



2840 Tractor



JOHN DEERE

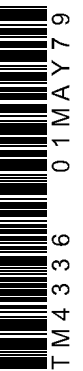
TECHNICAL MANUAL

2840
Tractor

TM4336 (01MAY79) English

TM4336 (01MAY79)

LITHO IN U.S.A. (REVISED)
ENGLISH



2840 Tractor Technical Manual TM-4336 (NOV-76)

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Introduction



Use FOS Manuals for Reference

This technical manual is part of a twin concept of service:

- FOS Manuals – for reference
- Technical Manuals – for actual service

The two kinds of manuals work as a team to give you both the general background and technical details of shop service.

Fundamentals of Service (FOS) Manuals cover basic theory of operation, fundamentals of trouble shooting, general maintenance, and basic types of failures and their causes. FOS Manuals are for training new personnel and for reference by experienced technicians.

Technical Manuals are concise service guides for a specific machine. Technical Manuals are on-the-job guides containing only the vital information needed by an experienced technician.

IMPORTANT: Your technical manual contains the new SI metric measurements which have been standardized internationally.

Example:

New	Old
10 N (Newton)	1 kp
10 Nm (Newton-Meter)	1 mkp
1 bar	1 kp/cm ²
1 kW	= 1.36 PS (1.34 HP)



Use Technical Manuals for Actual Service



When a technician should refer to a FOS Manual for more information, a FOS symbol like the one at the left is used in the TM to identify the reference.

Some features of this technical manual:

- Table of contents at front of whole Manual
- Contents at front of each Section
- Exploded views showing parts relationship
- Photos showing service techniques
- Specifications at end of each Group
- Special tools at end of each Group

This technical manual was planned and written for you — an experienced technician. Keep it in a permanent binder in the shop where it is handy. Refer to it whenever in doubt about correct service procedures or specifications.

Using the technical manual as a guide will reduce error and costly delay. It will also assure you the best in finished service work.



This safety alert symbol identifies important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

Section 10

General 10

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Group 5

10 Specifications

SERIAL NUMBERS

The engine serial number is stamped into the name plate located on the lower front right-hand side of the cylinder block.

NOTE: If ordering engine parts, indicate all digits of the serial number on the name plate.

The name plate showing the tractor serial number is located on the right-hand side of the front support.

NOTE: If ordering tractor parts (excluding engine parts), indicate all digits of the serial number on the name plate.

MODEL NUMBERS

The injection pump, injection nozzles, alternator, starting motor and hydraulic pump have model numbers to facilitate identification of different makes of a given unit.

ENGINE

Number of cylinders	6
Cylinder liner bore	102 mm (4.02 in.)
Stroke	110 mm (4.33 in.)
Displacement5390 cm ³ (329 cu. in.)
Compression ratio	16.8 : 1
Maximum torque at 1300 rpm320 Nm (235 ft-lb)
Firing order	1 - 5 - 3 - 6 - 2 - 4
Valve clearance (engine hot or cold)	
Intake valve	0.35 mm (0.014 in.)
Exhaust valve	0.45 mm (0.018 in.)
Fast idle	2660 rpm
Slow idle	650 rpm
Working speed range	1300 to 2500 rpm
PTO horsepower*60 kW (80 HP) (at 2500 rpm engine speed)

ENGINE CLUTCH

Single dry disk clutch with torsion damper (isolator), foot-operated.

ELECTRICAL SYSTEM

Batteries	2 x 12 volts, 88 ampere-hours
Starting motor	12 volt, 3 kW (4 HP)
Alternator	14 volts, 28 amps.
Battery terminal grounded	negative

TRANSMISSION

Collar shaft transmission with helical cut gears.

The tractor has 6 forward gears and three reverse gears, park lock included. However, by shifting the Hi-Lo shift unit, 12 forward and 6 reverse speeds may be selected.

HI-LO SHIFT UNIT

Hydraulically controlled reduction gear which can be shifted under load, with "wet" multiple disk clutch and "wet" multiple disk brake. Allows reduction of the individual gear speeds by 21 %.

* With the engine run in (above 100 hours of operation) and having reached operating temperature (engine and transmission); measured by means of a dynamometer. Permissible variation ± 5 %.

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