

John Deere

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MODEL:

Model D Unstyled
(S/n 30,400-119,099)

OPERATOR'S
MANUAL



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READ AND FOLLOW THESE DIRECTIONS CAREFULLY AND
KEEP THEM IN TOOL BOX LID FOR READY REFERENCE

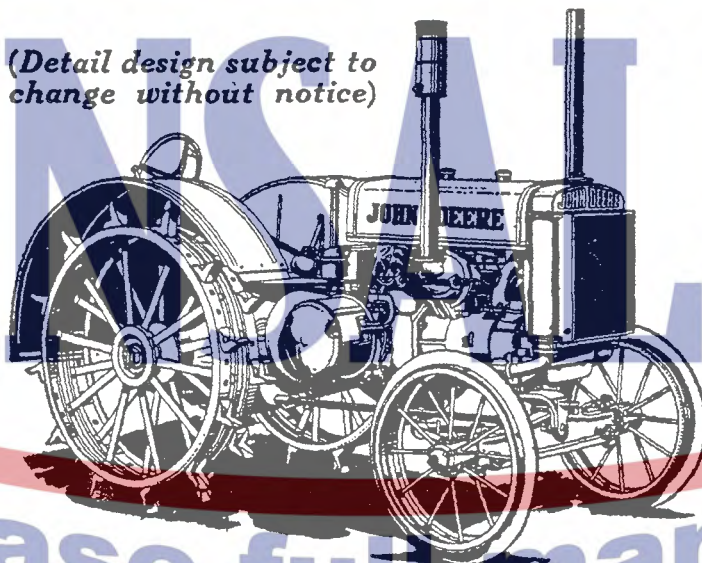
INSTRUCTIONS

and PARTS LIST for

JOHN DEERE MODEL "D" TRACTOR

(Serial Nos. 30,400 to 119,099)

*(Detail design subject to
change without notice)*



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. This number is located on the rear of the transmission case below the shifting quadrant.

The Serial Number of your Tractor is _____

The Serial Number of your Magneto is _____

JOHN DEERE TRACTOR COMPANY

Waterloo, Iowa, U. S. A.



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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* the John Deere Model "D" Tractor. 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.

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gear and then turn flywheel until flywheel mark is in line with arrow; then raise the left end of camshaft. It may be necessary to move flywheel a little either way to mesh teeth of crank and camshaft gear. Put on left-hand camshaft bearing. Always check timing after changes have been made to prove the setting.

IGNITION AND MAGNETO.

If starting difficulty is found due to lack of spark, the ignition system should be checked in a systematic manner as follows:

Remove the spark plugs with wires attached and lay them on cylinder being sure that terminal end of plug does not touch, or is close enough to short-circuit. Care should be taken to be sure that plug points are properly spaced to .020-inch. Engage the impulse, and turn flywheel over in the direction it runs until the impulse has clicked four times.

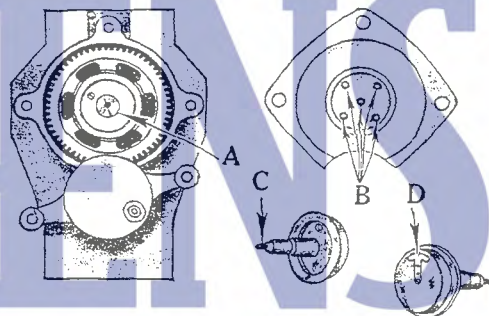


FIG. 27. MAGNETO (Distributor)

- | | |
|------------------------------|----------------------------|
| A. Distributor Disk Bearing. | C. Distributor Disk Brush. |
| B. Distributor Brushes. | D. Brass Segment. |

If no spark is obtained at the spark plugs, remove the wire from the plug and hold it close to the cylinder, and turn the flywheel same as before. If a good spark is obtained here it indicates that the difficulty is in spark plug.

If no spark is obtained here, remove cable at the magneto end, fasten a small piece of wire to the magneto terminal and bend the other end within 1/8-inch of engine or magneto frame, then turn flywheel as before. If a spark is secured here it shows that the cable is defective. In case no spark is obtained, remove breaker box cover and see that the points are properly spaced and are clean.



Fig. 28.

If no spark is obtained, remove distributor cover (Fig. 30) and see that all five brushes are clean and have a slight spring tension. Next, remove the distributor disk and clean the brass segment; also see that distributor brush is clean and has a slight spring tension. Place a clean cloth over the end of a lead pencil and insert it through distributor disk bearing, at the same time working advance and retard lever to clean off collector segment.

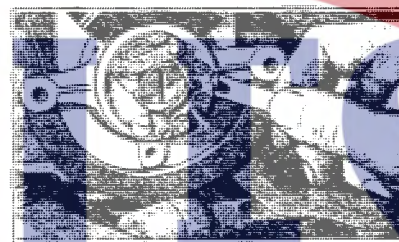


Fig. 29.

In event difficulty is not located in the distributor block and disk, remove breaker box cover and see that breaker points are clean. Place a small piece of paper between points (See Fig. 28) and pull out (See Fig. 29). This will generally clean off points.

If points are rough, a very fine stone should be used so that the points are smooth and have a good area of contact. In no instance should a file be used.



Fig. 30.

Next, see that breaker points are properly spaced by the gauge to .020-inch. (See Fig. 30.) The breaker bar should be examined to see

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outer bearing. For winter operation transmission oil should be changed as shown in Lubricating Directions on Page 11.

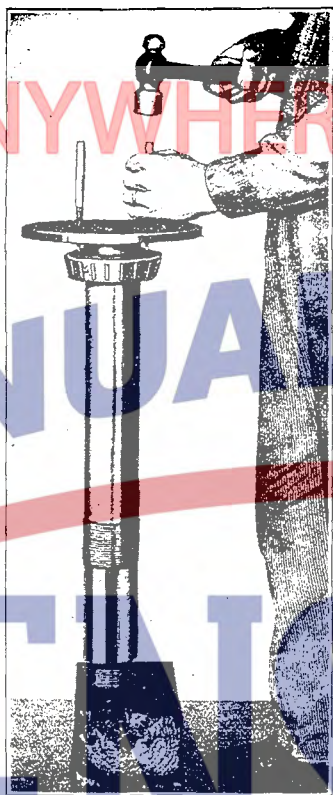
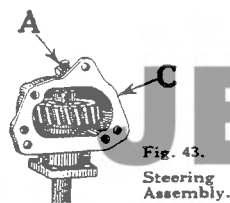
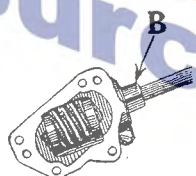


Fig. 42.

STEERING GEAR.

To take up lost motion in steering gear, loosen lock nut on adjusting screw on top of steering gear case and adjust. Do not adjust too tight and be sure to tighten lock nut. (See "A", Fig. 43.)

Fig. 43.
Steering
Assembly.

Take up end play in worm by tightening column nut tight, then back off $1/8$ turn. (See "A", Fig. 43.)

Take out backlash between worm and gear by removing worm housing shims. (See "C", Fig. 43.)

Take out end play in drag link and tie rod by adjusting screw plugs (in each end) up tight, then back up to first cotter key hole and replace cotter.

FRONT WHEELS.

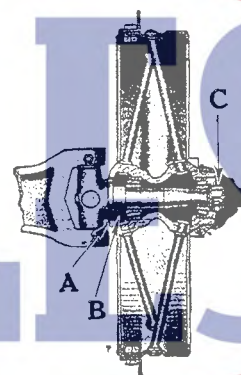
The tie rod on front axle is adjustable. Front wheels should always have from $1/2$ - to $3/4$ -inch toe-in.

The radius rods are adjustable to keep front axle square with tractor and axle slightly ahead of center on kingpin.

The front wheels are carried on taper roller bearings and are adjusted as follows: Relieve bearings of all load by raising each wheel from the ground. Having removed hub cap and cotter pin, turn adjusting nut tight; then, back off the adjusting nut 1.3 to $1/2$ turn, wheel should rotate freely but without end play. Lock the adjustment at this point. (See Fig. 44.)

Fig. 44.

- A. Felt Retainer.
- B. Felt Washer.
- C. Adjusting Nut.



The taper roller bearing cups can be removed from wheels by driving them out with a long punch. Slots are provided back of the races to facilitate this job.

Felt washers and retainers are provided to keep dirt out of wheel bearings, and the felts should be replaced as required. (See Lubrication Chart for proper lubrication.)

To service front wheel, remove the wheel, take out all old grease, examine the bearings, clean the two felt washers in gasoline resolving in transmission oil before replacing. If these washers are worn thin, replace with new ones. Pack hub and bearing with grease, replace wheel on spindle and adjust as above.

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