

**95  
Self-Propelled  
Combines  
(Serial No.  
95-9001- )**



**JOHN DEERE**

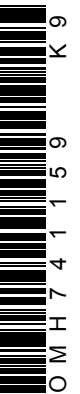
**OPERATORS MANUAL**

**95 Self-Propelled Combines (Serial No.  
95-9001- )**

OMH741159 Issue K9 English

**John Deere Harvester Works  
OMH741159 Issue K9**

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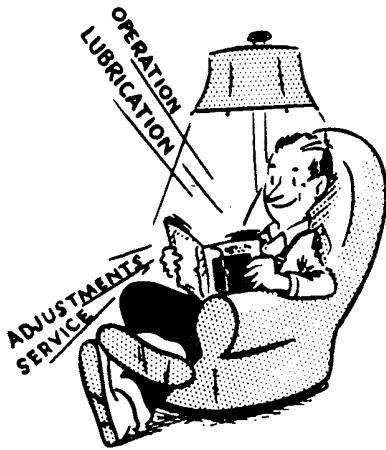
# TO THE PURCHASER

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 handling of the combine. He has specialized 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.

## 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.

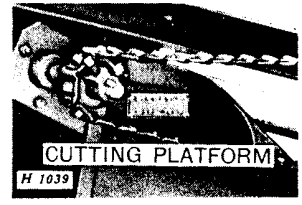
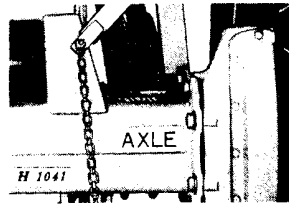
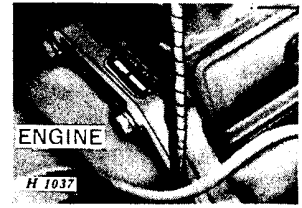
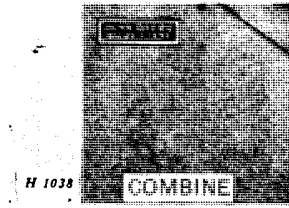


**STUDY THIS MANUAL CAREFULLY, KEEP IT HANDY, IN A SAFE PLACE, FOR FUTURE REFERENCE.**

## SERIAL NUMBERS

Your combine, cutting platform, axle, 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 in the spaces provided on this page.

The combine serial number is on a plate located on the support bracket at the rear end of the fuel tank.

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

The axle serial number is on the top, left-hand end of the axle tube.

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. ....

Axle Serial No. ....

Cutting Platform Serial No. ....

Date Purchased .....

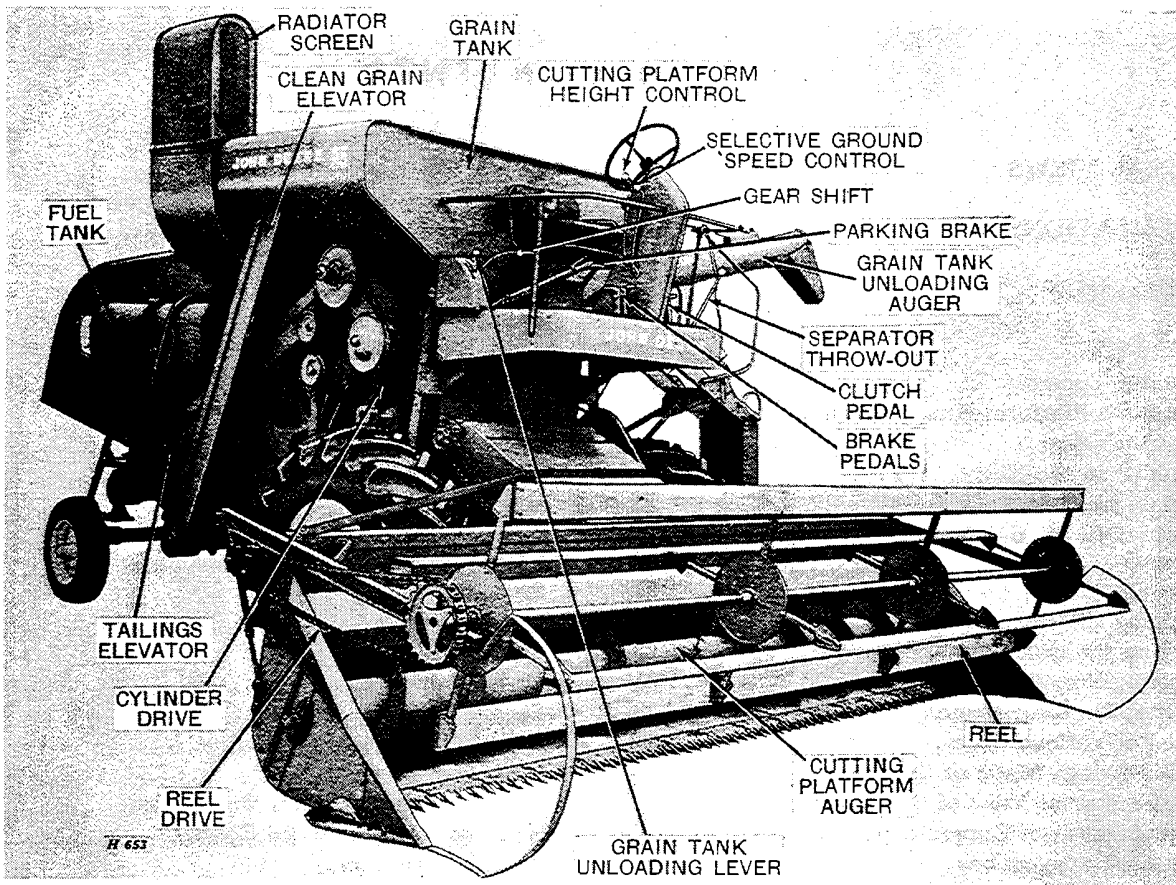
### LOCATION REFERENCE.

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

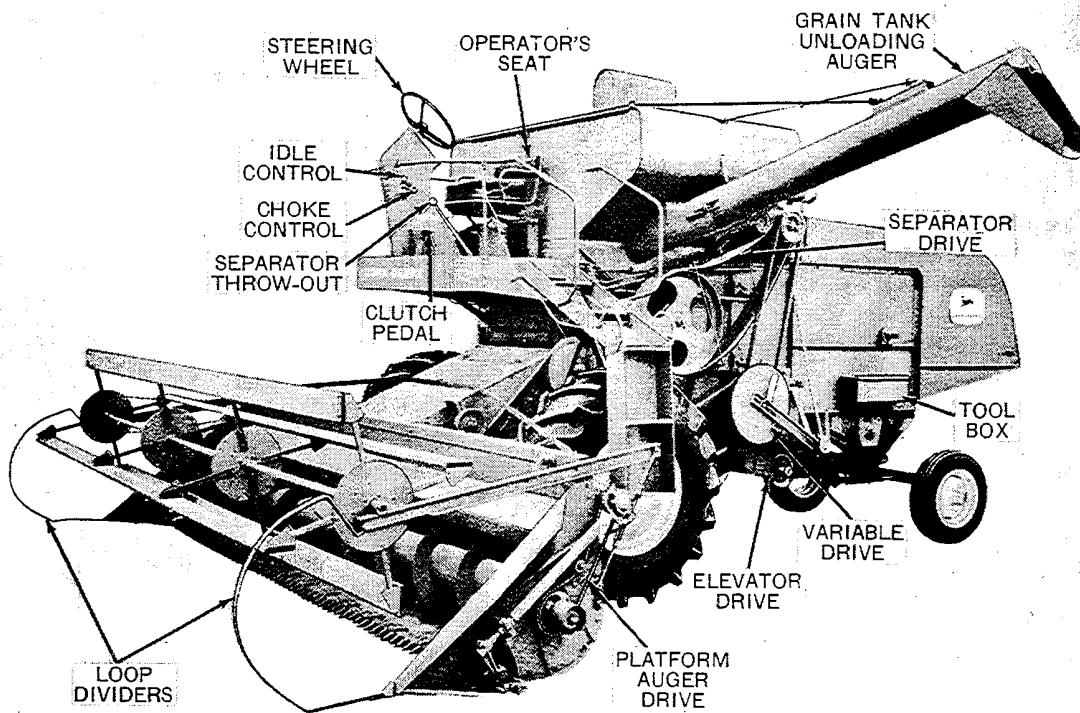
“Clockwise” refers to parts turning to the right like the hands of a clock. “Counter-clockwise” refers to parts turning to the left.

### Engine Reference Only.

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



*Right-Hand Front View—John Deere 95 Grain Tank Combine*



*Left-Hand Front View—John Deere 95 Grain Tank Combine*

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## SPECIFICATIONS

### COMBINE

**Cutter Bar**  
 Width of  
 Cut.... 14 Ft., 16 Ft., or 18  
 Ft.  
 Length of  
 Cutter  
 Bar.... 13 Ft. 6 In. or 15  
 Ft. 6 In. or 17 Ft.  
 6 In.  
 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.. 19.1 rpm to 45 rpm

**Cutting Platform**  
 Type of  
 Feed... Auger  
 Range of  
 Cutting  
 Height  
 (Grain)  
 (15-26  
 Tires).. 2-1/2 In. Below  
 Wheel Level to  
 35 In. Above  
 Range of  
 Cutting  
 Height  
 (Rice)  
 (18-26  
 Tires).. 2-1/2 In. Below  
 Wheel Level to  
 38 In. Above  
 Height  
 Control. Hydraulic (2 Rams)

**Cutting Platform Auger**  
 Diameter. 18 In.  
 Dia. of Au-  
 ger Tube. 10 In.  
 Type of  
 Auger  
 Fingers. Round Retracting

**Cylinder**  
 Type..... Rasp-Bar or Spike-  
 Tooth  
 Width.... 40 In.  
 Diameter. 22 In.  
 Number of  
 Bars..... 8 Rasp-Bars or 10  
 Spike-Tooth Bars  
 (5 Bars with 19  
 Teeth and 5 Bars  
 with 20 Teeth)

Drive..... Roller Chain  
 Speed  
 Range.. 196 rpm to 1190  
 rpm

**Concave**  
 Type..... 12-Bar Open Type  
 or Spike-Tooth  
 Type  
 Width.... 40 In.

**Beater (Behind the Cylinder)**  
 Type..... Drum (Spiked Type  
 with Removable  
 Covers)  
 Width.... 40 In.  
 Diameter. 12 In.  
 Speed.... 680 rpm

**Separator**  
 Type..... Grain Conveyor,  
 Straw Walker  
 Width.... 40 In.  
 Length of  
 Separat-  
 ing Sur-  
 face.... 140 In. (Straw  
 Walker Pans Ex-  
 tended)  
 Area of  
 Separat-  
 ing Sur-  
 face.... 5,600 Sq. In.

**Grain Conveyor**  
 Type..... Slat  
 Drive..... Chain

**Cleaning Fan**  
 Type..... 5-Bladed Under-  
 shot  
 Drive..... V-Belt  
 Speed  
 Range.. 602 rpm to 858 rpm

**Chaffer**  
 Type..... Adjustable, No. 2,  
 No Choke, Corn,  
 or Petersen Ad-  
 justable  
 Width.... 38-1/2 In.  
 Length... 48-1/2 In.  
 Area..... 1,867-1/4 Sq. In.

**Sieve**  
 Type..... Adjustable  
 Width.... 38-1/2 In.  
 Length... 45 In.  
 Area..... 1,732-1/2 Sq. In.

**Chaffer Extension**  
 Type..... Adjustable  
 Width.... 38-1/2 In.  
 Length... 12 In.  
 Area..... 462 Sq. In.

**Total  
 Cleaning  
 Area of  
 Chaffer,  
 Sieve and  
 Chaffer Ex-  
 tension.... 4,061 Sq. In.**

### Straw Walkers

Number.. Four  
 Width.... 9-1/2 In.  
 Length... 115 In.  
 Area..... 4,370 Sq. In.  
 Number of  
 Steps... Five  
 Drive..... V-Belt  
 Bearings.. Oil-Soaked Maple  
 Extension  
 Pans... One on Each  
 Walker

### Grain Tank

Capacity.. 60-Bushel, Approx.  
 (Type and Con-  
 dition of Crop  
 Will Determine  
 Actual Volume)

Capacity  
 with  
 Grain  
 Tank  
 Exten-  
 sions  
 (Special  
 Equip-  
 ment).. 70-Bushel

Type of  
 Unload-  
 ing..... Hinged Auger

### Brakes

Type..... Individual, Me-  
 chanical Disk-  
 Type

### Transmis- sion.....

Automotive—4  
 Speeds Forward,  
 1 Reverse

### Weights

Grain  
 Combine  
 with 16-  
 Ft. Cut-  
 ting  
 Platform. 10,350 Lbs. (Ap-  
 prox.)

Rice Com-  
 bine  
 with 16-  
 Ft. Cut-  
 ting  
 Platform. 11,500 Lbs. (Ap-  
 prox.)

## TIRE SIZES

## Main Wheels

Corn.....	13-26 (8-Ply) Cleat
Grain and Soy- bean.....	15-26 (6-Ply) Cleat or Low Profile
Grain.....	18-26 (8-Ply) Low Profile or Cleat
Rice.....	18-26 (8-Ply) Rice

## Guide Wheels

Corn.....	6.00-16 (4-Ply) Rib Implement
Grain.....	6.50-16 (4-Ply) Rib Implement
Rice and Soy- bean.....	7.50-18 (4-Ply) Skid Ring
Rice Crawler.	7.50-20 (4-Ply) Rib Implement
Grain.....	9-16 (4-Ply) Low Profile

## WHEEL TREAD

Combine	Tire Sizes	c/c Wheel Tread
Grain	15-26 (Dished In)	90 Inches
	18-26 (Dished In)	89 Inches
	6.50-16	63-1/4 Inches
Corn	9-16	65-1/4 Inches
	13-26 (Dished In)	80 Inches
	13-26 (Dished Out)	93-3/4 Inches
Soybean	6.00-16	61 Inches
	15-26	99 Inches
Rice	7.50-18	67-1/2 Inches
	18-26 (Dished In)	98 Inches
Rice Crawler	7.50-18	67-1/2 Inches
	Tracks	99 Inches
	7.50-20	65-7/8 Inches

## SELECTIVE GROUND SPEED CONTROL RANGE

## 13-26 TIRES—GRAIN DRIVE

	(Min.)	(Max.)
1st Gear.....	.73 to	1.63 mph
2nd Gear.....	1.46 to	3.26 mph
3rd Gear.....	2.96 to	6.64 mph
4th Gear.....	5.92 to	13.28 mph
Reverse.....	1.86 to	4.18 mph

## 15-26 TIRES—GRAIN DRIVE

	(Min.)	(Max.)
1st Gear.....	.80 to	1.79 mph
2nd Gear.....	1.60 to	3.58 mph
3rd Gear.....	3.25 to	7.29 mph
4th Gear.....	6.50 to	14.58 mph
Reverse.....	2.05 to	4.59 mph

## 18-26 TIRES—GRAIN DRIVE

	(Min.)	(Max.)
1st Gear.....	.83 to	1.85 mph
2nd Gear.....	1.66 to	3.70 mph
3rd Gear.....	3.36 to	7.55 mph
4th Gear.....	6.72 to	15.10 mph
Reverse.....	2.12 to	4.75 mph

## 15-26 TIRES—RICE DRIVE

	(Min.)	(Max.)
1st Gear.....	.67 to	1.50 mph
2nd Gear.....	1.34 to	3.00 mph
3rd Gear.....	2.72 to	6.10 mph
4th Gear.....	5.44 to	12.20 mph
Reverse.....	1.71 to	3.84 mph

## 18-26 TIRES—RICE DRIVE

	(Min.)	(Max.)
1st Gear.....	.76 to	1.71 mph
2nd Gear.....	1.52 to	3.42 mph
3rd Gear.....	3.10 to	6.96 mph
4th Gear.....	6.20 to	13.92 mph
Reverse.....	1.95 to	4.38 mph

## TRACKS—RICE DRIVE

	(Min.)	(Max.)
1st Gear.....	.41 to	.92 mph
2nd Gear.....	.82 to	1.84 mph
3rd Gear.....	1.66 to	3.73 mph
4th Gear.....	3.32 to	7.46 mph
Reverse.....	1.05 to	2.35 mph

## CAPACITIES (Approx.)

Fuel Tank.....	40 U. S. Gallons
Cooling System (Radiator).....	6 U. S. Gallons
Engine Crankcase.....	4 U. S. Quarts
Oil Filter.....	1 U. S. Quart
Air Cleaner.....	1 U. S. Quart

Cutting Platform Lift and Variable Speed Hydraulic Unit (Including Hydraulic Oil Lines and Cylinders).....	8 U. S. Quarts
Power Steering Hydraulic Unit (In- cluding Hydraulic Oil Lines and Cylinders).....	2 U. S. Quarts

**ENGINE**

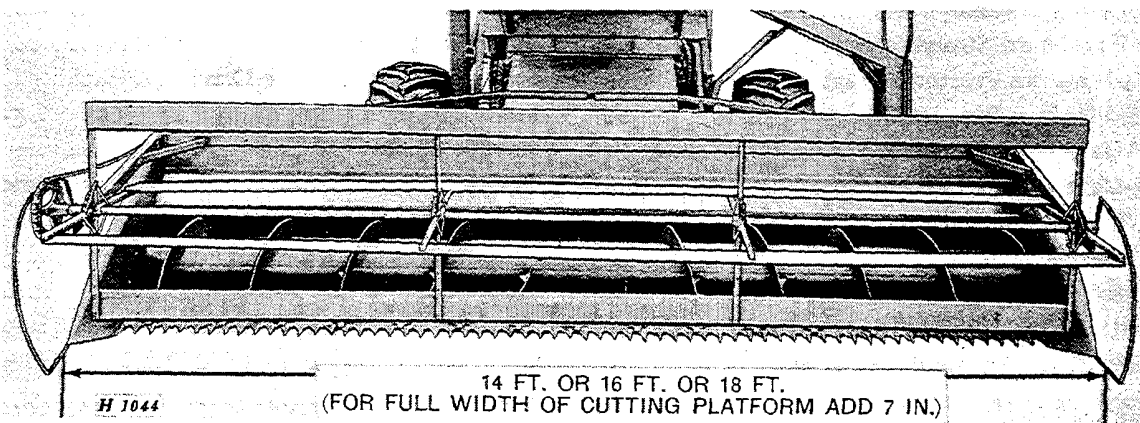
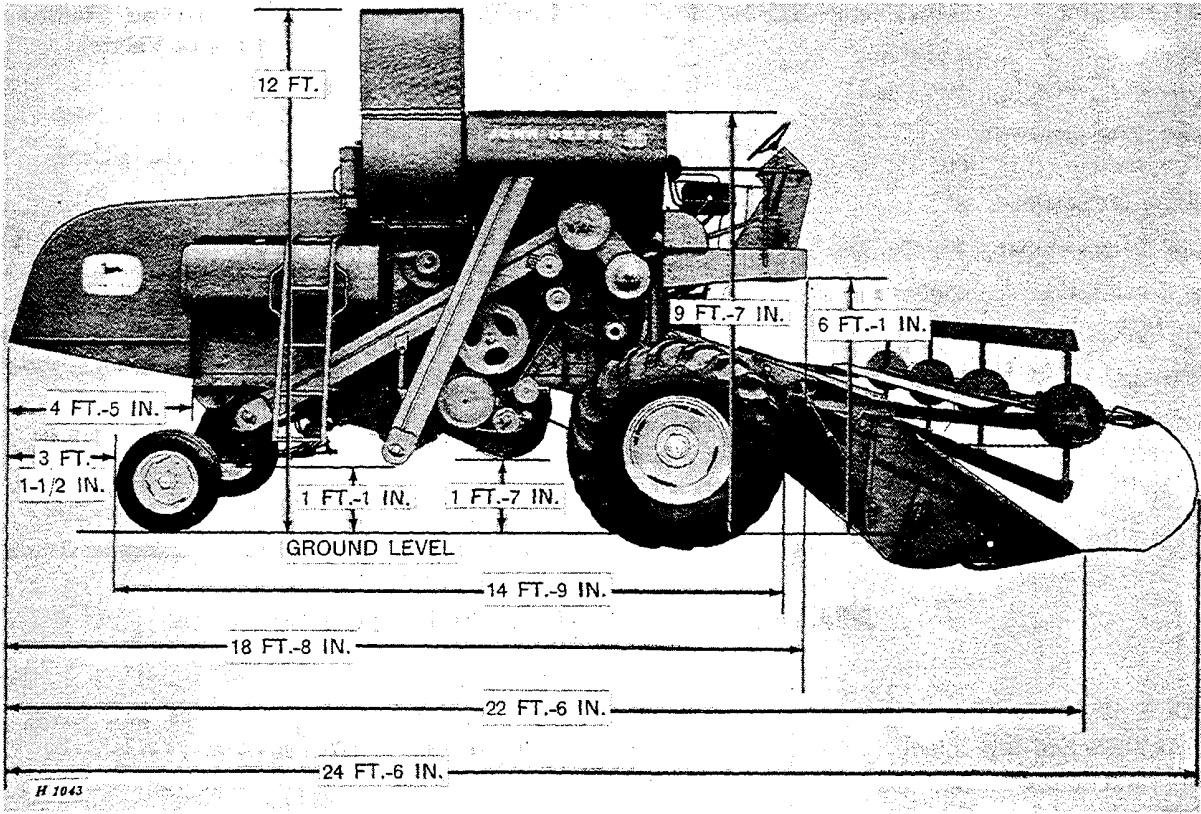
Make of Engine.....	John Deere—HD-217-G	Valve Arrangement..	Valve-in-Head (Rotators on Exhaust Valves)
Bore.....	3-5/8 In.	Valve Clearance In-	
Stroke.....	3-1/2 In.	take.....	.015-in. (When Cold)
Brake Horsepower		Exhaust.....	.015-In. (When Cold)
(Corrected).....	86	Make of Governor...	Pierce
Number of Cylinders.	6	Make of Carburetor..	Zenith (Dual Down Draft Type)
Piston Displacement.	217 Cu. In.	Spark Plug.....	Champion H-10 or Auto-Lite AL-7 or AC-45L Gap .025-In. Heat Range 1200° to 1500° F.
Max. Load Speed....	2500 rpm	Electrical System....	12-Volt (Two 6-Volt Batteries)
Firing Order.....	1-5-3-6-2-4	Cooling System.....	Water Pressure Type
Crankcase.....	Cast Integral with Block	Type of Fuel.....	Gasoline (Regular Grade)
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		

**SPECIAL EQUIPMENT AVAILABLE**

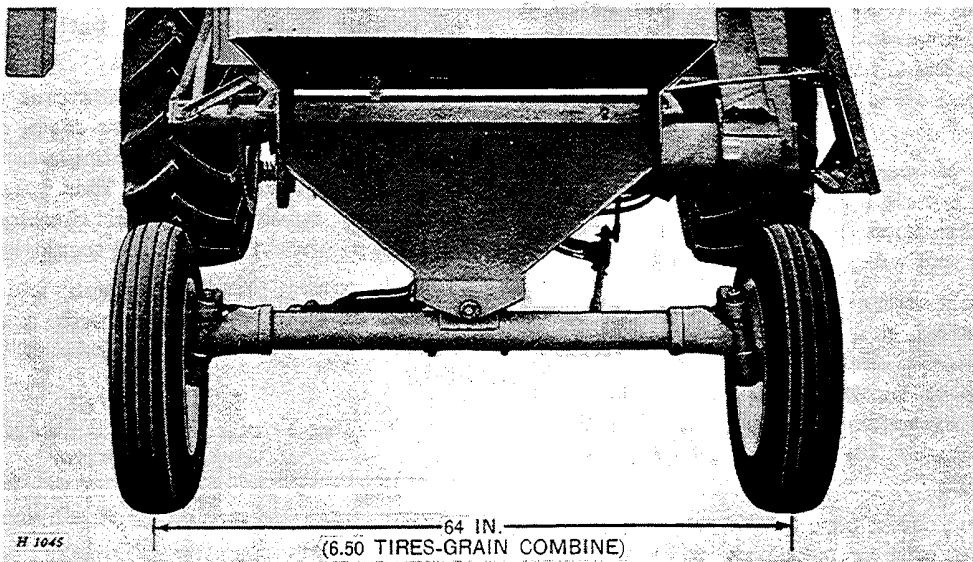
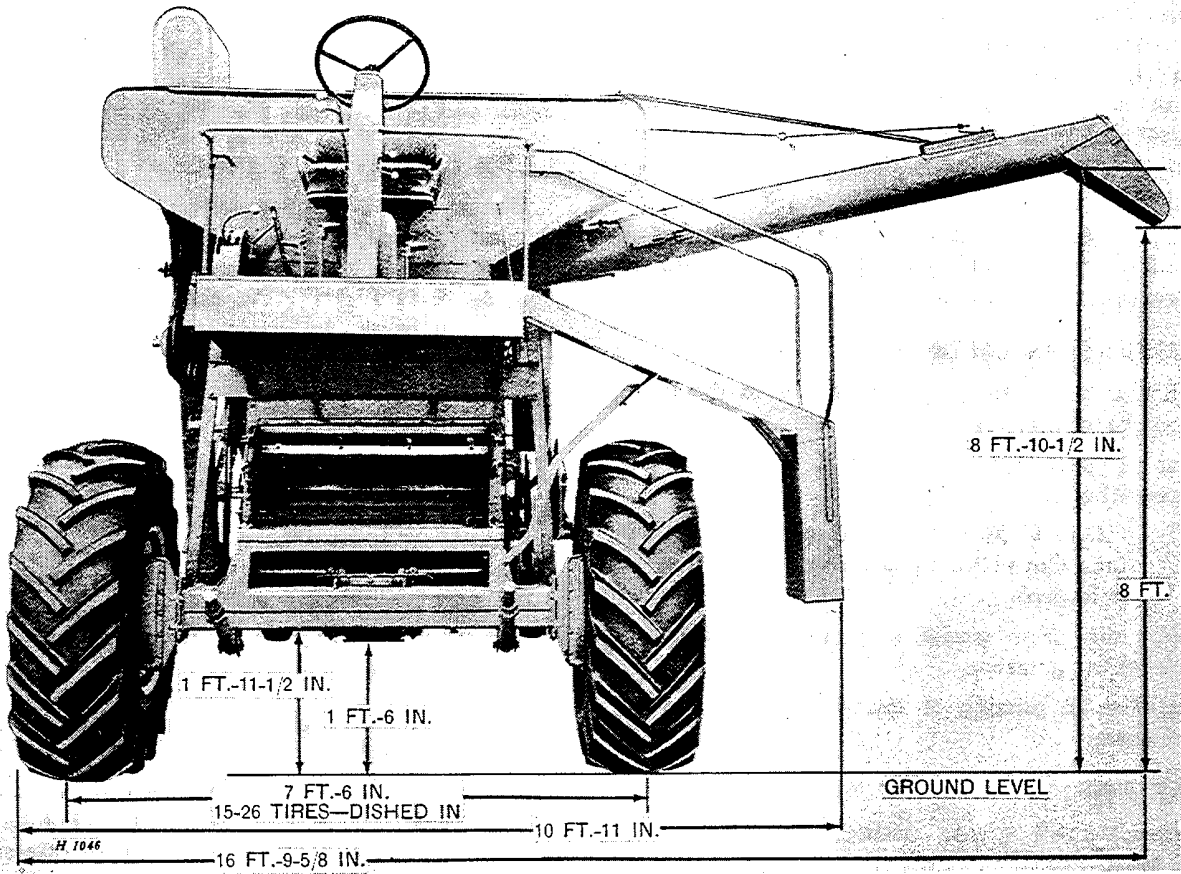
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*(Specifications and design subject to change without notice.)*

### COMBINE DIMENSIONS—OVER-ALL



COMBINE DIMENSIONS—OVER-ALL—Continued



## LUBRICATION

The economical and efficient operation of any machine depends on regular and proper lubrication of all moving parts with a quality lubricant. This is especially true of farm equipment which must operate in hot, dusty conditions over rough ground. Neglected lubrication quickly leads to reduced efficiency, heavy draft, wear, breakdown, and replacement of parts.

Use a clean container for storing and handling all lubricants. See that only clean lubricants go into the working parts of your combine.

### LUBRICATION CHARTS.

All lubrication points will be found in the lubrication charts that follow.

For all hourly lubrication points, use SAE Multi-Purpose Grease.

**CAUTION: Never Attempt to Lubricate Combine or Engine While Engine Is Running.**

Wipe dirt from grease fittings and grease gun nozzle before greasing.

Replace all missing or damaged grease fittings immediately.

### BEARINGS.

Lubricate all grease fittings thoroughly, with SAE Multi-Purpose Grease, until grease oozes out of bearing. This assures that the bearing is full, and also flushes out dirt that may have accumulated in the bearing. However, avoid excessive lubrication. Excessive lubricant that has dropped onto belts should be wiped off immediately to avoid belt slippage.

Two types of sealed bearings are used on this combine. One type is a sealed for life bearing which requires no lubrication; the other type is pre-packed at the factory and will require yearly lubrication.

To lubricate bearings where a pipe plug is provided in bearing housing, remove the pipe plug and insert a 1/8-inch diameter slotted grease fitting (JD7805); the slotted fitting allows the bearing housing to be filled to capacity without blowing out seals due to pressure building up. Then remove grease fitting and replace pipe plug.

Where no end cap or pipe plug is provided in bearing housing, it will be necessary to pull bearing housing from shaft to repack bearing with new grease. Clean bearing with a safe solvent and pack with new grease. Replace bearing housing.

### LUBRICATION OF LINKAGES.

When lubricating the combine, make a practice of putting a few drops of oil on all clevises, linkages, and other moving parts. This will make them work easier and prolong their life.

### LUBRICATION OF CHAINS.

Chains should be lubricated at frequent intervals. A good grade of light machine oil should be used. A paint brush is a good instrument for applying oil to chains. **CAUTION: Do not oil chains when operating in sandy conditions. Sand will stick to the oiled chain and act as an abrasive.**

### KNIFE LUBRICATION.

The amount of lubricant to use on a knife depends on the conditions in which the work is being done. When the grain is being topped and the cutter bar is carried some distance from the ground, liberal lubrication with engine oil is permissible. In many conditions where the cutter bar must operate close to the ground, it is better not to use oil except for a small amount on the knife holders.

### TRANSMISSION AND FINAL DRIVE LUBRICATION.

Lubrication of transmission, differential, and final drives is entirely automatic. It starts and stops with combine operation. The transmission, differential, and final drive gears are partially submerged in SAE 90 oil. When the gears revolve, oil is carried up to all moving parts, completely bathing gears, shafts, and bearings.

Changing seasons and temperatures, together with heating and cooling of the gear cases, cause condensation and eventually an accumulation of sludge in the main transmission case. This breaks down the lubricating qualities of the oil; therefore, the transmission oil should be changed regularly.

Each spring the transmission and final drives should be drained, cleaned with a safe cleaning solvent, and refilled with new SAE 90 oil.

#### Weight of Oil (For Transmission, Differential, and Final Drive)

Unit	Viscosity	Capacity
Transmission-Differential	SAE 90	10 U. S. Pints
Final Drive	SAE 90	4-1/2 U. S. Pints (Each)

## ENGINE LUBRICATION.

### Types of Crankcase Oil.

The engine of your combine has a force-feed pressure lubricating system—one of the finest it is possible to produce. Do not handicap it by trying to save money with inferior oil. High-grade oils withstand heat and wear for a longer time. Inferior oils soon become thin and lose their lubricating qualities. Some inferior oils contain traces of sulphur, which in itself is not harmful, but in the presence of certain products of combustion, will form acids which will attack metal surfaces. It pays to buy only nationally-known brands of oil.

It is impossible to determine from the appearance of an oil whether it is best suited to your engine and service conditions. The petroleum industry markets several types of crankcase oils. These types have been defined by the American Petroleum Institute as follows:

**Service ML**—Oil suitable for service typical of gasoline and other spark ignition engines operating under light loads and favorable service conditions.

**Service MM**—Oil suitable for service typical of gasoline and other spark ignition engines operating under moderate to severe service conditions.

**Service MS**—Oil suitable for service typical of gasoline and other spark ignition engines operating under unfavorable or severe types of service conditions.

For average service conditions, oil specified "For Service MM" is recommended for use in your combine engine.

For exceptionally severe service, combinations of heavy loads and high temperatures, or low temperature start and stop service, it may be possible to extend engine life by use of oils specified "For Service MS."

In some cases, where owners have had successful experience with certain brands of oils now specified "For Service ML," it will be possible to continue use of these oils but, due to the wide variations likely to be encountered among various brands, their use cannot be generally recommended.

### Weight of Oil.

Your John Deere Combine was made with the same precision as a fine automobile, with clearances between bearing surfaces as fine as a ten-thousandth part of an inch. If oil is expected to lubricate these surfaces, it first must get there. Therefore, weight of viscosity of the oil is very important.

Using oil of the wrong weight can result in loss of power, excessive fuel consumption, and undue wear on moving parts.

In a new engine it is important to use the oil specified in the temperature-oil weight chart below.

**IMPORTANT: Follow the engine break-in instructions given on this page and page 22.**

Season	Engine Crankcase, Air Cleaner, and Hydraulic Systems
Above 32° F.	SAE 20 or SAE 10W-30
Below 32° F.	SAE 10-10W or SAE 5W-20

### Capacities:

Crankcase Oil Capacity	4 U. S. Quarts
Oil Filter Capacity	1 U. S. Quart
Cutting Platform Lift and Variable Drive Hydraulic Unit Oil Capacity*	8 U. S. Quarts
Power Steering Hydraulic Unit Oil Capacity*	2 U. S. Quarts
Air Cleaner	1 U. S. Quart

\*This includes hydraulic oil lines and cylinders.

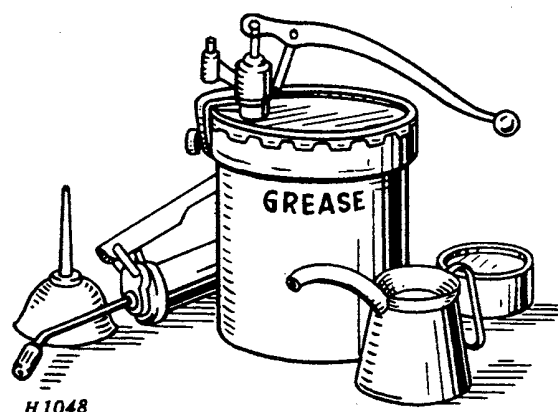
### HYDRAULIC UNITS.

A premium grade of engine oil is recommended for use in the hydraulic units. Check oil level daily. Be certain the cutting platform is lowered to the ground when checking or adding oil. In the power steering hydraulic unit oil reservoir, automatic transmission fluid type "A" may be used.

### ENGINE BREAK-IN.

The engine on your new combine is shipped from the factory with a special break-in oil in the crankcase. After 20 hours of operation, this oil must be drained from the crankcase and oil filter and replaced with 5 quarts of oil. Use SAE 10W or SAE 5W-20 if temperature is below +32° F. or SAE 20 or SAE 10W-30 if temperature is above +32° F.

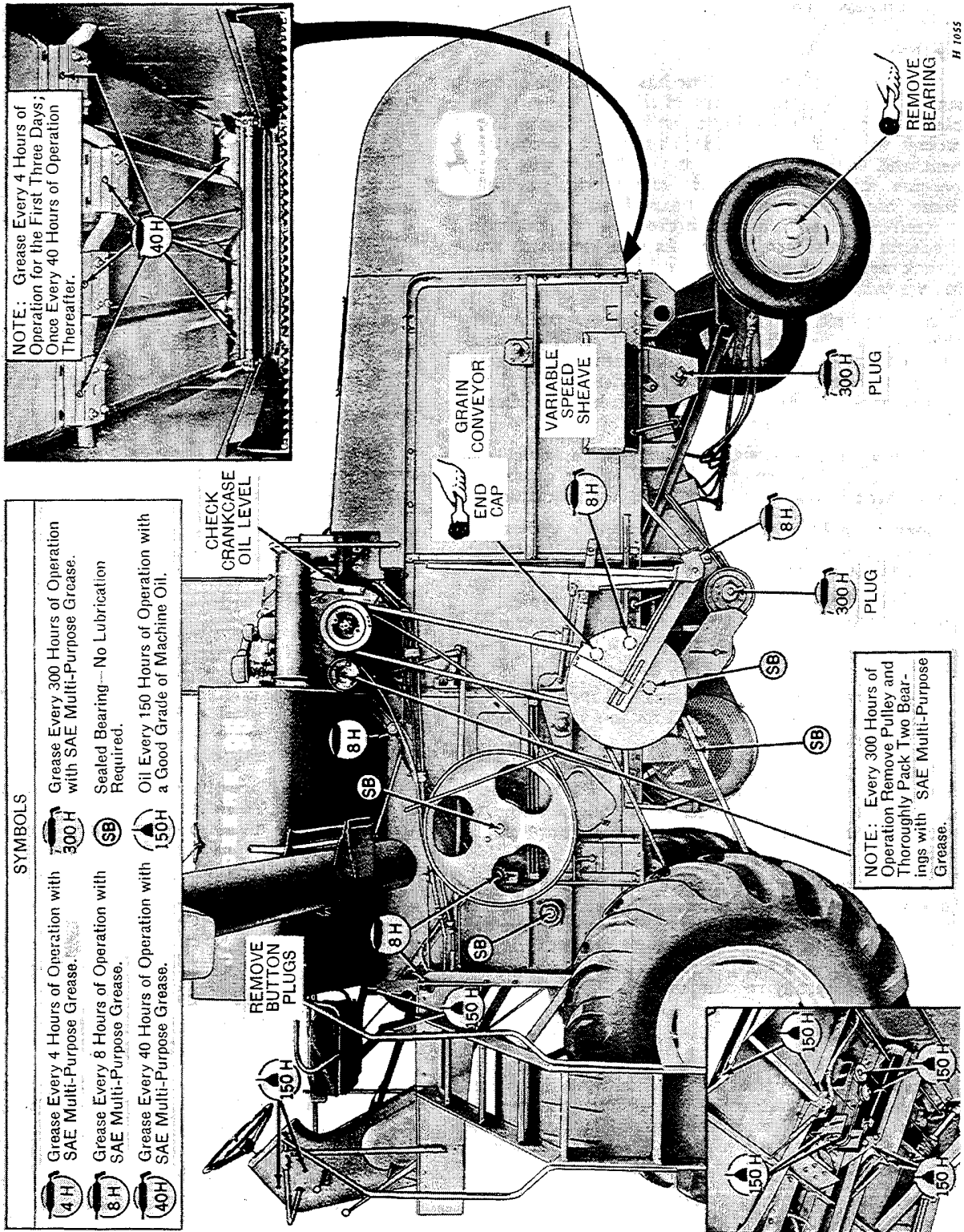
Drain and replace oil every 150 hours of operation, or every season (whichever comes first), thereafter. Use the correct oil as specified above, depending on the temperature. For further break-in instructions on the engine, see page 22.



### KEEP LUBRICANTS CLEAN!

Use *only* high-grade lubricants which have been stored in clean containers. Wipe away all grease and dirt before removing filler caps or plugs.

**LEFT-HAND SIDE OF SEPARATOR**

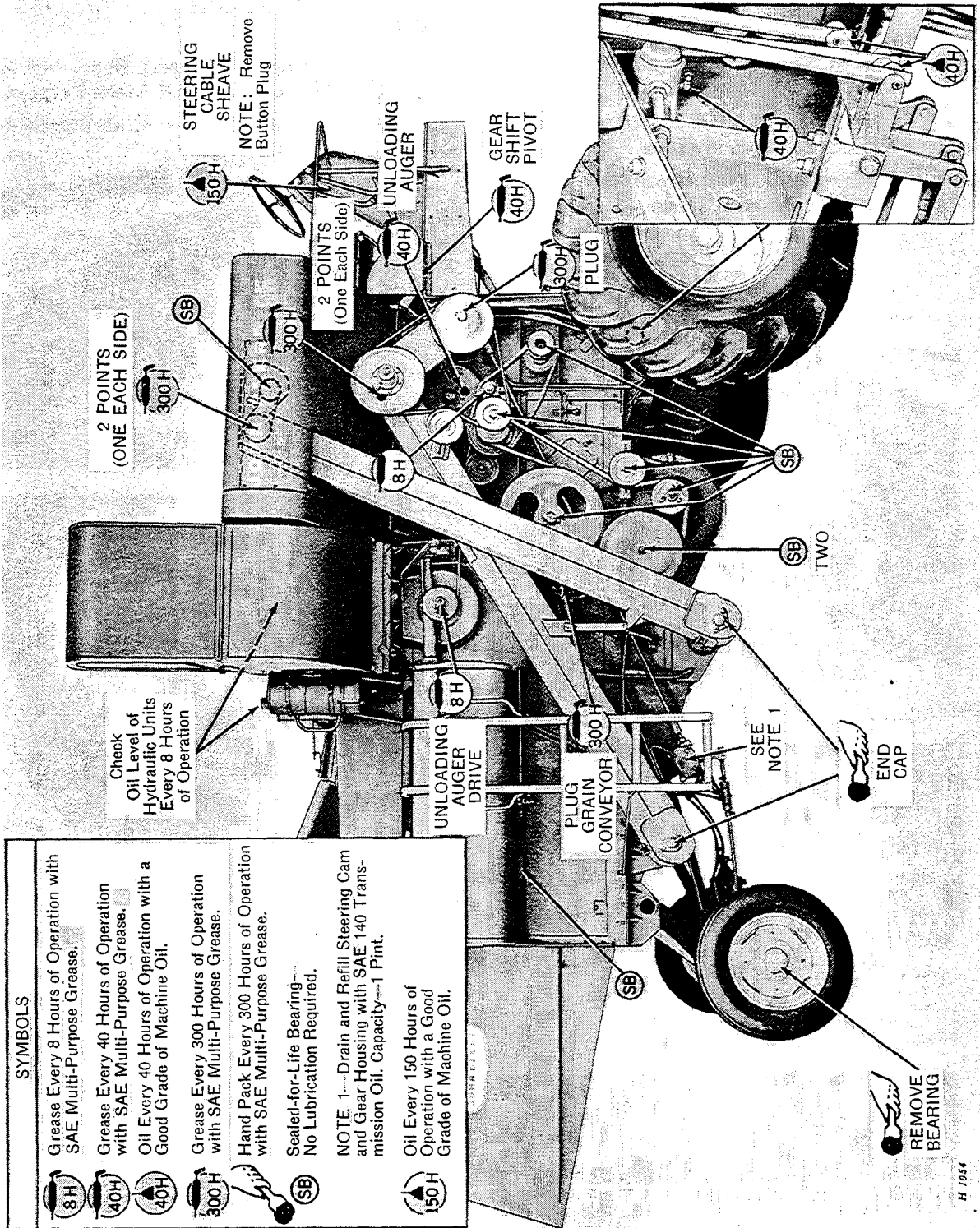


NOTE: Grease Every 4 Hours of Operation for the First Three Days; Once Every 40 Hours of Operation Thereafter.

- SYMBOLS**
- Grease Every 4 Hours of Operation with SAE Multi-Purpose Grease.
  - Grease Every 8 Hours of Operation with SAE Multi-Purpose Grease.
  - Grease Every 150 Hours of Operation with SAE Multi-Purpose Grease.
  - Grease Every 300 Hours of Operation with SAE Multi-Purpose Grease.
  - Sealed Bearing—No Lubrication Required.
  - Oil Every 150 Hours of Operation with a Good Grade of Machine Oil.

NOTE: Every 300 Hours of Operation Remove Pulley and Thoroughly Pack Two Bearings with SAE Multi-Purpose Grease.

**RIGHT-HAND SIDE OF SEPARATOR**



**SYMBOLS**

- Grease Every 8 Hours of Operation with SAE Multi-Purpose Grease.
- Grease Every 40 Hours of Operation with SAE Multi-Purpose Grease.
- Oil Every 40 Hours of Operation with a Good Grade of Machine Oil.
- Grease Every 300 Hours of Operation with SAE Multi-Purpose Grease.
- Hand Pack Every 300 Hours of Operation with SAE Multi-Purpose Grease.
- Sealed-for-Life Bearing—No Lubrication Required.
- NOTE 1—Drain and Refill Steering Cam and Gear Housing with SAE 140 Transmission Oil. Capacity—1 Pint.
- Oil Every 150 Hours of Operation with a Good Grade of Machine Oil.

### CUTTING PLATFORM

#### SYMBOLS



Grease Every 4 Hours of Operation with SAE Multi-Purpose Grease.



Grease Every 150 Hours of Operation with SAE Multi-Purpose Grease.



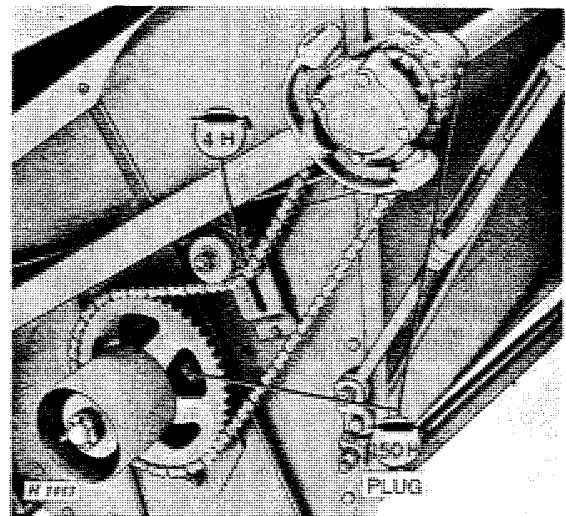
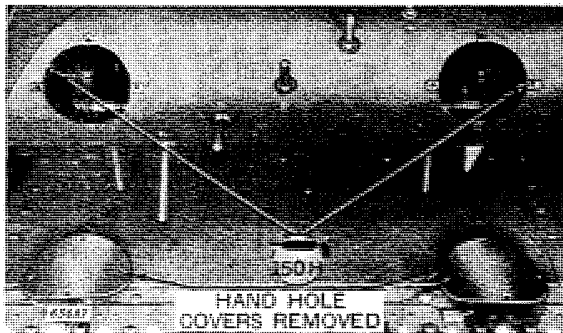
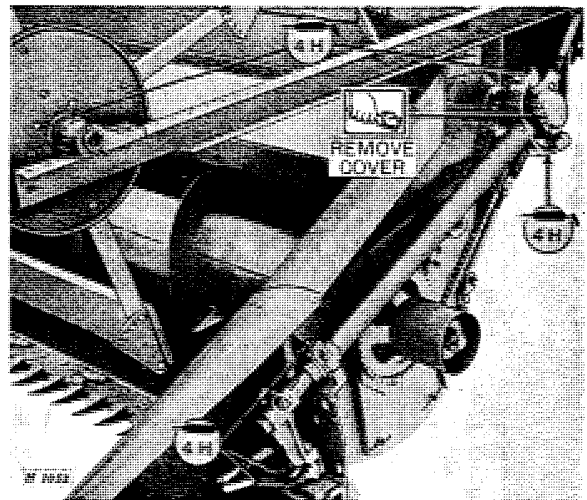
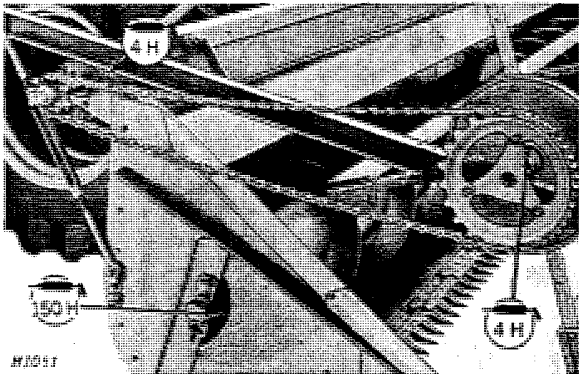
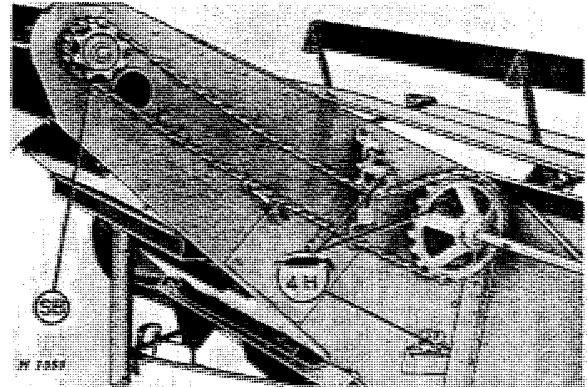
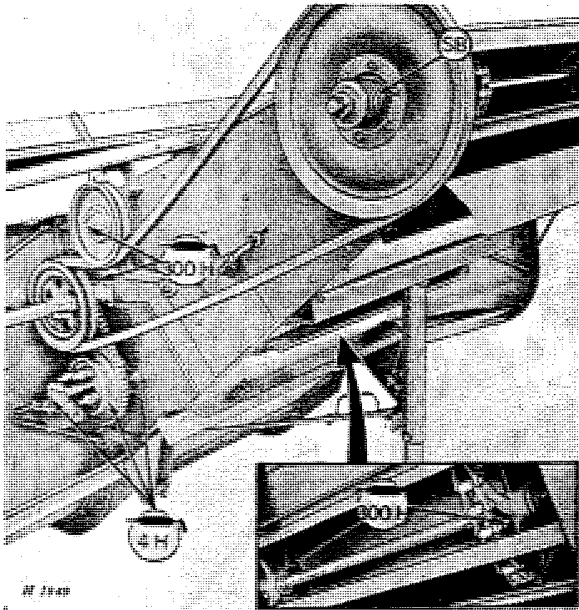
Grease Every 300 Hours of Operation with SAE Multi-Purpose Grease.



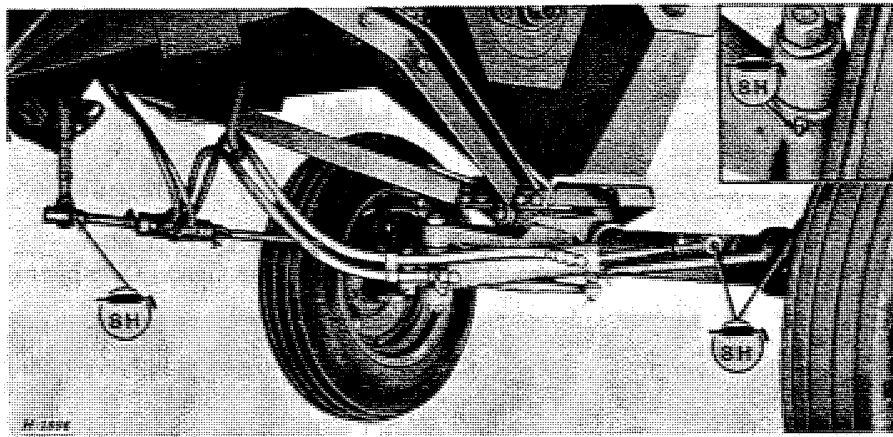
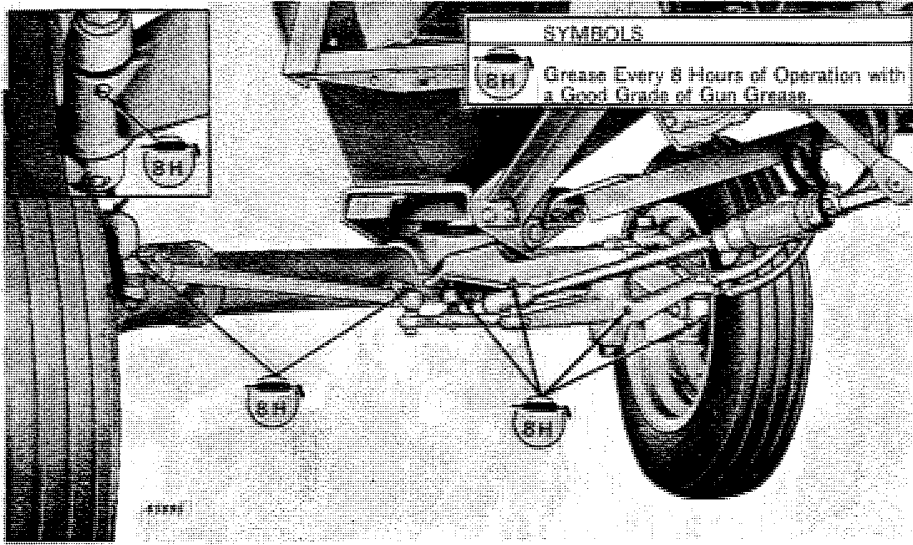
Hand-Pack Bearing Every 300 Hours of Operation with SAE Multi-Purpose Grease.



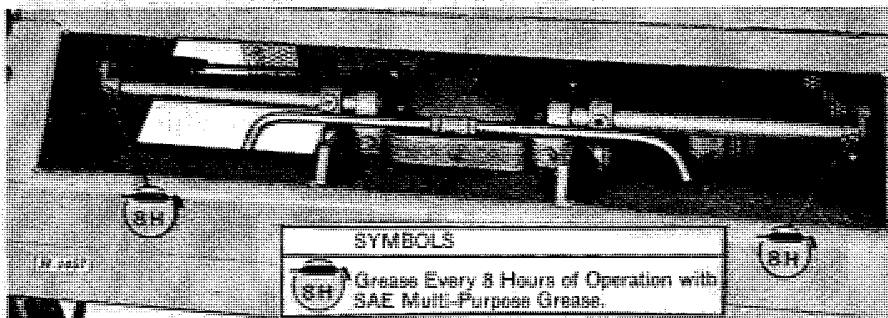
Sealed Bearing—No Lubrication Required.



### REAR AXLE



### BRAKE SHAFTS

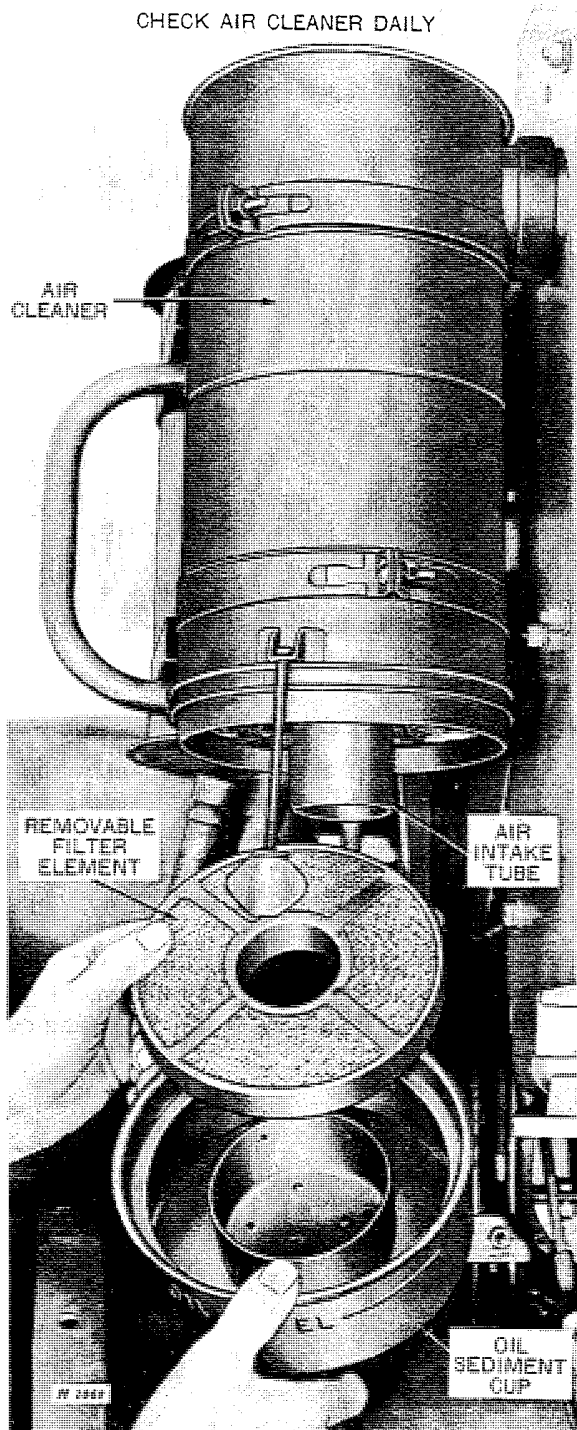




## AIR CLEANER

The air cleaner requires attention every day of combine operation. **IMPORTANT:** When operating under extremely dusty, sandy conditions, or in crops that are heavy with rust, fuzz, or dirt, service air cleaner twice a day, or more often if necessary.

CHECK AIR CLEANER DAILY



## SERVICING AIR CLEANER.

Remove oil sediment cup from lower part of air cleaner; remove removable filter element from cup, then pour out oil and sediment. Wash sediment cup and filter element in a safe cleaning solvent. Refill cup with new oil to oil level mark. Use an oil of same viscosity as used in crankcase, except in extreme dusty conditions—then use only SAE 10 oil. **CAUTION:** If oil is above oil level mark on cup, it will be drawn from air cleaner through carburetor up into engine.

When servicing air cleaner, check connecting hose from air cleaner to carburetor. Connections should be air tight at all times, with hose placed as far onto horns of carburetor and cleaner as possible. Tight connections will permit engine to use washed air through air cleaner instead of dirty air through leaks in hose connections.

The air intake tube (running through center of air cleaner) should be swabbed out at regular intervals to allow sufficient air to pass into the air cleaner.

To swab out the air intake tube, remove oil cup from bottom of cleaner, then swab out tube with a clean cloth wrapped around a stick.

At the end of operating season, remove entire air cleaner from combine so all parts may be washed in a safe cleaning solvent. This will remove any dirt which may be clinging to oily surfaces of the interior of air cleaner.

**CAUTION:** Do not remove cleaning element from air cleaner. Do not attempt to dry air cleaner with an air hose. The blast will compact the filtering material.

## HYDRAULIC UNITS

Two independent hydraulic units are used on this combine—one for the power steering and the other for the cutting platform height control and the variable speed unit.

### Check Oil Level of Both Hydraulic Oil Reservoirs Daily.

Use a premium-type engine oil of the proper viscosity. See chart on page 9 for weights of oil to use in different temperatures.

In the power steering hydraulic unit oil reservoir, automatic transmission fluid type "A" may be used.

**CAUTION:** Add only clean oil of the proper viscosity to the hydraulic unit oil reservoirs. Never use drainings of any type. If oil is to be strained when added, never strain through cloth as lint is harmful to the hydraulic system.

An extreme pressure oil is used as a shipaway oil in the hydraulic units. After one season's operation, drain and refill hydraulic systems with a premium-type engine oil of proper viscosity.



**Suggest:**

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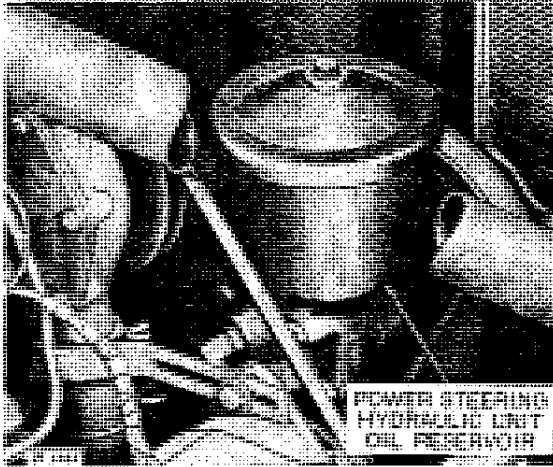
**Please download this document**

**first, and then click the above link**

**to download the complete manual.**

**Thank you so much for reading**

### Power Steering Hydraulic Unit Oil Level.

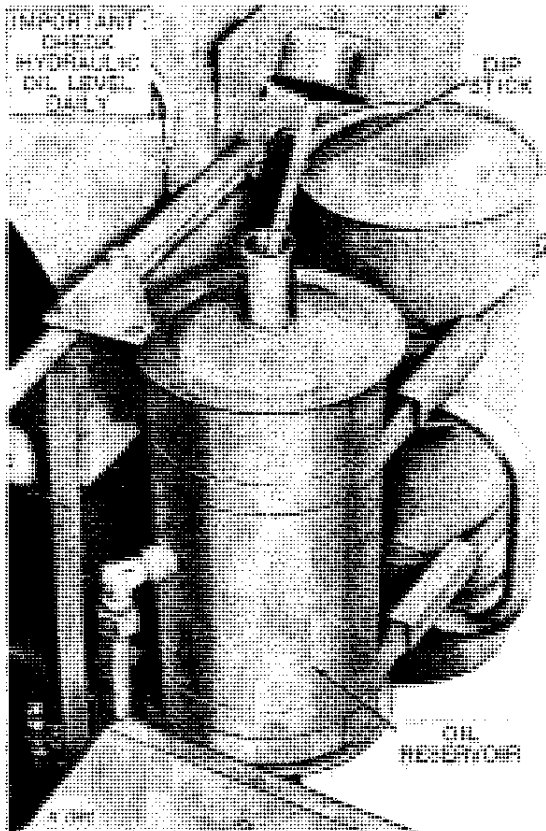


*Power Steering Oil Reservoir*

Keep oil level up to "Full" mark as indicated by a line on the inside of hydraulic oil reservoir.

Capacity of system is approximately 2 U. S. quarts.

### Cutting Platform and Variable Speed Hydraulic Unit Oil Level.



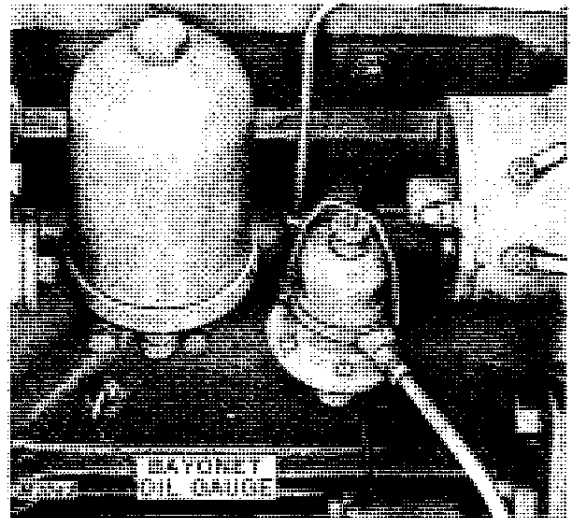
*Cutting Platform and Variable Speed Oil Reservoir*

*NOTE: Be certain cutting platform has been lowered to the ground before checking oil level.*

Oil level should be to "Full" mark on dip stick attached to oil reservoir cap. Add clean oil as necessary, of the same viscosity as used in the engine crankcase.

Capacity of cutting platform and variable speed hydraulic system, including oil lines and cylinders, is approximately 8 U. S. quarts.

### CRANKCASE



*Bayonet Oil Gauge*

### Checking Crankcase Oil Level.

A bayonet gauge for checking the quantity of oil in crankcase is provided on lower right-hand side of engine. It is not necessary to add oil until oil level is down to "Add One Qt." mark on bayonet gauge. Do not operate engine with oil level below the "Add One Qt." mark.

Check oil level daily. If oil is above "Full" mark on bayonet gauge, drain to level of drain plug in oil pan. Check oil level immediately after stopping engine.

An ounce of care can prevent a pound of cure—service your equipment at recommended intervals, using correct lubricant.

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