

# John Deere

CLICK ANYWHERE FOR MORE DETAILS

MODEL:

LA

MANUAL PREVIEW

OPERATOR'S  
MANUAL



purchase full manual

JENSALES.COM

or Call 800-443-0625

JENSALES

CLICK ANYWHERE FOR MORE DETAILS

THIS IS A MANUAL PRODUCED BY JENSALES INC. WITHOUT THE AUTHORIZATION OF  
JOHN DEERE OR IT'S SUCCESSORS. JOHN DEERE AND IT'S SUCCESSORS  
ARE NOT RESPONSIBLE FOR THE QUALITY OR ACCURACY OF THIS MANUAL.

TRADE MARKS AND TRADE NAMES CONTAINED AND USED HEREIN ARE THOSE OF OTHERS,  
AND ARE USED HERE IN A DESCRIPTIVE SENSE TO REFER TO THE PRODUCTS OF OTHERS.

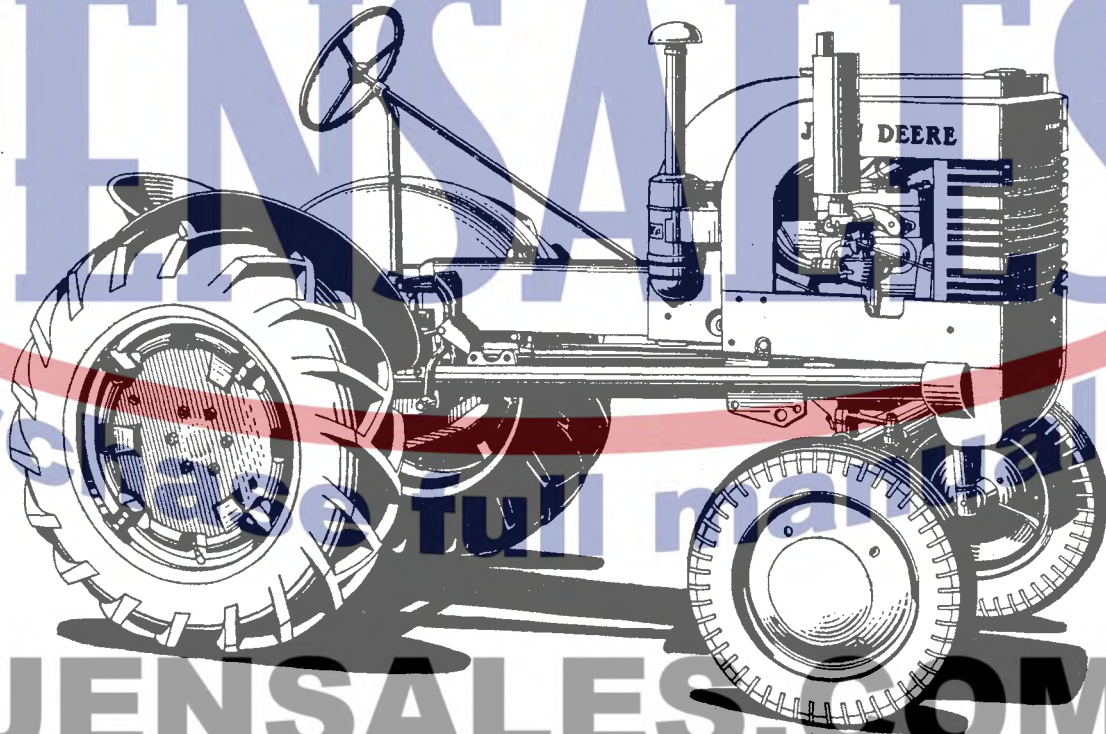
JD-O-DIR207

**READ  
Carefully  
SAVE!**

# Instructions

No. 106 T for

## JOHN DEERE MODEL "LA" TRACTOR



*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.

**MOLINE TRACTOR WORKS**  
of Deere & Company  
Moline, Illinois, U. S. A.



CLICK ANYWHERE FOR MORE DETAILS

## INDEX

|                                      | Page |                                                    | Page |
|--------------------------------------|------|----------------------------------------------------|------|
| BEFORE STARTING THE ENGINE....       | 1    | INSIDE THE MODEL "LA".....                         | 7    |
| LUBRICATION INSTRUCTIONS.....        | 1    | Belt Pulley.....                                   | 14   |
| Air Cleaner.....                     | 1    | Brakes.....                                        | 13   |
| Alemite Fittings.....                | 2    | Camshaft and Idler Gear.....                       | 8    |
| Clutch.....                          | 2    | Carburetor.....                                    | 10   |
| Clutch Shaft Housing.....            | 2    | Clutch.....                                        | 12   |
| Engine.....                          | 1    | Cooling System.....                                | 7    |
| Fan Bearing.....                     | 1    | Electric Starting and Lighting Equip-<br>ment..... | 15   |
| Final Drives.....                    | 2    | Engine.....                                        | 7    |
| Front Wheel Bearings.....            | 2    | Fan.....                                           | 9    |
| Magneto.....                         | 1    | Final Drives.....                                  | 13   |
| Steering Gear.....                   | 2    | Front Wheels.....                                  | 13   |
| Transmission.....                    | 2    | Front Wheel Weight.....                            | 15   |
| OPERATING INSTRUCTIONS.....          | 3    | Governor.....                                      | 10   |
| Engaging Transmission Gears.....     | 4    | Grinding Valves.....                               | 8    |
| Fuels and Fuel Lines.....            | 3    | Ignition.....                                      | 10   |
| Governor Control.....                | 3    | Lubrication and Ventilation.....                   | 7    |
| Hitch.....                           | 4    | Main and Connecting Rod Bearings.....              | 7    |
| Liquid Weight.....                   | 5    | Pistons and Piston Rings.....                      | 9    |
| Making Wheel Tread Adjustments.....  | 4    | Power Take-Off.....                                | 15   |
| Operating Brakes.....                | 4    | Rear Wheel Weight.....                             | 14   |
| Proper Weighting of Rear Wheels..... | 6    | Spark Plugs.....                                   | 10   |
| Rubber Tires.....                    | 5    | Steering.....                                      | 13   |
| Seat Adjustments.....                | 4    | Tappet Adjustment.....                             | 8    |
| Starting Engine.....                 | 3    | Timing Magneto.....                                | 11   |
| Tire Inflation.....                  | 5    | Timing Valves.....                                 | 8    |
|                                      |      | Transmission and Differential.....                 | 13   |

### WITH YOU IN THE FIELD

Every John Deere Tractor is carefully made and tested to insure the very best service for the least upkeep expense. Owners who realize that it is their responsibility to understand their tractor and care for it properly at regular intervals secure the best results from the tractor.

This Instruction Book contains correct information about the operation, lubrication, and service of your John Deere Model "LA" Tractor. If you will read and study this book we believe you will get the best possible results from your tractor.

Use the Instruction Book as your guide and adviser and follow the recommendations under each particular heading regardless of what may have been your practice with other tractors or suggestions made to you by well-meaning friends.

The tractor will do its part if you will do your part in operating it properly, and lubricating it properly.

### SAFETY FIRST

Drive Tractor at Safe Speeds. Reduce speed when turning or applying Individual Brakes. Drive slowly over rough ground.

CLICK ANYWHERE FOR MORE DETAILS

CLICK ANYWHERE FOR MORE DETAILS

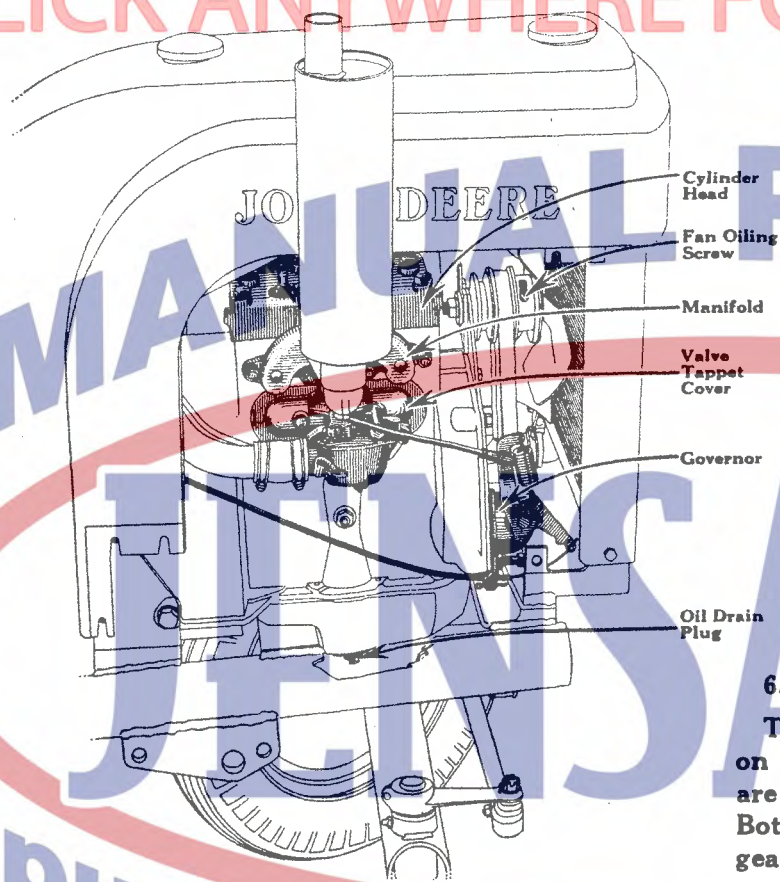


Fig. 4

#### 4. Tappet Adjustment.

Remove tappet cover (Fig. 4) on right side of engine. Rotate crankshaft until tappet to be adjusted is at its highest position, then rotate crankshaft one complete revolution and adjust tappet clearance. Repeat this procedure for checking and adjusting each tappet. Set intake tappets with .006-inch clearance and exhaust tappets with .008-inch clearance when engine is hot. Add .002-inch for cold setting. Self-locking tappet screws are used.

#### 5. Grinding Valves.

To grind valves it is necessary to remove

the engine house, cylinder head, manifold and valve tappet cover. (See Fig. 4.)

Lift valve spring and remove pin from valve stem to remove valve. Remove all carbon on the valves, valve guides, and cylinder head. Place a light spring underneath the valve head and coat valve face with grinding compound and rotate the valve with a brace or valve grinding tool, but do not turn the valve in one continuous direction. Relieving the pressure on the valve will permit spring to raise it off the seat, thereby getting grinding compound back on the seat again. The valve should have a smooth continuous seat 1/8-inch wide. Use fine grinding compound for finishing the grinding operation. Valve seats are 30° angle.

#### 6. Timing the Valves.

The camshaft is driven by means of gears on the front end of the crankshaft. These are located inside the front gear cover case. Both crankshaft driving and camshaft driven gears are marked. Timing of the valves is correct when the mark on the crankshaft gear meshes with the mark on the camshaft gear.

#### 7. Camshaft and Idler Gear.

The camshaft is automatically lubricated and is mounted on babitted bearings. To adjust for end play, loosen the lock nut on the thrust screw in the front gear cover and turn thrust screw in until snug, then back off 1/16 turn of screw. Hold the thrust screw in this position and securely tighten the lock nut. End play in the idler gear is adjusted in the same manner.

**Caution:** Sometimes operators of these tractors hear a slight knock in the engine and think that a main or connecting rod bearing is loose. While most often this is

CLICK ANYWHERE FOR MORE DETAILS