

John Deere 40 Hi Lo Combines



JOHN DEERE

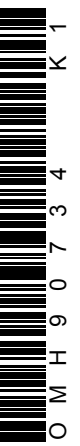
OPERATORS MANUAL

John Deere 40 Hi Lo
Combines

OMH90734 K1 English

John Deere Harvester Works
OMH90734 K1

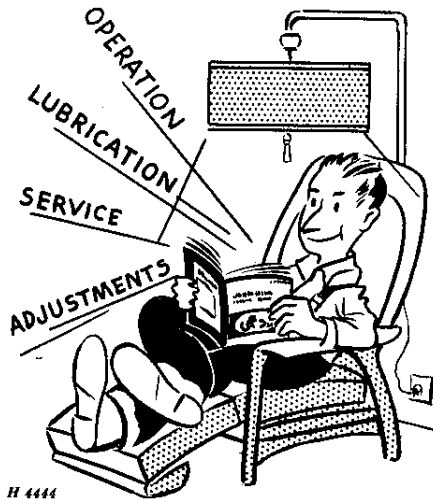
LITHO IN U.S.A.
ENGLISH



TO THE PURCHASER

The self-propelled combine you have just purchased was designed and manufactured to the traditionally high quality standards of all John Deere Farm Equipment. Your combine has been thoroughly inspected and tested, not only at the factory, but at your dealer's by a trained John Deere Serviceman. We are confident that you will receive years of dependable, economical service from your John Deere Self-Propelled Combine.

If you should find that you require information not covered in this manual, consult your John Deere dealer. He will be glad to answer any questions that may arise regarding the operation and service of the combine. He has trained mechanics who are kept informed on the best methods of John Deere Combine servicing, and can give you prompt know-how service in the field or in his shop.



Study This Manual Carefully, Keep It Handy, in a Safe Place, for Future Reference.

LOCATION REFERENCE

"Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when in use.

"Clockwise" refers to parts turning to the right like the hands of a clock. "Counter-clockwise" refers to parts turning to the left.

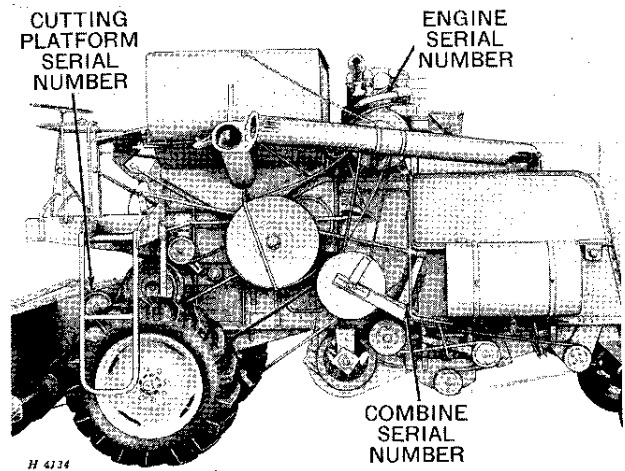
ENGINE REFERENCE ONLY

Timing gear end of the engine is referred to as the "front"; flywheel end as the "rear."

KEEP YOUR COMBINE A JOHN DEERE COMBINE

Genuine John Deere Parts fit properly and insure satisfactory service because they are made from the original patterns and from the same materials as used in new machines. Should your combine require replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere Parts—accept no substitutes.

SERIAL NUMBERS



Your combine, cutting platform, and engine have serial numbers.

When ordering parts, always bring with you the model and serial numbers as given on the serial number plates. By doing so, you will assist your John Deere dealer in giving you prompt, efficient service.

Record the serial numbers and date purchased in the spaces provided on this page.

The combine serial number is on a plate located on the support bracket for the selective ground speed sheaves.

The engine serial number is on a plate located on top of the flywheel housing.

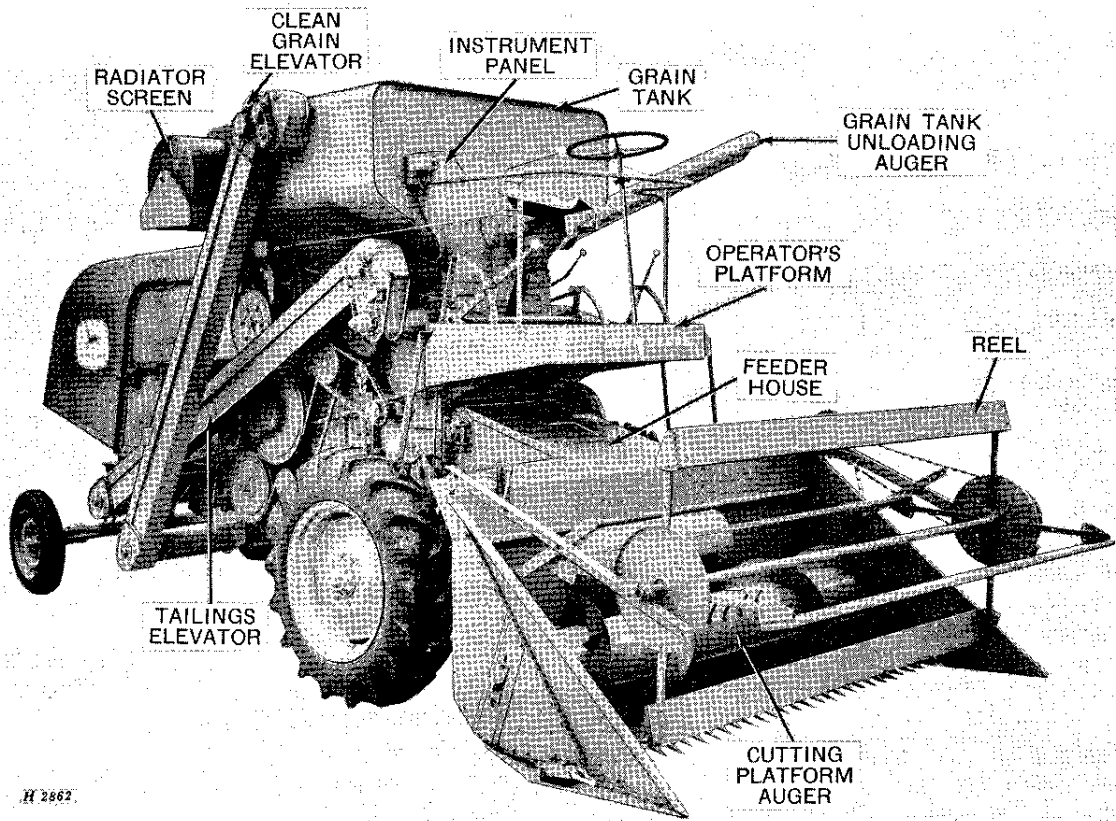
The cutting platform serial number is on a plate located on the outside of the right-hand platform divider.

Combine Serial No. _____

Engine Serial No. _____

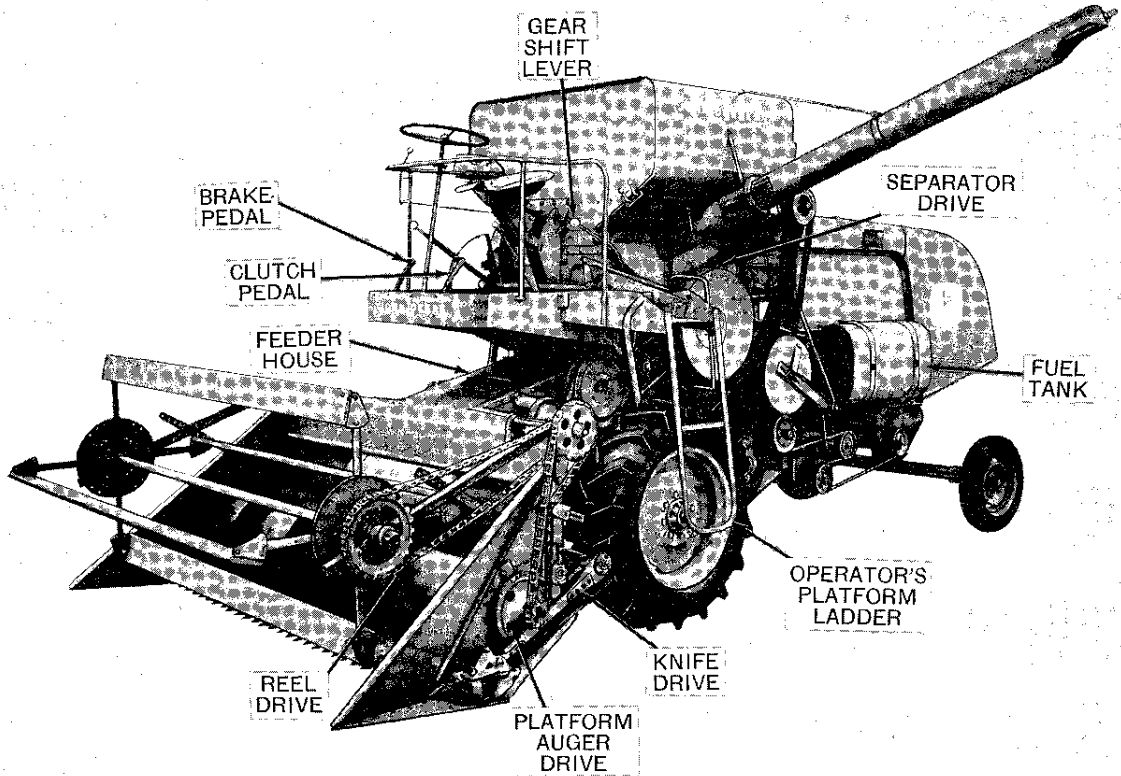
Cutting Platform Serial No. _____

Date Purchased _____



H 2862

Right-Hand Front View—John Deere 40 Combine



H 7687

Left-Hand Front View—John Deere 40 Combine

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SPECIFICATIONS

COMBINE

Cutter Bar

Length of
Cutter
Bar..... 7 Ft. 6 In. or 9
Ft. 6 In.
Width of
Cut..... 8 Ft. or 10 Ft.
Type of
Knife
Sections . Heavy-Duty
Over-Serrated

Reel

Drive..... Chain
No. of Slats. 4 Regular; 3, 6, or
8 Special
Dia. of Reel. 32 In. or 40 In.
Speed Range. 21 rpm to 50 rpm

Cutting Platform

Type of
Feed..... Auger
Range of
Cutting
Height. 2 In. Below Wheel
Level to 31-3/8
In. Above
Height Con-
trol..... Hydraulic (2 Cyl-
inders)

Cutting Platform Auger

Diameter.. 18 In.
Dia. of Au-
ger Tube. 10 In.
Type of Au-
ger Fin-
gers..... Round Retracting

Cylinder

Type..... Rasp-Bar or Spike-
Tooth
Width..... 24-5/8 In.
Diameter.. 22 In.
Number of
Bars..... 8 Rasp-Bars or 10
Spike-Tooth
Bars (5 Bars
with 12 Teeth
and 5 Bars with
11 Teeth)

Drive..... Roller Chain
Speed Range. 394 rpm to 1075
rpm (3/4-Inch
Pitch Cylinder
Drive Chain)
274 rpm to 1056
rpm (1-Inch
Pitch Cylinder
Drive Chain—
Ed. Bean)

Concave

Type..... 12-Bar Open Type
or Spike-Tooth
Type
Width..... 24-5/8 In.

Beater (Behind the Cylinder)

Type..... Wing
Width..... 24-5/8 In.
Diameter.. 12 In.
Speed..... 650 rpm

Separator

Type..... Grain Conveyor,
Straw Walker
Width..... 24-5/8 In.
Length of
Separat-
ing Sur-
face..... 120 In.
Area of Sep-
arating
Surface.. 2955 Sq. In.

Grain Conveyor

Type..... Slat
Drive..... Chain

Cleaning Fan

Type..... Radial Flow
Drive..... V-Belt
Speed Range. 540 rpm to 680
rpm

Chaffer

Type..... Adjustable
Width..... 23 In.
Length with
Extension.. 46 In.
Area..... 1058 Sq. In.

Sieve

Type..... Adjustable
Width..... 23 In.
Length..... 36 In.
Area..... 829 Sq. In.

Straw Walkers

Number... Three
Width..... 7-5/16 In.
Length with
Pans Ex-
tended*... 102-1/4 In.
Area..... 2,518 Sq. In.
Number of
Steps.... Five
Drive..... V-Belt
Bearings... Oil-Soaked Maple
**Straw Walker Pans are special equipment.*

Grain Tank

Capacity... 32-Bushel, Approx.
(Type and Con-
dition of Crop
Will Determine
Actual Volume)
Capacity
with Grain
Tank Ex-
tensions
(Special
Equip-
ment).... 39-Bushel
Type of Un-
loading.. Hinged Auger

Brakes

Type..... Shoe

Transmission

..... Automotive — 3
Speeds Forward,
1 Reverse

Weights

Grain Com-
bine with
8-Ft. Cut-
ting Plat-
form..... 5,000 Lbs. (Ap-
prox.)

Combine Di-

mensions. See pages 5 and 6

TIRE SIZES

Main Wheels

Regular.....	9.5-24 (9-24) (4-Ply) Cleat
Optional.....	12.4-24 (11-24) (4-Ply) Cleat
Optional.....	13.6-24 (12-24) (4-Ply) Cleat
Optional.....	14.9-24 (13-24) (4-Ply) Cleat
Optional.....	14.9-24 (13-24) (6-Ply) Rice

Guide Wheels

Regular.....	5.00-15 (4-Ply) Rib Implement
Optional.....	6.70-15 (4-Ply) Rib Implement

WHEEL TREAD

Tire Sizes	Wheel Tread Center-to-Center
9.5-24 (Dished In)	66 Inches
9.5-24 (Dished Out)	78 Inches
12.4-24 (Dished In)	66 Inches
12.4-24 (Dished Out)	78 Inches
13.6-24 (Dished In)	68-3/8 Inches
13.6-24 (Dished Out)	75-5/8 Inches
14.9-24 (Dished In)	63-3/8 Inches
14.9-24 (Dished Out)	78-5/8 Inches
5.00-15	60 Inches
6.70-15	60 Inches

SELECTIVE GROUND SPEED CONTROL RANGE

	Grain (9.5-24 Tires)		Grain (Optional) (12.4-24 Tires)		Grain (Optional) (13.6-24 Tires)		Grain (Optional) (14.9-24 Tires)		Rice (Optional) (14.9-24 Tires)	
	Min. mph	Max. mph	Min. mph	Max. mph	Min. min.	Max. mph	Min. mph	Max. mph	Min. mph	Max. mph
1st Gear.....	.728	1.901	.797	2.081	.828	2.16	.859	2.240	.916	2.389
2nd Gear.....	1.525	4.134	1.735	4.526	1.800	4.71	1.867	4.884	1.991	5.209
3rd Gear.....	3.639	9.494	3.984	10.394	4.115	10.78	4.267	11.180	4.551	11.920
Reverse.....	1.977	5.159	2.164	5.647	2.245	5.85	2.328	6.067	2.483	6.470

CAPACITIES (Approx.)

Fuel Tank.....	25 U. S. Gallons	Air Cleaner.....	1 U. S. Quart
Cooling System (Radiator)	3 U. S. Gallons	Hydraulic Unit (Including Oil Lines and Cylinders).....	1-1/2 U. S. Quarts
Engine Crankcase (Including Oil Filter).....	7 U. S. Quarts	Transmission.....	12 U. S. Pints

ENGINE

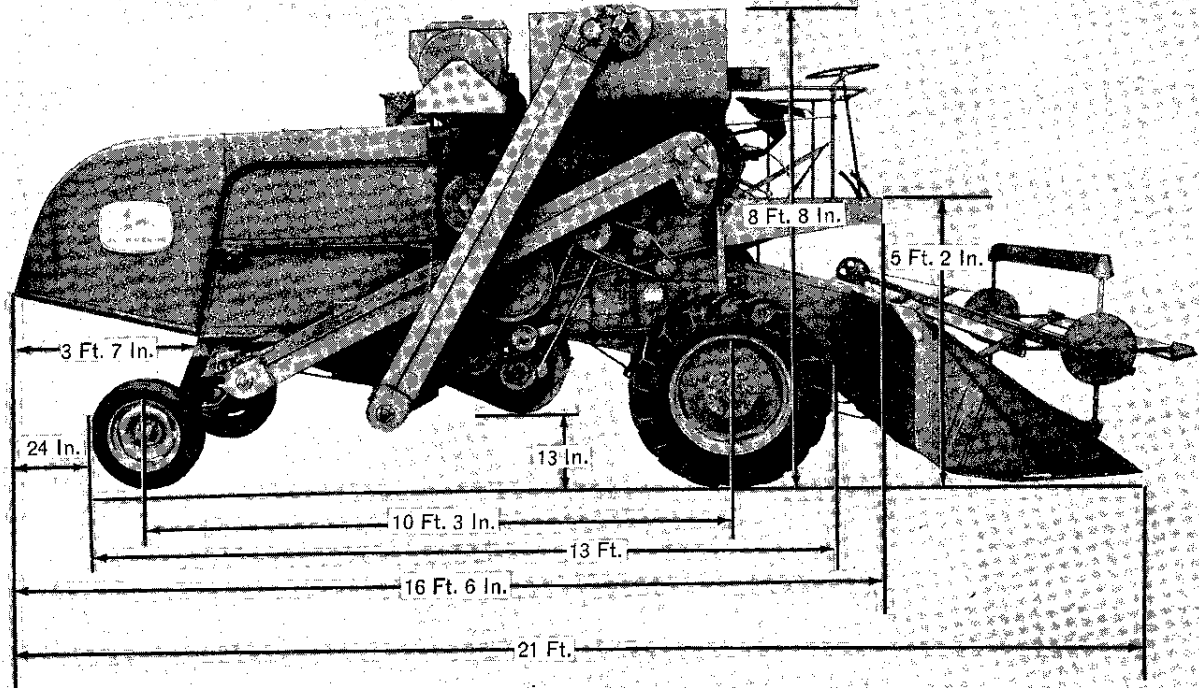
Make of Engine.....	John Deere—HA115G	Valve Arrangement... Valve-in-Head	
Bore.....	3-1/2	Valve Clearance:	
Stroke.....	3	Intake.....	.012-In. (When Cold)
Brake Horsepower*... 42		Exhaust.....	.018-In. (When Cold)
Number of Cylinders. 4		Make of Governor... Pierce	
Piston Displacement. 115.45 Cu. In.		Make of Carburetor.. Marvel-Schebler	
Max. Load Speed.... 2500 rpm		Spark Plug.....	Champion H-10 or Auto-Lite AL-7 or AC-45L Gap .025- In. Heat Range 1200° to 1500° F.
Firing Order..... 1-3-4-2		Electrical System.... 12-Volt	
Crankcase..... Cast Integral with Block		Cooling System..... Water Pressure Type	
Type of Lubrication.. Force Feed by Gear Pump to All Connecting Rods, Main Bearings, Governor, and Oil Pump Drive. Oil Strainer in Bottom of Pan		Type of Fuel..... Gasoline (Regular Grade)	

*Calculated at 60° F. and 29.92 inches of Hg. at Sea Level.

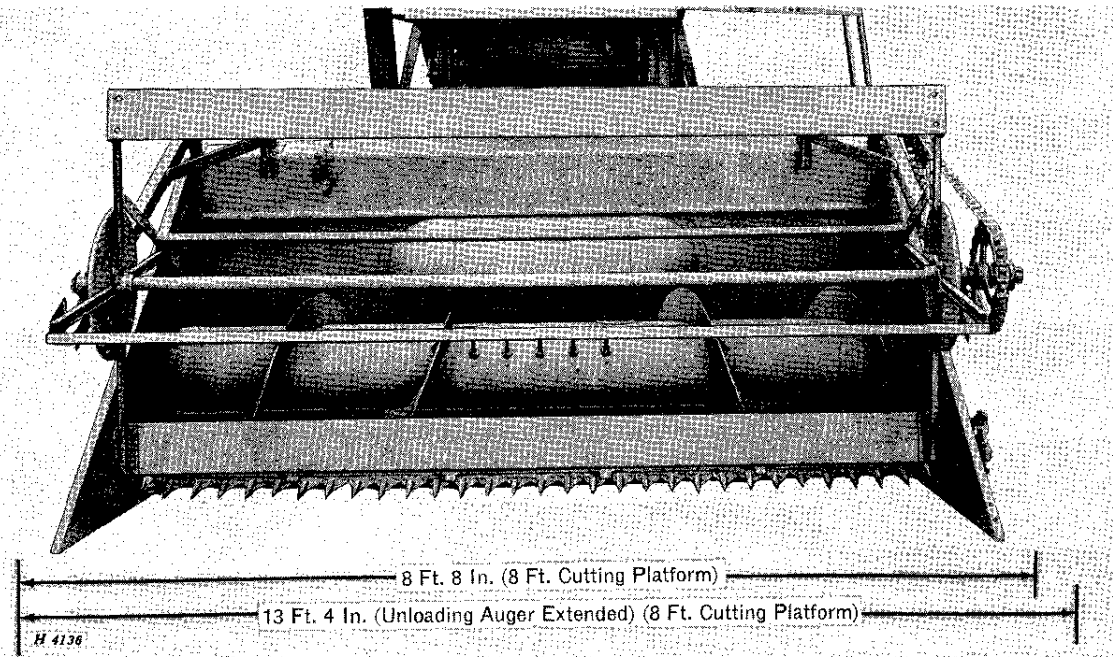
(Specifications and design subject to change without notice.)

COMBINE DIMENSIONS—OVER-ALL

NOTE: Combine equipped with 12.4-24 (11-24) main wheel tires and 5.00 x 15 guide wheel tires for dimensions.

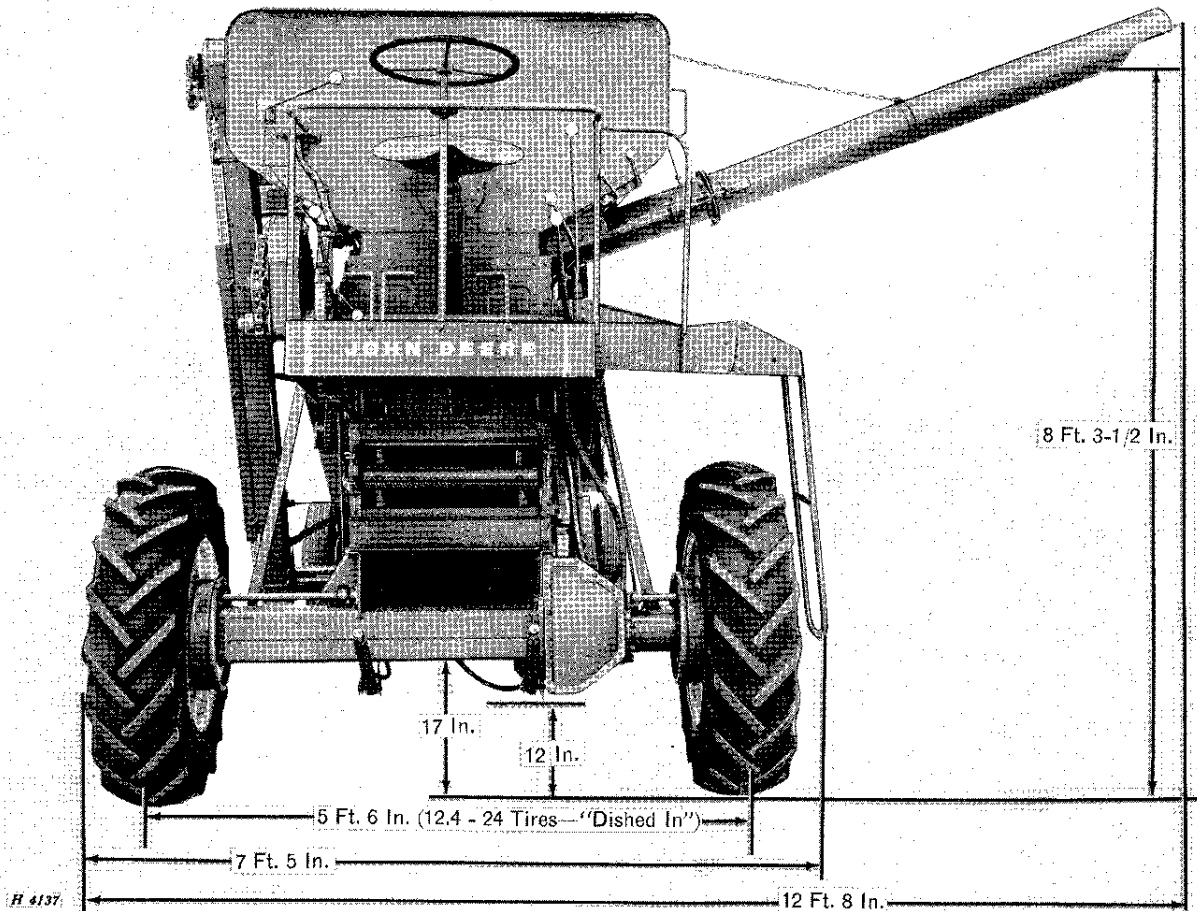


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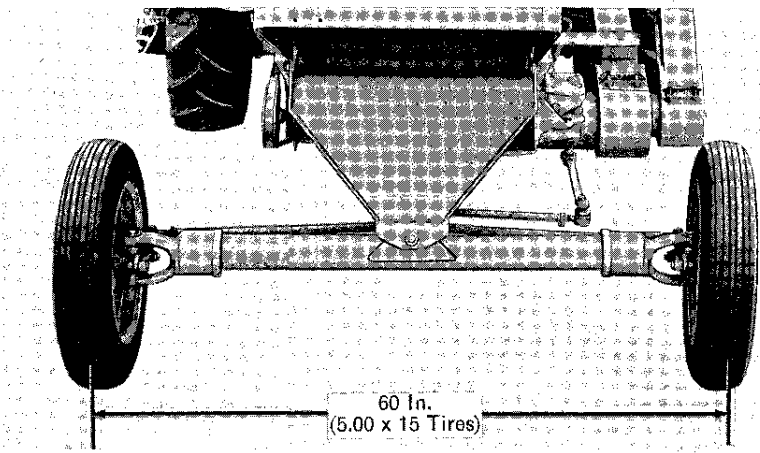


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COMBINE DIMENSIONS—OVER-ALL—Continued



H 4137



H 7430

OPERATION

The Adjustments and Service section of this manual will help you to become familiar with the adjustments and service procedures necessary to obtain the best results.

Make this Operator's Manual your guide. Follow its recommendations, regardless of what may have been your practice with other combines.

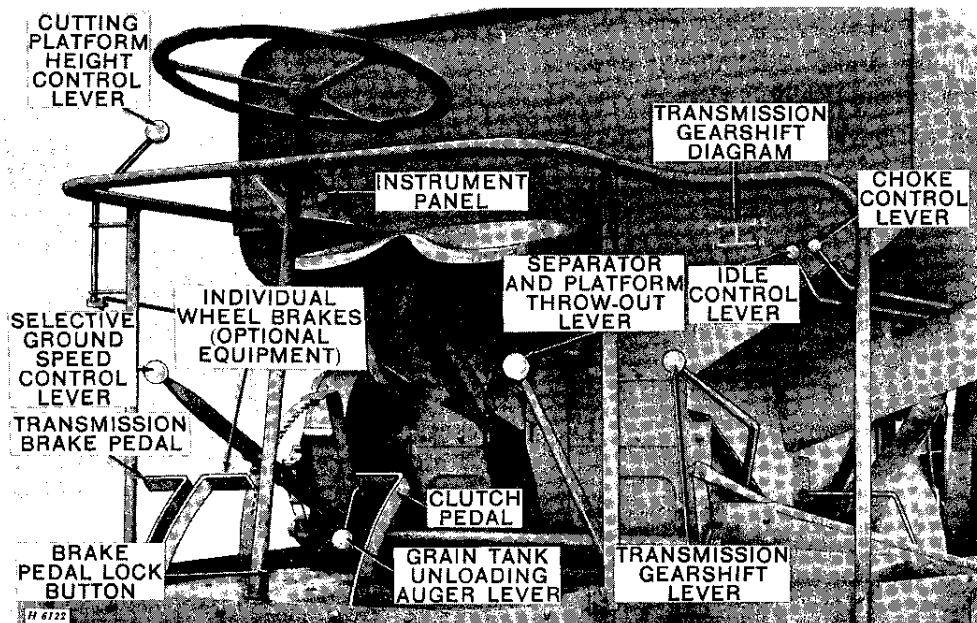
Special attachments are described and illustrated throughout the manual. When an attachment re-

quires operating and servicing instructions, these instructions will be furnished with the attachment.

Genuine John Deere parts for this combine can be obtained from your John Deere dealer. Always give him your combine serial number when ordering parts.

Before operating the combine, be sure to read this manual carefully. The Operation Section will make you thoroughly acquainted with the function of all working units of your John Deere Combine.

COMBINE CONTROLS



The combine controls are located on the operator's platform within easy reach of the operator. Those controls whose purpose and function are obvious will not be explained.

TRANSMISSION GEARSHIFT LEVER

There are three speed ranges forward and one reverse range. Positions of gearshift lever for different transmission speed ranges are shown by diagram.

NOTE: When shifting out of a forward gear, it will be necessary to push gearshift lever down to change gears.

CAUTION: Be certain the gearshift lever is in neutral position before starting engine.

GRAIN TANK UNLOADING AUGER LEVER

This lever engages auger when moved forward.

To disengage, move lever rearward. Grain tank unloading drive and separator drive are independent. If engine is running, separator can be stopped without affecting unloading of grain tank.

SEPARATOR AND PLATFORM THROWOUT LEVER

The separator and platform are disengaged when lever is in forward position. To engage, pull lever rearward.

SELECTIVE GROUND SPEED CONTROL LEVER

To increase ground travel speed within a selected transmission range, move lever forward.

To decrease ground travel speed, move lever rearward. Ground travel speeds from .728 to 9.494 mph (9.5-24 tires) are available at governed engine speed. Separator speed remains constant.

CUTTING PLATFORM HEIGHT CONTROL LEVER

This lever controls the height of the platform through a hydraulic mechanism. Platform height range is from 2 inches below wheel level to 31-3/8 inches above wheel level. Move lever forward to lower platform; pull lever rearward to raise platform. When released, lever automatically returns to neutral position and cutting platform remains at selected position. As a safety measure, cutting platform height cannot be changed unless engine is running.

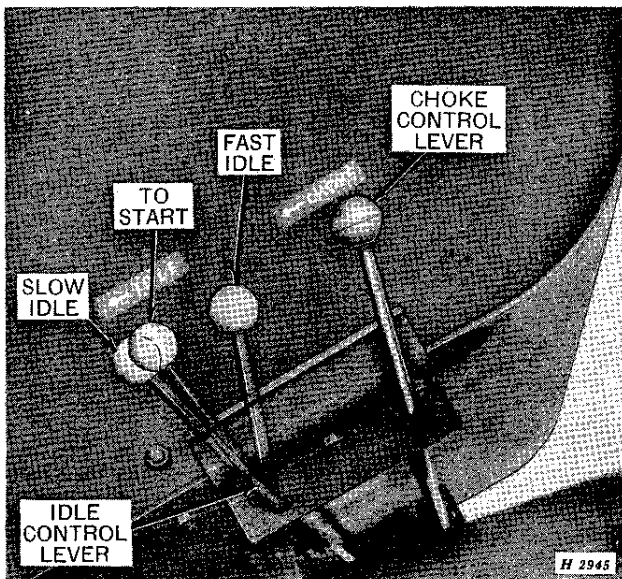
PARKING BRAKE LOCK BUTTON

The parking brake lock button locks the brake so the combine cannot move if left unattended.

To engage, step on brake pedal or pedals (individual wheel brakes) and step on brake lock button.

To disengage, push brake pedal down; parking brake lock releases automatically.

Never attempt to move combine with parking brake lock engaged.



CHOKE CONTROL LEVER

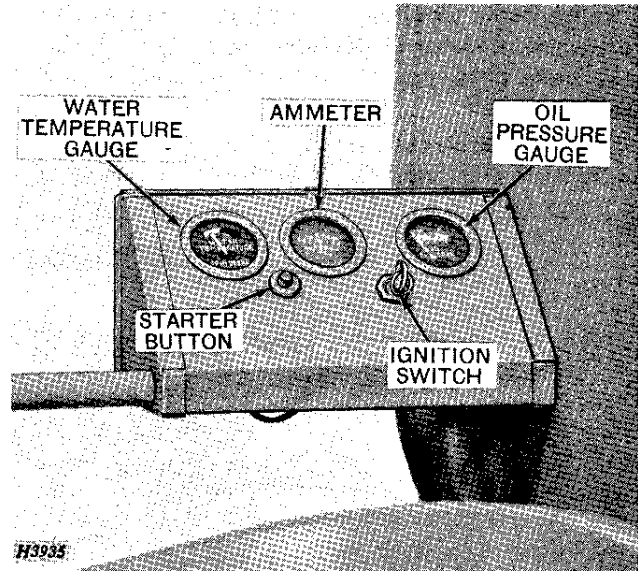
Pull lever out of upper notch and move down along edge of mounting bracket to start engine. After engine is started, and for normal operation, move lever back to upper notch.

IDLE CONTROL LEVER

Move lever to top (small part) of lower notch to start engine. Move lever to center notch for normal operation (fast idle). For slow idle, move lever to bottom (large part) of lower notch.

WATER TEMPERATURE GAUGE

This gauge indicates the water temperature in the cooling system. Normal operating temperature is 160° to 200° F. (indicated by green band on dial). If 200° F. or above (indicated by red band on dial), stop engine and determine cause.

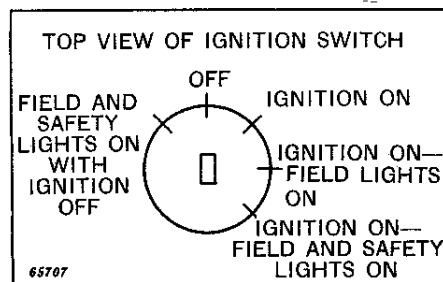


AMMETER

This gauge indicates the rate of charge or discharge of the batteries. If ammeter shows discharge for an extended period during normal operation, check for a ground, short circuit, or faulty regulator. If ammeter shows high charge continually, inspect for low batteries, faulty connections, low battery water, or bad regulator.

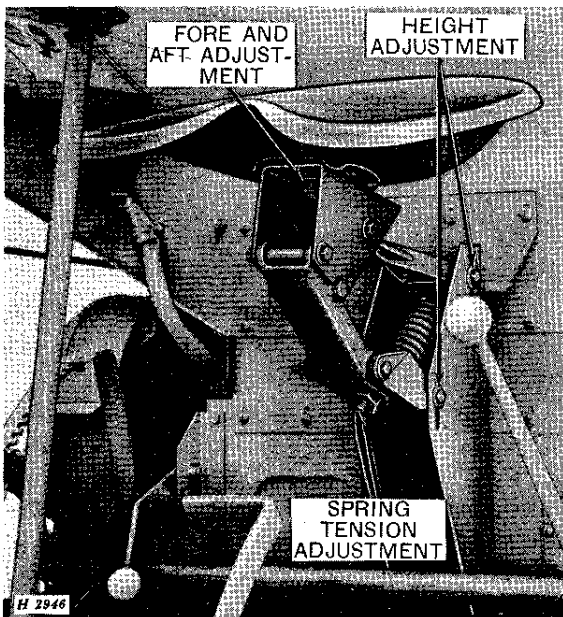
OIL PRESSURE GAUGE

This gauge indicates the pressure of engine lubricating oil. Oil pressure will vary slightly but with recommended oil, it should read **NORMAL** at full governed speed. If oil pressure drops, stop immediately and determine cause.

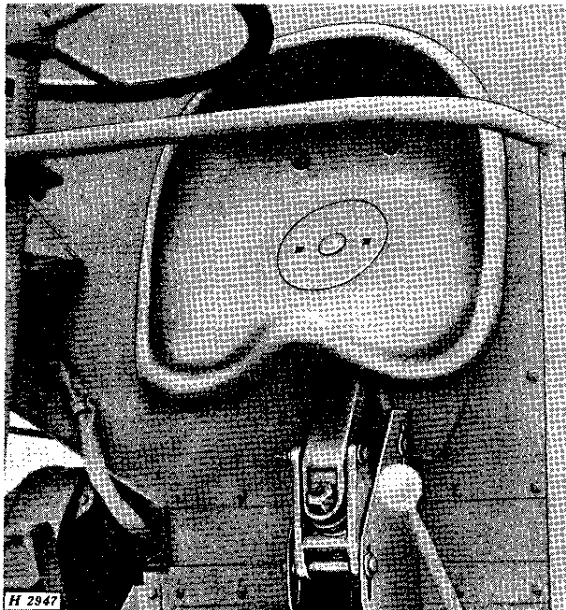


Top View of Ignition Switch

OPERATOR'S SEAT



Operator's Seat—Down Position



Operator's Seat—Up Position

The operator's seat may be moved up and down, forward and rearward and also may be folded back into a vertical position against the grain tank should the operator desire to work in a standing position. Spring tension on the seat may be increased or decreased to suit the requirements of the individual operator.

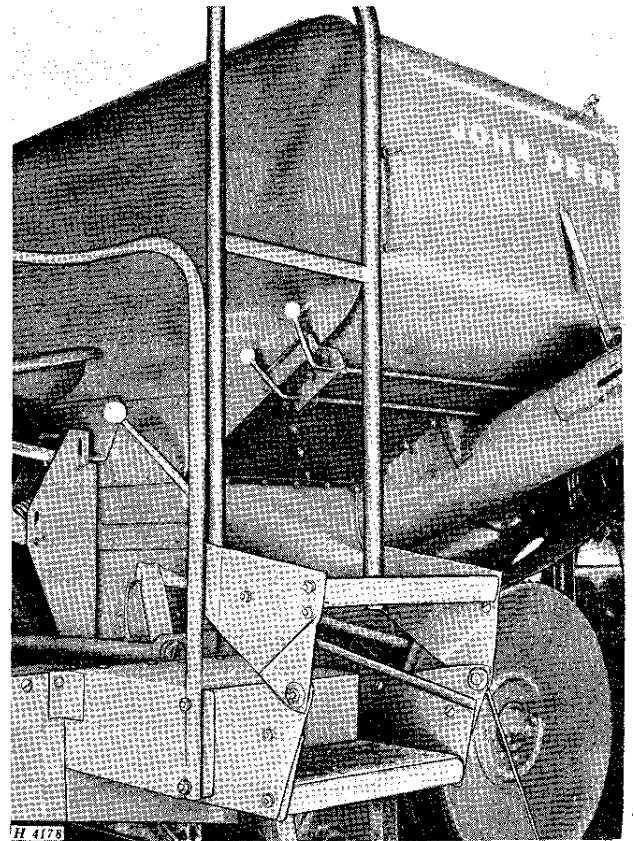
Seat height adjustment—loosen the two nuts in the seat mounting bracket, move seat up or down as desired and secure nuts.

Fore-and-aft adjustment—loosen nut under seat, shown in insert, and move seat forward or rearward as desired and retighten nut.

Spring tension adjustment—increase or decrease tension of spring by threading adjusting nut in or out.

Folded position of seat—lift seat up and back at same time—to lower seat push out and down.

OPERATOR'S PLATFORM HINGED LADDER



Hinged Ladder in Retracted Position

CAUTION: When lowering the hinged ladder, always be certain that no one is standing where he might be struck by the ladder.

COMBINE AND ENGINE BREAK-IN

COMBINE

Check all V-belt drives carefully for proper alignment and tension. Keep belts tight enough to prevent slippage. Belts can be ruined very quickly if allowed to slip in the grooves of a sheave for any length of time. Excessive heating of a sheave is a sign of belt slippage. New belts will stretch slightly after the first run-off. Check tension frequently.

Open the clean-out doors in the bottom of the clean grain and tailings elevator and check tension of elevator chains—see page 55 for adjustments. It is a good plan to check the chain tension every day of operation.

Be certain all shafts turn freely.

After 50 hours of operation, drain the oil from the transmission. Fill with oil as specified in the lubrication section of this manual.

Follow the lubrication instructions and charts closely.

ENGINE

Your new engine and hydraulic system was shipped from the factory with a special "breaking-in" oil in the crankcase and hydraulic oil reservoir.

Do not allow the engine to operate at slow idle for any prolonged period as part of a break-in procedure, as doing so does not permit good piston ring seating which may promote oil consumption in the future.

After 20 hours of operation, drain the special "breaking-in" oil from the crankcase and hydraulic system. Replace the engine oil filter and clean the hydraulic reservoir. Fill with the proper viscosity of oil as specified in the lubrication section of this manual.

BEFORE-OPERATION CHECKS AND ADJUSTMENTS

Careful inspection and service of the combine before starting work each day will prevent needless delays and breakdowns in the field. Make the following checks and adjustments:

1. Lubricate combine according to the lubrication charts.

2. Fill gasoline tank with a good grade of regular gasoline (capacity of tank is 25 U. S. gallons).

CAUTION: Do not fill tank while engine is running or when near an open flame.

3. Check water level in radiator. Fill with rain water, if available. Do not use water containing alkali. **CAUTION: If combine is being operated at temperatures below 32° F., refer to "Cold Weather Operation," page 16.**

Add water or anti-freeze slowly until the water level is approximately 1 inch below the bottom of the filler neck.

4. Check tire inflation. See tire inflation chart, page 68.

5. Service the air cleaner, see page 24.

6. Check oil level of hydraulic unit, see page 24.

7. Check oil level of crankcase, see page 24.

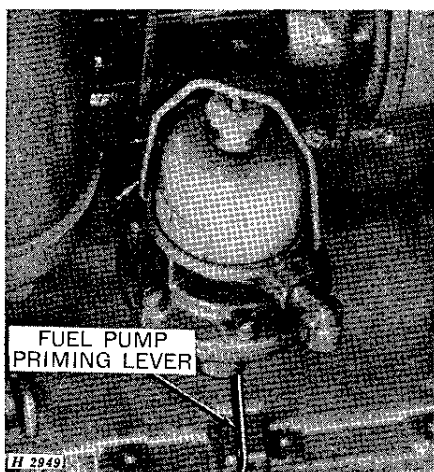
8. Open the doors at bottom of elevators and leave them open until combine is started.

9. Inspect belts and chains for proper tension and alignment. See that there are no loose bolts or missing cotter pins.

STARTING THE ENGINE

1. Make certain the separator, cutting platform, and grain tank unloading auger throw-out levers are disengaged and that the transmission is in neutral.

2. If the engine has not been operated for a period of time or the gasoline tank has run dry, work fuel pump priming lever up and down to force gasoline into carburetor.



Fuel Pump Priming Lever

NOTE: After priming fuel pump, be sure the priming lever is in the "down" position. If the priming lever is left in the "up" position, the fuel pump is inoperative.

3. Turn ignition switch on. Move throttle lever into small part of lower notch along mounting bracket. Move choke lever down; then press starter button. After engine runs a few revolutions, move choke lever slowly back to notch. Set engine at slow idle speed by moving throttle control lever to bottom (large part) of lower notch.

4. Check oil pressure gauge to see if it is registering pressure.

5. Do not place engine under load until properly warmed up.

STOPPING THE ENGINE

1. Set engine at slow idle speed and allow engine to run at this speed for a few minutes before stopping to permit cooling of valves and pistons. Turn off ignition.

STARTING THE COMBINE

1. Look around and make sure no one is standing near enough to the combine to touch any moving parts. Warn everyone to stand clear.

2. When engine is properly warmed up, pull separator throw-out lever back to engage the separator. Move idle lever to center notch.

3. Check the speed of beater behind the cylinder with a speed indicator. Beater should operate at 650 rpm with separator empty and not under load. If beater speed is not correct, adjust governor setting (see page 77).

4. Test operation of hydraulic control for adjusting cutting platform height.

5. Test operation of grain tank unloading auger.

6. Test operation of manual selective ground speed control.

7. Check brake to see if it is in proper working order.

8. Inspect entire machine again, making sure all units are working properly.

9. Disengage separator, then close doors at bottom of elevators.

SELECTING PROPER GROUND SPEED

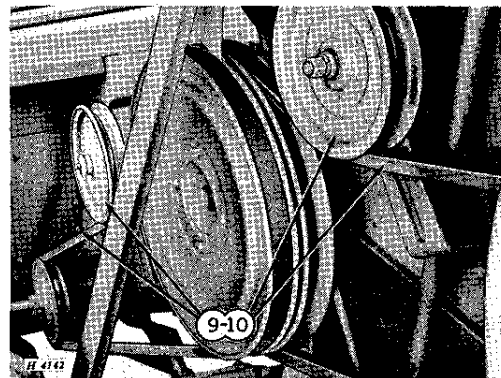
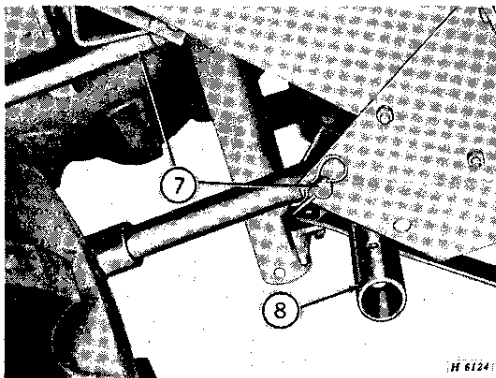
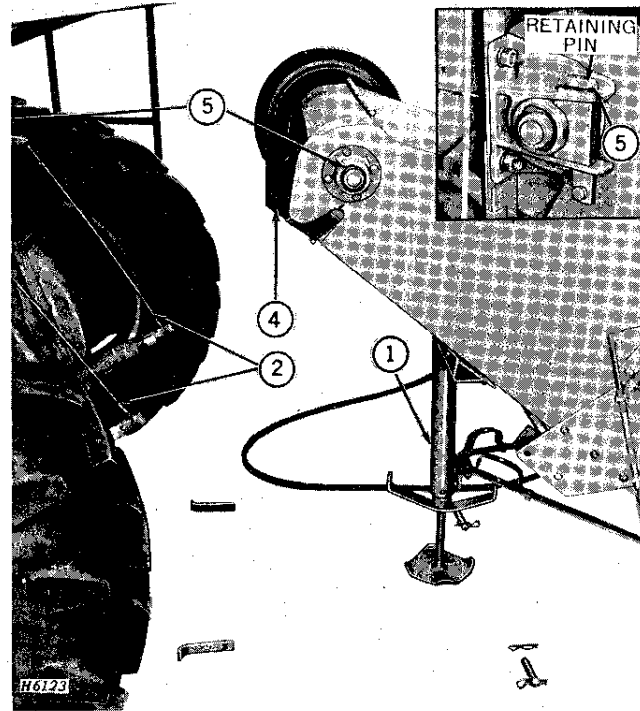
Selecting the proper ground speed is one of the most important factors in combining. Too fast a ground speed causes overloading, resulting in loss of grain. Too slow a ground speed means the full capacity of the combine is not being used. Also traveling over rough ground at high speed causes extra wear and possible damage to the combine.

The ground speed of the combine can be very closely controlled by using the selective ground speed drive in conjunction with different transmission speeds. The table on page 4 shows the range of speeds that can be obtained in each transmission range by means of selective ground speed control. Select the best transmission speed range; then, with the selective ground speed control lever, adjust the ground speed to meet field conditions exactly.

CUTTING PLATFORM HEIGHT

The cutting platform has a cutting height range from 2 inches below wheel level to 31-3/8 inches above wheel level. Cut just low enough to get all grain heads. Watch the height and condition of grain and continually raise and lower the cutting platform to meet conditions.

ATTACHING CUTTING PLATFORM TO SEPARATOR



1. Block up the cutting platform under hinge brackets or install support stand (special equipment).
2. Wire up hydraulic cylinders or install support chains (special equipment).
3. (Not Illustrated) Remove cylinder front door and grain conveyor front door.
4. Raise feeder house hinged plate.
5. Drive separator forward and attach U-brackets to feeder house.
6. (Not Illustrated) Install cylinder front door and grain conveyor front door.
7. Attach hydraulic cylinders to hinge brackets.

8. Remove blocking or place support stand in transport position.
9. Install platform drive belts.
10. Adjust belt tension.

To remove cutting platform, block under hinge brackets, or place support stand in upright position. Remove cylinder front door and grain conveyor front door. Remove platform drive chain, pins from hydraulic cylinders, and pins and retainers from U-brackets on separator. Drive separator rearward slowly until front of separator clears rear of feeder house. Wire up hydraulic cylinders. Install cylinder front door and grain conveyor front door.

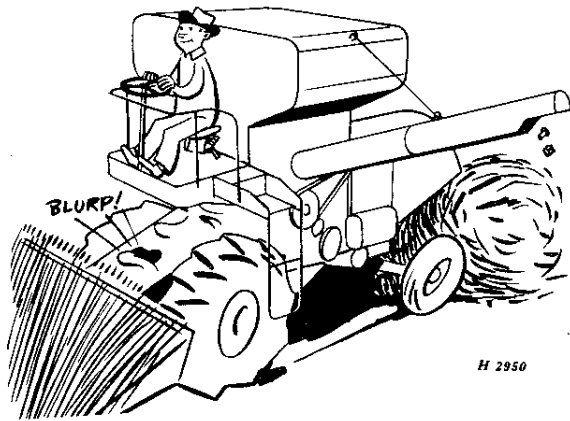
FUNDAMENTALS OF COMBINE HARVESTING

Combining has proved to be the most economical, easiest, and fastest method of harvesting. This combine can be quickly adjusted to harvest almost any crop under any condition. On the following pages, you will find information about speeds, settings, and special equipment that will enable you to do a first-class job of harvesting your crop.

The one most important factor in harvesting is for the operator to have a thorough understanding of the fundamentals of combine operation.

These fundamentals in brief are:

1. Be sure crop is in condition to thresh—moisture content not too high—straw not too green, etc.



Don't Overload the Combine

2. In making the first round of the field, keep the combine forward speed as slow as possible to reduce the volume of material entering the combine. Always run the engine at full throttle to keep the combine mechanism up to full speed, thus guarding against slugging and clogging. Use the selective ground speed drive to obtain slower travel speed or shift to a lower gear if necessary—but do not throttle down the engine.

3. Select a ground speed that will not overload the combine.

4. See that cylinder is operating at the correct speed. Engine should be in good condition—governor should be properly set and responsive enough to accelerate quickly if an overload occurs.

5. Keep the cylinder speed as low as possible and concave clearance as high as possible to remove the maximum amount of grain from head without breaking up the straw excessively. Maintain correct beater speed to guard against wrapping of straw on beater.

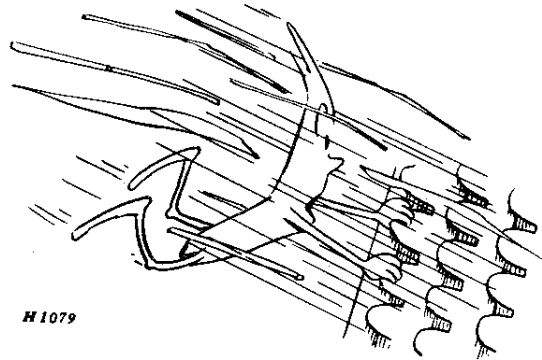
6. Cut the crop as high as possible without excessive loss of low grain heads. If the straw is down and tangled, it may be desirable to use lifting guards. Slow travel speed is imperative.

7. Adjust the reel position and speed for even feeding.

8. Regulate adjustable chaffer openings to pass the grain or seed to the lower sieve before it has passed over two-thirds the length of chaffer without admitting too much coarse material.

9. Close adjustable sieve as far as possible without carrying clean grain into the tailings auger.

10. If material loads up on front of chaffer, adjust upper windboard to throw blast to front of shoe.



Use Proper Amount of Blast

11. Use as much air as possible without blowing over clean seed. If the grain or seed is unusually light, it may be necessary to reduce the volume of air. In heavy seeds, increase the volume of air. *NOTE: The volume of air is regulated by the cleaning fan speed.*

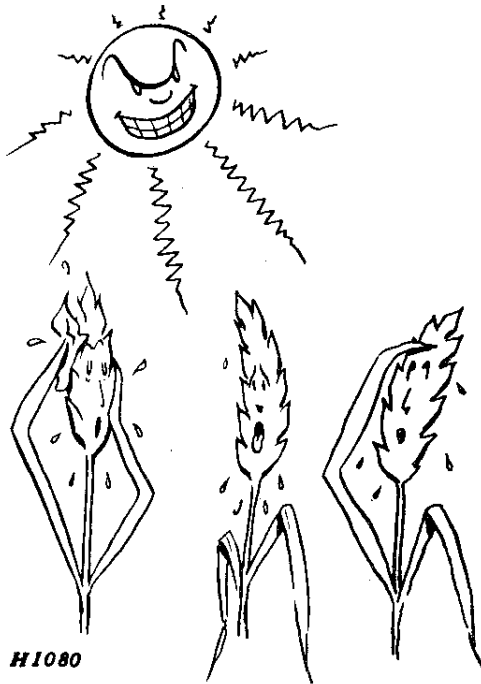
12. Keep amount of tailings as low as possible.

OPERATING SUGGESTIONS

The degree of satisfaction given by this or any other combine depends upon the carefulness of the operator. Once the combine has been adjusted to meet the crop condition, the rest is up to the operator.

Don't start combining until the crop is ripe. The natural tendency of the owner of a new combine is to try out his new machine as soon as possible. This results in many new combines being started in the field before the crop is ready for combining.

Unless crop drying equipment is available, a crop should not be combined until it is dead ripe. If the threshed grain feels damp or is easily dented with the fingernail, the moisture content is usually too high for safe storage.



H1080

Wait Until the Crop Is Dry

Grain crops containing 14% moisture or less are usually considered dry enough for safe storage. A John Deere Moisture Meter for checking moisture content of grain and a portable Grain Dryer can be purchased from your John Deere dealer, or arrangements can usually be made at the local grain elevator for necessary moisture tests and drying if necessary.

PREPARING THE FIELD

Proper Preparation of Field for Combining Will Mean Less Trouble and More Profitable Operation.

In fields where small grain follows corn in the rotation of crops, take special care before seeding to clean up or cover cornstalks and large corn roots. They can be very troublesome if the crop goes down.

When a cornstalk or root hooks onto the point of a guard, a great deal of grain is pushed ahead and run down. It is then usually necessary to stop, back up, and clean off the cutter bar before going ahead. If the cutter bar is raised to avoid stalks and roots, loss of some grain results.

A little extra work done when preparing the field for the small grain crop will pay big dividends when harvest time rolls around.

*Prepare the Field*

OPERATION IN WEEDY CONDITIONS

Combining in fields where weeds are numerous is particularly troublesome as they tend to gum up the sieves. Also, the moisture in the seeds is imparted to the grain.

Weeds should be disposed of quickly and not be broken up any more than necessary.

The following suggestions will help while operating in weedy conditions.

1. Cut the grain as high as possible.
2. Try to avoid weeds and undergrowth.
3. Check to see that cylinder is operating at proper speed.
4. Use as much blast on shoe as possible without blowing over grain.
5. Lower rear end of chaffer.

HEIGHT OF CUT

Note very carefully the condition of the crop and adjust the cutting platform height so just enough of the straw is cut to get all the grain. If the crop is extremely heavy and badly down, it may be necessary to cut less than a full swath or reduce travel speed.

BE ALERT!

Listen for the warning of the clutches slipping. Also, listen to the engine for any evidence of slowing down caused by cylinder starting to slug. Immediately stop the forward travel of the combine and disengage the platform drive. This will permit the separator to clear.



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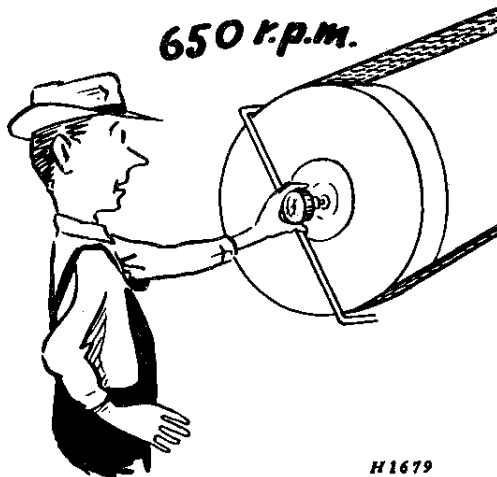
Thank you so much for reading

HOLD THE GROUND SPEED DOWN

The old saying, "Haste makes waste," certainly applies to combining. Excessive travel speed is one of the greatest causes of trouble in combining. It is also one of the most common errors committed by operators. Traveling at too high a ground speed causes overloading, resulting in a loss of grain due to the fact that more straw is taken in than the separator can handle efficiently. Too heavy a layer of material passing over the straw walkers and sieves can carry over grain.

Traveling at an excessively high speed over rough ground also causes extra wear and damage to parts, not incurred when the combine is operated at a more reasonable speed.

KEEP A STEADY, SMOOTH ENGINE SPEED



Maintain Proper Beater Speed

Steady, smooth power is of vital importance.

Any fluctuation in engine speed is reflected in the speed of the separator. Uneven speed results in loss of grain, inferior threshing and, in extreme cases, complete plugging of the machine. Take every precaution to maintain the correct uniform speed. The beater should operate at 650 rpm.

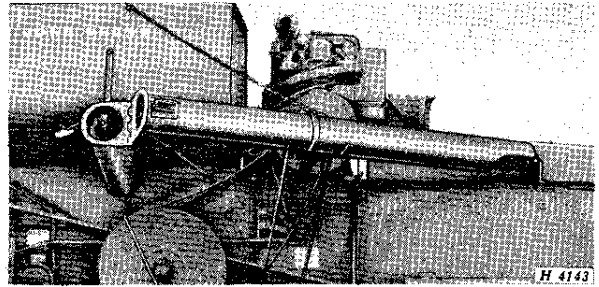
By rounding the corners in the field, you can maintain more uniform speed when turning.

When stopping, wait until material in the combine is cleaned out before disengaging separator throw-out lever.

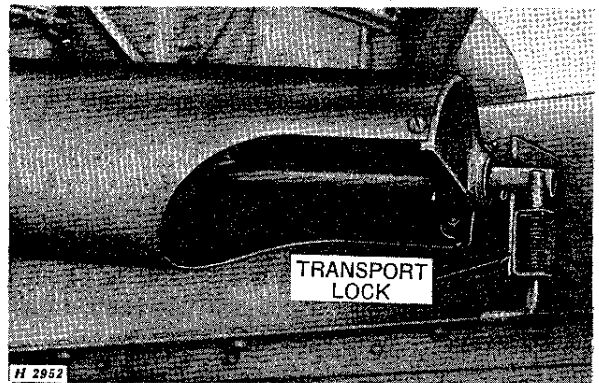
TRANSPORTING

When transporting, drive combine under its own power or load it on a truck. Combine may be towed with caution. If mired down in soft conditions, pull the combine out backwards by running chains under the rear axle and attaching to the front axle.

This combine is designed for easier and safer transporting. The width of the combine can be reduced by folding the hinged unloading auger back along the



Grain Tank Unloading Auger in Transport Position



Grain Tank Unloading Auger Transport Lock

separator and removing the cutting platform. The width can be further reduced by folding the hinged-type operator's platform ladder.

Over-all dimensions are given on pages 5 and 6.

If the cutting platform is removed, the hydraulic cylinders must be wired or supported by support chains (special equipment) no closer to separator support channel than 14 inches, as damage may result to hoses if carried too close.

When transporting long distances, remove separator drive belt (flat belt), to prevent burning of belt due to slippage on drive and driven pulleys.

Clean out combine thoroughly before leaving one field and going to the next in order to reduce the spread of noxious weed seeds.

When through cutting in a field, sweep trash and straw from outside of combine, open doors at bottom of elevators and run machine until all straw, trash, and grain are removed from inside of combine before moving to the next field.

SAFETY PRECAUTION:

When the combine is transported on road or highway, use accessory lights and devices for adequate warning (day and night) to other vehicles. In this regard check local governmental regulations. Accessory lights and devices may be obtained from your John Deere dealer.

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