Slow Speed Transport Option for D65 Harvest Header®/FD75 FlexDraper®

Installation Instruction
INTRODUCTION

This instruction describes the procedures to install the header slow speed transport option on MacDon 30 to 45 foot D65 Harvest Header® and FD75 FlexDraper® headers. This option allows for towing the header behind a combine, a windrower, or a truck. For operating and maintenance procedures, refer to your header operator’s manual.

Use the Table of Contents to guide you to specific areas.

CAREFULLY READ ALL THE MATERIAL PROVIDED BEFORE ATTEMPTING TO UNLOAD, ASSEMBLE, OR USE THE MACHINE.

MacDon Harvest Header® with Slow Speed Transport
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<td>I.</td>
<td>NORTH AMERICA/ AUSTRALIA/ CIS (with module)</td>
</tr>
<tr>
<td>II.</td>
<td>EUROPE (WITHOUT MODULE)</td>
</tr>
<tr>
<td>E.</td>
<td>ELECTRICAL SCHEMATICS: 2013 MODEL YEAR</td>
</tr>
<tr>
<td>I.</td>
<td>NORTH AMERICA / AUSTRALIA / CIS: WITH MODULE</td>
</tr>
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</tr>
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<td>II.</td>
<td>COMBINE 30 FT RIGID</td>
</tr>
<tr>
<td>III.</td>
<td>COMBINE 35 FT FLEX / ALL 40 – 45 FT</td>
</tr>
<tr>
<td>B.</td>
<td>RIGHT SIDE CRADLE ASSEMBLY</td>
</tr>
<tr>
<td>I.</td>
<td>WINDROWER 30 FT</td>
</tr>
<tr>
<td>II.</td>
<td>COMBINE 30 FT RIGID</td>
</tr>
<tr>
<td>III.</td>
<td>COMBINE 30 FT FLEX</td>
</tr>
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<td>IV.</td>
<td>ALL 35-45 FT</td>
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</table>

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<table>
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GENERAL SAFETY

CAUTION

The following are general farm safety precautions that should be part of your operating procedure for all types of machinery:

- Protect yourself.
- When assembling, operating and servicing machinery, wear all the protective clothing and personal safety devices that COULD be necessary for the job at hand. Don't take chances. You may need:

  - hard hat
  - protective shoes with slip resistant soles
  - protective glasses or goggles
  - heavy gloves
  - wet weather gear
  - respirator or filter mask
  - hearing protection

  Be aware that prolonged exposure to loud noise can cause impairment or loss of hearing. Wearing a suitable hearing protective device such as ear muffs (A) or ear plugs (B) protects against objectionable or loud noises.

- Provide a first-aid kit for use in case of emergencies.
- Keep a fire extinguisher on the machine. Be sure the extinguisher is properly maintained and be familiar with its proper use.
- Keep young children away from machinery at all times.
- Be aware that accidents often happen when the Operator is tired, or in a hurry to get finished. Take the time to consider the safest way. Never ignore warning signs of fatigue.
- Wear close-fitting clothing and cover long hair. Never wear dangling items such as scarves or bracelets.
- Keep hands, feet, clothing and hair away from moving parts. Never attempt to clear obstructions or objects from a machine while the engine is running.

- Keep all shields in place. Never alter or remove safety equipment. Make sure driveline guards can rotate independently of the shaft and can telescope freely.
- Use only service and repair parts made or approved by the equipment manufacturer. Substituted parts may not meet strength, design, or safety requirements.
- Do not modify the machine. Unauthorized modifications may impair the function and/or safety and affect machine life.

(continued next page)
- Stop engine, and remove key from ignition before leaving Operator's seat for any reason. A child (or even a pet) could engage an idling machine.

- Keep the area used for servicing machinery clean and dry. Wet or oily floors are slippery. Wet spots can be dangerous when working with electrical equipment. Be sure all electrical outlets and tools are properly grounded.

- Use adequate light for the job at hand.

- Keep machinery clean. Do not allow oil or grease to accumulate on service platforms, ladders or controls. Clean machines before storage.

- Never use gasoline, naphtha or any volatile material for cleaning purposes. These materials may be toxic and/or flammable.

- When storing machinery, cover sharp or extending components to prevent injury from accidental contact.
RECOMMENDED TORQUES

A. GENERAL

The tables shown below give correct torque values for various bolts and cap screws.

- Tighten all bolts to the torques specified in chart, unless otherwise noted throughout this manual.
- Check tightness of bolts periodically, using bolt torque chart as a guide.
- Replace hardware with the same strength bolt.
- Torque figures are valid for non-greased or non-oiled threads and heads unless otherwise specified. Do not grease or oil bolts or cap screws unless specified in this manual.
- When using locking elements, increase torque values by 5%.

B. SAE BOLTS

<table>
<thead>
<tr>
<th>BOLT DIA. &quot;A&quot;</th>
<th>NC BOLT TORQUE*</th>
</tr>
</thead>
<tbody>
<tr>
<td>in.</td>
<td>SAE-5</td>
</tr>
<tr>
<td></td>
<td>lbf-ft</td>
</tr>
<tr>
<td>1/4</td>
<td>9</td>
</tr>
<tr>
<td>5/16</td>
<td>18</td>
</tr>
<tr>
<td>3/8</td>
<td>32</td>
</tr>
<tr>
<td>7/16</td>
<td>50</td>
</tr>
<tr>
<td>1/2</td>
<td>75</td>
</tr>
<tr>
<td>9/16</td>
<td>110</td>
</tr>
<tr>
<td>5/8</td>
<td>150</td>
</tr>
<tr>
<td>3/4</td>
<td>265</td>
</tr>
<tr>
<td>7/8</td>
<td>420</td>
</tr>
<tr>
<td>1</td>
<td>640</td>
</tr>
</tbody>
</table>

* Torque categories for bolts and cap screws are identified by their head markings.

C. METRIC BOLTS

<table>
<thead>
<tr>
<th>BOLT DIA. &quot;A&quot;</th>
<th>STD COARSE BOLT TORQUE*</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>8.8</td>
</tr>
<tr>
<td></td>
<td>lbf-ft</td>
</tr>
<tr>
<td>M3</td>
<td>0.4</td>
</tr>
<tr>
<td>M4</td>
<td>2.2</td>
</tr>
<tr>
<td>M5</td>
<td>4</td>
</tr>
<tr>
<td>M6</td>
<td>7</td>
</tr>
<tr>
<td>M8</td>
<td>18</td>
</tr>
<tr>
<td>M10</td>
<td>37</td>
</tr>
<tr>
<td>M12</td>
<td>66</td>
</tr>
<tr>
<td>M14</td>
<td>103</td>
</tr>
<tr>
<td>M16</td>
<td>166</td>
</tr>
<tr>
<td>M20</td>
<td>321</td>
</tr>
<tr>
<td>M24</td>
<td>553</td>
</tr>
<tr>
<td>M30</td>
<td>1,103</td>
</tr>
<tr>
<td>M36</td>
<td>1,917</td>
</tr>
</tbody>
</table>

* Torque categories for bolts and cap screws are identified by their head markings.
D. FLARE TYPE HYDRAULIC FITTINGS

a. Check flare and flare seat for defects that might cause leakage.
b. Align tube with fitting before tightening.
c. Lubricate connection, and hand-tighten swivel nut until snug.
d. To prevent twisting the tube(s), use two wrenches. Place one wrench on the connector body, and with the second, tighten the swivel nut to the torque shown below.

<table>
<thead>
<tr>
<th>SAE NO.</th>
<th>TUBE SIZE O.D. (in.)</th>
<th>THD SIZE (in.)</th>
<th>NUT SIZE ACROSS FLATS (in.)</th>
<th>TORQUE VALUE*</th>
<th>RECOMMENDED TURNS TO TIGHTEN (AFTER FINGER TIGHTENING)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ft-lbf</td>
<td>N-m</td>
</tr>
<tr>
<td>3</td>
<td>3/16</td>
<td>3/8</td>
<td>7/16</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>1/4</td>
<td>7/16</td>
<td>9/16</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>5/16</td>
<td>1/2</td>
<td>5/8</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>6</td>
<td>3/8</td>
<td>9/16</td>
<td>11/16</td>
<td>18</td>
<td>24</td>
</tr>
<tr>
<td>8</td>
<td>1/2</td>
<td>3/4</td>
<td>7/8</td>
<td>34</td>
<td>46</td>
</tr>
<tr>
<td>10</td>
<td>5/8</td>
<td>7/8</td>
<td>1</td>
<td>46</td>
<td>62</td>
</tr>
<tr>
<td>12</td>
<td>3/4</td>
<td>1-1/16</td>
<td>1-1/4</td>
<td>75</td>
<td>102</td>
</tr>
<tr>
<td>14</td>
<td>7/8</td>
<td>1-3/16</td>
<td>1-3/8</td>
<td>90</td>
<td>122</td>
</tr>
<tr>
<td>16</td>
<td>1</td>
<td>1-5/16</td>
<td>1-1/2</td>
<td>105</td>
<td>142</td>
</tr>
</tbody>
</table>

* Torque values shown are based on lubricated connections as in re-assembly.

E. O-RING BOSS (ORB) HYDRAULIC FITTINGS

a. Inspect O-ring and seat for dirt or obvious defects.
b. On angle fittings, back off the lock nut until washer (A) bottoms out at top of groove (B) in fitting.
c. Hand-tighten fitting until back up washer (A) or washer face (if straight fitting) bottoms on part face (C), and O-ring is seated.
d. Position angle fittings by unscrewing no more than one turn.
e. Tighten straight fittings to torque shown.
f. Tighten angle fittings to torque shown in the following table, while holding body of fitting with a wrench.

<table>
<thead>
<tr>
<th>SAE NO.</th>
<th>THD SIZE (in.)</th>
<th>NUT SIZE ACROSS FLATS (in.)</th>
<th>TORQUE VALUE*</th>
<th>RECOMMENDED TURNS TO TIGHTEN (AFTER FINGER TIGHTENING)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>ft-lbf</td>
<td>N-m</td>
</tr>
<tr>
<td>3</td>
<td>3/8</td>
<td>1/2</td>
<td>6</td>
<td>8</td>
</tr>
<tr>
<td>4</td>
<td>7/16</td>
<td>9/16</td>
<td>9</td>
<td>12</td>
</tr>
<tr>
<td>5</td>
<td>1/2</td>
<td>5/8</td>
<td>12</td>
<td>16</td>
</tr>
<tr>
<td>6</td>
<td>9/16</td>
<td>11/16</td>
<td>18</td>
<td>24</td>
</tr>
<tr>
<td>8</td>
<td>3/4</td>
<td>7/8</td>
<td>34</td>
<td>46</td>
</tr>
<tr>
<td>10</td>
<td>7/8</td>
<td>1</td>
<td>46</td>
<td>62</td>
</tr>
<tr>
<td>12</td>
<td>1-1/16</td>
<td>1-1/4</td>
<td>75</td>
<td>102</td>
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<tr>
<td>14</td>
<td>1-3/16</td>
<td>1-3/8</td>
<td>90</td>
<td>122</td>
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<tr>
<td>16</td>
<td>1-5/16</td>
<td>1-1/2</td>
<td>105</td>
<td>142</td>
</tr>
<tr>
<td>20</td>
<td>1-5/8</td>
<td>1-7/8</td>
<td>140</td>
<td>190</td>
</tr>
<tr>
<td>24</td>
<td>1-7/8</td>
<td>2-1/8</td>
<td>160</td>
<td>217</td>
</tr>
</tbody>
</table>

* Torque values shown are based on lubricated connections as in re-assembly.
F. O-RING FACE SEAL (ORFS)  
HYDRAULIC FITTINGS

a. Check components to ensure that the sealing surfaces and fitting threads are free of burrs, nicks, and scratches, or any foreign material.
b. Apply lubricant (typically Petroleum Jelly) to O-ring and threads. If O-ring is not already installed, install O-ring.
c. Align the tube or hose assembly. Ensure that flat face of the mating flange comes in full contact with O-ring.
d. Thread tube or hose nut until hand-tight. The nut should turn freely until it is bottomed out. Torque fitting further to the specified number of F.F.F.T ("Flats From Finger Tight"), or to a given torque value in the table shown in the opposite column.

NOTE
If available, always hold the hex on the fitting body to prevent unwanted rotation of fitting body and hose when tightening the fitting nut.
e. When assembling unions or two hoses together, three wrenches will be required.

<table>
<thead>
<tr>
<th>SAE NO.</th>
<th>THD SIZE (in.)</th>
<th>TUBE O.D. (in.)</th>
<th>TORQUE VALUE*</th>
<th>RECOMMENDED TURNS TO TIGHTEN (AFTER FINGER TIGHTENING)**</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>ft·lbf N·m</td>
<td>Tube Nuts Swivel &amp; Hose</td>
</tr>
<tr>
<td>3</td>
<td>*** 3/16</td>
<td>----</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>4</td>
<td>9/16 1/4</td>
<td>11–12</td>
<td>14–16</td>
<td>1/4–1/2 1/2–3/4</td>
</tr>
<tr>
<td>5</td>
<td>*** 5/16</td>
<td>----</td>
<td>---</td>
<td>---</td>
</tr>
<tr>
<td>6</td>
<td>11/16 3/8</td>
<td>18–20</td>
<td>24–27</td>
<td>1/2–3/4</td>
</tr>
<tr>
<td>8</td>
<td>13/16 1/2</td>
<td>32–35</td>
<td>43–47</td>
<td>1/2–3/4</td>
</tr>
<tr>
<td>10</td>
<td>1 5/8</td>
<td>45–51</td>
<td>60–68</td>
<td>1/4–1/2</td>
</tr>
<tr>
<td>12</td>
<td>1-3/16 3/4</td>
<td>67–71</td>
<td>90–95</td>
<td>1/3–1/2</td>
</tr>
<tr>
<td>14</td>
<td>1-3/16 7/8</td>
<td>67–71</td>
<td>90–95</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>1-7/16 1</td>
<td>93–100</td>
<td>125–135</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>1-11/16 1-1/4</td>
<td>126–141</td>
<td>170–190</td>
<td></td>
</tr>
<tr>
<td>24</td>
<td>2 1-1/2</td>
<td>148–167</td>
<td>200–225</td>
<td></td>
</tr>
<tr>
<td>32</td>
<td>2-1/2 2</td>
<td>---</td>
<td>---</td>
<td></td>
</tr>
</tbody>
</table>

* Torque values and angles shown are based on lubricated connection, as in re-assembly.
** Always default to the torque value for evaluation of adequate torque.
*** O-ring face seal type end not defined for this tube size.
## CONVERSION CHART

<table>
<thead>
<tr>
<th>QUANTITY</th>
<th>INCH-POUND UNITS</th>
<th>FACTOR</th>
<th>SI UNITS (METRIC)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>UNIT NAME</td>
<td>ABBR.</td>
<td>UNIT NAME</td>
</tr>
<tr>
<td>Area</td>
<td>acres</td>
<td>acres</td>
<td>hectares</td>
</tr>
<tr>
<td>Flow</td>
<td>gallons per minute (US)</td>
<td>gpm (US)</td>
<td>x 3.7854 =</td>
</tr>
<tr>
<td></td>
<td>gallons per minute (Imp)</td>
<td>gpm</td>
<td>x 4.5460 =</td>
</tr>
<tr>
<td>Force</td>
<td>pounds force</td>
<td>lbf</td>
<td>x 4.4482 =</td>
</tr>
<tr>
<td>Length</td>
<td>inch</td>
<td>in.</td>
<td>x 25.4 =</td>
</tr>
<tr>
<td></td>
<td>foot</td>
<td>ft</td>
<td>x 0.305 =</td>
</tr>
<tr>
<td>Power</td>
<td>horsepower</td>
<td>hp</td>
<td>x 0.7457 =</td>
</tr>
<tr>
<td>Pressure</td>
<td>pounds per square inch</td>
<td>psi</td>
<td>x 6.8948 =</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>x .00689 =</td>
</tr>
<tr>
<td>Torque</td>
<td>pound feet or foot pounds</td>
<td>lbf·ft or ft·lbf</td>
<td>x 1.3558 =</td>
</tr>
<tr>
<td></td>
<td>pound inches or inch pounds</td>
<td>lbf·in. or in·lbf</td>
<td>x 0.1129 =</td>
</tr>
<tr>
<td>Temperature</td>
<td>degrees Fahrenheit</td>
<td>°F</td>
<td>(°F - 32) x 0.56 =</td>
</tr>
<tr>
<td>Velocity</td>
<td>feet per minute</td>
<td>ft/min</td>
<td>x 0.3048 =</td>
</tr>
<tr>
<td></td>
<td>feet per second</td>
<td>ft/s</td>
<td>x 0.3048 =</td>
</tr>
<tr>
<td></td>
<td>miles per hour</td>
<td>mph</td>
<td>x 1.6093 =</td>
</tr>
<tr>
<td>Volume</td>
<td>ounces</td>
<td>oz.</td>
<td>x 29.5735 =</td>
</tr>
<tr>
<td></td>
<td>cubic inches</td>
<td>in.³</td>
<td>x 16.3871 =</td>
</tr>
<tr>
<td></td>
<td>quarts (US)</td>
<td>US qt.</td>
<td>x 0.96464</td>
</tr>
<tr>
<td></td>
<td>quarts (Imperial)</td>
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<td></td>
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<td>US gal.</td>
<td>x 3.7854 =</td>
</tr>
<tr>
<td></td>
<td>gallons (Imperial)</td>
<td>Gal.</td>
<td>x 4.5460 =</td>
</tr>
<tr>
<td>Weight</td>
<td>pounds</td>
<td>lb</td>
<td>x 0.4536 =</td>
</tr>
</tbody>
</table>
STEP 1. PREPARE HEADER

a. Use a lifting vehicle to raise header, or attach header to windrower or combine and raise header fully.

   **DANGER**

   To avoid bodily injury or death from unexpected start-up or fall of raised header, stop engine, remove key and engage header lift cylinder stops before going under header for any reason. If using a lifting vehicle, be sure header is secure before proceeding.

b. Engage header lift cylinder stops or support header on blocks on level ground. Blocks should support the header approximately three feet off the ground.
STEP 2. INSTALL FRONT AXLE

a. Attach tensioner bracket (A) to left leg on inboard side with two 5/8 NC X 1.0 LG carriage bolts (B) and nuts.

b. Apply grease to plastic bushings (C) and install in each side of leg from inside.

c. Position front axle assembly (D) inside header leg and install L-pin (E) to hold axle in place.

d. Pivot axle assembly (D) and install pivot pin (F) into leg from inboard side. Ensure plastic bushings (C) are not damaged when locating axle assembly and installing pivot pin.

e. Install grease fittings in leg tube at (G).

f. Rotate pivot pin (F) to align holes in pin and axle assembly.

g. Locate bar-nut (H) inside pivot pin and install a 5/8 NC X 1.375 LG shoulder bolt (H). Ensure bar-nut (J) is oriented with nut protruding to side shown. Tighten bolt (H).

(continued next page)
h. If not factory installed, attach tension link (K) to pivot pin with 5/8 NC X 1.375 LG shoulder bolt (L), washer (M) and locknut. Install washer (M) between link and pin and tighten.

i. Install spring (N), tensioner bolt (O), washer (P), nut (Q), and jam-nut (R). Spring is tensioned later.

j. The axle is now in transport position.
**STEP 3. INSTALL HEADER ELECTRICAL HARNESS**

**a.** Remove cap on connector (A) and cut cable tie (B).

**b.** Route the connector (C) and wiring harness (D) under leg to the axle and through bracket (E).

**c.** Position clip (F) and connector (C) inside bracket (E) and attach clip to bracket with two 1/4 in. x0.5 lg. self-tapping screws (G).

**d.** Secure wiring harness to axle with holder (H) and two 3/8"x0.625 lg. self-tapping screws (J). If necessary, loosen clamp inside leg and adjust harness length as required.

*TIP*

Install and remove self-tapping screws before attaching holder.
STEP 4. INSTALL FRONT SUSPENSION

a. Adjust spring length to 18-1/2 in. (470 mm) with adjusting nut.

b. Loosely install four 3/8 NC X 0.75 LG carriage bolts (A) at the base of the vertical leg. Install bolts from inside leg.

c. For ease of installation, secure suspension assembly in configuration shown in illustration. Slots (B) in plates should face cutterbar with cutouts (D) at the top and handle (E) hanging down at back of assembly.

d. Position channel/spring subassembly (F) on bolts (A) and slide subassembly into leg.

e. Attach top of subassembly to leg with four 3/8 NC X 0.75 LG carriage bolts (G). Install bolts from inside leg. Tighten all hardware.

f. At the left-hand leg, pull handle (E) away from spring to release the spring and position linkage in top slot (H). Lower handle to lock.
STEP 5. INSTALL REAR SUSPENSION

a. Loosely install four 3/8 NC X 0.75 LG carriage bolts (A) at the base of the vertical leg. Install bolts from inside leg.

b. Lift axle (B) and channel/spring subassembly (C), and position lower end of subassembly (C) into leg.

c. Position lower end of subassembly (C) on bolts (A)

d. Slide subassembly (C) into leg.

e. Attach top of subassembly (C) to leg with two 3/8 NC X 0.75 LG carriage bolts (D) and smooth face lock nuts in right side of leg, and two 3/8 NC X 1.0 LG carriage bolts (E) and smooth face lock nuts in left side of leg. Install bolts from inside leg.

f. Tighten all hardware except bolts (E).

g. Pull handle (F) to release the spring and position linkage in 4th slot (G) from the top. Lower handle to lock.

h. Remove L-pin (H) from leg storage location and install in transport lock position.

i. The right-hand fixed axle is now in transport position.
STEP 6. INSTALL REAR FIXED AXLE

a. Position a 2x4 wooden block or equivalent between the right-hand leg and draper to allow installation of the support assembly.

b. Check that spacer (A) is installed in axle.

c. Position fixed axle assembly (B) in leg and align mounting hole in axle with aft hole (C) in leg.

d. Remove bolt (D), washers, and nut from pivot casting (E).

e. Position pivot casting assembly (E) on leg.

f. Install two 21/32 in. I.D. flat washers (F) under bolt (D) head and install through leg and assembly (E).

g. Install four 21/32 in. I.D. flat washers (F) and smooth faced locknut (G) on threaded end of bolt (D). Do not tighten.
h. Install two 5/8 NC X 1.25 LG carriage bolts (H) and smooth faced locknuts in lower flange. Do not tighten.

i. Install one 5/8 NC X 1.25 LG carriage bolt (J) through top of assembly (E) and through upper flange of leg. Secure with smooth faced locknut. Do not tighten.

j. Install one 5/8 NC X 1.5 LG carriage bolt (K) and smooth faced locknut through side of the leg. Do not tighten.

k. Tighten the four carriage bolts and torque to 150 ft·lbf (203 N·m).

l. Tighten nut (G) on hex bolt (D) and torque to 160 ft·lbf (217 N·m).

m. Tighten nut (L) and torque to 160 ft·lbf (217 N·m).
STEP 7. INSTALL REAR SWING AXLE

a. Remove 5/8 NC X 4.5 LG bolt (A) from axle support swivel (B). Ensure spacer (C) remains in place. Make note of hardware orientation for replacement in next step.

b. Position swing axle (D) on axle support swivel (B) and attach with one 5/8 NC X 4.5 LG bolt (A), and nut. Torque to 160 ft·lbf (217 N·m).

c. Set the swing axle perpendicular or slightly forward of perpendicular to cutterbar.

d. Raise axle support (D).

e. Adjust gap (E) between cutterbar and axle support (F) to 0.02-0.16 in. (0.5-4.0 mm) by loosening jam nut (G) and turning adjuster bolt (H). Retighten jam nut.
**REAR AXLES AND WHEELS**

**STEP 8. CHECK AXLE SUBASSEMBLIES**

**A. HUB PIVOT**

a. Perform the following check to ensure that the wheel hub pivot is snug while in the transport position:

b. Check that hub pivot (A) is in transport position and ensure that L-pin (B) has locked the hub.

c. Check hub pivot (A) for looseness.

d. If hub pivot (A) is snug, check that L-pin (B) can move freely out of and into lock position (down).

e. If L-pin (B) is jammed, loosen jam-nut (C) and turn adjuster bolt (D) until L-pin (B) can move. Hub pivot (A) should be snug and L-pin (B) should move freely when properly adjusted.

f. If hub pivot (A) is loose when L-pin (B) is engaged, turn adjuster bolt (D) until hub pivot (A) is snug. L-pin (B) should move freely when properly adjusted.

g. Tighten jam nut (C).

**B. LATCH ALIGNMENT**

a. Move the swing axle (E) to field position.

b. Check alignment of latching system. Swing axle (E) should freely engage latch (F) on fixed axle (G). If necessary, align the latch as follows:

1. Loosen latch bolts (H) (four per axle) to allow parts to adjust position for best fit.
2. Latch axles together in field position.

**NOTE**

*It may be necessary to add washers (J) (not supplied) between plates at top or bottom bolts (H) on one of the axles to achieve plate alignment for proper latching. Some light grinding may also be necessary.*

3. Tighten bolts (H) while axles are latched together.

c. Check fit.
STEP 9. INSTALL WHEELS

a. Attach the four wheels to hubs with bolts provided in hubs.

![Wheel diagram with labeled holes](image)

b. Torque wheel bolts to 80-90 ft·lbf (110-120 N·m). Refer to bolt tightening sequence illustration.

c. Check tire inflation pressure. Inflate to 65 psi (448 kPa).

**IMPORTANT**

Do not exceed maximum pressure specified on tire side wall.

d. Height adjustment procedures when the stabilizer wheels are in field mode are provided in your header operator’s manual.
STEP 10. ADJUST AXLE BRACE

a. Loosen bolts (A) on latch brace (B).
b. Attach latch mechanism (C) to cutterbar.
c. Adjust latch mechanism parallel to attachment plate (D) and tighten hardware.

d. Check that wheels have appropriate toe-in. See illustration. Loosen bolts (A) and adjust as required. Tighten bolts.
e. Latch mechanism (C) should easily attach and detach to plate (D) when correctly adjusted.
STEP 11. INSTALL LIGHTS

A. ATTACH LIGHTS

I. ENDSHIELD LIGHT
a. Remove end shield.
b. Remove divider rods (A) (if installed) from storage location.
c. Remove bolts (B) and remove and bracket (C) on endsheet. Retain hardware.
d. Remove clip (D) that attaches wiring harness to endsheet. Retain for re-installation on reel arm.
e. Retrieve light assembly from transport kit.
f. Loosen nuts (E) and remove cover (F) from light assembly.
g. Reinstall bracket (C) on light cover (F) with existing hardware (B).
h. Position light (G) on endsheet picking up existing holes, and install three 3/8 NC X 0.75 LG carriage bolts (H) and nuts.
i. Do not re-install cover (F) at this time.
II. REEL ARM LIGHT

a. Retrieve light assembly from transport kit.

b. Remove the two outboard existing bolts (A) that attach fore-aft cylinder support to reel arm.

c. Install light (B) inside reel right-hand support arm with two 1/2 NC X 1.5 LG hex bolts (C) and smooth face locknuts. Tighten bolts.
B. INSTALL LIGHT WIRING HARNESS

a. Retrieve wiring harness from transport kit.

b. Remove bolt (A) and remove inside clamp (B) at aft end of reel arm.

c. Feed the long portion with the square connector (C) into reel arm aft end. Hoses (D) inside reel arm may need to be moved aside.

d. Route harness (E) to forward end of arm and make connection (F) at light.

e. Secure harness to inside of reel arm with two clamps (G), 3/8 NC X 0.75 LG carriage bolts, and smooth face locknuts.

f. Place harness (E) and hoses in clamp (B) at aft end of arm and secure inside arm with existing hex bolt (A) and nut.
C. INSTALL SPLICE

This modification is applicable to transport lights without a module that were manufactured up to the 2013 model year.

The lighting harness at the endsheet transport light needs to be modified to include a splice at the 6-pin flat connector. Refer to the electrical schematic on page 27.

a. Locate the 6-pin flat connector (A) at the end of the header portion of the electrical harness (B).

b. Unclip and pull back the TPA (Terminal Position Assurance) clip (C) on connector (A).

c. Locate the wire (D) inside the conduit from pin position “A” on connector.

d. Pull out a short length to accommodate the splice.

e. Obtain a length of wire (E) the same gauge as the existing wires for the splice.

f. Attach a pin connector (F), similar to the one shown to the splice (E).

g. Pull out the green weather plug (G) from position “F” on connector (A).

h. Insert splice (E) at position “F”.

i. Connect other end of splice to wire (D) from pin position “A” with a T-type connector, or by soldering the splice to the existing wire.

j. Insert the connection into the conduit and wrap the conduit with electrical tape.

k. Reattach the TPA clip (C) on the connector.
**D. CONNECT HARNESS**

**I. NORTH AMERICA/AUSTRALIA/CIS (WITH MODULE)**

- a. Remove cap from connector (A) on existing harness and attach connector to light module connector (B).
- b. Connect light harness flat connector (C) to light module connector (D).
- c. Connect light harness square connector (E) to light square connector (F).
- d. Bundle harnesses into light fixture and secure with plastic tie (G).
- e. Attach cover (H) and tighten screws (J).

**II. EUROPE (WITHOUT MODULE)**

- a. Remove cap from connector (K) on existing harness and attach connector to light harness connector (L).
- b. Connect light harness square connector (M) to light square connector (N).
- c. Bundle harnesses into light fixture and secure with plastic tie (G).
- d. Attach cover (H) and tighten screws (J).
E. ELECTRICAL SCHEMATICS:
2013 MODEL YEAR

I. NORTH AMERICA / AUSTRALIA / CIS:
WITH MODULE
II. EUROPE AND OTHER EXPORT:
WITHOUT MODULE, WITH SPLICE

SEE ENLARGEMENT BELOW
SAFETY SIGNS

STEP 12. ATTACH DECALS

a. Clean off mounting surface and install decals at locations as shown in illustration.
STEP 13. INSTALL SMV SIGN

a. Remove existing bolt (A) in hose support at right end reel arm.

b. Assemble SMV sign (B) and bracket (C) with a 3/8 NC X 0.75 LG carriage bolt (D) and smooth face locknut. Do not tighten.

c. Attach SMV sign and bracket assembly (E) to hose support with a 3/8 NC X 3.0 LG hex head bolt (F).

d. Tighten hardware.

STEP 14. INSTALL DIVIDER ROD STORAGE BRACKET

a. Retrieve divider rod storage bracket from kit.

b. Locate bracket (G) on right endsheet brace as shown and install 3/8 NC X 0.75 LG carriage bolt (H) and smooth face locknut.

c. Store divider rods (J).
STEP 15. INSTALL TOW-BAR BRACKETS

The tow-bar is stored on the header just behind the back-tube. It is secured to each endsheet with a bracket and to the back-tube with two cradles.

A. ENDSHEET BRACKETS

a. At the left endsheet inboard side, install bracket (A) on channel with two 3/8 NC X 0.75 LG carriage bolts (B) and flanged smooth faced nuts.

b. At the right endsheet inboard side, install bracket (C) on channel with two 3/8 NC X 0.75 LG carriage bolts (D) and flanged smooth faced nuts.
STEP 16. ASSEMBLE TOW-BAR CRADLES

The cradle assemblies are designed for your particular header size and application. Refer to the appropriate section to assemble the LEFT SIDE and RIGHT SIDE cradles.

A. LEFT SIDE CRADLE ASSEMBLY

I. WINDROWER 30 FT / COMBINE 30 FT FLEX / ALL 35 FT RIGID

a. Retrieve cradle (A), extension (B), and support (C) from kit.
b. Assemble parts as shown with four 3/8 NC X 1.0 LG carriage bolts (D) and flanged smooth face lock nuts.
c. Tighten hardware.

II. COMBINE 30 FT RIGID

a. Retrieve cradle (E), extension (F), and support (G) from kit.
b. Assemble parts as shown with four 3/8 NC X 1.0 LG carriage bolts (H) and flanged smooth face lock nuts.
c. Tighten hardware.

III. COMBINE 35 FT FLEX / ALL 40 – 45 FT

a. Retrieve cradle (J), and support (K) from kit.
b. Assemble parts as shown with two 3/8 NC X 1.0 LG carriage bolts (L) and flanged smooth face lock nuts.
c. Tighten hardware.
TOW-BAR

B. RIGHT SIDE CRADLE
ASSEMBLY

I. WINDROWER 30 FT

a. Retrieve cradle (A), and support (B) from kit.
b. Assemble parts as shown with two 3/8 NC X 1.0
   LG carriage bolts (C) and flanged smooth face
   lock nuts.
c. Tighten hardware.

II. COMBINE 30 FT RIGID

a. Retrieve cradle (D), extension (E), and support (F)
   from kit.
b. Assemble parts as shown with four 3/8 NC X 1.0
   LG carriage bolts (G) and flanged smooth face
   lock nuts.
c. Tighten hardware.

III. COMBINE 30 FT FLEX

a. Retrieve cradle (H), extension (J), and support (K)
   from kit.
b. Assemble parts as shown with four 3/8 NC X 1.0
   LG carriage bolts (L) and flanged smooth face
   lock nuts.
c. Tighten hardware.

IV. ALL 35-45 FT

a. Retrieve cradle (M), and support (N) from kit.
b. Assemble parts as shown with two 3/8 NC X 1.0
   LG carriage bolts (O) and flanged smooth face
   lock nuts.
c. Tighten hardware.
**STEP 17. INSTALL CRADLE ASSEMBLIES**

**A. LEFT SIDE CRADLES**

Installation of LEFT SIDE cradles is identical for all headers:

a. Install cradle assembly (A) to header frame leg as shown using two 3/8 NC X 1.0 LG carriage bolts and flanged smooth faced lock nuts at (B) and one 1/2 NC X 1.0 LG Torx® head machine screw and flanged smooth faced lock nut at (C).

b. Tighten hardware.

**B. RIGHT SIDE CRADLES**

I. ALL EXCEPT 30 FT WINDROWER

a. Install cradle assembly (D) to header frame leg as shown using two 3/8 NC X 1.0 LG carriage bolts and flanged smooth faced lock nuts at (E) and one 1/2 NC X 1.0 LG Torx head machine screw and flanged smooth faced lock nut at (F).

b. Tighten hardware.
II. 30 FT WINDROWER

a. Install cradle assembly (A) onto back-tube channel as shown using two 3/8 NC X 1.0 LG hex washer head self-tapping bolts (B).
STEP 18. ATTACH TOW-BAR

The tow-bar consists of two sections which make storage and handling easier. Attach tow-bar to header as follows:

a. Position end (A) of the aft section onto front wheel hook (B).

b. Push down until latch (C) captures the end (A).

c. Secure latch (C) with clevis pin (D).

d. Remove the L-pin from end (E) of aft section if installed.

e. Position end (F) of the forward section into end (E) of the aft section.

f. Lower forward section into aft section.

g. Fully insert L-pin (G) in upper hole and turn pin to lock it. Secure with ring pin (H).

(continued next page)
h. Make the electrical connections (J) at the header wheel and at the joint (K).

i. Attach hitch pin clevis/pintle (L) to forward section of hitch (M) using two 5/8 NC X 4.0 LG bolts (N) and flange lock nuts.

j. Tighten hardware.
**STEP 19. DETACH AND STORE TOW-BAR**

a. Disconnect wiring connector (A) at front wheel.

b. Remove clevis pin (B).

c. Push latch (C) and lift tow-bar (D) from hook. Release latch (C) and replace clevis pin (B).

d. Disconnect wiring connector (E) on tow-bar. Remove pin (F) from tow-bar and lift forward section (G) out of aft section (H) to disassemble.

e. Locate end of forward section (G) in bracket (J) on left endsheet and install hitch pin (K). Secure with lynch pin.

f. Position opposite end in cradle (L) and secure with bungee (M).

g. Locate end of aft section (H) in bracket (N) on right endsheet and install L-pin (F). Secure with split ring (O) as shown.

h. Position opposite end in cradle (P) and secure with bungee (Q).
STEP 20. CONVERSION TO AND FROM TRANSPORT

Refer to your header operator’s manual for procedures to convert into and out of transport mode.
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