

John Deere

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MODEL:

B, BN, BNH, BW, BWH

General Purpose Tractor

OPERATOR'S
MANUAL



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JD-O-DIR313

**READ
Carefully
SAVE!**

Instructions

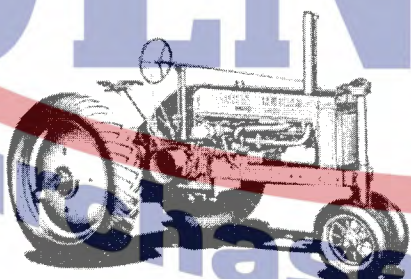
FOR
CARE AND OPERATION

OF

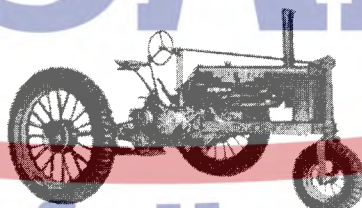
John Deere General Purpose Tractors

(B-1000 to B-59999)

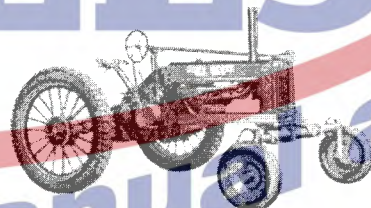
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Model "B"



Model "BN"
Model "BNH"



Model "BW"
Model "BWH"

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

JOHN DEERE WATERLOO TRACTOR WORKS

WATERLOO, IOWA, U. S. A.



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The John Deere model B was introduced as a smaller tractor, to fill the needs of row-crop farmers that did not need a tractor as large as the A. It had a nearly 20-year production run, and the versions of the B can be broadly divided into three groups. The original B is often referred to as "unstyled", and includes all tractors built through 1938. In 1939, with tractor number 60000, began the "early styled" model B. In mid 1947, with tractor number 201000, began the "late styled" model B.

Serial Number located on the left side of the transmission case, under the governor.

Year	Beginning Serial Number
1935	1000
1936	12012
1937	27389
1938	46175

Color Location:	MFG Color Name:
WHEELS & RIMS	CLASSIC YELLOW
BODY	CLASSIC GREEN

MANUAL PREVIEW

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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 Models "B", "BN", "BNH", "BW", "BWH", General Purpose Tractors Serial Nos. B-1000 to B-59999. If you read, study and do the things this book suggest 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.

Always give serial number of tractor when ordering repairs.

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HOW TO OPERATE THE TRACTOR

STARTING ENGINE.

1. Close radiator shutter or pull radiator curtain down. Set gear shift lever in neutral (Fig. 3) and pull clutch lever back.

2. Advance speed control lever half-way. (Fig. 2.)

3. Drain fuel from carburetor. (Fig. 13.)

4. Turn 3-way cock lever down, turning on gasoline. (Fig. 1.)

5. Turn (clockwise) carburetor load needle and idle needle lightly against seat to close. DO NOT FORCE. Open load needle 1 turn and idle needle 1-1/4 turns. (Fig. 13.)

6. Close choke by pushing lever down. The line on choke lever is vertical when choke is closed. (Fig. 13.)

7. Turn top of flywheel forward (counter-clockwise) to start engine.

8. As soon as engine fires, open carburetor choke immediately to prevent flooding.

RUNNING ENGINE.

1. Oil pressure gauge must show between "M" and "H" when engine is cold. (Fig. 2.)

2. When heat indicator shows normal or 180° F. (Fig. 2) turn on fuel (3-way cock lever toward rear). Fuel filter shut-off valve in up and down position.

3. Regulate radiator shutter or curtain to maintain engine temperature of 190° F.

4. Adjust carburetor by closing load needle to point where engine loses power or backfires, then unscrew needle gradually until required power is

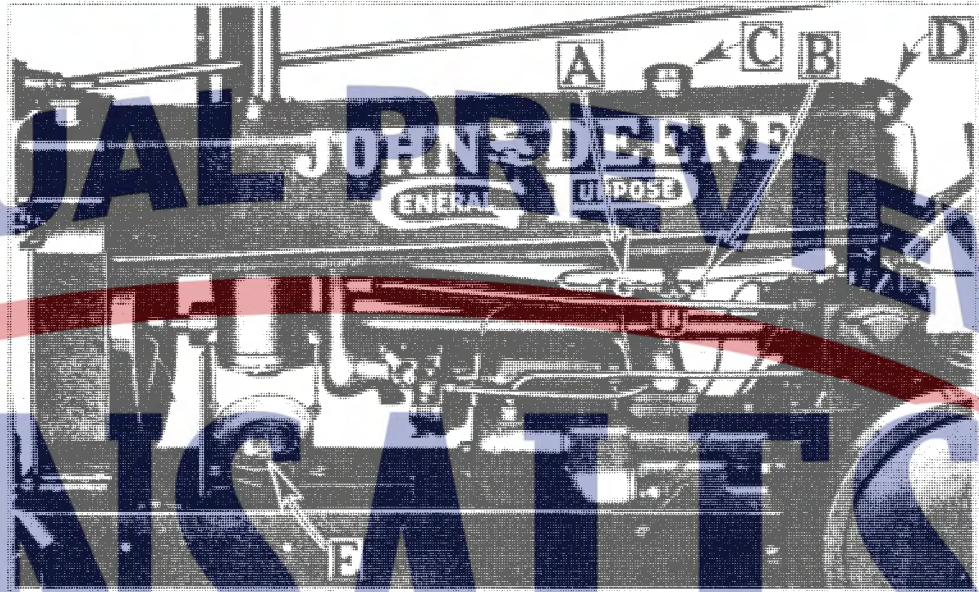


Fig. 1. Fuel System and Air Cleaner.

A—Three-Way Cock.
B—Fuel Filter.

C—Fuel Filler.
D—Gasoline Filler.

E—Air Cleaner Cup.

developed. (CAUTION: CARBURETOR SHOULD NOT BE ADJUSTED WHILE TRACTOR IS MOVING.)

5. To adjust idle needle, turn idle needle down for leaner mixture; and turn up for richer mixture. Adjust idle needle until engine runs evenly with speed control lever fully advanced.

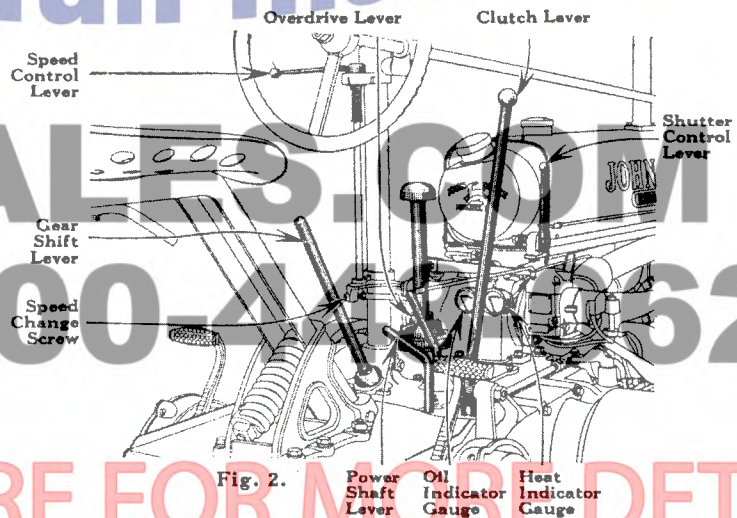


Fig. 2.

Power Shaft Lever
Oil Indicator Gauge
Heat Indicator Gauge

Shutter Control Lever

To remove or install piston rings, use piston ring expander as shown in Fig. 16.



Fig. 16.

Before fitting new rings in old piston, always scrape carbon out of ring groove as shown in Fig. 17.

When piston is held in a horizontal position and revolved slowly, piston rings should fit snugly yet be free enough to fall of their own weight.



Fig. 17.

When ring grooves in pistons become worn excessively, loss of compression and high oil

consumption will result. The pistons and rings should then be replaced.

MAIN BEARINGS.

Main bearings are fitted with brass laminated shims. To adjust bearings, remove belt pulley, flywheel, left bearing cover, flywheel spacer and bearing bolts. Take out laminated shims. Peel off one .003-inch layer from top shim and one layer from bottom shim. If necessary, remove additional layers until bearing is properly fitted. In replacing shims, put laminated shim between steel shims. The bearing should fit snugly, but not fit tightly enough to bind with cap tightened in place.

The left bearing cover should be centered to allow clearance for flywheel spacer.

When putting on flywheel make sure the small pin on inside of flywheel hub fits in slot of flywheel spacer in left main bearing. (Fig. 18.)

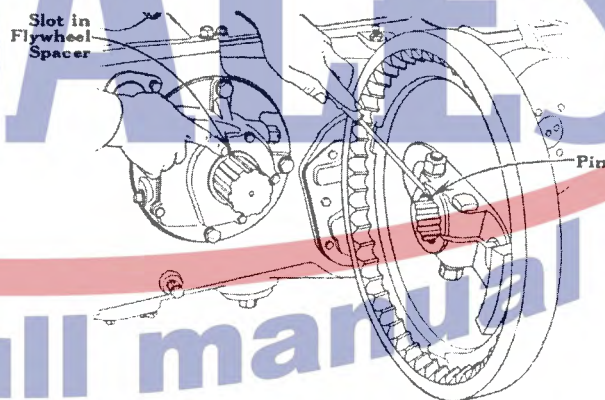


Fig. 18.

To insure proper balance and correct location of flywheel, be sure that the extra deep keyway in the flywheel hub fits over the locating screw near end of crankshaft. (Fig. 19.)

Replace belt pulley. When replacing clutch drive disk, make sure that rivet in disk fits over flat spot at the end of one of the splines. (Fig. 31.)

END PLAY IN CRANKSHAFT.

End play can be taken out of the crankshaft by placing the flywheel farther on the