HEADER

SERVICE MANUAL

Hesston®

9025 / 9040
Auger Header

AGCO
Your Agriculture Company

OPERATION

FIG. 5: All shields and guards must be in the correct operating position and in good condition.

DO NOT use attachments unless the attachments are approved optional equipment.

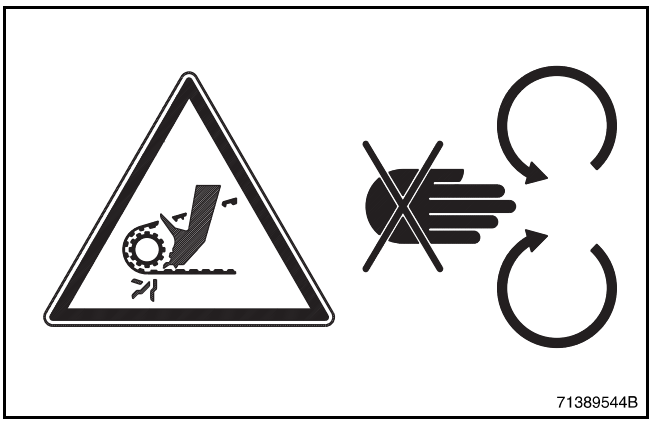

FIG. 5

FIG. 6: Do not operate the machine with drive shaft shields open or removed. Entanglement in rotating drive shafts can cause serious injury or death. Stay clear of rotating components.

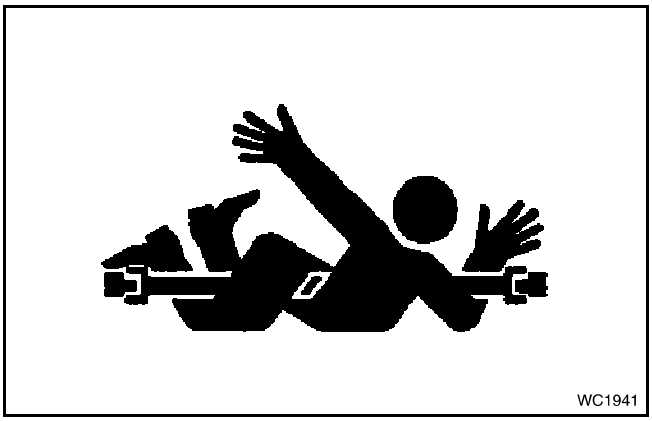

FIG. 6

FIG. 7: Never stand near the machine during operation. Debris can be thrown from the machine during operation possibly resulting in injury.

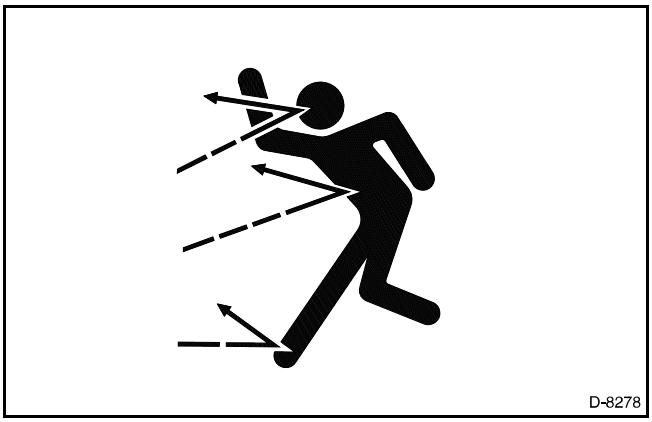

FIG. 7

GENERAL INFORMATION

INTRODUCTION

This service manual has been prepared with the latest service information available at the time of publication. Read the service manual carefully before doing any service on the machine.

Right-hand and left-hand, as used in this manual, is determined by facing the direction the machine will travel when in use.

The photos, illustrations, and data used in this manual were current at the time of printing, but due to possible production changes, your machine can vary slightly. The Manufacturer reserves the right to redesign and change the machine as necessary without notification.

PAGE NUMBERS

All page numbers are made of two numbers separated by a dash, such as 04-9. The number before the dash is the division number. The number following the dash is the page number in that division. The page number will be at the lower right-hand or lower left-hand corner of each page.

UNITS OF MEASUREMENT

Measurements are given in metric units followed by the equivalent in U.S. units. Hardware sizes are given in millimeters for metric hardware and inches for U.S. hardware.

REPLACEMENT PARTS

To receive efficient service, always give the dealer the following information:

- Correct part description or part number.
- Model number of the machine.
- Serial number of the machine.

MACHINE IDENTIFICATION

FIG. 1: Each machine is identified by a model and serial number on the serial number plate (1). The serial number plate is located on the left-hand end of the header.

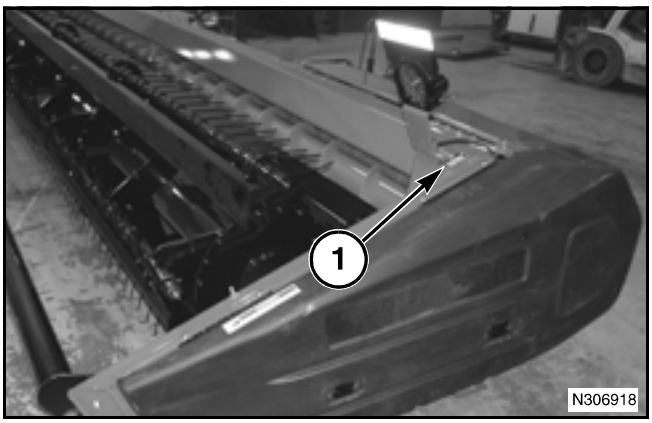

FIG. 1

GIB KEY REMOVAL AND INSTALLATION

FIG. 12: Gib keys (1) are tapered keys with a tang on the thick end. A gib key is both a locking component and hub retainer. The hub (2) must have a tapered key way that fits the gib key. The gib key will lock the hub in position. No other locking component such as a set screw is needed.

When removing the hub, remove paint from the shaft (3) on both sides of the hub. Use a pry bar (4) to apply pressure between the gib key and the hub. While holding pressure on the gib key, drive the hub away from the gib key by hitting the hub with a hammer.

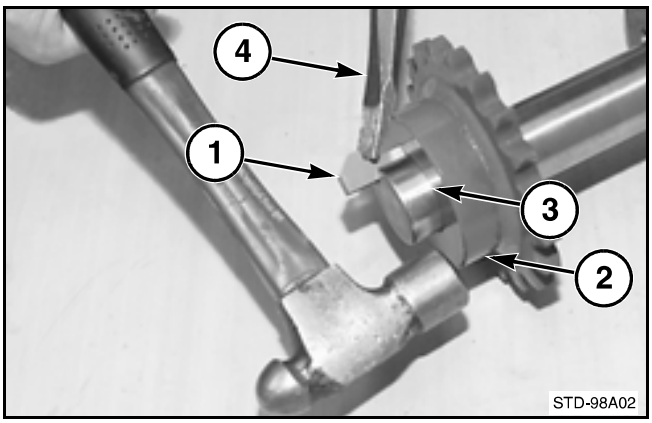

FIG. 12

FIG. 13: For locations with little access, make a special tool to remove gib keys. Use a 25 mm (1 in) wide chisel and grind the width of the chisel (A) to 16 mm (5/8 in). Grind a slot (1) in each side of the head of the chisel. The slot is used to keep the chisel from slipping.

Insert the chisel between the gib key head (2) and the hub (3). Drive against the chisel with a hammer. Use the narrow side of the chisel for smaller gib keys and the wide side of the chisel for large gib keys.

After the hub and gib key loosens, remove the gib key with the pry bar. Remove the hub.

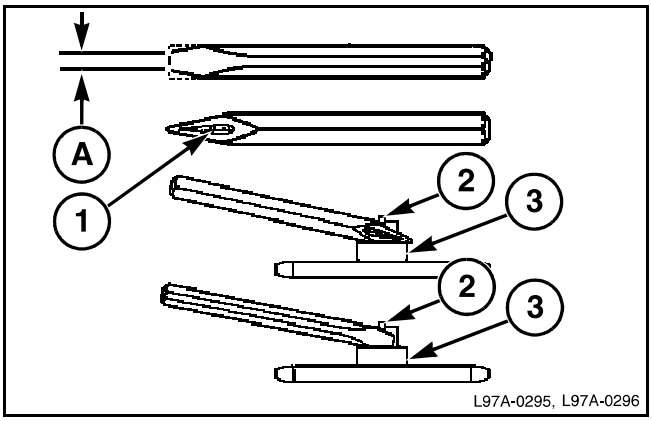

FIG. 13

FIG. 14: When installing the hub (1), make sure the taper in the hub is in the same direction as the gib key taper. Align the key way in the hub (2) with the key way on the shaft (3). Install the gib key (4).

NOTE: Put a thin layer of anti-seize compound or grease on the shaft to prevent sticking or the formation of rust between the hub and shaft.

Hold the sheave or sprocket in position on the shaft. Hit the gib key with a hammer until the gib key is seated.

NOTE: The gib key does not have to be driven extremely hard into the hub to seat.

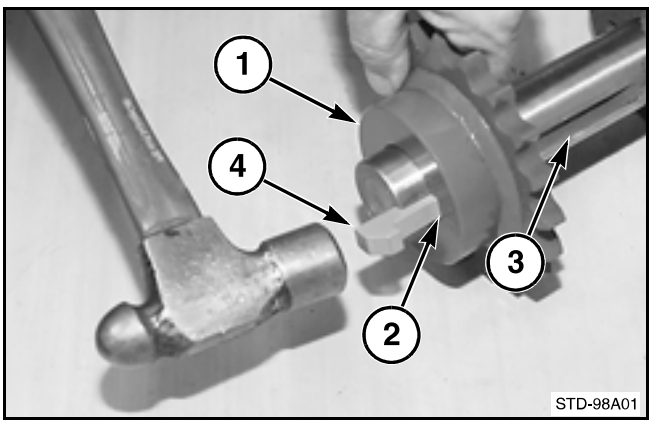

FIG. 14

Pin and Socket Replacement

FIG. 8: The pins (1) and sockets (2) have fingers (3) that push out against the inside of the body of the connector to hold the terminal in position.

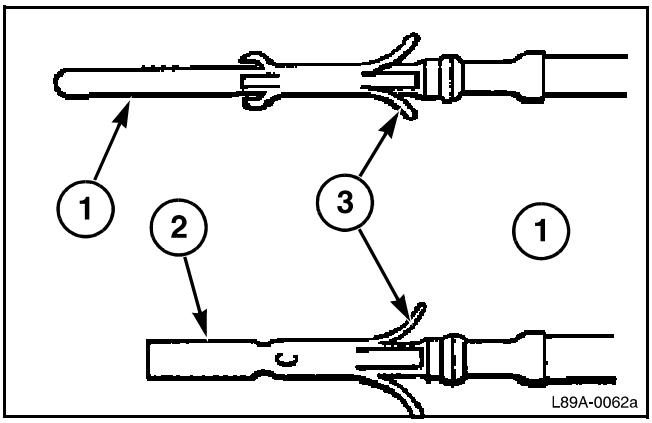

FIG. 8

Packard Connector

Release the cover at the rear of the connector.

Install the sleeve of the tool over the end of the terminal or the socket. Slowly push the sleeve all the way into the connector to push the fingers away from the body of the connector.

Rotate the sleeve to make sure the fingers are released from the body.

Slowly pull the wire to remove the terminal from the rear of the connector. Do not use excessive force.

Remove the tool from the connector.

Cut the wire at the end of the terminal or socket.

Strip the correct amount of insulation from the wire for the terminal being installed.

Install the new seal on the wire.

Put the new terminal on the wire and the seal. Crimp the new terminal onto the wire and the seal.

Slowly push the terminal into the connector to the correct depth. Pull the wire a small amount to make sure the fingers are engaged in the body of the connector.

Close the cover at the rear of the connector. Make sure the locks on the cover are engaged.

Apply dielectric grease to the pins and sockets in both halves of the connector. See Dielectric Grease in this division.

Removal

FIG. 3: Open the shield over the motor.

Wash the outside of the hydraulic motors, hoses, fittings, and the area around the motor (frame, shields, gearboxes, etc.).

IMPORTANT: Hydraulic components must be kept clean so contamination will not enter the system. When disconnecting hydraulic components, areas around the connections must be steam cleaned or washed with solvent. Always keep caps and plugs on the hoses, connections, and ports to keep contamination out of the system.

Fasten identification tags to all of the hydraulic hoses and the lines.

NOTE: If the hoses are not connected to the correct ports at assembly, the header drive motor will rotate in the wrong direction. Make sure to fasten identification tags to the hoses before removal.

Remove the ties as necessary.

Disconnect the motor pressure hose (1) from the 1-5/16-12 JIC X 1-1/16-12 O-ring boss connector in the motor port, B.

Disconnect the motor return hose (2) from the 1-5/16-12 JIC X 1-1/16-12 JIC swivel 90 degree elbow in the motor port, A.

Disconnect the case drain hose (3) from the 7/8-14 JIC X 3/4-16 O-ring boss connector in the motor case drain port.

Install caps and plugs on the hoses and the fittings.

Remove the two 1/2-13 X 1-1/4 inch cap screws (4) with hardened plain washers that secure the motor to the gearbox. Remove the drive motor from the motor mount on the header.

NOTE: Inspect the internal splines in the gear box pinion shaft. Replace the shaft if necessary before installing a new or repaired motor.

Cover the motor mount on the header to prevent contamination.

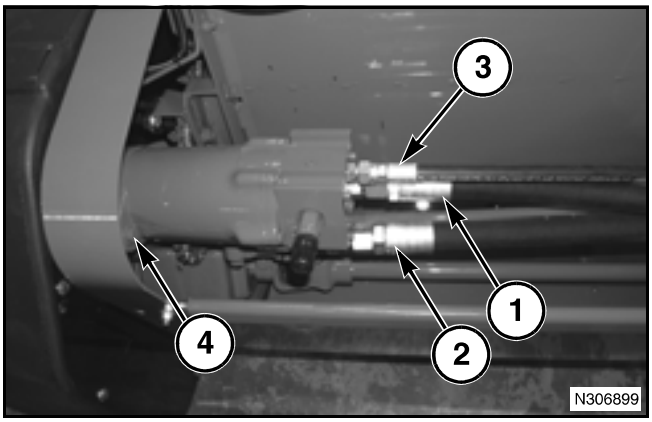

FIG. 3

FIG. 26: Turn the back plate assembly (1) over and remove the drive shaft thrust race (2).

NOTE: The first race and the thrust bearing can remain in the back plate assembly also. If so, remove the first race and the thrust bearing along with the second race.

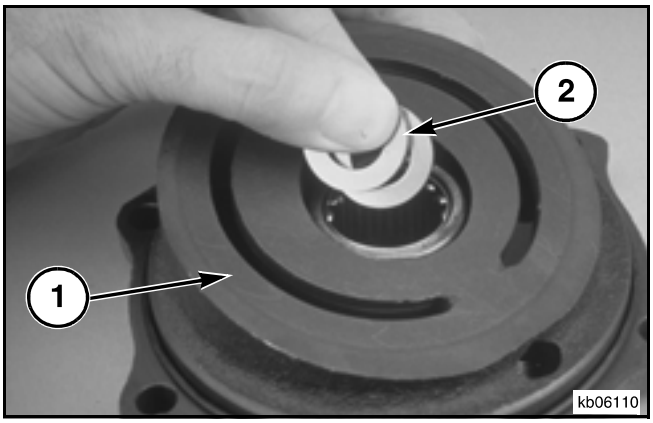

FIG. 26

FIG. 27: Remove the sealing O-ring (1) from the back plate (2).

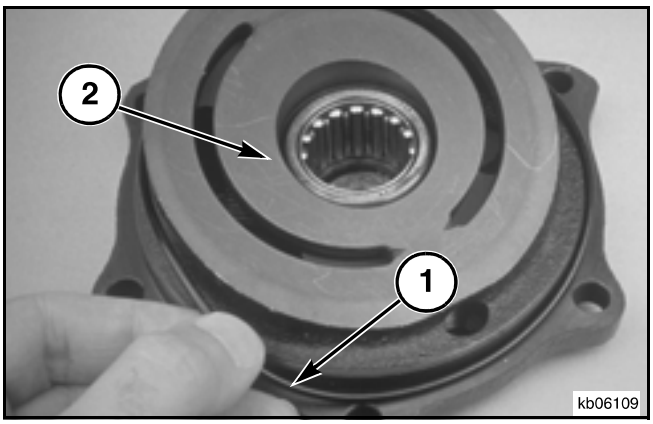

FIG. 27

FIG. 28: Remove the thrust bearing (1) and the race (2) from the output shaft (3).

NOTE: The thrust bearing and the race can remain in the back plate assembly and removed in that step.

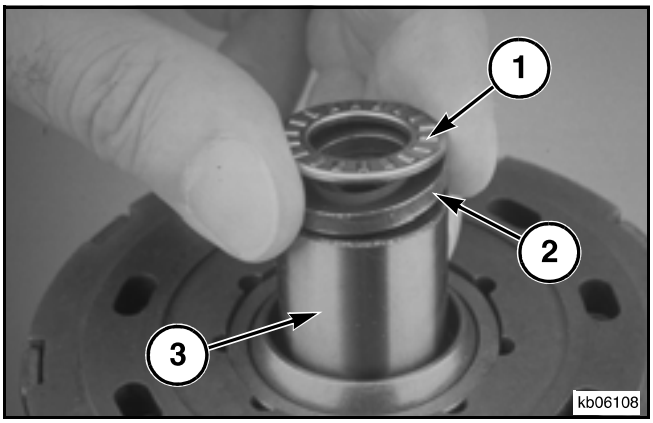

FIG. 28

FIG. 29: Remove the connector plate (1) from the piston assemblies.

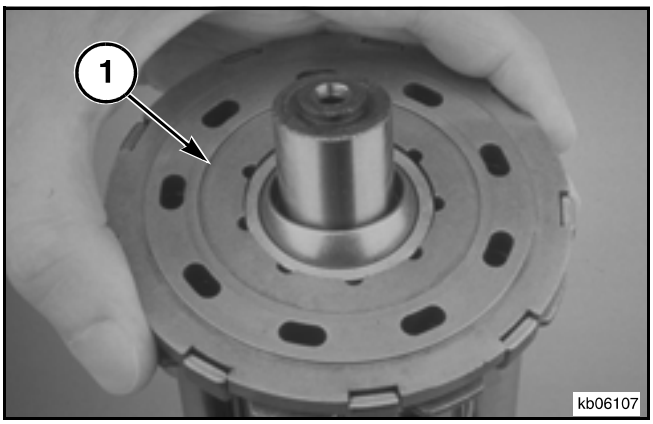

FIG. 29

FIG. 57: Install the retaining ring (1) on top of the seal.

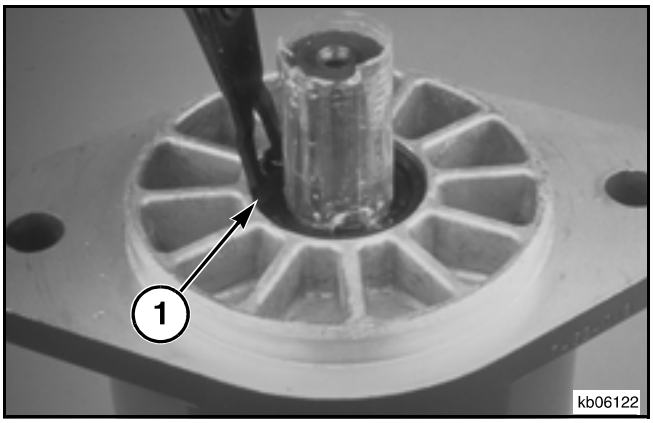

FIG. 57

FIG. 58: Using a seal driver or similar tool, press the retaining ring and the shaft seal into the motor housing.

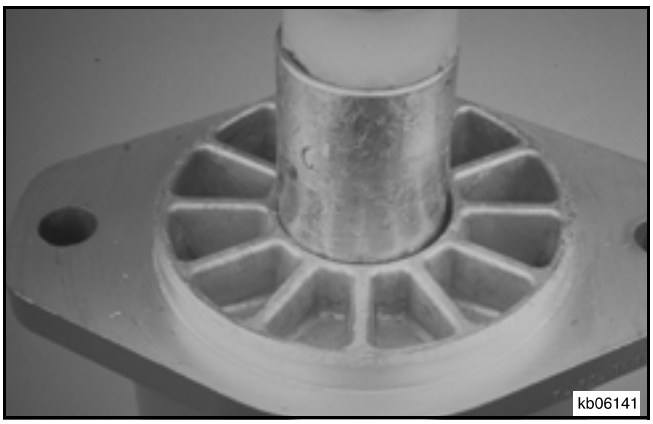

FIG. 58

FIG. 59: Put new O-rings between the loop flushing manifold and the back plate ports for the case drain, pressure, and return. Put the manifold assembly onto the motor back plate.

Install the four screws (1) holding the manifold assembly (2) to the motor back plate. Tighten the screws.

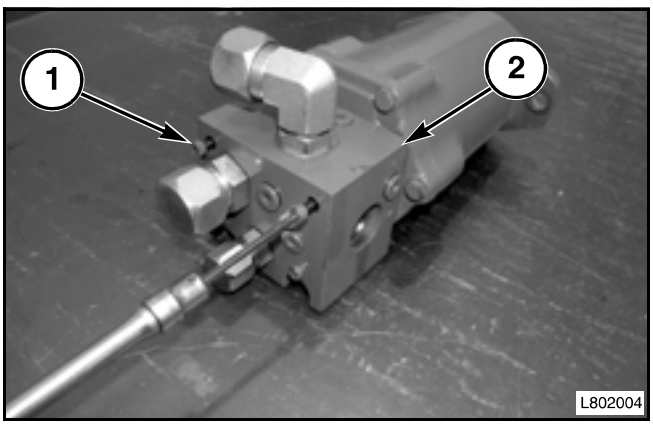

FIG. 59

FIG. 60: Install the header drive motor onto the header following the procedures in Installation found in this division.

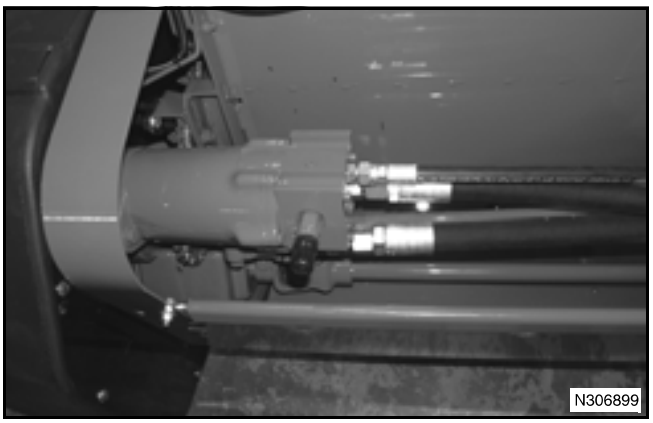

FIG. 60

Components

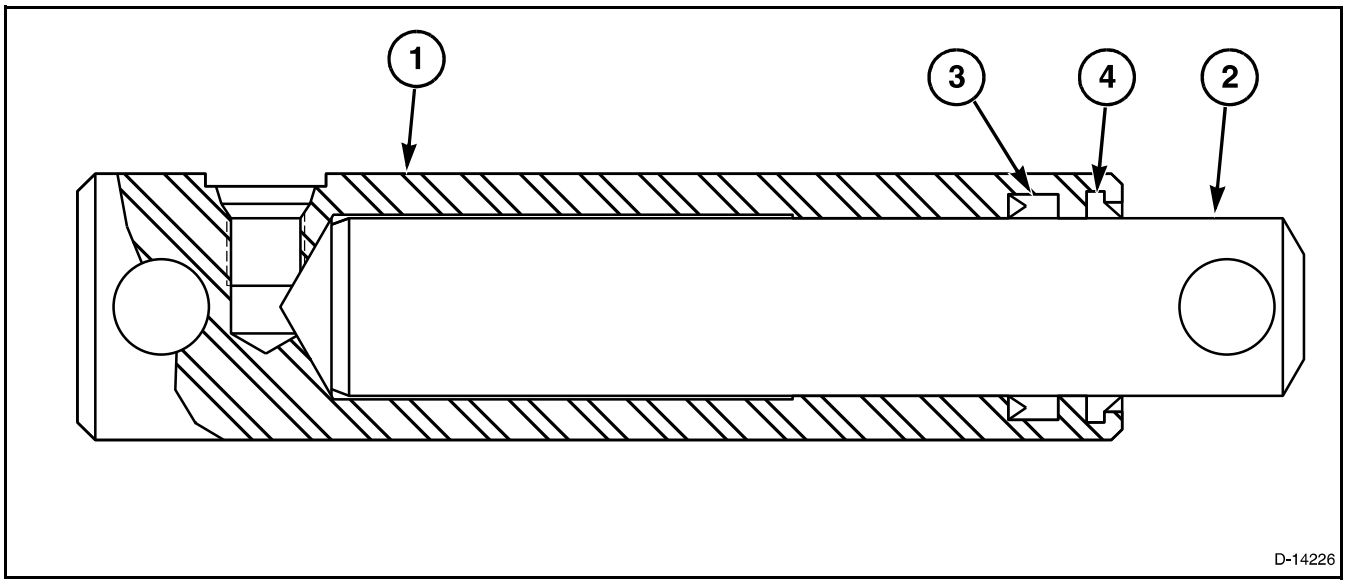

FIG. 76

FIG. 76: Cylinder Components

(1) Tube

(2) Rod

(3) Lip seal

(4) Wiper ring

Disassembly

Clean the outside of the cylinder with cleaning solvent.

Fasten the tube (1) in a vise or other holding equipment. Be careful not to damage the tube.

Pull the rod straight out of the tube to prevent damage to the tube.

Remove the lip seal and the wiper ring from the inside of the guide.

Inspection

Clean all parts in cleaning solvent.

Check to make sure the rod is straight. If the rod is not straight, replace the cylinder.

Inspect the rod for damage and wear. If the rod is damaged or worn, replace the cylinder.

Remove any marks and sharp edges on the chamfer at the piston end of the piston rod.

Illuminate the inside of the tube. Inspect the inside of the tube for deep grooves and other damage. If there is any damage to the tube, replace the cylinder.

Assembly

Apply clean hydraulic oil to all of the components and seals before assembly. Apply clean hydraulic oil to the bore of the tube and the rod before installing the components.

Fasten the tube in a vise or other holding equipment. Be careful not to damage the tube.

Install a new lip seal in the inside of the tube. The lip of the seal must be toward the inside of the tube.

Install a new wiper ring in the inside of the guide. The lip of the wiper must be toward the outside of the tube.

Push the rod straight into the tube.

WARNING: Rod must be restrained externally to prevent separation from tube. Install the cylinder into the header before testing.

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79033179 A Rev.

05 - Gearboxes

Contents

Sickle Drive Gearbox

FIG. 20: Clean the flange on the sickle drive gearbox (1) and on the conditioner gearbox (2). Do not permit any contamination into the hay conditioner gearbox.

Apply silicone sealant to the mounting flange on the sickle drive gearbox.

Put the sickle drive gearbox into position on the conditioner gearbox. Make sure that the keyway on the output shaft for the conditioning roll is up to be in alignment with the conditioner shaft. Make sure that all identification marks are aligned.

Install the five M10 x 1.5 x 25 socket head capscrews (3) and M10 x 1.5 x 80 capscrew (4) and nut.

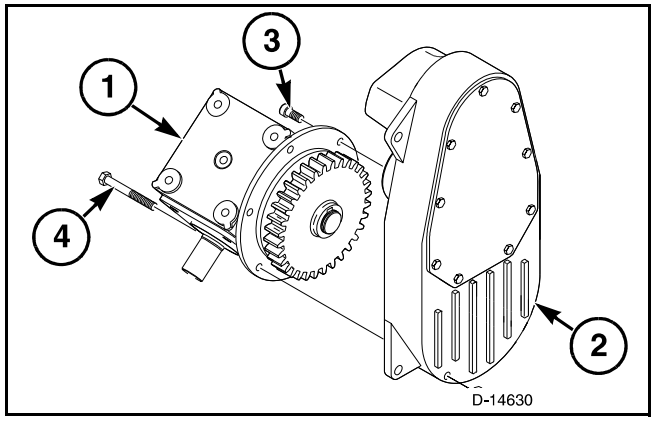

FIG. 20

CONDITIONER GEARBOX - DOUBLE CONDITIONER

Removal

Park the machine on a level surface and lower the header to the ground.

Stop the engine and apply the parking brake. Make sure the steering wheel is centered and locked. Take the key with you.

Remove the end shield on the left-hand end of the header.

Open the drive shield.

Drain the oil from the gearbox. There is a drain plug for the gearbox and for the sickle drive gearbox.

Wash the outside of the hydraulic motor and gearbox.

FIG. 21: Loosen the bolt (1) in the tensioner sprocket for the drive chain.

Remove the connector link from the drive chain and remove the drive chain.

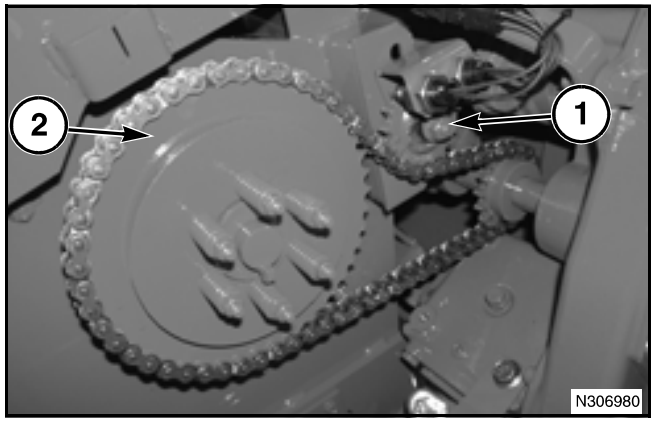

FIG. 21

Sickle Drive Gearbox

FIG. 43: Clean the flange on the sickle drive gearbox (1) and on the conditioner gearbox (2). Do not permit any contamination into the hay conditioner gearbox.

Apply silicone sealant to the mounting flange on the sickle drive gearbox.

Put the sickle drive gearbox into position on the conditioner gearbox. Make sure that the keyway on the output shaft for the conditioning roll is in alignment with the other shafts. Make sure that all identification marks are aligned.

Install the five M10 x 1.5 x 25 socket head capscrews (3) and M10 x 1.5 x 80 capscrew (4) and nut.

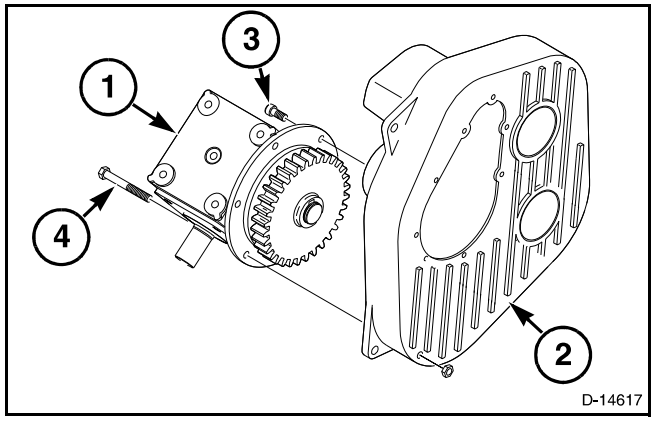

FIG. 43

LEFT-HAND SICKLE DRIVE GEARBOX

Special Tools

FIG. 44: Use a dial indicator lever to check the backlash on the output shaft.

Parts required:

- Pipe (1): 25 mm (1 in) long, 31.75 mm (1-1/4 in) inside diameter
- Lever (2): 25 mm (1 in) wide, 44 mm (1-3/4 in) long
- Bolt (3)

Weld the lever to the pipe.

Drill and tap a hole for the bolt 90 degrees from the lever.

Put a mark on the lever exactly at a distance (A) of 58 mm (2.283 in) from the center of the pipe.

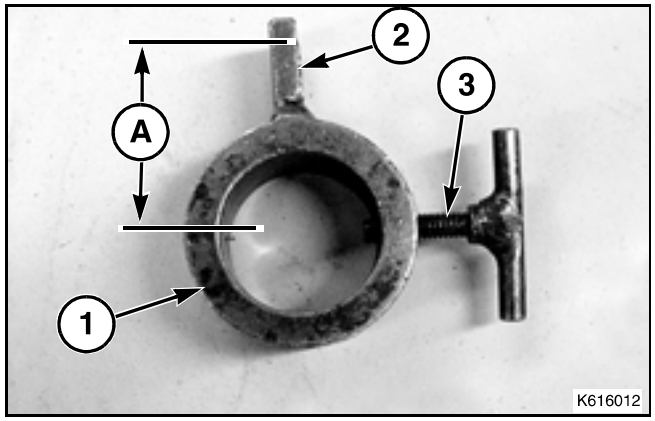

FIG. 44

Removal

Remove the conditioner gearbox from the header. See Conditioner Gearbox in this division.

Clean the outside of the gearbox.

FIG. 45: Use a scribe to make an identification mark on both shafts, the covers, and the housing for correct identification during assembly. Put an identification mark on one of the other conditioner gearbox shafts.

Remove the M10 x 1.5 x 80 capscrew and nut (1).

Remove the five M10 x 1.5 x 25 socket head capscrews (2).

Remove the sickle drive gearbox (3) from the hay conditioner gearbox (4).

NOTE: Silicone sealant has been used as a seal between the sickle drive gearbox and the hay conditioner gearbox.

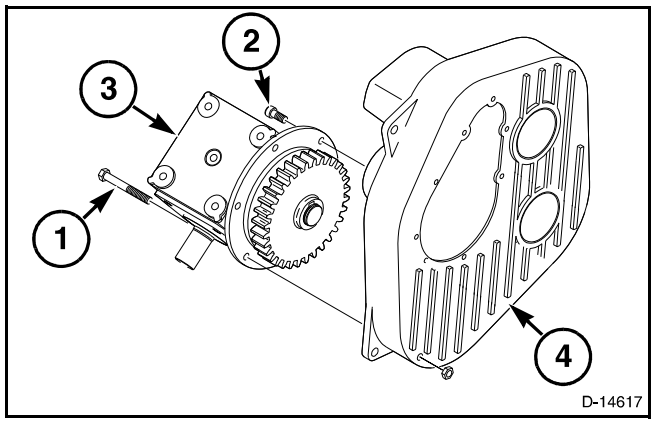

FIG. 45

FIG. 63: Loosen the rear clamp bolt (1) on the shock absorber U-joint assembly (2).

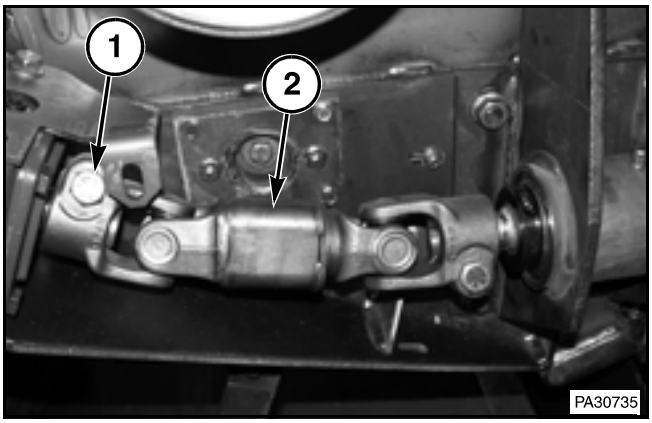

FIG. 63

FIG. 64: Drain the oil from the gearbox.

Remove the four bolts (1) under the gearbox that connect the gearbox to the header.

Use a hammer and chisel to spread the clamp on the U-joint assembly.

Move the gearbox back just far enough to get the end of the shock absorber U-joint assembly off of the shaft.

Remove the gearbox from the header.

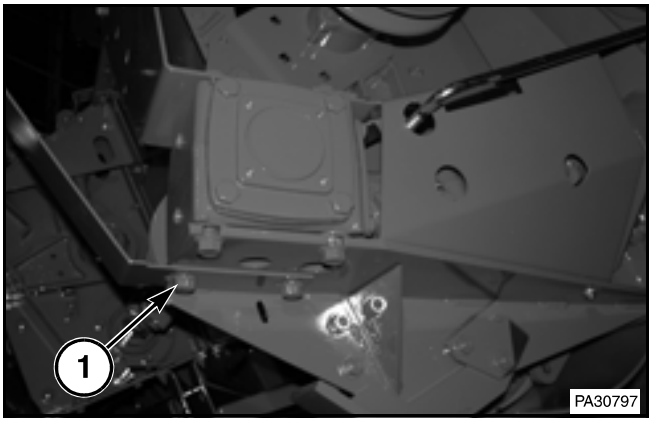

FIG. 64

Installation

Put the gearbox into position on the header.

Install the shock absorber U-joint assembly onto the shaft.

Install the four bolts under the gearbox that connect the gearbox to the header.

FIG. 65: Check the shock absorber U-joint assembly to make sure there is a 22 mm (7/8 in) gap (A) between the front yoke (1) and threaded collar (2). Also keep at least a 1 mm (0.040 in) gap (B) between the rear yoke (3) and the gearbox to give the correct U-joint angle. If necessary, loosen the lower U-joint clamp bolt and move the U-joint assembly to get the correct dimensions.

NOTE: Some of the woodruff key in the front yoke will be showing.

IMPORTANT: The angles of the U-joints must be the same.

Tighten the U-joint clamp bolts (4) to 203 Nm (150 lbf ft).

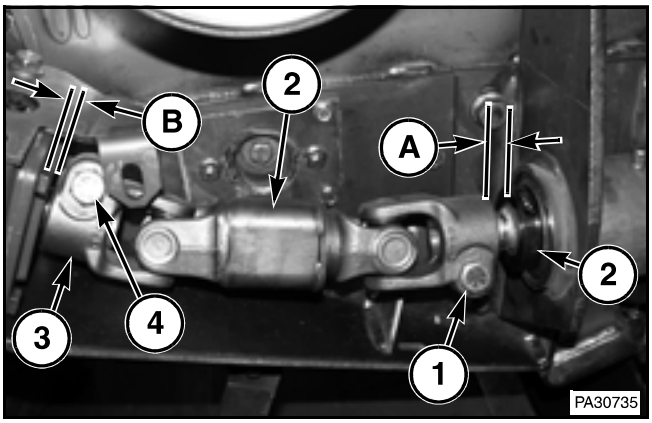

FIG. 65

REEL

REEL ADJUSTMENTS

Reel Speed

The reel speed must be about 20 percent faster than the ground speed. The reel speed is determined by the number of spacers installed between the halves of the reel drive sheave. If the reel speed cannot be adjusted slow enough using the spacers supplied, install a slow down sheave. The slow down sheave is located on the right-hand bottom shield. The slow down sheave is not equipped on the 5.49 m (18 ft) header.

FIG. 1: To change the reel speed:

- Loosen and remove the reel drive belt (1).
- Remove the six bolts (2), nuts, and lock washers from the reel drive sheave.
- To decrease reel speed, remove the spacers (3) from the outside of the sheave. Put the spacers between the two halves of the drive sheave.
- To increase reel speed, remove spacers from between the two halves of the drive sheave. Put the spacers on the outside of the drive sheave.
- Install the bolts, nuts, and lock washers in the drive sheave.
- Install and tighten the reel drive belt.

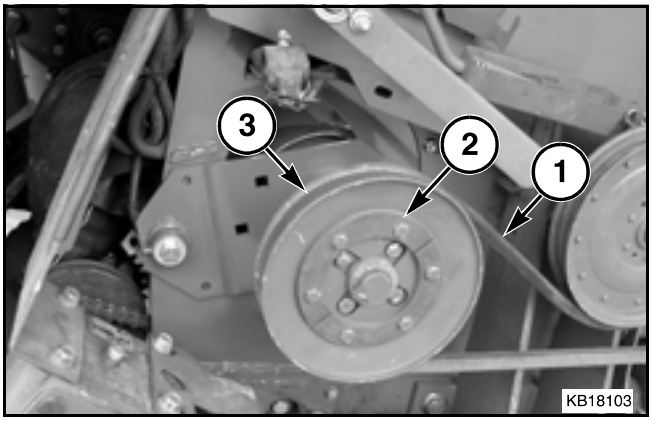

FIG. 1

Reel Speed Chart

Number of Spacers	Correct ground speed for approximately 20 percent reel overspeed.
Standard Sheave	
None	13.8 km/hr (8.6 mi/hr)
One	13.0 km/hr (8.1 mi/hr)
Two	12.4 km/hr (7.7 mi/hr)
Three	11.7 km/hr (7.3 mi/hr)
Slow Down Sheave	
None	10.7 km/hr (6.6 mi/hr)
One	10.0 km/hr (6.2 mi/hr)
Two	9.4 km/hr (5.8 mi/hr)
Three	8.8 km/hr (5.5 mi/hr)

REEL BATS

Removal

FIG. 19: Rotate the reel so the bat (1) to be removed is at the top.

Loosen the two 5/16-18 x 1 carriage bolts (2) at each bearing support (3).

If equipped, loosen the two 5/16-18 x 1 carriage bolts (2) at each reel spider.

Slide the bat off the reel from the left-hand side.

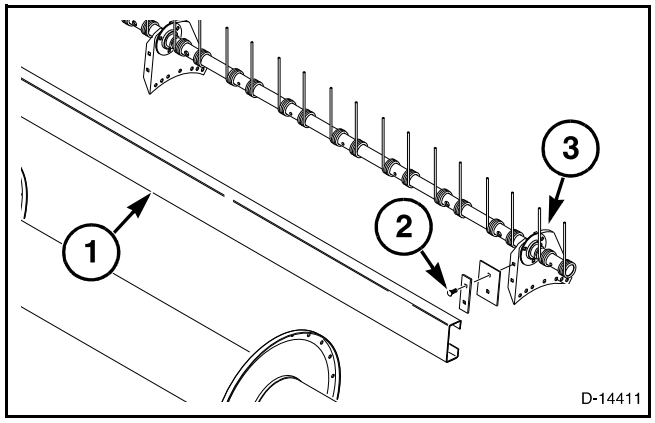

FIG. 19

Installation

FIG. 20: Slide the bat (1) between the plate (2) and retainer (3) at each bearing (4) support from the left to the right.

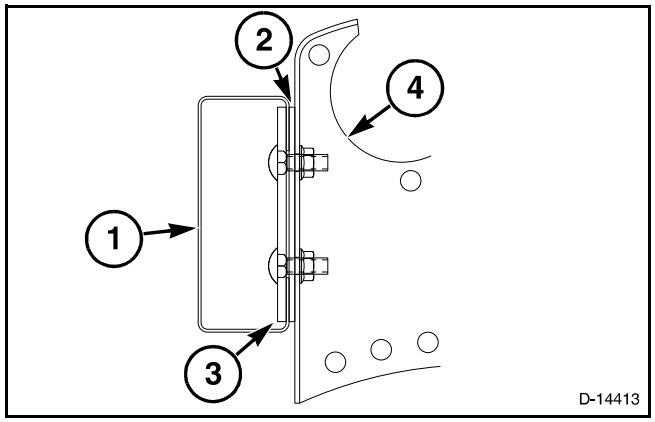

FIG. 20

FIG. 21: Align the right-hand end of the bat (1) with the inside edge of the twine tube cam arm (2).

Tighten the two 5/16-18 x 1 carriage bolts at each bearing support.

Tighten the two 5/16-18 x 1 carriage bolts at each reel spider, if equipped.

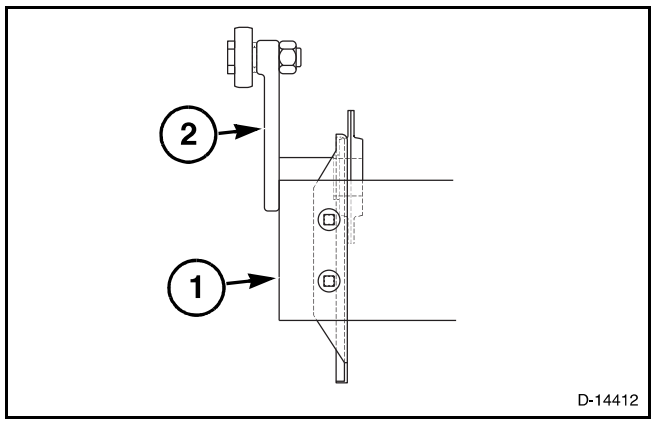

FIG. 21

CAM FOLLOWER BEARING

Components

FIG. 43: Components

(1) 5/8-18 x 2-1/4 special capscrew

(2) Bearing

(3) 5/8 x 14 gauge machinery bushings

(4) 5/8 x 16 gauge machinery bushing

(5) 5/8 lock washer

(6) 5/8-18 jam nut

(7) Twine tube cam arm

(8) Bearing

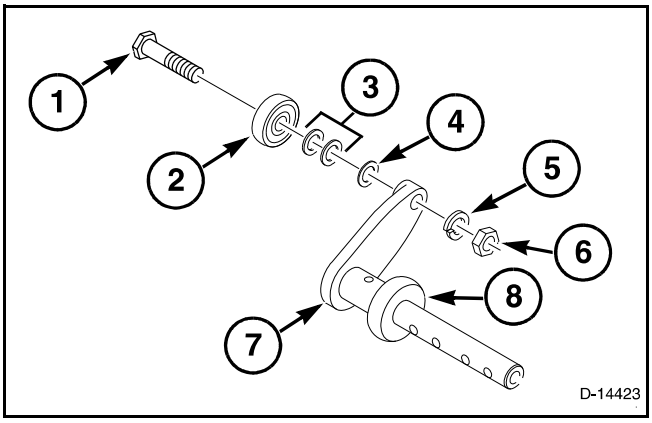

FIG. 43

Removal and Installation

FIG. 44: Turn the reel until the cam follower bearing to be replaced is aligned with the hole (1) in the cam track.

Remove the 5/8-18 jam nut and 5/8 lock washer.

Remove the capscrew, bearing, and machinery bushings from the twine tube cam arm.

Install a new bearing on the capscrew.

Install the capscrew, bearing, and machinery bushings onto the twine tube cam arm. If necessary, add or remove machinery bushings.

Install the 5/8 lock washer and 5/8-18 jam nut.

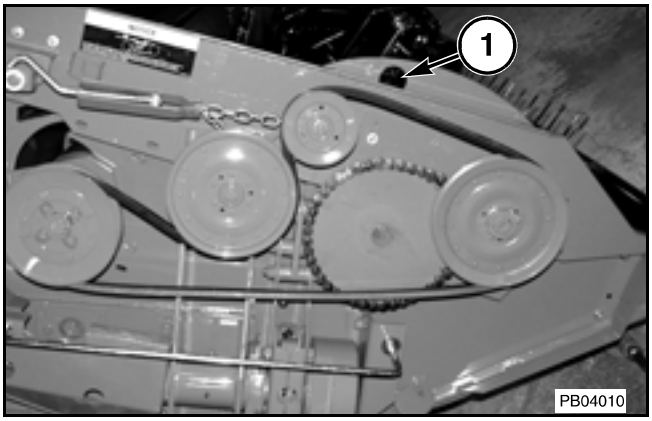

FIG. 44

Sickle Components

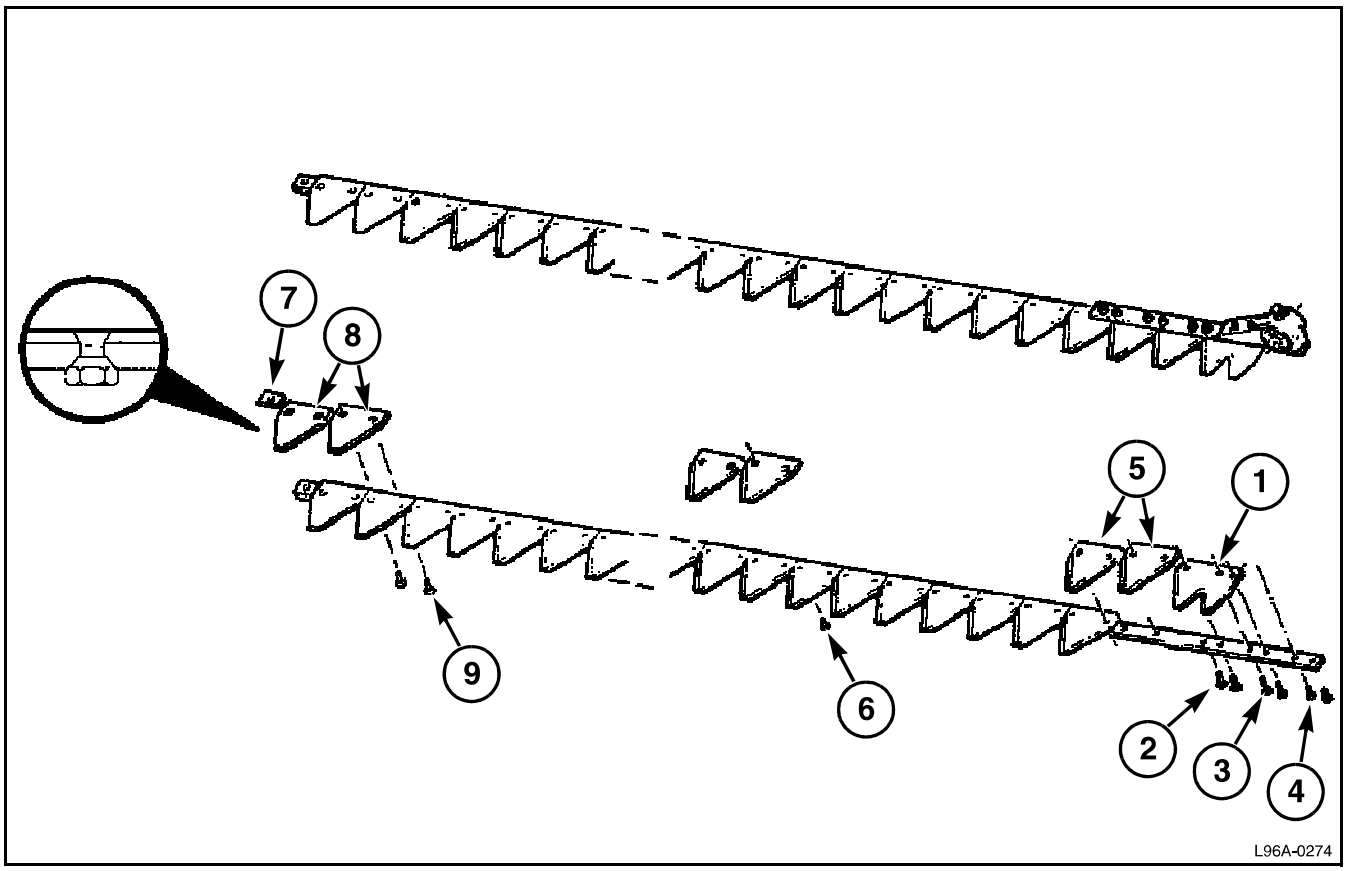

FIG. 10

FIG. 10: Left-hand sickle

(1) Left-hand end sickle section

(2) #12-24 x 1 screws and lock nuts

(3) #12-24 x 1-1/4 screws and lock nuts

(4) 1/4-28 x 1/2 hex cap screws, grade 8

(5) Standard sickle sections

(6) #12-24 x 5/8 screws and lock nuts

(7) Wear shim

(8) Blunt edge serrated sickle sections

(9) #12-24 x 1/2 screws and lock nuts

Special Instructions for Left-hand Sickle Sections

In the overlap area, install the countersunk heads of the five #12-24 x 1/2 screws in the blunt sections or the wear shim. Install the chamfers of the lock nuts in the countersunk holes in the sickle bar.

Crankshaft Bearing Replacement

FIG. 28: Remove the flywheel and swaybar. See Swaybar Removal.

Remove the shock absorber U-joint assembly. See Shock Absorber U-joint Assembly in this division.

Loosen the clamp screw on the threaded collar (1).

Remove the threaded collar and machinery bushing (2) from the crankshaft (3).

Remove the crankshaft from the housing assembly (4).

Remove and discard the bearing cones (5) and seals (6) from the housing assembly and crankshaft.

Remove the bearing cups (7) from the housing assembly.

Clean the housing assembly and the crankshaft.

Press new bearing cups into the housing assembly with the thickest edges facing the inside of the housing assembly.

Check the grease fitting (8) and breather (9). Replace if damaged.

Pack the bearing cones by machine or by hand forcing grease between the rollers, cone, and cage. Fill the space between the bearing cups in the housing assembly with grease to the inside diameter of the cups.

Install a new seal and bearing onto the crankshaft.

Install the crankshaft into the housing assembly.

Install a new seal on the U-joint side of the crankshaft.

Put the machinery bushing onto the crankshaft.

Install the threaded collar. Tighten the clamp bolt just enough so that the threader collar can still turn.

IMPORTANT: Loosening the clamp bolt too much will let the threaded collar spread on the threads and not tighten correctly.

Tighten the threaded collar until the rolling torque of the crankshaft is 0.6 to 1.7 Nm (5 to 15 lbf inch).

Loosen the threader collar.

Tighten the threaded collar by hand.

Tighten the clamp bolt to 37 Nm (27 lbf ft).

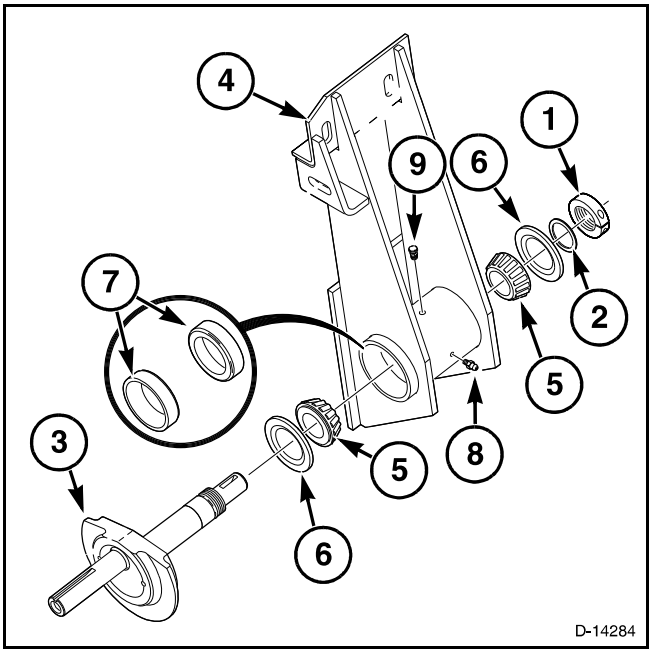

FIG. 28

AUGER

CHAIN ADJUSTMENTS

Top Auger Drive Chain

FIG. 1: Adjust the top auger drive chain (1) tension to 13 mm (1/2 in) deflection with 156 N (35 lb) force.

- Loosen the bolt (2) in the tensioner sprocket.
- Move the tensioner sprocket in the slot to get the correct chain tension.
- Tighten the bolt.

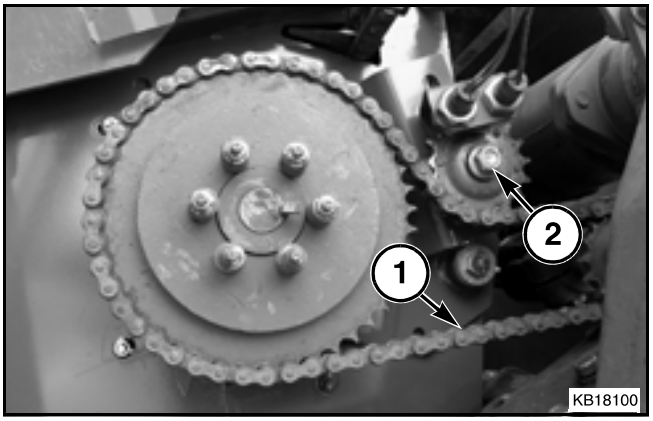

FIG. 1

Bottom Auger Drive Chain

FIG. 2: Adjust the bottom auger drive chain (1) tension to 13 mm (1/2 in) deflection with 156 N (35 lb) force.

- Loosen the bolt (2) in the tensioner sprocket.
- Move the tensioner sprocket in the slot to get the correct chain tension.
- Tighten the bolt.

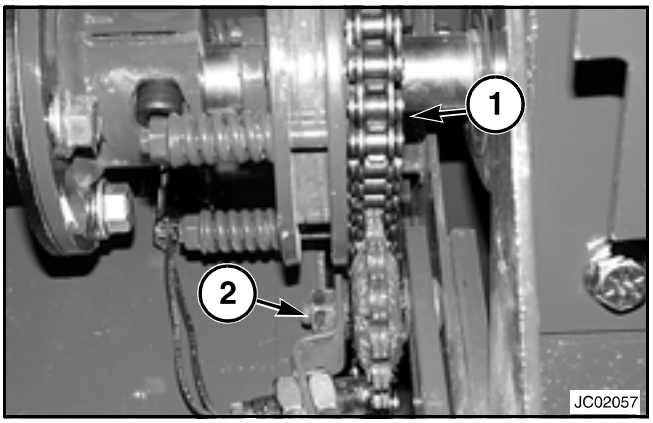

FIG. 2

Install and tighten the locking collars at both ends of the auger. See Bearing Replacement in the General Information division.

Install the right-hand wrapper.

Install and align the reel drive sheave. See Gib Key Removal and Installation in the General Information division.

Install and tighten the reel drive belt.

Install and align the slip clutch onto the shaft of the top auger. See Gib Key Removal and Installation in the General Information division.

Apply grease to the pins of the connector and install the auger drive chain. Make sure the four O-rings are installed on the connector link. The closed end of the clip must be toward the direction of normal chain travel.

Adjust the tension on the auger chain and tighten the bolt in the tensioner sprocket.

Close the end shields.

HAY CONDITIONER

HAY CONDITIONER ADJUSTMENTS - SINGLE CONDITIONER

Hay Conditioner Roll Pressure

NOTE: Adjusting the spacing between the hay conditioner rolls makes the most change in crop conditioning. See Hay Conditioner Roll Spacing in this division for more information.

FIG. 1: Hay conditioner roll pressure can be changed by adjusting the pressure on the control panel (1) under the drive shield. Hydraulic pressure is applied to the cylinders (2) on the ends of the top hay conditioner roll (3). The accumulator (4) gives a flotation function to the hay conditioner rolls.

NOTE: The recommended pressure setting to start with is 5515 kPa (800 psi).

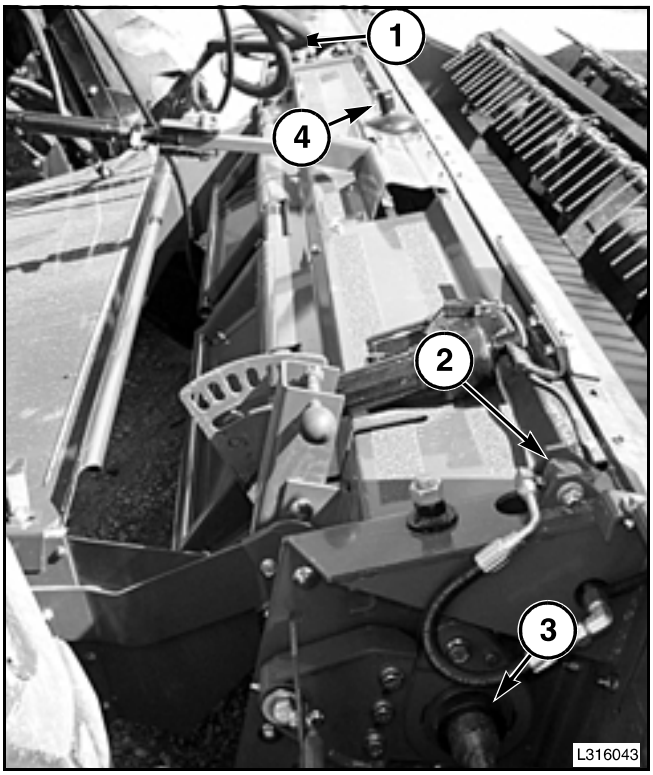

FIG. 1

FIG. 2: To adjust the hay conditioner roll pressure:

- Start the tractor and set the engine speed to low idle. Do not engage the header.
- Press and hold the adjustment switch (1) in the direction to either increase or decrease the roll pressure. Press the left-hand side of the adjustment switch to increase the pressure. Press the right-hand side of the switch to decrease the pressure.
- Slowly open the ball valve (2) until the needle on the pressure gauge (3) begins to move.
- Close the ball valve when the desired roll pressure setting is reached. Release the adjustment switch.

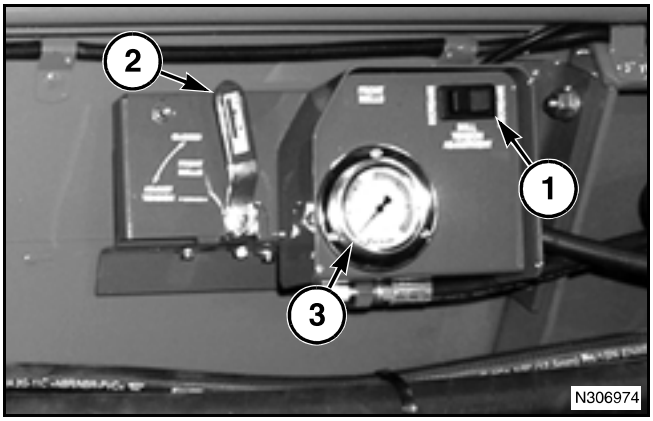

FIG. 2

FIG. 24: Remove the cross from the shaft yoke.

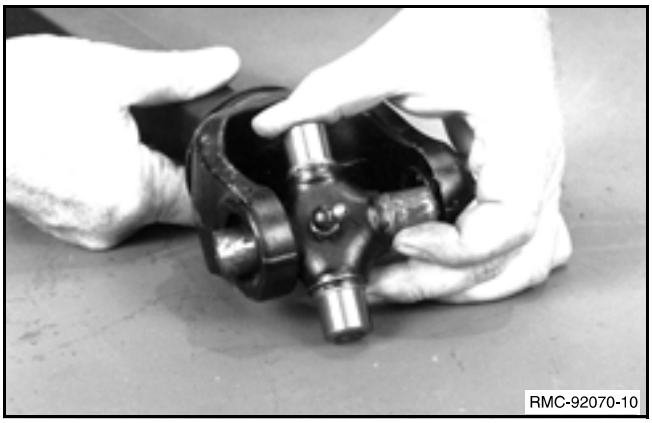

FIG. 24

FIG. 25: Use the hammer and the driver to remove the bearing caps from the clamp yoke and the shaft yoke.

Discard the cross, the bearing caps, and the snap rings.

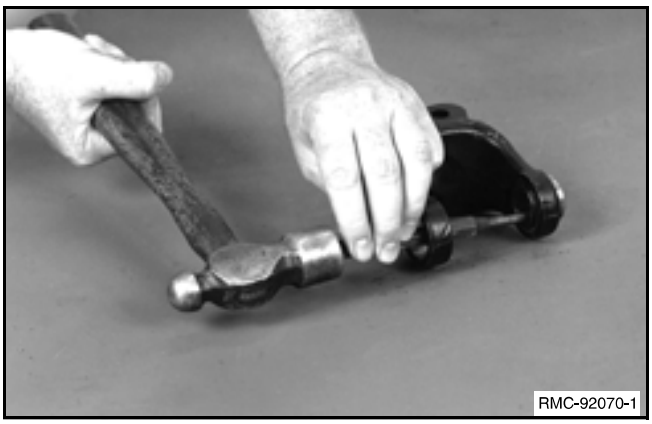

FIG. 25

Assembly

Clean the bores in the yokes. Inspect the bores for damage. Replace any parts that are damaged.

FIG. 26: Apply grease to the bores for the bearing caps. The grease will make the bearing caps much easier to install.

FIG. 26

FIG. 52: Remove the drive shaft (1) from the lower conditioner roll on the right-hand side of the header. See Drive Shaft Removal and Installation in this division.

Remove the key from the lower conditioner roll.

Loosen and remove the locking collars (2) on the bearings at the right-hand end of both conditioner rolls. See Bearing Replacement in the General Information division.

Remove paint from the shafts.

Loosen the bolts (3) on the lower conditioner roll flange.

Connect lifting equipment to both conditioner rolls.

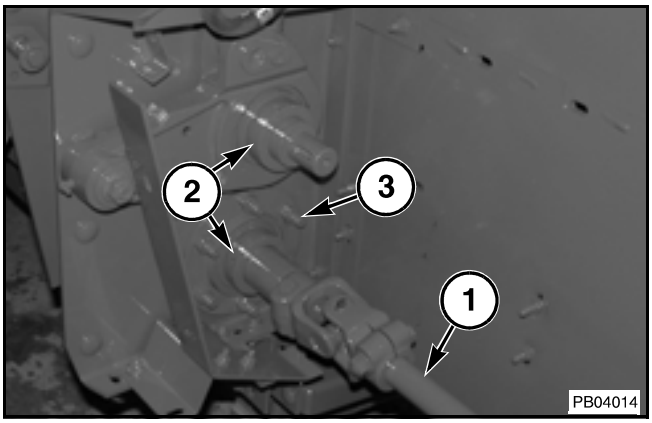

FIG. 52

FIG. 53: Remove the bolts (1) that fasten the right-hand panel assembly (2) and shim plate to the header.

Remove the right-hand panel assembly and shim plate from the header and conditioner rolls.

Remove the conditioner rolls from the header.

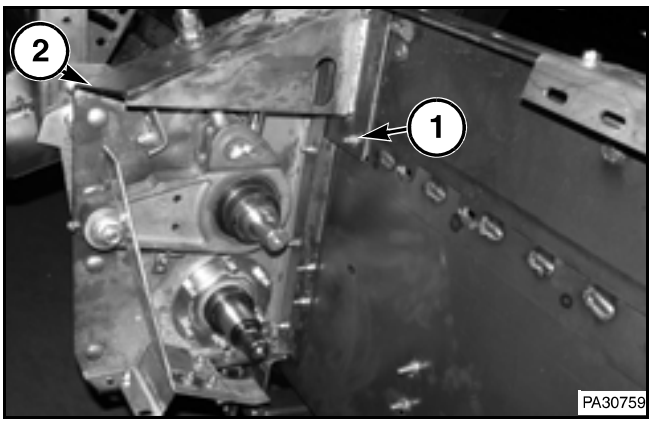

FIG. 53

Inspection

Check the condition of the bearings. Replace the bearings as required.

Check the conditioner rolls for wear. Make sure the conditioner rolls are not bent. Replace if necessary.

Inspect the conditioner roll shafts and keyways for wear. Replace as necessary.

Inspect the conditioner pivot bushings. Replace if necessary.

FIG. 54: Inspect the bearing housings (1) and for cracks. Replace the bearing housings if broken.

Inspect the spherical bearing for roughness or noise while turning the inner race. Replace the spherical bearing if rough or noisy.

The spherical bearing is installed at the factory with 7 to 54 Nm (5 to 40 lbf ft) of torque required to rotate the outer rim in and out of the bearing housing. If the outer rim of the spherical bearing can be rotated into or out of the housing by hand, replace the bearing housing. Coat the outside rim of a new spherical bearing with antiseze before installing the bearing into the bearing housing. Put the lubrication hole about 90 degrees from the slots.

Inspect the bronze bearing (3) for wear. The factory installed inside diameter is 31.88 to 32.00 mm (1.255 to 1.260 in). Replace the bronze bearing if the inside diameter is greater than 32.79 mm (1.291 in).

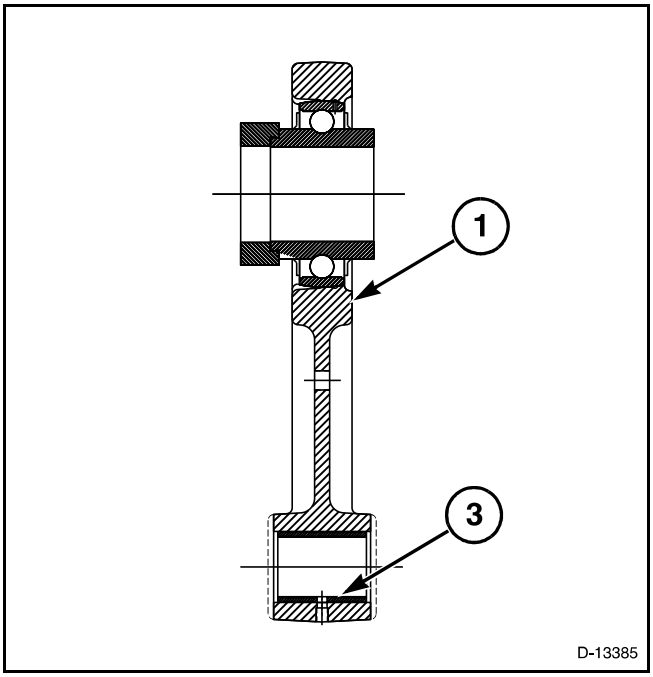

FIG. 54

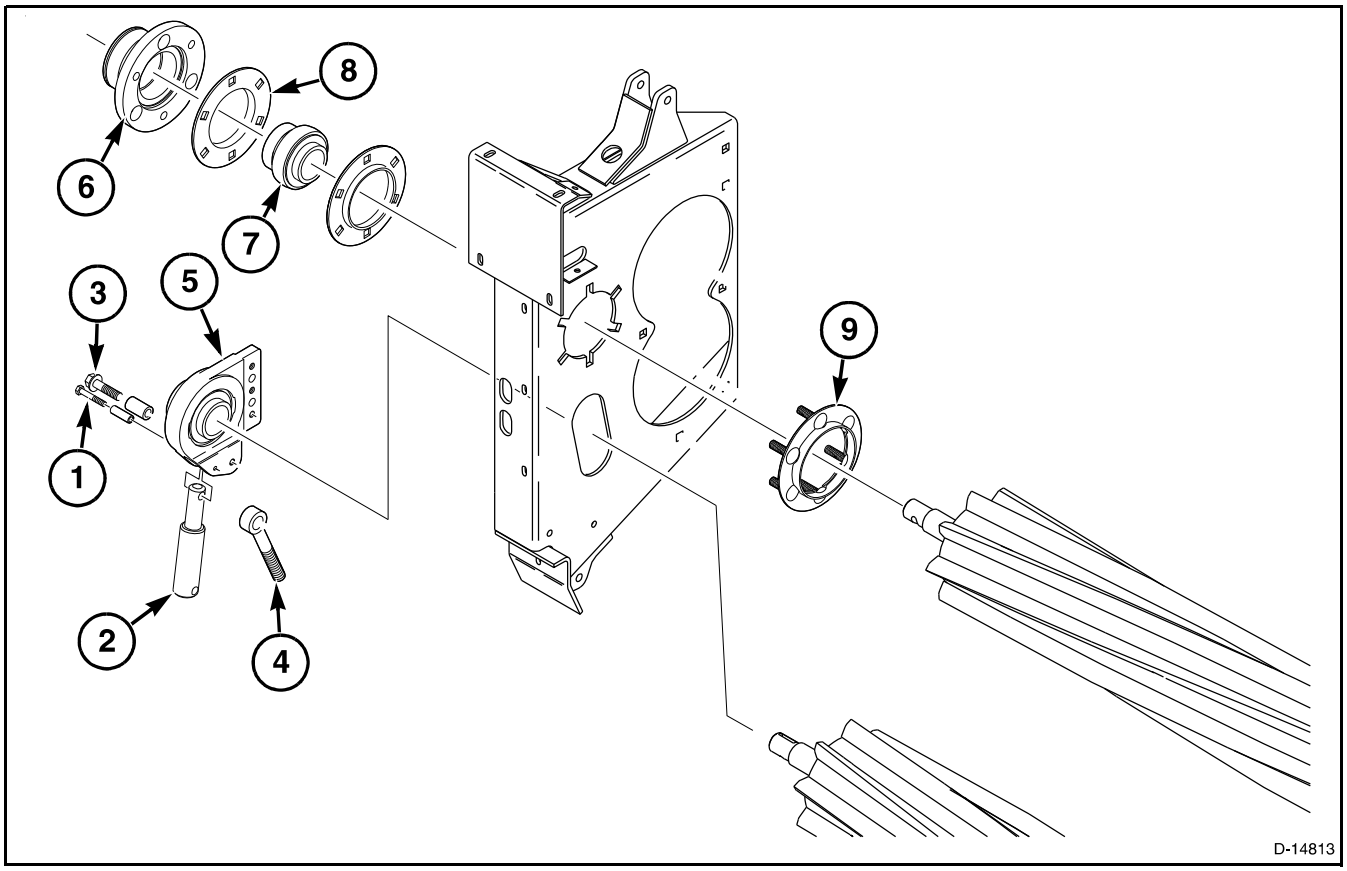

FIG. 75

FIG. 75: Remove the 5/16-18 x 2-1/4 capscrew (1) and spacer from the rod end of the cylinder (2).

Hold on to both the rod and the tube of the cylinder to keep the rod from separating from the tube.

CAUTION: The rod of the cylinder can separate from the cylinder base if any pressure is present.

Remove the 1/2-13 x 2-1/4 flange screw (3) and spacer from the adjustment bolt (4).

Loosen and remove the locking collar on the bearing. See Bearing Replacement in the General Information division.

Remove the front half of the lower bearing housing (5) from the conditioner roll shaft.

Remove the three 1/2-13 nuts from the pivot hub (6). Remove the pivot hub.

Loosen and remove the locking collar on the bearing (7). See Bearing Replacement in the General Information division.

Remove the three additional 1/2-13 nuts on the bearing flanges (8). Remove the bearing and flanges from the grass ring (9).

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