

1065 WAGON WITH FOUR-WHEEL HYDRAULIC BRAKES



OPERATORS MANUAL 1065 WAGON WITH FOUR-WHEEL HYDRAULIC BRAKES

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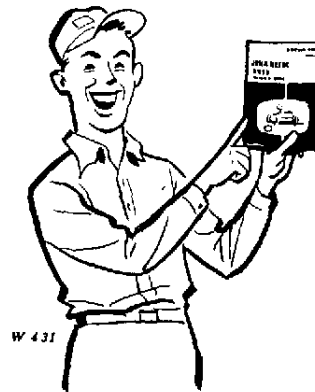
TO THE PURCHASER

This manual contains instructions and helpful suggestions for operating and servicing your new 1065 Wagon.

The way you use your wagon and the care you give it will have much to do with the service and satisfaction you get from it. Read this manual and follow the instructions provided.

If you find you need information not covered in this manual, or if your wagon requires special servicing, take advantage of the facilities offered by your John Deere dealer. He has trained servicemen who are kept informed on the best methods of servicing and can give you prompt "know-how" service in the field or in his shop.

By giving your wagon proper attention during slack periods, it will always be ready for use without delays when you need it.



References to right-hand and left-hand sides in this manual are determined by standing at the rear of the wagon and facing in the direction of travel.

John Deere 1065 Wagon with Hydraulic Brakes

Wagon Serial No. _____

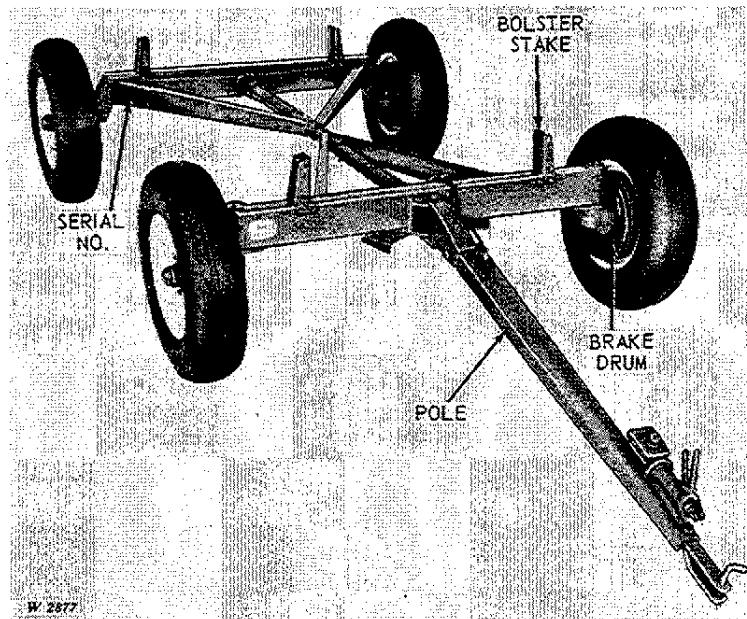
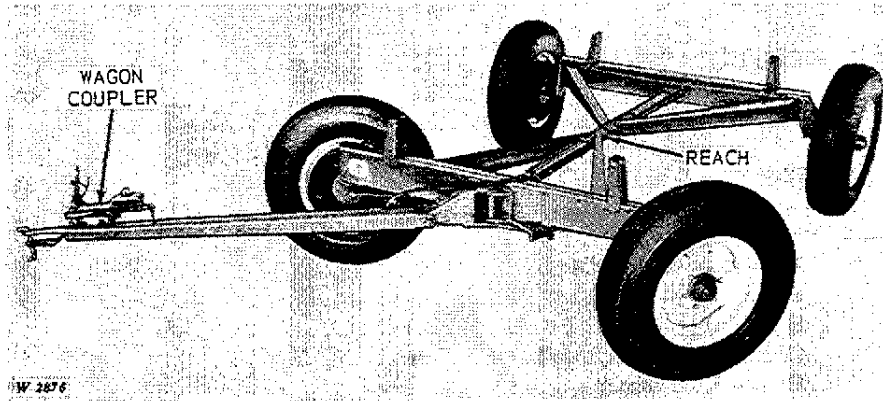
(See Page 2 for Location)

Date of Purchase _____, 19__

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IDENTIFICATION VIEWS



SPECIFICATIONS

Model	1065 Wagon with four-wheel hydraulic brakes.
Operating Speed	Maximum recommended speed with implement tires is 20 miles per hour. See page 4.
Maximum Gross Load (at tractor speeds)	14,000 pounds.
Weight	675 pounds without bolsters and without tires. 830 pounds without bolsters and with tires. 760 pounds with bolsters and without tires. 920 pounds with bolsters and with tires.
Ground Clearance with 7.50 x 16 Tires (loaded)	28 inches with rocking bolster. 23 inches without bolster.
Width	80 inches.
Height	18 inches.
Width of Tread	72 inches.
Wheel Base (with regular reach) .	Adjustable from 83 to 131 inches in 6-inch increments.
Turning Radius	11 feet (approximately)
Wheels	Disk-type, heavy-duty, 16 x 5.50 F.
Wheel Bearings	Tapered roller bearings.
Front and Rear Frames	Rectangular formed steel axles.
Bolsters	Available with rocking rear bolster or solid bolsters.
Bolster Stakes	Adjustable for 38 or 42-inch setting.
Pole	Formed steel pole.
Hitch	Clevis-type hitch regular; Ball socket hitch available as extra equipment.
Brakes	Four-wheel 13 x 2-1/2-inch front, 12 x 2-inch rear hydraulic brakes operated simultaneously with towing vehicle brake, as towing vehicle brake pedal is depressed.

(Specifications and design subject to change without notice.)

OPERATING ADJUSTMENT

GENERAL

LOAD CAPACITY AND TIRES

The 1065 Wagon is designed to operate at tractor speeds with a maximum gross load of 14,000 pounds. The use of 7.50 x 16, 10-ply implement tires inflated to 56 psi is recommended for top load capacity and performance.

The tire manufacturer's maximum recommended speed for implement tires is 20 miles per hour. At this speed, the maximum gross load on 7.50 x 16, 10-ply tires should be reduced to 11,000 pounds.

If tires other than those recommended are used, be sure they are capable of handling the high load capacity of this wagon. With any type of tires, do not exceed the wagon's maximum gross load rating of 14,000 pounds. If travel speeds in excess of normal tractor speeds are desired, the maximum load should be reduced.

HYDRAULIC BRAKES

The hydraulically actuated brake is a two-shoe brake having a single anchor pin. One end of each shoe rests against the anchor pin in the release position. The opposite ends of the shoes are linked together by means of an adjusting screw, the function of which is to link together the ends of the shoes and provide a means of compensating for lining and drum wear. A piston-type wheel cylinder actuates the brake shoes when pressure is developed within the hydraulic system.

The four-wheel brakes operate in perfect synchronization with the brakes on the towing vehicle. Step on the vehicle brake pedal, and you have one complete set of brakes throughout the system. Brake fluid from the towing vehicle does not pass to the wagon, and there is no loss of fluid, nor admittance of air into the system at any time. When uncoupled, there remain two independent braking systems, which when coupled, become one perfectly synchronized unit. A hand lever on the wagon serves as the parking brake control, and in the event of an accidental breakaway, the wagon brakes are set automatically.

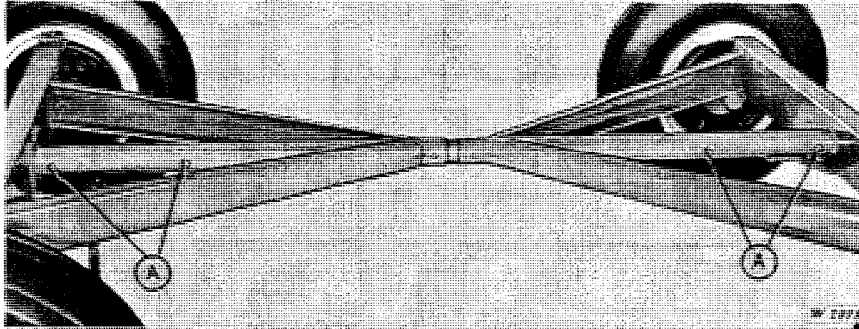
LOAD DISTRIBUTION

Special care must be taken in loading a wagon that is to be operated at high speeds. Poor distribution of weight will cause the wagon to weave in spite of its precision machined steering mechanism, just as an automobile will weave if too much weight is carried over one wheel. Time taken to insure proper weight distribution will pay great dividends in trailing characteristics of the wagon.

CHASSIS

Keep all wagon bolts and connections tight. Looseness in the reach, steering mechanism, or pole will cause the wagon to whip at high speeds and is undesirable even at tractor speeds. Check all connections periodically and especially before operating on the highway.

WHEEL-BASE



The wheel-base can be adjusted to 83, 89, 95, 101, 107, 113, 119, 125, or 131 inches by moving the telescoping reach in the housings on the front and rear frames.

To adjust the wheel-base, disconnect hydraulic oil lines at center coupler.

Remove bolts at "A." Determine the wheel base desired and align the holes in the housing with the holes in the reach. Reinstall bolts "A." Tighten all bolts securely. Connect necessary hydraulic oil line extensions.

WHEELS AND BEARINGS

The six bolts retaining each wheel must be tightened after the wagon has been in use a short time and should be checked periodically thereafter to be sure they are tight. Torque bolts to 130 ft-lbs.

Tighten wheel bearings if they become loose. Remove the hub cap and take cotter pin out of adjusting nut and axle. Tighten the hub nut. Then, gauging by the holes in the axle for

the cotter pin, loosen hub nut one notch and reinstall the cotter pin and hub cap.

Remove wheels and bearings once or twice a year and inspect all parts for wear or dirt. Remove, from the hub, any seals showing dirt inclusions and thoroughly clean all parts with diesel fuel. Replace damaged parts and apply new grease to bearings and wheel hubs.

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