8000/8000T TEN SERIES TRACTORS

165- to 235-hp tractors on tires or tracks

Contact your local dealer for details on John Deere Credit

JOHN DEERE

The power of choice on wheels . . .

NEW Implement Management System
NEW Automatic PowerShift
NEW Hitch Slip Command
NEW automatic tractor shutdown feature
NEW delayed-egress lighting
NEW no-tools centerlink adjustments
NEW Hitch Dampening System
NEW CommandControl™ system

8110
165 hp

8210
185 hp

8310
205 hp

8410
235 hp

. . . and tracks

NEW ClimaTrak™ automatic temperature control
Improved heating and cooling
NEW PTO disengagement brake

NEW ComfortCommand™ seat
NEW ballast packages
11-percent greater hydraulic capacity

8110T
165 hp

8210T
185 hp

8310T
205 hp

8410T
235 hp

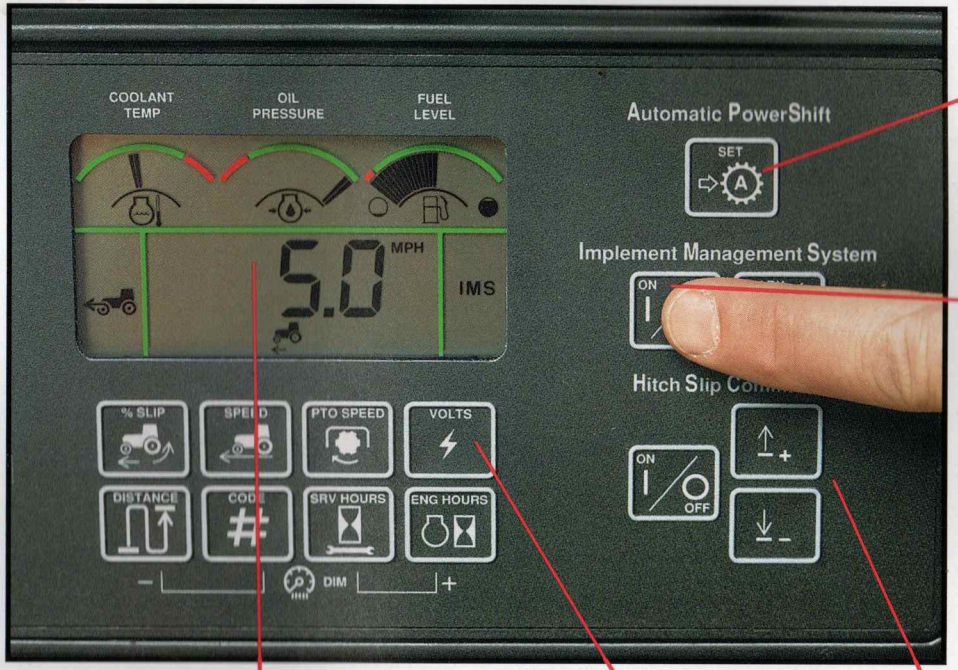
A powerful breakthrough in tractor technology: How to work smarter, not harder

The all-new CommandControl™ system on John Deere 8000 and 8000T TEN Series Tractors puts the new Automatic PowerShift, new Implement Management System, and new Hitch Slip Command conveniently at your fingertips with a clearly marked, easy-to-understand touch-pad panel.

Now, you can automatically maximize transmission-gear selection; automatically perform multiple tractor and implement functions; and automatically optimize tractor performance under a wide variety of soil and field conditions . . . quickly and easily.

This unprecedented tractor and implement control system enables you to turn a less-experienced operator into a virtual pro. Even seasoned drivers find it easier, less fatiguing to operate these new tractors.

User friendly, easy to set. The new Implement Management System "learns" up to 12 tractor and implement commands per sequence switch, (two sequence switches, 24 commands total) and replicates them accurately . . . all with the touch of a button.



The easy-to-read display panel shows you at a glance, the coolant temperature, optional oil pressure, and fuel level. It also clearly displays the wide range of tractor performance functions initiated by switches located on the eight-button touch pad.

An eight-button touch pad lets you review tractor performance and operational information. You can display percent slip (with optional radar), approximate ground speed (true calculated ground speed with optional radar), PTO speed, system voltage, distance traveled, tractor diagnostic codes, time since last service, and engine hours.

The Automatic PowerShift (APS) monitors the engine load, throttle position, and transmission gear to shift up or down, optimizing speeds in varying conditions. The transmission will maintain the most-productive speed up to the maximum gear you set.

The New Implement Management System, (IMS) is easy to set, easy to use. Simply push the "on" touch pad. With the tractor moving, press the "learn" touch pad. Engage the sequence button, #1 or #2 on the CommandARM™ module. Now, execute your tractor commands. You can program the hydraulic remotes to extend, retract, float, or cancel; raise or lower the 3-point hitch; disengage the PTO; shift up, shift down, or resume the Automatic PowerShift. On wheel tractors, you can also engage or disengage the MFWD and differential lock. Once the functions are learned, press the "save" touch pad. Now, the tractor will perform all of these functions at the push of a button.

The all-new Hitch Slip Command (with optional radar) enables you to compensate for changes in track or wheel slip encountered when field conditions vary. Here's how easy it works: Simply set the hitch response rate using the "+" or "-" pads. That's it. The higher the setting, the more responsive the tractor is to changes in field and soil conditions. As the tractor exceeds the preset percentage of slip (10 percent on wheels, 5 percent on tracks) the hitch raises and lowers accordingly, based on the sensitivity setting you select. Use it with the depth control system, and you'll maintain uniform performance across your field.

Push-button productivity

Now, you can command as many as 12 different tractor and implement functions simultaneously by pushing a button. For example, when you're running an air seeder and come to the headland, instead of individually lifting the implement, turning off the meter, raising the marker, disengaging the MFWD, and disengaging the differential lock – you simply press a button and make your turn. The new Implement Management System does it all for you. It's like having you own copilot onboard.

By eliminating multiple, repetitious procedures, it really helps reduce fatigue and exhaustion. It also helps eliminate potential mistakes. In fact, you can put less experienced operators at the helm, and they'll be working like pros in a few moments. So now, when someone else is driving your rig, you'll feel less anxiety, more confidence.

The all-new Automatic PowerShift maintains the most-productive working and transport speeds

16-SPEED POWERSHIFT TRANSMISSION

engine rpm	gear	mph (tires)	mph (tracks)	% change (tires)	% change (tracks)
2,200	1F	1.4	1.2		
2,200	2F	1.8	1.6	28	33
2,200	3F	2.3	2.0	28	25
2,200	4F	2.9	2.5	26	25
2,200	5F	3.5	3.0	21	20
2,200	6F	3.9	3.4	13	13
2,200	7F	4.5	3.9	15	15
2,200	8F	5.0	4.4	11	13
2,200	9F	5.7	5.0	14	13
2,200	10F	6.4	5.6	12	13
2,200	11F	7.3	6.3	14	13
2,200	12F	8.2	7.1	12	13
2,200	13F	10.4	9.1	27	27
2,200	14F	13.3	11.6	28	28
2,200	15F	17.0	14.8	28	27
2,200	16F	23.7	18.8	39	27
2,200	1R	1.2	1.1		
2,200	2R	3.1	2.7	158	145
2,200	3R	3.8	3.3	23	22
1,600	4R	6.6	5.8	74	75

What makes the unique 16-speed PowerShift transmission so efficient? It's simple. Gear meshes are minimized. Some transmissions use as many as seven gears in the working range just to transfer power. (Remember, every gear mesh costs you about 1.5 percent of the horsepower.) So we use only two. That way, you can get more of what you bought the tractor for: pulling power.

Unique speed ratios let you reach transport speeds quickly, while maintaining $\frac{1}{2}$ mph increments in the working range. You can match conditions more precisely. And it makes the 16-speed PowerShift a more practical transmission, with more usable speeds.

Continuous improvements have made the ultra-efficient 16-speed PowerShift transmission one of the most popular, and dependable transmissions on the market.

And now, with the all-new Automatic PowerShift feature, it's even more productive. Choose the top gear you wish to work (or transport). Then push the "set" switch on the control-panel touch pad. That's it. The transmission will now automatically downshift (or upshift to the top gear you set) to maximize performance.

You can disengage the Automatic PowerShift anytime simply by shifting the transmission manually. A RESUME switch on the CommandARM module reengages the system to your setting.

Check it out. Ask your John Deere dealer for a demonstration of true productivity.

Fifty times a second the system monitors throttle position, engine load/fuel flow, and transmission gear to keep you moving most productively. You can also use the Automatic PowerShift transmission during transport. It responds to changes in throttle setting, automatically shifting when you slow down or speed up.

The ultra-efficient 16-speed transmission uses a very simple shift pattern and features a park brake position. You can shift one gear at a time – or rapid-shift and skip gears to quickly reach the speed you want. All without clutching. You can preselect a forward gear from 1 to 13, or a reverse gear from 1 to 3. And during road transport, if you disengage the clutch and slow down, the transmission will automatically downshift to as low as the 13th gear to match your ground speed.

To ensure smooth performance, the majority of speed changes are single-element shifts requiring only one clutch to engage a gear.

We route most of the oil lines internally to help reduce the chance of leakage.

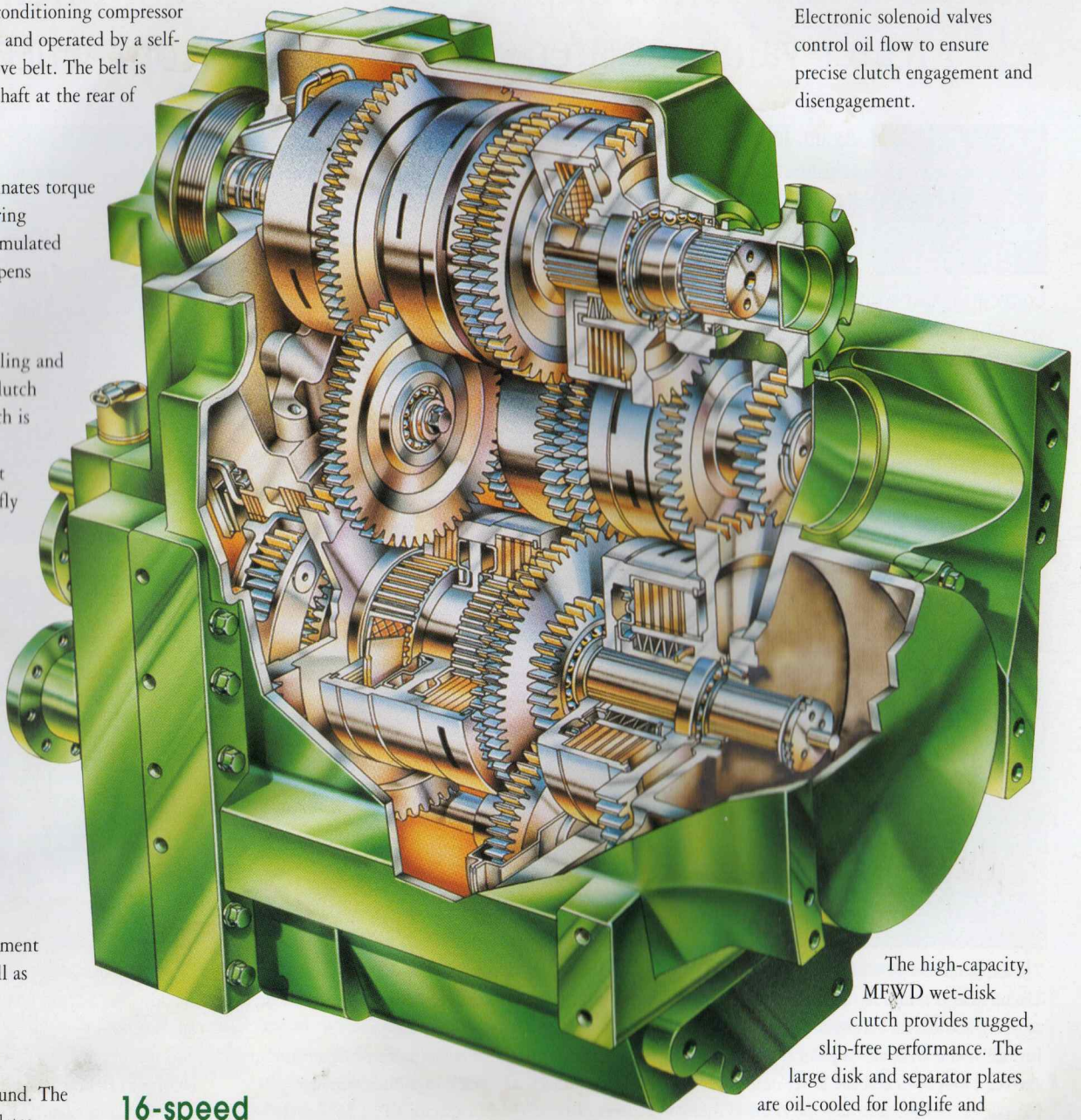
The long-tooth gear design with high-contact ratios helps maintain strength and reliability, while helping reduce noise.

The alternator and air-conditioning compressor are located near the cab and operated by a self-tensioning auxiliary drive belt. The belt is operated off the input shaft at the rear of the transmission.

A torsion damper eliminates torque spikes due to engine firing frequency. Specially formulated rubber compound dampens resonance.

You get immediate cooling and lubrication, with less clutch drag. As soon as a clutch is engaged, cooled and filtered oil flows to that area and continues briefly after engagement. The valves feature bonded rubber for excellent sealing.

Electronic solenoid valves control oil flow to ensure precise clutch engagement and disengagement.



The high-capacity, MFWD wet-disk clutch provides rugged, slip-free performance. The large disk and separator plates are oil-cooled for longlife and outstanding service.

Should you ever lose engine power, you still have steering capability. An emergency, ground driven steering pump is integrated into the transmission to provide full control.

Solid. Rugged. Built to last. The heavy-duty cast housing, with integrated implement attaching points, is built to structurally handle the unique modular design as well as support a variety of implements.

Pressurized oil maintains positive lubrication, even on steep hills and uneven ground. The transmission gears do not rest in a pool of oil; rather, cooled and filtered oil circulates through the transmission and clutch packs to ensure optimum lubrication efficiency.

16-speed PowerShift transmission

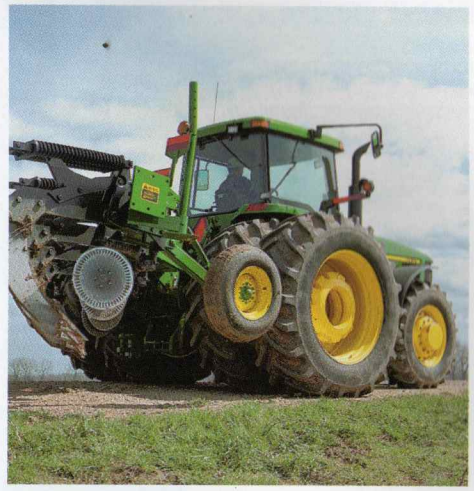
Exclusive new Hitch Slip Command and new hitch dampening add greater value, greater productivity to your wheel or track machine

Again, John Deere engineers have taken 3-point-hitch performance beyond the limits of conventional tractor technology. Introducing new Hitch Slip Command.

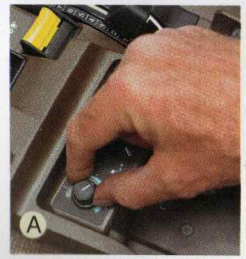
When used with our unique load-and-depth control system, it can compensate for changing slip conditions while maintaining uniform performance across your field.

Simply set the hitch-slip response rate. When the slip rate exceeds preset limits (10 percent on wheels, 5 percent on tracks) the hitch will raise or lower automatically to match conditions. The higher the setting, the greater the response. The new Hitch Slip Command must be used with optional radar.

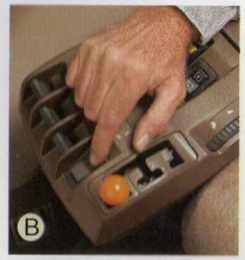
In addition, new 8000/8000T TEN Series Tractors feature a hitch dampening system that absorbs shock loads associated with heavy, mounted implements. You get a smoother ride and improved stability during transport.



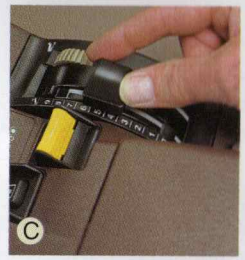
The hitch on new 8000/8000T TEN Series Tractors helps minimize draft forces, increase lift capacity, and ensure excellent tractor stability. Just as we did with our popular 8000 Series Tractors, we positioned the lower draft links near the axle centerline to reduce the angle of draft. Pulling forces are optimized to make the tractor and implement work successfully as a single unit. In addition, the hitch design utilizes these forces to enhance lifting ability, and provide outstanding tractor balance. This helps maintain more wheel- and track-to-ground contact. Standard hitch-lift capacity on all 165- to 235-hp 8000T TEN Series Tractors – with new Hitch Slip Command and draft sensing – is 15,650 pounds. The 205-hp 8310 and 235-hp 8410 Tractors both offer 11,700-pound standard hitch-lift capacity, with 15,650 pounds optional. The 165-hp 8110 and 185-hp 8210 Tractors offer 10,400 pounds standard hitch-lift capacity. 14,165 pounds optional.



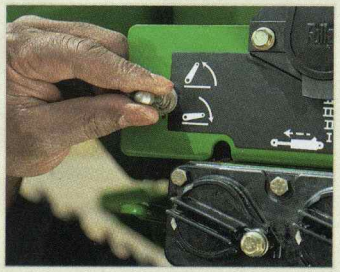
One dial lets you blend in load sensitivity, response speed, and depth positioning. Or you can lock it out completely. Two other dials set the raise height and rate of drop.



With just your finger, push the toggle switch on the CommandARM module, and you can lift and lower the 3-point hitch to the preset height and depth.



The hitch controller lets you manually raise and lower the implement's depth. The hinged lever lifts up and over the depth stop to override the current setting.



To assist implement hookups, a spring-loaded raise/lower hitch toggle switch is located within easy reach at the rear of the tractor. Simply push the switch up or down to move the hitch slowly into place. When in position, release the toggle switch and the hitch movement stops immediately.

Two convenient grease zerks let you quickly lube the rockshaft for smooth performance. A remote-cylinder lift assist (not shown) is available as an option. When you raise or lower the hitch, the lift assist wheels on the implement will also raise or lower automatically.

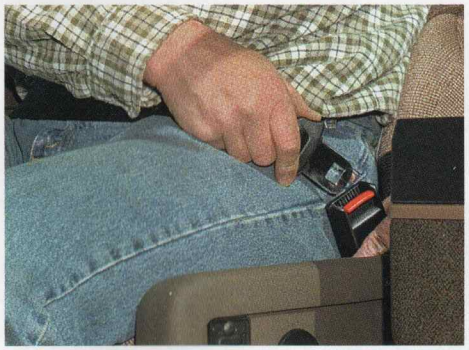
No detail has gone unnoticed. Now, you can make fore-and-aft centerlink adjustments without tools. The new rugged centerlink features a longer, stronger handle that provides greater leverage to make leveling implements even easier. The handle pins securely and conveniently to the centerlink.

How to turn your working hours into a joyride

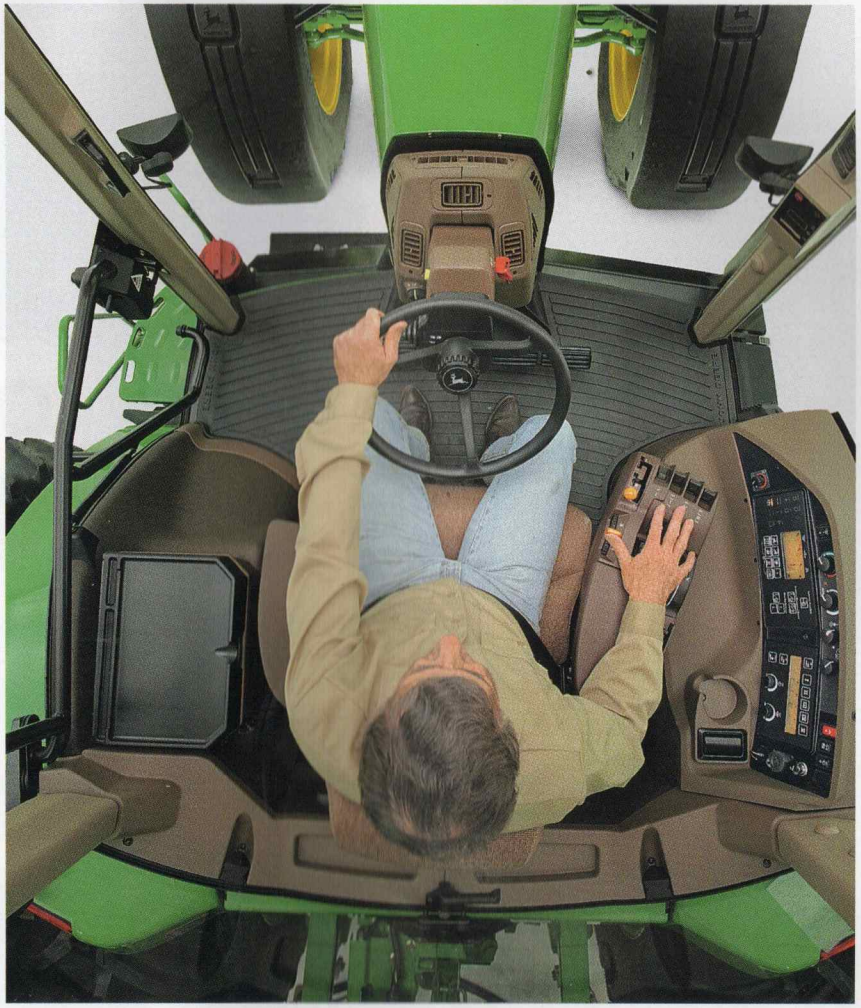
Climb aboard the exclusive CommandView cab and take advantage of the spacious, ergonomically designed interior that puts an end to clock-watching, back-breaking days.

And ride the all-new ComfortCommand seat. It features a new contour, cushions, and pads, in addition to new, smoother upholstery that helps soften your ride.

The multi-adjustable reclining-back, improved lumbar support, 3-way shock absorption, and ride zone protection (with a more than 29 percent increase in suspension height range) further enhance your comfort.



Wear your seatbelt whenever you operate a tractor. We offer a comfortable, retractable woven belt that latches securely when in use. Also, seat adjustment levers are now easier to reach, and let you fine-tune maximum comfort, even when wearing your seatbelt.



Get first-class comfort that helps you keep going. There's plenty of room to stretch and relax. Color-coded, user-friendly controls are easy to reach, requiring less effort to operate the tractor. Visibility is still the best in the industry, thanks to the narrow hood, dash, and large windshield. And the new ComfortCommand seat is centered in the cab to aid your front and rear view of crop and implement.

Deluxe cab (shown with optional equipment) feature adjustable armrest controls, seat drawer, rear windshield wiper, front and rear washer, front sun visor, outside mirrors (wheel tractors only), digital oil pressure gauge.

two front mid-body 55-watt floodlights, power strip with convenience plug adapter, antenna mount and wiring for business band-radio.

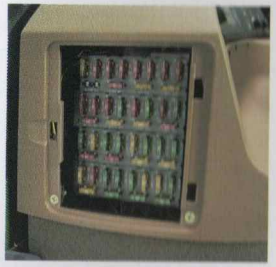
Exclusive John Deere memory-tilt/telescoping steering column (above) is easy to adjust and provides the perfect fit. It lifts vertically to provide a clear, unobstructed passage from the new ComfortCommand seat to the door. Lower it, and it returns to your previous setting. In addition, 8000/8000T TEN Series Tractors offer the new ClimaTrak automatic temperature control option. Make yourself comfortable, and you'll stay that way. In addition, the new split-evaporator core provides additional cooling capability and eliminates windshield fogging.

Exclusive Field Office™ cabinet (optional) features a large portfolio pouch and compartmental tray to help you organize and keep notes, field maps, office supplies, and personal necessities handy. The Field Office cabinet is prewired to accommodate electronic accessories such as a cell phone or computer. (The lid is recessed to carry a laptop computer.) You can even add extra electrical outlets.

Threaded monitor mounts located conveniently on the ROPS posts let you attach your GreenStar™ or other essential monitors within easy reach and view.

The prewired roof on deluxe models lets you mount your own business band radio. Check out the full array of electronic accessories.

A new optional delayed-lighting feature lets you keep the tractor lights on for 90 seconds after you've left the vehicle to brighten your path in a dark shed or driveway.



The fuse panel (above left) uses clearly marked, automotive blade-type fuses,for easy service. The 12-volt, multisocket powerstrip (above center) is standard on deluxe-model cabs. You can set it for continuous "live" voltage or key-switch operation. A 3-pin electrical convenience outlet and optional second convenience outlet (not shown) feature a "hot" wire to maintain monitor "memory" when the tractor is shut off. It minimizes current drain to help sustain battery life during tractor storage. An improved positive door latch (right) grips tightly, yet opens easily.

Get true fingertip tractor control that eases tractor operation and helps reduce fatigue

John Deere CommandARM module: often imitated, never duplicated. And now, we've added two new features – the new Implement Management System sequence buttons and new Automatic PowerShift-resume switch. Just like all the other tractor functions, they're easy to use, easy to find. They're here at your fingertips.

Take a close look at this remarkable innovation. Introduced on John Deere 8000 Series Tractors, the CommandARM controls on 8000 TEN Series offer even more productive features, such as our exclusive Implement Management System sequence button and Automatic PowerShift resume switch.

John Deere CommandARM control module is a real fatigue fighter. No more reaching across distant consoles just to shift the transmission or operate a hydraulic lever. Everything is in the palm of your hand. Plus, the CommandARM module swivels with the seat as much as 15 degrees left, 20 degrees right, so tractor functions are always at hand.

Reengage the Automatic PowerShift with just the push of this resume switch.

Exclusive Implement Management System sequence button lets you operate as many as 12 different tractor functions simultaneously. There are two sequence buttons that provide a total of 24 total "learned" commands

The 8000 TEN Series Tractors feature three exclusive electrohydraulic SCVs as standard equipment (4th and 5th SCVs are optional). With the tip of your fingers, you can perform multiple hydraulic functions to maximize efficiency. The levers are sized, shaped, and spaced to optimize comfort and control. Plus, they're wide enough to accommodate work gloves.

Engage the yellow lever to operate the PTO. You get smooth, modulated start-ups, regardless of the load. A new PTO-brake engagement is computer controlled to smooth out stops.

The electrohydraulic 3-point-hitch controller features a rotary depth stop for quick and easy adjustment. The hinged lever can lift up and over the depth stop should you want to manually override the current setting.

You can lift almost 16,000 pounds with your fingertip. Simply engage this quick-lift toggle switch, and you will raise (or lower) the 3-point hitch to the height and depth that you preset. End-row turnarounds are quick and simple.

The ultra-efficient 16-speed PowerShift transmission features a raised lever, tapered knob, and simple, two-gate shift pattern. Shift through all 16 forward and 4 reverse speeds with complete ease.

The rotary-type throttle lever gives you excellent control of engine-speed adjustments.

The CommandARM controls on deluxe-cab models can be further adjusted up or down and fore-and-aft for an even-more-comfortable fit.

Instant information; total tractor control

A large, illuminated monitor located on the right-hand ROPS post displays engine speed, gear selection, and ground speed. It also provides stop-engine and warning alerts.

This 8-button touch pad contains tractor performance and operational information. You can display percent wheel slip (with optional radar), calculated ground speed (true ground speed with optional radar), PTO speed, system voltage, distance traveled, diagnostic codes, time since last service, and engine hours. All with just the push of a button.

All-new CommandControl system includes the new Automatic PowerShift, new Implement Management System, and new Hitch Slip Command.

Exclusive TouchSet™ hydraulic control lets you adjust hydraulic flow to each individual hydraulic coupler from the seat, regardless of pressure. You can also set timed-rate detents: oil flows from 1 to 19 seconds.

An information panel with status-indicator lights provides service, and information alerts. The monitor keeps track of engine, transmission, and hydraulic and electrical systems with readouts such as oil pressure (optional), water temperature, fuel level, and filter restrictions. Also, park brake, PTO overspeed, differential lock, MFWD, and rear PTO engagement are displayed.

Clear, easy-to-read digital gauges quickly tell you the water temperature, oil pressure (standard on deluxe cab models), and fuel level. A low-fuel warning indicator alerts you when fuel reaches approximately 8 percent of total capacity.

The optional comfort package features a new ClimaTrak air system that monitors and maintains uniform cab temperature.

Multispeed front wiper (with delay) and washer.

Highway and field lights; optional delayed-egress lighting.

Three-position MFWD switch.

Rear window washer and wiper on deluxe cab models.

Transport warning lights.

Cigar lighter and automotive-type electrical outlet.

Exclusive Field Cruise engine control lets you maintain a consistent engine speed and consistent ground speed. You can seed, fertilize, incorporate chemicals uniformly. You'll also use it in light tillage applications to help save fuel.

You can swivel the seat and CommandARM module as much as 15 degrees left, 20 degrees right. This recessed area allows full, unrestricted seat movement and maintains a clear view of the instrument panel.

3-pin convenience outlet with cap.

All-new Service ADVISOR plug-in hooks a John Deere service technician into the tractor system to quickly diagnose problems and provide quick remedy.

New 8000 TEN Series Tractors take row-crop farming to all-new levels of performance

Responsive, super-straight steering. Tight, narrow-row turns. As much as 15,650 pounds of hitch lift. Eleven percent more hydraulic pump capacity. Easy tread adjustment. Clear, unobstructed visibility. And, of course, a smooth, comfortable ride. These are just a few of the operational assets the new 8000/8000T TEN Series Tractors bring to row-crop farming.

Now, add new Automatic PowerShift capabilities, Implement Management System, and Hitch Slip Command, and row-crop farming has never been easier.

See the difference John Deere makes. Put one of these new tractors down your rows, on tires or tracks.

Exclusive John Deere MFWD lets you make tight, narrow-row turns, even with saddle tanks or other mounted implements. In fact, new 8000 TEN Series Tractors can cut an 18.4-foot-diameter circle, even with 16.9R30 tires and fenders attached.

Wide 20-inch lower-windshield quadrants and no cross members or seams, ensure a clear, unobstructed view of your crop. We also centered the seat in the cab to make it easier for you to turn around and clearly see your implement. Of course, there is a total of 62 square feet of tinted glass throughout the entire cab, so all round visibility is superb. As the leaders in farm-tractor-cab design, John Deere engineers recognize that it's not how much glass you use, it's where you use it.

Adjust the new 8000 TEN Series Tractors to work from 60 to 88 inches wide. Exclusive rack-and-pinion axles with dual-sliding-sleeve design let you walk the rear wheels in or out on the racked axle using the integrated pinion gear. One wrench is all it takes.

With just the touch of your finger, you can raise and lower a hitch-mounted cultivator or planter. The implement raises to the height, and lowers to the depth, that you preset. With depth sensing engaged, and the new Hitch Slip Command in action, you get uniform performance in changing field and slip conditions. Cultivating or planting row crops has never been easier.

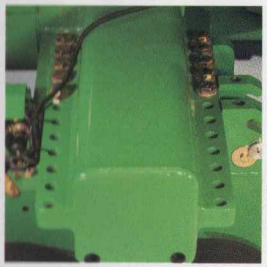
It's the narrow tractor configuration that really sets these tractors apart from all the rest. For instance, the patented wasp-waist design with tapered hood, narrow steering column, and 20-inch transmission housing really clears your view to the crop and both front wheels. And the single-piece 20 square foot windshield provides an incredible forward view.

John Deere first raised the engine and recessed wheel wells into the frame to improve turn radius. Even with fenders attached, exclusive John Deere MFWD can cut tight, narrow-row turns on true 60-inch centers. Plus, the high-capacity steering system ensures nice straight rows, with the ability to feather in corrections.

Shown is the optional, 120-inch-wide-axle model working with a 12-row 856 Row-Crop Cultivator. This incredible tractor is ideally suited for row-crop operations. Equip it with 16-inch tracks and you can straddle four 30-inch or six 20-inch rows. You get excellent lateral stability, easy turning under load, and less berming at the headlands. Plus, our exclusive speed-sensitive steering delivers outstanding control. The 3-point-hitch can lift 15,650 pounds, standard. And the track treads can be set from 92 to 120 inches in about half the time it takes to set the track on competitive machines.

The 20-square-foot windshield gives you a panoramic forward vista. The narrow dashboard and steering column also help widen your view.

For row-crop operations, the 16-inch-wide track is standard on 8000T TEN Series Tractors. There's lots of room between the track and the plants to work quickly and confidently.



Standard track axles can be set to 60, 64, 66, 68, 72, 76, 80, or 88 inches depending on track width. The wide-tread option can be set to 92, 96, 98, 100, 104, 108, 112, and 120 inches. You can change track spacing in your own shop, in about half the time it takes to change the competitor's spacings. Special rollers inside the cast wheel rim help you slide the tracks in or out to your desired tread spacing. Recessed locators are built into the planetary hub to accurately gauge tread settings. It's one more advantage to owing a John Deere standard- or wide-tread 8000T TEN Series Tractor, especially for row-crop operations.

Discover the rising power of John Deere

New John Deere 205-hp 8310T with 120-inch axle and 30-inch tracks.

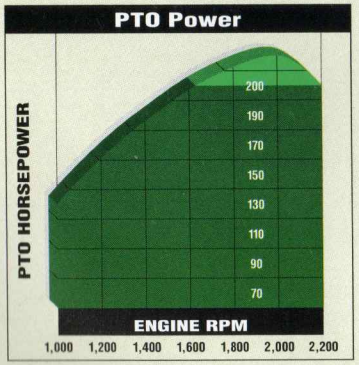
Discover truly steep torque rise. Experience phenomenal power bulge performance. Test-drive a new 165-hp 8110, 185-hp 8210, 205-hp 8310, or giant 235-hp 8410 Tractor on tires, or on tracks. You'll see for yourself how well it can stand up to the toughest, most stubborn conditions.

Lug it down – way down. The first thing you'll notice is how fast the engine recovers. Not only do you hear it, you can feel it. That's because the new John Deere 8000/8000T TEN Series Tractors, with electronic engine control, can develop as much as 45-percent torque rise.

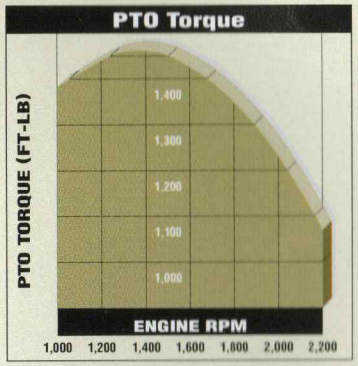
Just as soon as you encounter a load, torque kicks in instantly – then skyrockets. But instead of a short and glorious burst, it maintains this high torque response over a wide range of engine speeds, to as low as 1,000 rpm. That makes load starting and low-throttle maneuvering easier, more productive.

These high-performance 8.1 L engines can also generate quite a muscular power bulge, up to 13 percent. That's over 30 additional horsepower on the 8410. Whether you're pulling a chisel plow or PTO forage harvester, this extra umph contributes greatly to the very productive nature of these new TEN Series Tractors.

The 8.1 L engines are steadfast, reliable, and very fuel efficient. Experience for yourself how they're a crowning achievement in power development.



The ability to generate a 13 percent power bulge is an incredibly productive asset. It reduces the need to downshift, or adjust implement depth, when conditions warrant. This helps you maintain a steadier pace when working your fields. A mechanical governor could never create this kind of muscle. It's only possible through the art of advanced engine technology. And it's available only on a John Deere.



Unique John Deere electronic engine control is standard on all 8000 and 8000T TEN Series Tractors. Electronic engine control lets us shape the torque curve to peak early, and then deliver nearly constant performance to as low as 1,000 rpm. In conditions that may stop other tractors dead in their tracks, John Deere engines develop a stubbornness that helps you keep going. It's what sets the new 8000/8000T TEN Series Tractors apart from all the rest.

Only John Deere offers exclusive FieldCruise engine control. During light tillage applications – or when seeding, spraying, or fertilizing – you can set the engine rpm (and consequently ground speed) to remain constant. This lets you uniformly incorporate chemicals and prepare seedbeds. Plus, it helps reduce fuel usage.

Iron muscle wrought with strength

Why is it that even older John Deere tractors – those built 10, 20, 30 years ago – seem to wear on and on, and rarely wear out?

Engine strength. It gives a tractor the ability to sustain high-performance power over the course of many, many years. That's why we design so much of it into the 8.1 L engines. From heavy-duty cast blocks to hardened shafts, these powerhouses have a natural resistance to wear. Plus, exceptional cooling and lubrication . . . reduced operating temperatures . . . efficient timing, combustion, and smooth airflow . . . all contribute to the outstanding reliability of these powerplants.

Take a look inside the industry's foremost tractor engine. See how John Deere is built to last.

This high-capacity turbocharger delivers more air to the engine, to maximize efficiency and improve torque response at all engine speeds. In addition, all four tractors feature air-to-air aftercooling that greatly improves heat exchange and extends engine life.

Exclusive John Deere directed-cooling circulates coolant flow around the top of the cylinder liners to lower head gasket temperatures by as much as 100 degrees F and cylinder liner temperatures by as much as 130 degrees F.

Heavy-duty crankshaft is made from heat-treated, high-carbon forged steel for great strength and durability. Designed-in torsional stiffness and heavy, fully machined counterweights produce less vibration and more power. Plus, a unique bearing design allows a thicker film of oil to reach and lubricate highly loaded areas.

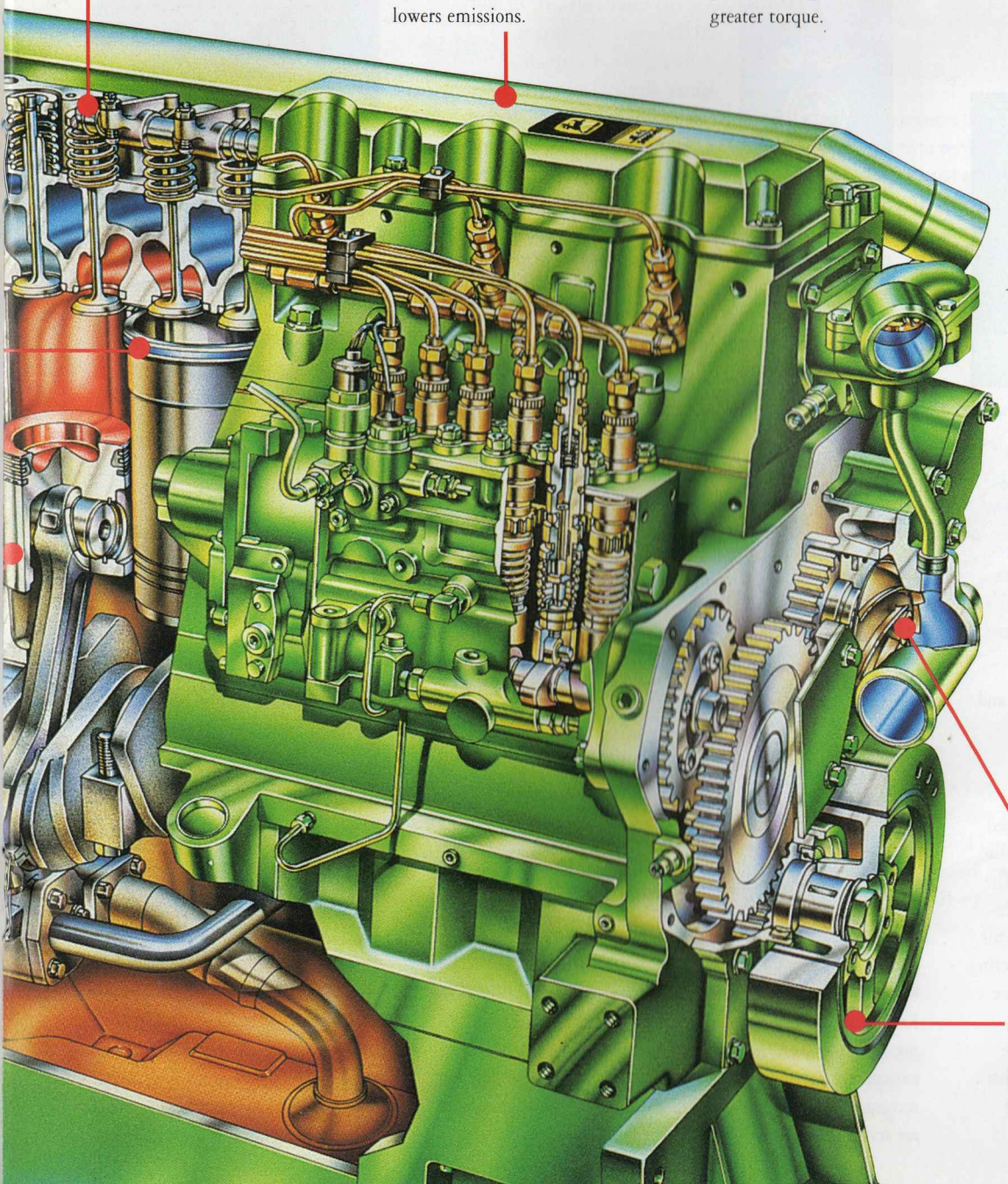
Strong, heat-tolerant pistons ensure long-lasting reliability even while generating tremendous power and torque. Plus, the unique piston bowl optimizes fuel mixing and combustion, and helps reduce emissions. Powerful spray-jets provide excellent lubrication and cooling from top to bottom.

The front frame (with oil reservoir) weighs 350 pounds. It adds greatly to chassis strength. The cast engine block is stronger, too. Large cap screws and four dowel pins provide great clamping force, excellent sealing, and long gasket life.

The heavy-duty, single-piece cylinder head, teamed with the large valve ports and domed combustion chamber, delivers excellent airflow and high-torque characteristics.

The specially designed intake manifold lets intake air go directly through the head with the least resistance. This helps increase air to the combustion chamber, improves fuel efficiency, and lowers emissions.

The unique split-manifold exhaust separates cylinders 1, 2, and 3 from 4, 5, and 6. Based on cylinder firing order, this expedites exhaust flow to the turbocharger, producing higher velocities, and greater torque.



Dependability. It's the most important feature of a tractor. And it's standard on all John Deere 8000 and 8000T TEN Series Tractors. And equally important, it contributes significantly to the high resale value at trade-in time.

The high-capacity water pump takes on the big cooling demands of high-power performance with great efficiency. The large-capacity radiator (not shown) features 9.5 fins per inch and is positioned well in front of the tractor, away from engine heat and dust.

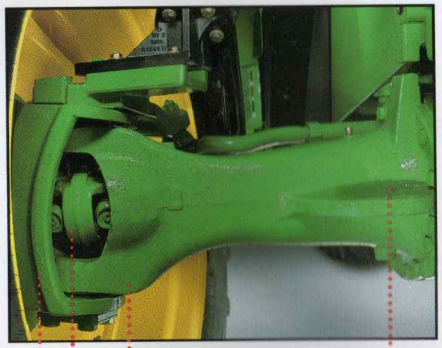
High-capacity damper is frequency tuned for low torsional loads and long drivetrain life.

Cutting-edge technology delivers cutting horse maneuverability

Tight, narrow-row turns. Powerful traction. And improved ride quality with reduced road lope. These are just a few of the benefits you gain when you equip a new John Deere 8000 TEN Series Tractor with mechanical front-wheel drive.

Reliability is another. The strong driveshaft, high-capacity MFWD clutch, and heavy-duty outboard planetary final drives ensure smooth powerflow and years of trouble-free service.

This simple, practical, low maintenance system is built in – not added on.



Tow hooks are cast into the axles.

Large axle housing sections increase stiffness and strength. The housing connections are designed to eliminate joint slip and allow increased loader loads.

U-joints feature unique seal designs (on inboard and outboard locations) to keep out debris. Single-piece kingpins help ensure excellent bearing alignment.

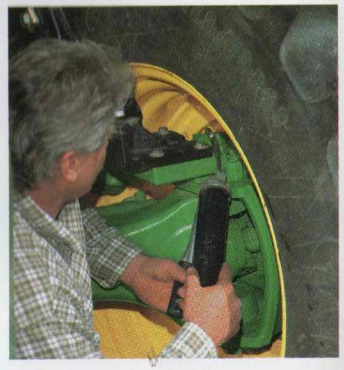
An integrated rock and dirt deflector shelf and crop/twine wrap slinger keep things clean.

Exclusive new MFWD wheel rims and discs greatly reduce road lope. Previous models used eight square-neck bolts to fasten the wheel-disc to the rim. Now these are 12. In addition, The bolt-and-hole tolerance is no more than three-tenths of a millimeter on the key bolts used for alignment. This significantly improves centering of the wheel disk-to-rim and disk-to-axle, yet still allows you to remount the wheels easily when you change wheel tread spacings. Ride quality is better. And you can maintain higher transport speeds to get from one field to the next, faster and more smoothly.

Exclusive John Deere MFWD features three settings: AUTO, on, and brake assist/off. In the AUTO mode, the system automatically disengages at speeds above 11.9 mph to help reduce tire wear, and re-engages at 11.2 mph. If you apply both brakes, all four wheels engage for sure stopping power. In the field, apply only one brake to disengage the system and ensure extra-tight turns. You can also have the MFWD automatically engage or disengage by adding this function to your programmed sequence commands controlled by the new Implement Management System.

Heavy-duty springs hold the molded fenders securely in place. The springs allow the fenders to flex should they come in contact with the tractor frame.

Remember, John Deere revolutionized MFWD design by raising the engine and sculpting the frame. The result? Tight, narrow-row turns on true 60-inch centers, plus the ability to accommodate large metric tires. No wonder other companies are trying to adopt this John Deere innovation and design.



Maintenance is fast and easy. You have to grease only eight, easy-to-reach zerks (versus as many as 20 on some tractors) to keep these tight-turning assets in fine shape.

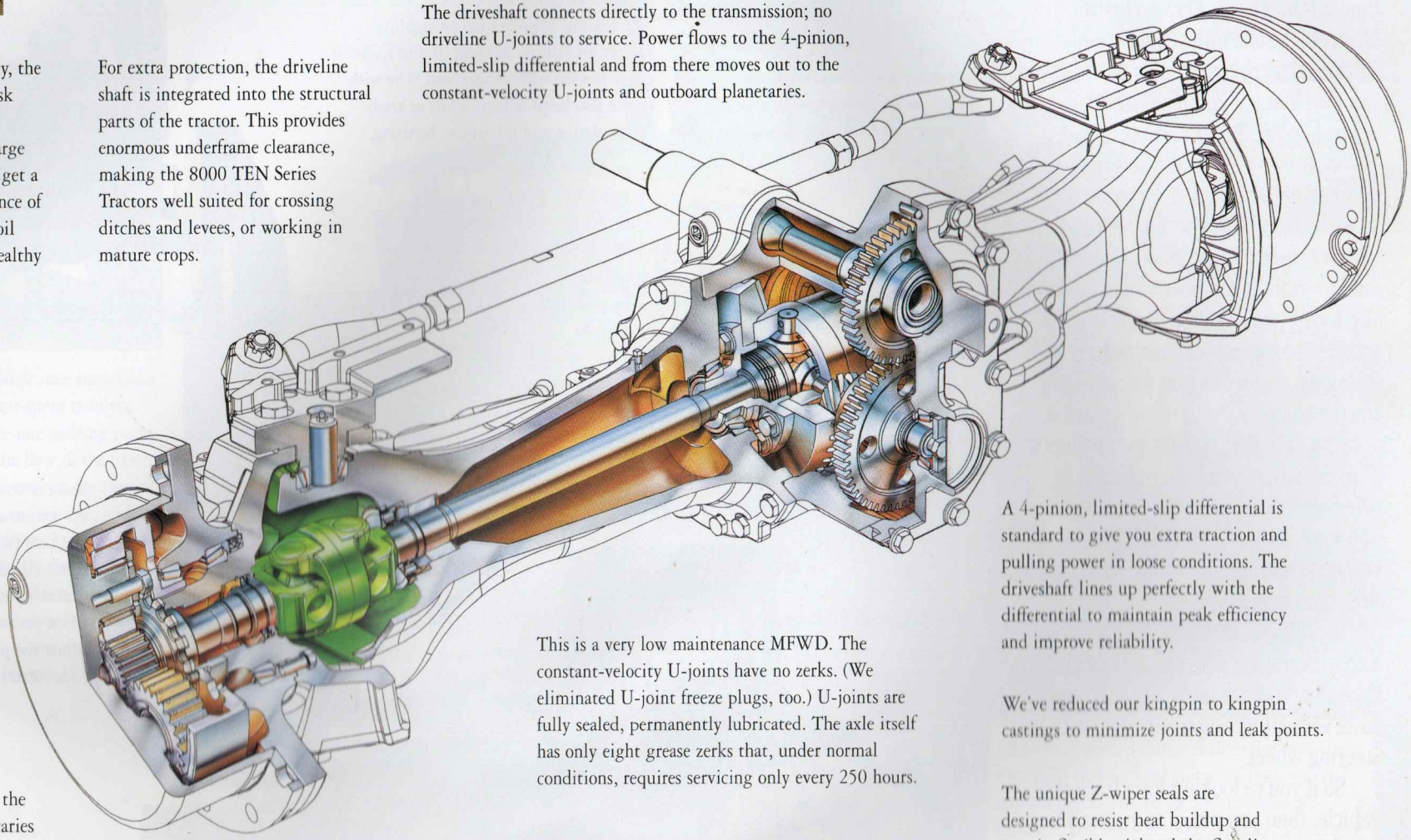
The front wheels can caster 5 degrees to maintain ground-gripping traction while cutting tight, productive turns – even with large front tires and fenders attached. Plus, the axle can oscillate 9 degrees to follow uneven terrain, give you excellent soil-to-tire contact and a smooth, comfortable ride.

High-capacity axle housing and added yoke strength give you greater reliability. (The single-piece axle shafts eliminate yoke deflections.) Plus, optimized wheel flange-to-flange dimensions, angled yoke, and redesigned tie-rods specifically accommodate larger tires on **true** 60-inch row spacings. Convenient, easy-to-set steering stops let you fine-tune adjustments for optimum turn radius.

To achieve maximum efficiency, the high-capacity, MFWD wet-disk clutch is integrated into the transmission. Thanks to the large disk and separator plates, you get a good, tight grip with less chance of slippage. Cooled and filtered oil keeps the clutch strong and healthy for years of reliable service.

For extra protection, the driveline shaft is integrated into the structural parts of the tractor. This provides enormous underframe clearance, making the 8000 TEN Series Tractors well suited for crossing ditches and levees, or working in mature crops.

The driveshaft connects directly to the transmission; no driveline U-joints to service. Power flows to the 4-pinion, limited-slip differential and from there moves out to the constant-velocity U-joints and outboard planetaries.



Long steel steering cylinder bushings are employed for severe duty applications.

A 4-pinion, limited-slip differential is standard to give you extra traction and pulling power in loose conditions. The driveshaft lines up perfectly with the differential to maintain peak efficiency and improve reliability.

This is a very low maintenance MFWD. The constant-velocity U-joints have no zerks. (We eliminated U-joint freeze plugs, too.) U-joints are fully sealed, permanently lubricated. The axle itself has only eight grease zerks that, under normal conditions, requires servicing only every 250 hours.

We've reduced our kingpin to kingpin castings to minimize joints and leak points.

Heavy-duty, tightly sealed, single-piece cast carriers hold the ring gear and outboard planetaries securely in place. Special gear ratios and beefed up planetaries provide extra load-carrying capacity and extra strength to handle the high horsepower of these tractors.

You can engage or disengage the MFWD on-the-go. Get extra pulling power, extra traction, and tight turns that are built-in, not added on. This is a very reliable system.

The unique Z-wiper seals are designed to resist heat buildup and remain flexible. A bonded teflon-lip insert helps maintain excellent wiper-to-shaft contact and ensures thorough cleaning. You also get excellent sealing between the spindle and wheel hub.

This track-type tractor feels like a tractor on tires

If you're looking to put tracks on your farm, then don't settle for anything less than a John Deere. Our exclusive electrohydraulic differential speed-sensitive-steering system is the best you can buy. You get complete steering control, in the field and on the road.

At slower speeds, the steering pump output increases to deliver greater steering response. The tractor reacts instantly to any directional changes you initiate with the steering wheel, however slight they may be. You can feather in minor steering corrections quickly and smoothly, much like you would with a tractor on tires.

And at higher speeds, pump output decreases to prevent over-reactive steering. Transporting is comfortable. You have complete control. Again, it responds and feels more like a tractor on tires than one on tracks.

In addition, new 8000T TEN Series Tractors employ a less-aggressive return-to-center. You can make super-straight rows without having to struggle with the steering wheel.

So if you're looking for a track-type vehicle, then you owe it to yourself to test-drive a new 8000T TEN Series Tractor. Drive it in the field. Take it down the road. See the difference John Deere makes.

Strong, outboard planetary final drives ensure reliable power delivery. They also eliminate the need for costly spacers. Simply loosen the track tension, loosen the cap screws on the wheel hub and front frame support, then slide the tracks in or out to match your row spacings.

The 8000T TEN Series Tractors are available with a standard axle or an optional 120-inch axle (shown). The wide axle spacing improves lateral stability, perfect for hillside farming. It also makes it easier to turn while under load. The wide stance also helps reduce debris or trash accumulation and minimizes berming.

For night operations, the "T" tractors feature four halogen headlights, four front roof-mounted heads, two beltline lamps (standard on deluxe cabs) two rear roof floods, and two rear fender floods.

Extremity warning lights are standard on tractors with 120-inch axle option.

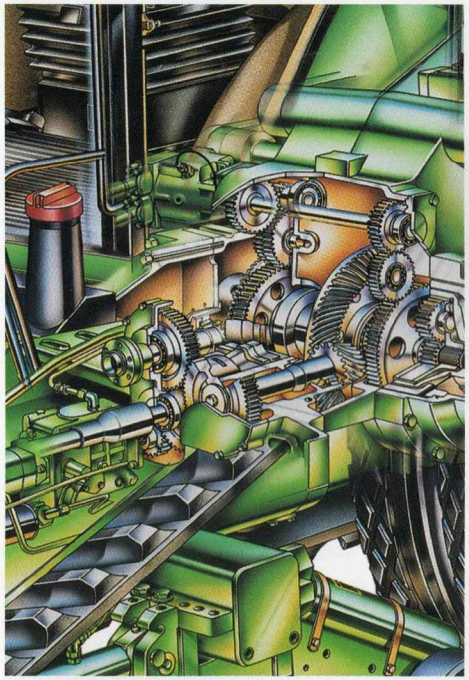
The 8000T TEN Series Tractors use a friction drive system to transfer power to the ground. A track tension cylinder ensures tight contact between the drive wheel and the rubber tracks. Tension is easy to set using the tractor's hydraulic remote. A system warning light indicates if track tension gets low.

The 16-speed PowerShift transmission features a park brake position. While the transmission is in the park position, you cannot inadvertently steer or turn the tractor.

You can straddle four 30-inch rows or six 20-inch rows. Adjustable step and platform (with handrails) feature a large-surfaced, self cleaning design that provides sure footing and helps make cab access easy and convenient. You can adjust the platform to accommodate a wide variety of row spacings.

The long 89-inch wheelbase enhances front stability and helps minimize weight transfer to the rear drive wheels.

The track-tension-system accumulator absorbs pressure spikes when the vehicle is in operation, reducing potential for hydraulic leaks and prolonging system life.



Remember, to turn a track vehicle, one track must rotate at a proportionately faster speed than the other. A high-capacity variable-rate steering pump provides the necessary hydraulic flow to the fixed-displacement steering motor (based on the steering wheel position, ground speed, engine rpm, and hydraulic temperature). The motor then drives two differential-steering planetaries. By changing the output ratio of both the right- and left-drive systems, you change track speed. The steering motor thus increases the speed of one drive while slowing the other to turn the tractor.

Good weight distribution. Fore-and-aft stability. All-new hitch dampening. And speed-sensitive steering. All of these fine attributes combine to make transporting heavy hitch-mounted implements easier with a new 8000T TEN Series Tractors.

16-inch

24-inch

30-inch

John Deere offers a choice of three different track sizes (left) to meet your cropping, flotation, and traction needs. The 16-inch-wide tracks are standard. You may, however, consider investing in additional wider tracks for your fall fieldwork. The narrow tracks fit comfortably in 20-, 22-, and 30-inch row spacings.

High-capacity, responsive hydraulics that you can set and control from the seat

Only John Deere offers exclusive TouchSet hydraulics. You can adjust the rate and flow from the seat, on-the-go. No fussing outside the cab, or fumbling in some obscure location, just to set your hydraulics. It's all right there at your fingertips.

This is the easiest system you'll ever use. Choose the selective control valve (SCV) that you want to set, then turn two dials to the desired setting. That's it.

When it comes to hydraulics and hydraulic systems, John Deere offers premier performance to make your job easier. The high-capacity pump delivers up to 33.5 gpm flow (42.5 gpm optional) that maintains a steady 30 gpm at the SCVs.

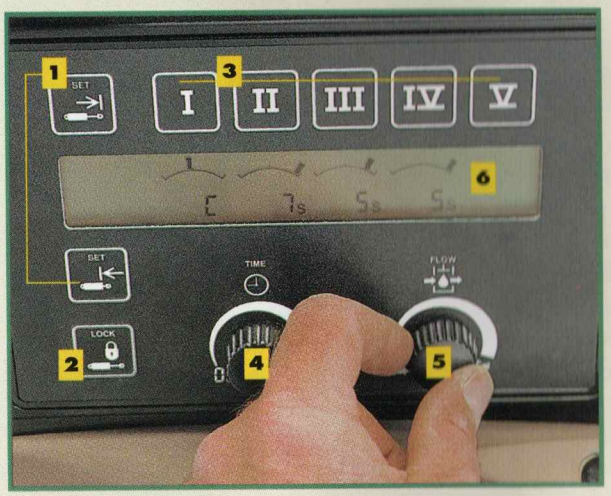
Each SCV can be programmed for continuous detent (oil flows continuously for hydraulic motor use), timed detent (oil flows automatically for the length of time you set, from 1 to 19 seconds), and, of course, no detent (oil flows only when you engage the lever).

Exclusive TouchSet hydraulics

1 You can use these pads to set implement height and depth when your implement is equipped with exclusive TouchSet depth control.

2 Push this pad to deactivate the hydraulic system prior to implement transport.

3 Set individual SCVs by pressing the corresponding Roman numeral and adjusting the timed detent and flow with two rotary knobs, #4 and #5.



4 This dial sets the length of time you wish oil to flow. Every time you engage the hydraulic lever, oil will flow automatically for the specified time you set. Using this exclusive and convenient feature eliminates inadvertent lever kickback from implement back-pressure.

5 To set hydraulic flow, simply turn the dial on the right. Flow rate adjustments range between .1 and 10, with .1 increments (up to 100 settings). Adjust from the seat, on-the-go.

6 A large digital display shows the rate and flow you set, as well as the flow time.

Hydraulic levers on the CommandARM module provide complete control with extend, neutral, retract, float, and timed detent positions. You can even feather the control: The farther you push, the more the implement responds.

Exclusive John Deere TouchSet depth control is standard on new 8000/8000T TEN Series Tractors (some implement attachments are required). TouchSet depth control eliminates the need for mechanical depth stops or collars. Simply press two touch pads on the TouchSet control panel to set your drawn implement's raise height and working depth. It's easy. Accurate. And handy. Set your implement to raise completely out of the ground for smooth turnarounds. Or have it lift only partially to clear your tractor tracks. You can set the depth stop in seconds, anytime.

Three John Deere electrohydraulic selective control valves, with quick-release disconnect lever, are standard equipment. Hoses are easy to connect or disconnect, even under pressure. A 4th valve is available as a factory-installed option, a 5th valve is available as a field-installed option. The couplers feature two poppet-type load checks. Since there's less chance of leakage, loads on either the extend or retract hydraulic ports typically remain in the raised position without settling.

You can set your drawn implement's working depth and raise height from the tractor seat simply by using the TouchSet control pad. An optional 9-pin electrical wiring harness (shown) connects the implement directly to the tractor. Once attached, the tractor can "communicate" with the implement to relay your commands. TouchSet depth control is compatible with the new Implement Management System.

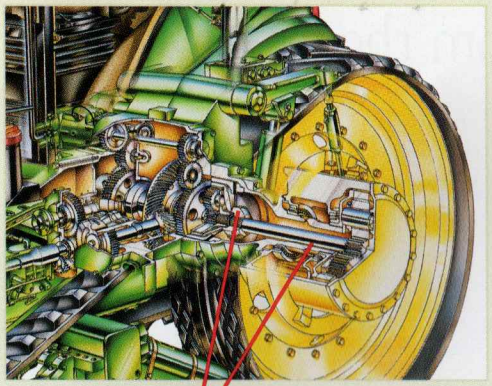
Strong, enduring, built to handle high-torque power loads

The high-torque 8.1 L engine, ultra-efficient 16-speed PowerShift, and rugged inboard planetary final drives team together to flow power smoothly and handle the rigors of deep ripping in tough soil. Test-drive a new 8000/8000T TEN Series Tractor and discover for yourself the workhorses of the future.

To successfully put the kind of power these engines can generate to productive use requires a final drive system that's strong enough to handle high-torque power loads, be able to lift and carry the weight of a heavy implement, support the necessary cast-iron ballast, and bear the components of the system itself.

That's no small task. But one look inside the John Deere power-delivery system, and you'll see how we did it: Through traditional John Deere engineering. Large gears and long-tooth design. Thick shafts. Industrial-strength bearings. Heavy-duty housing. A superb lubrication system. Together, these components really do put more power to the ground.

In fact, they make the new 8000/8000T TEN Series Tractors well equipped for pulling heavy, fully-loaded dirt scrapers.



The 8000T TEN Series Tractors use inboard as well as outboard planetaries to transmit power to the drive wheels. The heavy-duty ring, sun, and pinion gear set, with heavy cast hub, provides the reliability you need for years and years of productive operation.

The rear housing is a round casting to eliminate stress points. This increases strength for handling additional weight-carrying capacity. Pressure lubrication ensures reliable performance and extra-long life. (The axle bearings are located to accommodate **true** 60-inch spacings.)

A 7-gallon clean oil reservoir is located in the top portion of the pump-drive housing. It supplies oil to the tandem pump (charge and main pump) located on the lower left side of the housing. For extra reliability, a unique configuration allows oil to lube the gear set even after shutdown. When the tractor is restarted, lube oil is already on hand.

The modular-design, heavy-duty hitch assembly attaches securely to the rear differential housing. You get almost 16,000 pounds of lift capacity on the 8310 and 8410 Tractors, and over 14,000 pounds on the 8110 and 8210.

Axles are sized to perfectly match the high hitch-lift capacities. The 8110 and 8210 Tractors feature a 118.5-inch, 100-mm-diameter axle. A 110.5-inch, 100-mm axle is optional. The 8310 and 8410 offer a 118.5-inch, 110-mm-diameter axle only.

Power moves efficiently from the transmission, through the pump-drive housing, and on to the differential. Industrial-type pinion bearings with hardened thrust washers on each end, plus a reinforced carrier assembly ensure long-lasting, peak performance.

Large, inboard planetary final drives spread the axle load evenly over three points, to help reduce stress on individual gears and shafts. All gears are designed to provide plenty of strength and load surface area to easily handle big power performance.

Simply step on the convenient floor switch to engage the electrohydraulic rear differential lock. Both axles lock instantly to help eliminate wasted wheel slip. You can engage it on-the-go to help conquer even the worst conditions.

Cooled and filtered oil whisks away heat to keep the hydraulically actuated, self-adjusting, power wet-disk brakes in excellent working order. A special friction material is applied to the disks to reduce chatter and abrasion. The high-capacity brake valves are self-equalizing to ensure uniform braking for both wheels. And because these are differential brakes, you can operate them together, or separately.

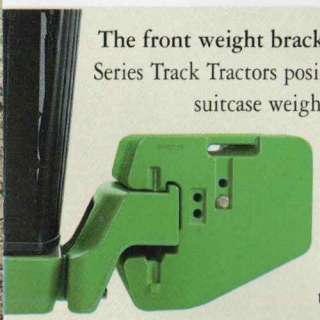
Order your tractor correctly ballasted and balanced directly from the factory

It's the only way to go. Order your tractor with the correct size tires, and factory installed ballast, for proper total weight and balance. It will arrive on your farm ready to go. All you have to do is set the tire pressures, based on the performance book that comes with every 8000/8000T TEN Series Tractor.

You'll get better traction, pulling power, and fuel efficiency. Plus, with the proper inflation pressures, you'll eliminate powerhop and significantly reduce compaction.

Remember: Ballast is not an accessory. It is an integral part of your tractor, regardless of whether it is on tires or tracks.

So ask your John Deere dealer to order your tractor with the correct ballasting packages for optimum performance and complete satisfaction.



The front weight bracket on the 8000T TEN Series Track Tractors position the Quik-Tatch™ suitcase weights in an elevated position. This provides additional clearance for crossing ditches and culverts. The weights themselves are geometrically shaped to aid in this clearance. Each weight weights 47 kilograms, or approximately 100 pounds.

With the forward engine design found on all new 8000/8000T TEN Series Tractors, a full rack of weights is generally not necessary when pulling drawn implements. Notice that this 205-hp 8310 Tractor carries only eight front weights, the recommended number for a tractor this size equipped with 710/70-R38 tires.

A simple rule of thumb for front weights: the 165-hp 8110 and 185-hp 8210 Tractor do not require front weights; 205-hp 8310 needs only eight front weights; and a 235-hp 8410 should have only 12 to 16 front weights. Of course, you should consult your dealer for the corresponding rear ballast to achieve correct total weight balance that will match your operation.

You can add mid-mounted frame weights to the 8010T Track Tractors to help achieve proper ballast.

8000 TEN TIRE OPTIONS

Row width	Front tire	Rear tire
20 in.	320/85R38	380/90R50 320/90R54
22 in.	320/85R38 290/90R38	380/90R50 320/90R54
26 in.	320/85R34 14.9R30	14.9R46 420/80R46
30 in	14.9R30 16.9R30 14.9R34	18.4R42 18.4R46
36-38 in.	16.9R28 480/70R28 18.4R28 16.9R30 480/70R30	20.8R38 20.8R42
Non row-crop	480/70R28 480/70R30 600/65R28	650/75R34 650/75R42 710/70R38

FACTORY RECOMMENDED BALLAST

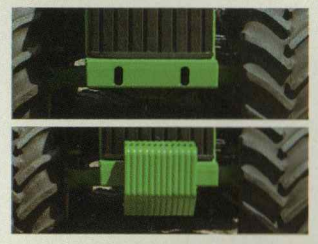
Model	PTO hp	Front Weights	Side/Rear Weights (lb.)	Final weight and balance Lb./PTO hp; % Split
8110	165	0	0	126 (37/63 Split)
8110T	165	12	0	157 (55/45 Split)
8210	185	0	2,130	125 (35/65 Split)
8210T	185	12	0	135 (55/45 Split)
8310	205	8	3,930	128 (35/65 Split)
8310T	205	16	600	127 (57/43 Split)
8410	235	16	5,830	128 (34/66 Split)
8410T	235	20	2,000	118 (55/45 Split)

Rear wheel weights are available in 165-, 450-, 1,400--pound sizes. Rear track ring weight weighs 325 pounds.

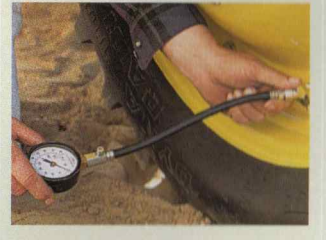
FOLLOW THESE SIMPLE RULES TO OPTIMIZE PERFORMANCE:

Tire tractors

1. Choose the right large-size radial tires (the bigger the better). Rear tires should carry the ballasted tractor weight in the 6 to 14 psi range.



2. Ballast and balance your tractor properly. Note: some tractors may not need any front weights; others a full set.



3. Adjust tire inflation pressures, depending upon tractor weight, based of the performance manual provided with the tractor.

Track tractors

1. Gauge wheels are recommended for hitch-mounted implements to help reduce weight transfer and increase stability and control.

2. Front implement attachments are not recommended on a track-type vehicle. Maximum tank size is 300 gallons/side.

3. New front idler weights weigh about 100 pounds each and are available for 8000T Series Tractors from the factory.

Exclusive John Deere CounterParts™ promise: We'll have the selected part in stock, or it's *free*

What's the CounterParts Promise?

Uptime.

John Deere CounterParts-certified dealers promise that when you buy a new 165- to 235-hp 8000/8000T TEN Series Tractor, critical, over-the-counter parts for your tractor will be in stock – or they're free. Maintenance products. Wear parts. Repair parts that can cause a machine to go down and are replaceable within two hours, including batteries, bearings, filters, seals, hydraulic hoses, sensors, belts, various electrical components, fuel lines, and water pumps.

We're dedicated to keeping you up and running. It's our promise to you. So see your participating John Deere dealer and ask about the exclusive new John Deere CounterParts promise for 8000/8000T TEN Series Tractors, today.

Dealer participation required.

New Service ADVISOR diagnostics

Your John Deere service technician can quickly diagnose problems and get fast, on-the-spot solutions. A special outlet inside the cab provides easy access to the tractor system.

Service, first class

There's nothing more tedious than having to maintain a piece of machinery that's not service-friendly. In many cases, the job becomes such a chore, that in the end, it's either delayed or ignored entirely.

Fortunately, new John Deere 8000/8000T TEN Series Tractors are very easy to service. Fill ports are readily accessible. Sight gauges easy-to-read. Even the grease zerks (and there are not that many of them) are easy, and convenient to reach. And you get the advantage of long hours between service intervals.

All of these advantages make routine, daily, and long-term maintenance easier and more practical. That's service, first class.

You also get first-class service from your John Deere dealer. His long-term support ... skilled, professionally-trained service technicians ... well-stocked parts department ... and expert knowledge of a wide variety of machinery, from tractors and combines to balers and disks help keep you going, even during the peak seasons. And equally important, he's close to home.

Service points on tracks are easily accessible, allowing easy tensioning. Changing track widths can be performed in your own shop in half the time it takes to change competitor's models.

Remove four bolts and the fuel cooler, air-conditioner condenser, and oil cooler package slides out to the left or right of the radiator for easy cleaning.

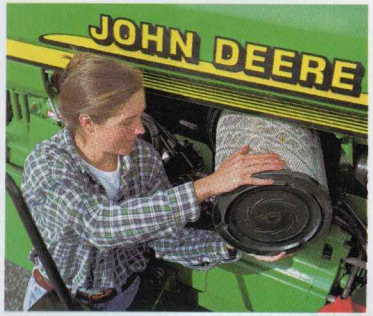
The large ports are easy to fill. Always use John Deere lubricants. They're formulated to promote better flow and film; less wear and friction; and better heat dissipation and debris removal.

A large, convenient chain box/storage compartment is located under the top platform. The hinged lid latches securely and protects items from the elements.

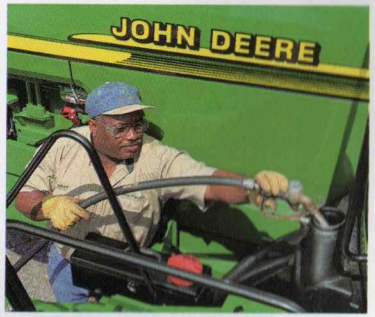
It takes only a second to check the coolant level through the clear, tubular site gauge. The large fill port lets you add coolant easily, even without a funnel.

The hydraulic and transmission oil site gauge lets you see the level with a quick glance. There is no unruly, oily dipstick to wipe, check, and wipe again.

The cab air filter on the wheel (left) and track (right) models is located on the right side of the tractor and can be serviced from the ground. The tightly sealed elements filter air that enters the system from above the door, up and away from the dustiest areas.



The engine air filter is also very easy to service. Without having to raise the hood, you can access the element for quick cleaning or complete replacement.



Both the wheel and track models can be refueled from the ground. New 8000T TEN Series Tractors carry 130 gallons; the 8000 TEN Wheel Tractors carry 135 gallons.

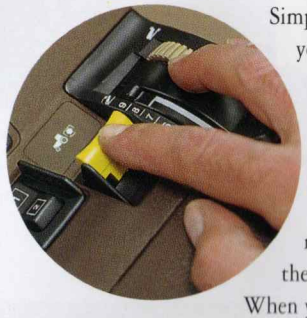
Just remove a cover to access the batteries. A power terminal (not shown) provides booster power without having to access the cells.

Smooth, modulated power at the touch of a button

New 8000/8000T TEN Series Tractors deliver uniform PTO starting and stopping. The electrohydraulically engaged, torque sensitive PTO increases pressure when the tractor has a larger load. A new housing, new 4-way valves, and new computer logic deliver smooth stops.

All four 8000 TEN Series Tractors on wheels, and all eight 8000T TEN Series Tractors on tracks (standard- and wide-axle models), are equipped with a 1-3/4-inch 1,000-rpm PTO as standard equipment.

The high-torque characteristics of the 8.1 liter engines ensure plenty of productive, non stop PTO power.



Simply push the yellow, color-coded PTO switch conveniently located on the CommandARM armrest control module to start the power flowing. When you want to stop the PTO, you can either use the PTO switch, or program PTO disengagement into the new Implement Management System as part of a programmed function sequence.

A flip-up shield provides unrestricted access to the PTO shaft for quick and easy hookups. You can rotate the shaft by hand for easy spline alignment. An offset drawbar with low-profile hammerstrap is available to provide plenty of clearance for the PTO driveshaft.

An optional 1-3/8-inch 1,000/540-rpm reversible PTO is available on 8000 TEN Series wheel models. This option will help increase your tractor's versatility by letting you hook up to smaller implements when your utility/chore tractor is preoccupied with other duties. The special collar helps protect the lighter-duty 540-rpm PTO shaft from unexpected power overloads.

Adding extra value to an already value-packed machine

You can add an additional step to the new 8000 TEN Series Wheel Tractors to provide access to the front of the cab. This makes wiping the windshield or servicing wipers even easier.

A monitor support bar lets you position several monitors between the ROPS posts. It features a drink holder and caddytray, and fastens securely to the embossed, post monitor-mounts.

A strong, steel front guard helps protect the radiator and grill when blading or mowing in brush. The upper section of the guard will not restrict headlamp performance.

Extremity warning lights are part of the standard lighting package on all new 8000 TEN Series Tractors on tires, and 8000T TEN Series Tractors with the optional 120-inch axle. They are optional on 8000T Ten Series Tractors with standard axle.

A full coverage rear fender is now available as a factory-installed option on all new 8000 TEN Series Tractors. The added width helps reduce splatters and mud buildup.

The new front MFWD fenders with spring-loaded swivel brackets are even sturdier than previous models. The high-gloss black surface maintains its finish and provides plenty of protection from flying debris.

More ways to enhance your tractor versatility and productivity

- Hydraulic trailer brake
- Power-beyond coupler kit for no trailer brake
- 110-volt transmission-hydraulic-oil heater
- 4th remote-cylinder control valves and electronic controller
- 5th Remote cylinder control valve
- Hydraulic motor return kit/auxiliary hitch coupler
- Multiple motor return kit
- Power beyond coupler kit
- Two 90-mm lift cylinders
- Draft-link sway blocks
- Performance Monitor
- Deere/Delco AM/FM stereo with four speakers, clock and antenna
- Deere/Delco AM/FM cassette stereo radio with 4 speakers, clock and antenna
- Two front mid-body 55-watt floods
- Foot-operated speed control
- Extremity warning lights
- Rotating beacon switch kit
- Field Office cabinet
- Power strip with six outlets
- 3-way convenience adapter for power strip
- Transmission backup alarm
- 9-pin-connector implement feedback
- Rear fender extensions
- Dual washer (front and rear)
- Outside mirrors, left- and right-hand
- 15-, 13-, 10-, and 5-inch dual hub extension

8000 TEN Series Tractor specifications*

HORSEPOWER (PTO horsepower at 2,200 rpm)	
8110	165 (123 kW)
8210	185 (138 kW)
8310	205 (153 kW)
8410	235 (175 kW)

ENGINES	
Rated speed	2,200 rpm
Type	In-line, 6-cylinder, wet-sleeve, valve-in-head
Aspiration	Turbocharged and air-to-air aftercooled
Displacement	496 cu. in. (8.1 L)
Bore and stroke	4.56 x 5.06 in. (115.8 x 128.5 mm)
Compression ratio	16.5 to 1
Lubrication	Full-pressure, full-flow filtration with bypass
Cooling system	Belt-driven centrifugal pump, with recovery tank
Replaceable valve-seat inserts	Inlet and exhaust

FUEL SYSTEM	
Type	In-line, fuel injection with electronic governor
Filter	Spin-on primary filter with water separator bowl and clamp-on final filter

FRONT AXLES	
2WD tread range	60 to 84 in. (1524 to 2134 mm)
MFWD tread range	60 to 88 in. (1524 to 2235 mm)
(2WD not available on 8410)	

ELECTRICAL SYSTEM (two batteries)	
Alternator	140 amps
Total cold cranking amps	1,850

STANDARD LIGHTING
- Two halogen headlights
- Two front corner lights
- Four front roof-mounted floodlights
- Two rear roof-mounted 55W halogen floodlights
- Two rear fender-mounted halogen floodlights
- Two rear fender-mounted taillights
- Two side, lower, halogen, flood belly lights
- Two hazard/turn lights, roof front and rear

WHEELBASE (2WD)	122.8 in. (3120 mm)
MFWD	116.1 in. (2950 mm)
MFWD axle clearance	23.2 in. (590 mm)

TRANSMISSION	16-speed PowerShift; 16 F, 4 R
Clutch	Wet-disk, hydraulically engaged
Park lock	Standard
Automatic PowerShift	Standard

SHIPPING WEIGHT	8110	8210	8310	8410
2WD	16,435 lb. (7455 kg)	16,457 lb. (7465 kg)	17,030 lb. (7725 kg)	NA
MFWD	17,876 lb. (8108 kg)	17,898 lb. (8118 kg)	18,523 lb. (8402 kg)	18,709 (8486 kg)

STANDARD CAB FEATURES	DELUXE CAB OPTION
ComfortCommand™ seat	Adjustable armrest controls
Swingout rear window, 30 deg.	Seat drawer
Radio wiring and mounting bracket	Rear windshield wiper
Tinted Glass	Front and rear washer
Air conditioner and heater	Antenna mount and wiring for business band radio
Lock for hitch and remote cylinder	Outside mirrors (manual adjust)
Two-speed and intermittent front wiper	Digital oil-pressure gauge
Field Cruise	Two, front mid-body 55W floodlights
Cigar lighter	Multisocket power strip with convenience plug adapter
Tilt/telescoping steering column	Front sun visor

OPTIONAL COMFORT PACKAGE
ClimaTrak™ automatic temperature control
Delayed egress lighting

CAPACITIES	
Fuel tank	135 U.S., 112.5 Imp. gal. (512 L)
Cooling system	35.9 U.S., 29.9 Imp. qt. (34 L)
Crankcase	29.6 U.S., 24.6 Imp. qt. (28.0 L)
Transmission, differential, hydraulic systems	148 U.S., 123 Imp. qt. (140 L)
MFWD differential	11.5 U.S., 9.6 Imp. qt. (10.9 L)
MFWD wheel hubs, each	3.2 U.S., 2.6 Imp. qt. (3.0 L)

HYDRAULIC SYSTEM	
Type	Closed-center, pressure/flow compensated
Selective control valves	3 standard, 4th and 5th optional
Main pump	45 cc axial piston, 57 cc pump optional
Primary and charge pump	Gear pumps
Maximum pressure	2,900 psi (20 000 kPa)
Rated flow at pump	33.5 U.S., 28 Imp. gal./min. (2.1 L/s)
Rated flow at optional pump	42.5 U.S., 35 Imp. gal./min. (2.7 L/s)
Available flow at SCVs	30 U.S., 25 Imp. gal./min. (1.9 L/s)

3-POINT HITCH/DRAWBAR	8110/8210	8310/8410
Category	3/3N	3/3N
Sensing	Electrohydraulic	Electrohydraulic
Hitch Slip Command	Standard	Standard
Standard lift capacity	10,400 lb. (4717 kg)	11,700 lb. (5307 kg)
Optional lift capacity	14,165 lb. (6425 kg)	15,650 lb. (7099 kg)
Sway blocks	Standard	Standard
Secondary chain support	Standard	Standard
Drawbar clevis with pin	Standard	Standard

INDEPENDENT PTO	
1 3/4-in. 1,000-rpm	Standard
Additional 1 3/8-in. 1,000/540-rpm adapter	Optional

MISCELLANEOUS
- External storage box
- SMV emblem
- Toolbox
- Horn

STEERING	Hydrostatic power
BRAKES	Power, hydraulic wet-disk

ATTACHMENTS
- Front fenders for MFWD (450 mm)
- Front fenders for MFWD (525 mm)
- True-ground-speed radar sensor
- Deere/Delco AM/FM stereo, clock, 4 speakers, and external antenna
- Field Office cabinet

	8110/8210	8310/8410
FINAL DRIVES	Inboard planetary	Inboard planetary
AXLES	Rack-and-pinion	Rack-and-pinion
110.5 in. (2808 mm) x 100 mm	Optional	NA
118.5 in. (3012 mm) x 100 mm	Standard	NA
118.5 in. (3012 mm) x 110 mm	Optional	Standard
DIFFERENTIAL LOCK	Electrohydraulic	Electrohydraulic

*Specifications and design subject to change without notice.

8000T TEN Series Tractor specifications*

HORSEPOWER (PTO horsepower at 2,200 rpm)	
8110T	165 (123 kW)
8210T	185 (138 kW)
8310T	205 (153 kW)
8410T	235 (175 kW)

ENGINE	
Rated speed	2,200 rpm
Type	In-line, 6-cylinder, wet-sleeve, valve-in-head
Aspiration	Turbocharged and air-to-air aftercooled
Displacement	496 cu. in. (8.1 L)
Bore and stroke	4.56 x 5.06 in. (115.8 x 128.5 mm)
Compression ratio	16.5 to 1
Lubrication	Full-pressure, full-flow filtration with bypass
Cooling system	Belt-driven centrifugal pump, with recovery tank
Replaceable valve-seat inserts	Inlet and exhaust

ELECTRICAL SYSTEM (two batteries)	
Alternator	140 amps
Total cold cranking amps	1,850

FUEL SYSTEM	
Type	In-line, fuel injection with electronic governor
Filter	Spin-on primary filter with water separator bowl and clamp-on final filter

STEERING	Hydrostatic differential
BRAKES	Power, hydraulic wet-disk

STANDARD LIGHTING
- Two halogen headlights
- Two front corner lights
- Four front roof-mounted floodlights
- Two rear roof-mounted 55W halogen floodlights
- Two rear fender-mounted halogen floodlights
- Two rear fender-mounted taillights
- Two side, lower, halogen, flood belly lights
- Two hazard/turn lights, roof front and rear

TRANSMISSION	16-speed PowerShift; 16 F, 4 R
Clutch	Wet-disk, hydraulically engaged
Park lock	Standard
Automatic PowerShift	Standard

MISCELLANEOUS
- External storage box
- SMV emblem
- Toolbox
- Horn

BASE SHIPPING WEIGHT (without cast weights)
- **8110** 23,650 lb. (10,725 kg)
- **8210** 23,650 lb. (10,725 kg)
- **8310** 23,650 lb. (10,725 kg)
- **8410** 23,650 lb. (10,725 kg)

STANDARD CAB FEATURES	DELUXE CAB OPTION
ComfortCommand seat	Adjustable armrest controls
Swingout rear window, 30 deg.	Seat drawer
Radio wiring and mounting bracket	Rear windshield wiper
Tinted glass	Front and rear washer
Air conditioner and heater	Antenna mount and wiring for business band radio
Lock for hitch and remote cylinder	Outside mirrors (manual adjust)
Two-speed and intermittent front wiper	Digital oil pressure gauge
Field-Cruise control	Two, front mid-body 55W floodlights
Cigar lighter	Multisocket power strip with convenience plug adapter
Tilt/telescoping steering column	Front sun visor

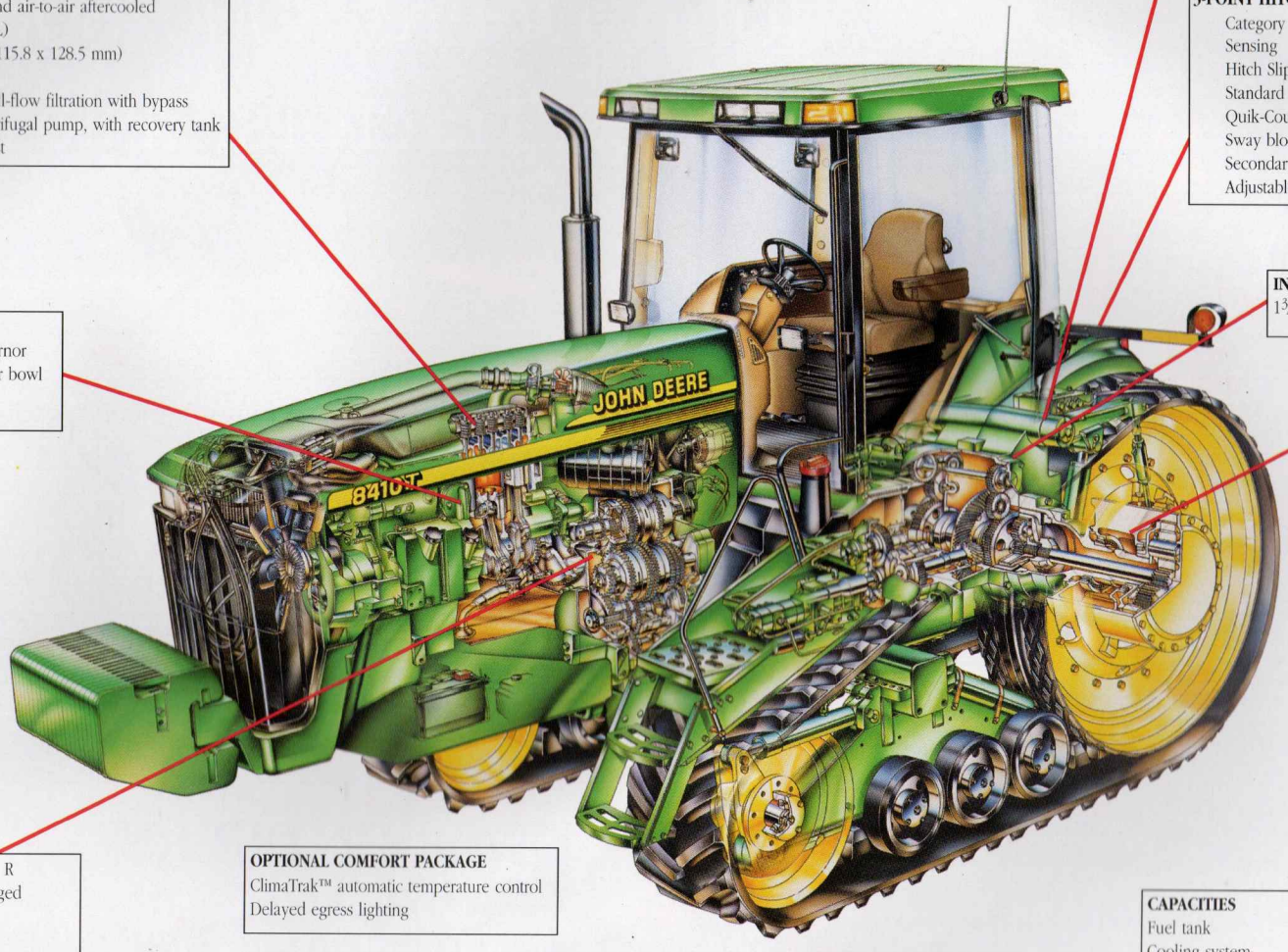
HYDRAULIC SYSTEM	
Type	Closed-center, pressure/flow compensated
Selective control valves	3 standard, 4th and 5th optional
Main pump	45 cc axial piston, 57 cc pump optional
Primary and charge pump	Gear pumps
Maximum pressure	2,900 psi (20 000 kPa)
Rated flow at pump	33.5 U.S., 28 Imp. gal./min. (2.1 L/s)
Rated flow at optional pump	42.5 U.S., 35 Imp. gal./min. (2.7 L/s)
Available flow at SCVs	30 U.S., 25 Imp. gal./min. (1.9 L/s)

3-POINT HITCH/DRAWBAR	
Category	3/3N
Sensing	Electrohydraulic
Hitch Slip Command	Standard
Standard lift capacity	15,650 lb. (7099 kg)
Quik-Coupler hitch	Standard
Sway blocks	Standard
Secondary chain support	Standard
Adjustable swinging drawbar	Standard

INDEPENDENT PTO
1¾-in. (44.5 mm) 1,000-rpm Standard

FINAL DRIVES Outboard planetary

ATTACHMENTS
- Track-tread adjusting kit
- Track-tension hose kit
- True-ground-speed radar sensor
- Deere/Delco AM/FM stereo, clock, 4 speakers, and external antenna
- Field Office cabinet



OPTIONAL COMFORT PACKAGE
- ClimaTrak™ automatic temperature control
- Delayed egress lighting

TRACK WIDTH	ADJUSTABILITY		GROUND CONTACT AREA	MINIMUM AVERAGE STATIC GROUND PRESSURE
	Standard Axle:	*Wide-Tread Axle:*		
16 in. (406 mm)	60-88 in. (1524-2235 mm)	92-120 in. (2337-3048 mm)	2,848 sq. in. (184 sq. m)	8.3 psi (57.56 kPa)
24 in. (610 mm)	68-88 in. (1727-2235 mm)	92-120 in. (2337-3048 mm)	4,272 sq. in. (276 sq. m)	5.7 psi (39.53 kPa)
30 in. (762 mm)	72-88 in. (1829-2235 mm)	92-120 in. (2337-3048 mm)	5,340 sq. in. (345 sq. m)	4.5 psi (31.2 kPa)

CAPACITIES	
Fuel tank	130 U.S., 108 Imp. gal. (492 L)
Cooling system	35.5 U.S., 29.9 Imp. qt. (34 L)
Transmission, differential, hydraulic systems	260 U.S., 216 Imp. qt. (246 L)
Crankcase	
8110T	22.7 U.S., 18.9 Imp. qt. (21.5 L)
8210T	24.8 U.S., 20.7 Imp. qt. (23.5 L)
8310T	26.4 U.S., 22.0 Imp. qt. (25 L)
8410T	29.6 U.S., 24.6 Imp. qt. (28.0 L)

*Specifications and design subject to change without notice.

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