66 Series Drawn Moldboard Plows

JOHN DEERE

OPERATORS MANUAL

66 Series Drawn Moldboard Plows

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YOUR NEW PLOW

Behind your new plow is an organization that has specialized in designing and building plows for over one hundred and twenty 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 66 SERIES MOLDBOARD PLOWS

66A ☐ **66H** ☐ **66H Special** ☐
66A Rice ☐ **66H Rice** ☐

Date Purchased ..... **19** ....

(To be filled in by Purchaser)

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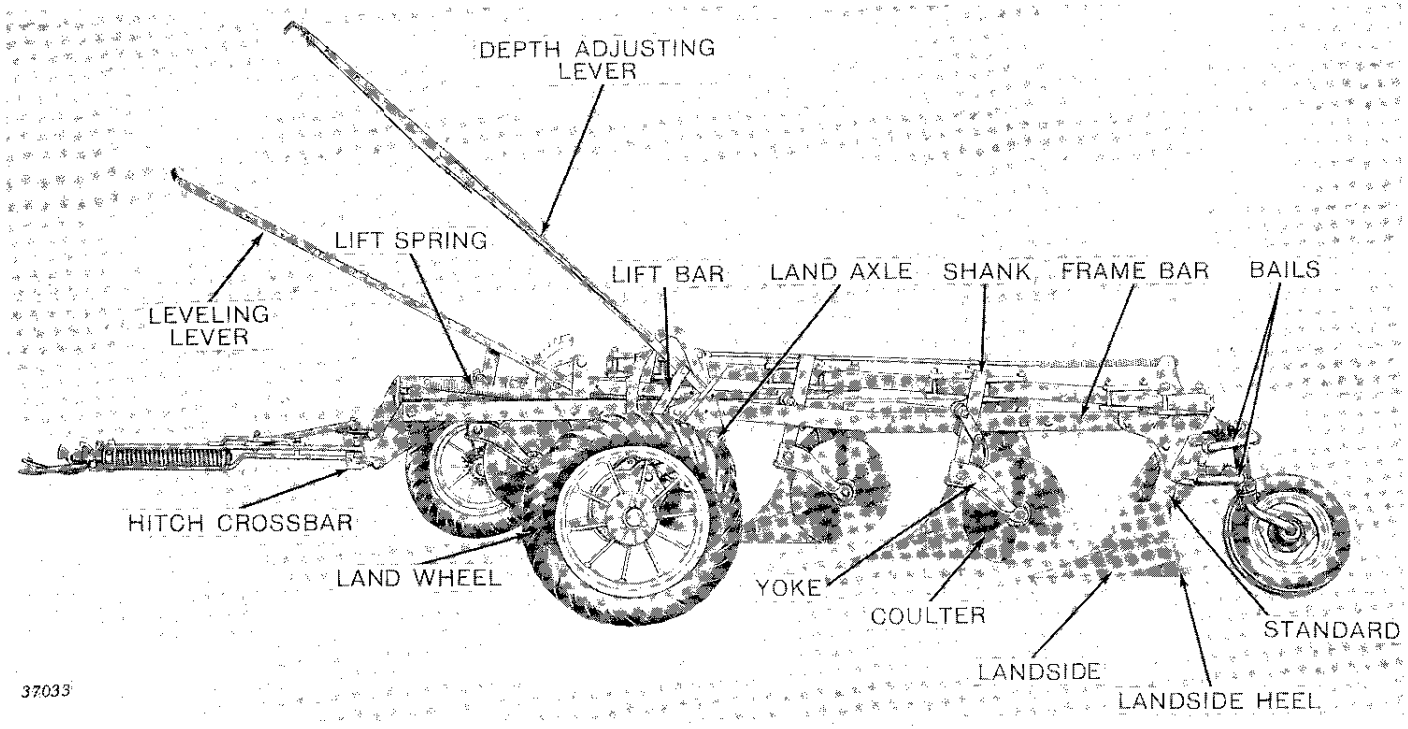
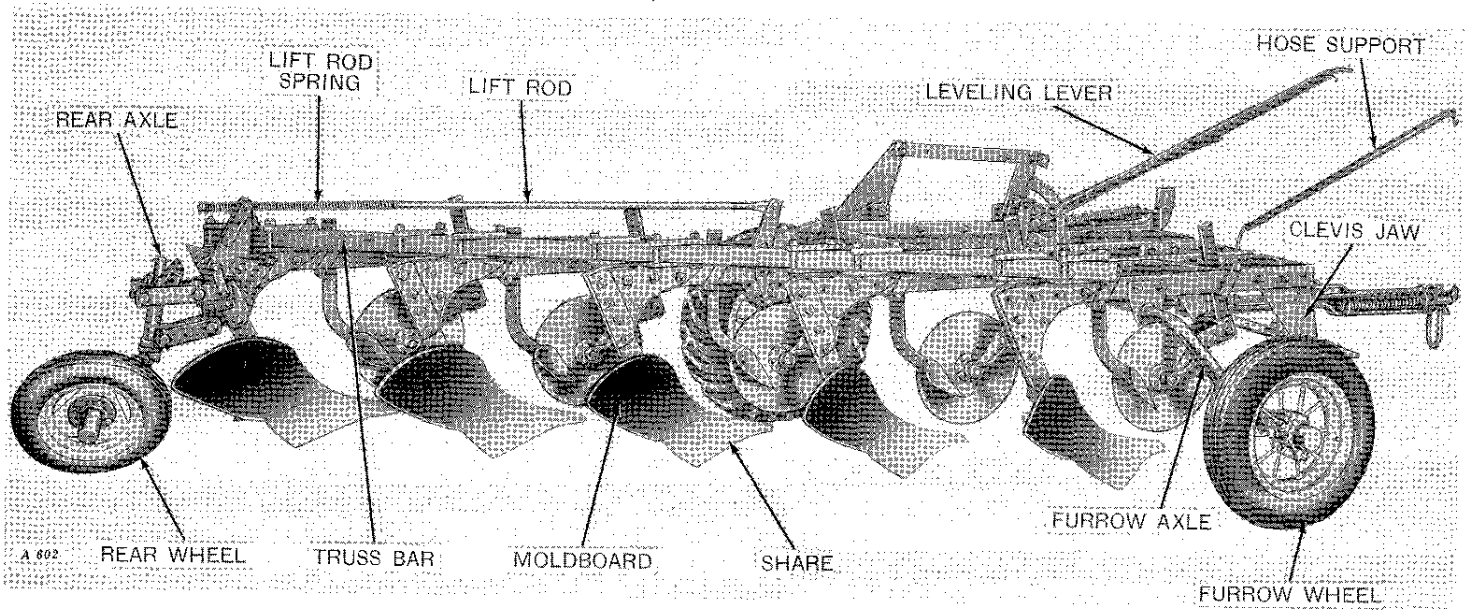
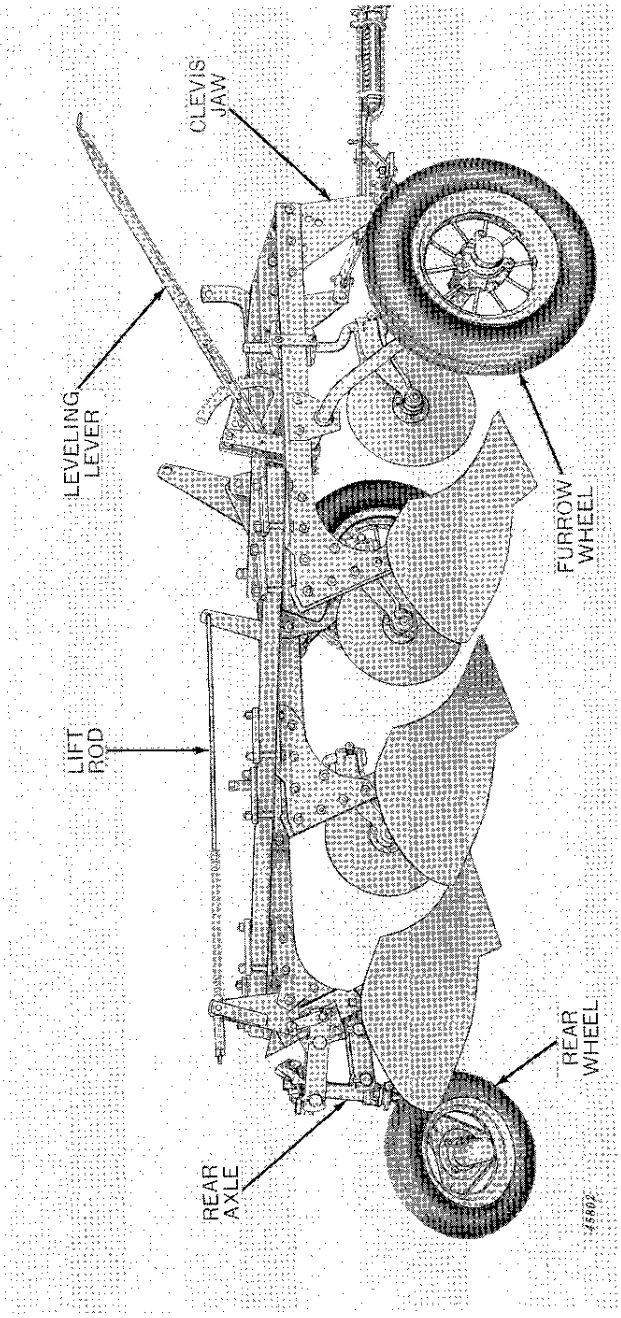


John Deere 66A Four-Bottom Moldboard Plow



John Deere 66H Five-Bottom Moldboard Plow



John Deere 66H Special Three-Bottom Moldboard Plow

SPECIFICATIONS AND DATA

TYPES

The 66A and 66H Tractor-Drawn Plows are furnished in the following types and sizes:

3-Bottom—14-Inch or 16-Inch Plow
4-Bottom—14-Inch or 16-Inch Plow (Reducible to 3-Bottom)
5-Bottom—14-Inch or 16-Inch Plow (Reducible to 4-Bottom)
4-Bottom —14-Inch or 16-Inch Rice Plow (Not Reducible)
3-Bottom—14-Inch or 16-Inch Special (Not Reducible)

DEPTH RANGE

Approximately 3 to 10 inches.

BOTTOMS

As ordered. Various types and sizes available.

FURROW WHEELS

66A or 66H Plow—3- and 4-Bottom—
Wheel without 5.90 x 15″ Tire and Tube, Regular
Wheel with 5.90 x 15″ Tire and Tube, Special
Steel, Special

66A or 66H Plow—5-Bottom—
Wheel without 5.90 x 15″ Tire and Tube, Regular
Wheel with 5.90 x 15″ Tire and Tube, Special
Steel, Special

66A or 66H Rice Plow—
Wheel without 7.60 x 15″ Tire and Tube, Regular
Wheel with 7.60 x 15″ Tire and Tube, Special
Steel, Special

66H Special Plow—
Wheel without 5.90 x 15″ Tire and Tube, Regular
Wheel with 5.90 x 15″ Tire and Tube, Special
Steel, Special

LAND WHEELS

66A or 66H Plow—
Wheel without 7.50 x 18″ Tire and Tube, Regular
Wheel with 7.50 x 18″ Tire and Tube, Special
Steel, Special

66A or 66H Rice Plow—
Wheel without 7.50 x 18″ Tire and Tube, Regular
Wheel with 7.50 x 18″ Tire and Tube, Special
Steel, Special

66H Special Plow
Wheel without 5.90 x 15″ Tire and Tube, Regular
Wheel with 5.90 x 15″ Tire and Tube, Special
Steel, Special

SPECIFICATIONS AND DATA—Continued

REAR WHEELS

66A Plow—
- Wheel with 4.00 x 12″ Tire and Tube, Regular
- Wheel without 4.00 x 12″ Tire and Tube, Special
- Steel, Special
- Cast, Special

66H Plow—
- Wheel with 4.00 x 12″ Tire and Tube, Regular
- Wheel without 4.00 x 12″ Tire and Tube, Special
- Steel, Special
- Cast, Special

66A or 66H Rice Plow—
- Wheel with 4.00 x 12″ Tire and Tube, Regular
- Wheel without 4.00 x 12″ Tire and Tube, Special
- Steel, Special
- Cast, Special

66H Special Plow—
- Wheel with 4.00 x 12″ Tire and Tube, Regular
- Wheel without 4.00 x 12″ Tire and Tube, Special
- Steel, Special

GAUGE WHEELS

3-1/4″ x 19″ Steel—Available when Ordered.

HITCHES

66A and 66H—3- and 4-Bottom
- Cushion Spring Release, Regular
- Cushion Spring Release—For Track-Type Tractor, Special
- Cushion, Special
- Cushion—For Track-Type Tractor, Special

66A and 66H 5-Bottom, and 66A and 66H 4-Bottom Rice Plow
- Cushion Spring Release—For Track-Type Tractor, Regular
- Cushion, Special
- Cushion—For Track-Type Tractor, Special

66H-3-Bottom, Special
- Cushion Spring Release, Regular
- Cushion, Special

LIFT

Enclosed-type clutch for 66A and 66A Rice Plows.
Hydraulic remote cylinder for 66H, 66H Rice, and 66H Special Plows.

SPECIFICATIONS AND DATA—Continued

LEVERS

Adjustable for length.

COULTERS

66A and 66H Plows—17-Inch, Regular; 15-Inch Plain, Special; 17-Inch Notched, Special; 18-Inch Plain, Special.

66A and 66H Rice Plows—18-Inch Plain, Regular; 17-Inch Plain, Special; 17-Inch Notched, Special.

66H Special Plow—15- or 18-Inch Plain, Special; 17-Inch Plain, Regular; 17-Inch Notched, Special; 15-, 17-, or 18-Inch Plain with Flat Shank, Special; 17-Inch Notched with Flat Shank, Special.

JOINTERS

Independent, Steel, Special
Independent, Cast, Special
Combination, Steel, Special
Combination, Cast, Special

HITCH CLEVIS COUPLER

Available as special equipment for use with tractors with forked-type drawbars.

ROOT CUTTERS

Available as special equipment.

MOLDBOARD PADS

Available as special equipment.

WEED HOOKS

Available as special equipment.

GAUGE WHEEL

Available as special equipment on the 66A, 66H, and 66H Special.

(Specifications and design subject to change without notice.)

NOTE: When the terms "right" or "left" are 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 surfaces of the plow bottoms have 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.

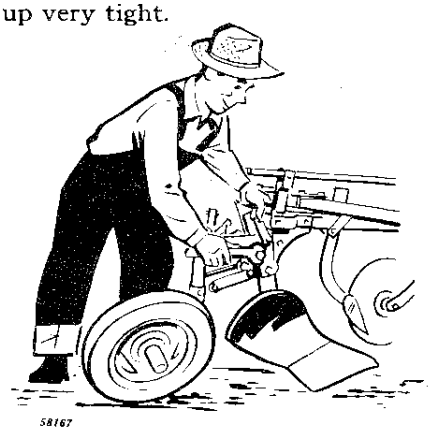
If the plow is not to be used immediately, protect the polished surfaces by applying a coat of cup or gun grease. If plow is to be put in storage for a considerable length of time, see page 32.

Check plow tires to be sure they are inflated properly as shown below:

Wheel	Recommended New Implement or New or Used Auto Tires	Inflation Pressure
Furrow	5.90 x 15—4-Ply	28 Lbs.
Land	7.60 x 15—4-Ply	24 Lbs.
Land	7.50 x 18—4-Ply	24 Lbs.
Rear	4.00 x 12—4-Ply	36 Lbs.

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 bottoms to see that they are drawn up very tight.



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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 36.

PREPARING AND ADJUSTING TRACTOR

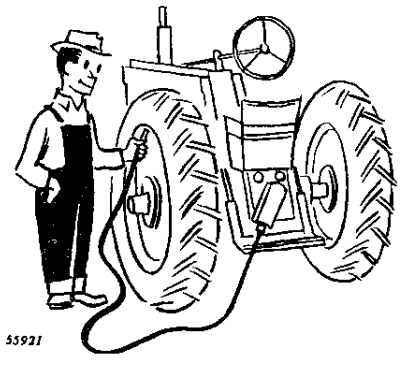
For complete tractor operating instructions, refer to your tractor Operator's Manual.

TIRE INFLATION

Inflate the tractor tires as recommended in the tractor Operator's Manual. For plowing, add 4 pounds more air in right rear tire than in left rear tire.

Proper air pressure is the most important factor in satisfactory performance and maintenance of tractor and implement tires. Underinflation will damage the cord body of the tire and cause a series of radial breaks in the sidewall fabric. This may occur on the inner sidewall of the furrow wheel tire. If the tire buckles or wrinkles, the air pressure should be increased to where the sidewalls remain smooth while operating.

If additional traction is required, add weight to the wheels. Lowering the air pressure will make little difference in the traction and may ruin the tires.



Check air pressures every two or three weeks. Use a special low pressure gauge having 1-pound graduations.

REAR WHEEL WEIGHTING

In average conditions, rear wheel weights are not necessary. In those conditions where it becomes necessary to add weight to the rear wheels, see your tractor Operator's Manual for weighting instructions.

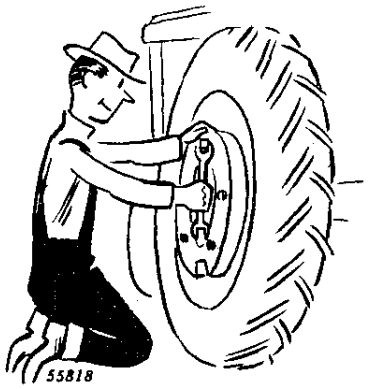
Power can be lost and tire life cut drastically by wheel slippage. Adding weight also serves to stabilize the tractor when plowing in rough or hillside fields.

LIQUID WEIGHT

Water and calcium chloride solution is an economical means of adding weight to rear wheels equipped with rubber tires. Calcium chloride solution is recommended rather than plain water as it will not freeze.

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.



TRACTOR DRAWBAR

On wheel-type tractors set the tractor drawbar in the **short high position** and, except where off-hitching is required, bolt it exactly in the center of tractor, midway between rear wheels.

On track-type tractors that work with both tracks on the land the tractor drawbar should ordinarily be free to swing.

REAR WHEEL SETTING

Tractor rear wheel settings are determined by the location of the center line of draft in the plow. Therefore, it is necessary to first read "Hitching Plow to Tractor" on the following pages. Then adjust the wheels as explained on page 11.

FRONT WHEEL SETTINGS

On wide-front-end tractors set front wheels to conform to rear wheel setting, center-to-center of tread.

HITCHING PLOW TO TRACTOR

The ideal hitch is a straight line from the center point of pull on the tractor to the center point of resistance on the plow, both horizontally and vertically.

The center point of pull on the tractor is located approximately 3 inches ahead of the rear axle housing and midway between the rear wheels.

To find the center point of resistance on the plow, first find the center line of draft as explained below.

CENTER LINE OF DRAFT

The center line of draft is simply an imaginary line drawn from the point of pull on the tractor to the point of resistance on the plow.

The center line of draft of the plow can be located by using the following rule:

Rule: The center line of draft of a moldboard plow is located at a point one-fourth of the cutting width of one bottom measured to the left of the center of total cut of the plow. (This rule applies to all plows whether one-, two-, three-, four-, five-, or six-bottom.)

Example: Finding center line of draft of a five-bottom 14-inch plow:

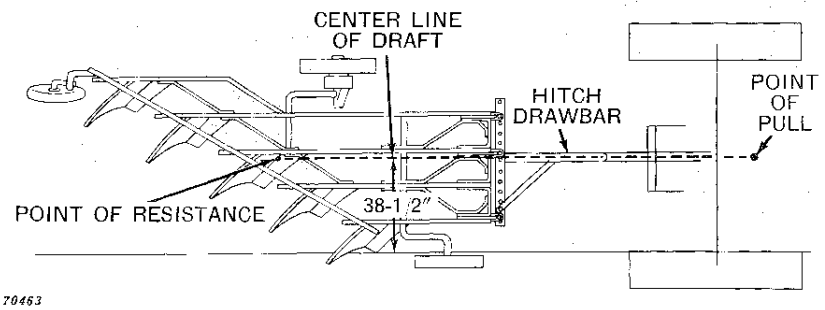
Total cut of plow = 70 inches.

Center of cut or one-half of 70 inches = 35 inches.

One-fourth the cutting width of one-bottom = 3-1/2 inches.

3-1/2 inches added to center of cut, which is 35 inches = 38-1/2 inches.

Therefore, the center line of draft of a five-bottom 14-inch plow is 38-1/2 inches measured to the left and at right angles from the furrow wall. See illustration below.

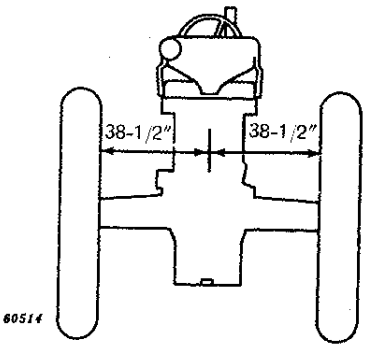


Horizontal Hitch Adjustments on Five-Bottom, 14-Inch Plow

CENTER POINT OF RESISTANCE

The center point of resistance on a plow is located on the bottom intersected by the line of draft, at a point approximately one-half of the plowing depth from the bottom of the furrow. When plowing 6 inches deep, the point of resistance will be 3 inches up from the furrow bottom, or approximately at the junction of the share and moldboard. If plowing deeper than 6 inches, this point will be located farther up on the moldboard. If plowing shallower than 6 inches, the point of resistance will be farther down on the share.

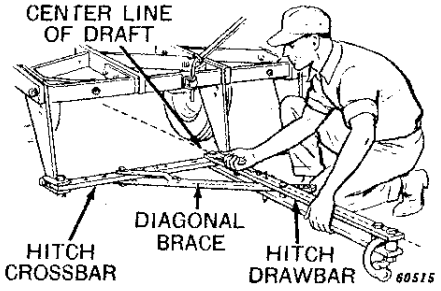
ADJUSTING TRACTOR WHEEL TREAD



After the center line of draft and point of resistance of the plow have been located, set the tractor wheels (on adjustable tread tractors) to the proper position so the pulling force will be on a straight line from the point of pull on the tractor back through to the point of resistance on the plow. Since, in the example on page 10, the point of resistance is 38-1/2 inches from the furrow wall, set the tractor wheels so the center of the drawbar is 38-1/2 inches from the inside of each tire.

When plowing on steep hillsides, it is sometimes necessary, with adjustable tread tractors, to use a wider wheel spacing than recommended for stability reasons. Where a wider wheel spacing is necessary, always set the left rear tractor wheel at the recommended position and **move the right rear wheel out.** This will result in more nearly equalizing the weight on the two rear wheels of the tractor when plowing. Then center the tractor drawbar between the rear wheels.

HORIZONTAL HITCH ADJUSTMENTS



Adjust the plow hitch so it will be on the exact line of draft from the center point of pull on the tractor to the center point of resistance on the plow. A series of holes in the hitch crossbar allow the hitch to be bolted on the center line of draft. See illustration above and on page 10.

Adjust the diagonal brace on the hitch so the plow hitch is parallel to the furrow wall. After the plow is in the field, further adjustment of the diagonal brace may be necessary to get the correct cut on the front bottom.

After the tractor wheels and plow hitch have been set correctly, attach the plow hitch to the tractor drawbar.

Off-Hitching

In some cases, such as with fixed-tread tractors, it is impossible to set the tractor wheels so the drawbar will fall on the center line of draft. In such cases, it is necessary to off-hitch the plow and to move the drawbar of the tractor away from the center point of pull to permit the

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