

# 1966 48 horse John deere gas tractor (7500 USD)



Location **South Dakota**  
<https://www.genclassifieds.com/x-569391-z>

1966 John Deere model 2510 gasoline, synchro-shift.  
 Power rate: 45 drawbar/48 PTO horsepower  
 8 forward and 2 reverse speeds. 540 and 1000 rpm pto (shaft interchange) Belly pto also.  
 Wide front, perfect 3-point arms, differential lock for rear.

Two owners since leaving factory. Last owner since 1969.  
 This tractor served multiple roles in row-crop farming.  
 This tractor was always repaired as needed. . .not abused nor forgotten.

In the last 1200 hours, this tractor has received substantial upgrade/repair:

- oem pistons and sleeves
- 20-series, 8-piston front hydraulic pump (New oem. . .approx. \$2,000)
- cylinder head rebuilt
- brand new oem rear hydraulic pump
- complete transmission disassembly and rebuild (over \$4,000 oem parts)  
 . . . . .(included 1-3 gear, 2-4 gear (new not used oem), both transmission speed-shifters and linkages,  
 entire top-shaft (fibers, plates, drums, balls and springs, and bearings), left  
 carrier bearing on differential, bottom-shaft shift drums. Oem shift forks.
- new fuel pump.
- new oem 3-point hitch cable (right at \$135)

--rebuilt Motorola alternator  
 clutch was professionally cleaned  
 and wearing from the shoes removed and sealed  
 the new main and sub shaft in front of  
 new shaft ends and shaft linkages in  
 --new seat

engine starter rebuilt  
 oem side luggage battery box replacement  
 flywheel lightly milled and new oem trans AND pto clutch  
 oem brake discs (very expensive) and oem brake pads

I personally shimmed the differential to perfection in assembly of the trans. I also shimmed the shifters to



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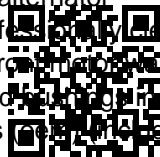
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avoid the shift slop that these 10 series John Deeres had from the factories (which is why the trans wore with sloppy-careless shifting).

(The axles were disassembled and received new seals and tins and set the drag on bearing preload.) All additional bearings and races (cups) were closely inspected and replaced as needed throughout this trans and axle assemblies). Nothing left to the imagination nor neglect nor mechanical ignorance/short-cuts. I took a lot of pride in my work.

The torsion bar/bottom yoke seals replaced.

Includes original and NEW oem draw bars. The sway bars are not chipped or cracked.

This tractor has the well-atomizing cast-iron Marvel-Schelbler carb. . .NOT the aluminum carb which burns excessive fuel.

The body tin is almost perfect. . .includes ALL covers (two not in photos).

The front end has NEVER been cracked. The rear rims have NEVER seen any fluid. This tractor has never had a loader on it. . .only bolted to the side rails was a 4-row cultivator.

Includes both front oem starter (side weights) and two pan-cakes).

More information available as this has had a massive amount of work done to it to ensure reliability. Very nice tires. If the original faded paint is a problem....wow, are you naïve! New paint is a cake-walk compared to the work I have performed on this tractor.

EMAIL me with your name, location, AND phone number. Without these. . .no return correspondence.