

John Deere 2000 Series Tractors



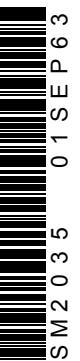
SERVICE MANUAL John Deere 2000 Series Tractors

SM2035 (01SEP63) English



John Deere Dubuque Works
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ENGLISH



**SERVICE MANUAL FOR
JOHN DEERE DEALERS**

**2000
SERIES**

TRACTORS

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TO THE JOHN DEERE SERVICEMAN

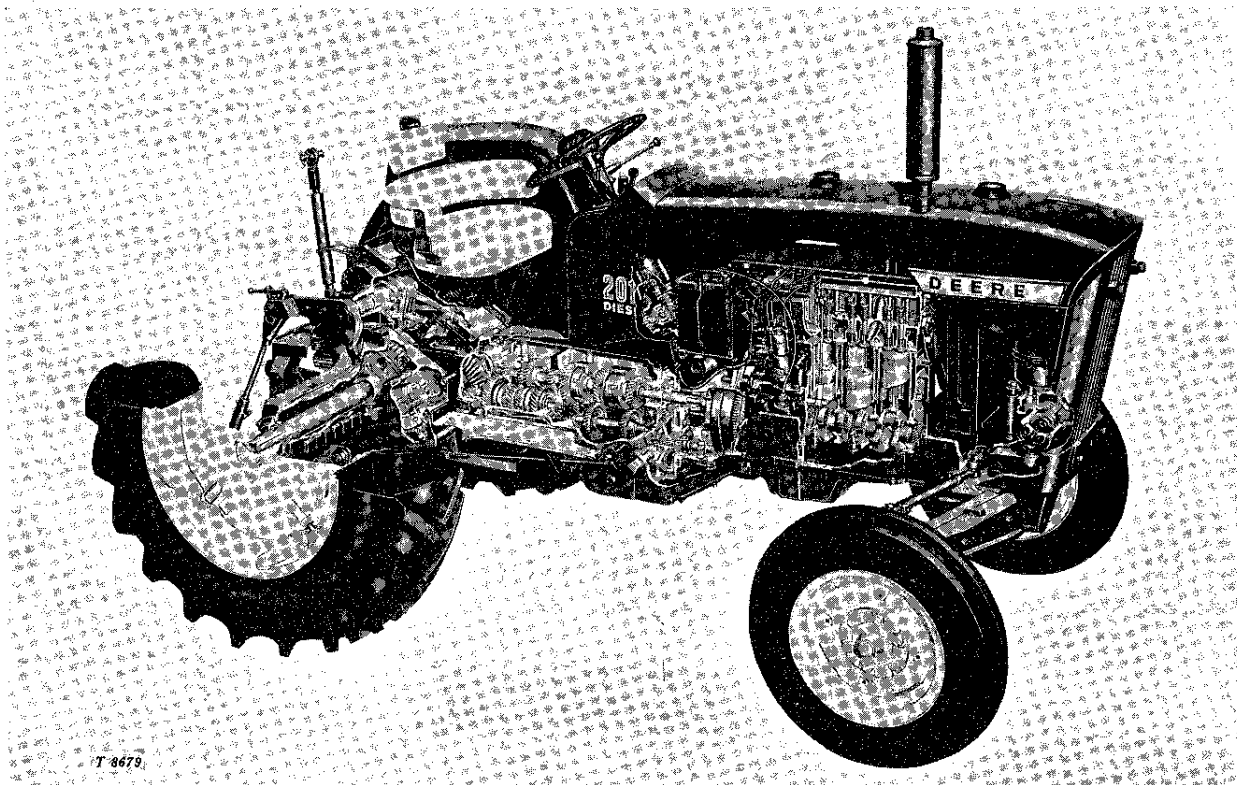
This service manual contains maintenance instructions for John Deere 2000 Series tractors. Included are complete instructions for removal, disassembly, inspection, repair, assembly and installation of the major parts and assemblies of the tractor.

In addition, the manual contains brief descriptions of the more complicated systems of the tractor, and tells how they operate. Dimensions of many new wearing parts are given as an aid in determining when parts replacement is necessary. Tests and adjustments, required to keep the tractor operating efficiently, are explained in detail.

A section on "Tune-Up and Adjustment" contains instructions for performing the services necessary to help the tractor perform efficiently and economically after it has been in the field for some time.

This manual was planned and written for the Service Department; its place is in the shop. Use the manual whenever in doubt about correct maintenance procedures. Use it as a text book for training new Service Department personnel who are unfamiliar with John Deere Tractors.

Daily use of the Service Manual as a guide for any and all service problems will reduce error and costly delay to a minimum and assure you the best in finished service work. In many instances your customer's confidence in your work will be improved when he sees you using the Service Manual. He knows you are following approved maintenance procedures and making proper adjustments. There is no guesswork when you use the manual.



Cutaway View of John Deere 2010 Row-Crop Utility Tractor

Section 10

DESCRIPTION, OPERATION AND SPECIFICATIONS

Group 5

DESCRIPTION

DESCRIPTION

The 2010 Row-Crop is a general-purpose tractor which can be equipped with Roli-O-Matic, dual front wheels, single front wheel, or adjustable front axles. It is especially useful for planting and cultivating two, four, or six rows, mowing, seedbed preparation, and similar jobs.

The 2010 Row-Crop Utility Tractor is, as the name implies, an all-around agricultural row-crop type tractor. Its low center of gravity provides excellent stability and maneuverability even when working under adverse conditions. Its groundhugging features make it ideally suited for general purpose farming.

The 2010 Hi-Crop Tractor provides 34-inch crop clearance under the front axle and 31-inch clearance under the transmission, making late cultivating possible without damage to tall, bushy, or high-bedded crops. The flexibility of this tractor makes it ideal for bedding, planting, side-dressing, cultivating, and harvesting.

These tractors have ample power to pull two or three plow bottoms, or the equivalent, in most soils.

The tractors in the 2010 Series line are identical in many respects. Features which are common to both types are described briefly in the paragraphs which follow. The distinctive features of each are also mentioned briefly.

COMMON FEATURES

GASOLINE AND LP-GAS ENGINES

The 2010 Series has a vertical, four-cylinder, valve-in-head, four-stroke cycle, internal com-

bustion engine. A bore of 3-5/8 inches and a stroke of 3-1/2 inches gives a piston displacement of approximately 145 cubic inches.

The 2010 Series is available with either gasoline-burning equipment or LP-Gas-burning equipment. The compression ratio of the gasoline-burning engine is 7.9 to 1 as opposed to 8.9 to 1 in the LP-Gas engine. (Pistons are available for high altitude operation of gasoline engines which provide a 9.0 to 1 compression ratio.)

A replaceable "sleeve and deck" assembly is used in the cylinders of both gasoline and LP-Gas models. This feature provides lower costs at time of engine overhaul.

Crankshaft rotation is clockwise when viewed from the front.

The engine has replaceable precision-type main and connecting rod bearing inserts. All bearings and other parts of the engine are lubricated by a force-feed and splash-type system with a replaceable-type oil filter. The crankcase is ventilated by means of a ventilator outlet tube attached to the rocker arm cover. This tube discharges below the crankcase flange. Engine speeds are controlled by a flyweight-type governor, gear-driven from the camshaft gear.

DIESEL ENGINES

The 2010 Series has a vertical, 4-cylinder, valve-in-head, fuel injection, four-stroke cycle, internal combustion engine. A bore of 3-7/8 inches and a stroke of 3-1/2 inches gives a piston displacement of approximately 165 cubic inches.

The compression ratio of the Diesel engine is 19 to 1.



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