Contents

SECTION 10—GENERAL INFORMATION
- Group 05—Safety
- Group 10—General Specifications
- Group 15—Repair Specifications
- Group 20—Fuels and Lubricants
- Group 25—Serial Number Locations
- Group 30—Features & Attachments

SECTION 20—ENGINE REPAIR
- Group 05—Engine—F911
- Group 06—Engine—F915/F925/F935
- Group 07—Engine—F932
- Group 10—Cooling System

SECTION 30—FUEL AND AIR REPAIR
- Group 05—Fuel System—F911/F932
- Group 06—Fuel System—F915/F925/F935
- Group 10—Air System

SECTION 40—ELECTRICAL REPAIR
- Group 05—Alternator—F911
- Group 06—Alternator—F915
- Group 07—Alternator—F932
- Group 08—Alternator—F925/F935
- Group 10—Starter
- Group 15—Ignition and Charging System
- Group 20—PTO Clutch
- Group 25—Wiring Harness

SECTION 50—POWER TRAIN REPAIR
- Group 05—Transmission
- Group 10—Differential
- Group 15—Axles
- Group 20—Drive Shaft
- Group 25—PTO Shaft
- Group 30—Speed Control Linkage

SECTION 60—STEERING AND BRAKE REPAIR
- Group 05—Steering Repair
- Group 10—Brake Repair
- Group 15—Rear Axle

SECTION 70—HYDRAULIC REPAIR
- Group 05—Hydraulic Control Valve
- Group 10—Hydraulic Lift Cylinders
- Group 15—Weight Transfer Valve
- Group 20—Oil Cooler

SECTION 80—MISCELLANEOUS REPAIR
- Group 05—Rear Wheels
- Group 10—Mower Deck Repair
- Group 15—ROLL-GARD

SECTION 210—TEST & ADJUSTMENT SPECIFICATIONS/OPERATIONAL CHECKOUT PROCEDURE
- Group 05—Test and Adjustment Specifications
- Group 10—Operational Checkout Procedures

SECTION 220—ENGINE OPERATION, TESTS AND ADJUSTMENTS—F911
- Group 05—Component Location
- Group 10—Theory of Operation
- Group 15—Diagnosis, Tests, and Adjustments

SECTION 220—ENGINE OPERATION, TESTS AND ADJUSTMENTS—F915/F925/F935
- Group 05—Component Location
- Group 10—Theory of Operation
- Group 15—Diagnosis, Tests, and Adjustments

SECTION 220—ENGINE OPERATION, TESTS AND ADJUSTMENTS—F932
- Group 05—Component Location
- Group 10—Theory of Operation
- Group 15—Diagnosis, Tests, and Adjustments

SECTION 230—FUEL/AIR OPERATION, TESTS & ADJUSTMENTS—F911
- Group 05—Component Location
- Group 10—Theory of Operation
- Group 15—Diagnosis, Tests, and Adjustments

Continued on next page

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.

TM1487-19-01SEP95

COPYRIGHT©1995
DEERE & COMPANY
Moline, Illinois
All rights reserved
A John Deere ILLUSTRUCTION® Manual
Previous Editions
Copyright© 1995 Deere & Company

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com

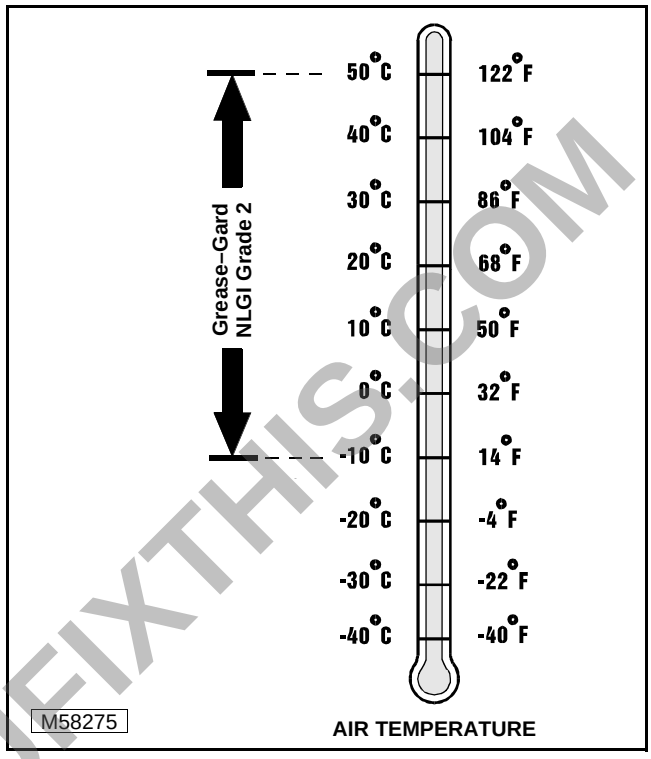
GREASE FOR ALL OTHER PRODUCTS AND COMPONENTS—EUROPE

IMPORTANT: <u>ONLY use a quality NLGI Grade 2 gear grease</u> in this transmission. <u>DO NOT mix any other greases</u> in this transmission.

The following John Deere gear grease is **PREFERRED**:
•GREASE–GARD®—JDM J25C

Other gear greases may be used if above recommended John Deere gear greases are not available, provided they meet one of the following specifications:
•NLGI Grade 2, JDM J25C **(PREFERRED)**

IMPORTANT: If minimum temperature should fall below -30°C (-22°F), the transmission grease must be heated to at least five degrees above the lower limit before start-up or transmission may be damaged. For prolonged operation under heavy load in temperatures above 50°C (122°F) reduce service interval by 50%.



John Deere Dealers: You may want to cross-reference the following publications to recommend the proper grease for your customers:
•Module DX,GREA1 in JDS–G135
•Section 530, Lubricants & Hydraulics, of the John Deere Merchandise Sales Guide

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

4. Lower and support fuel tank and shield.

CAUTION: Gasoline vapor is explosive. Do not expose to spark or flame. Serious personal injury can result.

5. Disconnect pickup hose (A). Close all openings using caps and plugs.

6. Disconnect wiring leads (B).

7. Remove fuel tank and shield.

8. Inspect fuel tank for cracks, holes or worn spots. Replace if necessary.

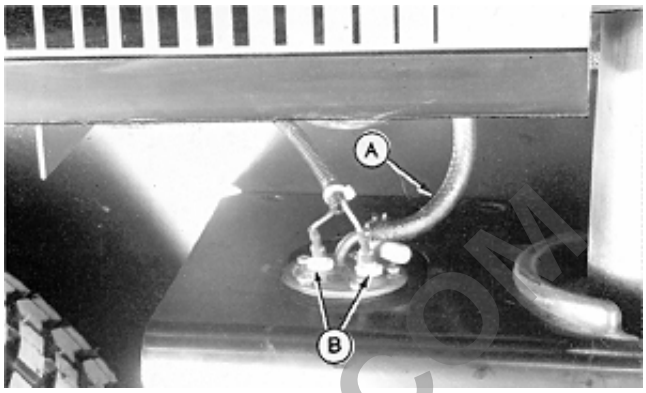
9. Wash tank out with a small amount of fuel to remove any debris.

10. Connect wiring leads.

11. Connect fuel hose.

12. Raise fuel tank and install cap screws.

13. Install tool box.

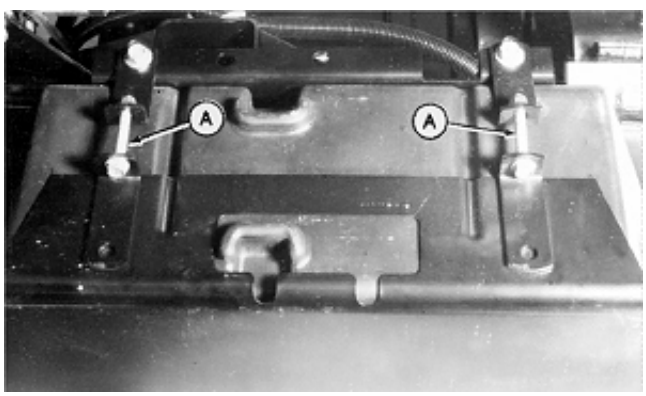


-UN-25MAY90
M54102

MX,3005FH,A12 -19-21NOV90

NOTE: Do not over tighten cap screws. Fuel tank can be damaged.

14. Install nuts and cap screws (A).

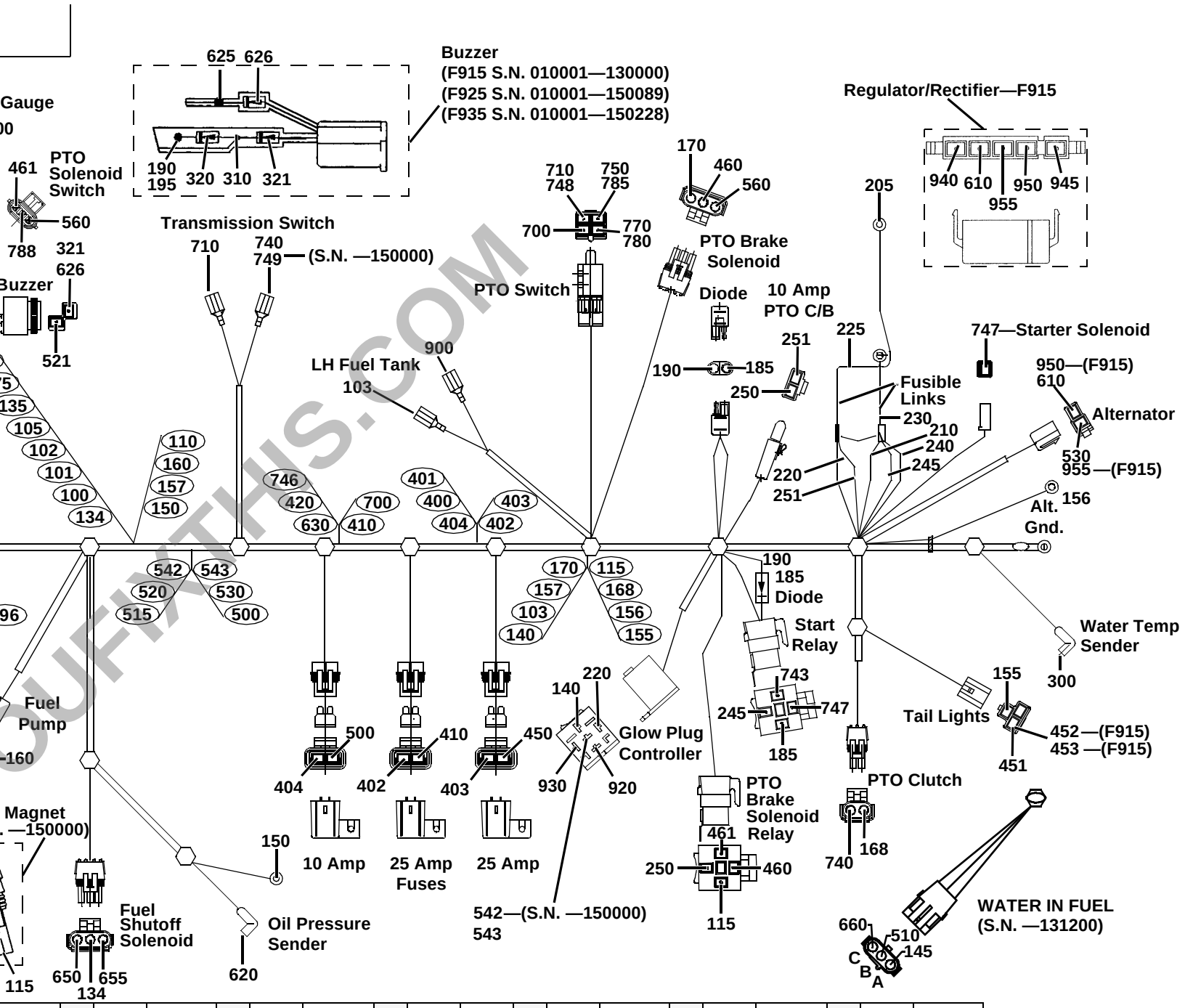


-UN-25MAY90
M54098

MX,3005FH,A13 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

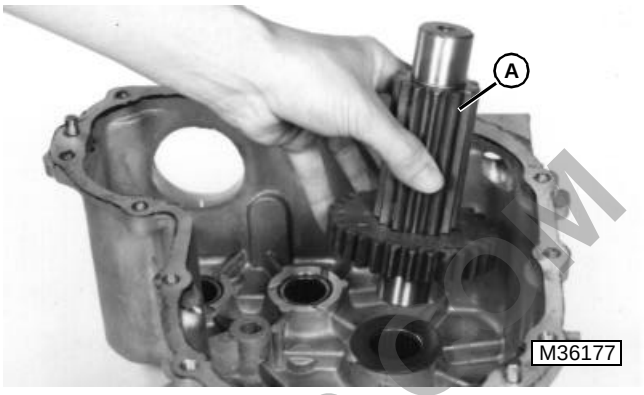


Color	No.	Gage	Color	No.	Gage	Color	No.	Gage	Color	No.	Gage	Color	No.	Gage	Color	No.	Gage	Color
Yel/Red	453	1.0	Yel/Wht	542	0.8	Yel	660	0.8	Tan	746	0.8	Pur	788	0.8	Blu/Wht	930	0.8	Gry
Yel/Red	460	3.0	Wht	543	0.8	Yel	700	1.0	Pur	747	3.0	Pur	788	1.0	Blu/Wht	940	1.0	Grn
Yel/Red	461	0.8	Yel	560	0.8	Blu	710	0.8	Pur	748	1.0	Pur/Wht	800	0.8	Pnk	945	3.0	Red
Yel/Red	500	3.0	Yel	610	0.8	Brn	710	1.0	Pur	749	1.0	Pur	800	1.0	Pnk	950	3.0	Yel/Wht
Yel/Red	500	1.0	Yel	620	0.8	Diode	740	0.8	Pur	750	1.0	Blu	810	0.8	Pnk	955	3.0	Yel/Blk
Yel/Blk	510	0.8	Yel	625	0.8	Tan	740	1.0	Pur	751	0.8	Pur	810	1.0	Pnk			
Yel/Blk	515	0.8	Yel	626	0.8	Tan	741	0.8	Pur	770	1.0	Blu	820	0.8	Pur			
Yel/Blk	516	0.8	Yel	630	1.0	Yel/Blk	742	1.0	Pur	780	1.0	Blu	830	1.0	Pnk			
Yel/Blk	517	0.8	Yel	640	1.0	Pnk/Blk	743	1.0	Pur	781	0.8	Blu/Wht	900	0.8	Blk/Wht			
Yel/Wht	520	0.8	Yel	650	1.0	Pnk/Blk	744	1.0	Pur	781	0.5	Diode	910	0.8	Blk/Wht			
Yel/Wht	530	1.0	Yel/Blk	655	3.0	Wht	745	1.0	Pur	785	1.0	Blu/Wht	920	3.0	Red/Wht			

OUFIXTHIS.COM

ll manual at youfixthis.com

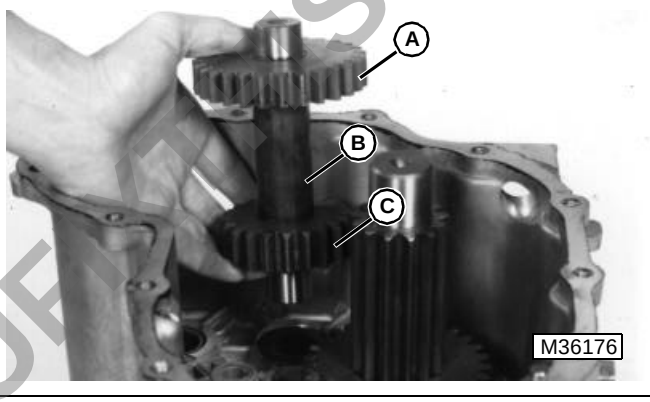
4. Assemble output shaft assembly (A) and install in output shaft bore.



5. Assemble gears and shaft.

6. Install intermediate shaft assembly.

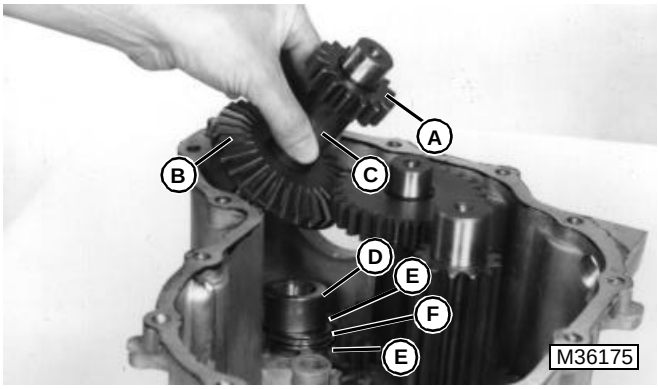
A—Spur Gear (27 teeth)
B—Intermediate Shaft
C—Spur Gear (20 teeth)



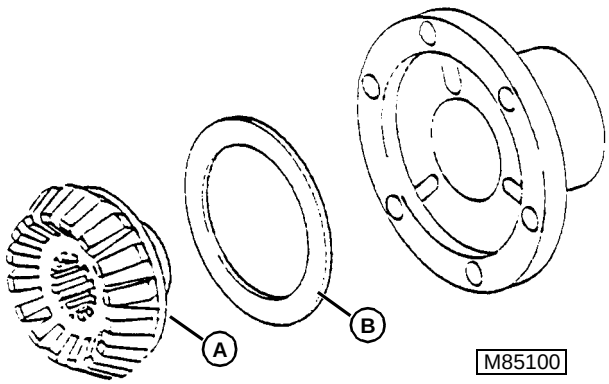
7. Assemble gears and shaft.

8. Install countershaft assembly.

A—Spur Gear
B—Bevel Gear
C—Counter Shaft
D—Spacer
E—Thrust Washer (2 used)
F—Thrust Bearing

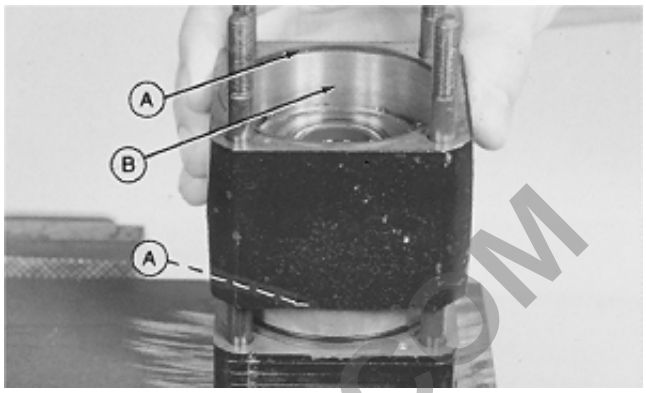


9. Install bevel gear (A) and thrust washer (B) (washer not required on differential lock side).



PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com

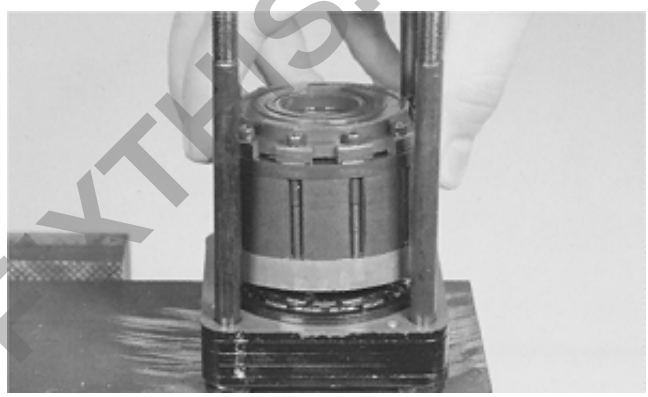
19. Remove metering ring and upper and lower seals (A). If the bore (B) is scored, the metering ring must be replaced.



MX,6005FH,A14 -19-21NOV90

IMPORTANT: Do not clamp metering assembly in a vise.

20. Remove metering assembly. Put assembly on a clean surface.

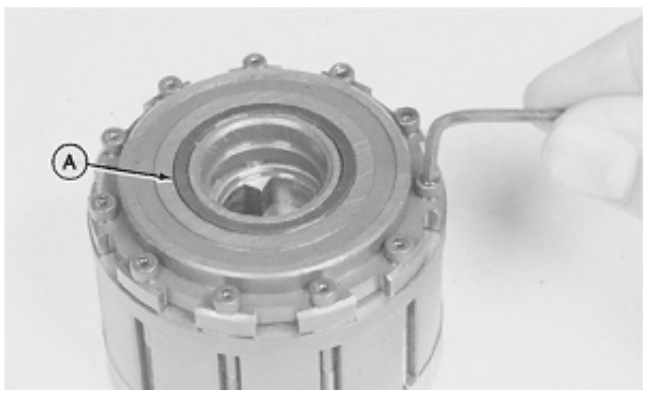


MX,6005FH,A15 -19-21NOV90

21. Remove commutator seal (A).

22. Remove 11 screws to remove commutator cover. Inspect screws for damage and replace if necessary.

23. Check commutator cover machined surface for nicks, burrs, scoring, or unusual wear. A polished pattern due to rotation of the commutator is normal.

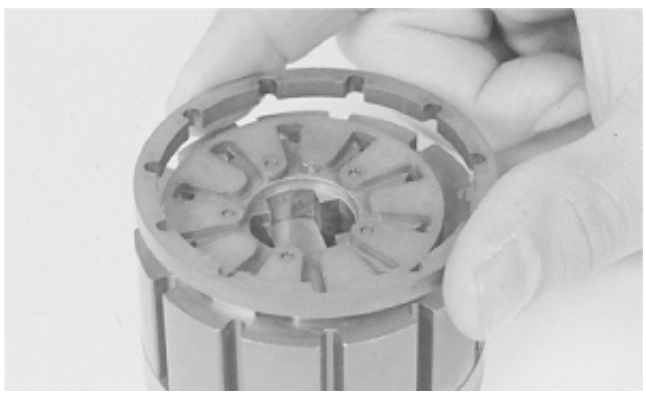


MX,6005FH,A16 -19-21NOV90

IMPORTANT: Handle commutator ring with case; it is easily broken.

24. Remove commutator ring and inspect for wear, burrs, cracks, or scoring.

NOTE: The commutator ring and commutator are a matched set. If either is worn or damaged, both must be replaced.



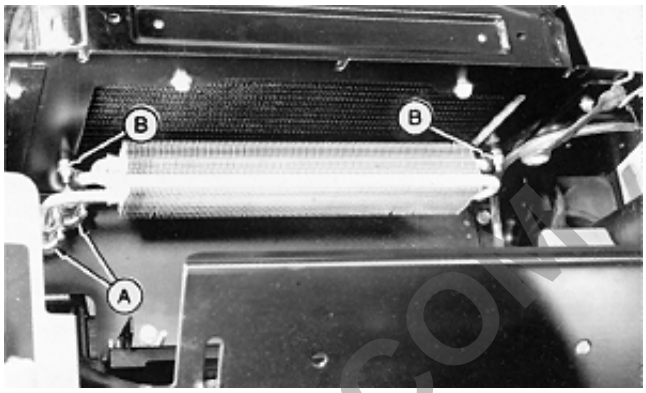
MX,6005FH,A17 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com

REMOVE AND INSTALL OIL COOLER

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 may call the Deere & Company Medical Department in Moline, Illinois, or other knowledgeable medical source.



M54212 -UN-19JUN90


X9811 -UN-23AUG88

1. Lift seat.
2. Remove radiator screen.
3. Disconnect hoses (A). Close all openings using caps and plugs.
4. Remove nuts (B).
5. Remove oil cooler.
6. Install oil cooler and nuts.
7. Connect hoses.
8. Install radiator screen.
9. Bleed hydraulic system. (See procedure in Group 05.)

PREVIEW - YOUFIXTHIS.COM

MX,7020FH,A1 -19-21NOV90

70
20
1

Download full manual at youfixthis.com

MISCELLANEOUS CHECKS

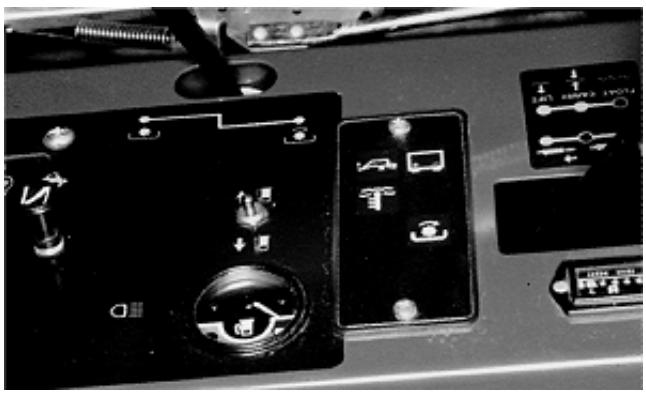
Conditions:
•Key switch OFF

Normal:
•Mower gear box oil level to bottom of fill hole
•Drive shafts not damaged. Well lubricated
•Mower belt not worn or damaged
•Mower blades not loose or worn and sharpened
•PTO drive belts not worn or damaged
PTO belt tension springs measure 21 mm (0.800 in.)
•Tires in good condition. Correct pressure
•Seat and safety belt OK

If Not Normal:
•Add oil to proper level
•Repair, replace or adjust as required

MX,21010FH,A7 -19-21NOV90

CHECKING INDICATOR LAMPS—F911/F932



Conditions:
•Operator on seat
•Forward control pedal depressed
•Service-park brake OFF
•PTO lever disengaged

N **CAUTION: If neutral start system is defective, be aware that machine will start and move forward.**

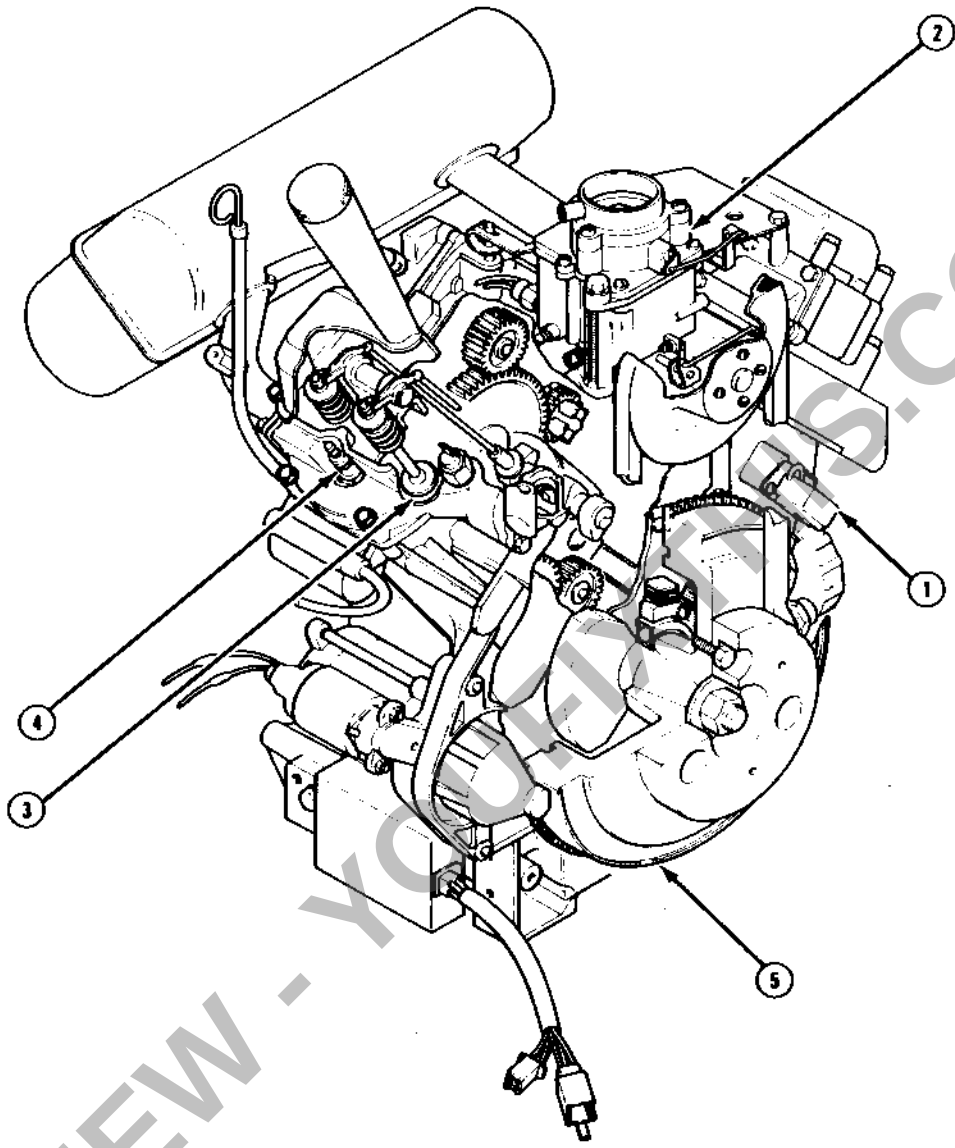
Procedure:
•Turn key switch to START position

Normal:
•Charge lamp should light and stay on.
•Oil pressure lamp should light and stay on
•Oil pressure horn should “beep”
•Coolant temperature lamp should light and stay on

If Not Normal:
•Check fuses located behind seat
•Go to Section 240 or 242, Group 15

MX,21010FH,A8 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com



M54281

ENGINE BACKFIRES – WHILE RUNNING

-19-22OCT90

M54281

Slide M54281

MX,22015FH,A4 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM

220
15
5

Download full manual at youfixthis.com

Section 221
ENGINE OPERATION, TESTS & ADJUSTMENTS—F915/F935

Contents

Page

Group 05—Component Location
Component Location Information 221-05-1
Engine Components 221-05-2
Lubrication System 221-05-4
Engine Cooling System 221-05-6

Group 10—Theory of Operation
Theory Information 221-10-1
Crankcase Breather Operation 221-10-2
Engine Lubrication System Operation . . . 221-10-4
Oil Filter Operation 221-10-6
Oil Pressure Regulating Valve Operation . 221-10-7
Engine Cooling System Operation 221-10-8

Group 15—Diagnosis, Tests & Adjustments
Diagnostic Information 221-15-1
Engine Performance Diagnosis
- Turns Over But Will Not Start or Starts Hard 221-15-2
- Runs Irregularly or Stalls Frequently . . . 221-15-4
- Runs Rough 221-15-6
- Low Power 221-15-8
- Exhaust Smokes—Black or Gray 221-15-12
- Smokes Excessive—White 221-15-14
- Smokes Blue or Uses Excess Oil . . . 221-15-16
- Uses Excess Fuel 221-15-18
- Excess Noise or Vibrations 221-15-20
- Low Oil Pressure 221-15-24
- Coolant Operating Temperature Incorrect 221-15-26
- Oil In Coolant or Coolant In Oil 221-15-28

Tests
- Radiator Bubble 221-15-30
- Cooling System 221-15-31
- Radiator Cap Pressure 221-15-32
- Fuel Transfer Pump Flow 221-15-33
- Fuel Transfer Pump Pressure 221-15-34
- Engine Oil Pressure 221-15-35
- Cylinder Compression Pressure 221-15-36

Page

Adjustments
- Injection Pump Timing 221-15-37
- Throttle Lever 221-15-38
- Throttle Cable 221-15-39
- Fuel Control Solenoid 221-15-40
- Slow Idle 221-15-41
- Fast Idle 221-15-42
- Valve Clearance 221-15-43
- Fan/Alternator Drive Belt 221-15-44

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

ENGINE HAS LOW OIL PRESSURE

Conditions:
- Transmission in neutral
- PTO off
- Speed control lever fast idle
- Key switch ON

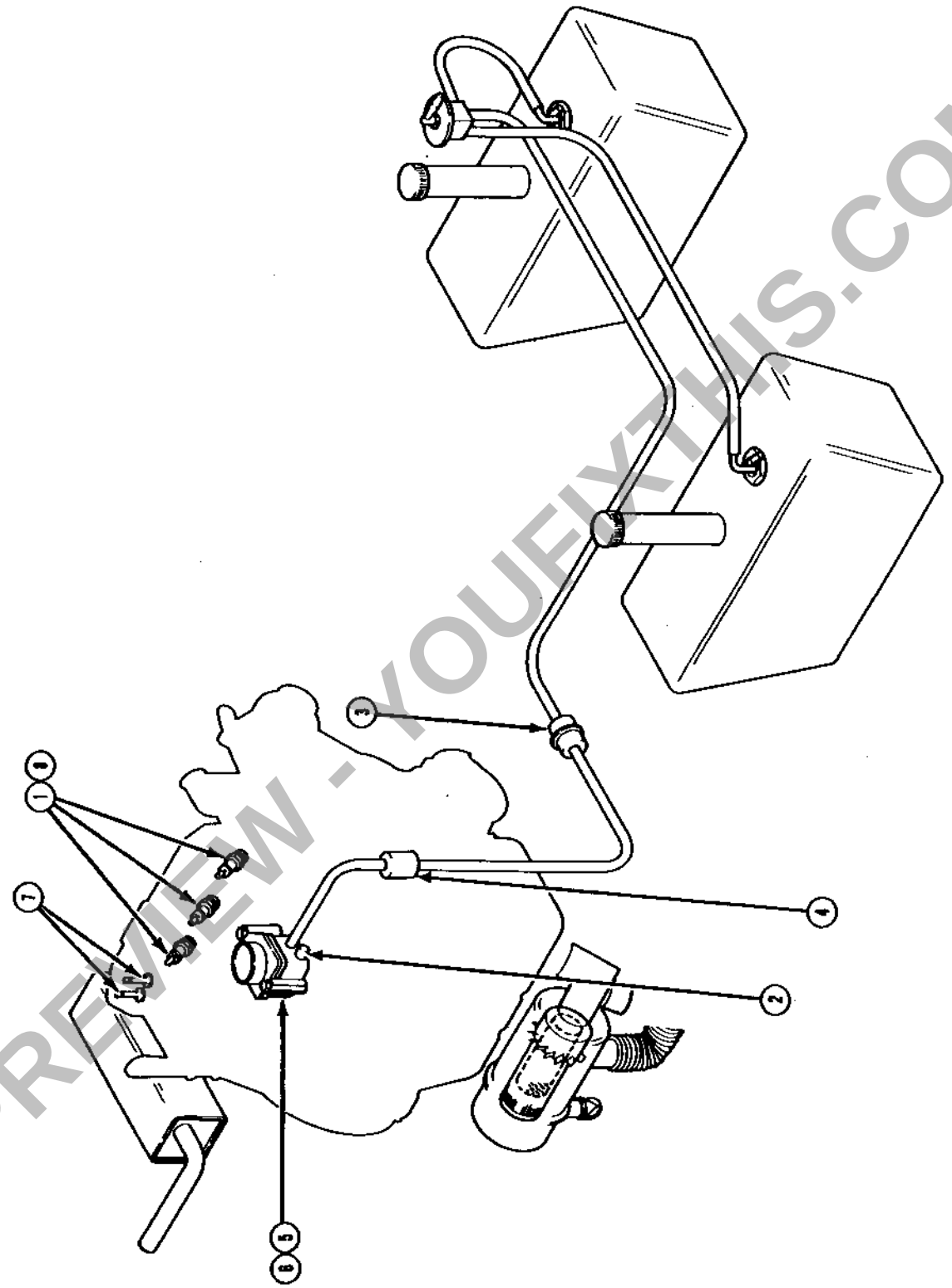
221 15 24

Test Location	Normal	If Not Normal
1. Dipstick tube	Crankcase oil level is between marks on dipstick	Add to correct level with correct viscosity. See Operators Manual.
2. Oil pump intake screen	Screen clean/no damage	Clean or replace. See Section 20.
3. Oil pump	Clearances within specifications See Section 20.	Replace parts worn excessively. See Section 20.
4. Oil pressure regulating valve	Valve free in bore. Spring within specifications. See Section 20	Inspect and clean valve. Replace as necessary. See Section 20.
5. Oil pressure indicator	Light on at less than 69 kPa (0.69 bar) (10 psi)	See Section 241.
6. Bearings	Clearance within specifications See Section 20	Repair. See Section 20.
7. Oil	Correct viscosity for ambient temperature	Drain and replace with correct viscosity. See Operators Manual.

MX,22115FH,A20 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com



ENGINE TURNS OVER BUT WILL NOT START

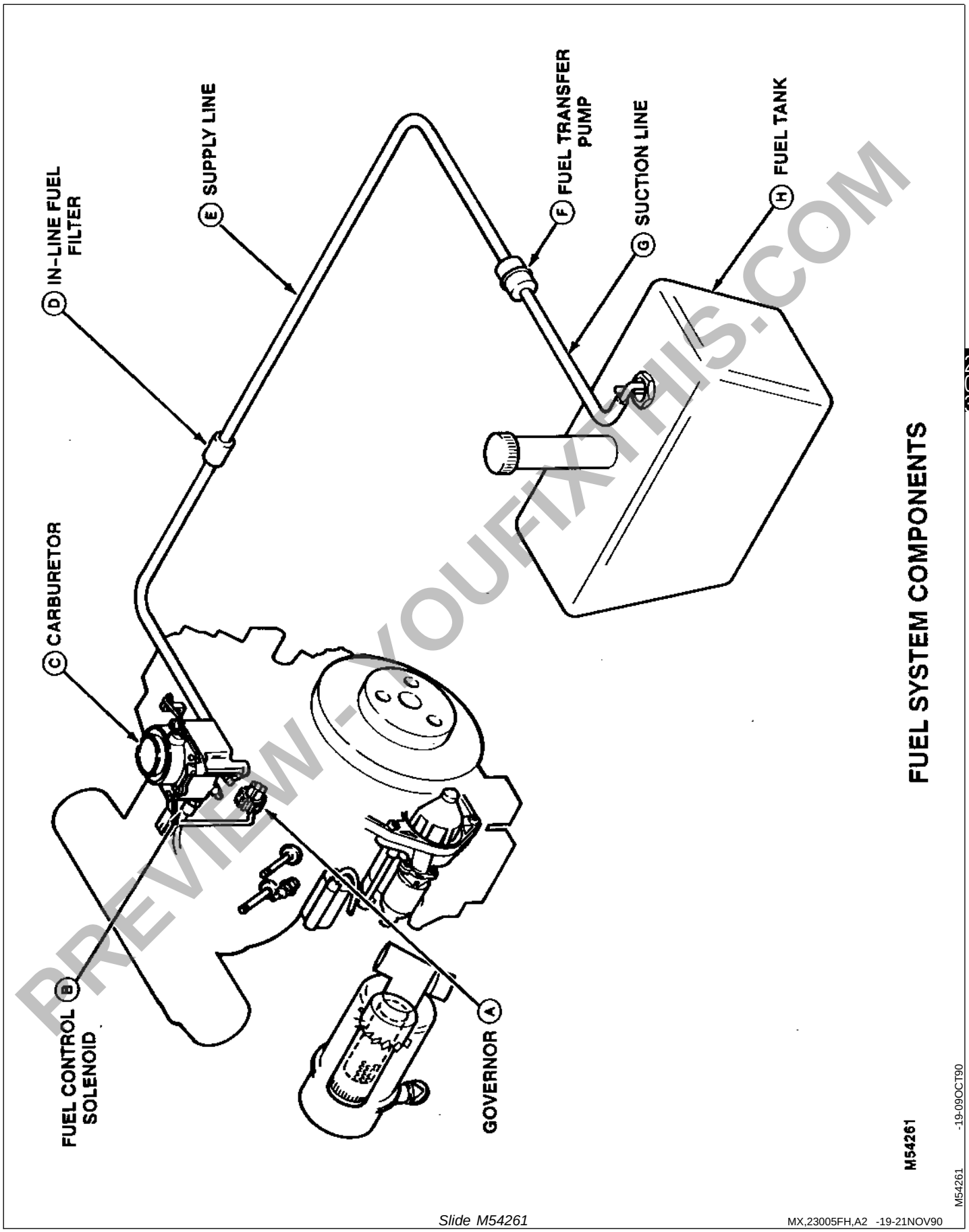
M54026

M54026 -19-06SEP90

Slide M54026

MX,22215FH,A3 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com



PREVIEW - YOUFIXTHIS.COM

Slide M54261

MX,23005FH,A2 -19-21NOV90

Download full manual at youfixthis.com

INJECTION PUMP OPERATION (TOP OF STROKE)

A—High Pressure Fuel
B—Medium Pressure Fuel
C—Fuel Injection Line
D—Fuel Inlet Fitting
E—Inlet Orifice
F—Plunger Helix (Groove)
G—Barrel
H—Control Rack
I—Roller Tappet
J—Camshaft
K—Control Sleeve
L—Plunger
M—Fuel Gallery
N—Valve Seat
O—Delivery Valve
P—Spring

Function:
Injection pump regulates fuel flow from fuel transfer pump to injectors.

Major Components:
•Fuel Injection Lines
•Fuel Inlet Fitting
•Barrel
•Control Rack
•Roller Tappet
•Control Sleeve
•Plunger
•Valve Seat
•Delivery Valve
•Spring

231
10
6

Theory of Operation:
When the roller tappet (I) is moved up by the camshaft (J), the inlet orifice (E) is blocked by the plunger (L). Fuel in the plunger area is compressed and forced against the delivery valve (O).

When fuel pressure is high enough to overcome spring (P), the delivery valve is lifted upward off the vale seat (N). High pressure fuel (A) flows past the delivery valve to the fuel injection line (C) and then to the fuel injection nozzle. The delivery valve is held open only when the fuel pressure in the plunger area is greater than the delivery valve spring pressure (P).

As the plunger continues moving upward, the plunger helix (F) aligns with the inlet orifice (E) . The pressure in the plunger area is higher than the pressure in the fuel gallery (M). This causes fuel to flow from the plunger area, through the plunger groove and inlet orifice to the fuel gallery.

Fuel flow through the inlet orifice causes pressure in the plunger area to decrease. With pressure equal on both sides of the delivery valve, spring force closes the delivery valve and stops the fuel flow to injection nozzle.

A governor-operated control rack (H) is connected to the control sleeve (K) and plunger (L) to regulate the quantity of fuel delivery to the nozzles. The control sleeve turns the plunger and increases or decreases the amount of plunger movement before the plunger helix (F) and inlet orifice (E) are aligned.

PREVIEW - YOUFIXTHIS.COM

MX,23110FH,A6 -19-21NOV90

Download full manual at youfixthis.com

GOVERNOR OPERATION—HIGH IDLE

A—Throttle Control Link and Spring
B—Tension Lever
C—Governor Timing Gear
D—Flyweights
E—Governor Spring
F—High Idle Stop

NOTE: Top view of governor assembly shown.

Function:
Governor maintains a set engine speed under varying loads.

Major Components:
- Governor Lever
- Governor Spring
- Tension Lever
- Yoke
- Governor Housing
- Governor Timing Gear
- Flyweights
- Thrust Sleeve
- Push Lever Assembly
- Throttle Lever
- High Idle Stop
- Throttle Control Link and Spring
- Low Idle Stop

Theory of Operation:
When the engine reaches the desired speed, the centrifugal forces on the flyweights (D) equals the governor spring tension (E) which causes the engine to operate at that speed. If the engine encounters more load, the flyweights' (D) centrifugal force decreases (via decreasing gear (C) speed) as engine speed decreases. This allows the governor spring tension (E) to dominate and move tension lever (B) to open the throttle plate, via throttle control link and spring (A), to increase engine speed to overcome the increased load.

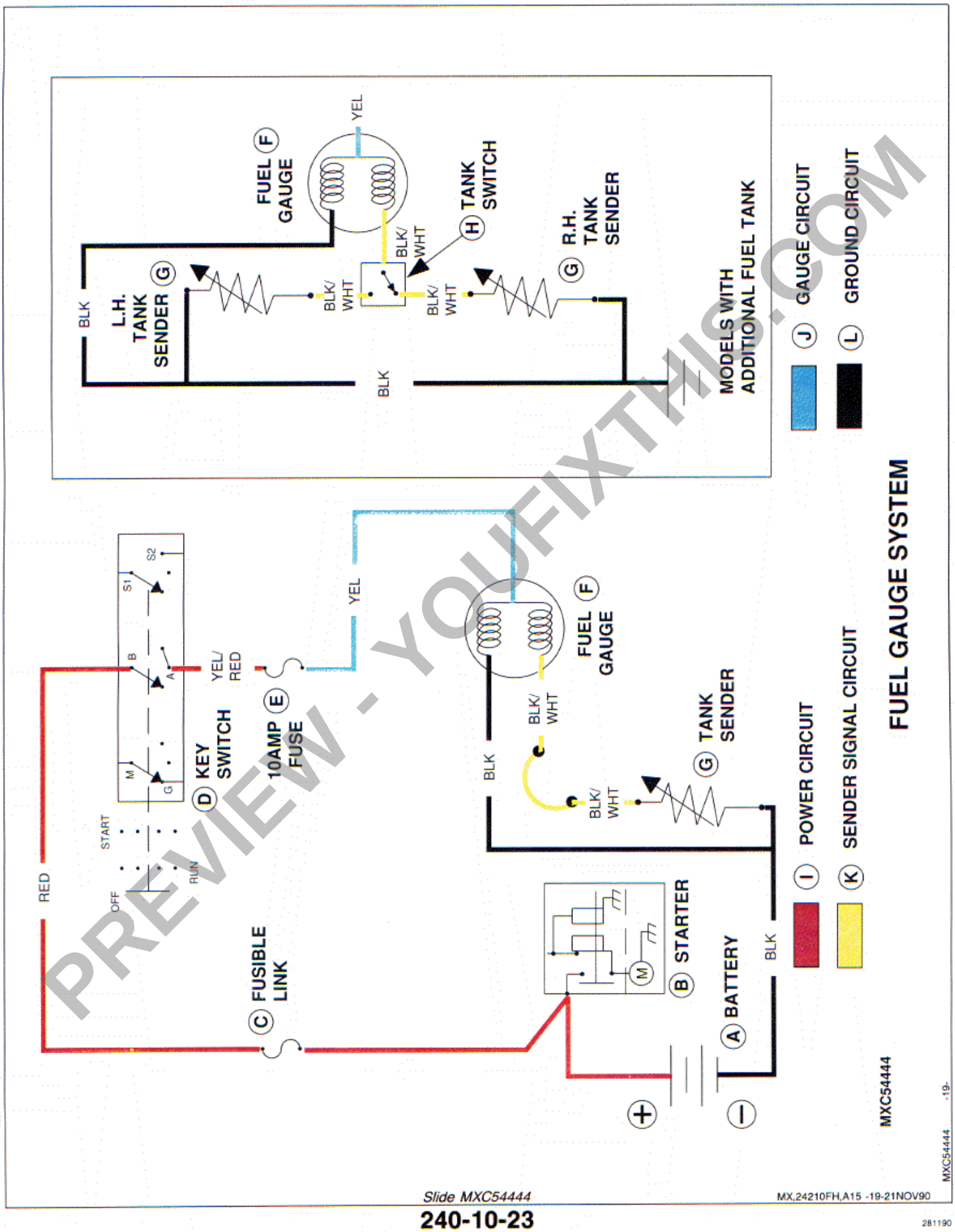
The maximum high idle engine speed can be adjusted at high idle stop (F).

232 10 18

MX,23210FH,A18 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com



PREVIEW - YOUFIXTHIS.COM

Slide MXC54444

MX,24210FH,A15 -19-21NOV90

281190

Download full manual at youfixthis.com

TEST STARTER SOLENOID

Reason:
To determine condition of starter solenoid.

CAUTION: Disconnect fuel shutoff solenoid wiring to prevent engine from starting during test.

Connections:
1. Disconnect and ground spark plug lead.

2. Disconnect wire from starter solenoid terminal (A).

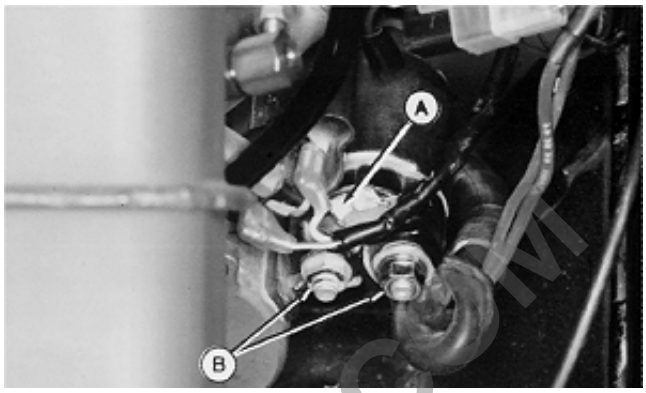
Procedure:
1. Briefly connect a jumper wire from positive battery terminal to starter terminal (A).

2. Connect a jumper wire between terminals (B).

Results:
•If starter runs during Step 1 solenoid is good. Check Cranking Circuit wiring (See this Group).

•If starter runs during Step 2, replace solenoid.

•If starter does not run, check battery cables then repair or replace starter.



Slide M54984

240
15
40

MX,24015FH,A26 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

CRANKING SYSTEM—OPERATOR ON SEAT

A—Battery
B—Fusible Link
C—Key Switch
D—10 Amp Fuse
E—Seat Switch
F—Seat Relay
G—25 Amp Fuse
H—PTO Switch
I—Transmission Neutral Switch
J—Service/Park Brake Switch
K—Starter Relay
L—Starter Solenoid
M—Starter Motor
N—Power Circuit
O—Seat Switch Circuit
P—Neutral Start Circuit
Q—Starter Circuit
R—Ground Path

Function:
To energize solenoid and engage starter motor to crank engine, only when pre-start conditions have been met. Pre-start conditions are; operator on seat, seat relay energized, PTO switch off, transmission in neutral, and starter relay energized.

NOTE: See Cranking System—Operator Off Seat/Brake On, for additional cranking system information.

Major Components:
•Battery
•Fusible Link
•Key Switch
•10 Amp Fuse
•Seat Switch
•Seat Relay
•25 Amp Fuse
•PTO Switch
•Transmission Neutral Switch
•Service/Park Brake Switch
•Starter Relay
•Starter Solenoid
•Starter Motor

Theory of Operation:
Current (N) flows from the battery (A) to a common tie point on the starter, then through a fusible link (B), to the key switch (C) and starter relay. When the key switch is in the “START” or “RUN” positions current flows through the switch to the 10 amp and 25 amp fuses.

Current (O) passes through the 10 amp fuse (D) to the seat switch (E). With the operator on the seat the switch contacts are closed allowing current to reach the seat relay (F) and energize it.

Current (P) passes through the 25 amp fuse (G) to the PTO switch (H). The PTO switch must be in the “OFF” position for current to flow through the switch.

Current now flows to the transmission neutral switch (I). The transmission must be in neutral to allow current flow to pass through the switch to the service/park brake switch.

When the service/park brake switch (J) is in the “ON” position current passes through the switch to the neutral start relay. Current flow by-passes the switch when it is in the “OFF” position, traveling instead through the closed contacts of the energized seat relay and then to the starter relay.

When the key switch is turned to the “START” position, the closed contacts (S1 and S2) complete the ground circuit to energize the starter relay.

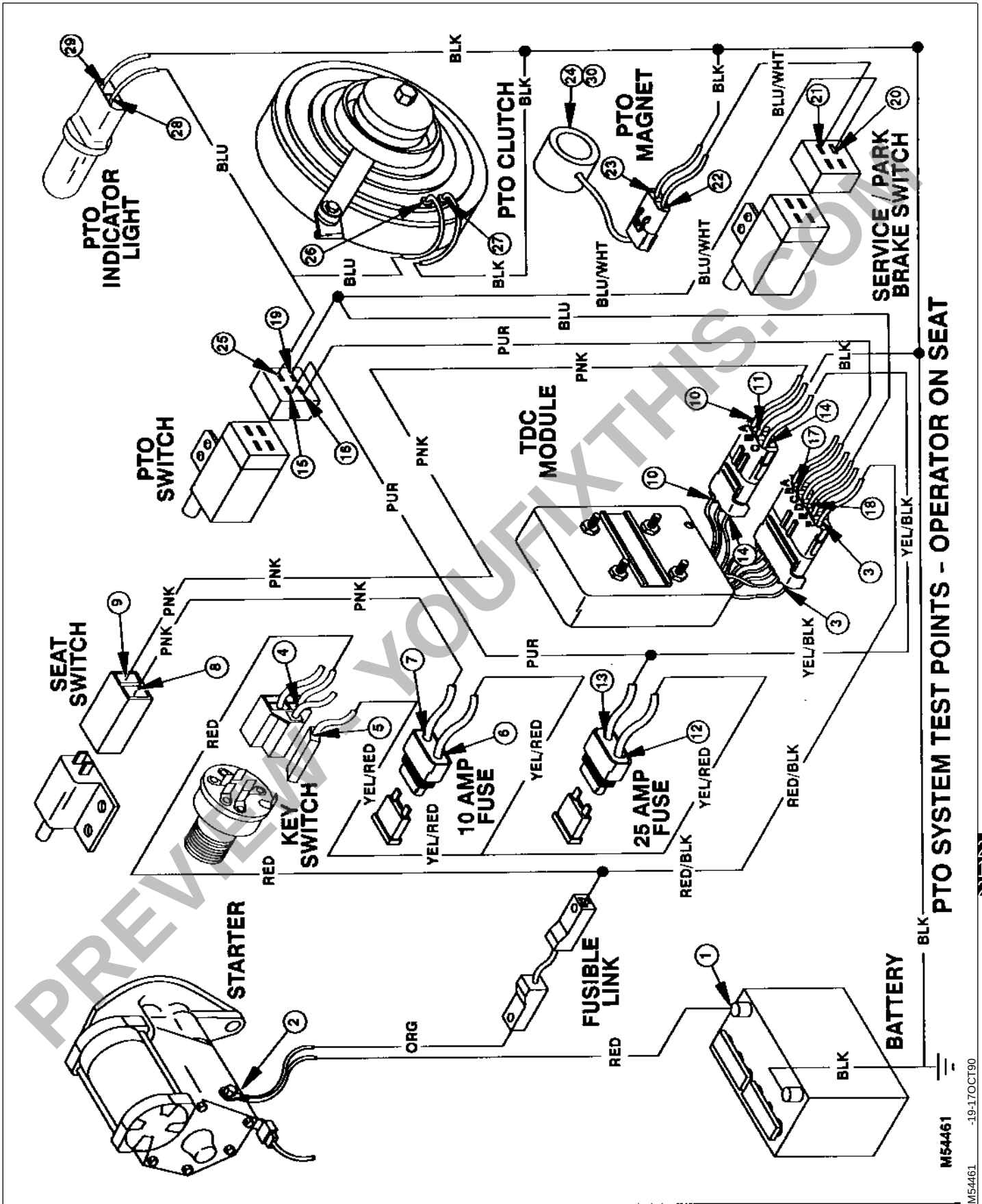
With the starter relay energized, current (Q) can flow through the relay to energize the starter solenoid (L) and engage the starter motor (M) to crank the engine.

A ground path (R) is provided for the key switch, seat relay, and starter relay.

MX,24110FH,A7 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com



Slide M54461

MX,24115FH,A21 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM
Download full manual at youfixthis.com

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

ENGINE IGNITION SYSTEM TEST POINTS—OPERATOR OFF SEAT/BRAKE ON

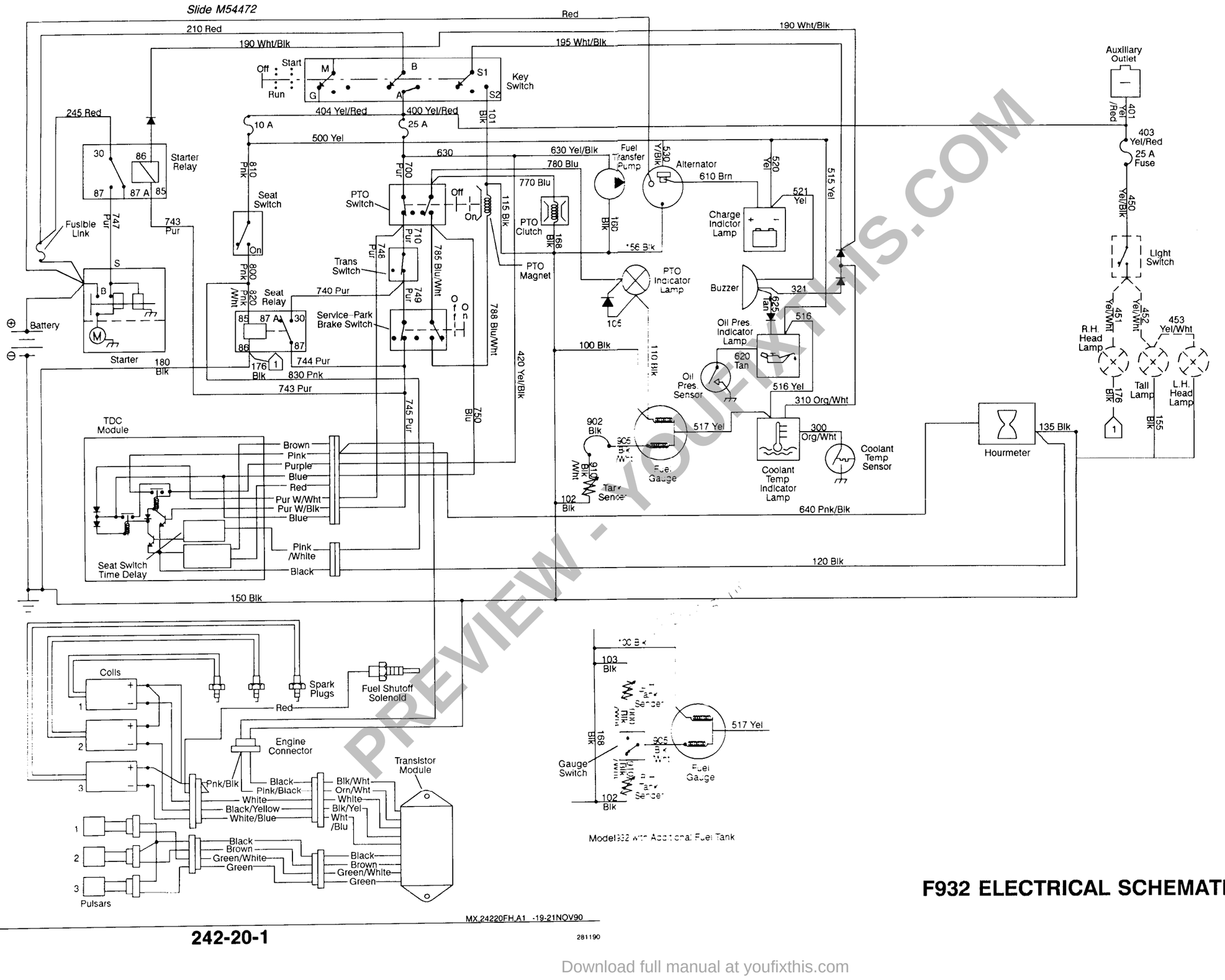
Conditions:
•Key switch “RUN” position
•PTO switch “OFF” position
•Transmission in neutral
•Service/Park brake on

Test Location	Normal	If Not Normal
1. Battery positive	11.8—13.2 volts	test battery
2. Starter connection	battery voltage	check battery cable connection, starter tie point
3. Key switch terminal B	battery voltage	check fusible link, red wire to key switch
4. Key switch terminal A	battery voltage	test key switch (see this group)
5. 25 Amp Fuse (Hot Side)	battery voltage	test yel/red wire
6. 25 Amp Fuse (Protected Side)	battery voltage	replace fuse
7. Fuel transfer pump	battery voltage	test yel/blk wire
8. Fuel transfer pump	less than 0.2 volt	verify ground connections, test fuel transfer pump, (see Section 232 Group 15)
9. TDC Module connector	battery voltage	check connector, test yel/blk wire
10. PTO switch (Normally Closed Contacts)	battery voltage	check connector, test pur wire
11. PTO switch (Normally Closed Contacts)	battery voltage	adjust linkage, test PTO switch (see this group)
12. Transmission neutral switch	battery voltage	check connector, test pur wire
13. Transmission neutral switch	battery voltage	adjust linkage, test transmission neutral switch (see this group)
14. Service/Park brake switch	battery voltage	check connector, test pur wire
15. Service/Park brake switch	battery voltage	adjust linkage, test service/park brake switch (see this group)

PREVIEW - YOUFIXTHIS.COM

MX,24215FH,A7 -19-21NOV90

Download full manual at youfixthis.com



PREVIEW - YOUFIXTHIS.COM

M54472

F932 ELECTRICAL SCHEMATIC

MX,24220FH,A1 -19-21NOV90

281190

Download full manual at youfixthis.com

PTO OPERATES ERRATICALLY

Conditions:
•Operator on seat
•Park brake disengaged
•Engine not running
•Key switch ON

Test Location	Normal	If Not Normal
1. PTO clutch	Positive clutch engagement	See PTO Clutch Circuit Test in Sections 240, 241 or 242.
	Clutch disengaged Air gap - 0.3—0.5 mm (0.012—0.020 in.)	Adjust. See PTO Clutch Air Gap Adjustment in Section 240, 241 or 242.
2. PTO lever linkage	Positive engagement with magnet	Test. See Section 240, 241 or 242. Adjust. See PTO Control Lever Adjustment.
3. Seat switch	Positively engaged	Test. See Section 240, 241, or 242.
4. PTO brake band	Fully disengaged	Adjust. See PTO Brake Band/Switch Adjustment.

Conditions:
•Park brake engaged
•Engine not running
•Key switch OFF

5. PTO belts	Not worn, glazed or cracked	Replace belts.
	Tension springs at 21 mm (0.800 in.)	Adjust. See PTO Belt Tension Adjustment.
6. Sheaves	Not worn Tight to drive shafts	Replace as necessary. Check splines, keys or tapered fit. See Section 50.

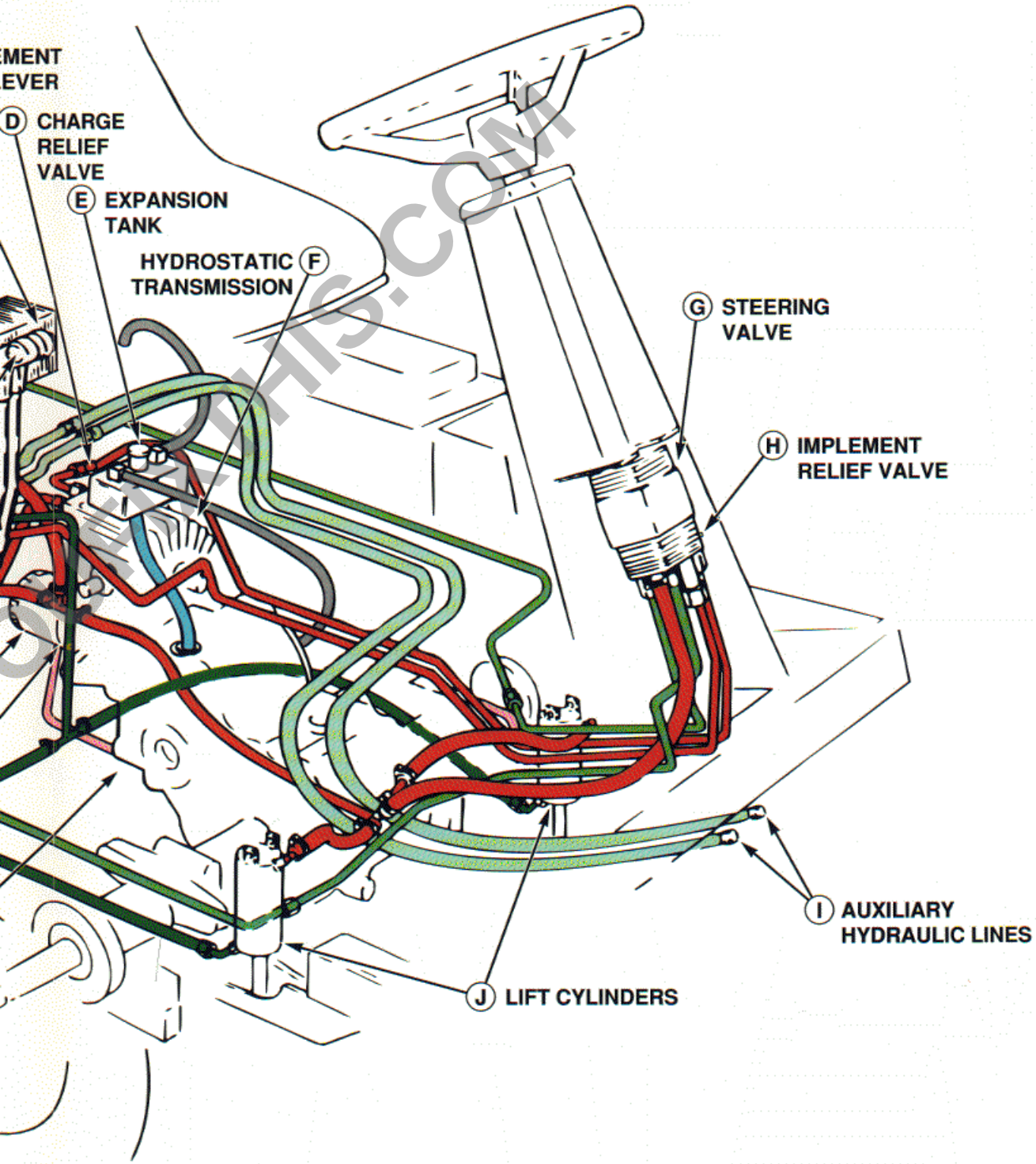
MX,25015FH,A14 -19-21NOV90

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com

PREVIEW - YOUFIXTHIS.COM

Download full manual at youfixthis.com



STEM OPERATION

ll manual at youfixthis.com

PREVIEW ONLY

You're viewing 25 of 1091 pages

The full manual includes:

- All 1091 pages, complete
- Searchable PDF (find any keyword)
- No watermarks
- Instant download
- Print-ready quality

GET FULL MANUAL NOW

John Deere F911, F915, F925, F932, F935 Repair

Scan or click anywhere
youfixthis.com

Click anywhere on this page to get the full manual