

John Deere

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MODEL:

80 Diesel Tractor

MANUAL PREVIEW

OPERATOR'S
MANUAL



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JD-O-OMR2046

Make: John Deere	Model: 80	Years Made: 1955-1956
HP-PTO: 67.64	HP-Engine:	HP-Drawbar: 61.7
HP-Range: 68	Engine-Make: JD	Engine-Fuel: DIESEL
Engine-Cyl(s)-CID: 2/471.5	Transmission-STD: SG	Optional:
Fwd/Rev Standard: 6/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 7.50-18	Tires-Std Rear: 14-34	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: 2	Cooling Capacity:	Fuel Tank Capacity:
Std A/C; Rops:	Weight: 8511	New Price: 4454

RH SIDE OF TRACTOR ON MAIN CASE IN MAGNETO OR DISTRIBUTOR AREA		
Year	Beginning Serial Number	
1955	8000001	
1956	8000775	
1964	1000	
1964	1000	

Paint Codes for 80, 820 & 830		
Location	MFG Color Name	
Body	CLASSIC GREEN	
Wheels & Trim	Classic Yellow	

Make: John Deere	Model: 820 (2 CYL)	Years Made: 1956-1958
HP-PTO: 31	HP-Engine:	HP-Drawbar:
HP-Range: 31	Engine-Make: JD	Engine-Fuel: DIESEL
Engine-Cyl(s)-CID: 2/152	Transmission-STD: SG	Optional:
Fwd/Rev Standard: 8/4	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 6.00-16	Tires-Std Rear: 12.4-28	Wheelbase-Inch:
Pto Type: IND	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: 7.4	Hyd-Flow: 5.8
Hyd Std Outlets:	Cooling Capacity: 11	Fuel Tank Capacity: 16.5
Cab-Std A/C; Rops:	Weight: 4350	New Price: 5447

Make: John Deere	Model: 830 (2 CYL)	Years Made: 1958-1961
HP-PTO: 81	HP-Engine:	HP-Drawbar:
HP-Range: 81	Engine-Make: JD	Engine-Fuel: DIESEL
Engine-Cyl(s)-CID: 2/472	Transmission-STD: SG	Optional:
Fwd/Rev Standard: 6/1	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front: 7.50-18	Tires-Std Rear: 14-34	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:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets: SINGLE	Cooling Capacity:	Fuel Tank Capacity:
Cab-Std A/C; Rops:	Weight: 8144	New Price: 5774

ADJACENT TO CRANKCASE DIPSTICK OUTLET, IN THE LOWER RH CORNER OF MAIN CASE 820 2 CYL		
Year	Beginning Serial Number	
1956	8000000	
1957	8200565	
1958	8203850	

ADJACENT TO CRANKCASE DIPSTICK OUTLET, IN THE LOWER RH CORNER OF MAIN CASE 830 2 CYL		
Year	Beginning Serial Number	
1958	8300000	
1959	8300727	
1960	8203850	

Make: John Deere	Model: 840	Years Made: N/A
HP-PTO:	HP-Engine:	HP-Drawbar:
HP-Range:	Engine-Make:	Engine-Fuel:
Engine-Cyl(s)-CID:	Transmission-STD:	Optional:
Fwd/Rev Standard:	Fwd/Rev Optional:	Mfwd-Std/Opt:
Tires-Std Front:	Tires-Std Rear:	Wheelbase-Inch:
Pto Type:	Pto Speed:	CAT I-3pt Hitch: False
CAT II-3pt Hitch: False	CAT III-3pt Hitch: False	Hitch Lift:
Hydraulics-Type:	Hyd-Cap:	Hyd-Flow:
Hyd Std Outlets:	Cooling Capacity:	Fuel Tank Capacity:
Cab-Std A/C; Rops:	Weight:	New Price: 0

Paint Codes		
Location	MFG Color Name	
Body	NEW AG GREEN	
Wheels & Trim	NEW AG YELLOW	

Year	Beginning Serial Number	
1958	8400000	
1959	8400033	
1960	8400619	
1995	1000	
1996	6001	
1997	10001	
1997	901001	
1998	20001	
1999	24001	
1999	904001	

Paint Codes		
Location	MFG Color Name	
Body	NEW AG GREEN	
Wheels & Trim	NEW AG YELLOW	

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**MODEL 80
DIESEL TRACTOR**

MANUAL PREVIEW

OPERATORS MANUAL

**MODEL 80
DIESEL TRACTOR**

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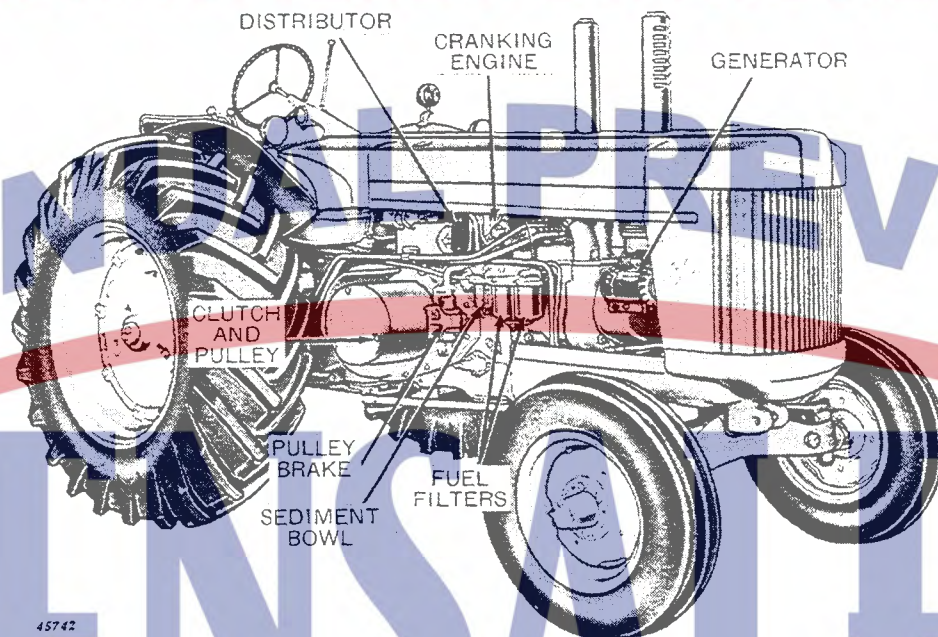
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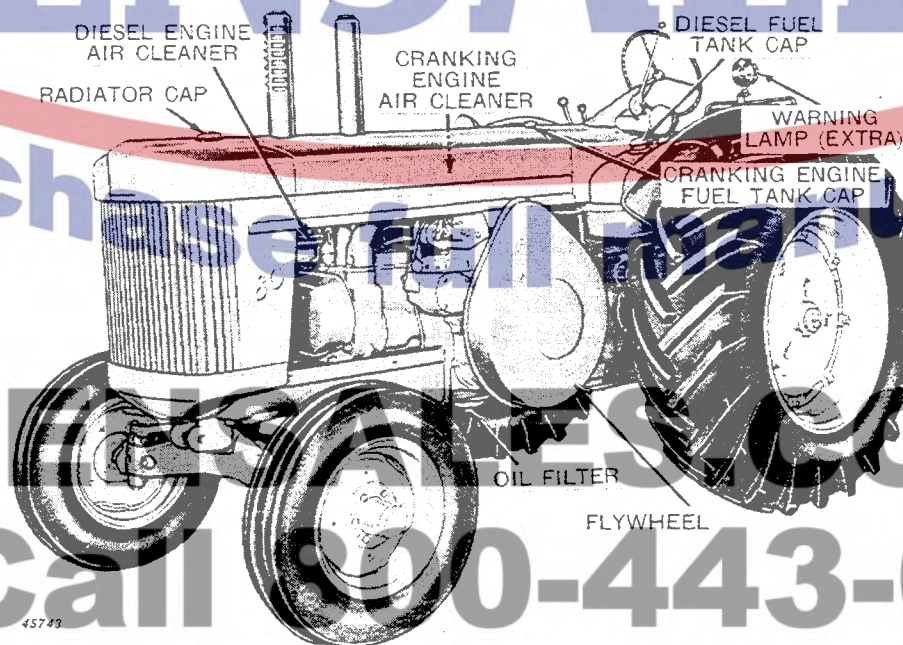
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John Deere Model "80" Diesel Tractor—Flywheel Side



John Deere Model "80" Diesel Tractor—Pulley Side

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SPECIFICATIONS AND DATA...

PERFORMANCE:

Capacity for Work:

Five 14-inch plow bottoms or an equivalent load in most soil conditions.

*Maximum Horsepower:

Belt.....
Drawbar.....

CAPACITIES (U.S. MEASUREMENTS):

Fuel Tank.....32-1/2 Gals.
Gasoline Tank.....1 Qt.
Crankcase (Diesel).....3-1/2 Gals.
Transmission (Diesel).....3-1/4 Gals.
Crankcase (Cranking Engine).....1 Qt.
Transmission (Cranking Engine).....1/2 Pt.
Powr-Trol.....2-1/2 Gals.
Power Shaft Clutch.....3-3/4 Qts.
Remote Cylinder (each).....1-3/4 Qt.
Cooling System.....8-3/4 Gals.
Power Steering Reservoir...5-1/2 Qts.

SPEEDS:

Gear	15-34 Tires
1st Regular.....	2-1/3 mph
1st Optional.....	1-3/4 mph
2nd.....	3-1/2 mph
3rd.....	4-1/2 mph
4th.....	5-1/3 mph
5th.....	6-3/4 mph
6th.....	12-1/4 mph
Reverse.....	2-2/3 mph

DIESEL ENGINE:

Type.....Two-cylinder, cast-in-block, valves-in-head.
Bore and Stroke.....6-1/8" x 8"
Compression Ratio.....16 to 1
Displacement.....471-1/2 cu. in.
Engine Speeds:
Load.....1125 rpm
Idle.....1250 rpm

CRANKING ENGINE:

Type.....Four-cylinder V-type, valves-in-head.
Bore and Stroke.....2" x 1-1/2"
Displacement.....18.85 cu. in.
Engine Speeds:
Load.....5500 rpm
Slow Idle.....4000 rpm
Fast Idle.....6000 rpm

LUBRICATION SYSTEM:

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

FUEL SYSTEM:

Type.....Gravity to sediment bowl. Transfer pump through filters.

Air Cleaners.....Oil-wash type.

COOLING SYSTEM:

Type.....Pressure system. Centrifugal pump with temperature controlled by automotive-type thermostat.

IGNITION SYSTEM (CRANKING ENGINE):

Type.....Battery-distributor
Distributor Point Gap......020"
Spark Plugs:
Size.....14 mm.
Spark Plug Gap......025"

ELECTRICAL SYSTEM:

Battery Voltage.....6 Volts
Generator Regulation.....Voltage Regulator
Battery.....Group 1

CLUTCH:

Type.....Hand-operated, eight 9-1/4" dry disks.

BELT PULLEY:

Diameter.....12-7/32"
Width.....9"
Belt Speed.....at 1125 rpm—3600 fpm
at 1000 rpm—3200 fpm
(ASAE-SAE Standard)

TRANSMISSION:

Type.....Six forward speeds and one in reverse. (1-3/4 mph 1st speed available as optional equipment.)

Gears.....Selective type, straight spur cut gears, forged and heat-treated.

Bearings.....Shafts operate on six tapered roller bearings.

REAR WHEEL BRAKES:

Type.....Automotive-type, internal expanding.

*Not tested at Nebraska

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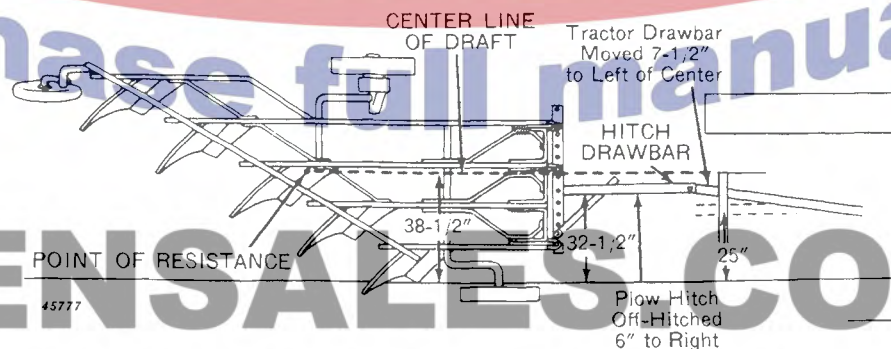
Off-Hitching.

It is always desirable to have the distance from center of tractor drawbar to inner side of tire the same as the distance from furrow wall to center line of draft of the plow. However, the distance from the center of a Model "80" Tractor drawbar to inner side of tire (when the tractor is equipped with 15-34 tires) is fixed at approximately 25 inches with wheels in narrow position. When plowing, the rear wheel narrow setting is used so that the inside of both front and rear tires run the same distance from the furrow wall.

Therefore, it is seldom that the hitch will fall directly on the center line of draft. Thus it will be necessary to "off-hitch" the plow, and usually the tractor drawbar also.

In the example, the center line of draft is 38-1/2 inches from the furrow wall whereas the tractor wheel setting from center of drawbar to inner side of tire is 25 inches, or a difference of 13-1/2 inches. Thus it will be necessary to off-hitch 13-1/2 inches.

For best results, divide the off-hitching between the tractor and the plow, but never off-hitch the plow more than 8 inches. In the example, part of the 13-1/2 inches is taken up by moving the plow hitch 6 inches to the right of the center line of draft and moving the tractor drawbar 7-1/2 inches to the left of center. Both the tractor drawbar and the plow hitch will then be 32-1/2 inches from the furrow wall and the plow hitch will run straight and parallel to the furrow wall.



Horizontal Drawbar Adjustment for Five-Bottom 14-Inch Plow

Always adjust the plow hitch so that it is parallel to the furrow wall in order to get maximum protection from the safety release or cushion hitch on the plow. If the hitch is pulled on an angle, the safety release mechanism may bind and not give uniform release action when hitting an obstruction.

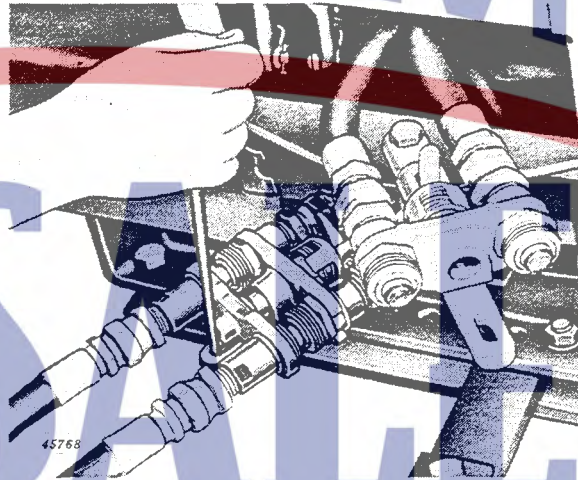
ATTACHING REMOTE CYLINDER TO POWR-TROL.

The hydraulic system is equipped with breakaway couplings which safeguard hoses and permit you to couple or uncouple the remote cylinder without loss of oil.

Always wipe couplings free from dirt before the two halves are joined together.

To attach the remote cylinder, place the two halves of the coupling together and force the rear half ahead by means of a screwdriver inserted in the slot provided.

NOTE: Pressure in the lines which connect the coupling to the housing can be relieved by stopping the engine and moving the Powr-Trol lever forward and backward.



Coupling Remote Cylinder Hoses.



Releasing Remote Cylinder Hoses

To separate the coupling, move the release trigger toward the implement.

If two cylinders are used the second cylinder is attached and released in the same manner.

After cylinder is connected, place cylinder on transport arm or hold it vertically with the hose end up. Engage pump, start engine, and operate Powr-Trol lever seven or eight times to extend and retract piston to remove any trapped air.

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