

READ AND FOLLOW THESE DIRECTIONS CAREFULLY
KEEP THEM FOR READY REFERENCE

INSTRUCTIONS

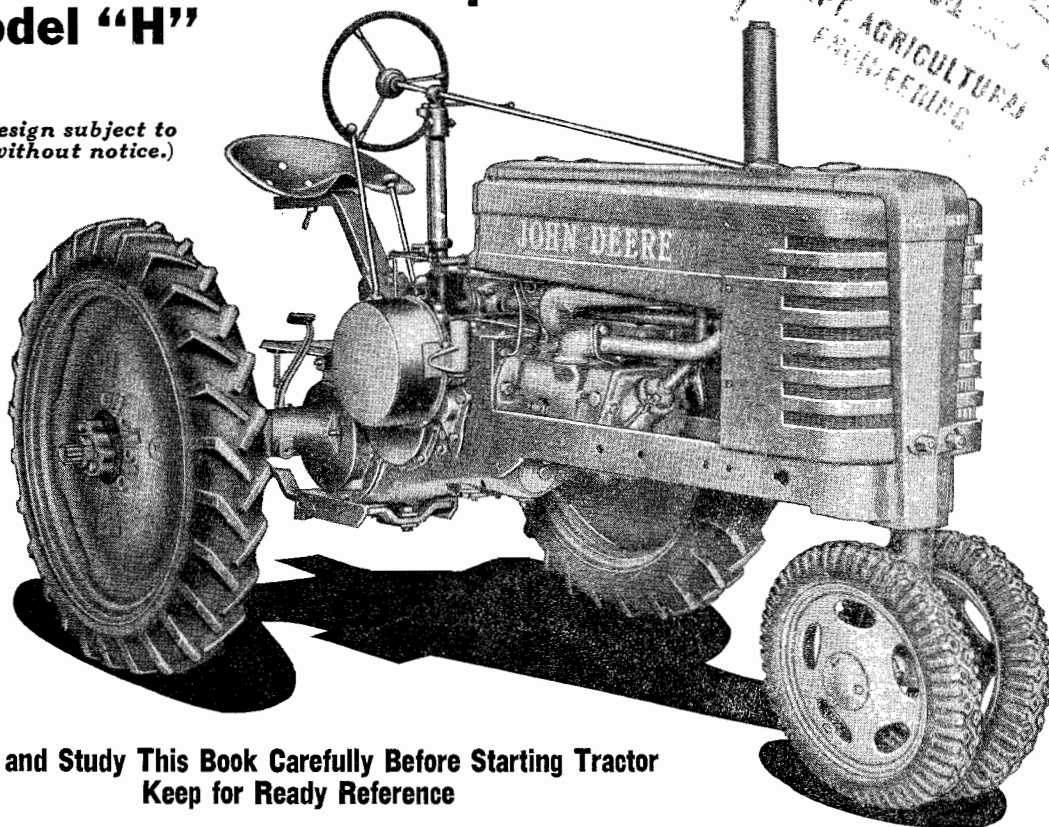
AND

PARTS LIST

FOR

**John Deere General Purpose Tractor
Model "H"**

*(Detail design subject to
change without notice.)*



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

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.

JOHN DEERE TRACTOR COMPANY
WATERLOO, IOWA, U. S. A.

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 "H" General Purpose 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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BEFORE STARTING TRACTOR

Examine tractor for any damage caused by shipping or unloading.

RUBBER TIRES.

Reduce inflation to correct operating pressure. (See chart, page 25.)

SPARK PLUGS.

These are packed in tool box. Set spark plug points to .030-inch before screwing them in cylinders.

HOW TO OPERATE THE TRACTOR

PREPARATION FOR USE.

Tractor is shipped from factory with oil in crank case. *Before starting tractor*, check oil level by unscrewing oil level test cock on left-hand side of crank case. (See Fig. 5.) If oil does not run out test cock, remove crank case filler cap (Fig. 1), and fill crank case to proper level with good engine oil.

After 10 hours' operation, check oil level and add if necessary.

GRADE OF OIL FOR CRANK CASE.

Grade of Oil	Temperature
S. A. E. 50	95° F. and up
S. A. E. 40	65° F. to 95° F.
S. A. E. 30	30° F. to 65° F.
S. A. E. 20-W	Zero to 30° F.
S. A. E. 10-W	Below Zero

Tractor is shipped from factory with oil in transmission. *Before starting tractor*, remove oil level test plug, and check oil level. (Fig. 5.) If oil is not level with hole, fill with good transmission oil (not grease) of proper grade, through transmission oil filler hole. (Fig. 1.)

GRADE OF OIL FOR TRANSMISSION.

Grade of Oil	Temperature
S. A. E. 140	32° F. and up
S. A. E. 90	Below 32° F.

Crank Case Oil Filler Cover

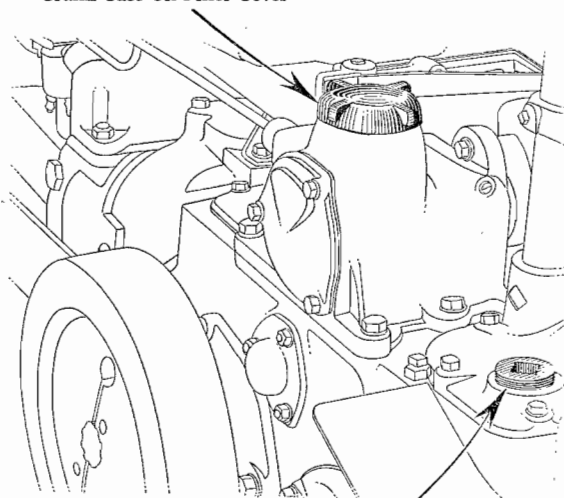


Fig. 1.

Transmission Oil Filler Plug

The use of **CLEAN, HIGH QUALITY** oil will make the tractor run better, last longer, and will prevent delays. (See Page 10 for lubricating operation instructions.)

CRANK CASE BREATHER.

Submerge and soak crank case breather filter core in new engine oil for five minutes to be sure filter material is thoroughly saturated. Swing vigorously six times throwing out surplus oil and replace filter core.

AIR CLEANER.

Remove cup from lower end of air cleaner. Fill cup to "oil level" mark with new engine oil. (See Fig. 2.) Used crank case oil may be used if it is still of a good quality. Replace the oil cup on cleaner.

FUEL.

Before filling fuel tank, shut off fuel supply by turning fuel control handle down to mark "O". (Fig. 2.) Fill fuel tank (7-1/2 gallons) and gasoline tank (3/4 gallon) through openings on top of tank. (See Fig. 2.)

Water and dirt in fuel are sure to cause trouble. Always strain fuel. Be sure vent holes in tank caps are open.

Keep fuel filter shut-off valve open (lever in straight up and down position) when using fuel. Close valve by placing lever in cross-wise position.

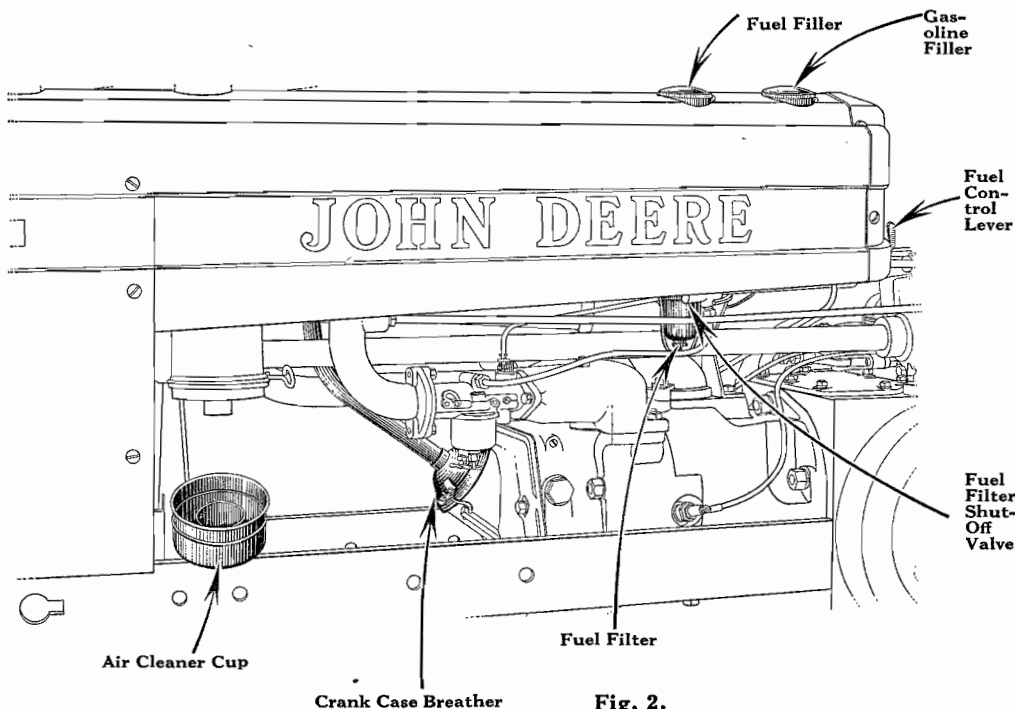


Fig. 2.

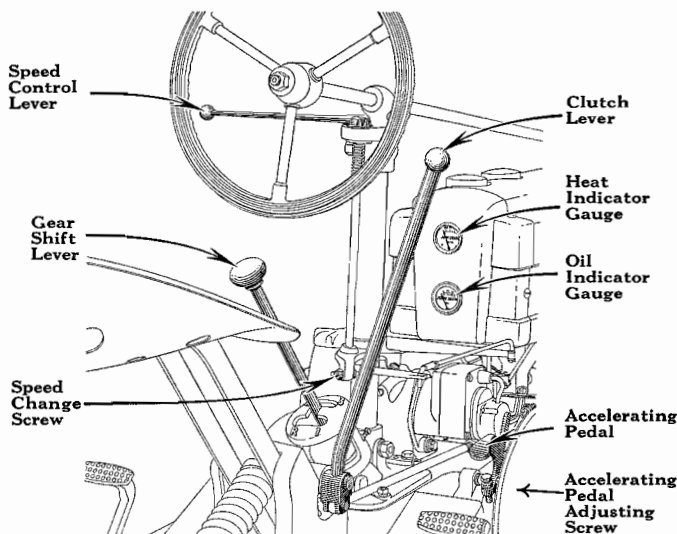


Fig. 3.

WATER.

Fill radiator to baffle with clean water (5-1/2 gallons). Soft water is best.

STARTING ENGINE.

1. Pull radiator curtain down. Set gear shift lever in neutral (Fig. 4) and pull clutch lever back.

2. Advance speed control lever halfway.

3. Drain fuel from carburetor.

4. Turn on gasoline (fuel control handle to mark "G").

5. Turn (clockwise) carburetor load needle and idle needle lightly against seat to close. **DO NOT FORCE.** Open load and idle needles 1 turn. (Fig. 7.)

6. Close choke by pushing lever down.

7. Turn top of fly-wheel 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. 3.)

2. When heat indicator shows 180° (Fig. 3) turn on fuel. (Fuel control handle on mark "F".)

3. Raise or lower radiator curtain to maintain proper engine temperature of 190° or more.

4. Adjust carburetor by closing load needle to a point where engine loses power or backfires, then unscrew needle gradually until required power is developed. (CAUTION: CARBURETOR SHOULD NOT BE ADJUSTED WHILE TRACTOR IS MOVING.) In warm weather this should leave needle open approximately $\frac{3}{4}$ to 1 turn. More opening may be required for cold weather, or for very heavy load. Keep load needle closed as far as possible for best fuel economy.

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. In warm weather, this varies from 1 to 1- $\frac{1}{4}$ turns open. This setting may vary on individual tractors, but when made let the idle adjustment alone.

6. If, when load is released, governor closes throttle clear shut, causing uneven running (governor opening and closing) screw the throttle stop screw in lightly against stop spring until engine runs evenly.

7. Engine speed is regulated by speed control lever. Pull speed control lever back to run engine slowly. Engine may be stopped by pulling lever clear back.

8. The engine is set to run at the correct speed when tractor leaves the factory; 1400

R.P.M. for full load and approximately 1540 for idling. Under no circumstances should this speed be varied. If after continued use, speed is checked with a reliable speed indicator and correction is necessary, the engine speed can be adjusted by the set screw in lower bracket on steering shaft post. (Fig. 3.) Turning the set screw in increases speed; turning set screw out decreases speed. Keep throttle and governor control rods clean and working free.

9. The engine speed with the accelerating pedal completely down should be 1800 R.P.M. If when checked as described in paragraph 8, it is found the engine does not run 1800 R.P.M., it can be adjusted by the screw in the accelerating pedal. (Fig. 3.) Turning the screw in, decreases speed, and turning the screw out, increases speed.

STARTING TRACTOR.

1. With engine running, stop pulley by pulling clutch lever clear back. This insures clutch being disengaged and applies pulley brake. Do not shift gears until pulley stops.

2. The gear shift operates as follows:

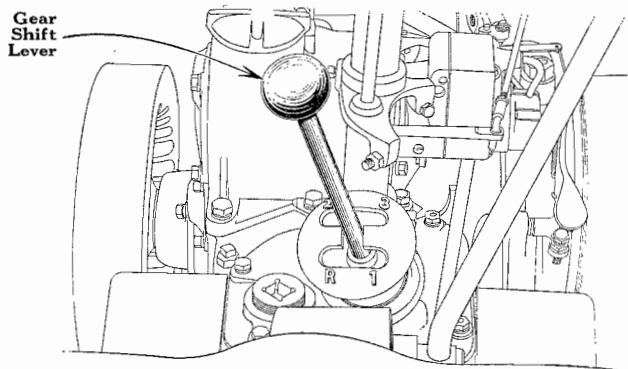


Fig. 4.

3. If gears do not engage freely, move clutch lever forward until pulley turns slowly. This allows gear teeth to line up for shifting. Shift gears carefully. Be sure that lever is moved far enough to place gears in full mesh. Clashing them causes unnecessary wear and breakage.

4. When gears are shifted, push clutch lever forward slowly until tractor starts; then immediately shove clear ahead until it locks in place. The clutch is self-locking. See "Adjustment of Clutch" for further information.

5. **BELT WORK.** Set and latch the brakes after backing into belt, pull clutch lever back, turn pulley forward by pulling on belt to relieve bind in gear teeth, move gear shift lever to neutral.

IMPORTANT. *When tractor is new all bearings and friction surfaces are correctly and tightly fitted; therefore, best results will be obtained by operating tractor under part load for first 20 hours' operation.*

STOPPING TRACTOR.

Disengage clutch by pulling clutch lever clear back. Always place gear shift lever in neutral after disengaging clutch, and engage clutch if engine is idling. This is important as it reduces wear on clutch facings.

STOPPING ENGINE.

1. In stopping engine after running on fuel, turn fuel off (control handle down to mark "O"). Engine will stop when fuel in carburetor is used.

2. If engine has been stopped on fuel, see starting instructions.

OVERLOADING.

Your tractor is designed and built to handle economically and efficiently all jobs within its range of power. The use of any tractor on loads beyond its power range results in undue strain on all parts, and will, if continued, result in unnecessary repair expense and impaired efficiency of operation.

LUBRICATION

THE IMPORTANCE OF GOOD LUBRICATING OILS AND THEIR PROPER USE

Good oils are highly important but the best of oils require replacement after certain periods of use. The use of good oils of proper seasonal body, changed according to directions in this instruction book, will prevent loss of power, excessive fuel consumption, undue wear on moving parts and early replacement of parts.

USE GOOD QUALITY OILS.

High grade oils withstand heat and wear for a long time. Cheap oils soon become thin and watery, losing their lubricating qualities rapidly. It is impossible to determine the difference between the grade of oils by their appearance. As a result, inferior oils are often sold as quality products at a price much lower than nationally known high grade brands.

Specific brands of oil cannot be recommended because they are not always available in every community. To insure securing good grades of oil, buy those brands manufactured by dependable oil companies which have favorable national reputations. The standing in the trade of these well-known organizations is the result of their policy of selling only high grade products, and their future success depends upon maintaining

the known quality of their oils, and in supplying each customer the particular oil best fitted to his needs. Low priced oils are seldom economical. They may be very costly in the long run.

USE OIL OF THE PROPER BODY.

It is frequently found that men connected with the tractor and oil business believe that a good tractor oil must have a heavy body. This erroneous belief was founded on experience with oil when tractor construction was crude and the proper function of an engine lubricant was not well understood.

The design of John Deere tractors has advanced in step with automobile practice, and the fit between pistons and cylinders, piston rings and piston ring grooves, connecting rod and crankshaft, crankshaft and main bearings is as close as in the modern automobile where light or medium bodied oils are recommended. There is no need for heavy body lubricating oil in John Deere farm tractors.

When good oil of proper weight is used, the first few revolutions of the crankshaft cause the oil to circulate throughout the engine, completely coating all working parts, such as crankshaft bearings, pistons, cylinder walls, rings, piston pins and bearings, with a film of oil, thus preventing metal to metal contact. There is no opportunity for parts to heat and wear during the period in which the engine is warming up.

When a heavy body oil is used where medium or light oil is required, proper lubrication does not start until the engine has operated long enough to thin the oil either by heat or fuel dilution, so that it can penetrate the small clearances through which it must flow. Use of too heavy oil may cause permanent damage by failing to reach bearing surfaces. When an oil is thick enough to cause difficulty in cranking, it is too thick to be a good lubricant for the engine. (See

page 10.) During the time the oil is diluting, wear is occurring, although the effect of it may not be fully apparent until the tractor has been used for some time.

Lubricating oil serves two purposes—relieves friction and carries off heat. It cannot do either of these unless it can flow continuously to the points where friction and heat exist.

EFFECT OF FAILURE TO CHANGE TRACTOR ENGINE OIL.

Good engine oil loses its effectiveness through gradual thinning and through the accumulation of particles of burned carbon and dirt. When engine oil is used beyond the period suggested in the instruction book, it is liable to be of such poor quality that it only partly lubricates the engine; consequently, pistons, cylinder walls, connecting rod and crankshaft bearings wear rapidly, the engine not only loses power, but it consumes an excessive amount of fuel and oil. An engine in operation requires a definite quantity and quality of oil; when quantity and quality are absent, undue wear takes place.

ENGINE LUBRICATION.

When engine starts, oil pressure gauge must show between "M" and "H", when engine is cold. After engine is warmed up, the pressure gauge will drop back slightly. If the gauge does not show pressure, stop engine immediately and check oil supply in crank case. If necessary, examine pump cover gasket. See that oil pipe joints are not leaking. Examine oil pump drive for failure of parts.

GRADE OF OIL FOR CRANK CASE.

	Grade of Oil	Temperature
Crank Case	S. A. E. 50	95° F. and up
	S. A. E. 40	65° F. to 95° F.
	S. A. E. 30	30° F. to 65° F.
	S. A. E. 20-W	Zero to 30° F.
	S. A. E. 10-W	Below Zero

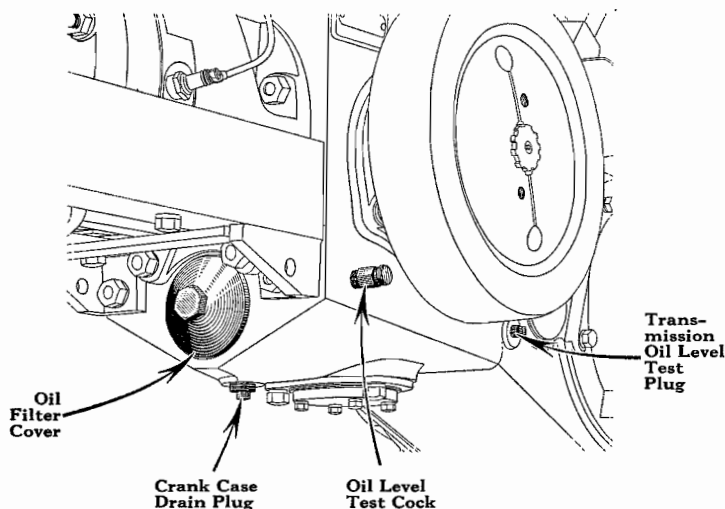


Fig. 5.

After every 10 hours' operation, fill crank case to oil level cock on left-hand side of tractor. (See Fig. 5.)

After every 30 hours' of operation (once between each oil change) remove oil filter cover. (See Fig. 5.)

Pull filter element out and wash carefully in gasoline and replace. Replace cover. Add $\frac{3}{4}$ quart oil to engine.

Do not use wire brush, rags, or scrape filter element as it will damage screen. Do not attempt to service filter with engine running.

After every 60 hours' operation, drain out all crank case oil by removing drain plug on bottom of crank case. (See Fig. 5.) Oil filter should be serviced as described above each time oil is changed.

The oil pressure gauge should register between "M" and "H" when the engine is hot and the idle speed 1540 R. P. M. If the pressure gauge registers higher than between "M" and "H", it may cause high oil consumption.

To adjust the oil pressure, remove pipe plug in transmission case below and to rear of pulley. Insert screw driver and turn slotted screw. Turning the adjusting screw out decreases pressure, and turning in increases pressure. At no time should the pressure drop below "L".

If the oil pressure is correct and the engine uses an excessive amount of oil in 10 hours' operation, examine the connecting rod bearings and replace if worn.

If gasket between pump and pump cover is renewed, new gasket must not be thicker than the old one (.020 inch) or pump will not maintain pressure.

TAPPET LUBRICATION.

The tappets are automatically lubricated by oil from the crank case. No additional lubrication is required.

FRONT FAN BEARING LUBRICATION.

The front fan bearing is packed with the correct grease when tractor leaves the factory. After two years normal operation, pipe plug in top of housing should be removed and bearing repacked with a high-temperature grease. If, at any time, the bearing is disassembled it should be packed with high-temperature grease having a melting point of approximately 200° F.

STEERING GEAR LUBRICATION.

Use transmission oil to lubricate steering gears in top housing on steering pedestal. (Fig. 23.) See Lubrication Chart for frequency and amount of oiling. (Page 10.)

TRANSMISSION LUBRICATION.

The operating parts in the transmission are continuously bathed in oil which insures

their automatic lubrication. The only way dirt can get into this oil is through carelessness in removing filler plug or transmission cover, allowing dirt to drop in the transmission or by pouring dirt in with the new oil. The transmission oil is of such heavy body that any dirt in it will remain suspended and this gritty oil will cause unnecessary wear and replacement of parts.

Using clean oil, using care in handling it and changing at the proper intervals will insure ample lubrication and long life to all the transmission parts.

Changing seasons and temperatures, together with heating and cooling of the tractor, causes condensation and accumulation of water in the transmission. This water breaks down the lubricating quality of the oil, and is another reason why transmission oil should be changed regularly.

In cold weather, transmission oil congeals and does not flow readily. This prevents the proper lubrication of parts that are usually bathed in oil. Lighter oil should be used during cold weather. The transmission should be drained, washed with kerosene and filled to the proper level with lighter transmission oil of the recommended weight when cold weather starts in the fall. It should also be drained, washed and refilled to the proper level with the recommended heavier weight of oil at the beginning of warmer weather in the spring.

The working parts in the transmission of this tractor, such as gears, shafts, differential and bearings are rugged, strong and automatically lubricated, but they cannot give their maximum service unless the trac-

tor operator does his part by servicing the tractor according to directions.

The presence of an undue accumulation of grit and dirt in the transmission will cause unnecessary wear and repair expense.

GRADE OF OIL FOR TRANSMISSION.

Transmission	Grade of Oil	Temperature
	S. A. E. 140	32° F. and up
	S. A. E. 90	Below 32° F.

After every 500 hours' work, drain the transmission case (Fig. 6) and flush with kerosene, then refill the transmission to the proper level with clean, new, high-quality transmission oil. *Do not use grease or steam cylinder oil.* When putting oil into the transmission, always wipe dirt away from around the filler opening so no dirt will fall inside.

Always keep oil in transmission case up to oil level test hole. (Fig. 5.)

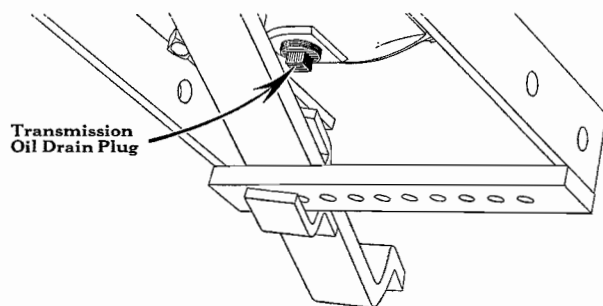


Fig. 6.

LUBRICATION CHART

The use of high-quality oil and grease will make your tractor run better, last longer and prevent delays.

EVERY 10 HOURS

	Grade of Oil		Air Temperature
Crank Case.....Fill to oil level cock.....	{	S. A. E. 50	95° F. and up
		S. A. E. 40	65° F. to 95° F.
		S. A. E. 30	30° F. to 65° F.
		S. A. E. 20-W	Zero to 30° F.
		S. A. E. 10-W	Below Zero

EVERY 30 HOURS

After every 30 hours' of operation (once between each oil change) remove oil filter cover. (See Fig. 5.)

Pull filter element out and wash carefully in gasoline and replace. Replace cover. Add 3/4 quart oil to engine.

Do not use wire brush, rags or scrape filter element as it will damage screen. Do not attempt to service filter with engine running.

EVERY 60 HOURS

Drain oil filter and crank case. (See Fig. 5.) Flush crank case with gasoline or kerosene. Replace plug and oil filter cover. Refill crank case to oil level cock. Add 3/4 quart extra oil to supply oil filter. The best time to drain oil is when engine is hot.

EVERY 200 HOURS

Location	Number of Places to Lubricate	Amount	Kind to Use
Magneto.....	2	Fill to Overflowing	S. A. E. 20 Lubricating Oil

EVERY 500 HOURS

Drain transmission case and wash with kerosene, and refill with 2-3/4 gallons good quality transmission oil. The transmission oil should always be maintained level with the transmission oil level test plug. (See Fig. 5.)

Lubricate steering gears in top housing on steering pedestal by filling the housing until the bottom of sector touches the oil. (See Fig. 23.)

Use the following grades of oil:	Grade of Oil		Air Temperature
	S. A. E. 160		32° F. and up
	S. A. E. 90		Below 32° F.

IMPORTANT: Continuous tractor service with few repairs result from proper lubrication. Use a good quality oil, and use it regularly. Oil is cheaper than repair.

ADJUSTMENTS AND REPAIR OPERATIONS

FUEL.

This John Deere Tractor engine burns gasoline, kerosene, distillate, good grade furnace oil, and no difficulty will be experienced with these fuels if the simple operating directions are followed.

Distillates and other low grade fuels are manufactured to a variety of specifications; therefore, the tractor owner should investigate available fuels to determine which will give the most satisfactory results under the prevailing operating conditions, making sure that the directions are followed for adjusting carburetor and maintaining temperature.

In nearly all communities, these low grade fuels are commonly used in John Deere Tractors because of their lower cost and because they burn well and without any more detrimental effect than gasoline or kerosene.

FUEL SYSTEM.

If fuel does not flow readily, shut off valve on fuel filter. (Fig. 2.) Remove glass bowl

and clean. Open valve on fuel filter when bowl is off to see if fuel flows readily. Clean screen if required. If necessary, remove fuel filter and clean out tank. Valve in fuel filter must be open to feed fuel.

Remove and clean carburetor strainer. (Fig. 7.) Replace strainer screen.

TO ADJUST CARBURETOR.

To secure maximum fuel economy, under operating load, close *load* needle to point where engine loses power or backfires, then unscrew needle gradually until required power is developed. (CAUTION: CARBURETOR SHOULD NOT BE ADJUSTED WHILE TRACTOR IS MOVING.)

In warm weather, this should leave *load* needle open approximately $3/4$ to 1 turn on kerosene or distillate and slightly less on gasoline. More opening may be required for cold weather, or for very heavy load. Keep *load* needle closed as far as possible for best fuel economy.

Adjust *idle* needle until engine runs evenly. In warm weather, this varies from 1 to 1- $1/4$ turns on kerosene or distillate and slightly less on gasoline. This setting may vary on individual tractors, and when made *let the idle adjustment alone*.

If, when *load* is released, governor closes throttle clear shut, causing uneven running (governor opening and closing) screw the throttle lever stop screw (Fig. 7) in against stop spring until idling is satisfactory. With speed control lever nearly back, engine should idle at 600 to 650 R.P.M.

TO ADJUST CARBURETOR FLOAT.

Should it be necessary to replace either the float assembly or the float valve assembly, be sure that cork float is in *horizontal position* when valve is seated. To set cork float, bend the lever.

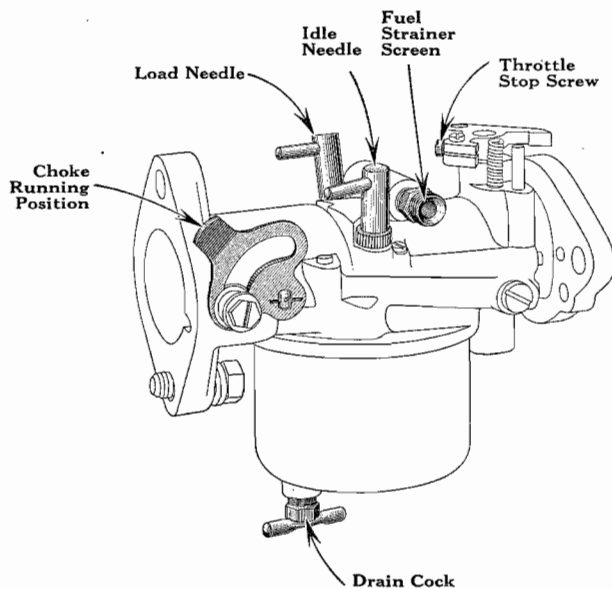


Fig. 7.

AIR CLEANER.

The air cleaner is built into the tractor to prolong its life and usefulness by preventing dirt, sand and grit from going into the engine causing wear on all of the operating parts. HOWEVER, THE TRACTOR OPERATOR IS, OF NECESSITY, CHARGED WITH THE RESPONSIBILITY OF GIVING THE AIR CLEANER EQUIPMENT REGULAR ATTENTION IN ACCORDANCE WITH THE DIRECTIONS.

Under ordinary conditions, the air cleaner should be serviced once for each day's work, as follows:

Remove oil sediment cup from lower part of air cleaner, pour out oil and sediment and wash out cup with a little distillate or gasoline. Refill cup to bead marked "OIL LEVEL" with new engine oil (or crank case drainings of good quality). Replace cup on cleaner and fasten in place. (See Fig. 2.)

Under extremely dusty conditions, service cleaner more frequently if necessary.

Do not service cleaner while engine is running.

Check condition of air cleaner to carburetor hose at least once each season. Keep hose clamps tight.

CRANK CASE BREATHER.

Service filter core in crank case breather immediately after every ten hours of operation. Remove breather stack, lift out filter core, and wash core in fuel from three to five minutes. Shake the core vigorously to remove gasoline, submerge in CLEAN engine oil for five minutes until core is thoroughly soaked. Allow oil to drain out, preferably overnight or during the noon hour, then swing vigorously to remove excess oil and replace in breather body.

COOLING SYSTEM.

The engine is water cooled by the thermo-siphon system using the straight tube radiator core and positive shaft driven fan.

For best operation, the engine should always be operated up to its proper temperature which is 190° or more on heat indicator. This results in greater economy, better lubrication and more power. The radiator curtain is adjustable to shut off a portion of air in order to maintain the proper operating temperature.

Soft water should be used in the cooling system wherever possible as there is less lime and scale formed to reduce cooling capacity. The cooling system should be flushed out with clean water several times during the operating season. This washes out foreign matter and mud which may have settled in the bottom of the cylinder water jacket. Where the cooling system has become partially clogged with lime or sediment, we recommend a special radiator cleaning compound which may be secured from any John Deere Dealer with full directions for use.

Never pour cold water into a hot engine; never pour hot water into a cold engine. To do either may result in cracking the cylinder or water jacket due to sudden contraction or expansion.

If engine overheats, examine air passages in radiator core; remove all chaff and dirt, and straighten bent fins. Adjust tappets for proper clearance; adjust carburetor to secure lean mixture. Check magneto and valve timing, renew oil in crank case and test compression for leaky valves.

Water-alcohol mixtures are not recommended for use in tractor engines equipped with the thermo-siphon system of cooling. Much better results are obtained by using water, being sure that engine is always operated up to its proper temperature. Always drain water in freezing weather. Do not, however, operate tractor without water in the cooling system.

FAN.

The fan is driven through a rubber bushing located in fan hub which requires no adjustment. To remove fan from shaft, remove radiator, push fan toward governor and remove two halves of lock washer. Fan will then slide off shaft. When replacing fan, it should be reassembled with the long part of the hub toward the rear, otherwise, the lock washers cannot be installed.

The fan shaft is mounted on self-adjusting ball bearings.

To adjust fan drive gears, see "GOVERNOR".

GOVERNOR.

The engine speed is set at factory so engine will run at 1400 R.P.M. under load. If engine runs faster or slower, the spring adjustment of governor may be changed by screw in lower bracket on steering post. (Fig. 3.) Turning screw in, increases speed and turning it out, decreases speed. Under no circumstances should governor be set so that speed of engine under load exceeds 1400 R.P.M.

The threads on end of throttle rod are provided so that length of rod may be changed to get full throttle opening. Engine speed should not be changed by changing length of this rod.

Erratic governor action is caused by incorrect carburetor adjustment or binding and friction on the control linkage from governor to carburetor. This linkage should be kept free from dirt. Examine linkage and if there is binding or friction from open to closed position, it should be corrected.

Governor bearings are self-adjusting.

Lubrication of the governor is automatic and starts and stops with the engine.

To adjust fan drive pinion for mesh with fan drive gear, add or deduct gaskets under the rear fan shaft bearing housing or left-hand governor bearing housing. *Remove magneto before removing left-hand governor bearing housing.* There should be enough backlash between the gears so there is no bind or noise in operation. This is approximately .004-inch to .007-inch between gear teeth. The shaft must rotate freely and without bind.

PISTONS.

To remove pistons, take off carburetor, exhaust pipe, lower water pipe and cylinder head, disconnect connecting rods and pull pistons out front end.

When measuring piston fits, always measure skirt of piston (See Fig. 8) and note head

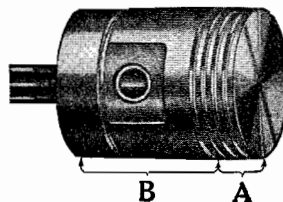


Fig. 8. Measuring Piston Diameter.

A. Ring Land Section.
B. Skirt Section.

end (Section "A") is smaller in diameter to allow for expansion of piston head. In measuring clearance at piston skirt (Section "B") be sure to try thickness gauges at both sides, top and bottom.

Pistons are stamped "TOP" on flange of open end and should always be installed with this mark up.

PISTON RINGS.

To remove and put on piston rings, use piston ring expanders, as shown in Fig. 9.

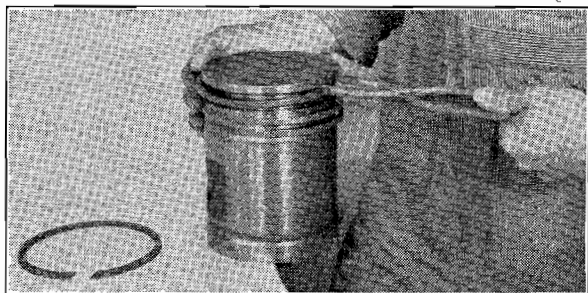


Fig. 9.

Before fitting new rings in old piston, always scrape carbon out of ring groove as shown in Fig. 10.

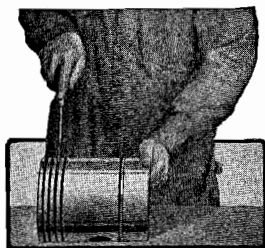


Fig. 10.

New piston rings should be fitted first to piston and then to cylinder. See Fig. 11 and note that edge of ring should fit into ring groove.

Piston rings should fit snugly in grooves but not too tight to permit their falling downward in groove (from their own weight) when piston is revolved slowly.

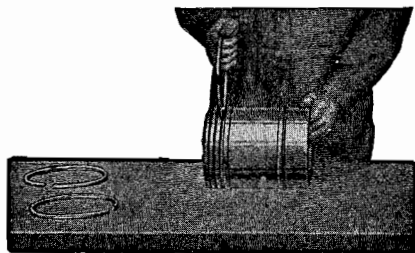


Fig. 11.

To fit ring gap, first place a piston in cylinder located in about center of stroke, then place piston rings against cleaned head of piston. Rings Nos. 1 and 2 or head rings should have a gap of .014- to .016-inch. Ring No. 3 and wiper ring should have a gap of .011- to .013-inch.

When ring grooves in pistons become worn edgewise excessively, loss of compression and high oil consumption will result. The pistons and rings should then be replaced.

MAIN AND CONNECTING ROD BEARINGS.

The main and connecting rod bearings are non-adjustable. When replacement is necessary secure replacement bearings from your local John Deere dealer. Under no circumstance should the connecting rod bearing cap be filed.

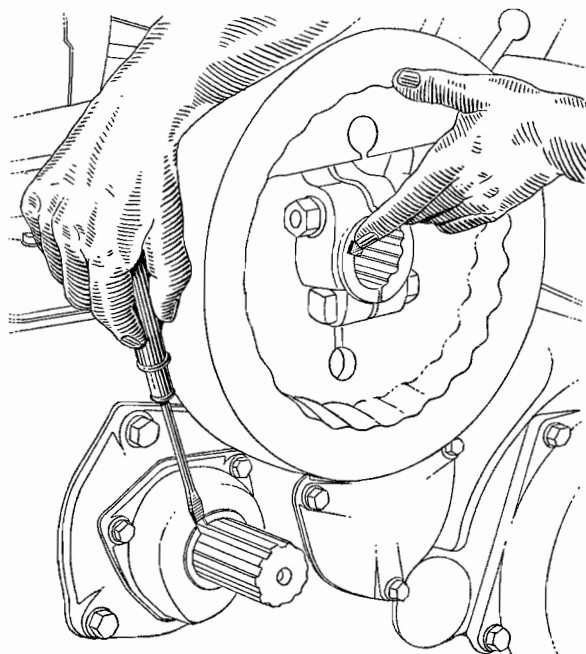


Fig. 12.

When replacing the connecting rod bearing caps, it is important that the nuts be drawn up tight, and cotters in place and properly spread.

It is also important to center the left bearing cover to allow clearance for flywheel spacer.

When putting on flywheel, make sure that the small pin on inside of flywheel hub fits in slot of flywheel spacer in left main bearing. (See Fig. 12.)

To insure proper balance and correct location of flywheel, be sure that the "V" mark on the flywheel and crankshaft are together.

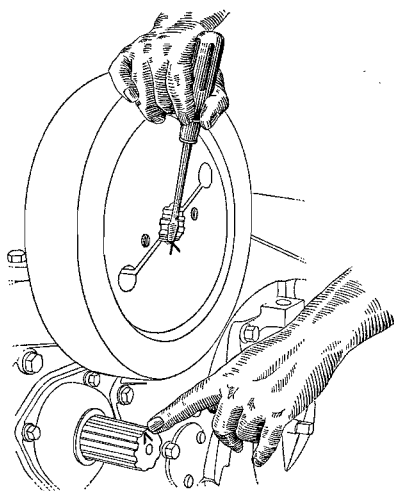


Fig. 13.

End play can be taken out of crankshaft by loosening flywheel bolt nuts and inserting screw driver in groove near end of crankshaft through slot in flywheel and prying toward tractor. Crankshaft should have .005- to .010-inch end play. If all end play is re-

moved from crankshaft, it may result in damage to left-hand main bearing.

GRINDING VALVES.

To grind valves, remove carburetor, exhaust pipe, lower water pipe, and pull off cylinder head by tipping top of head forward. (Fig. 14.) Valves should be marked so they can be kept in their respective ports.

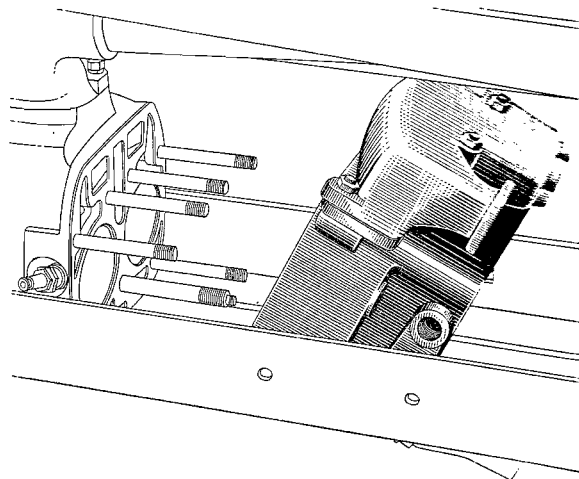


Fig. 14.

Remove valve spring caps, lock washers and springs. Remove all carbon from valves, valve guides and cylinder head. Place a light spring underneath 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 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 one-eighth-inch in width. Use fine grinding compound for finishing the grinding operation. Exhaust valve seats are 45 degree angle. Inlet valve seats are 30 degree angle.

After valves have been ground, all parts should be thoroughly washed with gasoline to remove all traces of grinding compound; then reassemble valve springs, cap and lock washers, and, if desired, valves may be tested for leaks by filling up the intake and exhaust ports with gasoline.

When new valve guides are required, they should be placed in from the front side of cylinder head until the end of the guide in port hole is 1-11/16-inch from face of cylinder head.

When replacing cylinder head, use lead washers under nuts, turn nuts up uniformly and tight and adjust tappets in accordance with directions. (See Fig. 15.)

In many cases, the necessity for grinding valves is caused by valves sticking in the valve guides. Nearly all cases of valve sticking is directly traceable to the use of lubricating oil that is too heavy which forms a gum deposit on the valve stems and results in valves sticking and seats burning.

To free stuck valves, remove tappet cover and squirt kerosene on valve stems and turn flywheel over until valves are loosened. To prevent further recurrence, use lubricating oil of recommended grade or weight in the engine or use an oil of better quality.

TAPPET ADJUSTMENT.

Remove tappet cover on front of cylinder head, and both spark plugs from cylinder. Turn flywheel until left-hand piston is in extreme forward position and both tappets are loose. Adjust both tappets on left-hand side with engine in this position. Follow same procedure for adjusting tappets on right-hand cylinder.

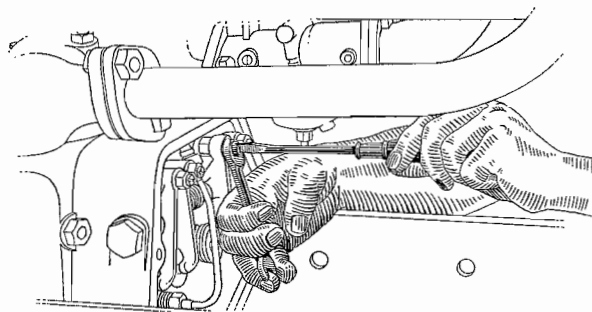


Fig. 15.

Adjust tappets by tightening adjusting screws until there is no shake in levers, then back off adjusting screws 1/4 turn. (Fig. 15.) Be sure adjustment is locked tight. Turning the adjusting screw back 1/4 turn gives .015-inch valve clearance.

TIMING VALVES.

1. Disconnect spark plug cables from spark plugs, and ground cable ends.
2. If flywheel has been removed, check for correct position on crankshaft, as described on page 15.

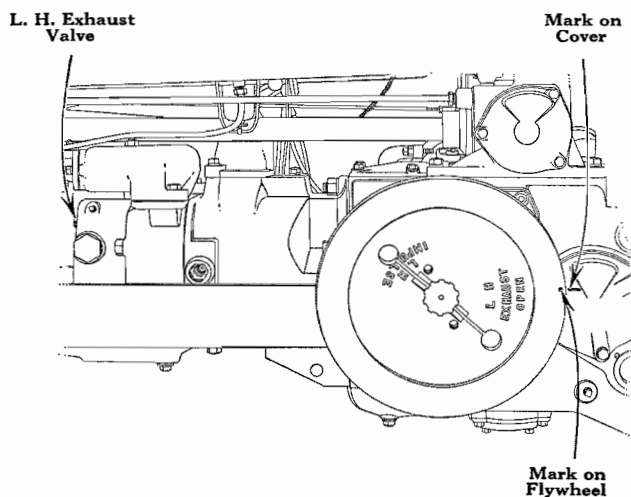


Fig. 16.

3. Adjust tappets.

4. Turn top of flywheel forward (counter-clockwise) until exhaust, or left-hand valve, of left-hand cylinder (flywheel side) just starts to open.

5. Mark on flywheel "L. H. Exhaust Open" should be in line with mark near top of cover on side of transmission case (See Fig. 16).

6. If marks are not in line, remove crank case cover. Raise governor case, remove left cam shaft bearing, pulley and clutch, first reduction gear cover, and right cam shaft bearing.

7. Change mesh of cam shaft gear with crankshaft gear to obtain correct valve timing.

8. Reassemble parts removed and retime magneto as per magneto instructions. (See page 18.)

CAM SHAFT.

The cam shaft is mounted on ball and roller bearings; lubrication is automatic, no adjustments are necessary.

IGNITION.

The engine is equipped with a magneto which requires lubrication periodically. When making adjustment on tractor, remove spark plug cables from spark plugs, and ground cable ends to prevent accidental starting.

In event ignition system fails, it should be systematically checked as follows:

SPARK PLUGS.

1. Examine spark plug cables and be sure they are tight in terminals at magneto and spark plugs. Remove spark plugs from

cylinders and check gap between points. Reset to .030-inch if necessary. **DO NOT BEND CENTER ELECTRODE.** Place spark plugs, with cables attached, against cylinder, being sure neither spark plug terminals nor cable ends are in contact with cylinder or tractor parts. Turn top of flywheel forward (counter-clockwise) until impulse starter of magneto has clicked two times. There should be one spark at each plug during this time.

2. If no spark has occurred at plugs, remove cables from plugs and hold ends of cables about 1/8-inch from cylinder. If a good spark is obtained here, the trouble is in the plugs, and they should be cleaned or replaced. **NOTE:** To clean insulator use clean cloth only—do not scratch porcelain on insulator.

SPARK PLUG CABLES.

If no spark is obtained when checking as in paragraph 2, under heading "Spark Plugs", remove cables from magneto. Bend short pieces of wire and insert in magneto terminals so that ends of wires are within 1/8-inch of some metal part on magneto frame. Turn flywheel as before, and observe whether sparks are obtained between ends of wires and frame. If sparks occur here, it indicates defective or broken cables which should be replaced.

In case no spark is obtained, check magneto.

MAGNETO.

1. Remove distributor cap.

2. Wipe out distributor cap with clean cloth and see that ventilator holes are open.

3. Remove distributor rotor from shaft, by pulling straight out, then wipe rotor and shaft clean.

4. Examine breaker points. If points are rough or dirty, they should be stoned smooth and flat.

5. Set breaker points to a gap of .015-inch. Examine breaker bar and see that it moves freely.

6. Replace distributor rotor and distributor cap, making sure that distributor cap gasket is in place and in good condition. Check for spark as in paragraph 1 under heading "Spark Plug Cables". Replace cables, upper magneto terminal to left-hand spark plug and lower magneto terminal to right-hand spark plug.

These simple operations will locate and correct all ordinary magneto troubles. If no spark is obtained after these operations are completed, the magneto should be removed and sent to the nearest John Deere Branch House.

TIMING MAGNETO.

The magneto is properly timed when tractor is shipped from factory. If magneto has been removed from tractor or timing has been changed for any reason, it may be correctly timed as follows:

1. Disconnect spark plug cable from right spark plug and ground to tractor. Remove left spark plug cable and hold about 1/8-inch from cylinder. Turn top of flywheel forward (counter-clockwise) until beginning of compression stroke at left cylinder. Continue turning flywheel slowly until impulse trips and spark occurs at end of left spark plug cable. This should occur with mark "L.H. Impulse" on flywheel in line with mark near top of cover on side of transmission case.

2. If impulse trips before flywheel reaches position described, slightly loosen cap screw and nut that hold magneto to governor case and rotate magneto, top toward radiator. If impulse trips after flywheel passes the

above position, rotate magneto, top toward rear of tractor.

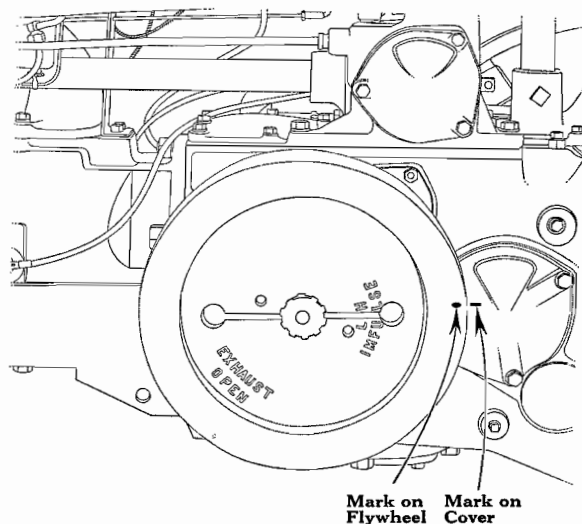


Fig. 17.

3. Turn flywheel backward 1/4-turn and try impulse timing again as described above. If timing is correct, tighten cap screw and nut. If satisfactory timing cannot be secured, locate flywheel in position described in paragraph 1, disconnect spark plug cables and remove magneto. **DO NOT DAMAGE GASKET.**

4. Bend a short piece of wire and insert in upper terminal of magneto so that end of wire is within 1/8-inch of some metal part on magneto frame. Hold magneto solidly in vertical position (same as on tractor). Grip driving lugs on impulse coupling firmly with pliers. Turn the impulse slowly in a left-hand (counter-clockwise) direction. Stop instantly when impulse trips and spark occurs between end of wire and magneto frame. A spark will occur here once to every two times the impulse trips.

5. If mesh of governor drive and cam gear has not been changed since tractor left factory, slots in magneto drive flange at end of governor shaft in open end of governor case

will be crosswise and will line up within one-half slot width with lugs on impulse coupling. If slots and lugs do not line up within one-half slot width, it will be necessary to change mesh of governor drive gear.

6. To change mesh of governor drive gear remove left-hand governor bearing housing. Punch mark on governor gear should be in line with punch mark on cam gear. If not, loosen set screw in governor arm and pull governor gear out of mesh with cam gear. The governor gear may then be rotated so mark on both gears are in line.

7. Line up hole in flat portion of vertical shaft with set screw in governor arm and tighten in place. Pack left-hand governor ball bearing in hard grease to hold in position in housing, and reassemble to governor case. *Do not reassemble governor with magneto in place.*

8. Replace magneto on governor case (gasket in place), tighten cap screw and nut firmly with fingers. Check timing as in paragraphs 1, 2 and 3.

9. Tighten cap screw and nut with wrench. Replace spark plug cables and spark plugs.

BELT PULLEY.

To remove belt pulley, pull clutch lever clear back, pry off pulley cover with screw driver. Remove belt pulley brake, and pulley brake bearing. Disconnect clutch operating rod at forward end. Remove nut on top of clutch fork shaft, take off clutch fork shaft lever, then remove clutch fork shaft bushing nut. Pull out clutch fork shaft and remove clutch fork through front opening in first reduction gear cover.

Remove clutch adjusting disk, clutch driving disk, and snap ring on cam shaft.

Pulley may now be pulled off cam shaft.

If trouble is encountered in removing clutch adjusting disk, it may be removed by placing the heads of two bolts through the square openings in disk, sliding the bolts in slots provided and then pulling disk off by putting a clamp or bar over the end of cam shaft and tightening nuts on bolts.

The pulley bearing is packed with the correct grease when tractor leaves the factory.

When pulley is off, examine bronze pilot bushing for wear and replace with new bushing if necessary. When putting in new bushing remove all rough edges and burrs from both pulley and bushing and start new bushing from the back or gear side of the pulley.

CLUTCH.

To tighten clutch, set clutch lever in engaged position, remove pulley cover, tighten each nut one slot to right; replace cotter. Repeat if necessary.

Clutch is properly adjusted when three adjusting nuts are drawn up to exactly the same tension. (See Fig. 18.) *NOTE: Ten-*

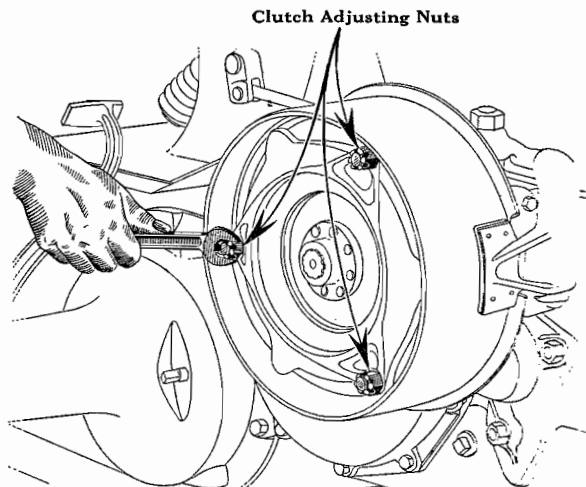


Fig. 18.

sion is determined by effort required to turn nuts. The bolts may project beyond nuts unequal distances when tension is equal with clutch engaged (lever forward). The clutch should operate with a snap requiring some pressure to lock (approximately 80 lbs. at end of clutch lever).

To replace clutch facings, remove nuts on adjusting bolts, remove outer adjusting disk and driving disk. Your John Deere Dealer can furnish new clutch facings.

Reassemble and adjust all three nuts to uniform tension with clutch engaged. (See above instructions.)

PULLEY BRAKE.

To adjust pulley brake, turn set screw until brake holds pulley from turning when clutch lever is held clear back.

When pulley brake lining becomes worn, replace with new lining, using brass rivets.

DIFFERENTIAL BRAKES.

These brakes are provided for short turning. They are also used as emergency brakes if it is desired to leave the tractor on a hill or incline or for locking the wheels when tractor is doing belt work. After backing tractor into belt, set the brake latches. In this case, it may be found difficult to get gear shift lever into

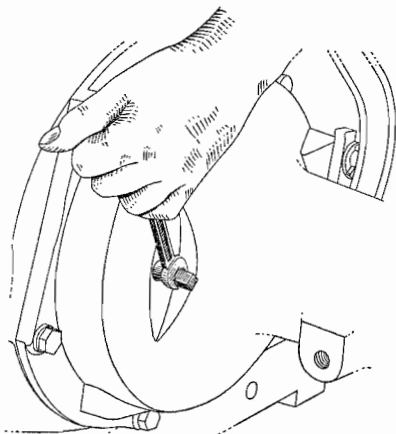


Fig. 19.

neutral, which is due to bind on gear teeth caused by pull of the belt. To relieve the bind, turn belt pulley forward by pulling on belt, after which the gears can be easily shifted into neutral.

To tighten brakes, turn square headed adjusting screws in one notch at a time until correct adjustment is obtained. (Fig. 19.)

To remove brakes for refacing, remove six bolts holding rear axle housing to case. Brake drum can be removed by placing the heads of two bolts through the square openings in drum, sliding the bolts in slots provided and then pulling drum off by putting a clamp bar over the end of the rear axle shaft and tightening the nuts on bolts.

John Deere Dealers can furnish the recommended brake facings and special rivets required. Before replacing brake drum, see that brake shoe ends are located properly in cams and on plungers. Make sure both springs are hooked up. (See Fig. 20.)

When replacing rear axle housing to case, it is important to provide sufficient shims between the bevel gear and the bearing spacer to allow 1/32-inch end play in the differential.

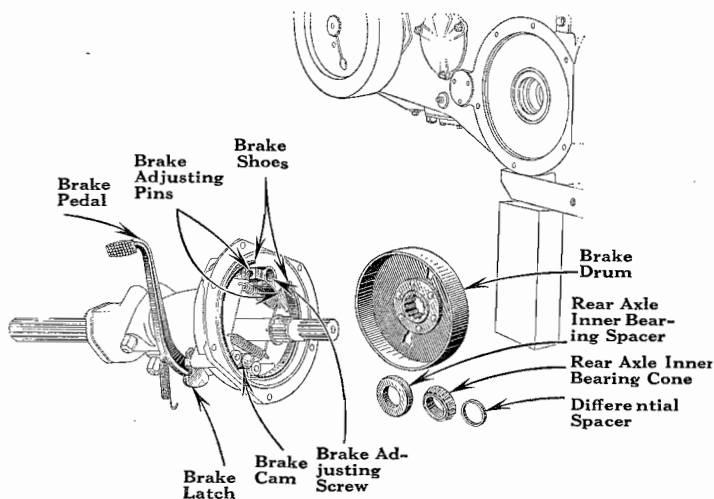


Fig. 20.

DIFFERENTIAL.

The differential is carried on the ends of the rear axle shafts which are mounted on taper roller bearings. Lubrication of these bearings is automatic.

The differential is adjusted so there will be 1/32-inch end play when the tractor leaves the factory.

The differential is adjusted by means of steel shims on either end of the differential assembly. When reassembling rear axle housings to case, it is important to provide sufficient shims between the bevel gear and the bearing spacer to allow 1/32-inch end play in the differential.

REAR AXLE BEARINGS.

Rear axles are carried on taper roller bearings which should be checked and kept adjusted as follows:

1. Jack up rear end of tractor and remove drive wheel, rear axle dust excluder, outer bearing cover, and felt washer.

2. Loosen all except top cap screw holding rear axle housing to case until only a very slight tension is exerted by the lock-washers.

3. Replace outer bearing cover and shims, draw up cap screws evenly until outer bearing is tight.

4. If rear axle housing pulls away from transmission case at the bottom, add one .005-inch shim at a time until housing does not pull away from case. (Note: Bottom cap screw in rear axle housing must be drawn up snug, then loosened each time bearing cover is removed.)

5. Replace outer bearing felt and dust excluder, and tighten all cap screws.

If the rear axle outer bearing shims become damaged, the approximate number required to correctly adjust the rear axle bearings can be determined by using feeler gauge between rear axle quill and main case

(Fig. 21) after rear axle outer bearing cover cap screws are drawn tight. Recheck as in paragraph 4.

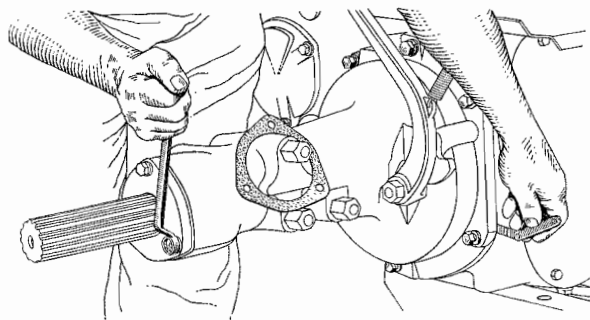


Fig. 21.

TO CHANGE REAR WHEEL TREADS.

When the rear wheels are placed on rear axles with the hub clamps to the outside, the rear wheels are adjustable from 44- to 60-inch center to center tread.

When the wheels are reversed so that the hub clamps are on the inside, the rear wheels are adjustable from 64- to 80-inch center to center tread.

To change rear wheel tread, loosen all bolts in drive wheel clamp. Remove two bolts and screw them into the two threaded holes in clamping collar. Apply pressure uniformly to both bolts until collar is loosened on the taper of drive wheel hub. The wheel can then be moved to any desired position on the axle and, when properly located, remove the two bolts from threaded holes in clamping collar and put them back in original position and draw up all bolts uniformly and tight, being sure not to shift drive wheel.

When it is desired to change drive wheels from narrow position to extreme width position, or from extreme width position to narrow position, wheels equipped with non-

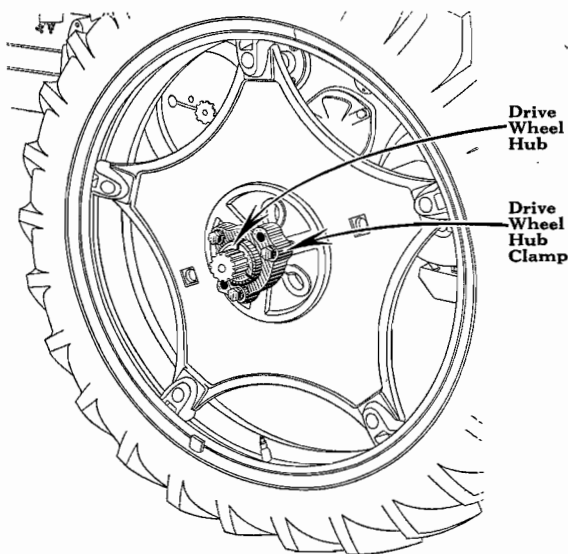


Fig. 22.

reversible tread rubber tires must be changed—right wheel to the left axle and left wheel to the right axle.

When changing rear wheel treads, always have tractor blocked up securely to prevent damage and accident.

STEERING GEAR.

To take excess play out of steering mechanism first jack up front end of tractor, remove cover over top of pedestal and steering gear housing cover. Drain oil from steering gear housing.

Adjust steering worm bearings by taking off steering worm bearing housing and removing shims as required until steering shaft rotates freely without end play. (Fig. 23.) When reassembling steering worm bearing housing, hold bearing in place by packing with hard grease.

Adjust end play in vertical spindle by adding washers under flange of eccentric bushing until end play is reduced to 1/32-inch or less and spindle rotates freely. To add washers, remove cotter, nut, steering sector, and eccentric bushing (Fig. 23), insert washers in place and reassemble parts in proper order. When reassembling, be sure front wheels are straight ahead, with double knuckle offset to rear of vertical spindle and steering

sector in spline which gives equal turning in both directions.

Adjust mesh between steering worm and sector by means of eccentric bushing (Fig. 23). Remove eccentric bushing lock screw and turn bushing one or more notches to secure minimum backlash. Turn steering wheels throughout its complete range to be sure there is no bind in any position. Tighten lock screw firmly.

Add oil per lubrication instructions page 10 and replace covers.

FRONT WHEELS.

Front wheels are carried on taper roller bearings as shown in Fig. 23. Bearings should be examined and kept adjusted as follows: Relieve bearings of all load by raising wheels. Remove hub caps. Remove cotter key and loosen clamping bolt. Turn adjusting nut tight, then back off the nut 1/3- to 1/2-turn—front wheels should rotate freely but without end play. Lock the adjustment at this point.

After 1000 hours of operation, remove front wheels and wash all parts clean, removing the old grease. Examine bearings, felt washers, and felt retainers and replace if worn.

If inner bearing is removed, a new felt retainer must be used when reassembling.

To take out inner bearing, first remove the felt retainer by forcing chisel under flange and driving

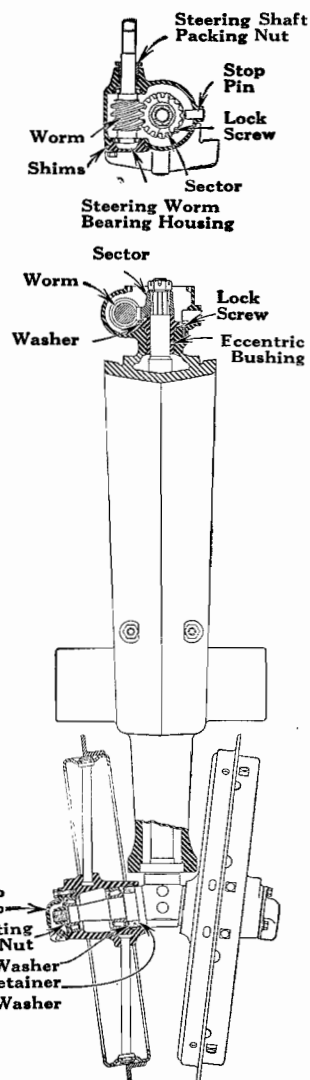


Fig. 23.

toward center of hub until retainer is bent enough to fall out. A new retainer when pressed in, should be staked into groove in wheel bore in three or four places with a blunt tool. Pack wheel hubs and bearings with clean wheel bearing grease, reassemble, and adjust as above.

CORRECT USES FOR DRAWBAR.

All drawn tools should be hitched to drawbar. No attempts should be made to draw or pull anything hitched to any other places on the tractor.

Due to variable land conditions and variable heights of hitch points on tractor-drawn

implements, the drawbar may have to be raised or lowered to obtain maximum traction and effective steering. If necessary, swinging drawbar may be turned over for adjustment. (Fig. 24.)

If the tractor drawbar is placed too high, the pull of the drawn implement unbalances the tractor pulling down on rear end and up on front which makes difficult steering. This frequently occurs when plowing up hills and the drawbar should be lowered to secure steerage.

If the tractor drawbar is too low, it tends to raise the rear wheels causing wheel slippage and reduction in pull on drawbar. This frequently occurs when drawing tools with higher hitch points than the tractor drawbar. The drawbar should be raised to secure traction.

The best results are obtained by adjusting the tractor drawbar and the drawbar on the plow or drawn implement to secure a correct line of draft whereby the tractor exerts the greatest amount of drawbar pull with ample steerage and least amount of slippage.

For plowing, the swinging drawbar should be locked in position by putting bolts or pins in the crossbar.

For disking and other similar work where it is necessary to turn corners with the load, the swinging drawbar should be free to swing.

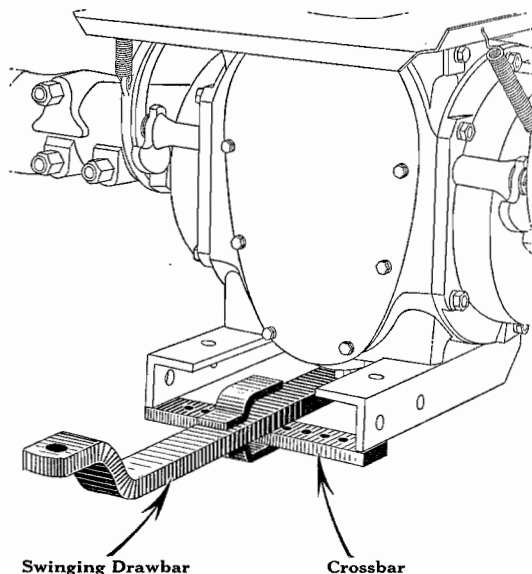


Fig. 24.

RUBBER TIRES

INFLATION AND CARE OF TIRES.

It is very important that tractor tires be kept properly inflated, as considerable damage may result to the tire when proper pressure is not maintained. Lack of pressure will allow tire to slip on rim, or to buckle the sidewalls, resulting in torn valve stem, fabric breaks and uneven tread wear. Too much pressure increases the amount of wheel slippage and results in excessive tread wear and fuel consumption. An accurate low pressure tire gauge should be used to check the air pressure in tires at least once each week. Table giving correct air pressure is shown on page 25. Keep tires free from oil and grease, and repair cuts immediately as neglect decreases their life.

WHEEL WEIGHTS.

Before adding weight to rear wheels, it is advisable to adjust the drawbar high enough to obtain maximum downward pull on tires. Whenever a heavier pull is required, the use of weight on driving wheels will increase the drawbar pull approximately one-half the amount of weight added, within the weight carrying capacity of the tire. See table of weights and inflation on page 25. In cases of wheel slippage, best results are generally obtained by use of additional weight and corresponding increase in air pressure.

When machine is operating under heavy drawbar load, the use of wheel weights decreases the amount of slippage and, also, the wear on tire treads. When plowing, some of the weight of the tractor is shifted to the furrow wheel. To provide equal traction on both wheels, it is recommended that one wheel weight be transferred from the furrow to the land wheel.

LIQUID WEIGHT.

Water and Calcium Chloride solution is an economical means of adding weight to drive wheels equipped with rubber tires. This solution is recommended rather than water as it will not freeze and cause damage to the inner tube if used in the proportion shown in chart.

Calcium Chloride and water solution can be easily prepared by mixing Calcium Chloride in small quantities in water. Calcium Chloride dissolves readily when stirred into

water as it is sprinkled on top. **DO NOT ATTEMPT TO POUR WATER OVER CALCIUM CHLORIDE AS IT WILL CAUSE THE CALCIUM CHLORIDE TO BECOME CAKED AND WILL REQUIRE A MUCH LONGER TIME FOR THE SOLUTION TO BECOME THOROUGHLY MIXED.** After the solution is mixed, it should be allowed to cool as considerable heat is generated when Calcium Chloride is added to water.

CAUTION. Do not use Calcium Chloride with acid reaction. To make sure it is not acid, add one pound of lime to each one hundred pounds of Calcium Chloride. Keep solution away from ignition and wiring, and under no circumstances use for anti-freeze in radiator as it corrodes many metals.

The following directions must be used when filling the tire with liquid, by means of any one of the methods recommended. See your tire dealer for equipment.

1. Jack up the tractor and turn wheel so valve stem is in top position. (Valve stem at top position will fill tire approximately $\frac{3}{4}$ full of liquid.)

2. Remove valve core and allow air to escape. Make sure the conical valve cap or rim nut is in place to keep valve stem from pulling back into the rim.

3. Remove valve core container.

4. Attach hose to adapter.

5. Attach adapter to valve.

6. Fill tire with liquid to desired level relieving through the bleeder valve in adapter the extra air pressure created by addition of the liquid.

7. Remove adapter and replace valve core container securely. Replace valve core. Inflate to proper pressure and remove jack.

Liquid may be introduced into the tubes by one of the three following methods:

1. Gravity; attaching hose adapter to valve and from a level at least five feet higher than valve stem, allowing liquid to run into tube. (See Fig. 25.)

2. Hand Force Pump; taking liquid from open container and forcing through the hose and valve adapter into the tube. See Fig. 26.

3. Pressure Tank; fill a closed container with liquid, which will withstand air pressure of 100 or more pounds, and attach air hose to inlet on container to force liquid into the tube. (See Fig. 27.)

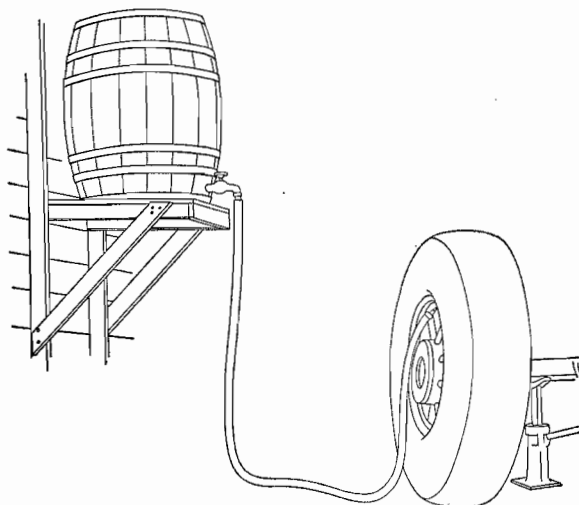


Fig. 25.

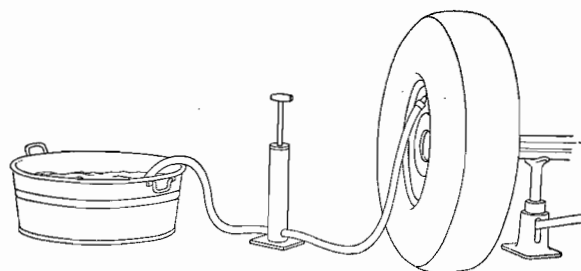


Fig. 26.

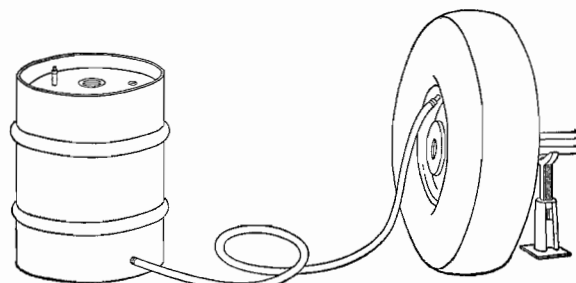


Fig. 27.

AMOUNT OF WATER AND SOLUTION FOR VARIOUS SIZE TIRES

TIRE SIZE	PART I.		PART II.			PART III.		
	WATER ONLY		CALCIUM CHLORIDE SOLUTION SAFE TO 20° BELOW ZERO			CALCIUM CHLORIDE SOLUTION SAFE TO 40° BELOW ZERO		
	To Fill Tire 3/4 Full of Water		Use this Amount Calcium Chloride	Use this Amount of Water	Total Weight in Tire	Use this Amount Calcium Chloride	Use this Amount of Water	Total Weight in Tire
	Lbs.	Gals.	Lbs.	Gals.	Lbs.	Lbs.	Gals.	Lbs.
6.50-32 7.50-32	95	11.24	21.7	10.4	108	34.4	9.7	115

RUBBER TIRE INFLATION CHART FOR MODEL "H" TRACTOR

FRONT TIRES			REAR TIRES						
Tire Size	Ply	Inflation Pressure	Tire Size	Ply	WHEELS with added weight of Cast-Iron or Liquid in Tires.				
					0	150 lbs.	300 lbs.	450 lbs.	600 lbs.
4.00-15	4	28	6.50-32	4	12
			6.50-32	6	12	16
			7.50-32	4	12	12	14

When plowing, increase pressure in furrow rear tire 4 lbs.

When using mounted implements, consult implement instructions for rear tire pressures.

GENERAL INFORMATION

CARE OF TRACTOR.

Keep your engine and tractor clean, well lubricated and adjusted properly. Before changing magneto or timing gears, be sure to read and understand instructions on timing. Mark parts so they can be put back in original position if removed.

Keep all bolts and nuts tight.

Examine spark plugs occasionally, and keep them clean, with gap properly adjusted. In removing spark plugs, be careful not to break insulation.

CLEAN FUELS, OILS, WATER AND AIR.

Next to good fuels and oils, cleanliness should be the constant rule when putting fuel, oil and water into your tractor. The vital parts of your tractor have been protected to prevent dust and dirt from entering and the only way dirt can get in is by being poured in with the fuel, oils or water, or drawn in through the carburetor due to neglect in caring for the air cleaner.

Always use *clean* containers for your fuels and water. Keep the lubricating oils stored in a *clean* place and handle them with *clean* containers.

Use *clean* grease in the grease gun and always wipe off the fittings with a *clean* cloth before applying the grease gun.

Sediment will collect in the bottom of the transmission case either from being poured in with the oil or from condensation (more commonly known as sweating) within the case. For best results, drain the oil out of the transmission and thoroughly wash out all sediment and refill case to the proper level with clean oil of the proper grade for the season. When replacing the transmission case cover, be sure that the gaskets are in first-class condition so that dust cannot get in.

Dirty water in the radiator will eventually cause a partial stoppage of the water cir-

ulation which will result in the overheating of the engine, loss of power and high oil consumption. Always use *clean* water and be sure that the bucket you use is *clean*. Water from the watering trough, ditch or slough, while it may be very convenient, always contains dirt and organic matter, which, after being heated settles to the bottom of the radiator, cylinders and cylinder head and tends to cause engine trouble.

The air cleaner should be serviced regularly in accordance with the instructions given on page 12 to insure *clean* air for the engine.

Needless delays, worry and expense can be avoided by daily servicing your tractor and by making sure that your tractor is supplied with *clean fuel, clean oil, clean water and clean air.*

COLD WEATHER OPERATION.

When operating the tractor in cold weather, a little more attention is needed to a few details to insure the same satisfactory operation that was obtained during the summer.

Temperature Control. It is highly important to maintain proper temperature, thus the radiator shutter should be kept closed enough to maintain the water at its regular summer temperature. This will insure complete burning of the fuel and full economy of operation.

Water-alcohol solutions are not successfully used in tractor engines equipped with the thermo-siphon system of cooling. Much better results are obtained by using water, being sure that engine is always operated up to its proper temperature. Always drain water in freezing weather or if tractor is going to be stopped for any length of time. *Do not operate tractor without water in cooling system.*

Winter Lubrication. In cold weather always use lighter oil. Follow the recommendation and use a grade of oil in accordance with the temperature. (See page 10.)

It is most important in the winter time to drain and change engine oil regularly as hot and cold temperatures in the tractor cause condensation and collection of water in the crank case. If the water is left in the crank case to freeze, the oil pump drive may fail and bearings ruined by lack of oil.

STORAGE.

The tractor should be cleaned thoroughly before storing. Use kerosene and a stiff brush.

Drain all oil from crank case and oil filter, wash case with kerosene or gasoline, wipe dry with a rag. Refill with proper amount of S. A. E. 10-W oil, run engine idle for 15 or 20 minutes.

All water should be drained by removing the drain plug in bottom of cylinder head. Flush the cooling system to wash out any sediment which may have collected during the season's work. The water drain plug should be left out so that any water which might collect in the radiator or the water jacket by condensation will drain out. The radiator filler cap should be loosened to relieve the pressure on the gasket.

All fuels should be thoroughly drained out and the drain valves left open.

With the engine cold, put one-half pint of good engine oil in each cylinder through spark plug holes and then replace plugs and turn engine over several times to work the oil in between the piston and the cylinder.

Turn flywheel until all valves are closed. See "Tappet Adjustment" for valve closed position.

The tractor should be stored in a dry place. When driving the tractor into the building,

run it up on some timbers. This will keep the lugs out of the ground and the tractor will be available in event it is desired to use it when the ground is frozen. Inspect tractor for worn or damaged parts which may later cause expensive repairs.

If tractor is equipped with rubber tires, tires should be relieved of all weight by blocking up tractor. Raise tractor high enough so tires do not touch ground. Protecting tires from heat and light will prevent undue deterioration.

Between tractor working seasons is a good time to clean and paint the tractor. This can be done by the tractor operator at a very low cost and will prove a profitable investment as paint prevents rust, corrosion and deterioration. Proper paint can be secured from your local John Deere Dealer.

GENUINE REPAIR PARTS.

When ordering repairs, it is essential to give the serial number of your tractor. This will insure that the correct part is obtained without unnecessary delay. In nearly every instance, the failure to obtain correct repair parts is due to the serial number of the tractor not being furnished.

Always insist upon getting genuine John Deere parts. Beware of bogus parts which are said to be just as good as the genuine and offered at only slightly lower prices. The use of bogus parts always costs more in the end.

If in doubt as to the correct number and name of part wanted, send a sketch or return the broken part prepaid.

Always state how parts are to be shipped—whether by freight, express or parcel post.

Always order parts from your John Deere Dealer.

STATIC ELECTRICITY IN TRACTORS EQUIPPED WITH RUBBER TIRES DOING BELT WORK

When tractors equipped with a full set of rubber tires are used to operate belt driven machinery, there is sometimes an accumulation of static electricity in the tractor, and when the operator touches the tractor it causes a spark from the tractor to the operator to the ground. The accumulation of static electricity is more pronounced when a crossed belt is used and is further amplified by dry weather conditions.

This static electricity is not dangerous, but it frequently frightens the operator and is an unnecessary nuisance, and can be eliminated by attaching a short piece of light steel chain to the drawbar of the tractor so that the free end touches the ground.

INSTRUCTIONS FOR ORDERING PARTS

1. Always give serial number of tractor or power lift.

2. Give number and name of part ordered. If in doubt, send sketch or return broken parts,

charges prepaid.

3. Order parts from regular John Deere dealer.

4. State how parts are to be shipped—freight, express, or parcel post.

No.	Description	Serial No.
TRANSMISSION CASE		
AH-612-R	Cover, Transmission Top, with Fulcrum Ball Socket.....	H-1000-
AH-671-R	Case, H-326-R, Transmission, Main.....	H-1000-
D-364 R	Stud, R. H. Main Bearing Housing to Case (1 used).....	H-1000-
D-488-R	Stud, R. H. Main Bearing Housing to Case (2 used).....	H-1000-
D-625-R	Pipe Plug, Transmission Oil Filler.....	H-1000-
E-2142-R	Drain Plug, Transmission Case.....	H-1000-
H-327-R	Cover, Transmission Case Rear.....	H-1000-
H-328-R	Gasket, Transmission Case Rear Cover.....	H-1000-
H-376-R	Gasket, Transmission Case Top Cover.....	H-1000-
ENGINE		
AH-570-R	Flywheel with Bolts and Driving Pin.....	H-1000-
AH-572-R	Spacer, Flywheel, with H-230-R Cork Washer.....	H-1000-
AH-573-R	Main Bearing Housing, H-231-R, with Bushing, R. H.....	H-1000-
AH-574-R	Main Bearing Housing, H-234-R, with Bushing, L. H.....	H-1000-
D-2009-R	Pin, Flywheel Spacer Driving.....	H-1000-
E-2142-R	Drain Plug, Crank Case.....	H-1000-
H-230-R	Oil Seal Washer, Flywheel Spacer.....	H-1000-
H-232-R	Bushing, Main Bearing Housing, R. H.....	H-1000-
H-233-R	Gasket, Main Bearing Housing, R. H.....	H-1000-
H-235-R	Bushing, Main Bearing Housing, L. H.....	H-1000-
H-236-R	Thrust Washer, L. H. Main Bearing.....	H-1000-
H-237-R	Gasket, L. H. Main Bearing Housing.....	H-1000-
H-238-R	Cover, L. H. Main Bearing.....	H-1000-
H-239-R	Gasket, L. H. Main Bearing Cover.....	H-1000-
H-500-R	Cover, Crank Case.....	H-1000-
H-501-R	Gasket, Crank Case Cover.....	H-1000-
PISTONS, CONNECTING RODS, CRANKSHAFT		
AH-556-R	Bolt with Nut, Connecting Rod.....	H-1000-
AH-557-R	Pin, Piston (Set of 2 H-213-R).....	H-1000-
AH-566-R	Crankshaft with Gear.....	H-1000-
AH-571-R	Flywheel with Bolts.....	H-1000-
AH-656-R	Rings, Piston (Set of 8).....	H-1000-
AH-657-R	Rings, Piston (Set of 8) (.045 in. oversize).....	H-1000-
AH-658-R	Piston, H-212-R, with Rings.....	H-1000-
AH-659-R	Piston, H-530-R, with Rings (.045 in. oversize).....	H-1000-
AH-660-R	Pin, Piston (Set of 2 H-537-R) (.005 in. oversize).....	H-1000-
AH-661-R	Bushing, Piston Pin (Set of 2 H-539-R).....	H-1000-
AH-662-R	Bushing Half, Connecting Rod (Set of 2 H-219-R).....	H-1000-
AH-663-R	Connecting Rod, Complete.....	H-1000-
H-214-R	Snap Ring, Piston Pin.....	H-1000-
H-226-R	Gear, Crankshaft.....	H-1000-
107-R	Woodruff Key, in Crankshaft Gear.....	H-1000-
CYLINDER		
AH-510-R	Cylinder, H-107-R, with Studs.....	H-1000-
B-355-R	Stud, Cylinder.....	H-1000-
C-719-R	Stud, Cylinder to Case.....	H-1000-
H-108-R	Gasket, Cylinder to Case.....	H-1000-
H-109-R	Stud, Oil Lead.....	H-1000-

No.	Description	Serial No.
CYLINDER HEAD, MANIFOLD, VALVES		
A-126-R	Stud, Manifold.....	H-1000-
AB-1401-R	Lead Washer, Cylinder Head Studs (Box of 50 B-369).....	H-1000-
AD-1769	Lead Washer, Cylinder Head Oil Lead Stud (Box of 50 264-R).....	H-1000-
AH-553-R	Valve, Intake (Set of 2 H-115-R).....	H-1000-
AH-554-R	Valve, Exhaust (Set of 2 H-116-R).....	H-1000-
AH-666-R	Cylinder Head, H-110-R, with Valve Guides and Studs.....	H-1000-
AH-667-R	Cylinder Head, H-110-R, with Valves and Studs.....	H-1000-
B-367-R	Lock Washer (Half) Valve Stem.....	H-1000-
E-2142-R	Plug, Cylinder Head Drain.....	H-1000-
H-111-R	Gasket, Cylinder Head.....	H-1000-
H-114-R	Guide, Valve.....	H-1000-
H-117-R	Spring, Valve.....	H-1000-
H-118-R	Cap, Valve Spring.....	H-1000-
H-136-R	Manifold.....	H-1000-
H-137-R	Gasket, Manifold.....	H-1000-
K-2525-R	Pipe Plug, in Cylinder Head.....	H-1000-
CAM SHAFT		
A-119-R	Stud, Cam Shaft L. H. Bearing to Case (3 used).....	H-1000-
AH-627-R	Cam Shaft with Nut.....	H-1000-
AH-560-R	Oil Seal, Cam Shaft, R. H. Bearing.....	H-1000-
AH-575-R	Housing with Bearing and Oil Seal, Cam Shaft R. H. Bearing.....	H-1000-
B-334-R	Snap Ring, Cam Shaft, R. H. Bearing.....	H-1000-
C-2072-R	Nut, on Cam Shaft.....	H-1000-
D-827-R	Washer, Cam Shaft L. H. Bearing.....	H-1000-
H-242-R	Gear, Cam Shaft.....	H-1000-
H-243-R	Housing, Cam Shaft R. H. Bearing.....	H-1000-
H-245-R	Gasket, Cam Shaft R. H. Bearing Housing.....	H-1000-
H-246-R	Lock Plate, on Cam Shaft R. H. Bearing Housing to Case Screws.....	H-1000-
H-247-R	Cover, Cam Shaft L. H. Bearing.....	H-1000-
H-248-R	Gasket, Cam Shaft, L. H. Bearing Cover.....	H-1000-
JD-7538	Bearing, Cam Shaft, R. H.....	H-1000-
JD-7696	Bearing, Cam Shaft, L. H.....	H-1000-
CAM FOLLOWERS		
H-249-R	Cam Follower, R. H.....	H-1000-
H-250-R	Cam Follower, L. H.....	H-1000-
H-251-R	Shaft, Cam Follower.....	H-1000-
H-252-R	Snap Ring, Cam Follower Shaft.....	H-1000-
H-253-R	Cover and Oil Trough, Cam Follower Shaft.....	H-1000-
H-254-R	Gasket, Cam Follower Shaft Cover and Oil Trough.....	H-1000-
H-255-R	Spring, Cam Follower Spacer.....	H-1000-
TAPPETS		
AH-576-R	Rod, Tappet.....	H-1000-
H-258-R	Shaft, Tappet Lever.....	H-1000-
H-259-R	Lever, Exhaust Tappet, R. H.....	H-1000-
H-260-R	Lever, Exhaust Tappet, L. H.....	H-1000-
H-261-R	Lever, Intake Tappet.....	H-1000-
H-262-R	Spring, Tappet Lever Spacer.....	H-1000-
H-263-R	Screw, Tappet Lever Adjusting.....	H-1000-
H-264-R	Washer, Tappet Lever Shaft.....	H-1000-
H-265-R	Bearing, Tappet Lever Shaft.....	H-1000-
H-266-R	Gasket, Tappet Lever Shaft Bearing.....	H-1000-
H-502-R	Cover, Tappet Lever with Breather Body.....	H-1000-
H-503-R	Gasket, Tappet Lever Cover with Breather Body.....	H-1000-
MUFFLER AND EXHAUST PIPE		
AH-519-R	Muffler.....	H-1000-
AH-520-R	Exhaust Pipe with Flange.....	H-1000-

Part No.	Description	Serial No.
GOVERNOR		
AB-295-R	Weight, Governor	H-1000-
AH-616-R	Case, Governor, with Lever Shaft Bushing	H-1000-
AH-617-R	Arm, Governor, with Pin	H-1000-
B-152-R	Snap Ring, Governor R. H. Bearing Spring Retaining	H-1000-
B-153-R	Dowel Pin, Governor Case	H-1000-
B-432-R	Bushing, Governor Lever Shaft	H-1000-
C-902-R	Pin, Governor Weight	H-1000-
C-998-R	Bearing, Governor Thrust	H-1000-
E-2207-R	Woodruff Key in Governor Drive Gear	H-1000-
E-2207-R	Woodruff Key in Fan Drive Bevel Gear and Magneto Flange	H-1000-
H-387-R	Gasket, Governor Case	H-1000-
H-388-R	Shaft, Governor	H-1000-
H-389-R	Gear, Governor Drive	H-1000-
H-390-R	Sleeve, Governor	H-1000-
H-391-R	Gear, Fan Drive Bevel	H-1000-
H-392-R	Snap Ring, Governor Drive	H-1000-
H-394-R	Washer, Governor, R. H. Bearing Spring	H-1000-
H-395-R	Flange, Magneto Drive	H-1000-
H-396-R	Housing, Governor L. H. Bearing	H-1000-
H-397-R	Gasket, Governor L. H. Bearing Housing (Thin)	H-1000-
H-398-R	Gasket, Governor L. H. Bearing Housing (Medium)	H-1000-
H-399-R	Gasket, Governor L. H. Bearing Housing (Thick)	H-1000-
H-400-R	Shaft, Governor Lever	H-1000-
H-401-R	Lever, Inside Governor	H-1000-
H-403-R	Pin, in Governor Arm	H-1000-
H-409-R	Pinion, Fan Drive Bevel	H-1000-
H-410-R	Key in Fan Drive Bevel Pinion	H-1000-
H-415-R	Cap, Oil Filler	H-1000-
H-416-R	Gasket, Oil Filler Cap	H-1000-
JD-7151	Cup, Governor Shaft Bearing	H-1000-
JD-7152	Cone, Governor Shaft Bearing	H-1000-
JD-7153	Balls and Retainer, Governor Shaft Bearing	H-1000-
K-2525-R	Pipe Plug in Governor Case	H-1000-
CONTROLS		
A-241-R	Washer, Speed Control Shaft, Upper	H-1000-
A-586-R	Washer, Speed Control Shaft, Lower	H-1000-
AH-607-R	Lever, Clutch Operating with Pivot Bushing	H-1000-
B-175-R	Yoke, Clutch Operating Rod	H-1000-
B-177-R	Bushing, Clutch Lever Pivot	H-1000-
B-178-R	Pin, Clutch Lever	H-1000-
B-178-R	Pin, Clutch Operating Rod Yoke	H-1000-
B-180-R	Bolt, Clutch Lever Pivot	H-1000-
B-273-R	Spring, Speed Change (Flat)	H-1000-
B-274-R	Clamp, Speed Change Spring	H-1000-
C-1438-R	Spring, Speed Control Shaft	H-1000-
D-157-R	End, Speed Control	H-1000-
D-316-R	Washer, on Accelerator Lever Pivot Pin	H-1000-
D-2887-R	End, Carburetor Throttle Rod	H-1000-
E-2057-R	Washer on Speed Control Rod	H-1000-
E-2057-R	Washer on Throttle Rod	H-1000-
E-2057-R	Washer on Throttle Rod End	H-1000-
H-279-R	Shaft, Speed Control	H-1000-
H-280-R	Bracket, Speed Control Shaft	H-1000-
H-281-R	Lever, Speed Control	H-1000-
H-282-R	Rod, Speed Control	H-1000-
H-283-R	Rod, Carburetor Throttle	H-1000-
H-284-R	Pedal, Accelerator	H-1000-
H-285-R	Spring, Accelerator Pedal Return Spring	H-1000-
H-286-R	Spring, Accelerator	H-1000-
H-364-R	Rod, Clutch Operating	H-1000-
H-404-R	Lever, Accelerator	H-1000-
H-405-R	Clamp, Accelerator Lever	H-1000-

No.	Description	Serial No.
CRANK CASE BREATHER		
AB-233-R	Core, Breather Filter	H-1000-
AH-568-R	Cover, Breather, Complete	H-1000-
B-54-R	Gasket, Breather Core	H-1000-
C-1572-R	Wing Nut on Breather Cover Clamp	H-1000-
H-505-R	Gasket, Breather Cover	H-1000-
H-506-R	Clamp, Breather Cover	H-1000-
CRANK CASE VENTILATOR		
A-172-R	Packing, Nut, Ventilator Pipe (2 used)	H-1000-
B-216-R	Packing Washer, Ventilator Pipe (2 used)	H-1000-
H-509-R	Pipe, Ventilator	H-1000-
LUBRICATING SYSTEM—OIL PUMP		
A-1278-R	Bushing, Oil Relief	H-1000-
AH-589-R	Strainer, Complete, Oil Pump	H-1000-
AH-590-R	Relief Spring with Pilot, Oil Pump	H-1000-
B-246-R	Gasket, Oil Pump Cover	H-1000-
B-247-R	Cover, Oil Pump	H-1000-
B-1353-R	Stud, Oil Pump Body to Case	H-1000-
D-2425-R	Pilot, Oil Pump Relief Spring	H-1000-
E-2207-R	Woodruff Key, in Oil Pump Drive Gear	H-1000-
E-2207-R	Woodruff Key, in Oil Pump Gear Driver	H-1000-
H-299-R	Body, Oil Pump	H-1000-
H-300-R	Oil Reservoir, Oil Pump Drive Gear	H-1000-
H-303-R	Gear, Oil Pump, Driver	H-1000-
H-304-R	Gear, Oil Pump, Idler	H-1000-
H-305-R	Shaft, Oil Pump Idler Gear	H-1000-
H-306-R	Gear, Oil Pump Drive	H-1000-
H-307-R	Shaft, Oil Pump Drive	H-1000-
H-309-R	Adjusting Screw, Oil Relief Spring	H-1000-
H-310-R	Bracket, Oil Relief Spring Adjusting Screw	H-1000-
H-311-R	Lock, Spring, Oil Relief Adjusting Screw	H-1000-
H-312-R	Spring, Oil Relief Adjusting	H-1000-
H-316-R	Gasket, Oil Pump To Case	H-1000-
OIL FILTER, INDICATOR AND PIPING		
A-258-R	Bushing, Oil Pump to Main Bearing Oil Lines	H-1000-
A-258-R	Bushing, L. H. Main Bearing Oil Line to Bearing	H-1000-
A-258-R	Bushing, Oil Pressure Gauge Oil Line to Case	H-1000-
A-519-R	Gasket, Oil Filter Bottom	H-1000-
A-608-R	Washer, on Oil Filter Nut	H-1000-
A-1149-R	Gasket, Oil Filter Head to Body	H-1000-
AB-326-R	Leaf Spring with Centering Button, Oil Filter By-Pass	H-1000-
AB-1549-R	Gauge Complete, Oil Pressure	H-1000-
AH-586-R	Oil Filter Element	H-1000-
AH-591-R	Oil Line, Tappet Lever, Front	H-1000-
AH-592-R	Oil Line, Tappet Lever, Rear	H-1000-
AH-593-R	Oil Line, Governor	H-1000-
AH-594-R	Oil Line, R. H. Main Bearing	H-1000-
AH-595-R	Oil Line, L. H. Main Bearing	H-1000-
AH-597-R	Oil Line, Oil Filter Discharge	H-1000-
AH-598-R	Oil Line, Pump Discharge	H-1000-
AH-646-R	Oil Line, Oil Pressure Gauge	H-1000-
B-258-R	Nut, Solder Bushing ($\frac{3}{8}$ in.) Oil Filter Discharge Line	H-1000-
B-258-R	Nut, Solder Bushing ($\frac{1}{2}$ in.) Oil Pump Discharge Line	H-1000-
B-259-R	Gland, Solder Bushing ($\frac{3}{8}$ in.) Oil Pump Discharge Line	H-1000-
B-259-R	Gland, Solder Bushing ($\frac{1}{2}$ in.) Oil Filter Discharge Line	H-1000-
B-430-R	Button, Oil Filter Leaf Spring	H-1000-
B-439-R	Coil Spring, Oil Filter By-Pass Valve	H-1000-
C-1705-R	Packing Nut, Oil Filter Discharge Line	H-1000-
C-1705-R	Packing Nut, Oil Pump Discharge Line	H-1000-

No.	Description	Serial No.
OIL FILTER INDICATOR AND PIPING—Continued		
D-186-R	Dowel Pin, in Oil Filter Head.....	H-1000-
D-793-R	Body, Crank Case Oil Level Cock.....	H-1000-
D-794-R	Plug, Crank Case Oil Level Cock.....	H-1000-
D-2440-R	Bushing, Oil Pump to Oil Filter Discharge Line.....	H-1000-
E-1994-R	Bushing, Tappet Lever Oil Trough Oil Line to Cylinder Head.....	H-1000-
E-1994-R	Bushing, Oil Indicator Line to Oil Filter Head.....	H-1000-
E-1994-R	Bushing, Tappet Lever Oil Line to Case.....	H-1000-
E-1994-R	Bushing, Oil Indicator Line to Case.....	H-1000-
E-2142-R	Pipe Plug, Oil Pressure Adjusting Opening.....	H-1000-
E-2149-R	Nut, Solder Bushing, on R. H. Main Bearing.....	H-1000-
E-2149-R	Nut, Solder, Bushing, on L. H. Main Bearing.....	H-1000-
E-2149-R	Nut, Solder Bushing Oil Pressure Gauge Oil Line.....	H-1000-
E-2150-R	Gland, Solder Bushing, on R. H. Main Bearing.....	H-1000-
E-2150-R	Gland, Solder Bushing, on L. H. Main Bearing.....	H-1000-
E-2150-R	Gland, Solder Bushing Oil Pressure Gauge Oil Line.....	H-1000-
E-2157-R	Nut, Solder Bushing on Front and Rear Tappet Lever Oil Lines.....	H-1000-
E-2157-R	Nut, Solder Bushing, on Governor Oil Line.....	H-1000-
E-2157-R	Nut, Solder Bushing, on Oil Indicator Oil Line.....	H-1000-
E-2158-R	Gland, Solder Bushing on Front and Rear Tappet Lever Oil Lines.....	H-1000-
E-2158-R	Gland, Solder Bushing, on Governor Oil Line.....	H-1000-
E-2158-R	Gland, Solder Bushing, on Oil Indicator Oil Line.....	H-1000-
F-257-R	Elbow, Oil Pump to Tappet Lever Oil Line.....	H-1000-
F-357-R	Elbow, Governor, Oil Line to Case.....	H-1000-
H-287-R	Body, Oil Filter.....	H-1000-
H-288-R	Head, Oil Filter.....	H-1000-
H-289-R	Cover, Oil Filter Head.....	H-1000-
H-290-R	Gasket, Oil Filter Head Cover.....	H-1000-
H-291-R	Bottom, Oil Filter.....	H-1000-
H-292-R	Spring, Oil Filter.....	H-1000-
H-293-R	Nut, Oil Filter.....	H-1000-
H-294-R	Gasket, Oil Filter Nut.....	H-1000-
H-295-R	Stud, Oil Filter.....	H-1000-
H-296-R	Elbow, Oil Filter Discharge Line to Oil Filter Head.....	H-1000-
H-296-R	Elbow, Oil Pump to Oil Pump Discharge Line.....	H-1000-
H-297-R	Elbow, Oil Pump Discharge Line to Oil Filter Head.....	H-1000-
H-315-R	Elbow, Oil Pump to Governor Oil Line (45°).....	H-1000-
H-325-R	Packing, Oil Filter Discharge Line.....	H-1000-
H-325-R	Packing, Oil Pump Discharge Line.....	H-1000-
FUEL SYSTEM		
A-460-R	Flange, Gasoline Outlet.....	H-1000-
AA-454-R	Gasoline Strainer Complete.....	H-1000-
AA-499-R	Fuel Filter.....	H-1000-
AB-1545-R	Three-Way Cock.....	H-1000-
AD-709-R	Cap, Easy-On Filler.....	H-1000-
AH-638-R	Fuel Tank.....	H-1000-
AH-642-R	Support, Fuel Tank Front with Cushion.....	H-1000-
AH-643-R	Support, Fuel Tank Rear with Bracket and Cushion.....	H-1000-
AH-644-R	Gasoline Line.....	H-1000-
AH-647-R	Fuel Line.....	H-1000-
B-1539-R	Filter Neck, Gasoline.....	H-1000-
D-82-R	Flange, Fuel Outlet.....	H-1000-
E-2149-R	Nut, Solder Bushing on Gasoline Pipe.....	H-1000-
E-2149-R	Nut, Solder Bushing on Fuel Line.....	H-1000-
E-2150-R	Gland, Solder Bushing on Gasoline Pipe.....	H-1000-
E-2150-R	Gland, Solder Bushing on Fuel Line.....	H-1000-
H-458-R	Filler Neck, Fuel.....	H-1000-
H-470-R	Screen, Air Intake.....	H-1000-
H-476-R	Cushion, Fuel Tank Front Support.....	H-1000-
H-477-R	Cushion, Fuel Tank Rear Support.....	H-1000-
H-483-R	Rod, Fuel Control.....	H-1000-
H-484-R	Coupling, Fuel Control Rod.....	H-1000-

No.	Description	Serial No.
HOOD AND GRILLES		
AH-641-R	Hood, Complete.....	H-1000-
AH-645-R	End Cap.....	H-1000-
AH-648-R	Grille, Radiator, R. H.....	H-1000-
AH-649-R	Grille, Radiator, L. H.....	H-1000-
AH-650-R	Support with Nuts, Hood.....	H-1000-
B-1441-R	Clip, Hood.....	H-1000-
C-1827-R	Washer, Hood and Grille to Radiator Side Spacer.....	H-1000-
H-496-R	Screen, Front End.....	H-1000-
H-497-R	Center Plate, Grille.....	H-1000-
H-498-R	Medallion.....	H-1000-
H-499-R	Cushion, Medallion.....	H-1000-
COOLING SYSTEM		
A-172-R	Packing Nut, Radiator Vent Drain Tube.....	H-1000-
AA-883-R	Heat Indicator, Complete.....	H-1000-
AH-536-R	Core, Radiator.....	H-1000-
AH-538-R	Top Tank and Filler Flange, Radiator.....	H-1000-
AH-539-R	Cap, Radiator.....	H-1000-
AH-540-R	Pipe, H-178-R, Upper Water.....	H-1000-
B-216-R	Packing Washer, Radiator Vent Drain Tube.....	H-1000-
B-402-R	Hose, Lower Water Pipe.....	H-1000-
B-406-R	Hose, Upper Water Pipe.....	H-1000-
B-760-R	Pipe, Lower Water.....	H-1000-
B-1504-R	Stud, Radiator Strap to Top Tank (5/16 in. x 15/16 in.) (4 used).....	H-1000-
D-2304-R	Clamp, Upper and Lower Water Pipe Hose.....	H-1000-
H-112-R	Inlet, Cylinder Head Water.....	H-1000-
H-113-R	Gasket, Cylinder Head Water Inlet.....	H-1000-
H-167-R	Tank, Radiator Bottom.....	H-1000-
H-168-R	Side, Radiator.....	H-1000-
H-169-R	Flange, Radiator Filler.....	H-1000-
H-170-R	Gasket, Radiator Core.....	H-1000-
H-171-R	Strap, Radiator.....	H-1000-
H-172-R	Stud, Radiator Side to Top Tank (5/16 in. x 1-3/16 in.) (2 used).....	H-1000-
H-174-R	Elbow, Radiator Water Inlet.....	H-1000-
H-175-R	Gasket, Radiator Water Inlet Elbow.....	H-1000-
H-176-R	Drain Tube, Radiator Vent.....	H-1000-
H-179-R	Gasket, Cylinder Water Outlet.....	H-1000-
RADIATOR CURTAIN		
A-354-R	Spring, Radiator Curtain Roller.....	H-1000-
AH-635-R	Curtain, Radiator, with Reinforcement.....	H-1000-
H-454-R	Roller, Radiator Curtain.....	H-1000-
H-455-R	Shield, Radiator Curtain.....	H-1000-
K-3151-R	Washer, on Radiator Curtain Roller.....	H-1000-
FAN		
A-281-R	Washer, Fan Bearing Packing.....	H-1000-
A-286-R	Retainer, Fan Bearing Packing.....	H-1000-
A-393-R	Packing, Fan Shaft Rear Bearing.....	H-1000-
AB-297-R	Fan Blades with Hub, Complete.....	H-1000-
AB-518-R	Washer Felt, Front Fan Bearing.....	H-1000-
AH-619-R	Housing, Fan Bearing with Support Tube.....	H-1000-
AH-620-R	Fan Shaft.....	H-1000-
B-293-R	Packing, Fan Shaft Support Tube.....	H-1000-
B-295-R	Take-Up Spring, Fan Bearing.....	H-1000-
B-296-R	Washer, Fan Bearing Packing Retainer.....	H-1000-
B-298-R	Retainer, Fan Bearing Packing.....	H-1000-
D-1720-R	Lock Washer (Half) Fan Lock on Fan Shaft.....	H-1000-

No.	Description	Serial No.
FAN—Continued		
E-2207-R	Woodruff Key in Fan Drive Bevel Gear.....	H-1000-
H-173-R	Shroud, Fan.....	H-1000-
H-391-R	Gear, Fan Drive Bevel.....	H-1000-
H-392-R	Snap Ring on Fan Shaft.....	H-1000-
H-409-R	Pinion, Fan Drive Bevel.....	H-1000-
H-410-R	Key in Fan Drive Bevel Pinion.....	H-1000-
H-412-R	Housing, Fan Shaft Rear Bearing.....	H-1000-
H-413-R	Gasket, Fan Shaft Rear Bearing Housing (Thick).....	H-1000-
H-414-R	Gasket, Fan Shaft Rear Bearing Housing (Thin).....	H-1000-
H-417-R	Support, Fan Shaft.....	H-1000-
JD-7151	Cup, Fan Shaft Rear Bearing.....	H-1000-
JD-7152	Cone, Fan Shaft Rear Bearing.....	H-1000-
JD-7153	Balls and Retainer, Fan Shaft Rear Bearing.....	H-1000-
JD-7655	Cup, Fan Shaft Front Bearing.....	H-1000-
JD-7656	Cone, Fan Shaft Front Bearing.....	H-1000-
JD-7657	Balls and Retainer, Fan Shaft Front Bearing.....	H-1000-
1450-R	Pipe Plug in Fan Bearing Housing.....	H-1000-
PULLEY AND CLUTCH		
A-378-R	Snap Ring, Belt Pulley Retaining.....	H-1000-
A-1401-R	Snap Ring, Belt Pulley Bearing.....	H-1000-
A-1648-R	Drive Screw in Clutch Operating Sleeve.....	H-1000-
AH-600-R	Belt Pulley, Complete.....	H-1000-
AH-602-R	Disk, H-340-R, Clutch Driving.....	H-1000-
AH-605-R	Dust Shield, Pulley with Oil Seal.....	H-1000-
AH-606-R	Brake, H-359-R, Pulley, with Lining.....	H-1000-
AH-607-R	Lever, Clutch Operating with Pivot Bushing.....	H-1000-
AH-670-R	Bushing, Belt Pulley.....	H-1000-
B-144-R	Toggle, Clutch Dog.....	H-1000-
B-145-R	Dog, Clutch.....	H-1000-
B-146-R	Pin, Clutch Dog.....	H-1000-
B-169-R	Snap Ring, Clutch Fork Shaft.....	H-1000-
B-175-R	Yoke, Clutch Operating Rod.....	H-1000-
B-177-R	Bushing, Clutch Lever Pivot.....	H-1000-
B-178-R	Pin, Clutch Operating Rod Yoke.....	H-1000-
B-426-R	Drive Pin, Clutch Operating Sleeve.....	H-1000-
D-403-R	Key, Belt Pulley Gear.....	H-1000-
H-264-R	Washer, Clutch Fork Shaft Spring Retaining.....	H-1000-
H-331-R	Gear, Belt Pulley.....	H-1000-
H-332-R	Snap Ring, Belt Pulley Gear.....	H-1000-
H-335-R	Sleeve, Clutch Operating.....	H-1000-
H-336-R	Collar, Clutch Thrust.....	H-1000-
H-337-R	Washer, Clutch Thrust Collar Retaining.....	H-1000-
H-338-R	Snap Ring, Clutch Thrust Collar Retaining.....	H-1000-
H-339-R	Bolt, Clutch Operating.....	H-1000-
H-342-R	Facing, Clutch.....	H-1000-
H-343-R	Spring, Clutch Release.....	H-1000-
H-344-R	Disk, Clutch Adjusting.....	H-1000-
H-345-R	Cover, Clutch Dust.....	H-1000-
H-350-R	Gasket, Pulley Oil Seal.....	H-1000-
H-353-R	Fork Clutch.....	H-1000-
H-354-R	Shaft, Clutch Fork.....	H-1000-
H-355-R	Bearing, Clutch Fork Shaft.....	H-1000-
H-356-R	Washer, Clutch Fork Shaft Bearing.....	H-1000-
H-358-R	Lever, Clutch Fork Shaft.....	H-1000-
H-360-R	Lining, Pulley Brake.....	H-1000-
H-361-R	Bearing, Pulley Brake.....	H-1000-
H-362-R	Gasket, Pulley Brake Bearing.....	H-1000-
H-363-R	Pin, Pulley Brake Pivot.....	H-1000-
H-364-R	Rod, Clutch Operating.....	H-1000-
JD-7697	Bearing, Belt Pulley, Complete.....	H-1000-
79-R	Spring, Clutch Fork Shaft.....	H-1000-

No.	Description	Serial No.
GEAR SHIFT		
AH-613-R	Gear Shifter, Low and Reverse, with Yoke.....	H-1000-
AH-614-R	Gear Shifter, Intermediate and High, with Yoke.....	H-1000-
B-374-R	Spring, Gear Shifter Pawl.....	H-1000-
B-375-R	Pawl, Gear Shifter.....	H-1000-
B-387-R	Snap Ring, Gear Shift Lever.....	H-1000-
D-377-R	Spring, Gear Shift Lever.....	H-1000-
F-288-R	Ball, Fulcrum.....	H-1000-
F-292-R	Handle, Gear Shifter Lever Ball.....	H-1000-
H-377-R	Socket, Fulcrum Ball.....	H-1000-
H-378-R	Cover, Fulcrum Ball Socket.....	H-1000-
H-379-R	Quadrant, Gear Shift.....	H-1000-
H-380-R	Lever, Gear Shift.....	H-1000-
H-383-R	Yoke, Low and Reverse Gear Shifter.....	H-1000-
H-384-R	Yoke, Intermediate and High Gear Shifter.....	H-1000-
H-385-R	Oil Collector.....	H-1000-
SLIDING GEAR SHAFT		
AH-529-R	Shaft with Nut, Sliding Gear.....	H-1000-
AH-530-R	Housing with Cup, Sliding Gear Shaft Bearing, R. H.....	H-1000-
AH-531-R	Housing with Cup, Sliding Gear Shaft Bearing, L. H.....	H-1000-
C-535-R	Nut, Slotted, on Sliding Gear Shaft.....	H-1000-
H-154-R	Thrust Washer, Power Shaft Bevel Drive Gear.....	H-1000-
H-155-R	Pinion, Low Speed and Reverse Sliding.....	H-1000-
H-156-R	Pinion, High and Intermediate Sliding.....	H-1000-
H-158-R	Shim, Sliding Gear Shaft, R. H. Bearing Housing (Steel).....	H-1000-
H-159-R	Gasket, Sliding Gear Shaft, R. H. Bearing Housing (Thin).....	H-1000-
H-160-R	Gasket, Sliding Gear Shaft, R. H. Bearing Housing (Thick).....	H-1000-
H-162-R	Gasket, Sliding Gear Shaft, L. H. Bearing Housing (Thick).....	H-1000-
H-163-R	Shim, Sliding Gear Shaft, L. H. Bearing Housing (Steel).....	H-1000-
H-164-R	Gasket, Sliding Gear Shaft, L. H. Bearing Housing (Thin).....	H-1000-
JD-7207	Cone, Sliding Gear Shaft Bearing, R. H.....	H-1000-
JD-7250	Cup, Sliding Gear Shaft Bearing, L. H.....	H-1000-
JD-7262	Cup, Sliding Gear Shaft Bearing, R. H.....	H-1000-
JD-7358	Cone, Sliding Gear Shaft Bearing, L. H.....	H-1000-
FIRST REDUCTION GEAR		
AH-604-R	Cover, First Reduction Gear, with Accelerator Lever Pivot Pin.....	H-1000-
H-165-R	Gear, First Reduction.....	H-1000-
H-246-R	Lock Plate on First Reduction Gear Cover to Case.....	H-1000-
H-347-R	Pin, Accelerator Lever Pivot Pin.....	H-1000-
H-351-R	Gasket, First Reduction Gear Cover.....	H-1000-
REVERSE SHAFT		
AH-518-R	Reverse Gear with Bushing.....	H-1000-
AH-668-R	Bushing, Reverse Gear (Set of 2 H-121-R).....	H-1000-
H-122-R	Shaft, Reverse Gear.....	H-1000-
COUNTERSHAFT		
H-143-R	Pinion, Final Drive.....	H-1000-
H-144-R	Gear, Countershaft Low Speed.....	H-1000-
H-145-R	Gear, Countershaft Intermediate Speed.....	H-1000-
H-146-R	Gear, Countershaft High Speed.....	H-1000-
H-147-R	Snap Ring, Final Drive Pinion.....	H-1000-
H-148-R	Countershaft.....	H-1000-
H-149-R	Spacer, Countershaft Bearing.....	H-1000-
H-150-R	Washer, Countershaft Thrust.....	H-1000-
H-151-R	Lock Plate, Countershaft.....	H-1000-
H-152-R	Cover, Countershaft, L. H. Bearing.....	H-1000-

No.	Description	Serial No.
DIFFERENTIAL		
H-128-R	Case, Differential.....	H-1000-
H-130-R	Gear, Differential Bevel.....	H-1000-
H-131-R	Pinion, Differential Bevel.....	H-1000-
H-132-R	Shaft, Differential Bevel Pinion.....	H-1000-
H-133-R	Washer, Differential Bevel Pinion Shaft Retaining.....	H-1000-
H-134-R	Washer, Differential Bevel Pinion Thrust.....	H-1000-
H-443-R	Spacer, Differential.....	H-1000-
H-448-R	Washer, Differential Spacing.....	H-1000-
FINAL DRIVE AND REAR WHEELS		
AH-624-R	Housing, Rear Axle, R. H. with Pivot Pin.....	H-1000-
AH-625-R	Housing, Rear Axle, L. H. with Pivot Pin.....	H-1000-
AH-632-R	Retainer, Rear Axle, Felt.....	H-1000-
AH-633-R	Oil Seal, Rear Axle, Inner Bearing.....	H-1000-
C-732-R	Welsh Plug, in Rear Axle Housing.....	H-1000-
C-1479-R	Stud for Implement Attachment on Rear Axle Housing.....	H-1000-
H-129-R	Gear, Final Drive.....	H-1000-
H-220-R	Hub, Drive Wheel.....	H-1000-
H-221-R	Clamp, Drive Wheel Hub.....	H-1000-
H-222-R	Screw, Drive Wheel Hub Clamp (Special End.....	H-1000-
H-420-R	Shaft, Rear Axle.....	H-1000-
H-421-R	Pivot Pin, Brake Latch.....	H-1000-
H-422-R	Spacer, Rear Axle Bearing.....	H-1000-
H-423-R	Felt Washer, Rear Axle, Outer.....	H-1000-
H-424-R	Dust Excluder, Rear Axle.....	H-1000-
H-425-R	Cover, Rear Axle Outer Bearing.....	H-1000-
H-426-R	Gasket, Rear Axle Outer Bearing Cover.....	H-1000-
H-427-R	Shim, Rear Axle Outer Bearing Cover (Thick).....	H-1000-
H-428-R	Shim, Rear Axle Outer Bearing Cover (Thin).....	H-1000-
H-429-R	Felt Washer, Rear Axle, Inner.....	H-1000-
H-430-R	Retainer, Rear Axle Inner Felt Washer.....	H-1000-
H-442-R	Spacer, Rear Axle Inner Bearing.....	H-1000-
H-444-R	Snap Ring, Rear Axle Inner Bearing.....	H-1000-
H-445-R	Retainer, Rear Axle Inner Bearing Oil Seal.....	H-1000-
JD-16	Hub Bolt (14 used).....	H-1000-
JD-1241	Disk with Rim, Drive Wheel.....	H-1000-
JD-7395	Cone with Rollers, Rear Axle Inner Bearing.....	H-1000-
JD-7418	Cup, Rear Axle Inner Bearing.....	H-1000-
JD-7425	Cup, Rear Axle Outer Bearing.....	H-1000-
JD-8102	Cone with Rollers, Rear Axle Outer Bearing.....	H-1000-
DIFFERENTIAL BRAKES		
A-134-R	Pin, Brake Adjusting.....	H-1000-
A-149-R	Roller, Brake Shoe.....	H-1000-
A-151-R	Screw, Brake Adjusting.....	H-1000-
A-152-R	Shaft, Brake Lever.....	H-1000-
A-321-R	Cam, Brake.....	H-1000-
A-345-R	Pin, Brake Shoe Roller.....	H-1000-
A-348-R	Spring, Brake Shoe.....	H-1000-
AH-628-R	Brake Shoe with Lining.....	H-1000-
AH-631-R	Drum with Hub Brake.....	H-1000-
H-434-R	Lining, Brake Shoe.....	H-1000-
H-435-R	Latch, Brake Pedal.....	H-1000-
H-436-R	Brake Pedal, R. H.....	H-1000-
H-437-R	Brake Pedal, L. H.....	H-1000-
H-441-R	Snap Ring, Brake Drum Hub.....	H-1000-
H-449-R	Spring, Brake Pedal Release.....	H-1000-

No.	Description	Serial No.
PEDESTAL AND STEERING PARTS		
A-1892-R	Special Hex. Nut on Pedestal Lower Implement Attachment Studs.....	H-1000-
AH-545-R	Pedestal, H-190-R, with Bushing, Stop Pin and Cup.....	H-1000-
AH-548-R	Bearing, Steering Spindle Lower.....	H-1000-
AH-578-R	Steering Shaft and Worm.....	H-1000-
AH-579-R	Housing, Steering Worm Bearing, with Cup.....	H-1000-
AH-581-R	Bearing with Bushing, Steering Shaft (Rear).....	H-1000-
AH-669-R	Bushing, Pedestal Lower.....	H-1000-
AH-674-R	Double Knuckle with Spindle.....	H-1000-
B-33-R	Nut, Steering Shaft Packing.....	H-1000-
B-111-R	Washer, Steering Sector.....	H-1000-
B-1529-R	Headless Set Screw, in Pedestal Upper Implement Attachment Holes.....	H-1000-
B-1564-R	Packing, Steering Shaft.....	H-1000-
C-1479-R	Stud, Pedestal to Front End.....	H-1000-
C-1479-R	Stud, Pedestal Lower Implement Attachment.....	H-1000-
D-342-R	Woodruff Key, Steering Wheel.....	H-1000-
H-192-R	Stop Pin, Steering Sector.....	H-1000-
H-197-R	Bushing, Steering Spindle Adjusting (Eccentric).....	H-1000-
H-198-R	Shim, Steering Spindle Upper.....	H-1000-
H-199-R	Packing, Spindle Adjusting Bushing.....	H-1000-
H-200-R	Sector, Steering.....	H-1000-
H-270-R	Gasket, Steering Worm Bearing Housing (Thin).....	H-1000-
H-271-R	Gasket, Steering Worm Bearing Housing (Medium).....	H-1000-
H-272-R	Gasket, Steering Worm Bearing Housing (Thick).....	H-1000-
H-273-R	Cover, Steering Gear Housing.....	H-1000-
H-274-R	Gasket, Steering Gear Housing Cover.....	H-1000-
H-275-R	Steering Wheel.....	H-1000-
H-276-R	Support, Steering Shaft, Rear.....	H-1000-
H-278-R	Bushing, Steering Shaft Bearing (Rear).....	H-1000-
JD-7264	Cup, Steering Worm Bearing.....	H-1000-
JD-7364	Roller Assembly, Steering Shaft.....	H-1000-
K-2525-R	Pipe Plug, Steering Housing Drain.....	H-1000-
FRONT WHEELS AND FRONT END SUPPORT		
AH-533-R	Nut, Front Wheel Knuckle.....	H-1000-
AH-541-R	Support, Front End.....	H-1000-
AH-549-R	Wheel, Front, with Bearing Cups.....	H-1000-
H-202-R	Felt Retainer, Front Wheel.....	H-1000-
H-203-R	Felt, Front Wheel.....	H-1000-
H-204-R	Hub Cap.....	H-1000-
H-205-R	Gasket, Hub Cap.....	H-1000-
JD-7243	Cone, Front Wheel Inner Bearing.....	H-1000-
JD-7250	Cup, Front Wheel Outer Bearing.....	H-1000-
JD-7262	Cup, Front Wheel Inner Bearing.....	H-1000-
JD-7358	Cone, Front Wheel Outer Bearing.....	H-1000-
PLATFORM AND SEAT		
A-333-R	Nut on Seat Spring Bolt.....	H-1000-
A-618-R	Seat Spring.....	H-1000-
A-1992-R	Bolt, Seat to Seat Support.....	H-1000-
AD-1606-R	Seat.....	H-1000-
AH-608-R	Platform with Supports.....	H-1000-
C-1982-R	Washer, Seat Spring.....	H-1000-
D-827-R	Washer on Seat Bolt.....	H-1000-
H-369-R	Body, Seat Support.....	H-1000-
H-371-R	Bearing, Seat Support Bolt.....	H-1000-
H-373-R	Bolt Seat Spring.....	H-1000-
H-374-R	Spacer, Seat Spring.....	H-1000-

No.	Description	Serial No.
DRAWBAR		
H-105-R	Pivot Pin, Drawbar.....	H-1000-
AH-507-R	Support, Drawbar.....	H-1000-
AH-508-R	Swinging Drawbar, Complete.....	H-1000-
AH-509-R	Support with Pivot Pin, Drawbar Front.....	H-1000-
MAGNETO		
AA-1891	Cable, Spark Plug, Complete, R. H.....	H-1000-
AH-652-R	Spark Plug.....	H-1000-
AH-653-R	Magneto.....	H-1000-
AH-655-R	Cable, Spark Plug, Complete, L. H.....	H-1000-
H-516-R	Clip, Spark Plug Conduit Tube.....	H-1000-
629-R	Washer, Magneto to Governor Case.....	H-1000-
CARBURETOR		
AH-523-R	Carburetor, Complete.....	H-1000-
H-138-R	Gasket, Carburetor to Manifold.....	H-1000-
AIR CLEANER		
AH-526-R	Air Cleaner, Complete.....	H-1000-
D-1034-R	Gasket, Elbow to Carburetor.....	H-1000-
H-139-R	Elbow, Carburetor Air Inlet.....	H-1000-
H-140-R	Hose, Carburetor Air Inlet Elbow.....	H-1000-
H-141-R	Clamp, Carburetor Air Inlet Elbow Hose.....	H-1000-
H-142-R	Gasket, Air Cleaner Inlet.....	H-1000-
TOOL BOX AND TOOLS		
H-511-R	Tool Box.....	H-1000-
H-512-R	Wrench, Flywheel and Cylinder Head Nut.....	H-1000-
H-513-R	Socket, Cylinder Head Nut.....	H-1000-

SAFETY FIRST

Most farm accidents, like industrial, home, and highway accidents, are caused by the failure of some individual to observe simple and fundamental safety rules or precautions. For this reason farm accidents, just as other types of accidents, can be prevented by recognizing the causes of accidents and doing something about them before accidents occur.

Regardless of the care used in the design and construction of farm equipment, there are many points that cannot be completely safeguarded without interfering with accessibility and efficient operation.

A careful operator is the best insurance against an accident.

The complete observance of one simple rule would prevent many thousand serious injuries each year. THAT RULE IS: "NEVER ATTEMPT TO CLEAN, OIL, OR ADJUST A MACHINE WHILE IT IS IN MOTION."

NATIONAL SAFETY COUNCIL



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WHEN a new part is required for your equipment, order by number as shown on the old part, or as listed in this direction book. And be sure to **INSIST** on **GENUINE JOHN DEERE REPAIR PARTS**. **THEY** can be procured from any John Deere dealer.

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Protect your farm equipment investment through the use of Genuine John Deere repair parts—least expensive because they're best.

