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Group 15AD—Four-Wheel Drive
Group 15AF—Header Float Control
Group 15AG—Header Float Control
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Group 20—ContourMaster System

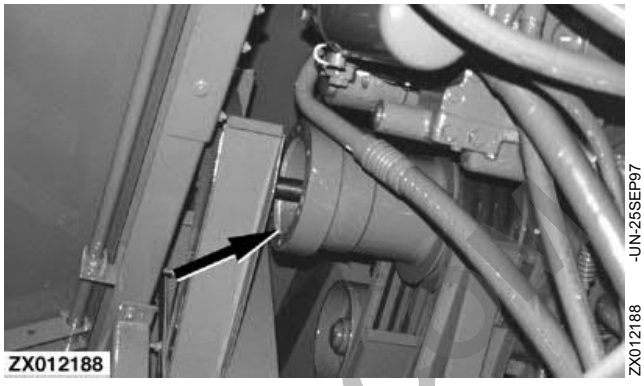
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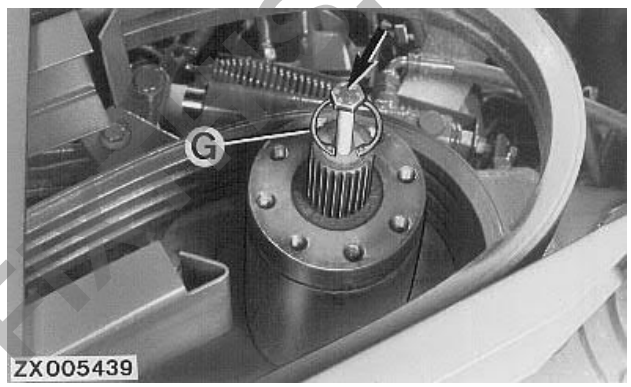
PREPARATIONS FOR ENGINE REMOVAL

— Swing unloading auger to the side
— Drain coolant
— Disconnect battery
— Remove the muffler system
— Remove the air intake system
— Disconnect the fuel lines
— On 2264 and 2266, unbolt the additional belt pulley



ZX,TMXZCO009438-19-01AUG97

Remove snap ring (G) from hollow shaft and use an M10x50 screw to pull the drive shaft out of the hollow shaft.



ZX,TMXZCO009439-19-01AUG97

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REPLACING MATE-N-LOK™ AND CPC™ PIN AND SOCKET CONTACTS

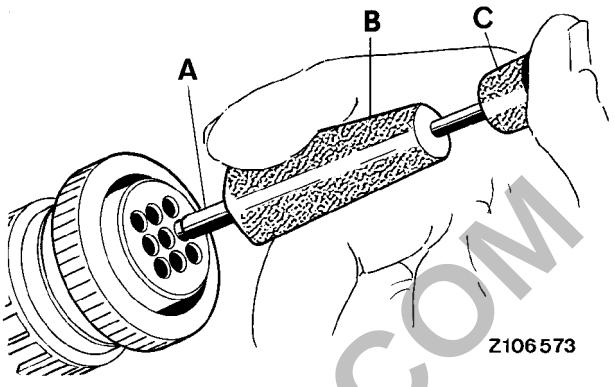
1. Depending upon type of connector, select correct extraction tool (JDG140 or JDG143).

2. Slide sleeve (A) of extraction tool over contact.

3. Turn hand grip (B) to disconnect contact and press out by means of knob (C).

4. Install new contact in plug.

NOTE: MATE-N-LOK™ AND CPC™ are trade names of the AMP company.



ZX,TMSPFH000375-19-22FEB92

REPLACING DEUTSCH™ CONNECTORS

1. Select an extraction tool suitable for the size of the cable to be removed.

a. Extraction tool JDG361 for size 2.5 mm^2 (12 to 14 AWG).
b. Extraction tool JDG362 for size 1.0 mm^2 (16 to 18 AWG).
c. Extraction tool JDG363 for size 0.5 mm^2 (20 AWG).

2. Position extraction tool against cable as shown in illustration.

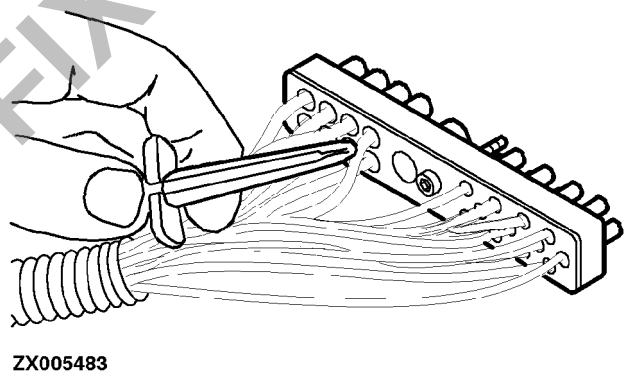
3. Slide extraction tool to the rear along the cable until the tip of the tool engages in the cable.

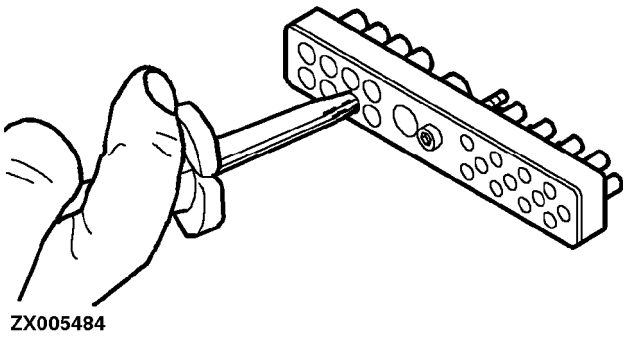
IMPORTANT: When inserting the tool into the connector, take care NOT to twist the tool.

4. Slide the extraction tool along the cable into the connector until it is located over the contact.

5. Remove the cable from the connector using the extraction tool.

NOTE: DEUTSCH is a trade name of DEUTSCH CO.





ZX,TMXZCO003994-19-31JAN96

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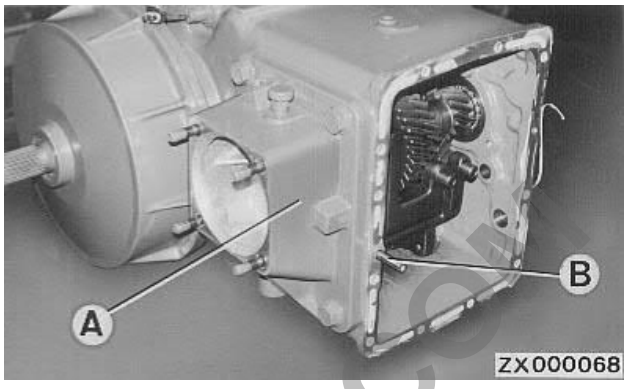
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REMOVE AND REPAIR SHIFTER FORKS AND SHIFTER CAM

NOTE: Shifter fork and shifter cam can be replaced without removing transmission.

1. Remove front cover and hydrostatic transmission adapter (A).

2. Remove dowel pin (B).



-UN-21APR95
ZX000068

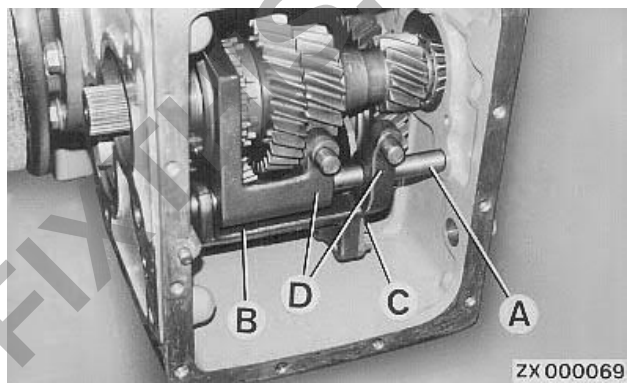
ZX,TMSPFH000056-19-22JUL91

3. Remove rail (A) and shifter forks (B) and (C).

4. Inspect shifter cam to be certain grooves are free of burrs and there are no flat spots. Also inspect mating shifting surfaces on shifter rail.

Replace shifter forks or rollers (D) if they appear damaged or worn.

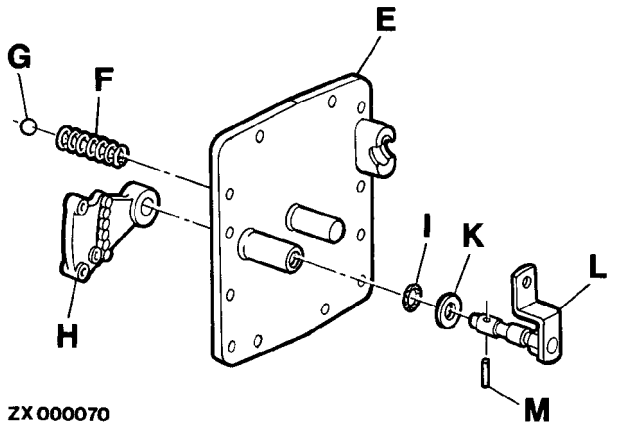
5. When replacing a roller (D) or pin, press pin flush with roller. Roller must be able to turn freely on pin. The usual cause for a roller pin to break is clash shifting.



-UN-21APR95
ZX000069

6. Inspect all shift collars in the transmission for wear. They can cause the transmission to “jump” out of gear damaging shift forks. Incorrectly adjusted shift linkage can cause excessive wear to shift collars.

A—Rail
B—Shifter Fork
C—Shifter Fork
D—Rollers
E—Front Cover
F—Spring
G—Detent Ball
H—Shifter Cam
I—O-Ring
K—Washer
L—Lever
M—Spring Pin



-UN-28APR95
ZX000070

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REPLACING THE SPRING IN THE CYLINDER BLOCK

If spring (C) appears damaged or contaminated, press retaining ring (A) down to compress spring.

Remove outer retaining ring (B).

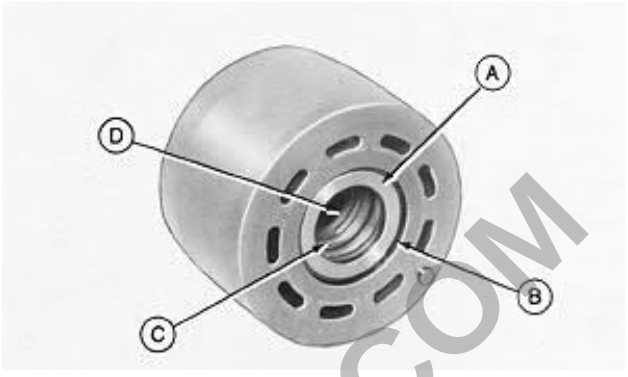
Remove retaining ring, spring, and beveled inner retainer (D).

Wash parts with clean solvent and replace spring.

Install beveled inner retainer (D) with beveled side toward splined end of block.

Install outer retainer (A) with shoulder toward open end of block.

Compress spring and outer retainer, then install retaining ring.



N36010 -UN-29SEP88

A—Retaining ring
B—Outer retaining ring
C—Spring
D—Inner retainer

ZX,TMXZCO009482-19-01AUG97

REPAIR VARIABLE PUMP

When repairing variable pump, note the following points:

• Check shaft seal assembly for scores at sliding surfaces. Replace all O-rings.

• Always use a new gasket between charge pump and end cap. If charge pump is defective, replace complete pump.

• Check valve plate and bearing plate for damage and replace, if necessary. Always use new O-rings and gaskets.

• Check wear plate surface for serviceability and replace plate, if necessary.

• Check drive shaft bearing surfaces and bearings as well as trunnions for roughness and discoloration and replace, if necessary.

• Check cylinder block and pistons with slippers for damage. Pistons may be replaced individually.

• Thoroughly clean all parts prior to assembly.

• Before assembling parts, coat all bearing surfaces with hydraulic oil. Grease O-rings with vaseline.

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REMOVING BRAKE DRUM

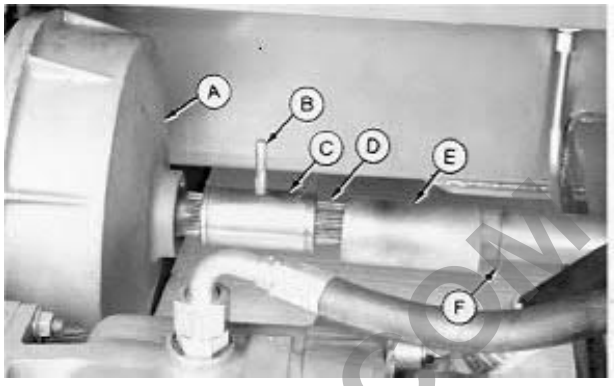
1. Remove snap ring (F) to slide coupling (E) from sleeve (C).

2. Remove pin (B) from sleeve (C).

3. Remove drive shaft (D) from brake drum (A).

4. Remove brake drum.

5. Pry plug out of hole in brake drum. Disconnect parking brake cable at equalizer bar. Disconnect brake line. Remove five cap screws that secure brake assembly to transmission. Lower assembly to the ground and remove brake drum.



H40510 -UN-06SEP89

A—Brake drum
B—Pin
C—Sleeve
D—Drive shaft
E—Coupling
F—Snap ring

ZX,1401,6010,C -19-12SEP91

REMOVING BRAKE SHOE

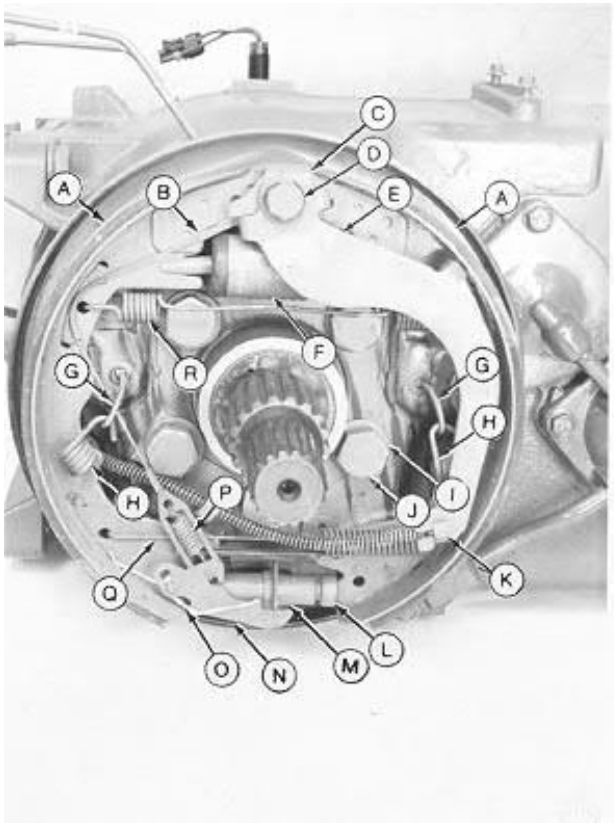
1. Remove brake drum (see this Group).

2. Remove springs (H and O—R) to remove brake shoes (A) from backing plate.

NOTE: Only remove anchor bolt (D) if it is necessary to repair park brake mechanism.

IMPORTANT: Keep hands clean when handling brake shoes. Do not permit oil or grease to come in contact with linings.

A—Brake shoe (2 used)
B—Cable
C—Eccentric plate
D—Anchor bolt
E—Park brake lever
F—Piston
G—Hook (2 used)
H—Spring (2 used)
I—Washer (4 used)
J—Cap screw (5 used)
K—Cable
L—Support pin
M—Adjuster bolt
N—Brake adjusting lever
O—Spring
P—Spring
Q—Spring
R—Spring



H40511 -UN-06SEP89

ZX,1401,6010,D -19-12SEP91

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R134A REFRIGERANT

IMPORTANT: The air conditioning system operates using R134a refrigerant (tetrafluorethane). This substance does not contain any chlorine atoms, so it does not have a detrimental effect on the ozone in the Earth's atmosphere.

Even so, the refrigerant must never be discharged straight into the air. It must be trapped in a recycling unit. Refrigerant stored in a recycling unit may be re-used at any time.

The recycling unit used to do this must be of a type suitable for handling R134a refrigerant.

The boiling point of R134a is minus 26.5˚C (minus 15.7˚F) and its freezing point is minus 101˚C (minus 149.8˚F).

R134a has a corrosive effect on copper as well as various seals and components used in the R12 system. For this reason, never use R134a refrigerant in a system that has previously used R12. Before replacing any component, it is vital to check whether it is compatible with the type of refrigerant used.

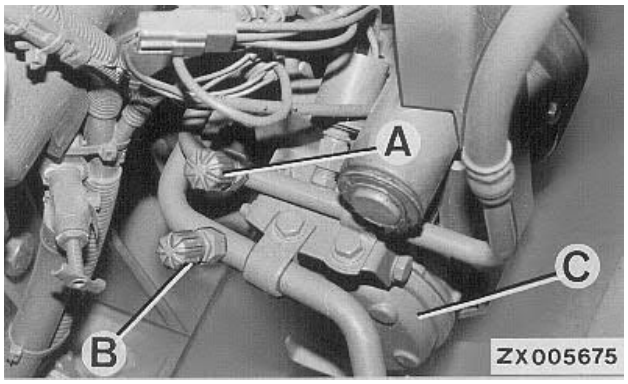
It is still essential to ensure that the correct refrigerant oil is used. R12 systems were lubricated with mineral oil, which is totally unsuitable for R134a systems. The latter require PAG oil, which mixes very well with the refrigerant and provides ideal lubrication throughout the system.

ZX,TMSPFH002887-19-16JUN93

TEST AND SERVICE PORTS

The test and service ports are located at compressor refrigerant lines.

A—Test port - high side valve
B—Test port - low side valve
C—Compressor



ZX,TMXZCO003099-19-01DEC93

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SPECIFICATIONS

Item	Measurement	Specification
Reverser gear attaching screws	Tightening torque	240 N·m (177 lb-ft)
Oil in reverser gear	Capacity	1.75 L (0.46 U.S.gal)

ZX,TMXZCO009605-19-01AUG97

OTHER MATERIAL

Number	Name	Use
TY15130	Loctite 515 sealant	Sealing the surfaces of the reverser gear housing
TY9371	Loctite 242	Securing the screws on the cover

ZX,TMXZCO0010102-19-01AUG97

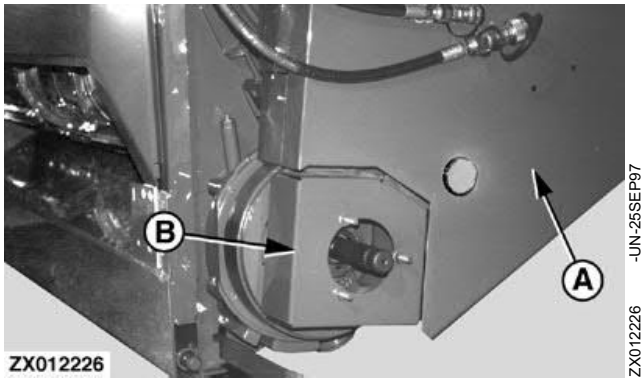
REMOVING THE REVERSER

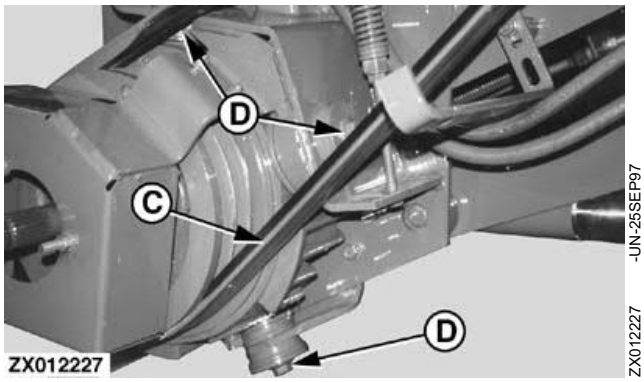
— Remove shields (A) and (B).
— Relieve tension on V-belt (C), and remove.
— Remove bolts from bowden cable underneath the feeder house.
— Take out the three attaching screws (D).
— Remove reverser assembly.

CAUTION: The reverser weighs over 50 kg (110 lb), so take care!

— On reversers up to a certain serial number, the feeder house drive shaft is made in one piece. In this case, the belt pulley and bearing clamping ring must be removed from the r.h. side of the reverser prior to its removal.

A—Shield
B—Shield
C—V-belt
D—Attaching screws





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CONCAVE BASIC SETTING (CONTINUED)

NOTE: When measuring, select the highest rasp bar at either side. This rasp bar (or these rasp bars) are marked with an "X" punch-mark before leaving the factory. Different rasp bars may be marked either on the left or right ends.

Install the concave and attach it at the adjusting points (see above). At adjusting point IV, attach the mountings to the center of the slots.

Install adjusting motor (A) at bracket (B), holders (C) and at the adjusting lever.

Adjusting points I and II

With the highest cylinder rasp bar at each end, set a gap of 3 mm (0.12 in.) at the last concave rasp bar.

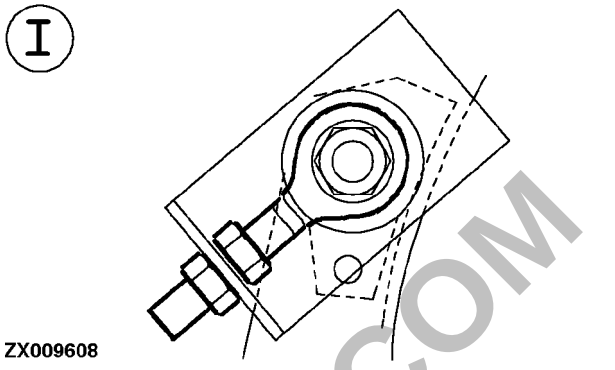
Measure the gap between the 3rd concave rasp bar and the highest cylinder rasp bar. Concave clearance should be 4 mm (0.16 in.). If clearance is OK at both ends, continue with assembly (see below).

Adjusting points III

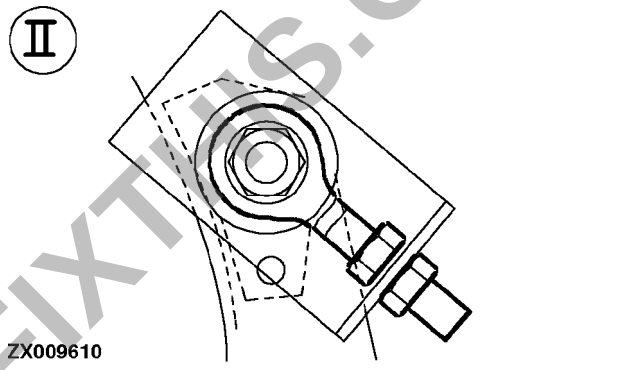
If concave clearance is greater than 4 mm (0.16 in.), push bracket (B) at adjusting point III onto the combine harvester's frame until clearance at 3rd concave rasp bar is 4 mm (0.18 in.).

If concave clearance is less than 4 mm (0.16 in.), pull bracket (B) at adjusting point III forward along the combine harvester's frame until clearance at 3rd concave rasp bar is 4 mm (0.18 in.).

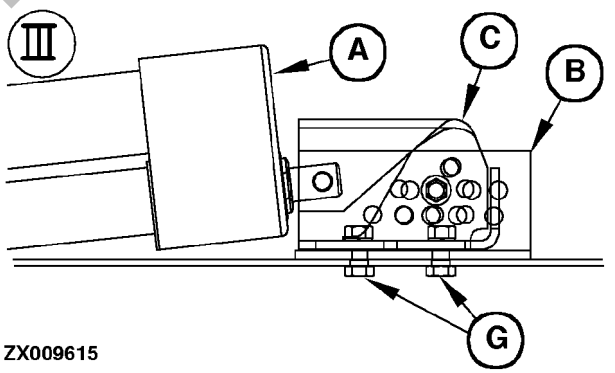
A—Adjusting motor
B—Bracket
C—Holder
D—Aluminium bearing
E—Adjusting screw
F—Stop plate
G—Attaching screws
X—Punch-mark on highest rasp bar
I—Rear right adjusting point
II—Rear left adjusting point
III—Front left adjusting point
IV—Front right adjusting point



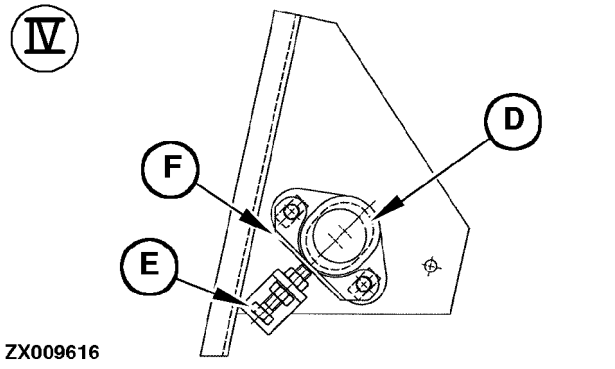
ZX009608



ZX009610



ZX009615



ZX009616

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INSTALLING ADAPTER SLEEVE BEARINGS

Bearing on drive side (fixed bearing):

— Attach bearing support (C).

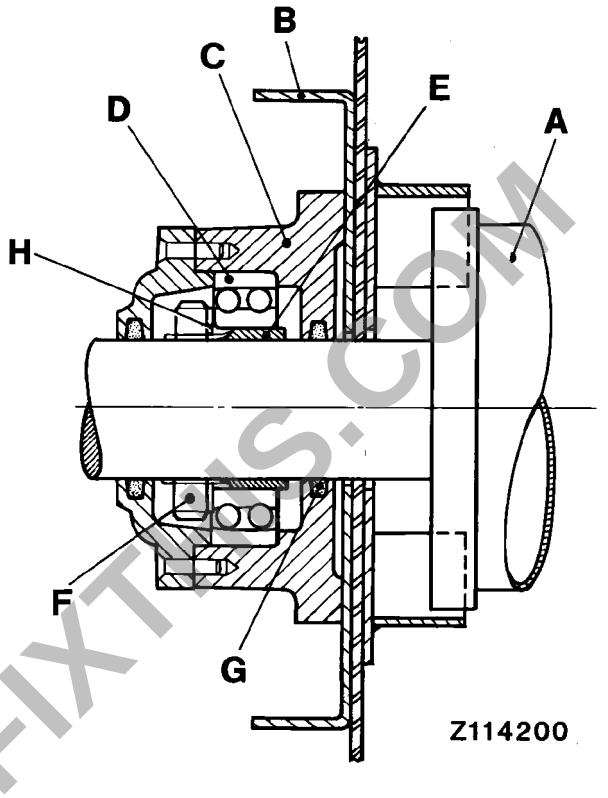
— Slide clamping ring (E) onto shaft.

— Install bearing (D) in bearing support and press against stop.

— Align rotor so that rotor knives are centered between counter-knives.

— Install slotted nut (F) on clamping ring, tighten to 140 N·m (100 lb-ft) and secure by means of lock washer (H).

A—Rotor
B—Reinforcement
C—Bearing support
D—Bearing
E—Clamping ring
F—Slotted nut
G—Felt seal
H—Lock washer



ZX,TMXZCO010059-19-01AUG97

Bearing opposite drive side (loose bearing):

— Attach bearing support (C).

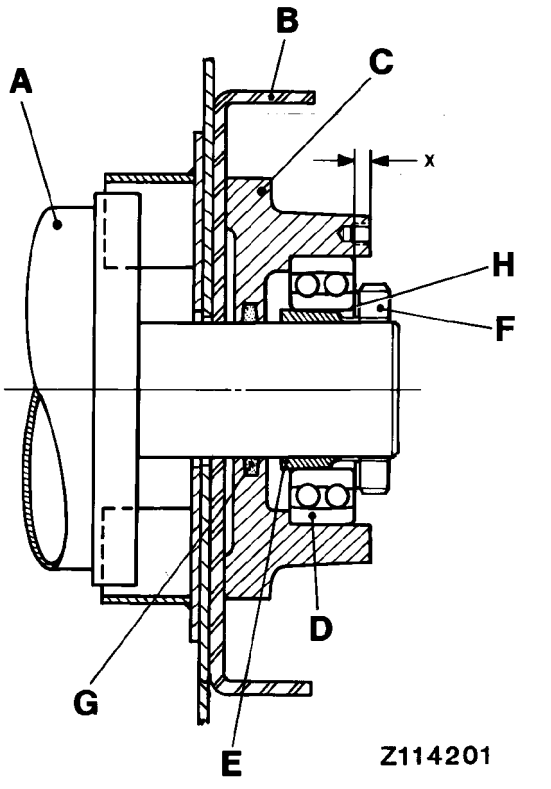
— Slide clamping ring (E) onto shaft.

— Install bearing (D) in bearing support and adjust dimension (X).

NOTE: When adjusting dimension (X), bearing on drive side must be tight.

— Install slotted nut on clamping ring, tighten to 140 N·m (100 lb-ft) and secure by means of lock washer (H).

A—Rotor
B—Reinforcement
C—Bearing support
D—Bearing
E—Clamping ring
F—Slotted nut
G—Felt seal
H—Lock washer
X—Dimension, bearing opposite drive side (8 mm; 0.32 in.)



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SPEEDS OF ROTATION, 2254, 2256, 2258, 2264 AND 2266 STANDARD AND HILLMASTER COMBINES

Speeds shown are average and can vary from machine to machine. Speeds are rated at high idle with separator engaged, and no load.

ENGINE

Slow idle . . . . . 1250 ± 50 rpm
Fast idle . . . . . 2350 + 50 rpm
Rated speed . . . . . 2200 rpm

HYDROSTATIC DRIVE

Hydrostatic pump speed . . . . . 3385 rpm

SEPARATOR

Main countershaft speed . . . . . 1220 rpm
Primary cylinder speed range
— without reduction gear . . . . . 370—1110 rpm
— with reduction gear
  • disengaged . . . . . 370—1110 rpm
  • engaged . . . . . 150—440 rpm
Secondary cylinder speed . . . . . 910 rpm
Variable secondary cylinder speed . . . . . 370—1110 rpm

FEEDER HOUSE LOWER SHAFT

Fixed speed . . . . . 520 rpm
Variable speed . . . . . 520—820 rpm

STRAW WALKERS

Standard . . . . . 160 rpm
Optional . . . . . 170 rpm

CROSS-SHAKER DRIVE SHAFT

Speed . . . . . 380 rpm

CLEANING TURBO FAN

Speed range . . . . . 750—1500 rpm

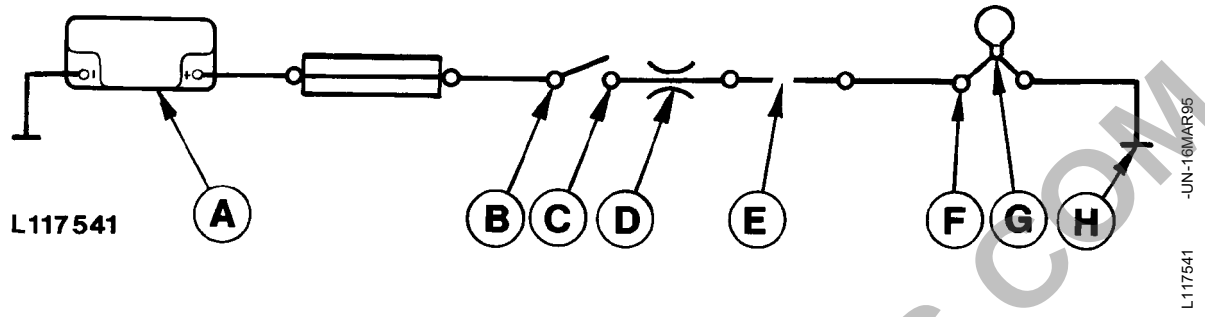
CHOPPER SPEED

For grain . . . . . 3615 rpm
For corn (maize) . . . . . 2720 rpm

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OPEN CIRCUIT



A—Voltage Source
B—Controlling Switch
C—Component Terminal
D—High Resistance Circuit
E—Open Circuit
F—Component Terminal
G—Load
H—Ground

A high resistance circuit can result in slow, dim or no component operation (i.e. loose, corroded, dirty or oily terminals, gauge of wire too small or broken strands in cable).

An open circuit results in no component operation, as the circuit is incomplete (E) (i.e. broken wire, terminals disconnected, open protection device or switch).

Test for a high resistance circuit (D) or an open circuit (E) as follows:

1. With controlling switch (B) closed and load (G) connected, check for proper voltage at an easily accessible location between (C) and (F).

a. If voltage is low, move toward voltage source (A) to locate point of voltage drop.

b. If voltage is correct, move toward load (G) and ground terminal (H) to locate point of voltage drop.

2. Repair circuit as required.

3. Repeat operational check after completing the repair.

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OPERATIONAL INFORMATION

When starter switch is moved back from position (II) to position (I), the engine is shut off electrically.

On the 7.6 Liter engine, a shut-off lever is moved by interrupting current supply to the lever retaining solenoid.

On the 6.8 Liter engine, the fuel supply is shut off by means of a solenoid valve in the fuel pump.

ZX,TMXZCO002408-19-25NOV92

THEORY OF OPERATION

7.6 LITER ENGINE

When moving starter switch from position (I) to position (II), coil of (Y35) is supplied with current via wire (018).

In addition, the second coil of (Y35) is activated via wire (085) during the starting procedure, moving the shut-off lever at fuel injection pump.

The engine is ready for starting.

After starting procedure is completed, the second coil is again without current.

The engine shut-off lever is held in operating position by the retaining coil.

For shutting off the engine current supply to the retaining coil is interrupted.

A return spring moves shut-off lever at fuel injection pump to the zero position.

6.8 LITER ENGINE

Fuel supply at injection pump is interrupted by a solenoid.

With engine running, solenoid coil is supplied with current, keeping solenoid valve open.

When current supply is interrupted, the valve is closed by spring force.

NOTE: If fuse (F16) fails, the machine will stop.

SWITCH POSITIONS:
•Position III: Wire 085 is live only when starting.
•Position II: Wire 018 is live.
•Position I: No current at wires 018 or 085. Current available for lighting only.
•Position 0: Everything off.

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ERROR CODES, INFOTRAK-MONITOR

As soon as the infotrak monitor displays a three digit number followed by an “E” a malfunction or error of the operator is indicated.

The cause of a machine malfunction may be a broken wire etc.

Error code	Problem	Solution
101E	Counter of engine operating hours in infotrak monitor is defective	Replace infotrak monitor
102E	Counter of working hours in infotrak monitor is defective	Replace infotrak monitor
122E	Concave adjustment impossible, Sensor signal in wrong range (too low)	Voltage between pin 4 and 9 on infotrak monitor not between 1 and 4 Volts, wire on potentiometer (R2) may not be correctly connected
123E	Concave adjustment impossible, Sensor signal in wrong range (too high)	Voltage between pin 4 and 9 on infotrak monitor not between 1 and 4 Volts, wire on potentioeter (R2) may not be correctly connected
128E	No reaction from infotrak monitor	Check data lines 268 and 269 for correct connection, malfunction of infotrak monitor possible
129E	No reaction from control board	Check data lines 268 and 269 for correct connection, possibly control board of machine computer defective
130E	Adjusting motor can not reduce fan speed to the desired rpm	Check fuses F3, F25
131E	Variator can not reduce cylinder speed to the desired rpm	Check fuse F3
132E	Adjusting motor can not reduce concave clearance to desired gap	Check fuse F41
135E	Adjusting motor can not increase fan speed to the desired rpm	Check fuses F3, F25
136E	Variator can not increase cylinder speed to the desired rpm	Check fuse F3
137E	Adjusting motor can not increase concave clearance to desired gap	Check fuse F41

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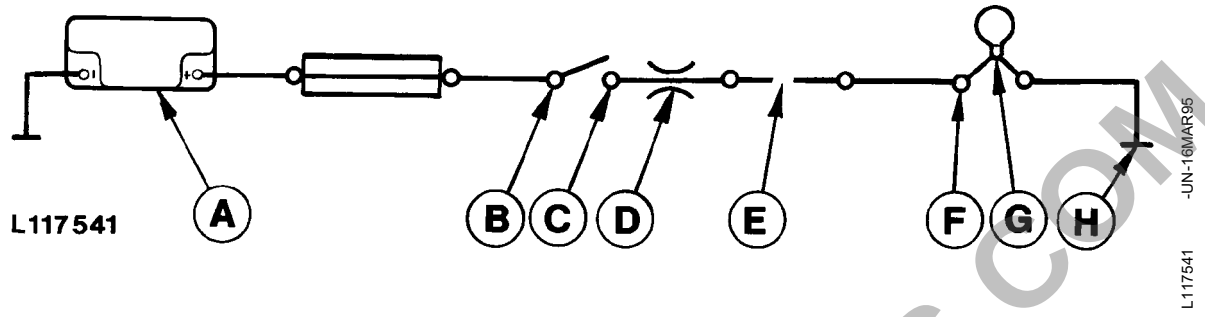
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STEP	ACTION	GO TO
4 - Enter Header Conrol System Calibration Mode	Press the up/down button on the monitor twice to obtain mode 2. The monitor should display: 0002 AHC Press the fan speed button on the monitor to obtain the factory calibration mode 30. The monitor should display: 0030 CAL While in this mode, the feederhouse may be moved in open loop control with the raise/lower rocker switch on the multifunction lever.	GO TO 5 NOT OK: Feeder house does not raise or lower, check system hydraulics.
5 - Check hydraulic oil temperature	The combine hydraulic oil needs to be at normal operating temperature (at least 50˚ C). Holding the header raise rocker switch on with the feeder house raised all the way up in the calibration mode heats up the oil quickly. After ensuring that the oil is at normal operating temperature, lower the feederhouse all the way down until the lift cylinders are fully retracted.	GO TO 6
6 - Establish height control maximum and minmum settings.	Press the fan speed button on the monitor. The monitor should display: 0030 A-r Rotate Height Control full right. After approximately two seconds, the monitor should display: 0030 A-L Rotate Height Control full left. After approximately two seconds, the monitor should display: 0030 b-r	GO TO 7 NOT OK: Display does not change to “A-r”, make sure raise/lower rocker switch is off. See test procedure No. 8. NOT OK: Display “E1X” indicates an error. GO TO test procedure No. 32. NOT OK: Display does not change from “A-r”. GO TO test procedure No. 9.

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OPEN CIRCUIT



A—Voltage Source
B—Controlling Switch
C—Component Terminal
D—High Resistance Circuit
E—Open Circuit
F—Component Terminal
G—Load
H—Ground

A high resistance circuit can result in slow, dim or no component operation (i.e. loose, corroded, dirty or oily terminals, gauge of wire too small or broken strands in cable).

An open circuit results in no component operation, as the circuit is incomplete (E) (i.e. broken wire, terminals disconnected, open protection device or switch).

Test for a high resistance circuit (D) or an open circuit (E) as follows:

1. With controlling switch (B) closed and load (G) connected, check for proper voltage at an easily accessible location between (C) and (F).

a. If voltage is low, move toward voltage source (A) to locate point of voltage drop.

b. If voltage is correct, move toward load (G) and ground terminal (H) to locate point of voltage drop.

2. Repair circuit as required.

3. Repeat operational check after completing the repair.

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OPERATIONAL INFORMATION

When starter switch is moved back from position (II) to position (I), the engine is shut off electrically.

On the 7.6 Liter engine, a shut-off lever is moved by interrupting current supply to the lever retaining solenoid.

On the 6.8 Liter engine, the fuel supply is shut off by means of a solenoid valve in the fuel pump.

ZX,TMXZCO002408-19-25NOV92

THEORY OF OPERATION

7.6 LITER ENGINE

When moving starter switch from position (I) to position (II), coil of (Y35) is supplied with current via wire (018).

In addition, the second coil of (Y35) is activated via wire (085) during the starting procedure, moving the shut-off lever at fuel injection pump.

The engine is ready for starting.

After starting procedure is completed, the second coil is again without current.

The engine shut-off lever is held in operating position by the retaining coil.

For shutting off the engine current supply to the retaining coil is interrupted.

A return spring moves shut-off lever at fuel injection pump to the zero position.

6.8 LITER ENGINE

Fuel supply at injection pump is interrupted by a solenoid.

With engine running, solenoid coil is supplied with current, keeping solenoid valve open.

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136E	Variator can not increase cylinder speed to the desired rpm	Check fuse F3
137E	Adjusting motor can not increase concave clearance to desired gap	Check fuse F41

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STEP	ACTION	GO TO
4 - Enter Header Conrol System Calibration Mode	Press the up/down button on the monitor twice to obtain mode 2. The monitor should display: 0002 AHC Press the fan speed button on the monitor to obtain the factory calibration mode 30. The monitor should display: 0030 CAL While in this mode, the feederhouse may be moved in open loop control with the raise/lower rocker switch on the multifunction lever.	GO TO 5 NOT OK: Feeder house does not raise or lower, check system hydraulics.
5 - Check hydraulic oil temperature	The combine hydraulic oil needs to be at normal operating temperature (at least 50˚ C). Holding the header raise rocker switch on with the feeder house raised all the way up in the calibration mode heats up the oil quickly. After ensuring that the oil is at normal operating temperature, lower the feederhouse all the way down until the lift cylinders are fully retracted.	GO TO 6
6 - Establish height control maximum and minmum settings.	Press the fan speed button on the monitor. The monitor should display: 0030 A-r Rotate Height Control full right. After approximately two seconds, the monitor should display: 0030 A-L Rotate Height Control full left. After approximately two seconds, the monitor should display: 0030 b-r	GO TO 7 NOT OK: Display does not change to “A-r”, make sure raise/lower rocker switch is off. See test procedure No. 8. NOT OK: Display “E1X” indicates an error. GO TO test procedure No. 32. NOT OK: Display does not change from “A-r”. GO TO test procedure No. 9.

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SPECIFICATIONS

Item	Measurement	Specification
Variable pump and fixed-displacement motor	Displacement	75 cm^3/rev. (4.6 cu.in./rev.)
Charge pump	Flow (at max. speed)	13.9 cm^3/rev. (0.85 cu.in./rev.)
Variable pump swashplate	Angle variation	0˚ — 18˚
Variable pump	Weight	70 kg (154 lb)
Fixed-displacement motor	Weight	38 kg (83.7 lb)
Control valve orifice	Diameter	0.9 mm (0.036 in.)
Hydraulic oil	Operating temperature	50 — 80˚C (122 — 176˚F)
Charge pump, neutral position	Pressure	1500 kPa (15 bar) (220 psi)
Charge pump, operating position	Pressure	1100 kPa (11 bar) (160 psi)
High pressure relief valves	Test pressure	Flushing pressure plus pressure setting of relief valves
Setting of high pressure relief valves	Pressure	46500 kPa (465 bar) (6750 psi)
Overload valve setting	Pressure	44000 kPa (440 bar) (6400 psi)
Oil cooler relief valve	Relief pressure	100 kPa (1 bar) (14.5 psi)
Pump and motor	Max. speed	3345 rpm
Cam lobe motor	Displacement	1200 cm^3/rev. (73 cu.in./rev.)
Oil flow (forward or reverse)	Max. displacement	80 L/Min. (21 gpm)
Motor drain to reservoir	Max. oil quantity	Approx. 3.8 L/Min. (1 gpm) (each motor)
Cam lobe motor	Capacity of oil	2.8 L (0.75 U.S.gal)
Cam lobe motor	Weight	160 kg (360 lb)

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LEGEND — GRAPHIC SYMBOLS FOR HYDRAULICS

1—Mechanical (roller-head) actuator
2—Hydraulic actuator
3—Pneumatic actuator
4—Electromagnetic (solenoid) actuator
5—Solenoid pilot and hydraulic actuator
6—Pneumatic pilot and hydraulic actuator
7—Detent actuator
8—Spring-loaded return
9—4/2 directional control valve with solenoid actuator and spring loaded return
10—4/2 valve with external hydraulic actuator and return
11—4/2 valve with detent and solenoid actuator and return
12—4/3 valve with solenoid actuator, spring centered
13—Pressure control valve, 0-position normally blocked
14—Pressure control valve, 0-position normally normally open
15—Pressure relief valve, fixed spring pressure
16—Adjustable pressure relief valve
17—Adjustable pressure relief valve, remote control connection with external pilot oil drain
18—Adjustable pressure relief valve, remote control connection with internal pilot oil drain
19—Fixed pressure reduction valve, remote control connection with external pilot oil drain
20—Adjustable pressure control valve, remote operated with external pilot oil drain
21—Adjustable pressure control valve, remote operated with internal pilot oil drain
22—Pressure relief valve, remote operated
23—Pressure switch
24—Orifice, fixed restriction
25—Orifice, variable restriction
26—Viscosity influenced restriction
27—Adjustable flow control valve with bypass
28—Fixed unidirectional flow control valve
29—Variable unidirectional flow control valve
30—Variable unidirectional flow control valve with bypass check valve
31—Three-way flow control valve
32—Flow divider
33—Check valve without spring
34—Spring loaded check valve
35—Check valve pilot-operated to open with internal oil drain
36—Check valve pilot-operated to open with external oil drain
37—Pilot operated double check valve in detail
38—Same valve simplified
39—Hydraulic accumulator
40—Filter, strainer
41—Cooler
42—Reservoir (vented)

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Symptom	Problem	Solution
Inadequate flow of fresh air	Main filter or recirculating air filter clogged	Clean or replace filters. See Section 90, Group 10
	Air inlets clogged	Clean air inlets
	Blower motor defective	Replace blower. See Section 90, Group 10
	Blower motor switch defective	Replace switch
	Loose wire connection	Reconnect or replace wires. See Section 240, Group 10
Blower not working	Blower motor defective	Replace blower. See Section 90, Group 10
	Blower motor switch defective	Replace switch
	Wire broken, or loose connection	Reconnect or replace wires. See Section 240, Group 10
	Electrical circuit interrupted	Check circuit. See Section 240, Group 15
Blower operating too slowly or irregularly	Blower motor shaft is jamming	Replace blower. See Section 90, Group 10
	Loose wire	Reconnect wire or replace connection. See Section 240, Group 10
	Blower motor switch defective	Replace switch
Inadequate heating effect	Engine thermostat defective	Replace thermostat. See Component Technical Manual “Engines”
	Foreign bodies in heating element or heater hoses	Clean heater element or heater hoses
	Heater switch not operating correctly	Check heater switch. Replace if necessary. See Section 90, Group 10
	Blower not operating correctly	Clean blower. Replace if necessary
	Blockage at air inlets	Clean air inlets
Ice or misting on windows does not clear properly	Air louvers not directed properly	Direct the air louvers properly

Continued on next page

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Note

TECHNICAL MANUAL TM4594 (MARCH 99)
2254, 2256, 2258, 2264 AND 2266 COMBINES
(FROM SERIAL NUMBER 067766)

This Technical Manual is divided into two parts.

This part includes Sections 240 to 340.

Sections 05 to 230 are included in Part 1.

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ASSEMBLING THE LOWER UNIT OF THE VARIABLE CYLINDER DRIVE (CONTINUED)

For further assembly, follow removal procedure in reverse order.

Tighten the two screws on the bearing support to 90 N·m (66.4 lb-ft).

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	Section	Wiring harness
X 75 — Connection, leveling control box	--	W 29
X 76 — Plug for corner post harness	--	W 2; W 4
X 77 — Plug for feeder house harness	--	W 7; W 10
X 78 — Splice 245	--	W 2
X 79 — Splice 075	--	W 1
X 80 — Splice 1, ground for electronics	--	W 1
X 81 — Splice 2, ground for electronics	--	W 1
X 82 — Plug for ultrasonic sensors	29	W 7; W 1
X 83 — Splice 256	--	W 1
X 84 — Splice 327	--	
X 85 — Splice 050	--	
X 86 — Splice 147	--	W 20
X 87 — Splice 148	--	W 20
X 88 — Dashboard plug	--	W 2; W 3
X 89 — Splice 151	--	W 20
X 90 — Ground connection, straw hood	--	W 20
X 91 — Plug for walker sensor, l.h.	--	W 20
X 92 — Plug for walker sensor, r.h.	--	W 20
X 93 — Plug for sieve sensor	--	W 9
X 94 — Plug for straw hood lighting	--	W 20
X 95 — 5-terminal plug for ultrasonic sensors	--	W 22
X 96 — Bosch plug for float control	30	W 3
X 97 — Plug for electrical mirror adjustment	--	W 2; W 39
X 98 — Ground connection, electrical mirror adjustment	--	
X 99 — 2-terminal plug, 4-wheel drive solenoid	--	
X 100 — Ground connection, hydraulic block 3	--	W 10
X 101 — Plug for header lighting	--	W 22; W 32
X 102 — Plug for underslung chopper	--	
X 103 — Float control bridging plug	30	
X 104 — Plug for seat compressor	--	
X 105 — Plug for data bus	--	W 2
X 117 — 9-terminal plug for power board	--	W 1
X 118 — 9-terminal plug for power board	--	W 1
X 119 — Service plug for engine electronics	--	
X 120 — Service plug for engine electronics	--	
X 121 — Service plug for engine electronics	--	
X 122 — Splice, engine harness	--	
X 123 — Splice, engine harness	--	
X 159 — Plug for Hillmaster end-switch	--	W 29

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