6620, Sidehill 6620 7720 and 8820 Combines

JOHN DEERE

TECHNICAL MANUAL

6620, Sidehill 6620 7720 and 8820 Combines

TM1202 (01JAN88) English

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John Deere Harvester Works
TM1202 (01JAN88)

LITHO IN U.S.A.
ENGLISH

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CARE AND MAINTENANCE OF BELTS AND CHAINS

BELTS

V-belts are an important part of a combine or header. Their care and maintenance is important. A V-belt transmits power by friction and a wedging action against the sheaves. Therefore, proper belt tension and the condition of the sheave sidewalls are of primary importance.

Since the power is transmitted between the belts and the sides of the sheave, look there for signs of wear. All belts and sheaves wear with use. Normal wear can be recognized as even wear—both on the belt and the sides of the sheave. It is the unusual signs of wear to look for and correct.

When checking belts remember that many belts, reported as being defective, have actually been damaged by a bad sheave, misaligned drive, or some faulty mechanical component of the machine.

Examples of Unusual Wear

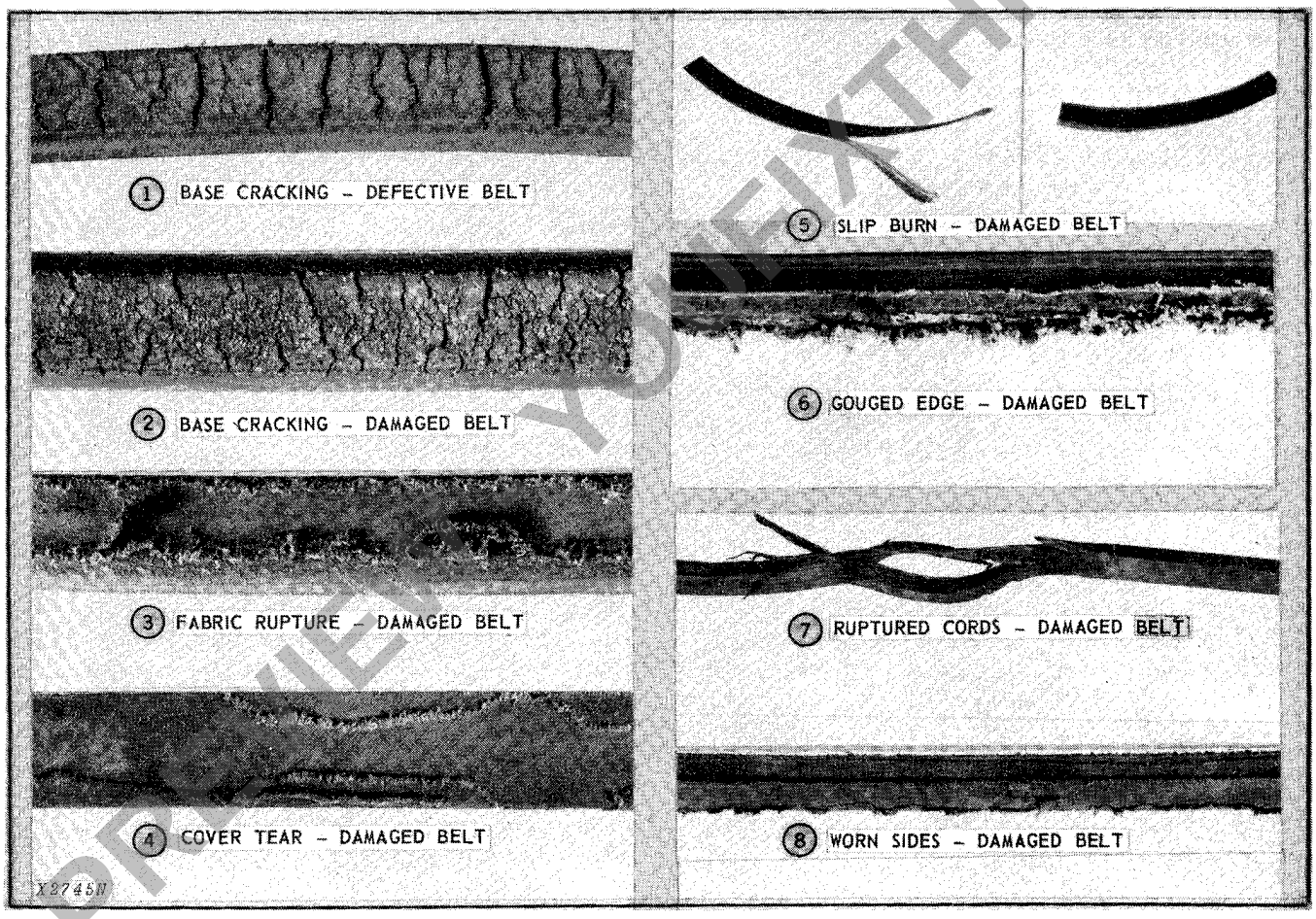


Fig. 1-Examples of Wear on V-Belts

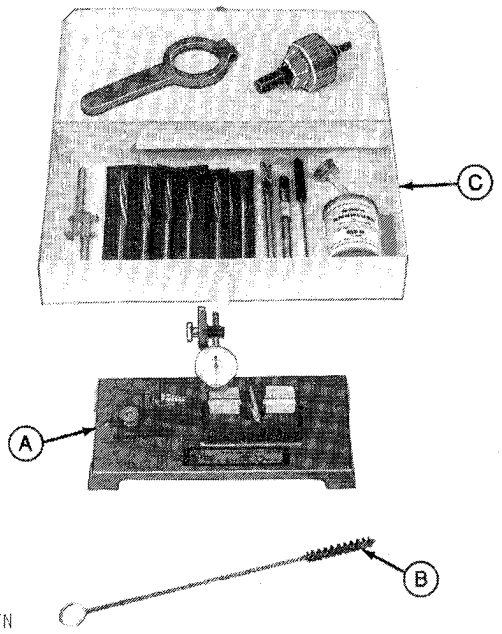
Base Cracking—Excessive cross cracking (1, Fig. 1) extending into the rubber on the base of a belt having little or no side wear, indicates that the belt has been run a relatively short time and therefore must be defective. Small cracks which are in the cover material only do not indicate belt failure.

If the sidewalls show substantial wear, the belt shouldn't be classified as being defective. Actually, the cracks in the base of the belt show that it has been exposed to weather to the extent that the inner fabric is beginning to rot.

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Cylinder Head, Valves and Camshaft Special Tools—Continued

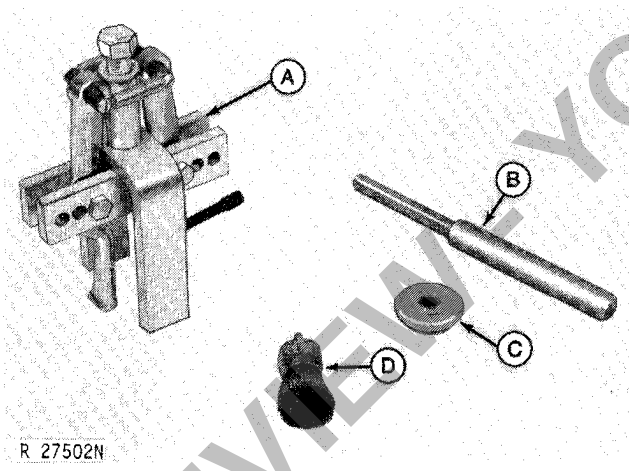
TOOL NUMBER	USE
*A—D-05058ST Valve Inspection Center	To check valves for out-of-round.
*B—D-17011 BR Valve Guide Cleaning Brush	To clean valve guides.
*C—D-20002WI Knurling Tool Set	To knurl valve guides.



R 26137N

Fig. 2-Special Tools

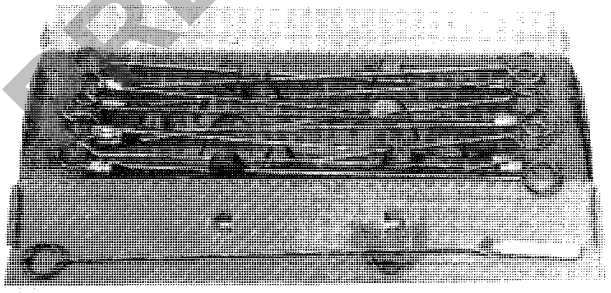
*A—JDE-41296 Seat Puller	To remove valve seats.
*B—JDE-7 Driver	To install valve seats with JDE-79 Replacement Ring
*C—JDE-79 Replacement Ring	To install valve seats with JDE-7 Driver.
*D—D-17024 End Brush	To clean valve seat and bore.



R 27502N

Fig. 3-Special Tools

*D-15001NU Magnetic Holding Tool Set	To hold cam followers away from camshaft.



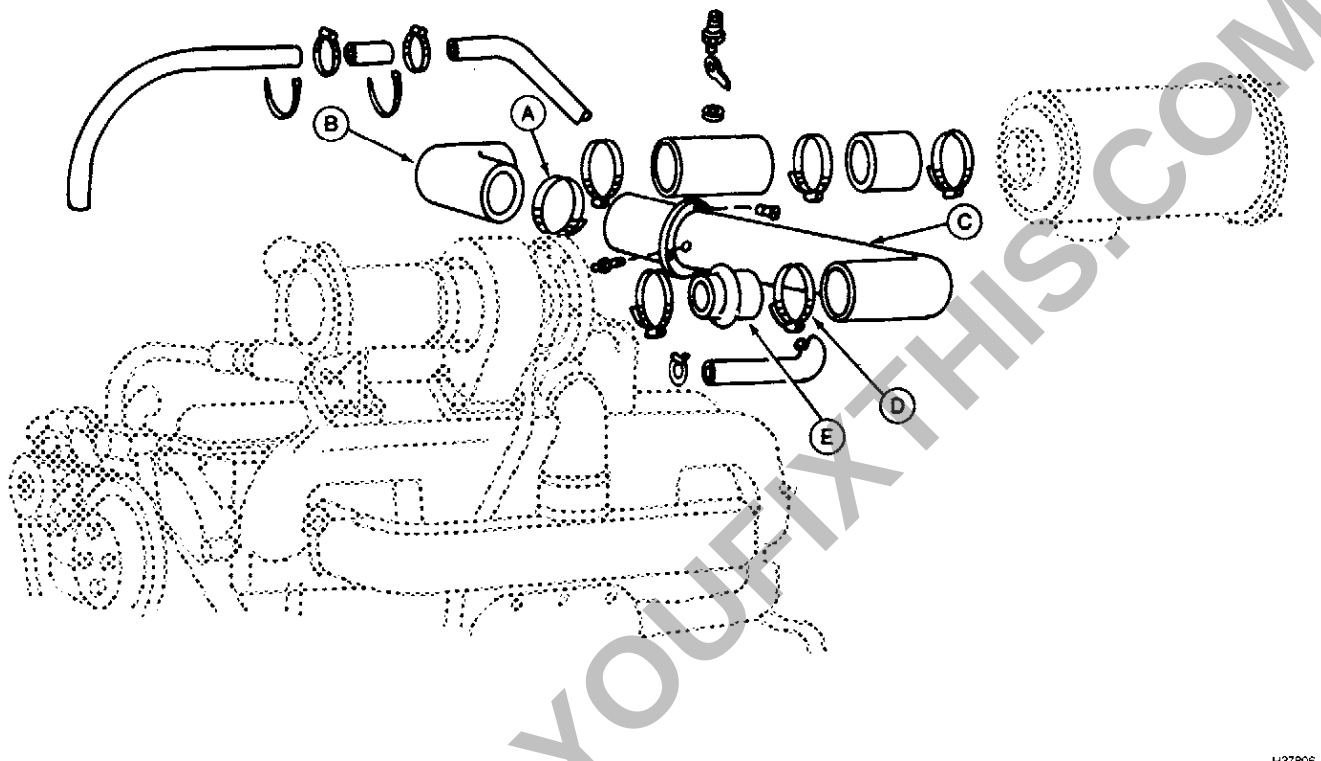
R 26148N

Fig. 4-D-15001NU Magnetic Holding Tool Set

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AIR INTAKE TUBE (FROM FIREWALL TO TURBOCHARGER)



A—Hose Clamp
B—Hose
C—Tube
D—Hose Clamp
E—Hose

Fig. 6-Removing Air Intake Tube

Removal

1. Remove hose clamp (A) and pull hose (B) off tube (Fig. 6).

2. (Not Illustrated.) Cut tie bond around air intake tube.

3. Remove three self tappers at firewall for tube (C, Fig. 6).

4. Loosen hose clamp (D). Pull out tube (C, Fig. 6).

Installation

1. Place hose clamp (D) over hose (E, Fig. 6).

2. Install tube (D) with three self tappers at firewall (Fig. 6).

3. Tighten hose clamp (D, Fig. 6).

4. Install tie bonds around tube and tachometer cable.

5. Install hose (B) with hose clamp (A, Fig. 6).

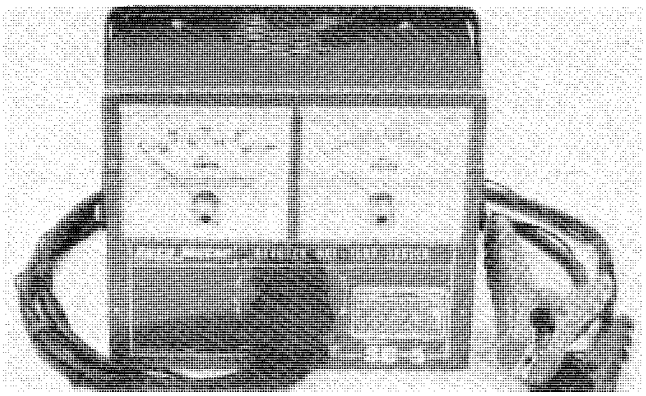
IMPORTANT: To prevent possible severe engine damage caused by ingestion of dirt, all connections between the air cleaner outlet and turbocharger or intake manifold must be tight.

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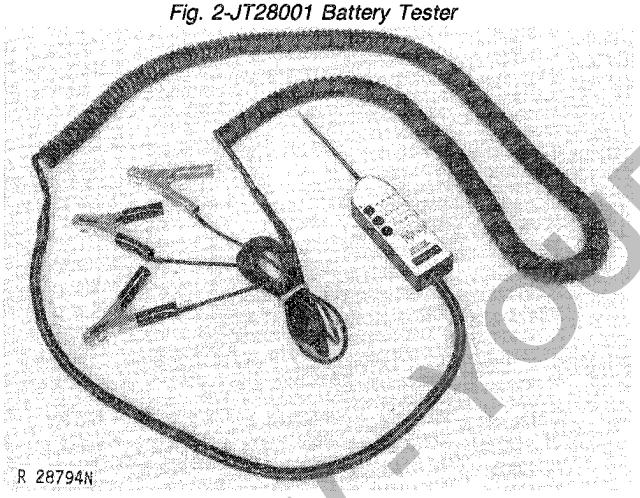
SPECIAL TOOLS

General Information



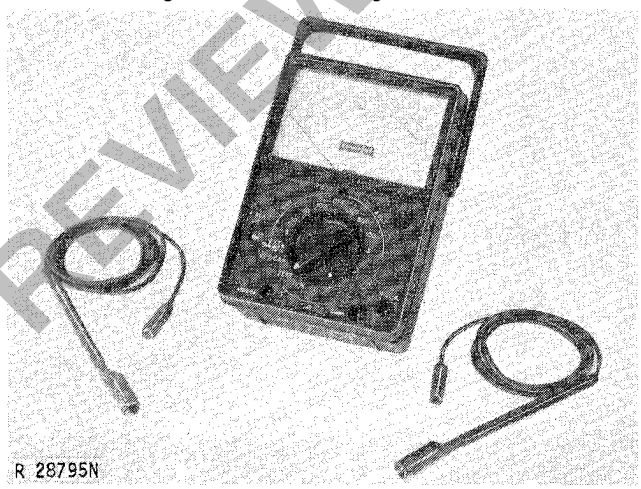
H38756

Fig. 2-JT28001 Battery Tester



R28794N

Fig. 3-D-05136ST Voltage Detector



R28795N

Fig. 4-D-19001TT Volt-Ohm-Amp Meter Shown

Tool	Use
*JT28001 Battery Tester	Test Batteries
*D-05136ST Voltage Detector	Test wiring circuits for opens, shorts, or grounds
*D-19001TT Volt-Ohm-Amp Meter or *JT05682 Analog/Digital Multimeter	Test any electrical components for voltage, resistance, or current draw

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SPECIAL TOOLS

Clutch

Number	Use
*Bearing puller	To remove pilot bearing from clutch drive disk.
H83073 Clutch gauge	To adjust clutch pressure plate. Order from service parts.

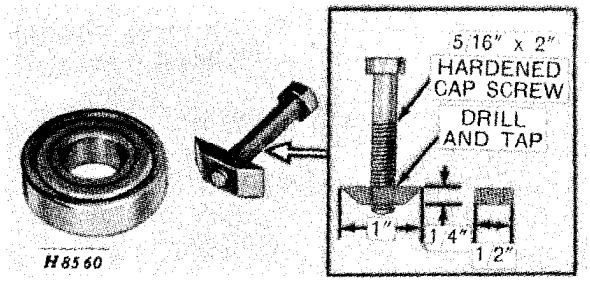


Fig. 1-Bearing Puller

Transmission

**D-05070ST Service Jack	Used by one service technician to remove and install transmission, final drives, hydrostatic unit, Posi-Torq units, and rear wheel weights with the service jack.

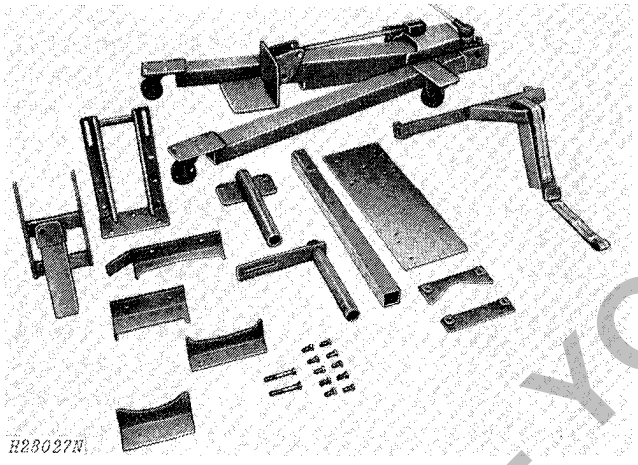


Fig. 2-D-05070ST Service Jack and Attachments

**D-05072ST Plate	Used with D-05073ST adapters, to remove and install the transmission with the Service Jack.

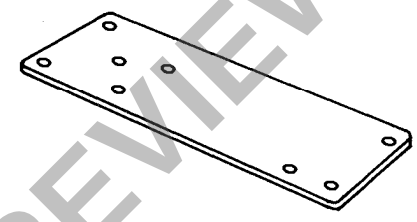


Fig. 3-D-05072ST Plate

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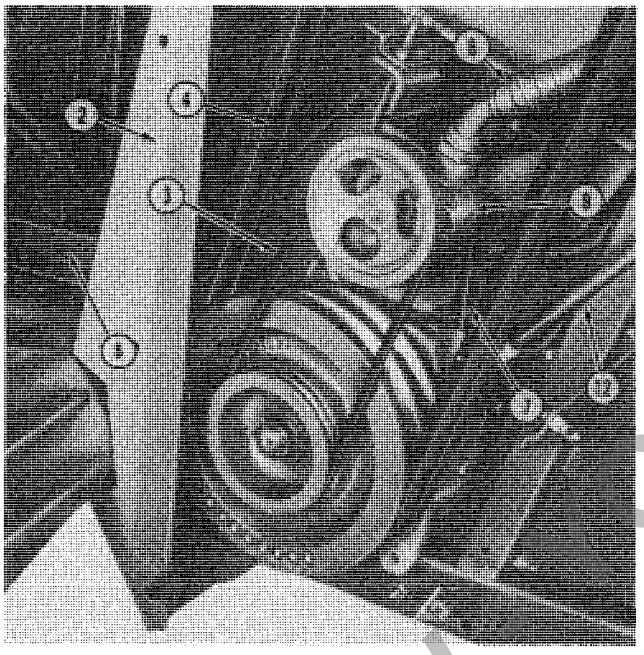
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REMOVAL AND SEPARATION OF UNITS

Removal

The pump and motor must be removed from the combine as a complete unit.

NOTE: Minor repairs can be performed without removing the hydrostatic unit. Minor repairs include check valves, high pressure relief valves, charge pressure relief valve, shaft seal for the pump and displacement control valve (8820 only).



H38232

Fig. 19-Disconnecting Hydrostatic Unit

1. Remove cleaning fan shroud and hydrostatic drive belt shield.

2. Remove three cap screws and remove front hydrostatic drive belt shield (Fig. 19).

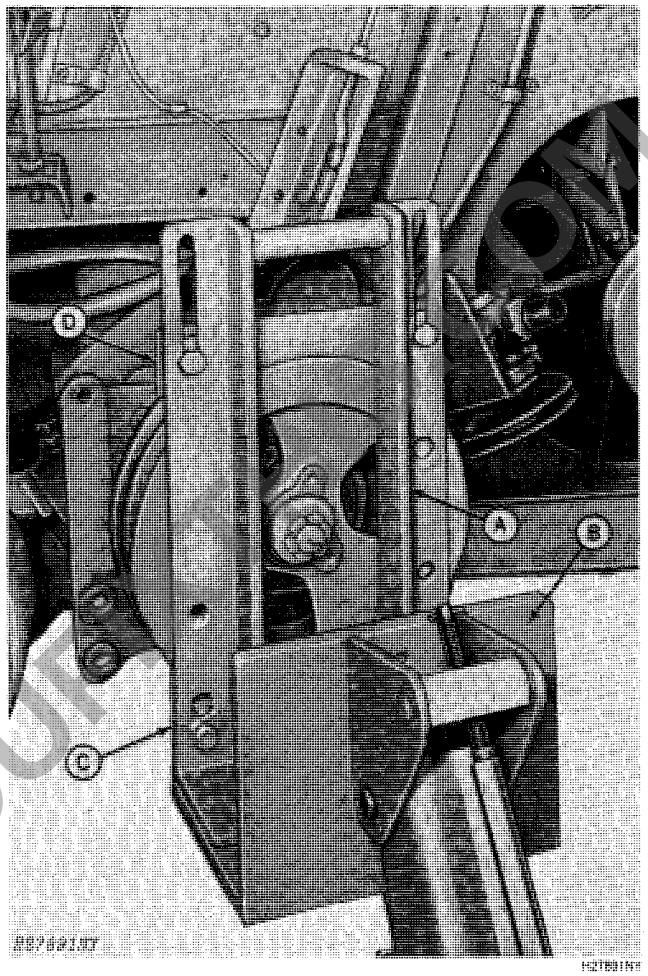
3. Loosen and remove charge pump drive belt.

4. Loosen and slip hydrostatic drive belts out of input sheave.

5. Install D-15032 Vacuum Pump on reservoir. If vacuum pump is not available, then drain reservoir.

6. Remove hoses from charge pump and install plugs if using vacuum pump.

7. Disconnect control cable and linkage.



A—Adapter D-05075ST
B—Service Jack
C—Adapter D-05076ST
D—Adapter D-05076ST

Fig. 20-Removing the Hydrostatic Unit with Service Jack (6620, SideHill 6620, and 7720 Only)

8. Completely remove the two support angles. Remove top center mounting cap screw in hydrostatic unit.

9. Remove charge pump with mounting bracket.

10. Remove triangular mounting plate.

CAUTION: Because the unit is heavy and awkward to handle, it is suggested that the unit be removed by two people.

11. Jack up and securely block front axle of the combine. Remove left-hand drive wheel.

12. Remove triangular mounting plate and remove oil return line from hydrostatic unit.

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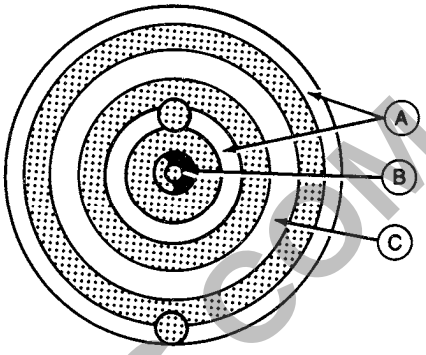
FAILURE ANALYSIS OF PARTS

General Information

There are two major factors that create premature hydrostatic system malfunction, contamination and heat. Either one of these conditons will create a variety of part failures.

Usually system or part failures happen by progression, starting with one type of failure that create other related failures, making it difficult to identify the actual cause of failure.

Critical surface areas are held to extremely close surface flatness and surface finish tolerances that are required for efficient system operation. Most system and/or part failures are operational created, or a result of system related conditions.



H50345

A—Bearing Support Area
B—Lubrication Port
C—Balance Land (Solid Ring)

Fig. 7-Piston Slipper Face

Bearing support area (A), (Fig. 7) located on both sides of the balance land (C), is identified as broken rings. It is used to hydrostatically balance and provide support to the entire slipper face.

Lubrication port (B), (Fig. 7) located in the center of the slipper face, ports system oil used to hydrostatic balance and lubricate the piston slipper face.

Balance land (C), (Fig. 7) located between the two bearing support rings (A), is identified as a solid ring. It creates the oil pocket used for hydrostatic balance.

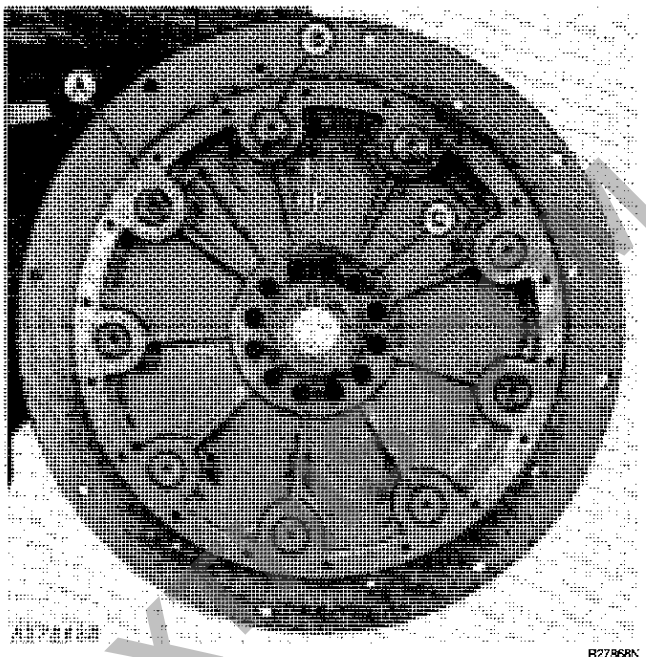
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1. Remove brake pistons from housing by inserting a 5/16-inch cap screw in the threaded hole in end of each piston. Pull piston out of its bore.

2. Install brake piston housing (A, Fig. 20) on wheel motor housing. Be sure "UP" marked on housing is at top. Torque cap screws (C) to:

Part Number	Size	Marks on Head	Torque
R42969	3/8″	6	(68 N·m) 50 ft. lbs.
R67904	7/16″	6	(108 N·m) 80 ft. lbs.
R74972	1/2″	"180"	(135 N·m) 100 ft. lbs.



A—Piston Housing B—Brake Piston C—Special Screw

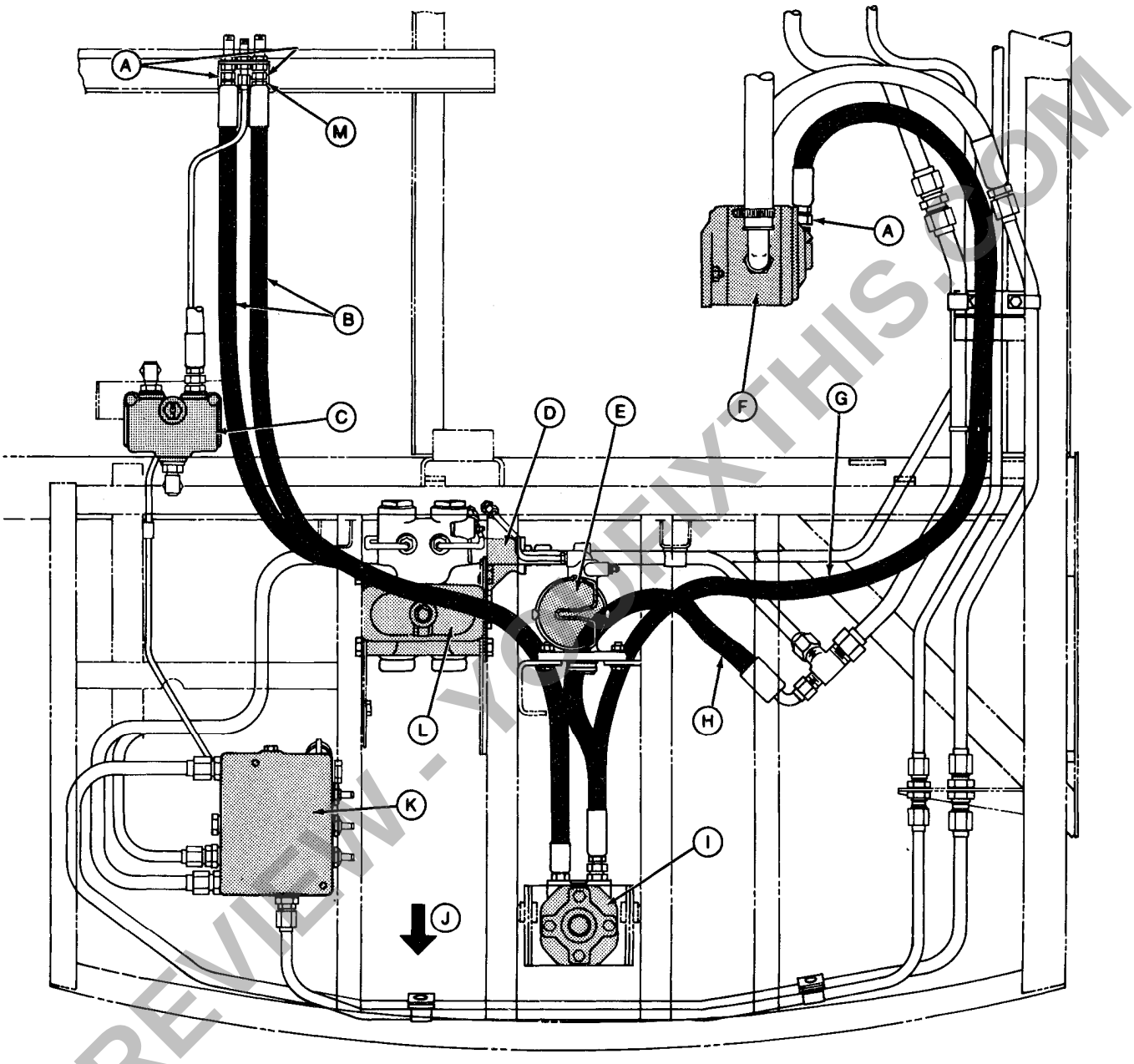
Fig. 20-Installing Piston Housing

3. Install pistons (B) in bores (Fig. 20). They may be interchanged with other bores.

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Removal—Continued



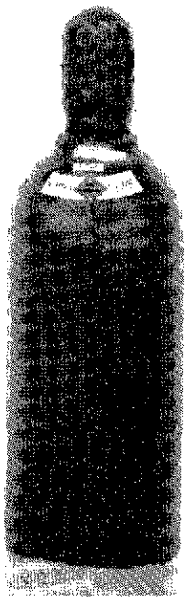
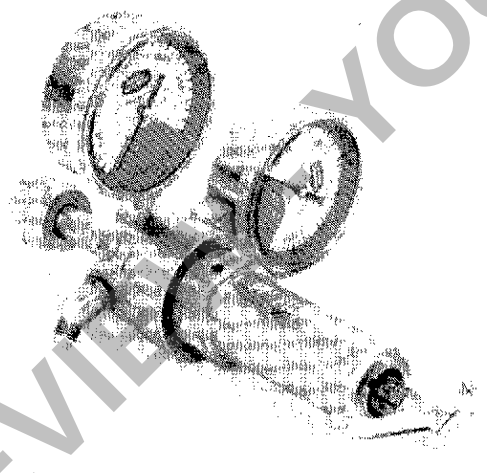
A—Hose Disconnection Points (4)
B—Hoses to Steering Cylinder/s on Rear Axle
C—Reel Drive or Belt Pickup Control Valve
D—Automatic Header Height Control Drop Rate Valve
E—Clutch Master Cylinder
F—Main Hydraulic Pump
G—Pressure Hose from Main Hydraulic Pump
H—Return Hose to Reservoir
I —Power Steering Pump
J —Direction of Combine Travel
K—Main Control Valve
L —Brake Master Cylinder
M—Connection Point for Upper Right Hand Hose from Pump

Fig. 3-Power Steering Pump Hose Routing - 6620, SideHill 6620, and 7720 Combines (Viewed Looking Down)

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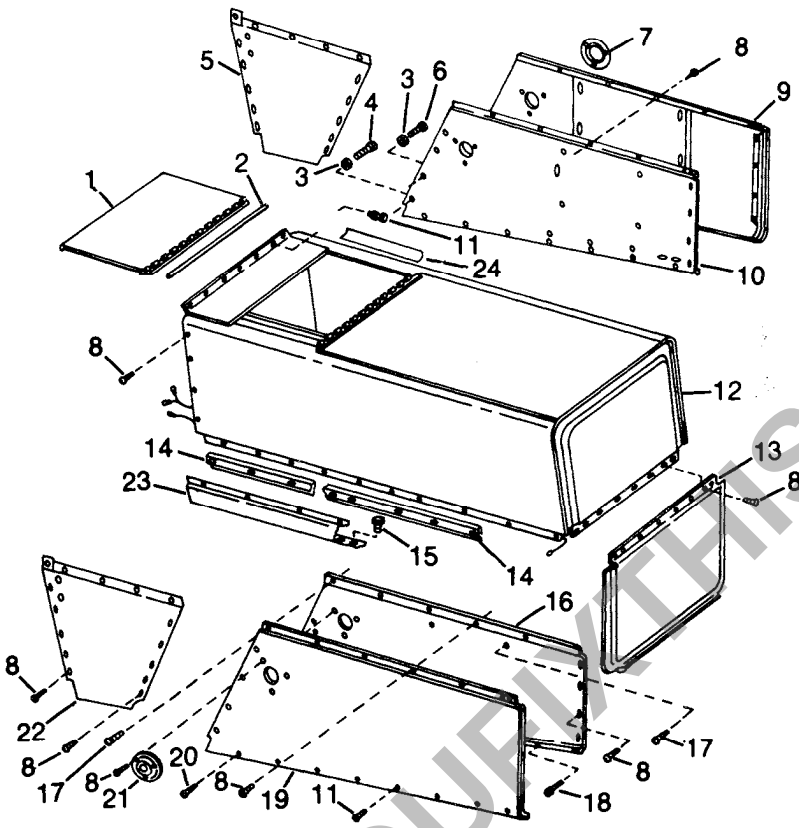
SPECIAL TOOLS

TOOL	NUMBER	USE
 R79068B1	----------	**Used with JT05711 pressure regulator (Fig. 2) and JT05420 nitrogen charging kit to charge accumulator. Obtain from your local nitrogen supplier.**
Fig. 1-Nitrogen Cylinder		
 R79068H1	***JT05711**	**Used with a nitrogen cylinder (Fig. 1) and JT05420 nitrogen charging kit to charge accumulator.**
Fig. 2-JT05711 Pressure Regulator		

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1—Inspection Door
2—Hinge Rod
3—Washer 11/32 x 11/16 x 0.060 in. (10 used)
4—Cap Screw 5/16 x 1 in. (4 used)
5—Right-Hand Sheet
6—Screw 5/16 x 7/8 in. (6 used)
7—Right-Hand Cover
8—Self-Tapping Screw (44-46 used)
9—Right-Hand Bottom Rear Hood
10—Right-Hand Inner Sheet
11—Self-Locking Screw (16-20 used)
12—Top Rear Hood
13—End Sheet
14—Support
15—Cap Screw 5/16 x 5/8 in. (10 used)
16—Left-Hand Inner Sheet
17—Self-Locking Screw (30 used)
18—Cap Screw 5/16 x 5/8 in. (6 used)
19—Left-Hand Bottom Rear Hood
20—Self-Locking Screw (12 used)
21—Left-Hand Cover
22—Left-Hand Sheet
23—Front Sheet
24—Reinforcement

Fig. 3—Exploded View of Rear Hood

INNER HOOD SHEETS REMOVAL

NOTE: The following procedure may be used to remove either the right- or left-hand inner hood sheet.

1. Refer to Section 120 and remove straw chopper or straw spreader if combine is so equipped.

2. Remove outer hood sheet.

3. Remove three truss head bolts on frame support. Remove three bolts from corner of tailings auger housing.

4. Remove three bolts from rear straw walker crank bearing support. Remove inner hood sheet.

INSPECTION AND REPAIR

Inspect all parts for damage and replace as necessary.

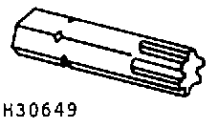
INSTALLATION

Follow steps for removal in reverse order when installing inner and outer hood sheets and the rear hood top.

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SPECIAL TOOLS

200 and 900 Series Cutting Platforms

Tool	Number	Use
 H30649	*JDC-3 Fluted Driver	To remove and install the special six point 5/16-inch screws in the auger finger guides.
		NOTE: To use JDC-3 driver with a 1/4-inch socket, a common 1/4 to 3/8-inch adapter is required for use with a 3/8-inch ratchet.
	*JDO-1 Puller	To remove cutterbar drive arm.

H30649

Fig. 1-JDC-3 Fluted Driver

40 Series Corn Heads

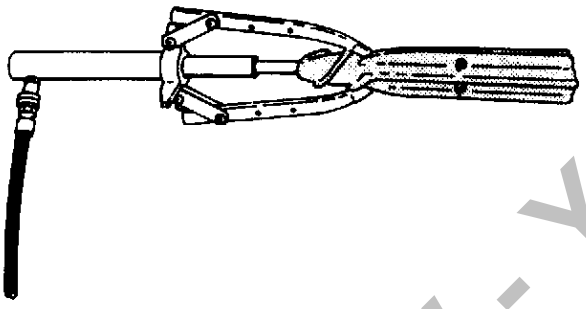
	*JDG450 Mechanical Puller or JDG 610 Hydraulic Puller	To pull stalk rolls.
	*JDC400 Tool Set	To repair gear case.

Fig. 1A-JDG610 Stalk Roll Puller

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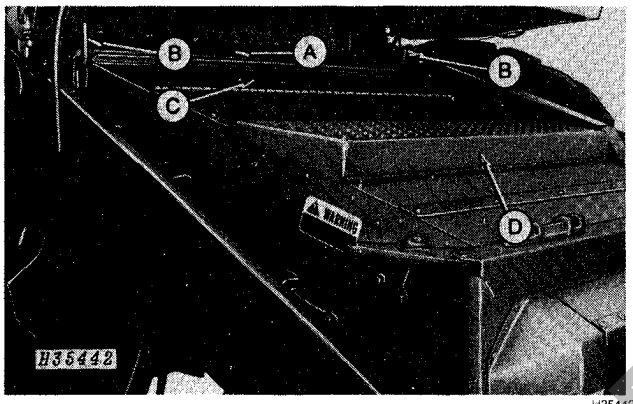
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Group 10
FEEDER CONVEYOR DRUM 6620, 7720 AND 8820 COMBINES

Removing Feeder Conveyor Drum And/Or Bearings

1. Remove header from combine. Lower feeder house to ground.



A—Rear Door **C—Center Door**
B—Over-Center Locks **D—Front Door**

Fig. 1-Feeder House Access Doors

2. Remove rear door (A, Fig. 1). Remove center door (C) and front door (D) by removing hinge rods.

3. Loosen feeder conveyor chain.

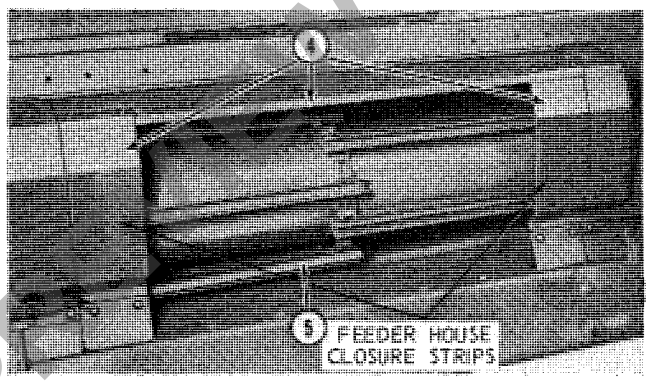


Fig. 2-Removing Front Feeder House Shield

4. Remove front feeder house shield and the two auger strippers (Fig. 2). Remove attachment closure strips if feeder house is so equipped.

5. Refer to page 110-05-1 and disconnect feeder conveyor chain. Secure chain to top of feeder house with a come-along chain hoist.

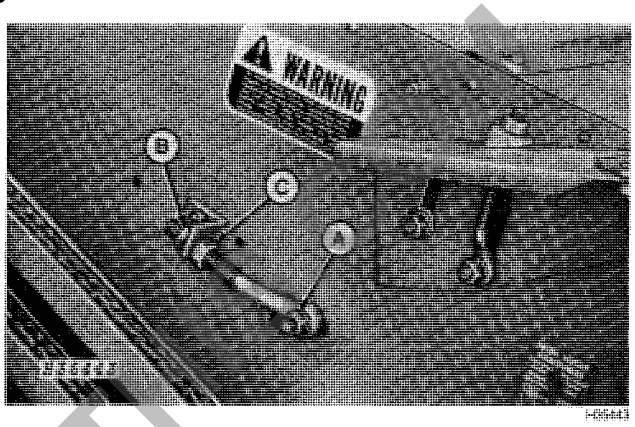


Fig. 3-Feeder Conveyor Chain Eyebolt

6. Remove the cap screw, flat washer, bushing and nut (A, Fig. 3) attaching adjusting eyebolt to the drum float arm (both sides) (Fig. 3).

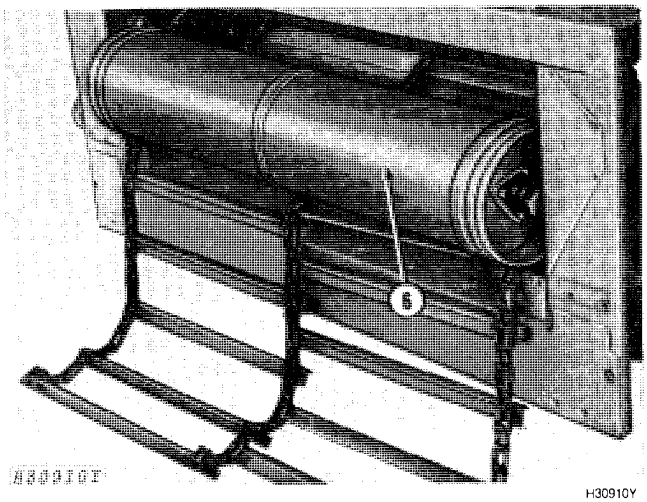


Fig. 4-Removing Feeder Conveyor Drum

7. Remove feeder conveyor drum with float arms (Fig. 4).

8. Remove cotter pin (3, Fig. 6), drilled pin (4) and remove float arm (10) (both sides).

9. Remove locking collars (9, Fig. 6), shaft (2), bolts (6) and bearing (5) (both sides).

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Group 05
CYLINDER, CONCAVE, AND BEATER

CYLINDER

General Information

The separator receives material from the feeder house and separates the largest percentage of the grain from the straw at the cylinder and concave.

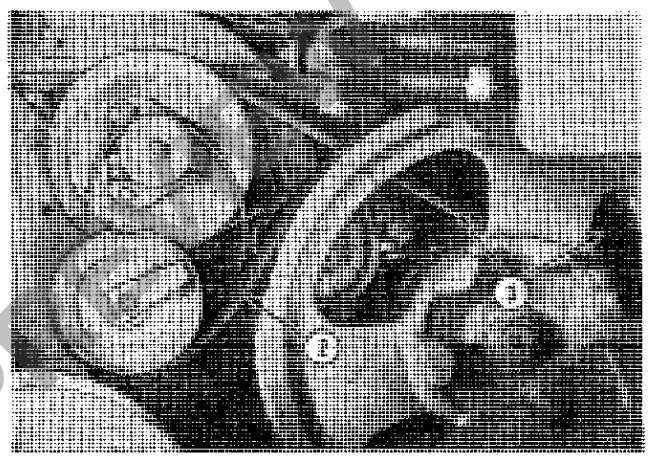
The most common type of cylinder is the rasp-bar cylinder. Most crops can be threshed with it. The spike-tooth cylinder is used almost exclusively for rice or edible beans.

The shear bar and seal are non-adjustable. If either require replacement, see 120-05-12 for beater removal.

NOTE: The cylinder shaft can be checked for total indicated runout without removing the cylinder from the combine. To check for shaft straightness, attach the magnetic base of the dial indicator to the combine and check for 0.040-in. (1.02 mm) from a machined belt groove in the cylinder sheave. Turn cylinder sheave by hand and check runout all around the sheave.

Removing Cylinder Sheave (-551900)

1. Open hinged door and remove cleaning fan shroud.

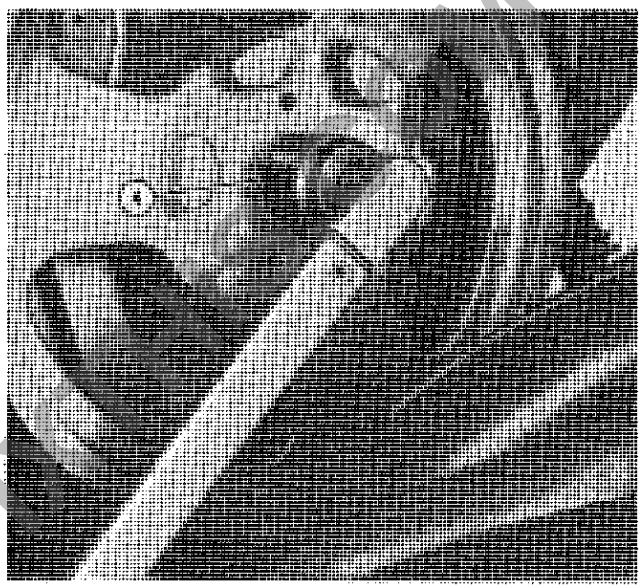


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Fig. 1-Releasing Tension on Cylinder Drive Belt

2. Release tension on cylinder drive belt (Fig. 1). Slip cylinder drive belt off cylinder sheave.

3. Release tension on beater drive belt (Fig. 1).



H38315

Fig. 2-Loosening Cylinder Sheave Lock Nut

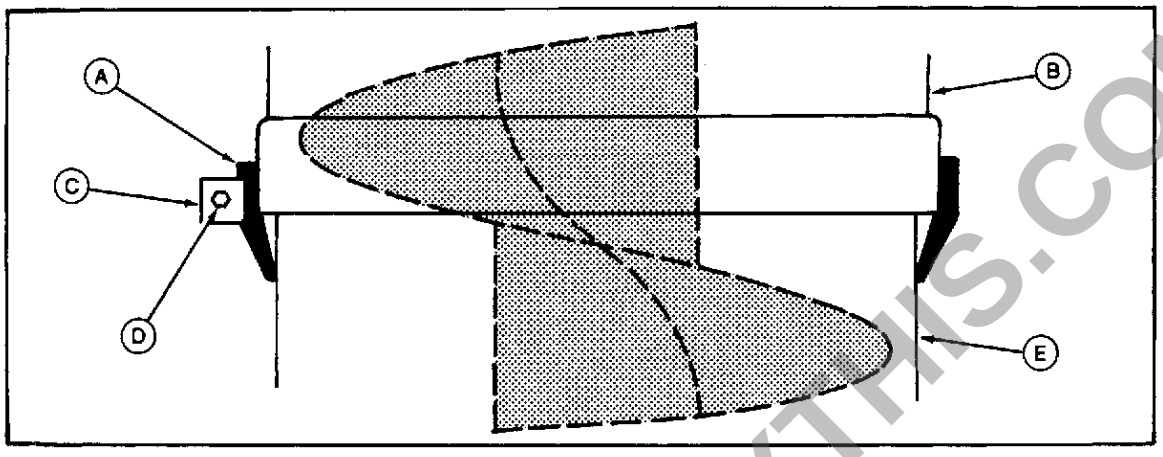
4. Wedge cylinder securely. Loosen cylinder sheave lock nut, with a six point 2-1/16-in. socket (Fig. 2).

IMPORTANT: Do not remove lock nut at this time.

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Grain Recycling

If a gap exists between the turret connector and the vertical unloading auger housing, grain can recycle in the vertical auger. Install the following parts:



A—Seal
B—Turret Connector
C—Band
D—Hardware
E—Vertical Auger Housing

Fig. 4-Installing Seal

Install H108805 seal (A) (Fig. 4) over lower area of turret connector (B). Secure with H107102 band (C) and 19H2440 cap screw, lock washer, and nut (D).

Removing Unloading Auger Countershaft Left-Hand Bearing

Use this procedure on 6620, SideHill 6620 and 7720 Combines (Fig. 9), as well as 8820 Combines (Fig. 10).

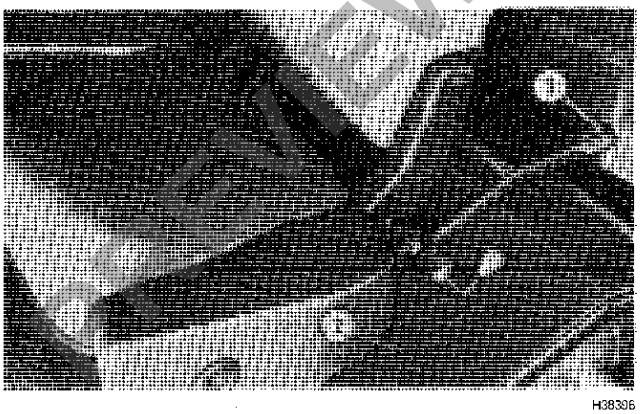


Fig. 5-Gaining Access to Unloading Auger Countershaft

1. Remove two pins in seat mounting hinges and remove complete seat assembly (Fig. 5).

2. Remove seat shroud cover (Fig. 5).

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Dashpot Replacement

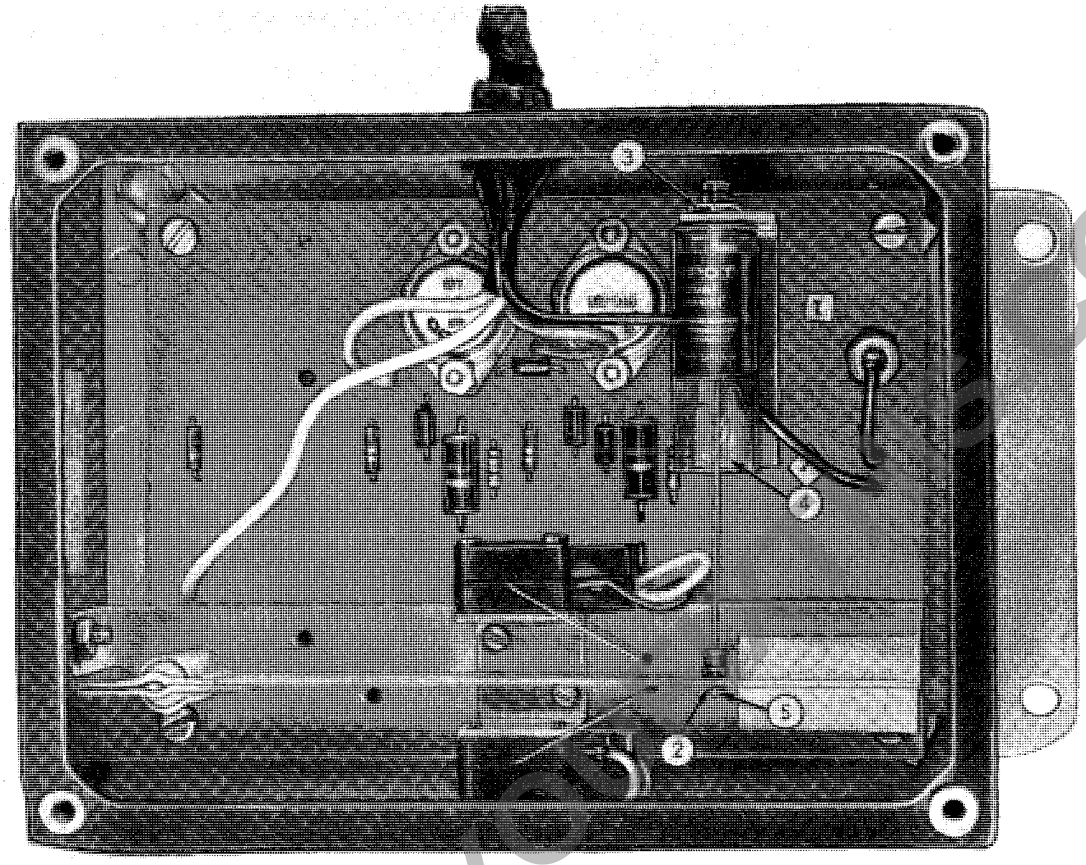


Fig. 2-Replacing Dashpot

1. (Not Illustrated) Remove control box. Remove four screws attaching front cover to the control box.

2. Swing pendulum to the left. Remove nut attaching dashpot stem to the pendulum (Fig. 2).

3. Remove nut attaching dashpot plastic tube to bracket (Fig. 2).

4. Install a new dashpot plastic tube and secure with nut removed in Step 3 (Fig. 2).

5. Attach dashpot stem to pendulum with nut removed in Step 2 (Fig. 2).

6. Turn in adjustable orifice screw until tilting the control box with the hands will not cause the pendulum to move. Back out orifice screw until the pendulum sluggishly swings when the control box is tilted.

7. Install control box on combine with front cover removed. Clean the area around the control box to prevent dirt from getting into the control box.

IMPORTANT: Never steam clean or spray water on the leveling control box. Moisture could condense in the control box and cause it to malfunction.

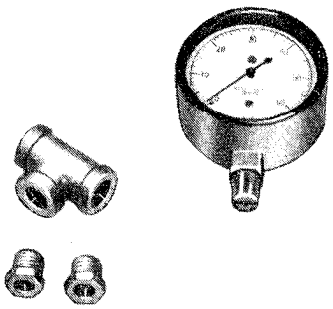
8. Block drive tires, start engine, and accelerate to fast idle; place transmission in neutral, release parking brake, place leveling control cut-out switch on and raise header. Lower safety stop.

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Air Cleaner

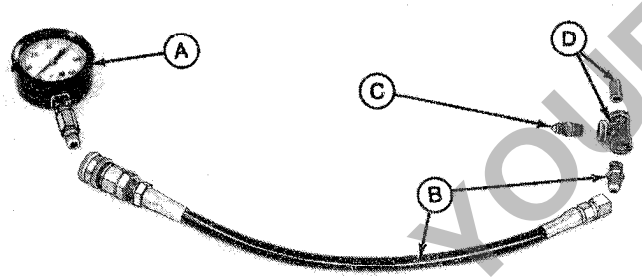


R27168N

Fig. 1-Water Vacuum Gauge

TOOL	USE
*D-05022ST Gauge (Formerly JDST-11)	Measuring air intake restriction (Group 05)

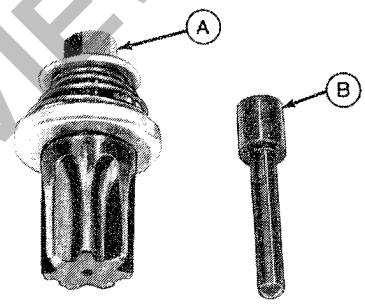
Intake Manifold



R 28266N

Fig. 2-Pressure Gauge with Hose and Fittings

Pressure Gauge (0-60 psi [0-4 bar] [0-4 Kg/cm²]) with Hose and Fittings *A—Pressure Gauge *B—Hose and Connector C—Connector (J.D. Part No. R39832) D—Pipe Fittings *Part of D-15027NU Hydraulic Test Kit	Measuring intake manifold pressure (Group 05)



R 26134NL

Fig. 3-Tools Required for Checking Timing

*A—JDE-81-1 Engine Rotation Tool	Checking injection pump timing
*B—JDE-81-4 Timing Pin	Checking injection pump timing

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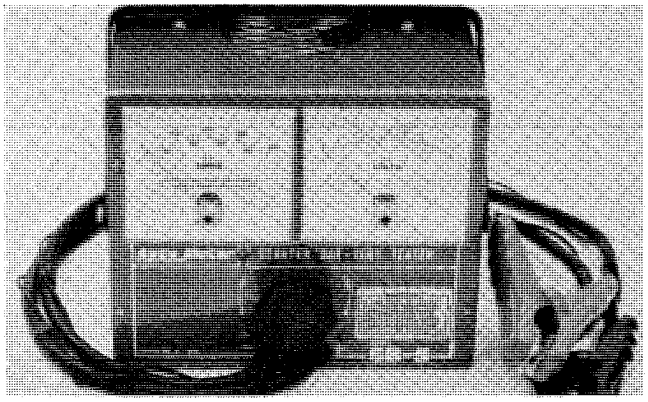
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General Information

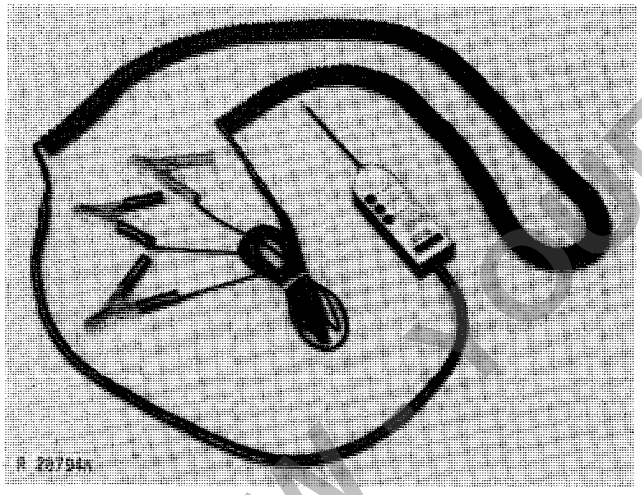
TOOL	USE
***JT28001 Battery Tester**	**Test batteries**



H38756

Fig. 2-JT28001 Battery Tester

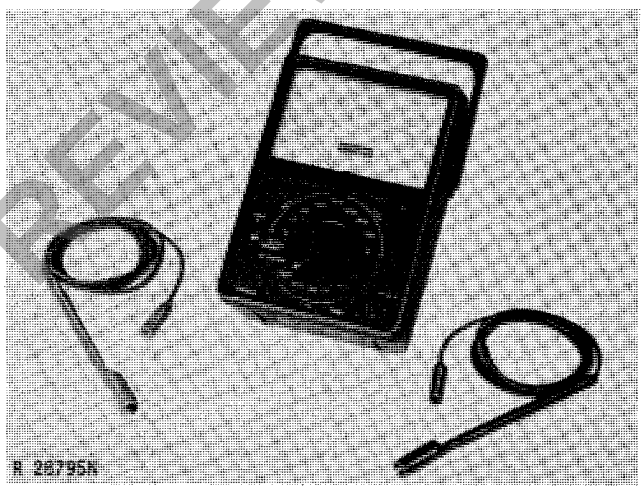
***D-05136ST Voltage Detector**	**Test wiring circuits for opens, shorts, or grounds**



R28794N

Fig. 3-D-05136ST Voltage Detector

***JT05682 Analog/Digital Multimeter**	**Test any electrical components for voltage, resistance, or current draw**



R28795N

Fig. 4-D-19001TT Volt-Ohm-Amp Meter Shown

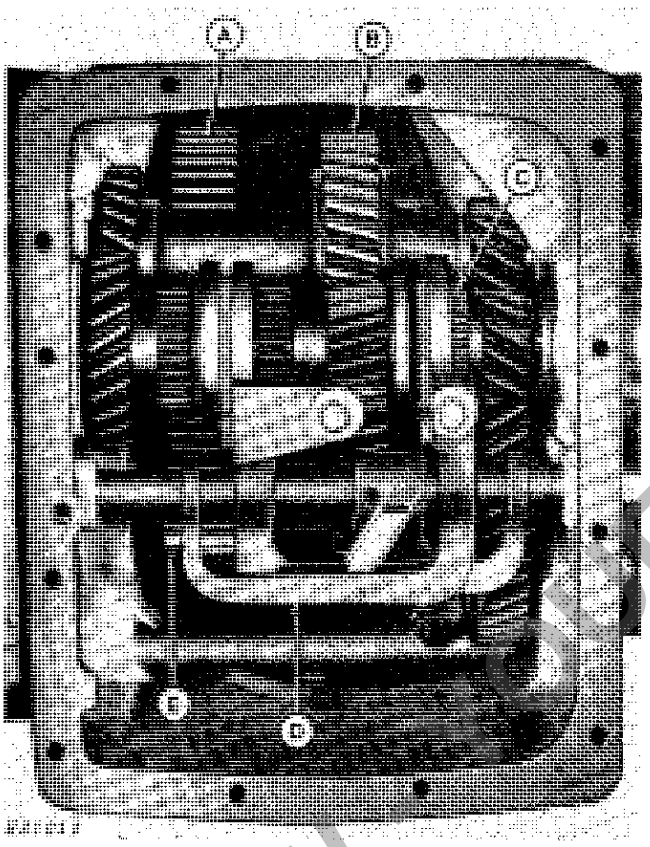
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Group 10
TRANSMISSION DIAGNOSIS

GENERAL INFORMATION

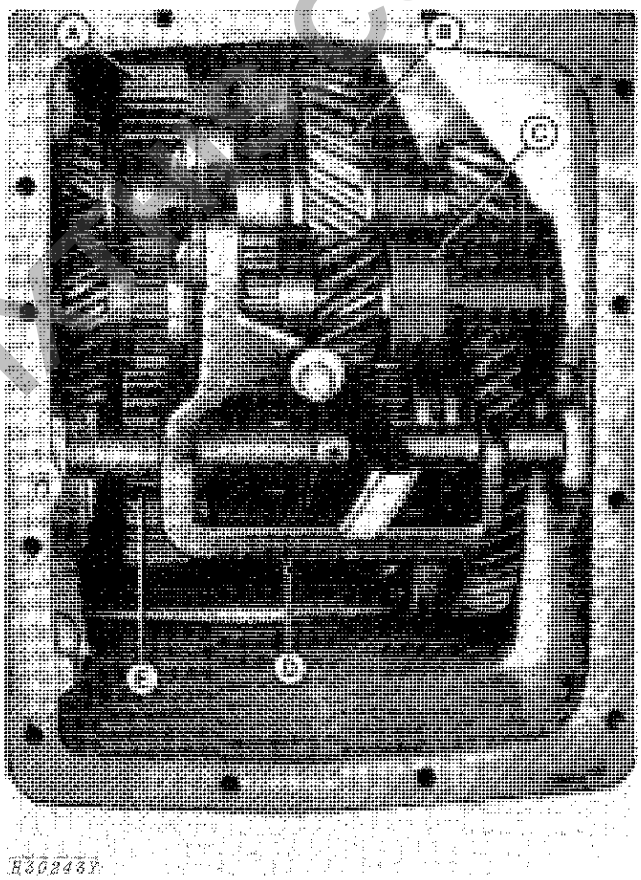


A—Differential Ring Gear
B—Countershaft
C—Input Shaft
D—Shifter Mechanism
E—Pinion Shaft

Fig. 1-Transmission Gears - Posi-Torq

Power from the selective ground speed mechanism through the clutch is transmitted by the transmission to the differential. The settings of the selective ground speed mechanism and the gearshift lever determine the combine ground speed. (On hydrostatic drive combines, the setting of hydrostatic system control lever and the gearshift lever determine the combine ground speed.)

There is no reverse gear or reverse shifting mechanism in the transmission used with hydrostatic drive (Fig. 2). Service of this transmission is the same as the regular transmission.



A—Differential Ring Gear
B—Countershaft
C—Input Shaft
D—Shifter Mechanism
E—Pinion Shaft

Fig. 2-Transmission Gears - Hydrostatic

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Group 10
BRAKES

GENERAL INFORMATION

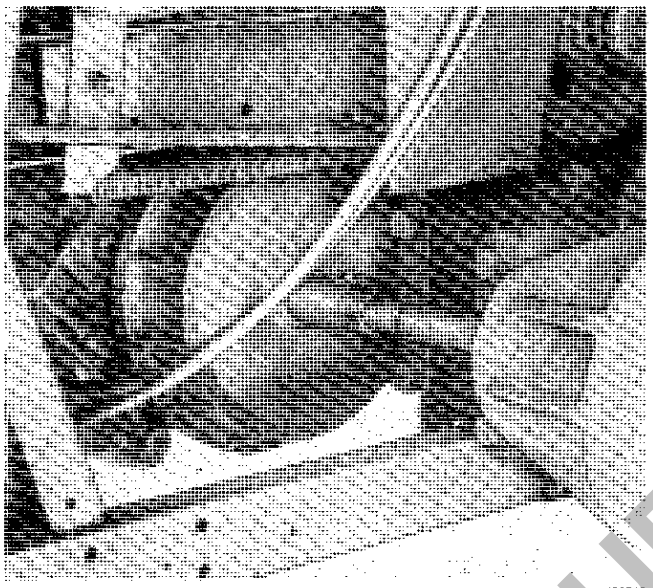


Fig. 1-Brake Location
(SideHill 6620 Combine Illustrated)

The brakes are located on each side of the transmission (Fig. 1). They are automotive-type, single anchor shoe type brakes, hydraulically controlled by individual foot pedals.

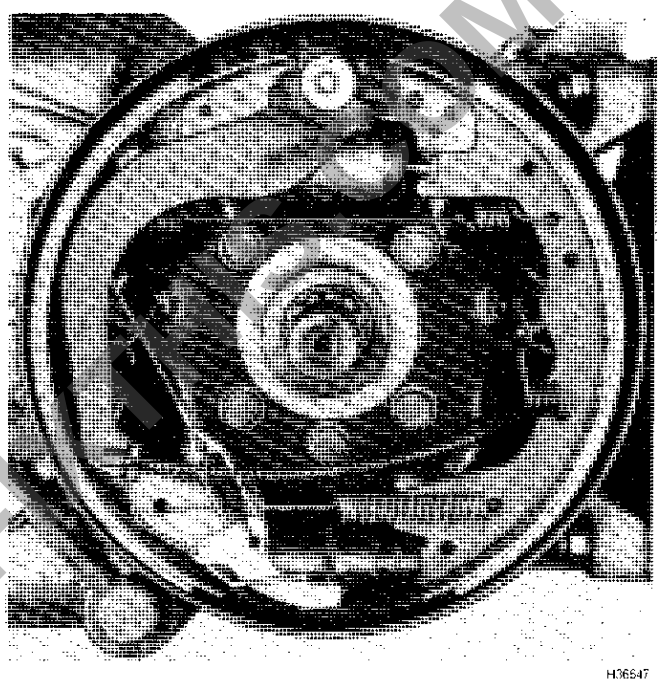


Fig. 2-Brake Assembly
(Right Hand Brake Illustrated)

This type of brake (Fig. 2) utilizes the momentum of the combine to assist in brake application. This self-energizing or self-actuating force is applied to both brake shoes at each wheel in both forward and reverse motion.

These are self-adjusting brakes with a built-in parking brake.

The master cylinder transfers the mechanical energy of the foot pedal to hydraulic energy for activating the slave cylinder. The master cylinder has a single reservoir which supplies fluid to two separate piston assemblies.

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Test Equipment

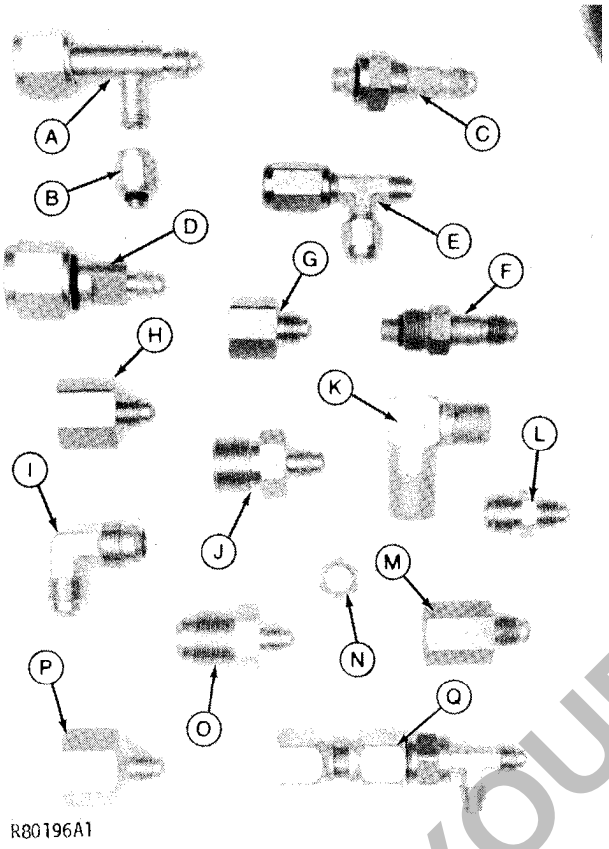


Fig. 3-D-15038 NU Fitting Kit

A—2632 3/4 Tube with 1/4 Tee
B—2633 Tube Test Plug
C—2634 3/8 to 1/4 Tube Adapter
D—2635 7/8 to 7/16 Adapter
E—2636 Union Adapter Assembly
F—2637 Tube Adapter
G—6887 5/8 to 7/16 Reducer
H—6888 3/4 to 7/16 Reducer
I —7432 3/4 to 5/8 Reducer Elbow
J —7436 1/2 to 7/16 Reducer
K—7426 1/2 to 7/16 Reducer Elbow
L —7427 7/16 to 5/8 Adapter
M—7439 7/16 to 5/8 Reducer
N—7447 Cap (2 used)
O—7509 7/8 to 7/16 Adapter
P—7510 7/8 to 7/16 Reducer
Q—7511 3/4 to 7/16 Tee Assembly

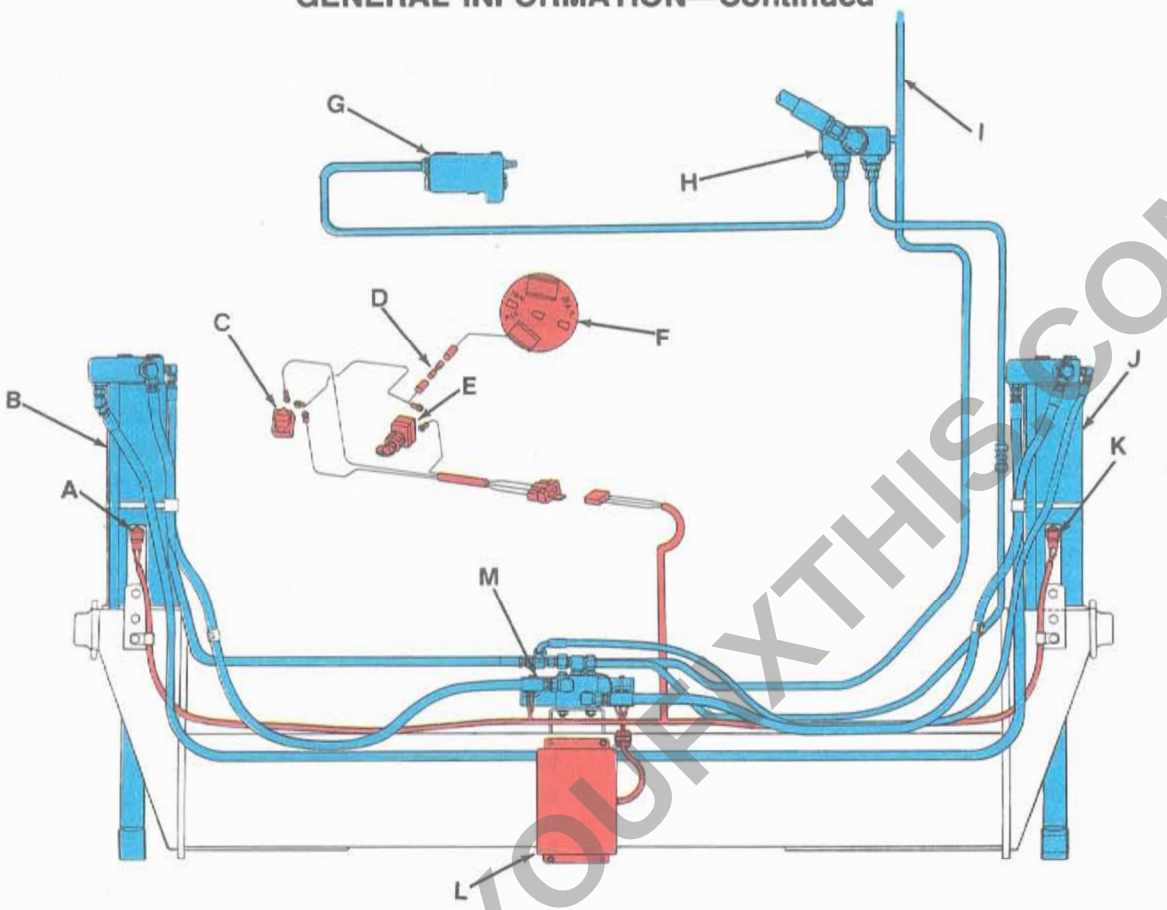
D-15038 NU fitting kit is used for flushing and purging air conditioning components, bench testing components and testing the thermal expansion valve.

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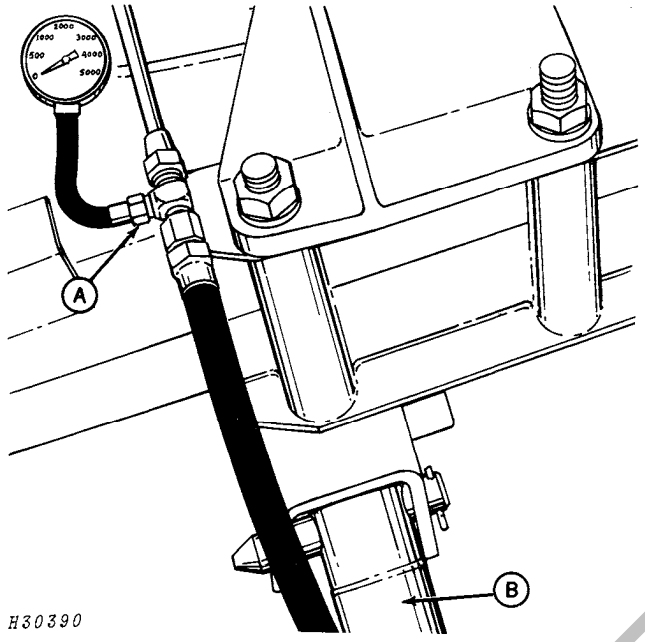
A—Left Tilt Limit Switch
B—Right Hand Leveling Cylinder
C—Manual Tilt Switch
D—Fuse
E—Leveling Control Cut-Out Switch
F—Ignition Switch
G—Main Control Valve
H—Proportional Flow Divider
I—To Reservoir
J—Left Hand Leveling Cylinder
K—Right Tilt Limit Switch
L—Level Sensing Control Box
M—Leveling Control Valve
Electrical System
Hydraulic System

Fig. 1-SideHill 6620 Electrical and Hydraulic Systems Diagram

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Test No. 3 - Checking Flow to Platform Lift Cylinders



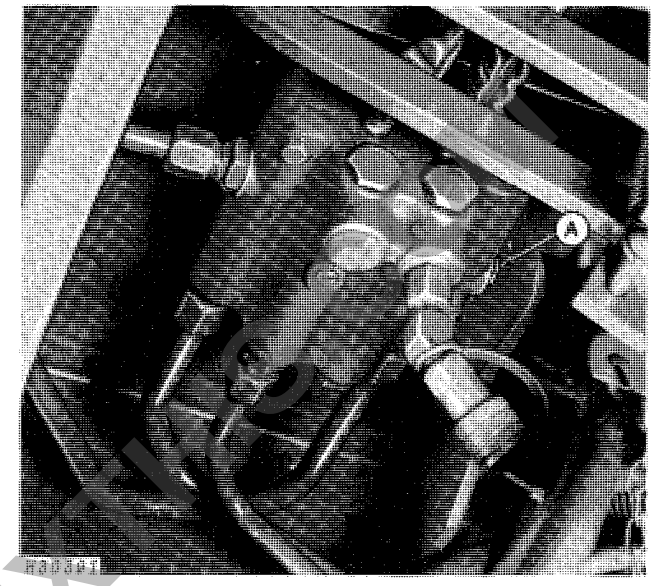
A—0039 Connector
B—Header Lift Cylinder

Fig. 16-Test No. 3 - Test Port for Header Lift Cylinders

When raising the header with the automatic header height control system by manually activating the auto header valve, flow rate should be 4.25-5.35 gpm (26.8-33.8 m^3/s) at full engine rpm. Pressure should be 2200-2400 psi (150-163 bar) plus back pressure at relief pressure.

Check the flow rate to the header lift cylinders from the auto header valve by connecting test equipment to pressure line (A, Fig. 16).

Test No. 4 - Checking Main System Relief Valve



A—Gauge Port

Fig. 17-Test No. 4 - Gauge Port for Main Control Valve

Pressure should be 2200-2400 psi (150-163 bar) plus back pressure at relief pressure.

Check the pressure of the main system relief valve by connecting pressure gauge to gauge port on main control valve (A, Fig. 17).

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- Group 35 - Electrical System - DIAL-A-MATIC
- Group 40 - Hydraulic System - DIAL-A-MATIC

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