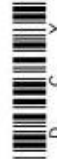


John Deere Service Manual for 70 (SN. 700001-) General-Purpose & Standard (Diesel) Tractor (sm2017)



70 Diesel Tractor



JOHN DEERE

SERVICE MANUAL

70 Diesel
Tractor

SM2017 01JAN56 English



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LITHO IN U.S.A. (REVISED)
ENGLISH



Covers: 70,700001-)

Type: Service Manual

Language: English

Pages: 216

Format: PDF

Features: Bookmarked, searchable, printable

Compatibility: Windows/Mac/Tablet/Mobile

This service manual contains important information for the maintenance, troubleshooting and servicing of the **John Deere Service Manual for 70 (SN. 700001-) General-Purpose & Standard (Diesel) Tractor (sm2017)**

In this manual you will find detailed specifications, illustrations, schematics, diagrams and step-by-step procedures to properly service and diagnose the machine to the manufacturer's standards.

Contents:

- General Information
- Specifications
- Serial Number Location
- Engine Specifications
- Engine Diagnostics
- Engine Tests and Adjustments
- Engine Repair
- Power Train
- Transmission
- Axles
- Differential
- PTO
- Hydraulic System
- Electrical System
- Electrical Tests and Diagnostics
- Wiring Diagram / Schematic
- Ignition and Charging
- Steering
- Brakes
- Wheels
- Operator's Platform
- Body Panels
- Disassembly and Assembly
- Diagnostics, Tests and Adjustments
- Troubleshooting
- and much more...

Please note this manual is in **downloadable PDF format only**. If you have any questions about this product or would like to request sample pages, please contact us and reference the product name or SKU.

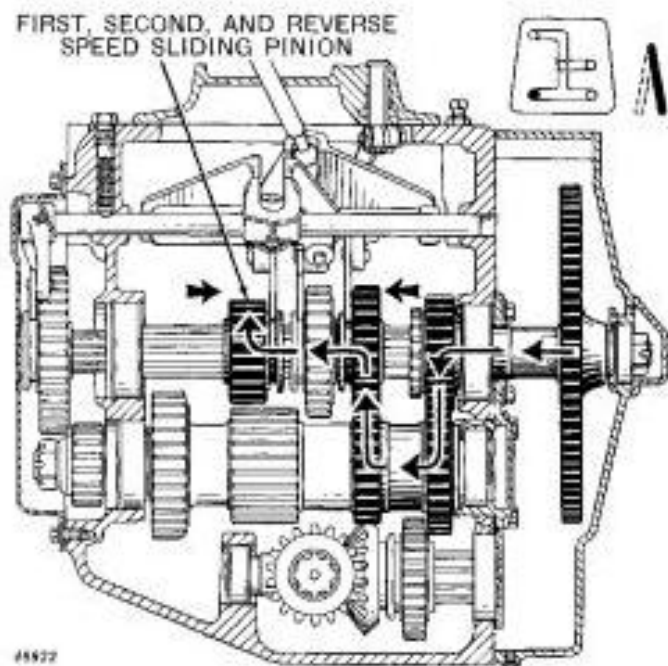


Figure 130-5-5—Flow of Power in Reverse Gear

locked to and rotates with the drive gear and shaft. The idler gear (H) on the countershaft does not enter into the gear train when pinion (D) is in this position.

Second, fourth and sixth speeds (Figures 130-5-6, 7 and 8) are now obtained by meshing the proper pinion on the sliding gear shaft with its mating gear on the countershaft. Power flows from the drive gear and shaft direct to the sliding gear shaft, then to the countershaft through the mated gears, and on to the differential.

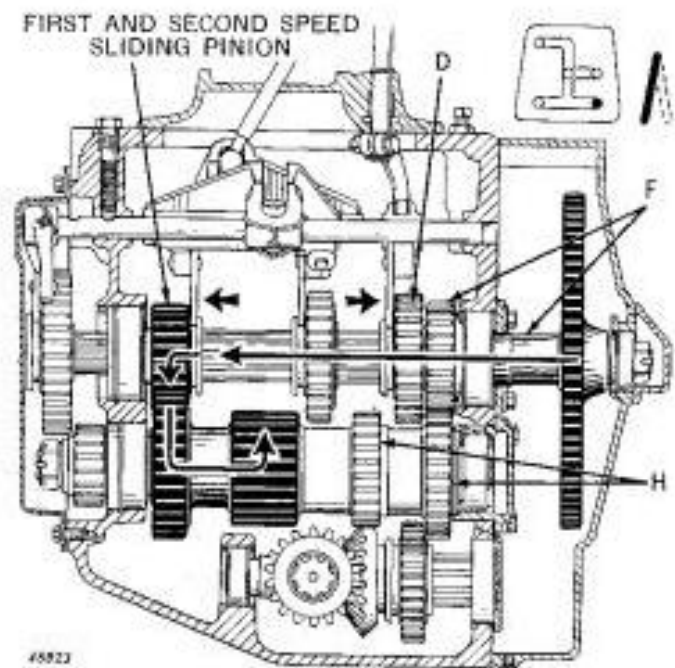


Figure 130-5-6—Flow of Power in Second Gear

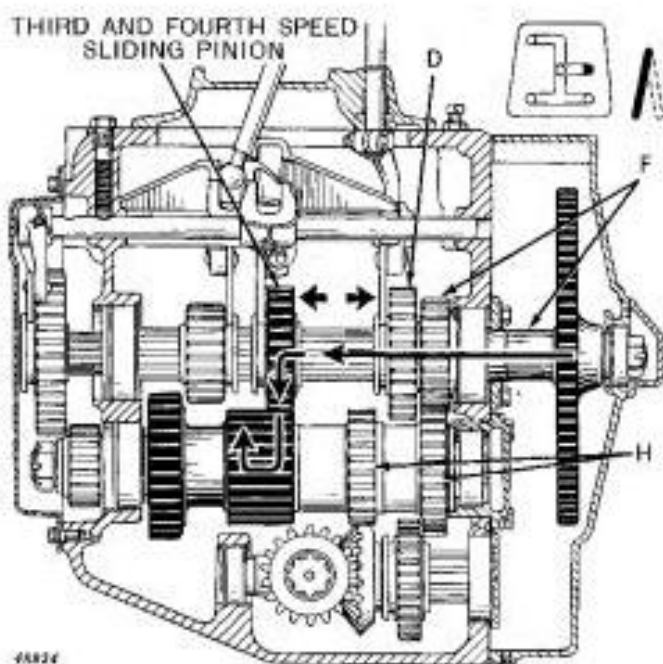


Figure 130-5-7—Flow of Power in Fourth Gear

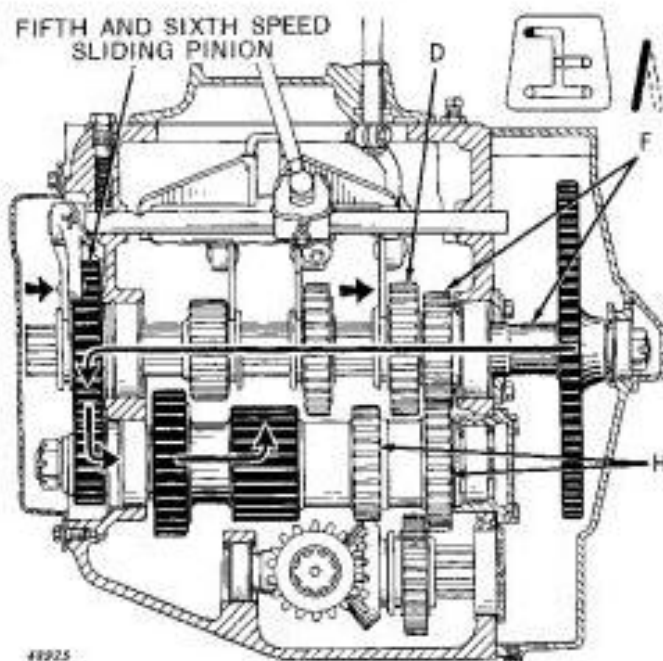


Figure 130-5-8—Flow of Power in Sixth Gear

It will be seen by noting the relative size of the gears that the sliding gear shaft rotates slower when it is driven by the countershaft idler gear than when it is coupled directly to the drive gear and shaft. Because of this fact the transmission is called an "underdrive" transmission.



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to get more information.