GENERAL INFORMATION

MACHINE MAIN COMPONENTS

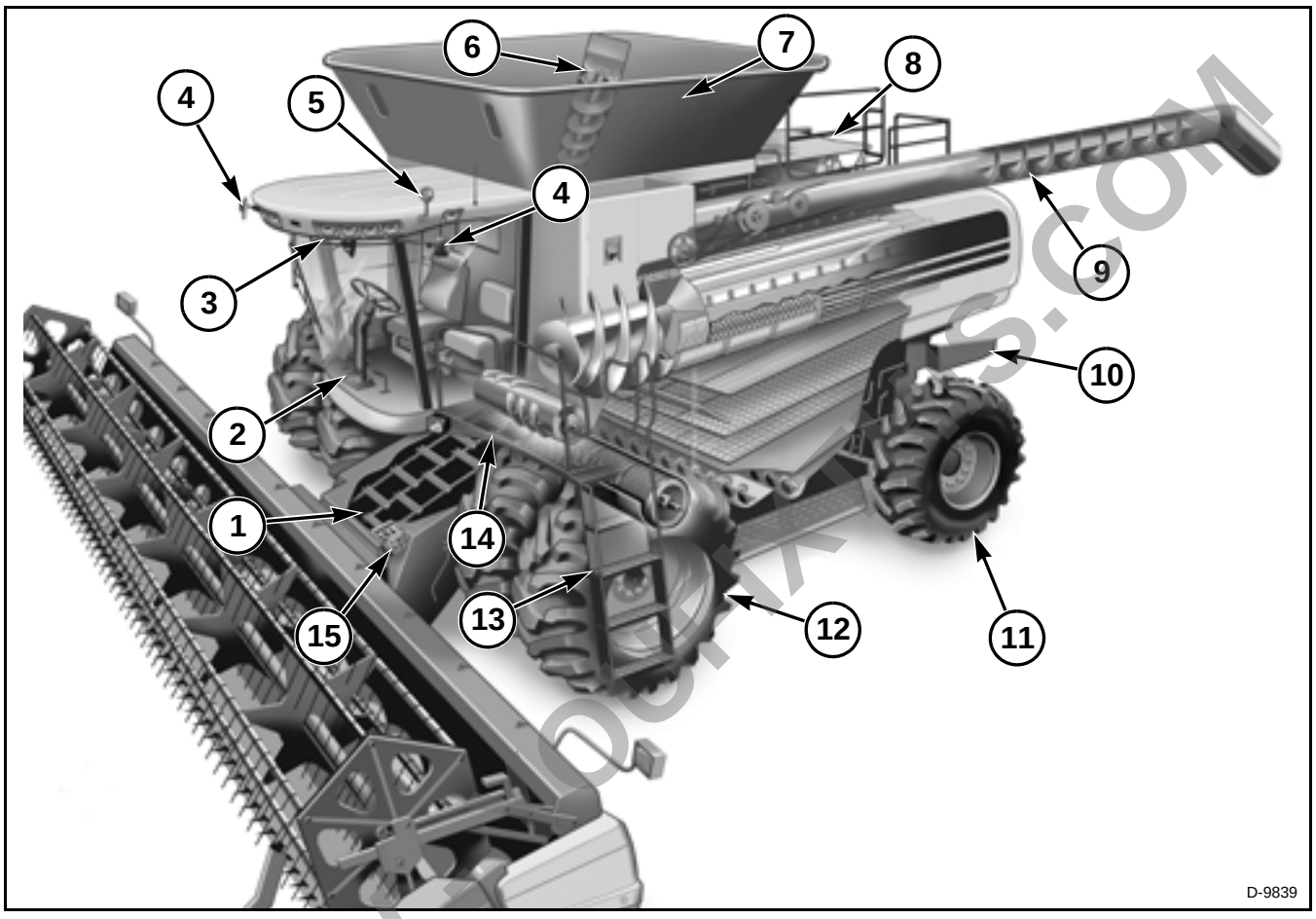


FIG. 31

Some of the main components of the combine are as follows:

1. Feeder
2. Operator Cab
3. Roof Lamps
4. Rear View Mirrors
5. Beacon Lamp
6. Grain Tank Loading Auger
7. Grain Tank
8. Engine Compartment
9. Grain Tank Unloading Auger
10. Straw Chopper
11. Steering Axle
12. Drive Axle
13. Operator Platform Ladder
14. Operator Platform
15. Single Point Header Connection

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Brakes - A66/9695/660B

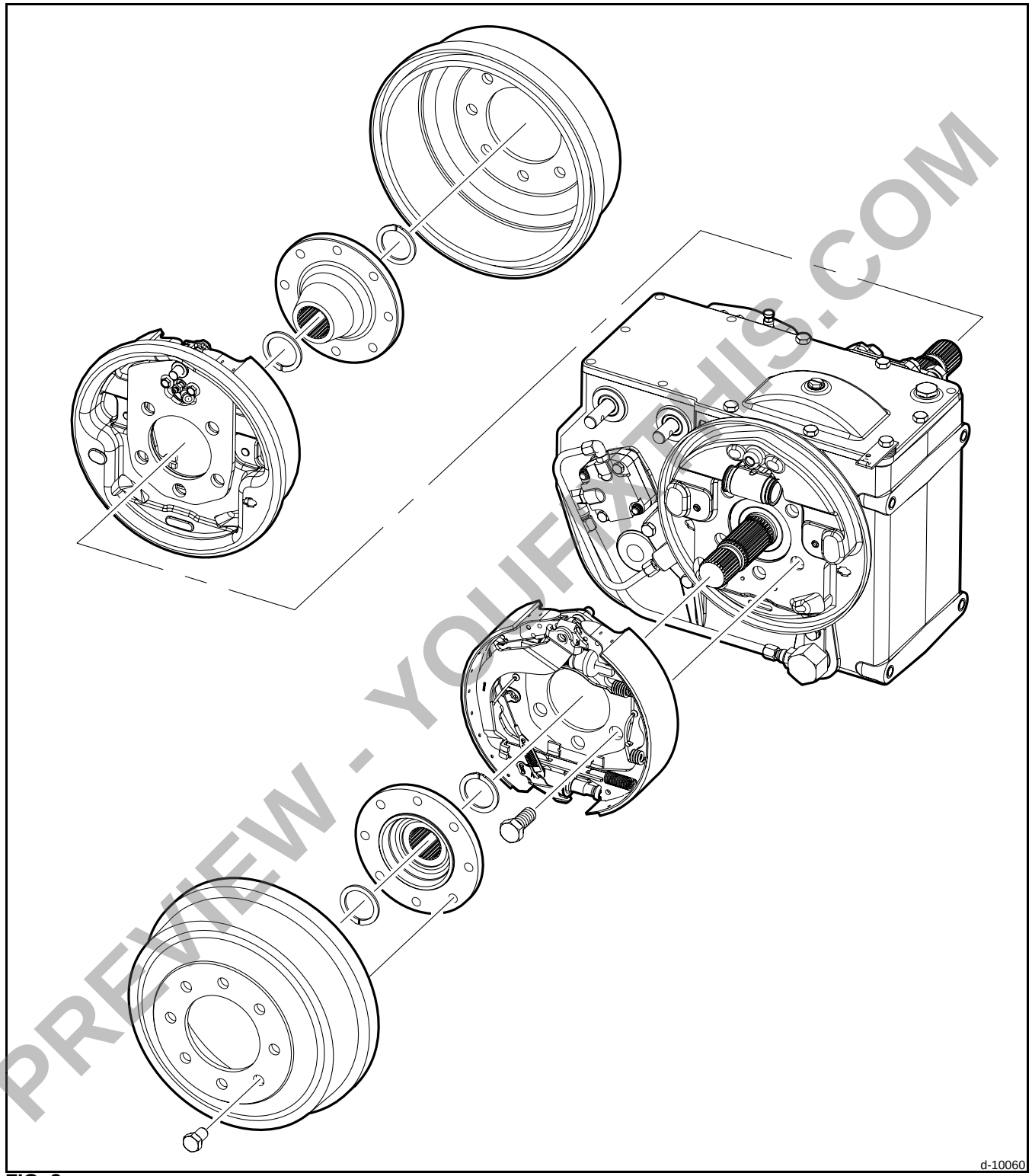


FIG. 3

FIG. 3: Drum Brakes

Service	Drum, hydraulic
Placement	Inboard on transmission output shaft
Parking	Mechanical drum and shoe on transmission
Drum Diameter	304.67 to 304.93 mm (11.99 to 12.01 in)

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FIG. 3: Belt Guide to the Side of Belt - Loosen the adjusting nuts (1) and slide the belt guide (2) away from the combine.

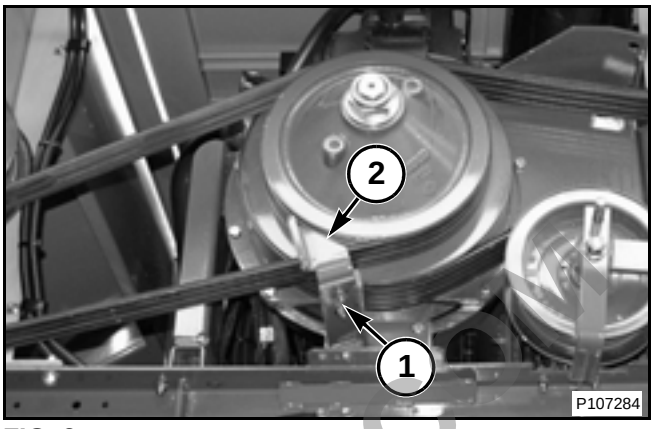


FIG. 3

FIG. 4: Belt Guide Below Belt - Loosen the belt guide (1) and lower belt guide to the bottom of the bracket.



FIG. 4

FIG. 5: Loosen the tension on the main countershaft drive belt (1) by loosening the adjusting nut (2).

Remove the main countershaft drive belt from the drive sheave (3).

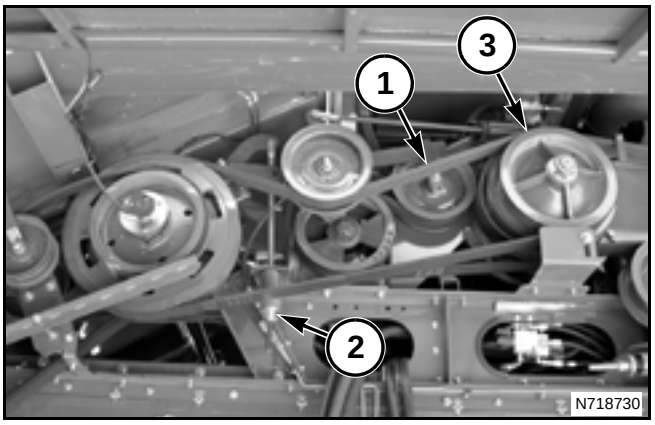


FIG. 5

FIG. 6: Without Hydraulic Disconnect - Loosen the tension on the hydrostatic pump drive belt (1) by loosening the adjusting nuts (2).

Remove the hydrostatic pump drive belt.

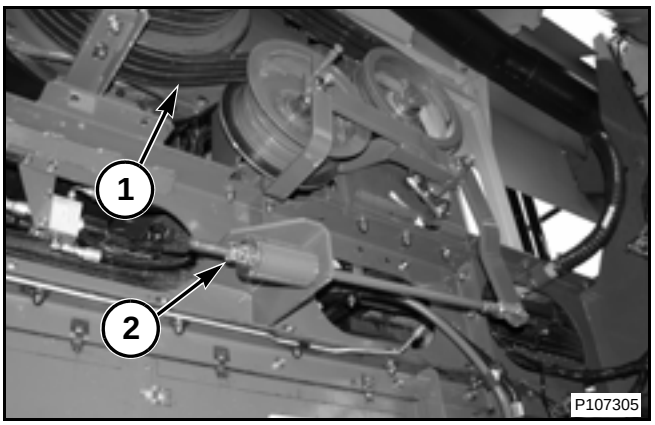


FIG. 6

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FIG. 4: Power flows from the beater shaft (2) through a belt (1) to the variable speed or fixed speed jackshaft (3).

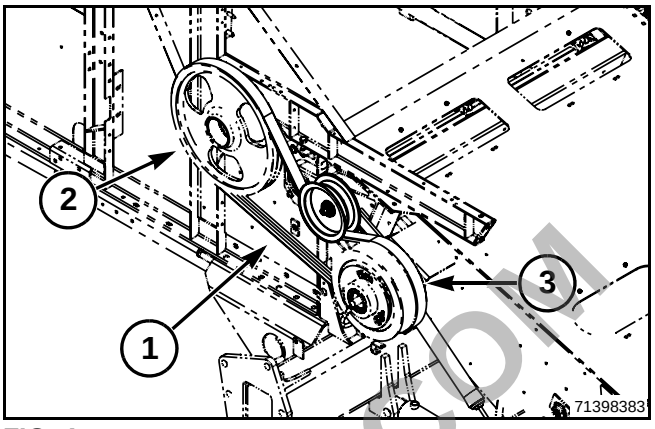


FIG. 4

FIG. 5: Variable Speed Header Drive - Power flows from the variable speed jackshaft through a belt (1) to the header drive countershaft that is mounted under the feeder housing.

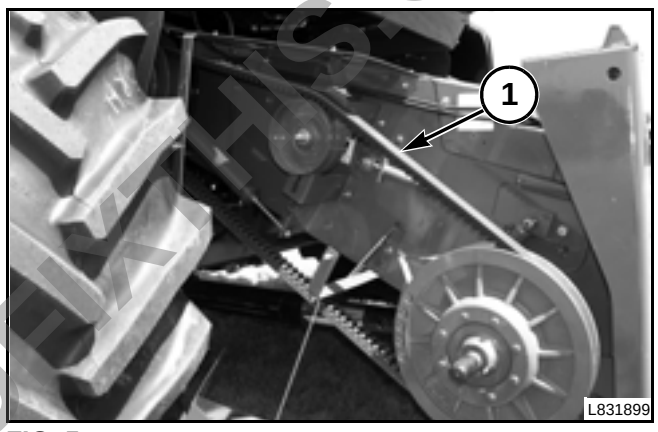


FIG. 5

FIG. 6: Fixed Speed Header Drive - Power flows from the fixed speed jackshaft through a belt (1) to the header drive countershaft that is mounted under the feeder housing.

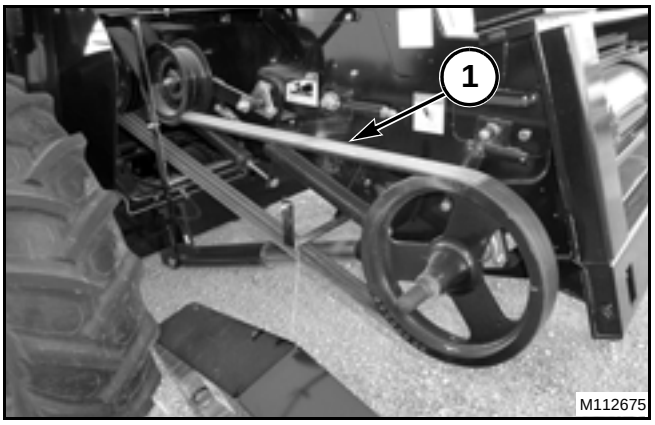


FIG. 6

FIG. 7: The headers are driven from the left-hand (1) and the right-hand ends of the feeder countershaft.

A belt (2), which is driven from the left-hand side of the header drive countershaft, drives the pivot shaft through a jaw type slip clutch. The pivot shaft drives the conveyor chain.

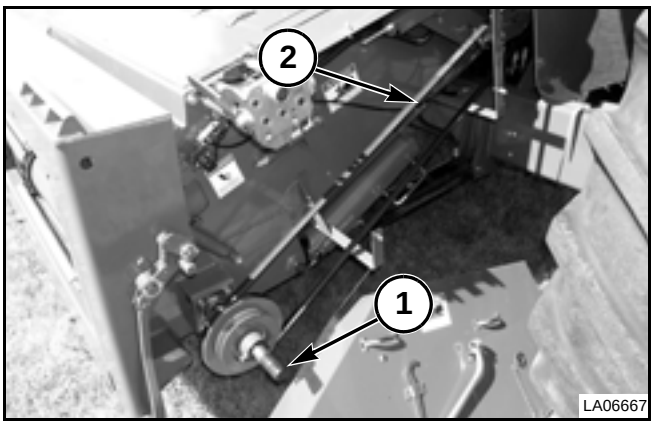


FIG. 7

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STRAW CHOPPER

GENERAL INFORMATION

FIG. 1: The straw chopper (1) cuts, shreds, and spreads crop residue as the crop residue is discharged from the threshing rotor. The straw chopper spreads material over a wide area to help primary tillage and permit rapid decomposition. Two speed ranges are available.

The straw chopper is a high velocity chopper. The straw chopper supplies higher discharge velocity using paddle-type knives to increase air flow and discharge rate out of the rear of the straw chopper.

WARNING: Never stand behind the straw chopper or make adjustments while the engine is running. Material is discharged from the chopper at high velocity and can cause very serious injury.

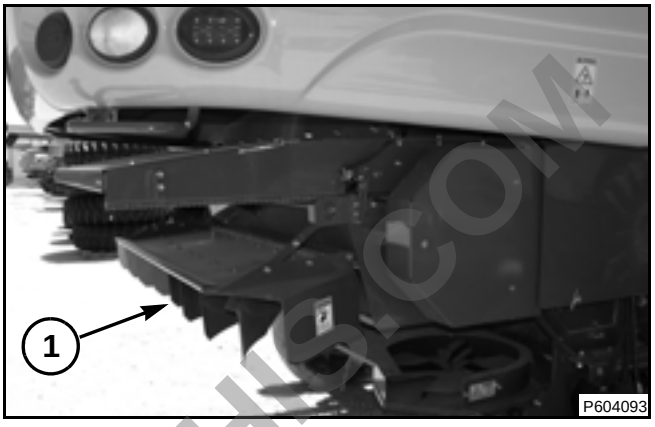


FIG. 1

FIG. 2: If a rotor knife in the straw chopper becomes damaged or broken during use, replace the rotor knife immediately. If a new rotor knife is not available, remove the rotor knife on the opposite side of the rotor (180 degrees) to prevent an unbalanced condition.

IMPORTANT: Do not use the straw chopper if the straw chopper is out of balance. Use of an unbalanced straw chopper can cause severe damage to the straw chopper and the combine.

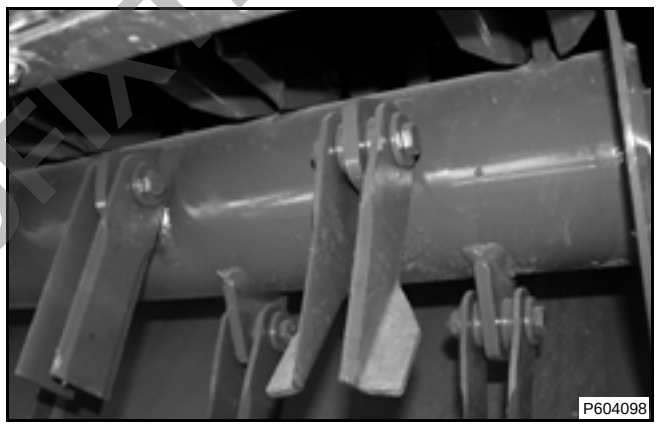


FIG. 2

FIG. 3: Two chopper belt drives are used. The primary drive operates a jackshaft (3) on the right-hand side of the machine from the right-hand end of the main countershaft. The drive belt (1) is tightened by a spring and chain (2).

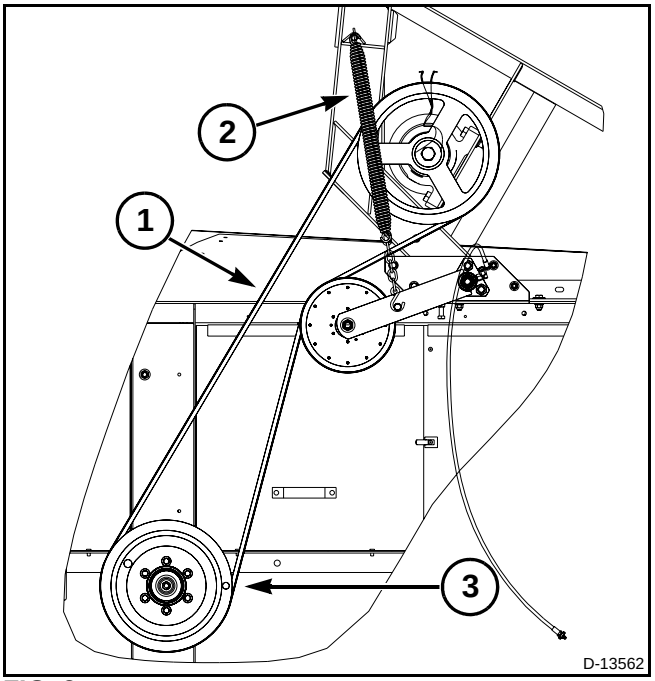


FIG. 3

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STANDARD REAR AXLE

ADJUSTABLE STEERING AXLE - STANDARD

General Information

FIG. 1: An adjustable tread steering axle as shown is standard equipment.

The standard rear axle wheel tread width is set to 302 cm (119 in) for field operation. Tread width can be adjusted from 302 to 363 cm (119 to 143 in) with 16.9 X 26 R1 steering tires.



FIG. 1

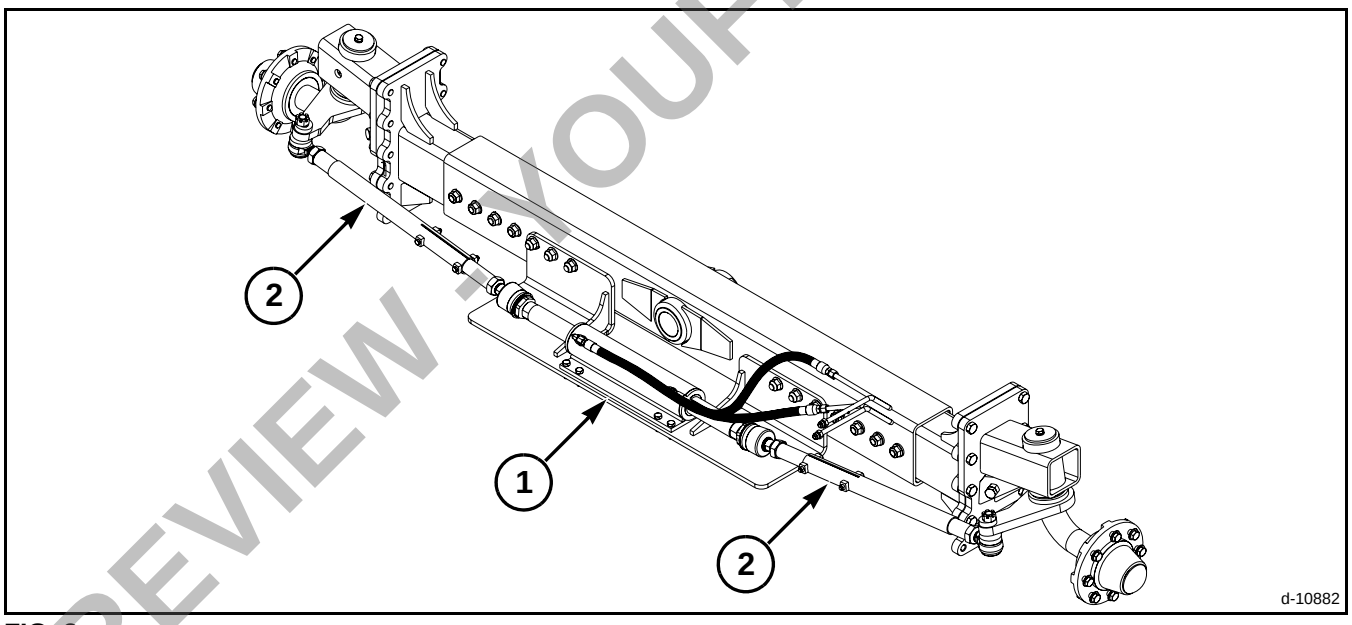


FIG. 2

FIG. 2: The steering system uses a fixed double rod steering cylinder (1) with two steering tie rod assemblies (2) located on the front of the axle. The left and right tie rods connect directly from the cylinder rod through an inline socket assembly and to the steering arm with a tapered stud socket assembly.

NOTE: Service of the steering cylinder can be found in the HYDRAULICS division in this manual.

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FIG. 3: Remove the shoe pitman drive belt (1) from the beater sheave (2).

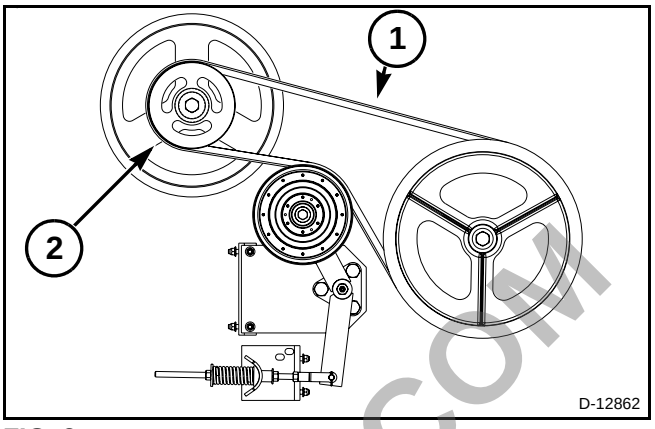


FIG. 3

FIG. 4: Make sure the unloader drive belt (1) is not engaged. Remove the brushholder assembly (2) to permit belt removal from the main countershaft sheave (3).

Remove the unloader drive belt guide (4) and remove the unloader drive belt from the main countershaft sheave.

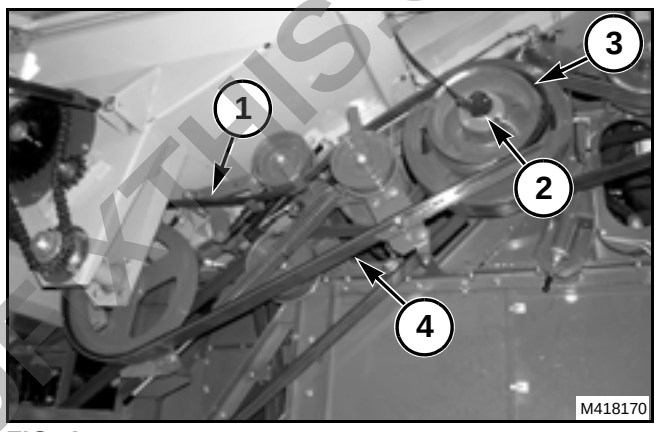


FIG. 4

FIG. 5: Release the tension on the main countershaft drive belt (1) using adjusting nuts (2) on the tensioner assembly. Remove the main countershaft drive belt from the main countershaft sheave (3).

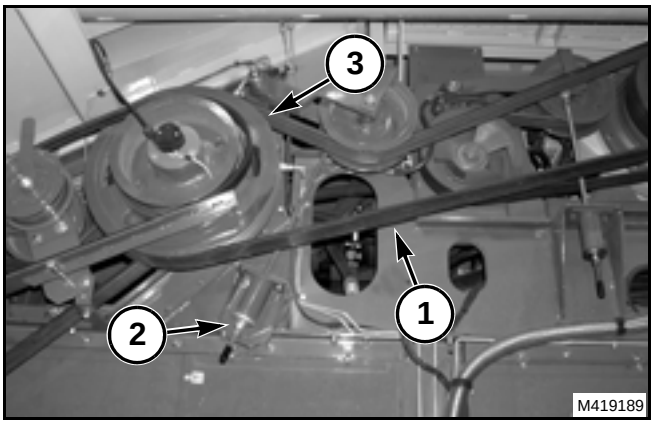


FIG. 5

FIG. 6: The combine is equipped with a beater drive idler restraint chain. Remove the capscrew, washers, and lock nut (1) that fasten the beater drive idler restraint chain (2) to the combine frame.

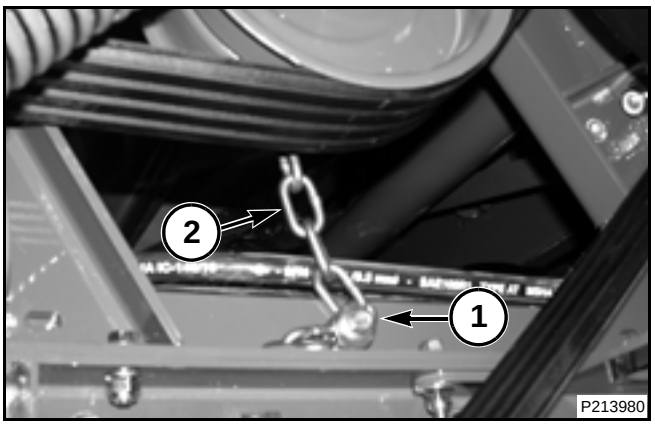


FIG. 6

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Drum Brakes

FIG. 5: Drum brakes use two brake shoes mounted on a stationary backing plate. These shoes are located inside a circular drum, which rotates with the output axle shaft. The shoes are held in location by springs. When the brakes are applied, this permits the shoes to slide toward the drums while keeping the linings and drums in alignment. The shoes are actuated by a wheel cylinder, which is mounted at the top of the backing plate. When the brakes are applied, hydraulic pressure forces the actuating links of the wheel cylinders outward. Since these links push directly against the top of the brake shoes, the tops of the shoes are forced against the inner side of the drum. As the top of the brake shoes are forced against the drum, the complete assembly rotates slightly. This action, known as servo action, forces the bottom of the two shoes to contact the drum. When the pressure within the wheel cylinder is released, return springs pull the shoes back away from the drum.

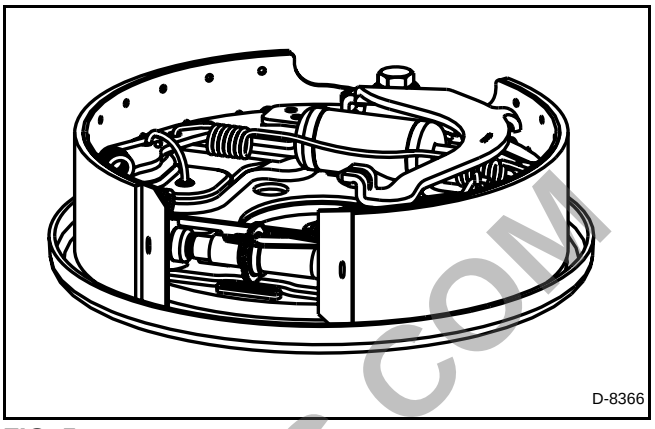


FIG. 5

FIG. 6: The drum brakes are designed to adjust during application when the combine is moving forward. This motion causes both shoes to rotate very slightly with the drum. The slight rotation of the shoes causes the adjusting lever (1) to rock. The movement of the adjusting lever (1) rotates the adjusting screw (2).

This adjustment system reduces the need for a maintenance adjustment. The adjustment keeps both the brake function and pedal feel correct.

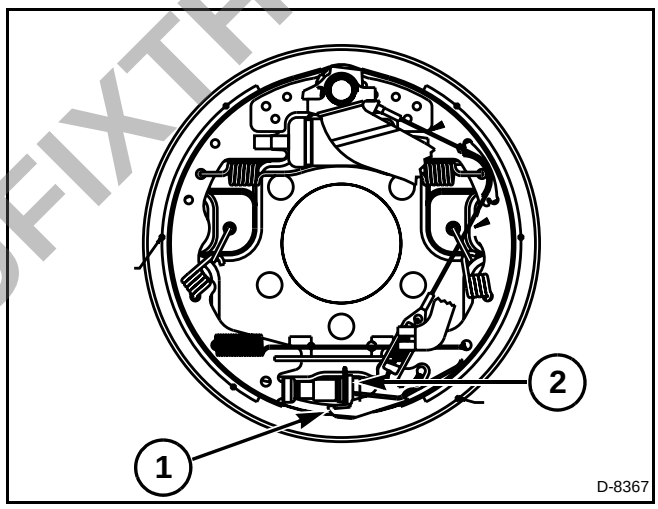


FIG. 6

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Hydraulic Schematic (Pressure and Flow Compensated Load Sense System)

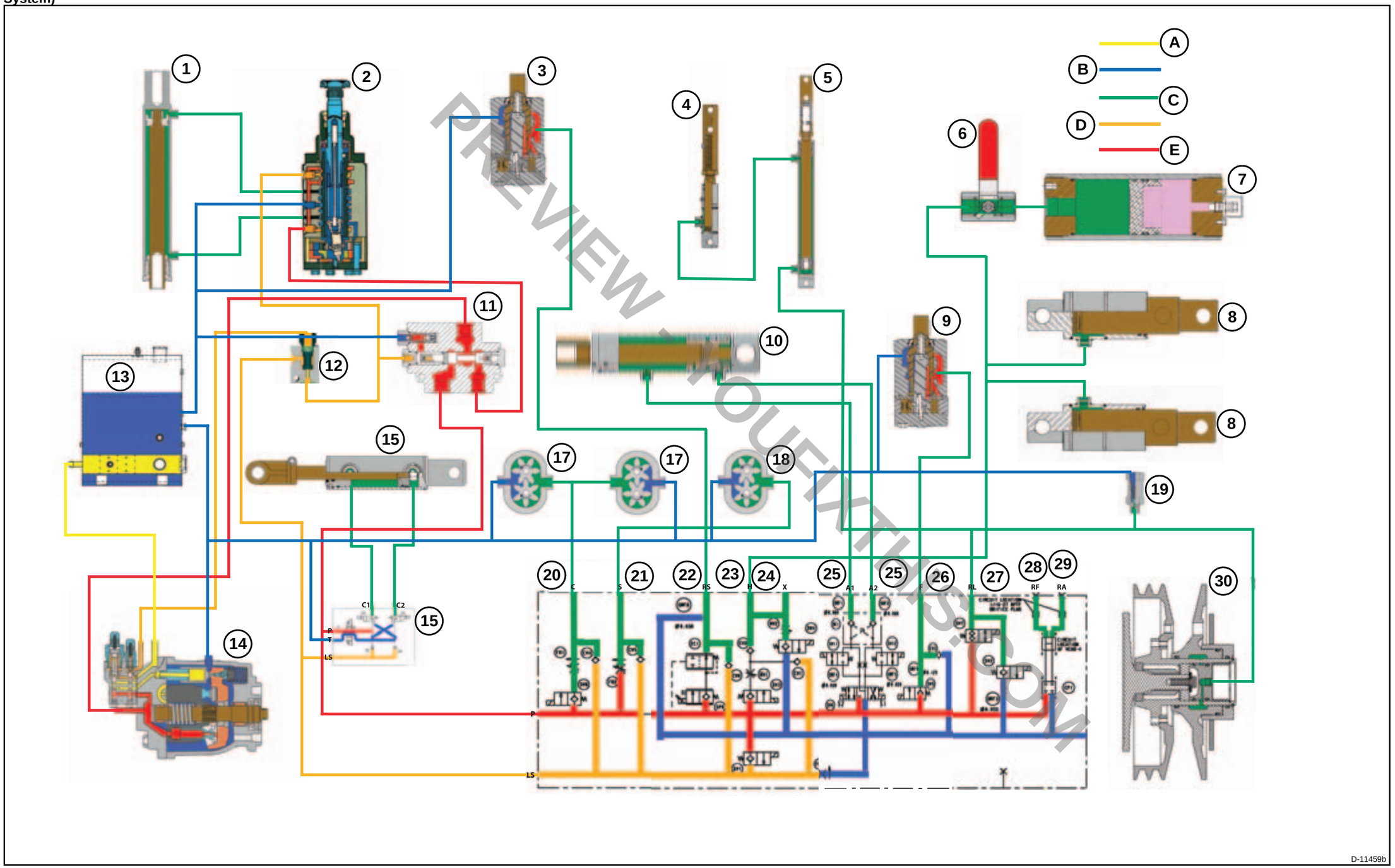


FIG. 1

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CONSOLE II TERMINAL

CONSOLE II TERMINAL

FIG. 2: The GTA Console II terminal can be controlled in three ways.

1. By using the touch screen (1).
2. Use of the buttons (2) on the right-hand side of the terminal corresponding to the icons on the right-hand side of the screen.
3. Using the scroll knob (3) on the right-hand side of the terminal. Turn the knob to scroll through the available options. Press on the end of the knob to select the highlighted option.

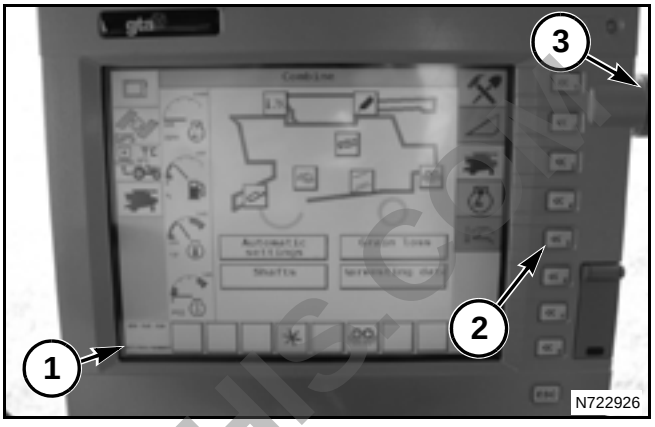


FIG. 2

FIG. 3: To return to a previous screen select the arrow (1) on the bottom, right-hand side of the screen.

Every screen shows eight message and alarm areas (2) along the bottom of the screen. When an alarm or message appears, the icon can be selected for more information.

NOTE: Icons will also appear in the message and alarm area when certain components or systems are activated.

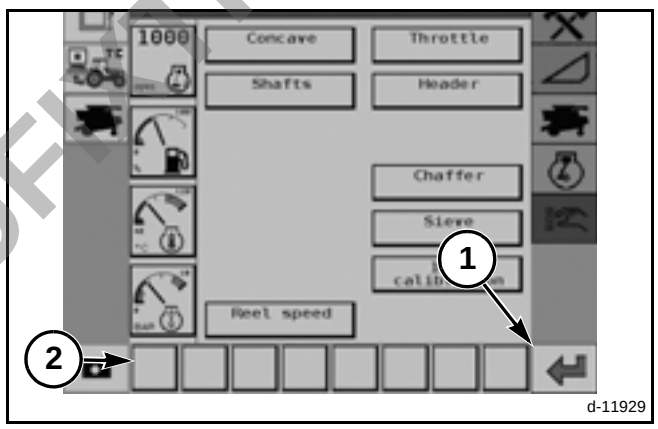


FIG. 3

GAUGES

FIG. 4: On every screen, the combine gauges are displayed on the left-hand side of the screen. The gauges include:

- Engine RPM (1)
- Fuel Level (2)
- Coolant Temperature (3)
- Engine Oil Pressure (4)

The gauges can be displayed in digital or analog. To toggle between digital or analog, press the box containing the gauge.

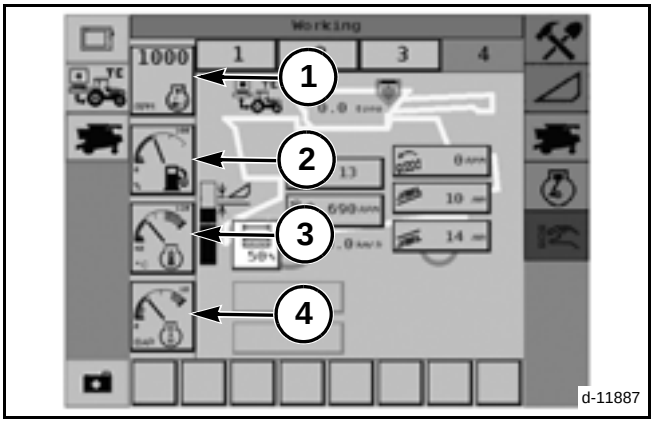


FIG. 4

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GENERAL INFORMATION

GENERAL

The electronics system on the combine is composed of electronic modules. These modules communicate with each other by (CAN) combine data cable (bus). CAN is a high speed communications highway over which program entry, data from engine sensors, combine sensors, switches, fault codes, etc are shared.

ELECTRICAL SYSTEM

Batteries

FIG. 1: Battery connections.

IMPORTANT: The combines operate on a 12-volt system with a negative ground. Disconnect negative battery cables before servicing electrical system components unless specified otherwise in this manual.

Three batteries are connected in parallel, with the negative (-) terminals to ground and the positive (+) terminals to starter cable.

IMPORTANT: Never connect batteries in series under any circumstance, that is, negative to positive. This produces a combined voltage in excess of 12-volts and will damage electrical components.

CAUTION: Do not run engine with batteries disconnected (even with lights on) as this builds very high system voltage that can be extremely dangerous.

NOTE: Electrical component damage can result if booster cables are not installed correctly. Refer to Electrical division to completely familiarize yourself with batteries and starting engine with booster battery.

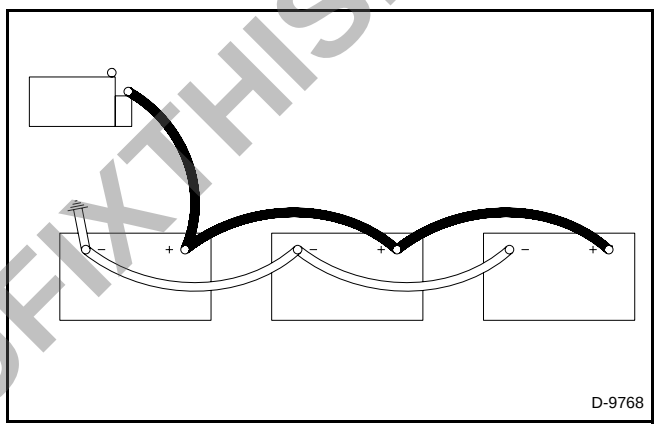


FIG. 1

Cleaning

Never apply full nozzle pressure directly at electrical components and connectors.

IMPORTANT: Pressure from fluid could result in circuit or component failure caused by the following:

- Corroded pins.
- Moisture in or on the connector/component.
- Missing or damaged connector/component seals.

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REMOTE ELECTRIC ADJUST CAB MIRRORS

COMPONENTS

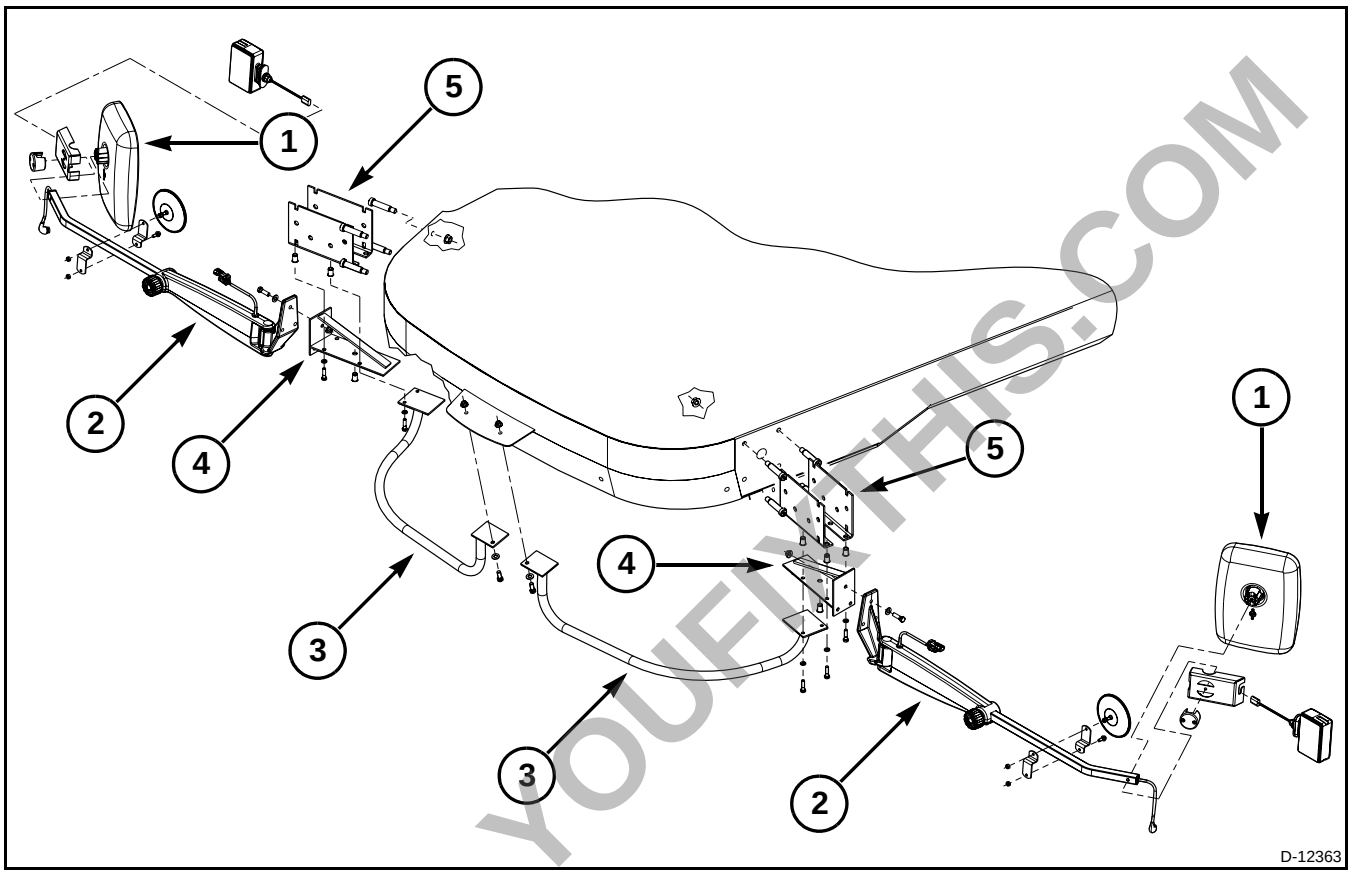


FIG. 1

FIG. 1: Remote electric adjust cab mirrors disassembled

1. Remote Control Mirror Assembly
2. Mirror Arm
3. Grab Rail
4. Mirror Support
5. Mirror Bracket

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SAFETY

SAFETY ALERT SYMBOL

FIG. 1: This is the safety alert symbol. This symbol stands for ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED! Look for this symbol, both in this manual and on safety decals on the combine. This symbol will direct you to information that includes your personal safety and the personal safety of others.



FIG. 1

SIGNAL WORDS

FIG. 2: The words **DANGER, WARNING, or CAUTION** are used with the safety alert symbol. Learn to know these safety alert symbols, and follow the given recommendations, precautions, and safe procedures.



FIG. 2

DANGER: Indicates an immediate hazardous situation that, if not avoided, will result in DEATH OR VERY SERIOUS INJURY.

WARNING: Indicates a potentially hazardous situation that, if not avoided, can result in DEATH OR SERIOUS INJURY.

CAUTION: Indicates a potentially hazardous situation that, if not avoided, can result in a MINOR INJURY.

Replace any **DANGER, WARNING, CAUTION,** or instruction decal that can not be read or is missing. The location and part number of these decals is shown later in this section of the manual.

IMPORTANT: The word IMPORTANT is used to show special instructions or procedures which, if not followed can result in damage to, or destruction of the machine, process, or the surroundings.

NOTE: The word NOTE is used to indicate points of special interest for more efficient and easier repair or operation.

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Diameter ..... 279.4 mm (11 in)

Shoe - A76/9795/670B

Type ..... Pressurized chaffer and sieve

Action ..... Counter balanced, opposed motion, reciprocating

Hillside Attachment ..... Optional grain pan and chaffer dividers

Chaffer - A76/9795/670B

Type ..... 1 adjustment rod and vane (Optional fixed air foil)

Length (Outside) ..... 2.0 m (78.75 in)

Width (Outside) ..... 1.55 m (61.16 in)

Area (A.S.A.E.) ..... 2.86 sq m (4426 sq in)

Sieve - A76/9795/670B

Type ..... 1 Adjustment rod and vane

Length (Outside) ..... 1.6 m (66 in)

Width (Outside) ..... 1.56 m (61.3 in)

Area (A.S.A.E.) ..... 2.44 sq m (3783 sq in)

Pneumatic Cleaning Area (A.S.A.E.) ..... 985 sq cm (153 sq in)

Cleaning Area - A76/9795/670B

Total Area (A.S.A.E.) ..... 5.35 sq m (8296 sq in)

Elevators (Clean Grain and Return) - A76/9795/670B

Conveyor Type ..... CA 550 SEH roller chain and bolt on rubber paddles

Size

Clean Grain Elevator ..... 234 mm (9.21 in) wide x 299 mm (11.8 in) deep

Return Elevator ..... 152 mm (6 in) wide x 235 mm (9.25 in) deep

Speed

Clean Grain Elevator ..... 190.7 m/min (625.6 ft./min)

Return Elevator ..... 148.6 m/min (487.5 ft./min)

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FIG. 64: Turn the jam nut (1) to loosen the tension on the pivot shaft drive belt (2).

Remove the pivot shaft drive belt (2) from the sheaves.

NOTE: Note the grooves in the countershaft sheave and the pivot shaft sheave from which the pivot shaft drive belt is being removed.

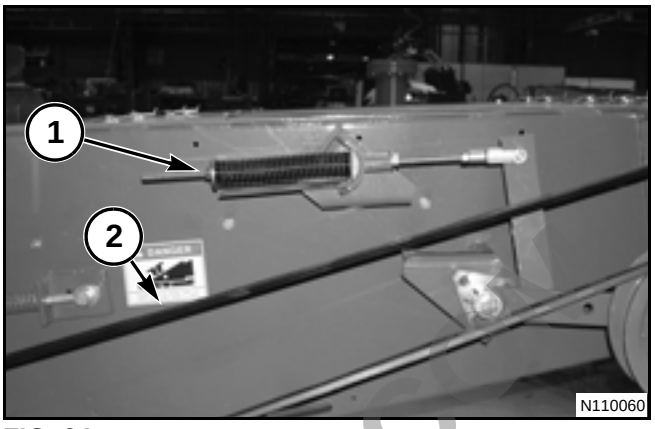


FIG. 64

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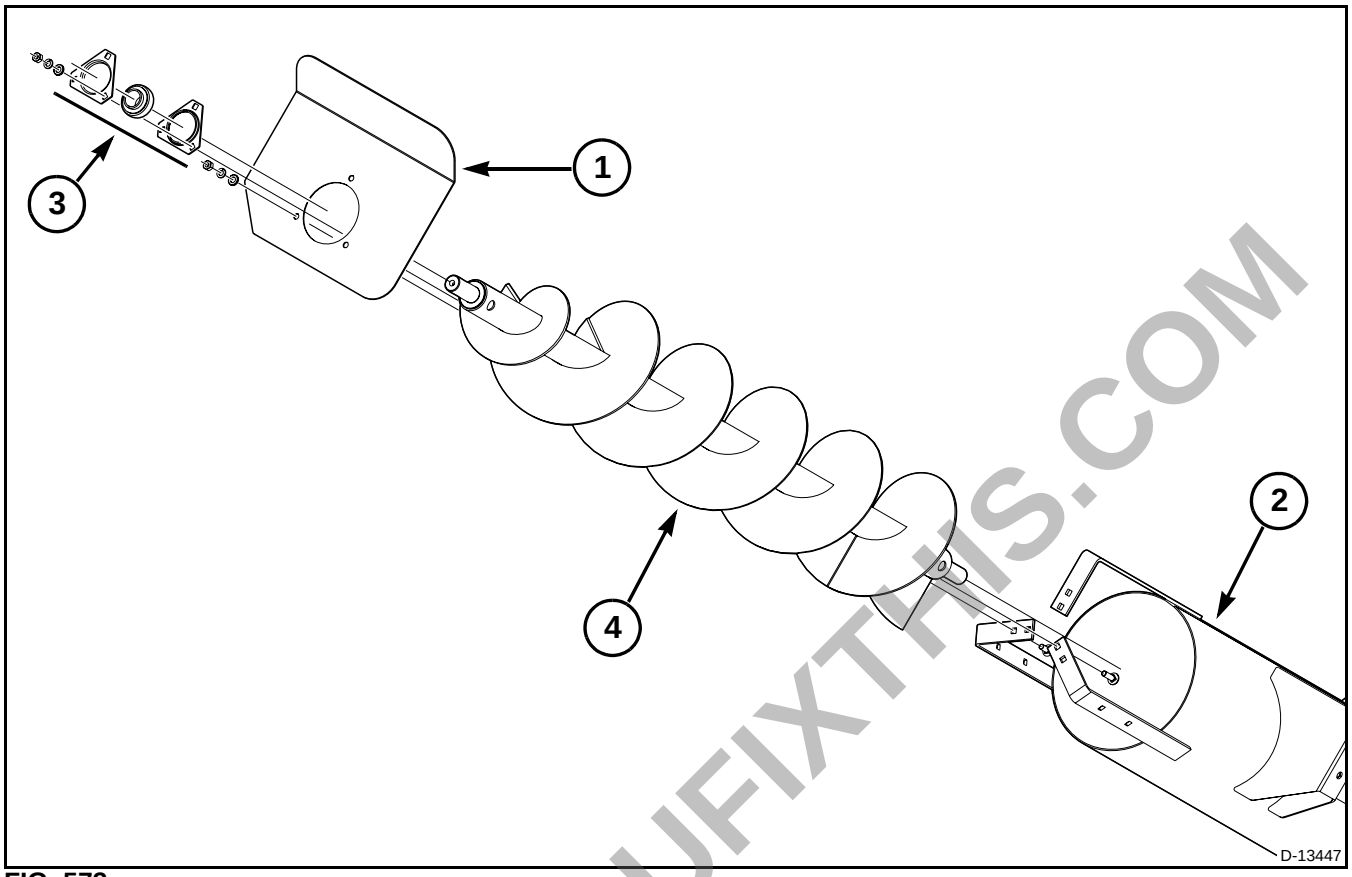


FIG. 573

FIG. 573: Install the grain bin loader auger (4) into the bin loader tube (2). The auger must be rotated during installation in the grain bin loader auger tube.

Align the grain bin loader auger with the lower bearing and install the grain bin loader auger into the lower bearing.

Slide the bearing and bearing flanges (3) onto the end of the grain bin loader auger. Using the hardware removed during disassembly fasten the bearing flanges to the bin loader tube. Do not tighten the hardware.

Using the hardware removed during disassembly fasten the bin loader deflector (1) to the bin loader auger tube.

Rotate the bin loader auger a small number of revolutions to align the bearings with the bin loader auger and tighten the hardware fastening the be bearing flanges in location.

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Sheave Removal and Installation

FIG. 112: To reverse the straw chopper sheaves for speed changes, remove the secondary straw chopper drive belt (1).

NOTE: The primary straw chopper drive belt does not need to be removed to change straw chopper speeds.

Remove the six capscrews from the jackshaft drive sheave (2). Remove the jackshaft drive sheave.

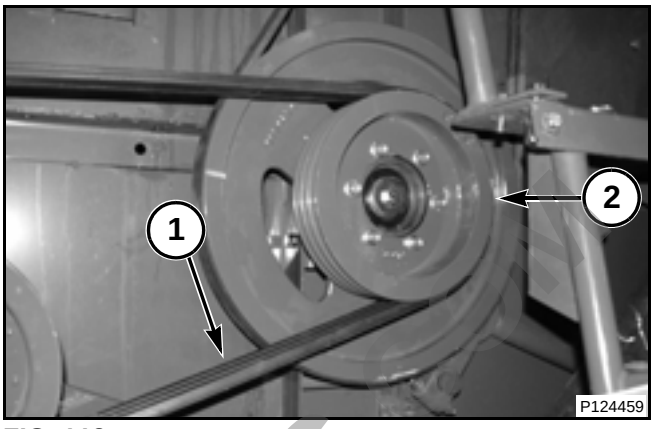


FIG. 112

FIG. 113: Remove the six capscrews (2) from the straw chopper driven sheave (1).

Remove the straw chopper driven sheave.

Reverse the straw chopper sheaves and install using the existing hardware. Tighten the hardware to 52 Nm (39 lbf ft) of torque.

Install the secondary straw chopper drive belt.

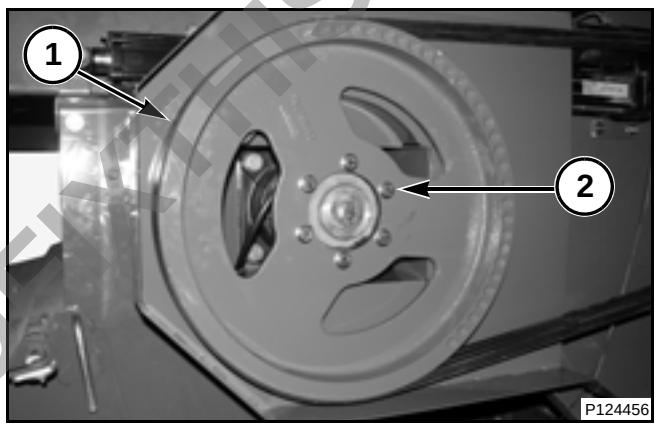


FIG. 113

High Speed Drive

FIG. 114: High speed position is for use in cereal grains, soybeans, and rice.

IMPORTANT: High speed position must not be used when harvesting corn to prevent damage to the straw chopper housing and spreader board.

When the small sheave (1) is installed on the straw chopper shaft and the large sheave (2) is installed on the jackshaft, the straw chopper will operate at 3502 rpm.

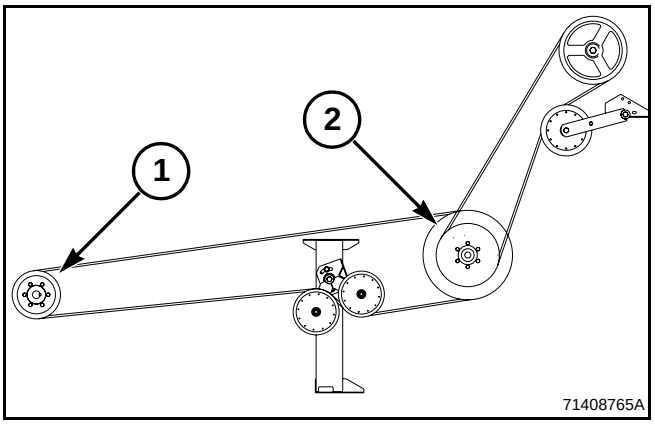


FIG. 114

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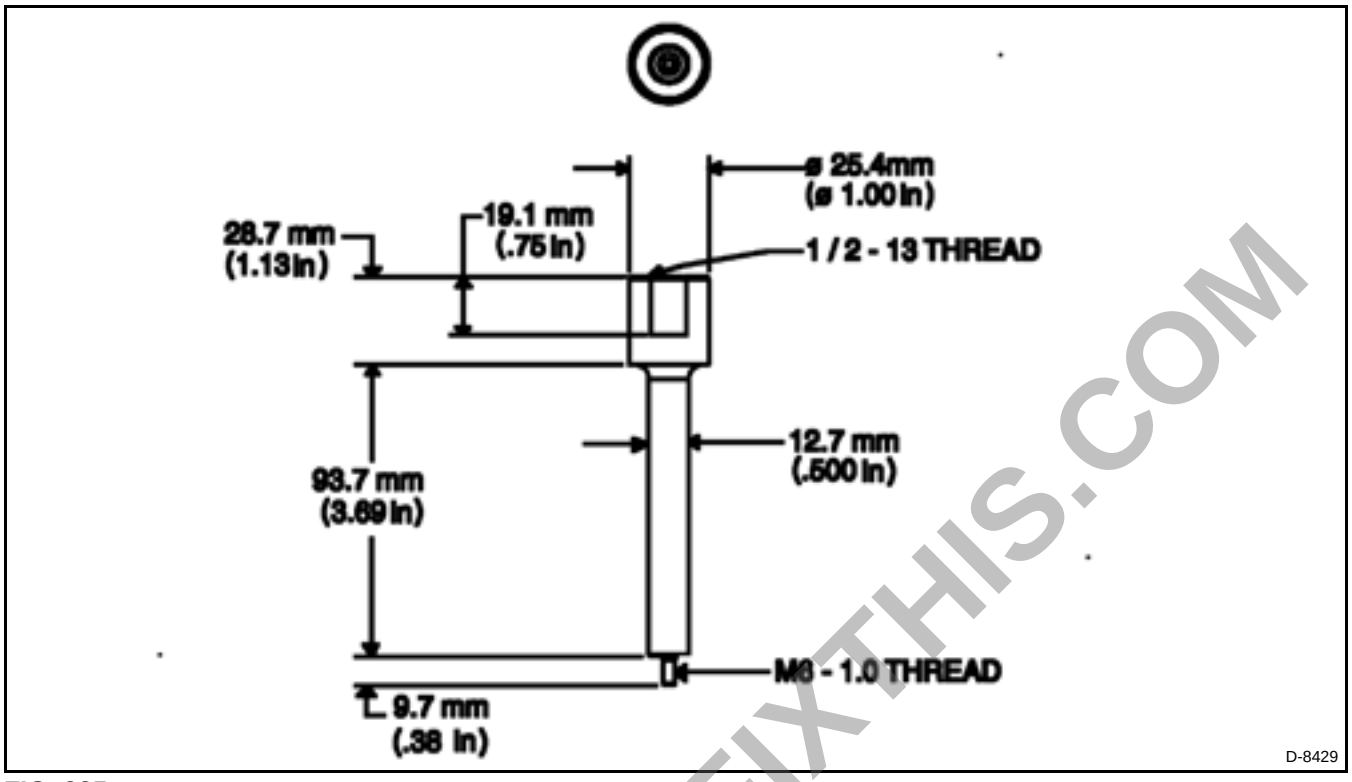


FIG. 335

FIG. 335: Safety pin removal tool TUTHILL tool number 106308.

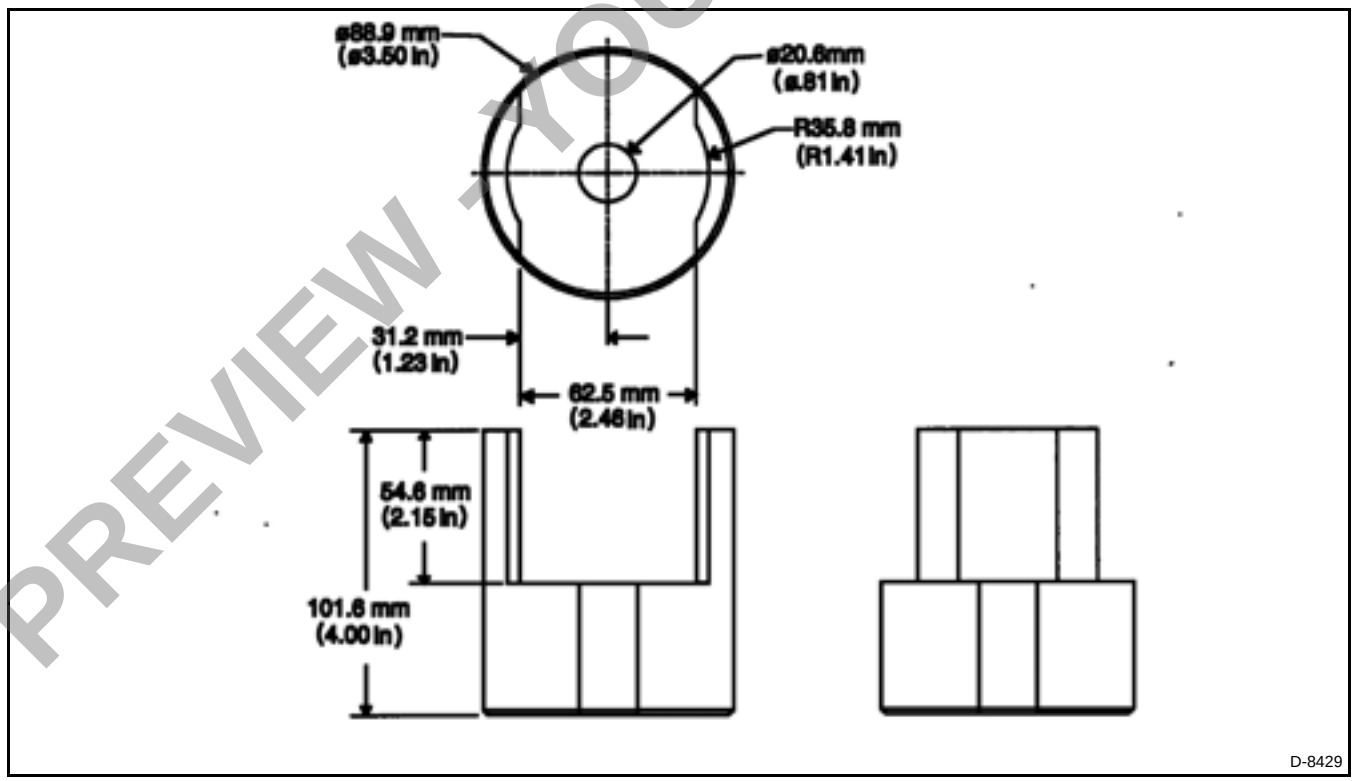


FIG. 336

FIG. 336: Wheel motor press tool TUTHILL tool number 106309.

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Installation

FIG. 208: Install the discharge sweep (1) using the existing hardware.

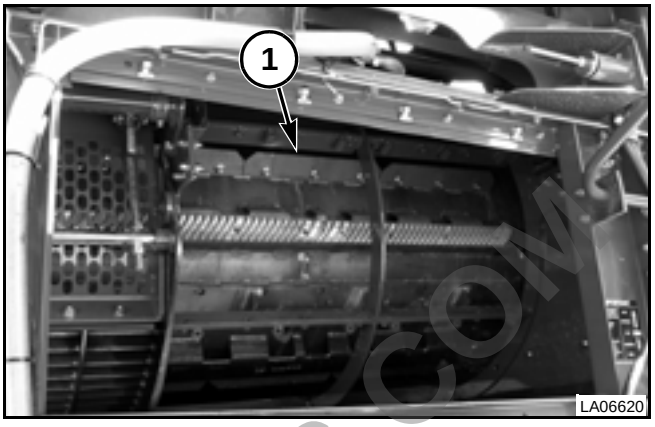


FIG. 208

FIG. 209: Install the rear separator grate first and start the top capscrews (2). Do not tighten capscrews (2).

Loosely install the bottom hardware (1) fastening the right-hand and left-hand separator grates together with the shims removed during disassembly.

Install the front separator grate.

Securely tighten the separator grate mounting hardware (1) and (2).

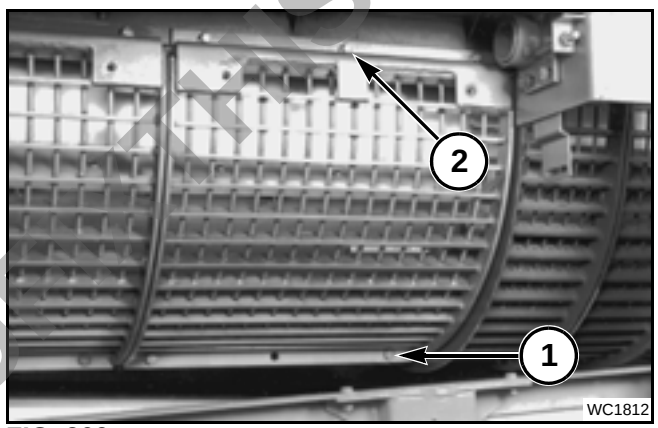


FIG. 209

FIG. 210: Install the left-hand separator deflector (1) with the hardware removed during disassembly in the same position the deflector was removed.

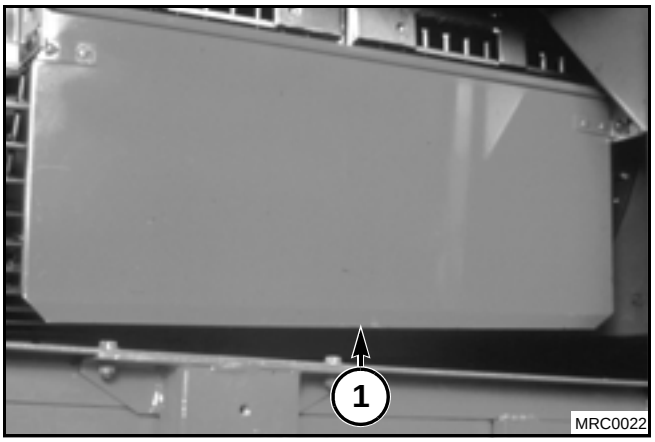


FIG. 210

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Master Cylinder Operation

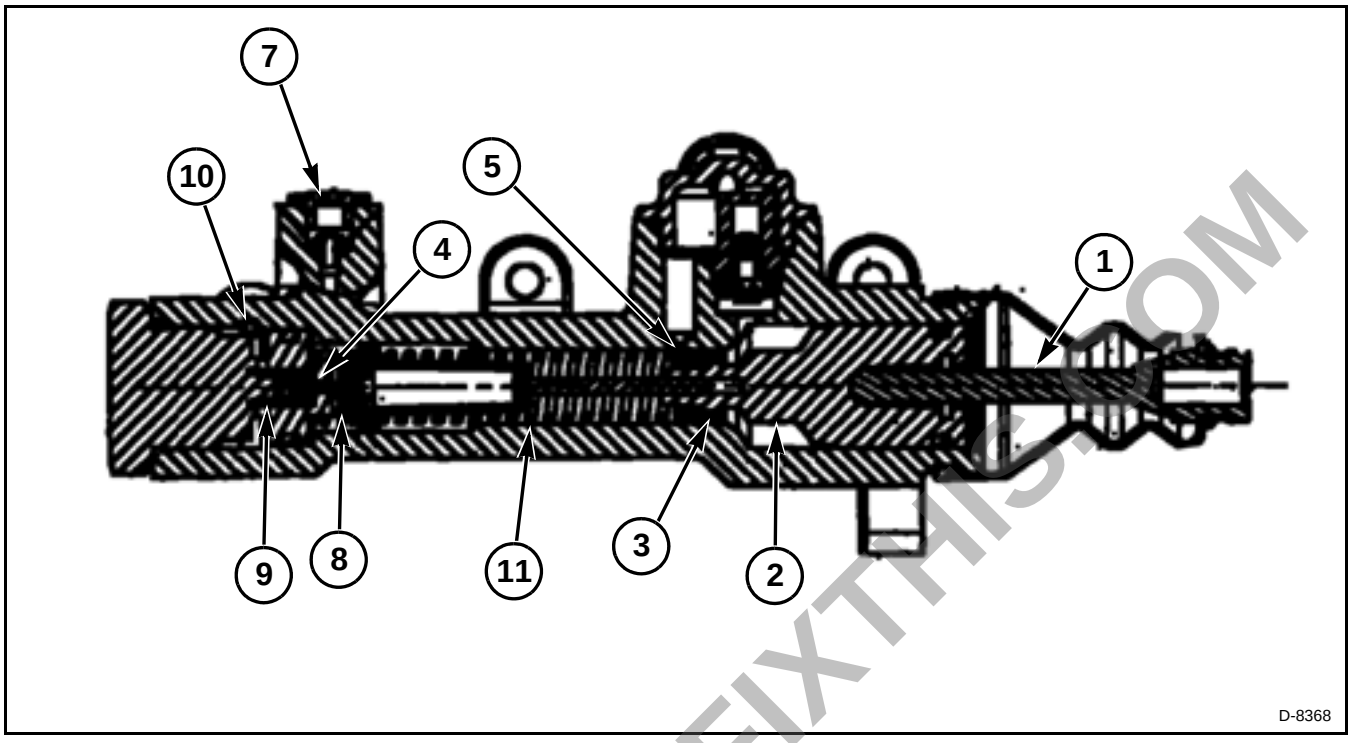


FIG. 13

FIG. 13: When one brake pedal is pushed, the push rod (1) forces the piston (2) forward in the cylinder bore. The lip of the primary cup (3) seals off the compensation port (5). The travel of the piston assembly forces the poppet control spring (8) to compress permitting the piston to mechanically open the poppet (4). Fluid under pressure can pass the poppet (4) and flow across the equalizing port (10) to the other master cylinder bore. Because the poppet in the other master cylinder bore is still on the poppet seat, brake fluid flow and pressure is stopped at this point.

This makes a solid column of fluid between the master cylinder piston (2) and the wheel cylinder on the engaged side of the braking system.

Increased travel of the master cylinder piston (2) will increase the hydraulic pressure. This causes the fluid to flow from the outlet port (7) to the wheel cylinder. The pressure applied forces the two pistons of the wheel cylinders, outward in opposite directions forcing the brake shoes against the brake drums. When the brake pedal is released, the pedal return spring returns the brake pedal to the normal released position. The piston return spring (11) moves the piston to the normal released position.

The piston can move to the released position faster than fluid can return from the wheel cylinder. To make up for this fast return, the lip of the primary cup (3) moves away from the cylinder bore wall. Fluid is permitted to flow through the small holes drilled in the flange of piston (2) and past the lip of the primary cup (3). This keeps the area in front of the piston full of fluid at all times. This action permits the operator to pump the brakes to move the wheel cylinder piston farther if the brakes are not adjusted to specifications.

When the master cylinder piston returns to the fully released position, the compensating port (5) is not blocked and the extra fluid returns to the master cylinder reservoir. The poppet return spring (9) forces the poppet (4) back onto the poppet seat.

The wheel cylinder pistons are returned to the released position by the return springs mounted to the brake shoes.

When the brake pedals are locked together to apply both brakes at the same time, operation is as shown above. Because both poppets are mechanically opened, brake system pressure is made equal through the equalizing port (10) The equalizing port connects both sides of the master cylinder. This equalizing of pressure makes sure that equal pressure is applied to both wheel cylinders. Both brakes are applied equally even if the brakes are not adjusted evenly.

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HYDRAULIC CONTROL VALVE

GENERAL

The machine is equipped with a main hydraulic control valve. The hydraulic control valve is made up of many different valves and adjustments. The hydraulic control valve contains valves that control the reel speed, the unloader swing in and out, the reel lift, the chaff spreader, the header raise and lower, the feed reverser, the unloader swing fast, and the reel fore and aft. The valve also contains adjustments for the header lift and lower rates, the chaff spreader speed, and the rotary screen speed.

FIG. 61: The hydraulic control valve (1) is located on the right-hand side of the machine, to the rear of the drive tire, behind the right side mud cover (2).

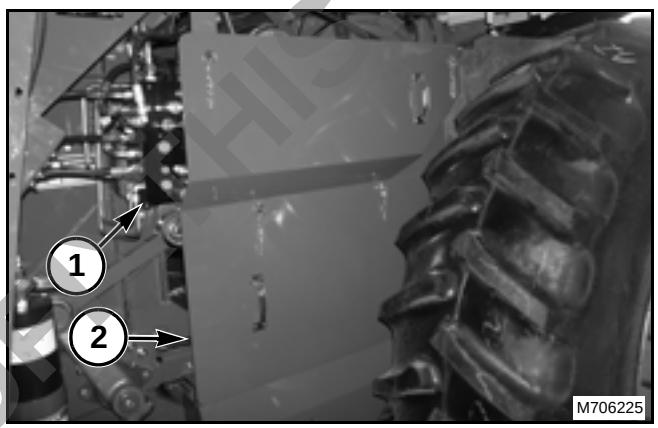


FIG. 61

HYDRAULIC CONTROL VALVE

Valve Locations

FIG. 62: Left side view of the control valve assembly.

(1) Reel Lift Lower Solenoid

(2) Reel Lift Raise Solenoid

(3) Unloader Swing Fast Solenoid

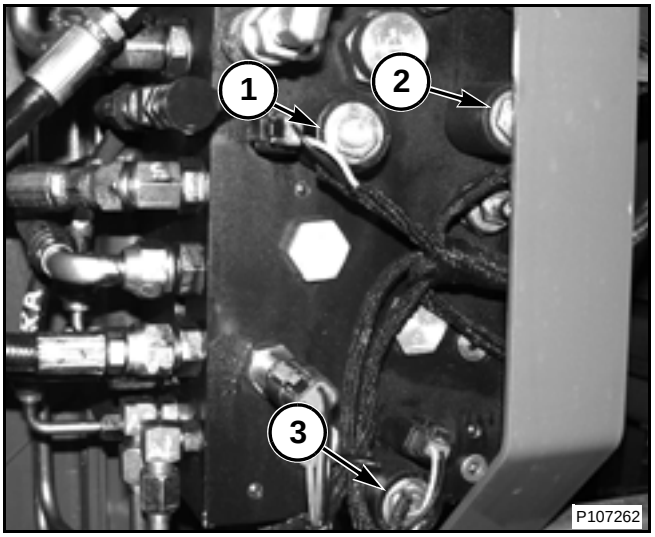


FIG. 62

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REASSEMBLY

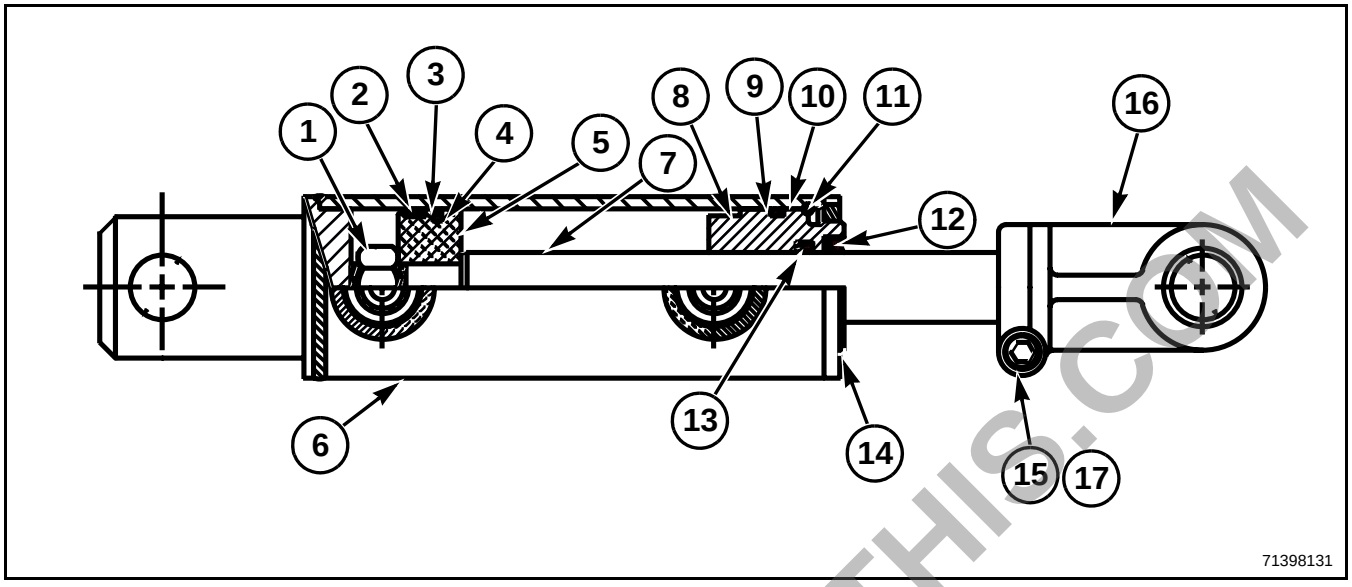


FIG. 377

FIG. 377: Lightly oil all metal parts prior to assembly.

If the rod clevis yoke was removed, clamp the piston rod in the brass jaws of a vise. Thread the rod clevis yoke (16) onto the piston rod (7). Tighten the rod clevis yoke on the piston rod. Install the socket head cap screw (15) with the nut (17) clamping the rod clevis yoke to the piston rod. Torque the nut to 62 Nm (46 lbf ft).

Lubricate the U-cup seal (13). Install the U-cup seal in the groove of the bearing bore with the lip of the seal facing the base end of the cylinder.

Lubricate the wiper seal (12). Install the wiper seal in the outer groove of the bearing (8) bore with the lip of the seal facing outward.

Lubricate the O-ring (9). Install the O-ring seal into the groove on the outside of the bearing (8). Lubricate the backup ring (10). Place the backup ring to the outside of the O-ring into the groove.

Secure the rod clevis yoke (16) on the piston rod in a vise with brass jaws. Lubricate the O-ring and the seals on the bearing and install the cylinder head over the cylinder rod being careful not to damage the seals.

Lubricate the two-piece piston ring (4) and (3). Install the O-ring (4) into the narrower groove in the piston (5) and then install the Teflon seal (3) over the O-ring. Lubricate the wear ring (2) and install the wear ring into the wider groove in the piston.

Apply primer and a sealant to the inside diameter of the piston (5) and to the mating surface on the piston rod. Slide the piston assembly onto the piston rod with the wear ring toward the base end of the cylinder (6). Install the piston nut (1) and torque the nut to 224 Nm (165 lbf ft). Remove the cylinder rod assembly from the vise.

Lubricate the bore of the cylinder barrel (6), the piston assembly (5), and the bearing assembly (8) with clean hydraulic oil. Work the entire assembly into the cylinder barrel being careful not to damage the seals. Insert the cylinder head assembly into the barrel until the internal retaining ring groove is fully exposed.

Install the retaining ring (11) into the groove in the inside diameter of the cylinder barrel. Pull the piston rod assembly from the cylinder to seat the cylinder head assembly against the retaining ring. Thread the retaining nut (14) onto the cylinder head. Using a spanner wrench, torque the retaining nut to 34 Nm (25 lbf ft).

Extend and retract the cylinder rod through the complete stroke twice to be sure that the cylinder rod moves smoothly without binding. The cylinder assembly is now ready to be installed onto the machine.

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PRINCIPLE OF OPERATION

Description

FIGS. 796–797–798: The pump (1), located on the right side of the engine (as viewed from the flywheel end of the engine) directly under the alternator. The pump is driven by the engine accessory drive gear (valve train).

The pump is a pressure/flow compensated, variable displacement, axial piston type. The pump is automatically controlled by the pressure and flow requirements of the hydraulic system.

NOTE: The following description of operation with regards to the load sensing feature has been simplified to assist with the explanation of how the pressure compensator load sense valve controls the pump flow and pressure.

For a more detailed description of the principle of operation for the complete load sensing system, refer to the operation of the header lift valve.

When the drive shaft (2) of the pump is rotated, the piston block (3) which is splined to the drive shaft, also turns. The piston block contains nine piston assemblies (4) which have a free swiveling shoe (5) swaged on the ball end of each respective piston assembly. The shoe end of the pistons ride against the smooth surface on the cam-plate (6). The shoes (slippers) are held against the cam-plate (swash plate) by the shoe retainer (7) and the block spring (8). When the cam-plate is in the neutral position, the piston assemblies do not travel in and out of the piston block bores as the piston block rotates. The pistons remain in a stationary position in relation to the piston block. They merely rotate as an integral part of the piston block. When the cam-plate is in the neutral position, no oil is being drawn into the pump and no oil is being discharged from the pump. The pump is in a zero displacement position and does not produce flow.

When the cam-plate is moved to any position from neutral up to the full cam-plate angle, the piston shoes follow the inclined surface of the cam-plate and begin reciprocating in the piston block bores. Half of the piston assemblies are being pulled out of the piston block while the remaining half of the pistons are being pushed back into the piston block. It is this action that causes an axial piston pump to pump oil. The pistons being pulled from the piston block draw oil into the piston block bores through the suction port and intake kidney slot. As the pistons cross over top dead center, the pistons push the oil out of the piston block bores and into the pressure kidney slot and on out the pressure (outlet) port. Each piston assembly completes this cycle during each revolution of the pump shaft, causing a continuous, even flow of oil from the pump. The greater the cam angle, the greater the piston stroke. The greater the piston stroke, the more oil is pulled into the pump and discharged out the pressure/outlet port.

The maximum displacement of the pump at maximum cam plate angle is 45 cu cm/rev (2.75 cu in/rev). Which means the pump will discharge 45 cu cm/rev (2.75 cu in/rev) of oil during each revolution of the pump shaft.

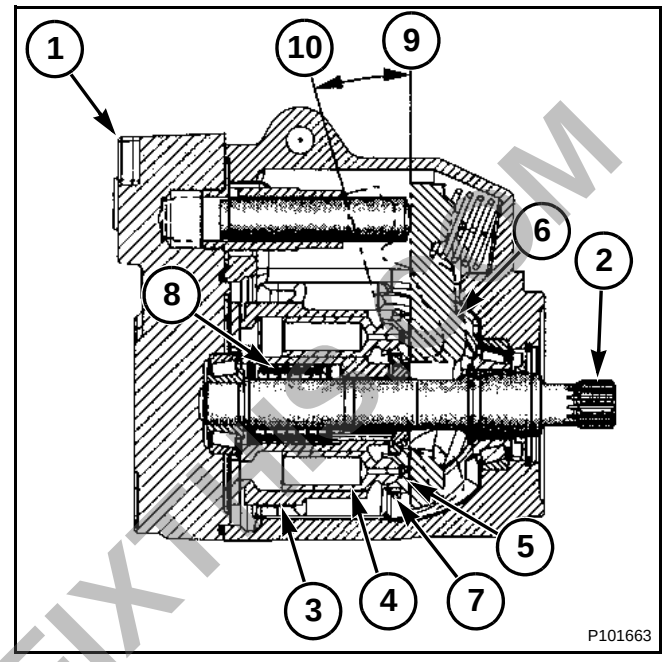


FIG. 796

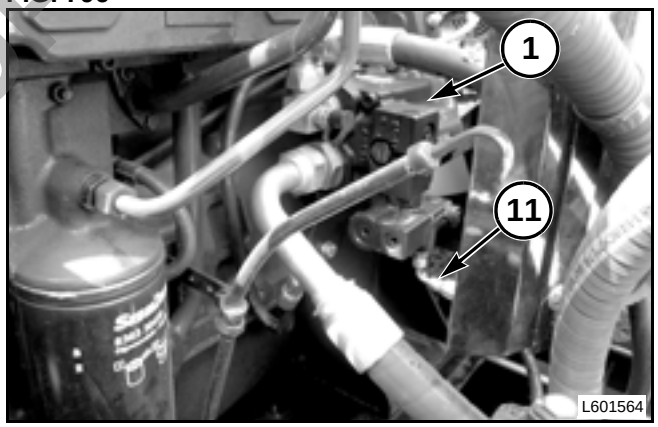


FIG. 797

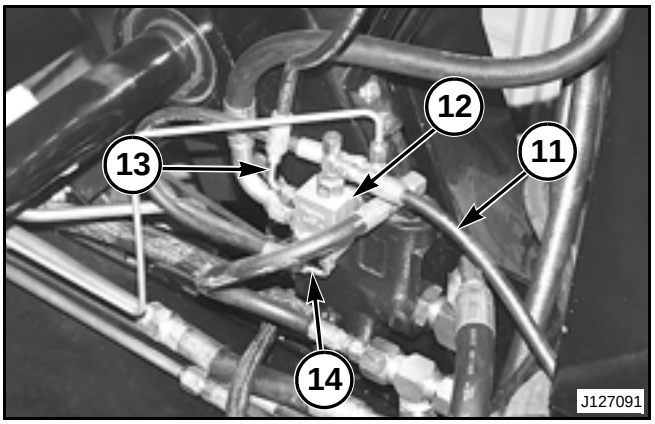


FIG. 798

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Windshield Wiper

FIG. 108: Wiper Switch (1).

Location:

Upper right-hand side of cab headliner to right of radio.

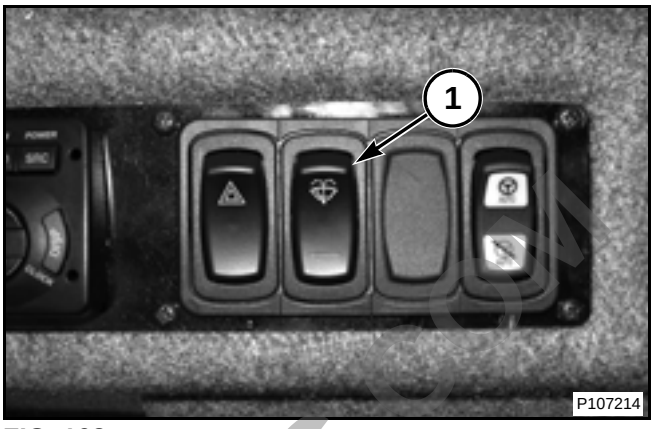


FIG. 108

FIG. 109: Windshield Wiper Motor (1) being installed.

Location:

Under front headliner above windshield.

Comments:

Remove front headliner to access motor.

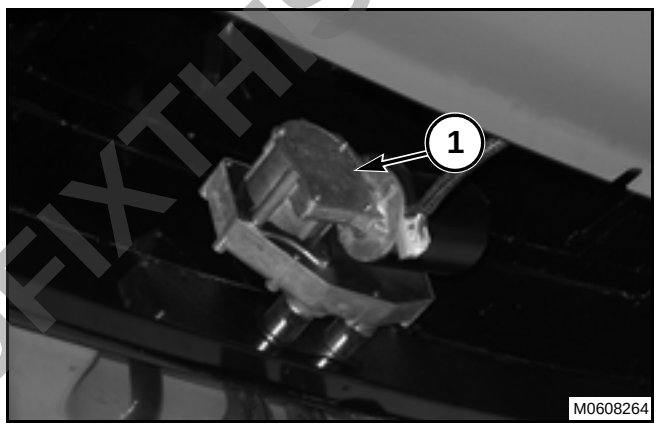


FIG. 109

Radio

FIG. 110: Radio (1) being installed.

Location:

Upper right-hand side of cab headliner to right of air conditioning controls.

Comments:

Special tool used to release radio for removal.

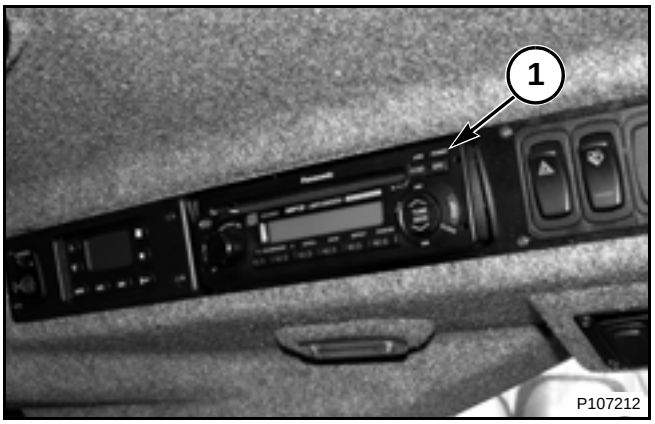


FIG. 110

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Lubrication

The seat was assembled with long life lubricant. The seat will only need to be lubricated when repairs are done to the seat. Use an acid free multiple purpose grease to lubricate the seat.

Cushion Removal and Installation

FIG. 19: To remove the headrest (1), pull the headrest beyond the end stop.

To install the headrest, put the guide rods into the bushings in the seat. Push the headrest into position.

CAUTION: The backrest frame is spring loaded and can move forward quickly. Be careful to prevent injury.

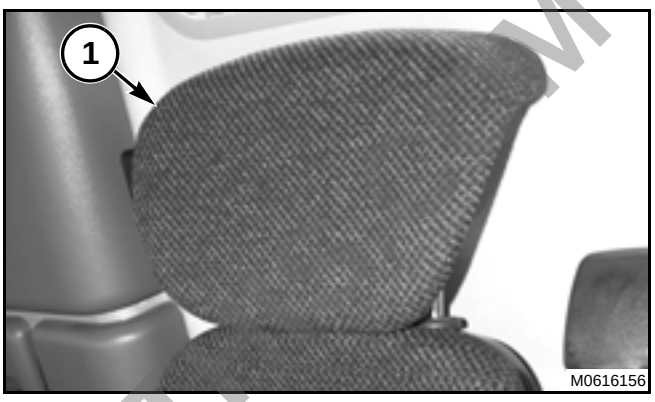


FIG. 19

FIG. 20: To remove the back cushion, pull up on the backrest adjustment handle. Permit the backrest to travel to the full forward position. The back cushion is fastened with four screws (1) in the back of the seat.

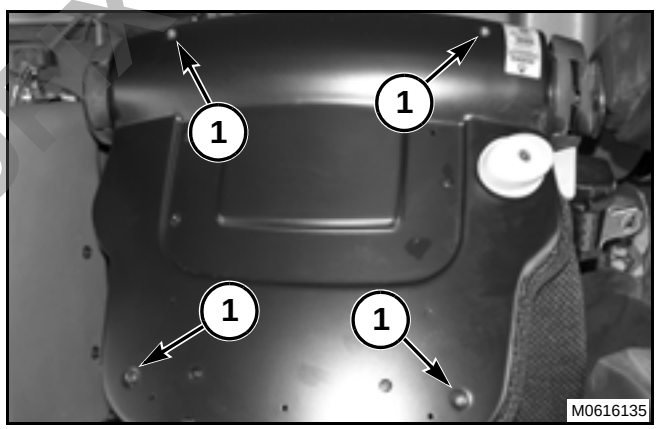


FIG. 20

FIG. 21: The seat cushion is fastened with three screws (1) under the cushion.

The cushions can be cleaned using standard upholstery cleaners. Test the upholstery cleaner on a hidden spot before using on the seat. Do not soak the seat through.

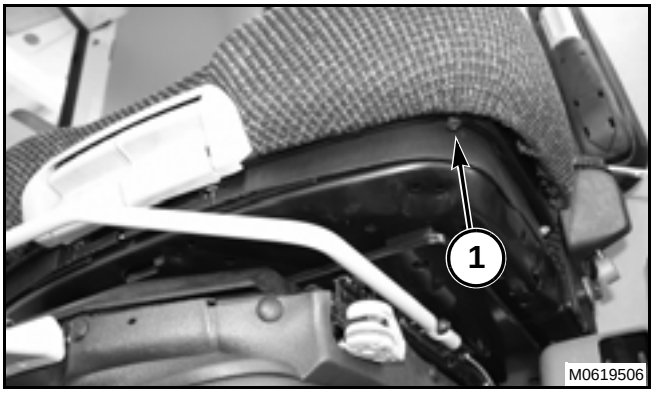


FIG. 21

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