

# 4400 COMBINE



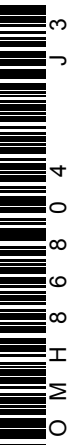
## OPERATORS MANUAL

4400  
COMBINE

OMH86804 J3 English

**OMH86804 J3**

LITHO IN THE U.S.A.  
ENGLISH






## To the Purchaser

---

This new combine was carefully designed and manufactured to give years of dependable service. To keep it running efficiently, read the instructions in this operator's manual. Each section is clearly identified so you can easily find the information you need whether it is operation, lubrication, or service. Read the Table of Contents to learn where each section is located. Use the alphabetical index for fast reference.

 This safety alert symbol identifies important safety messages in this manual. When you see this symbol, be alert to the possibility of personal injury and carefully read the message that follows.

This operator's manual covers the feeder house and separator areas of the combine. For platform and corn head information, see the separate operator's manuals furnished with that equipment.

In addition to the equipment furnished with your combine, attachments are available to help you

do a better job in special crop conditions. These are described in the attachments section of this manual and can be purchased from your John Deere dealer.

"Right-hand" and "left-hand" sides are determined by facing in the direction the combine will travel when in use. The radiator end of the engine is referred to as the "front," the flywheel end as the "rear."

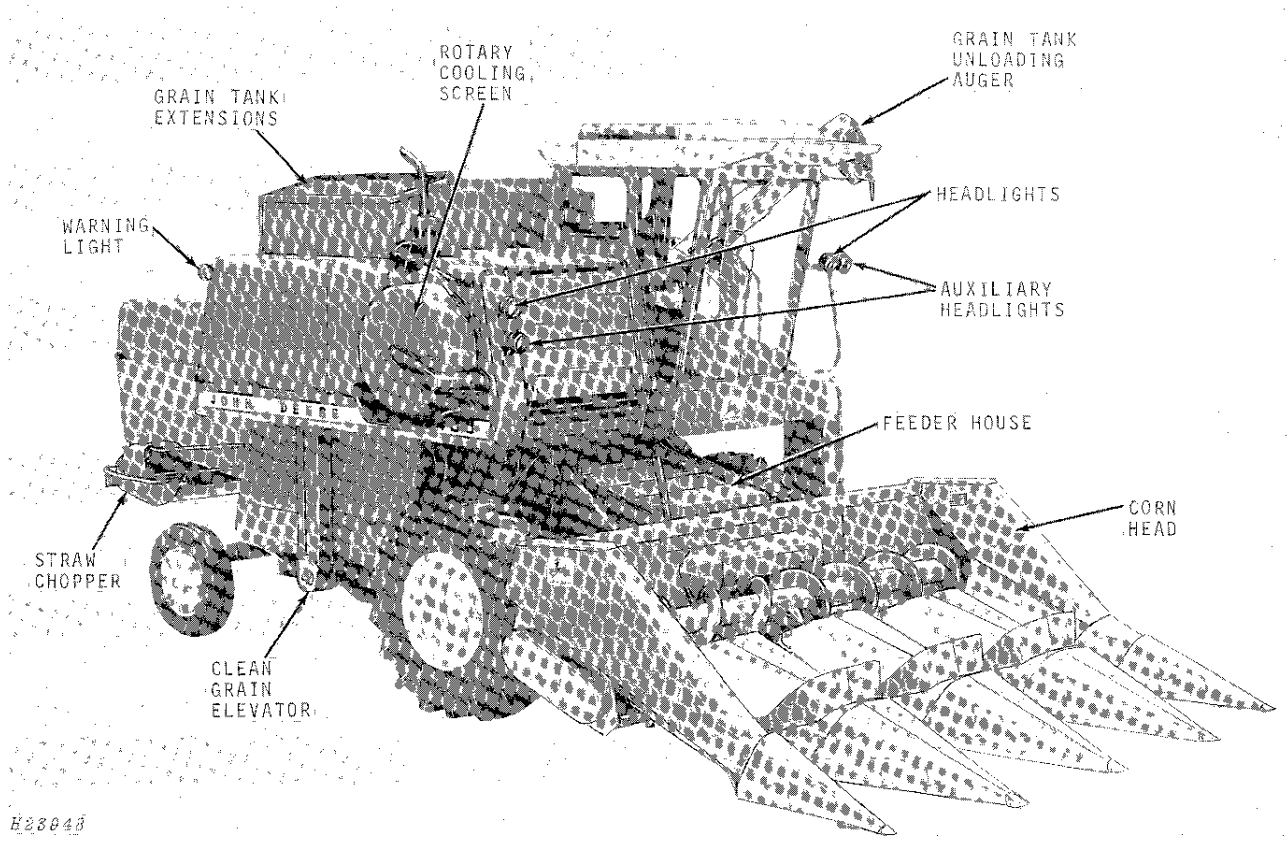
Record your combine serial numbers in the space provided on page 171. Your dealer needs this information to give you prompt, efficient service when you order parts or attachments. If your combine requires replacement parts, go to your John Deere dealer where you can obtain Genuine John Deere parts—accept no substitutes.

The warranty on this combine appears on your copy of the purchase order which you should have received from your dealer when you purchased the combine.



# Contents

	Page
Controls and instruments.....	2-4
Operation.....	5-41
Safety suggestions.....	42
Fuels and lubricants.....	43-44
Lubrication and periodic service.....	45-57
Service.....	58-141
Trouble shooting.....	142-159
Storage.....	160-162
Attachments.....	163-168
Specifications.....	169-172
Index.....	173-176



H23043

John Deere 4400 Combine

**<https://www.ebooklibonline.com>**

Hello dear friend!

Thank you very much for reading.

Enter the link into your browser.

The full manual is available for immediate download.

**<https://www.ebooklibonline.com>**



# Controls and Instruments

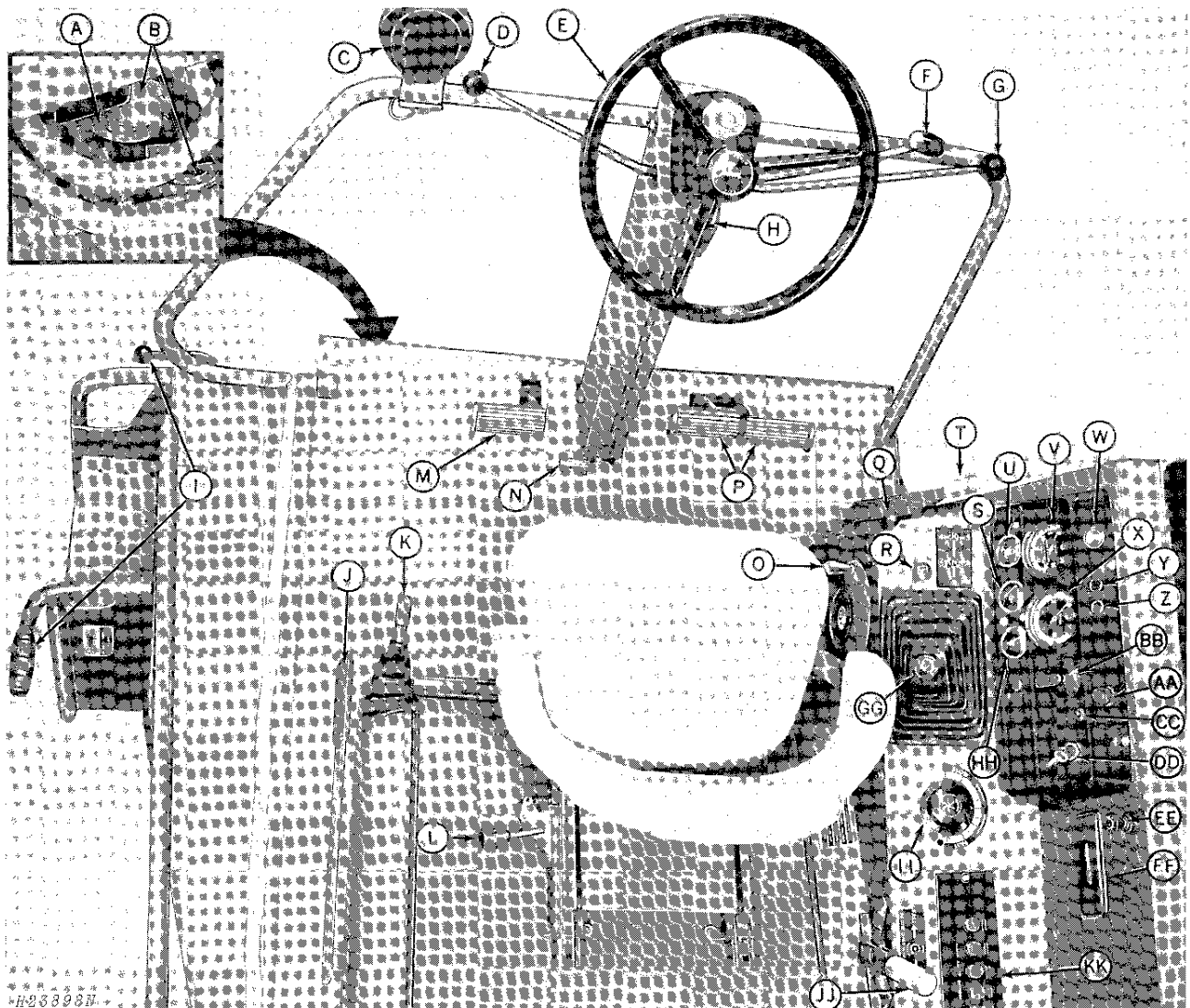
This section illustrates all controls and instruments necessary for successful field operation. For an explanation of each control and instrument, refer to the page reference given.

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.

The control levers and knobs have different colors and shapes. These have been designed to help you quickly locate the controls while operating the combine. Colors on controls indicate:

- RED — Combine movement controls (Throttle, Gearshift Lever, Selective Ground Speed Control)

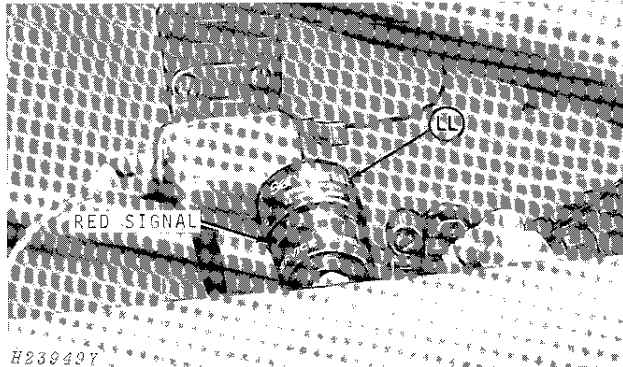
## OPERATOR'S PLATFORM



YELLOW - Auxiliary Power Controls (Separator Control Lever, Cylinder Speed Ratchet Control, Platform Electromagnetic Clutch Switch)

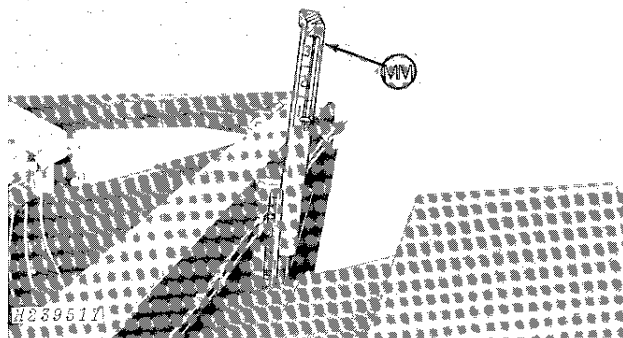
BLACK - Miscellaneous Function Controls (Platform Height Control, Hydraulic Lift Reel Control, etc.)

**ENGINE - AIR INTAKE**



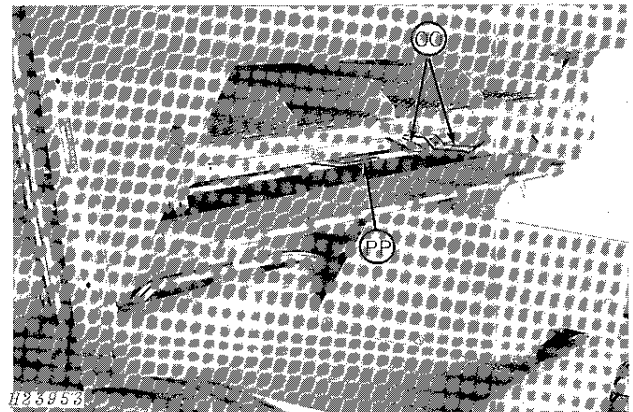
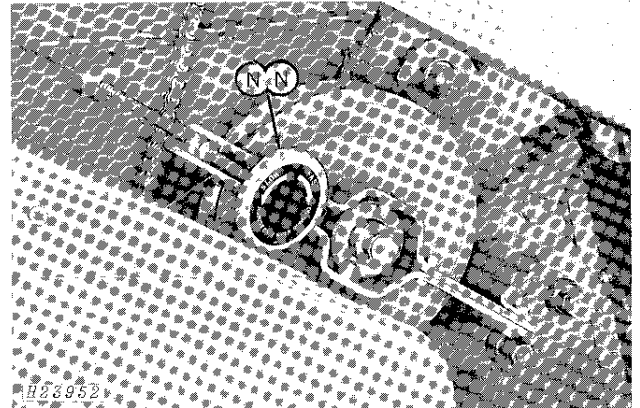
AIR RESTRICTION INDICATOR (Diesel Engine Illustrated)

**FEEDER HOUSE**



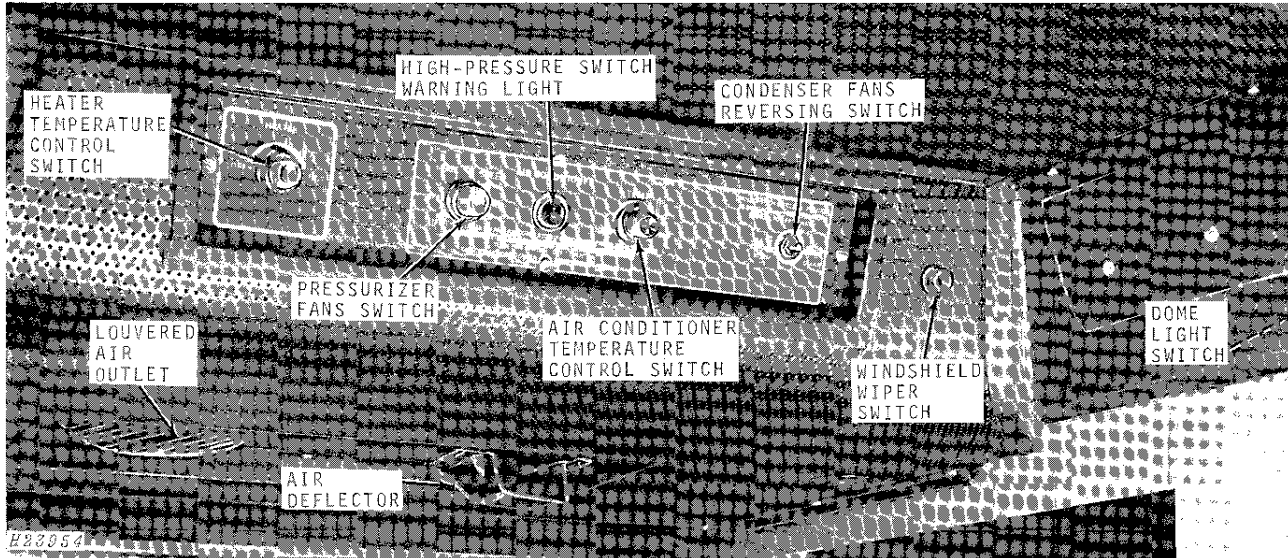
	Page
A. Coolant Temperature Warning Horn or Straw Walker Warning Horn (Attachment)	9 36,166
B. Truck Signal Horns	36
C. Headlight	36
D. Hydraulic Lift Reel Control (Optional) or Variable Speed Feeder House Control (Optional)	19
E. Steering Wheel	33
F. Selective Ground Speed Control	33
G. Platform or Corn Head Height Control	19
H. Ground Speed Indicator (Attachment)	33,167
I. Pivoting Ladder (Optional)	14
J. Grain Tank Unloading Auger Lever	32
K. Parking Brake Lever	34
L. Operator's Seat Control Lever	13
M. Clutch Pedal	34
N. Steering Column Control	14
O. Concave Opening Control Wheel	25
P. Brake Pedals	34
Q. Throttle	8

**SEPARATOR**



	Page
R. Choke (Gasoline Engine Only)	8
S. Oil Pressure Gauge	9
T. Separator Control Lever	24
U. Fuel Gauge	9
V. Engine Tach-hour Meter	9
W. Platform or Corn Head Electromagnetic Clutch Switch (Optional)	19
X. Cylinder Speed Tachometer	24
Y. Parking Brake Indicator Light	34
Z. Alternator Indicator Light	8
AA. Cold Weather Starting Aid Button (Diesel Engine Only)	7
BB. Light Switch	36
CC. Horn Button	36
DD. Key Switch	8
EE. Cigarette Lighter	36
FF. Ash Tray	—
GG. Gearshift Lever	33
HH. Coolant Temperature Gauge	9
II. Hydrostatic Speed Reel Control (Optional) or Hydrostatic Drive Belt Pickup Control (Optional)	166
JJ. Cylinder Speed Control Ratchet	24
KK. Low-Speed Indicator (Attachment)	15
LL. Air Restriction Indicator (Attachment)	9,167
MM. Platform Float Spring Indicator (Attachment)	165
NN. Fan Speed Control Wheel	29
OO. Chaffer Opening Control Levers	30
PP. Sieve Opening Control Lever	30

## OPERATOR'S CAB CONTROLS



The operator's cab controls are conveniently located in the cab headliner to the front and side of the operator. The radio is located in the rear right-hand corner of the cab.

### Heater Temperature Control Switch

The amount of heat in the cab is controlled by turning the heater control switch clockwise, from the "OFF" position toward the "HOT" position. Turning the switch all the way to the "HOT" position will provide maximum heating.

### Air Conditioner Temperature Control Switch

The air conditioner temperature control switch is a thermostatic-type switch which will maintain the desired temperature.

Cool air in the cab is controlled by turning the air conditioner temperature control switch from the "OFF" position clockwise toward the "COLD" position. Turning the switch all the way to the "COLD" position will provide maximum cooling.

### Condenser Fans Reversing Switch

When pushed to the right, this toggle-type switch will reverse the three condenser fans located in the cab roof. When released, it will automatically return to normal operating position.

**IMPORTANT:** Operate this reversing switch once every grain tank load for approximately 30 seconds, to clean the condenser core of any dirt or chaff.

### Pressurizer Fans Switch

This switch controls the fans which pressurize the cab. This is a three-speed switch with the highest speed obtained by turning the switch clockwise as far as it will go.

**IMPORTANT:** Pressurizer fans must be operating whenever the heater or air conditioner is in use.

### High-Pressure Switch Warning Light

This light will glow red when the high-pressure switch has activated indicating that it may be necessary to clean the condenser. See page 140.

### Louvered Air Outlets

The air outlets are adjustable, enabling the operator to control the flow of air into the cab. The outlets can be turned 360 degrees. One of the air outlets is equipped with an air deflector to further control air flow.

### Windshield Wiper Switch

This is a two-speed switch. Turning the switch clockwise to the first detent will give normal wiper operation. The second detent position will produce a faster wiper action. When the switch is turned all the way counterclockwise, the wiper will return to its stop position.

### Dome Light Switch

Moving this toggle-type switch to the right turns the dome light on; moving this switch to the left turns the light off.



# Operation

## COMBINE AND ENGINE BREAK-IN

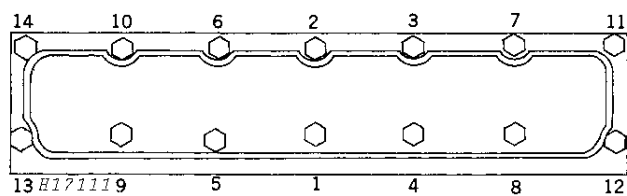
### ENGINE BREAK-IN PROCEDURE

Step	Time	Engine RPM	Load
1	15 min.	1200	None
2	15 min.	1500 - 1600	None
3	30 min.	1500 - 1600	Separator engaged
*4	2-1/2 hr.	1900 - 2000	Separator engaged
5	30 min.	Full throttle	Separator engaged
6	2 min.	1200	None

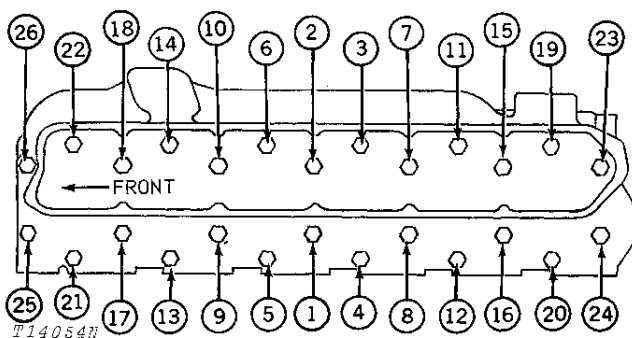
*During break-in, monitor oil pressure, water temperature, and check for leaks.*

*\*After this run, loosen cylinder head bolts 5 to 10 degrees; then retighten bolts one at a time, in sequence, to specified torque. Check and reset valve clearance per specifications. Refer to specifications, page 171.*

*After break-in, drain crankcase oil and remove filter. Install new filter and fill crankcase with oil of proper viscosity and service classification.*



Cylinder Head Torque Sequence (292 Engine)



Cylinder Head Torque Sequence (329 Engine)

For break-in we recommend John Deere Torq-Gard Supreme SAE 10W-20 for temperatures above -10°F. It has adequate strength to protect engine parts at high ambient temperatures. Torq-Gard Supreme SAE 30, even at high ambient temperatures, gives a slower break-in. If ambient temperature is below -10°F., and if a crankcase oil heater is not used, it would be advisable to use Torq-Gard Supreme SAE SW-20 to insure fluidity of oil when starting the engine.

If oil other than Torq-Gard Supreme is used for break-in, it should be qualified as meeting MIL-L-46152 specification limits. If not available, use MIL-L-2014C or designated for API service CD/SD. Depending on the expected prevailing temperature range for the break-in period, use oil of viscosity as shown in the temperature charts on page 44.

## ENGINE BREAK-IN PROCEDURE—Continued

**IMPORTANT: DO NOT USE** the so-called "break-in" oils; they may be low or nondetergent type oils that could cause diesel piston rings to stick before the first oil change.

DO NOT USE break-in powder in ANY engine. Engineering tests on John Deere engines have determined that break-in powder is no longer necessary to obtain satisfactory piston ring seating and it will reduce the life of the engine.

**IMPORTANT: Avoid excessive engine idling during first 100 hours of operation. Change the oil and filter at 100-hour period. Fill with new oil. See page 44.**

## COMBINE BREAK-IN

Follow the lubrication instructions closely. See pages 45-57.

Check coolant level in radiator over-flow tank and add coolant if necessary. Do not use water containing alkali. If combine is being operated in temperatures below 40°F, refer to "Cold Weather Operation," page 7.

To promote good ring seating and to prevent cylinder wall glazing, put the engine to work as soon as possible. Do not overload.

### After 1 Hour

Check torque on drive wheel bolts. Tighten bolts to 200 ft-lbs. torque.

### After 5 Hours

Check all V-belts for initial stretch. Tighten if necessary. Continue to check V-belts every few hours for the first 50 hours.

### After 20 Hours

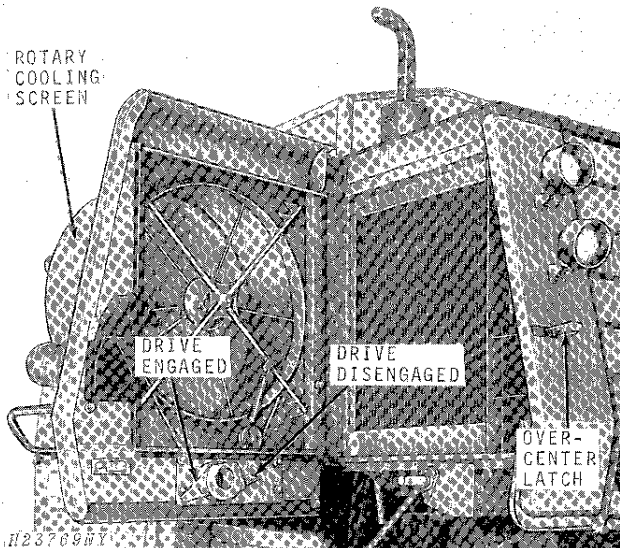
Drain oil from hydraulic unit reservoir. Replace the oil filter and fill the reservoir with correct oil as shown on page 44. Thereafter, drain and replace oil and oil filter element every 500 hours of operation.

### After 100 Hours

After the first 100 hours of operation, drain oil from crankcase, replace oil filter, and fill crankcase to proper level with John Deere Torq-Gard Supreme engine oil or its equivalent as specified in lubricants chart on page 44.

Thereafter change the oil and filter every 100 hours of operation or every season, whichever occurs first.

## Rotary Cooling Screen



Screen Door Open for Illustrative Purpose

The rotary screen drive must be engaged whenever the engine is running.

To engage drive, move lever down and forward.

To disengage drive, move lever rearward and up.

**NOTE:** Screen door must be closed to engage or disengage drive.

## COLD WEATHER OPERATION

### FUEL SYSTEM

Use winter-grade fuel. Fill the fuel tank at the end of the day's run to prevent moisture from condensing in the fuel tank.

If carburetor icing is a problem, open gate on de-icer tube (page 128).

### COOLING SYSTEM

Drain, flush, and fill cooling system with a recognized brand of radiator sealer and antifreeze solution. Use a permanent-type (ethylene glycol) antifreeze solution containing rust inhibitors. This type of antifreeze is resistant to evaporation when heated. Do not use antifreeze which contains stopleak additives.

#### QUARTS OF ETHYLENE GLYCOL REQUIRED AT LOWEST EXPECTED TEMPERATURE

+20°F	+10°F	0°F	-10°F	-20°F	-34°F
5-1/4	8	10-1/2	12-1/2	14	16

After filling, check system for leaks.

### BATTERIES

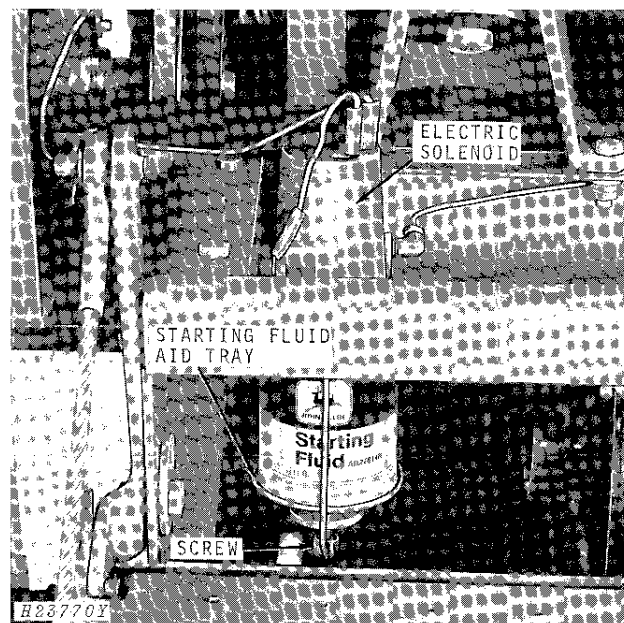
When the temperature drops below freezing, be sure batteries are fully charged. A badly discharged battery freezes more quickly than one that is well charged. For example, a battery with a specific gravity reading of 1.175 (discharged) will freeze at 4°F., and a battery with specific gravity reading 1.300 (fully charged) will not freeze until the temperature reaches -65°F.

In freezing weather, do not add water to the batteries unless engine is going to be run. Water will freeze as it will not mix with the electrolyte until the alternator passes a charging current through the batteries.

**IMPORTANT:** If booster batteries are required, see instructions on page 115.

### COLD WEATHER STARTING AID (Attachment)

Diesel engines may be equipped with an ether starting fluid aid which injects atomized fluid into the engine air intake system. Normally, ether is used for starting at temperatures below 40°F. Pressurized cans of starting fluid are available from your John Deere dealer.



To use the starting fluid aid, remove the safety cap and plastic spray button from can. Loosen screw and place can in starting fluid aid tray. Position can directly under electric solenoid. Tighten screw by hand until nozzle of can is securely seated in the solenoid.

**IMPORTANT:** To avoid damage, turn engine with starter one or two revolutions before injecting starting fluid. Inject starting fluid only while the engine is turning.

To inject starting fluid, press starting aid button located on instrument panel (button with gray cap).

Stop injecting fluid after the engine starts. If the engine begins to die during the first few minutes of operation, inject another "shot" of fluid.

**IMPORTANT:** Fluid can must be left in tray, even if empty, to prevent dirt from being drawn into the engine.

**CAUTION:** Ether starting fluid is highly flammable. Store starting fluid cans where they will not be subject to extreme cold or warm temperatures. For best results, store fluid at room temperature.

## HOT WEATHER OPERATION

Protect the combine engine cooling system by using Summer Engine Coolant Conditioner.

The Summer Engine Coolant Conditioner is available under Part No. T19566, and may be purchased from your John Deere dealer.

To install the Summer Engine Coolant Conditioner, perform the following:

Drain and flush cooling system and add two 32-oz. cans of Summer Engine Coolant Conditioner to the cooling system following directions on the container.

**IMPORTANT:** Summer Engine Coolant Conditioner is **NOT AN ANTIFREEZE** or a cooling system sealer. Drain system and fill with recommended antifreeze solution as required for winter protection. When antifreeze solution is in system, it should not be necessary to use the Conditioner; however, should severely corrosive water conditions be present, the Conditioner is compatible with antifreeze solutions.

## OPERATING THE ENGINE ENGINE INSTRUMENTS AND CONTROLS

### Choke (Gasoline Engines Only)



X 2228

Pull choke control all the way out when starting engine. After engine is started, and for normal operation, push choke control all the way in.

### Throttle

Move throttle one quarter forward when starting engine. Move throttle all the way forward for normal operation; move throttle all the way rearward for slow idle.

### Key Switch

Turn the key to "ON" to check the operation of the alternator indicator light. It should glow red.

Turn the key to "START" and hold until engine starts.

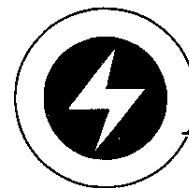
Release the key when the engine starts. The alternator indicator light should go out.

If the light does not go out after 10 seconds, shut off engine at once and determine the cause.

If the engine fails to start, refer to the troubleshooting charts on page 150.

**IMPORTANT:** When starting the engine, never hold the key in start position for more than 30 seconds at a time. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Be sure to pause a few seconds after a false start to make certain that the starter has stopped completely before another start is attempted.

### Alternator Indicator Light



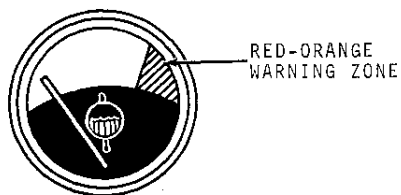
GLOWS RED IF  
ALTERNATOR IS  
NOT CHARGING

X 2229

This light glows red when the alternator is not charging. If the light goes on while the engine is running, stop engine and determine cause.

Check the operation of this light by turning the key to the "ON" position.

### Coolant Temperature Gauge



X 2231

This gauge indicates the coolant temperature in the cooling system—not the quantity. The white zone on the dial indicates normal operating temperature; the red-orange zone indicates above normal operating temperature.

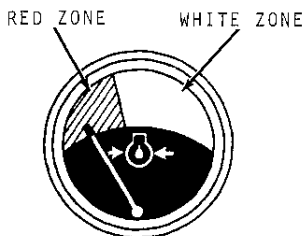
If the pointer on the gauge goes into the red-orange zone, stop the engine and determine the cause.

### Coolant Temperature Warning Horn

The low note horn sounds when the coolant temperature gauge registers "HOT" or when the straw walker sensing unit (attachment) is activated.

If the horn sounds, stop the engine. If the straw walkers are not plugged, check the engine to determine the cause of overheating.

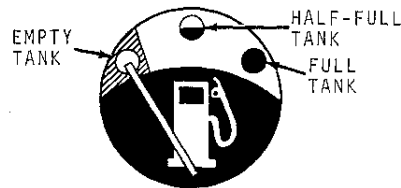
### Oil Pressure Gauge



X 2232

This gauge indicates the pressure of the 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 at full governed speed (indicated by white zone on the dial). If oil pressure drops (indicated by red zone on the dial), stop immediately and determine the cause.

### Fuel Gauge



X 2233

The red-orange zone indicates that the tank is empty. A half full mark and a full mark indicates the fuel level in the tank.

### Engine Tach-Hour Meter

The tach-hour meter shows the engine speed in hundreds of rpm and accumulated engine service in hours and tenths of hours (based on an average engine operating speed of 2500 rpm). Use this hour meter to determine when lubrication and periodic services are needed.

### Air Restriction Indicator (Attachment)

The red signal in the restriction indicator is locked in view whenever the air cleaner element is dirty and needs servicing. Check the indicator every 10 hours and service the element (page 137).

## STARTING THE GASOLINE ENGINE

1. If starting in cold weather, see "Cold Weather Operation," page 7.

2. Disengage platform or corn head electromagnetic clutch switch, separator control lever, and grain tank unloading auger lever.

3. Place gearshift lever in neutral.

4. Depress clutch pedal fully.

5. Move throttle lever one-quarter open.

6. Pull the choke control up.

7. Turn key to "ON." Check the operation of the alternator indicator light. It should glow red.

8. Turn key to "START." After engine starts, release key and push the choke control down.

**IMPORTANT: When starting the engine, never hold the key in start position for more than 30 seconds at a time. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Be sure to pause a few seconds after a false start to make certain that the starter has stopped completely before another start is attempted.**

If engine fails to start, see TROUBLE SHOOTING, page 150.

9. Make certain the oil pressure gauge registers pressure, and the alternator indicator light goes off. If not, stop engine and determine the cause.

10. Warm the engine and transmission for 5 minutes at slow idle—no load.

11. For the first 30 minutes, the combine should be operated at 25% slower ground speed. Engine must be operated at full throttle to maintain correct separator speed.

## STOPPING THE GASOLINE ENGINE

1. Set the throttle at medium idle speed and allow the engine to run at this speed for a few minutes before stopping. Turn key to "OFF."

2. After stopping the engine, remove the key from the switch to prevent tampering and unauthorized operation. Removing the key also prevents the switch from being accidentally left in the "on" or the "accessory" position and causing battery discharge.

## STARTING THE DIESEL ENGINE

1. If the engine has not been operated for a long period of time, or if the fuel tank has run dry, bleed the entire fuel system to remove air bubbles. See page 126.

**IMPORTANT: Never let the fuel tank run dry.**

2. If starting in cold weather, see "Cold Weather Operation," page 7.

3. Disengage platform or corn head electromagnetic clutch switch, separator control lever, and grain tank unloading auger lever.

4. Place gearshift lever in neutral.

5. Depress clutch pedal fully.

6. Move throttle lever one-quarter open.

7. Turn key to "ON." Check the operation of the alternator indicator light. It should glow red.

8. Turn key to "START." After engine starts, release key.

**IMPORTANT: When starting the engine, never hold the key in start position for more than 30 seconds at a time. If the engine does not start within 30 seconds, allow at least 2 minutes for proper cooling of the starter. Be sure to pause a few seconds after a false start to make certain that the starter has stopped completely before another start is attempted.**

If engine fails to start, see TROUBLE SHOOTING, page 150.

9. Make certain the oil pressure gauge registers pressure and the alternator indicator light goes off. If not, stop engine and determine the cause.

10. Warm the engine and transmission for 5 minutes at slow idle—no load.

11. For the first 30 minutes, the combine should be operated at 25% slower ground speed. Engine must be operated at full throttle to maintain correct separator speed.

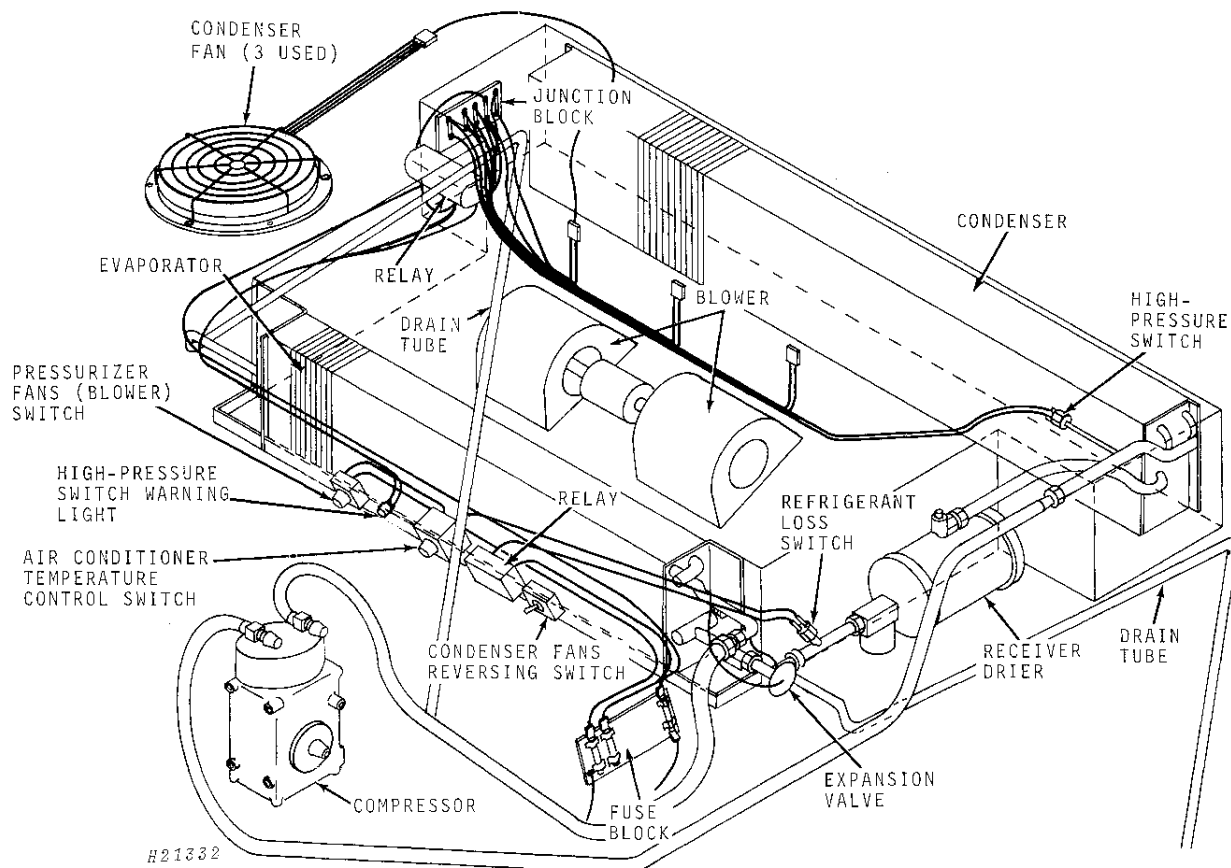
## STOPPING THE DIESEL ENGINE

1. Set the throttle at medium idle speed and allow the engine to run at this speed until the temperature gauge drops well into the white range on dial. Move the throttle to the rear and turn key to "OFF."

**IMPORTANT: Do not attempt to stop engine by turning off fuel supply at tank. Doing so will cause injection pump to run dry and damage internal parts.**

2. After stopping the engine, remove the key from the switch to prevent tampering and unauthorized operation. Removing the key also prevents the switch from being accidentally left in the "on" or the "accessory" position and causing battery discharge.

## OPERATOR'S PLATFORM COMPONENTS AIR CONDITIONER SYSTEM



The air conditioner system consists of a compressor, condenser, condenser fans, receiver-drier, expansion valve, evaporator, high-pressure and refrigerant-loss switches, hoses and a thermostatic type control switch.

The air conditioner is operated by a thermostatic type switch which can be adjusted for a definite cooling range since it is hooked to the evaporator.

The refrigerant comes into the compressor as a low-pressure gas, is compressed, and moves out of the compressor as a high-pressure gas. It then flows to the condenser where the gas condenses to a liquid, giving off its heat to the outside air through the condenser fans. The high-pressure liquid moves to the receiver-drier where a drying agent removes moisture from the liquid. The receiver-drier also stores a quantity of refrigerant to increase capacity of the system. The high-pressure liquid moves to the expansion valve which restricts liquid flow, thus lowering its pressure. The low-pressure liquid moves to

the evaporator where heat from inside the cab moves into the low-pressure liquid, changing the liquid to a low-pressure gas. This low-pressure gas returns to the compressor where the cycle is repeated.

**IMPORTANT:** The condenser fans in the cab roof must be operating when the air conditioner is operating.

The three condenser fans in the cab roof pull air through the condenser and moves this air out the cab roof. If the efficiency of the condenser is impaired due to dirt or chaff build-up, the fans can be reversed by operating the reversing switch (page 4) to clean the condenser core.

**IMPORTANT:** Operate the reversing switch once every grain tank load for approximately 30 seconds to clean the condenser core.

**IMPORTANT:** The pressurizer system must be in operation when the air conditioner is in use.

## AIR CONDITIONER SYSTEM—Continued

An optional 10-inch extended service condenser is available for use in severe field conditions.

Combines equipped with the 10-inch condenser require additional refrigerant to charge the system. The system capacity of air conditioners with the regular 6-inch condenser require 60 ounces (four 15 ounce cans) of refrigerant 12. Air conditioners with the 10-inch condenser require 75 ounces (five 15 ounce cans) of refrigerant 12 to completely charge the system.

**CAUTION:** Air conditioner refrigerant is very dangerous when not handled properly. The air conditioner system should only be serviced by a qualified serviceman.

## High-Pressure Switch

The high-pressure switch is used in conjunction with a relay to prevent the compressor electromagnetic clutch from recycling when a head pressure of 400 psi or above is reached.

Indications that the high-pressure switch has been activated are as follows:

1. Pressurizer and conditioner fans are working but not cooling.
2. High-pressure switch warning light glows red.

To reactivate the system after the high-pressure switch has been activated, turn the pressurizer fan switch off and then on. If, after a short time, the high-pressure switch is again activated, the condenser needs to be cleaned. See page 140.

## High-Pressure Switch Warning Light

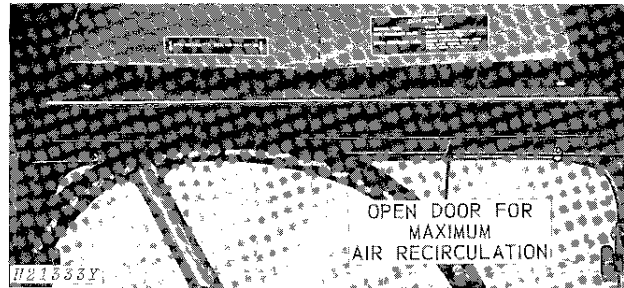
This light warns the operator that the high-pressure switch has activated as described above.

## Refrigerant-Loss Switch

The refrigerant-loss switch senses low pressure in the air conditioner system caused by loss of refrigerant or when operating in temperatures below 25°F. When the refrigerant-loss switch activates, the entire air conditioner system is inoperative.

See your John Deere dealer and have him charge the system.

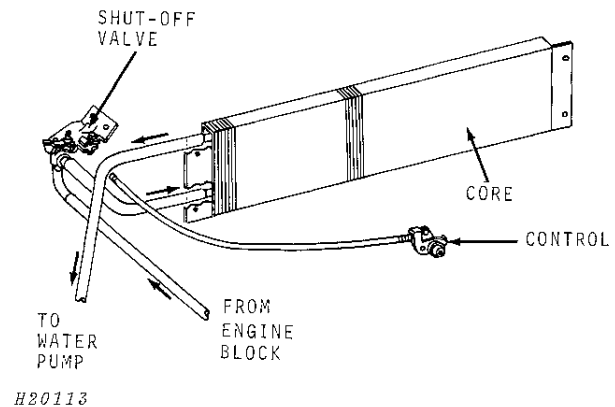
## Maximum Air Recirculator



Under normal operating conditions, the normal air recirculator will provide sufficient cooling.

In those conditions which require increased cooling, open the door on the maximum air recirculator at the rear of cab.

## HEATER SYSTEM



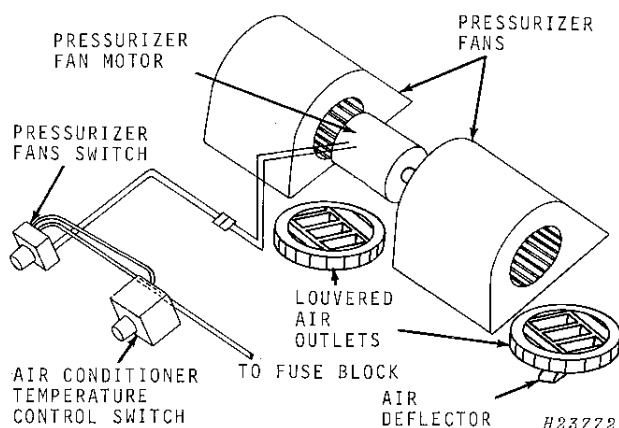
The heater system is composed of a core, a mechanical shut-off valve, hoses, and a control.

With the control knob on, the shut-off valve allows coolant from the engine block to enter, the shut-off valve directs the coolant to the lower tube of the core, and the water moves through the core out the upper tube on the core to the water pump.

The pressurizer fans blow across the heater core as the coolant moves through the heater, removing heat and blowing it through the louvered air outlets into the cab.

**IMPORTANT:** The pressurizer system must be in operation when the heater is in use.

## PRESSURIZER SYSTEM



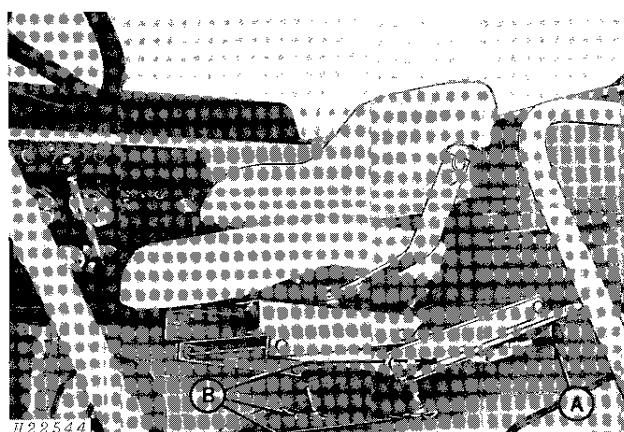
The pressurizer system is made up of two rotating cage-type fans, an electric motor, two louvered air outlets, an air deflector (snapped into one of the air outlets) and a control switch.

The pressurizer fans, when activated by the control switch, increase the pressure inside the cab. With a higher pressure inside the cab, the air and dust will not move from outside the cab to the inside of cab.

The louvered air outlets are also used to direct air flow from the air conditioner and heater.

**IMPORTANT:** The pressurizer system must be in operation when the air conditioner or heater is in use.

## OPERATOR'S SEAT



Seat in Sitting Position

The operator's seat moves forward and rearward or up and down to accommodate individual height and allow greater accessibility to all controls. If the operator wishes to stand, the seat can be positioned out of the way to allow ample leg space.

Use only warm water and mild soap to clean the seat cushions. NEVER USE SOLVENTS.

### Positioning the Seat Forward or Rearward

While sitting in the seat, push lever "A" forward as far as possible and by using your weight, adjust seat to desired position and then release lever "A."



Seat in Standing Position

### Positioning the Seat Up or Down

Remove four spring locking pins "B." Raise or lower the seat to the desired height. Reinsert spring locking pins "B."

### Positioning the Seat for Standing

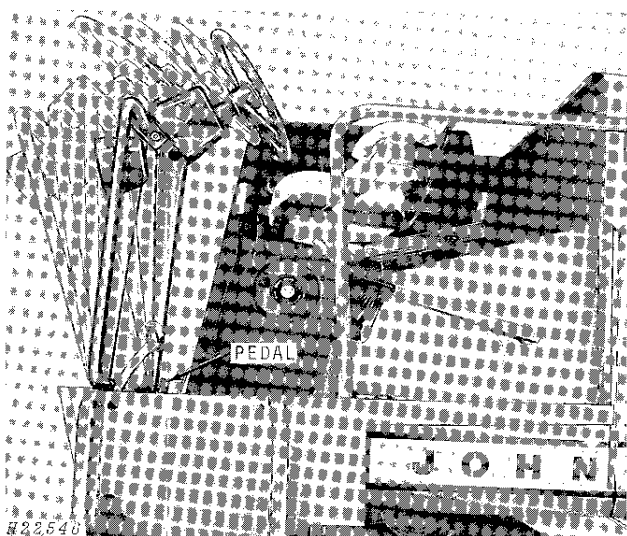
To move the seat up and back, stand up and apply pressure to the front of the seat with the back of your legs. The seat will move to the up and back position to allow standing room.

To return the seat to the sitting position, move the seat forward by pulling on the front of the seat with your hand.

## STEERING COLUMN

The steering column is adjustable to one of four positions for individual arm lengths. This allows better visibility and greater accessibility to the steering wheel and controls on the steering column.

### Steering Column Control

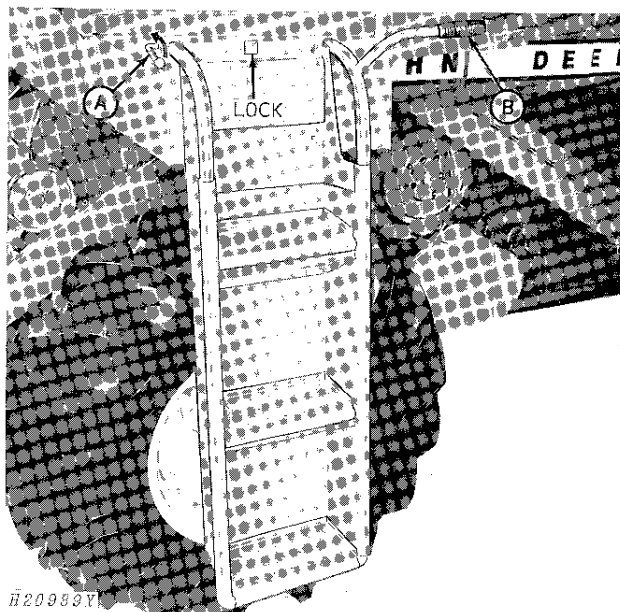


To adjust steering column, push pedal down, position column to desired setting, and release pedal.

The world's best safety device is a careful operator.

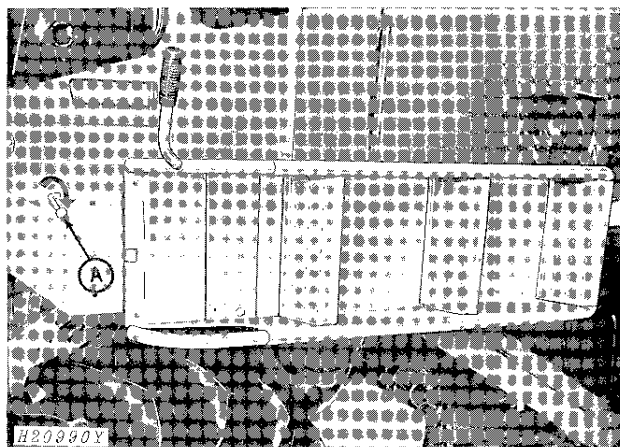
## PIVOTING LADDER

Move the pivoting ladder up out of the way of uncut crop to avoid crop loss by ladder impact.



To move ladder, pull lever "A" up and to the right to release the lock.

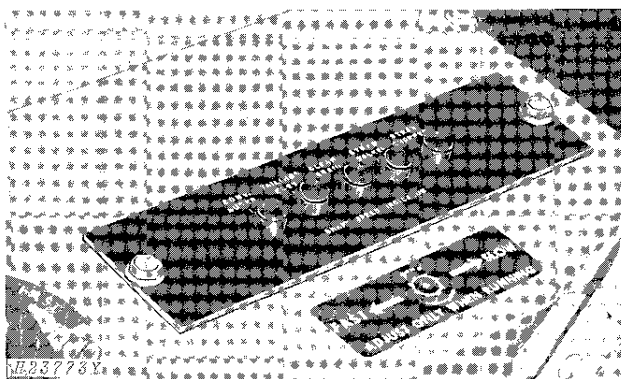
Pull lever "B" forward until the ladder is parallel to the ground.



Push lever "A" to the left to lock ladder in place.

To lower the ladder, reverse the above procedure.

## LOW SHAFT SPEED MONITOR SYSTEM (Attachment)



The low shaft speed indicator attachment indicates with glowing lights when the conveyor augers, tailings elevator, clean grain elevator, straw walkers, and straw chopper (combine attachment) drive shafts are operating less than 70 percent of their designed speed.

### Checking Indicator Operation

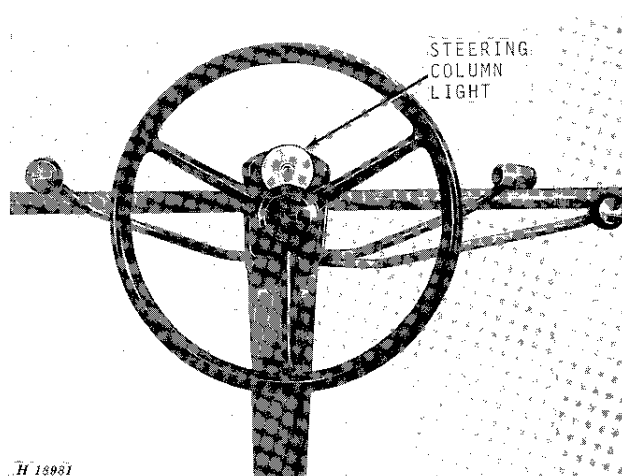
To check the operation of the low shaft speed indicator, turn key to "ON" (do not start engine) and engage separator lever; all lights should glow.

Disengage separator lever before starting engine.

### Operating Indicator

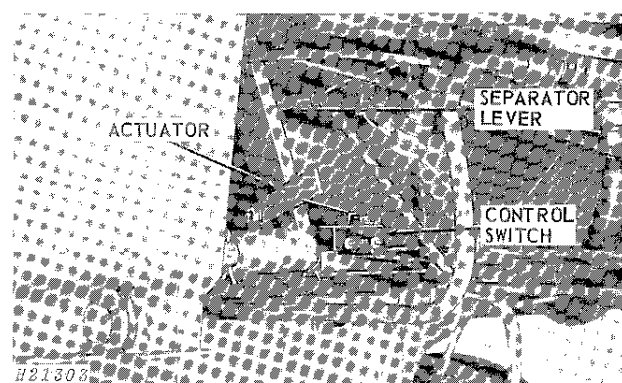
Start engine, engage separator lever, and run engine at fast idle. If lights continue to glow during operation, disengage separator lever and idle engine. Shut off engine and check Trouble Shooting chart on page 159.

**CAUTION:** Be certain combine engine is shut off before working on combine.



When a light on the control box glows, the light on the steering column flashes.

### Control Switch



A control switch, located under the operator's platform, prevents the lights from glowing before the separator lever is engaged. Lights will glow until separator is brought up to full operating speed. If lights continue to glow, see Trouble Shooting chart on page 159.



**Suggest:**

**If the above button click is invalid.**

**Please download this document**

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

**to download the complete manual.**

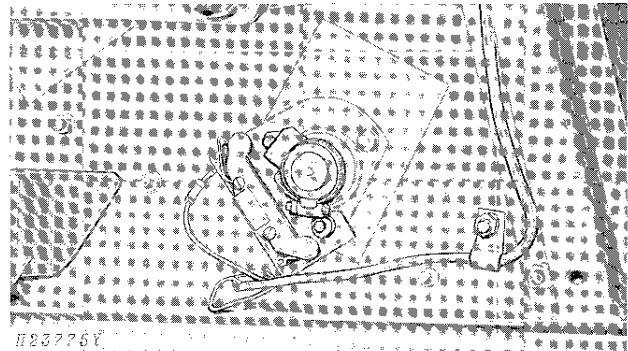
**Thank you so much for reading**

### Sensor Locations

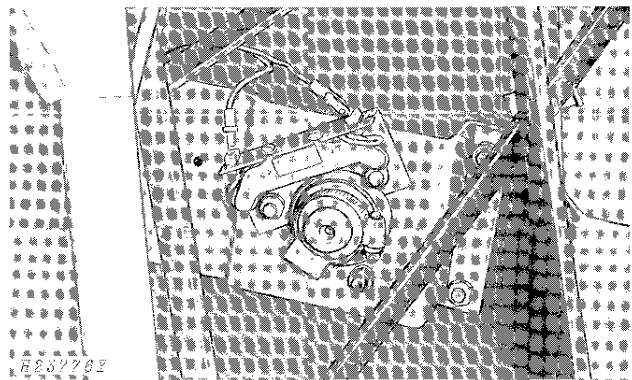
The locations of the five sensors are shown in the following illustrations.



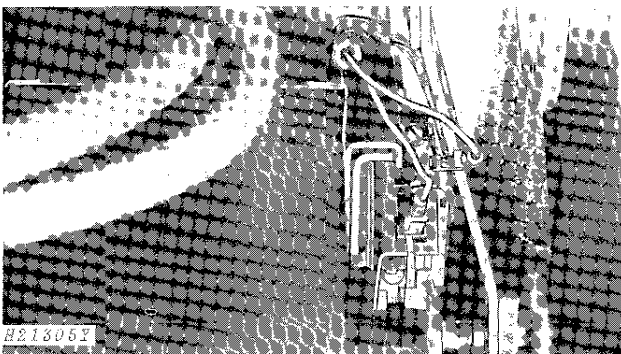
*Conveyor Augers*



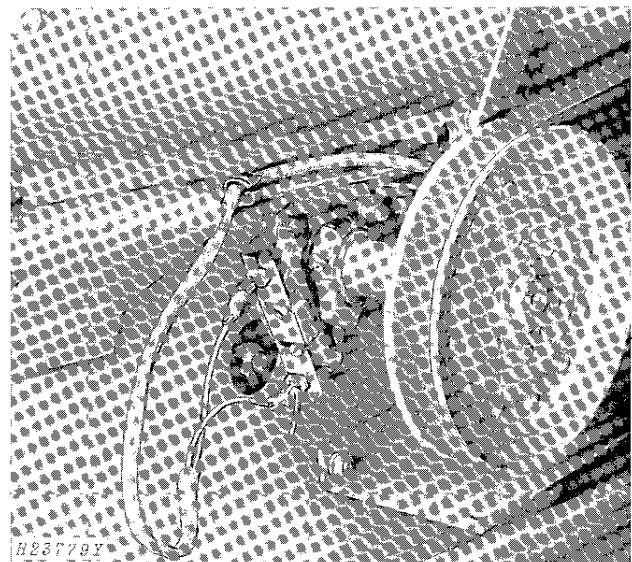
*Clean Grain Elevator*



*Straw Walker*



*Tailings Elevator*



*Straw Chopper*

**<https://www.ebooklibonline.com>**

Hello dear friend!

Thank you very much for reading.

Enter the link into your browser.

The full manual is available for immediate download.

**<https://www.ebooklibonline.com>**