2650

Self-Propelled Mower Conditioner

OPERATOR'S MANUAL

Form No.
903923

GEHL® COMPANY

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(To be removed as Dealer's File Copy)

OPERATION & ADJUSTMENT

CAUTION: BEFORE making any adjustments, shut off Engine.

GENERAL OPERATION

NEVER overload Conditioner. In heavy hay maintain full Roll speed with slower ground speed.

In down and tangled crops use slower ground speed and move Reel forward and down. Avoid overloading the Header by decreasing ground speed or cutting less than full width of Header.

Avoid running machine empty at high speed. Running empty causes excessive wear.

UNPLUGGING

It is possible for the Header to plug in two different areas. It can become plugged in the Sickle Guards area, leaving a skip (narrow band of standing crop) or, it can become plugged in the Conditioning Rolls, causing the Reel Drive Belt to slip.

Plugged Guards

To clear a plugging condition in the area of the Sickle Guards:

1. Stop forward travel but keep Header drive on.
2. If the plug contains a small amount of crop, continue to step 3. If the plug contains a large amount of material, stop the Header and proceed to step 5.
3. After stopping, back-up the unit (about a foot) with the Header down and running.
4. If the Reel does **NOT** clear the plug, raise the Cutterbar away from the ground approximately 6″ with the unit running.
5. If the plug is still **NOT** cleared, perform the following steps:
   a. shut off Header and raise it all the way up
   b. engage both Header Transport Locks (see photo on page 16) and exercise the MANDATORY SAFETY SHUT-DOWN PROCEDURE (page 8).
   c. carefully clear the plug from the Cutterbar area

Plugged Conditioning Rolls

To clear plugging from the Conditioning Rolls, proceed as follows:

1. Shut off Header and raise it all the way up
2. Engage both Header Transport Locks (see photo on page 16) and exercise the MANDATORY SAFETY SHUTDOWN PROCEDURE (page 8). Use extreme caution since Sickle position is **NOT** locked; movement of Reel assembly or Conditioning Rolls can cause Sickle movement and potential serious injury.
3. Clean off area on Cutterbar and under Reel.
4. Open the Gearbox Cover and, using a prybar, rotate the PTO Drive Shafts to clear the plug.
5. Remove the remaining crop between the Conditioning Rolls and Reel.
6. Close and secure all Guards before resuming operation.

REEL POSITION

Factory setting of Reel and Cam should **NOT** be changed unless absolutely necessary. In down and tangled conditions, it may be necessary to move the Reel forward and down. To move the Reel up or down, loosen four bolts, then adjust the bolt on the top. To move the Reel forward or back, slide in slots, then retighten four bolts. Adjust cam end of Reel so Reel is parallel with Cutterbar. To adjust cam end of Reel, loosen three bolts and four bolts on Bearing Hanger behind Reel Drive Pulley. Then, using the screw adjustment as above, move the Reel up or down as necessary or slide forward or back in slots. Tighten bolts. Make certain the Reel clears the Cutterbar and Riser Pan by at least 1/8 inch.

Any change in Reel position, check Reel Drive Belt tension.

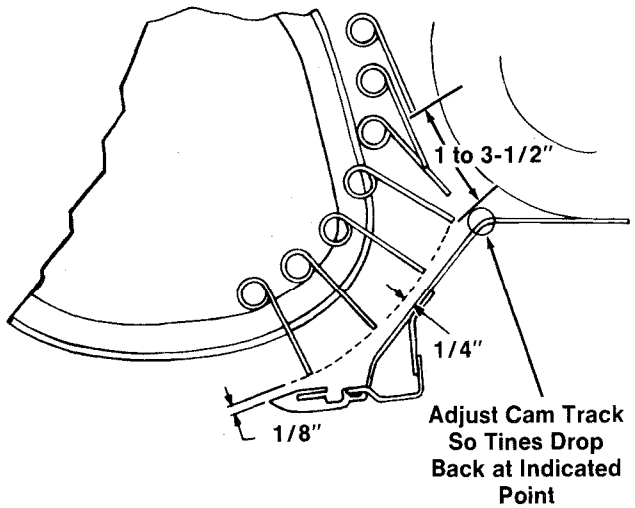
REEL CAM POSITION

To change the cam action of the Tines for proper release of material, loosen three bolts and rotate Cam Track as required; tighten all bolts. Proper material release is evident when the material flow is along the front of the Auger, **NOT** under the Auger or being carried over the Reel.

REEL CAM ADJUSTMENT

This shows the best adjustment range for most crop conditions. Within a 1 to 3-1/2″ dimension is the distance wherein the Tines should start to release material to the Auger. A 3″ distance is usually the best position. If too much material is going over the Reel, have the Tines release (drop back) sooner. If too much material is feeding under the Auger, instead of along the front of the Auger, increase the release point to the maximum 3-1/2″ distance.

NOTE: If material in the windrow is bunched-up, on a regular basis, adding two extra reel bats will make the windrow move more uniformly. A 6-Bat Reel package can be obtained from your GEHL dealer.



GENERAL MAINTENANCE

NOTE: For satisfactory life of Mower Conditioners or mowers and their components, the following points MUST be followed.

1. Speed

Self-propelled Mower Conditioners are designed to operate at a certain Engine speed. This speed is at full throttle. For satisfactory cutting performance and life of the machine, the recommended Engine speed **MUST** be followed. If Engine speed is too slow, the slower Sickle speed will result in ragged stubble at normal ground speed. Also, the machinery may **NOT** form a satisfactory windrow, because of slower Roll speed.

NOTE: If speed is too high, excessive Sickle speed will result in damage to Bearings and other components and will reduce normal Frame life. Engine speed MUST be checked whenever the Engine is tuned or any adjustment to the Governor is made.

NOTE: The warranty on this unit is voided if substitute Cutter parts are used and Cutting Mechanism is NOT properly maintained.

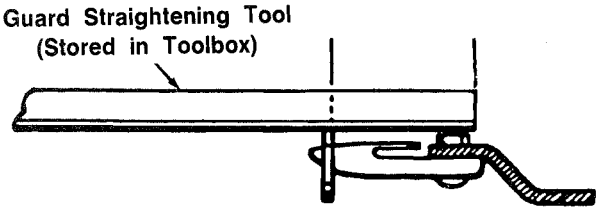
2. Guards

Guards are occasionally bent when running in fields where rock and other obstructions are present.

GENERAL INFORMATION

During the first hour of operation and regularly thereafter, check the machine for loose Bolts, overheated Bearings, or damaged Rolls.

NOTE: Do NOT overload Conditioner. In heavy hay, maintain full Roll speed with slower ground travel. In addition, avoid running machine empty at high speeds. Running empty causes excessive wear.



A Guard Straightening Tool is provided. To bend Guards up, use as shown. To bend down, place under Guard. This is the proper and safe way to straighten Guards.

3. Sections

When Sickle Sections are replaced they should be the same thickness as the original Section. If thick and thin Sections are mixed on the same Sickle, this again causes Sickle binding with result as described above.

4. Flotation

Correct flotation is extremely important to Cutterbar maintenance and overall machine life. If flotation is set correctly (with 50 or 60 pounds required to lift either side of the Header) the Header will tend to ride over obstructions rather than dig in. Improperly set flotation causes Guard bending and breakage and imparts shock forces on the entire machine. Increased cutting height by Skid Shoe setting and tip up of Guard by moving the upper links back can also decrease chances of damage on rocks.

GENERAL INFORMATION

During the first hour of operation and regularly thereafter, check the machine for loose Bolts, overheated Bearings, or damaged Rollers.

NOTE: Do NOT overload Conditioner. In heavy hay, maintain full Roller speed with slower ground travel. In addition, avoid running machine empty at high speeds. Running empty causes excessive wear.

Regularly clean the accumulated dirt from the Header. Too much build-up causes excessive drag on the Header.

PROBLEM CROPS

For down and tangled crops, use slow ground speed. Move Reel forward and down. Increase Reel speed. Cut less than full width of Header, if necessary. Do **NOT** overload by excessive ground speed.

SICKLE

Keep Sickle in good cutting condition. A dull Sickle wastes hay and power.

GUARDS

Check Guards for alignment and make sure Sickle is down on Ledgers.

CUTTERBAR

Soak Cutterbar regularly with water to prevent build-up of dirt and gum.

REEL SPEED

Reel speed should be approximately 20 per cent faster that the ground speed.

Use lower speed except for special conditions. The lower speed saves wear of Reel Tubes, Bearings, and Drive Parts. See Reel adjustments information.

WINDROW PREPARATION

When windrowing for future pick up with large round baler, make windrow with a uniform cross section (one side should **NOT** be higher than the other). The operator should attempt to cut the full width of the Header or drive where the machine can produce a windrow with symmetrical sides. A windrow that is heavy on one side could cause bales to be cone-shaped.

Outside Planet Set Disassembly & Reassembly

14. Remove the Retaining Ring (20) from the Disconnect Shaft (15), then remove the Sun Gear (19). Remove the Retaining Ring (18) and Washer (17) from the Cover. The Disconnect Lever (7), Spring (8), and Disconnect Shaft (15) can now be removed toward the inside of the Cover.

15. The Output Planet Pins (13) are drilled and tapped in the end to accept a 5/16-18NC Cap Screw. Using a suitable Cap Screw and a Bearing Knocker, drive the pins out of the Cover.

16. To reassemble, place a full complement of Bearings (11) in the Bore of each Planet Gear (10). Carefully press them into the Cover, lining up the Washers (9) and Gear as the Shaft is pressed in. Using a suitable staking tool or small chisel, stake each Planet Pin into place in the Planet Carrier.

17. Replace the Disconnect Lock and Spring (7)(8) into the Output Cover and install the Disconnect Shaft (15). Replace the Washers (16)(17), the Sun Gear (19) and the washer and Snap Ring (16)(20).

Input Planet Set Disassembly & Reassembly

NOTE: Input Planet Set is serviced only as an assembly.

18. Using a press, remove the Planet Pins (22) from the Input Planet Carrier (21). Examine the Bearings (25) and Washers (33) for wear and replace if necessary.

19. To reassemble, place a full complement of Bearings (25) into the Bore of each Planet Gear (24). Carefully press each Pin into the Planet Carrier, lining up the Washers (23) and Gear as the Shaft is pressed in.

20. Using a suitable staking tool or small chisel, stake each Planet Pin in one place in the Planet Carrier.

Unit Reassembly

21. All O-rings and Seals should be replace when the unit is reassembled.

22. With the Input Housing (38) setting on the Motor Mounting Face, install a Bearing Cone (37) on it. Carefully lower the Gear Housing, taking care not to cut the Quad Ring (34) or the Flat Seal (35.)

23. Install the second Cone (26) and using the press technique described in step 12, press on the Cone until the two halves of the Split Retaining Ring (33) can be placed into the groove in the Motor Adapter.

24. Lower the Ring Gear Assembly (30)(31)(32) into the Housing and engage the Spline of the Motor and Adapter.

25. Lower the Input Planet Assembly down into the Ring Gear, rotating the Gears as need to line them up.

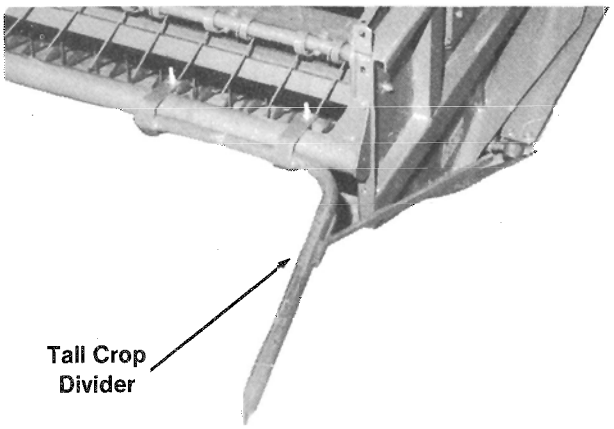
26. To aid in installation of the Output Planet Assembly, the Disconnect Shaft should be locked in the disconnected position. Lower the Output Planet Assembly down into the Ring Gear, being careful not to cut the O Ring (38). Rotate the Planet Gear as necessary to engage them into the Ring Gear. Also, **BE SURE** that the Bolts are lined up between the two parts.

27. Replace the Cap Screws (1) and the Washer (2) and tighten them equally to draw the Cover down. Then tighten them to 40 ft-lb of torque.

28. The Sun Gear can now be installed from outside the Drive.

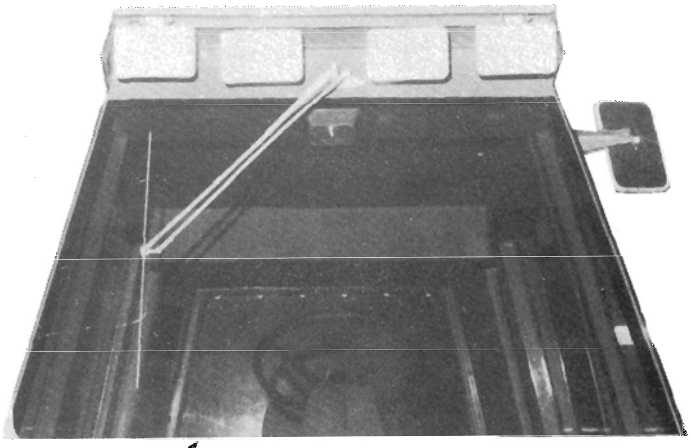
29. Reinstall the Drive in the vehicle and bolt the Motor to the Drive. Rotate the Hub to put the Drain Plug in the highest (12 o'clock) position. Replace the Drain and level Plugs. Fill to the level hole with SAE 90w multi-purpose (mild EP) gear lubricant.

ATTACHMENTS



TALL CROP DIVIDER

Attach the Tall Crop Divider as shown and tighten Bolts securely. Orient Divider so that the outer tip lines up with the outer edge of the Fender Panel, or as desired.



CAB SUN SCREEN

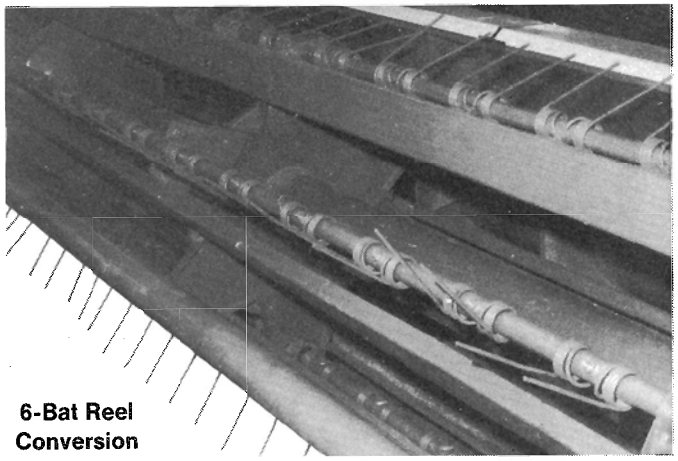
The self-adhering film, added to the side and rear windows, will reflect up to 75% of total solar energy in hot weather.

HEAD LAMPS

Two additional Head Lamps can be added for a total of four and may be adjusted for center and corner lighting.

HIGH RISE RADIATOR SCREEN

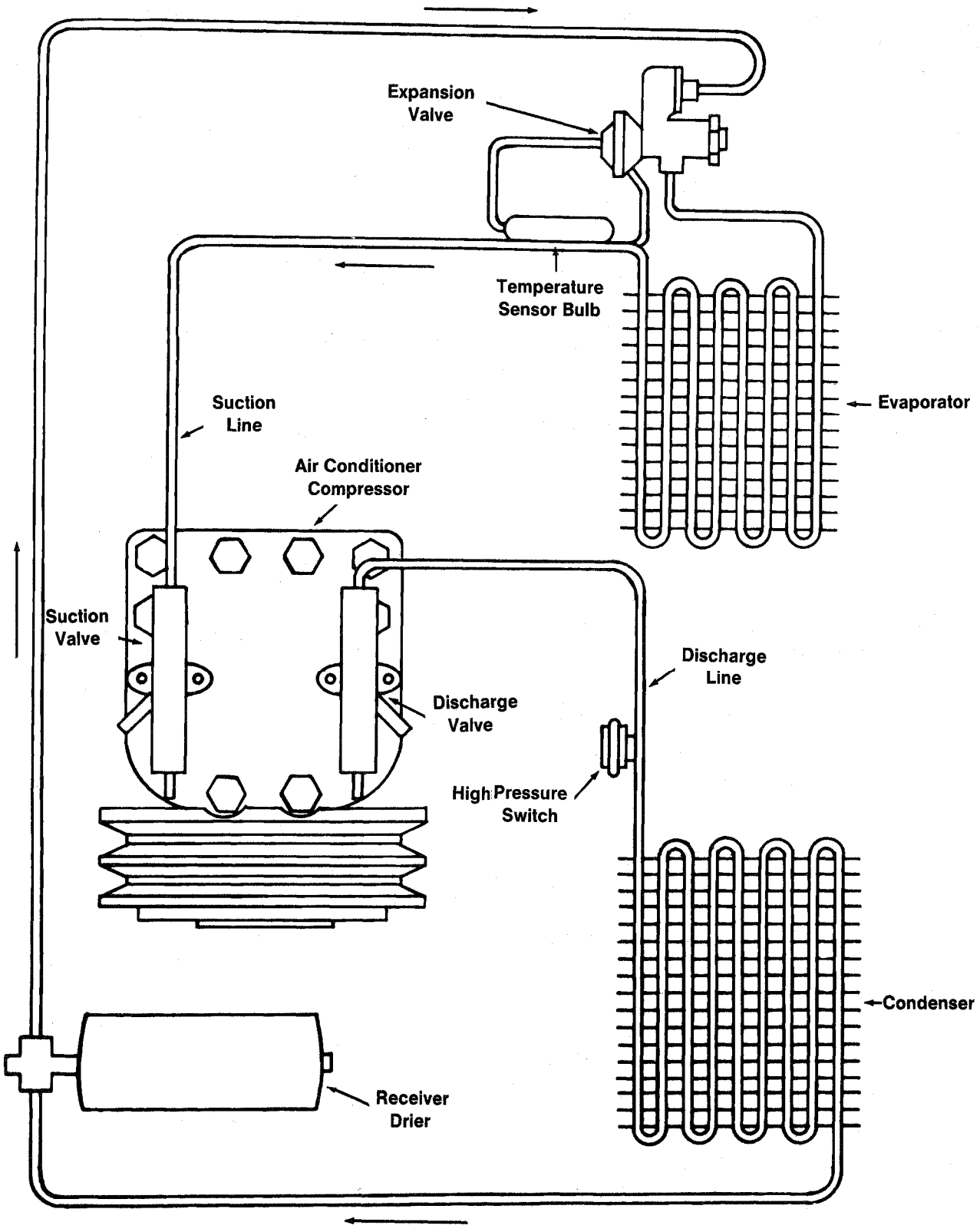
The High Rise Radiator Screen adds about 14 inches to the top of the present rear Grill. This is a somewhat self-cleaning system for use in very dirty conditions.



REEL CONVERSION

This Conversion package changes the Reel from a (4) Bat to a (6) Bat Reel. This will help when cutting down heavy crops.

Air Conditioning Refrigeration Cycle Flow Diagram



SET-UP & ASSEMBLY

TIPPING CRATED HEADER

In an open area free from obstructions, carefully tip the crated unit down on the ground. This may be done with chains as shown, using two front-end loaders or forklifts to pull and lift simultaneously on the Pushbar at the Header End Panels.

CAUTION: Do NOT allow anyone near the unit during this operation. Also, be certain your chains or cables are long enough and strong enough to do the job. The crate may have been damaged during shipping or handling causing the unit to move to the side as it tips down. Keep everyone well clear of the unit.

CAUTION: The chains or cables MUST be secured to the ends of the Pushbar in such a way that they can NOT slide towards the center of the Header, as this could damage the Header component parts.