Driving Machine

OPERATOR TRAINING REQUIRED

Study Operation section of this manual before operating tractor.

Operate tractor in an open, unobstructed area under direction of an experienced operator.

Learn use of all controls.

Operator experience is required to learn moving, stopping, turning and other operating characteristics of tractor.

OPERATING ON SLOPES AND ROUGH TERRAIN

⚠️ CAUTION: Improper operation on slopes and rough terrain can cause injury:
- Operate up and down—not across—slopes.
- Avoid sudden starts and stops on slopes.
- Be especially careful when you change directions on a slope; slow down.
- Do not operate where machine could slip or tip.
- Stay alert for holes, rock, and roots in terrain, and other hidden hazards.
- Keep away from drop-offs.

When operating on slopes, do the following:
- Install front frame weights and rear wheel weights.
- Have your John Deere dealer add fluid to all tires.
- Move wheels to WIDE position. (See Adjusting Wheel Spacing in this section.)

The angle of slope that tractor can be safely operated on will vary with type of terrain and speed.

Do not park tractor on a slope.

If tractor STOPS going uphill, shut off PTO and back down slowly.
ADJUSTING SEAT

To move seat forward or back:

- Pull lever under seat up and slide seat forward or rearward.

To protect seat when tractor is not in use:

- Tilt seat forward.

SEAT WEIGHT ADJUSTMENT SCREW

The seat weight adjustment screw (A) can be adjusted to compensate for operator weight, giving a comfortable ride to any weight operator.

Turn screw (A) clockwise to make seat suspension stiffer for a heavier operator.

Turn screw (A) counterclockwise to make seat suspension softer for a lighter operator.
USING SEAT BELT

⚠ CAUTION: To minimize chance of injury from an accident such as an overturn:
- Use a seat belt when you operate WITH a roll-over protective structure (ROPS).
- Do not use a seat belt when operating WITHOUT a ROPS.

1. Adjust seat belt (A) for proper fit and connect as shown.

2. Before dismounting tractor, push ends of seat belt onto holders (B) located on both fenders.

SELECTING LIGHT SWITCH POSITIONS

Tractor light switch has four positions:

POSITION (A): Turns off all lamps.

POSITION (B): Turns on warning lamps only. (For driving on highway during daytime.)

POSITION (C): Turns on head lamps, rear flood lamp, and tail lamp. (For field use only.) Do not use on roads. Flood lamps might blind or confuse other drivers.

POSITION (D): Turns on head lamps, tail lamp, and warning lamps. (For highway driving during daytime or night-time.)
USING PARK BRAKE

NOTE: Park brake indicator on dash will flash when park brake is LOCKED.

To LOCK park brake:

- Latch brake pedals (A) together with latch (B).
- Lift park brake lever (C) up and firmly depress brake pedals.
- Remove foot from brake pedals. Brake pedals should stay down.

To release park brake:

- Push in on brake pedals.
- Push park brake lever down.
- Remove foot from brake pedals.

USING TURN BRAKE PEDALS

⚠️ CAUTION: To prevent tipping:
- Do not apply turn brake pedals individually when you make a turn at high speeds, slow down.

1. Move brake latch (A) to left to unlatch brake pedals.

2. To make a shorter LEFT turn:
   - Push down on left brake pedal (B).

3. To make a shorter RIGHT turn:
   - Push down on right brake pedal (C).
OPERATING TRANSMISSION

Range shift lever (A) provides three speed ranges:

- Low range speeds are generally below 2.5 mph (4 km/h).
- High range speeds are above 2.5 mph (4 km/h).
- Push lever down and forward or rearward to attain range speed.

Gear shift lever (B) provides three forward speeds and reverse in each range.

Gear shift MUST BE in NEUTRAL, or engine will not start.

SELECTING A GEAR

Do not overload engine. Select a gear which will pull the load without undue strain.

If slight increase of engine speed control lever (A) causes an increase in engine speed, engine is not overloaded.

For light loads, use a higher gear and lower engine speed.
DETERMINING TRAVEL SPEED (870 TRACTOR)

Travel speeds shown are for a tractor equipped with STANDARD 12.4-24 rear tires.

Due to a difference in tire radius, travel speeds with OPTIONAL rear tires vary as follows:

- 6 per cent slower with 355/80D Turf tires.
- 4 per cent slower with 11.2-24 R-1 tires.

**NOTE:** Slowest ground speed with standard tires is 0.3 mph (0.5 km/h) at 800 rpm.

<table>
<thead>
<tr>
<th>Travel</th>
<th>Gear</th>
<th>km/h (mph)</th>
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<tbody>
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<td>Reverse</td>
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<td></td>
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<td>5.4 (3.3)</td>
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<tr>
<td></td>
<td>3</td>
<td>11.2 (6.8)</td>
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At Rated Engine/540 rpm PTO Speed (2600 rpm)
### Determining Travel Speed (970 Tractor)

Travel speeds shown are for a tractor equipped with STANDARD 12.4-28 rear tires.

Due to a difference in tire radius, travel speeds with OPTIONAL rear tires vary as follows:

- 12 per cent slower with 11.2-24, R-1 tires.
- 4 per cent slower with 13.6-28, R-3 tires.
- 11 per cent slower with 44 x 18.00, G-2 turf tires.
- 8 per cent slower with 12.4-24, R-1 tires.
- 4 per cent slower 13.6-24, R-1 tires.

**NOTE:** Slowest ground speed with standard tires is 0.3 mph (0.5 km/h) at 800 rpm.

#### Tractor Travel Speeds

<table>
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<tr>
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DETERMINING TRAVEL SPEED (1070 TRACTOR)

Travel speeds shown are for a tractor equipped with STANDARD 13.6-28 rear tires.

Due to a difference in tire radius, travel speeds with OPTIONAL rear tires vary as follows:

- 22 per cent slower with 21.5L-16.1, R-3 tires.
- 14 per cent slower with 44x18.00-20, G-2 turf tires.
- 8 per cent slower with 13.6-24, R-1 tires.

NOTE: Slowest ground speed with standard tires is 0.3 mph (0.5 km/h) at 800 rpm.

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<tr>
<th>Rated Engine PTO Speed (2700 rpm)</th>
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</table>
USING DIFFERENTIAL LOCK

⚠️ CAUTION: Do not operate tractor at high speed or attempt to turn with differential lock ENGAGED.

IMPORTANT: To prevent damage to power train:
• Do not ENGAGE differential lock when one wheel is spinning and the other is completely STOPPED.

WHEN ONE WHEEL STARTS TO SPIN: ENGAGE differential lock by depressing pedal (A):
• Unequal traction will keep the differential lock ENGAGED.

WHEN TRACTION EQUALIZES: Differential lock will DISENGAGE itself by spring action:
• If differential lock does not DISENGAGE: Depress one brake pedal and then the other.

If tires repeatedly slip, get traction, slip again: Hold pedal in the ENGAGED position.
OPERATING FRONT-WHEEL DRIVE (OPTIONAL)

CAUTION: Front-wheel drive greatly increases traction.
- Extra caution is needed on slopes.
- Compared to 2-wheel drive, a front-wheel drive tractor maintains traction on steeper slopes; increasing possibility of a tip over.

Always DISENGAGE front wheels when driving on a paved surface, or when moving tractor without engine running.

IMPORTANT: To insure proper MFWD tire performance in all field conditions:
- Maintain front tire pressure at maximum allowable level.

To increase front tire life:
- DISENGAGE front wheels when transporting tractor.

To provide 4-wheel braking:
- ENGAGE MFWD.

ENGAGING AND DISENGAGING FRONT-WHEEL DRIVE (ON-THE-GO)

NOTE: DISENGAGE front-wheel drive before driving at fast speeds or on paved surfaces.

To ENGAGE or DISENGAGE front-wheel drive on-the-go:
- Pull lever (A) up to ENGAGE front-wheel drive.
- Push lever down to DISENGAGE front-wheel drive.
- It may be necessary to reduce load to DISENGAGE MFWD.
USING POWER-TAKE-OFF (PTO)

NOTE: Tractor engine will not start if PTO lever(s) are in ENGAGED position.

⚠️ CAUTION: Always keep master shield (A) in place.
- The master shield is hinged and can be tipped up for easier access to PTO shaft when connecting equipment to powershaft.
- Always keep master shield down when PTO is being used.
- The tractor can be equipped with OPTIONAL mid PTO.
- Always keep mid PTO guard (B) in place when mid PTO is not in use.

ENGAGING AND DISENGAGING PTO (OPERATOR ON THE SEAT)

To ENGAGE PTO (operator on the seat):
- Push clutch pedal all the way down.
- Pull rear PTO lever (A) and/or OPTIONAL mid PTO lever (B) up.
- Slowly release clutch pedal to ENGAGE PTO.

To DISENGAGE PTO (operator on the seat):
- Push clutch pedal all the way down.
- Push PTO lever(s) down.
- Remove foot from clutch pedal.
USING DUAL STAGE (CONTINUOUS LIVE) CLUTCH AND OPERATOR PRESENCE SYSTEM

The tractor is equipped with a dual stage (continuous live) clutch.

1. BY pushing clutch pedal halfway down: Tractor will STOP while PTO keeps running.
   • This is helpful when starting, stopping, or shifting gears.
   • It also prevents plugging of an implement, when it is necessary to change travel speed.

2. To stop both tractor travel and PTO: Push clutch pedal all the way down.

Tractors are equipped with an operator presence system:

• If mid or rear PTO is ENGAGED without operator on tractor seat, tractor engine will STOP.

• If PTO is ENGAGED and you leave the seat, engine will STOP.

NOTE: Rear PTO only: Can be used with operator off seat when special operating precautions are followed. (See Using Stationary PTO in this section.)

USING STATIONARY REAR PTO (OPERATOR OFF SEAT)

1. Latch brake pedals (A) together with latch (B).

2. LOCK park brake (C).

4. Place transmission range selector (A) in NEUTRAL position.

5. Put transmission gear shift lever (B) in NEUTRAL position.

6. Tip seat forward and pull seat switch (A) up.

7. Hold seat support rod (B) in RAISED position and lower seat carefully onto seat support rod.

8. Sit on tractor seat.


10. Carefully dismount tractor and tip seat up against steering wheel.

11. Rotate support rod to LOWERED position.
12. To STOP PTO:

- Hold support rod in RAISED position and lower seat onto support rod.
- Sit on seat.
- Depress clutch pedal and DISENGAGE rear PTO.
- Get off tractor.
- Tip seat up and lower support rod.

OR:

- Lower seat on to switch: The operator presence system will STOP engine.

OPERATING MID POWER-TAKE-OFF (PTO) BRAKE

The OPTIONAL mid PTO gear box contains a brake which can be activated in two ways:

- Depress clutch pedal to its full DOWN position, OR
- Move mid PTO lever to OFF position.

When mid PTO brake is applied, an attachment driven by mid PTO will STOP.

If mid PTO brake does not operate correctly, see your John Deere dealer for adjustment.
WARMING HYDRAULIC SYSTEM OIL

Hydraulic system may be slow to function when tractor is started in cold weather.

Hydraulic system will function normally when oil warms up.

Start engine and idle at about 1000 rpm for a few minutes.

NOTE: A HYDRAULIC OIL HEATER KIT is available from your John Deere dealer for faster hydraulic oil warmup.

USING OPTIONAL (SCV) SELECTIVE CONTROL VALVE

To operate attachments equipped with a hydraulic cylinder, the tractor can be equipped with:

- OPTIONAL SCV lever (A).
- Hydraulic outlets (B).
- Decal (C) identifies hydraulic hose hookup.

When attachment hydraulic cylinder hoses are connected to outlets 1 and 2:

- Move SCV lever to the left to raise/roll back attachment.
- Move SCV lever to the right to lower/dump attachment.

When hoses are connected to outlets 3 or 4:

- Move lever forward to lower attachment.
- Move lever rearward to raise attachment.

To permit attachments such as blades or loaders to follow ground contours when lowered to OPERATING position:

- The valve is equipped with a FLOAT position.

Push lever (A) forward past valve detent to attain FLOAT position.
**USING SCV LEVER LOCK**

Lever lock (A) controls SCV lever movement.

To permit only side to side SCV lever movement:
- Pull outward on lever lock and move all the way to the rear.

To permit SCV lever to move in all directions:
- Move lever lock to CENTER position.

To prevent SCV lever from moving in any direction:
- Move lever lock all the way forward.

---

**USING SCV REGEN CIRCUIT**

The SCV has a regenerative or REGEN circuit. REGEN means cylinder is pressurized on both sides.

To permit attachments such as loaders to dump bucket faster: The valve can be adjusted to a REGEN position:
- Push SCV lever to FULL RIGHT position to attain REGEN position.

*NOTE: Using REGEN position with attachments other than loaders will cause the hydraulic cylinder to extend. This may cause improper operation of attachment.*

To LOCK out REGEN function:

1. Remove screw (A) and lockout plate (B) from the top of (SCV) selective control valve.
2. Turn lockout plate (B) over and install screw (A) as shown.

3. Tighten screw.

CONNECTING ATTACHMENT HYDRAULIC CYLINDER HOSES

⚠️ 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.

1. STOP engine.

⚠️ CAUTION: Do not attempt to connect hoses to tractor couplers until all pressure is relieved in the hydraulic system.

2. Move SCV control lever (A) back and forth and side to side to relieve pressure in all lines.

3. Refer to attachment operator's manual for instruction on connecting hoses to couplers.
IMPORTANT: Selective control valve couplers are not compatible with agricultural equipment hose fittings.

4. Your John Deere dealer can supply parts to adapt couplers to agricultural hydraulic hoses.
**USING DRAWBAR HITCH**

**IMPORTANT:** Certain heavy equipment such as a loaded single-axle trailer can place excessive strain on drawbar.
- Strain is greatly increased by speed and rough ground.
- Maximum static vertical load on drawbar should not exceed 325 kg (825 lb)—870/970 Tractors.
- Maximum static vertical load on drawbar should not exceed 431 kg (950 lbs)—1070 Tractor.
- Drive slowly with heavy loads.

**NOTE:** The drawbar cannot be moved forward to SHORT position if tractor is equipped with a mid PTO.

Check implement operator’s manual for more information.

**IMPORTANT:** For drawn PTO-driven implements, drawbar MUST BE in OPERATING position.

1. Drawbar (A) is shown in OPERATING position.

2. Remove pin (B) and slide drawbar into next hole for STORAGE position.

3. Install pins.

**NOTE:** Remove pins (C) to move drawbar side-to-side for easier implement hook-up.
- Without pins (C), drawbar will swing side-to-side to allow pulling implements left or right of centerline.
USING 3-POINT HITCH

The Category 1 3-point hitch consists of a upper link (A), draft links (B), draft link spring holder (C), lift links (D), and sway links (E).

The right lift link is adjustable as well as the upper link.

The draft link spring holder should be used when attachment is removed to keep draft links from moving laterally.

Put upper link up in hook latch (F) when not in use.

A—Upper Link  D—Lift Links
B—Draft Links  E—Sway Links
C—Spring Holder  F—Hook Latch

USING ROCKSHAFT CONTROL LEVER

The rockshaft control lever (A) is used to operate the 3-point hitch.

Move lever forward to lower hitch or rearward to raise hitch.

NOTE: Draft control lever (C)—1070 Tractor only. (See Using Draft Control in this section.)

The adjustable depth stop (B) can be adjusted to maintain implement operating depth:

- Operate implement a few minutes to determine desired operating height or depth. Then, loosen knob and move stop against lever.
- Tighten knob to keep stop in position. Implement will then operate in same position each time lever is pushed against stop.
LEVELING IMPLEMENT (FRONT-TO-REAR)

To level implement front-to-rear:
- Lower implement to surface.
- Loosen lock nut (A).

IMPORTANT: To prevent damage to threads:
- Do not run body past stops.
- Turn center link body (B) to lengthen or shorten center link.
- Tighten lock nut (A).

LEVELING IMPLEMENT (SIDE-TO-SIDE)

To level implement side-to-side:
- Lift up lock wire (A).
- Turn crank (B) to raise or lower draft link until implement is level side-to-side.
- Lower lock wire.

ADJUSTING DRAFT LINKS FOR LATERAL FLOAT

To adjust draft links for lateral float:

NOTE: Use this position when application requires rear implement to follow ground contour. Such as, when mowing or tilling.
- Fasten lift link (A) to lower draft lift (B) with float stop (C).
- Turn float stop with tabs (both sides) 90° to lift link.
ADJUSTING DRAFT LINKS FOR NO LATERAL FLOAT

To adjust draft links for no lateral float:

NOTE: Use this position when application requires rear implement to be rigid. Such as, when post hole digging or plowing.

- Fasten lift link (A) to lower draft link (B) with float stop (C).
- Turn float stop with tabs (both sides) turned in on lift link.

ADJUSTING SWAY LINKS

1. Remove pin (A).
2. Turn link (B) to minimize implement side sway.
3. Install pin.
USING DRAFT SENSING CONTROL (1070 TRACTOR)

The rockshaft is equipped with a variable draft control system.

The rockshaft lifts and lowers automatically as draft load changes.

The draft control system is upper link sensing. The load “L” applied to attachment from the soil causes a force “F” in the upper hitch link.

The draft control will lift and lower the hitch to maintain a relatively constant load “L”.

Draft control lever 2 controls amount of draft required before hitch reacts.
OPERATING POSITIONS OF ROCKSHAFT

The decal adjacent to draft control lever 2 shows three main OPERATING positions of rockshaft.

Align back of lever to desired position on decal:

- When lever is moved to MAX position, there is no draft sensing.
- When lever is moved to NORMAL position (between numbers 1—9 on decal): Draft loads will cause rockshaft to lift and lower hitch.
- When lever is positioned at lower numbers, less draft load is required to make hitch lift.
- When lever is positioned at higher numbers, higher draft loads are required before hitch will lift. As lever is moved forward in this range, hitch will increase draft load.

⚠️ CAUTION: When draft control lever is in MIN position, hitch may lift implement out of the ground (depending on weight of implement):
- Move draft control lever to MAX position before leaving tractor seat or before attaching or removing an implement.
- When lever is moved to MIN position, hitch will react to light draft loads.

Move lever out past notch in quadrant to put lever in MIN position.
DETERMINING DESIRED DRAFT REACTION

Operate tractor with implement attached several minutes to determine desired draft reaction.

Turn stop knob (A) counterclockwise to loosen.

Move stop to lever location and tighten stop knob.

NOTE: For some soil conditions, you may want to control maximum depth of cut as well as have draft sensing response. To do this:
- Set rockshaft position control lever 1 to maximum depth desired and draft control lever 2 for maximum draft desired.

USING DRAFT SENSING LOCKOUT

Remove pin (A) from STORAGE position hole and install in LOCKOUT position hole (B).

IMPORTANT: To prevent inadvertent hitch movement:
- Lock out draft sensing when tractor is operated with a stationary implement, such as a posthole digger or other attachment not requiring draft control.
POSITIONING UPPER LINK (1070 TRACTOR)

For light and medium draft loads: Install upper link (A) in bottom hole (B) of bracket.

For medium and heavy draft loads: Install upper link in middle hole (C) of bracket.

For very heavy draft loads: Install upper link in top hole (D) of bracket.

A—Upper Link  C—Middle Hole
B—Bottom Hole  D—Top Hole
ADJUSTING ROCKSHAFT FEEDBACK LINKAGE (1070 TRACTOR)

IMPORTANT: To prevent damage to hydraulic system:
- Rockshaft lift arms MUST HAVE free travel when completely raised.
- If there is no free travel, hydraulic system will pressurize and cause oil to go over relief.

IMPORTANT: Remove 3-point attachment before making hitch feedback adjustment.

To adjust position control feedback linkage:
- Start tractor engine and move rockshaft control lever to lift hitch to its HIGHEST position.
- Put draft control lever 2 in MAX position.
- STOP engine.
- Check rockshaft lift arms (A) for free travel. Lift arms should have 1/8 in. (3 mm) free travel at top of stroke.
- Manually lift up on lift arms to check free travel:
  — Decrease length of rod (B) to increase length of free travel.
  — Increase length of rod (B) to decrease length of free travel.
LEVER NEUTRAL ADJUST PROCEDURE

To adjust draft control feed back linkage:

- Put draft control lever 2 in NEUTRAL position (back of lever at minimum setting).
- Put rockshaft position control lever completely forward in LOWERED position.
- Close rockshaft stop valve (A).
- Loosen lock nut on linkage rod (B).
- Turn rod to lengthen linkage until you can hear hydraulic oil going over relief. Then, shorten linkage by three and one-half turns.
- Open rockshaft stop valve.

ADJUSTING DRAFT CONTROL NEUTRAL POSITION

1. Remove spring pin (A) and rotate bushing (B) so flat side on bushing faces to the rear.
2. Move draft control lever 2 rearward until it contacts bushing.
3. Adjust neutral stop (C) to contact draft control lever 2.
4. Rotate bushing (B) 180 degrees so flat side of bushing is against draft control lever rod.
5. Install spring pin (A).