



**MacDon**

# FD75 FlexDraper® Combine Header

**IMPORTANT: PAGE 29 HAS BEEN  
UPDATED SINCE THIS MANUAL WAS  
PUBLISHED.**

Operator's Manual

214323 Revision A

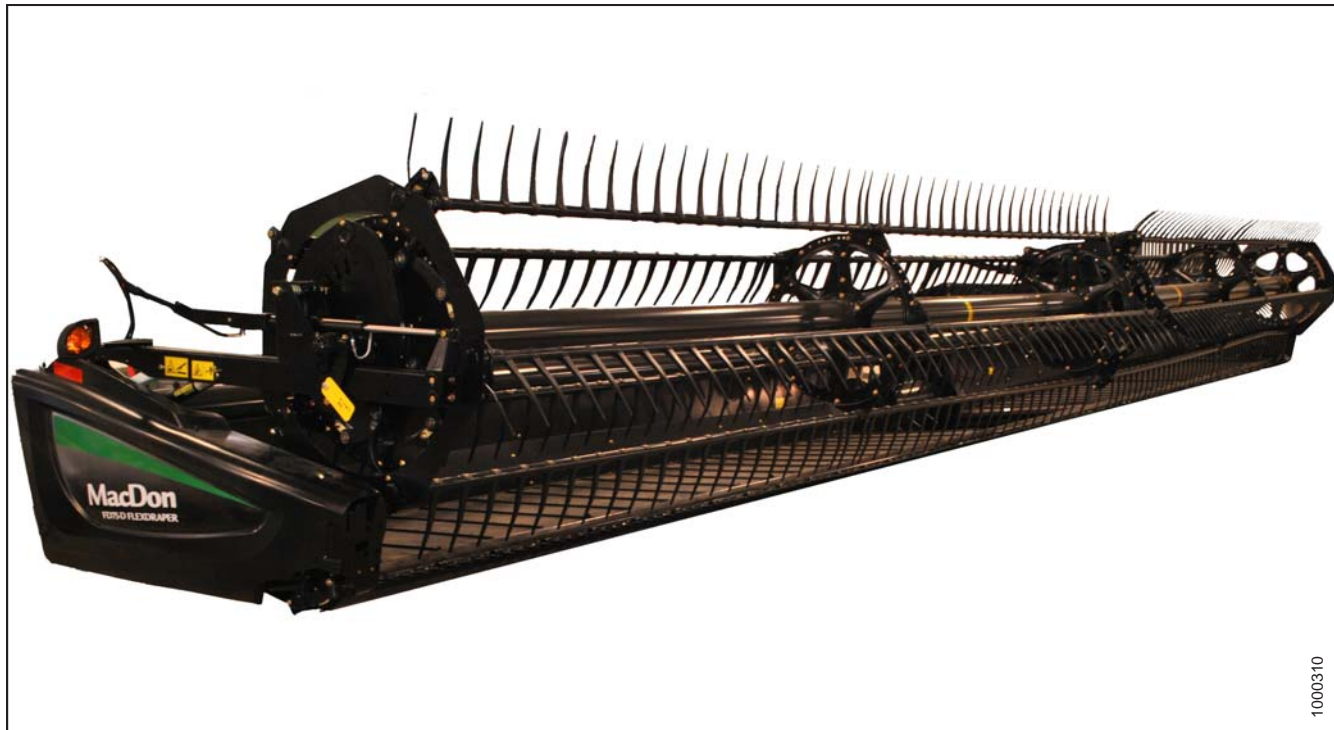
2018 Model Year

Original Instruction

*Featuring MacDon FLEX-FLOAT Technology™*

*The harvesting specialists.*

FD75 FlexDraper® Combine Header



1000310

Published: July 2017



# Introduction

This instructional manual contains information on the FD75 FlexDraper® Header and the CA25 Combine Adapter. It must be used in conjunction with your combine operator's manual.

The FD75 FlexDraper® is specially designed as a straight cut header and is equipped to work well in all straight cut conditions, whether cutting on or above the ground, using a three-piece flexible frame to closely follow ground contours.

## Carefully read all the material provided before attempting to use the machine.

Use this manual as your first source of information about the machine. If you follow the instructions provided, your header will work well for many years. If you require more detailed service information, a technical manual is available from your MacDon Dealer.

When setting up the machine or making adjustments, review and follow the recommended machine settings in all relevant MacDon publications. Failure to do so may compromise machine function and machine life and may result in a hazardous situation.

MacDon provides warranty for Customers who operate and maintain their equipment as described in this manual. A copy of the MacDon Industries Limited Warranty Policy, which explains this warranty, should have been provided to you by your Dealer. Damage resulting from any of the following conditions will void the warranty:

- Accident
- Misuse
- Abuse
- Improper maintenance or neglect
- Abnormal or extraordinary use of the machine
- Failure to use the machine, equipment, component, or part in accordance with the manufacturer's instructions

The Table of Contents and Index will guide you to specific areas of this manual. Study the Table of Contents to familiarize yourself with how the information is organized.

Keep this manual handy for frequent reference and to pass on to new Operators or Owners. A manual storage case is located inside the header left endshield.

Call your MacDon Dealer if you need assistance, information, or additional copies of this manual.

### NOTE:

Keep your MacDon publications up-to-date. The most current version can be downloaded from our website ([www.macdon.com](http://www.macdon.com)) or from our Dealer-only site (<https://portal.macdon.com>) (login required).

This manual is also available in the following languages:

- French
- Portuguese
- Russian
- Spanish

They can be ordered from MacDon, downloaded from the Dealer Portal (<https://portal.macdon.com>) or from our International website (<http://www.macdon.com/world>).

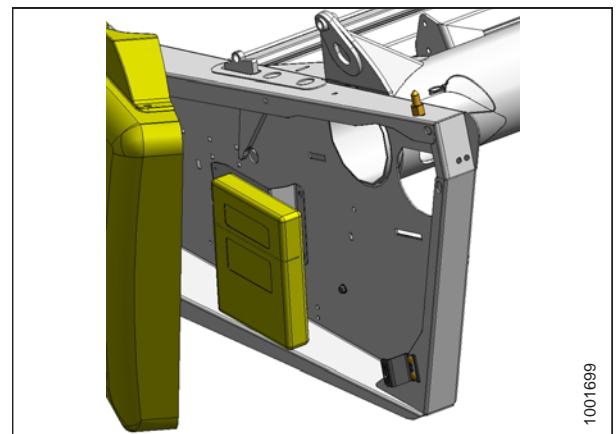


Figure 1. Manual Storage Location

## Conventions

The following conventions are used in this document:

- Right and left are determined from the operator's position. The front of the header is the side that faces the crop; the back of the header is the side that connects to the combine.
- Unless otherwise noted, use the standard torque values provided in Chapter [8 Reference, page 507](#) of this document.

# List of Revisions

At MacDon, we're continuously making improvements, and occasionally these improvements affect product documentation. The following list provides an account of major changes from the previous version of this document.

Summary of Change	Refer To
Added conventions used in this document.	<i>Introduction, page i</i>
Updated illustrations of header and adapter serial plate locations.	<i>Model and Serial Number, page v</i>
Updated header endsheet safety decal locations.	<i>1.7 Safety Decal Locations, page 8</i>
Added checking thread length to determine if adjustment is required.	<i>Checking and Adjusting Feed Auger Springs, page 49</i>
Updated illustrations of wrench indicator.	<i>Checking Wing Balance, page 67</i>
Added locations of reel fore-aft / header tilt toggle switch for each combine manufacturer.	<i>Controlling Header Angle, page 77</i>
Added topic.	<i>Setting Header Controls (Case 8010), page 113</i>
Added image of voltage limits on combine display.	<i>Checking Voltage Range from Combine Cab (Case IH 5130/6130/7130, 7010/8010; 7120/8120/9120; 7230/8230/9230), page 114</i>
Added header setup and calibration instructions for use with John Deere S7 Series combines.	<i>3.8.12 John Deere S7 Series Combines, page 191</i>
Added Check Auger Drive Chain Tension and Check Deck Height Adjustment.	<i>5.3.2 Break-In Inspection, page 326</i>
Corrected upper cross auger grease point descriptions.	<i>Every 250 Hours, page 333</i>
<ul style="list-style-type: none"> <li>Updated service kit part number.</li> <li>Added instructions for replacing adapter fitting MD #245160.</li> </ul>	<i>5.4.4 Changing Oil Filter, page 346</i>
Updated illustrations to show line marked on bottom cover.	<i>5.7.2 Checking Auger Drive Chain Tension, page 357</i>
Revised topic—No adjustment is required if spring retainers are within +6 to –3 of flush and feed draper is tracking properly.	<i>5.10.2 Adjusting CA25 Feed Draper Tension, page 405</i>
Added Second Stabilizer Wheel kit (B6179).	<i>6.4.2 Stabilizer Wheels, page 484</i>
Added Auger Dent Repair kit to Options and Attachments.	<i>6.5.7 Auger Dent Repair Kit, page 488</i>
Updated U&A part numbers.	<i>8.3 Unloading and Assembly, page 519</i>
Removed single reel content throughout.	

Changed "Lexion" to "CLAAS" throughout.	
Moved Recommended Fluids and Lubricants to inside back cover.	

# Model and Serial Number

Record the model number, serial number, and model year of the header, combine adapter, and transport/stabilizer wheel option (if installed) in the spaces provided.

## NOTE:

Right and left designations are determined from the operator's position, facing forward.

### Draper Header

Header Model: \_\_\_\_\_

Serial Number: \_\_\_\_\_

Year: \_\_\_\_\_

The serial number plate (A) is located in the lower corner on the left endsheet.

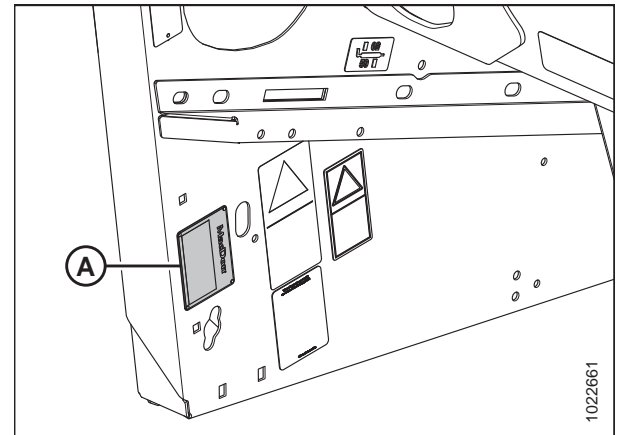


Figure 2. Header

### Combine Adapter

Adapter Model: \_\_\_\_\_

Serial Number: \_\_\_\_\_

Year: \_\_\_\_\_

The serial number plate (A) is located on the underside of the reservoir at the right end.

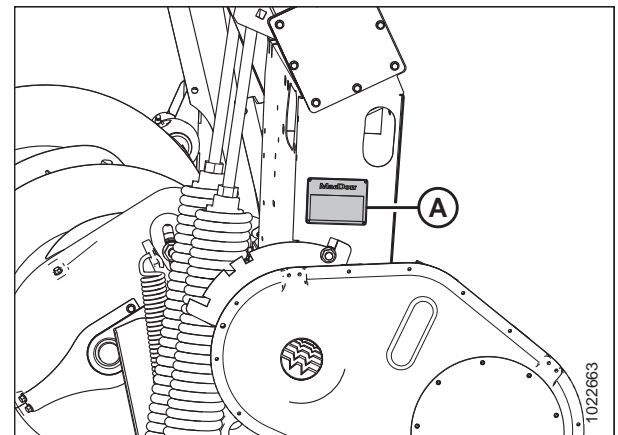


Figure 3. Adapter

### Slow Speed Transport/Stabilizer Wheel Option

Serial Number: \_\_\_\_\_

Year: \_\_\_\_\_

The serial number plate (A) is located on the right axle assembly.

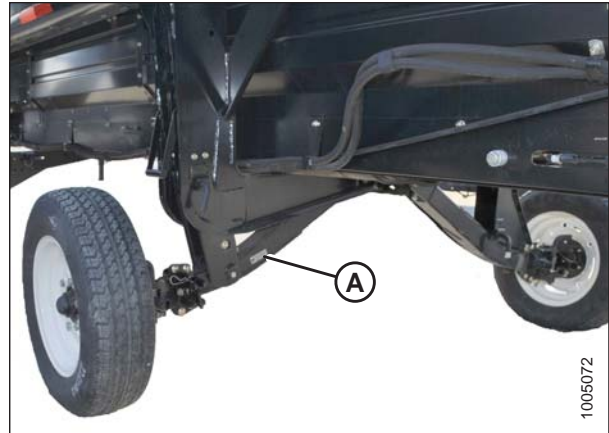


Figure 4. Transport/Stabilizer Option

## TABLE OF CONTENTS

Introduction .....	i
List of Revisions .....	iii
Model and Serial Number .....	v
<b>Chapter 1: Safety .....</b>	<b>1</b>
1.1 Safety Alert Symbols .....	1
1.2 Signal Words .....	2
1.3 General Safety .....	3
1.4 Maintenance Safety .....	5
1.5 Hydraulic Safety .....	6
1.6 Safety Signs .....	7
1.6.1 Installing Safety Decals .....	7
1.7 Safety Decal Locations .....	8
1.8 Understanding Safety Signs .....	12
<b>Chapter 2: Product Overview .....</b>	<b>19</b>
2.1 Definitions .....	19
2.2 Specifications .....	21
2.3 Component Identification .....	24
2.3.1 FD75 FlexDraper® .....	24
2.3.2 CA25 Combine Adapter .....	25
<b>Chapter 3: Operation .....</b>	<b>27</b>
3.1 Owner/Operator Responsibilities .....	27
3.2 Operational Safety .....	28
3.2.1 Header Safety Props .....	28
3.2.2 Reel Safety Props .....	29
Engaging Reel Safety Props .....	29
Disengaging Reel Safety Props .....	30
3.2.3 Endshields .....	31
Opening Endshield .....	31
Closing Endshield .....	32
Removing Endshield .....	33
Installing Endshield .....	34
Adjusting Endshield .....	35
3.2.4 Linkage Covers .....	36
Removing Linkage Covers .....	36
Installing Linkage Covers .....	37
3.2.5 Daily Start-Up Check .....	38
3.3 Break-in Period .....	39
3.4 Shutting down the Machine .....	40
3.5 Cab Controls .....	41
3.6 Header Setup .....	42

## TABLE OF CONTENTS

3.6.1 Header Attachments.....	42
3.6.2 Header Settings .....	42
3.6.3 Optimizing Header for Straight Combining Canola .....	49
Checking and Adjusting Feed Auger Springs .....	49
3.6.4 Reel Settings .....	51
<b>3.7 Header Operating Variables.....</b>	<b>53</b>
3.7.1 Cutting Height.....	53
Cutting off the Ground.....	53
Cutting on the Ground.....	56
3.7.2 Header Float.....	58
Checking and Adjusting Header Float .....	59
Locking/Unlocking Header Float .....	64
Locking/Unlocking Header Wings .....	65
Operating in Flex Mode.....	65
Operating in Rigid Mode.....	66
3.7.3 Checking and Adjusting Header Wing Balance .....	67
Checking Wing Balance .....	67
Adjusting Wing Balance .....	73
3.7.4 Header Angle.....	76
Controlling Header Angle .....	77
3.7.5 Reel Speed.....	79
Optional Reel Drive Sprockets.....	79
3.7.6 Ground Speed .....	80
3.7.7 Draper Speed .....	80
Adjusting Side Draper Speed.....	81
Adjusting Feed Draper Speed.....	82
3.7.8 Knife Speed .....	82
Checking Knife Speed .....	83
3.7.9 Reel Height.....	84
3.7.10 Reel Fore-Aft Position.....	84
Adjusting Reel Fore-Aft Position .....	85
Repositioning Fore-Aft Cylinders .....	85
Repositioning Fore-Aft Cylinders with Multi-Crop Rapid Reel Conversion Option .....	89
3.7.11 Reel Tine Pitch .....	91
Reel Cam Settings.....	91
Adjusting Reel Cam .....	94
3.7.12 Crop Dividers .....	94
Removing Crop Dividers with Latch Option from Header.....	94
Removing Crop Dividers without Latch Option from Header .....	95
Installing Crop Dividers with Latch Option onto Header.....	97
Installing Crop Dividers without Latch Option onto Header .....	98
3.7.13 Crop Divider Rods .....	99
Removing Crop Divider Rods .....	100
Installing Crop Divider Rods .....	100
Rice Divider Rods.....	101
<b>3.8 Auto Header Height Control (AHHC).....</b>	<b>102</b>
3.8.1 Sensor Output Voltage Range – Combine Requirements .....	103
Manually Checking Voltage Range.....	104
Adjusting Voltage Limits .....	105



## TABLE OF CONTENTS

3.8.2 Case IH 2300/2500 and 5088/6088/7088 Combines .....	107
Engaging Auto Header Height Control (Case IH 2300) .....	107
Calibrating Auto Header Height Control (AHHC) (Case IH 2300/2500 and 5088/6088/ 7088) .....	108
Setting Sensitivity of Auto Header Height Control (Case IH 2300/2500 and 5088/6088/7088).....	109
3.8.3 Case IH 5130/6130/7130, 7010/8010, 7120/8120/9120, and 7230/8230/9230 Combines.....	111
Checking Voltage Range from Combine Cab (Case 8010) .....	111
Setting Header Controls (Case 8010).....	113
Checking Voltage Range from Combine Cab (Case IH 5130/6130/7130, 7010/8010; 7120/8120/9120; 7230/8230/9230).....	114
Calibrating Auto Header Height Control (Case IH 5130/6130/7130, 7010/8010; 7120/8120/9120; 7230/8230/9230).....	117
Calibrating Auto Header Height Control (Case Combines with Version 28.00 or Higher Software).....	119
Setting Preset Cutting Height (Case 7010/8010, 7120/8120/9120, 7230/8230/9230) .....	121
3.8.4 Challenger 6 and 7 Series Combines .....	122
Checking Voltage Range from Combine Cab (Challenger 6 and 7 Series).....	122
Engaging Auto Header Height Control (Challenger 6 Series).....	124
Calibrating Auto Header Height Control (Challenger 6 Series).....	125
Adjusting Header Height (Challenger 6 Series) .....	127
Adjusting Header Raise/Lower Rate (Challenger 6 Series) .....	127
Setting Sensitivity of Auto Header Height Control (Challenger 6 Series).....	128
3.8.5 Gleaner R62/R72 Combines .....	129
System Requirements (Gleaner R62/R72).....	129
Calibrating Auto Header Height Control (Gleaner R62/R72).....	130
Setting Sensitivity of Auto Header Height Control (Gleaner R62/R72 Series).....	130
3.8.6 Gleaner R65/R66/R75/R76 and S Series Combines (Except S9 Series) .....	133
Checking Voltage Range from Combine Cab (Gleaner R65/R66/R75/R76 and S Series) .....	133
Engaging Auto Header Height Control (Gleaner R65/R66/R75/R76 and S Series).....	134
Calibrating Auto Header Height Control (Gleaner R65/R66/R75/R76 and S Series) .....	135
Turning Accumulator Off (Gleaner R65/R66/R75/R76 and S Series).....	137
Adjusting Header Raise/Lower Rate (Gleaner R65/R66/R75/R76 and S Series).....	137
Adjusting Ground Pressure (Gleaner R65/R66/R75/R76 and S Series).....	138
Adjusting Sensitivity of Auto Header Height Control (Gleaner R65/R66/R75/R76 and S Series) .....	139
Troubleshooting Alarms and Diagnostic Faults (Gleaner R65/R66/R75/R76 and S Series) .....	140
3.8.7 Gleaner S9 Series Combines .....	142
Setting up Header (Gleaner S9 Series) .....	142
Setting up Reel Settings (Gleaner S9 Series).....	146
Setting up Automatic Header Controls (Gleaner S9 Series).....	148
Calibrating Header (Gleaner S9 Series) .....	150
Operating with a Gleaner S9 Series Combine .....	153
Header In-Field Settings .....	155
3.8.8 John Deere 50 Series Combines .....	156
Output Voltage Range.....	156
Calibrating Auto Header Height .....	160
Setting Sensitivity of Auto Header Height Control .....	162
Adjusting Threshold for Drop Rate Valve .....	163
Operating Auto Header Height.....	164
3.8.9 John Deere 60 Series Combines .....	165

## TABLE OF CONTENTS

Checking Voltage Range from Combine Cab (John Deere 60 Series) .....	165
Calibrating Auto Header Height Control (John Deere 60 Series) .....	167
Turning Accumulator Off (John Deere 60 Series) .....	169
Setting Sensing Grain Header Height to 50 (John Deere 60 Series) .....	169
Setting Sensitivity of Auto Header Height Control (John Deere 60 Series) .....	170
Adjusting Threshold for Drop Rate Valve (John Deere 60 Series) .....	171
3.8.10 John Deere 70 Series Combines .....	172
Checking Voltage Range from Combine Cab (John Deere 70 Series) .....	172
Calibrating Feeder House Speed (John Deere 70 Series) .....	175
Calibrating Auto Header Height Control (John Deere 70 Series) .....	175
Setting Sensitivity of Auto Header Height Control (John Deere 70 Series) .....	177
Adjusting Manual Header Raise/Lower Rate (John Deere 70 Series) .....	177
3.8.11 John Deere S and T Series Combines .....	178
Checking Voltage Range from Combine Cab (John Deere S and T Series) .....	178
Calibrating Feeder House Fore/Aft Tilt Range (John Deere S and T Series) .....	181
Calibrating Auto Header Height Control (John Deere S and T Series) .....	184
Setting Sensitivity of Auto Header Height Control (John Deere S and T Series) .....	186
Adjusting Manual Header Raise/Lower Rate (John Deere S and T Series) .....	187
Setting Preset Cutting Height (John Deere S and T Series) .....	188
3.8.12 John Deere S7 Series Combines .....	191
Setting up Header (John Deere S7 Series) .....	191
Checking Sensor Voltage Range (John Deere S7 Series) .....	194
Calibrating Feeder House (John Deere S7 Series) .....	197
Calibrating Header (John Deere S7 Series) .....	199
3.8.13 CLAAS 500 Series Combines .....	202
Auto Header Height Sensor Voltage Requirements .....	202
Checking Sensor's Output Voltage Range .....	202
Adjusting Voltage Limits .....	203
Calibrating Auto Header Height Control (CLAAS 500 Series) .....	204
Setting Cutting Height (CLAAS 500 Series) .....	206
Setting Preset Cutting Height (CLAAS 500 Series) .....	206
Setting Cutting Height Manually (CLAAS 500 Series) .....	207
Setting Sensitivity of Auto Header Height Control (CLAAS 500 Series) .....	208
Adjusting Auto Reel Speed (CLAAS 500 Series) .....	211
3.8.14 CLAAS 700 Series Combines .....	214
Auto Header Height Sensor Voltage Requirements .....	214
Checking Sensor's Output Voltage Range .....	214
Adjusting Voltage Limits .....	216
Calibrating Auto Header Height Control (CLAAS 700 Series) .....	216
Setting Cutting Height (CLAAS 700 Series) .....	219
Setting Sensitivity of Auto Header Height Control (CLAAS 700 Series) .....	219
Adjusting Auto Reel Speed (CLAAS 700 Series) .....	221
3.8.15 New Holland Combines CX/CR Series (CR Series – Model Year 2014 and Earlier) .....	223
Checking Voltage Range from Combine Cab (New Holland) .....	223
Engaging Auto Header Height Control (New Holland CR/CX Series) .....	225
Calibrating Auto Header Height Control (New Holland CR/CX Series) .....	226
Adjusting Header Raise Rate (New Holland CR/CX Series) .....	228
Setting Header Lower Rate to 50 (New Holland CR/CX Series) .....	229
Setting Sensitivity of Auto Header Height Control to 200 (New Holland CR/CX Series) .....	229
Setting Preset Cutting Height (New Holland CR/CX Series) .....	230
Configuring Reel Fore-Aft, Header Tilt, and Header Type (New Holland CR Series) .....	231
3.8.16 New Holland Combines (CR Series – Model Year 2015 and Later) .....	233

## TABLE OF CONTENTS

Engaging Auto Header Height Control (New Holland CR Series) .....	233
Checking Voltage Range from Combine Cab (New Holland CR Series) .....	235
Calibrating Auto Header Height Control (New Holland CR Series) .....	238
Setting Auto Height (New Holland CR Series) .....	241
Setting Maximum Work Height (New Holland CR Series) .....	242
3.8.17 Replacing Auto Header Height Control (AHHC) Sensor .....	243
3.8.18 Sensor Operation .....	245
<b>3.9 Levelling the Header .....</b>	<b>246</b>
<b>3.10 Unplugging the Cutterbar .....</b>	<b>248</b>
<b>3.11 Unplugging the Adapter .....</b>	<b>249</b>
<b>3.12 Upper Cross Auger (UCA) .....</b>	<b>250</b>
3.12.1 Removing Beater Bars .....	250
3.12.2 Installing Beater Bars .....	251
<b>3.13 Transporting Header .....</b>	<b>252</b>
3.13.1 Transporting Header on Combine .....	252
3.13.2 Towing .....	252
Attaching Header to Towing Vehicle .....	253
Towing the Header .....	253
3.13.3 Converting from Transport to Field Position .....	254
Removing Tow-Bar .....	254
Storing the Tow-Bar .....	255
Moving Front (Left) Wheels into Field Position .....	256
Moving Rear (Right) Wheels into Field Position .....	257
3.13.4 Converting from Field to Transport Position .....	259
Moving Front (Left) Wheels into Transport Position .....	259
Moving Rear (Right) Wheels into Transport Position .....	261
Attaching Tow-Bar .....	264
<b>3.14 Storing the Header .....</b>	<b>267</b>
<b>Chapter 4: Header Attachment/Detachment .....</b>	<b>269</b>
<b>4.1 Adapter Setup .....</b>	<b>269</b>
4.1.1 Using Flighting Extensions .....	269
4.1.2 Using Stripper Bars .....	269
4.1.3 Adjusting Auger Speed .....	269
<b>4.2 Case IH Combines .....</b>	<b>270</b>
4.2.1 Attaching Header to Case IH Combine .....	270
4.2.2 Detaching Header from Case IH Combine .....	275
<b>4.3 Challenger, Gleaner, and Massey Ferguson Combines .....</b>	<b>278</b>
4.3.1 Attaching Header to Challenger, Gleaner, or Massey Ferguson Combine .....	278
4.3.2 Detaching Header from Challenger, Gleaner, or Massey Ferguson Combine .....	283
<b>4.4 John Deere Combines .....</b>	<b>286</b>
4.4.1 Attaching Header to John Deere Combine .....	286
4.4.2 Detaching Header from John Deere Combine .....	290
<b>4.5 CLAAS Combines .....</b>	<b>293</b>

## TABLE OF CONTENTS

4.5.1 Attaching Header to CLAAS Combine.....	293
4.5.2 Detaching Header from CLAAS Combine.....	297
<b>4.6 New Holland Combines .....</b>	<b>301</b>
4.6.1 Attaching Header to New Holland CR/CX Combine.....	301
4.6.2 Detaching Header from New Holland CR/CX Combine.....	305
4.6.3 CR Feed Deflectors.....	309
<b>4.7 Attaching and Detaching Header from CA25 and Combine.....</b>	<b>310</b>
4.7.1 Detaching Header from Adapter and Combine.....	310
4.7.2 Attaching Header to Adapter and Combine.....	315
<b>Chapter 5: Maintenance and Servicing .....</b>	<b>321</b>
5.1 Preparing Machine for Servicing.....	321
5.2 Maintenance Specifications .....	322
5.2.1 Installing a Sealed Bearing.....	322
5.3 Maintenance Requirements .....	323
5.3.1 Maintenance Schedule/Record .....	324
5.3.2 Break-In Inspection .....	326
5.3.3 Preseason/Annual Service.....	326
5.3.4 End-of-Season Service.....	327
5.3.5 Checking Hydraulic Hoses and Lines.....	328
5.3.6 Lubrication and Servicing.....	328
Service Intervals.....	329
Greasing Procedure.....	337
Lubricating Reel Drive Chain – Double Reel .....	339
Lubricating Auger Drive Chain .....	340
Lubricating Header Drive Gearbox.....	342
5.4 Hydraulics .....	344
5.4.1 Checking Oil Level in Hydraulic Reservoir .....	344
5.4.2 Adding Oil to Hydraulic Reservoir .....	344
5.4.3 Changing Oil in Hydraulic Reservoir .....	345
5.4.4 Changing Oil Filter .....	346
5.5 Electrical System .....	348
5.5.1 Replacing Light Bulbs.....	348
5.6 Header Drive .....	349
5.6.1 Removing Driveline .....	349
5.6.2 Installing Driveline .....	350
5.6.3 Removing Driveline Guard .....	351
5.6.4 Installing Driveline Guard.....	353
5.6.5 Adjusting Tension on Gearbox Drive Chain.....	355
5.7 Auger.....	356
5.7.1 Adjusting Auger to Pan Clearance .....	356
5.7.2 Checking Auger Drive Chain Tension.....	357
5.7.3 Adjusting Auger Drive Chain Tension .....	359

## TABLE OF CONTENTS

5.7.4 Removing Auger Drive Chain .....	362
5.7.5 Installing Auger Drive Chain .....	366
5.7.6 Auger Tines .....	368
Removing Feed Auger Tines .....	368
Installing Feed Auger Tines .....	371
Replacing Feed Auger Tine Guides .....	372
5.7.7 Flighting Extensions .....	373
Removing Flighting Extensions .....	373
Installing Flighting Extensions .....	374
<b>5.8 Knife .....</b>	<b>376</b>
5.8.1 Replacing Knife Section .....	376
5.8.2 Removing Knife .....	377
5.8.3 Removing Knifehead Bearing .....	378
5.8.4 Installing Knifehead Bearing .....	379
5.8.5 Installing Knife .....	379
5.8.6 Spare Knife .....	380
5.8.7 Knife Guards .....	380
Adjusting Knife Guards .....	380
Replacing Pointed Guards .....	381
Replacing Stub Guards .....	383
Checking and Adjusting Knife Hold-Downs .....	386
5.8.8 Knifehead Shield .....	391
Installing Knifehead Shield .....	392
<b>5.9 Knife Drive .....</b>	<b>393</b>
5.9.1 Knife Drive Box .....	393
Checking Mounting Bolts .....	393
Removing Knife Drive Box .....	394
Removing Knife Drive Box Pulley .....	396
Installing Knife Drive Box Pulley .....	397
Installing Knife Drive Box .....	397
Changing Oil in Knife Drive Box .....	400
5.9.2 Knife Drive Belts .....	400
Non-Timed Knife Drive Belts .....	400
<b>5.10 Adapter Feed Draper .....</b>	<b>404</b>
5.10.1 Replacing CA25 Feed Draper .....	404
5.10.2 Adjusting CA25 Feed Draper Tension .....	405
5.10.3 Adapter Drive Roller .....	406
Removing CA25 Feed Draper Drive Roller .....	406
Installing CA25 Feed Draper Drive Roller .....	408
Replacing Adapter Feed Draper Drive Roller Bearing .....	409
5.10.4 Adapter Idler Roller .....	410
Removing CA25 Feed Draper Idler Roller .....	410
Replacing Adapter Feed Draper Idler Roller Bearing .....	411
Installing CA25 Feed Draper Idler Roller .....	413
5.10.5 Lowering Polyethylene Door – Adapter Feed Deck .....	413
5.10.6 Raising Polyethylene Door – Adapter Feed Deck .....	415
<b>5.11 Adapter Stripper Bars and Feed Deflectors .....</b>	<b>416</b>

## TABLE OF CONTENTS

---

5.11.1 Removing Stripper Bars .....	416
5.11.2 Installing Stripper Bars .....	416
5.11.3 Replacing Feed Deflectors on New Holland CR Combines.....	417
<b>5.12 Side Drapers .....</b>	<b>418</b>
5.12.1 Removing Side Drapers.....	418
5.12.2 Installing Side Drapers.....	418
5.12.3 Checking and Adjusting Side Draper Tension .....	420
5.12.4 Adjusting Side Draper Tracking .....	422
5.12.5 Adjusting Deck Height .....	424
5.12.6 Side Draper Roller Maintenance.....	426
Inspecting Side Draper Roller Bearing.....	426
Side Draper Idler Roller.....	426
Side Draper Deck Drive Roller.....	429
5.12.7 Replacing Draper Deflectors .....	433
Removing Narrow Draper Deflectors .....	433
Installing Narrow Draper Deflectors.....	434
<b>5.13 Reel .....</b>	<b>436</b>
5.13.1 Reel Clearance to Cutterbar.....	436
Measuring Reel Clearance .....	436
Adjusting Reel Clearance .....	438
5.13.2 Reel Frown .....	439
Adjusting Reel Frown.....	439
5.13.3 Centering Reel .....	441
5.13.4 Reel Tines .....	441
Removing Steel Tines .....	441
Installing Steel Tines.....	442
Removing Plastic Fingers.....	443
Installing Plastic Fingers .....	445
5.13.5 Tine Tube Bushings.....	445
Removing Bushings from Five-, Six-, or Nine-Bat Reels.....	445
Installing Bushings on Five-, Six-, or Nine-Bat Reels .....	451
5.13.6 Reel Endshields .....	458
Replacing Reel Endshields.....	458
Replacing Reel Endshield Supports .....	460
<b>5.14 PR15 Pick-up Reel.....</b>	<b>461</b>
5.14.1 Replacing Reel Drive Cover .....	461
Removing Reel Drive Cover .....	461
Installing Reel Drive Cover .....	462
5.14.2 Adjusting Reel Drive Chain Tension .....	463
Loosening Reel Drive Chain .....	463
Tightening Reel Drive Chain .....	464
5.14.3 Replacing Reel Drive Sprocket.....	465
Removing Reel Drive Sprocket.....	465
Installing Reel Drive Sprocket.....	466
5.14.4 Replacing Double-Reel U-Joint .....	467
Removing Double-Reel U-Joint .....	467
Installing Double-Reel U-Joint .....	468

## TABLE OF CONTENTS

5.14.5 Replacing Reel Drive Motor.....	469
Removing Reel Drive Motor.....	469
Installing Reel Drive Motor .....	470
5.14.6 Replacing Drive Chain on Double Reel .....	471
5.14.7 Replacing Reel Speed Sensor.....	472
Replacing AGCO Sensor .....	472
Replacing John Deere Sensor .....	474
Replacing CLAAS 400 Series Sensor.....	474
Replacing CLAAS 500/700 Series Sensor .....	475
<b>5.15 Transport System (Optional) .....</b>	<b>476</b>
5.15.1 Checking Wheel Bolt Torque .....	476
5.15.2 Checking Axle Bolt Torque .....	477
5.15.3 Checking Tire Pressure.....	477
<b>Chapter 6: Options and Attachments .....</b>	<b>479</b>
6.1 Adapter .....	479
6.1.1 Hillside Extension Kit .....	479
6.2 Reel .....	480
6.2.1 Multi-Crop Rapid Reel Conversion Kit.....	480
6.2.2 Lodged Crop Reel Finger Kit .....	480
6.2.3 PR15 Tine Tube Reel Conversion Kit.....	480
6.2.4 Reel Endshield Kit.....	481
6.2.5 Tine Tube Reinforcing Kit.....	481
6.3 Cutterbar .....	482
6.3.1 Cutterbar Wearplate .....	482
6.3.2 Knifehead Shield.....	482
6.3.3 Stub Guard Conversion Kit.....	482
6.3.4 Vertical Knife Mounts.....	483
6.4 Header .....	484
6.4.1 Divider Latch Kit.....	484
6.4.2 Stabilizer Wheels .....	484
6.4.3 Stabilizer/Slow Speed Transport Wheels.....	485
6.5 Crop Delivery.....	486
6.5.1 CA25 Feed Auger Flighting .....	486
6.5.2 European Adapter Seal Kit.....	486
6.5.3 Draper Deflector (Narrow).....	487
6.5.4 Draper Deflector (Wide).....	487
6.5.5 Stripper Bars.....	487
6.5.6 Rice Divider Rods .....	488
6.5.7 Auger Dent Repair Kit.....	488
6.5.8 Upper Cross Auger (UCA) .....	488
<b>Chapter 7: Troubleshooting .....</b>	<b>489</b>
7.1 Crop Loss at Cutterbar .....	489



## TABLE OF CONTENTS

---

7.2 Cutting Action and Knife Components .....	492
7.3 Reel Delivery .....	495
7.4 Header and Drapers.....	498
7.5 Cutting Edible Beans .....	503
<b>Chapter 8: Reference .....</b>	<b>507</b>
8.1 Torque Specifications .....	507
8.1.1 SAE Bolt Torque Specifications .....	507
8.1.2 Metric Bolt Specifications.....	509
8.1.3 Metric Bolt Specifications Bolting into Cast Aluminum .....	511
8.1.4 Flare-Type Hydraulic Fittings.....	512
8.1.5 O-Ring Boss (ORB) Hydraulic Fittings (Adjustable).....	513
8.1.6 O-Ring Boss (ORB) Hydraulic Fittings (Non-Adjustable).....	515
8.1.7 O-Ring Face Seal (ORFS) Hydraulic Fittings .....	516
8.1.8 Tapered Pipe Thread Fittings .....	517
8.2 Conversion Chart.....	518
8.3 Unloading and Assembly .....	519
<b>Index.....</b>	<b>521</b>
<b>Recommended Fluids and Lubricants .....</b>	<b>Inside Back Cover</b>



# 1 Safety

## 1.1 Safety Alert Symbols

This safety alert symbol indicates important safety messages in this manual and on safety signs on the machine.

This symbol means:

- **ATTENTION!**
- **BECOME ALERT!**
- **YOUR SAFETY IS INVOLVED!**

Carefully read and follow the safety message accompanying this symbol.

### Why is safety important to you?

- Accidents disable and kill
- Accidents cost
- Accidents can be avoided



Figure 1.1: Safety Symbol

## 1.2 Signal Words

Three signal words, **DANGER**, **WARNING**, and **CAUTION**, are used to alert you to hazardous situations. The appropriate signal word for each situation has been selected using the following guidelines:



### **DANGER**

Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.



### **WARNING**

Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury. It may also be used to alert against unsafe practices.



### **CAUTION**

Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may be used to alert against unsafe practices.

## 1.3 General Safety

### CAUTION

The following are general farm safety precautions that should be part of your operating procedure for all types of machinery.

Protect yourself.

- When assembling, operating, and servicing machinery, wear all protective clothing and personal safety devices that could be necessary for job at hand. Do **NOT** take chances. You may need the following:
  - Hard hat
  - Protective footwear with slip resistant soles
  - Protective glasses or goggles
  - Heavy gloves
  - Wet weather gear
  - Respirator or filter mask
- Be aware that exposure to loud noises can cause hearing impairment or loss. Wear suitable hearing protection devices such as earmuffs or earplugs to help protect against loud noises.

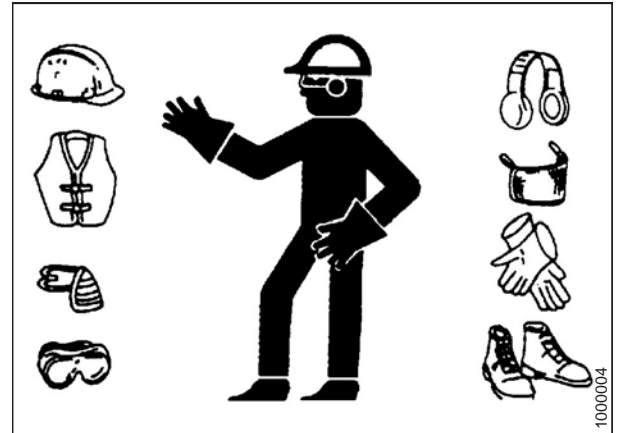


Figure 1.2: Safety Equipment



Figure 1.3: Safety Equipment

- Provide a first aid kit for use in case of emergencies.
- Keep a fire extinguisher on the machine. Be sure fire extinguisher is properly maintained. Be familiar with its proper use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when Operator is tired or in a hurry. Take time to consider safest way. Never ignore warning signs of fatigue.

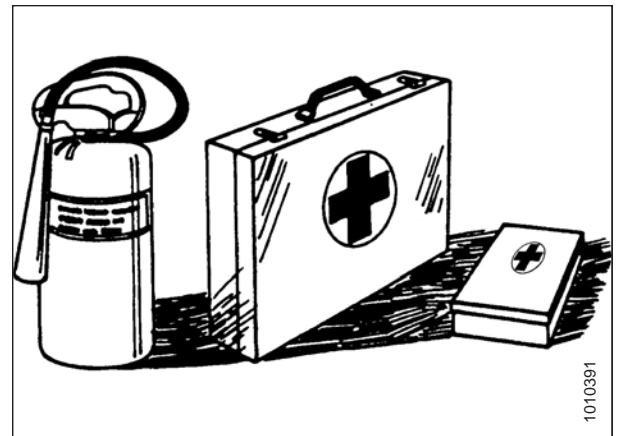


Figure 1.4: Safety Equipment

## SAFETY

- Wear close-fitting clothing and cover long hair. Never wear dangling items such as scarves or bracelets.
- Keep all shields in place. **NEVER** alter or remove safety equipment. Make sure driveline guards can rotate independently of shaft and can telescope freely.
- Use only service and repair parts made or approved by equipment manufacturer. Substituted parts may not meet strength, design, or safety requirements.



Figure 1.5: Safety around Equipment

- Keep hands, feet, clothing, and hair away from moving parts. **NEVER** attempt to clear obstructions or objects from a machine while engine is running.
- Do **NOT** modify machine. Unauthorized modifications may impair machine function and/or safety. It may also shorten machine's life.
- To avoid bodily injury or death from unexpected startup of machine, **ALWAYS** stop the engine and remove the key from the ignition before leaving the operator's seat for any reason.

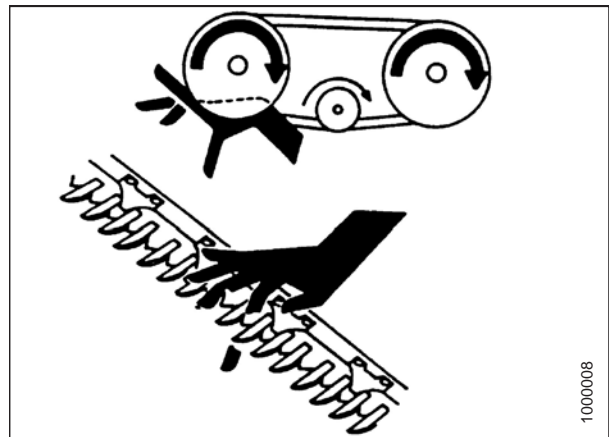


Figure 1.6: Safety around Equipment

- Keep service area clean and dry. Wet or oily floors are slippery. Wet spots can be dangerous when working with electrical equipment. Be sure all electrical outlets and tools are properly grounded.
- Keep work area well lit.
- Keep machinery clean. Straw and chaff on a hot engine is a fire hazard. Do **NOT** allow oil or grease to accumulate on service platforms, ladders, or controls. Clean machines before storage.
- **NEVER** use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.
- When storing machinery, cover sharp or extending components to prevent injury from accidental contact.



Figure 1.7: Safety around Equipment

## 1.4 Maintenance Safety

To ensure your safety while maintaining machine:

- Review operator's manual and all safety items before operation and/or maintenance of machine.
- Place all controls in Neutral, stop the engine, set the park brake, remove the ignition key, and wait for all moving parts to stop before servicing, adjusting, and/or repairing.
- Follow good shop practices:
  - Keep service areas clean and dry
  - Be sure electrical outlets and tools are properly grounded
  - Use adequate lighting for job at hand
- Relieve pressure from hydraulic circuits before servicing and/or disconnecting machine.
- Make sure all components are tight and that steel lines, hoses, and couplings are in good condition before applying pressure to hydraulic systems.
- Keep hands, feet, clothing, and hair away from all moving and/or rotating parts.
- Clear area of bystanders, especially children, when carrying out any maintenance, repairs, or adjustments.
- Install transport lock or place safety stands under frame before working under machine.
- If more than one person is servicing machine at same time, be aware that rotating a driveline or other mechanically-driven component by hand (for example, accessing a lube fitting) will cause drive components in other areas (belts, pulleys, and knives) to move. Stay clear of driven components at all times.
- Wear protective gear when working on machine.
- Wear heavy gloves when working on knife components.



Figure 1.8: Safety around Equipment

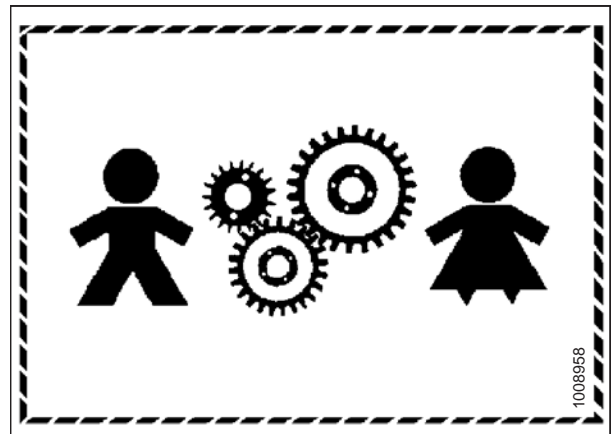


Figure 1.9: Equipment NOT Safe for Children

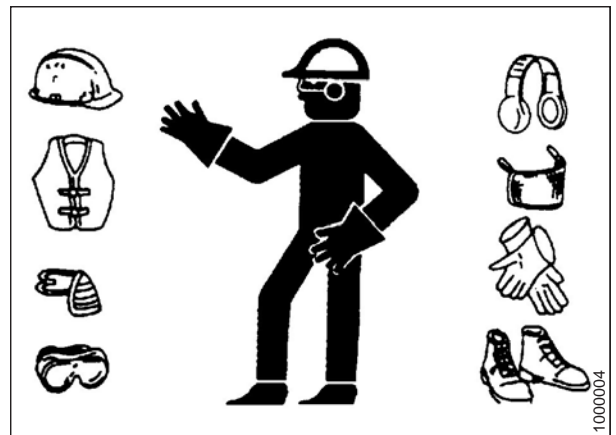


Figure 1.10: Safety Equipment

## 1.5 Hydraulic Safety

- Always place all hydraulic controls in Neutral before dismounting.
- Make sure that all components in hydraulic system are kept clean and in good condition.
- Replace any worn, cut, abraded, flattened, or crimped hoses and steel lines.
- Do **NOT** attempt any makeshift repairs to hydraulic lines, fittings, or hoses by using tapes, clamps, cements, or welding. The hydraulic system operates under extremely high pressure. Makeshift repairs will fail suddenly and create hazardous and unsafe conditions.

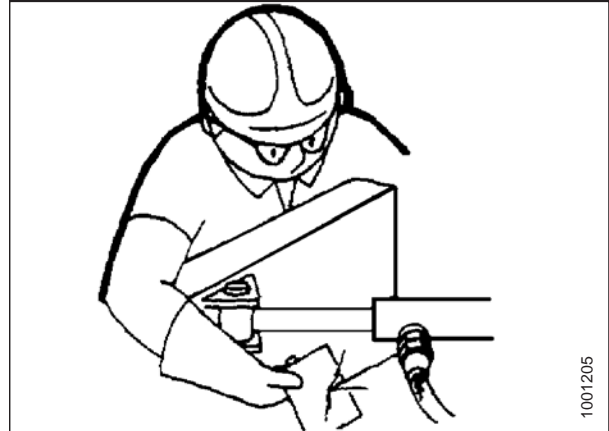


Figure 1.11: Testing for Hydraulic Leaks

- Wear proper hand and eye protection when searching for high-pressure hydraulic leaks. Use a piece of cardboard as a backstop instead of hands to isolate and identify a leak.
- If injured by a concentrated high-pressure stream of hydraulic fluid, seek medical attention immediately. Serious infection or toxic reaction can develop from hydraulic fluid piercing the skin.



Figure 1.12: Hydraulic Pressure Hazard

- Make sure all components are tight and steel lines, hoses, and couplings are in good condition before applying pressure to a hydraulic system.

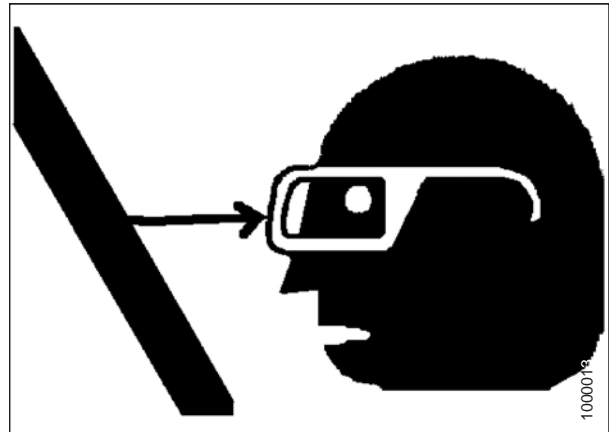
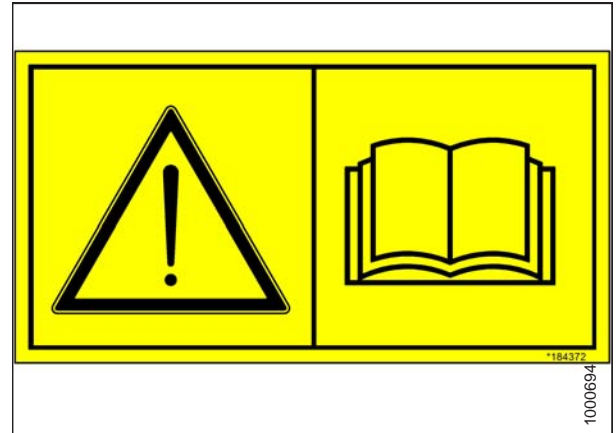


Figure 1.13: Safety around Equipment

## **1.6 Safety Signs**

- Keep safety signs clean and legible at all times.
- Replace safety signs that are missing or become illegible.
- If original parts on which a safety sign was installed are replaced, be sure repair part also bears current safety sign.
- Replacement safety signs are available from your Dealer Parts Department.



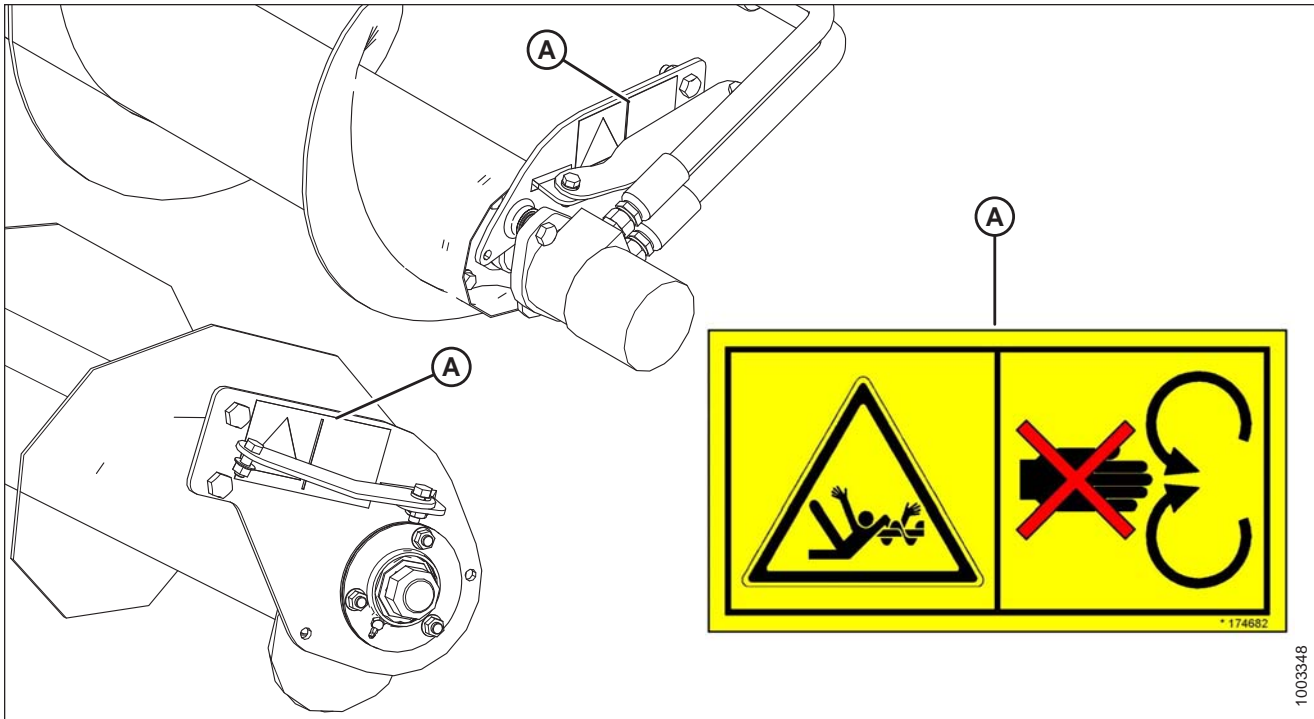
**Figure 1.14: Operator's Manual Decal**

### **1.6.1 Installing Safety Decals**

1. Clean and dry installation area.
2. Decide on exact location before you remove decal backing paper.
3. Remove smaller portion of split backing paper.
4. Place sign in position and slowly peel back remaining paper, smoothing sign as it is applied.
5. Prick small air pockets with a pin and smooth out.

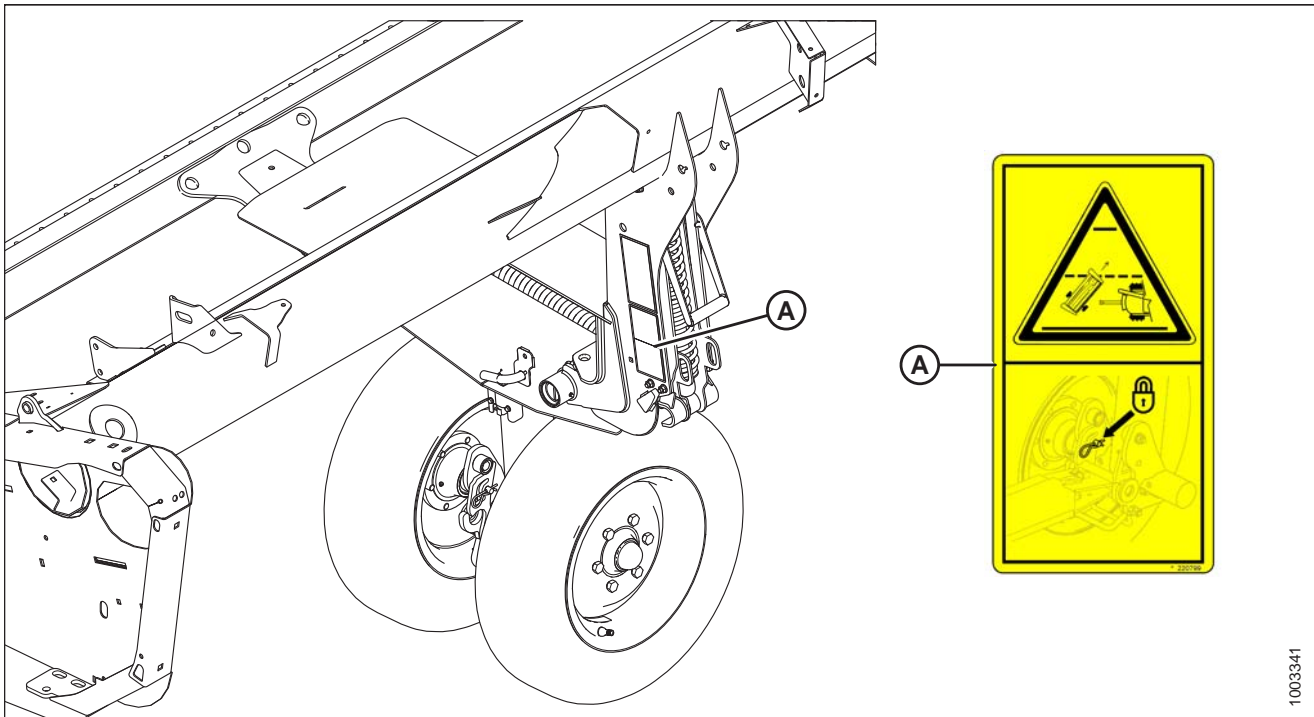
## 1.7 Safety Decal Locations

Figure 1.15: Upper Cross Auger



A - MD #174682

Figure 1.16: Slow Speed Transport

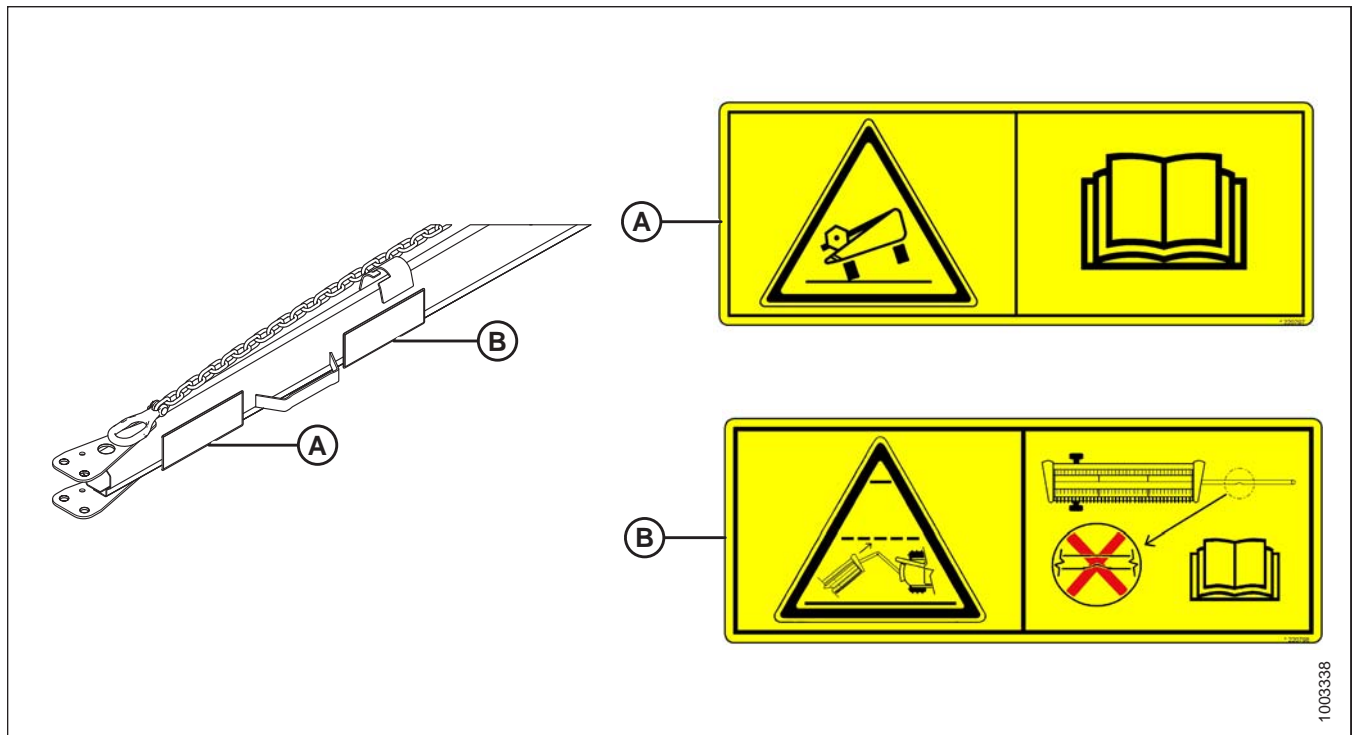


A - MD #220799



## SAFETY

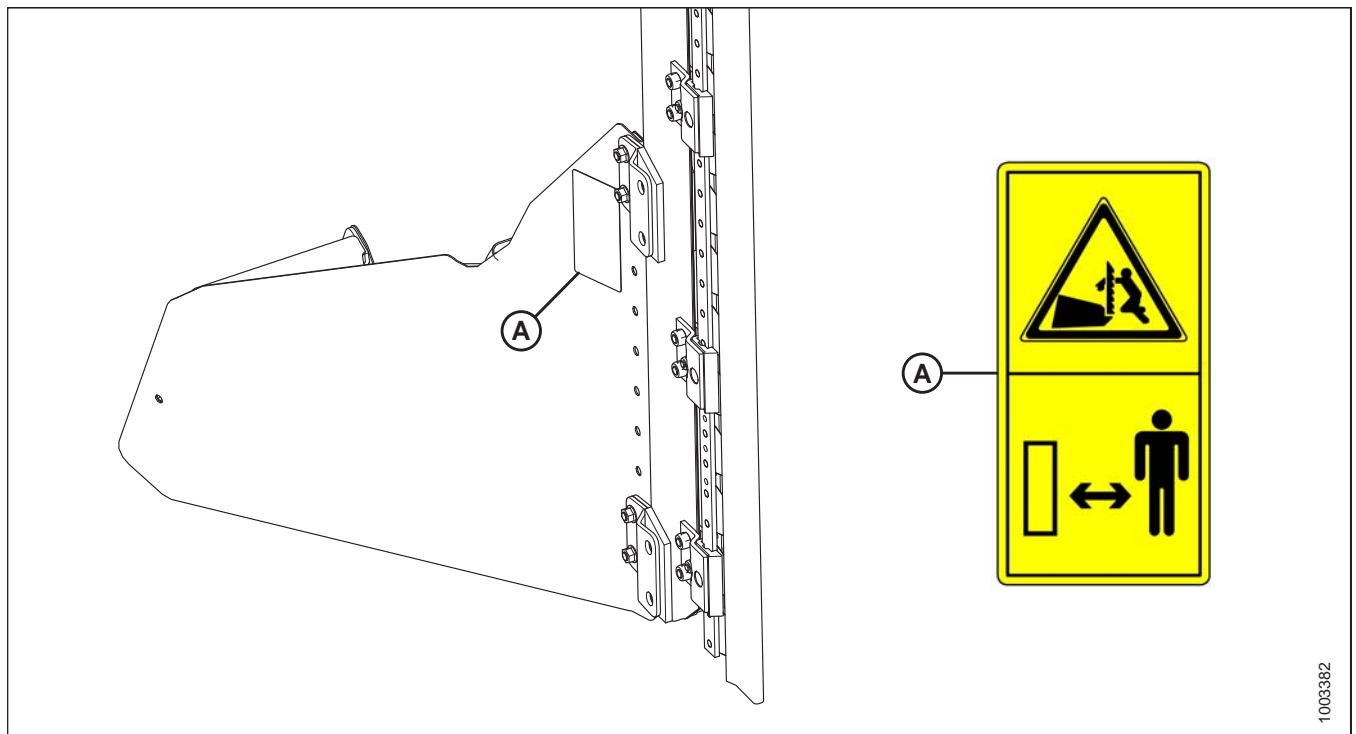
Figure 1.17: Slow Speed Transport Tow-Bar



A - MD #220797

B - MD #220798

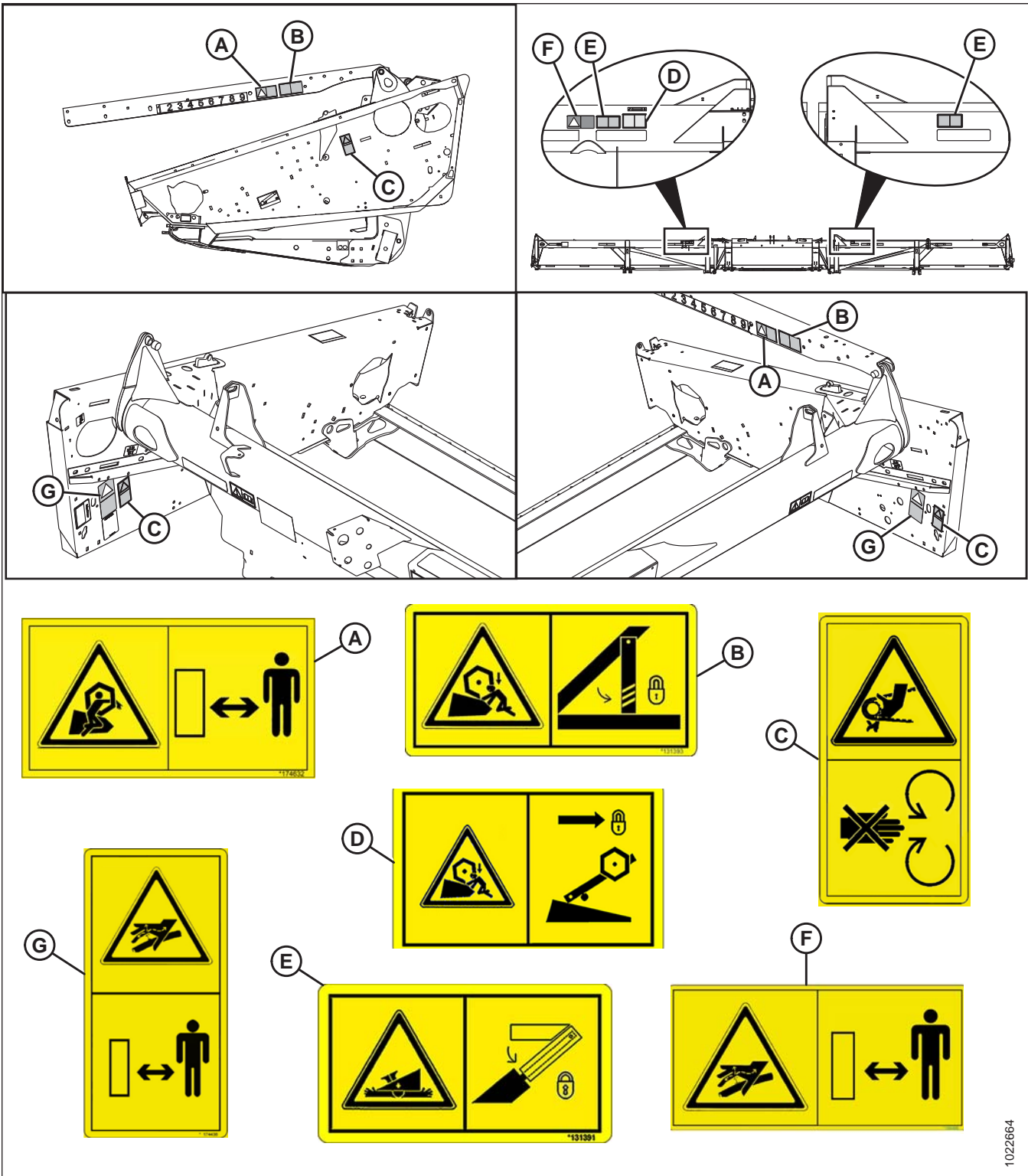
Figure 1.18: Vertical Knife



A - MD #174684

# SAFETY

Figure 1.19: Endsheets, Reel Arms, and Backsheet



A - MD #174632  
D - MD #131392 (Double Reel Only)  
G - MD #174436

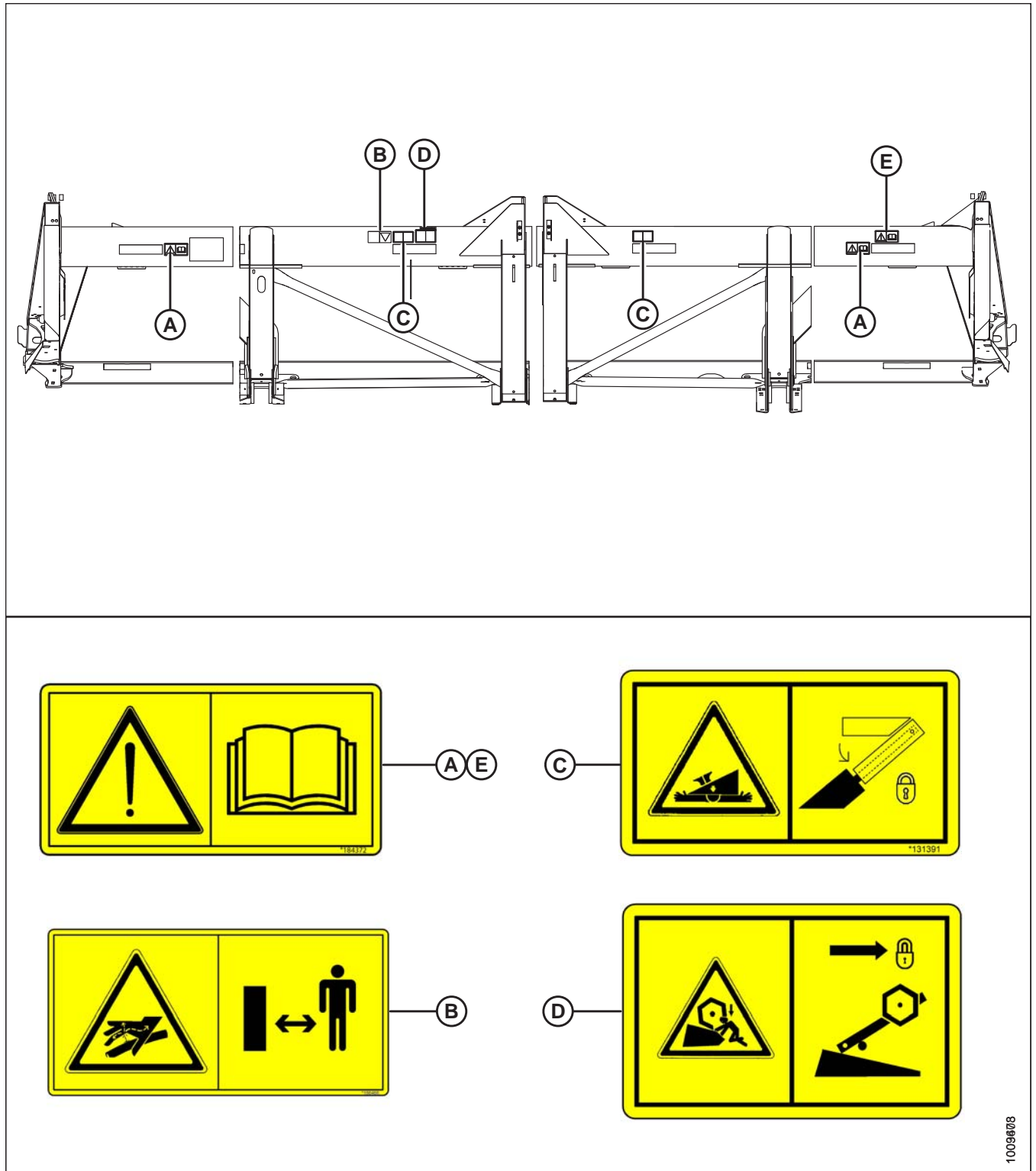
B - MD #131393  
E - MD #131391

C - MD #184422  
F - MD #166466

1022664

## SAFETY

**Figure 1.20: Backtube**



A - MD #184372  
D - MD #131392

B - MD #166466  
E - MD #184372 (Split Frame)

C - MD #131391

## 1.8 Understanding Safety Signs

### MD #131391

Crushing hazard

#### DANGER

- Rest header on ground or engage safety props before going under unit.

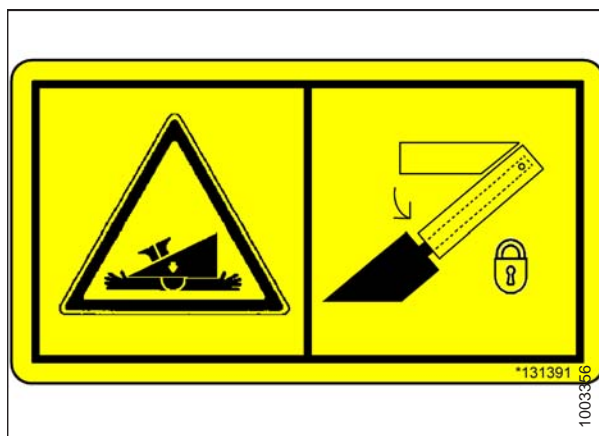


Figure 1.21: MD #131391

### MD #131392

Crushing hazard

#### WARNING

- To avoid injury from fall of raised reel; fully raise reel, stop the engine, remove the key, and engage safety prop on each reel support arm before working on or under reel.

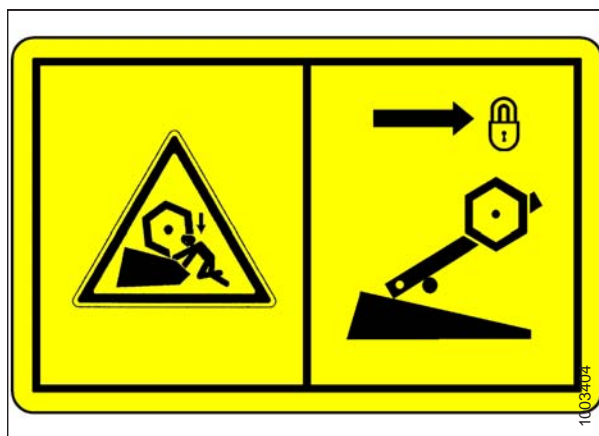


Figure 1.22: MD #131392

### MD #131393

Reel hazard

#### WARNING

- To avoid injury from fall of raised reel; fully raise reel, stop the engine, remove the key, and engage safety prop on each reel support arm before working on or under reel.



Figure 1.23: MD #131393

## SAFETY

### MD #166466

High pressure oil hazard

#### WARNING

- Do not go near leaks.
- High pressure oil easily punctures skin causing serious injury, gangrene, or death.
- If injured, seek emergency medical help. Immediate surgery is required to remove oil.
- Do not use finger or skin to check for leaks.
- Lower load or relieve hydraulic pressure before loosening fittings.



Figure 1.24: MD #166466

### MD #174432

Reel hazard

#### WARNING

- To avoid injury from fall of raised reel; fully raise reel, stop the engine, remove the key, and engage mechanical lock on each reel support arm before working on or under reel.
- Refer to operator's manual.



Figure 1.25: MD #174432

### MD #174434

Header hazard

#### DANGER

- Rest header on ground or engage mechanical locks before going under unit.

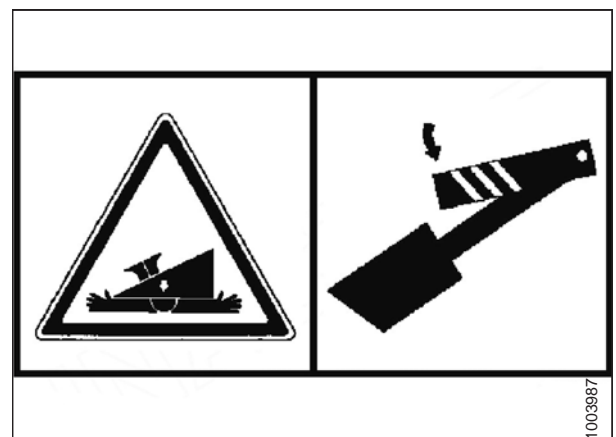


Figure 1.26: MD #174434

## SAFETY

### MD #174436

High pressure oil hazard

#### WARNING

- Do not go near leaks.
- High pressure oil easily punctures skin causing serious injury, gangrene, or death.
- If injured, seek emergency medical help. Immediate surgery is required to remove oil.
- Do not use finger or skin to check for leaks.
- Lower load or relieve hydraulic pressure before loosening fittings.



Figure 1.27: MD #174436

### MD #174632

Reel entanglement hazard

#### CAUTION

- To avoid injury from entanglement with rotating reel, stand clear of header while machine is running.

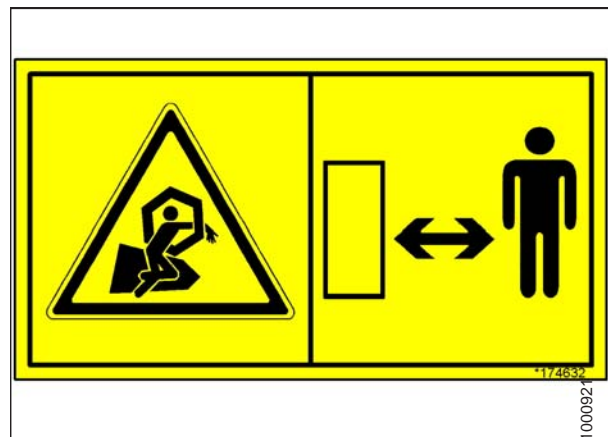


Figure 1.28: MD #174632

### MD #174682

Auger entanglement hazard

#### CAUTION

- To avoid injury from entanglement with rotating auger, stand clear of header while machine is running.

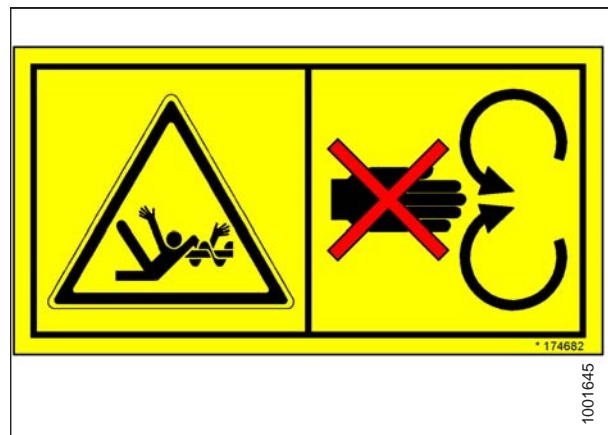


Figure 1.29: MD #174682

## SAFETY

### MD #174684

Sharp component hazard

#### CAUTION

- Wear heavy canvas or leather gloves when working with knife.
- Be sure no one is near the vertical knife when removing or rotating knife.



Figure 1.30: MD #174684

### MD #184371

Open drive hazard

#### WARNING

- Guard missing. Do not operate.
- Keep all shields in place.



Figure 1.31: MD #184371

### MD #184372

General hazard pertaining to machine operation and servicing

#### CAUTION

To avoid injury or death from improper or unsafe machine operation:

- Read the operator's manual and follow all safety instructions.
- Do not allow untrained persons to operate the machine.
- Review safety instructions with all Operators annually.
- Ensure that all safety signs are installed and legible.
- Make certain everyone is clear of machine before starting engine and during operation.
- Keep riders off the machine.
- Keep all shields in place and stay clear of moving parts.

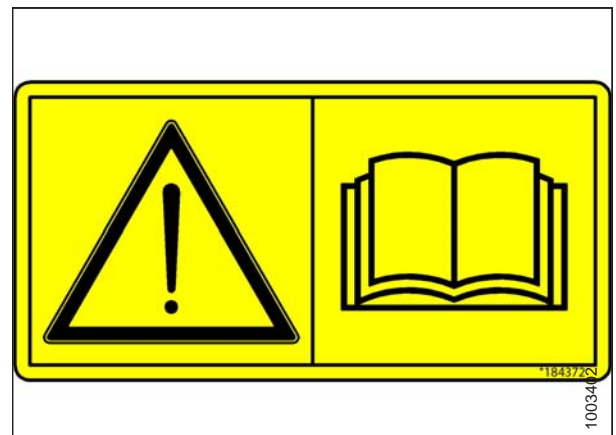


Figure 1.32: MD #184372

## SAFETY

- Disengage header drive, put transmission in Neutral, and wait for all movement to stop before leaving operator's position.
- Stop the engine and remove the key from ignition before servicing, adjusting, lubricating, cleaning, or unplugging machine.
- Engage safety props to prevent lowering of raised unit before servicing in the raised position.
- Use slow moving vehicle emblem and flashing warning lights when operating on roadways unless prohibited by law.

### MD #184422

Keep shields in place hazard

#### WARNING

- Do not place hand.
- To avoid injury, stop the engine and remove the key before opening power drive system shield.
- Keep all shields in place.



Figure 1.33: MD #184422

### MD #190546

Slippery surface

#### WARNING

- Do not use this area as a step or platform.
- Failure to comply could result in serious injury or death.



Figure 1.34: MD #190546



## SAFETY

### MD #193147

Transport/roading hazard

#### WARNING

- Ensure tow-bar lock mechanism is locked.

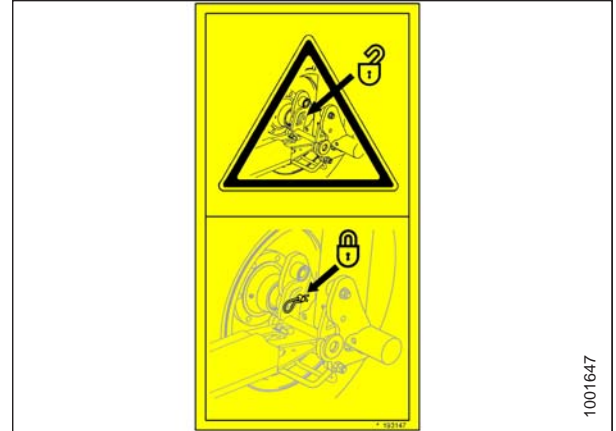


Figure 1.35: MD #193147

### MD #194521

Auger entanglement hazard

#### CAUTION

- To avoid injury from entanglement with rotating auger, stand clear of header/mower while machine is running.

General hazard pertaining to machine operation and servicing.

#### CAUTION

- Read the operator's manual and follow safety instructions.
- Do not allow untrained persons to operate the machine.
- Review safety instructions with all Operators every year.
- Ensure that all safety signs are installed and legible.
- Make certain everyone is clear of machine before starting engine and during operation.
- Keep riders off the machine.
- Keep all shields in place and stay clear of moving parts.
- Disengage header drive, put transmission in Neutral, and wait for all movement to stop before leaving operator's position.
- Stop the engine and remove the key from ignition before servicing, adjusting, lubricating, cleaning, or unplugging machine.
- Engage locks to prevent lowering of header or reel before servicing in the raised position.
- Use slow moving vehicle emblem and flashing warning lights when operating on roadways unless prohibited by law.

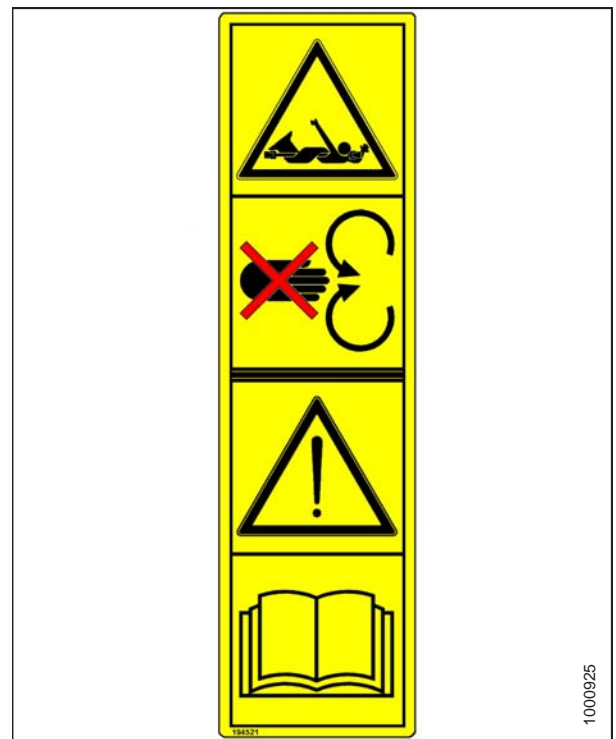


Figure 1.36: MD #194521

## SAFETY

### MD #220797

Tipping hazard in transport mode

#### WARNING

- Read the operator's manual for more information on potential tipping or roll-over of header while transporting.

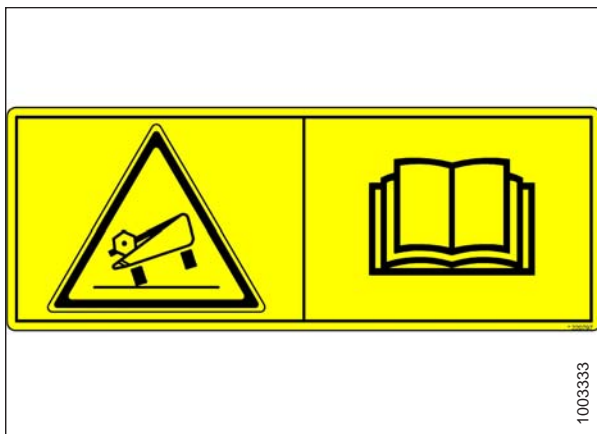


Figure 1.37: MD #220797

### MD #220798

Loss of control hazard in transport

#### CAUTION

- Do not tow the header with a dented or otherwise damaged tow pole (the circle with the red X shows a dent in the pole).
- Consult the operator's manual for more information.

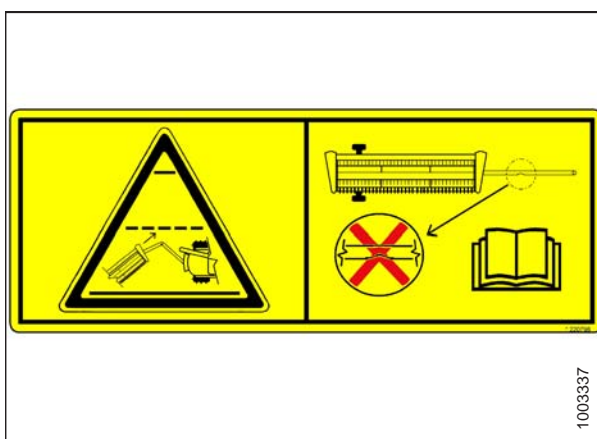


Figure 1.38: MD #220798

### MD #220799

Transport/roading hazard

#### WARNING

- Ensure tow-bar lock mechanism is locked.



Figure 1.39: MD #220799

## 2 Product Overview

### 2.1 Definitions

The following terms and acronyms may be used in this manual.

Term	Definition
API	American Petroleum Institute
ASTM	American Society of Testing and Materials
Bolt	A headed and externally threaded fastener that is designed to be paired with a nut
Center-link	A hydraulic cylinder link between header and machine used to change header angle
CGVW	Combined gross vehicle weight
DWA	Double Windrow Attachment
Finger tight	Finger tight is a reference position where sealing surfaces or components are making contact with each other, and fitting has been tightened to a point where fitting is no longer loose
FFFT	Flats from finger tight
GVW	Gross vehicle weight
Hard joint	A joint made with use of a fastener where joining materials are highly incompressible
Header	A machine that cuts crop and feeds it into an attached combine
Hex key	A tool of hexagonal cross-section used to drive bolts and screws that have a hexagonal socket in head (internal-wrenching hexagon drive); also known as an Allen key and various other synonyms
hp	Horsepower
ISC	Intermediate Speed Control
JIC	Joint Industrial Council: A standards body that developed standard sizing and shape for original 37° flared fitting
n/a	Not applicable
Nut	An internally threaded fastener that is designed to be paired with a bolt
NPT	National Pipe Thread: A style of fitting used for low pressure port openings. Threads on NPT fittings are uniquely tapered for an interference fit
ORB	O-ring boss: A style of fitting commonly used in port opening on manifolds, pumps, and motors
ORFS	O-ring face seal: A style of fitting commonly used for connecting hoses and tubes. This style of fitting is also commonly called ORS, which stands for O-ring seal
RoHS (Reduction of Hazardous Substances)	A directive by the European Union to restrict use of certain hazardous substances (such as hexavalent chromium used in some yellow zinc platings)
SAE	Society of Automotive Engineers
Screw	A headed and externally threaded fastener that threads into preformed threads or forms its own thread into a mating part

## PRODUCT OVERVIEW

Term	Definition
Soft joint	A joint made with use of a fastener where joining materials are compressible or experience relaxation over a period of time
Truck	A four-wheel highway/road vehicle weighing no less than 3400 kg (7500 lb.)
Tension	Axial load placed on a bolt or screw, usually measured in Newtons (N) or pounds (lb.)
TFFT	Turns from finger tight
Torque	The product of a force X lever arm length, usually measured in Newton-meters (Nm) or foot-pounds (lbf-ft)
Torque angle	A tightening procedure where fitting is assembled to a precondition (finger tight) and then nut is turned farther a number of degrees to achieve its final position
Torque-tension	The relationship between assembly torque applied to a piece of hardware and axial load it induces in bolt or screw
Washer	A thin cylinder with a hole or slot located in the center that is to be used as a spacer, load distribution element, or a locking mechanism

## 2.2 Specifications

The following symbol and letters are used in Table 2.1, page 21 and Table 2.2, page 23:

### | FD75 | CA25 | Attachments

S: standard / O<sub>F</sub>: optional (factory installed) / O<sub>D</sub>: optional (dealer installed) / -: not available

**Table 2.1 Header Specifications**

Cutterbar			
Effective cutting width (distance between crop divider points)			
9.1 m (30-ft.) header		9144 mm (360 in.)	S
10.6 m (35-ft.) header		10668 mm (420 in.)	S
12.2 m (40-ft.) header		12192 mm (480 in.)	S
13.7 m (45-ft.) header		13716 mm [540 in.]	S
Cutterbar lift range		Varies with combine model	S
Knife			
Single-knife drive (all sizes): one hydraulic motor with V-belt to one heavy duty knife drive box.			O <sub>F</sub>
Double-knife drive (40-, 45-foot only, non-timed): two hydraulic motors with banded-belts to two heavy duty knife drive boxes.			O <sub>F</sub>
Knife stroke		76 mm (3 in.)	S
Single-knife speed (strokes per minute) <sup>1</sup>	9.1 m (30 ft.)	1200–1400 spm	S
Single-knife speed (strokes per minute) <sup>1</sup>	10.6 m (35 ft.)	1100–1300 spm	S
Single-knife speed (strokes per minute) <sup>1</sup>	12.2 m (40 ft.)	1050–1200 spm	S
Double-knife speed (strokes per minute) <sup>1</sup>	12.2 m (40 ft.)	1100–1400 spm	S
Double-knife speed (strokes per minute) <sup>1</sup>	13.7 m (45 ft.)	1100–1400 spm	S
Knife Sections			
Over-serrated / solid / bolted / 9 serrations per inch			S
Knife overlap at center (double-knife headers)		3 mm (0.1 in.)	S
Guards and Hold-Downs			
Guard: pointed / forged / double heat treated (DHT) Hold-down: sheet metal / adjustment bolt			S
Guard Angle (Cutterbar on Ground)			
Center-link retracted		2.0 degrees	S
Center-link extended		7.4 degrees	S

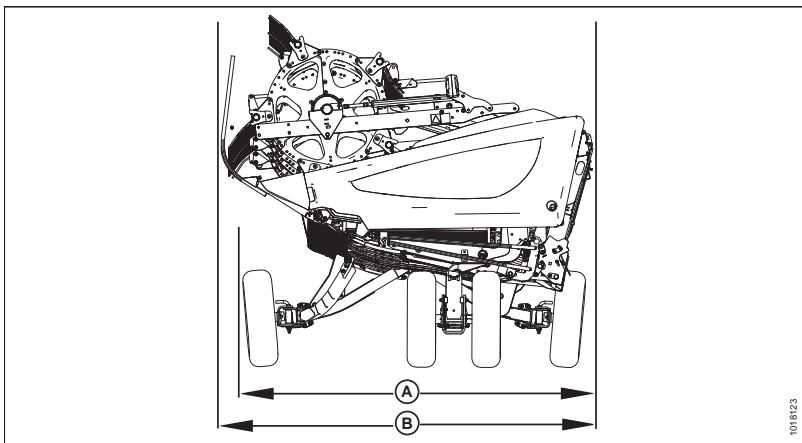
- Under normal cutting conditions, knife speed taken at the knife drive pulley should be set between 600 and 640 rpm (1200 and 1280 spm). If set to low side of chart, you could experience knife stalling.

## PRODUCT OVERVIEW

**Table 2.1 Header Specifications (continued)**

Conveyor (Draper) and Decks				
Draper width		1057 mm (41.61 in.)	S	
Draper drive		Hydraulic	S	
Draper speed: CA25 Combine Adapter controlled		141 m/min. (0–464 fpm)	S	
Delivery opening width		1870 mm (73.62 in.)	S	
PR15 Pick-Up Reel				
Quantity of tine tubes		5-, 6-, or 9-tine tubes		
Center tube diameter		203 mm (8 in.)	S	
Finger tip radius	Factory-set	800 mm (31.5 in.)	S	
Finger tip radius	Adjustment range	766–800 mm (30.18–31.5 in.)	S	
Effective reel diameter (via cam profile)		1650 mm (65 in.)	S	
Finger length		290 mm (11 in.)	S	
Finger spacing (staggered on alternate bats)		150 mm (6 in.)	S	
Reel drive		Hydraulic	S	
Reel speed (adjustable from cab, varies with combine model)		0–67 rpm	S	
Frame and Structure				
Header width	Field mode	Cut width + 384 mm (15.12 in.)	S	
Header width	Transport position—reel fore-aft fully retracted (shortest center-link)	(A) <sup>2, 3</sup> (B) <sup>2, 4</sup>	2684 mm (106 in.) 2500 mm (98 in.)	—

**Figure 2.1: Header Width**



2. Refer to Figure 2.1, page 22
3. Long dividers removed
4. Long dividers installed

## PRODUCT OVERVIEW

**Table 2.2 Header Attachments**

CA25 Combine Adapter				S
Feed draper		Width	2000 mm (78.7 in.)	S
Feed draper		Speed	107–122 m/min (350–400 fpm)	S
Feed auger		Width	1660 mm (65.3 in.)	S
Feed auger		Outside diameter	559 mm (22 in.)	S
Feed auger		Tube diameter	356 mm (14 in.)	S
Feed auger		Speed (varies with combine model)	150 rpm	S
Oil reservoir capacity			(60 litres) 16 US gallons	S
Oil type			15W40	—
Driveline overall length <sup>5</sup>	Case, New Holland	Maximum (extended)	1230 mm (48.4 in.)	O <sub>F</sub>
		Minimum (compressed)	970 mm (38.2 in.)	
	Challenger, Gleaner, John Deere, CLAAS, Massey Ferguson	Maximum (extended)	1262 mm (49.7 in.)	
		Minimum (compressed)	916 mm (36.1 in.)	
Upper Cross Auger				O <sub>D</sub>
Flighting (outside diameter [O.D])			305 mm (12 in.)	—
Tube diameter (O.D)		All sizes except 7.6 m (25 ft.)	152 mm (6 in.)	—
		7.6 m (25 ft.)	178 mm (7 in.)	
Stabilizer Wheel / Slow Speed Transport				O <sub>D</sub>
Wheels			381 mm (15 in.)	—
Tires			P205/75 R-15	—

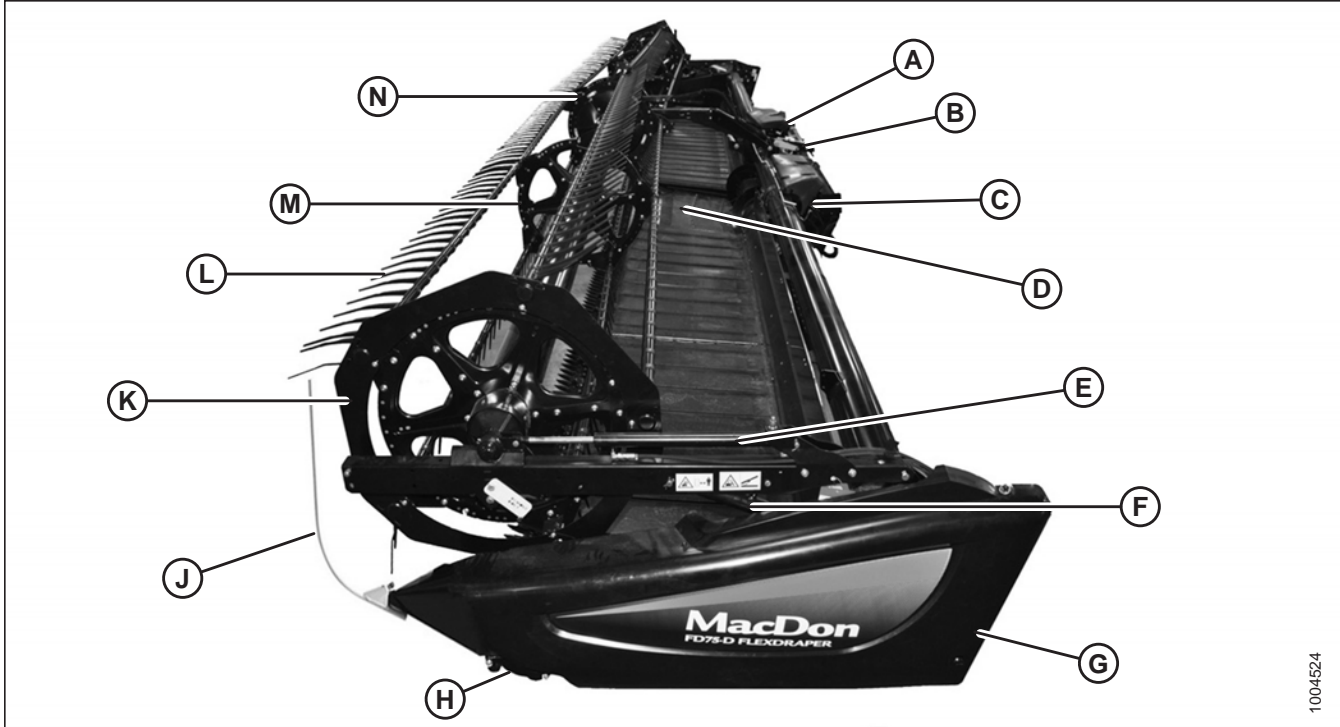
Weight		
<b>Estimated weight range includes base header and 2000 lb. combine adapter (variances are due to different package configurations)</b>		
9.1 m (30-ft.) header		3060–3162 kg (6746–6971 lb.)
10.6 m (35-ft.) header		3251–3370 kg (7167–7430 lb.)
12.2 m (40-ft.) header	North America frame	3442–3533 kg (7589–7789 lb.)
12.2 m (40-ft.) header	Export frame	3549 kg (7824 lb.)
13.7 m (45-ft.) header	North America frame	3728 kg (8218 lb.)
13.7 m (45-ft.) header	Export frame	3744 kg (8253 lb.)

5. Subtract 265 mm (10-7/16 in.) for length between yoke pins.

## 2.3 Component Identification

### 2.3.1 FD75 FlexDraper®

Figure 2.2: FD75 FlexDraper® Components



A - Wing Float Linkage  
D - Transition Pan  
G - Endshield  
K - Reel Endshield  
N - Reel Cam

B - Center-Link  
E - Reel Fore-Aft Cylinder  
H - Knife Drive  
L - Pick-up Fingers

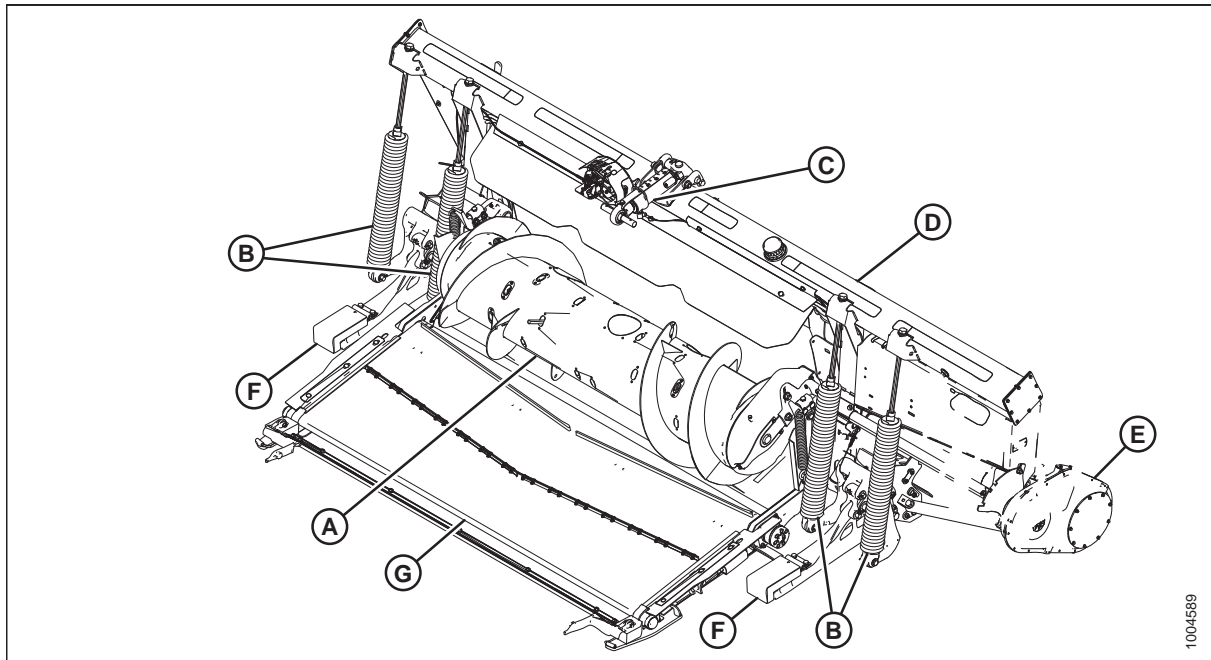
C - Center Reel Arm Prop Handle  
F - Reel Lift Cylinder  
J - Crop Divider  
M - Pick-up Reel

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## 2.3.2 CA25 Combine Adapter

Figure 2.3: Header Side of CA25 Combine Adapter

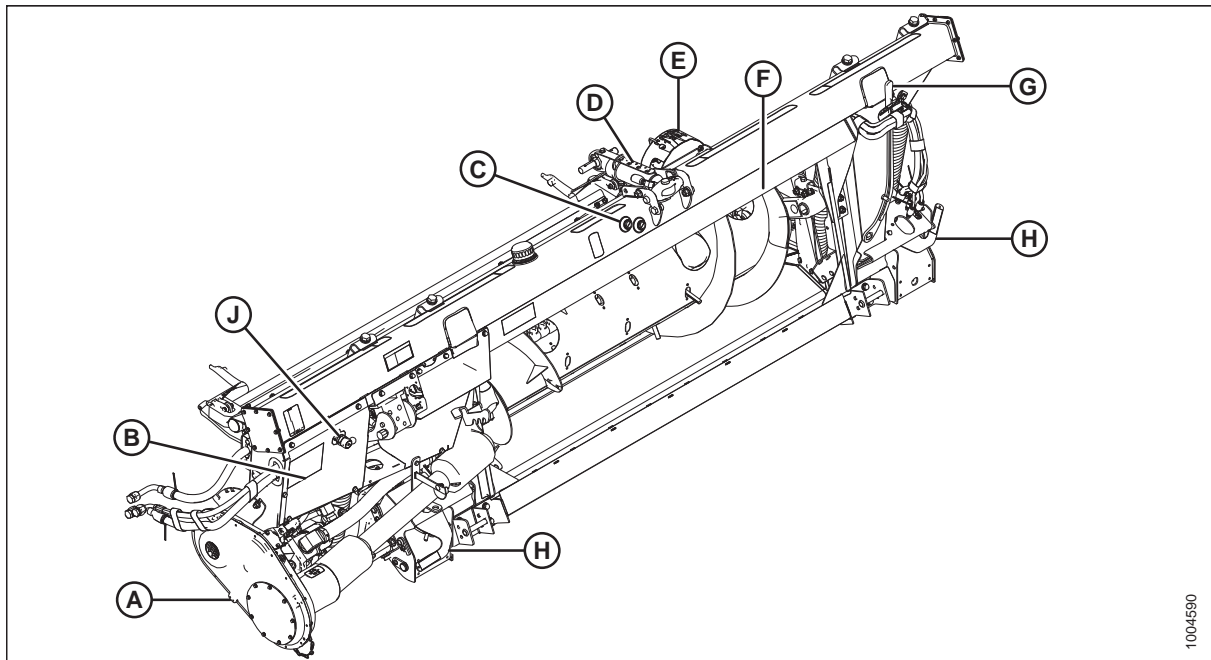


A - Feed Auger  
D - Hydraulic Reservoir  
G - Feed Draper

B - Header Float Springs  
E - Gearbox

C - Center-Link  
F - Header Support Arm

Figure 2.4: Combine Side of CA25 Combine Adapter



A - Adapter Gearbox  
D - Center-Link  
G - Torque Wrench

B - Hydraulic Compartment Cover  
E - Header Height Control Indicator  
H - Header Float Lock

C - Reservoir Oil Level Sight Glass  
F - Transition Frame  
J - Side Draper Speed Control



## 3 Operation

### 3.1 Owner/Operator Responsibilities



#### **CAUTION**

- It is your responsibility to read and understand this manual completely before operating the header. Contact your MacDon Dealer if an instruction is not clear to you.
- Follow all safety messages in the manual and on safety decals on the machine.
- Remember that YOU are the key to safety. Good safety practices protect you and the people around you.
- Before allowing anyone to operate the header, for however short a time or distance, make sure they have been instructed in its safe and proper use.
- Review the manual and all safety related items with all Operators annually.
- Be alert for other Operators not using recommended procedures or not following safety precautions. Correct these mistakes immediately, before an accident occurs.
- Do NOT modify the machine. Unauthorized modifications may impair the function and/or safety of the machine and also may reduce the length of service you receive from your machine.
- The safety information given in this manual does not replace safety codes, insurance needs, or laws governing your area. Be sure your machine meets the standards set by these regulations.

## 3.2 Operational Safety

### CAUTION

Adhere to the following safety precautions:

- Follow all safety and operational instructions provided in your operator's manuals. If you do not have a combine manual, get one from your Dealer and read it thoroughly.
- Never attempt to start the engine or operate the machine except from the combine seat.
- Check the operation of all controls in a safe, clear area before starting work.
- Do NOT allow riders on the combine.

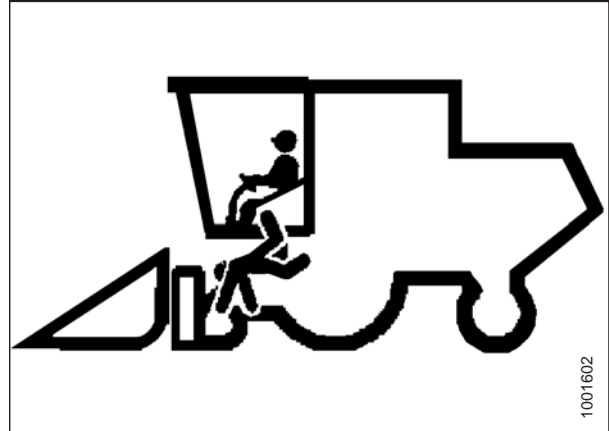


Figure 3.1: No Riders

### CAUTION

- Never start or move the machine until you are sure all bystanders have cleared the area.
- Avoid travelling over loose fill, rocks, ditches, or holes.
- Drive slowly through gates and doorways.
- When working on inclines, travel uphill or downhill whenever possible. Be sure to keep transmission in gear when travelling downhill.
- Never attempt to get on or off a moving machine.
- Do NOT leave operator's station while the engine is running.
- To avoid bodily injury or death from unexpected startup of a machine, always stop the engine and remove the key before adjusting or removing plugged material from the machine.
- Check for excessive vibration and unusual noises. If there is any indication of trouble, shut down and inspect the machine. Follow proper shutdown procedure. Refer to [3.4 Shutting down the Machine, page 40](#).
- Operate only in daylight or good artificial light.

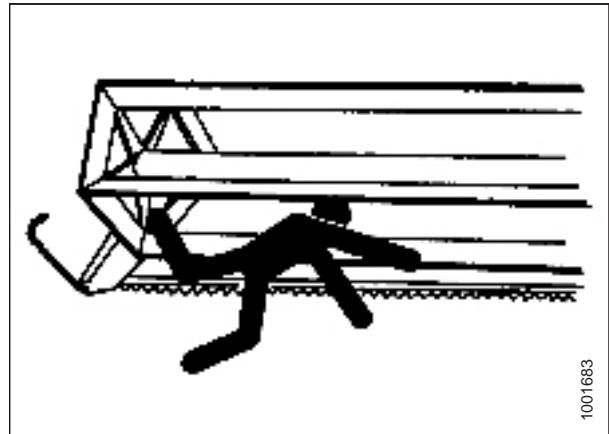


Figure 3.2: Bystander Hazard

### 3.2.1 Header Safety Props

The header safety props, located on the header lift cylinders, prevent the lift cylinders from unexpectedly retracting and lowering the header. Refer to your combine operator's manual for instructions.

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

### 3.2.2 Reel Safety Props

The reel safety props, located on the reel support arms, prevent the reel from unexpectedly lowering.

#### **WARNING**

To prevent bodily injury from the fall of a raised reel, always engage the reel safety props before going under the raised reel for any reason.

#### **IMPORTANT:**

To prevent damage to the reel support arms, do NOT transport the header when the reel safety props are engaged.

#### *Engaging Reel Safety Props*

Engage the reel safety props whenever you intend to work on or around a raised reel. When engaged, the reel safety props prevent the reel from falling unexpectedly.

#### **DANGER**

To prevent bodily injury or death from the unexpected start-up of the machine, always stop the engine and remove the key from the ignition before making adjustments to the machine.

#### **WARNING**

To prevent bodily injury from the fall of a raised reel, always engage the reel safety props before going under the raised reel for any reason.

1. Raise the reel fully.
2. Shut down the engine, and remove the key from the ignition.
3. Move reel safety props (A) to the engaged position (as shown). **The prop MUST be placed on the top surface of raised lug (B), making contact with the cylinder mount, to ensure positive engagement.**

#### **NOTE:**

Keep pivot bolt (C) sufficiently tight so that the prop remains in the stored position when not in use, but can still be engaged using hand force.

4. Repeat the previous step on the opposite side of the header.

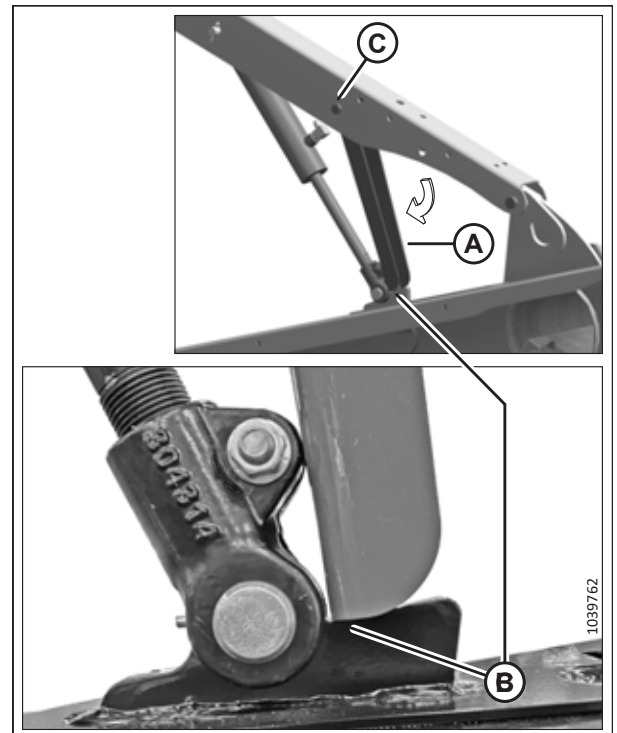
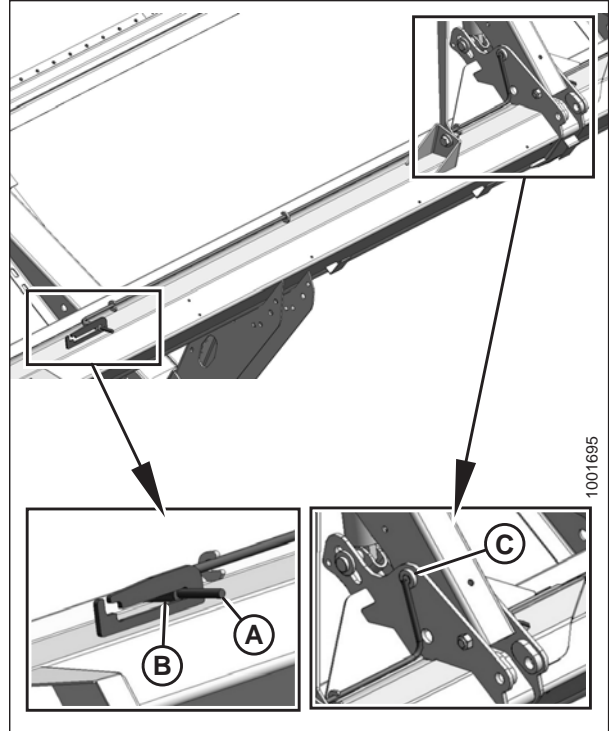


Figure 3.3: Engaged Reel Safety Prop – Left Shown

**THE CONTENT ON THIS PAGE HAS CHANGED SINCE THIS MANUAL (214323 REVISION A) WAS PUBLISHED.**

## OPERATION

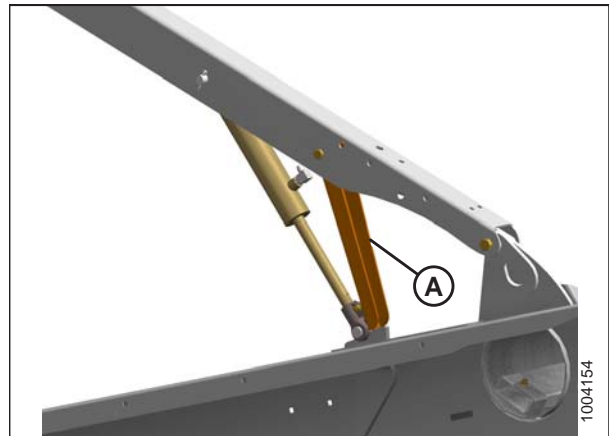
3. Use handle (A) to move lock rod to inboard position (B) which engages pin (C) under prop.
4. Lower reel until safety props contact the outer arm cylinder mounts and the center arm pins.



**Figure 3.4: Reel Safety Prop – Center Arm**

### *Disengaging Reel Safety Props*

1. Raise the reel to maximum height.
2. Move the reel safety props (A) back inside the reel arms.



**Figure 3.5: Reel Safety Prop – Left Side Outer Arm**

## OPERATION

3. Use the handle (B) to move the lock rod (A) to the outboard position.

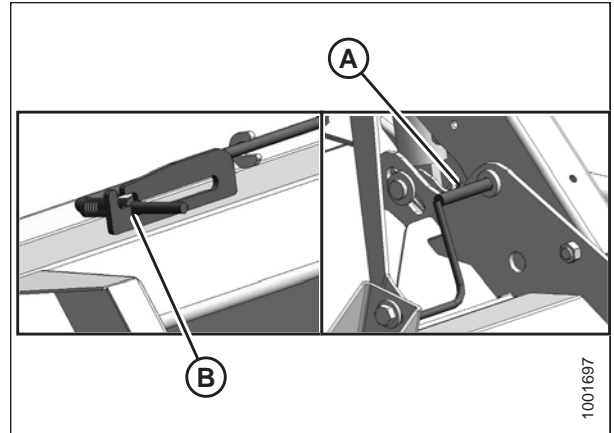


Figure 3.6: Reel Safety Prop – Center Arm

### 3.2.3 Endshields

A hinged, polyethylene endshield is fitted on each end of the header.

#### *Opening Endshield*

1. Remove lynch pin (A) and tool (B) from pin (C) at top rear of endshield.

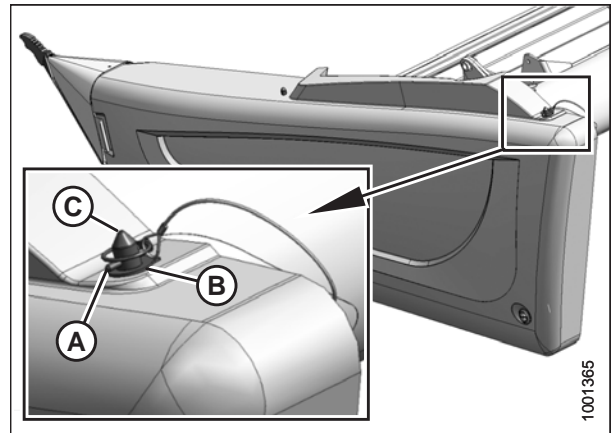


Figure 3.7: Left Endshield

2. Use tool (B) to unlock latch (A) at lower rear corner of endshield.
3. Lift endshield at aft end to clear pin at top rear of endshield.
4. Swing endshield out and away from header while maintaining forward pressure to prevent endshield from slipping out of tab (C) at front of endsheet.

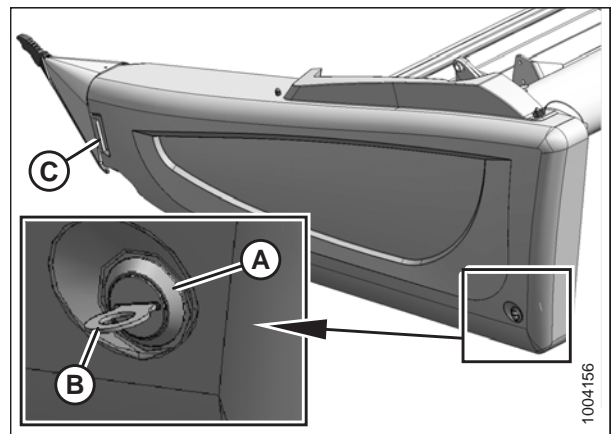


Figure 3.8: Left Endshield

## OPERATION

### IMPORTANT:

Do **NOT** force endshield once it has reached its end of travel or damage to endshield structure may result. The endshield is designed to open sufficiently to allow access to drive system and manual case.

### NOTE:

To access the knife drive box, carefully disengage front of endshield from tab at front of endsheet and swing front of endshield away from header.

### NOTE:

If complete access to endsheet area is required, remove endshield. Refer to [Removing Endshield, page 33](#).

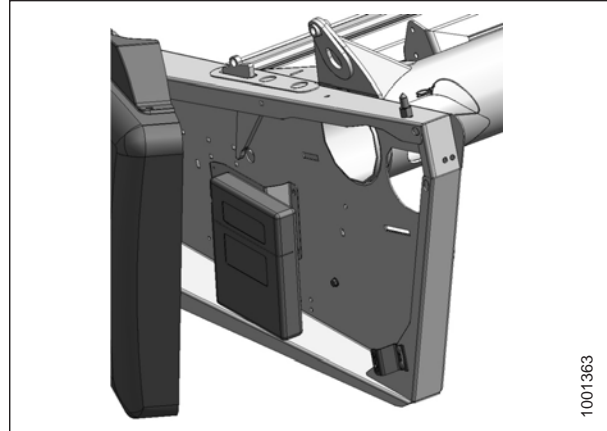


Figure 3.9: Left Endshield Open

### *Closing Endshield*

1. Maintain forward pressure and swing the rear of the endshield towards the header.
2. Lift the endshield and engage pin (A) located on the top of the endsheet frame with the hole in endshield (B).

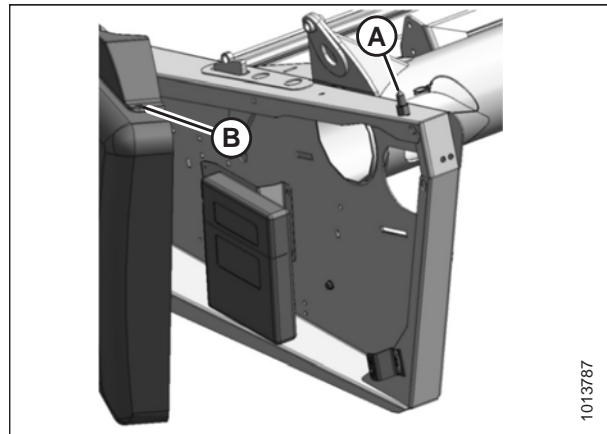


Figure 3.10: Left Endshield

3. Push in the endshield to engage lower latch (A).
4. Use tool (B) to lock lower latch (A).

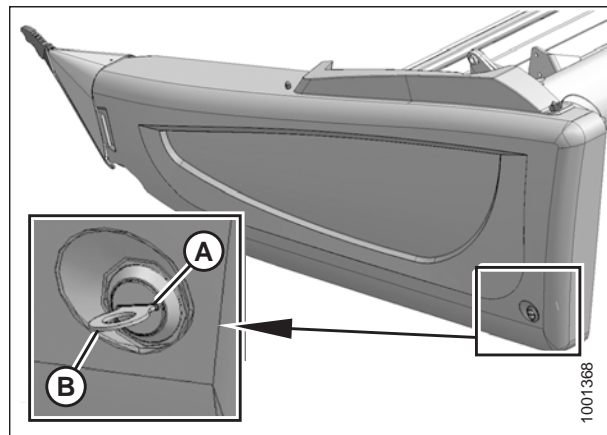


Figure 3.11: Left Endshield



## OPERATION

5. Replace tool (B) and lynch pin (A) on top pin (C).

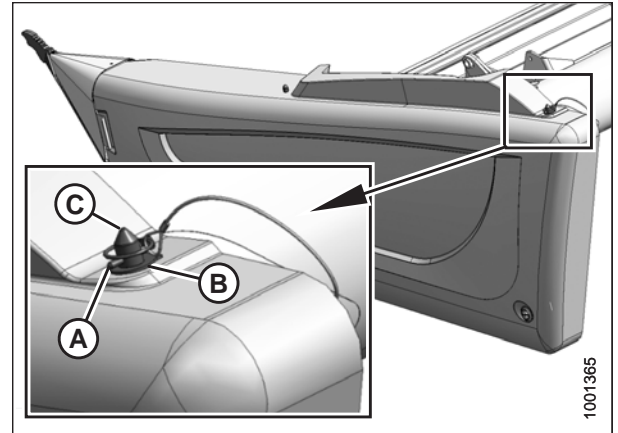


Figure 3.12: Left Endshield Pin

### *Removing Endshield*

1. Open the endshield. Refer to [Opening Endshield, page 31](#).
2. Remove the acorn nut (A) securing the endshield to support (B).
3. Lift the endshield off support (B).

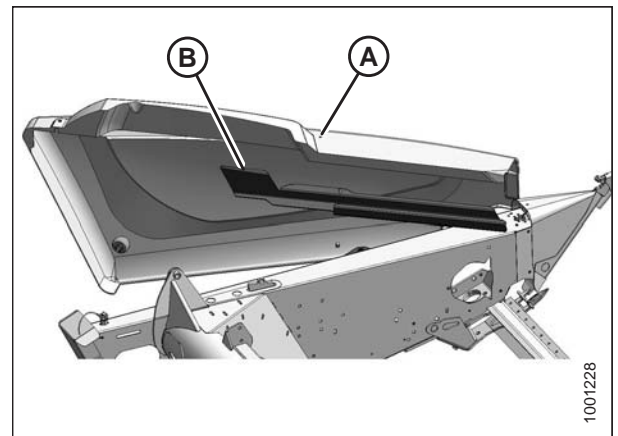
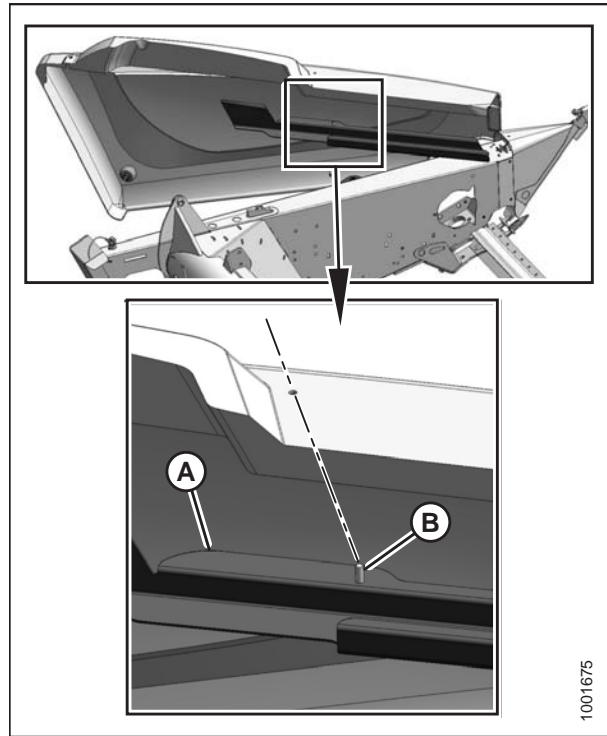


Figure 3.13: Left Endshield

## OPERATION

### *Installing Endshield*

1. Position the endshield onto support (A), and align the hole in the endshield with stud (B) on the support.

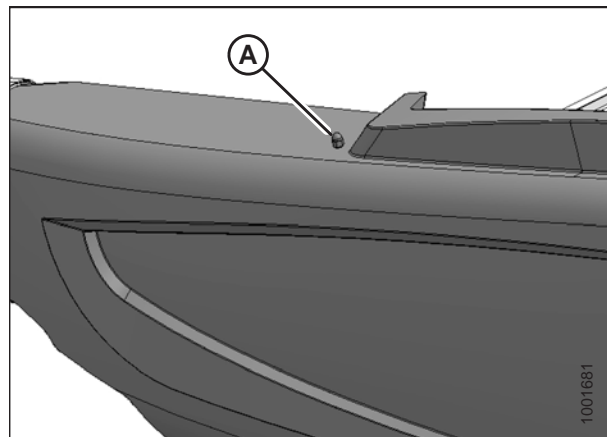


**Figure 3.14: Left Endshield**

2. Secure the endshield to the support with acorn nut (A).
3. Close the endshield. Refer to [Closing Endshield, page 32](#).

#### **NOTE:**

Plastic endshields may expand or contract when subjected to large temperature changes. Top pin and lower catch bracket positions can be adjusted to compensate for dimensional changes. Refer to [Adjusting Endshield, page 35](#).



**Figure 3.15: Left Endshield**

## OPERATION

### Adjusting Endshield

Polyethylene endshields expand or contract when subjected to large temperature changes. The position of the top pin and lower catch can be adjusted to compensate for dimensional changes.

1. Measure gap (X) between the front end of the endshield and the header frame and compare the measurement to the values provided in Table 3.1, page 35.

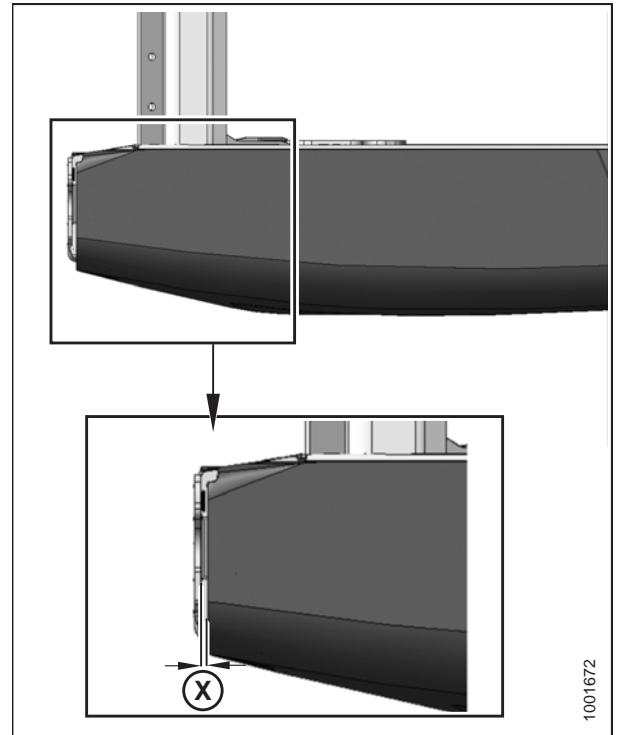


Figure 3.16: Left Endshield

Table 3.1 Gap (X) Chart

Temperature °C (°F)	Gap (X) between Endshield and Frame mm (in.)
-4 (25)	28 (1-1/8)
7 (45)	24 (1)
18 (65)	20 (13/16)
29 (85)	16 (5/8)
41 (105)	12 (1/2)
52 (125)	8 (5/16)
63 (145)	4 (3/16)
89 (165)	0

## OPERATION

If adjustments are required, proceed as follows:

2. Open the endshield. Refer to [Opening Endshield, page 31](#).
3. Loosen nut (A) on pin (B) from inside the endsheet using a 19 mm (3/4 in.) socket.
4. Close the endshield and adjust its position to achieve the gap (X) between the front end of the endshield and the header frame.
5. Open the endshield and tighten nut (A).
6. Loosen the bolts on catch (C), and adjust the catch as required to reposition the endshield. Ensure there is a snug fit between the top of the endshield and the header frame and that the endshield is fully engaged on pin (B).
7. Tighten the bolts on catch (C).
8. Close the endshield. Refer to [Closing Endshield, page 32](#).

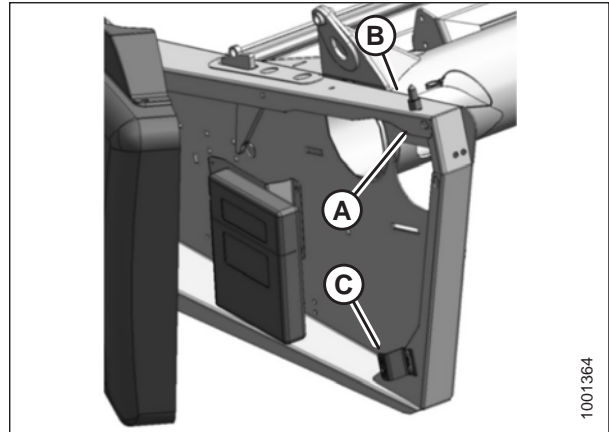


Figure 3.17: Left Endshield

### 3.2.4 Linkage Covers

Plastic covers are attached to the header frame to protect the header wing balance mechanism from debris and weather.

#### *Removing Linkage Covers*

1. Remove screw (A) and lift outboard end of cover (B).

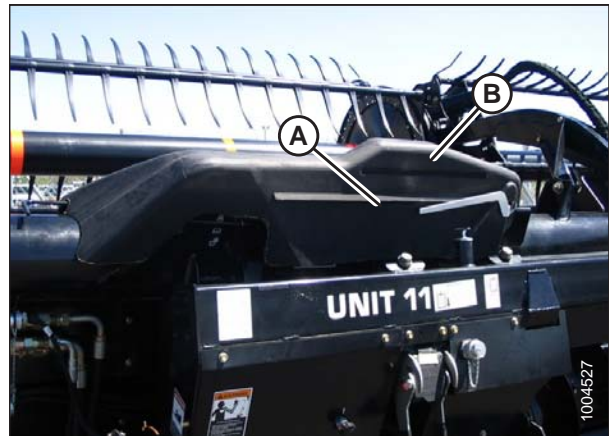


Figure 3.18: Linkage Cover

## OPERATION

2. Rotate cover (A) upward until inboard end can be lifted off.

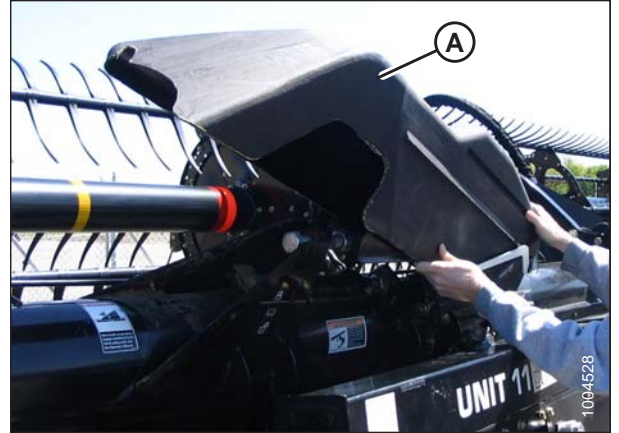


Figure 3.19: Linkage Cover

### *Installing Linkage Covers*

1. Position inboard end of cover (A) over linkage and behind indicator bar (B).
2. Lower cover until secure and against header tube.

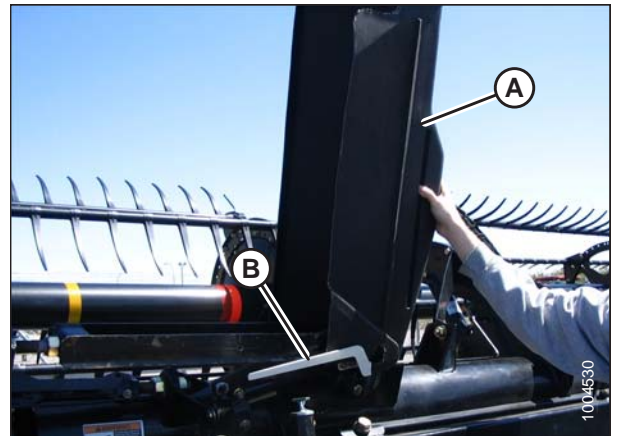


Figure 3.20: Linkage Cover

3. Install screw (A) to hold cover (B) in place.

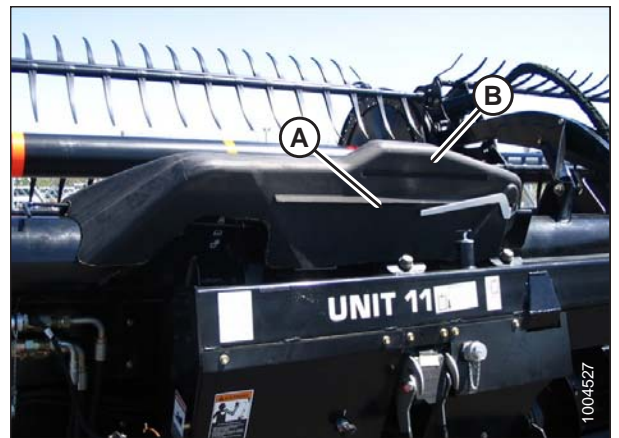


Figure 3.21: Linkage Cover

### 3.2.5 Daily Start-Up Check

#### CAUTION

- Clear the area of other persons, pets, etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.
- Wear close-fitting clothing and protective shoes with slip-resistant soles.
- Remove foreign objects from the machine and surrounding area.
- Carry with you any protective clothing and personal safety devices that could be necessary through the day. Do NOT take chances. You may need a hard hat, protective glasses or goggles, heavy gloves, a respirator or filter mask, or wet weather gear.
- Protect against noise. Wear a suitable hearing protective device such as ear muffs or ear plugs to protect against objectionable or uncomfortably loud noises.

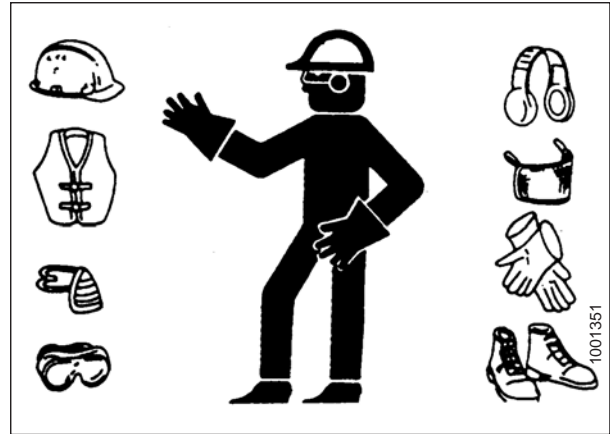


Figure 3.22: Safety Devices

Complete the following tasks each day before start-up:

1. Check the machine for leaks and any parts that are missing, broken, or not working correctly.

**NOTE:**

Use proper procedure when searching for pressurized fluid leaks. Refer to [5.3.5 Checking Hydraulic Hoses and Lines, page 328](#).

2. Clean all lights and reflective surfaces on the machine.
3. Perform all daily maintenance. Refer to [5.3.1 Maintenance Schedule/Record, page 324](#).

### 3.3 Break-in Period



#### CAUTION

Before investigating an unusual sound or attempting to correct a problem, shut off engine and remove key.

#### NOTE:

Until you become familiar with the sound and feel of your new header, be extra attentive.

After attaching the header to the combine for the first time, follow these steps:

1. Operate the machine with the reels, drapers, and knives running slowly for five minutes. Watch and listen **FROM THE OPERATOR'S SEAT** for binding or interfering parts.

#### NOTE:

Reels and side drapers will not operate until oil flow fills the lines.

2. Refer to [5.3.2 Break-In Inspection, page 326](#) and perform all the specified tasks.

## 3.4 Shutting down the Machine

### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

To shut down, and before leaving the combine seat for any reason, follow these steps:

1. Park on level ground whenever possible.
2. Lower the header fully.
3. Place all controls in NEUTRAL or PARK.
4. Disengage the header drive.
5. Lower and fully retract the reel.
6. Stop the engine and remove the key from the ignition.
7. Wait for all movement to stop.



## 3.5 Cab Controls



### CAUTION

**Be sure all bystanders are clear of machine before starting engine or engaging any header drives.**

Refer to your combine operator's manual for identification of the following in-cab controls:

- Header engage/disengage control
- Header height
- Header angle
- Ground speed
- Knife speed
- Draper speed
- Reel speed
- Reel height
- Reel fore-aft position

## 3.6 Header Setup

### 3.6.1 Header Attachments

Several attachments to improve the performance of your FD75 FlexDraper® Header are available as options that can be installed by your MacDon Dealer. Refer to [6 Options and Attachments, page 479](#) for descriptions of available items.

### 3.6.2 Header Settings

Table [3.2, page 43](#) provides a guideline for setting up the FD75 FlexDraper® Header; however, the suggested settings can be changed to suit various crops and conditions not covered in the table.

Refer also to [3.6.4 Reel Settings, page 51](#).

Table 3.2 FD75/CA25 Combine Header Recommended Settings

Crop Type	Stubble Height mm (in.)	Crop Condition	Divider Rods	Draper Speed Setting <sup>6</sup>	Header Angle <sup>7,8</sup>	Reel Cam	Reel Speed % <sup>9</sup>	Reel Position	Skid Shoe Position <sup>8</sup>	Stabilizer Wheels <sup>10</sup>	Upper Cross Auger
Cereals	<102 (<4)	Light	Off	8	B – C	3	10–15	6 or 7	Up or middle	Storage	Not required
Cereals	<102 (<4)	Normal	On	7	B – C	2	10	6 or 7	Up or middle	Storage	Not required
Cereals	<102 (<4)	Heavy	On	7	B – C	2	10	6 or 7	Up or middle	Storage	Recom- mended
Cereals	<102 (<4)	Lodged	Off	7	B – C	3 or 4	5–10	4 or 5	Up or middle	Storage	Not required
Cereals	102–203 (4–8)	Light	Off	8	B – C	4	10–15	6 or 7	Middle or down	As required <sup>8</sup>	Not required
Cereals	102–203 (4–8)	Normal	On	7	A	2	10	6 or 7	Middle or down	As required <sup>8</sup>	Not required
Cereals	102–203 (4–8)	Heavy	On	7	A	2	10	6 or 7	Middle or down	As required <sup>8</sup>	Recom- mended
Cereals	102–203 (4–8)	Lodged	Off	7	D	3 or 4	5–10	4 or 5	Down	As required <sup>8</sup>	Not required
Cereals	203+ (8+)	Light	Off	8	A	4	10–15	6 or 7	Not applicable	As required <sup>8</sup>	Not required
Cereals	203+ (8+)	Normal	On	7	A	2	10	6 or 7	Not applicable	As required <sup>8</sup>	Not required
Cereals	203+ (8+)	Heavy	On	7	B – C	2	10	6 or 7	Not applicable	As required <sup>8</sup>	Not required
Cereals	203+ (8+)	Lodged	Off	7	B – C	3 or 4	5–10	4 or 5	Not applicable	As required <sup>8</sup>	Not required

6. Setting on CA25 draper control.

7. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

8. Cutting height is controlled with a combination of skid shoes and header angle.

9. Percentage above ground speed.

10. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

# OPERATION

Table 3.2 FD75/CA25 Combine Header Recommended Settings (continued)

Crop Type	Stubble Height mm (in.)	Crop Condition	Divider Rods	Draper Speed Setting <sup>11</sup>	Header Angle <sup>12,13</sup>	Reel Cam	Reel Speed % <sup>14</sup>	Reel Position	Skid Shoe Position <sup>13</sup>	Stabilizer Wheels <sup>15</sup>	Upper Cross Auger
Canola	102–203 (4–8)	Light	On	7	A	2	5–10	6 or 7	Down	As required <sup>13</sup>	Recommended
Canola	102–203 (4–8)	Normal	On	7	B – C	1	10	6 or 7	Middle or down	As required <sup>13</sup>	Recommended
Canola	102–203 (4–8)	Heavy	On	8	B – C	1	10	3 or 4	Down	As required <sup>13</sup>	Recommended
Canola	102–203 (4–8)	Lodged	On	7	D	2	5–10	3 or 4	Middle or down	As required <sup>13</sup>	Recommended
Canola	203+ (8+)	Light	On	7	A	2	5–10	6 or 7	Not applicable	As required <sup>13</sup>	Recommended
Canola	203+ (8+)	Normal	On	7	B – C	2	10	6 or 7	Not applicable	As required <sup>13</sup>	Recommended
Canola	203+ (8+)	Heavy	On	8	B – C	1 or 2	10	3 or 4	Not applicable	As required <sup>13</sup>	Recommended
Canola	203+ (8+)	Lodged	On	7	D	2 or 3	5–10	3 or 4	Not applicable	As required <sup>13</sup>	Recommended
California Rice	<102 (<4)	Light	Rice divider rod <sup>16</sup>	4	D	2	10–15	6 or 7	Up or middle	Storage	Not required
California Rice	<102 (<4)	Normal	Rice divider rod <sup>16</sup>	4	B – C	2	10	4 or 5	Up or middle	Storage	Not required

11. Setting on CA25 draper control.

12. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

13. Cutting height is controlled with a combination of skid shoes and header angle.

14. Percentage above ground speed.

15. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

16. Available from your Dealer. Rice divider rod not required on both ends of header.

# OPERATION

Table 3.2 FD75/CA25 Combine Header Recommended Settings (continued)

Crop Type	Stubble Height mm (in.)	Crop Condition	Divider Rods	Draper Speed Setting <sup>17</sup>	Header Angle <sup>18,19</sup>	Reel Cam	Reel Speed % <sup>20</sup>	Reel Position	Skid Shoe Position <sup>19</sup>	Stabilizer Wheels <sup>21</sup>	Upper Cross Auger
California Rice	<102 (<4)	Heavy	Rice divider rod <sup>16</sup>	4	B – C	2	10	4 or 5	Up or middle	Storage	Not required
California Rice	<102 (<4)	Lodged	Rice divider rod <sup>16</sup>	4	D	2	5–10	4 or 5	Up or middle	Storage	Not required
California Rice	102–203 (4–8)	Light	Rice divider rod <sup>16</sup>	4	D	3	10–15	6 or 7	Middle or down	As required <sup>19</sup>	Not required
California Rice	102–203 (4–8)	Normal	Rice divider rod <sup>16</sup>	4	B – C	3	10	6 or 7	Middle or down	As required <sup>19</sup>	Not required
California Rice	102–203 (4–8)	Heavy	Rice divider rod <sup>16</sup>	4	B – C	3	10	6 or 7	Middle or down	As required <sup>19</sup>	Not required
California Rice	102–203 (4–8)	Lodged	Rice divider rod <sup>16</sup>	4	D	4	5–10	6 or 7	Middle or down	As required <sup>19</sup>	Not required
California Rice	203+ (8+)	Light	Rice divider rod <sup>16</sup>	4	A	3	10–15	6 or 7	Not applicable	As required <sup>19</sup>	Not required
California Rice	203+ (8+)	Normal	Rice divider rod <sup>16</sup>	4	B – C	3	10	6 or 7	Not applicable	As required <sup>19</sup>	Not required
California Rice	203+ (8+)	Heavy	Rice divider rod <sup>16</sup>	4	B – C	3	10	6 or 7	Not applicable	As required <sup>19</sup>	Not required

17. Setting on CA25 draper control.

18. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

19. Cutting height is controlled with a combination of skid shoes and header angle.

20. Percentage above ground speed.

21. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

# OPERATION

Table 3.2 FD75/CA25 Combine Header Recommended Settings (continued)

Crop Type	Stubble Height mm (in.)	Crop Condition	Divider Rods	Draper Speed Setting <sup>22</sup>	Header Angle <sup>23,24</sup>	Reel Cam	Reel Speed % <sup>25</sup>	Reel Position	Skid Shoe Position <sup>24</sup>	Stabilizer Wheels <sup>26</sup>	Upper Cross Auger
California Rice	203+ (8+)	Lodged	Rice divider rod <sup>16</sup>	4	D	4	5–10	6 or 7	Not applicable	As required <sup>24</sup>	Not required
Delta Rice	51–152 (2–6)	Light	Off	6	D	2 or 3	10–15	6 or 7	Middle or down	As required <sup>24</sup>	Not required
Delta Rice	51–152 (2–6)	Normal	Off	6	B – C	2 or 3	10	6 or 7	Middle or down	As required <sup>24</sup>	Not required
Delta Rice	51–152 (2–6)	Heavy	Off	6	B – C	2 or 3	10	6 or 7	Middle or down	As required <sup>24</sup>	Not required
Delta Rice	51–152 (2–6)	Lodged	Off	6	D	3 or 4	5–10	4 or 5	Middle or down	As required <sup>24</sup>	Not required
Delta Rice	152+ (6+)	Light	Off	6	A	2 or 3	10–15	6 or 7	Not applicable	As required <sup>24</sup>	Not required
Delta Rice	152+ (6+)	Normal	Off	6	B – C	2 or 3	10	6 or 7	Not applicable	As required <sup>24</sup>	Not required
Delta Rice	152+ (6+)	Heavy	Off	6	B – C	2 or 3	10	6 or 7	Not applicable	As required <sup>24</sup>	Not required
Delta Rice	152+ (6+)	Lodged	Off	6	D	3 or 4	5–10	4 or 5	Not applicable	As required <sup>24</sup>	Not required
Edible Beans	On ground	Light	On	8	D	2	5–10	6 or 7	Up or middle	Storage	Not required
Edible Beans	On ground	Normal	On	7	B – C	2	10	6 or 7	Up or middle	Storage	Not required
Edible Beans	On ground	Heavy	On	7	B – C	2	10	6 or 7	Up or middle	Storage	Not required

22. Setting on CA25 draper control.

23. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

24. Cutting height is controlled with a combination of skid shoes and header angle.

25. Percentage above ground speed.

26. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

Table 3.2 FD75/CA25 Combine Header Recommended Settings (continued)

Crop Type	Stubble Height mm (in.)	Crop Condition	Divider Rods	Draper Speed Setting <sup>27</sup>	Header Angle <sup>28,29</sup>	Reel Cam	Reel Speed % <sup>30</sup>	Reel Position	Skid Shoe Position <sup>29</sup>	Stabilizer Wheels <sup>31</sup>	Upper Cross Auger
Edible Beans	On ground	Lodged	On	7	D	2	5–10	6 or 7	Up or middle	Storage	Not required
Flax	51–153 (2–6)	Light	On	8	B – C	2	5–10	6 or 7	Middle or down	As required <sup>29</sup>	Not required
Flax	51–153 (2–6)	Normal	On	7	A	2	10	6 or 7	Middle or down	As required <sup>29</sup>	Not required
Flax	51–153 (2–6)	Heavy	On	7	B – C	2	10	6 or 7	Middle or down	As required <sup>29</sup>	Not required
Flax	51–153 (2–6)	Lodged	On	7	D	2	5–10	6 or 7	Down	As required <sup>29</sup>	Not required
Peas	On ground	Light	On	7	B – C	2	5–10	6 or 7	Up or middle	Storage	Recommended
Peas	On ground	Normal	On	7	B – C	2	10	6 or 7	Up or middle	Storage	Recommended
Peas	On ground	Heavy	On	7	B – C	2	10	4 or 5	Up or middle	Storage	Recommended
Peas	On ground	Lodged	On	7	D	2	5–10	4 or 5	Up or middle	Storage	Recommended
Lentils	On ground	Light	On	8	B – C	2	5–10	6 or 7	Up or middle	Storage	Not required
Lentils	On ground	Normal	On	7	B – C	2	10	6 or 7	Up or middle	Storage	Not required

27. Setting on CA25 draper control.

28. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

29. Cutting height is controlled with a combination of skid shoes and header angle.

30. Percentage above ground speed.

31. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.

Table 3.2 FD75/CA25 Combine Header Recommended Settings (continued)

Crop Type	Stubble Height mm (in.)	Crop Condition	Divider Rods	Draper Speed Setting <sup>32</sup>	Header Angle <sup>3334</sup>	Reel Cam	Reel Speed % <sup>35</sup>	Reel Position	Skid Shoe Position <sup>34</sup>	Stabilizer Wheels <sup>36</sup>	Upper Cross Auger
Lentils	On ground	Heavy	On	7	B – C	2	10	6 or 7	Up or middle	Storage	Not required
Lentils	On ground	Lodged	On	7	D	2	5–10	6 or 7	Up or middle	Storage	Not required

32. Setting on CA25 draper control.

33. Set header angle as shallow as possible (setting A) with center-link and skid shoes while maintaining cutting height.

34. Cutting height is controlled with a combination of skid shoes and header angle.

35. Percentage above ground speed.

36. Stabilizer wheels are used to limit the side-to-side movement when cutting off the ground in rolling terrain and to minimize bouncing.



### 3.6.3 Optimizing Header for Straight Combining Canola

Ripe canola can be straight combined, but most varieties are very susceptible to shelling and subsequent seed loss. This section provides recommended attachments and settings to optimize FD75 FlexDraper® Headers for straight combining canola.

#### **Recommended attachments**

The optimization process includes the following modifications to the header:

- Installing a full-length upper cross auger
- Installing a European adapter seal kit
- Installing vertical knives
- Installing short center reel braces
- Changing to high-speed auger drive sprocket
- Adding auger fingers

**Table 3.3 Auger Finger Quantity**

Combine Feeder House Opening	Quantity Installed at Factory		Optimal Finger Quantity for Canola
	2012 and Prior	2013 and Newer	
1422–676 mm (56–66 in.)	15	17	25
1143–1397 mm (45–55 in.)	15	17	23
762–1118 mm (30–44 in.)	15	17	17–19

#### **NOTE:**

Each kit includes installation instructions and the necessary hardware. Refer to [6 Options and Attachments, page 479](#).

#### **Recommended settings**

Optimizing the header requires adjustments to the following settings:

- Move the reel fore-aft cylinders to the alternate aft location. Refer to [Repositioning Fore-Aft Cylinders, page 85](#).
- Adjust the reel fore-aft position. Refer to [Adjusting Reel Fore-Aft Position, page 85](#).
- Adjust the reel height so the fingers just engage the crop. Refer to [3.7.9 Reel Height, page 84](#).
- Set the reel cam to position one. Refer to [Adjusting Reel Cam, page 94](#).
- Set the reel speed equal to the ground speed and increase as required. Refer to [3.7.5 Reel Speed, page 79](#).
- Decrease the feed auger spring tension. Refer to [Checking and Adjusting Feed Auger Springs, page 49](#).
- Set the side draper speed to position nine on CA25 control. Refer to [3.7.7 Draper Speed, page 80](#).

#### **Checking and Adjusting Feed Auger Springs**

The feed auger has an adjustable spring tensioning system that allows the auger to float on top of the crop instead of crushing and damaging it. The factory-set tension is adequate for most crop conditions.



#### **DANGER**

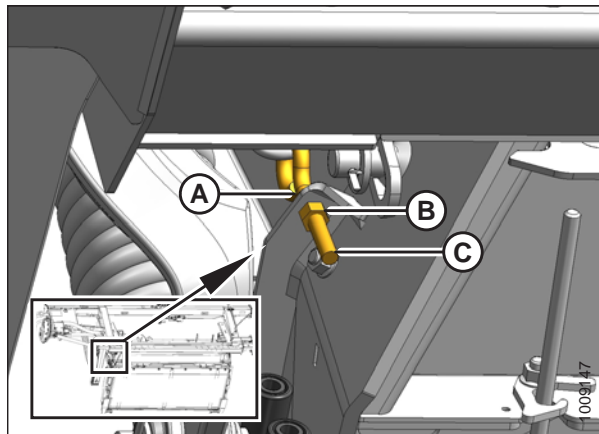
**To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.**

## OPERATION

1. Raise header to full height.
2. Shut down the combine, and remove the key from the ignition.
3. Engage header lift cylinder safety props.
4. Check the thread length protruding past the nut (B). Length should be 15 mm (0.60 in.).

***If adjustment is required, follow these steps:***

5. Loosen upper jam nut (A) on spring tensioner.
6. Turn lower nut (B) until the thread (C) protrudes 15 mm (0.60 in.).
7. Tighten jam nut (A).
8. Repeat Steps 5, page 50 to 7, page 50 on opposite side.



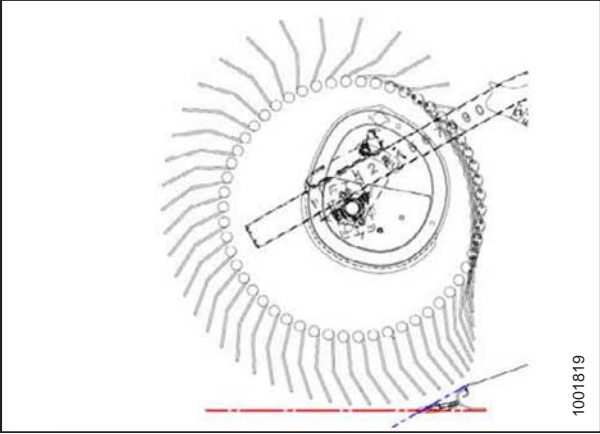
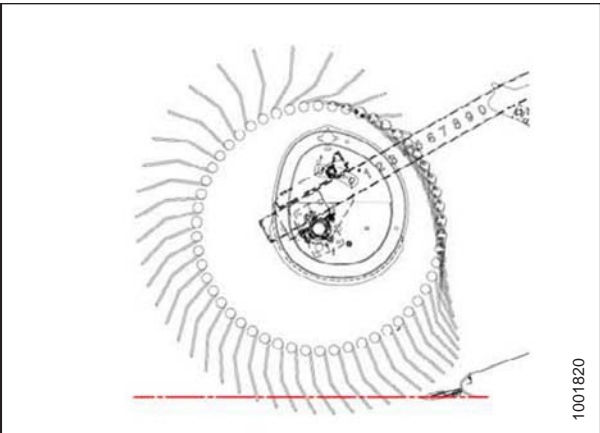
**Figure 3.23: Spring Tensioner**

### 3.6.4 Reel Settings

**NOTE:**

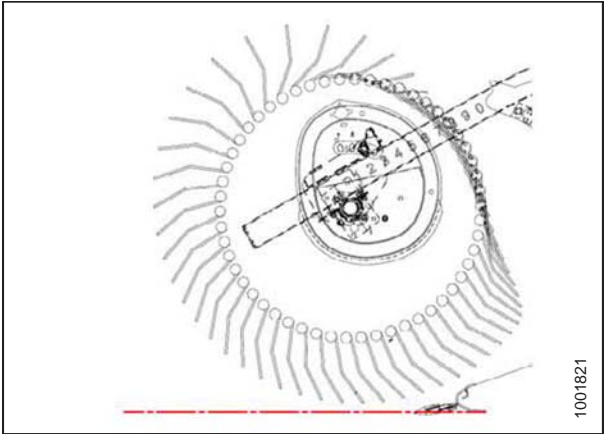
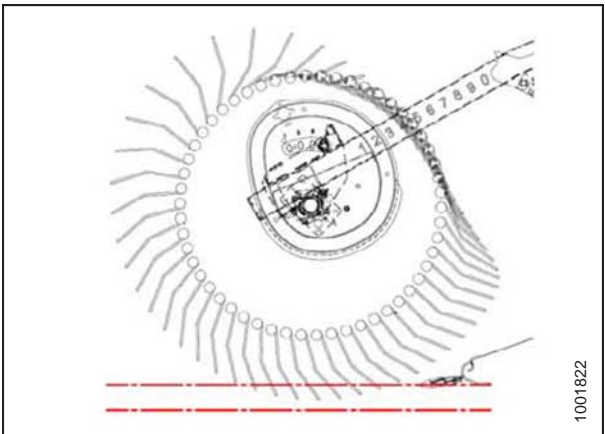
The reel settings chart is also applicable for reel tines.

**Table 3.4 FD75 Recommended Reel Settings**

Cam Setting Number (Finger Speed Gain)	Reel Position Number	Reel Finger Pattern
1 (0)	6 or 7	
2 (20%)	6 or 7	

## OPERATION

**Table 3.4 FD75 Recommended Reel Settings (continued)**

Cam Setting Number (Finger Speed Gain)	Reel Position Number	Reel Finger Pattern
3 (30%)	3 or 4	
4 (35%)	2 or 3	

**NOTE:**

- Adjust the reel forward to position the fingers closer to the ground, while tilting the header back. Fingers/tines will dig into the ground at extreme reel-forward positions, so adjust skid shoes or header angle to compensate.
- Adjust the reel aft in thinner crops to prevent plugging on the cutterbar.
- Increase the header angle to position the reel closer to the ground, or decrease angle to position the reel farther from the ground.
- Raise header, increase header angle, and position reel fully forward in lodged crop for maximum stubble height.
- Minimum crop carrying capacity (minimum area of exposed draper between the reel and the header backsheet) occurs with the reel in the farthest aft position.
- Maximum crop carrying capacity (maximum area of exposed draper between the reel and the header backsheet) occurs with the reel in the farthest forward position.
- The finger tip speed at the cutterbar is higher than the reel speed at higher cam settings due to the nature of the cam action. Refer to Table 3.4, page 51.

## 3.7 Header Operating Variables

Satisfactory function of the header in all situations requires making proper adjustments to suit various crops and conditions.

Correct operation reduces crop loss and increases productivity. Proper adjustments and timely maintenance will increase the length of service you receive from your machine.

The variables listed in Table 3.5, [page 53](#) and detailed on the following pages will affect the performance of the header.

You will quickly become adept at adjusting the machine to achieve the results you desire. Most of the adjustments have been preset at the factory, but the settings can be changed to suit crop conditions.

**Table 3.5 Operating Variables**

Variable	Refer to
Cutting height	<a href="#">3.7.1 Cutting Height, page 53</a>
Header float	<a href="#">3.7.2 Header Float, page 58</a>
Header angle	<a href="#">3.7.4 Header Angle, page 76</a>
Reel speed	<a href="#">3.7.5 Reel Speed, page 79</a>
Ground speed	<a href="#">3.7.6 Ground Speed, page 80</a>
Draper speed	<a href="#">3.7.7 Draper Speed, page 80</a>
Knife speed	<a href="#">3.7.8 Knife Speed, page 82</a>
Reel height	<a href="#">3.7.9 Reel Height, page 84</a>
Reel fore-aft position	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Reel tine pitch	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Crop divider rods	<a href="#">3.7.12 Crop Dividers, page 94</a>

### 3.7.1 Cutting Height

The FD75 FlexDraper® Header is capable of cutting the crop to a desired stubble height or cutting as close as possible to the ground. Cutting height will vary depending on the type of crop, crop conditions, etc.

#### *Cutting off the Ground*

The stabilizer wheel system is designed to minimize bouncing at the header ends and float the header to achieve an even cutting height when cutting above ground level in cereal crops. The system produces even stubble height and greatly reduces operator fatigue.

Cutting height is controlled using a combination of the combine header height control and a stabilizer wheel system (or stabilizer/slow speed transport wheel system).

If stabilizer wheels are installed, refer to [Adjusting Stabilizer Wheels, page 55](#) to change the wheel position.

If stabilizer/slow speed transport wheels are installed, refer to [Adjusting Stabilizer/Slow Speed Transport Wheels, page 54](#) to change the wheel position.

## OPERATION

### Adjusting Stabilizer/Slow Speed Transport Wheels

A properly adjusted header will achieve a balance between the amount of header weight carried by the float and the amount carried by the stabilizer/slow speed transport wheels.

Refer to [3.6.2 Header Settings, page 42](#) for recommended use in specific crops and crop conditions.

### DANGER

**To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.**

1. Raise the header so the stabilizer wheels are off the ground. Shut down engine and remove key.

2. Remove hairpin (A) from the latch on the right wheel assembly.

3. Disengage latch (B), lift the wheel out of the hook, and place wheel on the ground as shown. (This reduces weight of assembly and makes adjusting the wheel position easier.)

4. Lift the left wheel slightly to support weight, and pull handle (C) upwards to release the lock.

5. Lift the left wheel to the desired height and engage the support channel in slot (D) in the upper support.

6. Push down on handle (C) to lock.

7. Lift the right wheel back into the field position and ensure latch (B) is engaged.

8. Secure the latch with hairpin (A).

9. Support the wheel weight by lifting slightly with one hand, and pull up on handle (A) to release the lock.

10. Lift the wheels to the desired height, and engage the support channel into slot (B) in the upper support.

11. Push down on handle (A) to lock.

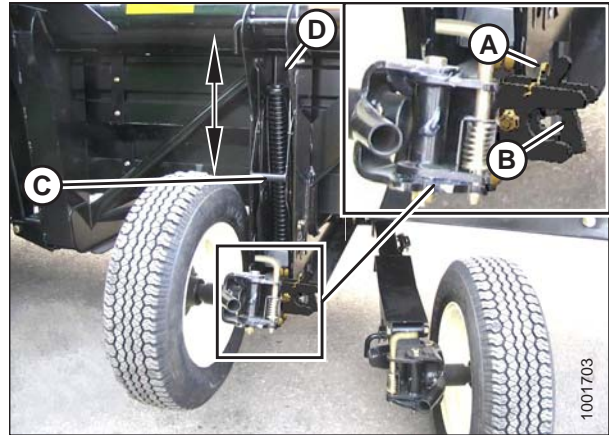


Figure 3.24: Right Wheel

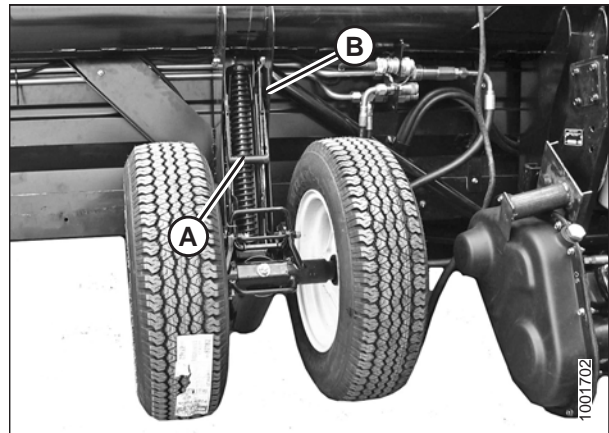


Figure 3.25: Left Wheel

## OPERATION

12. Lower the header to the desired cutting height using the combine controls and check the load indicator (A).

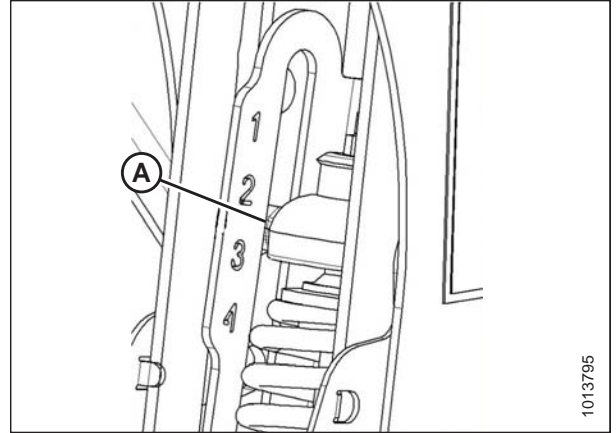


Figure 3.26: Load Indicator

### IMPORTANT:

Continuous operation with excessive spring compression (that is, load indicator reading greater than 4 or a compressed length [A] less than 295 mm [11-5/8 in.]) can result in damage to the suspension system.

13. Adjust the header angle to the desired working angle with the machine's header angle controls. If header angle is not critical, set it to mid-position.
14. Use the combine's auto header height control (AHHC) to automatically maintain cutting height. Refer to [3.8 Auto Header Height Control \(AHHC\)](#), page 102 and your combine operator's manual for details.

### NOTE:

The height sensor on the CA25 Combine Adapter must be connected to the combine header control module in the cab.

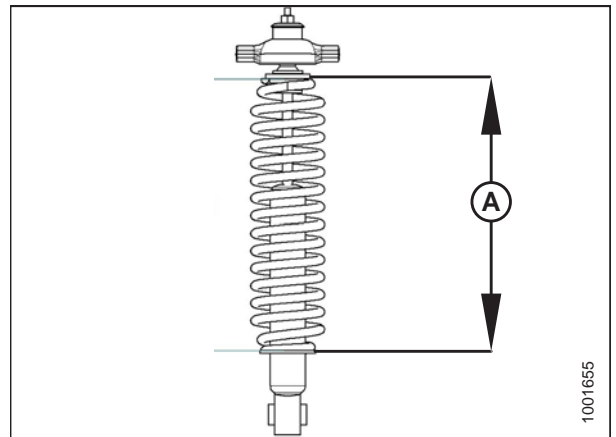


Figure 3.27: Spring Compression

### Adjusting Stabilizer Wheels

A properly adjusted header will achieve a balance between the amount of header weight carried by the float and the amount carried by the stabilizer wheels.

### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

### CAUTION

Handle may be under tension—especially when the wheels are on the ground. Raise the header until the wheels are off the ground before making adjustments.

1. Raise the header until the stabilizer wheels are off the ground. Shut down engine and remove the key.



## OPERATION

2. Support the wheel weight by lifting slightly with one hand on handle (B), and pull up on handle (A) to release the lock.
3. Lift the wheel using handle (B), and engage the support channel into center slot (C) in the upper support.
4. Push handle (A) down to lock.

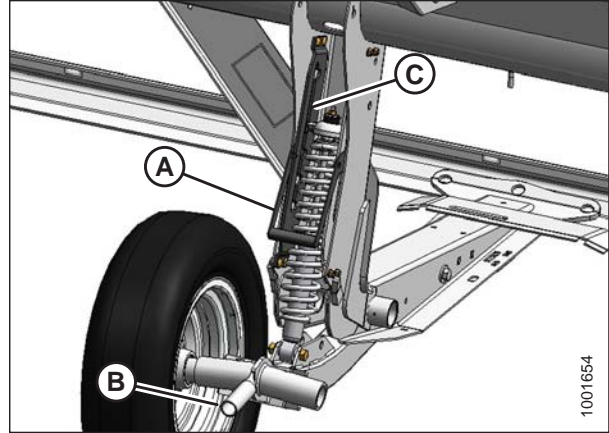


Figure 3.28: Stabilizer Wheel

5. Lower the header to the desired cutting height and check load indicator (A).

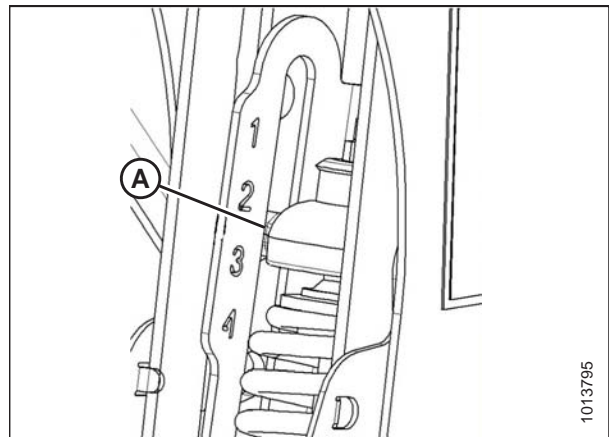


Figure 3.29: Load Indicator

### IMPORTANT:

Continuous operation with excessive spring compression (A) (that is, load indicator reading greater than 4 or a compressed length less than 295 mm [11-5/8 in.]) can result in damage to the suspension system.

6. Adjust the header angle to the desired working angle with the header angle controls. If header angle is not critical, set it to mid-position.

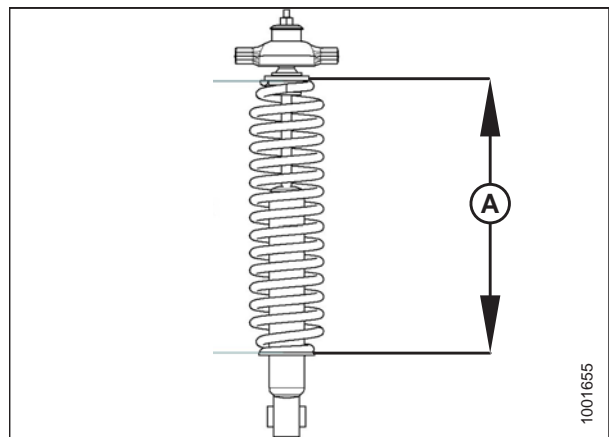


Figure 3.30: Spring Compression

### *Cutting on the Ground*

Cutting on the ground is performed with the header fully lowered and the cutterbar on the ground. The orientation of the knife and knife guards relative to the ground (header angle) is controlled by the skid shoes and the center-link—it is **NOT** controlled by the header lift cylinders. The skid shoes and center-link allow you to adjust to field conditions and maximize the amount of material cut while reducing damage to the knife caused by stones and debris.



## OPERATION

The header float system floats the header over the surface to compensate for ridges, trenches, and other variations in ground contour to prevent the cutterbar from pushing into the ground or leaving uncut crop.

Refer to the following for additional information:

- [Adjusting Inner Skid Shoes, page 57](#)
- [Adjusting Outer Skid Shoes, page 57](#)
- [3.7.4 Header Angle, page 76](#)
- [3.7.2 Header Float, page 58](#)

Also refer to [3.6.2 Header Settings, page 42](#)

### Adjusting Inner Skid Shoes



#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Raise header to full height, engage safety props, shut off engine, and remove key.
2. Raise the stabilizer wheels or slow speed transport wheels fully (if installed). Refer to the following:
  - [Adjusting Stabilizer Wheels, page 55](#)
  - [Adjusting Stabilizer/Slow Speed Transport Wheels, page 54](#)
3. Remove lynch pin (A) from each skid shoe.
4. Hold shoe (B) and remove pin (C) by disengaging from the frame and pulling away from the shoe.
5. Raise or lower skid shoe (B) to achieve the desired position using the holes in support (D) as a guide.
6. Install pin (C), engage in frame, and secure with lynch pin (A).
7. Check that all skid shoes are equally adjusted.
8. Adjust the header angle to the desired working position using the machine's header angle controls. If the header angle is not critical, set it to the mid-position.
9. Check the header float. Refer to [3.7.2 Header Float, page 58](#).

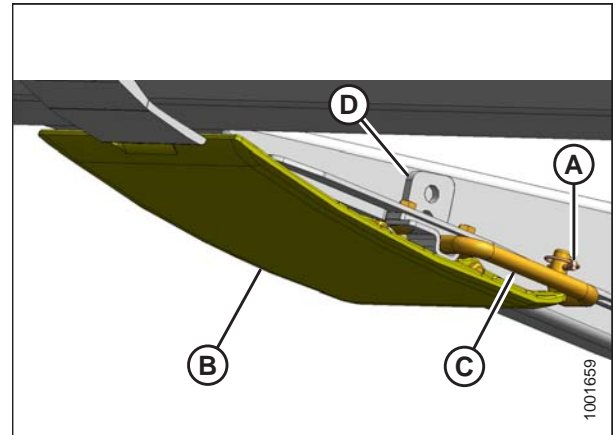


Figure 3.31: Inner Skid Shoe

### Adjusting Outer Skid Shoes



#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Raise the header to its full height, engage the safety props, shut off the engine, and remove the key from the ignition.
2. Raise the stabilizer wheels or slow speed transport wheels fully (if installed). Refer to the following:

## OPERATION

- [Adjusting Stabilizer Wheels, page 55](#)
- [Adjusting Stabilizer/Slow Speed Transport Wheels, page 54](#)

3. Remove lynch pin (A) from each skid shoe (B).
4. Hold shoe (B) and remove adjustment pin (C) by disengaging from the frame and pulling away from the shoe.
5. Raise or lower skid shoe (B) to achieve the desired position using the holes in the support as a guide.
6. Reinstall pin (C), engage in frame, and secure with lynch pin (A).
7. Check that all skid shoes are equally adjusted.
8. Check the header float. Refer to [3.7.2 Header Float, page 58](#).

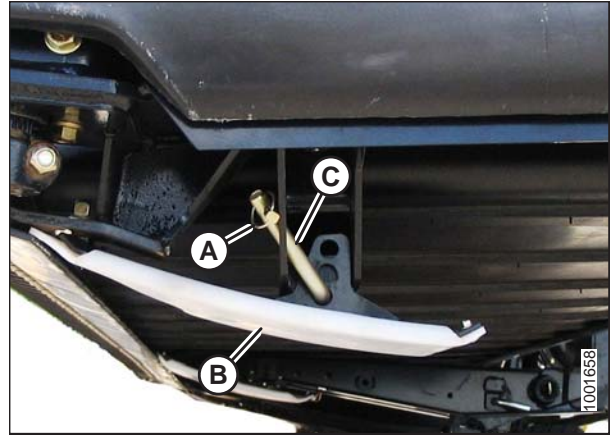


Figure 3.32: Outer Skid Shoe

### 3.7.2 Header Float

The header float system reduces the ground pressure at the cutterbar, allowing the header to more easily follow the ground and quickly respond to sudden ground contour changes or obstacles.

Header float is indicated on the CA25 float indicator (A). The values 0 to 4 represent the force of the cutterbar on the ground with 0 being the minimum and 4 being the maximum.

The maximum force is determined by the tension on the adapter's adjustable float springs. The tension is factory-set, but it can be changed to suit field and crop conditions. Refer to [Checking and Adjusting Header Float, page 59](#).

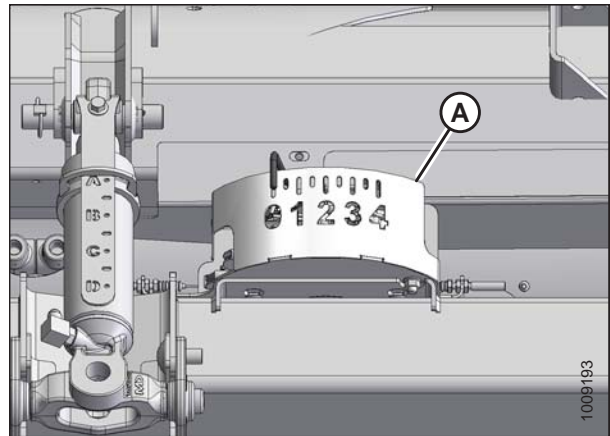


Figure 3.33: Float Indicator

## OPERATION

1. Set the float for cutting on the ground as follows:
  - a. Ensure the header float locks are disengaged. Refer to [Locking/Unlocking Header Float, page 64](#).
  - b. Lower feeder house using the combine header controls until float indicator (A) reaches the desired float value (cutterbar ground force). Set the float indicator to 2 initially and adjust as necessary.

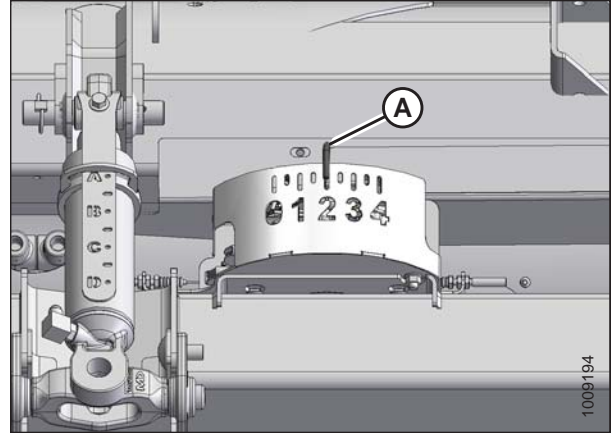


Figure 3.34: Cutting on the Ground

2. Set the float for cutting off the ground as follows:
  - a. Set up the stabilizer wheels. Refer to [Cutting off the Ground, page 53](#).
  - b. Note the float value on the float indicator and maintain this value during operation (disregard minor fluctuations on the indicator).

### Checking and Adjusting Header Float



## DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

### NOTE:

Ensure all header options are installed before adjusting float.

1. Park combine on level surface and lower reel fully.
2. Adjust fore-aft position to between 5 and 6 on position indicator decal (A) located on right reel arm.

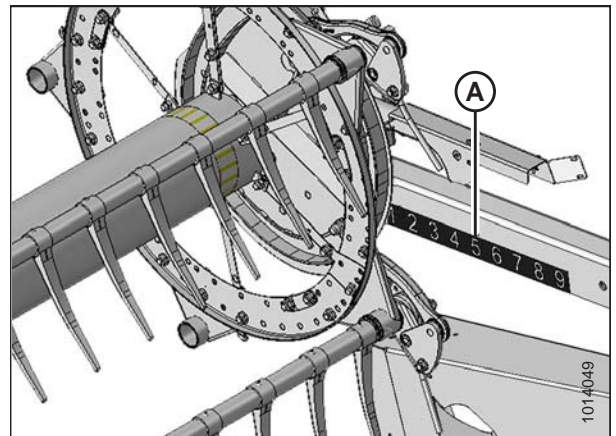
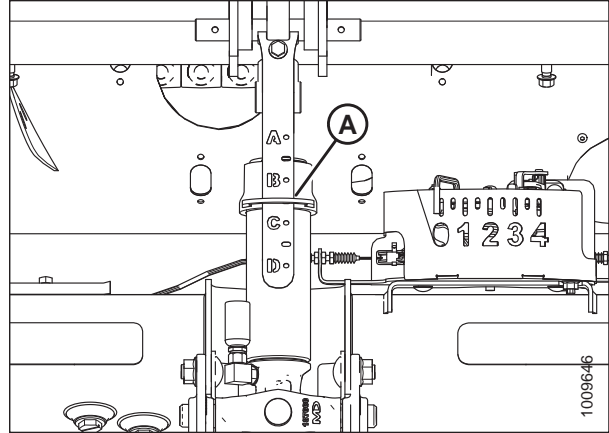


Figure 3.35: Fore-Aft Position

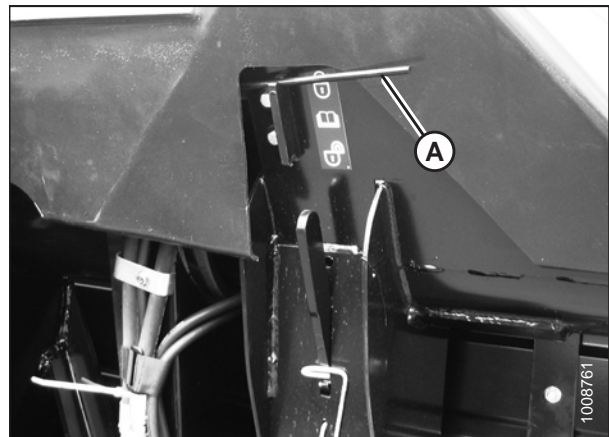
## OPERATION

3. Adjust center-link to between B and C on indicator (A).
4. Position cutterbar 200–300 mm (8–12 in.) off the ground.
5. Stop engine and remove key from ignition.



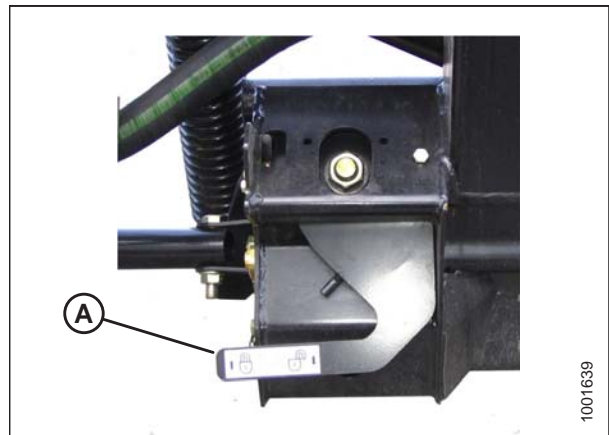
**Figure 3.36: Center-Link**

6. Place wing lock spring handles (A) in lock (upper) position.



**Figure 3.37: Wing Lock in Lock Position**

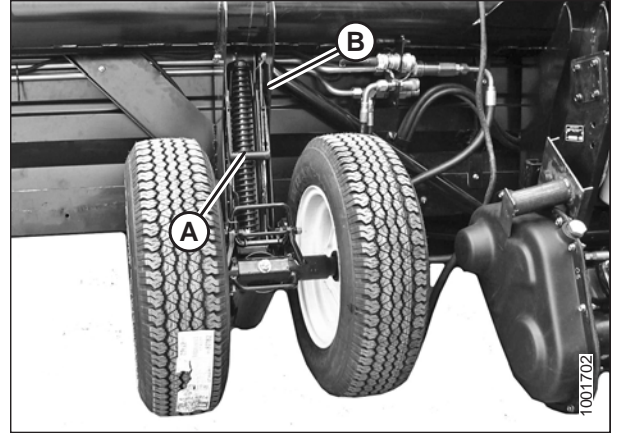
7. Check that both header float lock levers (A) are in down (UNLOCK) position.



**Figure 3.38: Header Float Lock in Unlock Position**

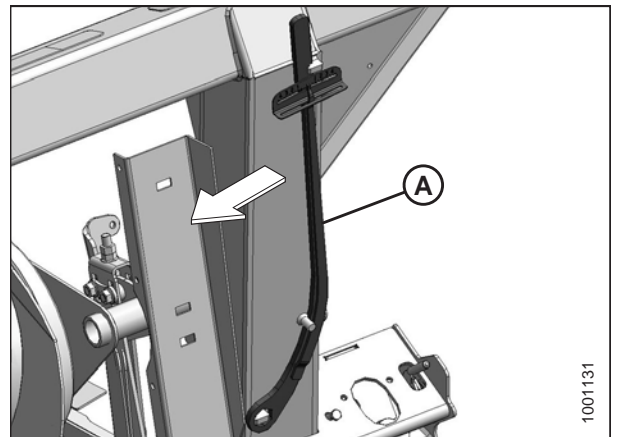
## OPERATION

8. Place stabilizer wheels and slow speed transport wheels (if equipped) in storage position as follows:
  - a. Support wheel weight by lifting slightly with one hand, and pull up on handle (A) to release the lock.
  - b. Lift wheels to desired height, and engage support channel into slot (B) in upper support.
  - c. Push down on handle (A) to lock.



**Figure 3.39: Left Wheel**

9. Remove supplied torque wrench (A) from its storage position at right of adapter frame. Pull slightly in direction shown to disengage wrench from the hook.



**Figure 3.40: Torque Wrench**

## OPERATION

10. Place supplied torque wrench (A) onto float lock (B).  
Note position of wrench for checking left or right side.
11. Push down on wrench to rotate bell crank (C) forward.

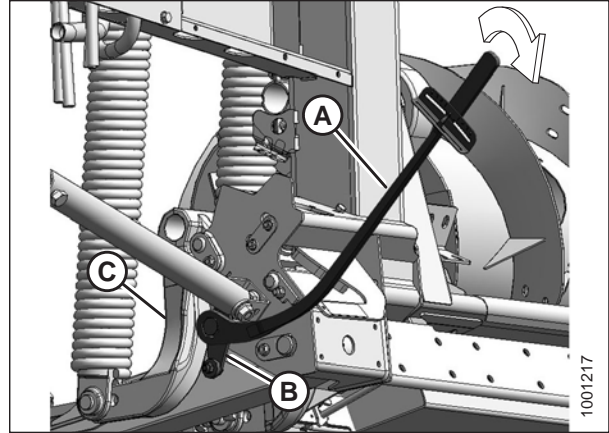


Figure 3.41: Left Side of Adapter

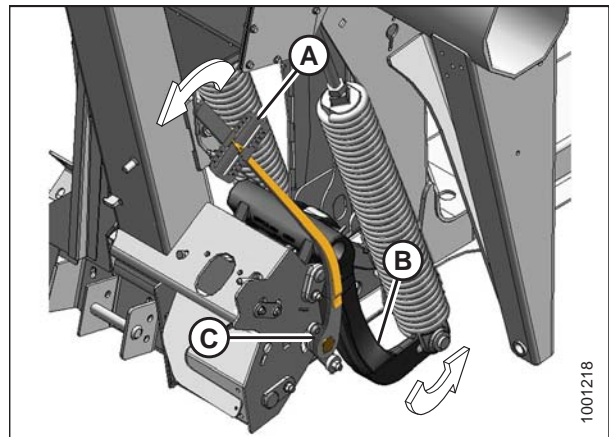


Figure 3.42: Right Side of Adapter

12. Push down on wrench until indicator (A) reaches a maximum reading and then begins to decrease. Note maximum reading and repeat at opposite side.
13. Use following table as a guide for float settings:
  - If reading on wrench is high, header is heavy
  - If reading on wrench is low, header is light

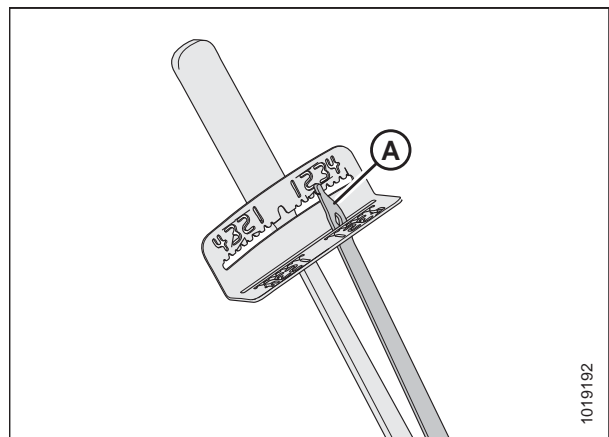


Figure 3.43: Indicator

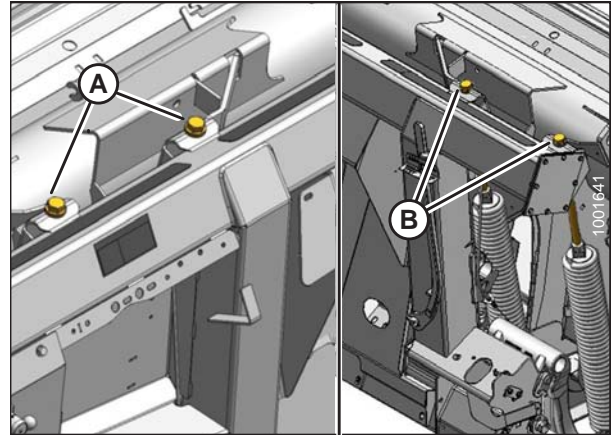


## OPERATION

**Table 3.6 Float Settings**

Header Size	Torque Settings	
	Cutting on Ground	Cutting off Ground
9.1 m (30 ft.)	1-1/2 to 2	2 to 2-1/2
10.6 m (35 ft.)	1-1/2 to 2	2 to 2-1/2
12.2 m (40 ft.)	2 to 2-1/2	2-1/2 to 3
13.7 m (45 ft.)	2 to 2-1/2	2-1/2 to 3

14. To increase float (decrease header weight)
  - a. Loosen jam nuts.
  - b. Turn left adjustment bolts (A) and right adjustment bolts (B) clockwise.
  - c. Tighten jam nuts.
15. To decrease float (increase header weight)
  - a. Loosen jam nuts.
  - b. Turn left adjustment bolts (A) and right adjustment bolts (B) counterclockwise.
  - c. Tighten jam nuts.



**Figure 3.44: Float Adjustment**

16. Use following guidelines when adjusting float:
  - Adjust float so wrench readings are equal on both sides of the header.
  - **For 40- and 45-foot double-knife headers:** adjust float so wrench readings are equal at both sides, and then loosen both right spring bolts two turns.
  - Turn each bolt pair equal amounts. Refer to Step 12, page 62, and repeat torque wrench reading procedure.
  - Set header float as light as possible without causing excessive bouncing to prevent knife component breakage, soil scooping, or soil build-up at cutterbar in wet conditions.
  - Use a slower ground speed with a light float setting, if necessary, to avoid excessive bouncing and leaving a ragged cut.
  - Use stabilizer wheels in conjunction with header float to minimize bouncing at header ends and to control cut height when cutting off ground. Refer to 3.7.1 Cutting Height, page 53.

**NOTE:**

If adequate header float cannot be achieved using all of available adjustments, an optional heavy duty spring is available. See your MacDon Dealer or refer to parts catalog for ordering information.

## OPERATION

17. Return torque wrench (A) to its storage location at right side of adapter frame.

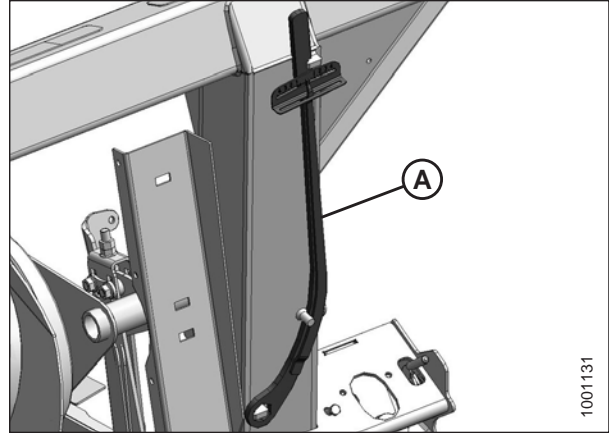


Figure 3.45: Torque Wrench

### *Locking/Unlocking Header Float*

Two header float locks—one on each side of the adapter—lock and unlock the header float system.

#### **IMPORTANT:**

The float locks must be engaged when the header is being transported with the adapter attached so there is no relative movement between the adapter and the header. The float locks also must be locked when detaching from the combine to enable the feeder house to release the adapter.

1. Disengage each float lock (unlock) by moving latch (A) downwards and moving lever (B) down to its lowest position. In this position, the header is unlocked and can float with respect to the adapter.
2. Engage each float lock (lock) by moving lever (B) upwards to its highest position. In this position, the header cannot move with respect to the adapter.

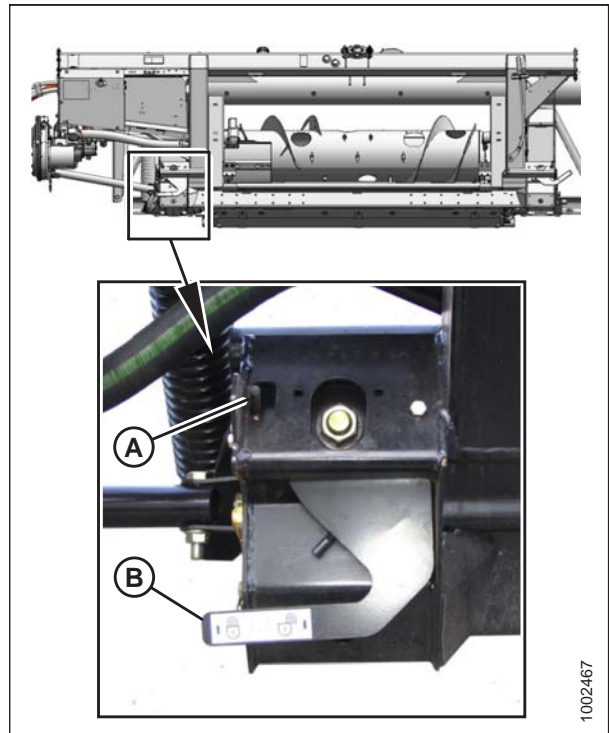


Figure 3.46: Float Lock



## OPERATION

### *Locking/Unlocking Header Wings*

The FD75 FlexDraper® Header is designed to operate with the cutterbar on the ground. The three header sections move independently to follow the ground contours. In this mode, each wing is **unlocked** and is free to move up and down.

The FD75 FlexDraper® Header can also be operated as a rigid header with the cutterbar straight. A typical application is in cereals when cutting above the ground. In this mode, the wing is **locked**.

### *Operating in Flex Mode*

The three sections move independently to follow the ground contours.

Unlock the wings as follows:

1. Move spring handle (A) in the lower slot to unlock the wing. The unlocking should be audible.
2. If the lock link does not disengage, move the wing by raising and lowering the header, changing the header angle, or driving the combine until it disengages.

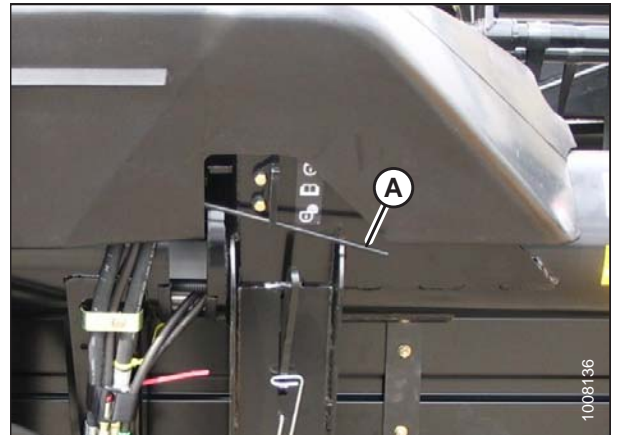


Figure 3.47: Wing Lock

#### **NOTE:**

The following steps are only required if the above has not worked.

3. Remove the linkage cover. Refer to [Removing Linkage Covers, page 36](#).
4. Retrieve the supplied torque wrench (A) that is stored on the adapter frame on the right side.

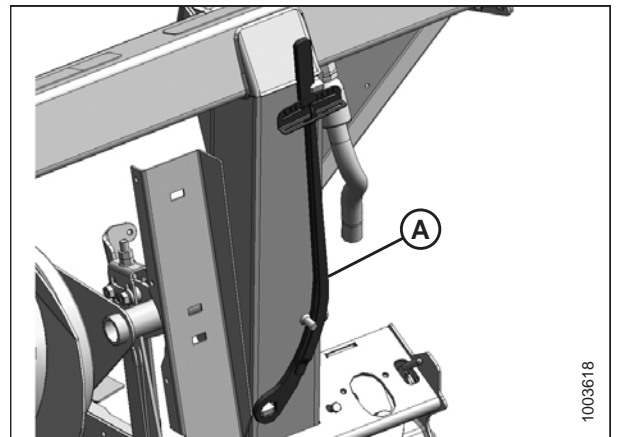


Figure 3.48: Torque Wrench

## OPERATION

5. Place the torque wrench (A) on bolt (B) and use it to move the wing until the lock disengages.
6. Replace torque wrench (A) and reinstall the linkage cover.
7. The wings should now freely move up and down with equal hand force and the cutterbar should be straight. Otherwise, the wings are not balanced.
8. If necessary, balance the wing. Refer to [3.7.3 Checking and Adjusting Header Wing Balance](#), page 67.

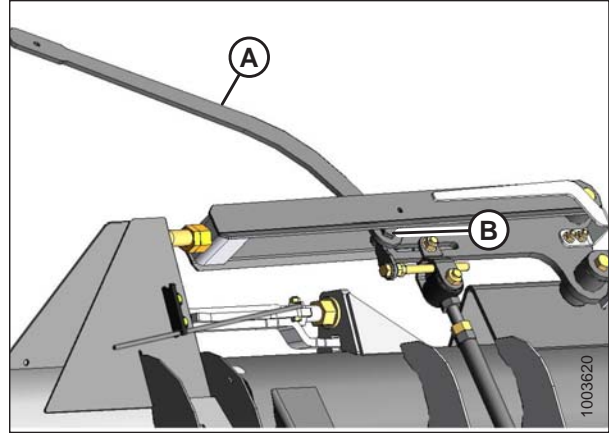


Figure 3.49: Torque Wrench on Wing Nut

### Operating in Rigid Mode

The three header sections will be locked and operate as a rigid cutterbar.

Lock the wings as follows:

1. Move spring handle (A) in the upper slot to lock the wing. The locking should be audible.
2. If the lock link does not engage, move the wing by raising and lowering the header, changing the header angle, or driving the combine until it engages.

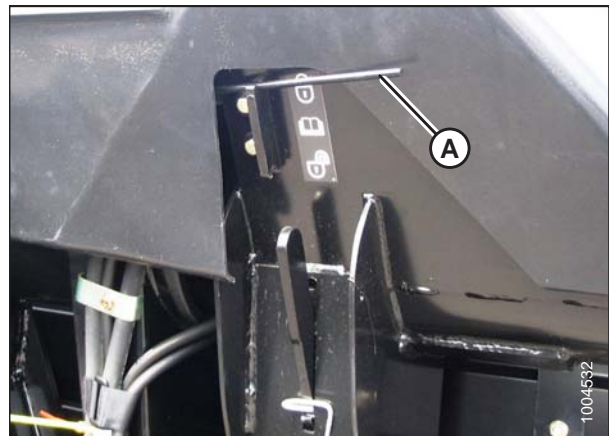


Figure 3.50: Wing Lock

#### NOTE:

The following steps are only required if the above has not worked.

3. Remove the linkage cover. Refer to [Removing Linkage Covers](#), page 36.
4. Retrieve the supplied torque wrench (A) that is stored on the adapter frame on the right side.

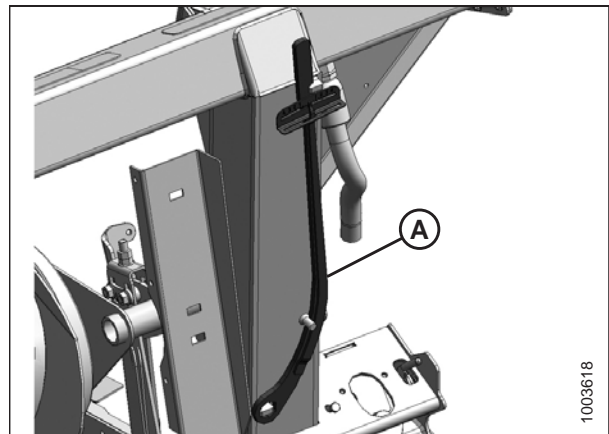


Figure 3.51: Torque Wrench

## OPERATION

5. Place torque wrench (A) on bolt (B) and use it to move the wing until the lock engages.
6. Replace torque wrench (A) and reinstall the linkage cover.

**NOTE:**

The wings will not move relative to the header.

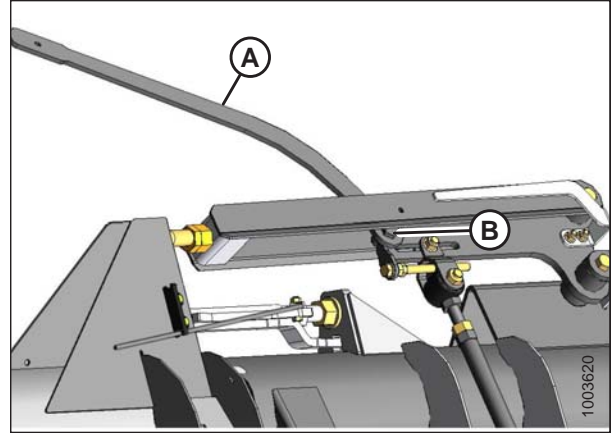


Figure 3.52: Header Wing

### 3.7.3 Checking and Adjusting Header Wing Balance

**NOTE:**

Before proceeding, the header float must be set properly. Refer to [Checking and Adjusting Header Float, page 59](#).

The header wing balance allows the wings to react to changing ground conditions. If set too light, the wings will bounce or not follow ground contours, leaving uncut crop. If set too heavy, the end of the header will dig into the ground. After the header float has been set, the wings must be balanced for the header to follow the ground contours properly.



#### **CAUTION**

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparation for Servicing, page 321](#).

#### *Checking Wing Balance*

This procedure describes how to check the balance of each wing.



#### **WARNING**

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

## OPERATION

If a wing has a tendency to be in a smile (A) or frown (B) position, wing balance may require adjusting. Perform the following steps to verify if the wings are not balanced and the degree of imbalance:

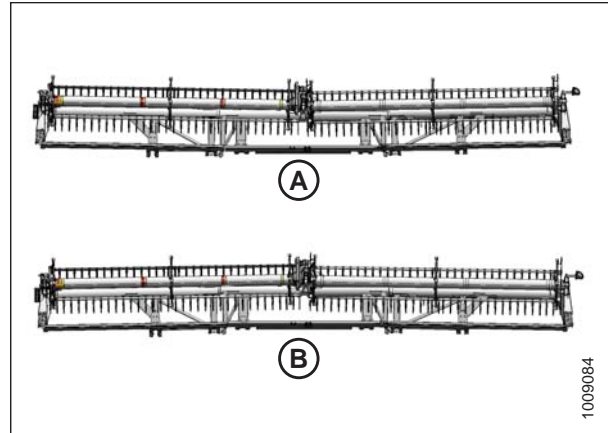


Figure 3.53: Wing Imbalance

1. Adjust the header center-link to approximately halfway between **B** and **C** on indicator (A).
2. Park combine on level ground and raise header until cutterbar is 152–254 mm (6–10 in.) off the ground.
3. Stop engine and remove key.
4. If installed, move transport/stabilizer wheels so that they are supported by header. Refer to [3.7.1 Cutting Height, page 53](#).

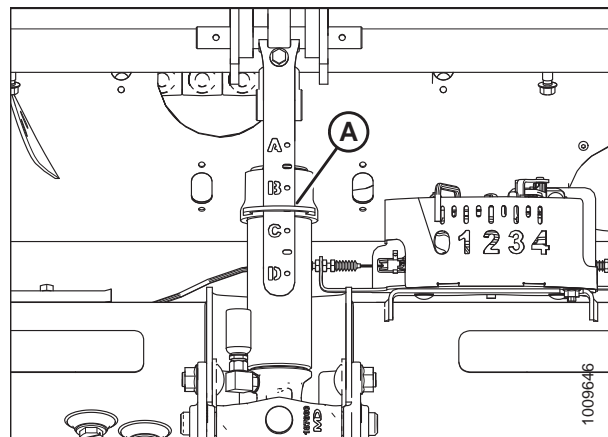


Figure 3.54: Center-Link

5. Remove linkage cover (A) by removing bolt (B) and rotating cover upward until inboard end can be lifted off.

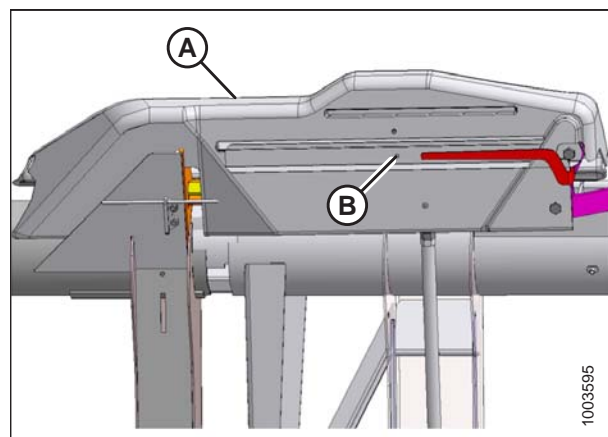


Figure 3.55: Linkage Cover

## OPERATION

### NOTE:

Refer to decal (A) inside each linkage cover.

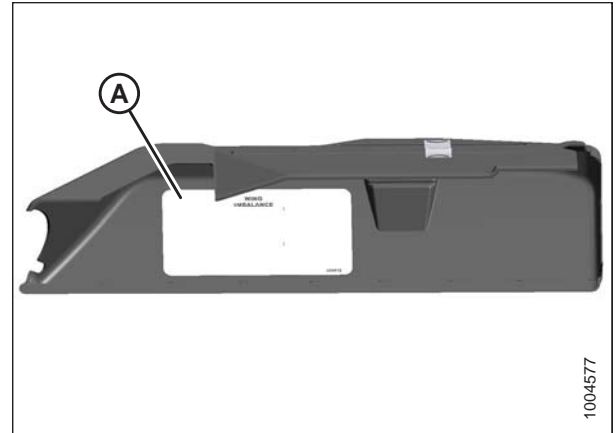


Figure 3.56: Linkage Cover

6. Retrieve wrench (A) from right leg of adapter.

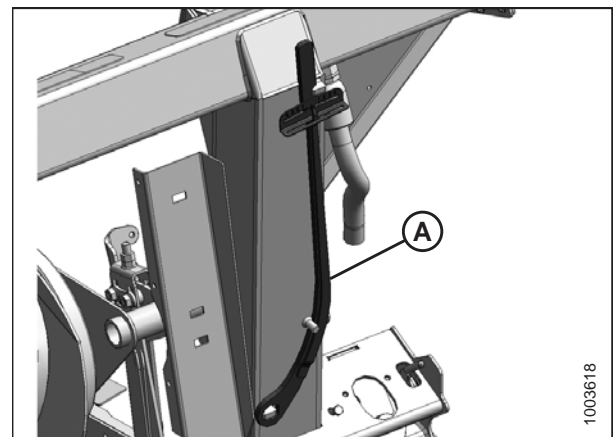


Figure 3.57: Torque Wrench

7. Place torque wrench (A) on bolt (B).

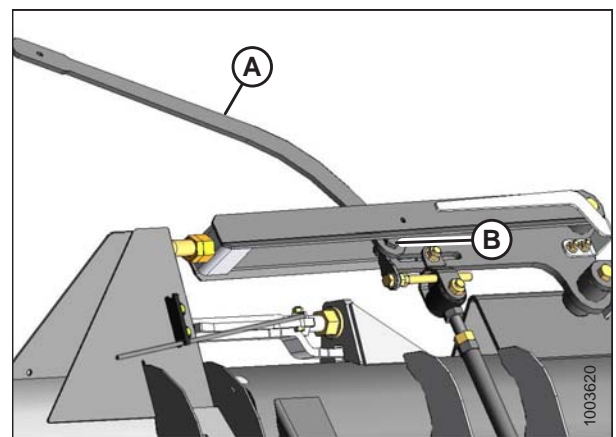


Figure 3.58: Balance Linkage

## OPERATION

8. Check that pointer (D) is properly positioned as follows:
  - a. Use wrench (A) to move bell crank (B) so that lower edge of bell crank is parallel to top-link (C).
  - b. Check that pointer (D) is lined up with the top-link (C). Bend pointer if necessary.

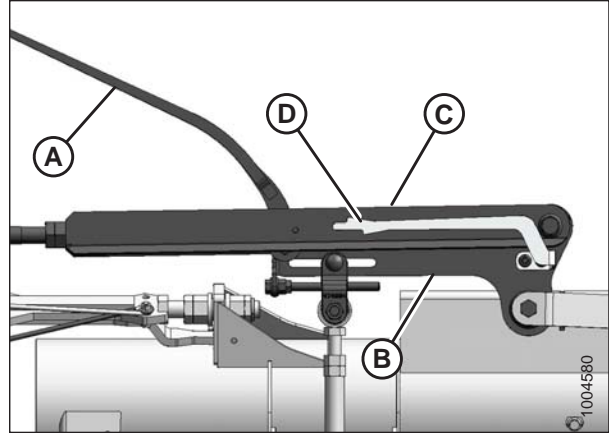


Figure 3.59: Balance Linkage

9. Unlock the wings by moving spring handles (A) to lower (UNLOCK) position.

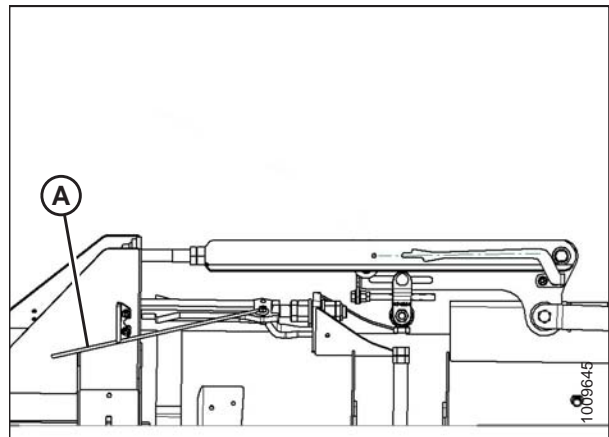


Figure 3.60: Wing Lock in UNLOCK Position

10. Move wing upward with torque wrench (A) until pointer lower alignment tab (C) lines up with upper edge of top-link (B). Observe indicator reading (A) on wrench and record it.

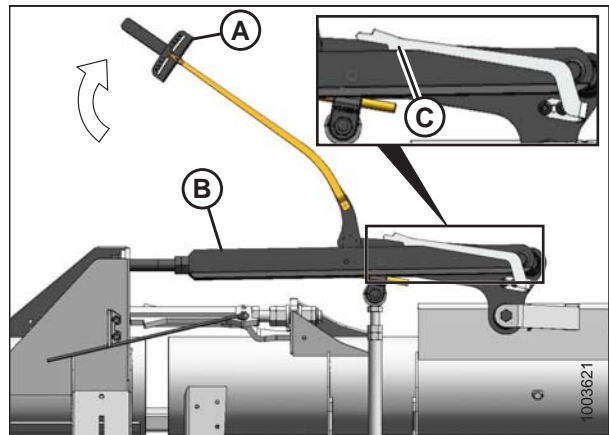


Figure 3.61: Balance Linkage

## OPERATION

11. Move wing downward with torque wrench (A) until pointer upper alignment tab (C) lines up with the lower edge of top-link (B). Observe indicator reading (A) on the wrench and record it.

- If the difference between the readings is 0.5 or less, the wing is balanced and no further adjustment is required. Follow the steps below to reinstall the linkage cover.
- If the difference between the readings is more than 0.5, the wing is not balanced. Refer to [Adjusting Wing Balance, page 73](#).

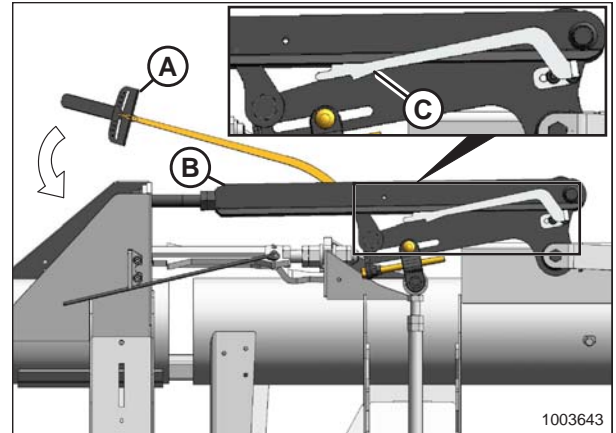


Figure 3.62: Balance Linkage

- If the indicator range is as shown at right, the wing is too light.

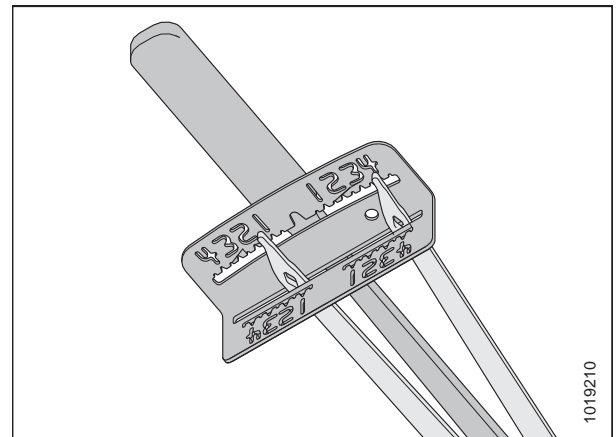


Figure 3.63: Wrench Indicator

- If the indicator range is as shown at right, the wing is too heavy.

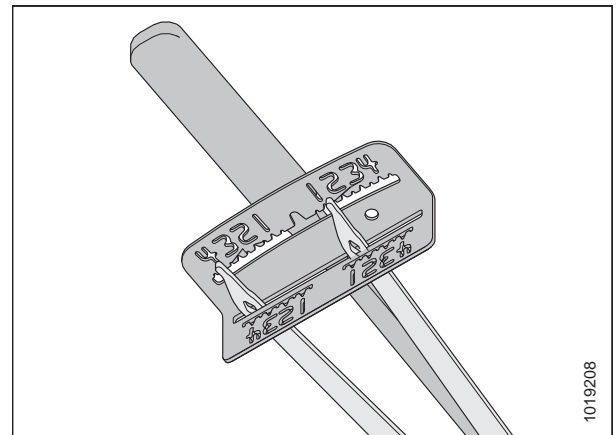
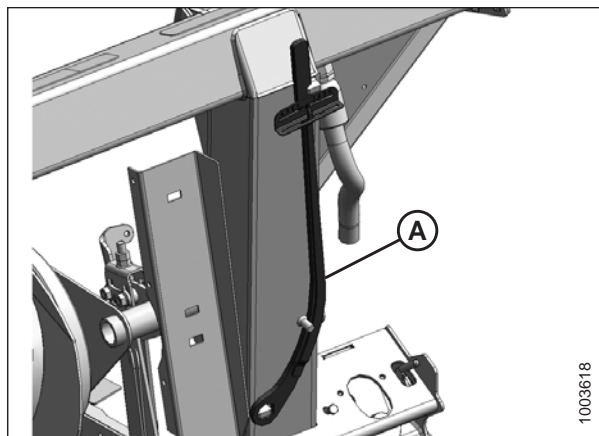


Figure 3.64: Wrench Indicator



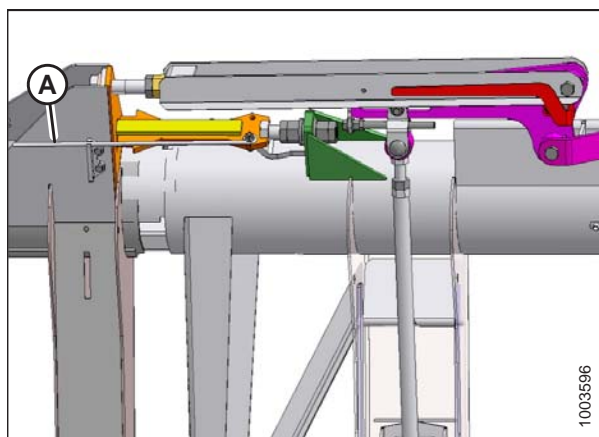
## OPERATION

12. Place wrench (A) back onto right leg of adapter.



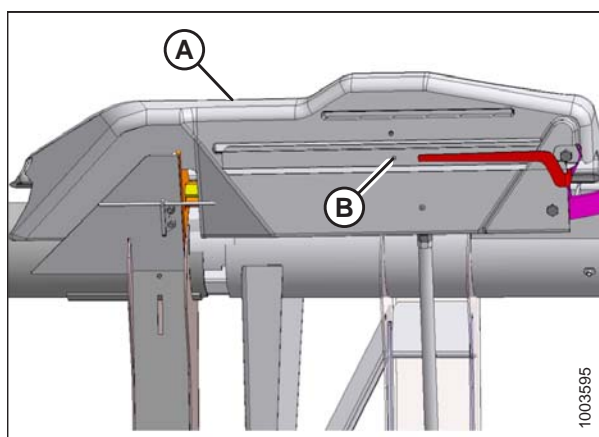
**Figure 3.65: Torque Wrench**

13. Lock the wings by moving spring handles (A) to upper LOCK position.



**Figure 3.66: Wing Lock in Lock Position**

14. Reinstall linkage cover (A) and secure it with bolt (B).



**Figure 3.67: Linkage Cover**



## Adjusting Wing Balance

### **WARNING**

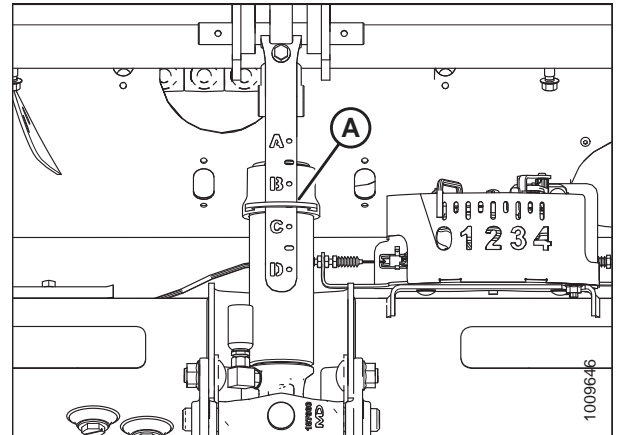
To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

Before proceeding, check the wing balance to verify how to adjust the wing. Refer to [Checking Wing Balance, page 67](#).

#### **NOTE:**

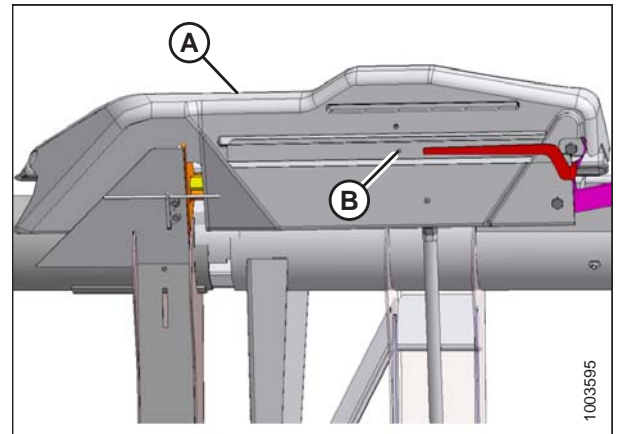
Left side is shown.

1. Extend the header center-link to between B and C on indicator (A).
2. Park combine on level ground and raise header until cutterbar is 152–254 mm (6–10 in.) off the ground.
3. Stop engine and remove key.
4. If installed, move transport/stabilizer wheels so that they are supported by header. Refer to [3.7.1 Cutting Height, page 53](#).



**Figure 3.68: Center-Link**

5. Remove linkage cover (A) by removing bolt (B).



**Figure 3.69: Linkage Cover**

## OPERATION

### NOTE:

Refer to decal (A) inside each linkage cover.

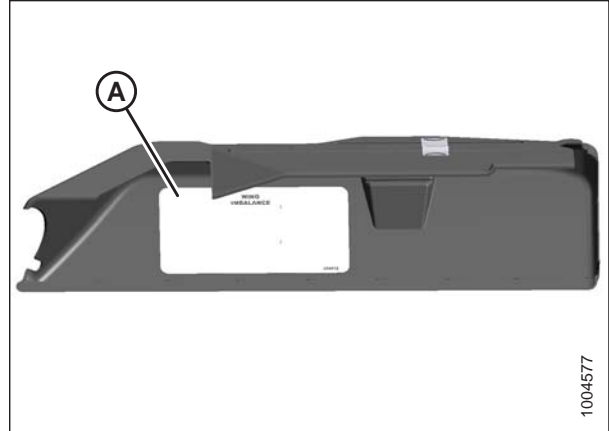


Figure 3.70: Linkage Cover

6. Unlock the wings by moving handle (A) to lower (UNLOCK) position.

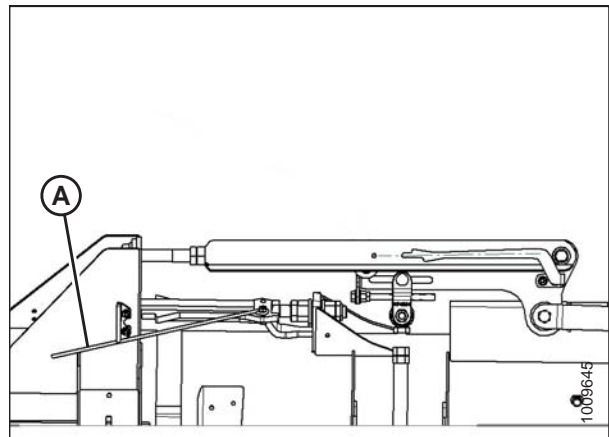


Figure 3.71: Wing Lock in UNLOCK Position

7. Retrieve wrench (A) from adapter leg.

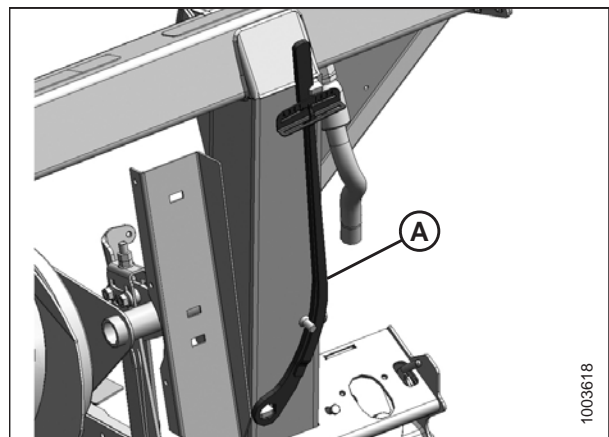


Figure 3.72: Torque Wrench

## OPERATION

8. Place torque wrench (A) on bolt (B).

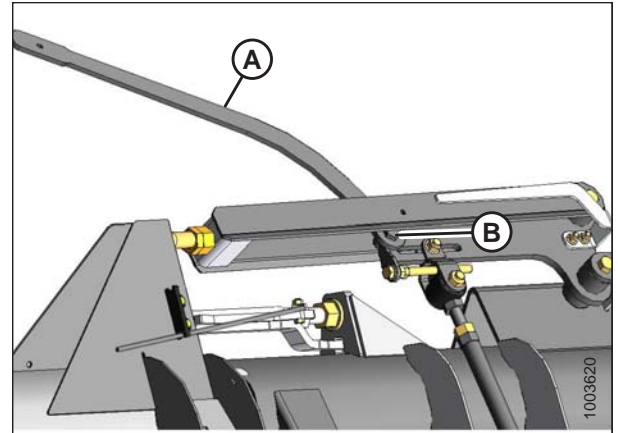


Figure 3.73: Balance Linkage

9. Loosen clevis bolt (A) for the wing requiring adjustment as determined by the wing balance check.

**NOTE:**

Do **NOT** loosen any other hardware.

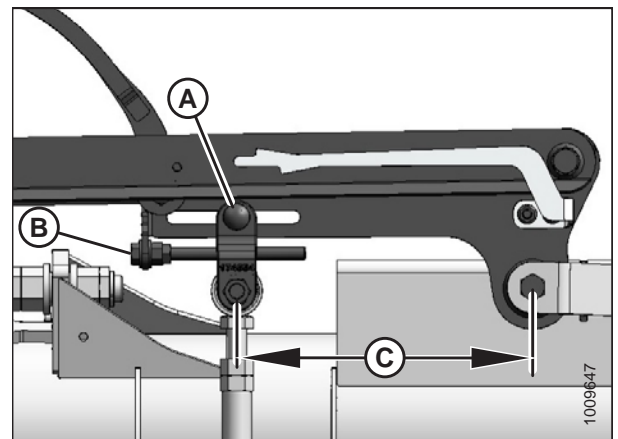


Figure 3.74: Balance Linkage

10. If necessary, perform the following adjustments:
  - If the wing is too heavy, turn adjuster bolt (B) to move clevis (C) outboard (D).
  - If the wing is too light, turn adjuster bolt (B) to move clevis (C) inboard (E).
12. Adjust clevis (C) position if necessary until indicator readings are within one increment.
13. Tighten clevis bolt (A).

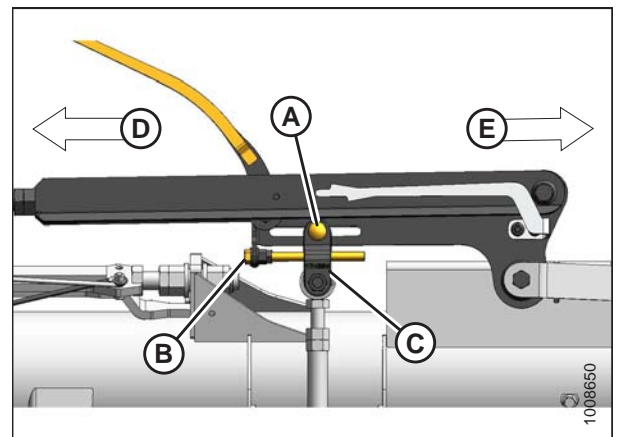


Figure 3.75: Balance Linkage

## OPERATION

14. Move handle (A) to the upper LOCK position.
15. If lock does not engage, move the wing up and down with torque wrench until it locks. When locked, there will be some movement in the linkage.
16. If the cutterbar is not straight when wings are in lock mode, then further adjustments are required. Contact your MacDon Dealer.

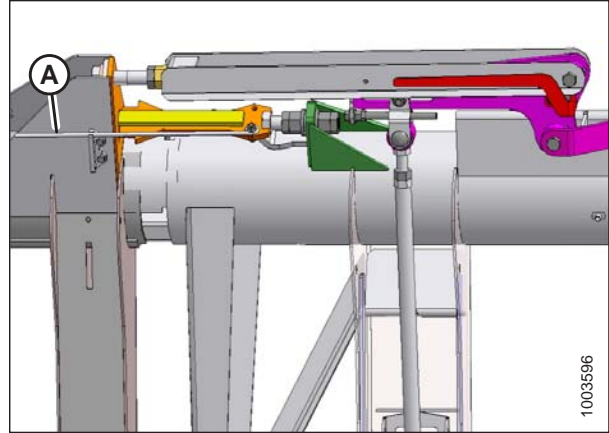


Figure 3.76: Wing Lock in Lock Position

17. Replace torque wrench on adapter frame.
18. Reinstall linkage cover (A) and secure it with bolt (B).

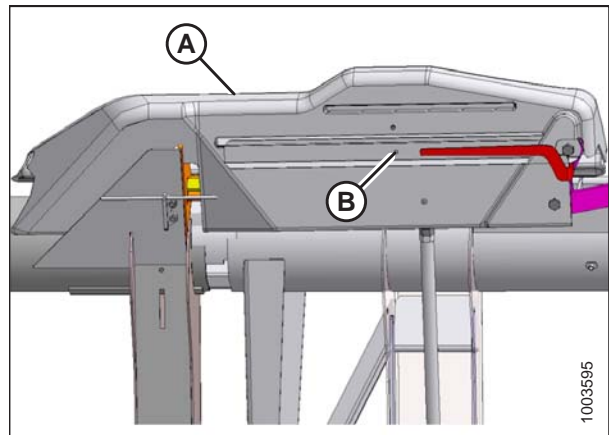


Figure 3.77: Linkage Cover

### 3.7.4 Header Angle

Header angle is adjustable to accommodate different crop conditions and/or soil types.

Header angle (A) controls the distance (B) between the knife and the ground and is a critical component for effective cutting on the ground. Adjusting the center-link determines the position of the knife and guards and pivots the header at the point of skid shoe/ground contact (C).

Header angle (A) is equal to guard angle (D) which is the angle between the upper surface of the guards and the ground.

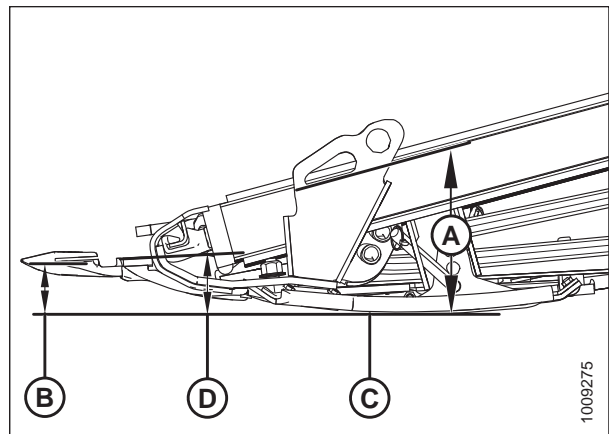


Figure 3.78: Header Angle

## OPERATION

### Controlling Header Angle

The header/guard angle is controlled from the combine cab with a switch on the operator's control console and an indicator on the center-link. To change the header/guard angle, adjust the length of the center-link between the combine adapter and the header.

**Case, New Holland:** Control header angle by using a combination of the reel fore-aft pad and the shift button, both located on the ground speed lever (GSL). Hold the shift button on the back of the GSL, and use the reel fore/aft pad to control the header angle. Release the shift button to revert back to reel fore/aft control.

**AGCO, CLAAS, and John Deere:** Control header angle by using a combination of the reel fore/aft pad on the GSL and a Dealer-installed auxiliary toggle switch. This two-position switch toggles between reel fore/aft and header tilt functionality. Use the reel fore/aft control pad on the GSL to adjust the selected function. The location of the toggle switch varies per combine manufacturer.

**AGCO:** The reel fore-aft / header tilt switch (A) is located under console armrest.

**NOTE:**

Gleaner A Series shown. Models without the armrest cover will have the toggle switch located on the console.



Figure 3.79: Toggle Switch Location – AGCO

**CLAAS:** The reel fore-aft / header tilt switch (A) is located on the control console.



Figure 3.80: Toggle Switch Location – CLAAS

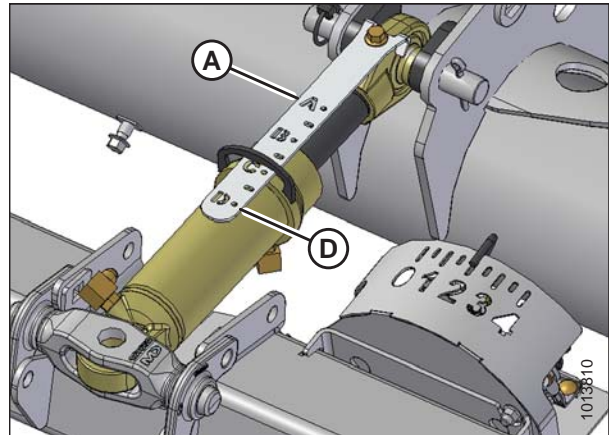
## OPERATION

**John Deere:** The reel fore-aft / header tilt switch (A) is located on the right side of armrest.



**Figure 3.81: Toggle Switch Location – John Deere**

1. Set the header angle according to the type and condition of crop and soil as follows:
  - a. Use shallower settings (A) (position A on the indicator) for normal cutting conditions and wet soil to reduce soil build-up at the cutterbar. Shallow angle settings also minimize damage to the knife in stony fields.
  - b. Use steeper settings (D) (position D on the indicator) for lodged crops and crops that are close to the ground such as soybeans.



**Figure 3.82: Center-Link**

The shallowest angle (A) (center-link fully retracted) produces the highest stubble when cutting on the ground.

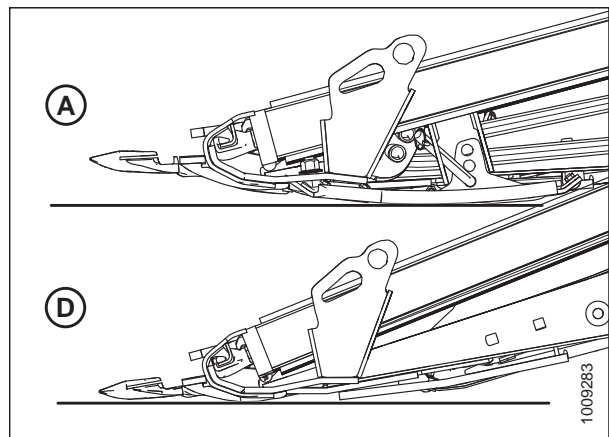
The steepest angle (D) (center-link fully extended) produces the lowest stubble when cutting on the ground.

Choose an angle that maximizes performance for your crop and field conditions. Refer to Table 3.7, page 78 for a summary of adjustment ranges.

**Table 3.7 FD75 Header Angle**

Header Size	Guard Angle
9.1–13.7 m (30–45 ft.)	2.0–7.4°

Refer to 3.6.2 *Header Settings*, page 42 for recommended header/guard angle settings for your particular crop conditions.



**Figure 3.83: Guard Angles**



### 3.7.5 Reel Speed

Reel speed is one of the factors that determines how crop is moved from the cutterbar onto the drapers.

The reel performs best when it appears to be driven by the ground. It should move the cut crop evenly through the cutterbar and onto the drapers without bunching and with minimal disturbance.

In standing crop, reel speed should be slightly higher than, or equal to, ground speed.

In flattened crop or crop that is leaning away from the cutterbar, the reel speed needs to be higher than the ground speed. To achieve this, either increase the reel speed or decrease the ground speed.

Excessive shattering of grain heads or crop loss over the header backtube may indicate that the reel speed is too high. Excessive reel speed also increases reel component wear and overloads the reel drive.

Slower reel speeds can be used with nine-bat reels, which is advantageous in shatter-prone crops.

**NOTE:**

A conversion kit to change a six-bat reel to a nine-bat reel for 9.1- and 10.6-m (30- and 35-ft.) headers. Refer to [6.2.3 PR15 Tine Tube Reel Conversion Kit, page 480](#) for more information.

Refer to [3.6.2 Header Settings, page 42](#) for recommended reel speeds in specific crops and crop conditions.

The reel speed is adjustable using the controls in the combine cab. Refer to your combine operator's manual for adjustment details.

#### *Optional Reel Drive Sprockets*

Optional reel drive sprockets for use in special crop conditions are available as an alternative to the factory-installed sprocket.

The header is factory-equipped with a 19-tooth sprocket that drives the reel and it is suitable for most crops. Other sprockets are available that provide more torque to the reel in heavy cutting conditions or allow for higher reel speeds in light crops when operating at increased ground speeds. Refer to Table [3.8, page 79](#), and contact your MacDon Dealer for ordering information.

**Table 3.8 Optional Reel Drive Sprockets**

Hydraulics	Combine	Application	Optional Drive Sprocket
13.79–14.48 MPa (2000–2100 psi)	Gleaner Transverse Rotary	Combining down rice	10 tooth
17.24 MPa (2500 psi)	CLAAS 500, 700 Series, Challenger Axial Rotary		12 tooth
20.68 MPa (3000 psi)	NH CR, CX, Case IH 7010, 8010, 7120, 8120, 88 Series		14 tooth
Low flow (under 42 L/min [11 gpm])	—	Combining light crops above 16 km/hr (10 mph)	21 tooth

For installation details, refer to [5.14.3 Replacing Reel Drive Sprocket, page 465](#).

### 3.7.6 Ground Speed

Operating at the proper ground speed will result in cleanly cut crops and evenly distributed material into the combine.

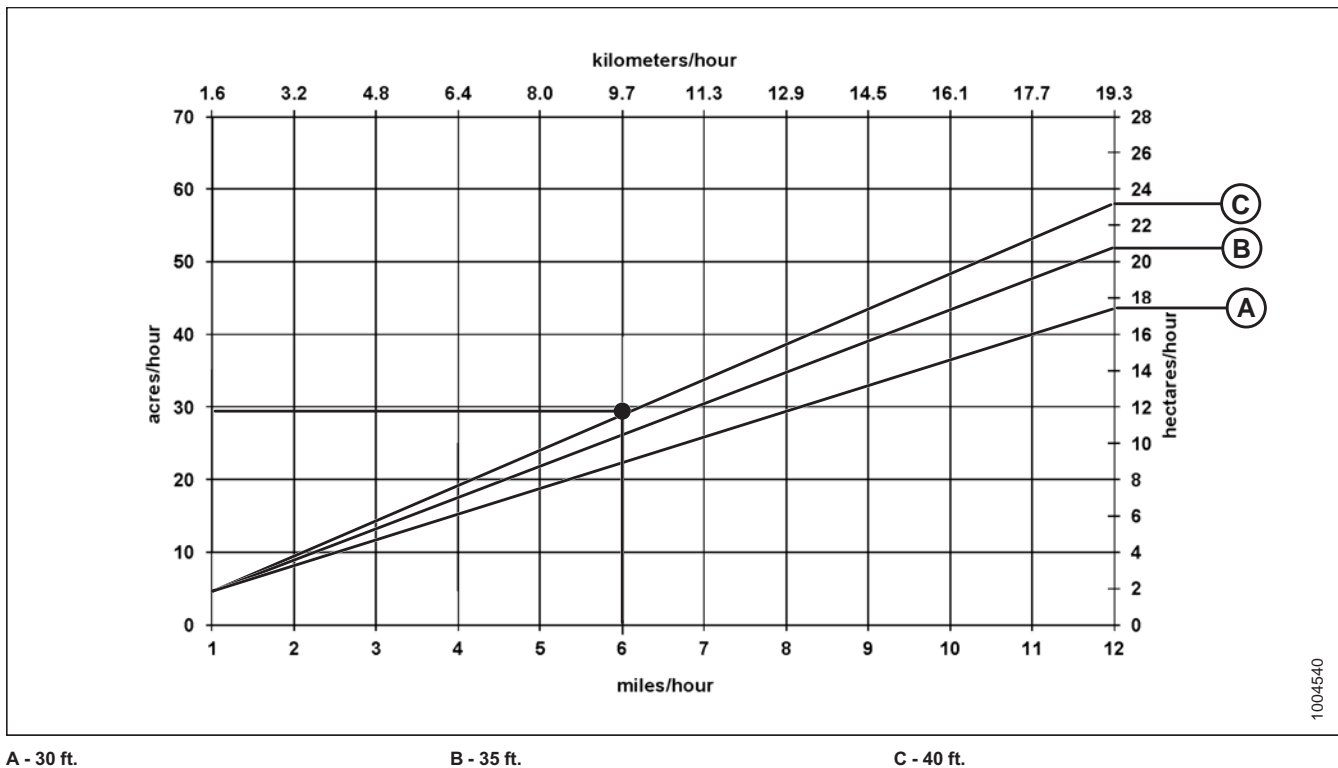
Reduce ground speed in difficult cutting conditions to reduce loads on cutting components and drives.

Use lower ground speeds in very light crops (e.g., short soybeans) to allow the reel to pull in short plants. Start at 4.8–5.8 km/h (3.0–3.5 mph) and adjust as required.

Higher ground speeds may require heavier float settings to prevent excessive bouncing that causes uneven cutting and possible damage to the cutting components. If ground speed is increased, draper and reel speeds should generally be increased to handle the extra material.

Figure 3.84, [page 80](#) illustrates the relationship between ground speed and area cut for the various sized headers.

**Figure 3.84: Ground Speed vs Acres**



**Example:** A 40-foot header operating at a ground speed of 9.7 km/h (6 mph) would produce a cut area of approximately 11.3 hectares (28 acres) in one hour.

### 3.7.7 Draper Speed

Correct draper speed is an important factor for achieving good flow of the cut crop away from the cutterbar.

The side drapers and feed draper operate independently of each other, therefore, the speeds are controlled differently. The side draper speed is adjusted with a manually adjustable control valve that is mounted on the adapter. The adapter feed draper speed is fixed to the combine feeder house speed and cannot be independently adjusted.

Adjust the draper speed to achieve efficient crop feeding onto the adapter feed draper. Refer to [Adjusting Side Draper Speed, page 81](#).

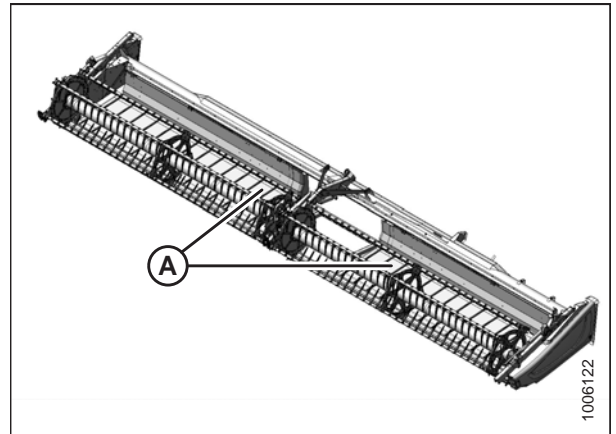


## OPERATION

### *Adjusting Side Draper Speed*

The side drapers carry the cut crop to the adapter feed draper which then feeds it into the combine. The speed is adjustable to suit crops and crop conditions.

The side drapers (A) are driven by hydraulic motors and a pump that is powered by the combine feeder house drive through a gearbox on the adapter. Side draper speed is set by using the flow control valve on the adapter which regulates the flow to the draper hydraulic motors.



**Figure 3.85: Side Drapers**

The flow control (A) valve has settings from 0–9 on the barrel that line up with a notch on the hydraulic compartment cover to indicate the draper speed. The flow control valve is factory-set to 6 which should be sufficient for normal crop feeding.

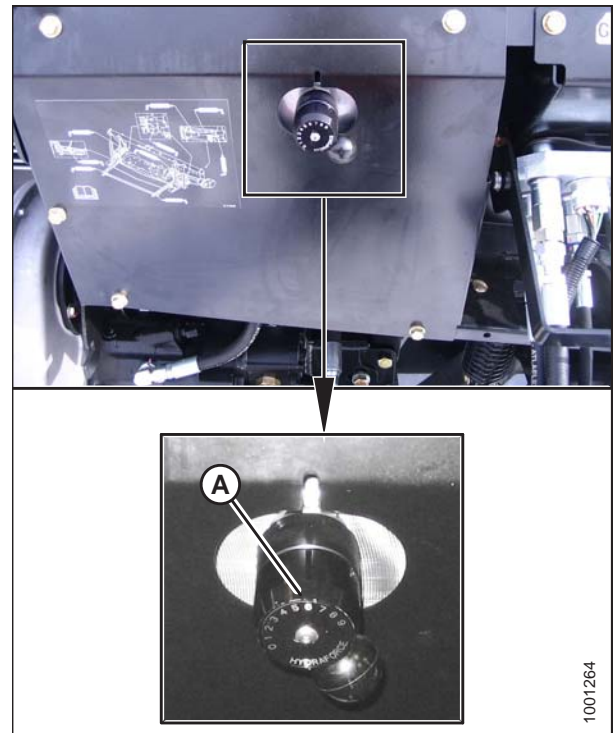
To change the draper speed, shut down the combine and rotate the flow control valve dial to adjust the control.

Refer to one of the following for recommended draper speed settings:

- [3.6.2 Header Settings, page 42](#)
- [3.6.3 Optimizing Header for Straight Combining Canola, page 49](#)

**NOTE:**

Insufficient draper speed may be caused by low relief pressure. See your MacDon Dealer for checking and adjusting the CA25 hydraulic relief pressure.



**Figure 3.86: Flow Control Valve**

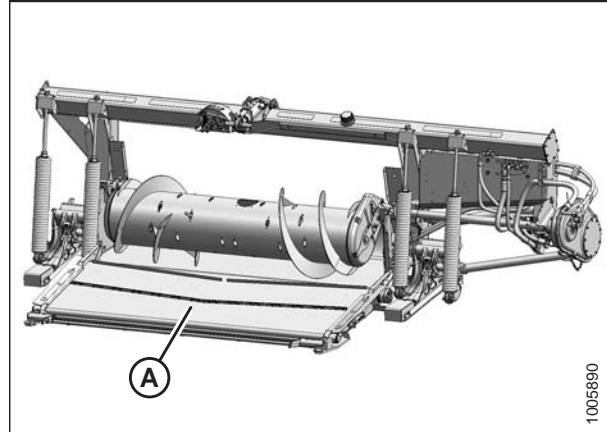
## OPERATION

### *Adjusting Feed Draper Speed*

The feed draper moves the cut crop from the side drapers into the adapter feed auger.

The adapter feed draper (A) is driven by a hydraulic motor and a pump that is powered by the combine feeder house drive through a gearbox on the adapter.

The feed draper speed is determined by the combine feeder house speed and cannot be independently adjusted.



**Figure 3.87: CA25 Combine Adapter**

### **3.7.8 Knife Speed**

The header knife drive is powered by the adapter hydraulic pump which is driven by the combine feeder house. There is no separate adjustment to control the knife speed.

**IMPORTANT:**

For variable speed feeder houses, the rpm values shown at right represent the MINIMUM feeder house speeds. Reduce the flow to the knife drive motor if operating above these rpm values to prevent knife overspeeding and knife failure.

**Table 3.9 Feeder House Speed**

Combine	Feeder House Speed (rpm)
Case IH	580
Challenger	625
CLAAS <sup>37</sup>	420
Gleaner	625
John Deere	490
Massey Ferguson	625
New Holland	580

37. The rear shaft speed on CLAAS combines is 420 (speed shown on cab display monitor also will be 420). The output shaft speed is actually 750 rpm.

## OPERATION

### IMPORTANT:

Ensure the knife speed is within the range of rpm values in Table 3.10, page 83. Refer to *Checking Knife Speed*, page 83.

### IMPORTANT:

Under normal cutting conditions, knife speed taken at the knife drive pulley should be set between 600–640 rpm (1200–1280 spm). If set to low side of chart, you could experience knife stalling.

Table 3.10 FD75 Header Knife Speed

Header Size (m [ft.])	Recommended Knife Drive Speed Range (rpm)	
	Single-Knife Drive	Double-Knife Drive
9.1 (30)	600–700	—
10.6 (35)	550–650	—
12.2 (40)	525–600	550–700
13.7 (45)	—	550–700

### Checking Knife Speed

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Stop the combine engine and remove the key from the ignition.
2. Open the left endshield (A).



Figure 3.88: Left Endshield

#### WARNING

Check to be sure all bystanders have cleared the area.

3. Start the combine engine, engage the header drive, and run the combine at operating rpm.
4. Run adapter and header for 10 minutes to warm up oil to 38°C (100°F).

### NOTE:

Combines with variable speed feeder houses should check knife speed with feeder house at slowest speed. Refer to Table 3.9, page 82 for combine feeder house speed values.

5. Measure the rpm of the knife drive box pulley (A) with a hand-held tachometer.

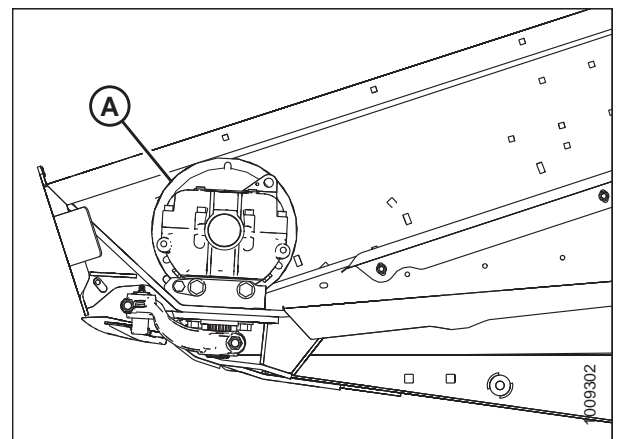


Figure 3.89: Knife Drive Pulley

## OPERATION

6. Shut down the combine.
7. Compare pulley rpm measurement with the rpm values in the knife speed chart. Refer to [3.7.8 Knife Speed, page 82](#).
8. Contact your MacDon Dealer if the pulley rpm measurement exceeds the specified rpm range for your header.

### 3.7.9 Reel Height

The crop type and condition determines the operating height of the reel.

Set the reel height to carry material past the knife and onto the drapers with minimal disturbance and damage to the cut crop. Refer to [3.7.10 Reel Fore-Aft Position, page 84](#).

The reel height is controlled using switches in the combine cab.

**Table 3.11 Reel Height**

Crop Condition	Reel Position
Lodged rice	Lowered (also change reel speed and/or cam setting)
Bushy or heavy standing (all)	Raised

The following conditions might result if the reel is set too low:

- Crop loss over the header backtube
- Crop disturbance on the drapers caused by the reel fingers
- Crop being pushed down by the tine tubes

The following conditions might result if the reel is set too high:

- Cutterbar plugging
- Crop lodging and being left uncut
- Grain stalks dropping ahead of cutterbar

Refer to [3.6.2 Header Settings, page 42](#) to determine recommended reel heights for specific crops and crop conditions.

#### **IMPORTANT:**

Maintain adequate clearance to prevent fingers contacting the knife or the ground. Refer to [5.13.1 Reel Clearance to Cutterbar, page 436](#).

### 3.7.10 Reel Fore-Aft Position

Reel fore-aft position is a critical factor for achieving the best results in adverse conditions. The reel position is factory-set for normal conditions, but it can be adjusted forwards or backwards as required using the controls inside the cab.

The reel can be moved approximately 227 mm (9 in.) farther aft by repositioning the fore-aft cylinders on the reel arms to accommodate certain crop conditions.

For double-reel headers, refer to [Repositioning Fore-Aft Cylinders, page 85](#).

If the combine is equipped with the Multi-Crop Rapid Reel Conversion option, refer to [Repositioning Fore-Aft Cylinders with Multi-Crop Rapid Reel Conversion Option, page 89](#).

## OPERATION

A decal (A) is attached to the right reel support arm for identifying reel position. The aft edge of the cam disc (B) is the reel fore-aft position marker.

For straight standing crop, center the reel over the cutterbar (4–5 on decal).

For crops that are down, tangled, or leaning, it may be necessary to move the reel ahead of the cutterbar (lower number on decal).

### IMPORTANT:

Adjust to a steeper header angle if experiencing difficulty picking up flattened crop. Refer to [Controlling Header Angle](#), page 77 for adjustment instructions. Adjust reel position only if header angle adjustments are not satisfactory.

Refer to [3.6.2 Header Settings](#), page 42 for recommended reel positions in specific crops and crop conditions.

### NOTE:

In crops that are difficult to pick up such as rice, or severely lodged crops that require full forward positioning of the reel, set the reel tine pitch to provide proper placement of the crop onto the drapers. Refer to [3.7.11 Reel Tine Pitch](#), page 91 for adjustment details.

### Adjusting Reel Fore-Aft Position

1. Select FORE-AFT mode on the selector switch in the cab.
2. Operate the hydraulics to move the reel to the desired position while using decal (A) as a reference.
3. Check the reel clearance to cutterbar after making changes to the cam setting. Refer to the following for measurement and adjustment procedures:
  - [5.13.1 Reel Clearance to Cutterbar](#), page 436
  - [5.13.2 Reel Frown](#), page 439

### IMPORTANT:

Operating with the reel too far forward can result in the fingers contacting the ground. When operating with the reel in this position, lower the skid shoes or adjust the header angle as required to prevent damaging the fingers.

### Repositioning Fore-Aft Cylinders

The reel can be moved approximately 227 mm (9 in.) farther aft by repositioning the fore-aft cylinders on the reel arms. This may be desirable when straight-combining canola. If the Multi-Crop Rapid Reel Conversion option is installed, refer to [Repositioning Fore-Aft Cylinders with Multi-Crop Rapid Reel Conversion Option](#), page 89.

## DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

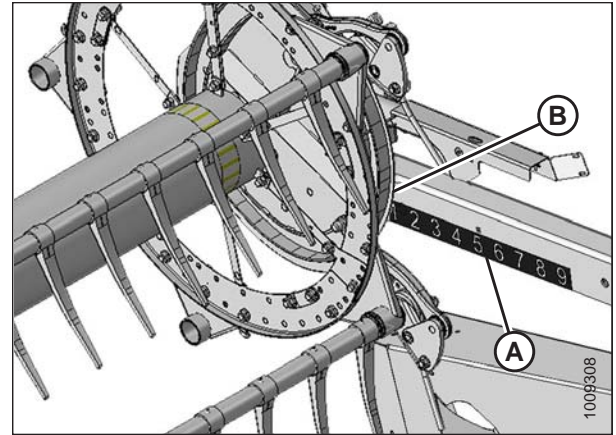


Figure 3.90: Fore-Aft Decal

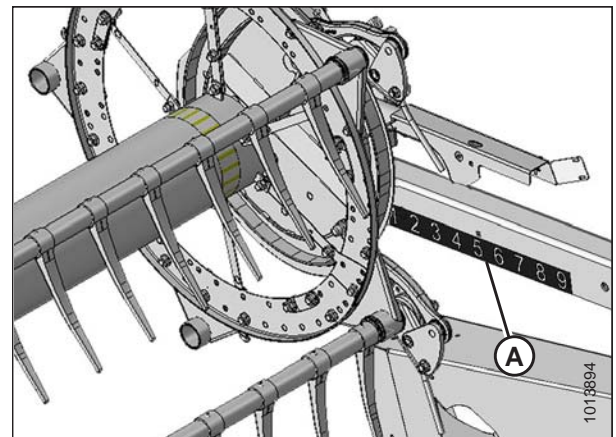


Figure 3.91: Fore-Aft Decal

## OPERATION

### ***Reposition the center arm cylinder as follows:***

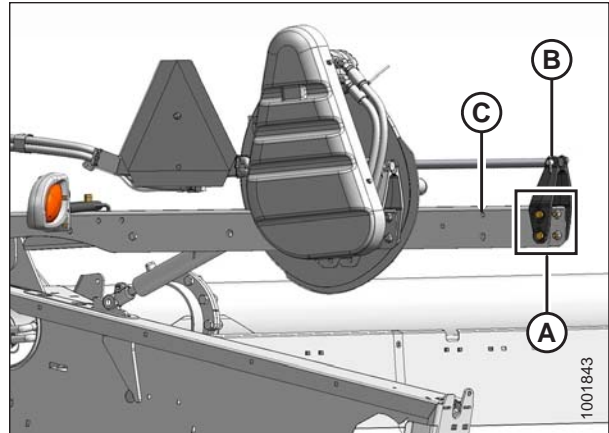
#### **NOTE:**

Reel components not shown in illustration for improved clarity.

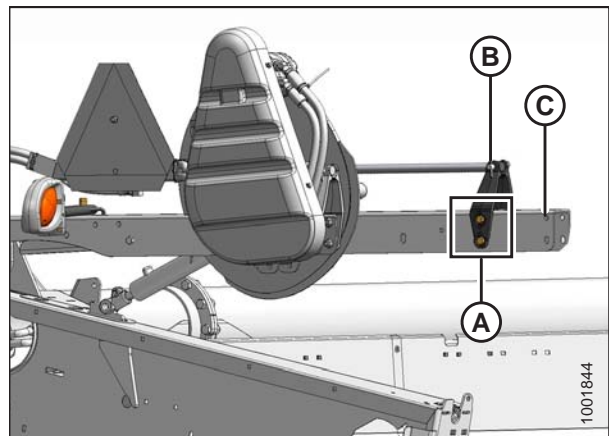
#### **NOTE:**

To move a split reel into canola position, the Short Brace Kit for Center Reel Arm (B5605) is required.

1. Position reel fully aft with support arms horizontal.
2. Stop engine and remove key.
3. Remove four bolts (A) securing cylinder bracket (B) to reel arm.
4. Push/pull reel until bracket (B) lines up with the fore/aft set of holes (C).
5. Reinstall four bolts (A) to secure bracket (B) to reel arm at new position.



**Figure 3.92: Right Arm – Forward Position**



**Figure 3.93: Right Arm – Rearward Position**



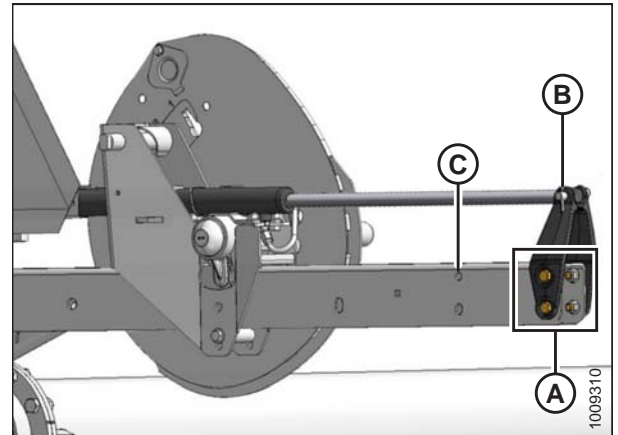
## OPERATION

### ***Reposition right arm cylinder as follows:***

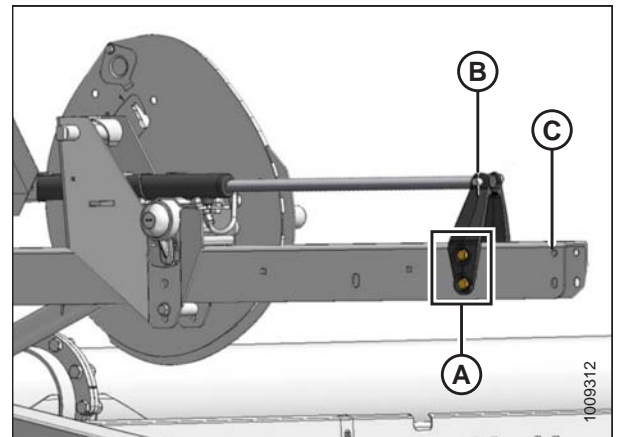
#### **NOTE:**

Reel components not shown in illustration for improved clarity.

6. Remove four bolts (A) securing cylinder bracket (B) to the reel arm.
7. Push reel back until bracket (B) lines up with the aft set of holes (C).
8. Reinstall the four bolts (A) to secure bracket to reel arm at new position.



**Figure 3.94: Forward Position**



**Figure 3.95: Rearward Position**

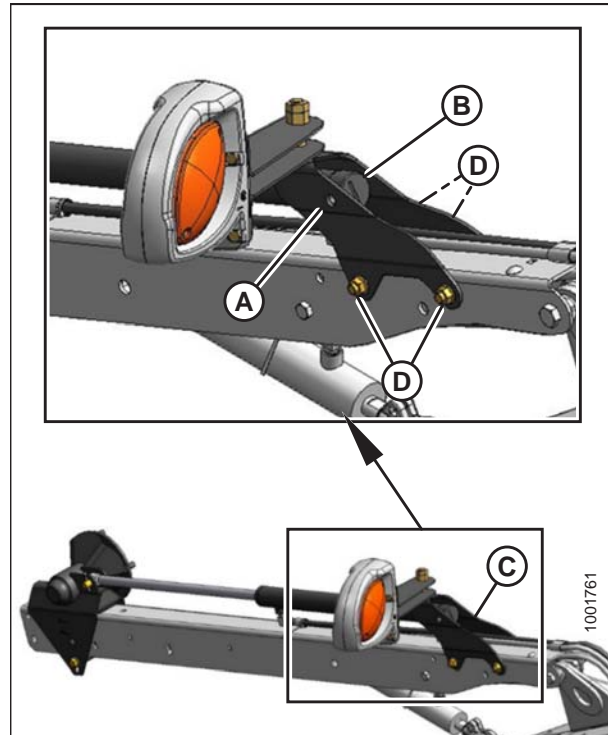
## OPERATION

### ***Reposition the left reel arm cylinder as follows:***

#### **NOTE:**

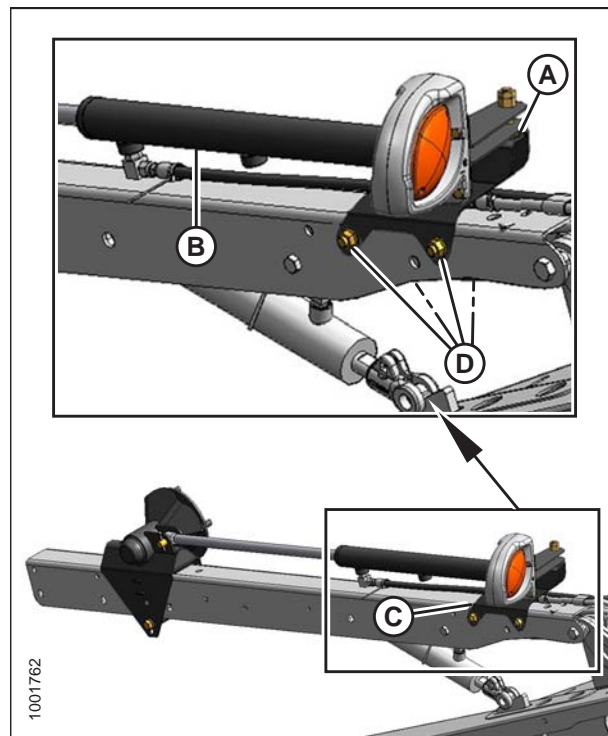
Reel components not shown in illustration for improved clarity.

9. Remove pin (A) securing cylinder (B) to bracket/light assembly (C).
10. Remove bolts (D) securing bracket/light assembly (C) to the reel arm, and remove the bracket/light assembly.
11. If necessary, remove the cable tie securing the harness to the bracket/light assembly (C) or reel arm.
12. Swivel the light to the working position as shown.



**Figure 3.96: Forward Position**

13. Reposition bracket/light assembly (C) on the reel arm as shown, and secure with four bolts (D). Tighten bolts.
14. Push the reel back and attach cylinder (B) to bracket/light assembly (C) with pin (A). Secure pin with cotter pin.
15. Secure the light harness to bracket/light assembly (C) using a cable tie.
16. Check the reel clearance to the backsheet, upper cross auger (if installed), and reel braces.
17. Adjust the reel tine pitch if necessary. Refer to [3.7.11 Reel Tine Pitch, page 91](#).



**Figure 3.97: Rearward Position**



## OPERATION

### *Repositioning Fore-Aft Cylinders with Multi-Crop Rapid Reel Conversion Option*

The reel can be moved approximately 227 mm (9 in.) farther aft by repositioning the fore-aft cylinders on the reel arms.

#### **DANGER**

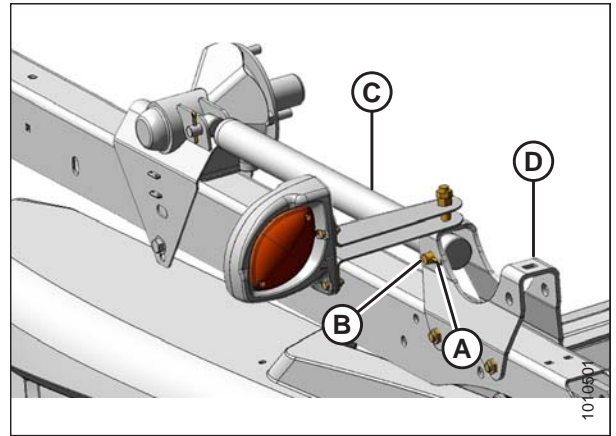
To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

#### *Reposition the left arm cylinder as follows:*

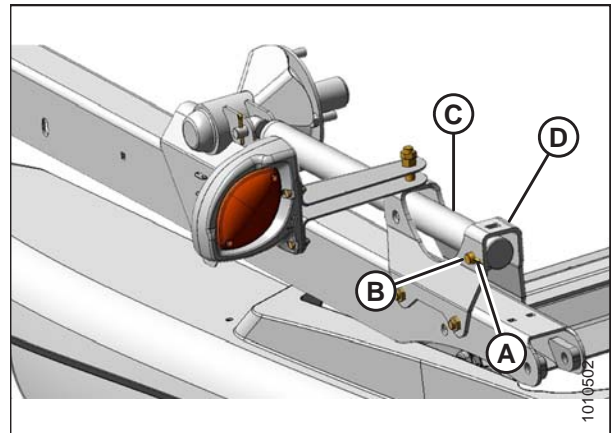
##### **NOTE:**

Reel components not shown in illustration for improved clarity.

1. Position reel fully aft with support arms horizontal.
2. Stop the engine and remove the key from the ignition.
3. Remove cotter pin (A) and clevis pin (B).
4. Push the reel back until cylinder barrel (C) lines up with the aft holes in bracket (D).
5. Reinstall clevis pin (B) at the new position and secure with cotter pin (A).



**Figure 3.98: Forward Position – Left Arm**



**Figure 3.99: Aft Position – Left Arm**

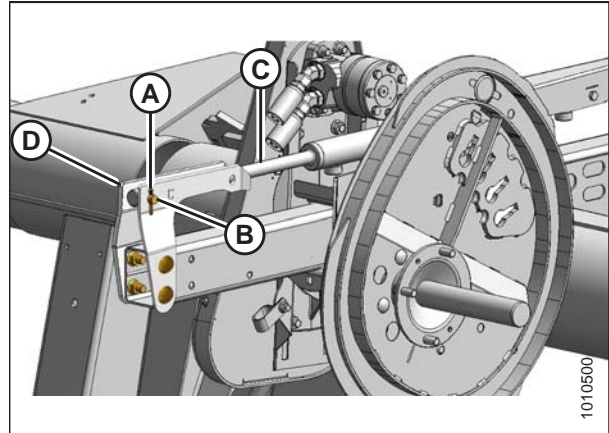
## OPERATION

### *Reposition the center arm cylinder as follows:*

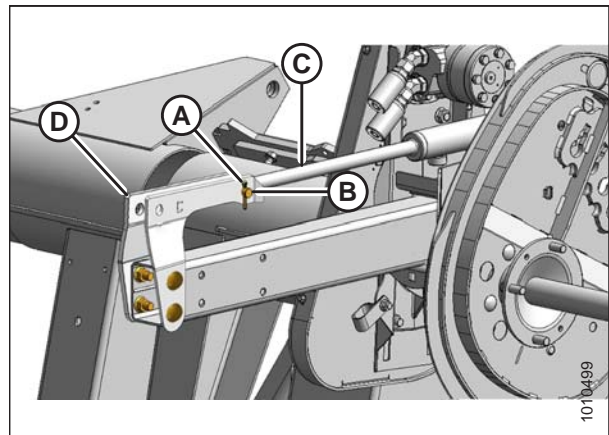
#### **NOTE:**

Reel components not shown in illustration for improved clarity.

6. Remove cotter pin (A) and clevis pin (B).
7. Push the reel back until cylinder barrel (C) lines up with the aft holes in bracket (D).
8. Reinstall clevis pin (B) at the new position and secure with cotter pin (A).



**Figure 3.100: Forward Position – Center Arm**



**Figure 3.101: Aft Position – Center Arm**

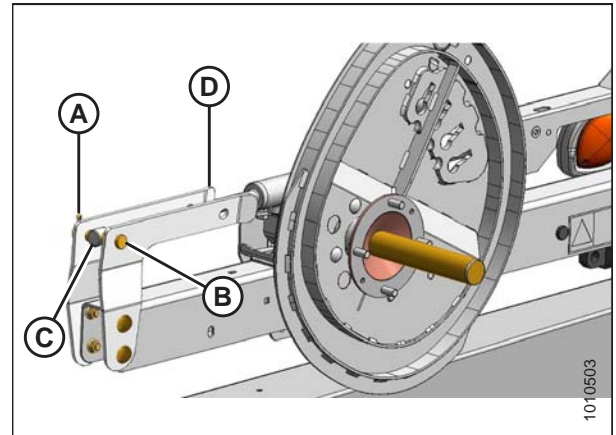
## OPERATION

### ***Reposition the right arm cylinder as follows:***

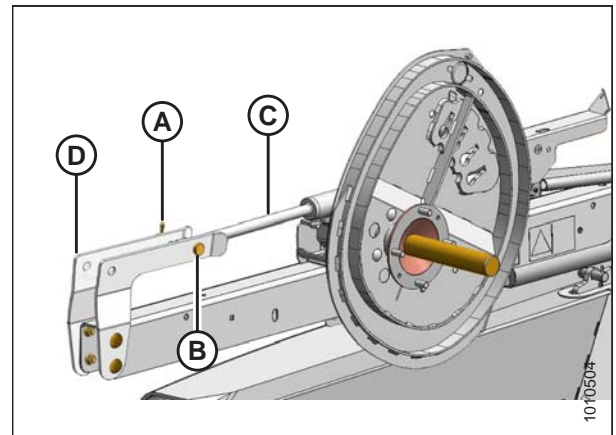
#### **NOTE:**

Reel components not shown in illustration for improved clarity.

9. Remove cotter pin (A) and clevis pin (B).
10. Push the reel back until cylinder rod (C) lines up with the aft holes in bracket (D).
11. Reinstall clevis pin (B) at the new position and secure with cotter pin (A).



**Figure 3.102: Forward Position – Right Arm**



**Figure 3.103: Aft Position – Right Arm**

### **3.7.11 Reel Tine Pitch**

The pick-up reel is designed to pick up flattened and severely lodged crops. It is not always necessary to increase the tine pitch (select a higher cam setting) to pick up lodged crops, however, because the cam setting is mainly used to determine how the crop gets delivered onto the drapers.

The positioning of the fingers relative to the ground (tine pitch) is not significantly affected by the cam setting. For example, with the cam position range at 33°, the corresponding finger pitch range is only 5° at the lowest point of the reel's rotation.

For the best results, use the minimum cam setting that delivers the crop past the rear edge of the cutterbar and onto the drapers. Refer to [3.6.2 Header Settings, page 42](#).

#### ***Reel Cam Settings***

The following outlines the function of each cam setting and provides set-up guidelines for various crop conditions.

The setting numbers are visible above the slots on the cam disc. Refer to [Adjusting Reel Cam, page 94](#) if adjustments are necessary.

## OPERATION

**Cam Position 1, Reel Position 6 or 7** delivers the most even crop flow onto the drapers without fluffing up or disturbing the material.

- This setting will release crop close to the cutterbar and works best if the cutterbar is on the ground.
- Some crops will not be delivered past the cutterbar when the cutterbar is raised off the ground and the reel is pushed forward; therefore, set the initial reel speed approximately equal to the ground speed.

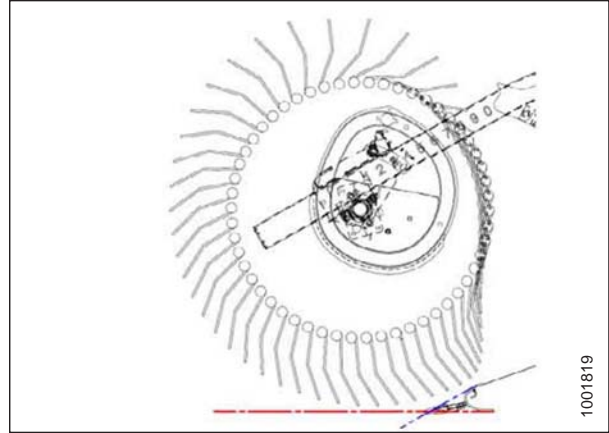


Figure 3.104: Finger Profile – Position 1

**Cam Position 2, Reel Position 3 or 4** is the recommended starting position for most crops and conditions.

- If the crop is stalling on the cutterbar when the reel is in the forward position, increase the cam setting to push the crop past the rear edge of the cutterbar.
- If the crop is getting fluffed or if there is a disruption to the flow across the drapers, decrease the cam setting.
- This setting generates a fingertip speed that is approximately 20% faster than the reel speed.

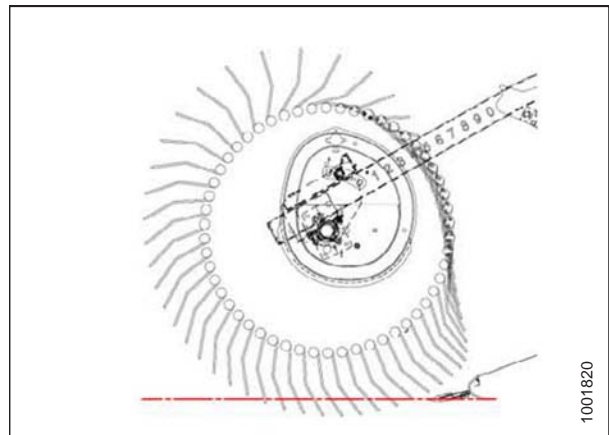


Figure 3.105: Finger Profile – Position 2

**Cam Position 3, Reel Position 6 or 7** is mainly used to leave long stubble.

- This position allows the reel to reach forward and lift the crop across the knife and onto the drapers.
- This setting generates a fingertip speed that is approximately 30% faster than the reel speed.

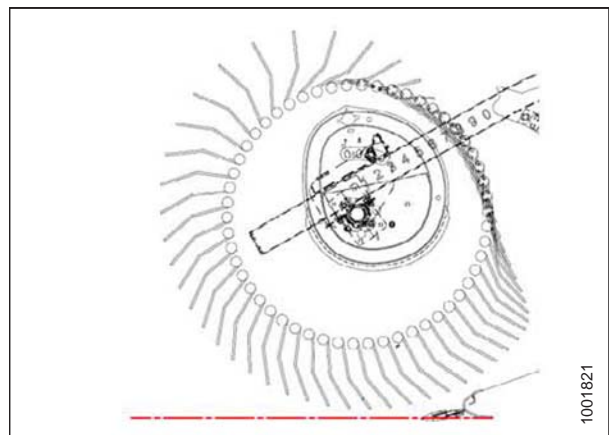
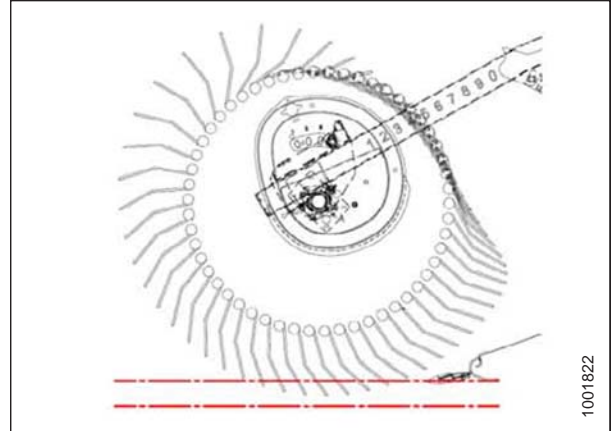


Figure 3.106: Finger Profile – Position 3

## OPERATION

**Cam Position 4, Reel Position 2 or 3** is used with the reel fully forward to leave the maximum amount of stubble in lodged crops.

- This position allows the reel to reach forward and lift the crop across the knife and onto the drapers.
- This setting generates a fingertip speed that is approximately 35% faster than the reel speed.



**Figure 3.107: Finger Profile – Position 4**

**Cam Position 4, Header Angle At Maximum, and Reel Fully Forward** provides the maximum amount of reel reach below the cutterbar to pick up lodged crops.

- Leaves a significant amount of stubble when cutting height is set to approximately 203 mm (8 in.). In damp materials such as rice, it's possible to double the ground speed because of the reduction of cut material.
- This setting generates a fingertip speed that is approximately 35% faster than the reel speed.

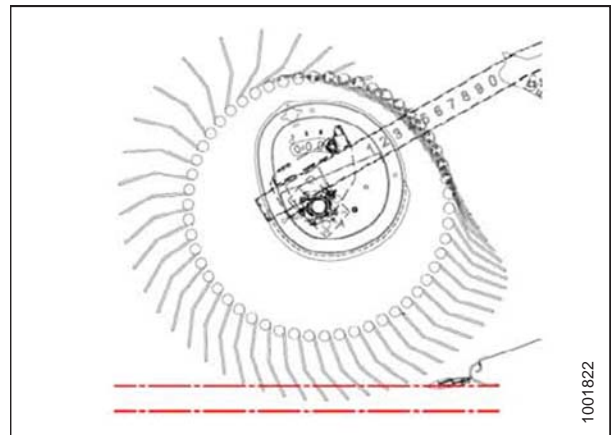
### NOTE:

Higher cam settings with the reel fore-aft position set between 4–5 sharply decreases the draper capacity because the reel disrupts the crop flow across the drapers and the fingers engage the crop that is moving on the drapers. High cam settings are recommended only with the reel at, or close to, full forward settings.

### IMPORTANT:

The reel to cutterbar clearance should always be checked following adjustments to reel tine pitch and reel fore-aft position. Refer to [5.13.1 Reel Clearance to Cutterbar, page 436](#).

Refer to [3.6.2 Header Settings, page 42](#) for recommended reel tine pitch in specific crops and crop conditions.



**Figure 3.108: Finger Profile – Position 4**

### Adjusting Reel Cam

## DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Turn latch pin (A) counterclockwise using a 3/4 in. wrench to release the cam disc.
2. Use the wrench on bolt (B) to rotate the cam disc and align latch pin (A) with the desired cam disc hole position (C) (1 to 4).

#### NOTE:

Bolt (B) is positioned through the cam disc (transparent view shown in illustration for improved clarity).

3. Turn latch pin (A) clockwise to engage and lock the cam disc.
4. Repeat the above procedure for the opposite reel.

#### IMPORTANT:

Ensure the cam is secured into position before operating the machine.

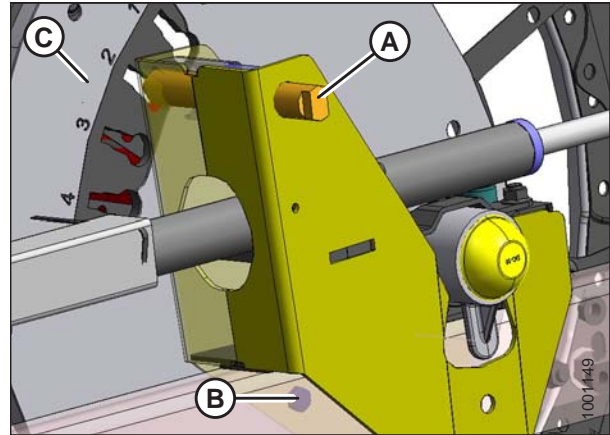


Figure 3.109: Cam Disc Positions

## 3.7.12 Crop Dividers

Crop dividers are used to help divide the crop when harvesting. They are removable to allow installation of vertical knives and to decrease transport width.

Crop dividers are bolted to the header by default, but a latch option is also available.

### Removing Crop Dividers with Latch Option from Header

## DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Lower reel, raise header, stop engine, remove key, and engage header safety props. Refer to your combine operator's manual for instructions.
2. Open or remove endshields. Refer to [3.2.3 Endshields, page 31](#).



## OPERATION

3. Lift safety lever (A).
4. Hold onto crop divider (B), push lever (C) to open latch, and lower crop divider.

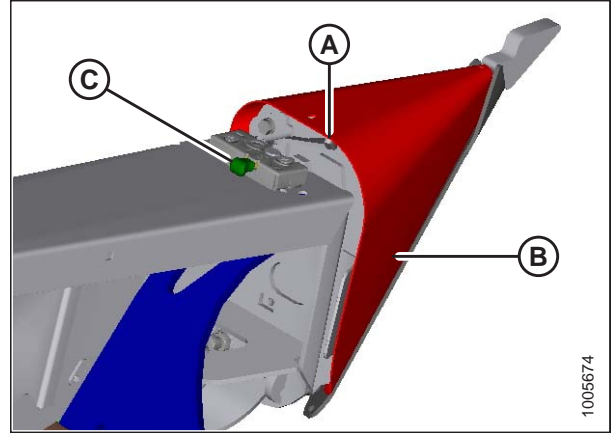


Figure 3.110: Crop Divider

5. Lift crop divider off endsheet and store as follows:
  - a. Insert pin (A) on crop divider into hole in endsheet at location shown.
  - b. Lift crop divider and position lugs (B) on crop divider into bracket on endsheet. Ensure lugs engage bracket.
6. Close or install endshields. Refer to [3.2.3 Endshields, page 31](#).

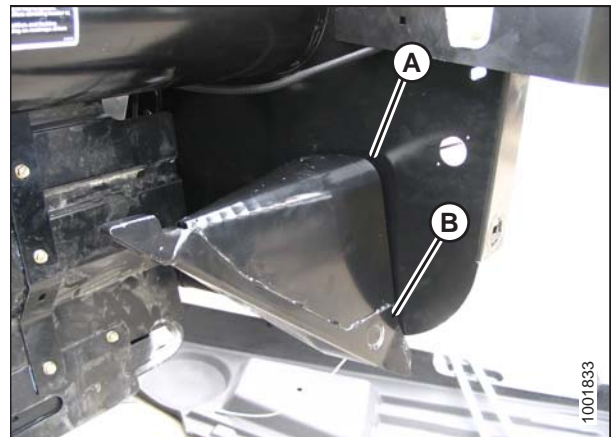


Figure 3.111: Stored Crop Divider

### *Removing Crop Dividers without Latch Option from Header*

#### **DANGER**

**To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.**

1. Lower reel, raise header, stop engine, remove key, and engage safety props. Refer to your combine operator's manual for instructions.
2. Open or remove endshields. Refer to [3.2.3 Endshields, page 31](#).

## OPERATION

3. Remove bolt (A), lock washer, and flat washer.
4. Lower crop divider (B) and then lift to remove from endsheet.
5. Close or install endshields. Refer to [3.2.3 Endshields](#), [page 31](#).

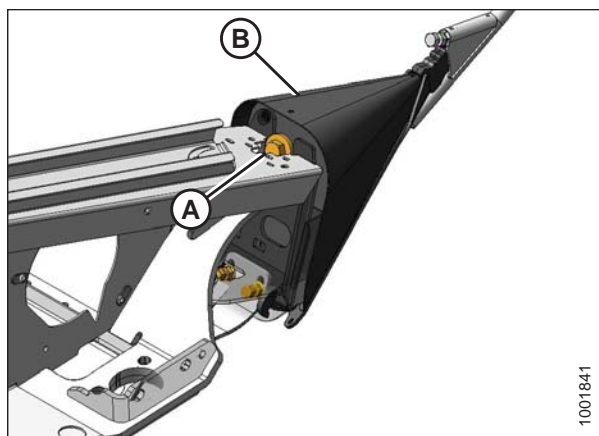


Figure 3.112: Crop Divider



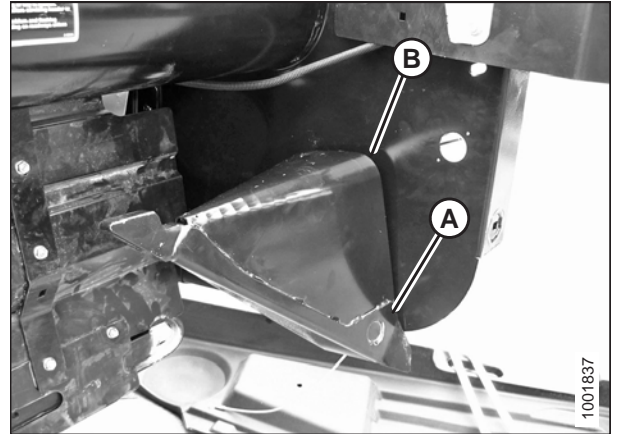
## OPERATION

### *Installing Crop Dividers with Latch Option onto Header*

#### **DANGER**

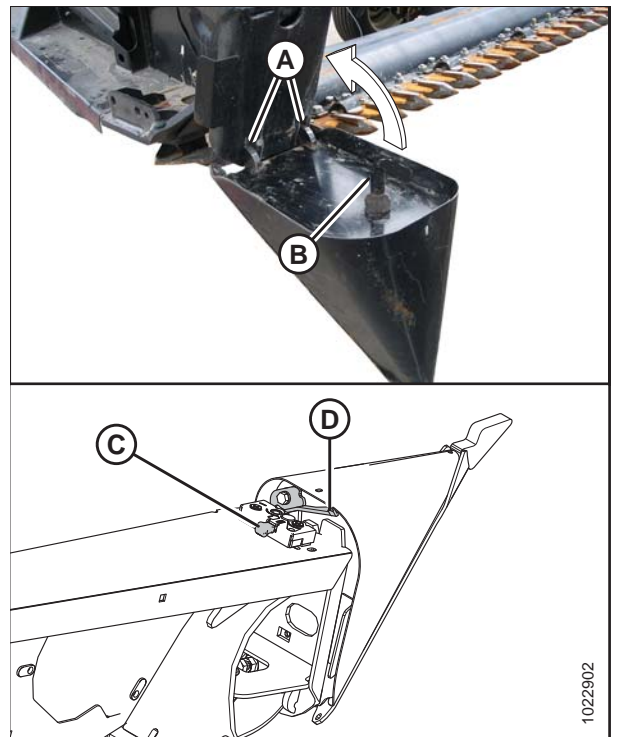
To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Lower reel, raise header, stop engine, remove key, and engage safety props. Refer to your combine operator's manual for instructions.
2. Open or remove endshields. Refer to [3.2.3 Endshields, page 31](#).
3. Remove crop divider from storage location by lifting crop divider to disengage lugs (A) at lower end and then lowering it slightly to disengage pin (B) from endsheet.



**Figure 3.113: Stored Crop Divider**

4. Position crop divider as shown by inserting lugs (A) into holes in endsheet.
5. Lift forward end of crop divider until pin (B) at top of crop divider engages and closes latch (C).
6. Push safety lever (D) downwards to lock pin into latch (C).



**Figure 3.114: Crop Divider**

## OPERATION

7. Pull at the tip of the crop divider and ensure there is no lateral movement. If necessary, adjust bolts (A) to tighten crop divider and eliminate lateral movement.
8. Close or install endshields. Refer to [3.2.3 Endshields, page 31](#).

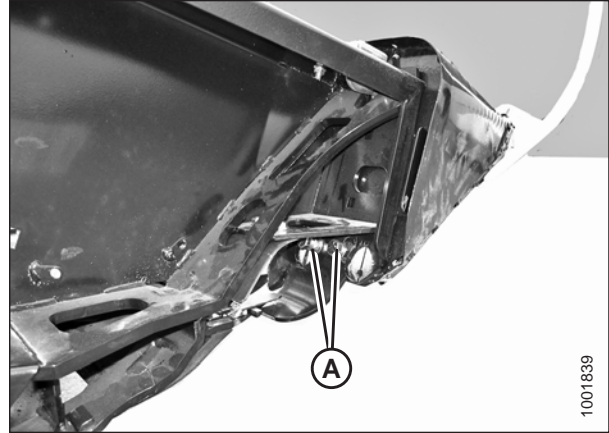


Figure 3.115: Crop Divider

### *Installing Crop Dividers without Latch Option onto Header*

#### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Lower reel, raise header, stop engine, remove key, and engage safety props. Refer to your combine operator's manual for instructions.
2. Open or remove endshields. Refer to [3.2.3 Endshields, page 31](#).
3. Remove crop divider from storage location by lifting crop divider to disengage lugs (A) at lower end and then lowering it slightly to disengage pin (B) from endsheet.

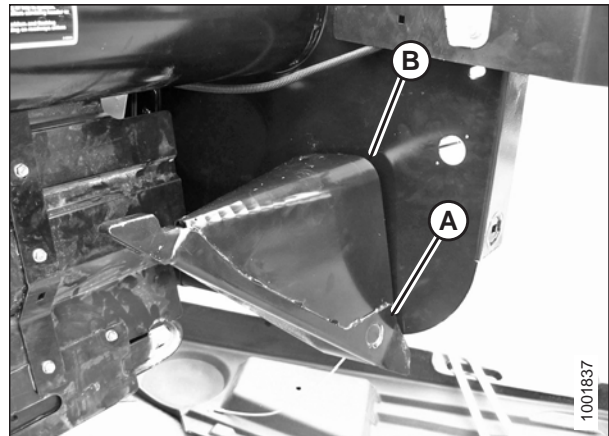


Figure 3.116: Stored Crop Divider

## OPERATION

4. Position crop divider as shown by inserting lugs (A) into holes in endsheet.

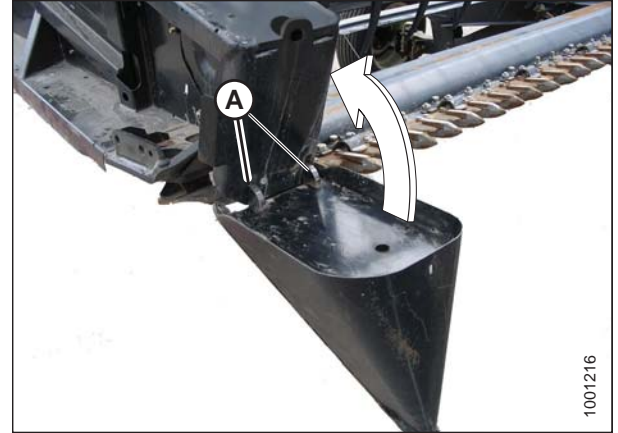


Figure 3.117: Crop Divider

5. Lift forward end of crop divider and install bolt (A) and special stepped washer (B) (step towards divider). Tighten bolt.
6. Pull at the tip of the crop divider and ensure there is no lateral movement. If necessary, adjust bolts (C) to tighten crop divider and eliminate lateral movement.
7. Close or install endshields. Refer to [3.2.3 Endshields](#), page 31.

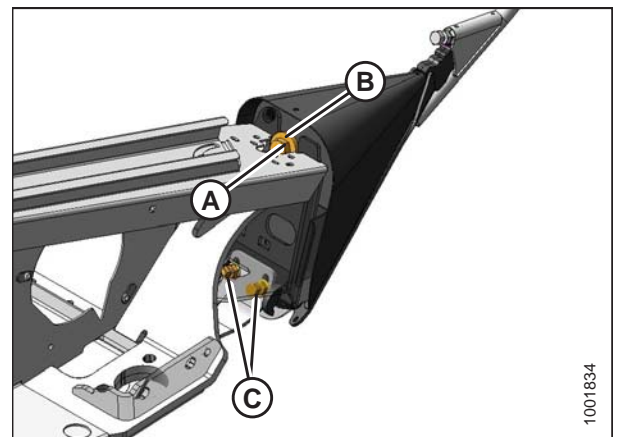


Figure 3.118: Crop Divider

### 3.7.13 Crop Divider Rods

Crop divider rods can be used in conjunction with crop dividers. The removable crop divider rods are most useful when crop is down, but in standing crops, using only crop dividers is recommended.

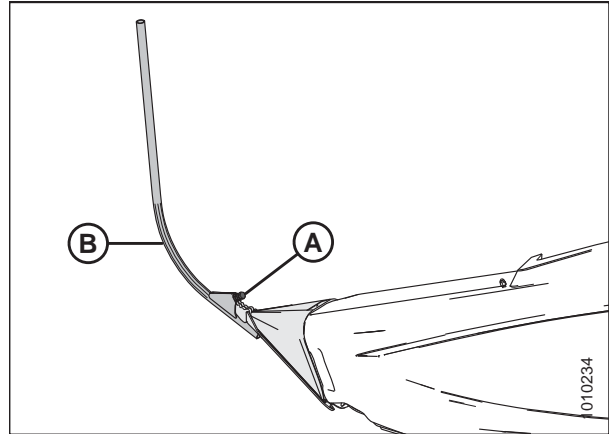
Table 3.12 Crop Divider Rods Recommended Use

With Divider Rods		Without Divider Rods
Alfalfa	Lodged cereal	Edible beans
Canola	Peas	Milo
Flax	Soybeans	Rice
Grass seed	Sudan grass	Soybeans
Lentils	Winter forage	Standing cereal

## OPERATION

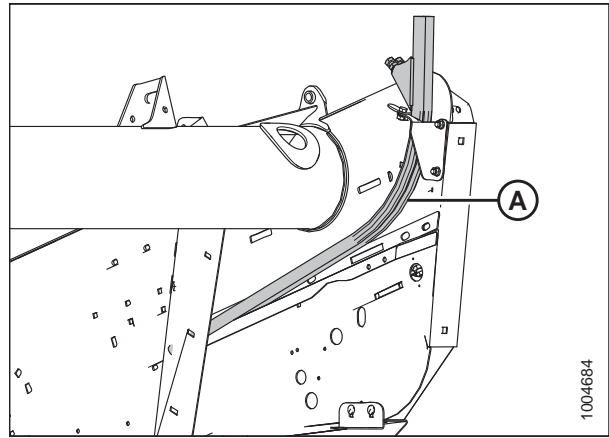
### *Removing Crop Divider Rods*

1. Loosen bolt (A) and remove crop divider rod (B) from both sides of header.



**Figure 3.119: Crop Divider Rod**

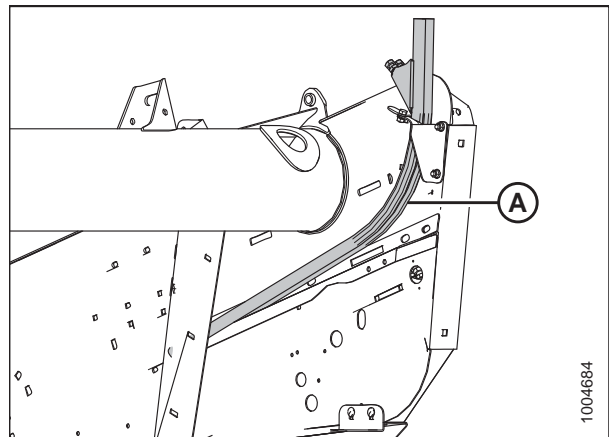
2. Store both crop divider rods (A) inboard on the right endsheet.



**Figure 3.120: Right Endsheet**

### *Installing Crop Divider Rods*

1. Remove crop divider rods (A) from storage location on inboard of right endsheet.



**Figure 3.121: Right Endsheet**

## OPERATION

2. Position crop divider rod (B) on tip of crop divider as shown and tighten bolt (A).
3. Repeat procedure at opposite end of header.

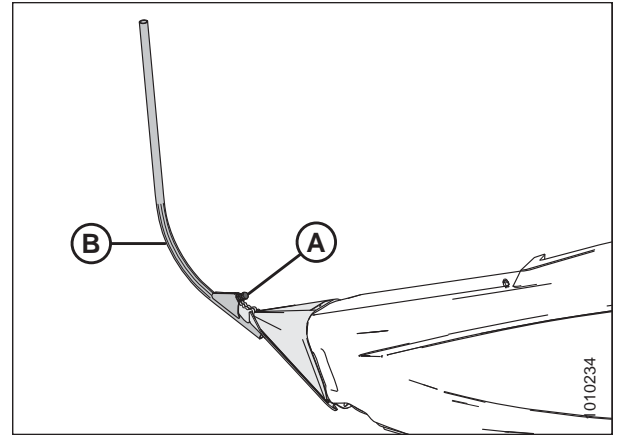


Figure 3.122: Divider Rod on Crop Divider

### *Rice Divider Rods*

Optional rice divider rods provide improved performance in tall and tangled rice crops. Refer to [6.5.6 Rice Divider Rods, page 488](#).

The installation and removal procedures are the same as for standard crop divider rods.

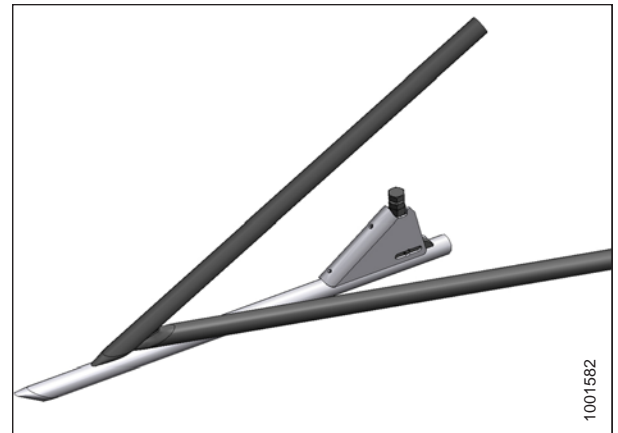


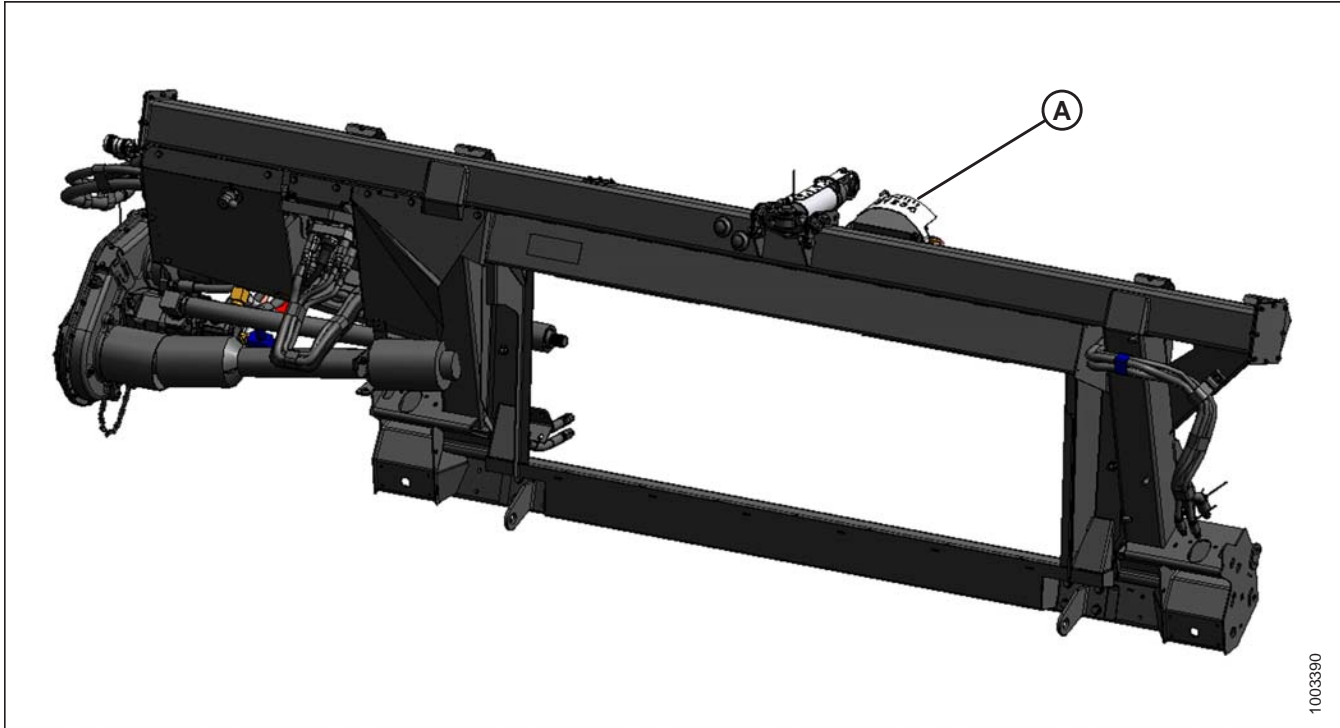
Figure 3.123: Divider Rod for Rice

### 3.8 Auto Header Height Control (AHHC)

MacDon's auto header height control (AHHC) feature works in conjunction with the AHHC option available on certain combine models.

A sensor is installed in float indicator box (A) on the CA25 Combine Adapter. This sensor sends a signal to combine allowing it to maintain a consistent cutting height and an optimum adapter float as header follows ground contours.

**Figure 3.124: CA25 Combine Adapter**



CA25 Combine Adapters are factory-equipped for AHHC; however, before using AHHC feature, you must do the following:

1. Ensure that AHHC sensor's output voltage range is appropriate for combine. For more information, refer to [3.8.1 Sensor Output Voltage Range – Combine Requirements, page 103](#).
2. Prepare combine to use AHHC feature (applies only to some combine models—refer to instructions for your combine).
3. Calibrate AHHC system so that combine can correctly interpret data from height sensor on combine adapter (refer to instructions for your combine).

**NOTE:**

Once calibration is complete, you are ready to use AHHC feature in field. Individual combine settings can improve AHHC performance (refer to your combine instruction manual).

**NOTE:**

If your CA25 Combine Adapter is not equipped to work with a specific combine model, you will need to install appropriate combine completion package. Completion packages come with instructions for installing AHHC sensor on combine adapter.

Refer to the following instructions for your specific combine model:

## OPERATION

- [3.8.2 Case IH 2300/2500 and 5088/6088/7088 Combines, page 107](#)
- [3.8.3 Case IH 5130/6130/7130, 7010/8010, 7120/8120/9120, and 7230/8230/9230 Combines, page 111](#)
- [3.8.4 Challenger 6 and 7 Series Combines, page 122](#)
- [3.8.5 Gleaner R62/R72 Combines, page 129](#)
- [3.8.6 Gleaner R65/R66/R75/R76 and S Series Combines \(Except S9 Series\), page 133](#)
- [3.8.7 Gleaner S9 Series Combines, page 142](#)
- [3.8.8 John Deere 50 Series Combines, page 156](#)
- [3.8.9 John Deere 60 Series Combines, page 165](#)
- [3.8.10 John Deere 70 Series Combines, page 172](#)
- [3.8.11 John Deere S and T Series Combines, page 178](#)
- [3.8.13 CLAAS 500 Series Combines, page 202](#)
- [3.8.14 CLAAS 700 Series Combines, page 214](#)
- [3.8.15 New Holland Combines CX/CR Series \(CR Series – Model Year 2014 and Earlier\), page 223](#)
- [3.8.16 New Holland Combines \(CR Series – Model Year 2015 and Later\), page 233](#)

### 3.8.1 Sensor Output Voltage Range – Combine Requirements

The auto header height control (AHHC) sensor output must be within a specific voltage range for each combine, or the AHHC feature will not work properly.

**Table 3.13 Sensor Voltage Limits**

Combine	Low Voltage Limit	High Voltage Limit	Minimum Voltage Range
Challenger, Gleaner A, Gleaner S, Massey Ferguson	0.7 V	4.3 V	2.5 V
Case IH 5088/6088/7088, 5130/6130/7130, 7010/8010, 7120/8120/9120, and 7230/8230/9230	0.7 V	4.3 V	2.5 V
Case IH 2300/2500	3.0 V	7.0 V	4.0 V
Gleaner R and S Series	0.7 V	4.3 V	2.5 V
John Deere 50, 60, 70, S, and T Series	0.7 V	4.3 V	2.5 V
CLAAS 500/600/700 Series	0.7 V	4.3 V	2.5 V
New Holland CR/CX - 5 V system	0.7 V	4.3 V	2.5 V
New Holland CR/CX - 10 V system	3.0 V	7.0 V	4.1–4.4 V

**NOTE:**

Some combine models do not support checking sensor output voltage from cab (early 23/2588 series, CLAAS 500/700 series). For these models, check output voltage manually. Refer to [Manually Checking Voltage Range, page 104](#).



## OPERATION

### *Manually Checking Voltage Range*

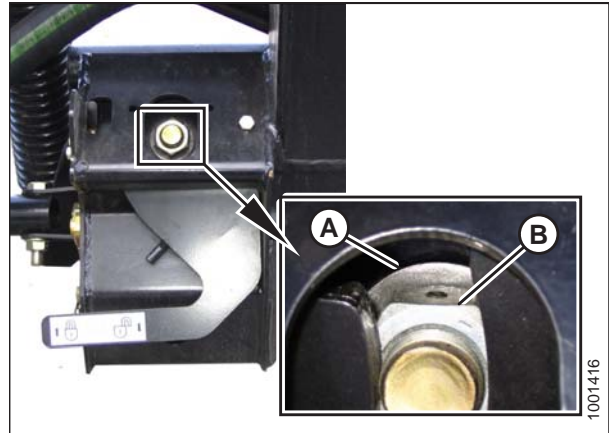
The output voltage range of auto header height control (AHHC) sensors in some combines can be checked from cab. For instructions, refer to your combine operator's manual or AHHC instructions later in this document.

To manually check sensor's output voltage range, follow these steps:

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

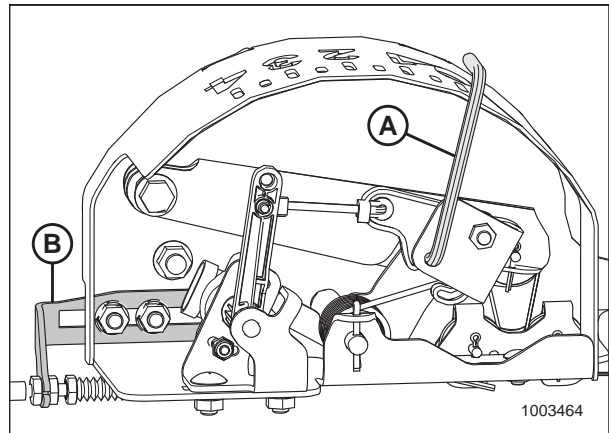
**NOTE:**

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of AHHC system.



**Figure 3.125: Float Lock**

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.



**Figure 3.126: Float Indicator Box (Most Common 5 Volt AHHC Sensor Assembly Shown)**

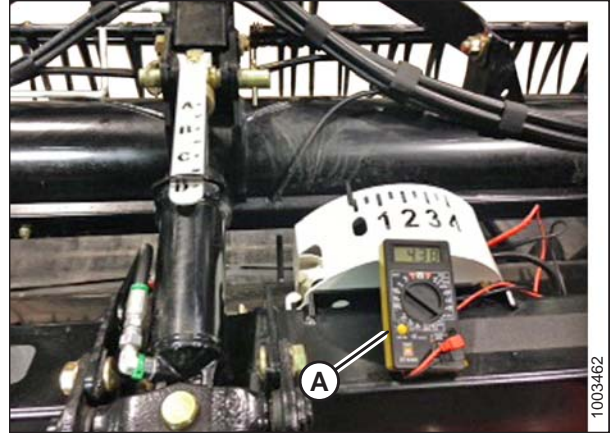


## OPERATION

4. Use a voltmeter (A) to measure voltage between ground (Pin 2) and signal (Pin 3) wires at AHHC sensor in float indicator box. Ensure it is at high voltage limit for combine. Refer to Table 3.13, page 103.

**NOTE:**

The harness connector must be plugged into sensor.



**Figure 3.127: Measuring Voltage at Float Indicator Box**

5. Fully lower combine feeder house, and float header up off down stops (float indicator should be at 4, and adapter should be fully separated from header).

**NOTE:**

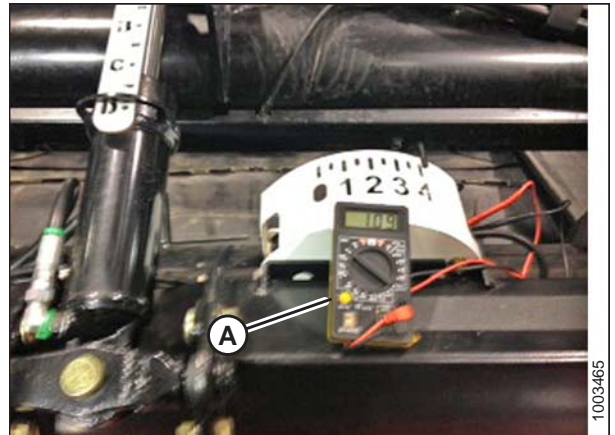
You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

6. Use a voltmeter (A) to measure voltage between ground and signal wires at AHHC sensor in float indicator box. It should be at low voltage limit for combine. Refer to Table 3.13, page 103.

**NOTE:**

The harness connector must be plugged into sensor.

7. Adjust voltage limits (refer to [Adjusting Voltage Limits, page 105](#)) if sensor voltage is not within low and high limits or if range between low and high limits is insufficient. Refer to Table 3.13, page 103.



**Figure 3.128: Measuring Voltage at Float Indicator Box**

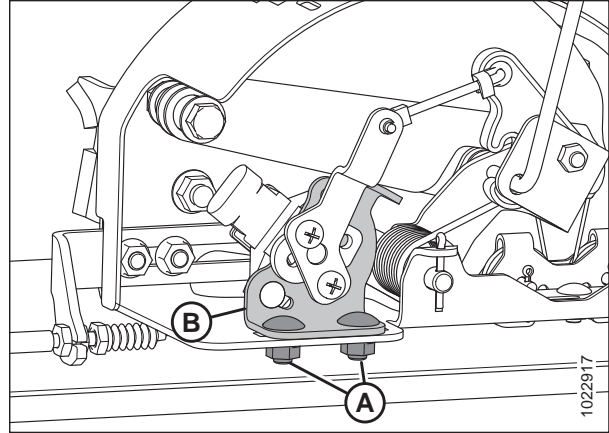
### *Adjusting Voltage Limits*

**NOTE:**

The auto header height control (AHHC) sensor assemblies used for CLAAS and some New Holland combines are slightly different from sensor assemblies used for other combine models—all three assemblies are illustrated in this procedure.

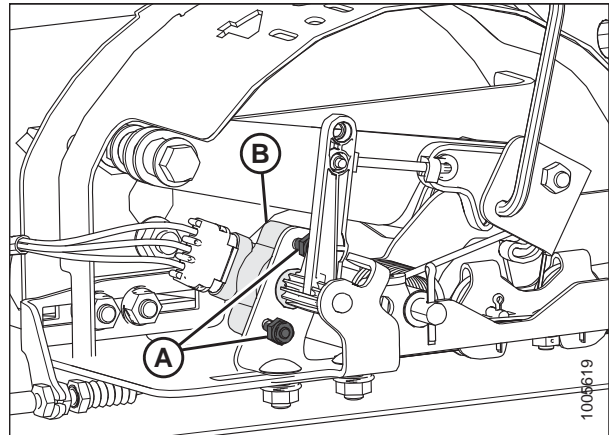
## OPERATION

1. Complete the following steps to adjust high voltage limit:
  - a. Extend guard angle fully; header angle indicator should be at D.
  - b. Position header 152–254 mm (6–10 in.) above ground; float indicator should be at 0.
  - c. Loosen sensor mounting bolts (A).
  - d. Slide sensor support (B) to right to increase high voltage limit or to left to decrease it.
  - e. Tighten sensor mounting bolts (A).

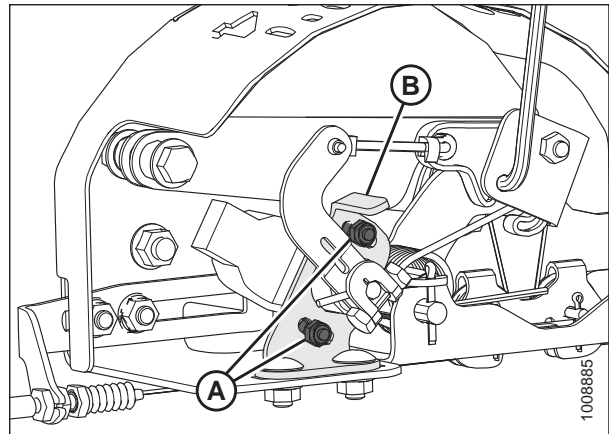


**Figure 3.129: AHHC Sensor Assembly for Use with CLAAS Combines**

2. Complete the following steps to adjust low voltage limit:
  - a. Extend guard angle fully; header angle indicator should be at D.
  - b. Fully lower header on ground; float indicator should be at 4.
  - c. Loosen mounting bolts (A).
  - d. Rotate sensor (B) clockwise to increase low voltage limit, or counterclockwise to decrease it.
  - e. Tighten sensor mounting bolts (A).



**Figure 3.130: Most Common 5 Volt AHHC Sensor Assembly**



**Figure 3.131: 10 Volt AHHC Sensor Assembly for Use with Some New Holland Combines**

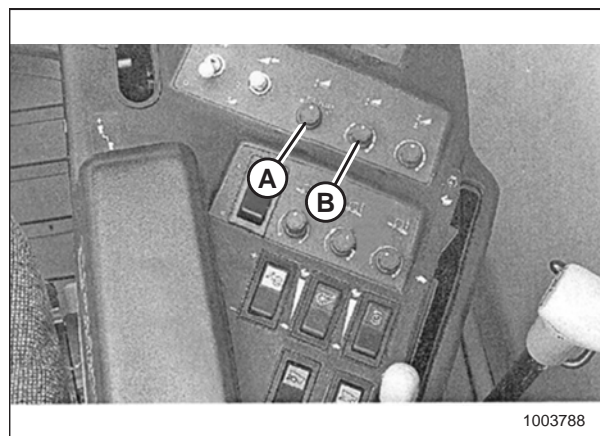
### 3.8.2 Case IH 2300/2500 and 5088/6088/7088 Combines

#### *Engaging Auto Header Height Control (Case IH 2300)*

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Turn mode select switch (A) to HT.
2. Set desired header height with position control knob (B). The auto header height control (AHHC) will raise and lower header to maintain this fixed distance from ground.
3. Turn feeder ON.
4. Push header LOWER switch.



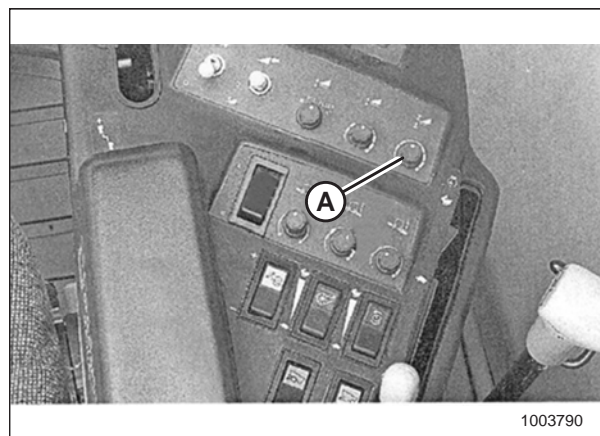
**Figure 3.132: Combine Controls**

5. Use header raise rate control (A) and header lower rate control (B) as required to adjust rate at which header raises or lowers to maintain desired header height.



**Figure 3.133: Combine Controls**

6. Use sensitivity control (A) to set sensitivity to changing ground conditions.



**Figure 3.134: Combine Controls**

## OPERATION

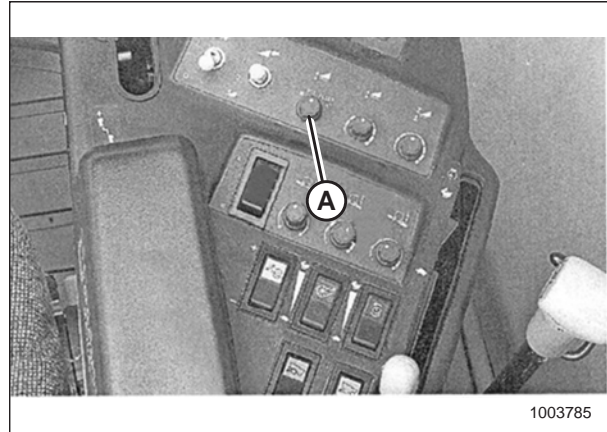
### *Calibrating Auto Header Height Control (AHHC) (Case IH 2300/2500 and 5088/6088/7088)*

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

To calibrate the AHHC system, follow these steps:

1. Set float on header and adapter package (refer to operator's manual for instructions). Position fore-aft and center-link in midspan.
2. Start combine engine, but do **NOT** engage separator or feeder house.
3. Locate header control switch (A) on right console, and set to HT (this is AHHC mode).

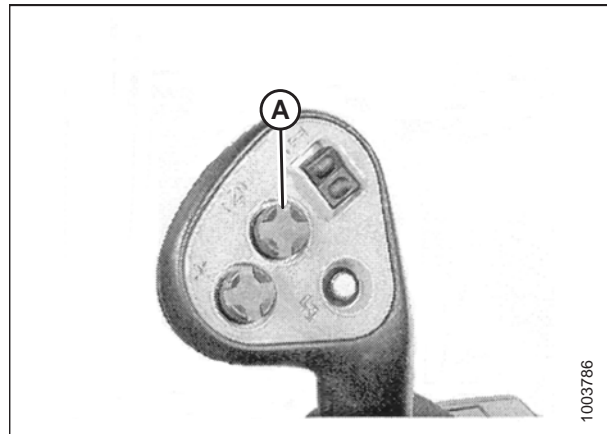


**Figure 3.135: Right Console**

4. Press header lower switch (A) on joystick lever until adapter and header are fully lowered. You may need to hold switch for several seconds.
5. Press header raise switch (A) on joystick lever. The header should stop at about halfway point. Continue holding header raise switch, and header will rise until feeder house reaches its upper limit. The AHHC system is now calibrated.

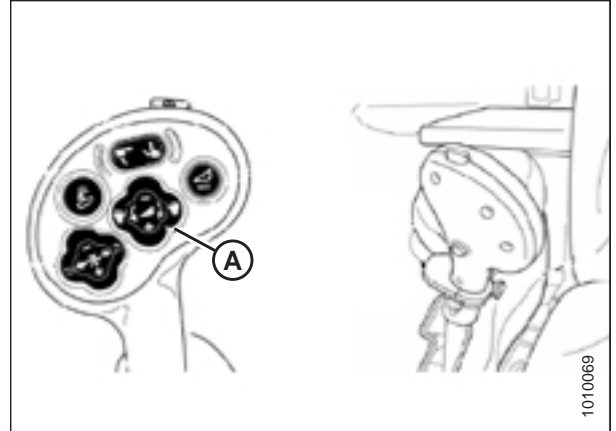
#### **NOTE:**

If float was set heavier to complete ground calibration procedure, adjust to recommended operating float after calibration is complete.



**Figure 3.136: Joystick Lever (Case IH 2300/2500)**

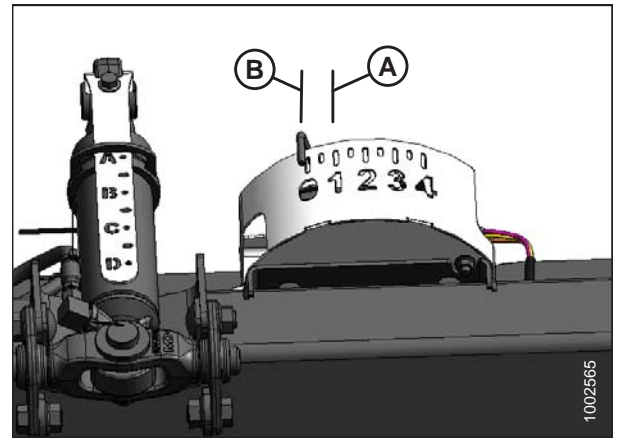
## OPERATION



**Figure 3.137: Joystick Lever (Case IH 5088/6088/7088)**

**NOTE:**

The ideal ground pressure—in most cases—is one number (on float indicator box) above header suspended off ground. For example, if float indicator needle (B) is positioned at 0 with header suspended off ground, then ideal ground pressure will be achieved with needle positioned at 1 (A). Operating with heavier pressures can wear cutterbar wearplate prematurely.



**Figure 3.138: Float Indicator Box**

### *Setting Sensitivity of Auto Header Height Control (Case IH 2300/2500 and 5088/6088/7088)*

The sensitivity adjustment controls distance cutterbar must travel up or down before auto header height control (AHHC) reacts and raises or lowers feeder house. When sensitivity is set to maximum, only small changes in ground height are needed to cause feeder house to raise or lower. When sensitivity is set to minimum, large changes in ground height are needed to cause feeder house to raise or lower.

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.



## OPERATION

1. Use HEADER SETTINGS key (A) to display HEADER SENSITIVITY CHANGE page.
2. Use UP (B) or DOWN (C) keys to adjust highlighted item. The height sensitivity setting range is 0 (least sensitive) to 250 (most sensitive) in increments of 10.

### NOTE:

Adjustments take effect immediately. Use CANCEL key to return to original settings.

3. Use HEADER SETTINGS key (A) to highlight next changeable item.
4. Use ENTER key (D) to save changes and return to monitor page. If there are no changes, screen will return to monitor page after 5 seconds.



Figure 3.139: Combine Controls

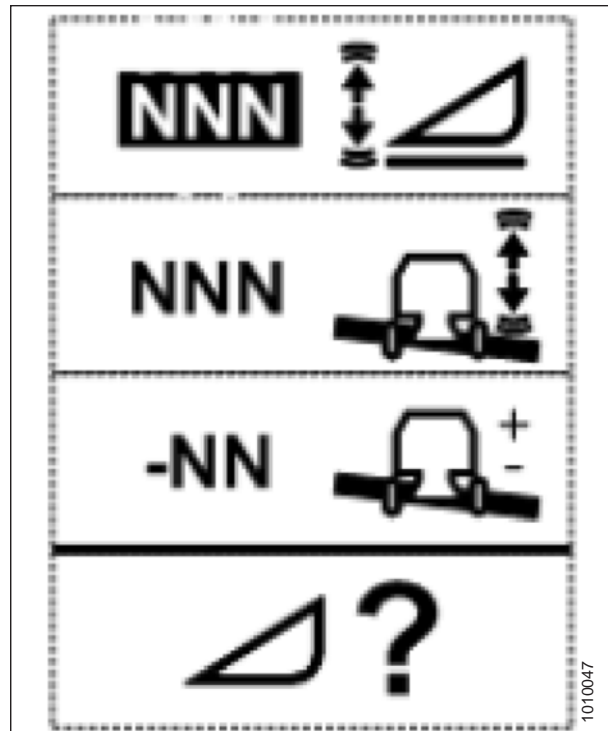


Figure 3.140: Height Sensitivity Change Page

### 3.8.3 Case IH 5130/6130/7130, 7010/8010, 7120/8120/9120, and 7230/8230/9230 Combines

#### *Checking Voltage Range from Combine Cab (Case 8010)*

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

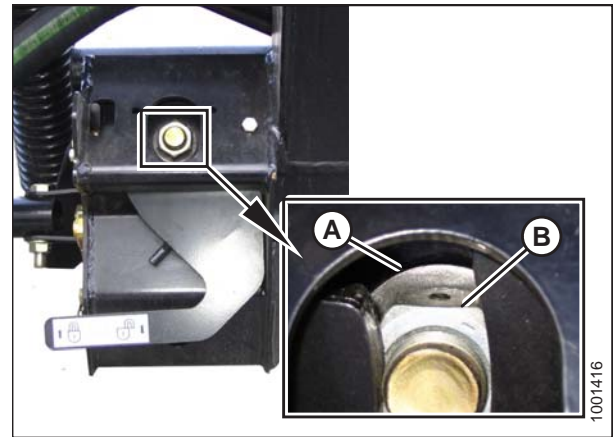
**CAUTION**

Check to be sure all bystanders have cleared the area.

1. Position header 150 mm (6 in.) above ground, and unlock CA25 float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

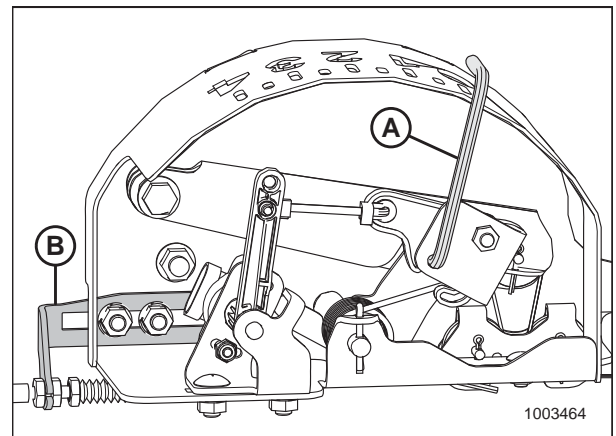
**NOTE:**

If header is on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.



**Figure 3.141: Float Lock**

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.



**Figure 3.142: Float Indicator Box**

4. Ensure header float is unlocked.

## OPERATION

5. Select DIAG (A) on Universal display MAIN page. The DIAG page displays.

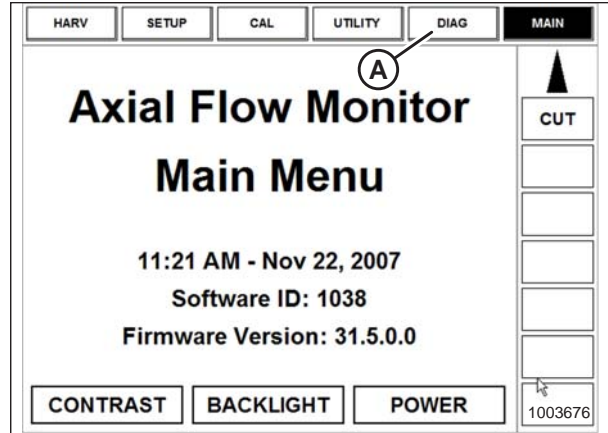


Figure 3.143: Case 8010 Combine Display

6. Select SUB SYSTEM (A). The SUB SYSTEM page displays.

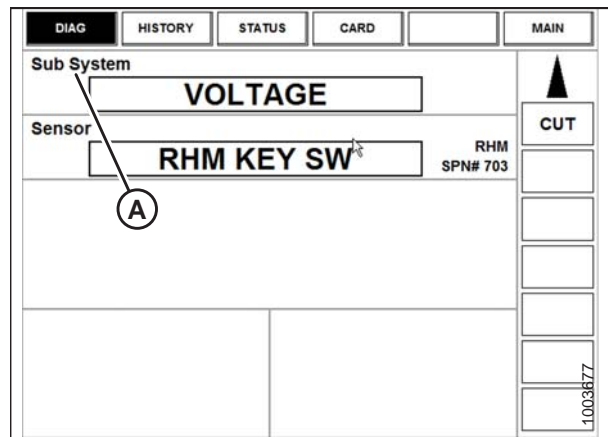


Figure 3.144: Case 8010 Combine Display

7. Select HDR HEIGHT/TILT (A). The SENSOR page displays.

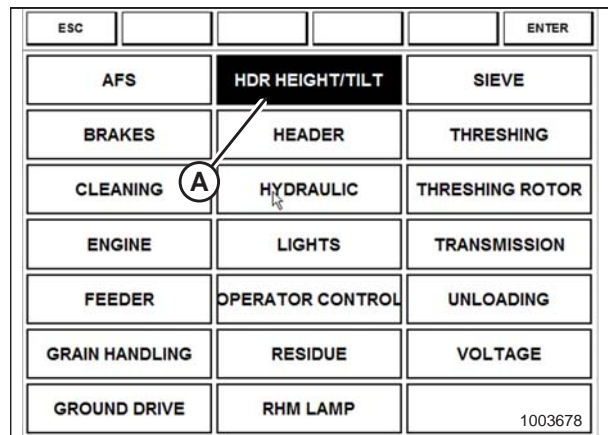


Figure 3.145: Case 8010 Combine Display



## OPERATION

8. Select LEFT SEN (A). The exact voltage is displayed. Raise and lower header to see full range of voltage readings.

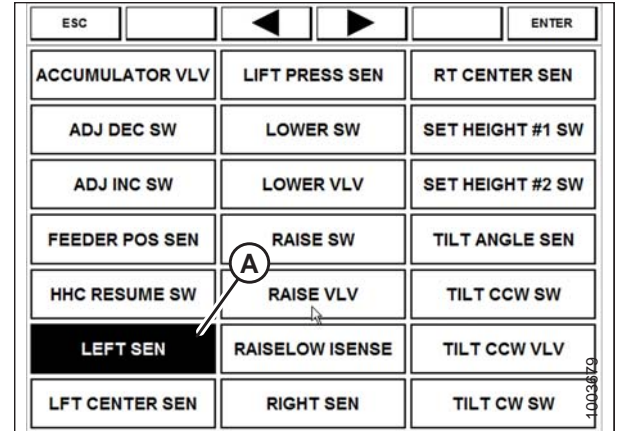


Figure 3.146: Case 8010 Combine Display

9. Adjust voltage limits (refer to [Adjusting Voltage Limits, page 105](#)) if sensor voltage is not within low and high limits, or if range between low and high limits is insufficient (refer to [Table 3.13, page 103](#)).

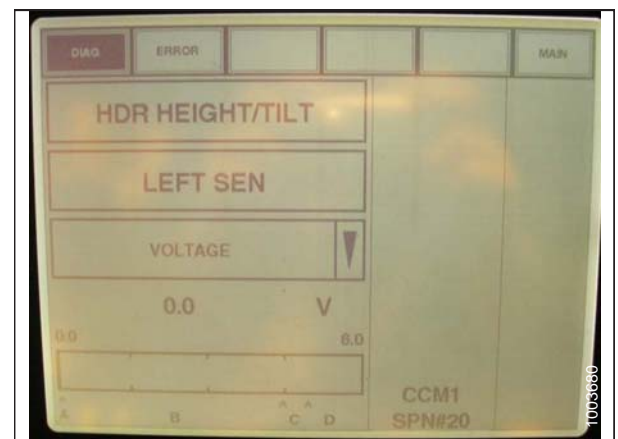


Figure 3.147: Case 8010 Combine Display

### Setting Header Controls (Case 8010)

The following procedure applies to Case 8010 combines without a shift button on the GSL.

The reel fore/aft controls (A) also control header fore/aft tilt (if header is equipped with the fore/aft tilt option). The ground speed lever (GSL) needs to be configured to allow the Operator to swap between reel fore/aft and header fore/aft tilt.



Figure 3.148: Case Combine Controls

## OPERATION

- To be able to swap between reel fore/aft controls and header fore/aft tilt controls, go to the LAYOUT tab, select FORE/AFT CONTROL (A) from the legend, and place it on one of the operator configurable screens—HARV1, HARV2, HARV3 or ADJUST under the RUN menu.

### NOTE:

H F/A (B) is displayed on the status bar on the right of the screen when HEADER is selected with the FORE/AFT CONTROL.

- If HEADER is selected with the FORE/AFT CONTROL, press the reel aft button on the GSL to tilt the header rearward, or press the reel fore button on the GSL to tilt the header forward.

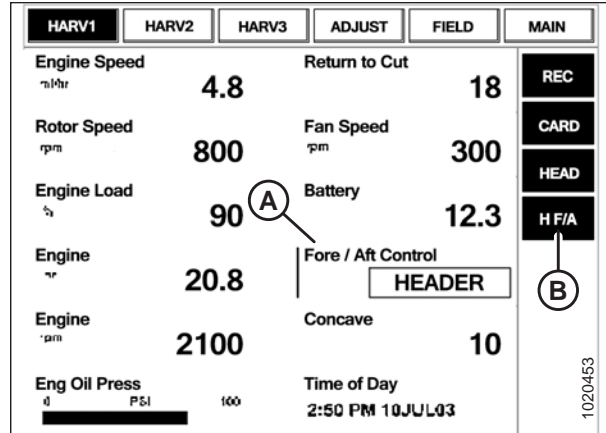


Figure 3.149: Case Combine Display

*Checking Voltage Range from Combine Cab (Case IH 5130/6130/7130, 7010/8010; 7120/8120/9120; 7230/8230/9230)*

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## CAUTION

**Check to be sure all bystanders have cleared the area.**

- Position header 150 mm (6 in.) above ground, and unlock adapter float.
- Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

### NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of AHHC system.

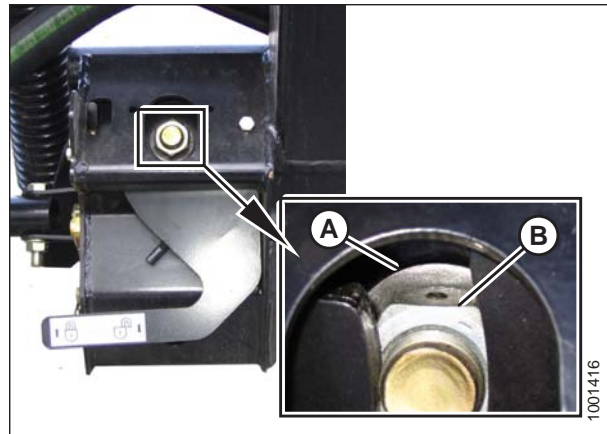


Figure 3.150: Float Lock

## OPERATION

- Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.

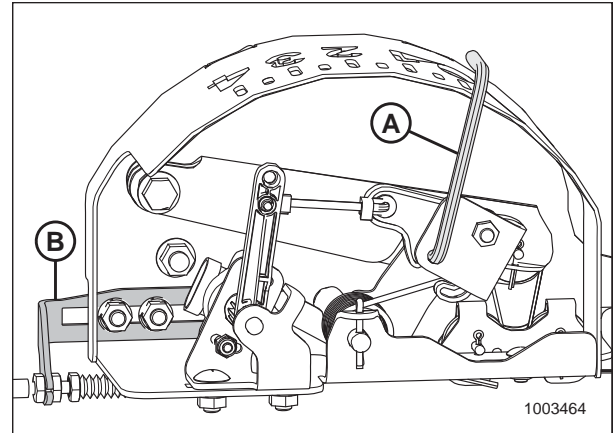


Figure 3.151: Float Indicator Box

- Ensure header float is unlocked.
- Select DIAGNOSTICS (A) on MAIN page. The DIAGNOSTICS page opens.
- Select SETTINGS. The SETTINGS page opens.

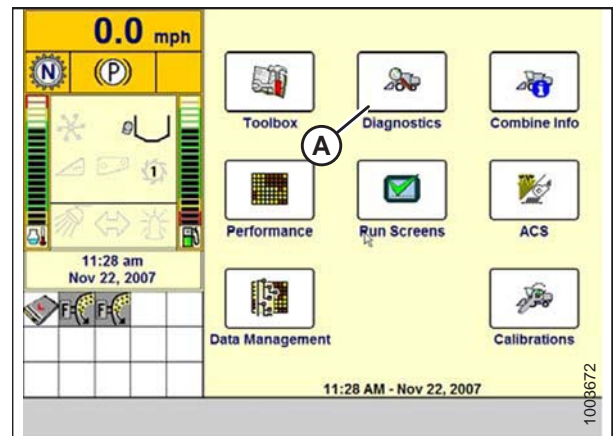


Figure 3.152: Case IH Combine Display

- Select GROUP drop-down arrow (A). The GROUP dialog box displays.

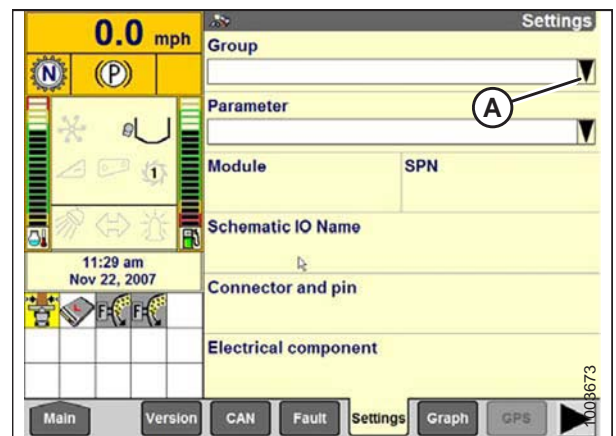


Figure 3.153: Case IH Combine Display

## OPERATION

8. Select HEADER HEIGHT/TILT (A). The PARAMETER page opens.

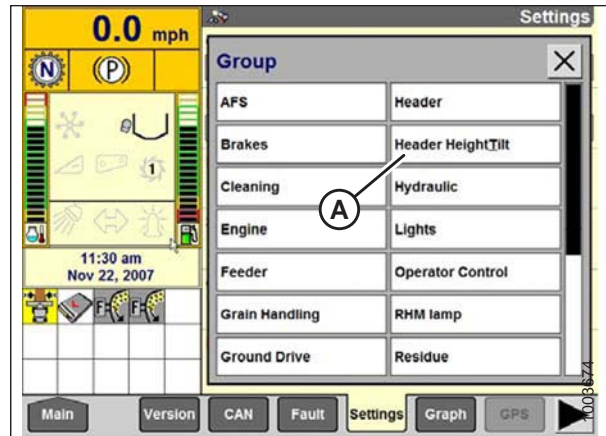


Figure 3.154: Case IH Combine Display

9. Select LEFT HEADER HEIGHT SEN (A), and then select GRAPH button (B). The exact voltage is displayed at top of page. Raise and lower header to see full range of voltage readings.

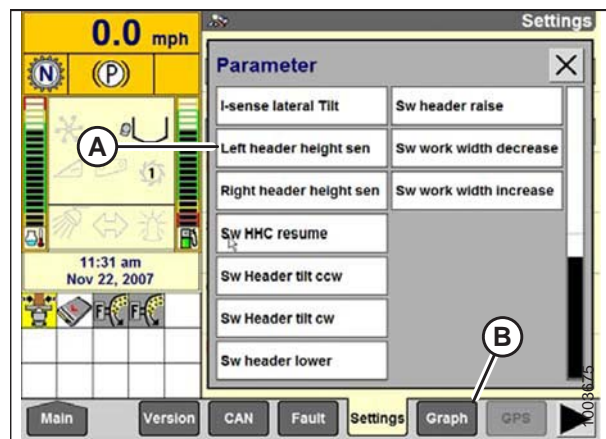


Figure 3.155: Case IH Combine Display

10. Adjust voltage limits (refer to [Adjusting Voltage Limits, page 105](#)) if sensor voltage is not within low and high limits or if range between low and high limits is insufficient (refer to [Table 3.13, page 103](#)).

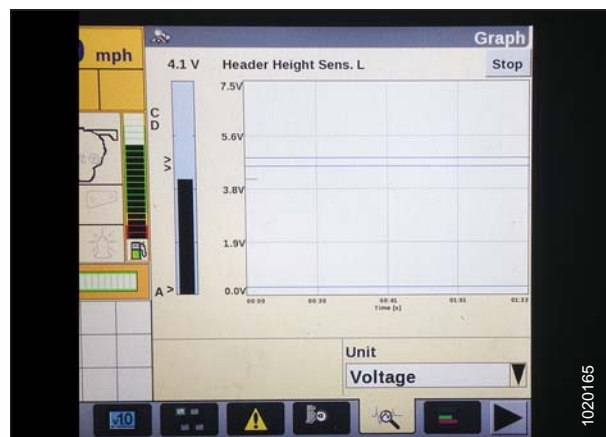


Figure 3.156: Case IH Combine Display

## OPERATION

### *Calibrating Auto Header Height Control (Case IH 5130/6130/7130, 7010/8010; 7120/8120/9120; 7230/8230/9230)*

For best performance from the auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### NOTE:

This procedure applies to combines with a software version below 28.00. For instructions on calibrating the AHHC for combines with software version 28.00 or above, refer to [Calibrating Auto Header Height Control \(Case Combines with Version 28.00 or Higher Software\), page 119](#).

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Ensure center-link is set to D.
2. Ensure all header and adapter electrical and hydraulic connections are made.
3. Select TOOLBOX on MAIN page, and then select HEADER.
4. Set appropriate HEADER STYLE.

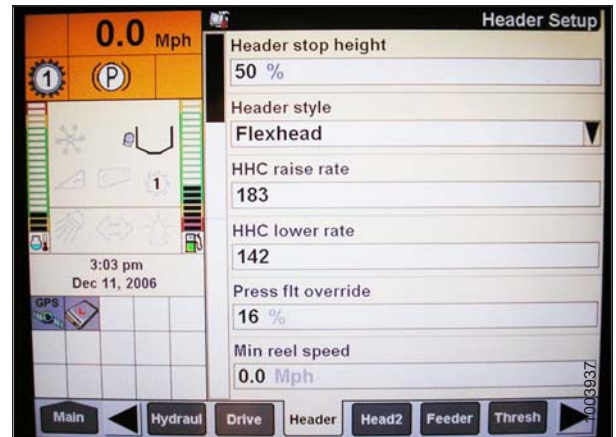


Figure 3.157: Case IH Combine Display

5. Set AUTO REEL SPEED SLOPE.
6. Set HEADER PRESSURE FLOAT to NO if equipped, and ensure REEL DRIVE is HYDRAULIC.

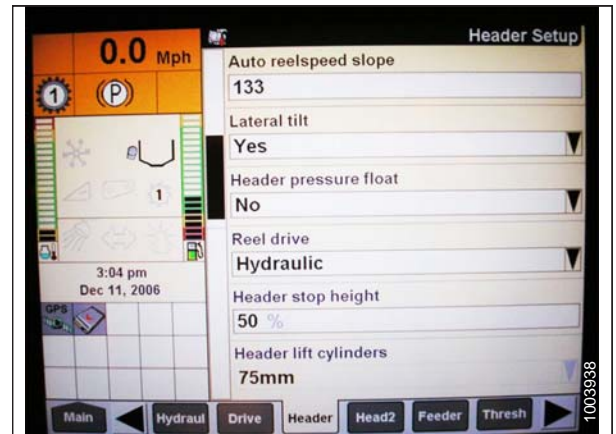


Figure 3.158: Case IH Combine Display



## OPERATION

7. Install REEL FORE-BACK (if applicable).
8. Set HEIGHT SENSITIVITY to desired value. The recommended starting point is 180.

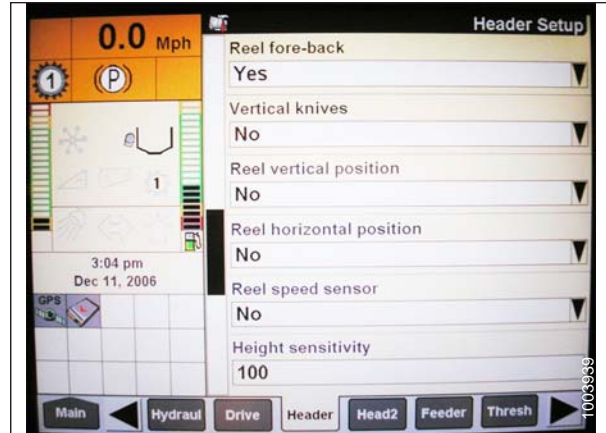


Figure 3.159: Case IH Combine Display

9. Install FORE-AFT CONTROL and HDR FORE-AFT TILT (if applicable).

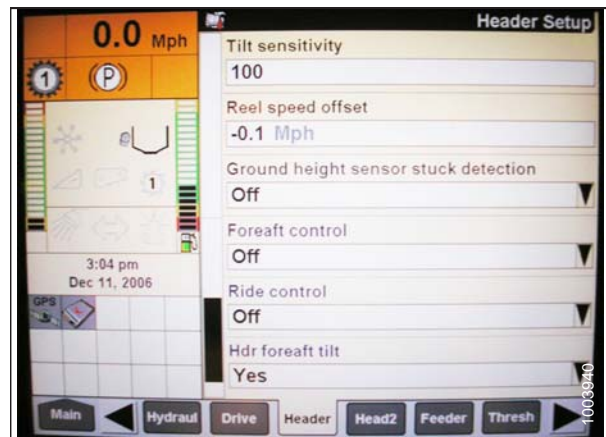


Figure 3.160: Case IH Combine Display

10. Press HEAD2 at bottom of page.
11. Ensure HEADER TYPE is DRAPER.

### NOTE:

If recognition resistor is plugged into header harness, you will not be able to change this value.

12. Set cutting type to PLATFORM.
13. Set appropriate HEADER WIDTH and HEADER USAGE.

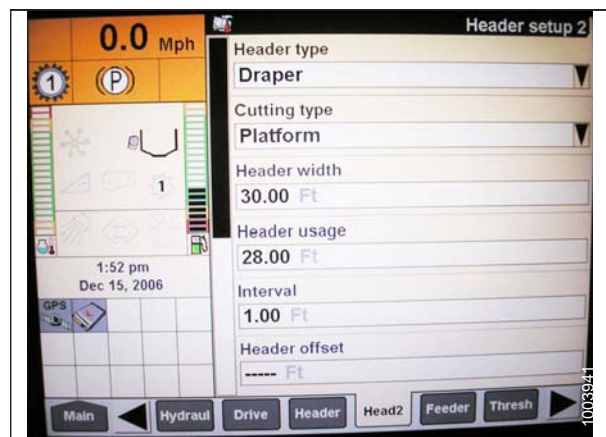


Figure 3.161: Case IH Combine Display

## OPERATION

### *Calibrating Auto Header Height Control (Case Combines with Version 28.00 or Higher Software)*

For best performance of the auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Ensure center-link is set to D.
2. Select TOOLBOX on MAIN page, and then select HEADER SETUP.
3. Locate HEADER SUB TYPE field. It will be located on either HEAD 1 or HEAD 2 tab.
4. Select 2000 (A).

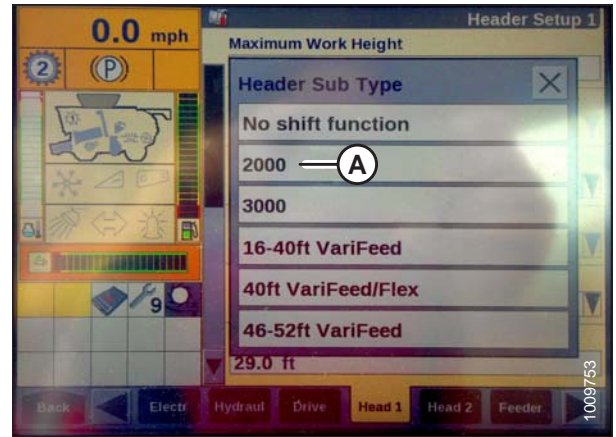


Figure 3.162: Case IH Combine Display

5. Locate HEADER SENSORS and HEADER PRESSURE FLOAT fields. They will be located on either HEAD 1 or HEAD 2 tab.
6. Select ENABLE (A) in HEADER SENSORS field.
7. Select NO (B) in HEADER PRESSURE FLOAT field.

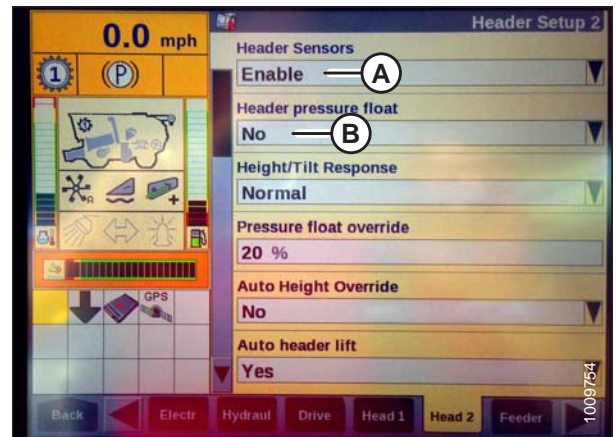


Figure 3.163: Case IH Combine Display

## OPERATION

8. Ensure AUTO HEIGHT icon (A) appears on monitor and is displayed as shown at (B). When header is set for cutting on ground, this verifies that combine is correctly using potentiometer on header to sense ground pressure.

**NOTE:**

AUTO HEIGHT field (B) may appear on any of RUN tabs and not necessarily on RUN 1 tab.

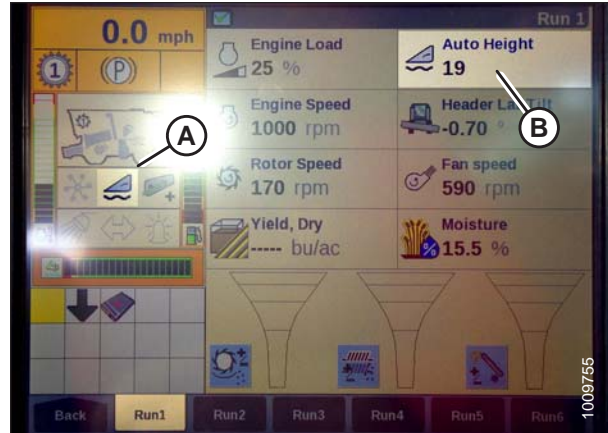


Figure 3.164: Case IH Combine Display

9. Select CALIBRATION on combine display, and press right arrow navigation key to enter information box.
10. Select HEADER (A), and press ENTER. The CALIBRATION dialog box opens.

**NOTE:**

You can use up and down navigation keys to move between options.

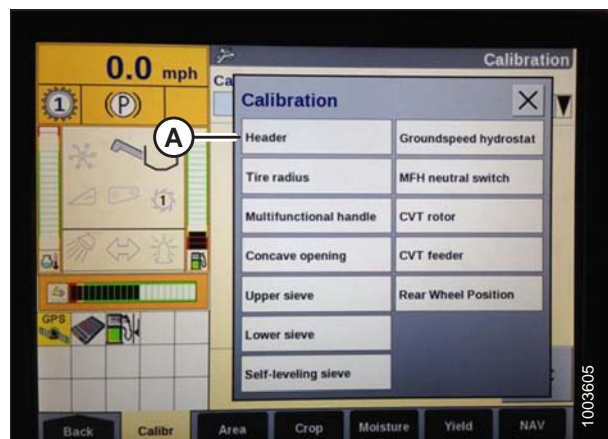


Figure 3.165: Case IH Combine Display

11. Follow calibration steps in order in which they appear in dialog box. As you proceed through calibration process, display will automatically update to show next step.

**NOTE:**

Pressing ESC key during any of steps or letting system sit idle for more than three minutes will cause calibration procedure to stop.

**NOTE:**

Refer to your combine operator's manual for an explanation of any error codes.

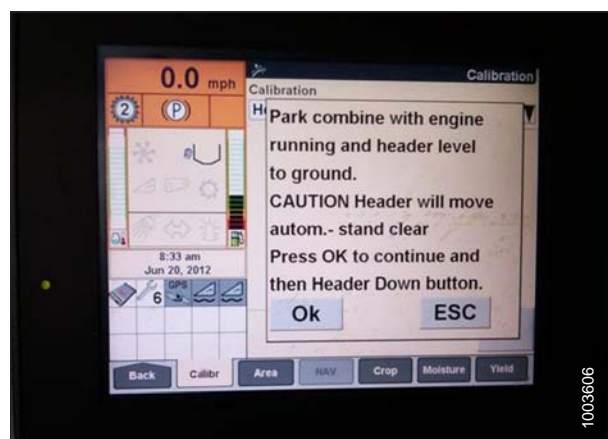


Figure 3.166: Case IH Combine Display

12. When all steps have been completed, CALIBRATION SUCCESSFUL message is displayed on page. Exit CALIBRATION menu by pressing ENTER or ESC key.



## OPERATION

### NOTE:

If float was set heavier to complete ground calibration procedure, adjust to recommended operating float after calibration is complete.

13. If unit does not function properly, conduct maximum stubble height calibration.

### *Setting Preset Cutting Height (Case 7010/8010, 7120/8120/9120, 7230/8230/9230)*

To set preset cutting height, follow these steps:

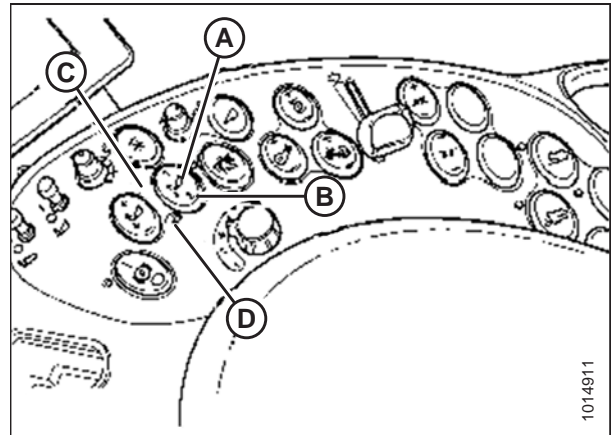
### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## CAUTION

**Check to be sure all bystanders have cleared the area.**

1. Engage separator and header.
2. Manually raise or lower header to desired cutting height.
3. Press SET #1 switch (A). The HEADER HEIGHT MODE lamp (C), next to SET #1 switch, turns on.
4. Manually raise or lower header to a second desired cutting height.
5. Press SET #2 switch (B). The HEADER HEIGHT MODE lamp (D), next to SET #2 switch, turns on.



**Figure 3.167: Case Combine Controls**

6. To swap between set points, press HEADER RESUME (A).
7. To pick up header at headlands, press HEADER RESUME (A) twice. To lower, press HEADER RESUME (A).

### NOTE:

You can fine adjust these set points by using FINE ADJUST switch.

### NOTE:

Pressing HEADER RAISE/LOWER switch will disengage AUTO HEIGHT mode. Press HEADER RESUME to re-engage.



**Figure 3.168: Case Combine Controls**

## OPERATION

### NOTE:

The ideal ground pressure—in most cases—is one number (on float indicator box) above header suspended off ground. For example, if float indicator needle (A) is positioned at 0 with header suspended off ground, then ideal ground pressure will be achieved with needle positioned at 1. Operating with heavier pressures can wear cutterbar wearplate prematurely.

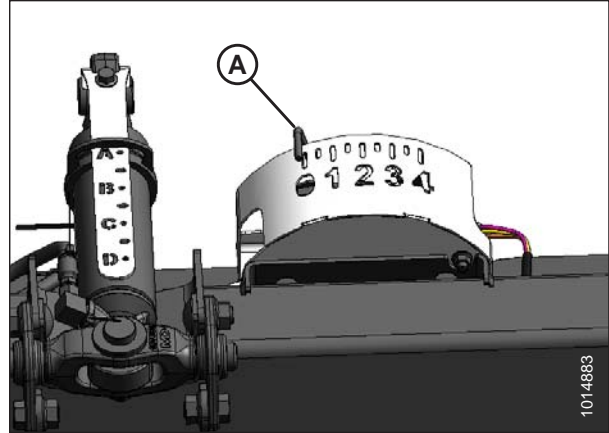


Figure 3.169: Float Indicator Box

### 3.8.4 Challenger 6 and 7 Series Combines

#### *Checking Voltage Range from Combine Cab (Challenger 6 and 7 Series)*

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

### NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

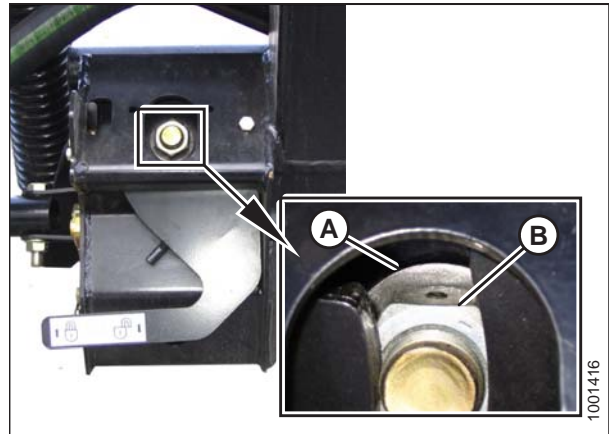
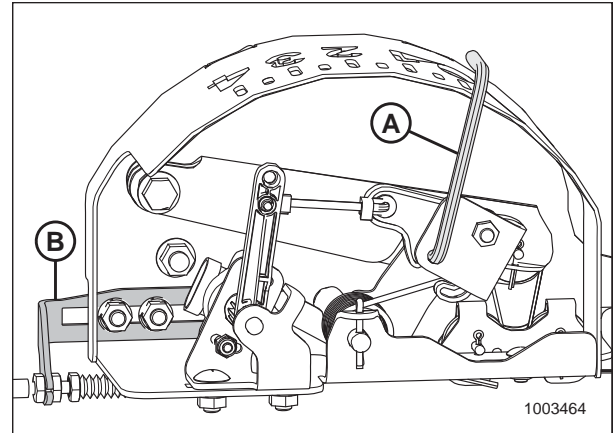


Figure 3.170: Float Lock

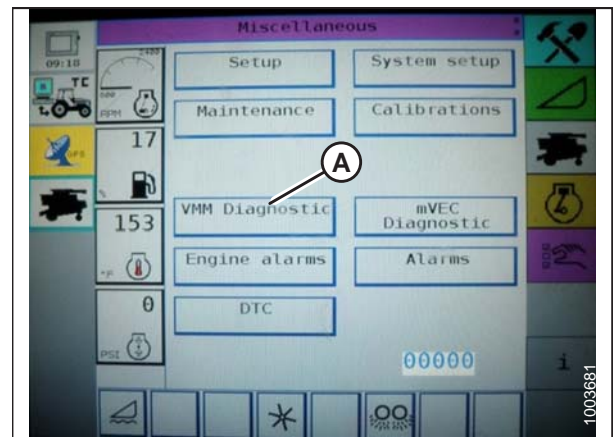
## OPERATION

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.



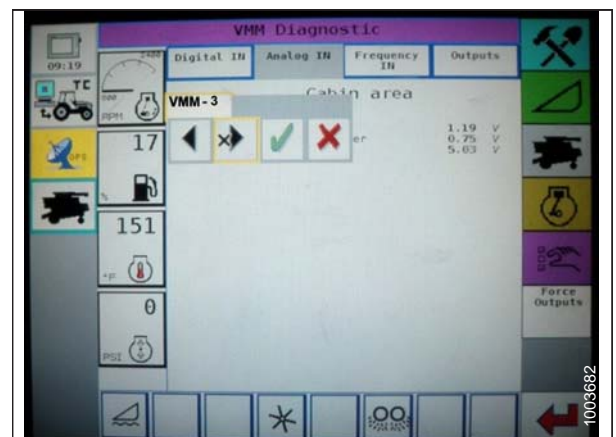
**Figure 3.171: Float Indicator Box**

4. Go to FIELD page on combine monitor, and then press diagnostics icon. The MISCELLANEOUS page displays.
5. Press VMM DIAGNOSTIC button (A). The VMM DIAGNOSTIC page displays.



**Figure 3.172: Challenger Combine Display**

6. Go to ANALOG IN tab, and then select VMM MODULE 3 by pressing text box below four tabs. The voltage from AHHC sensor is now displayed on page as HEADER HEIGHT RIGHT POT and HEADER HEIGHT LEFT POT. Both readings should be identical.



**Figure 3.173: Challenger Combine Display**

## OPERATION

7. Fully lower combine feeder house (adapter should be fully separated from header).

**NOTE:**

You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

8. Read voltage.
9. Raise header so cutterbar is 150 mm (6 in.) off the ground.
10. Read voltage.



Figure 3.174: Challenger Combine Display

11. Adjust voltage limits (refer to [Adjusting Voltage Limits, page 105](#)) if sensor voltage is not within low and high limits or if range between low and high limits is insufficient (refer to Table 3.13, page 103).

### Engaging Auto Header Height Control (Challenger 6 Series)

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

The following system components are required in order for auto header height control (AHHC) to work:

- Main module (PCB board) and header driver module (PCB board) mounted in card box in fuse panel module (FP)
- Multi-function control handle operator inputs
- Operator inputs mounted in control console module (CC) panel

**NOTE:**

In addition to above components, electro hydraulic header lift control valve is an integral part of system.

Engage AHHC as follows:

1. Scroll through header control options on combine display using header control switch until AHHC icon is displayed in first message box. The AHHC will adjust header height in relation to ground according to height setting and sensitivity setting.

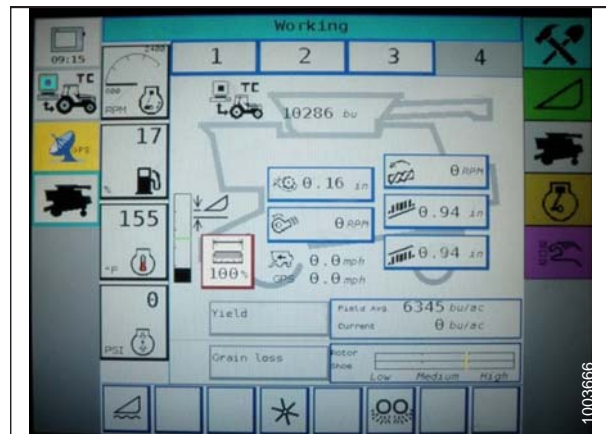


Figure 3.175: Challenger Combine Display

## OPERATION

### Calibrating Auto Header Height Control (Challenger 6 Series)

#### NOTE:

For best performance of auto header height control (AHHC) system, perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Ensure center-link is set to D.
2. On FIELD page, press DIAGNOSTICS icon. The MISCELLANEOUS page appears.

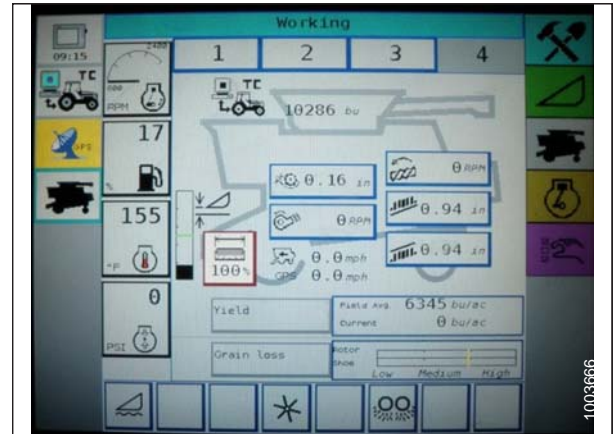


Figure 3.176: Challenger Combine Display

3. Press CALIBRATIONS button. The CALIBRATIONS page appears.

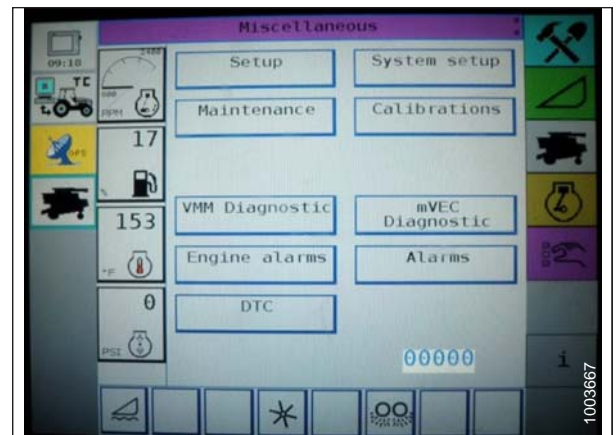


Figure 3.177: Challenger Combine Display



## OPERATION

4. Press HEADER button. The HEADER CALIBRATION page displays a warning.

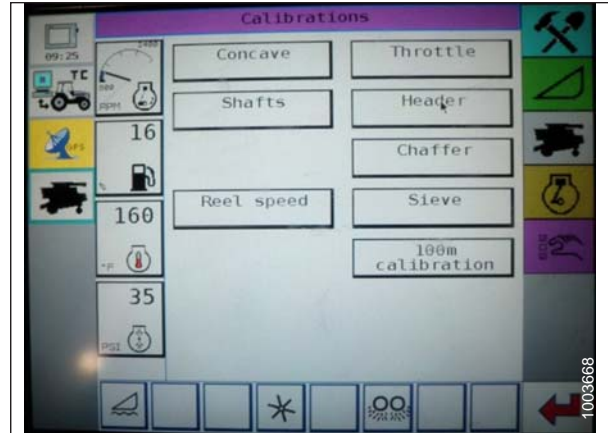


Figure 3.178: Challenger Combine Display

5. Read warning message, and then press green check mark button.

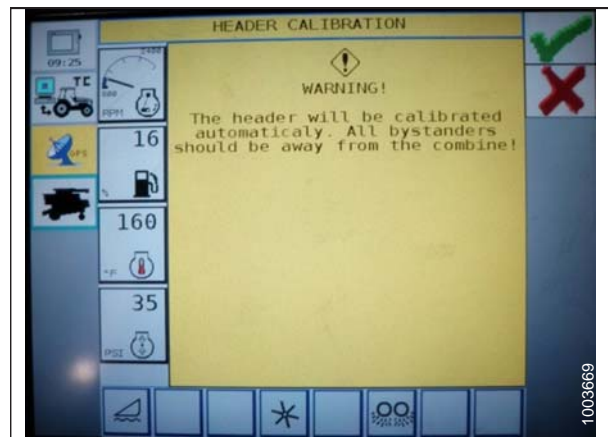


Figure 3.179: Challenger Combine Display

6. Follow on-screen prompts to complete calibration.

### NOTE:

The calibration procedure can be cancelled at any time by pressing cancel button in bottom right corner of page. While header calibration is running, calibration can also be canceled by using up, down, tilt right, or tilt left buttons on control handle.

### NOTE:

If combine does not have header tilt installed or if it is inoperable, you may receive warnings during calibration. Press green check mark if these warnings appear. This will not affect AHHC calibration.

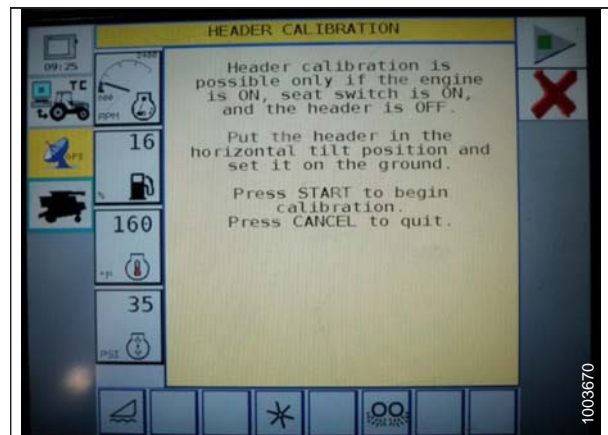


Figure 3.180: Challenger Combine Display

## OPERATION

### *Adjusting Header Height (Challenger 6 Series)*

Once auto header height control (AHC) is activated, press and release HEADER LOWER button on control handle. The AHC will automatically lower header to selected height setting.

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

The selected AHC height is adjusted using HEIGHT ADJUSTMENT knob on control console. Turning knob clockwise increases selected height, and turning knob counterclockwise decreases selected height.



**Figure 3.181: Height Adjustment Knob on Combine Control Console**

### *Adjusting Header Raise/Lower Rate (Challenger 6 Series)*

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press Header icon on FIELD page. The HEADER page displays.



**Figure 3.182: Challenger Combine Display**



## OPERATION

2. Press HEADER CONTROL (A). The HEADER CONTROL page displays.

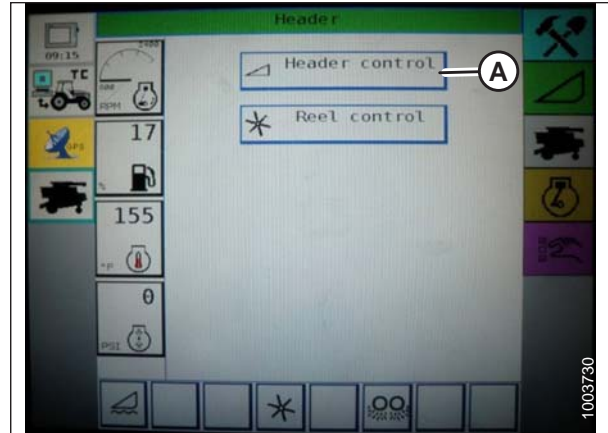


Figure 3.183: Challenger Combine Display

3. Go to TABLE SETTINGS tab.
4. Press up arrow on MAX UP PWM to increase percentage number and increase raise speed; press down arrow on MAX UP PWM to decrease percentage number and decrease raise speed.
5. Press up arrow on MAX DOWN PWM to increase percentage number and increase lower speed; press down arrow on MAX DOWN PWM to decrease percentage number and decrease lower speed.

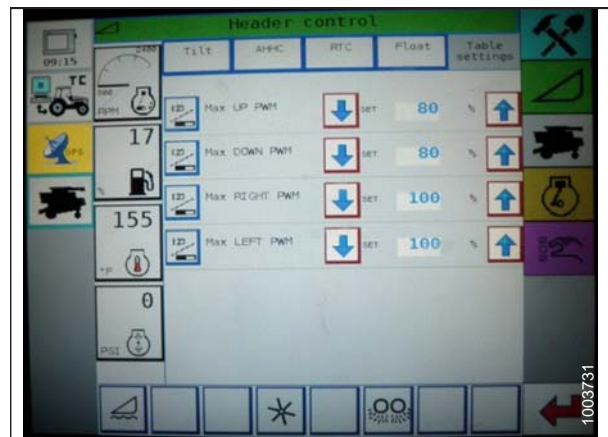


Figure 3.184: Challenger Combine Display

### *Setting Sensitivity of Auto Header Height Control (Challenger 6 Series)*

The sensitivity adjustment controls the distance the cutterbar must travel up or down before the auto header height control (AHHC) reacts and raises or lowers the feeder house. When the sensitivity is set to maximum, only small changes in ground height are needed to cause the feeder house to raise or lower. When the sensitivity is set to minimum, large changes in the ground height are needed to cause the feeder house to raise or lower.

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press HEADER icon on FIELD page. The HEADER page appears.

## OPERATION

2. Press HEADER CONTROL button (A). The HEADER CONTROL page appears. You can adjust sensitivity on this page using up and down arrows.

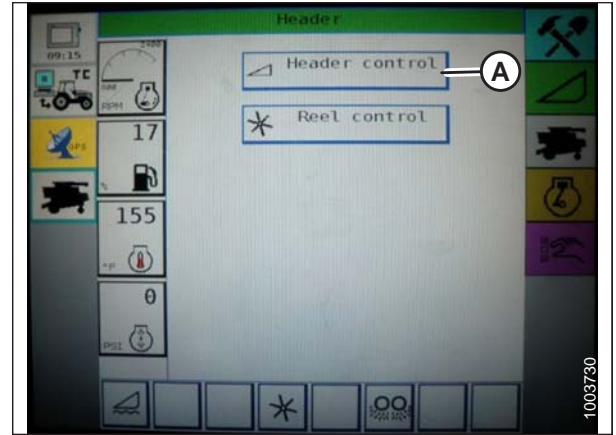


Figure 3.185: Challenger Combine Display

3. Adjust sensitivity to maximum setting.
4. Activate AHHC, and press HEADER LOWER button on control handle.
5. Decrease sensitivity until feeder house remains steady and does not bounce up and down.

**NOTE:**

This is maximum sensitivity and is only an initial setting. The final setting must be made in field as system reaction will vary with changing surfaces and operating conditions.

**NOTE:**

If maximum sensitivity is not needed, a less sensitive setting will reduce frequency of header height corrections and component wear. Partially opening accumulator valve will cushion action of header lift cylinders and reduce header hunting.

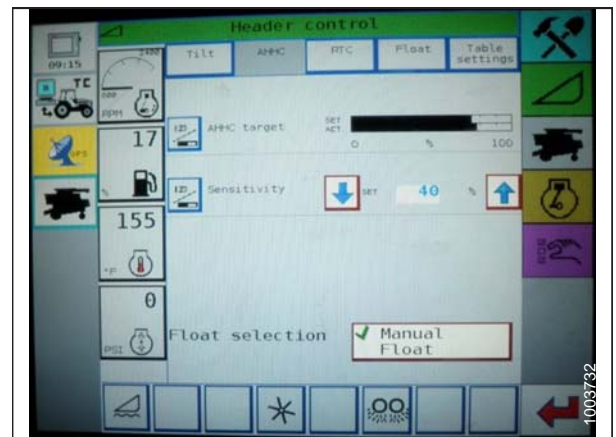


Figure 3.186: Challenger Combine Display

### 3.8.5 Gleaner R62/R72 Combines

#### System Requirements (Gleaner R62/R72)

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

The following system components are required in order for auto header height control (AHHC) system to work:

- Main module (PCB board) and header driver module (PCB board) mounted in card box in fuse panel module (FP)
- Multi-Function Control Handle operator inputs
- Operator inputs mounted in control console module (CC) panel

**NOTE:**

In addition to components listed above, electro hydraulic header lift control valve is an integral part of system.

## OPERATION

### *Calibrating Auto Header Height Control (Gleaner R62/R72)*

For best performance of the auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### **NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to combine operator's manual for updates.

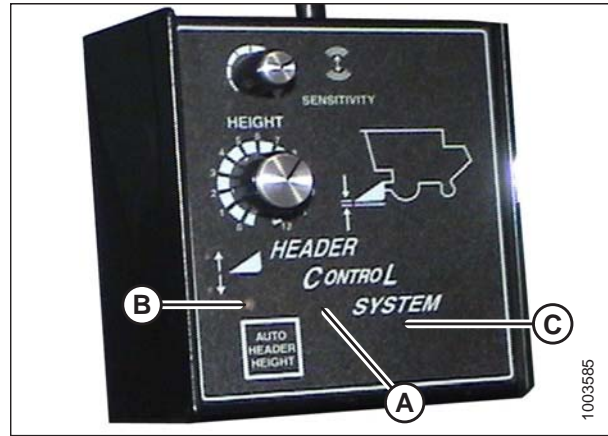
To calibrate auto header height control, follow these steps:



#### **CAUTION**

**Never start or move the machine until you are sure all bystanders have cleared the area.**

1. Ensure center-link is set to D.
2. Start combine engine, and press and hold hidden C1 button (A) until LED light (B) flashes briefly.
3. Lower feeder house as far as it will go.
4. Press and hold hidden L2 button (C) until LED light (B) flashes briefly. The AHHC system is now calibrated.



**Figure 3.187: Combine Header Control System**

### *Setting Sensitivity of Auto Header Height Control (Gleaner R62/R72 Series)*

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## OPERATION

1. Engage main threshing clutch (A) and header clutch (B).

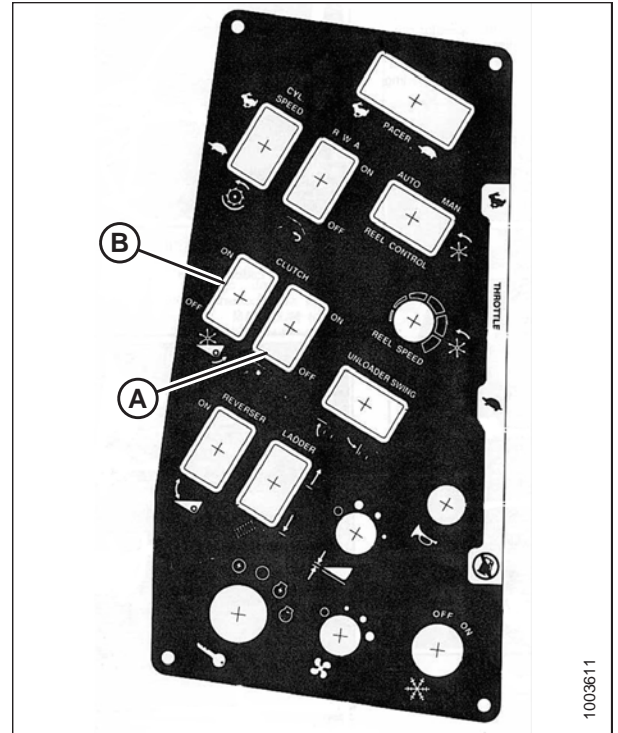


Figure 3.188: Combine Control Console

2. Speed throttle (A) to over 2000 rpm.

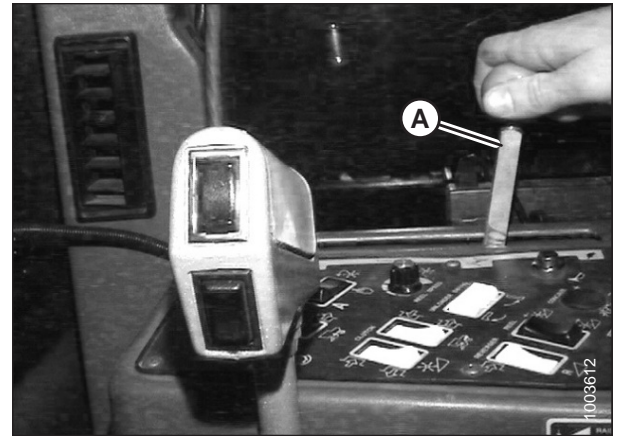


Figure 3.189: Throttle

## OPERATION

3. Push AUTO HEADER HEIGHT button (A). The LED light (B) should flash continuously indicating that it is in standby mode and waiting for a response from Operator.

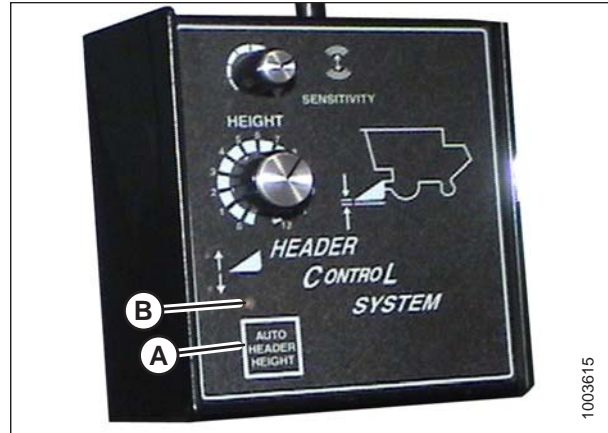


Figure 3.190: Combine Header Control System

4. Briefly press HEADER DOWN button (A). The header should lower automatically and LED light should stay illuminated indicating that auto height system is engaged and working.

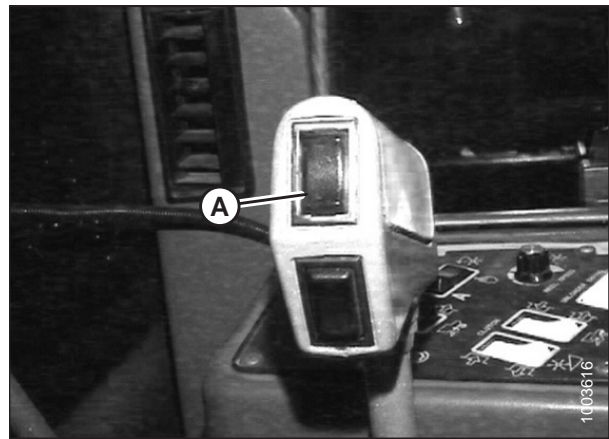


Figure 3.191: Header Down Button

5. Turn HEIGHT dial (A) to increase or decrease ground pressure.
6. Turn SENSITIVITY dial (B) to control how quickly AHHC reacts to varying ground conditions.

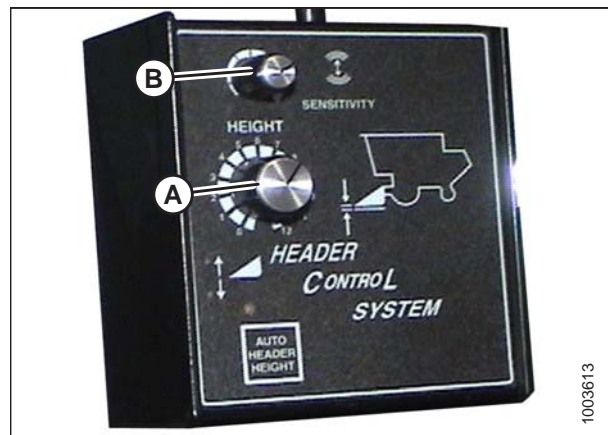


Figure 3.192: Combine Header Control System



### 3.8.6 Gleaner R65/R66/R75/R76 and S Series Combines (Except S9 Series)

#### Checking Voltage Range from Combine Cab (Gleaner R65/R66/R75/R76 and S Series)

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

**NOTE:**

Refer to [3.8.7 Gleaner S9 Series Combines, page 142](#) for information specific to Gleaner S9 Series.

1. Position header 150 mm (6 in.) above ground, and unlock CA25 float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

**NOTE:**

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

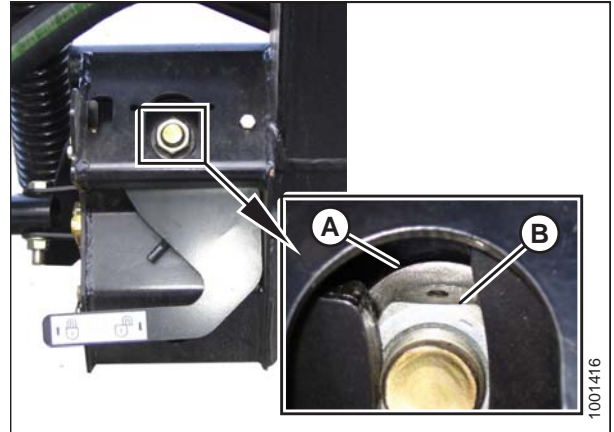


Figure 3.193: Float Lock

3. Ensure pointer (A) on float indicator box is on 0. If necessary, adjust cable take-up bracket (B) until pointer is on 0.

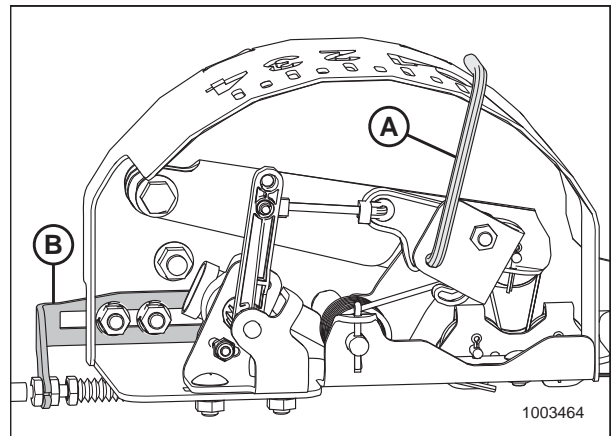
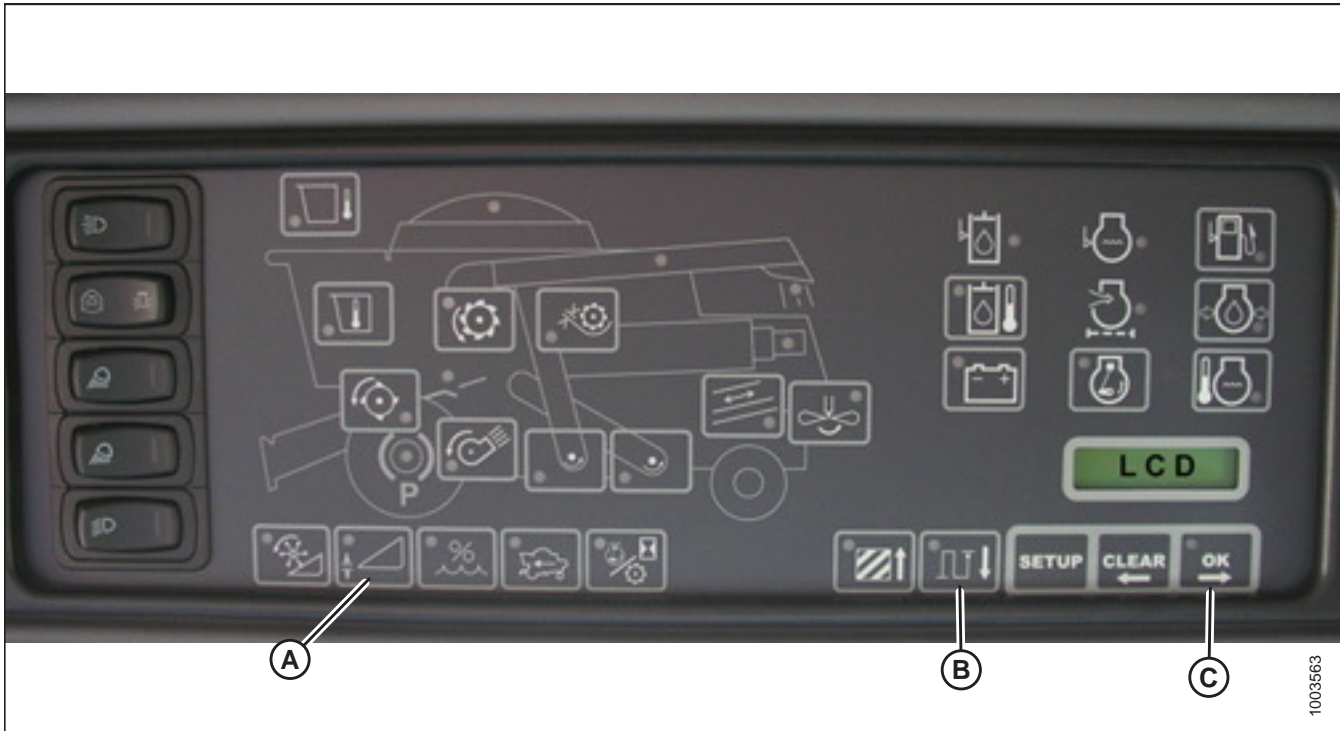


Figure 3.194: Float Indicator Box

**Figure 3.195: Combine Heads-Up Display**



4. Ensure header float is unlocked.
5. Press and hold button (A) on heads-up display for three seconds to enter diagnostic mode.
6. Scroll down using button (B) until LEFT is displayed on LCD screen.
7. Press OK button (C). The number indicated on LCD screen is voltage reading from sensor of AHHC. Raise and lower header to see full range of voltage readings.

### *Engaging Auto Header Height Control (Gleaner R65/R66/R75/R76 and S Series)*

**NOTE:**

Refer to [3.8.7 Gleaner S9 Series Combines, page 142](#) for information specific to Gleaner S9 Series.

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

The following system components are required in order for auto header height control (AHHC) to work:

- Main module (PCB board) and header driver module (PCB board) mounted in card box in fuse pane module (FP).
- Multi-function control handle operator inputs.
- Operator inputs mounted in control console module (CC) panel.

**NOTE:**

In addition to above components, electro hydraulic header lift control valve also is an integral part of system.



Figure 3.196: Combine Auto Header Height Controls



1. Press AUTO MODE (A) button until AHHC LED light (B) begins flashing. If RTC light is flashing, press AUTO MODE (A) button again until it switches to AHHC.
2. Briefly press button (A) on control handle. The AHHC light should change from flashing to solid. The header also should drop toward ground. The AHHC is now engaged and can be adjusted for height and sensitivity.
3. Use controls to adjust height and sensitivity to changing ground conditions such as shallow gullies and field drainage trenches.



Figure 3.197: Control Handle

### Calibrating Auto Header Height Control (Gleaner R65/R66/R75/R76 and S Series)

Calibration should be done on flat, level ground without the header clutches engaged. Header height and header tilt must **NOT** be in auto or standby modes. The engine rpm must be above 2000 rpm. The header tilt option on 2004 and earlier model combines does **NOT** work with MacDon headers. This system will have to be removed and disabled in order to calibrate auto header height control (AHHC). Refer to combine manual for instructions.

To setup AHHC on Gleaner S9 Series combines, refer to [3.8.7 Gleaner S9 Series Combines, page 142](#).

## OPERATION

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

**Figure 3.198: Combine Auto Header Height Controls**



A - AUTO MODE Button  
D - Raise Header  
G - CAL2 Button

B - AHHC Light  
E - Lower Header

C - CAL1 Button  
F - Auto Mode

### NOTE:

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

1. Ensure center-link is set to D.
2. Press AUTO MODE button (A) until AHHC light (B) is illuminated.
3. Press and hold CAL1 button (C) until you see following lights flash: raise header (D), lower header (E), tilt auto mode (F), and AHHC (B).
4. Fully lower header, and continue to hold HEADER LOWER button for 5–8 seconds to ensure adapter has separated from header.
5. Press CAL2 button (G) until lower header light (E) stops flashing, and release it when raise header light (D) begins flashing.
6. Raise header to its maximum height (ensure header is resting on down-stop pads).
7. Press CAL2 button (G) until raise header light (D) turns off.

### NOTE:

The following steps are applicable only to 2005 and newer combines with Smartrac feeder house.

## OPERATION

8. Wait for HEADER TILT LEFT light (not shown) to start flashing, and then tilt header to maximum left position.
9. Press CAL2 button (G) until HEADER TILT LEFT light (not shown) stops flashing, and release button when HEADER TILT RIGHT light (not shown) begins flashing.
10. Tilt header to maximum right position.
11. Press CAL2 button (G) until all of following lights flash: raise header (D), lower header (E), height auto mode (A), right header and left header (not shown), and tilt auto mode (F).
12. Center header.
13. Press CAL1 button (C) to exit calibration and save all values to memory. All lights should stop flashing.

### *Turning Accumulator Off (Gleaner R65/R66/R75/R76 and S Series)*

The accumulator will affect combine's reaction time and greatly inhibit auto header height control's performance.

Refer to combine operator's manual for proper procedure when turning accumulator off and on. For best performance, turn feeder house accumulator off.

**NOTE:**

The accumulator is located in front of front left axle beam.



**Figure 3.199: Combine Accumulator ON/OFF Switch**

A - Accumulator Lever (Off Position)

### *Adjusting Header Raise/Lower Rate (Gleaner R65/R66/R75/R76 and S Series)*

**NOTE:**

Refer to [3.8.7 Gleaner S9 Series Combines, page 142](#) for information specific to Gleaner S9 Series.

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## OPERATION

The auto header height control (AHHC) system's stability is affected by hydraulic flow rates. Ensure that header raise (A) and header lower (B) adjustable restrictors in hydraulic valve block are adjusted so that it takes approximately six seconds to raise header from ground level to maximum height (hydraulic cylinders fully extended), and approximately six seconds to lower header from maximum height to ground level.

If there is too much header movement (for example, hunting) when header is on ground, adjust lower rate to a slower rate of drop: seven or eight seconds.

### NOTE:

Make this adjustment with hydraulic system at normal operating temperature (54.4°C [130°F]) and engine running at full throttle.

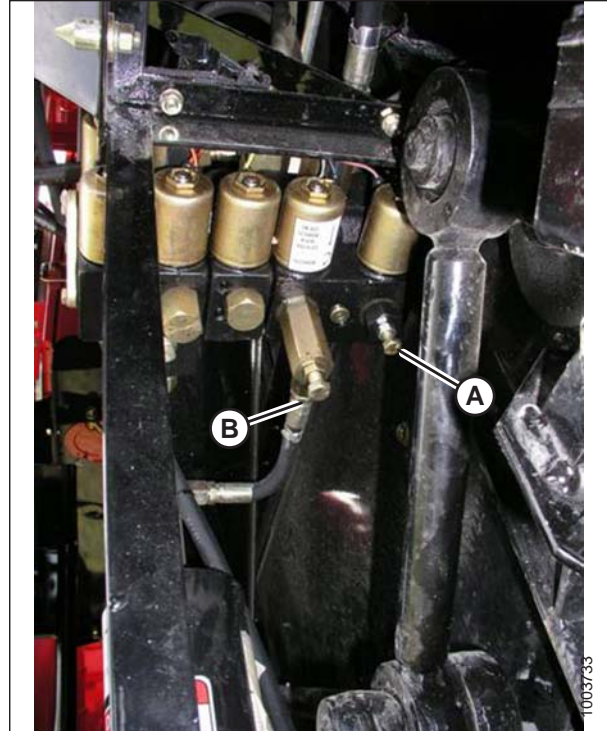


Figure 3.200: Header Raise and Lower Adjustable Restrictors

### Adjusting Ground Pressure (Gleaner R65/R66/R75/R76 and S Series)

### NOTE:

Refer to [3.8.7 Gleaner S9 Series Combines, page 142](#) for information specific to Gleaner S9 Series.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

To adjust header height, ensure header is in auto header height control (AHHC) mode. This is indicated by AUTO MODE LED light (A) displaying a continuous, solid light. The header will lower to height (ground pressure) corresponding to position selected with height control knob (B).

Turn knob counterclockwise for minimum ground pressure, and clockwise for maximum ground pressure.

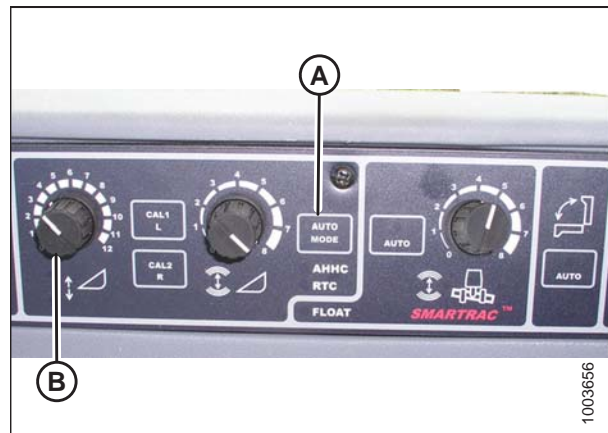


Figure 3.201: Auto Header Height Control Console



## OPERATION

### NOTE:

The ideal ground pressure, in most cases, is one number of separation on AHHC from having header fully suspended off ground (B) to just resting on ground (A).

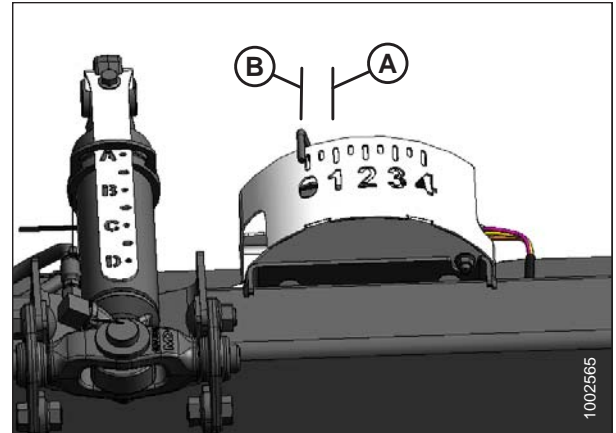


Figure 3.202: Float Indicator Box

### *Adjusting Sensitivity of Auto Header Height Control (Gleaner R65/R66/R75/R76 and S Series)*

#### NOTE:

Refer to [3.8.7 Gleaner S9 Series Combines, page 142](#) for information specific to Gleaner S9 Series.

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

Figure 3.203: Auto Header Height Control Console



The SENSITIVITY ADJUSTMENT dial (A) controls the distance cutterbar must travel up or down before AHHC reacts and raises or lowers feeder house.

## OPERATION

When SENSITIVITY ADJUSTMENT dial (A) is set to maximum (turned completely clockwise), only small changes in ground height are needed to cause feeder house to raise or lower. In this position, cutterbar moves up and down approximately 19 mm (3/4 in.) before control module signals hydraulic control valve to raise or lower header frame.

When SENSITIVITY ADJUSTMENT dial (A) is set to minimum (turned completely counterclockwise), large changes in ground height are needed to cause feeder house to raise or lower. In this position, cutterbar moves up and down approximately 51 mm (2 in.) before control module signals hydraulic control valve to raise or lower header frame.

The HEADER SENSE LINE input also changes range of sensitivity. When connected to a draper, counterclockwise position (least sensitive) allows for approximately 102 mm (4 in.) of vertical travel before correction is made.

### *Troubleshooting Alarms and Diagnostic Faults (Gleaner R65/R66/R75/R76 and S Series)*

#### **NOTE:**

Refer to [3.8.7 Gleaner S9 Series Combines, page 142](#) for information specific to Gleaner S9 Series.

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

#### **Display type:**

Displayed on tachometer (A) as XX or XXX.

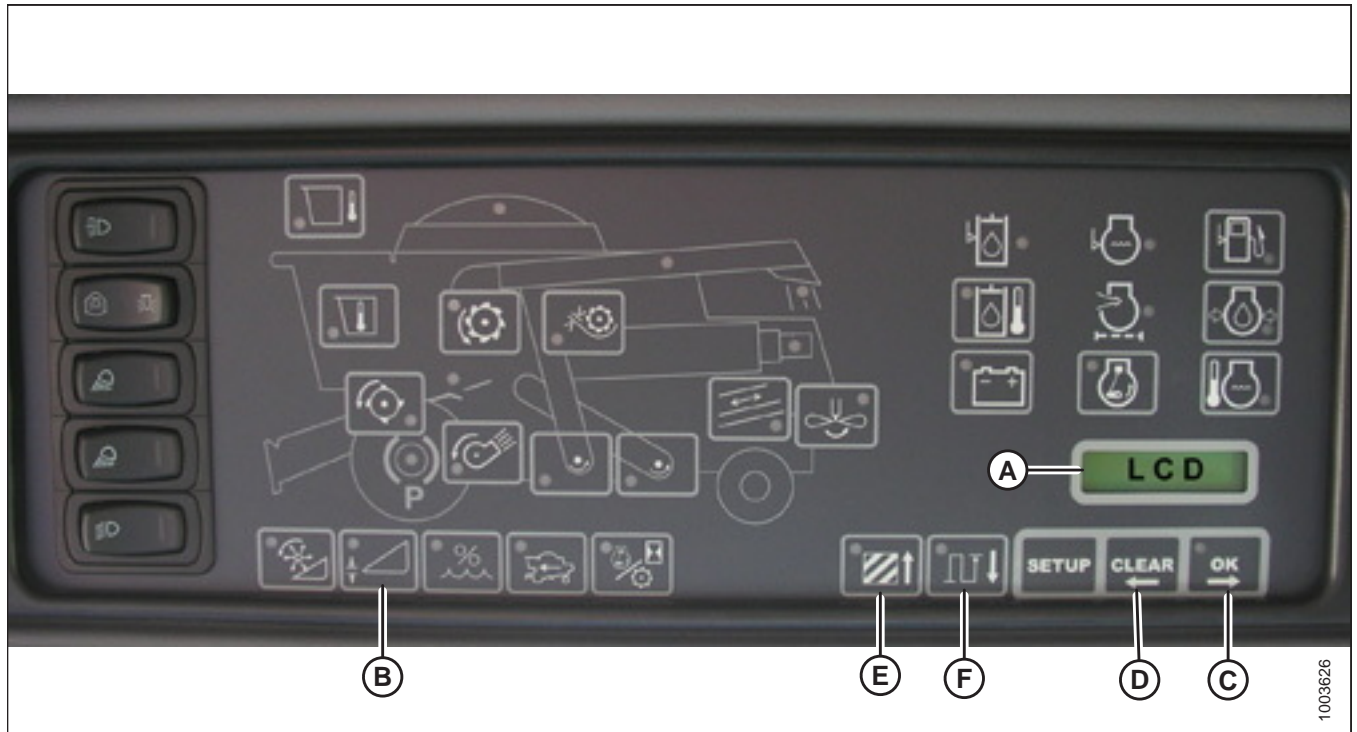


**Figure 3.204: Tachometer**

## OPERATION

Displayed on LCD (A) as XXX cm or XX in.

**Figure 3.205: Combine Heads-Up Display**





## OPERATION

### **Alarm conditions:**

If an error message is received from fuse panel, an audible alarm sounds. The LCD on electronic instrument panel (EIP) indicates header system in error as HDR CTRL followed by HGT ERR for height, and HDR CTRL followed by TILT ERR for tilt. The header height LED flashes yellow two times every second.

The alarm also is noted by buzzer sounding five times every ten seconds.

When an alarm condition occurs, a green LED flashes on and off (green, yellow, or red depending on input). In addition, a message is displayed on LCD to identify nature of alarm. For example, HYD TEMP, OPEN, SHRT will be flashed alternately.

**Diagnostic fault failures:** Refer to Figure 3.205, page 141.

Pressing header height switch (B) for a minimum of five seconds will put EIP in header diagnostic mode. The LCD (shown on previous page) will display message HDR DIAG when EIP has entered header diagnostic mode.

In this mode, after three seconds, header fault parameter labels are displayed on EIP LCD. All information displayed is read-only.

The OK (C) and CLEAR (D) buttons allow you to scroll through list of parameters. If there are no active fault codes, EIP LCD will display NO CODE.

When a parameter is displayed, its label is displayed for three seconds, after which its value is automatically displayed.

Pressing OK button (C) while value is displayed will advance to next parameter and display its label.

When a parameter label is displayed and OK button (C) is pressed before three seconds, parameter's value will be displayed.

Pressing AREA (E) will cycle through options. When LEFT is displayed on LCD, press OK button (C), and auto header height control (AHHC) voltage will be shown on the display.

Press DIST button (F) to cycle back through table.

Press CLEAR button (D) to exit header diagnostics and return to normal mode.

Refer to 3.8.18 *Sensor Operation*, page 245.

### **3.8.7 Gleaner S9 Series Combines**

This section is for Gleaner S9 Series combines only.

#### ***Setting up Header (Gleaner S9 Series)***

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## OPERATION

The AGCO Tyton terminal is used to set up and manage a MacDon draper header on an Gleaner S9 combine. The terminal has a touch screen so you can simply touch desired area on terminal screen to select an item.



**Figure 3.206: Gleaner S9**

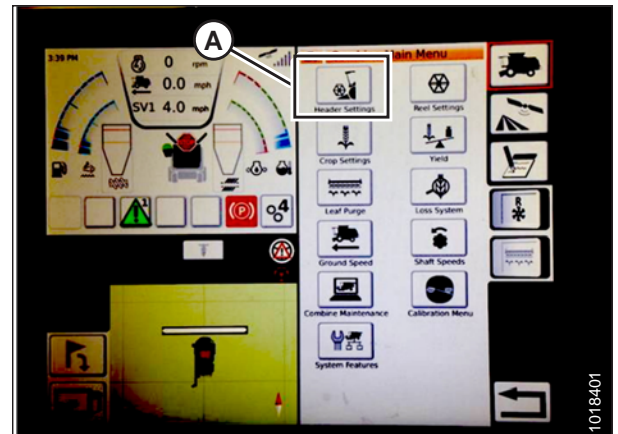
A - Tyton Terminal    B - Hydro Handle/Ground Speed Lever  
C - Throttle Lever    D - Header Control Cluster

1. On top right of home page, touch COMBINE icon (A) on top right. The COMBINE MAIN MENU opens.



**Figure 3.207: Combine Icon on Home Page**

2. On COMBINE MAIN MENU, touch HEADER SETTINGS (A). The HEADER SETTINGS page opens.



**Figure 3.208: Header Settings in Combine Main Menu**

## OPERATION

3. Touch HEADER CONFIGURATION field (A). A page showing predefined headers opens.

- If your MacDon header is already set up, it appears on header list. Touch MacDon header title (B) to highlight selection in blue, and then touch green check mark (E) to continue.
- If only default header (D) is shown, touch ADD/KEYBOARD button (C), and use on-screen keyboard to enter MacDon header information. When complete, touch one of areas at bottom of page and you will be returned to HEADER SETTINGS page.
  - The green check mark saves settings
  - The garbage can icon deletes highlighted header from list
  - The red X cancels change(s)

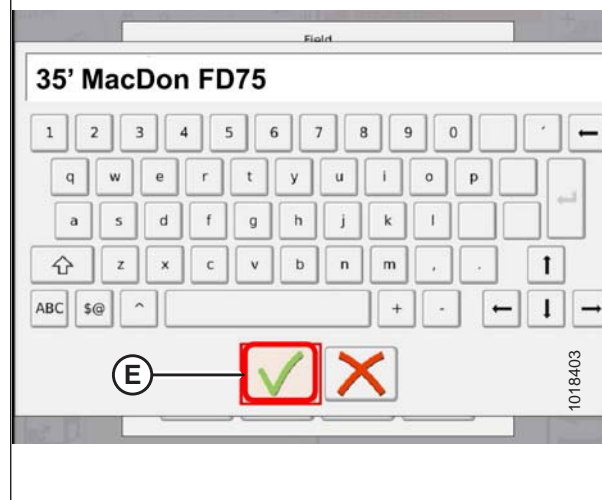
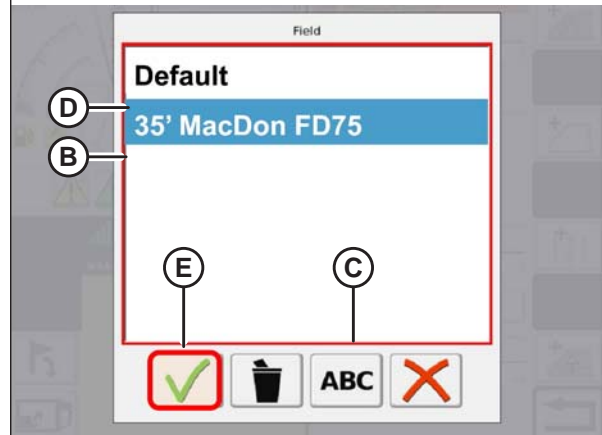
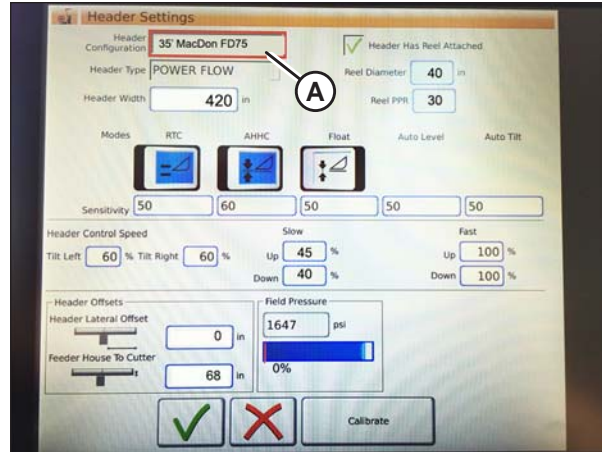


Figure 3.209: Header Configuration Menu on Header Settings Page

## OPERATION

4. To specify type of header installed on machine, touch HEADER TYPE field (A).

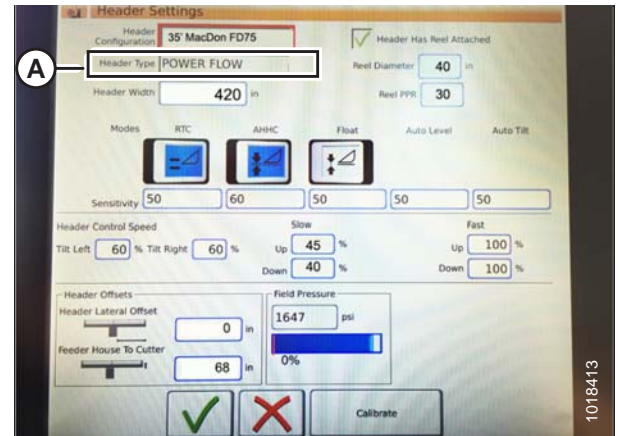


Figure 3.210: Header Settings

5. A list of predefined header types appears.
  - For MacDon Draper and FlexDraper headers, touch POWER FLOW (A).
  - Touch green check mark (B) to save selection and continue.

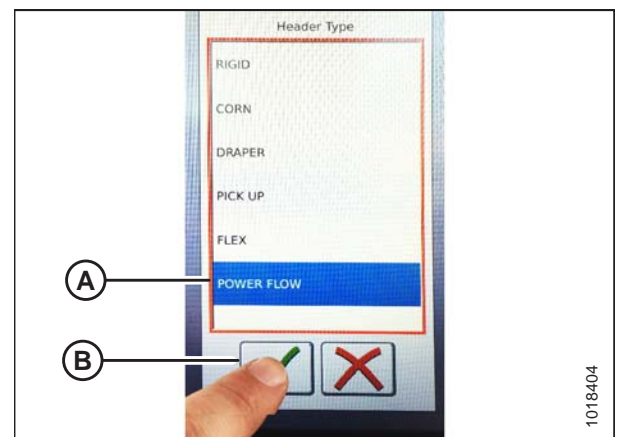


Figure 3.211: Header Type

6. Make sure that HEADER HAS REEL ATTACHED green check box (A) is checked.

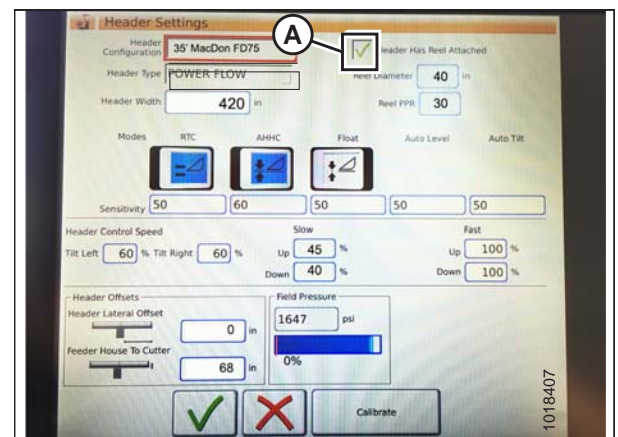


Figure 3.212: Header Settings

## OPERATION

7. Touch REEL DIAMETER field (A) and a numeric keypad displays. Enter **40** as MacDon Reel Diameter.
8. Touch REEL PPR (Speed Pulses Per Revolution) field (B) and enter **30** as PPR value for your MacDon header. (PPR is number of teeth on reel speed sprocket. AGCO configured MacDon headers have 30 teeth on sensor pickup reel).

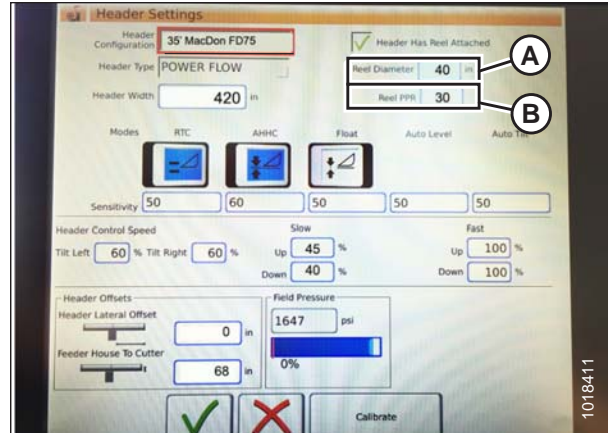


Figure 3.213: Header Settings

9. Touch green check mark (B) at bottom of numeric keypad when complete, or red X to cancel.

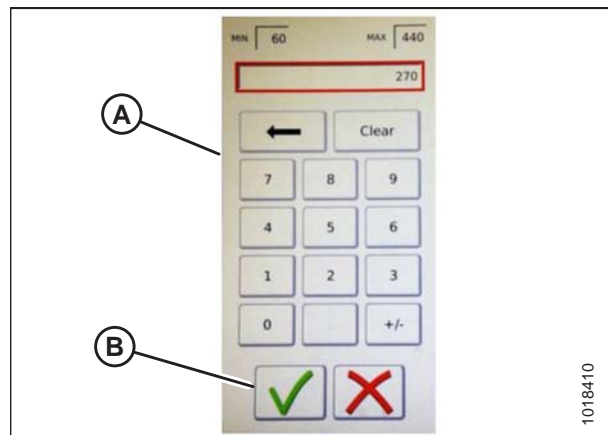


Figure 3.214: Numeric Keypad

10. When entries are complete, touch green check mark (A) at bottom of HEADER SETTINGS page.

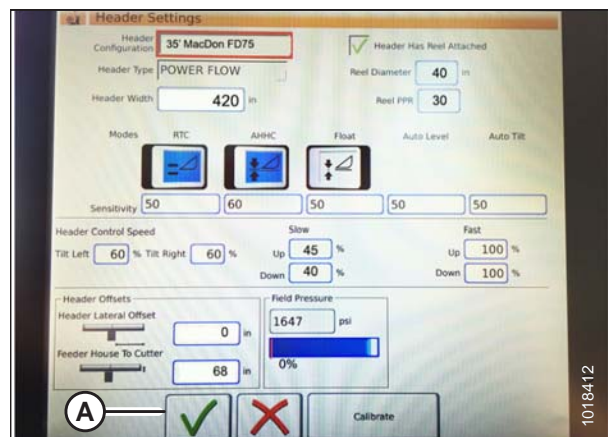


Figure 3.215: Header Settings Page

### Setting up Reel Settings (Gleaner S9 Series)

#### **CAUTION**

Clear the area of other persons, pets, etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.



## OPERATION

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. From COMBINE MAIN MENU, touch REEL SETTINGS (A) to open REEL SETTINGS page.



Figure 3.216: Reel Settings on Combine Main Menu

2. To set minimum reel speed, touch SPEED MINIMUM FIELD (B). The on-screen keyboard displays. Enter desired value. Touch green check mark to accept new value, or red X to cancel. The reel speed (in mph) and rpm are shown.

### NOTE:

At bottom of REEL SETTINGS page, reel diameter and reel pulses per revolution are displayed. These values have already been set in HEADER SETTINGS page.

3. Reel speed is calibrated in REEL SETTINGS page by touching CALIBRATE button (A) in top right of page.



Figure 3.217: Reel Settings Calibration

4. The CALIBRATION WIZARD opens and displays a hazard message warning page.



### CAUTION

Clear the area of other persons, pets, etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

5. Make sure all conditions listed on CALIBRATION WIZARD warning page are met. Press green check mark to accept and start reel calibration. Pressing red X will cancel calibration procedure.

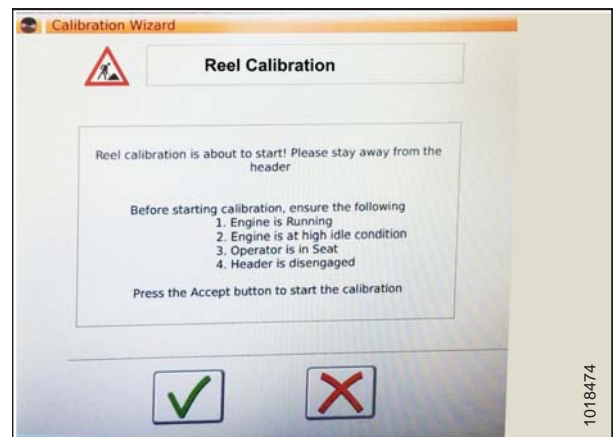


Figure 3.218: Calibration Wizard

## OPERATION

- A message appears in CALIBRATION WIZARD when reel calibration has started. The reel will begin turning slowly and increase to high speed. A progress bar is provided. If necessary, touch red X to cancel. Otherwise, wait for message that reel calibration has completed successfully. Touch green check mark to save calibrated settings.



Figure 3.219: Calibration Progress

### Setting up Automatic Header Controls (Gleaner S9 Series)

Automatic header functions are configured on HEADER SETTINGS page.

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

- Automatic Control Functions:** There are toggle (OFF/ON) switches on HEADER SETTINGS page for automatic control functions. For MacDon headers, ensure following two functions are enabled as shown:

- RTC (return to cut) (A)
- AHHC (automatic header height control) (B)

All other switches are disabled (and are not highlighted).

- The **Sensitivity** setting (C) controls how responsive a control (RTC or AHHC) is to a given change in sensor feedback. The setting fields are located directly below toggle switches. To enter a new sensitivity setting, touch setting field below specific toggle switch, and enter new value using on-screen keyboard.

- If combine does not change feeder position quickly enough when in Auto Mode, increase sensitivity.
- If combine hunts for a position in Auto Mode, decrease sensitivity.

#### NOTE:

Recommended sensitivity starting points for MacDon headers are:

- **50** for RTC (A)
- **60** for AHHC (B)

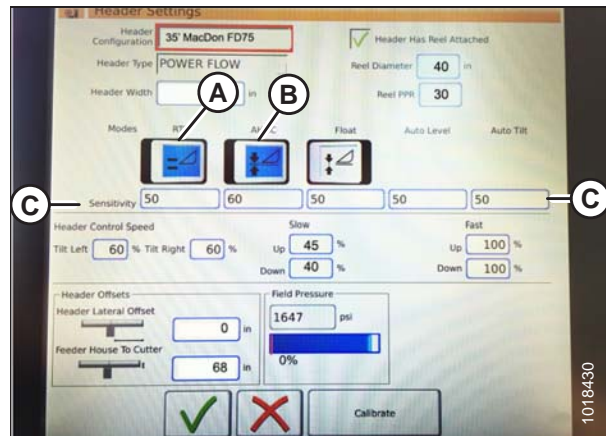


Figure 3.220: Automatic Controls and Sensitivity Settings



## OPERATION

3. **Header Speed:** Header tilt and raise/lower speed is adjusted in HEADER CONTROL SPEED area (A) of HEADER SETTINGS page.
  - Tilt left and right is lateral tilt of combine faceplate.
  - Header up and down (slow and fast speeds) is a two-stage button with slow speed on first detent and fast on second.

### NOTE:

Recommended header control speed starting points for MacDon headers are:

- Slow: 45 up/40 down
- Fast: 100 up/100 down

4. **Header Offsets (A):** Offset distances are important for yield mapping. There are two dimensions that can be adjusted on HEADER SETTINGS page:
  - Header Lateral Offset: distance between centerline of header and centerline of machine. This should be set at **0** for a MacDon header.
  - Feeder House to Cutter: distance from machine interface to cutterbar. This should be set at **68** for a MacDon header.

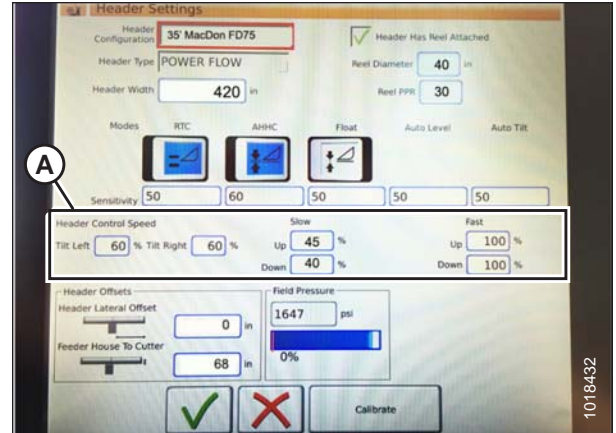


Figure 3.221: Header Speed Control Settings

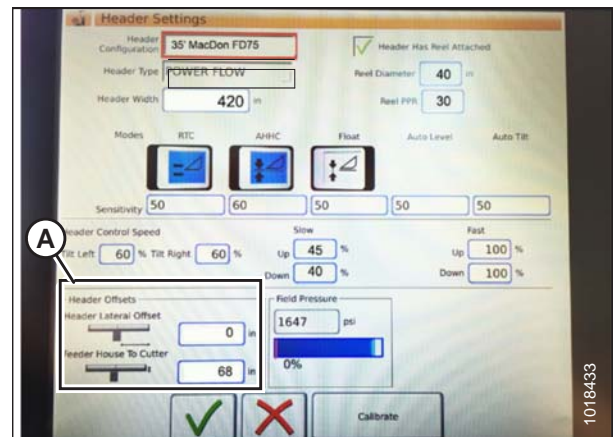
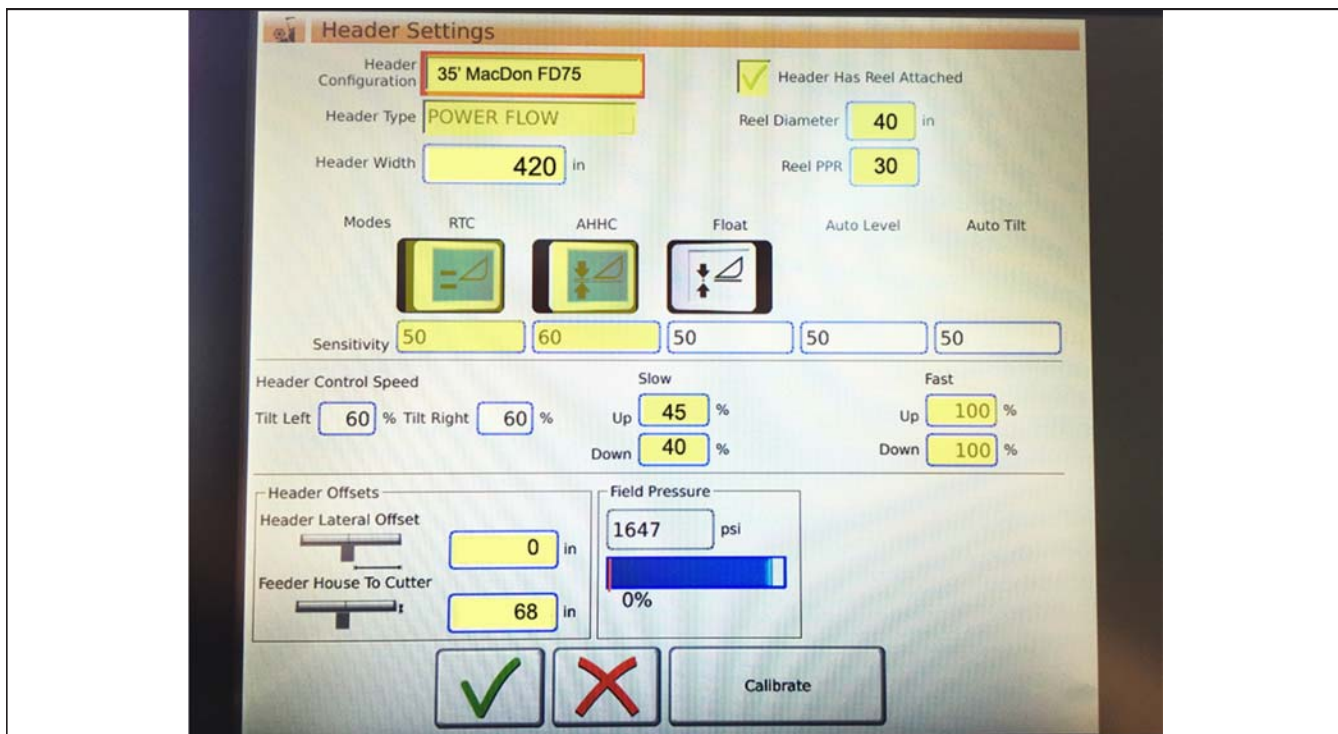


Figure 3.222: Header Offset Settings

## OPERATION

Figure 3.223: Header Settings Inputs for MacDon Headers



### Calibrating Header (Gleaner S9 Series)

The auto header control functions are configured on HEADER SETTINGS page.

### CAUTION

Clear the area of other persons, pets, etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. On COMBINE MAIN MENU, touch HEADER SETTINGS (A).

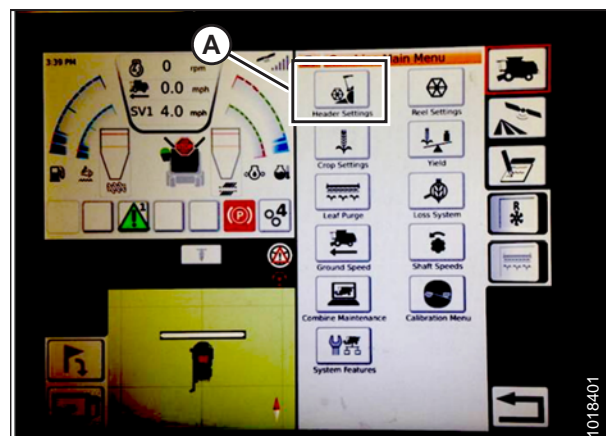


Figure 3.224: Combine Main Menu

## OPERATION

2. Touch CALIBRATE (A) at bottom right of page. The HEADER CALIBRATION page displays.

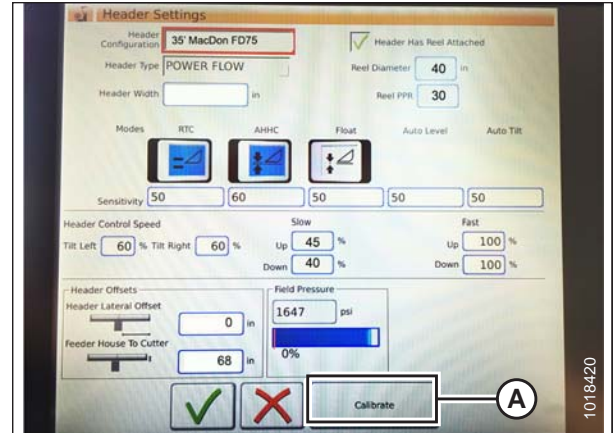


Figure 3.225: Calibration

The right of page shows calibration information (A). Results are shown for a variety of sensors (B) at top of list:

- Left and right header sensor (V) (values will be same with MacDon headers)
- Header height sensor (mA)
- Tilt position sensor (mA)

The modes applicable to MacDon headers are shown with check marks below line (C):

- Return to cut
- Automatic header height control

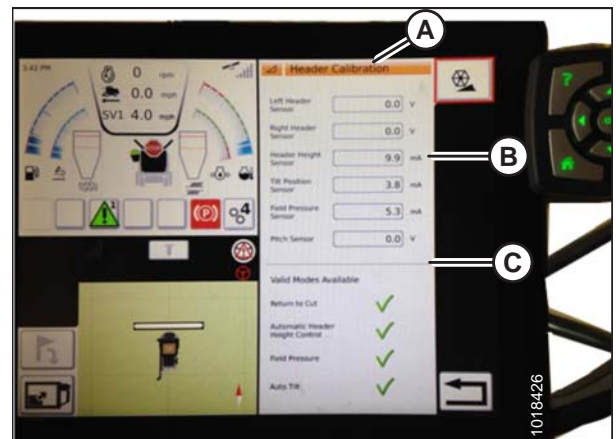


Figure 3.226: Header Calibration Page

### CAUTION

Clear the area of other persons, pets, etc. Keep children away from machinery. Walk around the machine to be sure no one is under, on, or close to it.

3. On ground speed lever (GSL), press HEADER DOWN button (A). Sensor values start changing on HEADER CALIBRATION page as header lowers.

#### NOTE:

The header needs to be lowered all the way, and then raised off ground. The range should be between **0.5 and 4.5 V**. If value is not in that range, sensor needs to be adjusted.



Figure 3.227: Header Down Switch

## OPERATION

4. When sensor values are stable, touch CALIBRATE icon (A).

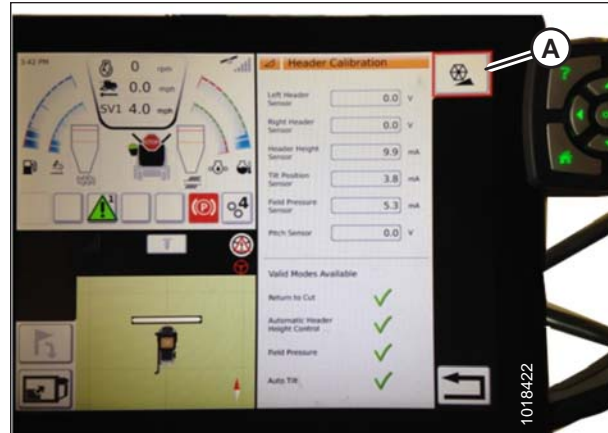


Figure 3.228: Header Calibration

5. The hazard message warning page for HEADER CALIBRATION appears. Before proceeding with calibration by touching green check mark, make sure that all conditions on page are met.
6. Touch green check mark at bottom of page to start CALIBRATION WIZARD.

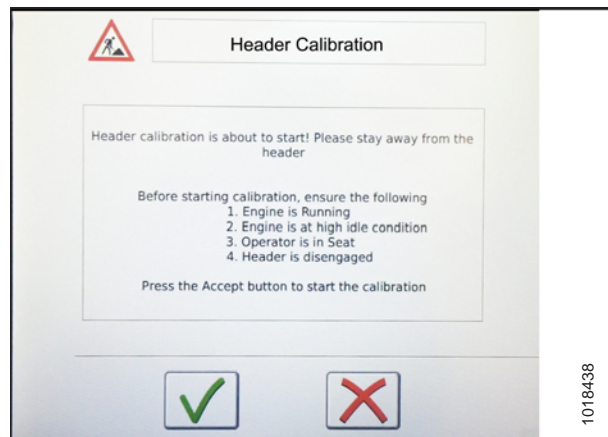


Figure 3.229: Header Calibration Warning

A progress bar is provided and wizard can be stopped at any time by touching red X. The header moves automatically and erratically during this process.

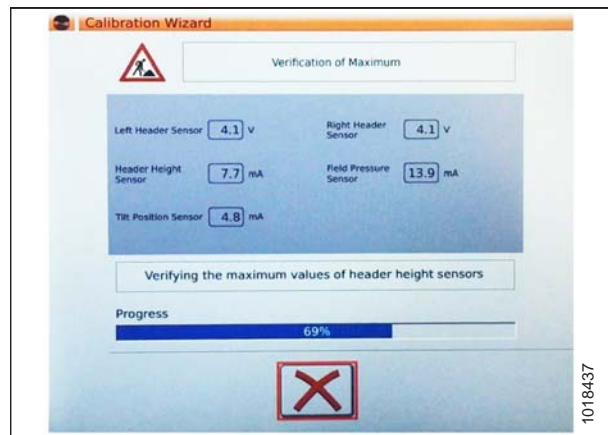


Figure 3.230: Calibration In Progress



## OPERATION

7. When calibration is complete, a message displays, and summary information (A) is shown. Green check marks confirm functions have been calibrated (B). Touch bottom green check mark (C) to save.



Figure 3.231: Completed Calibration Page

### NOTE:

On COMBINE MAIN MENU page, there is a CALIBRATION icon (A) that, when touched, opens a general CALIBRATION menu where you can directly choose from a variety of calibrations including header and reel calibration.



Figure 3.232: Direct Calibration Menu

### Operating with a Gleaner S9 Series Combine

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## OPERATION

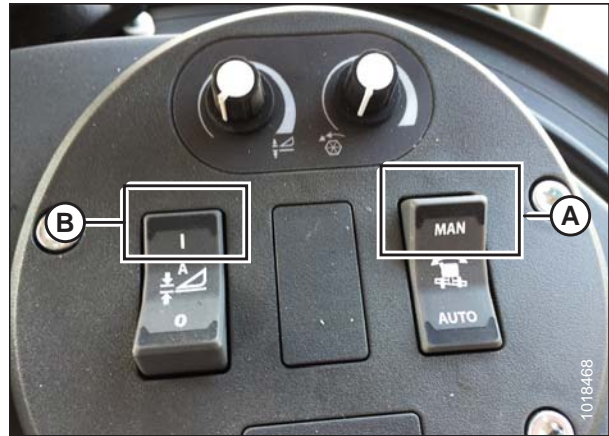
These are primary controls to be used to engage and use auto header height control (AHHC) function.



**Figure 3.233: Gleaner S9**

A - Tyton Terminal    B - Hydro Handle/Ground Speed Lever  
C - Throttle Lever    D - Header Control Cluster

1. With header running, set Lateral Tilt to MANUAL by pressing switch (A) upward to MAN position.
2. Engage AHHC by pressing switch (B) upward to I position.



**Figure 3.234: Header Control Cluster**

3. Press AHHC control switch (A) on ground speed lever (GSL) to engage AHHC. The header positions itself in current setpoint position.



**Figure 3.235: AHHC on GSL**

## OPERATION

4. Use HEADER HEIGHT SETPOINT control dial (A) as necessary to fine-tune setpoint position.



Figure 3.236: Header Control Cluster

### Header In-Field Settings

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. To quickly view header group settings, touch HEADER icon (A) that is second from bottom on right of Tyton terminal home page.
2. The display area shows:
  - (B) – The left header height indicator is current position of header.
  - (C) – The red line on current header height position indicator (B) shows setpoint cut-off position.
  - (D) – Adjust setpoint cut-off position by touching HEADER symbol and using scroll wheel on right of Tyton terminal. As scroll wheel is moved, position of cut-off will move.
  - (E) – The right indicator is set cut height for AHHC. Fine-tune cutting height with header height setpoint control dial on header control cluster. As control is adjusted, cut height indicator will move.
  - (F) – The header working width.
  - (G) – Header pitch.
3. Touching a field opens on-screen keyboard so that values can be adjusted. Enter new value and touch green check mark when complete.

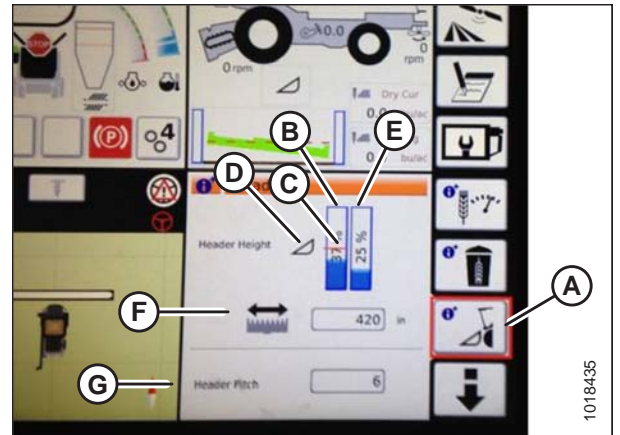


Figure 3.237: Header Groups



## OPERATION

The scroll wheel (A) is on right of Tyton terminal.



Figure 3.238: Scroll Wheel for Adjustments

Header height setpoint control dial (A) is on header control cluster.



Figure 3.239: Header Control Cluster

### 3.8.8 John Deere 50 Series Combines

#### *Output Voltage Range*

The auto header height sensor output must be within a specific range, or feature will not work properly.

Combine	Low Voltage Limit	High Voltage Limit	Minimum Range
John Deere 50 Series	0.7 V	4.3 V	3.0 V

Check sensor's output voltage range from combine cab or manually at float indicator box according to instructions that follow.

#### **Manually Checking Output Voltage Range**

To manually check sensor's output voltage range, follow these steps:

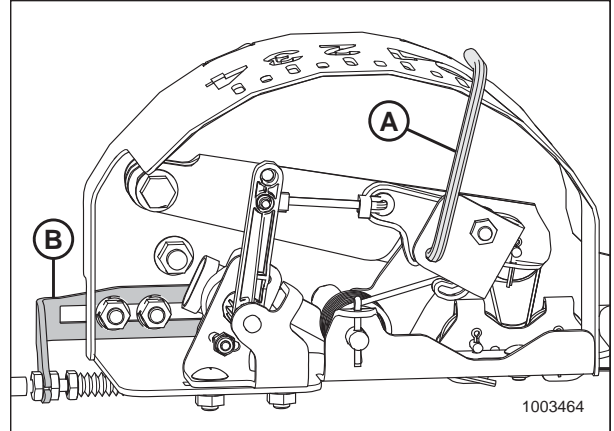
## OPERATION

1. Position header 150 mm (6 in.) above ground, and rest it on safety props. Unlock adapter float.

**NOTE:**

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

2. The pointer (A) on float indicator box should point at **0**. If it does not, adjust cable take-up bracket (B) until pointer (A) on float indicator box points to **0**.

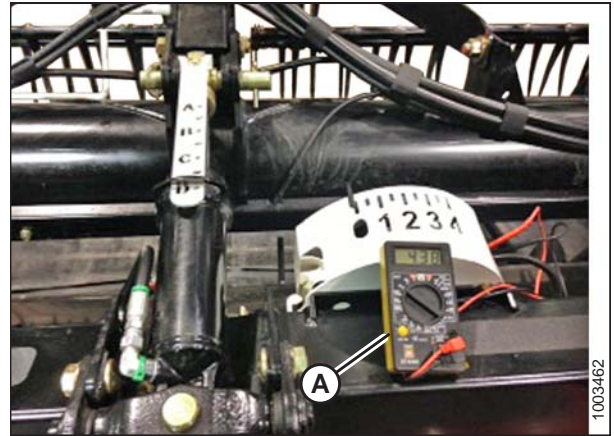


**Figure 3.240: Float Indicator Box with Auto Header Height Sensor**

3. Use a voltmeter (A) to measure voltage between ground and signal wires at AHHC sensor in float indicator box.

**NOTE:**

The voltage reading should be below **4.3 V**.



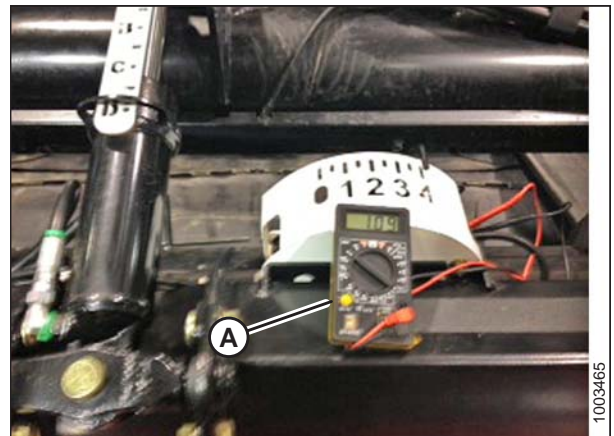
**Figure 3.241: Checking Voltage with Voltmeter**

4. Fully lower combine feeder house, and float header up off safety props (float indicator should be at **4**, and adapter should be fully separated from header).

**NOTE:**

You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

5. Use a voltmeter (A) to measure voltage between ground and signal wires at AHHC sensor in float indicator box. It should be at low voltage limit for combine—**0.7 V**.



**Figure 3.242: Checking Voltage with Voltmeter**

6. If sensor voltage is not within low and high limits, or if range between low and high limits is insufficient (on this combine, it should be **at least 3.0 V**), make adjustments according to [Adjusting Voltage Limits, page 160](#).

## OPERATION

### Checking Voltage Range from Combine Cab

Before checking voltage range, follow these steps:

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

**NOTE:**

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of AHHC system.

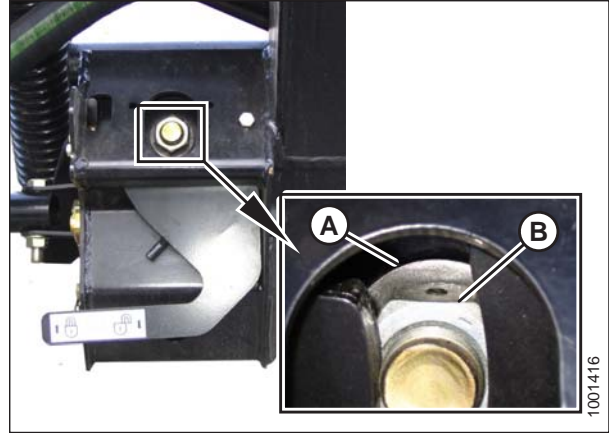


Figure 3.243: Float Lock

3. The pointer (A) on float indicator box should point at 0. If it does not point at zero, adjust cable take-up bracket (B) until it does.

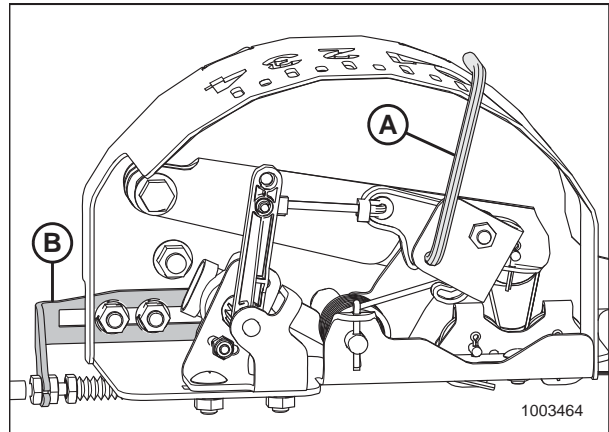
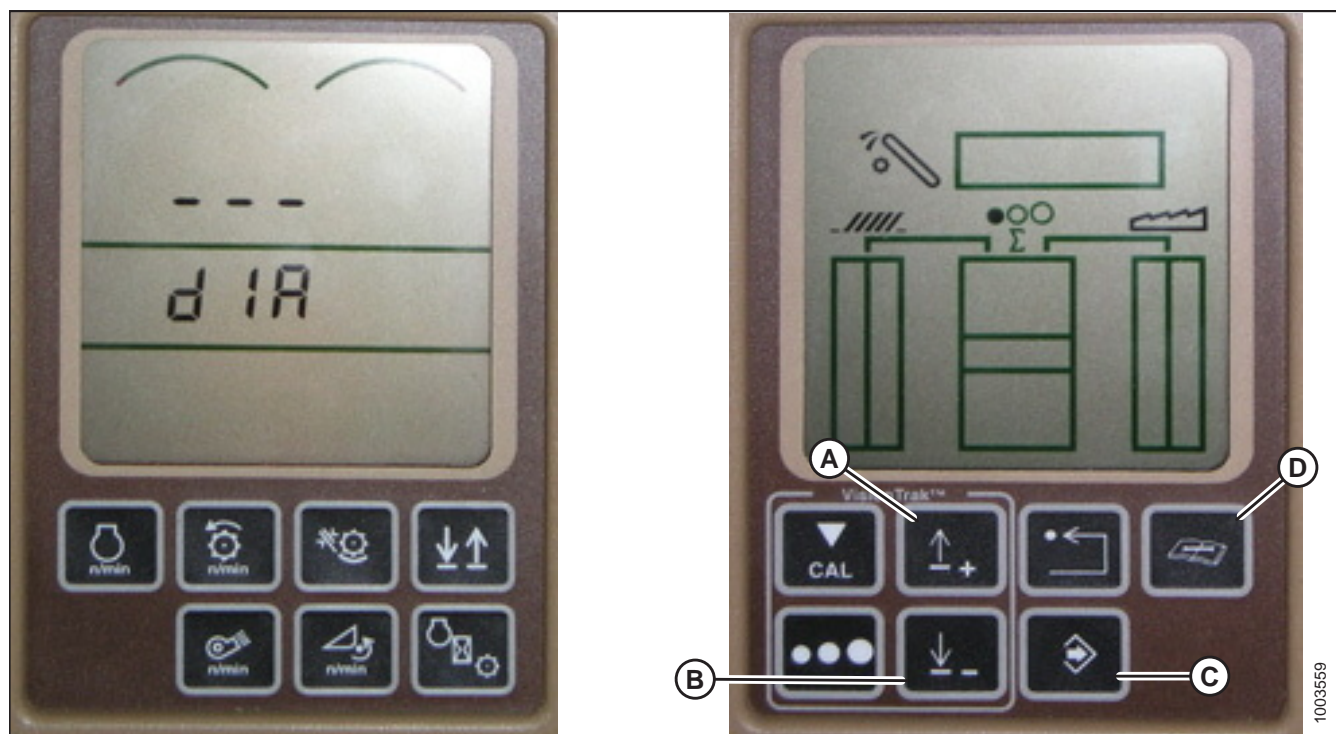


Figure 3.244: Float Indicator Box with Auto Header Height Sensor

**Figure 3.245: John Deere Combine Display**

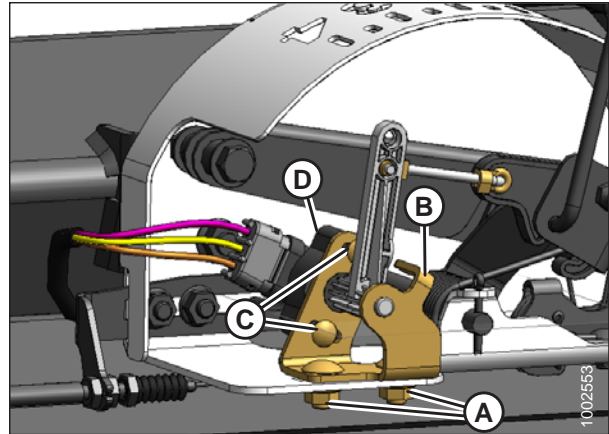


4. Press DIAGNOSTIC button (D) on monitor—**d1A** appears on monitor.
  5. Press UP button (A) until **EO1** appears on monitor—this is header adjustment.
  6. Press ENTER button (C).
  7. Press UP (A) or DOWN button (B) until **24** is displayed on top portion of monitor—this is voltage reading for sensor.
  8. Ensure header float is unlocked.
  9. Start combine, and fully lower feeder house to ground. The adapter should be completely separated from header.
- NOTE:**  
You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.
10. Check sensor reading on monitor. It should be at or above **0.7 V**.
  11. Raise header so it is just off ground, and recheck sensor reading.
  12. Raise header so it is just off ground and check sensor reading again. It should be below **4.3 V**.
  13. If sensor voltage is not within low and high limits (**0.5–4.3 V**), or if range between low and high limits is less than **3.0 V**, you need to make adjustments according to [Adjusting Voltage Limits, page 160](#).

## OPERATION

### Adjusting Voltage Limits

1. To adjust high voltage limit:
  - a. Extend guard angle fully. Header angle indicator should be at **D**.
  - b. Position header 150–254 mm (6–10 in.) above ground. Float indicator should be at **0**.
  - c. Loosen sensor mounting bolts (A).
  - d. Slide sensor support (B) to right to increase high voltage limit, or to left to decrease it.
  - e. Tighten sensor mounting bolts (A).
2. To adjust low voltage limit:
  - a. Extend guard angle fully. Header angle indicator should be at **D**.
  - b. Fully lower header on ground. Float indicator should be at **4**.
  - c. Loosen mounting bolts (C).
  - d. Rotate potentiometer (D) clockwise to increase low voltage limit, or counterclockwise to decrease it.
  - e. Tighten sensor mounting bolts (C).
3. If readings are in proper range, auto header height control can be calibrated.



**Figure 3.246: AHHC Sensor Assembly**

A - Sensor Support Mounting Bolts      B - Sensor Support  
C - Sensor Mounting Bolts              D - Potentiometer

### Calibrating Auto Header Height

The calibration procedure determines limits of auto header height sensor for John Deere 50 series combines.

Calibrate auto header height system after initial header installation and after replacement or adjustment of any component of auto header height system. If system does not function properly, repeat calibration before proceeding to other troubleshooting steps.

#### NOTE:

For best performance of auto header height system, perform these procedures with center-link adjusted as long as possible. When setup and calibration is complete, adjust center-link back to desired header angle. See header angle topic in operations section of header operator's manual.

1. Rest header on down stops, and unlock adapter float.
2. Put wings in locked position.
3. Start combine.



## OPERATION

4. Press DIAGNOSTIC button (A) on monitor—**dIA** appears on monitor.



Figure 3.247: Combine Display

5. Press CAL button (A)—**dIA-CAL** appears on the monitor.



Figure 3.248: Combine Display

## OPERATION

6. Press UP or DOWN buttons until **hdr** appears on the monitor.
7. Press ENTER button—**hdr H-dn** appears on the monitor.
8. Fully lower feeder house to ground.

**NOTE:**

Hold HEADER DOWN switch for 5–8 seconds to ensure feeder house is fully lowered.

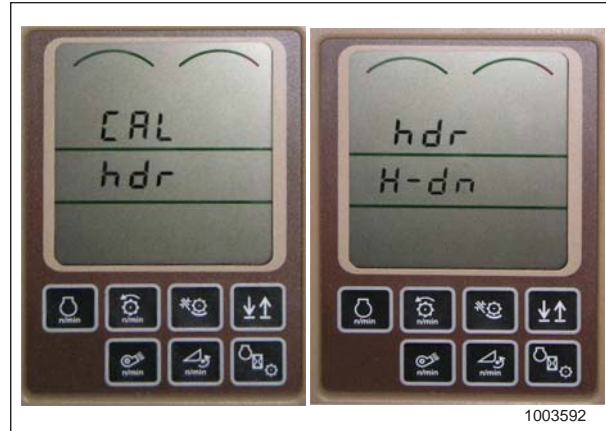


Figure 3.249: Combine Display

9. Press CAL button (A) to save lower calibration of header—**hdr H-UP** appears on monitor.
10. Raise header three feet off ground, and press CAL (A) button—**EOC** appears on monitor.
11. Press ENTER button (B) to save calibration of header. Your AHHC is now calibrated.

**NOTE:**

If an error code appears on screen, sensor is not in correct working range. Refer to [Output Voltage Range](#), [page 156](#) to check and adjust range.

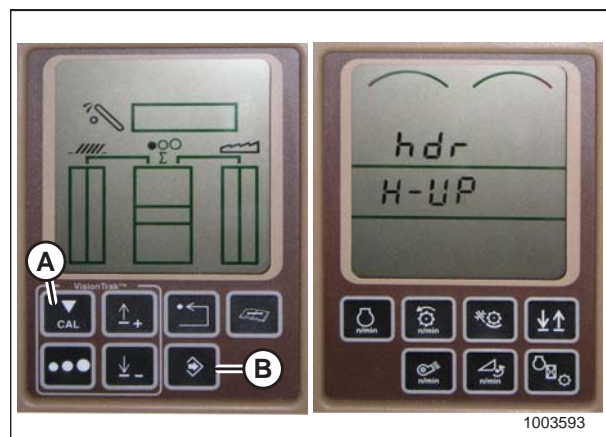


Figure 3.250: Combine Display

12. After calibration is complete, specific combine operation settings need to be made to ensure proper field operation.

### *Setting Sensitivity of Auto Header Height Control*

This is also known as dead band adjustment.

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

To increase sensitivity of auto header height, follow these steps:



## OPERATION

1. Press DIAGNOSTIC button (A) on monitor. **dIA** appears on the monitor.
2. Press UP button (B) until **EO1** appears on monitor, and press ENTER (D). This is header adjustment.
3. Press UP (B) or DOWN (C) button until **112** is displayed on monitor. This is your sensitivity setting.

### NOTE:

The lower the reading, the higher the sensitivity. Ideal operating range is typically between 50 and 80.

4. Press ENTER (D) to select **112** as sensitivity setting (this will allow you to change first digit of number sequence).
5. Press UP (B) or DOWN (C) until desired number is displayed, then press CAL (E) button. This will bring you to second digit. Repeat this procedure until desired setting is achieved.
6. Press ENTER (D) to save changes.

### NOTE:

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.

### Adjusting Threshold for Drop Rate Valve

This procedure explains how to adjust point at which restrictor valve opens allowing full flow to lift cylinders.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press DIAGNOSTIC button (A) on monitor. **dIA** appears on the monitor.
2. Press UP button (B) until **EO1** appears on monitor and press ENTER (C). This is header adjustment.
3. Press UP (B) or DOWN button until **114** is displayed on top portion of monitor. This is setting that adjusts when fast drop rate starts with respect to dead band.

### NOTE:

The default setting is 100. Ideal operating range is typically between 60 and 85.

4. Press ENTER (C) to select **114** as fast drop rate (this will allow you to change first digit of number sequence).
5. Press UP (B) or DOWN (E) until desired number is displayed, then press CAL button (D). This will bring you to second digit. Repeat this procedure until desired setting is achieved.
6. Press ENTER (C) to save changes.

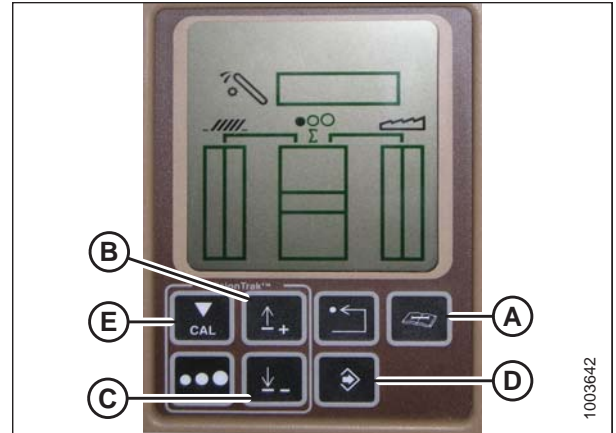


Figure 3.251: John Deere Combine Display

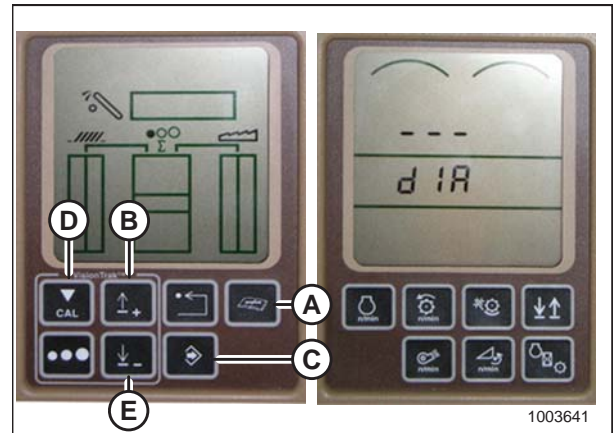


Figure 3.252: John Deere Combine Display

## OPERATION

### NOTE:

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.

### Operating Auto Header Height

To operate your auto header height, follow these steps:

#### IMPORTANT:

For proper performance, deactivate accumulator (A) as described in combine's operator's manual.

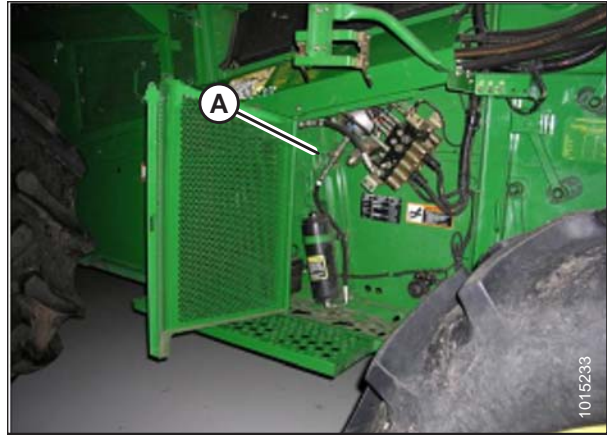


Figure 3.253: Accumulator Shut-off

1. Ensure HEADER HEIGHT RESUME and ACTIVE HEADER CONTROL functions are ON by pressing buttons on top monitor. Icons will appear on monitor with same picture that is displayed on buttons. This indicates that your auto header height, resume, and active header control are turned ON.
  - ACTIVE HEADER HEIGHT (A) is indicated with an arrow going up and down in front of it.
  - HEADER HEIGHT RESUME (B) is indicated with a header diagram with a curved arrow in front of it.



Figure 3.254: Active Header Control Display

## OPERATION

2. Once HEADER HEIGHT RESUME and AUTO HEADER CONTROL are turned ON, use buttons 2 (B) and 3 (C) on your hydrostatic lever for active header control.

**NOTE:**

Button 1 (A) is reserved for AUTO HEIGHT RESUME which will return header to a certain height, but will not automatically compensate for ground variation.

**NOTE:**

To use buttons, combine must be running, AUTO HEADER HEIGHT SENSING must be ON, and header switch and feeder house must be engaged.

3. Push button you would like to use, and header will position itself at default height.
4. Adjust header to desired ground pressure by turning your auto header control dial located at upper right corner of console (A). Once you have set your desired ground pressure, auto header height will now maintain constant float at this ground pressure (it will lower or raise feeder house to compensate for changes in ground height).

**NOTE:**

Auto header height is designed to optimize your float when cutting on ground. It does not function when cutterbar is off ground.

**NOTE:**

The ideal ground pressure, in most cases, is one number of separation on AHHC from having header fully suspended off ground (B) to just resting on ground (A). Operating with heavier pressures can wear cutterbar wearplate prematurely.

5. The additional buttons (2 or 3) on hydrostatic lever are used for two different ground pressure settings. The header control dial on console will work for specific button that was pushed to activate auto header height control. Each time button is pushed, header will return to that specific ground pressure.

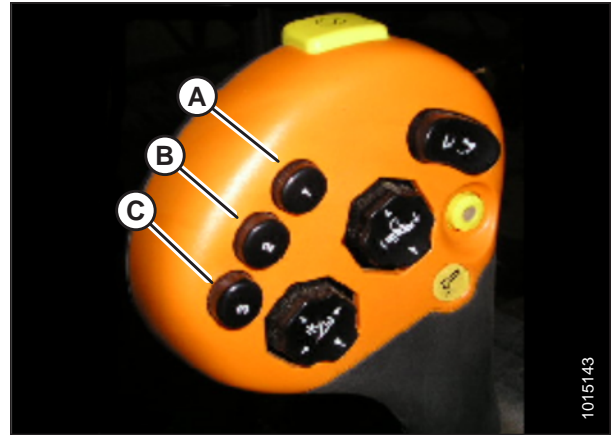


Figure 3.255: Hydrostatic Lever



Figure 3.256: Auto Header Control Dial

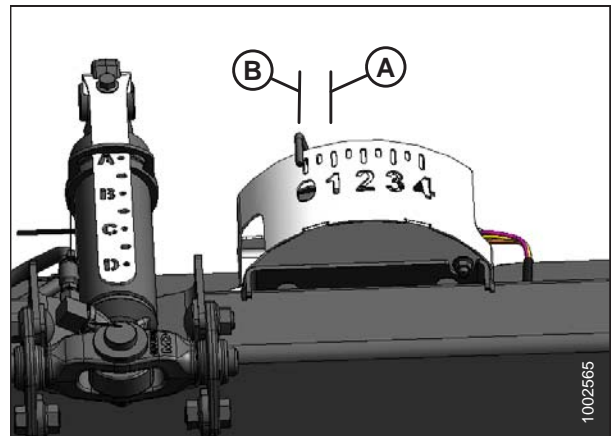


Figure 3.257: Float Indicator Box

### 3.8.9 John Deere 60 Series Combines

#### *Checking Voltage Range from Combine Cab (John Deere 60 Series)*

The auto header height sensor output must be within a specific range, or feature will not work properly.

## OPERATION

Combine	Low Voltage Limit	High Voltage Limit	Minimum Range
John Deere 60 Series	0.7 V	4.3 V	3.0 V

Check sensor's output voltage range from combine cab according to instructions that follow.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

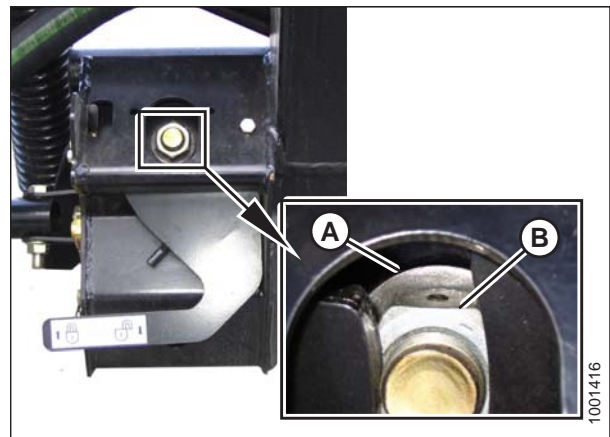
### CAUTION

**Check to be sure all bystanders have cleared the area.**

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

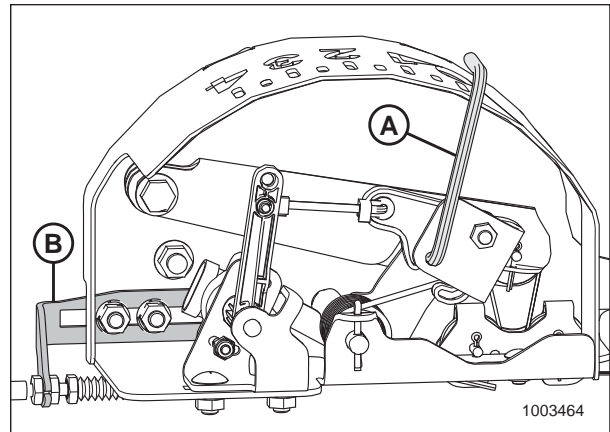
### NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.



**Figure 3.258: Float Lock**

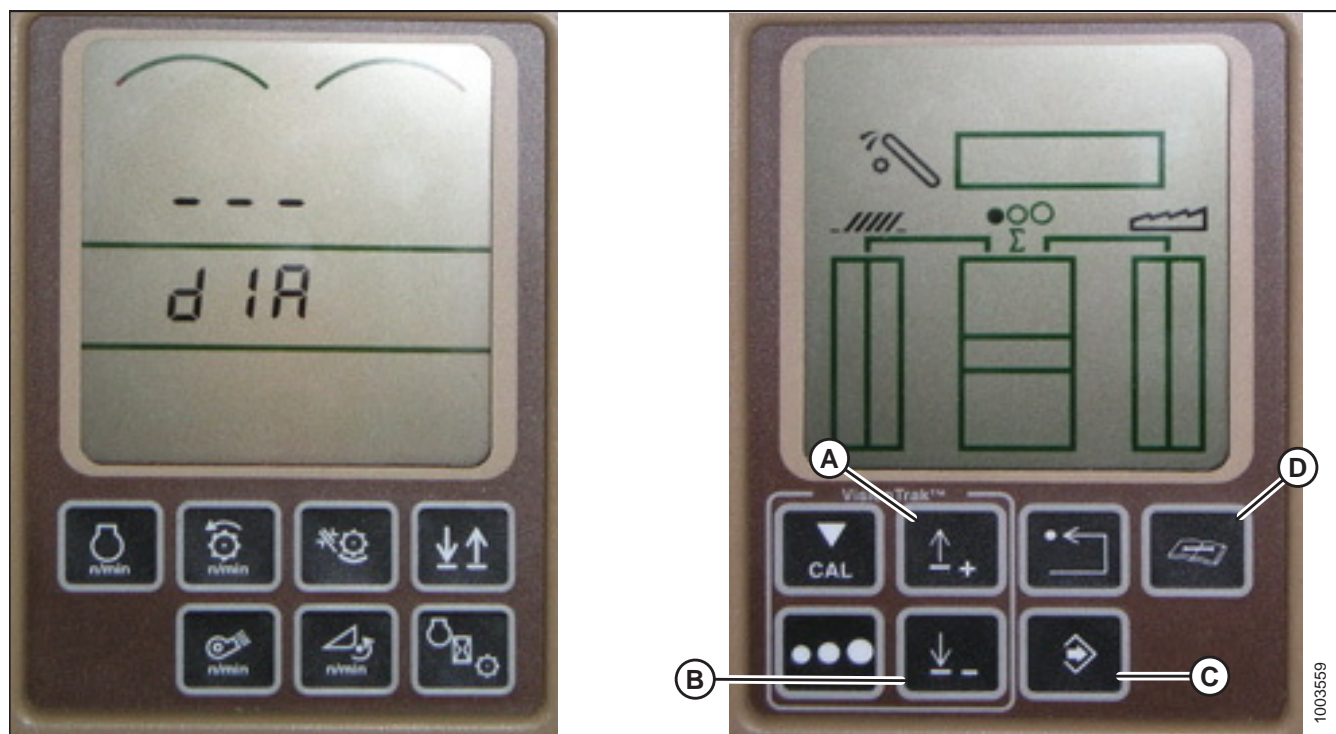
3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.



**Figure 3.259: Float Indicator Box**



**Figure 3.260: John Deere Combine Display**



4. Press DIAGNOSTIC button (D) on monitor—DIA appears on monitor.
5. Press UP button (A) until EO1 appears on monitor—this is header adjustment.
6. Press ENTER button (C).
7. Press UP (A) or DOWN button (B) until 24 is displayed on top portion of monitor—this is voltage reading for sensor.
8. Ensure header float is unlocked.
9. Start combine, and fully lower feeder house to ground.

**NOTE:**

You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

10. Check sensor reading on monitor.
11. Raise header so it is just off ground, and recheck sensor reading.
12. If sensor voltage is not within low and high limits or if range between low and high limits is insufficient, refer to [Adjusting Voltage Limits, page 105](#).

## *Calibrating Auto Header Height Control (John Deere 60 Series)*

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## CAUTION

Check to be sure all bystanders have cleared the area.

1. Ensure center-link is set to D.
2. Rest header on down stops, and unlock adapter float.
3. Put wings in locked position.
4. Start combine.
5. Press DIAGNOSTIC button (A) on monitor. DIA appears on monitor.
6. Press CAL button (B). DIA-CAL appears on monitor.

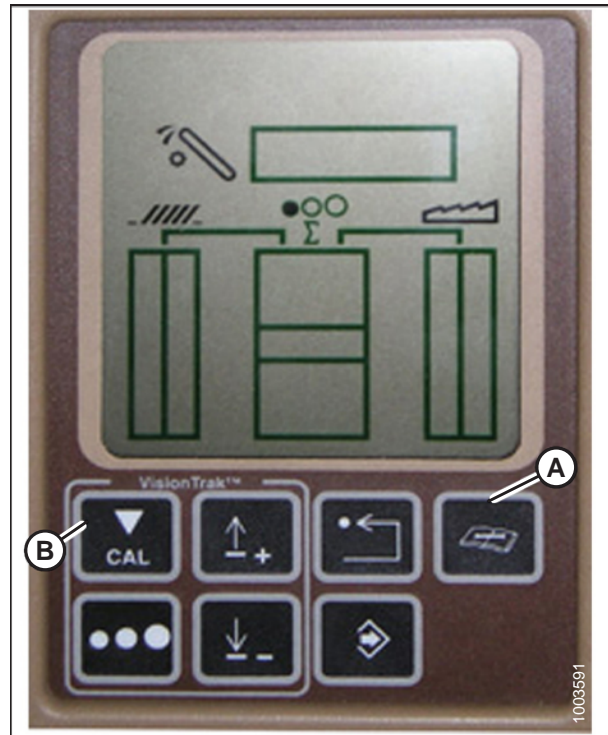


Figure 3.261: John Deere Combine Display

7. Press UP or DOWN buttons until HDR appears on monitor.
8. Press ENTER button. HDR H-DN appears on monitor.
9. Fully lower feeder house to ground.

### NOTE:

You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

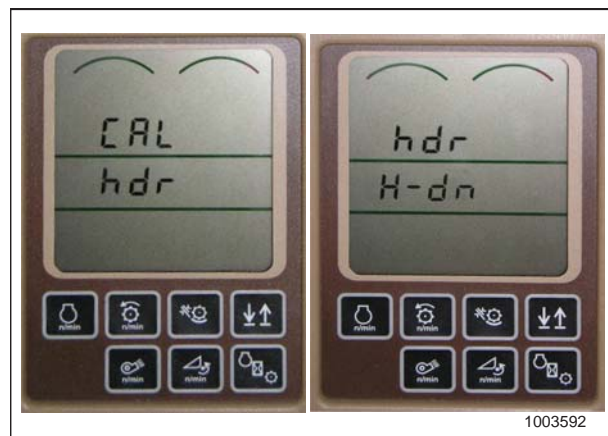


Figure 3.262: John Deere Combine Display



## OPERATION

10. Press CAL button (A) to save calibration of header. HDR H-UP appears on monitor.
11. Raise header three feet off ground and press CAL (A) button. EOC appears on monitor.
12. Press ENTER button (B) to save calibration of header. Your AHHC is now calibrated.

### NOTE:

If an error code appears during calibration, sensor is out of voltage range and will require adjustment. Refer to [Calibrating Auto Header Height Control \(John Deere 60 Series\)](#), page 167.

### NOTE:

After calibration is complete, adjust combine operation settings to ensure proper field operation.

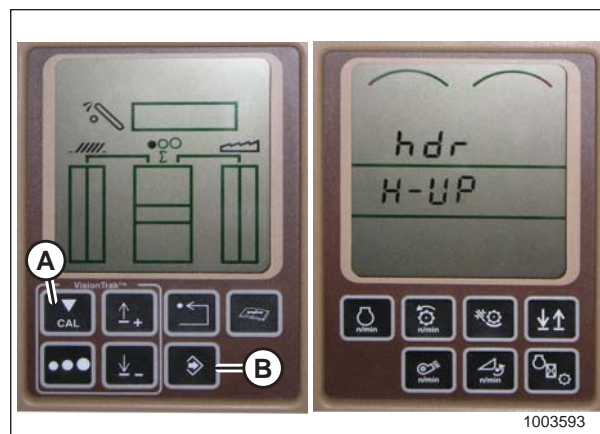


Figure 3.263: John Deere Combine Display

### Turning Accumulator Off (John Deere 60 Series)

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press DIAGNOSTIC button (A) on monitor. DIA appears on the monitor.
2. Press UP button (B) until EO1 appears on monitor, and press ENTER (D). This is header adjustment.
3. Press UP (B) or DOWN (C) button until 132 is displayed on top portion of monitor. This is reading for accumulator.
4. Press ENTER (D) to select 132 as accumulator reading (this will allow you to change display to a three-digit number so it has a 0 in it, for example, x0x).
5. Press UP (B) or DOWN (C) button until desired number is displayed, and press CAL (E) button.
6. Press ENTER (D) to save changes. The accumulator is now deactivated.

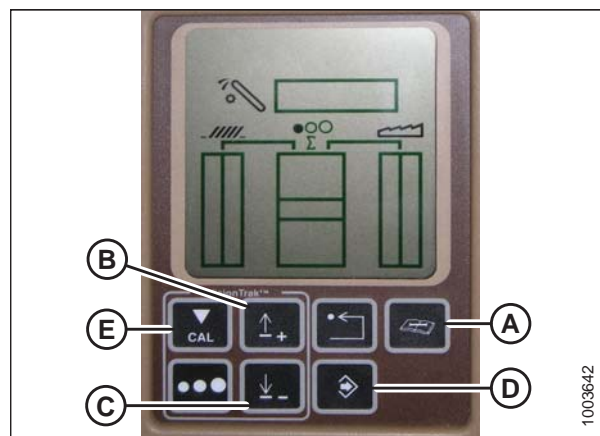


Figure 3.264: John Deere Combine Display

### Setting Sensing Grain Header Height to 50 (John Deere 60 Series)

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

To set sensing grain header height, follow these steps:

## OPERATION

1. Press DIAGNOSTIC button (A) on monitor. DIA appears on the monitor.
2. Press UP button (B) until EO1 appears on monitor, and press ENTER (D). This is header adjustment.
3. Press UP (B) or DOWN (C) button until 128 is displayed on top portion of monitor. This is reading for the sensor.
4. Press ENTER (D) to select 128 as sensor reading (this will allow you to change display to a three-digit number so it has a 50 in it).
5. Press UP (B) or DOWN (C) button until desired number is displayed, and press CAL (E) button.
6. Press ENTER (D) to save the changes. The height is now set.

### NOTE:

Do **NOT** use active header float function (A) in combination with MacDon auto header height control (AHHC)—the two systems will counteract one another. The header symbol (B) on display should **NOT** have a wavy line under it and should appear exactly as shown on Active Header Control Display in Figure 3.266, page 170.

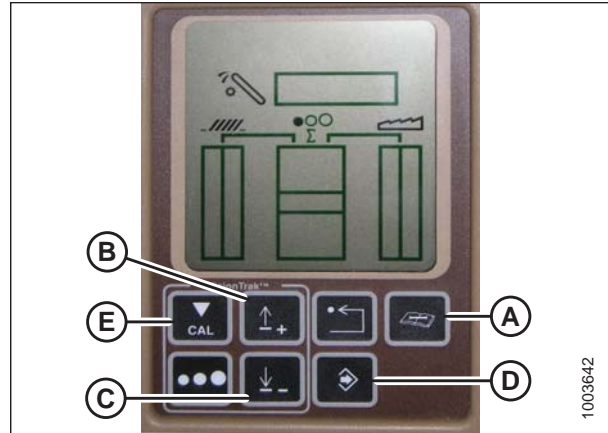


Figure 3.265: John Deere Combine Display

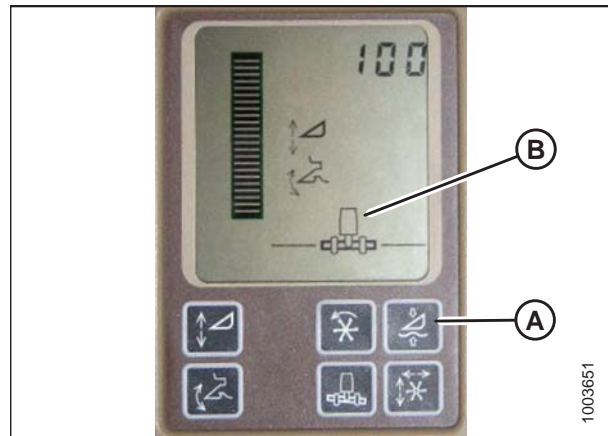


Figure 3.266: John Deere Combine Display

### Setting Sensitivity of Auto Header Height Control (John Deere 60 Series)

This is also known as dead band adjustment.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## OPERATION

1. Press DIAGNOSTIC button (A) on monitor. DIA appears on the monitor.
2. Press UP button (B) until EO1 appears on monitor, and press ENTER (D). This is header adjustment.
3. Press UP (B) or DOWN (C) button until 112 is displayed on monitor. This is your sensitivity setting.

### NOTE:

The lower the reading, the higher the sensitivity. Ideal operating range is typically between 50 and 80.

4. Press ENTER (D) to select 112 as sensitivity setting (this will allow you to change first digit of number sequence).
5. Press UP (B) or DOWN (C) until desired number is displayed, then press CAL (E) button. This will bring you to second digit. Repeat this procedure until desired setting is achieved.
6. Press ENTER (D) to save changes.

### NOTE:

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.

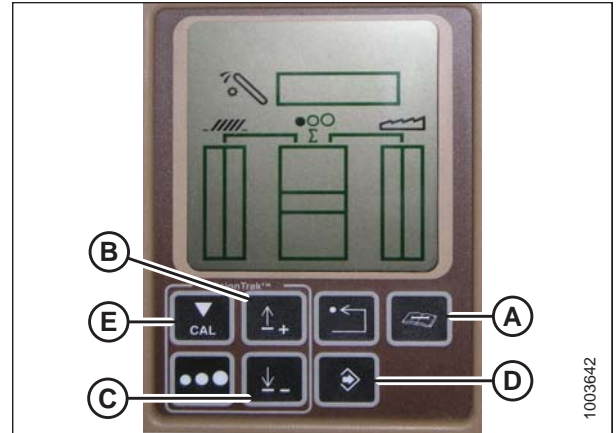


Figure 3.267: John Deere Combine Display

### *Adjusting Threshold for Drop Rate Valve (John Deere 60 Series)*

This procedure explains how to adjust point at which restrictor valve opens allowing full flow to lift cylinders.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press DIAGNOSTIC button (A) on monitor. DIA appears on the monitor.
2. Press UP button (B) until EO1 appears on monitor and press ENTER (C). This is header adjustment.
3. Press UP (B) or DOWN button (E) until 114 is displayed on top portion of monitor. This is setting that adjusts when fast drop rate starts with respect to dead band.

### NOTE:

The default setting is 100. Ideal operating range is typically between 60 and 85.

4. Press ENTER (C) to select 114 as fast drop rate (this will allow you to change first digit of number sequence).
5. Press UP (B) or DOWN (E) until desired number is displayed, then press CAL button (D). This will bring you to second digit. Repeat this procedure until desired setting is achieved.
6. Press ENTER (C) to save changes.

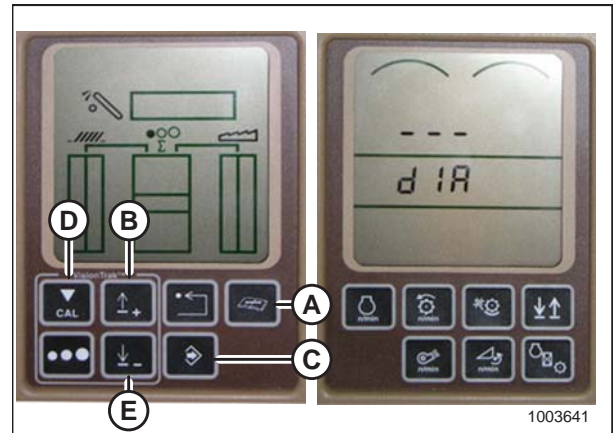


Figure 3.268: John Deere Combine Display

## OPERATION

### NOTE:

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.

### 3.8.10 John Deere 70 Series Combines

#### *Checking Voltage Range from Combine Cab (John Deere 70 Series)*

The auto header height sensor output must be within a specific range, or feature will not work properly.

Combine	Low Voltage Limit	High Voltage Limit	Minimum Range
John Deere 70 Series	0.7 V	4.3 V	3.0 V

Check sensor's output voltage range from combine cab according to instructions that follow.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.



## CAUTION

Check to be sure all bystanders have cleared the area.

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

### NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

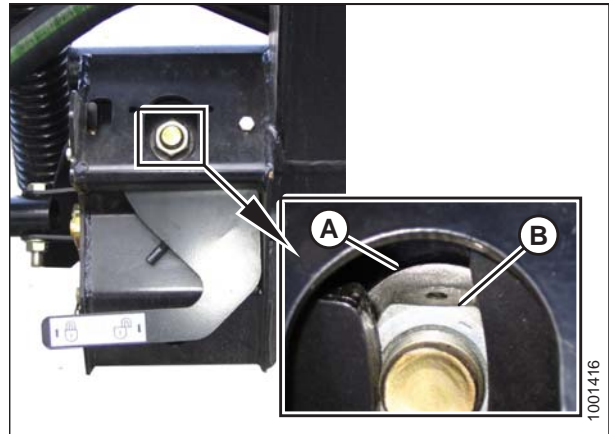
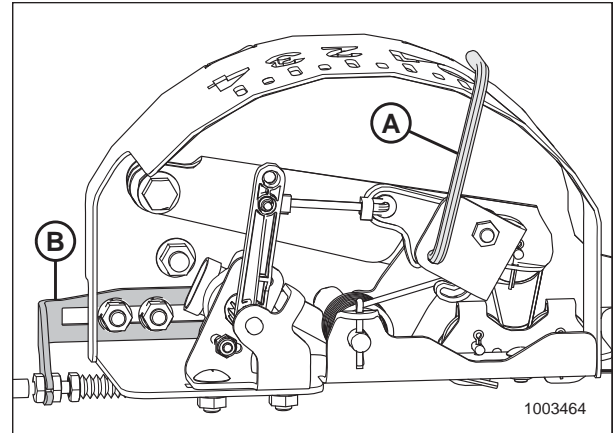


Figure 3.269: Float Lock

## OPERATION

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.



**Figure 3.270: Float Indicator Box**

4. Press HOME PAGE button (A) on main page of combine display.



**Figure 3.271: John Deere Combine Display**

5. Ensure three icons (A) depicted in illustration at right appear on combine display.

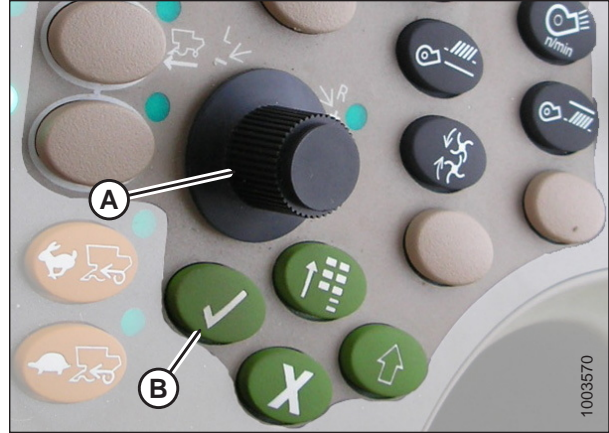


**Figure 3.272: John Deere Combine Display**



## OPERATION

6. Use scroll knob (A) to highlight middle icon (the green i) and press check mark button (B) to select it. This will display Message Center.



**Figure 3.273: John Deere Combine Control Console**

7. Use scroll knob to highlight DIAGNOSTIC ADDRESSES (A) from right column, and then select it by pressing check mark button.
8. Use scroll knob to highlight drop down box (B), and press check mark button to select it.



**Figure 3.274: John Deere Combine Display**

9. Use scroll knob to highlight LC 1.001 VEHICLE (A), and then press check mark button to select it.



**Figure 3.275: John Deere Combine Display**



## OPERATION

10. Use scroll knob to highlight down arrow (A) and press check mark button to scroll through list until 029 DATA (B) is displayed and voltage reading (C) appears on combine display.



Figure 3.276: John Deere Combine Display

11. Ensure header float is unlocked.
12. Start combine and fully lower feeder house to the ground.  
**NOTE:**  
You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.
13. Check sensor reading on monitor.
14. Raise header so it is just off ground and recheck sensor reading.
15. If sensor voltage is not within low and high limits or if range between low and high limits is insufficient, refer to [Adjusting Voltage Limits, page 105](#).

### Calibrating Feeder House Speed (John Deere 70 Series)

The feeder house speed must be calibrated before you calibrate auto header height control (AHHC) system. Refer to combine operator's manual for instructions.

### Calibrating Auto Header Height Control (John Deere 70 Series)

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.



## CAUTION

Check to be sure all bystanders have cleared the area.

1. Ensure center-link is set to D.
2. Rest header on safety props and unlock adapter float.
3. Place wings in locked position.
4. Start combine.

## OPERATION

5. Press button located fourth from left along top of monitor (A) to select icon that resembles an open book with a wrench on it (B).
6. Press top button (A) a second time to enter diagnostics and calibration mode.



Figure 3.277: John Deere Combine Display

7. Select HEADER in box (A) by scrolling down to box using scroll knob, and then pressing check mark button (knob and button are shown in Figure 3.279, page 176).
8. Scroll down to lower right icon that resembles an arrow in a diamond (B) and press check mark button to select it.

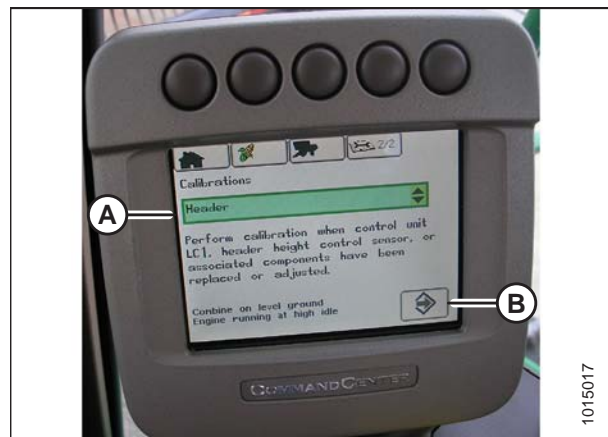


Figure 3.278: John Deere Combine Display

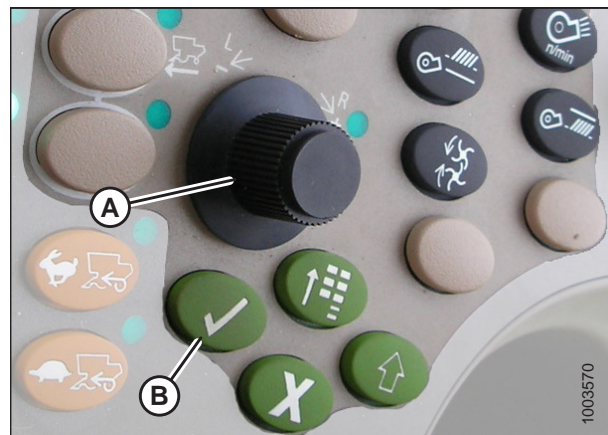


Figure 3.279: John Deere Combine Control Console

A - Scroll Knob

B - Check Mark Button

9. Follow steps listed on combine display to perform the calibration.

## OPERATION

### NOTE:

If an error code appears on page, sensor is not in correct working range. Refer to [Checking Voltage Range from Combine Cab \(John Deere 70 Series\)](#), page 172 to check and adjust range.

### Setting Sensitivity of Auto Header Height Control (John Deere 70 Series)

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press button (A) twice and current sensitivity setting will appear on combine display (the lower the reading, the lower the sensitivity).
2. Use scroll knob (B) to adjust sensitivity setting. The adjustment will be saved automatically.

#### NOTE:

If page remains idle for a short period of time, it will automatically return to previous page. Pressing check mark button (C) also will return combine display to previous page.

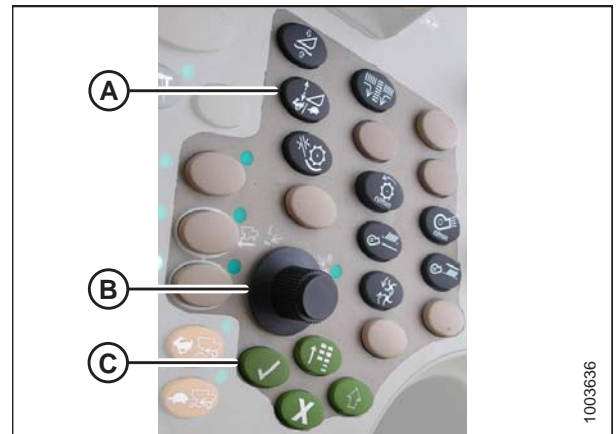


Figure 3.280: John Deere Combine Control Console

#### NOTE:

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.



Figure 3.281: John Deere Combine Display

### Adjusting Manual Header Raise/Lower Rate (John Deere 70 Series)

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## OPERATION

1. Press button (A) and current raise/lower rate setting will appear on monitor (the lower reading, slower rate).
2. Use scroll knob (B) to adjust rate. The adjustment will be saved automatically.

### NOTE:

If page remains idle for a short period of time, it will automatically return to previous page. Pressing check mark button (C) will also return monitor to previous page.

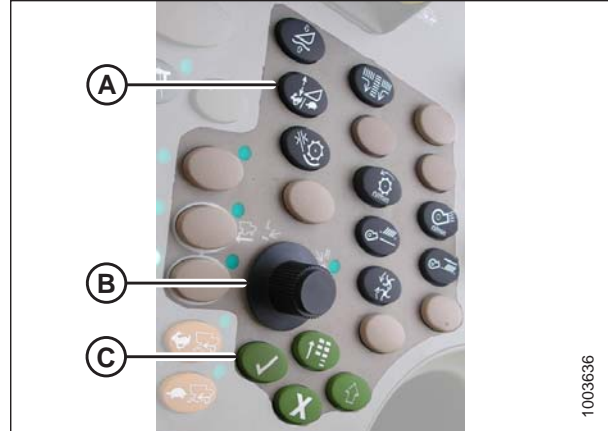


Figure 3.282: John Deere Combine Control Console

### NOTE:

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.



Figure 3.283: John Deere Combine Display

## 3.8.11 John Deere S and T Series Combines

### Checking Voltage Range from Combine Cab (John Deere S and T Series)

The auto header height sensor output must be within a specific range, or feature will not work properly.

Combine	Low Voltage Limit	High Voltage Limit	Minimum Range
John Deere S and T Series	0.7 V	4.3 V	3.0 V

Check sensor's output voltage range from combine cab according to instructions that follow.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## CAUTION

Check to be sure all bystanders have cleared the area.

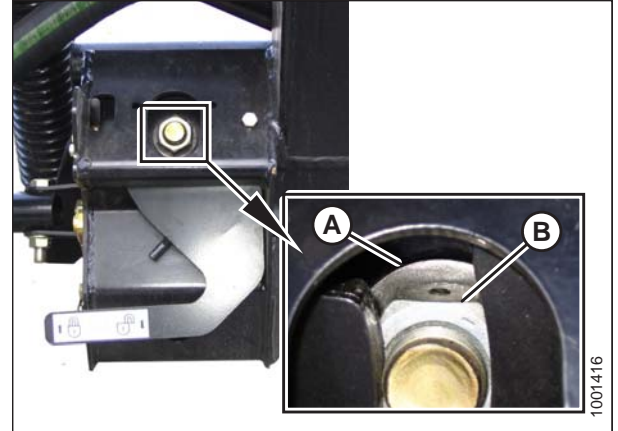
1. Position header 150 mm (6 in.) above ground, and unlock adapter float.

## OPERATION

2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

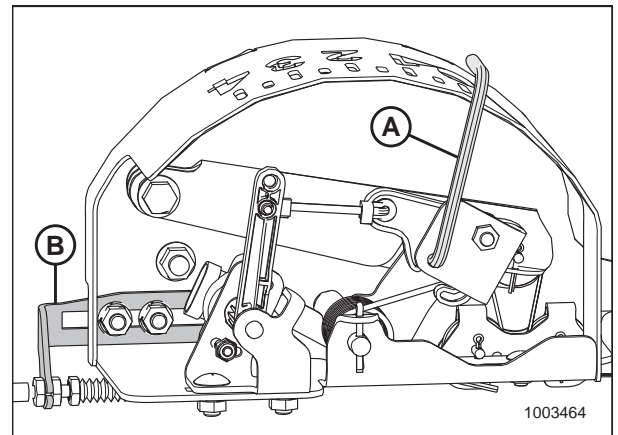
**NOTE:**

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.



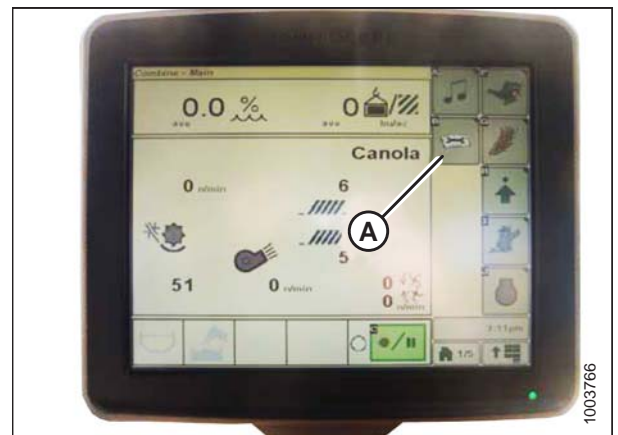
**Figure 3.284: Float Lock**

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.



**Figure 3.285: Float Indicator Box**

4. Press CALIBRATION icon (A) on main page of combine display. The CALIBRATION page appears.



**Figure 3.286: John Deere Combine Display**



## OPERATION

5. Press DIAGNOSTIC READINGS icon (A) on CALIBRATION page. The DIAGNOSTIC READINGS page appears. This page provides access to calibrations, header options, and diagnostic information.

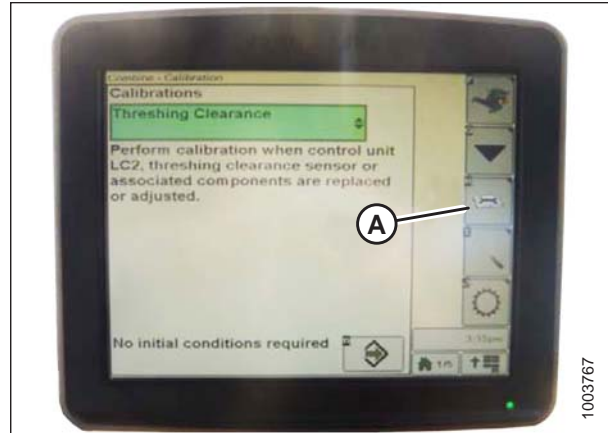


Figure 3.287: John Deere Combine Display

6. Select AHHC RESUME (A) and a list of calibration options appears.



Figure 3.288: John Deere Combine Display

7. Select AHHC SENSING option.
8. Press icon that resembles an arrow in a box (A). The AHHC SENSING menu appears and five pages of information are displayed.



Figure 3.289: John Deere Combine Display



## OPERATION

9. Press icon (A) until it reads Page 5 near top of the page and following sensor readings appear:

- LEFT HEADER HEIGHT
- CENTER HEADER HEIGHT
- RIGHT HEADER HEIGHT

A reading is displayed for only center header height sensor. On MacDon header, there is only one sensor located in float indicator box on top of the CA25.



Figure 3.290: John Deere Combine Display

10. Ensure header float is unlocked.
11. Start combine and fully lower feeder house to the ground.

**NOTE:**

You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

12. Check sensor reading on monitor.
13. If sensor voltage is not within low and high limits or if range between low and high limits is insufficient refer to [Adjusting Voltage Limits, page 105](#).

### *Calibrating Feeder House Fore/Aft Tilt Range (John Deere S and T Series)*

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

This procedure applies only to model year 2015 and later John Deere S and T Series combines.

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

The feeder house fore/aft tilt is controlled by buttons (C) and (D) at back of hydro handle.



Figure 3.291: John Deere Hydro Handle

## OPERATION

### NOTE:

The feeder house fore/aft tilt controls can be changed to work with buttons E and F by pressing hydro handle icon (A) and then selecting FEEDER HOUSE FORE/AFT TILT from drop-down menu (B) on combine display.

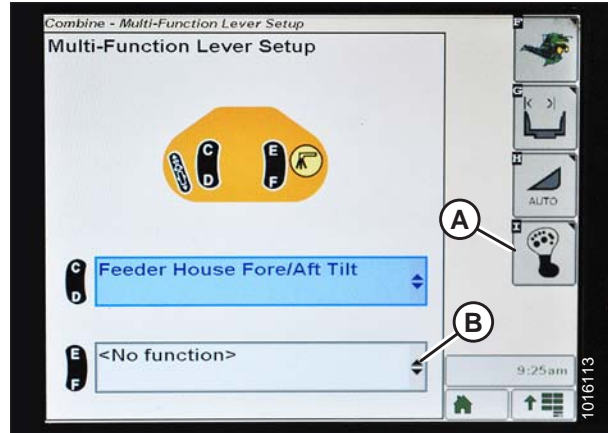


Figure 3.292: John Deere Combine Display

To calibrate feeder house fore/aft tilt range, follow these steps:

1. Ensure center-link is set to D.
2. Rest header on down stops and unlock adapter float.
3. Place wings in locked position.
4. Press DIAGNOSTIC icon (A) on main page of combine display. The CALIBRATION page displays.

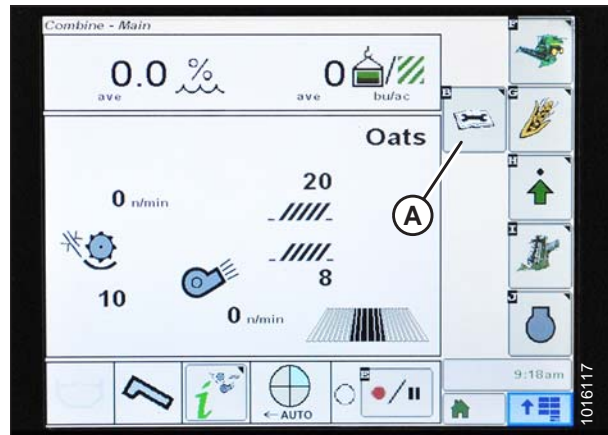


Figure 3.293: John Deere Combine Display

## OPERATION

5. Select CALIBRATIONS drop-down menu (A) to view list of calibration options.

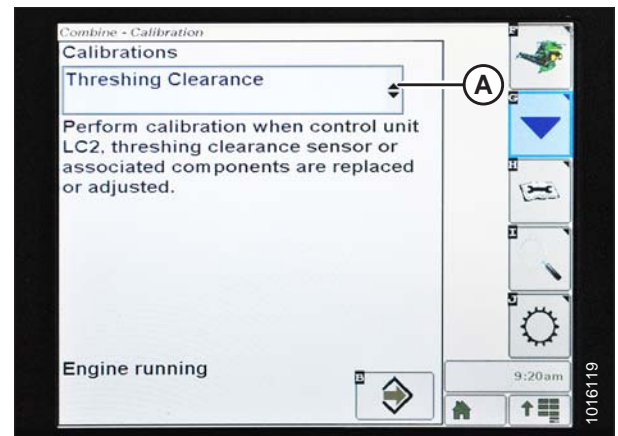


Figure 3.294: John Deere Combine Display

6. Press arrow (A) to cycle up through calibration options and select FEEDER HOUSE FORE/AFT TILT RANGE.

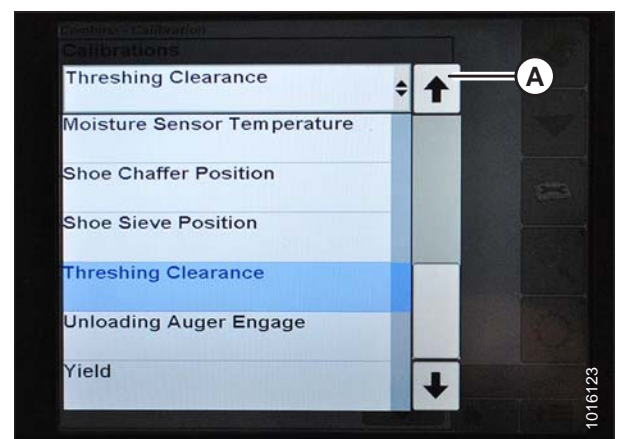


Figure 3.295: John Deere Combine Display

7. Press ENTER icon (A).

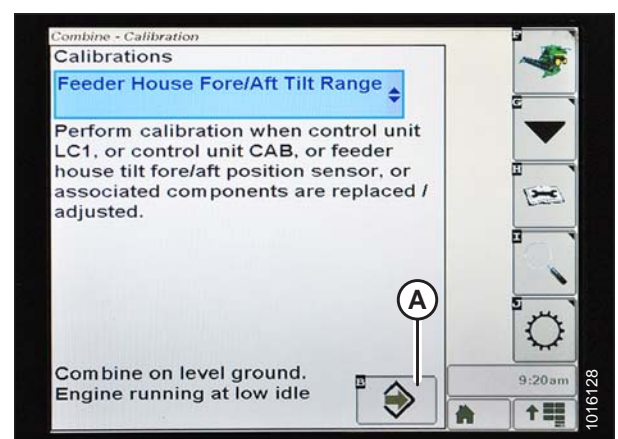


Figure 3.296: John Deere Combine Display

## OPERATION

- Follow instructions that appear on combine display. As you proceed through calibration process, display will automatically update to show next step.

### NOTE:

If an error code appears during calibration, sensor is out of voltage range and will require adjustment. Refer to [Checking Voltage Range from Combine Cab \(John Deere S and T Series\)](#), page 178.

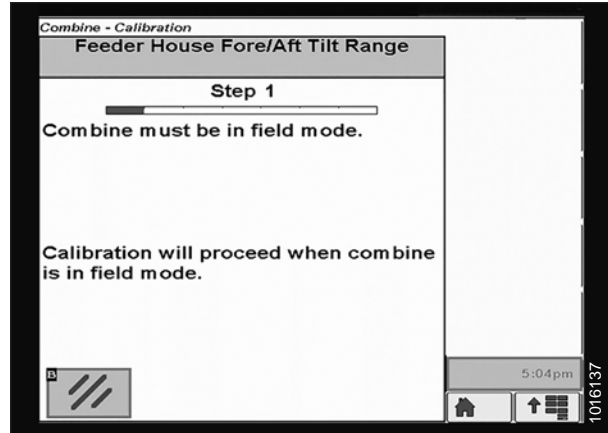


Figure 3.297: John Deere Combine Display

### Calibrating Auto Header Height Control (John Deere S and T Series)

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle](#), page 76.

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

- Ensure center-link is set to D.
- Rest header on down stops and unlock adapter float.
- Place wings in locked position.
- Press DIAGNOSTIC icon (A) on main page of monitor. The CALIBRATION page appears.

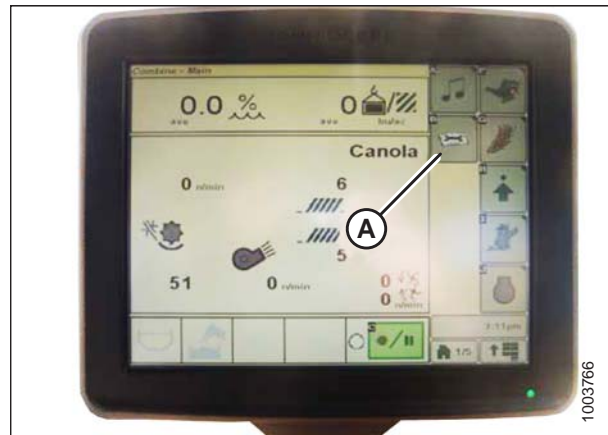


Figure 3.298: John Deere Combine Display

## OPERATION

5. Select THRESHING CLEARANCE (A) and a list of calibration options appears.

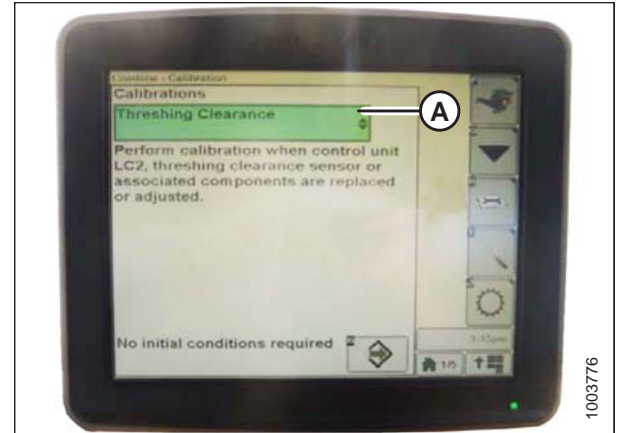


Figure 3.299: John Deere Combine Display

6. Select FEEDER HOUSE SPEED (A) and calibrate.
7. Select HEADER (B) and calibrate.

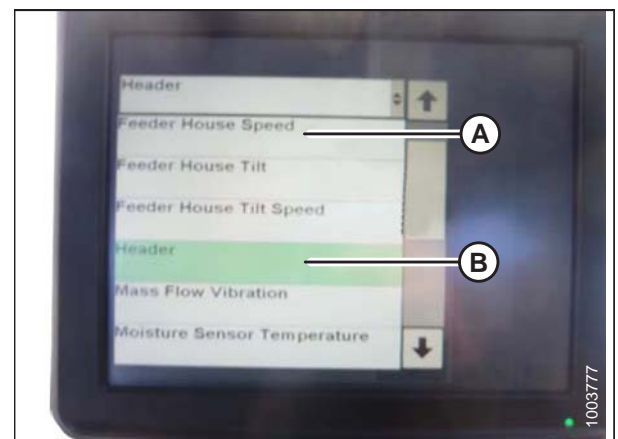


Figure 3.300: John Deere Combine Display

8. Press icon (A) with either FEEDER HOUSE SPEED or HEADER selected and icon will turn green.



Figure 3.301: John Deere Combine Display

## OPERATION

- Click button (A) and instructions will appear on screen to guide you through remaining calibration steps.

**NOTE:**

If an error code appears during calibration, sensor is out of voltage range and will require adjustment. Refer to [Adjusting Voltage Limits, page 105](#).

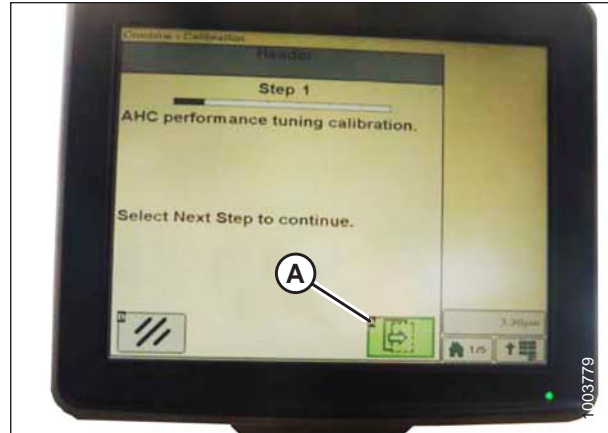


Figure 3.302: John Deere Combine Display

### *Setting Sensitivity of Auto Header Height Control (John Deere S and T Series)*

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

- Press button (A) twice and current sensitivity setting will appear on combine display.



Figure 3.303: John Deere Combine Command Center



## OPERATION

2. Press – or + icon (A) to adjust rates.

**NOTE:**

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.

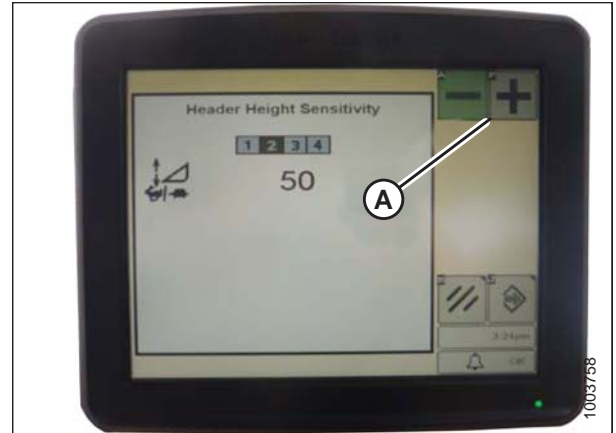


Figure 3.304: John Deere Combine Display

### *Adjusting Manual Header Raise/Lower Rate (John Deere S and T Series)*

**NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press button (A) and current sensitivity setting will appear on monitor.



Figure 3.305: John Deere Combine Command Center

## OPERATION

2. Press – or + icon (A) to adjust rates.

### NOTE:

The numbers depicted on displays in these illustrations are for reference purposes only; they are not intended to represent specific settings for your equipment.

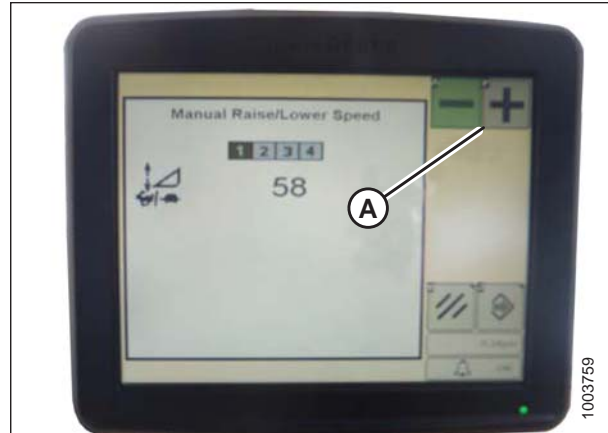


Figure 3.306: John Deere Combine Display

### NOTE:

The ideal ground pressure—in most cases—is one number (on float indicator box) above header suspended off ground. For example, if float indicator needle (A) is positioned at 0 with header suspended off ground, then ideal ground pressure will be achieved with needle positioned at 1. Operating with heavier pressures can wear cutterbar wearplate prematurely.

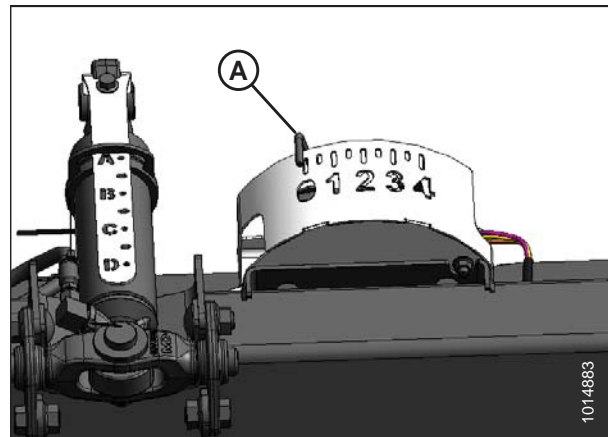


Figure 3.307: Float Indicator Box

## Setting Preset Cutting Height (John Deere S and T Series)

### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press COMBINE – HEADER SETUP icon (A) on main page. The COMBINE – HEADER SETUP page appears. This page is used to set various header settings such as reel speed, header width, and height of feeder house for acre counter engagement.



Figure 3.308: Combine Display

## OPERATION

2. Select COMBINE – HEADER SETUP AHC icon (A). The COMBINE – HEADER SETUP AHC screen appears.



Figure 3.309: Combine Display

3. Select top-left (A) and top-center (B) icons for auto height sensing and return to cut.

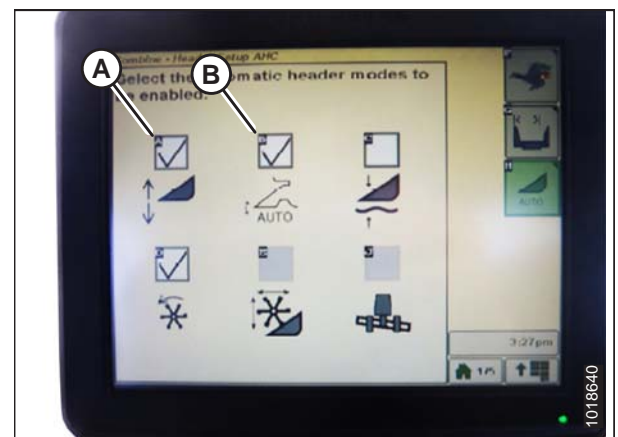


Figure 3.310: Combine Display

4. Select an appropriate ground pressure setting. Preset button 2 (B) on joystick for a light ground pressure setting in muddy or soft soil conditions, or preset button 3 (C) for a heavy ground pressure setting in harder soil conditions and a faster ground speed.

**NOTE:**

Preset button 1 (A) is reserved for header lift on headland and is not used for ground cutting.



Figure 3.311: Joystick Buttons

## OPERATION

### NOTE:

The ideal ground pressure—in most cases—is one number (on float indicator box) above header suspended off ground. For example, if float indicator needle (A) is positioned at 0 with header suspended off ground, then ideal ground pressure will be achieved with needle positioned at 1. Operating with heavier pressures can wear cutterbar wearplate prematurely.

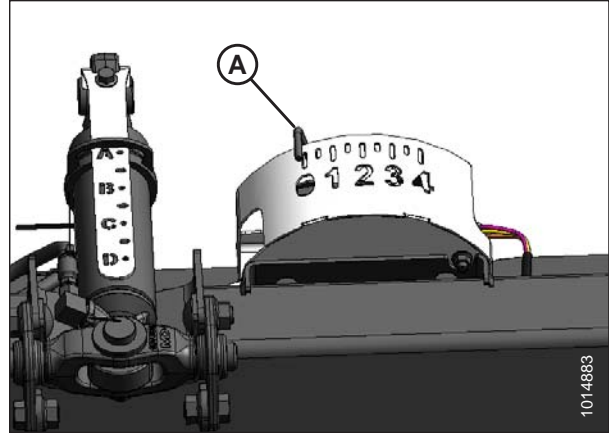


Figure 3.312: Float Indicator Box

5. Use control knob (A) to scroll through different button options.



Figure 3.313: Combine Control Console

### NOTE:

When auto header height control (AHHC) is engaged, AHHC icon (A) appears on monitor and number indicating which button was pressed (B) is displayed on the screen.

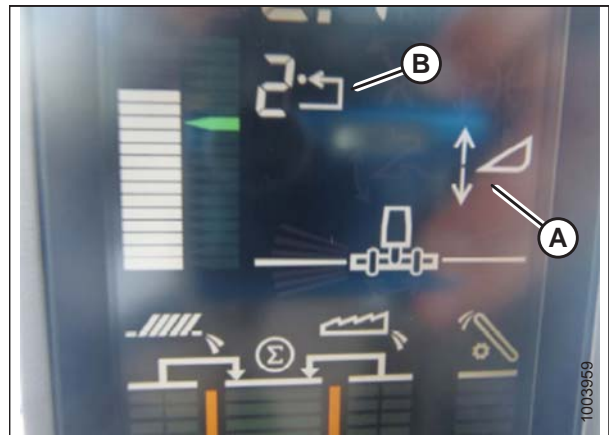


Figure 3.314: Combine Display

### 3.8.12 John Deere S7 Series Combines

This section applies to John Deere S7 Series combines only.

#### Setting up Header (John Deere S7 Series)

**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Press the header button (A) on the panel below the display. The HEADER page opens.



Figure 3.315: John Deere S7 Display

2. Select the HEADER TYPE field (A). The HEADER DETAILS window opens.

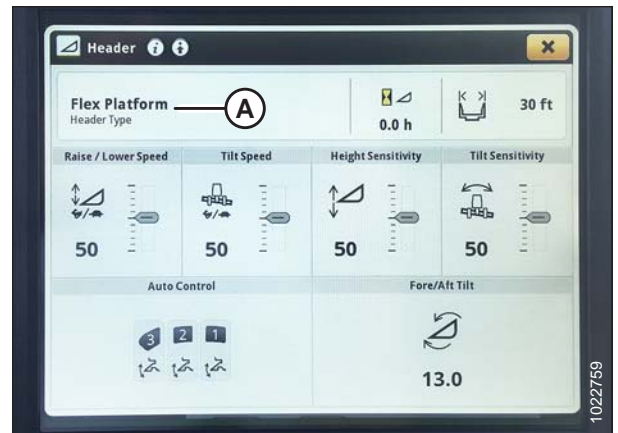


Figure 3.316: John Deere S7 Display – Header Page



## OPERATION

3. Verify correct header width is displayed under WIDTH.
4. To change header width, select field (A). The WIDTH window opens.



Figure 3.317: John Deere S7 Display – Header Details Window

5. Use the on-screen keypad to enter the correct header width, and then press OK.



Figure 3.318: John Deere S7 Display – Setting Header Width

6. Press X button (A) in top right corner of window to return to the HEADER page.

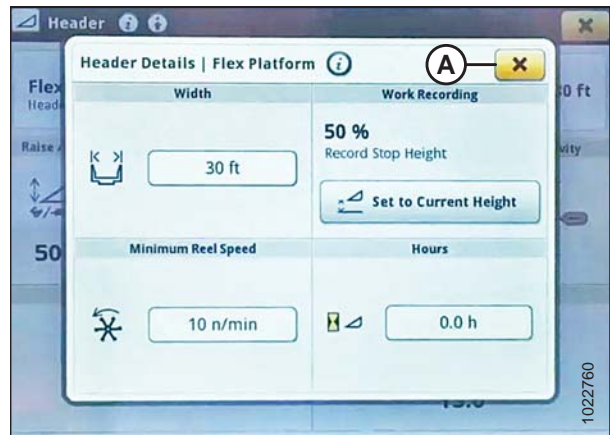


Figure 3.319: John Deere S7 Display – Header Details Window



## OPERATION

7. The raise/lower speed, tilt speed, height sensitivity, and tilt sensitivity can all be adjusted from this page. Select the option (A) you would like to adjust. This example shows the raise/lower speed adjustment.

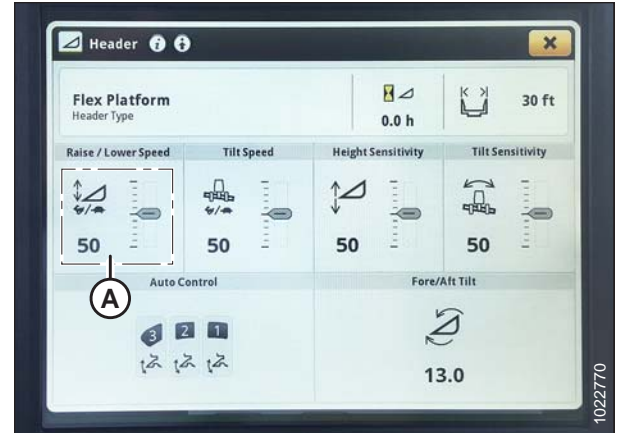


Figure 3.320: John Deere S7 Display – Header Page

8. Use the + and – buttons (A) to adjust the setting.
9. Press the X button to return to HEADER page.

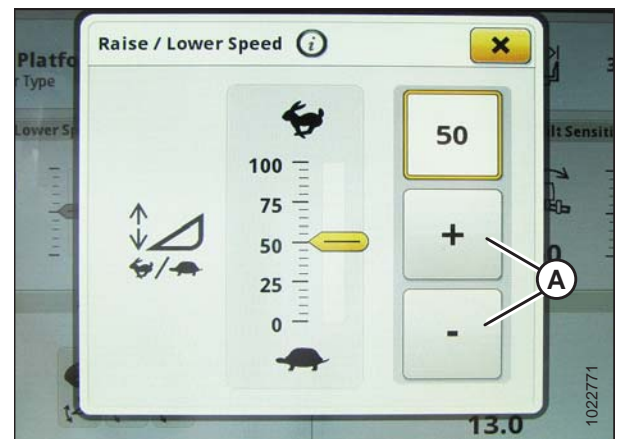


Figure 3.321: John Deere S7 Display – Raise/Lower Speed Adjustment

10. Select the AUTO CONTROL icons (A). The AUTO HEADER CONTROLS page opens.

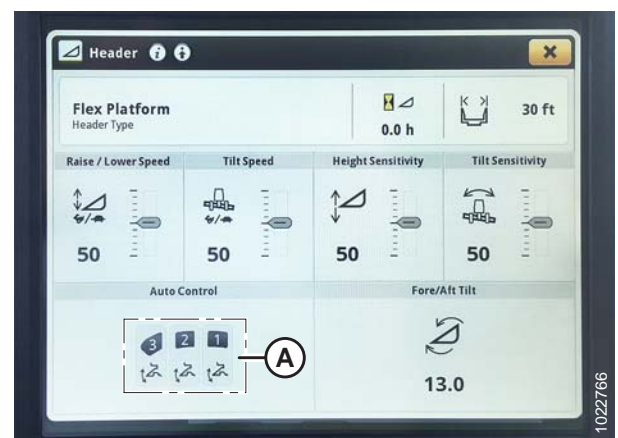


Figure 3.322: John Deere S7 Display – Header Page

## OPERATION

11. If the header has not been calibrated yet, an error icon will appear on the HEIGHT SENSING button (A). Select button (A) to view error message.



Figure 3.323: John Deere S7 Display – Auto Header Controls

12. Read error message and then press OK.
13. Proceed to *Checking Sensor Voltage Range (John Deere S7 Series)*, page 194.

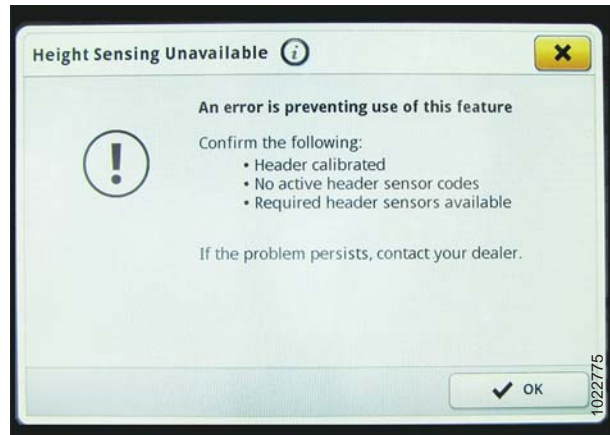


Figure 3.324: John Deere S7 Display – Height Sensing Error Message

### Checking Sensor Voltage Range (John Deere S7 Series)

The auto header height sensor output must be within a specific range, or the feature will not work properly.

Combine	Low Voltage Limit	High Voltage Limit	Minimum Range
John Deere S7 Series	0.5 V	4.5 V	3.0 V

Check the sensor's output voltage range from combine cab according to instructions that follow.

#### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

### CAUTION

**Check to be sure all bystanders have cleared the area.**

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.

## OPERATION

2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

### NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

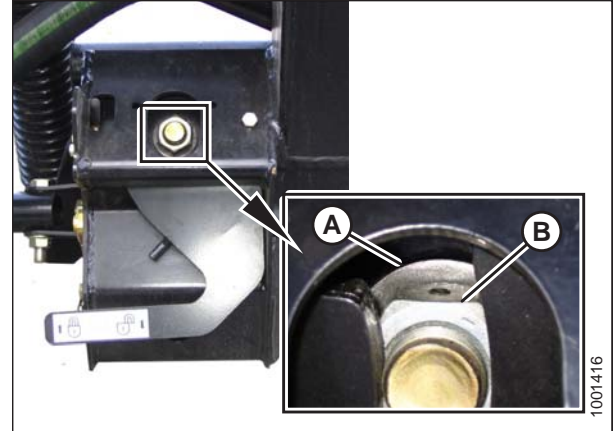


Figure 3.325: Float Lock

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.

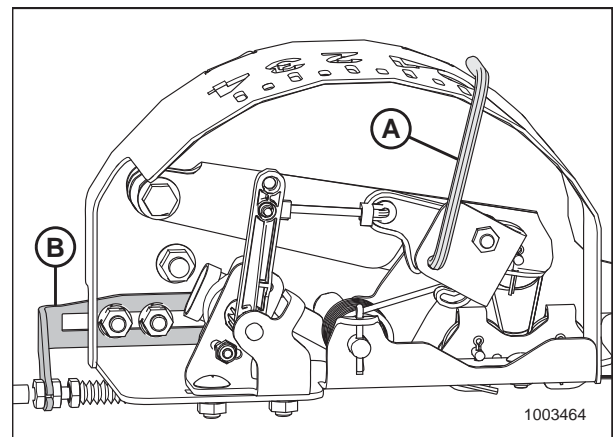


Figure 3.326: Float Indicator Box

4. On the HARVESTING page, select the MENU icon (A) in the bottom right corner of screen.



Figure 3.327: John Deere S7 Display – Harvesting Page

## OPERATION

5. On the MENU page, select the SYSTEM tab (A). The MENU opens.
6. Select DIAGNOSTICS CENTER icon (B). The DIAGNOSTICS CENTER opens.

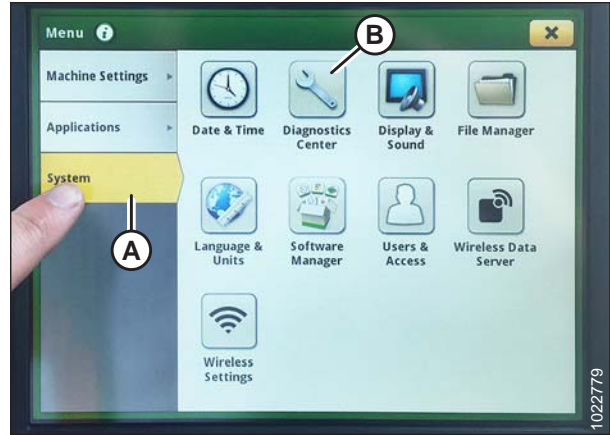


Figure 3.328: John Deere S7 Display – Menu

7. Select AHC - SENSING (A). The AHC - SENSING | DIAGNOSTICS page displays.

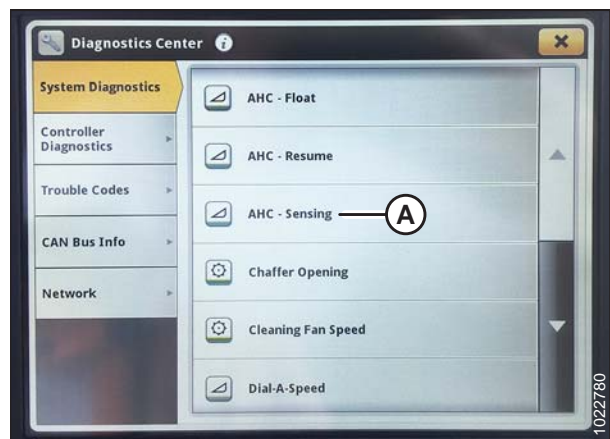


Figure 3.329: John Deere S7 Display – Diagnostics Center

8. Select SENSOR tab (A) to view sensor voltages. The center header height sensor voltage (B) must be between 0.5 and 4.5 V, with at least 3 V of variation between 0 and 4 on the float indicator box.
9. If sensor voltage adjustment is required, refer to [Adjusting Voltage Limits, page 105](#).

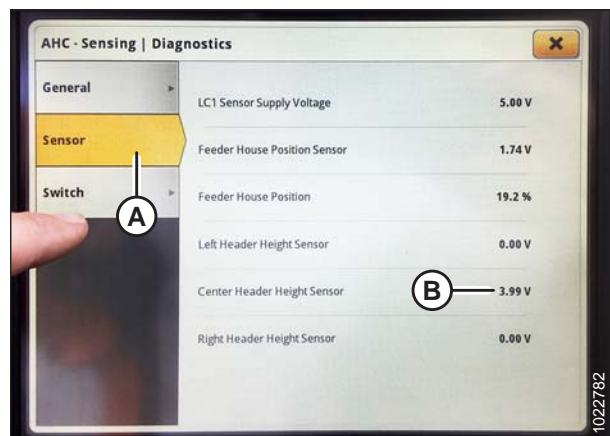


Figure 3.330: John Deere S7 Display – Checking Sensor Voltage

## OPERATION

### Calibrating Feeder House (John Deere S7 Series)

Feeder house calibration must be done before header calibration.

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Ensure center-link is set to D.
2. Rest header on down stops and unlock adapter float.
3. Place wings in locked position.
4. On the HARVESTING page, select the MENU icon (A) in the bottom right corner of screen. The MENU opens.



Figure 3.331: John Deere S7 Display – Harvesting Page

5. Select the MACHINE SETTINGS tab (A).
6. Select the CALIBRATIONS & PROCEDURES icon (B). The CALIBRATIONS & PROCEDURES page displays.

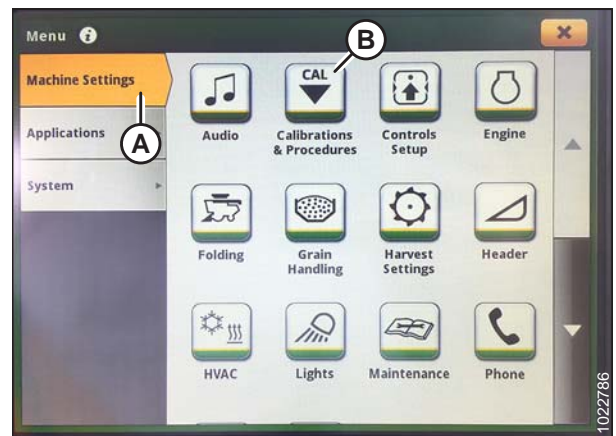
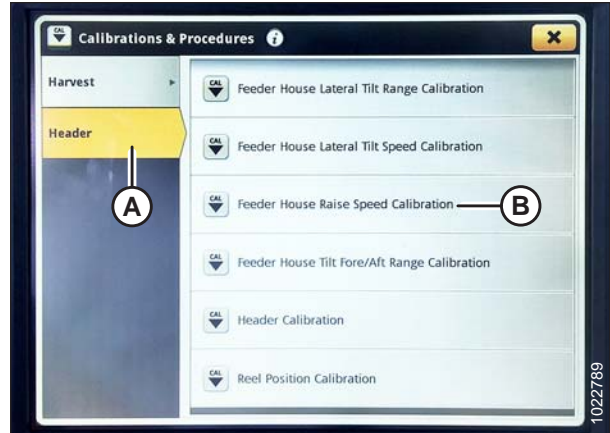


Figure 3.332: John Deere S7 Display – Machine Settings



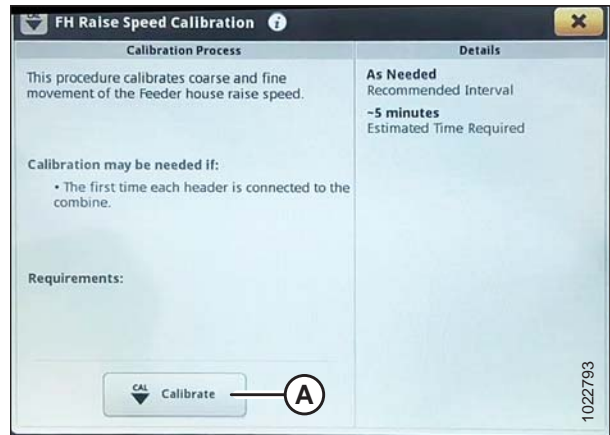
## OPERATION

7. Select HEADER tab (A).
8. Select FEEDER HOUSE RAISE SPEED CALIBRATION (B). The FH RAISE SPEED CALIBRATION page displays.



**Figure 3.333: John Deere S7 Display – Calibrations and Procedures**

9. Select CALIBRATE (A) at the bottom of the page. A calibration overview displays.



**Figure 3.334: John Deere S7 Display – Feeder House Calibration**

10. Read the calibration overview, and then press START.



**Figure 3.335: John Deere S7 Display – Feeder House Calibration**

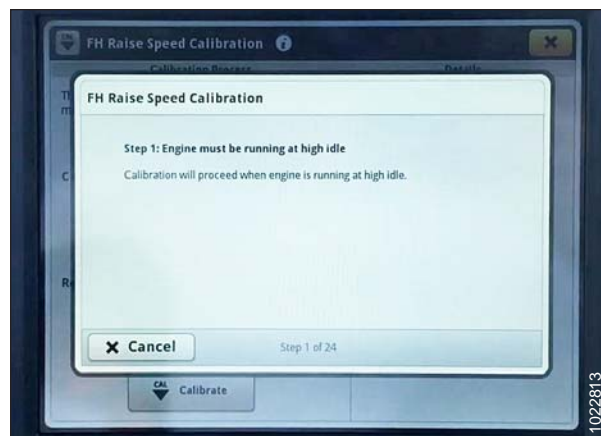


## OPERATION

11. Follow the instructions on the screen. As you proceed through the calibration process, the display will automatically update to show next step.

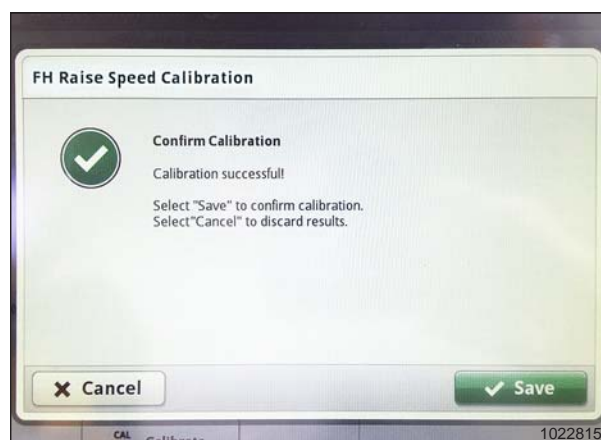
**NOTE:**

If an error code appears during calibration, the sensor is out of voltage range and will require adjustment. Refer to [Adjusting Voltage Limits, page 105](#).



**Figure 3.336: John Deere S7 Display – Feeder House Calibration**

12. When calibration is complete, select SAVE to confirm calibration.



**Figure 3.337: John Deere S7 Display – Feeder House Calibration**

### *Calibrating Header (John Deere S7 Series)*

Feeder house calibration must be done before header calibration. If feeder house has not yet been calibrated, refer to [Calibrating Feeder House \(John Deere S7 Series\), page 197](#).

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

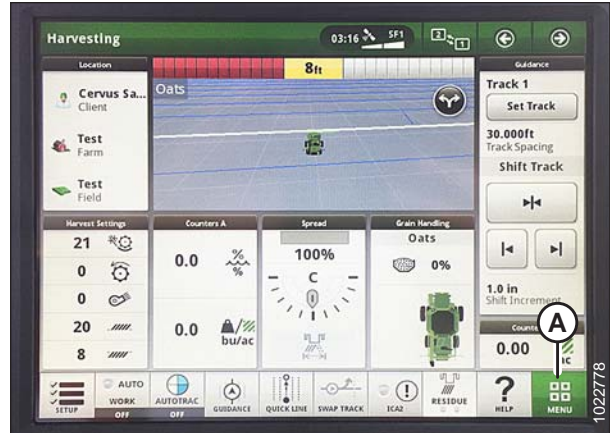
**NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Ensure center-link is set to D.
2. Rest header on down stops and unlock adapter float.
3. Place wings in locked position.

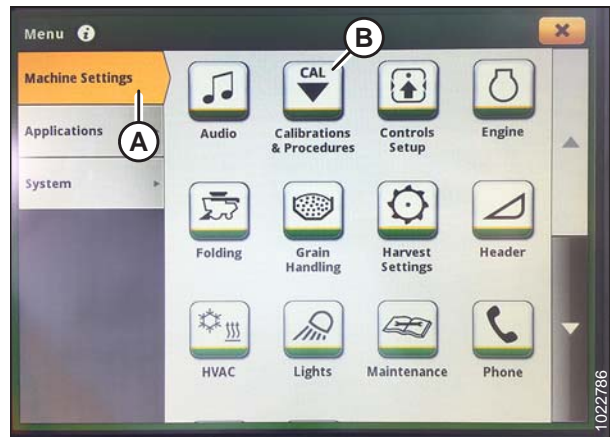
## OPERATION

4. On the HARVESTING page, select the MENU icon (A) in the bottom right corner of screen. The MENU opens.



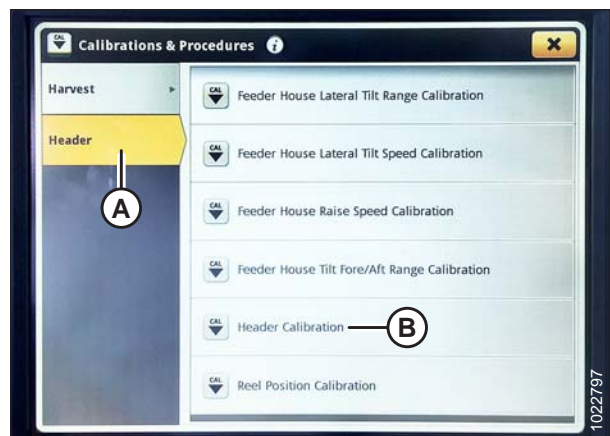
**Figure 3.338: John Deere S7 Display – Harvesting Page**

5. Select the MACHINE SETTINGS tab (A),
6. Select the CALIBRATIONS & PROCEDURES icon (B). The CALIBRATIONS & PROCEDURES page displays.



**Figure 3.339: John Deere S7 Display – Machine Settings**

7. Select HEADER tab (A).
8. Select HEADER CALIBRATION (B). The HEADER CALIBRATION page displays.



**Figure 3.340: John Deere S7 Display – Calibrations and Procedures**

## OPERATION

9. Select CALIBRATE (A) at bottom of page. The calibration overview window opens.

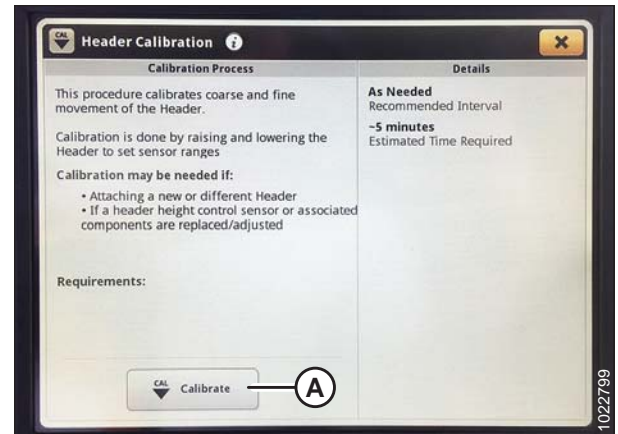


Figure 3.341: John Deere S7 Display – Header Calibration

10. Press button (A) on console to set engine to high idle.



Figure 3.342: John Deere S7 Console

11. Select START on calibration overview page.
12. Follow instructions that appear on combine display. As you proceed through calibration process, display will automatically update to show next step.

### NOTE:

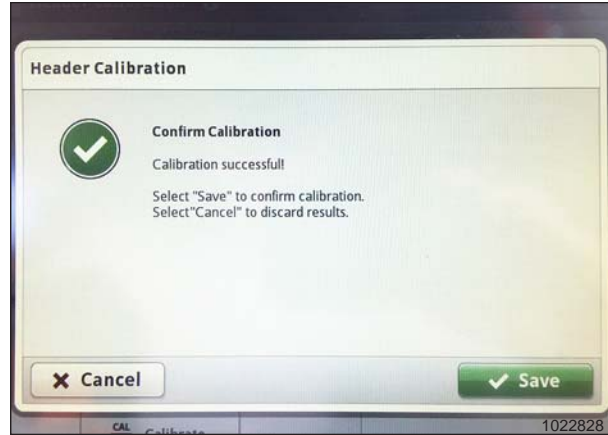
If an error code appears during calibration, sensor is out of voltage range and will require adjustment. Refer to [Adjusting Voltage Limits, page 105](#).



Figure 3.343: John Deere S7 Display – Header Calibration

## OPERATION

13. When calibration is complete, select SAVE to confirm calibration.



### 3.8.13 CLAAS 500 Series Combines

#### *Auto Header Height Sensor Voltage Requirements*

The auto header height sensor output must be within a specific voltage range for the feature to work properly.

Combine	Lower Voltage Limit (+/- 0.2)	Upper Voltage Limit (+/- 0.2)	Minimum Range Difference
CLAAS 500/600/700 Series	0.7 V	4.3 V	2.5 V

Check sensor's output voltage range at float indicator according to the instructions that follow.

#### *Checking Sensor's Output Voltage Range*

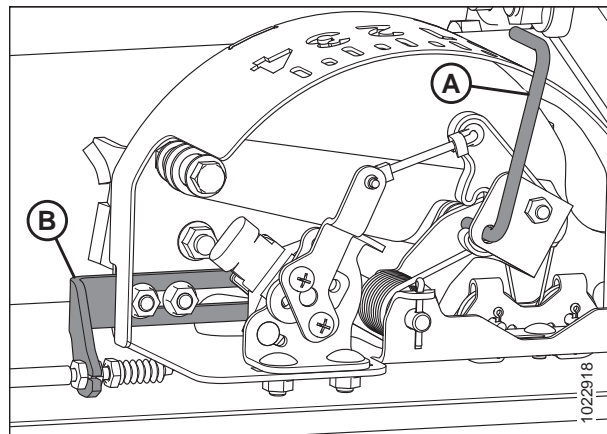
The auto header height sensor output must be within a specific range for feature to work properly. To check sensor's output voltage range, follow these steps:

1. Position header 150 mm (6 in.) above ground, and rest it on safety props. Unlock adapter float.

#### **NOTE:**

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

2. The pointer (A) on float indicator should point at **0**. If it does not, adjust cable bracket (B) until pointer (A) on float indicator points to **0**.



**Figure 3.344: Float Indicator with Auto Header Height Sensor**



## OPERATION

3. Measure voltage between ground and signal wires at AHHC sensor in float indicator with a voltmeter (A).

**NOTE:**

The voltage reading should be below **4.3 V**.

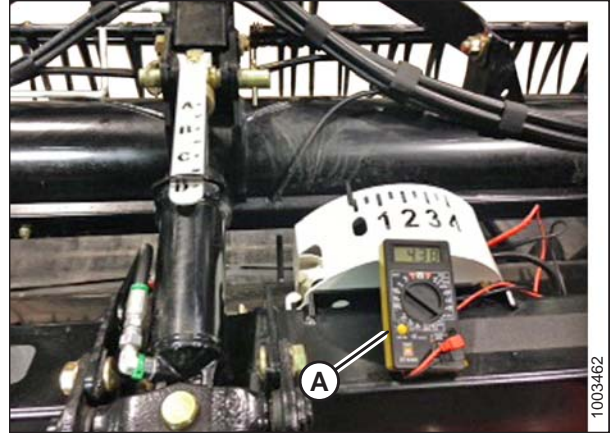


Figure 3.345: Float Indicator Reading 1 V

4. Fully lower combine feeder house until adapter is no longer supporting header. The float indicator should read **4**.

**NOTE:**

You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

5. Measure voltage between ground and signal wires at AHHC sensor in float indicator with a voltmeter (A). It should be at low voltage limit for combine – **0.7 V**.
6. If sensor voltage is not within low and high limits, or if range between low and high limits is less than **3.0 V**, make adjustments according to [Adjusting Voltage Limits, page 203](#).

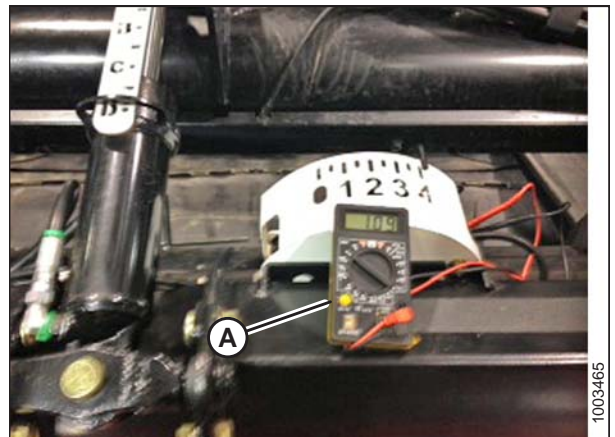


Figure 3.346: Float Indicator Reading 4.3 V

### Adjusting Voltage Limits

1. To adjust high voltage limit:
  - a. Extend guard angle fully. Header angle indicator should be at **D**.
  - b. Position header 150–254 mm (6–10 in.) above ground. Float indicator should be at **0**.
  - c. Loosen sensor mounting bolts (A).
  - d. Slide sensor support (B) to right to increase high voltage limit, or to left to decrease it.
  - e. Tighten sensor mounting bolts (A).
2. To adjust low voltage limit:
  - a. Fully extend center-link, (i.e., increase header/guard angle to maximum). Header angle indicator should be at **D**.
  - b. Fully lower header to ground. Float indicator should be at **4**.

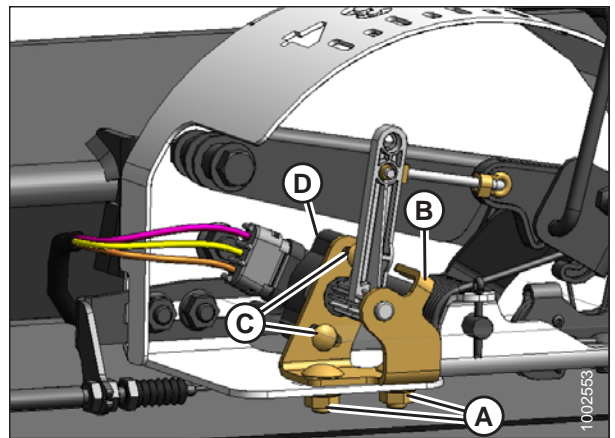


Figure 3.347: AHHC Sensor Assembly

## OPERATION

- c. Loosen potentiometer mounting bolts (C).
  - d. Rotate potentiometer (D) clockwise to increase low voltage limit, or counterclockwise to decrease it.
  - e. Tighten potentiometer mounting bolts (C).
3. When readings are in proper range, auto header height control can be calibrated.

### *Calibrating Auto Header Height Control (CLAAS 500 Series)*

The calibration procedure determines limits of auto header height sensor.

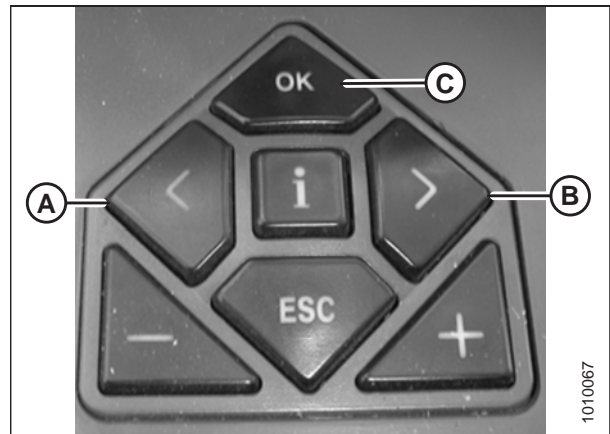
Calibrate auto header height system after initial header installation, and after replacing or adjusting any component of auto header height system. If system does not function, calibrate it again.

For best performance of auto header height control (AHHC), perform this procedure with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Ensure center-link is set to **D**.
2. Use < key (A) or > key (B) to select AUTO HEADER, and press OK key (C). The E5 page displays whether automatic header height is ON or OFF.



**Figure 3.348: CLAAS Combine Controls**



## OPERATION

3. Use – key (A) or + key (B) to turn ON AHHC, and press OK (C).
4. Engage threshing mechanism and header.

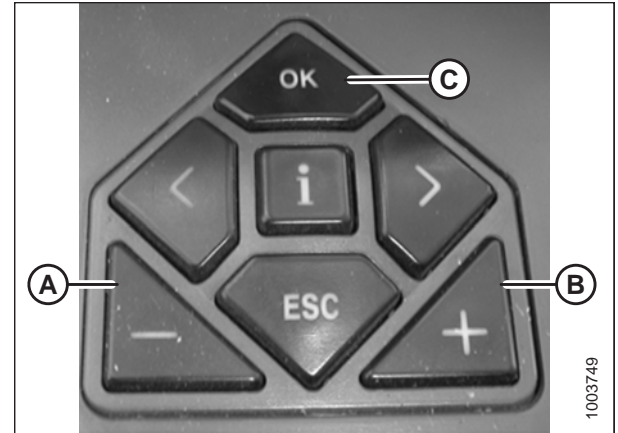


Figure 3.349: CLAAS Combine Controls

5. Use < or > key to select CUTT.HEIGHT LIMITS, and press OK.
6. Follow procedure displayed on screen to program upper and lower limits of header into CEBIS (CLAAS Electronic on-Board Information System).

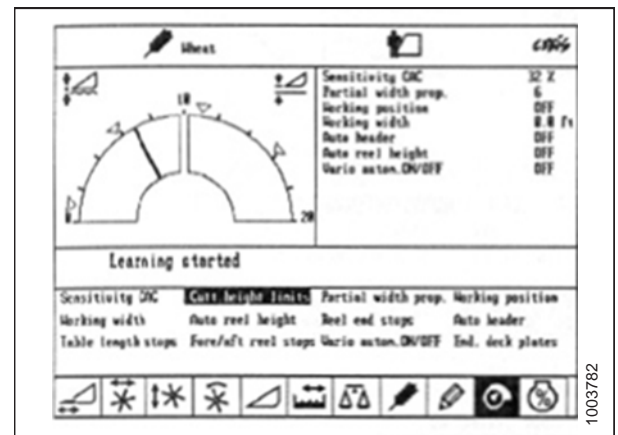


Figure 3.350: CLAAS Combine Display

7. Use < or > key to select SENSITIVITY CAC, and press OK.

### NOTE:

Setting sensitivity of AHHC system impacts reaction speed of AHHC on the header.

8. Use – key or + key to change setting of reaction speed, and press OK key.

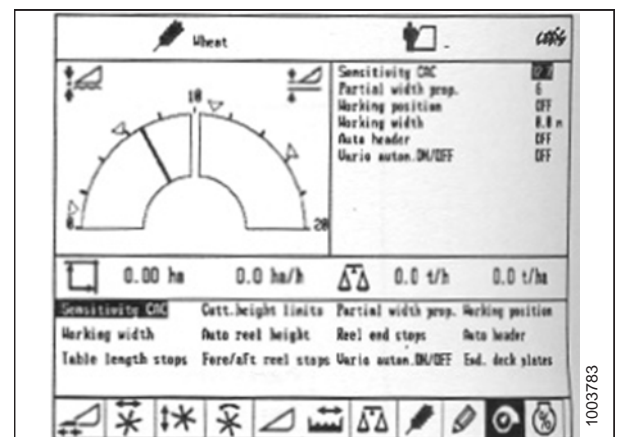


Figure 3.351: CLAAS Combine Display

## OPERATION

- Use line (A) or value (B) to determine sensitivity setting.

### NOTE:

The setting can be adjusted from 0–100%. When sensitivity is adjusted to 0%, signals from sensing bands have no effect on automatic cutting height adjustment. When sensitivity is adjusted to 100%, signals from sensing bands have maximum effect on automatic cutting height adjustment. The recommended starting point is 50%.

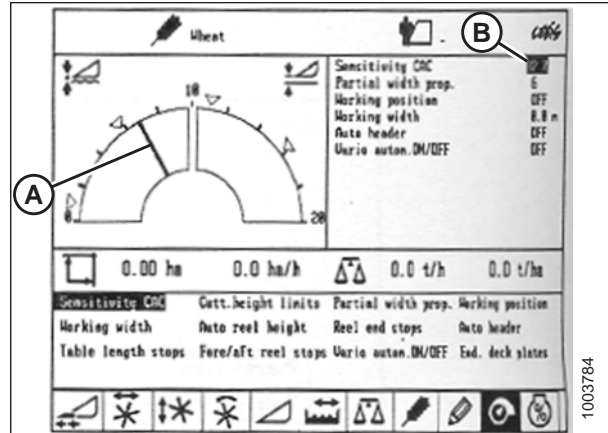


Figure 3.352: CLAAS Combine Display

### Setting Cutting Height (CLAAS 500 Series)

Cutting heights can be programmed into preset cutting height and auto contour systems. Use preset cutting height system for cutting heights above 150 mm (5.9 in.), and use auto contour system for cutting heights below 150 mm (5.9 in.).

### Setting Preset Cutting Height (CLAAS 500 Series)

#### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

- Start engine.
- Activate machine enable switch.
- Engage threshing mechanism.
- Engage header.
- Briefly press button (A) in order to activate auto contour system, or briefly press button (B) in order to activate preset cutting height system.

#### NOTE:

Button (A) is used only with auto header height control (AHC) function. Button (B) is used only with return to cut function.



Figure 3.353: Joystick Buttons

## OPERATION

6. Use < key (C) or > key (D) to select CUTTING HEIGHT page, and press OK key (E).
7. Use – key (A) or + key (B) to set desired cutting height. An arrow indicates selected cutting height on scale.

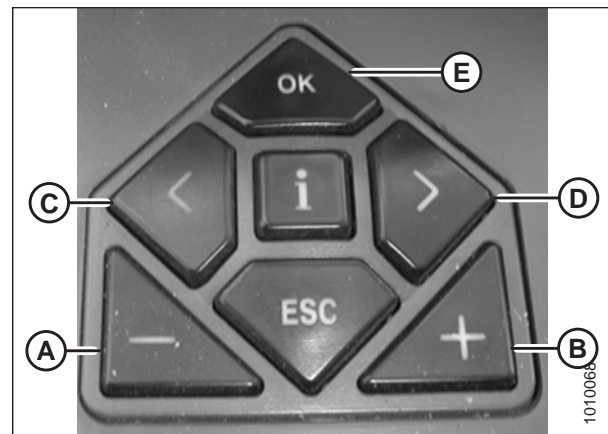


Figure 3.354: CLAAS Combine Controls

8. Briefly press button (A) or button (B) in order to select set point.
9. Repeat Step 7, page 207 for set point.



Figure 3.355: Joystick Buttons

### *Setting Cutting Height Manually (CLAAS 500 Series)*

To set cutting height manually, follow these steps:

#### **NOTE:**

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

## OPERATION

1. Use button (A) to raise header, or button (B) to lower header to desired cutting height.
2. Press and hold button (C) for three seconds to store cutting height into CLAAS Electronic on-Board Information System (CEBIS). An alarm will sound when new setting has been stored.
3. If desired, program a second set point by using button (A) to raise header or button (B) to lower header to desired cutting height, and briefly press button (C) to store second set point into CEBIS. An alarm will sound when new setting has been stored.

### NOTE:

For above ground cutting, repeat Step 1, [page 208](#), and use button (D) instead of button (C) while repeating Step 2, [page 208](#).



Figure 3.356: Joystick Buttons

### Setting Sensitivity of Auto Header Height Control (CLAAS 500 Series)

Setting the sensitivity of auto header height control (AHHC) system affects reaction speed of AHHC on header.

### NOTE:

The upper and lower limits of header must be programmed into CLAAS Electronic on-Board Information System (CEBIS) before adjusting sensitivity of AHHC system. The setting can be adjusted from 0–100%. When sensitivity is adjusted to 0%, signals from sensing bands have no effect on automatic cutting height adjustment. When sensitivity is adjusted to 100%, signals from sensing bands have maximum effect on automatic cutting height adjustment. The recommended starting point is 50%.

### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Use < key (C) or > key (D) to select SENSITIVITY CAC, and press OK key (E).
2. Use – key (A) or + (B) key to change reaction speed setting, and press OK key (E).

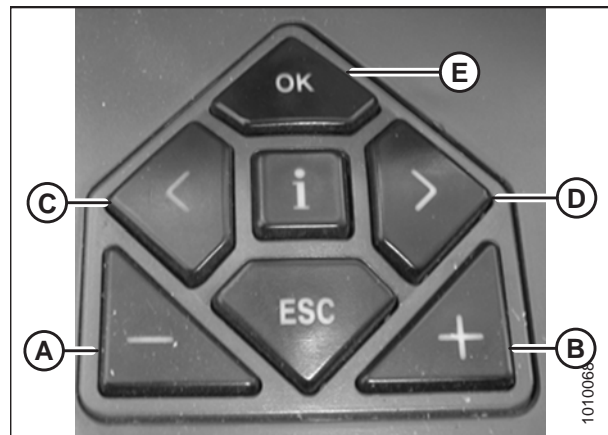


Figure 3.357: CLAAS Combine Controls

## OPERATION

3. Use line (A) or value (B) to determine sensitivity setting.

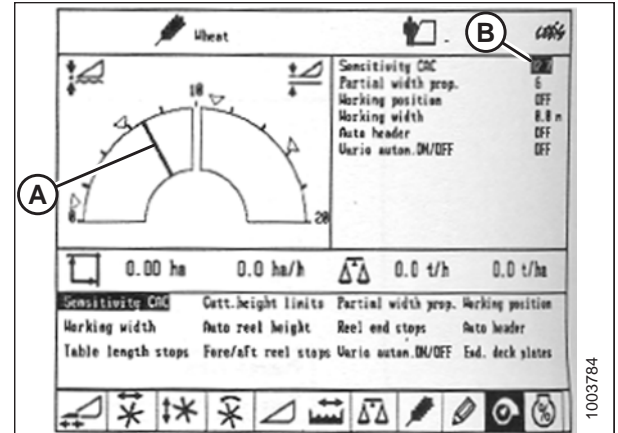
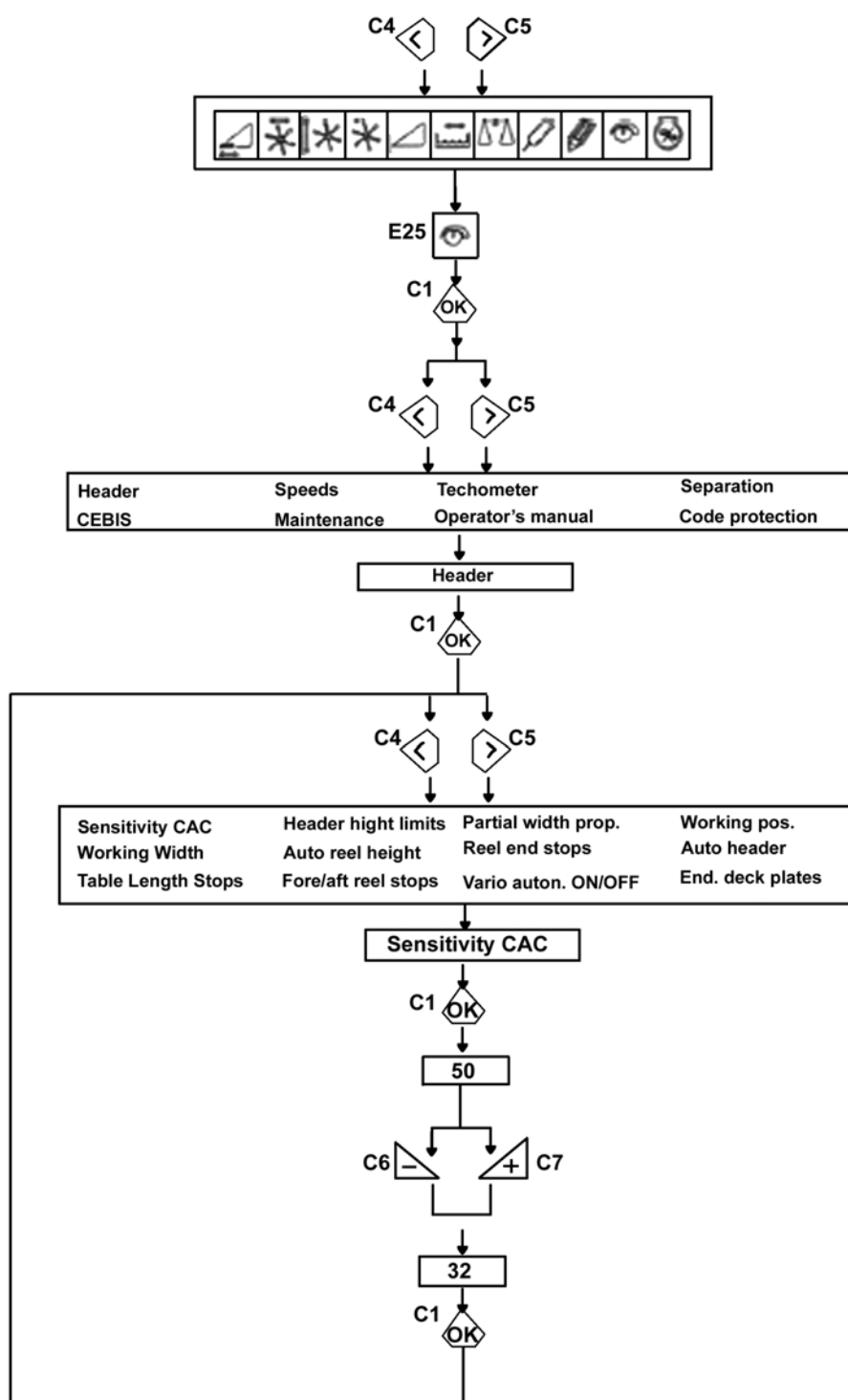


Figure 3.358: CLAAS Combine Display

## OPERATION

**Figure 3.359: Flow Chart for Setting Sensitivity of Float Optimizer**



1018094



## OPERATION

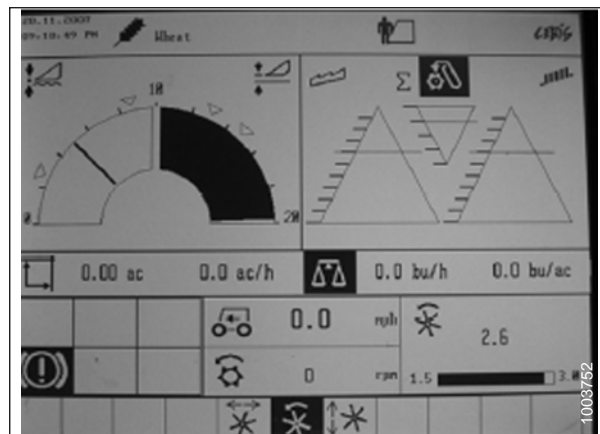
### *Adjusting Auto Reel Speed (CLAAS 500 Series)*

The reel speed can be preset when automatic header functions are activated. Follow these steps to preset reel speed.

#### **NOTE:**

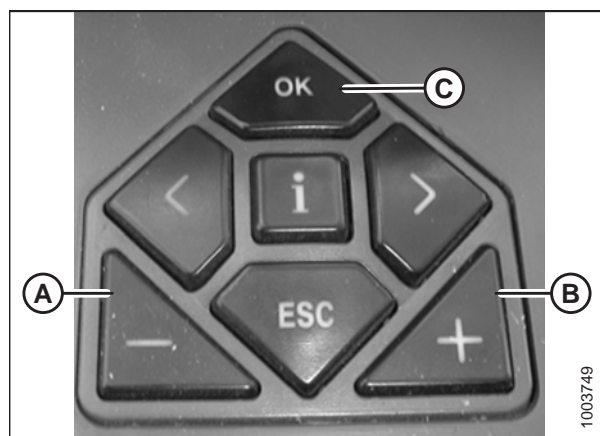
Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Use < or > key to select REEL WINDOW. Window **E15** will display current advance or retard speed of reel in relation to ground speed.



**Figure 3.360: Combine Display**

2. Press OK key (C) to open REEL SPEED window.
3. Use – key (A) or + key (B) to set reel speed in relation to current ground speed. Window **E15** will display selected reel speed.



**Figure 3.361: Combine Controls**

## OPERATION

4. If desired, manually adjust reel speed by rotating rotary switch to reel position (A), and then use – or + key to set reel speed. Window **E15** will display selected reel speed.



Figure 3.362: Combine Rotary Switch

5. Press and hold button (A) or button (B) for 3 seconds to store setting into CLAAS Electronic on-Board Information System (CEBIS). An alarm will sound when new setting has been stored.

**NOTE:**

Whenever button (A) or button (B) is pressed for 3 seconds, current positions for reel speed and cutting height are stored.



Figure 3.363: Joystick Buttons

## OPERATION

6. Use < or > key to select REEL WINDOW. When reel window is selected, window **E15** will display current advance or retard speed of reel in relation to ground speed.



Figure 3.364: Combine Display

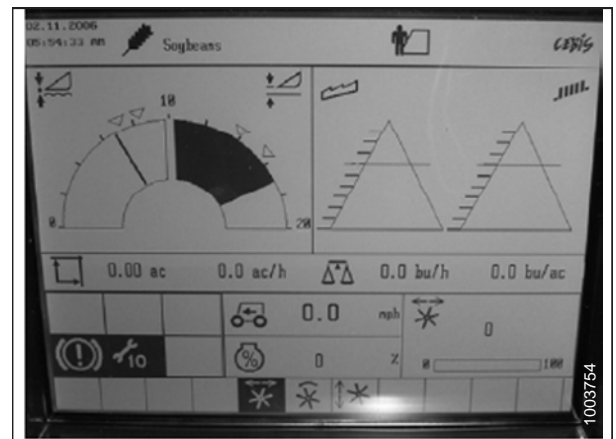


Figure 3.365: Combine Display

7. Press OK key (E), and use < key (C) or the > key (D) to select REEL FORE AND AFT window.
8. Use – key (A) or + key (B) to set reel fore-aft position.

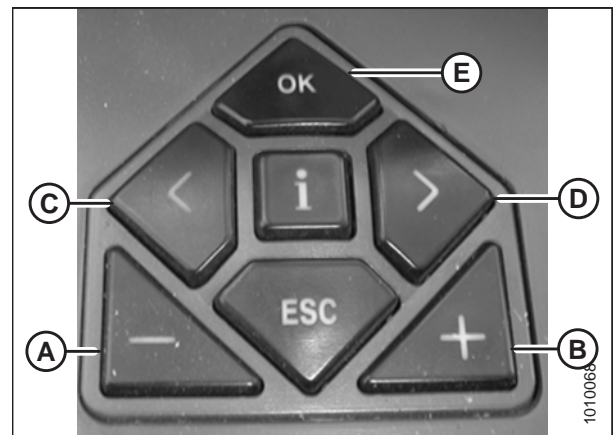


Figure 3.366: Combine Controls

## OPERATION

### NOTE:

Reel fore-aft position can also be set using joystick.

9. Press and hold button (C) or button (D) for 3 seconds to store setting into CEBIS (CLAAS Electronic on-Board Information System). An alarm will sound when the new setting has been stored.

### NOTE:

Whenever button (C) or button (D) is pressed for 3 seconds, current positions for reel speed and cutting height are stored.



Figure 3.367: Joystick Buttons

### 3.8.14 CLAAS 700 Series Combines

This section applies to CLAAS 700 Series combines. Refer to [3.8.13 CLAAS 500 Series Combines, page 202](#) for CLAAS 500 Series.

#### *Auto Header Height Sensor Voltage Requirements*

The auto header height sensor output must be within a specific voltage range for the feature to work properly.

Combine	Lower Voltage Limit (+/- 0.2)	Upper Voltage Limit (+/- 0.2)	Minimum Range Difference
CLAAS 500/600/700 Series	0.7 V	4.3 V	2.5 V

Check sensor's output voltage range at float indicator according to the instructions that follow.

#### *Checking Sensor's Output Voltage Range*

The auto header height sensor output must be within a specific range for feature to work properly. To check sensor's output voltage range, follow these steps:

1. Position header 150 mm (6 in.) above ground, and rest it on safety props. Unlock adapter float.

### NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

## OPERATION

- The pointer (A) on float indicator should point at **0**. If it does not, adjust cable bracket (B) until pointer (A) on float indicator points to **0**.

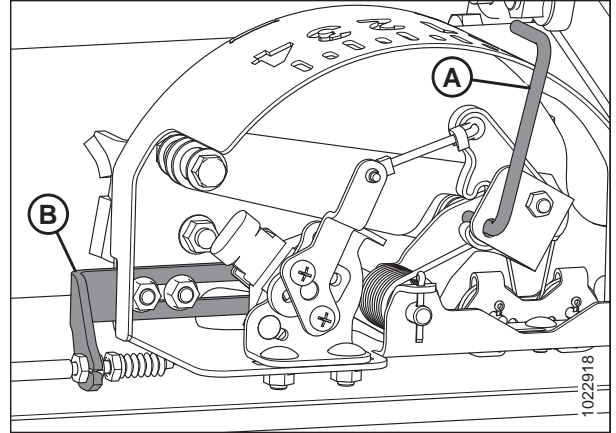


Figure 3.368: Float Indicator with Auto Header Height Sensor

- Measure voltage between ground and signal wires at AHHC sensor in float indicator with a voltmeter (A).

**NOTE:**

The voltage reading should be below **4.3 V**.

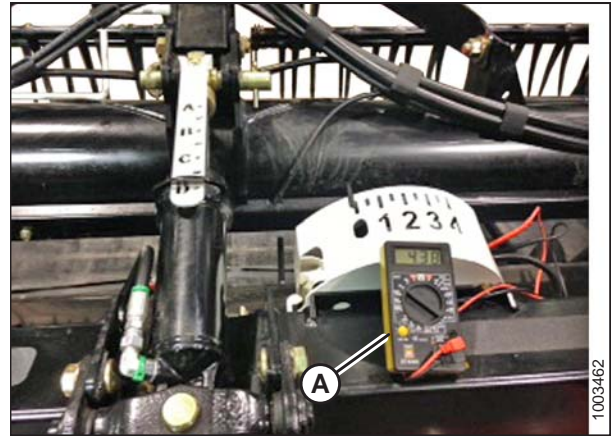


Figure 3.369: Float Indicator Reading 1 V

- Fully lower combine feeder house until adapter is no longer supporting header. The float indicator should read **4**.

**NOTE:**

You may need to hold HEADER DOWN switch for a few seconds to ensure feeder house is fully lowered.

- Measure voltage between ground and signal wires at AHHC sensor in float indicator with a voltmeter (A). It should be at low voltage limit for combine – **0.7 V**.
- If sensor voltage is not within low and high limits, or if range between low and high limits is less than **3.0 V**, make adjustments according to [Adjusting Voltage Limits](#), page 216.

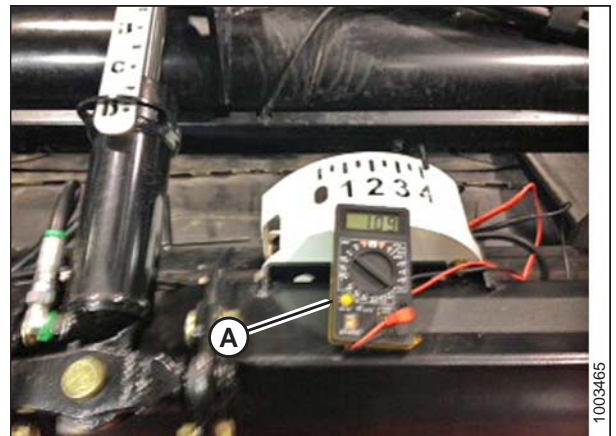


Figure 3.370: Float Indicator Reading 4.3 V

## OPERATION

### Adjusting Voltage Limits

1. To adjust high voltage limit:
  - a. Extend guard angle fully. Header angle indicator should be at **D**.
  - b. Position header 150–254 mm (6–10 in.) above ground. Float indicator should be at **0**.
  - c. Loosen sensor mounting bolts (A).
  - d. Slide sensor support (B) to right to increase high voltage limit, or to left to decrease it.
  - e. Tighten sensor mounting bolts (A).
2. To adjust low voltage limit:
  - a. Fully extend center-link, (i.e., increase header/guard angle to maximum). Header angle indicator should be at **D**.
  - b. Fully lower header to ground. Float indicator should be at **4**.
  - c. Loosen potentiometer mounting bolts (C).
  - d. Rotate potentiometer (D) clockwise to increase low voltage limit, or counterclockwise to decrease it.
  - e. Tighten potentiometer mounting bolts (C).
3. When readings are in proper range, auto header height control can be calibrated.

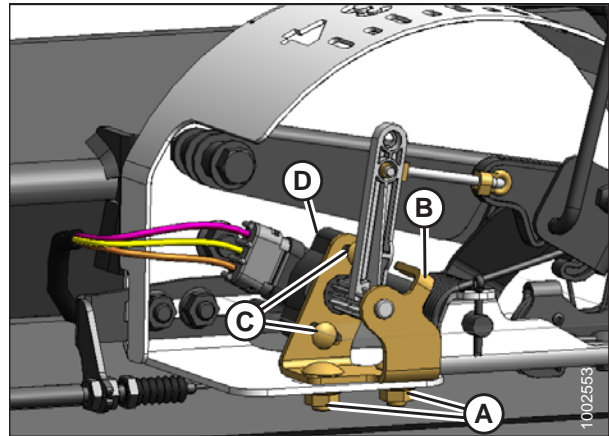


Figure 3.371: AHHC Sensor Assembly

### Calibrating Auto Header Height Control (CLAAS 700 Series)

The calibration procedure determines limits of auto header height sensor.

Calibrate auto header height system after initial header installation, and after replacing or adjusting any component of auto header height system. If system does not function, calibrate it again.

For best performance of the auto header height control (AHHC), perform these procedures with center-link set to **D**. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### NOTE:

Changes may have been made to combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Ensure center-link is set to **D**.
2. Ensure that header float is unlocked.



## OPERATION

3. To calibrate AUTO CONTOUR, use control knob (A) to scroll left and right in top row until AUTO CONTOUR icon (B) is highlighted. Press control knob (A) to select it.



Figure 3.372: CLAAS Combine Display, Console, and Joystick

4. Use control knob (A) to highlight icon that resembles a header with up and down arrows (not shown), and press control knob (A) to select it. The highlighted HEADER icon (B) will be displayed on the screen.



Figure 3.373: CLAAS Combine Display, Console, and Joystick

5. With letter A (A) highlighted, use control knob (B) to move to highlight icon that resembles a header with up and down arrows (C), and press control knob (B) to select it.

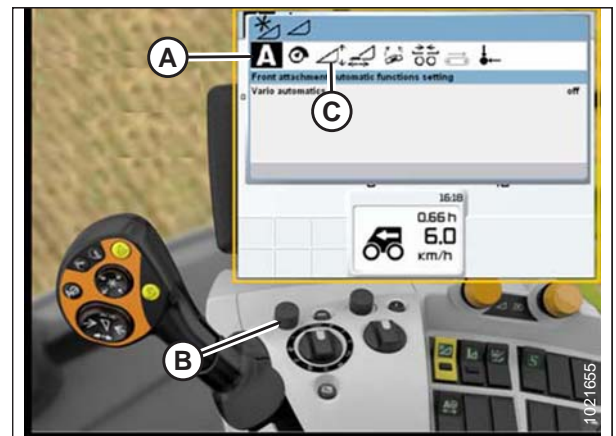


Figure 3.374: CLAAS Combine Display, Console, and Joystick

## OPERATION

6. After pressing control knob, letter **A** and screwdriver icon (B) appear on screen (as shown).
7. Use control knob (A) to highlight the screwdriver icon (B).
8. Exit cab to engage combine separator and feeder house.
9. Press control knob (A) and a progress bar chart will appear.



Figure 3.375: CLAAS Combine Display, Console, and Joystick

10. Fully raise feeder house and progress bar chart will advance to 25% (A).
11. Fully lower feeder house until header stops moving. Header float should be unlocked. The progress bar chart will advance to 50%.
12. Fully raise feeder house a second time and progress bar chart will advance to 75%.
13. Fully lower feeder house until header stops moving, and progress bar chart will advance to 100%.



Figure 3.376: CLAAS Combine Display, Console, and Joystick

14. Once calibrations are complete, progress bar chart displays 100% (A).

### NOTE:

At any time during calibration, if voltage is not within range of 0.5–4.5 volts, monitor will indicate that learning procedure has not concluded.

### NOTE:

If header float is set too light, an error message will appear. If error message appears, back float off three full-turns of adjuster bolts to adjust float to approximately 45–55 kg (100–125 lb.).



Figure 3.377: CLAAS Combine Display, Console, and Joystick

## OPERATION

### Setting Cutting Height (CLAAS 700 Series)

To set cutting height, follow these steps.

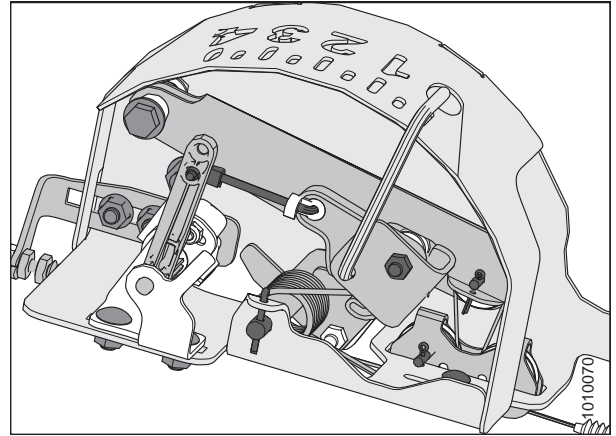
#### **CAUTION**

**Check to be sure all bystanders have cleared the area.**

#### **NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Lower header to desired cutting height or ground pressure setting. The float indicator (the white module on top of CA25 adapter) should be set to 1.5.



**Figure 3.378: Float Indicator**

2. Push and hold left side of header raise/lower switch (A) until you hear a ping.

#### **NOTE:**

Two different cutting heights can be programmed.



**Figure 3.379: CLAAS Combine Display, Console, and Joystick**

### Setting Sensitivity of Auto Header Height Control (CLAAS 700 Series)

#### **NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

## OPERATION

1. Use control knob (A) to highlight HEADER/REEL icon (B), and press control knob (A) to select it. The HEADER/REEL dialog box opens.
2. Select HEADER icon.

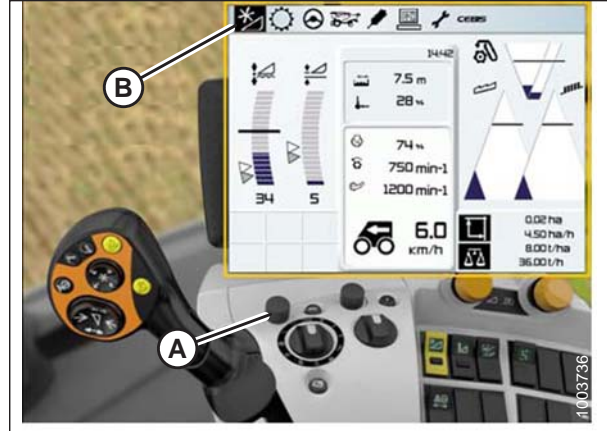


Figure 3.380: CLAAS Combine Display, Console, and Joystick Lever

3. Select FRONT ATTACHMENT PARAMETER SETTINGS icon (A). A list of settings appears.
4. Select SENSITIVITY CAC (B) from list.



Figure 3.381: CLAAS Combine Display, Console, and Joystick Lever

5. Select SENSITIVITY CAC icon (A).

### NOTE:

To set sensitivity, you will have to change CUTTING HEIGHT ADJUSTMENT (B) from 0 default. The settings from 1–50 provide a faster response, whereas settings from -1 to -50 provide a slower response. For best results, make adjustments in increments of five.

6. Increase CUTTING HEIGHT ADJUSTMENT setting (B) if reaction time between header and adapter is too slow while cutting on ground, and decrease CUTTING HEIGHT ADJUSTMENT setting (B) if reaction time between header and adapter is too fast.
7. Increase sensitivity if header is lowered too slowly, and decrease sensitivity if header hits ground too hard or is lowered too quickly.



Figure 3.382: CLAAS Combine Display, Console, and Joystick Lever



## Adjusting Auto Reel Speed (CLAAS 700 Series)

Adjust auto reel speed as follows:

### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Turn control knob (A) to highlight HEADER/REEL icon (B), and press control knob (A) to select it. The HEADER/REEL dialog menu opens.

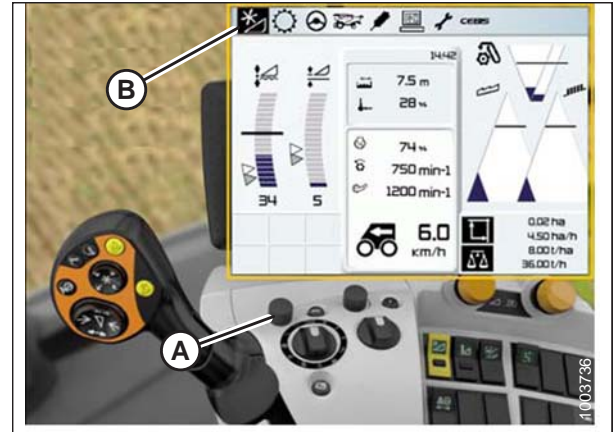


Figure 3.383: CLAAS Combine Display, Console, and Joystick

2. Turn control knob (A) to select REEL SPEED (B), and adjust reel speed (if you are **NOT** using Auto Reel Speed). A graph displays in dialog menu.



Figure 3.384: CLAAS Combine Display, Console, and Joystick

## OPERATION

3. Select ACTUAL VALUE (A) from AUTO REEL SPEED dialog menu (if you are using Auto Reel Speed). The ACTUAL VALUE indicates auto reel speed.



Figure 3.385: CLAAS Combine Display, Console, and Joystick

4. Use control knob (A) to change reel speed.



Figure 3.386: CLAAS Combine Display, Console, and Joystick

### NOTE:

In most cases, ideal ground pressure is one number higher than value on float indicator with header off ground. For example, if float indicator needle (A) is positioned at 0 with header off ground, then ideal ground pressure will be achieved with needle positioned at 1. Operating with heavier pressures can wear cutterbar wearplate prematurely.

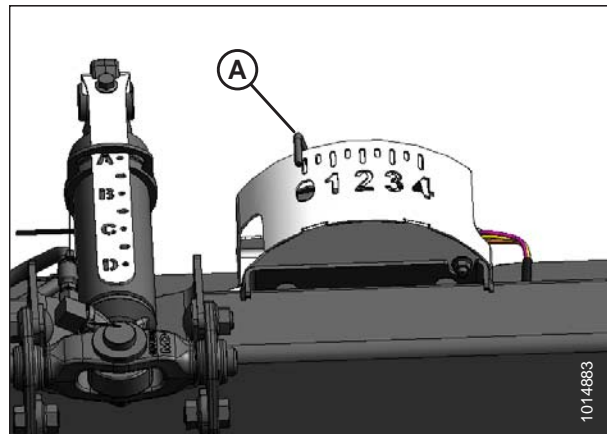


Figure 3.387: Float Indicator



### 3.8.15 New Holland Combines CX/CR Series (CR Series – Model Year 2014 and Earlier)

**NOTE:**

For New Holland CR models 6.80, 6.90, 7.90, 8.90, 9.90, and 10.90, refer to [3.8.16 New Holland Combines \(CR Series – Model Year 2015 and Later\)](#), page 233.

#### *Checking Voltage Range from Combine Cab (New Holland)*

**NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

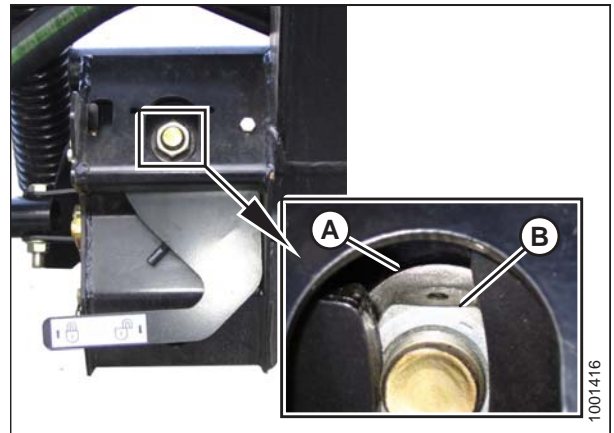
**CAUTION**

**Check to be sure all bystanders have cleared the area.**

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

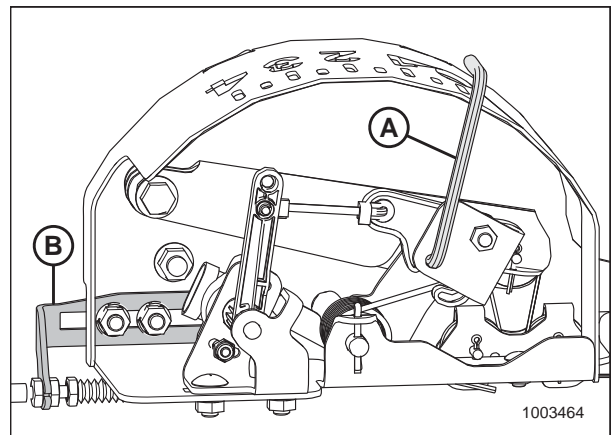
**NOTE:**

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.



**Figure 3.388: Float Lock**

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.



**Figure 3.389: Float Indicator Box (5 Volt AHHC Sensor Assembly Shown)**

4. Ensure header float is unlocked.

## OPERATION

5. Select DIAGNOSTICS (A) on main page. The DIAGNOSTICS page displays.
6. Select SETTINGS. The SETTINGS page displays.

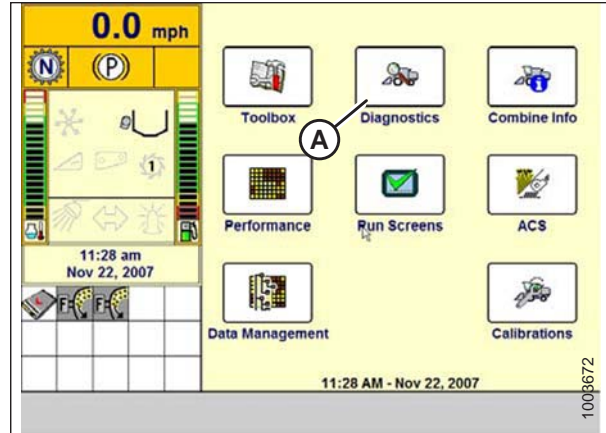


Figure 3.390: New Holland Combine Display

7. Select GROUP drop-down arrow (A). The GROUP dialog box displays.

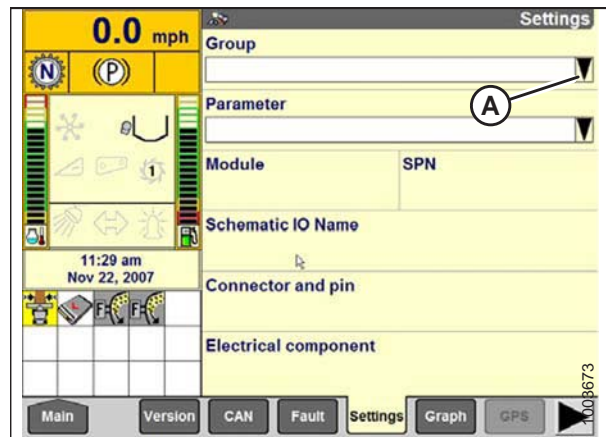


Figure 3.391: New Holland Combine Display

8. Select HEADER HEIGHT/TILT (A). The PARAMETER page displays.

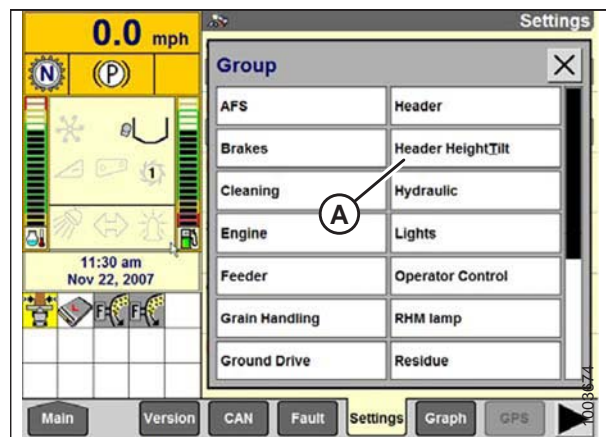


Figure 3.392: New Holland Combine Display

## OPERATION

9. Select LEFT HEADER HEIGHT SEN (A), and then select GRAPH button (B). The exact voltage is displayed at top of page.
10. Raise and lower header to see full range of voltage readings.

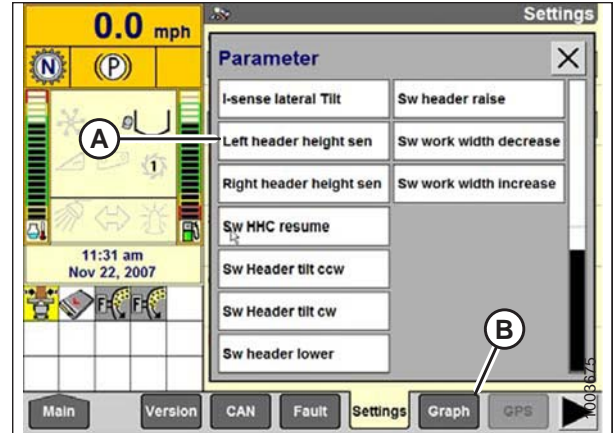


Figure 3.393: New Holland Combine Display

11. Adjust voltage limits (refer to [Adjusting Voltage Limits, page 105](#)) if sensor voltage is not within low and high limits or if range between low and high limits is insufficient (refer to Table 3.13, page 103).

### Engaging Auto Header Height Control (New Holland CR/CX Series)

#### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Select HEADER LATERAL FLOAT on combine display, and press ENTER.
2. Use up and down navigation keys to move between options, and select INSTALLED.



Figure 3.394: New Holland Combine Display

## OPERATION

3. Select HEADER AUTOFLOAT, and press ENTER.
4. Use up and down navigation keys to move between options, and select INSTALLED.

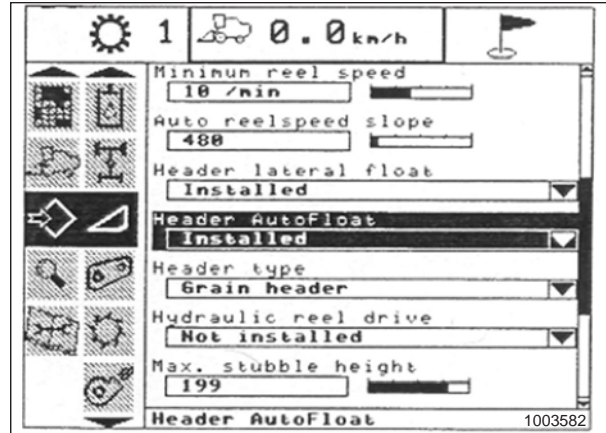


Figure 3.395: New Holland Combine Display

### *Calibrating Auto Header Height Control (New Holland CR/CX Series)*

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### **NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.



## **CAUTION**

**Check to be sure all bystanders have cleared the area.**

Check following conditions before starting header calibration procedure:

- The header is attached to combine.
- The combine is on level ground, with header level to ground.
- The header is on down stops, and center-link is set to D.
- The engine is running.
- The combine is not moving.
- No faults have been received from Header Height Controller (HHC) module.
- Header/feeder is disengaged.
- Lateral float buttons are NOT pressed.
- ESC key is NOT pressed.

To calibrate the AHHC, follow these steps:

1. Select CALIBRATION on combine display, and press right arrow navigation key to enter information box.

## OPERATION

2. Select HEADER (A), and press ENTER. The CALIBRATION dialog box opens.

**NOTE:**

You can use up and down navigation keys to move between options.

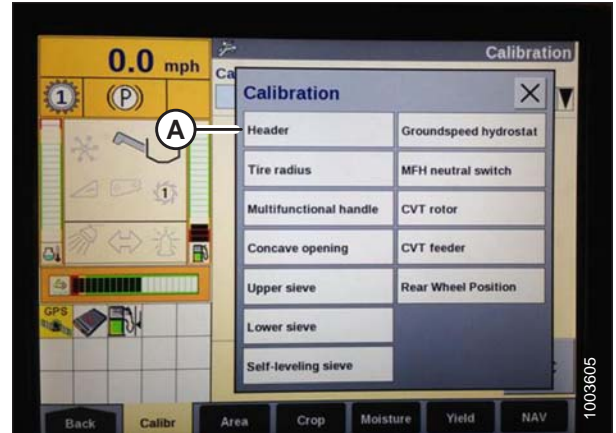


Figure 3.396: New Holland Combine Display

3. Follow calibration steps in order in which they appear in dialog box. As you proceed through calibration process, display will automatically update to show next step.

**NOTE:**

Pressing ESC key during any of steps or letting system sit idle for more than three minutes will cause calibration procedure to stop.

**NOTE:**

Refer to your combine operator's manual for an explanation of any error codes.

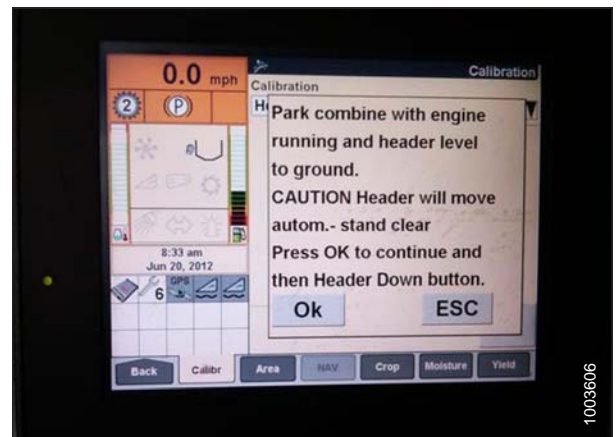


Figure 3.397: New Holland Combine Display

4. When all steps have been completed, CALIBRATION SUCCESSFUL message is displayed on page. Exit CALIBRATION menu by pressing ENTER or ESC key.

**NOTE:**

If float was set heavier to complete ground calibration procedure, adjust to recommended operating float after calibration is complete.

5. If unit does not function properly, conduct maximum stubble height calibration.

### Calibrating Maximum Stubble Height

This procedure describes how to calibrate the area counter to stop or start counting at the correct height. Program header to a height that will never be reached while cutting. The area counter will stop counting when header is above programmed height, and will begin counting when header is below programmed height.

Select height of header that corresponds to description above.

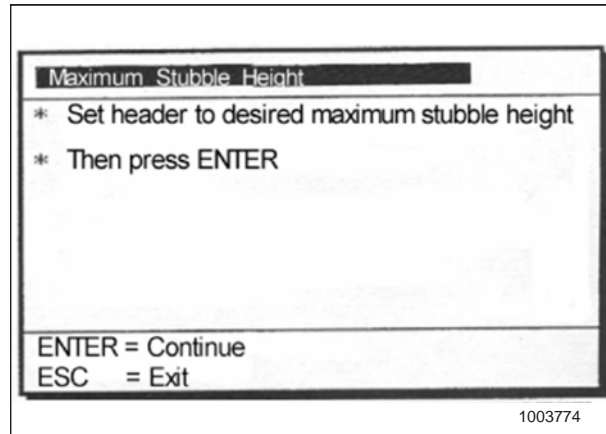
**IMPORTANT:**

- If value is set too low, area may NOT be counted since header is sometimes raised above this threshold although combine is still cutting.
- If value is set too high, area counter will keep counting even when header is raised (but below this threshold) and combine is no longer cutting crop.

## CAUTION

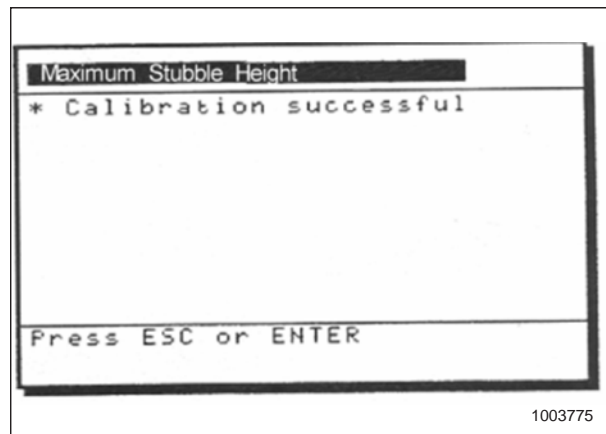
Check to be sure all bystanders have cleared the area.

1. Select MAXIMUM STUBBLE HEIGHT calibration dialog box. As you proceed through calibration process, display will automatically update to show next step.



**Figure 3.398: New Holland Calibration Dialog Box**

2. Move header to correct position using header up or down control switch on multifunction handle.
3. Press ENTER to continue. As you proceed through calibration process, display will automatically update to show next step.
4. Press ENTER or ESC to close calibration page. The calibration is now complete.



**Figure 3.399: New Holland Calibration Dialog Box**

### *Adjusting Header Raise Rate (New Holland CR/CX Series)*

If necessary, header raise rate (the first speed on HEADER HEIGHT rocker switch of multifunctional handle) can be adjusted.

#### **NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to combine operator's manual for updates.



## OPERATION

1. Select HEADER RAISE RATE on combine display.
2. Use + or – buttons to change setting.
3. Press ENTER to save new setting.

**NOTE:**

The raise rate can be changed from 32 to 236 in steps of 34. The factory setting is 100.

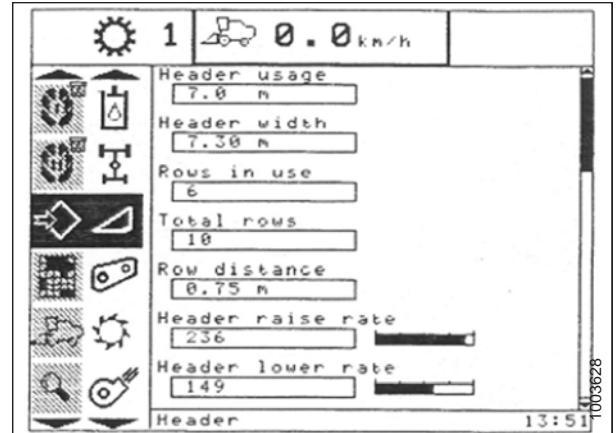


Figure 3.400: New Holland Combine Display

### *Setting Header Lower Rate to 50 (New Holland CR/CX Series)*

If necessary, header lower rate (the automatic header height control button or second speed on header height rocker switch of multifunction handle) can be adjusted.

**NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Select HEADER LOWER RATE on combine display.
2. Use + or – buttons to change setting to 50.
3. Press ENTER to save new setting.

**NOTE:**

The lower rate can be changed from 2 to 247 in steps of 7. It is factory-set to 100.

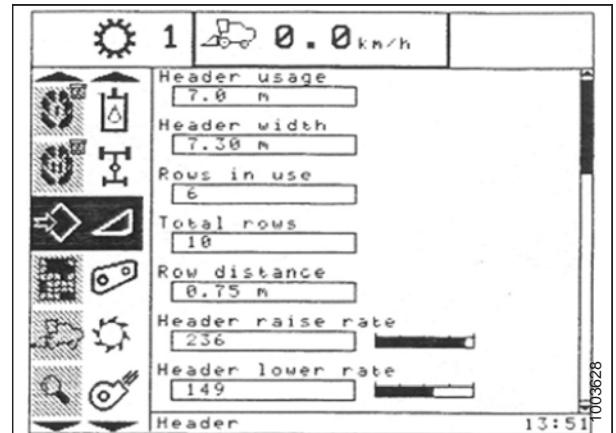


Figure 3.401: New Holland Combine Display

### *Setting Sensitivity of Auto Header Height Control to 200 (New Holland CR/CX Series)*

**NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to combine operator's manual for updates.



## CAUTION

Check to be sure all bystanders have cleared the area.

## OPERATION

1. Engage threshing and feeder house.
2. Select HEIGHT SENSITIVITY on combine display screen.
3. Use + or – buttons to change setting to 200.
4. Press ENTER to save new setting.

**NOTE:**

The sensitivity can be changed from 10 to 250 in steps of 10. It is factory-set to 100.

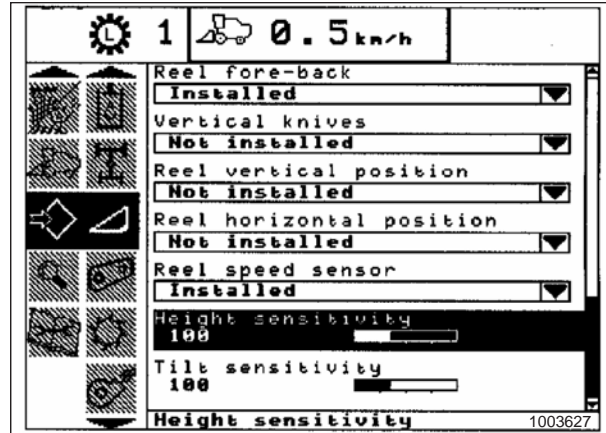


Figure 3.402: New Holland Combine Display

### Setting Preset Cutting Height (New Holland CR/CX Series)

To set preset cutting height, follow these steps:

**NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to combine operator's manual for updates.

1. Engage threshing mechanism and feeder with switches (A) and (B).
2. Set HEADER MEMORY rocker switch (D) in STUBBLE HEIGHT/AUTOFLOAT MODE position (A) or (B).
3. Lower header to desired cutting height using HEADER HEIGHT AND HEADER LATERAL FLOAT rocker switch (C).
4. Press AUTOMATIC HEADER HEIGHT CONTROL button (E) for a minimum of two seconds to store height position. A beep will confirm setting.

**NOTE:**

It is possible to store two different header height values by using HEADER MEMORY rocker switch (D) in STUBBLE HEIGHT/AUTOFLOAT MODE position (A) or (B).

5. To change one of memorized header height set points while combine is in use, use HEADER HEIGHT AND HEADER LATERAL FLOAT rocker switch (C) (slow up/down) to raise or lower header to desired value. Press AUTOMATIC HEADER HEIGHT CONTROL button (E) for a minimum of 2 seconds to store new height position. A beep will confirm setting.

**NOTE:**

Do **NOT** press too hard on AUTOMATIC HEADER HEIGHT CONTROL button (E), or float mode will be disengaged.

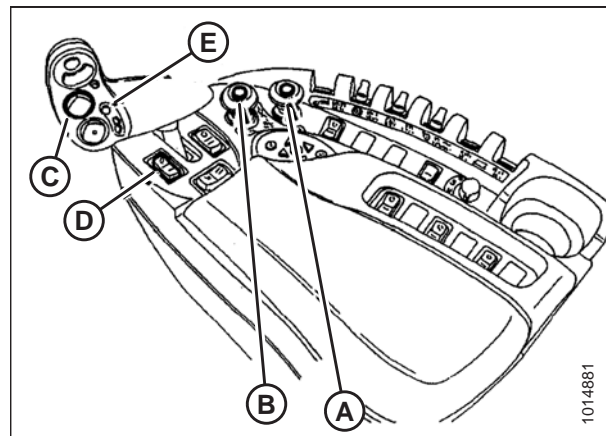


Figure 3.403: New Holland Combine Controls

## OPERATION

### NOTE:

It is not necessary to press rocker switch (D) again after adjusting.

### NOTE:

The ideal ground pressure—in most cases—is one number (on float indicator box) above header suspended off ground. For example, if float indicator needle (A) is positioned at 0 with header suspended off ground, then ideal ground pressure will be achieved with needle positioned at 1. Operating with heavier pressures can wear cutterbar wearplate prematurely.

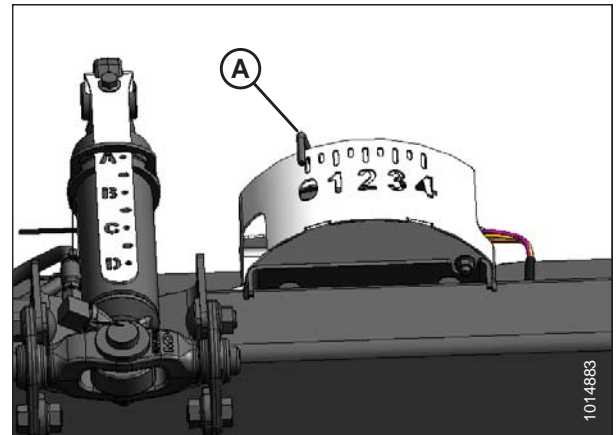


Figure 3.404: Float Indicator Box

### *Configuring Reel Fore-Aft, Header Tilt, and Header Type (New Holland CR Series)*

This procedure applies only to 2016 New Holland CR models 6.90, 7.90, 8.90, and 9.90.

### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Simultaneously press both UNLOAD (A) and RESUME (B) buttons on hydro handle.

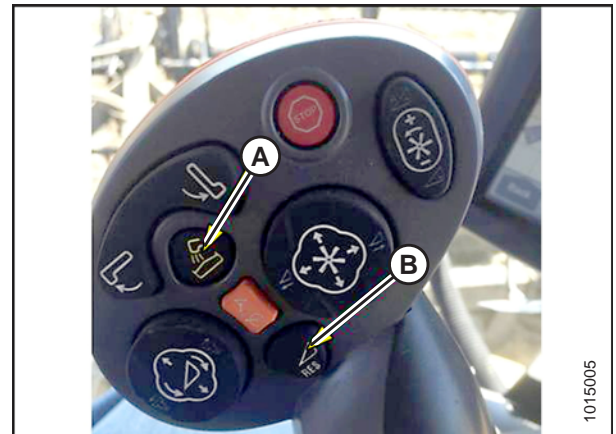


Figure 3.405: New Holland Combine Controls

## OPERATION

2. On HEAD 1 page, change CUTTING TYPE from FLEX to PLATFORM as shown at (A).



Figure 3.406: New Holland Combine Display

3. On HEAD 2 page, change HEADER SUB TYPE from DEFAULT to 80/90 as shown at (A).



Figure 3.407: New Holland Combine Display

There are now two different buttons for ON GROUND presets. The toggle switch that was present on previous models is now configured as shown at right. MacDon headers only require first two buttons (A) and (B). The third button down (C) is not configured.

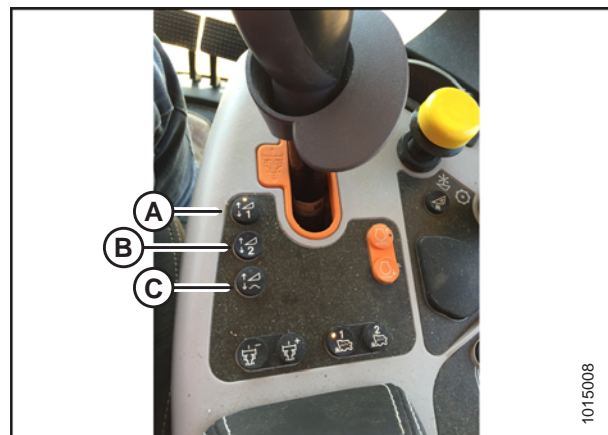


Figure 3.408: New Holland Combine Controls

### 3.8.16 New Holland Combines (CR Series – Model Year 2015 and Later)

This section applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90). For other New Holland combine models, refer to [3.8.15 New Holland Combines CX/CR Series \(CR Series – Model Year 2014 and Earlier\)](#), page 223.

#### *Engaging Auto Header Height Control (New Holland CR Series)*

This procedure applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90).

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle.

#### **NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

1. Ensure center-link is set to D.
2. Select TOOLBOX (A) on main page. The TOOLBOX page displays.

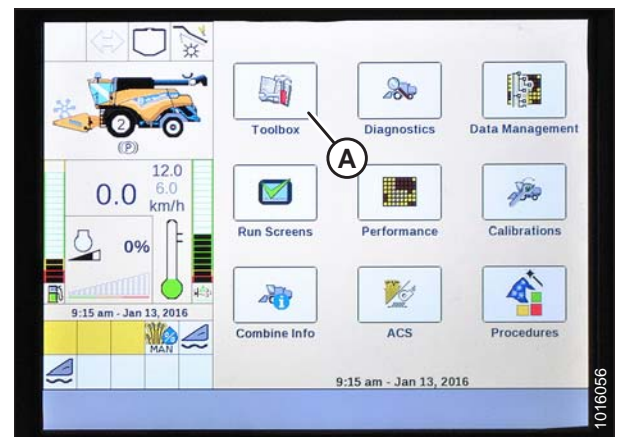


Figure 3.409: New Holland Combine Display

3. Simultaneously press both UNLOAD (A) and RESUME (B) buttons on hydro handle.

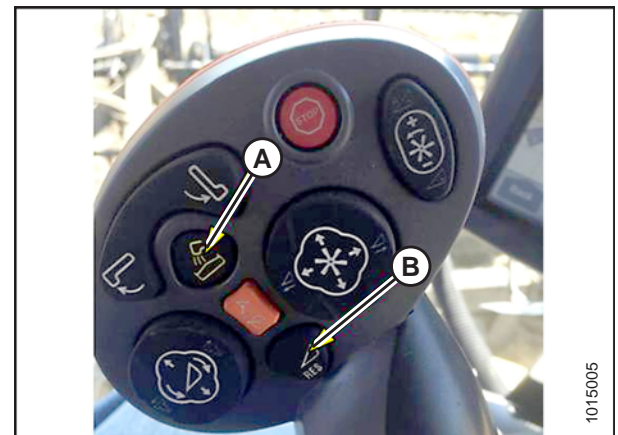


Figure 3.410: New Holland Combine Controls



## OPERATION

4. Select HEAD 1 (A). The HEADER SETUP 1 page displays.
5. Select CUTTING TYPE drop-down arrow (B) and change CUTTING TYPE to PLATFORM (C).



Figure 3.411: New Holland Combine Display

6. Select HEADER SUB TYPE drop-down arrow (A). The HEADER SUB TYPE dialog box displays.



Figure 3.412: New Holland Combine Display

7. Select 80/90 (A).



Figure 3.413: New Holland Combine Display



## OPERATION

8. Select HEAD 2 (A). The HEADER SETUP 2 page displays.



Figure 3.414: New Holland Combine Display

9. Select AUTOFLOAT drop-down arrow and set AUTOFLOAT to INSTALLED (A).
10. Select AUTO HEADER LIFT drop-down arrow and set AUTO HEADER LIFT to INSTALLED (B).

**NOTE:**

With AUTO HEADER LIFT installed and AHHC engaged, header will lift up automatically when you pull back on GSL.

11. Set values for MANUAL HHC RAISE RATE (C) and MANUAL HHC LOWER RATE (D) for best performance according to ground conditions.



Figure 3.415: New Holland Combine Display

12. Set values for HHC HEIGHT SENSITIVITY (A) and HHC TILT SENSITIVITY (B) for best performance according to ground conditions.



Figure 3.416: New Holland Combine Display

### Checking Voltage Range from Combine Cab (New Holland CR Series)

**NOTE:**

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

## OPERATION

### CAUTION

Check to be sure all bystanders have cleared the area.

1. Position header 150 mm (6 in.) above ground, and unlock adapter float.
2. Check that float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

#### NOTE:

If header is not on down stops, float is too light. Readjust float if necessary.

#### NOTE:

If header is not on down stops during next two steps, voltage may go out of range during operation causing a malfunction of auto header height control (AHHC) system.

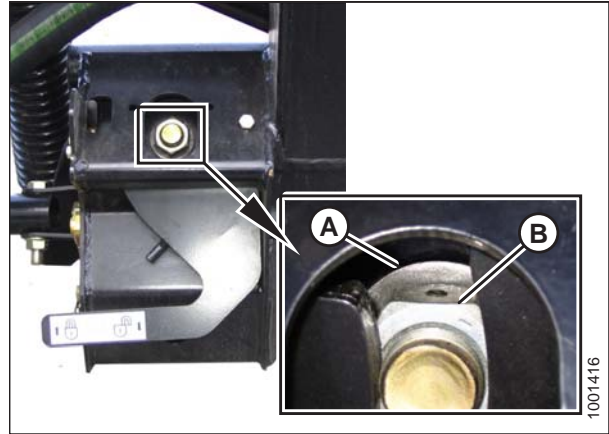


Figure 3.417: Float Lock

3. Adjust cable take-up bracket (B) (if necessary) until pointer (A) on float indicator is on 0.

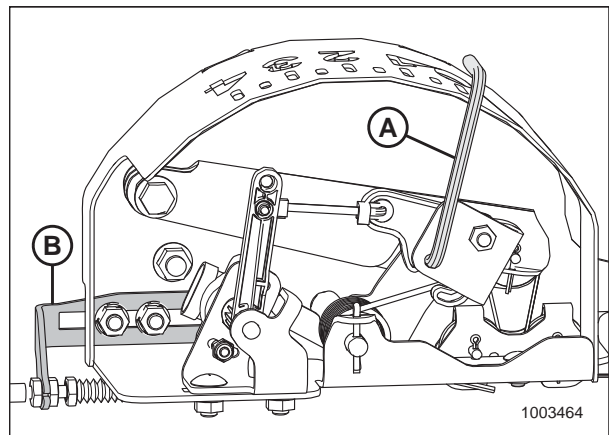


Figure 3.418: Float Indicator Box (5 Volt AHHC Sensor Assembly Shown)

## OPERATION

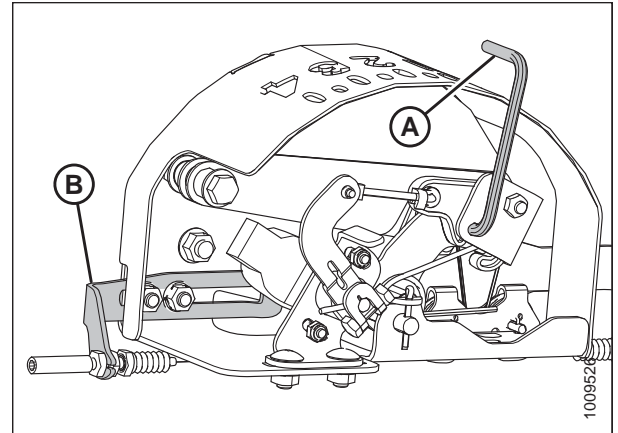


Figure 3.419: 10 Volt AHHC Sensor Assembly

4. Ensure header float is unlocked.
5. Select DIAGNOSTICS (A) on main page. The DIAGNOSTICS page displays.

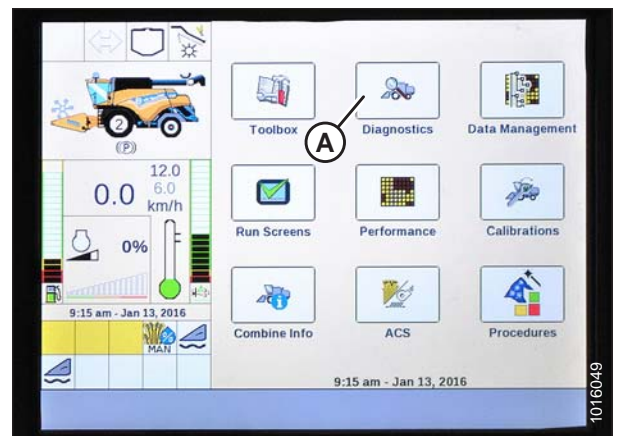


Figure 3.420: New Holland Combine Display

6. Select SETTINGS (A). The SETTINGS page displays.

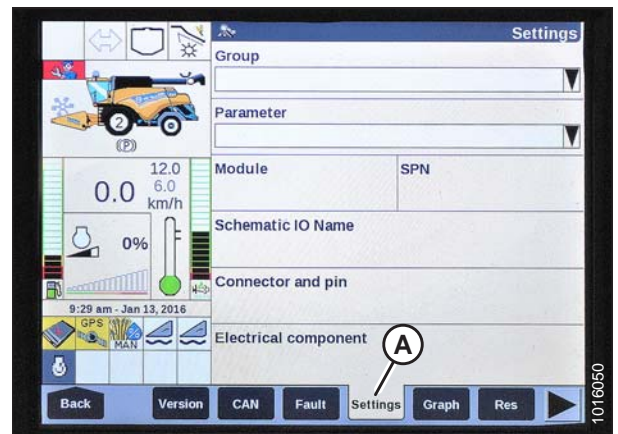


Figure 3.421: New Holland Combine Display

## OPERATION

7. Select HEADER HEIGHT/TILT (A) from GROUP drop-down menu.
8. Select HEADER HEIGHT SENS. L (B) from PARAMETER drop-down menu.

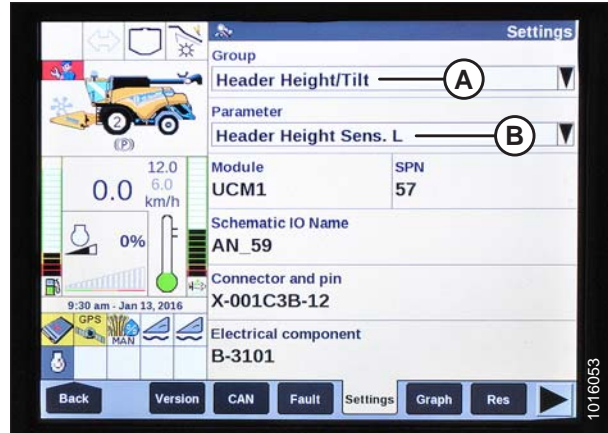


Figure 3.422: New Holland Combine Display

9. Select GRAPH (A). The exact voltage (B) is displayed at top of page.
10. Raise and lower header to see full range of voltage readings.
11. Adjust voltage limits (refer to [Adjusting Voltage Limits, page 105](#)) if sensor voltage is not within low and high limits or if range between low and high limits is insufficient (refer to [Table 3.13, page 103](#)).

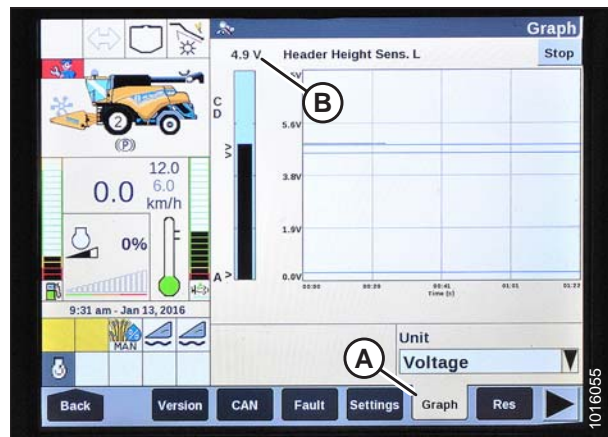


Figure 3.423: New Holland Combine Display

### Calibrating Auto Header Height Control (New Holland CR Series)

For best performance of auto header height control (AHHC), perform these procedures with center-link set to D. When setup and calibration are complete, adjust center-link back to desired header angle. Refer to [3.7.4 Header Angle, page 76](#).

#### NOTE:

Changes may have been made to the combine controls or display since this document was published. Refer to the combine operator's manual for updates.

### CAUTION

**Check to be sure all bystanders have cleared the area.**

Check following conditions before starting header calibration procedure:

- The header is attached to combine.
- The combine is on level ground, with header level to ground.
- The header is on down stops, and center-link is set to D.
- The engine is running.
- The combine is not moving.

## OPERATION

- No faults have been received from Header Height Controller (HHC) module.
- Header/feeder is disengaged.
- Lateral float buttons are NOT pressed.
- ESC key is NOT pressed.

To calibrate AHHC, follow these steps:

1. Select CALIBRATIONS (A) on main page. The CALIBRATION page displays.

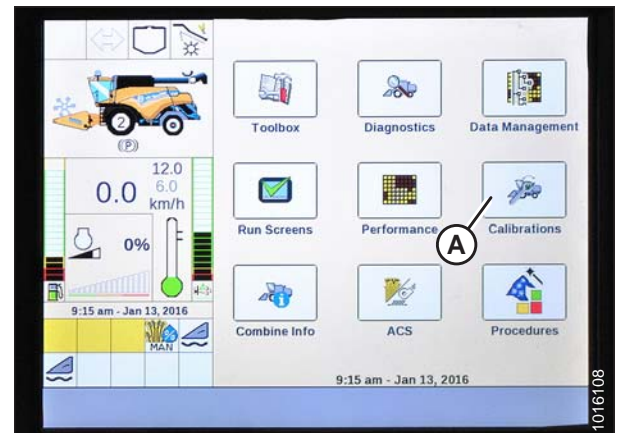


Figure 3.424: New Holland Combine Display

2. Select CALIBRATION drop-down arrow (A).

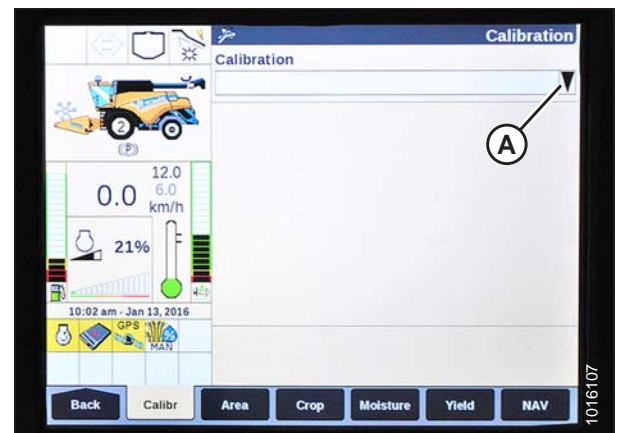


Figure 3.425: New Holland Combine Display



## OPERATION

3. Select HEADER (A) from list of calibration options.

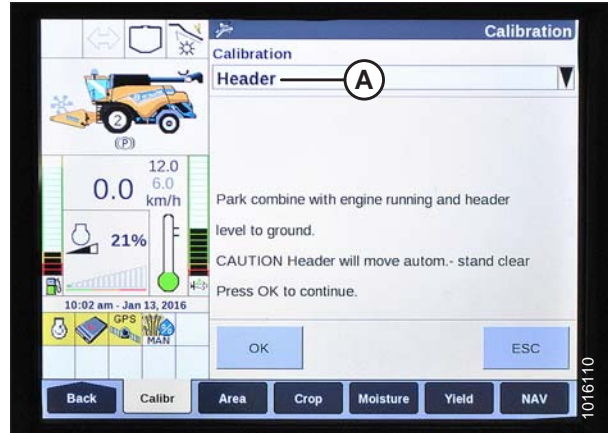


Figure 3.426: New Holland Combine Display

4. Follow calibration steps in order in which they appear on screen. As you proceed through calibration process, display will automatically update to show next step.

**NOTE:**

Pressing ESC key during any of steps or letting system sit idle for more than three minutes will cause calibration procedure to stop.

**NOTE:**

Refer to your combine operator's manual for an explanation of any error codes.



Figure 3.427: New Holland Combine Display

5. When all steps have been completed, CALIBRATION COMPLETED message is displayed on screen.

**NOTE:**

If float was set heavier to complete ground calibration procedure, adjust to recommended operating float after calibration is complete.



Figure 3.428: New Holland Combine Display

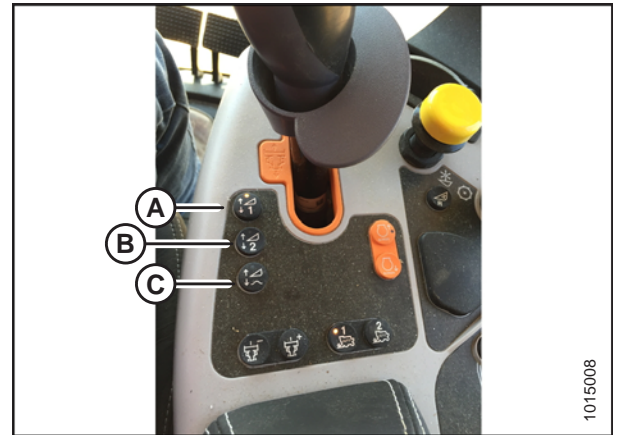


## OPERATION

### *Setting Auto Height (New Holland CR Series)*

This procedure applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90).

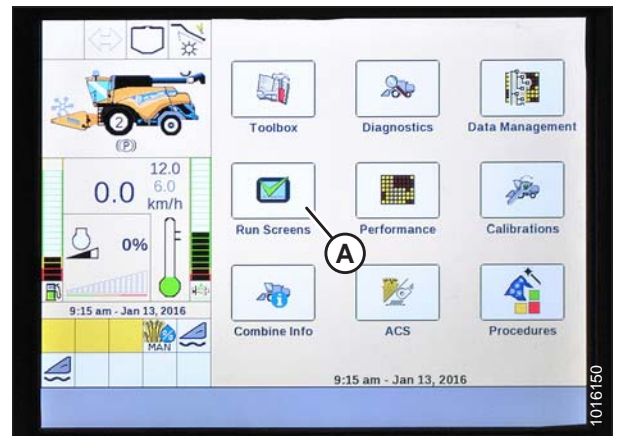
The console has two buttons used for auto height presets. The toggle switch that was present on previous models is now configured as shown at right. MacDon headers only require first two buttons (A) and (B). The third button (C) is not configured.



**Figure 3.429: New Holland Combine Controls**

To set auto height, follow these steps:

1. Engage separator and header.
2. Select RUN SCREENS (A) on main page.



**Figure 3.430: New Holland Combine Display**

## OPERATION

3. Select RUN tab that shows MANUAL HEIGHT.

### NOTE:

The MANUAL HEIGHT field may appear on any of RUN tabs. When an auto height set point button is pressed, display will change to AUTO HEIGHT (A).

4. Lower header to ground.
5. Select one of auto height set point buttons shown in Figure 3.429, page 241.
  - Press SET 1 button for a light ground setting (1 on float indicator box)
  - Press SET 2 button for a heavier ground setting (2 on float indicator box)



Figure 3.431: New Holland Combine Display

### Setting Maximum Work Height (New Holland CR Series)

This procedure applies only to 2015 and later CR models (6.80, 6.90, 7.90, 8.90, 9.90, and 10.90).

1. Select TOOLBOX (A) on main page. The TOOLBOX page displays.

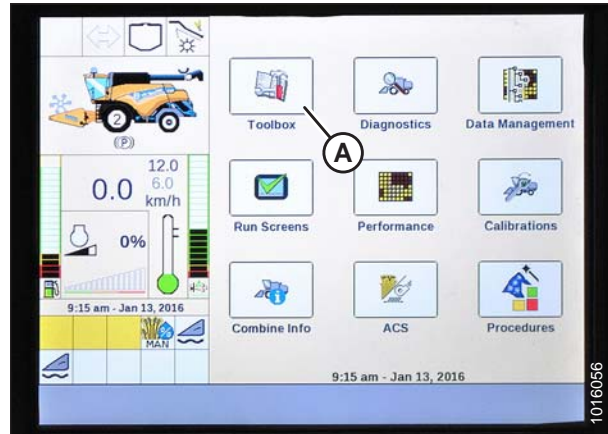


Figure 3.432: New Holland Combine Display

2. Select FEEDER (A). The FEEDER SETUP page displays.
3. Select MAXIMUM WORK HEIGHT field (B).

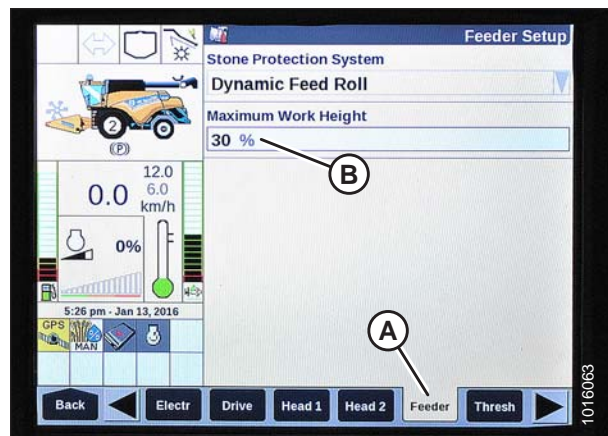


Figure 3.433: New Holland Combine Display

## OPERATION

4. Set MAXIMUM WORK HEIGHT to desired value.
5. Press SET and then press ENTER.



Figure 3.434: New Holland Combine Display

### 3.8.17 Replacing Auto Header Height Control (AHHC) Sensor

The auto header height control (AHHC) sensor/potentiometer sends a signal to combine allowing it to maintain a cutting height and optimize float as header follows ground contours. To replace AHHC sensor, follow these steps:

#### IMPORTANT:

Replace sensor as follows to avoid damaging the new sensor.

#### NOTE:

The most commonly used 5 Volt sensor is shown.

1. Disconnect wiring harness from existing sensor (A).
2. Remove two nuts and bolts (B) that secure sensor to bracket and remove sensor (A).

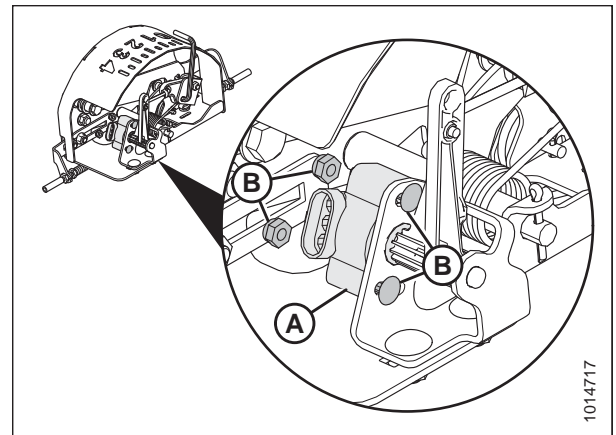


Figure 3.435: AHHC Sensor

## OPERATION

3. Position sensor control arm (A) against stop (B).
4. Install new sensor (C) onto linkage arm with wiring plug facing away from stop.
5. Pretension sensor's internal spring by rotating sensor (C) until bolt holes align with holes on bracket.

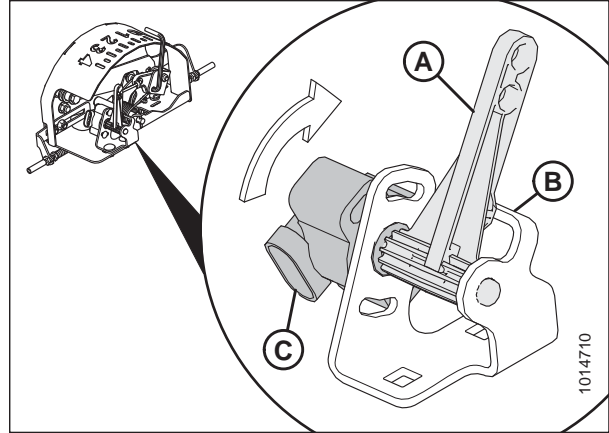


Figure 3.436: AHHC Sensor

6. Secure new sensor (A) to bracket with two nuts and bolts (B).

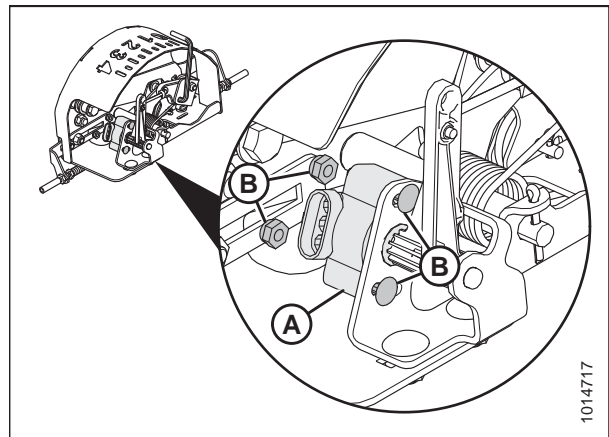


Figure 3.437: AHHC Sensor

7. Ensure linkage (A) operates freely (arrow indicates approximate range).
8. Reconnect wiring harness to plug (B) on sensor.

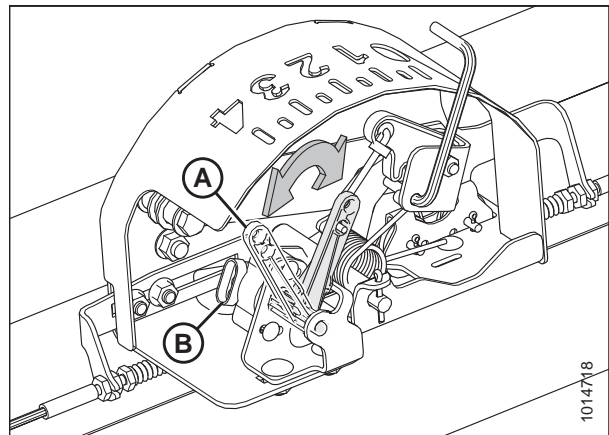


Figure 3.438: AHHC Sensor Range

9. Check voltage range of new sensor and adjust if necessary.

### 3.8.18 Sensor Operation

The position sensors supplied with auto header height control (AHHC) system are 1000 ohm (1 k) industrial series sensors containing sealed connectors. Normal operating signal voltages for sensors fall between 10% (0.5VDC) and 90% (4.5VDC).

- A sensor operating with a signal voltage **below 5%** is considered to be shorted
- A sensor with a signal voltage **above 95%** is considered to be open

An increase in sensor voltage correlates to an increase in header height.

Each sensor is constructed with a power wire and a ground wire. Inside sensor, these two wires are connected by a high resistance filament band (C). The resistance measured across power (A) and ground (B) wires should read a constant value between 800 and 1200 ohms (0.8–1.2 k) with nominal reading being 1000 ohms (1 k).

In addition to power (A) and ground (B) wires, a signal wire (C) is connected internally to a movable wiper that is attached to an external arm and sweeps high resistance filament band. As external arm is rotated and wiper is moved toward or away from power wire connection, measured resistance at signal wire (C) changes.

The resistance measured across signal and ground wires should increase uniformly from a low 80–100 ohms (.08–0.1 k) to a high 800–1200 ohms (0.8–1.2 k). This can be observed if an ohm meter is connected across signal and power wires and sensor shaft rotated. When an input voltage is applied to high resistance filament band through power wire (A), output (or measured) voltage in signal wire (C) is changed by this variable resistance.

**NOTE:**

Ground and power wires may differ depending on combine.

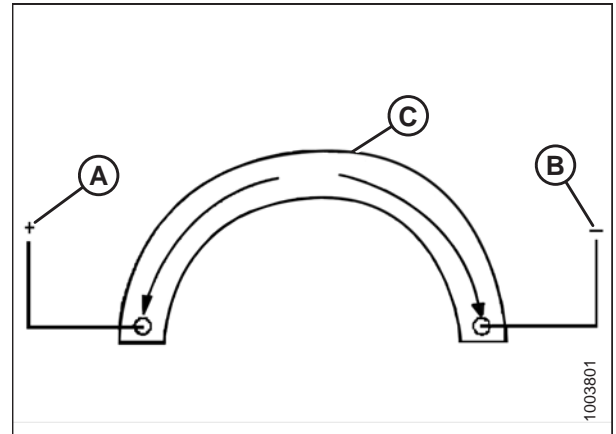


Figure 3.439: Power, Ground, and Signal Wires

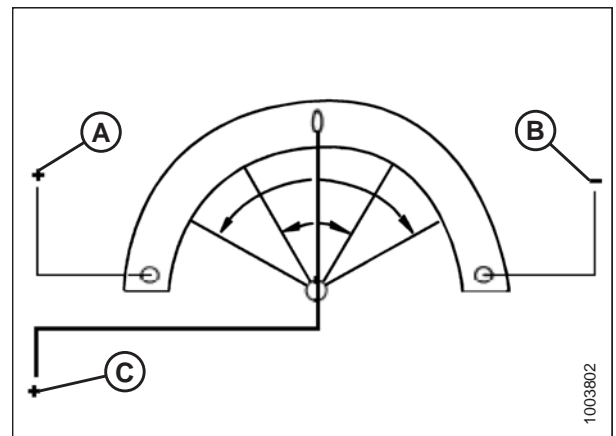


Figure 3.440: Power, Ground, and Signal Wires



### 3.9 Levelling the Header

The adapter is factory-set to provide the proper level for the header and should not normally require adjustment.

If the header is **NOT** level, perform the following checks prior to adjusting the levelling linkages:

- Check that header knife drive compartments are empty.
- Check combine tire pressures.
- Check that combine feeder house is level. Refer to your combine operator's manual for instructions.
- Check that top of adapter is level and parallel with feeder house.

**NOTE:**

The adapter float springs are **NOT** used to level the header.

1. Park combine on level ground.
2. Set header approximately 150 mm (6 in.) off ground, shut down combine, and remove key from ignition.
3. Check that header is against down stops.
4. Check wing balance and adjust if required. Refer to [Checking Wing Balance, page 67](#).
5. Move wing lock handle (A) to lock position.
6. Check header float and adjust if required. Refer to [Checking and Adjusting Header Float, page 59](#).
7. Adjust header levelness by making small adjustments (1/4–1/2 turn) to nut (A) on each float lock. Adjust each side equally but in opposite directions as follows:

**NOTE:**

Setscrew (B) does not require loosening for adjustments up to one-half turn of nut (A).

- a. Turn low-side nut **clockwise** to raise header.
- b. Turn high-side nut **counterclockwise** to lower header.

**NOTE:**

Adjustment of more than two turns in either direction may adversely affect header float.

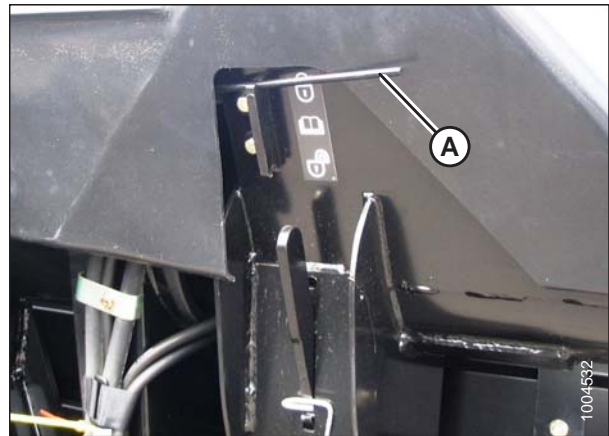


Figure 3.441: Wing Lock

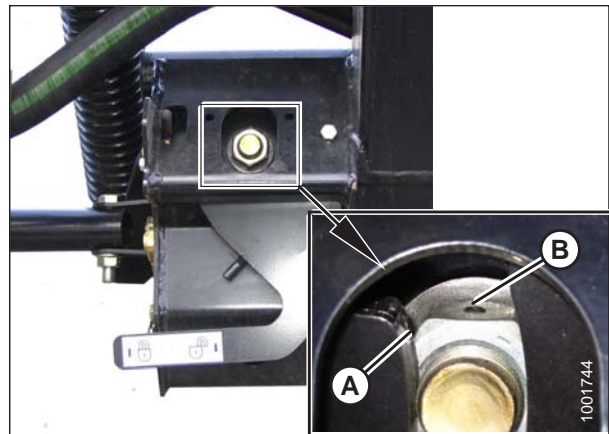


Figure 3.442: Float Lock



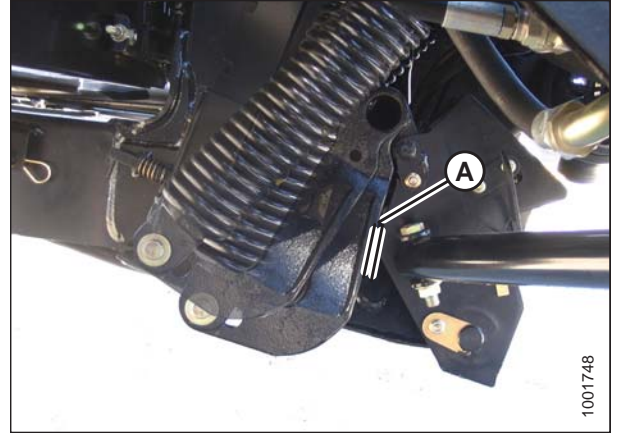
## OPERATION

**NOTE:**

Ensure a minimum clearance of 2–3 mm (1/8 in.) (A) between the frame and the back of the bell crank lever.

**NOTE:**

Check the float after levelling header. Refer to [Checking and Adjusting Header Float, page 59](#).



**Figure 3.443: Bell Crank**

## 3.10 Unplugging the Cutterbar

1. Stop the forward movement of the machine and disengage the header drives.
2. Raise the header to prevent it from filling with dirt, and engage the header drive clutch.

### CAUTION

**Lowering rotating reel on a plugged cutterbar will damage the reel components.**

3. Disengage the header drive clutch and fully raise the header if plug does **NOT** clear.

### DANGER

**To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.**

4. Shut off the engine, remove the key from the ignition, and engage the park brake.
5. Engage the header safety props.

### CAUTION

**Wear heavy gloves when working around or handling knives.**

6. Clean off the cutterbar by hand.

**NOTE:**

If cutterbar plugging persists, refer to [7 Troubleshooting, page 489](#).

### **3.11 Unplugging the Adapter**

1. Stop the forward movement of the machine and disengage the header drives.
2. Raise the header slightly off the ground, and raise the reel.
3. Reverse the combine feed according to the manufacturers specifications (reverse feed varies among different combine models).
4. Engage the header drive.

## 3.12 Upper Cross Auger (UCA)

The UCA (A) improves delivery of very bulky crops across the header and into the combine.

Beater bars assist in delivering material through the header opening, but the beater bars are removable if wrapping occurs.

### IMPORTANT:

The UCA drive motor must be equipped with a case drain kit when used on single draper drive headers. See your MacDon Dealer for details.

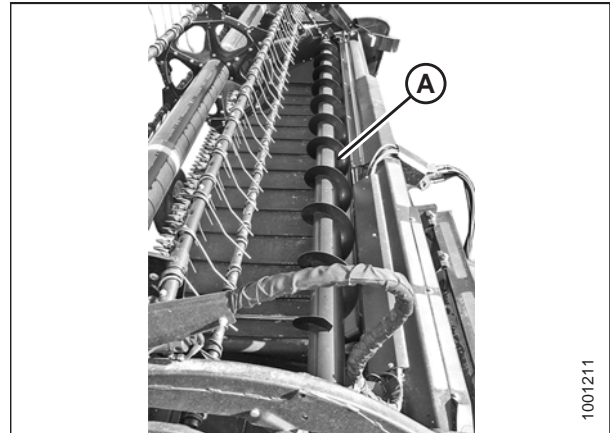


Figure 3.444: Upper Cross Auger

### 3.12.1 Removing Beater Bars

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Lower the header to the ground, stop the engine, and remove the key from the ignition.
2. Remove bolts (A) securing the beater bars (B) and clamps (C) to the auger tubes, and remove the beater bars and clamps.

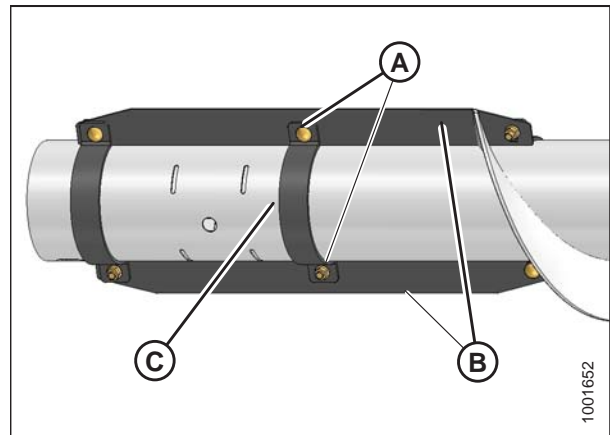


Figure 3.445: Beater Bars

### 3.12.2 Installing Beater Bars

#### **WARNING**

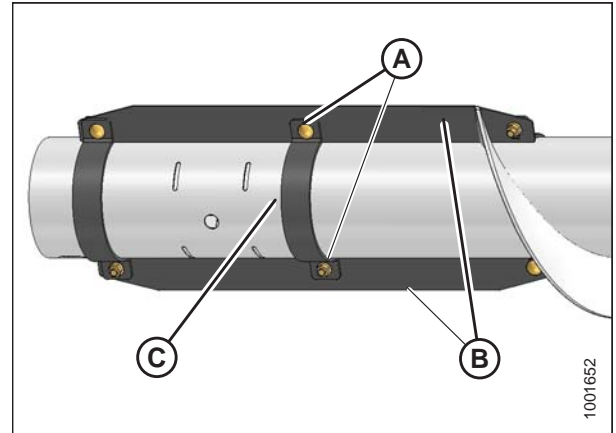
To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

1. Lower the header to the ground, stop the engine, and remove the key from the ignition.
2. Position one beater bar (B) and one clamp set (C) onto the auger tube and loosely secure with carriage bolt (A) and nut. Bolt head **MUST** face the direction of auger rotation.
3. Position the remaining clamp sets (C) onto the auger tube and loosely attach to the beater bar (B) with carriage bolts (A) and nuts. Bolt heads **MUST** face the direction of auger rotation.
4. Position the second beater bar (B) in clamp sets (C) and secure with carriage bolts (A) and nuts.

**NOTE:**

To reduce the chance of wrapping, offset the beater bars by 90 degrees.

5. Tighten bolts.



**Figure 3.446: Beater Bars**

## 3.13 Transporting Header

### WARNING

Do NOT drive combine with header attached on a road or highway at night, or in conditions which reduce visibility, such as fog or rain. The width of the header may not be apparent under these conditions.

### 3.13.1 Transporting Header on Combine

#### CAUTION

- Check local laws for width regulations and lighting or marking requirements before transporting on roads.
- Follow all recommended procedures in your combine operator's manual for transporting, towing, etc.
- Disengage header drive clutch when travelling to and from the field.
- Before driving combine on a roadway, be sure flashing amber lamps, red tail lamps, and head lamps are clean and working properly. Pivot amber lamps for best visibility by approaching traffic. Always use lamps when travelling on roads to provide adequate warning to other vehicles.
- Do NOT use field lamps on roads—they may confuse other drivers.
- Before driving on a roadway, clean slow moving vehicle signs and reflectors, adjust rear view mirrors, and clean windows.
- Lower the reel fully and raise the header unless transporting in hills.
- Maintain adequate visibility and be alert for roadside obstructions, oncoming traffic, and bridges.
- When travelling downhill, reduce speed and keep header at a minimum height to provide maximum stability if forward momentum is stopped for any reason. Raise header completely at bottom of grade to avoid contacting the ground.
- Travel at safe speeds to ensure complete machine control and stability at all times.

### 3.13.2 Towing

Headers with the Slow Speed Transport/Stabilizer Wheel option can be towed behind a properly configured combine or an agricultural tractor. Refer to the towing vehicles operator's manual for instructions.



### *Attaching Header to Towing Vehicle*

#### **CAUTION**

Adhere to the following slow speed transport instructions to prevent loss of control leading to bodily injury and/or machine damage:

- Weight of towing vehicle must exceed header weight to ensure adequate control and braking performance.
- Do NOT tow with any highway-capable vehicle. Use only an agricultural tractor, agricultural combine, or a properly configured MacDon windrower.
- Ensure reel is fully lowered and back on support arms to increase header stability during transport. For headers with hydraulic reel fore-aft, never connect the fore-aft couplers to each other or the circuit will be complete and the reel could creep forward during transport.
- Check that all pins are properly secured in transport position at wheel supports, cutterbar support, and hitch.
- Check tire condition and pressure prior to transporting.
- Connect hitch to towing vehicle using a proper hitch pin with a spring locking pin or other suitable fastener.
- Attach hitch safety chain to towing vehicle. Adjust safety chain length to provide only enough slack to permit turning.
- Connect header seven-pole plug wiring harness to mating receptacle on towing vehicle. (The seven-pole receptacle is available from your MacDon Dealer parts department).
- Ensure lights are functioning properly and clean the slow moving vehicle sign and other reflectors. Use flashing warning lights unless prohibited by law.

### *Towing the Header*

#### **CAUTION**

Adhere to the following slow speed transport instructions to prevent loss of control leading to bodily injury and/or machine damage:

- Do NOT exceed 32 km/h (20 mph). Reduce transport speed to less than 8 km/h (5 mph) for corners and slippery or rough conditions.
- Turn corners at only very low speeds 8km/h ([5 mph] or less). Header stability is reduced while cornering because front wheel moves to the left.
- Do NOT accelerate when making or coming out of a turn.
- Obey all highway traffic regulations in your area when transporting on public roads. Use flashing amber lights unless prohibited by law.

### 3.13.3 Converting from Transport to Field Position

#### *Removing Tow-Bar*

1. Block the tires to prevent the header from rolling, and unhook the header from the towing vehicle.
2. Disconnect the electrical connector (A) on the tow-bar.
3. Remove pin (B) from the tow-bar, and detach outer section (C) from inner section (D).

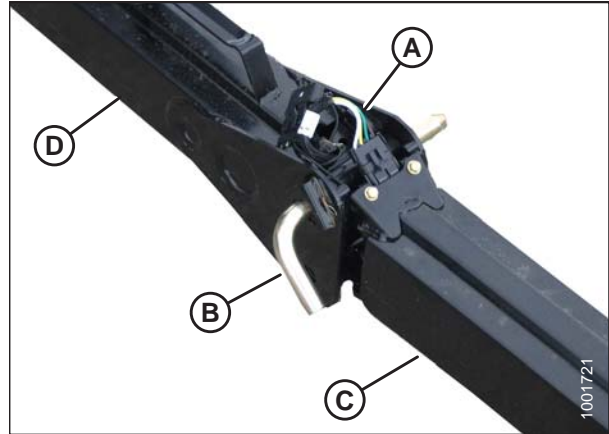


Figure 3.447: Tow-Bar Assembly

4. Disconnect electrical connector (A) at the front wheel.

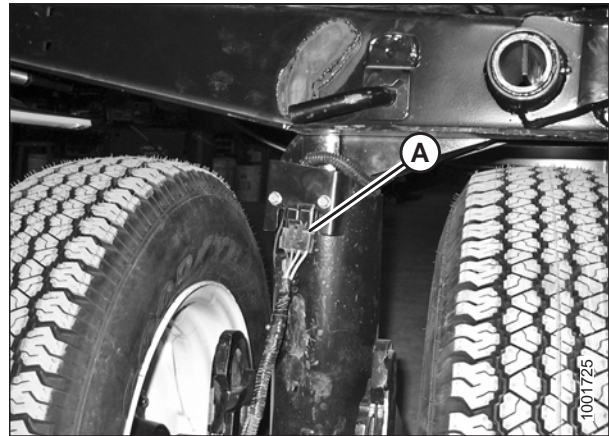


Figure 3.448: Wiring Connector

5. Remove clevis pin (A) and set aside for reinstallation.
6. Push latch (B) and lift tow-bar (C) from the hook. Release latch.
7. Install clevis pin (A).

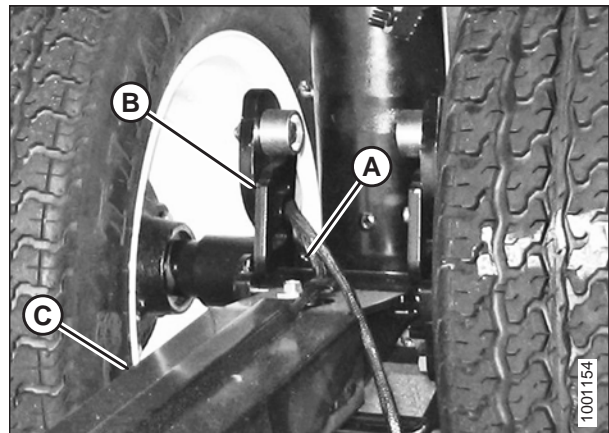
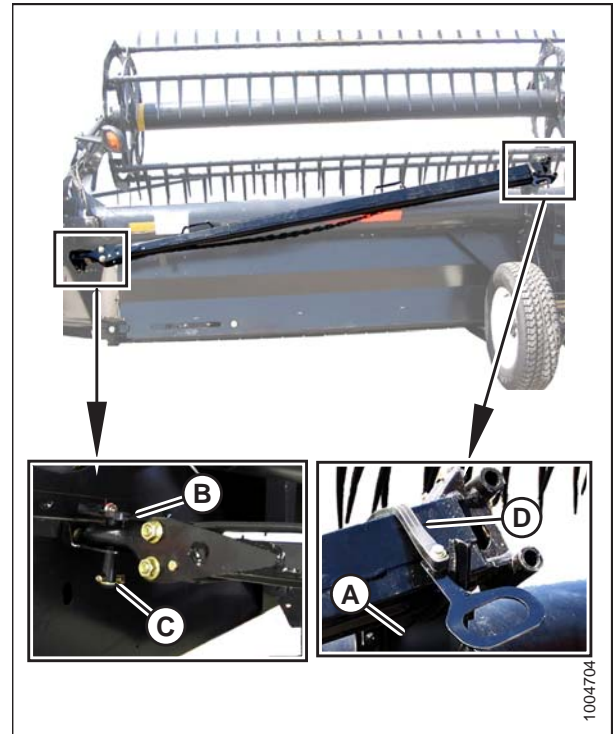


Figure 3.449: Tow-Bar Latch

## OPERATION

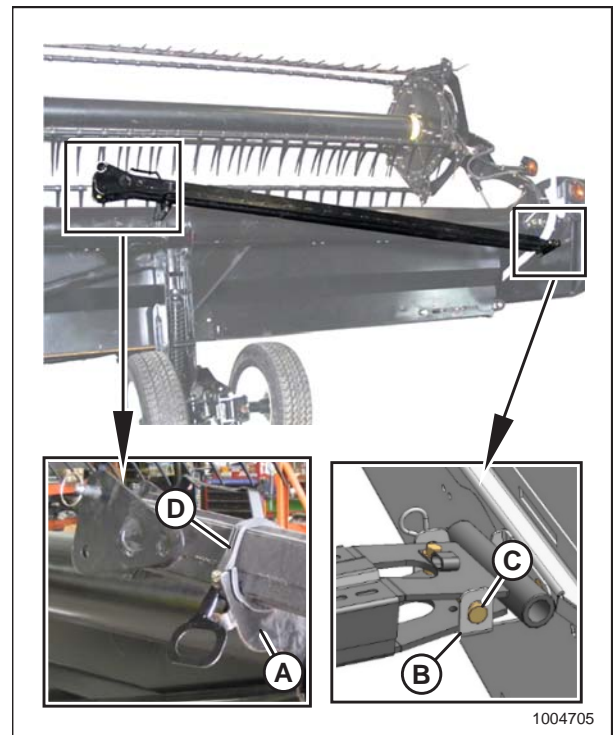
### *Storing the Tow-Bar*

1. Place the inner end of the outer half of the tow-bar into cradle (A) on the left side of the header backtube.
2. Secure clevis/pintle end of the tow-bar in support (B) on the endsheet using hitch pin (C). Secure with lynch pin.
3. Install rubber strap (D) on cradle (A).



**Figure 3.450: Tow-Bar Storage**

4. Place the inner end of the inner half of the tow-bar into cradle (A) on the right side of the header backtube.
5. Secure the tube end of the tow-bar in support (B) on the endsheet using clevis pin (C). Secure with hairpin.
6. Install rubber strap (D) on cradle (A).



**Figure 3.451: Tow-Bar Storage**

## OPERATION

7. Attach the header to the combine. Refer to [4 Header Attachment/Detachment, page 269](#).
8. Place the transport wheels into field position. Refer to the following:
  - [Moving Front \(Left\) Wheels into Field Position, page 256](#)
  - [Moving Rear \(Right\) Wheels into Field Position, page 257](#)

### Moving Front (Left) Wheels into Field Position

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Raise the header fully and engage the header safety props.
2. Swivel front wheel assembly (A) so the wheels are aligned with the lower frame.
3. Remove pin (B) and pull the wheel assembly towards the rear of header. Store the pin in hole (C) at the top of the leg.
4. Pull handle (D) upwards to release and lower the linkage into the vertical support.

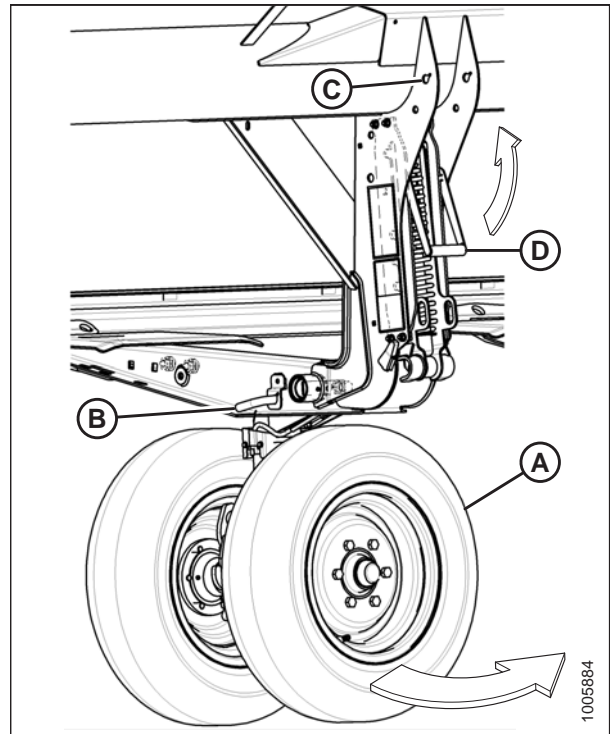


Figure 3.452: Front (Left) Wheels

5. Align lift hook (A) with lug (B) and lift the wheel assembly to engage the pin in the lift hook. Ensure latch (C) is engaged.
6. Install clevis pin (D) and secure to the center of the axle with hairpin.

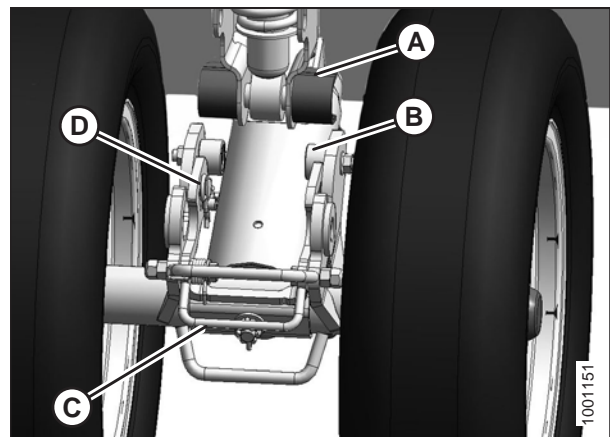


Figure 3.453: Front (Left) Wheels

## OPERATION

7. Lift the wheel assembly to the desired height and slide linkage (A) into the appropriate slot in the vertical support.
8. Push handle (B) down to lock.



Figure 3.454: Front (Left) Wheels

### *Moving Rear (Right) Wheels into Field Position*

1. Pull pin (A) on the left side rear wheel. Swivel the wheel clockwise and lock with pin.

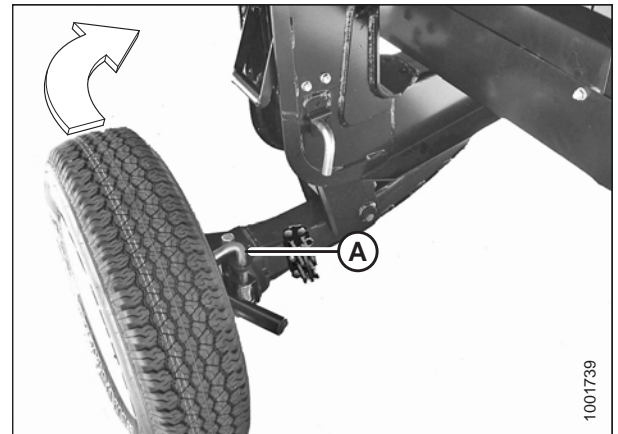


Figure 3.455: Rear Wheel – Left Side

2. Remove pin (A) and store at location (B).
3. Pull handle (C) upwards to release.
4. Lift the wheel to the desired height, and engage the support channel into slot (D) in the vertical support.
5. Push handle (C) down to lock.

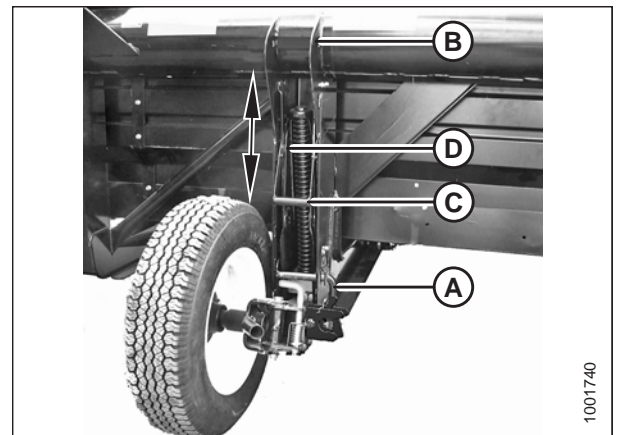


Figure 3.456: Rear Wheel – Left Side



## OPERATION

6. Pull pin (A) on brace (B) on the left wheel in front of the cutterbar. Disengage the brace from the cutterbar, and lower the brace against axle (C).
7. Remove pin (D), lower support (E) onto axle, and reinsert pin into support.
8. Swing the axle (C) clockwise towards the rear of the header.

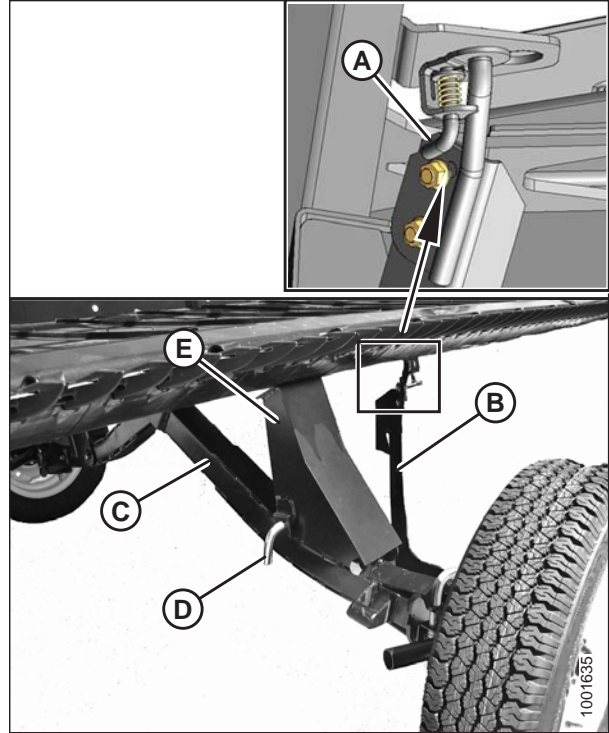


Figure 3.457: Right Rear Axle

9. Pull pin (A) on right wheel, swivel the wheel counterclockwise to position shown, and lock with pin (A).
10. Remove hairpin (B) from latch (C).
11. Lift the wheel, lift latch (C), and engage lug (D) onto the left axle. Ensure the latch closes.
12. Secure the latch with hairpin (B), ensuring the open end of the pin faces the rear of the combine.

### NOTE:

The hairpin can become dislodged by crop if installed with the open end facing the cutterbar.

### IMPORTANT:

Check that wheels are locked and that handle is in locked position.

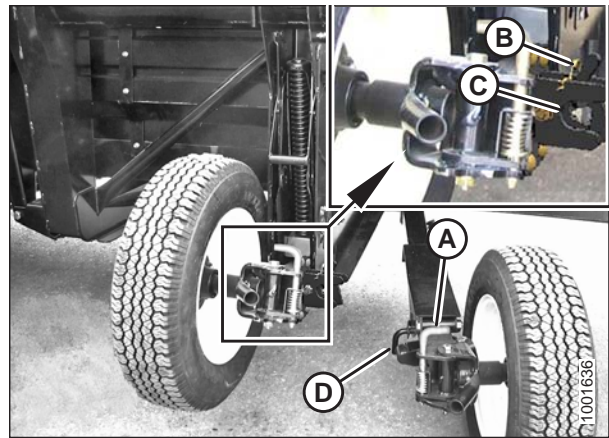


Figure 3.458: Rear Axles



## OPERATION

13. Complete the conversion by ensuring the left side (A) and right side (B) wheels are in the position shown.

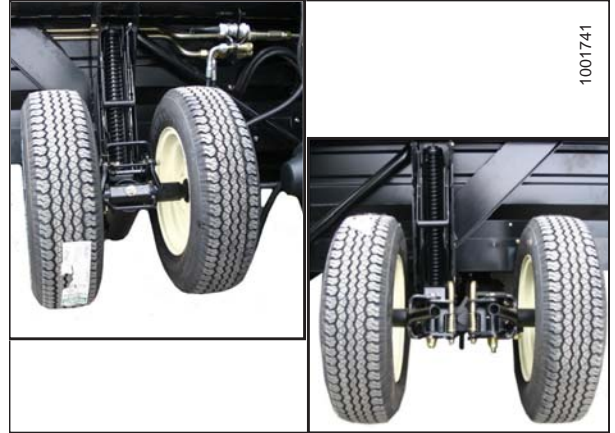


Figure 3.459: Field Position

### 3.13.4 Converting from Field to Transport Position

#### *Moving Front (Left) Wheels into Transport Position*



#### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.



#### **CAUTION**

Stand clear of wheels and release linkage carefully as wheels will drop once the mechanism is released.

1. Pull handle (B) upwards to release and raise linkage (A) fully upwards into the vertical support.
2. Raise the header fully, stop the engine, and remove the key from ignition. Engage the header safety props.

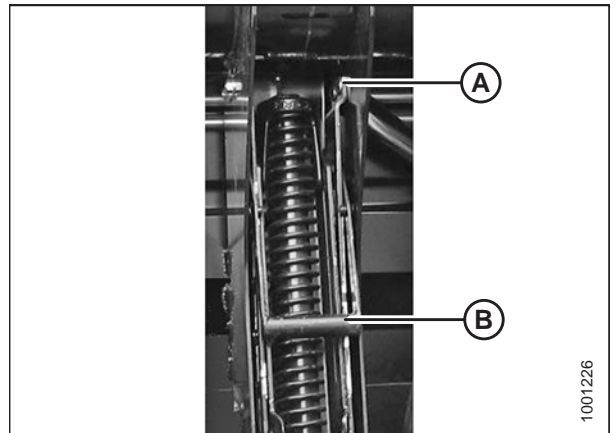


Figure 3.460: Raising Linkage

## OPERATION

3. Remove the hair pin and clevis pin (A).
4. Pull latch handle (B) to release suspension linkage (C), and pull the suspension linkage away from the spindle (D).
5. Lower the wheels slowly.

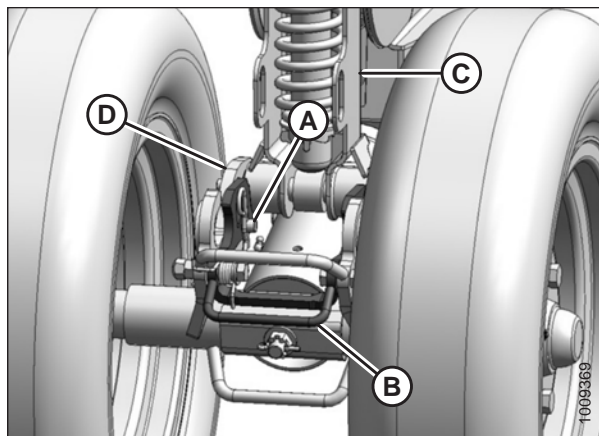


Figure 3.461: Left Front Wheels

6. Lower handle (B) to lock.

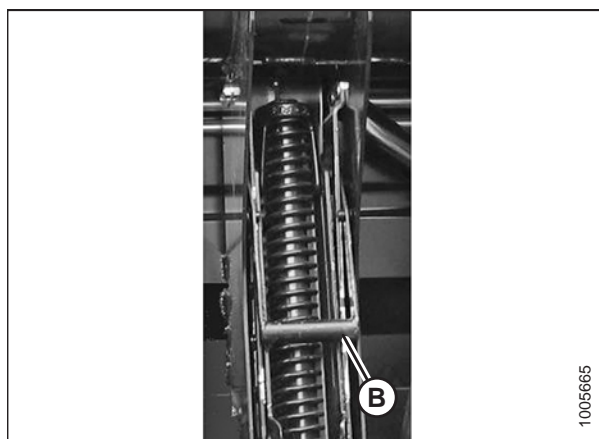


Figure 3.462: Locking Linkage

## OPERATION

7. Remove pin (A) from storage at the top of leg (B).
8. Move and swivel the wheels clockwise until connector (C) is turned towards the front end of the header.
9. Insert pin (A) and turn to lock.
10. Lower the header until the left wheels are just touching the ground.

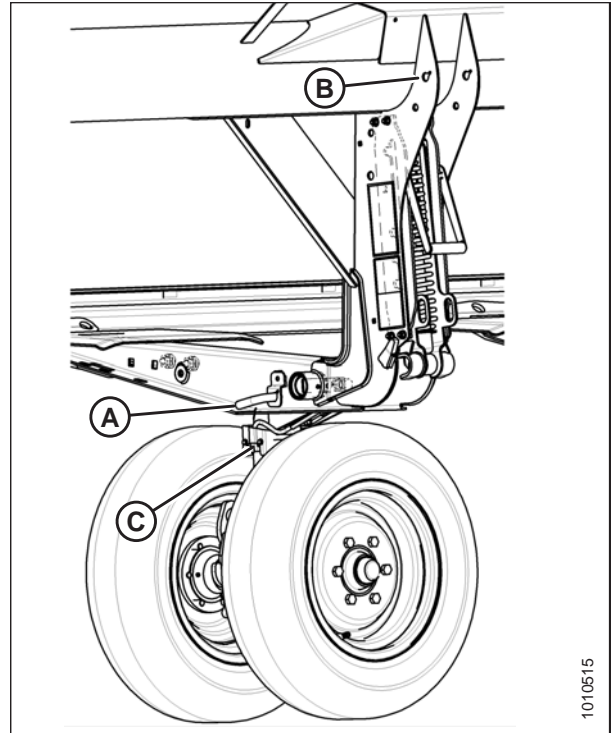


Figure 3.463: Left Front Wheels

### *Moving Rear (Right) Wheels into Transport Position*

1. Remove hairpin (A) from latch (B).
2. Lift latch (B), disengage right axle (C), and lower to the ground.



### CAUTION

**Stand clear of wheels and release linkage carefully as wheels will drop once the mechanism is released.**

3. Pull handle (D) carefully to release the spring and lower the wheel to the ground.
4. Lift the wheel and linkage with handle (E) and position the linkage in the bottom slot.
5. Lower the handle (C) to lock.

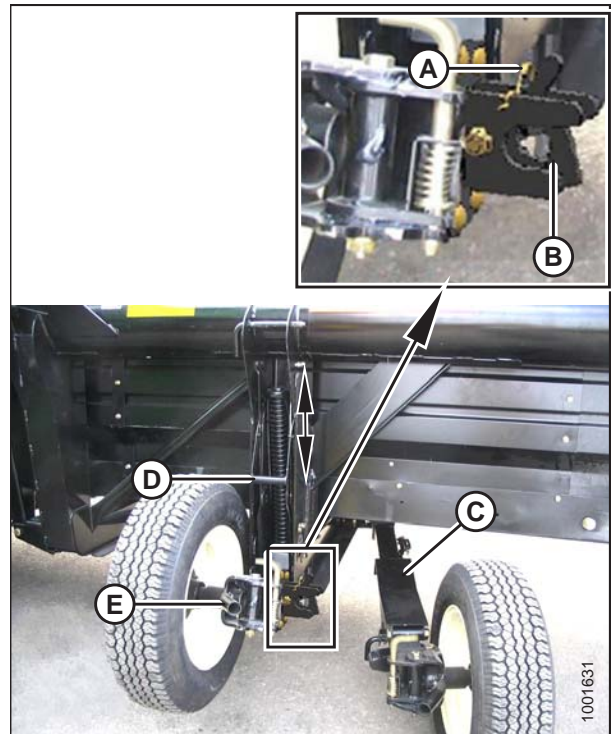


Figure 3.464: Separating Axles

## OPERATION

6. Remove pin (A) and install at location (B) to secure the linkage. Turn the pin to lock.
7. Pull pin (D), swivel the wheel (C) counterclockwise 90°, and release the pin to lock.



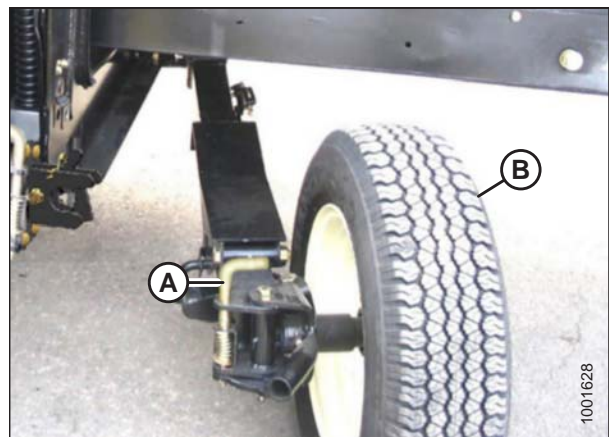
**Figure 3.465: Wheel Position**

8. Ensure the left wheel is in the transport position as shown.



**Figure 3.466: Left Wheel in Transport Position**

9. Pull pin (A) and swivel right rear wheel (B) clockwise 90°.



**Figure 3.467: Right Rear Wheel**

## OPERATION

10. Lock wheel (A) with pin (B). Move right axle (C) to the front of the header.

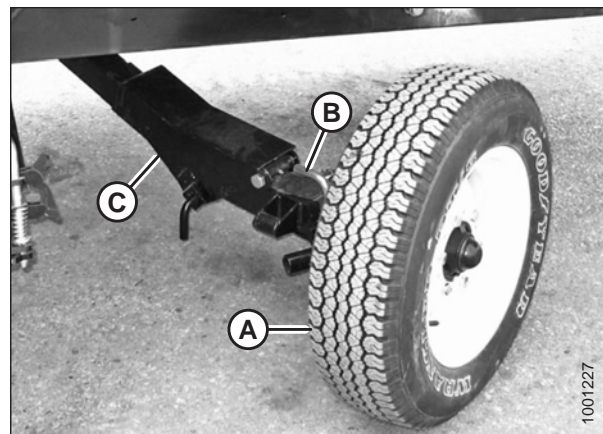


Figure 3.468: Right Rear Wheel

11. Remove pin (A), raise support (B) to the position shown, and reinsert pin.

### IMPORTANT:

Ensure pin (A) engages the tube on the axle.

12. Swing brace (C) into the position shown and insert the brace into slot (D) behind the cutterbar. Position the brace so that pin (E) engages the hole in bracket (F). The right hand wheel is now in transport position.
13. Disengage the header cylinder lift stops.
14. Detach the header's hydraulic and electrical connections from the combine. Refer to [4 Header Attachment/Detachment, page 269](#).
15. Start the combine and lower the header to the ground.

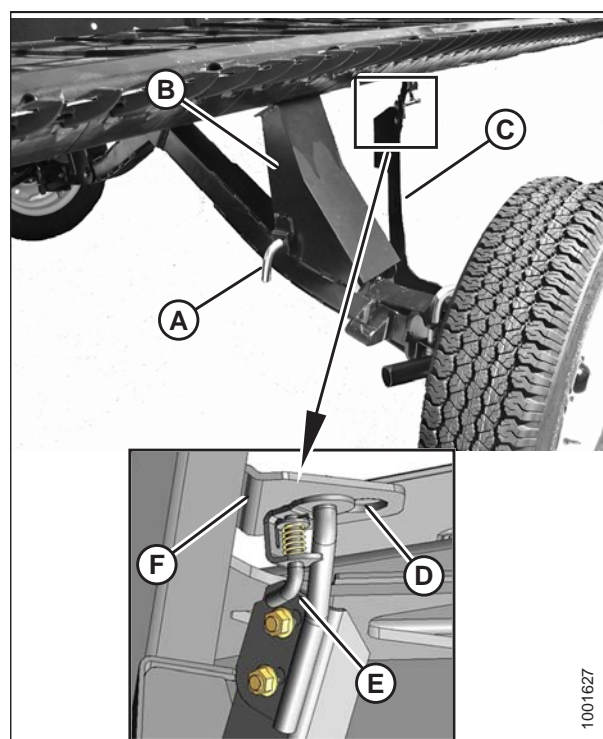


Figure 3.469: Right Rear Wheel Position



## OPERATION

### Attaching Tow-Bar

The tow-bar consists of two sections, which make storage and handling easier.

1. Unhook rubber strap (D) from cradle (A) on the right side of the header.
2. Remove clevis pin (C) and detach the tube end from support (B).
3. Replace clevis pin (C).
4. Lift the inner half of the tow-bar off the header and place it near the left side of the header.

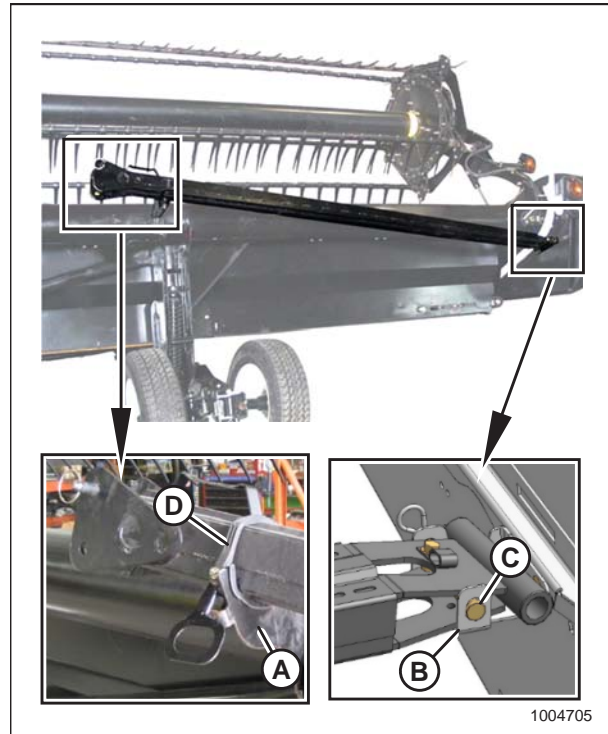


Figure 3.470: Tow-Bar Removal – Right Side

5. Unhook rubber strap (D) from cradle (A) on the left side of the header.
6. Remove hitch pin (C) from support (B), and remove the tow-bar.
7. Install rubber strap (D) on cradle (A).

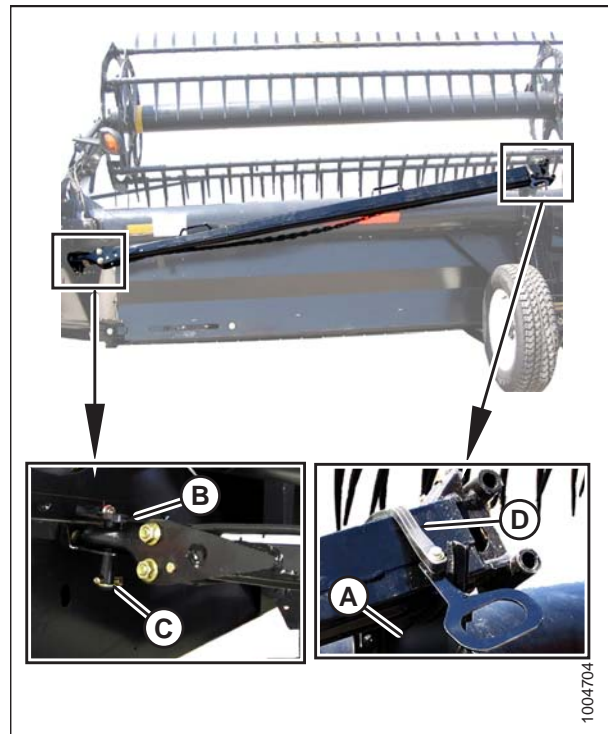


Figure 3.471: Tow-Bar Removal – Left Side



## OPERATION

8. Connect outer half (B) of the tow-bar to inner half (A).

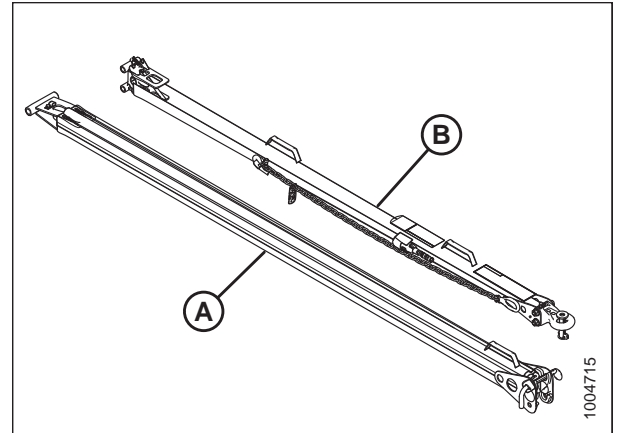


Figure 3.472: Tow-Bar Assembly

9. Lift outer half (B) and insert it into inner half (A).

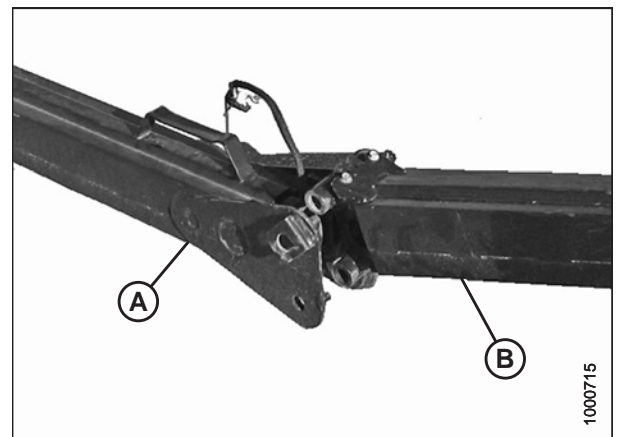


Figure 3.473: Tow-Bar Assembly

10. Secure the two halves together with L-pin (A) and then turn to lock. Secure the L-pin with ring (B).
11. Connect the electrical harness to connector (C).

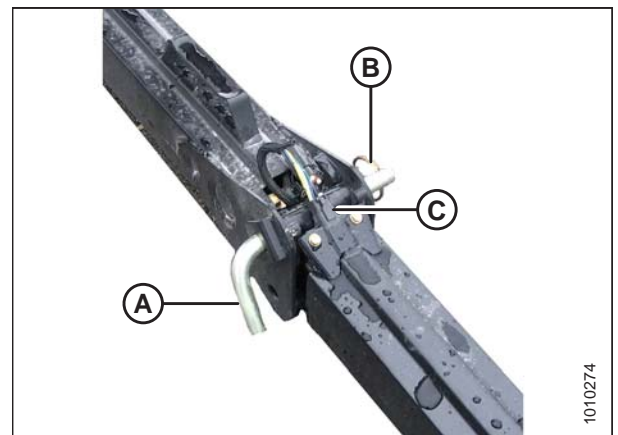
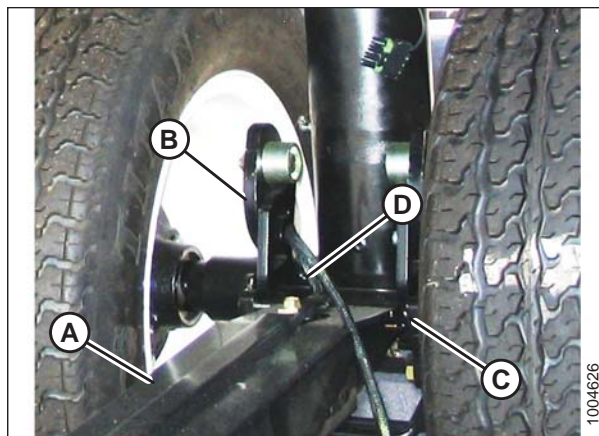


Figure 3.474: Tow-Bar Assembly

## OPERATION

12. Position tow-bar (A) onto the axle, and push against latch (B) until the tow-bar pins drop into hooks (C).
13. Check that latch (B) has engaged the tow-bar.
14. Install clevis pin (D) and secure with hairpin.



**Figure 3.475: Attaching Tow-Bar**

15. Connect electrical harness (A) at the front wheel.



**Figure 3.476: Harness Connection**

### 3.14 Storing the Header

Perform the following procedures at the end of each operating season:

#### CAUTION

**Never use gasoline, naphtha, or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.**

#### CAUTION

**Cover cutterbar and knife guards to prevent injury from accidental contact.**

1. Clean the header thoroughly.
2. Store the machine in a dry, protected place if possible. If storing outside, always cover with a waterproof canvas or other protective material.

#### **NOTE:**

If storing the machine outside, remove the drapers and store them in a dark, dry place. If not removing the drapers, store the header with the cutterbar lowered so water and snow will not accumulate on the drapers. The weight of water and snow accumulation puts excessive stress on the drapers and header.

3. Lower the header onto blocks to keep the cutterbar off the ground.
4. Lower the reel completely. If stored outside, tie the reel to the frame to prevent rotation caused by the wind.
5. Repaint all worn or chipped painted surfaces to prevent rust.
6. Loosen the drive belts.
7. Lubricate the header thoroughly leaving excess grease on the fittings to keep moisture out of the bearings.
8. Apply grease to exposed threads, cylinder rods, and sliding surfaces of components.
9. Check for worn components and repair as necessary.
10. Check for broken components and order replacements from your Dealer. Immediate repair of these items will save time and effort at the beginning of next season.
11. Replace or tighten any missing or loose hardware. Refer to [8.1 Torque Specifications, page 507](#).



## 4 Header Attachment/Detachment

This chapter includes instructions for setting up, attaching, and detaching the header.

Combine	Refer to
Case IH 7010, 8010, 7120, 8120, 9120, 5088, 6088, 7088, 5130, 6130, 7130, 7230, 8230, 9230	<a href="#">4.2 Case IH Combines, page 270</a>
John Deere 60, 70, S, and T Series	<a href="#">4.4 John Deere Combines, page 286</a>
CLAAS 500, 700 (R Series)	<a href="#">4.5 CLAAS Combines, page 293</a>
New Holland CR, CX	<a href="#">4.6 New Holland Combines, page 301</a>
Gleaner R and S Series, Challenger 660, 670, 680B, 540C, 560C, Massey Ferguson 9690, 9790, 9895, 9520, 9540, 9560	<a href="#">4.3 Challenger, Gleaner, and Massey Ferguson Combines, page 278</a>

### NOTE:

Ensure the applicable functions (e.g., auto header height control [AHHC], draper header option, hydraulic center-link option, hydraulic reel drive) are enabled on the combine and the combine computer. Failure to do so may result in improper header operation.

## 4.1 Adapter Setup

The following sections outline the recommended adapter setup guidelines for your specific combine model and crop type; however, the recommendations cannot cover all conditions.

If feeding problems develop with the adapter, refer to [7 Troubleshooting, page 489](#).

### 4.1.1 Using Flighting Extensions

The flighting extension kit may improve feeding in certain crops such as rice or heavy green crop, but it is not recommended in cereal crops. For instructions for installing and removing flighting extensions, refer to [5.7.7 Flighting Extensions, page 373](#)

### 4.1.2 Using Stripper Bars

Stripper bar kits may have been supplied with your header to improve feeding in certain crops such as rice. They are **NOT** recommended in cereal crops.

For servicing information, refer to [5.11 Adapter Stripper Bars and Feed Deflectors, page 416](#).

### 4.1.3 Adjusting Auger Speed

The adapter auger is chain driven by a sprocket that is mounted on the input shaft from the combine and is enclosed in the drive gearbox.

The auger speed is determined by the combine input shaft and is matched to each specific combine model; therefore, no adjustment is necessary. However, optional 20-, 22-, and 26-tooth drive sprockets are available to change the adapter feed auger speed and optimize performance. See your MacDon Dealer.

## 4.2 Case IH Combines

### 4.2.1 Attaching Header to Case IH Combine

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. On combine, ensure lock handle (A) is positioned so hooks (B) can engage adapter.

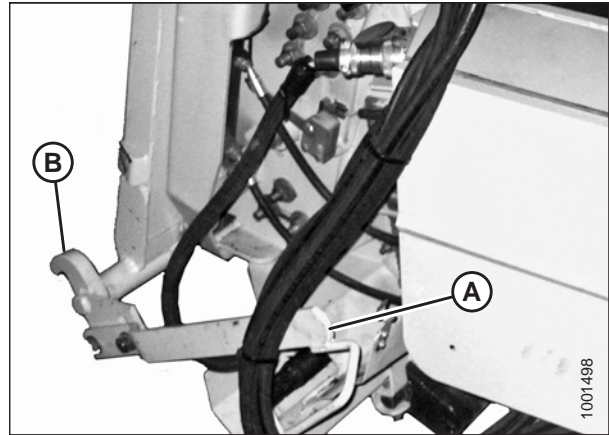


Figure 4.1: Feeder House Lock

#### CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start engine and slowly drive combine up to header until feeder house saddle (A) is directly under adapter top cross member (B).
3. Raise feeder house slightly to lift header, ensuring feeder saddle is properly engaged in adapter frame.
4. Stop engine and remove key from ignition.

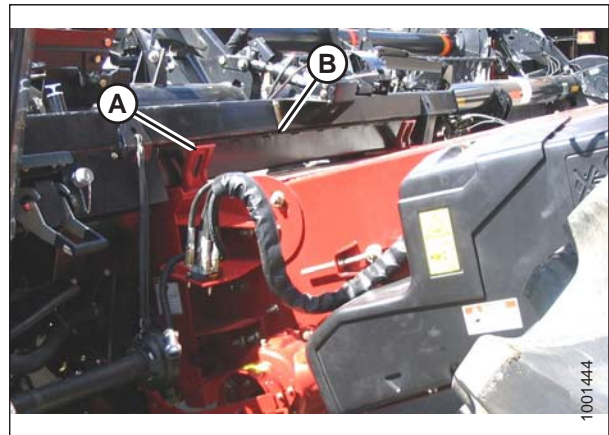


Figure 4.2: Combine and Adapter



## HEADER ATTACHMENT/DETACHMENT

5. On left of feeder house, lift lever (A) on adapter and push handle (B) on combine to engage locks (C) on both sides of feeder house.
6. Push down on lever (A) so slot in lever engages handle and locks handle in place.
7. If lock (C) does not fully engage pin on adapter, loosen bolts (D) and adjust lock. Retighten bolts.

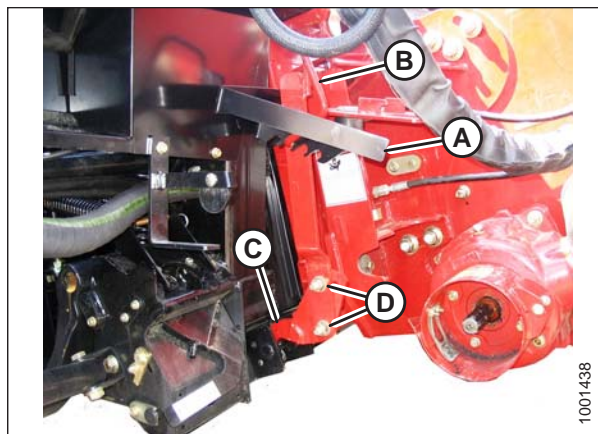


Figure 4.3: Combine and Adapter

8. Open receptacle cover (A) on adapter.
9. Press lock button (B) and pull handle (C) to fully open position.
10. Clean receptacle mating surfaces.

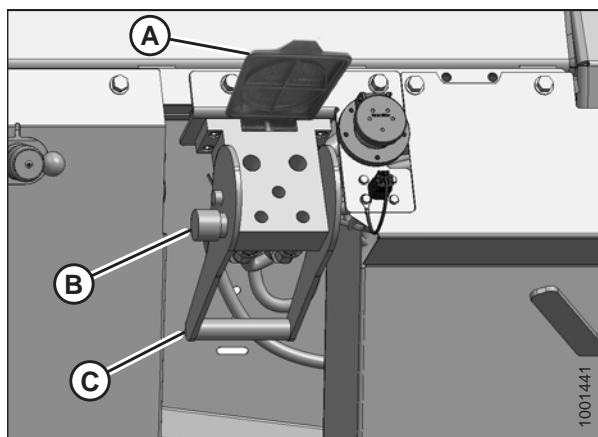


Figure 4.4: Adapter Receptacle

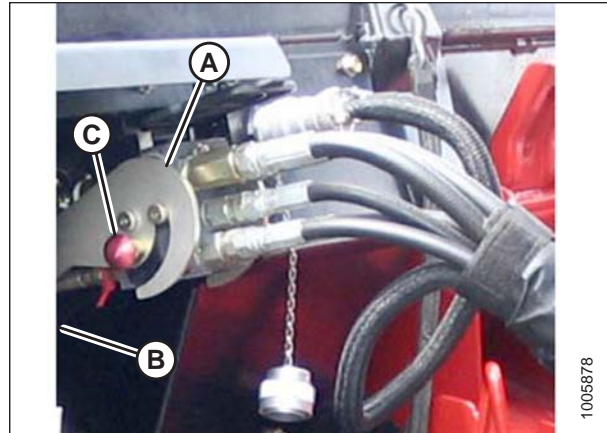
11. Remove hydraulic quick coupler (A) from combine and clean mating surfaces.



Figure 4.5: Combine Connectors

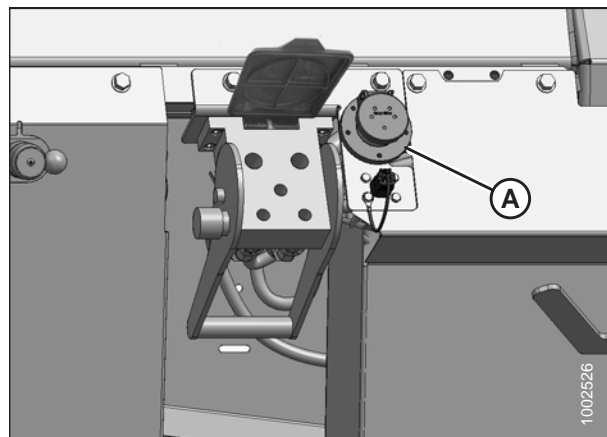
## HEADER ATTACHMENT/DETACHMENT

12. Position coupler onto adapter receptacle (A) and push handle (B) (not shown) to engage multicoupler pins into receptacle.
13. Push handle (B) to closed position until lock button (C) snaps out.



**Figure 4.6: Hydraulic Connection**

14. Remove cover from electrical receptacle (A). Ensure receptacle is clean and has no signs of damage.



**Figure 4.7: Electrical Receptacle**

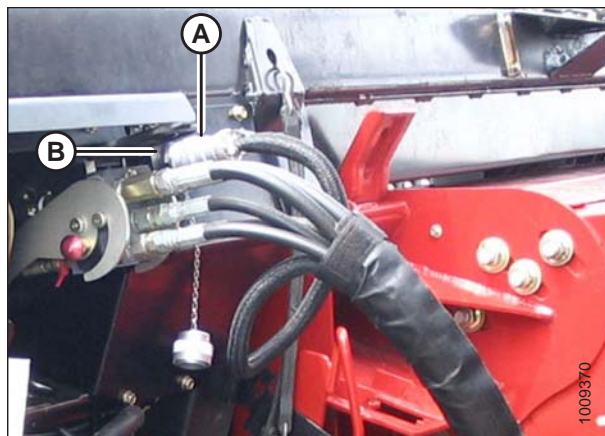
15. Remove electrical connector (A) from storage cup on combine, and route it to adapter receptacle.



**Figure 4.8: Combine Connectors**

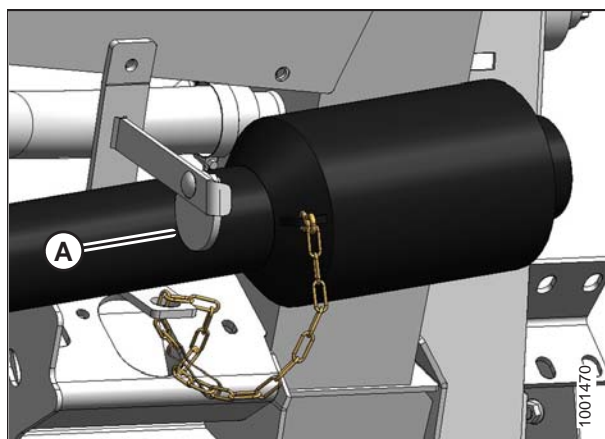
## HEADER ATTACHMENT/DETACHMENT

16. Align lugs on connector (A) with slots in receptacle (B), push connector onto receptacle, and turn collar on connector to lock it in place.



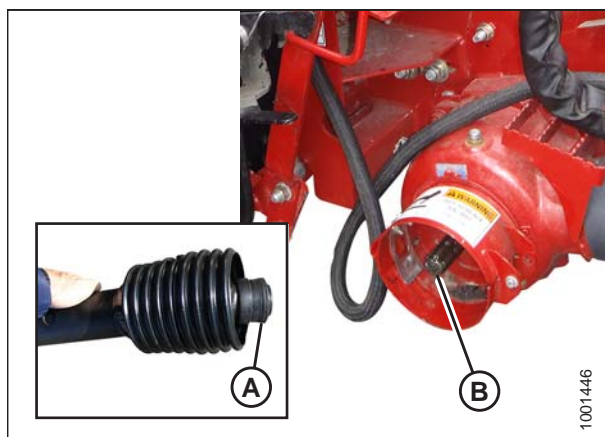
**Figure 4.9: Electrical Connection**

17. Rotate disc (A) on adapter driveline storage hook, and remove driveline from hook.



**Figure 4.10: Driveline Storage Hook**

18. Pull back collar (A) on end of driveline and push driveline onto combine output shaft (B) until collar locks.



**Figure 4.11: Combine Output Shaft**

## HEADER ATTACHMENT/DETACHMENT

19. Disengage each adapter float lock by moving latch (A) away from adapter and moving both header float lock levers (B) down (UNLOCK).

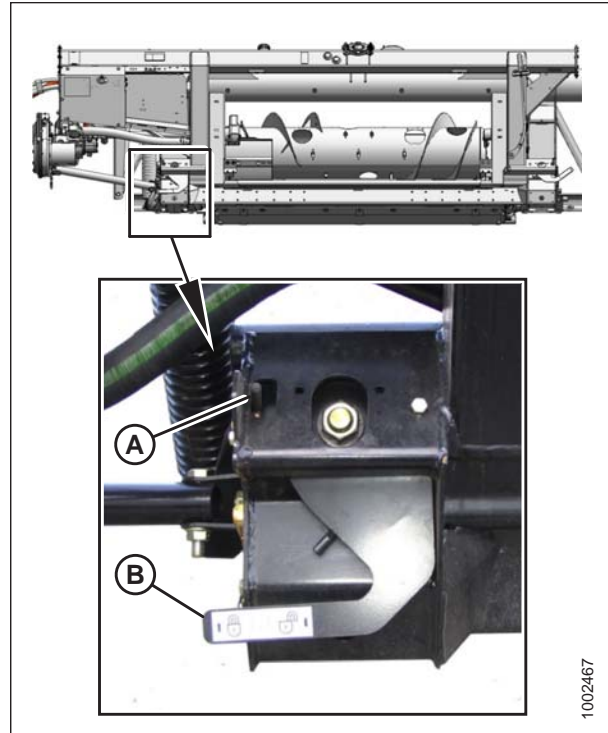


Figure 4.12: Float Lock in UNLOCK Position

## 4.2.2 Detaching Header from Case IH Combine

### **⚠ DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Choose a level area and position the header slightly above the ground.
2. Stop the engine and remove the key from the ignition.

#### **IMPORTANT:**

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

#### **IMPORTANT:**

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

3. Engage both float locks by lifting each lock lever (A) upwards until it latches into the lock position.

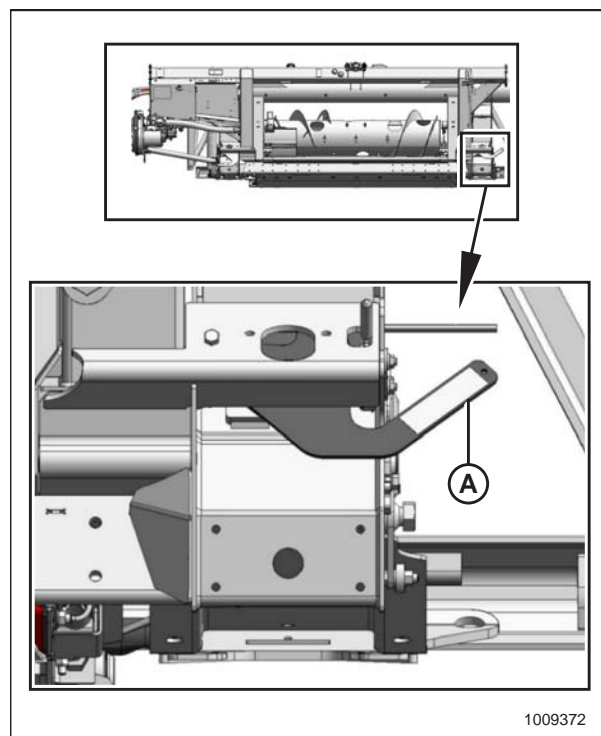


Figure 4.13: Float Locked

4. Disconnect the driveline (A) from the combine.

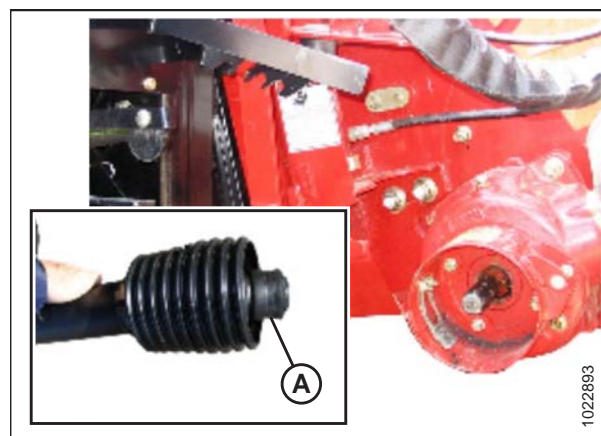


Figure 4.14: Driveline



## HEADER ATTACHMENT/DETACHMENT

- Slide the driveline into the hook (A) until the disc (B) drops securing the driveline in place.

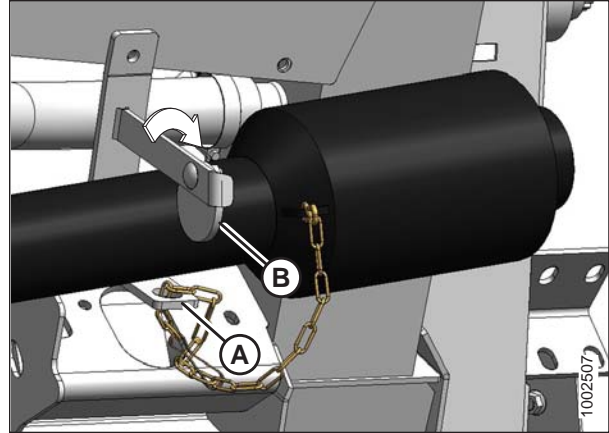


Figure 4.15: Driveline

- Remove the electrical connector (A) and replace the cover (B).
- Push in the lock button (C) and pull the handle (D) to release the multicoupler (E).

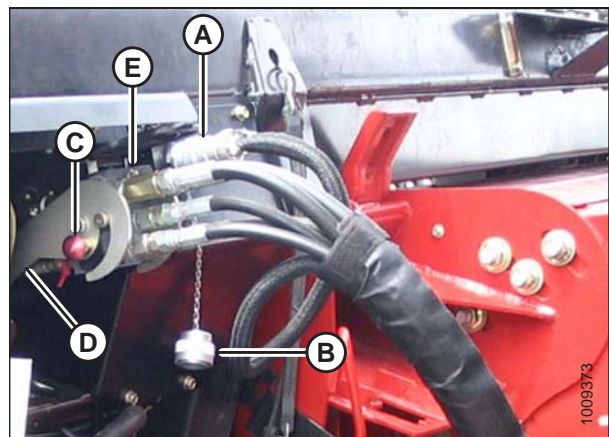


Figure 4.16: Multicoupler

- Position the multicoupler (A) onto the storage plate (B) on the combine.
- Place the electrical connector (C) in the storage cup (D).

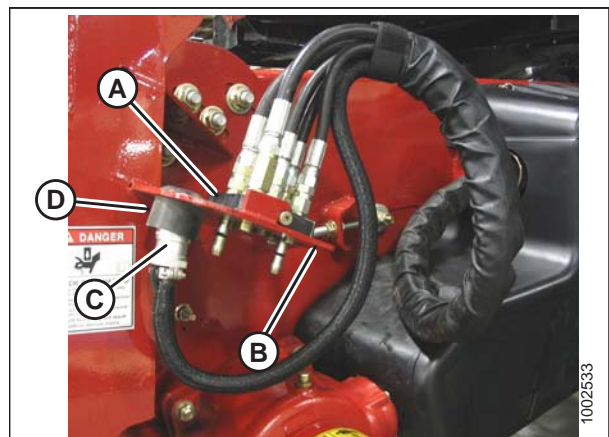


Figure 4.17: Multicoupler Storage



## HEADER ATTACHMENT/DETACHMENT

10. Push the handle (A) on the adapter receptacle to the closed position until the lock button (B) snaps out. Close the cover (C).

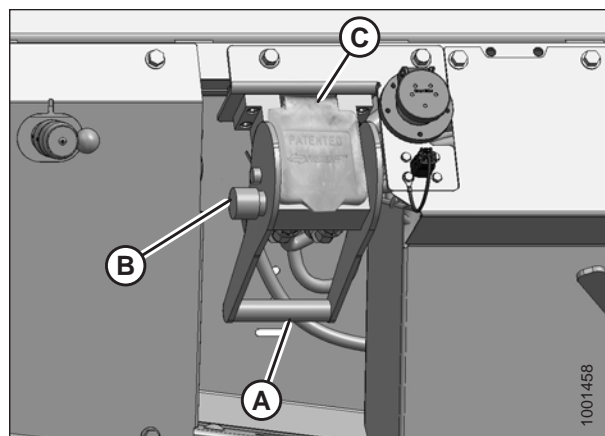


Figure 4.18: Adapter Receptacle

11. Lift the lever (A) and pull and lower the handle (B) to disengage the feeder house/adapter lock (C).
12. Lower the feeder house until it disengages the adapter support.
13. Back the combine away slowly from the adapter.

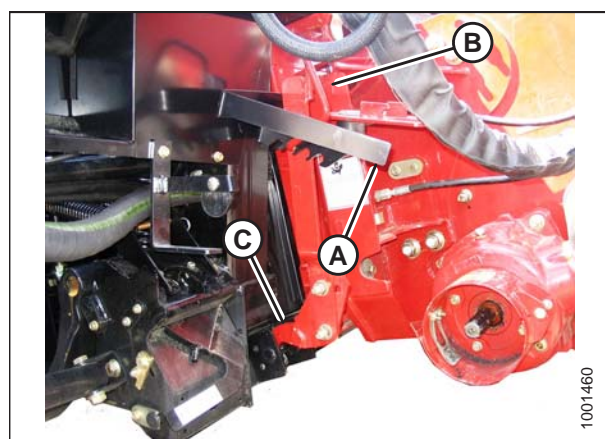


Figure 4.19: Feeder House Locks

## 4.3 Challenger, Gleaner, and Massey Ferguson Combines

### 4.3.1 Attaching Header to Challenger, Gleaner, or Massey Ferguson Combine

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Use lock handle (B) to retract lugs (A) at base of feeder house.

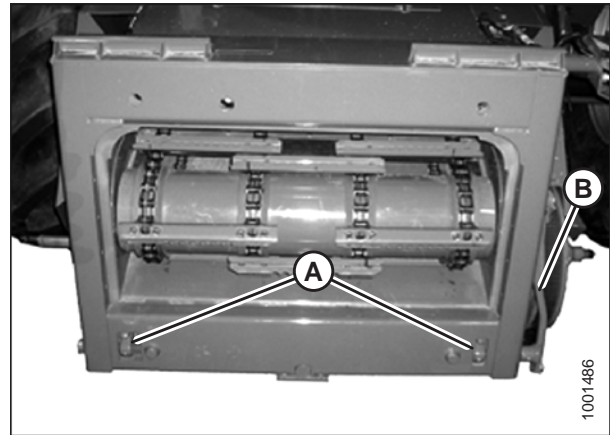


Figure 4.20: Combine Feeder House

#### CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start engine and slowly approach header until feeder house is directly under adapter top cross member (A) and alignment pins (C) on feeder house (shown in Figure 4.22, page 279) are aligned with holes (B) in adapter frame.

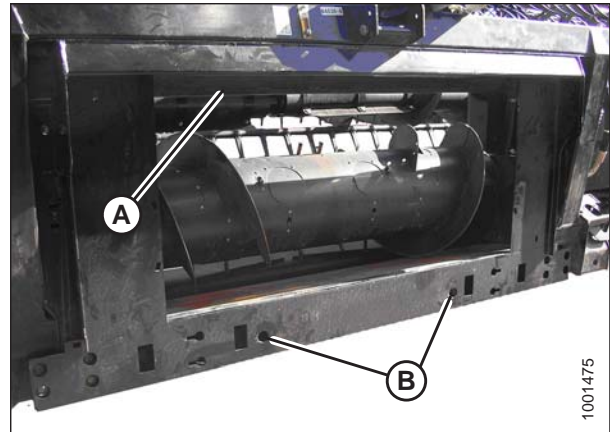


Figure 4.21: Adapter

## HEADER ATTACHMENT/DETACHMENT

### NOTE:

Feeder house may not be exactly as shown.

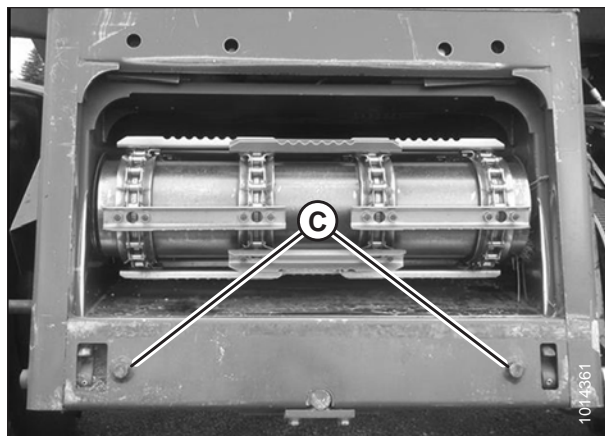


Figure 4.22: Alignment Pins on Feeder House

3. Raise feeder house slightly to lift header, ensuring feeder house saddle (A) is properly engaged in adapter frame.
4. Stop engine and remove key from ignition.



Figure 4.23: Feeder House and Adapter

5. Use lock handle (B) to engage lugs (A) with adapter.

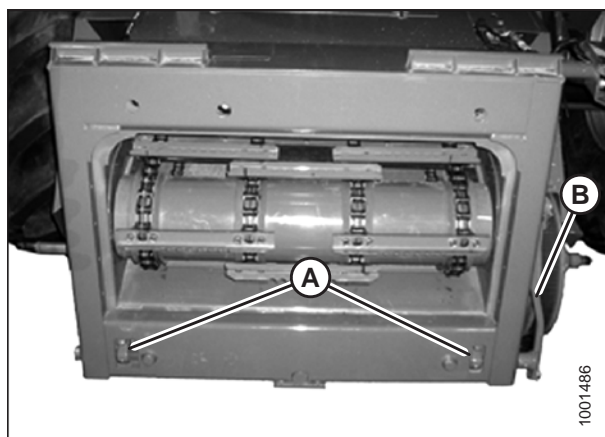


Figure 4.24: Combine Feeder House



### CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

## HEADER ATTACHMENT/DETACHMENT

6. Start engine and lower header.
7. Stop engine and remove key from ignition.

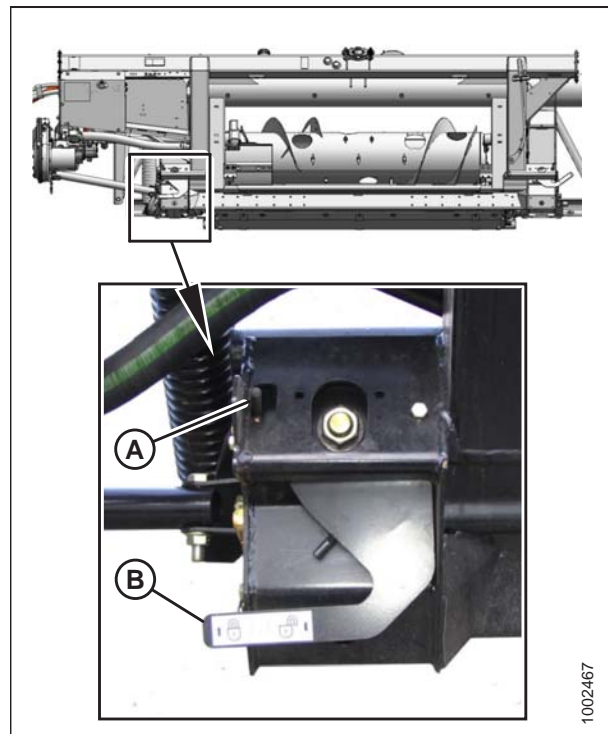
### NOTE:

The CA25 Combine Adapter is equipped with a multicoupler that connects to the combine. If combine is equipped with individual connectors, a multicoupler kit (single-point connector) must be installed. Refer to Table 4.1, [page 280](#) for a list of kits and installation instructions that are available through your combine Dealer.

**Table 4.1 Multicoupler Kits**

Combine	Kit Number
Challenger	71530662
Gleaner R/S Series	71414706
Massey Ferguson	71411594

8. Disengage each adapter float lock by moving latch (A) away from adapter and moving both header float lock levers (B) down (UNLOCK).



**Figure 4.25: Float Lock in UNLOCK Position**

## HEADER ATTACHMENT/DETACHMENT

9. Raise handle (A) to release multicoupler (B) from adapter.

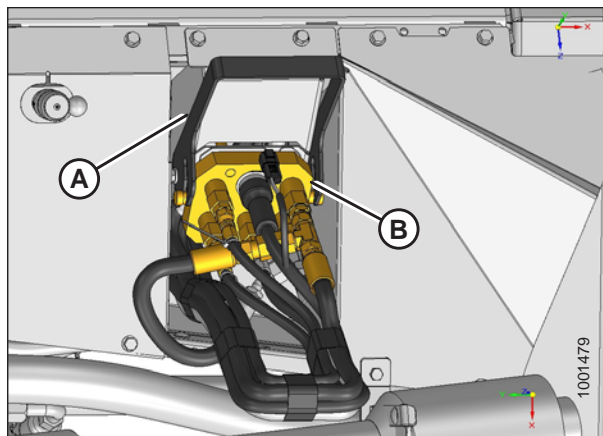


Figure 4.26: Adapter Multicoupler

10. Push handle (A) on combine to fully open position.
11. Clean mating surfaces of multicoupler (B) and receptacle if necessary.

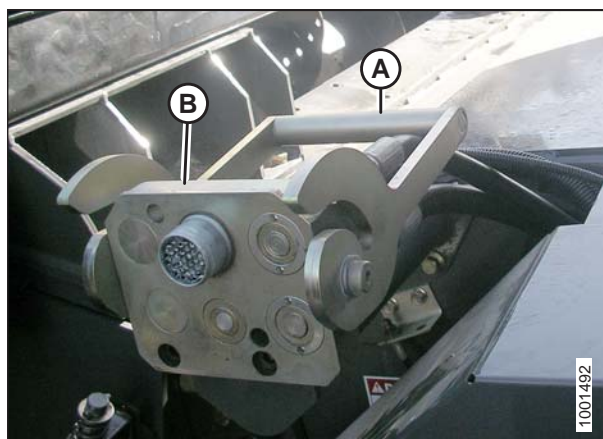


Figure 4.27: Combine Receptacle

12. Position multicoupler (A) onto combine receptacle, and pull handle (B) to fully engage multicoupler into receptacle.
13. Connect reel fore-aft/header tilt selector harness (C) to combine harness (D).

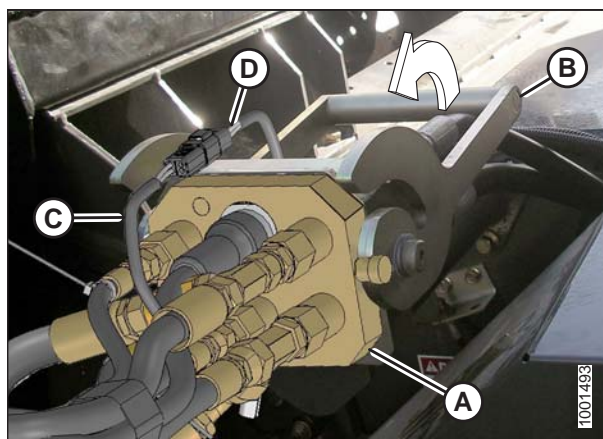


Figure 4.28: Multicoupler

## HEADER ATTACHMENT/DETACHMENT

14. Rotate disc (A) on adapter driveline storage hook, and remove driveline from hook.

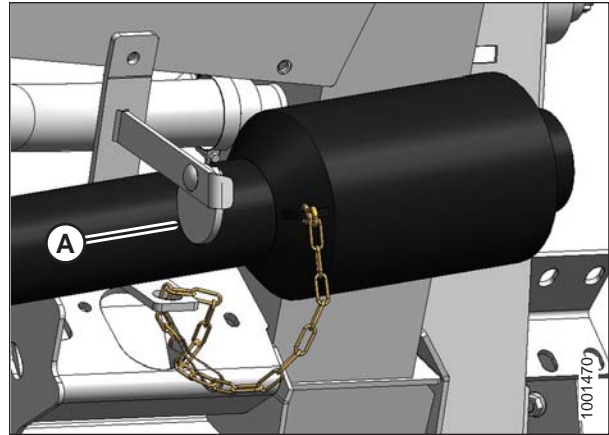


Figure 4.29: Driveline

15. Pull back collar (A) on end of driveline, and push driveline onto combine output shaft (B) until collar locks.

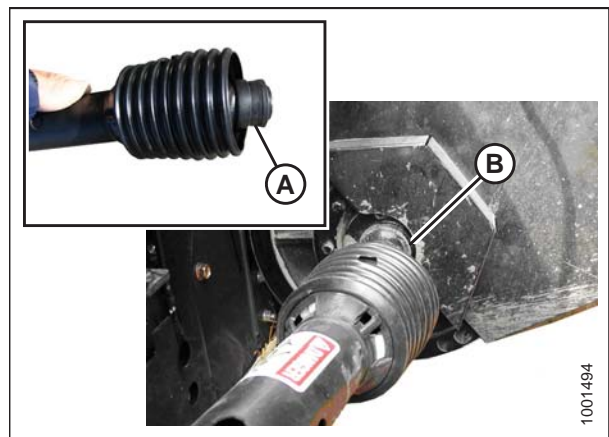


Figure 4.30: Driveline



### 4.3.2 Detaching Header from Challenger, Gleaner, or Massey Ferguson Combine

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Choose a level area and position the header slightly above the ground.
2. Stop the engine and remove the key from the ignition.

#### IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

#### IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

3. Engage both float locks by lifting each lock lever (A) upwards until it latches into the lock position.
4. Disconnect the driveline from the combine output shaft (A).

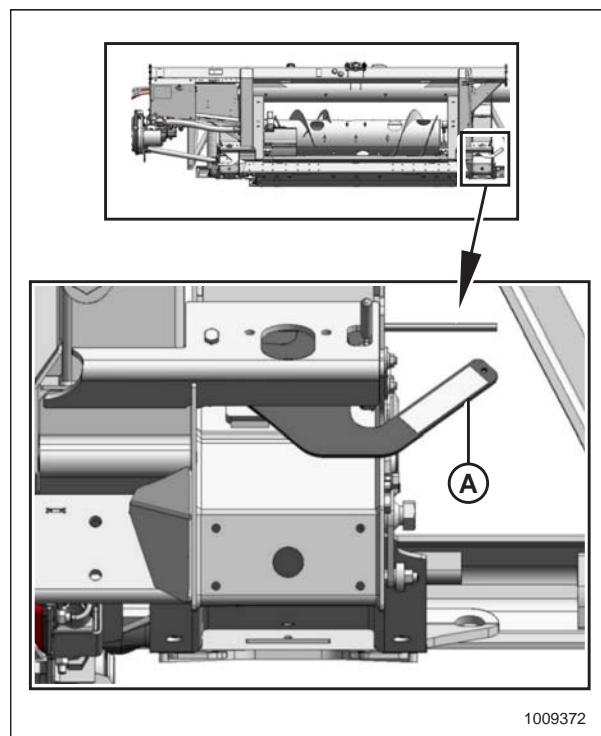


Figure 4.31: Float Locked



Figure 4.32: Driveline

## HEADER ATTACHMENT/DETACHMENT

- Slide the driveline into the hook (A) until the disc (B) drops securing the driveline in place.

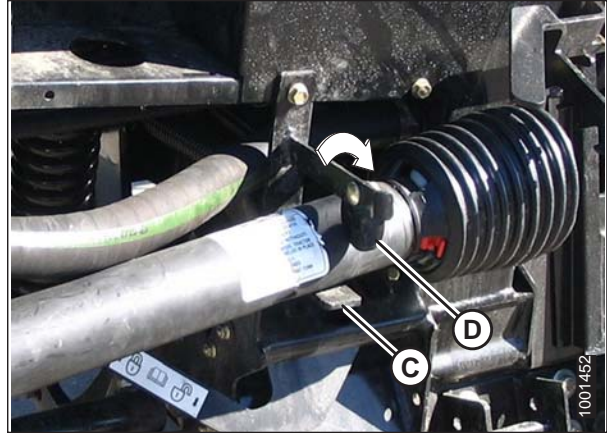


Figure 4.33: Driveline

- Disconnect the harness at the connector (A).
- Move the handle (B) on the combine multicoupler to the full open position to release the multicoupler (C) from the combine.

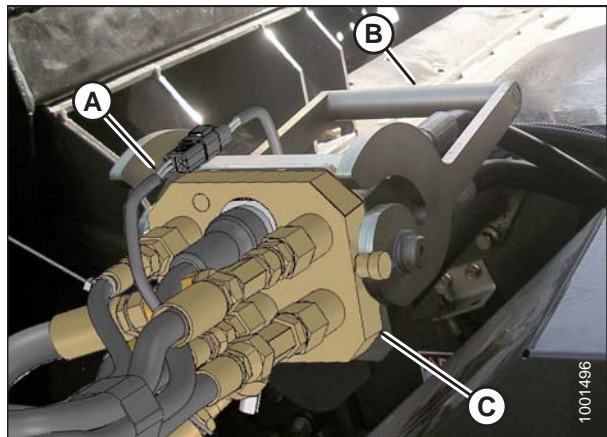


Figure 4.34: Multicoupler

- Raise the handle (A) on the adapter, and place the multicoupler (B) on the adapter receptacle.
- Lower the handle (A) to lock the multicoupler.

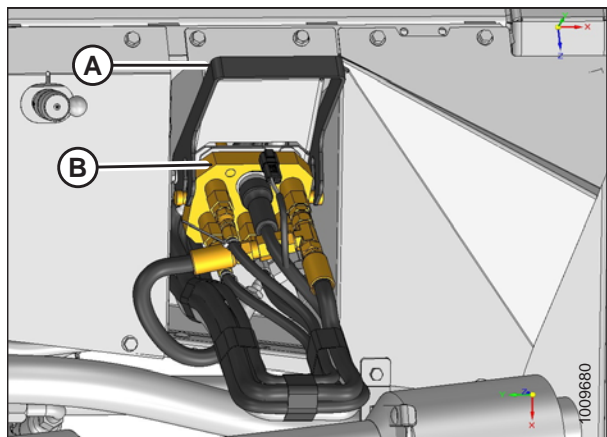


Figure 4.35: Adapter Multicoupler

## HEADER ATTACHMENT/DETACHMENT

10. Use the lock handle (B) to retract the lugs (A) at the base of the feeder house.

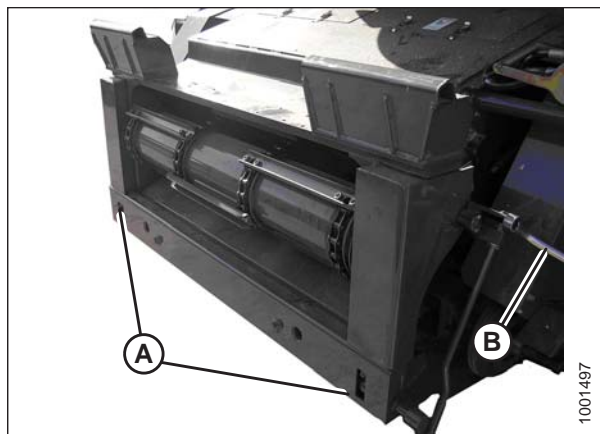


Figure 4.36: Challenger and Massey Ferguson

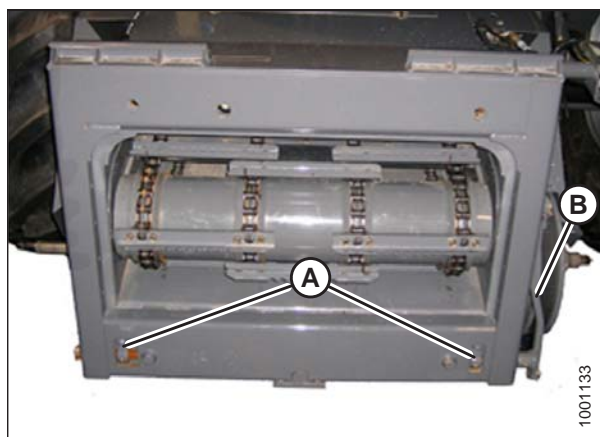


Figure 4.37: Gleaner R and S Series

11. Lower the feeder house until the saddle (A) disengages and clears the adapter support.
12. Back the combine away slowly from the adapter.

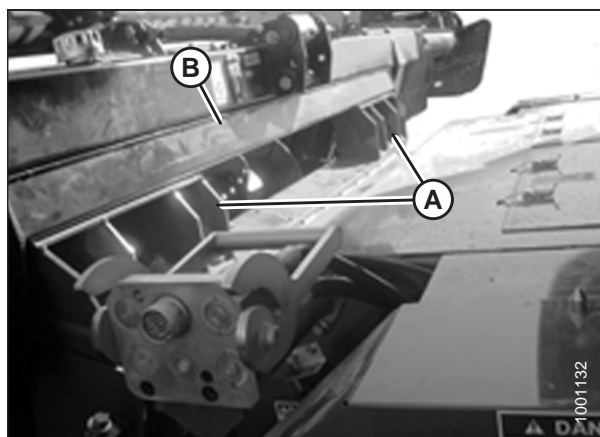


Figure 4.38: Adapter on Combine

## 4.4 John Deere Combines

### 4.4.1 Attaching Header to John Deere Combine

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Push handle (A) on combine multicoupler receptacle towards feeder house to retract pins (B) at bottom corners of feeder house. Clean the receptacle.

#### CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start engine and slowly drive combine up to header until feeder house saddle (C) is directly under adapter top cross member (D).
3. Raise feeder house slightly to lift header, ensuring feeder house saddle is properly engaged in adapter frame.
4. Stop engine and remove key from ignition.
5. Pull handle (A) on adapter to release multicoupler (B) from storage position. Remove multicoupler, and push handle back into adapter to store.

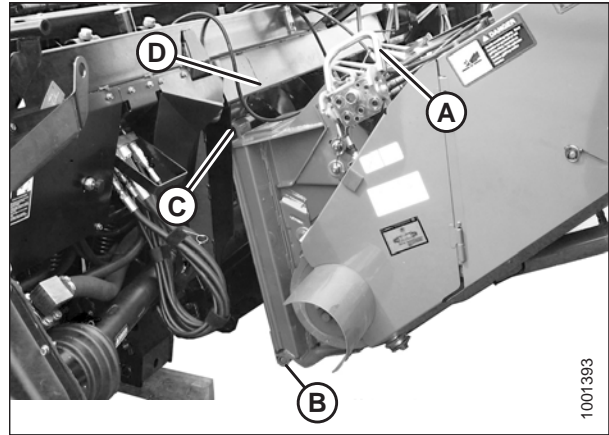


Figure 4.39: Combine and Adapter

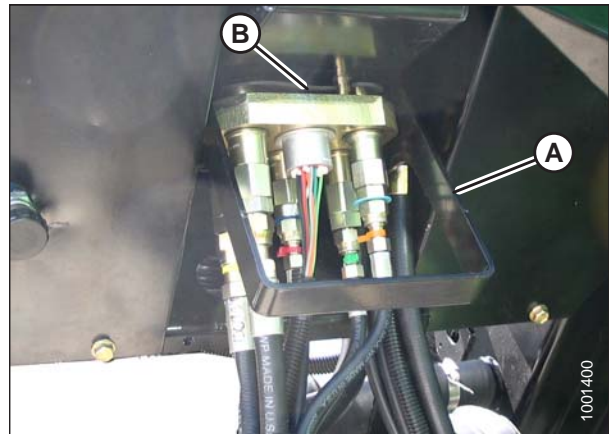


Figure 4.40: Multicoupler Storage



## HEADER ATTACHMENT/DETACHMENT

6. Position multicoupler (A) onto receptacle, and pull handle (B) to engage lugs on multicoupler into the handle.
7. Pull handle (B) to a horizontal position and ensure multicoupler (A) is fully engaged into receptacle.

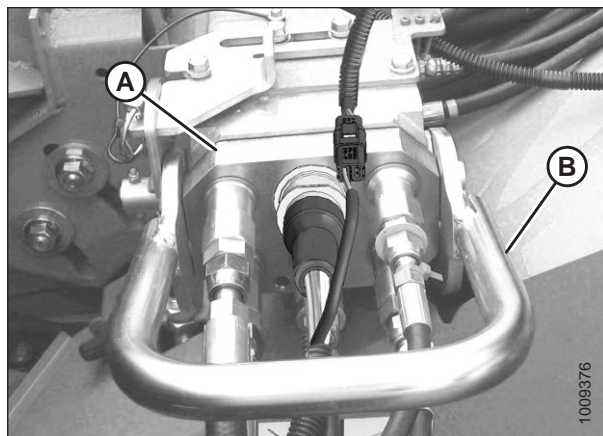


Figure 4.41: Multicoupler

8. Ensure that both feeder house pins (A) are fully engaged into adapter brackets.

**NOTE:**

If pins (A) do not fully engage adapter brackets, loosen bolts (B) and adjust bracket as required.

9. Tighten bolts (B).

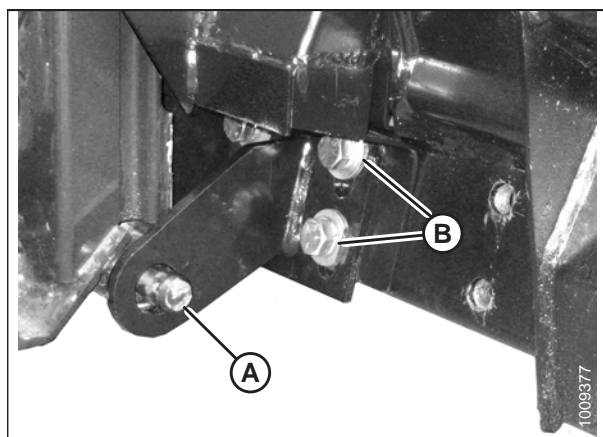


Figure 4.42: Feeder House Pin

10. Slide latch (A) to lock handle (B) in position and secure with lynch pin (C).
11. Connect harness (D) to combine connector (E).

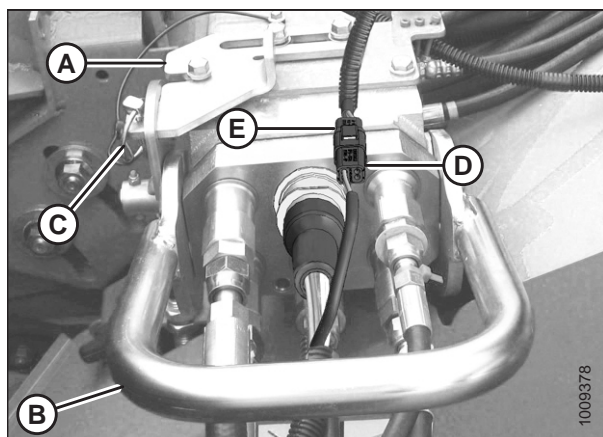
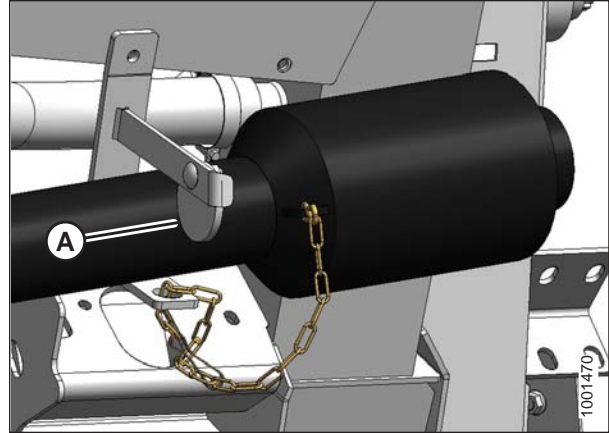


Figure 4.43: Multicoupler

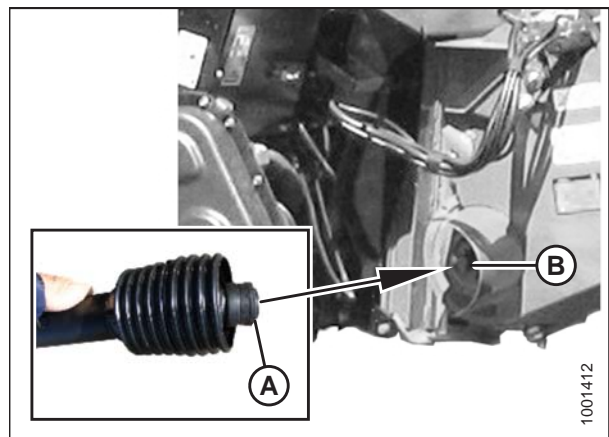
## HEADER ATTACHMENT/DETACHMENT

12. Rotate disc (A) on adapter driveline storage hook, and remove driveline from hook.



**Figure 4.44: Driveline**

13. Pull back collar (A) on end of driveline, and push driveline onto combine output shaft (B) until collar locks.



**Figure 4.45: Driveline**



## HEADER ATTACHMENT/DETACHMENT

14. Disengage each adapter float lock by moving latch (A) away from adapter and moving both header float lock levers (B) down (UNLOCK).

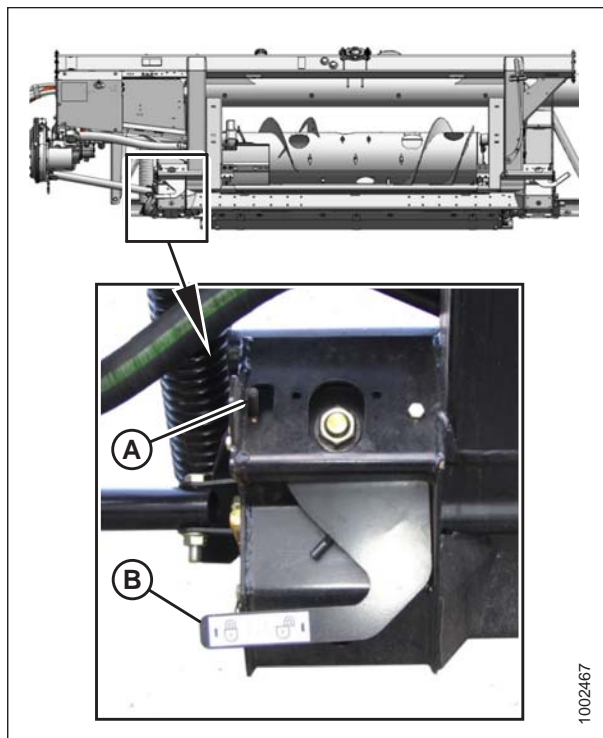


Figure 4.46: Float Lock in UNLOCK Position

## 4.4.2 Detaching Header from John Deere Combine

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Choose a level area and position the header slightly above the ground.
2. Stop the engine and remove the key from the ignition.

#### IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

#### IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

3. Engage both float locks by lifting each lock lever (A) upwards until it latches into the lock position.

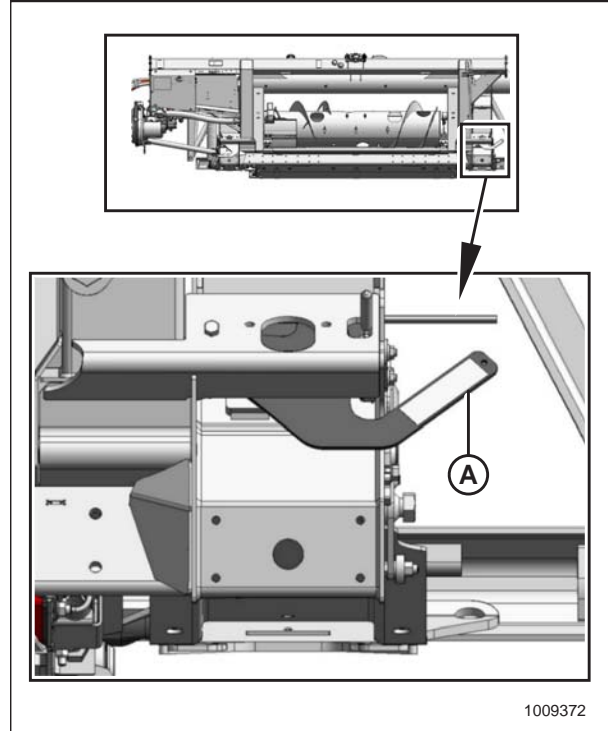


Figure 4.47: Float Locked

4. Open the shield (A) on the combine, pull back the collar on the driveline (B), and pull the driveline off the combine output shaft.

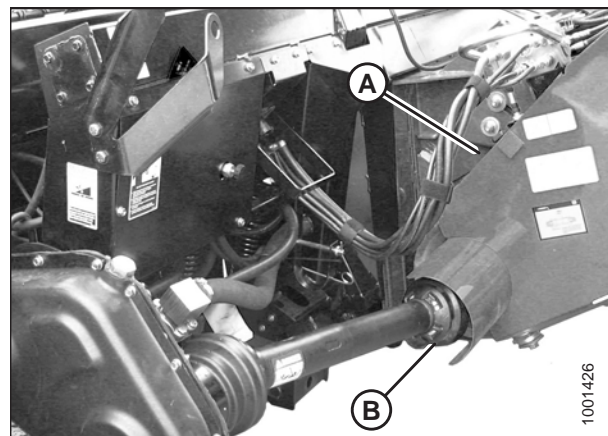


Figure 4.48: Driveline

## HEADER ATTACHMENT/DETACHMENT

- Slide the driveline into the hook (A) until the disc (B) drops securing the driveline in place.

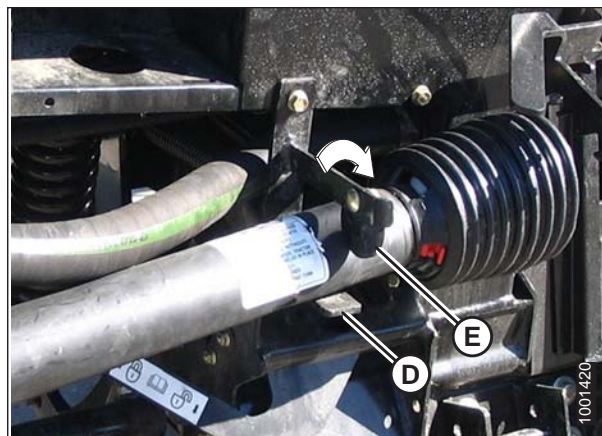


Figure 4.49: Driveline

- Lift the handle (A) on the adapter.

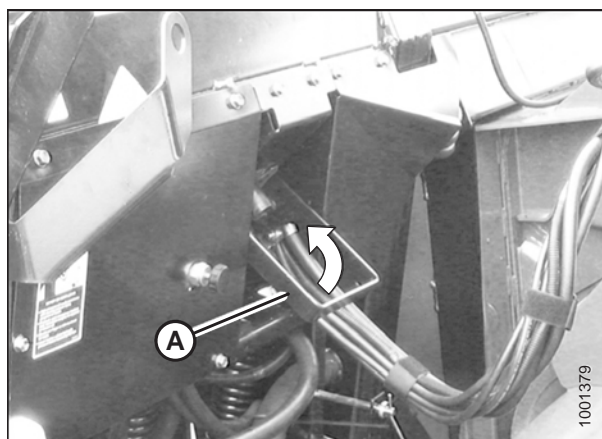


Figure 4.50: Multicoupler Storage

- Disconnect the harness (A) from the combine connector.
- Remove the lynch pin (B) and slide the lock (C) to release the handle (D).
- Lift the handle (D) to full vertical position to release the multicoupler (E) from the combine.

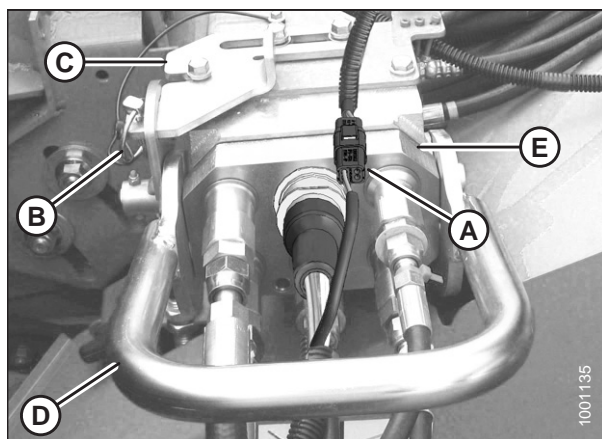
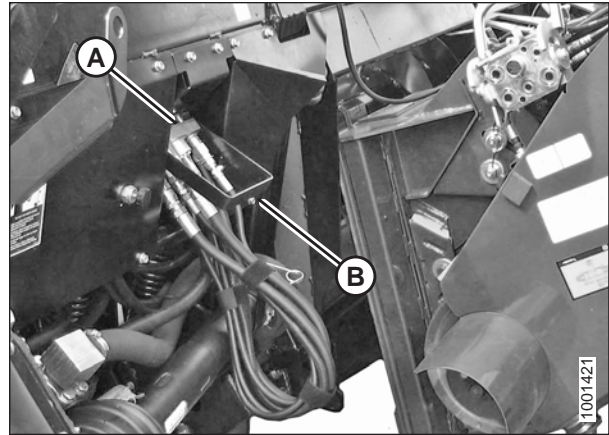


Figure 4.51: Multicoupler

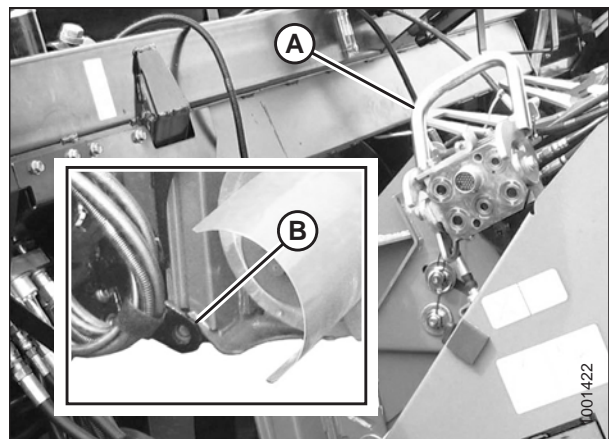
## HEADER ATTACHMENT/DETACHMENT

10. Position the multicoupler (A) on the adapter receptacle and lower the handle (B) to lock the multicoupler.



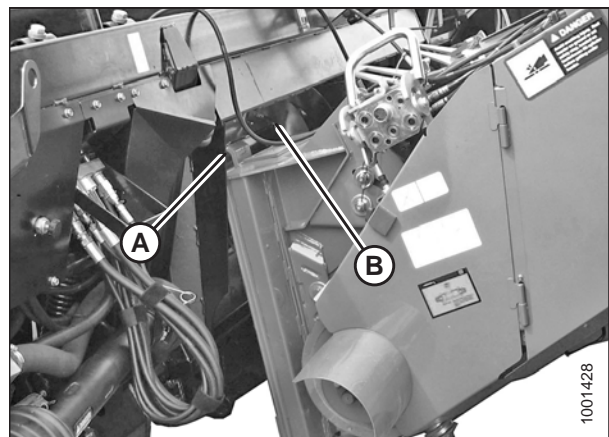
**Figure 4.52: Multicoupler Storage**

11. Push the handle (A) on the combine towards the feeder house to disengage the feeder house pin (B) from the adapter.



**Figure 4.53: Feeder House Locks**

12. Lower the feeder house until the saddle (A) disengages and clears the adapter support (B).
13. Back the combine away slowly from the adapter.



**Figure 4.54: Header/Feeder House**

## 4.5 CLAAS Combines

### 4.5.1 Attaching Header to CLAAS Combine

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Move handle (A) on CA25 Combine Adapter into raised position, and ensure pins (B) at bottom corners of adapter are retracted.

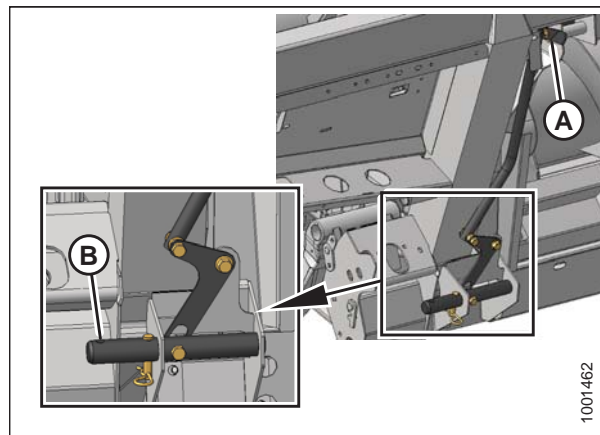


Figure 4.55: Pins Retracted

#### CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start engine and slowly drive combine up to header until feeder house saddle (A) is directly under adapter top cross member (B).
3. Raise feeder house slightly to lift header, ensuring feeder saddle is properly engaged in adapter frame.
4. Stop engine and remove key from ignition.

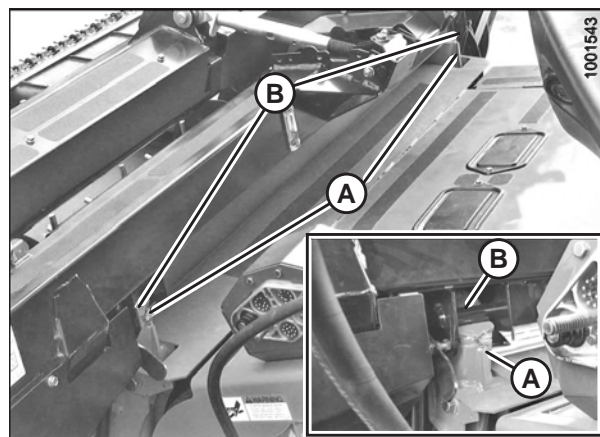


Figure 4.56: Header on Combine



## HEADER ATTACHMENT/DETACHMENT

5. Remove locking pin (B) from adapter pin (A).

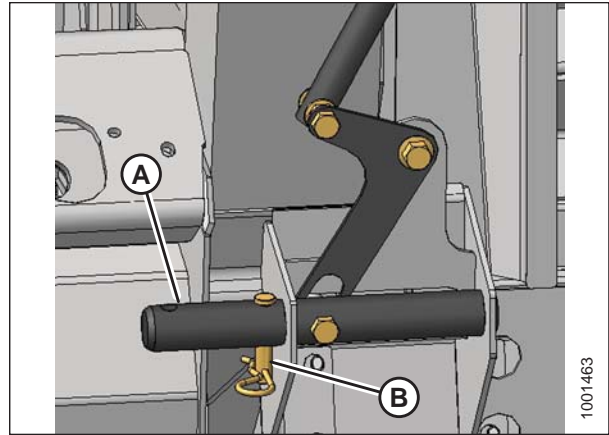


Figure 4.57: Adapter Pin

6. Lower handle (A) to engage pins (B) into feeder house. Reinsert locking pin (C) and secure with the hairpin.
7. Stop engine and remove key from ignition.

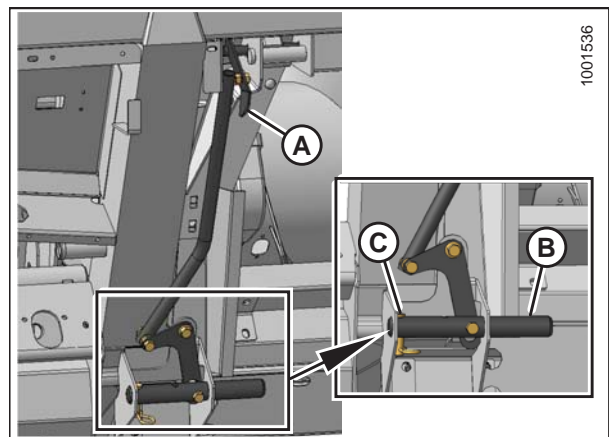


Figure 4.58: Engaging Pins

8. Unscrew knob (A) on combine coupler (B) to release coupler from combine receptacle and clean coupler.

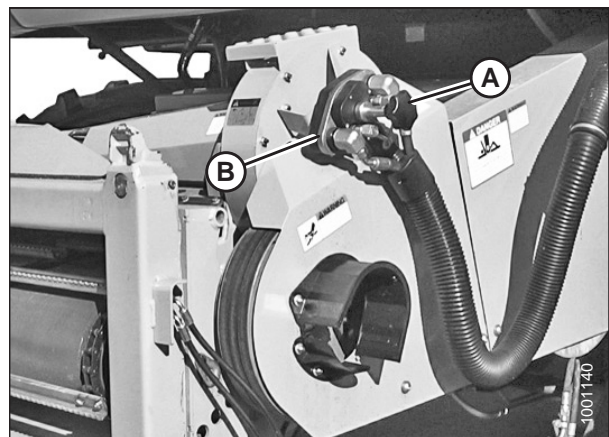


Figure 4.59: Combine Coupler



## HEADER ATTACHMENT/DETACHMENT

9. Place CA25 receptacle cover (A) onto combine receptacle.

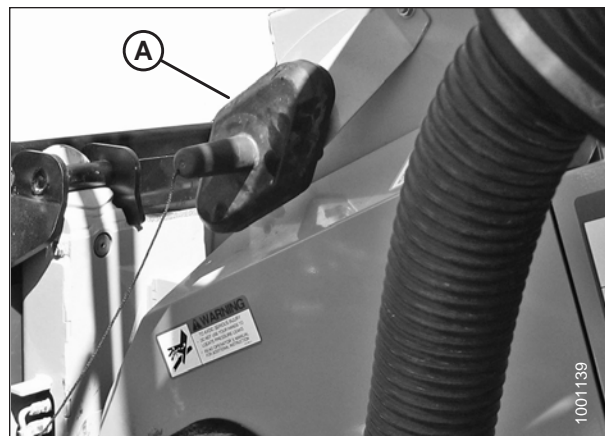


Figure 4.60: Receptacle Cover

10. Clean mating surface of coupler (A) and position onto CA25 receptacle (B).
11. Turn knob (C) to secure coupler to receptacle.
12. Connect combine harness to reel fore-aft/header tilt selector receptacle (D).

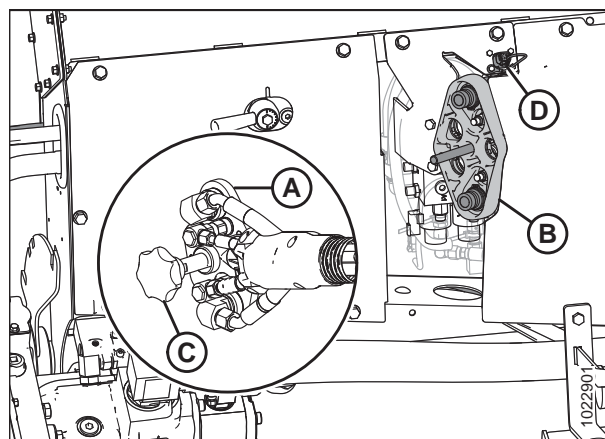


Figure 4.61: Coupler

13. Rotate disc (A) on adapter driveline storage hook, and remove driveline from hook.

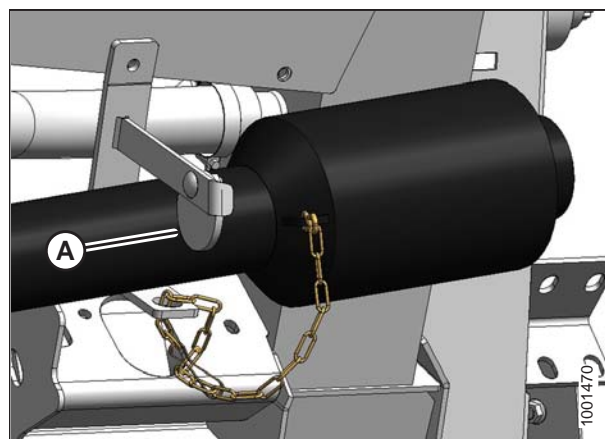


Figure 4.62: Driveline

## HEADER ATTACHMENT/DETACHMENT

14. Attach driveline (A) to combine output shaft.

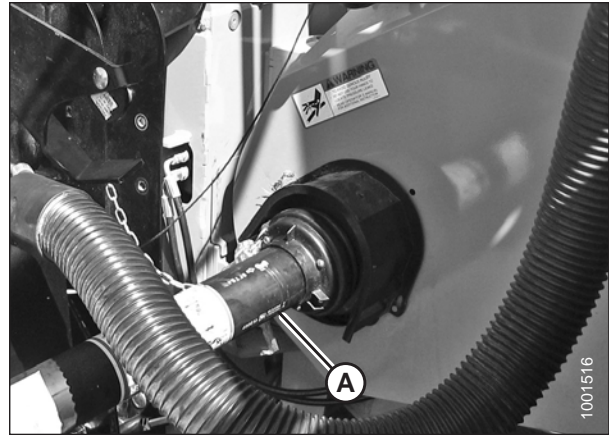


Figure 4.63: Driveline and Output Shaft

15. Disengage each adapter float lock by moving latch (A) away from adapter and moving both header float lock levers (B) down (UNLOCK).

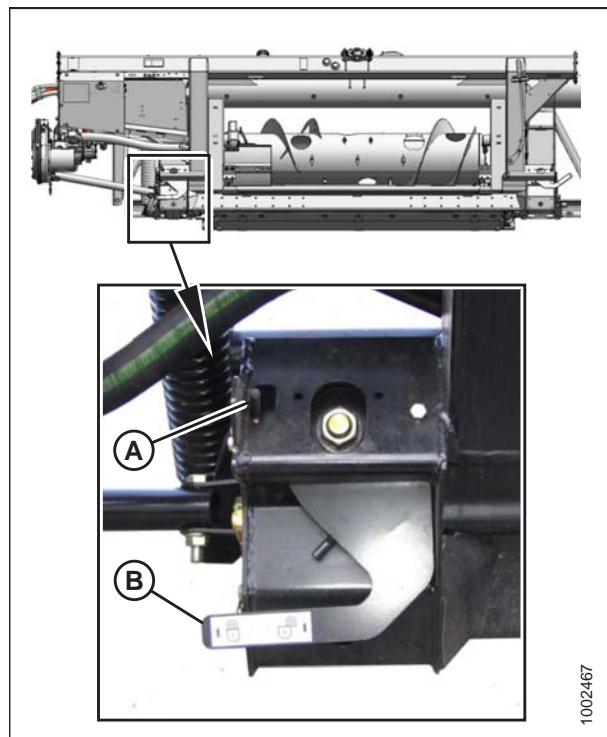


Figure 4.64: Float Lock in UNLOCK Position

## 4.5.2 Detaching Header from CLAAS Combine

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Choose a level area and position the header slightly above the ground.
2. Stop the engine and remove the key from the ignition.

#### IMPORTANT:

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

#### IMPORTANT:

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

3. Engage both float locks by lifting each lock lever (A) upwards until it latches into the lock position.
4. Disconnect driveline (A) from the combine.

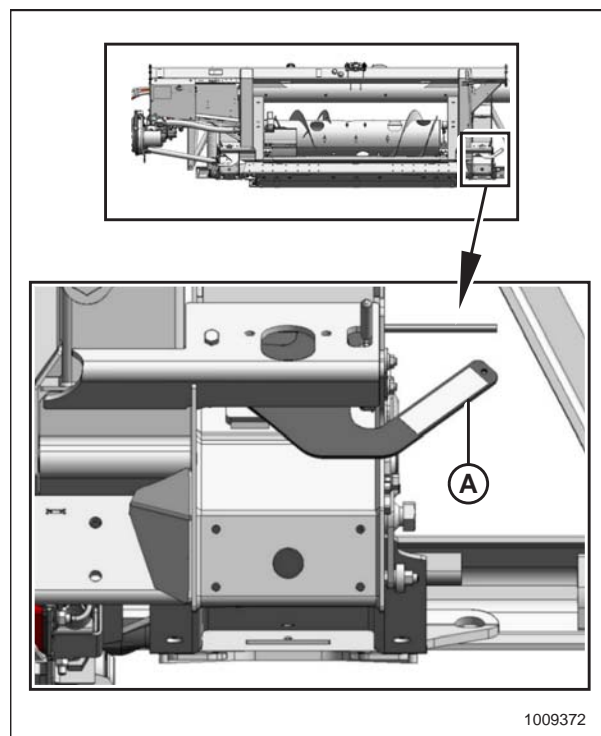


Figure 4.65: Float Locked

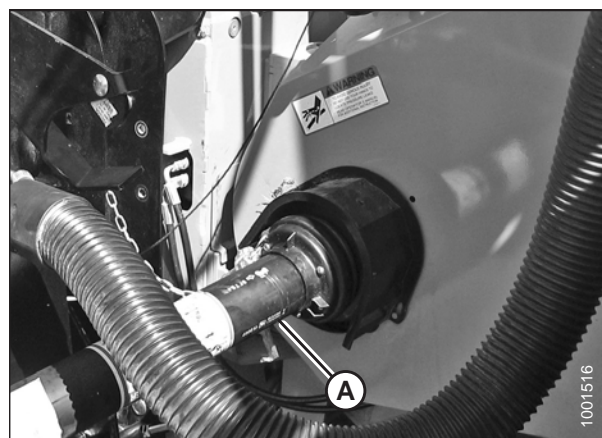


Figure 4.66: Driveline

## HEADER ATTACHMENT/DETACHMENT

- Slide the driveline into hook (A) until disc (B) drops securing the driveline in place.

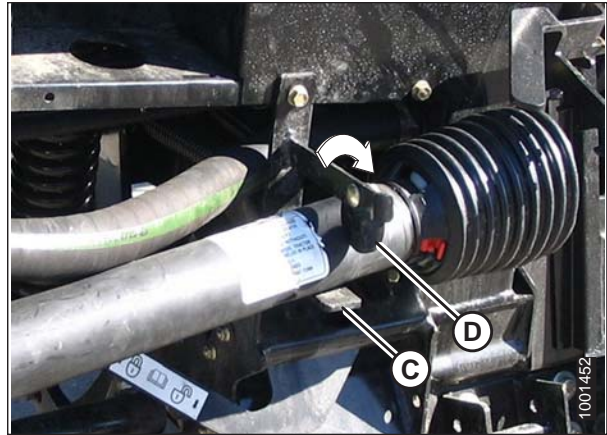


Figure 4.67: Driveline

- Remove electrical connector from adapter receptacle (A).
- Unscrew knob (B) on coupler (C) to release the coupler from adapter receptacle (D).

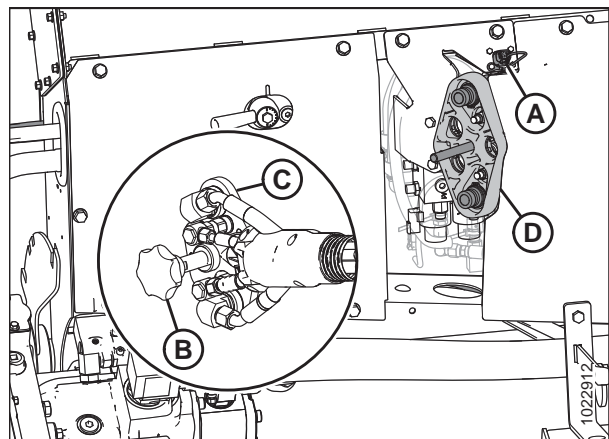


Figure 4.68: Coupler

- Remove cover (A) from the combine receptacle.

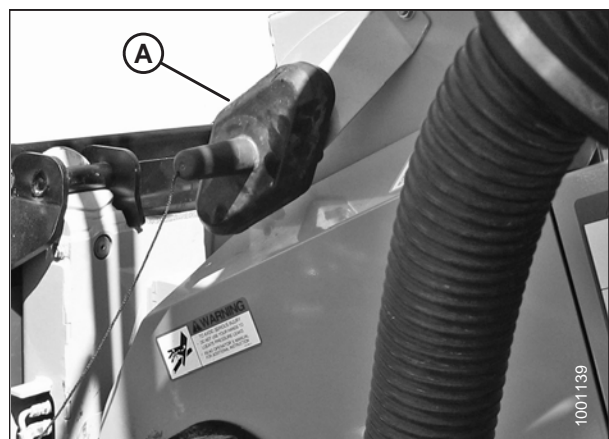
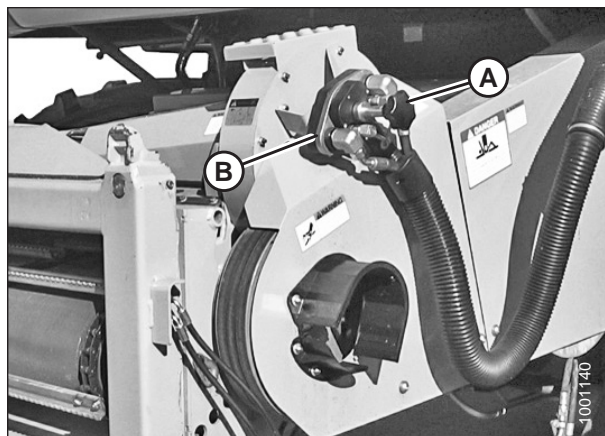


Figure 4.69: Cover

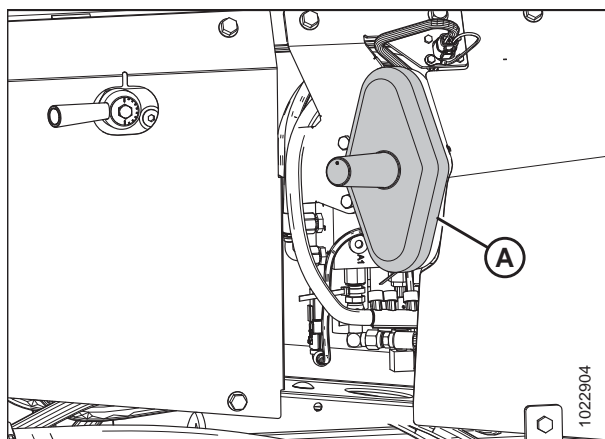
## HEADER ATTACHMENT/DETACHMENT

9. Position coupler (B) onto the combine receptacle, and turn knob (A) to secure the coupler to the receptacle.



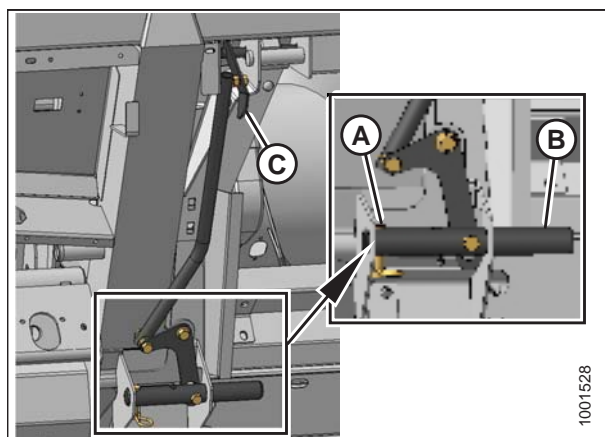
**Figure 4.70: Combine Coupler**

10. Place cover (A) on the adapter receptacle.



**Figure 4.71: Adapter Receptacle Cover**

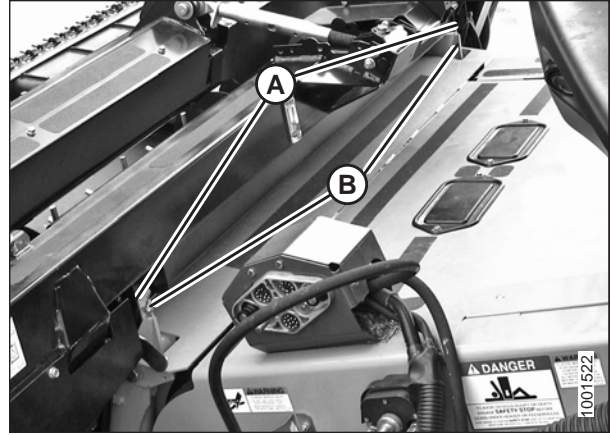
11. Remove locking pin (A) from CA25 pin (B).
12. Raise handle (C) to disengage CA25 pins (B) from the feeder house.
13. Replace locking pin (A) in the CA25 pin, and secure with the hairpin.



**Figure 4.72: Feeder House Locks**

## HEADER ATTACHMENT/DETACHMENT

14. Lower the feeder house until the feeder house posts (A) disengage the CA25 (B).
15. Back the combine away slowly from the CA25.



**Figure 4.73: Header on Combine**



## 4.6 New Holland Combines

### 4.6.1 Attaching Header to New Holland CR/CX Combine

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Ensure handle (A) is positioned so hooks (B) can engage CA25 adapter.

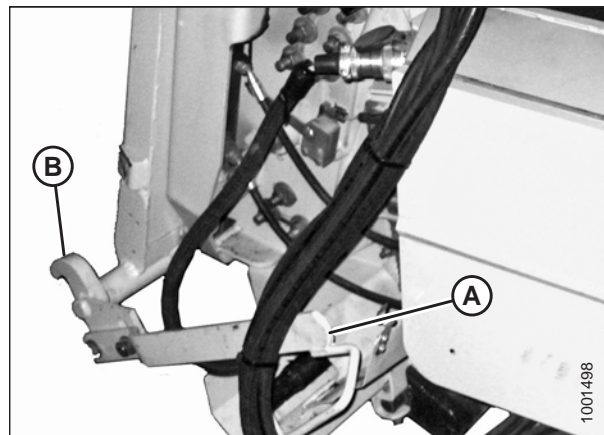


Figure 4.74: Feeder House Locks

#### CAUTION

Never start or move the machine until you are sure all bystanders have cleared the area.

2. Start engine and slowly drive combine up to CA25 until feeder house saddle (A) is directly under CA25 top cross member (B).
3. Raise feeder house slightly to lift header ensuring feeder saddle is properly engaged in CA25 frame.
4. Stop engine and remove key from ignition.

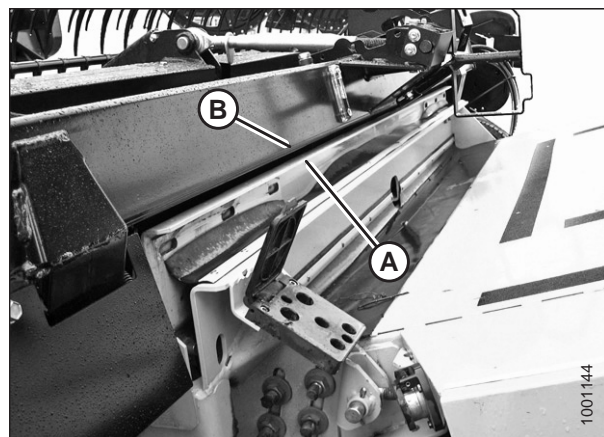


Figure 4.75: Header on Combine

## HEADER ATTACHMENT/DETACHMENT

5. Lift lever (A) on CA25 on left side of feeder house, and push handle (B) on combine to engage locks (C) on both sides of feeder house.
6. Push down on lever (A) so slot in lever engages handle and locks handle in place.
7. Loosen bolts (E) and adjust lock (C) if lock does not fully engage pin on CA25 when lever (A) and handle (B) are engaged. Retighten bolts.

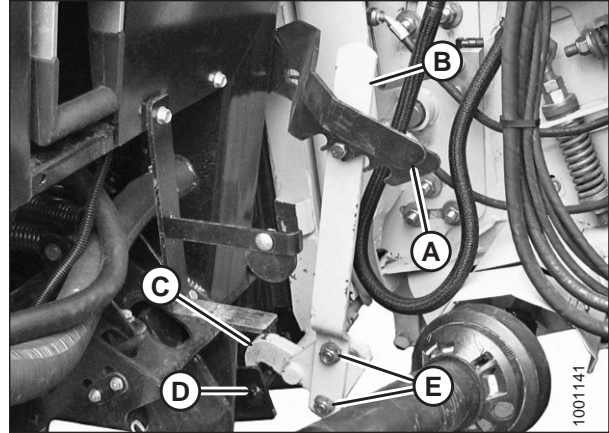


Figure 4.76: Feeder House Locks

8. Open receptacle cover (A) on CA25.
9. Push in lock button (B) and pull handle (C) to full open position.
10. Clean receptacle mating surfaces.

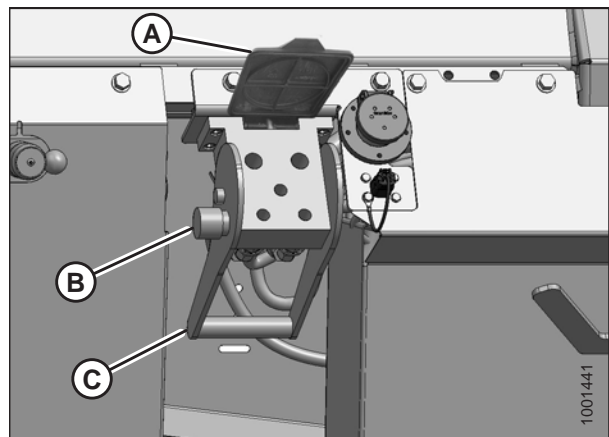


Figure 4.77: Adapter Receptacle

11. Remove hydraulic quick coupler (A) from storage plate on combine, and clean mating surface of coupler.

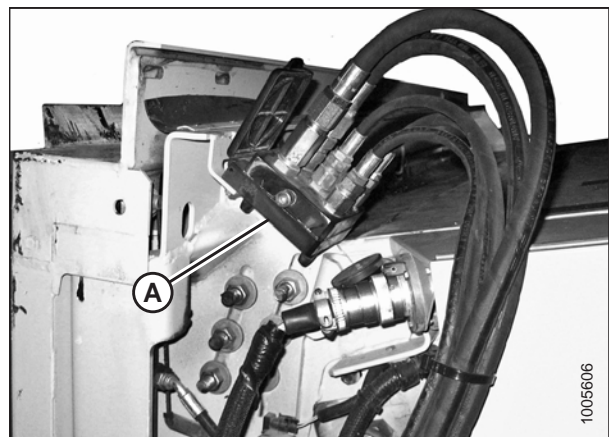


Figure 4.78: Combine Coupler

## HEADER ATTACHMENT/DETACHMENT

12. Position coupler (A) onto CA25 receptacle, and push handle (B) to engage pins into receptacle.
13. Push handle (B) to closed position until lock button (C) snaps out.
14. Remove cover on CA25 electrical receptacle.
15. Remove connector (D) from combine.
16. Align lugs on connector (D) with slots in CA25 receptacle, and push connector onto receptacle. Turn collar on connector to lock it in place.

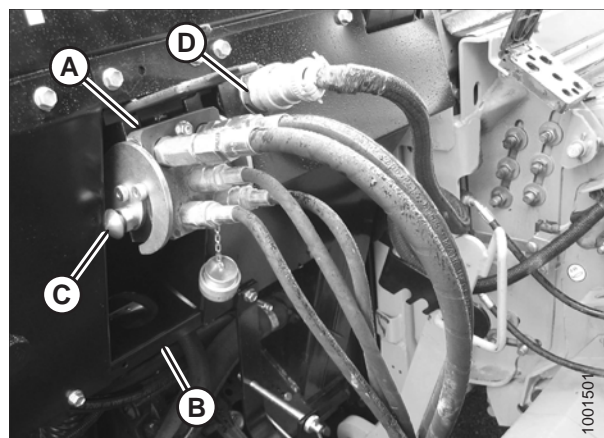


Figure 4.79: Connections

17. Rotate disc (A) on adapter driveline storage hook, and remove driveline from hook.

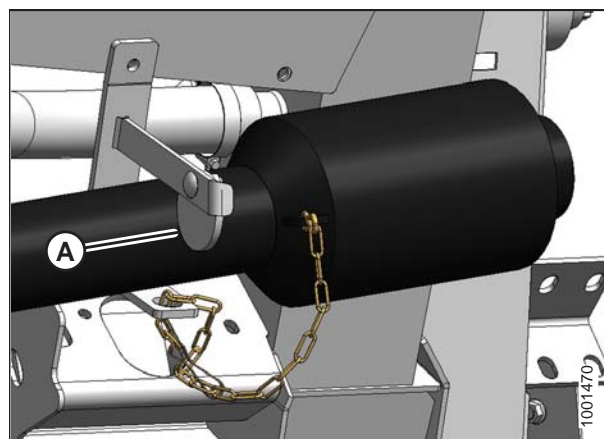


Figure 4.80: Driveline

18. Pull back collar on end of driveline, and push driveline onto combine output shaft (A) until collar locks.

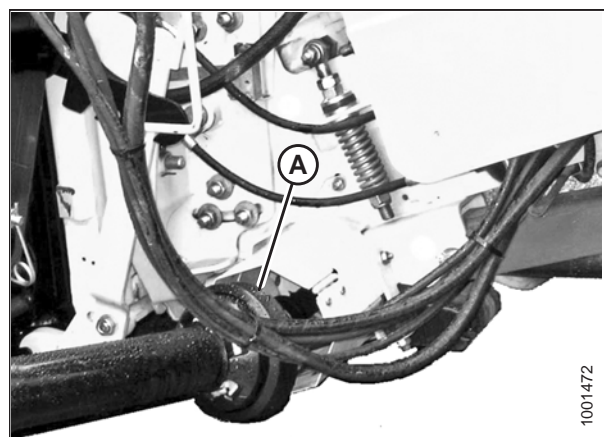


Figure 4.81: Driveline and Output Shaft

## HEADER ATTACHMENT/DETACHMENT

19. Disengage each adapter float lock by moving latch (A) away from adapter and moving both header float lock levers (B) down (UNLOCK).

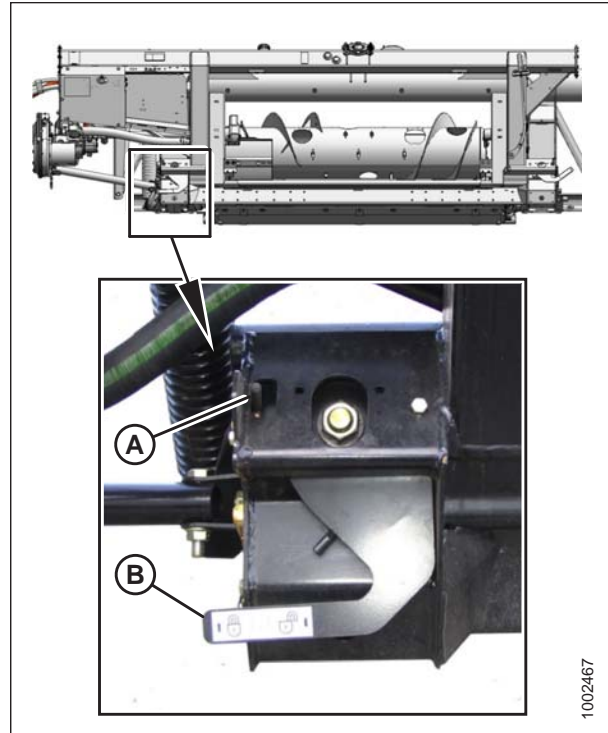


Figure 4.82: Float Lock in UNLOCK Position

## 4.6.2 Detaching Header from New Holland CR/CX Combine

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Choose a level area and position the header slightly above the ground.
2. Stop the engine and remove the key from the ignition.

**IMPORTANT:**

If slow speed transport wheels are installed, the header may be detached in either transport or field mode. If detaching with the wheels in field mode, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

**IMPORTANT:**

If stabilizer wheels are installed, set the wheels to the storage or uppermost working position, otherwise, the header may tilt forward making reattachment difficult. Refer to [3.7.1 Cutting Height, page 53](#).

3. Engage both float locks by lifting each lock lever (A) upwards until it latches into the lock position.
4. Disconnect driveline (A) from the combine.

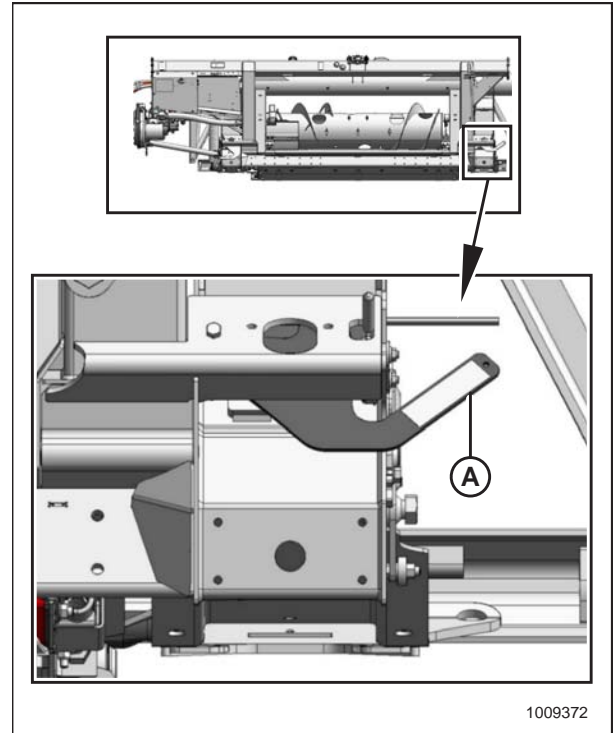


Figure 4.83: Float Locked

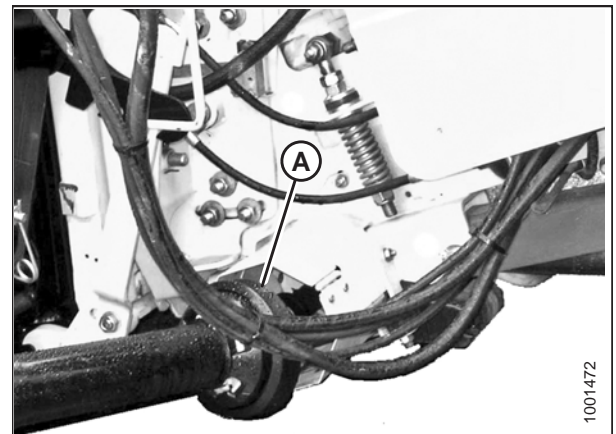


Figure 4.84: Driveline



## HEADER ATTACHMENT/DETACHMENT

- Slide the driveline into hook (A) until disc (B) drops securing the driveline in place.

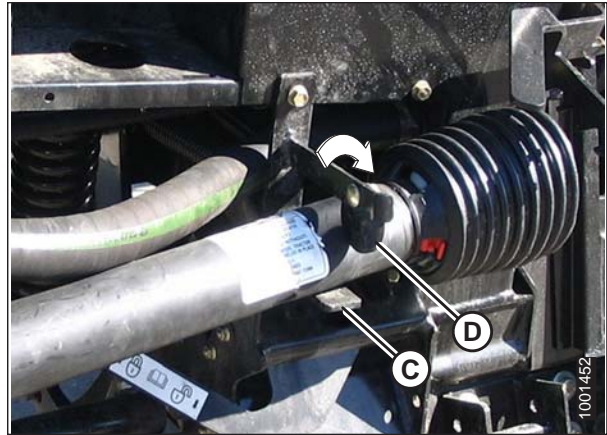


Figure 4.85: Driveline

- Push in lock button (B), and pull handle (C) to release multicoupler (A).

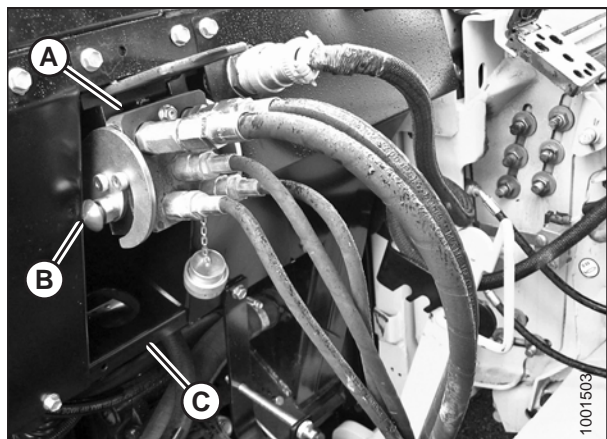


Figure 4.86: Adapter Connections

- Push handle (A) to the closed position until lock button (B) snaps out. Close cover (C).

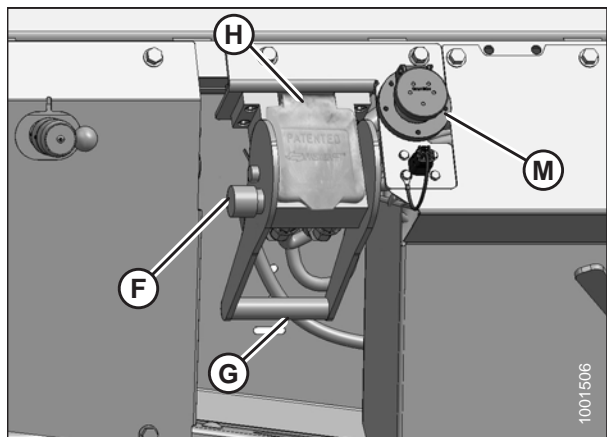
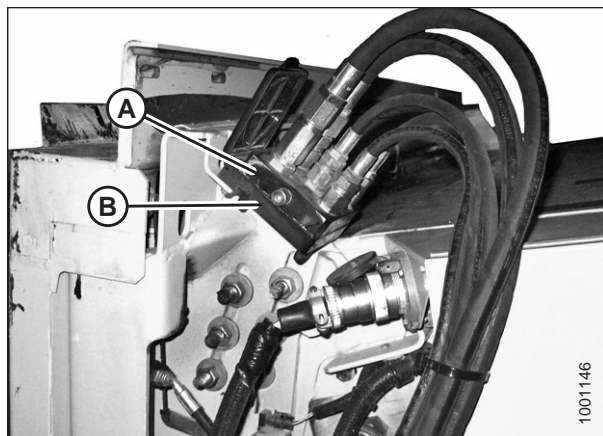


Figure 4.87: Adapter Receptacles



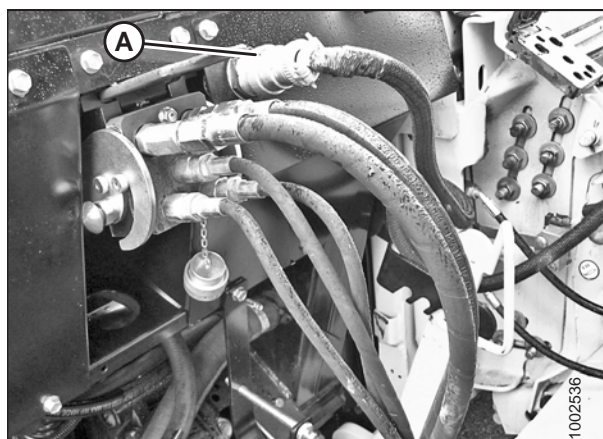
## HEADER ATTACHMENT/DETACHMENT

8. Position hydraulic quick coupler (A) onto storage plate (B) on the combine.



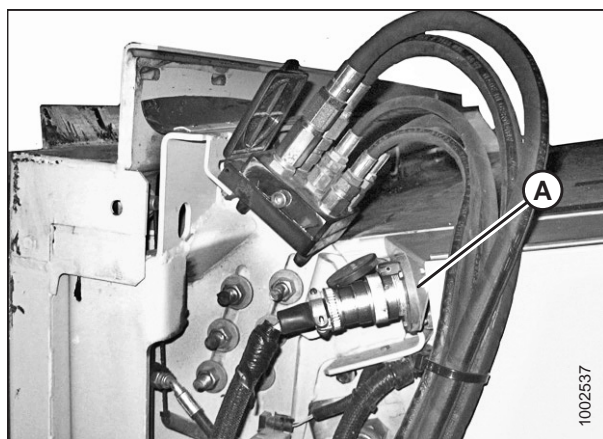
**Figure 4.88: Combine Coupler**

9. Remove electrical connector (A) from the adapter.



**Figure 4.89: Adapter Connections**

10. Connect the electrical connector to the combine at location (A).



**Figure 4.90: Combine Couplers**

## HEADER ATTACHMENT/DETACHMENT

11. Replace cover (A) on the adapter receptacle.

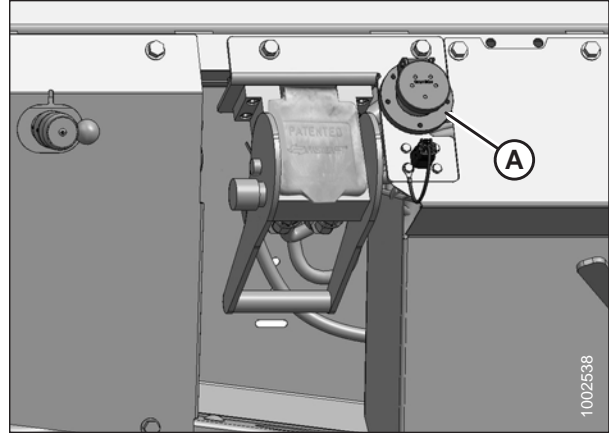


Figure 4.91: Adapter Receptacles

12. Lift lever (A) and pull and lower handle (B) to disengage feeder house/adapter lock (C).

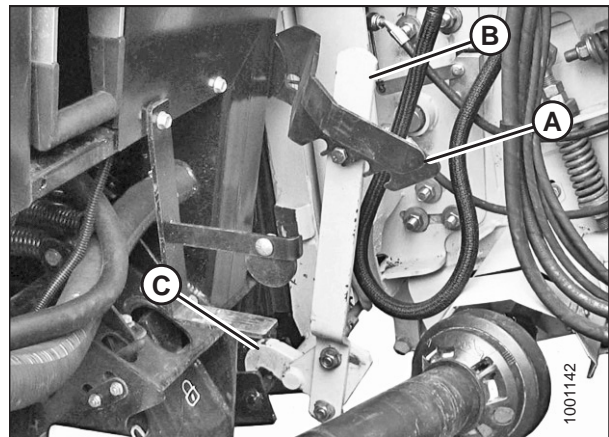


Figure 4.92: Feeder House Locks

13. Lower feeder house (A) until it (A) disengages from adapter support (B).
14. Back the combine slowly away from the header.

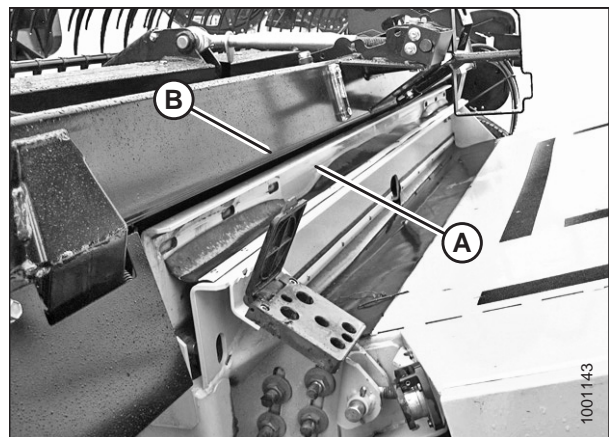


Figure 4.93: Header on Combine

### 4.6.3 CR Feed Deflectors

**For New Holland combines only:** Short feed deflectors have been factory-installed on the adapter to improve feeding into the feeder house. They may also have been installed as an option on older machines. Remove the feed deflectors if necessary. Refer to [5.11.3 Replacing Feed Deflectors on New Holland CR Combines, page 417](#).

Long feeder kits are provided for narrow feeder house combines and can be installed to replace the short feed deflectors.

**Table 4.2 CR Feeder Kits**

Combine Model	Feeder House Size	Feeder Kit Size	Part Number
CR970, CR9070, CR9080, CR9090	Wide	Short: 200 mm (7-7/8 in.)	MD #B5405
CR960, CR9060, CR940, CR9040	Narrow	Long: 325 mm (12-13/16 in.)	MD #B5404

## 4.7 Attaching and Detaching Header from CA25 and Combine

Attaching/detaching procedures are the same for all makes and models of combines. Headers can be attached to the CA25 from either field or transport configurations.

The procedures in this manual require that the CA25 remains attached to the combine. Attach/detach the CA25 only if performing the following tasks:

- Changing headers
- Performing certain maintenance tasks

### 4.7.1 Detaching Header from Adapter and Combine

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

#### WARNING

Keep hands clear of the area between guards and knife at all times.

#### CAUTION

Wear heavy gloves when working around or handling knives.

1. Start the engine and the lower header.
2. Increase clearance under the CA25 feed draper by tilting the header until the cylinder (B) is fully extended and the indicator (A) is at D.
3. Raise the reel to its full height.
4. Stop the engine and the remove key from the ignition.
5. Engage the reel safety props.

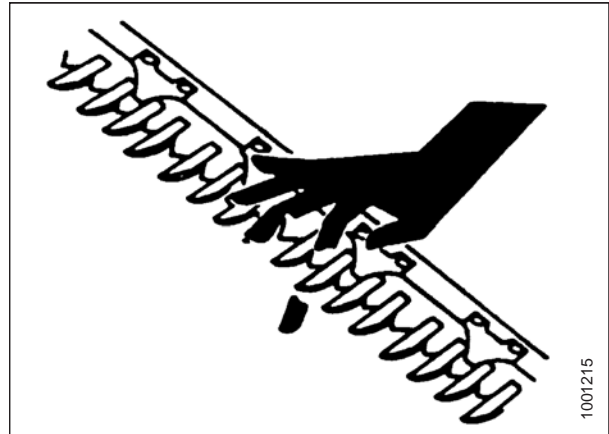


Figure 4.94: Cutterbar Hazard

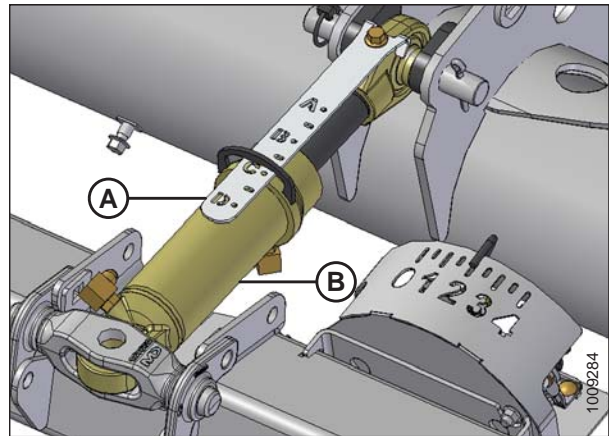


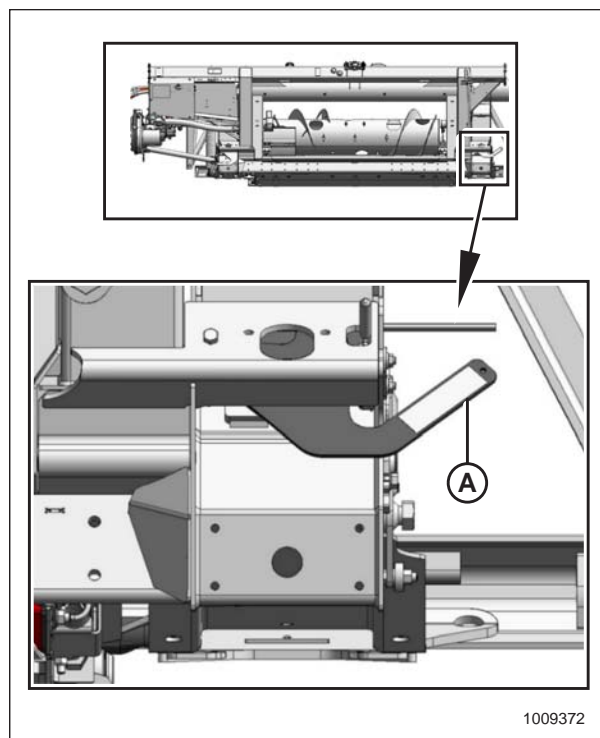
Figure 4.95: Center-Link

## HEADER ATTACHMENT/DETACHMENT

- Engage both float locks by lifting each lock lever (A) upwards until it latches into the lock position.

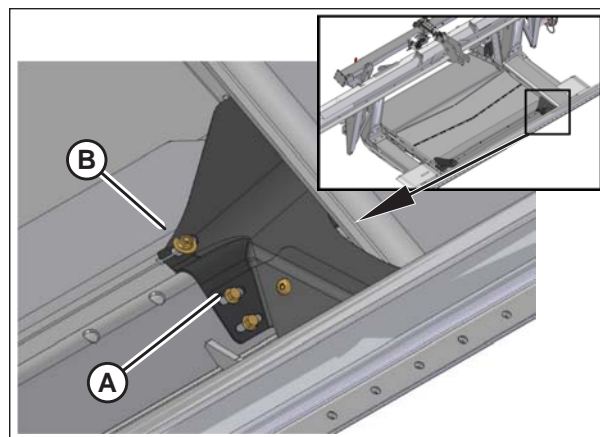
**NOTE:**

Stabilizer/Slow Speed Transport wheels can be used to support the header.



**Figure 4.96: Float Locked**

- Remove the two hex head bolts (A) attaching filler (B) to the transition pan at the front corners.
- Fold back filler (B) to access the latch.



**Figure 4.97: Fillers**

## HEADER ATTACHMENT/DETACHMENT

9. Remove the 9/16 in. nut from bolt (C).
10. Use a 24 mm (15/16 in.) wrench on hex bolt (B) to rotate latch (A) downwards and slightly raise the feed deck to access and remove bolt (C).
11. Rotate the latch (A) up and back to lower the CA25 deck and disengage the transition pan tube (D).
12. Reinstall bolt (C).
13. Repeat for opposite side of the feed draper deck.

### CAUTION

**Never start or move the machine until you are sure all bystanders have cleared the area.**

14. Disengage the reel safety props, start the engine, lower the reel, and fully raise the header.
15. Stop the engine, remove the key from the ignition, and engage the combine lift safety props.
16. Loosen nut and bolt (A), and disengage hook (B) from leg on both sides of CA25.

17. Rotate hook (B) 90° for storage, and retighten bolt (A) and nut.

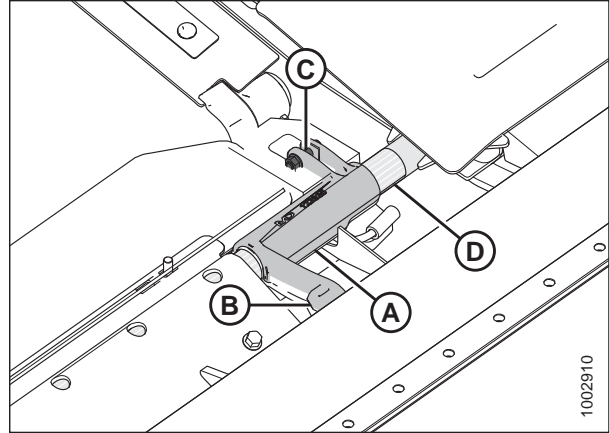


Figure 4.98: CA25 Latch

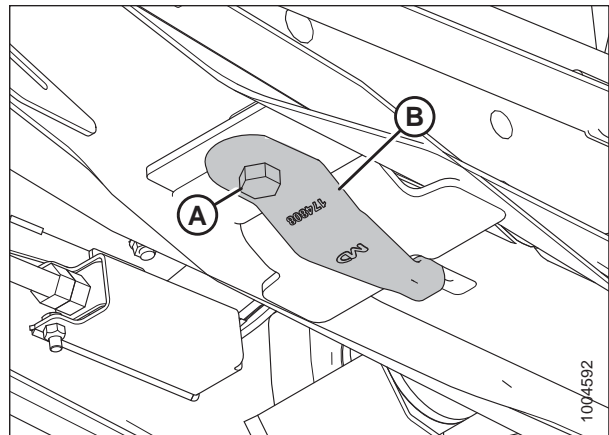


Figure 4.99: CA25 Underside

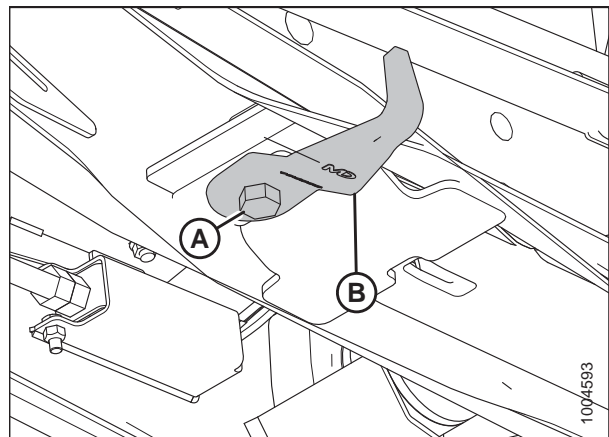


Figure 4.100: CA25 Underside



## HEADER ATTACHMENT/DETACHMENT

18. Place a 150 mm (6 in.) block (A) under the header leg. This will assist with disconnecting the center-link.
19. Disengage combine lift cylinder locks, start engine, and lower header until the header leg rests on the block or stabilizer wheels are the ground.

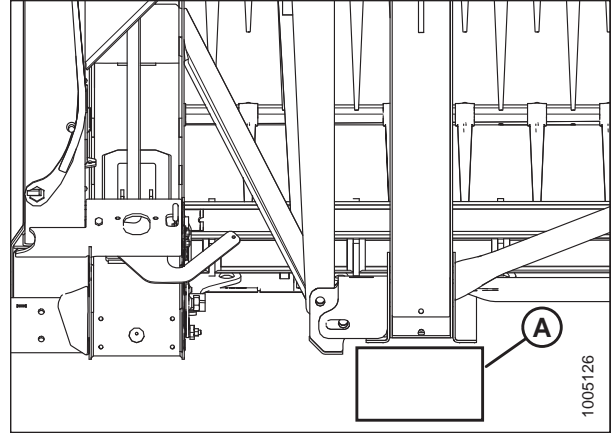


Figure 4.101: Header Leg on Block

20. Disconnect the hydraulic center-link as follows:
  - a. Remove the lynch pin and clevis pin (A), and lift the center-link (B) clear of the bracket.
  - b. Replace the clevis pin (A) and secure with lynch pin.

**NOTE:**

It may be necessary to raise or lower the feeder house to adjust the length of the center-link and relieve excess load on the center-link.

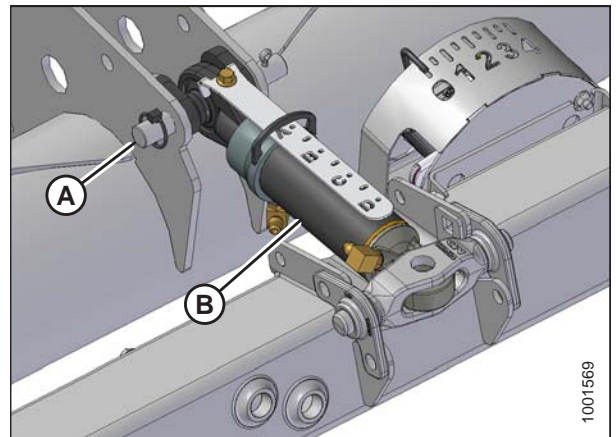


Figure 4.102: Hydraulic Center-Link

21. Disconnect knife and draper drive hydraulic hoses (A). Immediately cap hoses to prevent oil loss.
22. Store and secure the hoses on the adapter frame.
23. Disconnect electrical connector (B) by turning the collar counterclockwise and pulling the connector to disengage.
24. Store and secure the hoses and electrical connector on the adapter.

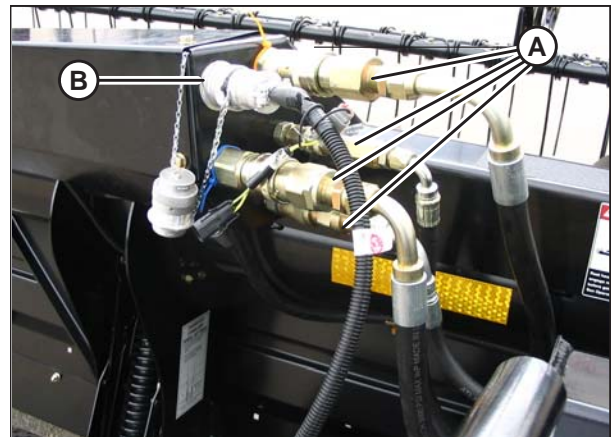


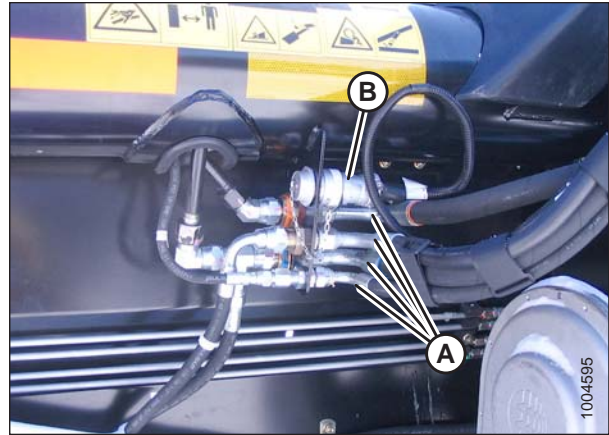
Figure 4.103: Header Connections

**NOTE:**

- If on the ground: Push reel fully forward to reduce oil loss.
- If on transport: Pull reel fully back.
- If colored ties on hydraulic hoses are missing, replace them before disconnecting hoses.

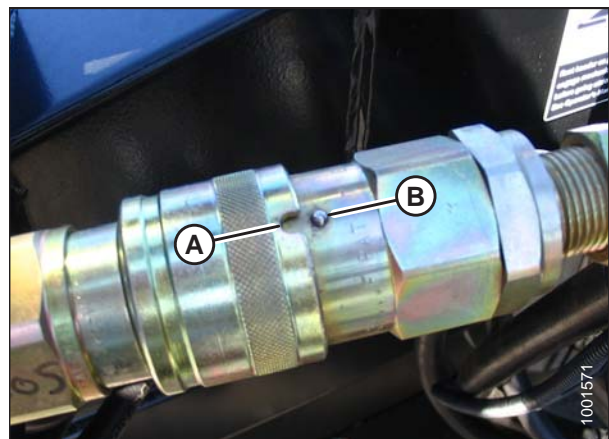
## HEADER ATTACHMENT/DETACHMENT

25. Disconnect electrical connector (B).
26. Disconnect knife and draper drive hydraulic hoses (A) at bracket. Cap off ends immediately to avoid loss of oil.
27. Store and secure hoses on adapterfloat module frame.



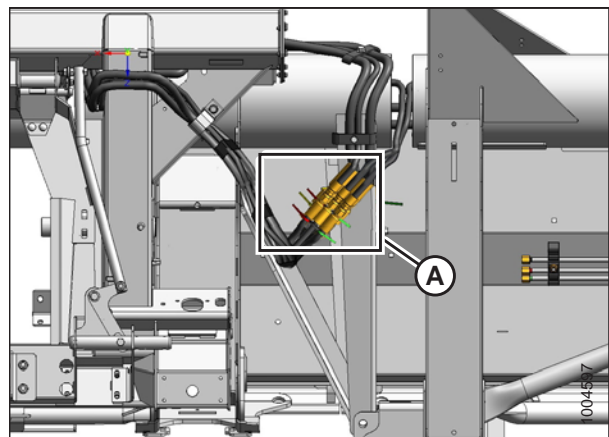
**Figure 4.104: Header Connections**

28. Disconnect the quick disconnects (if installed) as follows:
  - a. Line up slot (A) in the collar with pin (B) on the connector.
  - b. Push the collar towards the pin, and pull the connector to disengage.
  - c. Install plugs or caps on the hose ends (if equipped).



**Figure 4.105: Quick Disconnect Coupling**

29. Disconnect reel hydraulics (A). Immediately cap hoses to prevent oil loss.



**Figure 4.106: Reel Hydraulics**

## HEADER ATTACHMENT/DETACHMENT

30. Store and secure the hoses and electrical connector on the adapter at position (A) as shown.
31. Ensure the header is on the ground or is supported by the wheels in transport mode.

### **CAUTION**

**Never start or move the machine until you are sure all bystanders have cleared the area.**

32. Start the engine and slowly back the combine away from header.
33. Stop the engine and remove the key from the ignition.

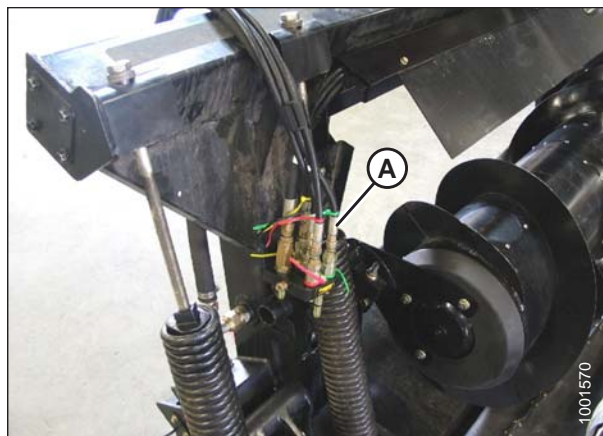


Figure 4.107: Hose Storage

### 4.7.2 Attaching Header to Adapter and Combine

The can be attached to the CA25 from either field or transport configuration.

### **DANGER**

**To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.**

#### **NOTE:**

Stabilizer/Slow Speed Transport wheels can be used to support the header. Refer to [3.7.1 Cutting Height, page 53](#).

1. Prop up the hydraulic center-link (A) with a pin (or equivalent tool) at location (B) as shown.

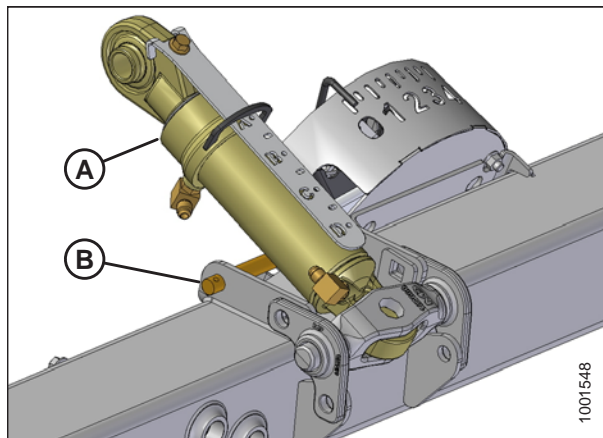


Figure 4.108: Center-Link

## HEADER ATTACHMENT/DETACHMENT

2. Ensure the hooks (A) are in the storage position as shown and do not interfere with the installation of the adapter arms into the channel (B).

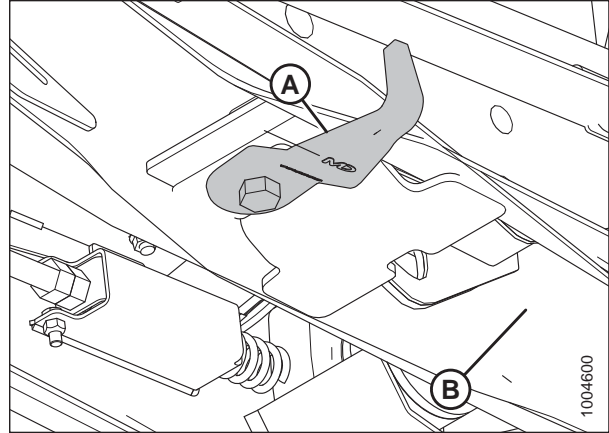


Figure 4.109: Header Underside

3. Ensure the latches (A) at the front corners of the adapter are rotated towards the rear of the adapter.

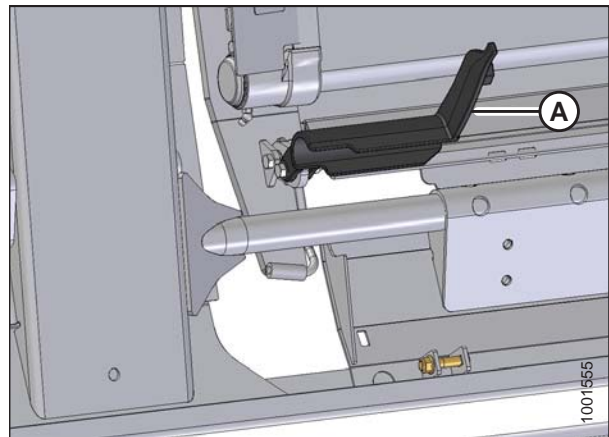


Figure 4.110: Latch



### CAUTION

**Be sure all bystanders are clear of machine before starting engine or engaging any header drives.**

4. Start the engine, and lower the combine feeder house so the adapter arms (A) are aligned with the header legs (B).
5. Drive slowly forward while maintaining alignment between the adapter arms (A) and the header legs (B).
6. Keep the adapter arms (A) just under the header legs (B) to ensure the adapter legs seat properly in the header linkage supports at location (C).

#### IMPORTANT:

Keep the hydraulic hoses clear to prevent damaging them while driving into the header.

7. Drive slowly forward until the adapter arms (A) contact the stops in the legs (C).

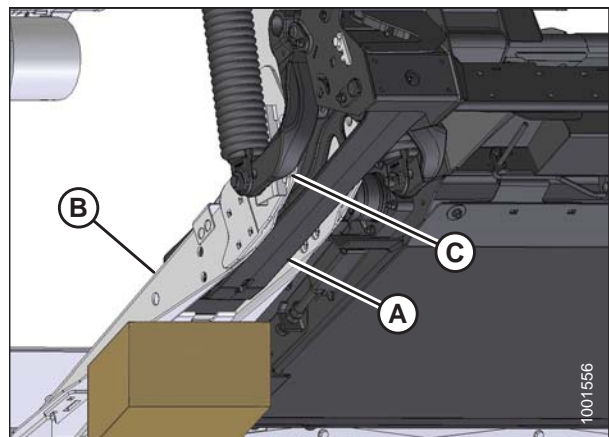


Figure 4.111: Adapter Underside



## HEADER ATTACHMENT/DETACHMENT

8. Start engine, and lower combine feeder house so that adapter arms (B) are aligned with header balance channels (B).
9. Drive slowly forward, maintaining alignment between adapter arms (A) and header balance channels (B).
10. Keep adapter arms (A) just under the balance channels (B) to ensure adapter legs seat properly in the header linkage supports at (C).

### IMPORTANT:

Keep hydraulic hoses clear to prevent damage when driving into header.

11. Continue forward until adapter arms (A) contact stops in balance channels (B).
12. Adjust the length of the center-link (A) using the header angle hydraulics to approximately align the center-link eye (B) with the hole in the header bracket.
13. Shut down the engine and remove the key from the ignition.

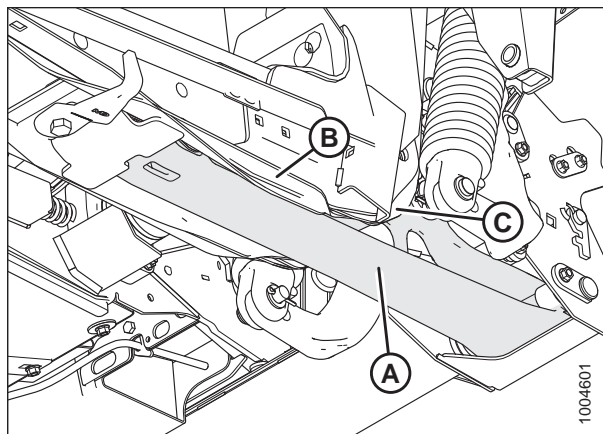


Figure 4.112: Adapter Underside

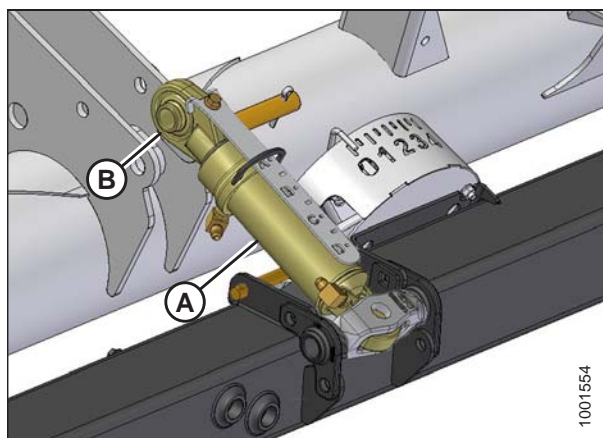


Figure 4.113: Center-Link

14. Connect the center-link as follows:
  - a. Pull pin (B) part way out of the bracket, and remove the prop from under the center-link (A).
  - b. Install the pin (B) through the center-link (A) bracket, and secure with lynch pin.

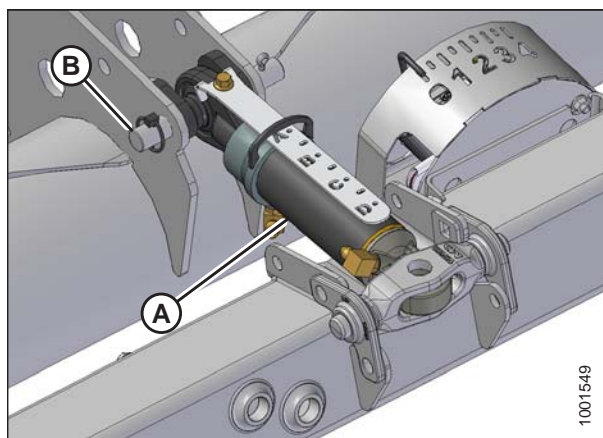


Figure 4.114: Center-Link

## HEADER ATTACHMENT/DETACHMENT

### CAUTION

**Always connect center-link before fully raising header.**

15. Match the colored cable ties and connect the reel hydraulics (A) at the right end of the adapter.

### CAUTION

**Be sure all bystanders are clear of machine before starting engine or engaging any header drives.**

16. Start the engine and slowly raise the adapter while making sure the adapter legs engage the header legs.
17. Raise the header to its full height, stop the engine, and remove the key from the ignition.
18. Engage the header safety props on the combine.
19. Loosen nut and bolt (A), and reposition hook (B) as shown to engage adapter arm. Tighten bolt and nut (A).

### CAUTION

**Be sure all bystanders are clear of machine before starting engine or engaging any header drives.**

20. Remove the lift cylinder locks, start the engine, and lower the header to the ground. Adjust the header angle to the shallowest setting (shortest center-link).
21. Raise the reel to its full height.
22. Shut down the engine and remove the key from the ignition.
23. Engage the reel safety props.

### WARNING

**Keep hands clear of the area between guards and knife at all times.**

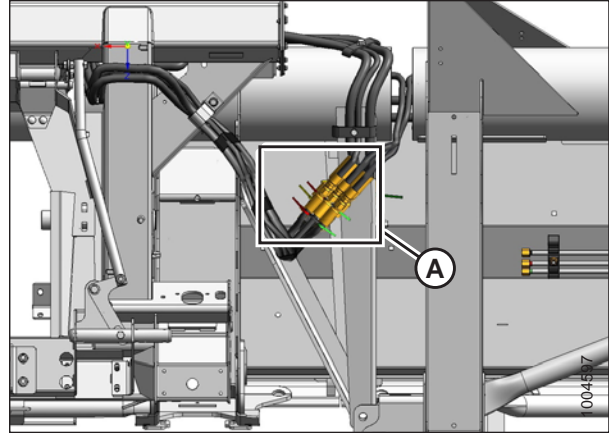


Figure 4.115: Reel Hydraulics

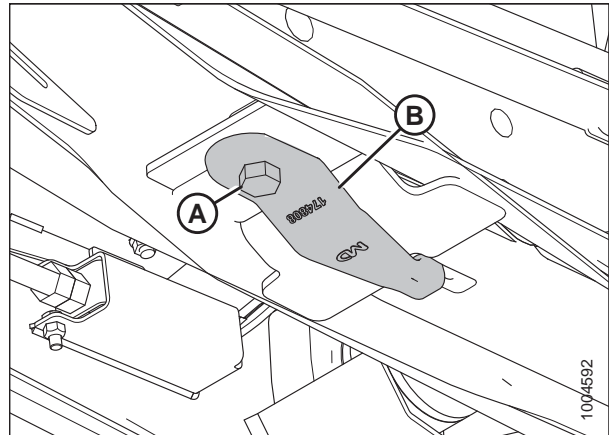


Figure 4.116: Adapter Underside

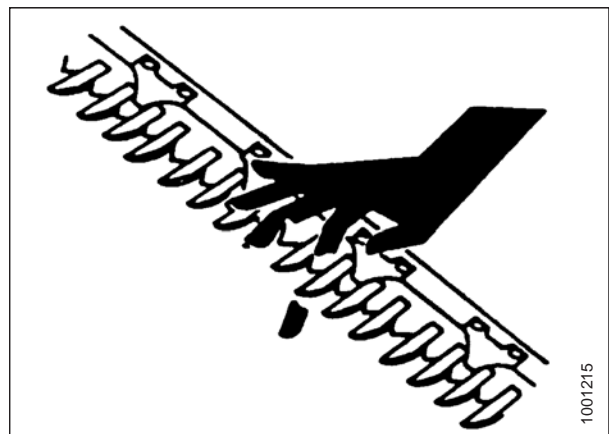


Figure 4.117: Cutterbar Hazard



## HEADER ATTACHMENT/DETACHMENT

24. Remove bolt (A) from both sides of the opening to allow the attachment of the adapter deck.
25. Rotate the latch (B) forward and down to engage the transition pan tube (C).

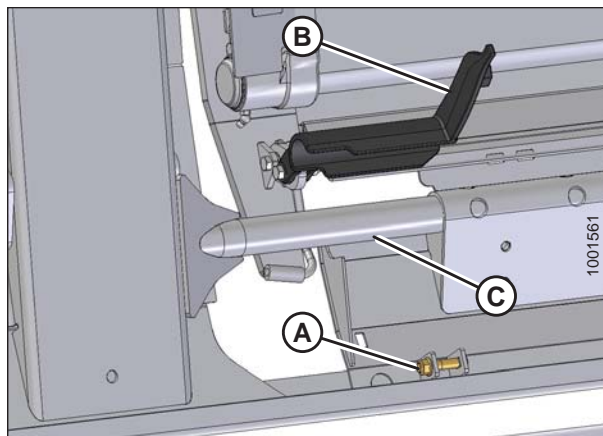


Figure 4.118: Adapter Latch

26. Use a 24 mm (15/16 in.) wrench on hex bolt (B) to rotate latch (A) downwards and slightly raise the feed deck. Install bolt (C) to lock the latch position.
27. Repeat for the opposite side of the feed draper deck.

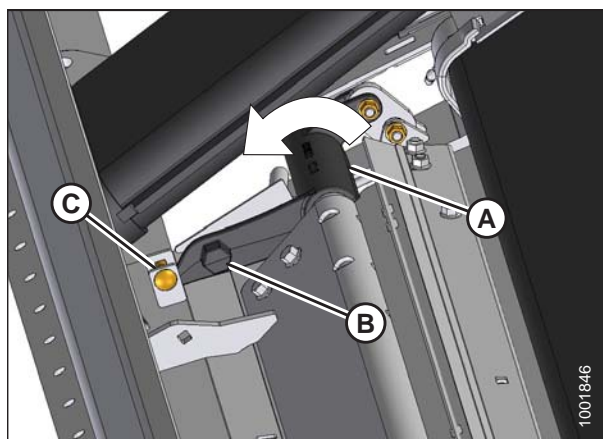


Figure 4.119: CA25 Latch

28. Install fillers (A) at each front corner of the feed deck with two 3/8 in. x 0.75 long hex head bolts (B) at each location.

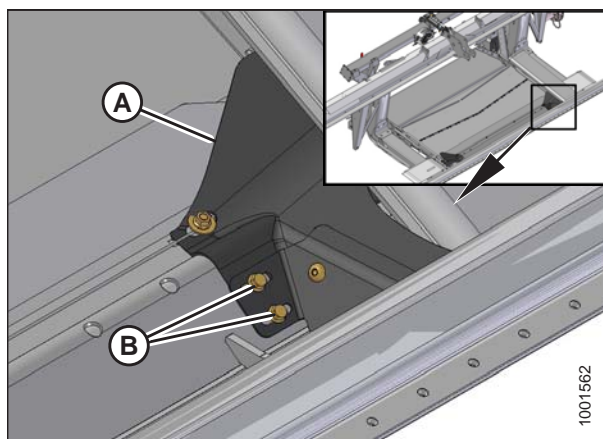


Figure 4.120: CA25 Fillers

## HEADER ATTACHMENT/DETACHMENT

29. Connect knife and draper drive hydraulic hoses (B) at bracket.
30. Attach electrical connector (B).

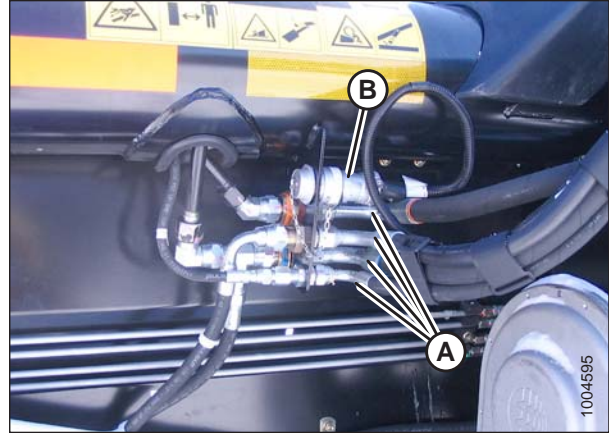


Figure 4.121: Header Connections

31. Connect the quick disconnects (if installed) as follows:
  - a. Remove the covers (if installed) from the receptacles and hose ends.
  - b. Check the connectors and clean if necessary.
  - c. Push the hose connector (A) onto the mating receptacle (B) until the collar on the mating receptacle snaps into the lock position.

**NOTE:**

Ensure the hoses are clear of the driveline and adjacent structure.

**NOTE:**

It is not necessary to bleed the system by loosening fittings.

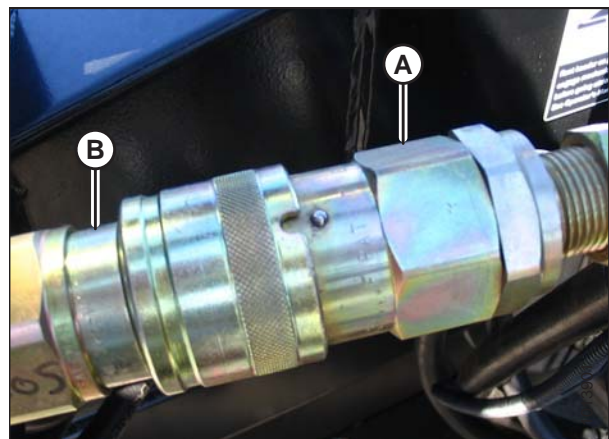


Figure 4.122: Quick Disconnect Coupling

32. Check the float and confirm the header is level. Refer to the following:
  - [Checking and Adjusting Header Float, page 59](#)
  - [3.9 Levelling the Header, page 246](#)



### CAUTION

**Be sure all bystanders are clear of machine before starting engine or engaging any header drives.**

33. Start the combine and perform the following inspections:
  - Raise and lower the reel to ensure the hoses are properly connected.
  - Run the header to ensure the hoses are properly connected.
34. Check for leaks.

## 5 Maintenance and Servicing

The following instructions provide information about routine header service. Detailed maintenance and service information is contained in the technical service manual that is available from your Dealer. A parts catalog is provided in the plastic manual case inside the left endshield.

Log hours of operation and use the maintenance record provided (refer to [5.3.1 Maintenance Schedule/Record, page 324](#)) to keep track of your scheduled maintenance.

### 5.1 Preparing Machine for Servicing



#### **DANGER**

**To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.**



#### **CAUTION**

**To avoid personal injury, follow all the safety precautions listed before servicing header or opening drive covers.**

1. Lower the header fully. If it is necessary to service the header in the raised position, always engage the safety props.
2. Stop the engine and remove the key from the ignition.
3. Engage the park brake.
4. Wait for all moving parts to stop.

## 5.2 Maintenance Specifications

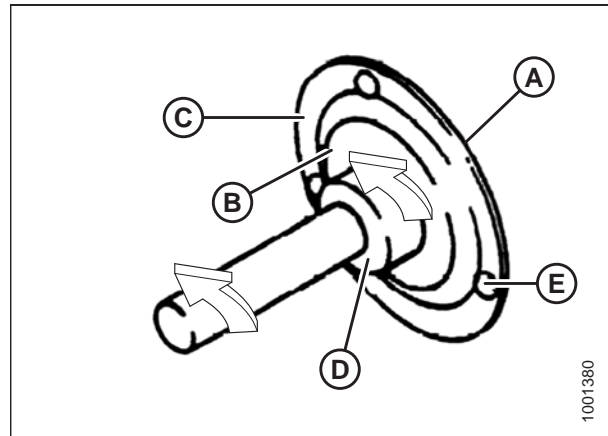
### 5.2.1 Installing a Sealed Bearing

1. Clean the shaft and apply a rust preventive coating.
2. Install the flangette (A), bearing (B), second flangette (C), and lock the collar (D).

**NOTE:**

The locking cam is on only one side of the bearing.

3. Install and tighten the flangette bolts (E).
4. Position the shaft correctly, and lock the lock collar with a punch. Lock the collar in the same direction the shaft rotates, and tighten the setscrew in the collar.
5. Loosen the flangette bolts on the mating bearing one turn and then retighten. This will enable the bearing to properly line up.



**Figure 5.1: Sealed Bearing**

## 5.3 Maintenance Requirements

Periodic maintenance requirements are organized according to service intervals.

Regular maintenance is the best insurance against early wear and untimely breakdowns. Following the maintenance schedule will increase your machine's life.

When servicing the machine, refer to the appropriate section in this "Maintenance and Servicing" chapter and use only fluids and lubricants specified in Recommended Fluids and Lubricants on the inside back cover.

Log hours of operation, use the maintenance record, and keep copies of your maintenance records (refer to [5.3.1 Maintenance Schedule/Record, page 324](#)).

If a service interval specifies more than one timeframe, e.g., "100 hours or annually", service the machine at whichever interval is reached first.

### **IMPORTANT:**

Recommended intervals are for average conditions. Service the machine more often if operating under adverse conditions (severe dust, extra heavy loads, etc.).



### **CAUTION**

Carefully follow safety messages. Refer to [5.1 Preparing Machine for Servicing, page 321](#) and [1 Safety, page 1](#).

## MAINTENANCE AND SERVICING

### 5.3.1 Maintenance Schedule/Record

Copy this page to continue record.

Maintenance Record	Action:	✓ - Check	⬮ - Lubricate	▲ - Change															
Hour Meter Reading																			
Date																			
Serviced by																			
First Use, refer to <a href="#">5.3.2 Break-In Inspection, page 326</a>																			
End of Season, refer to <a href="#">5.3.4 End-of-Season Service, page 327</a>																			
<b>10 Hours or Daily<sup>38</sup></b>																			
✓	Hydraulic hoses and lines <sup>39</sup>																		
✓	Auger drive chain tension																		
✓	Knife sections, guards, and hold-downs <sup>39</sup>																		
✓	Tire pressure <sup>39</sup>																		
⬮	Knife (except in sandy conditions) <sup>39</sup>																		
<b>25 Hours</b>																			
✓	Hydraulic oil level at reservoir <sup>39</sup>																		
⬮	Knifehead(s) <sup>39</sup>																		
<b>50 Hours</b>																			
✓	Draper roller bearings																		
⬮	Driveline and driveline universals																		
▲	Knife drive box oil - first 50 hours only																		
<b>100 Hours or Annually<sup>38</sup></b>																			
✓	Auger to pan and feed draper clearance																		
✓	Draper seal																		
✓	Gearbox lubricant level																		
✓	Reel drive chain tension																		
✓	Reel tine/cutterbar clearance																		

38. Whichever occurs first.

39. A record of daily maintenance is not required, but is at the Owner's/Operator's discretion.



# MAINTENANCE AND SERVICING

Maintenance Record		Action:	✓ - Check					⬇ - Lubricate					▲ - Change				
✓	Knife drive belt tension																
✓	Wheel bolt torque																
✓	Knife drive box lubricant level																
✓	Knife drive box mounting bolts																
⬇	Auger drive chain																
⬇	Float pivots																
⬇	Float spring tensioners																
⬇	Reel drive chain																
⬇	Upper cross auger right bearing																
<b>250 Hours or Annually<sup>38</sup></b>																	
✓	Draper seal																
⬇	Adapter auger pivots																
⬇	Upper cross auger center support and U-joint																
⬇	Reel drive U-joint																
⬇	Bell crank linkage																
⬇	Transport axle pivot bushings																
▲	Hydraulic oil filter																
<b>500 Hours or Annually<sup>38</sup></b>																	
✓	Draper seal																
⬇	Reel shaft bearings																
⬇	Stabilizer/slow speed transport wheel bearings																
✓	Gearbox chain tension																
<b>1000 Hours or 3 Years<sup>38</sup></b>																	
▲	Knife drive box lubricant																
▲	Gearbox lubricant																
▲	Hydraulic oil																

### 5.3.2 Break-In Inspection

Break-in inspections involve checking belts, fluids, and performing general machine inspections for loose hardware or other areas of concern. Break-in inspections ensure that all components can operate for an extended period without requiring service or replacement.

Inspection Interval	Item	Refer to
5 Minutes	Check hydraulic oil level in reservoir.	<a href="#">5.4.1 Checking Oil Level in Hydraulic Reservoir, page 344</a>
5 Hours	Check for loose hardware and tighten to required torque.	<a href="#">8.1 Torque Specifications, page 507</a>
	Check knife drive belts tension (check periodically for first 50 hours).	<a href="#">Tensioning Knife Drive Belts, page 402</a>
10 Hours	Check knife drive box mounting bolts.	<a href="#">Checking Mounting Bolts, page 393</a>
	Check auger drive chain tension.	<a href="#">5.7.2 Checking Auger Drive Chain Tension, page 357</a>
50 Hours	Change adapter gearbox oil.	<a href="#">Changing Oil in Header Drive Gearbox, page 343</a>
	Change adapter hydraulic oil filter.	<a href="#">5.4.4 Changing Oil Filter, page 346</a>
	Change knife drive box lubricant.	<a href="#">Changing Oil in Knife Drive Box, page 400</a>
	Check gearbox chain tension.	<a href="#">5.6.5 Adjusting Tension on Gearbox Drive Chain, page 355</a>
	Check deck height adjustment.	<a href="#">5.12.5 Adjusting Deck Height, page 424</a>

### 5.3.3 Preseason/Annual Service

Perform the following procedures at the beginning of each operating season:

#### CAUTION

- Review this manual to refresh your memory on the safety and operating recommendations.
- Review all the safety decals and other decals on the header and note the hazard areas.
- Be sure all the shields and guards are properly installed and secured. Never alter or remove safety equipment.
- Be sure you understand and have practiced safe use of all controls. Know the capacity and operating characteristics of the machine.
- Check the first aid kit and fire extinguisher. Know where they are and how to use them.

1. Lubricate the machine completely. Refer to [Service Intervals, page 329](#).
2. Adjust the tension on the drive belts. Refer to [Tensioning Knife Drive Belts, page 402](#).
3. Perform all the annual maintenance. Refer to [5.3.1 Maintenance Schedule/Record, page 324](#).

### 5.3.4 End-of-Season Service

Perform the following procedures at the end of each operating season:

#### CAUTION

Never use gasoline, naphtha or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.

#### CAUTION

Cover cutterbar and knife guards to prevent injury from accidental contact.

1. Clean the header thoroughly.
2. Store the machine in a dry, protected place if possible. If storing outside, always cover with a waterproof canvas or other protective material.

#### NOTE:

If storing the machine outside, remove the drapers and store them in a dark, dry place. If not removing the drapers, store the header with the cutterbar lowered so water and snow will not accumulate on the drapers. The weight of water and snow accumulation puts excessive stress on the drapers and header.

3. Lower the header onto blocks to keep the cutterbar off the ground.
4. Lower the reel completely. If stored outside, tie the reel to the frame to prevent rotation caused by the wind.
5. Repaint all worn or chipped painted surfaces to prevent rust.
6. Loosen the drive belts.
7. Lubricate the header thoroughly leaving excess grease on the fittings to keep moisture out of the bearings.
8. Apply grease to exposed threads, cylinder rods, and sliding surfaces of components.
9. Check for worn components and repair as necessary.
10. Check for broken components and order replacements from your Dealer. Immediate repair of these items will save time and effort at the beginning of next season.
11. Replace or tighten any missing or loose hardware. Refer to [5.2 Maintenance Specifications, page 322](#).

### 5.3.5 Checking Hydraulic Hoses and Lines

Check hydraulic hoses and lines daily for signs of leaks.

#### **⚠ WARNING**

- Avoid high-pressure fluids. Escaping fluid can penetrate the skin causing serious injury. Relieve pressure before disconnecting hydraulic lines. Tighten all connections before applying pressure. Keep hands and body away from pin holes and nozzles which eject fluids under high pressure.
- If any fluid is injected into the skin, it must be surgically removed within a few hours by a doctor familiar with this type of injury or gangrene may result.



Figure 5.2: Hydraulic Pressure Hazard

- Use a piece of cardboard or paper to search for leaks.

#### **IMPORTANT:**

Keep hydraulic coupler tips and connectors clean. Allowing dust, dirt, water, or foreign material to enter the system is the major cause of hydraulic system damage. Do NOT attempt to service hydraulic systems in the field. Precision fits require a perfectly clean connection during overhaul.

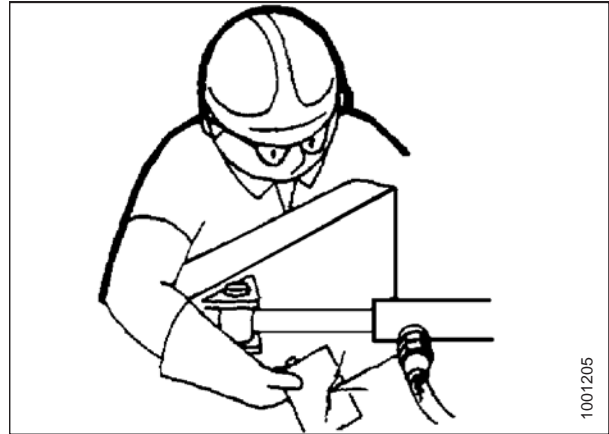


Figure 5.3: Testing for Hydraulic Leaks

### 5.3.6 Lubrication and Servicing

#### **⚠ CAUTION**

To avoid personal injury, before servicing header or opening drive covers, follow procedures in [5.1 Preparing Machine for Servicing, page 321](#).

Refer to the inside back cover for recommended lubricants.

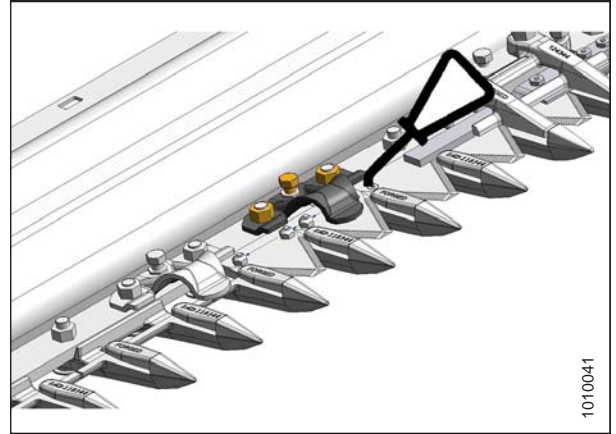
Log hours of operation and use the Maintenance Record provided to keep a record of scheduled maintenance. Refer to [5.3.1 Maintenance Schedule/Record, page 324](#).

### *Service Intervals*

#### **Every 10 Hours**

Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

**Knife:** Lubricate the knife every 10 hours or daily, except in sandy conditions.



**Figure 5.4: Every 10 Hours or Daily**

#### **Every 25 Hours**

Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

**Knifehead:** Lubricate the knifehead every 25 hours. Check for signs of excessive heating on the first few guards after greasing. If required, relieve the pressure by pressing the check-ball in the grease fitting.

#### **IMPORTANT:**

To prevent binding and/or excessive wear caused by knife pressure on the guards, do **NOT** overgrease the knifehead (A). Apply only one to two pumps using a mechanical grease gun (do **NOT** use an electric grease gun). If more than six to eight pumps of the grease gun are required to fill the cavity, replace the seal in the knifehead. Refer to [5.8.3 Removing Knifehead Bearing, page 378](#).



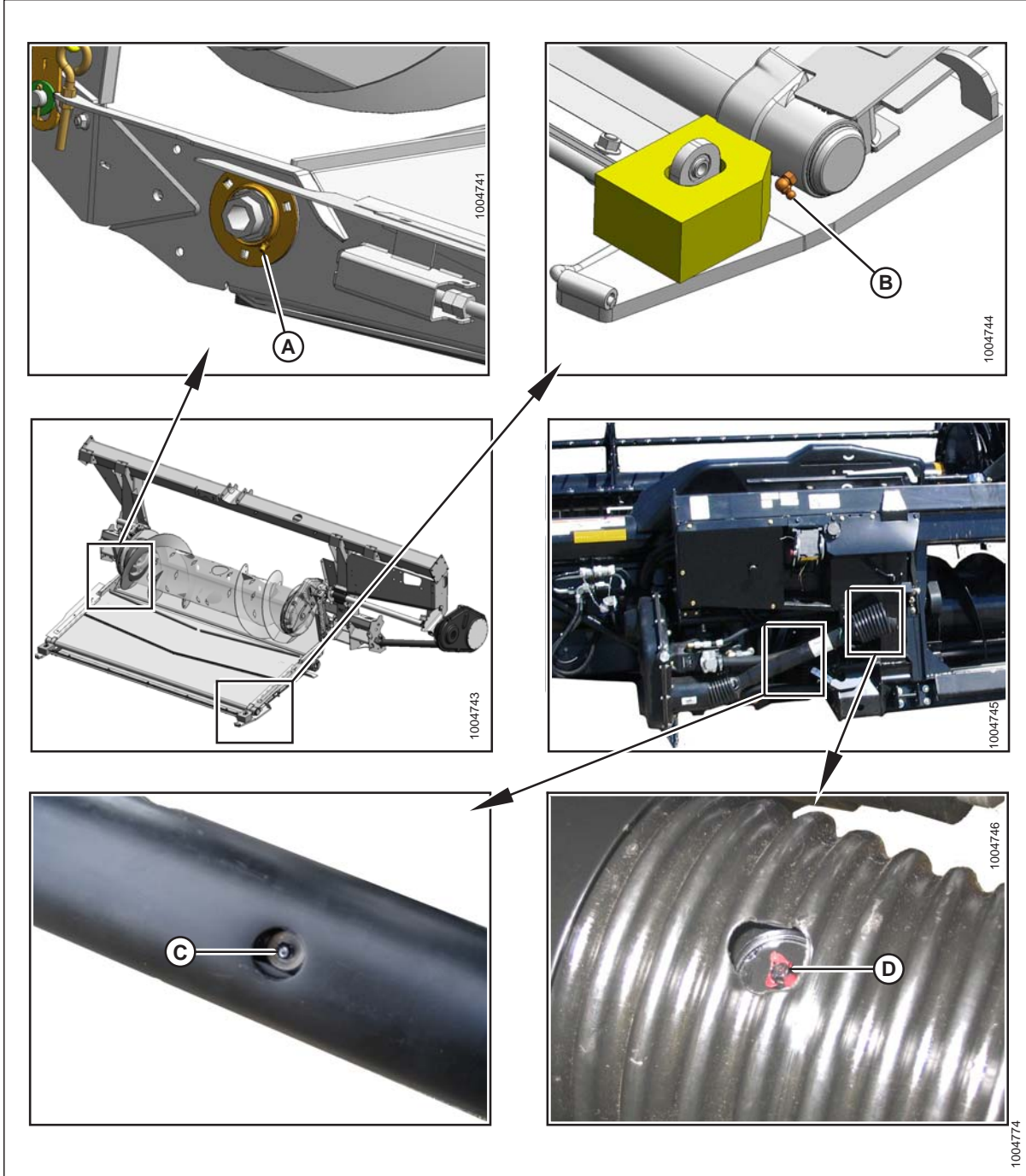
**Figure 5.5: Every 25 Hours**

## MAINTENANCE AND SERVICING

### Every 50 Hours

Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Figure 5.6: Every 50 Hours



A - Drive Roller Bearing

B - Idler Roller Bearing (Both Sides)

C - Driveline Slip Joint<sup>40</sup>

D - Driveline Universal (Two Places)

40. Use high temperature extreme pressure (EP2) performance with 10% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

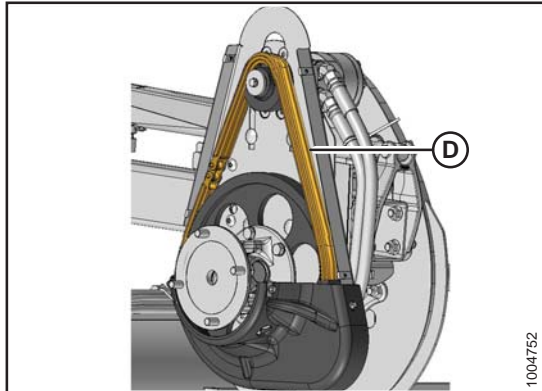
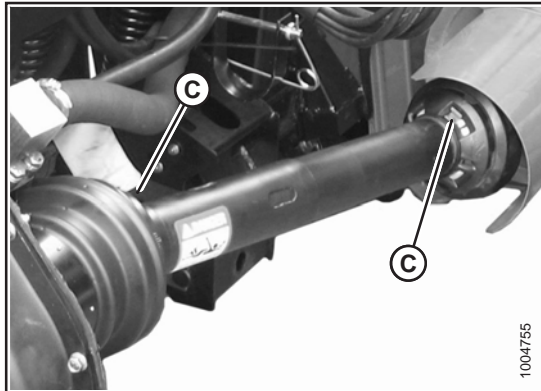
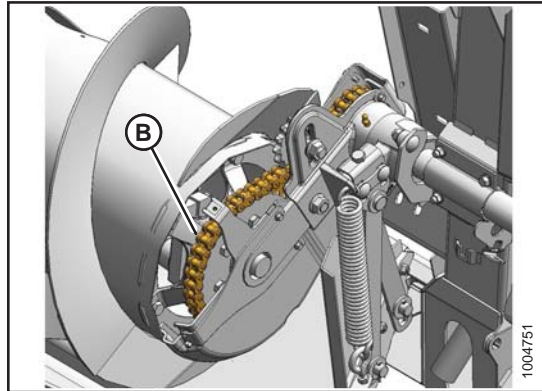
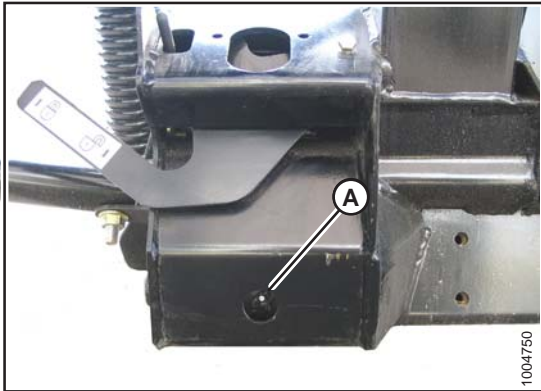


## MAINTENANCE AND SERVICING

### Every 100 Hours

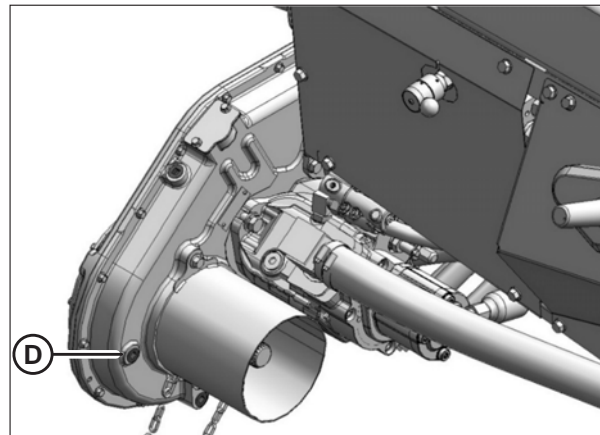
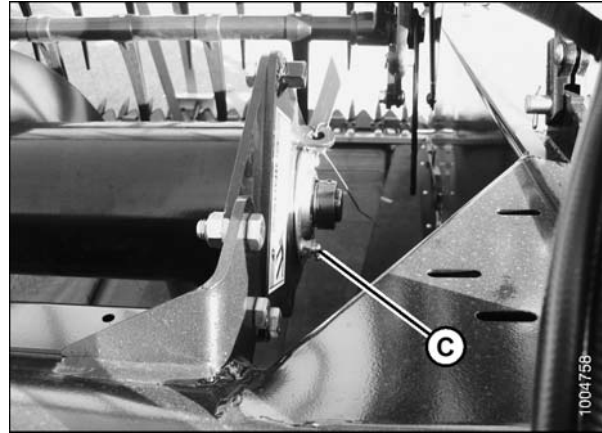
Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Figure 5.7: Every 100 Hours



- A - Float Pivot - Right and Left  
B - Auger Drive Chain. Refer to [Lubricating Auger Drive Chain, page 340](#)  
C - Driveline Guard - Two Places  
D - Reel Drive Chain - One Place. Refer to [Lubricating Reel Drive Chain – Double Reel, page 339](#)

Figure 5.8: Every 100 Hours



- A - Knife Drive Box (Check Oil Level Between Lower Hole and End of Dipstick [B])
- C - Upper Cross Auger Bearing - One Place
- D - Main Drive Gearbox Oil Level. Refer to [Lubricating Header Drive Gearbox, page 342](#)

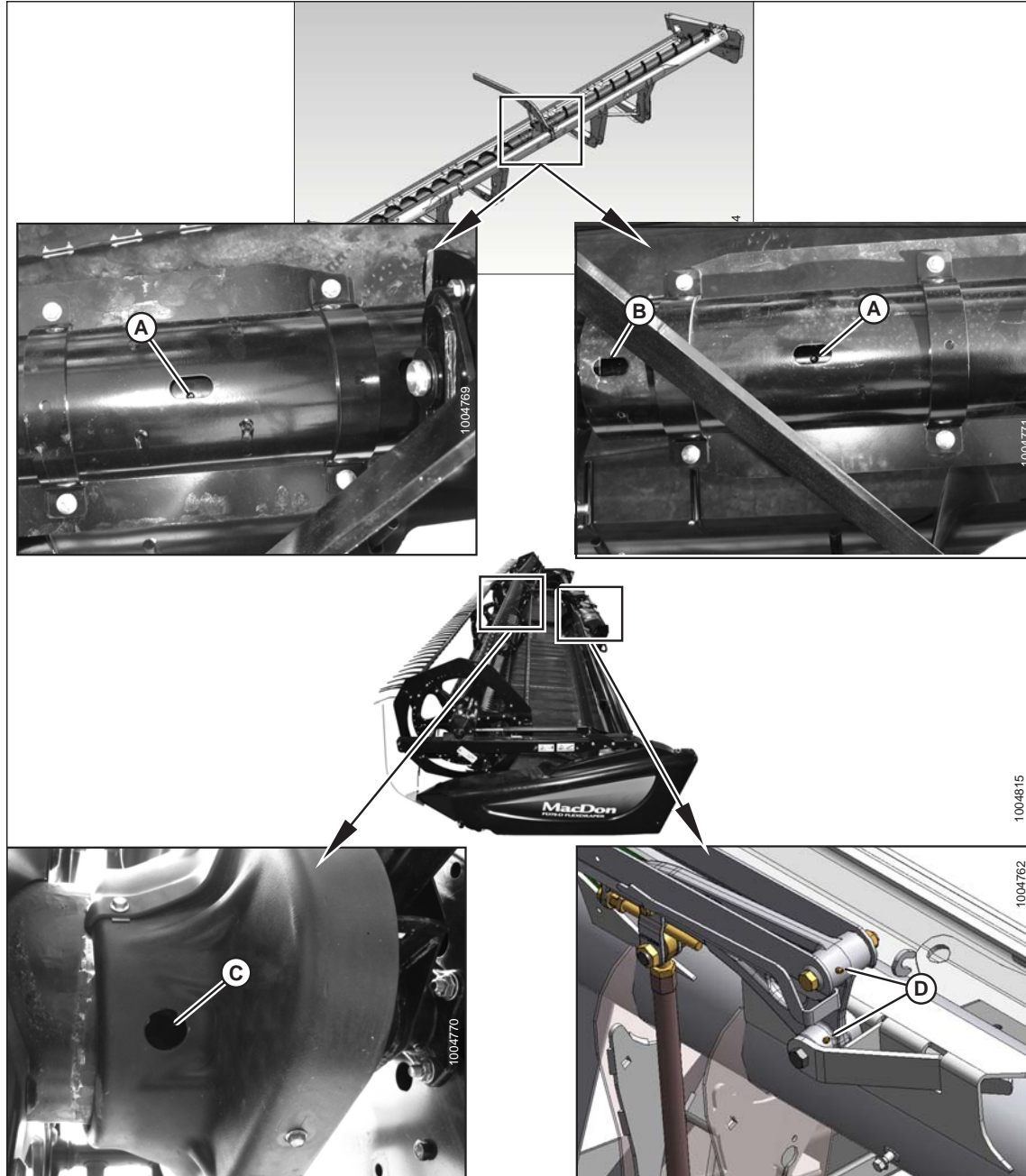
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## MAINTENANCE AND SERVICING

### Every 250 Hours

Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

**Figure 5.9: Every 250 Hours**



A - Upper Cross Auger Drive Shafts (Two Places)  
C - Reel U-joint (One Place)

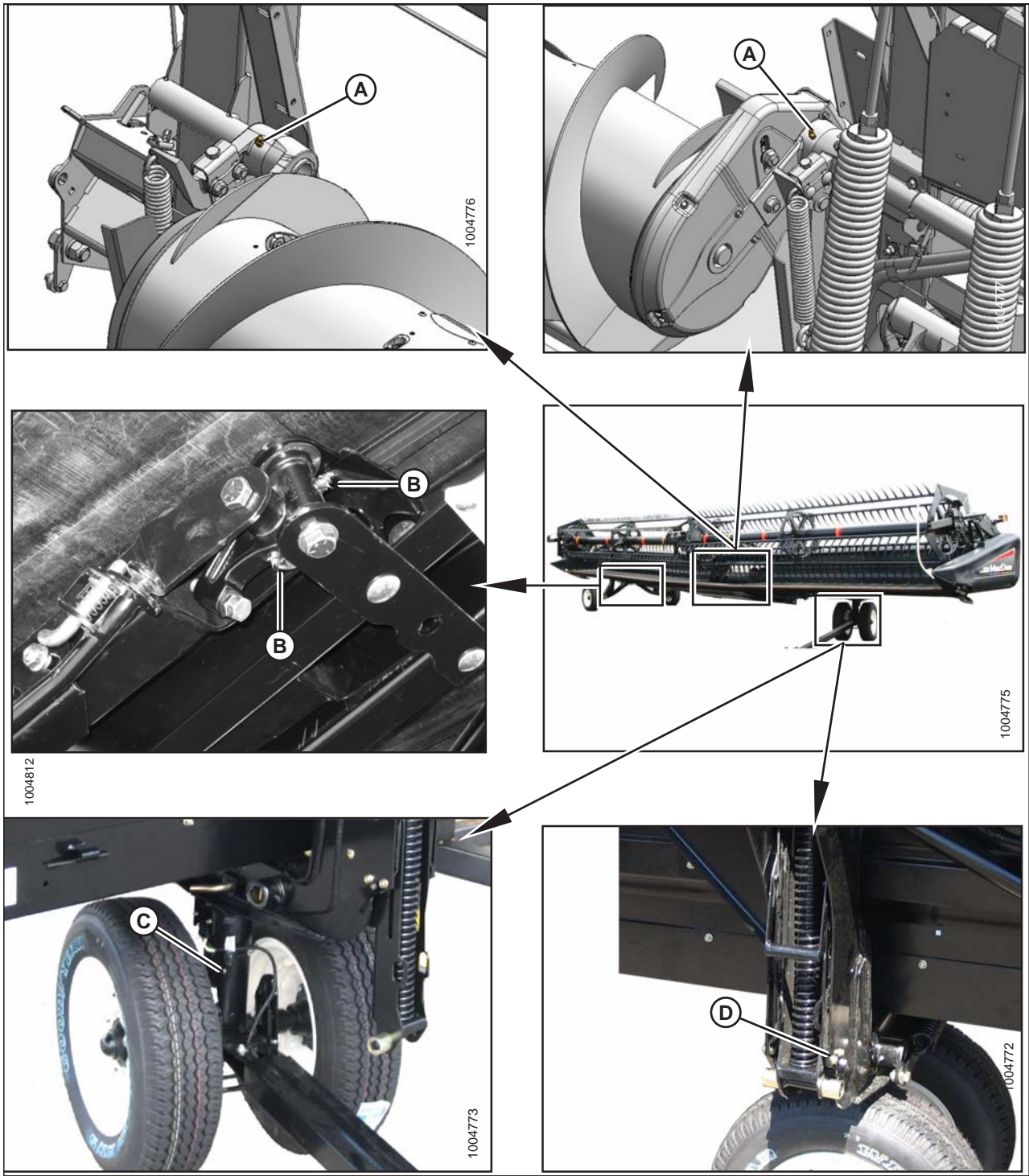
B - Upper Cross Auger U-Joint<sup>41</sup>  
D - Flex Linkage (Two Places) - Both Sides

41. U-joint has an extended lubrication cross and bearing kit. Stop greasing when greasing becomes difficult or if U-joint stops taking grease. Overgreasing will damage U-joint. Six to eight pumps are sufficient at first grease (factory). Decrease grease interval as U-joint wears and requires more than six pumps.

MAINTENANCE AND SERVICING

Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Figure 5.10: Every 250 Hours

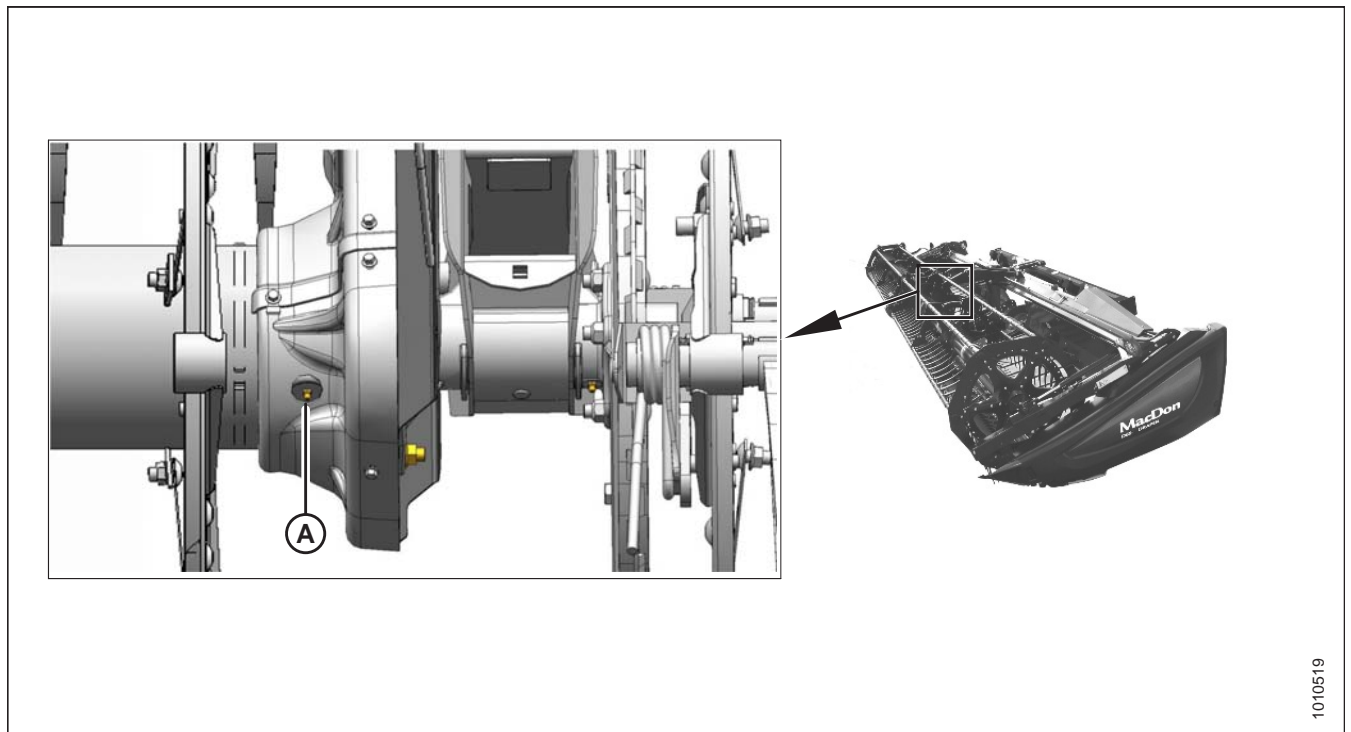


A - Auger Pivots  
C - Front Wheel Pivot (One Place)

B - Rear Axle Pivots  
D - Frame/Wheel Pivot (One Place) - Both Sides



**Figure 5.11: Every 250 Hours**



**A - Double Reel U-Joint<sup>42</sup>**

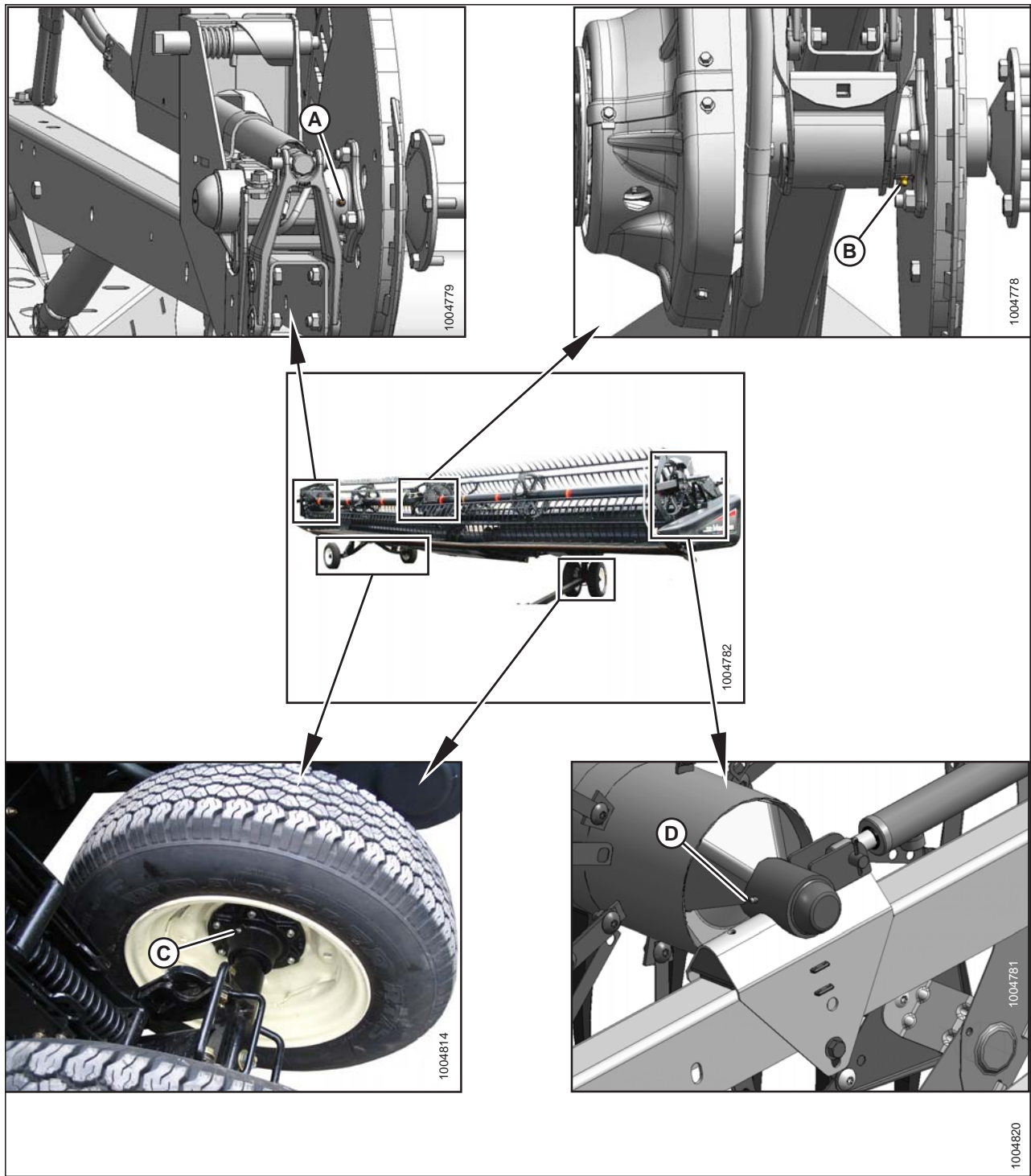
42. U-joint has an extended lubrication cross and bearing kit. Stop greasing when greasing becomes difficult or if U-joint stops taking grease. Overgreasing will damage U-joint. Six to eight pumps are sufficient at first grease (factory). Increase grease interval as U-joint wears and requires more than six pumps.

MAINTENANCE AND SERVICING

Every 500 Hours

Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.

Figure 5.12: Every 500 Hours



A - Reel Right Bearing (One Place)  
C - Wheel Bearings (Four Places)

B - Reel Center Bearing (One Place)  
D - Reel Left Bearing (One Place)



## MAINTENANCE AND SERVICING

### Greasing Procedure

Greasing points are marked on machine by decals showing a grease gun and grease interval in hours of operation. Master grease point location decals are provided on header and adapter back frame.

### DANGER

**To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.**

Refer to the inside back cover for recommended lubricants.

Log hours of operation and use the Maintenance Record provided to keep a record of scheduled maintenance. Refer to [5.3.1 Maintenance Schedule/Record, page 324](#).

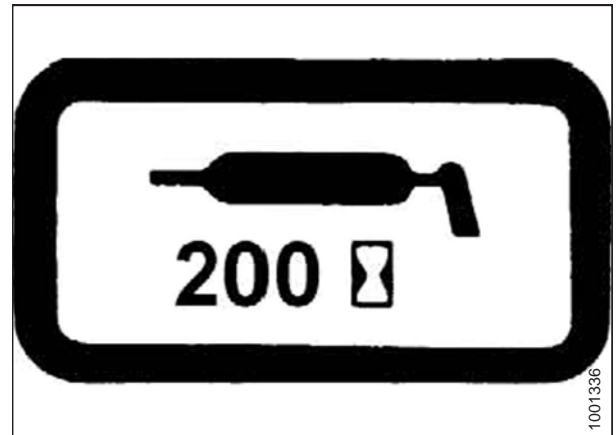


Figure 5.13: Greasing Interval Decal

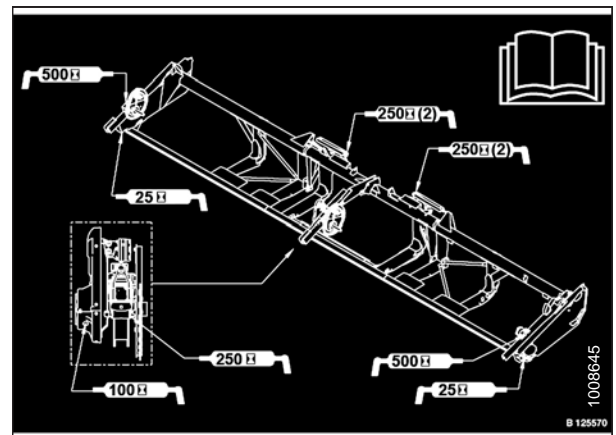
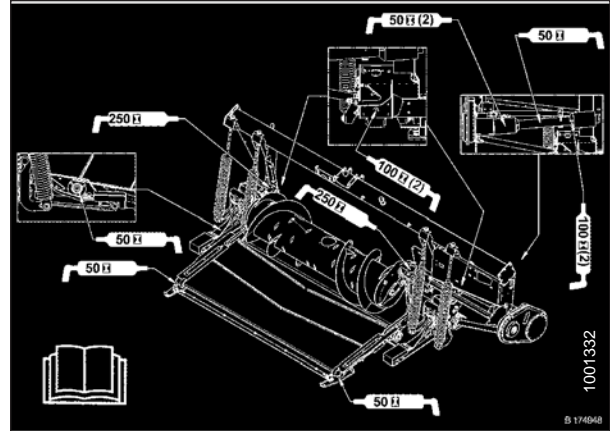


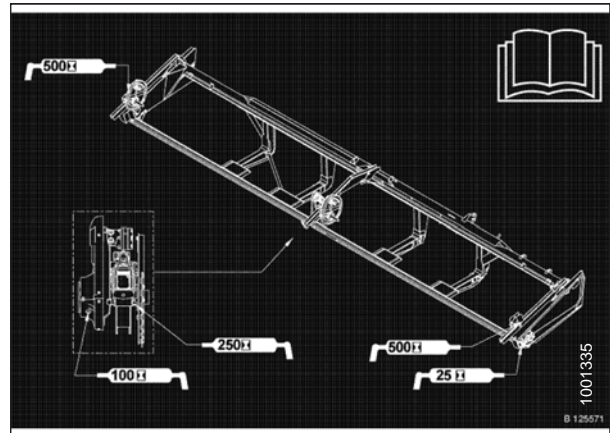
Figure 5.14: FD75 Master Grease Point Decal

## MAINTENANCE AND SERVICING

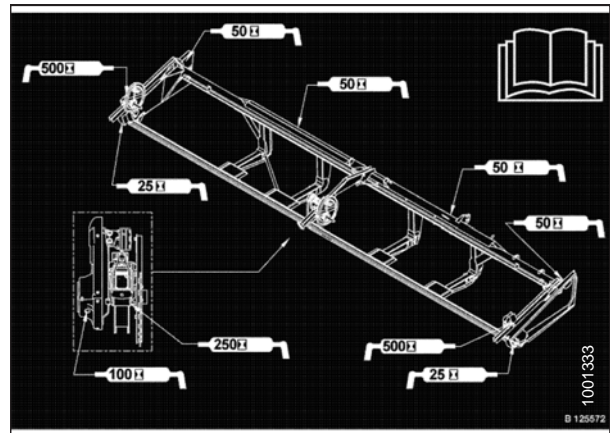
1. Wipe grease fitting with a clean cloth before greasing to avoid injecting dirt and grit.
2. Inject grease through fitting with grease gun until grease overflows fitting (except where noted).
3. Leave excess grease on fitting to keep out dirt.
4. Replace any loose or broken fittings immediately.
5. Remove and thoroughly clean any fitting that will not take grease. Also clean lubricant passageway. Replace fitting if necessary.
6. Use high temperature, extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base unless otherwise specified.



**Figure 5.15: CA25 Adapter Master Grease Point Decal**



**Figure 5.16: Single-Knife Header Master Grease Point Decal**



**Figure 5.17: Double-Knife Header Master Grease Point Decal**

*Lubricating Reel Drive Chain – Double Reel*

**⚠ DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Stop the engine and remove the key from the ignition.
2. Remove six bolts (A) securing upper cover (B) to the reel drive and lower cover (C).

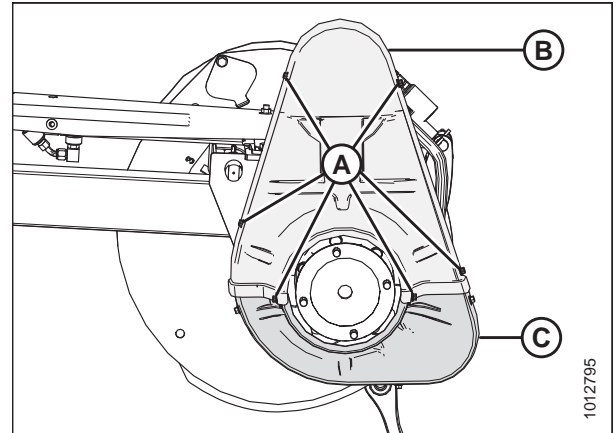


Figure 5.18: Drive Cover – Double Reel

3. Remove three bolts (A) and remove lower cover (B) if necessary.

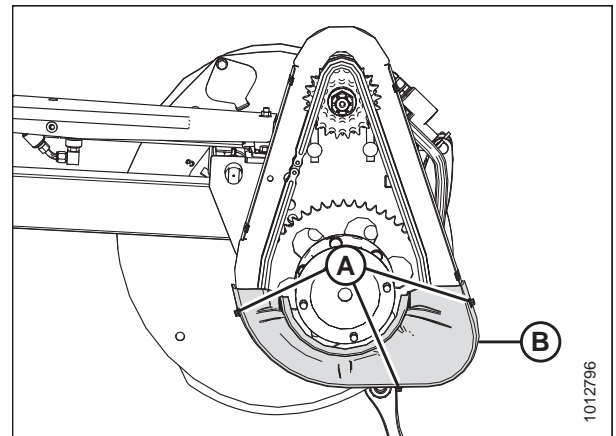


Figure 5.19: Drive Cover – Double Reel

4. Apply a liberal amount of grease to the chain (A).

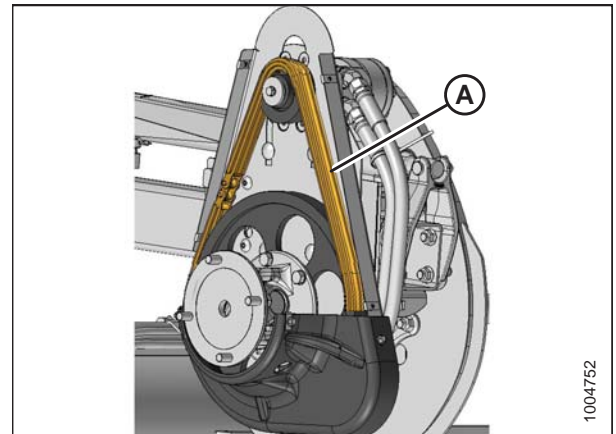


Figure 5.20: Drive Chain

## MAINTENANCE AND SERVICING

5. Position lower drive cover (B) onto the reel drive (if previously removed) and secure with three bolts (A).

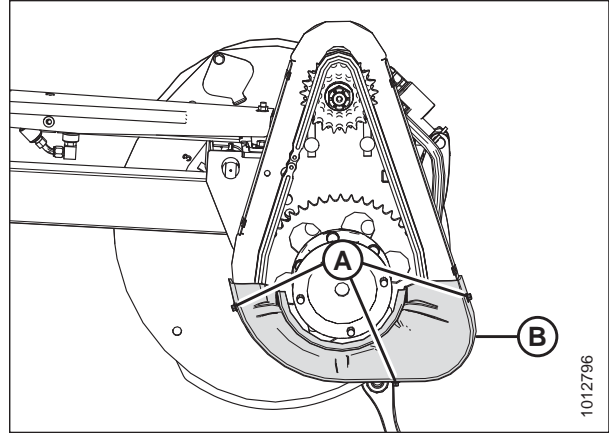


Figure 5.21: Drive Cover – Double Reel

6. Position upper drive cover (B) onto the reel drive and lower cover (C), and secure with six bolts (A).

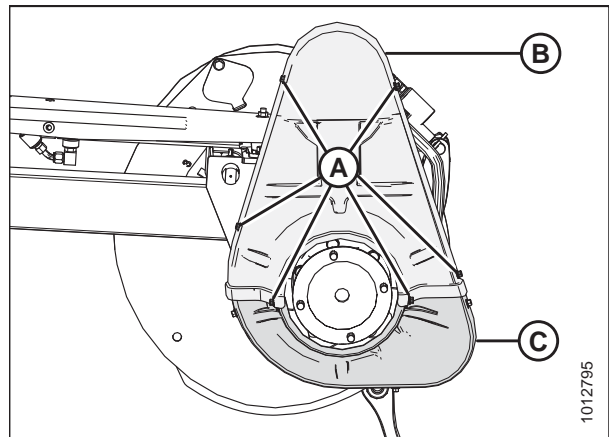


Figure 5.22: Drive Cover – Double Reel

### *Lubricating Auger Drive Chain*

#### **DANGER**

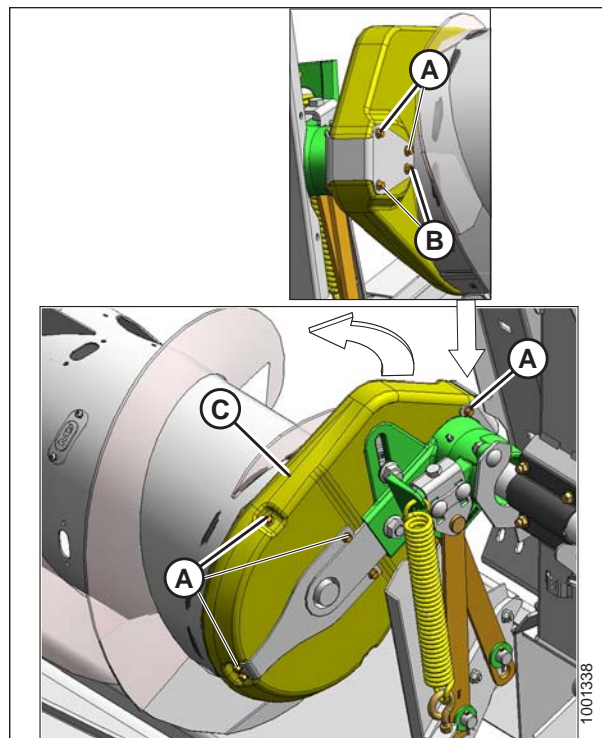
To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

Lubricate the auger drive chain every 100 hours. Lubrication can be done with the adapter attached to the combine, but it is easier with the adapter detached.

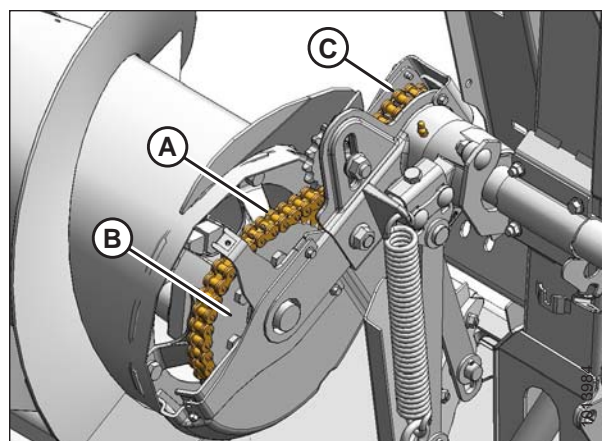
The auger drive cover consists of an upper and a lower half. Only the upper half needs to be removed to grease the chain.

## MAINTENANCE AND SERVICING

1. Remove the six bolts (A) securing the upper half of cover (C).
2. Loosen two bolts (B) at the rear of the cover.
3. Rotate the upper half (C) forwards to remove.



4. Apply a liberal amount of grease to the chain (A), drive sprocket (B), and idler sprocket (C).



## MAINTENANCE AND SERVICING

5. Reinstall the cover (C) by positioning the inboard lip into the auger tube and rotating back to engage the rear support.
6. Replace and tighten bolts (A) and (B).

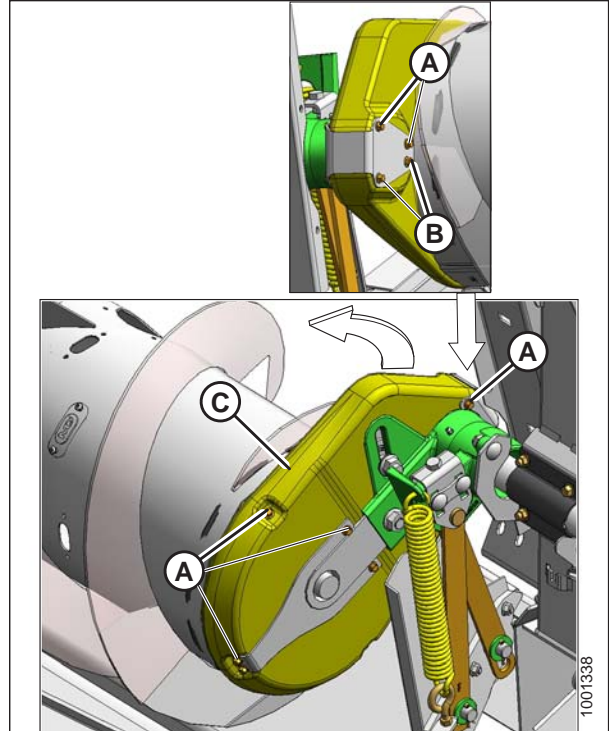


Figure 5.25: Auger Drive

### *Lubricating Header Drive Gearbox*

#### **Checking Oil Level in Header Drive Gearbox**

Check header drive gearbox oil level every 100 hours.

#### **⚠ DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Lower cutterbar to ground and ensure gearbox is in working position.
2. Shut down combine and remove key from ignition.
3. Remove oil level plug (A) and check that oil level is up to bottom of hole.
4. If no oil is required, replace oil level plug (A).
5. Add oil if required. Refer to [Adding Oil to Header Drive Gearbox, page 343](#).

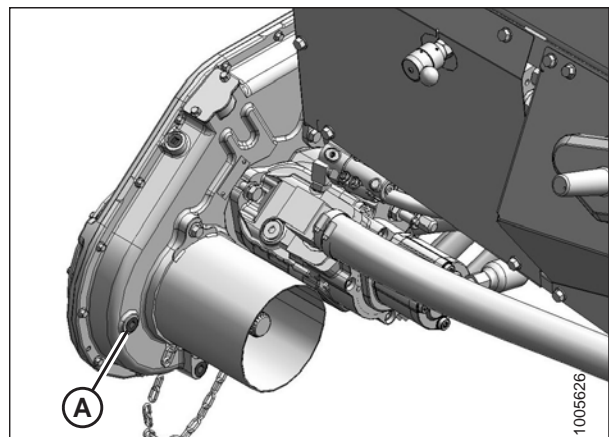


Figure 5.26: Header Drive Gearbox



## Adding Oil to Header Drive Gearbox

### **DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Lower the cutterbar to the ground, and ensure the gearbox is in working position.
2. Shut down the combine, and remove the key from the ignition.
3. Remove the oil level plug (A) and the filler plug (B).
4. Add SAE 85W-140 (API service class GL-5) oil into the filler plug (B) until it runs out of the oil level plug hole (A).
5. Replace the oil level plug (A) and the filler plug (B).

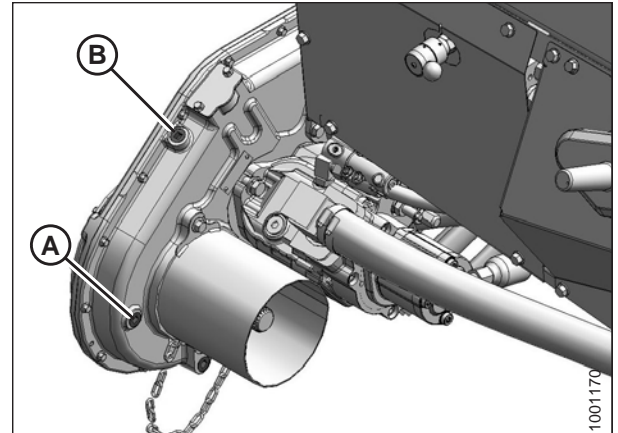


Figure 5.27: Header Drive Gearbox

## Changing Oil in Header Drive Gearbox

Change the header drive gearbox oil after the first 50 hours of operation and every 1000 hours (or 3 years) thereafter.

### **DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Raise or lower the header to position the oil drain plug (A) at its lowest point.
2. Shut down the combine, and remove the key from the ignition.
3. Place a suitably sized container (approximately 4 liters [1 US gallon]) underneath the gearbox drain to collect the oil.
4. Remove the oil drain plug (A) and the filler plug (C), and allow the oil to drain.
5. Replace the oil drain plug (A) and remove the oil level plug (B).
6. Add SAE 85W-140 (API service class GL-5) oil into the filler plug (C) until it runs out of the oil level hole (B).

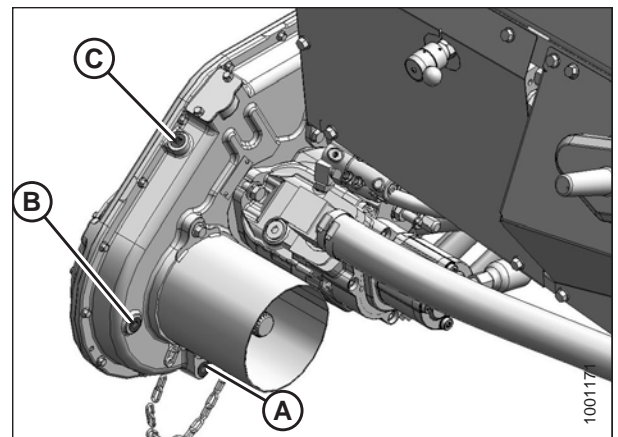


Figure 5.28: Header Drive Gearbox

#### **NOTE:**

The header drive gearbox holds approximately 2.5 liters (5 US pints) of oil.

7. Replace the oil level plug (B) and the filler plug (C).

## 5.4 Hydraulics

The CA25 Combine Adapter's hydraulic system drives the adapter feed draper, side drapers, and knife drives. The combine's hydraulic system drives the reel hydraulics.

The adapter frame acts as an oil reservoir. Refer to the inside back cover for oil requirements.

### 5.4.1 Checking Oil Level in Hydraulic Reservoir

Check hydraulic oil level in reservoir every 25 hours.

1. Check oil level using lower sight (A) and upper sight (B) with cutterbar just touching the ground.

**NOTE:**

Check level when oil is cold and with center-link retracted.

2. Ensure oil is at appropriate level for terrain as follows:
  - **Hilly terrain (C):** Maintain level so lower sight (A) is full, and upper sight (B) is up to one-half filled.
  - **Normal terrain (D):** Maintain level so lower sight (A) is full, and upper sight (B) is empty.
  - **Level ground (E):** For slopes of 6° or less, oil level may be kept slightly lower if desired. Maintain level so lower sight (A) is one-half filled or slightly higher.

**NOTE:**

It may be necessary to slightly reduce oil level when ambient temperatures are above 35°C (95°F) to prevent overflow at breather when normal operating temperatures are reached.

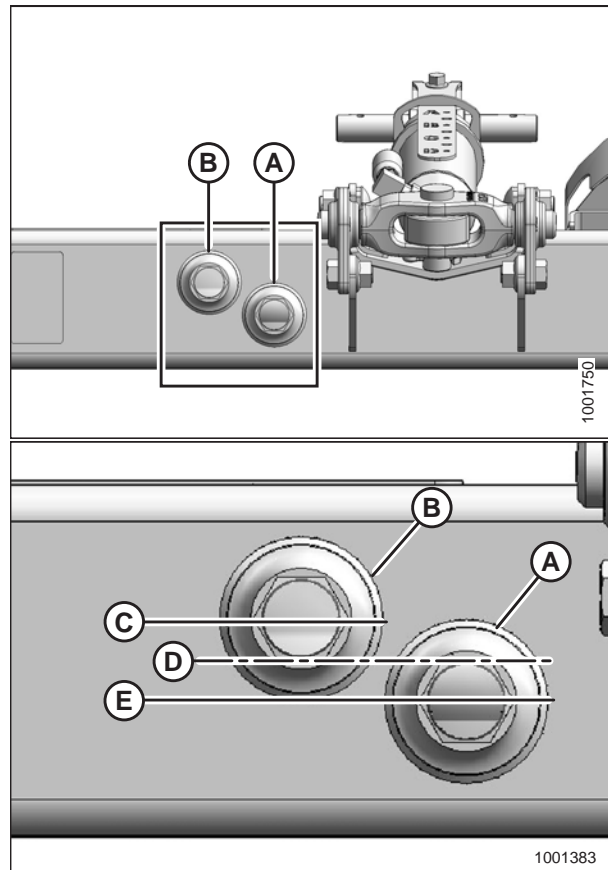


Figure 5.29: Oil Level Sight Glass

### 5.4.2 Adding Oil to Hydraulic Reservoir

Follow this procedure to top up the oil in the hydraulic reservoir. To change the hydraulic oil, refer to [5.4.3 Changing Oil in Hydraulic Reservoir, page 345](#).



**DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

## MAINTENANCE AND SERVICING

1. Shut down the combine, and remove the key from the ignition.
2. Clean any dirt or debris from the filler cap (A).
3. Loosen and remove the filler cap (A) by turning it counterclockwise.
4. Add warm oil (approximately 21°C [70°F]) and fill to the required level. Refer to the inside back cover for specifications.

### IMPORTANT:

Warm oil will flow through the screen better than cold oil. Do **NOT** remove the screen.

5. Reinstall the filler cap (A).



Figure 5.30: Oil Reservoir Filler Cap

### 5.4.3 Changing Oil in Hydraulic Reservoir

Change the hydraulic oil in the reservoir every 1000 hours or 3 years (whichever comes first).



### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Detach the header from the adapter. Refer to [4 Header Attachment/Detachment, page 269](#).
2. Raise the feeder house and engage the lift cylinder safety props.
3. Place a suitably sized container (at least 30 liters [8 US gallons]) under each of the two oil drain plugs (A) located at the base on each side of the frame.
4. Remove the oil drain plugs (A) with a 1-1/2 in. hex socket and allow the oil to drain.
5. Replace the oil drain plugs (A) when reservoir is empty.
6. Change the oil filter if required. Refer to [5.4.4 Changing Oil Filter, page 346](#).
7. Add approximately 60 liters (16 US gallons) of oil to the reservoir. Refer to [5.4.2 Adding Oil to Hydraulic Reservoir, page 344](#).

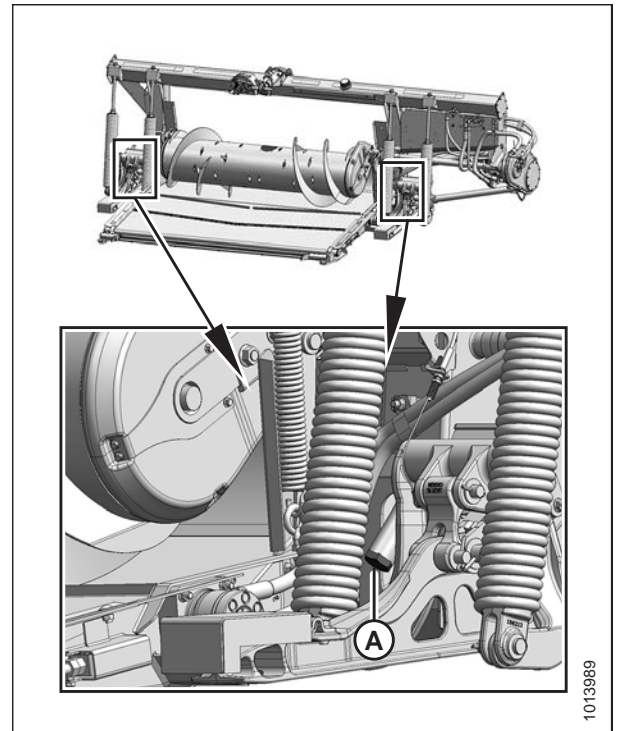


Figure 5.31: Reservoir Drain

### 5.4.4 Changing Oil Filter

Change the oil filter after the first 50 hours of operation and every 250 hours thereafter.

Obtain Filter Service kit (MD #183620). The kit includes one filter element, one O-ring, and one square-cut gasket. The O-ring should be used ONLY with Bosch hydraulic manifolds. The square-cut gasket should be used for all other applications.

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Remove five screws (A) and remove cover (B).

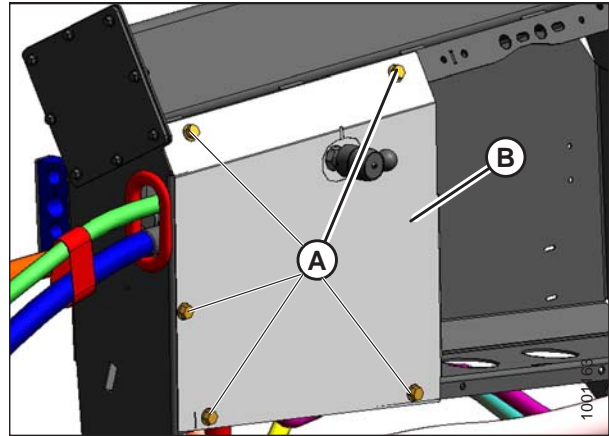


Figure 5.32: Adapter Hydraulics Cover

2. Clean around the mating surfaces of the filter (B) and manifold (A).
3. Remove the spin-off filter (B) and clean the exposed filter port in the manifold (A).

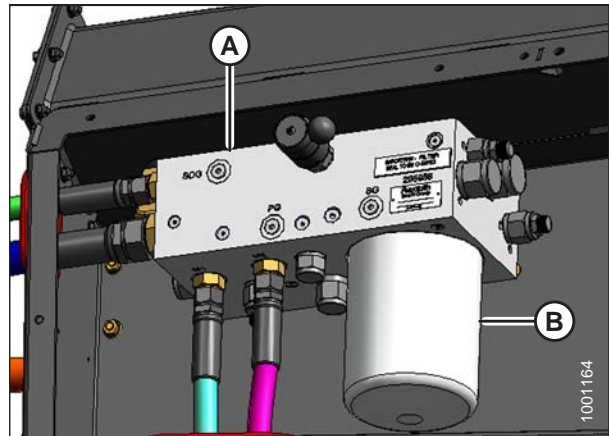


Figure 5.33: Hydraulic Manifold and Filter

## MAINTENANCE AND SERVICING

4. **Parker manifold only:** If adapter fitting (A) (MD #245160) requires replacement, two nuts (1 1/2-16 UN-2A) are needed to properly torque fitting to manifold. To install adapter fitting, follow these steps:

1. Thread new adapter fitting (A) (MD #245160) into manifold (B).
2. Thread one nut approximately 13 mm (0.5 in.) onto adapter fitting.
3. Jam second nut against first, and torque to 81–88 Nm (60–65 lbf·ft). Remove both nuts.

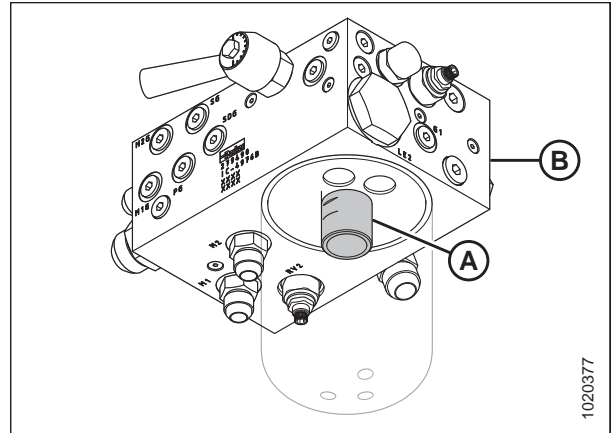


Figure 5.34: Parker Manifold

5. Turn the new filter (B) into manifold (A) until the seal contacts the mating surface. Tighten the filter an additional 1/2 to 3/4 turn by hand.

**IMPORTANT:**

Do **NOT** use a filter wrench to install the new filter. Overtightening can damage the O-ring and filter.

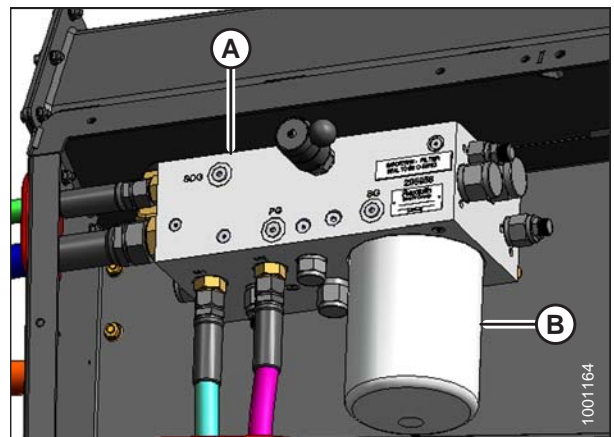


Figure 5.35: Adapter Hydraulics

6. Reinstall cover (B) with five screws (A).

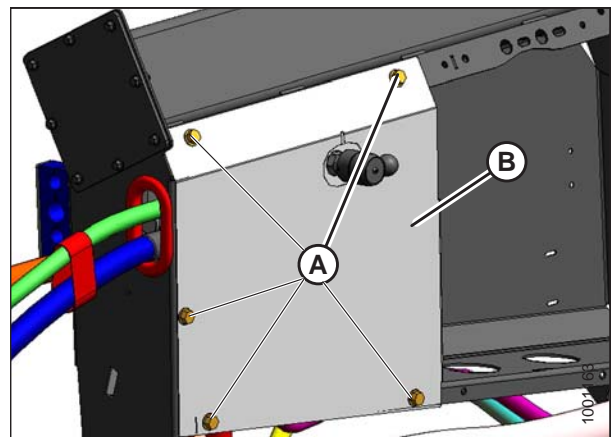


Figure 5.36: Adapter Hydraulics Cover

## 5.5 Electrical System

Use electrical tape and wire clips as required to prevent wires from dragging or rubbing.

Keep lights clean and replace defective bulbs.

### 5.5.1 Replacing Light Bulbs

1. Use a Phillips screwdriver to remove screws (A) from the fixture and remove the plastic lens.
2. Replace the bulb and reinstall the plastic lens and screws.

**NOTE:**

Use bulb trade #1156 for amber clearance lights and #1157 for red tail light (Slow Speed Transport option).

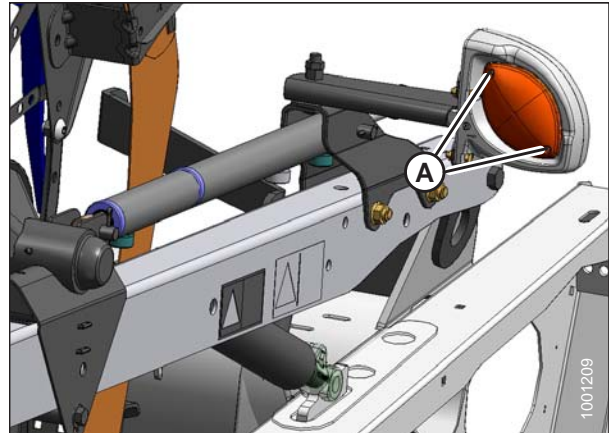


Figure 5.37: Clearance Light



## 5.6 Header Drive

The header drive consists of a driveline from the combine to the CA25 Combine Adapter gearbox that drives the feed auger and a hydraulic pump. The pump provides hydraulic power to the drapers, knives, and optional equipment.

### 5.6.1 Removing Driveline

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

#### NOTE:

The driveline normally remains attached to the adapter and is stored on the hook provided when not in use.

1. If the adapter is attached to the combine, remove the driveline from the combine by pulling the quick disconnect collar to release the driveline yoke at the combine shaft.
2. Remove the two nuts (A) securing the shield (B) to the gearbox.
3. Slide the shield (B) over the driveline shield to expose the quick disconnect on the gearbox. Do **NOT** disconnect the tether (C).
4. Pull the quick disconnect collar to release the driveline yoke, and pull the driveline off the shaft.
5. Slide the shield (B) off the driveline.

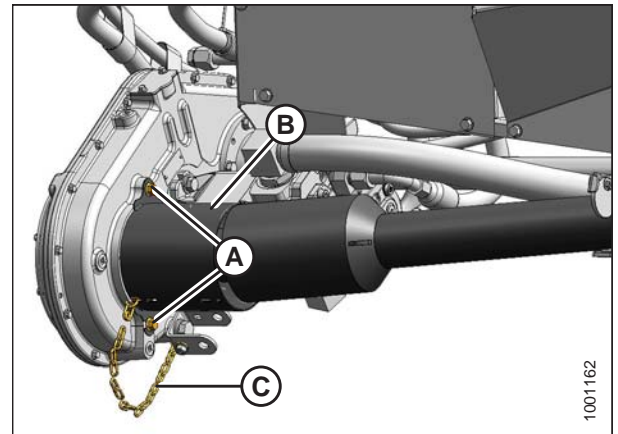


Figure 5.38: Adapter End of Driveline

6. Rotate the disc (A) on the adapter driveline storage hook, and remove the driveline from the hook.

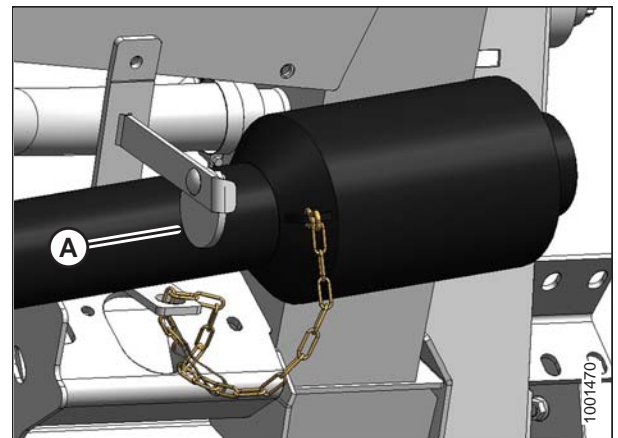


Figure 5.39: Combine End of Driveline

## 5.6.2 Installing Driveline

### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

#### IMPORTANT:

If the combine output shaft splines match the adapter input shaft splines, ensure the driveline is installed with the longer guard at the adapter gearbox end.

#### IMPORTANT:

Ensure the driveline length corresponds with the length specifications for your specific equipment. Refer to [2.2 Specifications, page 21](#).

1. Slide the driveline into the hook (A) so the disc (B) drops and secures the driveline.

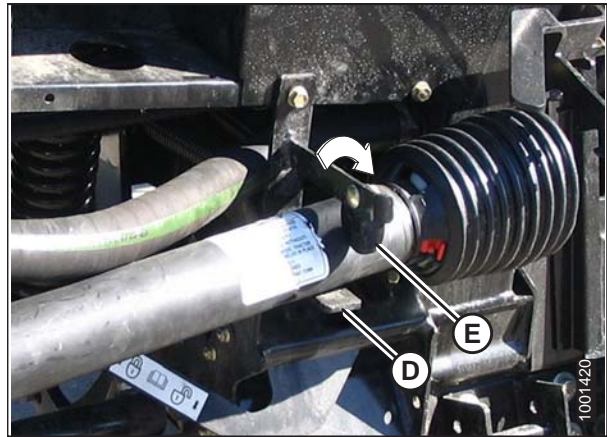


Figure 5.40: Combine End of Driveline

2. Slide the shield (B) over the driveline.
3. Position the driveline quick disconnect onto the adapter gearbox shaft, pull back the collar, and slide onto the shaft until the yoke locks onto the shaft. Release the collar.
4. Position the shield (B) on the gearbox and secure with nuts (A).
5. Connect the opposite end to the combine if necessary.

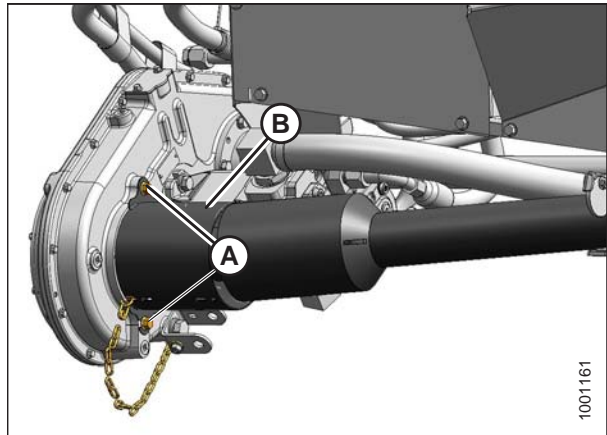


Figure 5.41: Adapter End of Driveline

### 5.6.3 Removing Driveline Guard

The main driveline guard must remain attached to the driveline during operation, but it can be removed for maintenance purposes.

#### **DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

#### **NOTE:**

The driveline does **NOT** need to be removed from the adapter in order to remove the driveline guard.

1. Shut down the combine, and remove the key from the ignition.
2. If the driveline is in the storage position, rotate disc (B) on the adapter driveline storage hook (A), and remove the driveline from the hook. If the driveline is attached to the combine, remove the driveline from the combine by pulling the quick disconnect collar to release the driveline yoke at the combine shaft. Refer to [4 Header Attachment/Detachment, page 269](#).

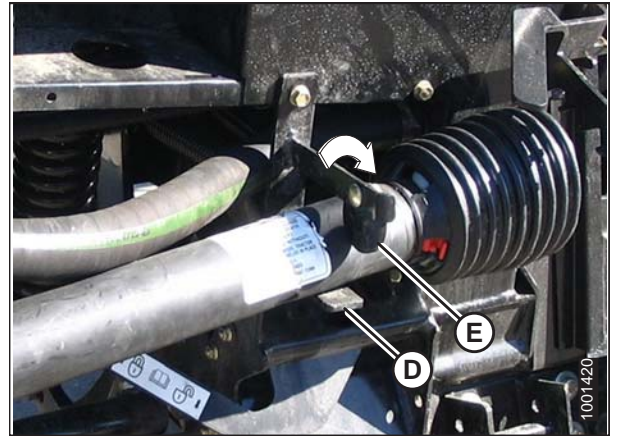


Figure 5.42: Combine End of Driveline

3. Lift the combine end of the driveline (A) from the hook, and extend the driveline until it separates. Hold the adapter end of the driveline (B) to prevent it from dropping and hitting the ground.



Figure 5.43: Separated Driveline

## MAINTENANCE AND SERVICING

4. Use a slotted screwdriver to release grease zerk/lock (A).



Figure 5.44: Driveline Guard

5. Rotate the driveline guard locking ring (A) counterclockwise using a screwdriver until the lugs (B) line up with the slots in the guard.
6. Pull the guard off the driveline.

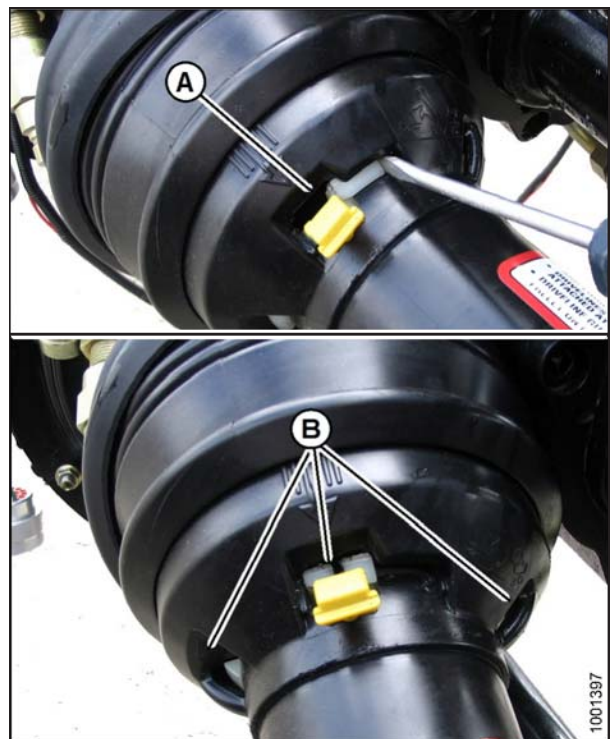


Figure 5.45: Driveline Guard

### 5.6.4 Installing Driveline Guard

1. Slide the guard onto the driveline, and line up the slotted lug on the locking ring (A) with the arrow (B) on the guard.



Figure 5.46: Driveline Guard

2. Push the guard onto the ring until the locking ring is visible in the slots (A).



Figure 5.47: Driveline Guard

3. Use a slotted screwdriver to rotate ring (A) clockwise and lock ring in guard.

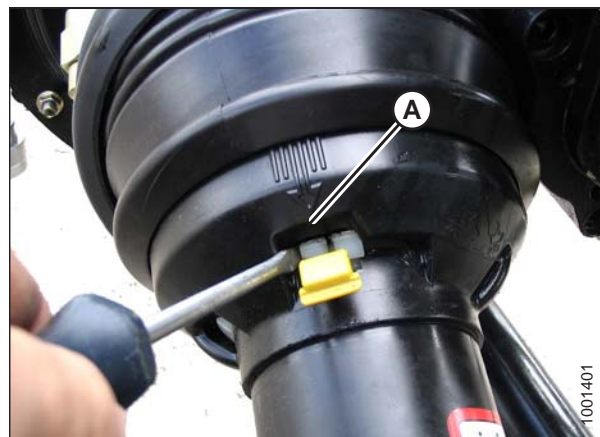


Figure 5.48: Driveline Guard



## MAINTENANCE AND SERVICING

4. Push the grease zerk (A) back into the guard.



Figure 5.49: Driveline Guard

5. Assemble the driveline.

**NOTE:**

The splines are keyed to align the universals. Align weld (A) with the missing spline (B) when assembling.

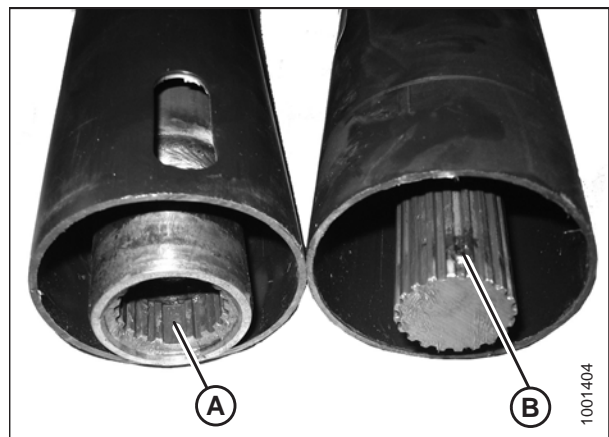


Figure 5.50: Driveline

6. Slide the driveline into the hook (A) so the disc (B) drops and secures the driveline (or connect to the combine).

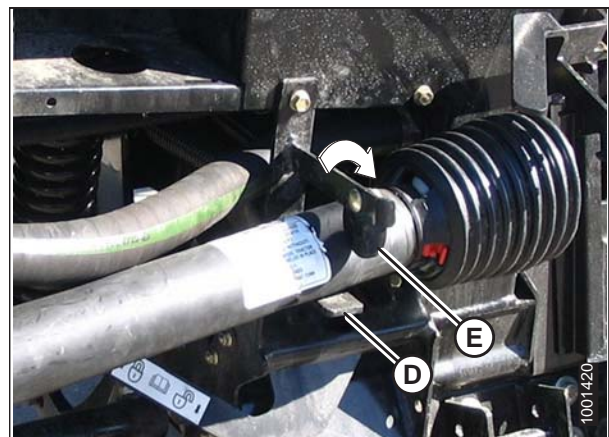


Figure 5.51: Combine End of Driveline



### 5.6.5 Adjusting Tension on Gearbox Drive Chain

The gearbox drive chain tension is factory-set, but tension adjustments are required every 500 hours or annually (whichever comes first). The gearbox drive chain, located inside the gearbox, requires no other regular maintenance.

#### **DANGER**

**To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.**

1. Lower the header.
2. Stop the engine, and remove the key from the ignition.
3. Remove two bolts and chain adjusting cover (A).  
Ensure there is no damage to gasket (B).
4. Remove retainer plate (C).
5. Tighten bolt (D) to 6.8 Nm (60 lbf·in).
  - For CNH / John Deere gearbox (MD #187475): Back off bolt (D) 1-2/3 turns after tensioning.
  - For Lexion/AGCO gearbox (MD #187502): Back off bolt (D) 1/2 turn after tensioning.
6. Reinstall retainer plate (C).
7. Reinstall chain adjusting cover (A) and gasket (B).  
Torque hardware to 9.5 Nm (84 lbf·in).

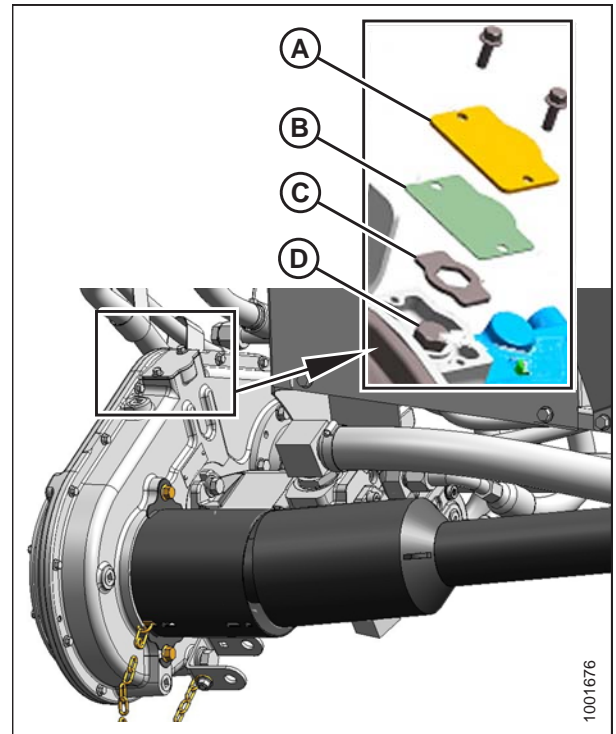


Figure 5.52: Chain Tensioner

## 5.7 Auger

The CA25 Combine Adapter auger feeds the cut crop from the draper decks into the combine feeder house.

### 5.7.1 Adjusting Auger to Pan Clearance

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

#### IMPORTANT:

Maintain an appropriate distance between auger and auger pan. Too little clearance may cause tines or flighting to contact and damage feed draper or pan when operating header at certain angles. Look for evidence of contact when greasing adapter.

1. Extend center-link to steepest header angle (setting D), and position header 150–254 mm (6–10 in.) off the ground.
2. Lock header wings. Refer to [Locking/Unlocking Header Wings, page 65](#).
3. Shut down combine and remove key from ignition.
4. Ensure float lock linkage is on down stops (washer [A] and nut [B] cannot be moved) at both locations.

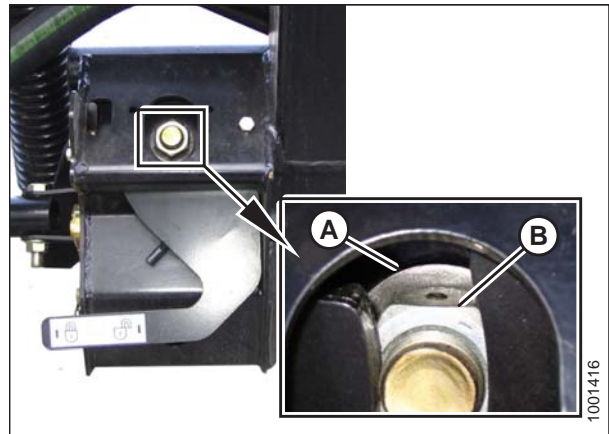


Figure 5.53: Float Lock

5. Ensure lower end of linkage bars (A) are against studs (B) at both ends of auger.

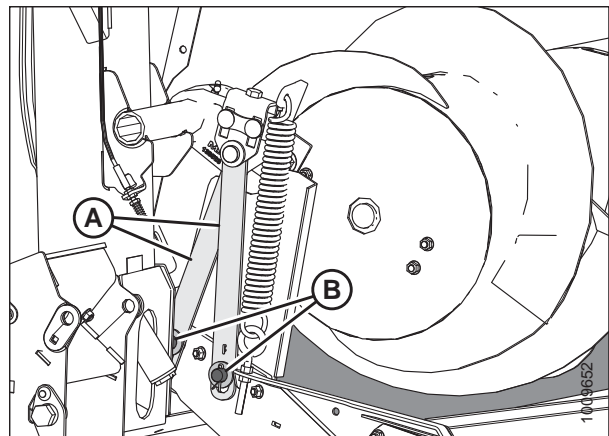


Figure 5.54: Linkage Bars

## MAINTENANCE AND SERVICING

6. Loosen two nuts (B).
7. Use adjuster bolt (A) to set clearance (C) to 5–10 mm (3/16–3/8 in.). Turn adjuster bolt (A) clockwise to increase clearance and counterclockwise to decrease clearance.

**NOTE:**

The clearance increases 25–40 mm (1–1-1/2 in.) when center-link is fully retracted.

8. Repeat previous two steps on opposite end of auger.
9. Tighten nuts (B) on both ends of feed auger. Torque nuts to 106–118 Nm (79–87 lbf·ft).

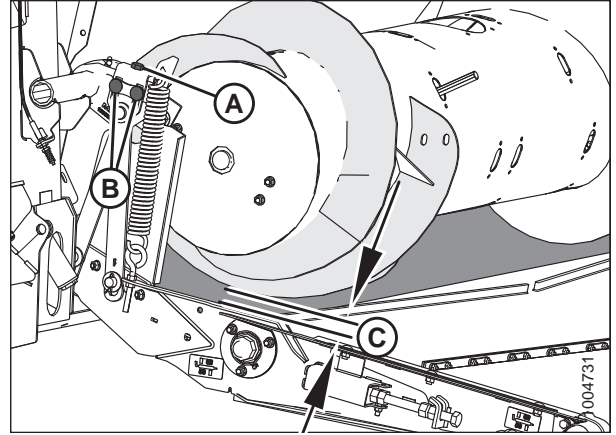


Figure 5.55: Auger Clearance

### 5.7.2 Checking Auger Drive Chain Tension

The auger is chain-driven by the adapter drive system sprocket attached to the side of the auger.



**DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Lower the header to the ground.
2. Raise the reel and engage the reel safety props. Refer to [Engaging Reel Safety Props, page 29](#).
3. Shut down the combine, and remove the key from the ignition.
4. Inspect the auger drive chain through the adjustment slot (A).

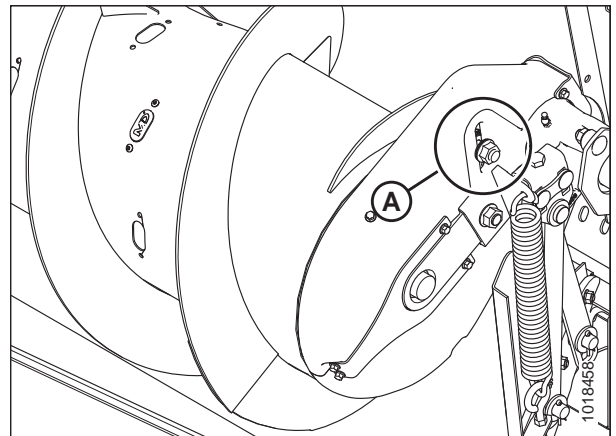


Figure 5.56: Auger Drive Chain Inspection Location

## MAINTENANCE AND SERVICING

5. Verify that the auger drive sprocket (A) is engaging the chain (B) completely through the adjustment slot (C).

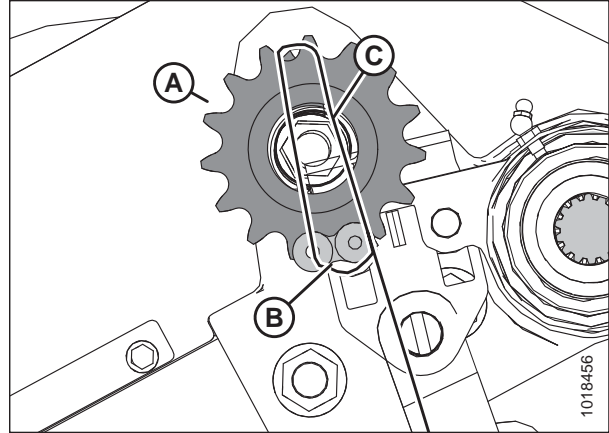


Figure 5.57: Auger Drive Sprocket (Correct)

### NOTE:

If the auger drive sprocket (A) is not properly engaged, you will need to adjust the chain tension. Refer to [5.7.3 Adjusting Auger Drive Chain Tension](#), page 359.

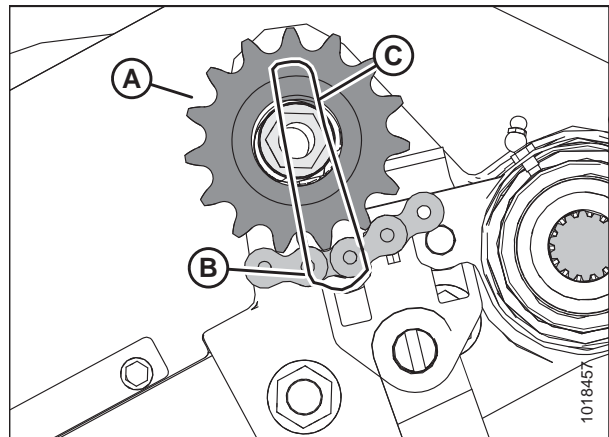


Figure 5.58: Auger Drive Sprocket (Incorrect)

6. Rotate the auger (A) by hand, in the reverse direction, until it cannot turn anymore.
7. Mark a line (B) across the drum and bottom cover (C).

### NOTE:

The line gets marked on the bottom cover because the top cover needs to be removed if chain tension adjustment is required.

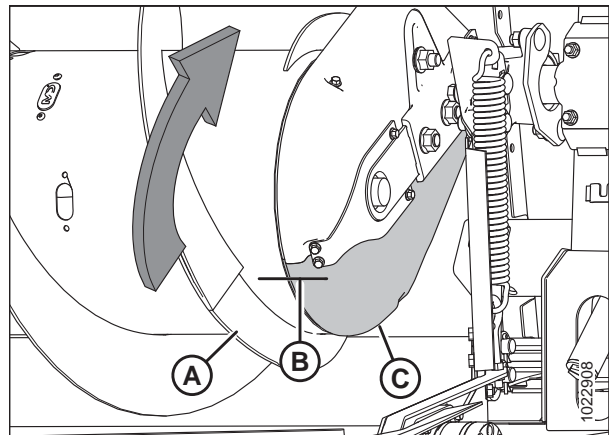


Figure 5.59: Auger Drive

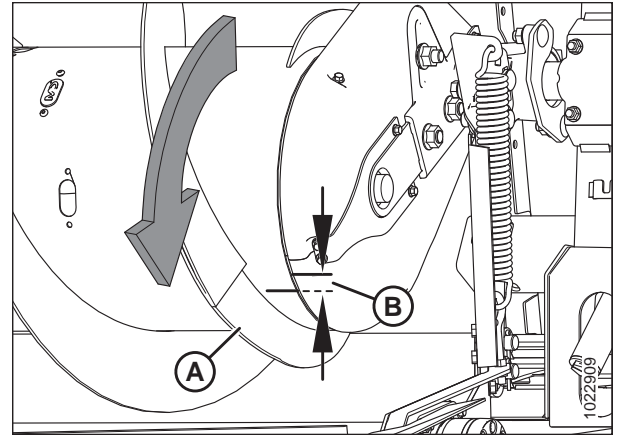
8. Rotate the auger (A) by hand, in forward direction, until it cannot turn anymore.
9. Measure the distance between the two lines (B).

For a new chain:

- If the difference (B) is 1–4 mm (0.04–0.16 in.), no adjustment is required.
- If the difference (B) is greater than 4 mm (0.16 in.), the auger drive chain tension needs adjusting. Refer to [5.7.3 Adjusting Auger Drive Chain Tension, page 359](#).

For a used chain:

- If the difference (B) is 3–8 mm (0.12–0.31 in.), no adjustment is required.
- If the difference (B) is greater than 8 mm (0.31 in.), the auger drive chain tension needs adjusting. Refer to [5.7.3 Adjusting Auger Drive Chain Tension, page 359](#).



**Figure 5.60: Auger Drive**

### 5.7.3 Adjusting Auger Drive Chain Tension

The auger is chain-driven by the adapter drive system sprocket attached to the side of the auger.

#### **DANGER**

**To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.**

#### **NOTE:**

Check the auger tension before making any adjustments. Refer to [5.7.2 Checking Auger Drive Chain Tension, page 357](#).

1. Detach the header from the combine. Refer to [4 Header Attachment/Detachment, page 269](#).
2. Shut down the combine, and remove the key from the ignition.

## MAINTENANCE AND SERVICING

3. Remove the four bolts (A) securing the top cover to the left side of the auger chain case.
4. Remove bolts (B) on the cover retainer plate (D).
5. Remove top cover (C).

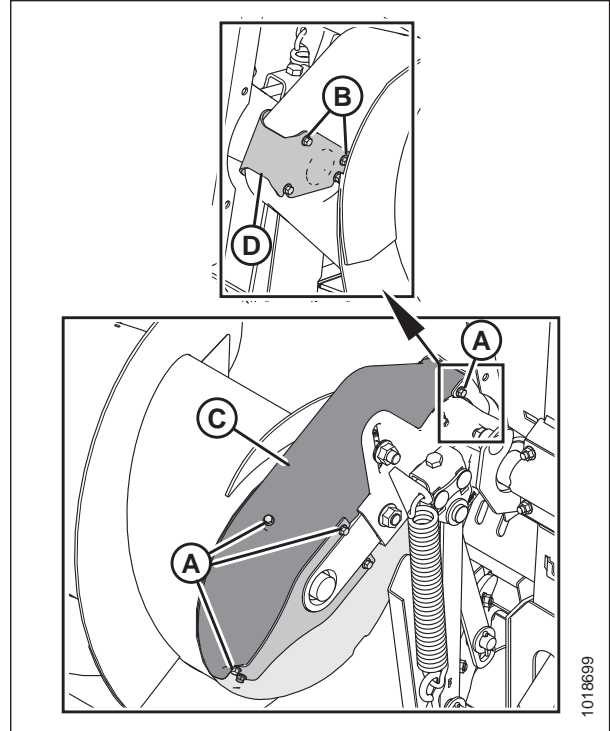


Figure 5.61: Auger Drive

6. Loosen bolt (C) securing idler sprocket (A).
7. Rotate the auger in reverse to take up the slack in the lower strand of chain (B).
8. Push down idler sprocket (A) to eliminate the remaining slack in the lower strands (B).
9. Rotate the auger back and forth to check the slack, and repeat Step 8, [page 360](#) if necessary. A slight amount of slack is acceptable.

**NOTE:**

Do **NOT** use excessive force on idler to tighten chain.

10. Tighten idler bolt (C) and torque to 290 Nm (215 lbf·ft).

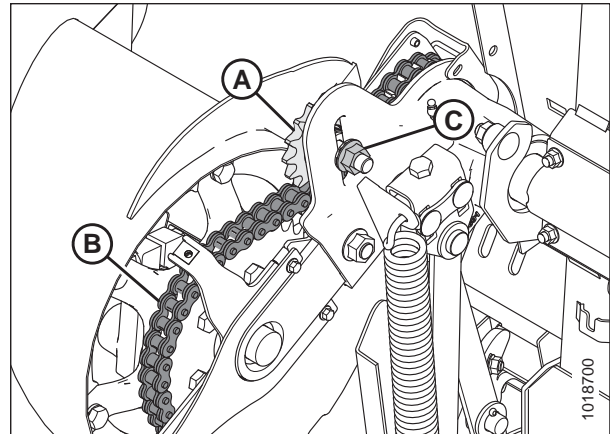


Figure 5.62: Auger Drive



## MAINTENANCE AND SERVICING

11. Rotate auger (A) by hand, in the reverse direction, until it cannot turn anymore.
12. Mark a line (B) on the drum that lines up with the one of the cover supports.

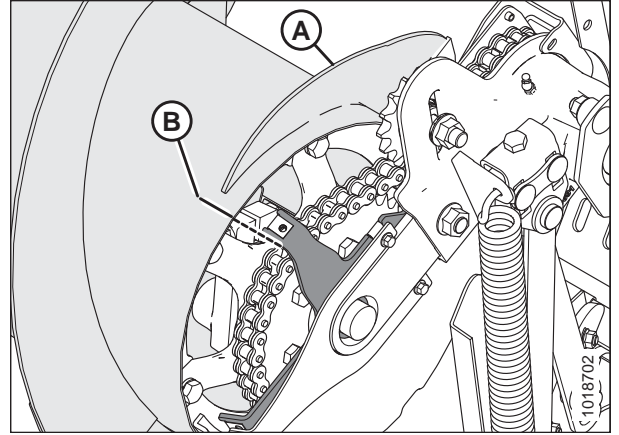


Figure 5.63: Auger Drive

13. Rotate auger (A) by hand, in forward direction, until it cannot turn anymore.
14. Measure the distance (B) between the two lines.

**For a new chain:**

- If the difference (B) is 1–4 mm (0.04–0.16 in.), no more adjustment is required.
- If the difference (B) is greater than 4 mm (0.16 in.), repeat Steps 6, page 360 to 10, page 360.

**For a used chain:**

- If the difference (B) is 3–8 mm (0.12–0.31 in.), no more adjustment is required.
- If the difference (B) is greater than 8 mm (0.31 in.), repeat Steps 6, page 360 to 10, page 360.

15. Check the distance between the two lines (B) again.

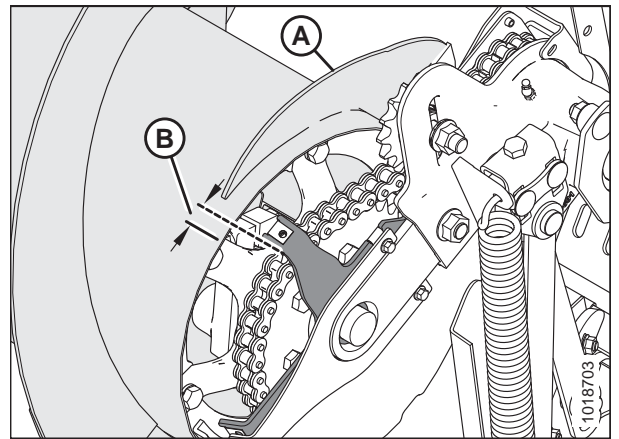


Figure 5.64: Auger Drive

16. Install top cover (C).
17. Install four bolts (A).
18. Install bolts (B) on cover retainer plate (D).

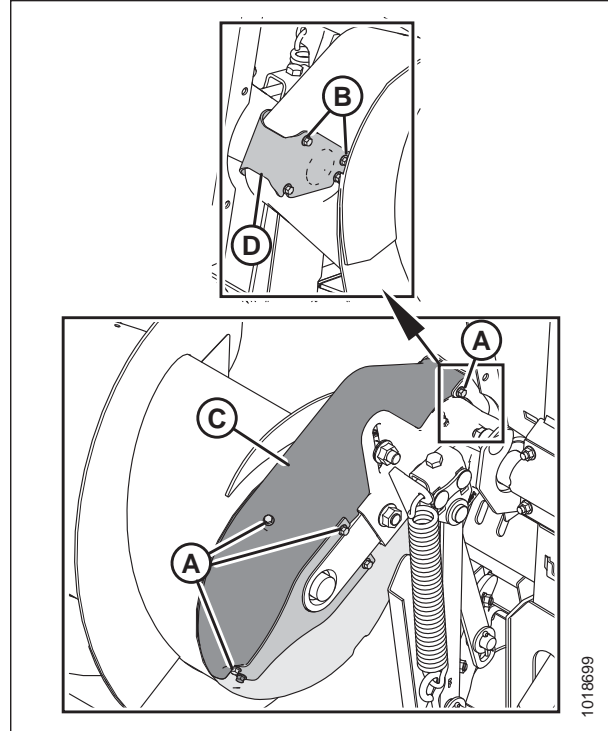


Figure 5.65: Auger Drive

### 5.7.4 Removing Auger Drive Chain

The chain tensioner can take up slack for only a single pitch. Replace the chain when the chain has worn or stretched beyond the limits of the tensioner.

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Detach the header from the combine. For instructions, refer to [4 Header Attachment/Detachment, page 269](#).
2. Shut down the combine, and remove the key from the ignition.

## MAINTENANCE AND SERVICING

3. Remove the four bolts (A) securing the top cover to the left side of the auger chain case.
4. Loosen bolts (B) on cover retainer plate (F).
5. Remove top cover (C) complete with cover retainer plate (F).
6. Remove three bolts (D) securing the bottom cover.
7. Remove drive cover retainer (G).
8. Remove bottom cover (E).

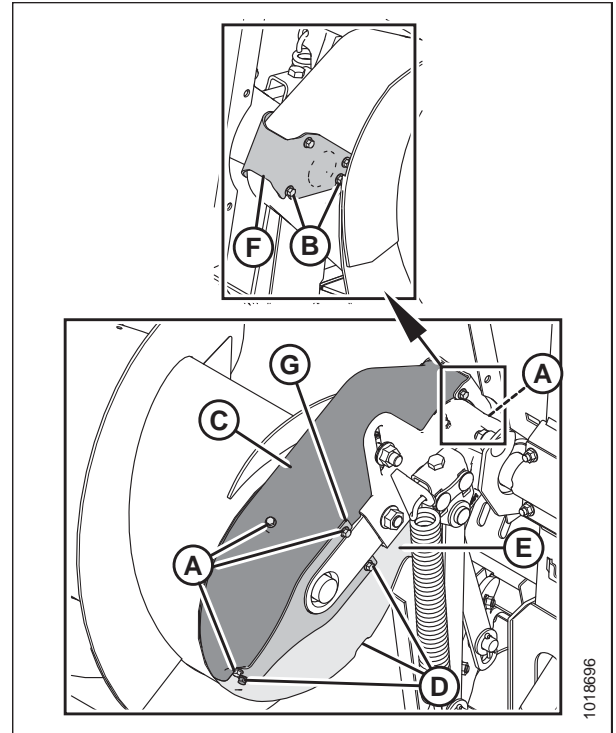


Figure 5.66: Auger Drive

9. Loosen idler sprocket bolt (A), and raise sprocket (B) to the highest position to release tension on the chain. Tighten bolt (A) to hold sprocket.
10. Remove washer and screw (C) that secure the drive sprocket to the shaft.

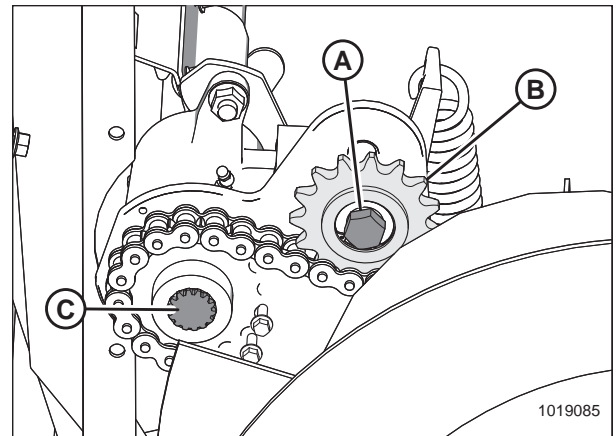


Figure 5.67: Auger Drive

## MAINTENANCE AND SERVICING

11. Remove lower bolt (A) and loosen top bolt (B). Swing C-clamp (C) up, and then slide the drive assembly to the right to allow the drive sprocket to fall off the shaft.

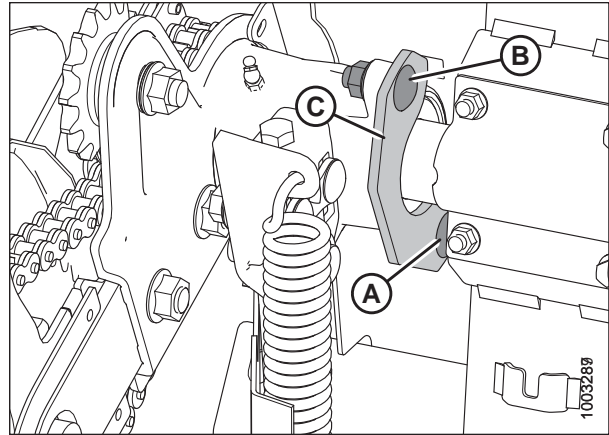


Figure 5.68: Auger Support

12. Use a pry bar (A) to slide the drum assembly to the right side of the adapter.

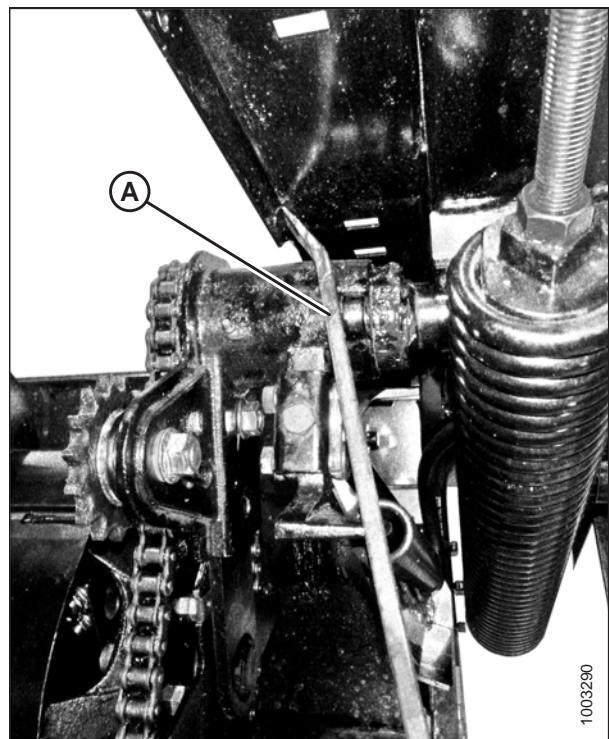


Figure 5.69: Auger Drive

## MAINTENANCE AND SERVICING

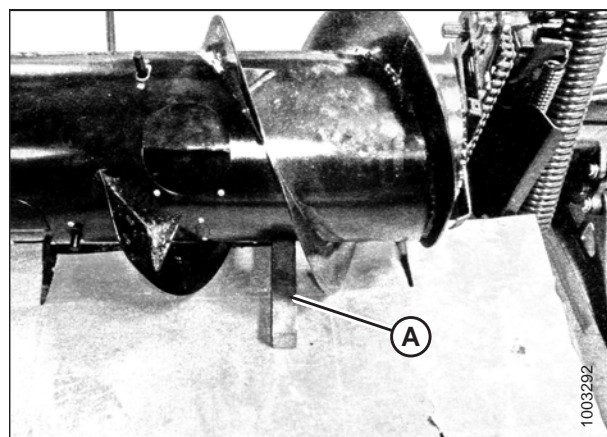
**NOTE:**

Once the drum starts sliding to the right, the drive sprocket will fall off.



**Figure 5.70: Auger Drive**

13. Place a wooden block (A) under the drive end of the auger to prevent the auger from dropping onto the feed draper and damaging it.



**Figure 5.71: Auger**

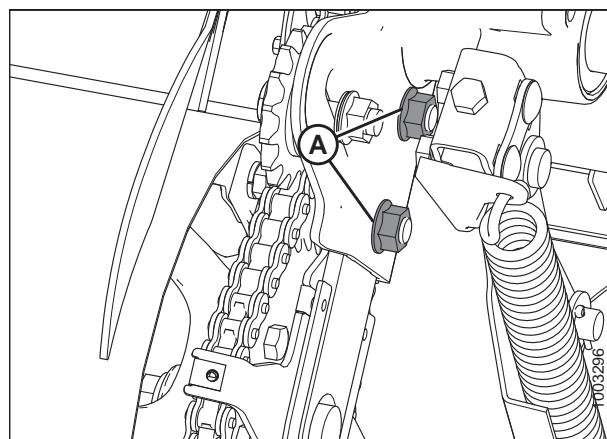
14. Remove the two bolts and nuts (A), and separate the drive housing from the auger mount bracket.

**NOTE:**

You may need to lift or support the drum to remove the bolts.

**NOTE:**

The bolts on the left side housing are longer than the bolts on the right side housing.



**Figure 5.72: Auger Support**

15. Slide left housing (A) back into position so endless chain (B) can be removed.

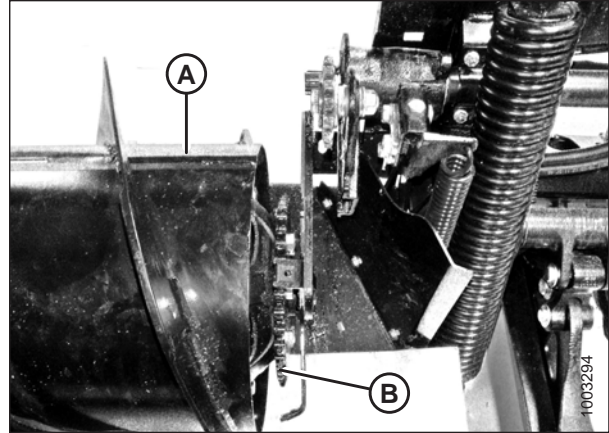


Figure 5.73: Auger Drive

## 5.7.5 Installing Auger Drive Chain

1. Place the drive chain over the sprocket on the left side of the adapter. Slide the left housing towards the drum and mount, leaving the driveshaft exposed 13 mm (1/2 in.). Bolt the assemblies together.

**NOTE:**

Use blocking on the left side of the drum if necessary.

2. Remove the block if used.
3. Rotate the drum in forward and reverse a couple of times to ensure the drum has been correctly rebuilt before connecting the chain to the drive assembly.

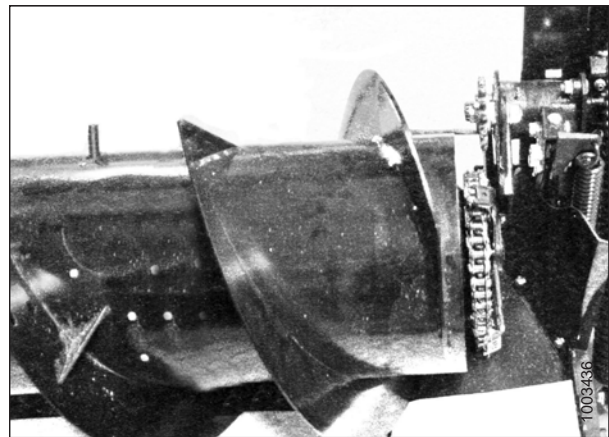


Figure 5.74: Auger Drive

4. Align the sprocket on the shaft, and put drive sprocket (A) into chain (B).

**NOTE:**

The shoulder of drive sprocket (A) faces the auger.

5. Slide the entire drum assembly back into place, and bolt C-clamp (C) over the housing.
6. Apply Loctite® 242 to threads of the screw. Install screw (E) and washer (D).

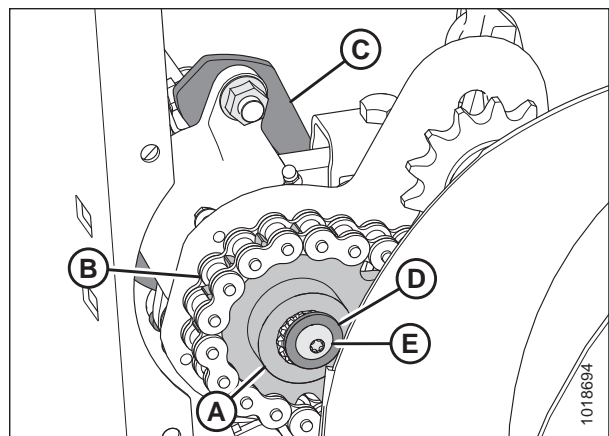


Figure 5.75: Auger Drive



## MAINTENANCE AND SERVICING

7. Loosen nut (A) securing idler sprocket (B).
8. Rotate the auger in reverse to take up the slack in the lower strand of chain (C).
9. Push down idler sprocket (B) to eliminate the remaining slack in the lower strands (C).
10. Rotate the auger back and forth to check the slack, and repeat Step 9, [page 367](#) if necessary. A slight amount of slack is acceptable.

**NOTE:**

Do **NOT** use excessive force on idler to tighten chain.

11. Tighten idler nut (A) and torque to 290 Nm (215 lbf·ft).
12. Rotate auger (A) by hand, in reverse, until it cannot turn anymore.
13. Mark a line (B) on the drum that lines up with one of the cover supports.

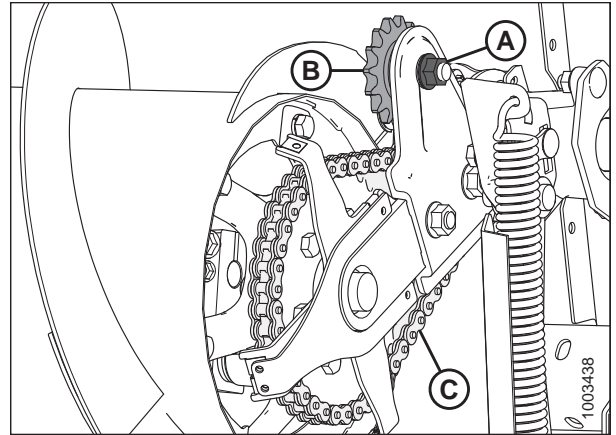


Figure 5.76: Auger Drive

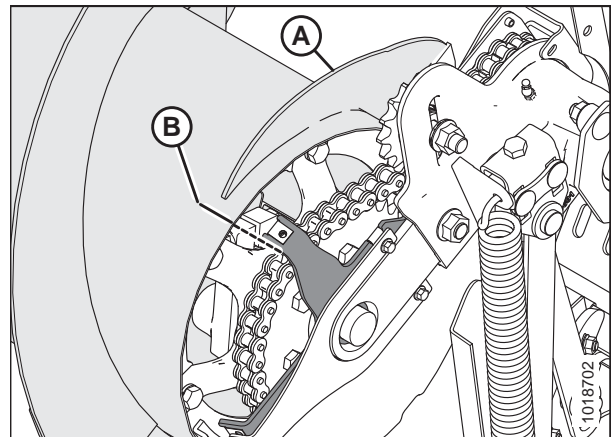


Figure 5.77: Auger Drive

14. Rotate auger (A) by hand, in forward direction, until it cannot turn anymore.
15. Measure the distance between the two lines (B).

For a new chain:

- If the difference (B) is 1–4 mm (0.04–0.16 in.), no more adjustment is required.
- If the difference (B) is greater than 4 mm (0.16 in.), repeat Steps 7, [page 367](#) to 11, [page 367](#).

For a used chain:

- If the difference (B) is 3–8 mm (0.12–0.31 in.), no more adjustment is required.
- If the difference (B) is greater than 8 mm (0.31 in.), repeat Steps 7, [page 367](#) to 11, [page 367](#).

16. Check the distance between the two lines (B) again.
17. Coat chain with grease.

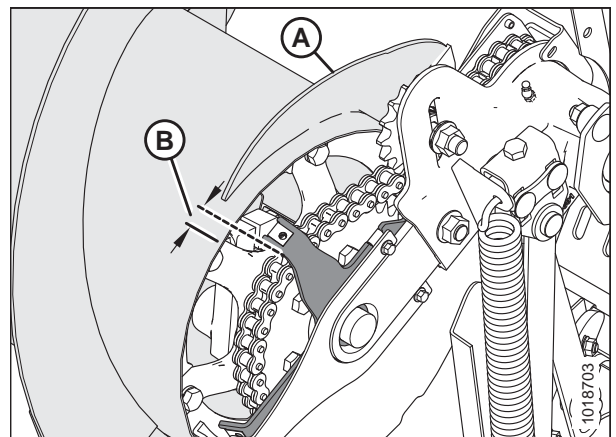


Figure 5.78: Auger Drive

## MAINTENANCE AND SERVICING

18. Reinstall bottom cover (E) and drive cover retainer (G). Engage the inboard lip of the cover into the auger tube and rotate the cover back to engage the rear support.
19. Secure with bolts (D).
20. Install top cover (C) and cover retainer plate (F).
21. Replace and tighten bolts (A) and (B).

**NOTE:**

The covers should be as close together as possible to prevent crop from entering the auger drive.

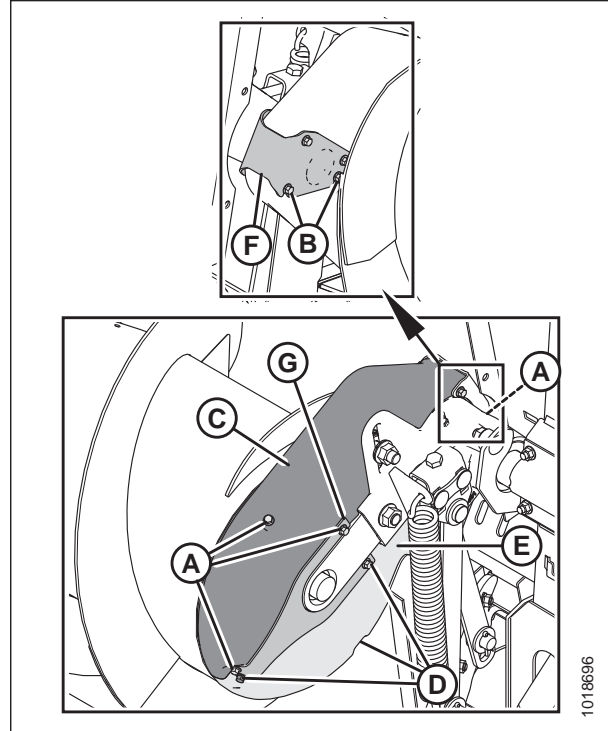


Figure 5.79: Auger Drive

### 5.7.6 Auger Tines

The CA25 auger uses retracting tines to feed the crop into the combine feeder house. Some conditions may require the removal or installation of tines for optimal crop feeding. Replace any worn or damaged tines.

#### *Removing Feed Auger Tines*



### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Raise the reel.
2. Shut down the combine, and remove the key from the ignition.
3. Engage the reel safety props.

## MAINTENANCE AND SERVICING

4. Remove screws (A) and remove the access cover (B) closest to the tine you are removing.

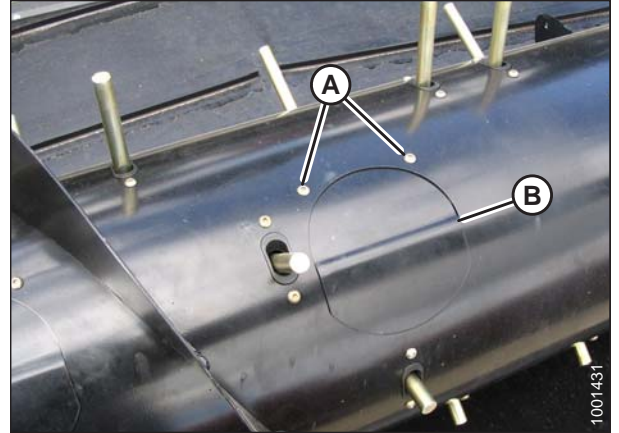


Figure 5.80: Auger

5. Remove hairpin (A), pull tine (B) out of bushing (C) from inside the auger, and remove the tine from the auger by pulling it out through plastic guide (D).

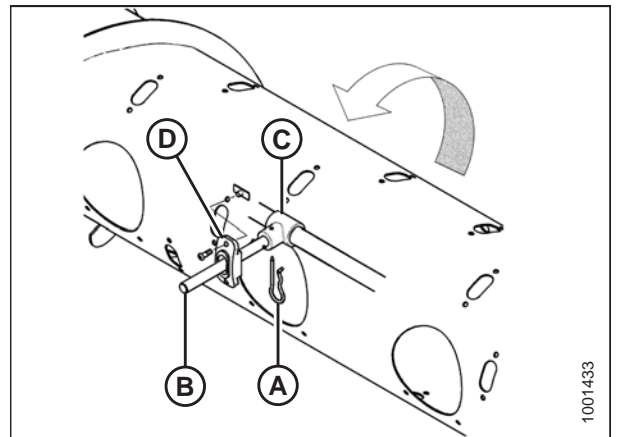


Figure 5.81: Auger

### NOTE:

If replacing the #6 tine (A), it must be slipped off square drive tube (B). This particular tine cannot be removed for normal operation.

6. Proceed to Step 7, [page 370](#) if not reinstalling the #6 tine (A); otherwise, refer to [Installing Feed Auger Tines, page 371](#).

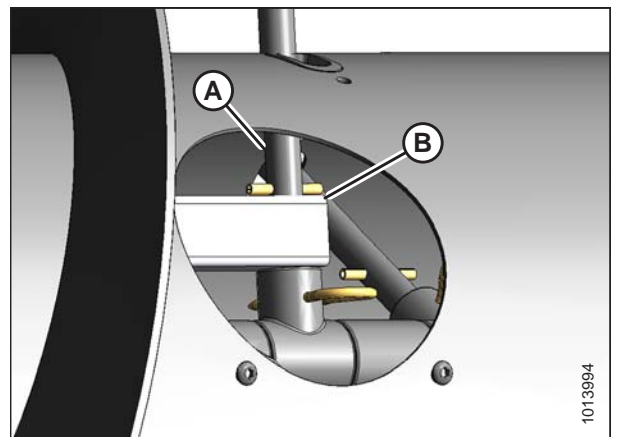


Figure 5.82: Inside Auger

## MAINTENANCE AND SERVICING

7. Remove screws (A) securing plastic guide (B) to the auger, and remove the guide from inside the auger.

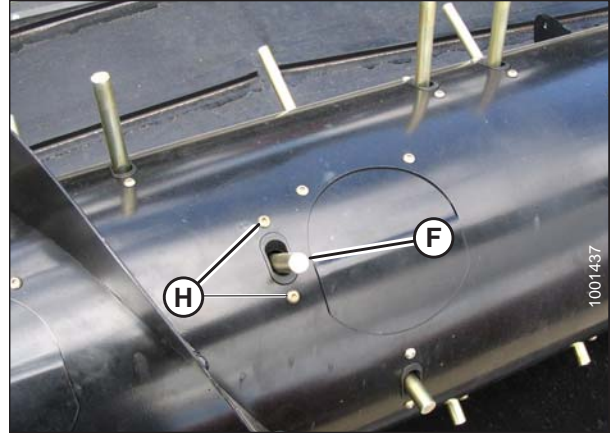


Figure 5.83: Auger

8. Position plug (A) (MD #187137 available from MacDon Parts) into the hole from inside the auger, and secure with two socket button head screws (B). Coat the screws with Loctite® #243 (or equivalent), and torque to 8.5 Nm (75 lbf·in).

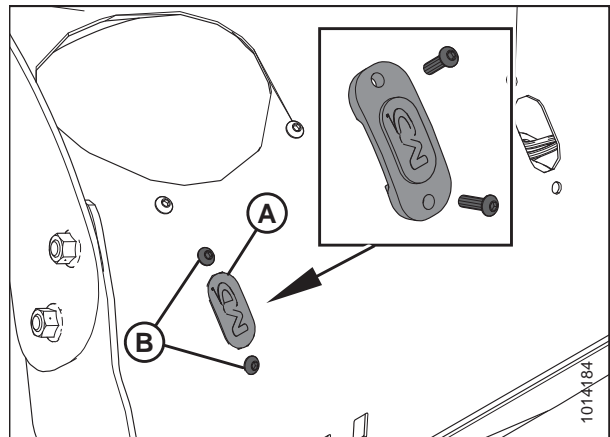


Figure 5.84: Plug

9. Replace the access cover (B) and secure with screws (A). Coat screws with Loctite® #243 (or equivalent) and torque to 8.5 Nm (75 lbf·in).

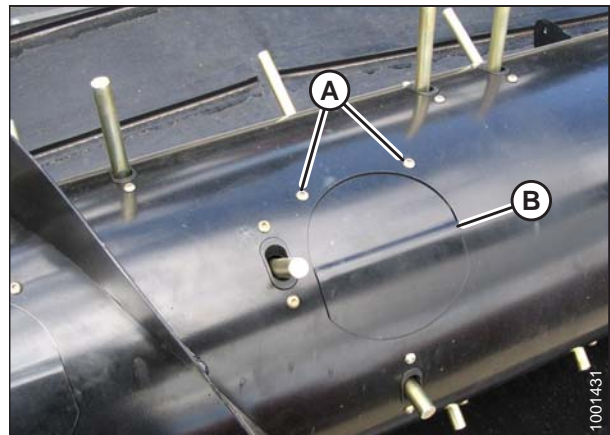


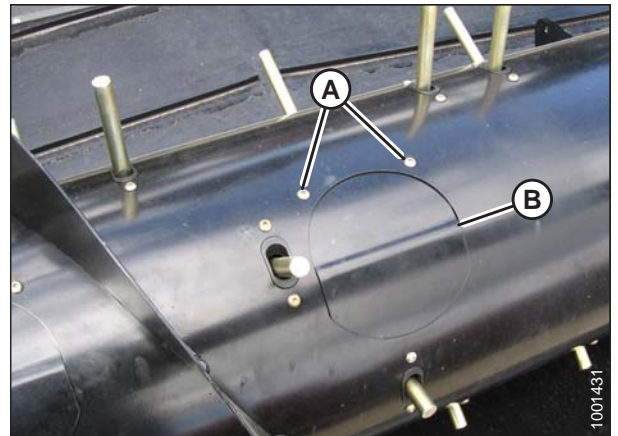
Figure 5.85: Auger

## *Installing Feed Auger Tines*

### **⚠ DANGER**

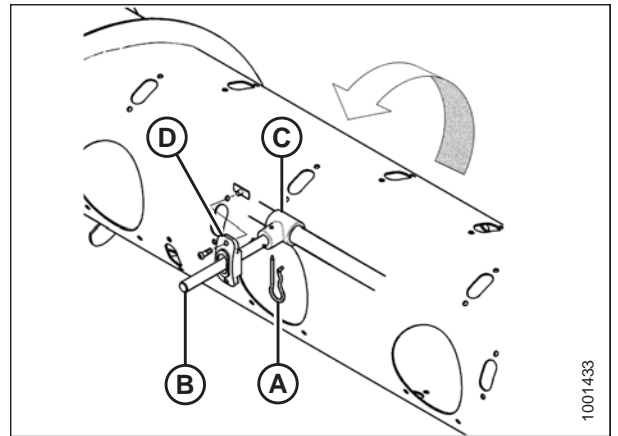
To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Raise the reel.
2. Shut down the combine, and remove the key from the ignition.
3. Engage the reel safety props.
4. Remove screws (A) and remove access cover (B) (if not previously removed).



**Figure 5.86: Auger**

5. Insert tine (B) through plastic guide (D) from inside the auger.
6. Insert the tine into bushing (C) and secure with hairpin (A).



**Figure 5.87: Tine**

## MAINTENANCE AND SERVICING

### NOTE:

If installing the #6 tine (A), it must be inserted through square drive tube (B).

7. Secure the #6 tine (A) in bushing (C) with hairpin (D). Install the hairpin with the closed end leading with respect to auger forward rotation.

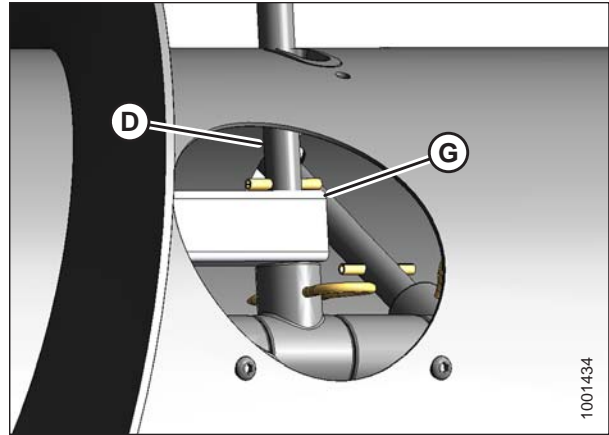


Figure 5.88: Tine

8. Replace access cover (B) and secure with screws (A). Coat screws with Loctite® #243 (or equivalent) and torque to 8.5 Nm (75 lbf-in).

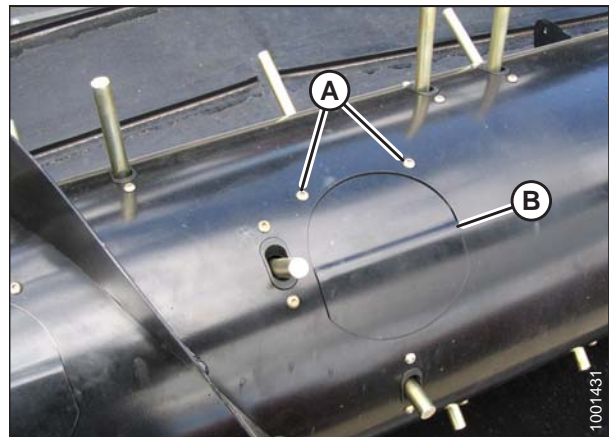


Figure 5.89: Auger

### Replacing Feed Auger Tine Guides

1. Remove tine (B) and plastic guide (D). Refer to [Removing Feed Auger Tines, page 368](#).

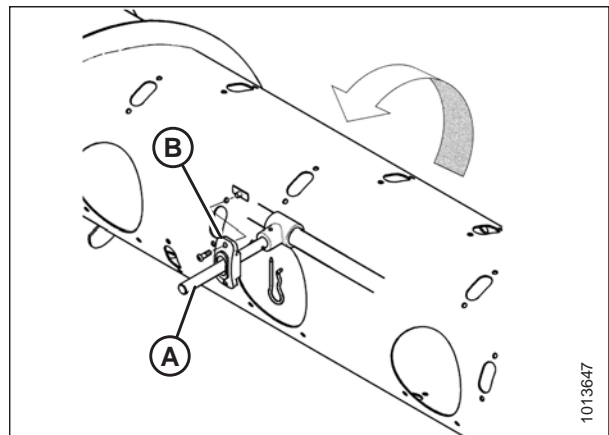


Figure 5.90: Auger



## MAINTENANCE AND SERVICING

2. Position plastic guide (B) from inside the auger and secure with screws (A). Coat screws with Loctite® #243 (or equivalent) and torque to 8.5 Nm (75 lbf·in).
3. Install the replacement tine. Refer to [Installing Feed Auger Tines](#), page 371.

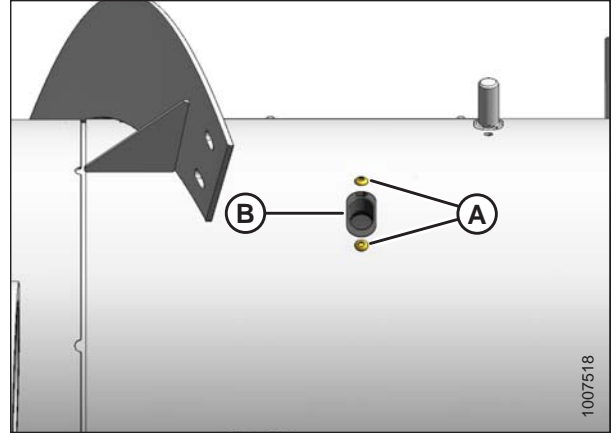


Figure 5.91: Auger

### 5.7.7 Flighting Extensions

#### *Removing Flighting Extensions*

1. Remove screws (A) and remove access cover (B).

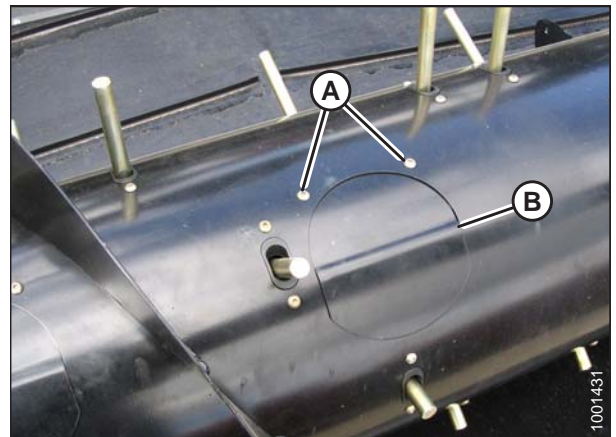


Figure 5.92: Auger

2. Remove five bolts (B), washers, and nuts securing flighting extension (C) to the auger.
3. Remove flighting extension (C).
4. Repeat for opposite flighting extension.

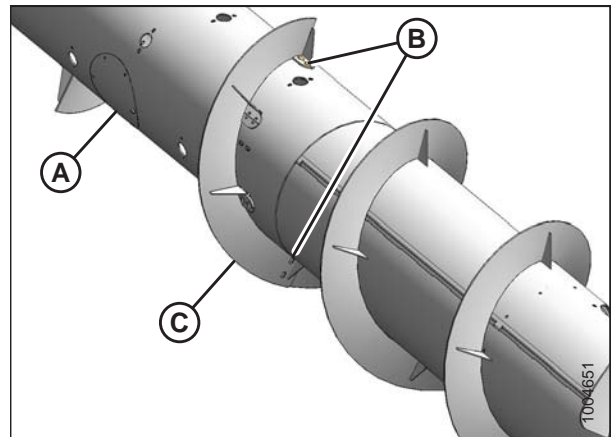


Figure 5.93: Auger Flighting Extensions

## MAINTENANCE AND SERVICING

5. Replace access cover (B) and secure with screws (A). Coat screws with Loctite® #243 (or equivalent) and torque to 8.5 Nm (75 lbf-in).

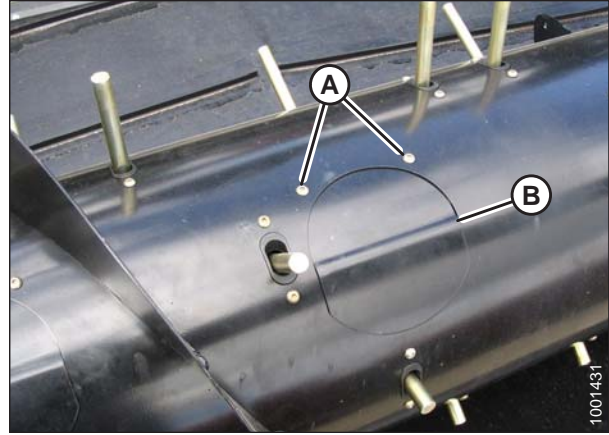


Figure 5.94: Auger

### *Installing Flighting Extensions*

1. Place flighting extensions (A) on the outboard side of auger flighting (B). Tighten the hardware finger tight making sure the carriage bolt heads are on the inboard side (crop side) and nuts (C) are on the outboard side of the flighting.
2. Stretch flighting extensions (A) to fit the auger tube. Use the slotted holes on the flighting extension to achieve the best fit around the auger tube.

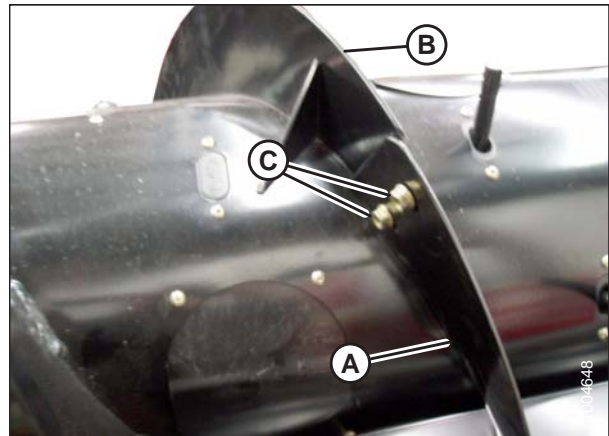


Figure 5.95: Flighting Extension

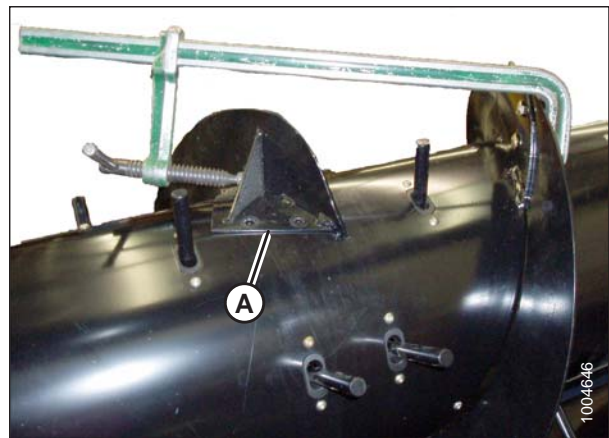


Figure 5.96: Flighting Extension

## MAINTENANCE AND SERVICING

3. Mark hole locations (A) (three per extension), and drill 76 mm (3/8 in.) holes into the auger tube.

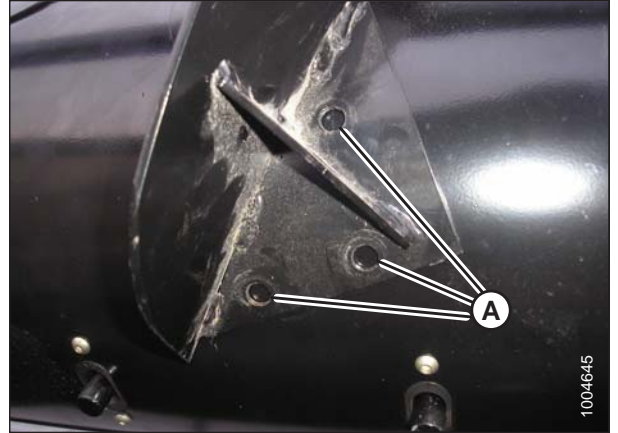


Figure 5.97: Flighting Extension

4. Install bolts to secure the flighting extensions in place.
5. Remove screws (A) and remove the nearest access cover (B).
6. Install nuts from inside the drum, and tighten all hardware.

**NOTE:**

The flighting extensions will normally fit tight to the auger tube; however, it is not unusual for the right flighting extension to overlap the cover panel creating a gap between the flighting extension and the auger tube. Gaps that appear over the cover panels or in other locations cause crop material to gather in the gap openings, but this will not generally affect performance. Use silicone sealant to fill the gaps if necessary.

7. Replace access cover (B) and secure with screws (A). Coat screws with Loctite® #243 (or equivalent) and torque to 8.5 Nm (75 lbf-in).

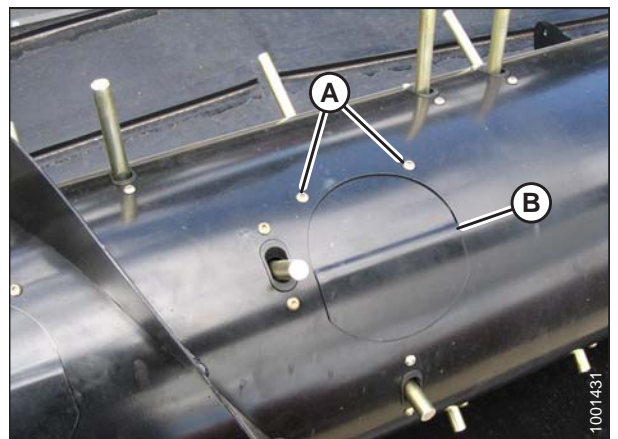


Figure 5.98: Auger

## 5.8 Knife

### WARNING

Keep hands clear of the area between guards and knife at all times.

### CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 321](#).

### CAUTION

Wear heavy gloves when working around or handling knives.

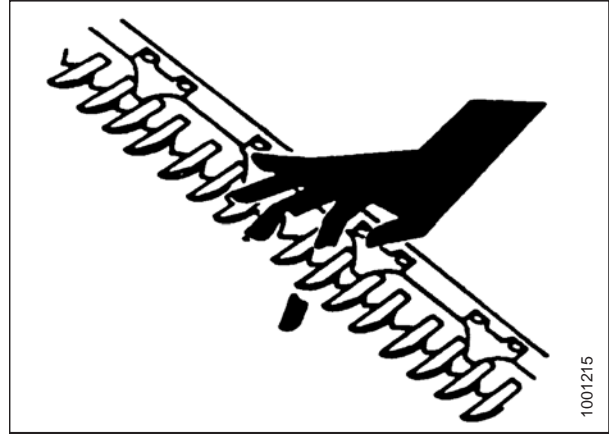


Figure 5.99: Cutterbar Hazard

### 5.8.1 Replacing Knife Section

Inspect the knife sections daily and ensure they are firmly bolted to the knife back and are not worn or damaged (worn or damaged sections leave behind uncut plants). Worn or damaged sections can be replaced without removing the knife from the cutterbar.

#### NOTE:

Coarse serrated sections last longer than fine serrated sections in dirty or sandy conditions. Fine serrated sections perform better in fine stemmed grasses and plants that contain more fibrous stems.

1. Shut down the combine, and remove the key from the ignition.
2. Stroke the knife as required to center the knife section (A) between the guards.
3. Remove nuts (B).
4. Remove bars and lift the knife section off the knife bar.
5. Remove the splice bar (D) if knife section is under the bar.
6. Clean any dirt off the knife back and position the new knife section onto the knife.

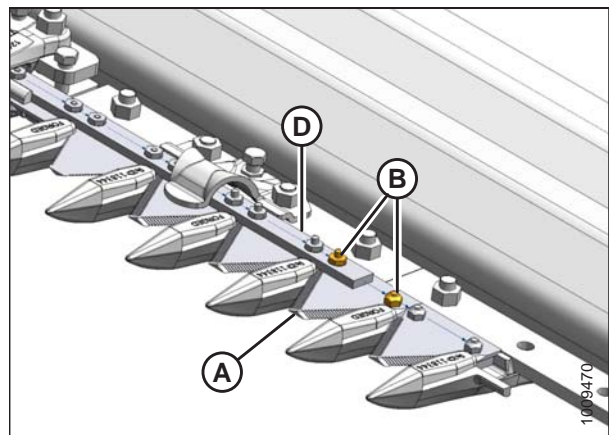


Figure 5.100: Knife Bar

#### IMPORTANT:

Do NOT mix fine and coarse sections on the same knife.

## MAINTENANCE AND SERVICING

7. Reposition bars (C) and/or (D) on knife (A) and install lock nuts (B).

**NOTE:**

If replacing screws, ensure they are fully inserted. Do not use nuts to draw screws into the knife bar.

8. Torque nuts to 9.5 Nm (7 lbf-ft).

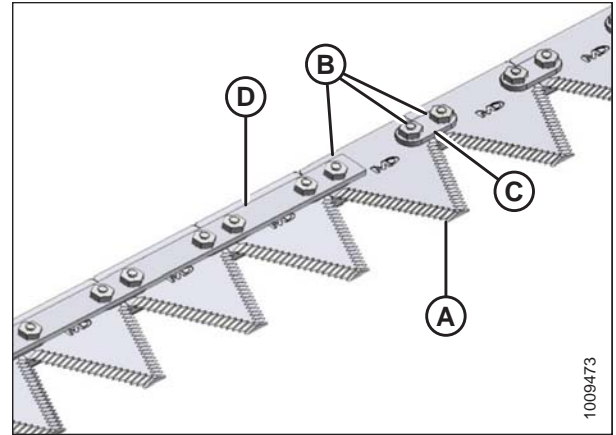


Figure 5.101: Knife Bar

### 5.8.2 Removing Knife



#### WARNING

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.



#### WARNING

Stand to rear of knife during removal to reduce risk of injury from cutting edges. Wear heavy gloves when handling knife.

1. Stop engine and remove the key from ignition.
2. Stroke the knife manually to its outer limit.
3. Clean the area around the knifehead.
4. Remove bolt (A).
5. Remove grease zerk (B) from the pin.
6. Use a screwdriver or chisel in slot (C) to release the load on the knifehead pin.
7. Use a screwdriver or chisel to pry the pin upwards in the pin groove until the pin is clear of the knifehead.
8. Push the knife assembly inboard until it is clear of the output arm.
9. Seal the knifehead bearing with plastic or tape unless it is being replaced.
10. Wrap a chain around the knifehead and pull out the knife.

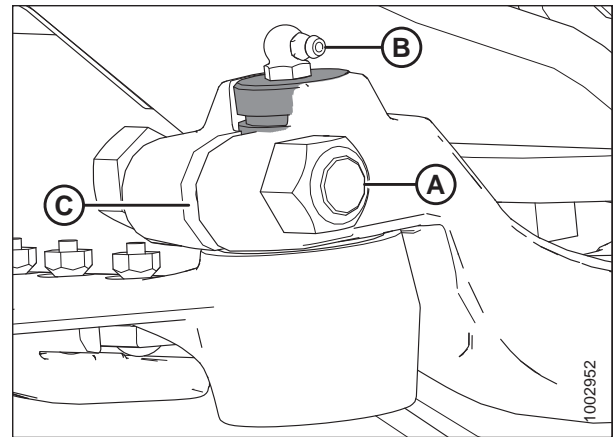


Figure 5.102: Knifehead

### 5.8.3 Removing Knifehead Bearing

#### WARNING

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.

#### WARNING

Stand to rear of knife during removal to reduce risk of injury from cutting edges. Wear heavy gloves when handling knife.

#### IMPORTANT:

Repeat this procedure for each knife.

1. Shut down the combine, and remove the key from the ignition.
2. Remove the knife. Refer to [5.8.2 Removing Knife, page 377](#).

#### NOTE:

Because the bearing is being replaced, it is not necessary to wrap the knifehead to protect the bearing.

3. Use a flat-ended tool with the same approximate diameter as pin (A). Tap seal (B), bearing (C), plug (D), and O-ring (E) from the underside of the knifehead.

#### NOTE:

Seal (B) can be replaced without removing the bearing. When changing the seal, check the pin and needle bearing for wear and replace if necessary.

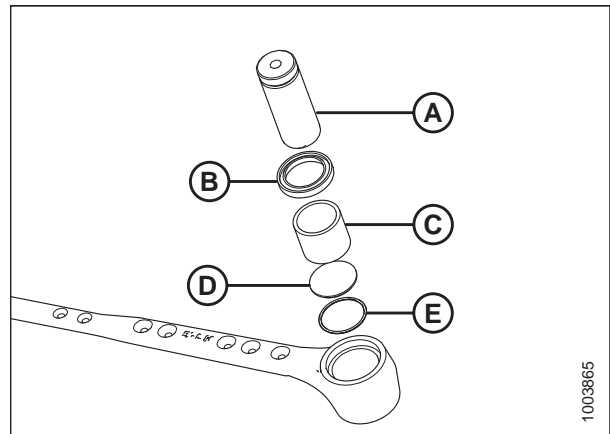


Figure 5.103: Knifehead Bearing Assembly



### 5.8.4 Installing Knifehead Bearing

1. Place O-ring (E) and plug (D) into knifehead.

**IMPORTANT:**

Install the bearing with the stamped end (the end with the identification markings) facing up.

2. Use a flat-ended tool with the same approximate diameter as bearing (C), and push the bearing into the knifehead until the top of the bearing is flush with the step in the knifehead.
3. Install seal (B) into knifehead with the lip facing outwards.

**IMPORTANT:**

To prevent premature knifehead or knife drive box failure, ensure there's a tight fit between knifehead pin (A) and the needle bearing, and also between the knifehead pin and the output arm.

4. Install the knife. Refer to [5.8.5 Installing Knife, page 379](#).

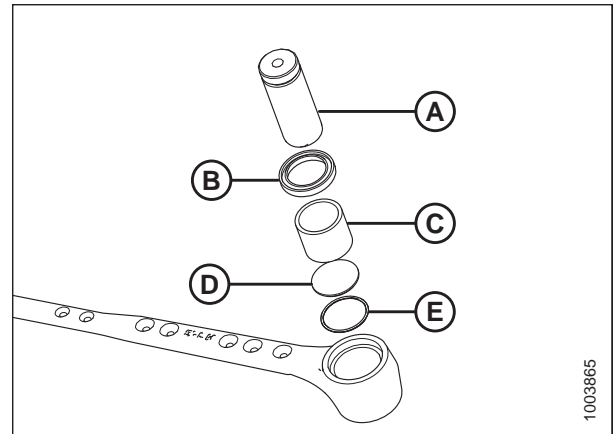


Figure 5.104: Knifehead Bearing Assembly

### 5.8.5 Installing Knife



**WARNING**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.



**WARNING**

Stand to rear of knife during installation to reduce risk of injury from cutting edges. Wear heavy gloves when handling knife.

1. Stop engine and remove the key from ignition.
2. Slide the knife into place and align the knifehead with the output arm.
3. For ease of removing or installing knifehead pin, remove grease zerk from pin.
4. Install knifehead pin (A) through the output arm and into the knifehead. Tap knifehead pin (A) down, make sure the pin is seated at the bottom of the knifehead.
5. Set groove (B) in the knifehead pin 1.5 mm (1/16 in.) above output arm (C). Secure with 5/8 in. x 3 in. hex head bolt and nut (D), and torque to 217 Nm (160 lbf·ft).
6. Using a feeler gauge, check that the gap at location (E) is 0.25 mm (0.01 in.).

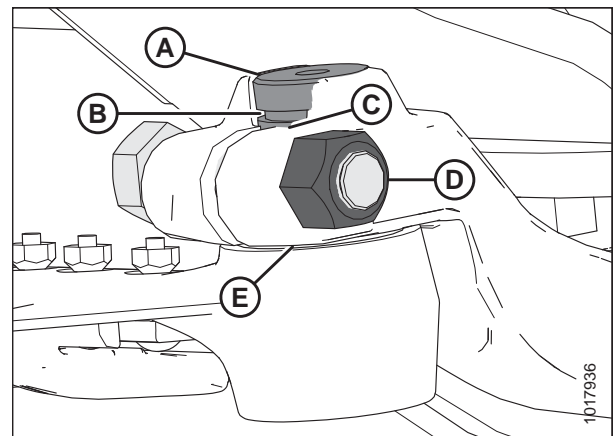


Figure 5.105: Knifehead

## MAINTENANCE AND SERVICING

7. Install grease zerk (A) into the knifehead pin, and turn the grease zerk for easy access.

### IMPORTANT:

Grease knifehead just enough to start a slight downward movement. Overgreasing will lead to knife misalignment which causes guards to overheat and drive systems to overload.

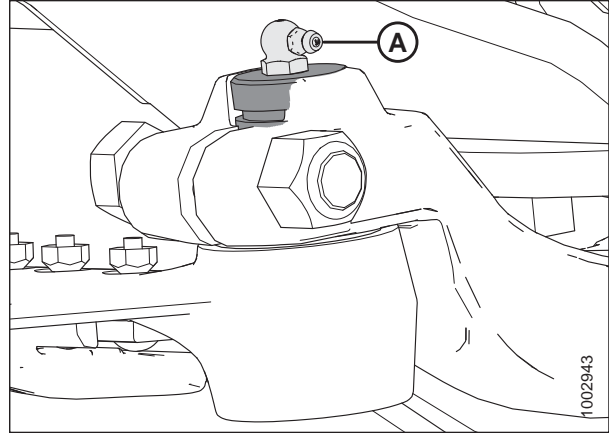


Figure 5.106: Knifehead

### 5.8.6 Spare Knife

A spare knife can be stored in header frame tube (A) at the left end. Ensure the spare knife is secured in place.

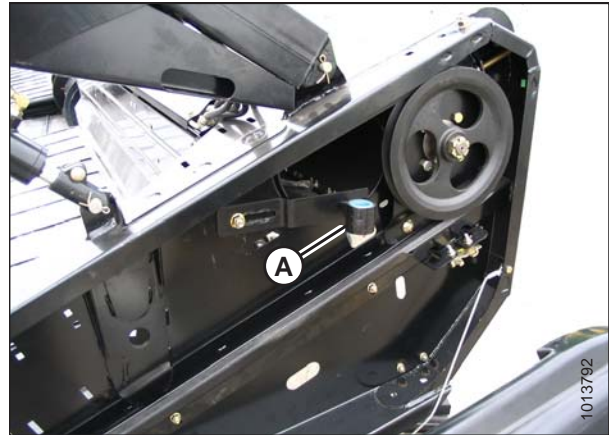


Figure 5.107: Spare Knife

### 5.8.7 Knife Guards

Perform **DAILY** inspections to ensure the knife guards are aligned and the knife sections are contacting the shear surfaces of the knife guards.

#### *Adjusting Knife Guards*



### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.

### NOTE:

Use guard straightening tool (MD #140135) available from your MacDon Dealer.

## MAINTENANCE AND SERVICING

1. Stop engine and remove the key from ignition.
2. Position the tool as shown, and pull up to adjust the guard tips upwards.



Figure 5.108: Upward Adjustment

3. Position the tool as shown, and push down to adjust the guard tips downwards.

**NOTE:**

If crop is difficult to cut, install stub guards with top guards and adjuster plates. A kit is available from your MacDon Dealer. Refer to [6.3.3 Stub Guard Conversion Kit](#), page 482.

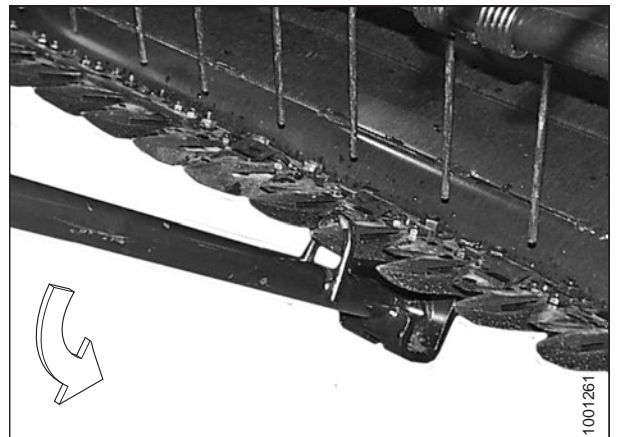


Figure 5.109: Downward Adjustment

### *Replacing Pointed Guards*

#### *Normal, drive side, and end guard replacement*

### **WARNING**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.

## MAINTENANCE AND SERVICING

1. Shut down the combine, and remove the key from the ignition.
2. Stroke the knife manually until the knife sections are spaced midway between the guards.
3. Remove two nuts (B) and bolts attaching guard (A) and hold-down (C) (if applicable) to the cutterbar.
4. Remove guard (A), hold-down (C), and plastic wearplate (if installed).

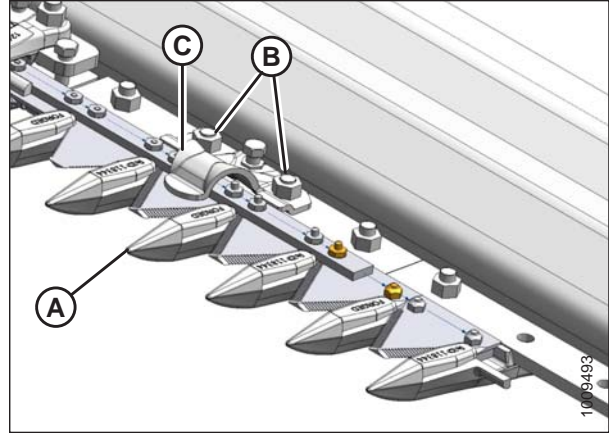


Figure 5.110: Pointed Guards

### IMPORTANT:

The first four outboard guards (B) on the drive sides of the header do not have ledger plates. Ensure proper replacement guards are installed at these locations.

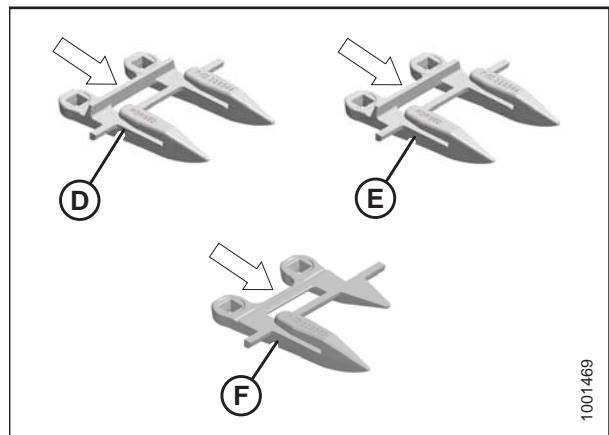


Figure 5.111: Pointed Guards

A - Normal

B - Drive Side

C - Half Guard (End)

6. Position the new guard (A), hold-down (C), and plastic wearplate (if applicable) onto the cutterbar. Secure with two nuts (B) and bolts, but do **NOT** tighten.
7. Check and adjust the clearance between the hold-downs and the knife. Refer to [Checking and Adjusting Knife Hold-Downs](#), page 386.

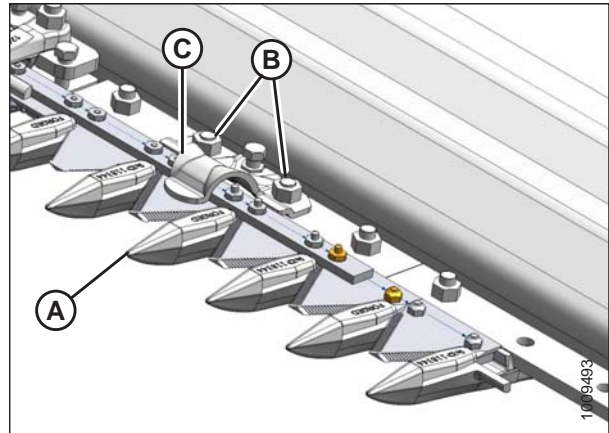


Figure 5.112: Pointed Guards

### NOTE:

The guard at the center of a double-knife header (where the two knives overlap) requires a slightly different replacement procedure.

### Center guard replacement

#### **WARNING**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Remove the two nuts (B) and bolts attaching the guard (A) and hold-down (C) to the cutterbar.
3. Remove guard (A), plastic wearplate (if installed), hold-down (C), and adjuster bar (D).
11. Position the plastic wearplate (if applicable), replacement center guard (A), adjuster bar, and hold-down (B) onto the cutterbar. Install bolts, but do **NOT** tighten.

#### **IMPORTANT:**

Ensure the center guard (A) (right of the cutterbar split) has offset cutting surfaces.

#### **NOTE:**

Hold-down (B) must accommodate the two overlapping knives at the center guard location. Ensure the proper replacement guard is installed at this location.

12. Check and adjust the clearance between the hold-down and knife. Refer to [Checking and Adjusting Knife Hold-Downs](#), page 386.

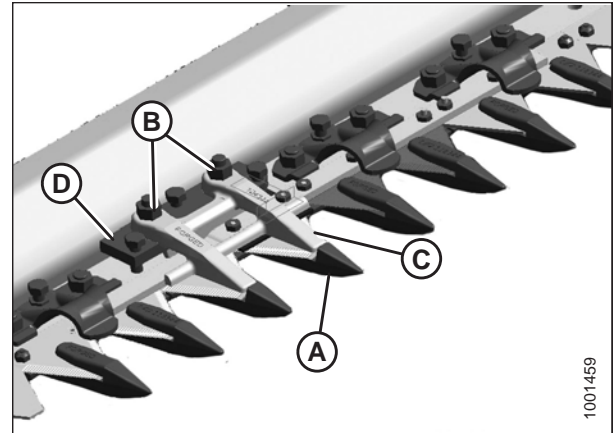


Figure 5.113: Center Guards

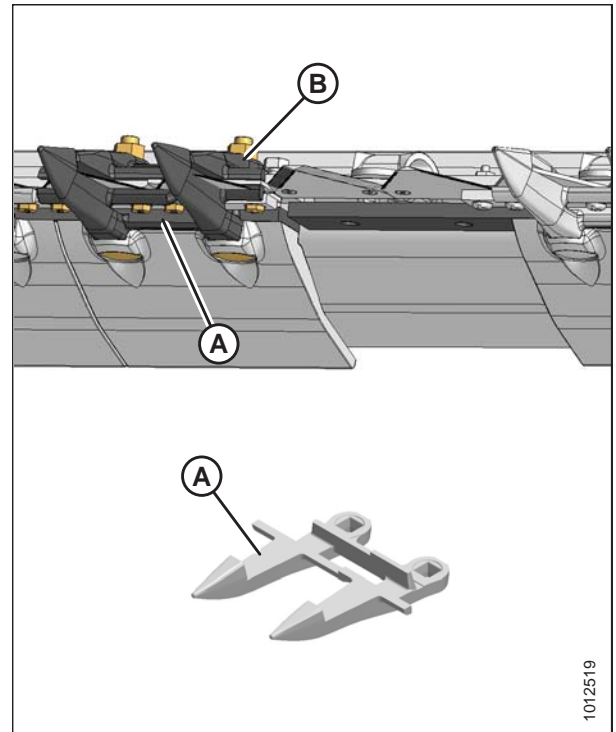


Figure 5.114: Center Guards

### Replacing Stub Guards

Stub guards, complete with hold-downs and adjuster plates, are designed to cut tough crops and are factory-installed at the outer ends of specific headers.

#### *Normal, drive side, and end guard replacement*

#### **WARNING**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.

## MAINTENANCE AND SERVICING

1. Shut down the combine, and remove the key from the ignition.
2. Stroke the knife manually until the knife sections are spaced midway between the guards.
3. Remove the two nuts (A) and bolts attaching the guard (B) and hold-down (C) to the cutterbar.
4. Remove guard (B), plastic wearplate (if installed), hold-down (C), and adjuster bar (D).

### IMPORTANT:

Note the position of the mitre on the adjuster bar (D), and reinstall the adjuster bar in the same position. Mitres should not be adjacent to each other.

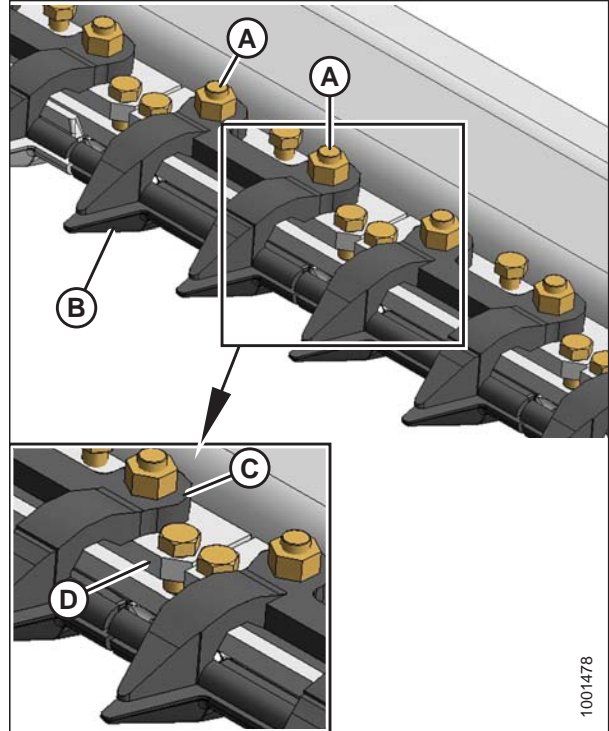


Figure 5.115: Stub Guards

### IMPORTANT:

The first four outboard guards (B) on the drive sides of the header do not have ledger plates. Ensure the proper replacement guards are installed at these locations.

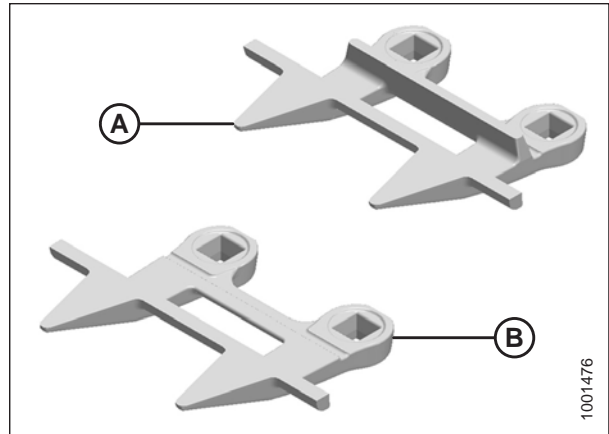


Figure 5.116: Stub Guards

A - Normal Guard

B - Drive Side Guard



## MAINTENANCE AND SERVICING

5. Position the plastic wearplate (if applicable), replacement guard (B), adjuster bar (D), hold-down (C), and install bolts and nuts (A). Do **NOT** tighten.
6. Check and adjust the clearance between the hold-downs and the knife. Refer to [Checking and Adjusting Knife Hold-Downs](#), page 386.

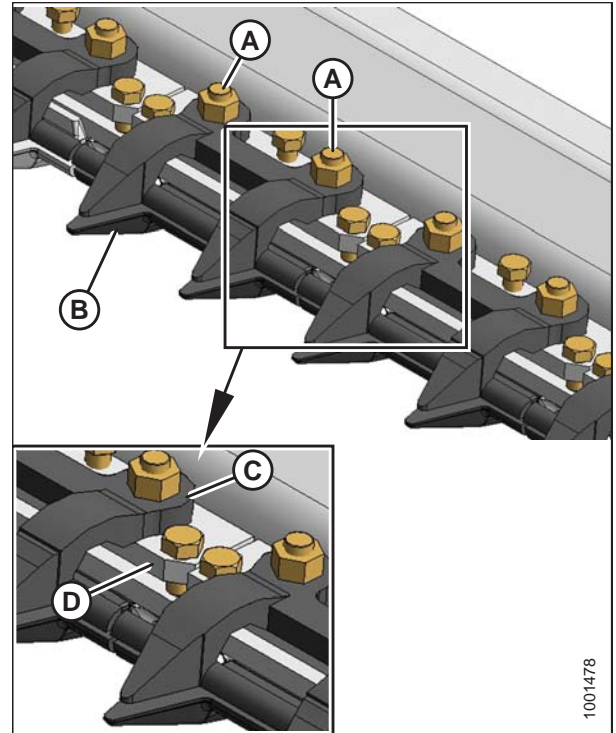


Figure 5.117: Stub Guards

### Center guard replacement

#### NOTE:

The guard at the center of a double-knife header (where the two knives overlap) requires a slightly different replacement procedure.



#### WARNING

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.

## MAINTENANCE AND SERVICING

7. Shut down the combine, and remove the key from the ignition.
8. Remove the two nuts (A) and bolts attaching the guard (B), hold-down (C), and adjuster bar (D) to the cutterbar.
9. Remove guard (B), plastic wearplate (if installed), hold-down (C), and adjuster bar (D).
10. Position the plastic wearplate (if applicable), replacement guard (B), adjuster bar (D), and hold-down (C) onto the cutterbar. Install bolts, but do **NOT** tighten.

### IMPORTANT:

Ensure center guard (B) (right of the cutterbar split) has offset cutting surfaces.

### NOTE:

Hold-down (C) must accommodate the two overlapping knives at the center guard location. Ensure the proper replacement guard is installed at this location.

11. Check and adjust the clearance between the hold-down and the knife. Refer to [Checking and Adjusting Knife Hold-Downs](#), page 386.

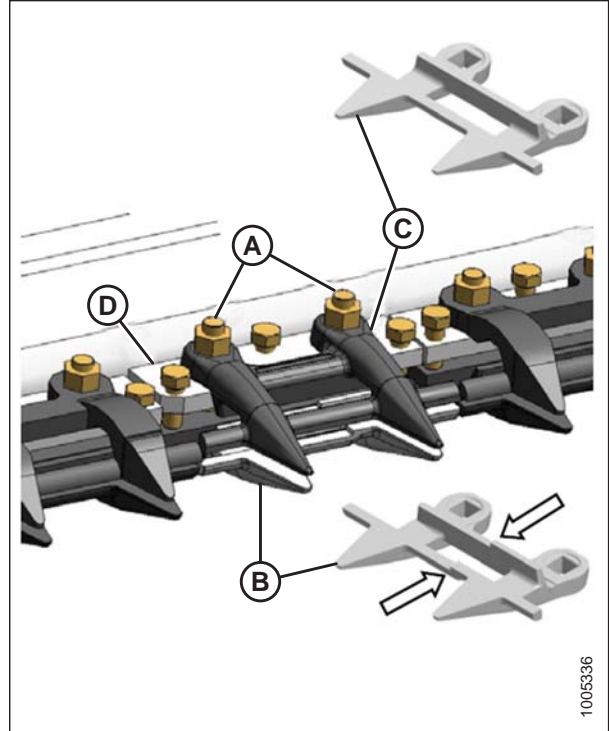


Figure 5.118: Center Guards

### Checking and Adjusting Knife Hold-Downs

#### NOTE:

Align guards prior to checking and adjusting hold-downs. Refer to [Adjusting Knife Guards](#), page 380.

Perform daily inspections to ensure knife hold-downs are preventing knife sections from lifting off guards while permitting knife to slide without binding. Refer to:

- [Checking Pointed Guard Hold-Downs](#), page 386

### Checking Pointed Guard Hold-Downs

This procedure is applicable to headers with pointed guards.

Measure clearance between hold-downs and knife sections as follows:



## WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

## MAINTENANCE AND SERVICING

1. Shut down combine, and remove key from ignition.
2. Manually stroke knife to locate section (A) under hold-down (B).
3. At standard guard locations, push knife section (A) down against guard (C) and measure clearance between hold-down (B) and knife section (A) with a feeler gauge. The clearance should be 0.1–0.6 mm (0.004–0.024 in.).
4. If necessary, refer to [Adjusting Pointed Guard Hold-Downs](#), page 387.

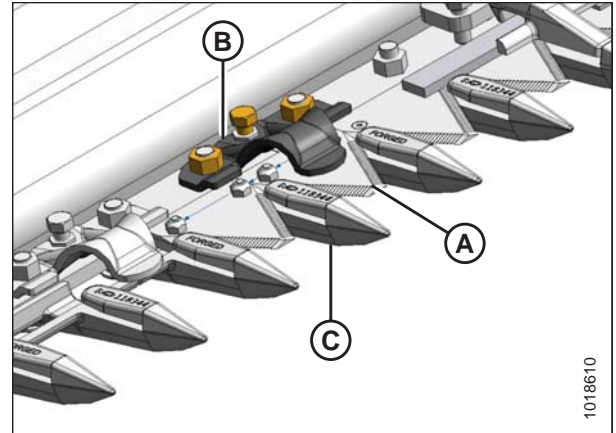


Figure 5.119: Normal Guard Hold-Down

### **Double-knife:**

5. Manually stroke knife to locate sections (A) and (C) under center hold-down (B).
6. Measure between knife sections (A) and (C) with a feeler gauge. The clearances should be as follows:
  - At tip of hold-down: 0.1–0.4 mm (0.004–0.016 in.)
  - At rear of hold-down: 0.1–1.0 mm (0.004–0.040 in.)
7. If necessary, refer to [Adjusting Hold-Down at Double-Knife Center Pointed Guard](#), page 388.

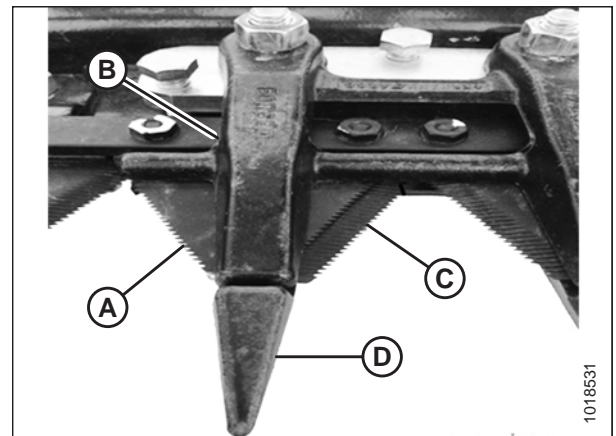


Figure 5.120: Double-Knife Center Guard Hold-Down

### **Adjusting Pointed Guard Hold-Downs**

This procedure is applicable to formed sheet metal hold-downs. Do **NOT** use this procedure for hold-down at center guard position where knives overlap on double-knife headers. For center guard, refer to [Adjusting Hold-Down at Double-Knife Center Pointed Guard](#), page 388.

### **⚠ WARNING**

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

## MAINTENANCE AND SERVICING

1. Shut down combine, and remove key from ignition.
2. Decrease clearance by turning bolt (B) clockwise to lower front of hold-down (A).
3. Increase clearance by turning bolt (B) counterclockwise to raise front of hold-down.

### NOTE:

For larger adjustments, it may be necessary to loosen nuts (C), turn adjuster bolt (B), and then retighten nuts.

4. Check clearance again and adjust as required.

### WARNING

Check to be sure all bystanders have cleared the area.

5. Complete hold-down adjustments, run header at low engine speed, and listen for noise caused by insufficient clearance.

### NOTE:

Insufficient hold-down clearance will result in overheating of knife and guards—adjust as necessary.

### Adjusting Hold-Down at Double-Knife Center Pointed Guard

### WARNING

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

1. Shut down combine, and remove key from ignition.
2. Manually stroke knives so that sections (A) are under hold-down (B) as shown.
3. Loosen nuts (C) and back off bolts (D) until they don't contact cutterbar.
4. Lightly clamp hold-down (B) to guard (E) with a C-clamp or equivalent. Position clamp on trash-bar at (F) as shown.
5. Turn bolts (D) until they contact cutterbar, then tighten **ONE** turn.
6. Remove clamp.
7. Tighten nuts (C) and torque to 45 Nm (35 lbf-ft).
8. Check clearances. Refer to [Checking Pointed Guard Hold-Downs](#), page 386.

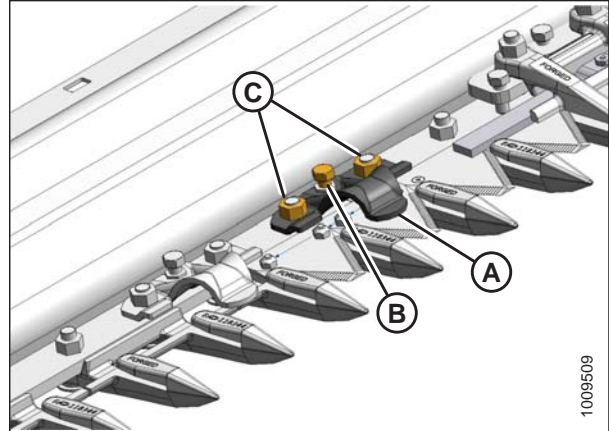


Figure 5.121: Cutterbar

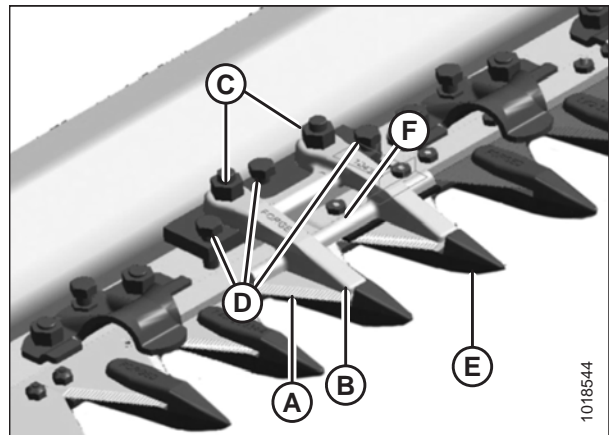


Figure 5.122: Center Guard

## Checking Stub Guard Hold-Downs

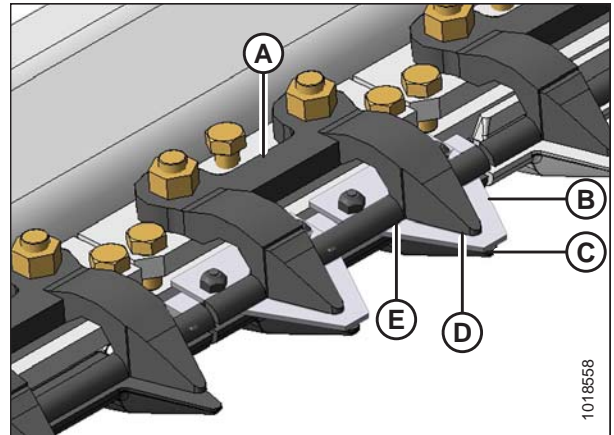
This procedure is applicable to single- and double-knife headers with stub guards.

### **WARNING**

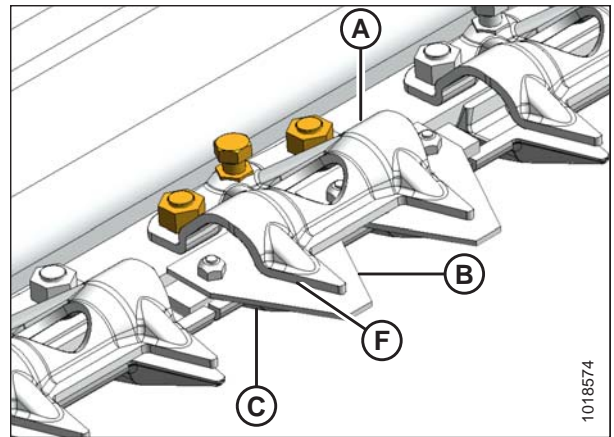
**To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.**

Measure clearance between hold-downs and knife sections as follows:

1. Shut down combine, and remove key from ignition.
2. Manually stroke knife to locate section under hold-down (A).
3. **Standard guard:** At standard guard locations, push knife section (B) down against guard (C) and measure clearance between hold-down (A) and knife section (B) with a feeler gauge. The clearance should be as follows:
  - **At hold-down tip (D):** 0.1–0.4 mm (0.004–0.016 in.)
  - **At rear of hold-down (E):** 0.1–1.0 mm (0.004–0.040 in.)
  - **At sheet metal hold-down (F):** 0.1–0.6 mm (0.004–0.024 in.)
4. If necessary, refer to [Adjusting Stub Guard Hold-Downs](#), page 390.



**Figure 5.123: Standard Stub Forged Hold-Down**



**Figure 5.124: Standard Stub Sheet Metal Hold-Down**



## MAINTENANCE AND SERVICING

5. **Double-knife center stub guard:** Manually stroke knife to locate sections under hold-down (B).
6. Measure clearance between knife sections (A) and (C) with a feeler gauge. The clearance should be as follows:
  - **At hold-down tip (E):** 0.1–0.4 mm (0.004–0.016 in.)
  - **At rear of hold-down (F):** 0.1–1.0 mm (0.004–0.040 in.)
7. If necessary, refer to [Adjusting Stub Guard Hold-Downs](#), page 390.

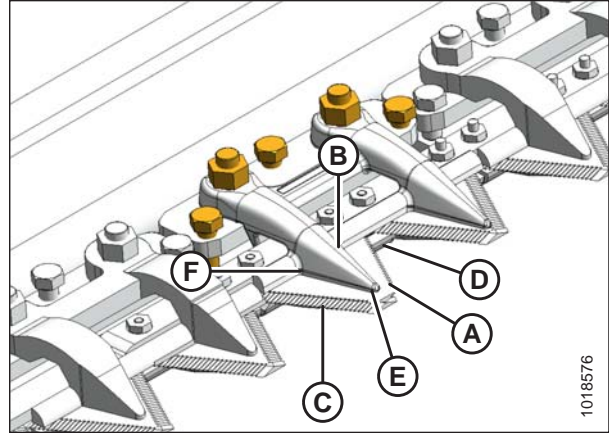


Figure 5.125: Double-Knife Center Stub Guard Hold-Down

### Adjusting Stub Guard Hold-Downs

#### **WARNING**

To avoid bodily injury or death from unexpected startup of machine, always stop engine and remove key before adjusting machine.

1. Shut down combine, and remove key from ignition.

#### **Forged hold-down:**

2. Manually stroke knife to center section(s) (A) under hold-down (B) as shown.
3. Loosen nuts (C) and back off bolts (D) clear of cutterbar.
4. Lightly clamp hold-down (B) to guard (E) with a C-clamp or equivalent. Position clamp on trash-bar at (F).
5. Turn bolts (D) until they contact cutterbar, then tighten **ONE** turn.
6. Remove clamp.
7. Tighten nuts (B) and torque to 45 Nm (35 lbf·ft).
8. Check that specified clearances are achieved. Refer to [Checking Stub Guard Hold-Downs](#), page 389.

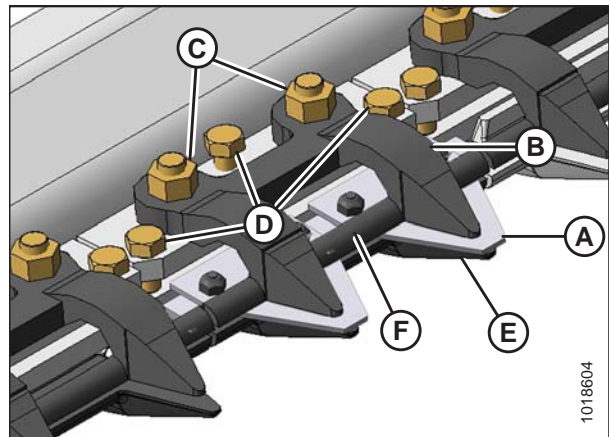


Figure 5.126: Normal Stub Guard Forged Hold-Down



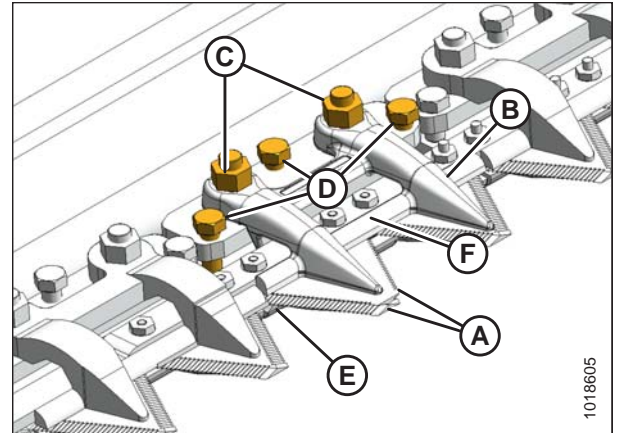


Figure 5.127: Double-Knife Center Stub Guard

**Sheet metal hold-down:**

9. Manually stroke knife to center section (A) under hold-down (B) as shown.
10. Decrease clearance by turning bolt (C) clockwise to lower front of hold-down. Clearance should be 0.1–0.6 mm (0.004–0.024 in.).
11. Increase clearance by turning bolt (C) counterclockwise to raise front of hold-down.

**NOTE:**

For larger adjustments, it may be necessary to loosen nuts (D), turn adjuster bolt (C), and then retighten nuts.

12. Torque nuts (D) to 72 Nm (53 lbf·ft) after all adjustments are complete and specified clearances are achieved.

Refer to *Checking Stub Guard Hold-Downs*, page 389.

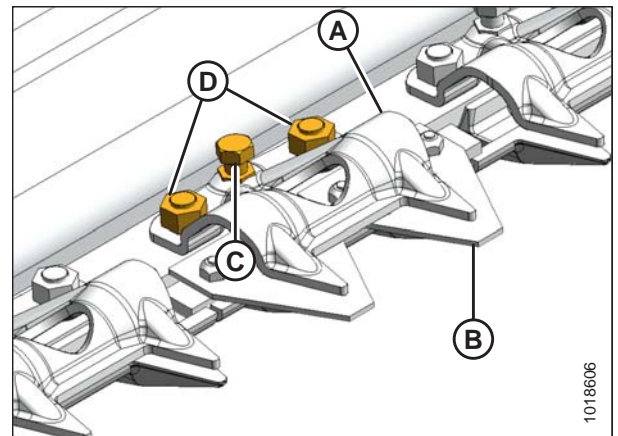


Figure 5.128: Stub Guard Sheet Metal Hold-Down



**WARNING**

**Check to be sure all bystanders have cleared the area.**

13. Complete hold-down adjustments, run header at low engine speed, and listen for noise caused by insufficient clearance.

**NOTE:**

Insufficient hold-down clearance will result in overheating of knife and guards—readjust as necessary.

## 5.8.8 Knifehead Shield

The knifehead shield attaches to the endsheet and reduces the knifehead opening to prevent cut crop from accumulating in the knifehead cut-out.

The shields and mounting hardware are available from your MacDon Dealer.

**IMPORTANT:**

Remove the shields when cutting with the cutterbar on the ground in muddy conditions. Mud may pack into the cavity behind the shield which could result in knife drive box failure.

### *Installing Knifehead Shield*

The knifehead shield is supplied in flattened form, but it can be bent to suit installation on pointed or stub guard cutterbars. Knifehead shields differ slightly depending on header size and guard configuration, so ensure you are using the proper knifehead shield for your header. Refer to your parts catalog for proper replacement parts.

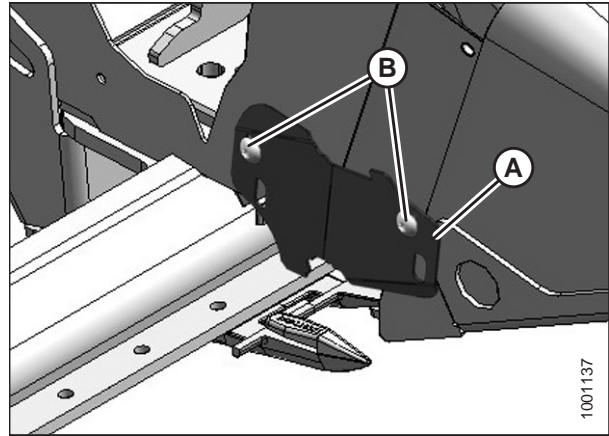
#### **DANGER**

**To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.**

#### **CAUTION**

**Wear heavy gloves when working around or handling knives.**

1. Raise the reel to its full height, lower the header to the ground, shut down the engine, and remove the key from the ignition.
2. Engage the reel arm locks.
3. Place knifehead shield (A) against the endsheet as shown. Align the shield so the cutout matches the profile of the knifehead and/or hold-downs.
4. Bend knifehead shield (A) along the slit to conform to the endsheet.
5. Align the mounting holes and secure with two 3/8 in. x 1/2 in. Torx® head bolts (B).
6. Tighten bolts (B) just enough to hold knifehead shield (A) in place while allowing it to be adjusted as close to the knifehead as possible.
7. Rotate the knife drive box pulley manually to move the knife and check for areas of contact between the knifehead and knifehead shield (A). Adjust the shield to eliminate interference with the knife if necessary.
8. Tighten bolts (B).



**Figure 5.129: Knifehead Shield**

## 5.9 Knife Drive

### 5.9.1 Knife Drive Box

Knife drive boxes convert rotational motion into the reciprocating motion of the knife, and are belt driven by a hydraulic motor that is powered by the hydraulic pump on the adapter. There is one knife drive box on single-reel headers and two knife drive boxes on double-reel headers.

#### CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 321](#).

#### *Checking Mounting Bolts*

Check the torque on the four knife drive box mounting bolts and after the first 10 hours operation and every 100 hours thereafter.

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Torque the side bolts (A) first, then torque the bottom bolts (B). Torque all bolts to 271 Nm (200 lbf·ft). When tightening, start with the side mounting bolts.

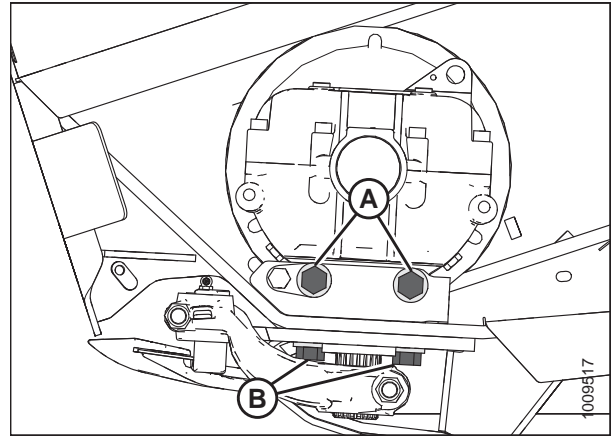


Figure 5.130: Knife Drive Box

## Removing Knife Drive Box

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Open the endshield.
3. Loosen the two bolts (A) securing the motor assembly to the header endsheet.
4. Loosen the belt tension by turning tensioning bolt (B) counterclockwise.

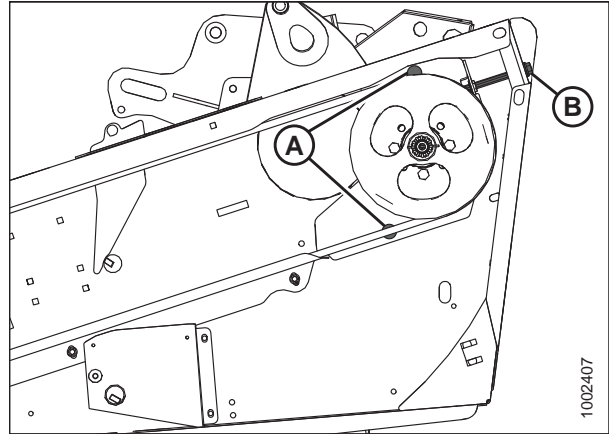


Figure 5.131: Knife Drive

5. Open access cover (A) on the endsheet behind the cutterbar to provide clearance between the knife drive box pulley and the endsheet.

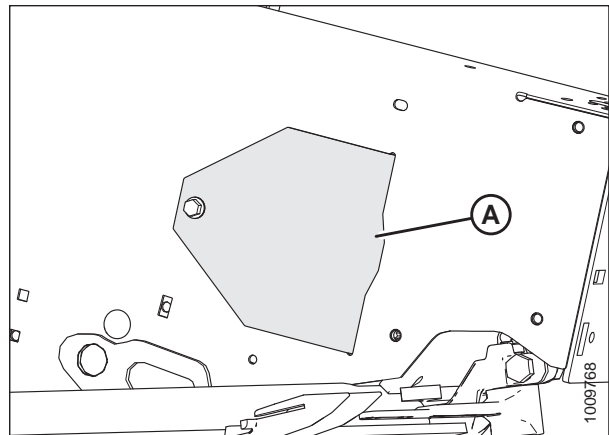
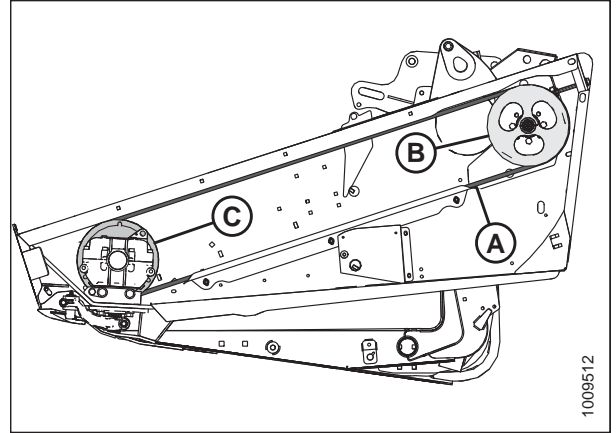


Figure 5.132: Access Cover

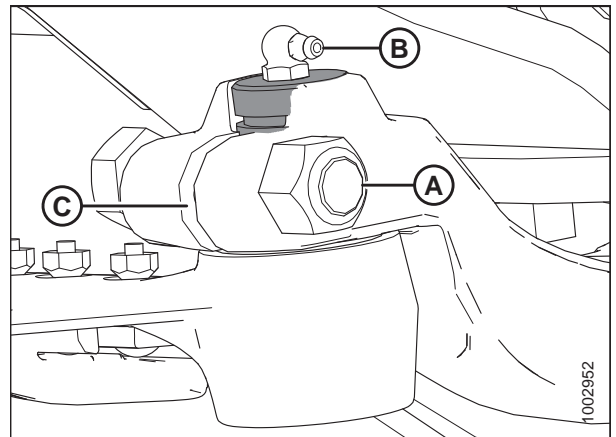
## MAINTENANCE AND SERVICING

6. Remove belt (A) from drive pulley (B).
7. Slip belt (A) over and behind knife drive box pulley (C). Use the notch in the pulley to assist with belt removal.



**Figure 5.133: Knife Drive**

8. Stroke the knife manually to its outer limit.
9. Remove bolt (A).
10. Remove grease zerk (B) from the pin.
11. Use a screwdriver or chisel in slot (C) to release the load on the knifehead pin.
12. Use a screwdriver or chisel to pry the pin upwards in the pin groove until the pin is clear of the knifehead.
13. Push the knife assembly inboard until it is clear of the output arm.
14. Seal the knifehead bearing with plastic or tape unless it is being replaced.



**Figure 5.134: Knifehead**

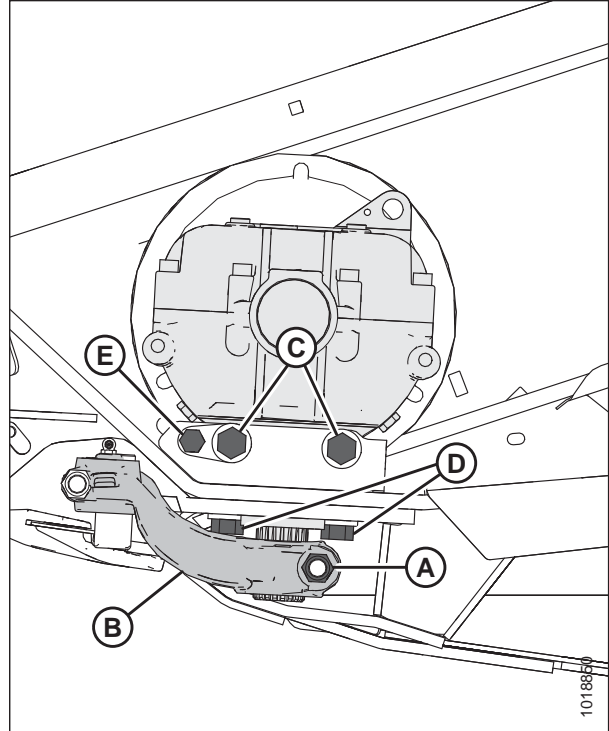
## MAINTENANCE AND SERVICING

15. Remove bolt (A) that clamps the knife drive arm to the knife drive box output shaft.
16. Remove knife drive arm (B) from the knife drive box output shaft.
17. Remove the four knife drive box mounting bolts (C) and (D).

### CAUTION

**Extension may shift when supports are removed. Use care when removing fasteners and supports.**

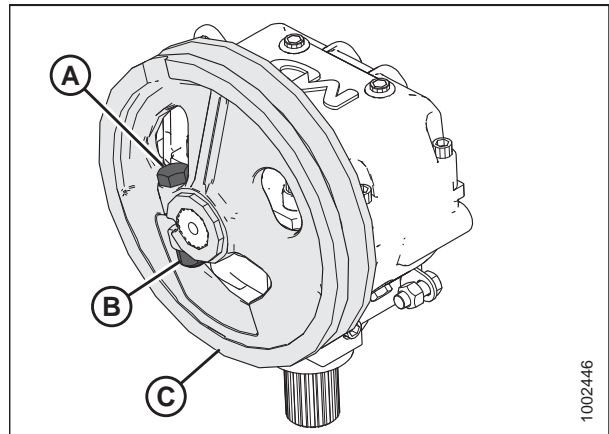
18. Remove the knife drive box and place it on a bench for disassembly.
19. Repeat procedure for the opposite end of the header.



**Figure 5.135: Knife Drive Box**

### *Removing Knife Drive Box Pulley*

1. Loosen and remove the knife drive box pulley clamping bolt (A) and nut (B).
2. Remove knife drive box pulley (C) using a three-jaw puller.



**Figure 5.136: Knife Drive Box and Pulley**



### Installing Knife Drive Box Pulley

1. Ensure the splines and bores in the pulley and drive arm are free of paint, oil, and solvents.
2. Apply two bands (A) of Loctite® #243 adhesive (or equivalent) around the shaft as shown. Apply one band at the end of the spline and the second band at the approximate midpoint location.
3. Install pulley (B) until flush with the end of the shaft.
4. Secure the pulley with 5/8 in. x 3 in. hex head bolt with distorted thread NC lock nut and torque to 217 Nm (160 lbf-ft).

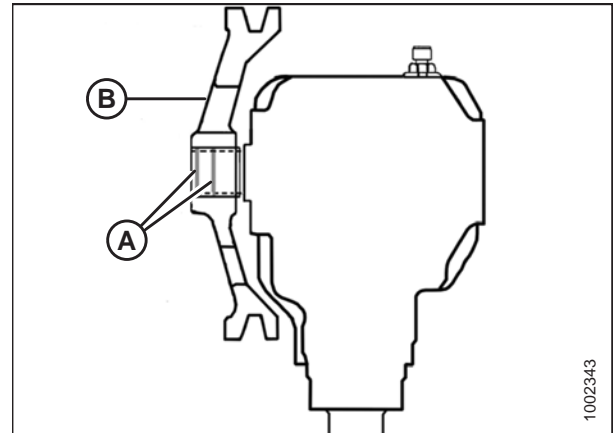


Figure 5.137: Knife Drive Box

### Installing Knife Drive Box

**NOTE:**

If the pulley was removed from the knife drive box, refer to [Installing Knife Drive Box Pulley, page 397](#). If the pulley was not removed, proceed to Step 1, [page 397](#).



**CAUTION**

Extension may shift when supports are removed. Use care when removing fasteners and supports.

1. Position the knife drive box onto the header mount and install the belt onto the pulley.
2. Secure the knife drive box to the frame using two 5/8 in. x 1-3/4 in. grade 8 hex head bolts (C) on the side and two 5/8 in. x 2-1/4 in. grade 8 hex head bolts (D) on the bottom.
3. Tighten knife drive box side bolts (C) slightly, then tighten bottom bolts (D) to ensure proper contact with the vertical and horizontal mounting surfaces. Do **NOT** torque the bolts at this time.

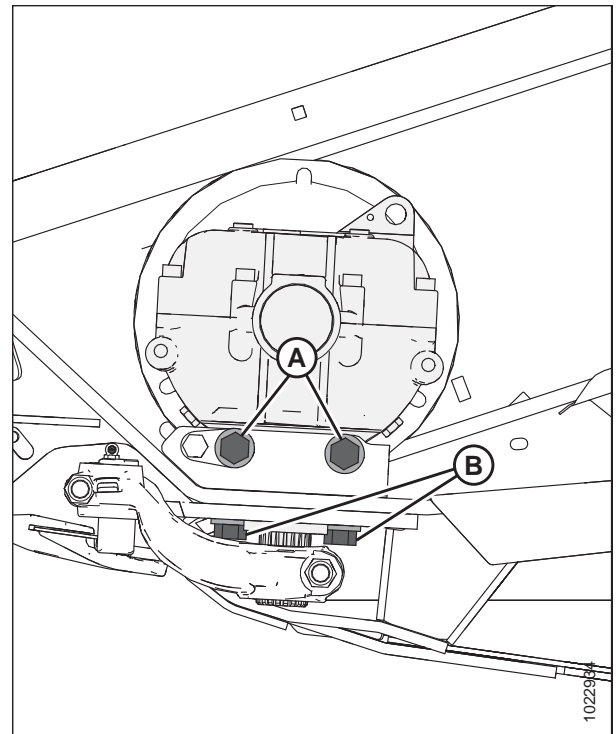


Figure 5.138: Knife Drive Box

## MAINTENANCE AND SERVICING

4. Apply two bands (A) of Loctite® #243 (or equivalent) to the output shaft as shown. Apply one band at the end of the output shaft and the second band at the approximate midpoint location.
5. Slide output arm (B) onto the output shaft. Rotate the pulley to ensure the splines are properly aligned and the drive arm clears the frame on the inboard stroke.

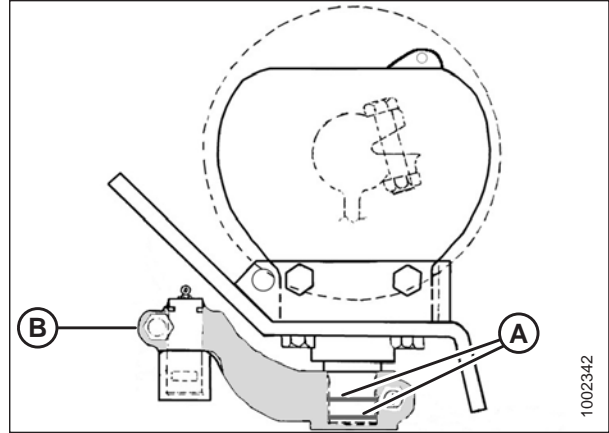


Figure 5.139: Knife Drive Box

6. Position output arm (A) to the farthest outboard position. Move output arm (A) up or down on the splined shaft until it is almost contacting knifehead (B) (exact clearance [C] is set during the knifehead pin installation).

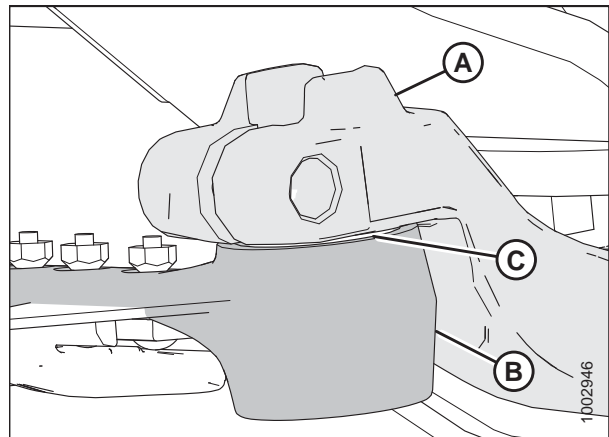


Figure 5.140: Knifehead

7. Torque output arm bolt (B) to 217 Nm (160 lbf·ft).

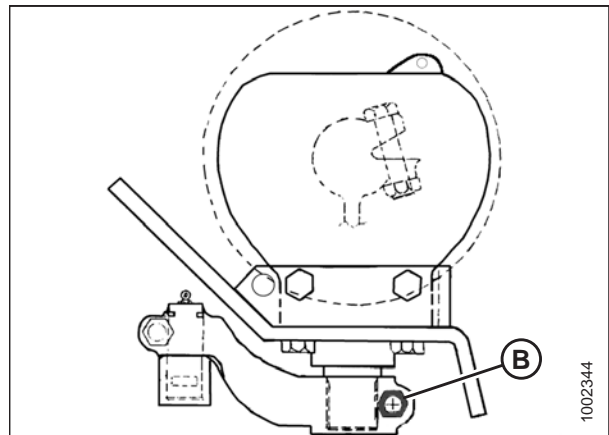


Figure 5.141: Knife Drive Box

## MAINTENANCE AND SERVICING

8. Slide the knife into place and align the knifehead with the output arm.
9. For ease of removing or installing knifehead pin, remove grease zerk from pin.
10. Install knifehead pin (A) through the output arm and into the knifehead. Tap knifehead pin (A) down, make sure the pin is seated at the bottom of the knifehead.
11. Using a feeler gauge, check that the gap at location (E) is 0.25 mm (0.01 in.).
12. Set groove (B) in the knifehead pin 1.5 mm (1/16 in.) above output arm (C). Secure with 5/8 in. x 3 in. hex head bolt and nut (D), and torque to 217 Nm (160 lbf-ft).
13. Install grease zerk (A) into the knifehead pin, and turn the grease zerk for easy access.

### IMPORTANT:

Grease knifehead just enough to start a slight downward movement. Overgreasing will lead to knife misalignment which causes guards to overheat and drive systems to overload.

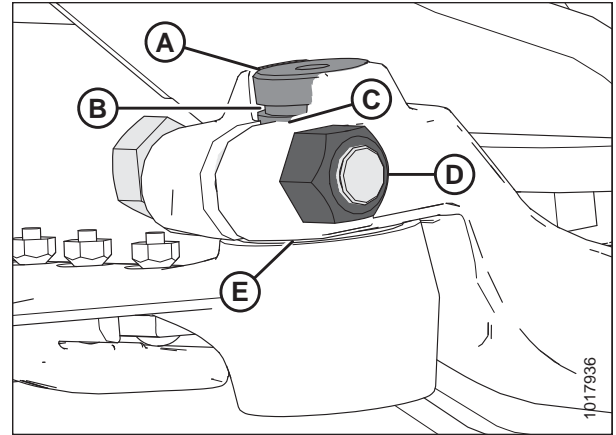


Figure 5.142: Knifehead

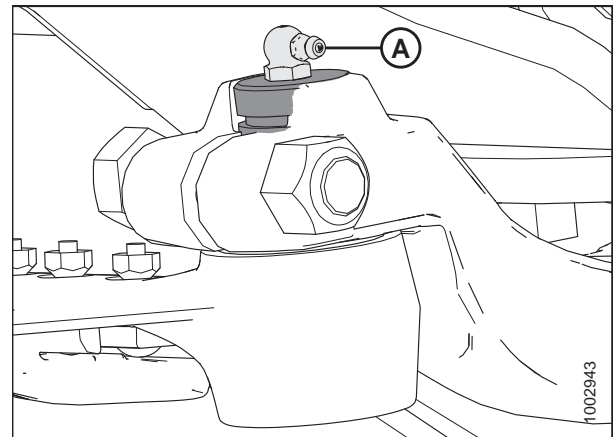


Figure 5.143: Knifehead

14. Tighten knife drive box side bolts (A) first, then tighten the bottom bolts (B). Torque to 271 Nm (200 lbf-ft).
15. Move the output arm to the midstroke position, and ensure the knife bar doesn't contact the front of the first guard. If the knife drive box requires adjustment, contact your MacDon Dealer.
16. Install and tension the knife drive belts. Refer to [Tensioning Knife Drive Belts, page 402](#)
17. Close the endshield. Refer to [Closing Endshield, page 32](#).

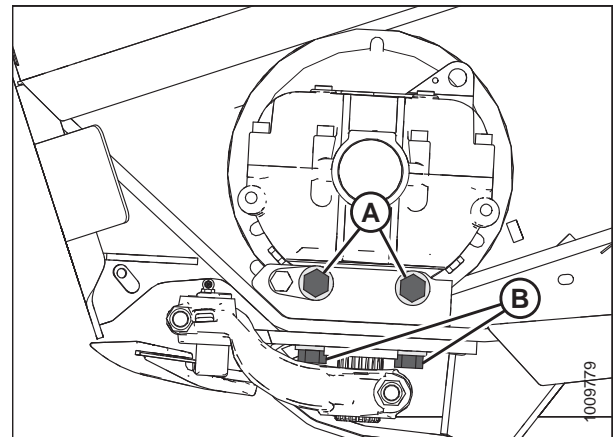


Figure 5.144: Knife Drive Box

### *Changing Oil in Knife Drive Box*

Change the knife drive box lubricant after the first 50 hours of operation and every 1000 hours (or 3 years) thereafter.

1. Shut down the combine, and remove the key from the ignition.
2. Raise the header to allow a suitably sized container to fit under the knife box drain and collect the oil.
3. Open the endshield. Refer to [Opening Endshield, page 31](#).
4. Remove breather/dipstick (A) and drain plug (B).
5. Allow the oil to drain.
6. Reinstall drain plug (B).
7. Add oil to the knife drive box. Refer to the inside back cover for specifications.
8. Close the endshield. Refer to [Closing Endshield, page 32](#).

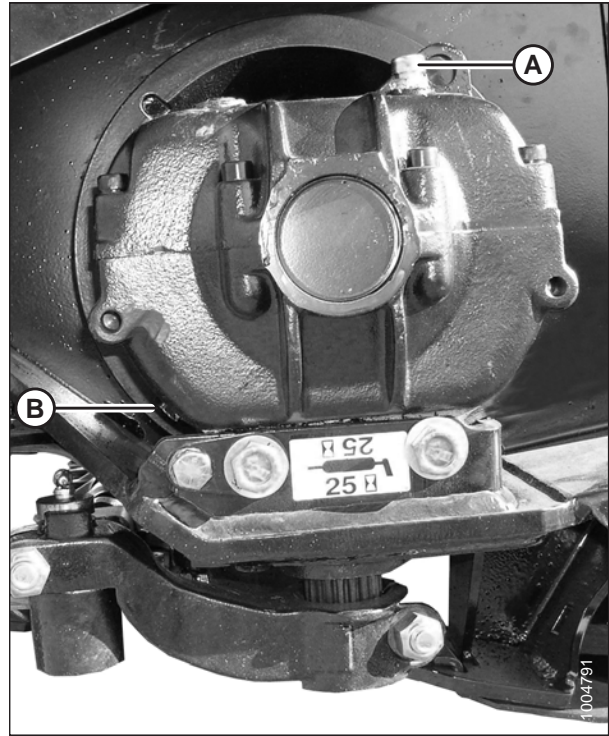


Figure 5.145: Knife Drive Box

## 5.9.2 Knife Drive Belts

### *Non-Timed Knife Drive Belts*

The knife drive box is driven by a V-belt that is powered by a hydraulic motor on the header endsheets.

#### **Removing Knife Drive Belts**

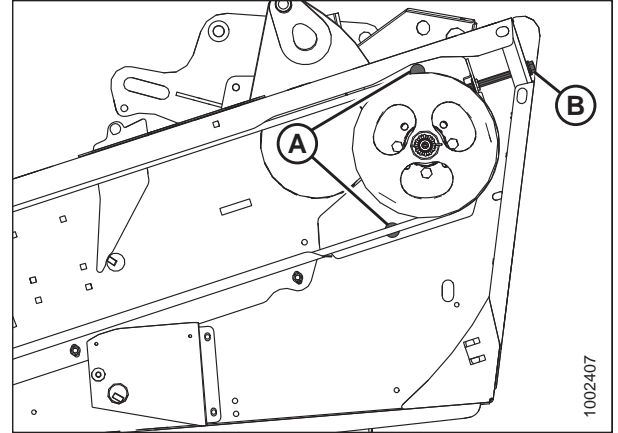
The non-timed knife drive belt removal procedure is the same for both sides of a double-knife header.

### **⚠ DANGER**

**To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.**

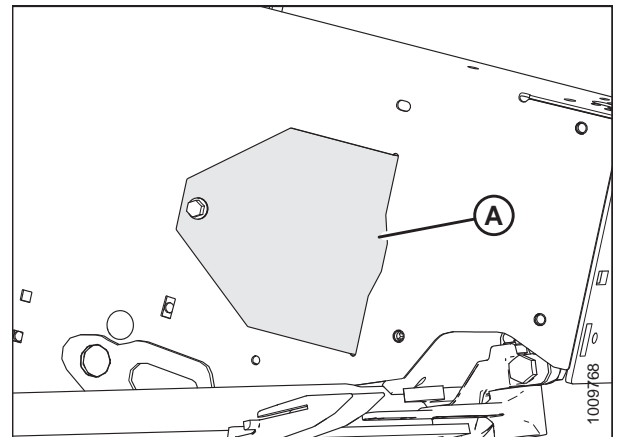
## MAINTENANCE AND SERVICING

1. Shut down the combine, and remove the key from the ignition.
2. Open the endshield.
3. Loosen the two bolts (A) securing the motor assembly to the header endsheet.
4. Loosen the belt tension by turning tensioning bolt (B) counterclockwise.



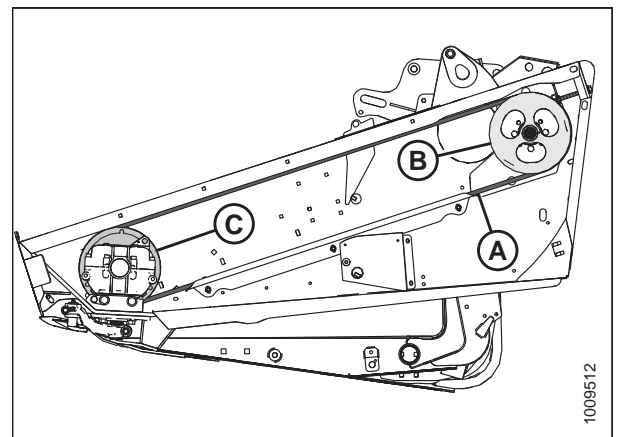
**Figure 5.146: Knife Drive**

5. Open access cover (A) on the endsheet behind the cutterbar to provide clearance between the knife drive box pulley and the endsheet.



**Figure 5.147: Access Cover**

6. Remove belt (A) from drive pulley (B).
7. Slip belt (A) over and behind knife drive box pulley (C). Use the notch in the pulley to assist with belt removal.



**Figure 5.148: Knife Drive**

## Installing Knife Drive Belts

The procedure for installing non-timed knife drive belts is the same for both sides of the header.

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Route knife drive belt (A) around knife drive box pulley (C) and knife drive pulley (B). Use the notch in the pulley to assist with the belt installation.

#### NOTE:

Ensure the drive motor is fully forward, do **NOT** pry the belt over the pulley.

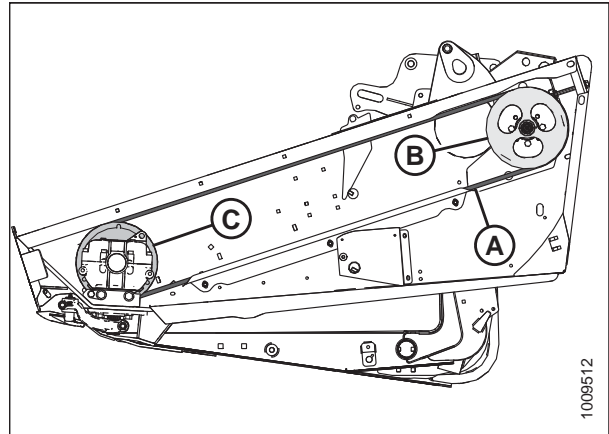


Figure 5.149: Knife Drive

3. Tension the knife drive belt. Refer to [Tensioning Knife Drive Belts, page 402](#).
4. Install access cover (A) and secure with bolt.
5. Close the endshield.

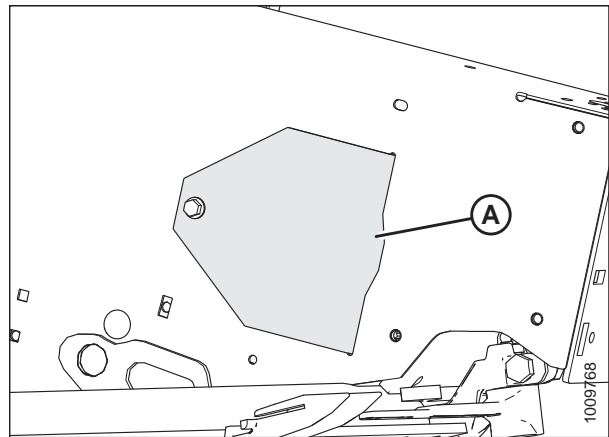


Figure 5.150: Access Cover

## Tensioning Knife Drive Belts

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

#### IMPORTANT:

To prolong belt and drive life, do **NOT** overtighten the belt.



## MAINTENANCE AND SERVICING

1. Shut down machine, and remove key from the ignition.
2. Open the endshield.
3. Loosen the two bolts (A) securing the motor assembly to the header endsheet.
4. Turn adjuster bolt (B) clockwise to move drive motor until a force of 89 N (20 lbf) deflects belt (C) 20–25 mm (3/4–1 in.) at midspan.

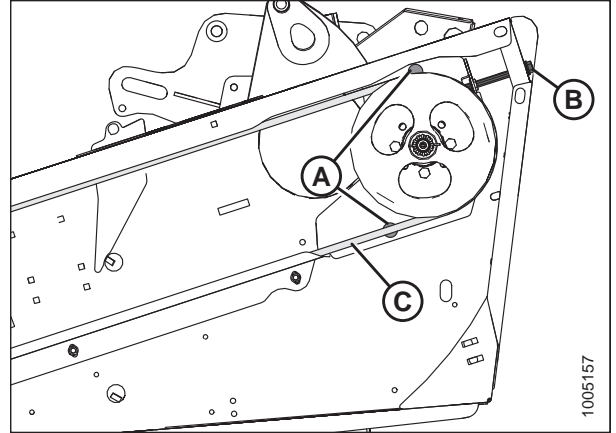


Figure 5.151: Non-Timed Knife Drive

5. Ensure clearance between belt (A) and belt guide (B) is 1 mm (1/32 in.).
6. Loosen three bolts (C), and adjust position of guide (B) as required.
7. Tighten three bolts (C).
8. Close endshield. Refer to [Closing Endshield, page 32](#).

**NOTE:**

Readjust tension of a new belt after a short run-in period (about five hours).

9. Repeat above steps for opposite end on double-knife headers.

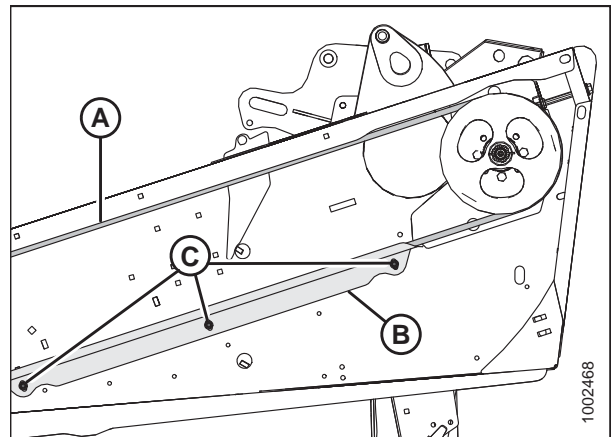


Figure 5.152: Non-Timed Knife Drive

## 5.10 Adapter Feed Draper

### CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 321](#).

### 5.10.1 Replacing CA25 Feed Draper

Replace draper if torn, cracked, or missing slats.

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. If attached to the combine, detach the header from the adapter. Refer to [4.7.1 Detaching Header from Adapter and Combine, page 310](#).
2. Raise the feeder house to its full height, stop the engine, and the remove key from the ignition.
3. Engage the combine safety props.
4. Loosen jam nut (A) and hold nut (B) with a wrench while turning bolt (C) counterclockwise to release the draper tension. Repeat at the opposite side.
5. Disengage the header safety props and lower the feeder house and adapter onto blocks to keep the adapter slightly off the ground.

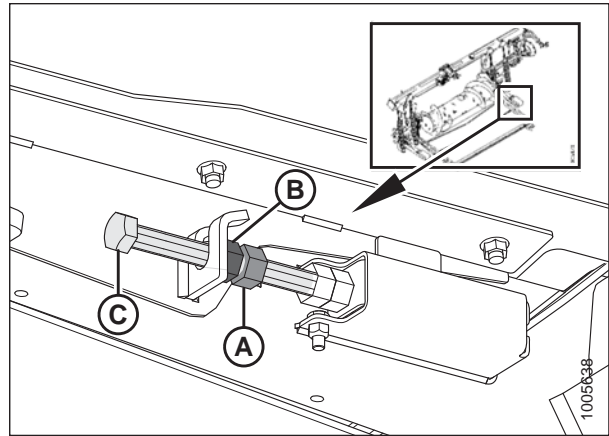


Figure 5.153: Tensioner

6. Remove screws (A) and nuts, and remove the draper connector straps (B).
7. Pull the draper from the deck.

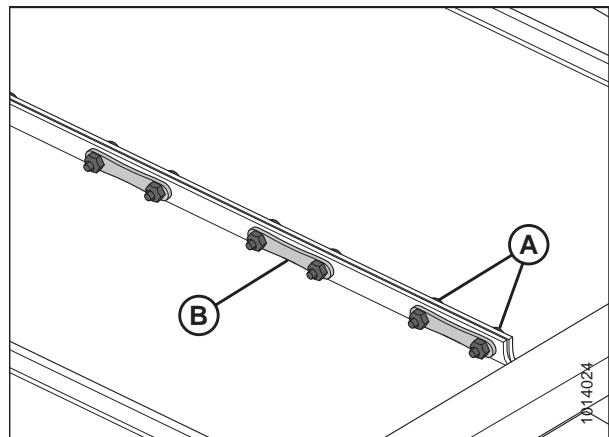


Figure 5.154: Draper Connector

## MAINTENANCE AND SERVICING

8. Install the new draper over drive roller (A) with the chevron cleat (B) pointing towards the front of the adapter. Make sure the draper guides fit in drive roller grooves (C).
9. Pull the draper along the bottom of the adapter deck and over draper supports (D).

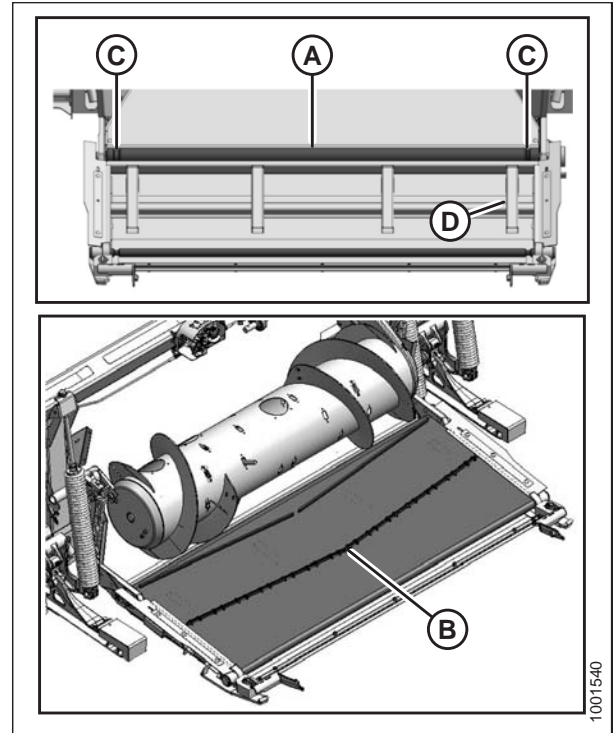


Figure 5.155: Adapter Feed Draper

10. Connect the draper joint with connector straps (B) and secure with screws (A) and nuts. Ensure the screw heads face towards the rear of the deck, and tighten only until the end of the screws are flush with the nuts.
11. Adjust the draper tension. Refer to [5.10.2 Adjusting CA25 Feed Draper Tension](#), page 405.

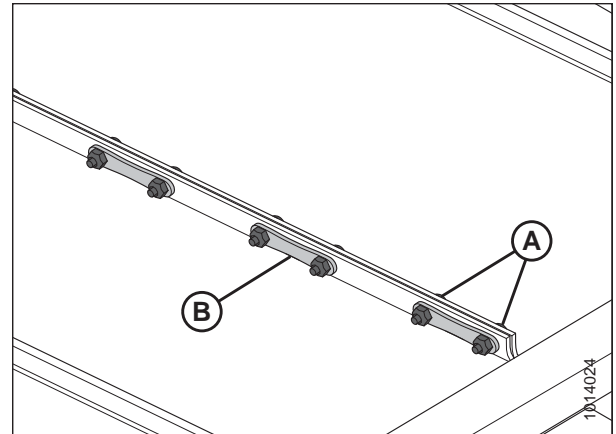


Figure 5.156: Draper Connector Straps

### 5.10.2 Adjusting CA25 Feed Draper Tension

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Raise the header to its full height, stop the engine, and the remove key from the ignition.
2. Engage the header safety props.

## MAINTENANCE AND SERVICING

3. Ensure the draper guide (rubber track on the underside of the draper) is properly engaged in the groove of the drive roller and the idler roller is between the guides.

### NOTE:

The default position of spring retainer (A) is flush to the edge of spring box (B); however, the position of the spring retainer varies with draper tracking adjustment at the factory. Illustration shows transparent spring box to show spring retainer position.

4. Check the position of spring retainer (A). If feed draper tracks properly and spring retainers on both sides are positioned within the following dimensions, then no adjustment is necessary:
  - Loosened to 3 mm (1/8 in.) outside (C) the front edge of spring box (B)
  - Tightened to 6 mm (1/4 in.) inside (D) the front edge of the spring box (B)

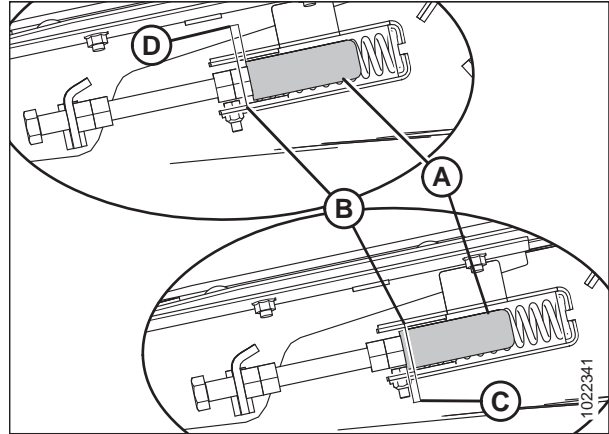


Figure 5.157: Feed Draper Tensioner (Spring Box Drawn Transparent)

5. If adjustment is necessary, proceed to Step 6, [page 406](#).
6. To adjust feed draper tension, loosen jam nut (A) and hold nut (B) with a wrench while turning bolt (C) clockwise to increase draper tension or counterclockwise to decrease draper tension.

### IMPORTANT:

To avoid uneven draper tracking, adjust both sides equally.

7. Tension the draper until the spring retainer (D) is within range described in Step 4, [page 406](#), and bolt (E) is free.
8. Tighten jam nut (A).

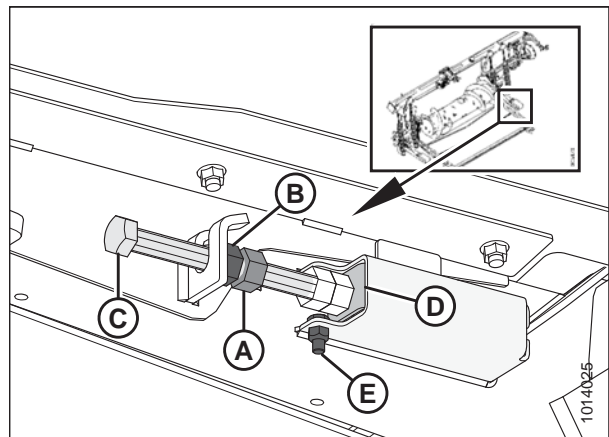


Figure 5.158: Tensioner

### 5.10.3 Adapter Drive Roller

#### Removing CA25 Feed Draper Drive Roller



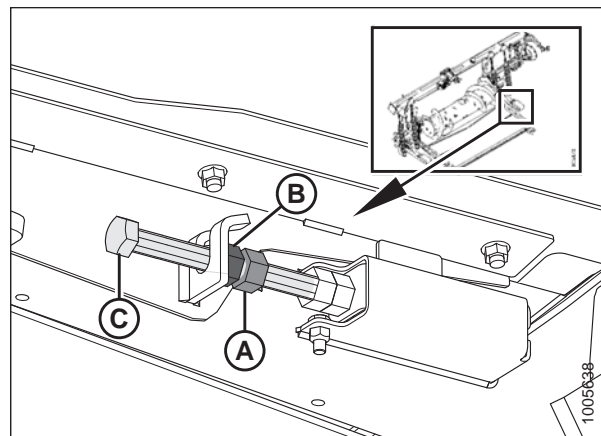
### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. If attached to the combine, detach the header from the adapter. Refer to [4.7.1 Detaching Header from Adapter and Combine, page 310](#).
2. Raise the feeder house to its full height, stop the engine, and the remove key from the ignition.
3. Engage the combine safety props.

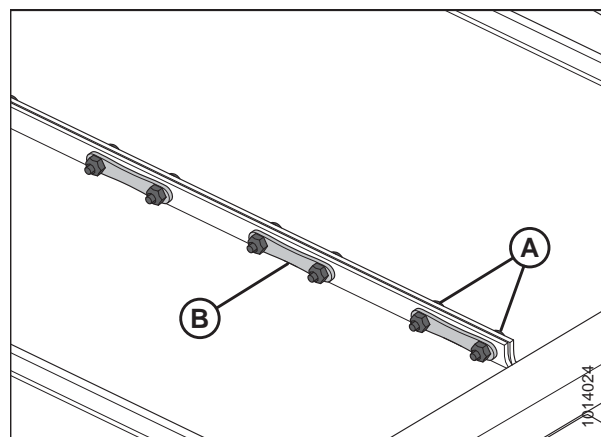
## MAINTENANCE AND SERVICING

4. Loosen jam nut (A) and hold nut (B) with a wrench while turning bolt (C) counterclockwise to release the draper tension. Repeat at the opposite side.



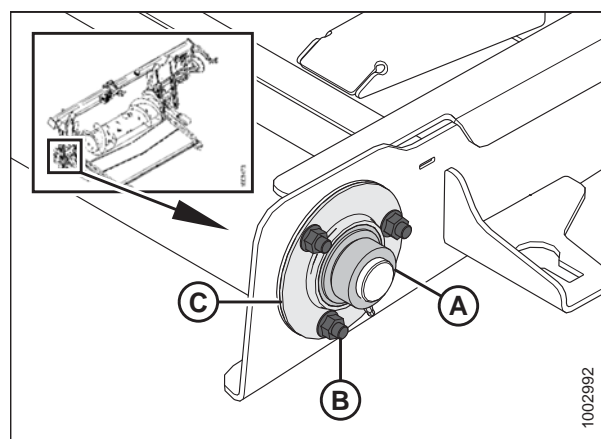
**Figure 5.159: Tensioner**

5. Remove screws (A) and nuts, and remove the draper connector straps (B).
6. Open the feed draper.



**Figure 5.160: Draper Connector**

7. Loosen the setscrew and unlock bearing lock collar (A).
8. Remove three bolts (B).
9. Remove bearing flanges (C) and the bearing.



**Figure 5.161: Bearing**

## MAINTENANCE AND SERVICING

10. Remove the four bolts (A) securing hydraulic motor (B) to the frame. Slide the hydraulic motor away from drive roller (C).
11. Remove drive roller (C).

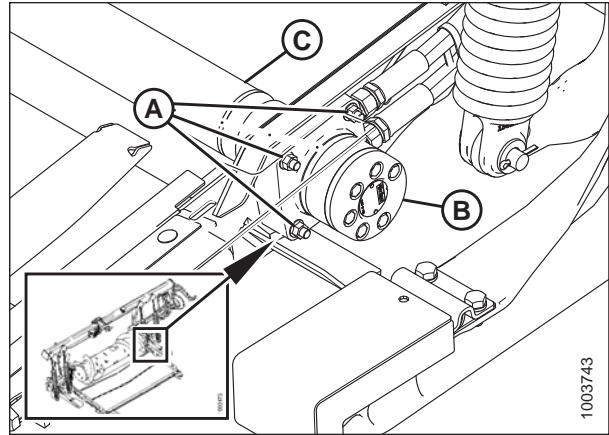


Figure 5.162: Hydraulic Motor

### *Installing CA25 Feed Draper Drive Roller*

1. Apply grease to the spline.
2. Position drive roller (C) in the adapter frame.
3. Slide hydraulic motor (B) into drive roller (C). Secure the motor to the feed deck with four bolts (A).

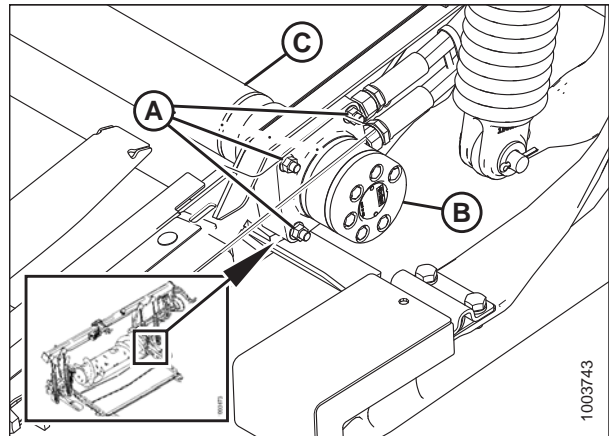


Figure 5.163: Motor

4. Install bearing flanges (C) and the bearing.
5. Install three bolts (B) to secure the bearing and flanges (C) to the feed deck.
6. Lock bearing collar (A) and tighten the setscrew.
7. Install the feed deck draper. Refer to [5.10.1 Replacing CA25 Feed Draper, page 404](#).
8. Tension the feed draper. Refer to [5.10.2 Adjusting CA25 Feed Draper Tension, page 405](#).
9. Attach the header to the adapter. Refer to [4.7.2 Attaching Header to Adapter and Combine, page 315](#).

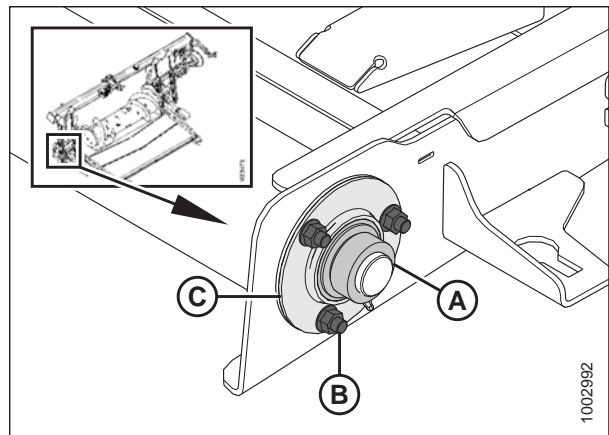


Figure 5.164: Bearing



## Replacing Adapter Feed Draper Drive Roller Bearing

### Removing CA25 Feed Draper Drive Roller Bearing

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. If attached to the combine, detach the header from the adapter. Refer to [4.7.1 Detaching Header from Adapter and Combine, page 310](#).
2. Raise the feeder house to its full height, stop the engine, and the remove key from the ignition.
3. Engage the combine safety props.
4. Loosen jam nut (A) and hold nut (B) with a wrench while turning bolt (C) counterclockwise to release the draper tension. Repeat at the opposite side.

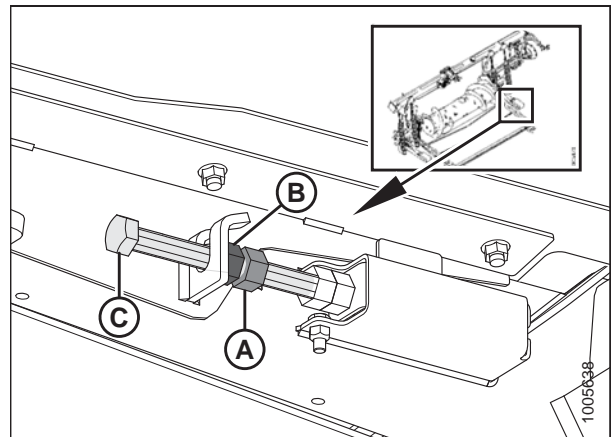


Figure 5.165: Tensioner

5. Loosen the setscrew and unlock bearing lock collar (A).
6. Remove three bolts (B).
7. Remove bearing flanges (C) and the bearing.

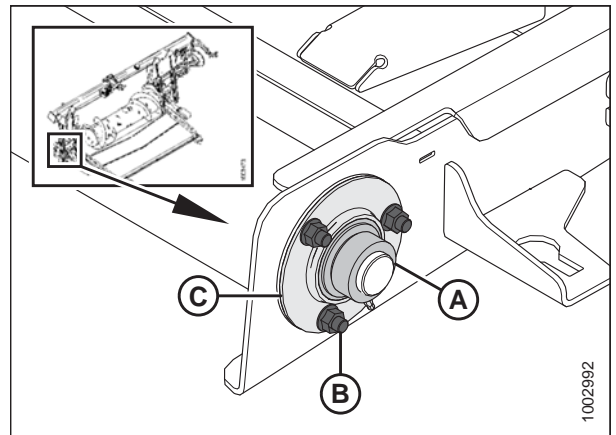


Figure 5.166: Bearing

## Installing CA25 Feed Draper Drive Roller Bearing

1. Install bearing flanges (C) and the bearing.
2. Install three bolts (B) to secure the bearing and flanges (C) to the feed deck.
3. Lock bearing collar (A) and tighten the setscrew.
4. Tension the feed draper. Refer to [5.10.2 Adjusting CA25 Feed Draper Tension, page 405](#).
5. Attach the header to the adapter. Refer to [4.7.2 Attaching Header to Adapter and Combine, page 315](#).

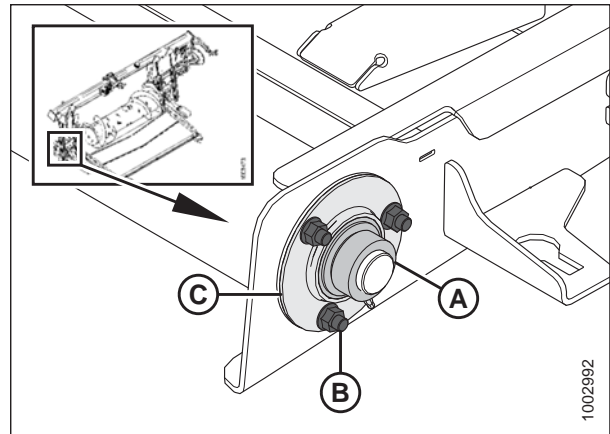


Figure 5.167: Bearing

## 5.10.4 Adapter Idler Roller

### Removing CA25 Feed Draper Idler Roller

1. Remove the header from the CA25, but leave the CA25 attached to the combine. Refer to [4.7.1 Detaching Header from Adapter and Combine, page 310](#).
2. Engage the feeder house safety props.
3. Loosen jam nut (A) and hold nut (B) with a wrench while turning bolt (C) counterclockwise to release the draper tension. Repeat at the opposite side.

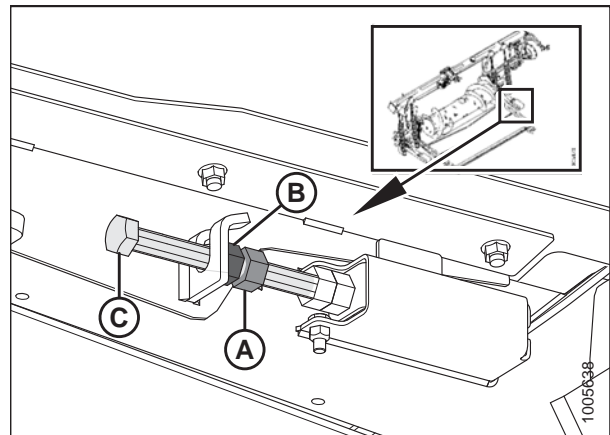


Figure 5.168: Tensioner

## MAINTENANCE AND SERVICING

4. Remove screws (A) and nuts, and remove the draper connector straps (B).
5. Open the feed draper.

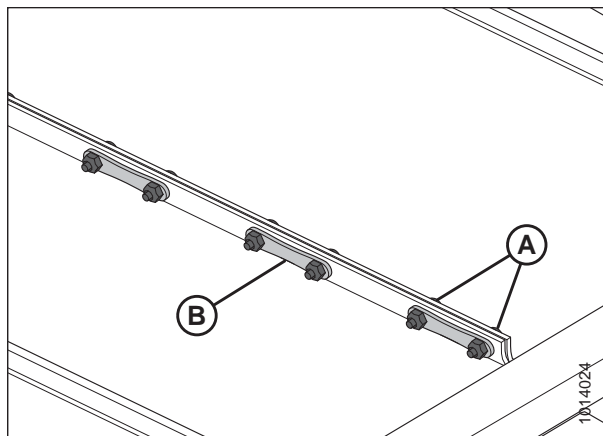


Figure 5.169: Draper Connector

6. Remove two bolts (A) and nuts (C) from both ends of the idler roller.
7. Remove idler roller assembly (B).

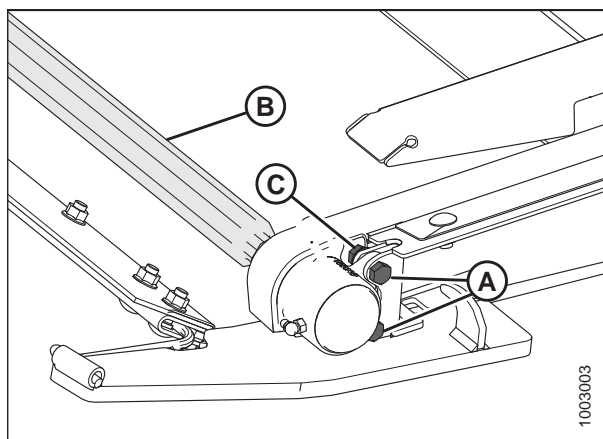


Figure 5.170: Idler Roller

### *Replacing Adapter Feed Draper Idler Roller Bearing*

1. Remove dust cap (A).

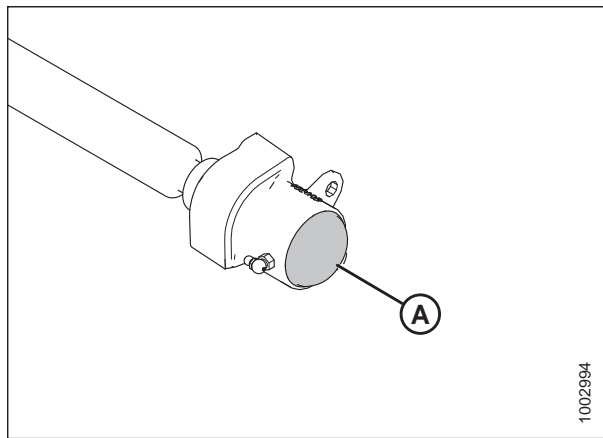


Figure 5.171: Idler Roller

## MAINTENANCE AND SERVICING

2. Remove nut (A).
3. Use a hammer to tap bearing assembly (B) until it slides off the shaft.

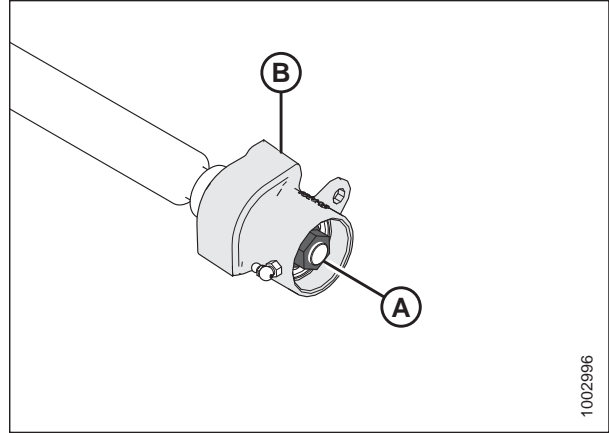


Figure 5.172: Idler Roller

4. Secure housing (D) and remove internal retaining ring (A), bearing (B), and two seals (C).
5. Install seals (C) into housing (D).

**NOTE:**

Ensure the flat side of the seal is facing inboard.

6. Brush the shaft with oil, and carefully rotate the housing (D) with seals (C) onto the shaft by hand to prevent damaging the seals.
7. Install bearing (B).
8. Install retaining ring (A).

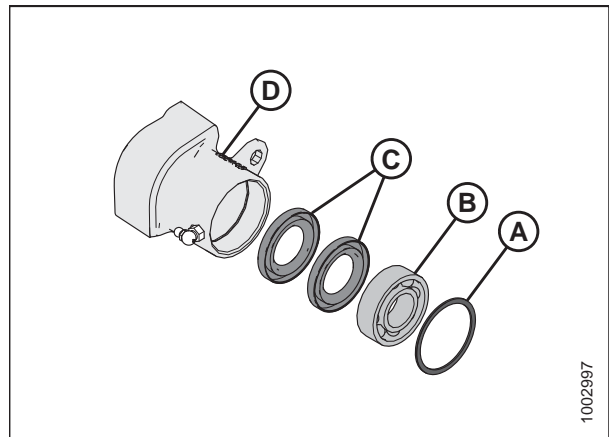


Figure 5.173: Bearing Assembly

9. Secure the bearing assembly to the shaft with nut (A) and torque to 81–95 Nm (60–70 lbf·ft).
10. Install dust cap (B).
11. Pump grease into the bearing assembly.

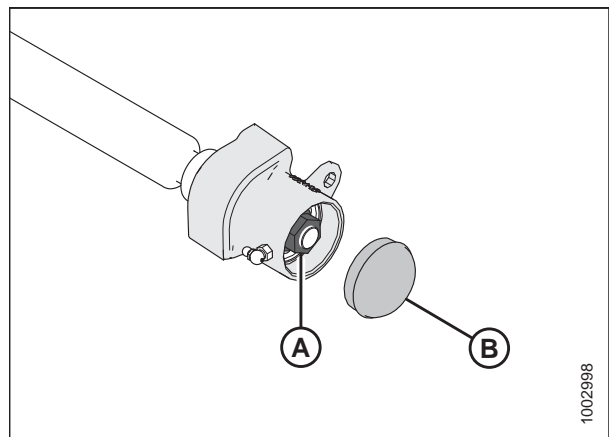
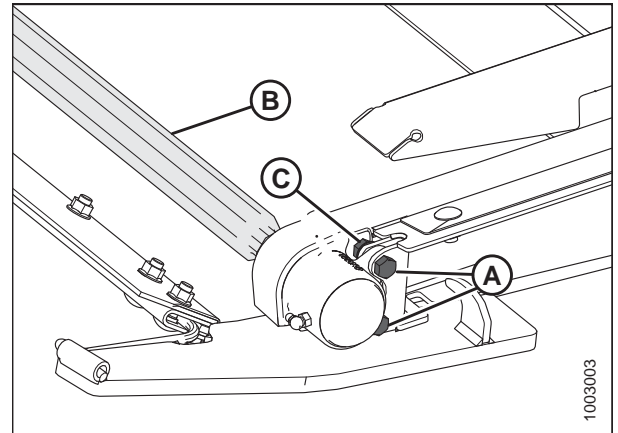


Figure 5.174: Idler Roller

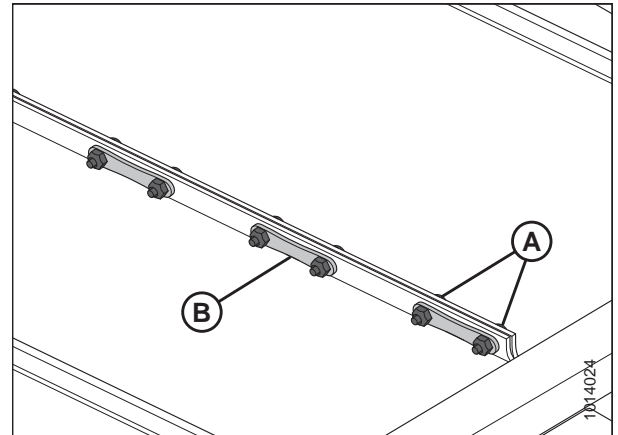
## *Installing CA25 Feed Draper Idler Roller*

1. Position idler roller assembly (B) in the feed deck.
2. Install two bolts (A) and nuts (C) at both ends of the idler roller.



**Figure 5.175: Idler Roller**

3. Close the feed draper and secure with connector straps (B), screws (A), and nuts.
4. Tension the feed draper. Refer to [5.10.2 Adjusting CA25 Feed Draper Tension, page 405](#).
5. Attach the header to the adapter. Refer to [4.7.2 Attaching Header to Adapter and Combine, page 315](#).



**Figure 5.176: Draper Connector**

## **5.10.5 Lowering Polyethylene Door – Adapter Feed Deck**

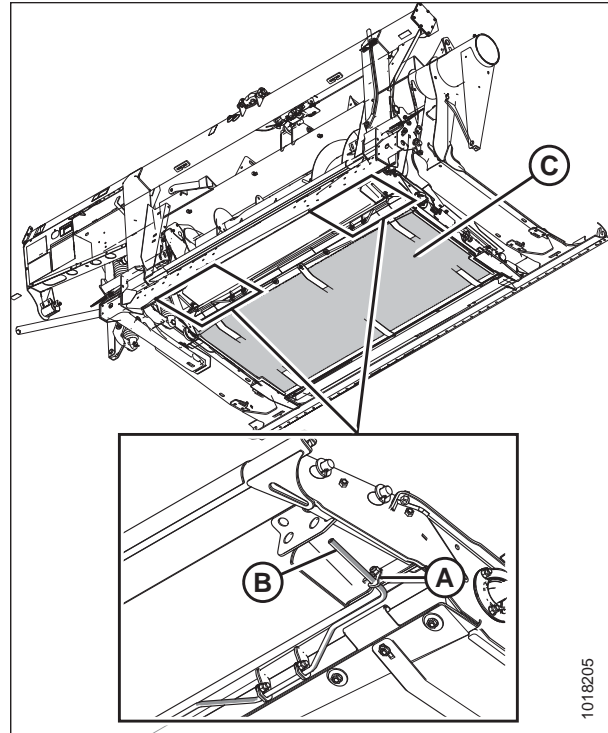
### **⚠ DANGER**

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Start combine, raise header fully, and engage header lift cylinder locks.
2. Stop engine and remove key.

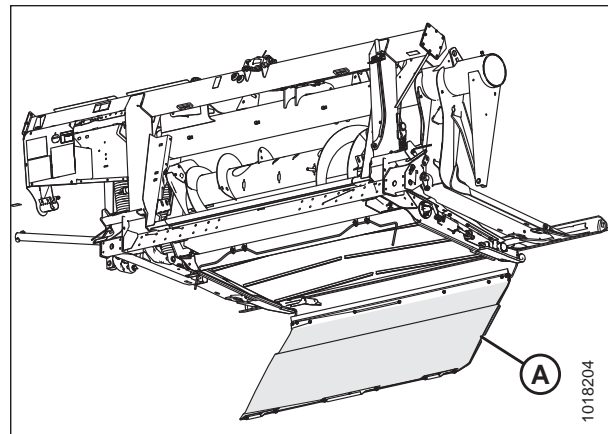
## MAINTENANCE AND SERVICING

3. Rotate latches (A) to unlock handles (B).
4. Hold pan (C) and rotate handles (B) downward to release pan.



**Figure 5.177: Feed Deck Polyethylene Door**

5. Lower plastic pan (A) and check for debris that may have fallen under adapter draper.



**Figure 5.178: Feed Deck Polyethylene Door**



### 5.10.6 Raising Polyethylene Door – Adapter Feed Deck

1. Raise plastic pan (A).
2. Attach hooks (B) to lock handle (C).

**IMPORTANT:**

Ensure all three hooks are secured.

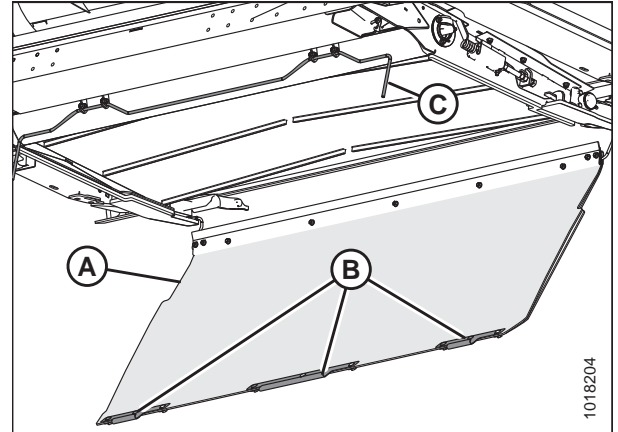


Figure 5.179: Feed Deck Polyethylene Door

3. Hold pan (C) and rotate handles (B) upward to secure pan.
4. Rotate latches (A) to unlock handles (B).

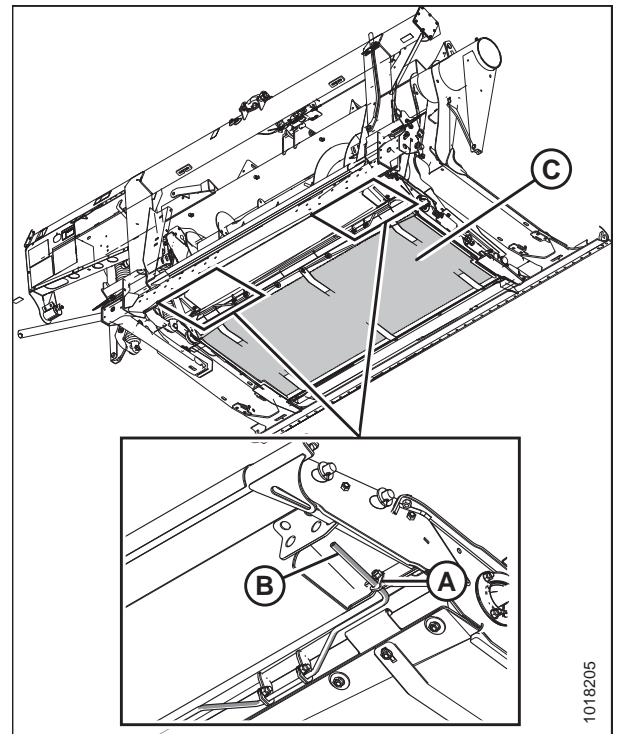


Figure 5.180: Feed Deck Polyethylene Door

## 5.11 Adapter Stripper Bars and Feed Deflectors

### 5.11.1 Removing Stripper Bars

1. Detach the header from the combine. Refer to [4 Header Attachment/Detachment, page 269](#).
2. Remove the four bolts and nuts (A) securing stripper bar (B) to the adapter frame, and remove the stripper bar.
3. Repeat at the opposite side.

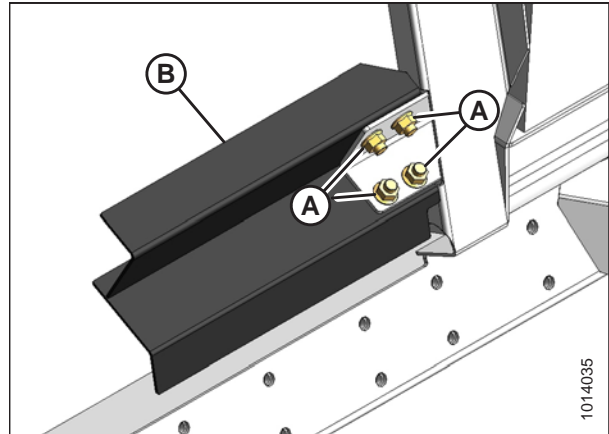


Figure 5.181: Stripper Bar

### 5.11.2 Installing Stripper Bars

1. Detach the header from the combine. Refer to [4 Header Attachment/Detachment, page 269](#).
2. Position stripper bar (A) so that notch (B) is at the corner of the frame.
3. Secure stripper bar (A) to the adapter with four bolts and nuts (C). Ensure the nuts are facing the combine.
4. Repeat at the opposite side.

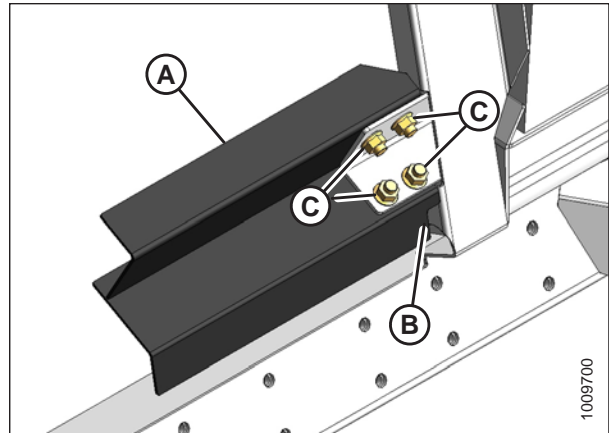


Figure 5.182: Stripper Bar

### 5.11.3 Replacing Feed Deflectors on New Holland CR Combines

1. Detach the header from the combine. Refer to [4 Header Attachment/Detachment, page 269](#).
2. Measure gap (B) between existing feed deflector (A) and the forward edge of the pan.

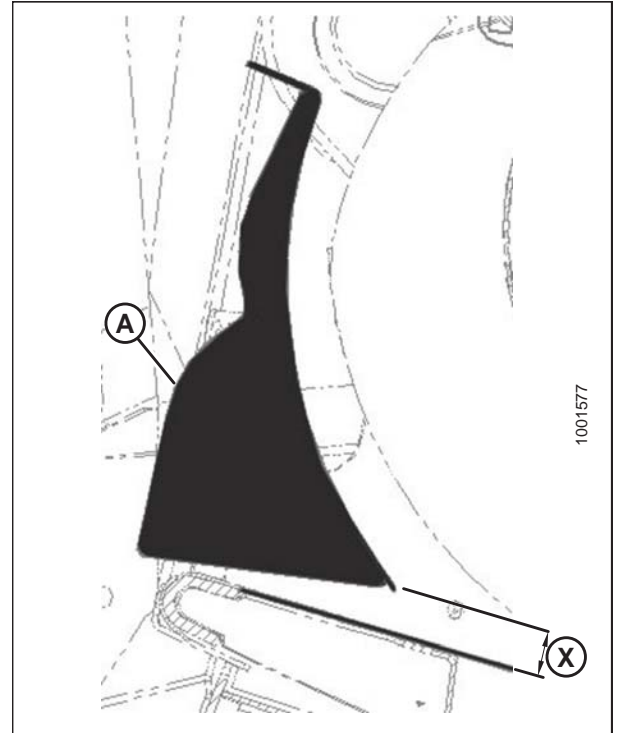


Figure 5.183: Feed Deflector – End View

3. Remove the two bolts and nuts (B) securing feed deflector (A) to the adapter frame, and remove the feed deflector.
4. Position replacement feed deflector (A), and secure with bolts and nuts (B) (ensure the nuts are facing the combine). Maintain the original gap, measured in [Step 2, page 417](#), between the feed deflector and the forward edge of the pan.
5. Repeat for the opposite deflector.
6. Attach the header to the combine. Refer to [4 Header Attachment/Detachment, page 269](#).
7. Extend the center-link fully, and check the gap between feed deflector (A) and the pan. Maintain a 19–25 mm (3/4–1 in.) gap.

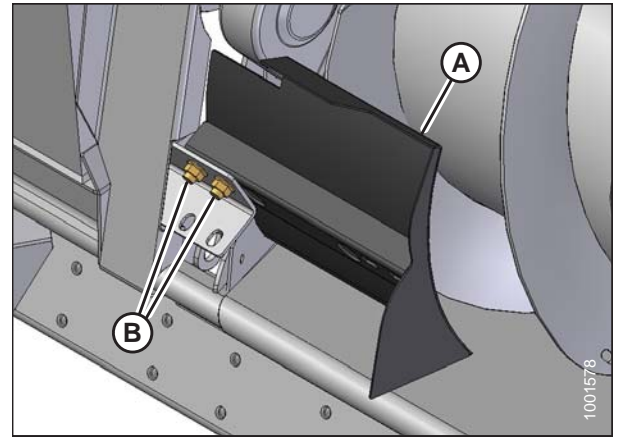


Figure 5.184: Feed Deflector

## 5.12 Side Drapers

Two side drapers convey cut crop to the adapter's feed draper and auger. Replace side drapers if torn, cracked, or missing slats.

### 5.12.1 Removing Side Drapers

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Raise the reel and engage the reel safety props.
2. Raise the header and engage the safety props.
3. Move the draper until the draper joint is in the work area.

#### NOTE:

The deck can also be shifted towards the center to provide an opening at the endsheet.

4. Stop the engine and remove the key from the ignition.
5. Release the tension on the draper. Refer to [5.12.3 Checking and Adjusting Side Draper Tension, page 420](#).
6. Remove screws (A) and tube connectors (B) at the draper joint.
7. Pull the draper from deck.

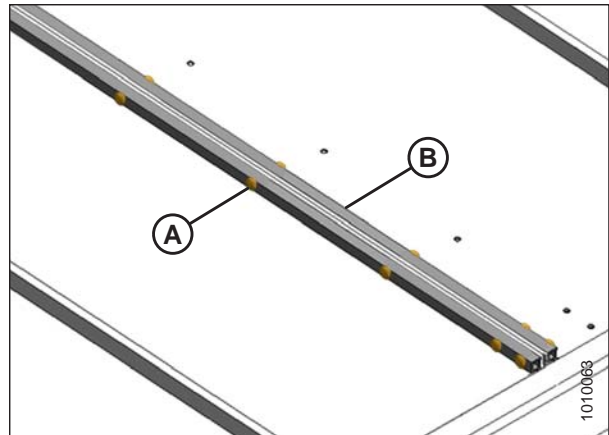


Figure 5.185: Draper Connector

### 5.12.2 Installing Side Drapers

#### WARNING

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

#### NOTE:

Check the deck height before installing the drapers. Refer to [5.12.5 Adjusting Deck Height, page 424](#).

## MAINTENANCE AND SERVICING

1. Apply talc, baby powder, or talc/graphite lubricant mix to the draper surface that forms the seal with the cutterbar and to the underside of the draper guides.
2. Insert the draper into the deck at the outboard end under the rollers. Pull the draper into the deck while feeding it at the end.
3. Feed in the draper until it can be wrapped around the drive roller.
4. Insert the opposite end of the draper into the deck over the rollers. Pull the draper fully into the deck.



Figure 5.186: Installing Draper

5. Loosen mounting bolts (B) on rear deck deflector (A) (this may help with draper installation).

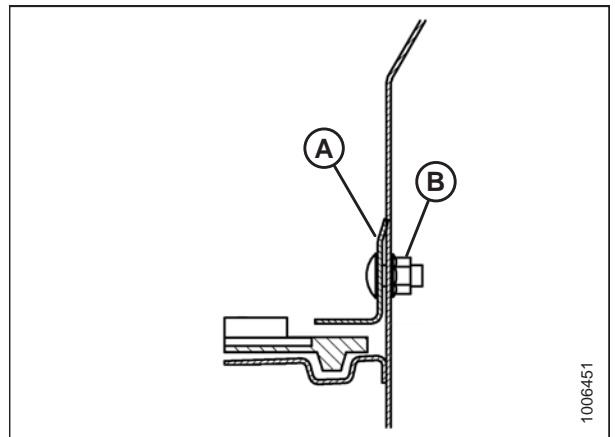


Figure 5.187: Draper Seal

6. Attach the ends of the draper with tube connectors (B), screws (A) (with the heads facing the center opening), and nuts.
7. Adjust the draper tension. Refer to [5.12.3 Checking and Adjusting Side Draper Tension, page 420](#).

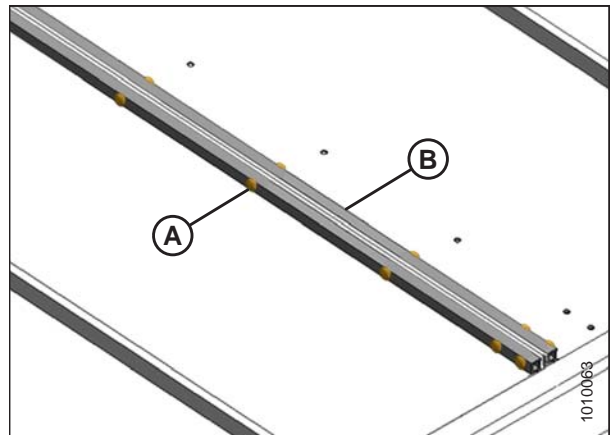


Figure 5.188: Draper Connector

## MAINTENANCE AND SERVICING

8. Check the draper seal between the drapers and the cutterbar. Ensure there is a 1–2 mm (0.04–0.08 in.) gap (A) between cutterbar (C) and draper (B).
9. Refer to [5.12.5 Adjusting Deck Height](#), page 424 to achieve the proper gap.

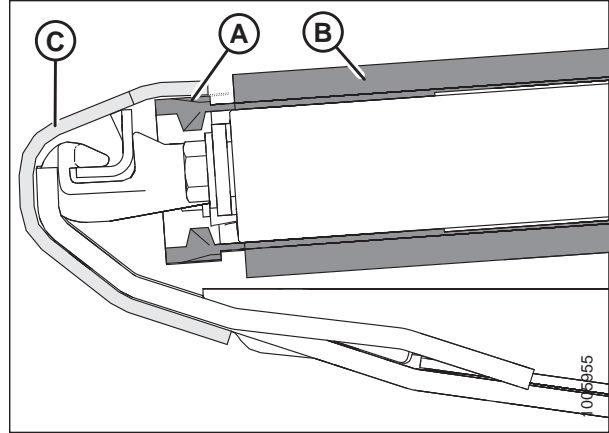


Figure 5.189: Draper Seal

### 5.12.3 Checking and Adjusting Side Draper Tension

#### WARNING

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under machine for any reason.

The drapers are tensioned at the factory and should not require adjustment. Draper tension should be just enough to prevent slipping and to keep draper from sagging below cutterbar.

1. Check that white bar (A) is approximately halfway in window.

#### NOTE:

Draper tension should be just enough to prevent slipping and to keep draper from sagging below cutterbar.

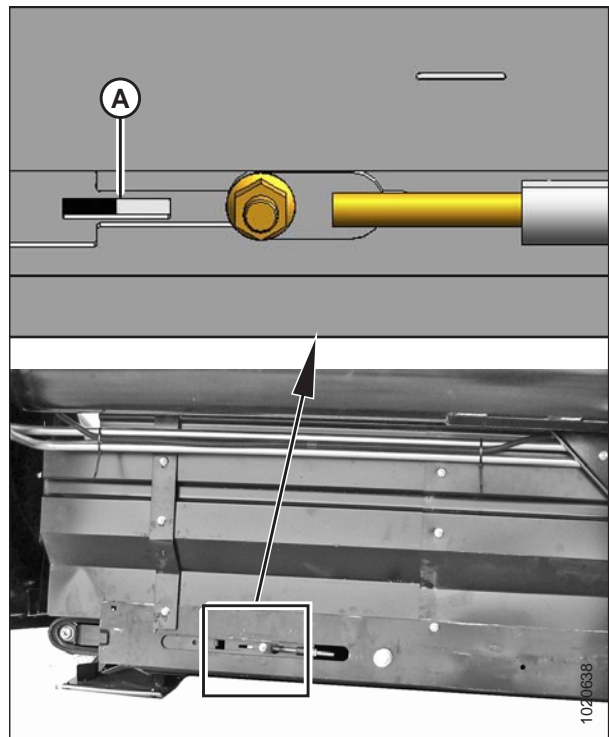


Figure 5.190: Tension Adjuster (Left Shown – Right Opposite)



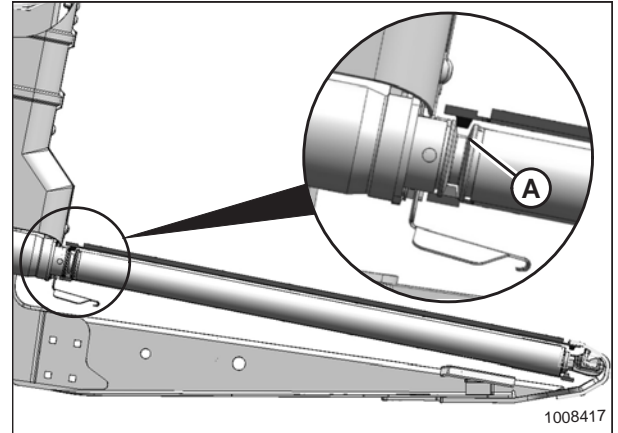
## MAINTENANCE AND SERVICING

To adjust draper tension, follow these steps:

### CAUTION

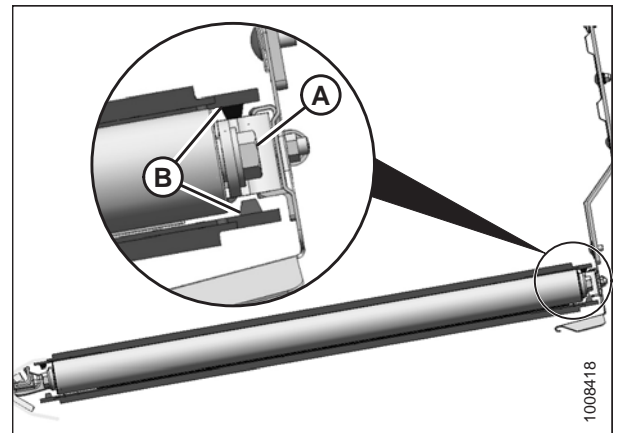
**Check to be sure all bystanders have cleared the area.**

1. Start engine and raise header.
2. Stop engine, remove key from ignition, and engage header safety props.
3. Check that draper guide (rubber track on underside of draper) is properly engaged in groove (A) of drive roller.



**Figure 5.191: Drive Roller**

4. Check that idler roller (A) is between guides (B).



**Figure 5.192: Idler Roller – Typical Both Ends of Roller**

## MAINTENANCE AND SERVICING

### IMPORTANT:

Do **NOT** adjust nut (C). This nut is used for draper alignment only.

5. If draper is too tight, turn adjuster bolt (A) counterclockwise to loosen draper. The white indicator bar (B) will move outboard in direction of arrow (D) to indicate that draper is loosening. Loosen until bar is about halfway in window.
6. If draper is too loose, turn adjuster bolt (A) clockwise to tighten draper. The white indicator bar (B) will move inboard in direction of arrow (E) to indicate that draper is tightening. Tighten until bar is about halfway in window.

### IMPORTANT:

- To avoid premature failure of draper, draper rollers, and/or tightener components, operate **ONLY** with the white bar visible.
- To prevent draper from scooping dirt, ensure draper is tight enough that it does **NOT** sag below point where cutterbar contacts the ground.

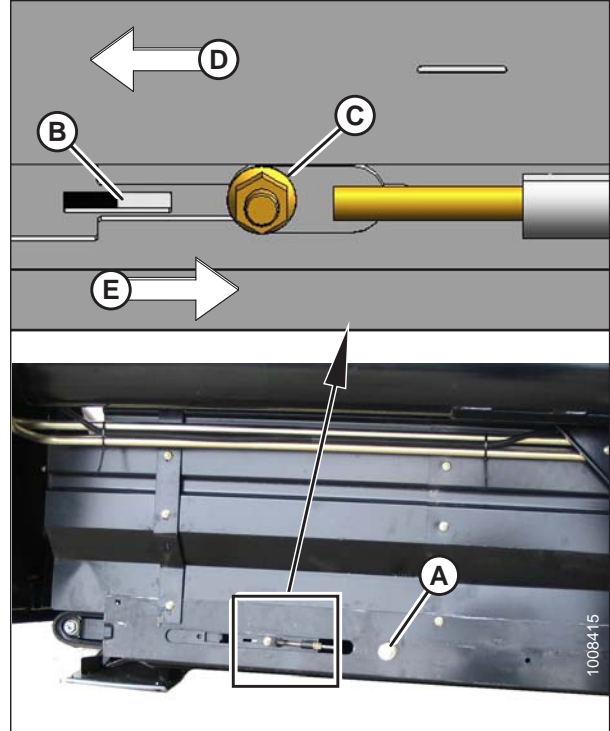


Figure 5.193: Tension Adjuster (Left Shown – Right Opposite)

### 5.12.4 Adjusting Side Draper Tracking

#### CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 321](#).

Each draper deck has a fixed drive roller (A) and a spring-loaded idler roller (B) that can be aligned using the adjuster rods so the draper tracks properly on the rollers.

Table 5.1 Side Draper Tracking

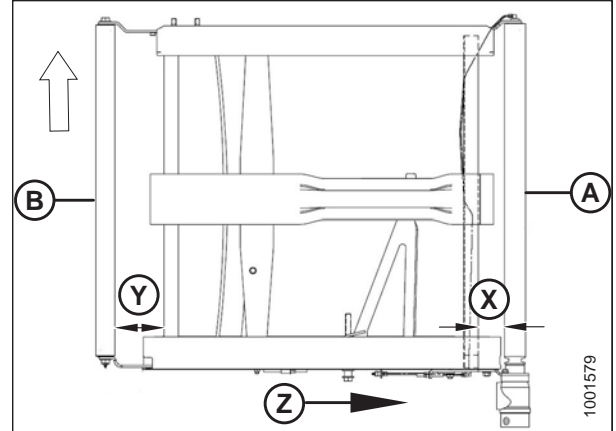
Tracking	Location	Adjustment	Method
Backward	Drive roller	Increase <b>X</b>	Tighten nut
Forward		Decrease <b>X</b>	Loosen nut
Backward	Idler roller	Increase <b>Y</b>	Tighten nut
Forward		Decrease <b>Y</b>	Loosen nut

## MAINTENANCE AND SERVICING

1. Refer to Table 5.1, page 422 to determine which roller requires adjustment and which adjustments are necessary.

**NOTE:**

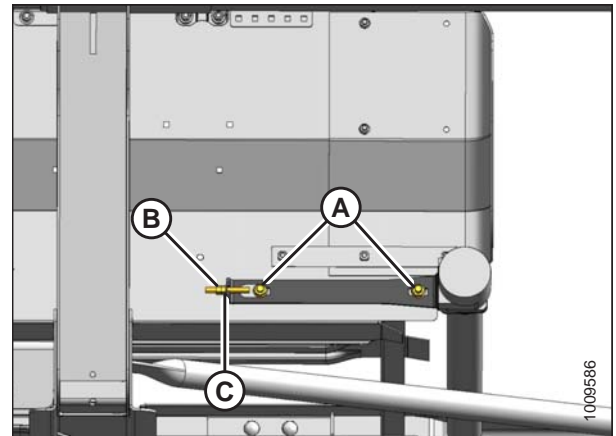
To change **X**, adjust the back end of the roller using the adjuster mechanism at the inboard end of the deck.



**Figure 5.194: Draper Tracking Adjustments**

A - Drive Roller  
B - Idler Roller  
X - Drive Roller Adjust  
Y - Idler Roller Adjust  
Z - Draper Rotation Direction

2. Adjust the drive roller at **X** as follows:
  - a. Loosen nuts (A) and jam nut (B).
  - b. Turn the adjuster nut (C).

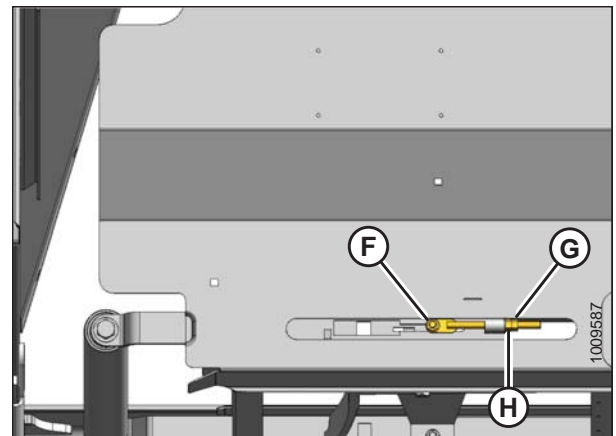


**Figure 5.195: Left Side Drive Roller**

3. Adjust the idler roller **Y** as follows:
  - a. Loosen nut (F) and jam nut (G).
  - b. Turn the adjuster nut (H).

**NOTE:**

If the draper does not track at the idler roller end after the idler roller adjustment, the drive roller is likely not square to the deck. Adjust the drive roller, and then readjust the idler roller.



**Figure 5.196: Left Side Idler Roller**

## 5.12.5 Adjusting Deck Height

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

#### IMPORTANT:

New factory installed drapers are pressure and heat checked at the factory. The gap between draper (A) and cutterbar (B) is set to 0–3 mm (0–1/8 in.). This is to prevent material from entering into the side drapers and stalling them. You may need to decrease the deck clearance to 0–1 mm (1/16 in.).

1. Shut down combine, and remove key from ignition.
2. Check that clearance (A) between draper (B) and cutterbar (C) is 0–3 mm (0–1/8 in.).

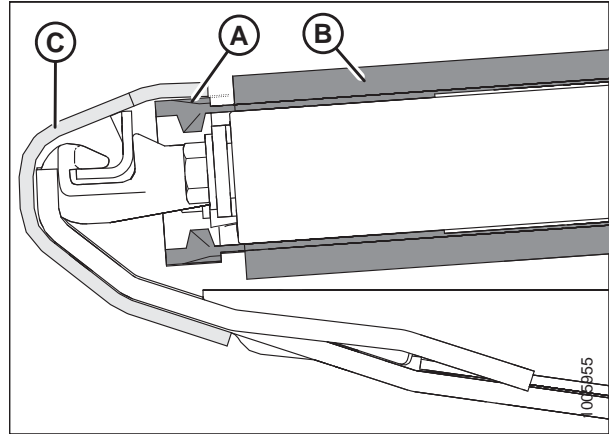


Figure 5.197: Draper Seal

3. Take measurement at deck supports (A) with the header in working position.
4. Loosen the draper tension. Refer to [5.12.3 Checking and Adjusting Side Draper Tension, page 420](#).

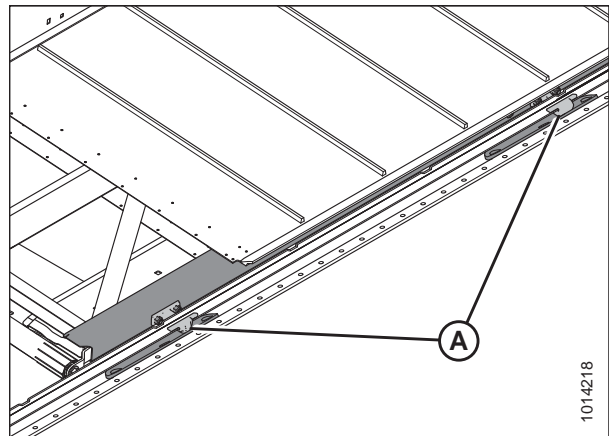


Figure 5.198: Draper Deck Supports

## MAINTENANCE AND SERVICING

5. Lift the front edge of the draper (A) past cutterbar (B) to expose the deck support.
6. Measure and note the thickness of the draper belt.

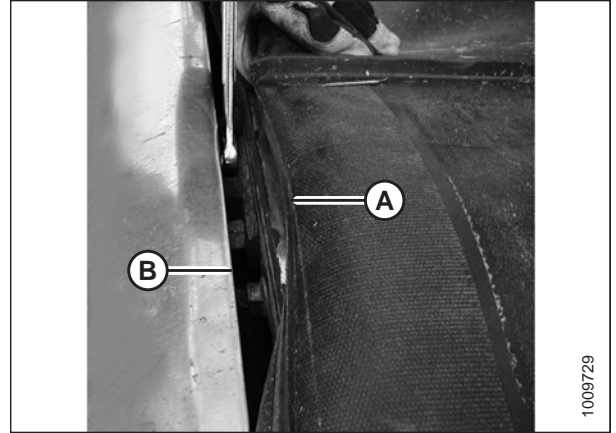


Figure 5.199: Deck Adjustment

7. Loosen the two lock nuts (A) on deck support (B) **one-half turn only**.

**NOTE:**

The number of deck supports (B) is determined by the header size: four on single reel headers, and eight on double reel headers.

8. Tap deck (C) to lower the deck relative to the deck supports. Tap deck support (B) using a punch to raise the deck relative to the deck supports.

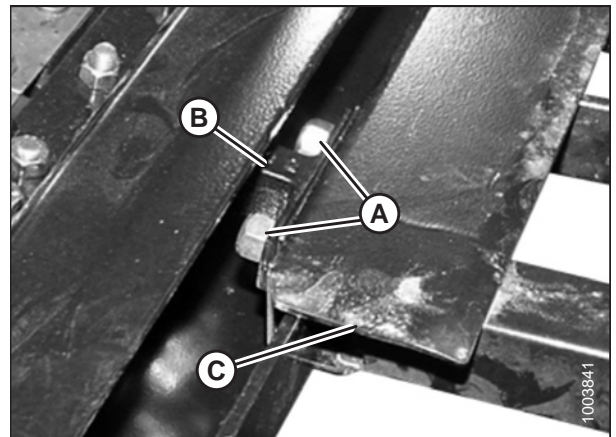


Figure 5.200: Deck Support

9. To create a seal, adjust deck (A) so that clearance (B) between cutterbar and deck is 1 mm (1/16 in.) plus the draper thickness as measured in Step 6, [page 425](#).
10. Tighten deck support hardware (D).
11. Recheck gap (B). Refer to Step 9, [page 425](#).
12. Tension the draper. Refer to [5.12.3 Checking and Adjusting Side Draper Tension, page 420](#).

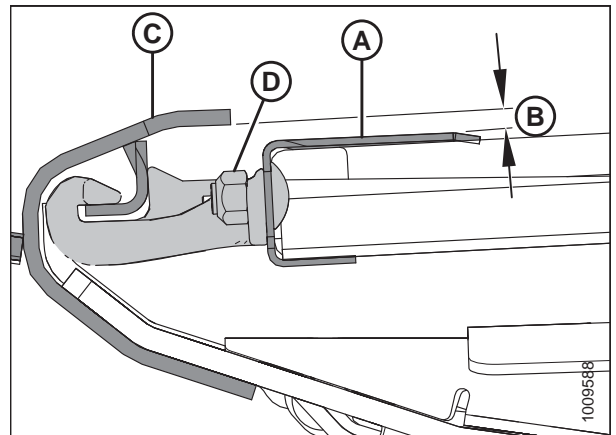


Figure 5.201: Deck Support

## MAINTENANCE AND SERVICING

13. Adjust the backsheet deflector (A) (if required) by loosening nut (D) and moving the deflector until there is a 1–7 mm (1/32–5/16 in.) gap (C) between draper (B) and the deflector.

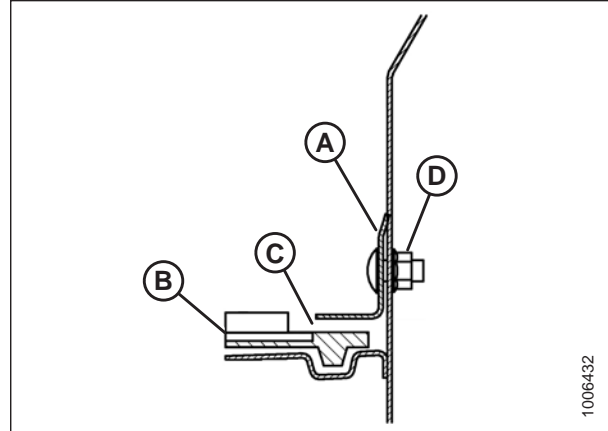


Figure 5.202: Backsheet Deflector

### 5.12.6 Side Draper Roller Maintenance

The draper rollers have non-greaseable bearings; however, the external seal should be checked every 200 hours (more frequently in sandy conditions) to achieve maximum bearing life.

#### *Inspecting Side Draper Roller Bearing*

Check for bad draper roller bearings using an infrared thermometer as follows:

1. Engage the header and run the drapers for approximately 3 minutes.
2. Check the temperature of the draper roller bearings at each of the roller arms (A), (B), and (C) on each deck. Ensure the temperature does not exceed 44°C (80°F) above the ambient temperature.

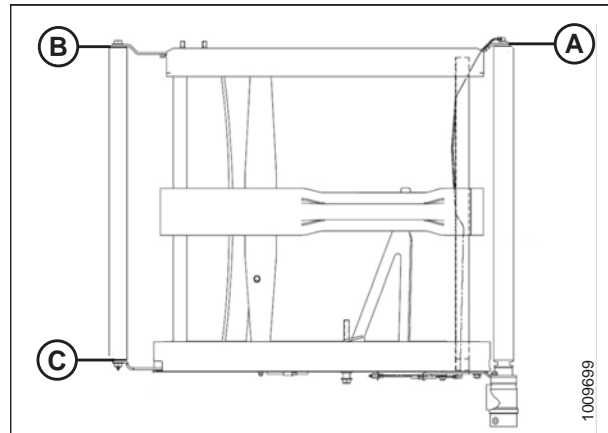


Figure 5.203: Roller Arms

#### *Side Draper Idler Roller*

##### Removing Side Draper Idler Roller



### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

#### NOTE:

If the draper connector is not visible, engage the header until the connector is accessible (preferably close to the outboard end of the deck).



## MAINTENANCE AND SERVICING

1. Start the engine, raise the header, and raise the reel.
2. Stop the engine, and remove the key from the ignition.
3. Engage the reel safety props, and engage the header safety props.
4. Loosen the draper by turning adjuster bolt (A) counterclockwise.

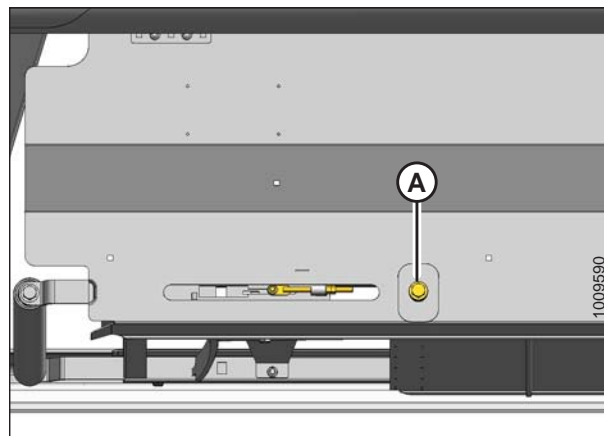


Figure 5.204: Tensioner

5. Remove the screws (A), tube connectors (B), and nuts from the draper joint to uncouple the draper.
6. Pull the draper off the idler roller.

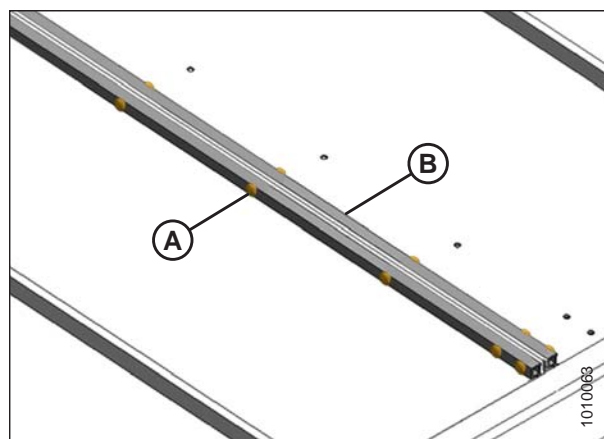


Figure 5.205: Draper Connector

7. Remove the bolts (A) and washer at the ends of the idler roller.
8. Spread the roller arms (B) and (C) and remove the idler roller.

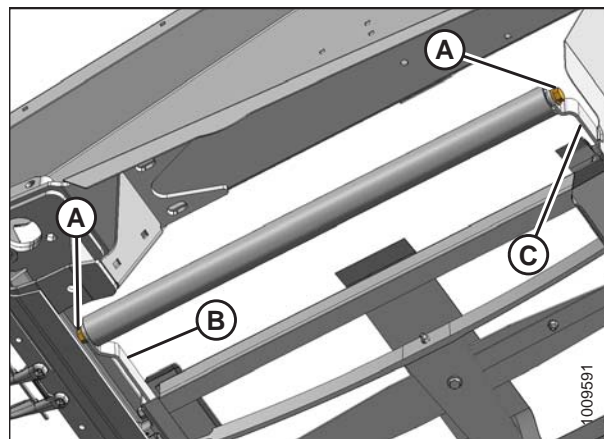


Figure 5.206: Idler Roller

## Replacing Side Draper Idler Roller Bearing

1. Remove the draper idler roller assembly. Refer to *Removing Side Draper Idler Roller*, page 426.
2. Remove bearing assembly (A) and seal (B) from the roller tube (C) as follows:
  - a. Attach a slide hammer (D) to threaded shaft (E) in the bearing assembly.
  - b. Tap out bearing assembly (A) and seal (B).
3. Clean the inside of roller tube (C), check the tube for signs of wear or damage, and replace if necessary.

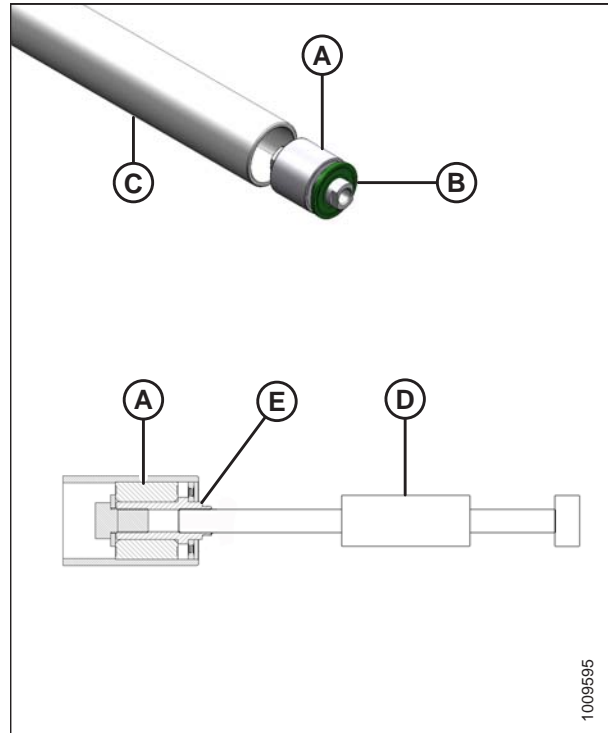


Figure 5.207: Idler Roller Bearing

4. Install new bearing assembly (A) by pressing the outer race of the bearing into the tube until it is 14–15 mm (0.55–0.2 in.) (B) from the outside edge of the tube.
5. Add approximately eight cc or two pumps of grease in front of bearing assembly (A). Refer to the inside back cover for specifications.
6. Install a new seal (C) at the roller opening.
7. Tap seal (C) into the roller opening with a suitably sized socket. Tap it until the seal is 3–4 mm (0.12–0.16 in.) (D) from the outside edge of the tube.

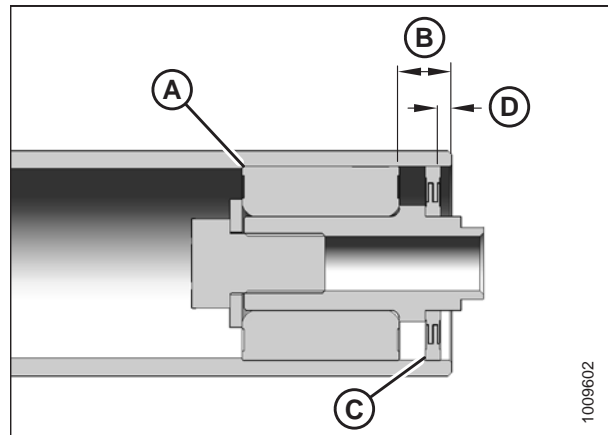


Figure 5.208: Idler Roller Bearing

## Installing Side Draper Idler Roller

1. Position the stub shaft into the idler roller in forward arm (B) on the deck.
2. Push on the roller to slightly deflect the forward arm so the stub shaft at the rear of the roller can be slipped into rear arm (C).
3. Install bolts (A) with washers, and torque to 93 Nm (70 lbf·ft).
4. Wrap the draper over the idler roller, close the draper, and set the tension. Refer to [5.12.2 Installing Side Drapers](#), page 418.
5. Run the machine and verify the draper tracks correctly. Adjust the draper tracking if required. Refer to [5.12.4 Adjusting Side Draper Tracking](#), page 422.

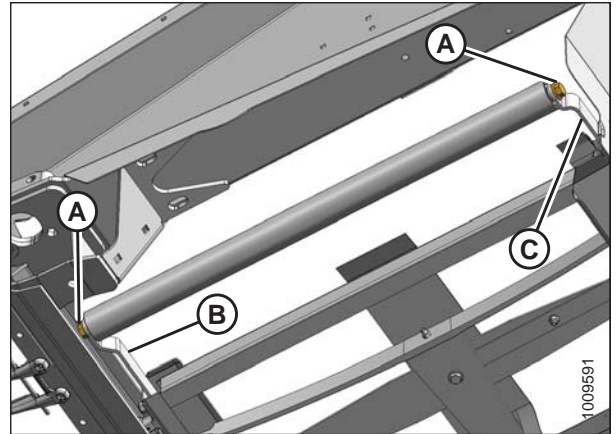


Figure 5.209: Idler Roller

## Side Draper Deck Drive Roller

### Removing Side Draper Drive Roller



## DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

### NOTE:

If the draper connector is not visible, engage the header until the connector is accessible (preferably close to the outboard end of the deck).

1. Start the engine, raise the header, and raise the reel.
2. Engage the header and reel safety props.
3. Stop the engine, and remove the key from the ignition.
4. Loosen the draper by turning the adjuster bolt (A) counterclockwise.

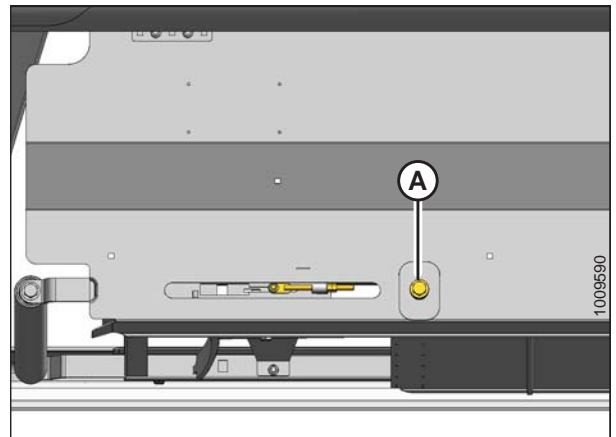


Figure 5.210: Tensioner

## MAINTENANCE AND SERVICING

5. Remove the connectors (B), screws (A), and nuts from the draper joint to uncouple the draper.
6. Pull the draper off the drive roller.

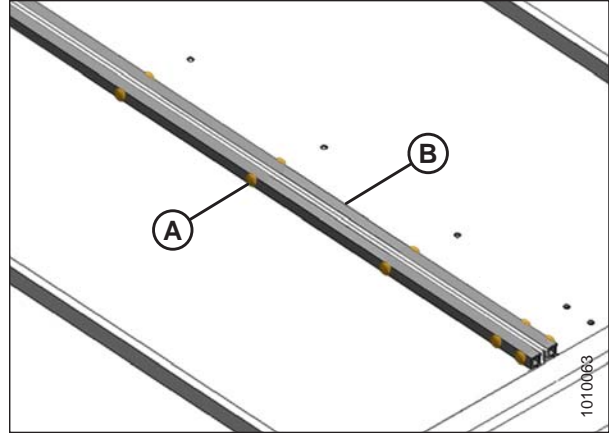


Figure 5.211: Draper Connector

7. Align the setscrews with hole (A) in the guard. Remove the two setscrews holding the motor onto the drive roller.

**NOTE:**

The setscrews are 1/4 turn apart.

8. Remove the four bolts (B) securing the motor to the drive roller arm.

**NOTE:**

It may be necessary to remove plastic shield (C) to gain access to the top bolt.

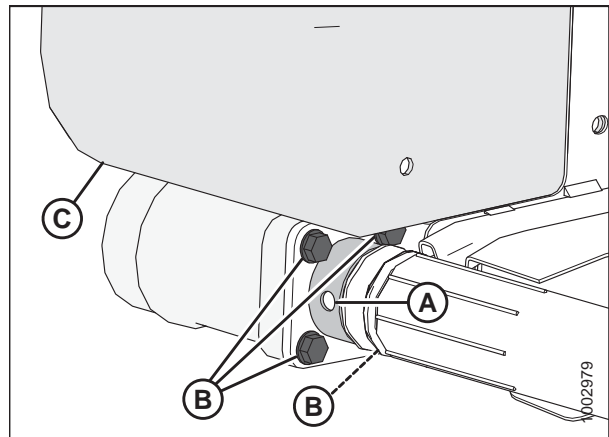


Figure 5.212: Drive Roller

9. Remove bolt (A) securing the opposite end of drive roller (B) to the support arm.
10. Remove drive roller (B).

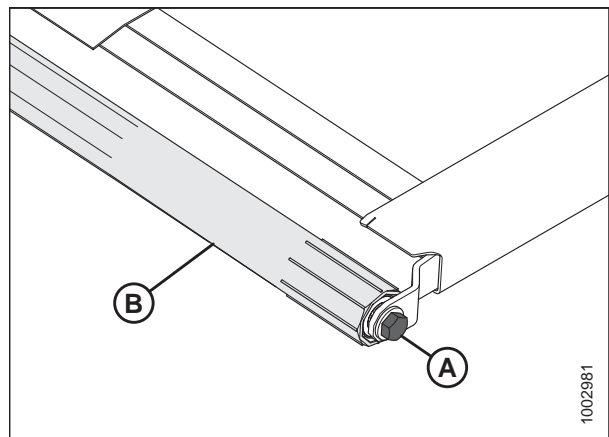


Figure 5.213: Drive Roller

## Replacing Side Draper Drive Roller Bearing

1. Remove the draper idler roller assembly. Refer to *Removing Side Draper Drive Roller*, page 429.
2. Remove bearing assembly (A) and seal (B) from the roller tube (C) as follows:
  - a. Attach a slide hammer (D) to threaded shaft (E) in the bearing assembly.
  - b. Tap out bearing assembly (A) and seal (B).
3. Clean the inside of roller tube (C), check the tube for signs of wear or damage, and replace if necessary.

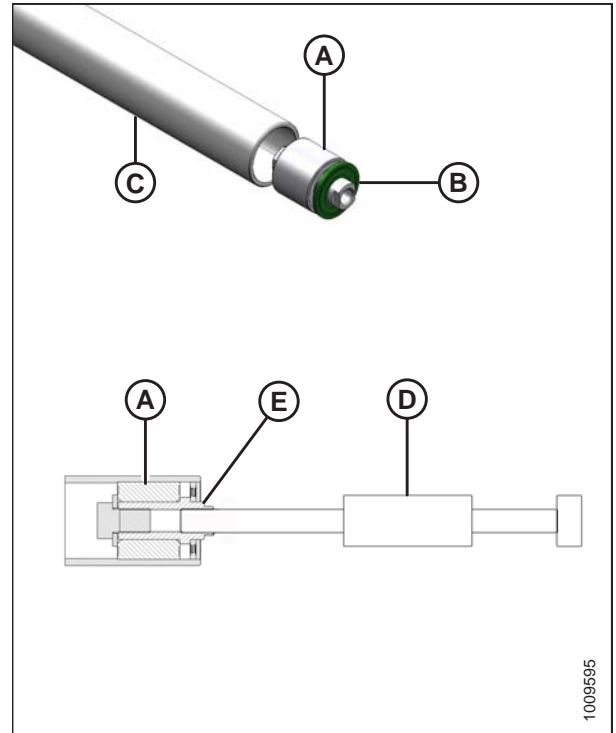


Figure 5.214: Idler Roller Bearing

4. Install new bearing assembly (A) by pressing the outer race of the bearing into the tube until it is 14–15 mm (0.55–0.2 in.) (B) from the outside edge of the tube.
5. Add approximately eight cc or two pumps of grease in front of bearing assembly (A). Refer to the inside back cover for specifications.
6. Install a new seal (C) at the roller opening.
7. Tap seal (C) into the roller opening with a suitably sized socket. Tap it until the seal is 3–4 mm (0.12–0.16 in.) (D) from the outside edge of the tube.

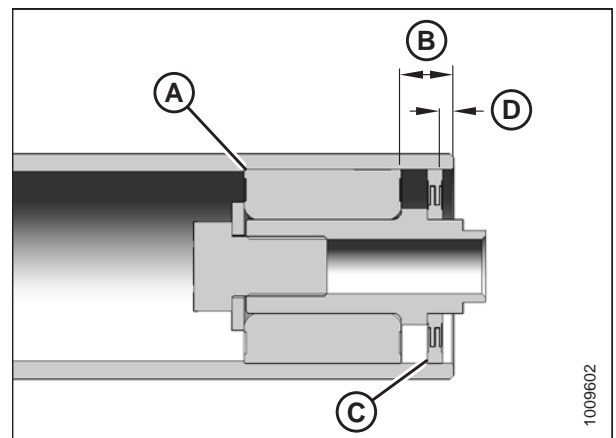


Figure 5.215: Idler Roller Bearing

## Installing Side Draper Drive Roller

1. Position drive roller (B) between the roller support arms.
2. Attach roller (B) to arm at forward end of deck with bolt (A). Support other end of roller and torque bolt to 95 Nm (70 lbf·ft).
3. Grease the motor shaft and insert into the end of drive roller (B).

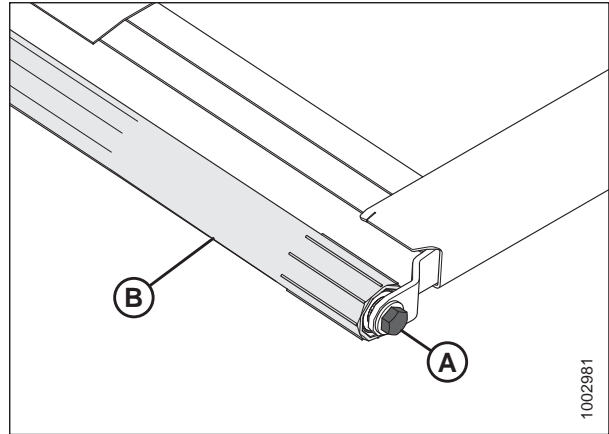


Figure 5.216: Drive Roller

4. Secure the motor to the roller support with four bolts (B). Torque to 27 Nm (20 lbf·ft).

### NOTE:

Tighten any loosened bolts and reinstall plastic shield (C) if previously removed.

5. Ensure the motor is all the way into the roller, and tighten the two setscrews (not shown) through access hole (A).

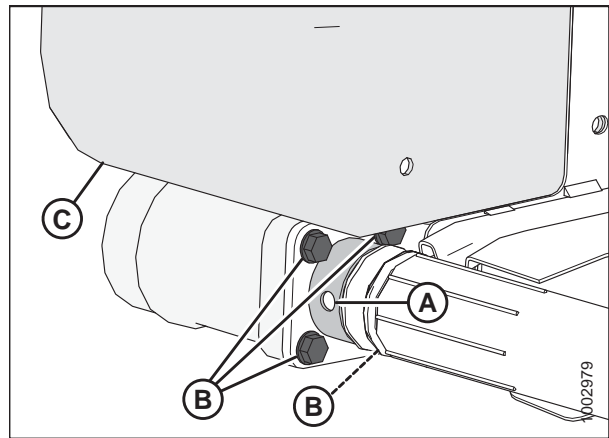


Figure 5.217: Drive Roller

6. Wrap the draper over the drive roller and attach the ends of the draper using tube connectors (B), screws (A), and nuts.

### NOTE:

The heads of the screws must face the center opening.

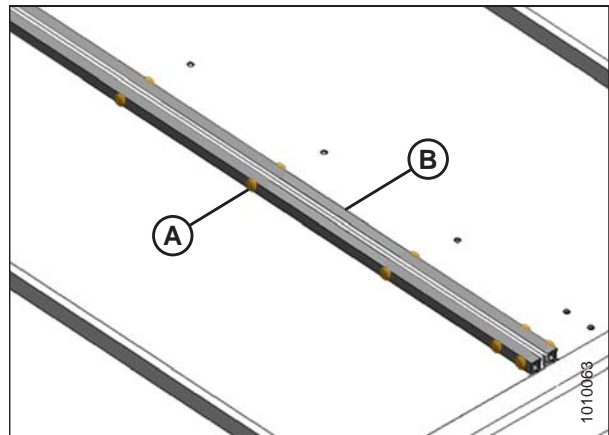


Figure 5.218: Draper Connector



7. Tension the draper. Locate adjuster bolt (A) and follow the directions on the decal for the proper draper tensioning or refer to [5.12.3 Checking and Adjusting Side Draper Tension, page 420](#).
8. Disengage the reel and header safety props.
9. Start the engine and lower the header and reel.
10. Run the machine to verify the draper tracks correctly. If adjustment is necessary, refer to [5.12.4 Adjusting Side Draper Tracking, page 422](#).

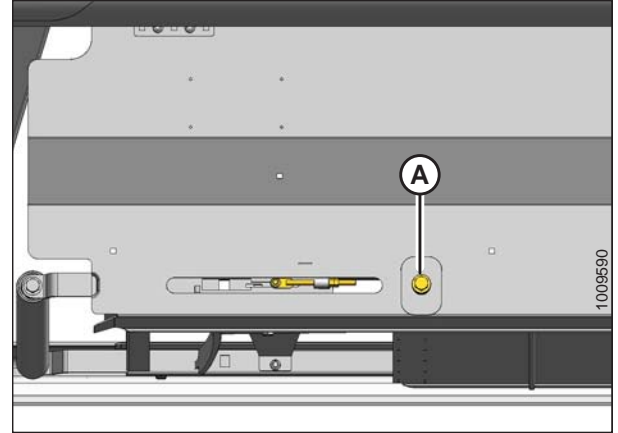


Figure 5.219: Draper Tensioner

## 5.12.7 Replacing Draper Deflectors

### Removing Narrow Draper Deflectors



### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Raise the reel to its full height and lower the header to the ground.
2. Shift the decks to create a work space at one end of the header if hydraulic deck shift is installed; otherwise, move the decks manually after shutting down the combine.
3. Stop the engine, remove the key, and engage the reel safety props.
4. Open the endshield. Refer to [Opening Endshield, page 31](#).
5. Remove two Torx® head screws (A) and lock nuts.
6. Remove three carriage bolts (B) and lock nuts and remove aft deflector (C).

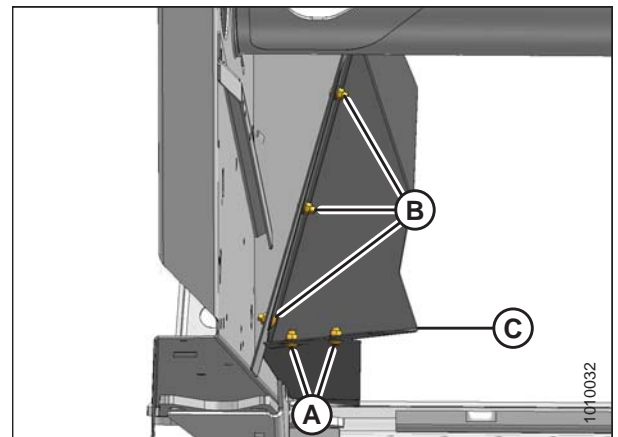


Figure 5.220: Aft Deflector

## MAINTENANCE AND SERVICING

7. Remove four screws (A) and remove deflector (B).
8. Repeat for the opposite end of the header.

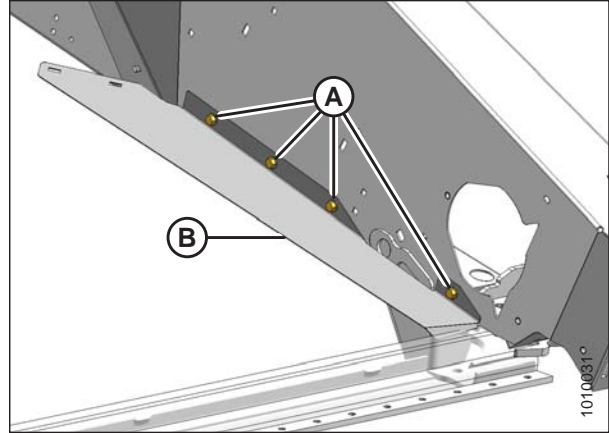


Figure 5.221: Forward Deflector

### Installing Narrow Draper Deflectors

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of a raised machine, always stop engine and remove key before leaving the operator's seat, and always engage safety props before going under the machine for any reason.

1. Raise the reel to its full height and lower the header to the ground.
2. Shift the decks to create a work space at one end of the header if hydraulic deck shift is installed; otherwise, move the decks manually after shutting down the combine.
3. Stop the engine, remove the key, and engage the reel safety props.
4. Open the endshield. Refer to [Opening Endshield, page 31](#).
5. Position forward deflector (B) onto the endsheet and temporarily install forward and aft 3/8 in. x 5/8 in. self tapping screws (A).
6. Check the fit of the forward end of deflector (B) on the cutterbar and ensure there is no gap between the deflector and cutterbar. Remove and bend the deflector as required to obtain the best fit.
7. Install two 3/8 in. x 5/8 in. self-tapping screws (A) and tighten all four screws.

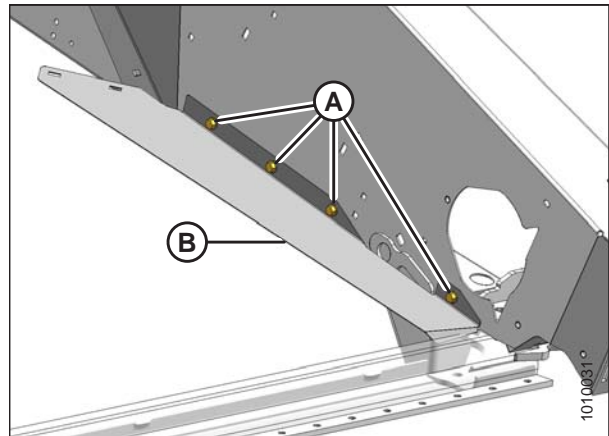


Figure 5.222: Forward Deflector

## MAINTENANCE AND SERVICING

8. Position aft deflector (C) as shown and install three 3/8 in. x 3/4 in. carriage bolts (B) and lock nuts.
9. Install two Torx® head screws (A) and lock nuts with the heads facing down.
10. Tighten all fasteners.
11. Repeat for the opposite end of the header.

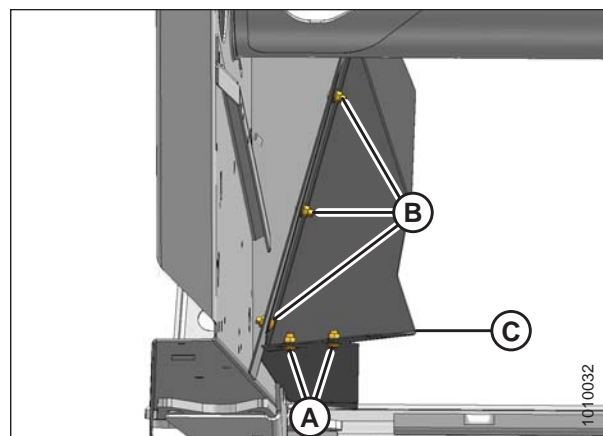


Figure 5.223: Aft Deflector

## 5.13 Reel

### CAUTION

To avoid personal injury, before servicing machine or opening drive covers, refer to [5.1 Preparing Machine for Servicing, page 321](#).

### 5.13.1 Reel Clearance to Cutterbar

The minimum clearance between reel fingers and cutterbar ensures that reel fingers do not contact cutterbar during operation. The clearance is set at the factory, but some adjustment may be necessary before operation or if there is evidence of contact during operation.

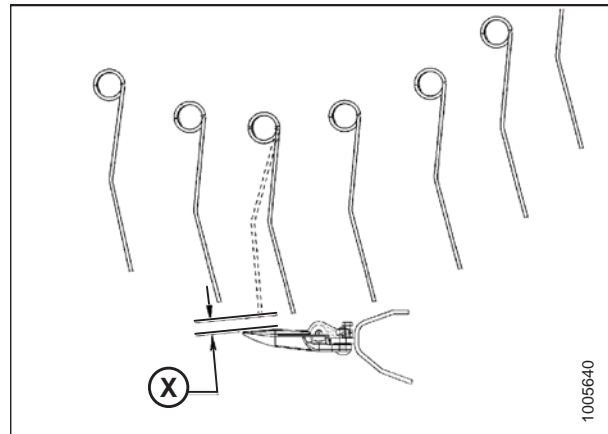
The finger to guard/cutterbar clearances with reel fully lowered are shown in [Table 5.2, page 436](#).

#### IMPORTANT:

Measurements must be taken at **both ends of each reel** and at **cutterbar flex locations** with header in full frown mode.

**Table 5.2 Finger to Guard/Cutterbar Clearance**

Header Width	(X) +/- 3 mm (1/8 in.) at Reel Ends and Flex Locations
All	20 mm (3/4 in.)



**Figure 5.224: Finger Clearance**

#### *Measuring Reel Clearance*

### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Park machine on level ground.

## MAINTENANCE AND SERVICING

2. Adjust header to working height.
3. Move spring handles (A) down to (UNLOCK) position.

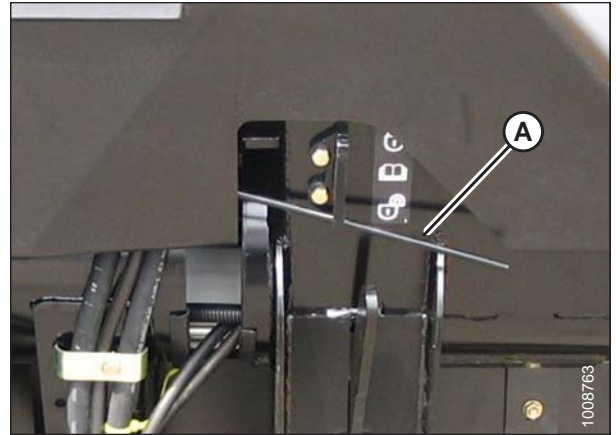


Figure 5.225: Wing Unlocked

4. Raise header and place two 150 mm (6 in.) blocks (A) under cutterbar, just inboard of wing flex points.
5. Lower header fully, allowing it to flex into full frown mode.

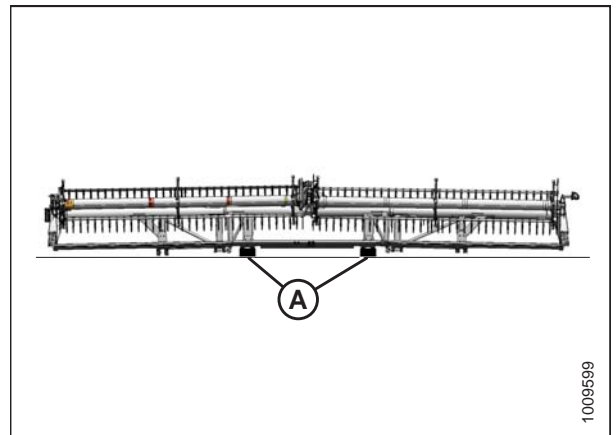


Figure 5.226: FlexDraper® Block Locations

6. Set fore-aft position to middle position 5 on fore-aft position indicator decal (A).
7. Lower reel fully.
8. Shut down engine and remove key from ignition.

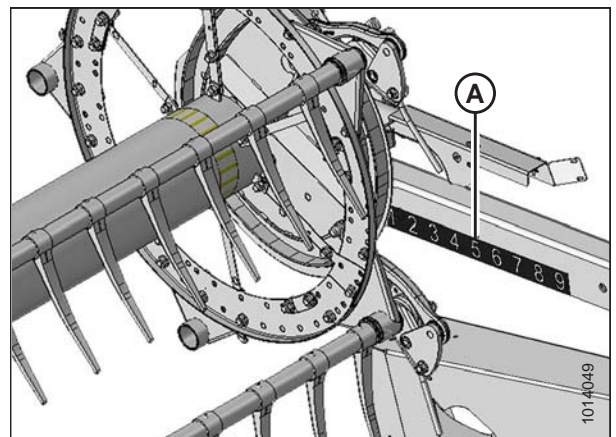


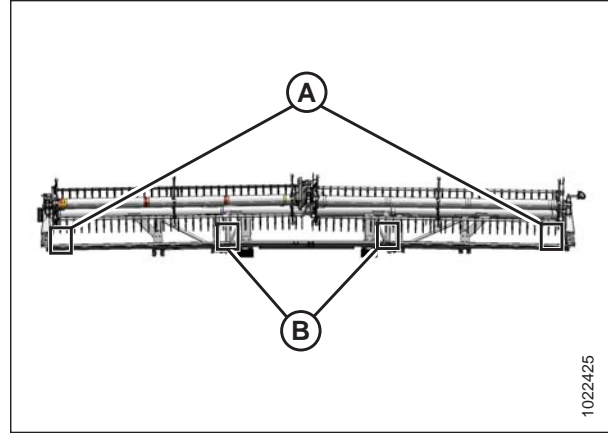
Figure 5.227: Fore-Aft Position

## MAINTENANCE AND SERVICING

9. Measure clearance at ends (A) of each reel and at flex locations (B).

**NOTE:**

The reel is factory-set to provide more clearance at center of reel than at ends (frown) to compensate for reel flexing.

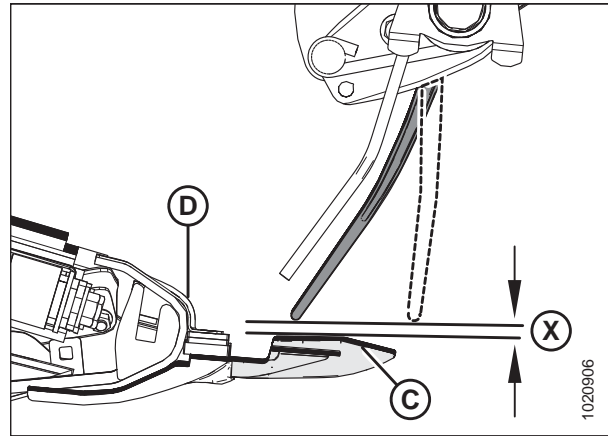


**Figure 5.228: Measurement Locations**

A - Clearance Points

B - Flex Points

10. Check clearance (X) between (C) and (D). Depending on reel fore-aft position, minimum clearance can result at guard tine, hold-down, or cutterbar.
11. Adjust reel if necessary. Refer to [Adjusting Reel Clearance, page 438](#).



**Figure 5.229: Reel Clearance**

### *Adjusting Reel Clearance*

Perform this procedure with reel at mid-point of fore-aft range and fully lowered.



## **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.



## MAINTENANCE AND SERVICING

1. Adjust outboard reel arm lift cylinders to set clearance as follows:
  - a. Loosen bolt (A).
  - b. Turn cylinder rod (B) out of clevis to raise reel and increase clearance to cutterbar, or turn cylinder rod into clevis to lower reel and decrease clearance.
  - c. Tighten bolt (A).
  - d. Repeat at opposite side.

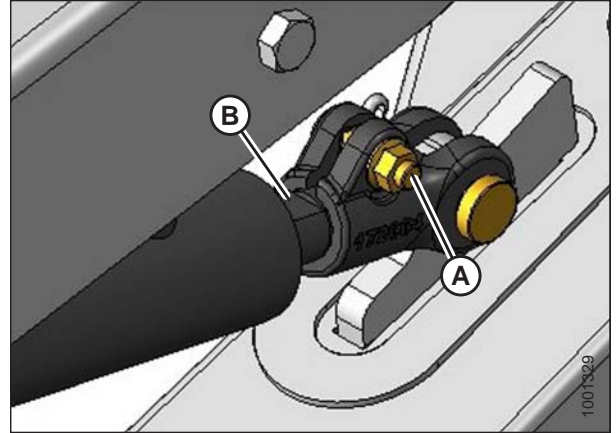


Figure 5.230: Reel Outboard Arm

2. Adjust center arm lift cylinder link (A) to set clearance at center of reel and clearance at flex points as follows:

**NOTE:**

This adjustment is most easily performed from underside of arm.

- a. Loosen nut (B).
- b. Turn nut (C) counterclockwise to raise reel and increase clearance to cutterbar, or clockwise to lower reel and decrease clearance.
- c. Tighten nut (B).

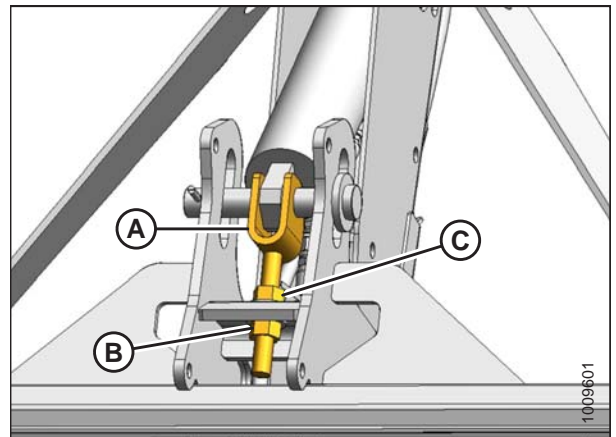


Figure 5.231: Center Arm

3. Move reel back to ensure steel end fingers do not contact deflector shields.
4. If contact is evident, adjust reel upward to maintain clearance at all reel fore/aft positions. Alternatively, trim steel end fingers to obtain proper clearance.
5. Periodically check for evidence of contact, and adjust clearance as required.

### 5.13.2 Reel Frown

The reel is factory-set to provide more clearance at the center of the reel than at the ends (frown) to compensate for reel flexing.

#### *Adjusting Reel Frown*

Adjust the reel frown by repositioning the reel tine tubes attached to the reel discs.

**NOTE:**

Measure the frown profile before disassembling the reel for servicing so the profile can be maintained during reassembly.

## MAINTENANCE AND SERVICING

1. Position the reel over the cutterbar (between position 4 and 5 on the fore-aft decal [A]).
2. Record the measurement at each reel disc location for each reel tine tube.

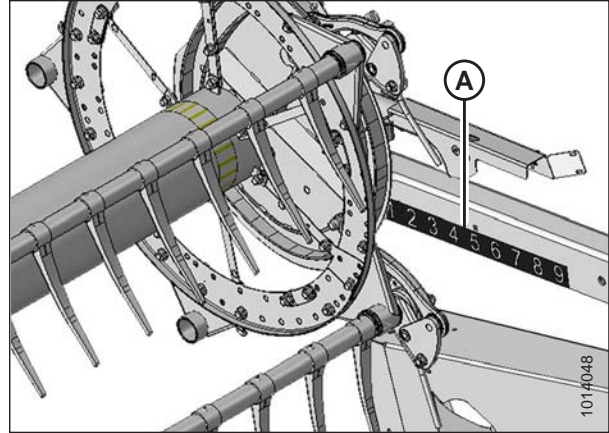


Figure 5.232: Fore-Aft Position Decal

3. Start with the reel disc closest to the center of the header and proceed outward towards the ends adjusting the header profile as follows:
  - a. Remove bolts (A).
  - b. Loosen bolt (B) and adjust arm (C) until the desired measurement is obtained between the reel tine tube and cutterbar.

**NOTE:**

Allow the reel tine tubes to curve naturally and position the hardware accordingly.

- c. Reinstall the bolts (A) in the aligned holes and tighten.

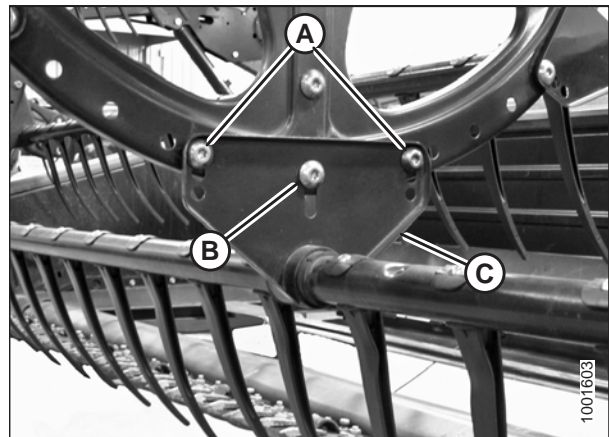


Figure 5.233: Reel Arm

### 5.13.3 Centering Reel

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Start engine and raise header.
2. Stop engine and remove key from ignition.
3. Place two 150 mm (6 in.) blocks (B) at ends of cutterbar.
4. Disengage float locks and header lift cylinder locks.
5. Start combine and lower header fully—allowing header to flex into a full smile.
6. Stop engine and remove key from ignition.
7. Measure clearance (A) between reels and endsheets at both ends of header. The clearances will be same when reels are centered.

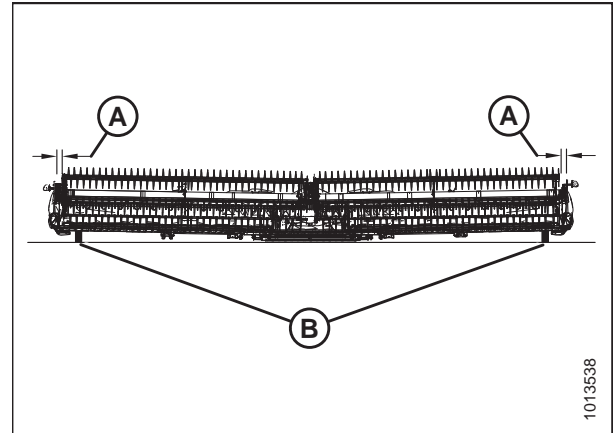


Figure 5.234: Header on Blocks

If adjustment is required:

8. Loosen bolt (A) on each brace (B).
9. Move forward end of reel center support arm (C) laterally as required to center both reels.
10. Tighten bolts (A) and torque to 359 Nm (265 lbf·ft).

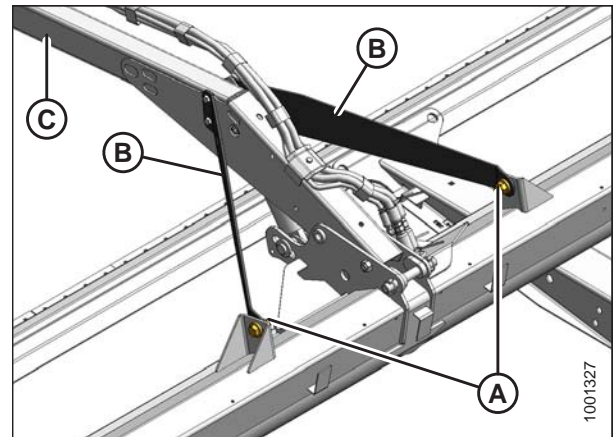


Figure 5.235: Reel Center Support Arm

### 5.13.4 Reel Tines

#### IMPORTANT:

Keep the reel tines in good condition and straighten or replace them as necessary.

#### *Removing Steel Tines*

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

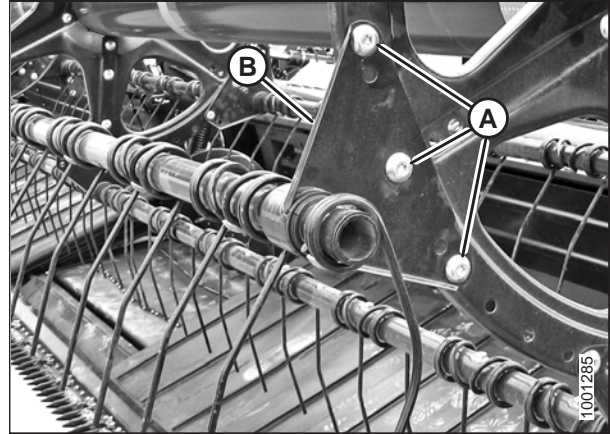
## **WARNING**

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

### **IMPORTANT:**

Ensure the tine tube is supported at all times to prevent damage to the tube and other components.

1. Lower the header, raise the reel, and engage the reel safety props.
2. Shut down the engine and remove the key from the ignition.
3. Remove the tine tube bushings from the applicable tine tube at the center and left reel discs. Refer to [Removing Bushings from Five-, Six-, or Nine-Bat Reels, page 445](#).
4. Attach reel arms (B) (temporarily) to the reel disc at the original attachment locations (A).
5. Cut the damaged tine so it can be removed from the tine tube.
6. Remove bolts from the existing tines and slide the tines over to replace the tine that was cut off in Step 5, [page 442](#) (remove reel arms [B] from the tine tubes as necessary).



**Figure 5.236: Reel Arm**

### *Installing Steel Tines*

## **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

## **WARNING**

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

### **IMPORTANT:**

Ensure the tine tube is supported at all times to prevent damage to the tube and other components.

## MAINTENANCE AND SERVICING

1. Remove the applicable tine. Refer to [Removing Steel Tines, page 441](#).
2. Slide the new tines and reel arm (A) onto the end of the tube.
3. Install the tine tube bushings. Refer to [5.13.5 Tine Tube Bushings, page 445](#).
4. Attach the tines to the reel tine bar with bolts and nuts (B).

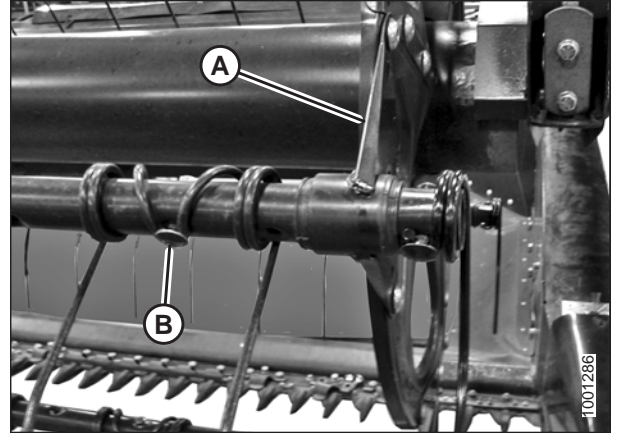


Figure 5.237: Reel Tine Tube

### *Removing Plastic Fingers*

#### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

#### **WARNING**

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

1. Remove screw (A) using a Torx® Plus 27 IP socket wrench.

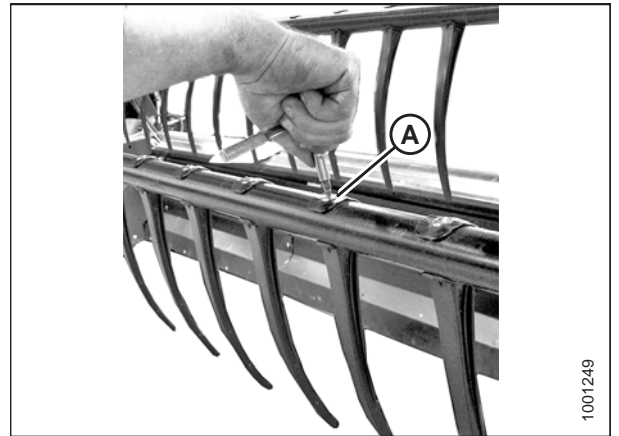


Figure 5.238: Plastic Fingers

## MAINTENANCE AND SERVICING

2. Push the top of finger off the reel tine tube while slightly pulling on tine under the tube. Finger can then be removed.



Figure 5.239: Plastic Fingers



### Installing Plastic Fingers

#### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

#### **WARNING**

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

1. Position the finger on the rear of the finger tube and engage the lug at the bottom of the finger in the lower hole in the finger tube.
2. Lift the top flange gently and rotate the finger until the lug in the top of the finger engages the upper hole in the finger tube.



Figure 5.240: Installing Finger

#### **IMPORTANT:**

Do **NOT** apply force to the finger prior to tightening the mounting screw. Applying force without tightening the mounting screw will break the finger or shear the locating pins.

3. Install screw (A) using a Torx® Plus 27 IP socket wrench and torque to 8.5–9.0 Nm (75–80 lbf-in).

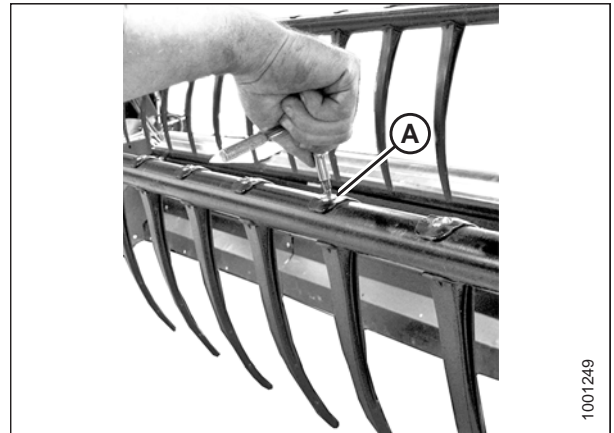


Figure 5.241: Installing Finger

## 5.13.5 Tine Tube Bushings

### *Removing Bushings from Five-, Six-, or Nine-Bat Reels*

#### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

## **WARNING**

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

### **IMPORTANT:**

Ensure the tine tube is supported at all times to prevent damage to the tube and other components.

1. Lower the header, raise the reel, and engage the reel safety props.
2. Shut down the engine, and remove the key from the ignition.

### **NOTE:**

If replacing only the cam end bushing, refer to Step 8, page 447.

### **Removing center disc and tail-end bushings**

3. Remove the reel endshields and endshield support (C) from the tail end of the reel at the applicable tine tube location.

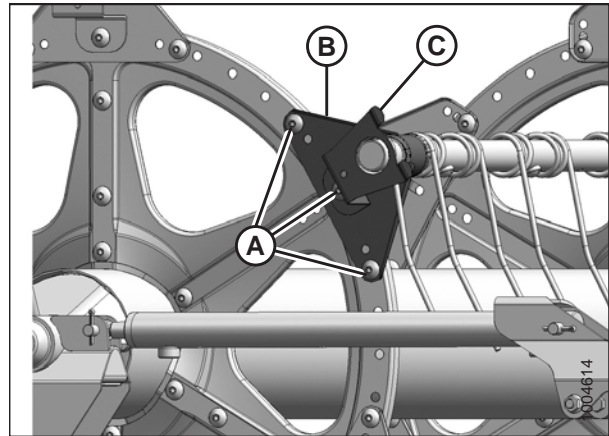
### **NOTE:**

There are no endshields on the center disc.

4. Remove bolts (A) securing arm (B) to the disc.

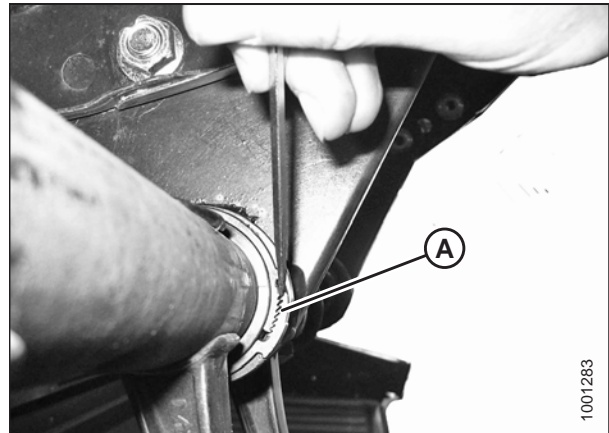
### **IMPORTANT:**

Note the hole locations in the arm and disc and ensure the bolts (A) are reinstalled at the original locations.



**Figure 5.242: Tail End**

5. Release bushing clamps (A) using a small screwdriver to separate the serrations. Pull the clamp off the tine tube.



**Figure 5.243: Bushing Clamp**

## MAINTENANCE AND SERVICING

6. Rotate arm (A) until clear of the disc and slide the arm inboard off of bushing (B).
7. Remove bushing halves (B). If required, remove the next tine or plastic finger so the arm can slide off the bushing. Refer to the following procedures as necessary:
  - [Removing Plastic Fingers, page 443](#)
  - [Removing Steel Tines, page 441](#)

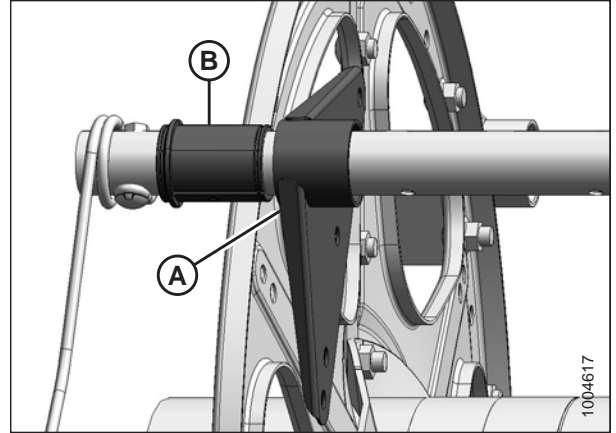


Figure 5.244: Bushing

### Removing cam end bushings

8. Remove the endshields and endshield support (A) at the applicable tine tube location on the cam end.

**NOTE:**

Removing cam end bushings requires the tine tube be moved through the disc arms to expose the bushing.

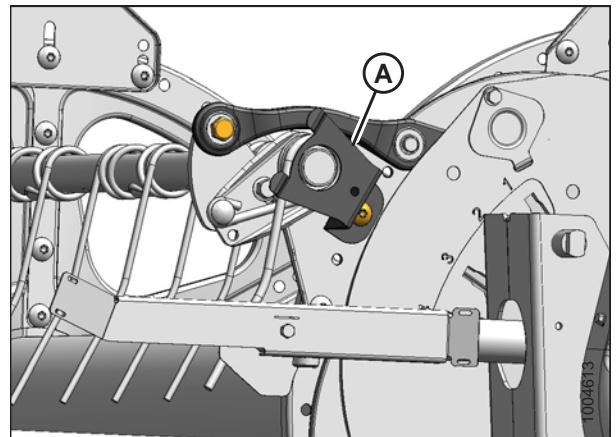


Figure 5.245: Cam End

9. Remove the reel endshields and endshield support (C) from the tail end of the reel at the applicable tine tube location.
10. Remove bolts (A) securing arms (B) to the tail and center discs.

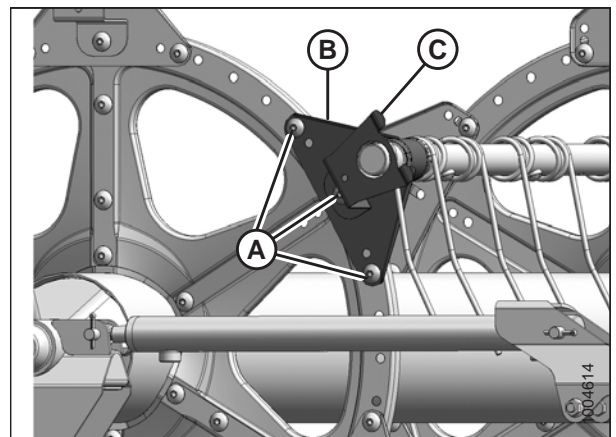


Figure 5.246: Tail End

## MAINTENANCE AND SERVICING

11. Release the bushing clamps or disconnect the support channels from the tine tube support (if installed) depending on which tine tube is being moved. Three tine tubes (B) require channel disconnection and two tine tubes (C) require only bushing clamp removal.

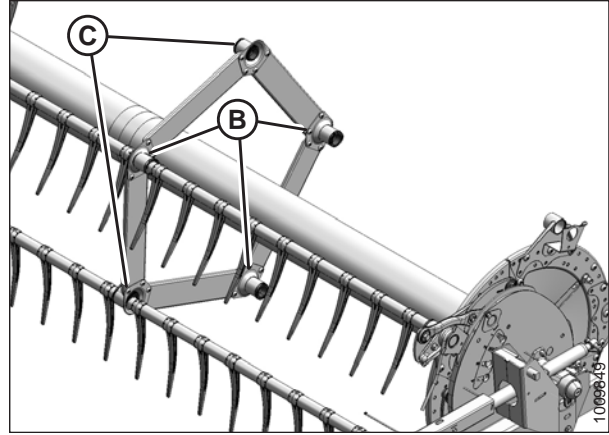


Figure 5.247: Tine Tube Supports

12. Remove bolt (A) from the cam linkage so the tine tube (B) is free to rotate.

**NOTE:**

Be sure to not lose shim, and mark shim location for reassembly.

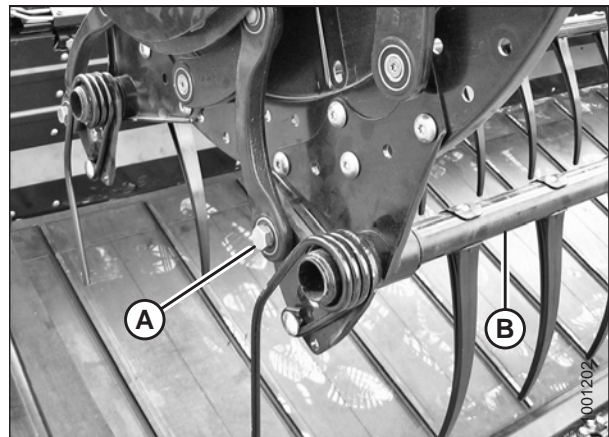


Figure 5.248: Cam End

13. Release bushing clamps (A) at the cam disc using a small screwdriver to separate the serrations. Move the clamps off the bushings.

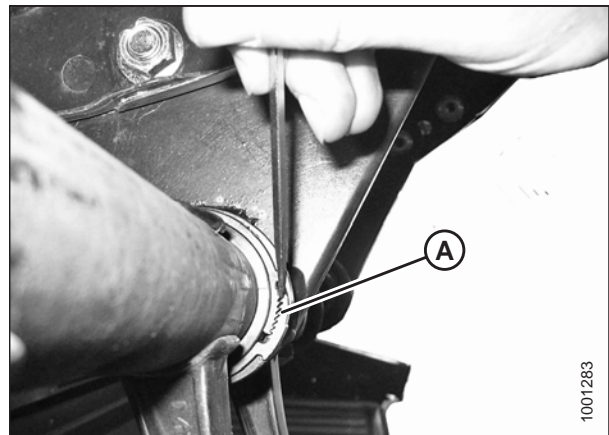


Figure 5.249: Bushing Clamp

## MAINTENANCE AND SERVICING

14. Slide tine tube (A) outboard to expose the bushing (B).
15. Remove bushing halves (B). If required, remove the next tine or plastic finger so the arm can slide off the bushing. Refer to the following procedures if necessary:
  - [Removing Plastic Fingers, page 443](#)
  - [Removing Steel Tines, page 441](#)

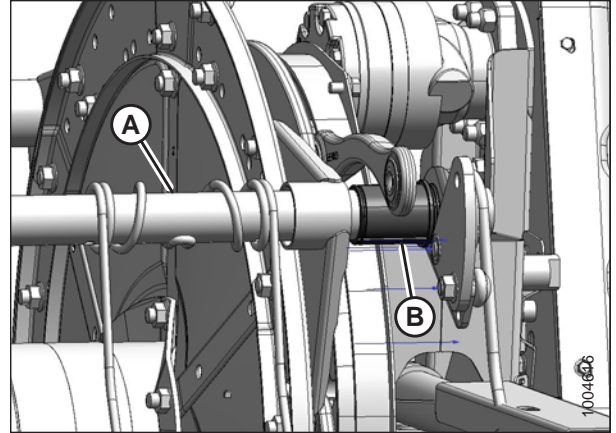


Figure 5.250: Cam End

### ***Removing tine tube support bushings (if installed)***

16. Locate support (A) that requires a new bushing.
17. Remove the four bolts (B) securing channels (C) to support (A).
18. If finger (D) is too close to the support to allow access to the bushing, remove screw (E) and remove finger (D). Refer to [Removing Plastic Fingers, page 443](#).

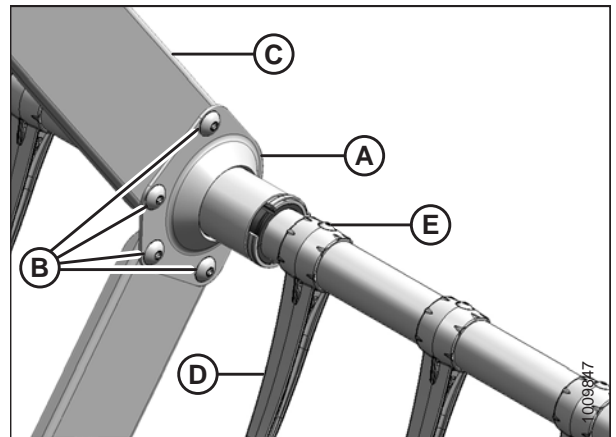


Figure 5.251: Tine Tube Support

## MAINTENANCE AND SERVICING

19. Release bushing clamps (A) using a small screwdriver to separate the serrations. Move the clamps off the bushings.

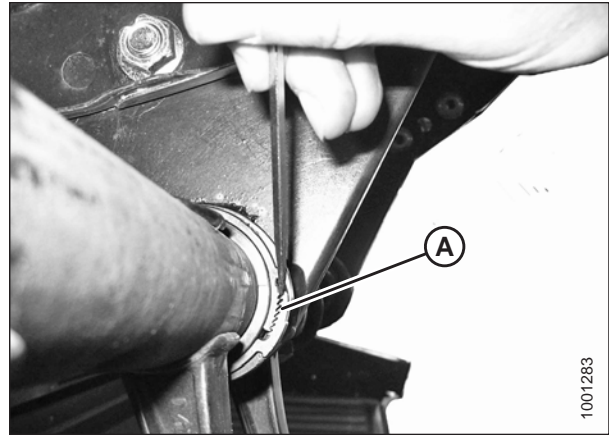


Figure 5.252: Bushing Clamp

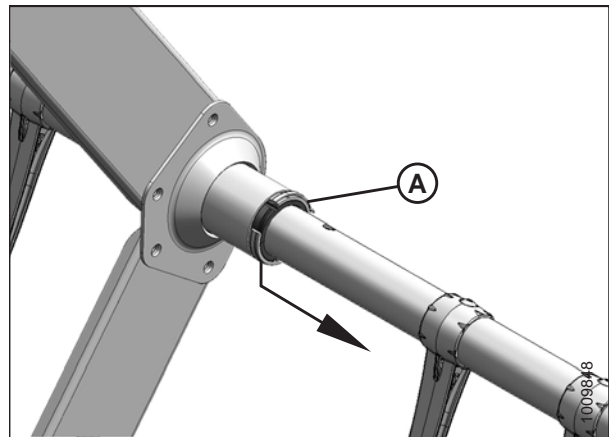


Figure 5.253: Bushing Clamp



## MAINTENANCE AND SERVICING

20. Slide support (A) off bushing halves (B).

**NOTE:**

Two tine tubes have opposite supports (C). Rotate the supports until the flanges clear the channels before moving them off bushing (B). Move the tine tube outwards slightly if necessary.

21. Remove bushing halves (B).

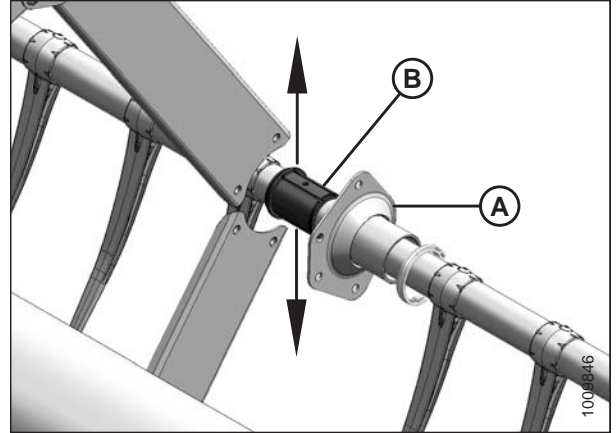


Figure 5.254: Support

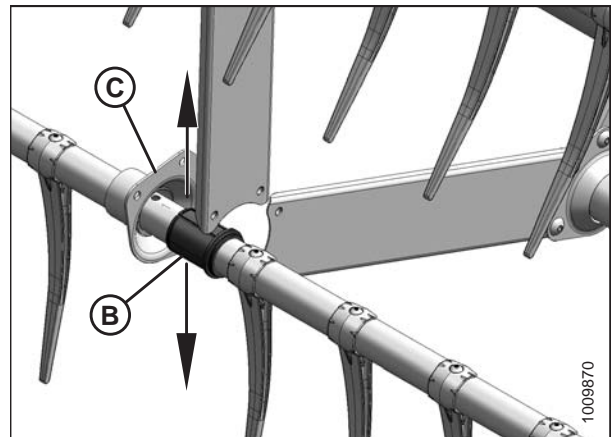


Figure 5.255: Opposite Support

### *Installing Bushings on Five-, Six-, or Nine-Bat Reels*

**⚠ DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

**⚠ WARNING**

To avoid bodily injury from fall of raised reel, always engage reel safety props before going under raised reel for any reason.

**IMPORTANT:**

Ensure tine tube is supported at all times to prevent damage to the tube or other components.

## MAINTENANCE AND SERVICING

### NOTE:

Use a pair of modified channel lock pliers (A) to install bushing clamps (C). Secure pliers in a vice and grind a notch (B) into the end of each arm to fit the clamp as shown.

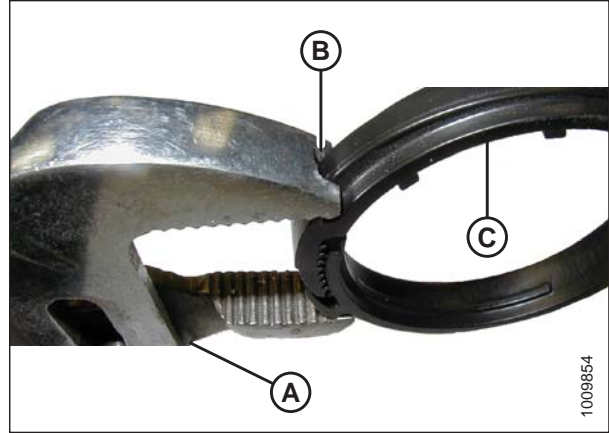


Figure 5.256: Modified Pliers

### Installing cam end bushings

1. Position bushing halves (B) on the tine tube with the flangeless end adjacent to the reel arm, and position the lug in each bushing half into the hole in the tine tube.
2. Slide tine tube (A) towards the tail end of the reel to insert bushing (B) into the reel arm.

### NOTE:

If the tine tube supports are installed, ensure the bushings at those locations slide into the support.

3. Reinstall the previously removed fingers or tines. Refer to the following procedures as necessary:
  - [Removing Plastic Fingers, page 443](#)
  - [Removing Steel Tines, page 441](#)
4. Install bushing clamp (A) onto the tine tube adjacent to the flangeless end of bushing (B).
5. Position clamp (A) on bushing (B) so the edges of the clamp and bushing are flush when the clamp is fit into the groove on the bushing and the lock tabs are engaged.

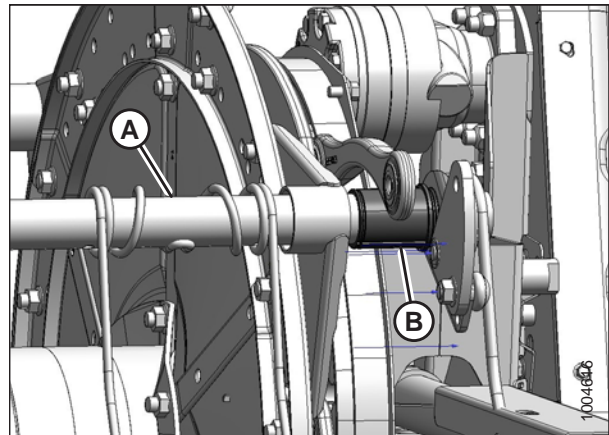


Figure 5.257: Cam End

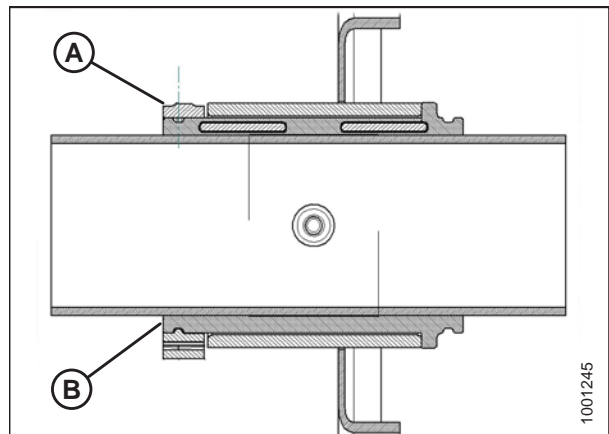


Figure 5.258: Bushing

## MAINTENANCE AND SERVICING

6. Tighten clamp (A) using modified channel lock pliers (B) until finger pressure will **NOT** move the clamp.

**IMPORTANT:**

Overtightening clamp may result in breakage.

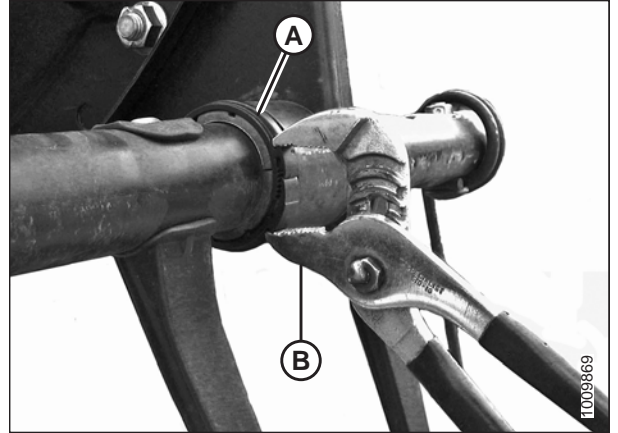


Figure 5.259: Clamp on Bushing

7. Line up tine bar (B) with the cam arm and install bolt (A). Apply Loctite® to bolt, and torque to 165 Nm (120 lbf·ft).

**NOTE:**

Make sure shim is between cam arm and reel bat.

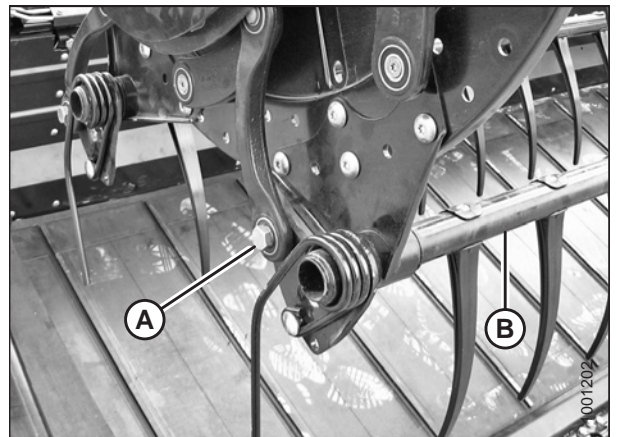


Figure 5.260: Cam End

8. Install bolts (A) securing arm (B) to the center disc.
9. Install reel arm (B) and endshield support (C) to the tail end of the reel at the applicable tine tube location and secure with bolts (A).

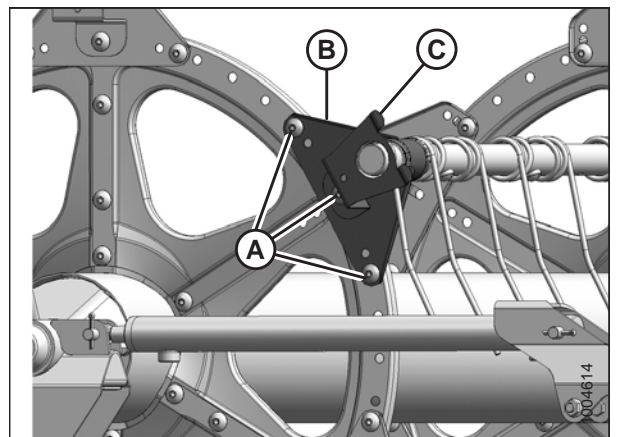


Figure 5.261: Tail End

## MAINTENANCE AND SERVICING

10. Install endshield support (A) at the applicable tine tube location at the cam end.
11. Reinstall the reel endshields. Refer to [5.13.6 Reel Endshields, page 458](#).

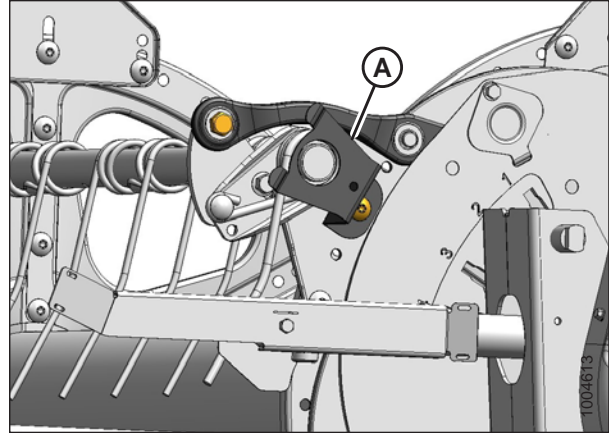


Figure 5.262: Cam End

### ***Installing center disc and tail end bushings***

12. Position bushing halves (B) on the tine tube with the flangeless end adjacent to the reel arm, and position the lug in each bushing half into the hole in the tine tube.
13. Slide the reel arm (A) onto the bushing (B) and position against the disc at the original location.
14. Reinstall the previously removed fingers or tines. Refer to the following procedures as necessary:
  - [Removing Plastic Fingers, page 443](#)
  - [Removing Steel Tines, page 441](#)

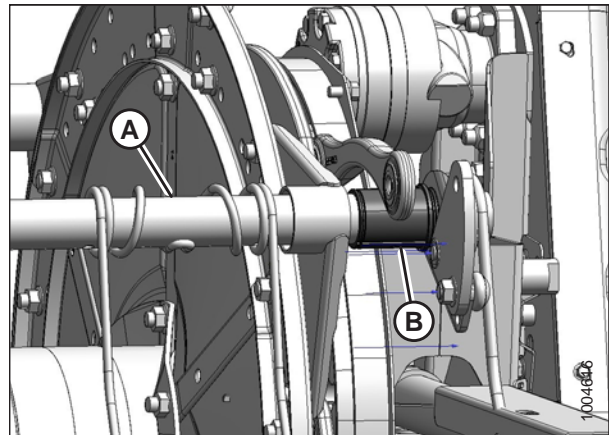


Figure 5.263: Cam End

15. Install bushing clamp (A) onto the tine tube adjacent to the flangeless end of bushing (B).
16. Position clamp (A) on bushing (B) so the edges of the clamp and bushing are flush when the clamp is fit into the groove on the bushing and the lock tabs are engaged.

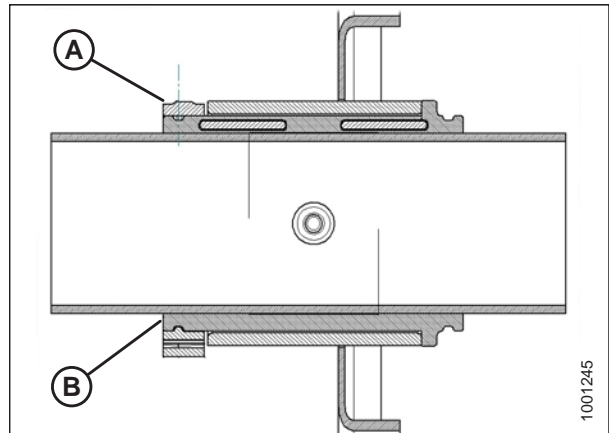


Figure 5.264: Bushing

## MAINTENANCE AND SERVICING

17. Tighten clamp (A) using modified channel lock pliers (B) until finger pressure will **NOT** move the clamp.

**IMPORTANT:**

Overtightening clamp may result in breakage.

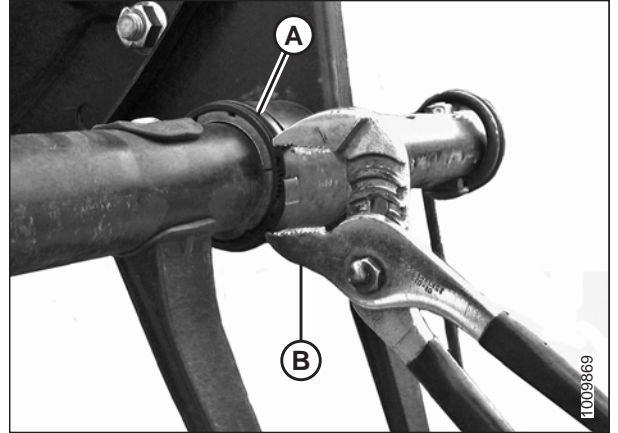


Figure 5.265: Clamp on Bushing

18. Install bolts (A) securing arm (B) to the center disc.
19. Install reel arm (B) and endshield support (C) to the tail end of the reel at the applicable tine tube location and secure with bolts (A).

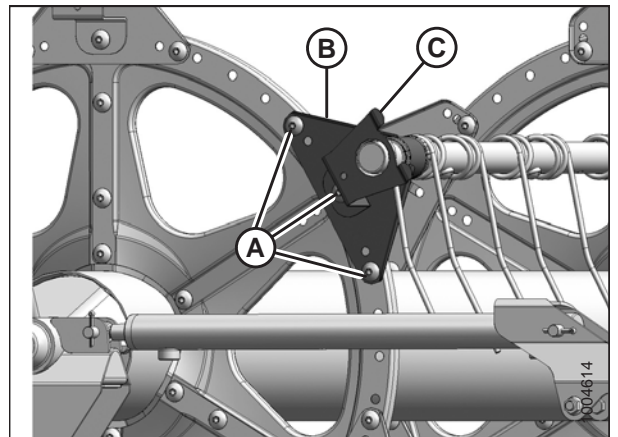


Figure 5.266: Tail End

***Installing tine tube support (if installed) bushings***

20. Position bushing halves (B) on the tine tube with the flangeless end adjacent to the reel arm, and position the lug in each bushing half into the hole in the tine tube.

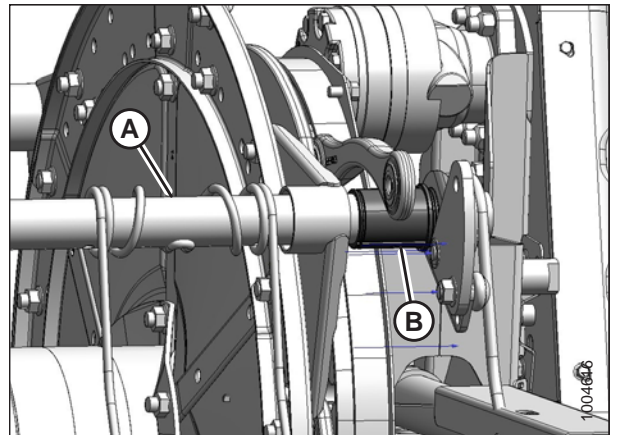


Figure 5.267: Cam End



## MAINTENANCE AND SERVICING

21. Slide support (A) onto bushing (B). For the opposite tine tube, rotate support (A) or slightly move the tine tube until it clears channels (C).

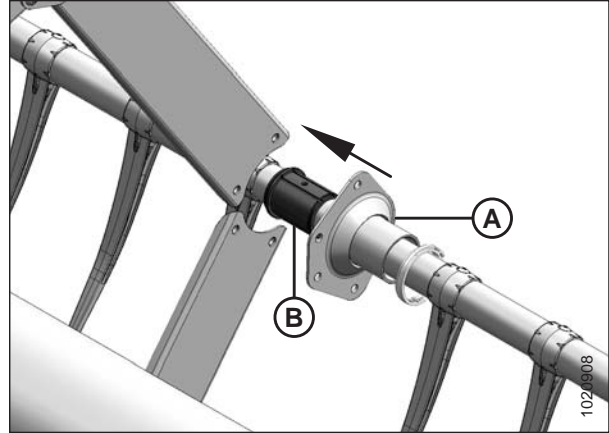


Figure 5.268: Support

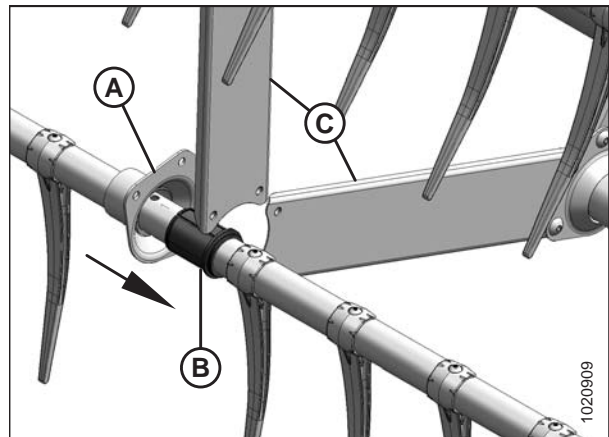


Figure 5.269: Opposite Support

22. Install bushing clamp (A) onto the tine tube adjacent to the flangeless end of bushing (B).
23. Position clamp (A) on bushing (B) so the edges of the clamp and bushing are flush when the clamp is fit into the groove on the bushing and the lock tabs are engaged.

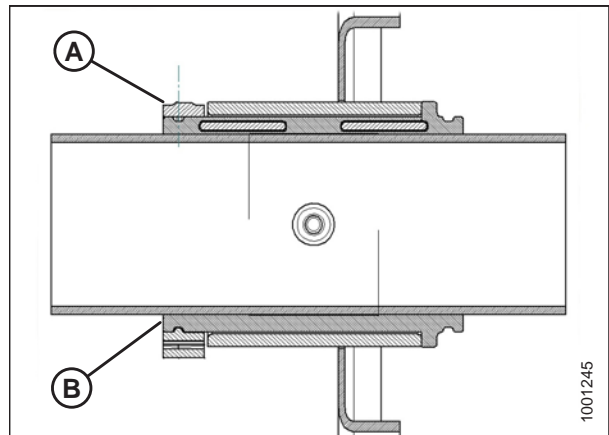


Figure 5.270: Bushing



## MAINTENANCE AND SERVICING

24. Tighten clamp (A) using modified channel lock pliers (B) until finger pressure will **NOT** move the clamp.

**IMPORTANT:**

Overtightening clamp may result in breakage.

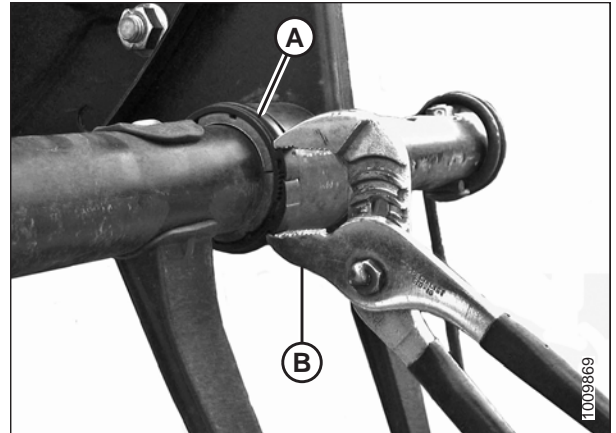


Figure 5.271: Clamp on Bushing

25. Reattach channels (C) to support (A) with screws (B) and nuts. Torque screws to 43 Nm (32 lbf·ft).
26. Reinstall any fingers (D) that were previously removed using screws (E). Refer to [Installing Plastic Fingers](#), page 445.

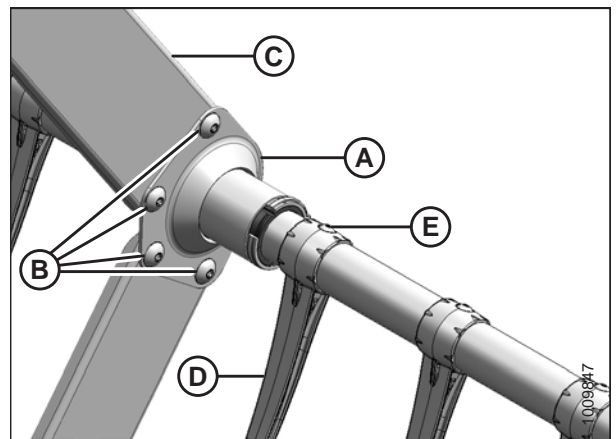


Figure 5.272: Tine Tube Support

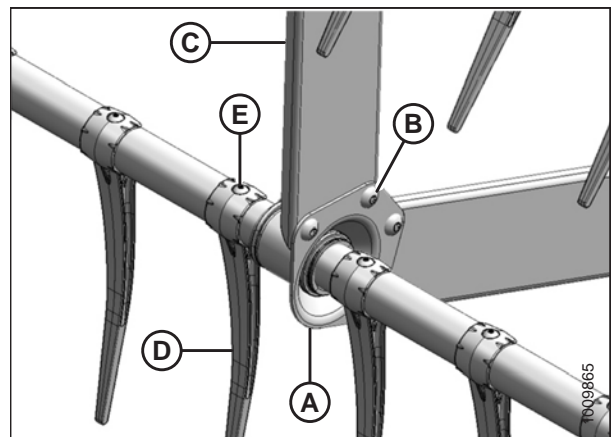


Figure 5.273: Opposite Support

### 5.13.6 Reel Endshields

Reel endshields and supports do not require regular maintenance, but they should be checked periodically for damage and loose or missing fasteners. Slightly dented or deformed endshields and supports are repairable, but it's necessary to replace severely damaged components.

You can attach reel endshields to either end of the reel.

#### *Replacing Reel Endshields*

#### **⚠ DANGER**

**To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.**

1. Lower the header and reel, shut down the engine, and remove the key from the ignition.
2. Rotate the reel manually until reel endshield (A) requiring replacement is accessible.
3. Remove three bolts (B).

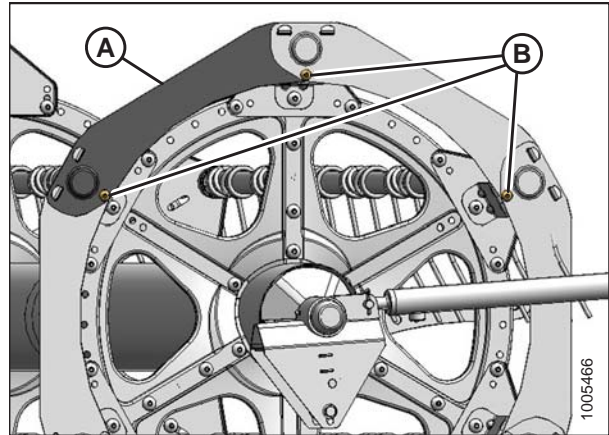


Figure 5.274: Reel Endshields

4. Lift end of reel endshield (A) off support (B).

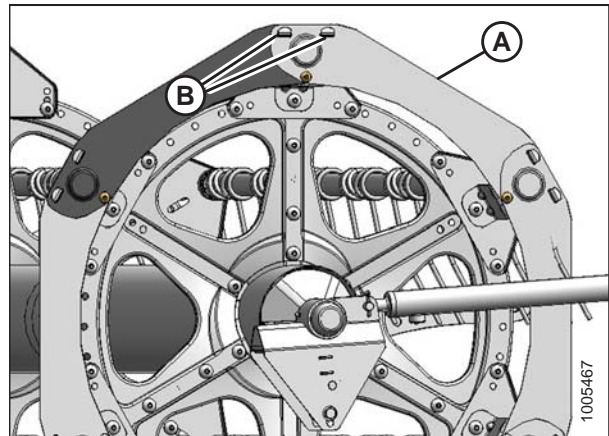


Figure 5.275: Reel Endshields

## MAINTENANCE AND SERVICING

5. Remove the reel endshield from the supports.

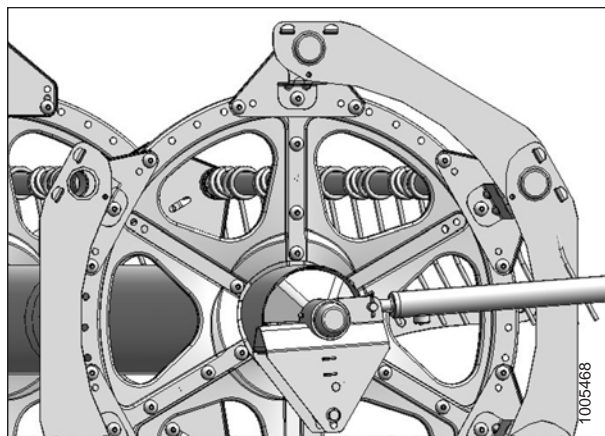


Figure 5.276: Reel Endshields

6. Remove reel endshield (A) from support (B).
7. Install new reel endshield (C) onto support (B).
8. Reattach reel endshield (A) onto support (B) ensuring it is installed on top of the reel endshield (C).
9. Reinstall bolts (D).
10. Tighten all hardware.

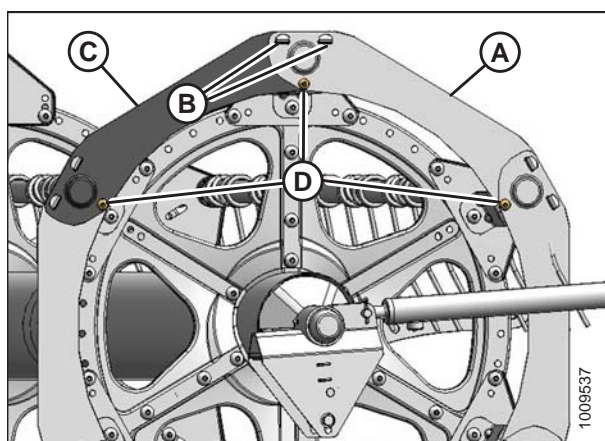


Figure 5.277: Reel Endshields

### Replacing Reel Endshield Supports

#### DANGER

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Lower the header and reel, shut down the engine, and remove the key from the ignition.
2. Rotate the reel manually until reel endshield (A) requiring replacement is accessible.
3. Remove bolt (B) from support (A).
4. Remove bolts (C) from support (A) and two adjacent supports.

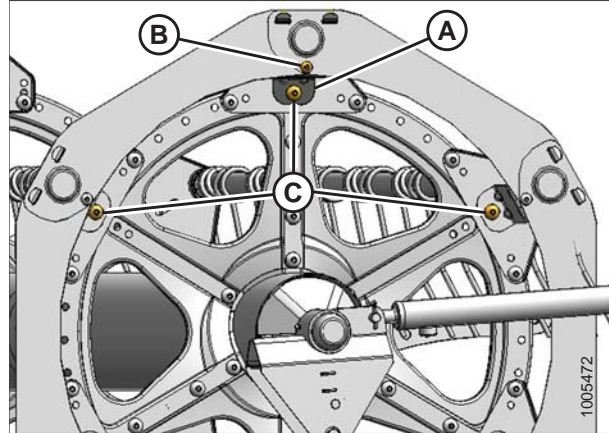


Figure 5.278: Reel Endshield Supports

5. Move reel endshields (A) away from the tine tube and rotate support (B) towards the reel to remove it.
6. Insert tabs of new support (B) into the slots in reel endshields (A). Ensure the tabs engage both reel endshields.
7. Secure support (B) to the disc with bolt (C) and nut. Do not tighten.
8. Secure reel endshields (A) to support (B) with bolt (C) and nut. Do not tighten.
9. Reattach the supports with bolts (C) and nuts.
10. Check the clearance between the tine tube and reel endshield support and adjust if necessary.
11. Torque nuts to 27 Nm (20 lbf·ft).

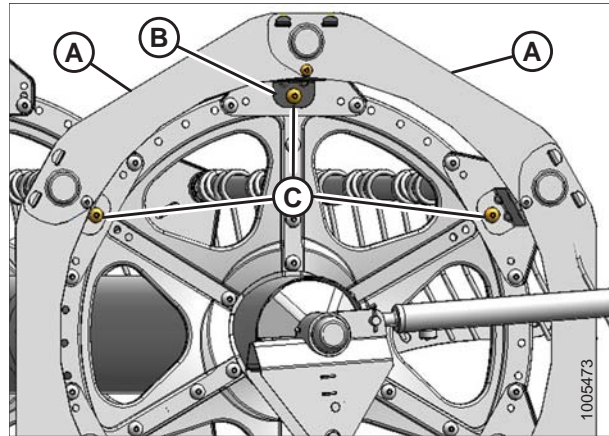


Figure 5.279: Reel Endshield Supports

## 5.14 PR15 Pick-up Reel

### 5.14.1 Replacing Reel Drive Cover

#### *Removing Reel Drive Cover*

#### **⚠ DANGER**

To avoid bodily injury or death from unexpected start-up of machine, always stop engine and remove key from ignition before leaving operator's seat for any reason.

1. Stop the engine and remove the key from the ignition.
2. Remove six bolts (A) securing upper cover (B) to the reel drive and lower cover (C).

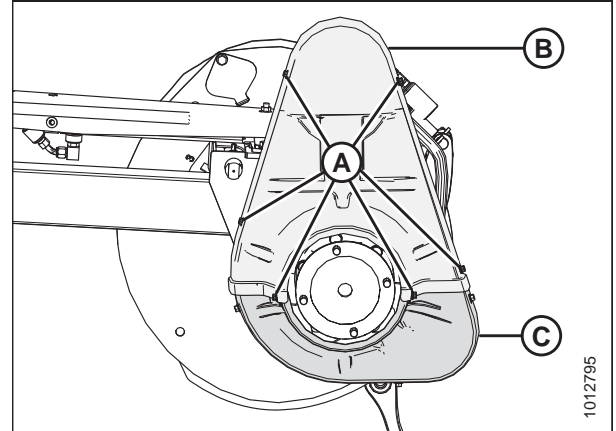


Figure 5.280: Drive Cover – Double Reel

3. Remove three bolts (A) and remove lower cover (B) if necessary.

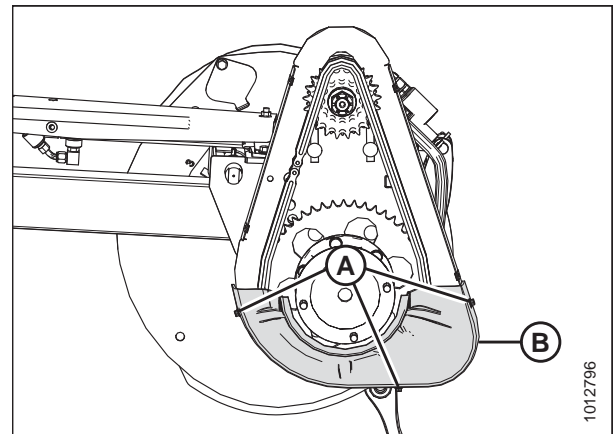
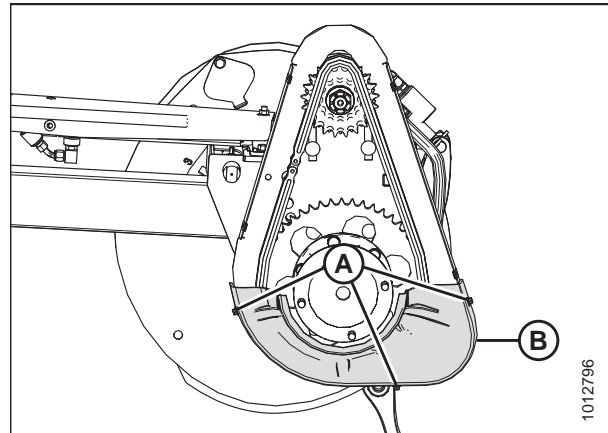


Figure 5.281: Drive Cover – Double Reel

## MAINTENANCE AND SERVICING

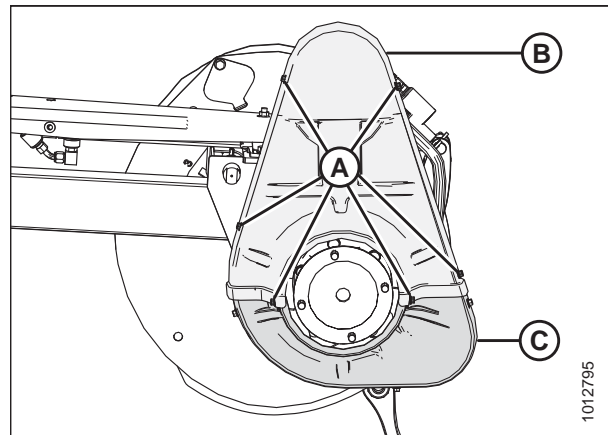
### *Installing Reel Drive Cover*

1. Position lower drive cover (B) onto the reel drive (if previously removed) and secure with three bolts (A).



**Figure 5.282: Drive Cover – Double Reel**

2. Position upper drive cover (B) onto the reel drive and lower cover (C), and secure with six bolts (A).



**Figure 5.283: Drive Cover – Double Reel**



## 5.14.2 Adjusting Reel Drive Chain Tension

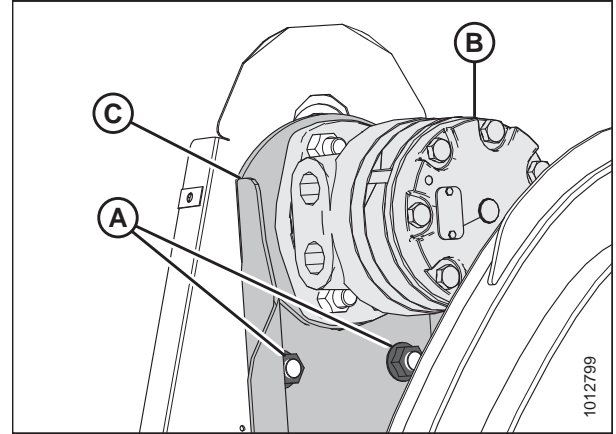
### *Loosening Reel Drive Chain*



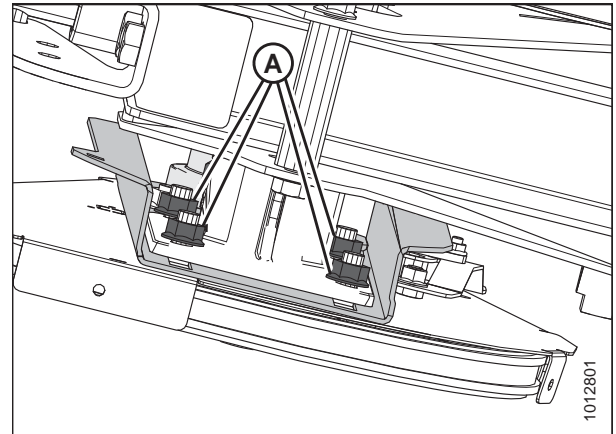
### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Remove the drive cover. Refer to [Removing Reel Drive Cover, page 461](#).
3. Loosen six nuts (A). Slide motor (B) and motor mount (C) down towards the reel shaft.



**Figure 5.284: Single-Reel Drive Shown – Double-Reel Drive Similar**



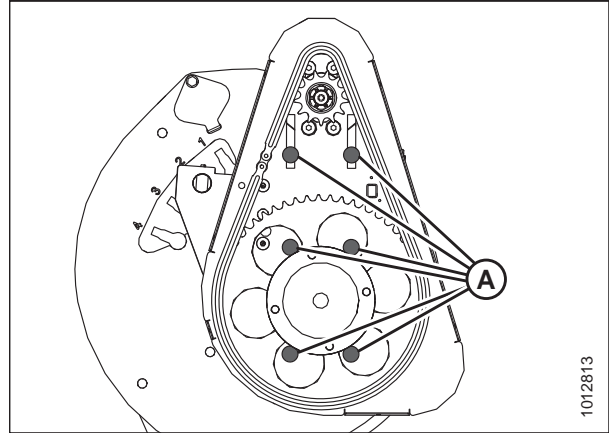
**Figure 5.285: Single-Reel Drive – Viewed from Underside of Reel**

### *Tightening Reel Drive Chain*

#### **DANGER**

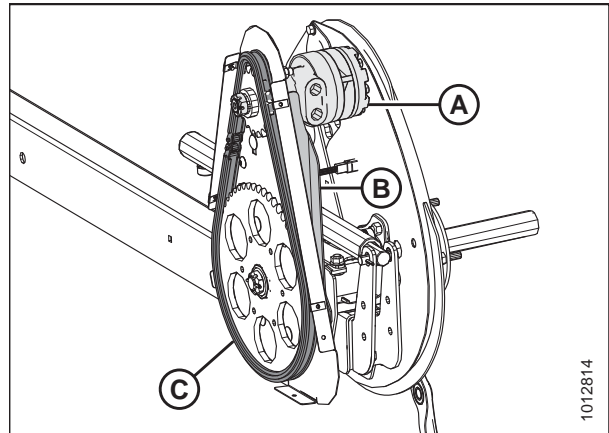
To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Ensure the six bolts (A) securing the motor mount to the chain case are loose.



**Figure 5.286: Single-Reel Drive Shown – Double Reel Similar**

3. Slide motor (A) and motor mount (B) upwards until chain (C) is tight.



**Figure 5.287: Single-Reel Drive Shown – Double Reel Similar**

## MAINTENANCE AND SERVICING

4. Ensure there is 3 mm (0.12 in.) of slack at the chain midspan. Adjust if necessary.
5. Tighten six nuts (A).
6. Torque nuts (A) to 73 Nm (54 lbf·ft).
7. Install the drive cover. Refer to [Installing Reel Drive Cover, page 462](#).

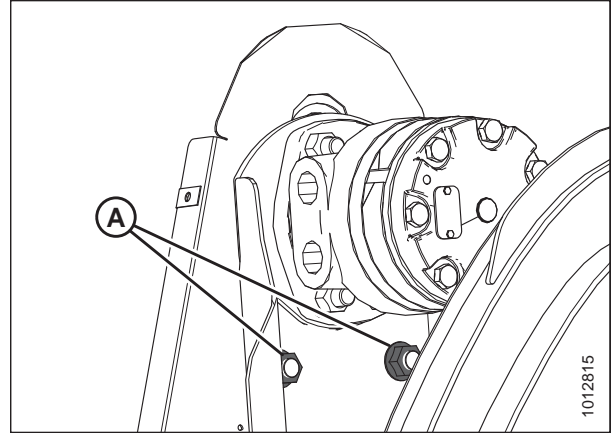


Figure 5.288: Single-Reel Drive Shown – Double Reel Similar

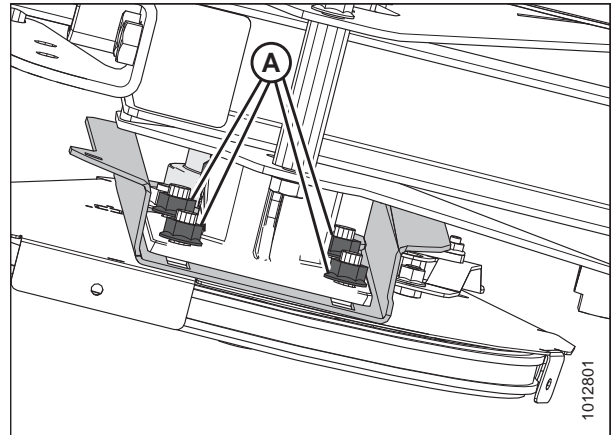


Figure 5.289: Single-Reel Drive – Viewed from Underside of Reel

### 5.14.3 Replacing Reel Drive Sprocket

For Case IH and New Holland combine models, configure the combine according to the reel sprocket size in order to optimize the auto reel to ground speed control. Refer to the combine service manual for more information.

#### *Removing Reel Drive Sprocket*

#### **DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Loosen the drive chain. Refer to [Loosening Reel Drive Chain, page 463](#).

## MAINTENANCE AND SERVICING

3. Remove drive chain (A) from drive sprocket (B).

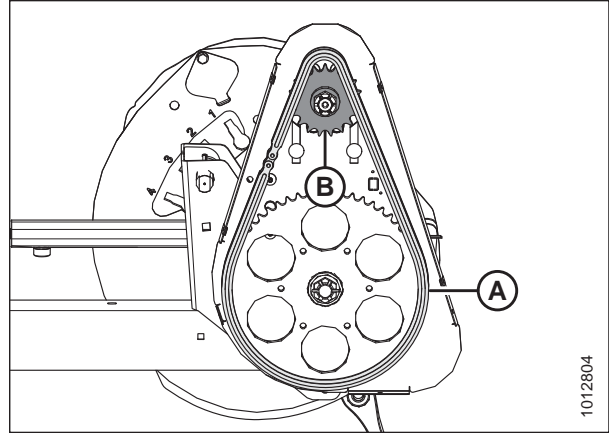


Figure 5.290: Reel Drive

4. Remove cotter pin (A), slotted nut (B), and flat washer (C) from the motor shaft.
5. Remove drive sprocket (D). Ensure the key remains in the shaft.

### IMPORTANT:

To avoid damaging the motor, use a puller if the drive sprocket does not come off by hand. Do **NOT** use a pry bar and/or hammer to remove drive sprocket (D).

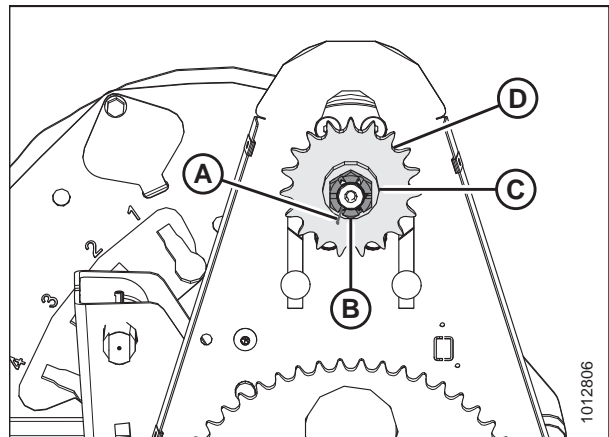


Figure 5.291: Reel Drive

### Installing Reel Drive Sprocket

1. Align the keyway in sprocket (D) with the key on the motor shaft, and slide the sprocket onto the shaft. Secure with flat washer (C) and slotted nut (B).
2. Torque slotted nut (B) to 54 Nm (40 lbf-ft).
3. Install cotter pin (A). If necessary, tighten slotted nut (B) to the next slot to install the cotter pin.

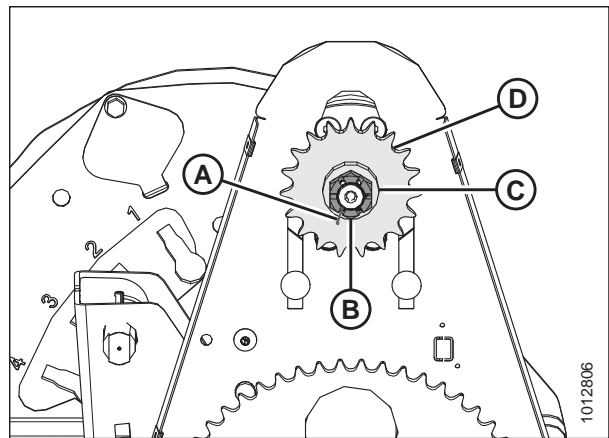


Figure 5.292: Reel Drive

4. Install drive chain (A) onto drive sprocket (B).

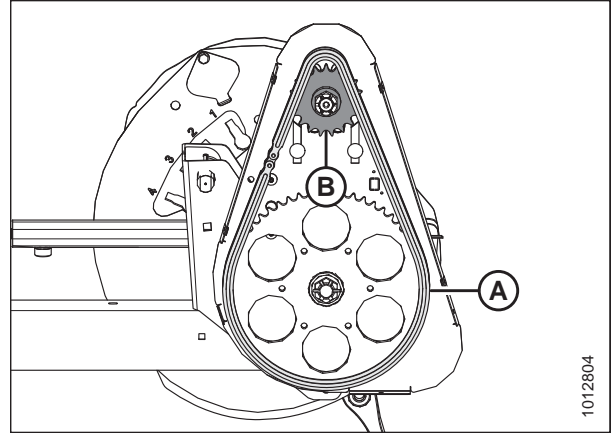


Figure 5.293: Reel Drive

5. Tighten the drive chain. Refer to [Tightening Reel Drive Chain, page 464](#).

## 5.14.4 Replacing Double-Reel U-Joint

The double-reel drive U-joint allows each reel to move independently from the other.

Lubricate the U-joint according to the specifications. Refer to [5.3.6 Lubrication and Servicing, page 328](#).

Replace the U-joint if severely worn or damaged. Refer to [Removing Double-Reel U-Joint, page 467](#).

### Removing Double-Reel U-Joint

1. Shut down the combine, and remove the key from the ignition.
2. Remove the drive cover. Refer to [Removing Reel Drive Cover, page 461](#).
3. Support the inboard end of the right reel with a front end loader and nylon slings (A) (or equivalent lifting device).

#### **IMPORTANT:**

Avoid damaging or denting the center tube by supporting the reel as close to the cam end disc as possible.

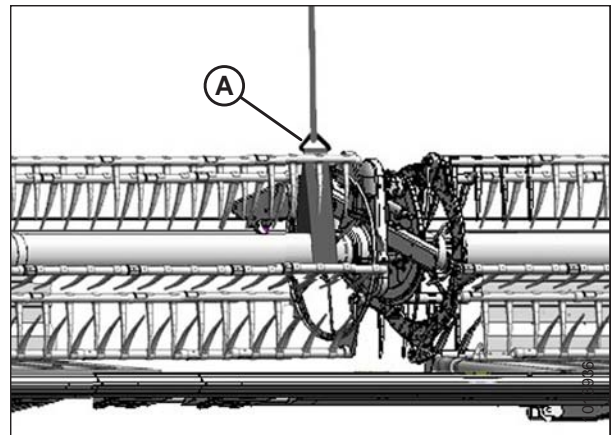


Figure 5.294: Supporting Reel

## MAINTENANCE AND SERVICING

4. Remove the six bolts (A) attaching U-joint flange (B) to driven sprocket (C).
5. Remove the U-joint.

**NOTE:**

It may be necessary to move the right reel sideways for the U-joint to clear the tube.

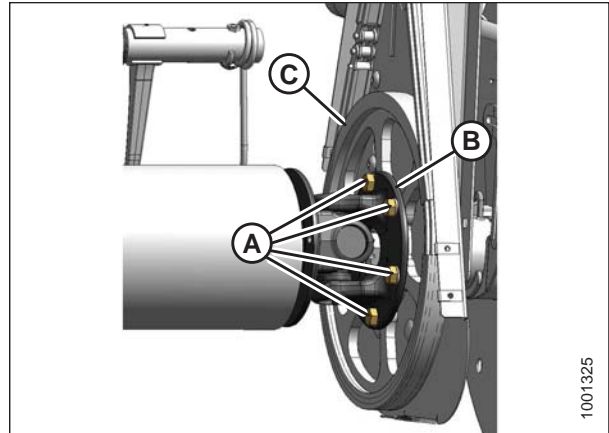


Figure 5.295: U-Joint

### *Installing Double-Reel U-Joint*

**NOTE:**

It may be necessary to move the right reel sideways for the U-joint to clear the reel tube.

1. Position U-joint flange (B) onto the driven sprocket (C) as shown. Install six bolts (A) and hand-tighten. Do **NOT** torque the bolts.

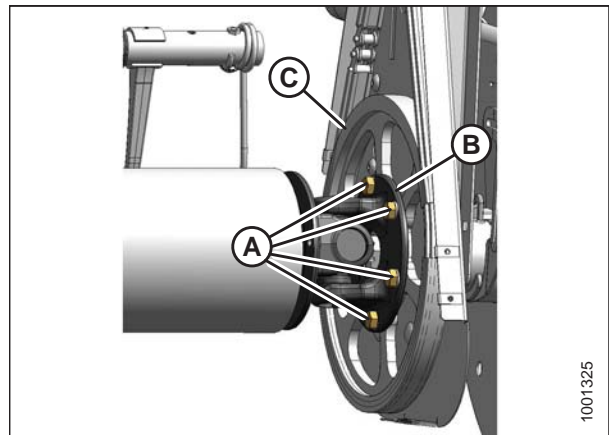


Figure 5.296: U-Joint

2. Position the right reel tube against the reel drive and engage the stub shaft into the U-joint pilot hole.
3. Rotate the reel until the holes in the end of the reel tube and U-joint flange (B) line up.
4. Apply Loctite® #243 (or equivalent) to four 1/2 in. bolts (A) and secure with lock washers.
5. Torque to 102–115 Nm (75–85 lbf-ft).

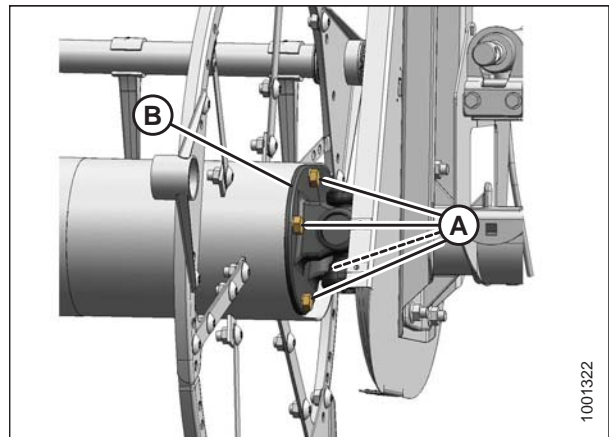
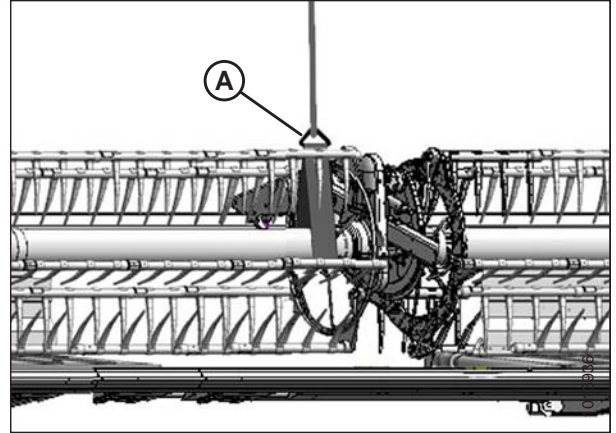


Figure 5.297: U-Joint



- Remove temporary reel support (A).



**Figure 5.298: Supporting Reel**

- Install the drive cover. Refer to [Installing Reel Drive Cover, page 462](#).

## 5.14.5 Replacing Reel Drive Motor

The reel drive motor does not require regular maintenance or servicing. If problems occur with the motor, remove it and have it serviced at your MacDon Dealer.

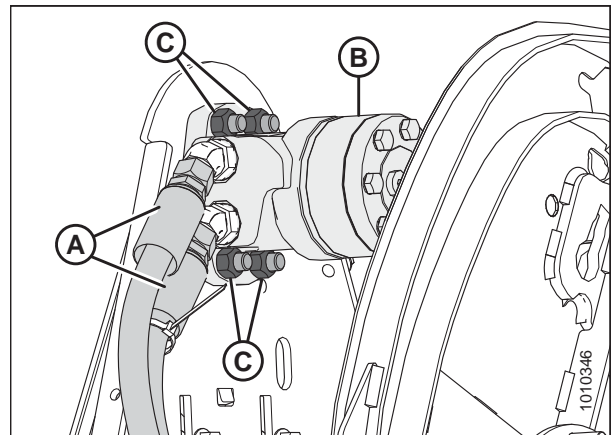
### Removing Reel Drive Motor

- Shut down the combine, and remove the key from the ignition.
- Loosen the drive chain. Refer to [Loosening Reel Drive Chain, page 463](#).
- Remove the drive sprocket. Refer to [Removing Reel Drive Sprocket, page 465](#).
- Disconnect hydraulic lines (A) at motor (B). Cap or plug open ports and lines.

#### **NOTE:**

Mark the hydraulic lines (A) and their locations in motor (B) to ensure correct reinstallation.

- Remove four nuts and bolts (C) and remove motor (A). Retrieve the spacer (not shown) from between motor (B) and the motor mount (if installed).



**Figure 5.299: Reel Motor and Hoses**

## Installing Reel Drive Motor

1. Slide motor mount (A) up or down so motor mounting holes (B) are accessible through the openings in the chain case.

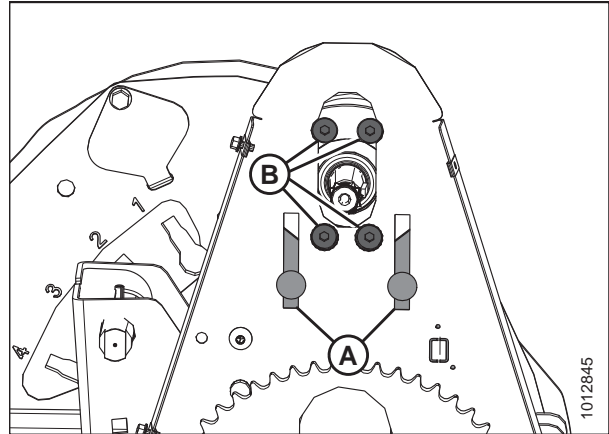


Figure 5.300: Reel Drive Motor Mounting Holes

2. Attach motor (A) (and spacer if previously removed) to motor mount (B) with four 1/2 in. x 1-3/4 in. countersunk bolts and nuts (C).
3. Torque nuts (C) to 73 Nm (54 lbf·ft).
4. If installing a new motor, install the hydraulic fittings (not shown) and torque to 110–120 Nm (81–89 lbf·ft).

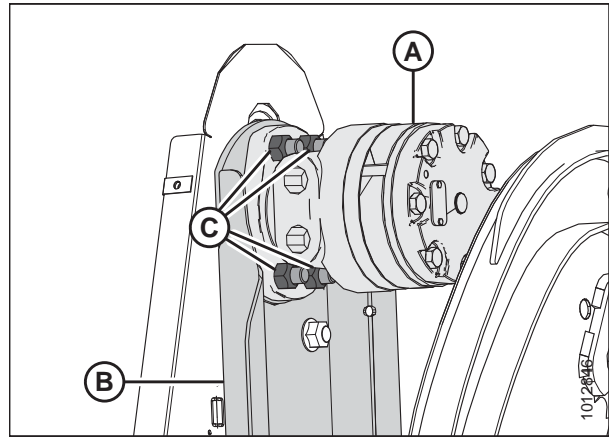


Figure 5.301: Reel Drive Motor

5. Remove the caps or plugs from the ports and lines and connect hydraulic lines (A) to hydraulic fittings (B) on motor (C).

### NOTE:

Ensure hydraulic lines (A) are installed at their original locations.

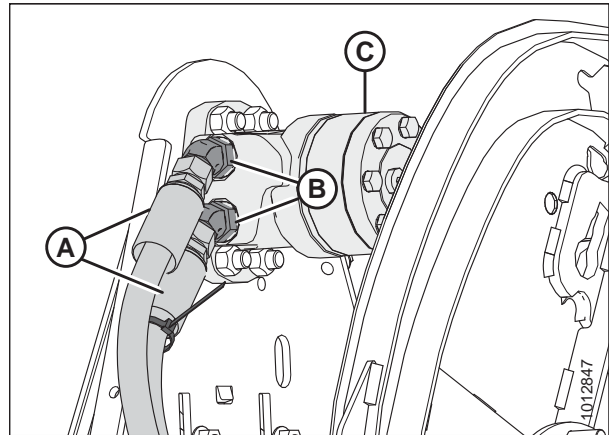


Figure 5.302: Reel Motor and Hoses

6. Install the drive sprocket. Refer to [Installing Reel Drive Sprocket, page 466](#).
7. Tighten the drive chain. Refer to [Tightening Reel Drive Chain, page 464](#).

## 5.14.6 Replacing Drive Chain on Double Reel

1. Shut down the combine, and remove the key from the ignition.
2. Loosen the drive chain. Refer to [Loosening Reel Drive Chain, page 463](#).
3. Support the inboard end of the right reel with a front end loader and nylon slings (A) (or equivalent lifting device).

**IMPORTANT:**

Avoid damaging or denting the center tube by supporting the reel as close to the end disc as possible.

4. Remove the four bolts (A) securing the reel tube to U-joint flange (B).

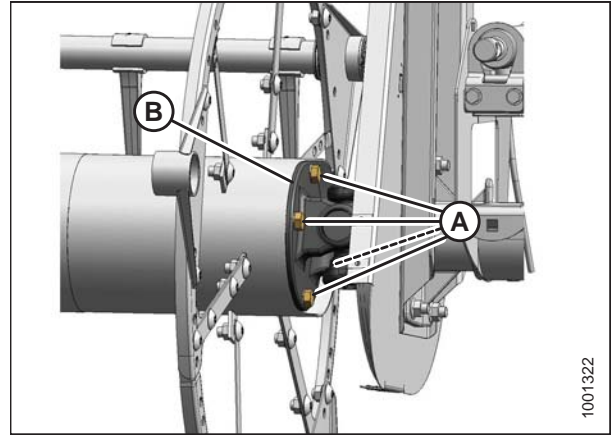


Figure 5.303: U-Joint

5. Move the right reel sideways to separate reel tube (A) from U-joint (B).
6. Remove drive chain (C).
7. Route new chain (C) over U-joint (B) and position onto the sprockets.

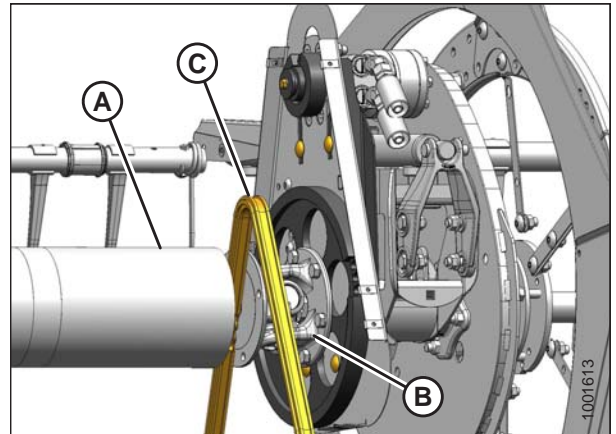


Figure 5.304: Replacing Chain

## MAINTENANCE AND SERVICING

8. Position right reel tube (A) against the reel drive and engage the stub shaft into the U-joint pilot hole.
9. Rotate the reel until the holes in end of the reel tube and U-joint flange line up.
10. Apply Loctite® #243 (or equivalent) to four 1/2 in. bolts (A) and secure with lock washers.
11. Torque to 102–115 Nm (75–85 lbf·ft).

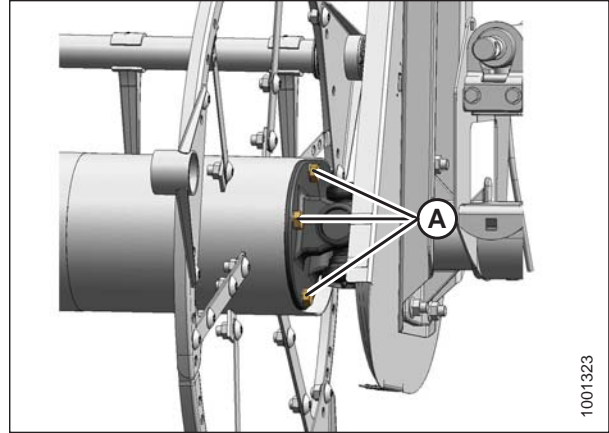


Figure 5.305: U-Joint

12. Remove temporary reel support (A).

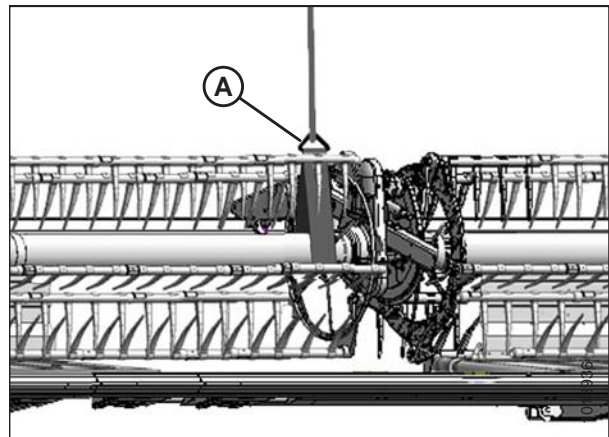


Figure 5.306: Supporting Reel

### 5.14.7 Replacing Reel Speed Sensor

The reel speed sensor system is located inside the reel drive cover.

#### *Replacing AGCO Sensor*

#### **⚠ DANGER**

**To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.**

1. Shut down the combine, and remove the key from the ignition.
2. Remove the drive cover. Refer to [Removing Reel Drive Cover, page 461](#).

## MAINTENANCE AND SERVICING

3. Disconnect electrical connector (A).

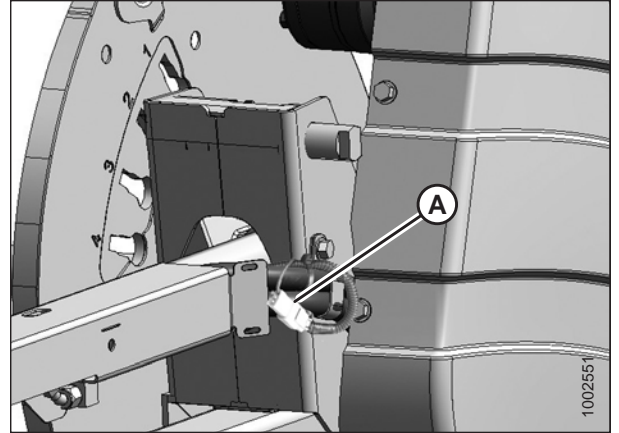


Figure 5.307: Electrical Harness

4. Cut cable tie (A) securing the harness to the cover.
5. Remove two screws (B) and remove sensor (C) and harness. Bend cover (D) (if necessary) to remove the harness.
6. Feed the wire of the new sensor behind cover (D) and through the chain case.
7. Locate the new sensor in support (E) and attach with two screws (B).
8. Adjust the gap between sensor disc (F) and sensor (C) to 0.5 mm (0.02 in.).

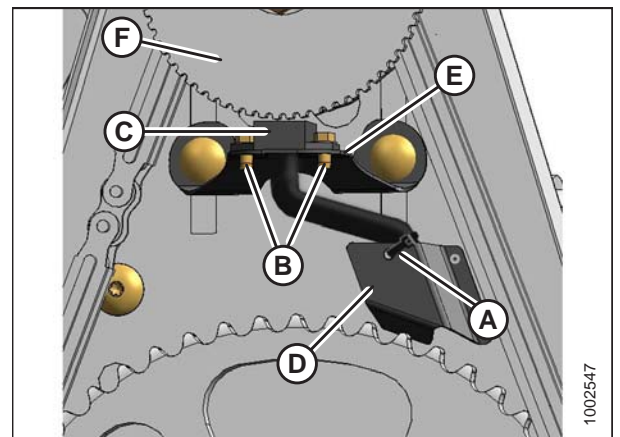


Figure 5.308: Speed Sensor

9. Connect electrical harness (A).

**IMPORTANT:**

Ensure the sensor electrical harness does NOT contact the chain or sprocket.

10. Reinstall the drive cover. Refer to [Installing Reel Drive Cover, page 462](#).

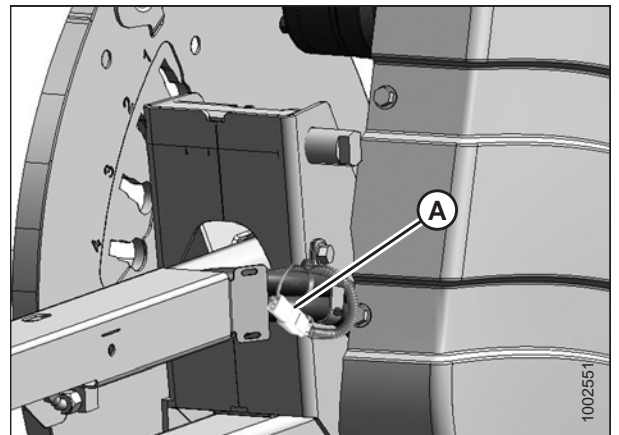


Figure 5.309: Electrical Harness

### Replacing John Deere Sensor

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Remove the drive cover. Refer to [Removing Reel Drive Cover, page 461](#).
3. Disconnect electrical connector (D).
4. Remove top nut (C) and remove sensor (B).
5. Remove the top nut from the new sensor and position the sensor into the support. Secure with top nut (C).
6. Adjust the gap between sensor disc (A) and sensor (B) to 3 mm (1/8 in.) using nut (C).
7. Connect to harness at location (D).

#### IMPORTANT:

Ensure the sensor electrical harness does NOT contact the chain or sprocket.

8. Reinstall the drive cover. Refer to [Installing Reel Drive Cover, page 462](#).

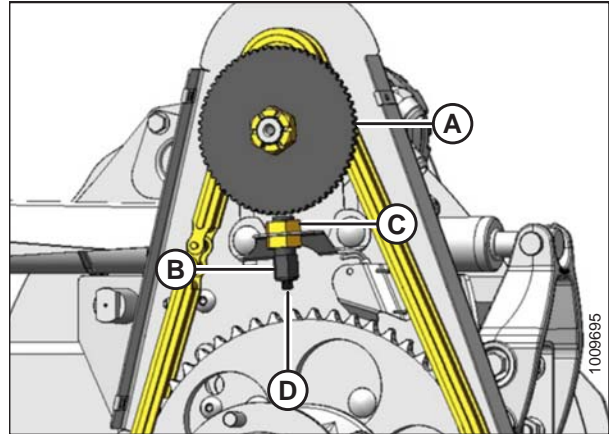


Figure 5.310: Speed Sensor

### Replacing CLAAS 400 Series Sensor

#### DANGER

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Remove the drive cover. Refer to [Removing Reel Drive Cover, page 461](#).
3. Disconnect electrical connector (C).
4. Remove top nuts (D) and remove sensor (B).
5. Remove the top nut from the new sensor and position the sensor into the support. Secure with top nut (D).
6. Adjust the gap between sensor disc (A) and sensor (B) to 3 mm (1/8 in.) using nuts (D).
7. Connect to harness at location (C).

#### IMPORTANT:

Ensure the sensor electrical harness does NOT contact the chain or sprocket.

8. Reinstall the drive cover. Refer to [Installing Reel Drive Cover, page 462](#).

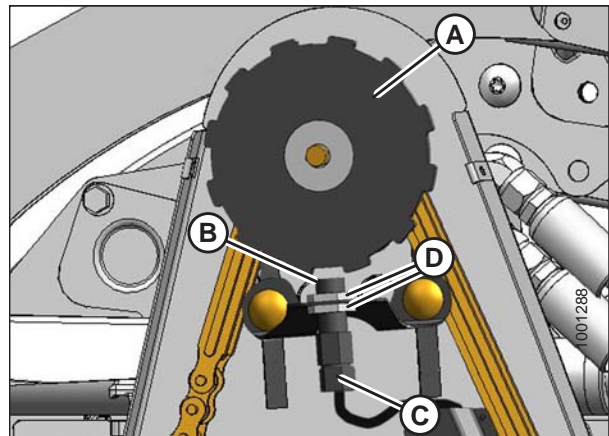


Figure 5.311: Speed Sensor



## Replacing CLAAS 500/700 Series Sensor

### **! DANGER**

To avoid bodily injury or death from unexpected start-up or fall of raised machine, always stop engine, remove key, and engage safety props before going under header for any reason.

1. Shut down the combine, and remove the key from the ignition.
2. Remove the drive cover. Refer to [Removing Reel Drive Cover, page 461](#).
3. Disconnect electrical connector (C).
4. Remove screw (D) and remove sensor (B).
5. Position the new sensor into the support. Secure with screw (D).
6. Adjust the gap between sensor disc (A) and sensor (B) to 3 mm (1/8 in.) by bending support (E).
7. Connect to harness at location (C).

#### **IMPORTANT:**

Ensure the sensor electrical harness does NOT contact the chain or sprocket.

8. Reinstall the drive cover. Refer to [Installing Reel Drive Cover, page 462](#).

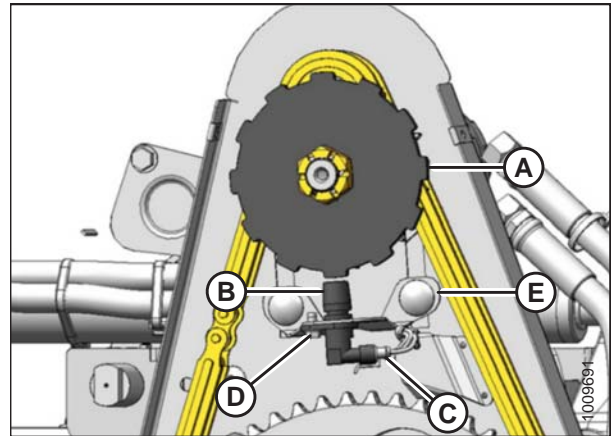


Figure 5.312: Speed Sensor

## 5.15 Transport System (Optional)

Refer to [6.4.3 Stabilizer/Slow Speed Transport Wheels](#), [page 485](#) for more information.

### 5.15.1 Checking Wheel Bolt Torque

If a transport system is installed, adhere to the following procedure for torquing the wheel bolts:

1. Follow the bolt tightening sequence shown, and torque the wheel bolts to 110–120 Nm (80–90 lbf·ft).

**IMPORTANT:**

Whenever a wheel is removed and reinstalled, check the wheel bolt torque after one hour of operation and every 100 hours thereafter.

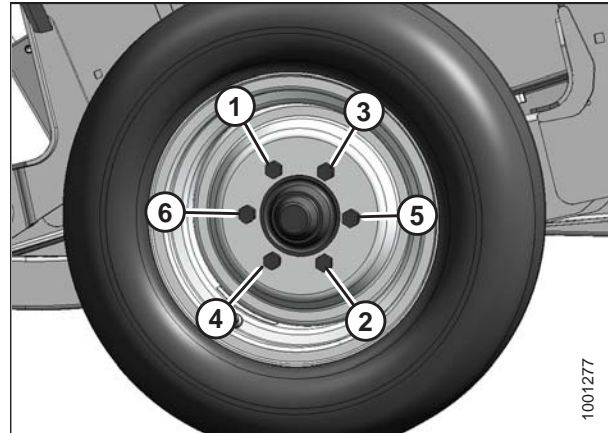
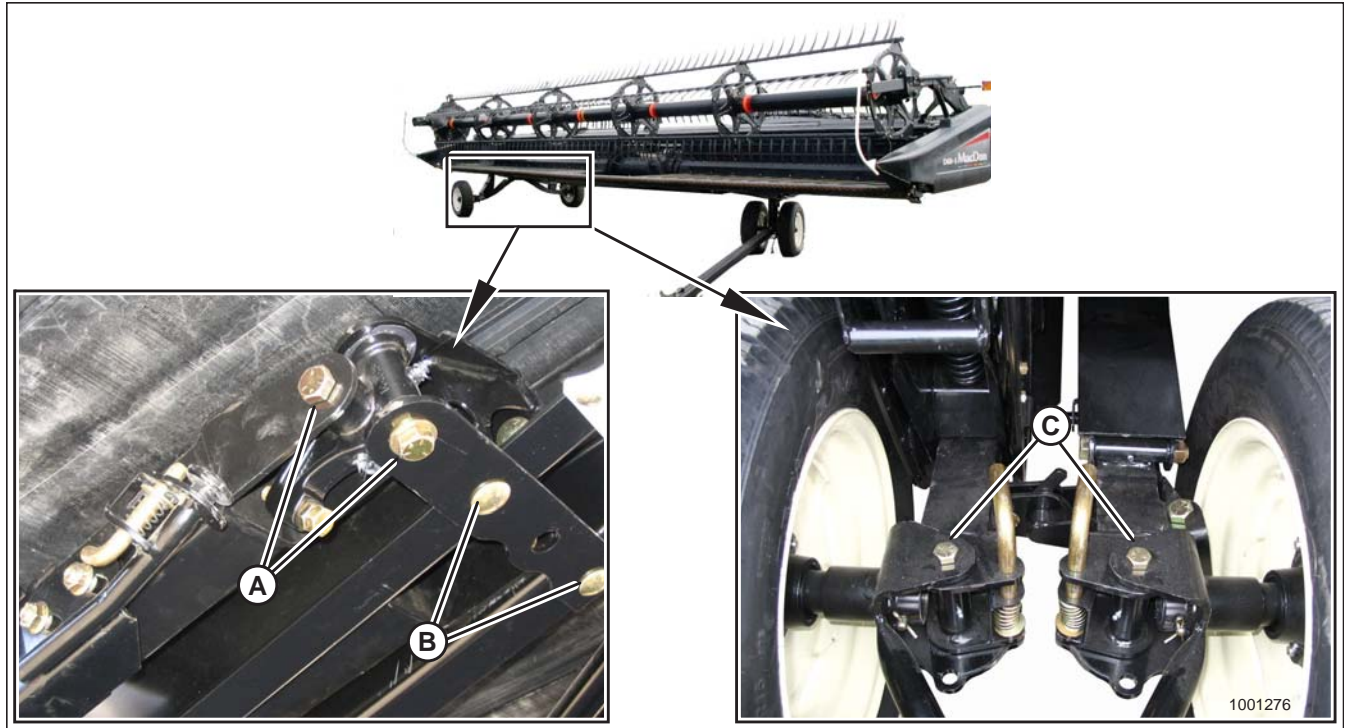


Figure 5.313: Bolt Tightening Sequence

### 5.15.2 Checking Axle Bolt Torque

If a transport system is installed, adhere to the following procedure for torquing the axle bolts:

Figure 5.314: Axle Bolts



1. Check and tighten axle bolts **DAILY** until torque is maintained as follows:

- (A): 244 Nm (180 lbf-ft)
- (B): 203 Nm (150 lbf-ft)
- (C): 244 Nm (180 lbf-ft)

### 5.15.3 Checking Tire Pressure

Check the tire inflation pressure and inflate according to the information provided in Table 5.3, page 477.

Table 5.3 Tire Pressure

Size	Load Range	Pressure
ST205/75 R15	D	448 kPa (65 psi)
	E	552 kPa (80 psi)

### **WARNING**

- Service tires safely.
- A tire can explode during inflation which could cause serious injury or death.
- Do NOT stand over tire. Use a clip-on chuck and extension hose.
- Do NOT exceed maximum inflation pressure indicated on tire label or sidewall.
- Replace tires that have defects.
- Replace wheel rims that are cracked, worn, or severely rusted.
- Never weld a wheel rim.
- Never use force on an inflated or partially inflated tire.
- Make sure the tire is correctly seated before inflating to operating pressure.
- If the tire is not correctly positioned on the rim or is overinflated, the tire bead can loosen on one side causing air to escape at high speed and with great force. An air leak of this nature can thrust the tire in any direction endangering anyone in the area.
- Make sure all the air is removed from the tire before removing the tire from the rim.
- Do NOT remove, install, or repair a tire on a rim unless you have the proper equipment and experience to perform the job.
- Take the tire and rim to a qualified tire repair shop.

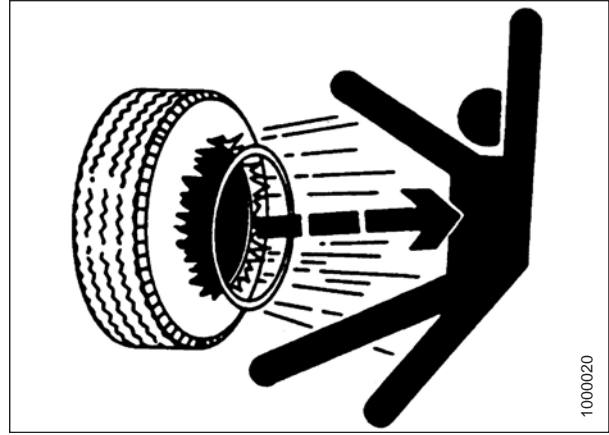


Figure 5.315: Inflation Warning

## 6 Options and Attachments

The following options and attachments are available for use with your header. See your MacDon Dealer for availability and ordering information.

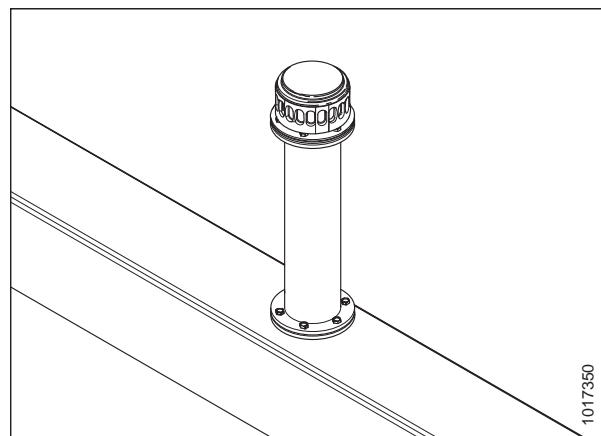
### 6.1 Adapter

#### 6.1.1 Hillside Extension Kit

The Hillside Extension kit allows CA25 Combine Adapters to operate on steep hillsides while maintaining oil supply to the suction side of pump.

Installation instructions are included in the kit.

MD #B6057



**Figure 6.1: Hillside Extension Kit**

## 6.2 Reel

### 6.2.1 Multi-Crop Rapid Reel Conversion Kit

For use on double-reel headers only, the multi-crop rapid reel conversion kit decreases the time required to change the fore-aft cylinder position on the reel support arm from the normal operating location to an aft location that minimizes crop disturbance. The kit also enables the reel fore-aft cylinders to be quickly relocated to the normal operating location.

Installation instructions are included in the kit.

MD #B5943

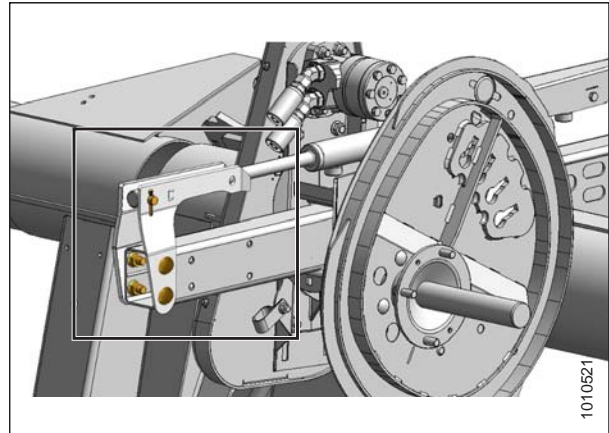


Figure 6.2: Center Arm – Left and Right Similar

### 6.2.2 Lodged Crop Reel Finger Kit

The steel fingers provided in the Lodged Crop Reel Finger kit attach to the ends of every other tine bar and help to clear material in heavy, hard-to-cut crops such as lodged rice.

Each kit contains three fingers for the cam end of the reel and three fingers for the tail end. Hardware and installation instructions are included in the kit.

MD #B4831



Figure 6.3: Lodged Crop Finger

### 6.2.3 PR15 Tine Tube Reel Conversion Kit

This kit allows conversion from a six-bat reel to a nine-bat reel.

Installation instructions are included in the kit.

Order the following bundles according to your header size and type:

- 30 foot – Plastic Fingers MD #B5278
- 30 foot – Steel Fingers MD #B5657
- 35 foot – Plastic Fingers MD #B5674

**NOTE:**

You must also order additional endshields when converting the reel.



## OPTIONS AND ATTACHMENTS

### 6.2.4 Reel Endshield Kit

The steel shields provided in the Reel Endshield kit attach to the ends of the reels and help to clear material in heavy, hard-to-cut crops. They are standard equipment on all headers (except nine-bat reels). Hardware and installation instructions are included in the kit.

See your MacDon Dealer for more information.

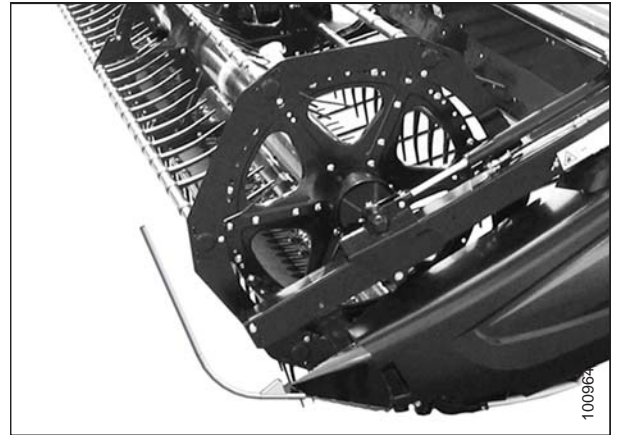


Figure 6.4: Reel Endshields

### 6.2.5 Tine Tube Reinforcing Kit

Tine tube reinforcing kits are available for five- and six-bat reels. They are designed to support high reel loads when cutting extremely heavy crops.

Installation instructions are included in the kit.

- Five-Bat Reels – MD #B5825
- Six-Bat Reels – MD #B5826

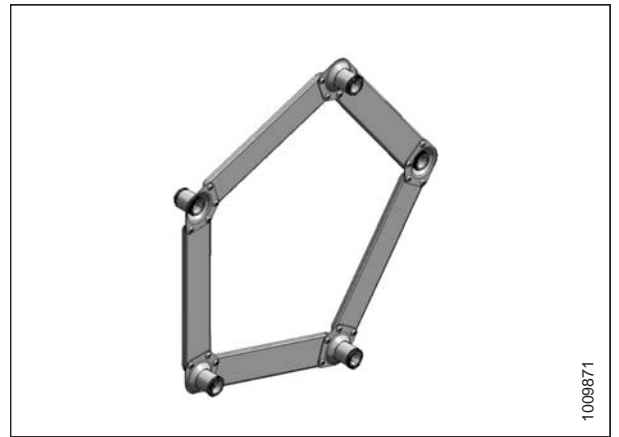


Figure 6.5: Five-Bat Reinforcing Kit Shown – Six-Bat Reinforcing Kit Similar

## 6.3 Cutterbar

### 6.3.1 Cutterbar Wearplate

Cutterbar wearplates are recommended for cutting on the ground when the soil is adhering to the steel.

Installation instructions are included in the kit.

Order one of the following bundles according to your header size:

- 30 foot – MD #B4839
- 35 foot – MD #B4840
- 40 foot – MD #B4841
- 45 foot – MD #B5114



Figure 6.6: Cutterbar Wearplates

### 6.3.2 Knifehead Shield

Knifehead shields attach to the endsheets and reduce the knifehead opening to prevent cut crop, particularly severely lodged crop, from accumulating over the knifehead and damaging the knife drive box and endsheet.

Installation instructions are included in the kit.

Order the following bundles according to your header size and guard type:

#### Regular Guards

- 30 foot and larger – MD #220101

#### Stub Guards

- 30 foot and larger – MD #220103

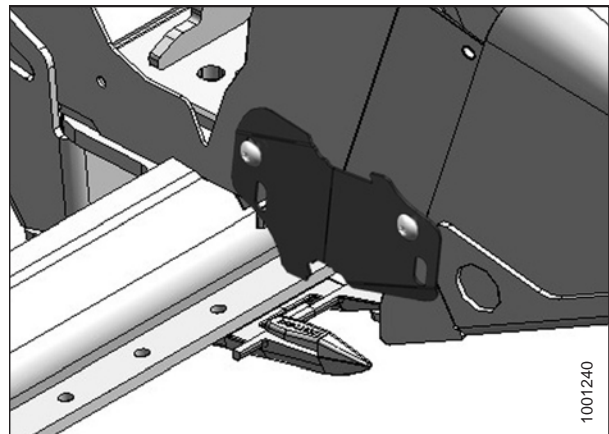


Figure 6.7: Knifehead Shield

### 6.3.3 Stub Guard Conversion Kit

Stub guards, complete with top guides and adjuster shoes, are designed to cut tough crops.

Installation and adjustment instructions are included in the kit.

Order one of the following bundles according to your header size:

- 30 foot – MD #B5012
- 35 foot – MD #B5013

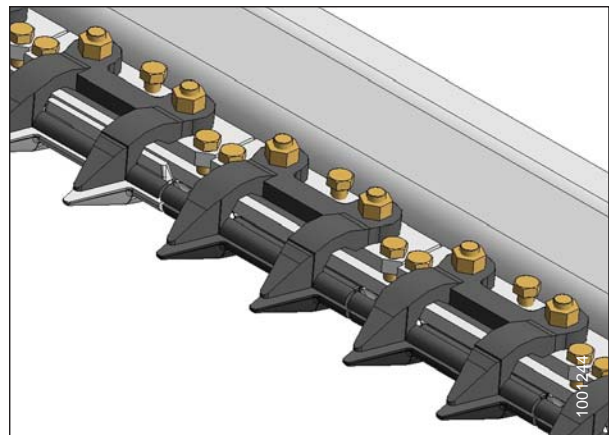


Figure 6.8: Stub Guards

## OPTIONS AND ATTACHMENTS

### 6.3.4 Vertical Knife Mounts

The vertical knife mounts allow the installation of vertically oriented knives onto both ends of the header.

The vertical knives themselves are not sold by MacDon and must be purchased from a separate supplier

Installation and adjustment instructions are included in the bundle.

Order the following bundles according to left or right side:

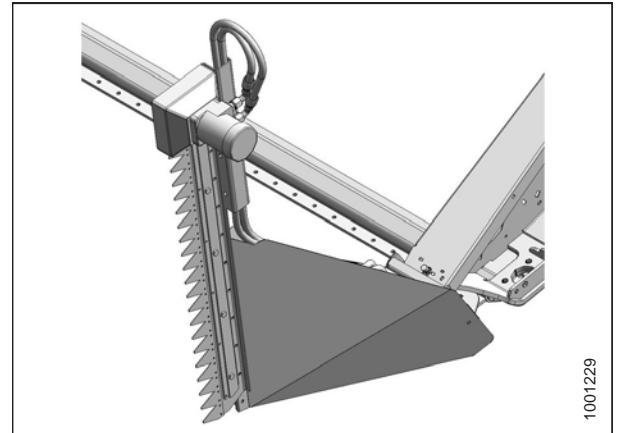
- Left Side – MD #B5757
- Right Side – MD #B5758

**NOTE:**

The Left Vertical Knife Mount kit can only be installed if installing both sides.

**NOTE:**

If mounting onto multiple headers, you will also require the auxiliary vertical knife plumbing kit MD #B5406.



**Figure 6.9: Vertical Knife Mount**

## 6.4 Header

### 6.4.1 Divider Latch Kit

Divider latch kits attach to the endsheets. They allow for quick removal and storage of endsheet divider cones and, if required, reduce the transport width of the header.

Installation instructions are included in the kit.

MD #B5607

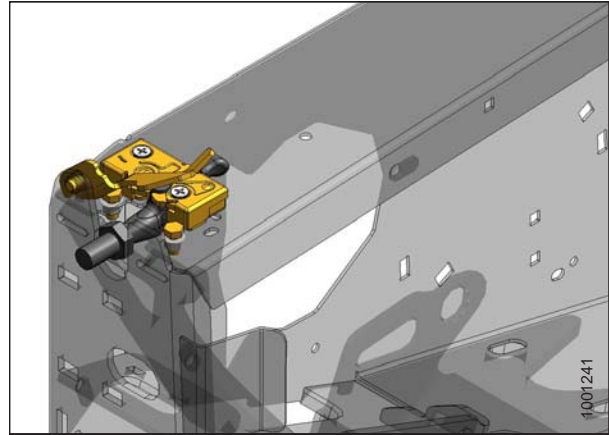


Figure 6.10: Divider Latch

### 6.4.2 Stabilizer Wheels

Stabilizer wheels help to stabilize the header in field conditions that would otherwise cause the header to bounce, resulting in uneven cutting heights. Installation and adjustment instructions are included in the kit.

MD #C1986

#### **Second Stabilizer Wheel kit**

The Second Stabilizer Wheel kit is available to upgrade the header to two stabilizer wheels. Each kit consists of one wheel assembly; two kits are required to upgrade both sides of the header.

Installation instructions are included with the kit.

MD #B6179

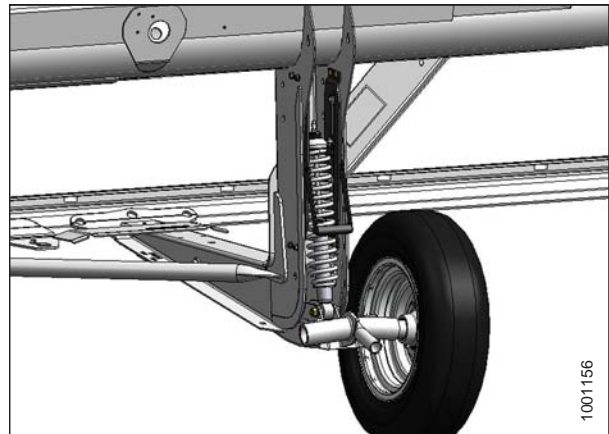


Figure 6.11: Stabilizer Wheel

### 6.4.3 Stabilizer/Slow Speed Transport Wheels

Stabilizer/slow speed transport wheels help to stabilize the header in field conditions that would otherwise cause the header to bounce, resulting in uneven cutting heights. This system is similar to the Stabilizer Wheel option. Refer to [6.4.2 Stabilizer Wheels, page 484](#).

Stabilizer/slow speed transport wheels are used to convert the header into transport mode for slow-speed towing behind a properly configured combine (or agricultural tractor). A tow pole and installation instructions are included in the kit.

MD #C1997



**Figure 6.12: Stabilizer/Transport Wheels**

## 6.5 Crop Delivery

### 6.5.1 CA25 Feed Auger Flighting

The CA25 Feed Auger Flighting Extension kit may improve feeding in certain crops such as rice or heavy green crop. It is not recommended in cereal crops. Installation instructions are provided in the kit.

MD #B4829

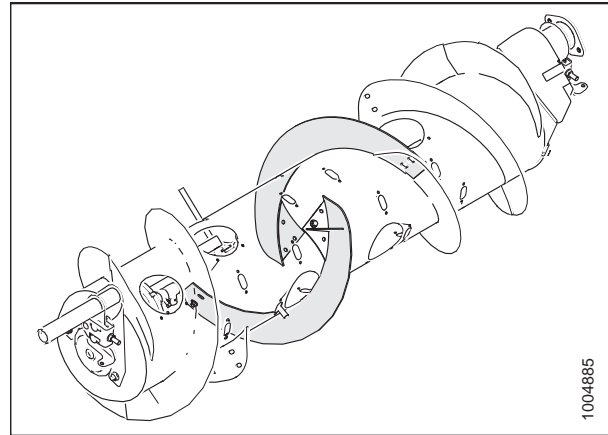


Figure 6.13: CA25 Feed Auger Flighting

### 6.5.2 European Adapter Seal Kit

The European Adapter Seal kit encloses the transition area between the feed draper and side draper near the front of the header. It also includes side rubber flaps to close off the areas between the adapter and header.

This kit is **NOT RECOMMENDED** for use if rocks are present.

Installation instructions are included in the kit.

MD #B5612

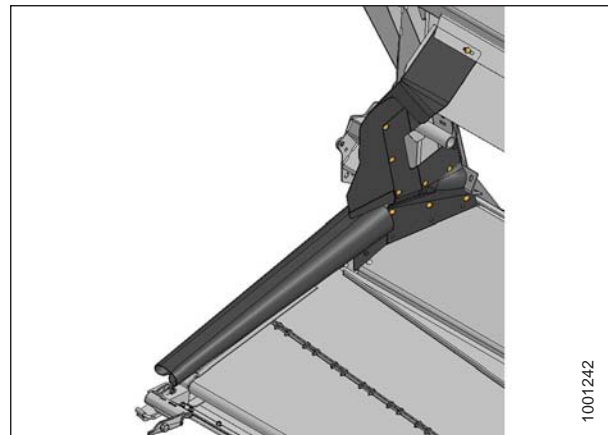


Figure 6.14: European Adapter Seal Kit



## OPTIONS AND ATTACHMENTS

### 6.5.3 Draper Deflector (Narrow)

Narrow metal draper deflectors attach to the inboard side of the endsheets to prevent material from falling through the gap between the endsheet and the draper while minimizing reel carryover in bushy crops.

Refer to your parts catalog for the necessary parts.

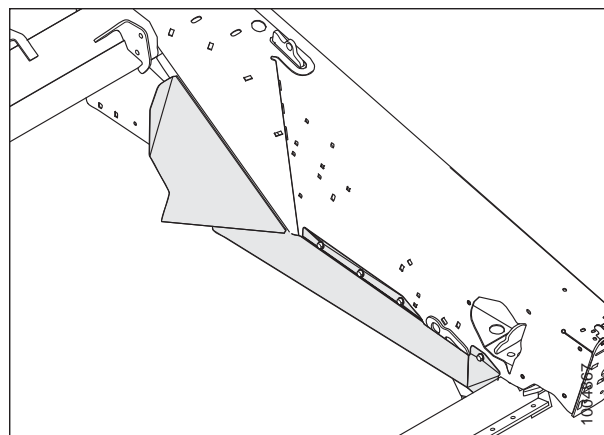


Figure 6.15: Draper Deflector (Narrow)

### 6.5.4 Draper Deflector (Wide)

Wide metal draper deflectors attach to the inboard side of the endsheets to prevent material from falling through the gap between the endsheet and the draper.

Refer to your parts catalog for the necessary parts.

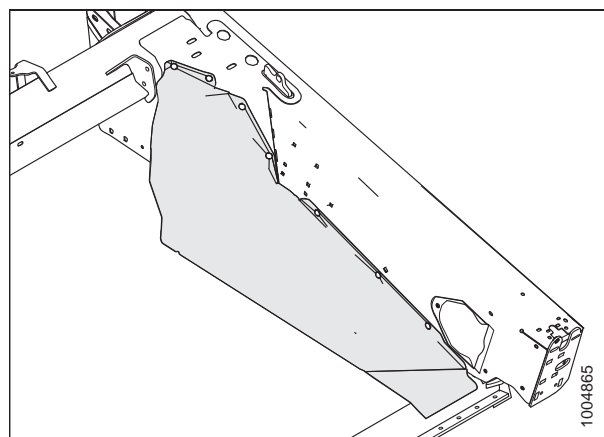


Figure 6.16: Draper Deflector (Wide)

### 6.5.5 Stripper Bars

Stripper bars improve feeding in certain crops such as rice. They are **NOT** recommended in cereal crops.

Choose from the following combine models to determine which stripper bar kit to order.

- CLAAS (Narrow Body) – MD #B4830
- CLAAS (Wide Body) – MD #B4920
- CIH 2377/88 and 2577/2588 – MD #B4830
- JD CTS/STS – MD #B4921
- CIH 7010/8010 – MD #B4922
- NH CR 970/980/9070/9080 – MD #B4922
- NH CX/TX CIH 2366 – MD #B4920
- NH CR 940/960/9040/9060 – MD #B4923

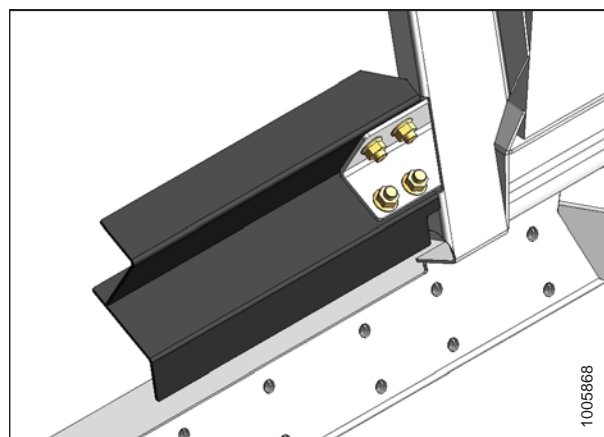


Figure 6.17: Stripper Bar

## OPTIONS AND ATTACHMENTS

### 6.5.6 Rice Divider Rods

Rice divider rods attach to the left- and right crop dividers and divide tall and tangled rice crops in a similar manner to standard crop divider rods performing in standing crops. Installation instructions are included in the kit.

MD #B5609

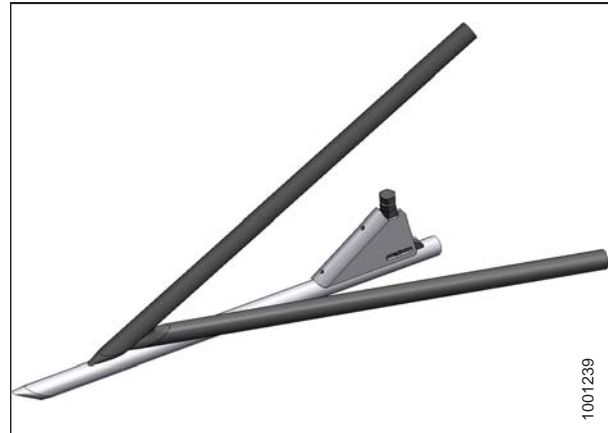


Figure 6.18: Rice Divider Rod

### 6.5.7 Auger Dent Repair Kit

This kit allows Operators to repair dents close to the finger/guide area that the feed auger may have sustained during regular use.

Attachment hardware and installation instructions are included in the kit.

MD #237563

Instruction MD #147606

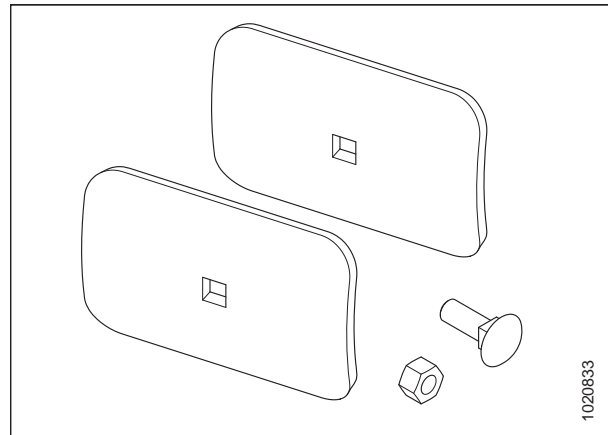


Figure 6.19: Auger Dent Repair Kit

### 6.5.8 Upper Cross Auger (UCA)

The upper cross auger attaches in front of the backtube and improves crop feeding into the center of the header in heavy crop conditions. It is ideal for high-volume harvesting of forages, oats, canola, mustard and other tall, bushy, hard to feed crops.

Installation instructions are included with the kit.

Order from the following bundles according to your header size:

- 30 foot – MD #B4847
- 35 foot – MD #B4848
- 40 foot – MD #B4849
- 45 foot – MD #B4849

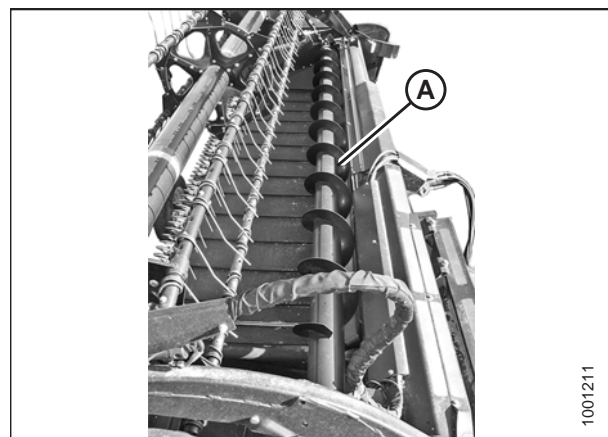


Figure 6.20: Upper Cross Auger

## 7 Troubleshooting

### 7.1 Crop Loss at Cutterbar

Symptom	Problem	Solution	Refer to
Does not pick up down crop	Cutterbar too high	Lower cutterbar	<a href="#">3.7.1 Cutting Height, page 53</a>
Does not pick up down crop	Header angle too low	Increase header angle	<a href="#">3.7.4 Header Angle, page 76</a>
Does not pick up down crop	Reel too high	Lower reel	<a href="#">3.7.9 Reel Height, page 84</a>
Does not pick up down crop	Reel too far back	Move reel forward	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Does not pick up down crop	Ground speed too fast for reel speed	Reduce ground speed or increase reel speed	<ul style="list-style-type: none"> <li>• <a href="#">3.7.5 Reel Speed, page 79</a></li> <li>• <a href="#">3.7.6 Ground Speed, page 80</a></li> </ul>
Does not pick up down crop	Reel fingers not lifting crop sufficiently	Increase finger pitch aggressiveness	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Does not pick up down crop	Reel fingers not lifting crop sufficiently	Install lifter guards	See your MacDon Dealer
Heads shattering or breaking off	Reel speed too fast	Reduce reel speed	<a href="#">3.7.5 Reel Speed, page 79</a>
Heads shattering or breaking off	Reel too low	Raise reel	<a href="#">3.7.9 Reel Height, page 84</a>
Heads shattering or breaking off	Ground speed too fast	Reduce ground speed	<a href="#">3.7.6 Ground Speed, page 80</a>
Heads shattering or breaking off	Crop too ripe	Operate at night when humidity is higher	—
Cut grain falling ahead of cutterbar	Ground speed too slow	Increase ground speed	<a href="#">3.7.6 Ground Speed, page 80</a>
Cut grain falling ahead of cutterbar	Reel speed too slow	Increase reel speed	<a href="#">3.7.5 Reel Speed, page 79</a>
Cut grain falling ahead of cutterbar	Reel too high	Lower reel	<a href="#">3.7.9 Reel Height, page 84</a>
Cut grain falling ahead of cutterbar	Cutterbar too high	Lower cutterbar	<a href="#">3.7.1 Cutting Height, page 53</a>
Cut grain falling ahead of cutterbar	Reel too far forward	Move reel back on arms	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Cut grain falling ahead of cutterbar	Cutting at speeds over 10 km/h (6 mph) with high torque (10-tooth) reel drive sprocket	Replace with standard torque (19-tooth) reel drive sprocket	<ul style="list-style-type: none"> <li>• <a href="#">5.14.3 Replacing Reel Drive Sprocket, page 465</a></li> <li>• See your MacDon Dealer</li> </ul>
Cut grain falling ahead of cutterbar	Worn or broken knife components	Replace components	<a href="#">5.8 Knife, page 376</a>
Strips of uncut material	Crowding uncut crop	Allow enough room for crop to be fed to cutterbar	—
Strips of uncut material	Broken knife sections	Replace broken sections	<a href="#">5.8.1 Replacing Knife Section, page 376</a>
Excessive bouncing at normal field speed	Float set too light	Adjust header float	<a href="#">3.7.2 Header Float, page 58</a>
Divider rod running down standing crop	Divider rods too long	Remove divider rod	<a href="#">3.7.13 Crop Divider Rods, page 99</a>
Bushy or tangled crop flows over divider rod, builds up on endsheets	Divider rods providing insufficient separation	Install long divider rods	<a href="#">3.7.13 Crop Divider Rods, page 99</a>
Crop not being cut at ends	Reel not frowning or not centered in header	Adjust reel frown or reel horizontal position	<ul style="list-style-type: none"> <li>• <a href="#">3.7.10 Reel Fore-Aft Position, page 84</a></li> <li>• <a href="#">5.13.2 Reel Frown, page 439</a></li> </ul>
Crop not being cut at ends	Knife hold-downs not adjusted properly	Adjust hold-downs so knife works freely, but still keep sections from lifting off guards	<a href="#">Checking and Adjusting Knife Hold-Downs, page 386</a>
Crop not being cut at ends	Knife sections or guards are worn or broken	Replace all worn and broken cutting parts	<a href="#">5.8 Knife, page 376</a>
Crop not being cut at ends	Header is not level	Level header	<a href="#">3.9 Levelling the Header, page 246</a>
Crop not being cut at ends	Reel fingers not lifting crop properly ahead of knife	Adjust reel position/ finger pitch	<ul style="list-style-type: none"> <li>• <a href="#">3.7.10 Reel Fore-Aft Position, page 84</a></li> <li>• <a href="#">3.7.11 Reel Tine Pitch, page 91</a></li> </ul>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Crop not being cut at ends	Divider runs down thick crop at ends, preventing proper feeding due to material bridging the cutter guards	Replace three or four end guards with stub guards	<ul style="list-style-type: none"> <li>• <a href="#">5.8.7 Knife Guards, page 380</a></li> <li>• <a href="#">6.3.3 Stub Guard Conversion Kit, page 482</a></li> <li>• See your MacDon Dealer</li> </ul>
Material accumulating in gap between cut-out in endsheet and knifehead	Crop heads leaning away from knifehead hole in endsheet	Add knifehead shield(s), except in damp/sticky soils	<a href="#">5.8.8 Knifehead Shield, page 391</a>

## 7.2 Cutting Action and Knife Components

Symptom	Problem	Solution	Refer to
Ragged or uneven cutting of crop	Knife hold-downs not adjusted properly	Adjust hold-downs	<i>Checking and Adjusting Knife Hold-Downs, page 386</i>
Ragged or uneven cutting of crop	Knife sections or guards are worn or broken	Replace all worn and broken cutting parts	<i>5.9 Knife Drive, page 393</i>
Ragged or uneven cutting of crop	Knife is not operating at recommended speed	Check engine speed of combine	Refer to the combine operator's manual
Ragged or uneven cutting of crop	Ground speed too fast for reel speed	Reduce ground speed or increase reel speed	<ul style="list-style-type: none"> <li>• <i>3.7.5 Reel Speed, page 79</i></li> <li>• <i>3.7.6 Ground Speed, page 80</i></li> </ul>
Ragged or uneven cutting of crop	Reel fingers not lifting crop properly ahead of knife	Adjust reel position/ finger pitch	<ul style="list-style-type: none"> <li>• <i>3.7.10 Reel Fore-Aft Position, page 84</i></li> <li>• <i>3.7.11 Reel Tine Pitch, page 91</i></li> </ul>
Ragged or uneven cutting of crop	Cutterbar too high	Lower cutting height	<i>3.7.1 Cutting Height, page 53</i>
Ragged or uneven cutting of crop	Header angle too flat	Steepen header angle	<i>3.7.4 Header Angle, page 76</i>
Ragged or uneven cutting of crop	Bent knife causing binding of cutting parts	Straighten bent knife and align guards	<i>5.8.7 Knife Guards, page 380</i>
Ragged or uneven cutting of crop	Cutting edge of guards not close enough or parallel to knife sections	Align guards	<i>5.8.7 Knife Guards, page 380</i>
Ragged or uneven cutting of crop	Tangled/tough-to-cut crop	Install stub guards	<ul style="list-style-type: none"> <li>• See your MacDon Dealer</li> <li>• <i>Checking and Adjusting Knife Hold-Downs, page 386</i></li> <li>• <i>6.3.3 Stub Guard Conversion Kit, page 482</i></li> </ul>
Ragged or uneven cutting of crop	Reel too far back	Move reel forward	<i>3.7.10 Reel Fore-Aft Position, page 84</i>
Ragged or uneven cutting of crop	Loose knife drive belt	Adjust drive belt tension	<i>5.9.2 Knife Drive Belts, page 400</i>
Knife plugging	Reel too high or too far forward	Lower reel or move reel rearward	<ul style="list-style-type: none"> <li>• <i>3.7.9 Reel Height, page 84</i></li> <li>• <i>3.7.10 Reel Fore-Aft Position, page 84</i></li> </ul>



## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Knife plugging	Ground speed too slow	Increase ground speed	<a href="#">3.7.6 Ground Speed, page 80</a>
Knife plugging	Loose knife drive belt	Adjust drive belt tension	<a href="#">5.9.2 Knife Drive Belts, page 400</a>
Knife plugging	Improper knife hold-down adjustment	Adjust hold-down	<a href="#">Checking and Adjusting Knife Hold-Downs, page 386</a>
Knife plugging	Dull or broken knife section	Replace knife section	<a href="#">5.8.1 Replacing Knife Section, page 376</a>
Knife plugging	Bent or broken guards	Align or replace guards	<a href="#">5.8.7 Knife Guards, page 380</a>
Knife plugging	Reel fingers not lifting crop properly ahead of knife	Adjust reel position/ finger pitch	<ul style="list-style-type: none"> <li>• <a href="#">3.7.10 Reel Fore-Aft Position, page 84</a></li> <li>• <a href="#">3.7.11 Reel Tine Pitch, page 91</a></li> </ul>
Knife plugging	Steel pick-up fingers contacting knife	Increase reel clearance to cutterbar or adjust "frown"	<ul style="list-style-type: none"> <li>• <a href="#">5.13.1 Reel Clearance to Cutterbar, page 436</a></li> <li>• <a href="#">5.13.2 Reel Frown, page 439</a></li> </ul>
Knife plugging	Float too heavy	Adjust springs for lighter float	<a href="#">3.7.2 Header Float, page 58</a>
Knife plugging	Mud or dirt build-up on cutterbar	Raise cutterbar by lowering skid shoes	<a href="#">Cutting on the Ground, page 56</a>
Knife plugging	Mud or dirt build-up on cutterbar	Install cut-out sections	<a href="#">Installing Knifehead Shield, page 392</a>
Knife plugging	Mud or dirt build-up on cutterbar	Flatten header angle	<a href="#">3.7.4 Header Angle, page 76</a>
Knife plugging	Knife is not operating at recommended speed	Check engine speed of combine	Refer to combine operator's manual
Excessive header vibration	Knife hold-downs not adjusted properly	Adjust hold-downs	<a href="#">Checking and Adjusting Knife Hold-Downs, page 386</a>
Excessive header vibration	Knife not operating at recommended speed	Check engine speed of combine	Refer to combine operator's manual
Excessive header vibration	Excessive knife wear	Replace knife	<ul style="list-style-type: none"> <li>• <a href="#">5.8.2 Removing Knife, page 377</a></li> <li>• <a href="#">5.8.5 Installing Knife, page 379</a></li> </ul>
Excessive header vibration	Loose or worn knifehead pin or drive arm	Tighten or replace parts	<a href="#">5.8.1 Replacing Knife Section, page 376</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Excessive vibration of adapter and header	Incorrect knife speed	Adjust knife speed	<a href="#">3.7.8 Knife Speed, page 82</a>
Excessive vibration of adapter and header	Driveline U-joints worn	Replace U-joints	See your MacDon Dealer
Excessive vibration of adapter and header	Bent cutterbar	Straighten cutterbar	See your MacDon Dealer
Excessive breakage of knife sections or guards	Knife hold-downs not adjusted properly	Adjust hold-downs	<a href="#">Checking and Adjusting Knife Hold-Downs, page 386</a>
Excessive breakage of knife sections or guards	Cutterbar operating too low in stony conditions	Raise cutterbar, using skid shoes	<a href="#">Cutting on the Ground, page 56</a>
Excessive breakage of knife sections or guards	Float is set too heavy	Adjust float springs for lighter float	<a href="#">3.7.2 Header Float, page 58</a>
Excessive breakage of knife sections or guards	Bent or broken guard	Straighten or replace guard	<a href="#">5.8.7 Knife Guards, page 380</a>
Excessive breakage of knife sections or guards	Header angle too steep	Flatten header angle	<a href="#">3.7.4 Header Angle, page 76</a>
Knife back breakage	Bent or broken guard	Straighten or replace guard	<a href="#">5.8.7 Knife Guards, page 380</a>
Knife back breakage	Worn knifehead pin	Replace knifehead pin	<ul style="list-style-type: none"> <li>• <a href="#">5.8.3 Removing Knifehead Bearing, page 378</a></li> <li>• <a href="#">5.8.4 Installing Knifehead Bearing, page 379</a></li> </ul>
Knife back breakage	Dull knife	Replace knife	<ul style="list-style-type: none"> <li>• <a href="#">5.8.2 Removing Knife, page 377</a></li> <li>• <a href="#">5.8.5 Installing Knife, page 379</a></li> </ul>

## 7.3 Reel Delivery

Symptom	Problem	Solution	Refer to
Reel not releasing material in normal standing crop	Reel speed too fast	Reduce reel speed	<a href="#">3.7.5 Reel Speed, page 79</a>
Reel not releasing material in normal standing crop	Reel too low	Raise reel	<a href="#">3.7.9 Reel Height, page 84</a>
Reel not releasing material in normal standing crop	Reel tines too aggressive	Reduce cam setting	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Reel not releasing material in normal standing crop	Reel too far back	Move reel forward	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Reel not releasing material in lodged and standing crop (reel fully lowered)	Reel tines too aggressive for standing crop	Reduce cam setting (one or two)	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Wrapping on reel end	Reel tines too aggressive	Reduce cam setting	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Wrapping on reel end	Reel too low	Raise reel	<a href="#">3.7.9 Reel Height, page 84</a>
Wrapping on reel end	Reel speed too fast	Reduce reel speed	<a href="#">3.7.5 Reel Speed, page 79</a>
Wrapping on reel end	Crop conditions	Install optional endshields	See your MacDon Dealer
Wrapping on reel end	Reel not centered in header	Center reel in header	<a href="#">5.13.3 Centering Reel, page 441</a>
Reel releases crop too quickly	Reel tines not aggressive enough	Increase cam setting	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Reel releases crop too quickly	Reel too far forward	Move reel back	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Reel will not lift	Reel lift couplers are incompatible or defective	Change quick coupler	—
Reel will not turn	Quick couplers not properly connected	Connect couplers	Refer to the combine operator's manual
Reel will not turn	Reel drive chain disconnected	Connect chain	<ul style="list-style-type: none"> <li><a href="#">5.14.6 Replacing Drive Chain on Double Reel, page 471</a></li> </ul>
Reel motion uneven under no load	Excessive slack in reel drive chain	Tighten chain	<a href="#">5.14.2 Adjusting Reel Drive Chain Tension, page 463</a>
Reel motion is uneven or stalls in heavy crops	Reel speed too fast	Reduce reel speed	<a href="#">3.7.5 Reel Speed, page 79</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Reel motion is uneven or stalls In heavy crops	Reel fingers not aggressive enough	Move to a more aggressive finger pitch notch	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Reel motion is uneven or stalls In heavy crops	Reel too low	Raise reel	<a href="#">3.7.9 Reel Height, page 84</a>
Reel motion is uneven or stalls In heavy crops	Relief valve on combine (not on combine adapter) has low relief pressure setting	Increase relief pressure to manufacturer's recommendations	Refer to the combine operator's manual
Reel motion is uneven or stalls In heavy crops	Low oil reservoir level on combine <b>NOTE:</b> Sometimes there is more than one reservoir	Fill to proper level	Refer to the combine operator's manual
Reel motion is uneven or stalls In heavy crops	Relief valve malfunction	Replace relief valve	Refer to the combine operator's manual
Reel motion is uneven or stalls In heavy crops	Cutting tough crops with standard torque (19-tooth) reel drive sprocket	Replace with high torque (10-tooth or 14-tooth) reel drive sprocket	<a href="#">5.14.3 Replacing Reel Drive Sprocket, page 465</a>
Plastic fingers cut at tip	Insufficient reel to cutterbar clearance	Increase clearance	<a href="#">5.13.1 Reel Clearance to Cutterbar, page 436</a>
Plastic fingers bent rearward at tip	Reel digging into ground with reel speed slower than ground speed	Raise header	<a href="#">3.7.1 Cutting Height, page 53</a>
Plastic fingers bent rearward at tip	Reel digging into ground with reel speed slower than ground speed	Decrease header tilt	<a href="#">3.7.4 Header Angle, page 76</a>
Plastic fingers bent rearward at tip	Reel digging into ground with reel speed slower than ground speed	Move reel aft	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Plastic fingers bent forward at tip (opposite of above)	Reel digging into ground with reel speed faster than ground speed	Raise header	<a href="#">3.7.1 Cutting Height, page 53</a>
Plastic fingers bent forward at tip (opposite of above)	Reel digging into ground with reel speed faster than ground speed	Decrease header tilt	<a href="#">3.7.4 Header Angle, page 76</a>
Plastic fingers bent forward at tip (opposite of above)	Reel digging into ground with reel speed faster than ground speed	Move reel aft	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Plastic fingers bent close to tine tube	Excessive plugging at cutterbar with wads of crop accumulating at cutterbar while maintaining reel operation	Correct plugging/cutting issues	<a href="#">3.10 Unplugging the Cutterbar, page 248</a>
Plastic fingers bent close to tine tube	Excessive plugging at cutterbar with wads of crop accumulating at cutterbar while maintaining reel operation	Stop reel before plugging becomes excessive	<a href="#">3.10 Unplugging the Cutterbar, page 248</a>

## 7.4 Header and Drapers

Symptom	Problem	Solution	Refer to
Insufficient header lift	Low relief pressure	Increase relief pressure	Refer to the combine operator's manual
Insufficient side draper speed	Speed control set too low	Increase control setting	<a href="#">3.7.7 Draper Speed, page 80</a>
Insufficient side draper speed	Relief pressure too low	Increase relief pressure to recommended setting	See your MacDon Dealer
Insufficient side draper speed	Worn out gear pump	Replace pump	See your MacDon Dealer
Insufficient side draper speed	Combine header drive too slow	Adjust to correct speed for combine model	Refer to the combine operator's manual
Insufficient side draper speed	Pressure compensator (V7) set too low	Adjust to increase setting	Refer to the combine operator's manual
Draper will not drive	Drapers are loose	Tighten drapers	<a href="#">5.12.3 Checking and Adjusting Side Draper Tension, page 420</a>
Draper will not drive	Drive or idler roller wrapped with material	Loosen draper and clean rollers	<a href="#">5.12.3 Checking and Adjusting Side Draper Tension, page 420</a>
Draper will not drive	Slat or connector bar jammed by frame or material	Loosen draper and clear obstruction	<a href="#">5.12.3 Checking and Adjusting Side Draper Tension, page 420</a>
Draper will not drive	Roller bearing seized	Replace roller bearing	<a href="#">5.12.6 Side Draper Roller Maintenance, page 426</a>
Draper will not drive	Low hydraulic oil	Fill reservoir to full level	<a href="#">5.4.2 Adding Oil to Hydraulic Reservoir, page 344</a>
Draper will not drive	Incorrect relief setting at flow control valve	Adjust relief setting	See your MacDon Dealer
Draper stalling	Material not feeding evenly off knife	Lower reel	<a href="#">3.7.9 Reel Height, page 84</a>
Draper stalling	Material not feeding evenly off knife	Install stub guards	<a href="#">6.3.3 Stub Guard Conversion Kit, page 482</a>
Draper stalling	Material accumulates inside or under front edge of draper	Adjust deck height	<a href="#">5.12.5 Adjusting Deck Height, page 424</a>
Adapter auger back-feeds	Auger set too high	Check reversing mechanism inside auger	Refer to the combine operator's manual
Adapter auger back-feeds	Auger set too high	Lower auger	<a href="#">5.7.1 Adjusting Auger to Pan Clearance, page 356</a>



## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Adapter auger back-feeds	<b>John Deere:</b> Feeder chain running too slow	Run feeder chain at high speed	Refer to the combine operator's manual
Adapter auger back-feeds	<b>John Deere:</b> Equipped with feeder chain with 4 pitches per bar	Replace with six pitch per bar feeder chain, or remove every other bar	Refer to the combine operator's manual
Adapter auger back-feeds	<b>Case:</b> Stone retarding drum installed, or smooth feeder chain bars installed	Install standard drum or fill slots in stone retarding drum, or install serrated feed chain bars	Refer to the combine operator's manual
Hesitation in flow of bulky crop	Header angle too flat	Steepen header angle	<a href="#">3.7.4 Header Angle, page 76</a>
Hesitation in flow of bulky crop	Material overload on drapers	Increase side draper speed	<a href="#">3.7.7 Draper Speed, page 80</a>
Hesitation in flow of bulky crop	Material overload on drapers	Install upper cross auger (UCA)	See your MacDon Dealer
Hesitation in flow of bulky crop	Material overload on drapers	Add flighting extensions	<a href="#">4.1.1 Using Flighting Extensions, page 269</a>
Hesitation in flow of bulky crop	Material accumulation at auger ends	Install stripper bars	<a href="#">4.1.2 Using Stripper Bars, page 269</a>
Hesitation in flow of bulky crop	<b>CASE:</b> Stone retarder blocks interfering with crop flow	Adjust blocks to minimum height	Refer to the combine operator's manual
Hesitation in flow of bulky crop	Side drapers running too fast, piling material in center of feeder draper	Reduce header side draper speed	<a href="#">3.7.7 Draper Speed, page 80</a>
Hesitation in flow of bulky crop	Feeder house chain drum too low	Move drum to corn position	Refer to the combine operator's manual
Adapter auger wraps crop	Crop susceptible to wrapping (flax)	Add flighting extensions or stripper bars	<ul style="list-style-type: none"> <li>• <a href="#">4.1.2 Using Stripper Bars, page 269</a></li> <li>• <a href="#">4.1.1 Using Flighting Extensions, page 269</a></li> </ul>
Adapter auger wraps crop	Auger speed too fast	Install slow down kit	See your MacDon Dealer
Adapter auger stalling	Auger drive chain disengaging the driven sprocket	Check drive chain tension	<a href="#">5.7.2 Checking Auger Drive Chain Tension, page 357</a>
Combine feeder drum wraps crop	Crop susceptible to wrapping (flax)	Add stripper bars	<a href="#">4.1.2 Using Stripper Bars, page 269</a>
Crop backs up or hesitates on feed draper	Feed draper stalling	Clean debris from poly pan	—
Crop backs up or hesitates on feed draper	Feed draper stalling	Check feed draper tension	<a href="#">5.12.4 Adjusting Side Draper Tracking, page 422</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Crop backs up or hesitates on feed draper	Feed draper stalling	Replace roller bearing(s)	<a href="#">Replacing Adapter Feed Draper Drive Roller Bearing, page 409</a>
Crop backs up or hesitates on feed draper	Feed draper stalling	Check feed draper motor	—
Crop backs up or hesitates on feed draper	Heavy crop plugging between adapter auger and feed draper	Check auger clearance	<a href="#">5.7.1 Adjusting Auger to Pan Clearance, page 356</a>
Crop backs up or hesitates on feed draper	Heavy crop plugging between adapter auger and feed draper	Refer to Adapter auger back-feeds earlier in this table	—
Crop backs up or hesitates on feed draper	Excessive clearance from auger to drive roller	Lower auger	<a href="#">5.7.1 Adjusting Auger to Pan Clearance, page 356</a>
Crop backs up or hesitates on feed draper	Auger speed too slow	Install auger speed-up kit	See your MacDon Dealer
Side drapers back-feed	Side drapers running too slow in heavy crop	Increase side draper speed	<a href="#">3.7.7 Draper Speed, page 80</a>
Crop is thrown across opening and under opposite side draper	Side drapers running too fast in light crop	Reduce side draper speed	<a href="#">3.7.7 Draper Speed, page 80</a>
Crop is thrown across opening and under opposite side draper	Excessive overlap of feeder draper	Center side draper drive rollers over feed draper side deflectors	See your MacDon Dealer
Crop feeding into feeder house at sides more than at center	Auger not delivering crop properly	Add flighting extensions	<a href="#">4.1.1 Using Flighting Extensions, page 269</a>
Crop feeding into feeder house at sides more than at center	Auger not delivering crop properly	Add stripper bars	<a href="#">4.1.2 Using Stripper Bars, page 269</a>
Crop feeding into feeder house at sides more than at center	Auger not delivering crop properly	Remove auger outer tines	<a href="#">Removing Feed Auger Tines, page 368</a>
Crop feeding into feeder house at sides more than at center	Auger not delivering crop properly	Install auger speed-up kit	See your MacDon Dealer
Crop feeding into feeder house at center more than at sides	Auger not delivering crop properly	Add auger outer tines	<a href="#">Removing Feed Auger Tines, page 368</a>
Crop feeding into feeder house at center more than at sides	Auger not delivering crop properly	Remove flighting extensions	<a href="#">4.1.1 Using Flighting Extensions, page 269</a>
Crop feeding into feeder house at center more than at sides	Auger not delivering crop properly	Remove auger stripper bars	<a href="#">4.1.2 Using Stripper Bars, page 269</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Crop getting stuffed in gap between cut-out in endsheet and knifehead	Crop heads leaning away from knifehead hole in endsheet	Add shields, except in damp/sticky soils	<a href="#">5.8.8 Knifehead Shield, page 391</a>
Material accumulates inside or under front edge of draper	Deck height improperly adjusted	Adjust deck height	<a href="#">5.12.5 Adjusting Deck Height, page 424</a>
Material wrapping at upper cross auger (UCA) beater bars	Crop conditions do not require beater bars	Remove beater bars	<a href="#">3.12 Upper Cross Auger (UCA), page 250</a>
Material accumulating on end deflectors and releasing in bunches	End deflectors too wide	Trim deflector or replace with narrow deflector (MD #172381)	—
Cutterbar pushes dirt across entire length	Header height too low	Raise header height with float optimizer control	Refer to the combine operator's manual
Cutterbar pushes dirt across entire length	Float locked	Unlock float	<a href="#">3.7.2 Header Float, page 58</a>
Cutterbar pushes dirt across entire length	Float set too heavy	Adjust float	
Cutterbar pushes dirt across entire length	Header angle too steep	Adjust header to optimum angle	<a href="#">3.7.4 Header Angle, page 76</a>
Pushing dirt at combine adapter lower beam	Combine face plate incorrectly installed	Remove adapter and check combine faceplate	Refer to the combine operator's manual
Pushing dirt at combine adapter lower beam	Header angle too flat	Increase header angle	<a href="#">3.7.4 Header Angle, page 76</a>
Pushing dirt at combine adapter lower beam	Float too light, header legs do not rest on stops	Adjust to heavier float	<a href="#">3.7.2 Header Float, page 58</a>
Wing float assembly binding	Float locked out	Disengage adapter float lockout	<a href="#">3.7.2 Header Float, page 58</a>
Wing float assembly binding	Float set too heavy	Adjust adapter springs to lighter float	
Reel contacts endsheet, especially in smile condition	Reel not centered in header	Center reel in header	<a href="#">5.13.3 Centering Reel, page 441</a>
Reel contacts endsheet, especially in smile condition	Loose reel arm brace	Center reel in header and tighten brace	<a href="#">5.13.3 Centering Reel, page 441</a>
Reel fingers being cut at header hinge points in frown condition	Reel clearance inadequate	Adjust reel clearance to cutterbar	<a href="#">Adjusting Reel Clearance, page 438</a>
Reel fingers being cut at header hinge points in frown condition	Reel clearance inadequate	Adjust reel frown at finger tubes	<a href="#">5.13.2 Reel Frown, page 439</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Longer stubble in middle than at ends, or cutterbar pushes dirt at ends	Too much weight on wings	Adjust wing balance	<i>Checking Wing Balance, page 67</i>
Longer stubble at ends than in middle, or cutterbar pushes dirt in middle	Too much weight at middle of header	Adjust wing balance	<i>Checking Wing Balance, page 67</i>
Wings will not frown without excessive down force	Wings set too light	Adjust wing balance	<i>Checking Wing Balance, page 67</i>

## 7.5 Cutting Edible Beans

Symptom	Problem	Solution	Refer to
Excessive losses at dividers	Divider rod running down crop and shattering pods	Remove divider rod	<a href="#">3.7.13 Crop Divider Rods, page 99</a>
Excessive losses at dividers	Vines and plants build up on endsheet	Install divider rod	<a href="#">3.7.13 Crop Divider Rods, page 99</a>
Reel ends wrap with crop	Uncut crop interfering on reel ends	Add reel endshields	See your MacDon Dealer
Reel wraps with crop	Reel too low	Raise reel	<a href="#">3.7.9 Reel Height, page 84</a>
Plants being stripped and complete or partial plants left behind	Header being carried off ground	Lower header to ground and run on skid shoes and/or cutterbar	<a href="#">Cutting on the Ground, page 56</a>
Plants being stripped and complete or partial plants left behind	Float set too light—cutterbar not following ground	Set float for: <ul style="list-style-type: none"> <li>• Dry ground: 50–70 kg (100–150 lb.)</li> <li>• Wet ground: 25–50 kg (50–100 lb.)</li> </ul>	<a href="#">3.7.2 Header Float, page 58</a>
Plants being stripped and complete or partial plants left behind	Reel too high	Fully retract reel cylinders	<a href="#">3.7.9 Reel Height, page 84</a>
Plants being stripped and complete or partial plants left behind	Reel too high with cylinders fully retracted	Adjust reel height	<a href="#">Adjusting Reel Clearance, page 438</a>
Plants being stripped and complete or partial plants left behind	Finger pitch too retarded	Adjust finger pitch	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Plants being stripped and complete or partial plants left behind	Reel too far back on reel support arms	Move reel forward until the fingertips skim the soil surface with header on ground and center-link properly adjusted	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Plants being stripped and complete or partial plants left behind	Header angle too shallow	Lengthen center-link; if cutting on ground, header angle can be increased by fully retracting lift cylinders	<a href="#">3.7.4 Header Angle, page 76</a>
Plants being stripped and complete or partial plants left behind	Reel too slow	Adjust reel speed to be marginally faster than ground speed	<a href="#">3.7.5 Reel Speed, page 79</a>
Plants being stripped and complete or partial plants left behind	Ground speed too high	Lower ground speed	<a href="#">3.7.6 Ground Speed, page 80</a>
Plants being stripped and complete or partial plants left behind	Header skid shoes adjusted too low	Raise skid shoes to maximum up position	<a href="#">Cutting on the Ground, page 56</a>

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Plants being stripped and complete or partial plants left behind	Dirt packs on bottom of cutterbar and raises cutterbar off the ground	Install cutterbar wear plate on bottom of cutterbar and skid shoes	See your MacDon Dealer
Plants being stripped and complete or partial plants left behind	Worn/damaged knife sections	Replace sections or complete knife	<ul style="list-style-type: none"> <li>• <a href="#">5.8.1 Replacing Knife Section, page 376</a></li> <li>• <a href="#">5.8.2 Removing Knife, page 377</a></li> <li>• <a href="#">5.8.5 Installing Knife, page 379</a></li> </ul>
Plants being stripped and complete or partial plants left behind	Dirt packs on bottom of cutterbar with wear plate and raises cutterbar off the ground	Ground too wet; allow soil to dry	—
Plants being stripped and complete or partial plants left behind	Dirt packs on bottom of cutterbar with wear plate and raises cutterbar off the ground	Manually clean the bottom of cutterbar when accumulation gets unacceptable	—
Plants being stripped and complete or partial plants left behind	Plastic wear plate for cutterbar has been installed over top of steel wear plates	Remove steel cutterbar wear plate when installing the wear plate for cutterbar	—
Plants being stripped and complete or partial plants left behind	Header is not level	Level header	<a href="#">3.9 Levelling the Header, page 246</a>
Plants being stripped and complete or partial plants left behind	Parts of vines get caught in pointed guard tip (occurs more in row-cropped beans that are hilled from cultivating)	Install stub guard kit	See your MacDon Dealer
Plant vines pinched between top of draper and cutterbar	Cutterbar has filled up with trash with draper to cutterbar gap properly adjusted	Manually remove debris from cutterbar cavity to prevent damage to drapers	—
Crop accumulating at guards and not moving rearward onto drapers	Reel finger pitch too retarded	Increase finger aggressiveness (cam position)	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Crop accumulating at guards and not moving rearward onto drapers	Reel too high relative to knife	Readjust reel minimum height with cylinders fully retracted	<a href="#">Adjusting Reel Clearance, page 438</a>
Crop accumulating at guards and not moving rearward onto drapers	Reel too far forward of cutterbar	Reposition reel	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Cutterbar guards breaking	Float insufficient	Increase float	<a href="#">3.7.2 Header Float, page 58</a>



## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Cutterbar guards breaking	Excessive amount of rocks in field	Consider installing optional stub guards  <b>Tip:</b> Experiment with a few guards on a section of cutterbar to compare the performance of the two different styles of guards	<ul style="list-style-type: none"> <li>• <a href="#">6.3.3 Stub Guard Conversion Kit, page 482</a></li> <li>• See your MacDon Dealer</li> </ul>
Reel shattering pods	Reel running too fast	Reduce reel speed	<a href="#">3.7.5 Reel Speed, page 79</a>
Reel shattering pods	Bean pods are too dry	Cut at night with heavy dew once pods have softened	—
Reel shattering pods	Reel finger pitch not aggressive enough	Increase finger aggressiveness (cam position)	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Reel shattering pods	Reel too far forward of cutterbar C-section	Reposition reel	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>
Cutterbar pushing too much trash and dirt	Header too heavy	Readjust float to make header lighter	<a href="#">3.7.2 Header Float, page 58</a>
Cutterbar pushing too much trash and dirt	Header angle too steep	Decrease header angle with lift cylinders	<a href="#">3.7.4 Header Angle, page 76</a>
Cutterbar pushing too much trash and dirt	Header angle too steep	Shorten the center-link	<a href="#">3.7.4 Header Angle, page 76</a>
Cutterbar pushing too much trash and dirt	Regular guards push dirt and plug up with trash or plug up with trash and then push dirt	Install stub guard conversion kit	See your MacDon Dealer
Cutterbar pushing too much trash and dirt	Improper support for header	Install center skid shoes on header	See your MacDon Dealer
Cutterbar pushing too much dirt in certain locations for length of field	Tire tracks or row crop ridges caused by seeding or spraying operations	Cut at angle to ridges, or crop rows to allow knife and guards to clean out better	—
Cutterbar pushing too much dirt in certain locations for length of field	Rolling land along length of field due to cultivating	Cut at 90° to undulations, provided knife floats across without digging in	—
Cutterbar fills up with dirt	Excessive gap between top of front of draper and cutterbar	Adjust front deck hooks to obtain proper clearance between cutterbar and draper	<a href="#">5.12.5 Adjusting Deck Height, page 424</a>
Cutterbar fills up with dirt	Excessive gap between top of front of draper and cutterbar	Raise header fully at each end of field or as required and shift decks back and forth to help clean out cutterbar	—

## TROUBLESHOOTING

Symptom	Problem	Solution	Refer to
Reel carries over odd plants in same location	Reel fingers (steel) bent and hook plants out of the crop flow on drapers	Straighten fingers (steel)	—
Reel carries over odd plants in same location	Dirt accumulation on end of fingers do not let plants slide off fingers over drapers	Raise reel	<a href="#">3.7.9 Reel Height, page 84</a>
Reel carries over odd plants in same location	Dirt accumulation on end of fingers do not let plants slide off fingers over drapers	Adjust reel fore and aft location to move fingers out of the ground	<a href="#">3.7.10 Reel Fore-Aft Position, page 84</a>
Reel carries over excessive amounts of plants or wads	Excessive accumulation of crop on drapers (up to height of reel center tube)	Increase draper speed	<a href="#">3.7.7 Draper Speed, page 80</a>
Reel carries over excessive amounts of plants or wads	Finger pitch too retarded	Increase finger pitch	<a href="#">3.7.11 Reel Tine Pitch, page 91</a>

## 8 Reference

### 8.1 Torque Specifications

The following tables provide correct torque values for various bolts, cap screws, and hydraulic fittings.

- Tighten all bolts to torque values specified in charts (unless otherwise noted throughout this manual).
- Replace hardware with same strength and grade of bolt.
- Use torque value tables as a guide and periodically check tightness of bolts.
- Understand torque categories for bolts and cap screws by using their identifying head markings.

#### ***Jam nuts***

When applying torque to finished jam nuts, multiply the torque applied to regular nuts by  $f=0.65$ .

#### ***Self-tapping screws***

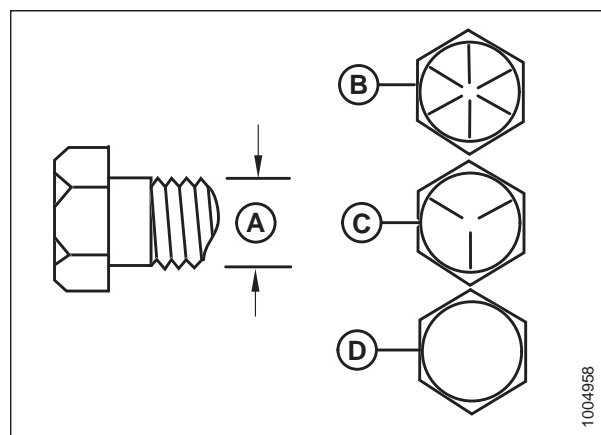
Standard torque is to be used (not to be used on critical or structurally important joints).

#### 8.1.1 SAE Bolt Torque Specifications

Torque values shown in following tables are valid for non-greased, or non-oiled threads and heads; therefore, do **NOT** grease or oil bolts or cap screws unless otherwise specified in this manual.

**Table 8.1 SAE Grade 5 Bolt and Grade 5 Free Spinning Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
1/4-20	11.9	13.2	*106	*117
5/16-18	24.6	27.1	*218	*241
3/8-16	44	48	32	36
7/16-14	70	77	52	57
1/2-13	106	118	79	87
9/16-12	153	170	114	126
5/8-11	212	234	157	173
3/4-10	380	420	281	311
7/8-9	606	669	449	496
1-8	825	912	611	676



**Figure 8.1: Bolt Grades**

A - Nominal Size  
C - SAE-5

B - SAE-8  
D - SAE-2

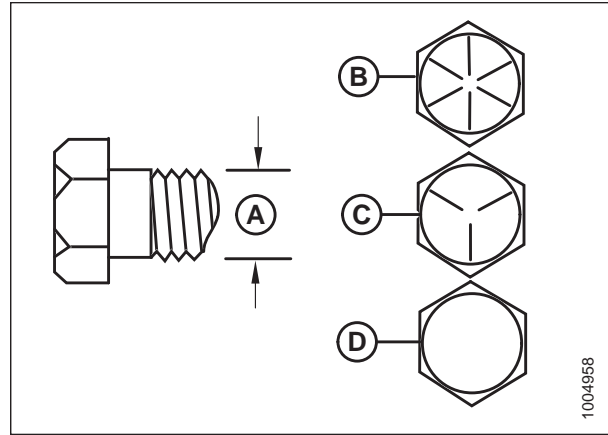
## REFERENCE

**Table 8.2 SAE Grade 5 Bolt and Grade F Distorted Thread Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
1/4-20	8.1	9	*72	*80
5/16-18	16.7	18.5	*149	*164
3/8-16	30	33	22	24
7/16-14	48	53	35	39
1/2-13	73	80	54	59
9/16-12	105	116	77	86
5/8-11	144	160	107	118
3/4-10	259	286	192	212
7/8-9	413	456	306	338
1-8	619	684	459	507

**Table 8.3 SAE Grade 8 Bolt and Grade G Distorted Thread Nut**

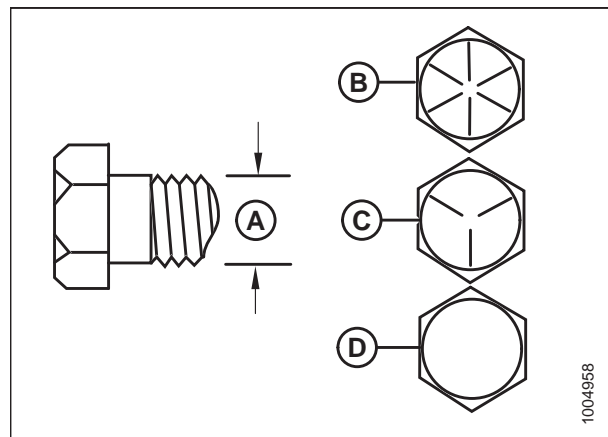
Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
1/4-20	16.8	18.6	*150	*165
5/16-18	24	26	18	19
3/8-16	42	46	31	34
7/16-14	67	74	50	55
1/2-13	102	113	76	84
9/16-12	148	163	109	121
5/8-11	204	225	151	167
3/4-10	362	400	268	296
7/8-9	583	644	432	477
1-8	874	966	647	716



**Figure 8.2: Bolt Grades**

A - Nominal Size  
C - SAE-5

B - SAE-8  
D - SAE-2



**Figure 8.3: Bolt Grades**

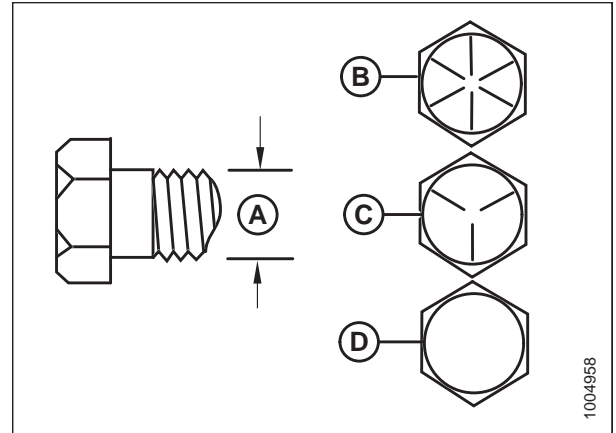
A - Nominal Size  
C - SAE-5

B - SAE-8  
D - SAE-2

## REFERENCE

**Table 8.4 SAE Grade 8 Bolt and Grade 8 Free Spinning Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
1/4-20	16.8	18.6	*150	*165
5/16-18	35	38	26	28
3/8-16	61	68	46	50
7/16-14	98	109	73	81
1/2-13	150	166	111	123
9/16-12	217	239	160	177
5/8-11	299	330	221	345
3/4-10	531	587	393	435
7/8-9	855	945	633	700
1-8	1165	1288	863	954



**Figure 8.4: Bolt Grades**

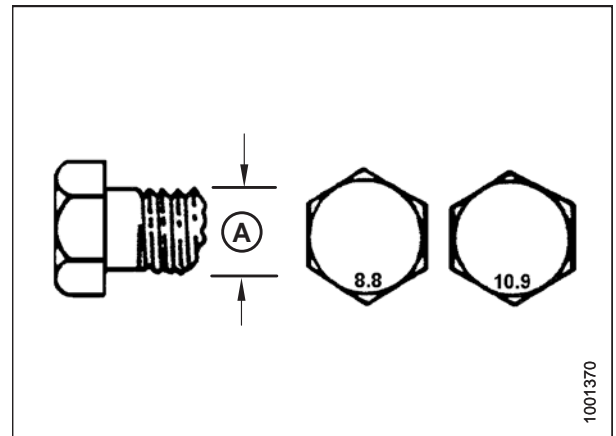
A - Nominal Size  
C - SAE-5

B - SAE-8  
D - SAE-2

## 8.1.2 Metric Bolt Specifications

**Table 8.5 Metric Class 8.8 Bolts and Class 9 Free Spinning Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
3-0.5	1.4	1.6	*13	*14
3.5-0.6	2.2	2.5	*20	*22
4-0.7	3.3	3.7	*29	*32
5-0.8	6.7	7.4	*59	*66
6-1.0	11.4	12.6	*101	*112
8-1.25	28	30	20	23
10-1.5	55	60	40	45
12-1.75	95	105	70	78
14-2.0	152	168	113	124
16-2.0	236	261	175	193
20-2.5	460	509	341	377
24-3.0	796	879	589	651

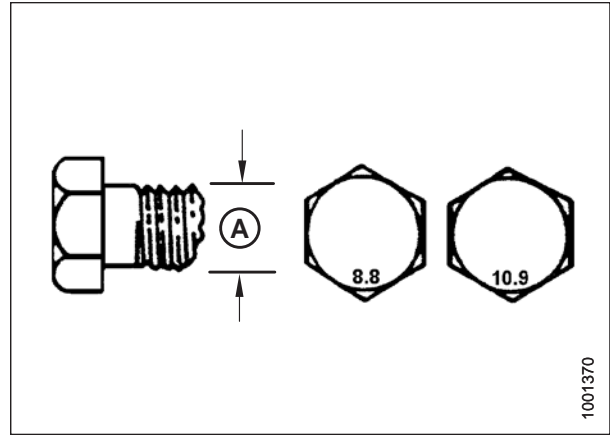


**Figure 8.5: Bolt Grades**

## REFERENCE

**Table 8.6 Metric Class 8.8 Bolts and Class 9 Distorted Thread Nut**

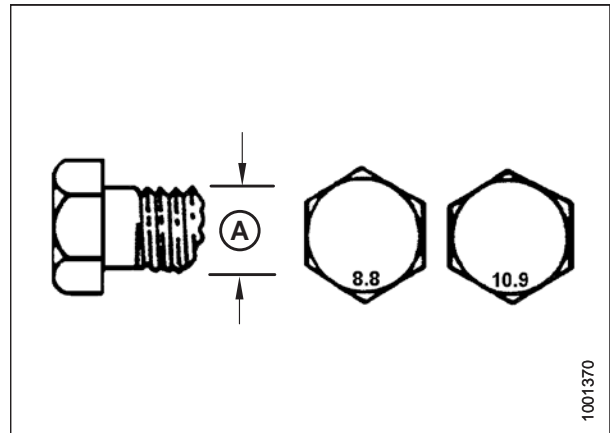
Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
3-0.5	1	1.1	*9	*10
3.5-0.6	1.5	1.7	*14	*15
4-0.7	2.3	2.5	*20	*22
5-0.8	4.5	5	*40	*45
6-1.0	7.7	8.6	*69	*76
8-1.25	18.8	20.8	*167	*185
10-1.5	37	41	28	30
12-1.75	65	72	48	53
14-2.0	104	115	77	85
16-2.0	161	178	119	132
20-2.5	314	347	233	257
24-3.0	543	600	402	444



**Figure 8.6: Bolt Grades**

**Table 8.7 Metric Class 10.9 Bolts and Class 10 Free Spinning Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
3-0.5	1.8	2	*18	*19
3.5-0.6	2.8	3.1	*27	*30
4-0.7	4.2	4.6	*41	*45
5-0.8	8.4	9.3	*82	*91
6-1.0	14.3	15.8	*140	*154
8-1.25	38	42	28	31
10-1.5	75	83	56	62
12-1.75	132	145	97	108
14-2.0	210	232	156	172
16-2.0	326	360	242	267
20-2.5	637	704	472	521
24-3.0	1101	1217	815	901



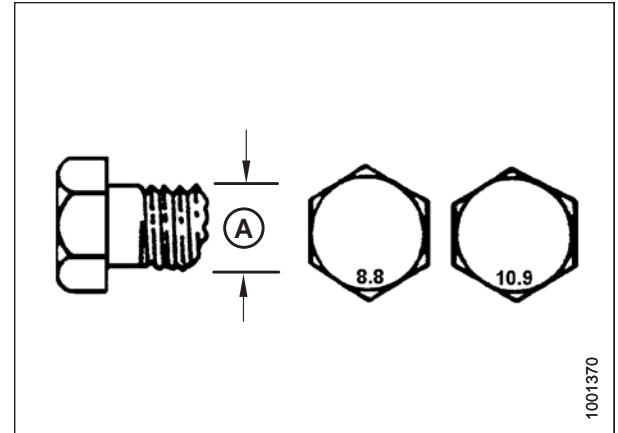
**Figure 8.7: Bolt Grades**



## REFERENCE

**Table 8.8 Metric Class 10.9 Bolts and Class 10 Distorted Thread Nut**

Nominal Size (A)	Torque (Nm)		Torque (lbf·ft) (*lbf·in)	
	Min.	Max.	Min.	Max.
3-0.5	1.3	1.5	*12	*13
3.5-0.6	2.1	2.3	*19	*21
4-0.7	3.1	3.4	*28	*31
5-0.8	6.3	7	*56	*62
6-1.0	10.7	11.8	*95	*105
8-1.25	26	29	19	21
10-1.5	51	57	38	42
12-1.75	90	99	66	73
14-2.0	143	158	106	117
16-2.0	222	246	165	182
20-2.5	434	480	322	356
24-3.0	750	829	556	614

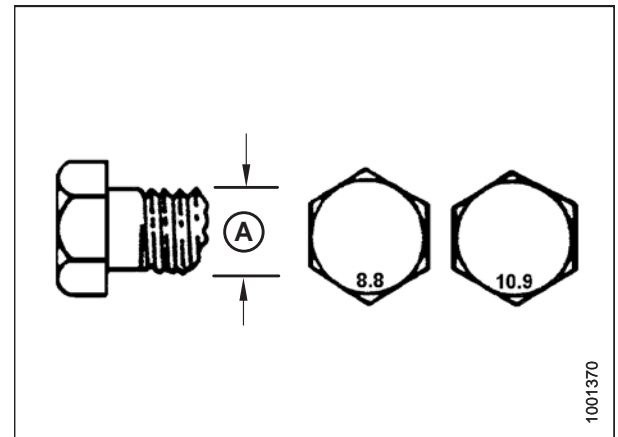


**Figure 8.8: Bolt Grades**

### 8.1.3 Metric Bolt Specifications Bolting into Cast Aluminum

**Table 8.9 Metric Bolt Bolting into Cast Aluminum**

Nominal Size (A)	Bolt Torque			
	8.8 (Cast Aluminum)		10.9 (Cast Aluminum)	
	Nm	lbf·ft	Nm	lbf·ft
M3	—	—	—	1
M4	—	—	4	2.6
M5	—	—	8	5.5
M6	9	6	12	9
M8	20	14	28	20
M10	40	28	55	40
M12	70	52	100	73
M14	—	—	—	—
M16	—	—	—	—



**Figure 8.9: Bolt Grades**

## 8.1.4 Flare-Type Hydraulic Fittings

1. Check flare (A) and flare seat (B) for defects that might cause leakage.
2. Align tube (C) with fitting (D) and thread nut (E) onto fitting without lubrication until contact has been made between flared surfaces.
3. Torque fitting nut (E) to specified number of flats from finger tight (FFFT) or to a given torque value in Table 8.10, page 512.
4. Use two wrenches to prevent fitting (D) from rotating. Place one wrench on fitting body (D), and tighten nut (E) with other wrench to torque shown.
5. Assess final condition of connection.

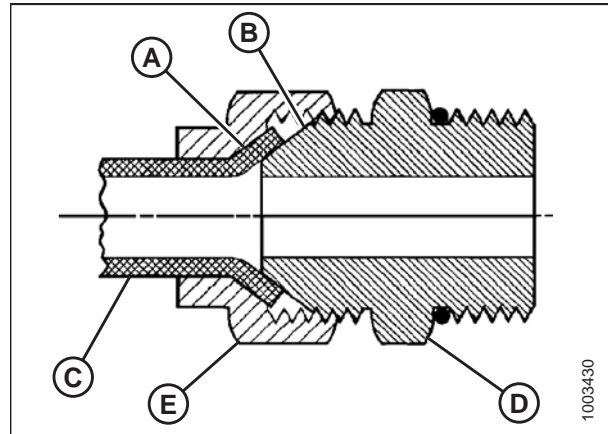


Figure 8.10: Hydraulic Fitting

Table 8.10 Flare-Type Hydraulic Tube Fittings

SAE Dash Size	Thread Size (in.)	Torque Value <sup>43</sup>		Flats from Finger Tight (FFFT)	
		Nm	lbf·ft	Tube	Swivel Nut or Hose
-2	5/16–24	4–5	3–4	—	—
-3	3/8–24	7–8	5–6	—	—
-4	7/16–20	18–19	13–14	2-1/2	2
-5	1/2–20	19–21	14–15	2	2
-6	9/16–18	30–33	22–24	2	1-1/2
-8	3/4–16	57–63	42–46	2	1-1/2
-10	7/8–14	81–89	60–66	1-1/2	1-1/2
-12	1-1/16–12	113–124	83–91	1-1/2	1-1/4
-14	1-3/16–12	136–149	100–110	1-1/2	1-1/4
-16	1-5/16–12	160–176	118–130	1-1/2	1
-20	1-5/8–12	228–250	168–184	1	1
-24	1-7/8–12	264–291	195–215	1	1
-32	2-1/2–12	359–395	265–291	1	1
-40	3–12	—	—	1	1

43. Torque values shown are based on lubricated connections as in reassembly.

### 8.1.5 O-Ring Boss (ORB) Hydraulic Fittings (Adjustable)

1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
2. Back off lock nut (C) as far as possible. Ensure that washer (D) is loose and is pushed toward lock nut (C) as far as possible.
3. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
4. Apply hydraulic system oil to O-ring (A).

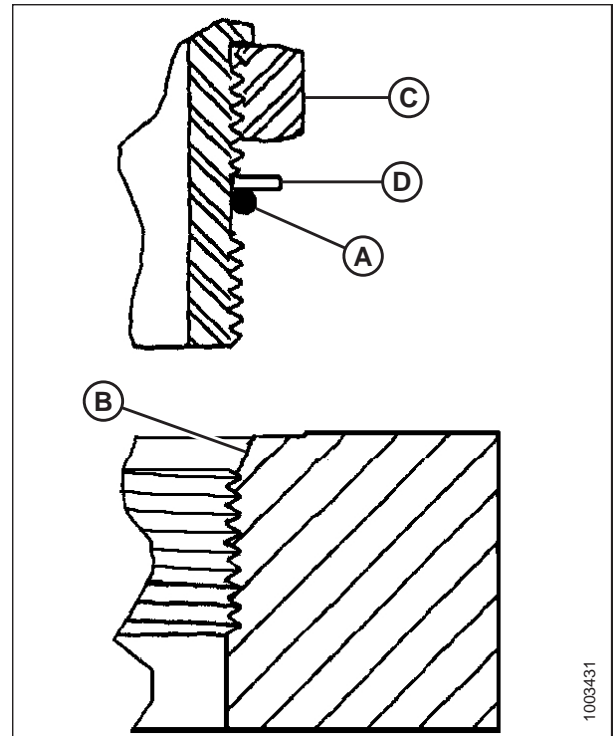


Figure 8.11: Hydraulic Fitting

5. Install fitting (B) into port until back up washer (D) and O-ring (A) contact part face (E).
6. Position angle fittings by unscrewing no more than one turn.
7. Turn lock nut (C) down to washer (D) and tighten to torque shown. Use two wrenches, one on fitting (B) and other on lock nut (C).
8. Check final condition of fitting.

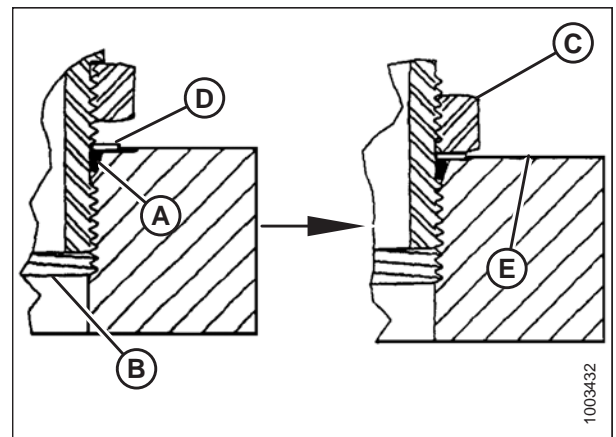


Figure 8.12: Hydraulic Fitting

## REFERENCE

**Table 8.11 O-Ring Boss (ORB) Hydraulic Fittings (Adjustable)**

SAE Dash Size	Thread Size (in.)	Torque Value <sup>44</sup>	
		Nm	lbf·ft (*lbf·in)
-2	5/16-24	6-7	*53-62
-3	3/8-24	12-13	*106-115
-4	7/16-20	19-21	14-15
-5	1/2-20	21-33	15-24
-6	9/16-18	26-29	19-21
-8	3/4-16	46-50	34-37
-10	7/8-14	75-82	55-60
-12	1-1/16-12	120-132	88-97
-14	1-3/8-12	153-168	113-124
-16	1-5/16-12	176-193	130-142
-20	1-5/8-12	221-243	163-179
-24	1-7/8-12	270-298	199-220
-32	2-1/2-12	332-365	245-269

---

44. Torque values shown are based on lubricated connections as in reassembly.

## REFERENCE

### 8.1.6 O-Ring Boss (ORB) Hydraulic Fittings (Non-Adjustable)

1. Inspect O-ring (A) and seat (B) for dirt or obvious defects.
2. Check that O-ring (A) is **NOT** on threads and adjust if necessary.
3. Apply hydraulic system oil to O-ring.
4. Install fitting (C) into port until fitting is hand-tight.
5. Torque fitting (C) according to values in Table 8.12, page 515.
6. Check final condition of fitting.

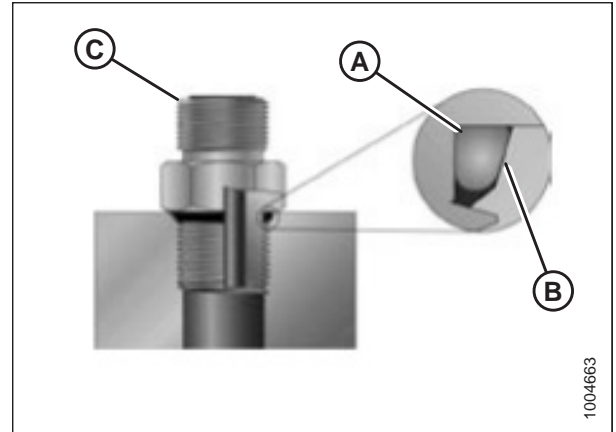


Figure 8.13: Hydraulic Fitting

Table 8.12 O-Ring Boss (ORB) Hydraulic Fittings (Non-Adjustable)

SAE Dash Size	Thread Size (in.)	Torque Value <sup>45</sup>	
		Nm	lbf·ft (*lbf·in)
-2	5/16-24	6-7	*53-62
-3	3/8-24	12-13	*106-115
-4	7/16-20	19-21	14-15
-5	1/2-20	21-33	15-24
-6	9/16-18	26-29	19-21
-8	3/4-16	46-50	34-37
-10	7/8-14	75-82	55-60
-12	1-1/16-12	120-132	88-97
-14	1-3/8-12	153-168	113-124
-16	1-5/16-12	176-193	130-142
-20	1-5/8-12	221-243	163-179
-24	1-7/8-12	270-298	199-220
-32	2-1/2-12	332-365	245-269

45. Torque values shown are based on lubricated connections as in reassembly.

## 8.1.7 O-Ring Face Seal (ORFS) Hydraulic Fittings

1. Check components to ensure that sealing surfaces and fitting threads are free of burrs, nicks, scratches, or any foreign material.



Figure 8.14: Hydraulic Fitting

2. Apply hydraulic system oil to O-ring (B).
3. Align tube or hose assembly so that flat face of sleeve (A) or (C) comes in full contact with O-ring (B).
4. Thread tube or hose nut (D) until hand-tight. The nut should turn freely until it is bottomed out.
5. Torque fittings according to values in Table 8.13, page 516.

**NOTE:**

If applicable, hold hex on fitting body (E) to prevent rotation of fitting body and hose when tightening fitting nut (D).

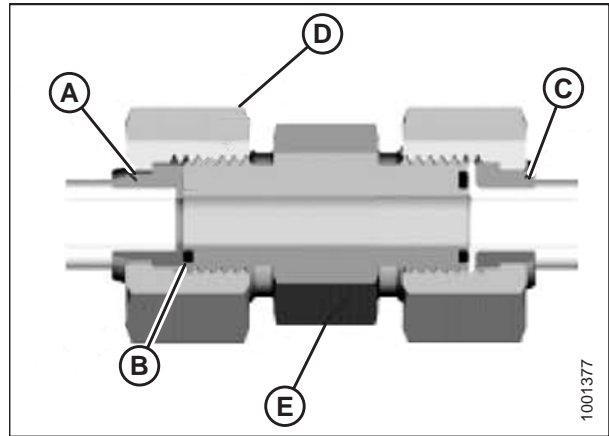


Figure 8.15: Hydraulic Fitting

6. Use three wrenches when assembling unions or joining two hoses together.
7. Check final condition of fitting.

**Table 8.13 O-Ring Face Seal (ORFS) Hydraulic Fittings**

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>46</sup>	
			Nm	lbf·ft
-3	Note <sup>47</sup>	3/16	—	—
-4	9/16	1/4	25–28	18–21
-5	Note <sup>47</sup>	5/16	—	—
-6	11/16	3/8	40–44	29–32
-8	13/16	1/2	55–61	41–45
-10	1	5/8	80–88	59–65
-12	1-3/16	3/4	115–127	85–94

46. Torque values and angles shown are based on lubricated connection as in reassembly.

47. O-ring face seal type end not defined for this tube size.



## REFERENCE

**Table 8.13 O-Ring Face Seal (ORFS) Hydraulic Fittings (continued)**

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value <sup>48</sup>	
			Nm	lbf·ft
-14	Note <sup>47</sup>	7/8	—	—
-16	1-7/16	1	150–165	111–122
-20	1-11/16	1-1/4	205–226	151–167
-24	1–2	1-1/2	315–347	232–256
-32	2-1/2	2	510–561	376–414

### 8.1.8 Tapered Pipe Thread Fittings

Assemble pipe fittings as follows:

1. Check components to ensure that fitting and port threads are free of burrs, nicks and scratches, or any form of contamination.
2. Apply pipe thread sealant (paste type) to external pipe threads.
3. Thread fitting into port until hand-tight.
4. Torque connector to appropriate torque angle. The Turns From Finger Tight (T.F.F.T.) values are shown in Table 8.14, page 517. Make sure that tube end of a shaped connector (typically 45° or 90°) is aligned to receive incoming tube or hose assembly. Always finish alignment of fitting in tightening direction. Never back off (loosen) pipe threaded connectors to achieve alignment.
5. Clean all residue and any excess thread conditioner with appropriate cleaner.
6. Assess final condition of fitting. Pay special attention to possibility of cracks to port opening.
7. Mark final position of fitting. If a fitting leaks, disassemble fitting and check for damage.

**NOTE:**

Overtorque failure of fittings may not be evident until fittings are disassembled.

**Table 8.14 Hydraulic Fitting Pipe Thread**

Tapered Pipe Thread Size	Recommended T.F.F.T.	Recommended F.F.F.T.
1/8–27	2–3	12–18
1/4–18	2–3	12–18
3/8–18	2–3	12–18
1/2–14	2–3	12–18
3/4–14	1.5–2.5	12–18
1–11 1/2	1.5–2.5	9–15
1 1/4–11 1/2	1.5–2.5	9–15
1 1/2–11 1/2	1.5–2.5	9–15
2–11 1/2	1.5–2.5	9–15

48. Torque values and angles shown are based on lubricated connection as in reassembly.

## 8.2 Conversion Chart

Table 8.15 Conversion Chart

Quantity	SI Units (Metric)		Factor	Inch-Pound Units (Imperial)	
	Unit Name	Abbreviation		Unit Name	Abbreviation
Area	hectares	ha	$\times 2.4710 =$	acres	acres
Flow	liters per minute	L/min	$\times 0.2642 =$	US gallons per minute	gpm
Force	Newtons	N	$\times 0.2248 =$	pounds force	lbf
Length	millimeters	mm	$\times 0.0394 =$	inch	in.
Length	meters	m	$\times 3.2808 =$	foot	ft.
Power	kilowatts	kW	$\times 1.341 =$	horsepower	hp
Pressure	kilopascals	kPa	$\times 0.145 =$	pounds per square inch	psi
Pressure	megapascals	MPa	$\times 145.038 =$	pounds per square inch	psi
Pressure	bar (Non-SI)	bar	$\times 14.5038 =$	pounds per square inch	psi
Torque	Newton meters	Nm	$\times 0.7376 =$	pound feet or foot pounds	lbf·ft
Torque	Newton meters	Nm	$\times 8.8507 =$	pound inches or inch pounds	lbf·in
Temperature	degrees Celsius	°C	$(^{\circ}\text{C} \times 1.8) + 32 =$	degrees Fahrenheit	°F
Velocity	meters per minute	m/min	$\times 3.2808 =$	feet per minute	ft/min
Velocity	meters per second	m/s	$\times 3.2808 =$	feet per second	ft/s
Velocity	kilometers per hour	km/h	$\times 0.6214 =$	miles per hour	mph
Volume	liters	L	$\times 0.2642 =$	US gallons	US gal
Volume	milliliters	ml	$\times 0.0338 =$	ounces	oz.
Volume	cubic centimeters	cm <sup>3</sup> or cc	$\times 0.061 =$	cubic inches	in. <sup>3</sup>
Weight	kilograms	kg	$\times 2.2046 =$	pounds	lb.

## 8.3 Unloading and Assembly

Refer to the instructions for your specific header for unloading, assembly, and setup procedures that are included with your shipment. The instruction part numbers are shown in the following table:

Shipping Destination	Header Description	MacDon Instruction Part Number
North America	FD75 FlexDraper® Header and CA25 Combine Adapter	MD #214325
Export (anywhere other than North America)	FD75 FlexDraper® Header and CA25 Combine Adapter	MD #214326



# Index

## A

### adapters

attaching to combine and header.....	315
attaching/detaching.....	310
auger drive .....	269
augers.....	356
adjusting auger drive chain tension .....	359
adjusting auger to pan clearance .....	356
checking auger drive chain tension .....	357
installing drive chains .....	366
removing drive chains .....	362
tension springs .....	49
component identification .....	25
detaching from combine and header.....	310
drive roller bearings.....	409
installing .....	410
removing.....	409
drive rollers.....	406
European adapter seal kits .....	486
feed deflectors .....	309, 416
replacing .....	417
feed drapers .....	404
adjusting draper tension .....	405
drive rollers	
installing .....	408
removing .....	406
replacing .....	404
flighting extensions .....	373
installing .....	374
removing.....	373
idler roller bearings	
installing .....	413
removing.....	410
replacing.....	411
idler rollers.....	410
setup.....	269
auger drive.....	269
feed deflectors.....	309
stripper bars .....	416
installing .....	416
kits .....	269
removing.....	416
unplugging adapters.....	249
AGCO combines	
replacing reel speed sensors .....	472
API	
definitions.....	19
APT	
definitions.....	19
ASTM	
definitions.....	19

augers.....	356
adjusting auger to pan clearance.....	356
adjusting drive chain tension .....	359
auger dent repair kit .....	488
checking drive chain tension .....	357
drive.....	269
drive chains	
lubricating .....	340
flighting extensions .....	269, 373
installing .....	374
removing.....	373
installing drive chains .....	366
installing tines.....	371
removing drive chains.....	362
removing tines .....	368
replacing tine guides .....	372
tension springs	
checking and adjusting.....	49
tines.....	368
auto header height control (AHHC) .....	102
Case IH 2300 combines .....	107
adjusting	
sensitivity.....	109
calibrating	
AHHC.....	108
maximum stubble height .....	227
engaging AHHC .....	107
how AHHC works .....	102
sensor operation.....	245
sensor output voltage	
checking voltage range manually .....	104
combine output voltage requirements.....	103
Case IH 2500 combines .....	107
adjusting	
sensitivity.....	109
calibrating	
AHHC.....	108
maximum stubble height .....	227
how AHHC works .....	102
sensor operation.....	245
sensor output voltage	
checking voltage range manually .....	104
combine output voltage requirements.....	103
Case IH 5088/6088/7088 combines .....	107
adjusting	
sensitivity.....	109
calibrating	
AHHC.....	108
maximum stubble height .....	227
how AHHC works .....	102
sensor operation.....	245

## INDEX

sensor output voltage		calibrating	
checking voltage range manually .....	104	AHHC .....	117
combine output voltage requirements .....	103	maximum stubble height .....	227
Case IH 5130/6130/7130 combines .....	111	how AHHC works .....	102
adjusting		sensor operation .....	245
preset cutting height .....	121	sensor output voltage	
calibrating		checking voltage range from cab .....	114
AHHC .....	117	checking voltage range manually .....	104, 111
maximum stubble height .....	227	combine output voltage requirements .....	103
checking voltage range manually .....	104	Case IH combines with version 28.00 software	
how AHHC works .....	102	calibrating the AHHC .....	119
sensor operation .....	245	Challenger 6 series combines .....	122
sensor output voltage .....	104	adjusting	
checking voltage range from the cab .....	114	header height .....	127
combine output voltage requirements .....	103	raise/lower rate .....	127
Case IH 7010 combines .....	111	sensitivity .....	128
adjusting		calibrating	
preset cutting height .....	121	AHHC .....	125
calibrating		maximum stubble height .....	227
AHHC .....	117	engaging AHHC .....	124
maximum stubble height .....	227	how AHHC works .....	102
how AHHC works .....	102	sensor operation .....	245
sensor operation .....	245	sensor output voltage	
sensor output voltage		checking voltage range from cab .....	122
checking voltage range from the cab .....	114	checking voltage range manually .....	104
checking voltage range manually .....	104	combine output voltage requirements .....	103
combine output voltage requirements .....	103	Challenger 7 series combines .....	122
Case IH 7120/8120/9120 combines .....	111	calibrating	
adjusting		maximum stubble height .....	227
preset cutting height .....	121	how AHHC works .....	102
calibrating		sensor operation .....	245
AHHC .....	117	sensor output voltage	
maximum stubble height .....	227	checking voltage range from cab .....	122
how AHHC works .....	102	checking voltage range manually .....	104
sensor operation .....	245	combine output voltage requirements .....	103
sensor output voltage		CLAAS 500 series combines .....	202
checking voltage range from cab .....	114	adjusting	
checking voltage range manually .....	104	auto reel speed .....	211
combine output voltage requirements .....	103	cutting height .....	206
Case IH 7230/8230/9230 combines .....	111	cutting height manually .....	207
adjusting		preset cutting height .....	206
preset cutting height .....	121	sensitivity .....	208
calibrating		calibrating .....	204
AHHC .....	117	maximum stubble height .....	227
maximum stubble height .....	227	how AHHC works .....	102
how AHHC works .....	102	sensor operation .....	245
sensor operation .....	245	sensor output voltage	
sensor output voltage		adjusting voltage limits .....	105
checking voltage range from cab .....	114	checking voltage range manually .....	104
checking voltage range manually .....	104	CLAAS 700 series combines .....	214
combine output voltage requirements .....	103	adjusting	
Case IH 8010 combines .....	111	auto reel speed .....	221
adjusting		cutting height .....	219
preset cutting height .....	121	sensitivity .....	219



## INDEX

adjusting voltage limits .....	203, 216	John Deere 60 series combines .....	165
calibrating .....	216	adjusting	
maximum stubble height .....	227	drop rate valve threshold .....	163, 171
how AHHC works .....	102	sensing grain header height .....	169
sensor operation .....	245	sensitivity .....	170
sensor output voltage		calibrating	
adjusting voltage limits .....	105	AHHC .....	167
checking voltage range manually .....	104	maximum stubble height .....	227
Gleaner R62/R72 series combines .....	129	how AHHC works .....	102
adjusting		sensor operation .....	245
sensitivity .....	130	sensor output voltage	
calibrating		checking voltage range from the cab .....	165
AHHC .....	130	checking voltage range manually .....	104
maximum stubble height .....	227	combine output voltage requirements .....	103
combine output voltage requirements .....	103	turning the accumulator off .....	169
determining system requirements .....	129	John Deere 70 series combines .....	172
how AHHC works .....	102	adjusting	
sensor operation .....	245	raise/lower rate manually .....	177
sensor output voltage		sensitivity .....	177
checking voltage range manually .....	104	calibrating	
Gleaner R65/R75 series combines .....	133	AHHC .....	175
adjusting		feeder house speed .....	175
ground pressure .....	138	maximum stubble height .....	227
raise/lower rate .....	137	how AHHC works .....	102
sensitivity .....	139	sensor operation .....	245
calibrating .....	135	sensor output voltage	
maximum stubble height .....	227	checking voltage range from the cab .....	172
engaging AHHC .....	134	checking voltage range manually .....	104
how AHHC works .....	102	combine output voltage requirements .....	103
sensor operation .....	245	John Deere S and T series combines .....	178
sensor output voltage		adjusting	
checking voltage range from cab .....	133	preset cutting height .....	188
checking voltage range manually .....	104	raise/lower rate manually .....	187
combine output voltage requirements .....	103	sensitivity .....	186
troubleshooting alarms and faults .....	140	calibrating	
turning the accumulator off .....	137	AHHC .....	184
Gleaner S series combines (except S9) .....	133	maximum stubble height .....	227
Gleaner S9 series combines .....	142	how AHHC works .....	102
calibrating the header .....	150	sensor operation .....	245
operating .....	153	sensor output voltage	
refining header group settings .....	155	checking voltage range from cab .....	178
setting automatic header controls .....	148	checking voltage range manually .....	104
setting reel settings .....	146	combine output voltage requirements .....	103
setting up the header .....	142	John Deere S7 Series combines .....	191
John Deere 50 series combines .....	156	calibrating	
adjusting		AHHC .....	197, 199
sensitivity .....	162	sensor output voltage	
calibrating		checking voltage range from cab .....	194
maximum stubble height .....	227	setting up header .....	191
how AHHC works .....	102	New Holland 2015 CR series .....	233
sensor operation .....	245	calibrating AHHC .....	238
sensor output voltage		engaging AHHC .....	233
checking voltage range manually .....	104	sensor output voltage	
combine output voltage requirements .....	103	checking voltage range from the cab .....	235

## INDEX

setting auto height .....	241
New Holland CR series	
setting maximum work height.....	242
New Holland CR/CX series combines .....	223
adjusting	
header lower rate .....	229
header raise rate .....	228
preset cutting height .....	230
sensitivity.....	229
calibrating	
AHHC.....	226
maximum stubble height .....	227
configuring header tilt.....	231
configuring header type.....	231
configuring reel fore-aft .....	231
engaging AHHC .....	225
how AHHC works .....	102
sensor operation.....	245
sensor output voltage	
adjusting voltage limits for other New Holland	
combines .....	105
checking voltage range from the cab.....	223
checking voltage range manually.....	104
combine output voltage requirements.....	103
sensor	
replace .....	243
axle bolts .....	477

## B

bearings	
drive roller bearings	
installing .....	410
removing.....	409
idler roller bearings	
installing .....	413
removing.....	410
replacing.....	411
side draper rollers	
inspecting .....	426
side drapers	
drive roller	
replacing.....	431
idler rollers	
replacing.....	428
beater bars	
installing.....	251
removing.....	250
belts	
knife drive.....	400
non-timed.....	400
knife drive belts	
non-timed belts	

installing .....	402
removing .....	400
tensioning.....	402
bolts	
definitions.....	19
break-in inspections.....	326
break-in periods .....	39

## C

CA25 feed auger flighting.....	486
cams	
adjusting .....	94
Case IH combines	
attaching to header .....	270
detaching from header.....	275
center-links, See , hydraulic links	
definitions.....	19
CGVW	
definitions.....	19
Challenger combines	
attaching header to combine .....	278
attaching to header .....	278
detaching from header.....	283
CLAAS combines	
attaching to header .....	293
detaching from header.....	297
replacing reel speed sensors .....	474
reel speed sensors .....	475
combines	
attaching header to	
Case IH .....	270
Challenger .....	278
CLAAS .....	293
Gleaner.....	278
John Deere .....	286
Massey Ferguson .....	278
New Holland.....	301
New Holland CR/CX .....	301
attaching/detaching adapter.....	310
detaching from header	
Case IH .....	275
Challenger .....	283
CLAAS .....	297
Gleaner.....	283
John Deere .....	290
Massey Ferguson .....	283
New Holland CR/CX .....	305
header attachment/detachment.....	269
transporting header .....	252
component identification .....	24
CA25 Combine Adapter.....	25
FD75 FlexDraper®.....	24

## INDEX

conversion charts .....	518
CR feed deflectors .....	309
crop delivery	
options .....	486
crop divider rods .....	99
installing .....	100
removing .....	100
crop dividers .....	94
installing on header without latch option .....	98
installing onto header with latch option .....	97
removing from header with latch option .....	94
removing from header without latch option .....	95
cutterbars	
cutting height .....	53
cutting off the ground .....	53
cutting on the ground .....	56
knifehead shields .....	482
options .....	482
stub guard conversion kit .....	482
unplugging .....	248
wearplates .....	482
cutting off the ground	
adjusting stabilizer wheels .....	55
adjusting stabilizer/slow speed transport wheels .....	54

## D

daily start-up checks .....	38
definition of terms .....	19
definitions .....	19
divider latch kits .....	484
divider rods .....	99
installing .....	100
removing .....	100
draper decks	
adjusting deck height .....	424
draper deflectors .....	433–434
narrow .....	487
replacing .....	433
wide .....	487
draper drive systems	
feed draper, See drapers	
drapers	
adapters .....	404
adjusting draper tension .....	405
adjusting	
deck height .....	424
adjusting feed draper tension .....	405
draper roller bearings	
inspecting .....	426
feed draper	
feed draper drive roller	

installing .....	408
removing .....	406
feed draper drive roller bearing	
installing .....	410
removing .....	409
feed draper idler roller	
installing .....	413
removing .....	410
replacing .....	411
replacing .....	404
installing drapers .....	418
speed .....	80
troubleshooting .....	498
drive chains	
lubricating .....	340
drive roller bearings	
adapters .....	409
installing .....	410
removing .....	409
drive rollers	
adapters .....	406
side draper	
replacing .....	431
side draper drive roller .....	429
installing .....	432
removing .....	429
drivelines	
adjusting tension on gearbox drive chain .....	355
installing .....	350
installing driveline guards .....	353
removing .....	349
removing driveline guards .....	351
drives	
header .....	349

## E

electrical system	
maintenance .....	348
replacing light bulbs .....	348
end of season service .....	327
endshields .....	31
adjusting .....	35
closing .....	32
installing .....	34
opening .....	31
removing .....	33
European adapter seal kits .....	486

## F

feed deflectors .....	309
adapters .....	416

## INDEX

replacing .....	417
feed drapers .....	404
adapters .....	404
adjusting draper tension .....	405
adjusting speed .....	82
drive rollers	
installing .....	408
removing .....	406
replacing .....	404
FFFT	
definitions .....	19
finger tight	
definitions .....	19
flex modes	
operating in flex mode .....	65
flighting extensions .....	269, 373
installing .....	374
removing .....	373
float .....	58, 76
header float	
checking and adjusting .....	59
header float locks .....	64
wing float locks	
unlocking .....	66
floats	
wing float locks	
unlocking .....	65
<b>G</b>	
gearboxes	
adjusting drive chains .....	355
header drive	
adding oil .....	343
changing oil .....	343
checking oil level .....	342
lubricating .....	342
Gleaner combines	
attaching header to combine .....	278
attaching to header .....	278
detaching from header .....	283
glossary .....	19
greasing	
every 10 hours .....	329
every 100 hours .....	331
every 25 hours .....	329
every 250 hours .....	333
every 50 hours .....	330
every 500 hours .....	336
greasing procedures .....	337
ground speeds .....	80
guards	
adjusting knife guards .....	380

knife guards .....	380
replacing pointed guards .....	381
replacing stub guards .....	383
stub guard conversion kit .....	482
GVW	
definitions .....	19

## H

header angles	
adjustment range .....	76
header drapers	
adjusting side draper tension .....	420
header drives .....	349
adjusting tension on gearbox drive chain .....	355
installing driveline .....	350
installing driveline guards .....	353
removing driveline guards .....	351
removing drivelines .....	349
headers	
attaching to combine and adapter .....	315
attachments .....	42
checking and adjusting .....	59
controls .....	41
definitions .....	19
detaching from combine and adapter .....	310
float .....	58–59
float locks .....	64
header angle	
controlling .....	77
levelling .....	246
operating variables .....	53
options .....	484
recommended settings .....	42
safety props .....	28
setup .....	42
towing the header .....	252
transporting .....	252
transporting on combine .....	252
troubleshooting .....	498
unloading and assembly .....	519
hex keys	
definitions .....	19
hold-downs .....	386
adjusting at DK center pointed guard .....	388
adjusting hold-downs with stub guards .....	390
adjusting pointed guard hold-downs .....	387
checking pointed guard hold-downs .....	386
checking stub guard hold-downs .....	389
hoses and lines	
hydraulic .....	328
hydraulics	
adding reservoir oil .....	344

## INDEX

changing oil filter .....	346	knife guards	
changing reservoir oil .....	345	replacing pointed guards .....	381
checking reservoir oil level .....	344	replacing stub guards .....	383
fittings		knifehead shields .....	391
flare-type.....	512	installing.....	392
O-ring boss (ORB) adjustable .....	513	knives.....	376
O-ring boss (ORB) non-adjustable .....	515	adjusting .....	380
O-ring face seal (ORFS).....	516	checking.....	386
tapered pipe thread fittings .....	517	checking speed.....	83
hoses and lines.....	328	guards.....	380
hydraulic safety.....	6	hold-downs.....	386
reservoir.....	344	adjusting at DK center pointed guard.....	388
		adjusting hold-downs with stub guards .....	390
<b>I</b>		adjusting pointed guard hold-downs .....	387
idler rollers		checking pointed guard hold-downs .....	386
adapters.....	410	checking stub guard hold-downs.....	389
bearings .....	411	installing.....	379
installing idler roller .....	413	knife guards	
removing idler roller .....	410	checking .....	380
replacing .....	411	knife sections	
side drapers		replacing.....	376
installing .....	429	knife speed.....	82
removing.....	426	knifehead bearings	
replacing.....	428	installing .....	379
inspections		removing.....	378
break-in.....	326	knifehead shields .....	391
		installing .....	392
<b>J</b>		removing .....	377
John Deere combines		spare knife location .....	380
attaching to header .....	286	troubleshooting .....	492
detaching from header.....	290		
replacing reel speed sensors .....	474	<b>L</b>	
		light bulbs	
<b>K</b>		replacing .....	348
knife drive belt, See belts		linkage covers.....	36
knife drive belts		installing.....	37
non-timed belts		removing .....	36
installing .....	402	lodged crop reel finger kits .....	480
removing.....	400	lubricating reel drive chain	
tensioning .....	402	double reel .....	339
knife drive boxes		lubrication and servicing .....	328
changing oil.....	400	auger drive chains.....	340
installing box.....	397	greasing procedure .....	337
knife drive box pulley		header drive gearbox	
installing .....	397	changing oil.....	343
removing.....	396	checking oil level .....	342
mounting bolts .....	393	lubricating header drive gearbox .....	342
removing box.....	394	lubricating reel drive chain	
knife drives .....	393	double reel .....	339
knife drive box .....	393		

## INDEX

### M

maintenance	
schedule/record .....	324
maintenance and servicing .....	321
electrical system .....	348
end of season service .....	327
lubrication .....	329
maintenance specifications .....	322
preparing for servicing .....	321
preseason/annual service .....	326
requirements .....	323
service intervals .....	329
storage .....	267
maintenance safety .....	5
Massey Ferguson combines	
attaching header to combine .....	278
attaching to header .....	278
detaching from header .....	283
metric bolts	
torque specifications .....	509
model numbers	
records .....	v
motors	
reel drive .....	470
removing .....	469
replacing .....	469
mounting bolts	
knife drive box .....	393
multi-crop rapid reel conversion kits .....	89, 480

### N

New Holland CR/CX combines	
attaching to header .....	301
detaching from header .....	305
feed deflectors .....	309
NPT	
definitions .....	19

### O

oils	
header drive gearbox	
adding oil .....	343
knife drive box	
changing .....	400
operating modes	
flex mode .....	65
rigid mode .....	66
operating variables	
headers .....	53
operations .....	27

operator responsibilities .....	27
optimizing headers	
straight combining canola .....	49
option	
crop delivery .....	486
knifehead shields .....	391–392
PR15 pick-up reels	
PR15 tine tube reel conversion kit .....	480
options .....	479
adapter	
hillside extension .....	479
auger dent repair kit .....	488
auger drive sprockets .....	269
crop delivery	
auger dent repair kit .....	488
CA25 feed auger flighting .....	486
draper deflectors (narrow) .....	487
draper deflectors (wide) .....	487
European adapter seal kits .....	486
stripper bars .....	487
upper cross auger .....	488
cutterbars .....	482
knifehead shields .....	482
stub guard conversion kits .....	482
vertical knife mount kits .....	483
wearplates .....	482
header	
rice divider rod .....	488
headers .....	484
divider latch kits .....	484
stabilizer wheels .....	484
stabilizer/slow speed transport wheels .....	485
PR15 pick-up reels .....	480
endshield kit .....	481
lodged crop reel finger kit .....	480
multi-crop rapid reel conversion kits .....	480
tine tube kit .....	481
reel drive sprocket .....	79
rice divider rods .....	101
transport systems .....	476
upper cross auger .....	250
ORB	
definitions .....	19
owner responsibilities .....	27

### P

PR15 pick-up reel	
tine tube	
bushing .....	445
PR15 pick-up reels .....	436, 461
adjusting cam .....	94
centering .....	441



## INDEX

endshield .....	458	replacing reel speed sensor .....	472
replacing .....	458	replacing reel speed sensors	
replacing support .....	460	AGCO combines .....	472
fore-aft position .....	84	CLAAS 400 .....	474
adjusting .....	85	CLAAS 500/700 .....	475
repositioning cylinder		John Deere combines .....	474
double reel .....	85	steel tines	
repositioning cylinder with multi-crop rapid reel		installing .....	442
option kit .....	89	removing .....	441
frown .....	439	tine tube	
adjusting .....	439	bushing	
height .....	84	installing on 5-, 6- or 9-bat reels .....	451
options .....	480	removing from 5-, 6-, or 9-bat reels .....	445
plastic finger		tine tubes	
installing .....	445	reel conversion kits .....	480
removing .....	443	tine tube reinforcing kit .....	481
recommended settings .....	51	preseason/annual service .....	326
reel clearance .....	436	product overview .....	19
adjusting .....	438	pulleys	
measuring .....	436	knife drive box pulley	
reel drive		installing pulley .....	397
cover		removing pulley .....	396
installing .....	462		
removing .....	461	<b>R</b>	
replacing .....	461	recommended fluids and lubricants .....	533
drive chain		recommended settings	
adjusting tension .....	463	header .....	42
double reel .....	339	reel .....	51
loosening .....	463	reels, See PR15 pick-up reels	
tightening .....	464	references	
drive sprocket		unloading and assembly .....	519
installing .....	466	reservoirs	
removing .....	465	hydraulics .....	344
installing double-reel U-joint .....	468	rice divider rods .....	101, 488
motors		rigid mode	
removing .....	469	operating in rigid mode .....	66
replacing .....	469	RoHS	
removing double-reel U-joint .....	467	definitions .....	19
replacing double-reel U-joint .....	467	rpm	
speed .....	79	definitions .....	19
sprocket			
optional .....	79	<b>S</b>	
replacing .....	465	SAE	
reel drives		bolt torques .....	507
drive chain		definitions .....	19
replacing chain on double-reel drive .....	471	safety .....	1
motors		alert symbols .....	1
installing .....	470	daily start-up checks .....	38
reel safety props .....	29	general safety .....	3
disengaging .....	30	header safety props .....	28
engaging .....	29	hydraulic safety .....	6
reel setting .....	91		
reel tine pitch .....	91		
reel tines .....	441		

## INDEX

maintenance and servicing .....	5
operational .....	28
reel safety props .....	29
disengaging .....	30
engaging .....	29
safety decal locations .....	8
safety sign decals .....	7
installing decals .....	7
interpreting decals .....	12
signal words .....	2
screws .....	
definitions .....	19
sealed bearings .....	
installing .....	322
serial numbers .....	
locations .....	v
records .....	v
service intervals .....	
lubrication .....	329
servicing, <i>See</i> maintenance and servicing .....	
setting up the header .....	519
shutting down procedures .....	40
side draper decks .....	
idler rollers .....	
installing .....	429
replacing drive roller bearing .....	431
roller bearings .....	
inspecting .....	426
side draper drive roller .....	429
installing .....	432
removing .....	429
side draper drive rollers .....	429
installing .....	432
removing .....	429
side draper idler rollers .....	426
side drapers .....	418
adjusting speed .....	81
adjusting tracking .....	422
draper roller maintenance .....	426
idler roller bearings .....	
replacing .....	428
idler rollers .....	
removing .....	426
installing drapers .....	418
removing side drapers .....	418
skid shoes, <i>See</i> cutting on the ground .....	
adjusting inner skid shoes .....	57
adjusting outer skid shoes .....	57
spare knives .....	380
specifications .....	21
torque specifications .....	507
speed .....	
draper .....	80
feed draper speed .....	82

ground .....	80
side draper speed .....	81
speed sensors .....	
replacing speed sensors .....	
AGCO .....	472
CLAAS 400 .....	474
CLAAS 500/700 .....	475
John Deere .....	474
spm .....	
definitions .....	19
sprockets .....	466
adjusting reel drive chain tension .....	463
removing drive sprocket .....	465
replacing reel drive sprocket .....	465
stabilizer wheels .....	484
adjusting .....	55
stabilizer/slow speed transport wheels .....	485
adjusting .....	54
start-up .....	
daily checks .....	38
steel tines .....	
installing .....	442
removing .....	441
straight combining canola .....	
optimizing headers .....	49
stripper bars .....	269, 487
adapters .....	416
installing .....	416
removing .....	416

## T

TFFT .....	
definitions .....	19
tines .....	
feed augers .....	368, 372
installing .....	371
removing .....	368
replacing auger tine guides .....	372
tire inflation/pressures .....	477
torque .....	
definitions .....	19
torque angles .....	
definitions .....	19
torque specifications .....	507
axle bolts .....	477
flare-type hydraulic fittings .....	512
metric bolt specifications .....	509
bolting into cast aluminum .....	511
O-ring boss (ORB) hydraulic fittings .....	
(adjutable) .....	513
O-ring boss (ORB) hydraulic fittings (non-adjutable) .....	515

## INDEX

O-ring face seal (ORFS) fittings.....	516
SAE bolt torque specifications.....	507
tapered pipe thread fittings.....	517
torque tensions	
definitions.....	19
tow-bars	
attaching .....	264
removing .....	254
storing.....	255
towing	
attaching header to towing vehicle.....	253
attaching tow-bar .....	254, 264
converting from field to transport .....	259
converting from transport to field .....	254
moving front (left) wheels to field position.....	256
moving front (left) wheels to transport	
position.....	259
moving rear (right) wheels to field position.....	257
moving rear (right) wheels to transport	
position.....	261
towing the header .....	252–253
transport systems .....	476
axle bolt torque .....	477
converting from field to transport .....	259
moving front (left) wheels to transport	
position .....	259
moving rear (right) wheels to transport	
position .....	261
converting from transport to field .....	254
moving front (left) wheels to field position.....	256
moving rear (right) wheels to field position .....	257
tire inflation/pressures .....	477
tow-bar	
removing.....	254
wheel bolt torque.....	476
troubleshooting .....	489
crop loss at cutterbar .....	489
cutting action and knife components .....	492
cutting edible beans .....	503
headers and drapers .....	498
reel delivery.....	495
trucks	
definitions.....	19

## U

U-joints	
reel drive .....	467–468
unloading and assembly .....	519
unplugging the cutterbar .....	248
upper cross augers.....	250, 488
installing beater bars .....	251
removing beater bars .....	250

## V

vertical knife mount kits.....	483
--------------------------------	-----

## W

washers	
definitions.....	19
wheels and tires	
tires	
tire inflation/pressures .....	477
wheel bolt torques .....	476
wing balance	
adjusting wing balance .....	73
checking wing balance .....	67
wing locks.....	65



# Recommended Fluids and Lubricants

Ensure your machine operates at top efficiency by using clean fluids and lubricants only.

- Use clean containers to handle all fluids and lubricants.
- Store fluids and lubricants in an area protected from dust, moisture, and other contaminants.

Lubricant	Specification	Description	Use	Capacities
<b>Grease</b>	SAE multi-purpose	High temperature extreme pressure (EP) performance with 1% max. Molybdenum Disulphide (NLGI Grade 2) lithium base	As required unless otherwise specified	—
<b>Grease</b>	SAE multi-purpose	High temperature extreme pressure (EP) performance with 10% max. Molybdenum Disulphide (NLGI Grade 2) lithium base	Driveline slip-joints	—
<b>Gear Lubricant</b>	SAE 85W-140	API service class GL-5	Knife drive box	2.2 liters (2.3 quarts)
<b>Gear Lubricant</b>	SAE 85W-140	API service class GL-5	Main drive gearbox	2.5 liters (2.6 quarts)
<b>Hydraulic Oil</b>	SAE 15W-40	Compliant with SAE specs for API class SJ and CH-4 engine oil	Header drive systems reservoir	60 liters (16 US gallons)

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