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B. ASSEMBLY OF TRANSMISSION MAIN SHAFT F (Fig. 8)

1. Position shaft F upright with the right-hand side down and install in the following sequence.

   1. Sleeve A, needle bearing B, gear C, shifting gear D and shifter ring E (Fig. 20).

   2. Sleeve G, needle bearing H and gears I (Fig. 20).

   3. Ring A (tapered side down), sleeve B, needle bearing C and gear D (Fig. 21).

   4. Shifting gear F, shifter ring E and circlip G (Figs. 22 and 23).

2. Install the pre-assembled shaft in the gearbox and assemble in following sequence:

   1. Circlip G, ring A (with bevel side to the circlip), needle bearing B, gear C and ring D (Fig. 23).

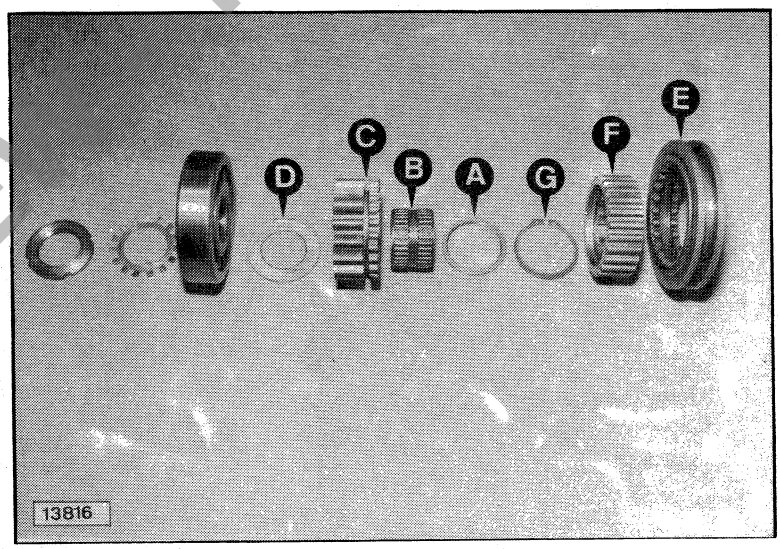


Fig. 23

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5. ASSEMBLY (WITH DIFFERENTIAL LOCK)

The assembly of the shafts is identical to what has been previously described. For the assembly of the differential lock proceed as follows:

1. Install sleeves B (Fig. 37), taking into account the given measurements.

2. Install fork C in brake housing D, slide the shaft through the fork C in the gearbox and secure with bolt A. Secure bolt A with a piece of wire (Fig. 36).

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FINAL DRIVES

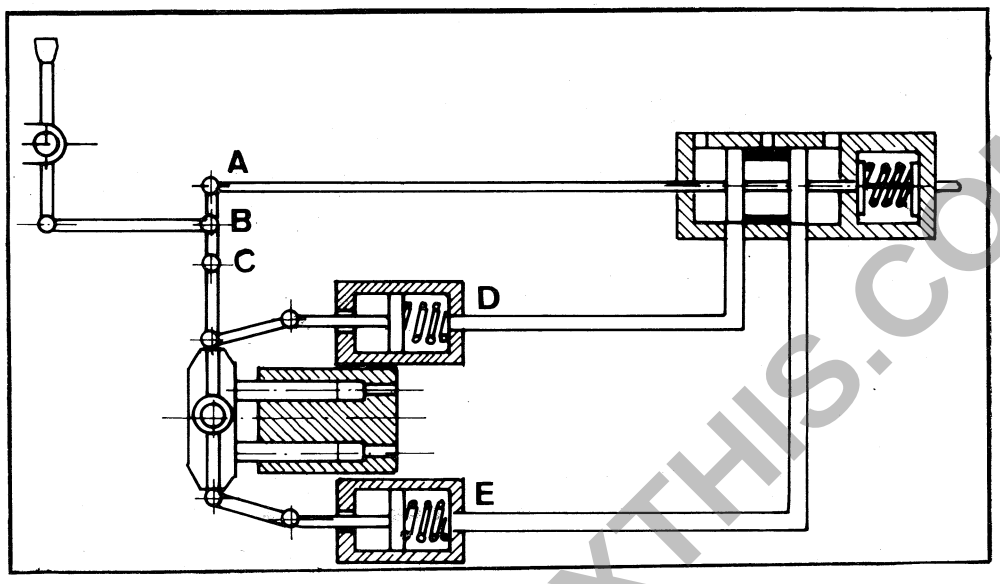
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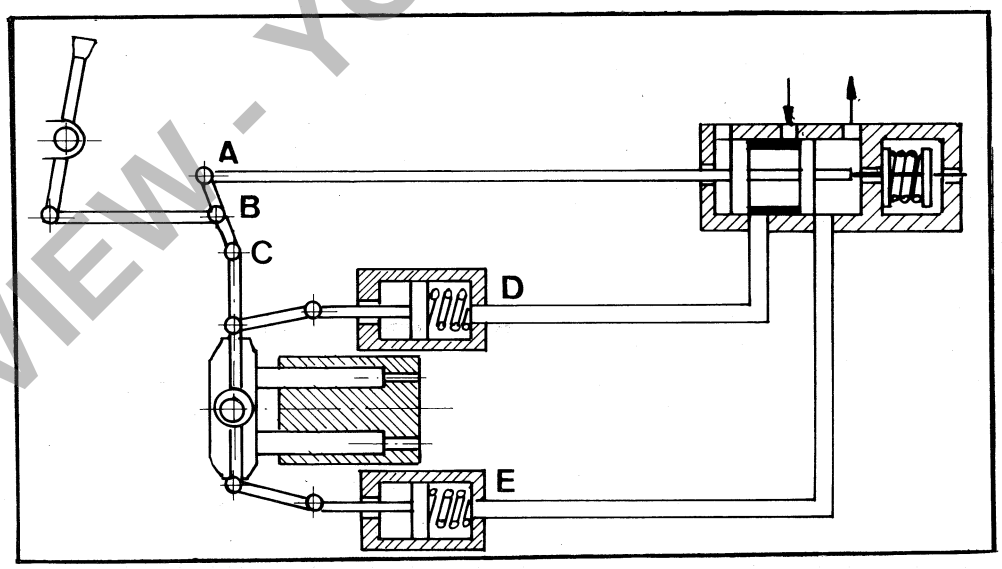
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neutral



The control lever on the steering platform being in neutral position, the control valve spool is connected at A, the control lever at B and the swash plate at C.

1st stroke



The operator moves the control lever. Point C which is connected to the swash plate is fixed. Points A and B move. Oil flows under charge pressure towards servocylinder D.

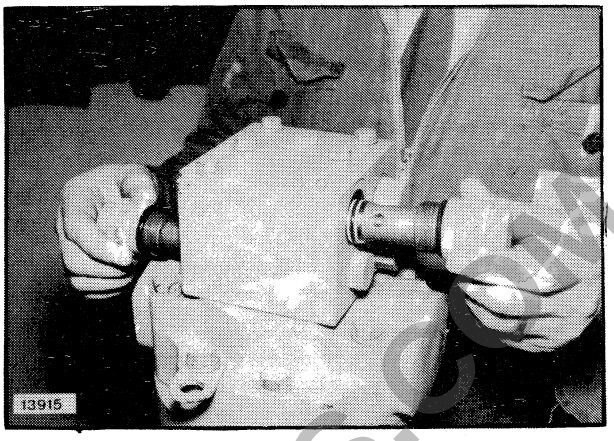
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4.7.4. CHECKING THE HIGH PRESSURE RELIEF VALVES

1. Interchange the high pressure relief valves.
2. Check the opening pressure of the valve following the marking on the head surface:

   350 for 350 bar (5000 PSI)
   385 for 385 bar (5500 PSI)
   420 for 420 bar (6000 PSI)
   450 for 450 bar (6430 PSI)

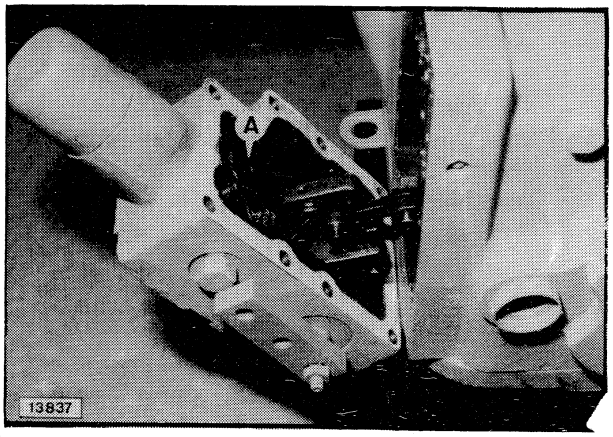
Set the drive motor at nominal speed. Install a high pressure gauge on the manifold.
Operate the pump in both directions. The pressure observed on the gauge must correspond with the pressure stated on the valve. Brake the unit in a suitable manner.





4.7.5. CHECKING THE SHUTTLE VALVE

The spool must move in the bore. Any wear, dirt or rupture means that the complete manifold must be replaced as the spool is not replaceable (refer to 4.3.2.).



4.7.6. CHECKING THE CONTROL VALVE

Remove the linkage on the control valve. Operate the lever and check the neutral position. Check whether the pump delivers oil. Remove the screws and lift the control valve from the pump body (refer to 4.2.4.). Check the control valve - swash plate linkage, bolts and Orings. Check whether the torsion spring is broken or orifice A is plugged.
Further dismantling of the control valve is not allowed.

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8.3.6.2. System disengaged

When the drive system is shut off or disengaged, the Equa-Trac II valve prevents high system pressure oil form being supplied to the wheel motors. To accomplish this, charge pressure from the return side of the hydrostatic system is directed through the valve, to close the directional control spool within the valve, blocking off oil flow to the motors.
In addition, the system pressure supply lines from the valve to the motors are opened directly to the reservoir through the valve so that any pressure in these lines is dissipated.
The lack of pressure on either side of the pistons enables the pistons (and rollers) to retract into their cylinder bores when the rollers are pushed inward by the cam lobes as the cylinder block rotates. With the rollers clear of the cam lobes, the cylinder block and wheel shaft are able to rotate in a "Free - wheeling" (NON DRIVE) manner.

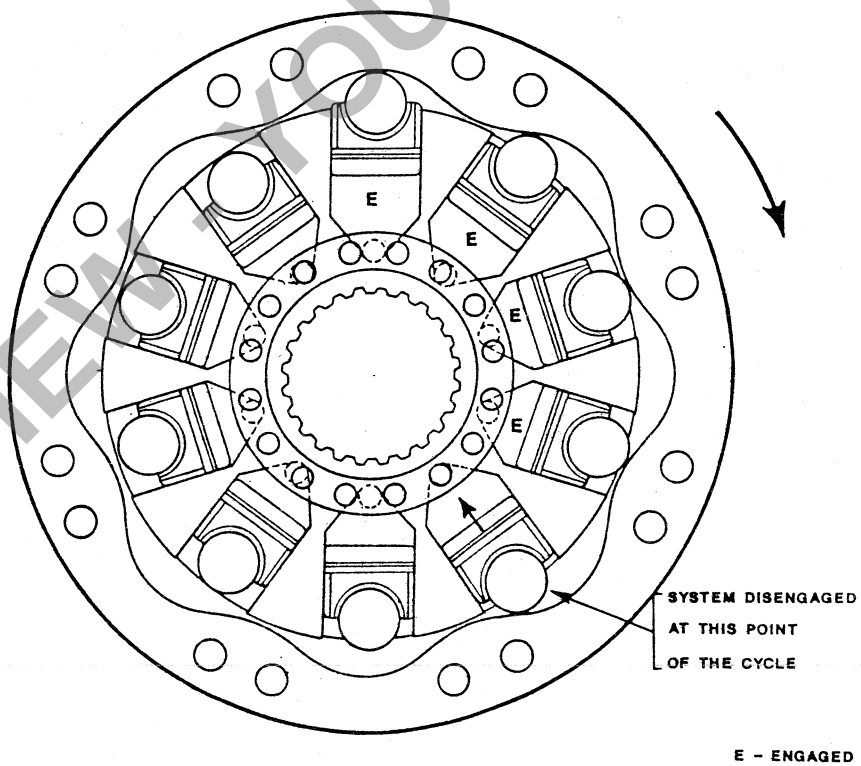


Fig. 8

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8.4.6.9. Accumulator replacement information

Refer to fig. 80.
Before ordering a replacement accumulator, record code (1) stamped on back of cover plate (2). This code is used for accumulator identification by Fluidrive, Inc.

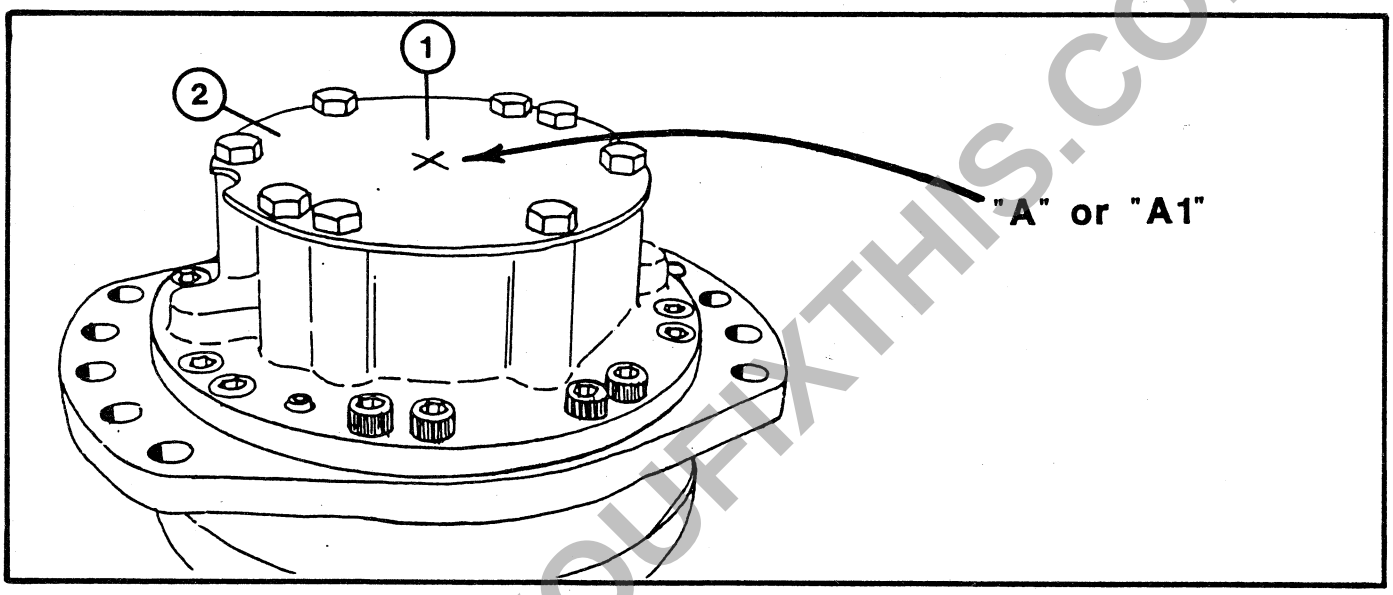


Fig. 80

8.4.6.4. Reinstalling accumulator

Refer to fig 81.
Reinstall new or original accumulator (1) onto distributor cavity (2). Lightly coat o-ring seal (3) with clean hydraulic oil and reinstall cover plate (4) onto distribution cover. Torque bolts to 120 Nm.

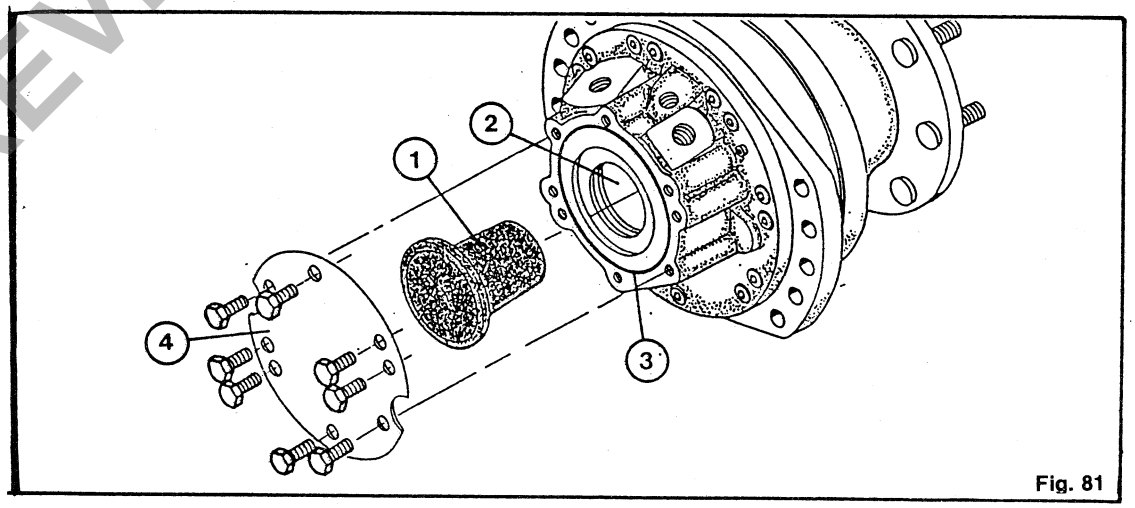


Fig. 81

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On combines, the hydrostatic motor is equipped with a relief valve which is installed on the end cap of the motor A (Fig. 34).
Two O-rings B are installed between the motor and valve C (Fig. 35).

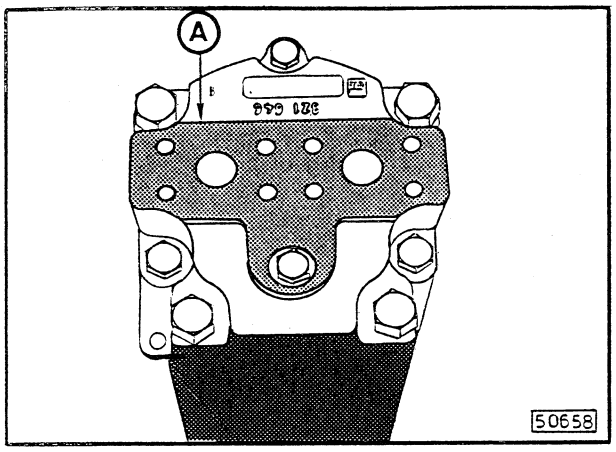


Fig. 34

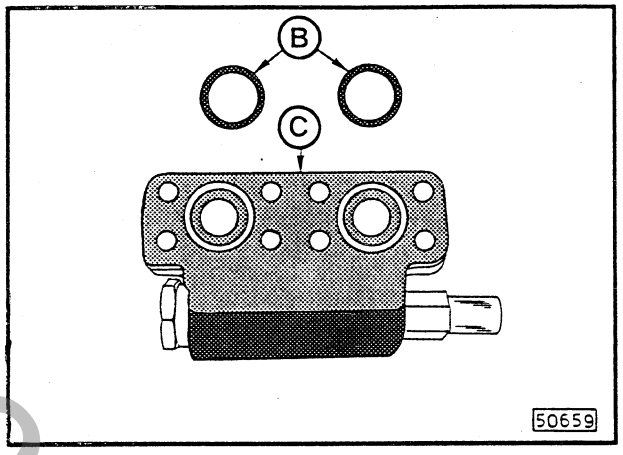
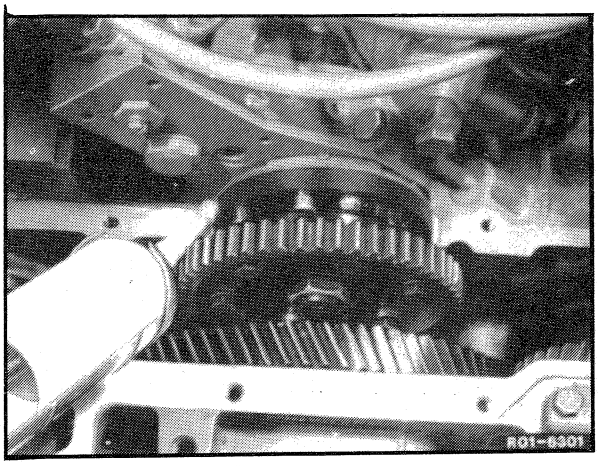


Fig. 35

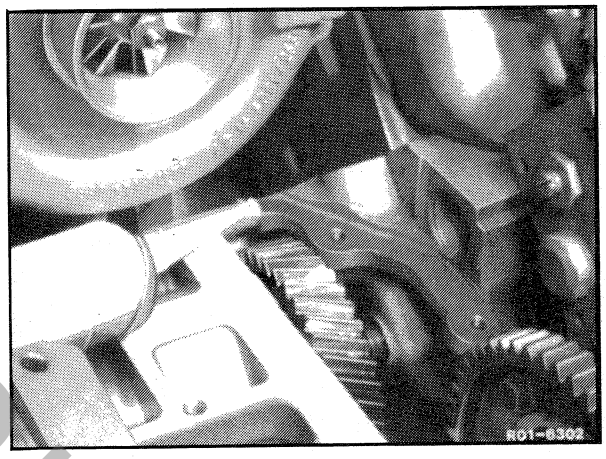
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11. Attach actuating lever to regulating lever.

12. Remove grease from both corners of mating surface of crankcase and seal of injection pump flange and seal with silicon sealing compound.



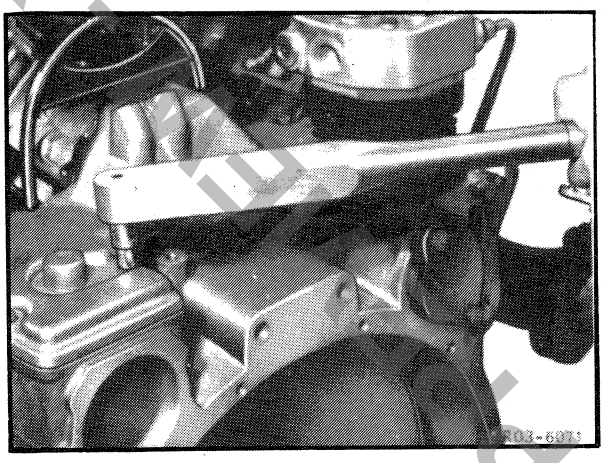
13. Seal right and left of mating surface between crankcase and timing case with silicon sealing compound.



14. Fit cover for timing case, attach assembly clamp. Screw in fastening screws and tighten with 25 Nm.

15. Remove turning device from timing case.

Note: Pour in 1,5 litres of engine oil into governor housing before putting into service.

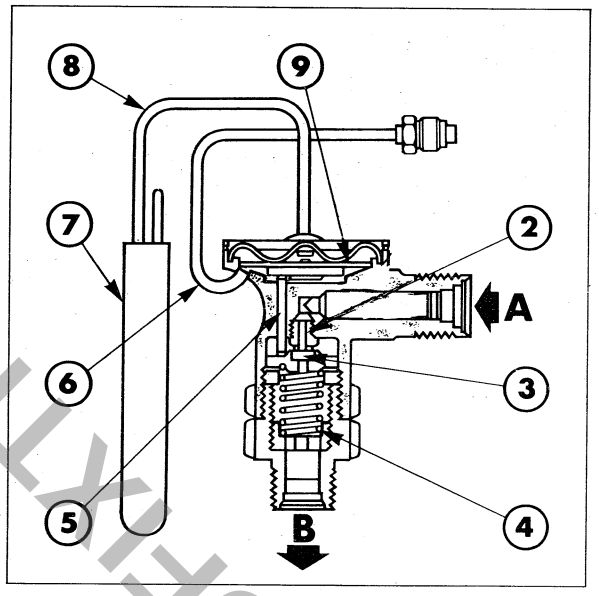


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The expansion valve

A= inlet from dehydrator and receiver
B= outlet to evaporator



- The dividing line between the high side and low side of the air conditioning system is the expansion valve

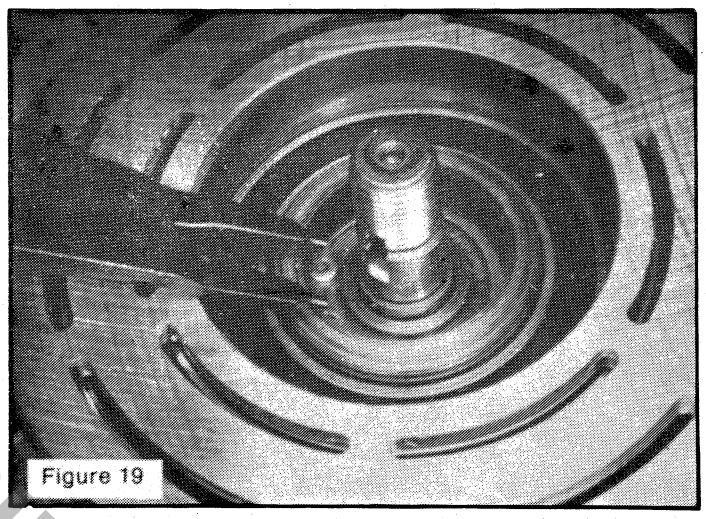
- At this point the high pressure, high temperature liquid R-12 is sprayed into the evaporator where it changes state and becomes a gas

- A sealed capillary tube (8) connected above the valve diaphragm (9) chamber contains a liquid/gas mixture. The opposite end of the capillary tube (8) is a temperature sensing coil which is attached to the outlet of the evaporator. The coil senses the temperature of the R-12 as it leaves the evaporator. The variable pressure within the capillary tube exerts pressure on the diaphragm (9). The diaphragm pushes against the operating pin (5), opening and closing the metering valve (3). This action allows the expansion valve to meter the correct amount of R-12 into the evaporator, based on the heat load within the evaporator

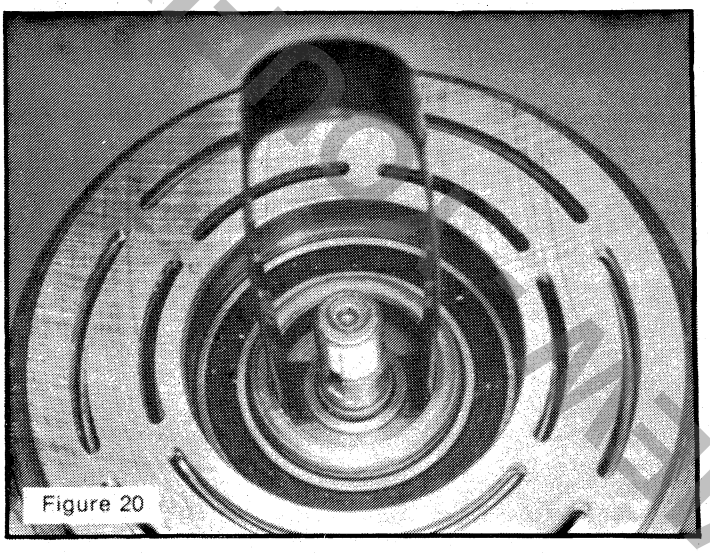
- On the other side of the diaphragm, an equalizer tube (6) is connected to the low pressure side of the system between the evaporator and compressor; the actual pressure within the low pressure side exerts pressure to close the expansion valve

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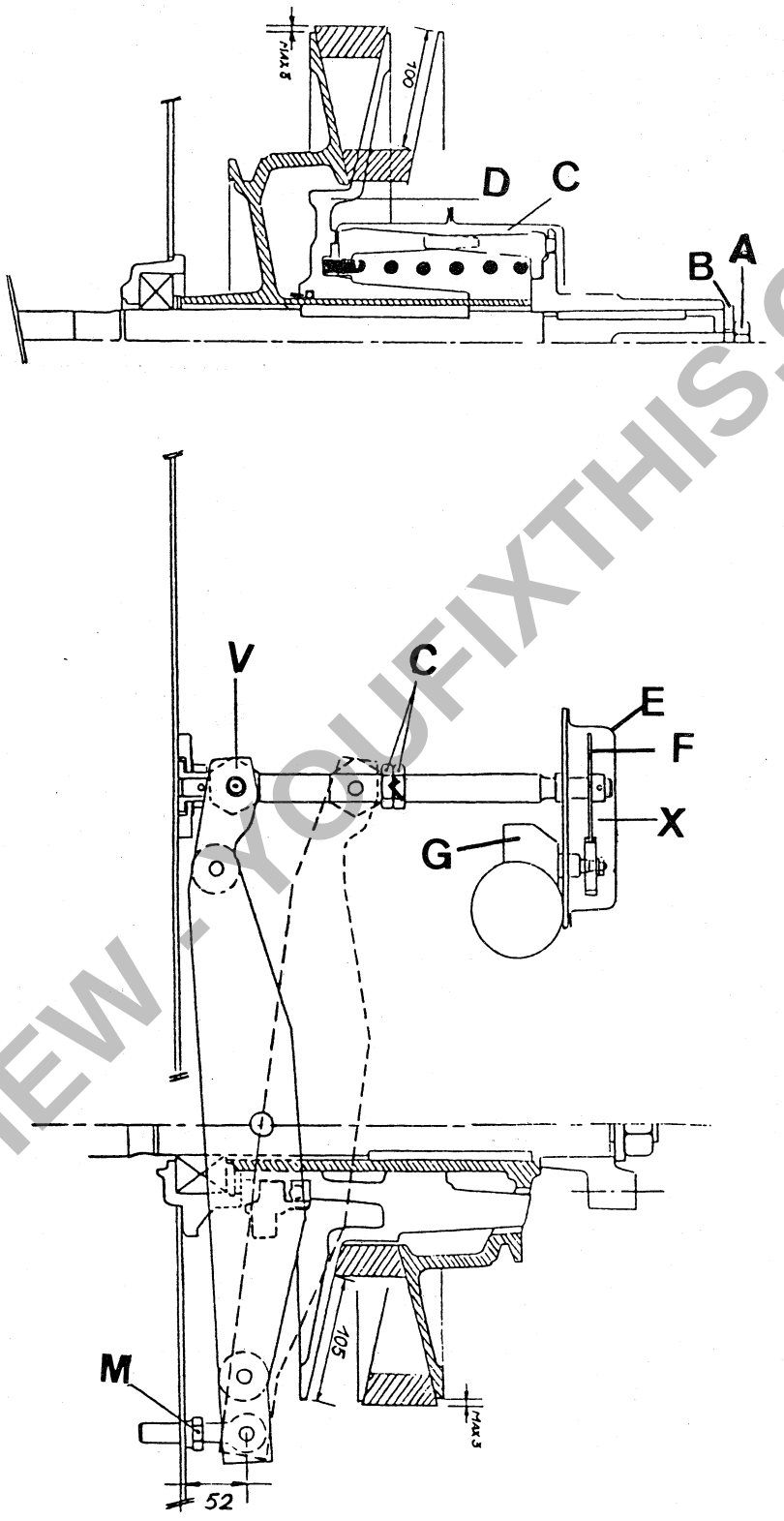

Figure 19

- Remove shaft seal seat retaining snap ring with pliers


Figure 20

- Remove the shaft seal seat, using tongs

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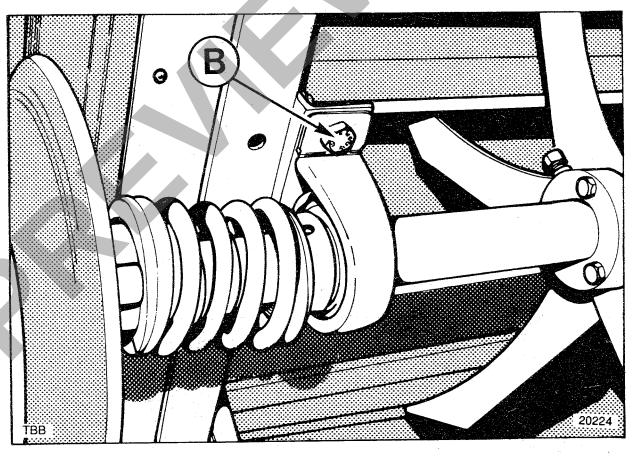
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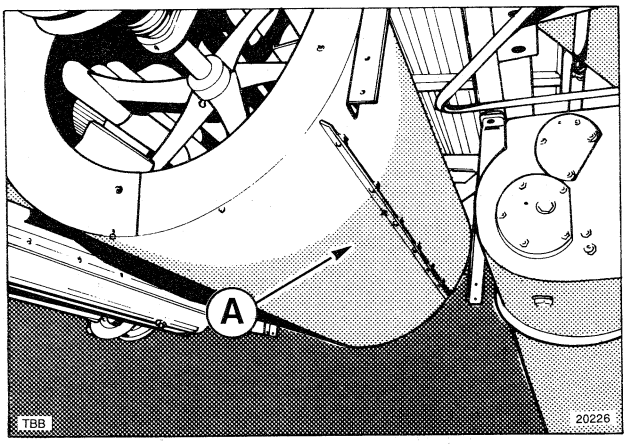
2.2. TX36 -TF46 - TX32/TX34 with fixed shaker shoe

Disassembly

On these models, the fan (= shaft, spokes and blades) as a whole can be removed out of the fan casing.

- Support the machine on blocks to ensure sufficient ground clearance.
- Remove:
  - (fan casing protection plate)
  - shieldings which gives access to the fan variator and shaft
  - variator belt (refer to chapter 28.01 - fan variator)
  - if necessary for your purposes, remove sheaves on fan shaft
- remove the bottom plate A of the fan casing
- remove two successive blades
- support the fan through the opening of the removed bottom plate
- remove the bearings at each side of the shaft by loosening bolts B
- remove the fan through the opening of the removed bottom plate
- remove bearings, spokes and blades from the shaft





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7. Adjustment of the end of stroke switches on the self-levelling cleaning shoe

Special tool: Ohm meter

- Checking of the cleaning shoe levelling:

  * remove the actuator B from the cleaning shoe by removing pin D

  * it should be possible now to move the cleaning shoe from the extreme left to the extreme right-hand side and vice-versa by hand. If not, readjust the plastic rollers E

- Adjustment of the switch position:

  * level the cleaning shoe to maximum on one side by hand

  * install a feeler gage of 2 mm or a self-made plate with the same thickness between stop bolt F and the frame

  * disconnect the electrical wire to the switch

  * adjust the end of stroke switch

    - the passing current should be interrupted (check with and Ohm meter, the resistance should be infinitely)
    - only the top of the spring of the switch interferes with the support G, fixed on the frame

  * proceed on the same way for the other side

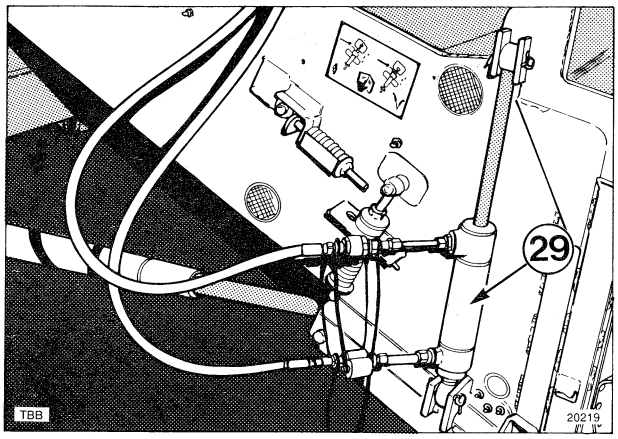
  * connect the electrical wire to the switch

  * assemble the actuator to the frame

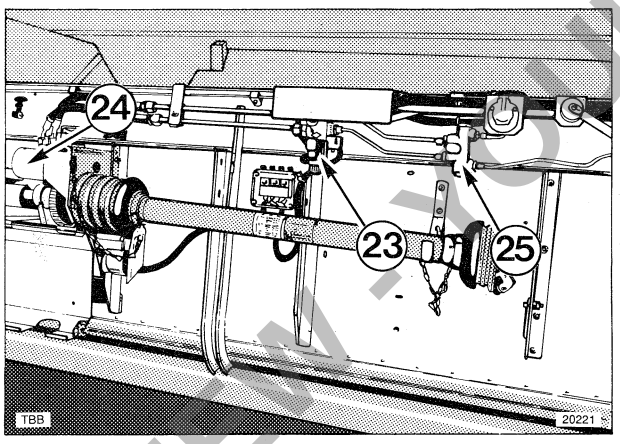
Check once more the adjustment of the switches by levelling the print, situated at the front of the fan.
The current to the actuator must be interrupted before the stop bolts touch the frame (approx. 2mm) or the slip clutch of the actuator starts working.

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29: lateral flotation adjustment cylinder



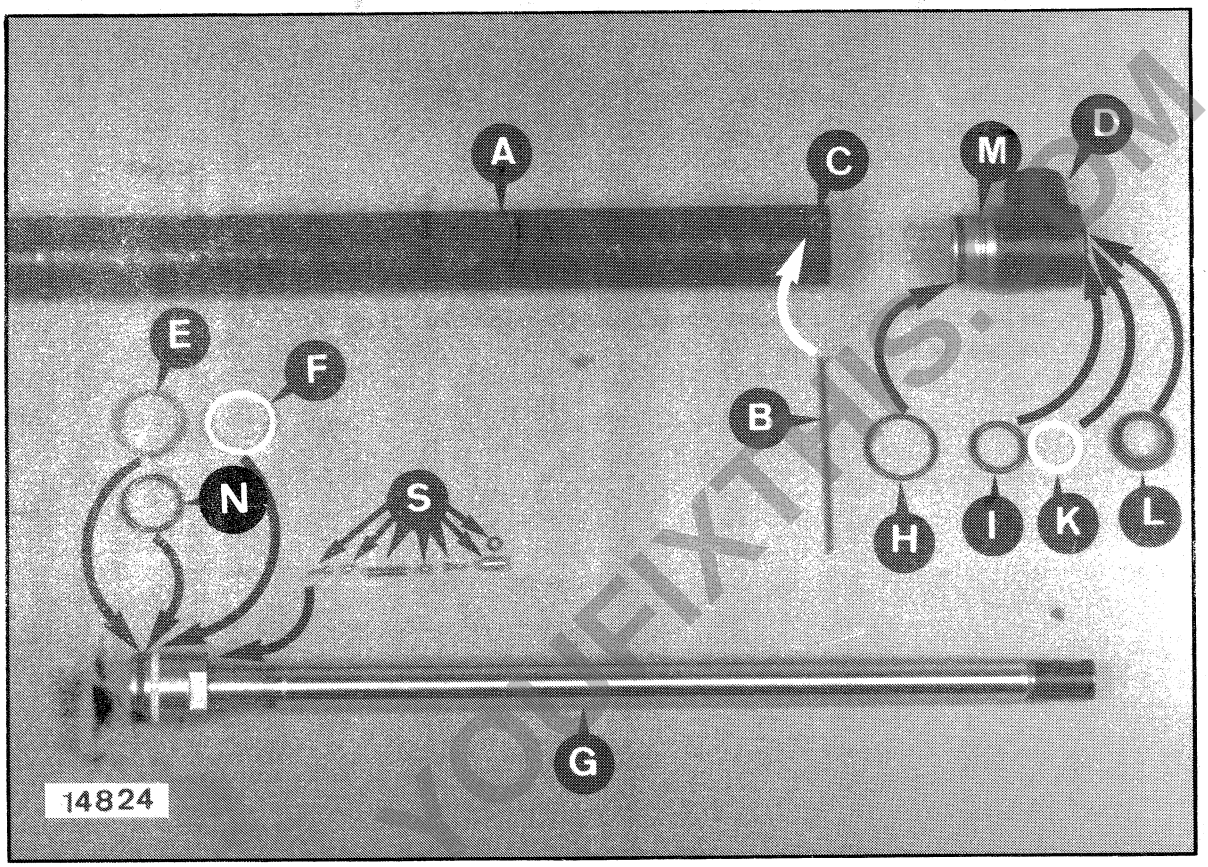
Header and straw elevator reversing mechanism

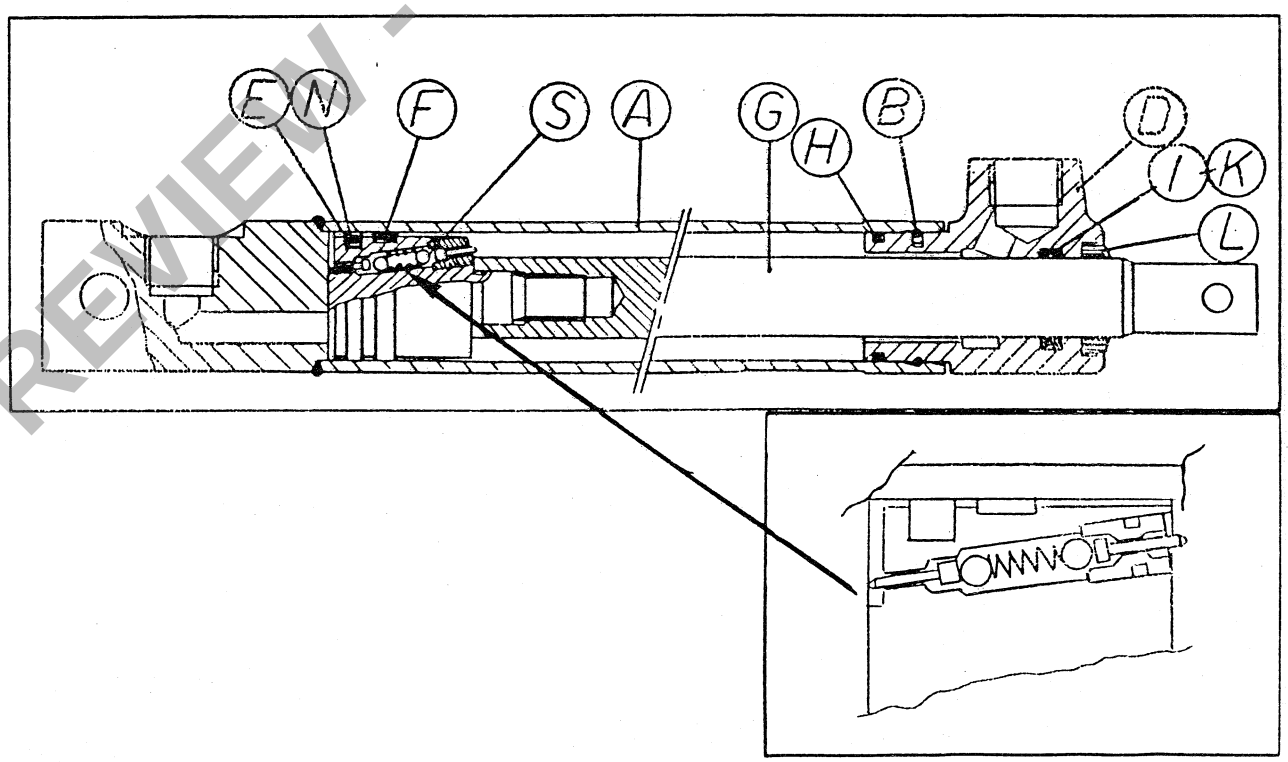
23: electro-magnetic valve
24: hydraulic motor
25: non-return valves

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d. Horizontal reel adjustment cylinder - Master (left-hand side) - old type





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11 - START OF HEADER LOWERING ↓P

1 - Straw elevator — raised position

2 - Selector switch — position ↓P

3 - C_3 and C_4 — neutral position

C_5 — actuated by the cam

4 - C_6 — position for lowering -2-

5 - Current is pased to

- C_6 and S_4 : the valve spool is in the position for lowering, resting against the stop.
- C_6 : the switch on the control lever, the selector switch, microswitch C_3.

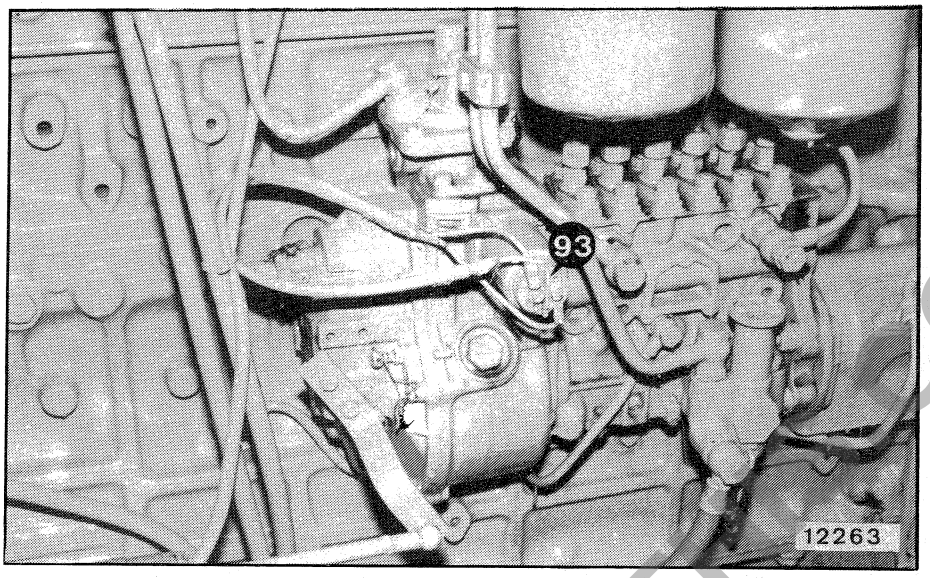
6 - The oil arrives at the triple control valve, enters through P, leaves through B and arrives at opening 4 of the electromagnetic control valve. The circuit is closed.

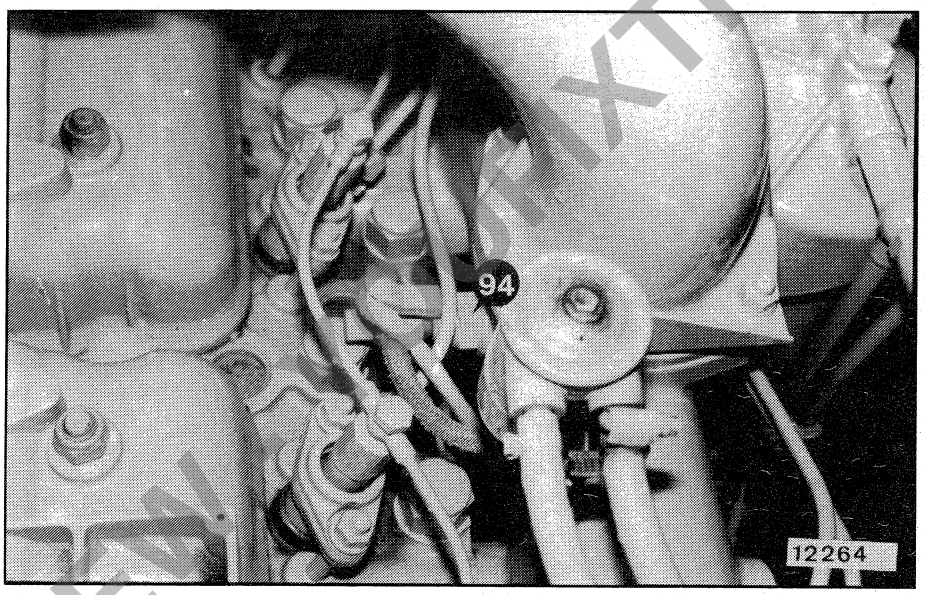
The pressure increase will cause the check valve to open. The return circuit is established through the check valve.

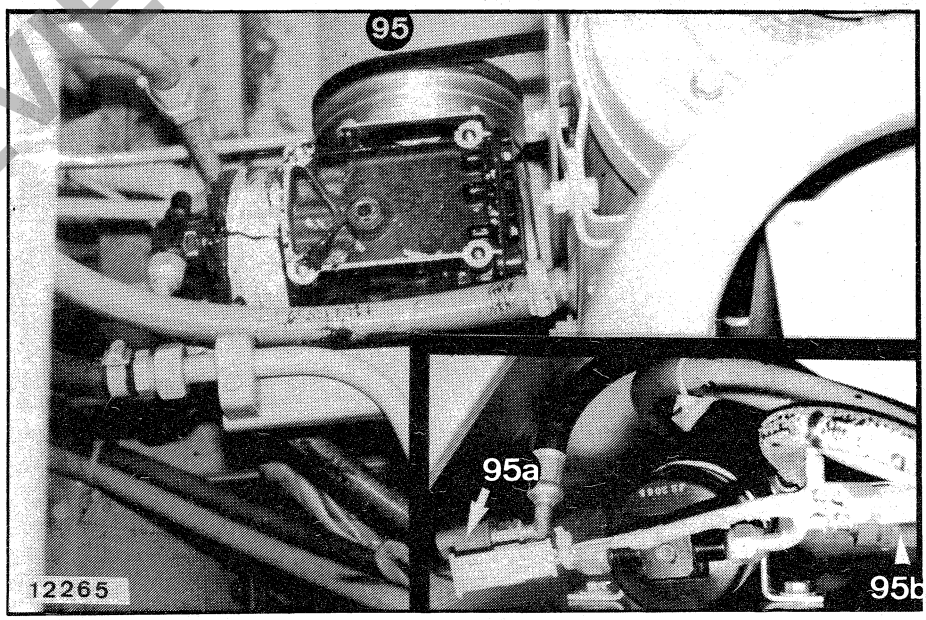
7 - Under the weight of the header, the oil is forced to the header cylinders. The oil arrives at the electromagnetic control valve, enters through opening 2, leaves through 1, flows through the check valve of the triple control valve and through the valve spool before flowing into the reservoir.

- The hydropneumatic accumulators are partially emptied.
- The header lowers.

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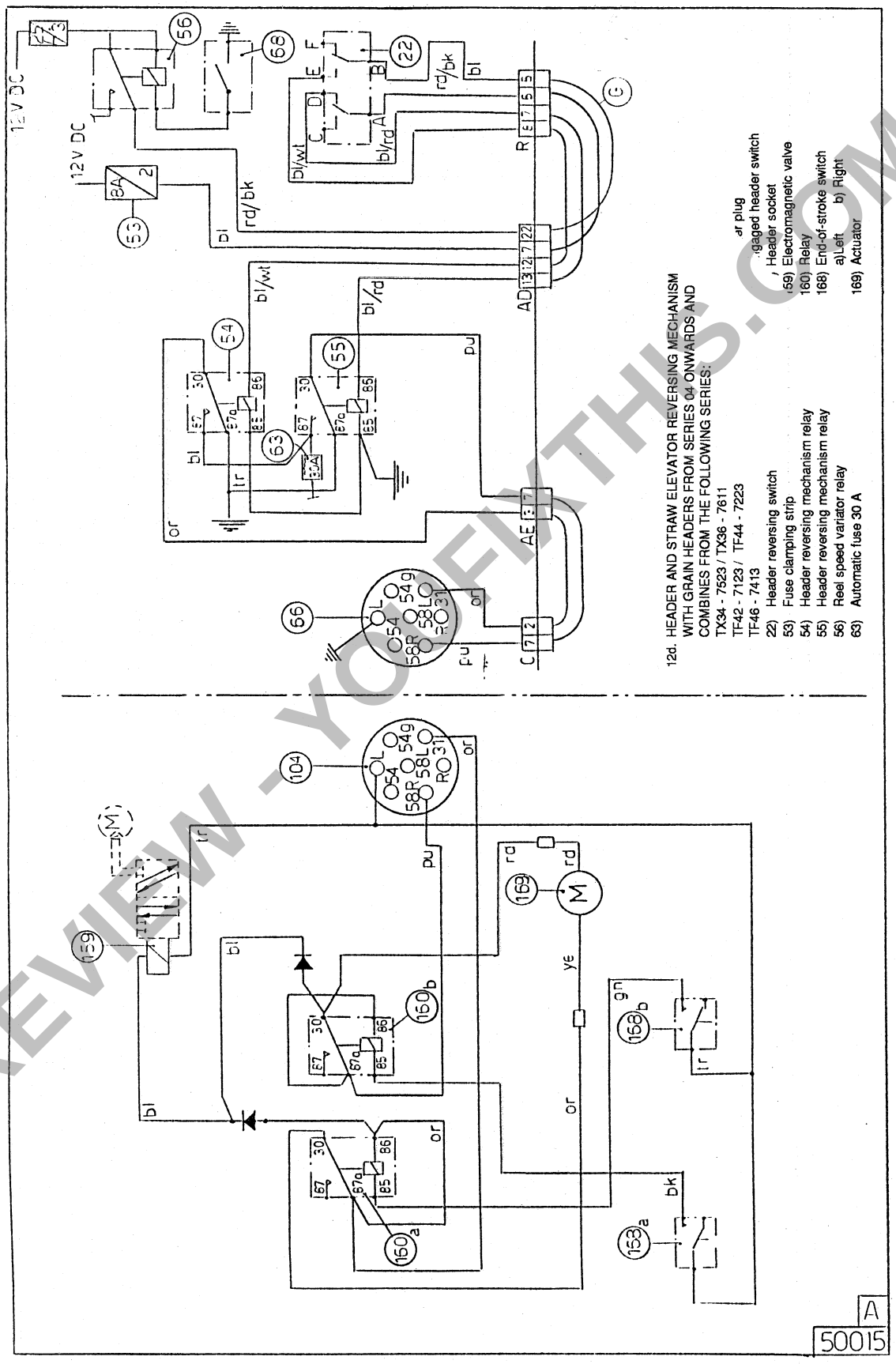






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3. Discription and test procedures of the electrical components

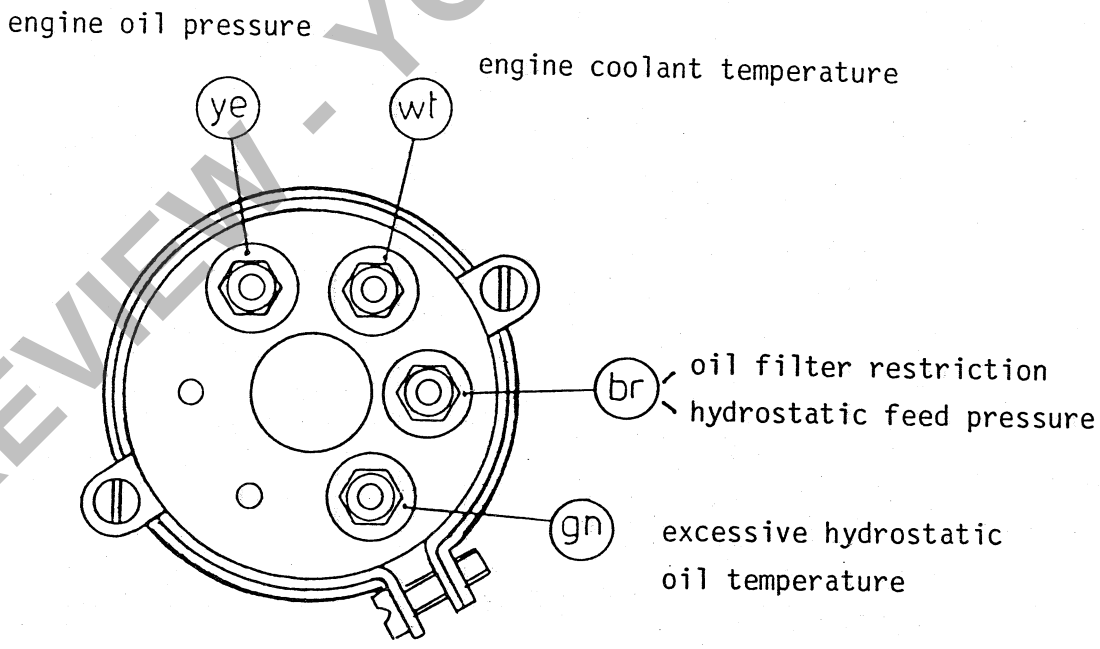
ELEMENT NUMBER : 12

DESCRIPTION : SONAL

SPECIFICATIONS : 12 V

CHECKING PROCEDURE:

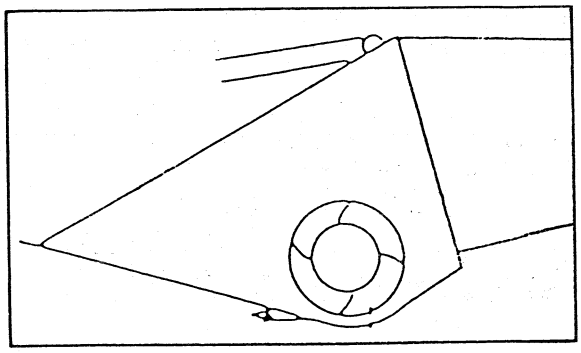
- Connect 12 V (+) wire on green ternminal
- Connect 12 V (-) wire on brown, white or yellow terminal to start the so
  sounding.



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FEED AUGER



The function of the feed auger is to move the crop from the header ends to the centre and evenly distribute it to the straw elevator.

Adjustments

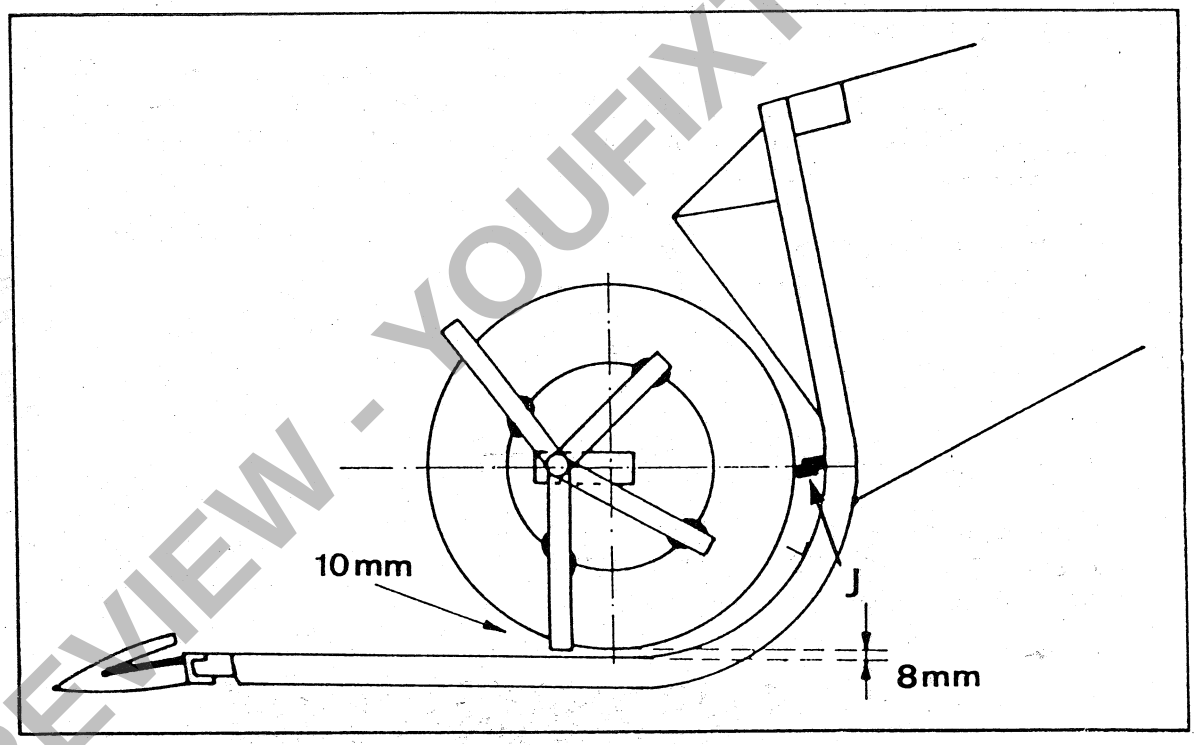


Fig. 4

Vertical adjustment

- The auger height is factory-set with a 8 mm clearance between the auger flighting and the header floor and a 10 mm clearance between the auger tines and the header floor.
  This is by experience a good setting for most conditions.

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ELECTRICAL EQUIPMENT
(N. AMERICA)

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21. DIGITAL INSTRUMENT

12) Sonal
17) Performance monitor
18) Digital instrument
19) Engine control instrument
41) LH front parking light
50) LH rear light
53) Fuse clamping strip
58) Lighting relay
72) Ground speed sensor in gearbox
75) Drum speed sensor
77) Fan speed sensor
138) Connector above traction gearbox

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