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All information, illustrations and specifications in this manual are based on the latest information available at the time of publication. The right is reserved to make changes at any time without notice.

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A John Deere ILLUSTRUCTION® Manual

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Recognize Safety Information

This is a safety-alert symbol. When you see this symbol on your machine or in this manual, be alert to the potential for personal injury.

Follow recommended precautions and safe operating practices.



T81389 –UN–07DEC88

DX,ALERT –19–29SEP98–1/1

Understand Signal Words

A signal word—DANGER, WARNING, or CAUTION—is used with the safety-alert symbol. DANGER identifies the most serious hazards.

DANGER or WARNING safety signs are located near specific hazards. General precautions are listed on CAUTION safety signs. CAUTION also calls attention to safety messages in this manual.



TS187 –19–30SEP88

DX,SIGNAL –19–03MAR93–1/1

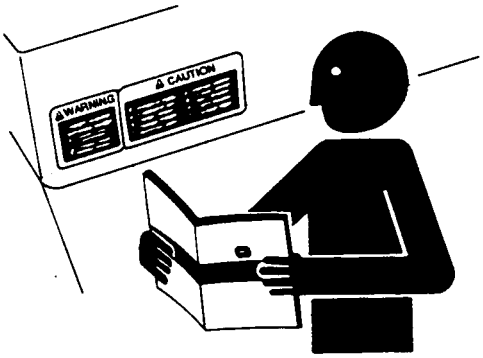
Follow Safety Instructions

Carefully read all safety messages in this manual and on your machine safety signs. Keep safety signs in good condition. Replace missing or damaged safety signs. Be sure new equipment components and repair parts include the current safety signs. Replacement safety signs are available from your John Deere dealer.

Learn how to operate the machine and how to use controls properly. Do not let anyone operate without instruction.

Keep your machine in proper working condition. Unauthorized modifications to the machine may impair the function and/or safety and affect machine life.

If you do not understand any part of this manual and need assistance, contact your John Deere dealer.



TS201 –UN–23AUG88

DX,READ –19–03MAR93–1/1

Machine Specifications 5220 and 5320

NOTE: Specifications and design subject to change without notice.

5220 Tractor

Item	Measurement	Specification
Engine	Make	John Deere
	Type	Diesel
	Model	PE3029DLV53
	Aspiration	Natural
	Horsepower	40 kW (53 hp)
	Rated Engine Speed	2400 rpm
	Operating Range	1600—2400 rpm
	Number of Cylinders	3
	Displacement	2.9 L (179 cu in.)
	Bore and Stroke	106 x 110 mm (4.19 x 4.33 in.)
	Compression Ratio	17.8:1
	Fast Idle	2625 ± 25 rpm
	Slow Idle	825 ± 25 rpm
	Start Aid	Air Intake Heater (Optional)
	Firing Order	1-2-3
	Timing	18° BTDC
	Lubrication	Pressurized
	Cooling	Liquid Cooled
	Air Cleaner	Dry Type w/Safety Element
	Engine Shutoff	Key Switch
Fuel System	Type	Direct Injection
	Injection Pump Type	Rotary w/Electric Shutoff
Electrical System	Type	12 Volt
	Battery Size	950 Cold Cranking Amps
	Alternator Without Cab	40 Amp
	Alternator With Cab	60 Amp

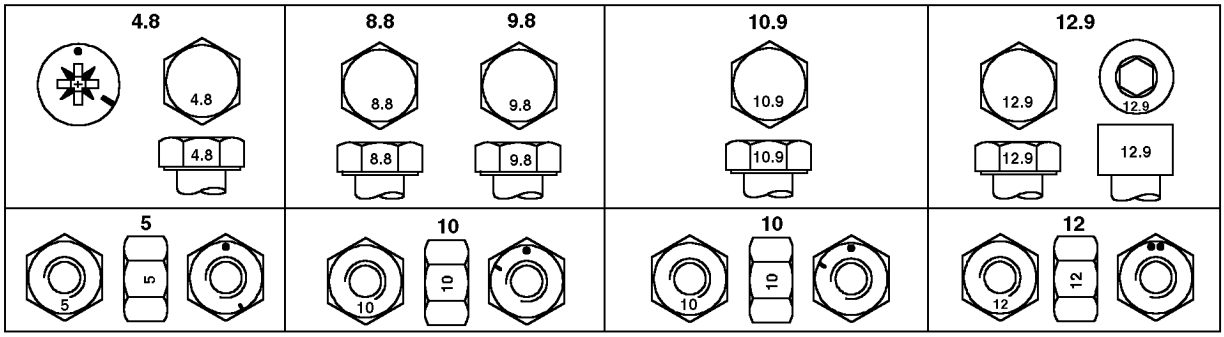
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Item	Measurement	Specification
Rear PTO[1]	Type	Fully Independent
	Horsepower (Standard Mode)	34 kW (45 hp)
	Speed (540 Standard Mode) @ 2400 rpm Engine Speed	540 rpm
	Speed (540E Economy Mode) @ 1700 rpm Engine Speed	540 rpm
Capacities	Fuel Tank (Straddle Mount)	68 L (18 gal)
	Fuel Tank (Isolated Open Operator Station and Cab Tractors)	102.2 L (27 gal)
	Cooling System	9.5 L (10 qt)
	Engine Crankcase w/Filter	8.5 L (9 qt)
	Hydraulic System	With CollarShift or SyncShuttle™ Transmission 38 L (10 gal) With PowrReverser™ Transmission 43.5 L (11.5 gal)
	MFWD Wheel Hubs	0.6 L (0.63 qt)
	MFWD Differential Housing	5 L (5.3 qt)

[1]540E Economy Mode available only on SyncSuttle™ Transmission.

Continued on next page

Metric Bolt and Cap Screw Torque Values



Top, Property Class and Head Markings; Bottom, Property Class and Nut Markings

TORQ2 –UN–07SEP99

	Class 4.8		Class 8.8 or 9.8		Class 10.9		Class 12.9	
Size	**Lubricated[a] N•m(lb-ft)**	**Dry[b] N•m(lb-ft)**	**Lubricated[a] N•m(lb-ft)**	**Dry[b] N•m(lb-ft)**	**Lubricated[a] N•m(lb-ft)**	**Dry[b] N•m(lb-ft)**	**Lubricated[a] N•m(lb-ft)**	**Dry[b] N•m(lb-ft)**
M6	4.7 (3.5)	6 (4.4)	9 (6.6)	11.5 (8.5)	13 (9.5)	16.5 (12.2)	15.5 (11.5)	19.5 (14.5)
M8	11.5 (8.5)	14.5 (10.7)	22 (16)	28 (20.5)	32 (23.5)	40 (29.5)	37 (27.5)	47 (35)
M10	23 (17)	29 (21)	43 (32)	55 (40)	63 (46)	80 (59)	75 (55)	95 (70)
M12	40 (29.5)	50 (37)	75 (55)	95 (70)	110 (80)	140 (105)	130 (95)	165 (120)
M14	63 (46)	80 (59)	120 (88)	150 (110)	175 (130)	220 (165)	205 (150)	260 (190)
M16	100 (74)	125 (92)	190 (140)	240 (175)	275 (200)	350 (255)	320 (235)	400 (300)
M18	135 (100)	170 (125)	265 (195)	330 (245)	375 (275)	475 (350)	440 (325)	560 (410)
M20	190 (140)	245 (180)	375 (275)	475 (350)	530 (390)	675 (500)	625 (460)	790 (580)
M22	265 (195)	330 (245)	510 (375)	650 (480)	725 (535)	920 (680)	850 (625)	1080 (800)
M24	330 (245)	425 (315)	650 (480)	820 (600)	920 (680)	1150 (850)	1080 (800)	1350 (1000)
M27	490 (360)	625 (460)	950 (700)	1200 (885)	1350 (1000)	1700 (1250)	1580 (1160)	2000 (1475)
M30	660 (490)	850 (625)	1290 (950)	1630 (1200)	1850 (1350)	2300 (1700)	2140 (1580)	2700 (2000)
M33	900 (665)	1150 (850)	1750 (1300)	2200 (1625)	2500 (1850)	3150 (2325)	2900 (2150)	3700 (2730)
M36	1150 (850)	1450 (1075)	2250 (1650)	2850 (2100)	3200 (2350)	4050 (3000)	3750 (2770)	4750 (3500)

[a] *"Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings.*

[b] *"Dry" means plain or zinc plated without any lubrication.*

DO NOT use these values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only. Check tightness of fasteners periodically.

Shear bolts are designed to fail under predetermined loads. Always replace shear bolts with identical property class.

Fasteners should be replaced with the same or higher property class. If higher property class fasteners are used, these should only be tightened to the strength of the original.

Make sure fastener threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

Tighten plastic insert or crimped steel-type lock nuts to approximately 50 percent of the dry torque shown in the chart, applied to the nut, not to the bolt head. Tighten toothed or serrated-type lock nuts to the full torque value.

Diesel Engine Coolant

The engine cooling system is filled to provide year-round protection against corrosion and cylinder liner pitting, and winter freeze protection to —37°C (—34°F).

The following engine coolant is preferred for service:

- John Deere COOL-GARD® Prediluted Coolant

The following engine coolant is also recommended:

- John Deere COOL-GARD® Coolant Concentrate in a 40 to 60% mixture of concentrate with quality water.

Other low silicate ethylene glycol base coolants for heavy-duty engines may be used if they meet one of the following specifications:

- ASTM D5345 (prediluted coolant)
- ASTM D4985 (coolant concentrate) in a 40 to 60% mixture of concentrate with quality water

Coolants meeting these specifications require use of supplemental coolant additives, formulated for heavy-duty diesel engines, for protection against corrosion and cylinder liner erosion and pitting.

A 50% mixture of ethylene glycol engine coolant in water provides freeze protection to –37°C (–34°F). If protection at lower temperatures is required, consult your John Deere dealer for recommendations.

Water quality is important to the performance of the cooling system. Distilled, deionized, or demineralized water is recommended for mixing with ethylene glycol base engine coolant concentrate.

IMPORTANT: Do not use cooling system sealing additives or antifreeze that contains sealing additives.

Coolant Drain Intervals

Drain the factory fill engine coolant, flush the cooling system, and refill with new coolant after the first 3 years or 3000 hours of operation. Subsequent drain intervals are determined by the coolant used for service. At each interval, drain the coolant, flush the cooling system, and refill with new coolant.

When John Deere COOL-GARD is used, the drain interval may be extended to 5 years or 5000 hours of operation, provided that the coolant is tested annually AND additives are replenished, as needed, by adding a supplemental coolant additive.

If COOL-GARD is not used, the drain interval is reduced to 2 years or 2000 hours of operation.

COOL-GARD is a trademark of Deere & Company

DX,COOL3 –19–05FEB99–1/1

Remove Engine—Tractors Without Cab

NOTE: 4-cylinder engine shown. 3-cylinder engines are similar.

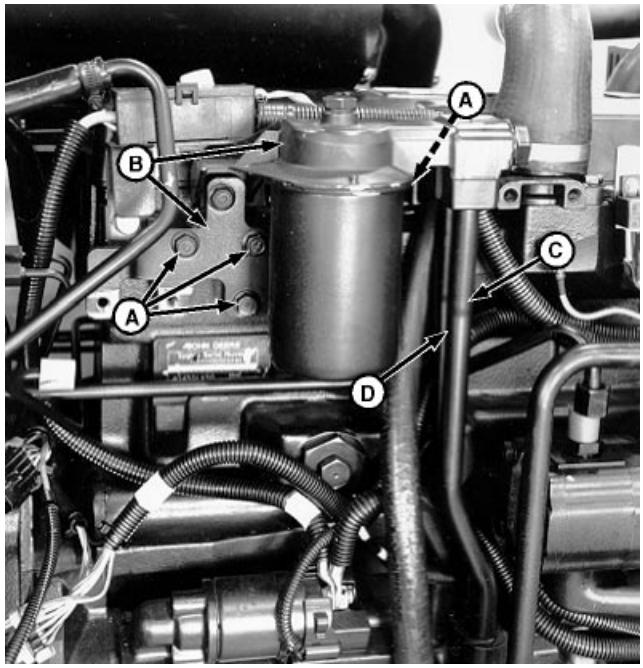
1. Remove hood and side grille panels from tractor.
2. Remove battery. (See Remove and Install Battery—Straddle Mount and Isolated Open Operator Station in Section 40, Group 05.)

CAUTION: Explosive release of fluids from pressurized cooling system can cause serious burns. Shut off engine. Remove filler cap only when cool enough to touch with bare hands. Slowly loosen cap to first stop to relieve pressure before removing completely.

3. Remove radiator. (See Remove and Inspect Radiator in Group 10.)
4. Straddle mount tractors: Remove fuel filter/primer pump. (See Remove and Install Fuel Filter/Primer Pump Assembly in Section 30, Group 05.)
5. Straddle mount tractors equipped with 4-cylinder engine: Remove four cap screws (A), oil filter and bracket (B) and oil tubes (C and D) from engine oil cooler manifold.
6. Remove MFWD drive shaft, if equipped. (See Remove, Inspect and Install MFWD Drive Shaft in Section 50, Group 35.)



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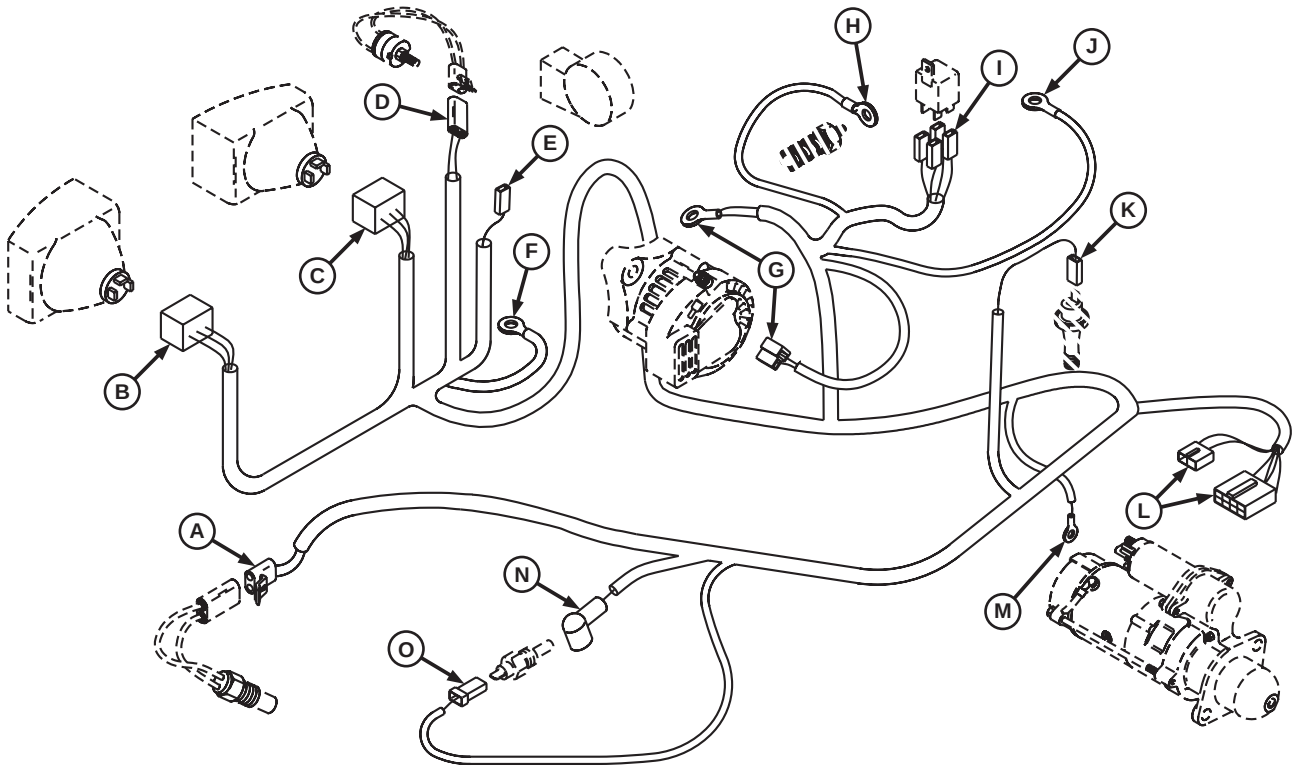


LV2332 –UN–16DEC97

A—Cap Screws (4 used)
B—Oil Filter and Bracket
C—Oil Tube
D—Oil Tube

Continued on next page

Replace Front Wiring Harness—3-Cylinder



LV2126 –UN–13JUN01

FRONT WIRING HARNESS—3-CYLINDER

A—Engine Speed Sensor Connector
B—Left-Side Headlight Connector
C—Right-Side Headlight Connector
D—Air Filter Restriction Indicator Connector
E—Horn (Optional) Connector
F—Ground Lead
G—Alternator/Regulator Connector and Lead
H—Manifold Heater Lead
I—Manifold Heater Relay Leads
J—Lead to Fuse Link Junction Box
K—Coolant Temperature Sender Connector
L—Front Harness-to-Rear Harness Connectors
M—Starter Lead
N—Fuel Shut-Off Solenoid
O—Oil Pressure Switch Connector

1. Remove front grille panels.
2. Remove battery. (See Remove and Install Battery—Straddle Mount and Isolated Open Operator Stationor Remove and Install Battery—Cab Tractors in Group 05.)
3. Cut all tie straps.
4. Remove all hold-down clamps.
5. Disconnect wiring connectors and leads (A—O).
6. Replace wiring harness.
7. Connect wiring connectors and leads (A—O).
8. Install hold-down clamps.
9. Install tie straps as necessary.

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Install Engine—Tractors With Cab

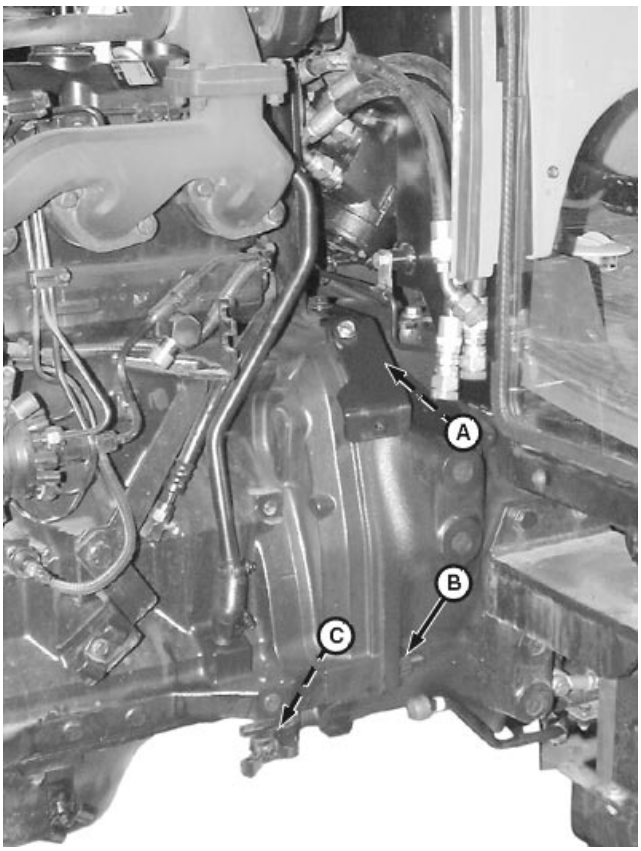
1. Install clutch. (See Remove and Install Clutch Assembly in Section 50, Group 10.)

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NOTE: Turning PTO shaft at rear of tractor during engine installation will aid in alignment of PTO clutch and shaft.

2. Put transmission shift levers in neutral to ease clutch shaft alignment with engine.
3. Apply multipurpose grease to end of PTO clutch shaft.
4. Use flywheel turning tool JDE83 to help align traction clutch and shaft.
5. Install engine.
6. Install engine-to-clutch housing cap screws (A and C) and nut (B) on both sides of engine. Tighten cap screws and nuts to specification.

Specification	
Engine-to-Clutch Housing Cap Screw—Torque	260 N•m (192 lb-ft)
Engine-to-Clutch Housing Nut—Torque	260 N•m (192 lb-ft)



LV6638 –UN–06APR01

A—Cap Screw (2 used)
B—Nut (2 used)
C—Cap Screw (2 used)

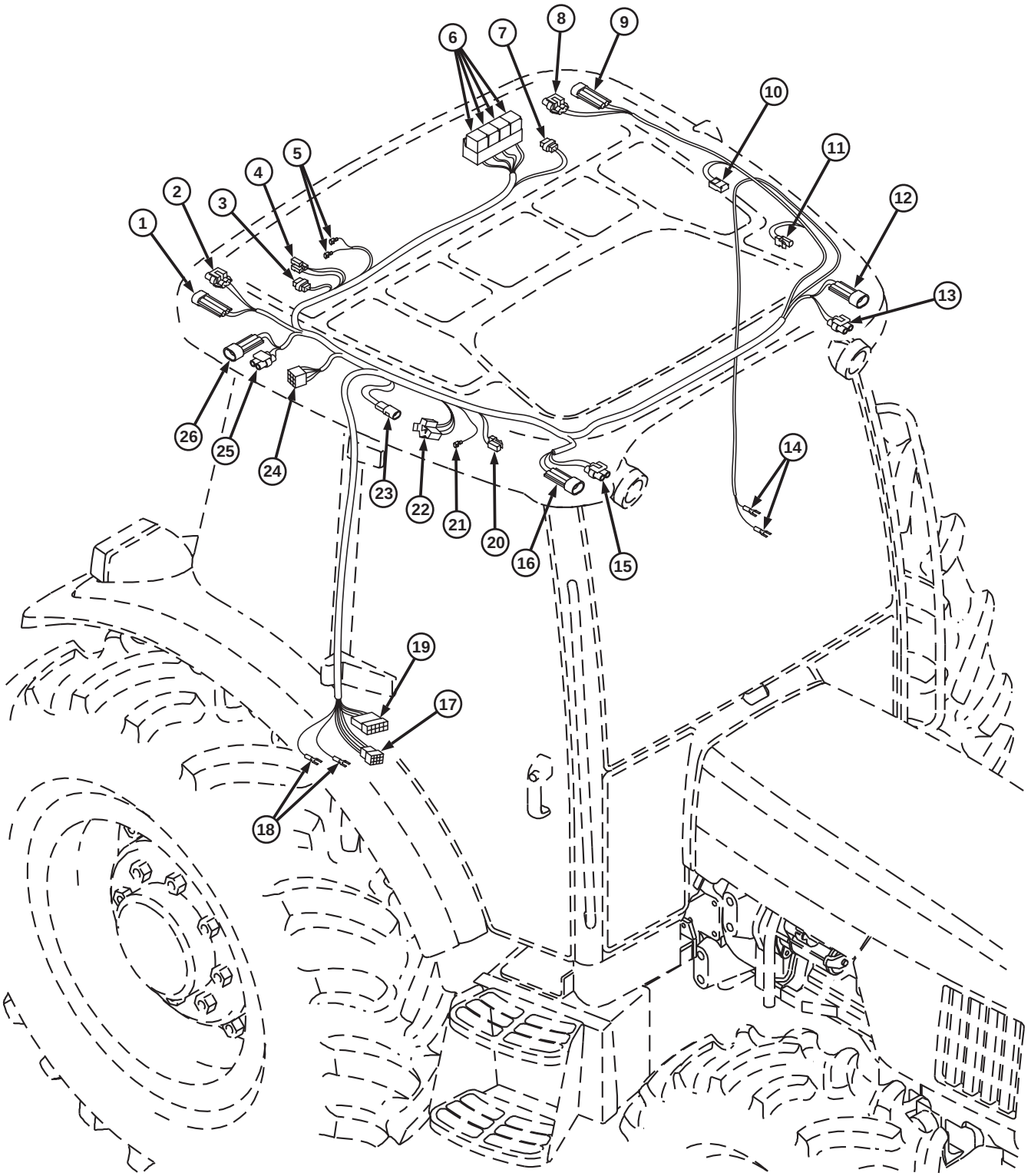
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3. Remove right-hand control panel cover.
4. Remove control knobs from PTO and 540/540E PTO levers.
5. Remove cover from PTO controls.
6. Inspect parts for wear or damage. Replace as necessary.
7. Adjust throttle lever. (See Throttle Lever Adjustment—Isolated Open Operator Station and Cab Tractors in TM2049 Section 220, Group 15.)
8. Adjust foot throttle pedal stop. (See Foot Throttle Pedal Stop Adjustment—Isolated Open Operator Station and Cab Tractors in TM2049 Section 220, Group 15.)
9. Adjust fast and slow idle. (See Fast Idle Adjustment and Slow Idle Adjustment in TM2049 Section 220, Group 15.)
10. Adjust 540/540E PTO lever and linkage adjustment. (See PTO 540/540E Lever and Linkage Adjustment in TM2049 Section 250, Group 16.)
11. Install cover over PTO controls.
12. Install control knobs on PTO levers.
13. Install right-hand control panel.
14. Install control knobs on right-hand control levers.
15. Close hood.

OUO1082,000015D –19–26FEB02–2/2

Replace Cab Roof Electrical Harness



CAB ROOF ELECTRICAL HARNESS

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NOTE: Bushing (D) is crimped. If replacing bushing, make sure new bushing is securely crimped to pin (F).

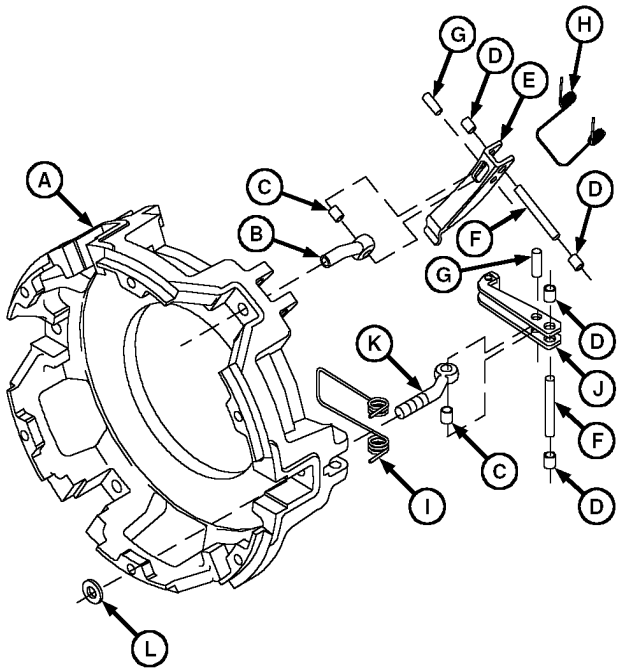
PTO clutch and traction clutch finger assemblies are serviced as separate kits. Kits are available through the parts catalog.

19. Disassemble parts (A—L).

20. Inspect all parts for wear or damage. Replace as necessary.

21. Crimp new bushing (D) to pin (F).

22. Clean any rust or oil from traction clutch rear pressure plate drive surface. Inspect drive surface for distortion, cracks and heat damage. Replace if necessary.

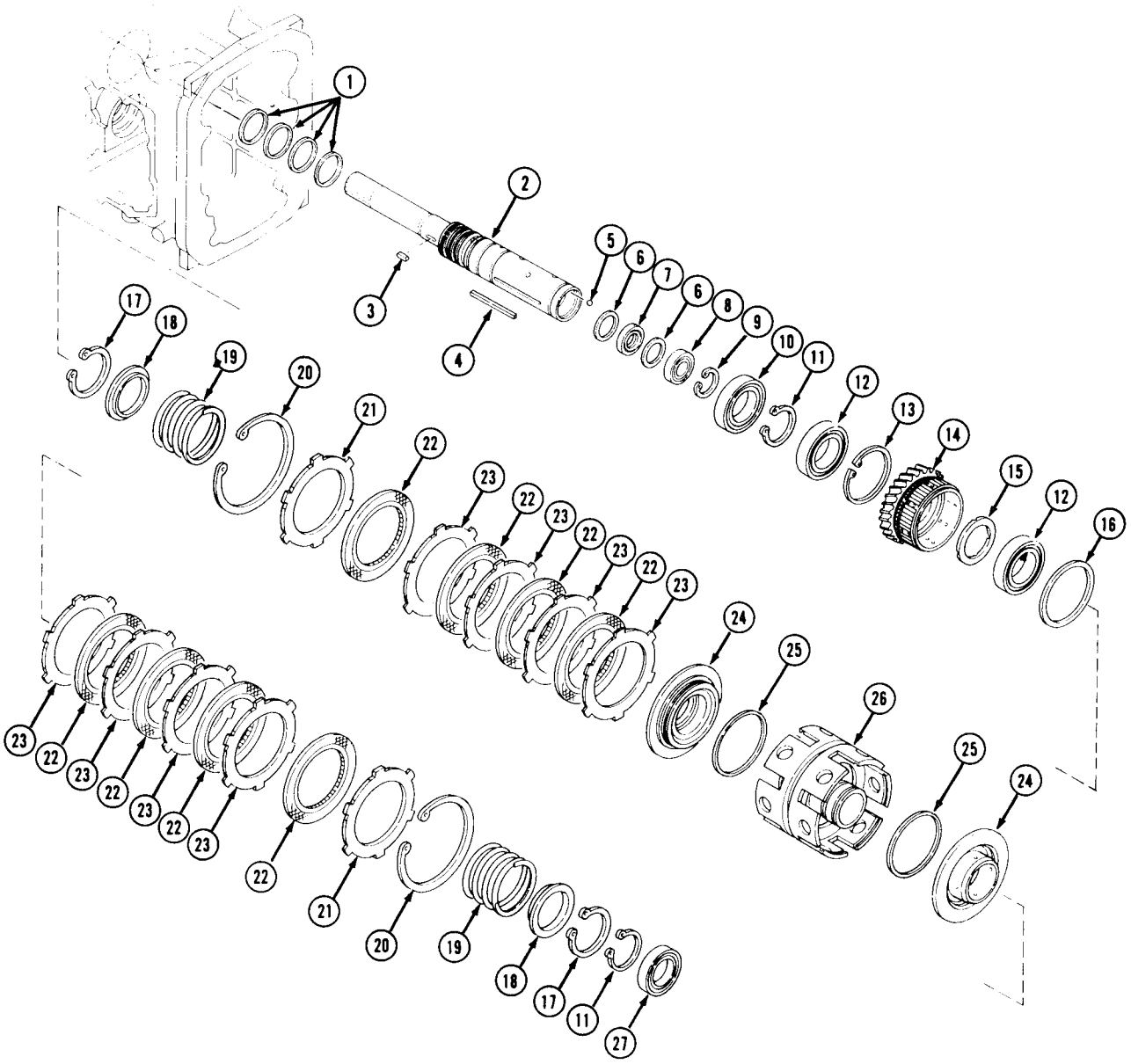


LV4649 –UN–16FEB00

A—Traction Clutch Rear Pressure Plate
B—Adjuster (3 used)
C—Bushing (6 used)
D—Bushing (12 used)
E—Traction Clutch Release Finger (3 used)
F—Pin (6 used)
G—Pin (6 used)
H—Spring (3 used)
I—Spring (3 used)
J—PTO Clutch Release Finger (3 used)
K—Adjuster (3 used)
L—Bushing (3 used)

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OUO1082,0000086 –19–20NOV00–8/8



LV1223A –UN–15SEP95

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1—Ring Seal (4 used)
2—Shaft
3—Key
4—Key
5—Ball (4 used)
6—Washer (2 used)
7—Seal
8—Bearing
9—Snap Ring
10—Ball Bearing
11—Snap Ring (3 used)
12—Bearing (2 used)
13—Snap Ring
14—Clutch Gear
15—Washer
16—Seal
17—Snap Ring (2 used)
18—Support (2 used)
19—Spring (2 used)
20—Retaining Ring (2 used)
21—Plate (2 used)
22—Disk (8 used)
23—Plate (8
24—Piston (2 used)
25—Seal (2 used)
26—Clutch Cylinder
27—Ball Bearing

IMPORTANT: Replace all seals and O-rings. Damaged or used seals and O-rings will leak.

11. Remove seals (25) from piston (24).

12. Remove parts (11—16) and key (4) from shaft (2).

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AG,OUO1085,148 –19–26FEB02–4/7

Disassemble, Inspect, and Assemble Range Reduction Shaft

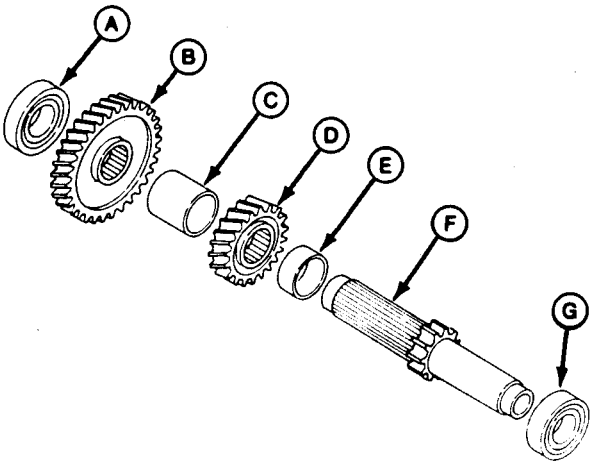
NOTE: Bearings (A and G) are press fit on shaft.

1. Remove bearings (A and G) using a knife-edged puller and a press.
2. Remove all parts.
3. Inspect all parts for wear or damage. Replace as necessary.

NOTE: Lubricate all parts with clean transmission/hydraulic oil during assembly.

4. Install all parts.

   Install bearings (A and G) using a bearing, bushing, and seal driver set and a press.



LV478A –UN–03MAR92

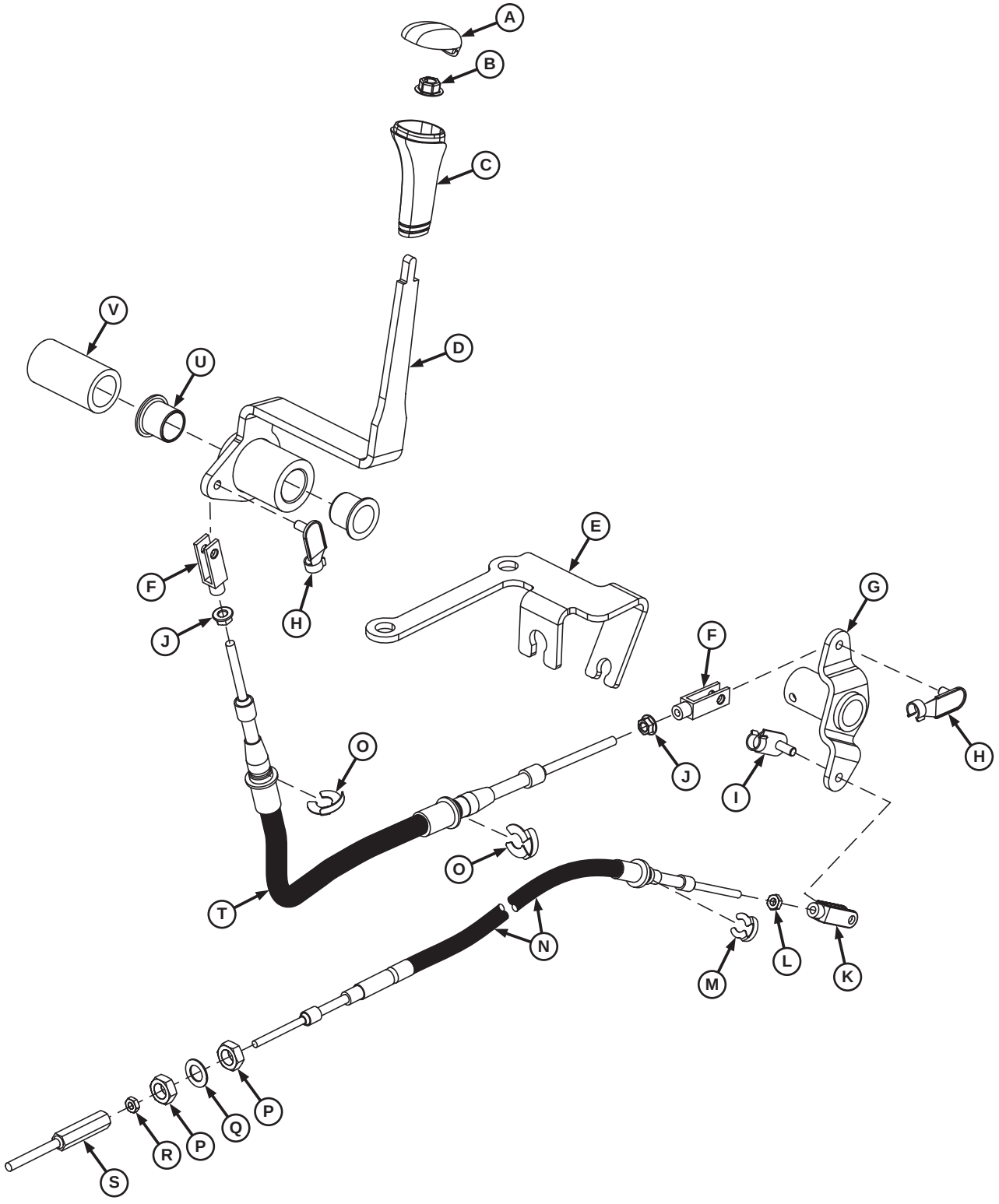


LV477 –UN–03MAR92

A—Bearing
B—Range Reduction Drive Gear
C—Collar
D—B Range Drive Gear
E—Collar
F—Range Reduction Shaft
G—Bearing

AG,OUO1085,161 –19–18AUG00–1/1

Inspect and Repair PTO 540/540E Shift Lever and Linkage—Isolated Open Operator Station and Cab Tractors



LV7249 –UN–15JUN01

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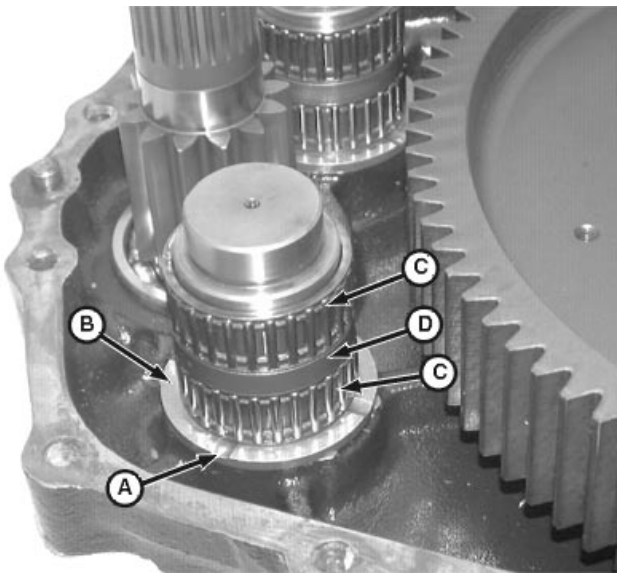
43. Lubricate all parts with clean transmission/hydraulic oil during installation.

NOTE: Make sure notches in bottom spacer are facing upward when installed on idler shafts.

44. Install bottom spacer (B) with notches (A) facing upward as shown.

45. Install one needle bearing (C), spacer (B) and needle bearing (C) on idler shaft. Repeat this step for remaining idler shaft.

A—Notches
B—Spacer (2 used)
C—Needle Bearing (4 used)
D—Collar (2 used)



LV7149 –UN–22FEB02

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OUO1023,000035F –19–26FEB02–12/16

46. Lubricate all parts with clean transmission/hydraulic oil during installation.

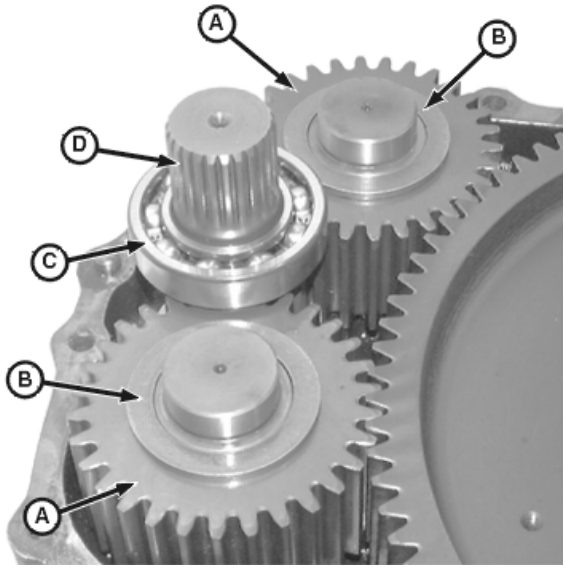
47. Install idler gears (A) on shafts.

NOTE: Make sure notches in top spacer are facing downward when installed on idler shafts.

48. Install top spacer (B) with notches facing downward facing idler gear.

49. Install bearing (C) on pinion shaft (D) until seated using a bushing, bearing and seal driver set.

A—Idler Gear (2 used)
B—Spacer (2 used)
C—Bearing
D—Pinion Shaft



LV7150 –UN–22FEB02

Continued on next page
OUO1023,000035F –19–26FEB02–13/16

Other Material

Number	Name	Use
T43512 (U.S.) TY9473 (Canadian) 242 (LOCTITE®)	Thread Lock and Sealer (Medium Strength)	Apply to steering cylinder-to-axle cap screws (2WD axle).
TY6333 or TY6347 (U.S.)	Moly High Temperature EP Grease	Apply to mating surfaces of steering cylinder and differential case (MFWD axle) and to tie rod sleeves (2WD axle).

LOCTITE is a trademark of Loctite Corp.

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11. Remove three socket head cap screws (A), and rockshaft control valve (B) from inlet housing (C).

12. Remove O-ring (D) from rockshaft control valve, and three O-rings (E) from inlet housing.

IMPORTANT: Use new O-rings during assembly. Damaged or used O-rings will leak.

13. Install new O-rings (E and D).

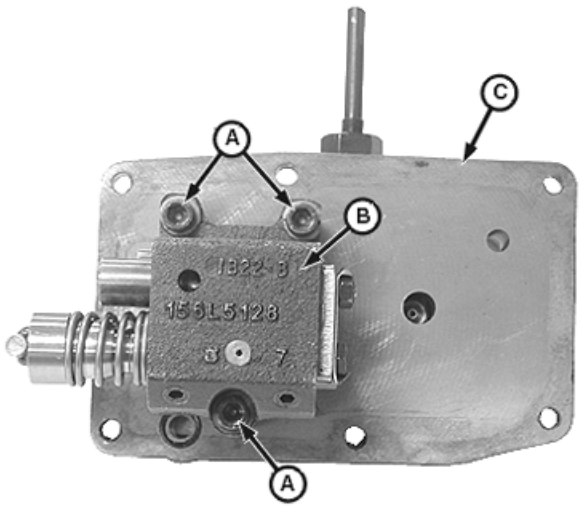
14. Apply thread lock and sealer (medium strength) to threads of socket head cap screws (A).

15. Install rockshaft control valve (B), and socket head cap screws (A) on inlet housing (C). Tighten cap screws to specification.

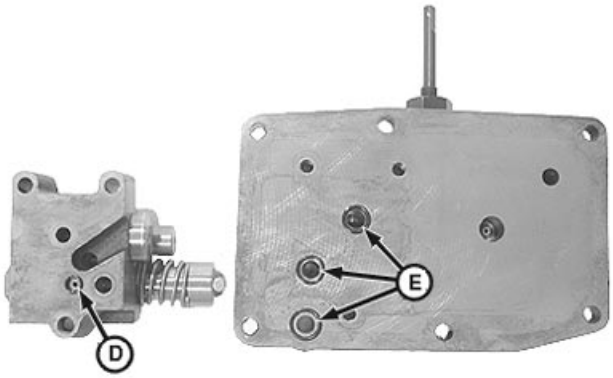
Specification

Rockshaft Control Valve Socket Head Cap Screw—Torque ..... 47 N•m (35 lb-ft)

16. Clean mating surfaces of inlet housing and rockshaft case using Clean and Cure Primer. Apply a coat of Flexible Sealant to mating surfaces.



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A—Socket Head Cap Screw (3 used)
B—Rockshaft Control Valve
C—Inlet Housing
D—O-Ring
E—O-Ring (3 used)

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3. Remove pins (B).

4. Remove four cap screws (C). Move cables (A) and cable support bracket (E) away from mid mount control valve (D).

NOTE: Close all openings using caps and plugs.

5. Tag and disconnect hydraulic lines (G).

6. Remove two cap screws (H), and remove mid mount control valve from mounting bracket (F).

7. Inspect mid mount control valve for worn or damaged parts. Replace parts as necessary. (See Disassemble, Inspect, and Assemble Mid Mount Control Valve in this group.)

8. Install mid mount control valve (D) on bracket (F) with two cap screws (H). Tighten cap screws to specification.

Specification

Mid Mount Control Valve Cap Screw—Torque ..... 70 N•m (52 lb-ft.)

9. Connect hydraulic lines (G). Tighten fittings to specification

Specification

Hydraulic Line Fitting—Torque ..... 69 N•m (51 lb-ft)

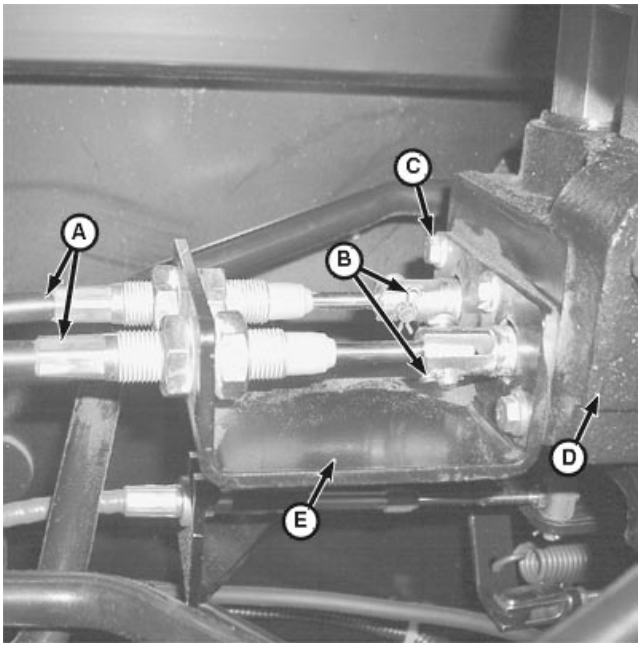
10. Install cable bracket (E) using four cap screws (C). Tighten cap screws to specification.

Specification

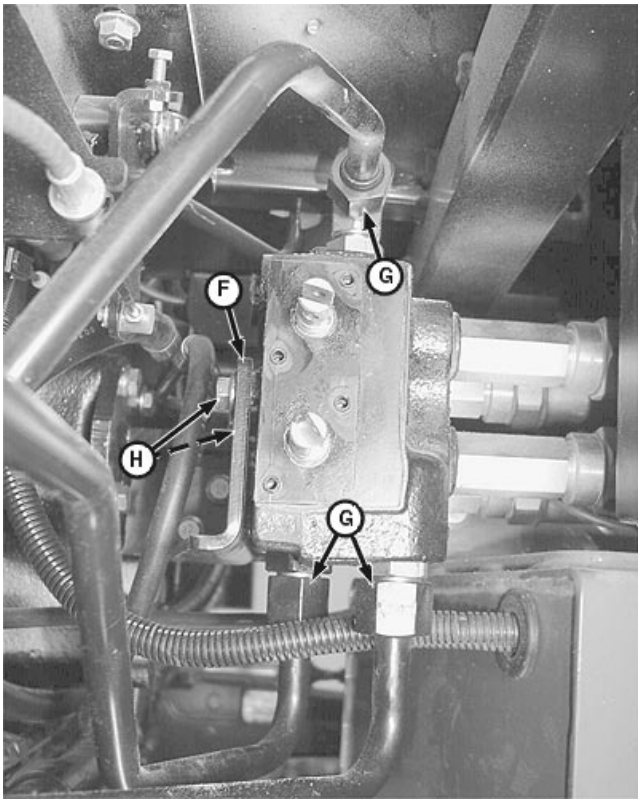
Cable Bracket Cap Screw—Torque ..... 15 N•m (11 lb-ft)

11. Connect joystick control cables (A) to mid mount control valve (D), using pins (B).

A—Joystick Control Cable (2 used)
B—Pin (2 used)
C—Cap Screw (4 used)
D—Mid Mount Control Valve
E—Cable Bracket
F—Mid Mount Control Valve Mounting Bracket
G—Hydraulic Lines
H—Cap Screw (2 used)



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NOTE: Install new O-rings on A/C lines. Used or damaged O-rings will leak.

34. Apply a small amount of PAG Refrigeration Oil TY22101 on O-rings before connecting A/C lines.

35. Install A/C lines (E and F) at right front corner of cab roof. Tighten lines to specification.

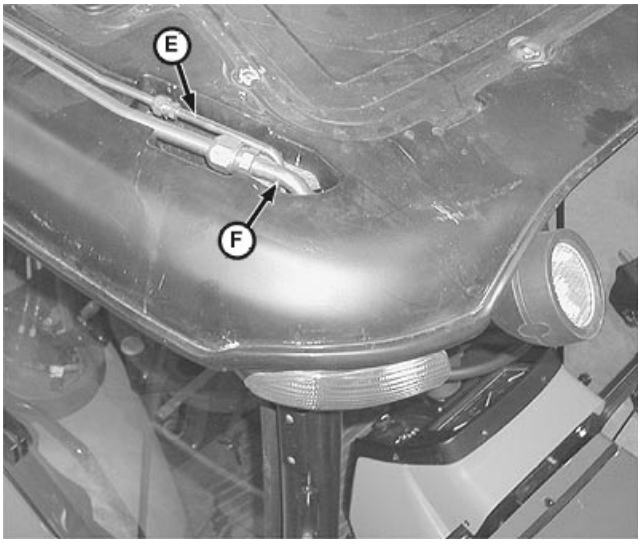
36. Connect A/C lines (C and D). Tighten lines to specification.

Specification

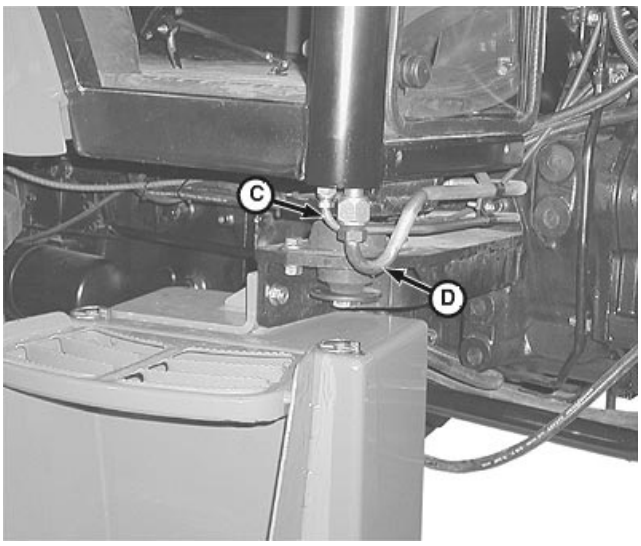
Cab A/C Lines—Torque ..... 45 N•m (33 lb-ft)

37. Install right-side crop guard (B) with screws (A).

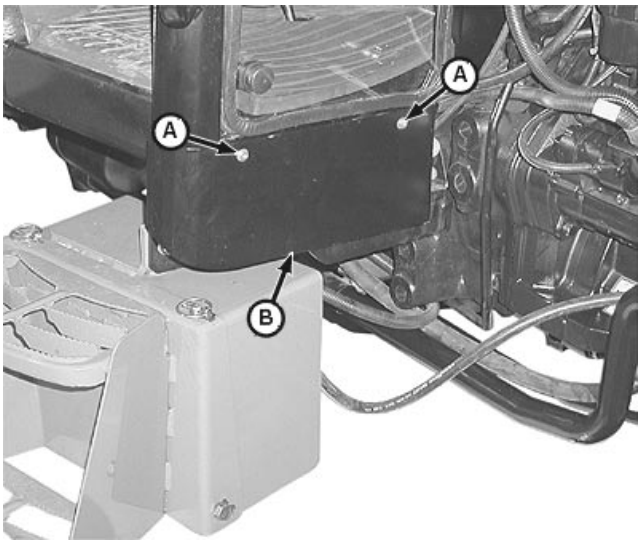
A—Screw (2 used)
B—Right-Side Crop Guard
C—A/C Line
D—A/C Line
E—A/C Line
F—A/C Line



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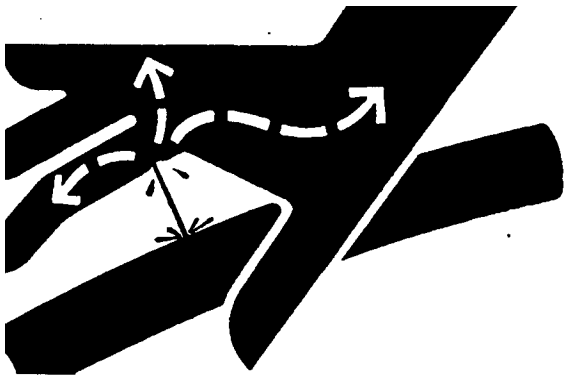


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CAUTION: Escaping fluid under pressure can penetrate the skin causing serious injury. Avoid the hazard by relieving pressure before disconnecting hydraulic or other lines. Tighten all connections before applying pressure. Search for leaks with a piece of cardboard. Protect hands and body from high pressure fluids.

If an accident occurs, see a doctor immediately. Any fluid injected into the skin must be surgically removed within a few hours or gangrene may result. Doctors unfamiliar with this type of injury should reference a knowledgeable medical source. Such information is available from Deere & Company Medical Department in Moline, Illinois, U.S.A.



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29. Start engine and check for hydraulic leaks. Note any leaks and make repairs as necessary.

30. Adjust fast and slow idle speed. (See Fast Idle Adjustment and Slow Idle Adjustment in TM2049 Section 220, Group 15.)

31. Check hydraulic oil level. Fill to full mark with specified oil (see Transmission and Hydraulic Oil in Section 10, Group 20).

32. Bleed brakes (see Bleed Brake System in TM2049 Section 260, Group 15).

33. Check rockshaft cable adjustment. (See Rockshaft Position-Sensing Feedback Linkage Adjustment and Rockshaft Draft-Sensing Feedback Linkage Adjustment in TM2049 Section 270, Group 19.)

34. Install side grille panels and hood to tractor.

35. Perform Operational Checkout Procedures. See Operational Checkout Procedure Information in TM2049 Section 210, Group 10 and also Operator's Manual.

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