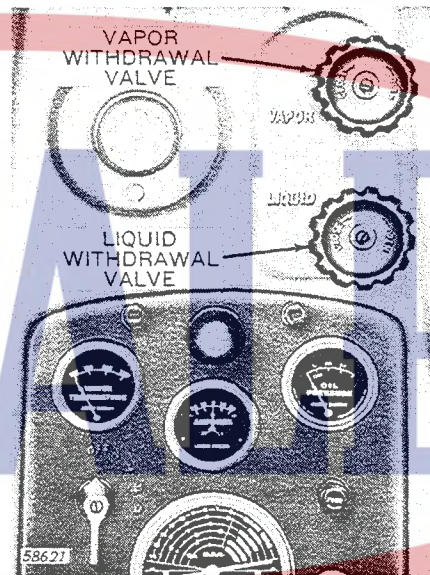
LIQUID AND VAPOR WITHDRAWAL VALVES.

These valves control the flow of fuel to the engine and are located on the steering shaft support, above and to the right of the instrument panel. When opened, the VAPOR valve supplies vapor from the top of the fuel tank for starting the engine.

The LIQUID valve permits withdrawal of liquid fuel from the tank for normal operation.

Both valves are equipped with excess-flow valves which automatically close whenever the flow exceeds the normal amount used to operate the tractor. These valves must be opened slowly to prevent closing the excess flow valves. If a fuel line is acci-

dentally broken, the excess-flow valve instantly trips and permits only a small amount of gas to flow; the excess-flow valves do not shut off the flow completely. If one of the excess-flow valves closes it can be reset by closing the withdrawal valve manually.



Liquid and Vapor Withdrawal Valves

FUEL CHOKE CONTROL LEVER.

The fuel choke control lever is used as an aid in starting the engine during extremely cold weather. Pulling out on the choke lever reduces fuel flow and provides a proper starting mixture.

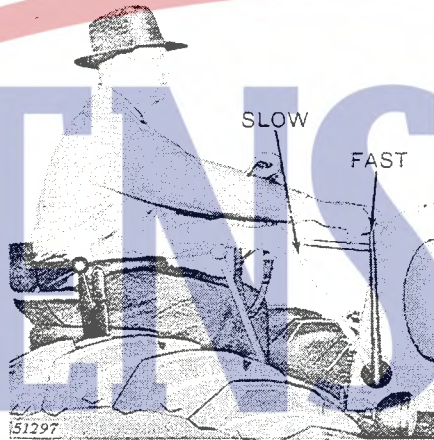
STARTER PEDAL.

The engine is started by the pedal located in convenient reach of the operator's left foot. The pedal engages the cranking motor pinion with the flywheel and also completes the electrical circuit to the cranking motor. (For starting instructions see page 20.)

● OPERATING CONTROLS ●

SPEED CONTROL LEVER.

The lever mounted on the right-hand side of the hood support regulates the speed of the tractor engine. Pushing it forward opens the throttle and pulling it back closes the throttle. *NOTE: It is good practice to operate the engine whenever possible with speed control lever in the fully forward position.*



Speed Control Lever

CLUTCH LEVER AND PULLEY BRAKE.

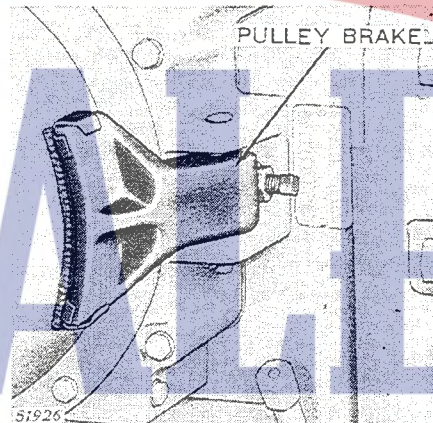
Power is applied gradually and



Clutch Lever

smoothly to the drive system by slowly pushing the clutch lever forward. When the tractor picks up speed, a quick forward thrust on the lever snaps the clutch into engagement. Pull back on lever to disengage the clutch.

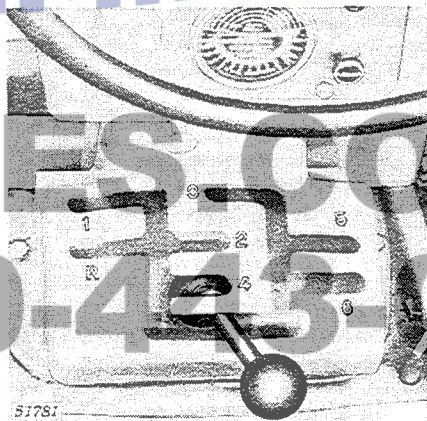
A pulley brake, which is applied when the clutch lever is pulled back, stops the pulley from rotating, permitting easy shifting of the transmission gears. *NOTE: Do not use pulley brake to stop the tractor.*



Pulley Brake

GEAR SHIFT LEVER.

The gear shift lever is used to select the proper gear depending upon the load and speed. Familiarize yourself with the shifting before attempting to operate the tractor.



Gear Shift Lever

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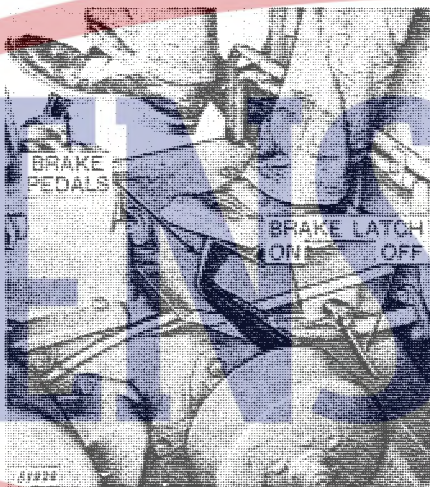
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BRAKES.

Individual, foot-operated brakes make possible short turns.

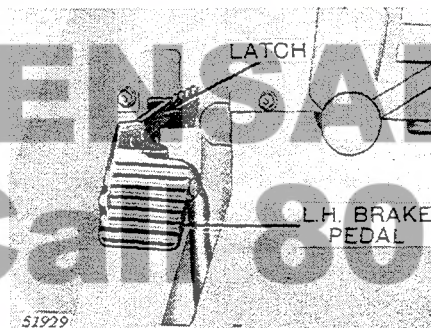
For safe stopping at high transport speeds, apply the brakes **evenly** to avoid drawing the tractor to one side.

A brake latch is conveniently located for locking each brake when doing belt work or when holding the tractor on a hill or incline.



Brake Pedals and Latches on General-Purpose Tractors

On standard tractors, the brakes are locked by tipping the top of the pedal forward to engage the latch. The brakes are released by pressing on the heel of the pedals.

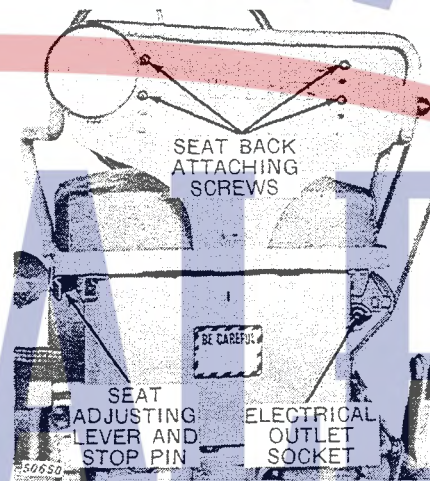


Brake Pedal and Latch on Standard Tractors

SEAT, BATTERY COMPARTMENT AND ELECTRICAL OUTLET SOCKET.

Standard Seat.

The roomy seat adds much to operator comfort and lessens fatigue.



Standard Seat

There is an adjustment on the left-hand side for moving the seat forward and backward to suit the convenience of the operator. The back of the seat can be adjusted up or down by means of the attaching screws.

The batteries are located in a compartment under the seat where they are readily accessible for periodic checking and service.

Electrical Outlet Socket.

A convenient electrical outlet socket is located on the right-hand side of the battery box.