

MC-1, MC-2 and MC-2A Integral Plows for Model MC-1000 Integral Carrier



JOHN DEERE

OPERATORS MANUAL

MC-1, MC-2 and MC-2A Integral Plows for
Model MC-1000 Integral Carrier

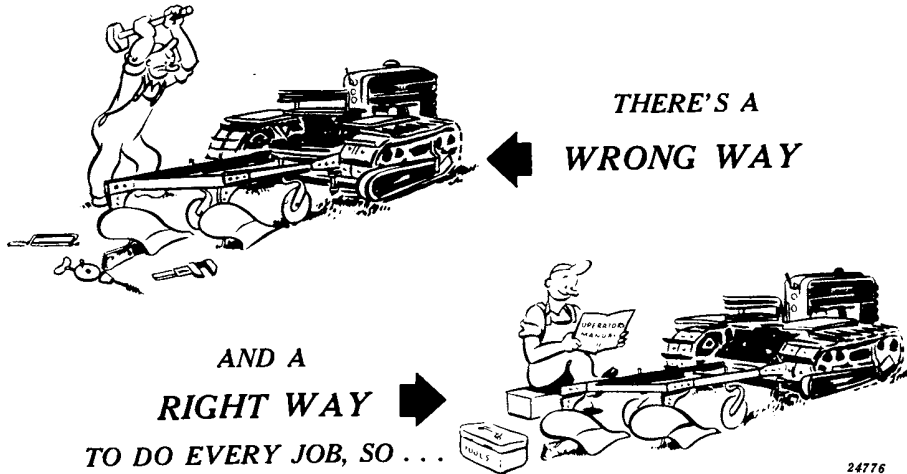
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TO THE PURCHASER



. . . keep this manual in a handy place for a guide whenever questions arise about operating and servicing your new John Deere "MC" Integral Plow the **RIGHT WAY**. You have purchased a dependable plow, but only by proper care and operation can you receive the service and long life designed and built into it.

For additional information, or special servicing, on your plow see your John Deere dealer. He has all the facilities required to keep your plow in A-1 condition. He will be glad to serve you.

If you will furnish your dealer with the part number, description, and 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. The serial number of your plow is located on the brace at the back of the plow frame.

MODEL No. _____
SERIAL No. _____
DATE OF PURCHASE _____

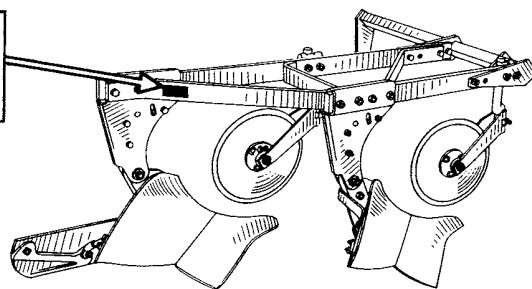


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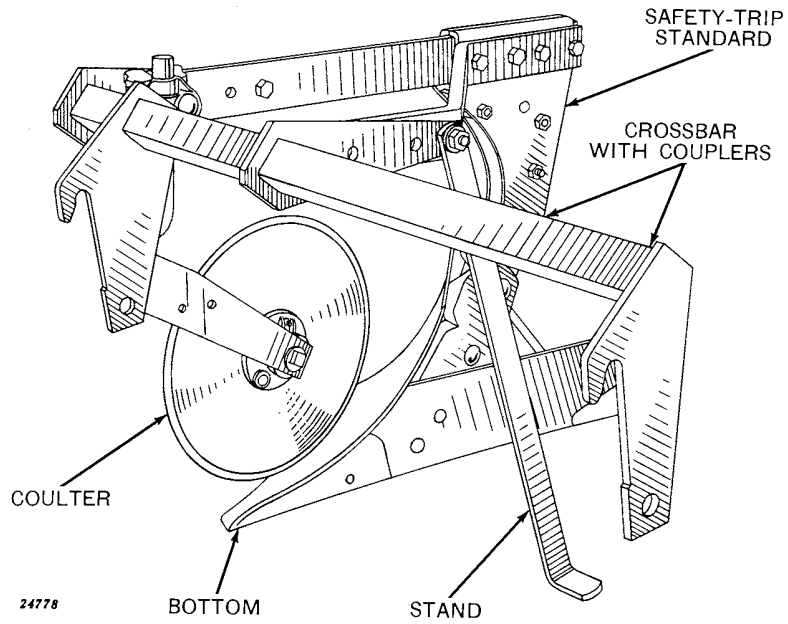


Figure 1—MC-1 Plow

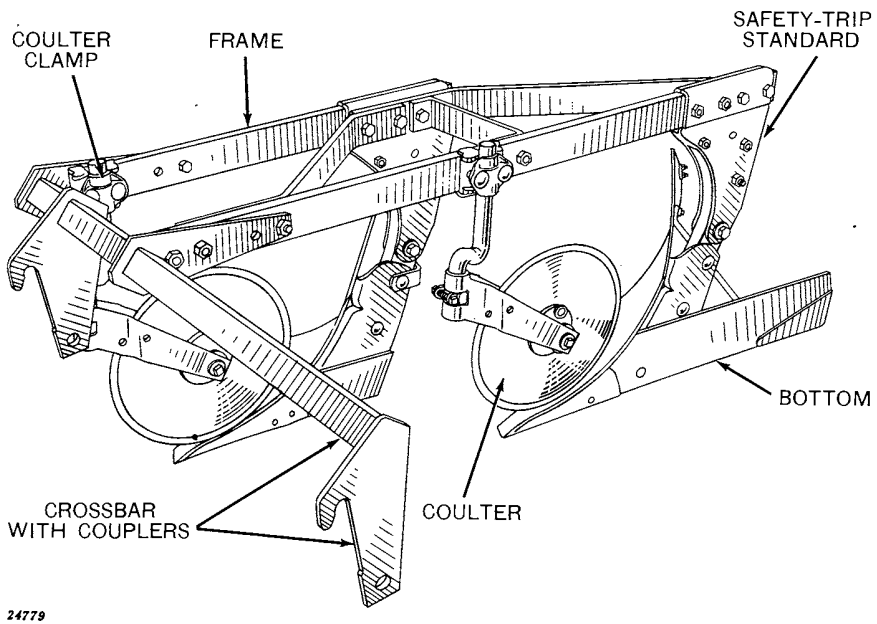


Figure 2—MC-2 (or MC-2A) Plow

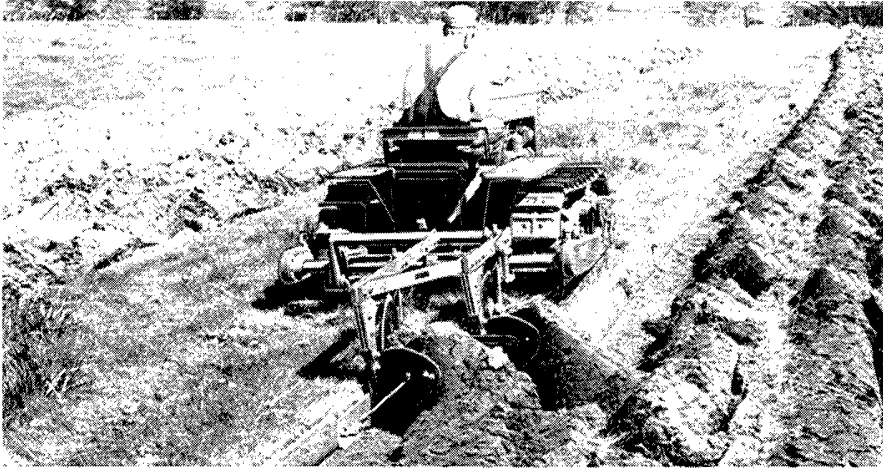


Figure 3—Good Plowing

SPECIFICATIONS AND DATA

The John Deere "MC" Series Plows are designed as attachments for the MC-1000 Integral Tool Carrier for the "MC" Tractor. The three models are:

Model No.	Description
MC-1	Single-bottom (12", 14", 16", or 18" cut) plow attachment with Safety-Trip Standards.
MC-2	Two-bottom (28" and 32" cut) plow attachment with Safety-Trip Standards.
MC-2A	Two-bottom (24" and 28" cut) plow attachment with Safety-Trip Standards.

Width of Cut: When MC-2 or MC-2A Plow is adjusted correctly, two 14" bottoms will cut 28".

Bottoms: Various sizes and types available to fit varying soil conditions.

Rolling Coulters: 15" plain, 16" plain, 17" plain and 17" notched as ordered.

Jointers: Steel or cast combination, ordered as extra equipment.

Gauge Wheel: Pneumatic gauge wheel is available at extra cost. Attaches to plow crossbar. Tire inflation: 35 lbs. for 2-ply tires; 60 lbs. for 4-ply tires.

Right and left are determined by facing the same direction in which the machine will travel.

OPERATION AND ADJUSTMENT

Good Plowing.

This plow, when carefully adjusted for operating in the field conditions found on your farm, will do a good job of plowing. A well-adjusted plow pulls lighter. Its furrow slices are uniform in width and depth. It covers the trash better and leaves the soil in the best condition for working down into a good seedbed. There will be a lower maintenance cost. In short, the well-adjusted plow results in better crops and more cash income.

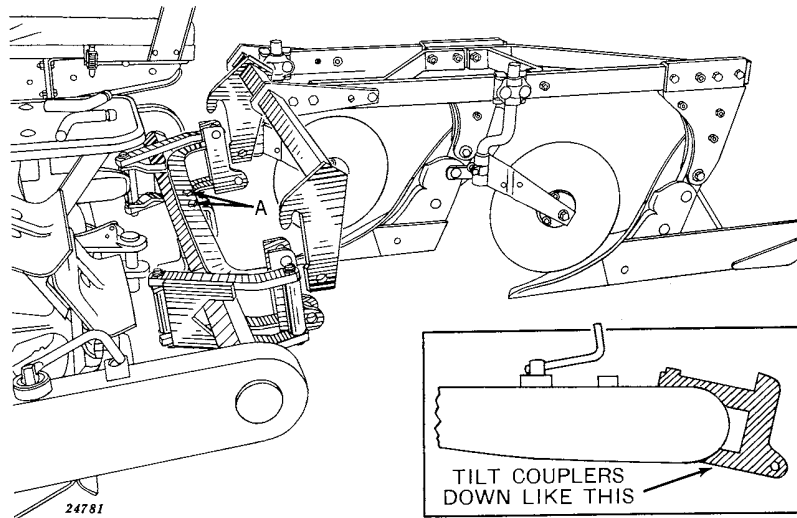


Figure 4—Engaging Couplers

Coupling Plow to Carrier.

Unlock sway links for free side sway by removing bolts "A," Figure 4. **Never operate the plow with the sway links locked.**

Place the carrier's lift arms in the mechanical float position (Figure 5) by placing pin "A" in hole "B." Tilt carrier's coupler fittings down by use of the adjustment cranks as shown in the inset, Figure 4.

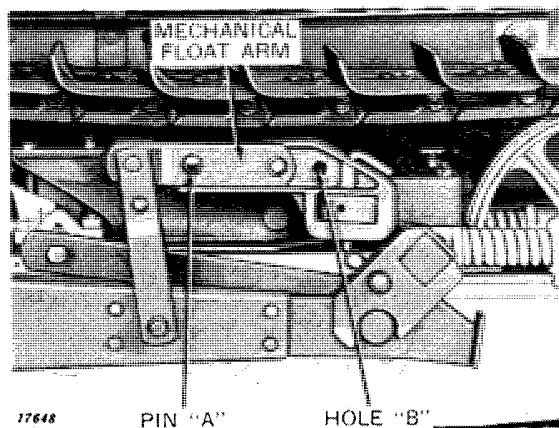


Figure 5—Mechanical Float Adjustment

Level the carrier by the use of the adjusting cranks mounted on the top of each side of the carrier. To raise either end turn the adjusting cranks to the right, and conversely, to lower turn the crank to the left.

With carrier adjustments made, couple plow by first removing the carrier coupler locking pins, and with the carrier lowered back up to the plow lining up the couplers as shown in Figure 4.

Raise the carrier to engage the couplers and hooks and lift the plow off the ground.

Insert the coupler locking pins (Figure 6). Pins are inserted with handle up, then turned down to lock. Install the gauge wheel, if used, to plow crossbar as shown in Figure 7. Plow is now ready for use.

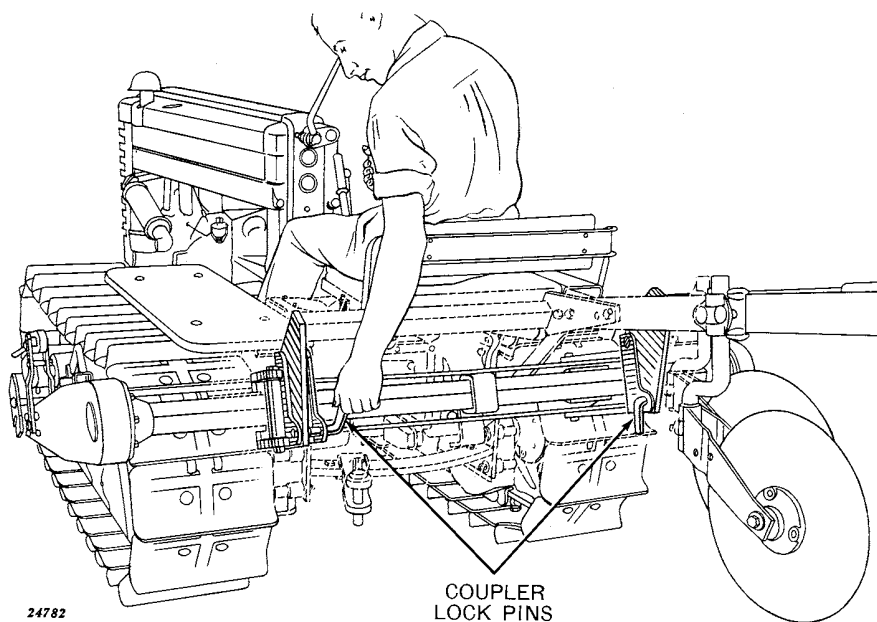


Figure 6—Inserting Coupler Lock Pins

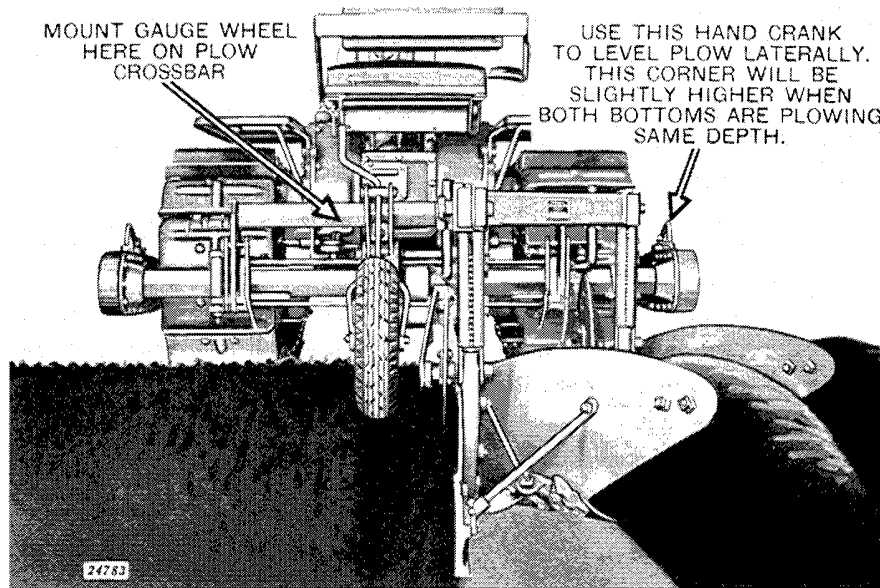


Figure 7—Leveling Adjustment

Field Operation and Adjustments.

To prevent excessive side draft when opening the land with a two-bottom plow, tilt the carrier with the right-hand adjustment crank so right bottom runs about four or five inches higher than left-hand bottoms when viewed from the rear.

After the land is opened, level the plow so that both bottoms cut same depth. Usually, when both bottoms are cutting at the same depth, the right side of the crossbar will be slightly higher than the left-hand side. See Figure 7.

Working depth is controlled in normal plowing conditions by adjusting the plow's suction angle, see Figure 8. However, under extremely difficult plowing conditions, proper plow depth is controlled through the combined use of suction adjustment and gauge wheel. See plowing depth adjustment section on the next page.

Turn gauge wheel, if used, up to its highest position. Open the land and check plowing depth.

If plowing too deep, turn carrier's adjustment cranks **clockwise** four or five complete turns for each inch of depth you wish to eliminate. Turn both cranks the same number of turns.

If plow is working too shallow, turn hand cranks counterclockwise four or five turns for every inch of depth you wish to add. Turn both cranks the same number of turns.

The gauge wheel is adjusted as follows: When proper plowing depth has been reached, through suction adjustment, turn the gauge wheel down until the wheel makes firm contact with the ground.

If plow is working too deep and exerting excessive pressure on the gauge wheel, it indicates there is **TOO MUCH** suction angle. See condition "A," Figure 8. If it works too shallow and there is no load on the gauge wheel, there is **NOT ENOUGH** suction angle. See condition "B," Figure 8. When suction angle is correct, plow heel will ride firmly on the bottom of furrow and constant plowing depth will be maintained without excessive load on the gauge wheel.

IMPORTANT

In average plowing conditions, constant plowing depth is easily maintained through suction angle adjustment only. But when working in a field with varying soil conditions, i.e., hard and soft spots, use of a gauge wheel is recommended.

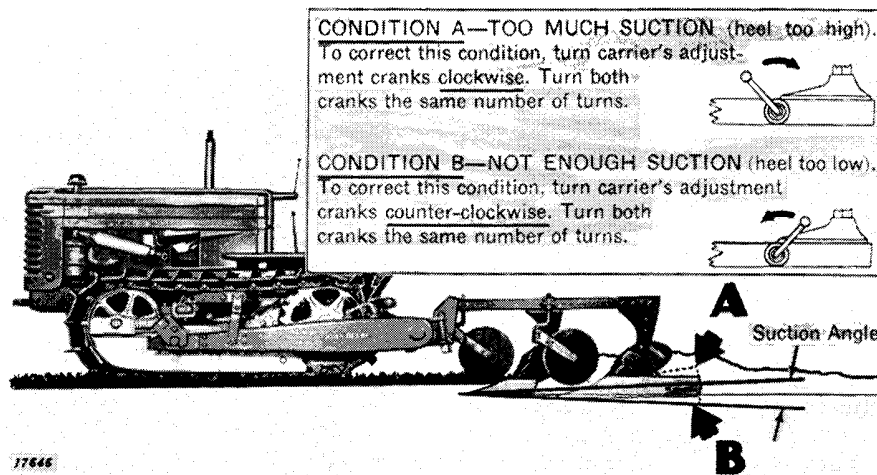


Figure 8—Depth Control Adjustment (Suction)

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