

PW8

Pick-Up Header

Unloading and Assembly Instructions for Upright Shipments
(North America)

262860 Revision A

Original Instruction

PW8 Pick-Up Header



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Introduction

This manual contains the unloading, setup, and predelivery instructions for the MacDon PW8 Combine Pick-Up Header for North America.

Read the entire manual before attempting to unload, assemble, or use the machine.

If the shipment is damaged or is missing parts, contact shortageanddamage@macdon.com.

The header can be configured for the following combines:

Combine	Model
Case IH	10/20/30/40/50 Series and 5/6/7088 Series
Challenger®	500C Series, 500E Series, and 600B Series
IDEAL®	IDEAL™ Series 7/7T, 8/8T, 9/9T, and 10T
Gleaner®	R Series and S Series
John Deere	96/97/9860 STS, 96/97/9870 STS, S650/660/670/680/685/690, 9660 WTS, and T670
Massey Ferguson®	IDEAL™ 7/7T, 8/8T, and 9/9T Series, 9005/9500/9505 Series
New Holland	All CR/CX Series
Versatile	RT490

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

NOTE:

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

NOTE:

This manual is currently available in English only.

Conventions

- Right and left are determined from the operator's position. The front of the header is the side that faces the crop; the back of the header is the side that connects to the combine.
- Unless otherwise noted, use the standard torque values provided in Chapter [8.4 Torque Specifications, page 124](#). When torque values of 30 Nm or less are listed, their equivalents will be provided in both foot-pounds (lbf·ft) and inch-pounds (lbf·in).

Summary of Changes

MacDon is continually improving its products. Sometimes, those improvements affect the documentation of those products. A list of the major changes made to this document since the last version was published is provided below.

Section	Summary of Change	Internal Use Only
—	Replaced AHHC section with topic referencing the operator's manual and technical manual.	Product Support
Cover Page	Updated cover page title to include upright shipments.	Engineering
<i>7 Predelivery Inspection, page 107</i>	Updated and reordered section.	Product Support

Unloading and Assembling Header

Follow this manual from front to back to unload the header from the shipping container, assemble the header, and attach it to the combine. This manual is separated into the procedures below.

1. Unload the header from the shipping container. A forklift or an equivalent apparatus will be necessary for this procedure. For instructions, refer to Chapter [3 Unloading Header, page 11](#).
2. Assemble the header. For instructions, refer to Chapter [4 Assembling the Header, page 19](#).
3. If necessary, configure the header for the combine that it will be attached to. For instructions, refer to Chapter [5 Configuring Header for Combine, page 33](#).
4. Attach the header to the combine. For instructions, refer to Chapter [6 Attaching Header to Combine, page 79](#).
5. Perform the predelivery inspection. For instructions, refer to the [Predelivery Checklist, page 133](#).

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Chapter 1: Safety

Understanding and consistently following these safety procedures will help to ensure the safety of those operating the machine and of bystanders.

1.1 Safety Alert Symbols

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

This symbol means:

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

Carefully read and follow the safety message accompanying this symbol.

Why is safety important to you?

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



Figure 1.1: Safety Symbol

1.2 Signal Words

Three signal words, **DANGER**, **WARNING**, and **CAUTION**, are used to alert you to hazardous situations. 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 it is not prevented, will result in death or serious injury.

WARNING

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

CAUTION

Indicates a potentially hazardous situation that, if it is not prevented, may result in minor or moderate injury. It may also be used to alert you to unsafe practices.

IMPORTANT:

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

NOTE:

Provides additional information or advice.

1.3 General Safety

Operating, servicing, and assembling machinery presents several safety risks. These risks can be reduced or eliminated by following the relevant safety procedures and wearing the appropriate personal protective equipment.

CAUTION

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

Wear all protective clothing and personal safety devices that could be necessary for the 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

In addition, take the following precautions:

- Be aware that exposure to loud noises can cause hearing impairment. Wear suitable hearing protection devices such as earmuffs or earplugs to help protect against loud noises.

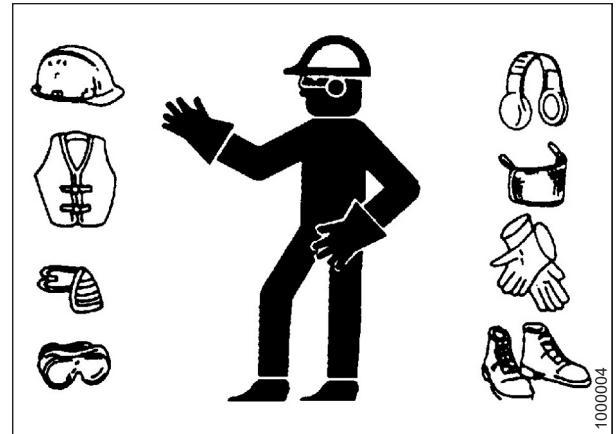


Figure 1.2: Safety Equipment

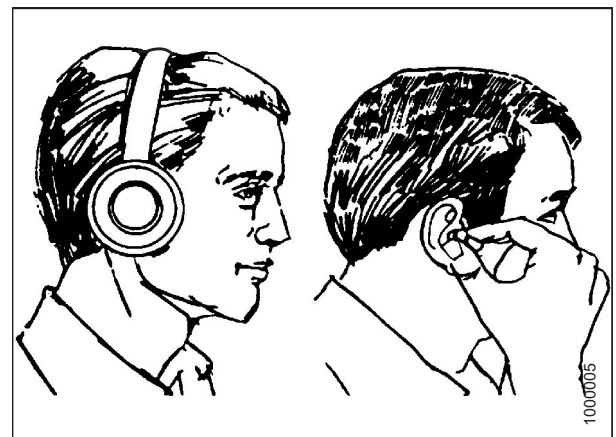


Figure 1.3: Safety Equipment

- Provide a first aid kit in case of emergencies.
- Keep a properly maintained fire extinguisher on the machine. Familiarize yourself with its use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when Operators are fatigued or in a hurry. Take time to consider the safest way to accomplish a task. **NEVER** ignore the signs of fatigue.

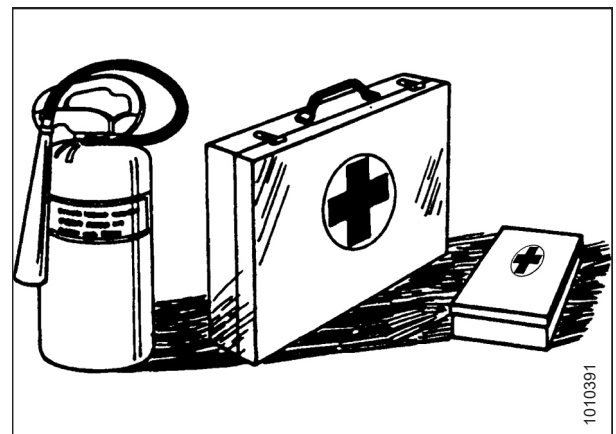


Figure 1.4: Safety Equipment

SAFETY

- Wear close-fitting clothing and cover long hair. **NEVER** wear dangling items such as hoodies, scarves, or bracelets.
- Keep all shields in place. **NEVER** alter or remove safety equipment. Ensure that the driveline guards can rotate independently of their shaft, and that they can telescope freely.
- Use only service and repair parts made or approved by the equipment manufacturer. Parts from other manufacturers may not meet the correct strength, design, or safety requirements.



Figure 1.5: Safety around Equipment

- Keep hands, feet, clothing, and hair away from moving parts. **NEVER** attempt to clear obstructions or objects from a machine while the engine is running.
- Do **NOT** modify the machine. Unauthorized modifications may impair the functionality and/or safety of the machine. It may also shorten the machine's service life.
- To avoid injury or death from the 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.

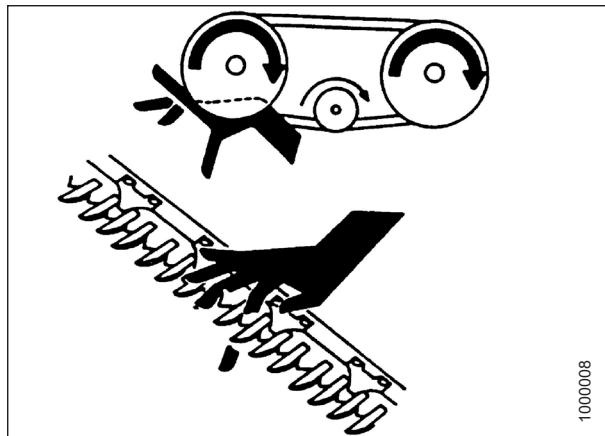


Figure 1.6: Safety around Equipment

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



Figure 1.7: Safety around Equipment

1.4 Hydraulic Safety

Because hydraulic fluid is under extreme pressure, hydraulic fluid leaks can be very dangerous. Follow the proper safety procedures when inspecting hydraulic fluid leaks and servicing hydraulic equipment.

- Always place all hydraulic controls in **NEUTRAL** before leaving the operator's seat.
- Ensure that all of the components in the hydraulic system are kept clean and in good condition.
- Replace any worn, cut, abraded, flattened, or crimped hoses and steel lines.
- Do **NOT** attempt any makeshift repairs to hydraulic lines, fittings, or hoses by using tapes, clamps, cements, or welding. The hydraulic system operates under extremely high pressure. Makeshift repairs can fail suddenly and create hazardous conditions.

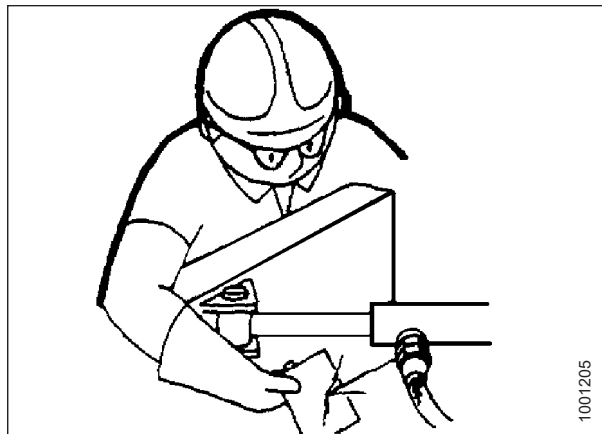


Figure 1.8: Testing for Hydraulic Leaks

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

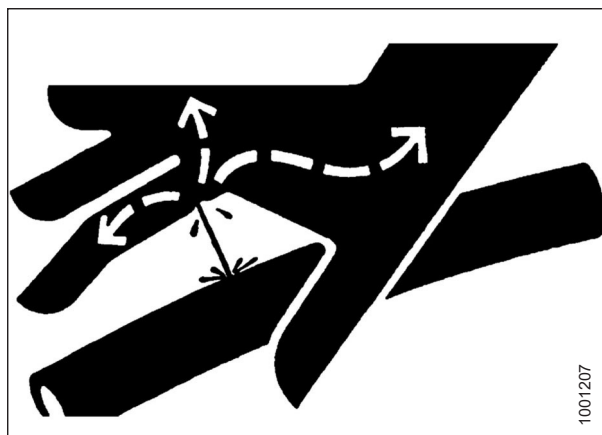


Figure 1.9: Hydraulic Pressure Hazard

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

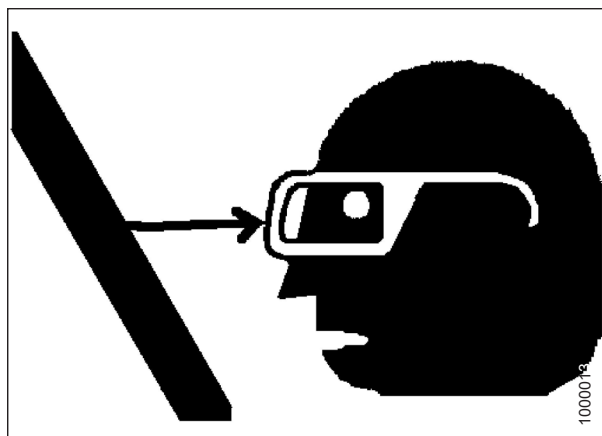


Figure 1.10: Safety around Equipment

1.5 Safety Signs

Safety signs are decals placed on the machine where there is a risk of personal injury, or where the Operator should take extra precautions before operating the controls. They are usually yellow.

- Keep safety signs clean and legible at all times.
- Replace safety signs that are missing or illegible.
- If the original part on which a safety sign was installed is replaced, ensure that the repair part displays the current safety sign.

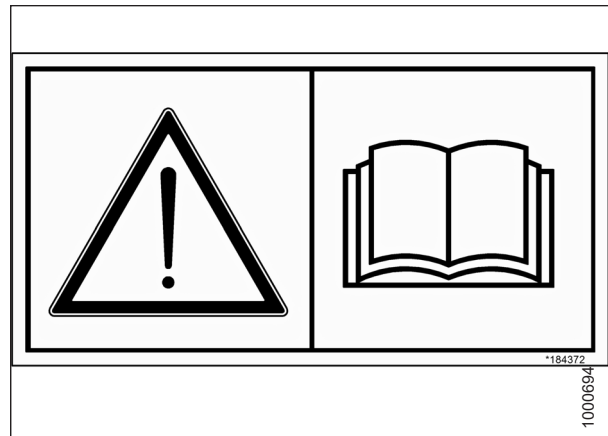
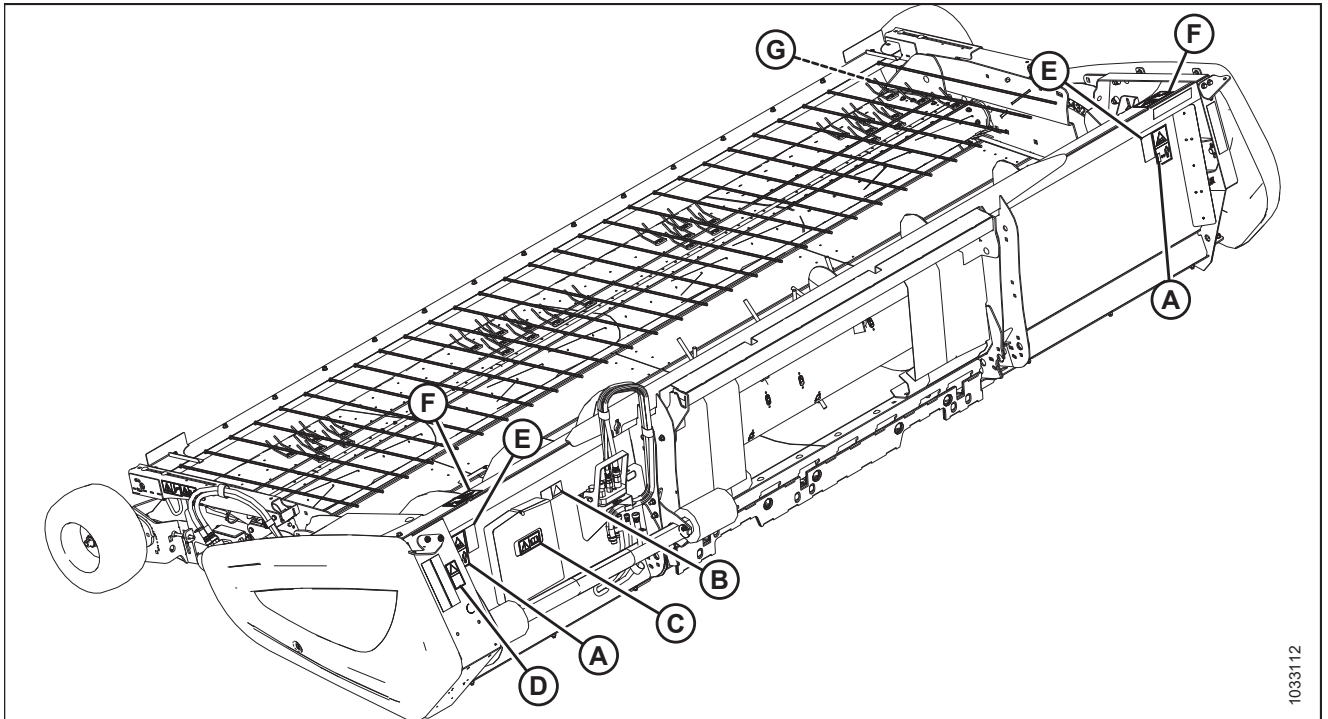


Figure 1.11: Operator's Manual Decal

1.6 Safety Sign Locations

Replace any missing or damaged decals.



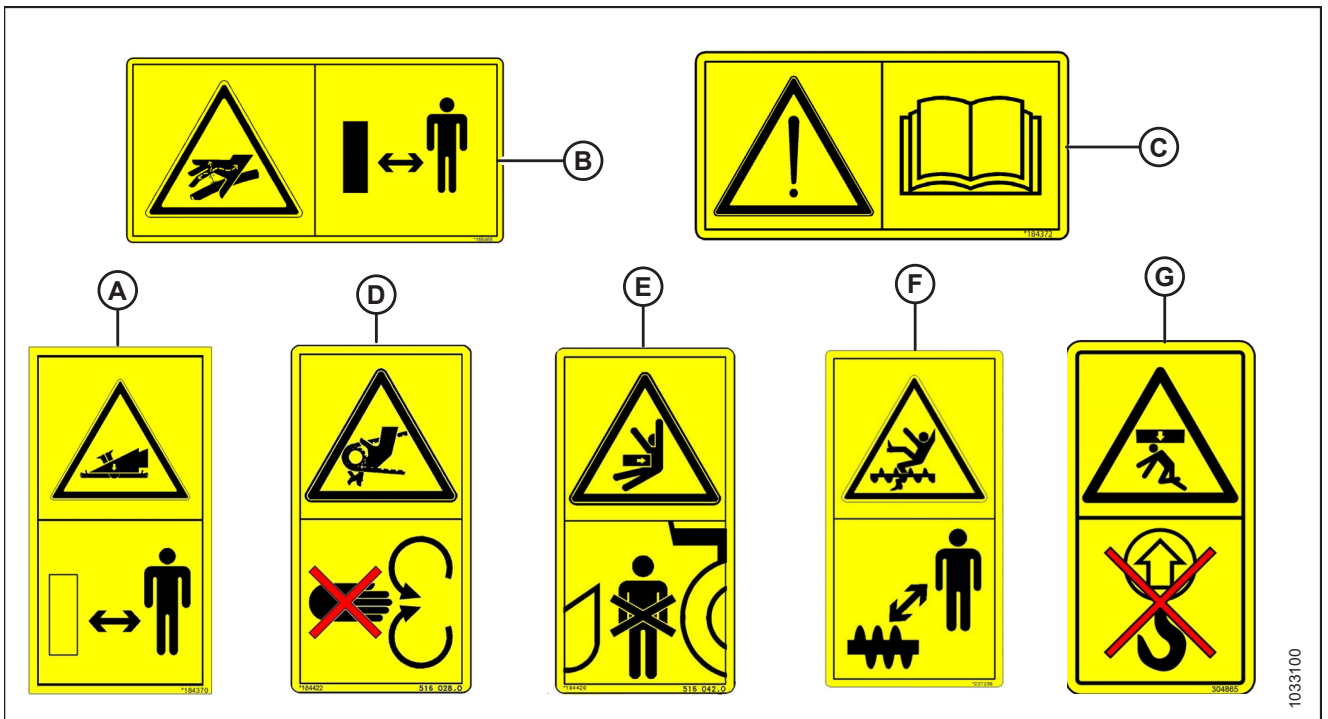
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Figure 1.12: Header Decals

A - MD #184370
D - MD #184422
G - MD #304865

B - MD #166466
E - MD #184420

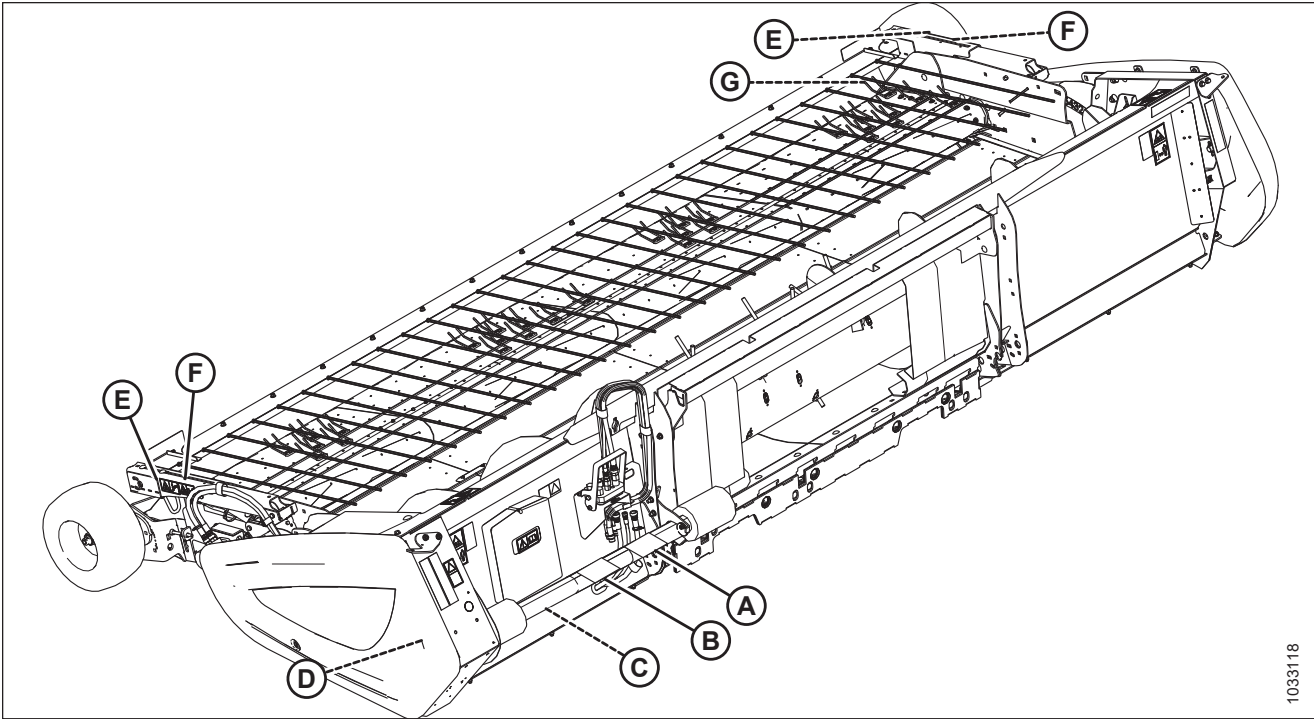
C - MD #184372
F - MD #237298



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Figure 1.13: Header Decals

SAFETY



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Figure 1.14: Driveline and Hold-Down Decals

A - MD #30316

D - MD #184422 (Behind Endshield)

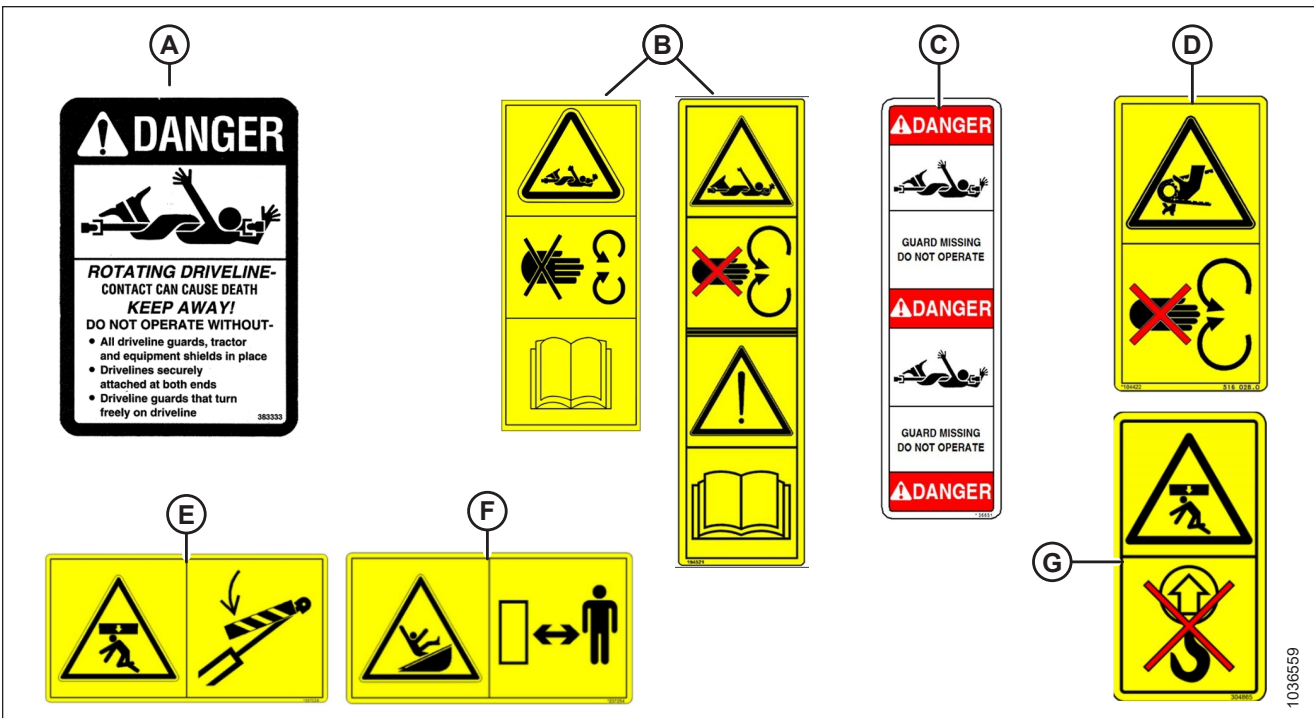
G - MD #304865

B - See footnote¹

E - MD #237229

C - MD #36651

F - MD #237254



1036559

Figure 1.15: Driveline and Hold-Down Decals

1. MD #191099 (if Waltersheid supplies the driveline) or MD #194521 (if Weasler supplies the driveline)

Chapter 2: Shipping Dimensions and Weight

The dimensions and the weight of the header are provided so that you can choose the correct equipment to lift, tip, and transport the header safely.

Table 2.1 Shipping Dimensions and Weight

Length (A)	Width (B)	Height (C)	Weight ²
5318 mm (17 ft. 5 in.)	1000 mm (39 3/8 in.)	2579 mm (8 ft. 5 1/2 in.)	1612 kg (3550 lb.)

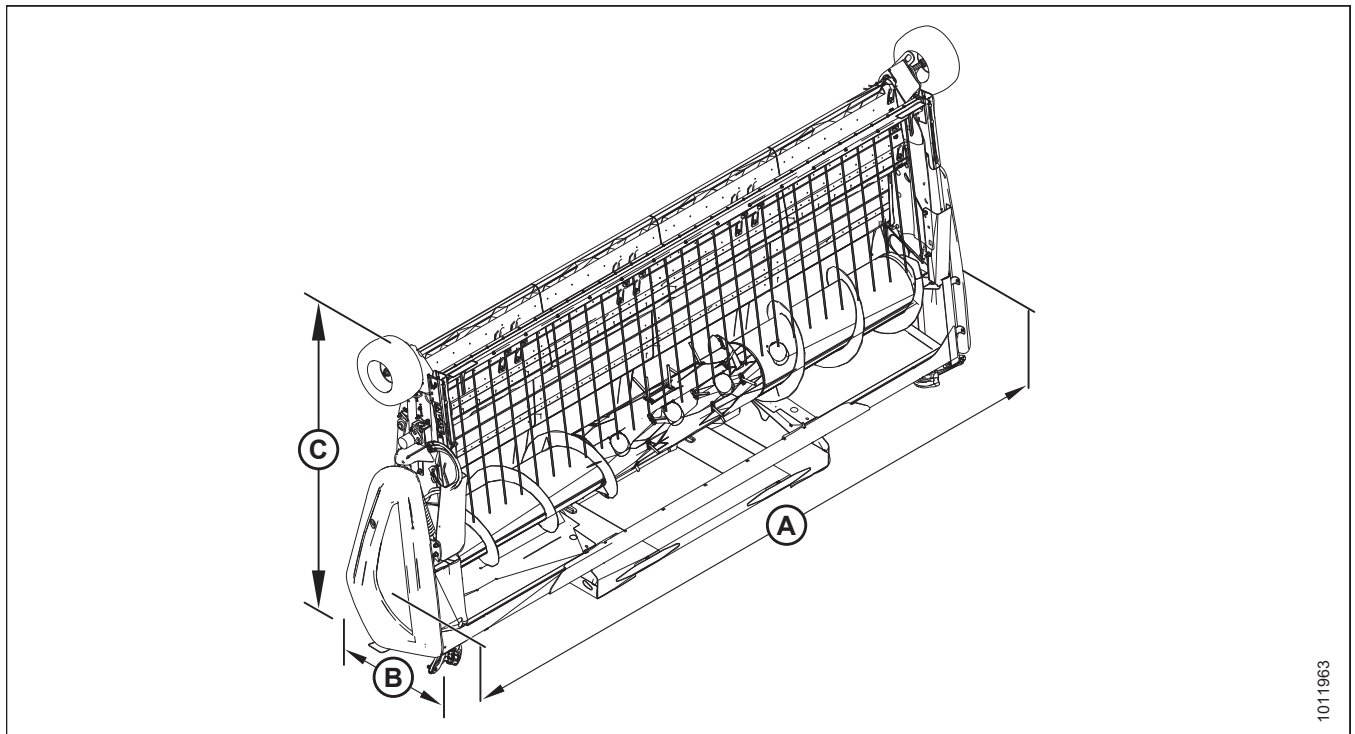


Figure 2.1: Shipping Dimensions

2. The weight value is an approximation; the actual weight of the headers differs depending on the type of combine they are configured to operate with.

Chapter 3: Unloading Header

Unload all of the parts of the header before you begin assembly. Follow the procedures in the order in which they are provided.

3.1 Unloading with a Forklift

The following procedure assumes that the header was shipped upright on a trailer. Lift the header at the lifting points specified using a forklift or an equivalent apparatus that meets the lifting requirements.

NOTE:

Extra hardware is stored inside the manual storage case at the back of the header. Loose parts are strapped to the header.

NOTE:

After receiving a pick-up header, MacDon recommends storing it in field position. If you must store a pick-up header upright, ensure that the storage surface is flat and hard.



DANGER

Ensure that all bystanders have cleared the area.



DANGER

To prevent injury to bystanders caused by being struck by machinery, do NOT allow people to stand in the unloading area.



DANGER

The equipment used for loading or unloading a machine must meet or exceed the requirements specified in this document. Using inadequate equipment may result in chain breakage, vehicle tipping, machine damage, and bodily harm to operators or bystanders.

Lifting Vehicle (Forklift or Equivalent)	
Minimum Lifting Capacity ³	2270 kg (5000 lb.)
Minimum Fork Length	1981 mm (78 in.)

IMPORTANT:

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

3. At 1220 mm (48 in.) from the back end of the forks.

UNLOADING HEADER

To unload a header from a trailer, follow these steps:

1. Move the trailer into position on level ground, then block the trailer wheels.
2. Lower the trailer storage stands.
3. Approach the side of the trailer with the forklift.
4. Adjust the width of the forks on the forklift to line up with shipping stand pockets (A).
5. Slowly slide the forks into the shipping stand pockets.

IMPORTANT:

Attempting to lift the header with forks that are not engaged in shipping stand pockets may result in an unstable load and/or damage to the shipping stands.

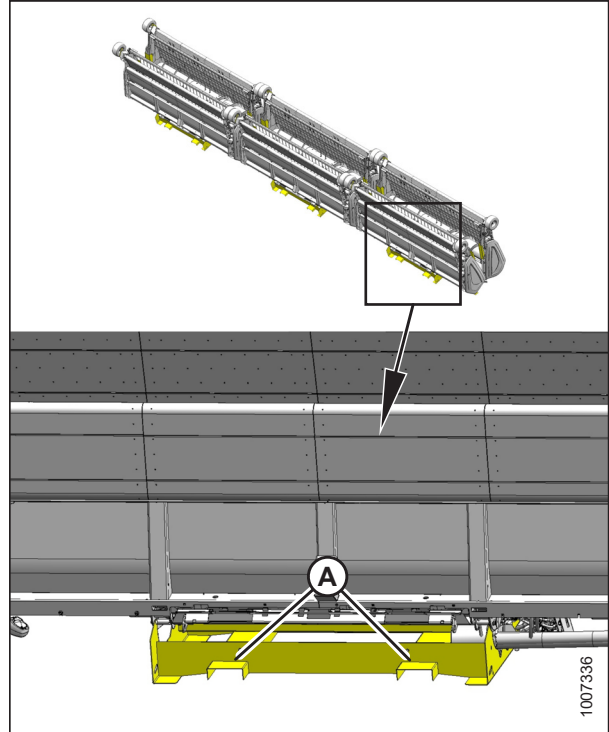


Figure 3.1: Header Shipping Stands

DANGER

Ensure that the forks on the forklift are secure and that no bystanders are present.

CAUTION

Lift only one header and ensure that the forks do NOT interfere with the shipping frame. If the forks contact a second header, damage to the headers may occur.

6. Raise the header off of the deck and back up the forklift until the forks clear the trailer.
7. Slowly lower the header to 150 mm (6 in.) from the ground.
8. Take the header to a storage or setup area, and place the header on hard level ground.
9. Check the header for shipping damage and check the shipment for missing parts.
10. Repeat the above steps for the remaining headers in the trailer.



Figure 3.2: Unloading the Header

3.2 Lowering Header to Field Position

Lower an upright header into field position before removing the shipping material and assembling the header.

IMPORTANT:

These instructions are only for tipping over the header. Lifting should only be done using a forklift and the shipping stand.

1. Attach spreader bar (A) to the forklift or an equivalent apparatus. The spreader bar should have a minimum working load of 2270 kg (5000 lb.).
2. Attach spreader bar chains (B) to tipping supports (C) on each end of the header as shown. Do **NOT** attach the chains to, or through, the hold-down components.

IMPORTANT:

Warranty will not cover any damage caused by lowering the header through other methods.

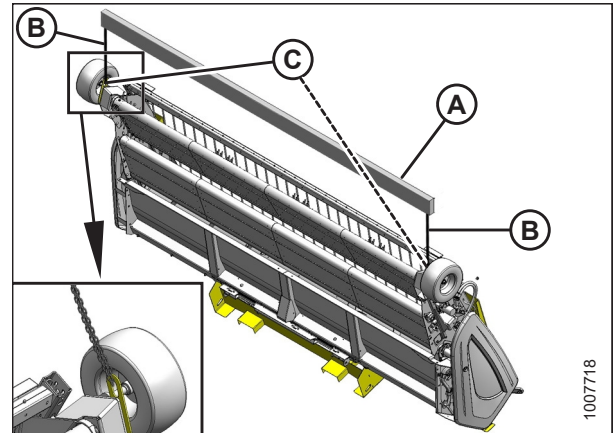


Figure 3.3: Spreader Bar on Header

3. Place two wooden blocks (2 x 4 in.) (A) to support the header.

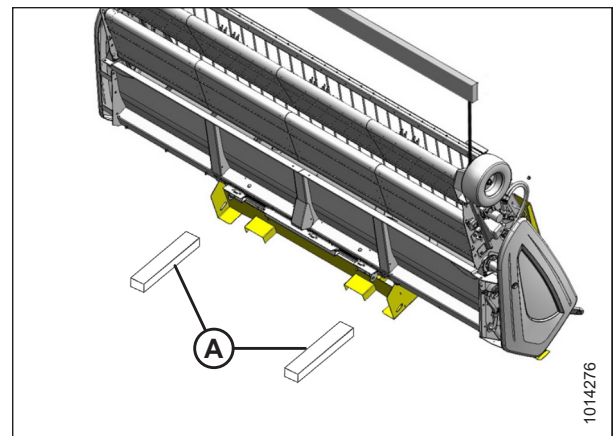


Figure 3.4: Wooden Blocks

4. Slowly back up the forklift while lowering the front of the pick-up header to the ground.
5. Remove chains (A) from the tipping supports.

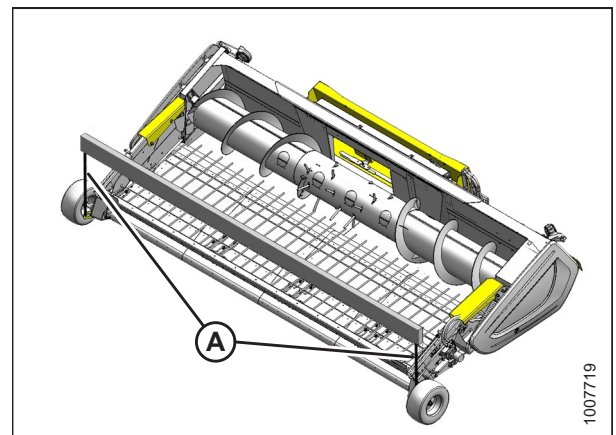


Figure 3.5: Spreader Bar on Header

3.3 Removing Shipping Stands

The removable shipping stands are painted yellow.

⚠ CAUTION

The shipping stands are extremely heavy.

NOTE:

Unless otherwise specified, discard the shipping stands as well as all shipping material and hardware.

1. Remove two bolts (A) near the top of the stand and allow the stand to rotate aft until it rests on the ground.
2. Remove two lower bolts (B) and remove the stand.

NOTE:

The wheel has been removed from the illustration for clarity.

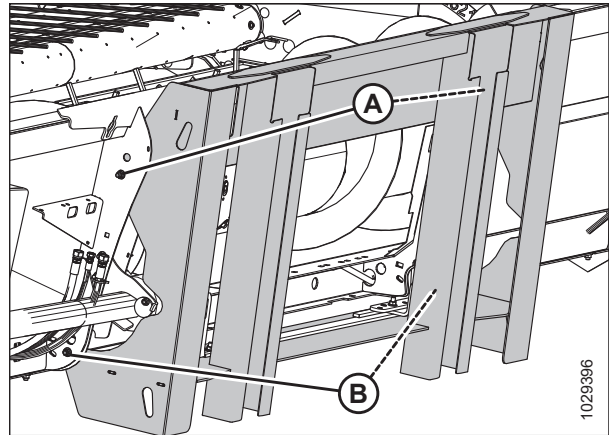


Figure 3.6: Shipping Stand

3. Remove bolt (A) from tipping support (B).
4. Loosen bolt (C) and slide tipping support (B) in the direction of the arrow in the illustration until bolt (C) disengages the slot in the header, then remove tipping support (B).
5. Remove the tipping support from the opposite end of the header.

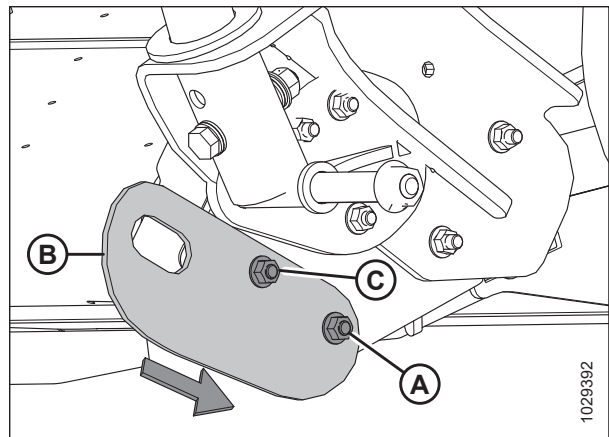


Figure 3.7: Tipping Support

UNLOADING HEADER

6. Remove two nuts (A).
7. Loosen two nuts (B) and remove bumper (C).

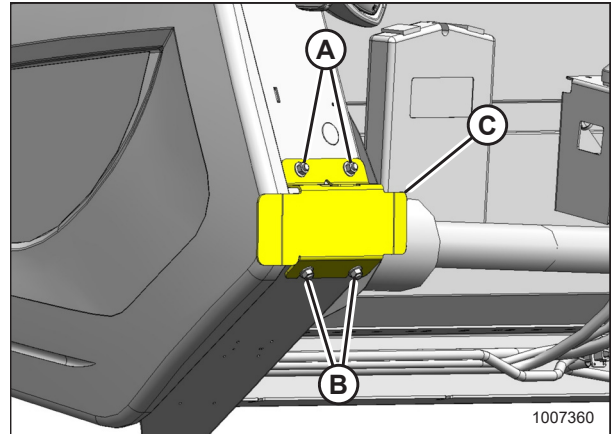


Figure 3.8: Shipping Bumper

8. Open left endshield (A). For instructions, refer to [3.3.1 Opening Left Endshield, page 16](#).
9. Remove the remaining nuts and bolts (B).
10. Close endshield. For instructions, refer to [3.3.2 Closing Left Endshield, page 17](#).

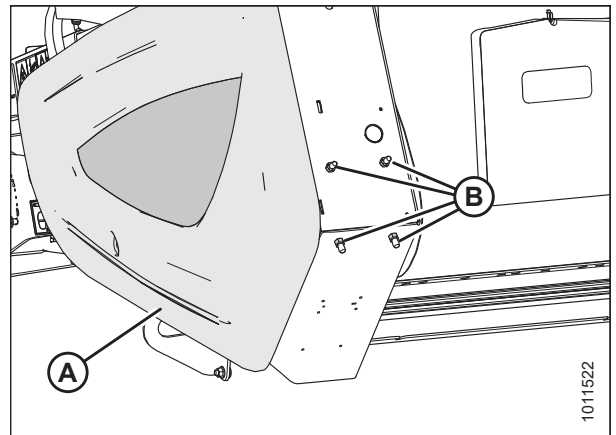


Figure 3.9: Bumper Bolts

NOTE:

Shipping brace (A) on the hold-down will be removed after attaching the header to the combine.

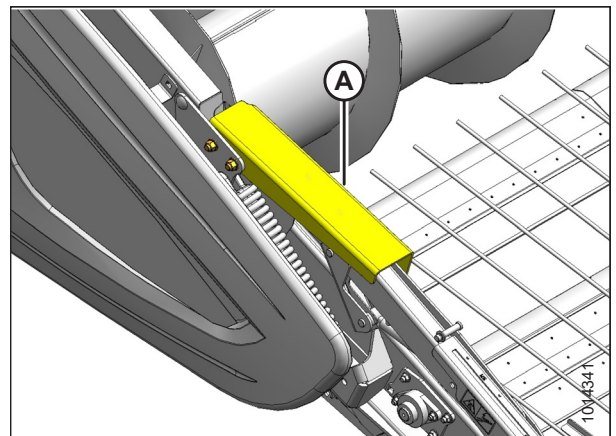


Figure 3.10: Deck Shipping Brace

11. Proceed to Chapter [4 Assembling the Header, page 19](#).

UNLOADING HEADER

3.3.1 Opening Left Endshield

To access the components inside of the pick-up header, you will need to open the left endshield.

1. Use a slotted screwdriver to unlock endshield (B) by turning latch (A) counterclockwise until it stops (slightly more than one half turn).

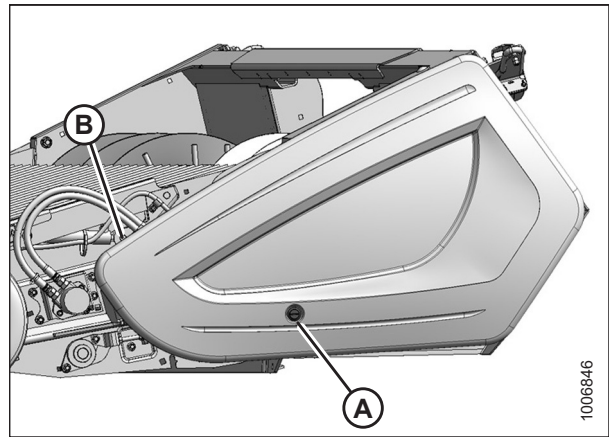


Figure 3.11: Endshield Closed

2. Grasp the forward end of endshield (A) and pull it open until support (B) engages and holds the endshield in the open position.

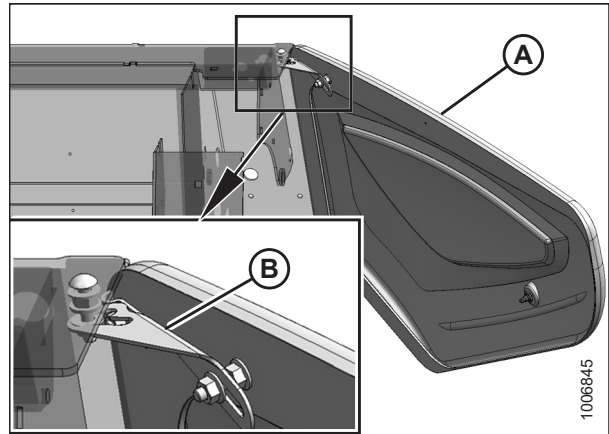


Figure 3.12: Endshield Open

3.3.2 Closing Left Endshield

After you have adjusted the components inside of the pick-up header, close the left endshield.

1. Move endshield (A) slightly so that support (B) can be moved out of the locked position.

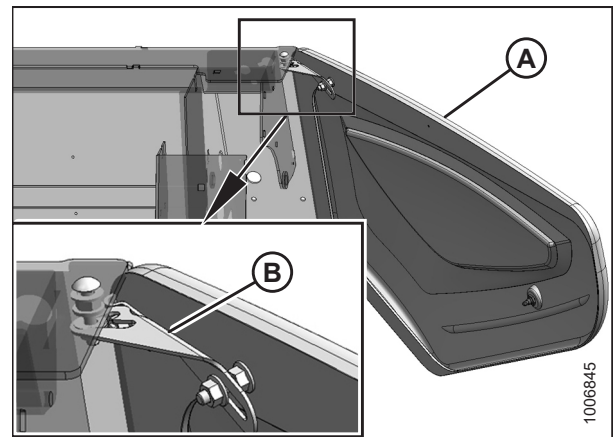


Figure 3.13: Endshield Support

2. Close endshield (A), ensuring that magnet (B) and stop (C) in the header frame align. This will ensure that latch (D) aligns with receptacle (E).

NOTE:

The positions of latch (D) and magnet (B) are factory-set and should not require adjustment.

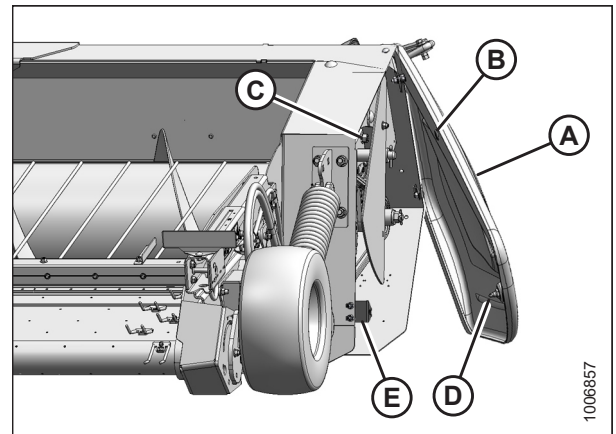


Figure 3.14: Endshield

3. If you need to raise or lower the front of the endshield, loosen nuts (B) on clips (C) at the back of endshield (A), and reposition the endshield.
4. Tighten nuts (B).

IMPORTANT:

Do **NOT** overtighten nuts (B). Overtightening the nuts can damage the endshield.

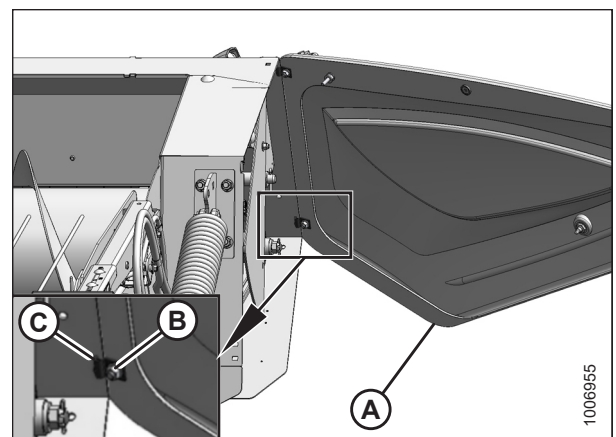


Figure 3.15: Endshield Adjustment

UNLOADING HEADER

5. Close endshield (C) and use a slotted screwdriver to turn latch (A) clockwise until it stops (slightly more than one half turn).

NOTE:

When the latch is fully engaged, the slot will align with notch (B), and the endshield will draw tightly against the header.

6. Ensure the following:
 - The endshield is positioned against the header endsheet.
 - The endshield aligns with the cutout in the frame.
 - Latch (A) is engaged.

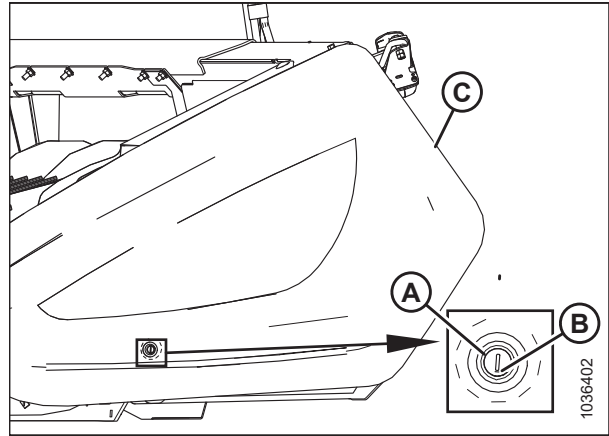


Figure 3.16: Endshield Closed

Chapter 4: Assembling the Header

Once the header has been unloaded and the shipping stands have been removed, the assembly process can begin.

If the header being assembled will not be configured for an IDEAL™ combine, proceed to the relevant procedure:

- For headers ordered with fixed wheels, proceed to [4.2 Attaching Fixed Wheels, page 22](#).
- For headers ordered with caster wheels, proceed to [4.4 Attaching Caster Wheels, page 24](#).
- If the header being assembled **WILL** be configured for an IDEAL™ combine, proceed to [4.1 Attaching Header Stands – Headers Configured for IDEAL™ Combines, page 19](#).

4.1 Attaching Header Stands – Headers Configured for IDEAL™ Combines

Pick-up headers configured to work with IDEAL™ combines have header stands strapped to the draper deck. The header stands will need to be attached to the header.

1. Retrieve the parts listed in [Table 4.1, page 19](#) from the header deck.

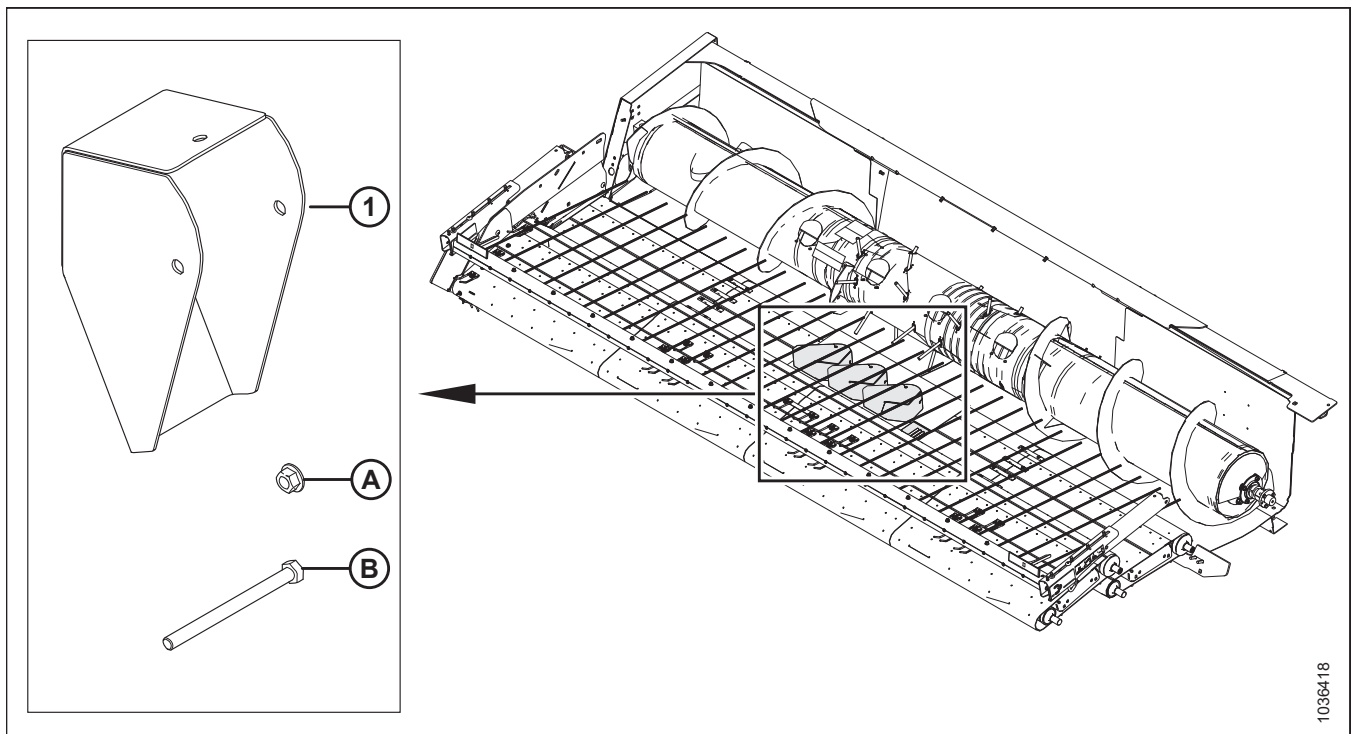


Table 4.1 Header Stands – Parts List

Ref	Part Number	Description	Quantity
1	302086	STAND WELDMENT	3
A	148645	NUT – HEX FLG STVR LK M12 X 1.75-10-AA1J	3
B	135696	BOLT – HEX HD M12 X 1.75 X 150-8.8-AA1J	3

ASSEMBLING THE HEADER

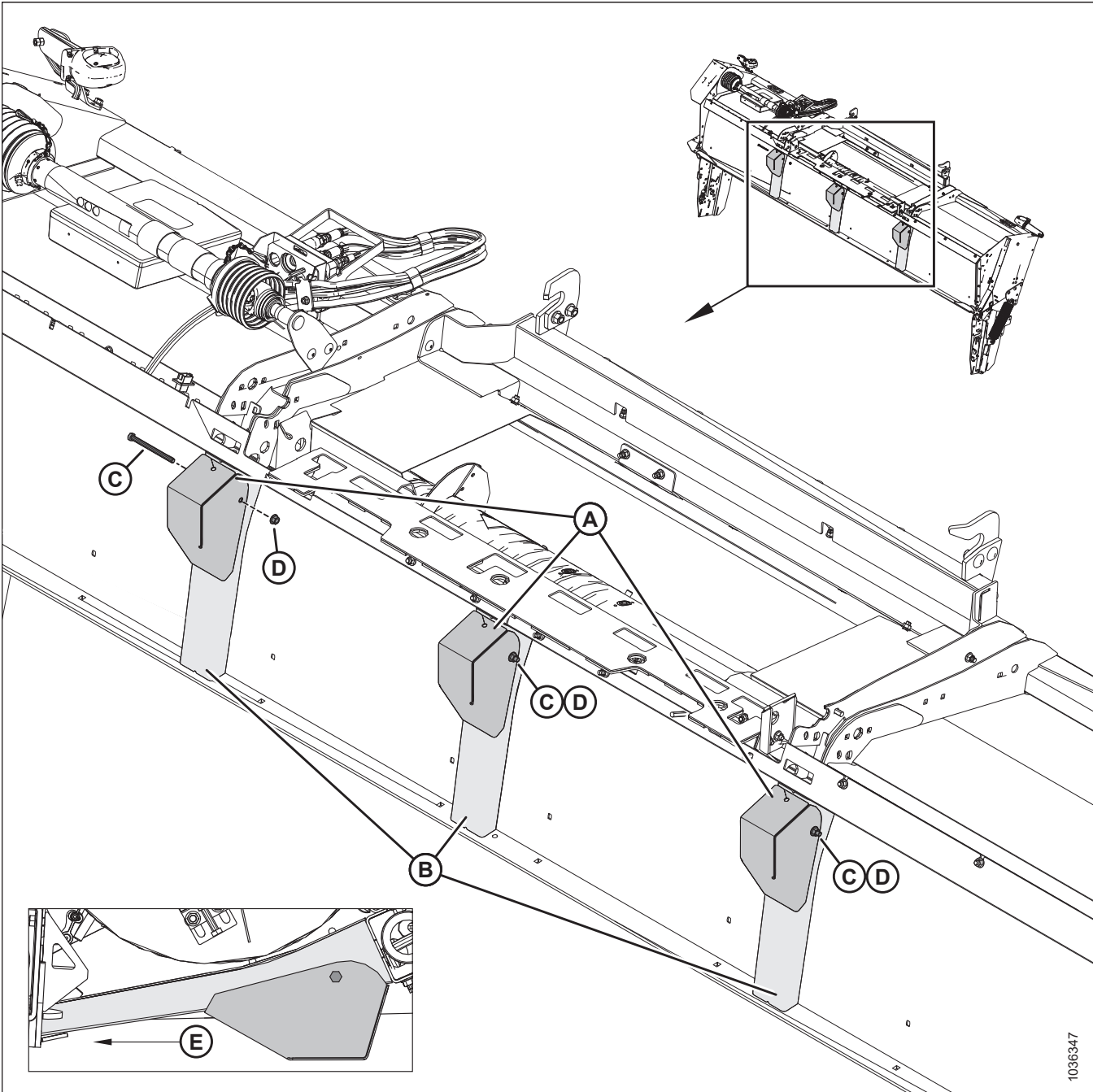


Figure 4.1: Header Stand Installation

2. Place one header stand (A) (MD #302086) under each of three frame members (B).

NOTE:

Arrow (E) is pointing to the front of the header.

3. Secure each header stand using one bolt (C) (MD #135696) and one nut (D) (MD #148645).
4. Torque the nuts to 69 Nm (51 lbf-ft).

ASSEMBLING THE HEADER

5. Proceed to the relevant procedure:
 - For headers ordered with fixed wheels, proceed to [4.2 Attaching Fixed Wheels, page 22](#).
 - For headers ordered with caster wheels, proceed to [4.4 Attaching Caster Wheels, page 24](#).

4.2 Attaching Fixed Wheels

If the header being assembled was ordered with fixed wheels, install them now.

If the header was ordered with caster wheels, proceed to [4.4 Attaching Caster Wheels, page 24](#).

1. Retrieve wheel assemblies (A) and the bag of hardware from the crate.
2. Remove bolts and lock nuts (B) from the header frame.

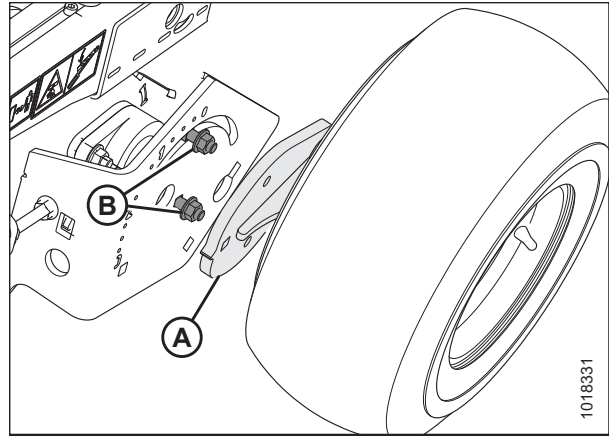


Figure 4.2: Wheel Assembly – Right Side

3. Position spindle plate (A) against the frame so that cog (B) points toward the back of the header.
4. Line up the lower hole in the spindle plate with the center hole in the frame. Install bolt (C) from the inboard side of the frame.
5. Secure the bolt with the nut. Do **NOT** tighten the nut yet.
6. Swivel the wheel assembly so that second bolt (D) can be installed through the slot in the frame and into spindle plate (A).
7. Secure the bolt with the nut. Do **NOT** tighten the nut yet.
8. Position the wheel assembly so that cog (B) lines up with the number **2** on the frame.
9. Tighten both of the nuts.
10. Repeat this procedure to install the other wheel assembly.

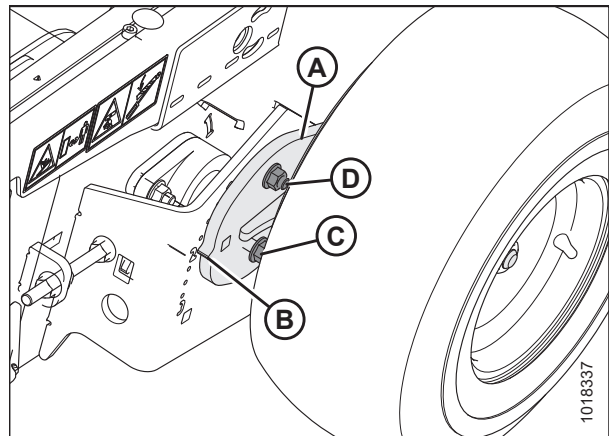


Figure 4.3: Attaching Wheel

4.3 Setting Fixed Wheels to Field Position

Once the fixed wheels have been installed on the header, they must be set to the field (or working) position.

For headers with caster wheels installed, proceed to [4.5 Setting Caster Wheels to Field Position, page 26](#).

1. Loosen nuts (A) until wheel mounting plate (B) can be rotated.

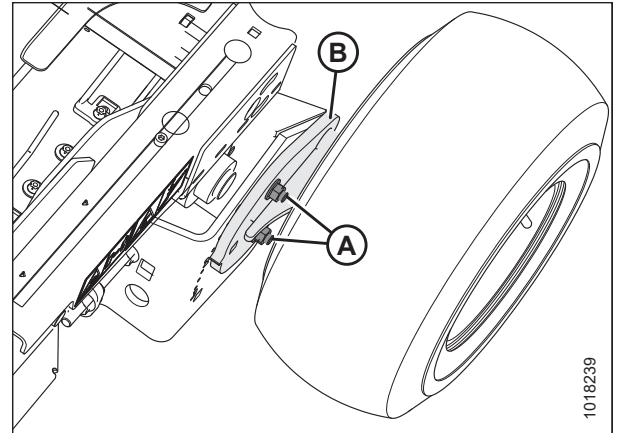


Figure 4.4: Header Wheel – Right Side

2. Rotate the wheel and wheel mounting plate (B) approximately 180° until cog (C) lines up with the number 2 on the frame.
3. Tighten nuts (A).
4. Repeat this procedure to reposition the left header wheel.
5. Proceed to [4.6 Installing Crop Deflectors, page 27](#).

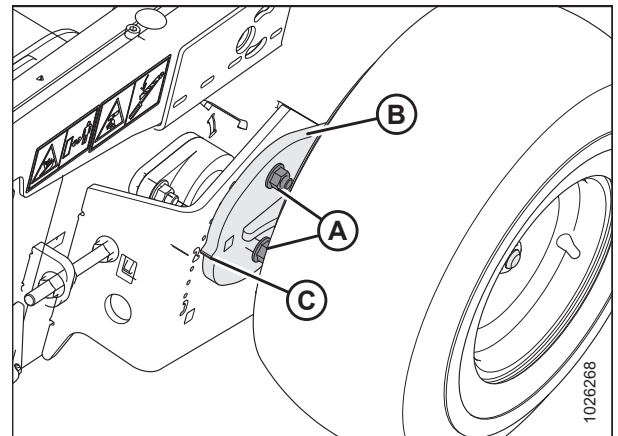


Figure 4.5: Header Wheel – Right Side

4.4 Attaching Caster Wheels

If the header being assembled was ordered with caster wheels, install them now.

For headers ordered with fixed wheels, refer to [4.2 Attaching Fixed Wheels, page 22](#).

1. Remove bolts and nuts (A).
2. Remove caster wheel support (B).

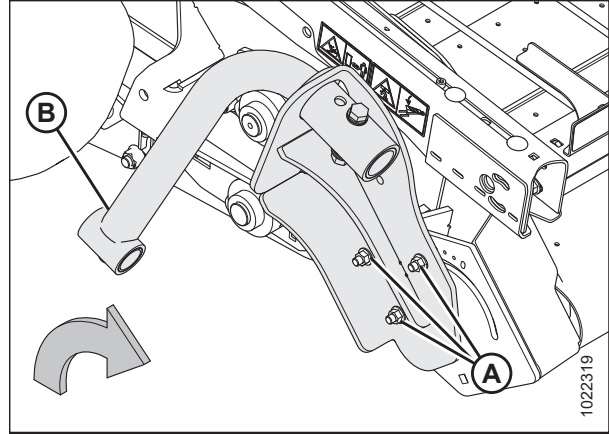


Figure 4.6: Header Wheel – Right Side

3. Rotate caster wheel support (A) until it aligns with the frame at location (B).
4. Install bolts and nuts (C).
5. Torque the hardware to 68.5 Nm (50.5 lbf·ft).

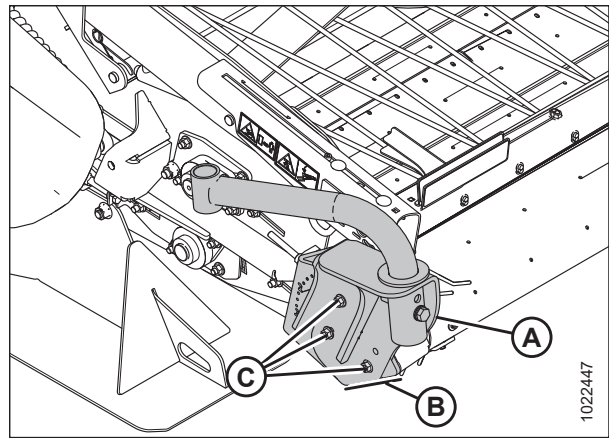


Figure 4.7: Header Wheel – Right Side

6. Remove bolt (A).
7. Rotate caster wheel support tube (B) until upper hole (C) aligns with the hole in the wheel support.
8. Install bolt (A) into hole (C).
9. Torque the bolt to 234 Nm (173 lbf·ft).

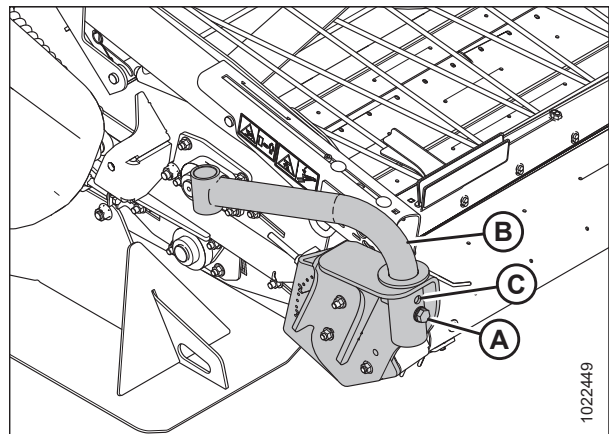


Figure 4.8: Header Wheel – Right Side

ASSEMBLING THE HEADER

10. Remove bolt (A), stop collar (E), thrust washers (D), and spacer (B) from the right caster wheel. Leave thrust washer (C) on the shaft of the caster assembly.

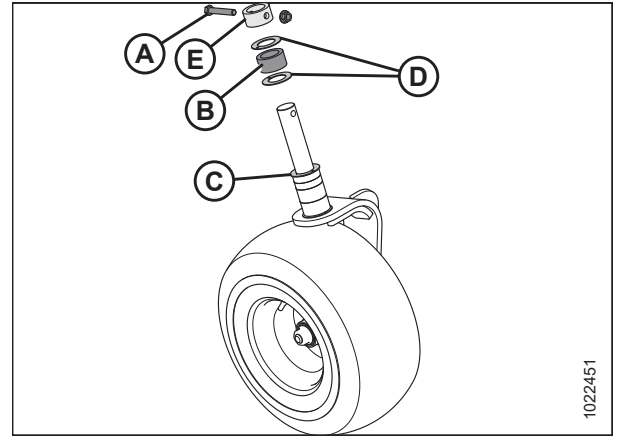


Figure 4.9: Caster Wheel Assembly

11. Insert the assembly into wheel support tube (D).
12. On the shaft extending past the wheel support tube, install thrust washer (C), collar (B), thrust washer (C) and stop collar (E).
13. Rotate the stop collar until the hole in the collar aligns with the hole in the shaft.
14. Insert bolt (A) into the hole.
15. Torque the hardware to 68.5 Nm (50.5 lbf-ft).
16. Repeat this procedure to install the other caster wheel.

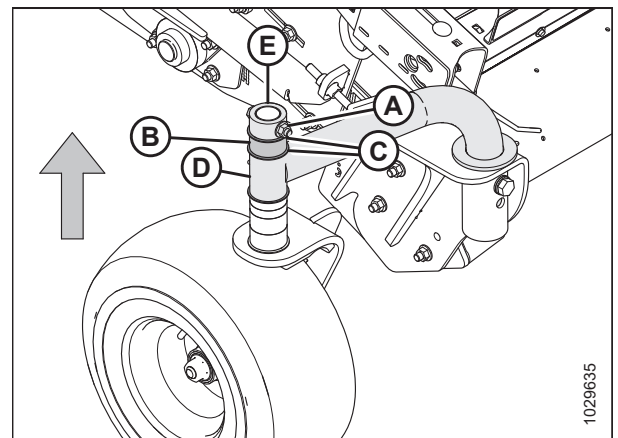


Figure 4.10: Caster Wheel Assembly

4.5 Setting Caster Wheels to Field Position

Once the caster wheels have been installed on the header, they must be set to the field (or working) position.

For headers with fixed wheels installed, refer to [4.3 Setting Fixed Wheels to Field Position, page 23](#).

1. Locate right caster assembly (A).
2. Remove bolts (B) and caster wheel support (A).

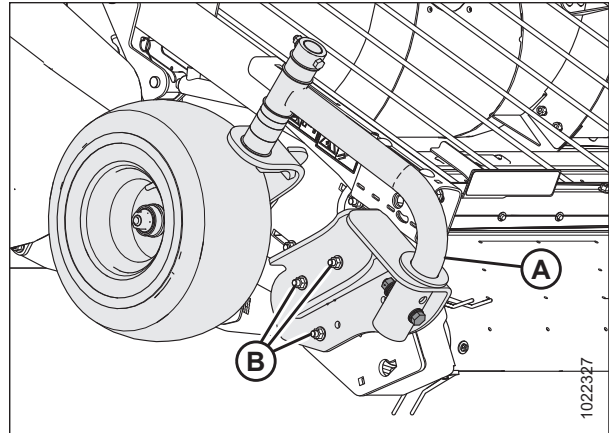


Figure 4.11: Header Wheel – Right Side

3. Move caster wheel support (A) until it aligns with the header frame at location (C).
4. Install bolts (B). Torque the bolts to 68.5 Nm (50.5 lbf-ft).
5. Remove bolt (D) from the lower hole.

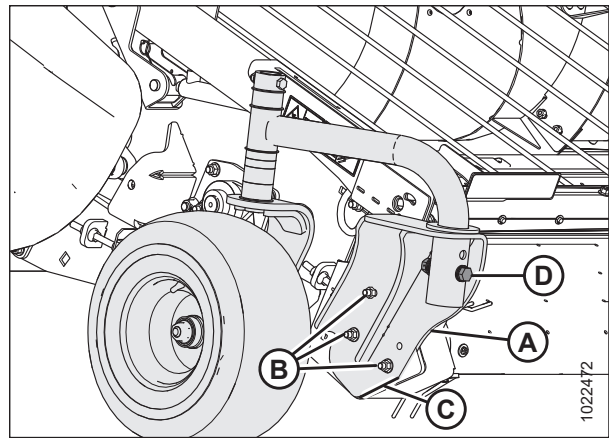


Figure 4.12: Header Wheel – Right Side

6. Rotate caster assembly (B) until the upper hole aligns with the hole in the shaft.
7. Insert bolt (A) into the hole in the shaft.
8. Secure the bolt with a nut and washer. Torque the nut to 234 Nm (173 lbf-ft).
9. Repeat this procedure to reposition the left caster wheel.

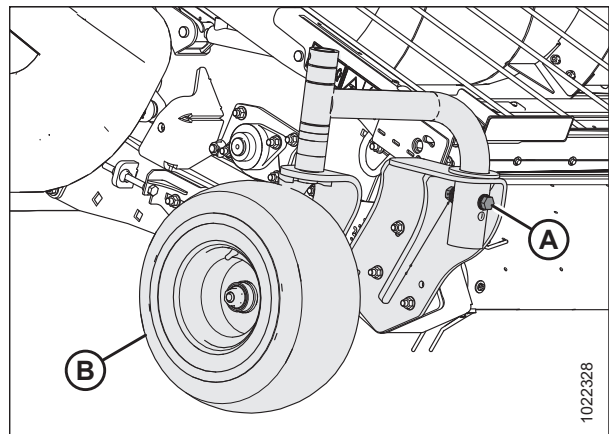


Figure 4.13: Header Wheel – Right Side

4.6 Installing Crop Deflectors

Some headers may need crop deflectors installed on the endsheets.

If crop deflectors will **NOT** be installed on the header, remove them from the auger drive compartment and store them in the combine cab or another suitable location. Proceed to [4.7 Repositioning Driveline Storage Bracket, page 28](#).

DANGER

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

IMPORTANT:

To prevent damage to the header drive, remove the crop deflectors from the header drive compartment **BEFORE** operating the header.

To install the crop deflectors, proceed as follows:

1. Open the left endshield. For instructions, refer to [3.3.1 Opening Left Endshield, page 16](#).
2. Remove bolt (A), crop deflectors (B), and the bag of installation hardware from inside the left endsheet.
3. Close the endshield. For instructions, refer to [3.3.2 Closing Left Endshield, page 17](#).

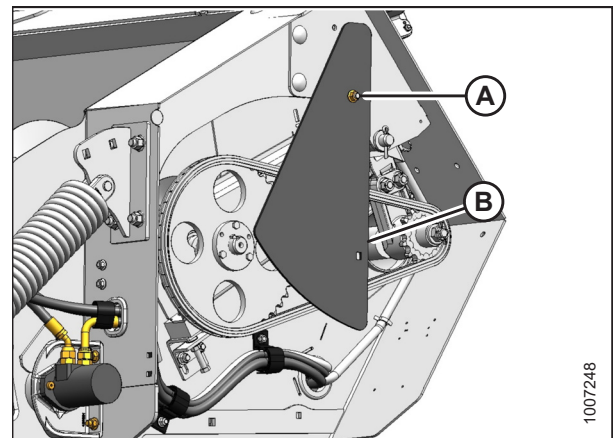


Figure 4.14: Crop Deflector

4. On the right side of the header, position crop deflector (A) on the header endsheet as shown. Secure the crop deflector with two M12 x 25 bolts and nuts (B).

NOTE:

The bolt heads must face inboard.

5. Repeat Step [4, page 27](#) to install the left deflector.

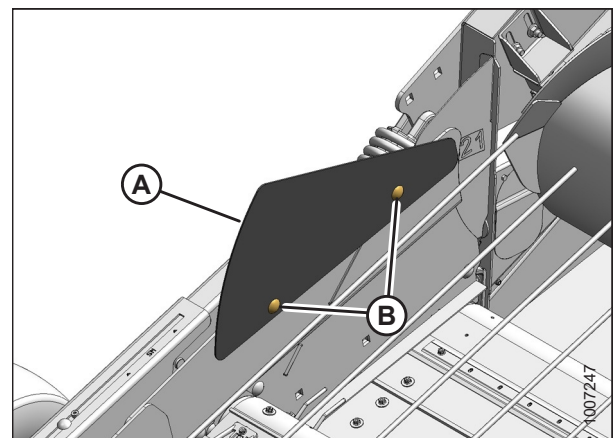


Figure 4.15: Crop Deflector

4.7 Repositioning Driveline Storage Bracket

You will need to reposition the driveline storage bracket on the back of the header before connecting the driveline to the header's drive system.

IMPORTANT:

If you are configuring the header for an IDEAL™ combine, do **NOT** reposition the driveline storage bracket. Proceed to [4.8 Moving Hold-Down to Field Position, page 30](#).

To reposition the driveline storage bracket, follow the steps below:

1. Remove the shipping wire securing the driveline to the header.
2. Rotate locking disc (A). Remove the driveline from bracket (B).
3. Remove two bolts (C) securing bracket (B) to the header leg. Remove the bracket.
4. **Headers configured for Case and New Holland combines:**
Reinstall bolts (C) to secure locking mechanism (D).
5. **Headers configured for non-Case/New Holland combines:**
Retain all of the hardware.
6. **Headers configured for Case and New Holland combines:**
Retrieve two M12 x 35 carriage bolts and locking nuts from hardware bag (B) in manual case (A).

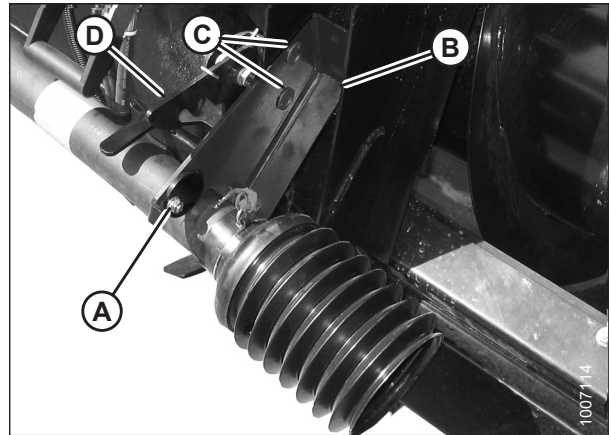


Figure 4.16: Driveline Bracket

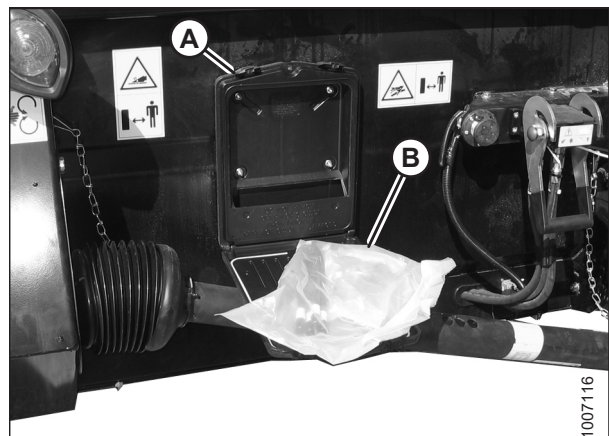


Figure 4.17: Hardware Bag

ASSEMBLING THE HEADER

7. Loosely install one carriage bolt (A) and locking nut in bracket (B).
8. Install the other bolt and nut in slot (C) in the header frame.

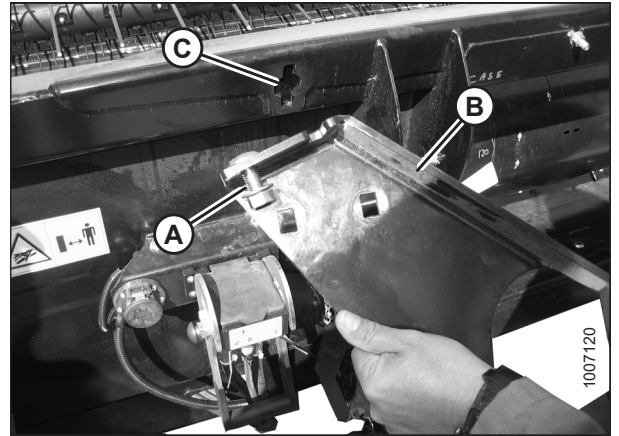


Figure 4.18: Driveline Bracket

9. Place bracket (A) against the header frame.
10. Position preinstalled bolt (B) into the upper slot in the frame.
11. Install bracket (A) so that the slot in the bracket engages bolt (B) in the lower slot in the frame.
12. Tighten the two nuts.

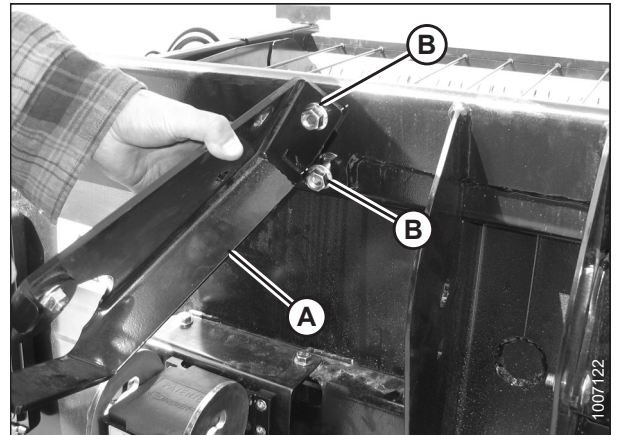


Figure 4.19: Driveline Bracket

13. Place the driveline in the bracket. Locking disc (A) will swing down to secure the driveline in the bracket.

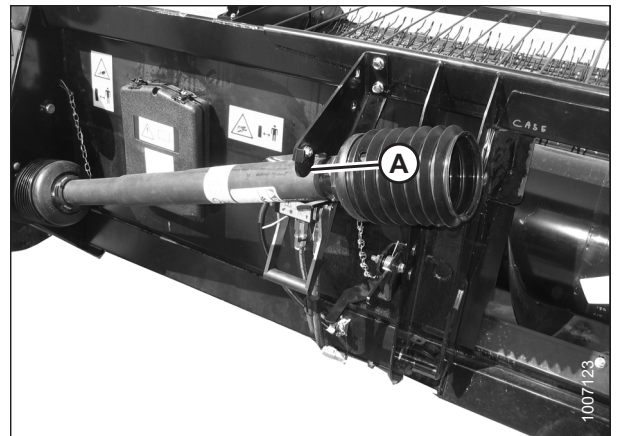


Figure 4.20: Driveline in Repositioned Bracket

4.8 Moving Hold-Down to Field Position

Move the hold-down into field position to prepare the header for the Customer.

1. Loosen four bolts (B) (two per side) in the hold-down frame. If necessary, lift hold-down (A) to gain access to the bolts.

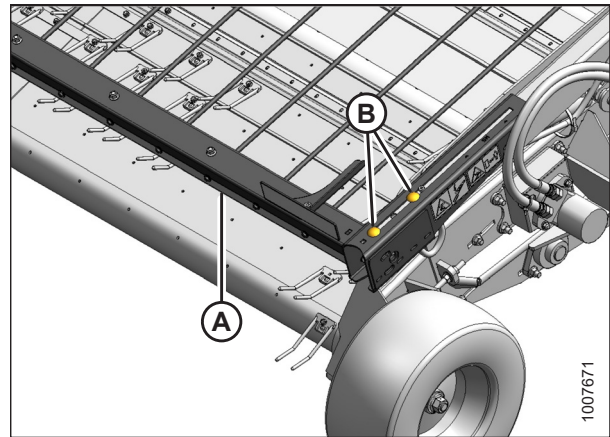


Figure 4.21: Hold-Down – Left Side

2. Pull hold-down frame (A) fully forward.
3. Tighten bolts (B) in the hold-down frame.

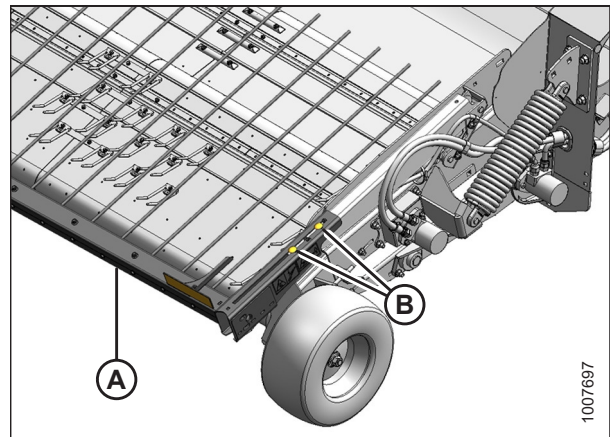


Figure 4.22: Hold-Down – Left Side

4.9 Adjusting Transport Lights

Once the hold-down has been moved to the field position, the transport lights will need to be moved to the transport position.

1. The transport lights are in the transport position when they are perpendicular to the endsheet. If necessary, swivel the transport lights by hand to the transport position.
2. If it is difficult to swivel the lights, adjust jam nut (A) and turn nut (B).
3. Tighten jam nut (A). Do **NOT** overtighten it.

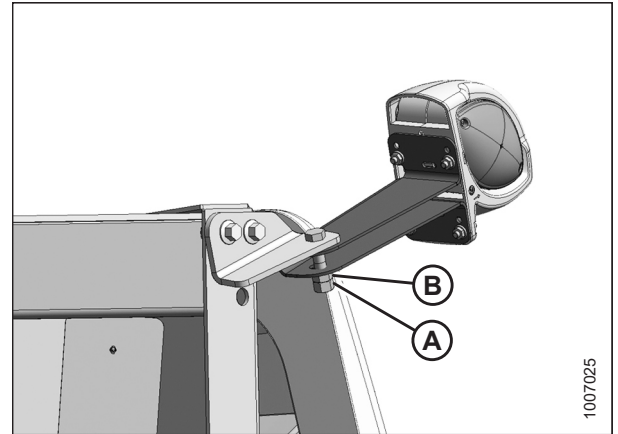


Figure 4.23: Transport Light

Chapter 5: Configuring Header for Combine

Once primary assembly on the header is complete, the header may need further configuration to make it compatible with a particular combine.

Proceed to the relevant procedure:

- AGCO combines with 1270 mm (50 in.), 1118 mm (44 in.), or 965 mm (38 in.) feeder houses: [5.1 Configuring Header for AGCO Combines, page 33](#).
- Case combines with 1156 mm (45 1/2 in.) feeder houses: [5.2 Configuring Header for Case IH Combines, page 53](#).
- John Deere combines with 1650 mm (65 in.) feeder houses: [5.3 Configuring Header for John Deere Combines, page 56](#).
- New Holland combines with 1016 mm (40 in.) feeder houses: [5.4 Configuring Header for New Holland CR Combines, page 64](#).
- New Holland combines with 1524 mm (60 in.) feeder houses: [5.5 Configuring Header for New Holland CX Combines, page 71](#).

5.1 Configuring Header for AGCO Combines

PW8 Pick-Up Headers are configured at the factory for combines with a 1397 mm (55 in.) feeder house. The following procedures describe how to modify the header for combines with a 1270 mm (50 in.), 1118 mm (44 in.), or 965 mm (38 in.) feeder house.

5.1.1 Reducing Header Opening

You can reduce the opening on headers configured to work with AGCO combines by installing wider panels on both sides of the header opening and by repositioning the stripper assemblies.

Proceed to the relevant procedure:

- For Challenger® and Massey Ferguson® combines equipped with 1118 mm (44 in.) feeder houses, proceed to [Reducing Header Opening – Headers Configured for Challenger® and Massey Ferguson® Combines, page 34](#).
- For IDEAL® combines equipped with 1270 mm (50 in.) feeder houses, proceed to [Reducing Header Opening – Headers Configured for IDEAL® Combines, page 37](#).
- For Gleaner® combines equipped with 965 mm (38 in.) feeder houses, proceed to [Reducing Header Opening – Headers Configured for Gleaner® Combines, page 43](#).

CONFIGURING HEADER FOR COMBINE

Reducing Header Opening – Headers Configured for Challenger® and Massey Ferguson® Combines

You can reduce the opening on headers configured for Challenger® and Massey Ferguson® combines with 1118 mm (44 in.) feeder houses by installing wider panels on both sides of the header opening and by repositioning the stripper assemblies.

1. Remove the strapping securing two panels (A) to the rear draper deck.

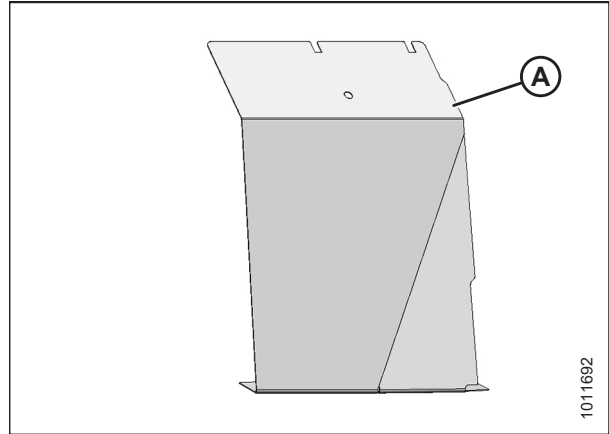


Figure 5.1: Challenger® and Massey Ferguson® Right Panel

2. Loosen three bolts (A). Remove left cover (B). Repeat this step to remove the right cover.

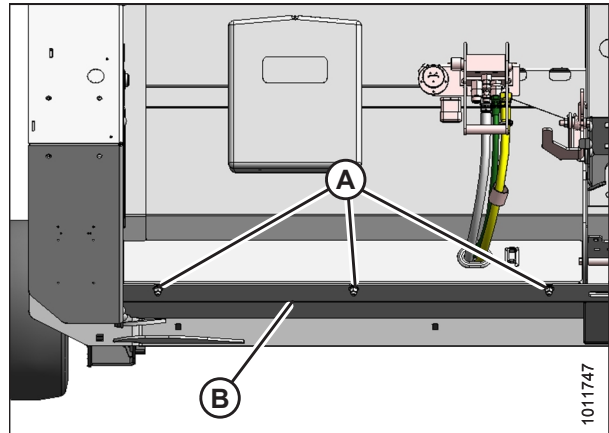


Figure 5.2: Left Cover

3. Remove bolts (A) securing left bracket stripper assembly (B) to the header frame. Retain the bolts.

NOTE:

The auger has been removed from some of the illustrations in this procedure for clarity.

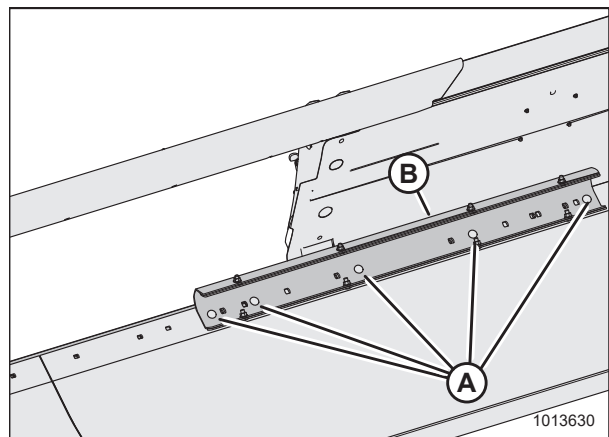


Figure 5.3: Left Stripper Bracket

CONFIGURING HEADER FOR COMBINE

4. Move left stripper bracket assembly (A) inboard so that distance (B) between the stripper bracket assembly and header centerline (C) is 458 mm (18 in.).

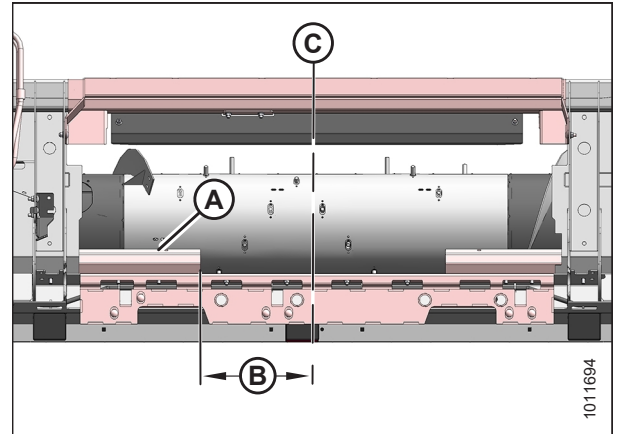


Figure 5.4: Left Stripper Bracket Clearance

5. Install five retained bolts (A) where the mounting holes on stripper bracket assembly (B) align with the holes in the header frame.

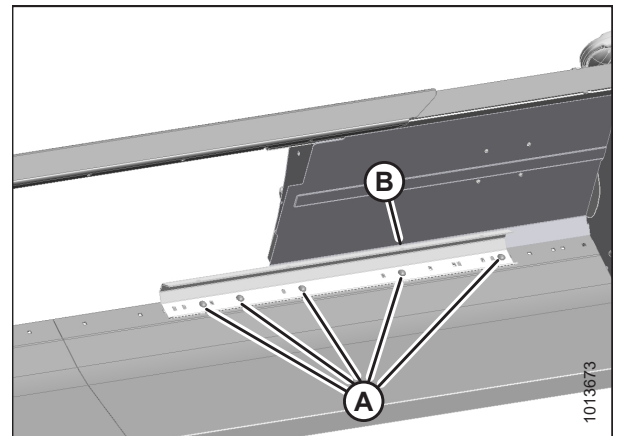


Figure 5.5: Left Stripper Bracket Installed

6. Remove bolts (B) securing right stripper bracket assembly (A) to the header frame. Retain the bolts.

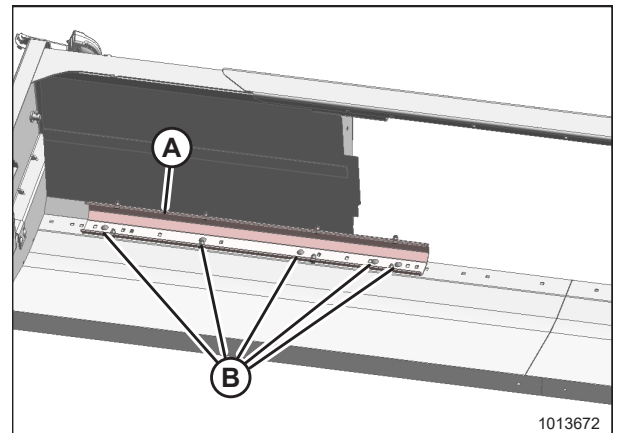


Figure 5.6: Right Stripper Bracket Installed

CONFIGURING HEADER FOR COMBINE

7. Move right stripper assembly (A) inboard so that distance (B) between the stripper assembly and the header centerline is 505 mm (19 7/8 in.).
8. Ensure that distance (D) between the stripper bracket assemblies is 962 mm (37 7/8 in.).

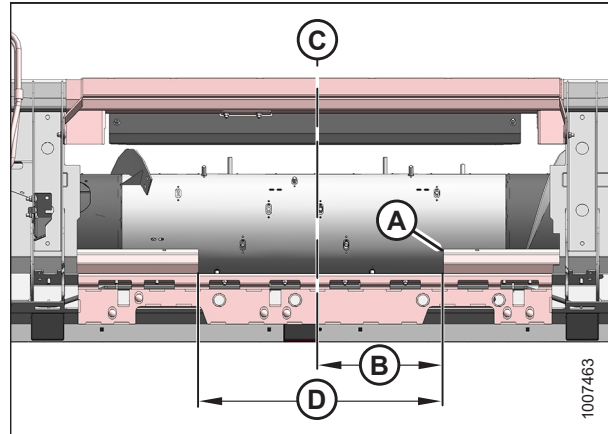


Figure 5.7: Stripper Bracket Clearances

9. Install five retained bolts (B) where the mounting holes in stripper bracket assembly (A) line up with the frame.

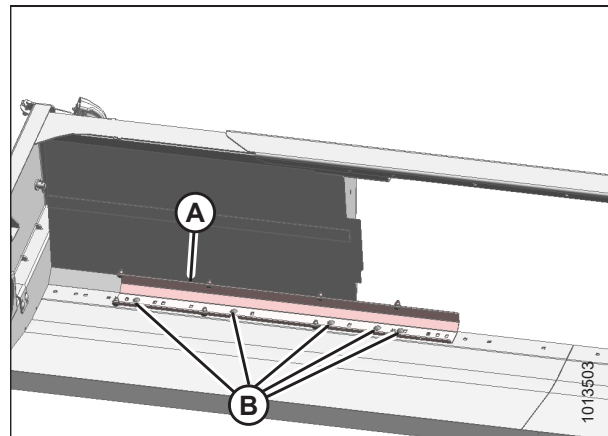


Figure 5.8: Right Stripper Bracket Installed

10. Remove hardware (A) and (B) from the right stripper bracket assembly and the top beam. Retain the hardware.
11. Position right panel (C) so that the bottom bolt holes align with the bolt holes in the stripper bracket assembly. Reinstall retained hardware (A).
12. Secure right panel (C) to the top beam with retained hardware (B).
13. Repeat Steps 10, page 36 to 12, page 36 to install the left panel.

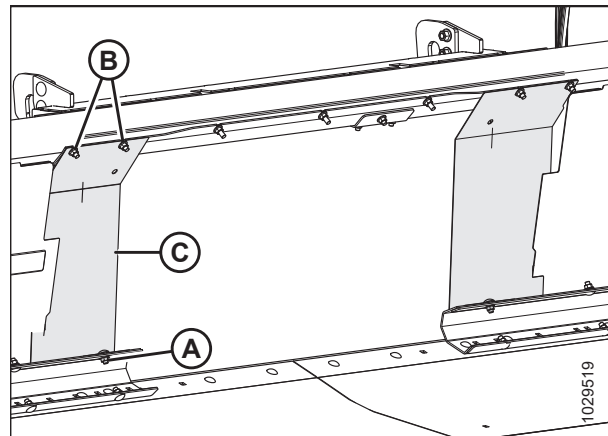


Figure 5.9: Challenger® and Massey Ferguson® Side Panels – View from Front

CONFIGURING HEADER FOR COMBINE

14. Remove bolts and nuts (D) securing top shield (A). Retain the bolts and nuts.
15. Slide top shield (A) onto bolts (C) at the front of top beam (B). Tighten the hardware to secure the top shield.
16. Secure top shield (A) to left panel (E) and right panel (F) with retained bolts and nuts (D).

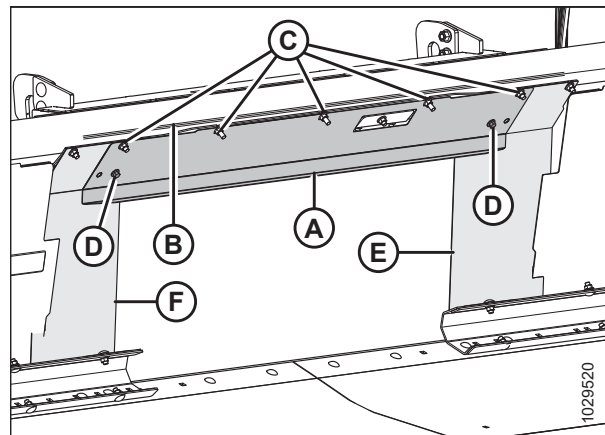


Figure 5.10: Challenger® and Massey Ferguson® Shield and Side Panels – View from Front

17. Install left cover (B). Secure the cover with bolts (A). Repeat this step to install the right cover.

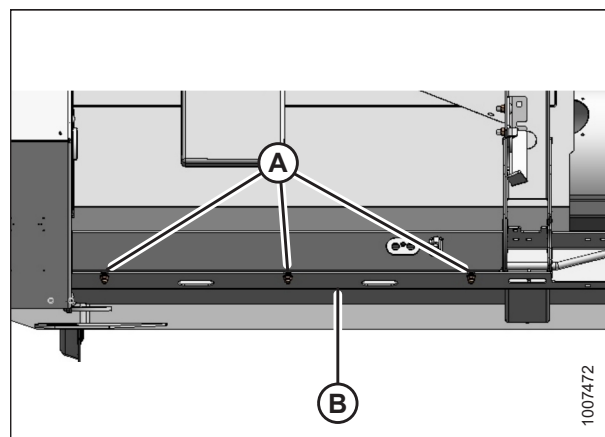


Figure 5.11: Left Cover

Reducing Header Opening – Headers Configured for IDEAL® Combines

You can reduce the opening on headers configured for IDEAL® combines with 1270 mm (50 in.) feeder houses by installing wider panels on both sides of the header opening and by repositioning the stripper assemblies.

1. Remove the strapping securing left panel (A) and right panel (B) to the rear draper deck.

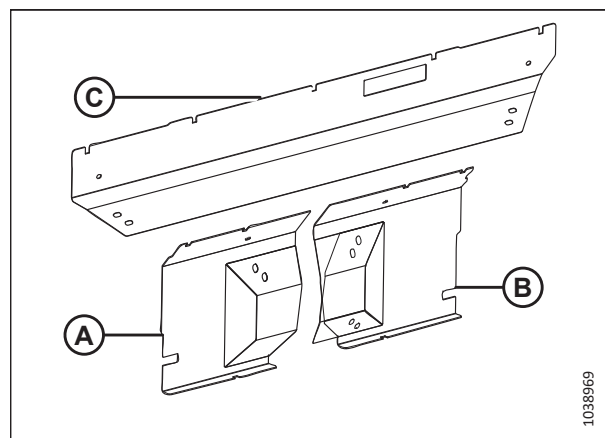


Figure 5.12: IDEAL™ Panels

CONFIGURING HEADER FOR COMBINE

- Loosen three bolts (A). Remove left cover (B). Repeat this step to remove the right cover.

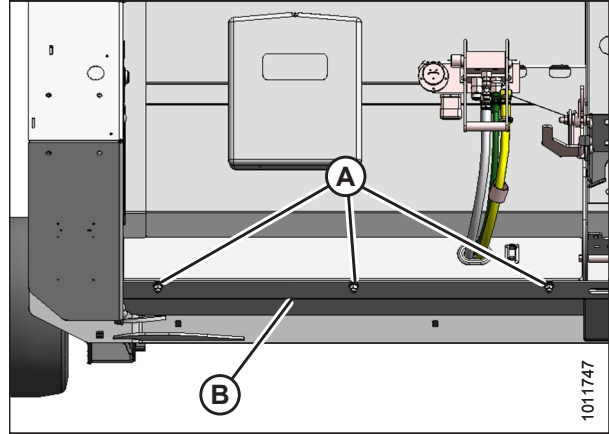


Figure 5.13: Left Cover

- Remove bolts (A) securing left bracket stripper assembly (B) to the header frame. Retain the bolts.

NOTE:

The auger has been removed from some of the illustrations in this procedure for clarity.

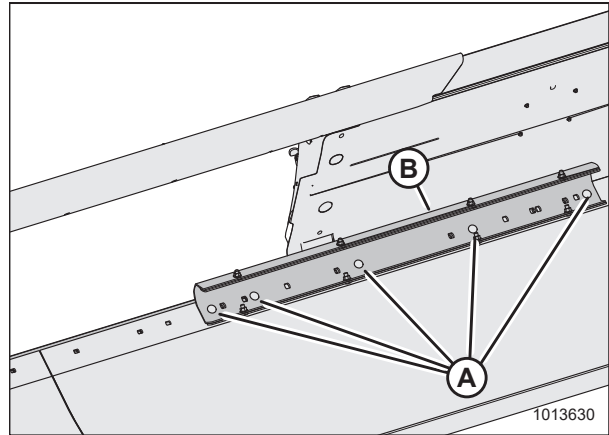


Figure 5.14: Left Stripper Bracket

- Move left stripper bracket assembly (A) inboard so that distance (B) between the stripper bracket assembly and header centerline (C) is 627 mm (24 11/16 in.).

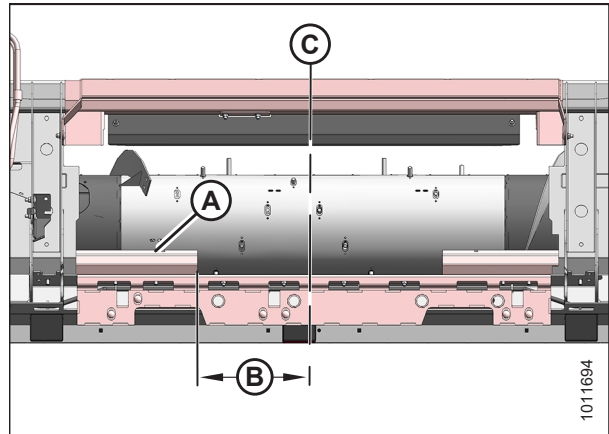


Figure 5.15: Left Stripper Bracket Clearance

CONFIGURING HEADER FOR COMBINE

5. Install five retained bolts (A) where the mounting holes on stripper bracket assembly (A) align with the holes in the header frame.

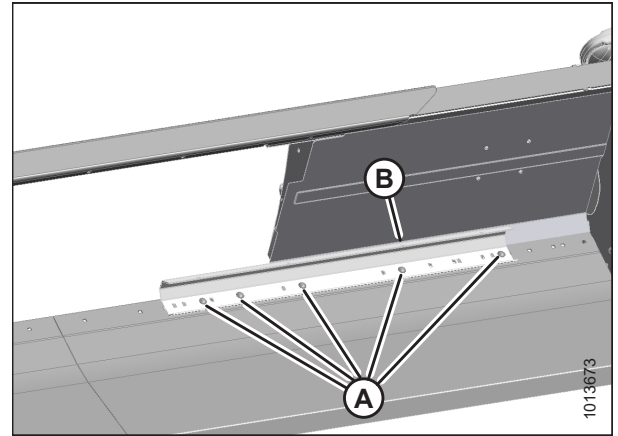


Figure 5.16: Left Stripper Bracket Installed

6. Remove bolts (B) securing right stripper bracket assembly (A) to the header frame. Retain the bolts.

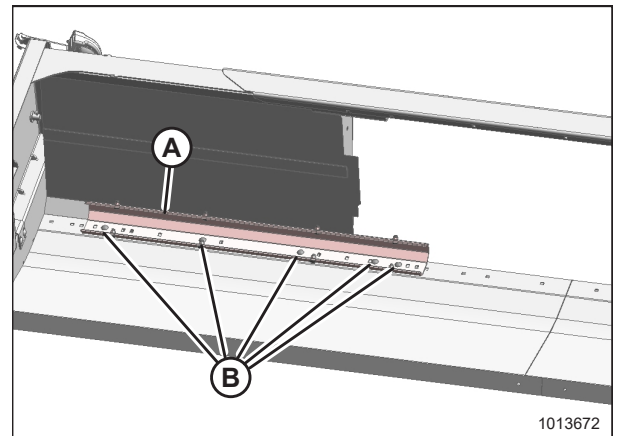


Figure 5.17: Right Stripper Bracket Installed

7. Move right stripper assembly (A) inboard so that distance (B) between the stripper assembly and the header centerline is 579 mm (22 13/16 in.).
8. Ensure that distance (D) between the stripper bracket assemblies is 1207 mm (47 1/2 in.).

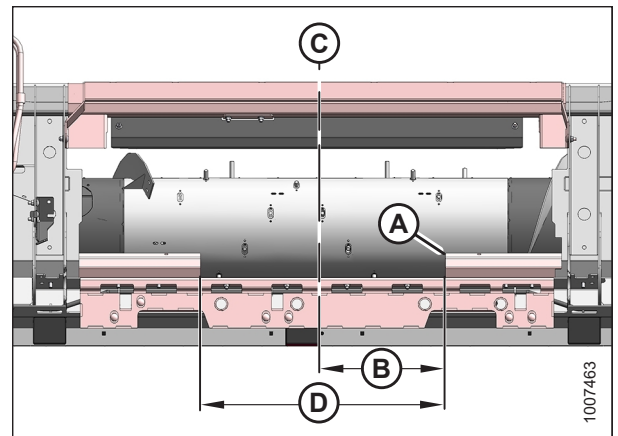


Figure 5.18: Stripper Bracket Clearances

CONFIGURING HEADER FOR COMBINE

9. Install five retained bolts (B) where the mounting holes in stripper bracket assembly (A) line up with the frame.

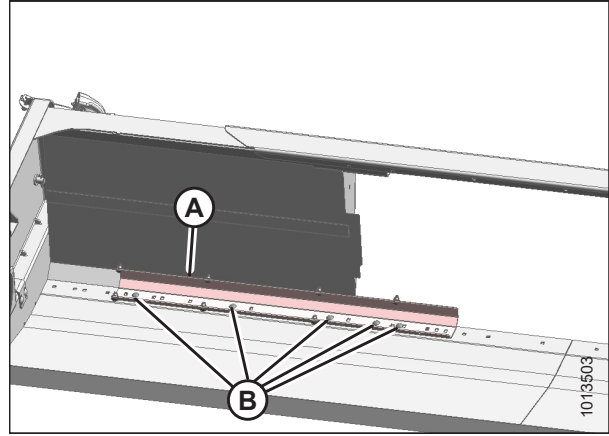


Figure 5.19: Right Stripper Bracket Installed

CONFIGURING HEADER FOR COMBINE

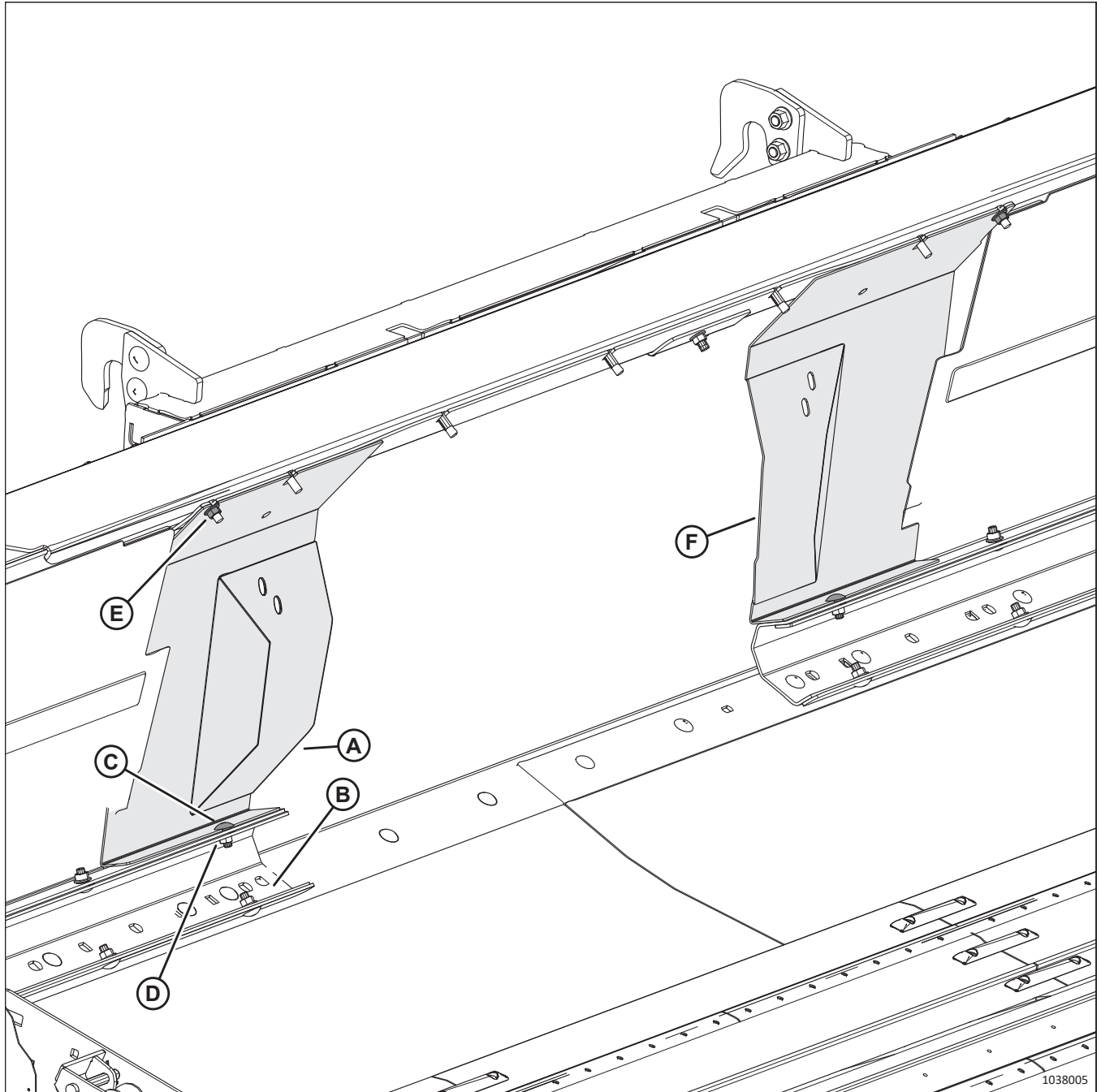


Figure 5.20: IDEAL® Side Panels – View from Front

10. Slide right panel (A) onto stripper bracket (B) and onto the two bolts in the top channel.
11. Secure right panel (A) to stripper bracket (B) with one M12 x 30 mm carriage bolt (C) and one M12 nut (D). Insert the bolt from the top of the stripper bracket.
12. Secure the outboard top corner of right panel (A) to the top channel with the already installed bolt and one M12 nut (E).
13. Torque nuts (D) and (E) to 68.5 Nm (50.5 lbf·ft).
14. Repeat Steps [10, page 41](#) to [13, page 41](#) to install left panel (F).

CONFIGURING HEADER FOR COMBINE

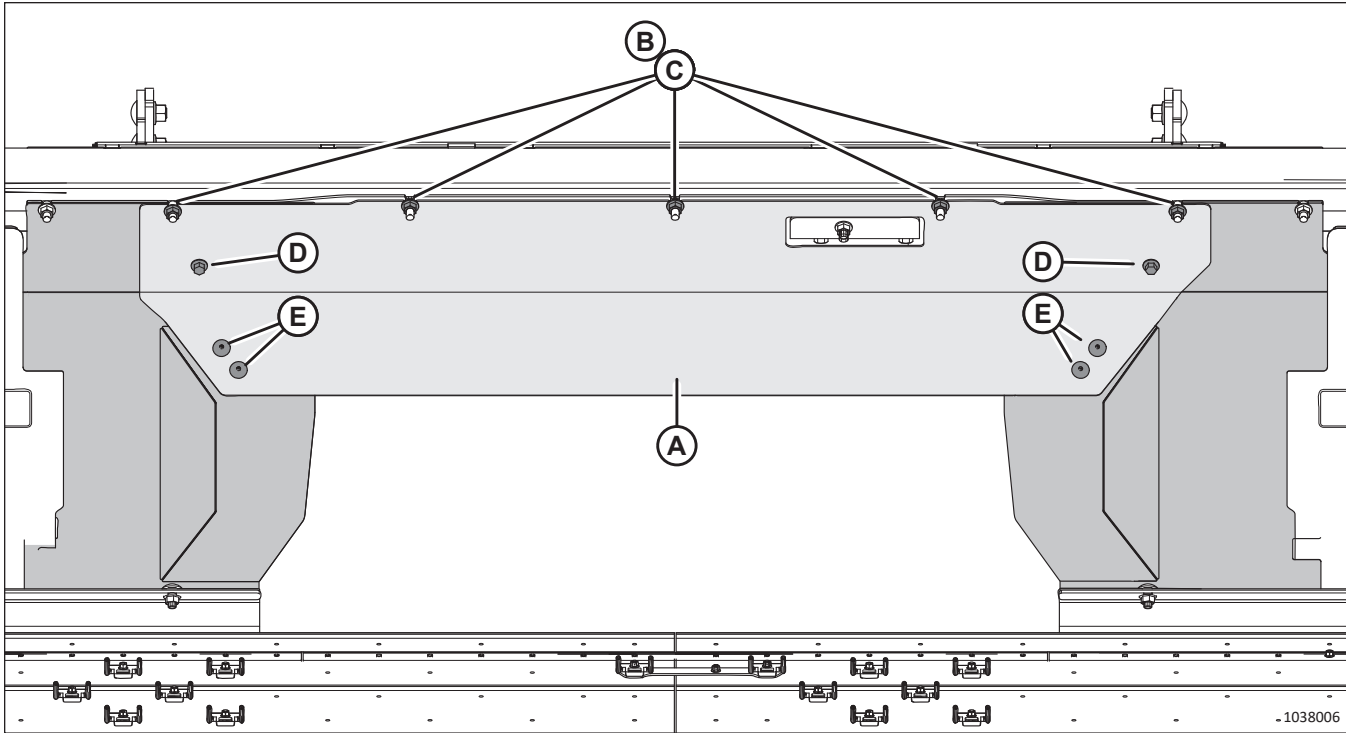


Figure 5.21: IDEAL® Top and Side Panels – View from Front

15. On the front of the header, slide top panel (A) onto bolts (B) on the top channel.
16. Secure the top panel to the header frame with five M12 nuts (C).
17. Torque the nuts to 68.5 Nm (50.5 lbf-ft).
18. Secure the top panel to the side panels with the following:
 - Two M12 x 25 mm hex flange bolts and two M12 nuts (D).
 - Four M12 x 25 mm carriage head bolts and four M12 nuts (E).
19. Retrieve the hook plates and the associated hardware from the shipping bag.
20. Position hook plate (A) on the left end of top beam support (B) as shown.
21. Secure the hook plate with two bolts and nuts (C).
22. Repeat the previous two steps to install the right hook plate.

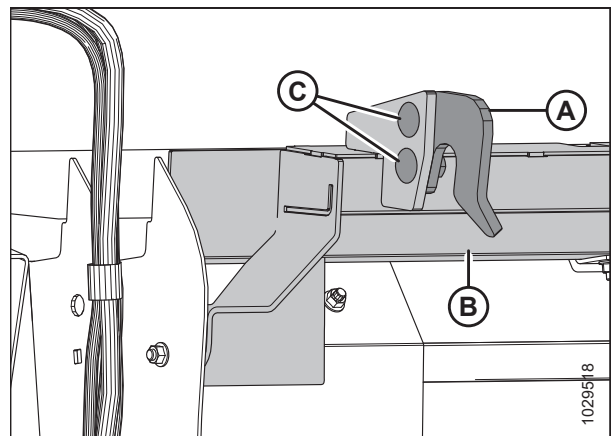


Figure 5.22: IDEAL™ Left Top Beam Support

CONFIGURING HEADER FOR COMBINE

23. Install left cover (B). Secure the cover with bolts (A). Repeat this step to install the right cover.

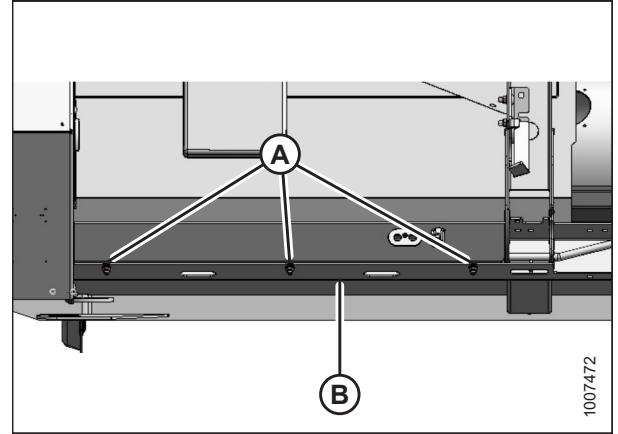


Figure 5.23: Left Cover

24. Retrieve the bottom beam guides and the associated hardware from the shipping bag.
25. Secure left guide (A) to the left end of bottom beam support (C) with two bolts and nuts (B).
26. Torque the bolts to 68.5 Nm (50.5 lbf-ft).

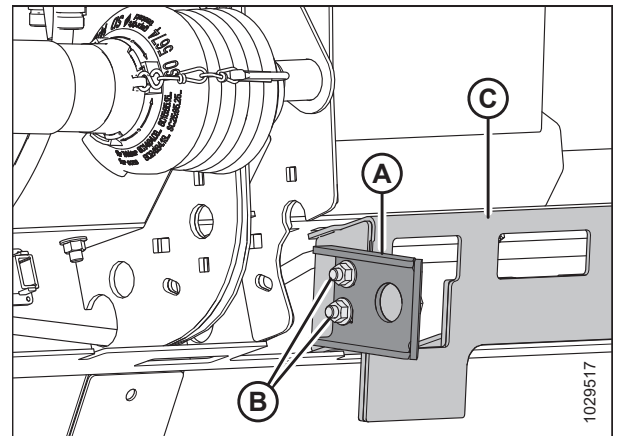


Figure 5.24: IDEAL™ Left Bottom Beam Support

Reducing Header Opening – Headers Configured for Gleaner® Combines

You can reduce the opening on headers configured for Gleaner® combines with 965 mm (38 in.) feeder houses by installing wider panels on both sides of the header opening and by repositioning the stripper assemblies.

1. Remove the strapping securing panels (A) and (B) to the rear draper deck.

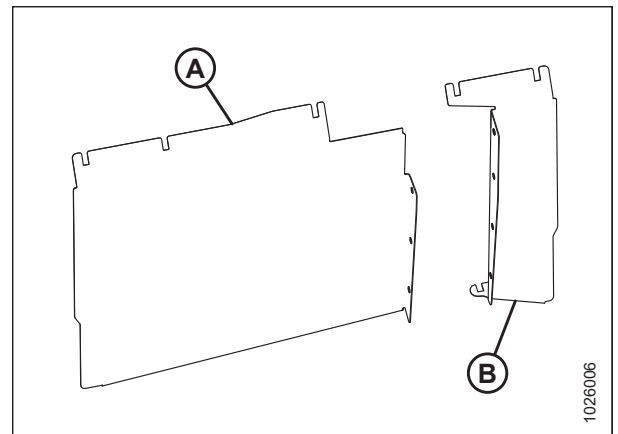


Figure 5.25: Gleaner® Panels

CONFIGURING HEADER FOR COMBINE

- Loosen three bolts (A). Remove left cover (B). Repeat this step to remove the right cover.

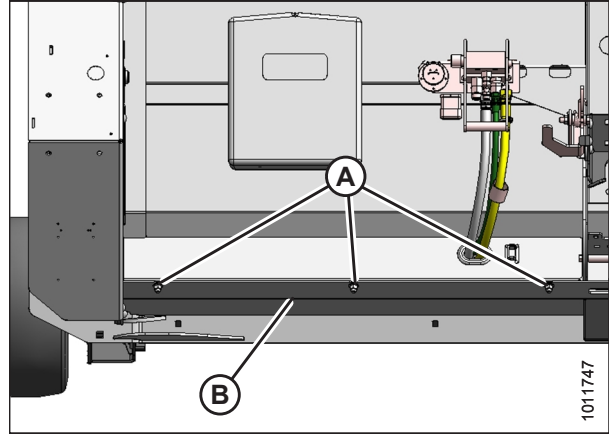


Figure 5.26: Left Cover

- Remove bolts (A) securing left bracket stripper assembly (B) to the header frame. Retain the bolts.

NOTE:

The auger has been removed from some of the illustrations in this procedure for clarity.

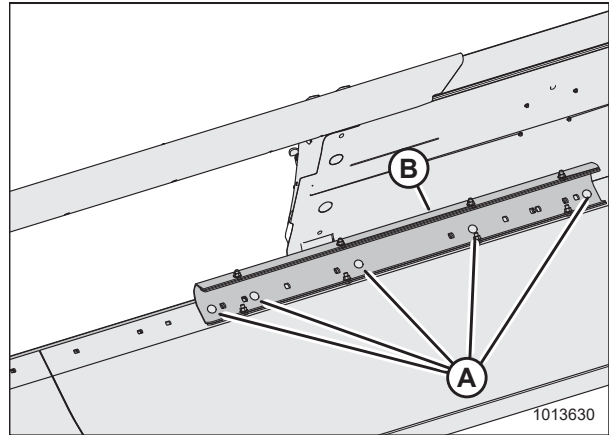


Figure 5.27: Left Stripper

- Move left stripper bracket assembly (A) inboard so that distance (B) between the stripper bracket assembly and header centerline (C) is 87 mm (3 7/16 in.).

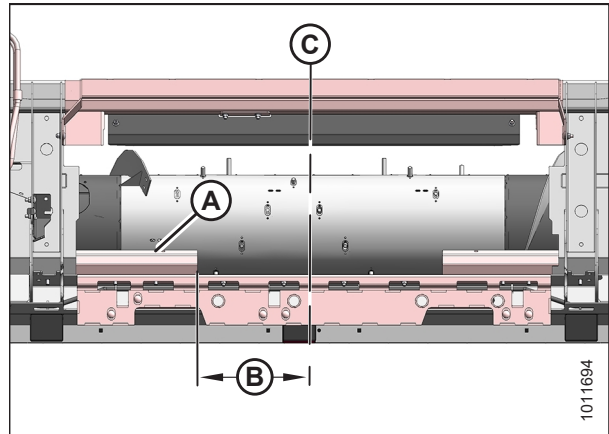


Figure 5.28: Left Stripper Bracket Positioned

CONFIGURING HEADER FOR COMBINE

5. Install five retained bolts (A) where the mounting holes on stripper bracket assembly (A) align with the holes in the header frame.

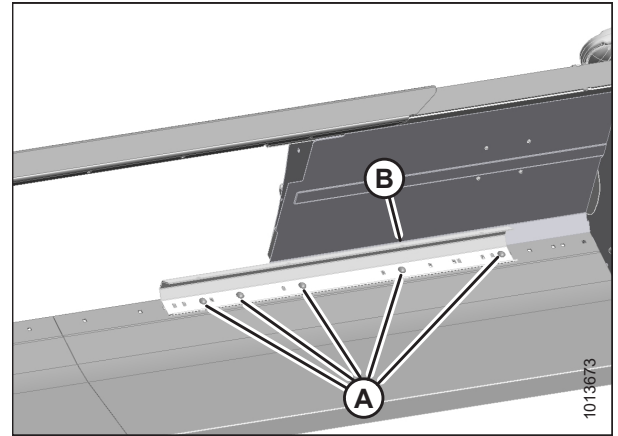


Figure 5.29: Left Stripper Bracket Installed

6. Remove bolts (B) securing right stripper bracket assembly (A) to the header frame. Retain the bolts.

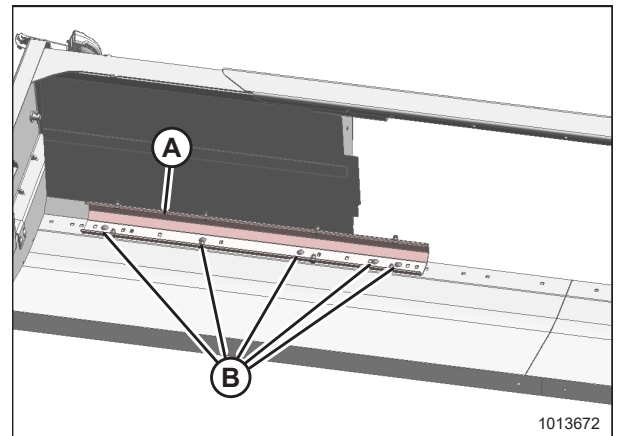


Figure 5.30: Right Stripper

7. Move right stripper assembly (A) inboard so that distance (B) between the stripper assembly and the header centerline is 729 mm (28 11/16 in.).
8. Ensure that distance (D) between the stripper bracket assemblies is 816 mm (32 1/8 in.).

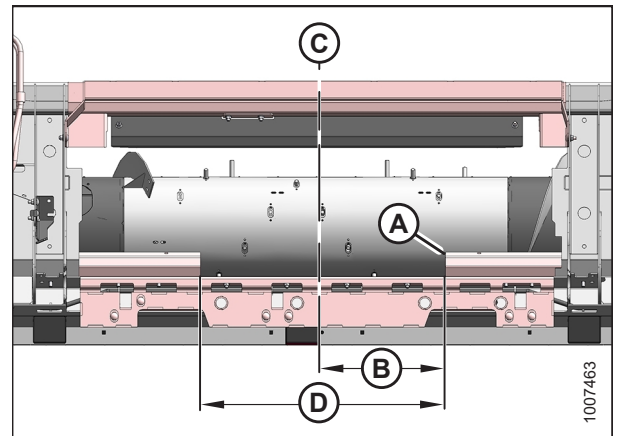


Figure 5.31: Right Stripper Clearance

CONFIGURING HEADER FOR COMBINE

9. Install five retained bolts (B) where the mounting holes in stripper bracket assembly (A) line up with the frame.

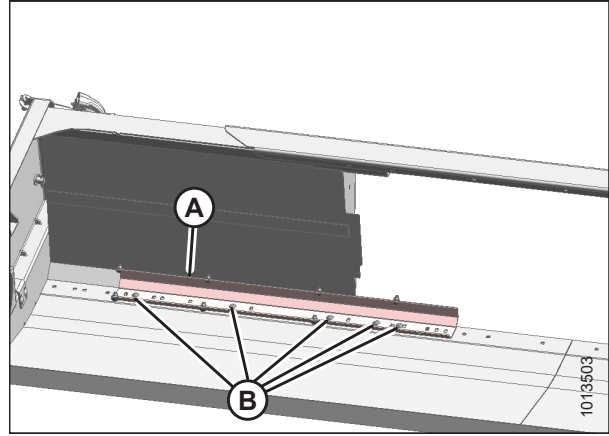


Figure 5.32: Right Stripper Installed

10. Remove hardware (A) and (B) from the left stripper bracket assembly and the top beam. Retain the hardware.
11. Align the bottom bolt holes in left panel (C) with the bolt holes in the left stripper bracket assembly. Install retained hardware (A) in the bolt holes.
12. Secure left panel (C) to the top beam with retained hardware (B).
13. Loosely install bolt (D) through left panel (C) and the top shield.
14. Tighten all of the bolts installed in the top shield.

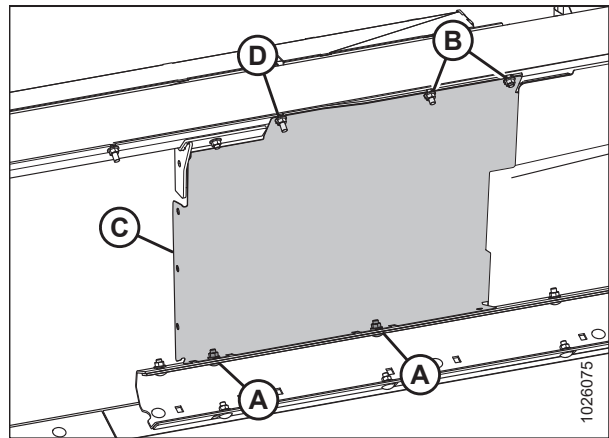


Figure 5.33: Gleaner Left Panel Installed

15. Remove hardware (A) and (B) from the right stripper bracket assembly and the top beam. Retain the hardware.
16. Position right panel (C) as shown. Install retained hardware (A).
17. Secure right panel (C) to the top beam with retained hardware (B).
18. Tighten all of the bolts securing the panel to the header.
19. Repeat Steps 15, page 46 to 18, page 46 to install the left panel.

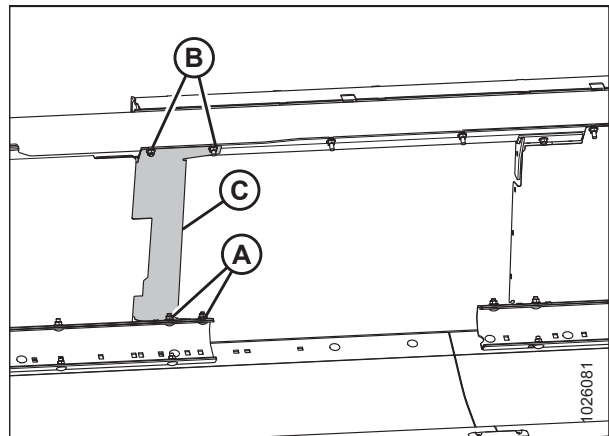


Figure 5.34: Gleaner Right Panel Installed

CONFIGURING HEADER FOR COMBINE

20. Secure top shield (A) to the front of top beam (B) with two bolts and nuts (C).

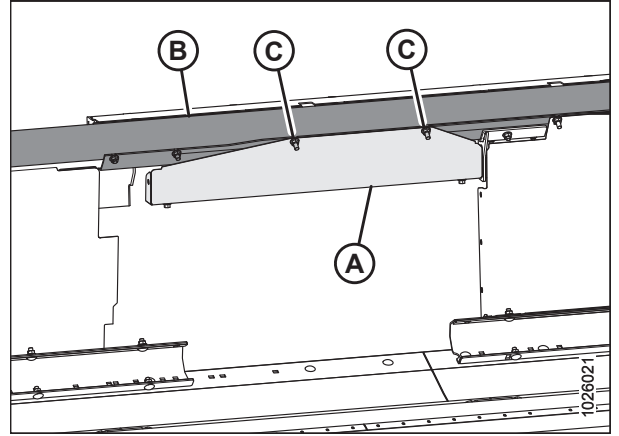


Figure 5.35: Gleaner® Top Beam and Top Shield Installed

21. Secure left bumper (B) to top beam (C) with three bolts and nuts (A).
22. Secure left bumper (B) to shield (D) with bolt and nut (E).

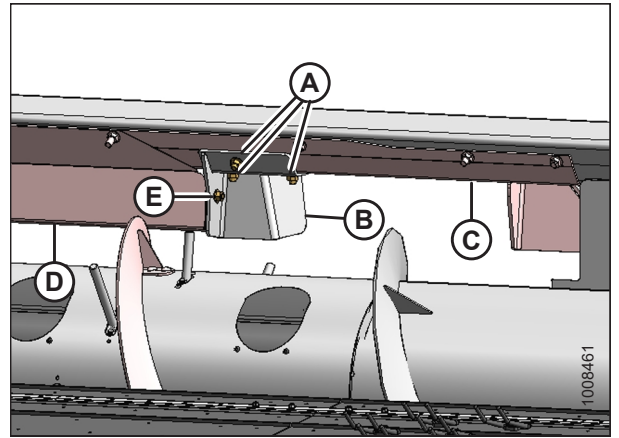


Figure 5.36: Left Bumper Installed

23. Secure right bumper (A) to top beam (B) with two bolts and nuts (C).
24. Secure right bumper (A) to shield (D) with bolt and nut (E).

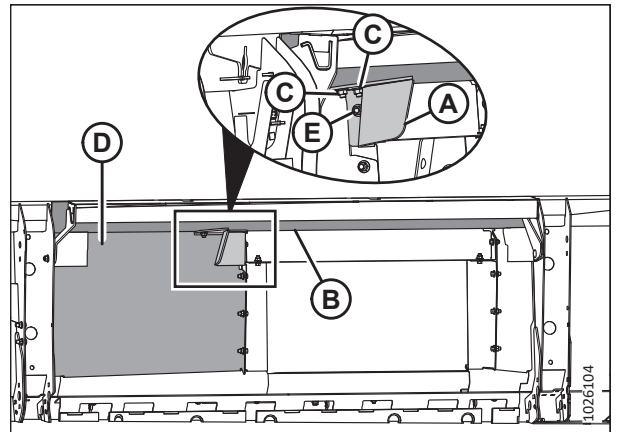


Figure 5.37: Gleaner® Bracket and Side Panel Installed

CONFIGURING HEADER FOR COMBINE

25. Secure right bumper (A) to the gusset on the top beam with bolt and nut (B).
26. Slide right panel (C) behind the header backsheet and onto the stripper bracket.
27. Secure the right panel with bolt and nut (D).
28. Secure panel (C) to the stripper bracket with already installed hardware (E).

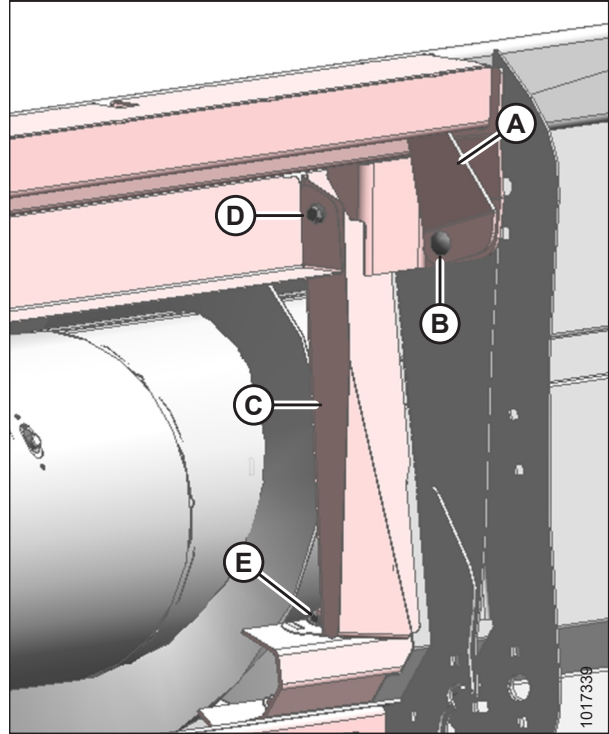


Figure 5.38: Right Bracket and Side Panel Installed

29. Install left cover (B). Secure the cover with bolts (A). Repeat this step to install the right cover.

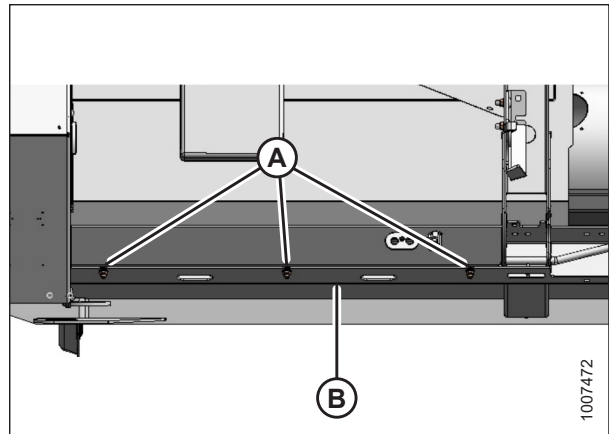


Figure 5.39: Left Cover

5.1.2 Installing Long Flighting Extensions – AGCO

Long flighting extensions will need to be installed on the augers of headers configured to work with combines equipped with 1016 mm (40 in.) or 1118 mm (44 in.) feeder house openings.

1. Remove two flighting extensions (A) that are strapped to the auger.

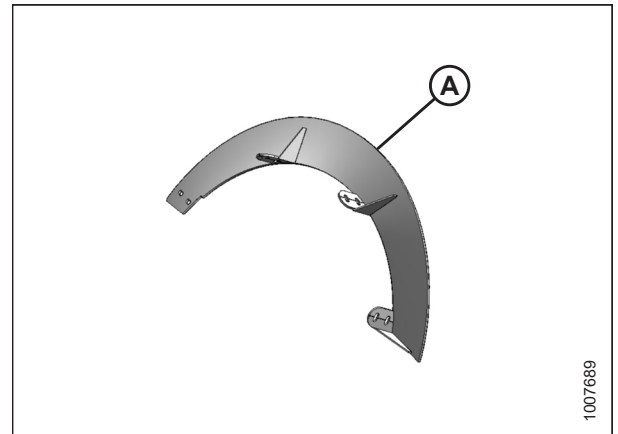


Figure 5.40: Left Extension – Right Opposite

2. Remove access covers (A).

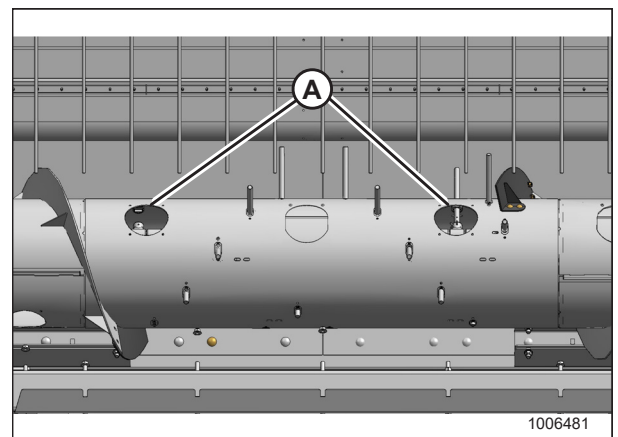


Figure 5.41: Access Holes in Auger

3. Remove hardware (A) securing already installed left and right auger flighting extensions (B). Retain the hardware.
4. Remove the extensions.

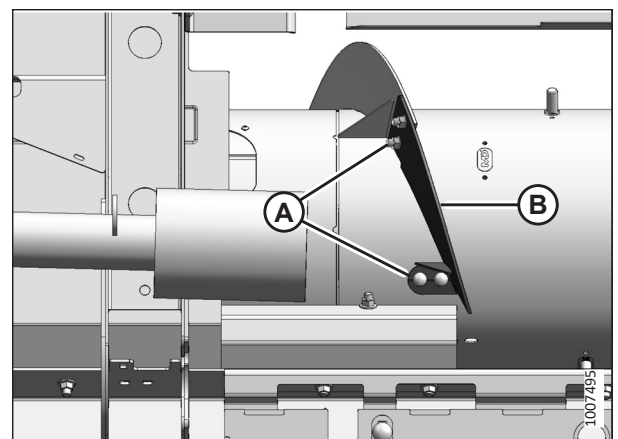


Figure 5.42: Short Flighting Extension

CONFIGURING HEADER FOR COMBINE

5. Retrieve the flighting extension hardware from the manual storage case.
6. Place new flighting extension (A) on the outboard side of already installed flighting (B).
7. Secure flighting extension (A) to the auger with the already installed hardware and additional M8 x 20 bolts and locknuts (C).

NOTE:

The heads on bolts (C) should be on the inboard side of the flighting.

8. Adjust the position of the flighting extension so that it is flush with the already installed flighting.
9. Repeat Steps [3, page 49](#) to [8, page 50](#) to install the other flighting extension.
10. Store the removed components in the combine cab.
11. Manually rotate the auger to check the clearances between the auger flighting and the stripper plates. The minimum clearance at all points should be 3–11 mm (1/8–7/16 in.). If necessary, adjust the clearances. For instructions, refer to [5.6 Adjusting Stripper Plate Clearance, page 78](#).

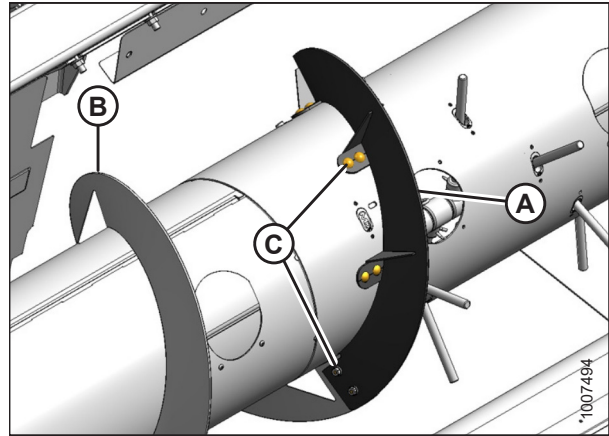


Figure 5.43: Long Flighting Extension

5.1.3 Removing Auger Fingers – AGCO

Auger fingers may need to be removed from headers configured to work with combines equipped with 1016 mm (40 in.) or 1118 mm (44 in.) feeder house openings. There should be 16 fingers installed on the auger.

1. Remove covers (A) to access auger fingers (B).

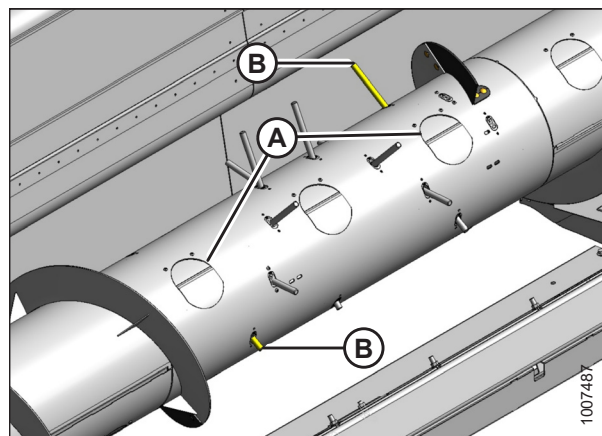


Figure 5.44: Access Holes in Auger

2. Remove and retain hairpin (A). Pull finger (B) out of bushing (C).
3. From inside of the auger, swivel the finger away from the bushing. Remove the finger from plastic guide (D).
4. Insert the retained hairpin into the removed finger. Store the finger in the manual case.
5. Repeat Steps 2, page 51 to 4, page 51 to remove the other auger finger.

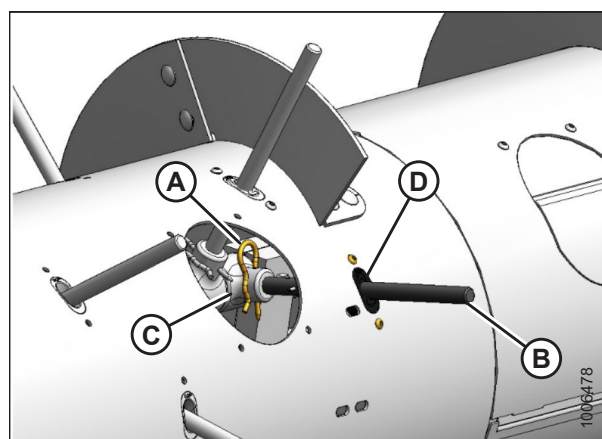


Figure 5.45: Auger Fingers

6. Remove screws (A) securing plastic guide (B).
7. Remove the plastic guide from inside of the auger.
8. Retrieve the finger hole plugs and the associated hardware from the hardware bag.

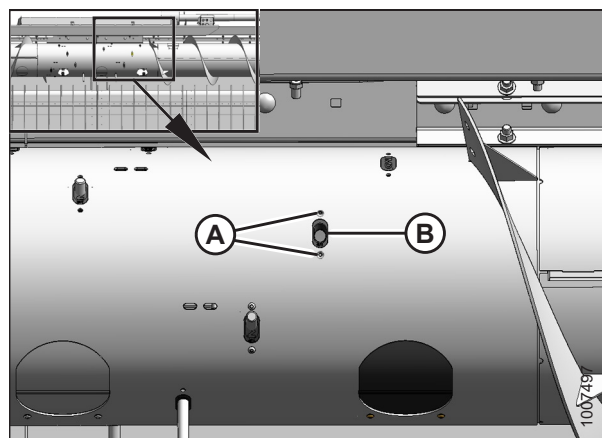


Figure 5.46: Finger Guide Plugs

CONFIGURING HEADER FOR COMBINE

- From inside the auger, position plug (B) in the hole. Secure the plug with M6 x 20 long hex socket screws (A).

NOTE:

Screws (A) come with a threadlocker patch that will wear off if the bolts are removed. If reinstalling screws (A), apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of the screws beforehand.

- Torque the screws to 9 Nm (7 lbf·in [80 lbf·in]).
- Repeat the previous five steps to install the other plug.
- Remove any loose hardware or debris from the inside of the auger.

IMPORTANT:

Leaving loose hardware inside the auger can damage the header.

- Position access cover (A) as shown.
- Apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of screws (B).
- Secure the covers with screws (B).
- Torque the screws to 9 Nm (7 lbf·in [80 lbf·in]).
- Repeat the previous four steps to install the other access cover.
- Proceed to Chapter 7 *Predelivery Inspection*, page 107.

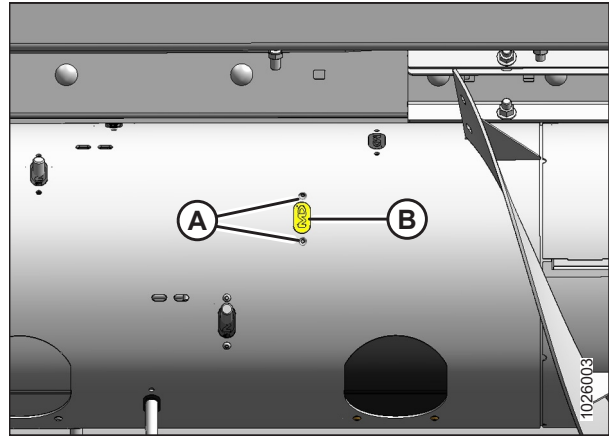


Figure 5.47: Finger Guide Plugs

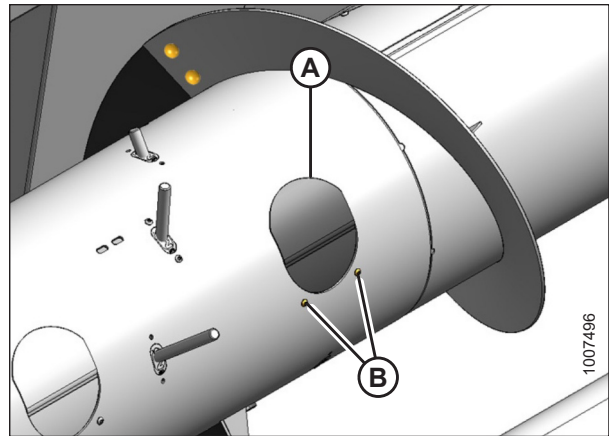


Figure 5.48: Access Cover

5.2 Configuring Header for Case IH Combines

PW8 Pick-Up Headers are configured at the factory for Case IH combine models with a 1372 mm (54 in.) feeder house. The following procedures describe how to modify the header for models with a 1156 mm (45 1/2 in.) feeder house.

5.2.1 Moving Stripper Assemblies – Case IH

Headers configured to work with Case IH combines with a 1156 mm (45 1/2 in.) feeder house will need their stripper assemblies moved to a new position.

1. Loosen three bolts (A). Remove left cover (B). Repeat this step to remove the right cover.

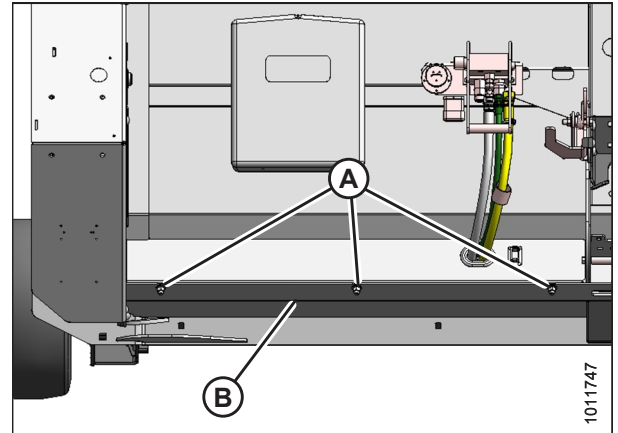


Figure 5.49: Left Cover

2. Remove four bolts (A) securing left stripper assembly (B) to the frame.

NOTE:

The auger has been removed from the illustrations in this procedure for clarity.

NOTE:

Centerline (C) is the point where the header pans meet.

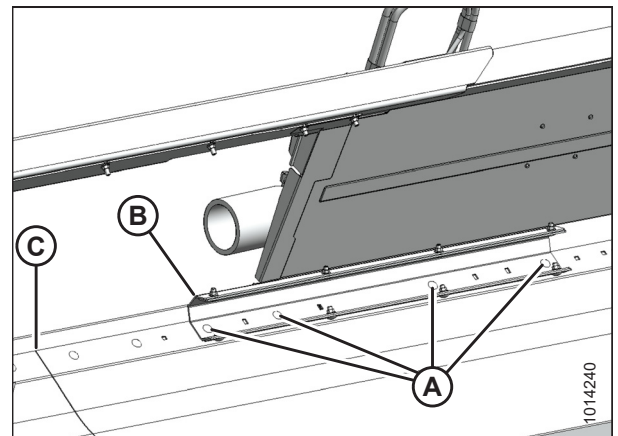


Figure 5.50: Left Stripper – Narrow Opening

CONFIGURING HEADER FOR COMBINE

3. Move left stripper assembly (A) inboard so that distance (B) from the stripper assembly to header centerline (C) is 578 mm (22 3/4 in.).

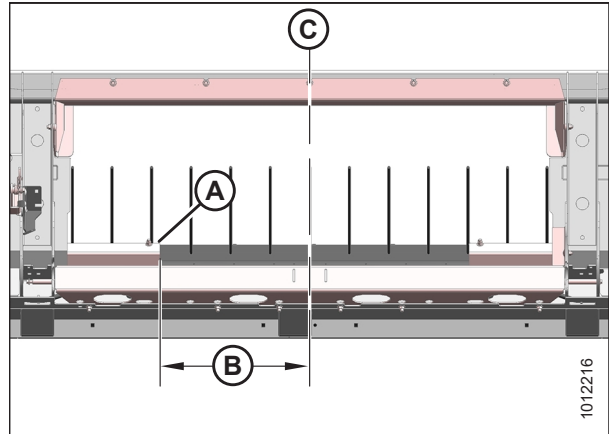


Figure 5.51: Narrow Opening

4. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
5. Install M12 x 30 mm carriage bolt and nut (C) from the hardware bag.

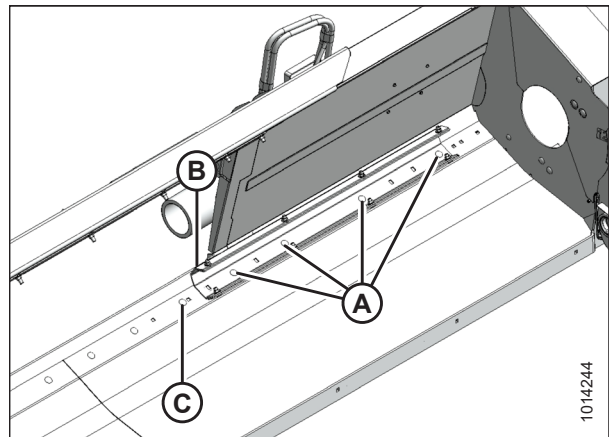


Figure 5.52: Left Stripper – Wide Opening

6. Remove four bolts (A) securing right stripper assembly (B) to the frame.

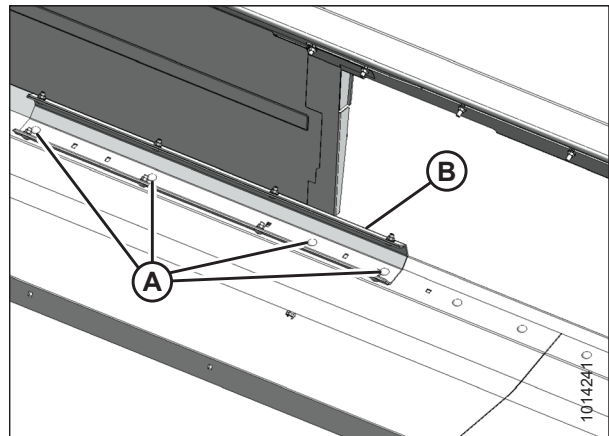


Figure 5.53: Right Stripper

CONFIGURING HEADER FOR COMBINE

7. Move right stripper assembly (A) inboard so that distance (B) between header centerline (C) and stripper (A) is 578 mm (22 3/4 in.).
8. Ensure that distance (D) between the stripper assemblies is 1156 mm (45 1/2 in.).

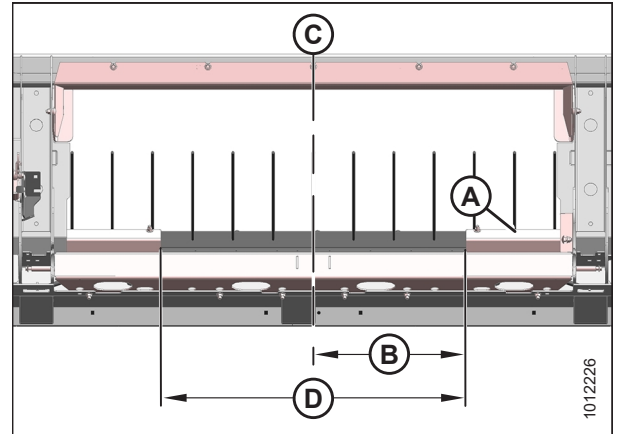


Figure 5.54: Narrow Opening

9. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
10. Manually rotate the auger and check the clearances between the auger flighting and the stripper plates. The clearance should be 3–11 mm (1/8–7/16 in.). If necessary, adjust the clearances. For instructions, refer to [5.6 Adjusting Stripper Plate Clearance, page 78](#).

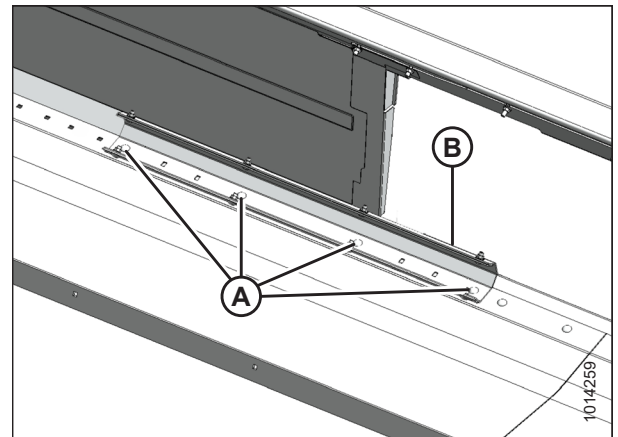


Figure 5.55: Right Stripper – Narrow Opening

11. Install left cover (B). Secure the cover with bolts (A). Repeat this step to install the right cover.
12. Proceed to [Chapter 7 Predelivery Inspection, page 107](#).

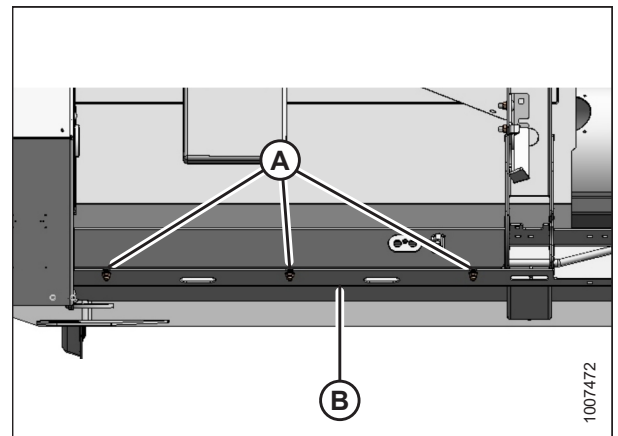


Figure 5.56: Left Cover

5.3 Configuring Header for John Deere Combines

PW8 Pick-Up Headers are configured at the factory for John Deere combine models with a 1397 mm (55 in.) feeder house. The following procedures describe how to modify the header for models with a 1650 mm (65 in.) feeder house.

5.3.1 Moving Stripper Assemblies – John Deere

Headers configured to work with John Deere combines with a 1650 mm (65 in.) feeder house will need their stripper assemblies moved to a new position.

1. Loosen three bolts (A). Remove left cover (B). Repeat this step to remove the right cover.

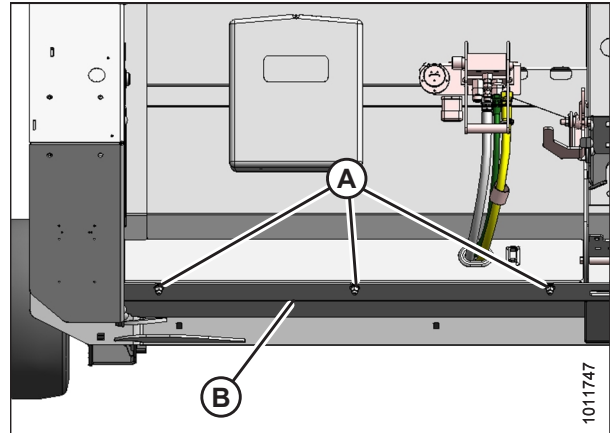


Figure 5.57: Left Cover

2. Remove four bolts (A) securing left stripper assembly (B) to the frame.

NOTE:

The auger has been removed from the illustrations in this procedure for clarity.

NOTE:

Centerline (C) is where the header pans meet.

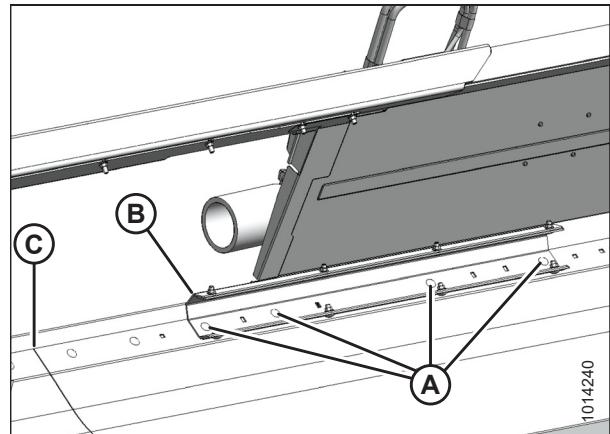


Figure 5.58: Left Stripper – Narrow Opening

CONFIGURING HEADER FOR COMBINE

3. Move left stripper assembly (A) outboard so that distance (B) from the stripper assembly to header centerline (C) is 700 mm (27 9/16 in.).

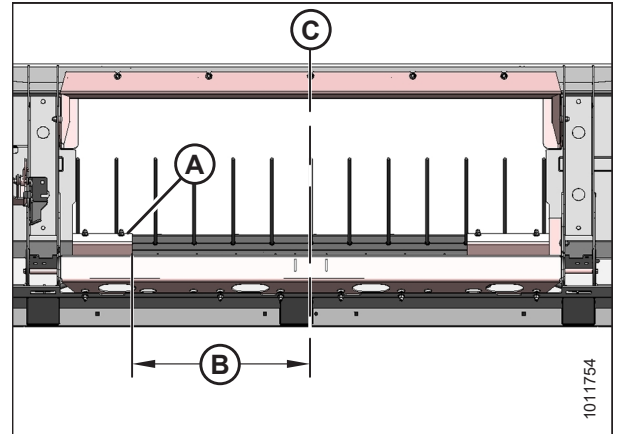


Figure 5.59: Left Stripper – Wide Opening

4. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
5. Install M12 x 30 mm carriage bolt and nut (C) from the hardware bag.

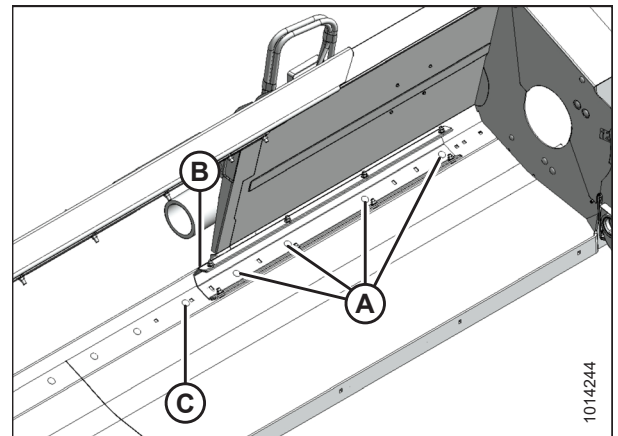


Figure 5.60: Left Stripper – Wide Opening

6. Remove four bolts (A) securing right stripper assembly (B) to the frame.

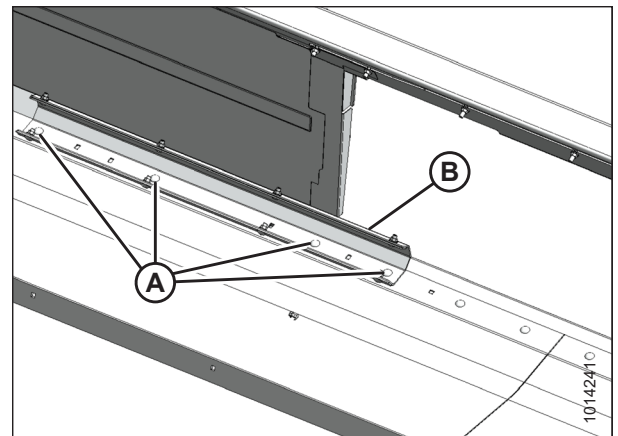


Figure 5.61: Right Stripper – Narrow Opening

CONFIGURING HEADER FOR COMBINE

7. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
8. Install M12 x 30 mm carriage bolt and nut (C) from the hardware bag.

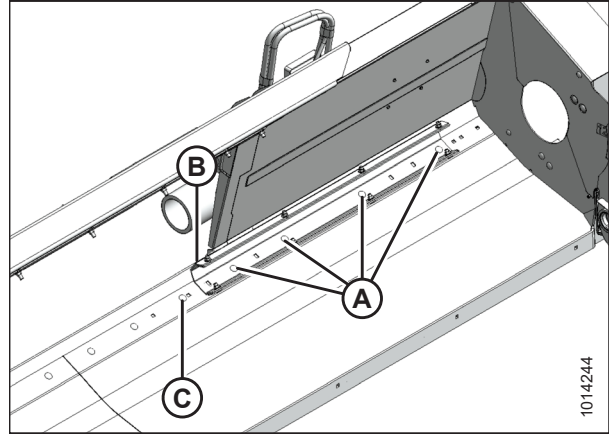


Figure 5.62: Left Stripper – Wide Opening

9. Remove four bolts (A) securing right stripper assembly (B) to the frame.

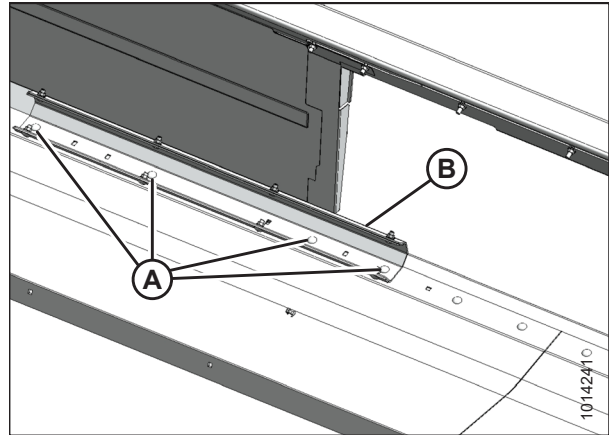


Figure 5.63: Right Stripper – Narrow Opening

10. Move right stripper assembly (A) outboard so that dimension (B) from header centerline (C) to the edge of the stripper is 700 mm (27 9/16 in.).
11. Make sure distance (D) between stripper assemblies is 1400 mm (55 1/8 in.).

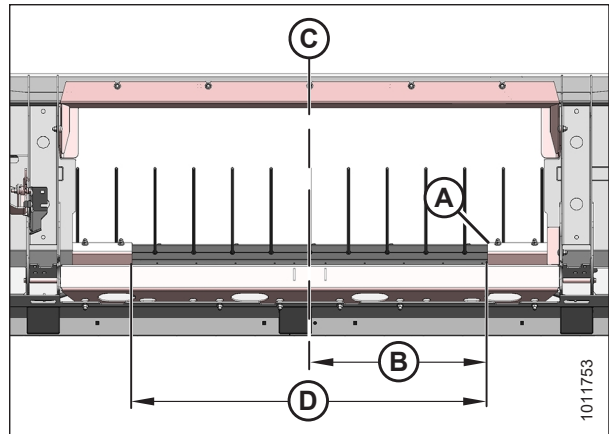


Figure 5.64: Right Stripper – Wide Opening

CONFIGURING HEADER FOR COMBINE

12. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
13. Install M12 x 30 mm carriage bolt and nut (C) from the hardware bag.
14. Manually rotate the auger and check the clearances between the auger flighting and the stripper plates. The clearance should be 3–11 mm (1/8–7/16 in.). If necessary, adjust the clearances. For instructions, refer to [5.6 Adjusting Stripper Plate Clearance, page 78](#).

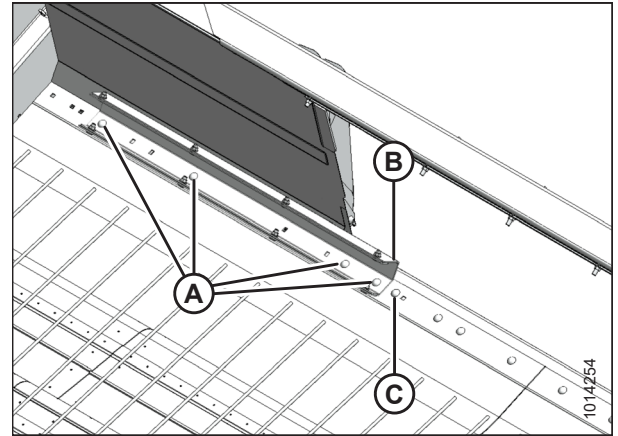


Figure 5.65: Right Stripper – Wide Opening

15. Install left cover (B). Secure the cover with bolts (A). Repeat this step to install the right cover.

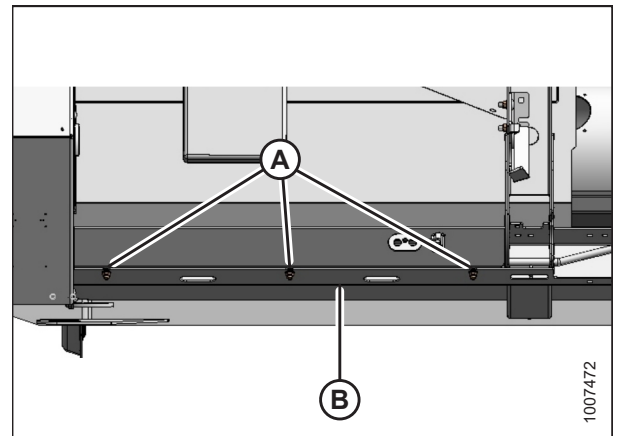


Figure 5.66: Left Cover

5.3.2 Removing Flighting Extensions – John Deere

To configure the pick-up header to operate with a combine with a 1650 mm (65 in.) feeder house, you must remove the flight extensions from the feed auger.

1. Remove access covers (A) on each side of the auger.

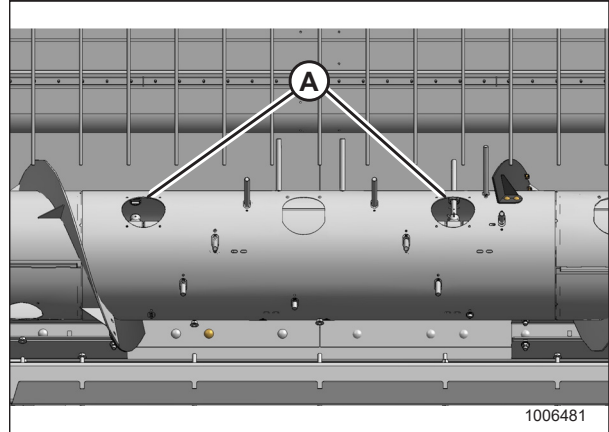


Figure 5.67: Access Holes in Auger

2. Remove hardware (A) securing auger flighting extension (B). Remove the extension.
3. Repeat the previous step to remove the other flighting extension.
4. Ensure that no loose hardware has fallen inside of the auger drum.

NOTE:

You will reinstall the auger covers in the next procedure.

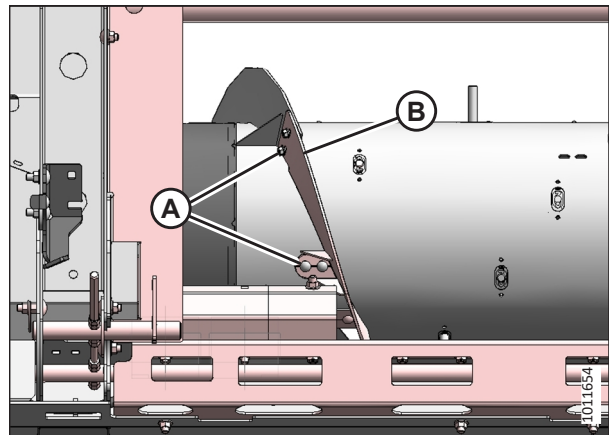


Figure 5.68: Left Flighting Extension – Right Extension Opposite

5.3.3 Installing Auger Fingers – John Deere

Auger fingers may need to be installed onto some pick-up headers configured to work with John Deere and New Holland combines. There should be a total of 18 auger fingers installed.

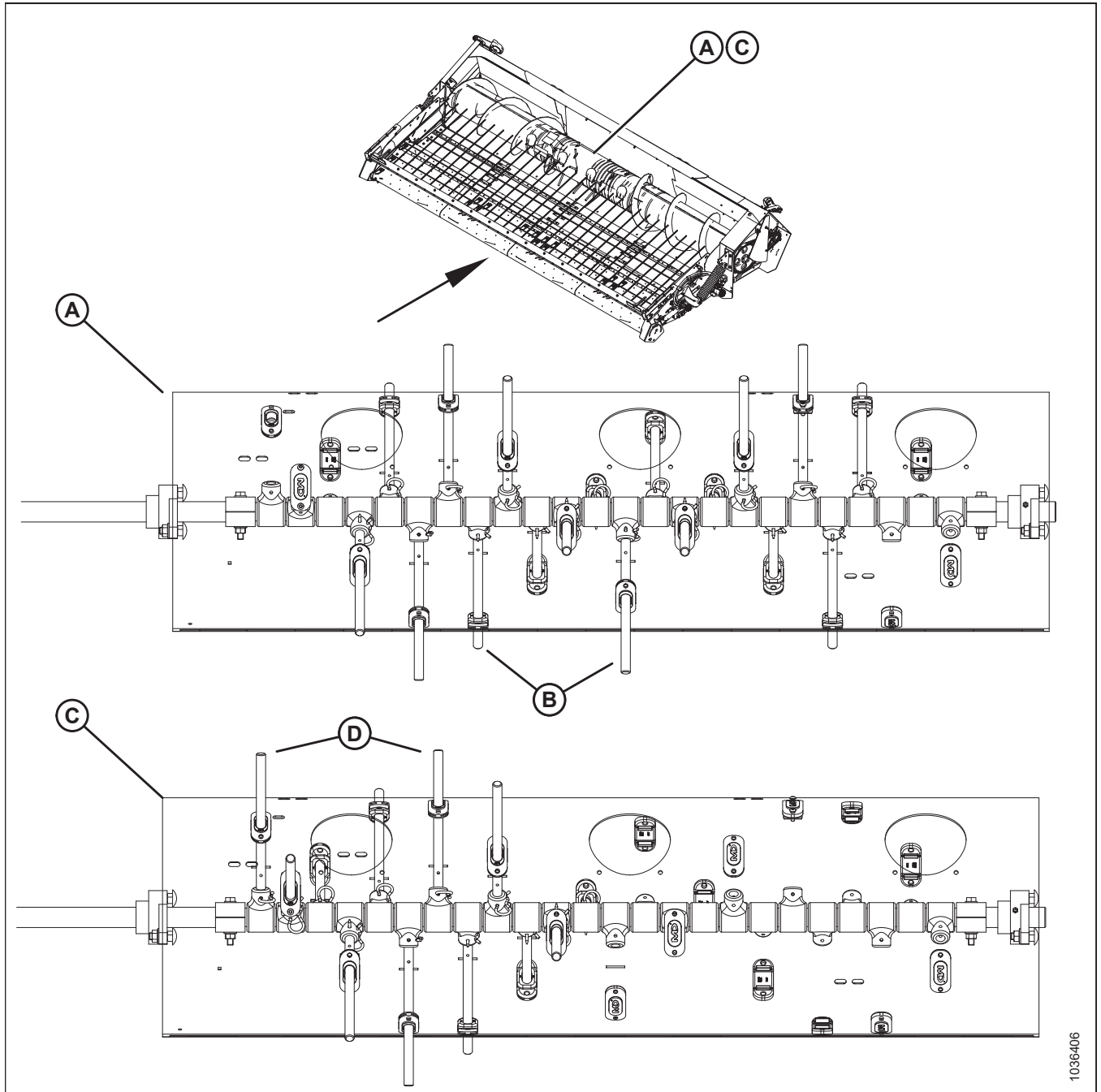


Figure 5.69: Auger Finger Installation Locations

NOTE:

The illustration above shows the fingers on the auger. The arrow indicates the front of the header. The total number of fingers installed on auger (A) should be 18, so fingers will need to be installed at locations (B).

CONFIGURING HEADER FOR COMBINE

1. Retrieve the bag of hardware from the manual storage case located on the back of the header.
2. Remove screws (A) securing plastic plug (B) to the auger. Remove the plastic plug from inside of the auger.
3. Retrieve four plastic guides from the bag of hardware.
4. Position plastic guide (C) in the hole from inside the auger.
5. Secure the plug with hex socket screws (D) and tee nuts (E) provided in the hardware bag.

NOTE:

Screws (D) come with a threadlocker patch that will wear off if the bolts are removed. If reinstalling screws (A), apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of the screws before reinstalling them.

6. Torque the screws to 9 Nm (7 lbf-in [80 lbf-in]).
7. Repeat Steps 2, page 62 to 6, page 62 to remove the plugs from the remaining locations where the fingers will be installed. For an illustration of the locations, refer to Figure 5.69, page 61.

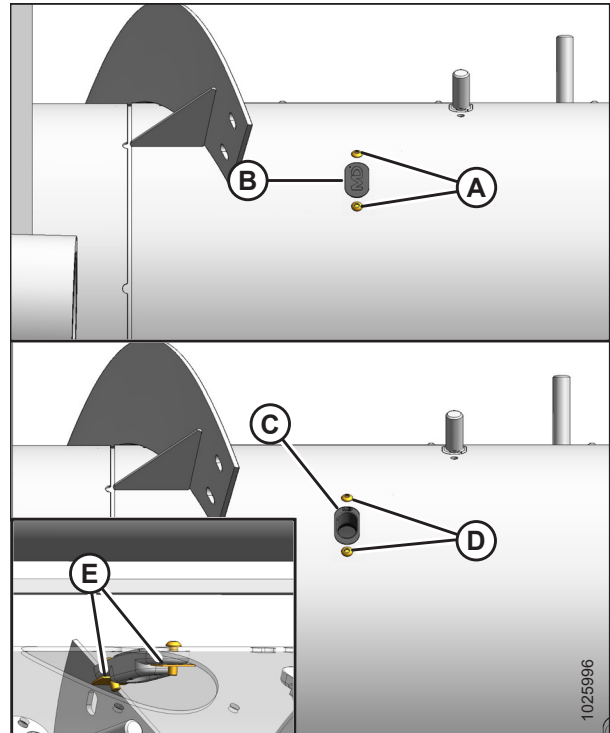


Figure 5.70: Plastic Guides

8. Insert auger finger (A) through plastic guide (B) from inside of the auger.
9. Insert finger (A) into bushing (C).
10. Secure the finger with hairpin (D) as shown.

IMPORTANT:

Position the hairpin as shown to prevent it from falling out during operation. If the auger fingers fall out from the header, the header may not be able to feed crop into the combine properly. Furthermore, fingers that fall into the drum may damage the auger's internal components.

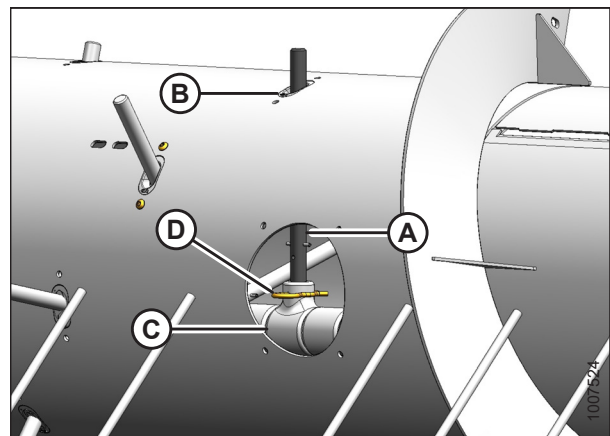


Figure 5.71: Auger Fingers

11. Repeat Step 8, page 62 to Step 10, page 62 to install the remaining fingers. For an illustration of the locations, refer to Figure .
12. Remove any loose hardware or debris from the inside of the auger.

IMPORTANT:

Leaving loose hardware inside the auger can damage the header.

CONFIGURING HEADER FOR COMBINE

13. Position access cover (A) as shown.
14. Apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of screws (B).
15. Secure the covers with screws (B).
16. Torque the screws to 9 Nm (7 lbf-in [80 lbf-in]).
17. Repeat the previous four steps to install the other access cover.
18. Proceed to Chapter *7 Predelivery Inspection, page 107*.

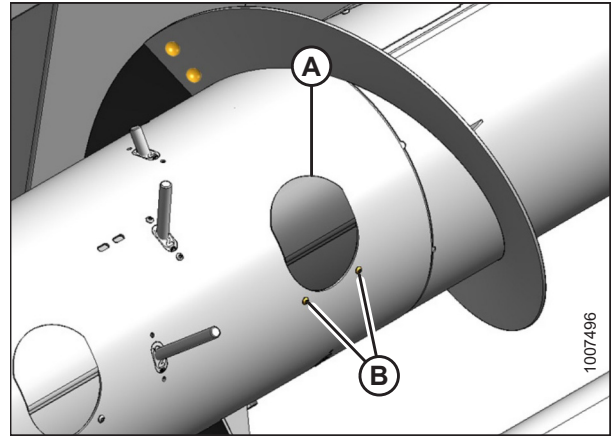


Figure 5.72: Access Cover

5.4 Configuring Header for New Holland CR Combines

PW8 Pick-Up Headers are configured at the factory for New Holland combine models with a 1270 mm (50 in.) feeder house. The following procedures describe how to modify the header for a New Holland CR combine with a 1016 mm (40 in.) feeder house.

5.4.1 Moving Stripper Assemblies – New Holland CR

Headers configured to work with New Holland combines with a 1016 mm (40 in.) feeder house will need their stripper assemblies moved to a new position.

1. Loosen three bolts (A). Remove left cover (B). Repeat this step to remove the right cover.

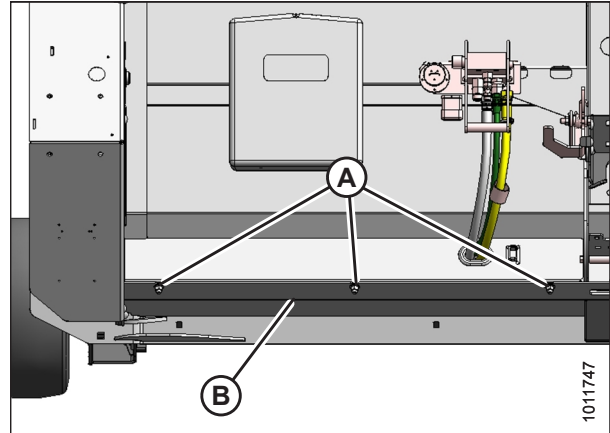


Figure 5.73: Left Cover

2. Remove four bolts (A) securing left stripper assembly (B) to the frame.

NOTE:

The auger has been removed from the illustrations in this procedure for clarity.

NOTE:

Centerline (C) is where the header pans meet.

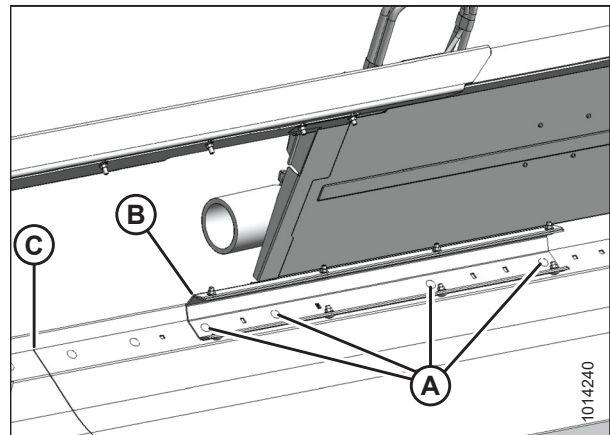


Figure 5.74: Left Stripper – Narrow Opening

CONFIGURING HEADER FOR COMBINE

3. Move left stripper assembly (A) inboard so that distance (B) from the stripper assembly to header centerline (C) is 417 mm (16 7/16 in.).

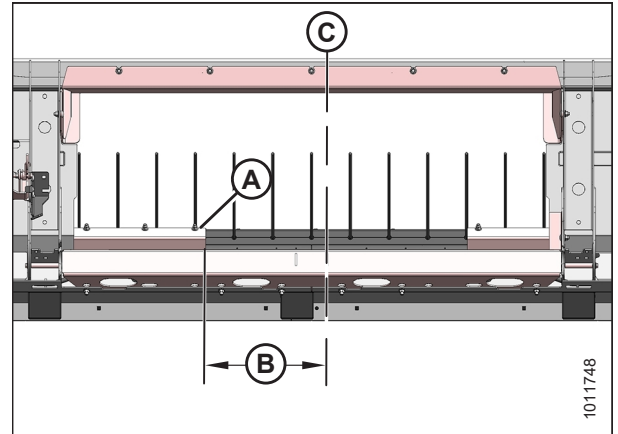


Figure 5.75: Narrow Opening

4. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
5. Install M12 x 30 mm carriage bolt and nut (C) from the hardware bag.

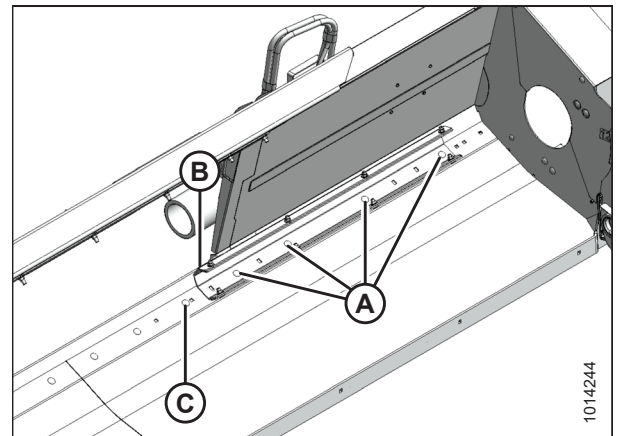


Figure 5.76: Left Stripper – Wide Opening

6. Remove four bolts (A) securing right stripper assembly (B) to the frame.

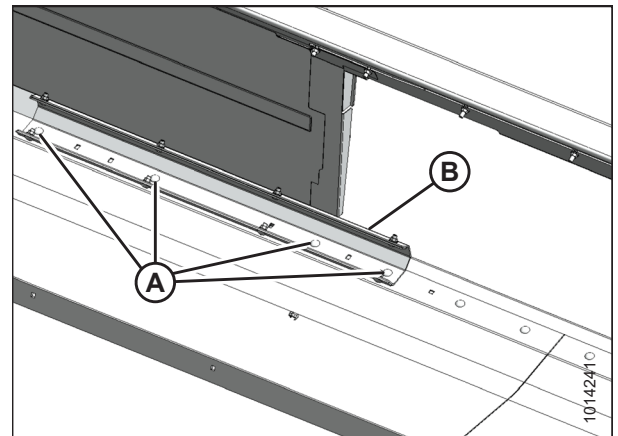


Figure 5.77: Right Stripper – Narrow Opening

CONFIGURING HEADER FOR COMBINE

7. Move right stripper assembly (A) inboard so that dimension (B) from header centerline (C) to the stripper assembly is 417 mm (16 7/16 in.).
8. Ensure that distance (D) between the stripper assemblies is 834 mm (32 13/16 in.).

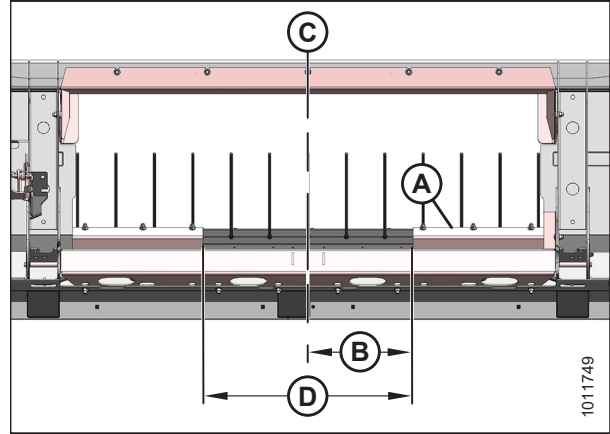


Figure 5.78: Narrow Opening

9. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
10. Manually rotate the auger and check the clearances between the auger flighting and stripper plates. The clearance should be 3–11 mm (1/8–7/16 in.). If necessary, adjust the clearances. For instructions, refer to [5.6 Adjusting Stripper Plate Clearance, page 78](#).

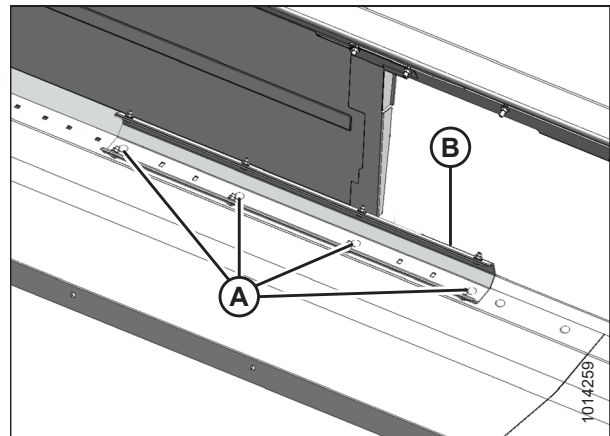


Figure 5.79: Right Stripper – Narrow Opening

11. Install left cover (B). Secure the cover with bolts (A). Repeat this step to install the right cover.

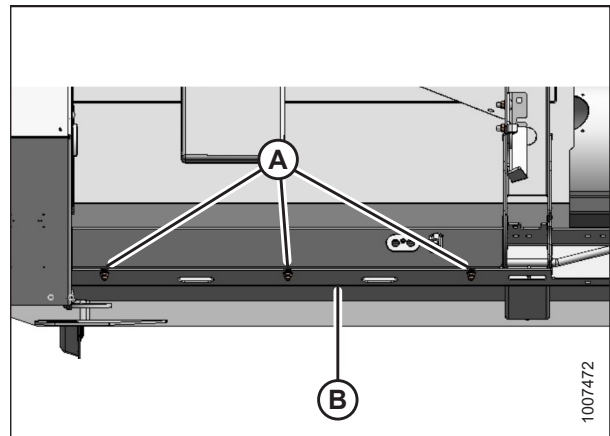


Figure 5.80: Left Cover

5.4.2 Installing Long Flighting Extensions – New Holland CR

Long flighting extensions will need to be installed on the augers of headers configured to work with combines equipped with 1016 mm (40 in.) or 1118 mm (44 in.) feeder house openings.

1. Remove two flighting extensions (A) that are strapped to the auger.

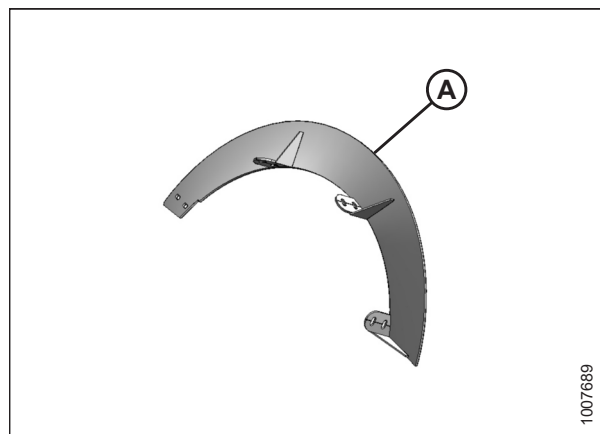


Figure 5.81: Left Extension – Right Opposite

2. Remove access covers (A).

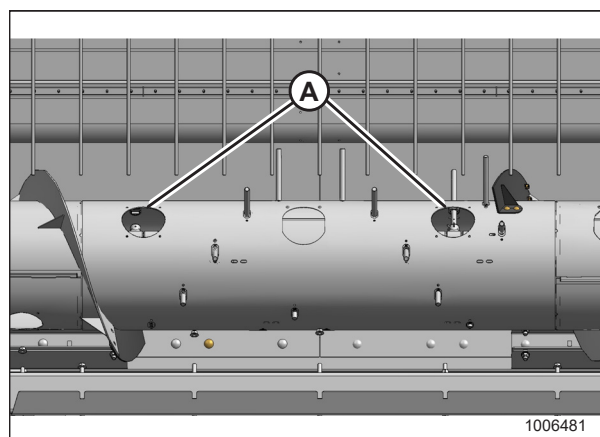


Figure 5.82: Access Holes in Auger

3. Remove hardware (A) securing already installed left and right auger flighting extensions (B). Retain the hardware.
4. Remove the extensions.

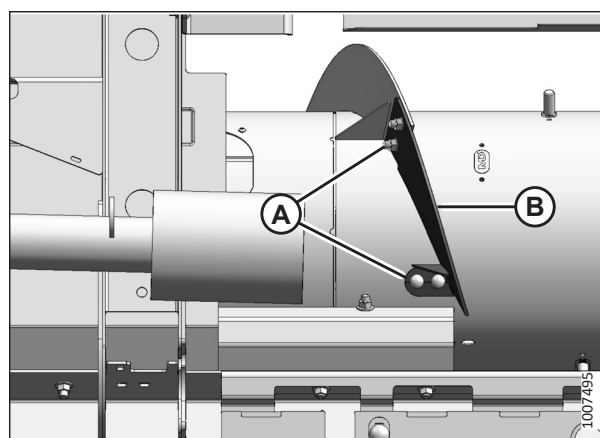


Figure 5.83: Short Flighting Extension

CONFIGURING HEADER FOR COMBINE

5. Retrieve the flighting extension hardware from the manual storage case.
6. Place new flighting extension (A) on the outboard side of already installed flighting (B).
7. Secure flighting extension (A) to the auger with the already installed hardware and additional M8 x 20 bolts and locknuts (C).

NOTE:

The heads on bolts (C) should be on the inboard side of the flighting.

8. Adjust the position of the flighting extension so that it is flush with the already installed flighting.
9. Repeat the previous steps to install the other flighting extension.
10. Store the removed components in the combine cab.
11. Manually rotate the auger to check the clearances between the auger flighting and the stripper plates. The minimum clearance at all points should be 3–11 mm (1/8–7/16 in.). If necessary, adjust the clearances. For instructions, refer to [5.6 Adjusting Stripper Plate Clearance, page 78](#).

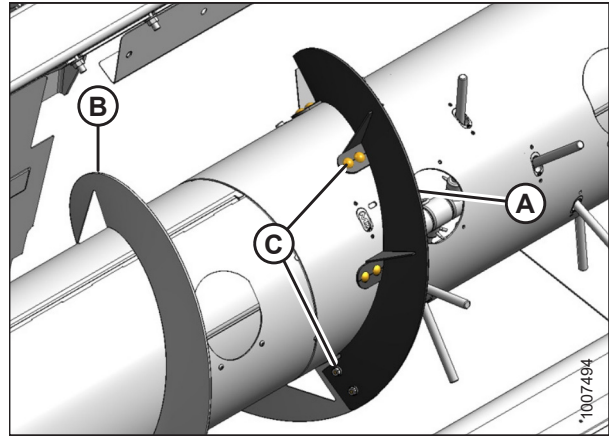


Figure 5.84: Long Flighting Extension

5.4.3 Removing Auger Fingers – New Holland CR

Auger fingers may need to be removed from headers configured to work with combines equipped with 1016 mm (40 in.) or 1118 mm (44 in.) feeder house openings. There should be 16 fingers installed on the auger.

1. Remove covers (A) to access auger fingers (B).

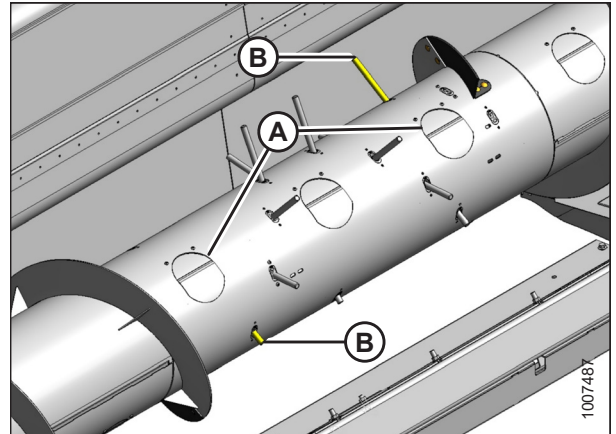


Figure 5.85: Access Holes in Auger

2. Remove and retain hairpin (A). Pull finger (B) out of bushing (C).
3. From inside of the auger, swivel the finger away from the bushing. Remove the finger from plastic guide (D).
4. Insert the retained hairpin into the removed finger. Store the finger in the manual case.
5. Repeat the previous four steps to remove the other auger finger.

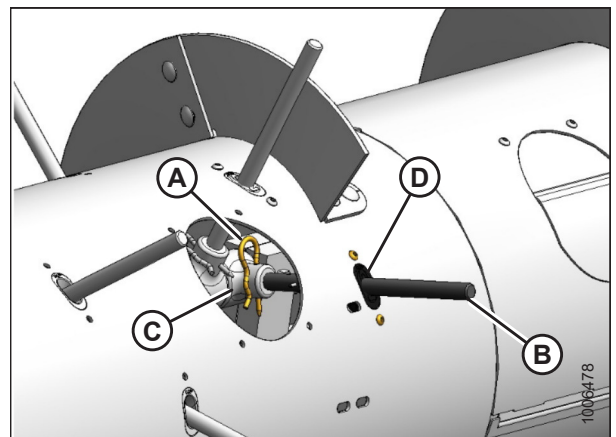


Figure 5.86: Auger Fingers

6. Remove screws (A) securing plastic guide (B).
7. Remove the plastic guide from inside of the auger.
8. Retrieve the finger hole plugs and the associated hardware from the hardware bag.

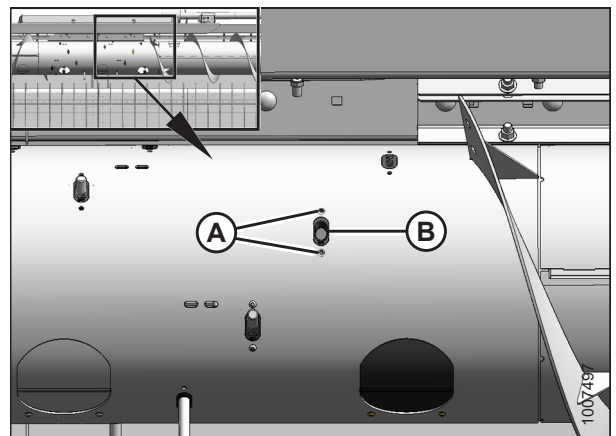


Figure 5.87: Finger Guide Plugs

CONFIGURING HEADER FOR COMBINE

- From inside the auger, position plug (B) in the hole. Secure the plug with M6 x 20 long hex socket screws (A).

NOTE:

Screws (A) come with a threadlocker patch that will wear off if the bolts are removed. If reinstalling screws (A), apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of the screws beforehand.

- Torque the screws to 9 Nm (7 lbf·in [80 lbf·in]).
- Repeat the previous five steps to install the other plug.
- Remove any loose hardware or debris from the inside of the auger.

IMPORTANT:

Leaving loose hardware inside the auger can damage the header.

- Position access cover (A) as shown.
- Apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of screws (B).
- Secure the covers with screws (B).
- Torque the screws to 9 Nm (7 lbf·in [80 lbf·in]).
- Repeat the previous four steps to install the other access cover.
- Proceed to Chapter 7 *Predelivery Inspection*, page 107.

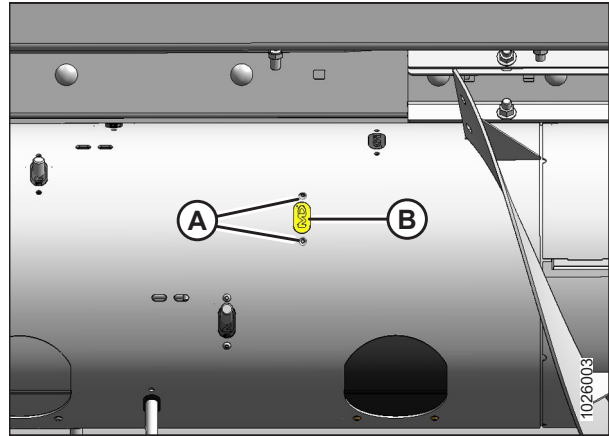


Figure 5.88: Finger Guide Plugs

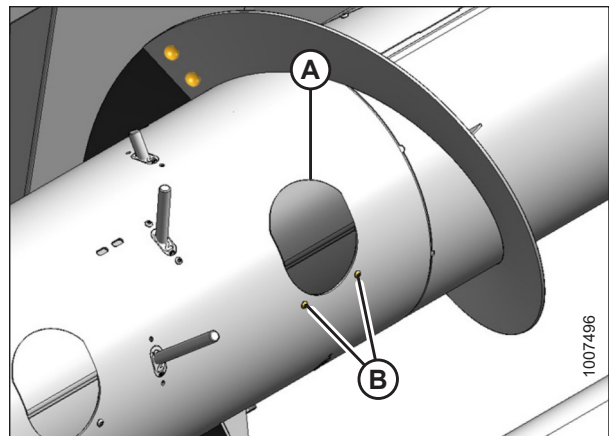


Figure 5.89: Access Cover

5.5 Configuring Header for New Holland CX Combines

PW8 Pick-Up Headers are configured at the factory for New Holland combine models with a 1270 mm (50 in.) feeder house. The following procedures describe how to modify the header for a New Holland CX combine with a 1524 mm (60 in.) feeder house.

5.5.1 Moving Stripper Assemblies – New Holland CX

Headers configured to work with New Holland combines with a 1270 mm (50 in.) feeder house will need their stripper assemblies moved to a new position.

1. Loosen three bolts (A). Remove left cover (B). Repeat this step to remove the right cover.

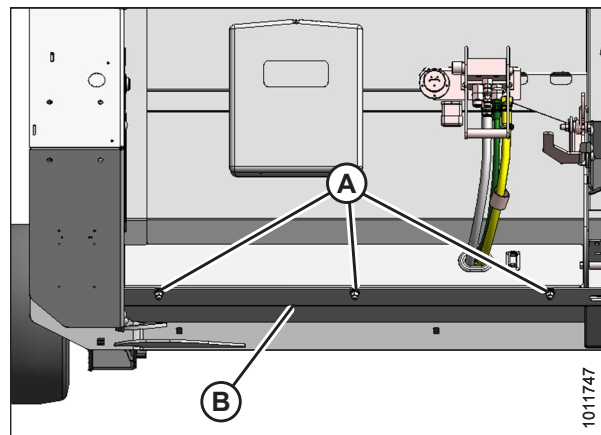


Figure 5.90: Left Cover

2. Remove four bolts (A) securing left stripper assembly (B) to the frame.

NOTE:

The auger has been removed from the illustrations in this procedure for clarity.

NOTE:

Centerline (C) is where the header pans meet.

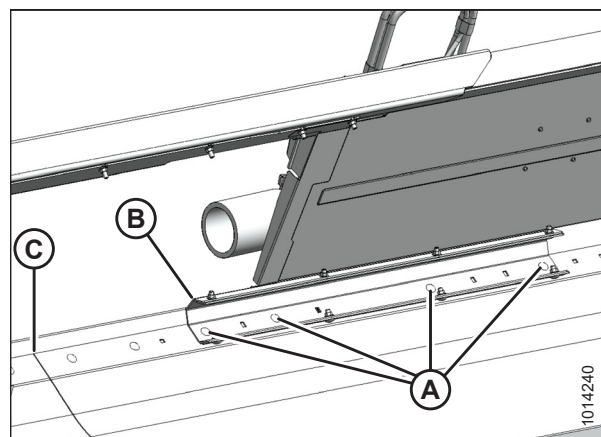


Figure 5.91: Left Stripper – Narrow Opening

CONFIGURING HEADER FOR COMBINE

3. Move left stripper assembly (A) outboard so that distance (B) from the stripper assembly to header centerline (C) is 700 mm (27 9/16 in.).

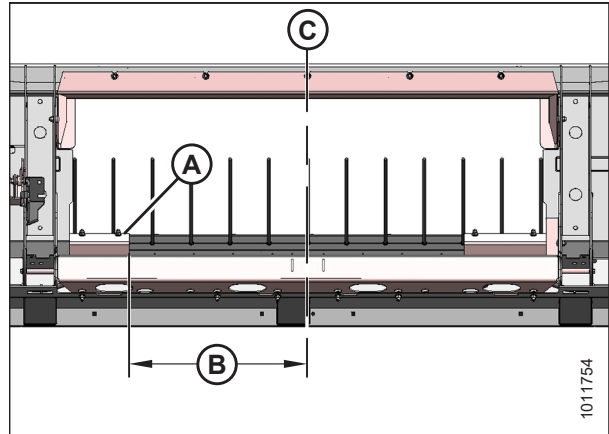


Figure 5.92: Left Stripper – Wide Opening

4. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
5. Install M12 x 30 mm carriage bolt and nut (C) from the hardware bag.

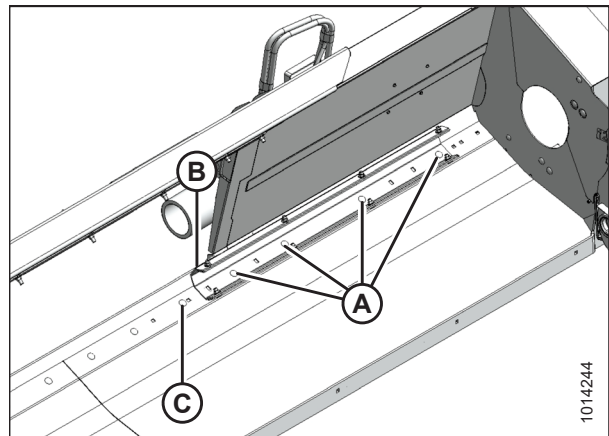


Figure 5.93: Left Stripper – Wide Opening

6. Remove four bolts (A) securing right stripper assembly (B) to the frame.

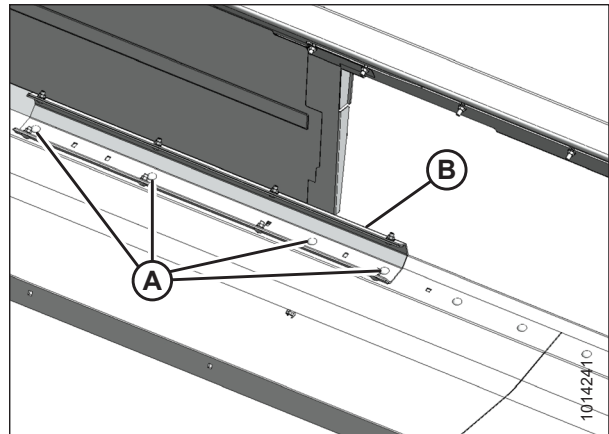


Figure 5.94: Right Stripper – Narrow Opening

CONFIGURING HEADER FOR COMBINE

7. Move right stripper assembly (A) outboard so that dimension (B) from header centerline (C) to the edge of the stripper is 700 mm (27 9/16 in.).
8. Ensure that distance (D) between the stripper assemblies is 1400 mm (55 1/8 in.).

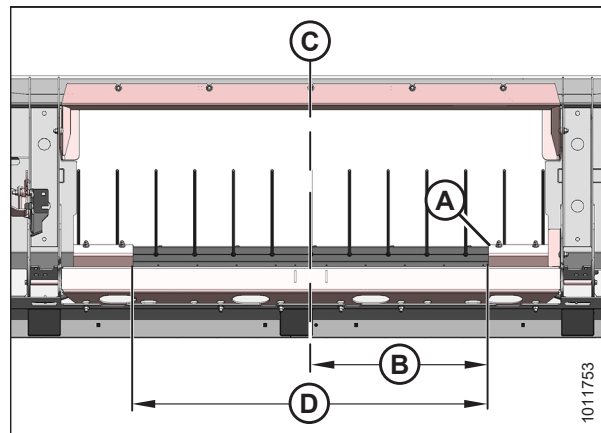


Figure 5.95: Right Stripper – Wide Opening

9. Reinstall four bolts (A) to secure stripper assembly (B) to the frame.
10. Install M12 x 30 mm carriage bolt and nut (C) from the hardware bag.
11. Manually rotate the auger and check the clearances between the auger flighting and the stripper plates. The clearance should be 3–11 mm (1/8–7/16 in.). If necessary, adjust the clearances. For instructions, refer to [5.6 Adjusting Stripper Plate Clearance, page 78](#).

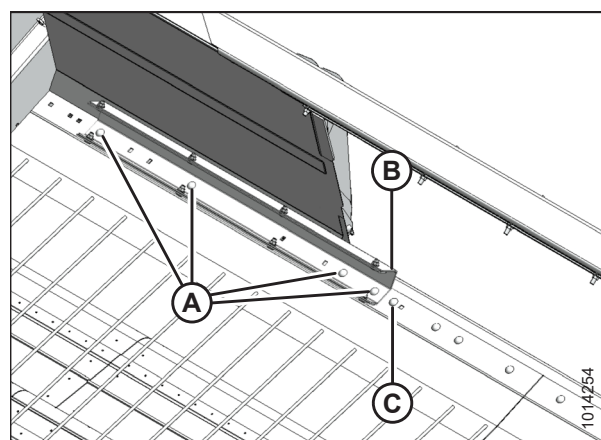


Figure 5.96: Right Stripper – Wide Opening

12. Install left cover (B). Secure the cover with bolts (A). Repeat this step to install the right cover.

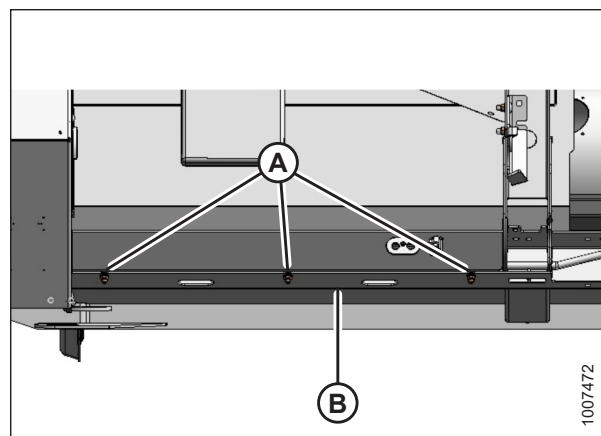


Figure 5.97: Left Cover

5.5.2 Removing Flighting Extensions – New Holland CX

To configure the pick-up header to operate with a combine with a 1650 mm (65 in.) feeder house, you must remove the flight extensions from the feed auger.

1. Remove access covers (A) on each side of the auger.

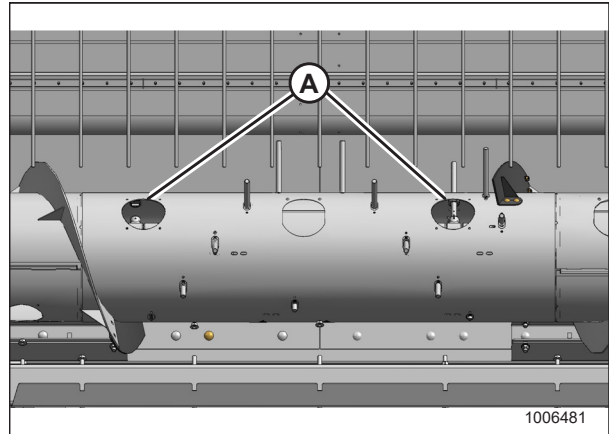


Figure 5.98: Access Holes in Auger

2. Remove hardware (A) securing auger flighting extension (B). Remove the extension.
3. Repeat the previous step to remove the other flighting extension.
4. Ensure that no loose hardware has fallen inside of the auger drum.

NOTE:

You will reinstall the auger covers in the next procedure.

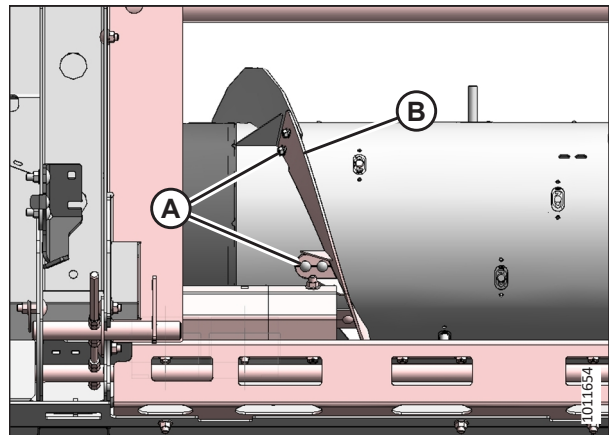


Figure 5.99: Left Flighting Extension – Right Extension Opposite

5.5.3 Installing Auger Fingers – New Holland CX

Auger fingers may need to be installed onto some pick-up headers configured to work with John Deere and New Holland combines. There should be a total of 18 auger fingers installed.

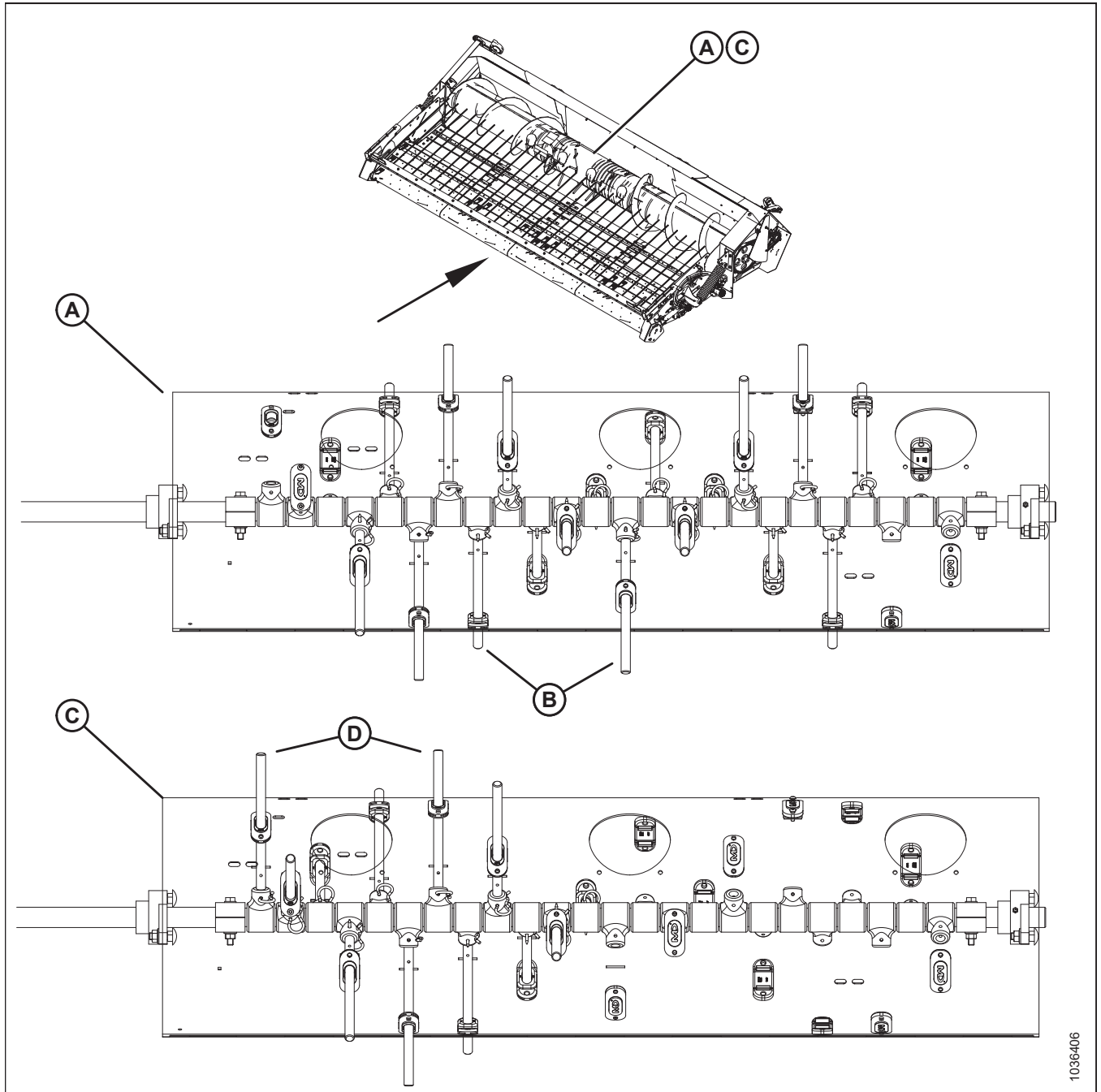


Figure 5.100: Auger Finger Installation Locations

NOTE:

The illustration above shows the fingers on the auger. The arrow indicates the front of the header. The total number of fingers installed on auger (A) should be 18, so fingers will need to be installed at locations (B).

CONFIGURING HEADER FOR COMBINE

1. Retrieve the bag of hardware from the manual storage case located on the back of the header.
2. Remove screws (A) securing plastic plug (B) to the auger. Remove the plastic plug from inside of the auger.
3. Retrieve four plastic guides from the bag of hardware.
4. Position plastic guide (C) in the hole from inside the auger.
5. Secure the plug with hex socket screws (D) and tee nuts (E) provided in the hardware bag.

NOTE:

Screws (D) come with a threadlocker patch that will wear off if the bolts are removed. If reinstalling screws (A), apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of the screws before reinstalling them.

6. Torque the screws to 9 Nm (7 lbf-in [80 lbf-in]).
7. Repeat Step 2, page 76 to Step 6, page 76 to remove the plugs from the remaining locations where the fingers will be installed. For an illustration of the locations, refer to Figure 5.100, page 75.

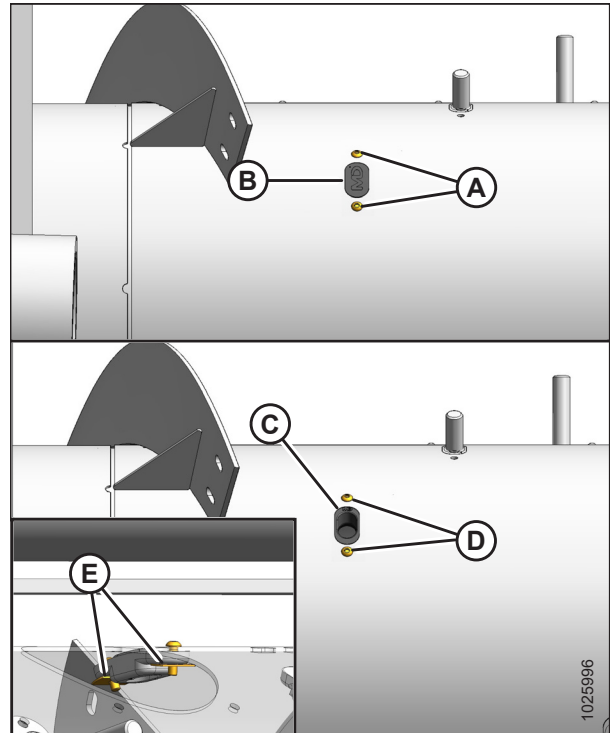


Figure 5.101: Plastic Guides

8. Insert auger finger (A) through plastic guide (B) from inside of the auger.
9. Insert finger (A) into bushing (C).
10. Secure the finger with hairpin (D) as shown.

IMPORTANT:

Position the hairpin as shown to prevent it from falling out during operation. If the auger fingers fall out from the header, the header may not be able to feed crop into the combine properly. Furthermore, fingers that fall into the drum may damage the auger's internal components.

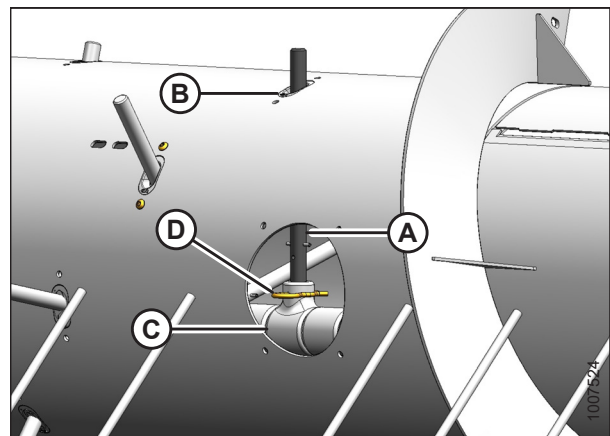


Figure 5.102: Auger Fingers

11. Repeat Step 8, page 76 to Step 10, page 76 to install the remaining fingers. For an illustration of the locations, refer to Figure .
12. Remove any loose hardware or debris from the inside of the auger.

IMPORTANT:

Leaving loose hardware inside the auger can damage the header.

CONFIGURING HEADER FOR COMBINE

13. Position access cover (A) as shown.
14. Apply medium-strength threadlocker (Loctite® 243 or equivalent) to the threads of screws (B).
15. Secure the covers with screws (B).
16. Torque the screws to 9 Nm (7 lbf-in [80 lbf-in]).
17. Repeat the previous four steps to install the other access cover.
18. Proceed to Chapter [6 Attaching Header to Combine, page 79](#).

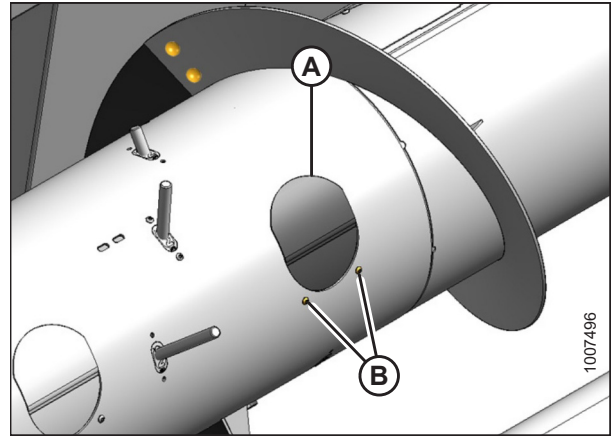


Figure 5.103: Access Cover

5.6 Adjusting Stripper Plate Clearance

Adjust the clearance between the stripper plates and the auger flighting so that there is no interference between these parts.

1. Loosen nuts (A) on stripper plate (B), and adjust the stripper plate to achieve clearance (C) of 3–8 mm (1/8–5/16 in.).
2. Tighten nuts (A).
3. Check the clearance between the stripper plates and the auger flighting.

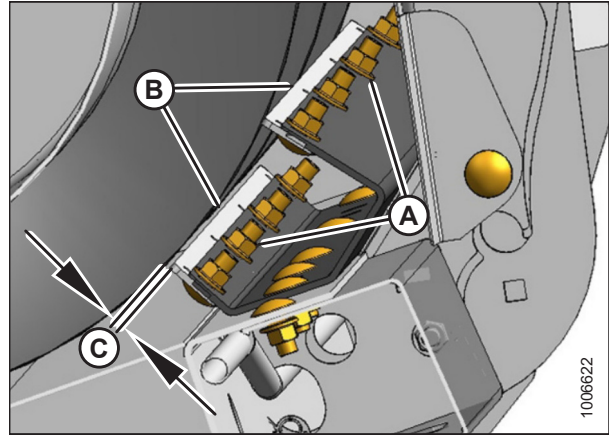


Figure 5.104: Stripper Plate Clearance

Chapter 6: Attaching Header to Combine

Once the header has been unloaded, assembled, and if necessary, reconfigured, you can attach it to the combine.

This section includes instructions for attaching PW8 headers to the combines listed below.

Combine	Refer to
Case IH	6.1 Attaching Header to Case IH Combine, page 79
Challenger®, Massey Ferguson®, Gleaner®	6.2 Attaching Header to Challenger®, Gleaner®, and Massey Ferguson® Combines, page 83
IDEAL™	6.3 Attaching Header to IDEAL™ Combine, page 88
John Deere	6.4 Attaching Header to John Deere 60, 70, S, or T Series Combine, page 92
New Holland CR, CX Series	6.5 Attaching Header to New Holland CR/CX Series Combine, page 96
Versatile	6.6 Attaching Header to Versatile Combine, page 100

6.1 Attaching Header to Case IH Combine

Once the header has been unloaded, assembled, and if necessary reconfigured, it can be attached to the combine.

DANGER

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

DANGER

Ensure that all bystanders have cleared the area.

1. Pull handle (A) on the combine to raise hooks (B) on both sides of the feeder house.

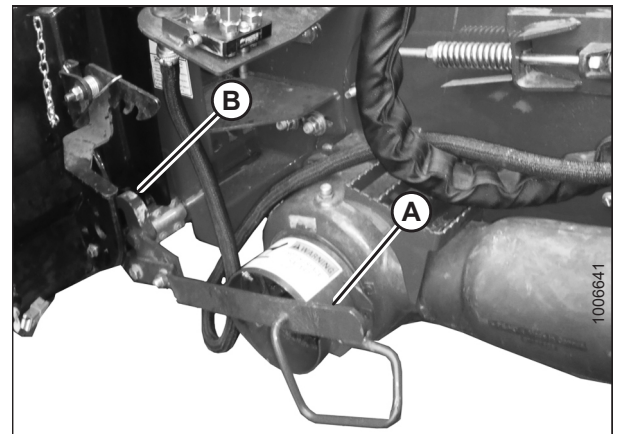


Figure 6.1: Feeder House Locks

ATTACHING HEADER TO COMBINE

2. Start the engine.
3. Slowly drive the combine up to the header until feeder house saddle (A) is directly under header top beam (B).
4. Raise the feeder house slightly to lift the header, ensuring that feeder house saddle (A) properly engages the header frame.
5. Shut down the engine, and remove the key from the ignition.

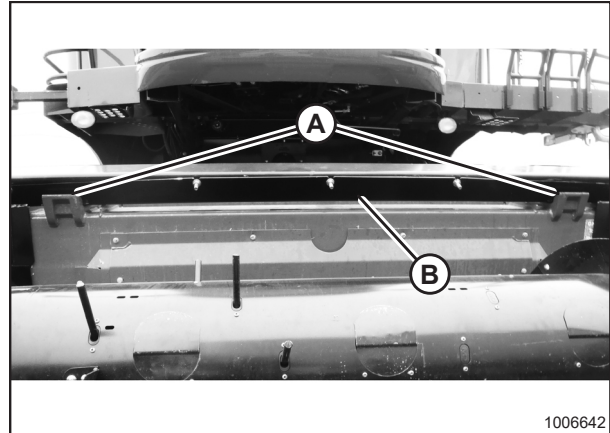


Figure 6.2: Header on Combine

6. Lift lever (A) on the header at the left side of the feeder house and push handle (B) on the combine to engage locks (C) on both sides of the feeder house.
7. Push down on lever (A) so that the slot in the lever engages handle (B). This will lock the handle in place.
8. If locks (C) do not fully engage with the spacer tube and the bolt on the header, loosen nut (E) and adjust the position of the spacer tube and bolt (D) as necessary on both sides of the header. Tighten the nut.
9. Loosen bolts (F) and adjust the lock as needed to obtain a full lock on spacer tube and bolt (D) when lift lever (A) and handle (B) are engaged. Retighten the bolts.

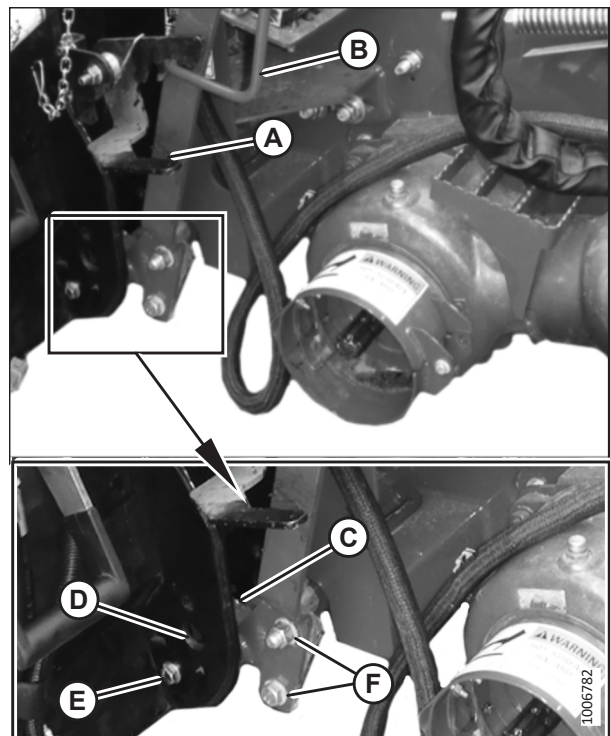


Figure 6.3: Engaging Locks

ATTACHING HEADER TO COMBINE

10. Rotate disc (B) on header driveline storage hook (A) and remove the driveline from the hook.

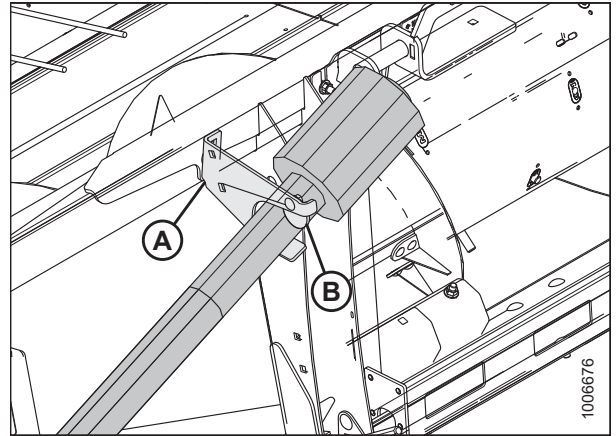


Figure 6.4: Driveline in Storage Position

11. Lift the driveshield covering the combine output shaft.
12. Pull back collar (A) on the end of the driveline and push it onto combine output shaft (B) until the collar locks.
13. Replace the driveshield.

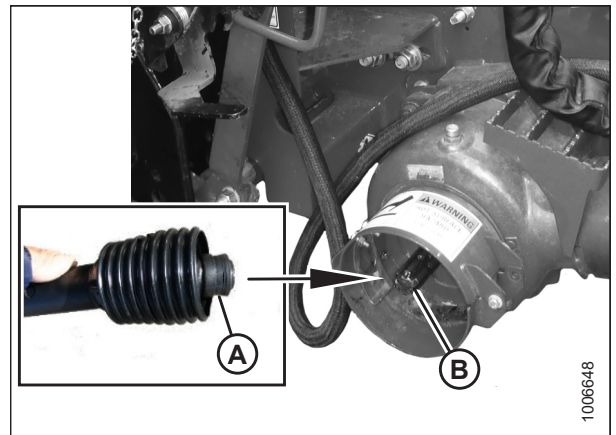


Figure 6.5: Attaching Driveline

14. Open cover (A) on the header receptacle.
15. Press lock button (B) and pull handle (C) upward to the fully open position.
16. Remove coupler (D) from the combine and clean the mating surfaces, if necessary.

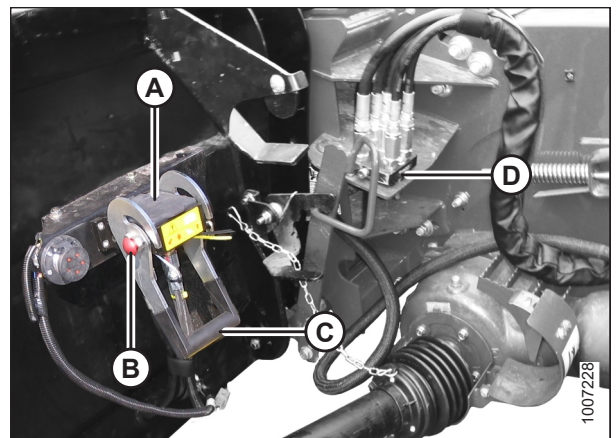


Figure 6.6: Coupler Lock

ATTACHING HEADER TO COMBINE

17. Position coupler (A) onto the header receptacle and push handle (B) downward to engage the pins in the receptacle.
18. Push the handle to the closed position until lock button (C) snaps out.
19. Open cover (D) on the header electrical receptacle.
20. Remove electrical connector (E) from the storage cup on the combine.
21. Align the lugs on electrical connector (E) with the slots in the receptacle. Push the connector onto the receptacle and turn the collar on the connector to lock it in place.
22. Proceed to [6.7 Removing Deck Shipping Braces, page 105](#).

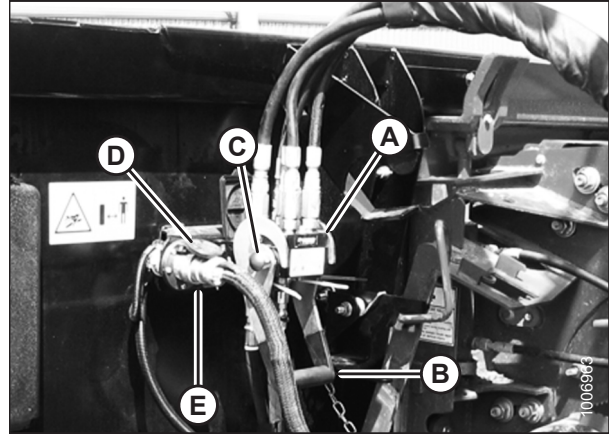


Figure 6.7: Attaching Coupler

6.2 Attaching Header to Challenger®, Gleaner®, and Massey Ferguson® Combines

Once the header has been unloaded, assembled, and if necessary, reconfigured, it can be attached to the combine.

DANGER

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

DANGER

Ensure that all bystanders have cleared the area.

1. Retract hooks (A) at the base of the feeder house using tool (B). The tool is stored on the left side of the feeder house when it is not in use.

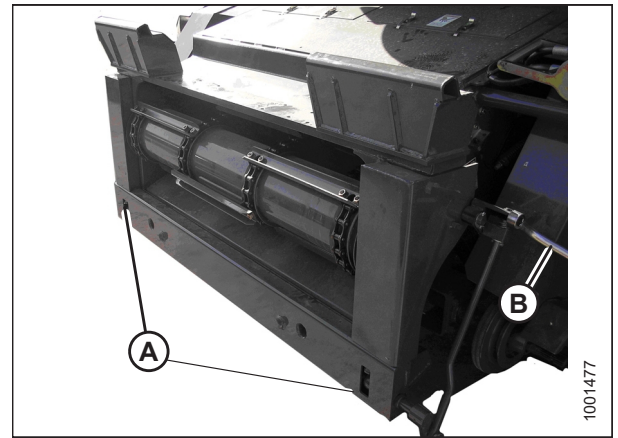


Figure 6.8: Feeder House – All AGCO Combines except Gleaner® R and S Series

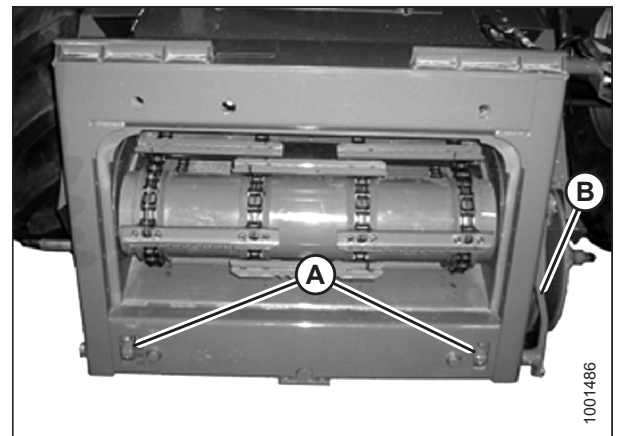


Figure 6.9: Feeder House – Gleaner® R and S Series

ATTACHING HEADER TO COMBINE

2. Check distance (A) between the underside of top beam (B) and the alignment holes in lower beam (C) on the header. Distance (A) should be 793–799 mm (31–31 1/2 in.).
3. If necessary, loosen six bolts (D) and adjust lower beam (C) to adjust distance (A) to the correct value.
4. Tighten the bolts.

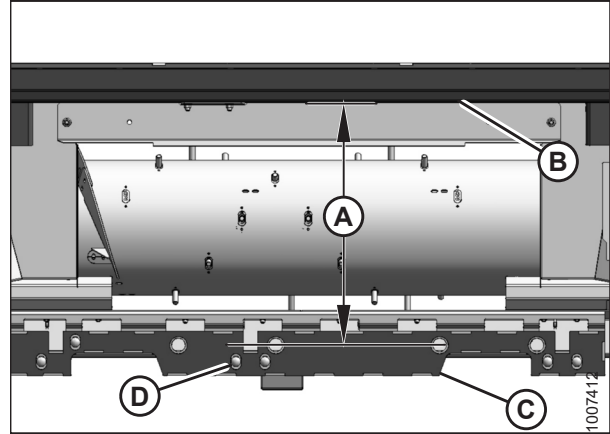


Figure 6.10: Lower Beam Adjustment

5. Start the engine.
6. Slowly drive the combine up to the header until the top of feeder house (A) is directly under top beam (B), and alignment pins (C) align with holes (D) in the header frame.

NOTE:

Use guides (E) to align the header with the combine's feeder house.

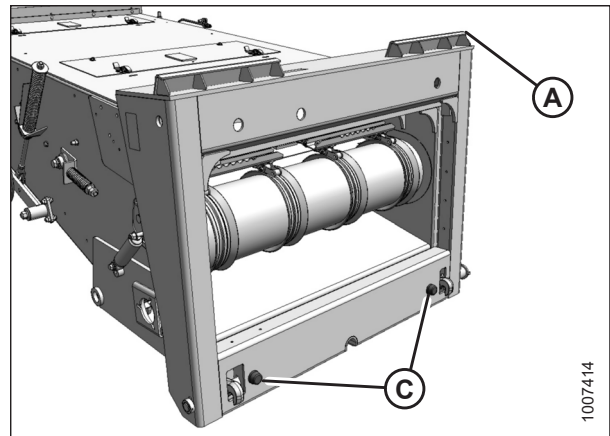


Figure 6.11: AGCO Combine Feeder House

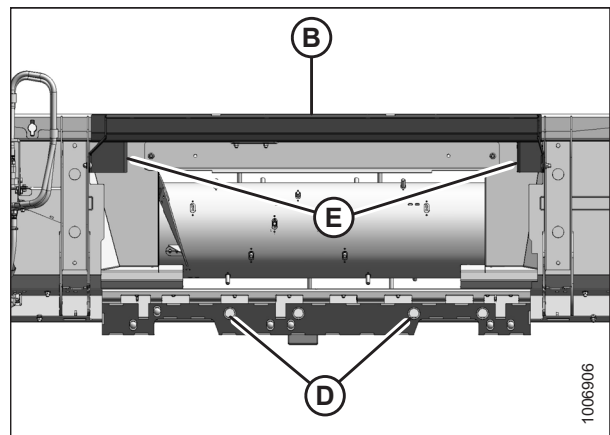


Figure 6.12: Header Opening – All AGCO Combines except Gleaner® R and S Series

ATTACHING HEADER TO COMBINE

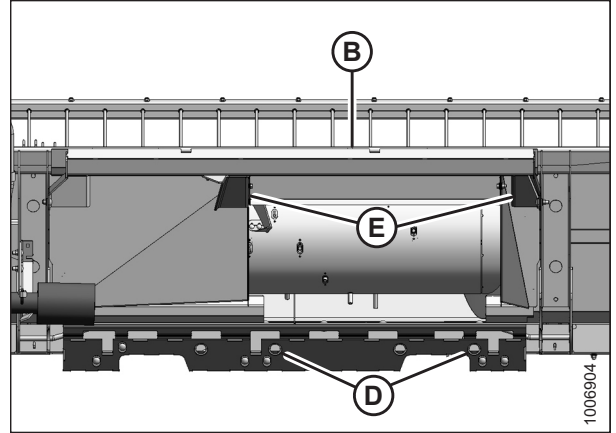


Figure 6.13: Header Opening – Gleaner® R and S Series

7. Raise the feeder house, ensuring that feeder house saddle (A) and the alignment pins properly engage the header frame.
8. Position the header slightly off the ground, stop the engine, and remove the key from the ignition.

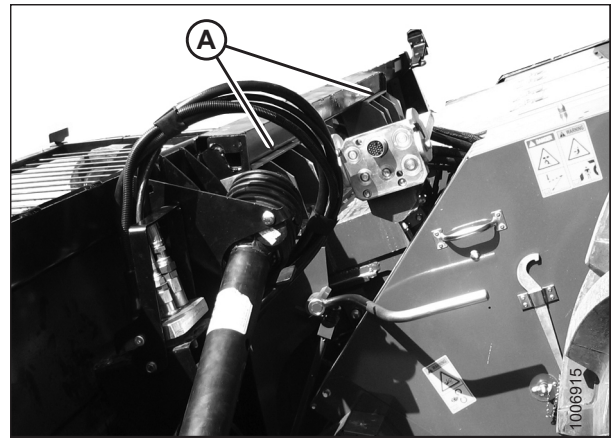


Figure 6.14: Feeder House Saddle – All AGCO Combines except Gleaner® R and S Series

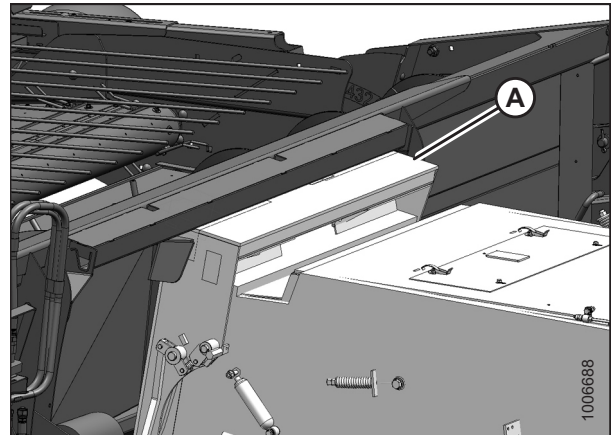


Figure 6.15: Feeder House Saddle – Gleaner® R and S Series

ATTACHING HEADER TO COMBINE

9. Insert the hooks into the header by moving lever (A) from the horizontal to the vertical position.

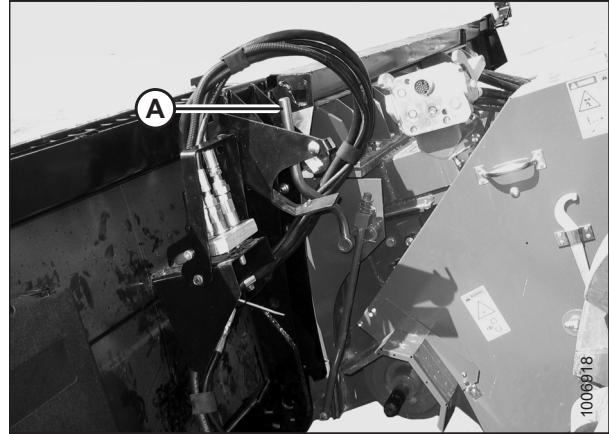


Figure 6.16: Engaging Hooks

10. Rotate disc (B) on header driveline storage hook (A), and remove the driveline from the hook.

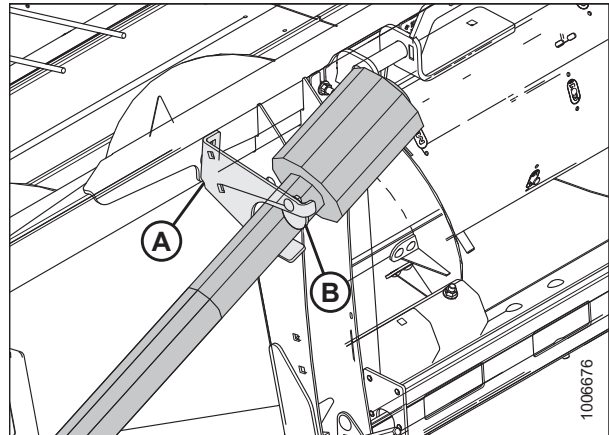


Figure 6.17: Driveline in Storage Position

11. Pull back collar (A) on the end of the driveline and push the driveline onto combine output shaft (B) until the collar locks.

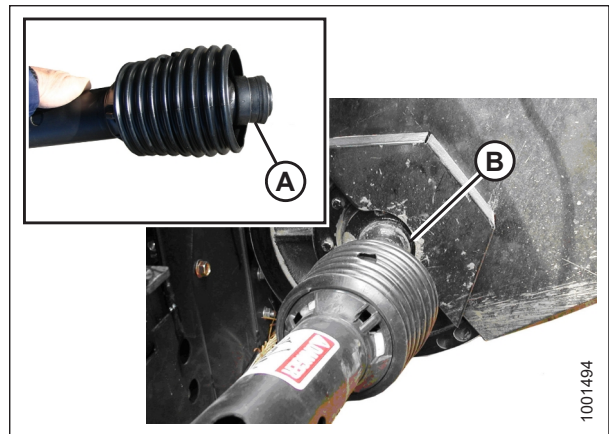


Figure 6.18: Connecting Driveline to Combine

ATTACHING HEADER TO COMBINE

- Lower handle (A) to release coupler (B) from the header.

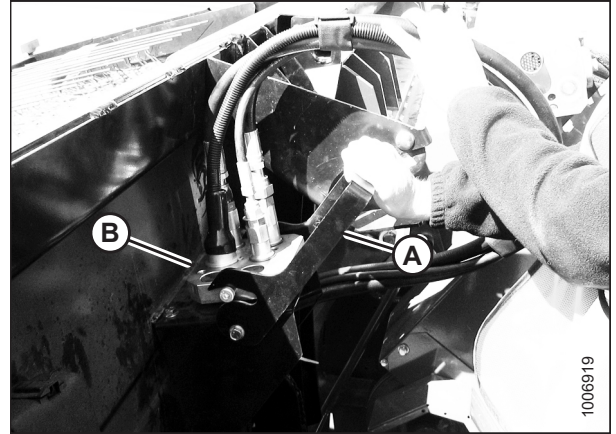


Figure 6.19: Coupler

- Push handle (A) on the combine to the fully open position.
- Clean the mating surfaces of coupler (B) and receptacle (C), if necessary.

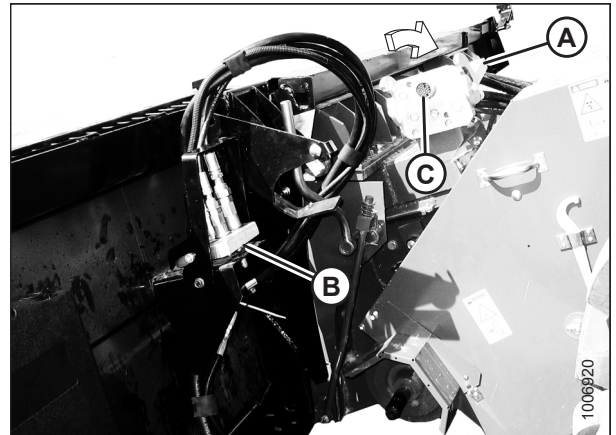


Figure 6.20: Opening Receptacle

- Position coupler (A) onto the combine receptacle, and pull handle (B) to fully engage the coupler into the receptacle.
- Remove the draper deck shipping braces. For instructions, refer to [6.7 Removing Deck Shipping Braces](#), page 105.

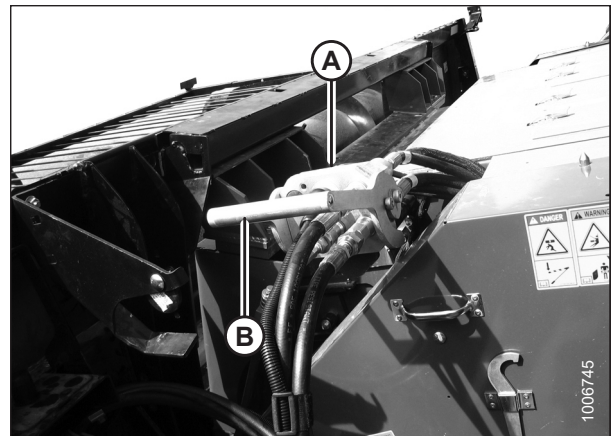


Figure 6.21: Coupler

6.3 Attaching Header to IDEAL™ Combine

Once the header has been unloaded, assembled, and if necessary, reconfigured, it can be attached to the combine.

⚠ DANGER

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

⚠ DANGER

Ensure that all bystanders have cleared the area.

1. Pull lever (A) up to retract pins (B) at the base of the feeder house.
2. Start the engine.

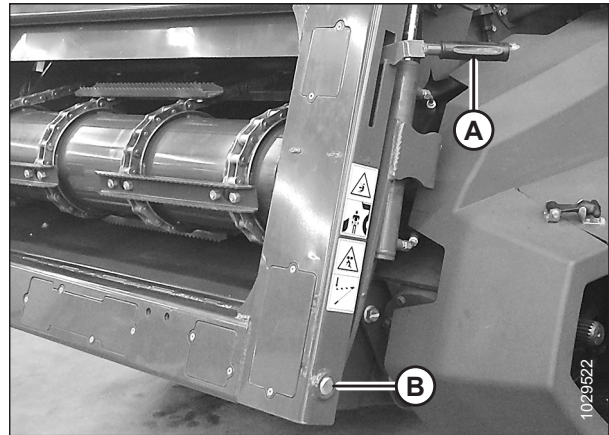


Figure 6.22: IDEAL™ Feeder House

3. Slowly drive the combine up to the header until the feeder house is directly under top beam (A), and pins (B) are under hooks (C).

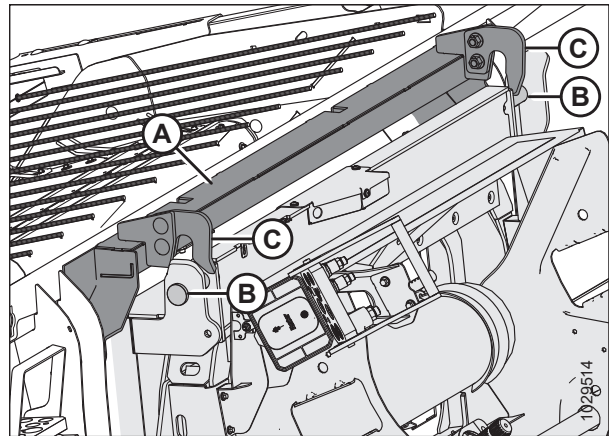


Figure 6.23: Feeder House

ATTACHING HEADER TO COMBINE

4. Raise the feeder house until transition frame top beam (A) is fully resting on the feeder house. Raise the header slightly off of the ground.

IMPORTANT:

The full weight of the header must be on the feeder house, **NOT** on pins (B).

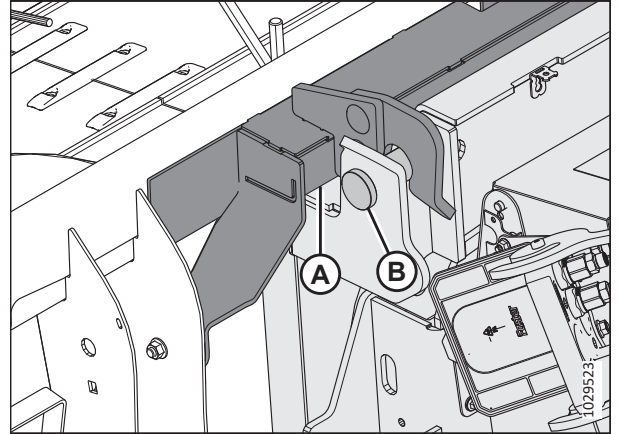


Figure 6.24: Top Beam Resting on Feeder House

5. Position the bottom of the feeder house so that locking pins (A) align with the holes in mounts (C).
6. Shut down the engine, and remove the key from the ignition.
7. Push lever (B) down to extend locking pins (A) so that the pins engage with mounts (C).

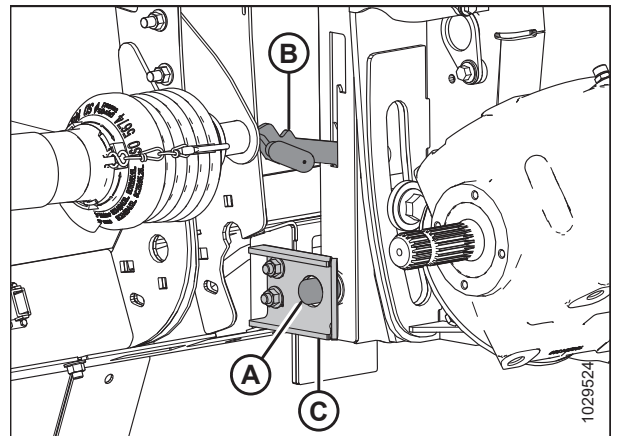


Figure 6.25: Feeder House Locking Pins

8. If you cannot push down the lever, check the alignment of the mounts on both sides of the feeder house. If necessary, loosen nuts (A) and position mount (B) to line up with the pin. Retighten the nuts and ensure that both locking pins are extended into the mounts.

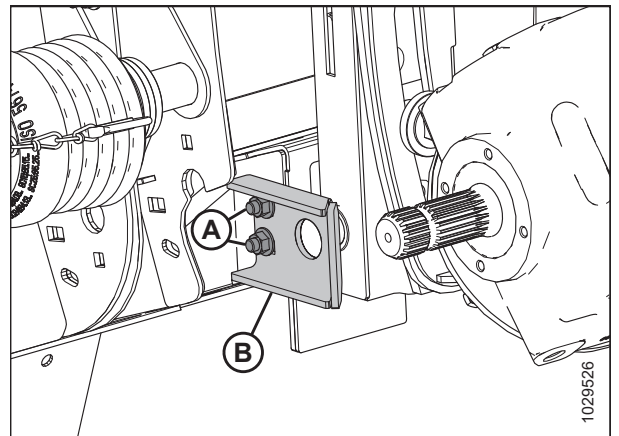


Figure 6.26: Transition Frame Adjustable Mount

ATTACHING HEADER TO COMBINE

9. Open the combine output shaft cover.
10. Pull collar (A) back to release the driveline from support bracket (B).

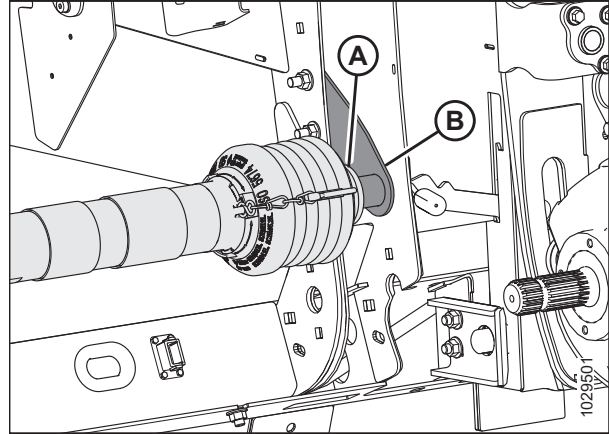


Figure 6.27: Driveline in Storage Position

11. Pull back collar (A) on the end of the driveline and push the driveline end onto combine output shaft (B) until the collar locks.
12. Close the combine output shaft cover.

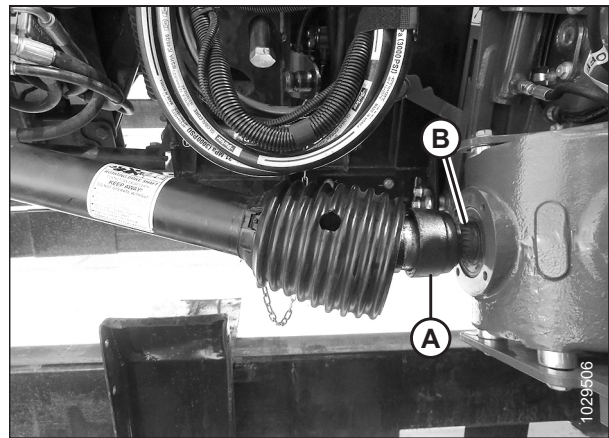


Figure 6.28: Connecting Driveline to Combine

13. Lower handle (A) to release multicoupler (B) from the header.
14. Open cover (C) on the combine receptacle.
15. Push handle (D) to the fully open position.
16. Clean the mating surfaces of the multicoupler and the receptacle, if necessary.

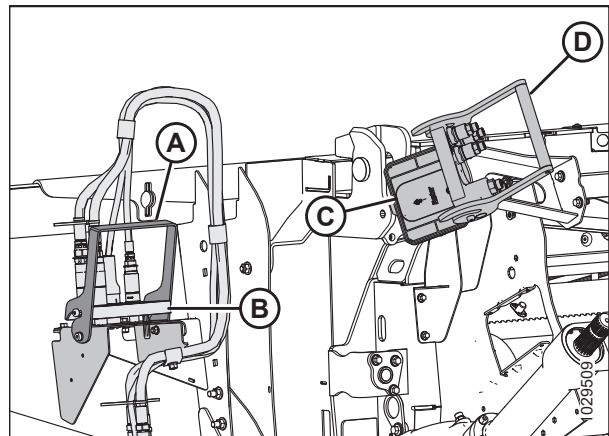


Figure 6.29: Multicoupler Receptacles

ATTACHING HEADER TO COMBINE

17. Position multicoupler (A) onto the combine receptacle, and pull handle (B) to fully engage the multicoupler into the receptacle.
18. Remove the draper deck shipping braces. For instructions, refer to [6.7 Removing Deck Shipping Braces](#), page 105.

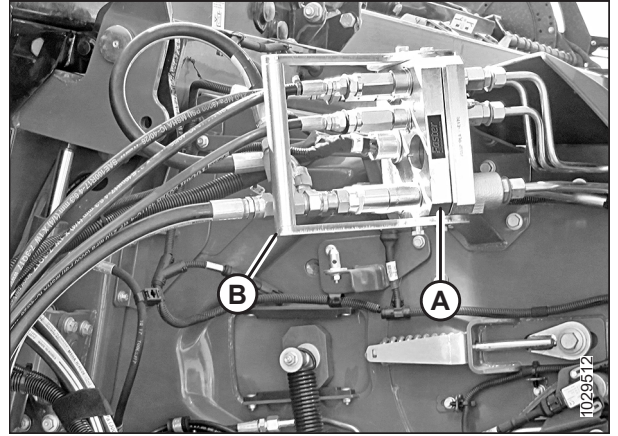


Figure 6.30: Multicoupler Connected to Combine

6.4 Attaching Header to John Deere 60, 70, S, or T Series Combine

Once the header has been unloaded, assembled, and if necessary reconfigured, it can be attached to the combine.

DANGER

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

DANGER

Ensure that all bystanders have cleared the area.

1. Push handle (A) on the combine coupler toward the feeder house to retract pins (B) at the bottom corners of the feeder house.

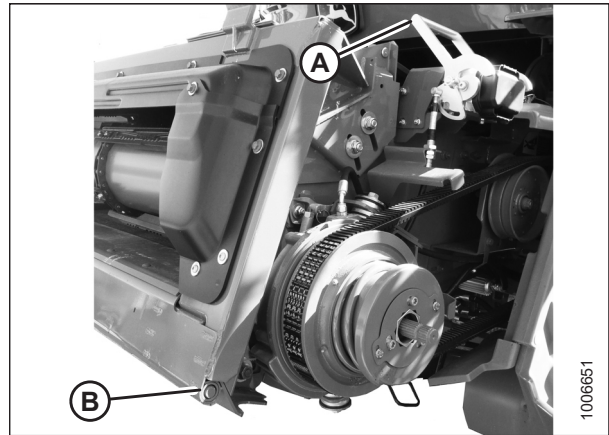


Figure 6.31: Feeder House Locks

2. Start the engine.
3. Slowly drive the combine up to the header until feeder house saddles (A) are directly under header top beam (B).
4. Raise the feeder house slightly to lift the header, ensuring that feeder house saddles (A) properly engage the header frame.
5. Position the header slightly off the ground, stop the engine, and remove the key from the ignition.

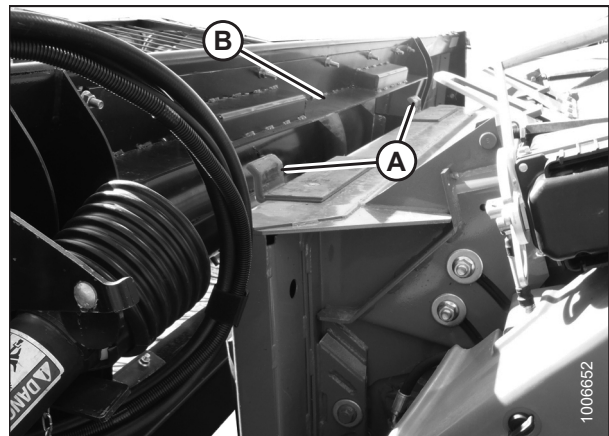


Figure 6.32: Header on Combine

ATTACHING HEADER TO COMBINE

6. Open driveshield (A) on the combine feeder house.

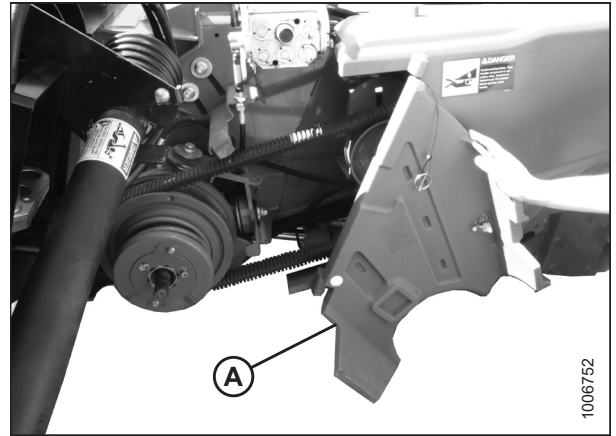


Figure 6.33: Combine Driveshield

7. Rotate disc (B) on header driveline storage hook (A) and remove the driveline from the hook.

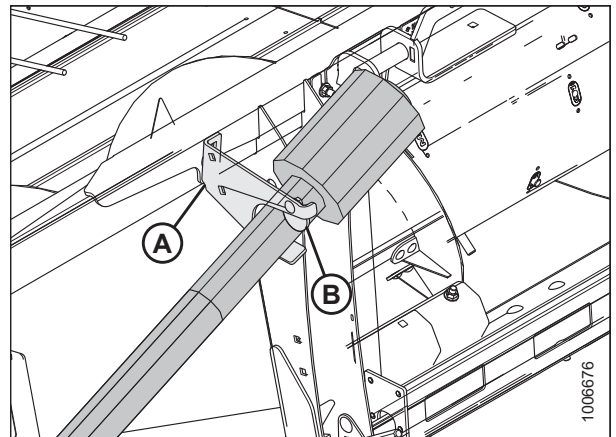


Figure 6.34: Driveline in Storage Position

8. Pull back collar (A) on the end of the driveline and slide the driveline onto the feeder house driveshaft until the collar locks.
9. Close the feeder house driveshield.

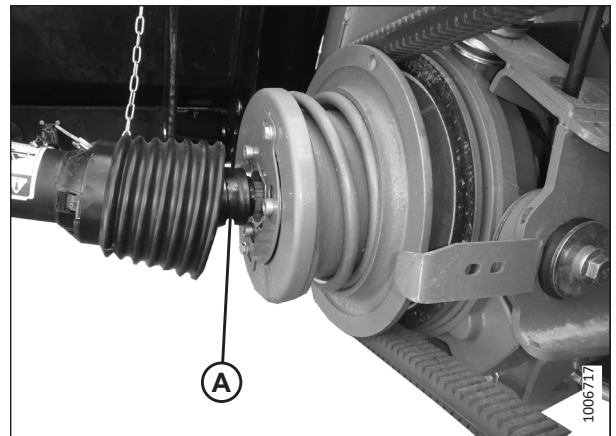


Figure 6.35: Attaching Driveline to Combine

ATTACHING HEADER TO COMBINE

10. Remove cover (A) from the combine multicoupler receptacle.

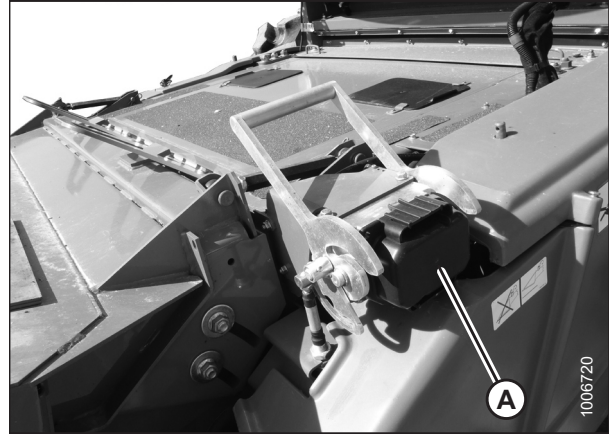


Figure 6.36: Combine Receptacle

11. Pull handle (A) on the header to release multicoupler (B) from the storage position.
12. Remove the coupler, and push the handle back into the header.



Figure 6.37: Releasing Coupler

13. Place coupler (A) onto the combine receptacle.
14. Pull out knob (B) to release the handle, and pull handle (C) to engage the pins in coupler.

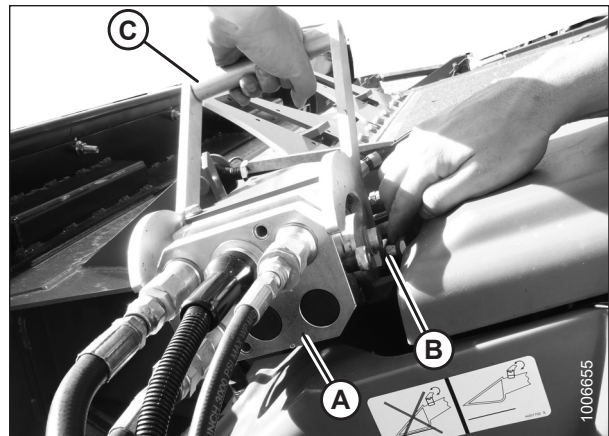


Figure 6.38: Engaging Coupler

ATTACHING HEADER TO COMBINE

15. Pull handle (A) from the vertical to the fully horizontal position to fully engage the multicoupler and to extend pins (B) at the base of the feeder house into locking plates (C). Knob (D) will engage with the lock handle.

NOTE:

If the handle does not move to the fully horizontal position, ensure that locking plates (A) on the header are aligned with locking pins (B) on either side of the feeder house. If necessary, loosen nuts (C) and adjust plates (A) to line up with pins (B). Retighten the nuts.

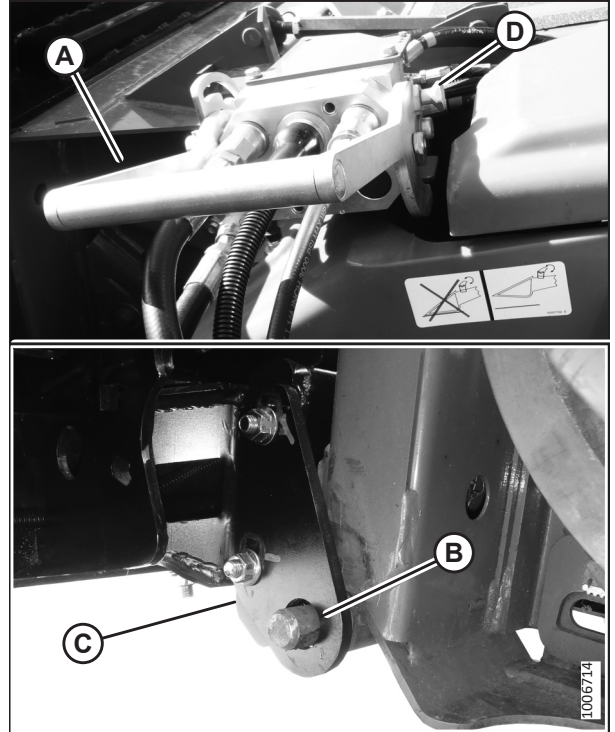


Figure 6.39: Locking Feeder House

16. Proceed to [6.7 Removing Deck Shipping Braces, page 105](#).

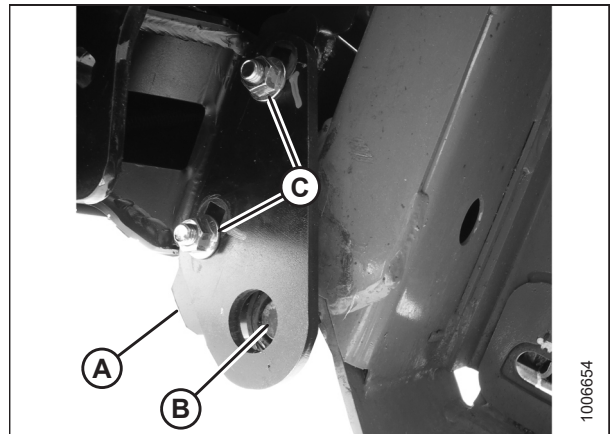


Figure 6.40: Aligning Locking Plates

6.5 Attaching Header to New Holland CR/CX Series Combine

Once the header has been unloaded, assembled, and if necessary reconfigured, it can be attached to the combine.

DANGER

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

DANGER

Ensure that all bystanders have cleared the area.

1. Pull handle (A) on the combine to raise hooks (B) on both sides of the feeder house.

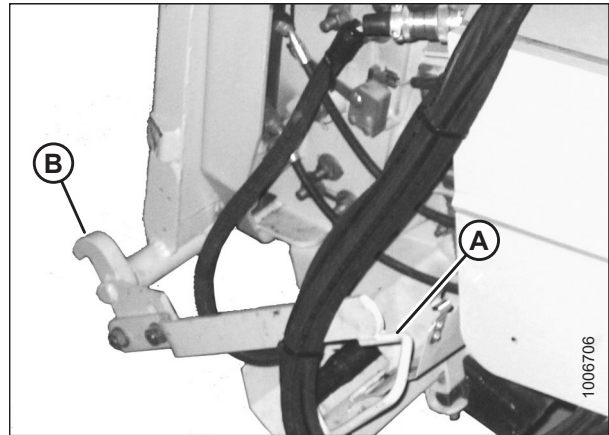


Figure 6.41: Feeder House Locks

2. Start the engine.
3. Slowly drive the combine up to the header until feeder house saddle (A) is directly under header top beam (B).
4. Raise the feeder house slightly to lift the header, ensuring that feeder house saddle (A) properly engages the header frame.

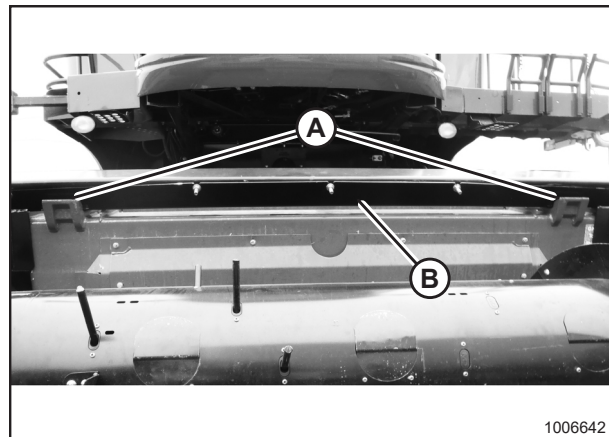


Figure 6.42: Header on Combine

ATTACHING HEADER TO COMBINE

5. Shut down the engine, and remove the key from the ignition.
6. Lift lever (A) on the left side of the header's feeder house and push handle (B) on the combine so that hooks (C) engage pins (D) on both sides of the feeder house.
7. Push down on lever (A) until the slot in the lever engages handle (B).
8. If locks (C) do not fully engage pins (D) on the header, loosen nut (E) and adjust the position of pin (D) on both sides of the feeder house as needed. Tighten nut (E).
9. Loosen bolts (F) and adjust the lock as needed to fully lock pin (D) when lift lever (A) and handle (B) are engaged. Retighten bolts (F).

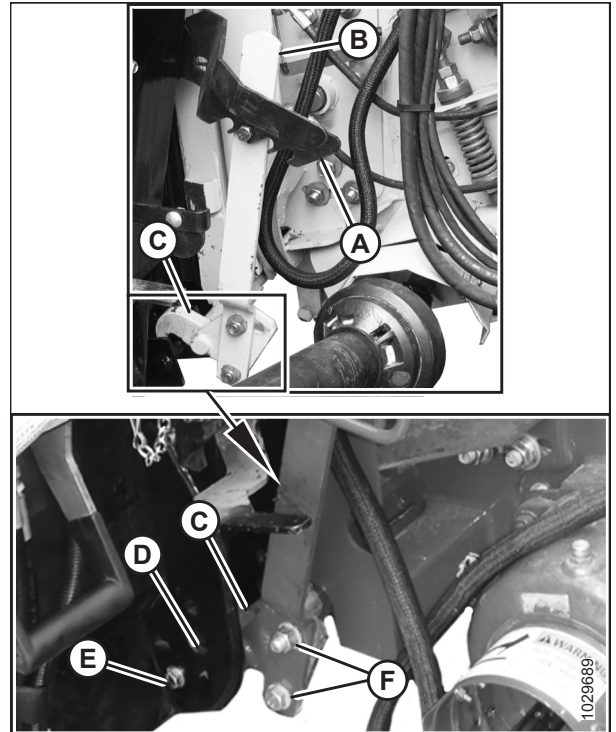


Figure 6.43: Engaging Locks

10. Rotate disc (B) on header driveline storage hook (A) and remove the driveline from the hook.

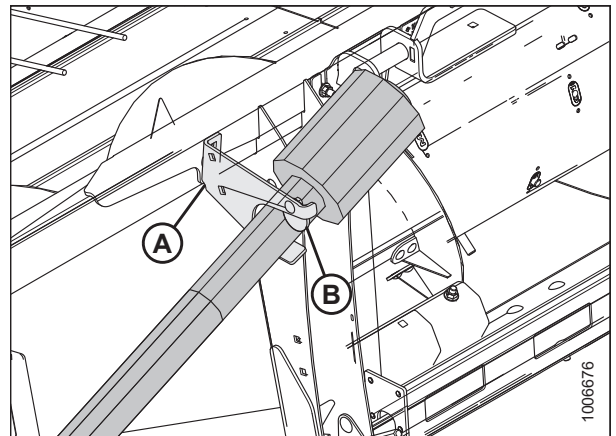


Figure 6.44: Driveline in Storage Position

ATTACHING HEADER TO COMBINE

11. Open the driveshield.
12. Pull back collar (B) on the end of the driveline and push it onto combine output shaft (A) until the collar locks.
13. Close the driveshield.

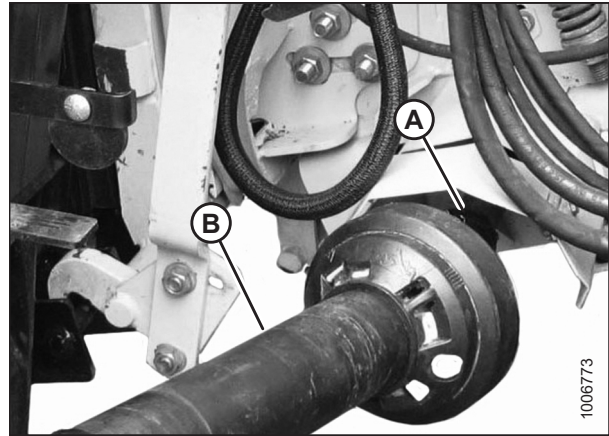


Figure 6.45: Attaching Driveline

14. Open cover (A).
15. Press lock button (B) and pull handle (C) halfway up to the open position.

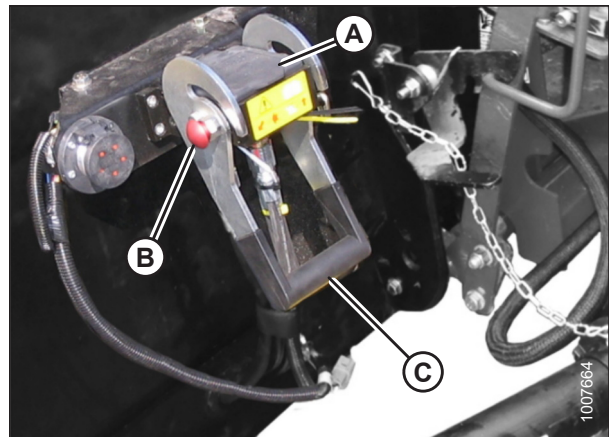


Figure 6.46: Header Receptacle

16. Remove coupler (A) from its storage location on the combine. Clean the mating surface of the coupler.

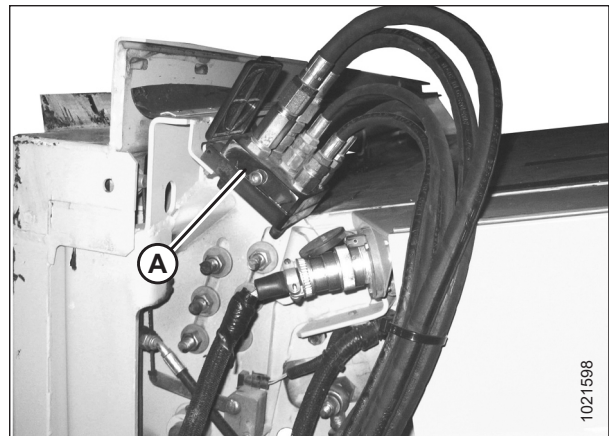


Figure 6.47: Combine Coupler/Connector

ATTACHING HEADER TO COMBINE

17. Position the coupler onto header receptacle (A) and push handle (B) downward to engage the pins into the receptacle.
18. Push handle (B) downward to the closed position until lock button (C) snaps out.
19. Open cover (D) on the header electrical receptacle.
20. Remove electrical connector (E) from the combine.
21. Align the lugs on electrical connector (E) with the slots in the header receptacle.
22. Push the connector onto the receptacle, and turn the collar on the connector clockwise to lock it in place.
23. Proceed to [6.7 Removing Deck Shipping Braces](#), page 105.

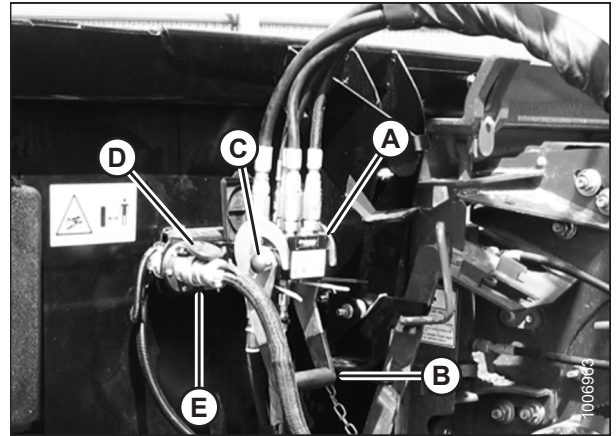


Figure 6.48: Attaching Coupler

6.6 Attaching Header to Versatile Combine

Once the header has been unloaded, assembled, and if necessary, reconfigured, it can be attached to the combine.

DANGER

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

DANGER

Ensure that all bystanders have cleared the area.

1. Check that pins (A) at the lower corners of the header opening are retracted.

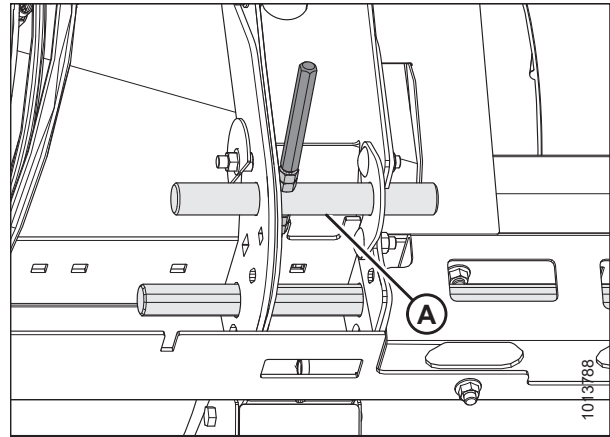


Figure 6.49: Locking Pins Retracted

2. Start the engine.
3. Slowly drive the combine up to the header until feeder house posts (A) are directly under header top brackets (B).
4. Raise the feeder house slightly to lift the header, ensuring that posts (A) properly engage header frame (B).
5. Position the header slightly off the ground, stop the engine, and remove the key from the ignition.

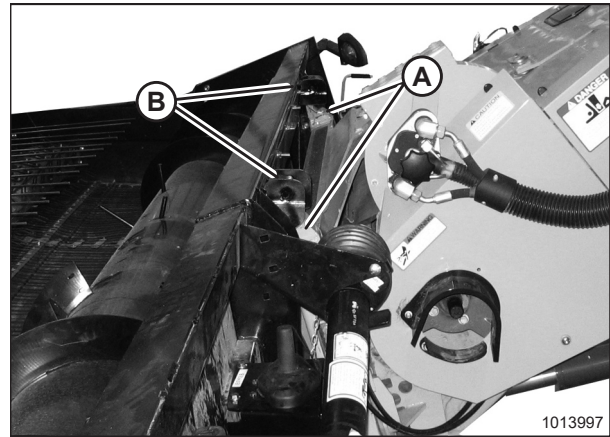


Figure 6.50: Picking up Header

ATTACHING HEADER TO COMBINE

- Grasp handle (A) and slide pin (B) into feeder house receptacle (C) until pin stop (D) drops down to lock the pin as shown in Figure 6.51, page 101. Ensure that the pin is engaged on the opposite side of the feeder house.
- If pin (B) does not align with feeder house receptacle (C), or if the header pan and the bottom of feeder house opening are not properly aligned, reposition the top beam by performing Step 8, page 101 to Step 17, page 102.

NOTE:

If the pin aligns with feeder house receptacle (C), proceed to Step 21, page 103.

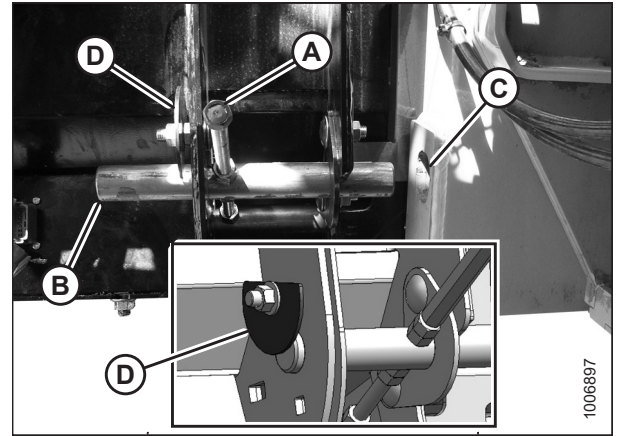


Figure 6.51: Feeder House Lock

- Measure the incorrect alignment between pin (A) and feeder house receptacle (B).
- Start the engine.
- Lower the header until it is 30 cm (1 ft.) off of the ground.
- Shut down the engine, and remove the key from the ignition.
- Place 10 cm by 10 cm (4 in. by 4 in.) blocks under the header frame.
- Lower the header onto the blocks. The feeder house should disengage from the top beam.
- Loosen bolts (A) along top beam (B) on the auger side of the header.

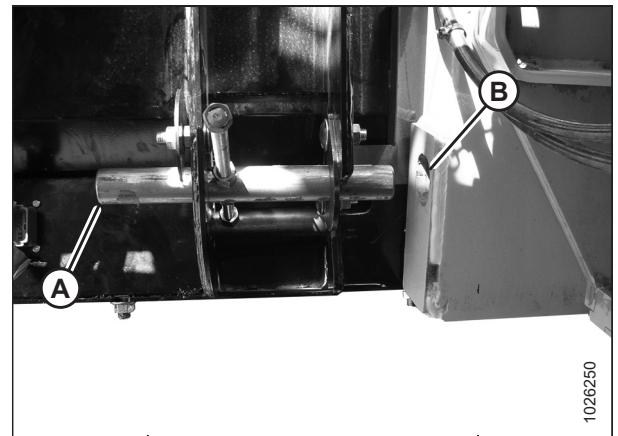


Figure 6.52: Feeder House Lock

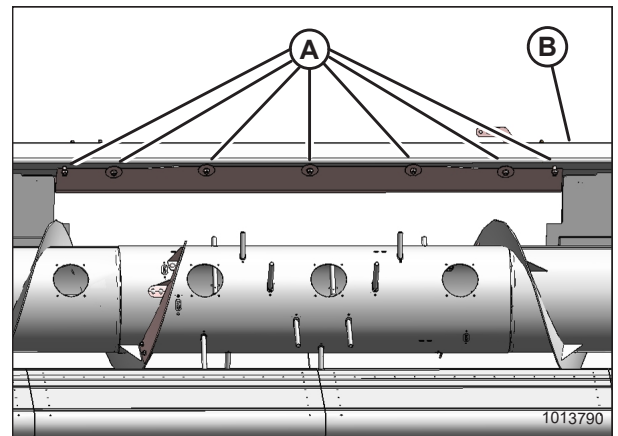


Figure 6.53: Top Beam — Front View

ATTACHING HEADER TO COMBINE

15. Loosen bolts (A) along top beam (B) on the back side of the header.

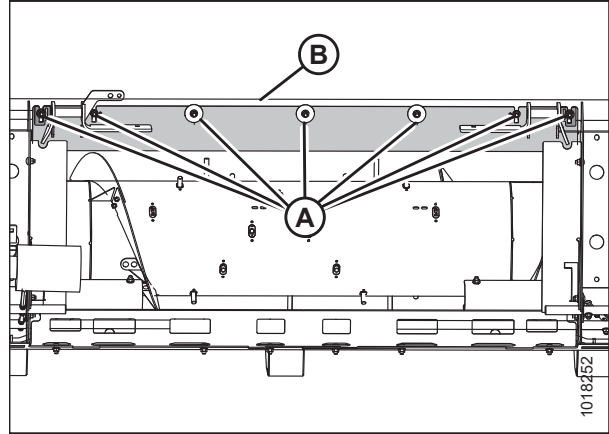


Figure 6.54: Top Beam — Rear View

16. Move support channel (A) according to the measurement recorded in Step 8, page 101 to align the locking pin with the feeder house receptacle. For instructions, refer to Step 6, page 101.
17. Tighten all the bolts on the back side and the auger side of the header.
18. Start the engine.

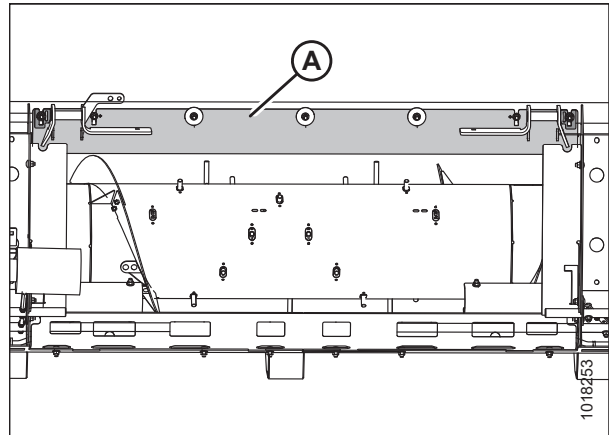


Figure 6.55: Top Beam — Rear View

19. Raise the feeder house to lift the header, ensuring that posts (A) properly engage header frame (B).
20. Shut down the engine, and remove the key from the ignition.

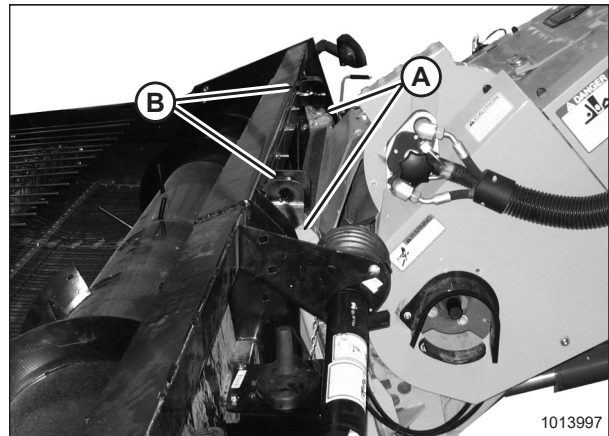


Figure 6.56: Picking up Header

ATTACHING HEADER TO COMBINE

21. Rotate disc (B) on header driveline storage hook (A), and remove the driveline from the hook.

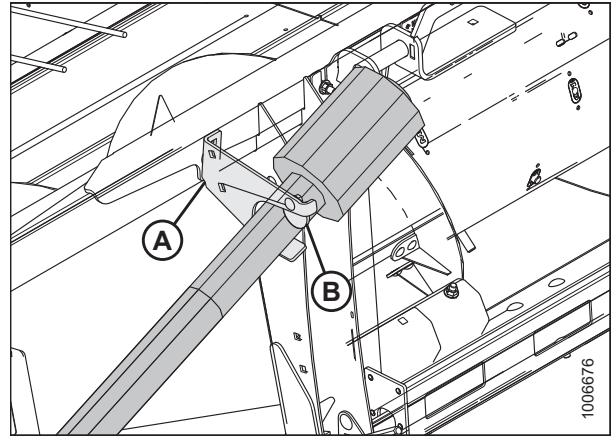


Figure 6.57: Driveline in Storage Position

22. Pull back collar (A) at the end of the driveline and push it onto combine output shaft (B) until the collar locks.

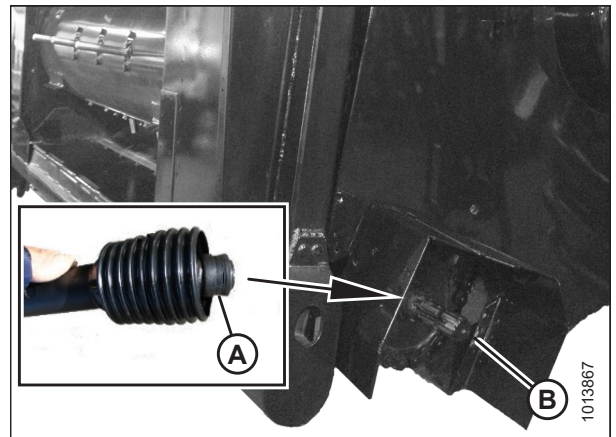


Figure 6.58: Driveline

23. Open cover (A) on the header receptacle.
24. Press lock button (B) and pull handle (C) upward to the fully open position.

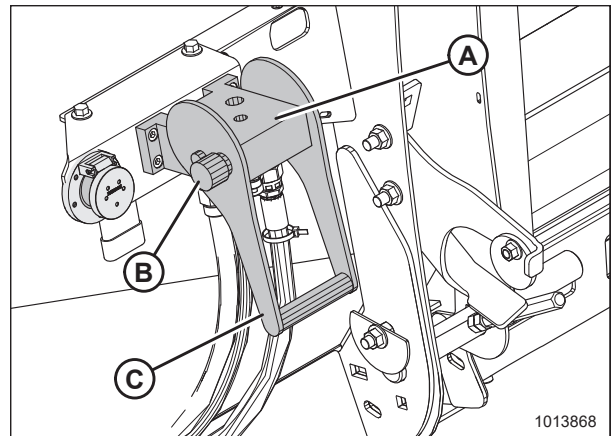


Figure 6.59: Coupler Lock

ATTACHING HEADER TO COMBINE

25. Remove coupler (A) from the combine and clean the mating surfaces, if necessary.

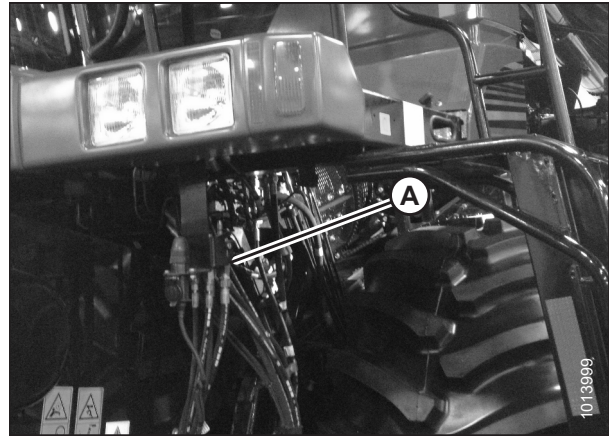


Figure 6.60: Versatile Coupler

26. Position coupler (A) onto the header receptacle and push handle (B) downward to engage the coupler pins into the receptacle.
27. Push the handle to the closed position until lock button (C) snaps out.
28. Open cover (D) on the header electrical receptacle.
29. Remove electrical connector (E) from the storage cup on the combine.
30. Align the lugs on electrical connector (E) with the slots in the receptacle.
31. Push the connector onto the receptacle, and turn the collar on the connector clockwise to lock it in place.
32. Remove the draper deck shipping braces. For instructions, refer to [6.7 Removing Deck Shipping Braces, page 105](#).

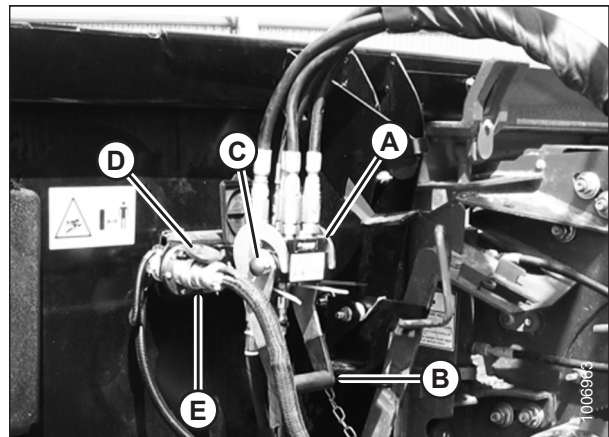


Figure 6.61: Attaching Coupler

6.7 Removing Deck Shipping Braces

The removable deck shipping braces are painted yellow. Remove the braces after attaching the header to the combine.

DANGER

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

1. Start the combine.
2. Relieve the load on support bolts (A) and (B) by moving the feeder house until the bolts are loose.
3. Shut down the combine and remove the key from the ignition.
4. Remove bolts (A) and (B), then remove support (C).
5. Repeat this procedure for the shipping braces on the other end of the header.

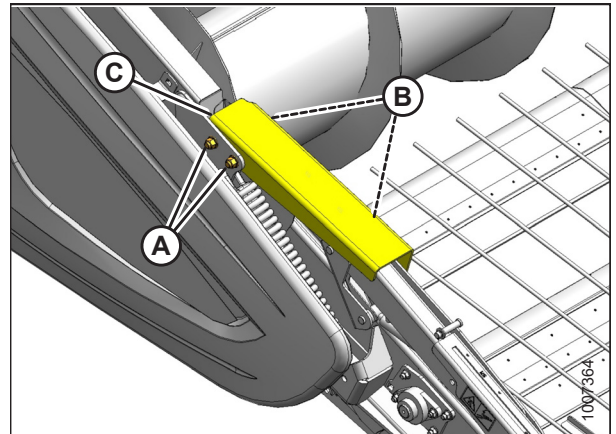


Figure 6.62: Shipping Support

Chapter 7: Predelivery Inspection

All pre-delivery checks must be completed before the header is delivered to the customer.

1. Ensure that no debris has fallen into the header.
2. Ensure that the header is field-ready by performing the final checks listed on the *Predelivery Checklist, page 133*.

IMPORTANT:

At this stage, no adjustments to the header should be required, unless an error was made during the unloading and assembly process. If the header requires adjustment, follow the procedures in this document.

NOTE:

Ensure that the Operator or Dealer retains the completed Predelivery Checklist.

7.1 Completing Predelivery Checklist

The predelivery checklist contains all the features of the machine that require inspection.

Perform the final checks and adjustments listed on the *Predelivery Checklist, page 133* (the yellow sheet attached to this instruction) to ensure that the machine is field-ready. Ensure that the Operator or the Dealer retains the completed Predelivery Checklist.



DANGER

Ensure that all bystanders have cleared the area.



DANGER

To prevent bodily injury or death from the 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.

7.1.1 Wheels and Tires

There are two wheels and tires installed on the pick-up header, one on each side of the header.

 **DANGER**

- Never install a tube in a cracked wheel rim.
- Never weld a wheel rim.
- Remove all the air from a tire before removing it from the rim.
- Never use force on an inflated or a partially inflated tire. Ensure that the tire is correctly seated before inflating it to operating pressure.
- Do NOT remove, install, or repair a tire on a rim unless you have the proper equipment and the experience to do so. Take the tire and rim to a qualified tire repair shop.
- If a tire is overinflated or it is incorrectly positioned on the rim, the tire bead can loosen on one side, causing air to escape with great force at a high speed. An air leak of this nature can propel the tire in any direction and endanger anyone in the area.
- Do NOT exceed the maximum inflation pressure indicated on the tire label/sidewall.
- Replace the tire if it is worn or damaged beyond repair.

Inflating Tires

If a tire on the header is not sufficiently inflated, inflate it to the correct pressure.

Table 7.1 Pick-Up Header Tire Pressure

Tire	Pressure
18.50 x 8.50-8	240–310 kPa (35–45 psi) ⁴

7.1.2 Checking Draper Belt Tension

Proper draper tension is achieved when the draper aligns with the indicator notches in the viewing slots on the side of the header.

The draper tension is set at the factory, but it should be checked before operating the header.

NOTE:

The drapers may be sticky after leaving the factory. To reduce this stickiness, apply talcum powder to the drapers.

To check the draper belt tension, perform the following steps:

1. Raise the header fully.
 2. Shut down the engine, and remove the key from the ignition.
 3. Engage the header safety props.
-
4. Use the lower end of this range if the header will be operated on rough terrain.

PREDELIVERY INSPECTION

4. Ensure that the drapers are visible through slots (A). Proper tension is achieved when the draper aligns with the indicator notch in slots (A).

IMPORTANT:

In order for the draper to track correctly, deck indicator (B) must be in the same position on both sides of the header.

If the draper tension needs to be adjusted, refer to [Adjusting Front Draper Belt Tension, page 109](#) or [Adjusting Rear Draper Belt Tension, page 113](#).

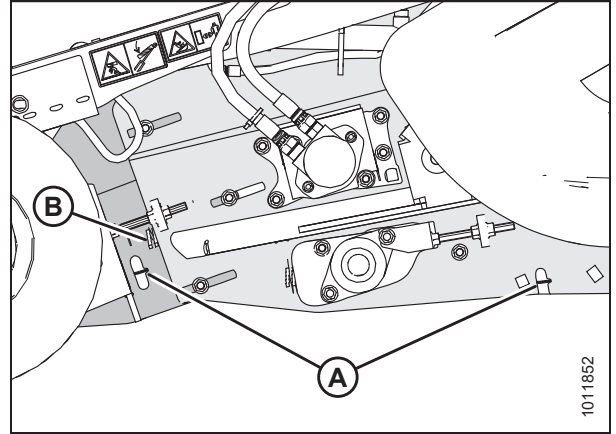


Figure 7.1: Draper Tension Indicator

Adjusting Front Draper Belt Tension

Adjust the front draper belt tension so that it is tensioned equally on both sides of the header.

Although the tension on the front draper is set at the factory, it should be checked before operating the header.

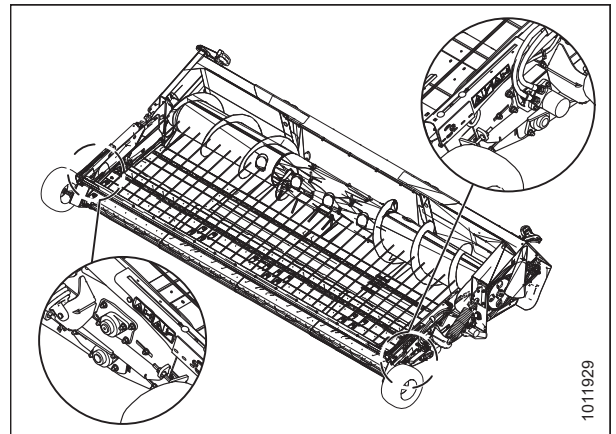


Figure 7.2: Front Deck Adjusting Bolt Locations

NOTE:

The stepped position indicator gauges are used to align both sides of the front and the rear decks to one another. Each notch (A) represents an adjustment of 1 mm (3/64 in.).

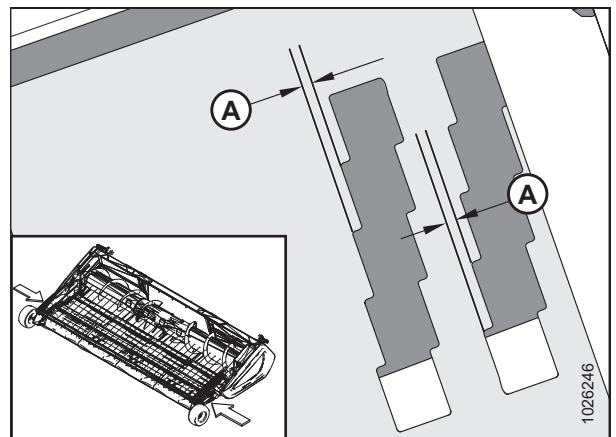


Figure 7.3: Stepped Position Indicators

PREDELIVERY INSPECTION

1. Raise the header fully.
2. Shut down the engine, and remove the key from the ignition.
3. Engage the header safety props.
4. Loosen three clamp bolts (A) on both tension adjusters.
5. On the left tension adjuster, loosen jam nut (B).

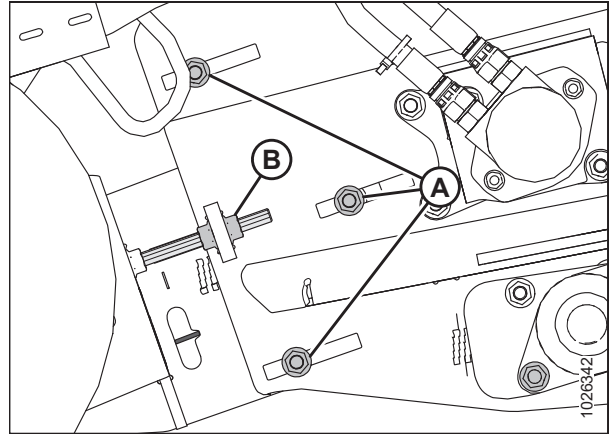


Figure 7.4: Left Tension Adjuster

6. Turn adjuster nut (A) to set the draper tension. Proper tension is achieved when the draper lines up with indicator notch (B).

IMPORTANT:

Do **NOT** tighten the draper further than notch (B). Drapers only need to be tight enough so that they do not slip when the header is operating. Overtightening the drapers can cause the following problems:

- The joining bolts may be pulled out of the draper.
- The drapers may twist or become wrinkled.
- The rollers or bearings may become damaged.

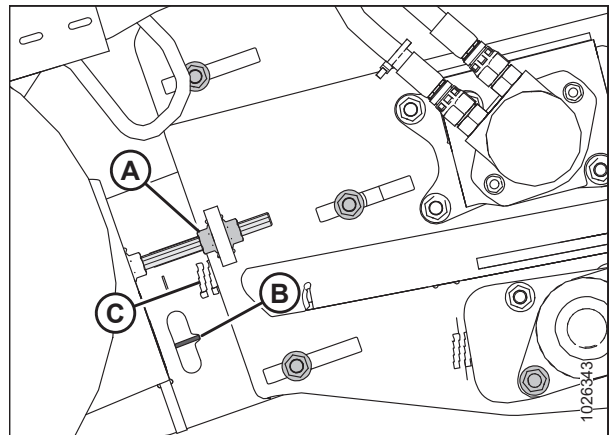


Figure 7.5: Left Tension Adjuster

7. Note the position of right stepped indicator (C).
8. On the right tension adjuster, loosen jam nut (A).
9. Turn adjuster nut (B) until right stepped indicator (C) is in the same position as the left stepped indicator.

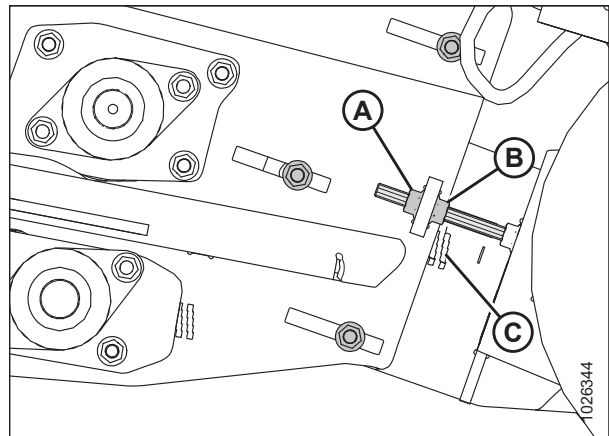


Figure 7.6: Right Stepped Position Indicator

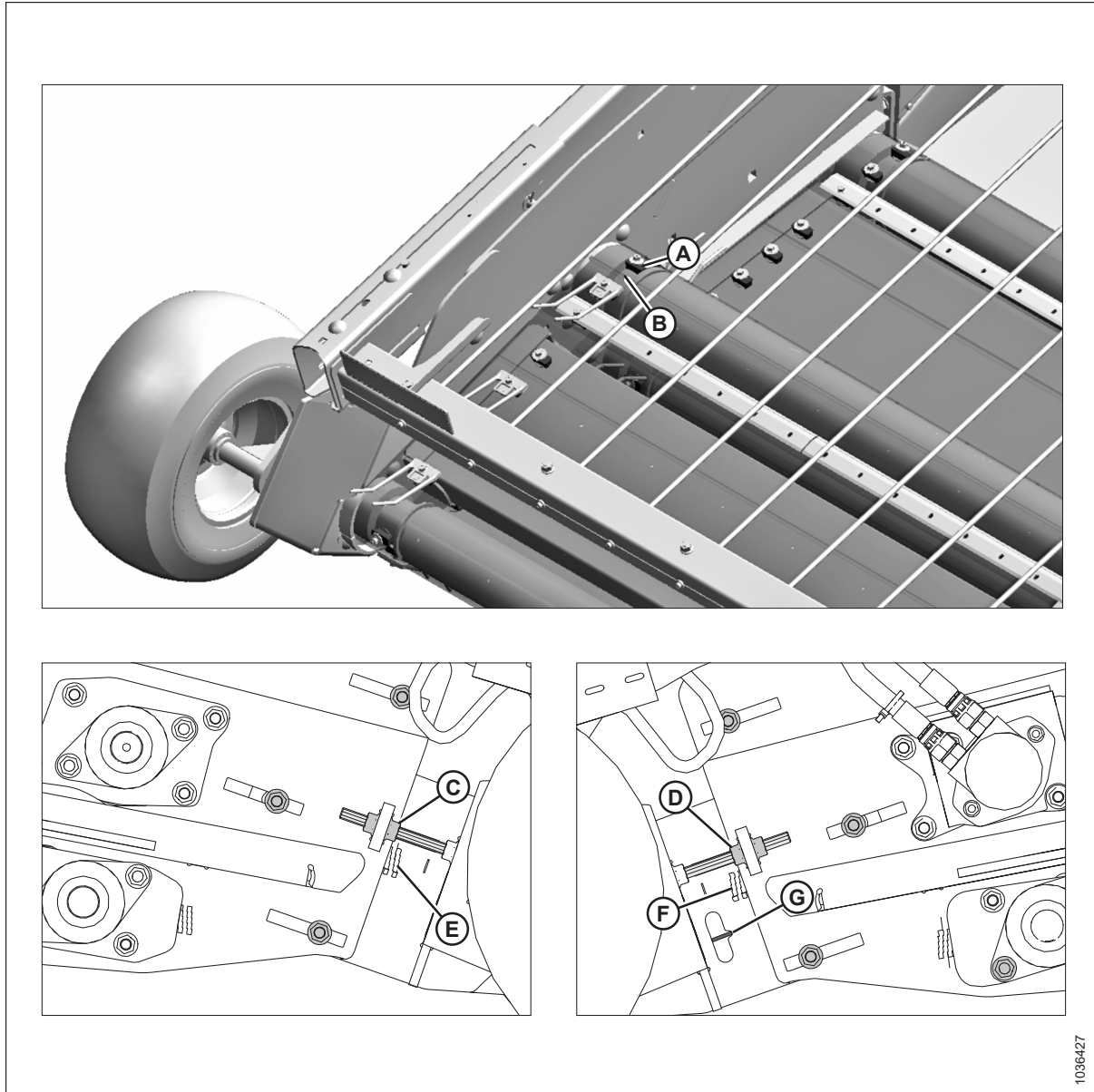


Figure 7.7: Draper Guides

10. If the draper lifts or if V-guides (A) pull away from the drive roller grooves:
 - a. Loosen right tension adjuster nut (C) or left tension adjuster nut (D) by one half turn on the side of the header which the draper should track toward.
 - b. Tighten the **OPPOSITE** adjuster nut by one half turn.
 - c. Ensure that right stepped position indicator gauge (E) is identical to left stepped position indicator gauge (F). The draper should line up with indicator notch (G).
 - d. Repeat the previous two steps until the draper tracks properly.

PREDELIVERY INSPECTION

11. Tighten three clamp bolts (A) and jam nut (B) on the right side of the header.
12. Tighten the bolts on the other side of the header.

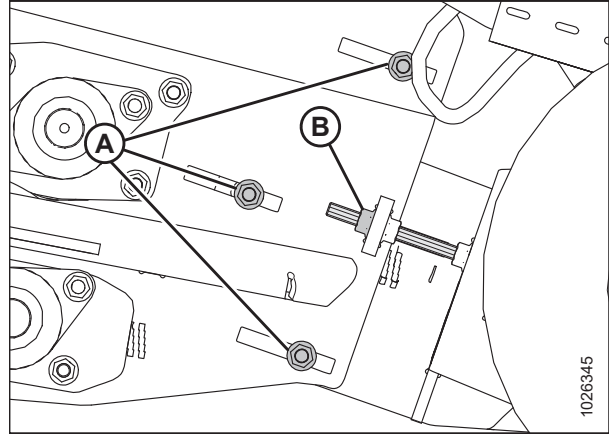


Figure 7.8: Right Stepped Position Indicator

PREDELIVERY INSPECTION

Adjusting Rear Draper Belt Tension

If the rear draper belt does not line up with the tension indicator notches in the viewing holes on the side of the header, the rear draper belt will need to be adjusted.

To adjust the rear draper belt tension:

1. Raise the header fully.
2. Shut down the engine, and remove the key from the ignition.
3. Engage the header safety props.
4. Loosen two clamp bolts (A) on the left side of the header.
5. Loosen jam nut (B).
6. Turn adjuster nut (C) to set the draper tension. Proper tension is achieved when the draper lines up with indicator notch (D).

IMPORTANT:

Do **NOT** tighten the draper further than notch (D). Drapers only need to be tight enough so that they do not slip when the header is operating. Overtightening the drapers may result in the following:

- The joining bolts may be pulled out of the draper.
- The drapers may twist or become wrinkled.
- The rollers or bearings may become damaged.

NOTE:

If the draper lifts or if the guides pull away from their grooves on the header, loosen adjuster nut (C) by one half turn on the side of the header which the draper should track towards.

7. Tighten clamp bolts (A) and jam nut (B).
8. Note the position of indicator (E) and set the right side [indicator notch (D), Figure 7.10, page 114] to the same position.

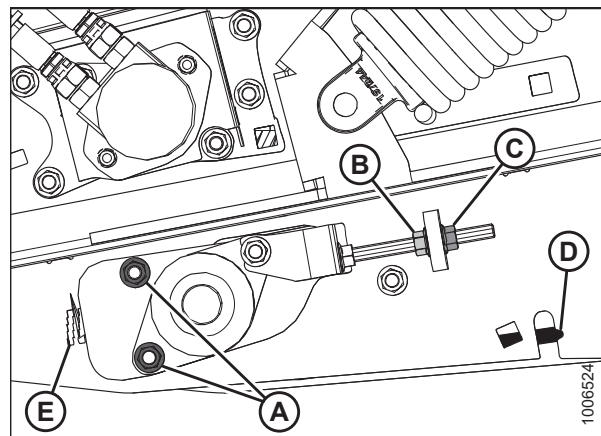


Figure 7.9: Rear Deck – Left Side Shown

PREDELIVERY INSPECTION

9. Loosen three clamp bolts (A) on the right side of the header.
10. Loosen jam nut (C).
11. Turn adjuster nut (B) until right stepped position indicator (D) is identical to left stepped position indicator.
12. Tighten clamp bolts (A) and jam nut (C).

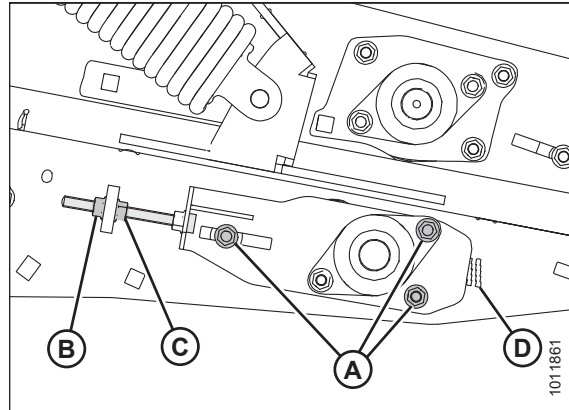


Figure 7.10: Rear Deck – Right Side Shown

7.1.3 Lubrication

Proper lubrication is essential to maximizing the service life of the pick-up header.

DANGER

To prevent injury, perform the following procedures before the header is serviced:

- Lower the header fully. If you intend to work on the header in the raised position, always engage the header lift cylinder safety props on the combine.
- Stop the engine, and remove the key from the ignition.
- Engage the parking brake.
- Wait for all moving parts to stop moving.

Lubricating the Header

Certain components of the header will require regular lubrication to ensure the component's service life.

Refer to the table below for information on the type of lubricants needed:

Table 7.2 Header Lubricant Specifications

Lubricant	Specification	Description	Use
Grease	SAE Multi-purpose	High temperature extreme pressure (EP2) with 1% max molybdenum disulphide (NLGI Grade 2) Lithium base	As needed
		Extreme pressure (EP) with 1.5–5% molybdenum disulphide (NLGI Grade 2) Lithium base	Drive motor shaft

To lubricate the header:

- Use the recommended lubricants.
- Wipe the grease fittings with a clean cloth to prevent contaminants from being injected into the fitting.
- Inject the grease through the fittings with a grease gun until the grease flows over the fitting (unless a particular procedure provides different instructions). Leave a blob of grease on the fitting.
- If the fitting will not take grease, remove the fitting and clean it thoroughly. Clean the lubricant passageway.
- Replace any loose or broken fittings immediately.

PREDELIVERY INSPECTION

Lubricating Auger Drive Chain

Lubricate the auger drive chain frequently with SAE 30 engine oil to maximize its service life.

1. Lower the header.
2. Shut down the engine, and remove the key from the ignition.
3. Open the left endshield. For instructions, refer to [3.3.1 Opening Left Endshield, page 16](#).
4. Apply a liberal amount of SAE 30 engine oil to chain (A).
5. Close the left endshield. For instructions, refer to [3.3.2 Closing Left Endshield, page 17](#).

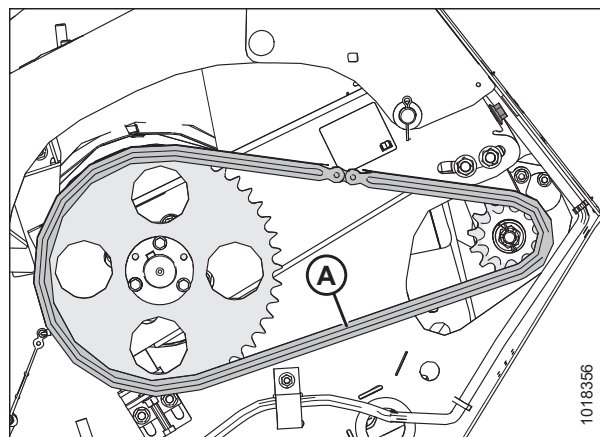


Figure 7.11: Auger Drive Chain

Greasing Points

Several parts of the header require regular lubrication.

The following bearing greasing procedures apply only to pick-up headers of model year 2022 and later. These headers are equipped with bearings (MD #302355), which have grease fittings. Model year 2021 and prior headers will have draper deck and auger bearings (MD #152610), which lack grease fittings. Replace any failed MD #152610 bearings with MD #302355.

Every 25 Hours

- Front draper deck idler bearing (underneath the wheel support plate) (A)
- Rear draper deck idler bearing (B)
- Front draper deck drive bearing (C)

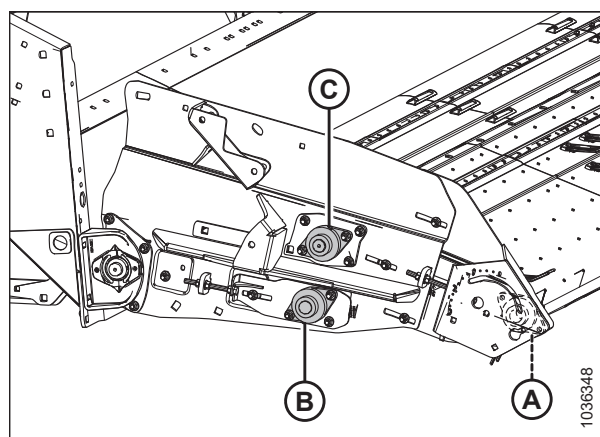


Figure 7.12: Bearings with Grease Fittings – Right Side of Header

PREDELIVERY INSPECTION

- Front draper deck idler bearing (underneath the wheel support plate) (A)
- Rear draper deck idler bearing (B)
- Front draper deck drive bearing (behind the hydraulic motor) (C)

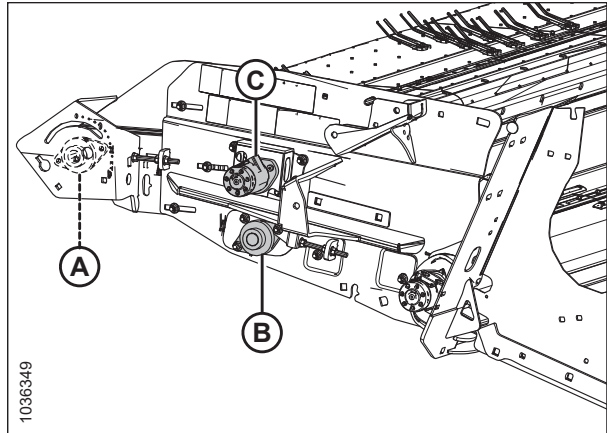


Figure 7.13: Bearings with Grease Fittings – Left Side of Header

NOTE:

You can reach the grease points for bearings (A) and (B) can by removing the access covers on the auger drum. Refer to the PW8 Pick-Up Header operator's manual for instructions on how to remove the access covers. Bearing (C) can be accessed from outside the auger.

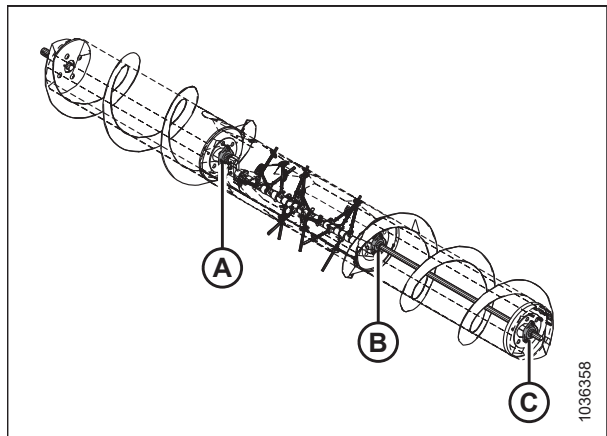


Figure 7.14: Bearings with Grease Fittings on Auger – View from Right Side

Every 50 Hours

If caster wheels are equipped on the header, apply grease every 50 hours at location (A) on each caster wheel.

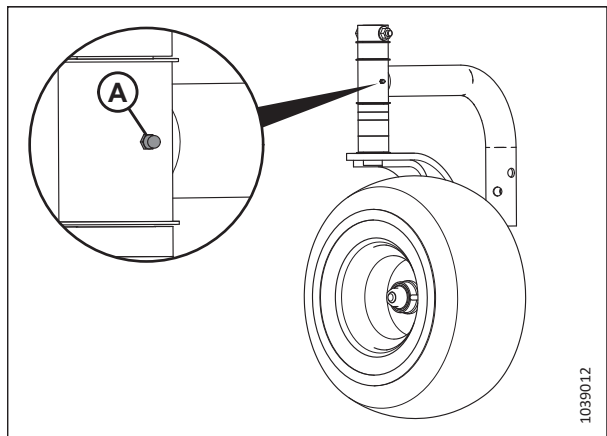


Figure 7.15: Caster Wheels Grease Fitting

PREDELIVERY INSPECTION

Every 100 Hours

The driveline on the header will need to be lubricated every 100 hours.



Figure 7.16: Driveline Greasing Points

A - Driveline Slip-Joint
C - Driveline Clutch

B - Driveline Guard (Both Ends)

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7.1.4 Checking Contents of Manual Storage Case

The manual storage case contains the header operator’s manual and the header parts catalog. If the header was shipped with a Case/New Holland completion package, the decals for the endshields can also be found here.

1. Open the case. If necessary, remove the cable tie on manual case (A).
2. Ensure that the case contains the following manuals:
 - PW8 Pick-Up Header Operator’s Manual
 - PW8 Pick-Up Header Parts Catalog
3. Put the manuals back in the case.
4. **For headers shipped with a Case/New Holland completion package:** Remove the decals from the case.
5. Close the manual case.

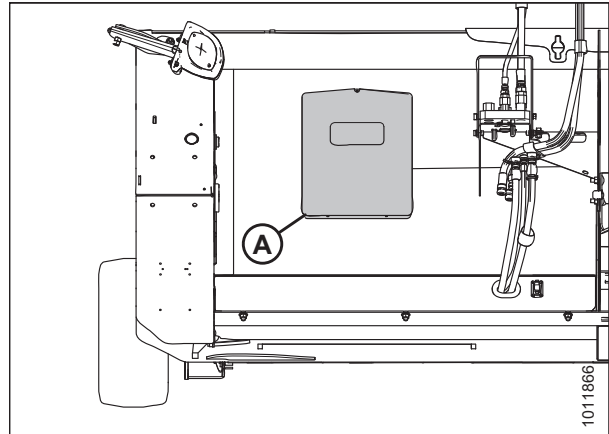


Figure 7.17: Manual Storage Case

7.1.5 Installing Endshield Decals – Case and New Holland Combines Only

If the header was shipped with a Case/New Holland completion package, the manual case will contain red and yellow stripe decals for the right and left header endshields.

Select the decals which match the color of the combine. Install the decals as follows:

1. Clean and dry the installation area outlined by black shadow (A) on the left endshield.
2. Ensure that the decal is placed on top of black shadow (A). Remove the smaller portion of the split backing paper.
3. Position the decal on the endshield. Slowly peel back the remaining paper and press the decal into place. Smooth the decal as you apply it.
4. Prick any small air pockets in the decal with a pin. Smooth the air pockets out.
5. Repeat this procedure to install the decal on the right endshield.

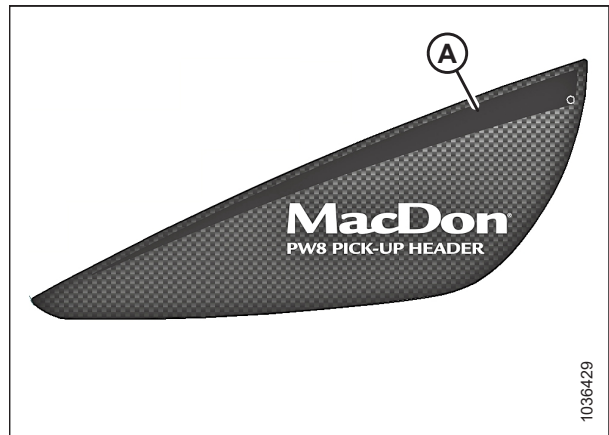


Figure 7.18: Left Endshield – Right Opposite

7.1.6 Running up the Header

Once the header has been assembled and inspected, run up the header to ensure that it is working correctly.

1. Start the combine.
2. Position the header so that it is approximately 356 mm (14 in.) from the ground to the center of the rear roller.

NOTE:

This is the standard operating height. The wheels should touch the ground.

3. Set the throttle to operating speed.
4. From the operator's seat, observe the operation of the header for 5 minutes. Listen for any unusual sounds. If you hear any unusual sounds, set the engine to a low idle, disengage the header, shut down the combine, and investigate the problem.
5. To test the function of the height controller, drive the combine over uneven ground and note the following:
 - If the front end of the header rises (as if the combine were on an incline), the combine's auto header height control (AHC) system should increase the height of the header.
 - If the front of the header falls (as if the combine were on a decline), the combine's AHC system should decrease the height of the header.
6. **For combines equipped with draper and auger speed monitoring capabilities:** Ensure that the draper speed and the auger speed appear on the combine display.
7. Fully raise the hold-down. If the hold-down is not level, perform the following steps:
 - a. Raise the hold-down. Continue raising the hold-down when it is at its maximum height; this will rephase the hold-down's hydraulic cylinders.
 - b. Lower and raise the hold-down several times. Ensure that the hold-down stays level.
 - c. If the hold-down does not stay level, lower the hold-down. Have an assistant place a container under the bleed screw on the hold-down's slave cylinder. Loosen the bleed screw.
 - d. Pressurize the hold-down circuit. Have the assistant observe the flow of hydraulic fluid from the bleed screw. Continue pressurizing the hold-down circuit until the flow of oil is continuous and free of air bubbles.
 - e. Lower the hold-down. Torque the bleed screw to 3.4 Nm (2.5 lbf·ft [30 lbf·in]).
 - f. Repeat Steps a and b. The cylinders should rise and fall at the same rate. It should take 12–18 seconds for the hold-down to fall from its highest point. It is acceptable for the slave cylinder to protrude 0–13 mm (0–1/2 in.) when the master cylinder is fully retracted.
8. Observe the draper at the V-guide drive roller locations:
 - a. If the draper lifts up or if the V-guides climb out of their groove, loosen the draper tensioner on the side toward which the draper should be tracking by one half turn. Tighten the **OPPOSITE** draper tensioner by one half turn.
 - b. If the V-guides continue to climb out of their grooves, raise the header by 152 mm (6 in.).
 - c. Engage the header for 15 seconds. Disengage the header, then lower the header back to the level position.
 - d. Engage the header at level position. Let it operate for 30 seconds.

7.2 Setting Up Auto Header Height Control System

The auto header control system will need to be configured specifically for the customer's combine.

Refer to the PW8 Pick-Up Header operator's manual or technical manual for more information.

Chapter 8: Reference

Refer to the topics in this chapter as needed.

8.1 Recommended Fluids and Lubricants

Lubricate the header with the specified grease and lubricant for maximum service life.

Keep your machine operating at maximum efficiency by using only clean lubricants and by ensuring the following:

- Use clean containers to handle all lubricants.
- Store lubricants in an area protected from dust, moisture, and other contaminants.

Table 8.1 Recommended Fluids and Lubricants

Lubricant	Specification	Description	Use
Grease	SAE multi-purpose	High temperature extreme pressure (EP2) performance with 1% max molybdenum disulphide (NLGI Grade 2) lithium base	As required, unless otherwise specified
		Extreme pressure (EP) performance with 1.5–5% molybdenum disulphide (NLGI Grade 2) lithium base	Drive motor shaft
Oil	SAE 30	—	Auger drive chain

8.2 Definitions

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

Term	Definition
AHHC	Auto header height control
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
CGVW	Combined gross vehicle weight
Finger tight	Finger tight is a reference position where sealing surfaces or components are making contact with each other and the fitting has been tightened to a point where the fitting is no longer loose
F.F.F.T.	Flats from finger tight
GVW	Gross vehicle weight
hp	Horsepower
JIC	Joint Industrial Council: A standards body that developed the standard sizing and shape for original 37° flared fitting
n/a	Not applicable
Nut	An internally threaded fastener that is designed to be paired with a bolt
NPT	National Pipe Thread: A style of fitting used for low pressure port openings, threads on NPT fittings are uniquely tapered for an interference fit
ORB	O-ring boss: A style of fitting commonly used in port 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 an O-ring seal (ORS)
Pick-up header	A machine that attaches to a combine and picks up grain that has been cut and laid in windrows

REFERENCE

Term	Definition
PTO	Power take-off
RoHS (Reduction of Hazardous Substances)	A directive by the European Union to restrict the use of certain hazardous substances (such as hexavalent chromium used in some yellow zinc platings)
SAE	Society of Automotive Engineers
Screw	A headed and externally threaded fastener that threads into preformed threads or forms its own thread in one of the mating parts
Soft joint	A joint made with the use of a fastener where the joining materials are compressible or experience relaxation over a period of time
spm	Strokes per minute
Tension	Axial load placed on a bolt or screw, usually measured in Newtons (N) or pounds (lb.)
T.F.F.T.	Turns from finger tight
Torque	The product of a force X lever arm length, usually measured in Newton-meters (Nm) or foot-pounds (lbf·ft)
Torque angle	A tightening procedure where the fitting is assembled to a precondition (finger tight) and then the nut is turned further a number of degrees or a number of flats to achieve its final position
Torque-tension	The relationship between the assembly torque applied to a piece of hardware and the axial load it induces in the bolt or screw
Washer	A thin cylinder with a hole or slot located in the center and is to be used as a spacer, load distribution element or a locking mechanism

8.3 Conversion Chart

This manual uses both SI units (including metric) and US customary units (sometimes referred to as standard units) of measurement. A list of those units along with their abbreviations and conversion factors is provided here for your reference.

Table 8.2 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.

8.4 Torque Specifications

The following tables provide torque values for various bolts, cap screws, and hydraulic fittings. Refer to these values only when no other torque value has been specified in a given procedure.

- Tighten all bolts to the torque values specified in the charts below, unless you are directed otherwise in this manual.
- Replace removed hardware with hardware of the same strength and grade.
- Refer to the torque value tables as a guide when periodically checking the tightness of bolts.
- Understand the torque categories for bolts and cap screws by reading the markings on their heads.

Jam nuts

Jam nuts require less torque than nuts used for other purposes. When applying torque to finished jam nuts, multiply the torque applied to regular nuts by 0.65 to obtain the modified torque value.

Self-tapping screws

Refer to the standard torque values when installing the self-tapping screws. Do **NOT** install the self-tapping screws on structural or otherwise critical joints.

8.4.1 Metric Bolt Specifications

Specifications are provided for the appropriate final torque values to secure various sizes of metric bolts.

NOTE:

The torque values provided in the following metric bolt torque tables apply to hardware installed dry; that is, hardware with no grease, oil, or threadlocker on the threads or heads. Do **NOT** add grease, oil, or threadlocker to bolts or cap screws unless you are directed to do so in this manual.

Table 8.3 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

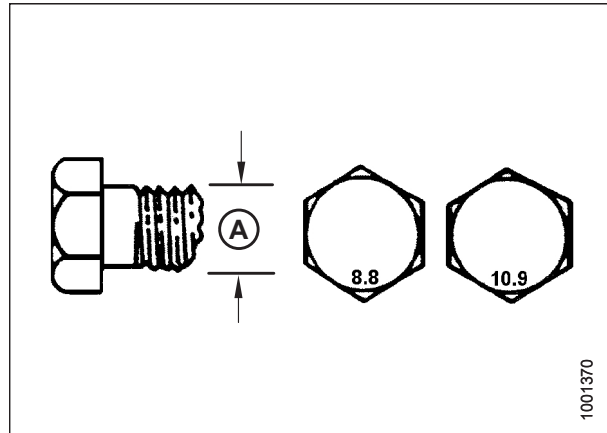


Figure 8.1: Bolt Grades

REFERENCE

Table 8.4 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

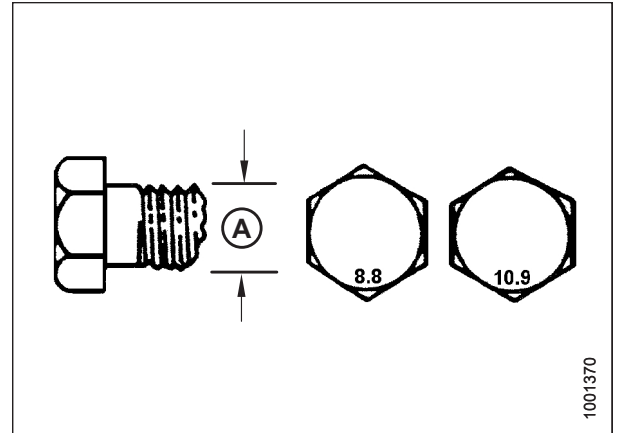


Figure 8.2: Bolt Grades

Table 8.5 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

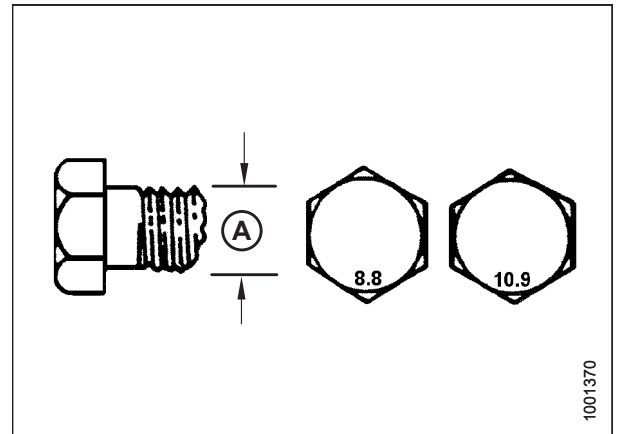


Figure 8.3: Bolt Grades

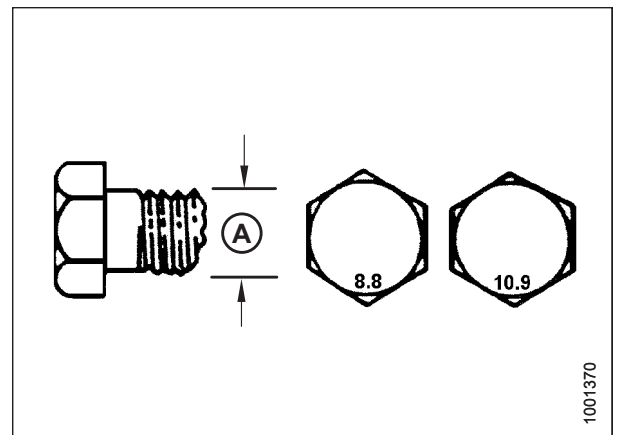


Figure 8.4: Bolt Grades

REFERENCE

Table 8.6 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

8.4.2 Metric Bolt Specifications – Cast Aluminum

Specifications are provided for the appropriate final torque values for various sizes of metric bolts in cast aluminum.

NOTE:

The torque values provided in the following metric bolt torque tables apply to hardware installed dry; that is, hardware with no grease, oil, or threadlocker on the threads or heads. Do **NOT** add grease, oil, or threadlocker to bolts or cap screws unless you are directed to do so in this manual.

Table 8.7 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	–	–	–	–

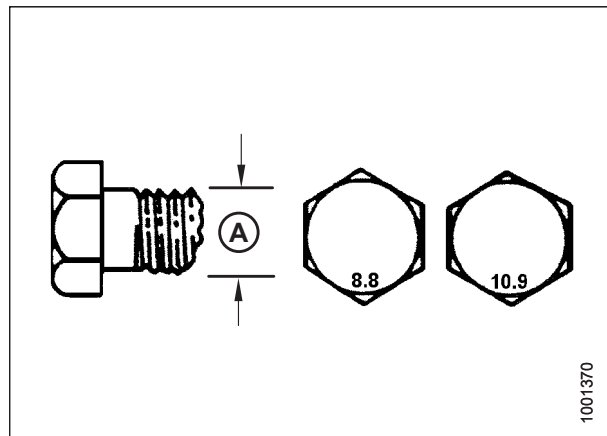


Figure 8.5: Bolt Grades

1001370

8.4.3 Flare-Type Hydraulic Fittings

The standard torque values are provided for flare-type hydraulic fittings. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, refer to the value specified in the procedure instead.

1. Inspect flare (A) and flare seat (B) for defects that might cause leakage.
2. Align tube (C) with fitting (D) and thread nut (E) onto the fitting without lubrication until contact is made between the flared surfaces.
3. Torque fitting nut (E) to the specified number of flats from finger tight (FFFT) or to a given torque value in Table 8.8, page 127.
4. Secure fitting (D) with two wrenches. Place one wrench on fitting body (D), and tighten nut (E) with the other wrench to the torque value shown in Table 8.8, page 127.
5. Verify the final condition of connection.

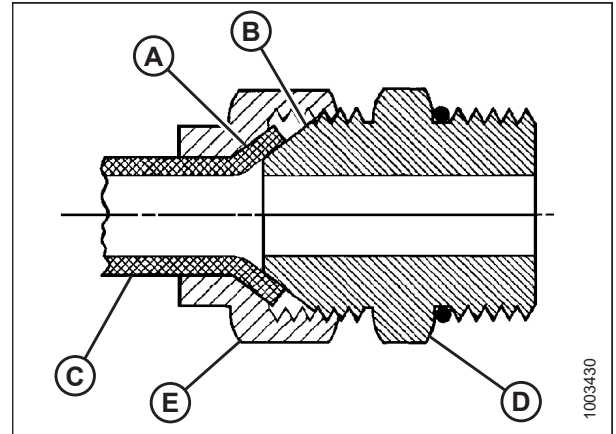


Figure 8.6: Hydraulic Fitting

Table 8.8 Flare-Type Hydraulic Tube Fittings

SAE Dash Size	Thread Size (in.)	Torque Value ⁵		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

5. Torque values shown are based on lubricated connections as in reassembly.

8.4.4 O-Ring Boss Hydraulic Fittings – Adjustable

The standard torque values are provided for adjustable hydraulic fittings. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, refer to the value specified in the procedure instead.

1. Inspect O-ring (A) and seat (B) for dirt or defects.
2. Back off lock nut (C) as far as possible. Ensure that washer (D) is loose and that it is pushed toward lock nut (C) as far as possible.
3. Ensure that O-ring (A) is **NOT** on the threads. Adjust O-ring (A) if necessary.
4. Apply hydraulic system oil to O-ring (A).

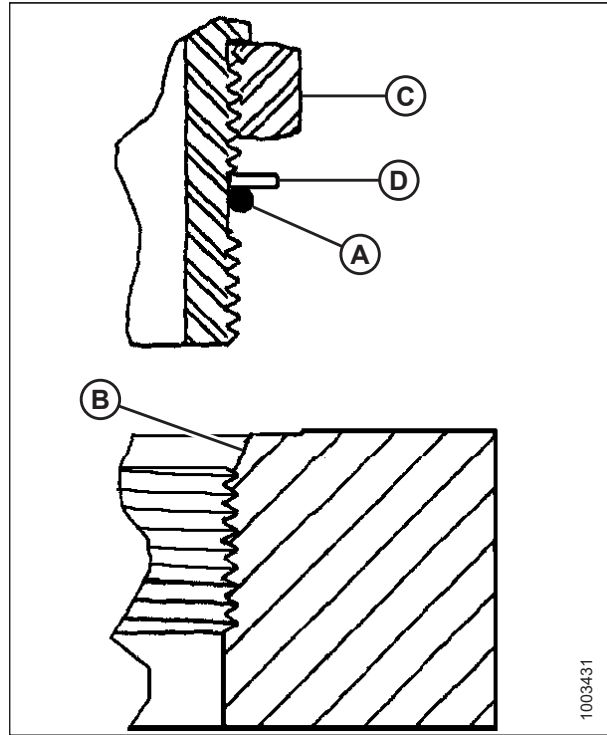


Figure 8.7: Hydraulic Fitting

5. Install fitting (B) into the port until backup washer (D) and O-ring (A) contact part face (E).
6. Position the angle fittings by unscrewing no more than one turn.
7. Turn lock nut (C) down to washer (D) and tighten it to the torque value indicated in the table. Use two wrenches, one on fitting (B) and the other on lock nut (C).
8. Verify the final condition of the fitting.

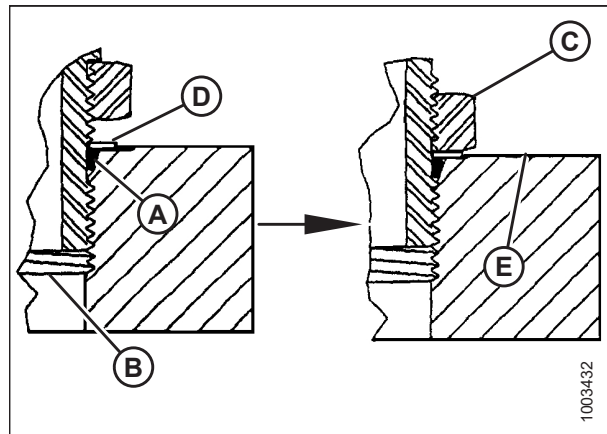


Figure 8.8: Hydraulic Fitting

REFERENCE

Table 8.9 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable and Non-Adjustable

SAE Dash Size	Thread Size (in.)	Torque Value ⁶	
		Nm	lbf-ft (*lbf-in)
-2	5/16-24	10-11	*89-97
-3	3/8-24	18-20	*159-177
-4	7/16-20	29-32	21-24
-5	1/2-20	32-35	24-26
-6	9/16-18	40-44	30-32
-8	3/4-16	70-77	52-57
-10	7/8-14	115-127	85-94
-12	1 1/16-12	183-201	135-148
-14	1 3/16-12	237-261	175-193
-16	1 5/16-12	271-298	200-220
-20	1 5/8-12	339-373	250-275
-24	1 7/8-12	414-455	305-336
-32	2 1/2-12	509-560	375-413

8.4.5 O-Ring Boss Hydraulic Fittings – Non-Adjustable

The standard torque values for non-adjustable hydraulic fittings are provided. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, use the value specified in the procedure instead.

1. Inspect O-ring (A) and seat (B) for dirt or defects.
2. Ensure that O-ring (A) is **NOT** on the threads. Adjust O-ring (A) if necessary.
3. Apply hydraulic system oil to the O-ring.
4. Install fitting (C) into the port until the fitting is hand-tight.
5. Torque fitting (C) according to values in Table 8.10, page 129.
6. Verify the final condition of the fitting.

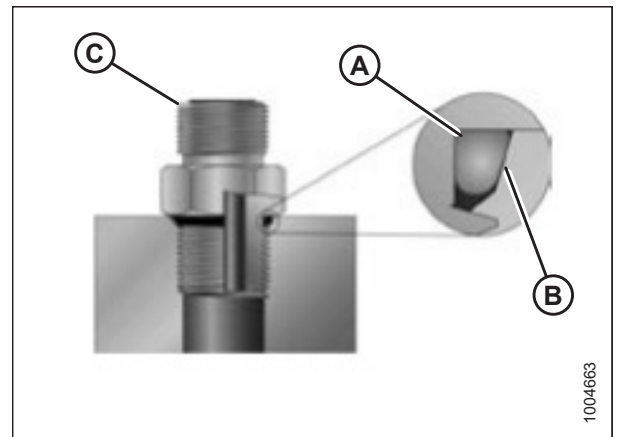


Figure 8.9: Hydraulic Fitting

Table 8.10 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable and Non-Adjustable

SAE Dash Size	Thread Size (in.)	Torque Value ⁶	
		Nm	lbf-ft (*lbf-in)
-2	5/16-24	10-11	*89-97
-3	3/8-24	18-20	*159-177
-4	7/16-20	29-32	21-24
-5	1/2-20	32-35	24-26

6. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

Table 8.10 O-Ring Boss (ORB) Hydraulic Fittings – Adjustable and Non-Adjustable (continued)

SAE Dash Size	Thread Size (in.)	Torque Value ⁷	
		Nm	lbf-ft (*lbf-in)
-6	9/16-18	40-44	30-32
-8	3/4-16	70-77	52-57
-10	7/8-14	115-127	85-94
-12	1 1/16-12	183-201	135-148
-14	1 3/16-12	237-261	175-193
-16	1 5/16-12	271-298	200-220
-20	1 5/8-12	339-373	250-275
-24	1 7/8-12	414-455	305-336
-32	2 1/2-12	509-560	375-413

8.4.6 O-Ring Face Seal Hydraulic Fittings

The standard torque values are provided for O-ring face seal hydraulic fittings. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, refer to the value specified in the procedure instead.

Torque values are shown in the Table 8.11, page 131.

1. Ensure that the sealing surfaces and the fitting threads are free of burrs, nicks, scratches, and any foreign material.



Figure 8.10: Hydraulic Fitting

7. Torque values shown are based on lubricated connections as in reassembly.

REFERENCE

2. Apply hydraulic system oil to O-ring (B).
3. Align the tube or hose assembly so that the flat face of sleeve (A) or (C) comes into full contact with O-ring (B).
4. Thread tube or hose nut (D) until it is hand-tight. The nut should turn freely until it bottoms out.
5. Torque the fittings according to values in Table 8.11, page 131.

NOTE:

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

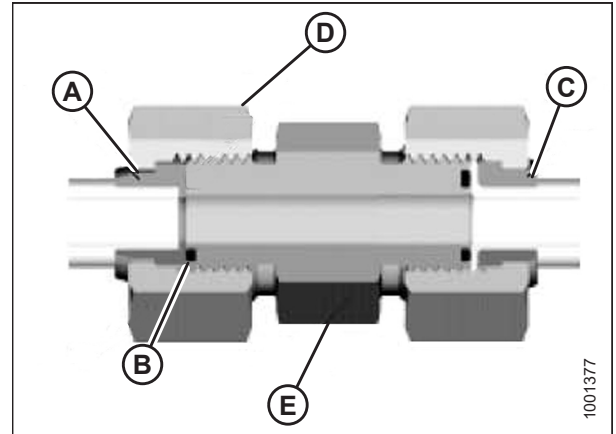


Figure 8.11: Hydraulic Fitting

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

Table 8.11 O-Ring Face Seal (ORFS) Hydraulic Fittings

SAE Dash Size	Thread Size (in.)	Tube O.D. (in.)	Torque Value ⁸	
			Nm	lbf-ft
-3	Note ⁹	3/16	–	–
-4	9/16	1/4	25–28	18–21
-5	Note ⁹	5/16	–	–
-6	11/16	3/8	40–44	30–32
-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 ⁹	7/8	–	–
-16	1 7/16	1	150–165	111–122
-20	1 11/16	1 1/4	205–226	151–167
-24	2	1 1/2	315–347	232–256
-32	2 1/2	2	510–561	376–414

8.4.7 Tapered Pipe Thread Fittings

The standard torque values are provided for tapered pipe thread fittings. If a procedure specifies a different torque value for the same type and size of fitting found in this topic, refer to the value specified in the procedure instead.

Assemble pipe fittings as follows:

1. Ensure that the fitting and the port threads are free of burrs, nicks, scratches, and any other form of contamination.
2. Apply paste-type pipe thread sealant to the external pipe threads.
3. Thread the fitting into the port until it is hand-tight.

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

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

REFERENCE

4. Torque the connector to the appropriate torque angle. The turns from finger tight (TFFT) and flats from finger tight (FFFT) values are shown in Table 8.12, page 132. Ensure that the tube end of a shaped connector (typically a 45° or 90° elbow) is aligned to receive the incoming tube or hose assembly. Always finish the alignment of the fitting in the direction of tightening. Never loosen the threaded connectors to achieve alignment.
5. Clean all residue and any excess thread conditioner with an appropriate cleaner.
6. Inspect the final condition of the fitting. Pay special attention to the possibility of cracks in the port opening.
7. Mark the final position of the fitting. If a fitting leaks, disassemble the fitting and check it for damage.

NOTE:

The failure of fittings due to over-torquing may not be evident until the fittings are disassembled and inspected.

Table 8.12 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

Predelivery Checklist

After unloading and assembling the pick-up header, you will need to inspect it.

Perform the checks listed in the table below. If the header requires further adjustment, follow the relevant procedure in this manual.

Ensure that the completed checklist is retained by the header's Operator or the Dealer.

Header Serial Number: _____

✓	Item	Reference
	Check the header for any shipping damage or any missing parts. Ensure that all of the shipping material has been removed from the header.	—
	Inspect the header for any loose hardware. Tighten any loose hardware to the specified torque value.	8.4 Torque Specifications, page 124
	Ensure that the wheels are in the field (working) position.	4.3 Setting Fixed Wheels to Field Position, page 23
	Ensure that the header's tires are inflated to 240–310 kPa (35–45 psi).	Inflating Tires, page 108
	Ensure that the hold-down is set to the field (working) position.	4.8 Moving Hold-Down to Field Position, page 30
	Ensure that the header is lubricated.	Lubricating the Header, page 114
	Check the tension on the draper belts.	7.1.2 Checking Draper Belt Tension, page 108
	Ensure that the transport lights (if they are installed) are extended to the transport position.	4.9 Adjusting Transport Lights, page 31
	Ensure that the height sensor is calibrated.	Refer to the combine operator's manual
Run-Up Procedure		
	Ensure that the hydraulic hose and the wiring harness are routed correctly, so that they do not become damaged when raising or lowering the header.	—
	Ensure that the hold-down is level when it is fully raised.	7.1.6 Running up the Header, page 119
	Ensure that the draper speed sensor is working correctly.	Refer to the combine operator's manual
	Ensure that the height controller is working.	7.1.6 Running up the Header, page 119
	Ensure that the transport lights (if they are installed) are functional.	Refer to the combine operator's manual
Post Run-Up Checks		
	Ensure that the drive bearings do not overheat during the run-up procedure.	—
	Ensure that there are no hydraulic leaks on the header.	—
	Ensure that the manual storage case contains the PW8 Pick-Up Header Operator's Manual and Parts Catalog.	7.1.4 Checking Contents of Manual Storage Case, page 118

Date Checked:

Checked by:

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