

# The **NEW** JOHN DEERE Two-Cylinder **MODEL D** TRACTOR



**NEW** *in Speed*

**NEW** *in Performance*

**NEW** *in Economy*

**NEW** *in VALUE*



Burns Low Cost Fuels  
*-successfully*

Everything you want  
in a tractor  
for the heavier farm jobs



## 1 Simplicity

Only two cylinders—fewer moving parts

## 2 Economy

Burns low-cost fuels successfully

## 3 Adaptability

Handles all the heavier farm jobs

## 4 Positive Lubrication

Minimizes wear and maintenance

## 5 Durability

Gives years of service at low cost

## 6 Smoothness

Perfect performance on belt, drawbar, or power take-off

## 7 Accessibility

You can make all adjustments standing up

## 8 Comfort

Handles easier; rides easier





**YOU CAN MAKE MORE MONEY WITH THE NEW  
JOHN DEERE  
MODEL  
D  
TRACTOR**



**T**RACTOR power is the economical farm power. Tractor power enables you to make more money. It cuts costs. It saves time. It largely eliminates hired labor. It increases crop yields.

This has been proved on almost a million farms. It is the reason why more and more farmers each year are switching over to tractors as their major or sole source of power. Thousands of these farmers own John Deere Model D Tractors—tractors they've operated for four, five, eight, as many as eleven years . . . tractors that have made money, saved money, and done a better job of farming.

Today there's a finer Model D—better in many ways—in its speed, its range of usefulness, its performance, its economy . . . in its value. By any standard you want to measure it, this new tractor is the greatest of all John Deere Model D's.

The hot summer of 1934 and the wet spring of 1935 showed plainly one of the important advantages of tractor farming. Farmers with tractors could be out in the fields making the most of adverse conditions, doing important work when it should be done.

The tractor keeps the boys on the farm, too. It puts farming on a higher plane. It eliminates drudgery. Shortens hours. Farming becomes a far more interesting occupation.

Add to all these advantages the fact that, because of exclusive two-cylinder engine design, the new John Deere Model D Farm Tractor, like all John Deere tractors, successfully burns distillate, furnace oil, fuel oil, stove tops, some grades of Diesel oil, and similar low-cost fuels. You enjoy a lower cost per unit of work, not only because of these low-cost fuels, but also because of lower upkeep costs and longer life due to the extreme simplicity of this two-cylinder engine design.

Plan, now, to make more money—to put more money in the bank. Plan to handle the heavier farm jobs faster and easier with a new John Deere Model D Tractor.

# Here's why you make more money . . . . .

## You save time, labor, crops, and money



**TIME** The new John Deere Model D Tractor will handle larger belt and drawbar units. It will pull a four-bottom 14-inch plow in many soils and three bottoms in practically any condition. Big capacity means fast work on drawbar and belt jobs. New high speed means more work in fewer hours.



**LABOR** The new John Deere Model D places under the control of one man the capacity of two or three men with horses. You don't have to pay out so much for hired men's wages. Your wife has less work in the home, too—home belongs to the family. Farm life is more interesting and on a higher plane.



**CROPS** Timeliness is one of the biggest factors in producing crops. With the new John Deere Model D Tractor you don't have to depend upon the limited capacity of old methods. You take advantage of ideal crop and soil conditions, in soil preparation, planting, and harvesting your crops.



**MONEY** With the new John Deere Model D Tractor you save money in many ways. You save crops. You save wages. You save fuel costs. John Deere tractors successfully burn the low-cost fuels such as distillate, fuel oil, furnace oil, stove tops, and some grades of Diesel oil. These are more powerful fuels, too.

**JOHN DEERE TRACTORS**  
make other  
direct savings

They burn  
low-cost fuels  
successfully

Fuel is the biggest cost of running a tractor. Any saving you can make in the cost of fuel will materially affect the operating costs of your tractor. Hence, the importance of John Deere's two-cylinder engine design which makes it possible to burn successfully distillate, fuel oils, furnace oil, stove tops, some grades of Diesel oil and similar low-cost fuels.

This is proved by the experience of hundreds of John Deere owners.

**A few of the things you can buy with these John Deere fuel savings**

A trip to your favorite vacation spot—a real vacation for your family—Each year you can enjoy it out of John Deere fuel savings.



Need something for the home? A new living-room or dining-room suite? New rugs? Buy them out of John Deere fuel savings.



# Your Fuel Dollar Buys . . .

—in terms of GALLONS



**GASOLINE**

**8.8 gal. at 11.3¢ per gal.**



**KEROSENE**

**10.7 gal. at 9.3¢ per gal.**



**NO. 1 DISTILLATE**

**14.7 gal. at 6.8¢ per gal.**



**NO. 2 DISTILLATE**

**16. gal. at 6.3¢ per gal.**

The fuel prices are the average figures of the principal agricultural sections of the country. These average prices may not be the present prices in your community. A check may reveal even greater differences. These figures do show, however, the real economies to be obtained in owning a John Deere tractor—a tractor that will successfully burn the lower-cost fuels.



A questionnaire was sent recently to 500 John Deere owners in every section of the country.

Here are the results:

500 John Deere tractor users report a saving in fuel costs of almost *half* as compared with the cost of gasoline.

By burning distillate instead of gasoline, the average saving per year per user was \$115.00. The saving over kerosene was \$62.00.

The average saving of these 500 farmers since they started using distillate was \$270.45 over the cost of gasoline. (They had used distillate 2½ years on the average.)

In answer to the question, "Has the use of distillate

A modern kitchen, a home lighting plant, running water, electric refrigeration — you may prefer these out of John Deere fuel savings.



—in terms of POWER

**Gasoline**  
47° Ga.

**100%** ( $\frac{112,000}{100}$ ) **1,096,240** Power Units (Heat Units)

**Kerosene**  
47° Ga.

**130%** ( $\frac{145,600}{112,000}$ ) **1,434,870** Power Units (Heat Units)

**No. 1 Distillate**  
47° Ga.

**18.4%** ( $\frac{112,000}{608}$ ) **2,008,960** Power Units (Heat Units)

**No. 2 Distillate**  
47° Ga.

**20.4%** ( $\frac{112,000}{549}$ ) **2,240,000** Power Units (Heat Units)

These figures, showing the heat value or power value of the low-cost fuels, are taken from a bulletin of the United States Bureau of Standards. They show the greater power of these low-cost fuels when burned completely and successfully. It takes fewer gallons to do a given job. John Deere tractors, with their two-cylinder engine design, are specially built to burn these low-cost fuels.

or similar fuels proved satisfactory in your John Deere tractor?" 498 out of 499 answers received, say that it has.

But there are even more savings than just the difference in the prices of fuel. Distillates are more powerful. They require fewer gallons to do a given amount of work. Jobs which ordinarily require 20 gallons of gasoline can be done with 18 gallons of distillate.

You can't afford to overlook these tremendous savings which the new John Deere Model D Tractor assures you, particularly when the John Deere gives you all the other things you look for in a heavy-duty tractor—big capacity, smooth, even power, rugged strength, simplicity, ease of adjustment, adaptability for a wide variety of uses, and longer life.

Or, you can have that modern farm equipment you've set your heart on. The money you save on fuel with a new John Deere will give it to you.



# TWO-CYLINDER ENGINE DESIGN



The New John Deere Model D

**T**WELVE years' performance on thousands of farms in all sections of the country and under every conceivable soil and crop condition has proved the dependability and value of John Deere two-cylinder engine design. There are many advantages in this fundamental engineering principle. Two cylinders insure the utmost in simplicity. John Deere tractors are hundreds of parts simpler—their vital parts are made heavier, more rugged, with greater strength built into them. This means longer life, greater ability to do the heavier jobs. And yet, the John Deere is light in weight—weighing no more than three good draft horses.

—the reason for

## JOHN DEERE ECONOMY

## SMOOTH PERFORMANCE

## RUGGED CONSTRUCTION

## and LONG LIFE . . . .

to do a given job. This means longer life—greater economy.

Add to these advantages the very profitable one of burning the low-cost fuels successfully. Burning distillate and similar fuels successfully begins with the basic design of the tractor. For more than twelve years John Deere tractors have been specially designed to burn these low-cost fuels. Burning distillate is not an afterthought or the result of demand for greater economy. It is a basic idea pioneered and promoted by John Deere.

It is this two-cylinder engine design that makes the John Deere the outstanding tractor adapted to the heavy, full or three-quarter throttle loads to which you will put this new Model D.

And when the years roll by—when you see for yourself what this two-cylinder engine design means in economy, low fuel costs, durability, dependable service, you'll be glad you bought a John Deere Model D.

Greater compactness is another advantage of this simplicity resulting from two-cylinder engine design. The two cylinders are horizontal. Power is transmitted in a straight line to the rear wheels. There are no bevel gears to lose power. This is one reason why John Deere tractors have so much reserve power when the going gets tough.

Furthermore, because of the position of the engine, it is possible to mount the belt pulley right on the crankshaft. You'll appreciate the value of this the first time you put a John Deere tractor to belt work.

Comparatively slower engine speed is another characteristic of two-cylinder engine design. The new John Deere Model D operates at only 900 R.P.M. Slower speed means longer life. There are fewer revolutions and less movement of the crankshaft, pistons, and other moving parts

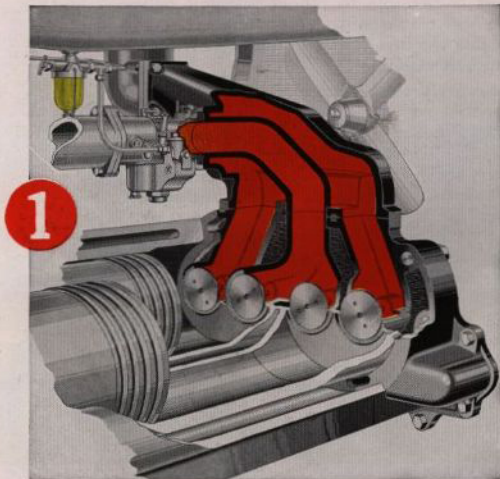


This shows the sturdiness of the crankshaft, bearings, connecting rods and pistons. Note the compact arrangement of main bearings; short distance between bearings; entire construction is compact and rugged.

# FOUR MORE BIG FEATURES

that enable

**JOHN DEERE tractors**  
to burn low-cost  
fuels successfully

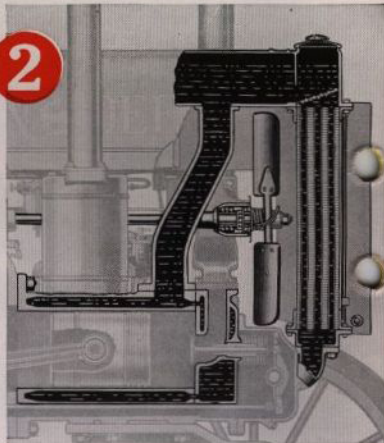


## 1 Hot-Spot Manifold

Burning distillate successfully requires a short, hot manifold to vaporize fully these less volatile fuels and to prevent them from re-liquefying. From the time it leaves the carburetor until it is in the combustion chamber, the fuel mixture travels only a few inches in the John Deere tractor. Furthermore, because there are only two cylinders, each cylinder is equidistant from the carburetor. Each receives the same charge. The hot-spot manifold vaporizes the fuel quickly. The explosion takes place *immediately*.

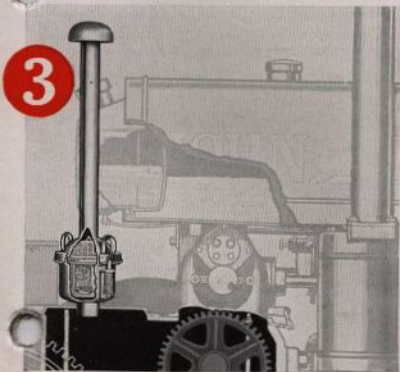
## 2 Thermo-Siphon Cooling

Burning distillate successfully requires that the proper motor temperature be maintained to insure quick, thorough gasifying of the heavier fuels. Twelve years' experience has shown that the best cooling system for the John Deere distillate-burning engine is one based on





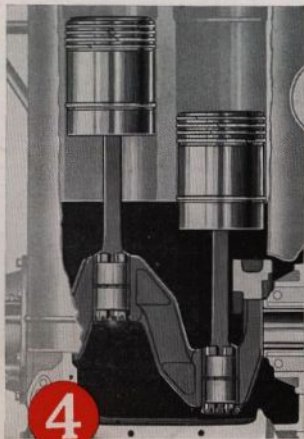
the thermo-siphon principle. It is simple, requires no attention, and at all times insures the proper operating temperature for maximum power and greatest economy of fuel. After the engine is started, the water does not begin to circulate until the engine is hot enough to burn the fuel properly. The water circulates according to the needs of the engine—not arbitrarily to the dictates of a water pump. Nothing to get out of order, either. A positive gear-driven fan insures the proper circulation of air through the radiator. There are no belts to require adjustment or replacement.



### 3 Ventilated Crank Case

The same action of the pistons which sucks in air through the air cleaner, also draws out any moisture, fuel vapors, or other vapors which may have gotten into the crank case, preventing the formation of sludge. Connection from the crank case to the air cleaner is by means of a small pipe. Air is admitted to the crank

case through a breather containing a filter core to take out dust and dirt. The value of this feature is not to be overlooked. It plays an important part in insuring good lubrication in the John Deere Model D Tractor.



### 4 Slow Moving Parts

The new John Deere Model D tractor operates at comparatively slower speeds—only 900 R.P.M. This slower speed means less wear and tear and consequently longer life.

Handling heavy jobs like this is easy for the powerful new Model D because of its big capacity.



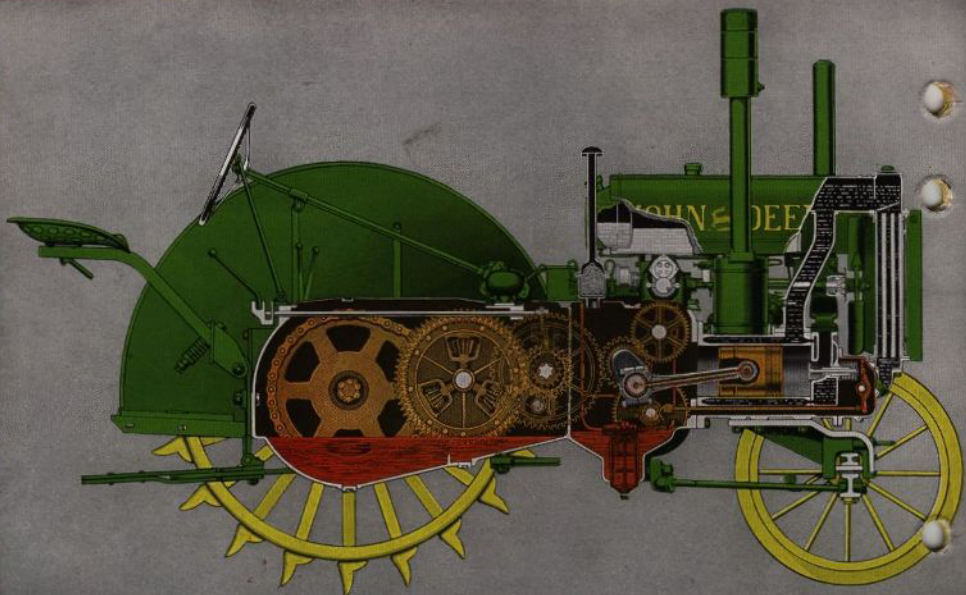
Costs of preparing wheatland go down with a combination like this that has a daily working capacity of approximately 35 acres.





# SIMPLICITY

—fewer Parts in  
the JOHN DEERE  
Model D Tractor



## Extra Strength—Longer Life in every part

This cut-away view shows the extreme simplicity of the new Model D tractor. Because of two-cylinder engine design, it is simpler—hundreds of fewer parts to wear and to require replacement. Everything is sturdy and sub-

stantial. Yet, the total weight of the tractor is held down.

Notice that all working parts are fully enclosed in a dust-proof case and that gears run in a constant bath of oil. Crankshaft, connecting rods, piston pins, cylinder walls, and governor are positively lubricated by the full-pressure force-feed lubricating system, shown on page 16.

The overhead cut-away view, below, shows further the remarkable simplicity of the new John Deere Model D Tractor. It shows the horizontal two cylinders, the belt pulley on crankshaft, and the ruggedness of all parts.

Equally important as this, it shows how power is delivered in a straight line—from pistons, through the crankshaft to the belt, and through the transmission to the drive wheels. There are no bevel gears to lose power. Power is delivered in a *straight* line. This straight line power-transmission—made possible because of two-cylinder engine design—is one big reason why the John Deere performs so satisfactorily.

Here is power—power for every heavy farm job with plenty of reserve to pull you over the peaks, to get through bad spots in the field, to lessen the possibility of clogging an overloaded separator, ensilage cutter, or other belt machinery.

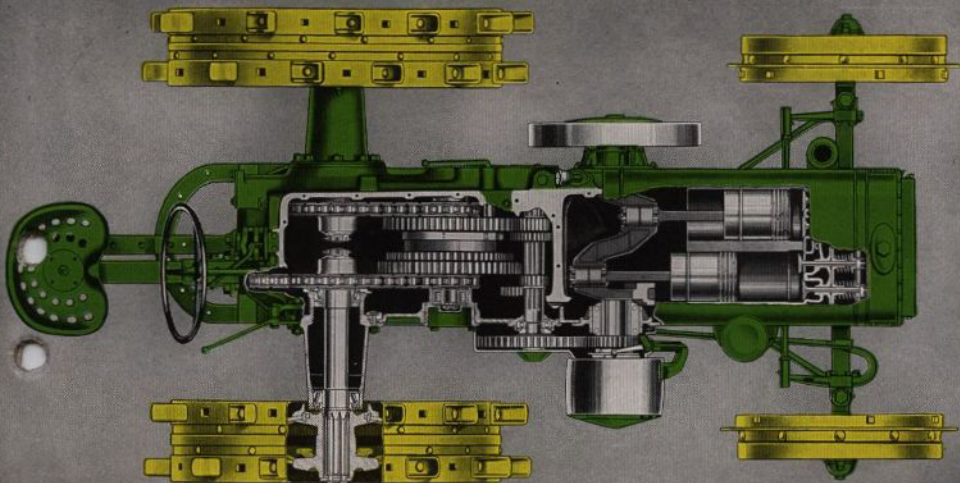
Three bottoms in practically any condition . . . four bottoms in many soils—such is the huge capacity of the Model D.



Better than 100 acres a day is the capacity of this 29-foot six-section harrow and the Model D tractor.



**Only two cylinders . . .  
burns low-cost fuels successfully**



**Designed to Deliver MAXIMUM Power**



# SMOOTH POWER

at all times  
because of these  
special features

**T**HE John Deere Model D has always been outstanding for its smooth, uniform power. True as this has been of the early models, it is even more characteristic of this new and improved Model D. Due to the dynamic balancing of the crankshaft, the crankshaft counterbalance, the heavy flywheel, permanently sensitive governor, and the 900 R. P. M. speed, power flows smoothly. In the field, on the hills, in tough spots, on belt, power take-off, and drawbar work of all kinds, you'll find ample power for every need.

## Power-Saving Transmission

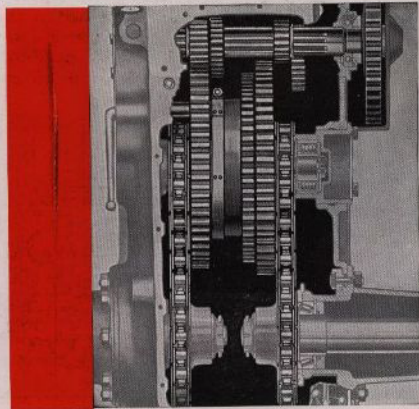
Only two straight spur-gear reductions are used to transmit power to the two roller chains of the final drive. Parallel shafts, mounted on ball and roller bearings, are held in permanent alignment by the rigid, one-piece case. The

spur gears are made from high grade alloy steel, accurately cut, heat treated, and hardened. Each gear is individually tested for hardness.

The roller chains are made of hardened steel. Each has a breaking strength of 40,000 pounds, but in operation is given a working load of only about 3000 pounds. There is more than twelve times greater strength than necessary. The large number of drive-sprocket teeth working minimizes wear, prevents loss of power. The chains run in oil, which not only lubricates the chains, but they, in turn, carry oil over the sprockets and lubricate other parts of the transmission.

## Ball and Roller Bearings

Wherever power-saving, wear-reducing ball or roller bearings can be used effectively, you'll find them in the new John Deere Model D Tractor—on differential shaft, spline shaft, belt pulley, rear axles, front wheels, governor shaft, fan shaft. No place has been overlooked or forgotten. Except for the front wheels, the outer rear axle bearings, and the fan shaft, these bearings are lubricated automatically. Because of the simplicity of the new John Deere Model D Tractor, there are fewer moving parts—fewer bearings are required.



## Belt Pulley on Crankshaft

With the belt pulley mounted directly on the crankshaft, the engine of the new Model D delivers maximum power to the belt. No power is wasted. The pulley turns in the right direction for a crossed belt. This reduces slippage and steadies the belt in a heavy wind. Easy to line up with the driven machine. High enough to clear the front axle. 8½ inches wide for wide belts.

## Responsive Governor

The governor on the new John Deere Model D Tractor controls the engine at all speeds and responds instantly to any variation in the load. A smooth, even flow of power is maintained at all times. This is of particular advantage on many kinds of belt work where perfect smoothness is so vital to the best operation of the driven machine. Heavy-duty ball bearings minimize friction and wear of the governor. Direct oil line from the force-feed oil pump insures positive lubrication. The John Deere governor stays sensitive even after years of service.

## Natural Draft Carburetion

The efficiency and economy of John Deere tractor engines have been aided materially by their Natural-Draft fuel induction system.

In all John Deere tractors, from the first one placed in the field twelve years ago to those of today, the fuel has been drawn downwards a short distance from the carburetor, through a short, hot manifold into the combustion chamber of the engine. This design insures complete, clean, fuel combustion. It insures the development of maximum power from fuels and guarantees uniform fuel economy and engine operation at all engine speeds.

## Three Speeds Forward

The new John Deere Model D Tractor has three speeds forward—2¼, 3¼, and 4 M.P.H., with 1½ M.P.H. in reverse. This faster high speed saves time in going to and from fields. It adds a lot of capacity in shallow plowing, cultivating listed corn, disking, or drilling grain. It's

Thirteen

an ideal road speed when the tractor is equipped with low-pressure pneumatic tires.

## Easily-Adjusted Drawbar

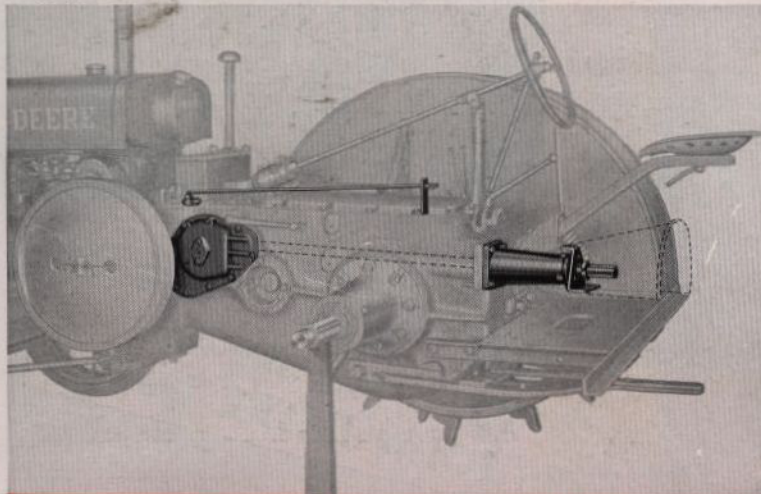


A proper line of draft or hitch is important to the best operation of drawn implements or machines. The drawbar on the new Model D can be adjusted by means of a single bolt, from a standing position. The draw-

bar has a vertical range of 11 inches and a horizontal range of 35 inches.

## Improved Power Take-Off

This power take-off is extremely simple in design, durably built of high-grade material, and is located inside the transmission case. The bevel and spur gear driving parts and their bearings are placed in the transmission case in one unit. Double thrust bearings increase durability. The shaft is splined at the rear end to receive the standard universal joint of driven machine. Shield protects operator. Power-shaft gears can be engaged or disengaged at will. Furnished as an extra.



THE

NEW

JOHN DEERE



You'll like the way  
the JOHN DEERE handles



# ERE MODEL D TRACTOR

## **NEW** *in Speed*

A high speed of 4 M.P.H. with a low of 2-1/4 and an intermediate of 3-1/4 . . . that's the new John Deere Model D. Greater speed means wider usefulness—faster work in rush seasons—greater adaptability—more opportunity to increase profits. With rubber tires, this new speed is even more advantageous.

## **NEW** *in Performance*

Easier handling . . . easier riding . . . more positive air cleaners . . . better lubrication . . . improved piston design . . . these are just a few of the new features that help to make the John Deere Model D so outstanding in performance, so capable of doing your heavy jobs.

## **NEW** *in Economy*

Longer life . . . better accessibility . . . and even higher standard of workmanship and materials—additional reasons why you want to own a money-making, money-saving John Deere Model D Tractor.

## **NEW** *in VALUE*

Always an outstanding value since it was placed on the market for the first time 12 years ago, the new John Deere Model D is a greater, more positive value than ever. Nothing has been overlooked, nothing has been neglected, nothing has been left undone to make it the greatest of all John Deere Model D's.



**Ask your dealer for a demonstration**



# POSITIVE LUBRICATION

keeps every moving part thoroughly oiled at all times

**L**UBRICATION is the lifeblood of any mechanical equipment. The first principle of thorough lubrication is to prevent metal-to-metal contact between moving parts. The second is to eliminate or minimize the human element and make lubrication as automatic as possible. The following features show how the long life of John Deere tractors is safeguarded through positive lubrication.

## Full-Pressure Force-Feed Engine Lubrication

The engine in the new John Deere Model D has a full-pressure force-feed lubrication system. A positive gear-driven pump forces oil under pressure to the main bearings where it is led through the drilled crankshaft to the connecting rod bearings, and through the drilled connecting rods to the piston pin bearings. Pistons, cylinder walls, and

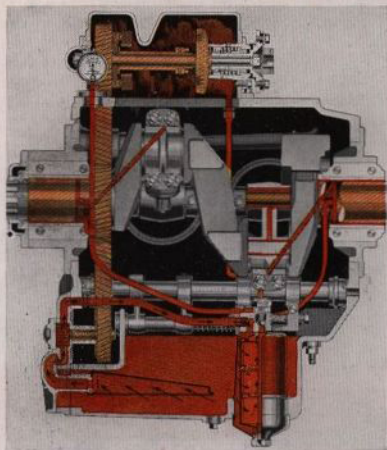
all internal parts of the crank case are lubricated with oil thrown off by the revolving crankshaft. Lubrication is positive. No part of the engine is dependent upon the dip or splash system for lubrication. The engine oiling system is shown at the left. See page 10 for complete oiling system.

## Automatic Oiling of Transmission and Differential

There are less than twenty places to grease by hand on the new John Deere Model D. Lubrication is as automatic as possible. Oil in the reservoir in the one-piece case is carried up by the drive chains and gears to all bearings and other parts, insuring thorough and complete transmission lubrication.

## Oil Thoroughly Cleaned by Improved Oil Filter

Before oil reaches the pistons, bearings, and other parts of the engine, it is pumped through a filter consisting of many layers of very fine brass wires. This filter is specially designed for the new John Deere Model D. There are no cloth sacks or cartridges to deteriorate and require expensive replacement. It takes only a few minutes for you to clean this filter. In the new Model D, this filter unit is located in the bottom of the crank case. The simple operation of loosening the cap nut to drain and clean the filter case also loosens this filter for cleaning. It comes out as a unit.





Should the filtering unit become clogged, a by-pass valve in the filter head allows the oil to go directly into the oil lines. This insures plenty of oil to bearings at all times. In every possible way, the durability and working life of the John Deere tractor are safeguarded.

### **All Working Parts Fully Enclosed**

The complete mechanism of the John Deere Model D Tractor—from valves to the drive chains—is completely enclosed. Any air required for ventilation or combustion is thoroughly cleaned. Dirt and dust which act as an abrasive and cause undue wear are effectively kept out. The life of the tractor is prolonged.

### **Crank Case Ventilation Insures Good Lubrication**

The same action of the pistons which sucks in air through the air stack also draws out any moisture and fuel vapors which otherwise would accumulate in the crank case preventing good lubrication. Connection from the crank case to the air cleaner and carburetor is by means of a small pipe. (Explained more fully on page 9.)

### **Crank Case Breather Keeps Out Dust and Dirt**

In the same way that the air for the carburetor is cleaned, the air that enters the crank case is cleaned of dust and dirt. This means cleaner oil, less work for the oil filter. When the breather pipe and core are removed, the bowl serves as an oil filler to the crank case.

### **Gear-Driven Fan**

The fan on the Model D tractor is gear driven. It is positive in action. This means that the water in the radiator will be properly cooled under all conditions. No belts to break, slip, wear out, or require adjustment.

### **New Oil Seals**

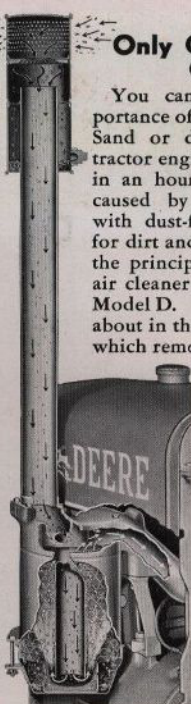
Leather oil seals effectively prevent any leakage through the rear axles. Inner rear axle bearings are lubricated automatically from the transmission. The outer bearings are lubricated through Zerk fittings.

## **Only Clean Air Enters Carburetor**

You cannot overlook the importance of clean air for the engine. Sand or dust getting inside the tractor engine can cause more wear in an hour's time than might be caused by months of operation with dust-free air. The tendency for dirt and oil to cling together is the principle used in the oil-wash air cleaner of the new John Deere Model D. The incoming air swirls about in the auxiliary cleaner bowl, which removes the heavier particles

of dust and dirt. The air is then drawn through the oil in the base of the cleaner, saturating the dirt with oil. When this oil-soaked dirt and air hits the crimped screens of steel, the dirt is arrested. Only clean air enters the carburetor. The dirty oil flows back to the reservoir where the dirt settles and is easily removed. The oil is kept warm and free-

flowing by a warm draft from the fan.



### **Improved Oil Indicator**

You know at a glance from the tractor seat if the lubrication system is functioning properly. The new enclosed oil indicator is easily read. Tractor life is safeguarded. This indicator is shown in illustration on page 16.

### **Twice-Filtered Fuel**

A glass sediment bowl, attached to the fuel line between the tank and the carburetor, removes sand, grit, and water from the fuel. A further safeguard is the filtering screen in the sediment bowl of the carburetor. Clean fuel helps assure smooth performance at all times.



# GREATER COMFORT

reduces fatigue  
... an important point  
in rush seasons

**Y**OU accomplish more and feel less tired when you work in comfort. You'll appreciate the comfort of the new John Deere every time you get on the seat. You'll appreciate it far, far more when rush seasons require that you operate the tractor for 12, 15, or even more hours daily. It is this comfort that makes it possible for you to work extra hours in rush seasons. In combination with the huge capacity of the tractor it enables you to do so much more work with a John Deere Model D Tractor.

## Operator Safety

The seat support, being of heavy channel steel stock, is practically unbreakable. Fenders extend close to flywheel and belt pulley. The steel platform is big and roomy. Everything making for the operator's safety has been provided.

## Automobile Steering

The Model D Tractor steers and handles as easily in the field as most automobiles over gravel roads. The irreversible worm and gear — standard automobile construction — eliminates backlash in rough going. Ball and socket joints keep fittings tight — prevent side play. Force-feed grease fittings make lubrication positive—eliminate wear.



## Improved Seat

You ride more easily and safely on the seat of a John Deere Model D. The support is of channel steel stock and rides on an adjustable heavy coil spring and bolt. Seat is adjustable forward or backward, as well as up or down.

## Perfect Vision

Here's the view you get from the seat of a John Deere Model D Tractor. You can see just what you're doing—straight down the furrow wall while sitting in a normal, comfortable position.



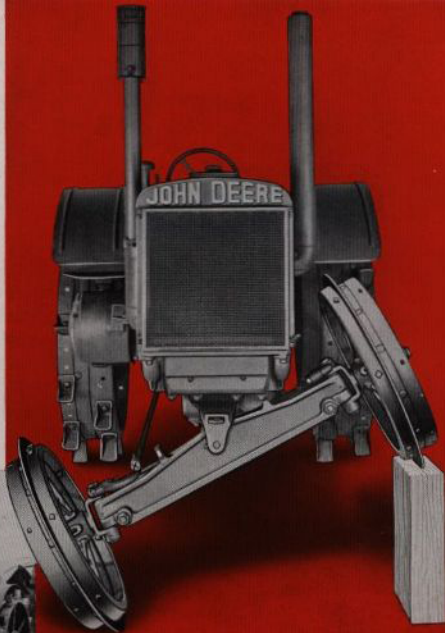
## Muffler and Spark Arrester

The muffler softens the sound of the engine. It also acts as a spark arrester. Live sparks are deadened. This is an important safety factor when working in grain fields, or around buildings and straw stacks.

## Great Flexibility

It's this kind of flexibility that helps to make the Model D Tractor so adaptable. Can you imagine a levee, a gully, or rough spot in the field stopping a tractor that can do this? (See cut at right.) For the same reason, the front wheels are always on the ground—you have complete control. There is no twist or strain on the tractor. There is a range here of 28 inches.

And here at the right is that flexibility in action. The tractor is level but look at the front wheels taking the levee in a rice field. The Model D can "take it."



## Drive Standing Up

Even the most comfortable seat becomes uncomfortable when you have to remain there for hours at a time. Because of the big, roomy platform you can drive your John Deere as easily standing up as sitting down. Automobile steering is a big factor here, too.

## Enclosed Fenders

Because of the fully enclosed fenders and the flywheel and belt pulley shields, the operator of a Model D tractor is protected from dust and dirt. He rides in comfort, fully protected from the dirt raised by the wheels. You'll never know how much of a comfort feature this is until you drive a new John Deere Model D yourself.



# ACCESSIBILITY

easier to keep in  
perfect order right  
on the farm

**W**HEN you own a new John Deere Model D, you can keep it in good running order yourself, right on the farm. The John Deere Model D is easily accessible. Most adjustments can be made from a standing position. And, because of the John Deere's amazing simplicity, there is nothing to confuse you. It is easy to understand. This is an important point in cutting your costs, in keeping your tractor in perfect running order at all times.

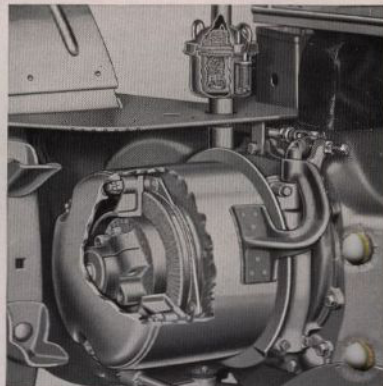
## Simple Clutch—Easier to Adjust

The power of the Model D Tractor flows through four clutch bands—the only wearing parts in the entire clutch assembly. This clutch is so simple that any wear can be taken up in less than 5 minutes—merely by tightening three bolts. Entire replacement of the clutch bands can be effected in 15 minutes at a total cost of little more than five dollars. This clutch is specially designed for the John Deere tractor and locks positively in or out. There is no reliance upon spring action to hold the clutch engaged or disengaged. It is positive in its action.

## Easy to Get At All Working Parts

The connecting rod bearings, crankshaft bearings, valves, brakes, drive chains, ball and roller bearings—practically every operating part of the John Deere Model D can be adjusted from outside the tractor and in a standing position. No complicated mechanism to mystify you. No special tools.

It is not mere chance that makes this possible with the John Deere. Nor was it an easy thing to accomplish. But John Deere engineers believed that if parts were easily accessible so that they could be inspected, they would be inspected. If they were easily adjusted with a few wrenches and from a comfortable position, these



Pulley cut away to show clutch construction. Notice cast plate which covers outside of pulley and keeps dust and dirt out. Remove plate to adjust clutch—simple and quick. Four clutch facings increase life of clutch. Notice air breather which allows only cleaned air to enter crank case. Bowl is cut away to show oil filter core.

necessary adjustments would be made. Hence, the extreme simplicity and complete accessibility—a major feature of all John Deere tractors. This means a lot to you in keeping your tractor in perfect running order with the very minimum of time, labor, and expense. You can make most adjustments and repairs with the few simple tools you have on the farm.

### **Simplicity Means Fewer Repairs**

Because the John Deere Model D Tractor is so simple in construction, because it has hundreds fewer parts, there are fewer parts to wear, fewer adjustments to make. The John Deere requires less attention. It stays on the job longer. This is an important point to consider when you figure the year-to-year cost of tractor operation.

### **Easy to Clean Air Filter**

Simply loosen two thumb screws and the bowl of the air cleaner can be lifted out. Servicing consists of pouring out the oil, scraping out the residue, and refilling with old crank case oil—that's all—less than a ten minute job. For full details of air cleaner see page 17.

### **Easy to Clean Oil Filter**

The nut that opens the crank case for draining out the sludge and dirt, also loosens the oil filter. To clean the filter, simply swish around in a bucket of gasoline, kerosene, or distillate. No cloth sacks or cartridges to deteriorate and require expensive replacement.



To Left — When properly hitched to a John Deere Tractor Plow, you can make adjustments for depth or level without getting off tractor seat. It isn't necessary to stop the tractor.

### **Tappets, Easily Adjusted**

To adjust tappets, simply remove cover plate from front of tractor under radiator. Everything is right out in the open, easy to get at. Just a few minutes' work.

### **Connecting Rods, Easily Adjusted**

You don't have to crawl under the tractor to adjust connecting rod or crankshaft bearings. Do it standing up — a simple job. Because of two-cylinder engine design there are only two of each to adjust.

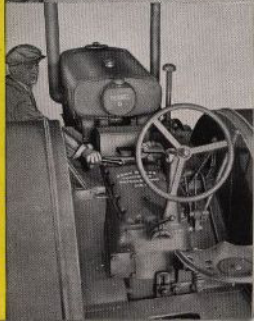
### **Clutch, Easily Adjusted**

To adjust clutch, remove cover plate and tighten three bolts—a five-minute job. You can do the entire job of relining in 15 minutes.

### **Emergency Brake, Easily Adjusted**

Adjust the emergency brake standing up. Simply tighten a single bolt. A few minutes job at most.

Twenty-One





# PLUS VALUE

because of this  
extra care in building  
John Deere Tractors

**L**ABORATORY control of all materials—handling of 2000° temperatures without variance—tolerances down to one one-thousandth of an inch—delicate balancing of operating parts—gauging at every operation—tests for hardness—dynamometer tests for power and performance—accuracy, characteristic of building fine automobiles—inspections without number—constant proving under actual farm conditions . . . these are the things that insure the power, the durability, and economy so characteristic of the John Deere Model D Tractor. Shown here are a few of the operations that go into the making of a John Deere tractor.

## SCENE

### 1



These metallurgists see that all materials come up to John Deere specifications. They devote their entire time to analyzing and testing the materials used in John Deere tractors. It is their job to see that the high John Deere standard of quality is maintained.

## SCENE

### 2



Inspection on top of inspection . . . that's the John Deere method. Here we see the inspecting of a crankshaft to the thousandth of an inch with dial gauges to see that the two journal bearings are absolutely parallel and with slip gauges for size.

## SCENE

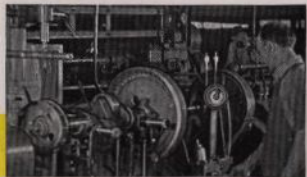
### 3



Imagine this . . . the entire piston assembly—piston, piston pin, and connecting rod—being weighed in pairs to see that there is perfect balance. It is just because of care like this that the John Deere delivers smooth, vibrationless power.

## SCENE

### 4



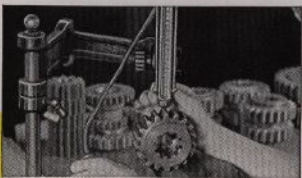
Just accurate size isn't enough. The crankshaft must be balanced perfectly to eliminate vibration, to insure perfect smoothness of operation. This electric dial shows whether the crankshaft is in balance or not so that the excess weight, if any, can be removed.

**SCENE****5**

Here we see the testing of a cylinder block to see that it conforms to the high John Deere standards. Certainly it costs more to do all this checking, but you get the benefit in greater power, better performance, longer life.

**SCENE****6**

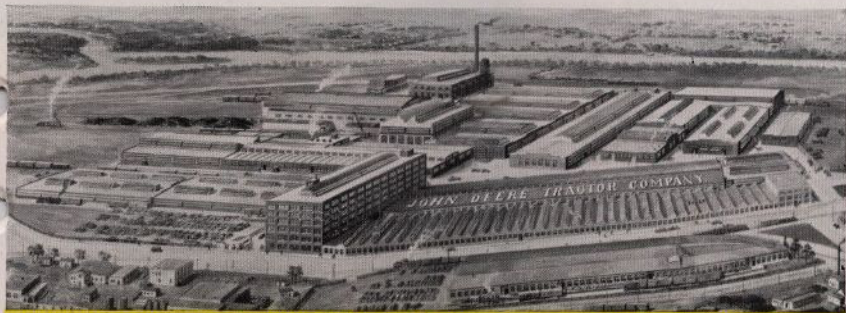
Here you see the gauge side of the dynamometers on which every John Deere tractor is tested for power under varying loads and for fuel consumption. When you get a John Deere tractor you're sure that it's going to meet your expectations for power and economy.

**SCENE****7**

To make sure that all gears are of proper hardness, each is tested by means of a Scleroscope—a device that embodies a little ball which is dropped onto the gear tooth. This little ball must bounce to a certain, predetermined height. If not, out goes the gear.

**SCENE****8**

Here's a small section of one of the John Deere proving grounds where John Deere tractors and other equipment are constantly tested to see where they can be made better, more economical, more practical, more closely adapted to your needs.



Airplane view of the John Deere tractor plant located at Waterloo, Iowa. In this huge, modern factory are built the John Deere tractors and John Deere engines. So great has been the demand for John Deere tractors as a result of their economy, due to the fundamental two-cylinder engine design, that the size of this plant has increased fourfold since its purchase. Today it covers more than 75 acres of floor space.

# PULLING DOWN POWER COSTS

The John Deere is the economical tractor due to its fundamental two-cylinder engine design. Because of this feature, John Deere tractors burn the low-cost fuels successfully—they utilize to the fullest, the greater power in the lower cost fuels. Because of this feature, John Deere tractors are simpler—made more rugged, yet, with less total weight. Because of this feature, John Deere tractors are more accessible, easier to keep in perfect running order, more economical to own and to operate. Remember this when you buy a tractor.





# Special Equipment for John Deere Model D Tractor



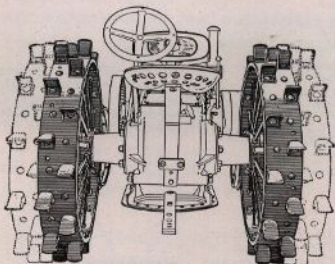
**John Deere Tractors with Rubber Tires**

High or low pressure or solid rubber type tires can be supplied for the John Deere Model D Tractor in the following sizes:—

Low pressure, 12.75 x 28 rear; 7.50 x 18 front.

High pressure 42 x 9 single or dual rear; 36 x 5 front.

Solid Rubber, 50 x 10 single or dual rear; 29 x 5 front.



**D1044 Reversible Wheel**

For the cultivation of row crops, the reversible wheels with 8-inch tire give a center to center tread of either 47 inches or 58-1/2 inches.

## AD450 Spade Lugs



The ability of the spade lug to penetrate the ground without horsepower loss and without slicing the soil as does the angle grouser, prevents slippage and provides good traction under widely varying service conditions. For best results the spade lug should penetrate the soil to its full depth. AD450 spade lugs, 5 inches high, are standard equipment and will be found suitable for most soils. For hard soil there is the AD187, 4-inch lugs and for loose soil the AD188, 6-inch lugs.

## AD231 Extension Rims, 6 inches Wide With Clips

Extension rims six inches wide may be attached to the regular wheel with clips as in AD231 when it is desired to use spade lugs. Either one or two sets of extension rims can be used.



## AD198 Grousers



AD198 extension angle grousers, 4 inches high and 22 inches long. AD189, available 2-1/4 inches high by 16 inches long; AD190, 4 inches high by 16 inches long; AD193, 2-1/4 inches high by 22 inches long. AD304, 4 inches high by 30 inches long are furnished only for use with extension rims.

## AD584 Road Lugs

For service demanding greater traction than road band provides, but requiring use on finished surface roads where angle grousers or spade lugs are prohibited by law, this type of lug is recommended.

Traction is dependent on surface friction; therefore, the AD584 road lugs will not deliver rated drawbar horsepower under all conditions due to the light weight of the tractor. They are used primarily for transport or hauling ordinary loads.



## AD451 Road Bands



Transporting tractor with spade lugs or angle grousers on hard roads is prohibited by law in some states. AD451 road bands meet the requirement of state laws as to proper width. Fits over any type of lug equipment except AD239 herringbone road lugs. Can be easily put on or taken off. Gives traction similar to a smooth tire. It increases diameter of rear wheel twelve inches, thereby increasing road speed materially.

## AD195 Extension Rim for Front Wheel

Front wheel extension rims, 5 inches wide can be provided. They are attached by means of clamps.



## AD615 Guide Bands

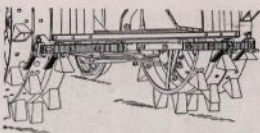


Used on front wheels to prevent slipping when turning. 2-1/2 inches high and furnished as regular equipment. For loose topsoil or listed corn work order AD422 guide bands, 3-1/2 inches high, which promote better steering on account of deeper penetration.

# Special Equipment for John Deere Model D Tractor

## AD250 Drive Wheel Scrapers

Certain kinds of soil cling to drive wheels, filling up the space between spade lugs and destroying traction. Scrapers keep the wheels clean. For use with spade lugs only.



## AD251 Extension Rim Scraper

For use when 6-inch extension rims are used. Attached to AD250.



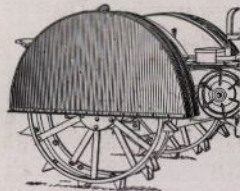
## AD355 Lighting Equipment

This equipment makes it possible to operate the John Deere Tractor, day and night, and will quickly pay for itself during rush seasons by greatly increasing the capacity of the tractor.

The front light, which is adjustable, illuminates ahead of the tractor, and the rear light illuminates the drawn machine. The current for lighting is supplied by a generator operated by a belt, as shown in illustration above.

## AD677 Prest-O-Lite Lighting Equipment

This equipment consists of gas tank, head lamp, rear lamp, brackets, tubing and attaching clips. This provides lighting equipment at low first cost. It is necessary, however, to have gas tanks refilled from time to time as the gas in the tank becomes exhausted.

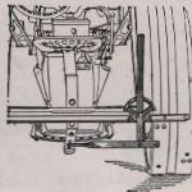


## AD494 Citrus Grove Fenders

Attached over regular fenders and extend below hub of drive wheel to prevent damage to ends of vines and boughs through becoming entangled in spokes of wheel. Give serial number of tractor when ordering.

## D566 Canvas Engine Cover

Affords protection from the weather when tractor is left outside, and prevents tampering by unauthorized persons. Used as shown in illustration on tractors, Serial No. 109943 and below. On later tractors it is necessary to remove auxiliary air cleaner and spark arrester.

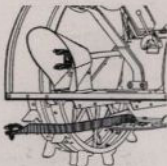
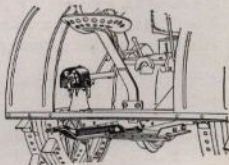


## AD229 Drawbar Shifter

For work on sidehills to change line of draft between tractor and implement. Operated from seat.

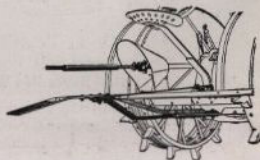
## AD459 Corn Picker Hitch

Drawbar hitch and power shaft support for operating Mc-D Corn Picker without truck. Used on tractor, Serial No. 109943 and below.



AD663—Hitch and power shaft extension for McCormick-Deering Ronning Field Ensilage Cutter. Used on tractor, Serial No. 109943 and below.

AD630—Hitch and power shaft extension for McCormick-Deering Power Driven Binder. Used on tractor, Serial No. 109943 and below.



## Meet Some Other Members of the JOHN DEERE TRACTOR FAMILY

● There's a John Deere tractor to meet all farm requirements, no matter what the size of the farm or the kind of crops raised.

● Each has only two cylinders. Each burns distillate and other low-cost fuels successfully. Each is built with the same dependability as the Model D described in this folder.

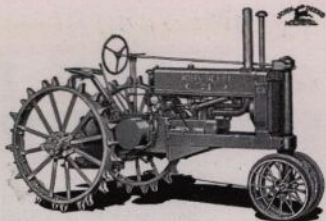
● The John Deere General Purpose Model A Tractor with adjustable tread is designed for the farmer who grows row crops. It will prepare the seed beds, plant, and cultivate two or four rows at a time, take care of the harvesting jobs—a real general purpose tractor. Handles the load ordinarily pulled by 6 horses.

● The John Deere General Purpose Model B Tractor is a smaller brother of the Model A. Plants or cultivates two rows at a time. It's the ideal tractor on the small farm and serve as auxiliary power on the medium size and large farms, for doing the lighter jobs at lower cost. Handles the load ordinarily pulled by 4 horses.

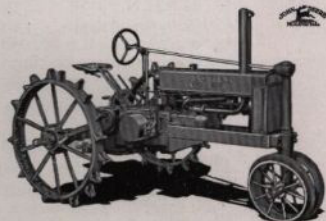
● The John Deere Model AO Orchard Tractor is just the one to get under the low-hanging branches up close to the trees or vines. Completely streamlined, there is not a thing to catch branches, to bruise fruit, to injure blossoms. Powered to handle the load ordinarily pulled by 6 horses, and belt machinery in proportion. The Model BO is powered to handle the load ordinarily pulled by 4 horses.

● The John Deere Model AR Tractor has all the capacity, the speed, the economy, the simplicity of the Model A, but with a standard tread—a four-wheel standard-tread tractor that pulls a two-bottom plow with two tractor wheels in the furrow and a center hitch to both plow and tractor. Four speeds forward. Handles the load ordinarily pulled by 6 horses. The Model BR handles the load ordinarily pulled by 4 horses.

● Your John Deere dealer will be glad to show these tractors to you and tell you all about them, how they will meet your needs, how you can use them as an auxiliary source of power to your Model D, or as a primary source of power where conditions do not require the capacity of a Model D.



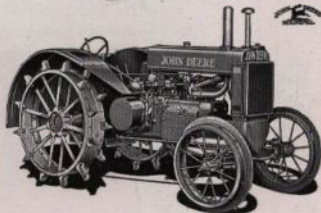
John Deere Model A General Purpose



John Deere Model B General Purpose



John Deere Model AO Orchard Tractor



John Deere Model AR Standard Tread Tractor

# JOHN DEERE MODEL D TRACTOR SPECIFICATIONS

**Capacity**—Three or four 14-inch Stubble Bottoms or 28-inch Threshing Machine.

**Speed**—First, 2-1/4 M.P.H.; second, 3-1/4 M.P.H.; third, 4 M.P.H.; reverse, 1-1/2 M.P.H.

**Belt Pulley**—Diameter, 13-1/4 inches; face, 8-1/2 inches; R.P.M., 900 with one roller and one bronze bearing.

**Belt Speed**—3122 F.P.M.

**Engine**—Two-cylinder, cast-in-block. Valves-in-head.

**Engine Speed**—900 R.P.M.

**Bore**—6-3/4 inches. **Stroke**—7 inches.

**Crankshaft**—Special quality steel drop-forged. 3-1/2 inches diameter crank pins. **Bearings**—2 main, bronze backed, babbitt-lined. Removable. 3 inches diameter by 5 inches wide.

**Connecting Rods**—Special quality steel drop forged.

**Bearings**—Bronze back, babbitt-lined. Removable. 3-1/2 inches diameter by 3 inches wide. Bronze bushing for piston pin.

**Governor**—John Deere design, enclosed fly-ball type with 1-ball thrust and 2 Radial thrust ball bearings.

**Carburetor**—Natural draft type with load and idle adjustment.

**Ignition**—Flange mounted high tension magneto with enclosed impulse starter.

**Air Cleaner**—Oil-wash type.

**Lubrication**—Full force-feed pressure system with oil filter.

**Cooling**—Thermo-syphon with gear and shaft driven fan. (No belts or water pump.)

**Fuel Tank Capacity**—25 gallons.

**Gasoline Tank Capacity**—1-1/2 gallons.

**Radiator Tank Capacity**—10 gallons.

**Clutch**—Four 10-inch dry disks, locking in and out.

**Transmission**—Selective type spur gears, forged, cut and heat-treated. Shafts operating on 2 roller and 2 ball bearings.

**Rear Axles**—3-1/4 inches diameter, mounted on 4 taper roller bearings.

**Rear Wheel Size**—Diameter, 46 inches. Face, 12 inches.

**Front Wheel Size**—Diameter, 28 inches. Face, 6 inches. Mounted on 4 taper roller bearings.

**Rear Wheel Tread**—52-1/2 inches.

**Wheel Base**—70 inches.

**Turning Radius**—13 feet 6 inches.

**Drawbar Range**—

Vertical adj., 3-1/2—14-1/2 inches.

Horizontal adj., 35-1/4 inches.

**Power Take-Off**—526 R.P.M.

**Dimensions**—

Over-All Width—66-1/2 inches.

Over-All Length—130 inches.

Height to Radiator Cap—58-1/4 inches.

**Shipping Weight**—5114 pounds.



Get the feel  
of the wheel  
Ask your dealer for a demonstration