

John Deere

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MODEL:

Styled B

S/n 60,000 to 96,000

**SERVICE
MANUAL**

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**READ AND FOLLOW THESE DIRECTIONS CAREFULLY AND
KEEP THEM FOR READY REFERENCE**

INSTRUCTIONS

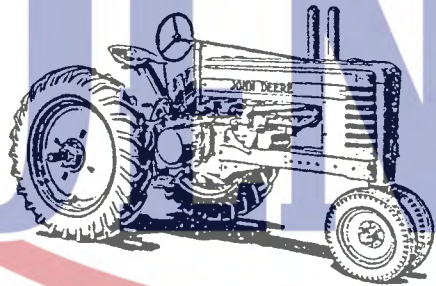
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PARTS LIST

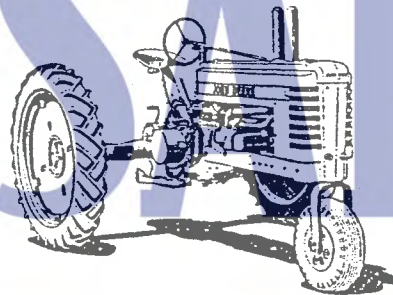
FOR

John Deere General Purpose Tractor

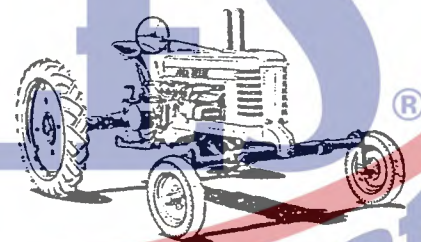
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Model "B"



**Model "BN"
Model "BNH"**



**Model "BW"
Model "BWH"**

**Read and Study This Book Carefully Before Starting Tractor
Keep for Ready Reference**

Give your tractor daily attention and make sure that all parts are kept tight and properly oiled. Good oil and proper care protect your tractor from undue wear, loss of power, repair expense and early replacements.

Always give serial number of tractor when ordering repairs.

JOHN DEERE TRACTOR COMPANY
WATERLOO, IOWA, U. S. A.

Each John Deere Tractor is carefully made and tested, to enable it to give the very best service for the least expense. Some owners secure better results than others because they realize that it is their responsibility to thoroughly understand their tractor and then to care for it properly at regular intervals.

This instruction book contains complete correct information about how to *Start, Operate and Adjust* John Deere Models "B", "BN", "BNH", "BW", "BWH" General Purpose Tractors. If you read, study and do the things this book suggests you will get the best possible results from your tractor.

Make this instruction book your guide and advisor and do what it recommends, regardless of what may have been your practice with other makes of tractors or the suggestions that may be made to you by well-meaning friends.

Read your instruction book, study it. Do what it suggests. Your tractor will do its part if you will do yours.

INDEX

Subject	Page	Subject	Page [®]
Air Cleaner.....	13	Lubrication.....	6
Bearings, Connecting Rod.....	16	Lubrication Chart.....	11
Bearings, Main.....	15	Magneto.....	19
Before Starting Tractor.....	3	Oil Filter.....	7
Belt Pulley.....	20	Overloading.....	6
Calcium Chloride in Tires.....	27-28	Parts List.....	31-46
Cam Shaft.....	18	Pistons.....	14
Carburetor.....	12	Piston Rings.....	15
Carburetor Adjustment.....	12	Power Shaft.....	25
Care of Tractor.....	29	Power Lift.....	25
Clean Oils, Fuel and Water.....	29	Preparation for Use.....	3
Clutch.....	21	Pulley Brake.....	21
Cold Weather Operation.....	29	Rear Axle Bearings.....	22
Cooling System.....	13	Rear Wheel Tread.....	22
Crank Case Breather.....	13	Rubber Tires.....	27
Differential.....	22	Running Engine.....	5
Differential Brakes.....	21	Starting Engine.....	4
Drawbar Uses.....	24	Starting Tractor.....	5
End Play in Crankshaft.....	16	Static Electricity in Rubber Tired Tractor.....	30
Engine Lubrication.....	7	Steering Gear.....	23
Engine Temperature Control.....	13	Stopping Engine.....	6
Fan.....	14	Stopping Tractor.....	6
Front Wheel Bearings.....	23	Storage.....	30
Fuel System.....	12	Tappet Adjustment.....	17
Governor.....	14	Timing Magneto.....	19
Grades of Oil to Use.....	11	Timing Valves.....	17
Grinding Valves.....	16	Tractor Fuel.....	12
How to Order Parts.....	31	Transmission Lubrication.....	9
Ignition.....	18	Use Genuine Parts.....	30
Inflation Chart.....	26	Water.....	4
		Wheel Weights.....	27

instantly when impulse trips and spark occurs between end of wire and magneto frame. A spark will occur here once to every four times the impulse trips.

5. If mesh of governor drive and cam gear has not been changed since tractor left factory, slots in magneto drive flange at end of governor shaft in open end of governor case will be crosswise and will line up within one-half slot width with lugs on impulse coupling. If slots and lugs do not line up within one-half slot width, it will be necessary to change mesh of governor drive gear.

6. To change mesh of governor drive gear remove left-hand governor bearing housing. Punch mark on governor gear should be in line with punch mark on cam gear. If not, loosen set screw in governor arm and pull governor gear out of mesh with cam gear. The governor gear may then be rotated so mark on both gears are in line.

7. Line up V-notch in vertical shaft with set screw in governor arm and tighten in place. Pack left-hand governor ball bearing in hard grease to hold in position in housing, and reassemble to governor case. *Do not reassemble governor with magneto in place.*

8. Replace magneto on governor case (gasket in place), tighten cap screw and nut firmly with fingers. Check timing as in paragraphs 1, 2 and 3.

9. Tighten cap screw and nut with wrench. Replace spark plug cables and spark plugs.

BELT PULLEY.

To remove belt pulley, pull clutch lever clear back, pry off pulley cover with screw driver. Disconnect and remove clutch operating unit consisting of clutch collar, clutch fork, clutch fork shaft and clutch fork bearing. Remove nut from end of crankshaft. Remove clutch adjusting disk and clutch driving disk. (Fig. 27.) To remove driving disk, use two 1/2-inch machine bolts with nuts as jacks. Insert the nuts and threaded ends of bolts through openings provided in the driving disk. Rest nuts against inner face of driving disk and screw bolts against belt pulley until driving disk loosens. Do not remove cotter keys from center of clutch operating bolts. Pulleys may now be pulled off crankshaft.

CAUTION: Revolve pulley so that ends of bolts do not rest on riveted head of clutch cone drive pin.

If clutch fork and shaft are to be taken apart, they should first be marked to show relative position of splines. If they are not so marked, they may be reassembled by keeping the bent arm at top of shaft approximately at right angles to the fork. Always be sure that cap screws attaching clutch fork to collar are securely wired.

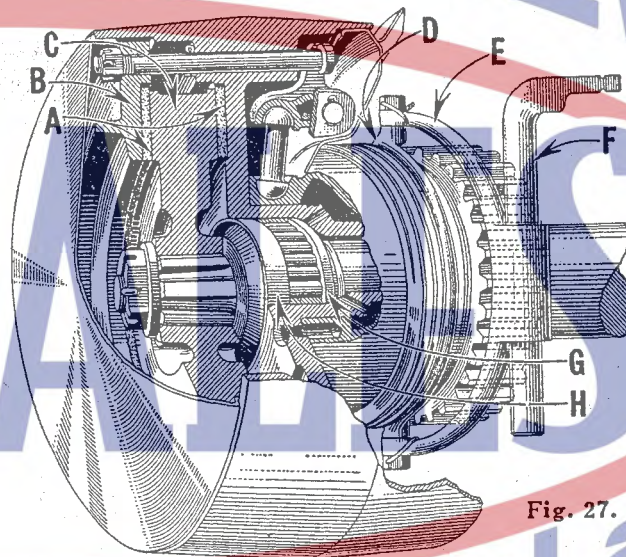


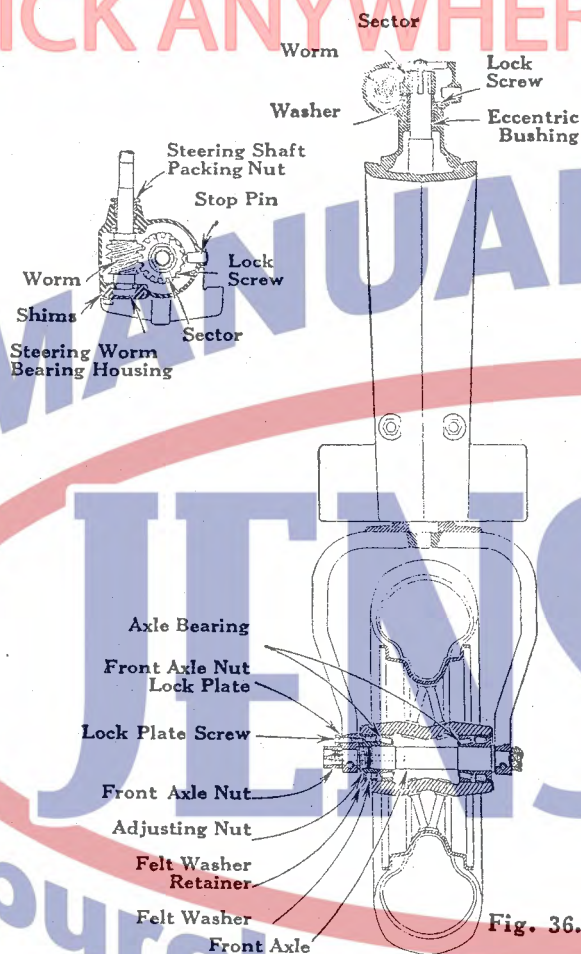
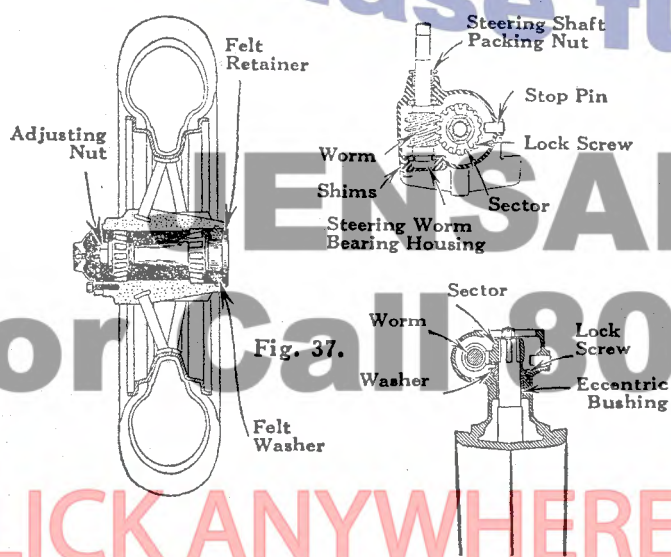
Fig. 27.

A—Clutch Faces.
B—Adjusting Disk.
C—Driving Disk.
D—Clutch Collar.
E—Clutch Fork.
F—Fork Shaft.
G—Spacer Washer.
H—Bearing Retainer.

The pulley bearing is packed with the correct grease when tractor leaves the factory. After two years normal operation, pulley should be removed, the bearing washed and repacked with a high-temperature grease. If at any time the bearing is disassembled it should be packed with a high-temperature grease having a melting point of approximately 200° F.

When pulley is off, examine bronze pilot bushing for wear and replace with new bushing if necessary. When putting in new bushing remove all rough edges and burrs from both pulley and bushing and start new bushing from the back or gear side of the pulley.

In replacing clutch driving disk, be sure rivet in hub lines up with flat spot at end of one of the crankshaft splines. (Fig. 29.)

"BN" AND "BNH"**"BW" AND "BWH"**

the old grease. Examine bearings, felt washers, and felt retainers and replace if worn.

If bearings are removed, new felt retainers must be used when reassembling.

To take out bearings first remove the felt retainer by forcing chisel under flange and driving toward center of hub until retainer is bent enough to fall out. A new retainer when pressed in, should be staked into groove in wheel bore in three or four places with a blunt tool. Pack wheel hubs and bearings with clean grease, reassemble, and adjust as above.

CORRECT USES FOR DRAWBAR.

All drawn tools should be hitched to drawbar. No attempts should be made to draw or pull anything hitched to any other places on the tractor.

Due to variable land conditions and variable heights of hitch points on tractor-drawn implements, the drawbar may have to be raised or lowered to obtain maximum traction and effective steering. If necessary, crossbar may be turned over for wider range of adjustment. (Fig. 38.)

If the tractor drawbar is placed too high, the pull of the drawn implement unbalances

