750C Series II Specifications

NOTE: Specifications and design subject to change without notice. Wherever applicable, specifications are in accordance with ICED and SAE standards. Except where otherwise noted, these specifications are based on a unit equipped with 560 mm (22 in.) grousers, roll-over protective canopy, full fuel tank, 79 kg (175 lb) operator, and standard equipment.

Net engine power is with standard equipment including air cleaner, exhaust system, alternator, and cooling fan, at standard conditions per SAE J1349 and DIN 6270B using No. 2-D fuel at 35 API gravity. No derating is required up to 3050 m (10,000 ft) altitude. Gross power is without cooling fan.

Item	Measurement	Specification
John Deere 6—Cylinder POWERTECH™ Turbocharged Diesel Engine 6068T		
Fuel Consumption, Typical	Consumption	14.4—20.8 L/h (3.8—5.5 gal/hr)
Rated Power at 2100 rpm	Power	104 kW (140 hp) SAE net horsepower 110 kW (148 hp) SAE gross horsepower
Bore and Stroke	Distance	106.4 x 127 mm (4.14 x 5 in.)
Piston	Displacement	6.785 L (414 cu in.)
Electrical System	Voltage	24-volt with 45-amp alternator
Maximum Net Torque at 1300 rpm	Torque Rise	570 N•m (420 lb-ft)
Batteries	Voltage Cold Cranking Amps Reserve Capacity	Two 12-volt 625 amps each at —18°C (0°F) 160 minutes each at —18°C (0°F)
Transmission	Speed	Infinite from 0—11 km/h (0—6.8 mph) forward and reverse
Drawbar Pull at 1.9 km/h (1.2 mph)	Force	141 kN (31,800 lb force)
Hydraulic System (Open Center)	Pressure Flow Rate	13 790 kPa (2000 psi) 144 L/min (38 gpm) at 2100 rpm

POWERTECH is a trademark of Deere & Company

Continued on next page

Hardware Torque Specifications

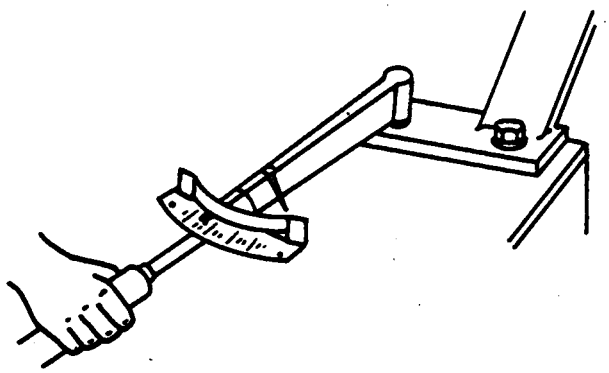
Check cap screws and nuts to be sure they are tight. If hardware is loose, tighten to torque shown on the following charts unless a special torque is specified.

TX,9000,BD2408 –19–02DEC96–1/1

Keeping ROPS Installed Properly

CAUTION: Make certain all parts are reinstalled correctly if the roll-over protective structure (ROPS) is loosened or removed for any reason. Tighten mounting bolts to proper torque.

The protection offered by ROPS will be impaired if ROPS is subjected to structural damage, is involved in an overturn incident, or is in any way altered. A damaged ROPS should be replaced, not reused.



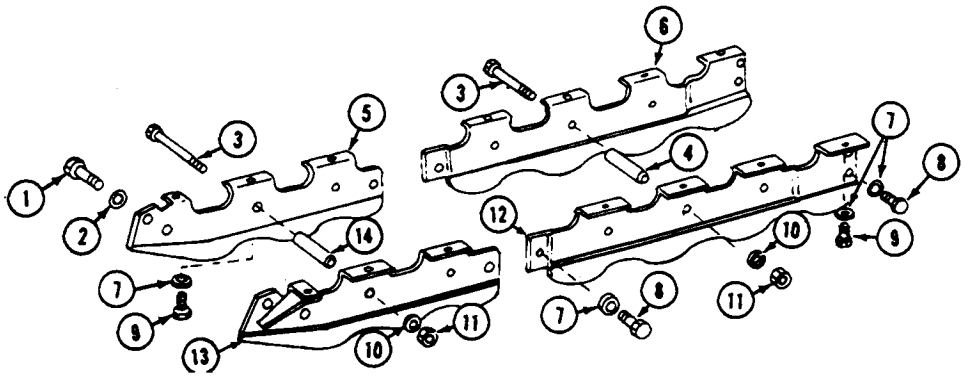
TS176 –UN–23AUG88

When installation of equipment on a machine necessitates loosening or removing Roll-Over Protective Structure, mounting bolts must be tightened to specification.

Specification	
ROPS Mounting Bolts—Torque	410 ± 82 N•m (300 ± 60 lb-ft)

TX,90,RR2484 –19–03AUG92–1/1

Remove and Install Rock Guards and Track Guides



1—Cap Screw (4 used)
2—Washer (2 used)
3—Cap Screw (6 used)
4—Spacer (3 used)
5—Track Guide
6—Rock Guard
7—Washer (20 used)
8—Cap Screw (6 used)
9—Cap Screw (12 used)
10—Lock Washer (6 used)
11—Nut (6 used)
12—Rock Guard
13—Track Guide
14—Spacer (3 used)

NOTE: Removal and installation of rock guards and track guides are similar for both 750C and 850C.

1. Remove parts (1—14).

IMPORTANT: Before welding on this machine: To avoid control circuit damage, turn the electrical disconnect switch off, disconnect wiring harness and braided ground strap from transmission controller, and disconnect the wiring harness from the display monitor panel in dash. Remove both components.

Good welds are important. Have only a qualified welder repair the components. Use E7018 electrodes. Before welding, clean all dirt and paint from the weld areas and turn the battery disconnect switch to "OFF". Connect the welder ground clamp close to each weld area so electrical current does not pass through any bearings.

2. Inspect rock guards (6 and 12) and track guides (5 and 13) for wear and damage. Repair or replace parts as necessary.

3. Apply high strength thread lock and sealer to cap screws (1, 3, 8 and 9).

4. Install inner rock guard, guide, washers and cap screws.

5. Put cap screws through inner guide or inner guard, spacer, outer guide or outer guard, washer (10) and nut. Tighten the nuts to specification.

Specification	
Outer Track Guide-to-Inner Track Guide Nut—Torque	407 N•m (300 lb-ft)

6. Install outer guard and guide cap screws.

7. Install bottom two sprocket shields-to-track guide cap screws and tighten to specification.

Specification	
Sprocket Shield-to-Track Guide Cap Screws—Torque	350 N•m (255 lb-ft)

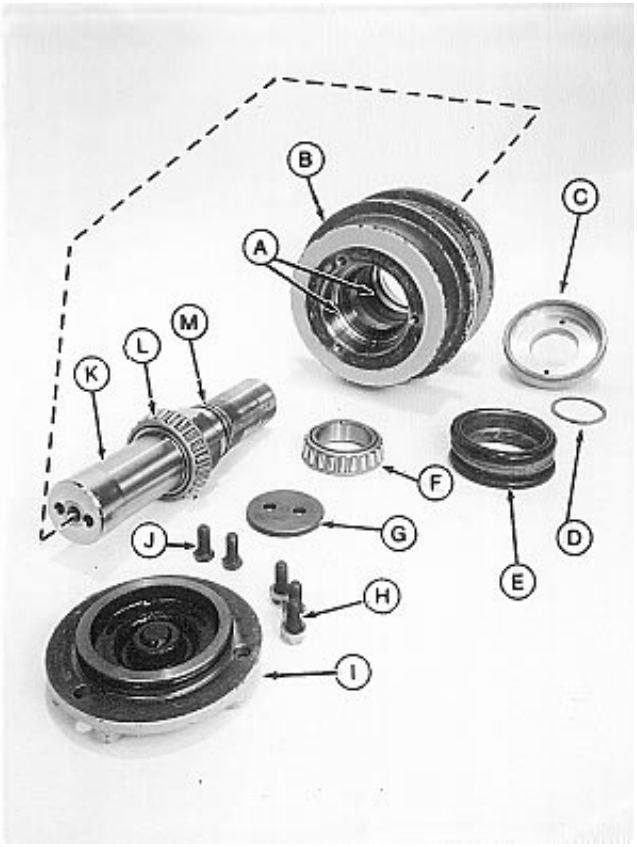
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Disassemble and Assemble Carrier Roller

1. Remove cap screws (H) and cover (I).
2. Drain oil from housing.
3. Remove cap screws (J) and retainer plate (G) from shaft (K).
4. Press outer bearing cone (F) and shaft (K) out of roller shell (B) using a press.
5. Press inner bearing cone (L) from shaft. Bearing is a press fit.

IMPORTANT: Metal face seals can be reused if they are not worn or damaged. A used seal must be kept together as a set because of wear patterns on seal ring face.

6. Remove snap ring (D), seal retainer (C) and metal face seals (E). Keep seal rings together as a matched set with faces together to protect lapped surfaces. Inspect metal face seal . (See procedure in this group.)
7. Remove bearing cups (A). Inspect roller shell for grooved, burred or galled condition.
8. Replace parts as necessary.



T8401AB –UN–20MAY95

A—Bearing Cup (2 used)
B—Roller Shell
C—Seal Retainer
D—Snap Ring
E—Metal Face Seal
F—Bearing Cone
G—Retainer Plate
H—Cap Screw (3 used)
I—Cover
J—Cap Screw (2 used)
K—Shaft
L—Bearing Cone
M—O-Ring
N—Seal
O—JDG204 Seal Installation Tool
P—Seal Retainer

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TX,0130,SS2404 –19–13JUN95–1/3

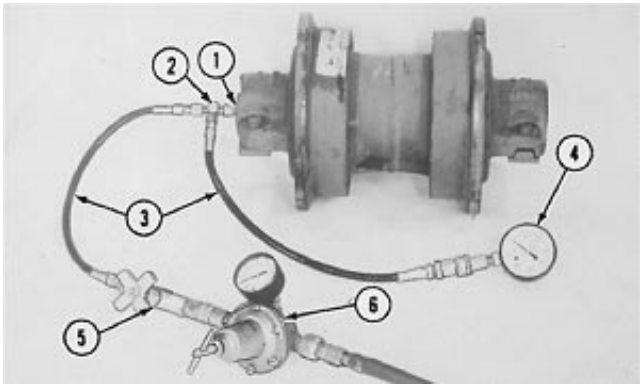
Test Track Roller for Leakage

1. Remove plug from track roller.
2. Fill track roller with recommended oil. (See Track Rollers, Front Idler, Carrier Roller and Track Frame Outer Pivot , Group 0004.)
3. Turn roller several times to seal metal face seals.
4. Assemble parts (1—6) as shown.
5. Pressurize roller with compressed air to specification and close valve (5).

Specification

Track Roller Leakage Test—Air Pressure ..... 117 ± 10 kPa (1 ± 2 bar) (17 ± 3 psi)

6. Track roller must maintain air pressure for two minutes. Oil must not leak past metal seals or O-ring. If oil leaks past seals, repair as necessary.
7. Install O-ring and tighten plug.

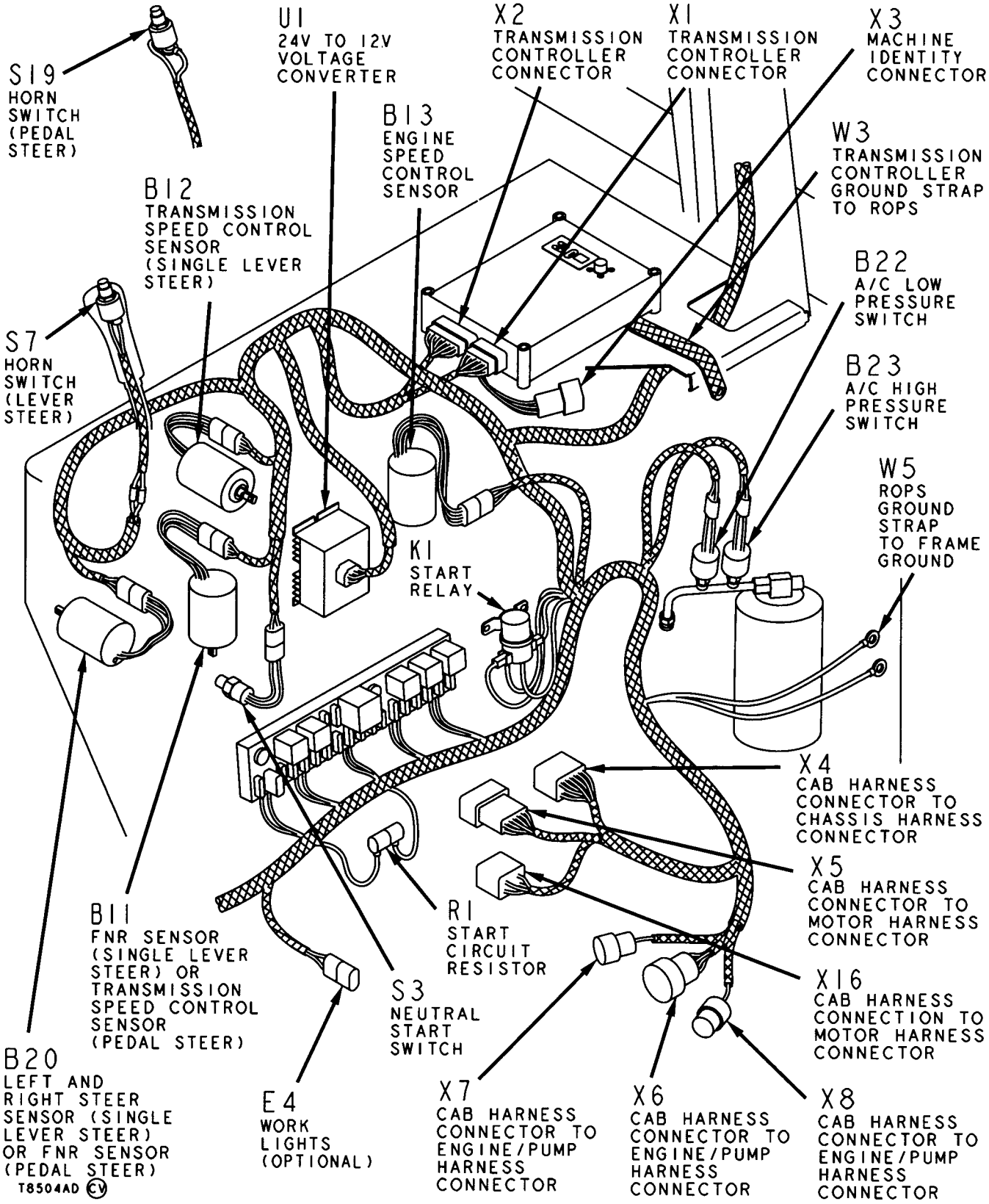


T80613 –UN–26OCT88

1—JTO5494 O-Ring Fitting (7/16 -20 M 37° x 3/4 -16 M ORB)
2—JTO3001 Tee Fitting (7/16 -20 M 37° x 7/16 -20 F 37° Sw x 7/16 -20 M 37°)
3—JTO3017 Pressure Hose
4—Pressure Gauge 689 kPa (6.89 bar) (0—100 psi)
5—JTO3087 Snubber Valve
6—Regulator with Gauge

TX,0130,SS2438 –19–13JUN95–1/1

Cab/ROPS Harness Component Identification—(750C S.N. —XXXXXX) and (850C S.N. —822867)



Continued on next page

TX,1674,QQ3132 –19–15OCT99–1/4

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Handle Fluids Safely—Avoid Fires

When you work around fuel, do not smoke or work near heaters or other fire hazards.

Store flammable fluids away from fire hazards. Do not incinerate or puncture pressurized containers.

Make sure machine is clean of trash, grease, and debris.

Do not store oily rags; they can ignite and burn spontaneously.



TS227 –UN–23AUG88

DX,FLAME –19–04JUN90–1/1

Prevent Battery Explosions

Keep sparks, lighted matches, and open flame away from the top of battery. Battery gas can explode.

Never check battery charge by placing a metal object across the posts. Use a volt-meter or hydrometer.

Do not charge a frozen battery; it may explode. Warm battery to specification.

Specification

Battery—Warm ..... 16°C (60°F)



TS204 –UN–23AUG88

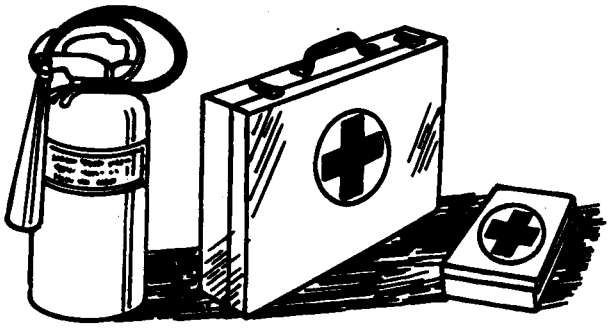
DX,SPARKS –19–03MAR93–1/1

Prepare for Emergencies

Be prepared if a fire starts.

Keep a first aid kit and fire extinguisher handy.

Keep emergency numbers for doctors, ambulance service, hospital, and fire department near your telephone.



TS291 –UN–23AUG88

DX,FIRE2 –19–03MAR93–1/1

Checking Track Shoe Cap Screw Torque—Master Link

If cap screws check less than specification, remove shoe and clean paint or other foreign material from chain and shoe mating surfaces.

Lubricate cap screw threads and bearing surface of cap screw head using PT569 John Deere NEVER-SEEZ® Lubricant or equivalent.

IMPORTANT: DO NOT use impact wrench to start master shoe cap screws to avoid cross-threading.

Use only the torque turn method described below when assembling master track shoe. This method provides the optimum tightness level for this critical area.

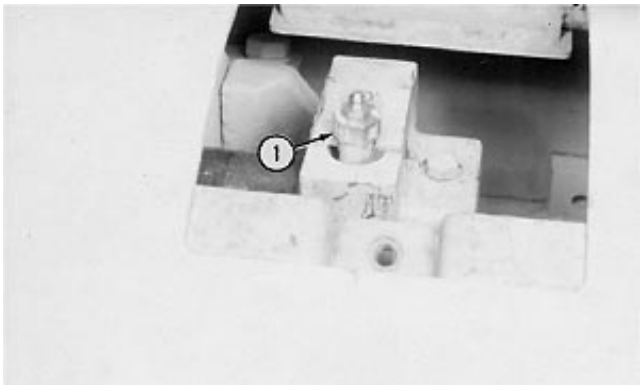
Install master shoe on master links and start cap screws by hand to avoid cross-threading.

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TX,85,RR,A48 –19–11JAN00–1/2

Remove and Install Track Roller

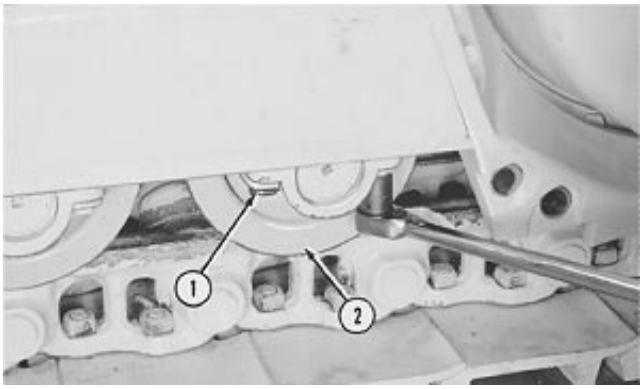


T6033BB1 –UN–26OCT88

CAUTION: Grease in track adjuster cylinder is under extreme pressure. DO NOT remove grease fittings to release track tension.

1. Turn check valve (1) one turn counterclockwise to release grease from track adjuster.
2. Put a piece of pipe between the sprocket and the track chain and rotate track to retract the adjusting cylinder if required.

TX,0130,DU1324 –19–30SEP93–1/4



T80581 –UN–26OCT88

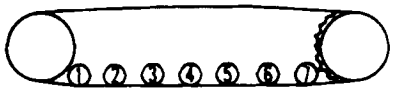
3. Remove inner and outer rock guards. (See Remove and Install Rock Guards and Track Guides in this group.)
4. Raise crawler high enough to remove rollers. Put shop stands under machine.

CAUTION: The approximate weight of track rollers is 59 kg (129 lb).

5. Remove cap screws (1) to remove roller (2).

TX,0130,DU1324 –19–30SEP93–2/4

T82634 –UN–26OCT88



6. All machines have seven track rollers. Single and double flange rollers are used alternately starting at idler with a single flange roller.

Continued on next page

TX,0130,DU1324 –19–30SEP93–3/4

27. Repeat step 10—26 for all joints.

28. Install assembled split links on ram plungers, and advance rams to press split links together.

29. Install lubricated track chain. (See procedure in this group.)

30. Install track shoes (See procedure in this group.)

TX,0130,SS2442 –19–13JUN95–14/14

Disassemble and Assemble Lubricated Track Chain to Turn Pins and Bushings and Not Lubricate

NOTE: The following procedure is for disassembly of track chain only to turn pins and bushings. (Chain is not lubricated after assembly.)

If this procedure does not apply to the repair job, see Disassemble Lubricated Track Chain to Turn Bushings and Lubricate Chain in this group.

1. Remove track shoes. (See procedure in this group.)

2. Use the appropriate track press tool set.

   For 750C use Tooling Set—Twin Head Press (A2656-145).

   For 850C use Tooling Set—Single Head Press (A3005-221) or Twin Head Press (A2656-221).

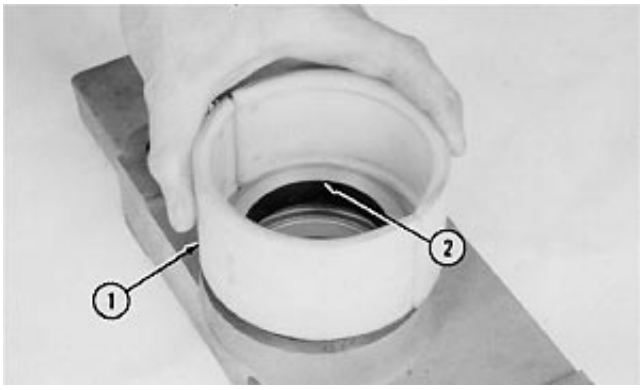
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TX,0130,SS2440 –19–13JUN95–1/11

NOTE: A volatile, non-petroleum base solvent or talcum powder may be used as a lubricant. Solvent MUST NOT damage the O-rings or leave an oil residue.

12. Push down on JDG204 Seal Installation Tool (1) with uniform pressure until rubber seal (2) is below retainer lip in bushing and block bores.

1—JDG204 Seal Installation Tool
2—Seal



T81384 –UN–26OCT88

TX,0130,SS2432 –19–13JUN95–8/13

13. Apply a thin film of 80W90 gear oil to shiny sealing area on metal seal rings. Make sure the rubber seals are free of oil.

14. Apply NEVER-SEEZ® lubricant or equivalent on both ends of idler shaft (3) from O-ring outward. Make sure outer end of idler shaft is completely covered.

3—Idler Shaft



T6046AJ –UN–26OCT88

NEVER-SEEZ is a registered trademark of Emhart Chemical Group

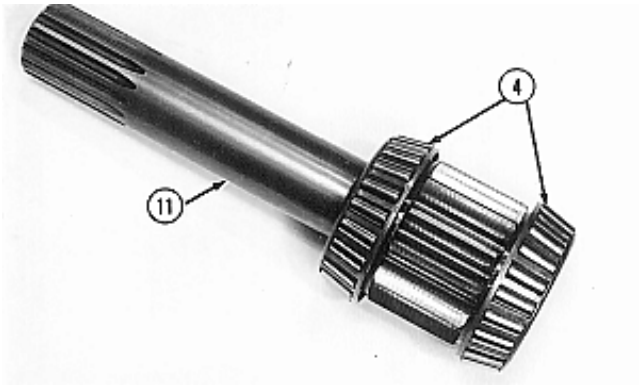
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TX,0130,SS2432 –19–13JUN95–9/13

13. Heat bearing cones (4) to 121°C (250°F) in bearing oven.

14. Install bearing cones tight against shoulders on final drive pinion shaft (11).

4—Bearing Cone (2 used)
11—Final Drive Pinion Shaft



T8398AA –UN–20MAY95

TX,0250,SS2383 –19–13JUN95–4/6

15. Install bearing cup into pinion shaft quill using a driver.

16. Install final drive pinion shaft (A),

17. Install quill (B).

18. Clean threads of cap screws (C) with cure primer.

19. Apply thread lock and sealer (medium strength) to threads of cap screws. Install cap screws (C) and tighten to specification.

Specification

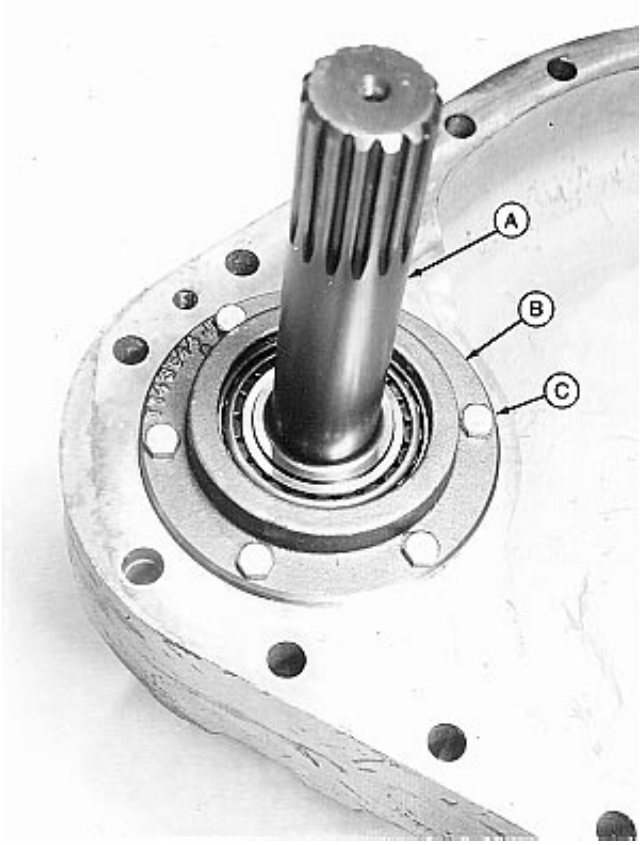
Final Drive Shaft Quill-to-Final Drive Housing Cover Cap Screws—Torque ..... 74 N•m (55 lb-ft)

NOTE: No shimming required, bearings are preset.

20. To assure proper assembly of the final drive pinion shaft, measure shaft end play with dial indicator. End play should be to specification.

Specification

Final Drive Shaft Assembly—Bearing Setting ..... 0.064 mm (0.0025 in.) preload-to-0.323 mm (0.0127 in.) end play



T8398AC –UN–20MAY95

A—Final Drive Pinion Shaft
B—Quill
C—Cap Screw (6 used)

Continued on next page

TX,0250,SS2383 –19–13JUN95–5/6

FNR and Neutral Start Switch Adjustment—Single Lever Steer (S.N. —XXXXXX)

NOTE: This adjustment and test must be performed anytime the neutral start switch, sensors or linkage is changed. The following voltage ranges are necessary for proper operation of the transmission controller. It also checks that linkage to the sensors are installed correctly.

IMPORTANT: Follow this procedure anytime the neutral start switch, sensors or linkage are changed or adjusted.

1. Remove FNR and steering control assembly from machine. Position control assembly near left side of machine.

03
0315
17

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TX,9026,YY1097 –19–01APR95–1/5

Disassemble and Assemble Pump Displacement Control Valve (PDCV)

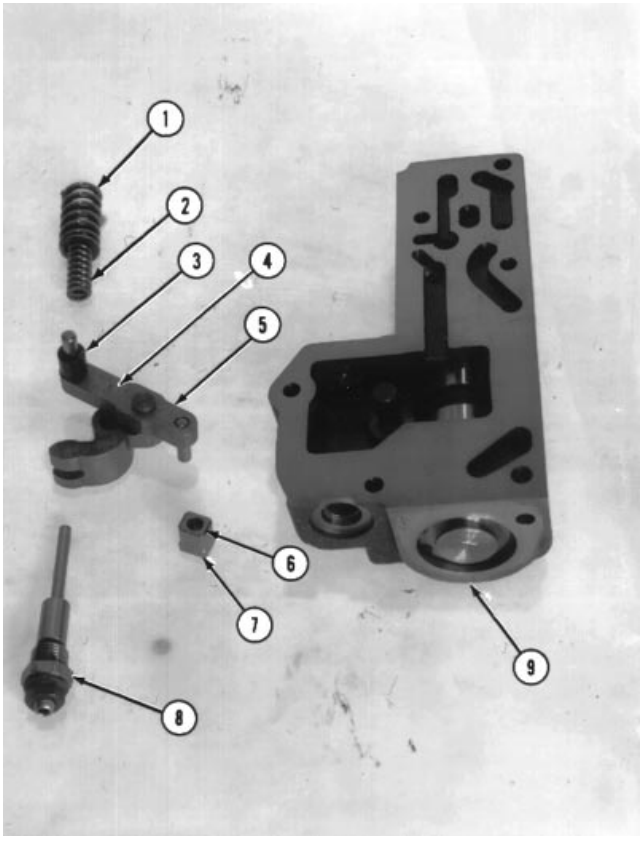
IMPORTANT: DO NOT disassemble the PDCV housing, piston and barrel assembly (9). Correct backlash and neutral adjustment cannot be obtained if disassembled.

NOTE: The pump displacement control valve (PDCV) is serviced as an assembly and should only be disassembled for cleaning.

1. Disassemble pump displacement control valve as shown. DO NOT disassemble the PDCV housing, piston and barrel assembly (9).
2. Clean and inspect all parts for wear or damage.
3. Assemble PDCV after cleaning.
4. Do Pump Displacement Control Valve Neutral Adjustment. (See procedure in Operation and Test Manual, Group 9026-25.)

IMPORTANT: Calibrate transmission controller whenever a sensor or transmission component is adjusted or replaced.

5. Calibrate transmission controller. (See procedure in Operation and Test Manual, Group 9015-20.)



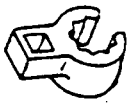
T102089 –UN–23JUL96

1—Outer Spring
2—Inner Spring
3—Spacer and O-Ring (850C only)
4—Linkage Identification Stamp (750C—10), (850C—13)
5—Feedback Link
6—Chamfered Side of Guide
7—Guide
8—Null Adjustment Screw
9—PDCV Housing, Piston and Barrel Assembly

TX,0300,YY1162 –19–29AUG96–1/1

RG5288 –UN–23AUG88

Crowfoot Wrench JDF22

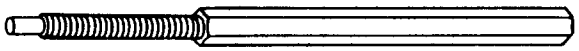


Used to loosen and tighten fuel injection pump lines on Stanadyne pumps.

CED,OUO1020,3173 –19–02DEC98–5/12

RG7212 –UN–23NOV97

Injection Pump Timing Pin. JDG886



Used to set in-line fuel injection pump timing prior to removal of pump.

CED,OUO1020,3173 –19–02DEC98–6/12

9/16-in. In-Line SOI Sensor (Optional) JT07155

To read rpm.

CED,OUO1020,3173 –19–02DEC98–7/12

SOI Clamp Assembly. JT07173

To read rpm.

CED,OUO1020,3173 –19–02DEC98–8/12

6 mm Clamp-On Transducer (green) JT07177

To read rpm.

CED,OUO1020,3173 –19–02DEC98–9/12

Magnetic Pick-up Adapter JDG793

To read rpm.

CED,OUO1020,3173 –19–02DEC98–10/12

Magnetic Pick-up JT07171

To read rpm.

Continued on next page

CED,OUO1020,3173 –19–02DEC98–11/12

Specifications

Item	Measurement	Specification
Idler Pulley-to-Support Cap Screw	Torque	75 N•m (55 lb-ft)
Fan Belt Strand Tension—750C (S.N.—831315)	Tension	400 N (90 lb force)
Fan Belt—750C (S.N.—831315)	Deflection	19 mm at 111 N (3/4 in. at 25 lb force)
Radiator, Cooler Isolator Mounts—750C	Torque	100 N•m (75 lb-ft)
Radiator, Cooler Isolator Mounts—850C	Torque	230 N•m (170 lb-ft)

CED,OUO1020,3168 –19–02DEC98–1/1

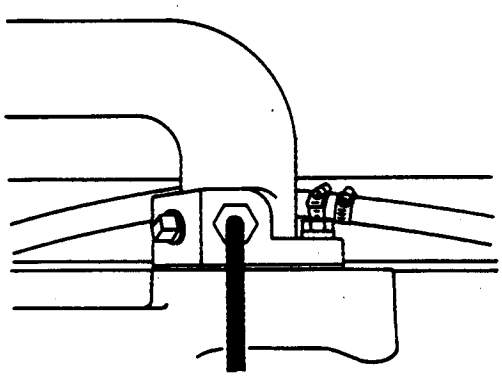
Test Air Intake System for Leaks

1. Remove air cleaner cover and filter element.
2. Put large plastic bag into and over end of main filter element. Install main filter element and cover.
3. Remove air cleaner restriction switch and install test fitting.
4. Connect air pressure regulator to manifold using hose and fitting from air cleaner.
5. Pressurize air intake system to 14—21 kPa (0.14—0.21 bar) (2—3 psi). If intake system cannot be pressurized, turn engine slightly to close valves.
6. Spray soap solution over all connections from the air cleaner to turbocharger or air intake manifold and check for leaks. Correct all leaks.

IMPORTANT: When reinstalling starting aid nozzle, position arrow on nozzle pointing against intake air flow.



T5906AP –UN–23FEB89



T6566NL –UN–24OCT88

TX,0520,DV215 –19–12SEP91–1/1

05
0520
2

Checking Electrolyte Specific Gravity



TS204 –UN–23AUG88

CAUTION: Battery gas can explode. Keep sparks and flames away from batteries. Use a flashlight to check battery electrolyte level.

Never check battery charge by placing a metal object across the posts. Use a voltmeter or hydrometer.

Always remove grounded (—) battery clamp first and replace it last.

Sulfuric acid in battery electrolyte is poisonous. It is strong enough to burn skin, eat holes in clothing, and cause blindness if splashed into eyes.

Avoid the hazard by:

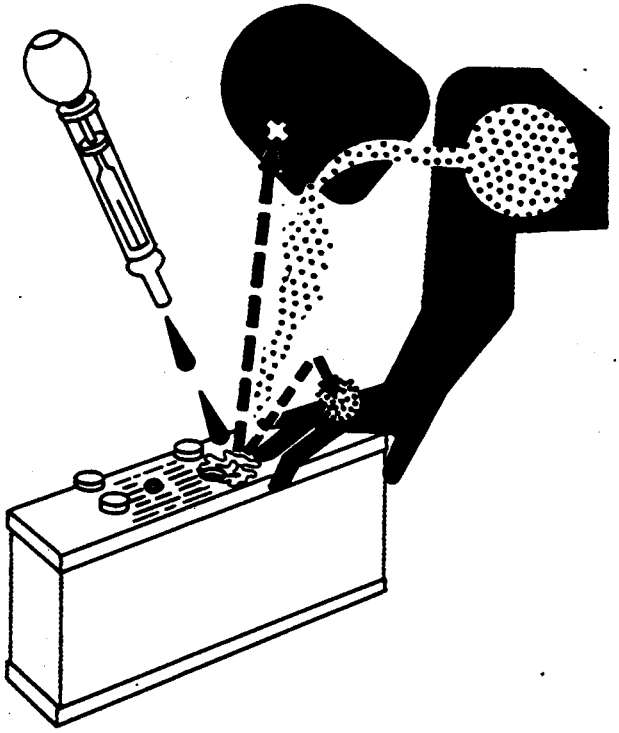
1. **Filling batteries in a well-ventilated area.**
2. **Wearing eye protection and rubber gloves.**
3. **Avoiding breathing fumes when electrolyte is added.**
4. **Avoiding spilling or dripping electrolyte.**
5. **Use proper jump start procedure.**

If you spill acid on yourself:

1. **Flush your skin with water.**
2. **Apply baking soda or lime to help neutralize the acid.**
3. **Flush your eyes with water for 15—30 minutes. Get medical attention immediately.**

If acid is swallowed:

1. **Do not induce vomiting.**
2. **Drink large amounts of water or milk, but do not exceed 1.9 L (2 quarts).**
3. **Get medical attention immediately.**



TS203 –UN–23AUG88

Check the specific gravity of electrolyte in each battery cell using a battery and coolant tester such as JT05460 Battery/Coolant Tester. Follow directions included with the tester.



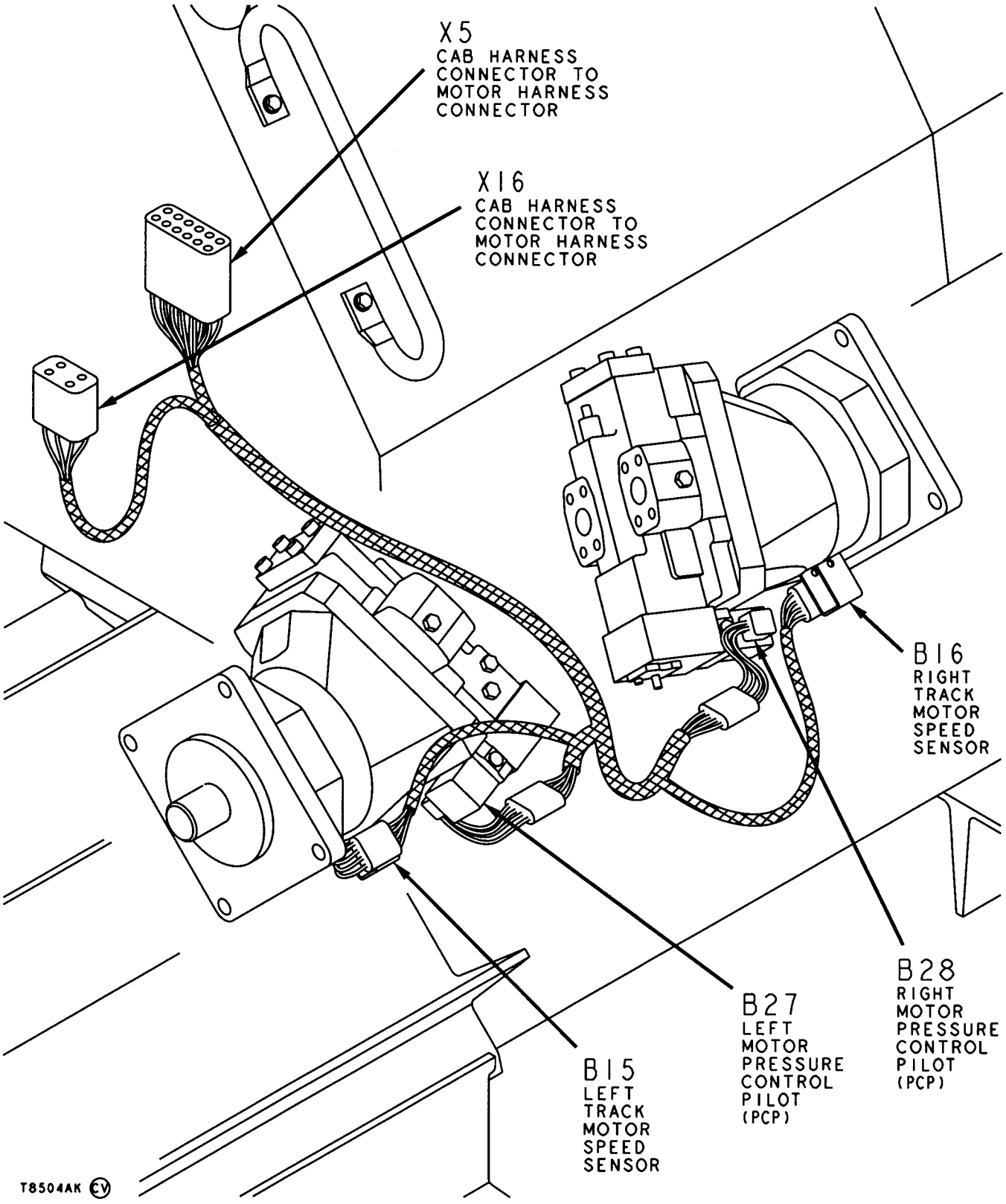
T85402 –UN–10NOV88

16
1671
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TX,1671,J7 –19–21SEP94–1/2

Motor Harness Electrical Component Identification



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TX,1674,QQ3146 –19–23APR96–1/2

Disassemble and Assemble Hand Pump

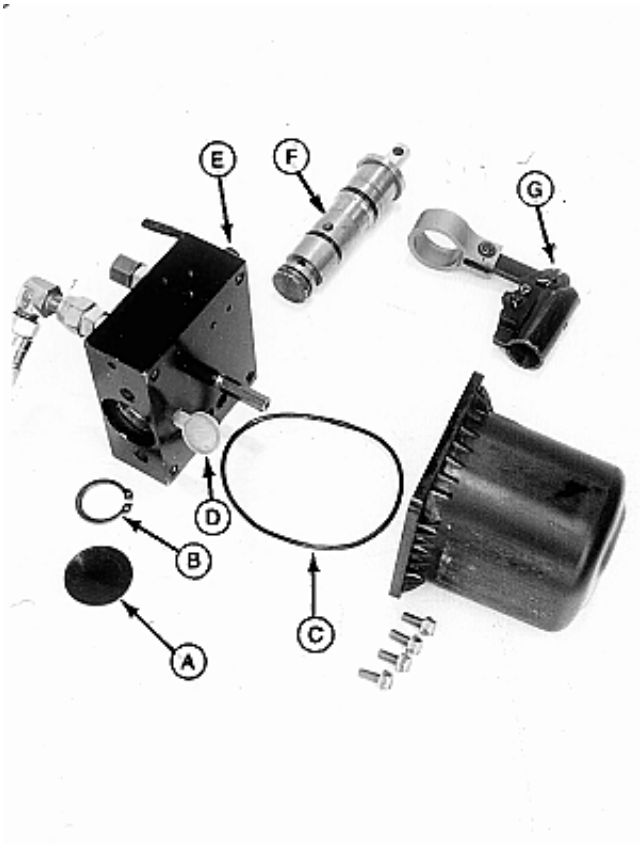
IMPORTANT: For satisfactory operation of the cab tilt cylinder it is essential that all air be bled from the system. Therefore, any time air is introduced into the system, the bleed procedure MUST be performed.

1. Remove four cap screws from pump reservoir and drain oil from reservoir. Check O-ring (C) for damage.
2. Remove plastic plug (A) from bottom of pump body with an O-ring pick.
3. Remove snap ring (B) from cylinder insert assembly (F) and tap assembly out of the valve body.
4. Inspect and replace damaged parts.
5. Apply clean oil to cylinder insert assembly and install into valve body.
6. Install snap ring and plastic plug.
7. Assemble link assembly to cylinder insert assembly.
8. Remove and clean suction screen (D).
9. Install O-ring (C) into reservoir O-ring groove and install reservoir to the valve body. Tighten cap screws to specification.

Specification

Reservoir-to-Valve Body Cap Screws—Torque	6.6—11.6 N•m (48—84 lb-in.)

10. Oil fill plug (E) is vented; check if plug is clean.
11. Fill reservoir with oil . (See Fuels and Lubricants in Group 0004.)



T8513AF –UN–05JUL95

A—Plastic Plug
B—Snap Ring
C—O-Ring
D—Suction Screen
E—Fill Plug
F—Cylinder Insert Assembly
G—Link Assembly

TX,1810,RR5435 –19–23APR96–1/1

40. Press seal seat in head until seat bottoms in bore using JDG229 Driver.

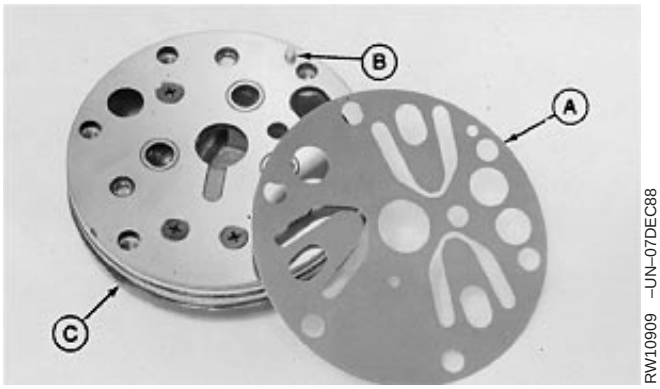


RW3676 –UN–23JAN89

T52,1830,K184 –19–10DEC98–26/26

Assemble Compressor

1. Remove gaskets from both front and rear heads. Be sure all gasket material is removed. Wash all parts in clean solvent before assembly.
2. Place suction reed valve against compressor side of rear head. Install locating dowel pin (B) to assure that reed valve (A) and valve plate (C) are properly indexed. Set in place in compressor.
3. Carefully install new head gasket. Be sure it is properly in place.



RW10909 –UN–07DEC88

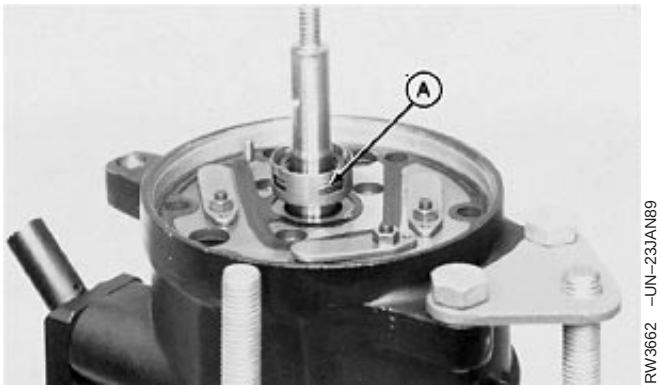
A—Reed Valve
B—Dowel Pin
C—Valve Plate

T52,1830,J21 –19–10DEC98–1/6

4. Carefully install rear head. Be sure locating dowel pin is correctly positioned in head. Lightly tap head into place.
5. Turn compressor over and install suction reed and valve plate. Install new head gasket.

IMPORTANT: Draft seal is a two piece seal. Be sure they are properly installed or breakage will occur during assembly of front head.

6. Install new shaft seal (A) as shown. Be sure slotted rear side of seal engages with flats on compressor shaft.

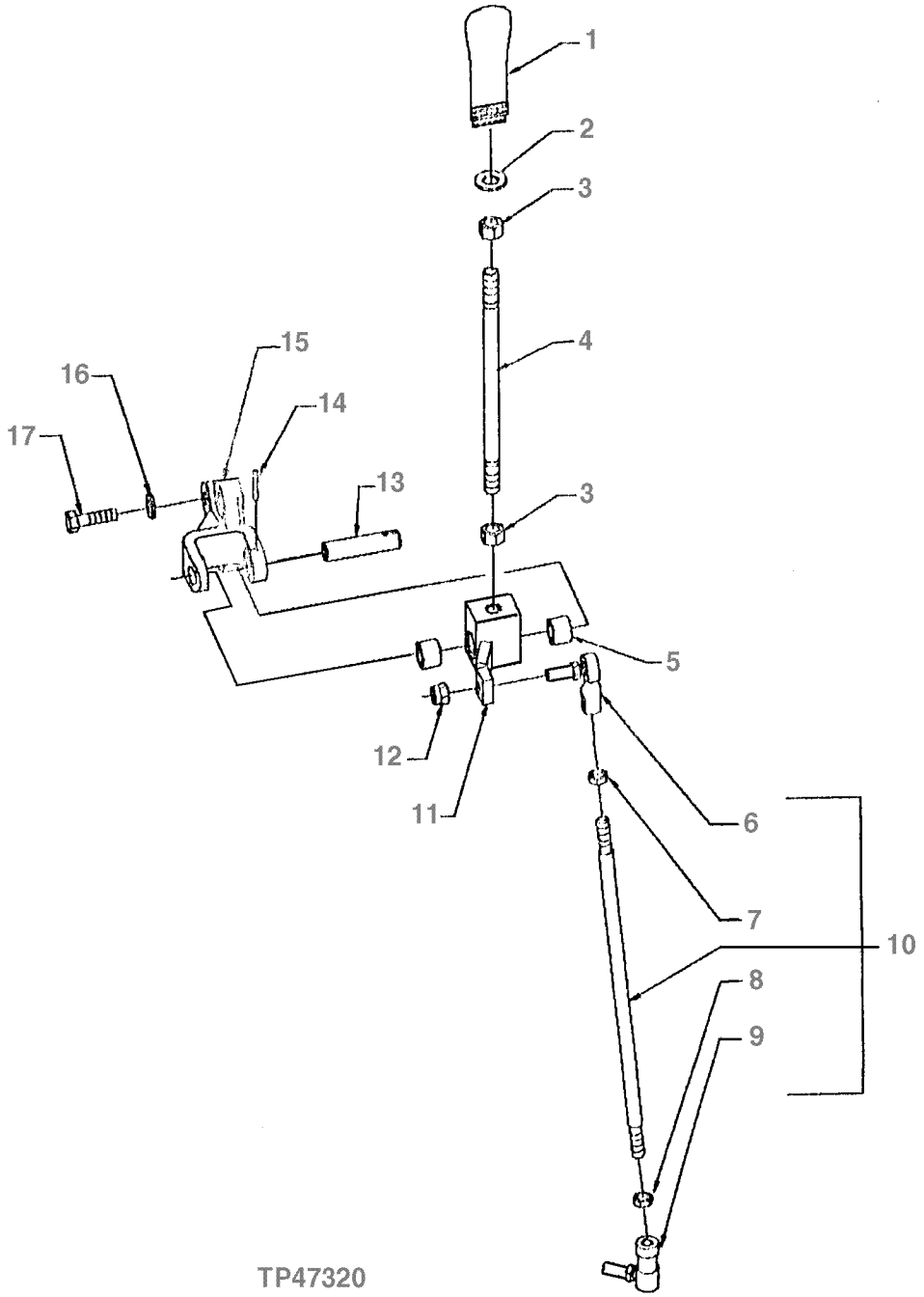


RW3662 –UN–23JAN89

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T52,1830,J21 –19–10DEC98–2/6

Remove and Install Third Function Hydraulic Linkage



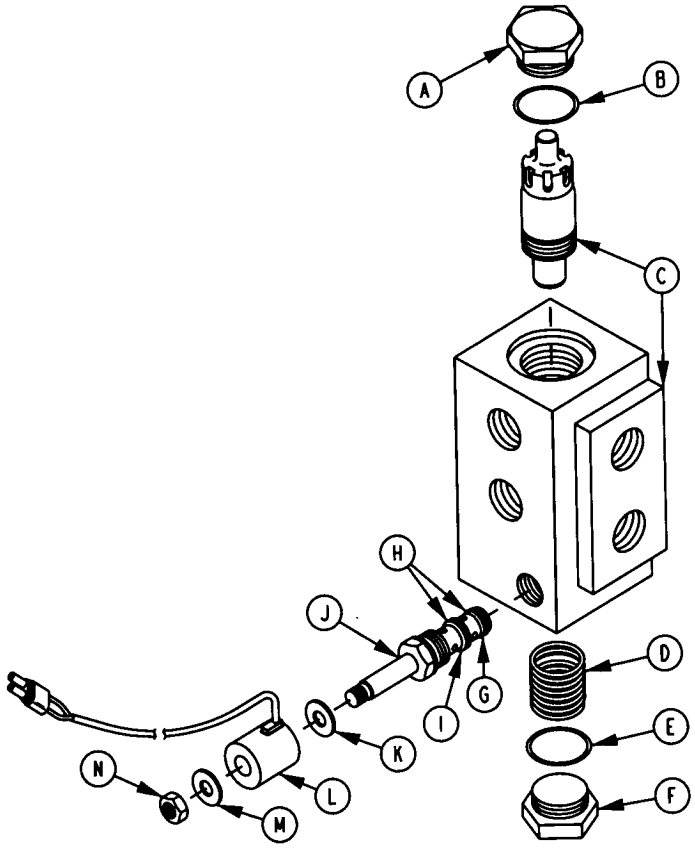
TP47320 –UN–02MAR95

1—Grip
2—Washer
3—Nut (2 used)
4—Rod
5—Needle Bearing (2 used)
6—Rod End, Left with Stud
7—Nut
8—Nut
9—Quick Disconnect Coupler
10—Connecting Link
11—Lever Body
12—Lock Nut (2 used)
13—Pin
14—Spring Pin
15—Control Lever Support
16—Washer (3 used)
17—Cap Screw (3 used)

Continued on next page

TX,3215,SS2503 –19–11JUL95–1/2

Disassemble and Assemble Quick Drop Valve



T8510AB CV

T8510AB –UN–07JUL95

A—Plug
B—O-Ring
C—Spool and Valve Body
D—Spring
E—O-Ring
F—Plug
G—O-Ring
H—Backup Rings
I—O-Ring
J—Valve
K—Washer
L—Solenoid
M—Washer
N—Nut

CAUTION: Disassemble quick drop valve from solenoid end only. There is a spring under compression. Avoid personal injury by gradually releasing spring force.

1. Disassemble parts (A—N).
2. Inspect quick drop valve for wear or signs of damage.
3. Apply hydraulic oil to all internal parts and assemble using new O-rings.
4. Install spool and spring (D) in valve body (C) on the same end as the solenoid valve (J).

Quick Drop Valve Torque Specifications—Specification

Quick Drop Valve Plugs—Torque	120 N•m (90 lb-ft)

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TX,3260,SS2492 –19–11JUL95–1/2

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