

111 SELF-PROPELLED PEANUT COMBINE



JOHN DEERE

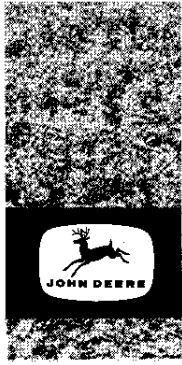
OPERATORS MANUAL 111 SELF-PROPELLED PEANUT COMBINE

OMH63969 (01APR66) English

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ENGLISH





TO THE PURCHASER

The Self-Propelled Peanut Combine you have purchased has been carefully designed and manufactured to provide years of dependable, economical service.

To further insure trouble-free service we recommend that you follow closely all instructions concerning operation, lubrication, adjustments and service. Preventive maintenance has proved to be much more economical than corrective maintenance. Should you require information not covered in this manual, consult your John Deere dealer.

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.

SPECIAL EQUIPMENT

In addition to the equipment furnished with your combine, there is special equipment available to help you do a better job of combining in a special crop or condition. This special equipment, illustrated and described in the SPECIAL EQUIPMENT section, is available from your John Deere dealer.

LOCATION REFERENCE

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

Radiator end of the engine is referred to as the "front," flywheel end as the "rear."

The service policy which you received with your new combine certifies that the combine was

properly inspected and prepared for delivery by your John Deere dealer. Keep this policy in a safe place and present it to the dealer whenever services which it authorizes are required.

Your John Deere dealer wants to help you get the most value from your combine. His skilled servicemen can handle every job efficiently. These men are trained in modern service methods and they have the necessary tools and equipment. If new parts are needed, only genuine John Deere parts will be installed. These parts are exact duplicates of the originals, made from the same patterns and of the same high-quality materials.

SERIAL NUMBERS

Your combine, axle and engine have serial numbers.

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 axle serial number is on the rear of the left-hand axle support bracket.

When ordering parts, be prepared to furnish 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.

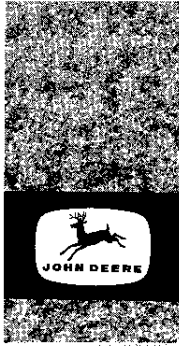
Combine serial no. _____

Engine serial no. _____

Axle serial no. _____

Date Purchased _____

Operator's Manual Price



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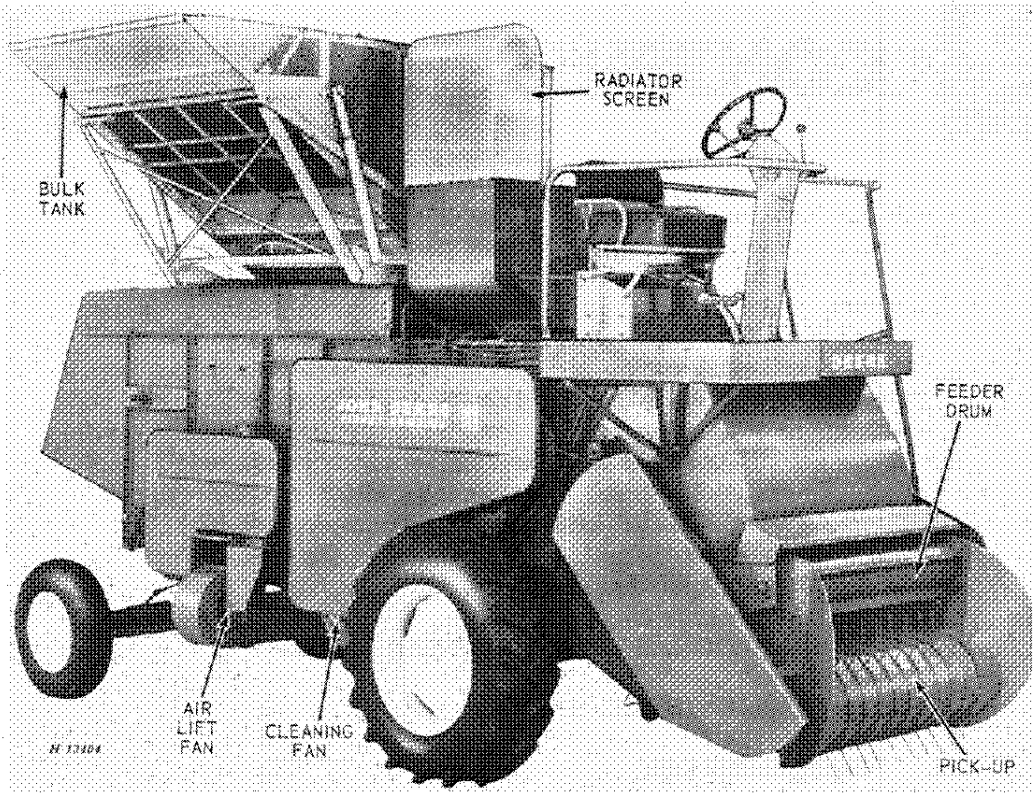
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Thank you very much for reading.

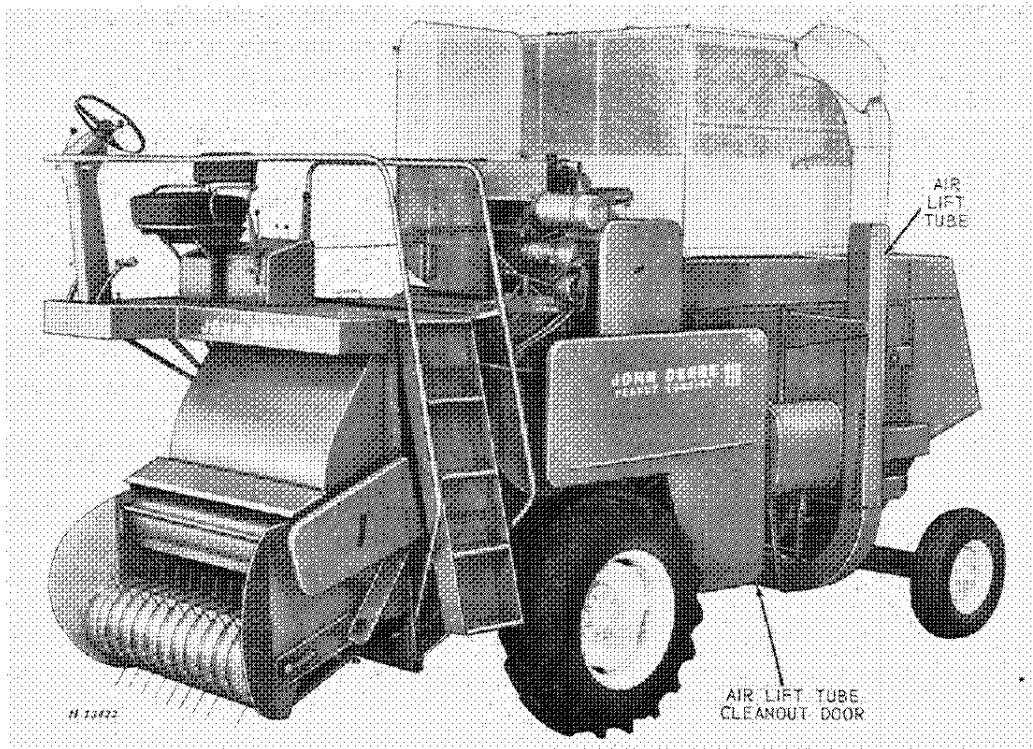
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The full manual is available for immediate download.

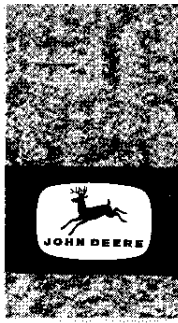
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Right-Hand Front View - John Deere 111 Self-Propelled Peanut Combine



Left-Hand Front View - John Deere 111 Self-Propelled Peanut Combine



SPECIFICATIONS

COMBINE

PICKUP

Width of gather 60 inches
Width, front of bands 52 inches
Drive V-belt and chain
Speed 48 rpm to 75 rpm
Lift mechanism Hydraulic

FEEDER DRUM OVER PICKUP

Width 46-1/4 inches
Diameter 12 inches
Drive Chain
Speed 90 rpm

SEPARATOR BODY

Width 47-1/2 inches
Length of separating surface . . . 168 inches

FRONT CYLINDER

Width Full width of separator
Diameter to tips of teeth 42 inches
Speed 110 rpm

BEATER BETWEEN CYLINDERS

Width Full width of separator
Diameter to tips of fingers 19 inches
Speed 512 rpm

REAR CYLINDER

Width Full width of separator
Diameter to tips of teeth 28 inches
Speed 218 rpm

CONCAVES

Front 5 rows of teeth independently
adjusted
Rear 3 rows of teeth independently
adjusted

BEATER BEHIND REAR CYLINDER

Type Wing
Width Full width of separator
Diameter 7-1/2 inches
Speed 101, 129, 171 & 368 rpm

VINE WALKERS

Number Five
Width 9 inches
Length 103 inches
Type of walker one step
Drive V-belt
Bearings Oil-soaked maple

TOTAL SEPARATING

AREA 7975-1/4 sq. inches

CANVAS CONVEYOR

Width Full width of separator
Working length approx. 88 inches
Type Rubber coated with vulcanized slats
Speed 245 rpm—162 feet per minute
Drive V-belt

CLEANING FAN

Type 6 metal blades—overshot
Drive V-belt
Speed 1059 rpm

STEMMING SAWS

Number 2 rows—35 saws per row
Drive V-belt

SHOE

UPPER GRID

Type Wood-cell
Width 44 inches
Length—with finger bar 38 inches
Area 1672 sq. inches

MIDDLE GRID

Type Metal-louver
Width 44 inches
Length—with finger bar 31 inches
Area 1364 sq. inches

LOWER GRID

Type Metal-louver
Width 43-1/2 inches
Length 31 inches
Area 1348-1/2 sq. inches
Total cleaning area . . . 4384-1/2 sq. inches

AIR LIFT FAN

Type 6 metal blades
Drive V-belt
Speeds 3491 rpm and 3991 rpm

BULK TANK

Capacity . . . 70 Bushel—Approx. 2200 Pounds
Lift mechanism Hydraulic

BRAKES

Type Individual, mechanical disk-type

TRANSMISSION . . . Automotive—3 speeds forward, 1 reverse

WEIGHT 8885 Pounds (Approx.)

4 Specifications

TIRE SIZES AND WHEEL TREAD DIMENSIONS

Wheel	Tire Size	Ply Rating	Tread	Center-to-Center Wheel Tread
Front	12.4-24	6	Low Profile	76 Inches
Front	13.6-24	6	Cleat	78-1/4 Inches
Rear	6.00-16	4	Rib Implement	73 Inches
Rear	7.50-16	4	Rib Implement	75 Inches

SELECTIVE GROUND SPEED CONTROL RANGE

12.4-24 Tires		13.6-24 Tires—Optional	
	(Min.) (Max.)		(Min.) (Max.)
1st	0.7 to 1.8 mph	1st	0.7 to 1.9 mph
2nd	1.5 to 3.9 mph	2nd	1.6 to 4.1 mph
3rd	3.6 to 9.2 mph	3rd	3.7 to 9.6 mph
Reverse	1.6 to 4.1 mph	Reverse	1.7 to 4.3 mph

ENGINE

Make of engine John Deere HA-165-G
 Bore 3-7/8 inches
 Stroke 3-1/2 inches
 Brake horsepower 58*
 Number of cylinders 4
 Piston displacement 165 cubic inches
 Maximum load speed 2500 rpm
 Firing order 1-3-4-2
 Crankcase Cast integral with block
 Type of lubrication . . Force-feed by gear pump
 to all connecting rods,
 main bearings, governor,
 oil pump drive. Oil
 strainer in bottom of pan.
 Valve arrangement Valve-in-head

Valve clearance:
 Intake 0.012 inch (cold)
 Exhaust 0.018 inch (cold)
 Make of governor Pierce
 Make of carburetor Marvel-Schebler
 Air cleaner Dry-type
 Spark plug:
 Type Champion H-10, Auto-Lite AL-7,
 or AC-45L
 Gap 0.025-inch
 Heat range 1200° to 1500° F.
 Electrical system 12-volt
 Cooling system Water pressure type
 Radiator cap 4 pounds
 Type of fuel Gasoline (regular grade)

*Calculated at 60° F. and 29.92 inches Hg at sea-level.

CAPACITIES (Approx.)

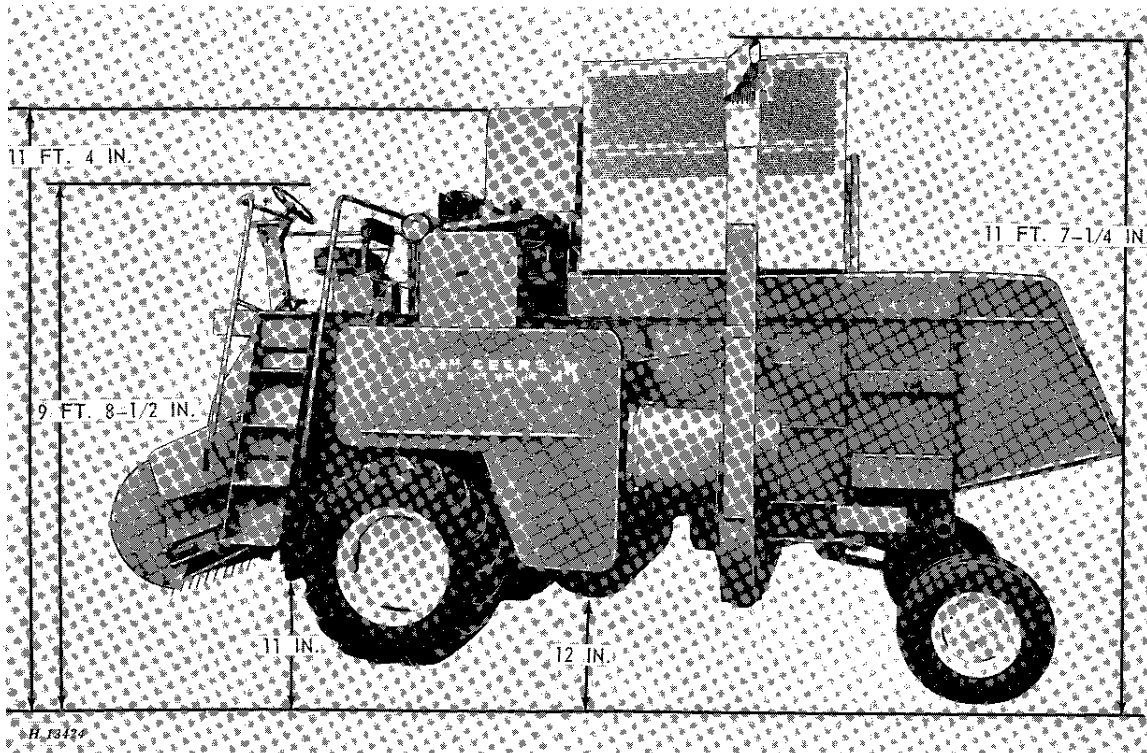
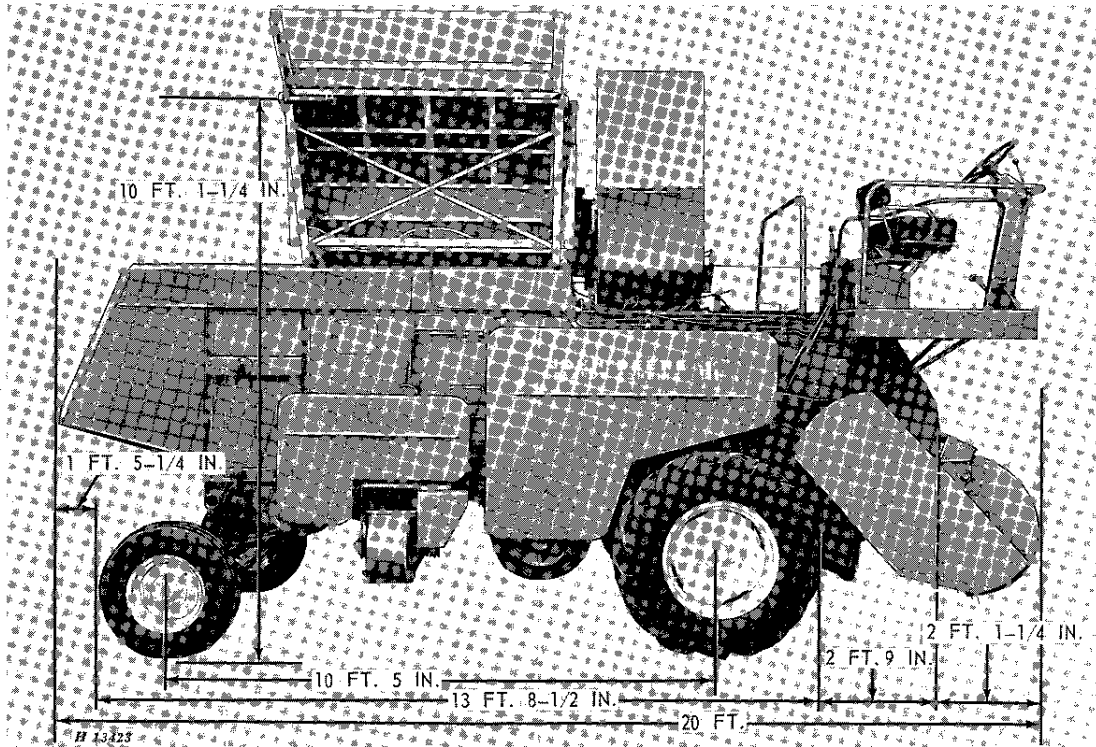
Fuel tank 25 U.S. gallons
 Cooling system 14 U.S. quarts
 Engine crankcase (with filter) . . 7 U.S. quarts

Hydraulic unit (including hydraulic oil
 lines and cylinders) . . . 11-1/2 U.S. quarts

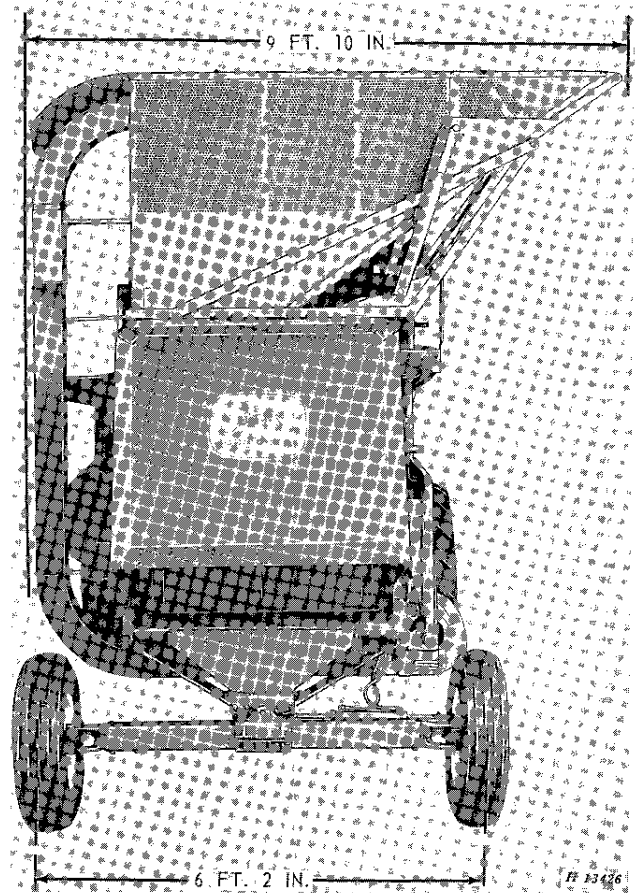
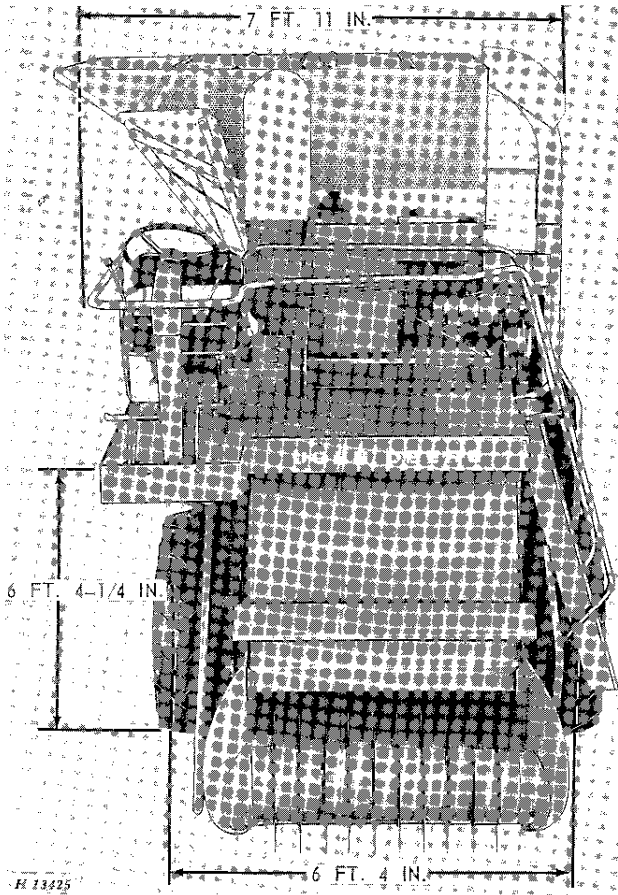
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COMBINE DIMENSIONS—OVER-ALL

NOTE: Dimensions given for combine equipped with 13.6-24 front tires and 7.50-16 rear tires.

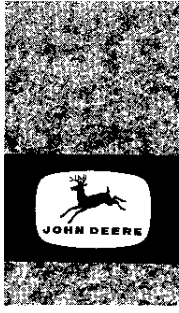


COMBINE DIMENSIONS—Continued



**A Careful Operator
IS THE BEST INSURANCE
AGAINST AN ACCIDENT**

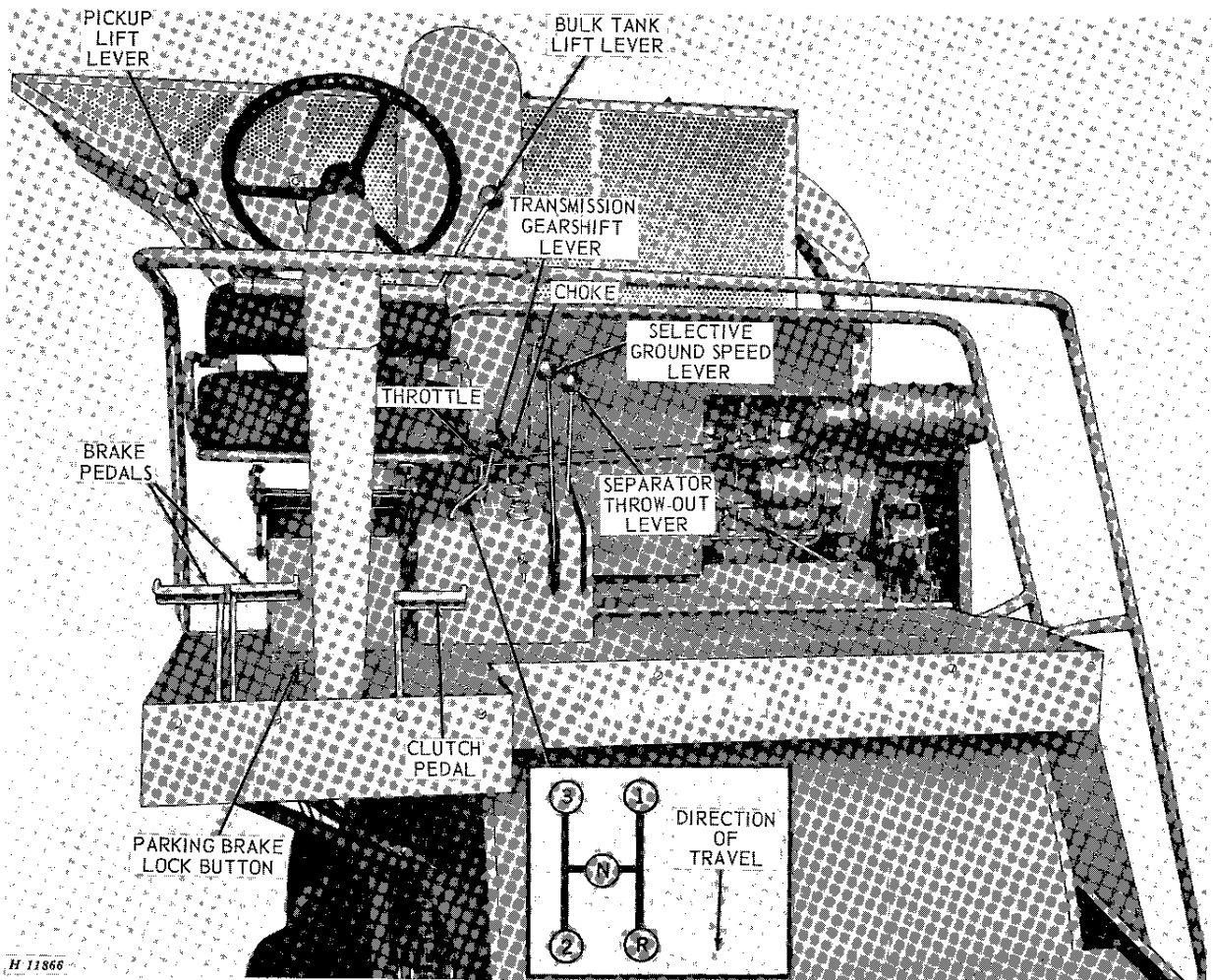
—National Safety Council



CONTROLS AND INSTRUMENTS

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

CONTROLS



H 11866

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.

SEPARATOR THROW-OUT LEVER

Separator is engaged when lever is in forward position.

TRANSMISSION GEARSHIFT LEVER

There are three forward speed ranges and one reverse range. 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.

SELECTIVE GROUND SPEED LEVER

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

PARKING BRAKE LOCK BUTTON

The parking brake lock button is used to lock the brake so the combine cannot move if left unattended.

To engage, push brake pedals down and step on parking brake lock button. To release, push brake pedals down; parking brake lock releases automatically.

Never attempt to move combine with parking brake engaged.

PICKUP LIFT LEVER

The position of the pickup is hydraulically controlled. To lower the pickup, push the lever forward. To raise, pull the lever back. When the pickup is in the desired position, release the lever and it will automatically return to neutral and the pickup will remain in the selected position until the lever is moved again.

BULK TANK LIFT LEVER

Unloading peanuts from the bulk tank is hydraulically controlled. To raise the tank, pull the lever to the rear. To lower the tank, push the lever forward. The tank will remain in the selected position at the time the lever is released. **BE SURE TANK IS FULLY SEATED BEFORE MOVING COMBINE.**

THROTTLE

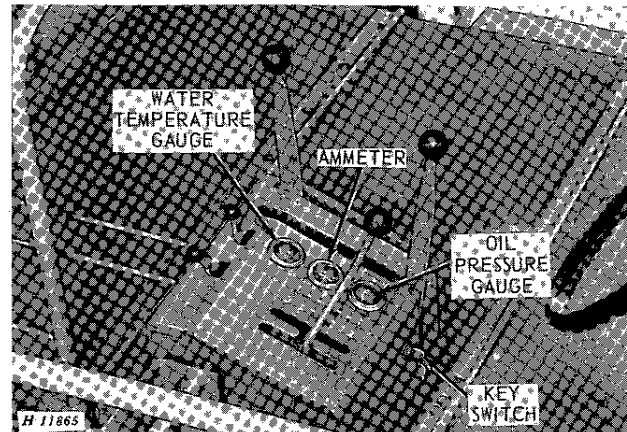
Move the throttle one quarter left when starting the engine. Move the throttle all the way left for normal operation (fast idle); move the throttle all the way right for slow idle.

CHOKE

Move the choke all the way left when starting the engine. After engine is started, and for normal operation, move the choke all the way to the right.

<p>BE CAREFUL</p> <p>TAKE YOUR TIME--NOT YOUR LIFE</p>
--

INSTRUMENTS



WATER TEMPERATURE GAUGE

This gauge indicates the water temperature in the cooling system--not the quantity. Normal operating temperature is 160° to 219° F. (indicated by green band on the dial). If temperature is 219° F. or above (indicated by red band on the dial), stop engine and determine cause.

AMMETER

This gauge indicates the rate of generator charge or battery discharge. 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 battery, faulty connections, insufficient liquid in battery, or faulty regulator.

OIL PRESSURE GAUGE

This gauge indicates the pressure of engine lubricating oil--not the amount of oil in the crankcase. Oil pressure will vary slightly with wear, but with recommended oil, it should read normal (indicated by green band on the dial) at full governed speed. If oil pressure drops, stop immediately and determine cause.

KEY SWITCH

The key switch serves as a combination accessory switch, ignition lock, and starter key.

Turn key clockwise to start engine; counter-clockwise for accessories only. Turn key to vertical position to stop engine; remove key to lock ignition.



OPERATION

FUNDAMENTALS OF COMBINE HARVESTING

The 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:

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.

Select a ground speed that will not overload the combine.

The engine should be in good condition with the governor properly set and responsive enough to accelerate quickly if an overload occurs.

Use as much air as possible without blowing over clean peanuts. If the peanuts are unusually light, it may be necessary to reduce the volume of air. In heavy peanuts, increase the volume of air.

OPERATING SUGGESTIONS

Hold Down the Ground Travel Speed

Excessive travel speed is one of the greatest causes of trouble in combining. Traveling at too high a ground speed causes overloading, resulting in loss of peanuts.

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

Keep Steady, Smooth Engine Speed

Any fluctuation in engine speed is reflected in the speed of the separator. Uneven speed results in loss of peanuts, inferior threshing and,

in extreme cases, complete plugging of the combine. Take every precaution to maintain the correct uniform speed.

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 breakdowns in the field. Make the following checks and adjustments:

Fill fuel tank with gasoline which conforms to specifications on page 15.



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

Check water level in radiator. Fill with clean rain water if available. Do not use water containing alkali. It is recommended that Summer Engine Coolant Conditioner be used during warm weather. Refer to **HOT WEATHER OPERATION**, page 55. If combine is being operated at temperature below 32° F., refer to **COLD WEATHER OPERATION**, page 11.

Add water or antifreeze slowly until coolant level is approximately 1 inch below the bottom of the filler neck.

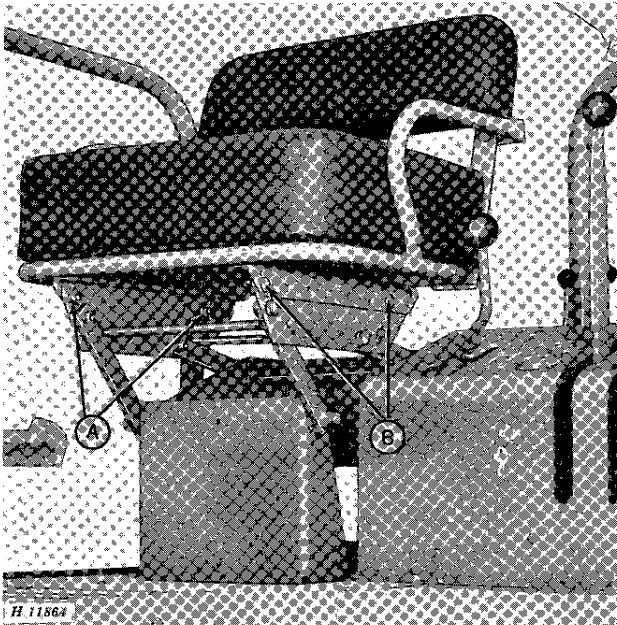
Lubricate the combine completely and check oil level of hydraulic unit, transmission, crankcase, and final drives. See **LUBRICATION** section, page 17.

Check tire inflation. See tire inflation chart, page 45.

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

OPERATOR'S SEAT

The operator's seat may be moved forward and rearward or folded back into a vertical position should the operator desire to work in a standing position.



Remove four wing nuts "A" from bolts "B" and remove bolts from frame. Move seat forward or rearward until holes match up and replace bolts and nuts.

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 runoff. Check tension frequently.

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

The engine and hydraulic system were shipped from the factory with the proper oil. At the end

of the first 20 hours of operation, drain this oil and replace with proper oil as specified on page 15.

Do not allow the engine to operate at slow idle for any prolonged period as part of break-in procedure. Doing this prevents the piston rings from seating and may promote future oil consumption.

STARTING THE ENGINE

If engine has not been operated for a period of time, or if the fuel tank has run dry, prime 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.

Disengage separator throw-out lever and shift transmission into neutral.

Move throttle lever one quarter left. Move choke control lever all the way left and turn key switch to start engine. After engine runs a few revolutions, move choke control lever slowly back to normal position. Set engine at slow idle by moving throttle lever all the way right.

Be certain oil pressure gauge is registering pressure. If it is not, stop engine and determine cause.

Do not place engine under load until properly warmed up.

STOPPING THE ENGINE

Set engine at slow idle speed and allow engine to run at this speed for a few minutes before stopping. This permits cooling of valves and pistons. Turn off key switch.

STARTING THE COMBINE



CAUTION: Be certain no one is standing near enough to the combine to touch any moving parts. Warn everyone to stand clear.

When engine is properly warmed up, move throttle lever to the left and move separator throw-out lever forward to engage separator.

Check the speed of beater between the cylinders with a speed indicator. Beater should operate at 512 rpm with separator empty at all governed speed. If beater speed is not correct, adjust governor setting (see pages 39 and 50).

Test operation of hydraulic control for adjusting pickup height.

Test operation of bulk tank unloading lever.

Check brakes to see if they are in proper working order.

Inspect entire combine again, making certain all units are working properly.

SELECTING PROPER GROUND SPEED

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

TRANSPORTING

When transporting, drive combine under its own power or load it on a truck. Combine may be towed with caution. If combine is to be towed, remove the drive shafts between the final drive and differential. If mired in soft conditions, attach chains to rear axle support and pull combine out backwards.



CAUTION: When driving the combine on a road or highway at night or during the day, use accessory lights and devices for adequate warning to the operators of other vehicles. In this regard, check local governmental regulations.

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

COLD WEATHER OPERATION

Operating a combine in cold weather requires special preparation.

Hydraulic Unit and Engine Crankcase

Use the grade of oil recommended in the FUELS AND LUBRICANT section. Lubricants of the right viscosity are necessary for proper protection.

Transmission Case and Final Drives

Be certain that SAE 90 regular type gear lubricant is being used.

Fuel System

Use winter grade gasoline according to specifications on page 15. Fill the fuel tank at the end of the day's run to prevent moisture from condensing in the fuel tank.

Cooling System

To prevent freezing when temperature is 32° F. or lower, either drain the cooling system at the end of each day's run or use an antifreeze solution. Use of an ethylene glycol (permanent type) antifreeze, which contains a rust inhibitor is recommended.

CAUTION: Never use calcium chloride solution in the radiator. It is harmful to metal.

Add water or antifreeze slowly until the coolant level is approximately 1 inch below the bottom of the filler neck.

Quarts of Ethylene Glycol Required at Lowest Expected Temperature					
+20°F	+10°F	0°F	-10°F	-20°F	-34°F
2	3½	4½	5½	6	7

Battery

When the temperature drops below 32° F., take precautions to avoid damaging battery cells by freezing. A badly discharged battery freezes quicker than one that is well charged. For example, a battery with a specific gravity reading of 1.175 (discharged) will freeze at 4° F., while a battery with a specific gravity reading of 1.300 (fully charged) will not freeze until the temperature reaches -65° F.

Cold Weather Starting

Cold weather starting can be made easier by connecting an additional 12-volt battery in parallel with the 12-volt battery on the combine.

CAUTION: Gas given off by batteries is explosive. To avoid injury or battery damage, avoid sparks near the batteries.

The first jumper cable should connect the negative (-) terminal of the booster battery to the negative (-) terminal of the combine battery. The second jumper cable should first be connected to the positive (+) terminal of the booster battery and then to some point on the combine frame. It is important that this fourth and last connection be made away from the combine battery to avoid the fire and explosion hazard caused by sparks.

UNLOADING BULK TANK

To avoid collision, drive slowly when approaching a wagon or truck to unload the bulk tank. The combine is in position to dump the tank when the upper pivot of the basket is directly over the side of the wagon or truck. *Stop the combine*. If it is necessary to move the combine during the unloading process, use extreme care. Lower the tank completely before moving the combine.

After the bulk tank is unloaded, it must be lowered completely and seated in the frame before moving the combine.

Exercise care in loading the bulk tank with peanuts. If the bulk tank gets too full, the air lift tube will plug and must be cleaned out at lower door.

PICKUP

The pickup is provided with an adjustable stop to control the low position. This should be set so that all the vines are lifted into the separator without the pickup fingers digging into the soil. If adjustment is necessary, see page 36.

The pickup should always be raised before turning the combine. This will prevent damage to the pickup fingers.

If any fingers are damaged during operation, they should be replaced as soon as possible.

CONVEYOR

The conveyor should be checked every day for proper operating tension. See adjustments and service, page 44, for adjusting the conveyor belt.

VINE WALKERS

The vine walker return pans should be checked daily. Any plugging with vines and trash should be removed.

TAILBOARD

The position of the tailboard may be adjusted up or down. It should be set low enough to allow trash to blow out of the combine and still not allow peanuts to be blown out.

CONCAVE TEETH

The position of the concave teeth are important in obtaining proper threshing action of the cylinders. The position is adjusted by hand levers on the right-hand side of the machine. Raise

teeth (move lever forward) if peanuts remain on the vine after combining and lower teeth if peanuts are cracking or the sample in the bulk tank is trashy.

END OF THE SEASON SERVICE

When combining season is finished, the combine should be stored until the next season. Follow the suggestions on these pages to be sure your combine is ready when the next season starts.

Engine

Wash the outside of the engine thoroughly. Use diesel fuel and a stiff brush.

Drain the crankcase, fill with fresh oil and run the engine at idling speed for 15 to 20 minutes. Be sure to leave oil in crankcase while combine is stored.

Drain and fill the hydraulic system with clean oil. Do not leave hydraulic system dry while combine is stored.

Clean inside of air cleaner, remove loose dirt from filter and re-install filter in air cleaner.

Operate engine another 10 to 15 minutes, using WHITE (non-leaded) gasoline.

Drain all gasoline.

NOTE: If gasoline is allowed to stand in tank, fuel lines, fuel pump, and carburetor, a gummy substance will form in carburetor jets and passages. This gum is difficult to remove and will cause future trouble.

Drain water by removing cap from radiator hose and drain plug from engine block. Leave drain plugs out so water that might condense in cooling system can drain.

Use a reputable brand of oil to condition the combustion chambers of the engine for storage. Either flood the engine with this oil or introduce the oil through spark plug openings, depending upon the oil manufacturer's recommendations.

NOTE: Only regular crankcase oil is required in crankcase (see page 15).

Seal exhaust opening, crankcase breather, air intake tube, and hydraulic oil reservoir breather with sealing tape to prevent entrance of moisture or foreign material.



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Remove battery and store in a cool, dry place where temperature will stay above freezing. Do not place battery on a concrete floor as cold tends to draw strength from the battery. Check and charge the battery every 30 days to prevent damage to the plates.

Remove radiator screen and duct and clean out any dust or dirt accumulated in the radiator core. Use air or water, under pressure, for this purpose.

Combine

If possible, shelter the combine in a dry place.

Clean the combine thoroughly inside and out. Chaff and dirt draw moisture and rust the steel.

Remove belts and conveyor canvas, clean and wrap them in burlap and store in a cool, dark place safe from rodents. Clean chains thoroughly and coat them with diesel fuel oil to prevent corrosion.

Clean the grids.

Lubricate combine completely. See Lubrication Charts. Grease the threads on bolts used for adjustments and apply a coating of grease to slip clutch jaws.

Paint all parts from which paint has worn.

Block combine, taking load off tires. Do not deflate tires. If combine is stored outside, remove wheels and tires and store in a cool, dark, dry place.

Release clutch lever return spring and block clutch pedal in disengaged position to prevent damaging clutch plates during storage.

Release spring tension on slip clutch.

List repairs that will be needed before the next season and order them early. Your John Deere dealer can give better service during the off season, and when parts are received, they can be installed in your spare time—no delay at harvest time.

BEGINNING OF THE SEASON SERVICE

The combine must be carefully checked before starting the harvest season.

Replace wheels and remove blocking.

Clean the combine thoroughly inside and out.

Clean and adjust spark plugs. Replace worn or oil-soaked wiring. Install the battery. Check electrolyte level and recharge.

Flush radiator, install cap on radiator drain hose and plug in engine block and fill with clean water—rain water if available. Do not use water containing alkali. It is recommended that Summer Engine Coolant Conditioner be used (see page 55). Pour water in slowly until the water level is approximately 1 inch below the bottom of filler neck.

Remove sealing tape from all engine openings.

Clean all fuel lines and fuel strainers. Blow out carburetor jets with air. Never use a wire.

Check oil level in engine crankcase and hydraulic system reservoir.

Clean inside of air cleaner, remove loose dirt from filter and reinstall filter in air cleaner. *NOTE: If filter has been washed six (6) times or used a full previous season, use new filter.*

Install belts and conveyor canvas and adjust to proper tension. Adjust chains to proper tension.

Remove block from clutch pedal and connect clutch lever return spring.

Clean slip clutch. Be sure to put grease in bore of slip clutch after cleaning. Adjust spring tension on slip clutch.

Fill fuel tank.

Lubricate combine completely according to lubrication charts, then run combine at half-speed for about an hour. Check bearings for overheating or excessive looseness. Be certain slip clutch operates freely.

Check oil level in transmission and final drives.

Check clutch free travel.

Check tire inflation.

Go over complete combine and see that all bolts are tight and cotter pins are in place.

Review this operator's manual.

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