

John Deere Combines 95H



OPERATORS MANUAL

John Deere
Combines 95H

OMH91022 C3 English

OMH91022 C3

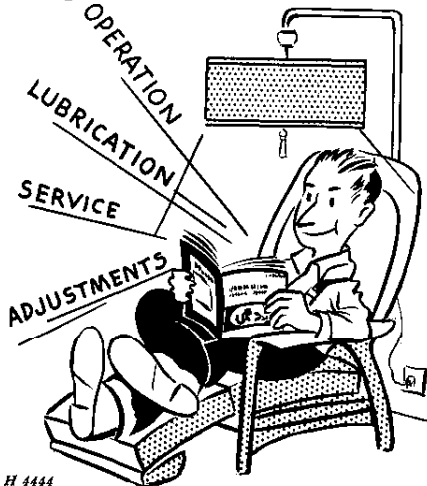
LITHO IN U.S.A.
ENGLISH



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 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.



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. "Counterclockwise" refers to parts turning to the left.

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

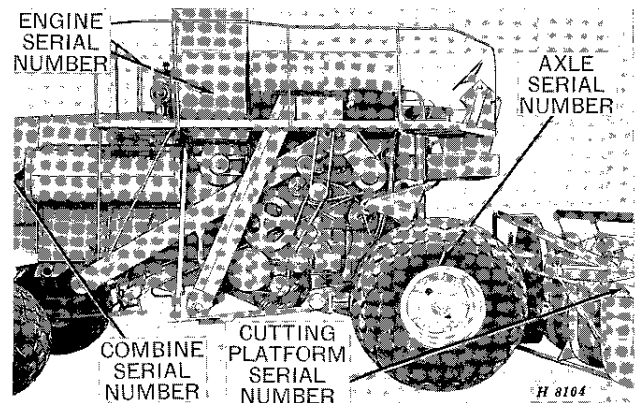
Keep your combine a John Deere Combine

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, 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.



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 _____

Operator's Manual Price \$



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BEATER (Behind the cylinder)

Type . . . Drum (Spike-tooth type with removable covers)
 Width 40-in.
 Diameter 12-in.
 Speed 680 rpm

SEPARATOR

Type Grain conveyor, straw walker
 Width 40-in.
 Length of separating surface . 140-in. (Straw walker pans extended)
 Area of separating surface 5,600 sq. in.

GRAIN CONVEYOR

Type Slat
 Drive Chain

CLEANING FAN

Type 5-bladed undershot
 Drive V-belt
 Speed range 602 rpm to 858 rpm

CHAFFER

Type . Adjustable, No. 2 No-Choke, or Petersen Adjustable
 Width 38-1/2-in.
 Length—with extensions 60-3/4-in.
 Area 2,337 sq. in.

SIEVE

Type Adjustable
 Width 38-1/2-in.
 Length 45-in.
 Area 1,734 sq. in.

CHAFFER EXTENSION

Type Adjustable
 Width 38-1/2-in.
 Length 12 in.
 Area 462 sq. in.

TOTAL CLEANING AREA OF CHAFFER,

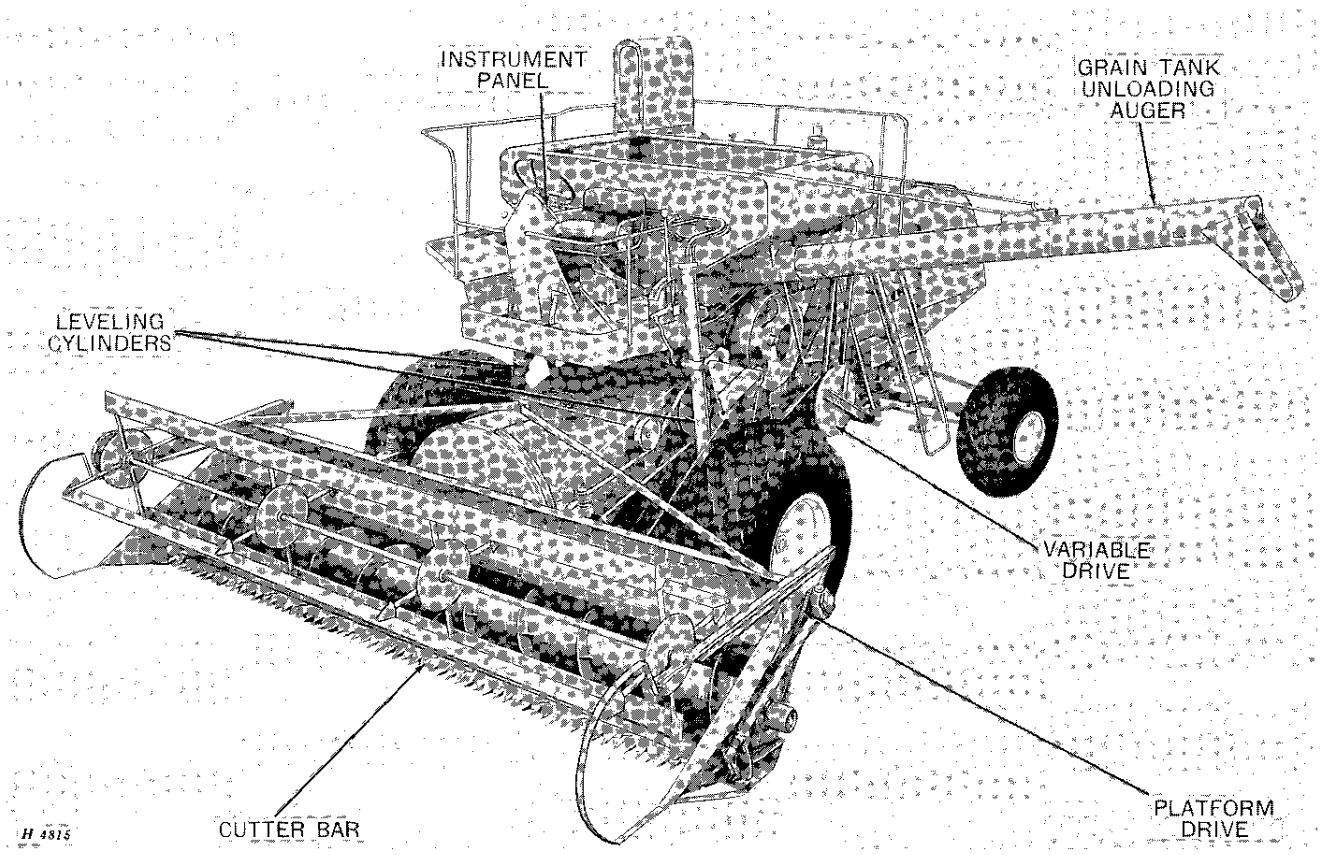
SIEVE, AND CHAFFER EXTENSION 4,071 sq. in.

STRAW WALKERS

Number Four
 Width 9-1/2-in.
 Length—with pans extended 123 in.
 Area 4,920 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 condition of crop will determine actual volume)



H 4815

4 specifications

GRAIN TANK—continued

Capacity with grain tank extensions
(Special equipment) 70-bushel
Type of unloading Hinged auger

BRAKES

Type Individual, mechanical disk-type

TRANSMISSION Automotive—4 speeds forward, 1 reverse

STEERING Power (Hydraulically-assisted)

LEVELING MECHANISM

Type Automatic—electrically activated-hydraulic-ly controlled—can be activated manually
Maximum degree of leveling 0 to 42%

Tire sizes

MAIN WHEELS

23.1-26 (10-ply rating) Low profile
or
26.5-25 (12-ply rating) Low profile

GUIDE WHEELS

18.4-16A (6-ply rating) Low profile

Weights

Hillside combine with 16-foot cutting platform and 23.1-26 tires 13,800 lbs. (approx.)

Hillside combine with 16-foot cutting platform and 26.5-25 tires 15,620 lbs. (approx.)

Hillside combine with 18-foot cutting platform and 23.1-26 tires 14,025 lbs. (approx.)

Hillside combine with 18-foot cutting platform and 26.5-25 tires 15,845 lbs. (approx.)

16-foot cutting platform complete 2,500 lbs. (approx.)

18-foot cutting platform complete 2,725 lbs. (approx.)

Set of two 23.1-26 tires on rims 780 lbs. (approx.)

Set of two 26.5-25 tires on rims 2,600 lbs. (approx.)

Wheel tread dimensions

Tire size	Center-to-center
23.1-26	112 inches
26.5-25	115-1/2 inches
18.4-16A	106 inches

Tire inflation chart

Tire size	Ply rating	Pressure
18.4-16A (Low profile)	6	10 lbs.
23.1-26 (Low profile)	10	18 lbs.
26.5-25 (Low profile)	12	16 lbs.

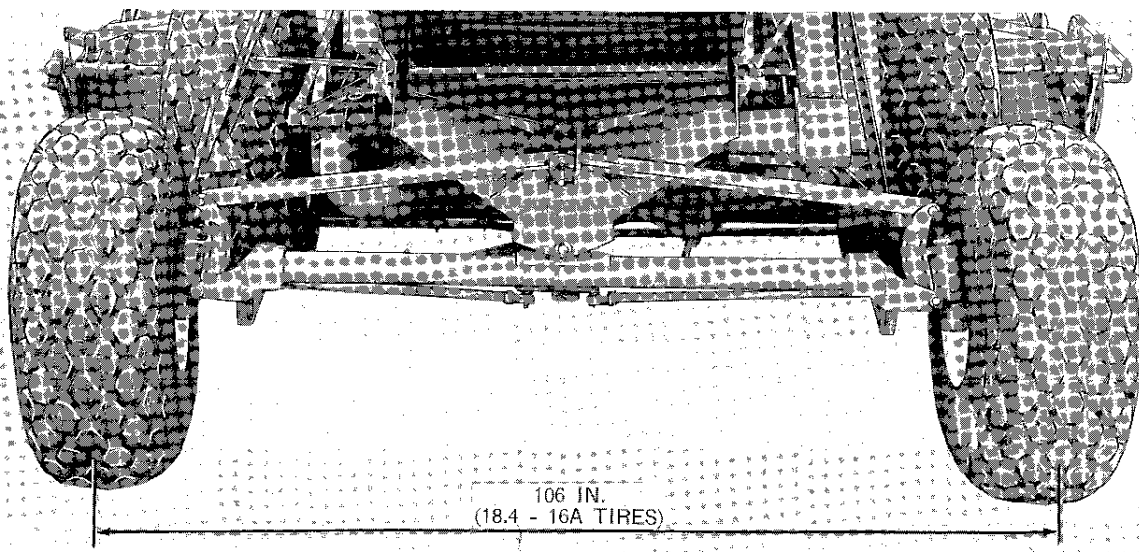
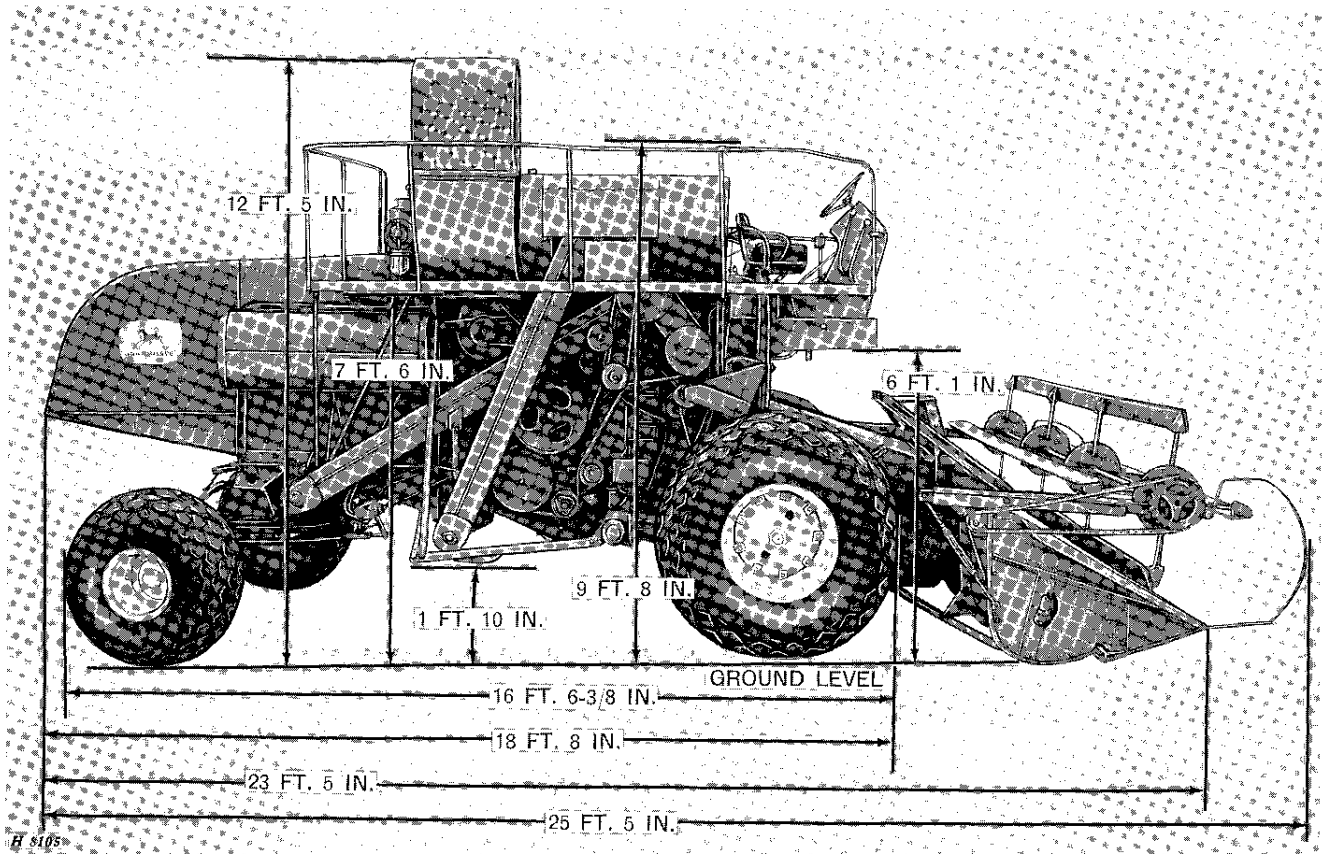
Selective ground speed control range

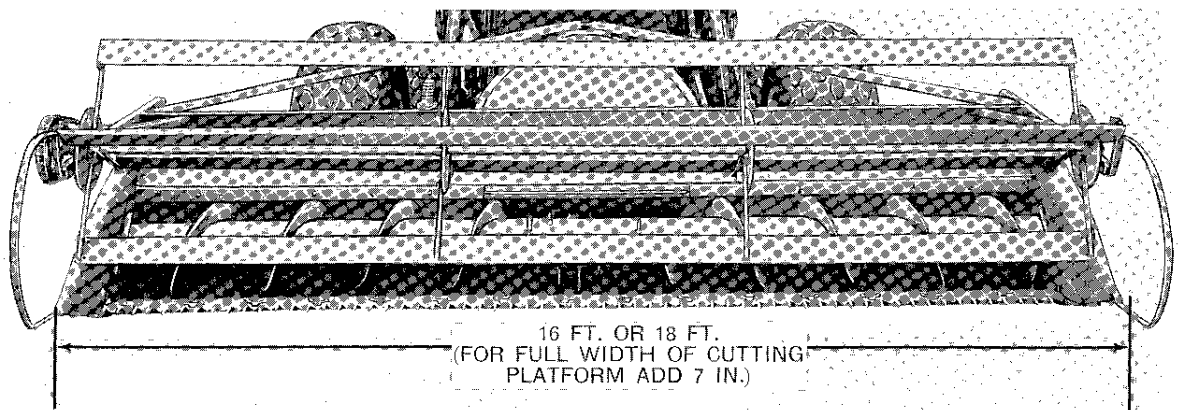
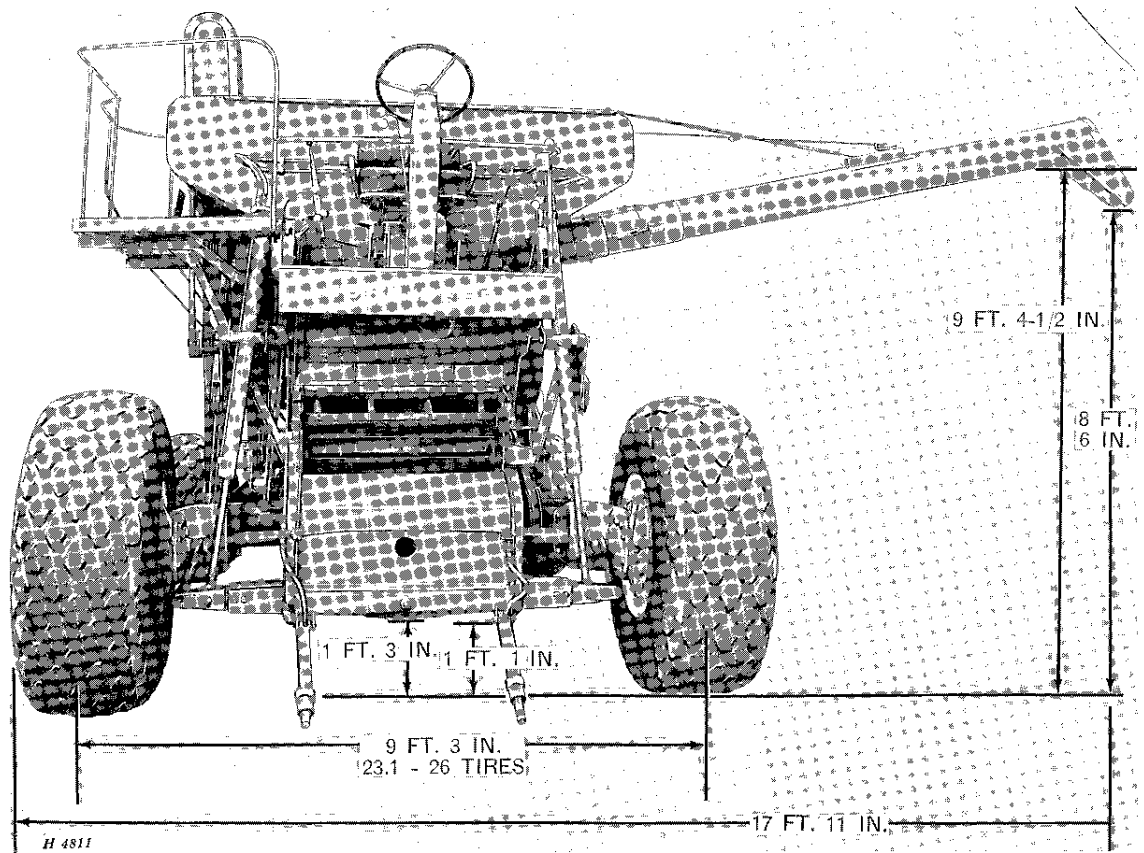
23.1-26 TIRES			26.5-25 TIRES		
	(Min.)	(Max.)		(Min.)	(Max.)
1st Gear7	1.6 mph	1st Gear8	1.8 mph
2nd Gear	1.5	3.3 mph	2nd Gear	1.6	3.7 mph
3rd Gear	2.9	6.5 mph	3rd Gear	3.3	7.4 mph
4th Gear	5.8	13.1 mph	4th Gear	6.6	14.8 mph
Reverse	2.0	4.5 mph	Reverse	2.3	5.1 mph

6 specifications

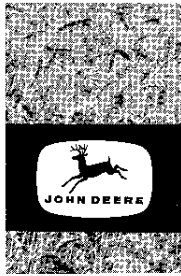
Combine dimensions—over-all

NOTE: Dimensions are for combine equipped with 23.1-26 (15-26) front tires and 18.4-16A rear tires





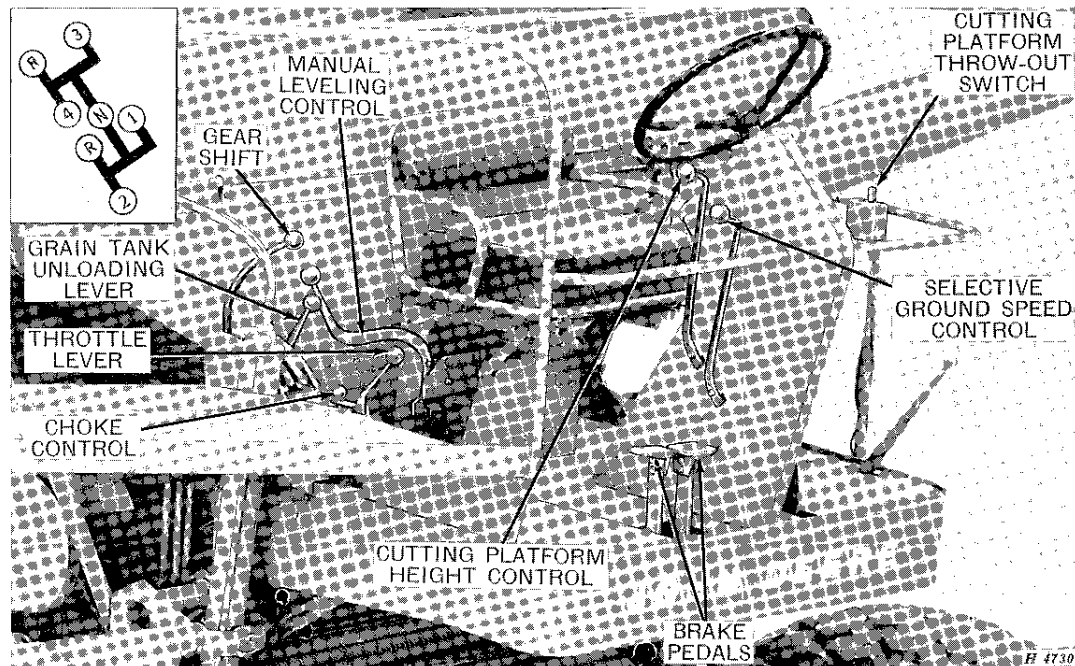
(Specifications and design subject to change without notice.)



controls and instruments

Before attempting to operate your new combine, become familiar with the location and purpose of its controls and instruments. Study these pages carefully, regardless of your previous combine experience.

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, are not explained.

Transmission gearshift lever

There are four speed ranges forward and one reverse range (with two positions). Positions of gearshift lever for different transmission speed ranges are shown by diagram.

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

Grain tank unloading lever

This lever engages auger when pulled rearward. To disengage, move lever forward. Grain tank unloading drive and separator drive are in-

dependent. If engine is running, separator can be stopped without affecting unloading of grain tank.

Separator throw-out lever

This lever is disengaged when 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. It will automatically return to neutral position when released and speed will remain as selected. Ground travel speeds from .7 to 13.1 mph (23.1-26 tires) from .8 to 14.8 mph (26.5-25 tires) and reverse ground travel speeds from 2.0 to 4.5 mph (23.1-26 tires) and 2.3 to 5.1 mph (26.5-25 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 2-5/8 inches below wheel level to 28-5/8 inches above wheel level (23.1-26 tires), and from 2-1/4 inches above wheel level to 33-7/8 inches above wheel level (26.5-25 tires). 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.

Cutting platform throw-out switch

This switch operates the electromagnetic throw-out clutch which permits instant stopping of the cutting platform and feeder while the separator continues to run.

Push the switch down to disengage drive, then when trouble has been taken care of, push switch down again to engage drive.

Manual leveling control lever

If the automatic leveling mechanism should fail to function, or if the operator desires to tilt the separator while on level land, the leveling mechanism can be controlled by means of the manual control lever. Move lever to right for right-hand tilt and to left for left-hand tilt.

Throttle control lever

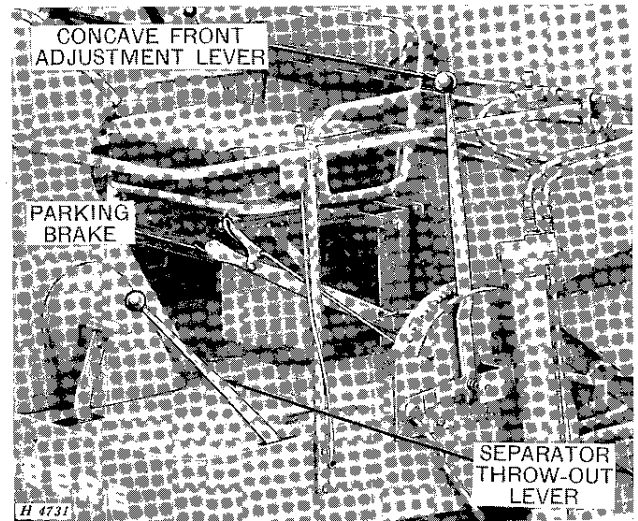
Move lever one quarter forward from rear to start engine. Move lever all the way rearward for slow idle; move lever all the way forward for normal operation.

Choke control lever

Move lever all the way forward to start engine. After engine is started, and for normal operation, move lever all the way rearward.

Concave front adjustment lever

Move lever forward to open front of concave; move lever rearward to close front of concave. The normal maximum opening is one inch.



Separator throw-out lever

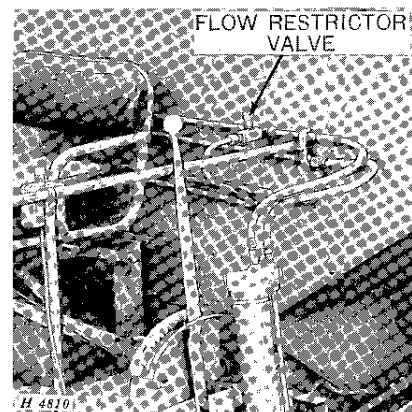
This lever is disengaged when in forward position. To engage, pull lever rearward.

Parking brake lever

The parking brake lever is used to lock the wheel brakes so the combine cannot move if left unattended. To engage, pull lever rearward. To disengage, move lever forward.

Never attempt to move combine with parking brake lever engaged.

Flow restrictor valve



The flow restrictor valve controls the leveling speed. This valve can be adjusted from the operator's seat to give the desired leveling speed. The speed can be quickly changed to meet varying ground and slope conditions.

10 controls and instruments

Flow restrictor valve—continued

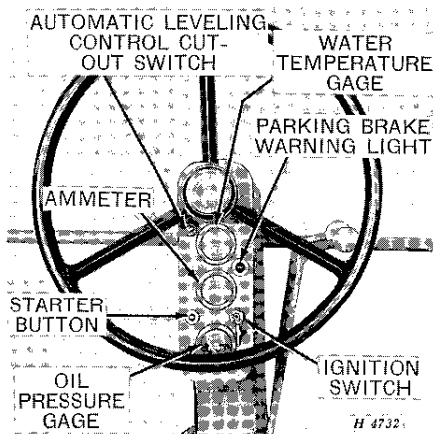
Turn the valve clockwise to slow down the leveling speed; turn valve counterclockwise to increase the leveling speed.

The valve is color coded and numbered so that various speed adjustments can be made, changed, and reset by remembering the colors and numbers used.

A locking set screw is provided so that the valve can be locked in one position if so desired. If the locking screw is not used, it is necessary to occasionally check the setting to be certain the valve is not "creeping," due to vibration.

CAUTION: When the flow is restricted any amount, extreme caution must be taken against excessive speed on steep slopes.

Instruments



Parking brake and leveling limit warning light

When the parking brake is engaged, the warning light will flash on and off the instant the ignition switch is turned on. This is a precaution against moving the combine with the parking brake engaged.

This light will also flash on and off when the separator has reached the automatic leveling limit; beyond this point, the separator will start to lean and the operator should proceed only with the utmost caution.

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 with wear, but with recommended oil, it should read normal (indicated by green band on dial) at full governed speed. If oil pressure drops (indicated by red band on dial), stop immediately and determine cause.

Water temperature gauge

This gauge indicates the water temperature in the cooling system—not the quantity. 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.

Automatic leveling control cut-out switch

This switch enables the operator to disengage the automatic leveling control mechanism if so desired for various purposes such as transporting.

Seat

The John Deere 95H Combine is equipped with a fold-up type seat. The fold-up type seat can be moved forward and rearward, and also can be folded back into a vertical position against the grain tank should the operator desire to work in a standing position.

Seat arm cushions (special equipment)

Foam rubber seat arm cushions are available as special equipment designed to add to the operators' riding comfort.

The seat arm cushions are held in place by U-shaped steel spring clips. Installation is accomplished by hand-pressing the clips over the seat arms—no holes to drill—no hardware necessary.

Order shipping package AA6022R, one pair of seat arm cushions from your John Deere dealer.



operation

Know your combine

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 the John Deere 95H Combine.

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 requires 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.

How the combine works

The reel divides the grain and holds it to the cutter bar until cut. The platform auger carries the grain from both ends of the platform to the center of the auger. Retracting fingers in the auger beater take the grain and feed it to the feeder beater. The feeder beater moves the grain to the feeder conveyor chain. The chain delivers the grain to the rasp-bar or spike-tooth cylinder.

As the grain travels between the cylinder and the concave, over grate fingers, and back against the separating beater, the greater part of separating takes place. The separating beater strips straw from the cylinder, deflects grain through the finger grates, and passes straw onto the straw walkers.

Most of the grain falls through the concave grate and the fingers onto the grain conveyor. Straw and remaining loose grain are passed along to the straw walkers. The curtain above the straw walkers keeps grain from being thrown over the

walkers. On its outward movement, the straw is agitated by the straw walkers, and the remaining grain falls through openings in walkers and flows back through the straw walker grain return pans onto the auxiliary chaffer. The straw is dropped off the end of the straw walkers and out of separator. The straw can be spread by a straw spreader (special equipment) or broken up by a straw chopper (special equipment).

After the grain and chaff leave the conveyor, a blast of air from the fan, through the adjustable windboards, is directed against the auxiliary chaffer, chaffer, chaffer extension, and sieve. The air blast, with the aid of sieve agitation, blows chaff away and moves tailings to tailings auger. The tailings auger carries tailings to tailings elevator, which conveys them through a cross-auger, to the center of the cylinder, for rethreshing.

The clean grain, after dropping through the auxiliary chaffer, chaffer, chaffer extension, and sieve, is carried by the clean grain auger, to the clean grain elevator. The elevator delivers clean grain to grain tank loading auger. The loading auger distributes the grain evenly in the grain tank. The grain is moved from the grain tank to a truck or wagon by the grain tank unloading auger.

Fundamentals of automatic leveling

The automatic leveling control switch actuates the leveling mechanism, allowing the separator to be held level while the wheels conform to the contour of the hill.

When the combine has reached the limit of its automatic leveling capacity, approximately 42 per cent, the limit switch cuts in an electrical circuit to a flasher light on the instrument panel. The light will continue to flash on and off as long as the arm on the axle pivot contacts the limit switch plunger. This indicates to the operator the limit of leveling has been reached, and beyond this point, the separator will start to lean.

When the ignition switch is turned off, the automatic leveling will not function.

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:

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

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 speed, or shift to a lower gear if necessary—but do not throttle down the engine.

Select a ground speed that will not overload the combine.

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.

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.

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.

Adjust the reel position and speed for even feeding.

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.

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

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

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 and fan shutters at sides of fan housing.

Keep amount of tailings as low as possible.

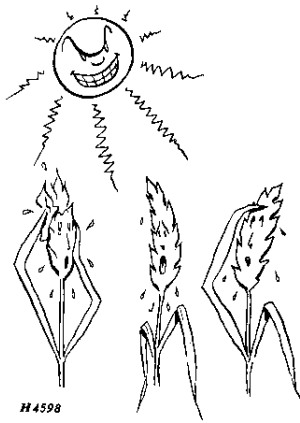
Operating suggestions

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.

THE COMPLETE OBSERVANCE of one simple rule would prevent many thousand serious injuries each year. THAT RULE IS: "NEVER ATTEMPT TO CLEAN, OIL, OR ADJUST A MACHINE WHILE IT IS IN MOTION."

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 combine 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.



H4598

Wait until the crop is dry

Grain crops containing 14 percent moisture or less, are usually considered dry enough for safe storage. A John Deere Moisture Meter for checking the 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.

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 should not be broken up any more than necessary.

The following suggestions will help while operating in weedy conditions.

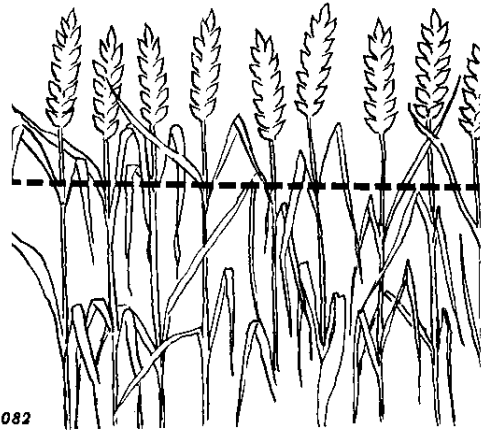
Cut the grain as high as possible to avoid weeds and undergrowth.

Check to see that cylinder is operating at proper speed.

Use as much air blast on the shoe as possible without blowing over grain.

Lower the rear end of the chaffer.

Height of cut



H1082

Cut just low enough to get all the heads

The cutting platform has a cutting height range from 2-5/8 inches below wheel level to 48 inches above wheel level (23.1-26 tires) and from 2-1/4 inches above wheel level to 33-7/8 inches above wheel level (26.5-25 tires). 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. 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 SLIPPING CLUTCHES

H1083

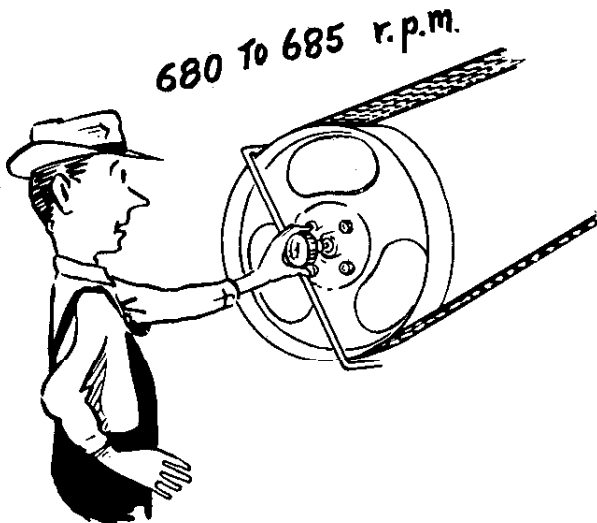
Listen for the warning of the clutches slipping. Also, listen to the engine for any evidence of slowing down caused by cylinder starting to slug. Immediately stop the forward travel of the combine and, if combine is equipped with electromagnetic throw-out clutch, disengage the platform drive. This will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

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



H 1087

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 combine. Take every precaution to maintain the correct uniform speed. The beater should operate at 680 to 685 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.

Before-operation checks and adjustments

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

Lubricate combine according to the lubrication charts.

Fill gasoline tank with a good regular grade of gasoline (capacity of tank is 60 U.S. gallons).

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

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 20.

Service the air cleaner, see pages 33 and 34.

Check oil level of hydraulic units, see page 37.

Check oil level of crankcase, see page 36.

Check tension drag adjustment for choke and throttle controls. See page 102.

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

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



be careful.....
avoid accidents

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 elevators and check tension of elevator chains—see page 73 for adjustments. It is a good plan to check the chain tension every day of operation.

Be certain all shafts turn freely.

Follow the lubrication instructions and charts closely.

Engine

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

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 the 20-hour break-in period, drain the special "breaking-in" oil from the crankcase and replace the oil filter. (See page 36.) Fill the crankcase (including oil filter) with 5 U.S. quarts of oil. See the Temperature Oil Viscosity Chart on page 26 for the correct oil to use. Thereafter, drain and replace oil every 200 hours of operation or every season (whichever comes first).

Starting the engine

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

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

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 one-quarter forward. Move choke lever all the way forward; then press starter button. After engine operates a few revolutions, push choke control rearward. Set engine at slow idle speed by moving throttle lever all the way rearward.

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

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

Stopping the engine

Set engine at slow idle speed and allow engine to operate at this speed for a few minutes before stopping. 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 rearward to engage the separator. Pull throttle lever all the way forward.

3. Check the speed of beater behind the cylinder with a speed indicator. Beater should operate at 680 to 685 rpm with separator empty and not under load. If beater speed is not correct, adjust governor setting (see page 101).



Suggest:

If the above button click is invalid.

Please download this document

first, and then click the above link

to download the complete manual.

Thank you so much for reading

Starting the combine—continued

4. Test operation of hydraulic control for adjusting cutting platform height.
5. Test operation of grain tank unloading auger.
6. Test operation of hydraulic selective ground speed control.
7. Check brakes to see if they are in proper working order.
8. Inspect entire combine again, making certain 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 chart 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.

Speed of various units

(Fast idle—no load)

Auger, platform	202 rpm
Beater behind cylinder	680 to 685 rpm
Beater, front of feeder house	161 rpm
Cleaning fan:	
(normal operating speed)	750 rpm
(extreme low)	602 rpm
(extreme high)	858 rpm
Cylinder:	
(normal operating speed)	816 rpm
(extreme low)	196 rpm
(extreme high)	1,190 rpm
Elevator, tailings	313 rpm
clean grain	385 rpm
Engine	2,500 rpm
Feeder house conveyor drive shaft . .	258 rpm
Grain conveyor under cylinder:	
(With regular 15-tooth sprocket) . .	170 rpm
(With special 10-tooth sprocket) . .	255 rpm
Ground travel speeds	(See page 4)
Reel	19.1 to 50.5 rpm
Shoe crank	286 rpm
Straw walker	213 rpm

FOR YOUR OWN PROTECTION-
DON'T TAKE A CHANCE!

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