

John Deere

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MODEL:

MANUAL R PREVIEW

OPERATOR'S
MANUAL



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**MODEL R
DIESEL TRACTOR**

MANUAL PREVIEW

OPERATORS MANUAL

**MODEL R
DIESEL TRACTOR**

OMR2012 E4 English

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*John Deere Model "R" DIESEL
Tractor—Flywheel Side*

AND DATA...

TRANSMISSION:

Speeds.....Five forward and one in reverse.
Gears.....Selective type, straight spur cut gears, forged and heat-treated.
Bearings.....Shafts operate on Timken tapered and Hyatt bearings. Oil capacity—2-3/8 U. S. gallons.

REAR AXLES:

3-1/4" diameter mounted on 4 Timken tapered roller bearings.

REAR WHEELS:

14-34, 6-ply tires mounted on cast wheels.

BRAKES:

Automotive type, internal expanding brakes.

FRONT WHEELS:

7-50 x 18 four-ply tires mounted on disk wheels carried on four Timken tapered roller bearings. Reversible for added clearance.

DIMENSIONS:

On 14-34 pneumatic tires and cast rear wheels, wheel base 85-1/8"; over-all height 78-1/8"; height to radiator cap 62-5/8"; over-all length 147"; over-all width 79-1/2"; rear wheel tread 62-1/2"; turning radius 15-1/3'.

POWER SHAFT:

Engine-driven with independent clutch. 1-3/8" spline; 536 R.P.M.; splined end 23-3/4" above ground; on center line of tractor; 14" ahead of hitch. Conforms with A.S.A.E. Standards

POWER SHAFT CLUTCH:

Disk type running in oil. Oil capacity—2-1/2 U. S. quarts.

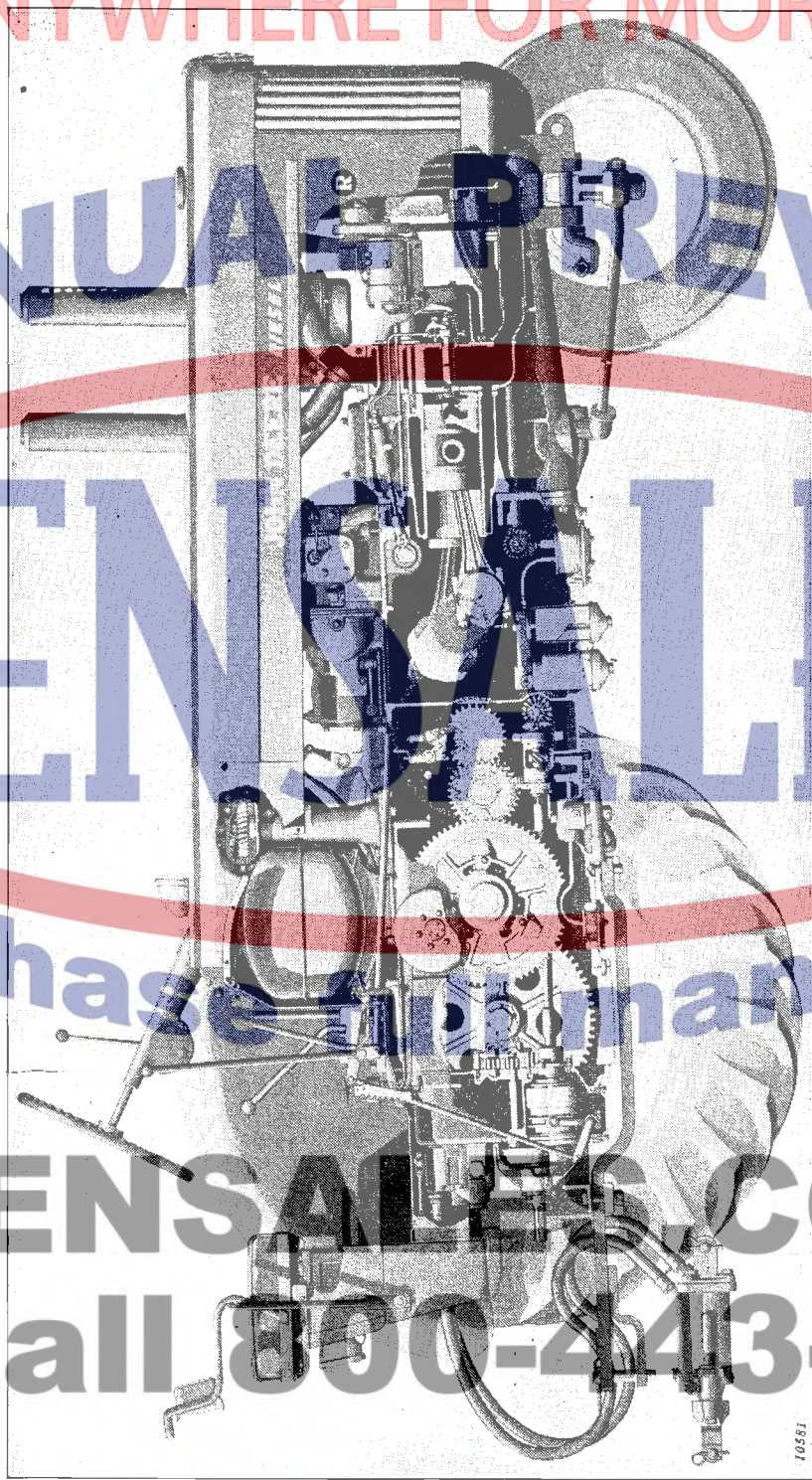
POWER-TROL:

Continuous running. Oil capacity—7 U. S. quarts.

SHIPPING WEIGHT.....7366 lbs.
(Less Wheel Weights)

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Cross-Sectional View of John Deere Model "R" DIESEL Tractor

10581

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LUBRICATION

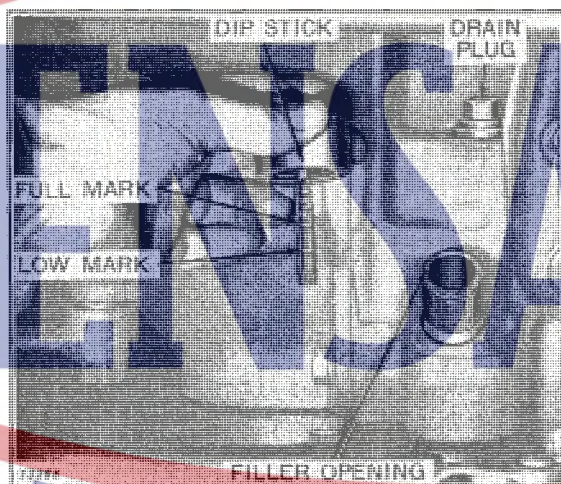
10-Hour Service

PERIODIC LUBRICATION SERVICE

» » » » » 10-HOUR SERVICE « « « « «

At the end of each 10-hour run, check the oil level in the crankcase; service all grease fittings; check the oil level and amount of dirt in *DIESEL* engine air cleaner cup; check amount of lint or chaff on screen at bottom of element and amount of water or sediment in glass fuel filter bowl.

NOTE: If tractor is operated in extremely dirty conditions or is operating at maximum load, it may be necessary to check and service your tractor at the end of five hours' run.



Oil Level—Starting Engine

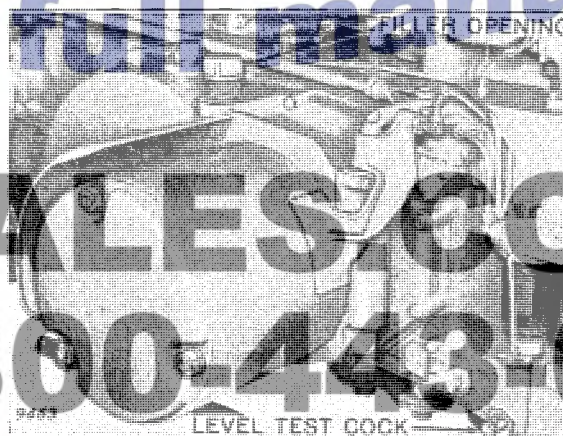
CHECKING CRANK-CASE OIL LEVEL.

Starting Engine.

If oil level in starting engine crankcase is low, add good quality oil of the correct weight to the proper level.

DIESEL Engine.

If oil level in the *DIESEL* engine crankcase is low, remove oil filler cap and add a good quality heavy-duty detergent-type *DIESEL* oil of the correct weight until it runs out the oil level cock. For instructions on changing crankcase oil, see "120-Hour Service," Page 39.



Oil Level Test Cock—*DIESEL* Engine

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Checking Nozzles.

If the tip orifices all appear to be open they should be checked as follows: Install the nozzle on the fuel line from the injection pump with the nozzle pointing away from the engine. Motor the *DIESEL* engine with the starting engine while the *DIESEL* engine speed control lever is in the wide-open position.

WARNING: Keep hands away from the direct spray of the nozzle as the fuel may penetrate the skin and cause serious injury.

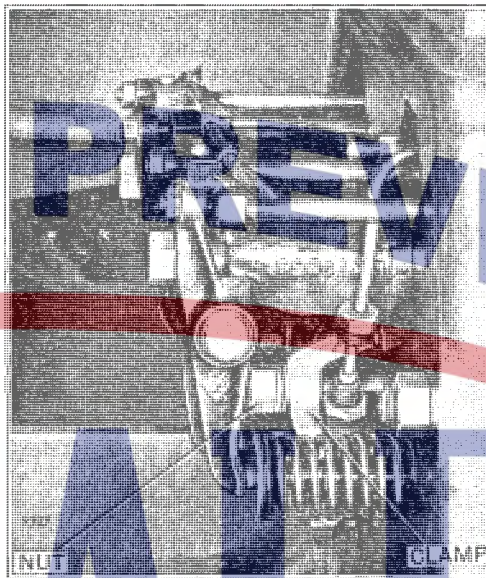
All holes should be open and the fuel should be ejected in a fine spray form. Plugged nozzle tip holes can be noticed immediately. A weak spray or a solid stream of fuel from any of the holes is evidence of partially-plugged nozzle tip holes. A coarse spray from all the holes indicates a faulty needle valve.

In case either (or both) of the injection nozzles appears to be faulty, it should be removed from the engine as a unit, fuel line openings capped, the nozzle wrapped in waxed paper for protection and a new nozzle installed in the head.

It is recommended that the nozzle gasket be replaced every time the nozzle assembly is removed from the engine. In an emergency the old one may be used again but only after it has been annealed. This is accomplished by heating the gasket to a cherry red color and quickly immersing it in cold water.

Make certain when tightening the nozzle clamp that it fits squarely on the nozzle assembly body. Do not tighten excessively.

When tightening fittings on the fuel injection lines tighten finger-tight, then tighten with a wrench 1/6 to 1/3 turn. Never over-tighten as this will distort the sleeve



Removing Nozzles



Checking Nozzles

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