

411 ONE BOTTOM INTEGRAL MOLDBOARD PLOW



OPERATORS MANUAL 411 ONE BOTTOM INTEGRAL MOLDBOARD PLOW

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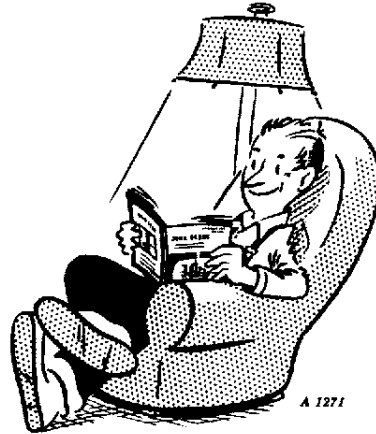
YOUR NEW PLOW

Behind your new plow is an organization that has specialized in designing and building plows for over 125 years. This plow was built in the world's largest plow factory by experienced men, many who have worked in this large plant for from ten to forty-five years, thus assuring the utmost in good design, high-grade workmanship and thorough inspection, so essential to the production of good plows.

High quality materials, precision production methods, and accurately controlled heat-treating assure maximum strength and long life for every part.

This manual has been carefully prepared and illustrated, so that you may make the necessary adjustments for adapting your plow to work properly in practically all types of soil and field conditions. These adjustments such as proper hitching and adjusting for width and depth of cut, are fully covered in this manual.

Study this manual carefully. Keep it handy, in a safe place, for future reference.



Occasionally your plow may need new parts, or require service not covered in this manual. If so, we suggest that you take advantage of the facilities offered by your John Deere dealer, which assure you of genuine JOHN DEERE Parts and prompt "know-how" service in the field or shop.

If you will furnish your dealer with the information which should be recorded at the bottom of this page, when the plow is delivered, he can give you prompt and efficient service.

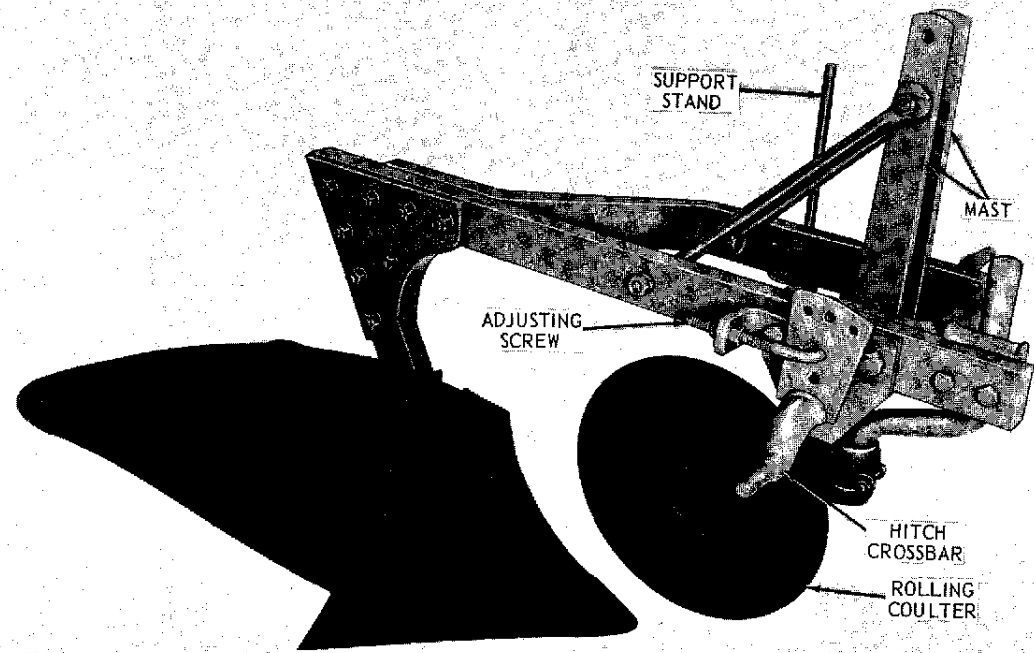
**JOHN DEERE 411 INTEGRAL ONE-BOTTOM
MOLDBOARD PLOW**

Date Purchased 19

(To be filled in by Purchaser)

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John Deere 411 One-Bottom Integral Moldboard Plow

SPECIFICATIONS

TYPES	<p>The 411 Plow is a one-bottom 14-, 16-, or 18-inch Integral Moldboard Plow for John Deere 1010 and 1020 Tractors. <i>NOTE: This plow also can be used on other tractors with a standard category I 3-point hitch.</i></p> <p><i>NOTE: The 1020 Tractor must be equipped with the Category I hitch when used with this plow.</i></p> <p><i>A 1020 Tractor equipped with steel rear wheels on flanged axles cannot be used with a 14-inch plow.</i></p> <p><i>A 1020 Tractor equipped with steel rear wheels on flanged axles with 11.2-28 tires cannot be used with a 16-inch plow.</i></p>
DEPTH RANGE	Up to 12 inches depending on type and size of bottom and ground condition.
LEVELING	Lateral (side-to-side) leveling controlled by right-hand leveling crank on the tractor 3-point hitch. Fore-and-aft leveling controlled by center link on tractor hitch.
LANDSIDES	No. 9 cast landside for high-speed bottom. No. 3 or No. 4 landside for conventional bottom.
ROLLING LANDSIDE	Regular equipment, no other wheel available.
BOTTOMS	Various types available as ordered.
COULTERS	17-inch plain, regular. 17-inch rippled edge, special. 18-inch plain, special. Round Shank, regular. Chilled-cone bearing, regular. Anti-Friction bearing, special.
JOINTER	Independent cast, special.
LANDING LEVER	Special Equipment.
WEED HOOKS	Special Equipment.
ROOT CUTTER	Special Equipment.
MOLDBOARD EXTENSION	Two types—For conventional bottoms or HS400 Series high-speed bottoms.
MOLDBOARD PAD	Special Equipment for HS400 Series high-speed bottoms only.
TRASH BOARD	Special Equipment for high-speed or high-speed slat bottoms only.
SHARE-FROG BRACE	To attach 16-inch high-speed shares to 14-inch high-speed bottoms.

(Specifications and design subject to change without notice.)

NOTE: When the term "right" or "left" is used, it means from a position behind the plow and facing the front.

OPERATION

IMPORTANCE OF PROPER ADJUSTMENT

Your new plow is fully adjustable and, when properly adjusted to operate in the type of soil and field conditions on your farm, it will do a good job of plowing at a minimum of expense. A well-adjusted plow pulls lighter; its furrow slices are uniform in width and depth; it covers trash; it leaves the soil in proper condition to be worked down into the best type seedbed.

Improper adjustment results in rapid wear and possible breakage of parts, and inefficient operation.

PREPARING THE PLOW

PLOW BOTTOMS

The polished surface of the plow bottom has been painted with protective black paint.

In most cases it is not necessary to remove the black paint because it will wear off quickly upon contact with the soil. In those soils where the black paint will not wear off, remove with gasoline, kerosene, or diesel fuel.



Be careful when using any of these fuels so they do not ignite. Plow should be in a well-ventilated area and away from any sparks or flames.

If the plow is not to be used immediately, protect the polished surfaces by applying a coat of cup or gun grease. If plow is to be put in storage for a considerable length of time, see pages 17 and 18.

BOLTS AND SET SCREWS

Before starting to work with a new plow or one which has been stored, check to see that all bolts and set screws are tight and all cotter pins spread to keep them from falling out. Check the bolts that hold the plow bottom to see that they are drawn up very tight.

A good practice is to check for loose bolts, screws, or parts when lubricating the plow. Loose bolts are easily lost or cause excessive wear on parts, resulting in possible serious damage to the plow.

LUBRICATION

Be sure plow has been properly lubricated. See Lubrication Chart on page 19.

PREPARING AND ADJUSTING TRACTOR

For complete tractor operating instructions, refer to your tractor operator's manual.

TIRE INFLATION

Inflate the tractor tires as recommended in the tractor operator's manual. For plowing, best results are generally obtained by taking one weight from the furrow wheel and adding it to the land wheel. Tilting of the tractor places more weight than normal on the furrow wheel. Addition of weight to the land wheel provides more uniform weight distribution over the rear wheels.

REAR WHEEL WEIGHTING

Rear wheel weights may be necessary to eliminate excessive wheel slippage or for stability in rough or hillside fields. However, weights

should not be added to the point where all slippage is eliminated. To do so would hinder maximum performance of the tractor.

The ideal amount of added weight can be determined by observing the tracks of the rear wheels. When the tractor is pulling its rated load, the soil between the tire lugs should be broken or shifted. If too much weight has been added, the tread marks will be clear and distinct. If too little weight has been added, the tread marks will be entirely obliterated.

Liquid Weights

Water and calcium chloride solution is an economical means of adding weight to rear wheels. Calcium chloride is recommended rather than water as it will not freeze. See your tractor operator's manual or your John Deere dealer.

Cast-Iron Weights

Where weight in addition to or in place of liquid weight is required, cast-iron weights can be bolted to the rear wheels. This type of weight can be secured from your John Deere dealer.

For maximum ballast, refer to your tractor operator's manual.

FRONT END WEIGHTING

In average conditions front end weights are not necessary. In those conditions where it becomes necessary to add weight to the front end of the tractor, see your tractor operator's manual for weighting instructions.

REAR WHEEL SETTING

Adjust rear wheels of the tractor equi-distant from the center line of the tractor. The distance between the center line of the tractor and the inside of the tire is determined by the size of the plow. Set the rear wheels according to the following chart.

Bottom Size	Distance from Center Line of Tractor to Inside of Tires
14-Inch	23 Inches
16-Inch	25 Inches
18-Inch	27 Inches

When plowing at a depth greater than 8 inches, add 1-inch to the above dimensions.

NOTE: A 1020 Tractor equipped with steel rear wheels on flanged axles cannot be used with a 14-inch plow.

A 1020 Tractor equipped with steel rear wheels on flanged axles with 11.2-28 tires can not be used with a 16-inch plow.

FRONT WHEEL SETTING

On wide front axle tractors, set the front wheels to conform to rear wheel settings, center-to-center of tread.

TRACTOR DRAWBAR

Set the tractor drawbar in the short high position and bolt it to the extreme left side of the support.

BELT PULLEY

If tractor is equipped with a belt pulley, remove pulley.

6 Operation

POWERSHAFT MASTER SHIELD (1010 Tractor)

Remove powershaft master shield from tractor.



CAUTION: Be sure the powershaft guard is in place any time the master shield is removed. Replace the master shield immediately upon removal of the plow. Be sure the master shield is installed whenever the powershaft is used.

3-POINT HITCH AND HYDRAULIC SYSTEM

The 3-point hitch provides a fast, easy means of attaching the plow to the tractor. See your tractor operator's manual for complete explanation of the hydraulic system.

Load Control Yoke (1010 Tractor)

Connect center link to center hole in load control yoke.

Load Control Lockout Screw (1010 Tractor)

Turn the load control lockout screw in so the load control yoke will operate.

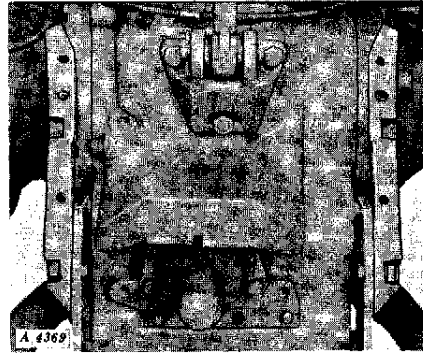
Parallel Lift Arm Operation (1010 Tractor)

On tractors with dual hydraulic system, adjust the system so integral cylinders are in parallel and so lift arms will operate together to obtain maximum lifting capacity.

Rockshaft Selector Lever (1020 Tractor)

For most plowing conditions, set the selector lever in "LD" position. In very light draft soil or in irregular surface conditions, "L" position may give better performance.

Sway Blocks (1020 Tractor)



The sway blocks must be set in the upper category 1 position. This setting eliminates side sway when the plow is raised for transport but permits lateral flexibility when working.

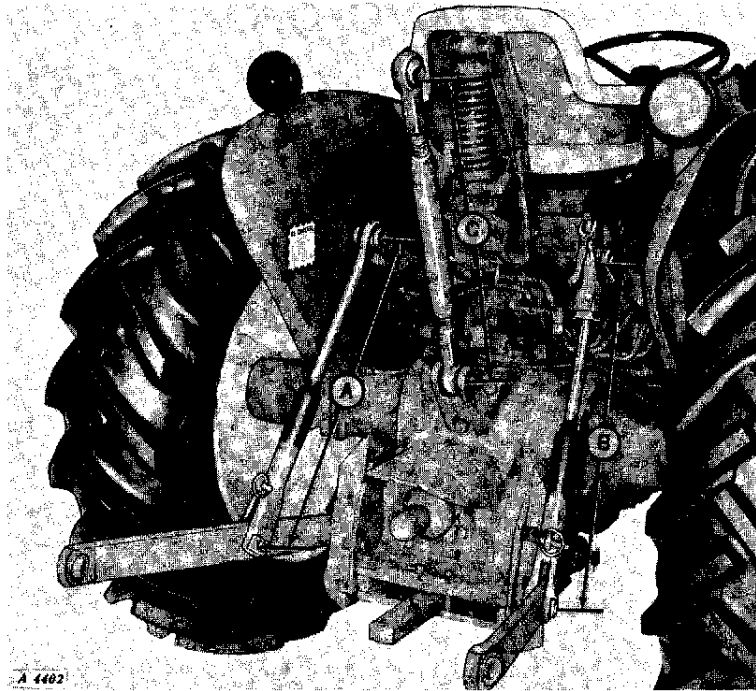
Link Lengths

It is important that the length of the center link and lift links be adjusted properly. Measure from center to center of pins.

The chart on the following page shows the recommended *starting lengths* of the links for various tractors used with these parts.

NOTE: A slight increase or decrease in the recommended length may be necessary in other than normal conditions and in very deep or very shallow plowing. Final adjustment should be made in the field.

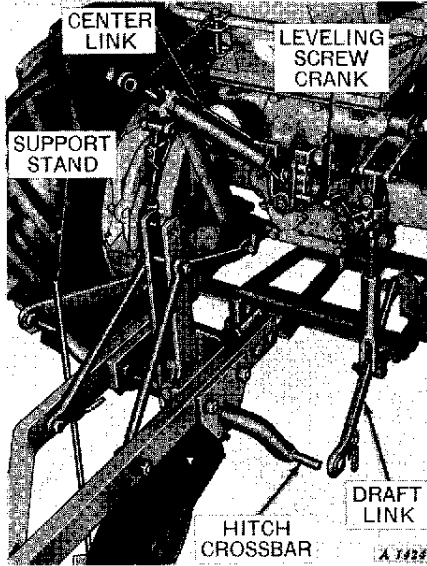
NOTE: When using these plows with the 1010 Tractors, the lift links must be attached to the inner holes in the rockshaft lift arms.



Starting Link Lengths

Tractor	Left Lift Link (Dimension "A")	Right Lift Link (Dimension "B")	Center Link (Dimension "C")
1010 R	19-13/32"	19-7/8"	21-1/2"
1010 RU	19-13/32"	19-7/8"	27"
1010 RUS	19-13/32"	19-7/8"	27"
1020 RU	26"	26-1/2"	27"
1020 HU	26"	26-1/2"	27"

ATTACHING PLOW TO TRACTOR



The plow should be standing on a level spot for easiest attaching. Back tractor until the draft links are approximately in line with ends of the crossbar. Attach the left-hand link first. Insert the draft link quick-lock pin and lock. Then attach right-hand link, insert quick-lock pin and lock. If necessary, the leveling screw can be used to line up right-hand link with crossbar.

The center link should be attached last. If center link is either too short or too long for attaching plow, use turnbuckle to obtain desired length.

NOTE: Reset center link to recommended length as shown in chart, page 7.

To attach without disturbing the center link length adjustment, the tractor may be used to obtain proper location for attaching. If center link is too long to attach, raise plow slightly with hydraulic control lever until holes line up. If center link is too short, ease the tractor ahead until holes are in line.

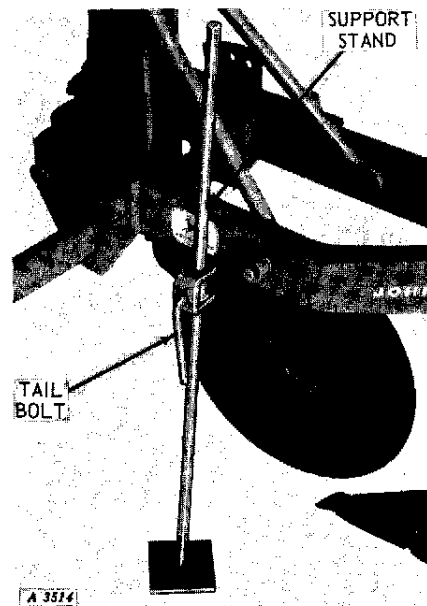
Remove support stand.

Raise plow slowly and watch for any interference.



Always lower the plow to the ground when not in use.

DETACHING PLOW FROM TRACTOR



Before detaching plow be sure to place the support stand under the frame. Tighten tail bolt securely.

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