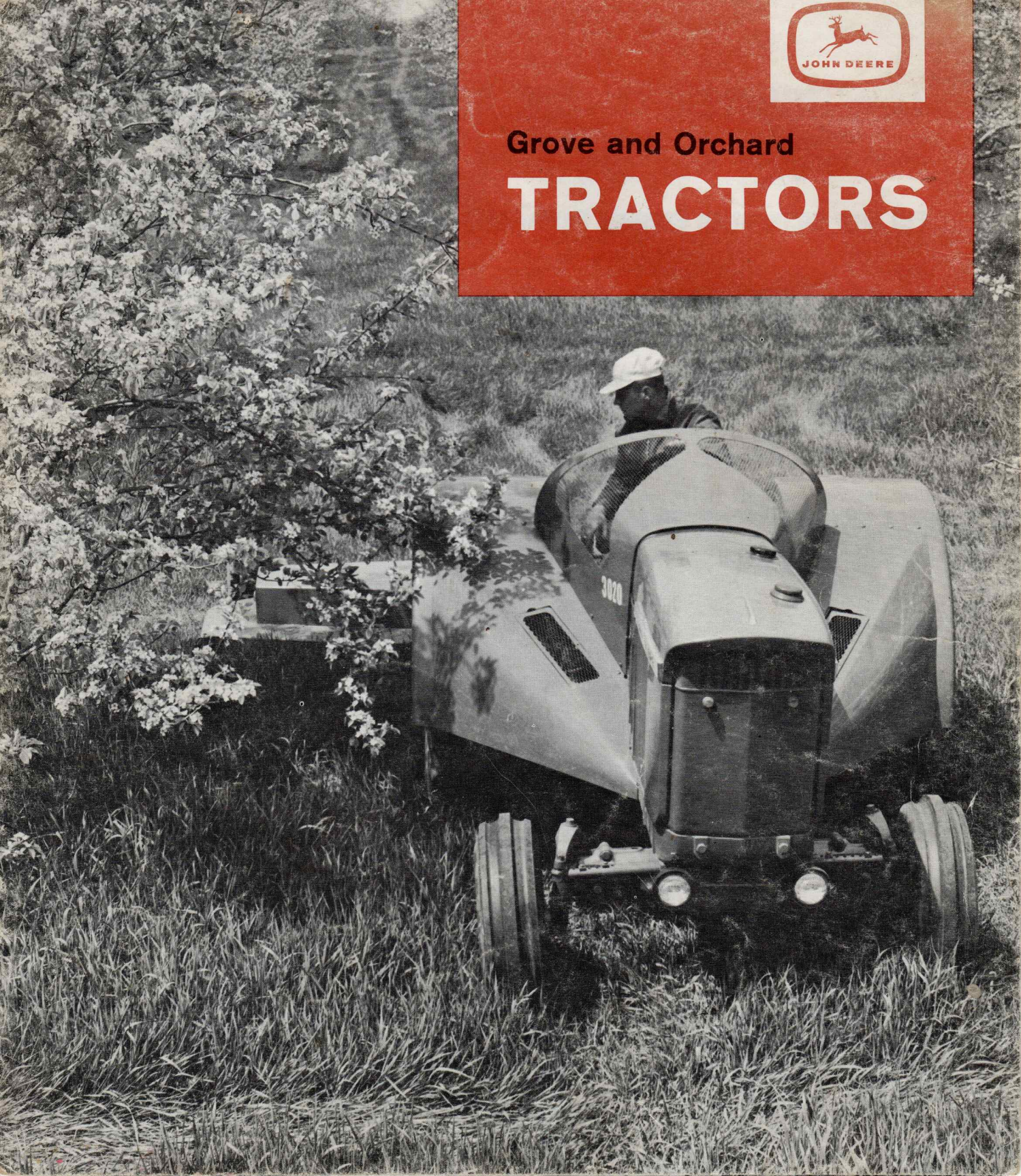




Grove and Orchard

TRACTORS



Two specialists--the hustling 35 h. p. 1010 and the big new 64 h. p. 3020

Put New Generation Earning Power into Groves, Orchards, and Vineyards

Increased power for the big grower . . . exceptional over-all economy for smaller operations. You have this choice in the powerful new 64 PTO h.p. "3020" or the thrifty 35 h.p. "1010."

Your work among trees and in vineyards demands special tractor design features not required for general farming. You'll find these

John Deere Grove and Orchard models just what you need for your specialized operations. You get a full measure of usable power, specially tailored for close, careful work around trees and vines. Compact and low-built, they handle all the equipment you use in your day-to-day jobs. They're extra close-coupled for tight turns, and they protect with shielded care.

Here's the nimble, compact "1010" circling a tree with the Power Hoe.

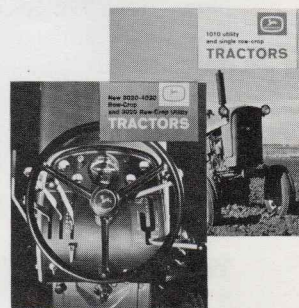


Low-profile really describes these tractors. Even the big "3020" is just over 5 feet tall at the hood-line. You work under and around low branches with ease. One look shows they're well shielded to protect delicate limbs, vines, and fruit. No muffler sticking up or axles jutting out to snag or cause damage. And they're compact and maneuverable to take advantage of every inch of elbowroom in tight places.

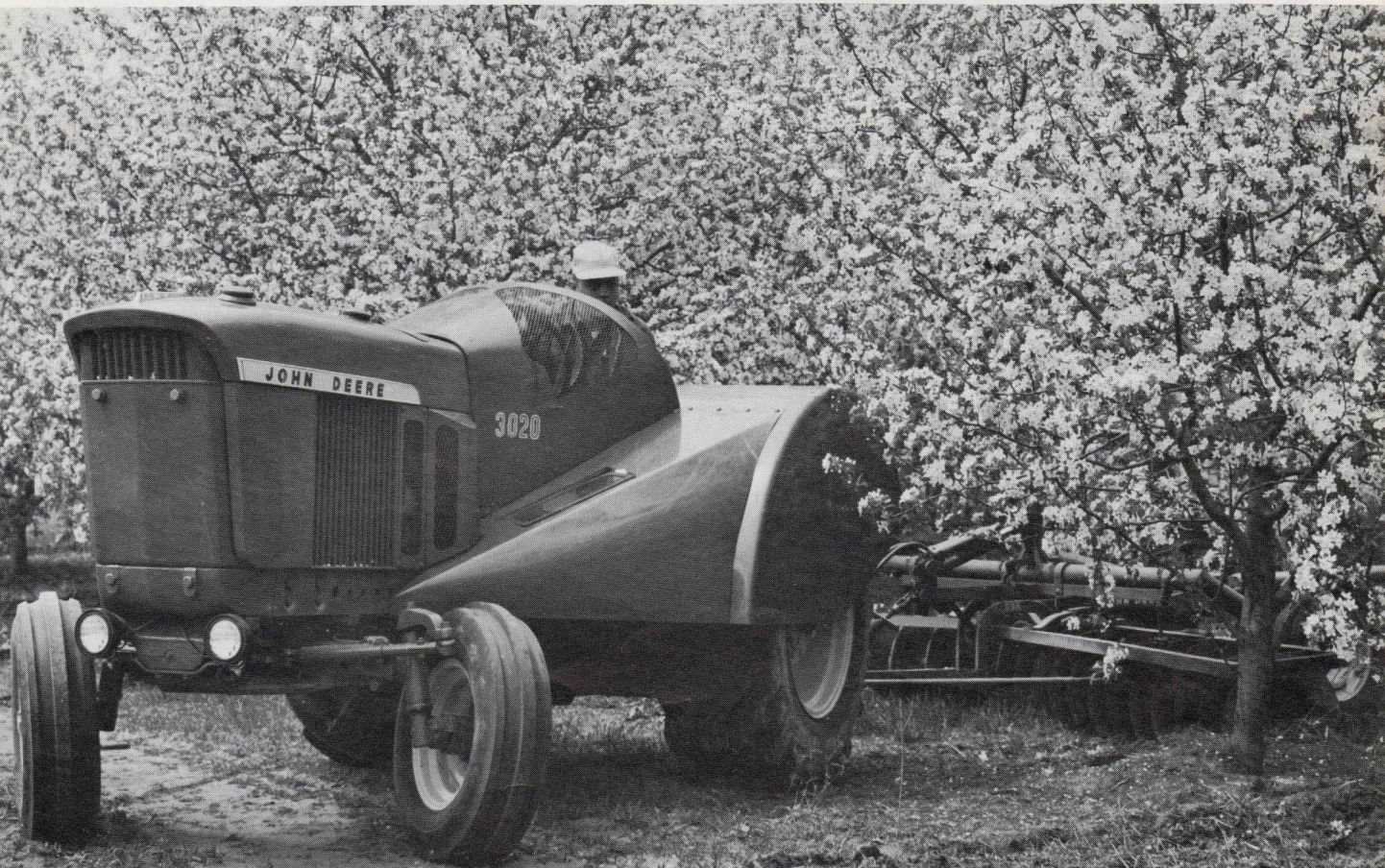
Choose gasoline or Diesel 4-cylinder engines in either tractor. These John Deere variable-speed engines have extra-wide governed working ranges — 1500 to 2500 rpm. This engine speed flexibility gives you an important operating advantage. You can open the throttle to provide all

the power big loads demand . . . shift up and do all your lighter jobs at part throttle to pocket real fuel savings. Visit your John Deere dealer soon. He'll demonstrate the practical earning power of these orchard specialists.

For details on engine, hydraulics, etc., ask your dealer for these folders. These Orchard tractors are full partners in the New Generation of Earning Power. They share new comfort, convenience, and operating advantages that farmers everywhere are enjoying in John Deere tractors. All these features are fully described in the booklets at right. Get your free copies soon.



You have power in the new "3020" to handle big disks with new authority.



3020--64 h.p. Gasoline or Diesel . . . pays off big on big operations

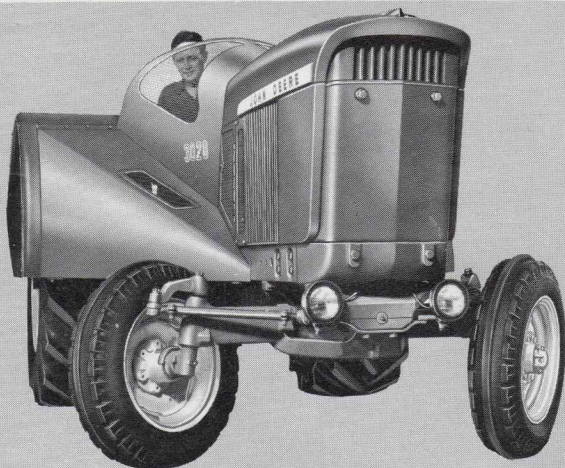
Now, do your big grove and orchard jobs with new speed and ease. There's more muscle at the drawbar of the new 64 h.p. "3020." Increased pull power to put new "hustle" in all your heavy jobs — from disking to hauling heaping produce wagons. And the variable-speed engine enables you to do lighter jobs at part throttle to save time and pocket real fuel savings.

You get plenty of built-in weight — more than 3 tons — to help you keep heavy tillage tools and sprayers moving on slopes or in loose soil. Added PTO power — completely independent — makes both 1000 and 540 rpm power-driven machines hum a lively tune. You have increased hydraulic power, too. Big power on demand for fast, positive implement control . . . snappy power steer-

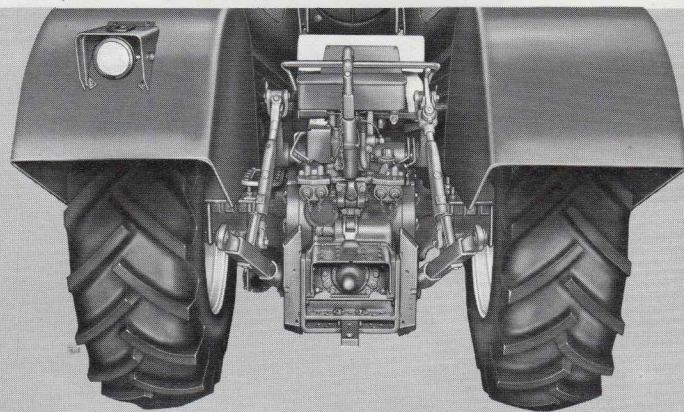
ing and power braking ease. You'll be pleased with the handling ease of this powerful "3020."

Do top-quality work with 3-point equipment and enjoy the advantages of easy hitching and fast transport. Universal 3-Point Hitch handles all Category 1 and 2 tools. Just select the desired "response" setting — Load Control, Depth Control, or Load-and-Depth Control — and let the versatile hitch do the rest.

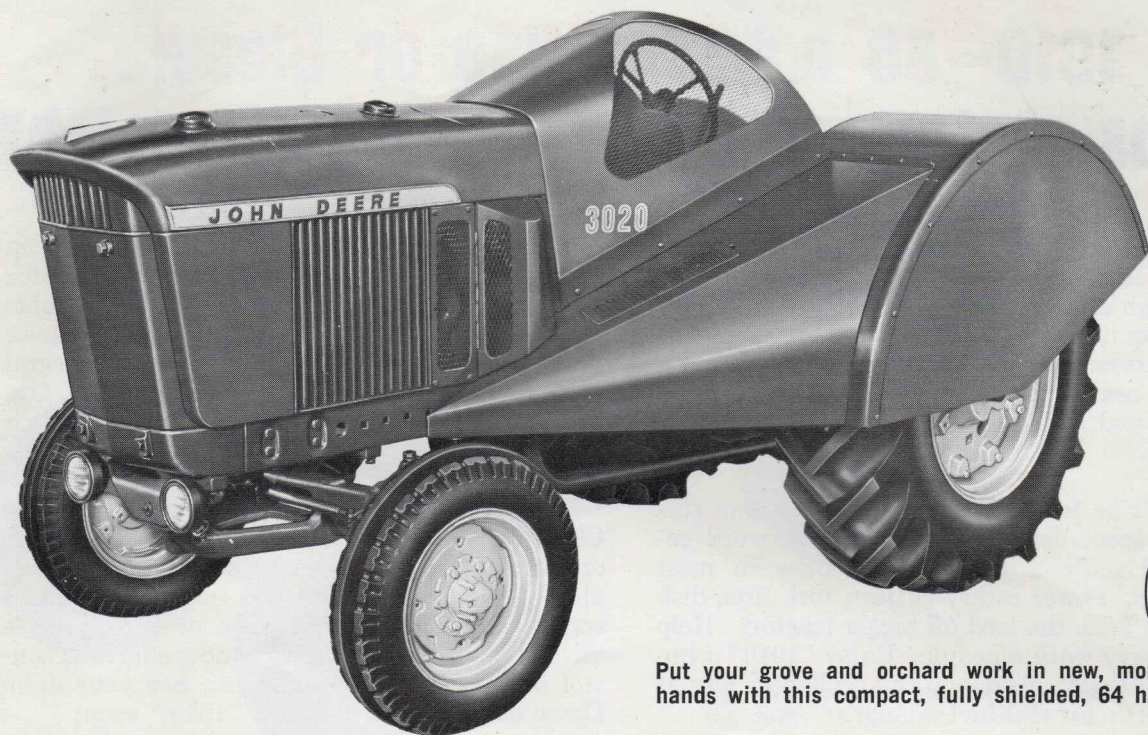
Enjoy full protective shielding. Notice how shields taper up and out to guide low branches carefully over or around rear wheels. Engine and operator are fully protected, too. You can work in close with confidence when you own a "3020." Ask your dealer for a demonstration.



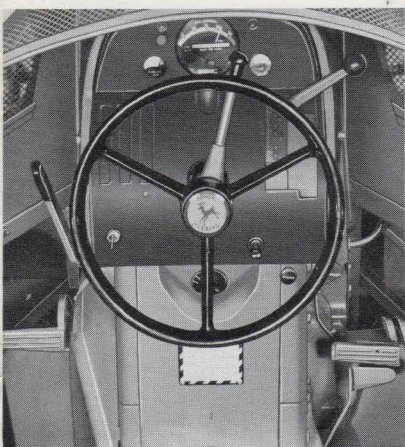
Compact, maneuverable. You can turn this "3020" around in a 10-foot radius. Power steering and power brakes are regularly furnished to make turning and maneuvering almost effortless. Hood height is just over 5 feet, and wheelbase is a short 81½ inches. How's that for putting big orchard and grove power in a trim, agile package!



Fast, powerful, versatile hydraulics. You have increased power on demand for fast implement control, plus responsive power steering and power braking ease. Choose up to 3 separate "live" circuits — rear rockshaft, first remote cylinder, and second remote cylinder. Enjoy quick, precise control of all 3-point, integral and drawn equipment.



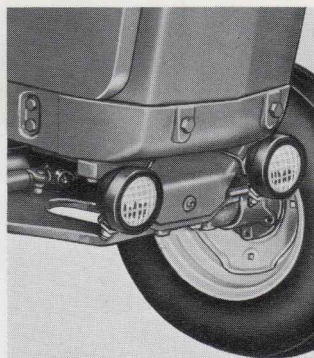
Put your grove and orchard work in new, more-powerful hands with this compact, fully shielded, 64 h.p. "3020."



Handy controls. Operate clutch and brakes with light pressure. Dash-mounted Syncro-Range shift lever and hydraulic controls are easy to use . . . never in the way.



Easy mounting. Use the handy steps—over the PTO and on the rear axle housing—plus the handhold in the left rear fender to climb aboard the "3020" with ease.



Sealed-beam lights are mounted low on the front . . . out of the way. Each lamp is cradled in a shock-absorbing rubber ring. Adjust easily to illuminate desired area.



Handy access doors on both sides of the engine ease servicing and engine adjustments. Just lift out a spring-loaded cover to reach the battery compartment in the fender.

1010--35 h.p. Gasoline or Diesel . . . chops costs, works fast, handles many jobs

Go where bigger tractors can't with the close-coupled, low-built "1010." It's only 4 feet, 4 inches high at the hoodline, less than 5 feet wide and not quite 10 feet long. You can sneak between narrow rows in the vineyard . . . snuggle right up near trees and under low branches in orchards and groves. And you really hug slopes and hillsides with weight down extra low.

But, don't be fooled by the compact size of this shielded specialist. It has surprising work capacity. Handle a three-bottom plow in most conditions. Power rotary cutters, fork lifts, disk harrows. Take the load off bigger tractors. Help beat a heavy work schedule. Enjoy "1010" economy all the way. And, you can do lighter jobs at part throttle for real fuel savings.

Pick up and go with 3-point equipment. You can use almost any Category 1 implement. Switch from tool to tool in a jiffy. Raise implements high and clear for fast transport. Maneuver easily with the mounted implement an integral part of your nimble "1010" Grove Tractor. Use Load-and-Depth Control to turn out top-notch work with just enough weight transfer to enable the tractor to pull through tough spots.

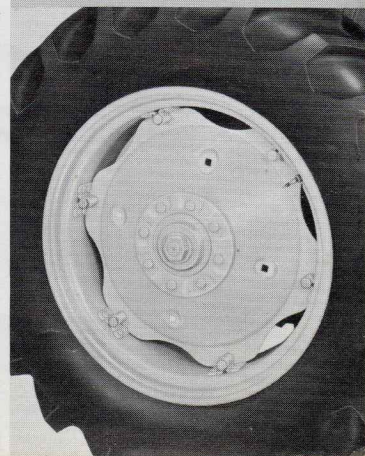
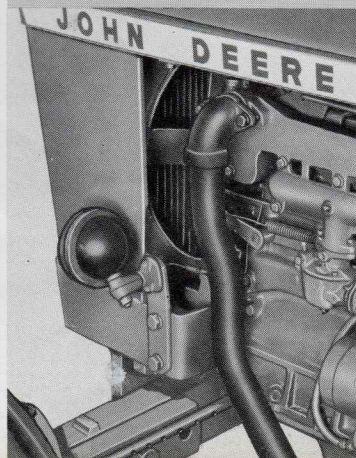
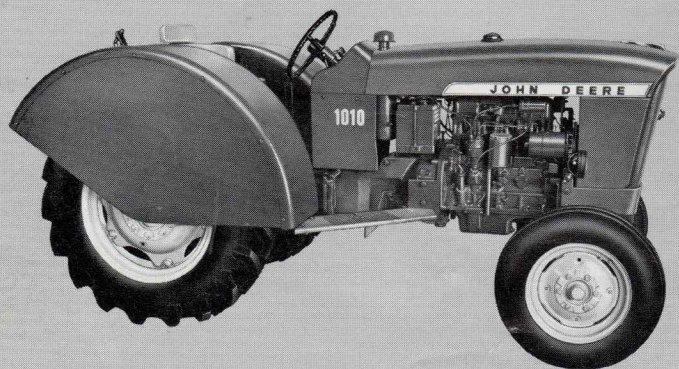
Choose from two types of PTO . . . transmission-driven 540 rpm for low-cost economy . . . completely independent 540-1000 rpm for maximum versatility. You can have one or two separate "live" hydraulic circuits for almost effortless control of all types of equipment. See your John Deere dealer about a thrifty "1010," soon!

Shielded fenders, low profile. You protect fruit and foliage with the wide, smooth fenders and side shields over rear wheels. Side shields are optional. Remove them easily when you change rear-wheel tread. Husky fender braces serve as handy steps when you get aboard a "1010."

Walk up to a "1010." You'll find the hood only about chest high—just a fraction less than 52 inches. Just think, you can drive right under branches that are lower than your shoulder.

Underneath exhaust, protected headlamps. You won't need to worry about a "1010" muffler catching in low foliage. It's down underneath, out of the way. Exhaust is discharged to the rear of the tractor. Headlights are low, a further precaution against snagging low limbs.

Choice of wheels, tires. Choose either bar-type or diamond-tread rear tires with power-adjusted or demountable-rim (below) rear wheels. All available front and rear tire sizes plus the full range of wheel-tread adjustments are listed with the specifications on page 8.



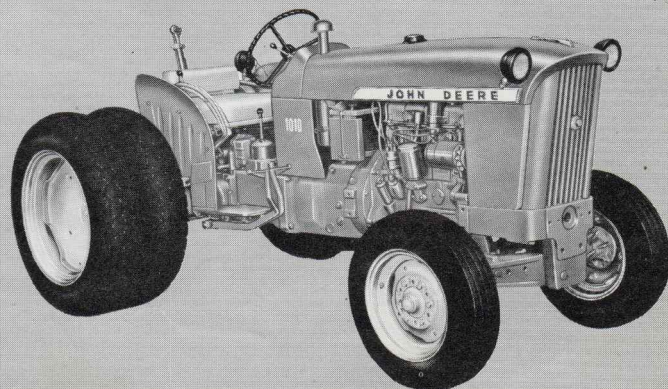
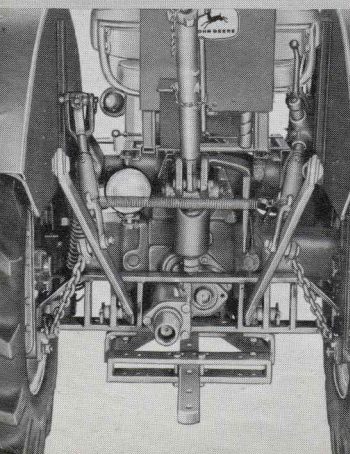


Do more work . . . pay less than you'd expect with the thrifty 35 h.p. John Deere "1010" Grove Tractor.

Hitch, hydraulics, PTO, drawbar. Equip your "1010" Grove Tractor with 3-point hitch that handles most Category 1 tools . . . swinging drawbar . . . one or two separate "live" hydraulic circuits . . . and either 540 rpm transmission-driven or 540-1000 rpm independent PTO.

Handy controls, deluxe seat. Your workday will seem shorter on a "1010" Grove Tractor. Relax in the foam-padded seat. Power steer with fingertip ease. Brake or clutch with light pressure. Read grouped instruments at a glance. Reach controls without stretching.

NOW — a lower-profile "1010" Utility. Ask your John Deere dealer about the optional wheel equipment which brings the low-built "1010" Utility down even lower for orchard use. Hood height is only 50 inches. You have lower profile for work under branches . . . extra security on slopes. Dual rear wheels have 8.3-24 or 9.5-24 diamond-tread flotation tires. Front tires are low-profile wide-tread 6.40-15. Underneath exhaust. Provision for a front-mounted hydraulic pump (optional).



SPECIFICATIONS

(Specifications and design subject to change without notice)

	3020 Grove and Orchard	1010 Grove and Orchard								
PERFORMANCE	64.14 on gasoline, 65.28 on Diesel. Observed power at PTO at 2500 Engine rpm in official tests.	Maximum observed on power takeoff: Gasoline, 36.13; Diesel, 35.99. (official tests).								
ENGINE	4-cylinder, wet-sleeve, valve-in-head, variable-speed.	Vertical, 4-cylinder, wet-sleeve, valve-in-head, 4-stroke cycle.								
Speed ranges (rpm)	Governed: 600 to 2500; operating, 1500 to 2500.	Operating speed range: 1500 to 2500.								
Bore and stroke	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Gasoline</td> <td style="width: 50%; text-align: center;">Diesel</td> </tr> <tr> <td style="text-align: center;">4¼ x 4 in.</td> <td style="text-align: center;">4¼ x 4¾ in.</td> </tr> </table>	Gasoline	Diesel	4¼ x 4 in.	4¼ x 4¾ in.	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; text-align: center;">Gasoline</td> <td style="width: 50%; text-align: center;">Diesel</td> </tr> <tr> <td style="text-align: center;">3½ x 3 in.</td> <td style="text-align: center;">3⅝ x 3½ in.</td> </tr> </table>	Gasoline	Diesel	3½ x 3 in.	3⅝ x 3½ in.
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3½ x 3 in.	3⅝ x 3½ in.									
Compression ratio	7.5 to 1	16.4 to 1								
Displacement	227 cu. in.	270 cu. in.								
Lubrication	Full pressure, full-flow with bypass relief valve, replaceable micronic paper element.	Pressure system, with full-flow oil filter.								
Cooling	Bypass with centrifugal pump and thermostatic heat control.	Pressurized with water pump, thermostat, and fixed bypass.								
POWER TAKEOFF	Independent dual-speed rear (540-1000 rpm at 2100 rpm engine speed). Front PTO outlet for 1000 rpm equipment.	Special equipment: transmission-driven 540 rpm; or independent "live" 540-1000 rpm, with hand-lever clutch.								
ENGINE CLUTCH	Foot clutch, 11-inch dry-disk type, spring loaded.	Foot-operated automotive-type with single 10-inch plate.								
BRAKES	Hydraulic power brakes, wet-disk type.	Self-energizing disk-type, foot-operated individually or simultaneously.								
ELECTRICAL SYSTEM	12-volt lighting and accessories, 12-volt starter on gasoline and 24-volt starter on Diesel.	12-volt battery with generator and starter.								
INSTRUMENT PANEL	Speed-hour meter; indicator lights for oil pressure and electric fuel gauge (extra on "1010"); key starter switch.	generator; water temperature gauge; light switch;								
HYDRAULIC SYSTEM	Provision for rear rockshaft and one or two remote cylinders.	Special equipment: single hydraulic system; remote cylinder control.								
TIRE OPTIONS	Front: 6:50-16, 6-ply F-1; 7:50-16, 6-ply F-2; 7:50-16, 6-ply I-1. Rear: 16.9-26, 6-ply R-1 (regular bar tread); 16.9-26, 6-ply R-3 or 18.4-26, 6-ply R-3 (non-directional).	Front: 5:00-15, 4-ply; 6:00-16, 4- and 6-ply; or 7:50-16, 4-ply. Rear: 11.2-24, 4-ply; 12.4-24, 4-ply; 14.9-24, 6-ply; 13.6-26, 4-ply or 14.9-26, 6-ply (R-3 diamond tread).								
WHEEL TREADS (Inches) ..	Front: 54 or 60, regular tread; 49¼ to 78½, adjustable wide tread. Rear: regular axle, 58.	Front: 42 to 62 in 4-in. steps. Rear: power-adjusted wheels, 45⅜, 49⅜, 53⅜, 57⅜, and 61⅜ in.; demountable-rim wheels, 44 to 72 in 4-in. steps. Fender sides must be removed for wide rear treads.								
CAPACITIES (U. S. Standard Measures) .										
Cooling system	4¾ gal.	2¾ gal.								
Crankcase	8 quarts (with filter change).	5 quarts (with filter change).								
Transmission	9½ gallons (includes differential, hydraulic system, power steering, and power brakes).	13 quarts (with dual PTO); 14 quarts (with transmission-driven PTO).								
Hydraulic system		4½ quarts.								
Fuel tank	29 gallons (Diesel and gasoline).	12 gallons (Diesel and gasoline).								
DIMENSIONS (Inches)	(With 16.9-26, 6-ply R-1 and 7:50-16, 6-ply F-2 tires): Wheelbase, 81½; over-all width, 81; height to steering wheel, 65½; turning radius, 10 ft. Shipping weights: Diesel, 6820 lb.; gasoline, 6600 lb. (based on tractor with average field service equipment).	Wheelbase, 77-11/16; over-all length, 118¾; over-all height, 54⅞; over-all width (with small fenders), 59¾; clearance, front axle, 13⅜. Shipping weights, approx.: Diesel, 3640 lb.; gasoline, 3550 lb.								

Ground Speeds

	Multi-speed transmissions and Variable-speed Engines permit wide choice of speeds in miles per hour.	Syncro-Range Transmission; 16.9-26 rear tires.
OPERATING RANGE	1500 to 2500 engine rpm: overlapping forward speeds of 1.02 to 15.03 mph; reverse speeds (1500 to 2100 engine rpm): 2.03 to 4.46 mph.	Five-speed transmission; 11.2-24 rear tires.
ASAE PTO SPEEDS	2100 engine rpm: 1.42, 2.23, 2.91, 3.75, 4.59, 6.56, 7.70, and 12.62 mph, forward.	1500 to 2500 engine rpm: forward speeds from 1.2 to 12.6 miles per hour; reverse speeds from 1.7 to 2.8 mph.
		1900 engine rpm: 1.5, 2.9, 3.9, 5.1, and 9.6 mph, forward; 2.2 mph, reverse.