

JOHN DEERE TRAILER NO. 16



OPERATORS MANUAL JOHN DEERE TRAILER NO. 16

OMD4853 (01AUG53) English

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ENGLISH



TO THE PURCHASER

The purpose of this manual is to furnish valuable information about your No. 16 Trailer. In this manual you will find instructions and helpful suggestions for operating, hitching, adjusting, lubricating, setting-up, and servicing your new trailer. Also included is a complete part list with helpful illustrations to aid in proper identification of parts if replacement becomes necessary.

Keep this manual in a convenient place for quick and easy reference. Use it as a guide whenever questions arise. You have purchased a dependable, sturdy machine, but only by proper care and operation can you expect to receive the service and long life designed and built into it.

If you need additional information, or if your trailer requires special servicing, see your John Deere dealer, he has all the facilities required to keep your trailer in A-1 condition. He will be glad to serve you.

Sometime in the future your trailer may need new parts to replace worn or broken parts or for emergency repairs. If so, go to your John Deere dealer. He will see that you get high-quality, genuine John Deere parts. When ordering, be sure to give him the correct part number and description of the part desired. Such information can be obtained from the parts list section of this manual. This information will help him to identify the part you need.

If, after much active work, your trailer requires attention, take it to your John Deere dealer for special service as soon as possible. By giving your trailer proper attention during slack periods it will always be ready for use, without delays, when you need it.

Be sure to record the serial number of your trailer in the space provided below. This manual applies to No. 16 Trailers starting with Serial Number L-305. The serial number is located on right-hand, back side of the trailer axle.

The Serial Number of your No. 16 Trailer is.....

Date of Purchase..... 19.....

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SPECIFICATIONS

Listed below are a number of important points which must be observed in order to safely and satisfactorily operate this trailer.

GROSS CAPACITIES AND TIRE PRESSURE

6960 lbs. under 20 miles per hour with 40 lbs. pressure in tires; 5160 lbs. over 20 miles per hour with 40 lbs. pressure in tires.

SIZE AND WEIGHT OF TRAILER

The over-all width of the trailer platform is 7 feet, 11-3/4 inches, 1/4-inch within the legal limits. The over-all length of the trailer, including hitch, is 16 feet. The length of the platform is 13 feet. The weight of the trailer is 1880 lbs.

CARE OF PLATFORM

Dealers who are hauling implements and tractors with steel wheels and lugs should reinforce trailer platform. Three planks nailed lengthwise of platform, one up the middle and one on either side will prevent the necessity of replacing platform boards. The planks can be easily replaced, whereas replacing platform boards is much more difficult.

(It is a John Deere policy to improve our machines at every opportunity. Consequently, it may be necessary to change design without notice.)

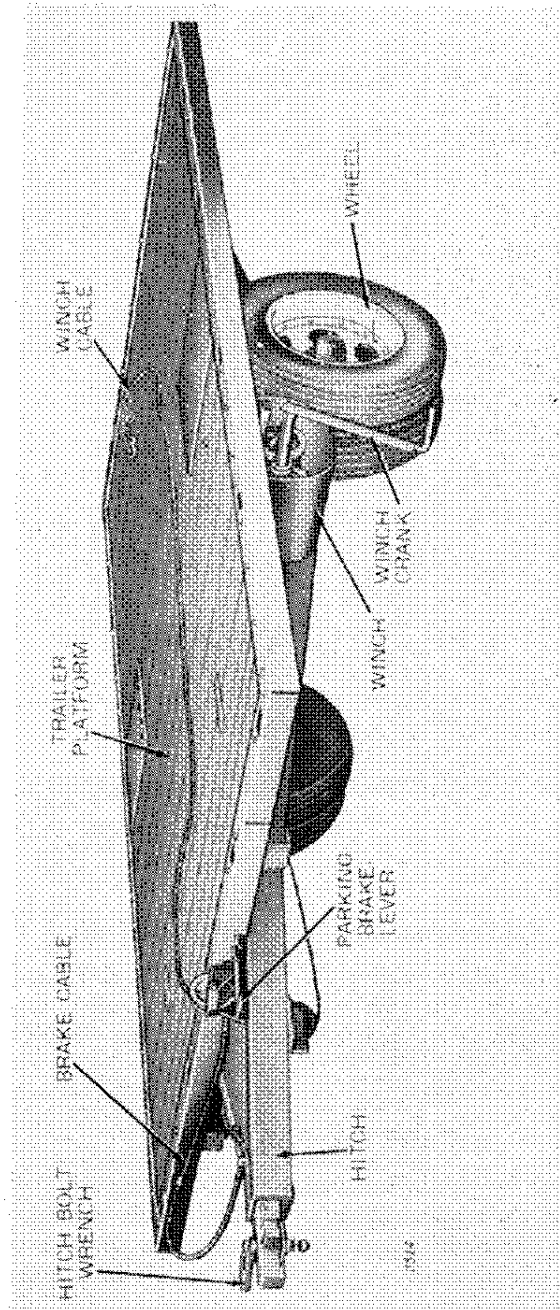


Figure 1—No. 16 Trailer

OPERATION

MOUNT HITCH BALL ON TOWING VEHICLE

The hitch ball must be mounted at the rear of towing vehicle. For a tractor the hitch ball may be mounted on the drawbar. For a truck it may be necessary to make a mounting plate for the hitch ball to be fastened to the truck.

The drawbar upon which the hitch ball rests should be 21 inches above the ground.

There should be at least 3-1/2 inches clearance above and 5 inches clearance to the front of the hitch ball when it is being installed. The clearance above the hitch ball will be sufficient to hitch the trailer and the clearance to the front will allow the trailer to overrun the towing vehicle, telescoping the brake bar rearward to set the brakes.

HITCH TRAILER TO TOWING VEHICLE

Set trailer hitch socket down over hitch ball. Then slide hitch socket clamp around hitch ball and lock hitch by turning hitch ball wrench. Do not draw up the hitch socket clamp to a point where it binds. A snug fit is all that is required.

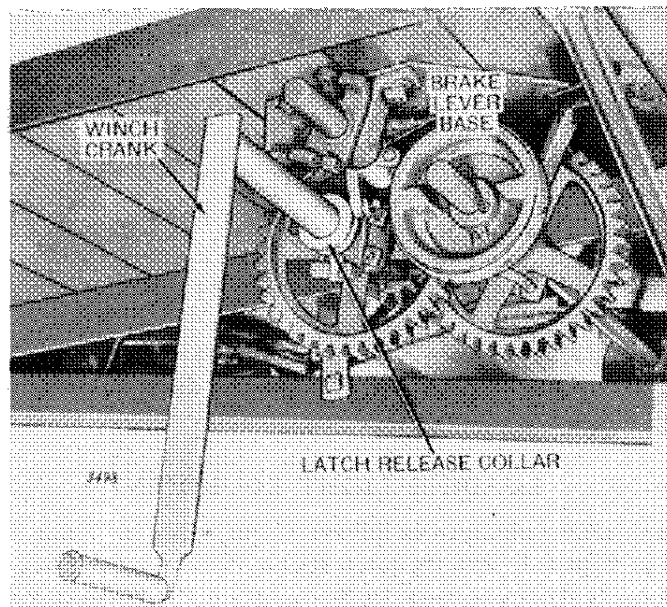


Figure 2—Crank in Position to Unreel Cable

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