

Model 7000/8000 Grain Header Workshop Service Manual

MASSEY FERGUSON®
Model 7000/8000 Grain Header
79023023 A Rev.
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GENERAL INFORMATION

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GENERAL INFORMATION

Safety

FIG. 1: This is the safety alert symbol. **ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!** Look for it, both in this manual and on safety decals on the combine and header.

The safety alert symbol will direct your attention to information that involves your safety.

Hazard control and accident prevention are dependent upon the awareness, concern, and prudence of personnel involved in the operation, transport, maintenance, use, and storage of equipment.



CAUTION: Shields have been removed in some photos for clarification. DO NOT OPERATE HEADER UNLESS ALL SHIELDS ARE IN PLACE.



FIG. 1

FIG. 2: Read this section of your Service Manual, the operator's manual for combine and all attachments when necessary.

Make certain you understand the header controls before attempting to operate the header.

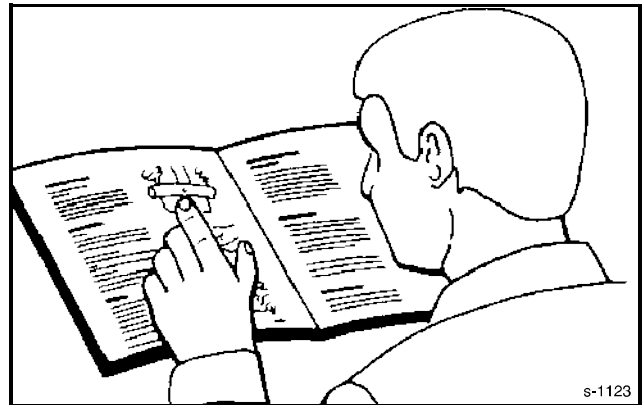


FIG. 2

GENERAL INFORMATION

Signal Words

FIG. 3: The words **DANGER**, **WARNING**, or **CAUTION** are used with the safety alert symbol. Learn to recognize these safety alerts, and follow the recommended precautions and safe practices.



DANGER: Indicates an imminently hazardous situation that, if not avoided, will result in death or very serious injury.



WARNING: Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury.



CAUTION: Indicates a potentially hazardous situation that, if not avoided, may result in minor injury.



FIG. 3

Replace any **DANGER**, **WARNING**, **CAUTION**, or instructional decal that is not readable or is missing. The location and part number of these decals is identified later in this section of the manual.

***IMPORTANT:** The word **IMPORTANT** is used to identify special instructions or procedures which, if not strictly observed could result in damage to, or destruction of the machine, process or its surroundings.*

***NOTE:** The word **NOTE** is used to indicate points of particular interest for more efficient and convenient repair or operation.*

The Right Hand and Left Hand side is determined by facing in the direction of forward travel.

IT IS TOO LATE TO REMEMBER WHAT SHOULD HAVE BEEN DONE AFTER THE ACCIDENT HAS HAPPENED.

GENERAL INFORMATION

- **READ** the Operator's Manuals carefully to acquaint yourself with the header and combine. Operating unfamiliar equipment can cause accidents.
- **ALWAYS** shift transmission to neutral, stop engine, set brake and remove start key before leaving the operator's station, or before permitting anyone to inspect, clean, lubricate, adjust or repair any part of the combine or its attachments, unless otherwise specifically recommended in the Service Manual or Operator's Manual.
- **NEVER** permit anyone to work under the header or feeder housing or between the header and combine **UNLESS** the lift ram stop is fully engaged on the lift ram, the engine is stopped, the brake is set, the key is removed from the start switch, and the header is latched securely to the feeder housing.
- **NEVER** permit the operator or another person to engage or disengage the lift ram stop **UNLESS** the combine engine is stopped, the brake is set, and the key is removed from the start switch while that person is between the header and the combine or under the feeder housing to move the lift ram stop.
- **NEVER** permit anyone to get under the reel **UNLESS BOTH RIGHT HAND and LEFT HAND** reel lift ram stops are fully engaged over the lift ram rods and against the ends of the lift ram barrels, the combine engine is stopped, the brake is set and the start key is removed.
- **BE SURE** that everyone is clear of the combine before starting the engine and mechanism or its attachments.
- **ALWAYS** be sure that all shields, guards and access doors are in place when header is in operation.
- **DO NOT** try to clean, adjust, or service the header while the header or combine is running.
- **KEEP** all belts and chains in alignment and at the proper tension.
- **NEVER** turn the header conveyor or drives unless **ALL** parts of the body and articles of clothing are well clear of the sickle, chains, gears, and other moving parts.
- **FOR YOUR SAFETY** and the safety of others, **SAFETY AND OPERATIONAL DECALS** that become damaged, faded, or come off should be replaced immediately.
- **REMEMBER** that safe operation is no accident.
- **ALWAYS** lower the Grain Head to the ground, or block, or lock it up securely before disconnecting or servicing any part of the hydraulic system.
- **ALWAYS** keep the drives, moving parts, and shields clean of chaff and straw buildup to reduce the possibility of fire.
- Before attaching, adjusting or working on the drive line, disengage the header drive, lower header to the ground, stop engine, remove starter key and set the parking brake.
- Before engaging the header drive, carefully drive and lower the header to check the clearance, drive line shaft slide range, and articulation.
- Ensure that all drive lines have the correct guards and they are in good operating condition.
- Never use the drive line as a step.
- Never wear loose fitting clothing and keep at least your height in distance away from a rotating drive line.

GENERAL INFORMATION

Road and Highway Operation

FIG. 4: COMPLY with your state and local **LAWS and REGULATIONS** governing highway safety when moving machinery on a highway.

- **ALWAYS** travel at a reasonable speed for road or field conditions. Whenever possible, avoid traveling near ditches, embankments and holes. Reduce speed when turning, crossing slopes, and on rough, slick or muddy surfaces.
- **AVOID** transporting combine on the road with grain in the tank. Extra caution and slower speeds need to be used if combine must be transported with grain in the tank.
- **ALWAYS** reduce speed **GRADUALLY** to maintain adequate weight for stability on the rear (steering) wheels whenever:
 - a. Slowing **ENGINE** speed.
 - b. Slowing **HYDRO-TRACTION** drive.
 - c. Applying **BRAKES**.
- **BRAKES** must be locked together during road travel. **NEVER** apply turning assist individual wheel brakes during road or highway operation.
- **TOWING** of combine is **NOT** recommended! But if it must be towed, refer to Combine Operator's Manual for proper towing procedures.
- **ROTATE** the header extremity lights so that the lights are to the outside position of header when traveling on a highway. **USE SMV** (slow moving vehicles) emblem on the combine and flashing warning lights when operating the combine on a highway, unless prohibited by law.
- **CHECK** clearance **CAREFULLY** before driving the combine and header under electric lines, over bridges, or other obstructions along the highway.

Safety Lights and Reflectors



CAUTION: The following warning signs, lights, and reflectors are placed at strategic positions on the header to provide the operator with a continual reminder of proper operating practices. If they become damaged or lost, replace them immediately. The part number and location on the header is listed under each decal.

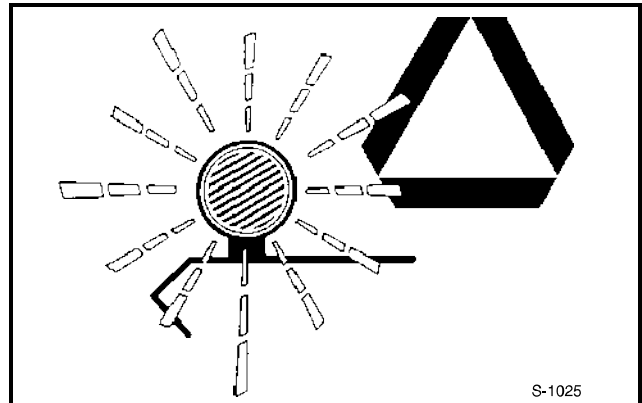


FIG. 4

GENERAL INFORMATION

FIG. 5: Common For All Headers: Reflective tape (1) Red and (2) Orange locations on Left Hand back header panel.

A - 230 mm (9.06 in.) from top of truss down.

B - 30 mm (1.18 in.) from Left Hand end of truss.

Header Light (3) Front and Rear Lens are Amber.

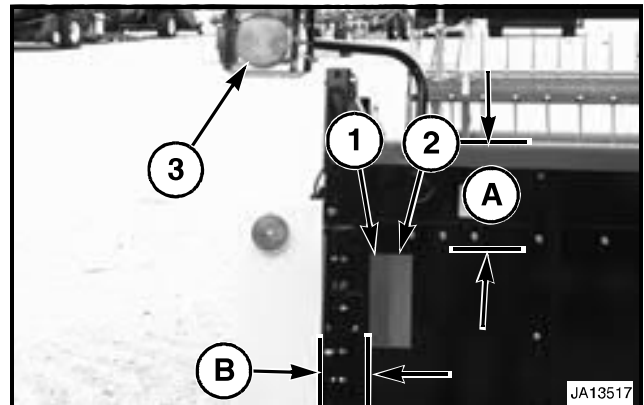


FIG. 5

FIG. 6: Thirty Foot Headers Only: Reflective tape (1) Red and (2) Orange locations on Left Hand side, back of truss assembly.

A - 1958 mm (77 in.) from top truss center weld seam.

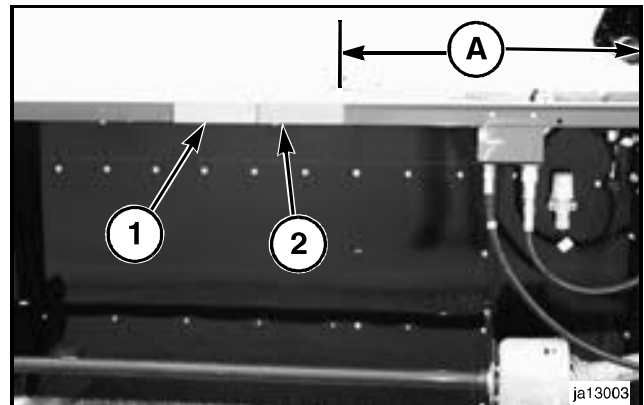


FIG. 6

FIG. 7: Common For All Headers: Reflective tape (1) Red and (2) Orange locations on Right Hand side, back of truss assembly.

A - 180 mm (7 in.) from Right Hand end of truss.

Header Light (3) Front and Rear Lens are Amber.

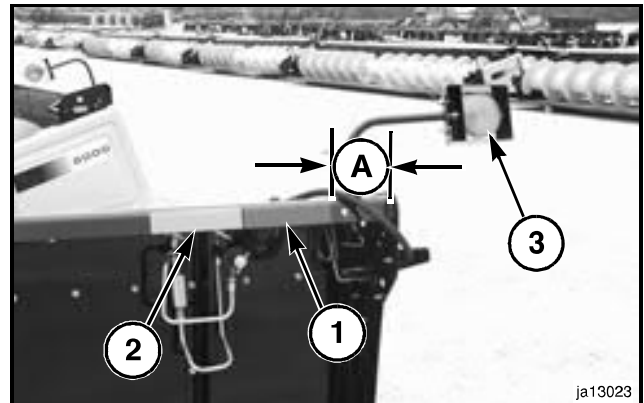


FIG. 7

FIG. 8: Thirty Foot Headers Only: Reflective tape (1) Red and (2) Orange locations on Right Hand side, back of truss assembly.

A - 1958 mm (77 in.) from top truss center weld seam.

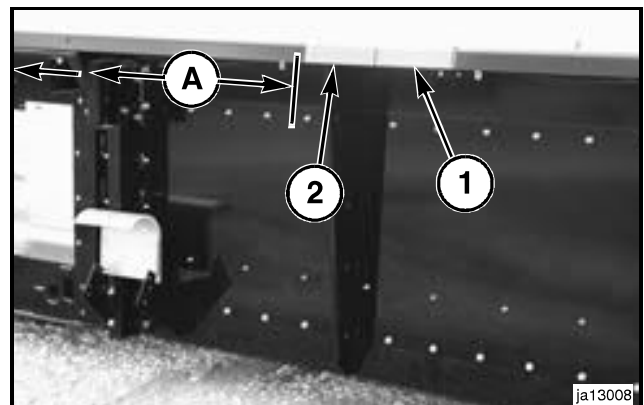


FIG. 8

GENERAL INFORMATION

FIG. 9: Common For All Headers: Reflective tape (1) Yellow location on front of Right Hand reel drive shield.

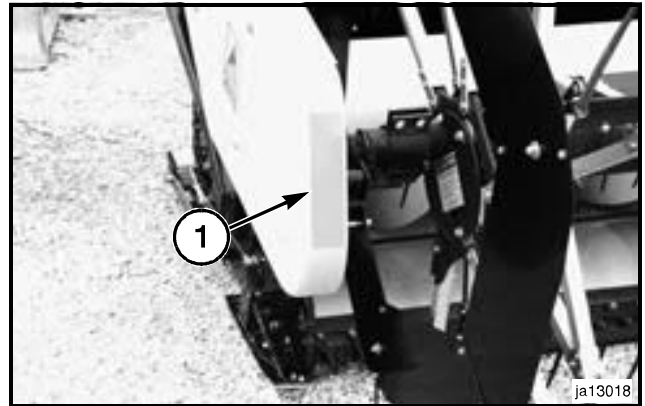


FIG. 9

FIG. 10: Common For All Headers: Reflective tape (1) Yellow location on front of Left Hand reel mounting bracket.

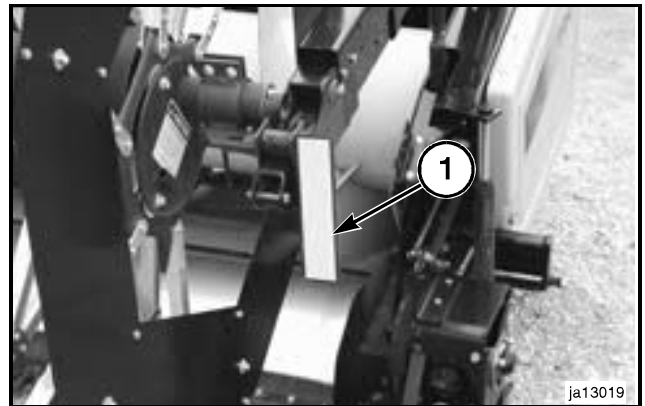


FIG. 10

GENERAL INFORMATION

Safety Signs

FIGS. 11–12–13: Number 71306292 danger decal (1) used (one each side) on Right Hand and Left Hand sides of header on the side of the reel support arms.

Number 72503345 warning decal (2) used on **Rigid Head** wobble box shield.

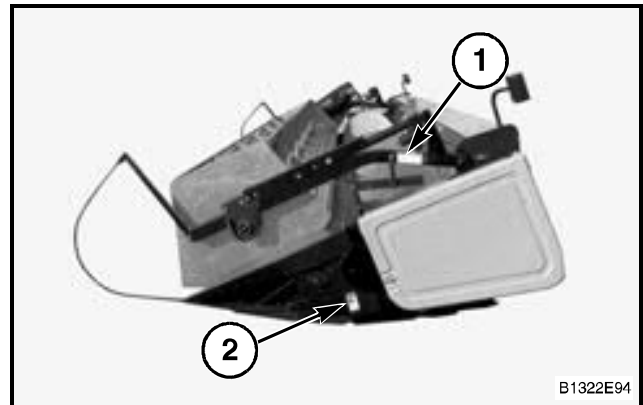


FIG. 11

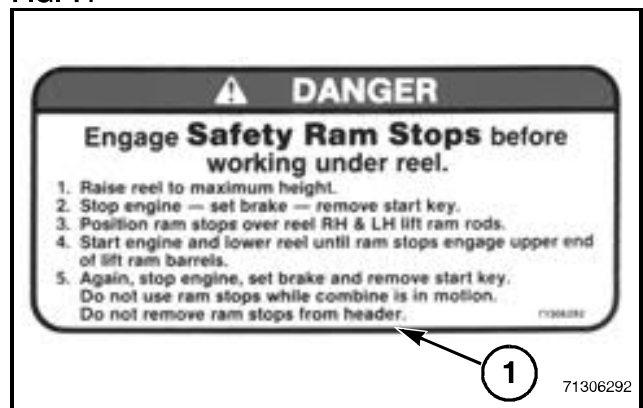


FIG. 12



FIG. 13

GENERAL INFORMATION

FIGS. 14–15–16: Number 71359140 danger decal (1) attached to Outer Shield Drive Line.

Number 71359119 danger decal (2) attached to outer driveline (under shield).

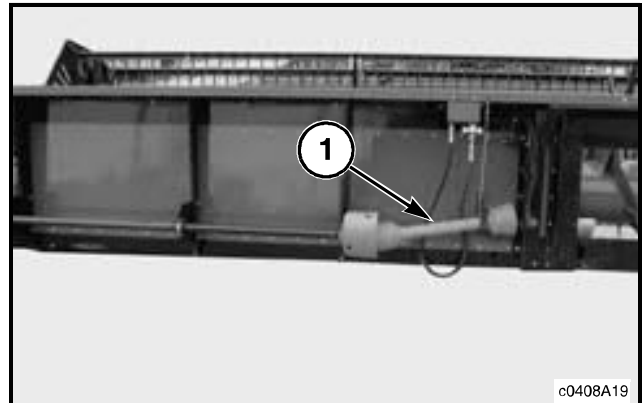


FIG. 14

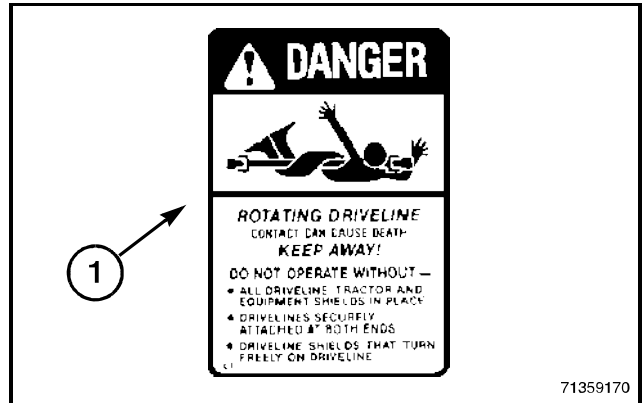


FIG. 15

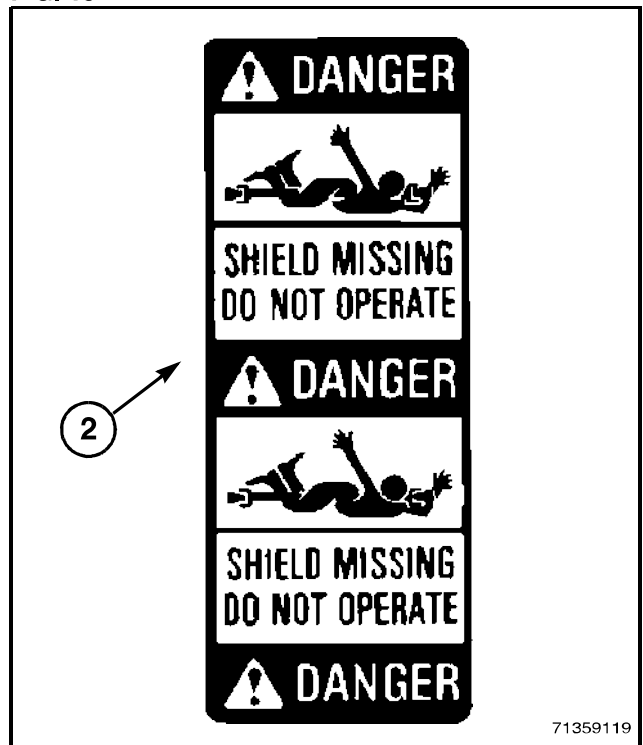


FIG. 16

GENERAL INFORMATION

FIGS. 17–18: Flex Cutter Bar Header: Two number 71350360 danger decals (1) are used. One on the Right Hand end of header to the rear of the conveyor bearing and one decal (1) used under drive shield on Left Hand end of header.

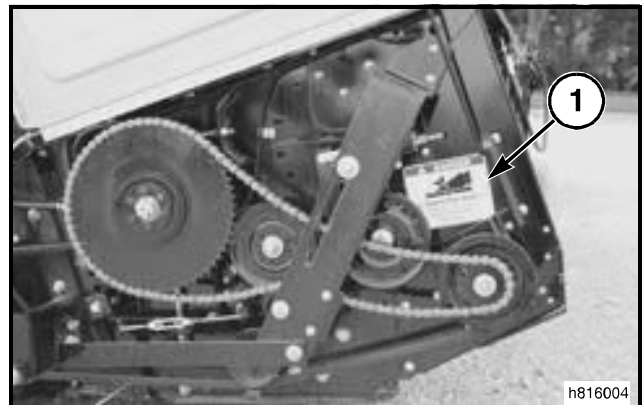


FIG. 17

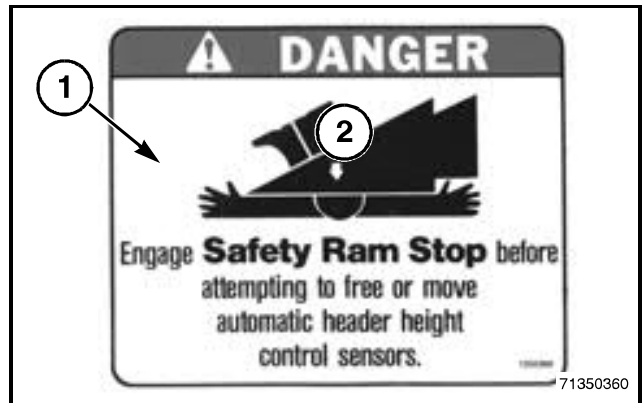


FIG. 18

Header Lift Cylinder Stop

FIG. 19: Disengage Lift Ram Stop: A stop (1) is located on the Left Hand header lift cylinder on the combine. Photo of lift cylinder stop (1) in disengaged position.



DANGER: NEVER permit anyone to work under the header or feeder housing or between the header and combine UNLESS the header lift cylinder stop is fully engaged on the lift ram, the engine is stopped, the brake is set, the key is removed from the start switch, and the header is latched securely to the feeder housing.

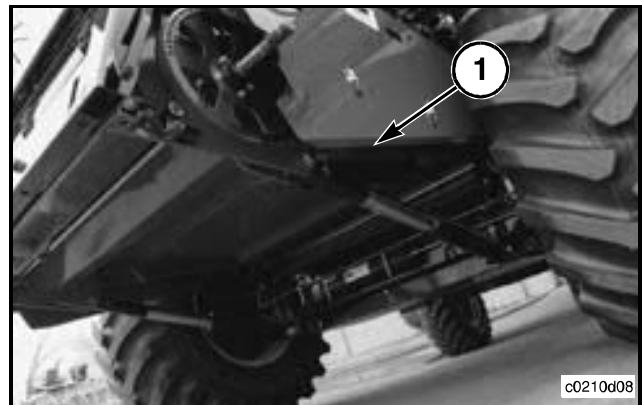


FIG. 19

FIG. 20: Engage Lift Ram Stop: Header lift cylinder stop (1) in engaged position.

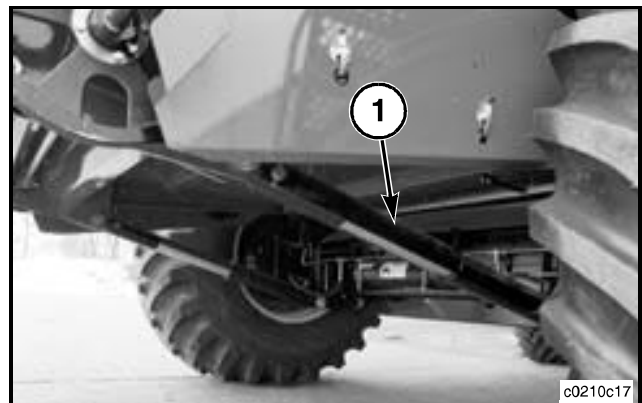


FIG. 20

GENERAL INFORMATION

Reel Lift Ram Stops

FIG. 21: Engage Lift Ram Stops: Position header on the ground. Raise reel to maximum height, stop engine, set brake and remove start key.

Release Left Hand and Right Hand stops (1) from the carrying strap (2). Swing them forward until the retaining springs snap around the cylinder rods.

Start engine and lower reel lift rams until stops are supported on the upper ends of reel lift ram barrels.



DANGER: To prevent possible serious personal injury from sudden lowering of the reel, NEVER permit anyone to get under the reel UNLESS BOTH RIGHT HAND and LEFT HAND reel lift ram stops are fully engaged over the lift ram and against the ends of the lift ram barrels, the engine is stopped, the brake is set, the key is removed from the start switch.

FIG. 22: Disengage Lift Ram Stop: Position header on the ground. Raise reel to maximum height, stop engine, set brake and remove start key.

Return stops (1) to the carrying strap (2).

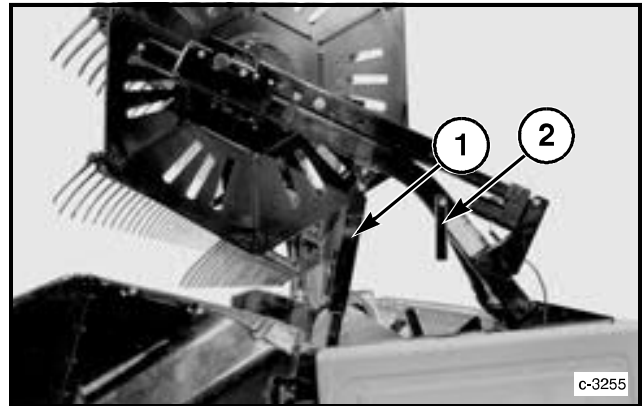


FIG. 21

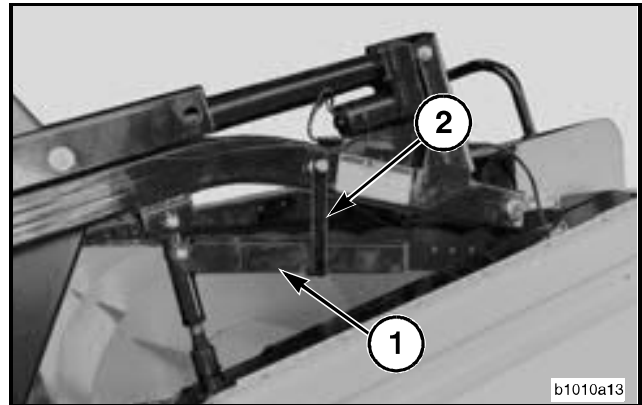


FIG. 22

Shields

When using the rigid or flex cutter bar header, always observe the following safety precautions:



CAUTION: Do NOT operate unless all shields are in place.



WARNING: Do NOT leave the operator's platform UNLESS the brake is set, the engine is stopped and the key is removed.



DANGER: NEVER permit anyone to examine, clean, lubricate or adjust any part of the flex cutterbar, the header automatic lift, the reel or the header itself UNLESS:

The header is lowered until the header is resting on the ground, the reel lift rams are either fully retracted or have the reel lift ram stops properly engaged over the ram rods of the Right Hand and Left Hand reel lift rams, the combine engine is stopped, the brake is set and the key is removed from the start switch.

OR

The header is raised, the ram stop is fully engaged on the header lift ram, the reel lift arms are either fully retracted or have the reel lift ram stops properly engaged over the ram rods of the Right Hand and Left Hand reel lift rams, the engine is stopped, the brake is set and the key is removed from the start switch.



DANGER: When operating in muddy conditions or where trash may occur, the finger sensors may become jammed in the raised position and not permit the header to drop in automatic operation.

When this or any malfunction occurs, DO NOT ATTEMPT TO FREE OR MOVE THE FINGERS UNLESS THE HEADER LIFT CYLINDER STOP IS ENGAGED AS INSTRUCTED ON THE DANGER DECAL FOR THE LIFT CYLINDER STOP. TO DO SO CAN CAUSE THE HEADER TO DROP SUDDENLY AND CAUSE SERIOUS INJURY.

FIG. 23: Rigid Header: Left Hand rigid cutter bar shield (1) shown in closed position.

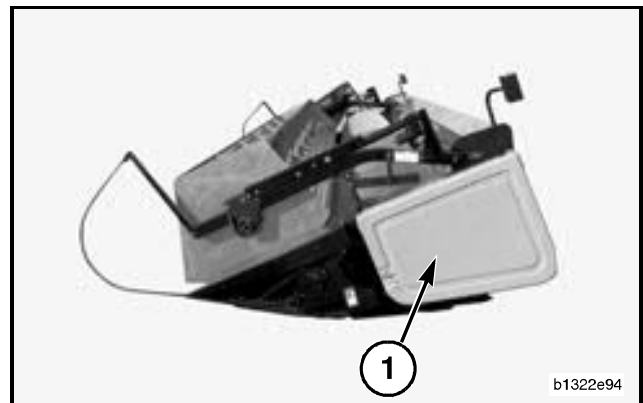


FIG. 23

Thank you very much for your reading. Please Click Here. Then Get COMPLETE MANUAL. NO WAITING



NOTE:

If there is no response to click on the link above, please download the PDF document first and then click on it.

GENERAL INFORMATION

FIG. 24: Rigid and Flex Headers: To raise Left Hand shield (1), remove klik pin from post (2), release T-handle from keeper (3) and raise shield, then engage prop rod in bracket (4) slot.

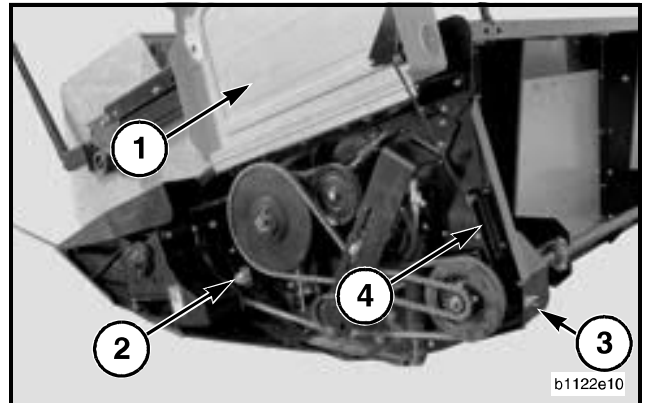


FIG. 24

FIG. 25: Flex Header: Left Hand flex cutter bar shields (1) and (2) shown in closed position.

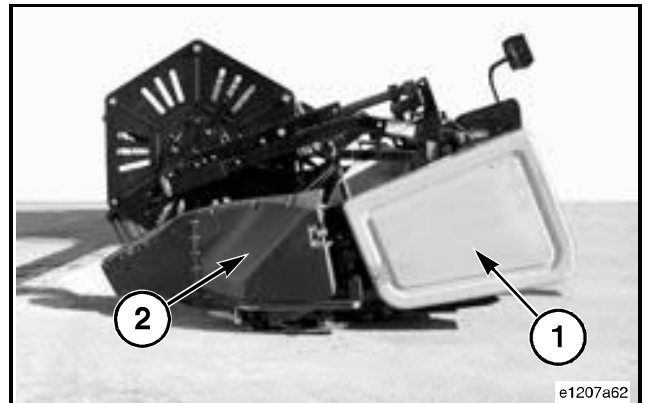


FIG. 25

FIG. 26: On Flex Headers, to open wobble box shield (1), release T-handle from keeper (2) and swing shield forward.

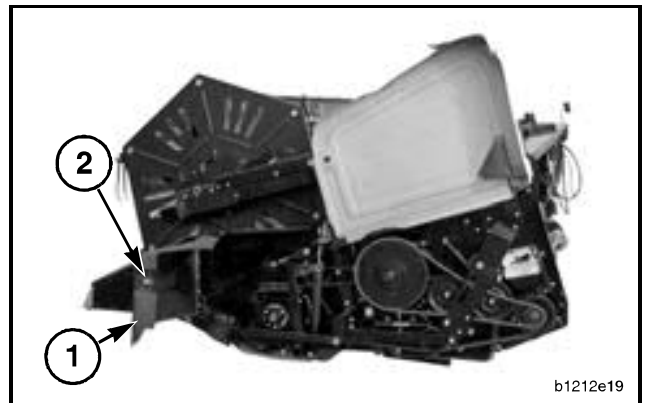


FIG. 26

GENERAL INFORMATION

FIGS. 27–28: Rigid and Flex cutter bar Right Hand reel drive shield (1) can only be removed by unbolting shield from mounting brackets on all models.

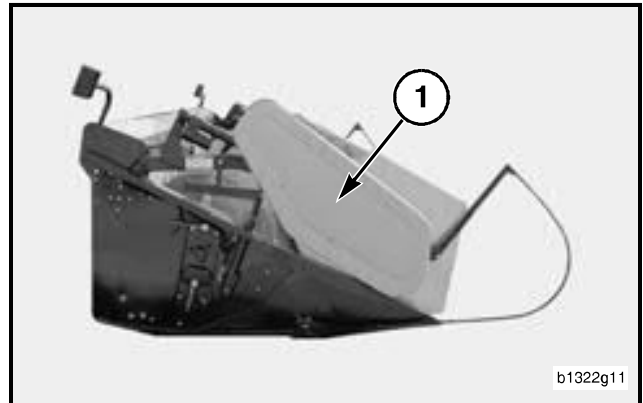


FIG. 27

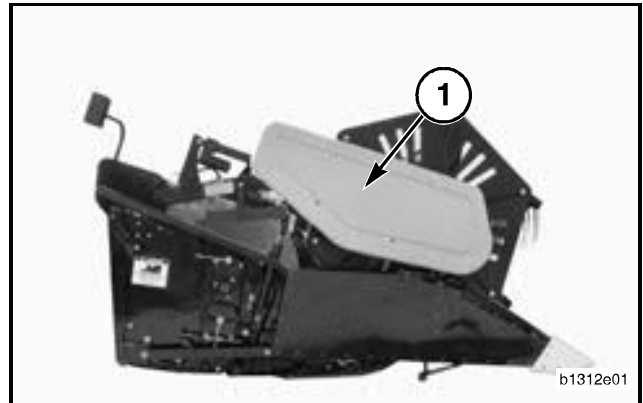


FIG. 28

FIG. 29: Raise drive shield (1) at rear of header before driving combine in for hooking up. Lower shield after hooking up is complete.



WARNING: DO NOT operate the combine or header unless all shields are in place.

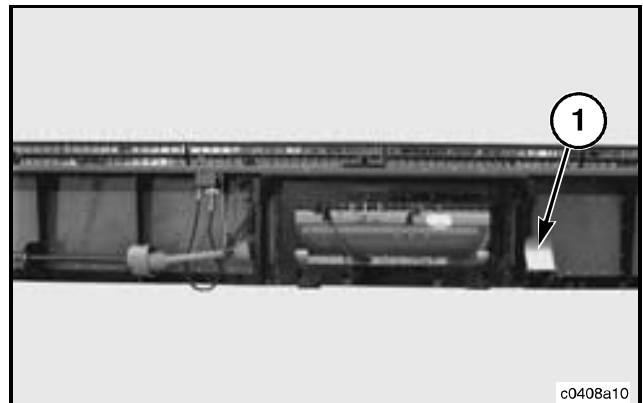


FIG. 29

GENERAL INFORMATION

Header Transport Tie-Down

FIG. 30: Hooking locations are provided on the header to allow for proper tie-down for transport. The following section outlines recommended attaching points and chain direction of pull.

One lower center rear tie-down slot (1) is located just below center of feeder house opening. Insert grab hook (2) into lower frame slot as shown in FIGURE.

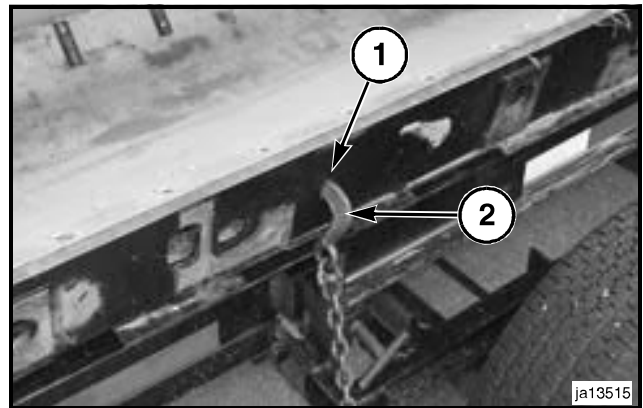


FIG. 30

FIG. 31: One lower center rear tie-down slot (1) is located on either side of center just outside of the feed house opening. Insert grab hook (2) into lower frame slot as shown in FIGURE.

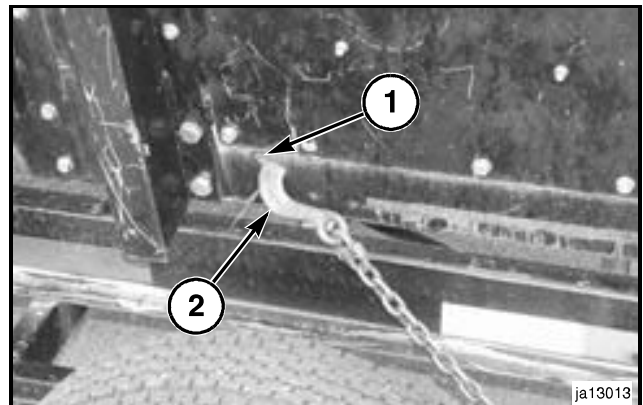


FIG. 31

FIG. 32: One lower outer end rear tie-down (1) is located at Right Hand and Left Hand outer ends of lower frame. Insert hook (2) into lower frame slot as shown in FIGURE.

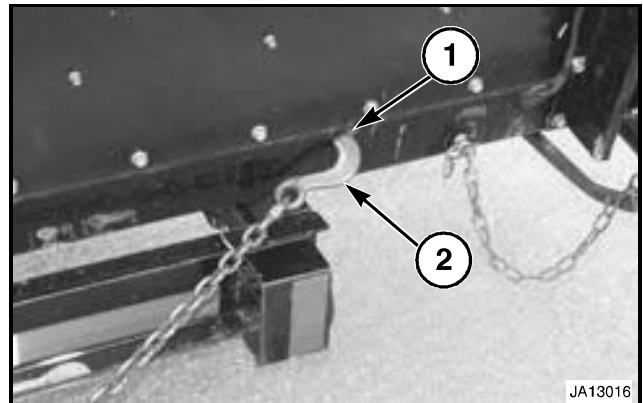


FIG. 32

FIG. 33: Wrap a nylon strap (1) around truss assembly above feeder house opening, attach a chain, (2) and (3), to each end of the strap, then tie-down forward and to the sides as shown in FIGURE.

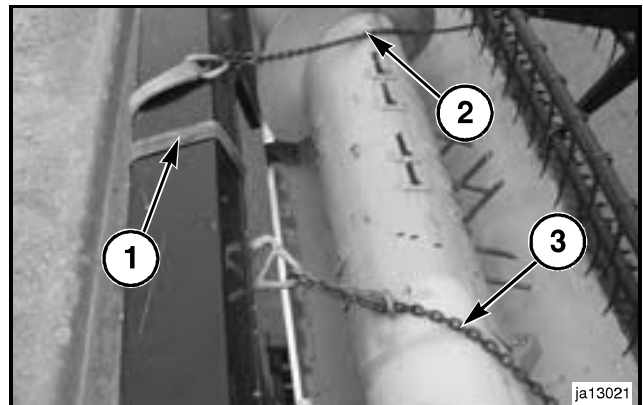


FIG. 33