

John Deere

CLICK ANYWHERE FOR MORE DETAILS

MODEL:

420 Tricycle

S/n 131,301 & Up

**OPERATOR'S
MANUAL**



JENSALES.COM
or Call 800-443-0625

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-OMT57358

OPERATOR'S MANUAL

OM-T57-358

JOHN DEERE TRACTOR

This manual
contains correct
information
regarding the
operation, periodic
lubrication and
service of
your John Deere
Tractor.

TRICYCLE

(Serial No. 131301-Up)

or Call 800-443-0625

For the best service see your

JOHN DEERE DEALER

Use Only Genuine John Deere Parts

TABLE OF CONTENTS

Page

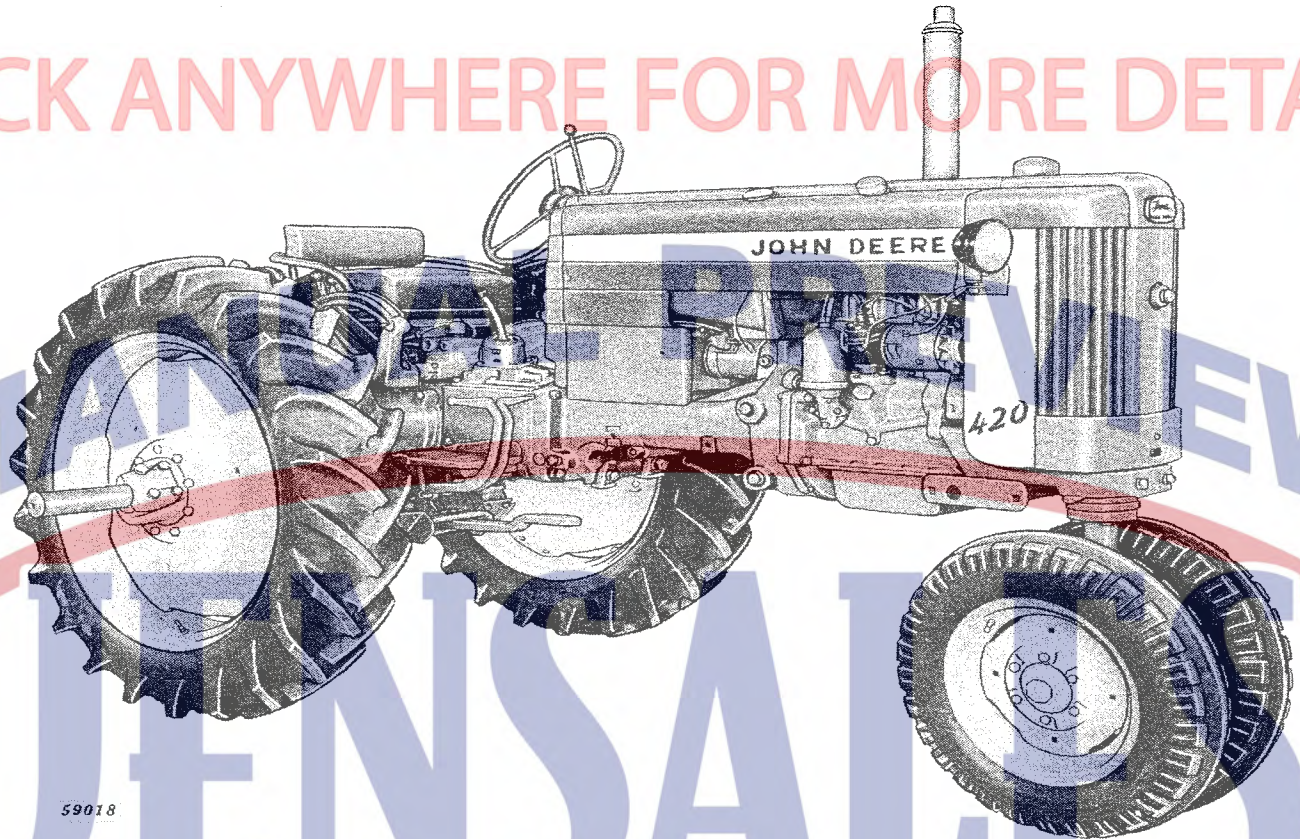
SPECIFICATIONS.....	4
OPERATION.....	6
SAFETY SUGGESTIONS.....	44
PERIODIC LUBRICATION.....	47
SERVICE.....	63
SERVICE REMINDERS.....	78
STORING THE TRACTOR.....	79
TRACTOR DIFFICULTIES.....	80
ATTACHMENTS.....	84
INDEX.....	85

JENSALES.COM

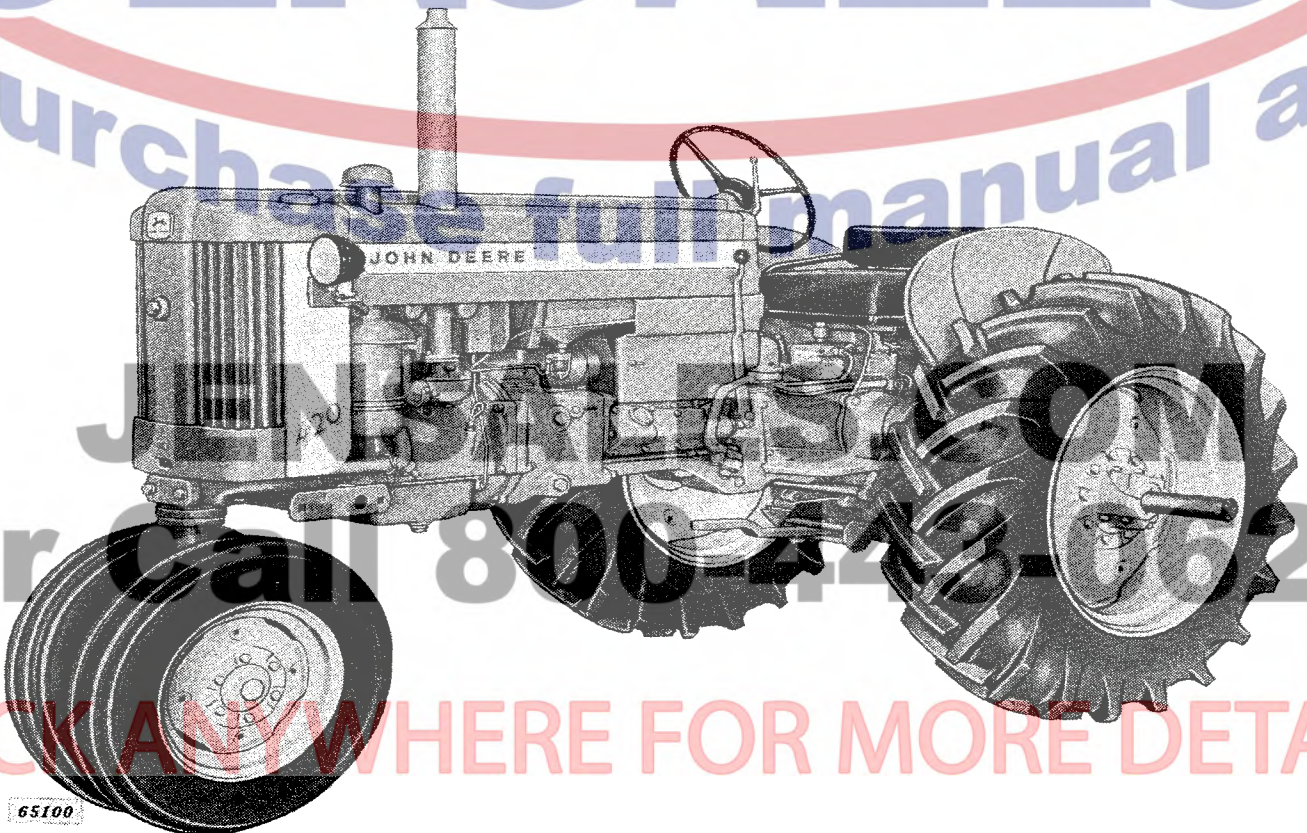
or Call 800-443-0625

CLICK ANYWHERE FOR MORE DETAILS

CLICK ANYWHERE FOR MORE DETAILS



Right-Hand View of John Deere "420" Tricycle Tractor



Left-Hand View of John Deere "420" Tricycle Tractor

CLICK ANYWHERE FOR MORE DETAILS

56- to 88-inch—Power Adjusted Wheels (12 x 28 Tires).

DIMENSIONS:**

Wheelbase—82-1/4 inches.

Over-All Height—76-5/8 inches.

Over-All Length—130-5/8 inches.

Over-All Width—88-1/2 inches (Ends of Regular Rear Axle).

80-1/2 inches (Ends of Special Rear Axle).

73 inches (Power-Adjusted Wheels in Minimum Tread).

Clearance—21 inches.

SHIPPING WEIGHT:

Approximately—3000 pounds.

POWER TAKE-OFF:

Transmission Driven—Regular equipment with 4- and 5-speed transmissions—560 rpm. Conforms to ASAE-SAE standard.

Continuous Running—Continuous running PTO controlled by tractor clutch pedal to permit operation of PTO equipment independent of tractor ground travel, 560 rpm. Conforms to ASAE-SAE standard. Available as extra equipment for tractors with 5-speed transmission.

Front—Crankshaft pulley has 4 tapped holes and pilot to accommodate drive coupling.

BELT PULLEY:

Extra Equipment. Diameter 9 inches; face 6 inches; revolutions per minute 1270; belt speed (feet per minute), 3000.

DRAWBAR:

Swinging; conforms to ASAE-SAE standard PTO position for agricultural tractors. 3-point hitch for integral equipment.

STANDARD EQUIPMENT:

Oil pressure and water temperature gauges; distributor-type ignition with ignition switch and ammeter; dual wheel front end; fuel and oil filters; air cleaner; electric starter; battery; generator; hydraulic power with Load-and-Depth Control; coil spring cushioned adjustable seat; cushioned adjustable back rest; swinging drawbar; 3-point hitch; transmission-driven ASAE-SAE power take-off.

OPTIONAL EQUIPMENT:

Belt pulley; electric lighting with implement warning light plug-in socket and instrument panel light; fenders; single front wheel; wide adjustable front axle; short rear axle; power-adjusted wheels; orchard-type muffler; hour meter or speed-hour meter; cigarette lighter; front end weights; side weights; rear wheel weights; remote hydraulic system; key ignition; warning lamp; underneath exhaust; special exhaust silencer; 5-speed transmission; continuous-running PTO for tractors with 5-speed transmission; power steering; wide seat; seat side arm cushions; foot-operated throttle; direction reverser; precleaner; All-Fuel attachment; heavy-duty starter.

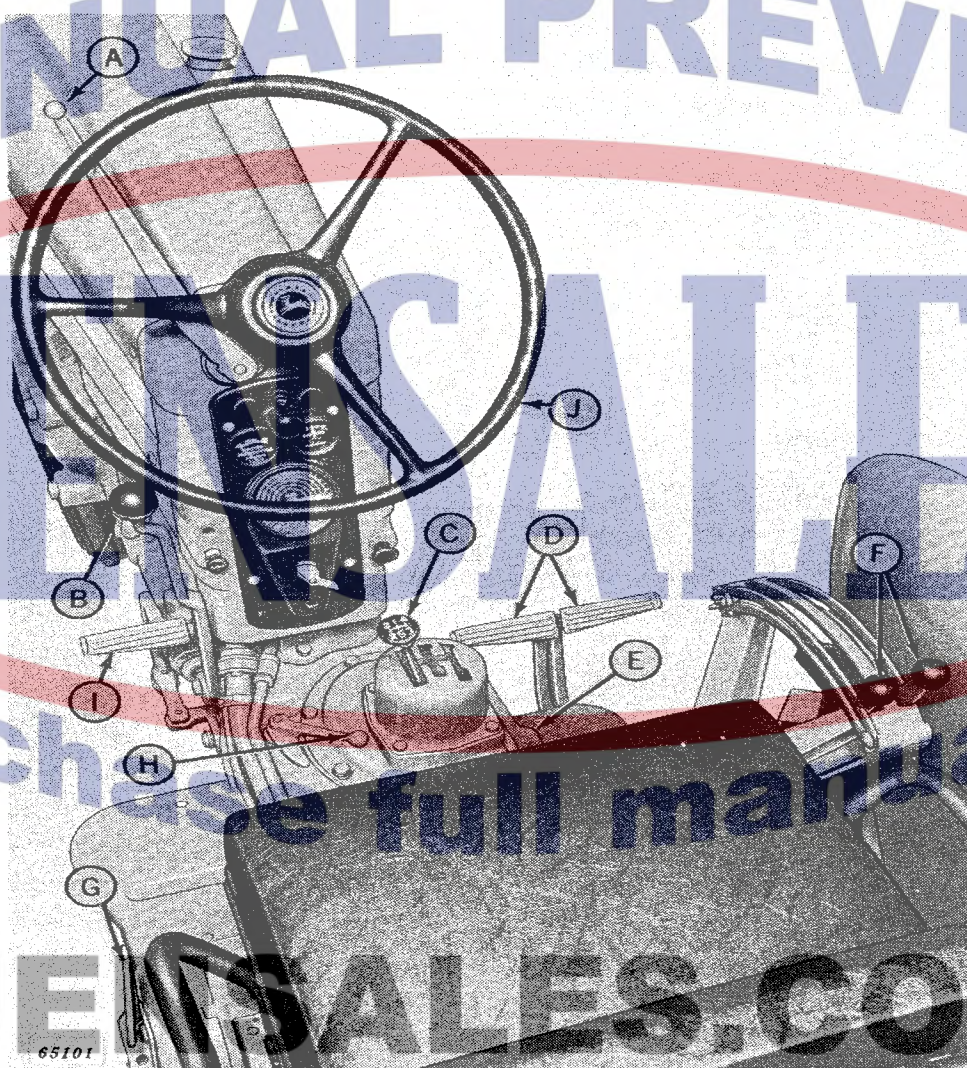
(Specifications and design subject to change without notice.)

**On 10 x 34 and 5.00 x 15 Tires.

OPERATION

OPERATING CONTROLS

The following controls are grouped about the operator's platform within easy reach of the operator. Use this illustration and the description on the following page to familiarize yourself with these controls.



- A — Speed Control Lever
- B — Direction Reverser Lever (Optional)
- C — Gear Shift Lever
- D — Brake Pedals
- E — Foot-Operated Throttle (Optional)

- F — Touch-o-matic Control Levers
- G — Brake Lock
- H — Power Shaft and Belt Pulley Control Lever
- I — Clutch Pedal
- J — Steering Wheel

NOTE: Do not attempt to operate the tractor until you have read the operating instructions beginning on page 12.

INSTRUMENT PANEL

The controls, instruments, and accessories, located on the instrument panel, are shown below and described on the following page.



- A — Ignition Key (Optional Equipment)
- B — Fuse
- C — Cigarette Lighter (Optional Equipment)
- D — Dash Lamp (Optional Equipment)
- E — Ammeter
- F — Water Temperature Gauge

- G — Starter Control
- H — Ignition-Light Switch
- I — Choke Control
- J — All-Fuel Selector (All-Fuel Tractors Only)
- K — Speed-Hour Meter (Optional Equipment)

K. SPEED-HOUR METER.

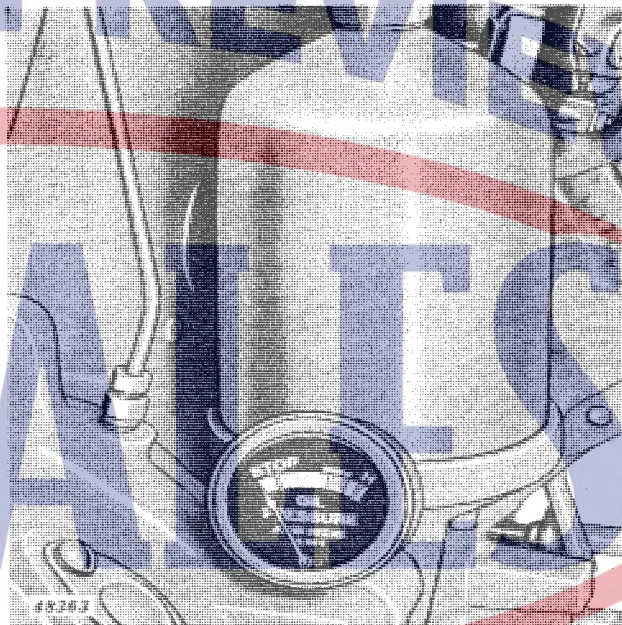
The speed-hour meter indicates the following:

- | | | |
|-----|--|------------------------------|
| (1) | Ground Travel Speed in All Gears | Top Half of Dial |
| (2) | Power Shaft Speed (rpm) | White Section of Lower Dial |
| (3) | Engine Speed (rpm) | Bottom Portion of Lower Dial |
| (4) | Accumulated Hours of Service | Center Portion of Lower Dial |

Shown on



Speed-Hour Meter



*Oil Pressure Gauge
(Right Side of Engine)*

OTHER CONTROLS AND INSTRUMENTS

OIL PRESSURE GAUGE.

The oil pressure gauge is located on the distributor side of the engine, in such a position that it may be easily observed while the tractor is being operated. The oil pressure gauge, as its name implies, shows oil pressure through oil passages. It is not intended to show quantity of oil in crankcase.

BAYONET OIL GAUGE.

The bayonet oil gauge, located to the rear and below the carburetor, is provided to determine amount of oil in crankcase. Instructions for using gauge are included in "Periodic Lubrication" section of this manual on page 47.



*Bayonet Gauge
(Left Side of Engine)*

SEAT ADJUSTMENT.

The seat is mounted on slide rails and is adjustable forward and backward to most comfortable operating position. Movement is controlled by a latch located on lower left-hand side of seat. When latch is depressed, seat may be moved to desired position. A safety stop screw is installed in slide to prevent seat from sliding off rails.



Seat Adjustment Latch

The seat back can be adjusted to either a high or low position. To adjust the seat back, remove the four screws and replace them in the other set of holes.

FUSE.

The fuse is located at top of the instrument panel. If ignition or lights fail, check this fuse. Replace only with a 20-ampere fuse. A smaller or larger capacity fuse is not recommended. Fuse can be removed by rotating a quarter turn to the left. If fuses continue to burn out, check wiring for short circuit.



FUEL

PROPER FUELS.

Now that you are familiar with the controls, your next consideration before starting your tractor is the type of fuel you are going to use.

The gasoline tractor is designed to operate economically on regular grade gasoline as defined by ASTM Designation 439-53T. The gasoline should have a minimum octane number rating of 80 (Motor Method) or 86 (Research Method). The distillation range or volatility is adjusted by the petroleum producers for local climatic conditions and also for seasonal variations. Avoid carrying over gasoline purchased in one season for another season's work. For example, gasoline furnished for summer use is less volatile than that sold in the winter season and attempts to use the summer gasoline in cold weather can result in poor starting of the engine.

The All-Fuel tractor is designed to operate on gasoline or "farm tractor fuel" as defined by ASTM Designation D-1215-52T. This includes either the "Light Grade" or "Regular Grade" having ASTM distillation 10% point recovered of 401°F. maximum and a 95% point recovered of 518°F. maximum and a minimum octane number of 35 (Motor Method) or 38 (Research Method).

FUEL STORAGE.

Fuel should be stored in a convenient place outside of buildings. If fuel drums are used, they should be located in a shady spot to prevent undue evaporation. The fuel drums should be tilted slightly toward the rear so that any metal that might flake from the inside of the drum or any other sediment will settle to the rear and will not get out of the drum through the spigot. The hose nozzle should be capped when not in use so that no dust can enter. Be sure that drum vent plug is screwed in tightly after using it.