

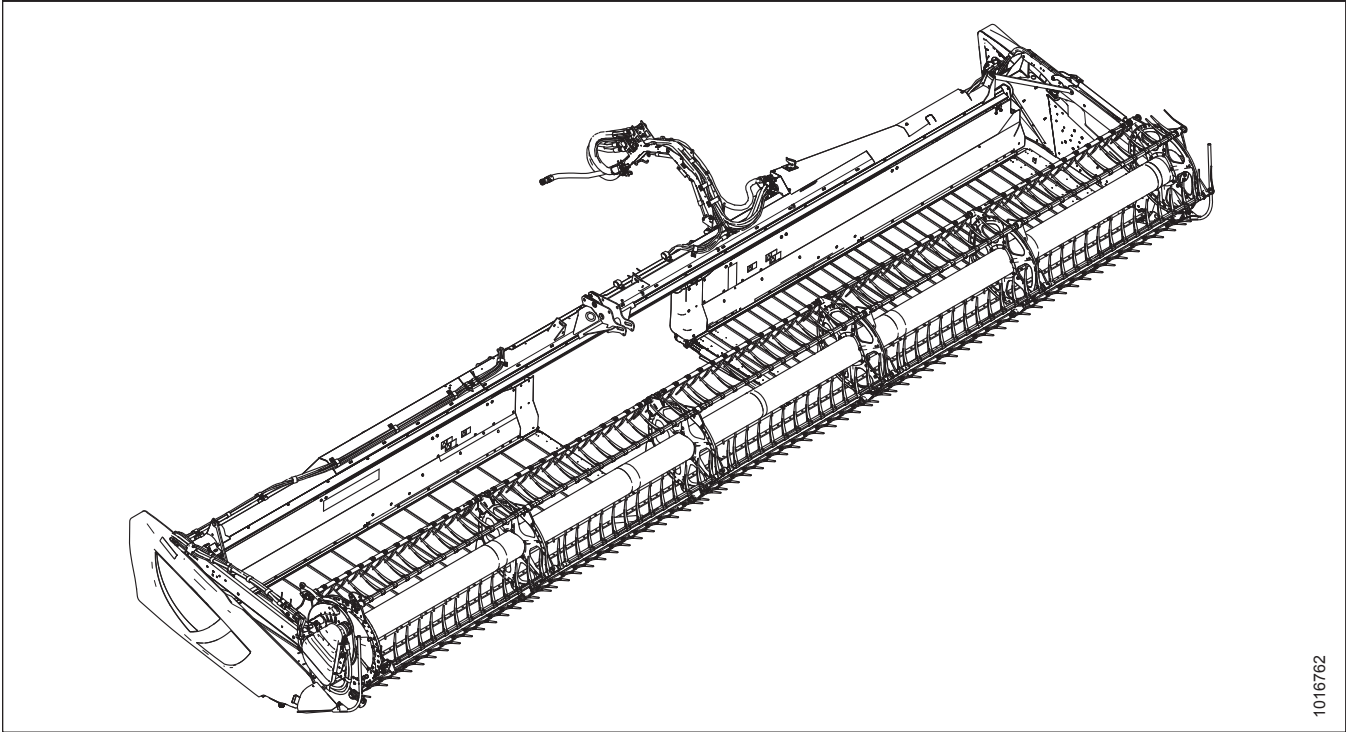
D1X and D1XL Series Draper Header

Unloading and Assembly Instructions (North America)

214778 Revision A

Original Instruction

D1XL Draper Header for Self-Propelled Windrowers



1016762

Published: September 2018

Introduction

This instruction manual describes the unloading, setup, and predelivery requirements for the MacDon D1X and D1XL Series Draper Headers for Self-Propelled Windrowers.

To ensure the best performance of this product and the safety of your customers, carefully follow the unload and assembly procedure from the beginning through to completion.

Some sections/steps apply to multiple header configurations and sizes. Refer to the instructions for your specific header.

Carefully read all the material provided before attempting to unload, assemble, or use the machine.

Retain this instruction for future reference.

NOTE:

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

This document is currently available in English only.

List of Revisions

| Summary of Change | Refer To |
|--|---|
| Updated illustrations to include outer leg shipping supports on 4.6–7.6 m (15–25 ft.) headers as well as 9.1–12.2 m (30–40 ft.) headers. | 2.3 Removing Shipping Supports, page 13 |
| Included information regarding installing hose management arm on 4.6 m (15 ft.) D1X headers. | 3.1 Installing the Hydraulic Hose Management Arm, page 17 |
| Added note about quick-disconnect couplers/hard plumb connections for M1 Series. | 3.4 Connecting Hydraulics, page 28 |
| Increased detail, illustrations for topic. | 4.1 Positioning Transport Lights, page 31 |
| Included information regarding 9-bat reel arm shipping configuration. | 4.4 Attaching Cam Arms, page 42 |
| Included additional D1X header sizes to table. | 4.7 Adding Ballast, page 47 |
| Added illustration. | 5.13 Checking Manuals, page 75 |

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Chapter 1: Safety

1.1 Signal Words

Three signal words, **DANGER**, **WARNING**, and **CAUTION**, are used to alert you to hazardous situations. Two signal words, **IMPORTANT** and **NOTE** identify non-safety related information. Signal words are 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.

IMPORTANT:

Indicates a situation that, if not avoided, could result in a malfunction or damage to the machine.

NOTE:

Provides additional non-essential information or advice.

1.2 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 1.1: Safety Equipment



Figure 1.2: 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.

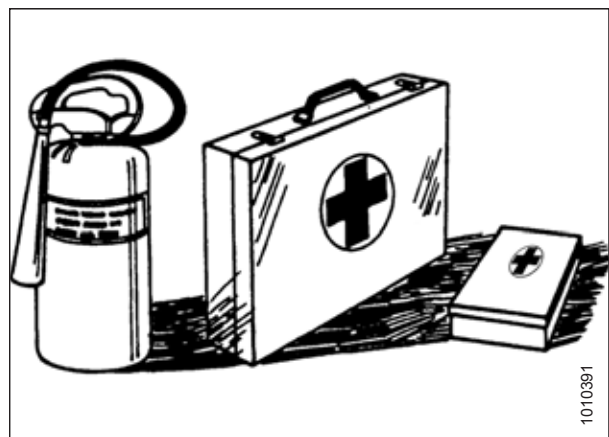


Figure 1.3: Safety Equipment

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 1.4: 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.

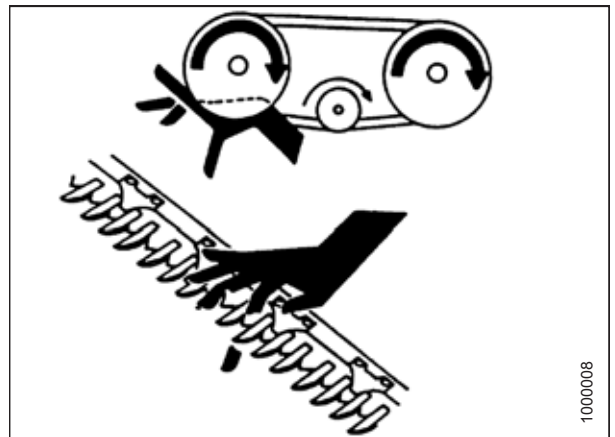


Figure 1.5: Safety around Equipment

- 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 1.6: Safety around Equipment

1.3 Safety Signs

- Keep safety signs clean and legible at all times.
- Replace safety signs that are missing or illegible.
- If original part on which a safety sign was installed is replaced, be sure the repair part displays the current safety sign.
- Safety signs are available from your MacDon Dealer.

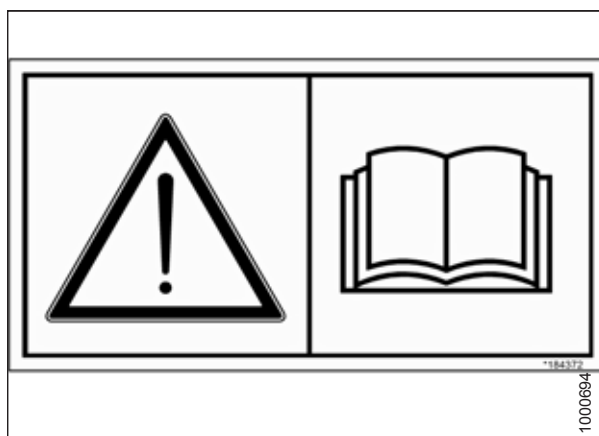


Figure 1.7: Operator's Manual Decal

Chapter 2: Unloading

Perform all procedures in this chapter in the order they are listed.

2.1 Unloading Header from Trailer

The following procedure assumes that two headers were shipped on the trailer.

CAUTION

To avoid injury to bystanders from being struck by machinery, do not allow people to stand in unloading area.

CAUTION

Equipment used for unloading must meet or exceed the requirements specified below. Using inadequate equipment may result in chain breakage, vehicle tipping, or machine damage.

IMPORTANT:

Forklifts are normally rated with the load centered 610 mm (24 in.) from the back end of forks. To obtain forklift capacity for a load centered at 1220 mm (48 in.), check with your forklift distributor.

Table 2.1 Lifting Vehicle

| | |
|---------------------------------|---|
| Minimum Lifting Capacity | 3178 kg (7000 lb.) load center (A) at 1220 mm (48 in.) (B) from back of forks |
| Minimum Fork Length (C) | 1981 mm (78 in.) |

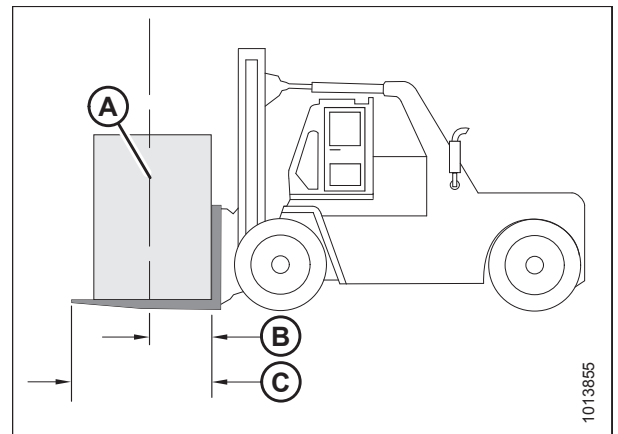


Figure 2.1: Minimum Lifting Capacity

A - Load Center of Gravity
B - Load Center 1220 mm (48 in.) from Back of Forks
C - Minimum Fork Length 1981 mm (78 in.)

To unload headers from a trailer, follow these steps:

1. Move trailer into position and block trailer wheels.
2. Lower trailer storage stands.

UNLOADING

3. Approach one of the headers and slide forks (A) underneath the shipping support (B) as far as possible without contacting the shipping support of second header (C).

IMPORTANT:

Avoid lifting the second header and ensure the forks do not interfere with the shipping frame. If the forks contact the second header, the header could be damaged.

4. Remove hauler's tie-down straps, chains, and wooden blocks.
5. Slowly raise header off trailer deck.

WARNING

Be sure forks are secure before moving away from load. Stand clear when lifting.

6. Back up until header clears trailer and slowly lower to 150 mm (6 in.) from ground.
7. Take header to the storage or setup area. Ensure ground is flat and free of rocks or debris that could damage the header.
8. Repeat above steps for second header.
9. Check for shipping damage and missing parts.

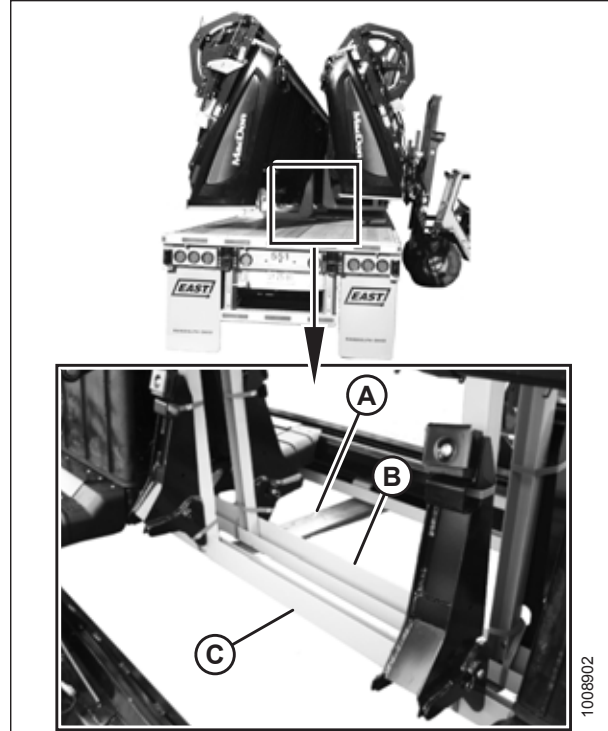


Figure 2.2: Header Shipping Supports

2.2 Lowering Header

The procedure for lowering the header varies depending on whether the header has a single or double reel. Refer to the following:

- [2.2.1 Lowering Single-Reel Header, page 7](#)
- [2.2.2 Lowering Double-Reel Header, page 10](#)

2.2.1 Lowering Single-Reel Header

Reposition header in preparation for assembly and setup as follows:

1. Choose an area with level ground.
2. Approach header from its underside and place forks under top of shipping frame (A).
3. Attach a chain (B) at each end of the shipping frame and secure other end to lifting vehicle.

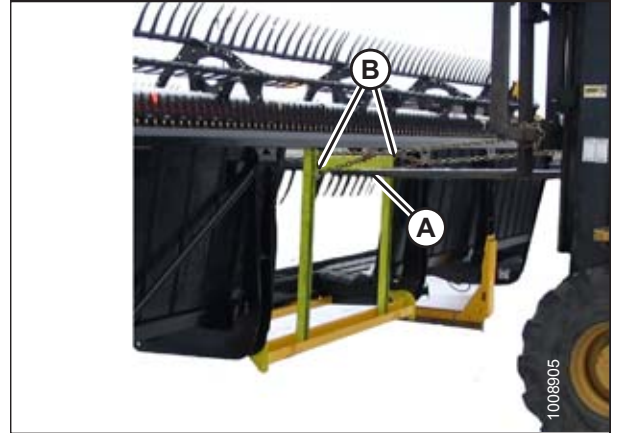


Figure 2.3: Shipping Frame

UNLOADING

CAUTION

Stand clear when lowering, as machine may swing.

4. Back up **SLOWLY** while lowering forks until header is just above the ground. Refer to the four positions in the illustration.

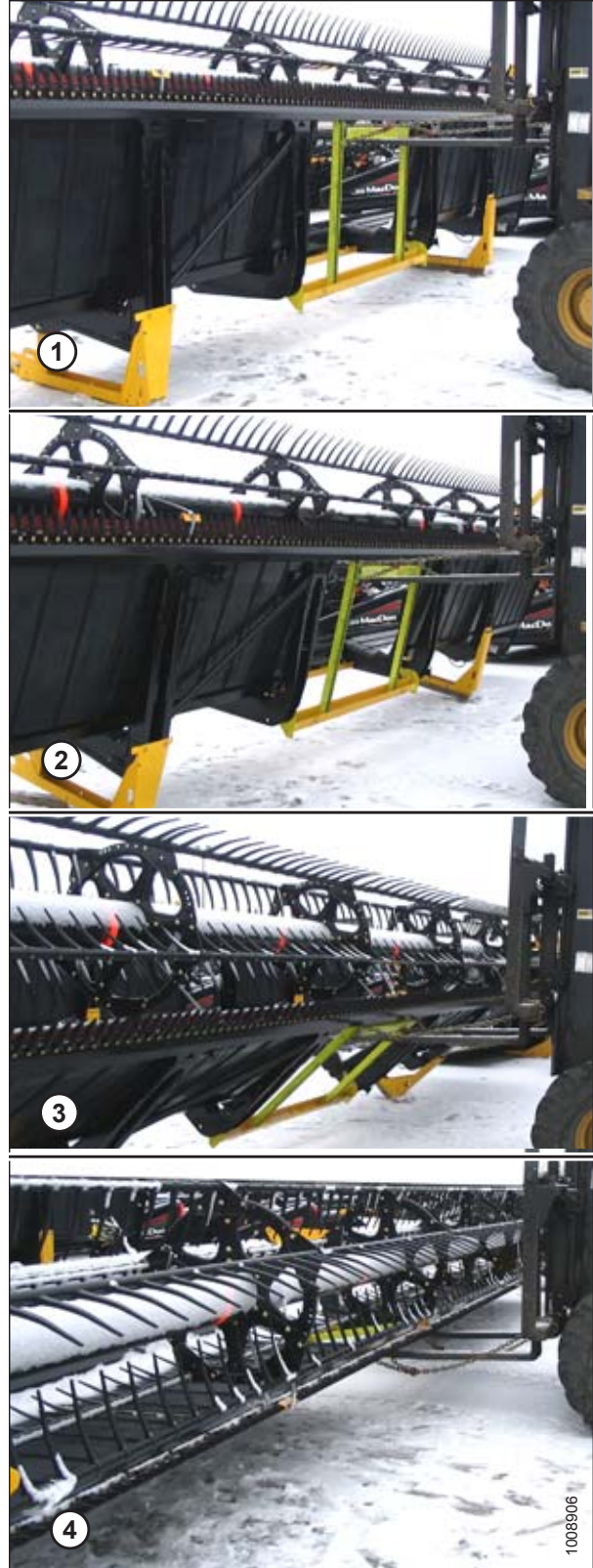


Figure 2.4: Lowering the Header

UNLOADING

5. Place 150 mm (6 in.) blocks (A) under each end and center of cutterbar, and then lower header onto blocks.
6. Remove chain and move lifting vehicle to rear of header.
7. Attach chain to center-link anchor on frame tube and raise rear of header so that stand can be lowered.

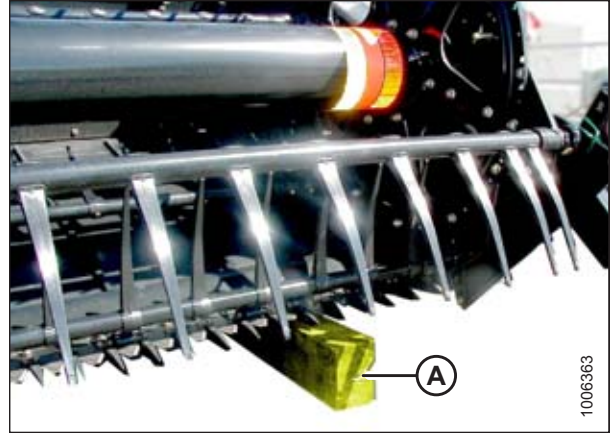


Figure 2.5: Block under Cutterbar

8. Lower header stand by pulling pin (A), lowering stand (B), and releasing pin (A) to secure stand in place.
9. If ground is soft, place a block under the stand.
10. Lower header onto stand.

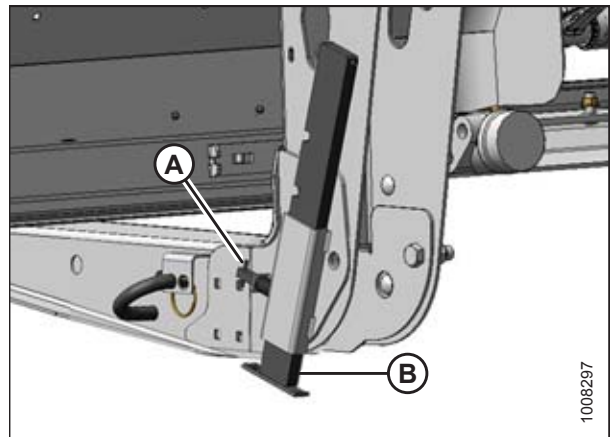


Figure 2.6: Header Stand

UNLOADING

2.2.2 Lowering Double-Reel Header

Reposition header in preparation for assembly and setup as follows:

1. Choose an area with level ground.
2. Drive lifting vehicle to approach header from its underside.



Figure 2.7: Underside of Header

3. Attach a chain to shipping support (A) at center reel arm.

IMPORTANT:

Do **NOT** lift header at this location. This procedure is only for laying the machine over into working position.

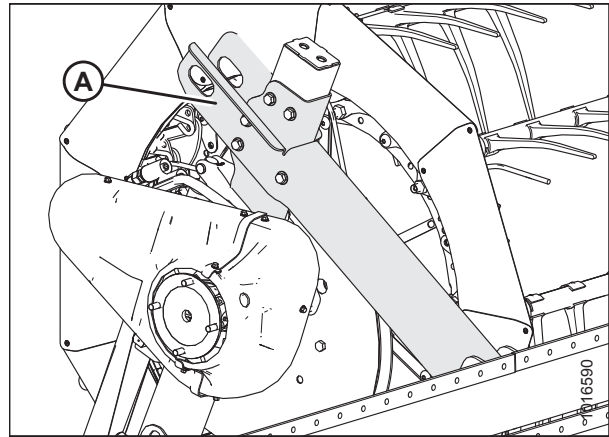


Figure 2.8: Shipping Support

UNLOADING

CAUTION

Stand clear when lowering, as machine may swing.

4. Back up **SLOWLY** while lowering forks until header is just above the ground. Refer to the four positions in the illustration.



Figure 2.9: Lowering the Header

UNLOADING

5. Place 150 mm (6 in.) blocks (A) under each end and center of cutterbar, and then lower header onto blocks.
6. Remove chain and move lifting vehicle to rear of header.
7. Attach chain to center-link anchor on frame tube and raise rear of header so that stand can be lowered.

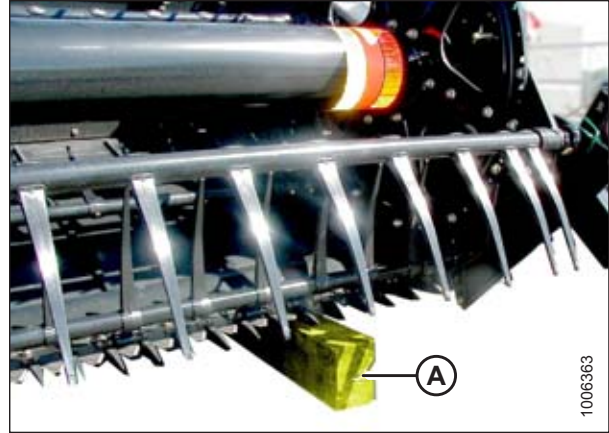


Figure 2.10: Block under Cutterbar

8. Lower the header stand: pull pin (A), lower stand (B), and release pin (A) to secure stand in place.
9. If ground is soft, place a block under the stand.
10. Lower header onto stand.
11. Remove chain.

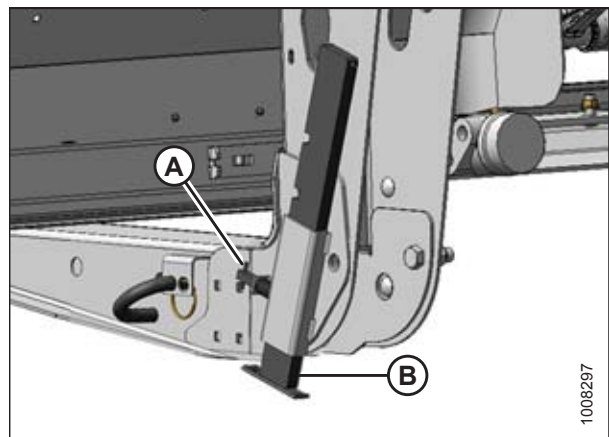


Figure 2.11: Header Stand

2.3 Removing Shipping Supports

NOTE:

Unless otherwise specified, discard all shipping materials and hardware.

1. Cut straps and remove draper header supports (A) from shipping support. Set draper header supports aside for installation.

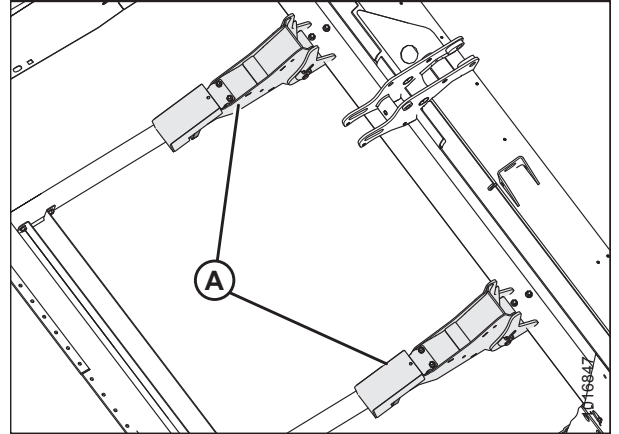


Figure 2.12: Draper Header Supports and Shipping Supports

2. **Single reel only:** Cut banding (A) securing reel to cutterbar and backtube.

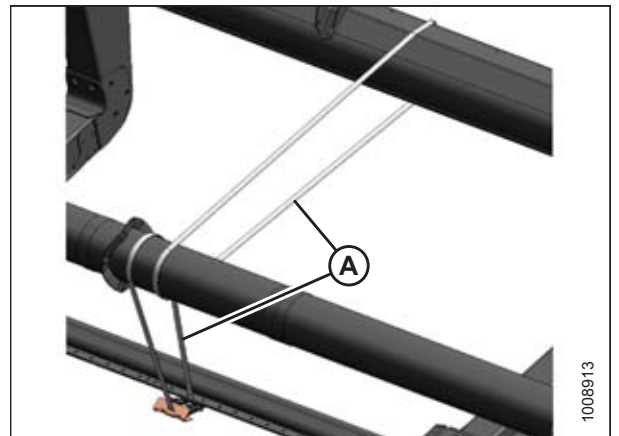


Figure 2.13: Single Reel

3. Remove four bolts (A) securing upper support (B) to header legs and remove support.

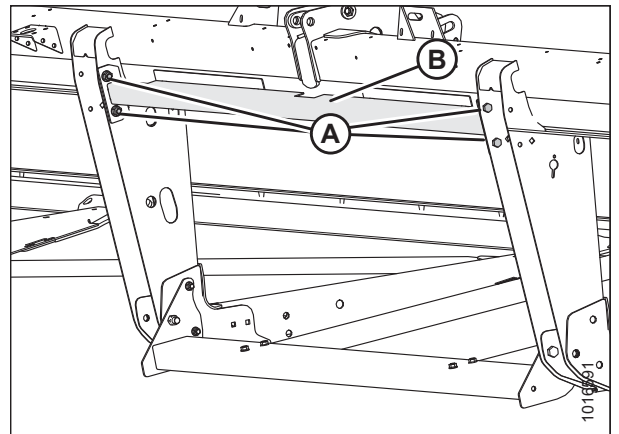


Figure 2.14: Upper Support

UNLOADING

4. Remove six bolts (A) securing lower support (B) to header legs and remove support.

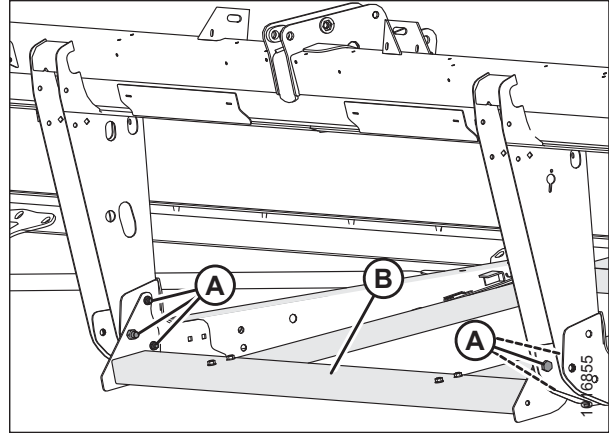


Figure 2.15: Lower Support

5. Remove the four bolts (A) from the shipping stands at both outboard header legs and remove the shipping stands.

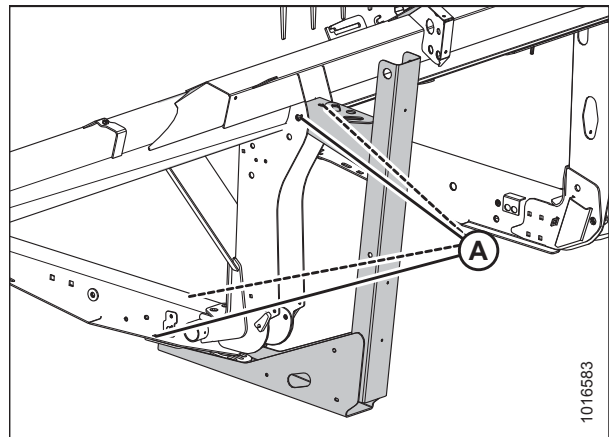


Figure 2.16: Outer Leg Shipping Support – 9.1–12.2 m (30–40 ft.)

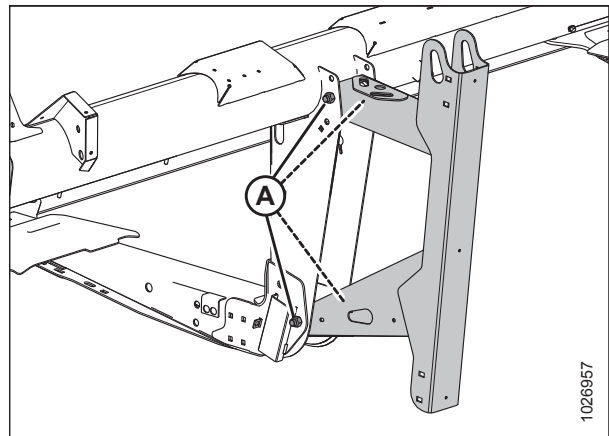


Figure 2.17: Outer Leg Shipping Support – 4.6–7.6 m (15–25 ft.)

UNLOADING

6. Remove reel anti-rotation brace (A) from between reel and endsheet.

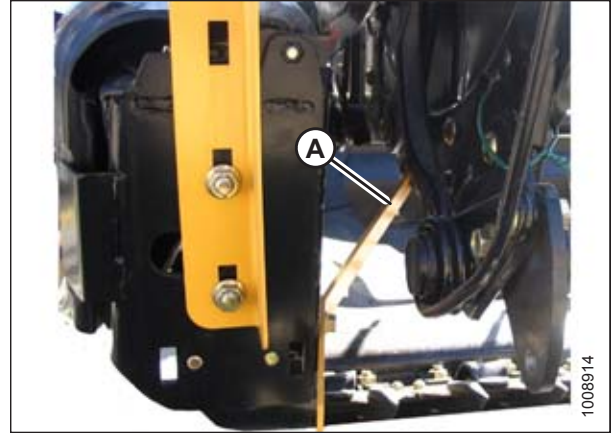


Figure 2.18: Anti-Rotation Brace

7. At the left side of the header, cut and remove the wire (A) securing the endshield to the panel. Repeat at the opposite side.
8. Loosen the three nuts (B) securing the shipping support to the endsheet.
9. Slide shipping support (C) backward to remove.
10. Tighten nuts (B).

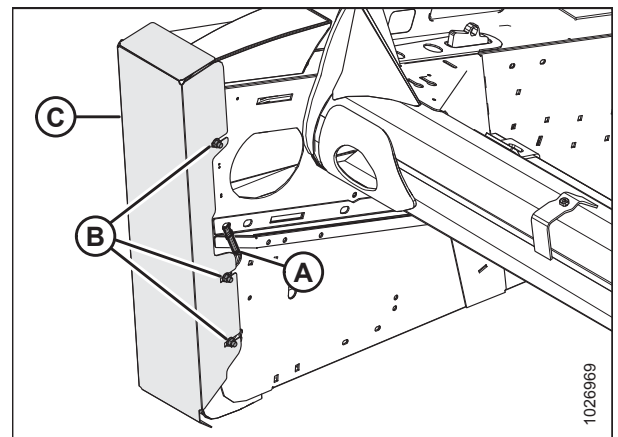


Figure 2.19: Endsheet Shipping Support

11. At the right side of the header, loosen the two nuts (A) securing the shipping support (B) to the endsheet.
12. Slide shipping support (B) backward to remove.
13. Tighten nuts (A).

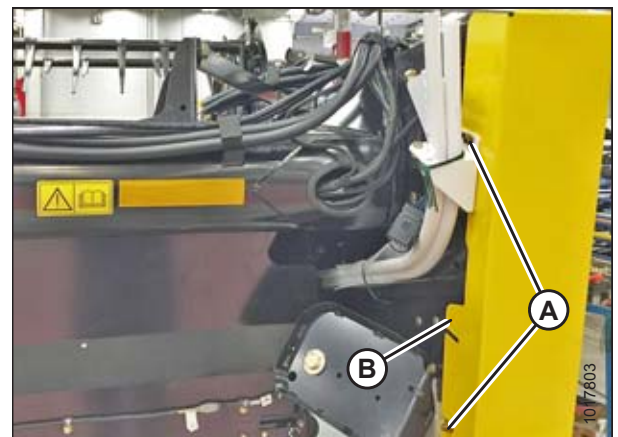


Figure 2.20: Endsheet Shipping Support

Chapter 3: Attaching Header to Windrower

Perform all the procedures in this chapter in the order in which they are listed.

3.1 Installing the Hydraulic Hose Management Arm

The hydraulic hose management arm should be properly installed from shipping position to working position. Lifting equipment is required to complete this task; the hydraulic hose management arm weighs approximately 54 kg (120 lb.).

1. Disconnect harness connector (A) from the header's coupler holder (B).

NOTE:

The harness connector must be disconnected from the header prior to moving the hose management arm to field position.

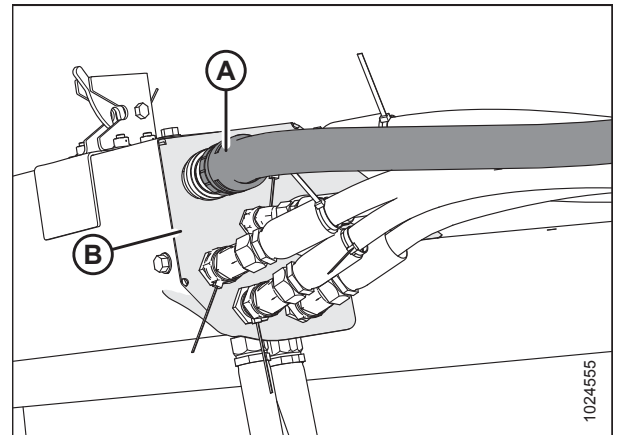


Figure 3.1: Hoses and Connector Attached to the Header

2. Cut and remove the wire (A) securing the hydraulic hose management arm (B) to the diagonal brace (C).

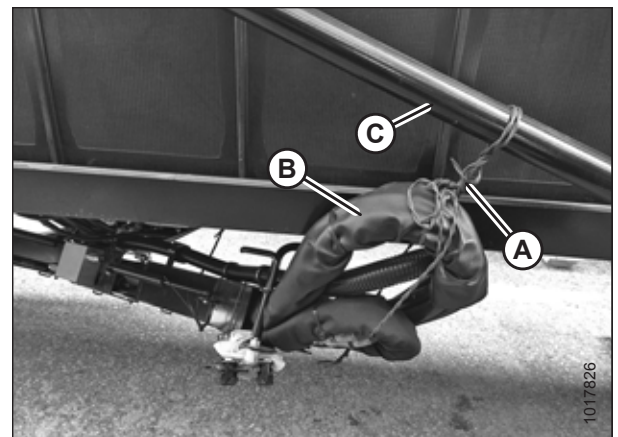


Figure 3.2: Hydraulic Hose Management Arm

ATTACHING HEADER TO WINDROWER

NOTE:

Hydraulic hoses were removed from the illustrations in this procedure for clarity.

3. Position a sling (A) between the gas spring cylinder (B) and secure around the support arm (C).

NOTE:

Illustration shows hydraulic hose management arm in shipping position for a 7.6–10.6 m (25–35 ft.) header.

4. Attach sling (A) to forklift or lifting device.

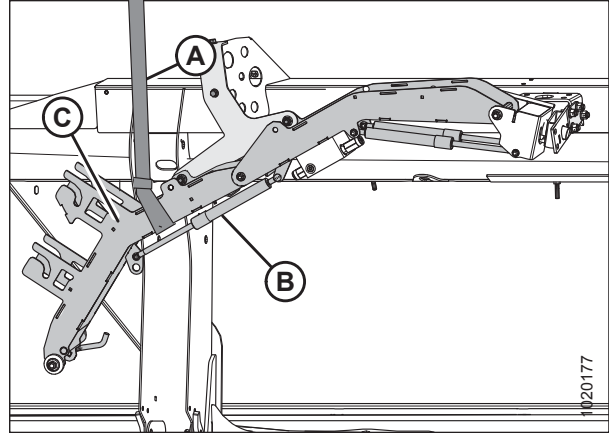


Figure 3.3: Hydraulic Hose Management Arm in Shipping Position

5. **4.6 m (15 ft.) and 6.1 m (20 ft.) Headers:** With the sling attached to the lifting device and supporting the hose management arm (A), lift the hydraulic hose management arm (A) out of the inboard shipping stand (B) and remove the two bolts and nuts (C) securing shipping stand (B) to center anchor (D). Retain hardware.

NOTE:

Sling not shown in illustration.

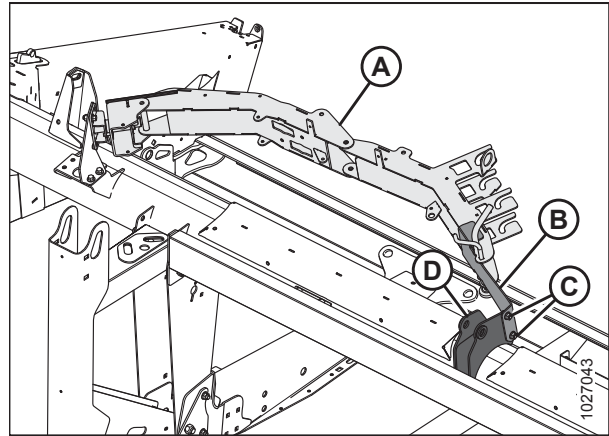


Figure 3.4: Hydraulic Hose Management Arm in Shipping Position – 4.6 m (15 ft.) and 6.1 m (20 ft.) Headers

6. **7.6–10.6 m (25–35 ft.) Headers:** Remove the two bolts and nuts (A) securing the base of the hose management arm (B) to the frame channel (C). Retain bolts and nuts for use later.
7. Remove the other two bolts and nuts (D) from the shipping plate (E). Retain bolts and nuts for use later. Discard shipping plate (E).

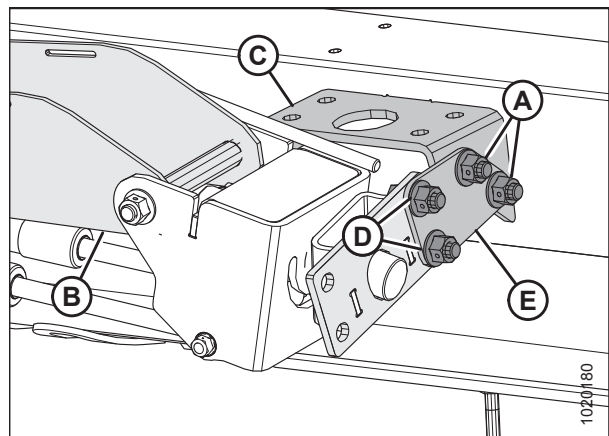


Figure 3.5: Hydraulic Hose Management Arm Base Frame – 7.6–10.6 m (25–35 ft.) Headers

ATTACHING HEADER TO WINDROWER

8. **4.6 m (15 ft.) and 6.1 m (20 ft.) Headers:** With the sling attached to the lifting device and supporting the hose management arm (A), remove the two bolts and nuts (B) securing the hose management arm to outboard shipping support (C). Retain hardware.

NOTE:

Sling not shown in illustration.

9. Remove bolts and nuts (D) securing shipping support (C) to the frame channel (E). Discard shipping support (C).

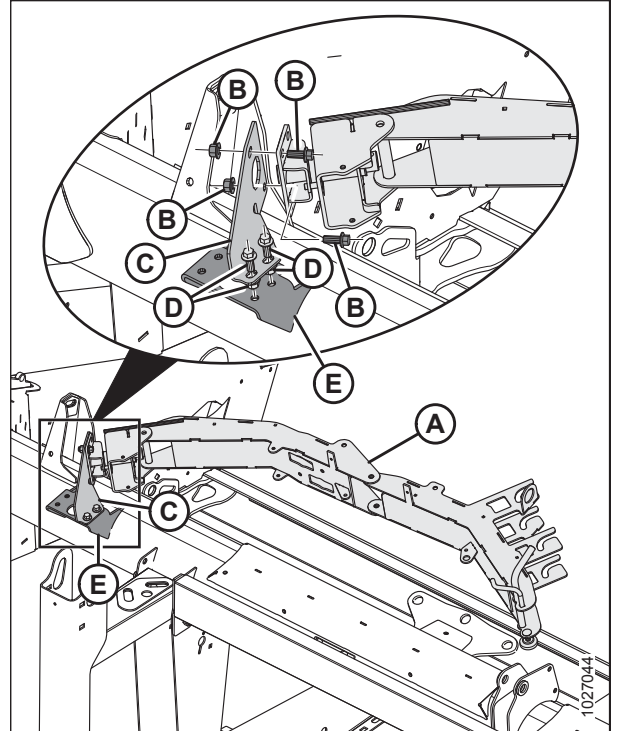


Figure 3.6: Hydraulic Hose Management Arm in Shipping Position – 4.6 m (15 ft.) and 6.1 m (20 ft.) Headers

10. **7.6–10.6 m (25–35 ft.) Headers:** With the sling attached to the lifting device and supporting the hose management arm (A), remove the two bolts and nuts (B) that secure the hose management arm to the shipping support (C).

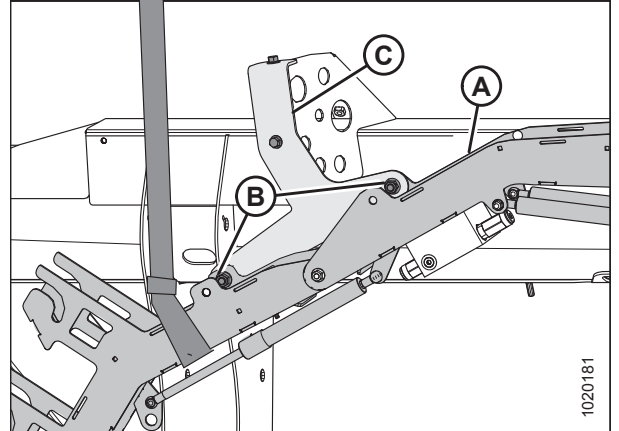


Figure 3.7: Hydraulic Hose Management Arm in Shipping Position – 7.6–10.6 m (25–35 ft.) Headers

ATTACHING HEADER TO WINDROWER

11. **12.2–13.7 m (40–45 ft.) Headers:** With the sling attached to the lifting device and supporting the hose management arm, cut and remove the wire (A) that secures the hose management arm to channel latch on top of header frame tube.



Figure 3.8: Hose Management Arm in Shipping Position – 12.2–13.7 m (40–45 ft.) Headers

12. With the help of the sling and lifting device, position the hose management arm (A) as shown.

NOTE:

Sling not shown in illustration.

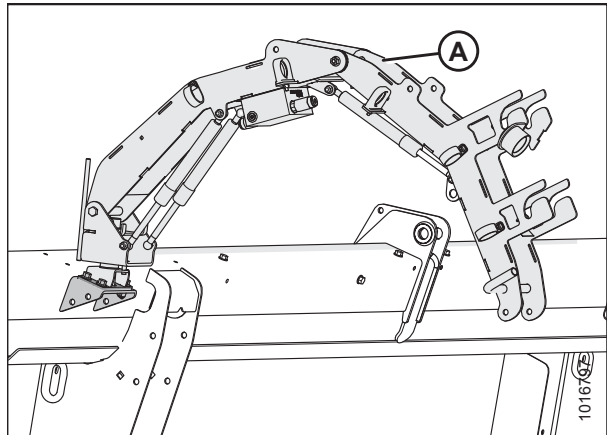


Figure 3.9: Hose Management Arm in Field Position

ATTACHING HEADER TO WINDROWER

13. Secure the plate support (A) to the frame channel (B) using the four bolts and nuts previously removed.
14. Remove sling from the hose management arm.

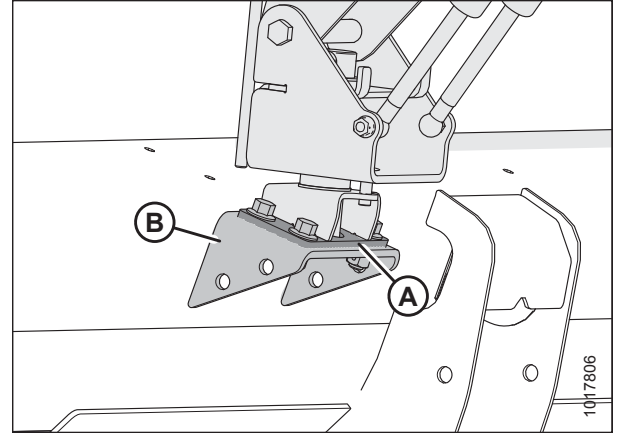


Figure 3.10: Hose Management Arm Plate Support

15. **7.6–10.6 m (25–35 ft.) Headers:** Remove the two bolts (A) and shipping support (B) from the coupler holder (C). Discard shipping support (B) and reinstall the two bolts at the same location on the coupler holder to secure the hose cover.

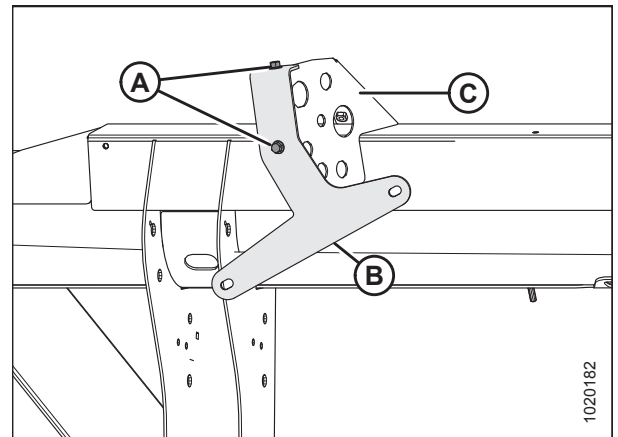


Figure 3.11: Hose Management Arm Shipping Support Bracket – 7.6–10.6 m (25–35 ft.) Headers

16. Connect harness connector (C) to the bulkhead on the header's coupler holder.
17. Cut the cable tie securing the hoses in position (A), and secure the hoses with the strap (B) bolted on the frame.

IMPORTANT:

Note the routing of the hoses in the hose management arm field position shown at right.

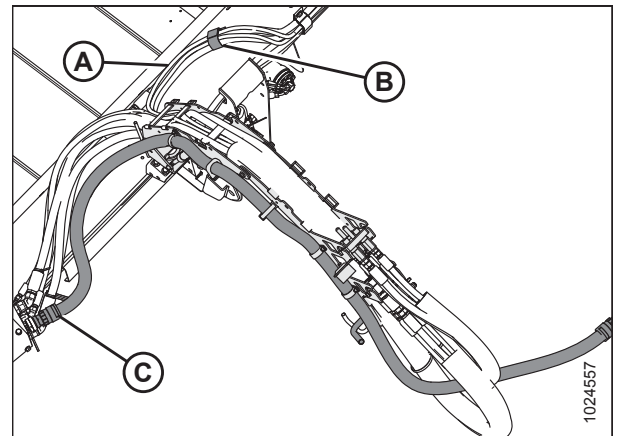


Figure 3.12: Hose Management Arm Hose Routing (Top View)

3.2 Attaching Draper Header Supports

WARNING

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

1. Retrieve header draper supports removed from shipping supports in Step 1, page 13.
2. Remove hairpin and clevis pin (B) from the draper header support (A).

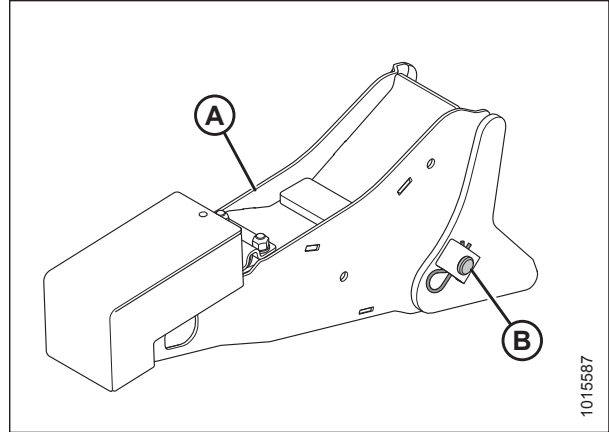


Figure 3.13: Draper Header Support

3. Position the draper header support (B) on lift linkage (A), and reinstall clevis pin (C).

NOTE:

To avoid pin snagging the windrow, install the clevis pin on the outboard side of the draper header support.

4. Secure clevis pin (C) with hairpin (D).
5. Repeat for opposite lift linkage.

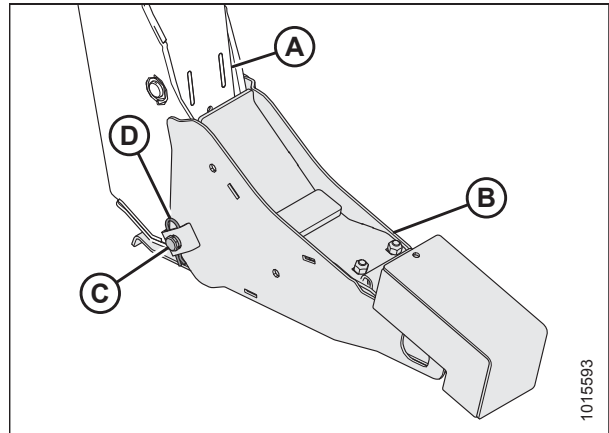


Figure 3.14: Draper Header Support

3.3 Connecting Center-Link

WARNING

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

1. Stop the engine and remove the key.
2. **Hydraulic Center-Link without Self-Alignment:** Relocate pin (A) in frame linkage as required to raise the center-link (B) until the hook is above the attachment pin on the header.

IMPORTANT:

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.

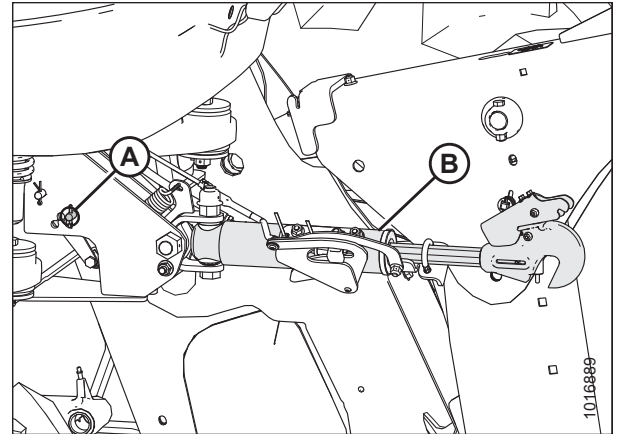


Figure 3.15: Center-Link without Self-Alignment

3. Remove hairpin (A) from pin (B), and remove pin (B) from header leg. Repeat on the opposite header leg.

CAUTION

Check to be sure all bystanders have cleared the area.

4. Start engine.

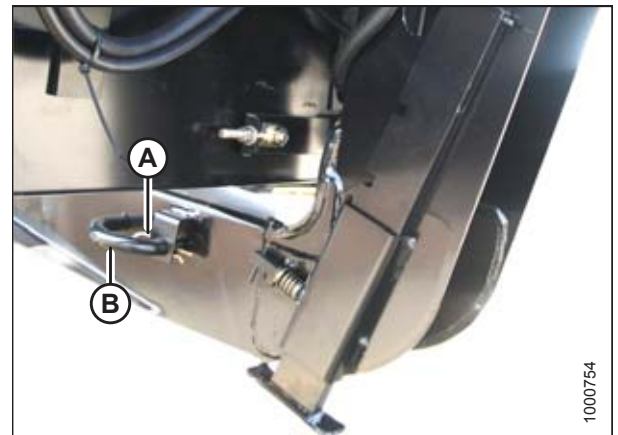


Figure 3.16: Header Leg

CAUTION

When lowering header lift legs without a header or weight box attached to the windrower, ensure the float springs tension is fully released to prevent damage to the header lift linkages.

NOTE:

If not prompted by the Harvest Performance Tracker (HPT) display to remove float, remove float manually by doing the following:

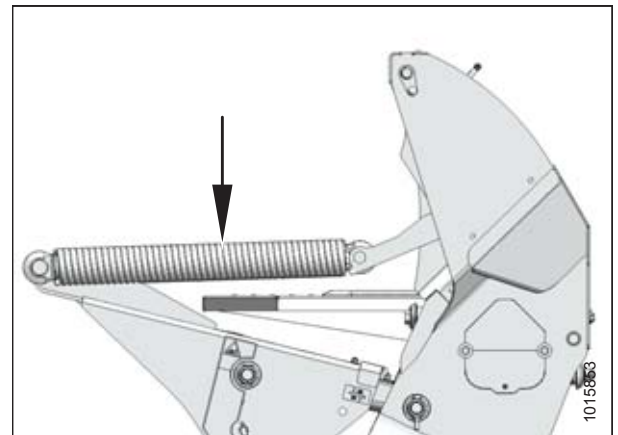


Figure 3.17: Header Float Springs

ATTACHING HEADER TO WINDROWER

5. In the windrower cab, press scroll knob (A) on HPT to display the QuickMenu system.
6. Rotate scroll knob (A) to highlight the HEADER FLOAT symbol (B), and press scroll knob to select.



Figure 3.18: HPT Display

7. On Float Adjust page, press soft key 3 (A) to remove float.



Figure 3.19: HPT Display

8. **Self-Aligning Hydraulic Center-Link:**
 - a. Press HEADER DOWN switch on the ground speed lever (GSL) to fully retract header lift cylinders.
 - b. Press REEL UP switch on the GSL to raise the center-link until the hook is above the attachment pin on the header.

IMPORTANT:

If the center-link is too low, it may contact the header as the windrower approaches the header for hookup.

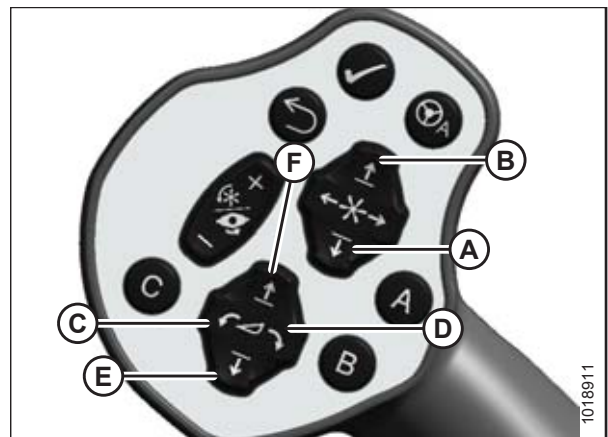


Figure 3.20: GSL Switches

- | | |
|----------------------|--------------------|
| A - Reel Down | B - Reel Up |
| C - Header Tilt Down | D - Header Tilt Up |
| E - Header Down | F - Header Up |

ATTACHING HEADER TO WINDROWER

9. Drive the windrower slowly forward until the draper header supports (A) enter the header legs (B). Continue driving slowly forward until lift linkages contact the support plates in the header legs and the header nudges forward.
10. Ensure that lift linkages are properly engaged in header legs and are contacting the support plates.

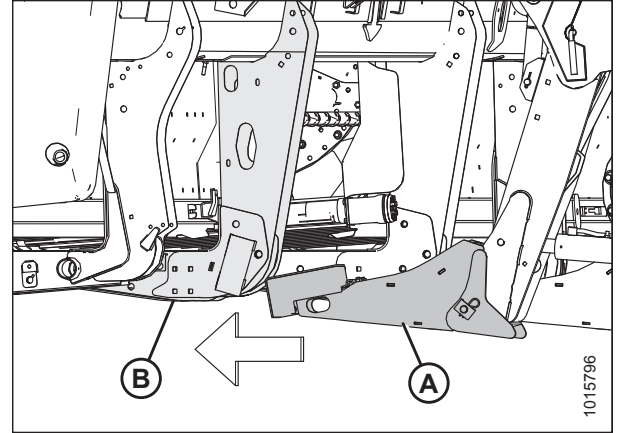


Figure 3.21: Header Leg and Draper Header Support

11. Self-Aligning Hydraulic Center-Link:

- a. Adjust position of the center-link cylinder (A) with the switches on the GSL until hook (B) is above the header attachment pin.

IMPORTANT:

Hook release (C) must be down to enable self-locking mechanism.

- b. If the hook release (C) is open (up), stop the engine and remove the ignition key. Manually push the hook release (C) down after the hook engages the header pin.
- c. Lower center-link (A) onto the header with REEL DOWN switch on the GSL until the center-link locks into position and the hook release (C) is down.
- d. Check that center-link is locked onto header by pressing the REEL UP switch on the GSL.

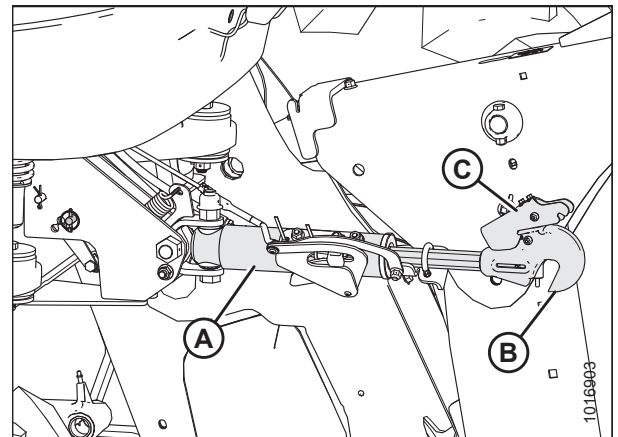


Figure 3.22: Hydraulic Center-Link

ATTACHING HEADER TO WINDROWER

12. Hydraulic Center-Link without Self-Alignment:

- Press HEADER TILT UP or HEADER TILT DOWN cylinder switches on the GSL to extend or retract center-link cylinder until the hook is aligned with the header attachment pin.
- Stop the engine and remove the key.
- Push down on rod end of link cylinder (B) until hook engages and locks onto header pin.

IMPORTANT:

Hook release must be down to enable self-locking mechanism. If the hook release is open (up), manually push it down after hook engages pin.

- Check that center-link (A) is locked onto header by pulling upward on rod end (B) of cylinder.

CAUTION

Check to be sure all bystanders have cleared the area.

- Start engine.
- Press the HEADER UP switch (A) to raise header to maximum height.
 - Stop the engine and remove the key.

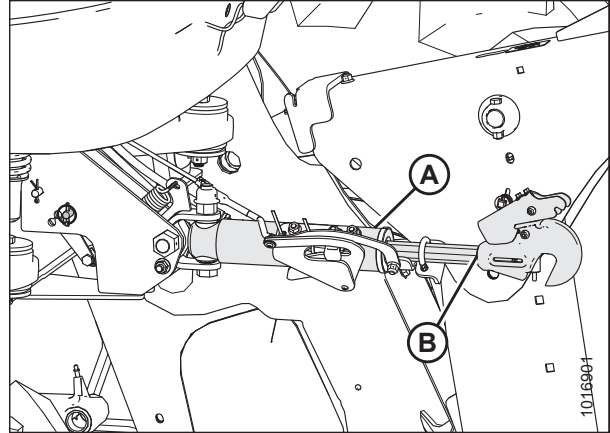


Figure 3.23: Hydraulic Center-Link

- Engage safety prop on the windrower's lift cylinder as follows:

- Pull lever (A) and rotate toward header to release, and lower safety prop onto cylinder.
- Repeat for opposite lift cylinder.

IMPORTANT:

Ensure the safety props engage over the cylinder piston rods. If safety prop does not engage properly, raise header until prop fits over the rod.



Figure 3.24: GSL

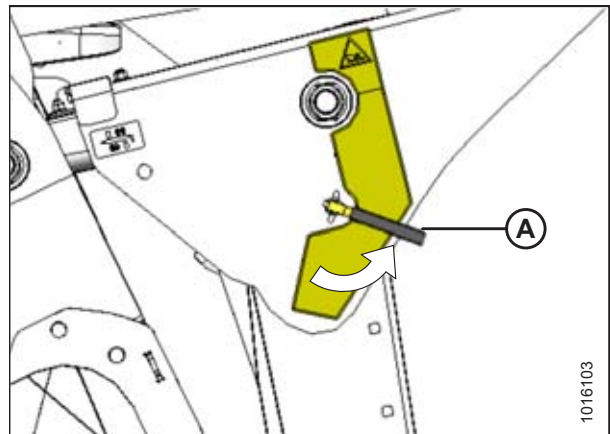


Figure 3.25: Cylinder Safety Prop

ATTACHING HEADER TO WINDROWER

16. Install pin (B) through the header leg (engaging U-bracket in draper header support) on both sides and secure with a hairpin (A).
17. Raise header stand (D) to storage position by pulling spring pin (C) and lifting stand into uppermost position. Release spring pin.

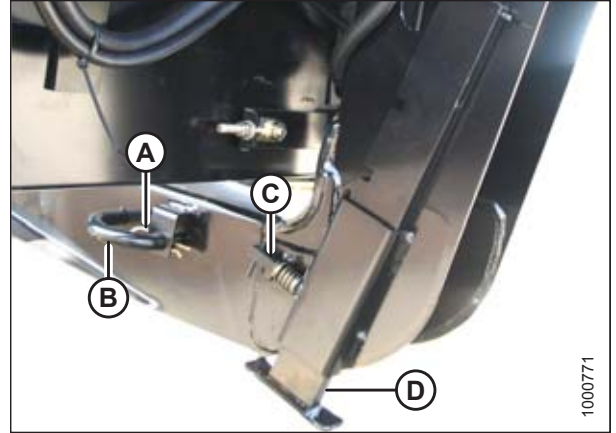


Figure 3.26: Header Leg

18. Disengage safety prop by turning lever (A) downward to raise safety prop until lever locks into vertical position.

NOTE:

If safety prop will not disengage, raise header slightly.

19. Repeat for opposite side.



CAUTION

Check to be sure all bystanders have cleared the area.

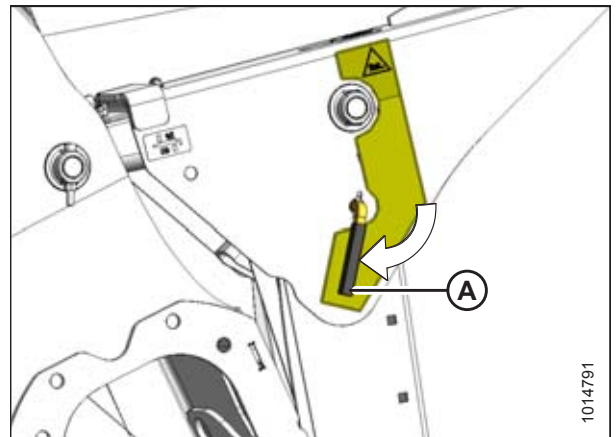


Figure 3.27: Cylinder Safety Prop

20. Start engine and press HEADER DOWN switch (A) on GSL to fully lower header.
21. Stop the engine and remove the key.



Figure 3.28: GSL

3.4 Connecting Hydraulics

IMPORTANT:

To prevent contamination of the hydraulic system, use a clean rag to remove dirt and moisture from all (fixed and movable) hydraulic couplers.

1. Move arm (A) toward left cab-forward side of windrower.
2. Remove all remaining ties and shipping wire from hose management arm.

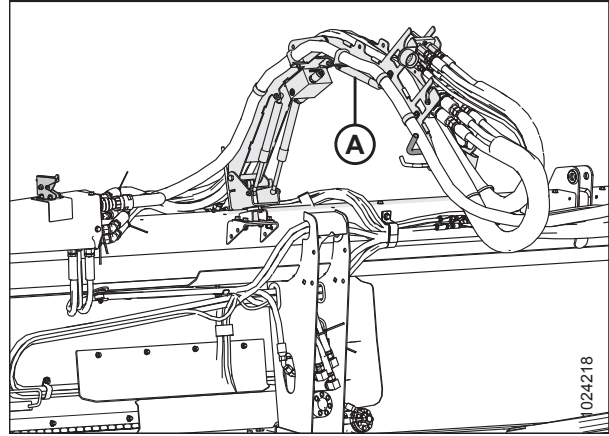


Figure 3.29: Hydraulic Hose Management Arm

3. Ensure cab door is closed on the left cab-forward side of the windrower.
4. Push latch (B), and pull platform (A) toward walking beam until it stops and latch engages.

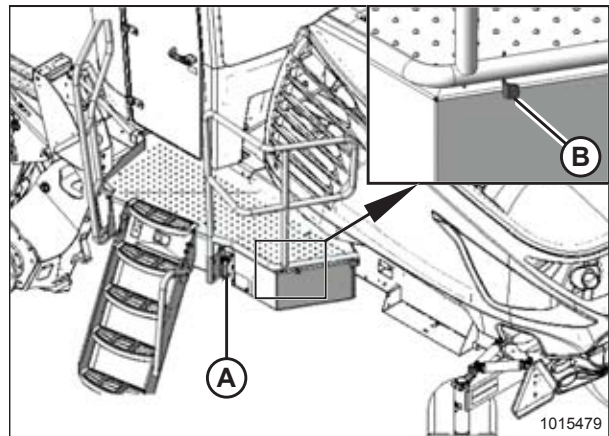


Figure 3.30: Platform

5. Connect hydraulic hose management arm (A) to windrower by securing the ball joint (B) on arm into the latch support (C) on windrower leg.

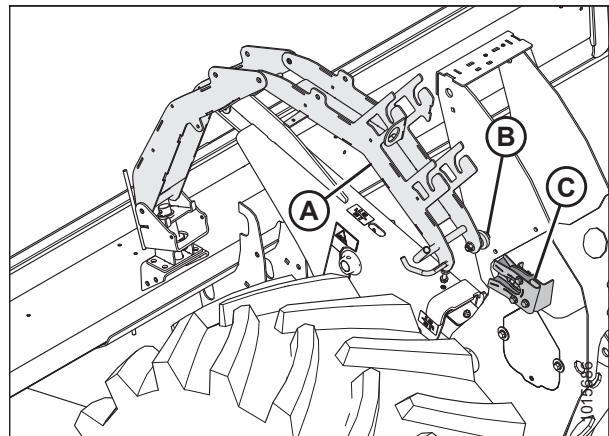


Figure 3.31: Hydraulic Hose Management Arm

ATTACHING HEADER TO WINDROWER

- Retrieve draper drive and reel control multicoupler (A) from hose management arm.
- Push knob (B) on hydraulic receptacle and pull handle (C) fully away from windrower.
- Open cover (D) and position coupler onto receptacle. Align pins in coupler with slots in handle (C) and push handle toward windrower so that coupler locks onto receptacle and knob (B) snaps out.
- Remove cover from electrical connector (E), push electrical connector onto receptacle, and secure by turning collar on electrical connector clockwise.
- Remove hose quick-disconnect (F) from storage location and connect to receptacle on frame.

NOTE:

Hose quick-disconnect (F) is only present on M1240 machines configured for draper headers and on M1170 machines configured for rotary disc headers.

- Retrieve knife and reel drive multicoupler (A) from hose management arm.
 - Push knob (B) on hydraulic receptacle and pull handle (C) fully away from windrower.
 - Open cover (D) and position coupler onto receptacle. Align pins in coupler with slots in handle (C) and push handle toward windrower so that coupler locks onto receptacle and knob (B) snaps out.
- Push latch (B) to unlock platform (A).
 - Push the platform towards the cab until it stops and latch engages.

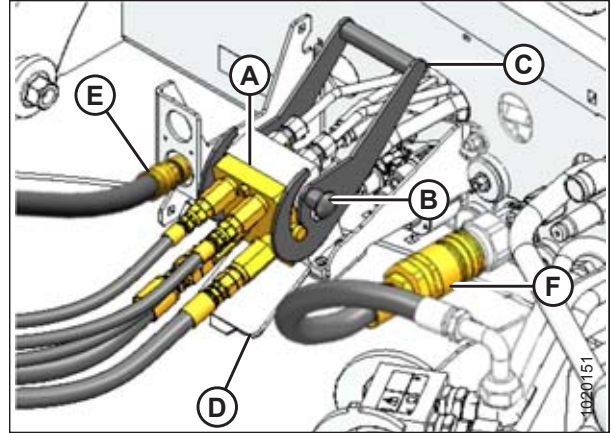


Figure 3.32: Draper/Reel Multicoupler

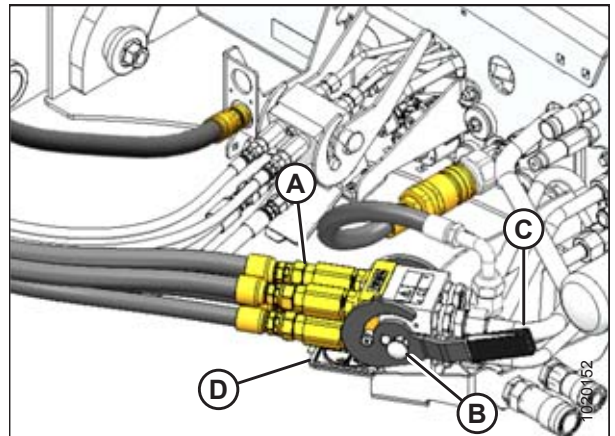


Figure 3.33: Knife/Reel Drive Multicoupler

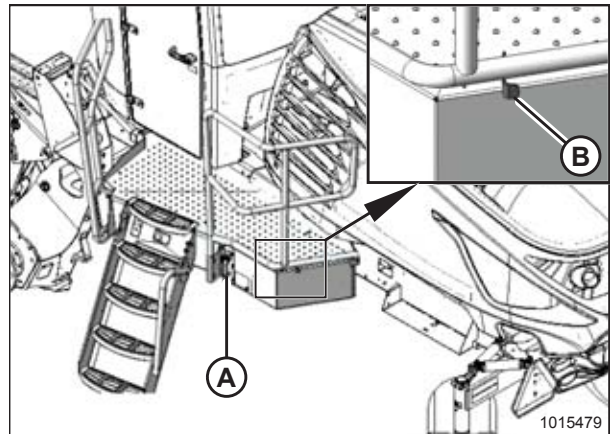


Figure 3.34: Platform

ATTACHING HEADER TO WINDROWER

16. Ensure hydraulic hose routing is as straight as possible and avoids potential rub/wear points.

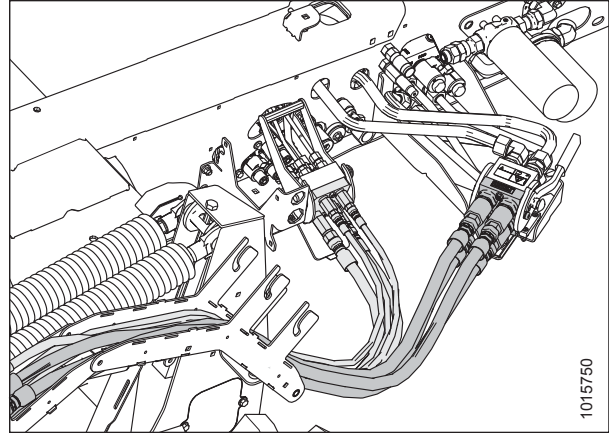


Figure 3.35: Hydraulic Multicouplers and Hose Routing

Chapter 4: Assembling the Header

Perform all the procedures in this chapter in the order in which they are listed.

4.1 Positioning Transport Lights

Transport lights are located on each outboard reel arm. They are shipped in an inverted position on the inboard sides of the reel arms.

1. Remove lock nut (B) holding right light assembly (A) to reel arm and remove light assembly. Retain lock nut.

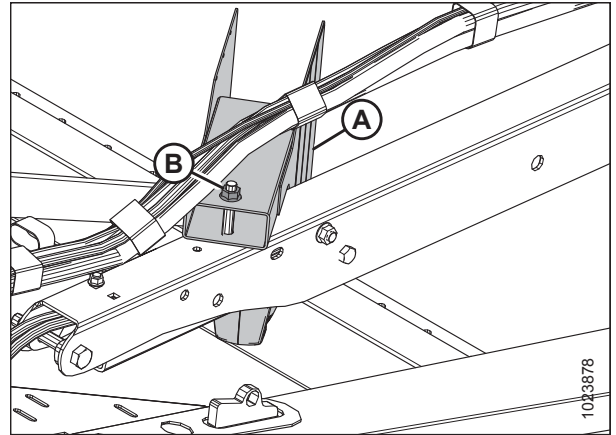


Figure 4.1: Right Light Assembly in Shipping Position

2. Position the right light assembly (A) perpendicular to right reel arm and attach using retained lock nut (B).

NOTE:

Light assembly should rotate with normal hand force yet maintain its position.

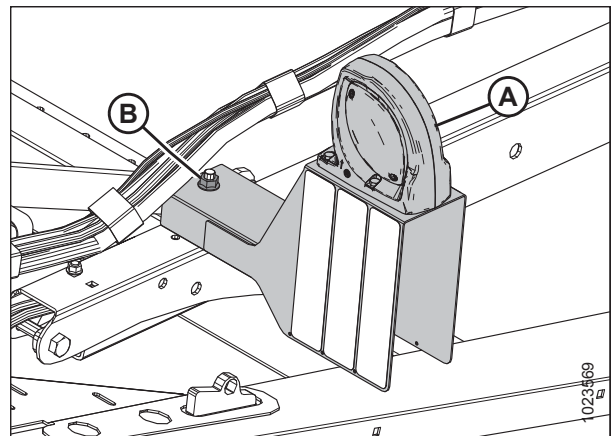


Figure 4.2: Right Transport Light

ASSEMBLING THE HEADER

3. Remove lock nut (A) holding left light assembly (B) to reel arm and remove light assembly. Retain lock nut.

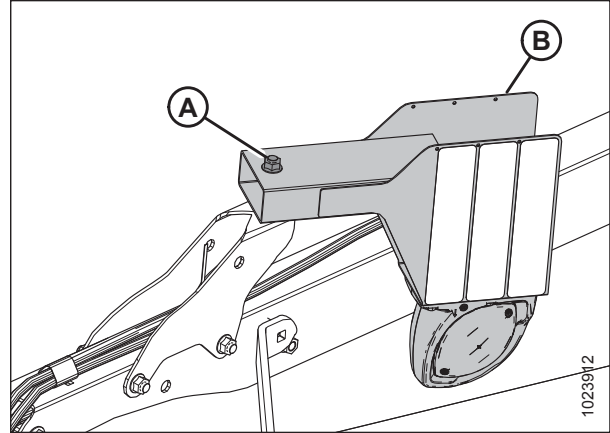


Figure 4.3: Left Light Assembly in Shipping Position

4. Position the left light assembly (B) perpendicular to left reel arm and attach using retained lock nut (A).

NOTE:

Light assembly should rotate with normal hand force yet maintain its position.

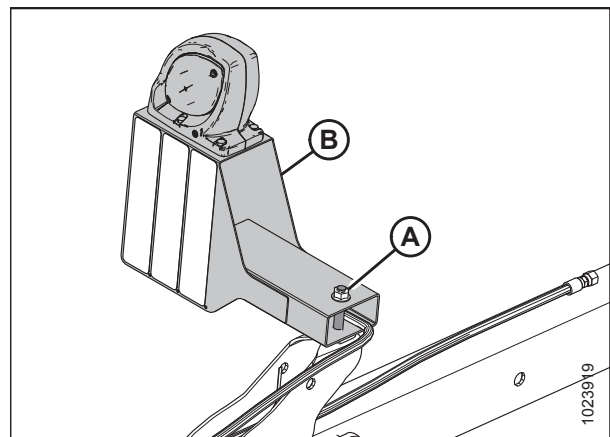


Figure 4.4: Left Transport Light

4.2 Attaching Reel Lift Cylinders

CAUTION

Bolts (A) (with tags) on reel arms keep the reel from sliding forward. Ensure fore-aft cylinders are attached before removing bolts.

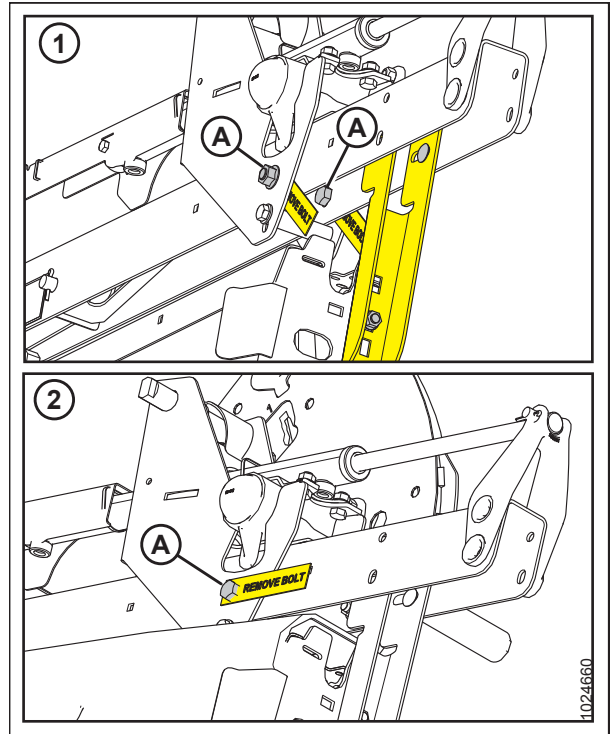


Figure 4.5: Right Reel Arm

1 - Single Reel

2 - Double Reel

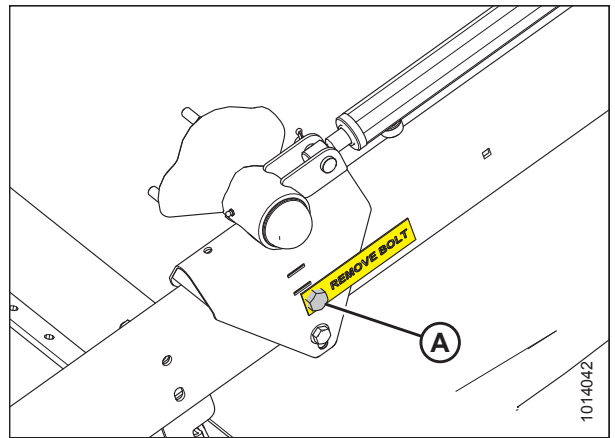


Figure 4.6: Left Reel Arm

ASSEMBLING THE HEADER

NOTE:

Some parts removed from illustration for clarity.

1. Position sling (A) around the reel tube (B) close to the outboard end of reel and attach sling to a forklift or equivalent lifting device.
2. Remove shipping wire/banding from the reel lift cylinder.

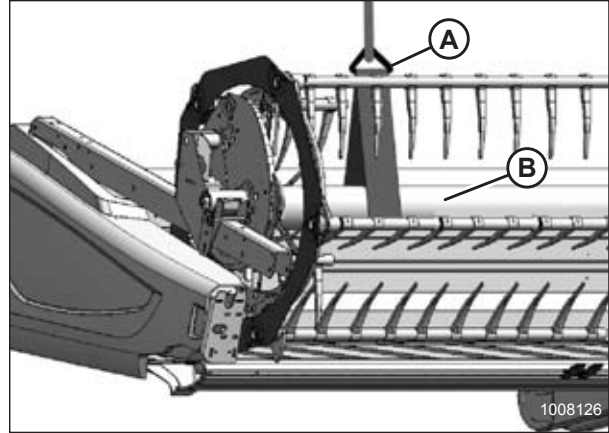


Figure 4.7: Reel Tube

3. Lift reel and remove two top bolts (A) on outboard reel arm supports. Repeat for opposite side.

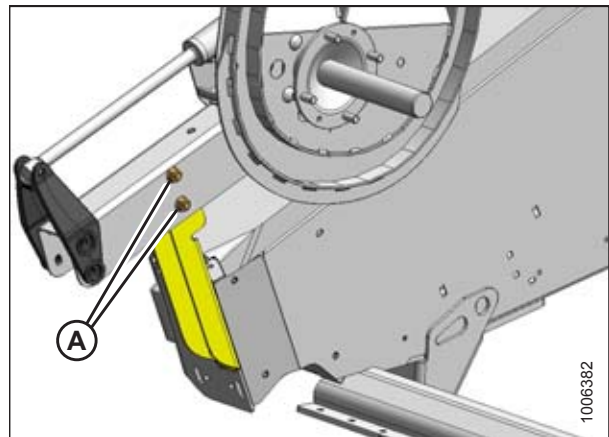


Figure 4.8: Outboard Reel Arm Support

4. **Double-reel headers only:** Lift reel and remove two top bolts (A) on center reel arm to allow the center reel arm to move.

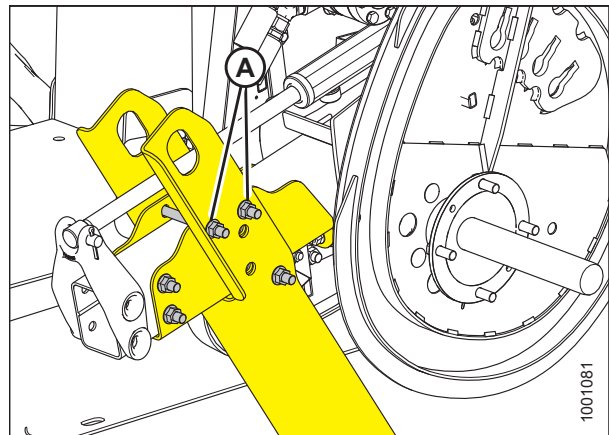


Figure 4.9: Center Reel Arm – Double Reel Only

ASSEMBLING THE HEADER

5. Lift reel and remove pins from the endsheet and the reel arm.
6. Align the reel lift cylinder mounting holes until they line up with the lug on endsheet and the hole in the reel arm.
7. Secure cylinder to endsheet and reel arm with pins as shown.
 - Insert cotter pin (A) **OUTBOARD** at reel arm
 - Insert cotter pin (B) **INBOARD** at endsheet

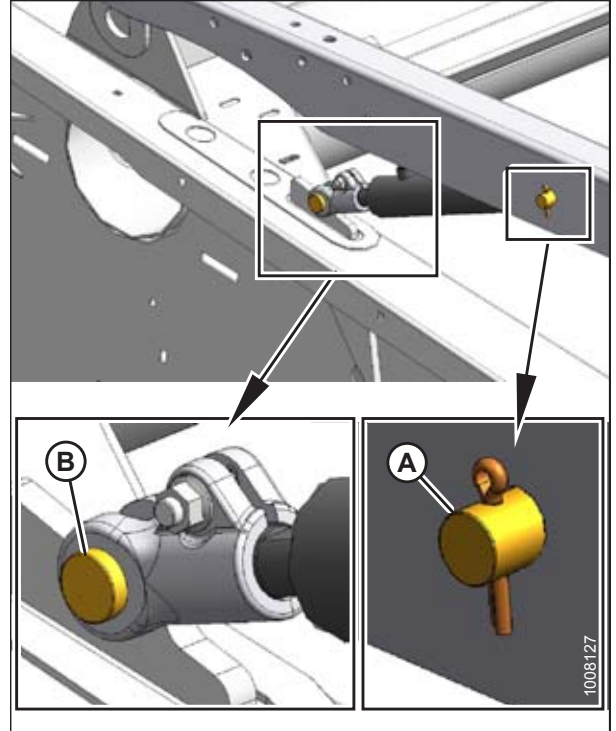


Figure 4.10: Right Reel Lift Cylinder

8. Move reel safety props (A) to engaged position (B) at outer arm.

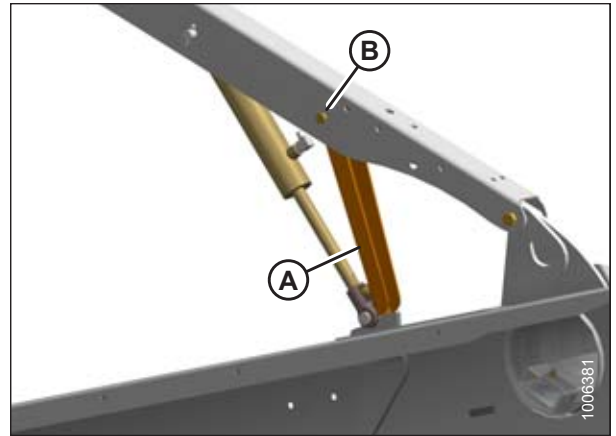


Figure 4.11: Reel Safety Props

ASSEMBLING THE HEADER

9. *For double reel only:*

- a. Position sling (A) around the reel tube near the reel center support arm.
- b. Lift reel to gain access to the center lift cylinder.
- c. Remove shipping wire and banding from center reel lift cylinder.

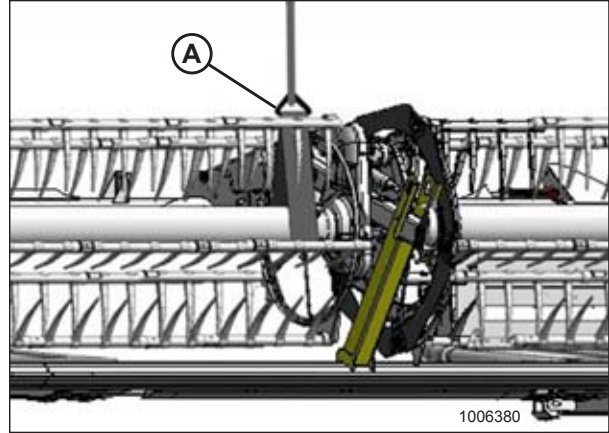


Figure 4.12: Lifting the Reel – Double Reel Only

10. *For double reel only:*

- a. Remove 3/4 in. socket head bolt and 5/8 in. nut from cylinder rod end. Retain hardware.
- b. Attach rod end of cylinder (B) to reel arm with socket head bolt and nut (A). Access hardware through holes in reel arm braces.
- c. Torque bolt and nut (A) to 54–61 Nm (40–45 lbf-ft).
- d. Remove pin at barrel end of cylinder.
- e. Adjust reel height so pin can be installed at barrel end of cylinder and mounting structure.

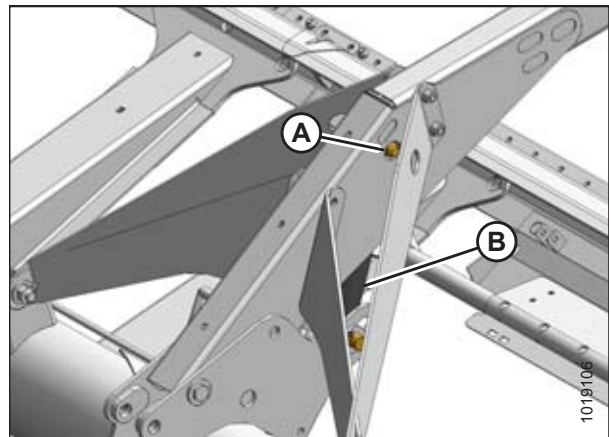


Figure 4.13: Reel Arm Braces

11. Reposition the sling (A) around reel tube near the opposite outboard reel arm.
12. Remove shipping wire and banding from the reel lift cylinder.

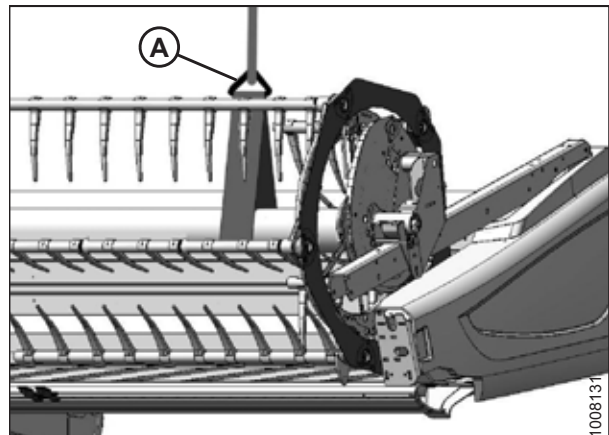


Figure 4.14: Outboard Reel Arm

ASSEMBLING THE HEADER

13. Lift reel and remove pins from the endsheet (B) and the reel arm (A).
14. Align the reel lift cylinder mounting holes until they line up with the lug on endsheet and the hole in the reel arm.
15. Secure cylinder to endsheet and reel arm with pins as shown.
 - Insert cotter pin (A) **OUTBOARD** at reel arm
 - Insert cotter pin (B) **INBOARD** at endsheet

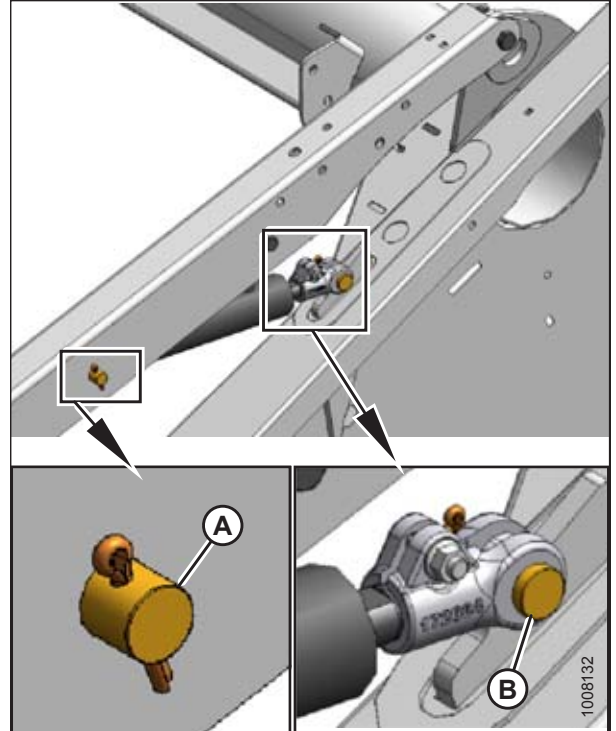


Figure 4.15: Left Reel Lift Cylinder

16. Move the reel safety props (A) to engaged position (B).

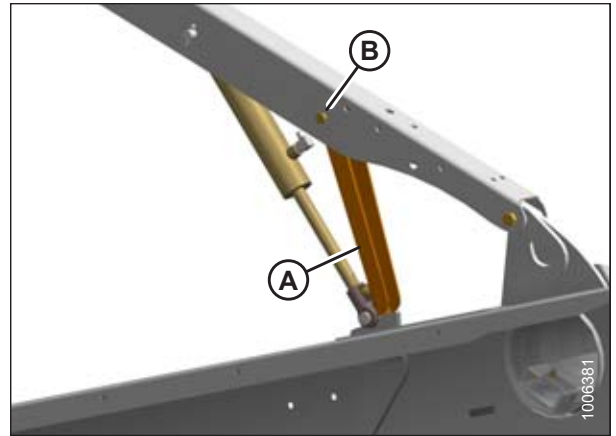


Figure 4.16: Reel Safety Prop

ASSEMBLING THE HEADER

17. **Double reel only:** Remove the remaining bolt (A), disengage center reel arm shipping support (B) from cutterbar, and remove shipping support.

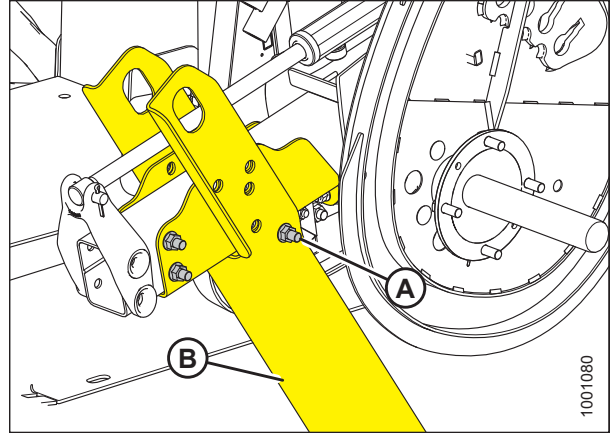


Figure 4.17: Center Reel Arm Shipping Support

18. Remove bolts (A) from reel arm support at endsheet and remove support. Repeat at other side.

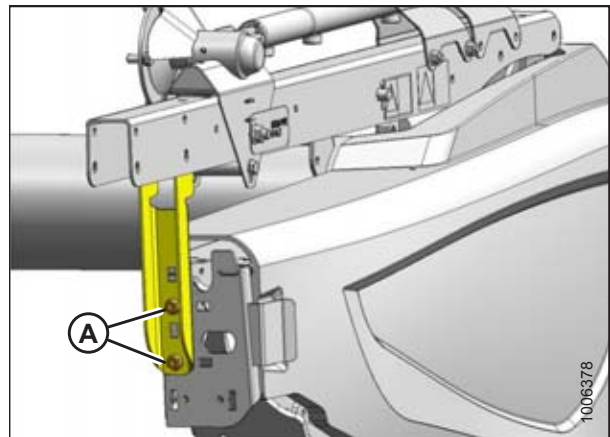


Figure 4.18: Outboard Reel Arm Supports

ASSEMBLING THE HEADER

19. Remove brace bolts and tags (A) locking the reel fore-aft position at outer reel arms.

NOTE:

Do **NOT** use hydraulic pressure to move fore-aft cylinder to aid in removing brace bolts. Cylinder damage may occur.

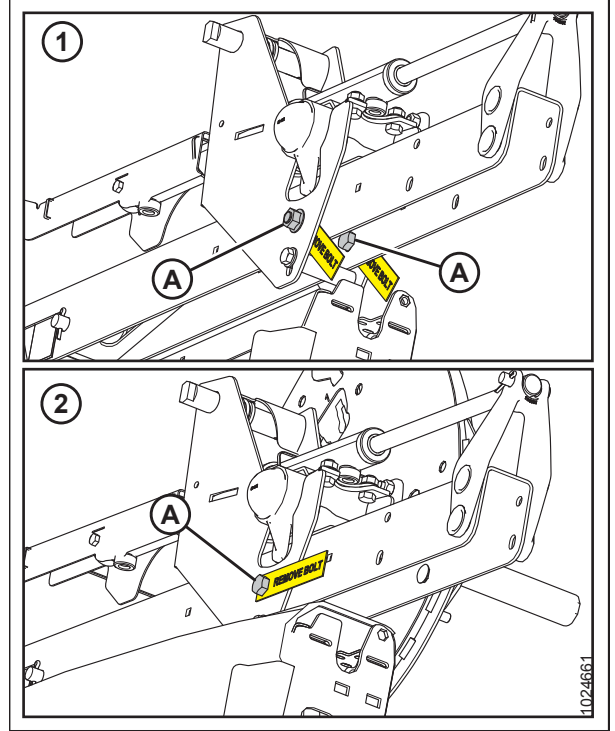


Figure 4.19: Right Reel Arm

1 - Single Reel

2 - Double Reel

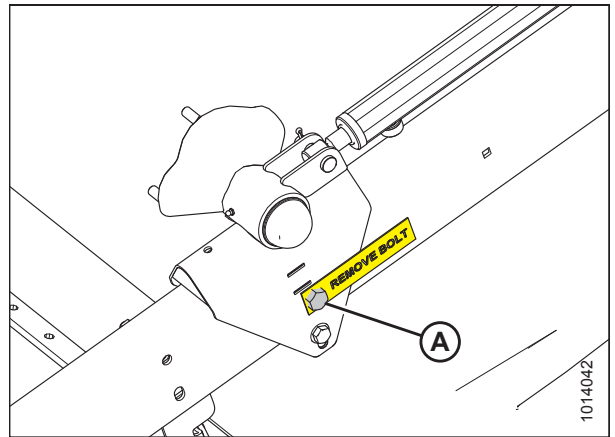


Figure 4.20: Left Reel Arm

ASSEMBLING THE HEADER

20. **Double reel only:** Remove the remaining three bolts (A) locking the reel fore-aft position at the center reel arm and remove shipping channel (B).

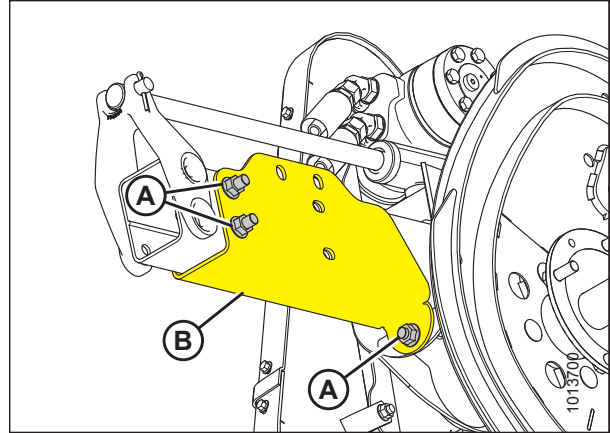


Figure 4.21: Center Reel Arm Shipping Channel – Double-Reel Only

4.3 Installing Disc Segments of Outboard Reel Endshields

To meet the trucking load regulations for the maximum load width and height, two disc segments of the reel endshields (A) may have been removed from the right reel (tail end) and left reel (cam end). Check if reel endshields are completely installed. If not, install the two disc segments as follows:

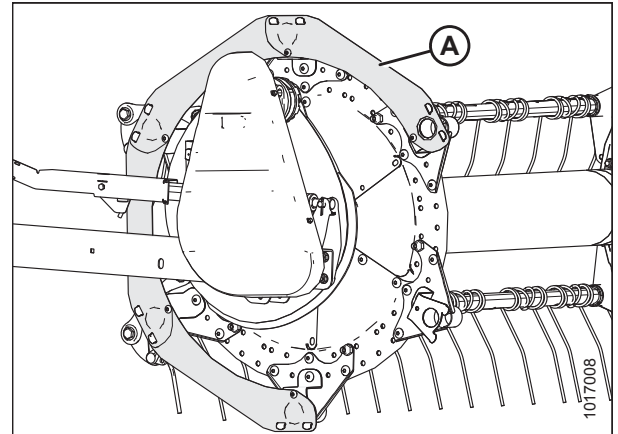


Figure 4.22: Partially Installed Reel Endshield – Cam End Shown, Tail End Similar

1. Retrieve the bag of hardware removed from the center draper support.
2. Remove the two bolts (A) securing the disc segments to support tabs. Retain for reinstallation later.
3. Engage slots on disc segment (B) on endshield support tabs (C).

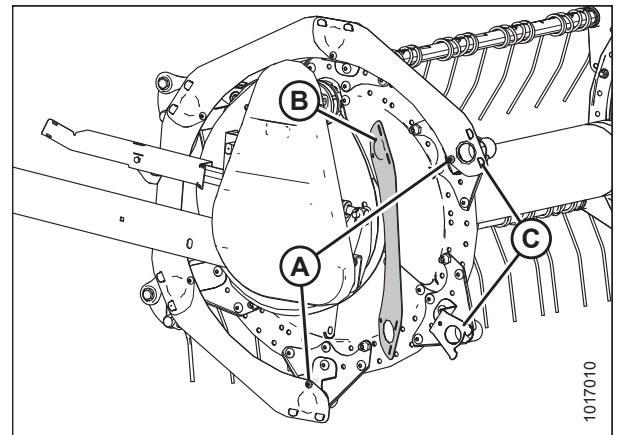


Figure 4.23: Reel Endshield

4. Secure the other end of the disc segment to support using the bolt (A) that was removed earlier.
5. Position last disc segment (B) in front of disc segment (C) and behind disc segment (D), engage endshield support tabs through all disc segments, and secure with two bolts (E).

NOTE:

It may be necessary to loosen hardware and use a pry tool to secure the last disc segment in place.

6. Repeat procedure at the opposite side.

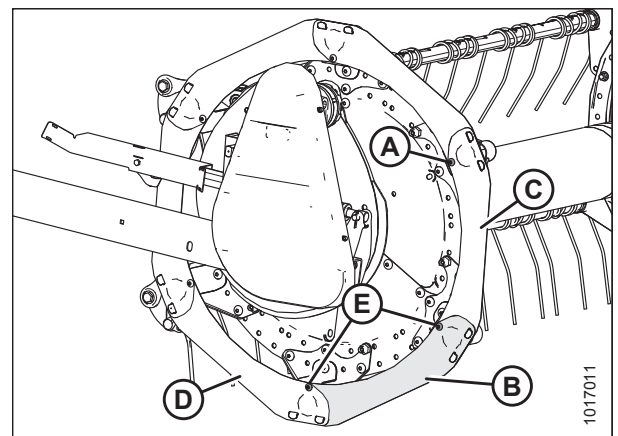


Figure 4.24: Reel Endshield

4.4 Attaching Cam Arms

To attach the reel cam arms, follow these steps:

NOTE:

On nine-bat reel headers, one cam arm assembly was removed and secured to the tine tube for shipping purposes.

1. **Nine-bat reel headers:** Remove shipping wire (A) and foam, and remove cam arm assembly (B) from the tine tube.



Figure 4.25: Cam Arm in Shipping Position

2. **Nine-bat reel headers:** Install cam arm assembly (A) onto arm (B), and secure with 1/2 in. smooth face lock nut (C). Torque to 75 Nm (55 lbf-ft).

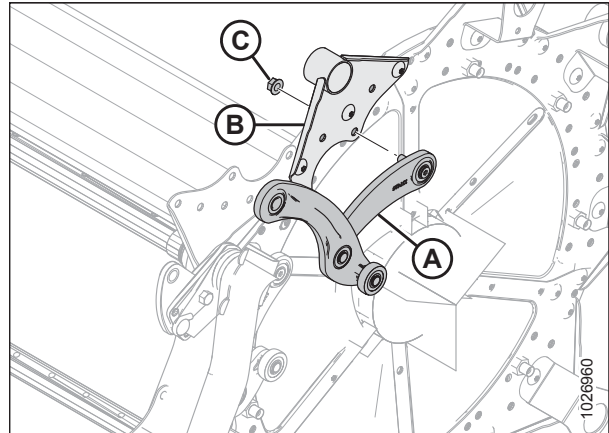


Figure 4.26: Cam Arm Assembly

3. Rotate the reel manually until the tine bars with disconnected cam links are accessible.
4. Remove shipping wire (A) (if not already removed).

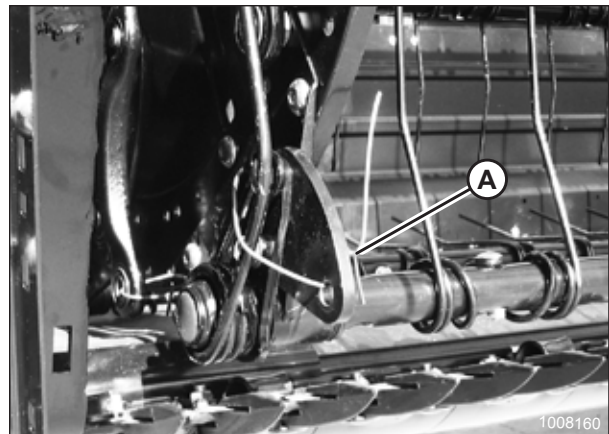


Figure 4.27: Disconnected Cam Links and Shipping Wire

ASSEMBLING THE HEADER

5. Remove bag of hardware (A) from tine bar. It contains hardware for cam links and endshields.

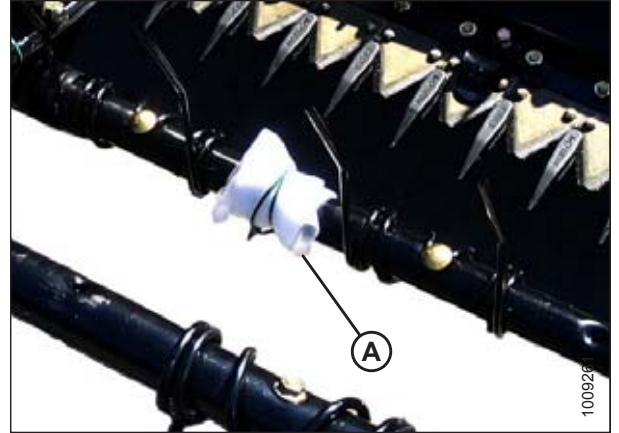


Figure 4.28: Hardware Bag Right Reel

6. Rotate tine bar crank (A) and position link (B) so attachment holes in bar crank are aligned with hole in link.
7. Install bolt (C) in link and position shim (D) on bolt so that shim is between link and tine bar crank.

NOTE:

Bolts are precoated with Loctite®, so no further locking method is required.

8. Realign link (B) and tine bar crank (A) and thread in bolt (C).
9. Repeat for remaining tine bars and torque bolts to 165 Nm (120 lbf-ft).

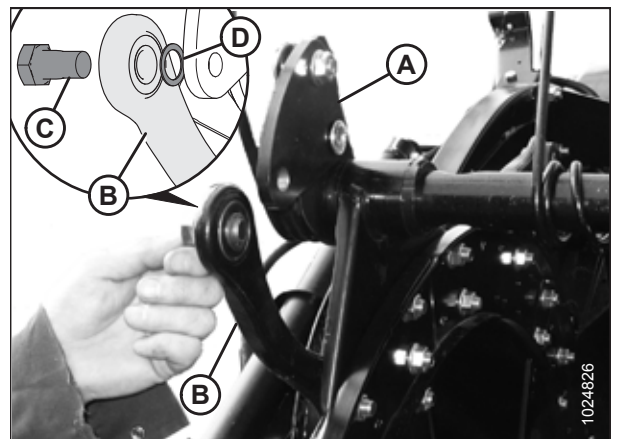


Figure 4.29: Bar Crank Attachment Holes and Link Alignment

4.5 Installing Crop Dividers

One crop and two divider rods are stored on the right inboard side of the endsheet; the other crop divider is stored on the left inboard side of the endsheet.

1. Loosen the bolt at location (A) on the lock tab securing the divider rods (B) to the storage bracket (C).
2. Remove divider rods (B) from the storage bracket (C) and pull away from the lower divider rod support (D). Set aside for installation later.
3. Return lock tab to its original position and tighten bolt at location (A).

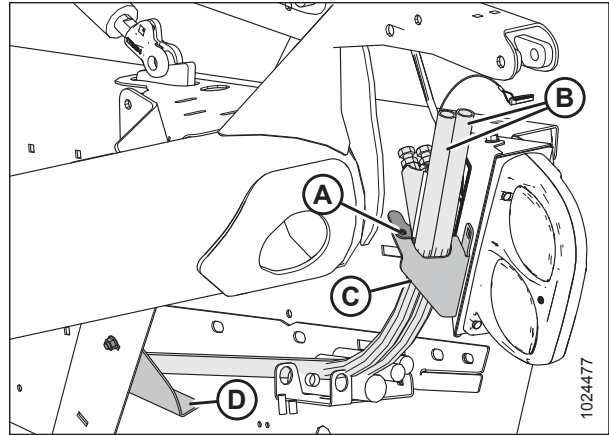


Figure 4.30: Divider Rods on Endsheets

4. Support the crop divider, remove shipping wire (A) at front end, and remove bolt (B).
5. Remove bolt and washer (C).

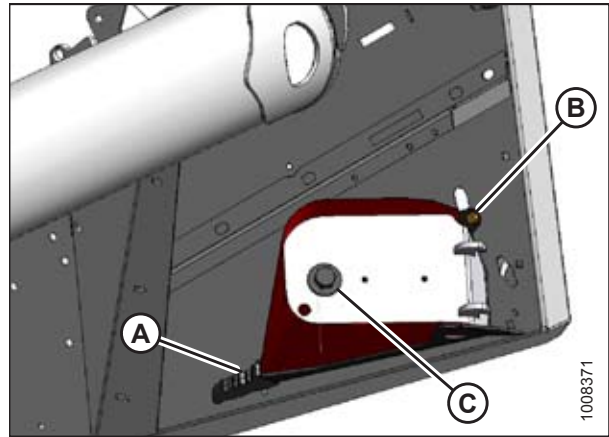


Figure 4.31: Crop Divider on Endsheets

6. Position crop divider as shown and insert lugs (A) into slots (B) in endsheet.

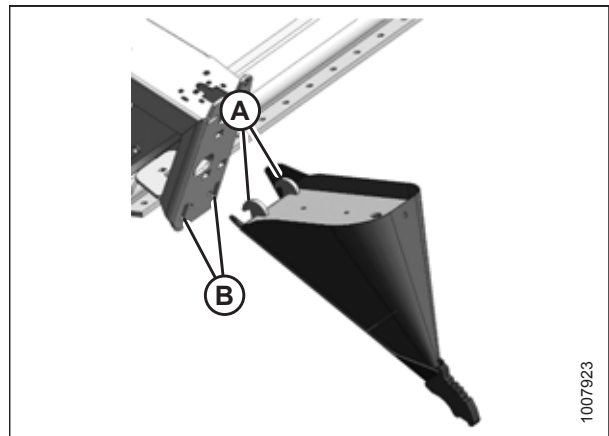


Figure 4.32: Crop Divider Lugs and Endsheets Slots

ASSEMBLING THE HEADER

7. Lift forward end of divider up to endsheet and install washer (A) and bolt (B).

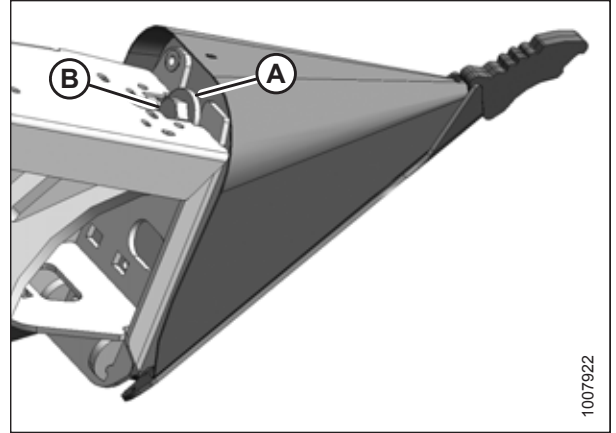


Figure 4.33: Installing Divider

8. Position divider rod (B) on tip of crop divider as shown and tighten bolt (A).

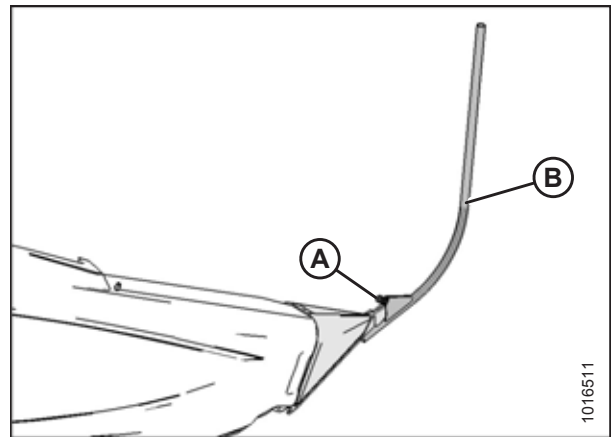


Figure 4.34: Divider Rod on Crop Divider

9. Check that divider does **NOT** move laterally. Adjust bolts (A) as required to tighten divider and remove lateral play when pulling at divider tip.
10. Repeat Step 4, [page 44](#) to Step 9, [page 45](#) on the left side of the header.

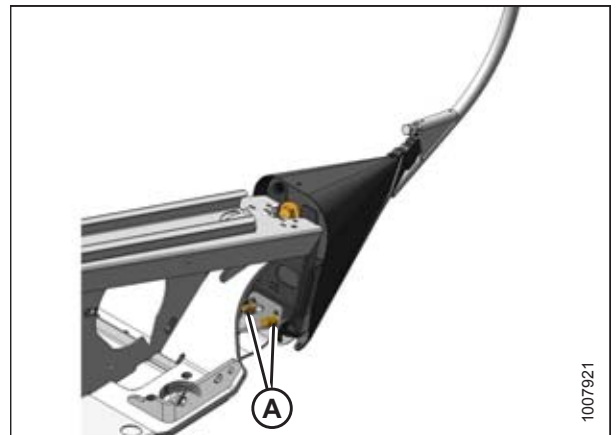


Figure 4.35: Adjustment Hardware

4.6 Installing Options

Retrieve the kits supplied as options with the header, and install them according to the instructions supplied with each kit.

4.7 Adding Ballast

M1 Series windrowers use counterweight kits to add ballast. The counterweights are used to improve a windrower’s balance while operating with a header. Each kit comes with eight counterweights totaling 163 kg (360 lb.) and required hardware. The M1 Series windrowers will hold a maximum of 24 counterweights totaling 490 kg (1080 lb.).

Table 4.1, page 47 lists the number of counterweight kits required for each D1XL Series and D125X header configuration. Install them according to the instructions supplied with each kit.

Table 4.1 Available Ballast Kits for Different Header Types and Configurations

| Header Type | Description | Header Configuration | Initial Rear Ballast Kit | Additional Rear Ballast Kits |
|-------------|--|---|--------------------------|------------------------------|
| D115X | 4.6 m (15 ft.) single reel, double knife, timed | Base | – | – |
| D120X | 6.1 m (20 ft.) single reel, double knife, timed | Base | – | – |
| D125X | 7.6 m (25 ft.) single reel, double knife, timed | Base | – | – |
| D130XL | 9.1 m (30 ft.) single reel, double knife, timed | Transport | – | – |
| D130XL | 9.1 m (30 ft.) single reel, double knife, timed | Transport, Upper cross auger, Vertical knives | – | – |
| D135XL | 10.6 m (35 ft.) single reel, double knife, untimed | Base | – | – |
| D135XL | 10.6 m (35 ft.) single reel, double knife, untimed | Transport | – | – |
| D135XL | 10.6 m (35 ft.) single reel, double knife, untimed | Transport, Upper cross auger, Vertical knives | – | – |
| D135XL | 10.6 m (35 ft.) double reel, double knife, untimed | Base | – | – |
| D135XL | 10.6 m (35 ft.) double reel, double knife, untimed | Transport | – | – |
| D135XL | 10.6 m (35 ft.) double reel, double knife, untimed | Transport, Upper cross auger, Vertical knives | – | – |
| D140XL | 12.2 m (40 ft.) double reel, double knife, untimed | Base | – | – |
| D140XL | 12.2 m (40 ft.) double reel, double knife, untimed | Transport | – | – |
| D140XL | 12.2 m (40 ft.) double reel, double knife, untimed | Transport, Upper cross auger, Vertical knives | 1 | – |
| D145XL | 13.7 m (45 ft.) double reel, double knife, untimed | Base | 1 | – |

ASSEMBLING THE HEADER

Table 4.1 Available Ballast Kits for Different Header Types and Configurations (continued)

| Header Type | Description | Header Configuration | Initial Rear Ballast Kit | Additional Rear Ballast Kits |
|-------------|--|---|--------------------------|------------------------------|
| D145XL | 13.7 m (45 ft.) double reel, double knife, untimed | Transport | 1 | 1 |
| D145XL | 13.7 m (45 ft.) double reel, double knife, untimed | Transport, Upper cross auger, Vertical knives | 1 | 1 |

When the recommended fluid ballast has been added, proceed to [5 Performing Predelivery Checks, page 49](#).

Chapter 5: Performing Predelivery Checks

This machine has been set at the factory and should not require further adjustments; however, the following checks will ensure your machine provides maximum performance. If adjustments are necessary, follow the procedures in this chapter.

WARNING

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

IMPORTANT:

To avoid machine damage, check that no shipping material has fallen into the machine.

1. Perform the final checks as listed on the **Predelivery Checklist** (yellow sheet attached to this instruction – [Predelivery Checklist, page 99](#)) to ensure the machine is field-ready. Refer to the following pages for detailed instructions as indicated on the Checklist. The completed Checklist should be retained by either the Operator or the Dealer.

5.1 Checking Tire Pressure – Transport and Stabilizer Wheels

Check tire inflation pressure. If necessary, inflate tires according to the following table:

Table 5.1 Tire Inflation Pressure

| Tire | Size | Pressure |
|------------------------|--------------|------------------|
| Goodyear Wrangler RT/S | 205/75 R15 | 276 kPa (40 psi) |
| Carlisle and Titan | ST205/75 R15 | 448 kPa (65 psi) |

IMPORTANT:

Do **NOT** exceed maximum pressure specified on tire sidewall.

5.2 Checking Wheel Bolt Torque

Perform the following procedure to ensure that transport and stabilizer wheel bolts are correctly torqued:

1. Check wheel bolt torque is 110–120 Nm (80–90 lbf-ft) and adjust as necessary. Refer to bolt tightening sequence illustration.

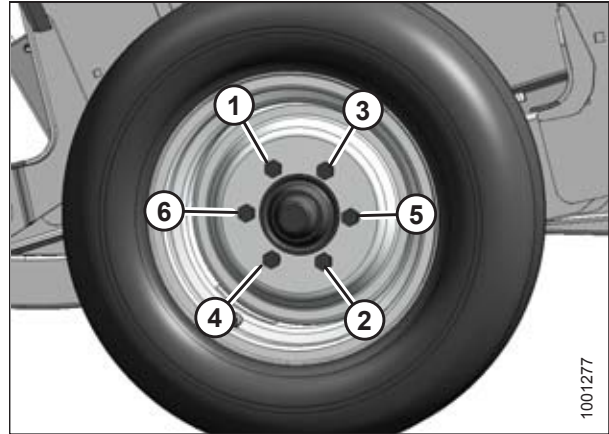


Figure 5.1: Sequence for Tightening Bolts

5.3 Checking Knife Drive Box

Single-knife headers have one knife-drive box and double-knife headers have two knife-drive boxes. To access the knife drive box(es), endshield(s) must be fully opened.

WARNING

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

1. Press down on the latch in the opening (A) on the inboard side of the endsheet.
2. Pull endshield open using handle depression (B).

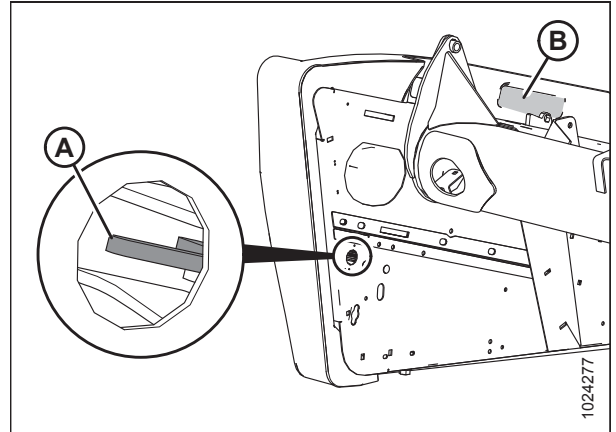


Figure 5.2: Endshield Latch Access

3. Swivel the endshield toward the back of the header and use the safety latch (B) to secure the endshield support tube (A) to the endsheet.

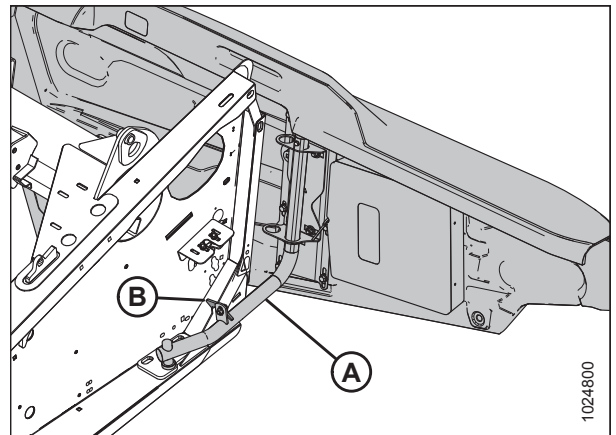


Figure 5.3: Left Endshield Support Tube

PERFORMING PREDELIVERY CHECKS

IMPORTANT:

The knife drive box breather is shipped in position (A) (forward) to prevent oil loss during transport. The breather **MUST** be repositioned to location (B) to prevent oil loss during normal operation. Failure to do so can result in damage to the knife drive box.

4. Check position of plug (A) and breather (B) at knife drive box. Position **MUST** be as shown.
5. Remove breather (B) and check oil level. The oil level should be between the bottom edge (C) of the lower hole (D) and the bottom (E) of the breather.

NOTE:

Check oil level with top of knife drive box horizontal and with the breather (B) screwed in.

6. Reinstall breather and tighten.

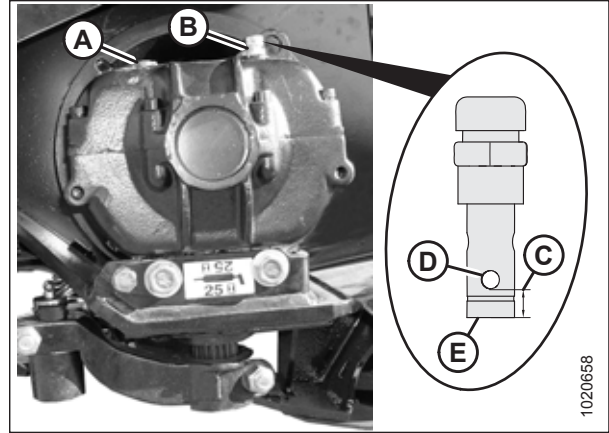


Figure 5.4: Knife Drive Box

5.4 Checking and Adjusting Knife Drive Belt Tension

Proceed to the section that applies to the header's knife drive configuration:

- 5.4.1 *Checking and Tensioning*, page 53
- 5.4.2 *Tensioning Timed Knife Drive Belts*, page 54
- 5.4.3 *Tensioning Timed Knife Drive V-Belts*, page 56

Single-knife headers have one knife-drive belt and double-knife headers have two knife-drive belts.

5.4.1 Checking and Tensioning



WARNING

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

IMPORTANT:

To prolong the belt and drive life, do **NOT** overtighten the belt.

1. Open the left endshield.

NOTE:

Belt guide removed for illustration purposes.

2. Loosen the two bolts (A) securing the motor assembly to the header endsheet.
3. Check drive belt tension. A properly tensioned drive belt (C) should deflect 24–28 mm (15/16–1-1/8 in.) when 133 N (30 lbf) of force is applied at the midspan. If the belt needs to be tensioned, turn the adjuster bolt (B) clockwise to move the drive motor until proper tension is set.

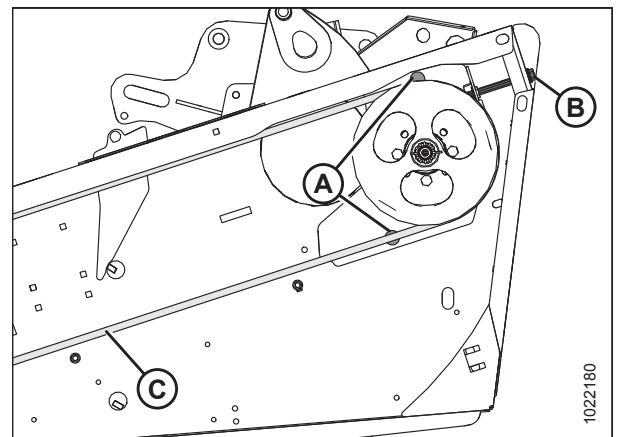


Figure 5.5: Knife Drive

4. Ensure the clearance between belt (A) and belt guide (B) is 1 mm (1/16 in.).
5. Loosen the three bolts (C), and adjust the position of guide (B) as required.
6. Tighten the three bolts (C).
7. Close the endshield.
8. **Double-knife headers only:** Repeat procedure on the other side of the header.

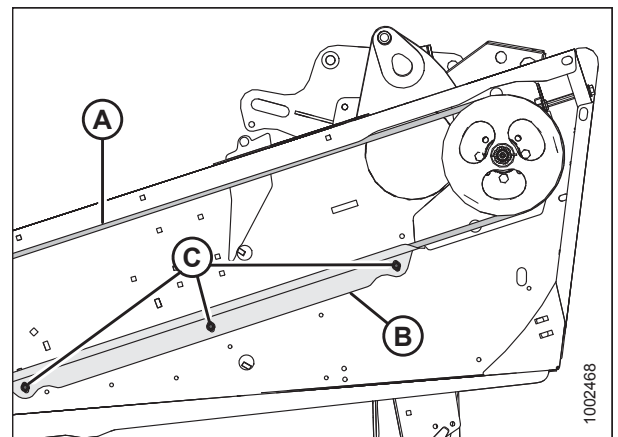


Figure 5.6: Knife Drive

5.4.2 Tensioning Timed Knife Drive Belts

The procedure for tensioning timed knife drive belts is the same for both sides of the header. The illustrations shown are for the left side—the right side is opposite.

IMPORTANT:

To prolong belt and drive life, do **NOT** overtighten belt.

IMPORTANT:

Do **NOT** use the adjuster bolt at the drive pulley to adjust timing belt tension.

1. Open the endshield.
2. Loosen two nuts (A) enough to allow the idler pulleys (B) to pivot.

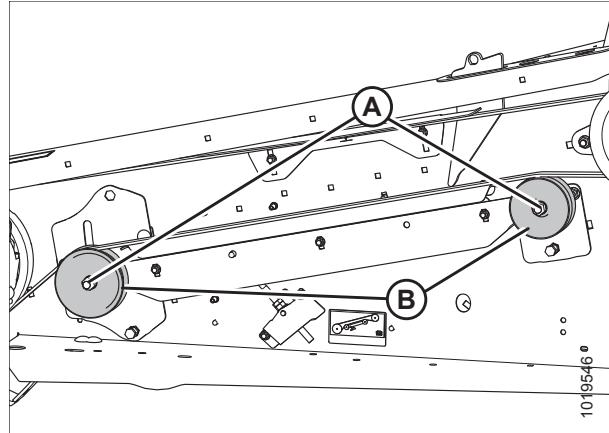


Figure 5.7: Left Knife Drive

3. Thread flange nut (C) down adjuster bolt (B) to push the bracket (A) up.

NOTE:

Tension is checked at midspan of the belts. The belts should deflect 20 mm (3/4 in.) with 89 N (20 lbf) of force applied.

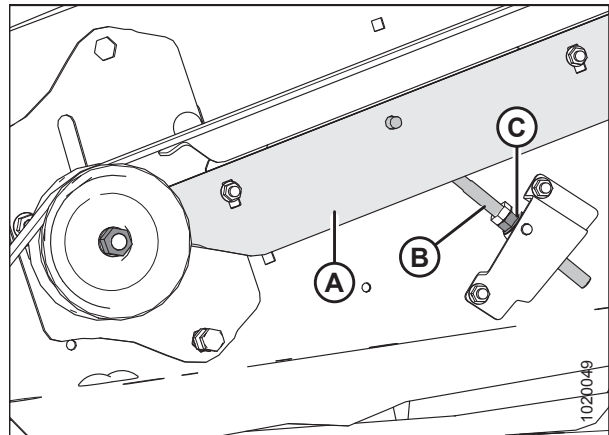


Figure 5.8: Left Knife Drive

PERFORMING PREDELIVERY CHECKS

4. Tighten nuts (A) on idler pulleys (B) to 217 Nm (160 lbf·ft).

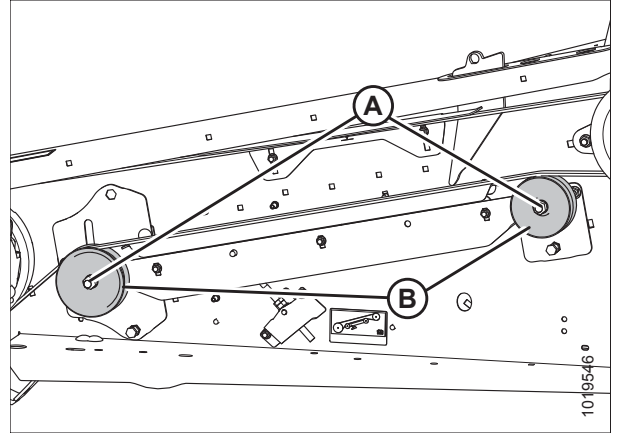


Figure 5.9: Left Knife Drive

5. Tighten jam nut (A) to prevent loosening of the adjuster bolt (B).

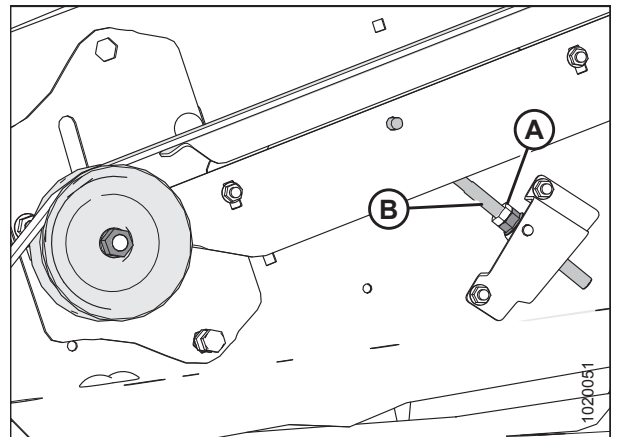


Figure 5.10: Left Knife Drive

6. Ensure there is a clearance of 2.5–3.5 mm (1/8 in.) between the lower belt (A) and lower guide (B).
7. If necessary, loosen the three bolts (C) and adjust lower guide (B) as required. Tighten bolts.
8. Check that upper belt (D) and upper guide (E) have a clearance of 1.5–2.5 mm (1/16–1/8 in.). If necessary, loosen the two bolts (F) and adjust as required. Tighten the bolts.
9. Repeat procedure for other side of header.

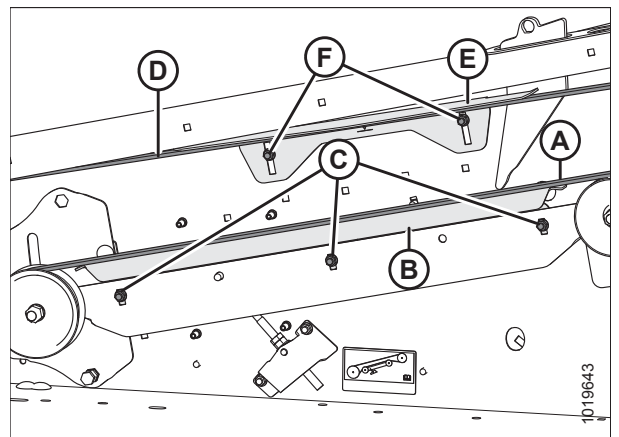


Figure 5.11: Left Knife Drive

5.4.3 Tensioning Timed Knife Drive V-Belts

1. Loosen the two bolts (A).
2. Turn drawbolt (B) clockwise to tighten or counterclockwise to loosen belts (C) tension.

NOTE:

Tension is checked at midspan of the belts. The belts should deflect 4 mm (5/32 in.) with 52–77 N (12–17 lbf) of force applied to each belt.

3. Tighten bolts (A).

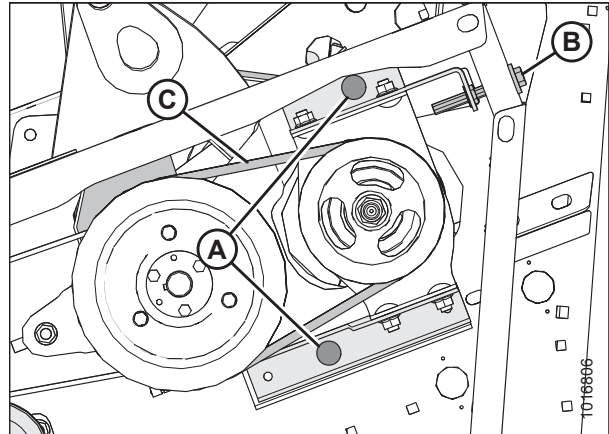


Figure 5.12: Knife Drive V-belts

5.5 Centering the Reel

Refer to the topic for header type:

- [5.5.1 Centering Double Reels, page 57](#)
- [5.5.2 Centering Single Reel, page 58](#)

5.5.1 Centering Double Reels

WARNING

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

1. Measure clearances at locations (A) between reels and both endsheets. The clearances should be the same if the reels are centered. If the reels are not centered, proceed to Step 2, [page 57](#).

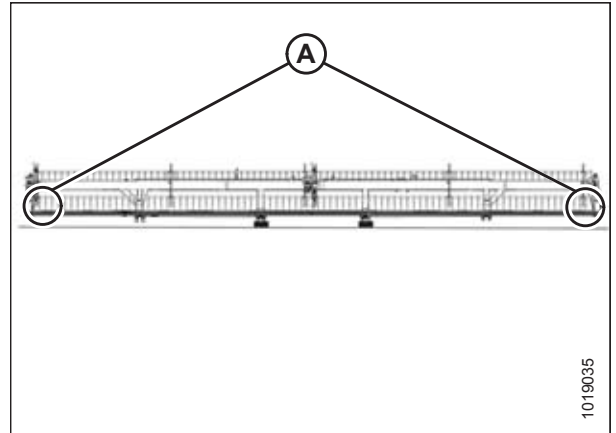


Figure 5.13: Double Reel Measurement Locations

2. Loosen bolts (A) on each brace (B) located on both sides of the reel center support arm (C).
3. Move the forward end of the reel center support arm (C) laterally as required, to center both reels.
4. Tighten bolts (A) and torque to 382 Nm (282 lbf·ft).

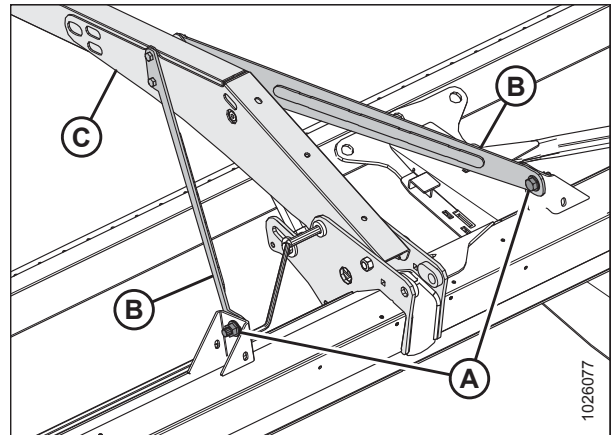


Figure 5.14: Reel Center Support Arm

5.5.2 Centering Single Reel

WARNING

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

1. Measure the clearance at locations (A) between the reel and endsheets. The clearances should be the same if the reel is centered.
 - If the reel is not centered, proceed to Step 2, page 58.
 - If the reel is centered, proceed to 5.6 Adjusting Draper Tension, page 59.

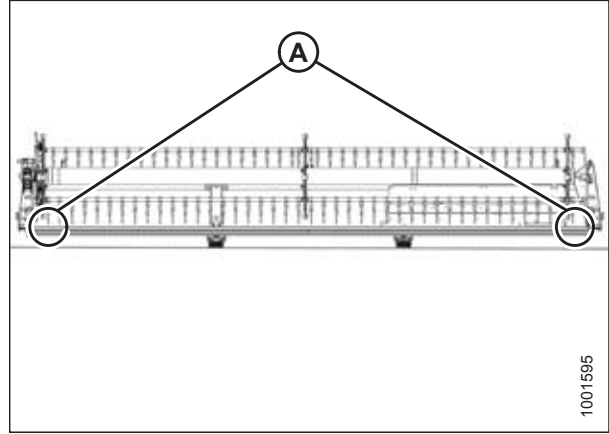


Figure 5.15: Single Reel Measurement Locations

2. Loosen bolt (A) on the brace (B) at both ends of the reel.
3. Move the forward end of the reel support arm (C) laterally as required, to center the reel.
4. Tighten bolt (A) and torque to 359 Nm (265 lbf·ft). Repeat at opposite side.

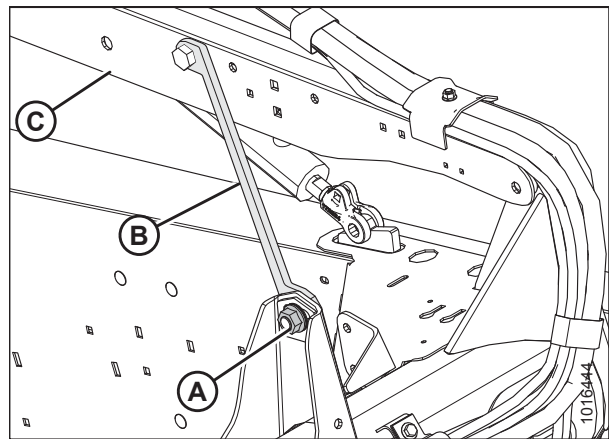


Figure 5.16: Reel Support Arm

5.6 Adjusting 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.

1. Ensure the white indicator bar (A) is at the halfway point in the window.

WARNING

Check to be sure all bystanders have cleared the area.

2. Start the engine and fully raise the header.
3. Shut down the windower and remove the key from the ignition.
4. Engage the header safety props.
5. Ensure the draper guide (the rubber track on the underside of the draper) is properly engaged in the groove (A) on the drive roller.

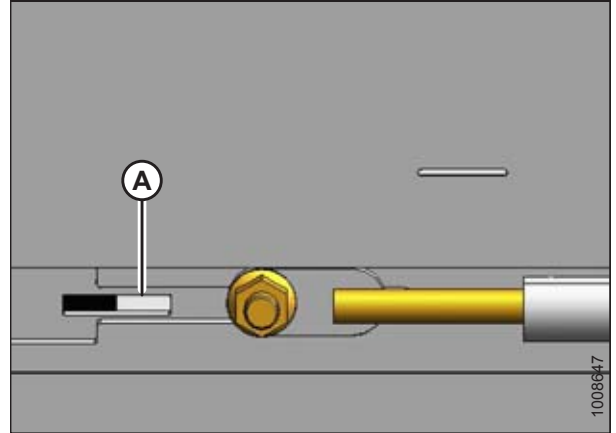


Figure 5.17: Left Side Tension Adjuster Shown – Right Side Opposite

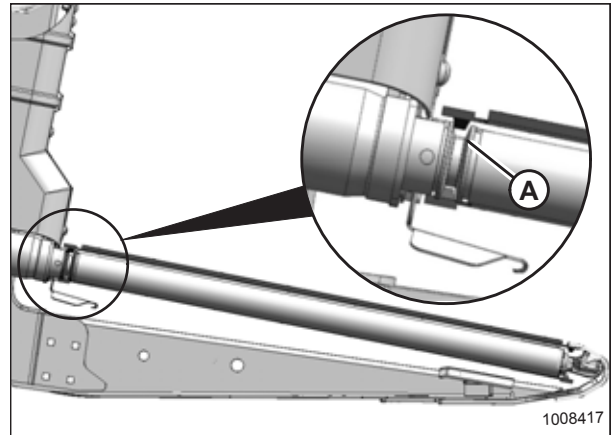


Figure 5.18: Drive Roller

6. Ensure the idler roller (A) is between the draper guides (B).

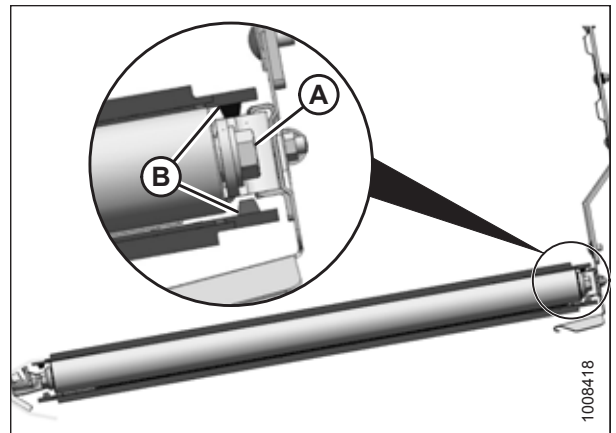


Figure 5.19: Idler Roller

PERFORMING PREDELIVERY CHECKS

IMPORTANT:

Do **NOT** adjust nut (C). This nut is used for draper alignment only.

7. To loosen draper tension, turn adjuster bolt (A) counterclockwise. The white indicator bar (B) will move outboard in the direction of arrow (D) to indicate that the draper is loosening. Loosen until the white indicator bar is at the halfway point in the window.
8. To tighten draper tension, turn adjuster bolt (A) clockwise. The white indicator bar (B) will move inboard in the direction of arrow (E) to indicate that the draper is tightening. Tighten until the white indicator bar is at the halfway point in the window.

IMPORTANT:

To avoid premature failure of the draper, draper rollers, and/or tightener components, do **NOT** operate if the white bar is not visible.

IMPORTANT:

To prevent scooping dirt, ensure the draper is tight enough that it does not sag below the point where the cutterbar contacts the ground.

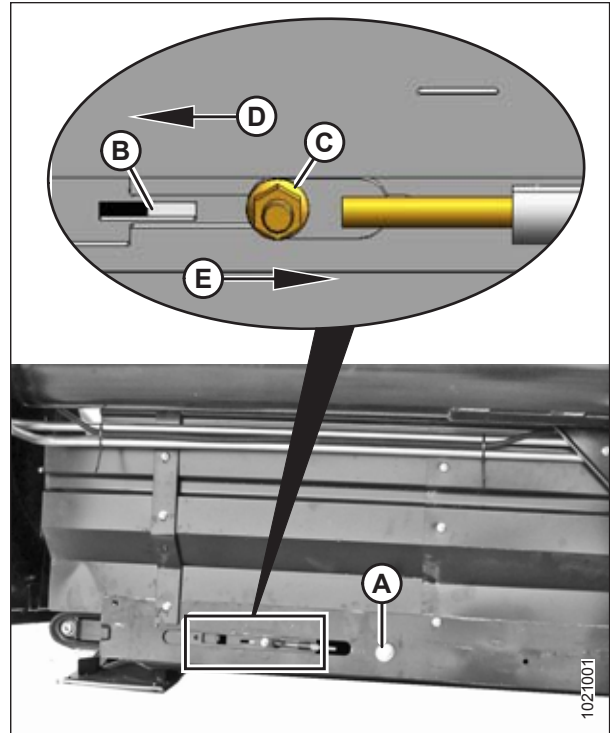


Figure 5.20: Left Side Tension Adjuster Shown – Right Side Opposite

5.7 Checking and Adjusting Draper Seal

Maintain the deck height such that the draper runs just below the cutterbar.

IMPORTANT:

New factory-installed drapers are pressure and heat checked at the factory. The gap between the draper (A) and cutterbar (B) is set to 1–3 mm (1/32–1/8 in.). To prevent material from entering the drapers and cutterbar, you may need to decrease the deck clearance to 0 mm (0 in.) after an initial break-in period of approximately 50 hours.

1. Check deck height. Draper (A) should run just below cutterbar (B) with a gap of 1–3 mm (1/32–1/8 in.) between the top of deck front track and cutterbar.
 - If deck height is acceptable, skip the remaining steps and proceed to [5.8 Checking and Adjusting Skid Shoe Settings, page 63](#).
 - If deck height is **NOT** acceptable, adjust seal as described in the following steps:

NOTE:

Take measurement at deck supports (A) with the header in working position. There are between two and five supports per deck depending on header size.

2. Loosen tension on drapers. For instructions, refer to [5.6 Adjusting Draper Tension, page 59](#).

3. Lift draper (A) up at front edge past cutterbar (B).

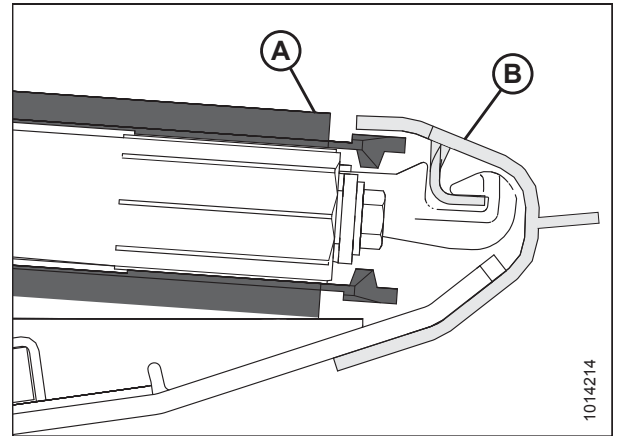


Figure 5.21: Draper/Cutterbar Gap

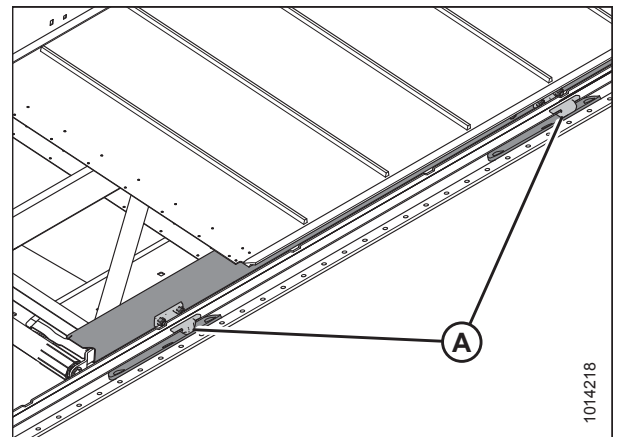


Figure 5.22: Draper Deck Supports

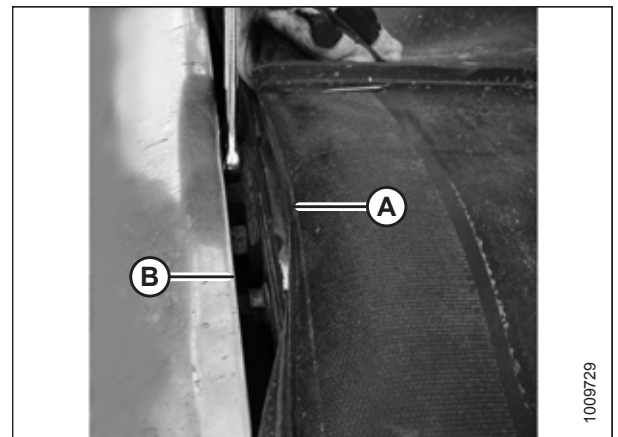


Figure 5.23: Draper and Cutterbar

PERFORMING PREDELIVERY CHECKS

- Loosen two lock nuts (A) a half-turn on deck support (B).

NOTE:

Deck shown with draper removed.

- Tap deck (C) to lower deck relative to supports and achieve the recommended setting. Tap support (B) using a punch to raise deck relative to supports.
- Tighten deck support hardware (A).
- Tension drapers. Refer to [5.6 Adjusting Draper Tension](#), page 59.

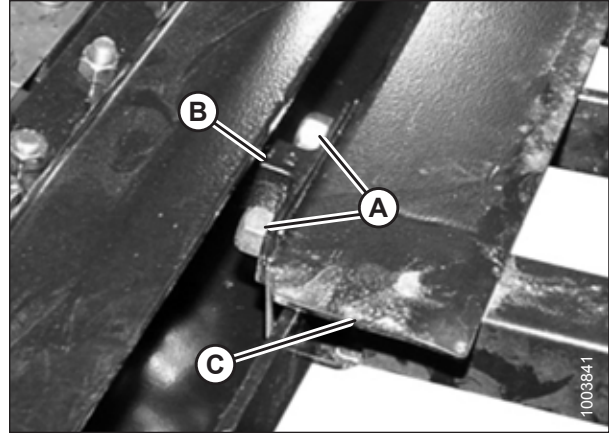


Figure 5.24: Draper Deck Supports

5.8 Checking and Adjusting Skid Shoe Settings

To check and adjust skid shoes, follow these steps:

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.

DANGER

Engage header safety props and reel props before working under header or reel.

1. Check the adjustment hole positions on the lugs (A) on each skid shoe. They should be the same.
2. If necessary, adjust skid shoe as follows:
 - a. Remove lynch pin (B).
 - b. Hold shoe and remove pin (C) by disengaging frame and then pulling away from shoe.
 - c. Raise or lower skid shoe to desired position using holes in support as a guide.
 - d. Reinsert pin (C), engage in frame, and secure with lynch pin (B).
 - e. Check that all skid shoes are adjusted to the same position.

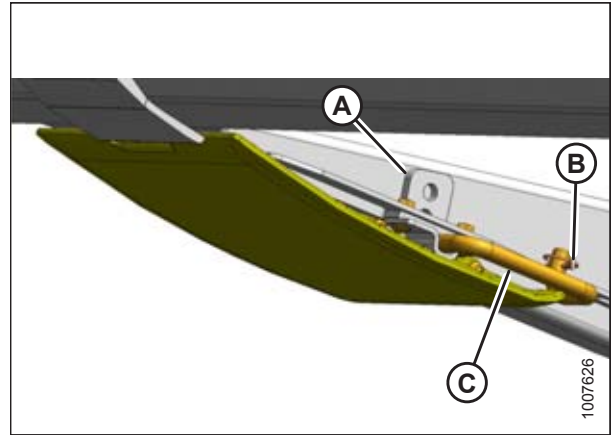


Figure 5.25: Inner Skid Shoe

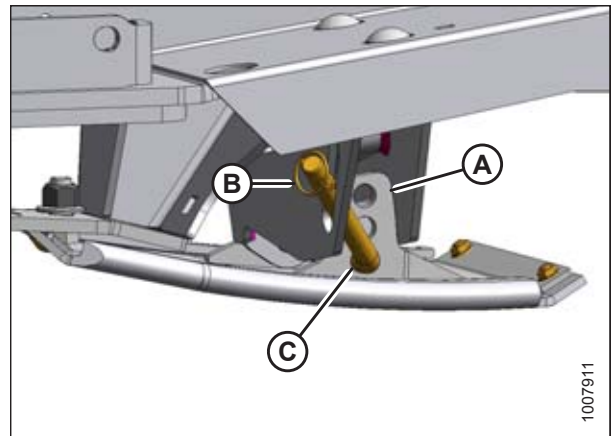


Figure 5.26: Outer Skid Shoe

5.9 Leveling the Header

The windrower linkages are factory-set to provide the proper level for the header and should not normally require adjustment.

1. If the header is not level, check the pressure of the windrower's tires to ensure they are properly inflated (refer to your windrower operator's manual).
2. If the header is still not level, adjust the windrower linkages as required (refer to the appropriate section in the windrower operator's manual).

NOTE:

The float springs are **NOT** used to level the header.

5.10 Measuring and Adjusting Reel Clearance to Cutterbar

The minimum clearance between the reel fingers and the cutterbar ensures that the reel fingers do not contact the cutterbar during operation. The clearance is set at the factory, but some adjustment may be necessary before operation.

The finger to guard/cutterbar clearances with reels fully lowered are shown in Table 5.2, page 65.

Table 5.2 Finger to Guard/Cutterbar Clearance

| Header Width | (X) 3 mm (+/- 1/8 in.) at Reel Ends | |
|-----------------|-------------------------------------|---------------|
| | Single Reel | Double Reel |
| 4.6 m (15 ft.) | 20 mm (3/4 in.) | — |
| 6.1 m (20 ft.) | 20 mm (3/4 in.) | — |
| 7.6 m (25 ft.) | 25 mm (1 in.) | — |
| 9.1 m (30 ft.) | 55 mm (2-11/64 in.) | 25 mm (1 in.) |
| 10.7 m (35 ft.) | 70 mm (2-3/4 in.) | 25 mm (1 in.) |
| 12.2 m (40 ft.) | — | 25 mm (1 in.) |
| 13.7 m (45 ft.) | — | 25 mm (1 in.) |

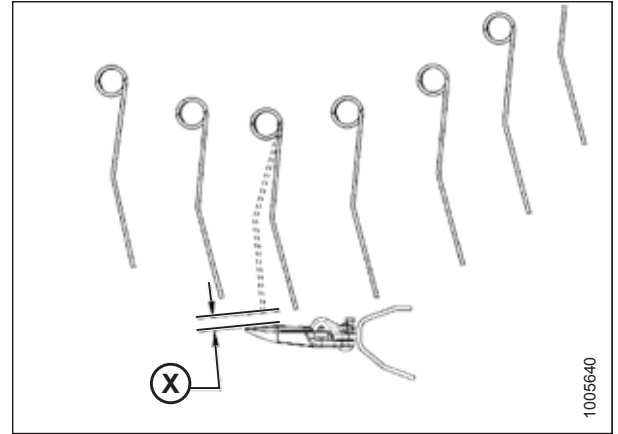


Figure 5.27: Finger Clearance

5.10.1 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 the header on level ground.
2. Set the fore-aft position to the middle position 5 on the fore-aft position decal (A).
3. Lower the reel fully.
4. Shut down the engine and remove key from the ignition.

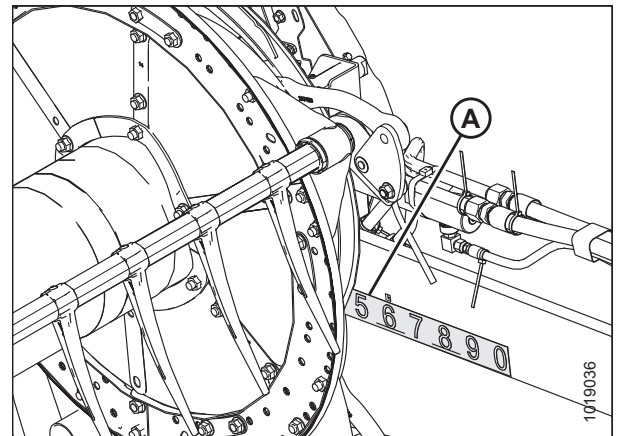


Figure 5.28: Fore-Aft Position

PERFORMING PREDELIVERY CHECKS

5. Measure the clearance (X) at all possible points of contact (between points [B] and [C] at the ends of each reel [A]) as shown in Figure 5.30, page 66 and 5.31, page 66.

NOTE:

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.

NOTE:

When measuring reel clearance at the center of a double-reel header, measure the lowest reel.

6. Check all possible points of contact between points (B) and (C). Depending on the reel fore-aft position, minimum clearance can result at the guard tine, hold-down, or cutterbar.
7. Adjust the reel if necessary. Refer to 5.10.2 *Adjusting Reel Clearance*, page 67.

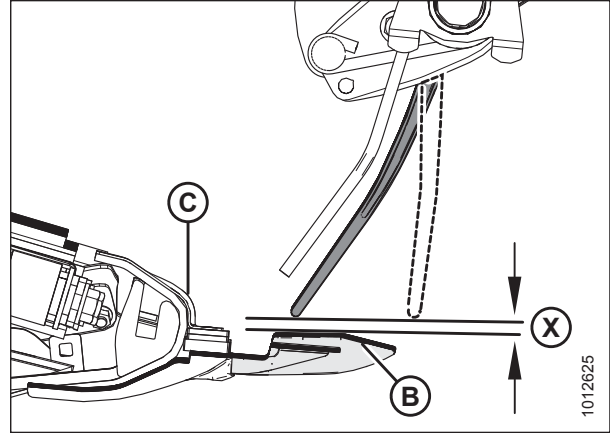


Figure 5.29: Reel Clearance

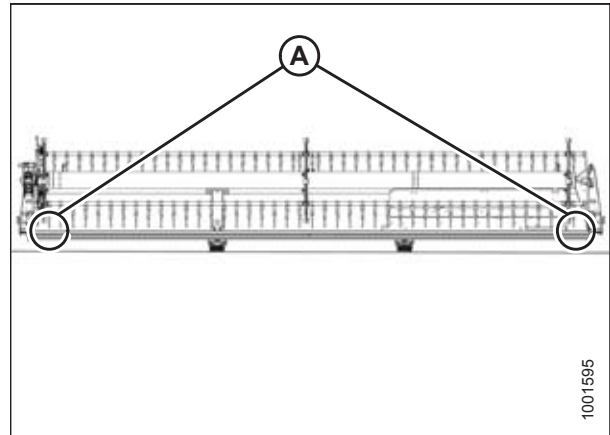


Figure 5.30: Single Reel Measurement Locations – Two Places

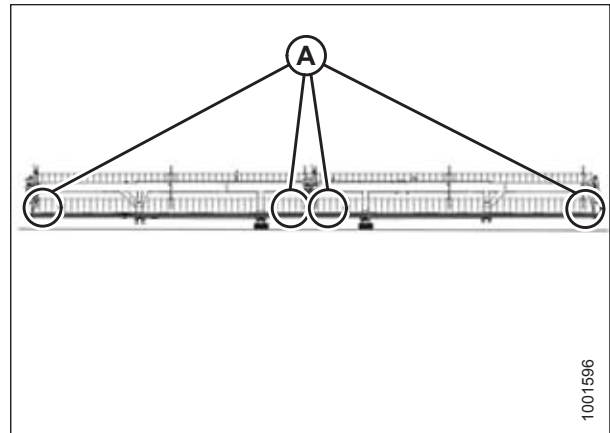


Figure 5.31: Double Reel Measurement Locations – Four Places

5.10.2 Adjusting 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. Shut down the engine, and remove the key from the ignition.
2. Adjust outboard reel arm lift cylinders to set clearance at outboard ends of reel 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.

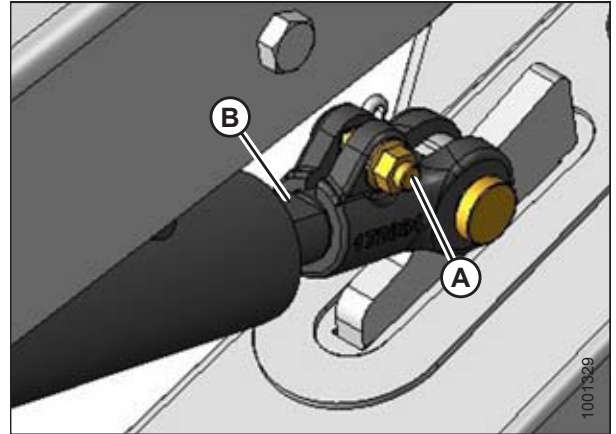


Figure 5.32: Outside Reel Arm

3. **For double reel:** Adjust center arm lift cylinder stop (A) to change clearance at inboard ends of reels as follows:
 - 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).

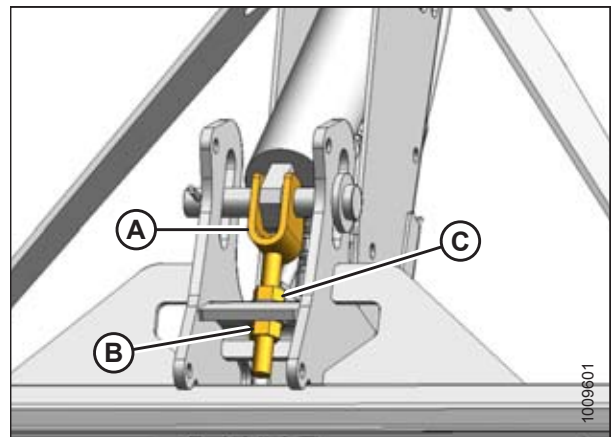


Figure 5.33: Underside of Center Arm

4. Check measurements and, if necessary, repeat adjustment procedures.
5. Move reel back to ensure steel end fingers do not contact deflector shields.
6. If contact occurs, adjust reel upward to maintain clearance at all reel fore-aft positions. If contact cannot be avoided after adjusting the reel, trim steel end fingers to obtain proper clearance.
7. Periodically check for evidence of contact during operation, and adjust clearance as required.

5.11 Checking and Adjusting Endshields

Endshields are subject to expansion or contraction caused by large temperature variations. The position of the top pin and lower latch can be adjusted to compensate for dimensional changes.

Checking the endshield:

1. Check gap (X) between front end of the shields and the header frame and compare to the values in Table 5.3, page 68.

Table 5.3 Endshield Gap at Various Temperatures

| Temperature in °C (°F) | Gap (X) mm (in.) |
|------------------------|---------------------|
| 7 (45) | 13–18 (1/2–23/32) |
| 18 (65) | 10–15 (3/8–19/32) |
| 29 (85) | 7–12 (9/32–15/32) |
| 41 (105) | 4–9 (5/32–11/32) |

2. If the endshield gap is correct, skip to the next procedure. If adjustment is required, proceed to Step 1, page 68.

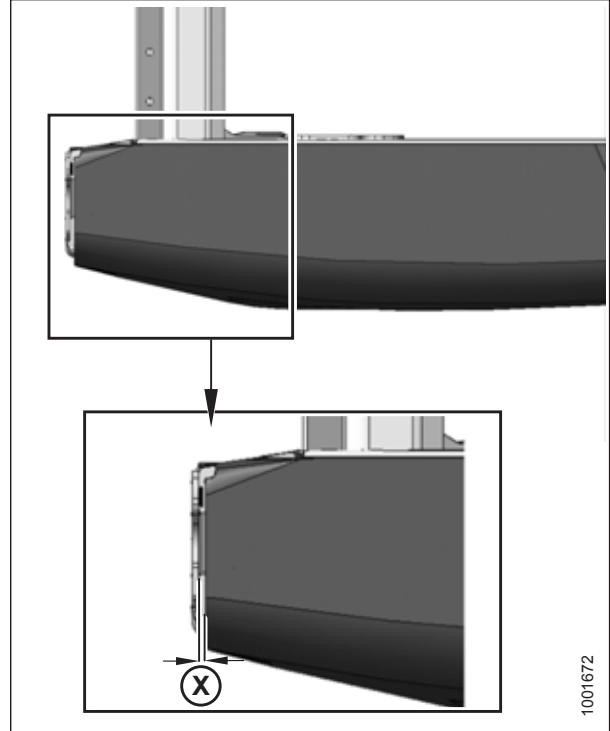


Figure 5.34: Gap between Endshield and Header Frame

Opening the endshield:

1. To unlock the shield, push the release lever (A) located on the backside of the endshield.
2. Pull endshield open using handle depression (B).

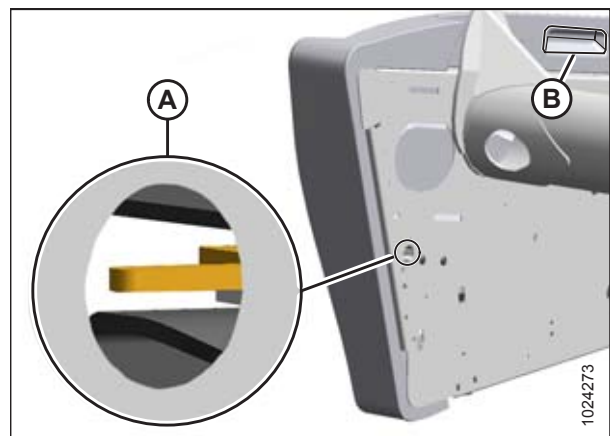


Figure 5.35: Left Endshield

PERFORMING PREDELIVERY CHECKS

3. Pull endshield at handle depression (A). Endshield is retained by a hinge tab (B) and will open in direction (C).

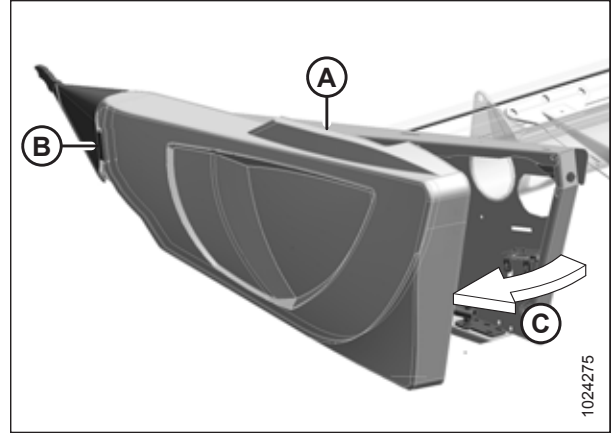


Figure 5.36: Left Endshield

4. Pull the endshield free of hinge tab (A) if additional clearance is required, and swing shield towards the rear of the header.
5. Engage safety catch (B) on hinge arm to secure the shield in fully-open position.

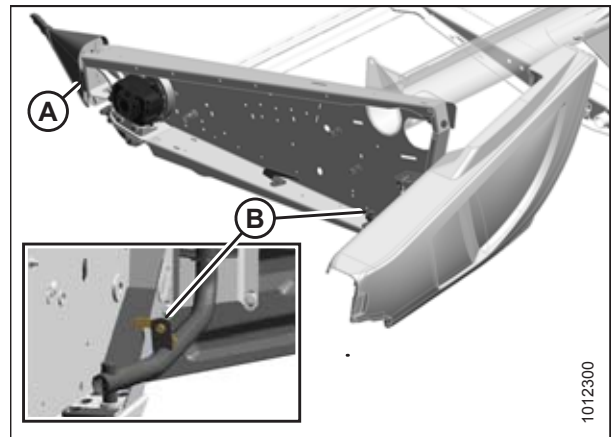


Figure 5.37: Left Endshield

Adjusting the endshield gap:

1. Loosen the four bolts (A) on support tube bracket (B).

NOTE:

D1X header shown in illustration. D1XL header similar.

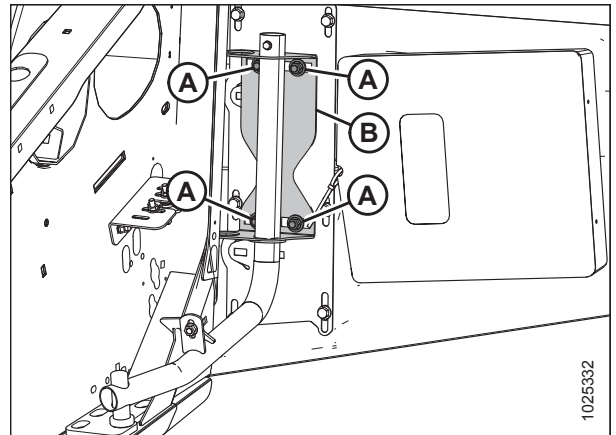


Figure 5.38: Left Endshield Support Tube on D1X Header

PERFORMING PREDELIVERY CHECKS

- Loosen the three bolts (A) on latch assembly (B).
- Adjust latch assembly (B) to achieve the desired gap between the front end of the shield and the header frame. Refer to Table 5.3, page 68 for the recommended endshield gap at various temperatures.
- Tighten the three bolts (A) on the latch assembly.

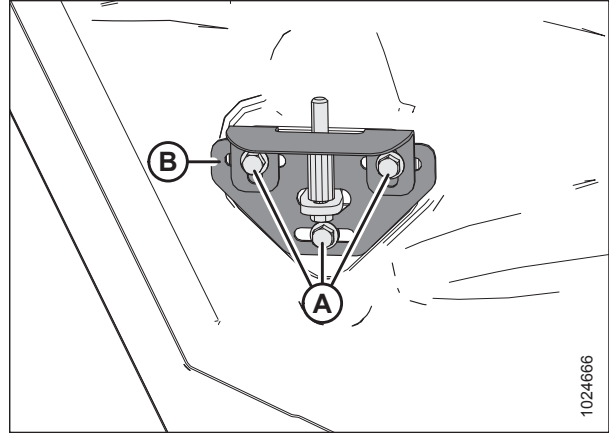


Figure 5.39: Left Endshield Latch Assembly

- Tighten the four bolts (A) on support tube bracket (B).
- NOTE:**
D1X header shown in illustration. D1XL header similar.
- Close endshield.

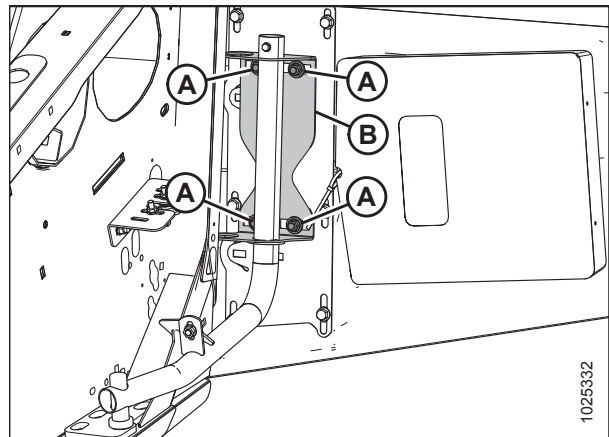


Figure 5.40: Left Endshield Support Tube on D1X Header

Closing the endshield:

- Disengage lock (B) to allow endshield to move.
- Insert front of endshield behind hinge tab (A) and into divider cone.

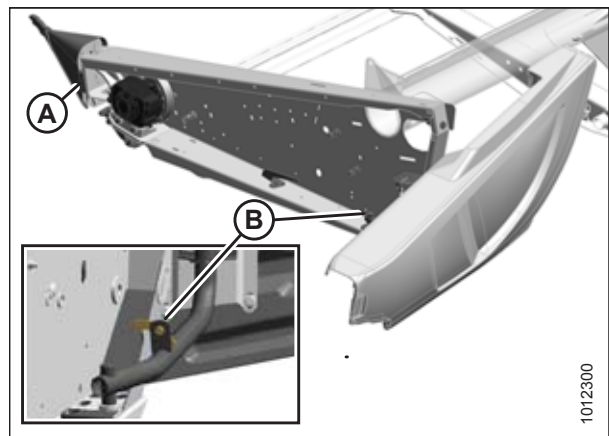


Figure 5.41: Left Endshield

PERFORMING PREDELIVERY CHECKS

3. Swing endshield in direction (A) into closed position.
Engage lock with a firm push.
4. Verify that endshield is locked.

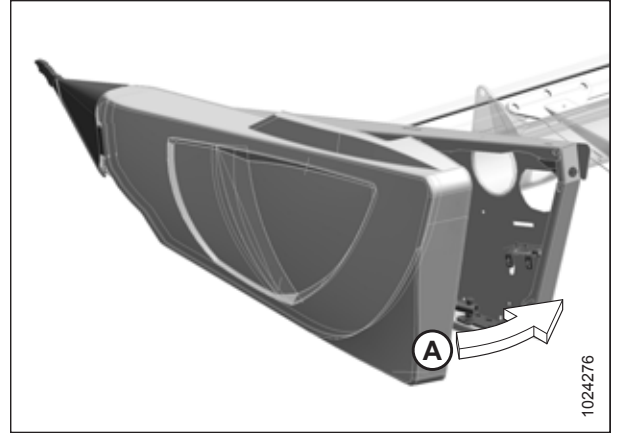


Figure 5.42: Left Endshield

5.12 Lubricating the Header

Table 5.4 Recommended Lubricant

| Specification | Description | Use |
|------------------|--|--|
| SAE multipurpose | High temperature, extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base | As required unless otherwise specified |
| SAE multipurpose | High temperature, extreme pressure (EP) performance with 10% max molybdenum disulphide (NLGI Grade 2) lithium base | Driveline slip-joints |

5.12.1 Greasing Procedure

Greasing points are identified on the machine by decals showing a grease gun and grease interval in hours of operation. Grease point layout decals are located on the header.

WARNING

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. Wipe grease fitting with a clean cloth before greasing to avoid injecting dirt and grit.

IMPORTANT:

Use clean, high-temperature, extreme-pressure grease only.

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.

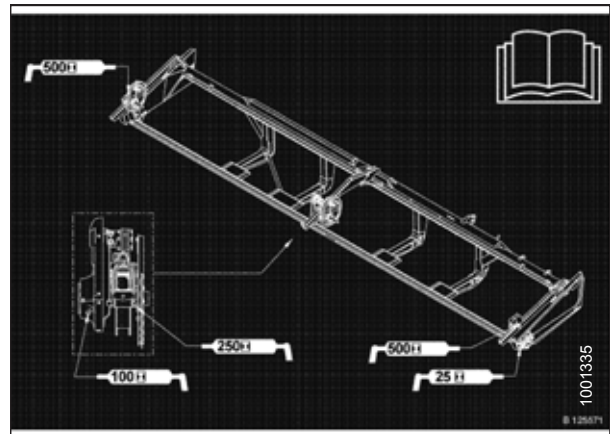


Figure 5.43: Single-Knife Header Grease Point Layout Decal

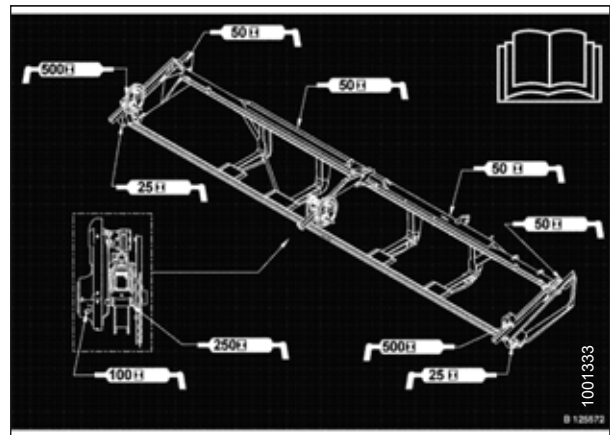


Figure 5.44: Double-Knife Header Grease Point Layout Decal

5.12.2 Lubrication Points

Knifehead

IMPORTANT:

Overgreasing can cause the knife to bend and make contact with the guards closest to the knifehead. Check for signs of excessive heating on first few guards after greasing. If required, relieve some pressure by removing the grease fitting.

- To prevent binding and/or excessive wear caused by knife pressing on guards, do **NOT** overgrease the knifehead (A).
- Apply only 1–2 pumps of grease with a grease gun, or just until the knifehead starts to move away from the arm. Do **NOT** use an electric grease gun.
- If more than 6–8 pumps of the grease gun are required to fill the cavity, replace the seal in the knifehead.
- Check for signs of excessive heating on first few guards after greasing. If required, relieve pressure by pressing check-ball in grease fitting.

NOTE:

Use high temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base grease unless otherwise specified.

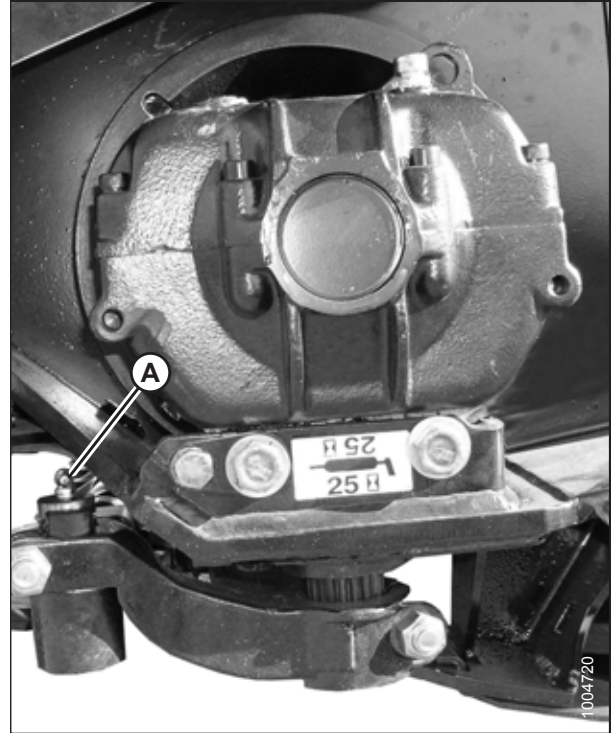


Figure 5.45: Knifehead

Single Knife – One Place

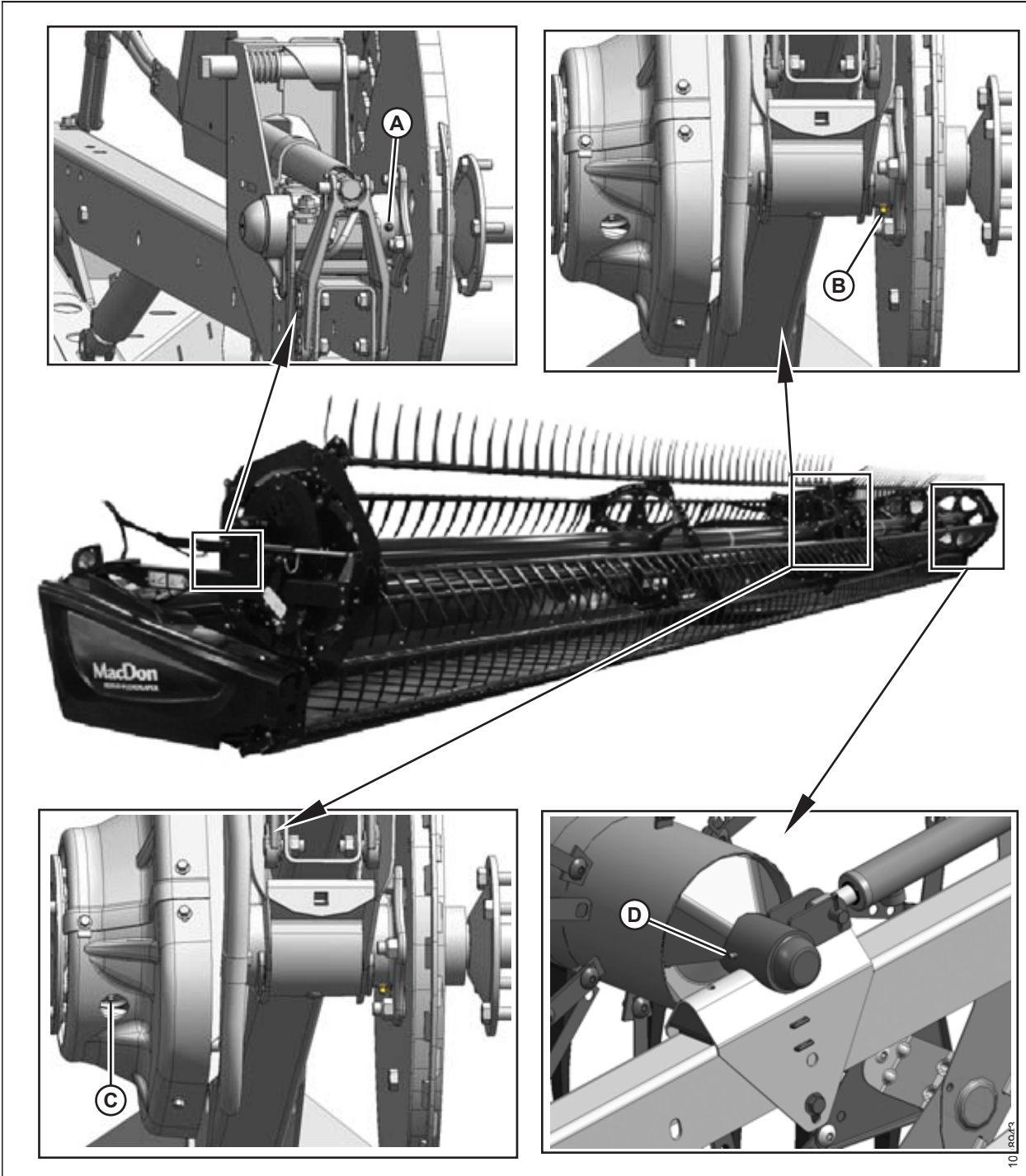
Double Knife – Two Places

PERFORMING PREDELIVERY CHECKS

IMPORTANT:

The reel U-joint (C) 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 is sufficient at first grease (factory). As U-joint wears and requires more than six pumps, grease the joint more often.

Figure 5.46: Reel Shaft Bearings



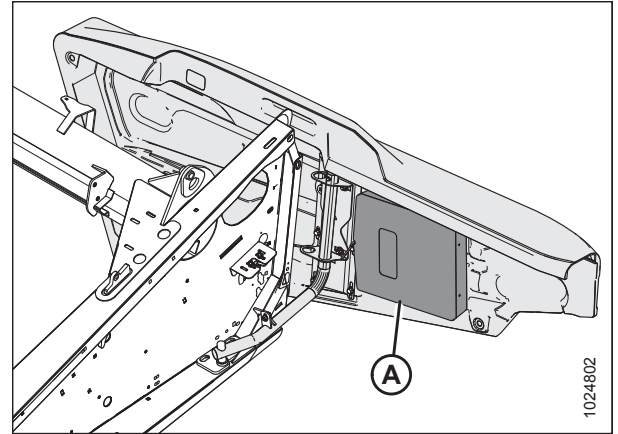
A - Reel Shaft Right Bearing (One Place)
C - Reel U-joint (One Place)

B - Reel Center Bearing (One Place)
D - Reel Shaft left Bearing (One Place)

5.13 Checking Manuals

Check the manual case contents. The manual case is located inside the left endshield.

1. Open the left endshield. Remove the cable tie on manual case (A).
2. Confirm that the case contains the following manuals:
 - Operator's Manual
 - Quick Card
 - Parts Catalog
3. Close case and endshield.



1024802

Figure 5.47: Manual Case



1016518

Figure 5.48: D1XL Series Manuals

Chapter 6: Running up the Header

To run up the header, follow these steps:

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.

CAUTION

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

1. Start the windrower and run header for 5 minutes, watching and listening **FROM THE OPERATOR'S SEAT** for binding or interfering parts.

NOTE:

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

2. Run header for an additional 10 minutes at operating speed, watching and listening **FROM THE OPERATOR'S SEAT** for binding or interfering parts.
3. Shut down the windrower and remove key.
4. Perform the run-up check as listed on the Predelivery Checklist (yellow sheet attached to this instruction) *Predelivery Checklist, page 99*.

Chapter 7: Performing Post Run-Up Adjustments

Stop engine and perform post run-up check as listed on the Predelivery Checklist (yellow sheet attached to this instruction *Predelivery Checklist, page 99*) to ensure machine is field-ready.

WARNING

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

It may be necessary to adjust the knife after the run-up. Refer to *7.1 Adjusting Knife, page 79*.

7.1 Adjusting Knife

WARNING

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

1. Stop engine and remove the key.
2. Check guards for signs of heating during run-up due to insufficient clearance between guard and knife.
3. If heating is evident, check gap between knifehead (A) and pitman arm (B). A business card should slide easily through the gap. If not, adjust gap by loosening bolt and tapping knifehead (A) with a hammer. Retighten bolt.

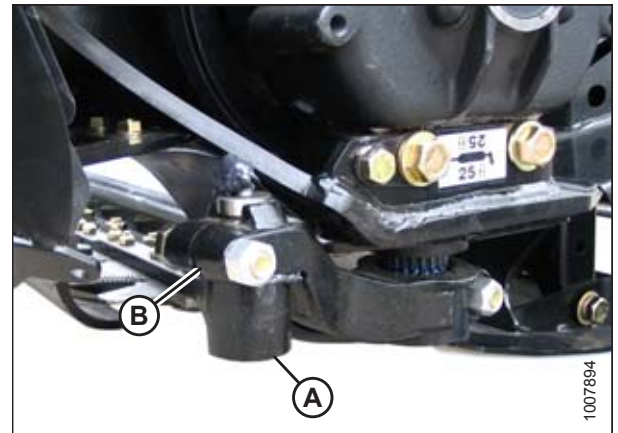


Figure 7.1: Knifehead and Pitman Arm

4. Adjust guard alignment as necessary using guard straightening tool (MD #140135). Adjust guard tips upwards by positioning tool as shown, and pulling up.



Figure 7.2: Straightening Tool – Upward Adjustment

PERFORMING POST RUN-UP ADJUSTMENTS

5. Adjust guard tips downward by positioning tool as shown, and pushing down.

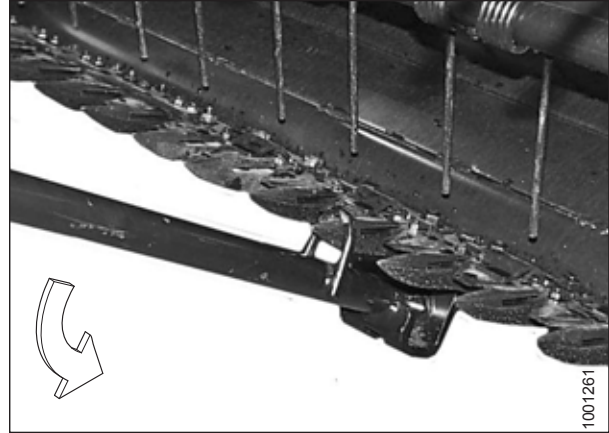


Figure 7.3: Straightening Tool – Downward Adjustment

Chapter 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 |

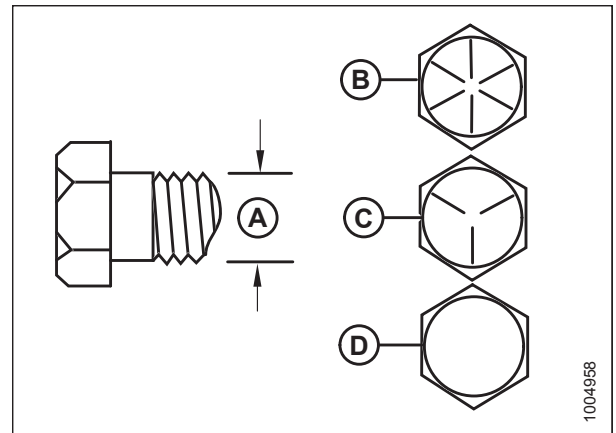


Figure 8.1: Bolt Grades

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 |

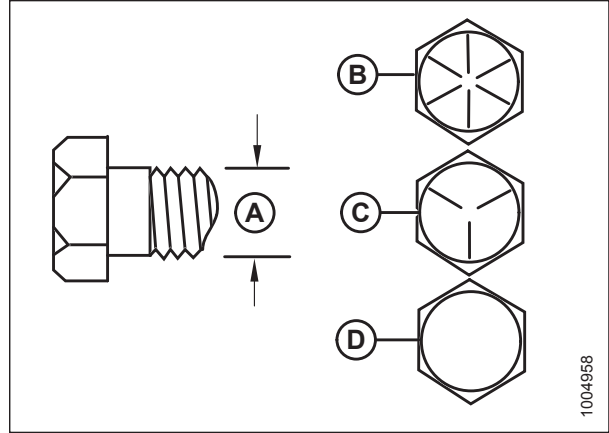


Figure 8.2: Bolt Grades

A - Nominal Size
 B - SAE-8
 C - SAE-5
 D - SAE-2

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 |

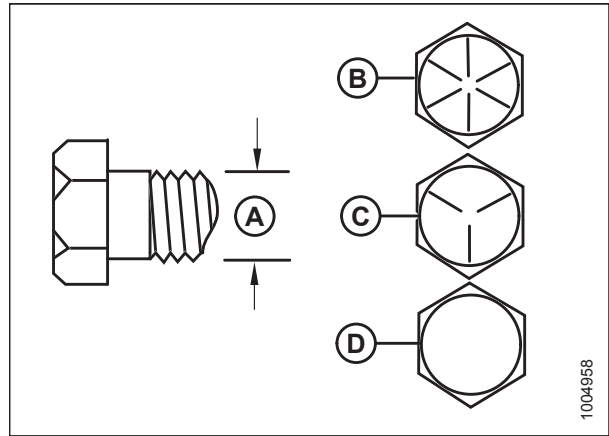


Figure 8.3: Bolt Grades

A - Nominal Size
 B - SAE-8
 C - SAE-5
 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 |

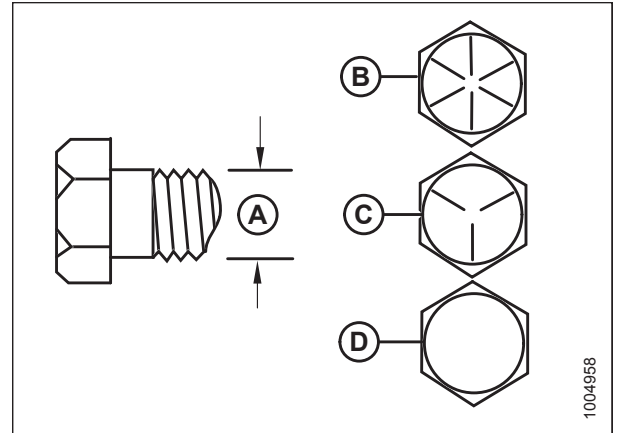


Figure 8.4: Bolt Grades

A - Nominal Size
C - SAE-5

B - SAE-8
D - SAE-2

1004958

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 |

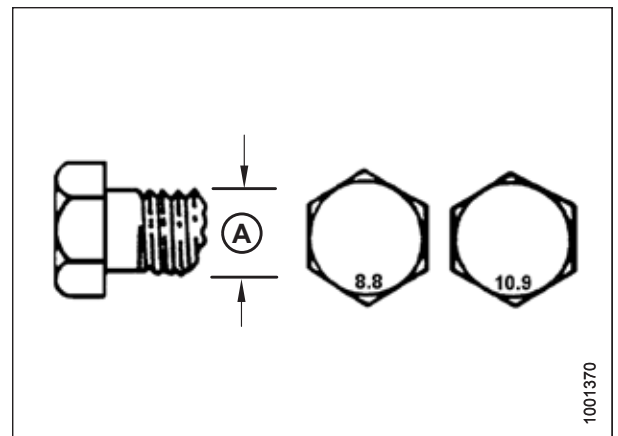


Figure 8.5: Bolt Grades

1001370

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 |

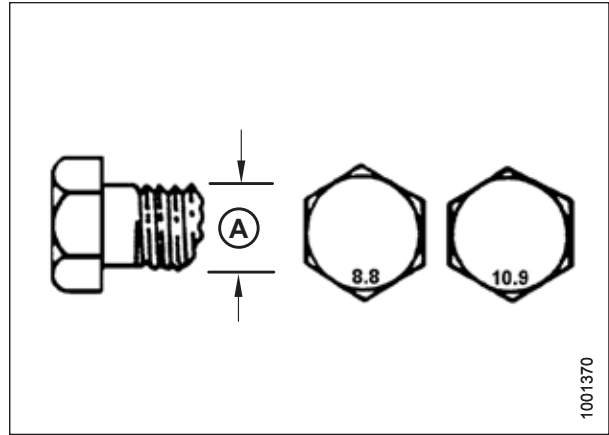


Figure 8.6: Bolt Grades

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 |

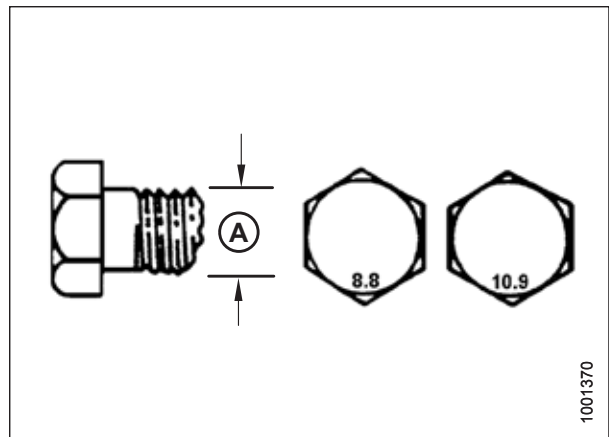


Figure 8.7: Bolt Grades

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 |

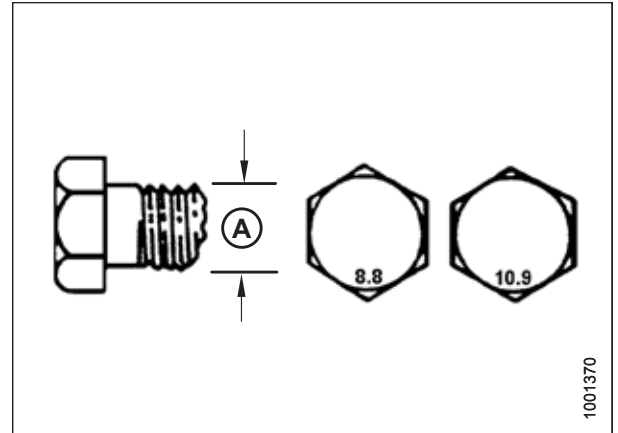


Figure 8.8: Bolt Grades

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 | - | - | - | - |

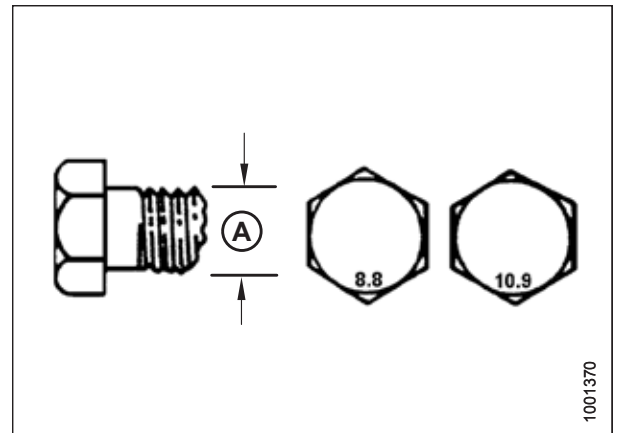


Figure 8.9: Bolt Grades

REFERENCE

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 86.
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.

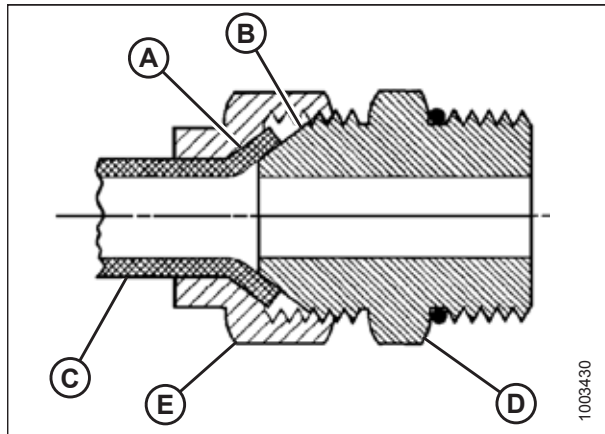


Figure 8.10: Hydraulic Fitting

Table 8.10 Flare-Type Hydraulic Tube Fittings

| SAE Dash Size | Thread Size (in.) | Torque Value ¹ | | 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 |

1. 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).

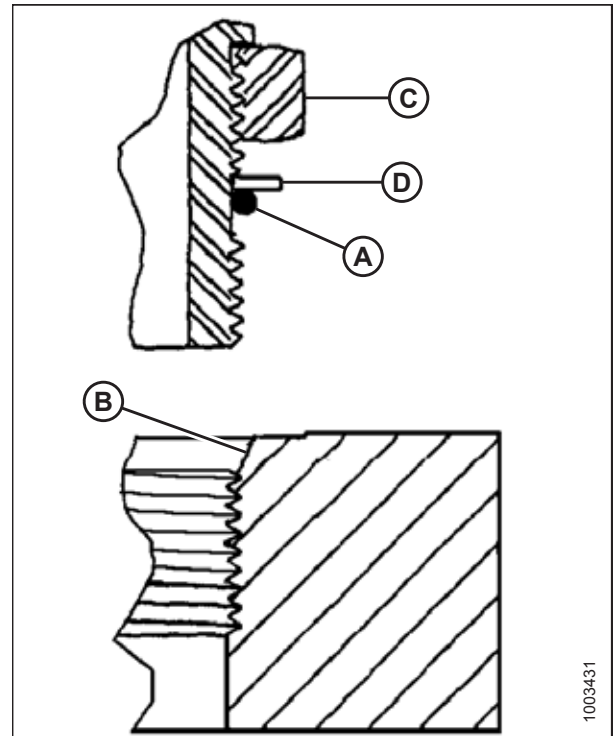


Figure 8.11: Hydraulic Fitting

5. Install fitting (B) into port until backup 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.

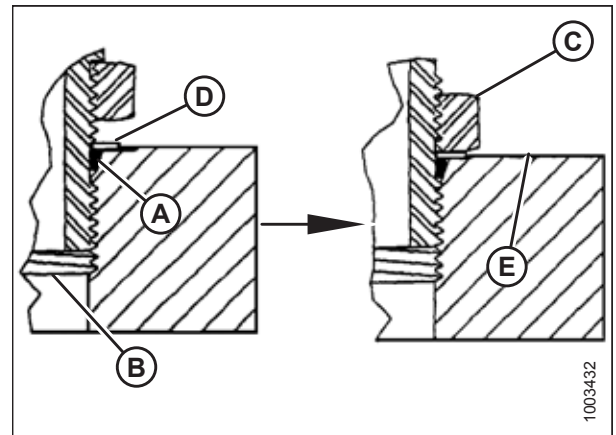


Figure 8.12: Hydraulic Fitting

REFERENCE

Table 8.11 O-Ring Boss (ORB) Hydraulic Fittings (Adjustable)

| SAE Dash Size | Thread Size (in.) | Torque Value ² | |
|---------------|-------------------|---------------------------|------------------|
| | | 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 |

2. 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 89.
6. Check final condition of fitting.

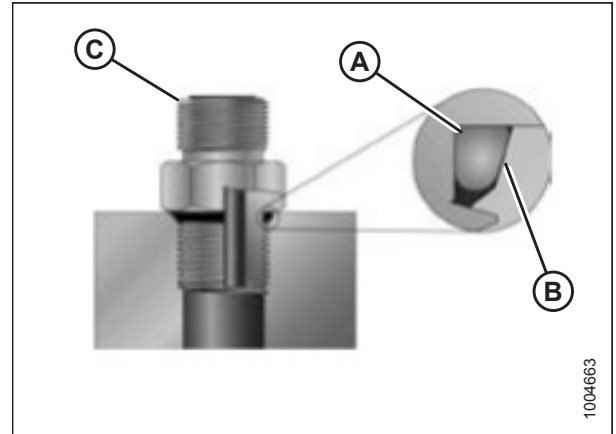


Figure 8.13: Hydraulic Fitting

Table 8.12 O-Ring Boss (ORB) Hydraulic Fittings – Non-Adjustable

| SAE Dash Size | Thread Size (in.) | Torque Value ³ | |
|---------------|-------------------|---------------------------|------------------|
| | | 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 |

3. 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 91.

NOTE:

If applicable, hold hex on fitting body (E) to prevent rotation of fitting body and hose when tightening fitting nut (D).

6. Use three wrenches when assembling unions or joining two hoses together.
7. Check final condition of fitting.

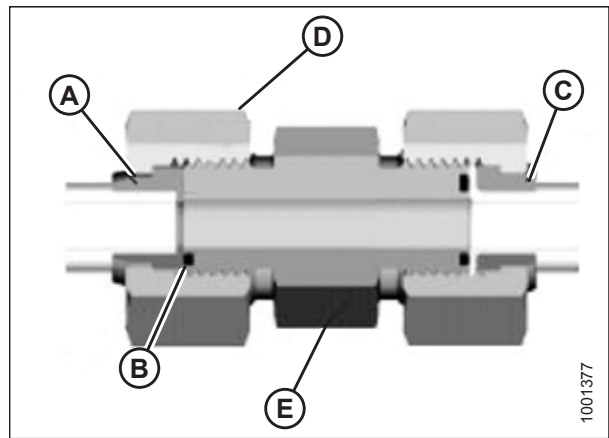


Figure 8.15: Hydraulic Fitting

REFERENCE

Table 8.13 O-Ring Face Seal (ORFS) Hydraulic Fittings

| SAE Dash Size | Thread Size (in.) | Tube O.D. (in.) | Torque Value ⁴ | |
|---------------|-------------------|-----------------|---------------------------|---------|
| | | | Nm | lbf-ft |
| -3 | Note ⁵ | 3/16 | – | – |
| -4 | 9/16 | 1/4 | 25–28 | 18–21 |
| -5 | Note ⁵ | 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 |
| -14 | Note ⁵ | 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 |

4. Torque values and angles shown are based on lubricated connection as in reassembly.

5. O-ring face seal type end not defined for this tube size.

REFERENCE

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 (TFFT) values are shown in Table 8.14, page 92. Make sure that tube end of a shaped connector (typically 45 degree or 90 degree) 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 TFFT | Recommended FFFT |
|--------------------------|------------------|------------------|
| 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 |

8.2 Lifting Equipment Requirements

The following topic describes the minimum equipment requirements for lifting headers.

WARNING

To avoid injury to bystanders from being struck by machinery, do not allow people to stand in unloading area.

CAUTION

Equipment used for loading and unloading must meet or exceed the minimum specified requirements. Using inadequate equipment may result in vehicle tipping, machine damage, or chain breakage.

IMPORTANT:

Forklifts are normally rated for a load center 610 mm (24 in.) ahead of back end of the forks. To obtain the forklift capacity for a load center (A) at 1220 mm (48 in.) (B), check with your forklift distributor. The minimum fork length (C) is 1981 mm (78 in.).

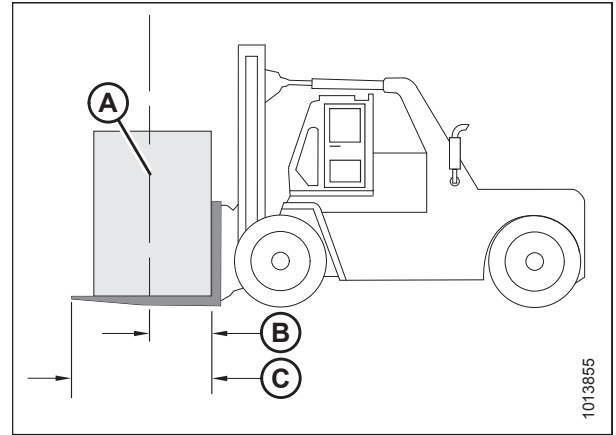


Figure 8.16: Minimum Lifting Capacity

A - Load Center of Gravity
 B - Load Center 1220 mm (48 in.) from Back of Forks
 C - Minimum Fork Length 1981 mm (78 in.)

Table 8.15 Lifting Vehicle Requirements

| | |
|---------------------|---|
| Minimum Capacity | 3178 kg (7000 lb.) at 1220 mm (48 in.) from back end of forks |
| Minimum Fork Length | 1981 mm (78 in.) |

Table 8.16 Lifting Chain Requirements

| | |
|--------------|------------------------------------|
| Type | Overhead lifting quality (1/2 in.) |
| Minimum Load | 2270 kg (5000 lb.) |

REFERENCE

8.3 Conversion Chart

Table 8.17 Conversion Chart

| Quantity | SI Units (Metric) | | Factor | US Customary Units (Standard) | |
|-------------|---------------------|-----------------------|-------------------|-------------------------------|------------------|
| | Unit Name | Abbreviation | | Unit Name | Abbreviation |
| Area | hectare | ha | x 2.4710 = | acre | acres |
| Flow | liters per minute | L/min | x 0.2642 = | US gallons per minute | gpm |
| Force | Newton | N | x 0.2248 = | pound force | lbf |
| Length | millimeter | mm | x 0.0394 = | inch | in. |
| Length | meter | m | x 3.2808 = | foot | ft. |
| Power | kilowatt | kW | x 1.341 = | horsepower | hp |
| Pressure | kilopascal | kPa | x 0.145 = | pounds per square inch | psi |
| Pressure | megapascal | MPa | x 145.038 = | pounds per square inch | psi |
| Pressure | bar (Non-SI) | bar | x 14.5038 = | pounds per square inch | psi |
| Torque | Newton meter | Nm | x 0.7376 = | pound feet or foot pounds | lbf-ft |
| Torque | Newton meter | Nm | x 8.8507 = | pound inches or inch pounds | lbf-in |
| Temperature | degrees Celsius | °C | (°C x 1.8) + 32 = | degrees Fahrenheit | °F |
| Velocity | meters per minute | m/min | x 3.2808 = | feet per minute | ft/min |
| Velocity | meters per second | m/s | x 3.2808 = | feet per second | ft/s |
| Velocity | kilometers per hour | km/h | x 0.6214 = | miles per hour | mph |
| Volume | liter | L | x 0.2642 = | US gallon | US gal |
| Volume | milliliter | ml | x 0.0338 = | ounce | oz. |
| Volume | cubic centimeter | cm ³ or cc | x 0.061 = | cubic inch | in. ³ |
| Weight | kilogram | kg | x 2.2046 = | pound | lb. |

REFERENCE

8.4 Definitions

The following terms and acronyms may be used in this instruction:

| 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 |
| Cab-forward | Windrower operation with Operator and cab facing in direction of travel |
| CDM | Cab display module on a windrower |
| Center-link | A hydraulic cylinder link between header and machine used to change header angle |
| CGVW | Combined gross vehicle weight |
| D1X Series header | MacDon D115X, D120X, and D125X rigid draper headers for M1 Series Windrowers |
| D1XL Series header | MacDon D130XL, D135XL, D140XL, and D145XL rigid draper headers for M1 Series Windrowers |
| DDD | Double-draper drive |
| DK | Double knife |
| DKD | Double-knife drive |
| DR | Double reel |
| DWA | Double Windrow Attachment |
| Engine-forward | Windrower operation with Operator and engine facing in direction of travel |
| Export header | Header configuration typical outside North America |
| FFFT | Flats from finger tight |
| 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 |
| GSL | Ground speed lever |
| 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 and lays crop into a windrow and is attached to a windrower |
| 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 |
| HDS | Hydraulic deck shift |
| hp | Horsepower |
| HPT display | Harvest Performance Tracker display module on a windrower |
| ISC | Intermediate Speed Control |
| JIC | Joint Industrial Council: A standards body that developed standard sizing and shape for original 37° flared fitting |
| Knife | A cutting device which uses a reciprocating cutter (also called a sickle) |

REFERENCE

| Term | Definition |
|--|---|
| n/a | Not applicable |
| North American header | Header configuration typical in North America |
| 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 |
| Nut | An internally threaded fastener that is designed to be paired with a bolt |
| ORB | O-ring boss: A style of fitting commonly used in port openings 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 |
| PARK | The slot opposite the NEUTRAL position on operator's console of M1 Series windrowers |
| 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) |
| rpm | Revolutions per minute |
| 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 |
| SDD | Single-drawer drive |
| Self-Propelled (SP) Windrower | Self-propelled machine consisting of a power unit with a header |
| Soft joint | A joint made with use of a fastener where joining materials are compressible or experience relaxation over a period of time |
| spm | Strokes per minute |
| SR | Single reel |
| Tension | Axial load placed on a bolt or screw, usually measured in Newtons (N) or pounds (lb.) |
| TFFT | Turns from finger tight |
| Timed knife drive | Synchronized motion applied at cutterbar to two separately driven knives from a single hydraulic motor |
| Torque | The product of a force X lever arm length, usually measured in Newton-meters (Nm) or foot-pounds (lb·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 |
| Truck | A four-wheel highway/road vehicle weighing no less than 3400 kg (7500 lb.) |
| UCA | Upper cross auger |
| Untimed knife drive | Unsynchronized motion applied at cutterbar to two separately driven knives from a single hydraulic motor or two hydraulic motors |
| 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 locking mechanism |
| WCM | Windrower control module |

REFERENCE

| Term | Definition |
|-----------|---------------------------------------|
| Windrower | Power unit of a self-propelled header |
| WOT | Wide open throttle |

Predelivery Checklist

Perform these checks prior to delivery to your Customer. **Adjustments are normally not required as the machine is factory-assembled and adjusted.** If adjustments are required, refer to the appropriate page number in this manual. The completed Checklist should be retained by either the Operator or the Dealer.

CAUTION

Carefully follow the instructions given. Be alert for safety related messages that bring your attention to hazards and unsafe practices.

Header Serial Number: _____

Table .18 Predelivery Checklist for D1X and D1 XL Series Draper Headers – North America

| ✓ | Item | Reference |
|---|---|--|
| | Check for shipping damage or missing parts. Be sure all shipping dunnage is removed. | — |
| | Check for loose hardware. Tighten to required torque. | <i>8.1 Torque Specifications, page 81</i> |
| | Check tire pressure (Transport/Stabilizer Option). | <i>5.1 Checking Tire Pressure – Transport and Stabilizer Wheels, page 49</i> |
| | Check wheel bolt torque (Transport/Stabilizer Option). | <i>5.2 Checking Wheel Bolt Torque, page 50</i> |
| | Check knife drive box breather position. | <i>5.3 Checking Knife Drive Box, page 51</i> |
| | Check knife drive box lube level. | <i>5.3 Checking Knife Drive Box, page 51</i> |
| | Check knife drive belt(s) tension. | <i>5.4 Checking and Adjusting Knife Drive Belt Tension, page 53</i> |
| | Check if reel is centered between header endsheets. | <i>5.5 Centering the Reel, page 57</i> |
| | Grease all bearings and U-joints. | <i>5.12 Lubricating the Header, page 72</i> |
| | Check draper tension. | <i>5.6 Adjusting Draper Tension, page 59</i> |
| | Check draper seal. | <i>5.7 Checking and Adjusting Draper Seal, page 61</i> |
| | Check reel tine to cutterbar clearance. | <i>5.10.1 Measuring Reel Clearance, page 65</i> |
| | Check if skid shoes are evenly adjusted an appropriate setting for first crop. | <i>5.8 Checking and Adjusting Skid Shoe Settings, page 63</i> |
| | Check fit of endshields. | <i>5.11 Checking and Adjusting Endshields, page 68</i> |
| | Check that header is level. | <i>5.9 Leveling the Header, page 64</i> |
| | Check hydraulic hose and wiring harness routing for clearance when raising or lowering header and reel. | — |
| | Run-up procedure | <i>6 Running up the Header, page 77</i> |
| | Check if the knife drive pulley(s) is rotating in proper direction: clockwise on left side; counterclockwise on right side (double knife only). | <i>5.4 Checking and Adjusting Knife Drive Belt Tension, page 53</i> |
| | Check if lights are functional. | — |
| | Check if reel lift cylinders extend fully. | — |
| | Check if reel moves fully fore and aft. | — |

REFERENCE

Table .18 Predelivery Checklist for D1X and D1 XL Series Draper Headers – North America (continued)

| ✓ | Item | Reference |
|---|---|---|
| | Post run-up check. Stop engine. | <i>7 Performing Post Run-Up Adjustments, page 79</i> |
| | Check belt drives for heated bearings. | <i>5.4 Checking and Adjusting Knife Drive Belt Tension, page 53</i> |
| | Check knife sections for discoloration caused by misaligned components. | <i>7.1 Adjusting Knife, page 79</i> |
| | Check for hot spots on the cutterbar above the draper seal. Adjust deck height as required. | <i>5.7 Checking and Adjusting Draper Seal, page 61</i> |
| | Check for hydraulic leaks. | — |
| | Check that manual storage case contains operator's manual and parts catalog. | <i>5.13 Checking Manuals, page 75</i> |

Date checked:

Checked by:

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