

**Supplementary Data,
John Deere Model "H"
Service Guide**

June 2009

~~ Notes ~~

Many of these changes have already been posted in Service Guides recently sold.

A quick check beforehand will save printing of pages not needed.

Patrick F. Browning

A Summary of Revisions & Additions

Not all of these change notices will be of interest to each holder of the JD-H Service Guide. Many volumes shipped in the recent past have some or all of these elements folded in. A quick check of the backside of the page preceding the "page of change" will provide you the answer as to whether or not your manual has a particular update. By "backside of page preceding the page of change" I mean that for a page 6 change, look on the backside of page 5; for a change to page 45, look on the backside of page 44.

This supplement is aimed at providing my buyers the best possible service. If you have questions about any of this documentation or about our publications in general, please do not hesitate to call or write. Telephone is (830) 627-0430. US Postal mailing address is: 1397 Timberhill Drive, New Braunfels TX 78132, & email is: pbrowning@satx.rr.com

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3-10-1. Verify External Oiling System Installed (If Needed). Includes means of testing to determine the need.

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Page 45 -- Para 4-11 (Expansion - Brutus Method of Disassembly)

Ref page 56 -- 1st full paragraph -- This is a Clarification Re-Write!

"Lifting Stage and Raised Stage, A Dynamic Process (See Fig's 6-3-2 and 6-3-3)"

Page 56 -- see the "Lowering Stage" paragraph in lower part of this page.

At about the middle of the paragraph, see the 5th sentence, the one that begins with the words, "At this position ..."; The error here is use of the word "open" when it should read "close". This sentence in its entirety should read as follows:

"At this position the yoke starts to close the by-pass valve and the oil, instead of recirculating through the by-pass valve, now flows up around the reduced section of the control valve back to the reservoir."

Page 57 -- Revised Figure 6-3-4 to improve clarity of linkage between control handle and by-pass valve

Pages 64-66 -- Adds Appendix 2 -- "Hydraulic Lift Unit Overhaul"

Page 67 -- Works Cited page added

Page 6 -- Tappet Adjust Procedure (Para 2.4 Expanded)

1. With valve cover removed, position engine to that the No. 1 piston is at "compression TDC".

Note 1: You can differentiate "compression TDC" from "exhaust TDC" by observing that both valves for the No. 1 cylinder are closed. **Note 2:** Before adjusting, see Fig. 209 + narrative that goes with it.

2. Adjust both tappets for the No. 1 side.

3. Rotate the flywheel forward ONE HALF REVOLUTION to where the No. 2 piston is at "compression TDC".

4. Adjust both tappets for the No. 2 side. ++++

Testing (Do this step over & over until you have the correct readings 2 times in a row!)

1. Position engine to that the No. 1 piston is at "compression TDC".

2. Verify both tappets (No. 1 side) are at the intended setting!

3. Rotate the flywheel forward ONE HALF REVOLUTION to where the No. 2 piston is at "compression TDC".

4. Verify both tappets (No. 2 side) are at the intended setting! ++++

Page 9 -- Valve Re-Timing (Ref: Para 2-11, for assembled tractors)

Remove the Magneto. Loosen the governor case retaining cap screws and carefully lift governor enough so that it its drive gear out of mesh with the cam gear; block it up.

Position Cam Shaft & Mark Position -- Now proceed IAW para 2-10 (Test) until the No. 1 exhaust valve tappet gap comes to 0.000", and **STOP!**

Mark cam gear position making reference to the main case or to 12:00 o'clock high [Critical – make a really good, durable mark]. At this point, the camshaft is in its "L.H. EXHAUST position.

The objective now is to simultaneously have the crankshaft in its "L.H. EXHAUST position – coincident with camshaft "in position". An operation of un-meshing and re-meshing of cam gear and crankshaft gear will be the way to do this.

Procedure -- Remove belt pulley and clutch assembly, then remove the reduction gear cover and loosen the camshaft right bearing housing. Remove camshaft left bearing housing (or cover

on earlier models) and remove the left bearing. Lift left end of camshaft up so that camshaft gear and crankshaft gear are out of mesh. Block camshaft up so gears remain out of mesh.

Turn flywheel in a forward direction until crankshaft it is in its "L.H. EXHAUST" position.

Criteria -- Now with the camshaft in its "L.H. EXHAUST" position (mark on gear at 12:00 o'clock high), and ensuring the crankshaft also in its "L.H. EXHAUST" position, mesh cam gear to crankshaft gear.

If the cam gear is installed on the camshaft so that its "V" marks are in register, then you should have a condition that the two gear marks (crankshaft and camshaft) also are in register -- as viewed through an opened crankcase (cover removed). But, they may not be. This condition by itself, however, is not sufficient basis for camshaft removal in order to adjust the gear in relation to the shaft!

Reverse disassembly steps to secure camshaft, and rerun the test of Paragraph 2-10 to ensure timing is correct before finishing reassembly.

Basic magneto timing is achieved by turning the flywheel to where No. 1 piston is at TDC (either one – L.H. IMPULSE is at 3:00 o'clock), and lowering the governor into mesh with the cam gear so that the magneto drive flange is horizontal (Parallel to tractor's ground track). Gear marks may or may not be in register – not important!

Recheck tappet settings (paragraph 2-4) and ignition timing (paragraph 3-24).

Page 11 -- Two New Paragraphs:

2-16-1. Ring Groove Cleaning -- Use a ring groove cleaning tool to remove carbon from grooves before installing new rings. Be very careful to avoid removal of parent material from the piston grooves. John Deere "H" tractors have all-fuel engines designed to burn distillate, and as such will have pistons with three compression rings at the head end and one oil-wiper ring on the skirt end. Original pistons will have an additional groove machined around the head end to collect carbon. The groove is commonly referred to as a "carbon groove" that acts as a heat dam (partial barrier) to prevent overheating of the top compression ring. When cleaning the ring lands, do not remove the carbon deposit from this ring (Ref SM2004, Oct 5, 1948).

Para 2-18-1. Trial and Error Method (Alternate Procedure for Connecting Rod Bearing Adjustment) -- During reassembly and if using this method, adjust connecting rod bearing running clearance to a value from 0.001 to 0.003 inch. Adjustment is by use of shims in attaching connecting rods to the crankshaft. Remove all the shims (one rod at a time) and measure the top and bottom stacks with a micrometer to ensure they are equal to start with.

The thin shims are 0.003 inch thick. Install connecting rod with shim stacks and torque. If there is no binding or halting in crank rotation, remove 1 shim (top and bottom) and repeat until binding occurs. If there is binding, add 1 shim (top and bottom) and repeat. If it spins freely, you are good to go!

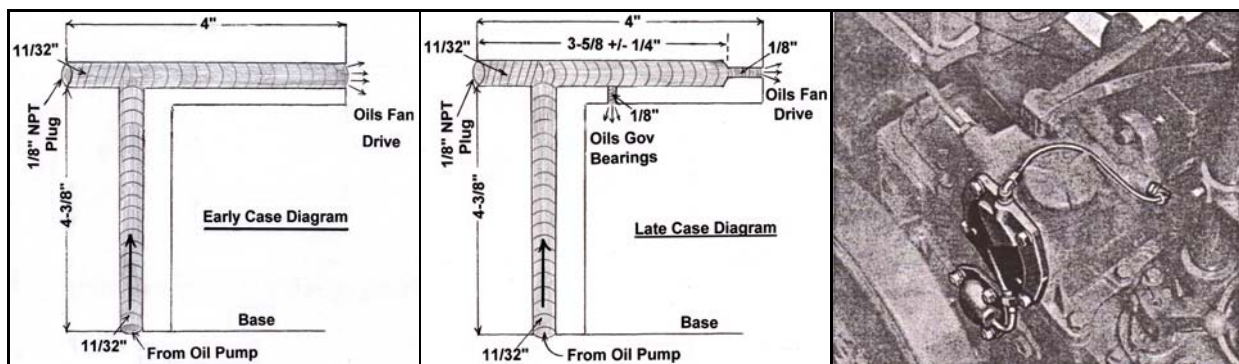
NOTE: This trial and error series is much easier to perform "on the bench", prior to installing the crankshaft and the rod & pistons units into the main case.

Page 20 -- New CAUTION Note (Ref Para 3-9)

CAUTION - Avoid Cracking Governor Case -- To ensure the precise alignment needed for the fan drive and pinion gears, there are **two dowel pins** pressed into the main case, down upon which the governor interfaces. Avoid damage to the governor case casting by raising governor up evenly, that is, by equal amounts for each side until clear of dowel pins.

Pages 20 & 21 -- New Paragraph Added

3-10-1. Verify External Oiling System Installed -- If tractor has a governor case that left the factory on tractor H16625 or earlier (governor cases CAN be switched over time), the changeover assembly (external oiling kit) must be installed to protect the life of the L.H. governor and camshaft bearings. See PC304 Model "H" Parts Catalog for items that make up the external oiling kit for your tractor.



Governor Oiling Channels, and Changeover Assembly

Conclusion & Tests -- If your tractor has an **Early Case** governor, some added external lubrication is needed. Here are the governor case tests:

Early Case -- The hole at the forward end of the horizontal pathway is full-sized and there is no outlet hole near the turning point of the internal oiling channel. You have to look inside of the governor case to learn this. Remove 1/8" NPT plug, rear side of governor case, and a section of **3/16" rod** can be inserted to a depth of **4-1/4 +/- 1/8 inches**.

Late Case -- The final one-half inch of the forward end of the horizontal pathway is 1/8" in diameter and there IS a 1/8" diameter hole near the turning point of the internal oiling channel; again, as viewed from inside the case. Remove 1/8" NPT plug, rear side of governor case, and a

section of **3/16" rod** can be inserted to a depth of **3-5/8 +/- 1/4 inches**. (The length of the 1/8" diameter section varies).

TIP: The most vulnerable bearing for "early case" tractors is the L.H. governor bearing. You can install a grease fitting into the L.H. governor bearing housing for the added lubrication needed. For tractors with hydraulic lift, at minimum, install the top oil pipe (rear of case to upper L.H. governor bearing housing).

Page 26 -- Para 3-20 -- Carburetor Troubleshooting & Adjustments (Expansion)

CHECK GOV-TO-CARB LINKAGE -- With engine not running, advance throttle to full ahead, lift throttle rod out of the throttle lever (at carburetor). Note that without pressuring the governor spring, the rod should appear too short to drop in the hole by a distance equal to one-half the diameter of the hole.

CARBURETOR SET UP & ADJUSTMENT -- Start with IDLE at 1-1/2, and LOAD at 1 (Turns out) and trim from there to suit engine needs.

IDLE NEEDLE SETTING -- Bring the engine up to operating temperature (180°F to 195°F). Set throttle to Fast Idle (all the way forward). Turn the LOAD needle all the way closed. Then very patiently, turn the IDLE needle in a click at a time, allowing 5-10 seconds between adjustments for the engine to react to the new setting. Repeat until engine begins to falter. Then turn screw back out 2 clicks.

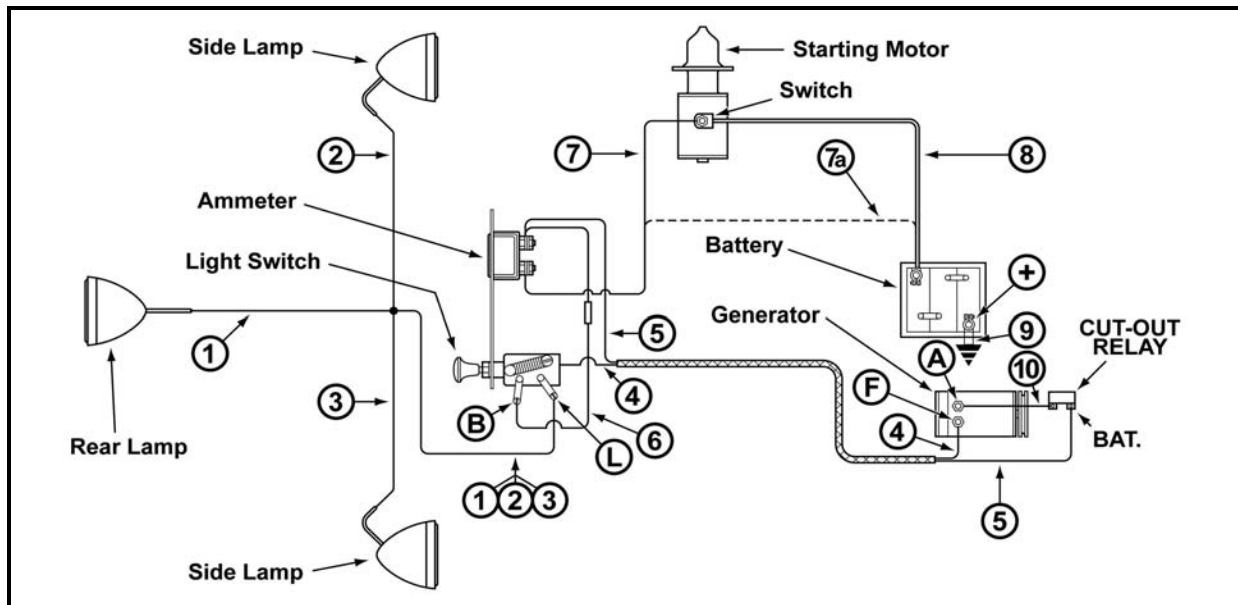
A richer IDLE setting seems to make the engine idle smoother, but also feeds too much fuel to the engine resulting in generation of black smoke at higher engine RPM and also fouling of sparkplugs. A wise man once pointed out to me that Deere never bragged on how well their tractors idled, but rather how they worked! And so if your tractor, when set this way, tends to "throttle" some when it is cold, that's quite normal -- this is the governor commanding the LOAD side of the carburetor to "help out" with some extra fuel that a cold engine needs to keep going.

LOAD NEEDLE SETTING -- Engine is to be at operating temperature (see above). The LOAD needle can only be set with the tractor under some kind of load, or during what I call "acceleration tests". Set the needle 3/4 turns out. Grab throttle shaft lever & suddenly advance it full open. Engine should respond immediately -- don't hold it wide open any longer than needed to see reaction. Turn the screw in by one click & try acceleration again. Repeat until engine faults - then open LOAD needle two clicks.

Page 27 -- Float Testing (Expansion)

3-21. FLOAT TESTING -- These floats can spring leaks and lose their floatation. Inspect float for cracks or unsoldered joints. To test for leaks, immerse the float in hot water. **That is -- Bring a pan of water to a boil, remove from heating surface, then with a wooden spoon or paddle, hold float to the bottom of the pan.** Appearance of bubbles will indicate leakage. Do not attempt to repair a damaged float.

Para 3-30 -- John Deere Model "H" Wiring Diagrams



Wire Run List

Wire #s 1, 2 and 3 are black and in accord with lighting harness detail below.

Wire # 4, Gen (F) to Light Switch Resistor terminal, 14 AWG, yellow w/green tracers, and 58-inches long.

Wire # 5, Cutout Relay (BAT) to Ammeter, 10 AWG, yellow w/black tracers, and is 58-inches long.

Wire # 6, Ammeter to Light Switch (B) is 12 AWG, contains in-line fuse holder (use 20-amp fuse. A smaller or larger fuse will not suffice!), yellow w/black tracers, and is 15-inches in overall length.

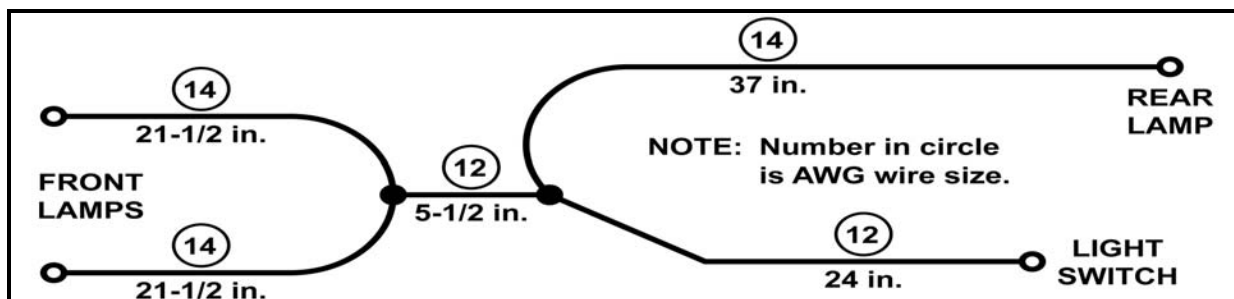
Wire # 7, Ammeter to Starting Motor is 10 AWG, yellow w/black tracers, and is 18-inches long.

Wire # 7a, Ammeter to Battery (-), for tractors with lights only – no starter, 10 AWG, yellow w/black tracers, and is between 50 & 60 inches long (dress to suit).

Wire # 8, Cable from Battery (-) to Starting Motor is 1 AWG, black, 50 – 52 inches long. From the factory, this cable came with galvanized spiral armor, covering the cable in its entirety save for touching the terminals.

Wire # 9, Battery (+) to Tractor is a braided ground strap sized at 1 AWG. Size 2 AWG will suffice in this application due to its limited length of 12 to 14 inches.

Wire # 10, Cutout Relay (GEN) to Generator (A) is 10 AWG, black, and is 15-inches long. NOTE: The length depends on location of cutout, and can be shorter if cutout is mounted on the generator.



John Deere Model "H" Lighting Harness Detail

PTO Jumps out of Gear - A Frequent Complaint

(Excerpt from Restoration Guide Updates)

(Re: WARNING, Page 42)

Drive Collar Engagement with Driving Gear -- This trouble is a result of some changes in the variables controlling engagement of the drive collar to the drive gear. It can come as a result of a poorly dressed cotter pin, parts that are sprung out of original specification. Some will claim marginal design and/or quality control issues during the "H" era of 1939 through 1947.

Cotter Pin -- See PC304, page 28, key # 36, cotter pin. Be sure to dress cotter pin so that its legs do not extend beyond the end of the power shaft. When dressed otherwise, legs of the cotter pin can strike the shifting collar (key # 32) bringing the collar out-of-engagement with the driving gear (key # 20).

Parts out of Specification -- Other variables are a bent H724R shifter shaft, a bent AH715R/AH794R shifter with yoke assembly, or a twisted H612R crank. A stack-up of minor stresses in each part may also come into play and be very hard to isolate! Work the issues in this order to achieve a solution.

Bent PTO Shifter Shaft -- A service advisory issued in FSB 122 (6-15-41) states: "Do not attempt to engage the power shaft while the belt pulley is rotating. This causes a clashing of the power shaft shifting collar and drive gear interface, and if sufficient force is applied, this force will spring (bend) the PTO shifter fork shaft."

Speaking from personal experience, all but one of the used PTO shifter shafts I have ever purchased were bent! Trying to make a bent one straight again can be very difficult indeed. If yours is bent, find an angular position that provides shifting of the PTO drive collar into and out of gear without binding, but also such that it does not angle upward! An upward angle will reduce engagement of collar with driving gear.

Shifter with Yoke Assembly -- During build-up, the yoke & shifter assembly must be inspected to ensure a 90° (right angle) relationship remains between shifter shaft axis and yoke. Verify also that the H724R shifter shaft does not angle upward which would reduce shifter travel toward engagement.

Test Engagement

The Test -- For this test, the power shaft & rear cover assembly is not installed. Carefully and without gasket sealer, install top transmission cover and tighten (reasonably) at least two of the cap screws. From the rear, verify FULL ENGAGEMENT of drive collar and driving gear when the PTO shifter is moved to the "engaged" detent position. If the PTO shifter lever can be moved beyond detent, this indicates that corrective action is required.

Primary (Remaining) Cause -- The suspect is a twisted H612R crank, or at least a crank not getting the job done. And if this is determined not to be the issue, the relationship between the PTO Shifter lever and the H612R crank must be changed. This is done by fabricating an "offset key", or by milling a new slot into the H612R crank. This is a job for a machinist.

Reassembly & Closure Supplemental Data

(Further Extracts from Restoration Guide Update)

No Prior Data Gathered -- In event you have no prior thickness data for the shim-gasket thickness between H599R rear casting cover and rear PTO bearing housing, I recommend you begin with an arbitrary thickness of **0.100 inch** (1/10th inch) and work back from there. **OBSERVATION:** Note that there is very little space between the power shaft end and the AH1224R or H789R driving collar. See earlier discussion, "PTO Jumps Out of Gear". Shim thickness has a direct impact the amount of space that exists at this point.

Closure of Transmission and Differential Cavity

Once the transmission, both rear axle housing assemblies, and differential are fully installed & adjusted; and all testing is complete to include engagement of the PTO drive collar with the driving gear, the top and rear covers of the transmission-differential cavity are all that remain to be installed.

Top Transmission Cover -- Before installing, make a final check of the three adjustments just visited. It is far better now than later to have to "go back in". Align sliding gears. Move shifter shaft to right or left until the second speed gears have full tooth width contact when the gear shifter detent is in the proper notch. Tighten locking cap screw in shifter shaft adjusting screw and set screw with lock nut (FSB 96-S, 4-15-39). Treat gasket with a soft sealer similar to Permatex 3 Aircraft Form-a-Gasket compound. When installing the cover, do your best to get a feel for the engagement of the drive collar into the PTO drive bevel gear. If needed, use a drill bit to "enhance" the detent seats under the PTO shifter lever. Also inspect the shifting components of the power shaft system.

Rear Transmission Cover (Tractor with PTO) -- Locate and install four guide pins (bolts with head removed), hand-tight, into the four "select" positions in the main case casting. Separate power shaft and H599R cover sufficiently to enable application of a soft gasket sealer, then retighten and clean away excess gasket cement. Apply gasket sealer to H599R cover gasket (both sides) and "hang gasket on the four guide bolts. Carefully bring power shaft/cover assembly into position (watching guide pin engagement) and slide forward installing cover. After installing four of the cap screws, remove guide pins and install remaining cap screws. Use limited torque on the cap screws (not more than 20 ft-lbs), drawing up rather evenly to avoid hurting the cover.

Rear Transmission Cover (Tractor without PTO) -- This is a very simple job indeed.

(1) Ensure your H327R rear cover is true or flat -- use kitchen table or a countertop to test it. Straighten as required. Install your guide studs, treat the gasket with a soft gasket sealer and install cover.

(2) After installing four 3/4-inch-long cap screws with lock washers, remove guide pins and install remaining cap screws.

(3) When installing the H327R pressed steel cover, use very modest torque on the cap screws -- just enough to compress lock washers. This is only a small amount beyond hand-tight! Treat tightening of covers made of pressed (a stamping of) steel like you would a valve cover on a '57 Chevy.

(4) Allow installation of rear covers to stand overnight before adding gear lube, and do not re-torque the cap screws the next day! ++++

Page 45 -- Para 4-11 (Expansion)

4-11. Rear Axle Housing Disassembly, Alternate Method -- The Brutus Method -- CAUTION: This method can result in damage to small parts of the brake assembly! -- (1) Loosen A151R brake adjusting screw all the way CCW, (2) Remove any of the items on the inner end of axle shaft that will come off by hand - journal order and orientation, (3) Remove three 7/16 x 1-1/2" cap screws at the outer end of axle assembly, and (4) Remove also any outer-end parts now loosed - journal order and orientation. Set a wooden plank on the floor, lift axle assembly, outer end up, and jam it down onto the plank. One or several good jolts will generally result in disassembly! Now, don't forget the H441R snap ring!

Ref page 56 -- 1st full paragraph -- This is a Clarification Re-Write!

Lifting Stage and Raised Stage, A Dynamic Process (See Fig's 6-3-2 and 6-3-3)

Lifting stage (Fig 6-3-2) -- To raise the implement, the control lever is pushed down as far as it will go (**Closes by-pass valve & opens check valve**), and then raised. The oil flows down around the **check valve** to the cylinder hose and cylinder. As the piston completes its stroke, pressure increases, and continues to rise until it is sufficient to open the **relief valve (crack pressure point)**.

Having reached the raised stage (Fig. 6-3-3) -- As the oil flows in past the **relief valve**, the pressure (still close to cracking pressure) on the bottom surface of the **by-pass valve** is increased forcing this valve to open. Once the ball and spring detent jumps from the groove in the **by-pass valve** passageway, a spring at the bottom of the **by-pass valve** passageway forces it to continue to the wide open position. **By-pass valve** will remain open until control handle is lowered. As the pressure drops, the **relief valve quickly closes**, and due to the re-circulation of the oil, the **check valve closes** keeping the lift in the raised position. The oil that is coming from the pump will circulate in reservoir.

Summary - By-pass valve = open, relief valve = closed, and check valve = closed.

Page 56 -- see the "Lowering Stage" paragraph in lower part of this page.

At about the middle of the paragraph, see the 5th sentence, the one that begins with the words, "At this position ..."; The error here is use of the word "**open**" when it should read "**close**". This sentence in its entirety should read as follows:

"At this position the yoke starts to **close** the by-pass valve and the oil, instead of recirculating through the by-pass valve, now flows up around the reduced section of the control valve back to the reservoir."

Page 57 -- Revised Figure 6-3-4 to improve clarity of linkage between control handle and by-pass valve

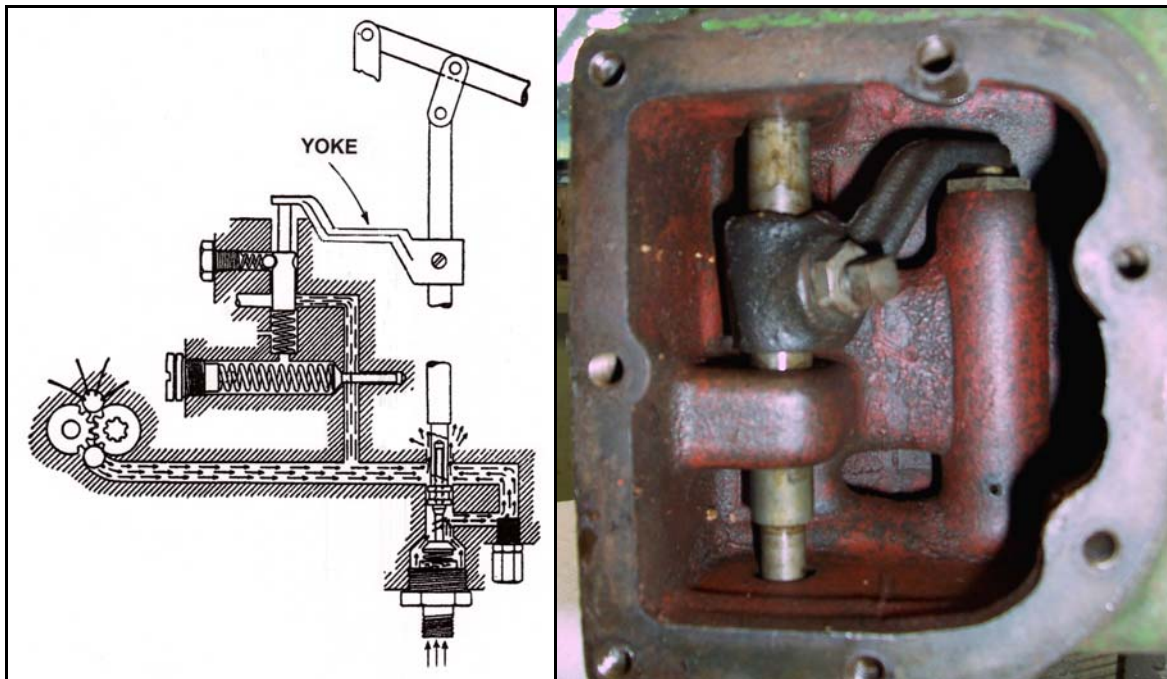


Figure 6-3-4

Appendix 2, Page 1 of 3 **Overhaul - Power Lift Unit**

Reference Fig 2-1 -- shows an exploded view of the JD-H Power Lift. The principal parts are:

- A - Operating Lever
- B - Control Valve
- C - By-Pass Valve
- D - Valve Housing
- E - Relief Valve
- F - Pressure Adjusting Washer
- G - Drop Speed Adjusting Screw
- H - Discharge Cap
- I - Remote Cylinder Hose
- J - Check Valve
- K - Control Arm
- L - Cover
- M - By-Pass Valve Detent Ball Assembly

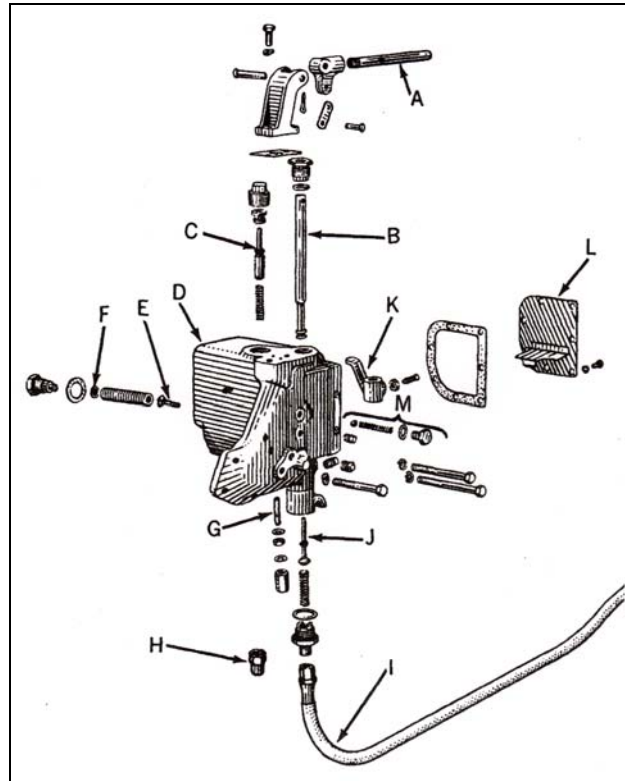


Fig 2-1 -- Housing Exploded

DISASSEMBLY

Control Valve.

Remove cover "A", Fig 2-3 from housing

Loosen yoke lock nut and remove lock screw "B" from control arm.

Loosen packing control arm nut and pull control valve up and out of housing.

Remove packing nut, and packing. Discard packing.

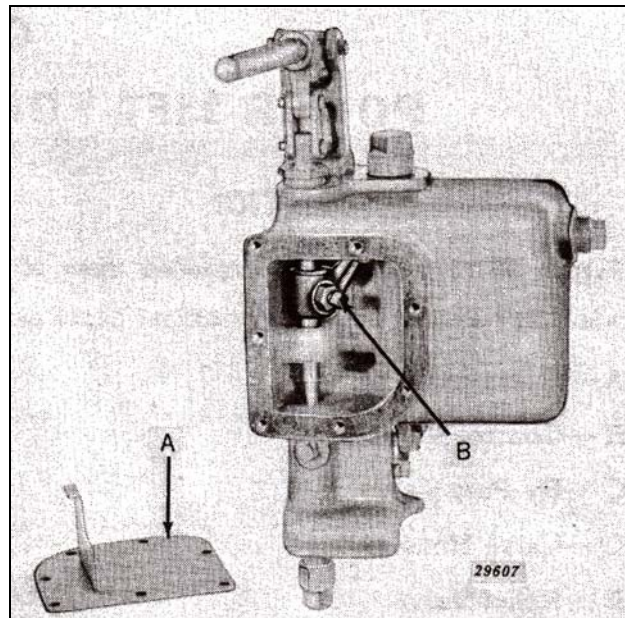


Fig 2-3 -- Control Arm Lock Screw

Appendix 2, Page 2 of 3

Relief Valve.

Remove relief valve "A", Fig 2-5. Use care not to lose pressure adjusting washers "B".

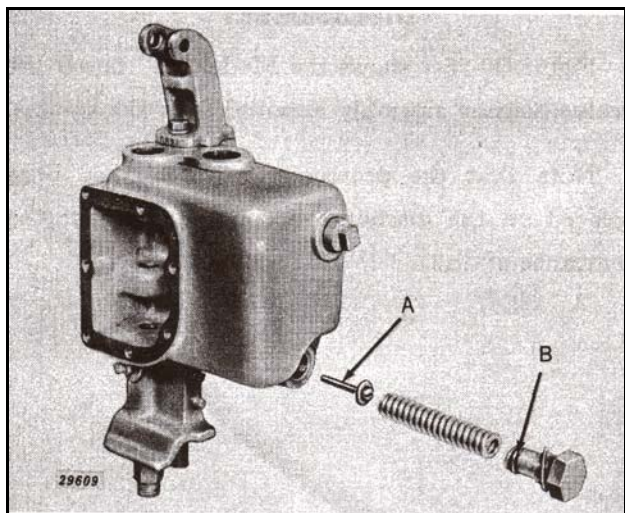


Fig 2-5 -- Relief Valve

By-Pass Valve.

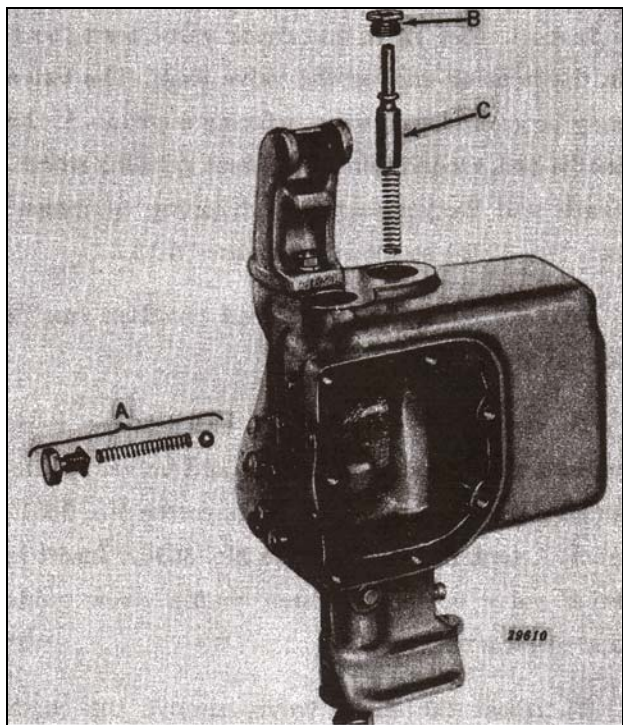


Fig 2-6 -- By-Pass Valve

Remove by-pass valve detent ball and spring assembly "A", Fig 2-6.

Remove retainer plug "B".

Remove by-pass valve "C" and spring.

Check Valve.

Remove check valve assembly "A", Fig 2-7.

Remove fast drop speed control screw assembly "B", Fig 2-7.

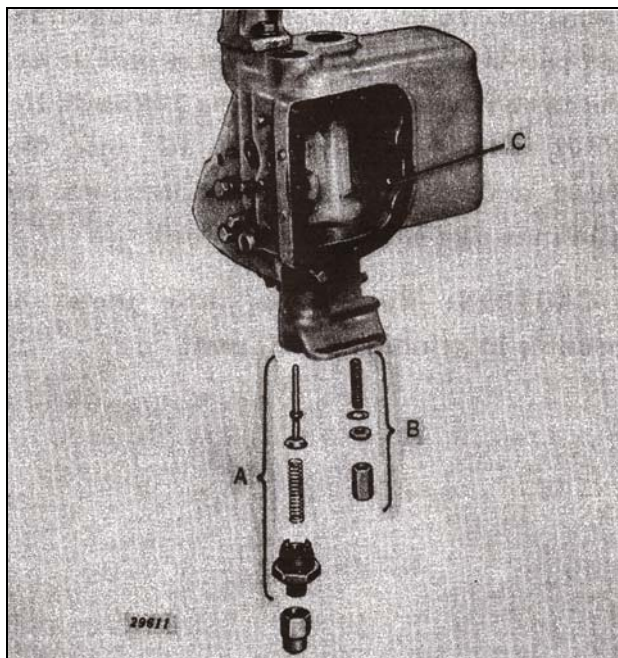


Fig 2-7 -- Check Valve

INSPECTION AND REPAIR

Wash all parts thoroughly with solvent. Blow out all passages.

Inspect valve housing for cracks, holes or other damage. Inspect hole at lower end of

Appendix 2, Page 3 of 3

by-pass valve passage "C", Fig 2-7 to be sure it is open. Check freedom of movement of by-pass valve in passage.

Inspect relief valve and check valve seats, both in the housing and on the valve itself. The valve may be ground on a valve re-facing machine. If the seat is bad, recondition it with seat grinding stones. Valves that are in fair condition may be lapped to their seats.

To reseal the relief valve, unscrew the relief valve screw, remove spring and valve. Using a "guided" stone, grind a new seat. This same technique is employed to recondition the check valve seat.

CAUTION - remove as little metal as possible in grinding a new seat.

ASSEMBLY

Make certain that all parts are clean. Use Fig 2-1 as a guide in assembly.

Coat relief valve "E," by-pass valve "C," control valve "B" and check valve "J" with oil before assembling.

Install relief valve "E," spring, adjusting washers "F" and retaining screw and gasket. Tighten screw securely, Fig 2-5.

Install by-pass valve spring, by-pass valve "C," and retainer spring, Fig 2-6.

Install control valve "B" and control arm. Tighten set screw in control arm securely and lock with jam nut. Use new packing on control valve, Fig 2-3.

Install by-pass valve detent ball assembly, Fig 2-6.

Install check valve assembly and fast drop speed control screw, Fig 2-7.

Renewing gasket, install cover "L", Fig 2-1.

Install all remaining plugs and screws.

CHECKING CRACKING PRESSURE

System Operating Pressure is 555 PSI. Relief valve cracking pressure of from 675 to 720 PSI is checked after unit is installed on the tractor. To do this, obtain a 3/8" pipe coupling and a 3/8" to 1/4" pipe reducer. See Fig 2-11.

Remove cylinder from end of hose and install gauge along with its fittings in its place.

Warm lift unit oil to 100°F. With engine at fast idle, move power lift lever to "raise".

Cracking pressure will register on the gauge, being held by the closed check valve.

Adjust pressure with 24H1R washers, adding to increase - deleting to decrease.



Fig 2-11 -- Gauge for Checking Pressure

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