JOHN DEERE
WORLDWIDE COMMERCIAL & CONSUMER EQUIPMENT DIVISION

Lawn and Garden Tractors
X495 and X595 4WD DIESEL

TM2024 JANUARY 2003

TECHNICAL MANUAL



JOHN DEERE

North American Version
Litho in U.S.A.

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Manual Description

This technical manual is written for an experienced technician and contains sections that are specifically for this product. It is a part of a total product support program.

The manual is organized so that all the information on a particular system is kept together. The order of grouping is as follows:

- Table of Contents
- Specifications and Information
- Identification Numbers
- Tools and Materials
- Component Location
- Schematics and Harnesses
- Theory of Operation
- Operation and Diagnostics
- Diagnostics
- Tests and Adjustments
- Repair
- Other

NOTE: Depending on the particular section or system being covered, not all of the above groups may be used.

The bleed tabs for the pages of each section will align with the sections listed on this page. Page numbering is consecutive from the beginning of the Safety section through the last section.

We appreciate your input on this manual. If you find any errors or want to comment on the layout of the manual please contact us.

Safety
Specifications and Information
Engine - Diesel
Electrical
Power Train - Hydrostatic
Hydraulics
Steering
Brakes
Attachments
Miscellaneous

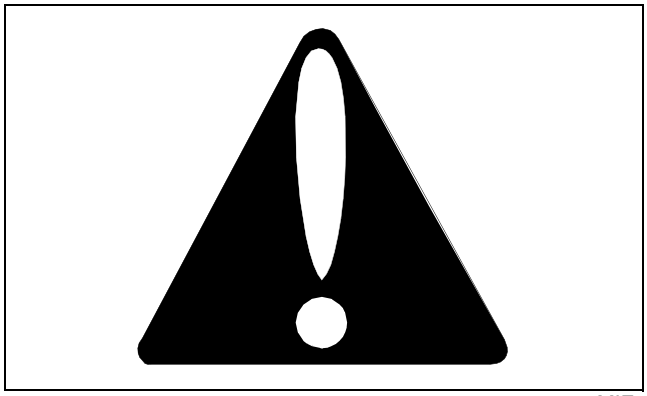
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Recognize Safety Information



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

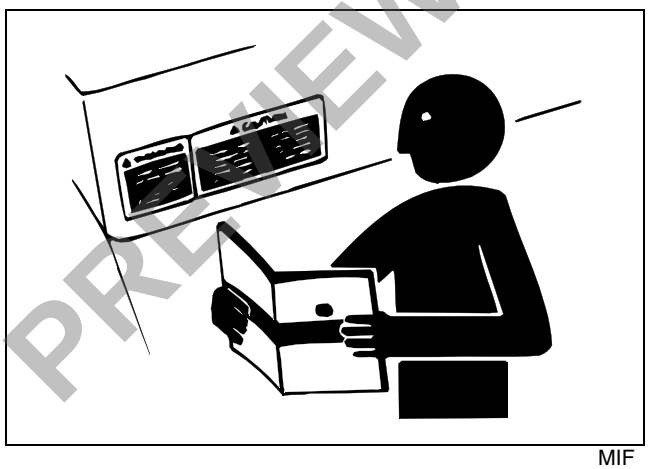
Follow recommended precautions and safe servicing practices.

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.

Replace Safety Signs

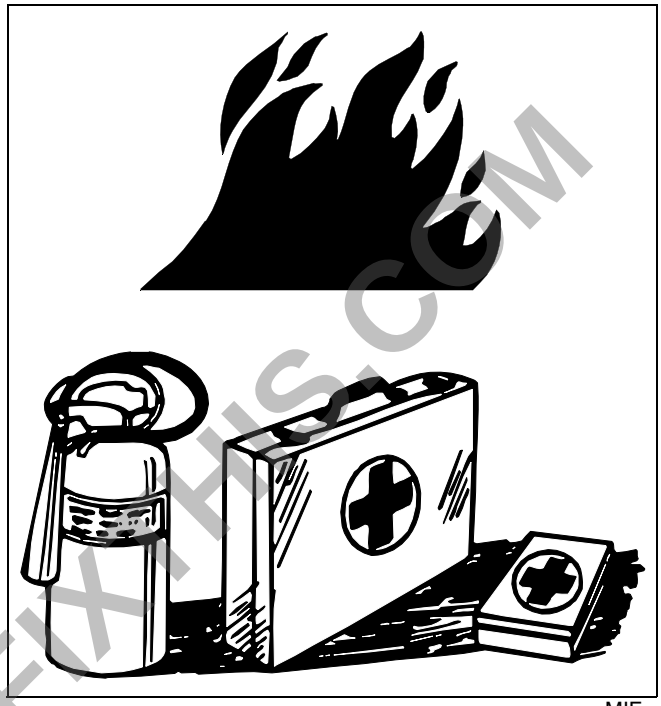


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Replace missing or damaged safety signs. See the machine operator's manual for correct safety sign placement.

Handle Fluids Safely - Avoid Fires

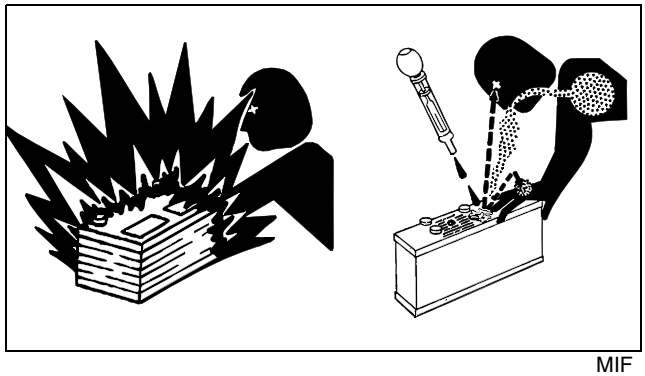
Be Prepared For Emergencies



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- 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.
- 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.

Use Care In Handling and Servicing Batteries



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Specifications

General

Make	Yanmar
Model	3TNE74
Type	4-Cycle Diesel
Gross Power	17.9 kW (24 HP)
Torque @2650 rpm	53.8 N•m (39.7 lb-ft)
Number of Cylinders	3
Bore	74 mm (2.91 in.)
Stroke	78 mm (3.07 in.)
Displacement	1.006 L (61.4 cu in.)
Firing Order	1 - 3 - 2
Direction of Rotation	Counterclockwise (viewed from flywheel)
Combustion System	Indirect Injection Type
Compression Ratio	23 : 1
Cooling	Liquid
Oil Capacity (w/filter)	Approximately 2.8 L (3.0 qt)
Governor	Centrifugal
Slow Idle (no-load)	1600 ±25 rpm
High Idle (no-load)	3475 ±25 rpm

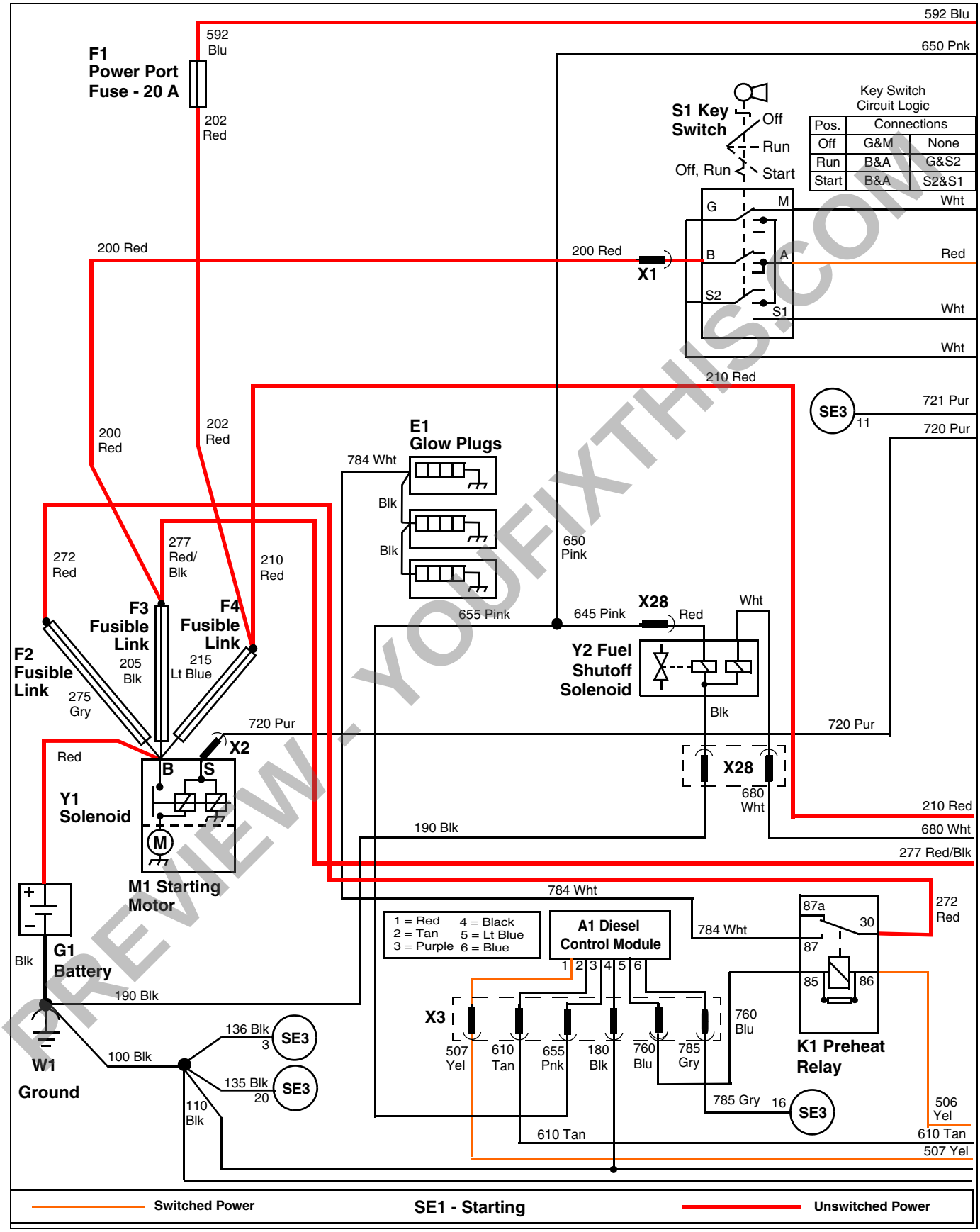
Repair Specifications

Valve Train:	
Rocker Arm Shaft OD	11.966 - 11.984 mm (0.471 - 0.472 in.)
Wear Limit	11.95 mm (0.470 in.)
Rocker Arm and Shaft Support Bushings ID	12.00 - 12.02 mm (0.472 - 0.473 in.)
Wear Limit	12.09 mm (0.476 in.)
Oil Clearance	0.016 - 0.054 mm (0.0006 - 0.0021 in.)
Wear Limit	0.14 mm (0.006 in.)
Push Rod Bend (maximum)	0.0 - 0.03 mm (0.0 - 0.001 in.)
Cylinder Head:	
Cylinder Head Flatness	0.000 - 0.05 mm (0.000 - 0.002 in.)
Service Limit	0.15 mm (0.006 in.)
Valves:	
Valve Seat Width (Non-Removable):	
Intake	1.44 mm (0.057 in.)
Wear Limit	1.98 mm (0.078 in.)
Exhaust	1.77 mm (0.070 in.)
Wear Limit	2.27 mm (0.089 in.)

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Main Electrical Schematic (1 of 4)



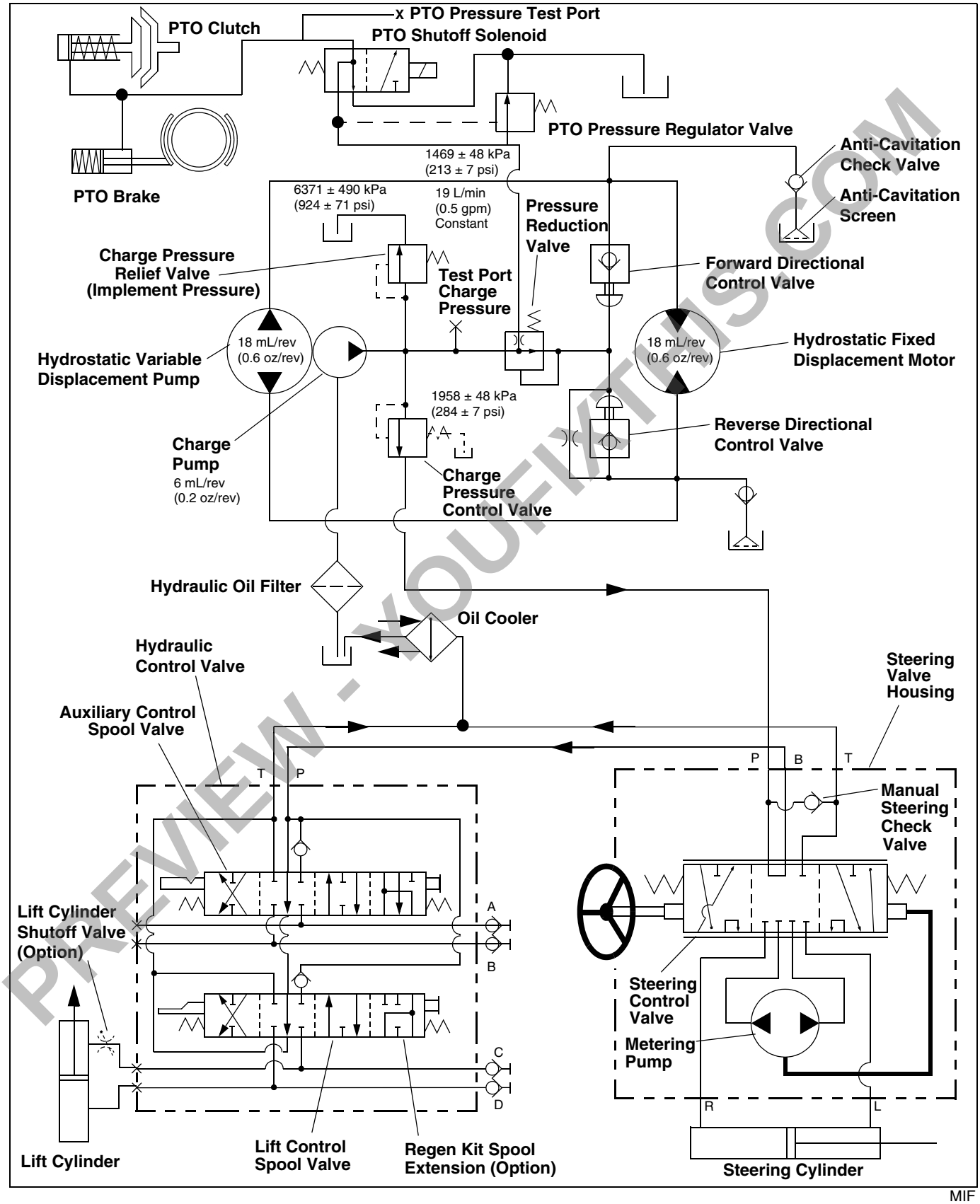
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Schematics

Hydraulic Schematic - Power Train

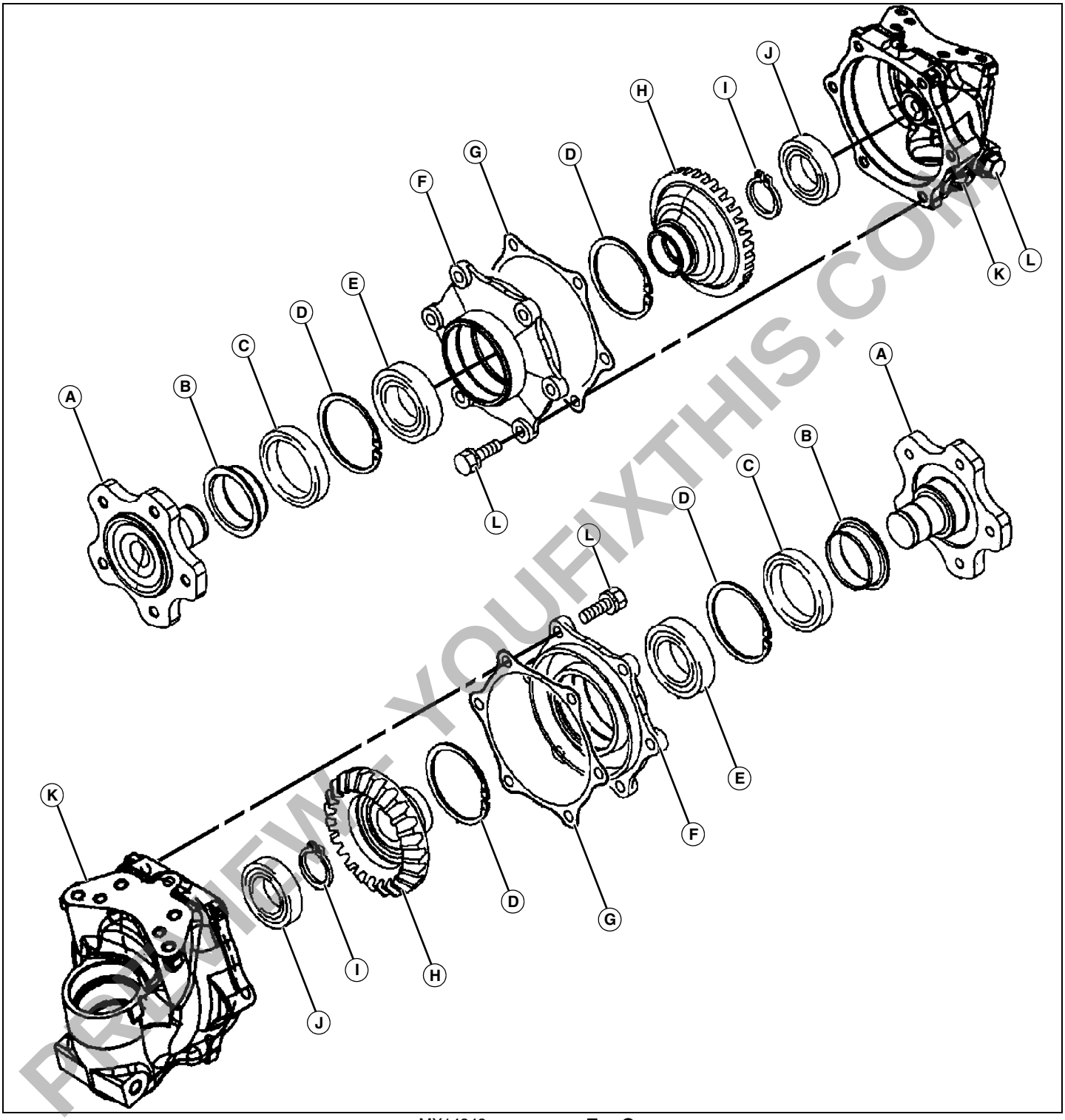


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Final Drive (MFWD)



MX14348

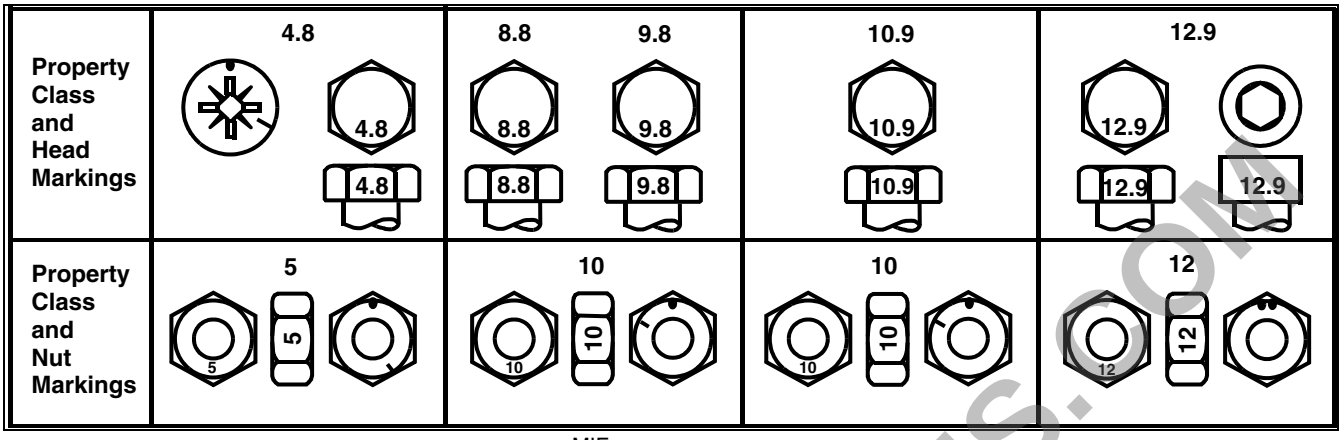
- **A - Spindle**
- **B - Sleeve**
- **C - Seal**
- **D - Snap Ring (4 used)**
- **E - Ball Bearing**
- **F - Case**
- **G - Gasket**
- **H - Final Gear**
- **I - Snap Ring**
- **J - Ball Bearing**
- **K - Gearbox**
- **L - Drain Plug**

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Fastener Torques

Metric Fastener Torque Values



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	Class 4.8				Class 8.8 or 9.8				Class 10.9				Class 12.9			
	Lubricated a		Dry a		Lubricated a		Dry a		Lubricated a		Dry a		Lubricated a		Dry a	
SIZE	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft	N•m	lb-ft
M6	4.8	3.5	6	4.5	9	6.5	11	8.5	13	9.5	17	12	15	11.5	19	14.5
M8	12	8.5	15	11	22	16	28	20	32	24	40	30	37	28	47	35
M10	23	17	29	21	43	32	55	40	63	47	80	60	75	55	95	70
M12	40	29	50	37	75	55	95	70	110	80	140	105	130	95	165	120
M14	63	47	80	60	120	88	150	110	175	130	225	165	205	150	260	109
M16	100	73	125	92	190	140	240	175	275	200	350	225	320	240	400	300
M18	135	100	175	125	260	195	330	250	375	275	475	350	440	325	560	410
M20	190	140	240	180	375	275	475	350	530	400	675	500	625	460	800	580
M22	260	190	330	250	510	375	650	475	725	540	925	675	850	625	1075	800
M24	330	250	425	310	650	475	825	600	925	675	1150	850	1075	800	1350	1000
M27	490	360	625	450	950	700	1200	875	1350	1000	1700	1250	1600	1150	2000	1500
M30	675	490	850	625	1300	950	1650	1200	1850	1350	2300	1700	2150	1600	2700	2000
M33	900	675	1150	850	1750	1300	2200	1650	2500	1850	3150	2350	2900	2150	3700	2750
M36	1150	850	1450	1075	2250	1650	2850	2100	3200	2350	4050	3000	3750	2750	4750	3500

DO NOT use these hand torque values if a different torque value or tightening procedure is given for a specific application. Torque values listed are for general use only and include a ±10% variance factor. Check tightness of fasteners periodically. DO NOT use air powered wrenches.

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

Fasteners should be replaced with the same grade. Make sure fastener threads are clean and that you properly start thread engagement. This will prevent them from failing when tightening.

When bolt and nut combination fasteners are used, torque values should be applied to the NUT instead of the bolt head.

Tighten toothed or serrated-type lock nuts to the full torque value.

a *"Lubricated" means coated with a lubricant such as engine oil, or fasteners with phosphate and oil coatings. "Dry" means plain or zinc plated (yellow dichromate - Specification JDS117) without any lubrication.*

Reference: JDS - G200.

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Tests and Adjustments

Cylinder Compression Test

Reason:

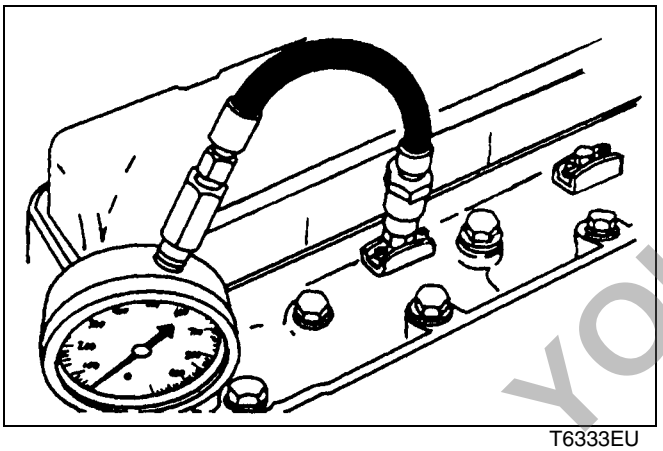
To determine the condition of the pistons, rings, cylinder walls and valves.

Equipment:

- JT01682 Compression Gauge Assembly
- JDG472 Adapter

Procedure:

1. Run engine for 5 minutes to bring to operating temperature. Shut off engine.
2. Remove injection nozzles.



T6333EU

3. Remove heat protector from end of fuel injection nozzle, and install on JDG472 adapter.
4. Install JT01682 Compression Gauge Assembly and JDG472 Adapter in injection port.
5. Disconnect fuel shutoff solenoid electrical connector on rear of governor.

IMPORTANT: Avoid damage! DO NOT overheat starting motor during test.

6. Crank engine for three seconds with starting motor.
7. Record pressure reading for each cylinder.

Compression Pressure Specifications:

Standard . . . . . 3432 kPa (498 psi)

Minimum Pressure . . . . . 2746 kPa (398 psi)

Maximum Difference Between Cylinders . . . . . 245 kPa (36 psi)

Minimum Cranking Speed . . . . . .250 rpm

NOTE: Pressure listed is for 300 meters (1000 ft) above sea level. Reduce specification an additional 4% for each 300 meters (1000 ft) of altitude above this level.

Results:

- If pressure reading is below specification, squirt clean engine oil into cylinders through injector ports and repeat test.
- If pressure increases significantly, check piston, rings, and cylinder walls for wear or damage.
- If pressure does not increase significantly after retest, check for leaking valves, valve seats or cylinder head gasket.

Throttle Cable Adjustment

Reason:

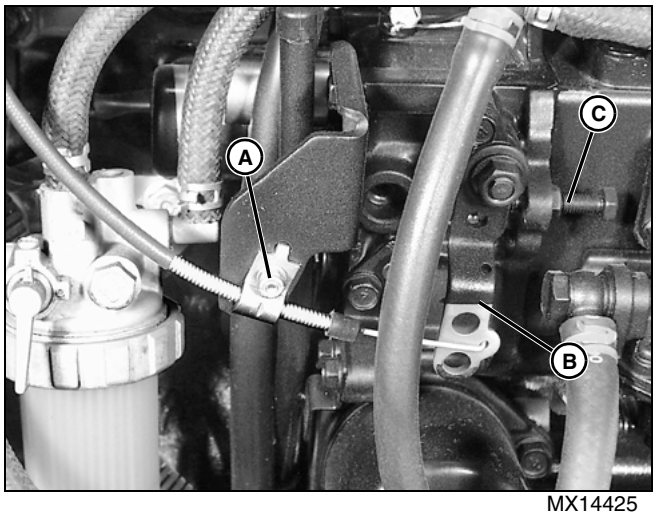
To ensure that throttle cable is adjusted correctly, and to allow full high idle and slow idle position of governor throttle lever.

Equipment:

- 8 mm Wrench(es)
- Spring Scale

Procedure:

1. Park machine on level surface, turn key switch OFF, shift transmission to NEUTRAL, and LOCK park brake.
2. Pull throttle hand control lever fully back to slow idle position.



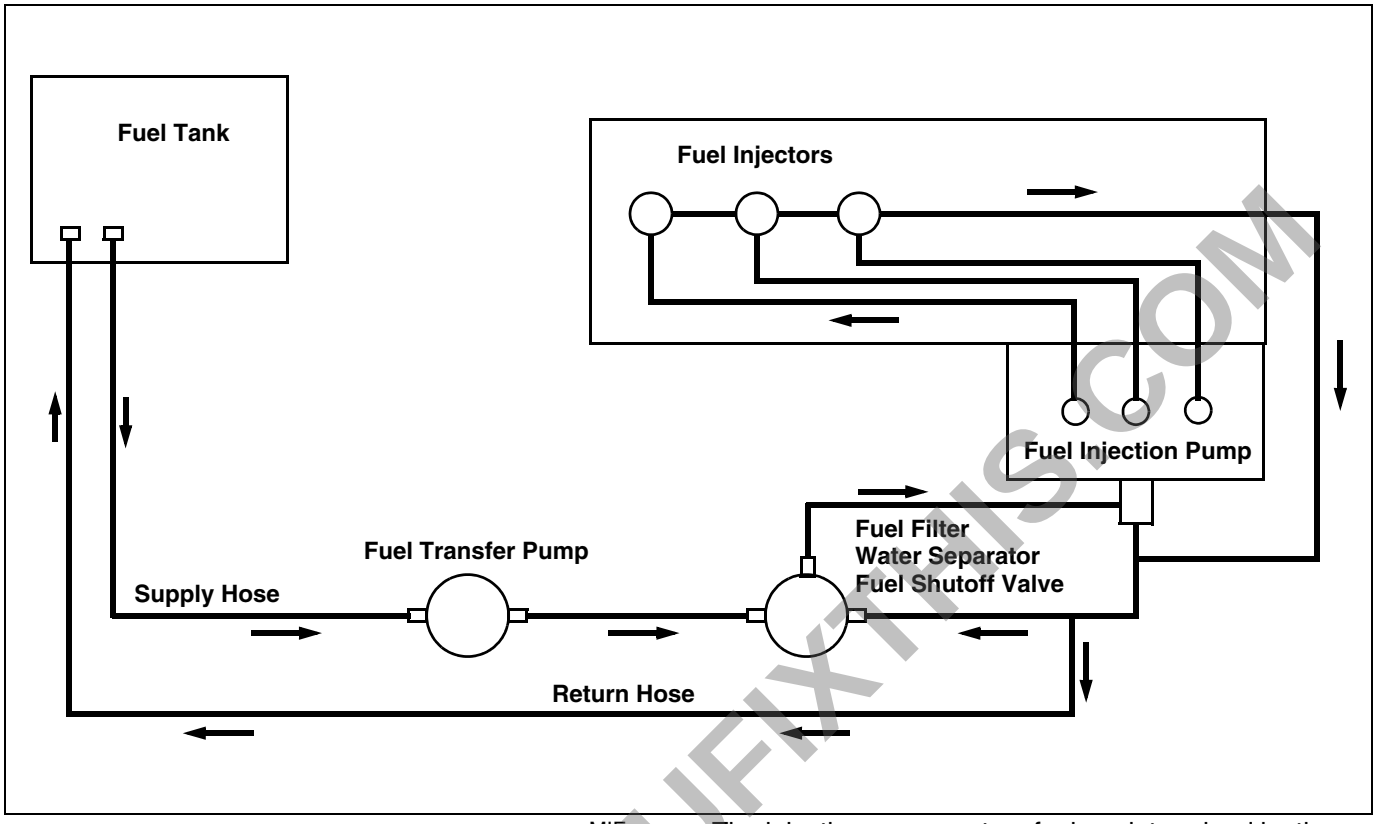
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3. Loosen bolt (A) and throttle cable clamp.
4. Hold governor throttle lever (B) against throttle stop screw (C).
5. Tighten bolt (A).

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Fuel System Theory of Operation



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Function:

The fuel system supplies clean fuel to injection pump and nozzles, and circulates unused fuel back to the tank. An instrument panel mounted electric fuel gauge shows the operator amount of fuel remaining.

Theory of Operation:

The engine driven mechanical fuel transfer pump draws fuel from the tank and pumps it to the combination glass bowl fuel filter/water separator/fuel shutoff valve. If the fuel valve is on, fuel flows to the fuel injection pump. After the injection pump housing is full, excess fuel is recirculated, along with excess leakoff fuel from the injectors, through the fuel filter. Excess fuel is returned to the fuel tank.

The engine speed is controlled by the hand throttle lever. The throttle linkage is connected to the injection pump/ governor control lever.

The fuel shutoff solenoid controls the flow of fuel inside the injection pump. When the solenoid is energized (ignition key to START position), the solenoid pulls in and allows fuel to be pumped to the injectors. When the key is turned off, return springs extend the solenoid to the shutoff position. The solenoid stops the flow of fuel inside the fuel injector pump by forcing the governor rack linkage to the NO FUEL position, causing the fuel injector pump to stop supplying fuel to the injectors.

The injection pump meters fuel as determined by the governor and delivers it at high pressure to the injection nozzles. The injection nozzle prevents flow until high pressure is reached, opening the valve and spraying atomized fuel into the pre-combustion swirl chamber. Injection lines have trapped fuel inside whenever injection is not taking place.

A small amount of fuel leaks past the nozzle valve to lubricate the fuel injection nozzle. This leakage combines with excess fuel from the injection pump and is returned to tank. Any air in the fuel system is bled out with return fuel to the fuel tank.

A float-type fuel level sensor mounted in the tank drives a instrument panel mounted gauge, informing the operator of the fuel level.

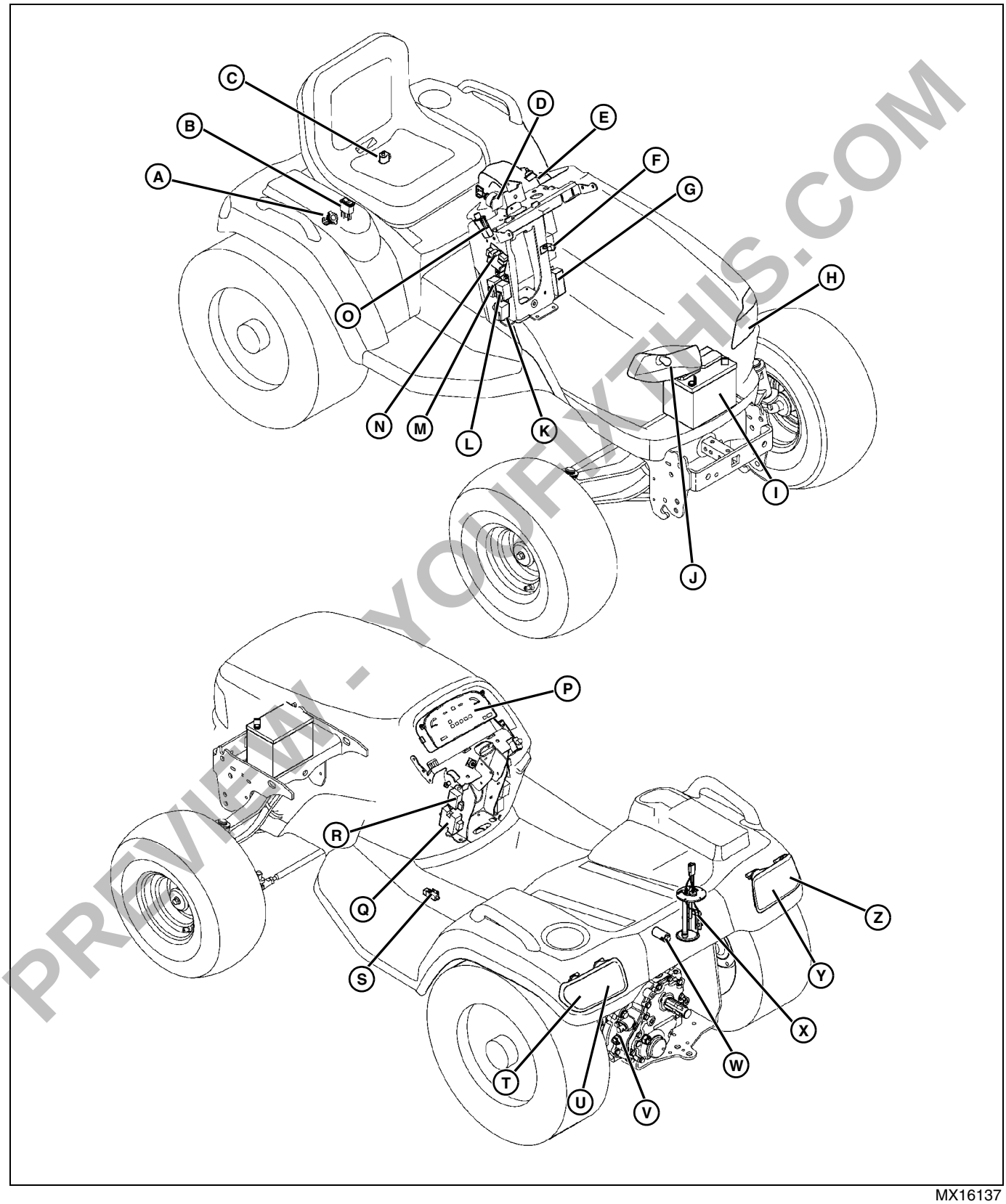
The fuel shutoff solenoid has two coils inside; one pull-in, and one hold-in coil. The hold-in coil is energized whenever the key switch is in the ON or START position. The pull-in coil is energized only when in the START position and start criteria are met.

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Component Location

X495 and X595 Diesel



MX16137

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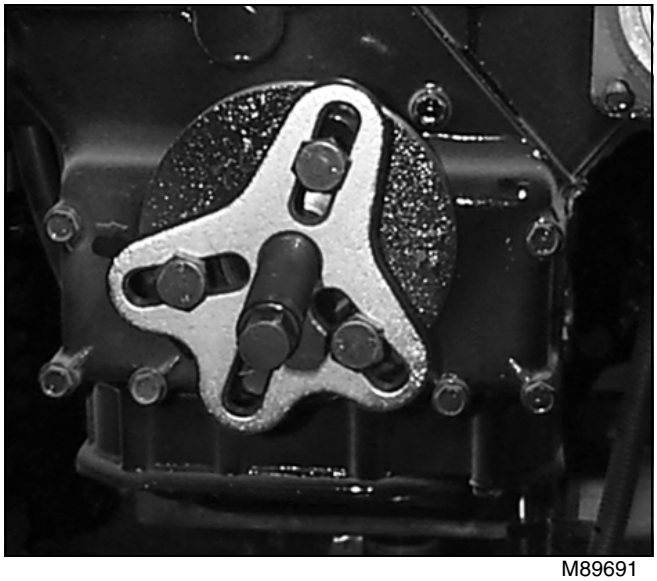
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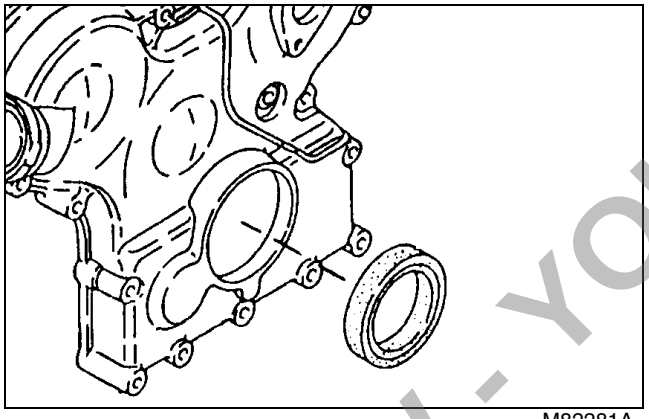
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4. Remove crankshaft sheave cap screw. Install puller to crankshaft sheave and remove sheave.



M82281A

5. Carefully pry oil seal from timing cover.

6. Install new oil seal using a driver set. Install seal with lip toward engine. Install seal flush with surface of cover.

7. Coat lip of seal with clean engine oil.

8. Install crankshaft pulley to crankshaft, lining up pin on crankshaft timing gear with hole in crankshaft pulley.

9. Install flat washer and cap screw. Tighten cap screw to specification.

10. Install fan, spacer, and sheave.

11. Install alternator/water pump belt and install alternator and adjust belt.

Torque Specification:

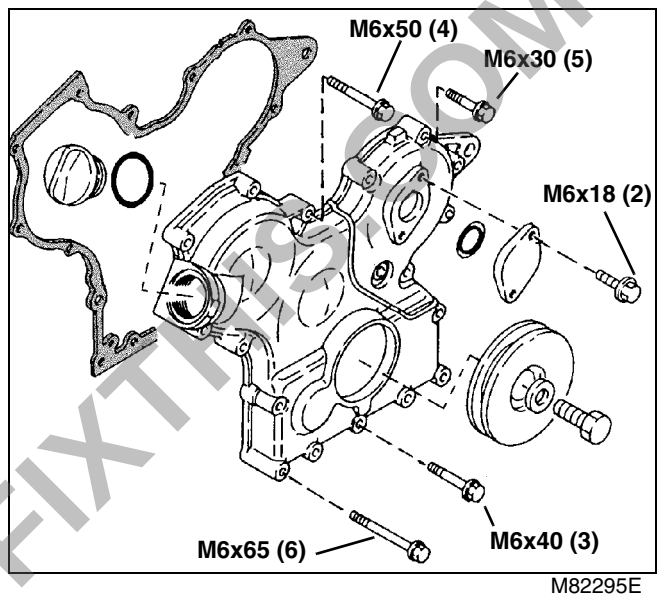
Crankshaft Pulley Cap Screw 113 - 122 N•m (83 - 90 lb-ft)

Timing Gear Cover

Removal and Installation:

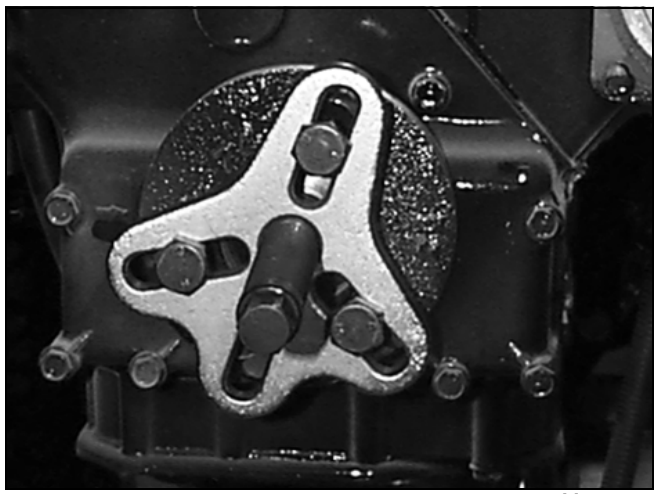
1. Remove lower alternator cap screw, loosen top cap screw, remove alternator belt and move alternator away from cover.

2. Remove fan, spacer, and sheave from water pump.



M82295E

3. Remove crankshaft pulley mounting bolt and washer.



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4. Install puller to crankshaft sheave and remove sheave.

5. Remove timing cover mounting cap screws.

6. Lightly tap side of timing cover with soft faced hammer to break gasket seal. Remove timing cover from timing cover housing.

7. Clean all old gasket material from timing cover, and timing cover housing on block.

8. Apply a thin bead of John Deere Form-In-Place Gasket Sealer to timing cover prior to installation

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Charging Circuit Diagnosis

Test Procedure B

Test Conditions:

- Key switch in OFF position
- Park brake engaged
- PTO/RIO switch in OFF position
- Seat Switch Closed

Test/Check Point	Normal	If Not Normal
1.Battery terminal	Battery voltage Go to step 2.	Test battery
2.Starting motor battery terminal.	Battery voltage. Go to step 3.	Check cable connections at battery and starter.
3. Alternator (+) terminal	Battery voltage. Go to step 4.	Check 210 red wire at X7 connector on N1 Rectifier/Regulator. No Voltage, check F4 Fusible Link, replace if necessary.

Test Conditions:

- Key switch in RUN position, engine OFF
- Park brake engaged
- PTO/RIO switch in OFF position
- Seat Switch Closed

Test/Check Point	Normal	If Not Normal
4. Alternator (A Terminal, 595 Brn/Wht)	Battery voltage Go to step 5.	Check 504 Yel at N1 Regulator/Rectifier X7 and 500 Yel at X6 connector on A2 Control Module. Check F6 Fuse on A2 Control Module.
5. Alternator (B Terminal, 590 Brn/Yel)	Greater than 0 volts - less than 0.2 volts. Go to step 6.	Greater than 0.2 volts: Test regulator/rectifier ground circuit (125/100 Blk at X7 connector).
6. Discharge light (600 Brn)	Battery voltage Go to step 7.	Check 600 Brn at Pin 14 on the P1 Instrument Panel connector. Voltage, remove back cover from Instrument panel and check if bulb is burned out.

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A - Charge Pressure Relief Sump Passage
B - Reverse Directional Control Valve
C - Pressure Oil From Charge Pump
D - Freewheeling Manual Push Pins
E - Forward Directional Control Valve
F - Closed Loop Check Valve
G - Hydrostatic Pump
H - Inlet To Charge Pump
I - Forward Side Loop
J - Anti-Cavitation Check Valves
K - Screen
L - Plugs
M - Motor
N - Reverse Loop
O - Valve Plate Cooling Passage
P - Return From Oil Cooler
Q - Reverse Leakoff Orifice
R - To PTO Engagement Solenoid
S - Clutch Piston
T - PTO Pressure Test Port
U - PTO Engagement Solenoid
V - PTO Brake
W - Charge Pressure Relief Valve
X - Charge Pressure Test Port
Y - Lube Reduction Valve
Z - Directional Valve - Forward
AA- PTO Pressure Control Valve
AB- Hydrostatic Motor
AC- Directional Valve - Reverse
AD- Return From Steering Valve and Control Valve To Sump
AE- Transaxle Case
AF- Hydraulic Oil Filter
AG- Outlet To Steering Control Unit
AH- Charge Pressure Control Valve
AI - PTO Flow Orifice
AJ- Charge Pump
AK- Hydrostatic Variable Pump

Transaxle Oil Flow System Operation

Function:

Provide pressure oil to charge and lubricate the hydrostatic transmission, operate the hydraulic system and engage the PTO clutch and brake.

System Operation:

The charge pump draws oil from the transaxle case, through the filter and provides pressure oil to outlet galley of the pump. Three valves control the flow and pressure from the pump.

Charge Pressure Control Valve:

If charge pressure is below **1910 kPa (277 psi)**, the charge pressure control valve will block oil flow from leaving the "OUT" port to the steering valve. This will insure priority oil flow to the lube reduction valve for transmission lubrication.

When charge pressure is at **1958 ± 48 kPa (284 ± 71 psi)**, it will allow oil flow out the "OUT" port to steering and hydraulic control valve.

Charge Pressure Relief Valve:

Charge pressure relief valve protects the hydraulic system and charge pump from excessive pressure. High pressure in the hydraulic circuit can be caused by an excessive load on the hydraulic outlets, or with nothing connected to the outlets when the control lever is moved.

Lube Reduction Valve:

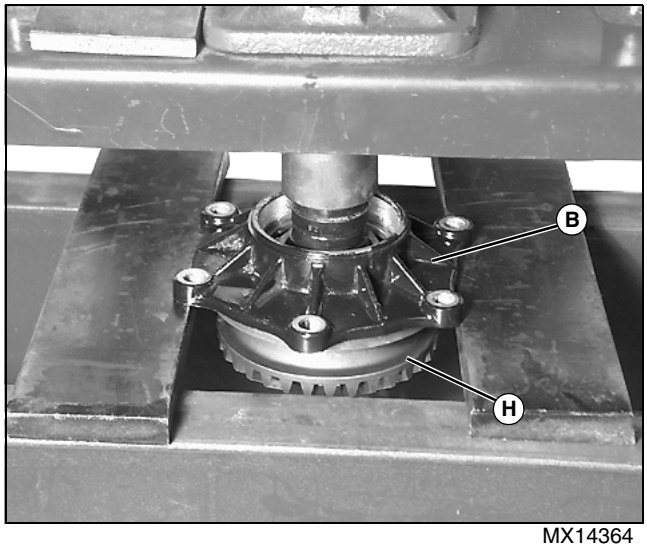
The lube reduction valve has two functions:

1. If pressure in the lube and charge port exceeds **586 kPa (85 psi)**, it will close off the flow to the port, reducing lube and charge pressure.

2. This valve also has a small orifice that allows a small flow of oil to the engagement solenoid. Oil is available for clutch and brake engagement when PTO is engaged.

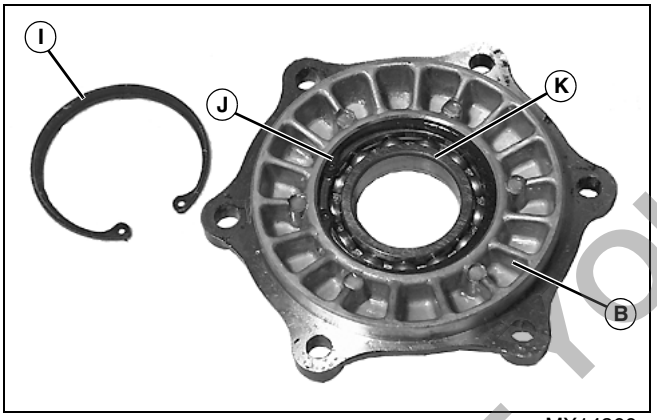
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MX14364

8. Press the ring gear (H) from the inner race of the ball bearing inside the final drive cover (B).

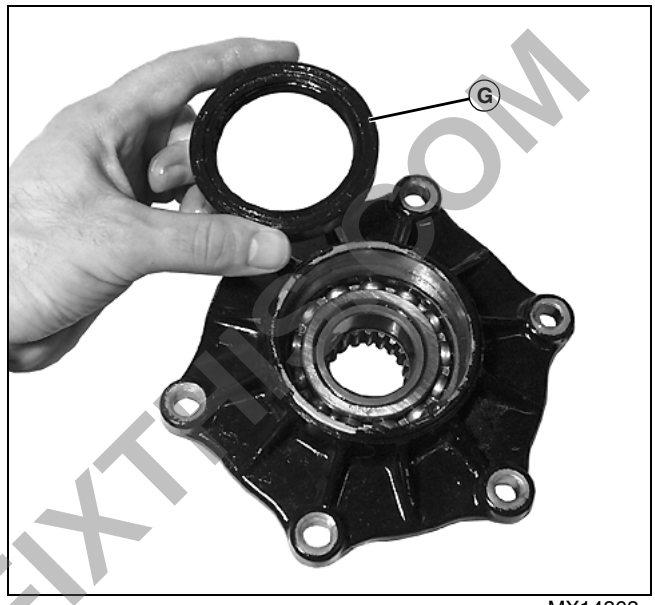


MX14366

9. Remove the outer (I) and inner (J) snap rings on both sides of bearing (K), and press bearing out of final drive cover (B).

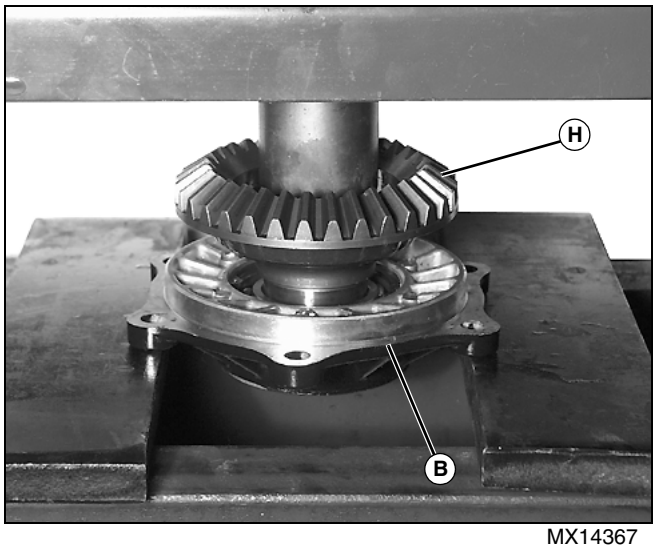
Final Drive Cover Installation:

1. Install the inner snap ring (J) onto the final drive cover (B). Press bearing (K) into housing and until it is seated against snap ring (J). Install second, outer snap ring (I) on the other side of bearing.



MX14363

2. Install the seal (G) onto the cover.



MX14367

3. Press the ring gear (H) onto the inner race of the ball bearing inside the final drive cover (B).

NOTE: Press the gear flush with the ball bearing inner race. DO NOT force the gear any further.

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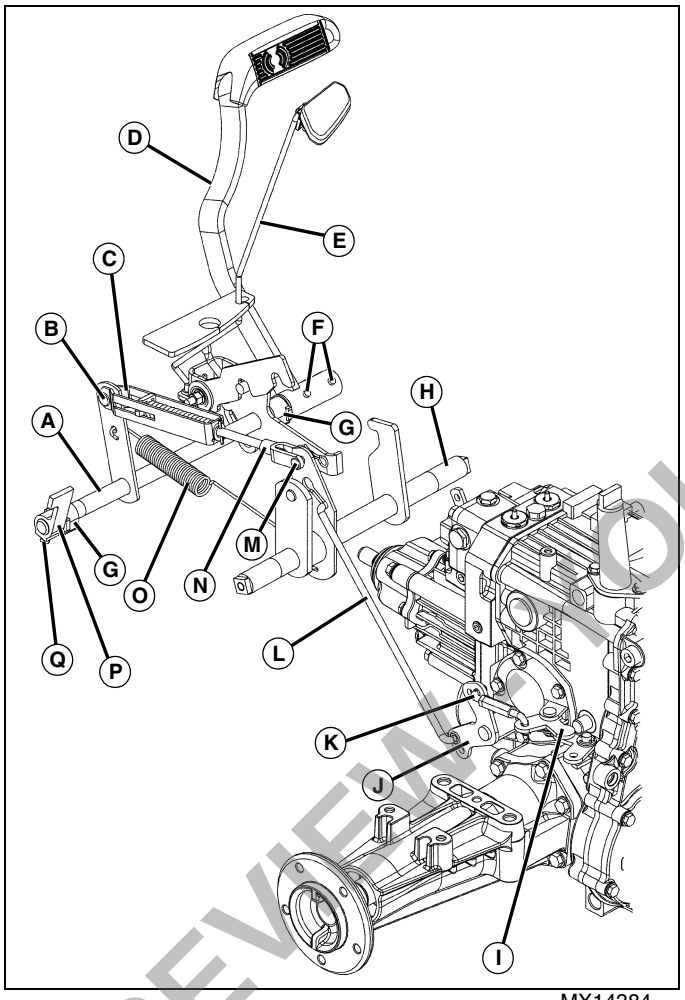
Repair

Brake/Differential Linkage Removal and Installation

Removing:

1. Disconnect negative battery terminal and remove fender deck. (See “Fender Deck Removal and Installation” in the Miscellaneous section.)

2. Remove footrest.

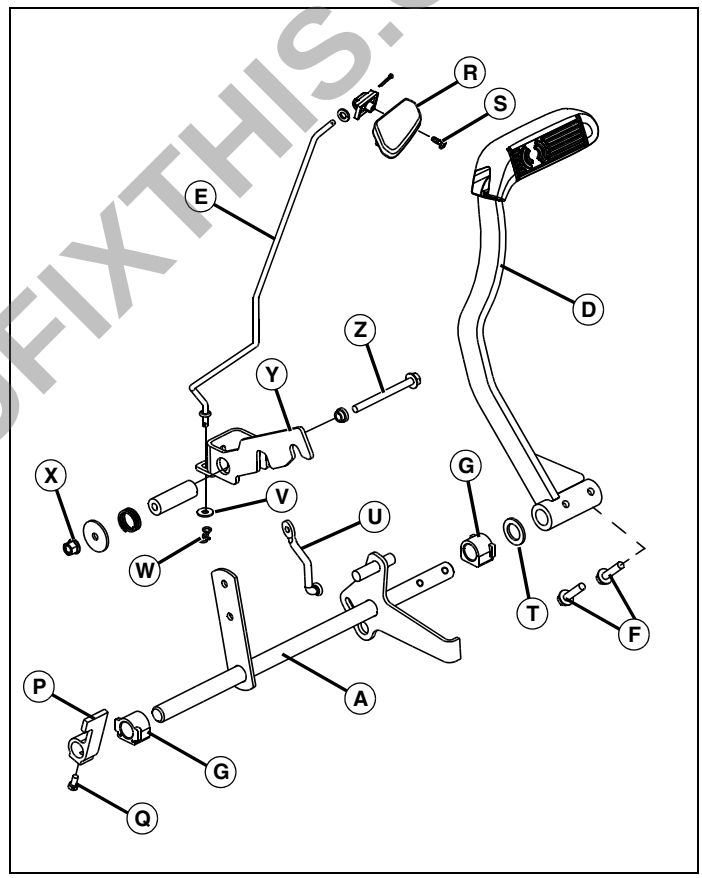


MX14384

A - Brake Shaft
B - Pin
C - Retainer, Brake Spring
D - Brake Pedal
E - Parking Brake Rod
F - Bolts (2)
G - Bearing
H - Mid-lift shaft
I - Differential Lock Arm
J - Brake Arm
K - Link Rod
L - Brake Arm Rod
M - Pin
N - Brake Rod Yoke
O - Spring, Brake Return
P - Striker
Q - Cap Screw

3. Making sure the parking brake is released, and using a suitable spring tool, disconnect brake return spring (O) from mid-Lift shaft (H) and brake shaft (A) arm.

4. Remove spring pin and pin (B) holding brake spring retainer (C) to arm on brake shaft (A).



MIF

5. Loosen nut (Q) and remove striker (P) from end of brake shaft.

6. Remove two bolts (F), washer (T), and brake pedal (D) from brake shaft.

7. Remove bushings (G) on both sides of machine and inspect for wear. Replace, as necessary.

8. Slide brake shaft to left of machine, while carefully removing cruise control disconnect rod (U) from bottom of brake shaft (A).

9. Remove brake shaft and inspect for wear or damage. Replace, as necessary.

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