

CLAAS



LINER 880 Profil
LINER 880 L

Operator's manual

SERVICE & PARTS

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Tyres

Before working on tyres or wheels, ensure that the machine is safely parked and secured so that it will not roll away (wheel chocks).

Fitting tyres and wheels requires special training, expert knowledge, and the correct tools.

Repair work on tyres and wheels may only be carried out by professionals and with suitable tools.

Check tyre pressures regularly. Observe the recommended tyre pressures.

Maintenance

Repair, maintenance, and cleaning work, as well as the elimination of malfunctions should only be done with the drive and engine switched off. Remove the ignition key.

Wait until all machine movements have stopped.

The repair of prestressed energy-storage devices (springs, hydraulic accumulators, etc.) requires unless proper equipment and experience, and may only be carried out in specialist workshops.

Regularly check the tightness of nuts and bolts, and retighten them as necessary.

When doing work on the raised machine, ensure that it is chocked up safely by means of suitable supports.

When replacing working parts, always use suitable tools and wear safety gloves.

Dispose of oil, grease, and filters in the prescribed manner.

Always disconnect the power supply leads before starting work on the electrical system.

Guards and shields that are subject to wear must be inspected at regular intervals, and replaced in good time.

Spare parts must at least comply with the technical standards required by the implement's manufacturer. This ensured e.g. by using original spare parts.

Before doing any electrical welding work on the tractor or mounted implements, always disconnect the leads from the battery and alternator.

Noise level

If the noise level at the driver's ear exceeds 85 dB (A) (see "Technical data"), he must wear ear protection.

IDENTIFICATION OF WARNING AND DANGER SIGNS

All parts of this manual concerning your own safety and the safety of the machine, have been marked with the following symbols. Please pass on all safety instructions to any other user.



DANGER!

Sign to indicate instructions which must be observed. Failure to do so would cause danger to life and limb to the operator and the people around him.

- Preventive measures.



ATTENTION!

Sign to indicate instructions which must be observed. Failure to do so could result in damage to the machine.

- Measures to prevent damage to the machine.



NOTE!

Sign to indicate instructions for a more efficient and economic use of the machine.



ENVIRONMENT!

Sign to indicate instructions which must be observed to prevent damage to the environment.

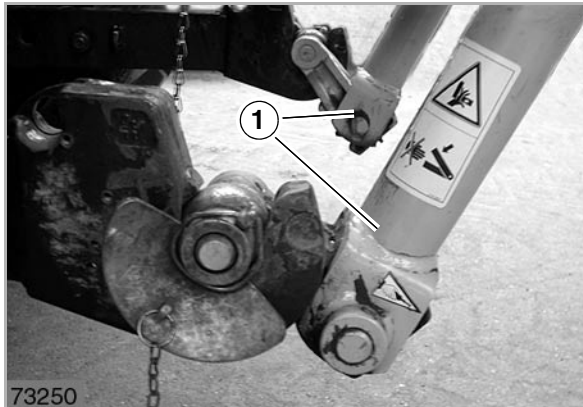
Danger to the environment is caused by improper handling and incorrect disposal of toxic material (e.g. old oil).

HITCHING

Before using the machine for the first time, the hitching points and the universal drive shaft must be matched to the tractor.

i NOTE!

Maximum drive shaft angles, and smooth operation of the swather can only be achieved if the machine is correctly hitched.



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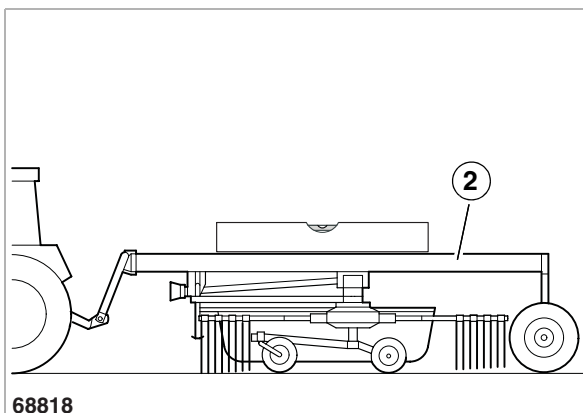
Attaching to the bottom links

Hook the link pins of the hitch yoke (1) into the tractor's bottom links.

! DANGER!

Risk of machine damage and accident!

- Lower link hooks must be fully engaged, and secured with a bolt or pin
- see *manufacturer's manual*.



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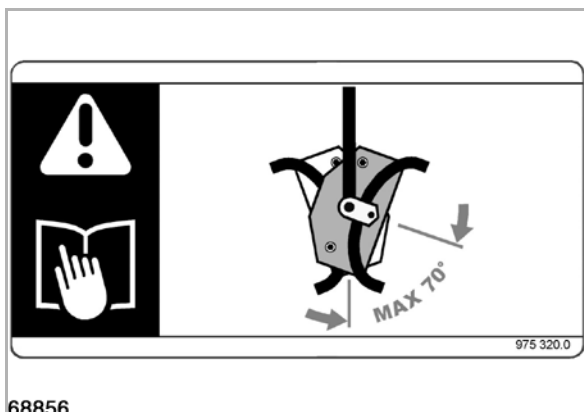
Lock lower links laterally.

(Fig. 1)

When swather is hitched, lower the lower links until the main frame (2) is horizontal.

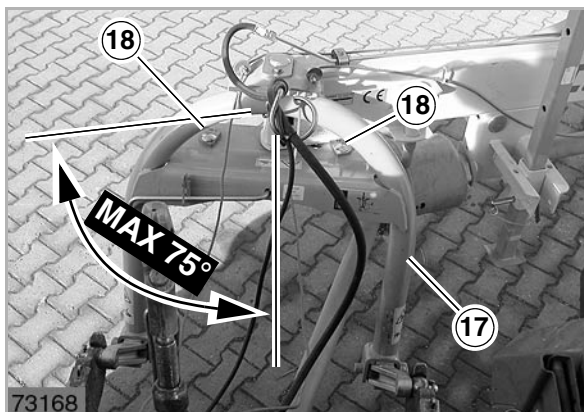
Hydraulically lock the lower links in this position.

(Fig. 2)



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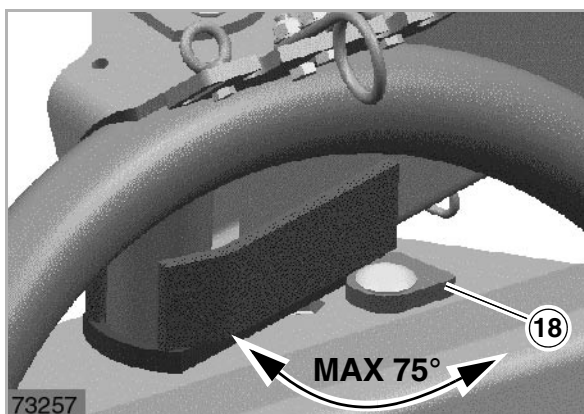


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**ATTENTION!**

Damage to machine and tractor!

- Before starting work, check the steering angle with full lock to right and left!

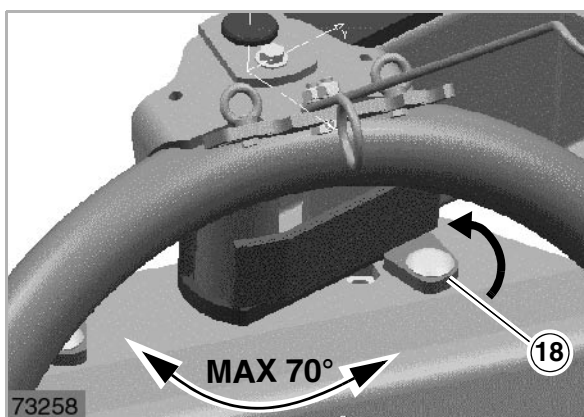


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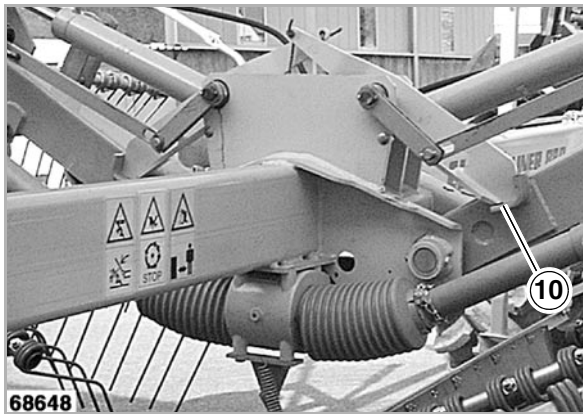
If the guard frames collide with the tractor's tyres and/or the drive shaft with the hitch yoke (17), the stops (18) at left and right must be readjusted for a max. steering angle of 70°.

- Loosen the lock nuts of the stops (18).
- Turn the stops (18) through 90° (Fig. 28).
- Retighten the lock nuts of the stops (18).

(Fig. 25-28)



28



11

Rotors in headland position

The rotors can be lifted into the headland position at the headland or for traversing swathes.



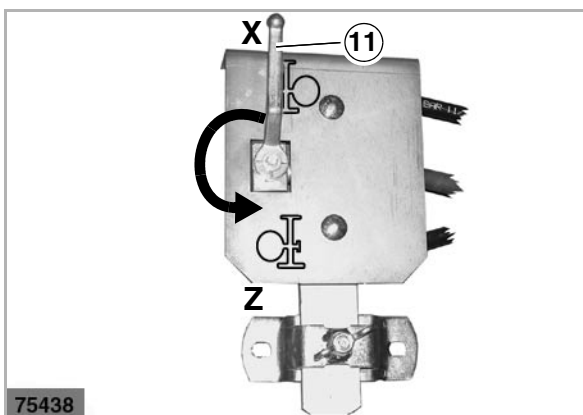
ATTENTION!

Drive shafts and drives can be damaged!

- Do not lift out the rotors over the pre-turn position with the PTO switched on.

Swing up the rotors up to the stop (10) with the tractor hydraulics.

(Fig. 11)



12

Working with a single rotor

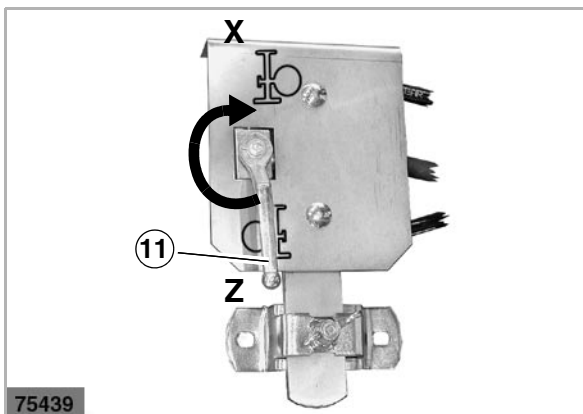
By changing the lever on the operating component, you can work with a single rotor.

Working with the left rotor:

Set lever (11) on the operating component to position X and bring the right rotor in the pre-turn position using the tractor hydraulics.

Then turn lever (11) to position Z. The left rotor can now be operated at will. The right rotor remains in the pre-turn position

(Fig. 12)



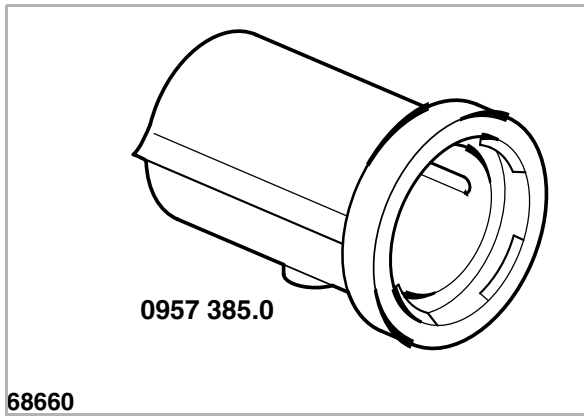
13

Working with the right rotor:

Set lever (11) on the operating component to position z and bring the left rotor in the pre-turn position using the tractor hydraulics.

Then turn lever (11) to position X. The right rotor can now be operated at will. The left rotor remains in the pre-turn position

(Fig. 13)

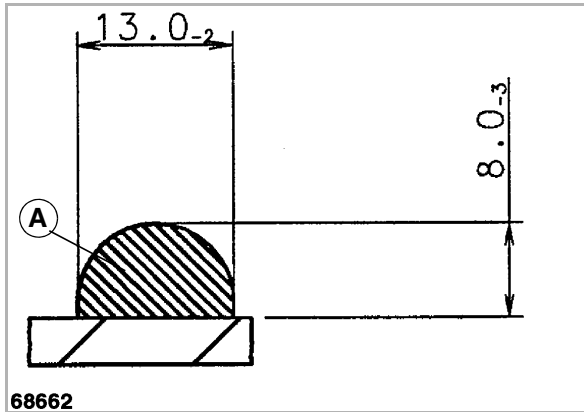


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Clamping bearing without sprayed on seal

Up to machine No.: 606 0 1404

(Fig. 9)



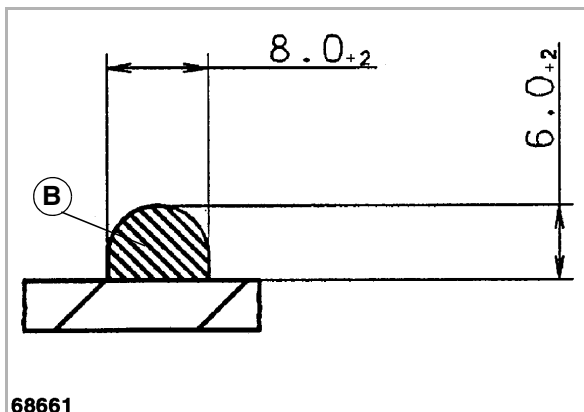
10

Each time the cam drive housing is opened, the two halves of the housing must be sealed with respect to each other.

Clean the adhesive surfaces on both sections. The adhesive surfaces must be clean and free from grease.

Seal the holes (8) in the recesses of the lower half with self-adhesive cover labels. Stick sealing tapes (9) (140 mm long) onto the flat sections.

(Fig. 12)



11

Apply sealing compound (10) to both halves of the gearbox. Observe the bead dimensions (A) and (B).

At the crossovers (C) of the sealant beads, the thickness of the bead should be increased.

At the radii for the bearing tubes the sealant beads (D) should be allowed to run out 5 - 10 mm

On the upper plate, the sealant bead (10) should be allowed to run out on the radii of the bearing tubes by 20 mm.

(Fig. 10-13)

Allow the glue to evaporate for 40 minutes. Then insert the bearing tubes and re-bolt the cam drive housing.

Tightening torque: 78 Nm

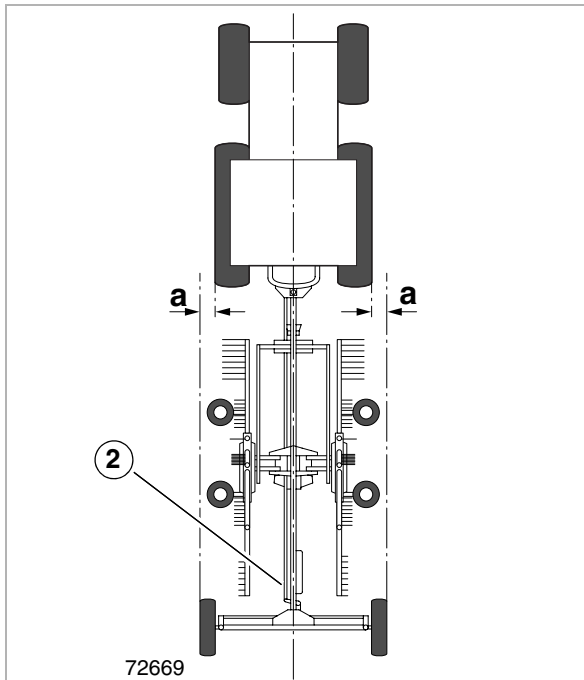


NOTE!

Follow the processing instructions on the sealant cartridge!

Spare part ordering number:

Clamping bearing	0957 385.0
Sealant cartridge (310 ml):	0217 149.0
Sealing label:	0405 200.0
Sealing tape:	0206 104.0



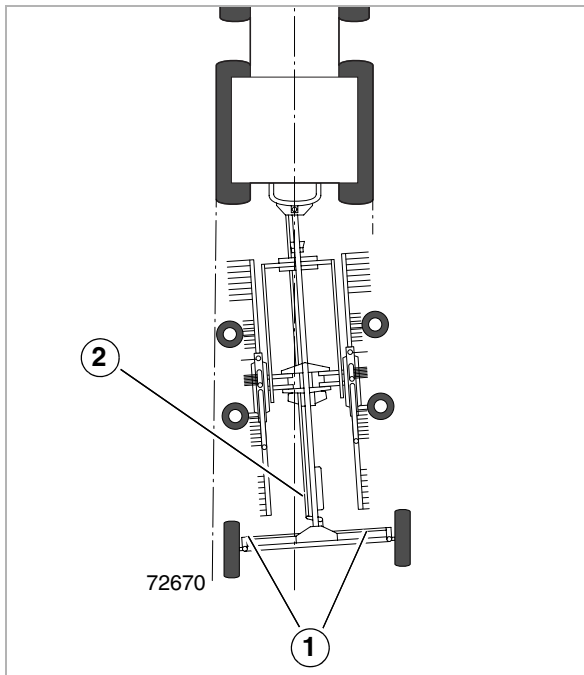
30

Checking the track

Check whether the swarth is trailing centrally (**a = a**) behind the tractor (Fig. 30). To get the vehicles lined up, drive straight ahead for about 100 m. If the swarth is trailing with a lateral offset (Fig. 31), this can be corrected by means of the tie rod (2).

Remedy:

If the swarth trails with an **offset to the right** (Fig. 31), turn the eyebolt (4) on the **tie rod (2) inwards**.



31

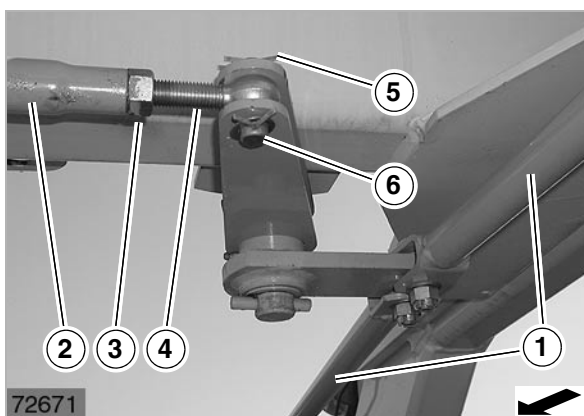
If the swarth trails with an **offset to the left**, turn the eyebolt (4) on the **tie rod (2) outwards**.



ATTENTION!

Do not change the adjustment of the eyebolts of the track rods (1)!

- Release lock-nut (3).
- Remove the split pin (5) and the knuckle pin (6).
- Adjust the eyebolt (4) as follows:
 - **1 turn** of the eyebolt (4) corresponds to an offset of **35 mm**.
- Refit knuckle pin, and secure it with split pin.
- Tighten (3) lock-nut.



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(Fig. 30-32)

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