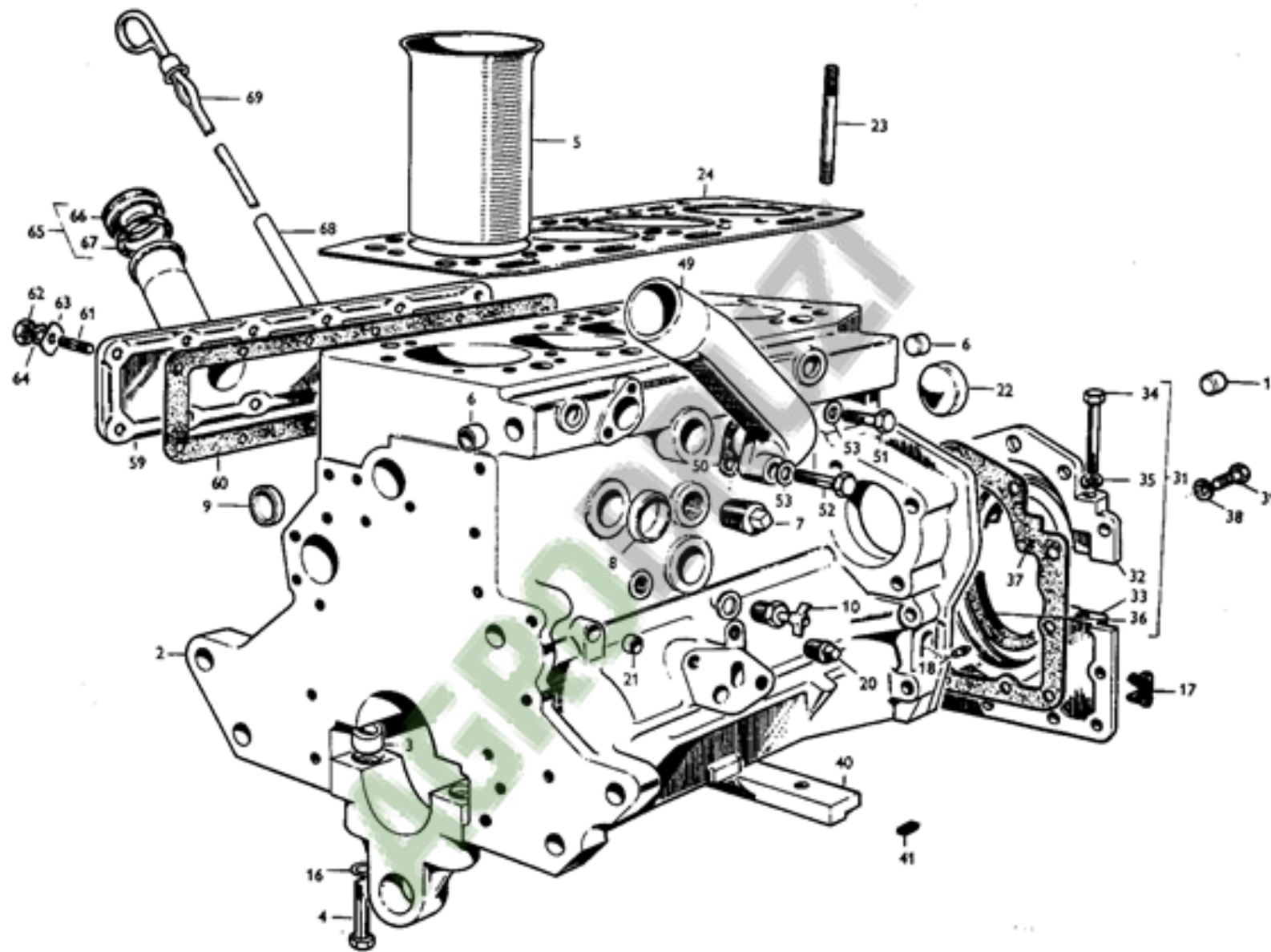


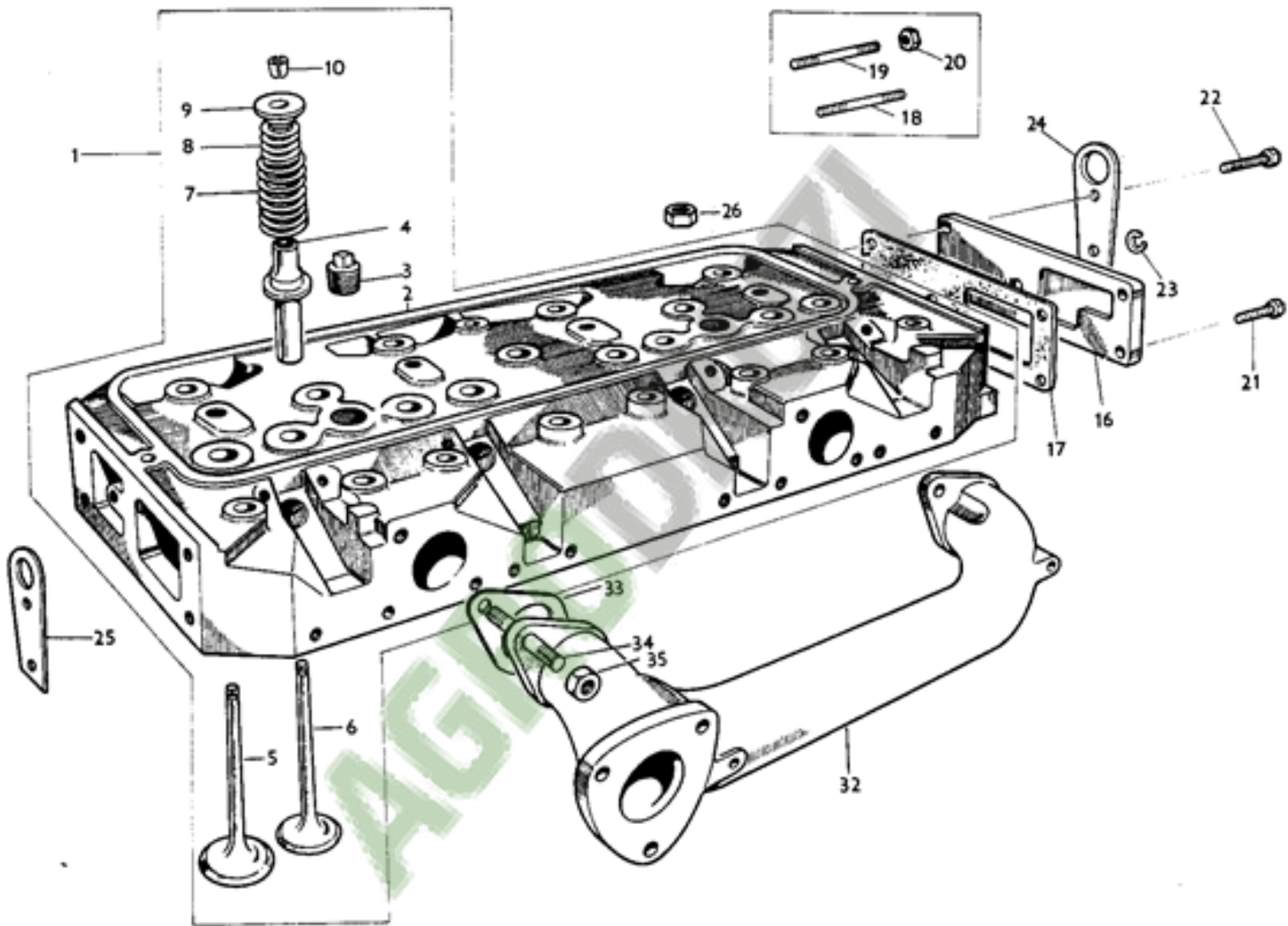


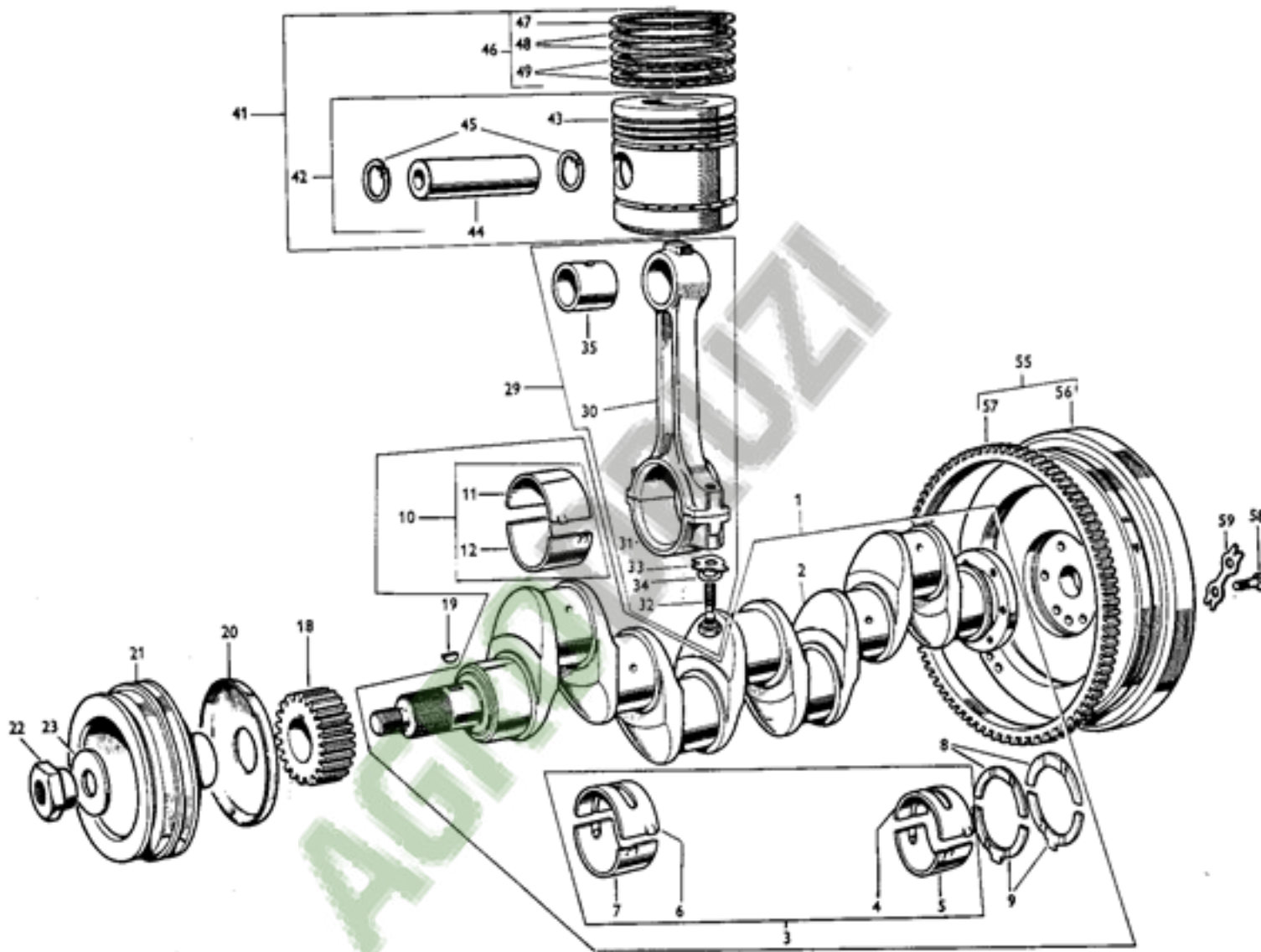
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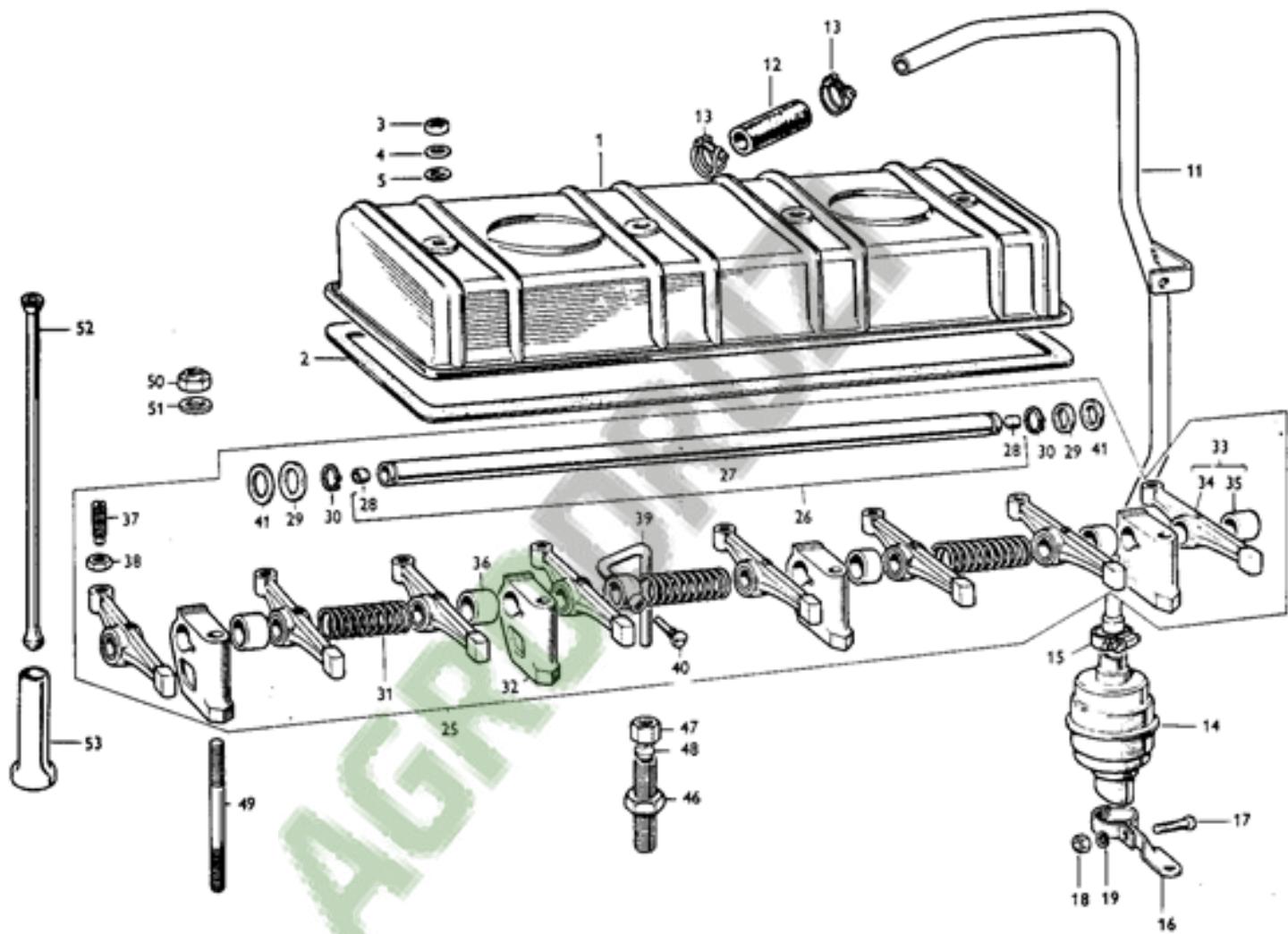
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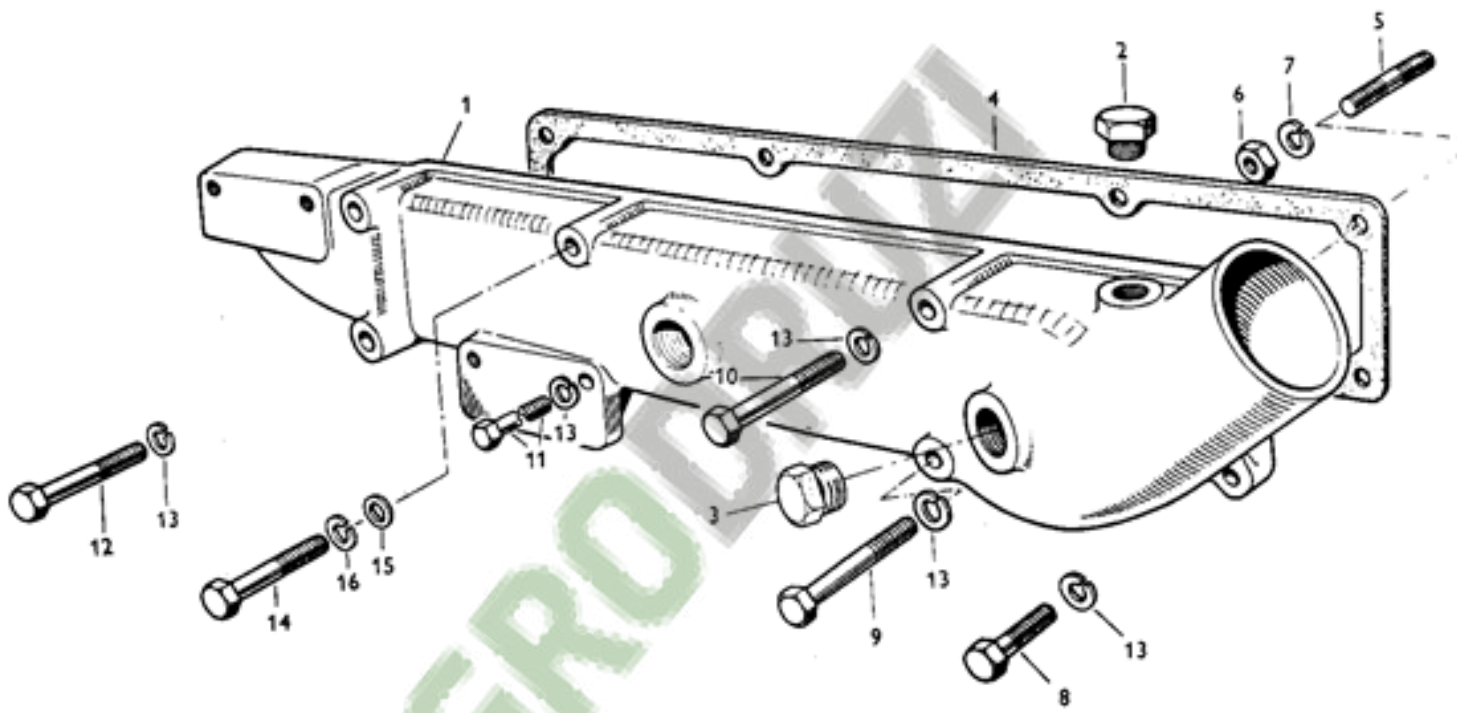
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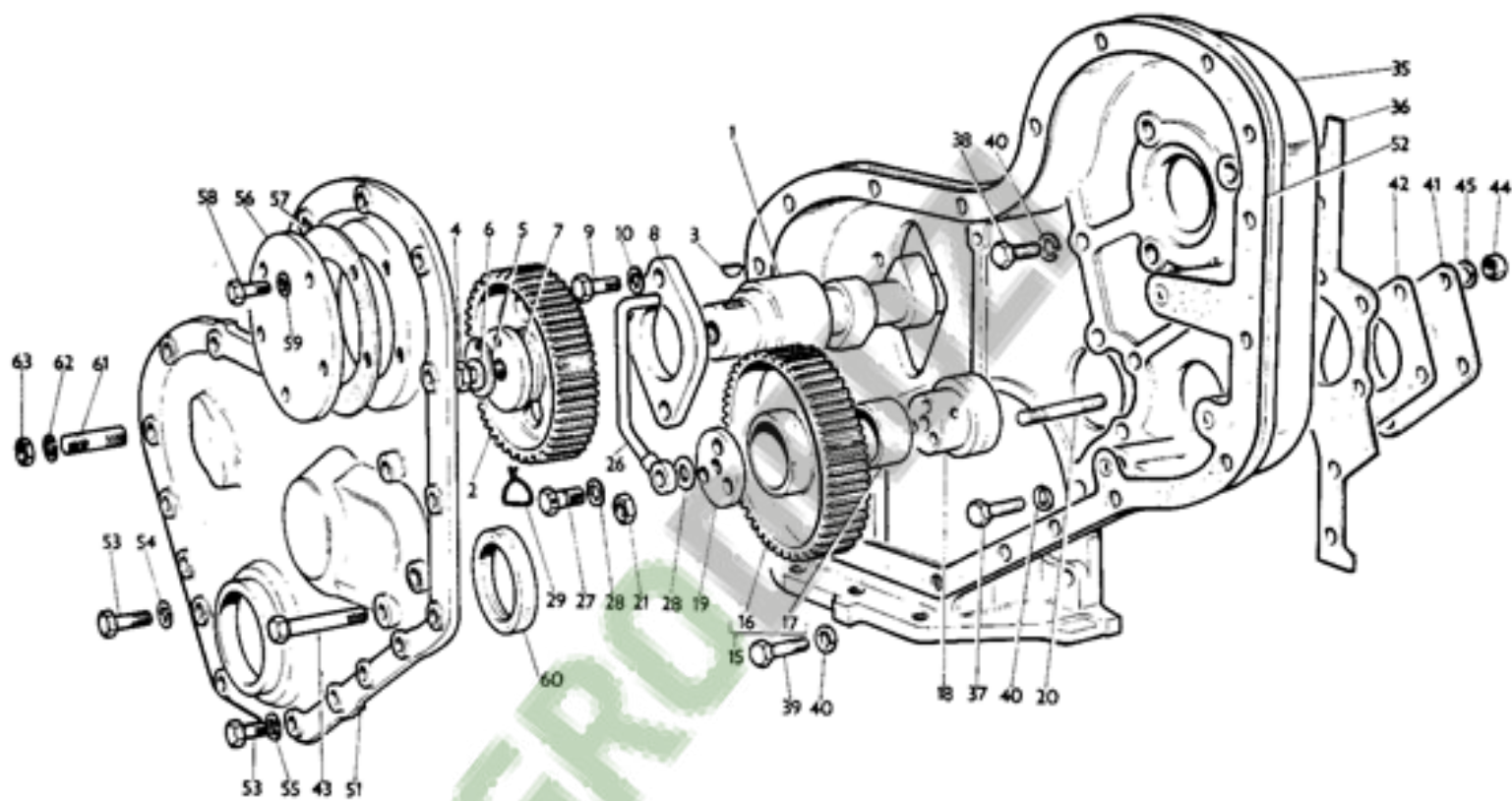




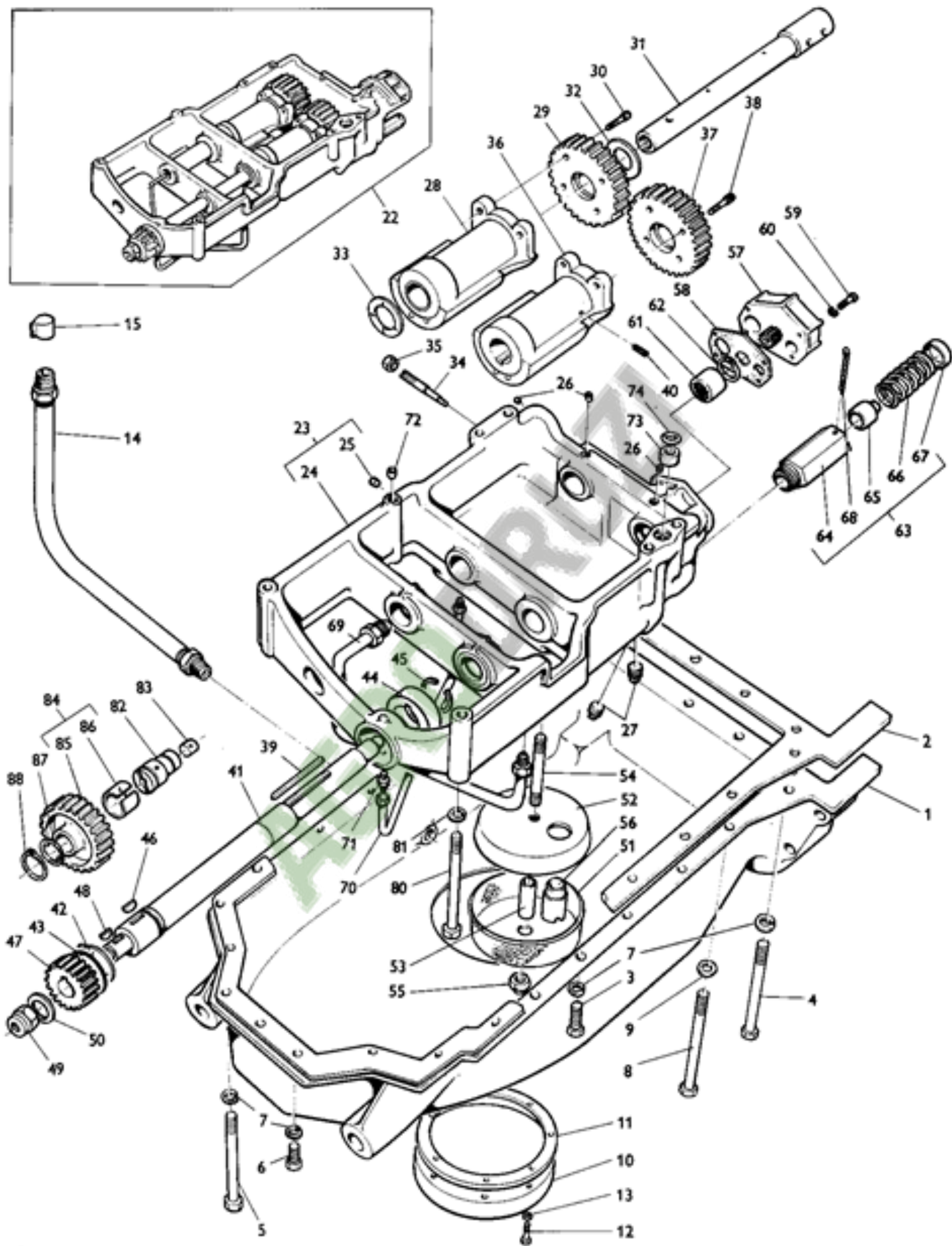


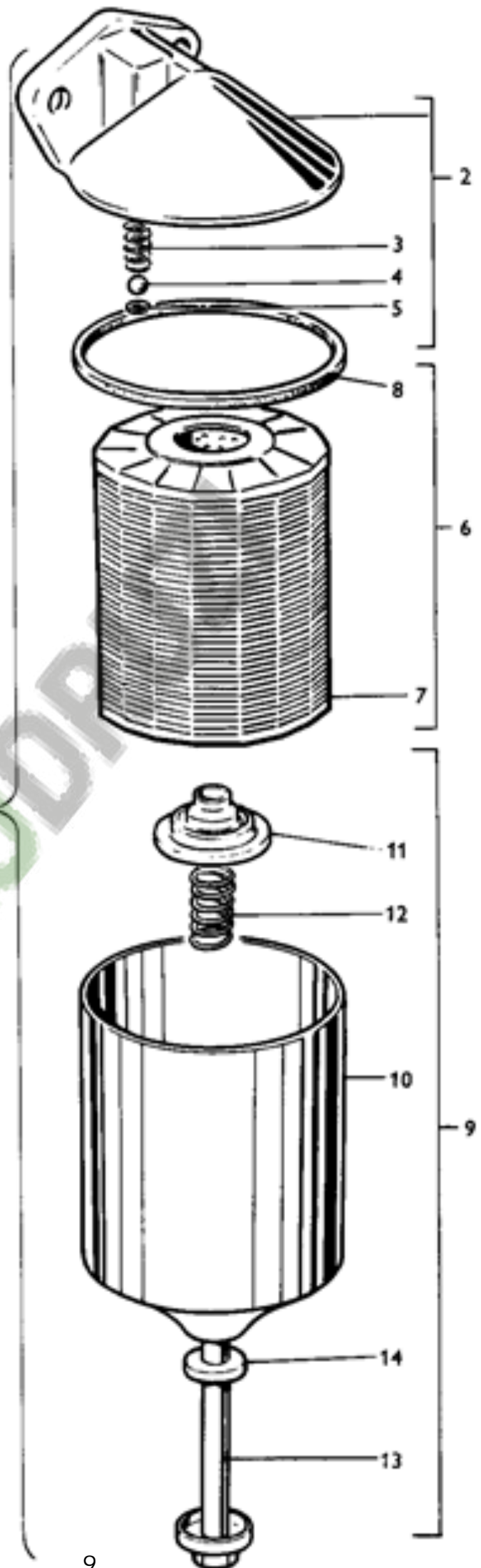


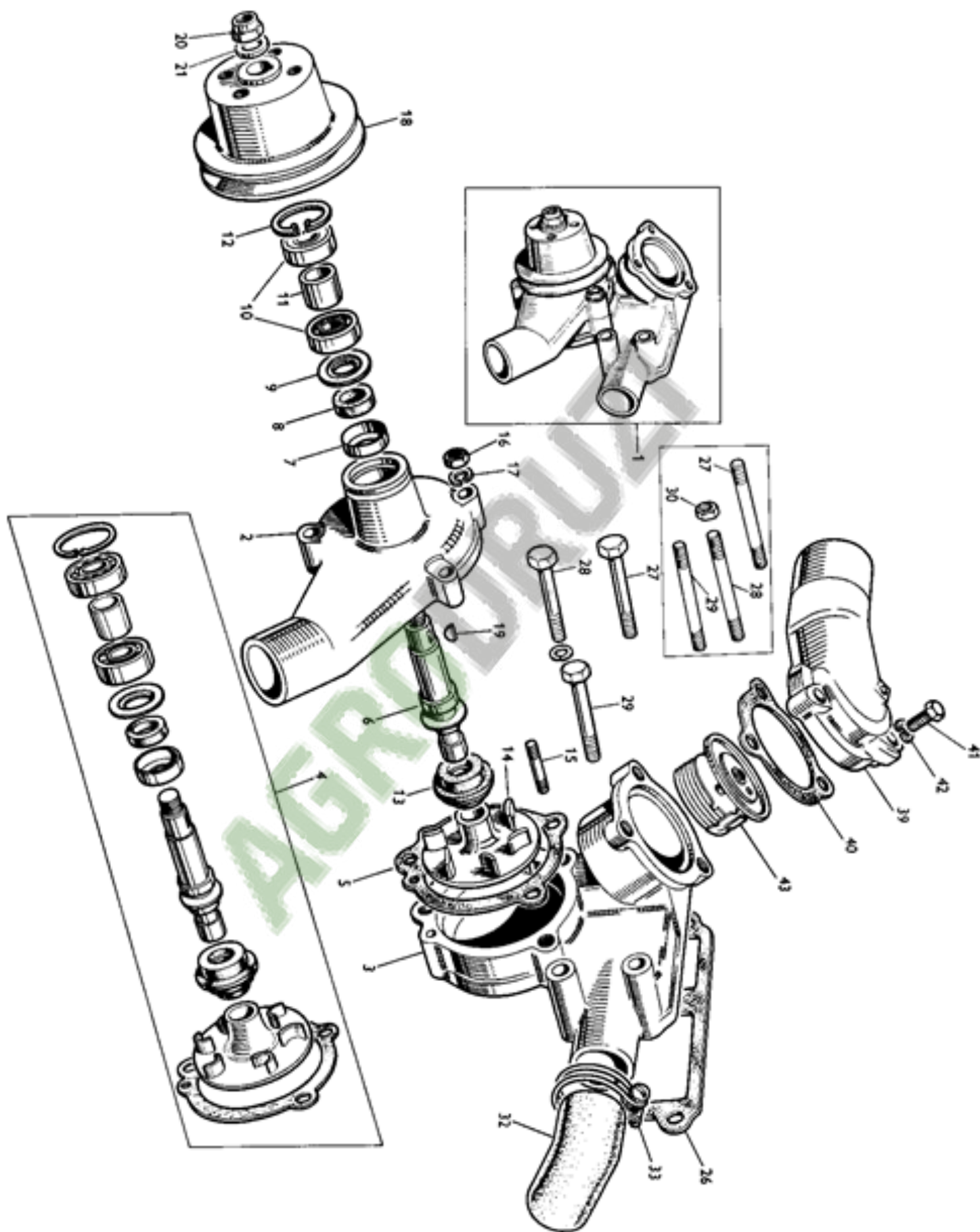


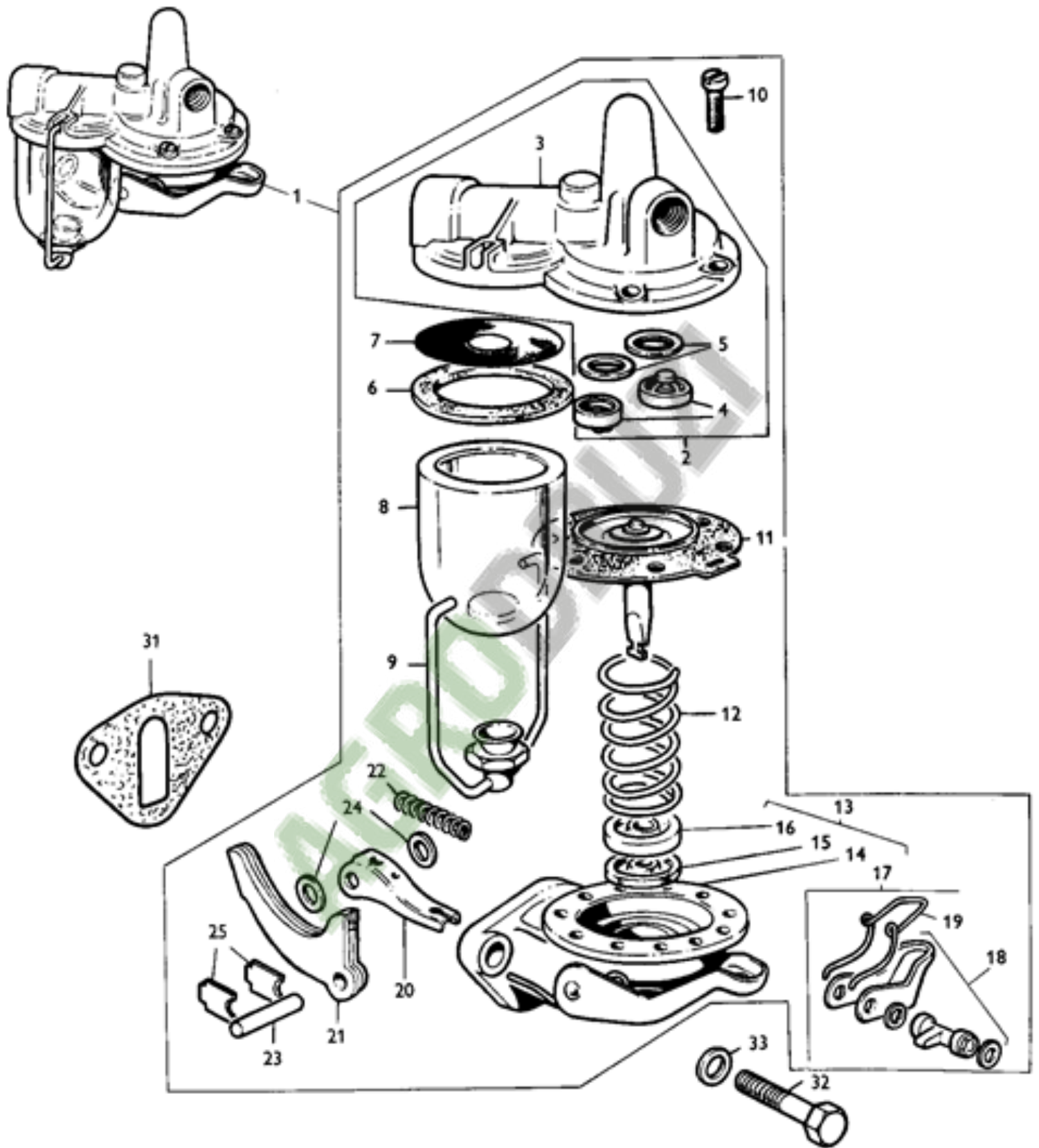


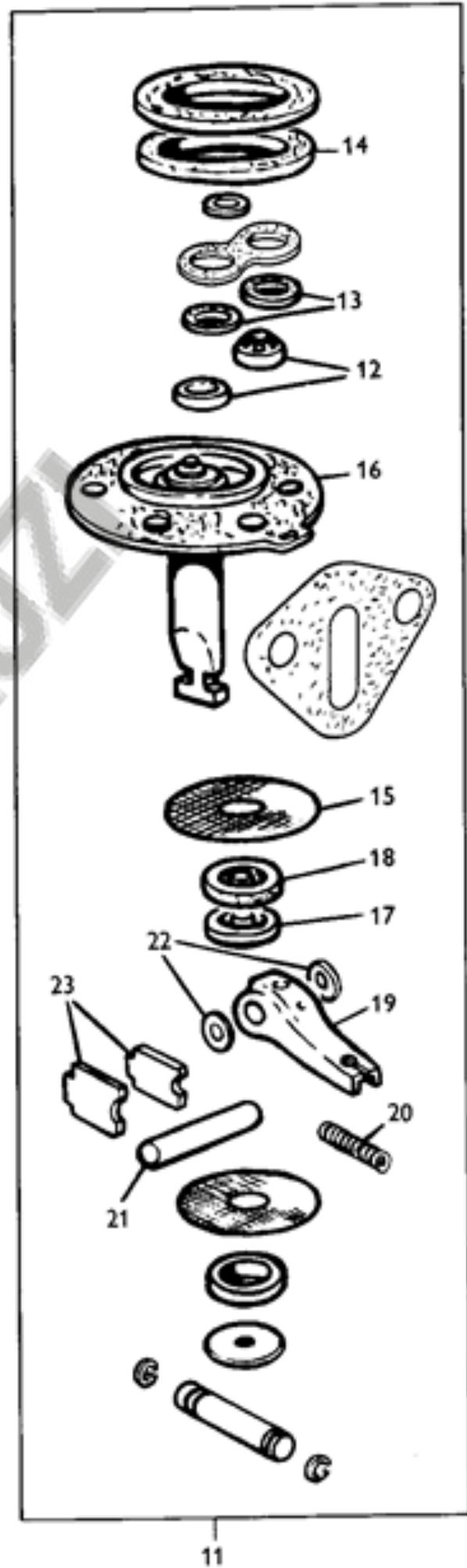
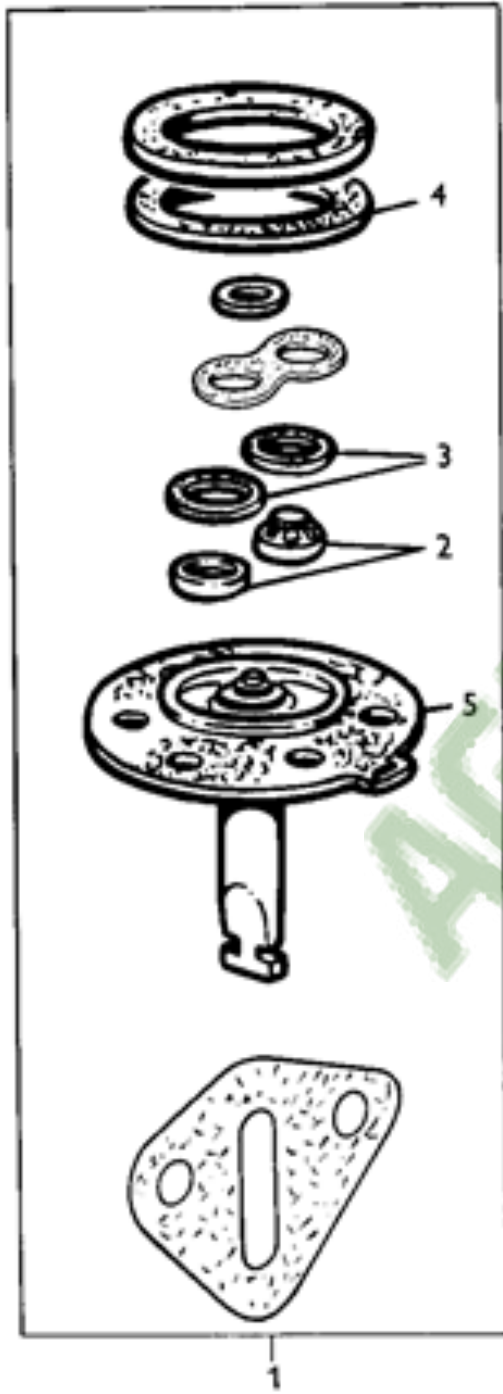
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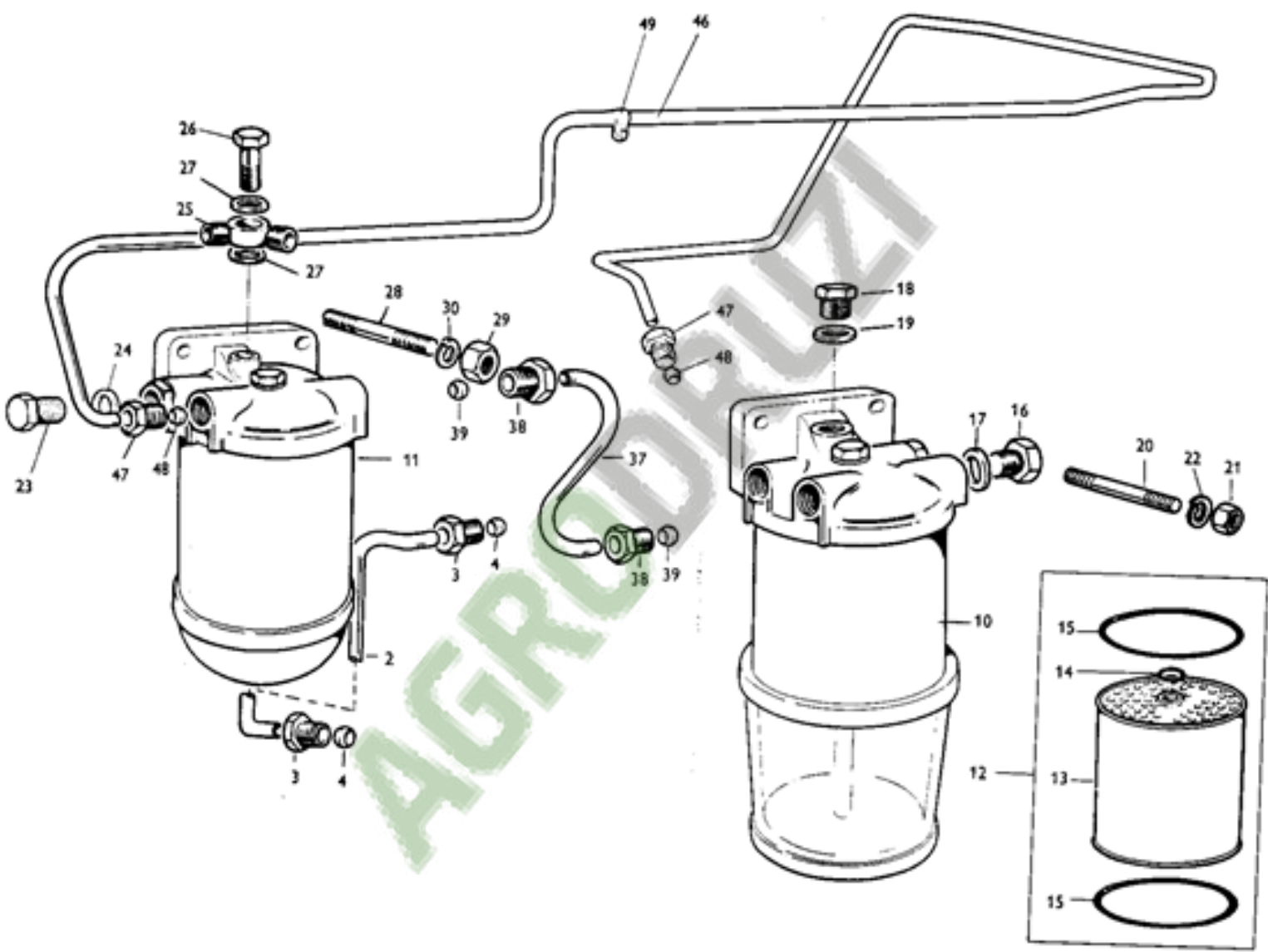


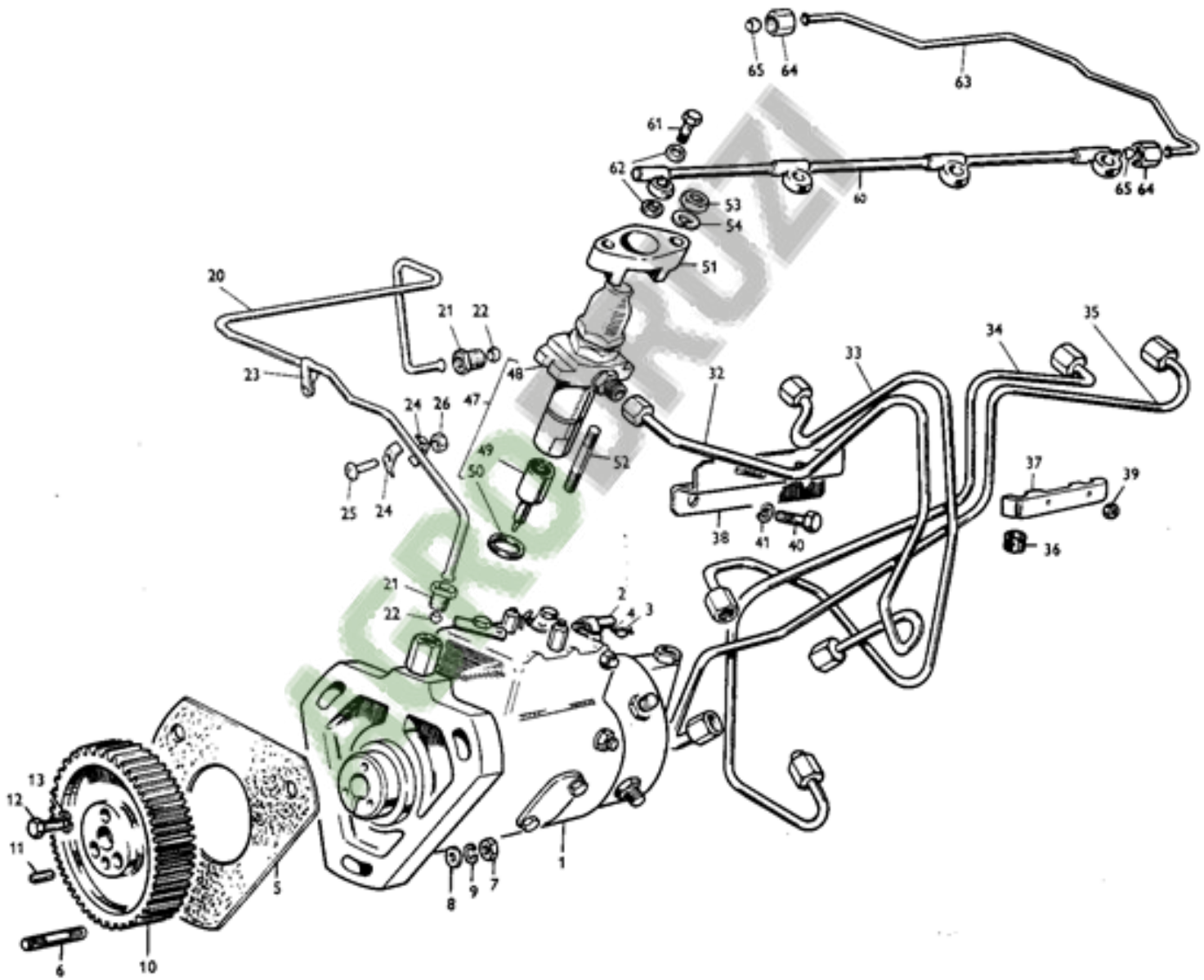


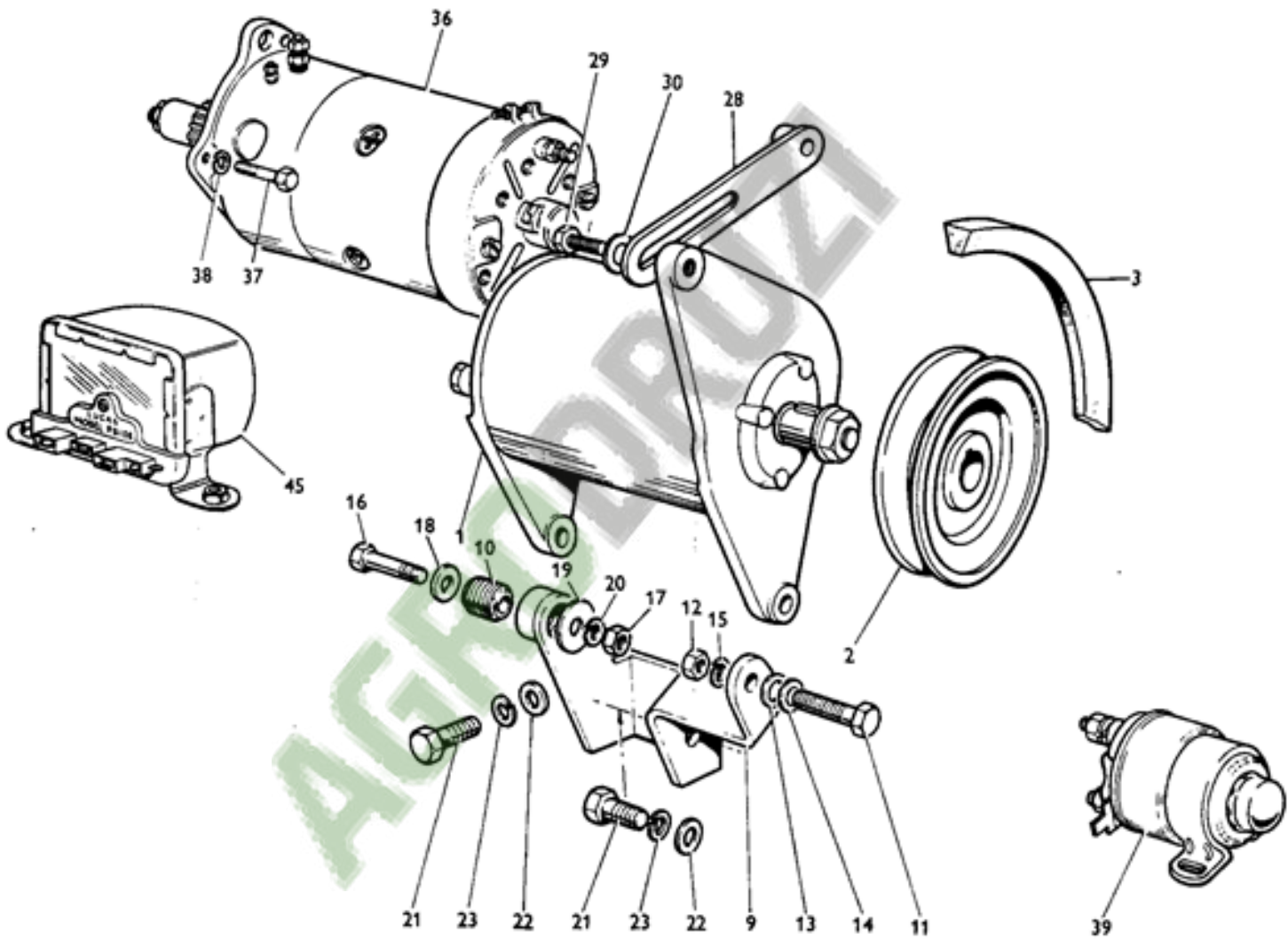


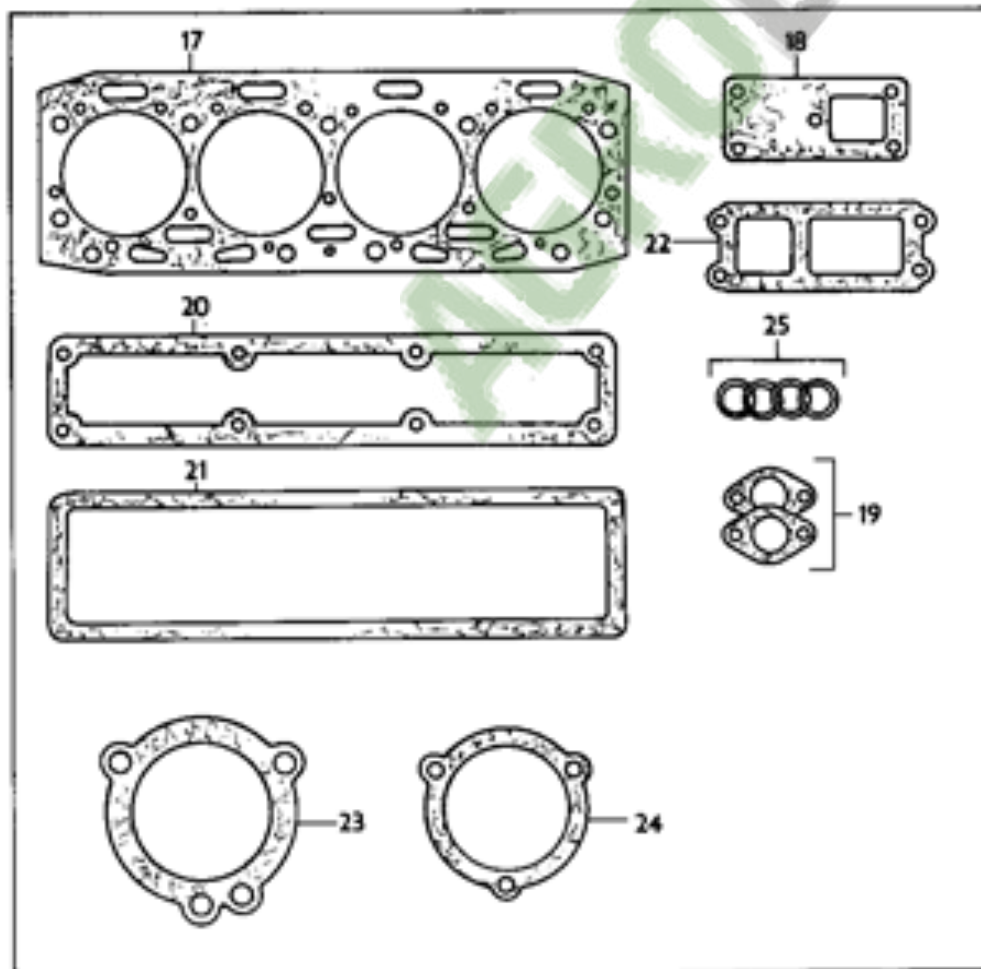
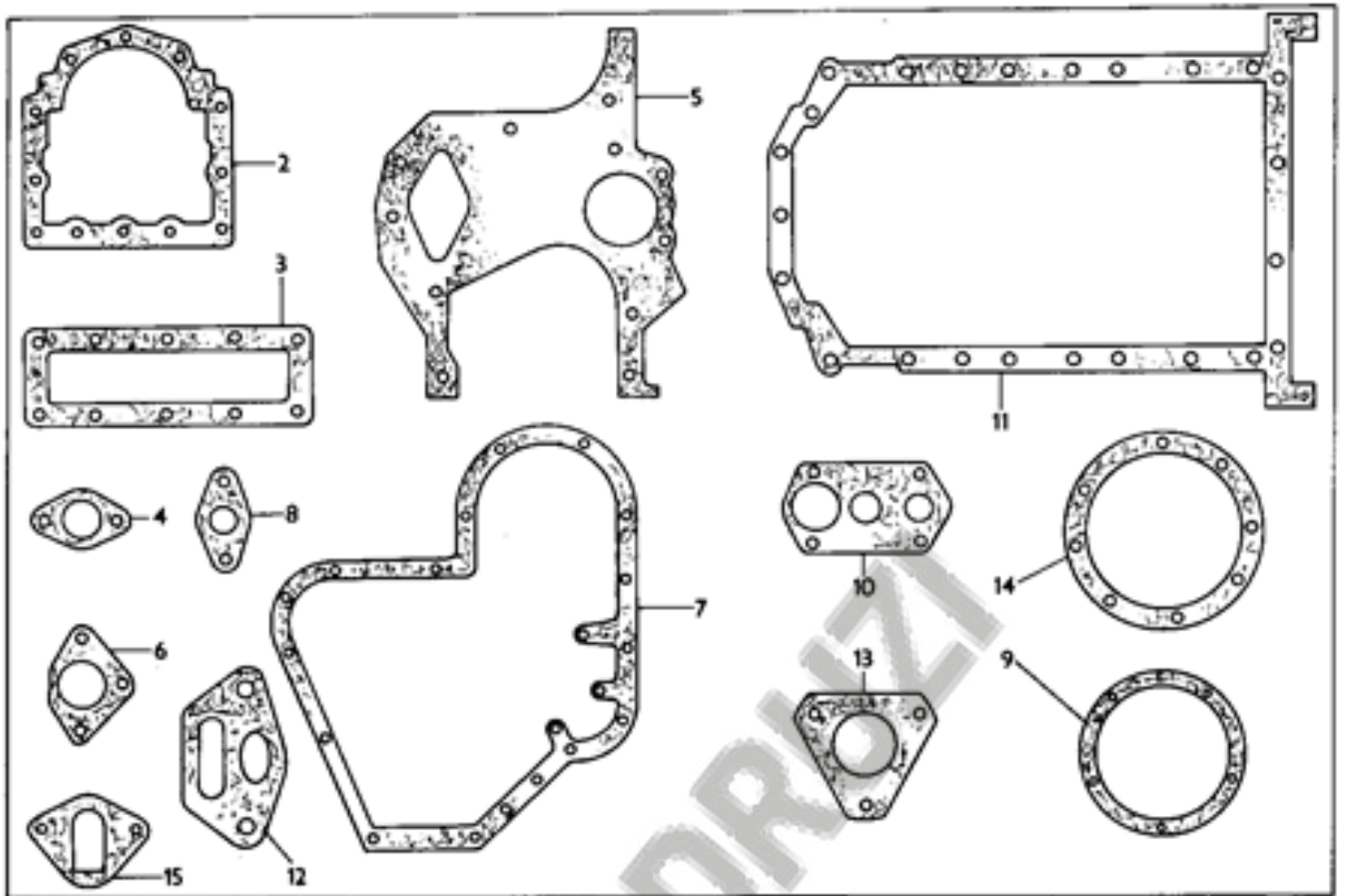




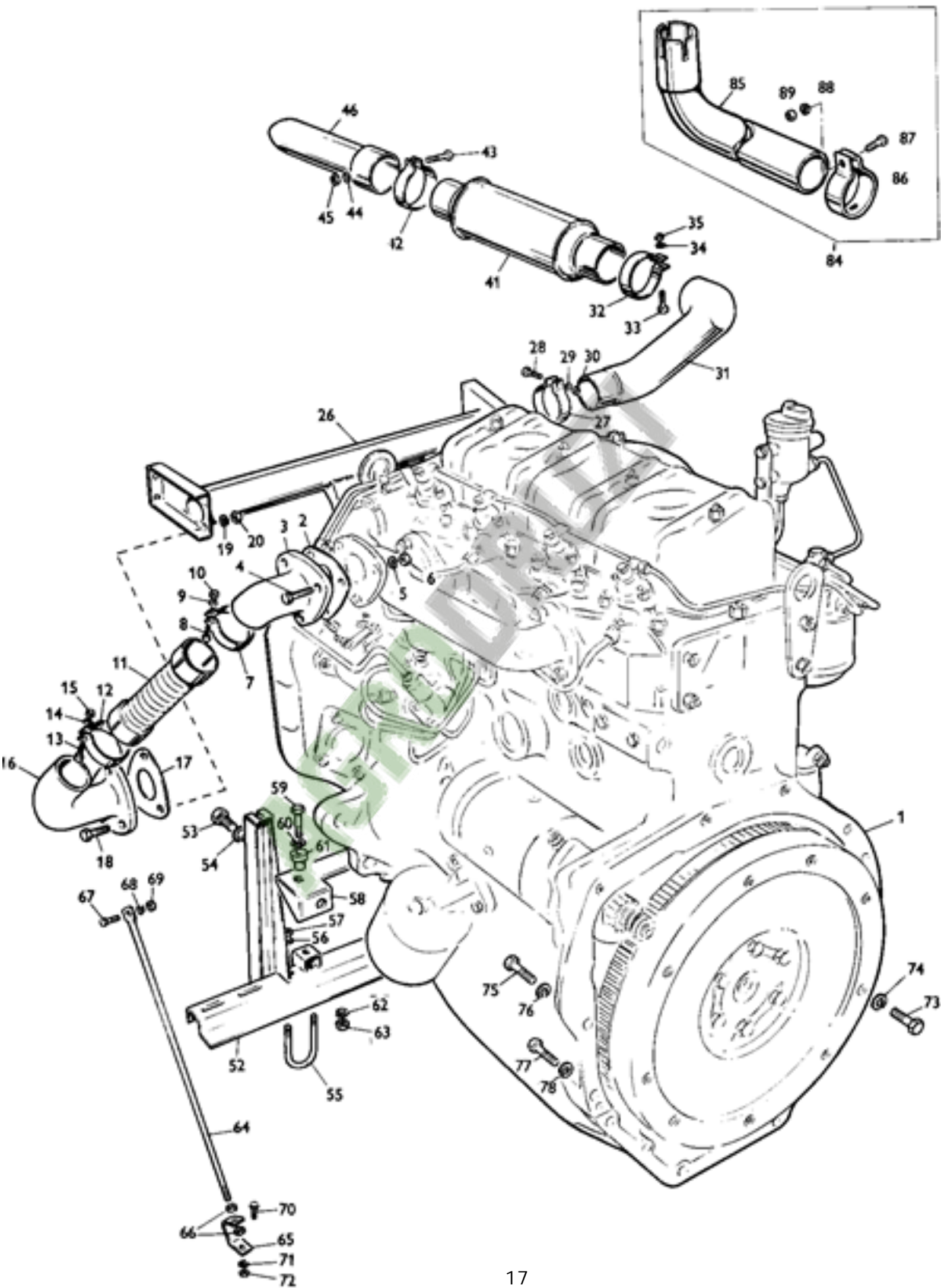


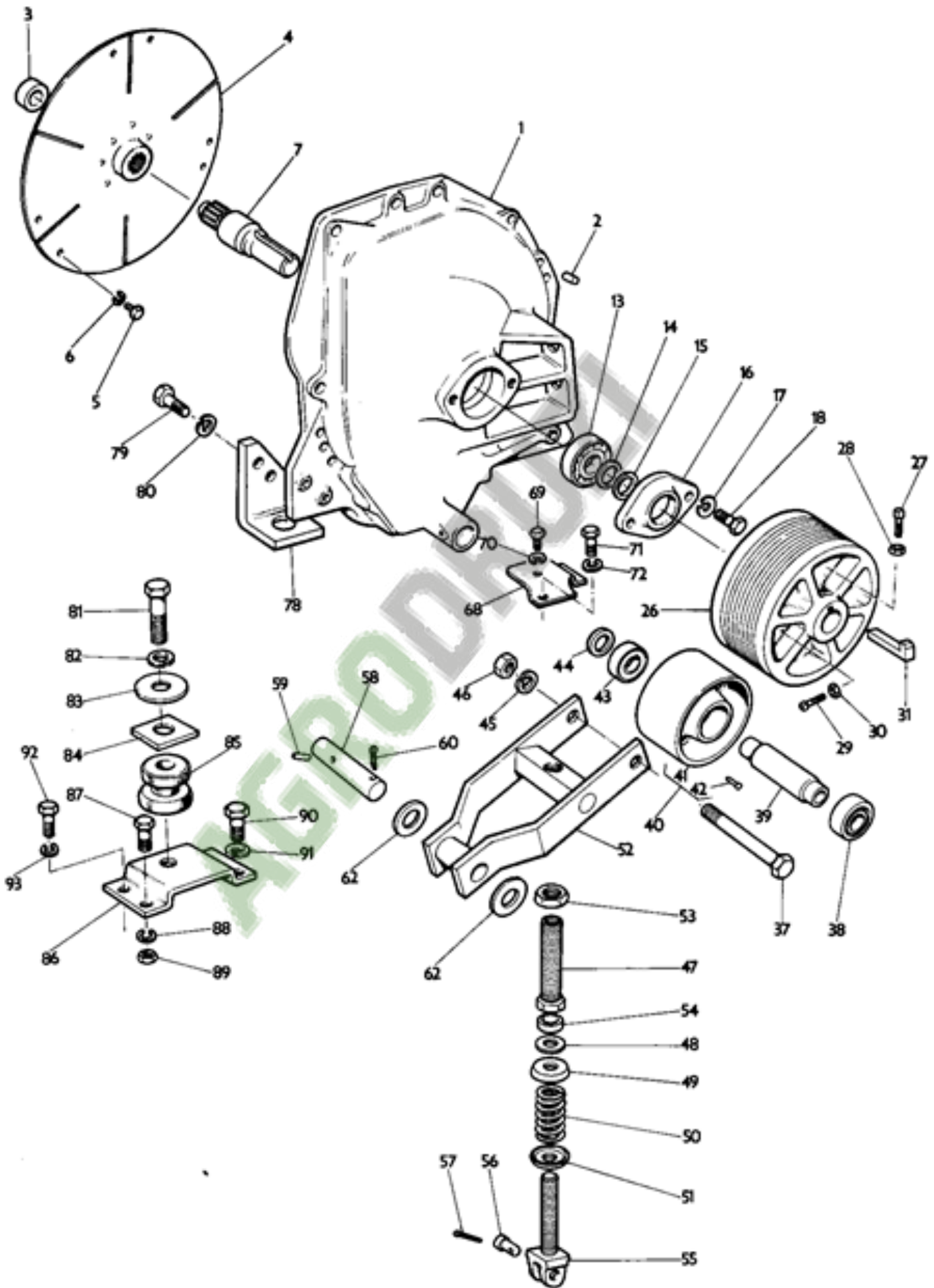


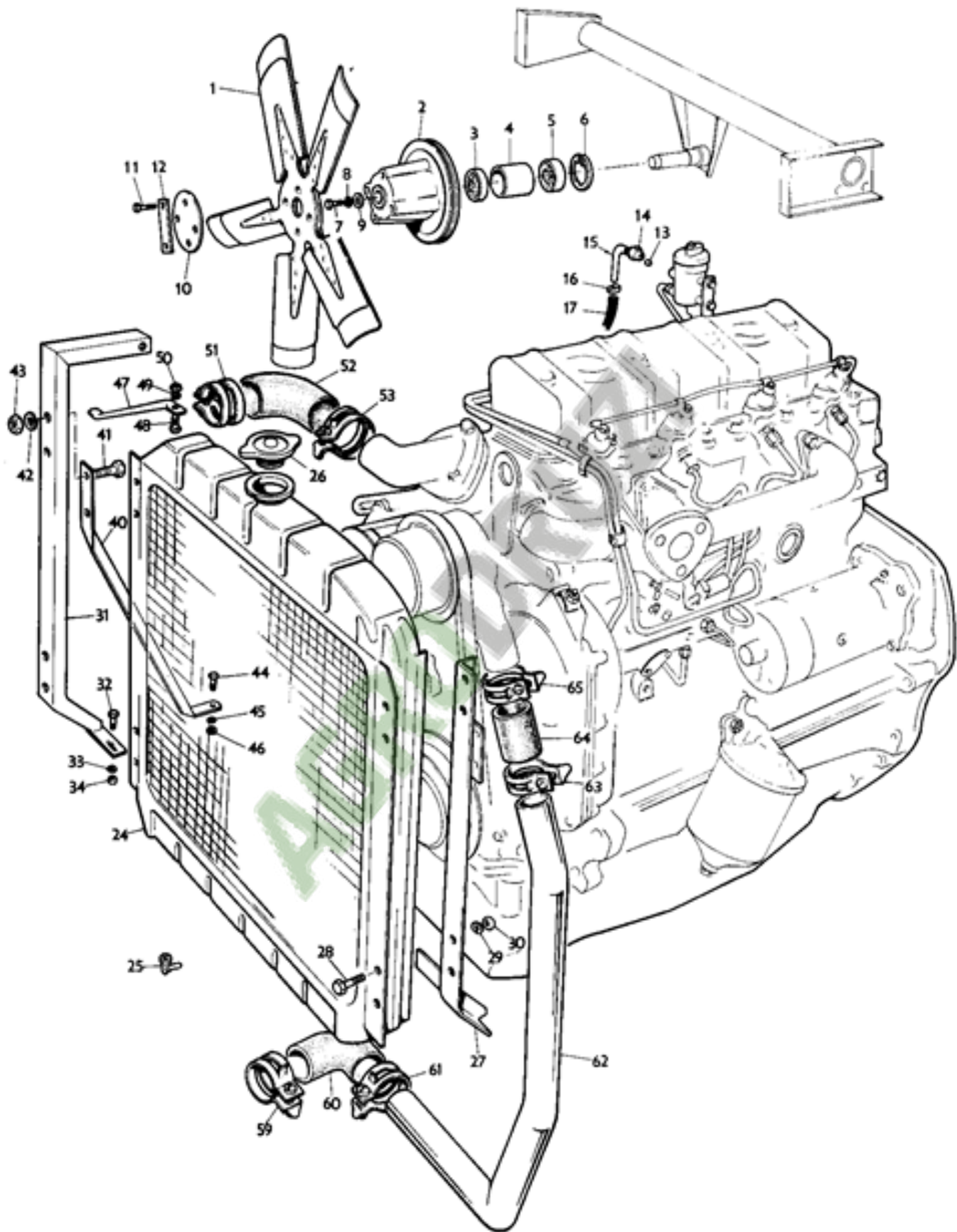


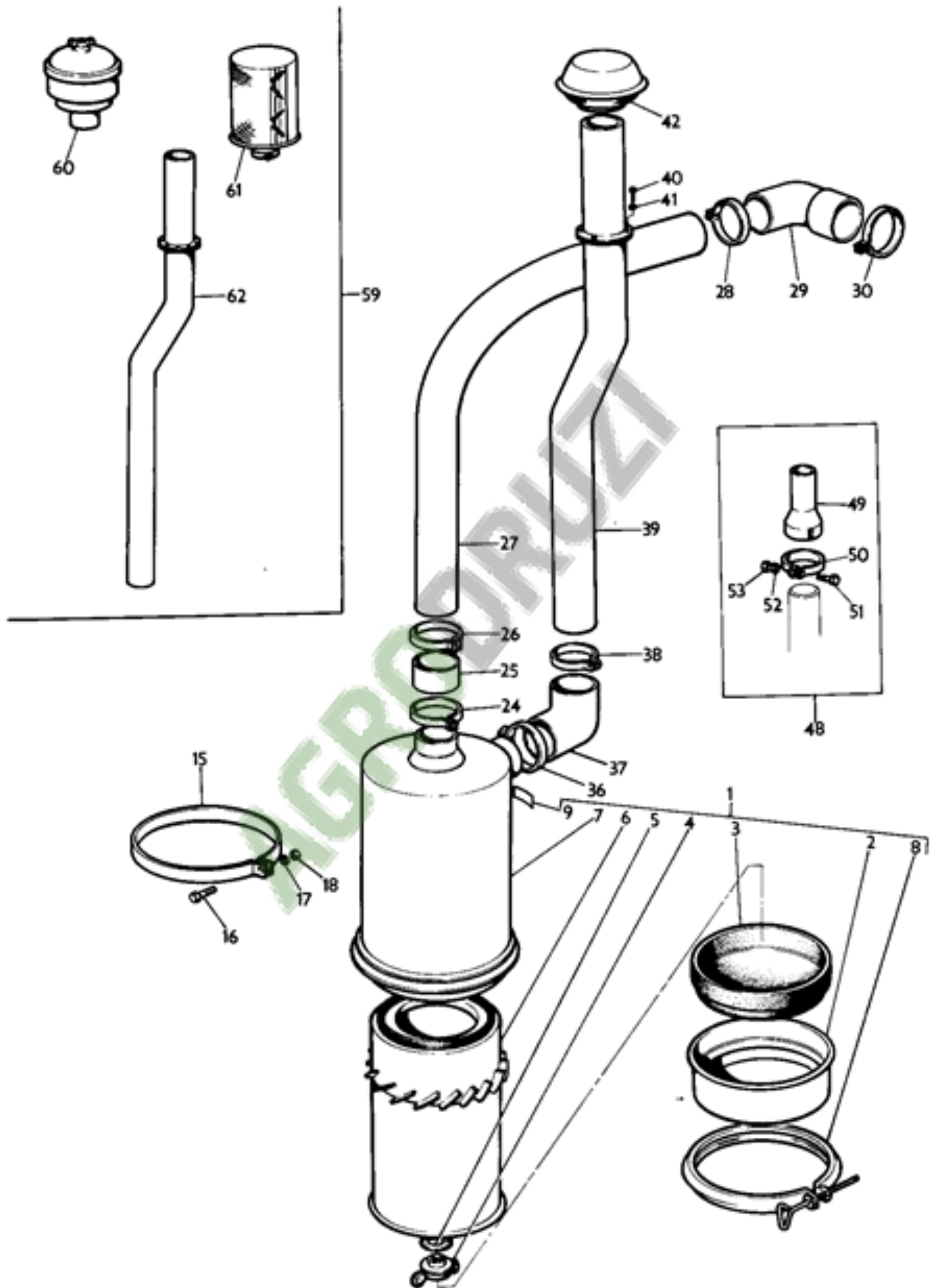


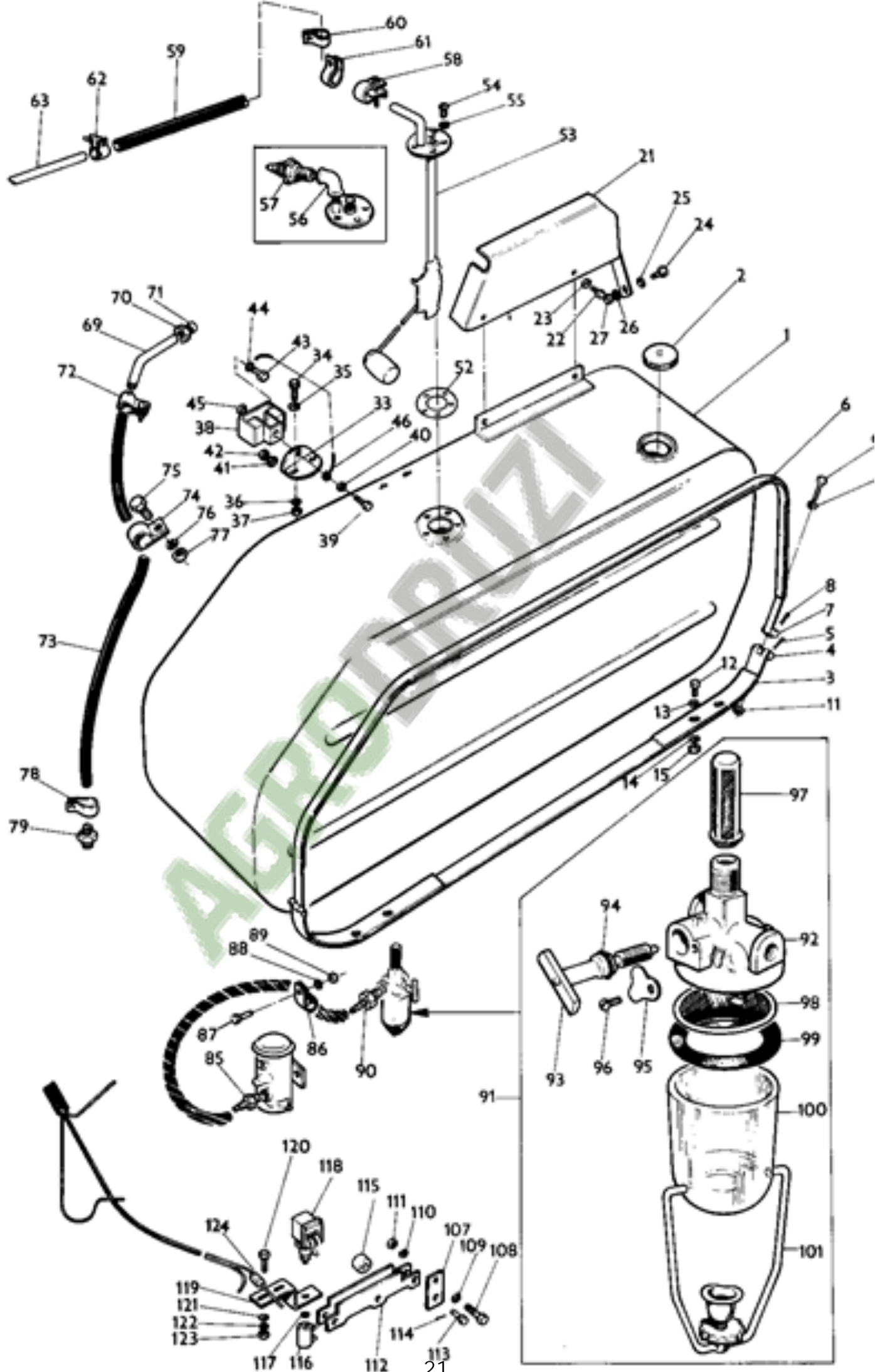
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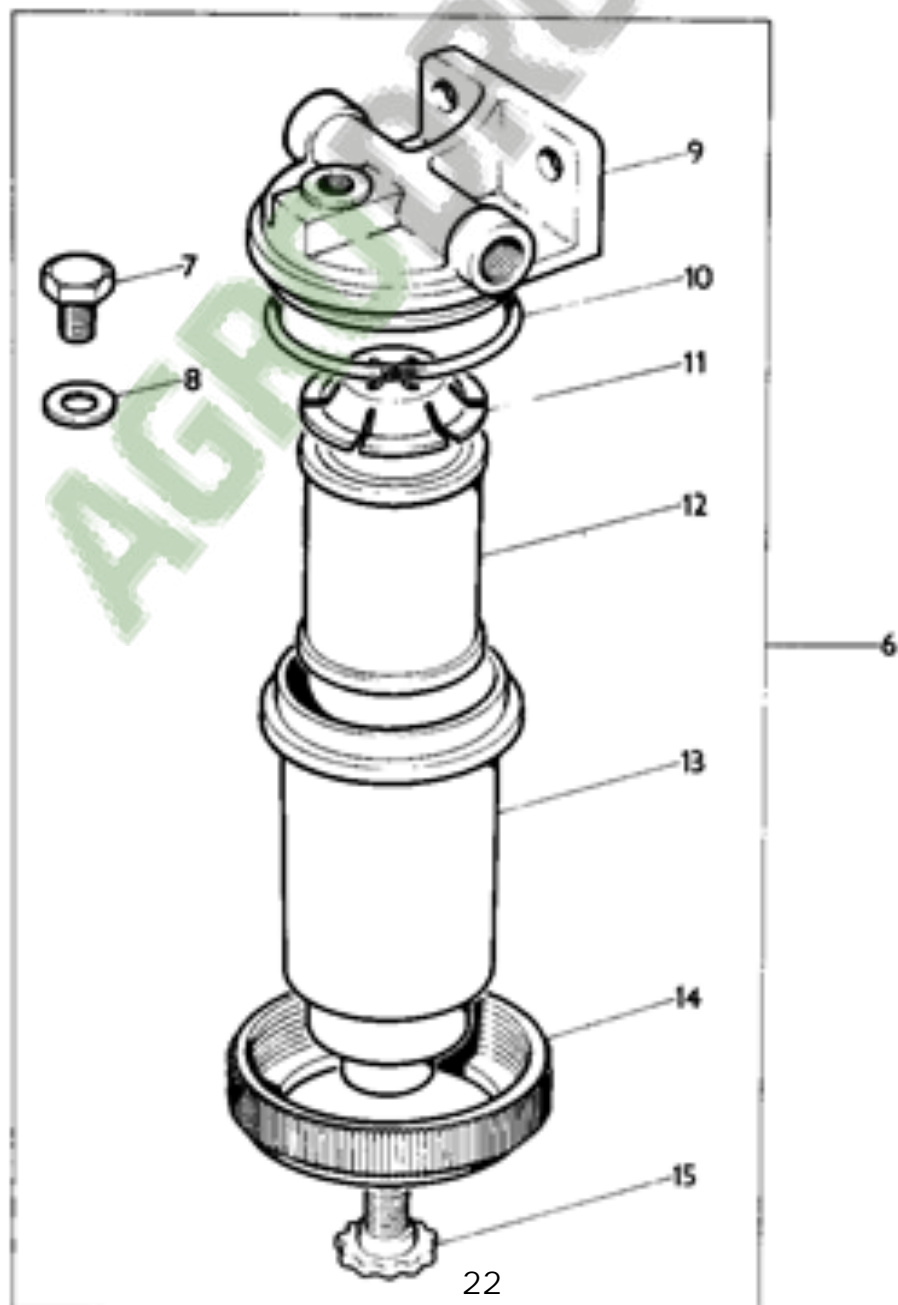
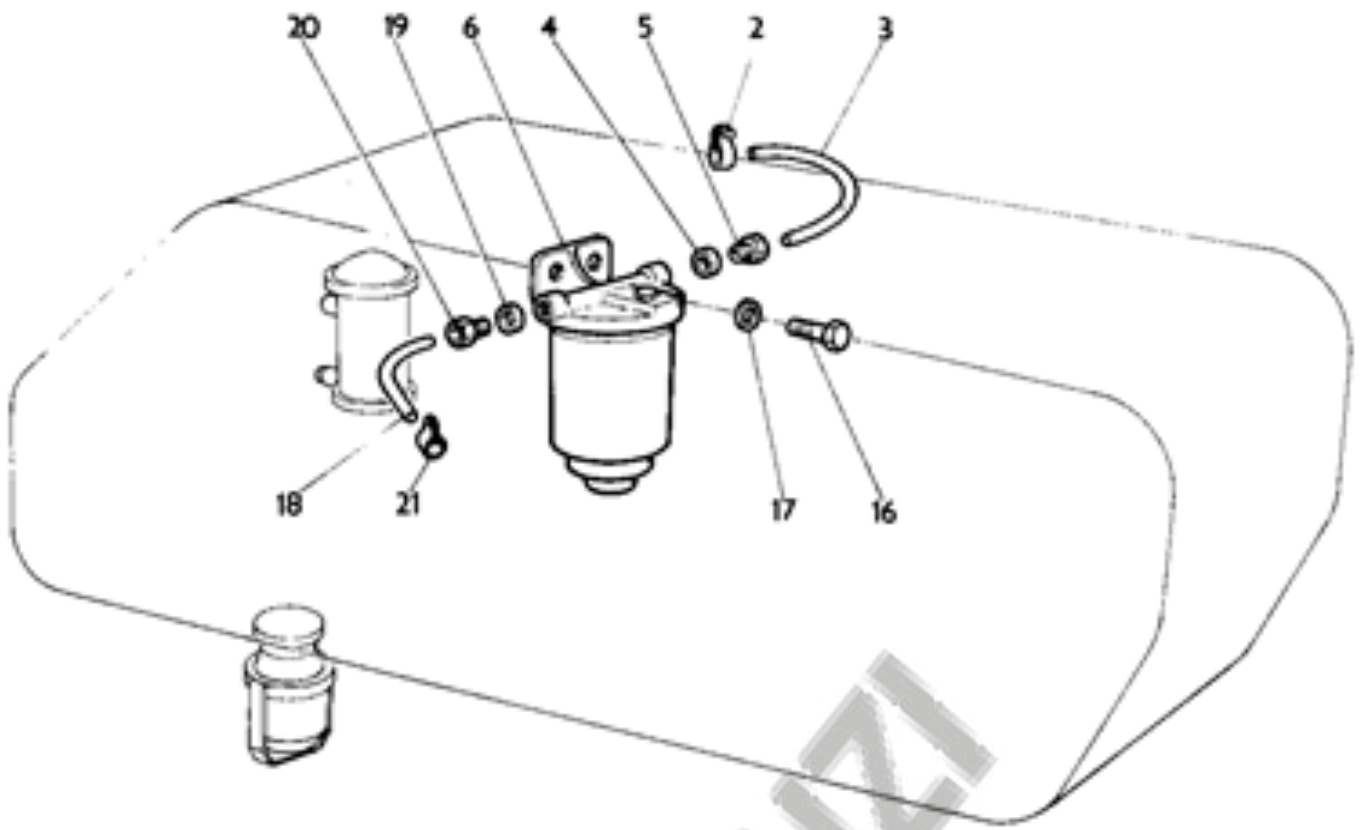


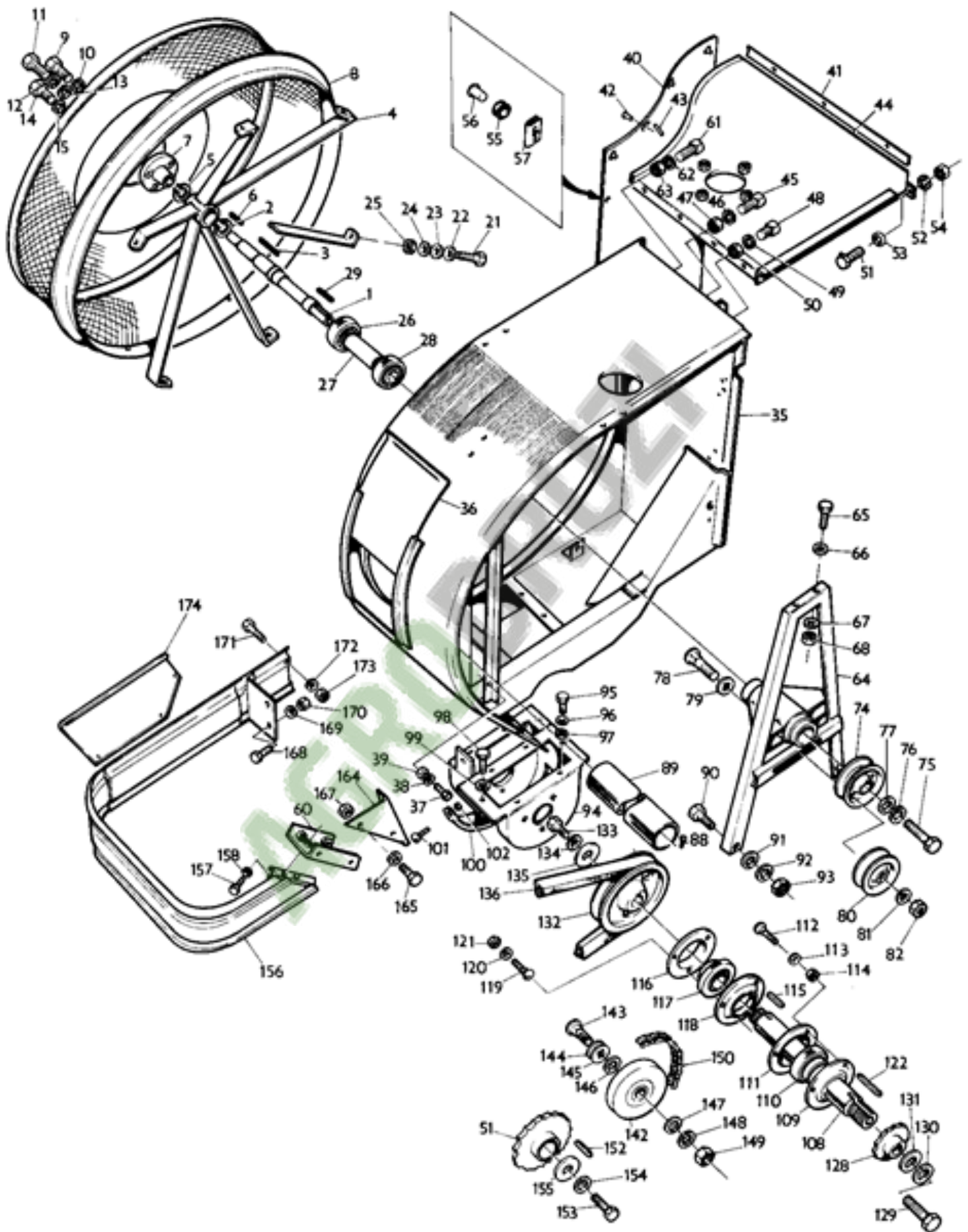


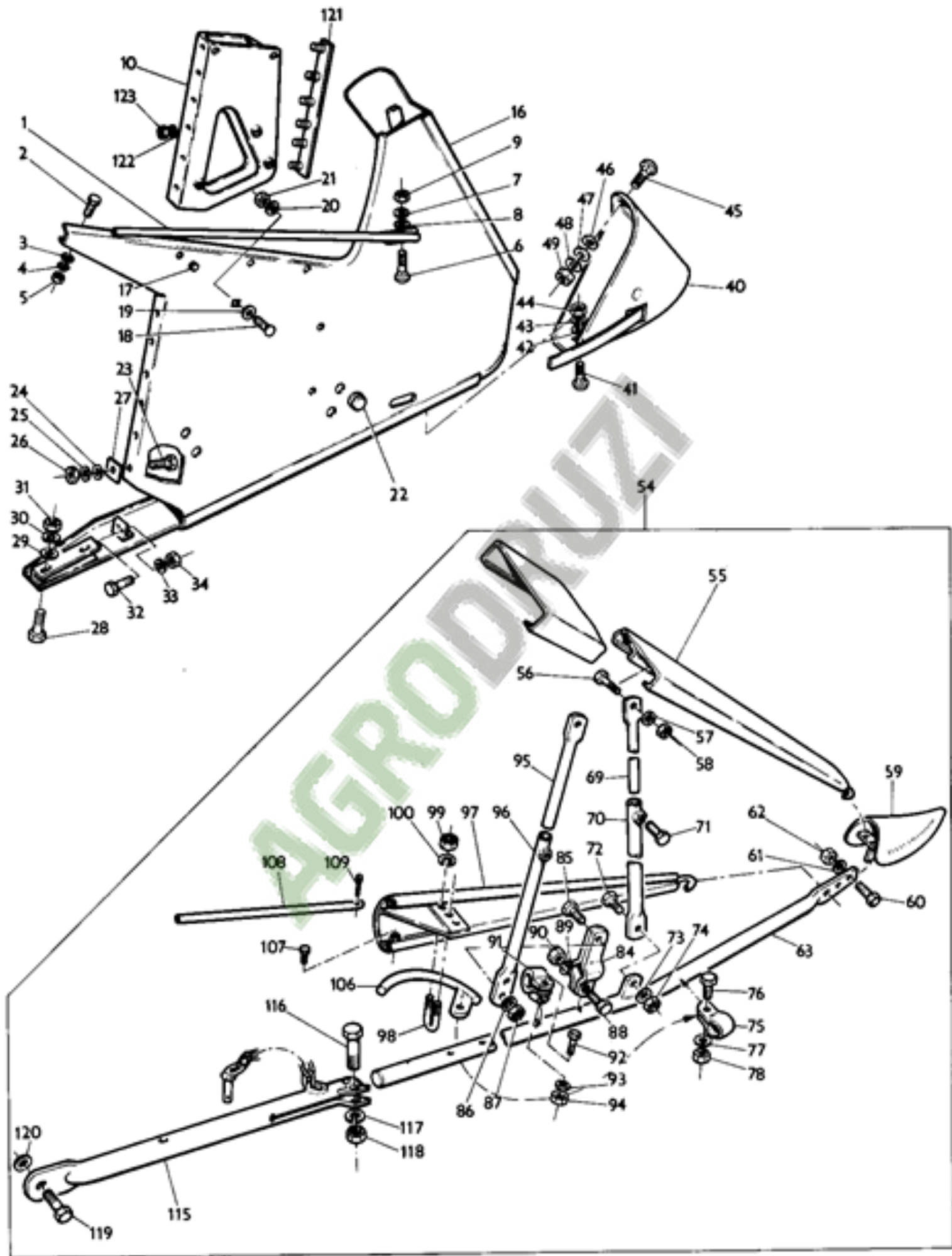


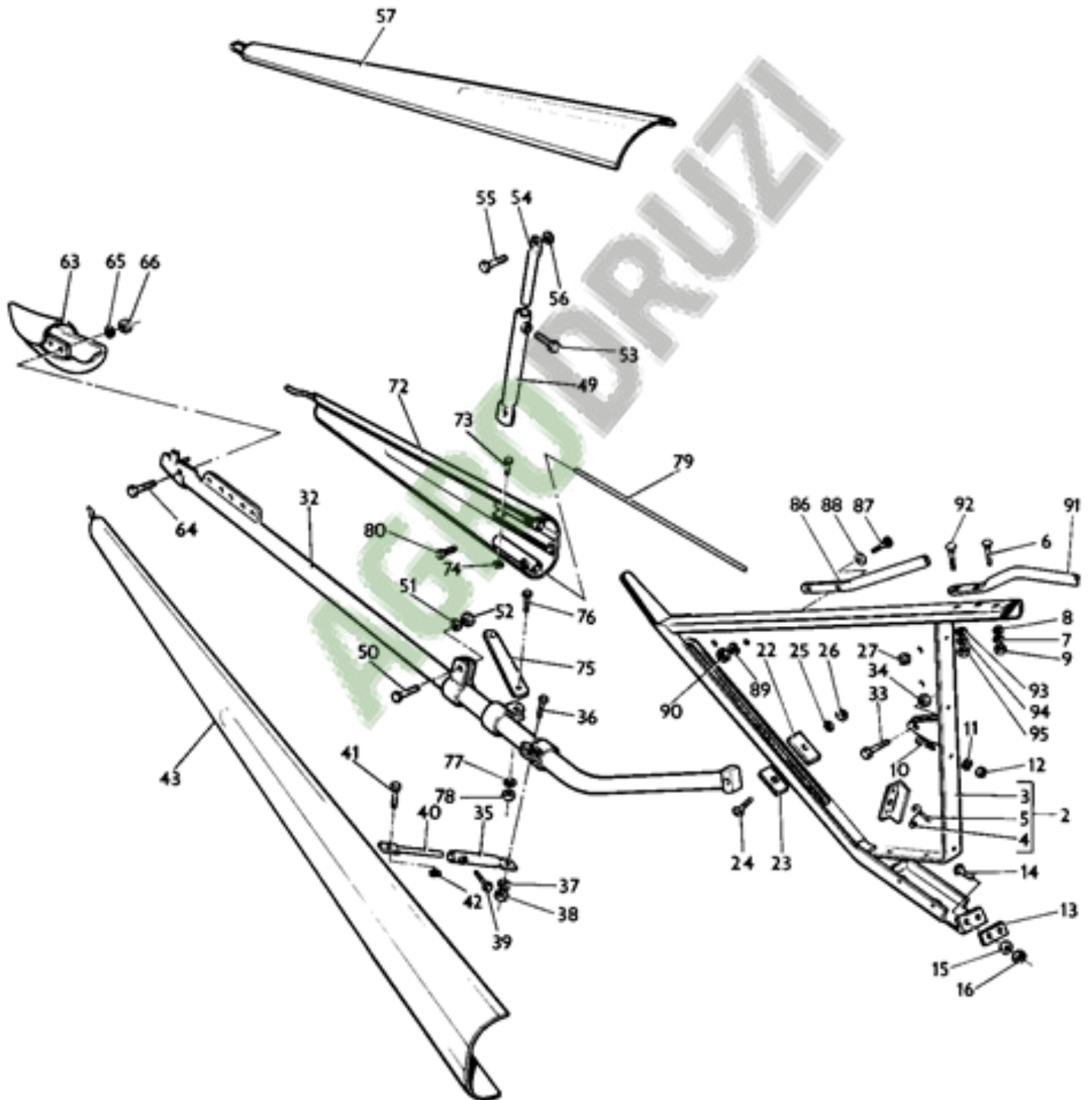
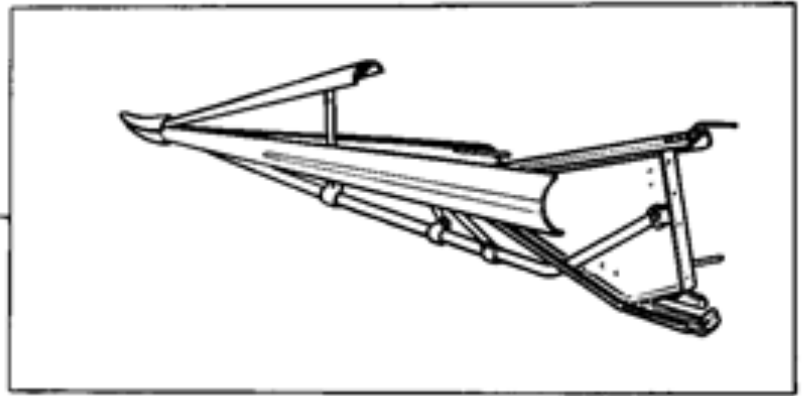


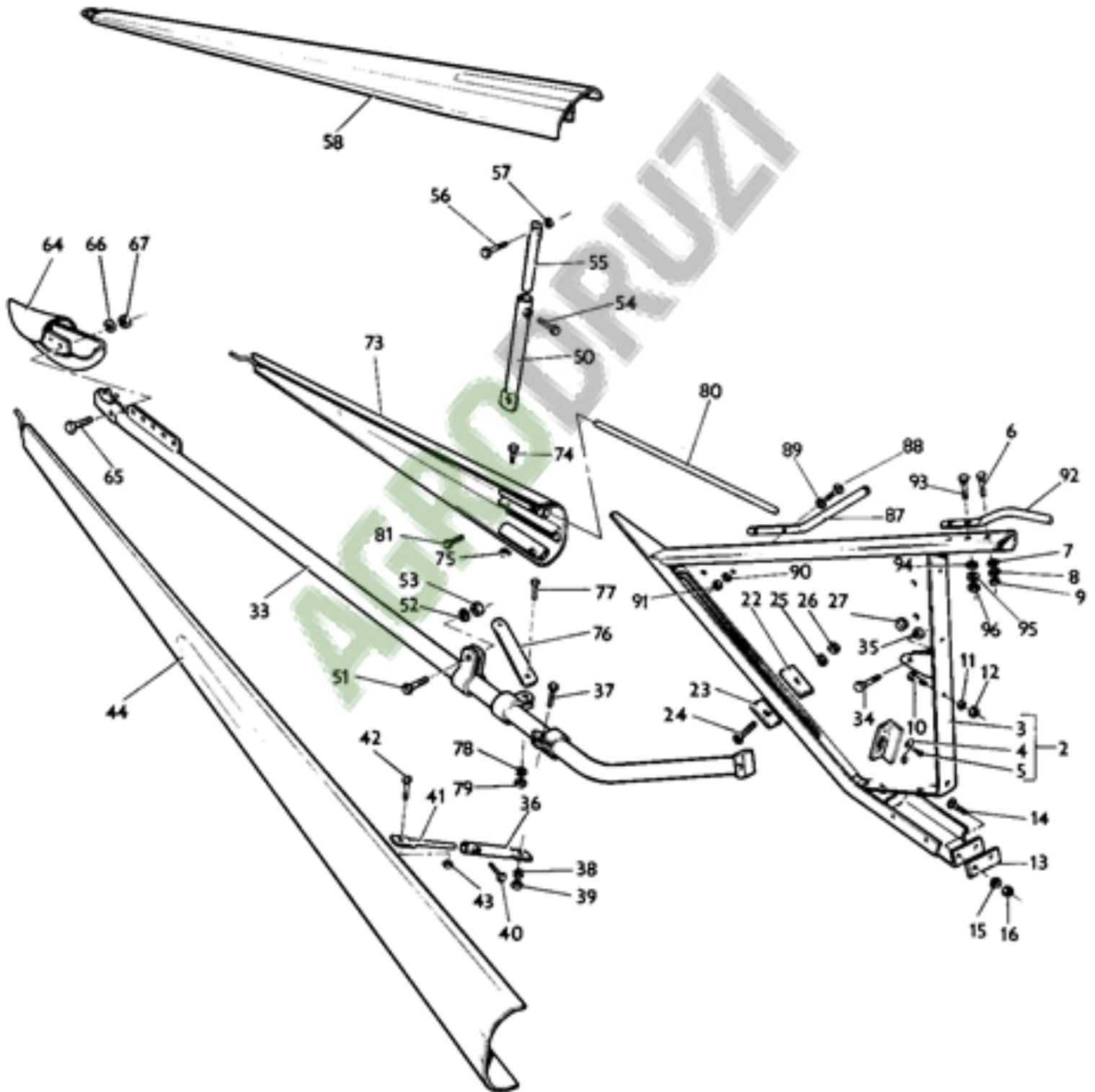
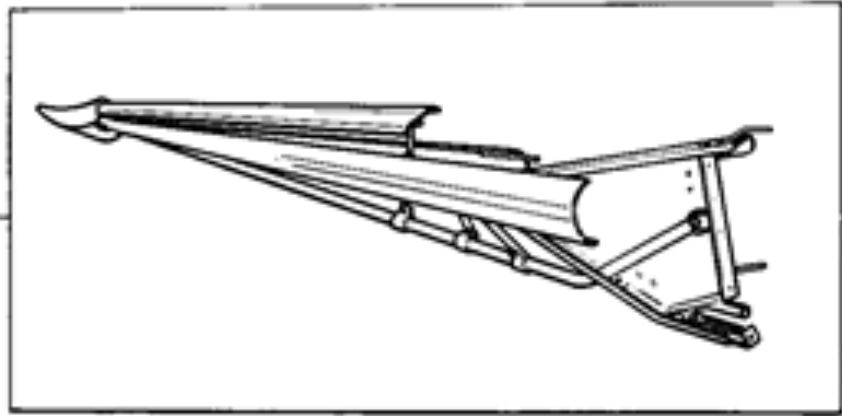


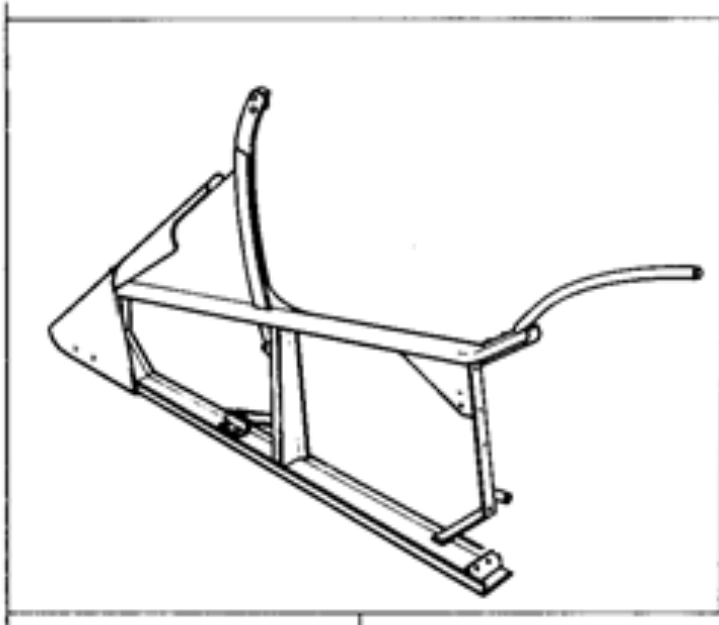




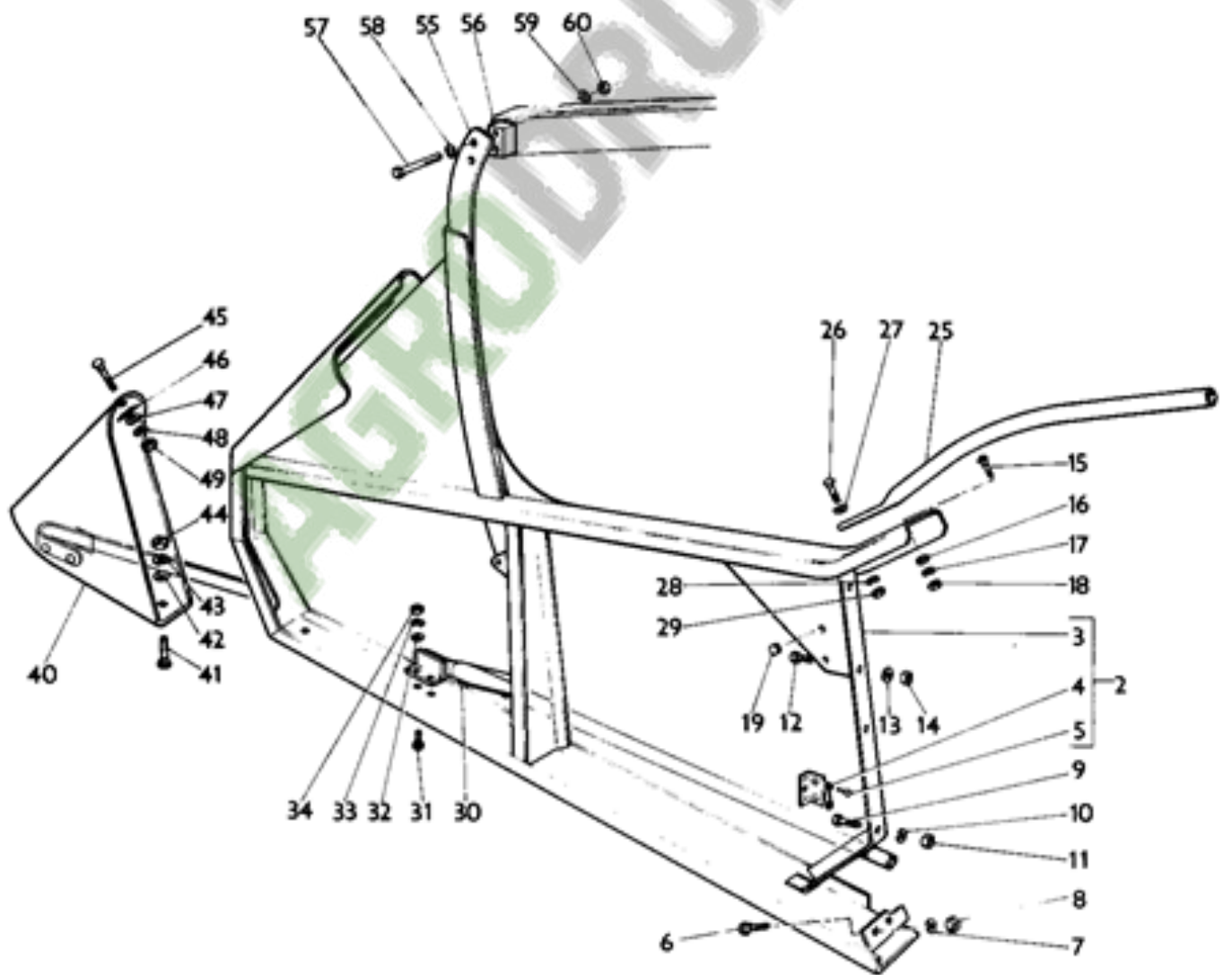


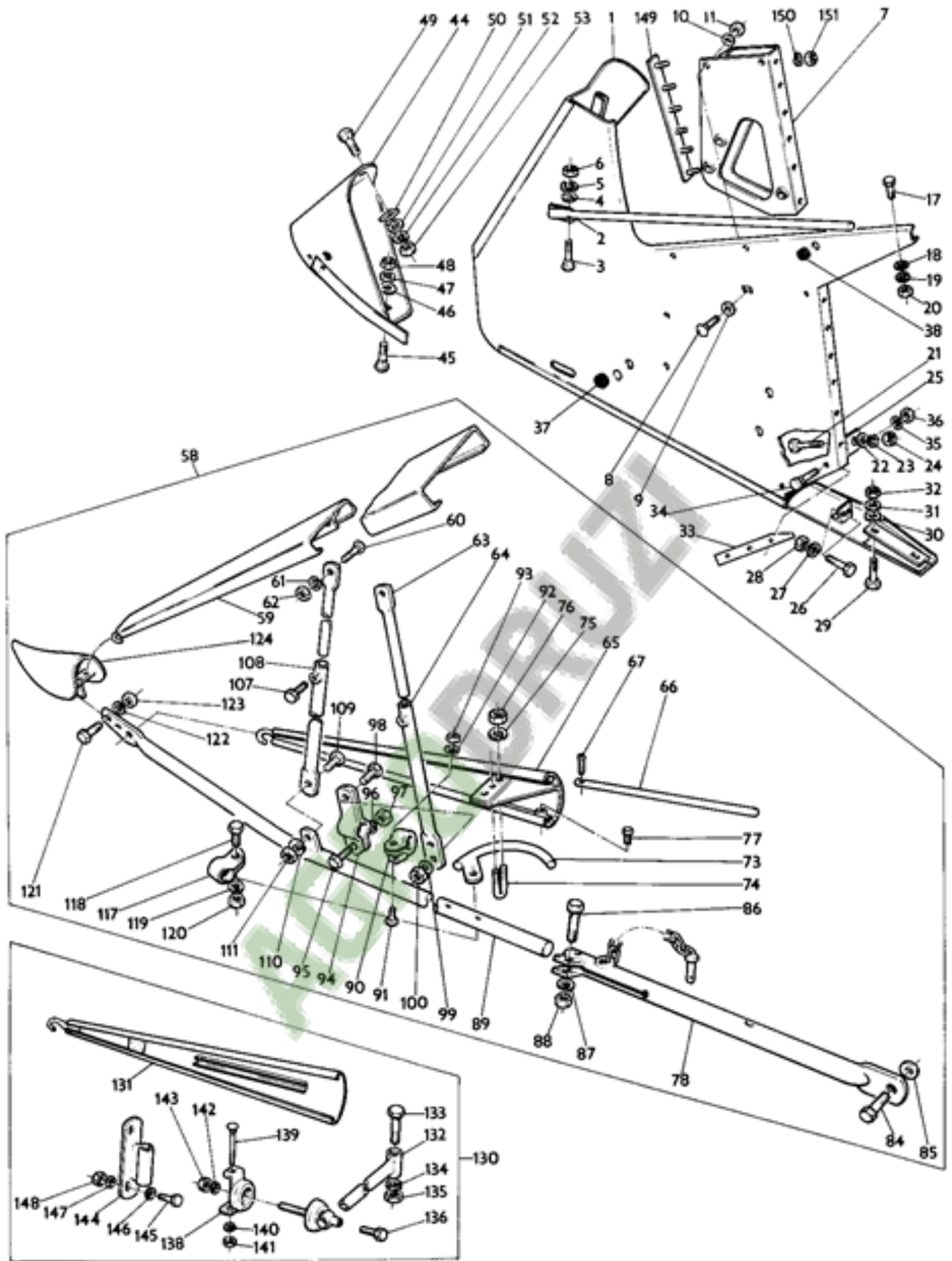


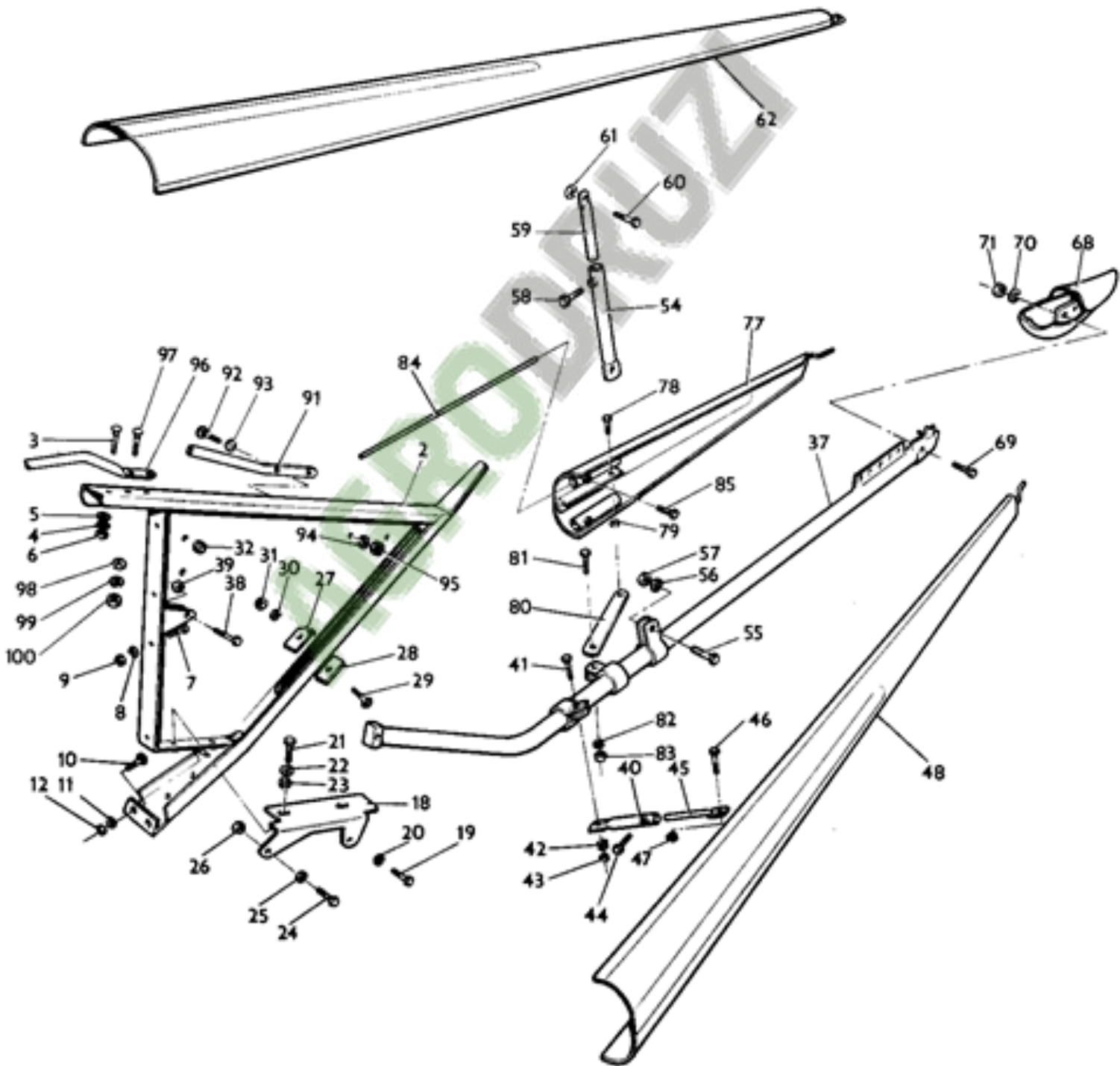
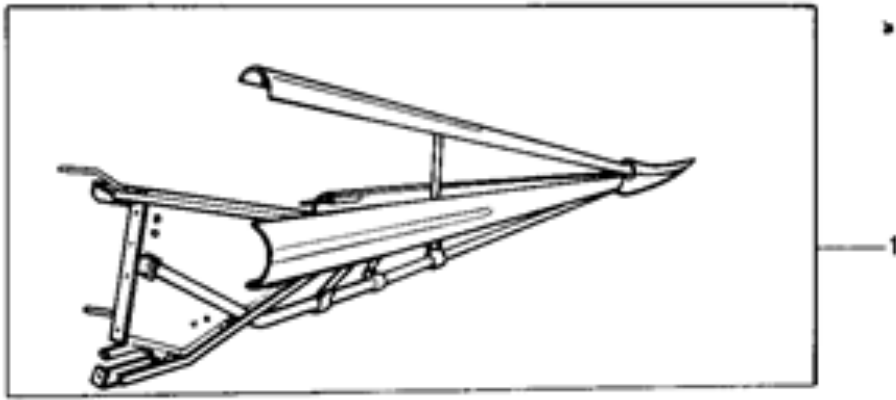


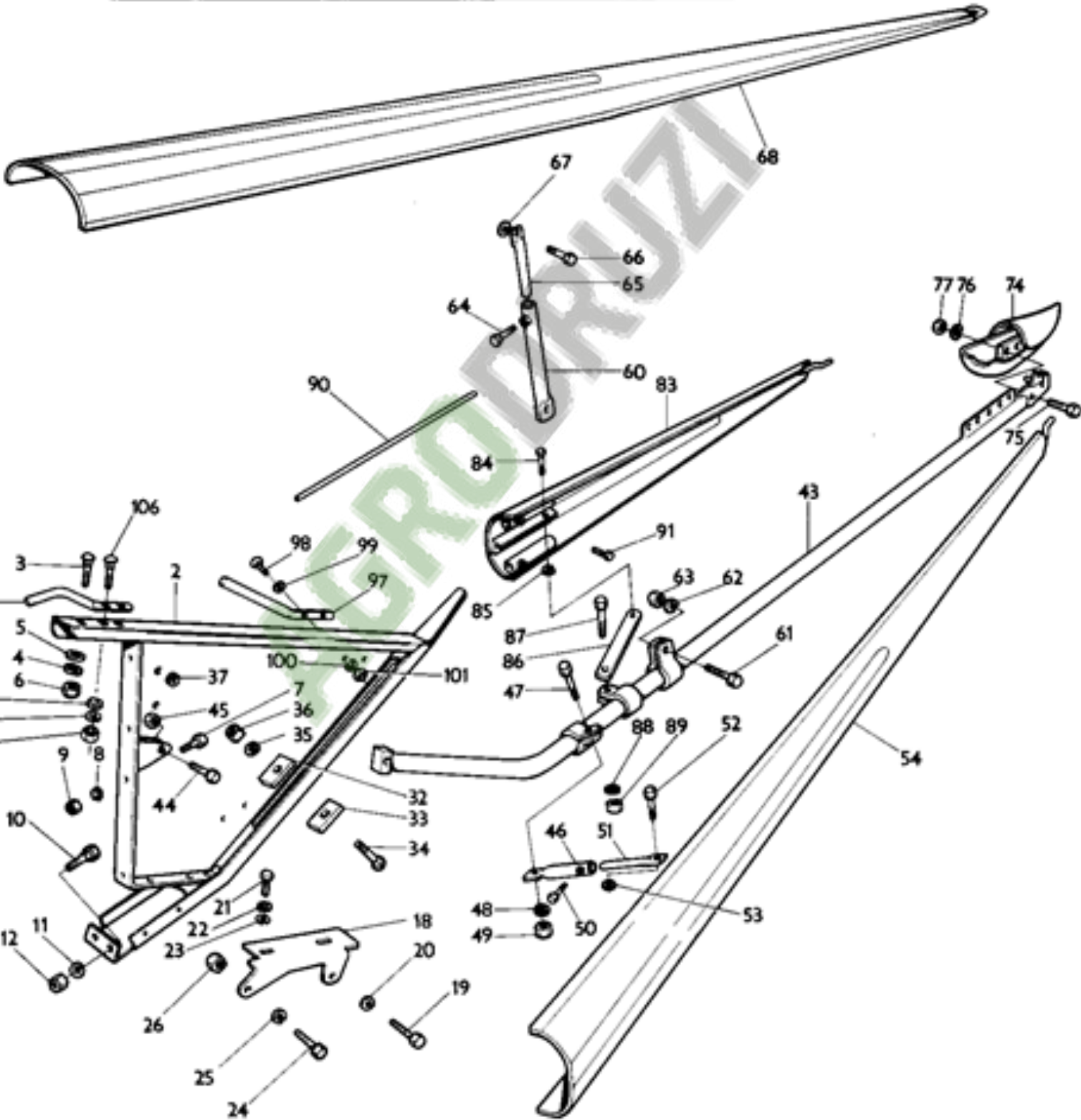
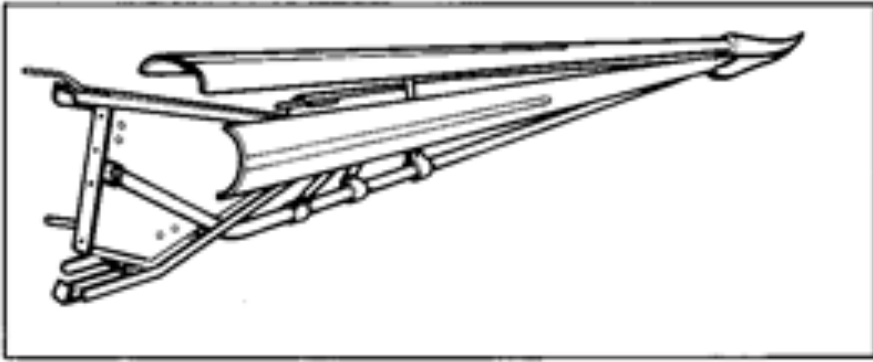


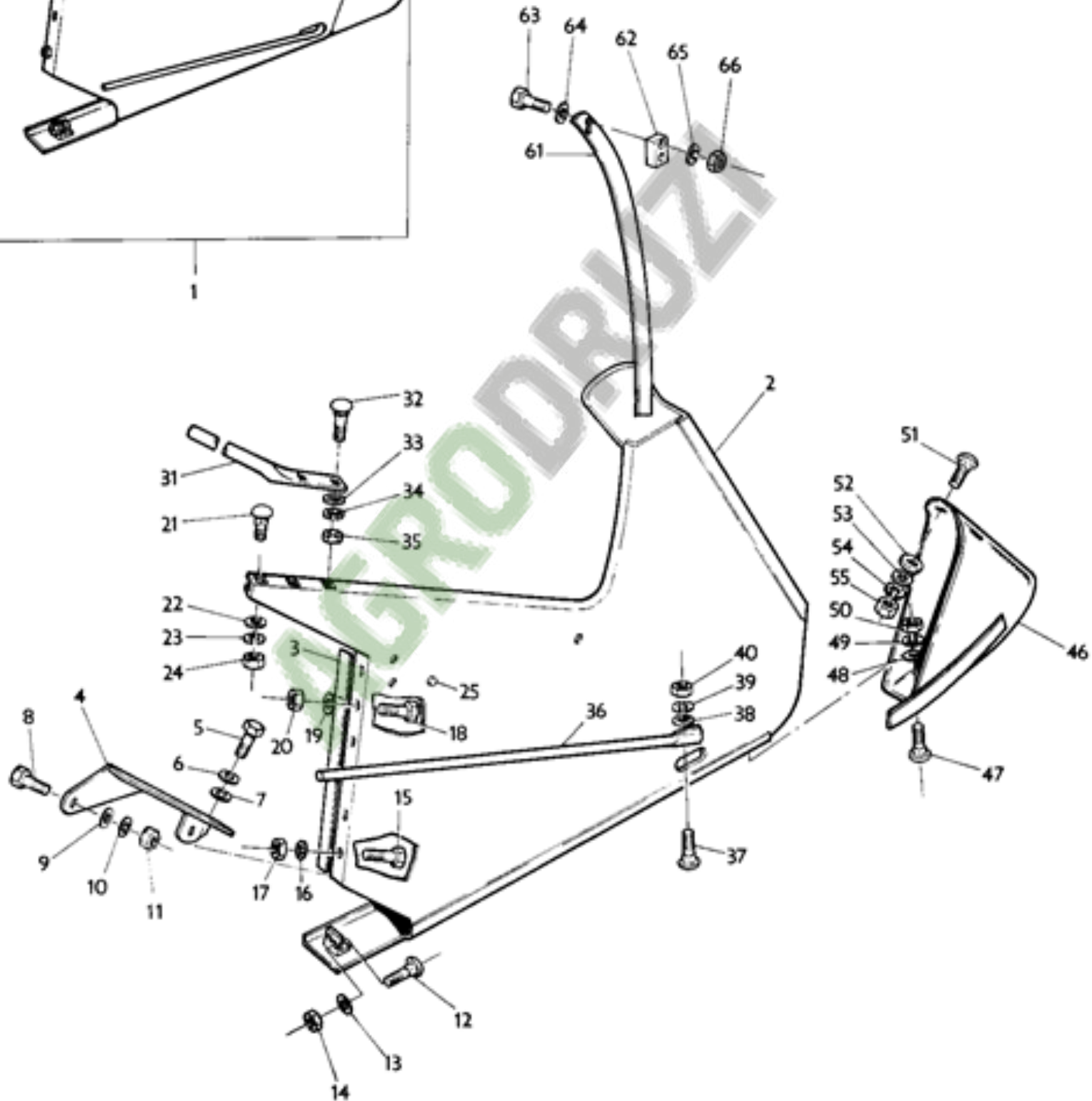
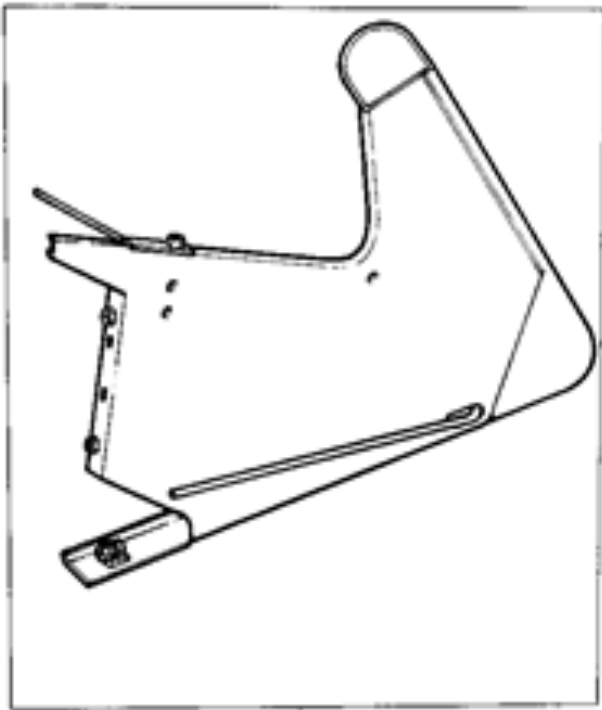
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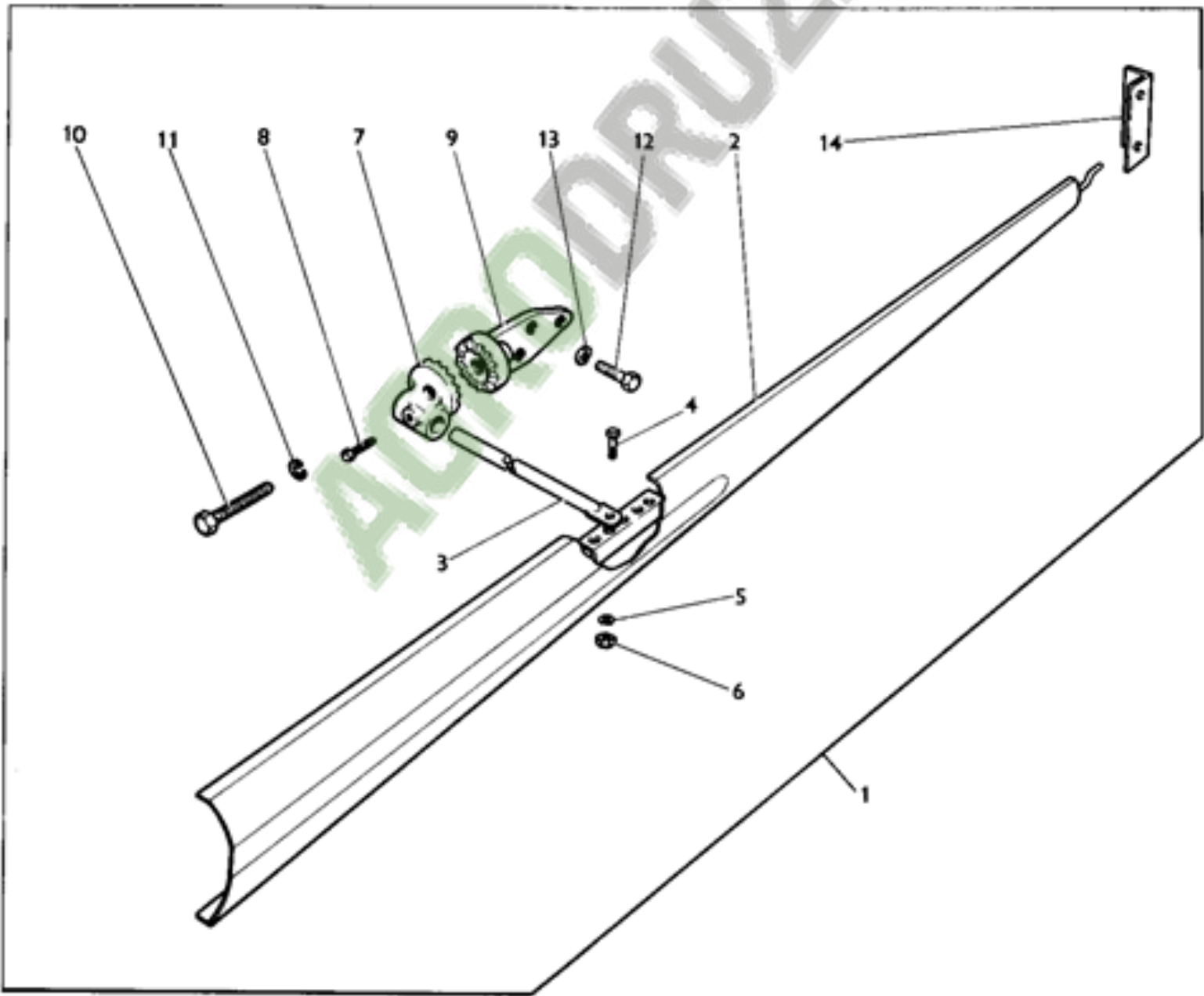
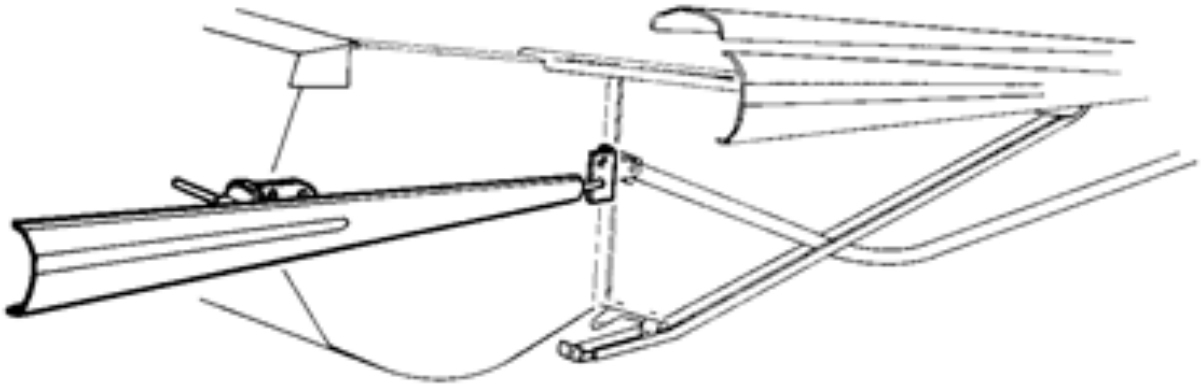


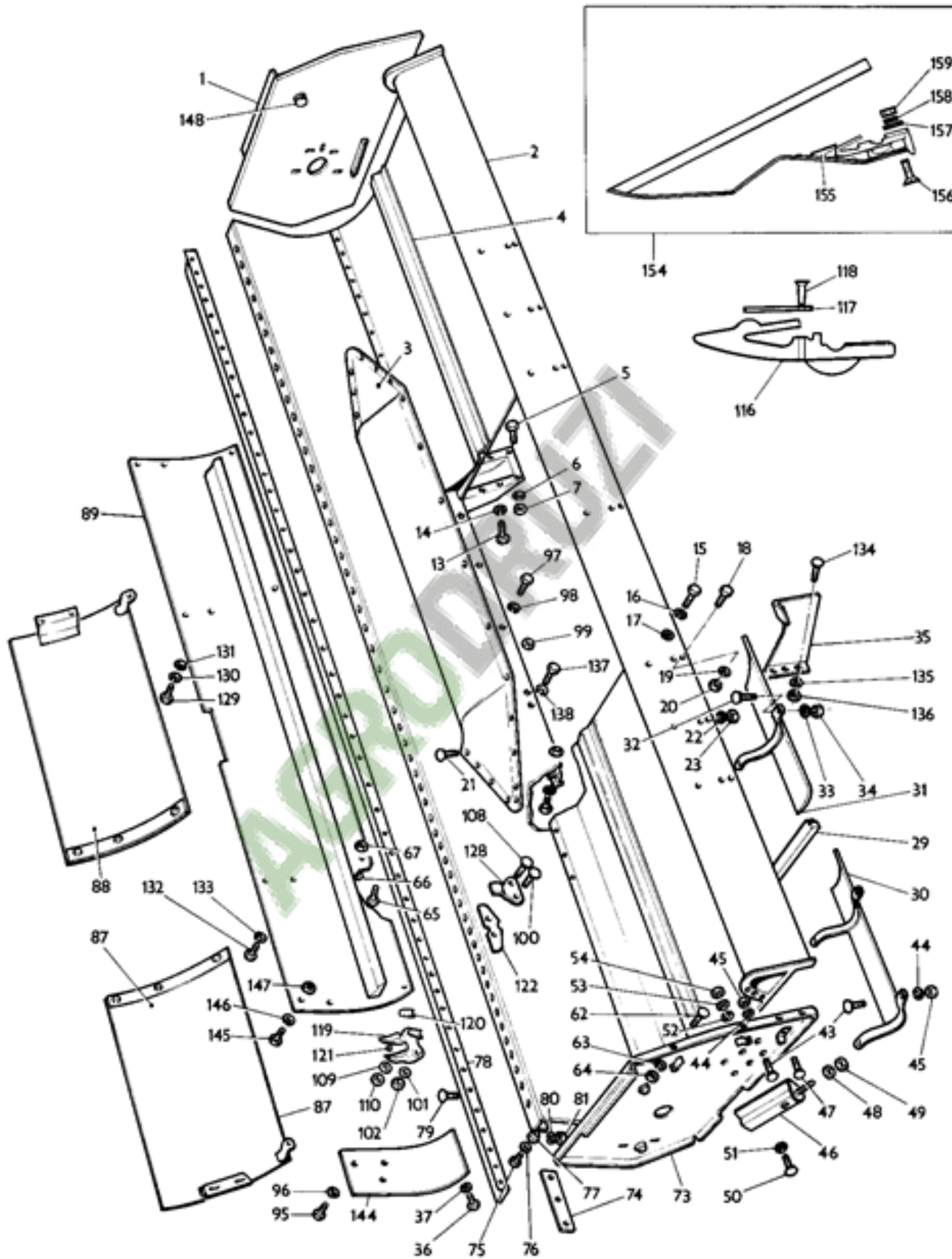


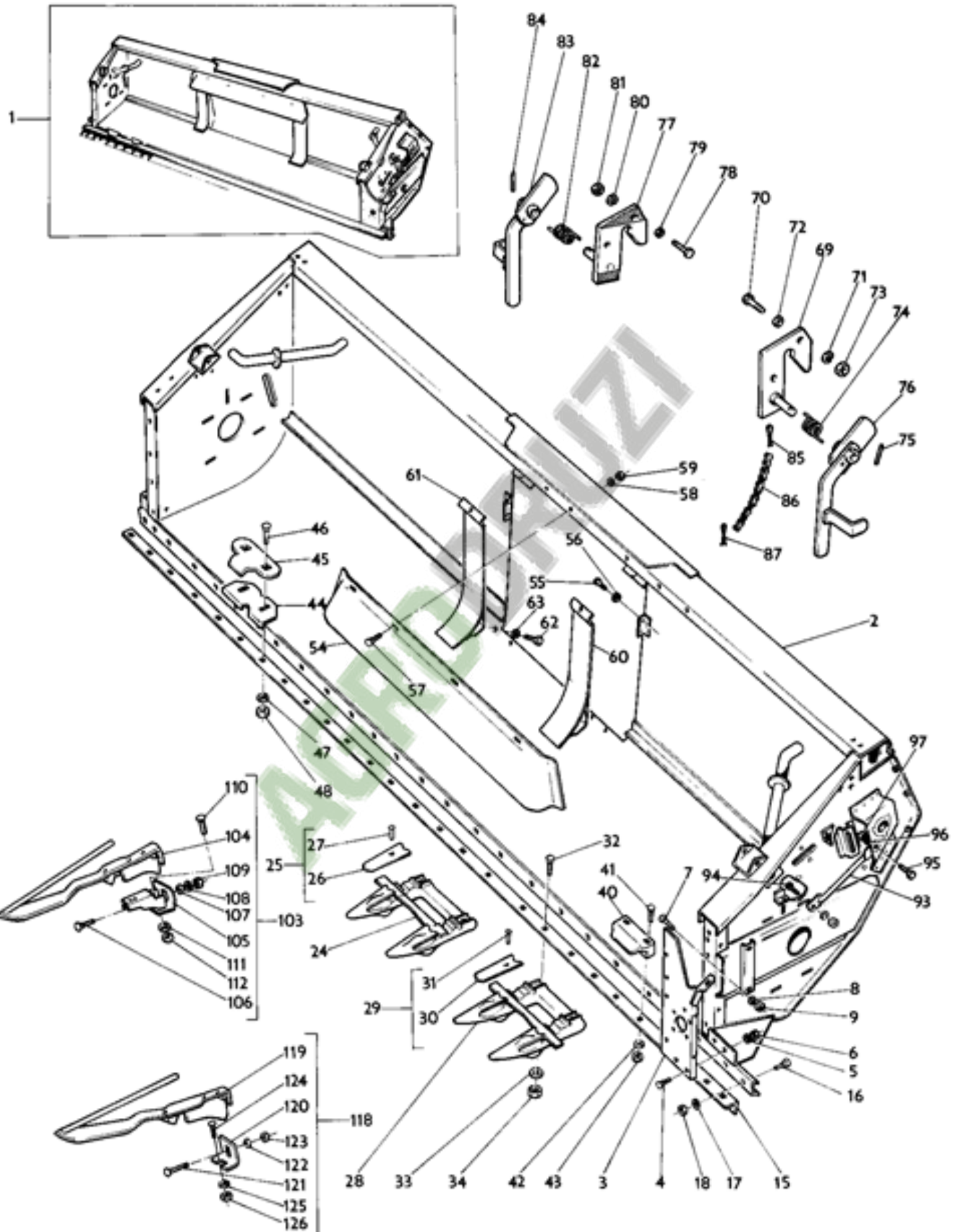


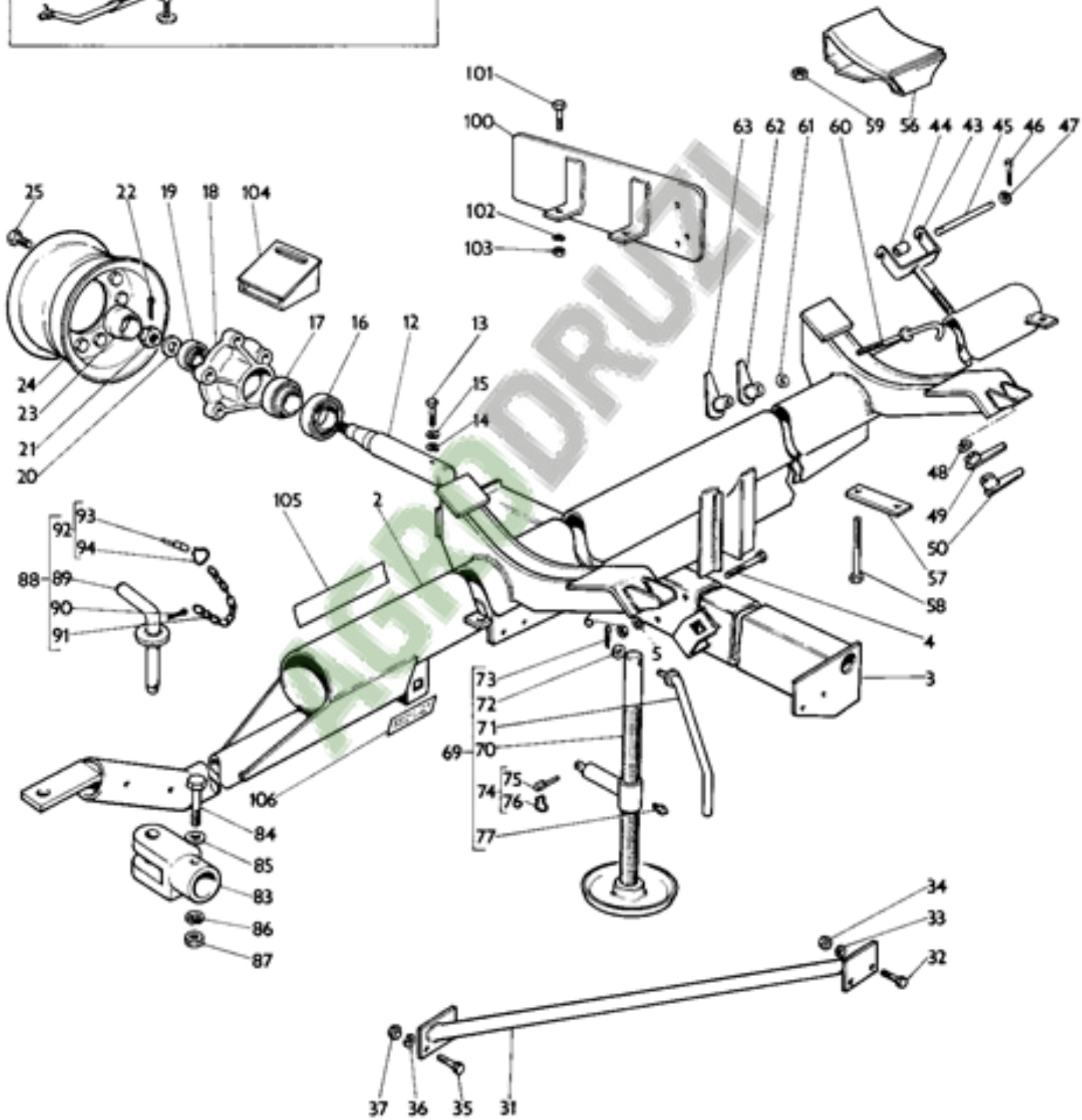
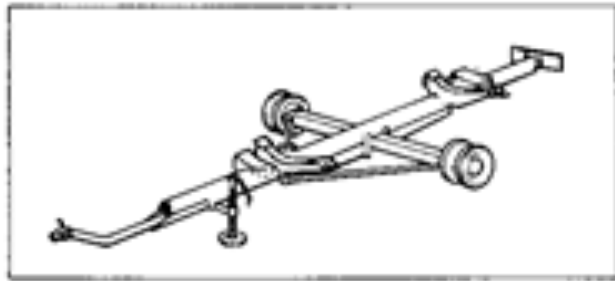


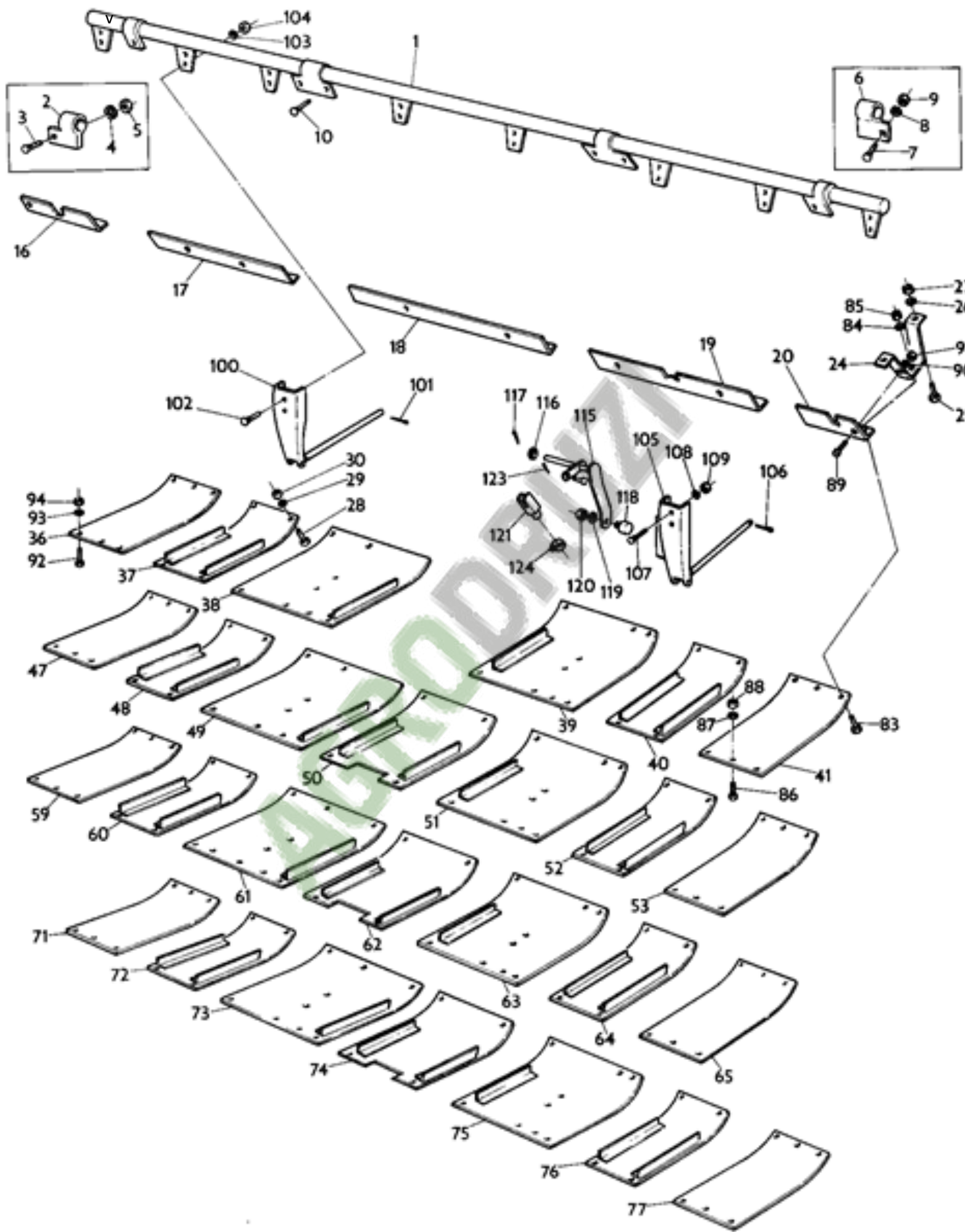


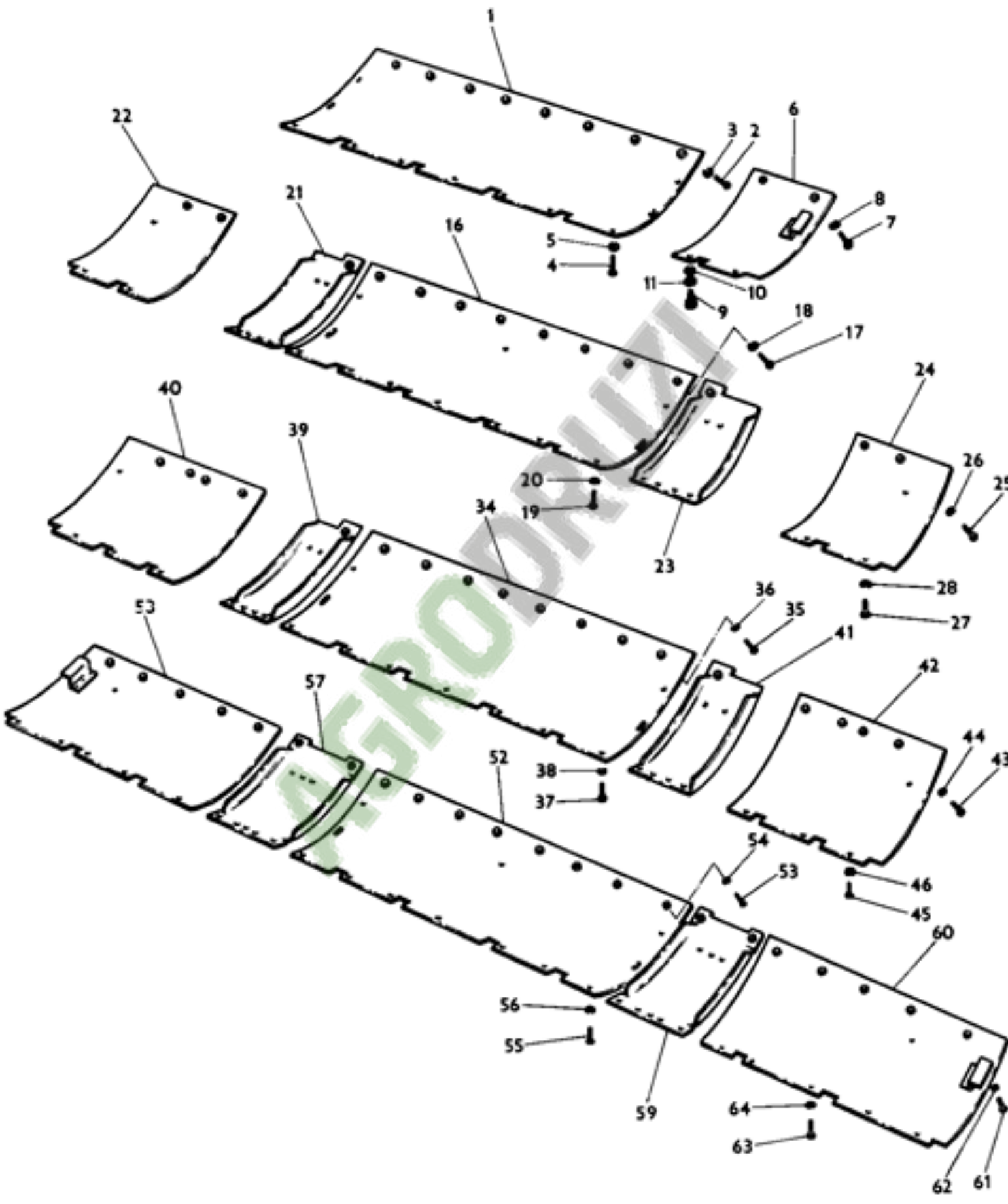


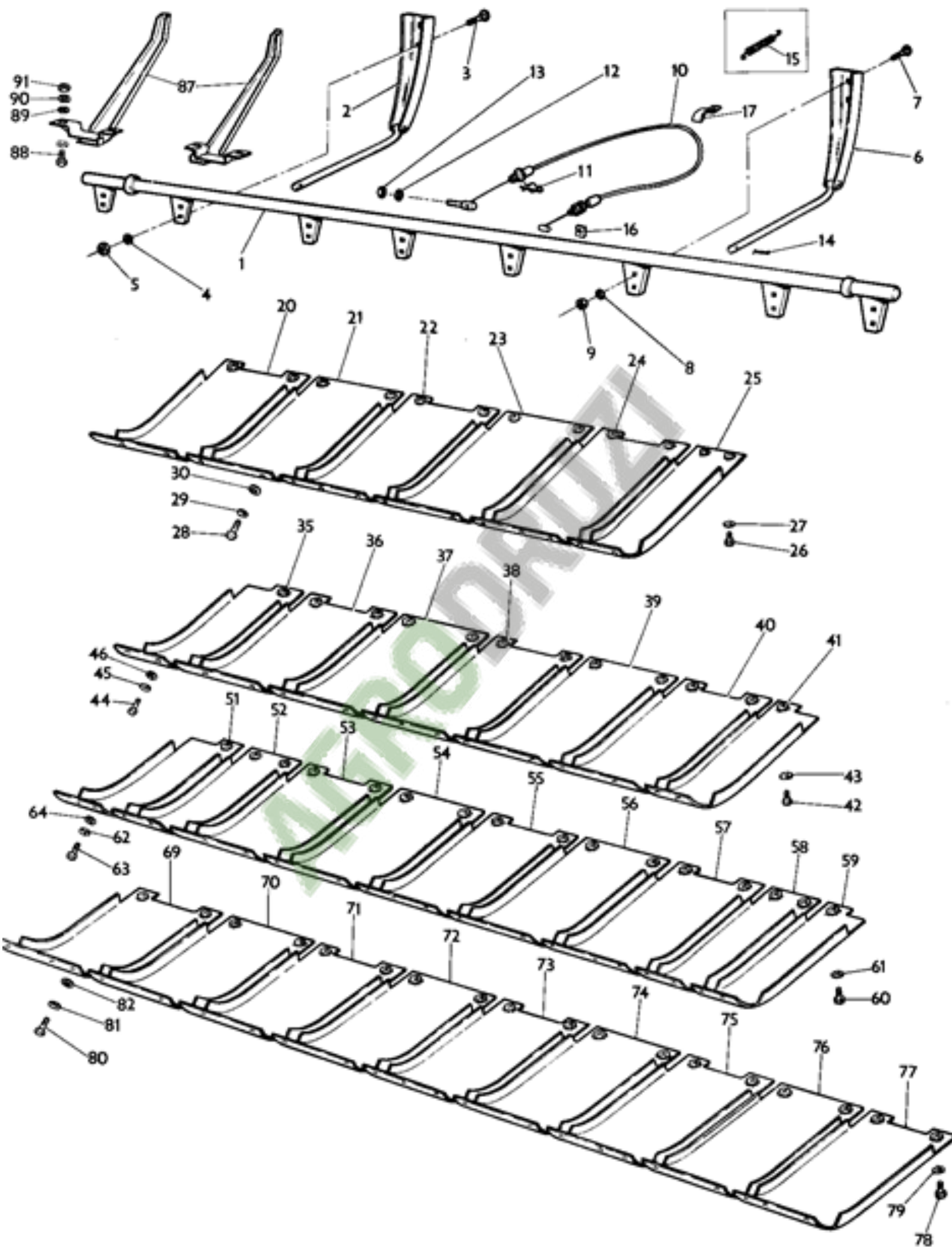


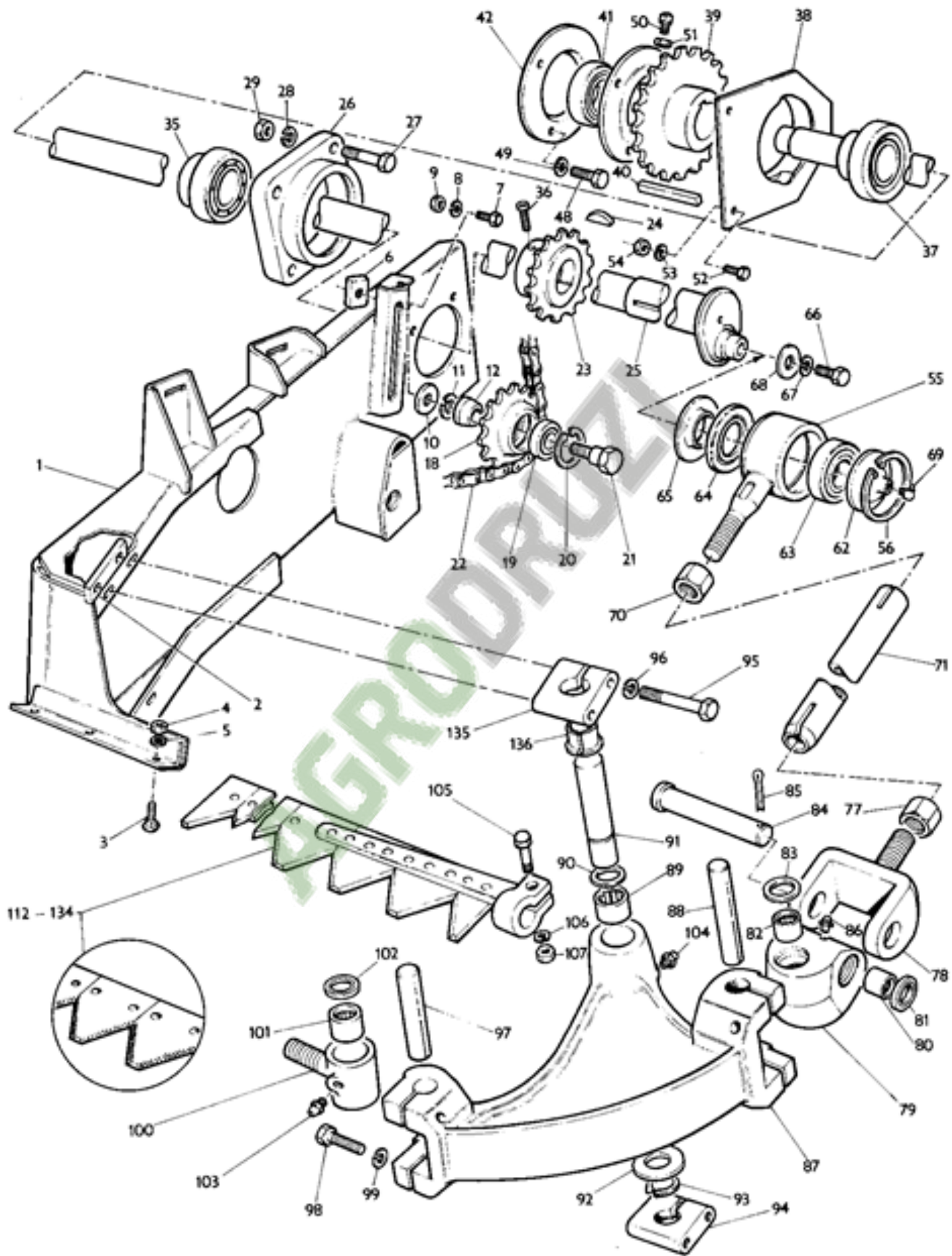


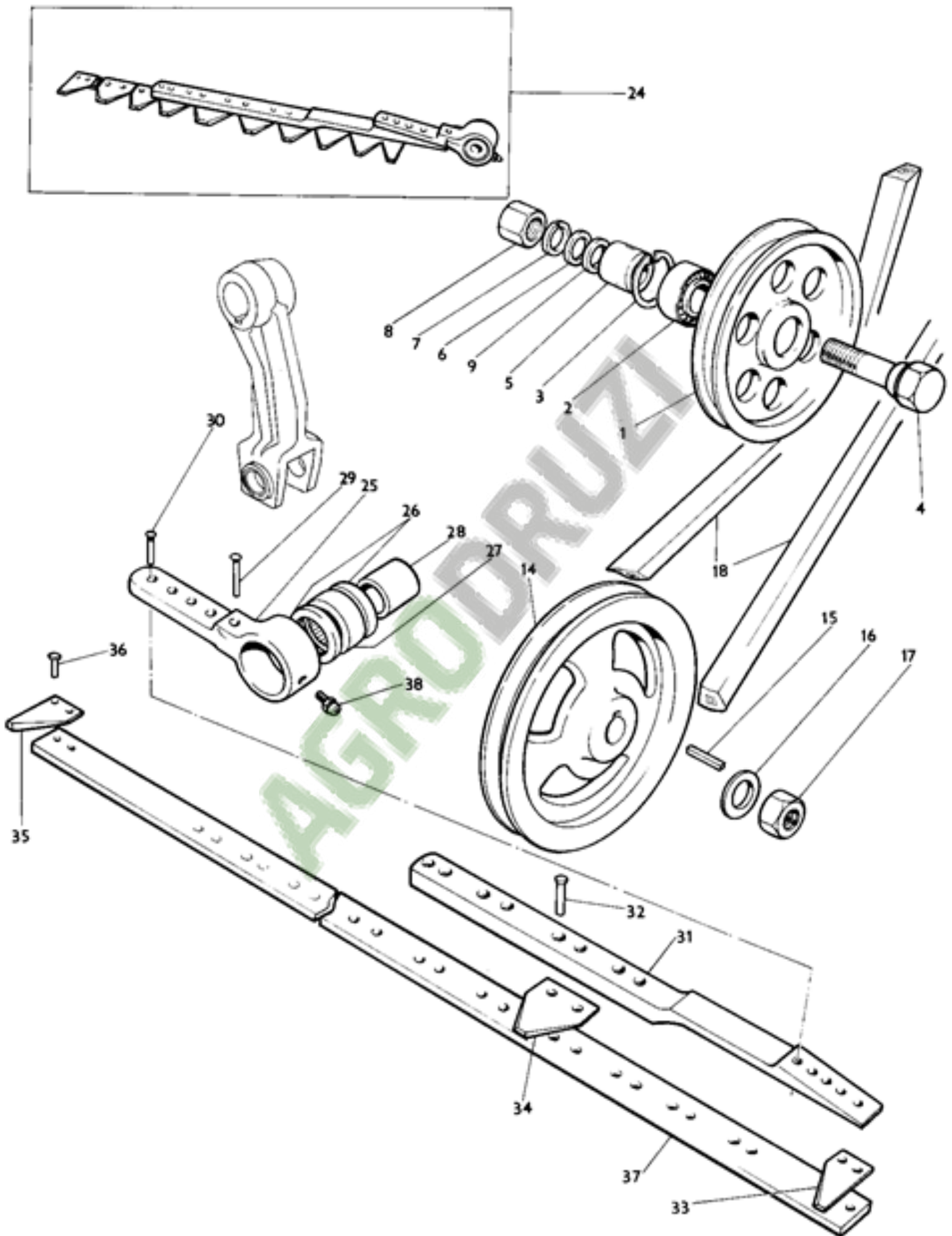


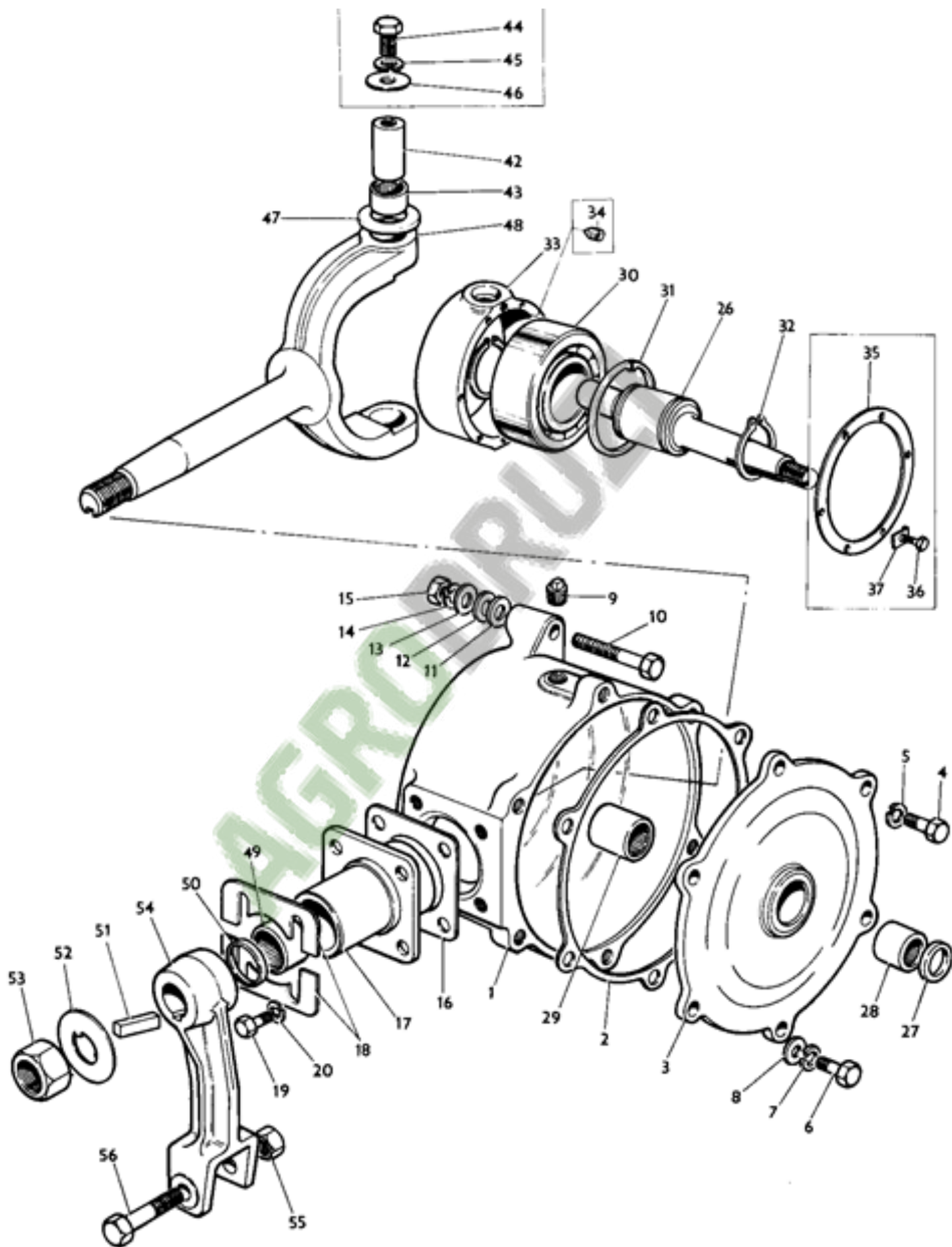


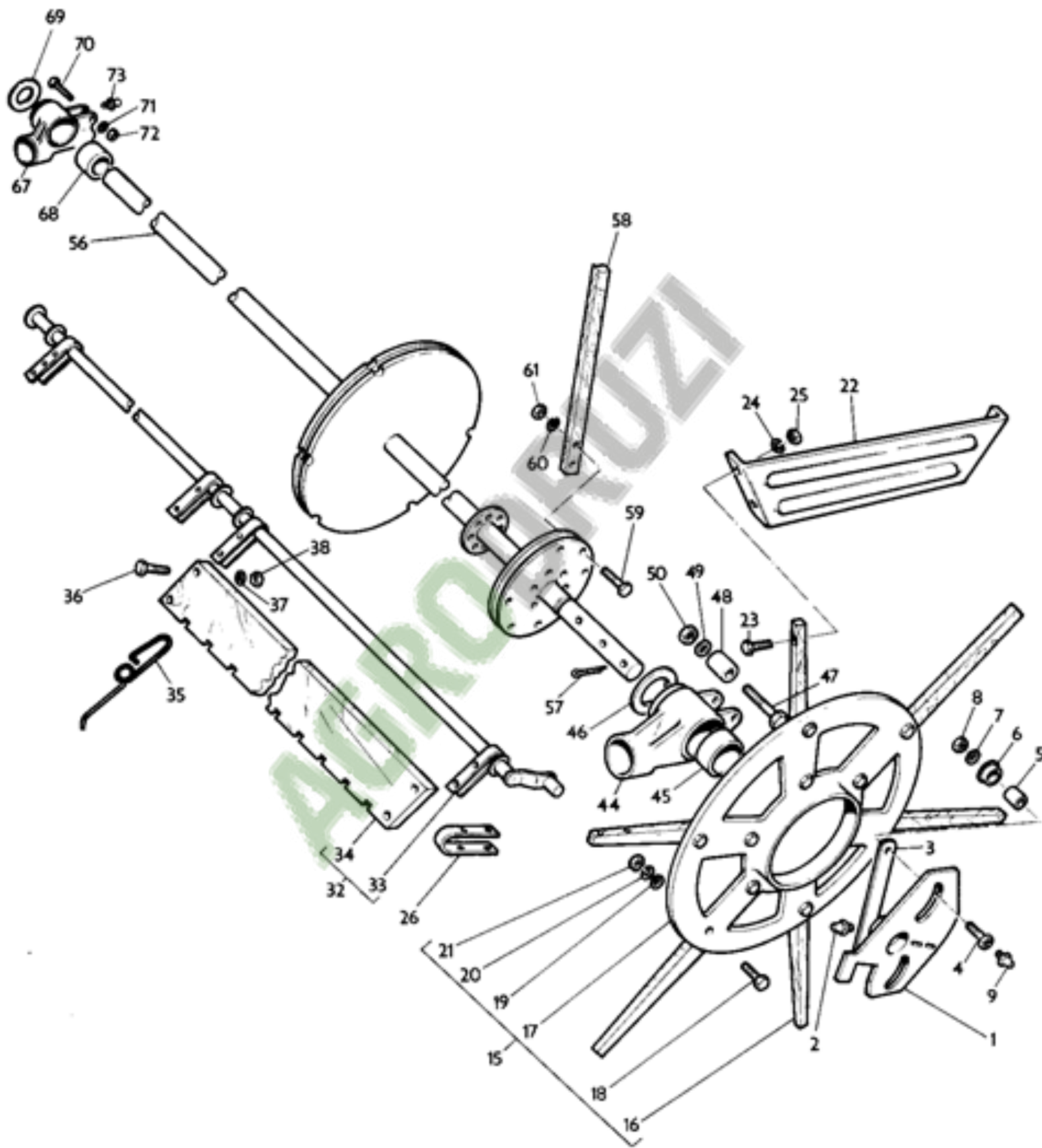


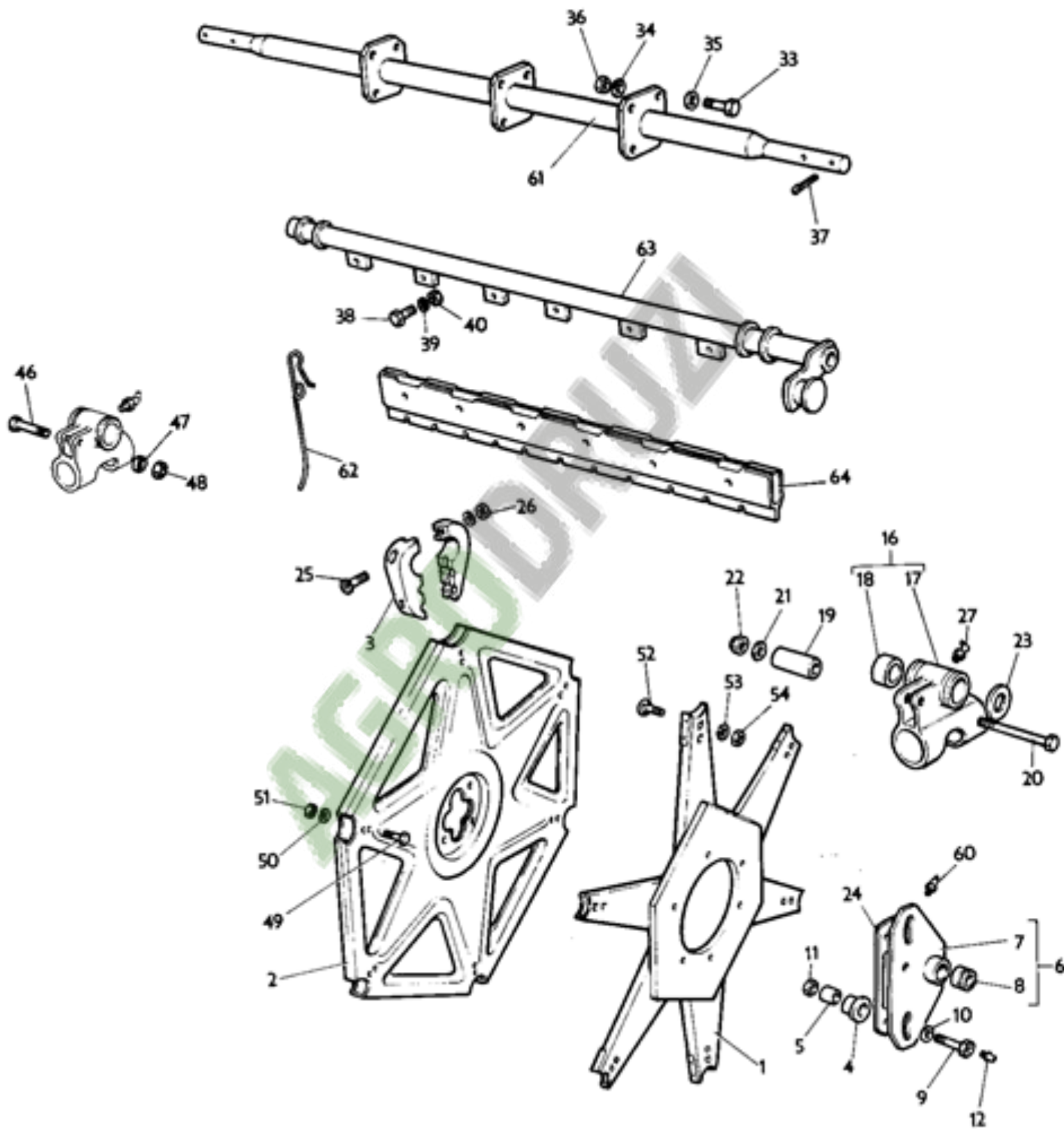


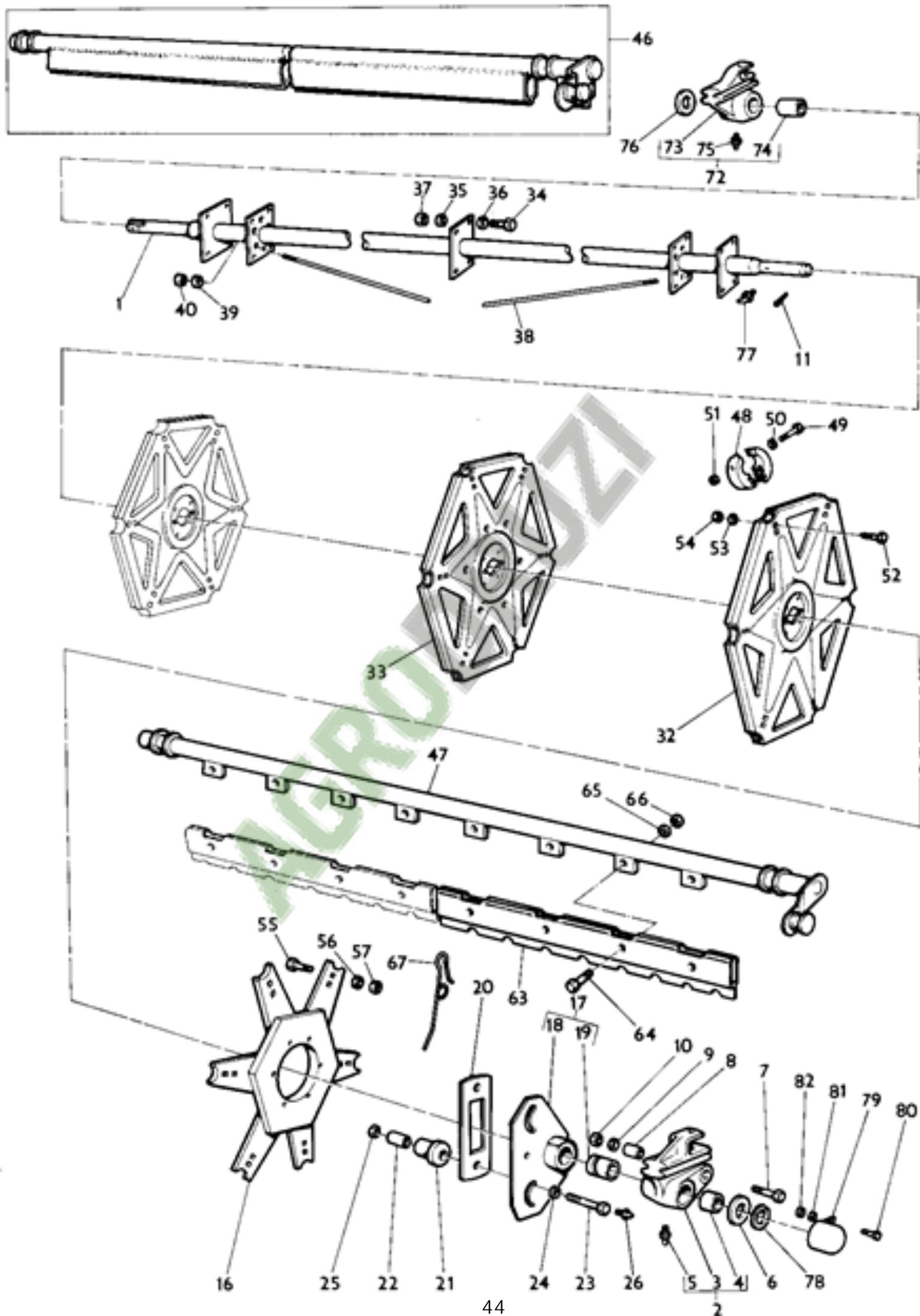


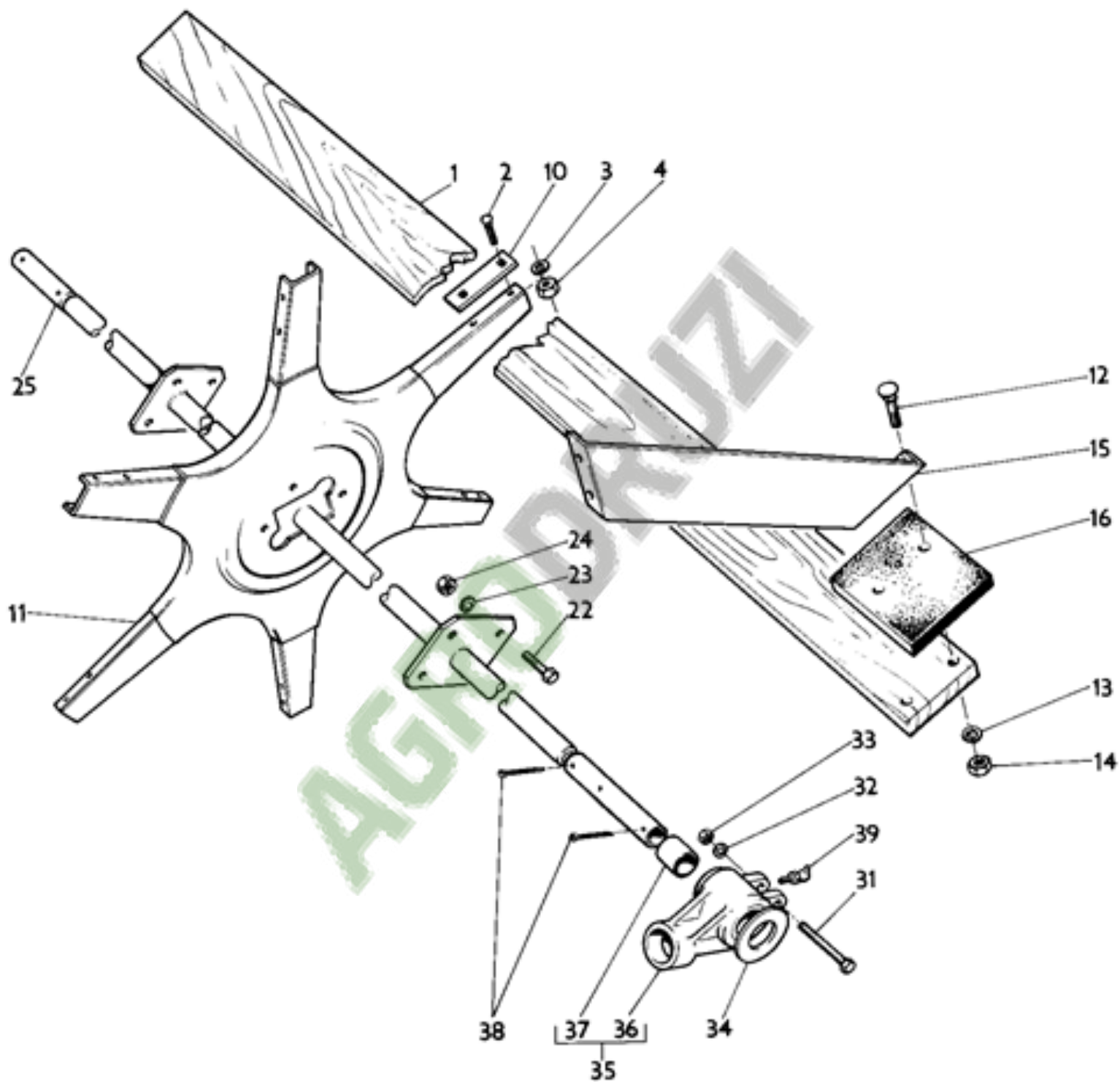


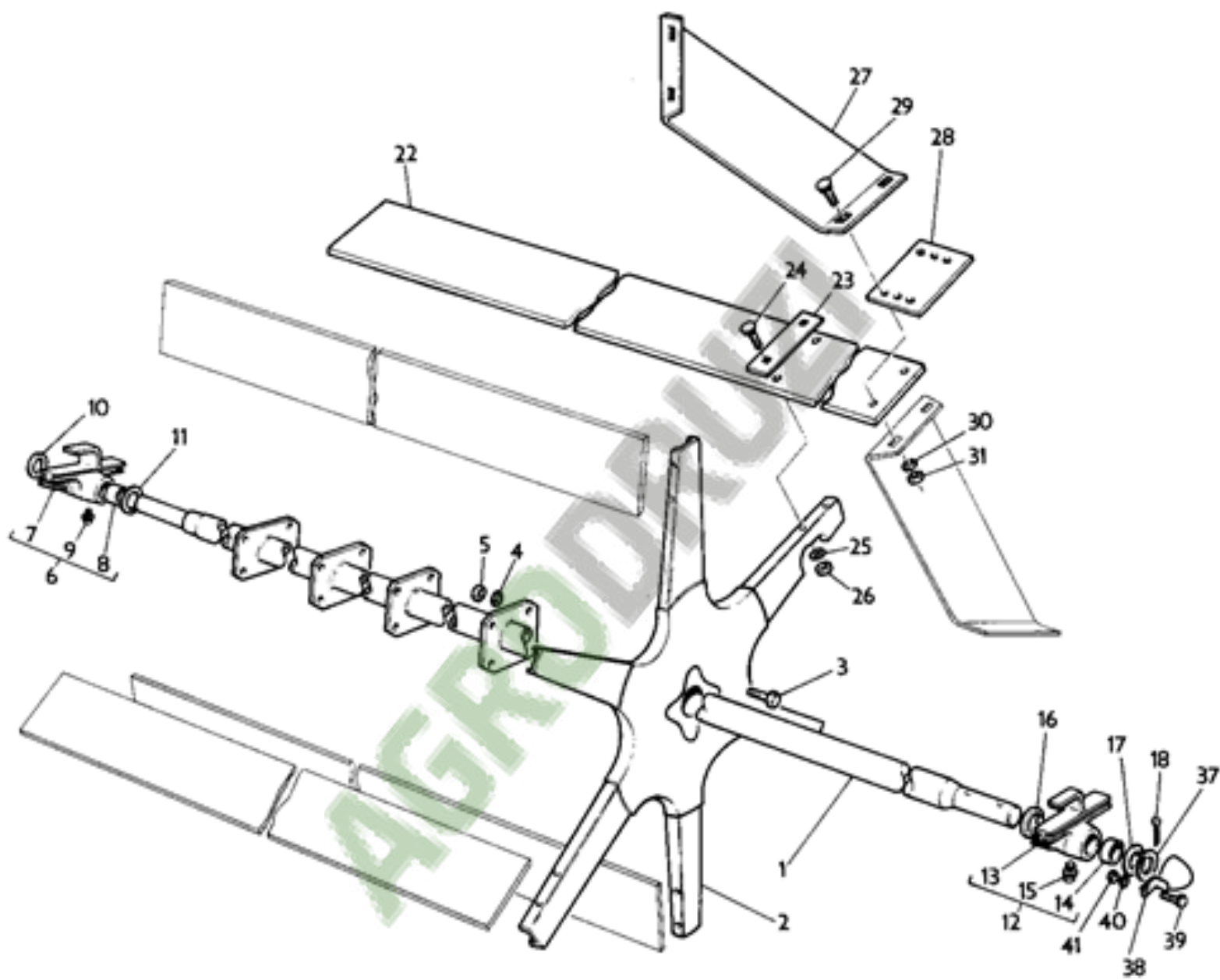


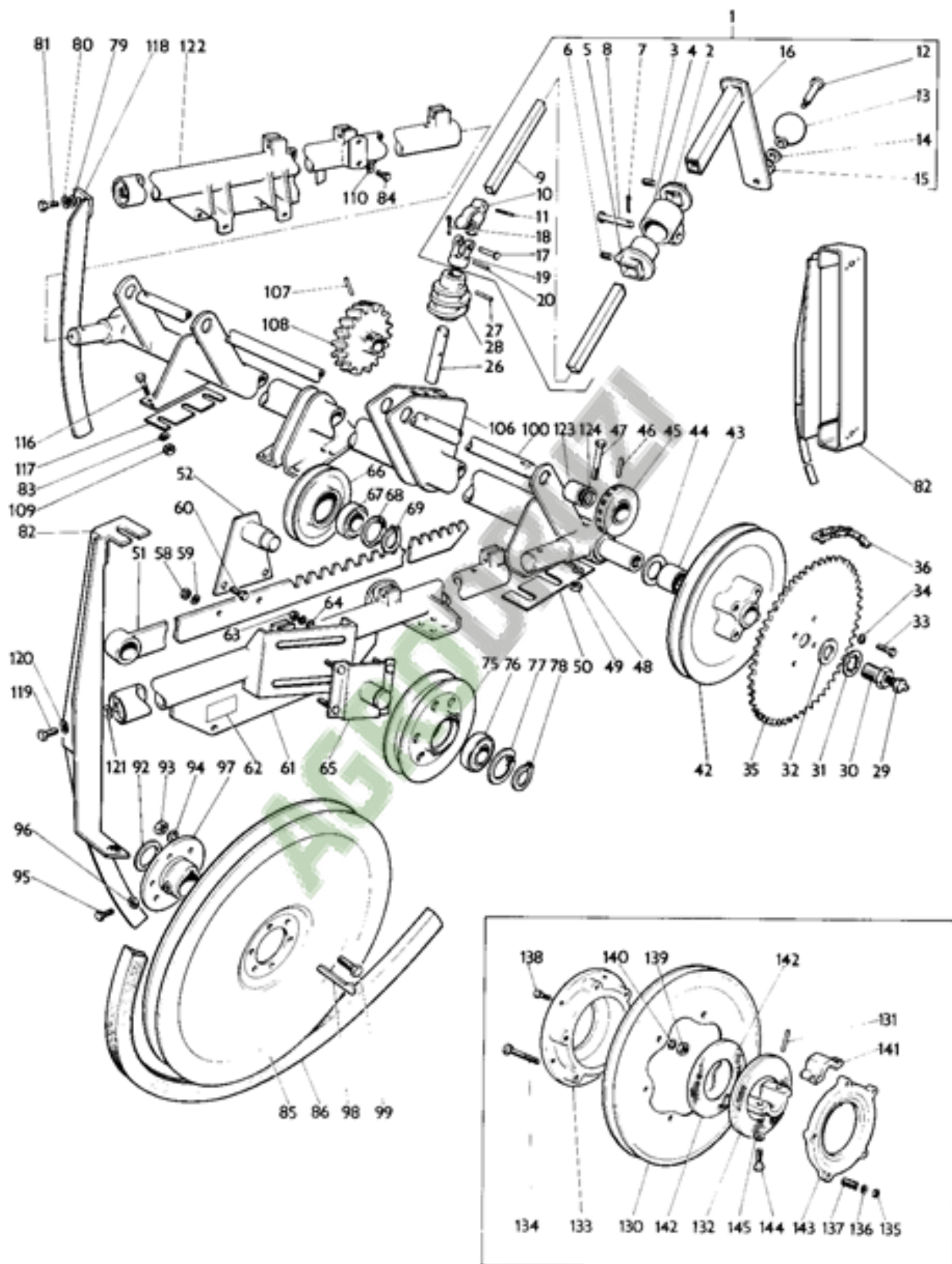


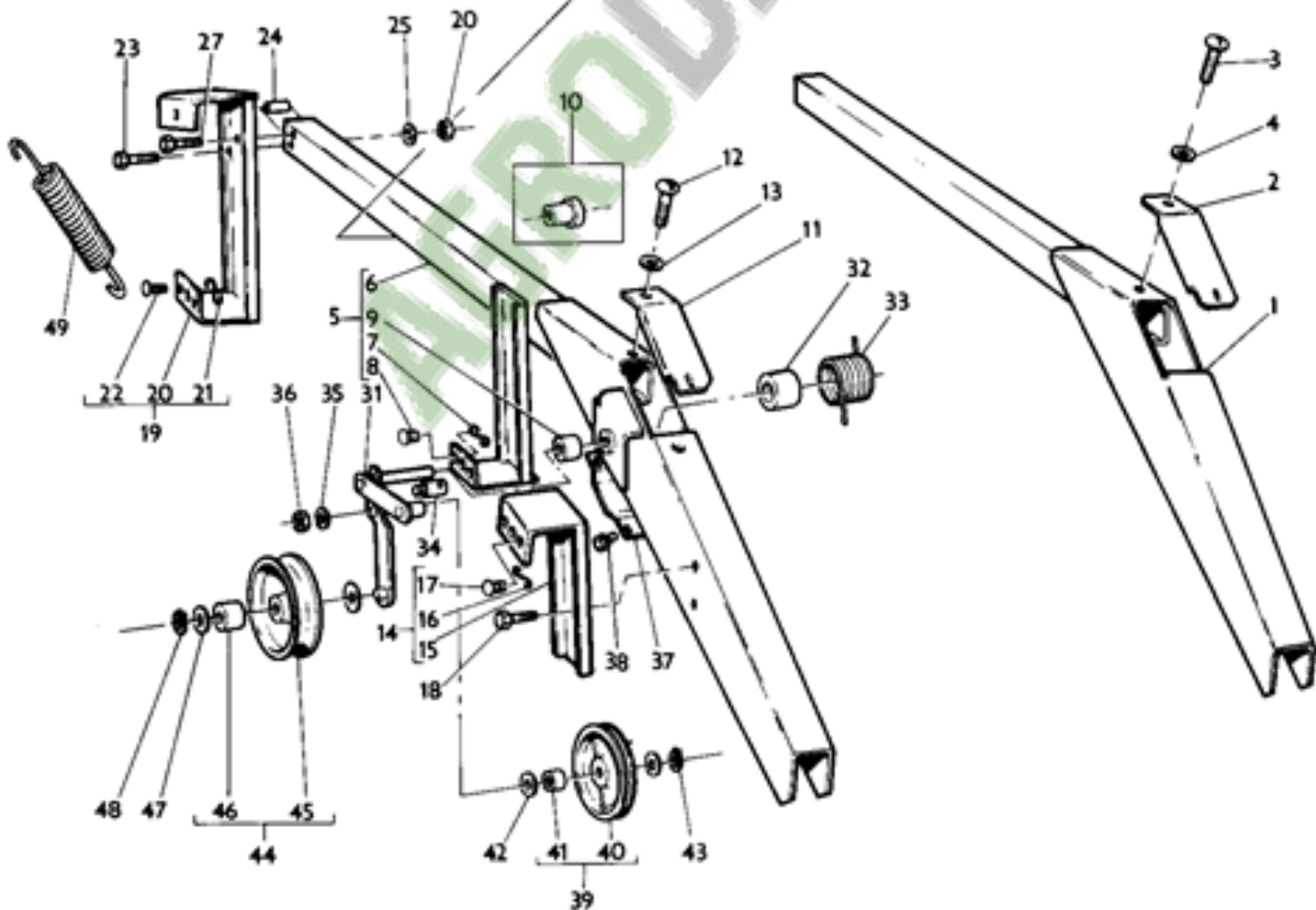
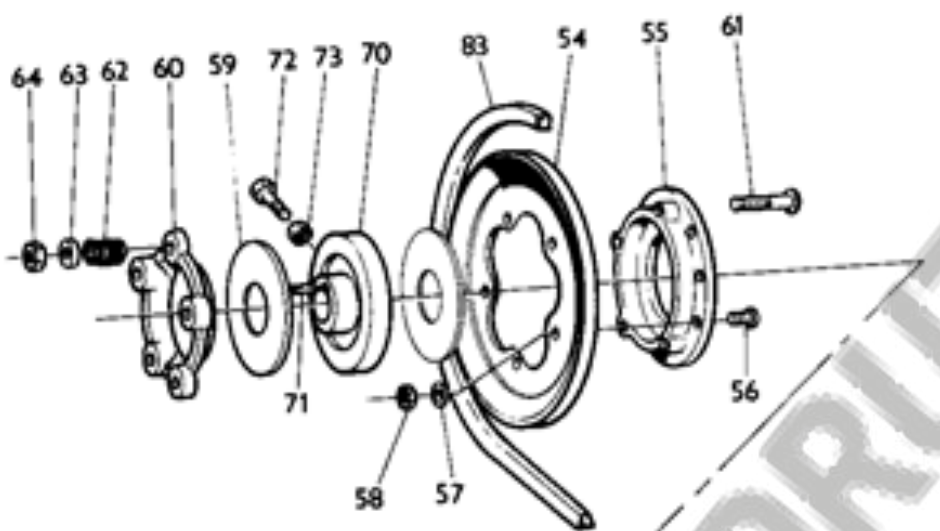
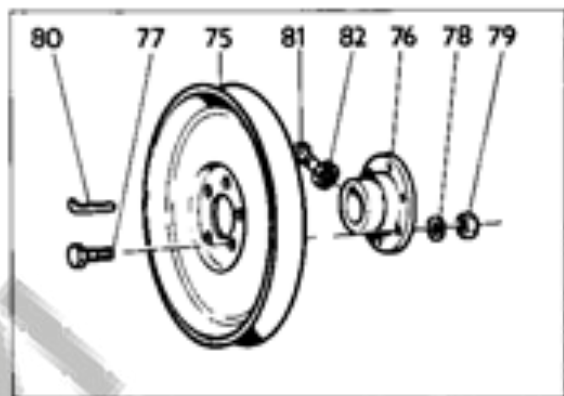
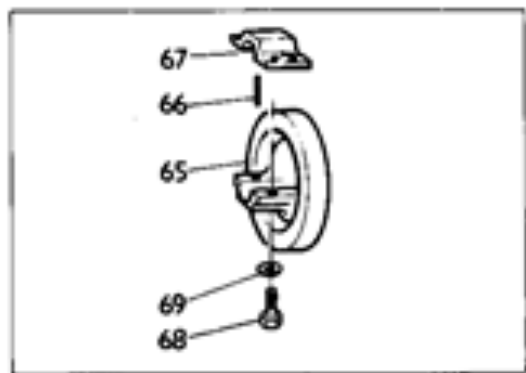


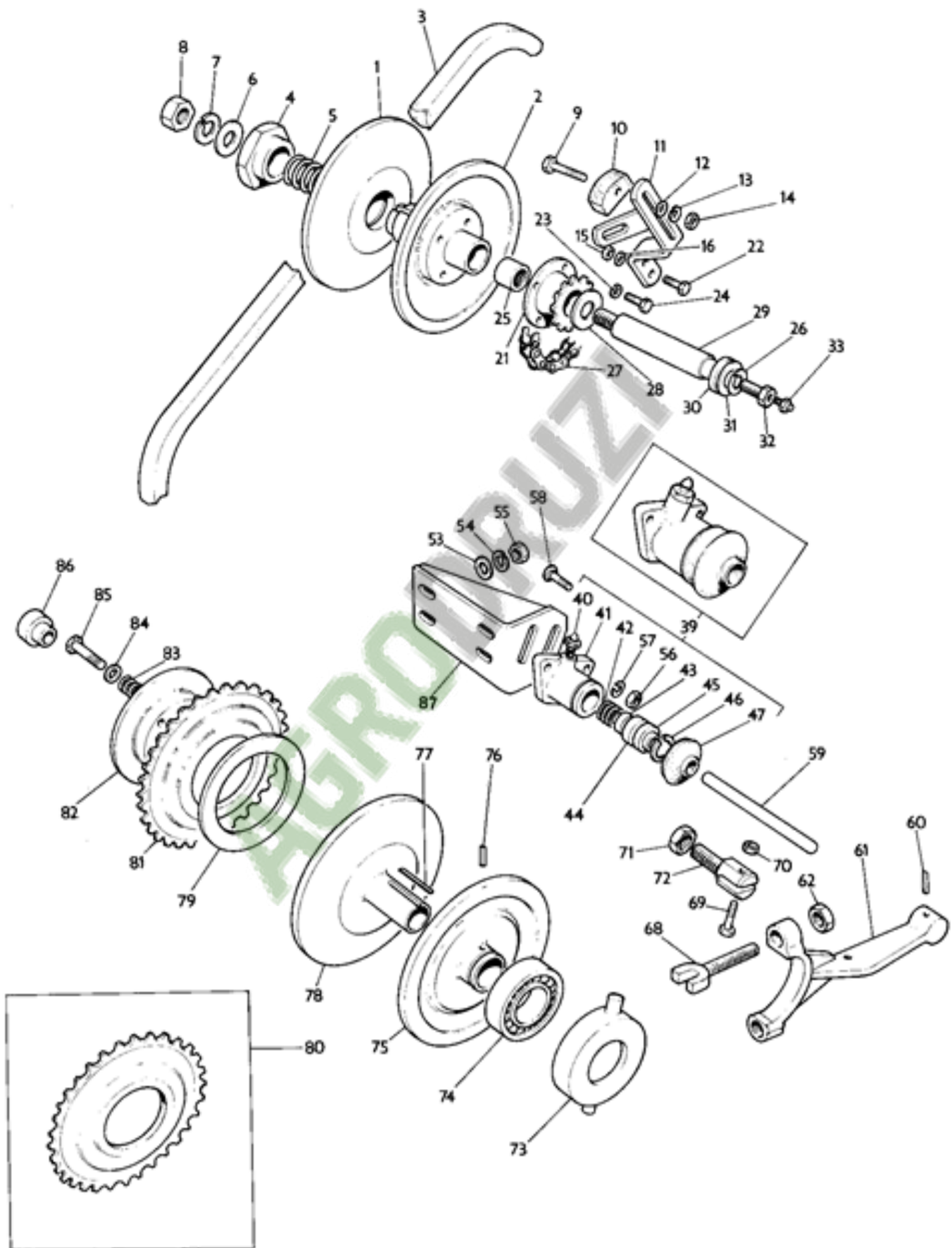


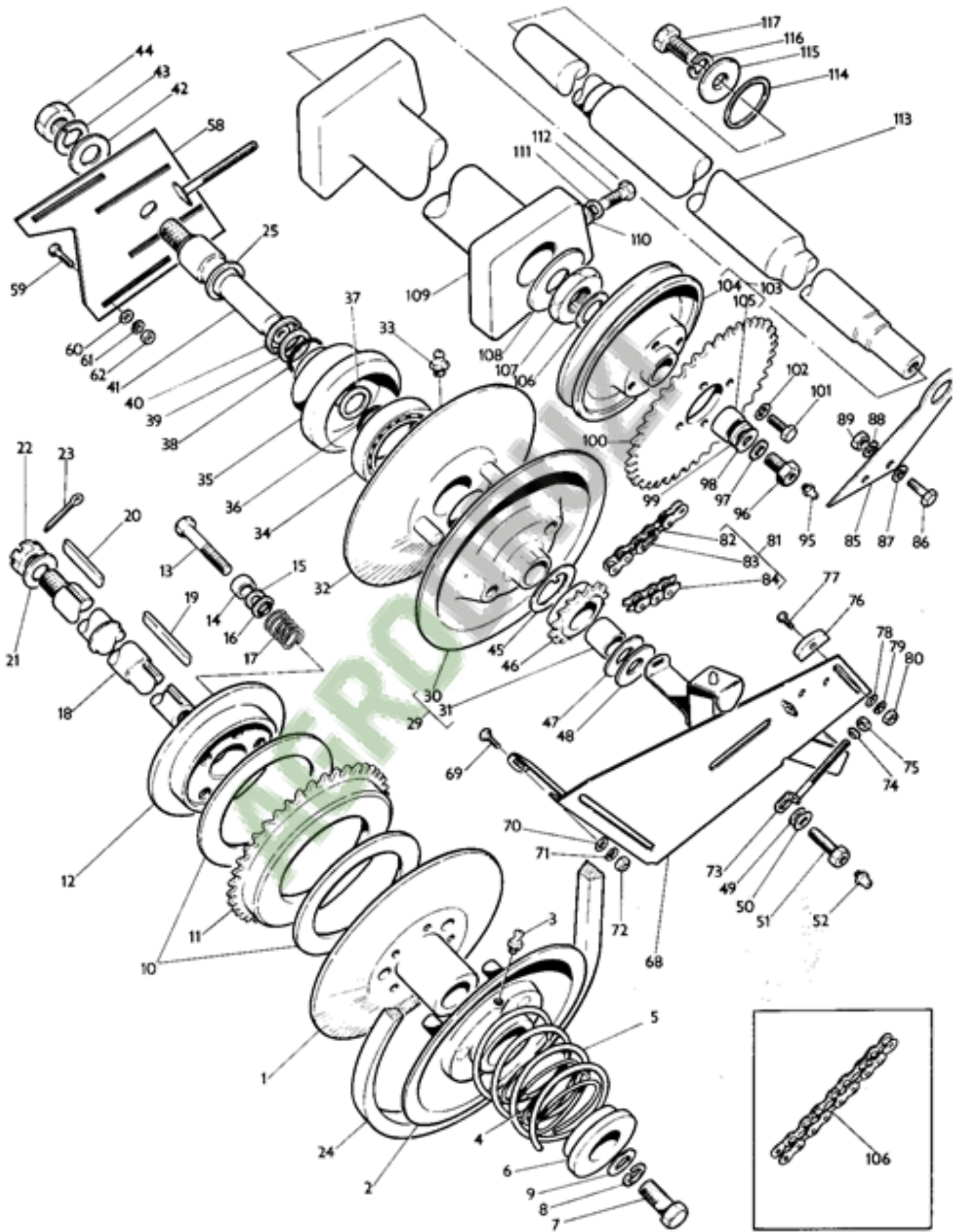


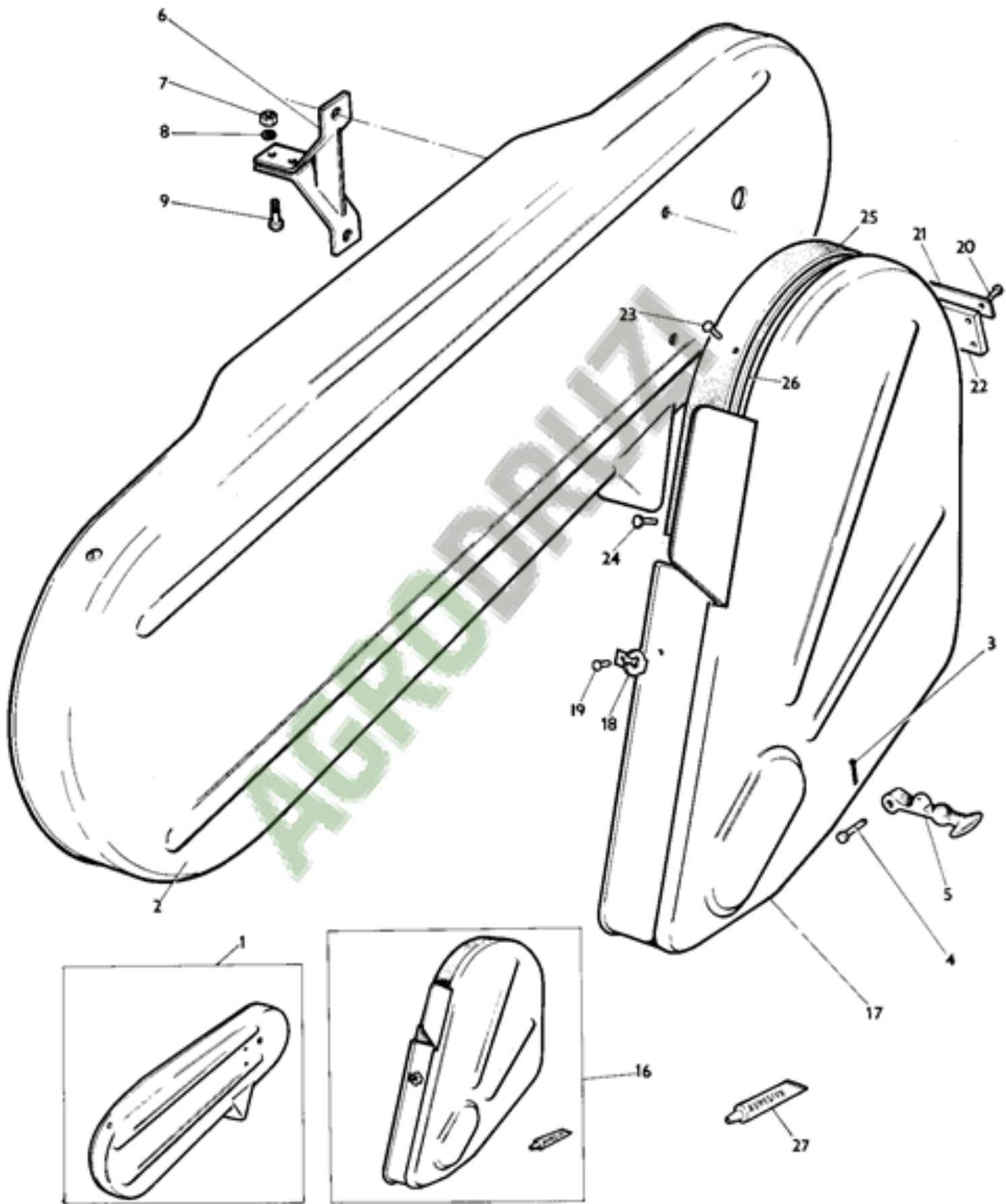


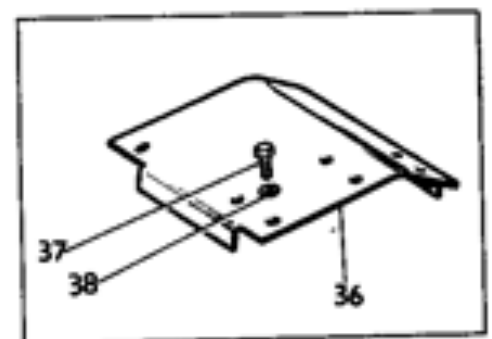
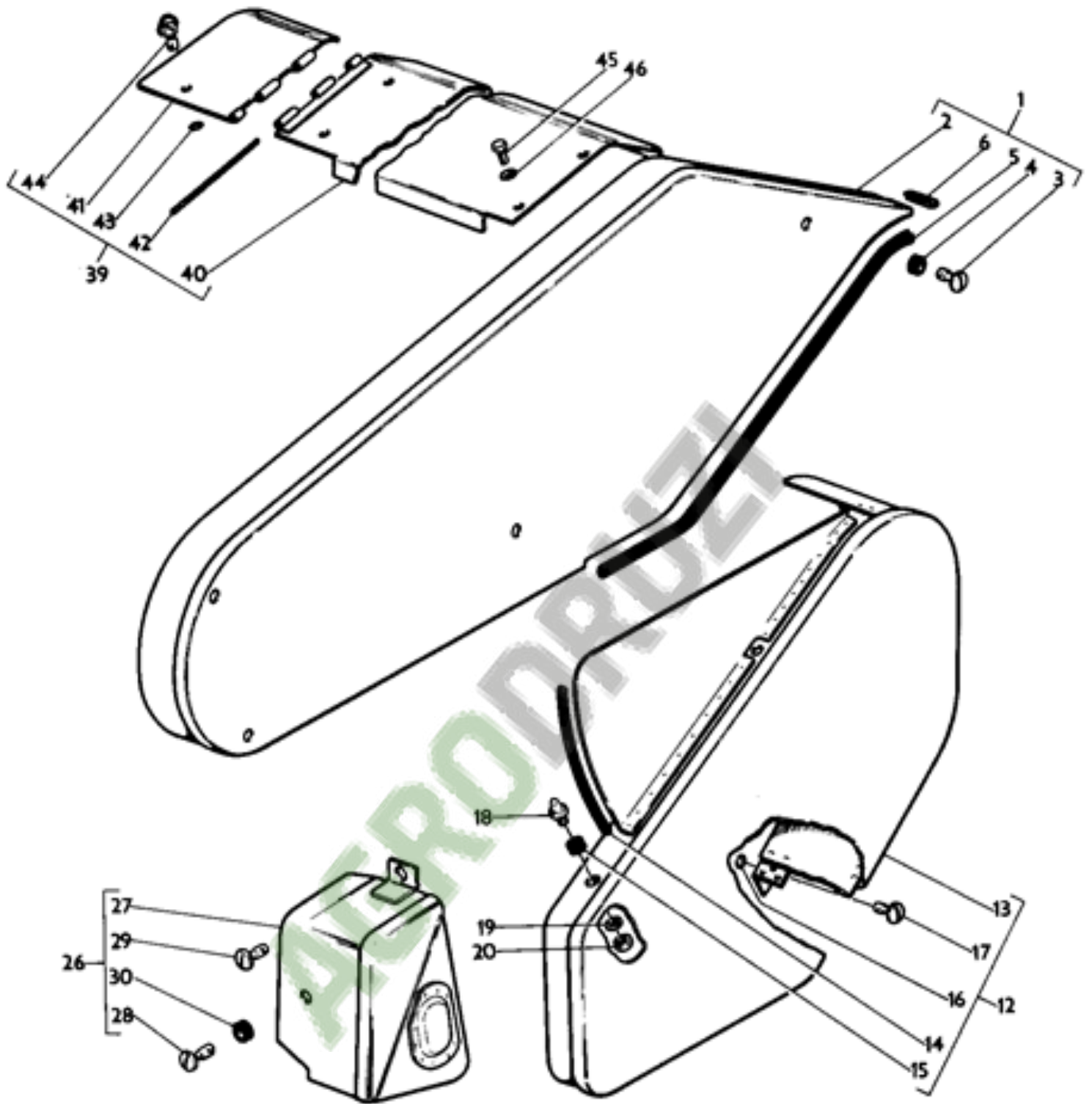


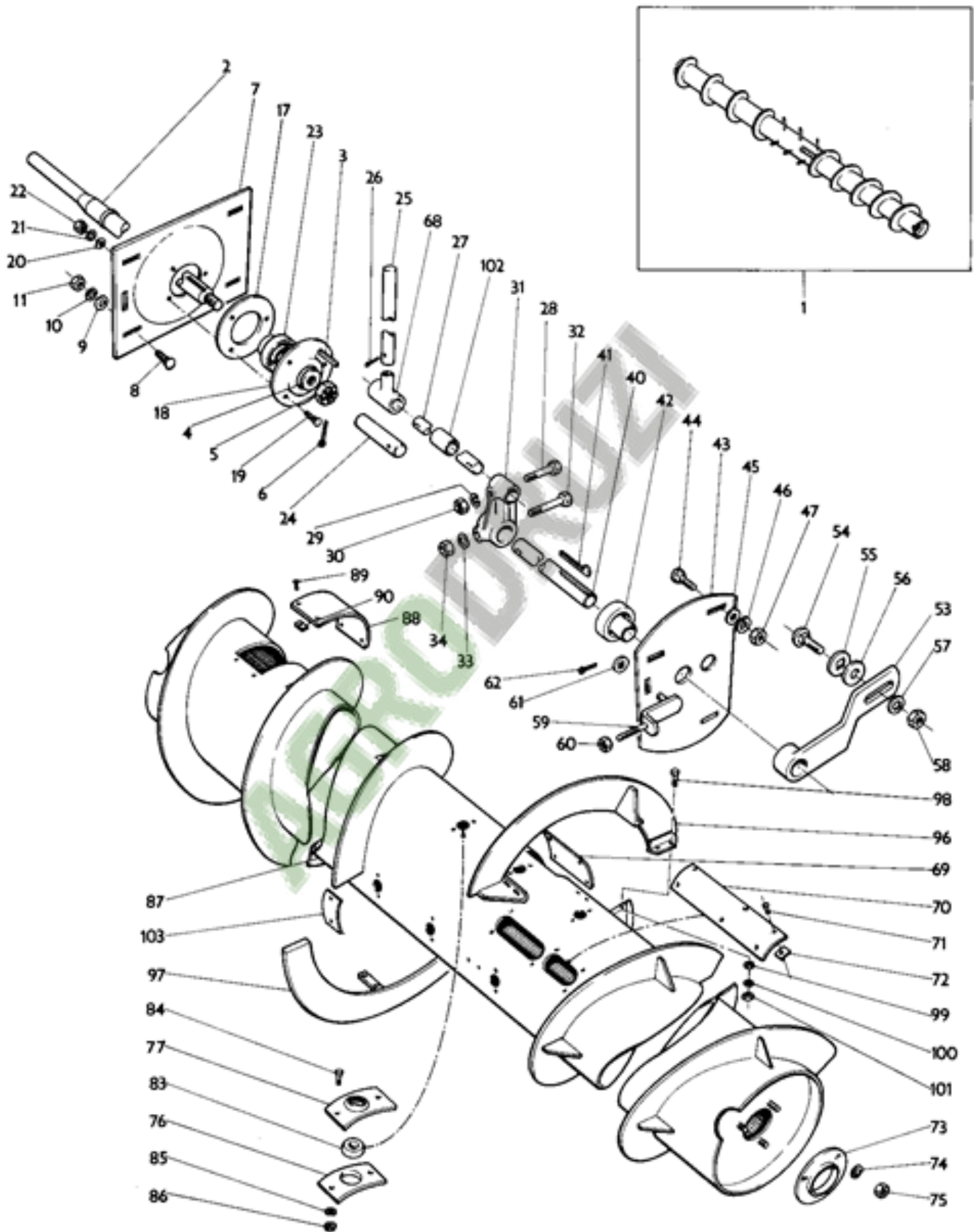


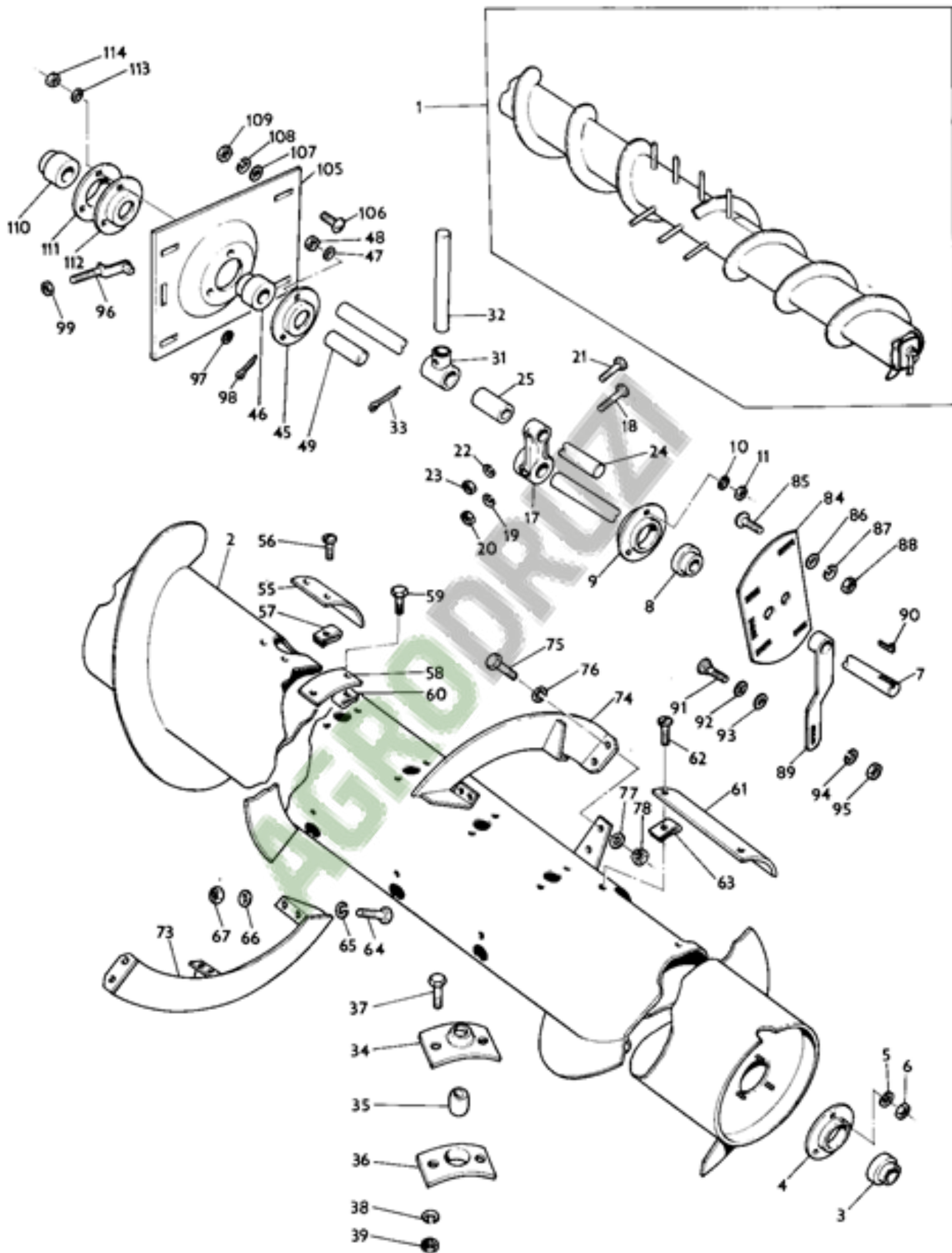


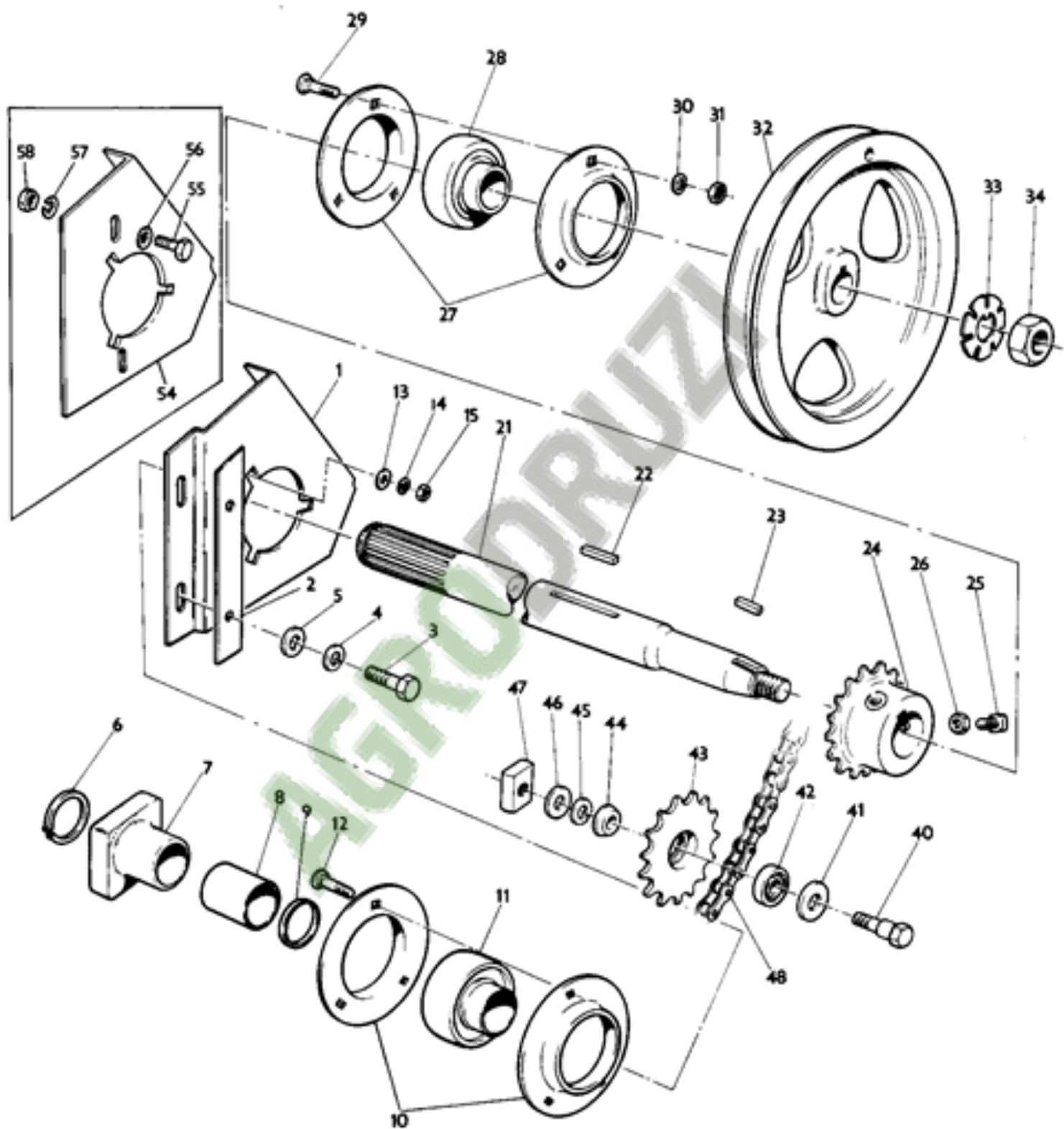


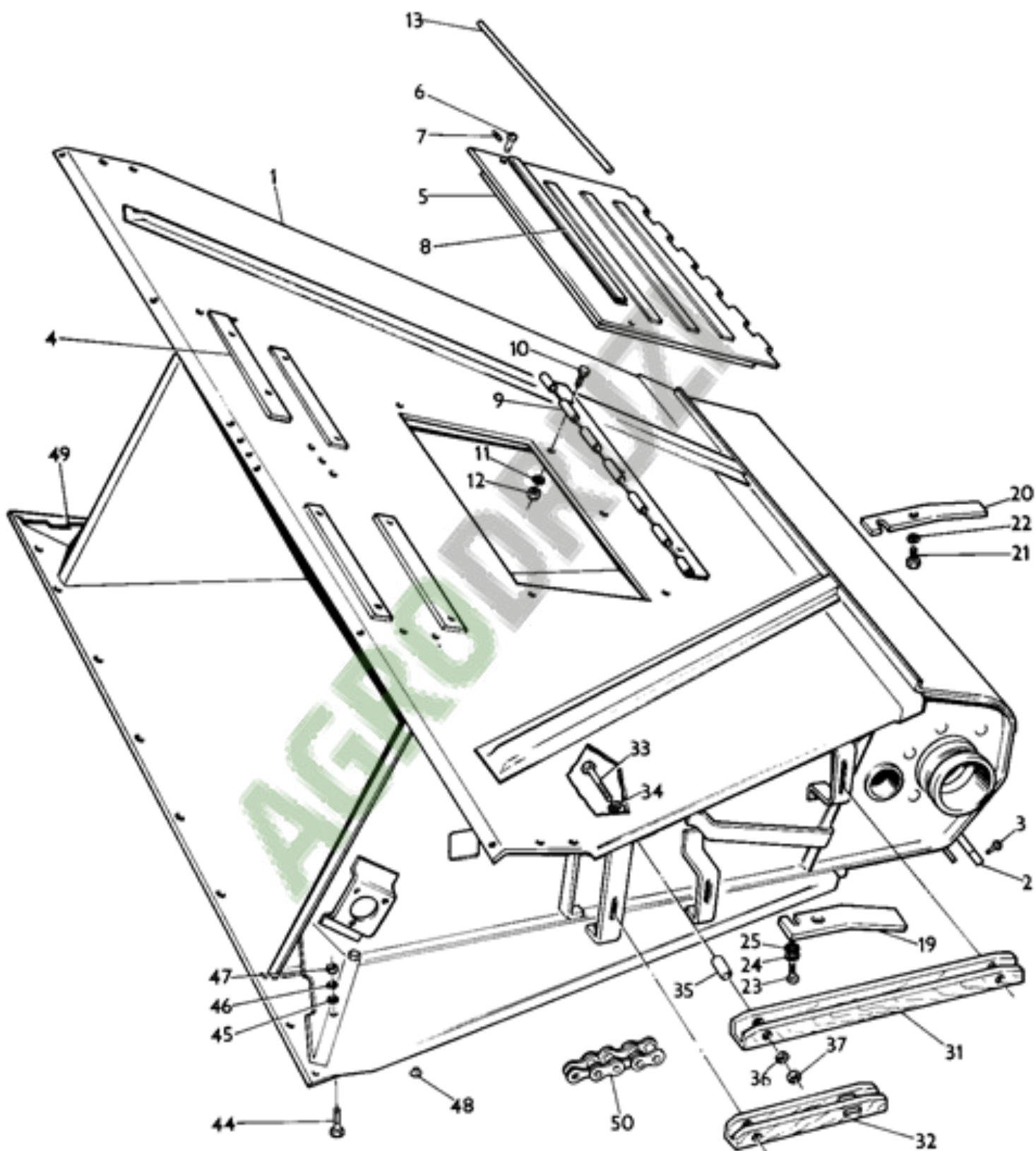


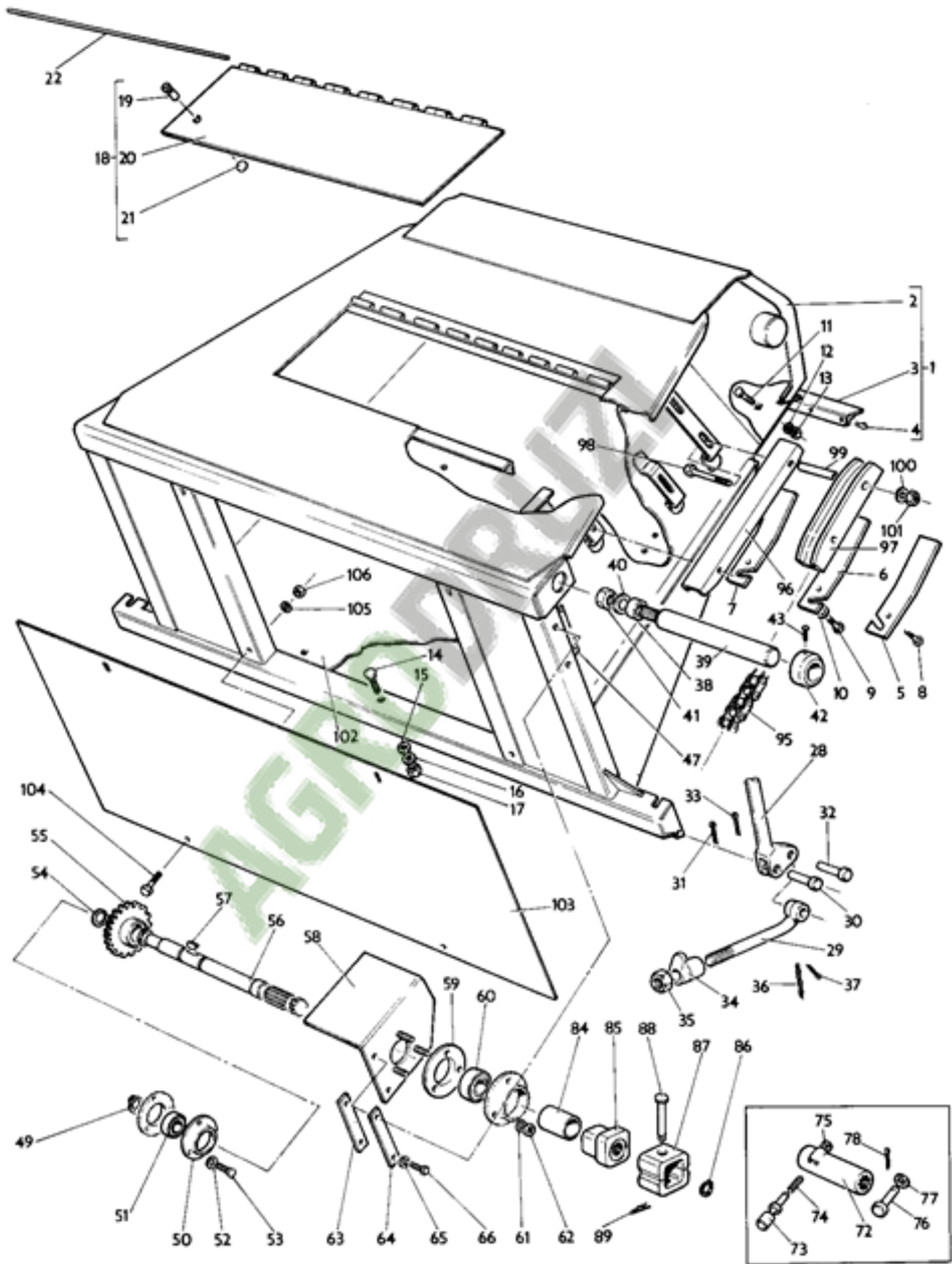


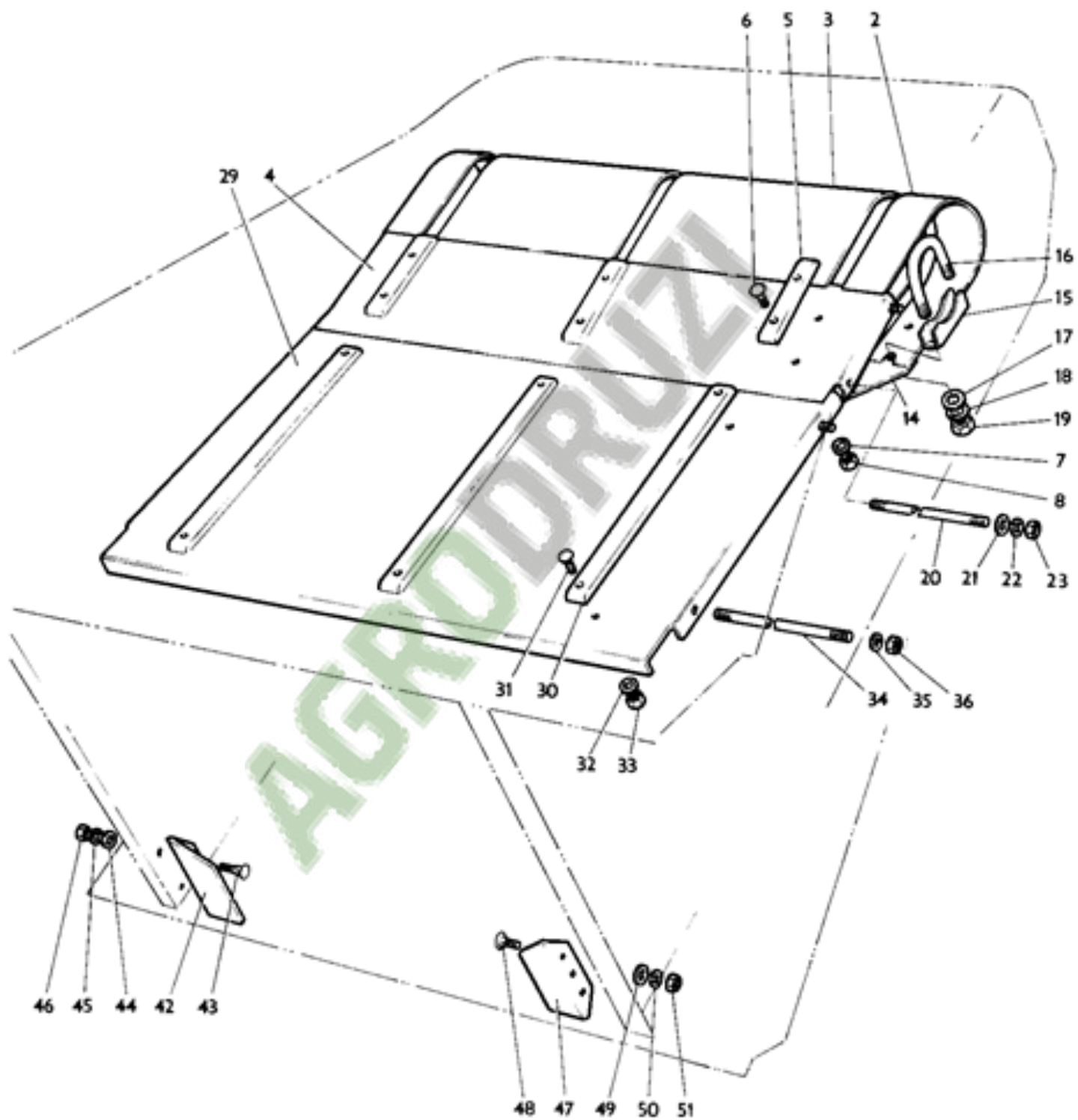


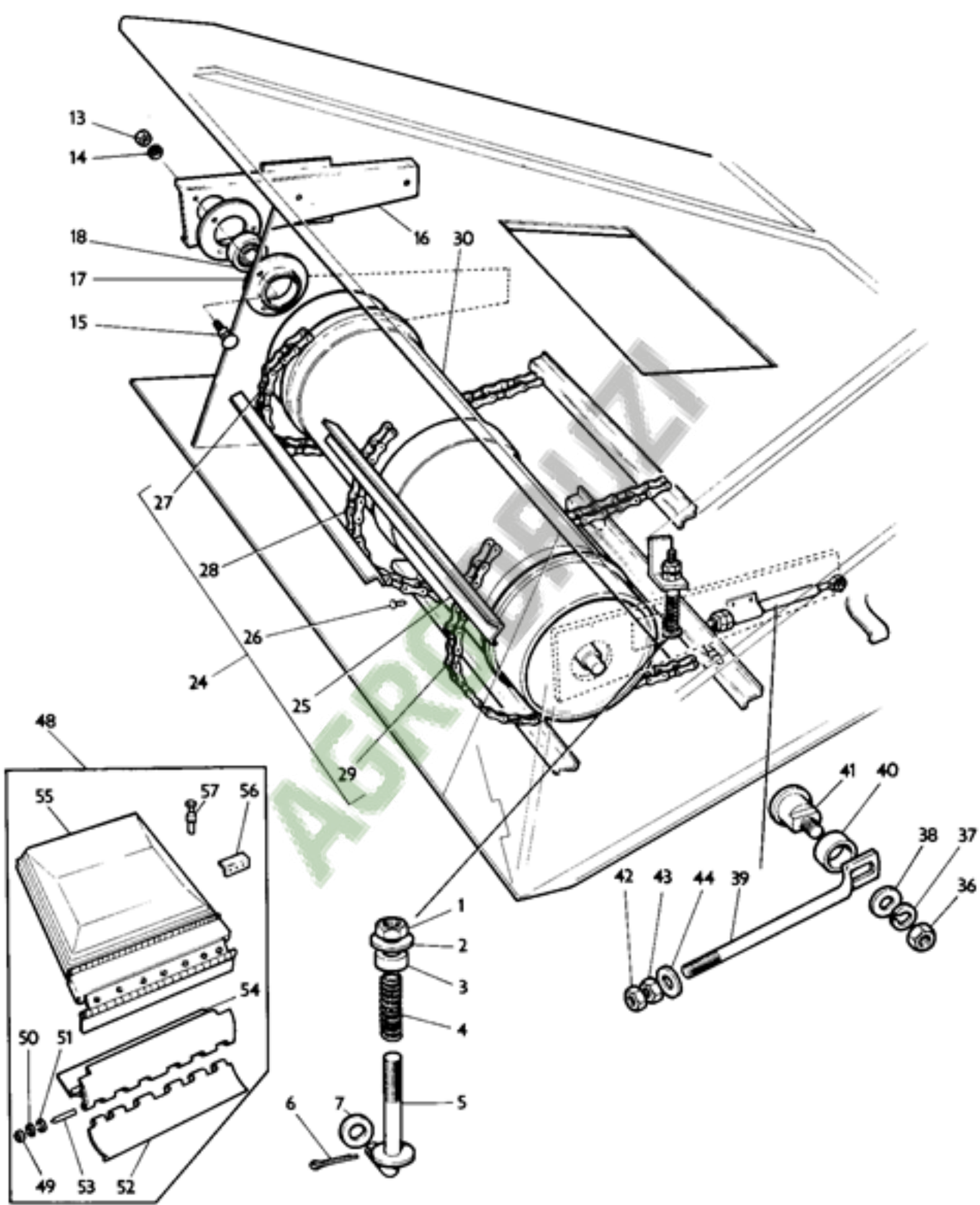


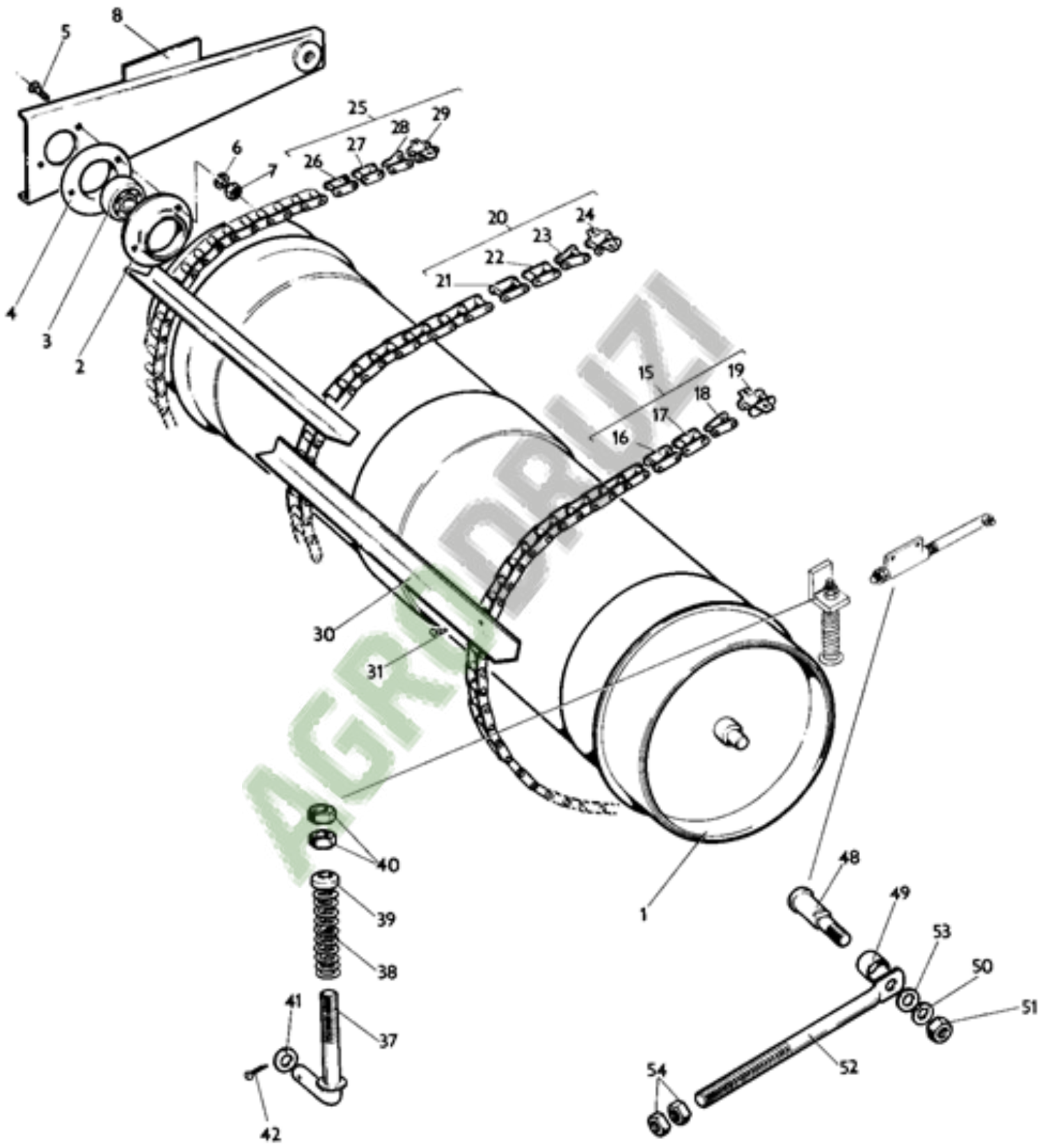


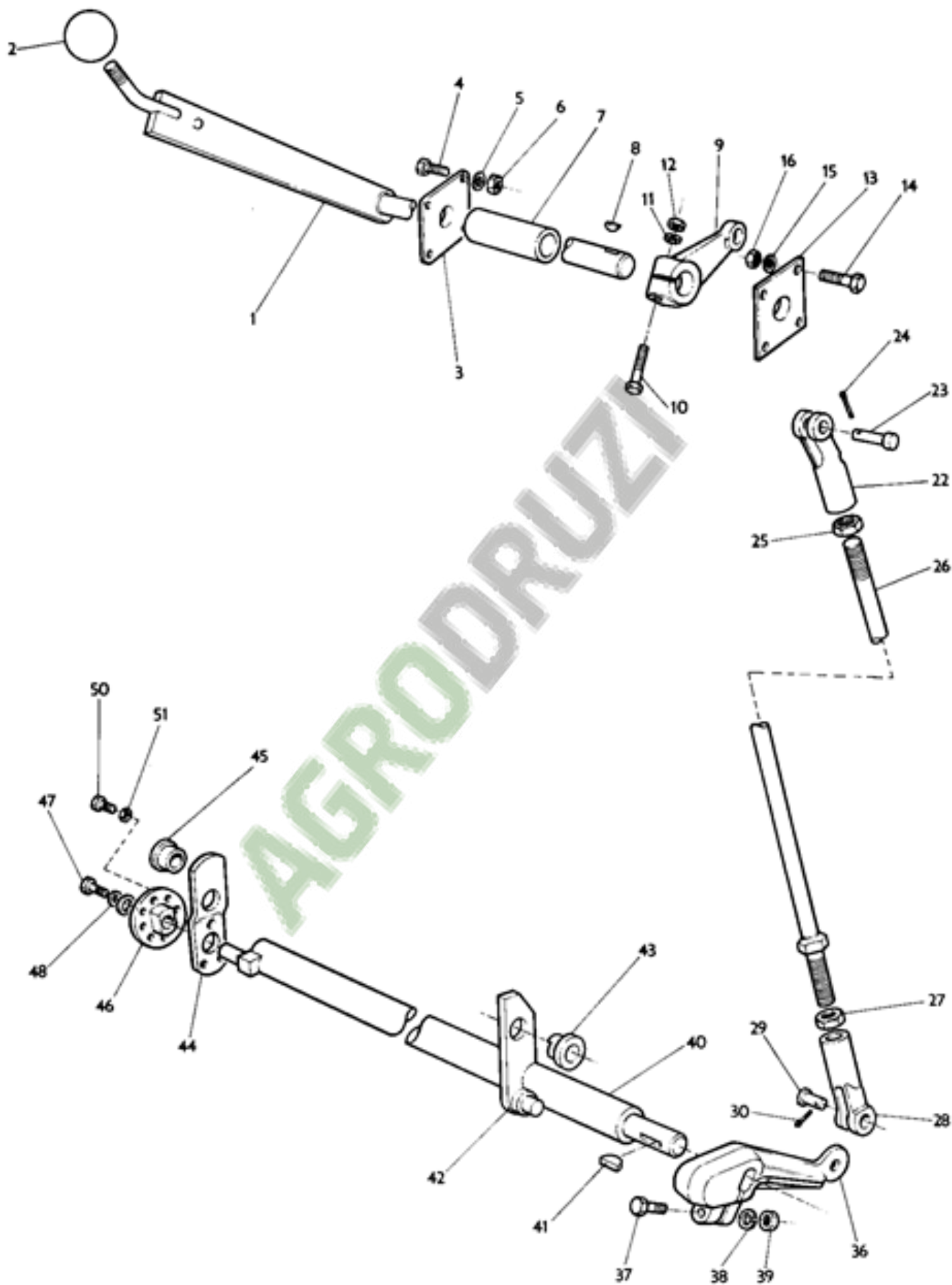


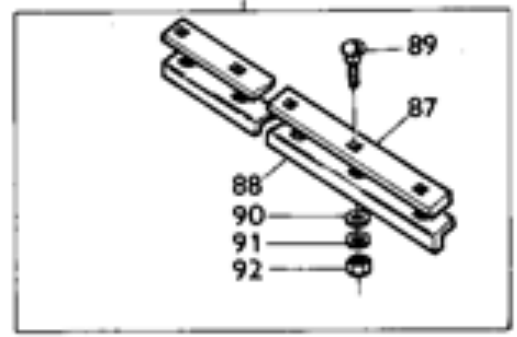
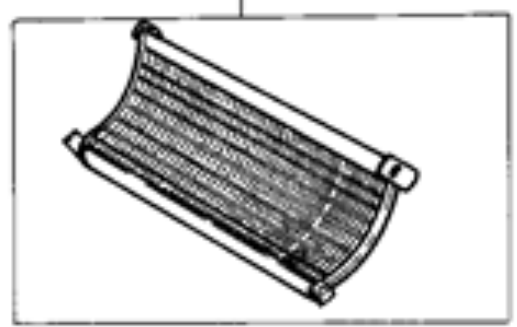
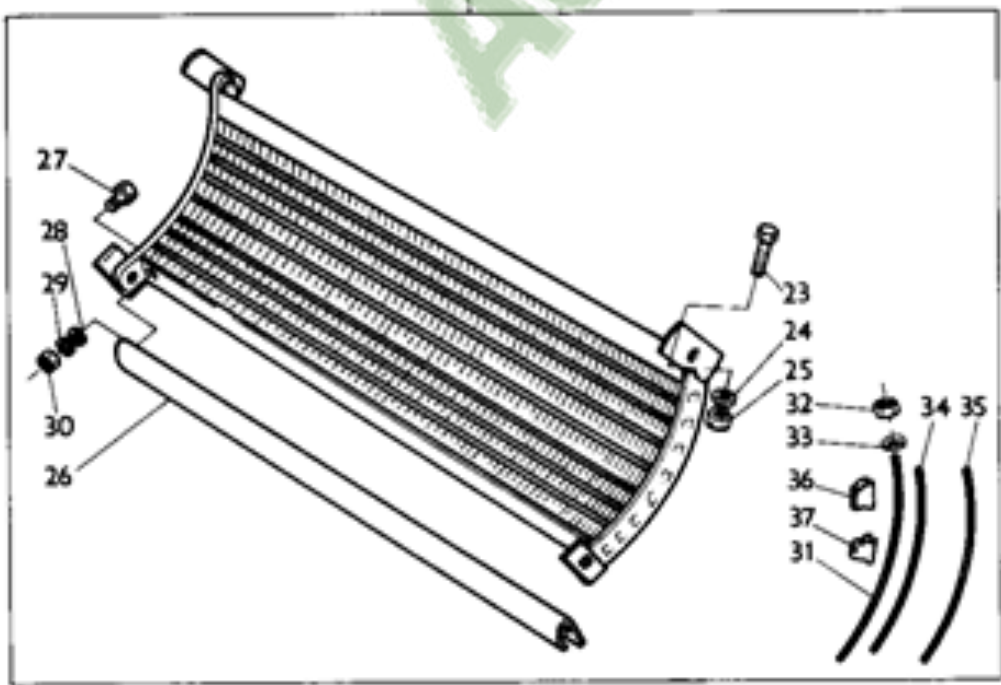
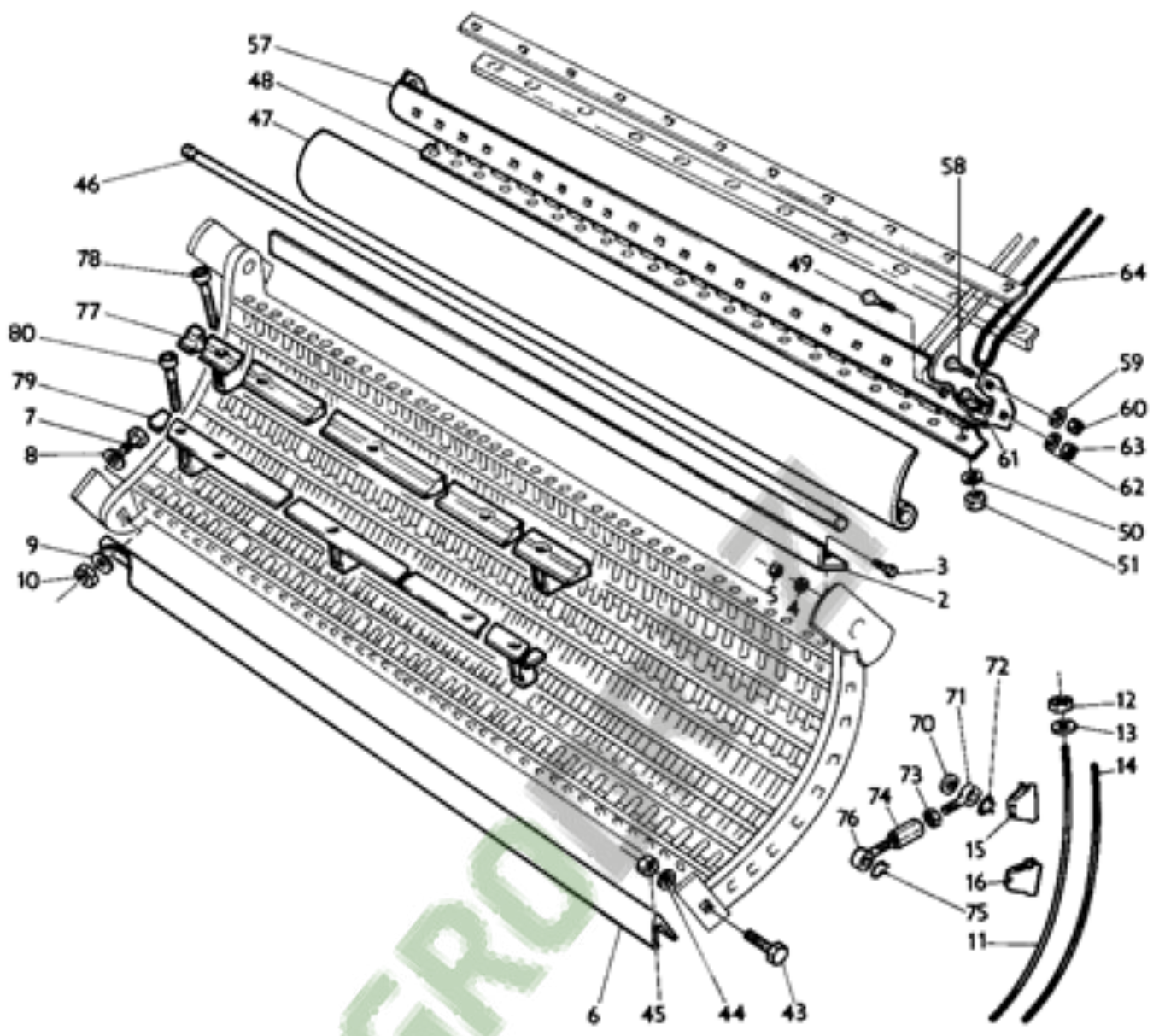


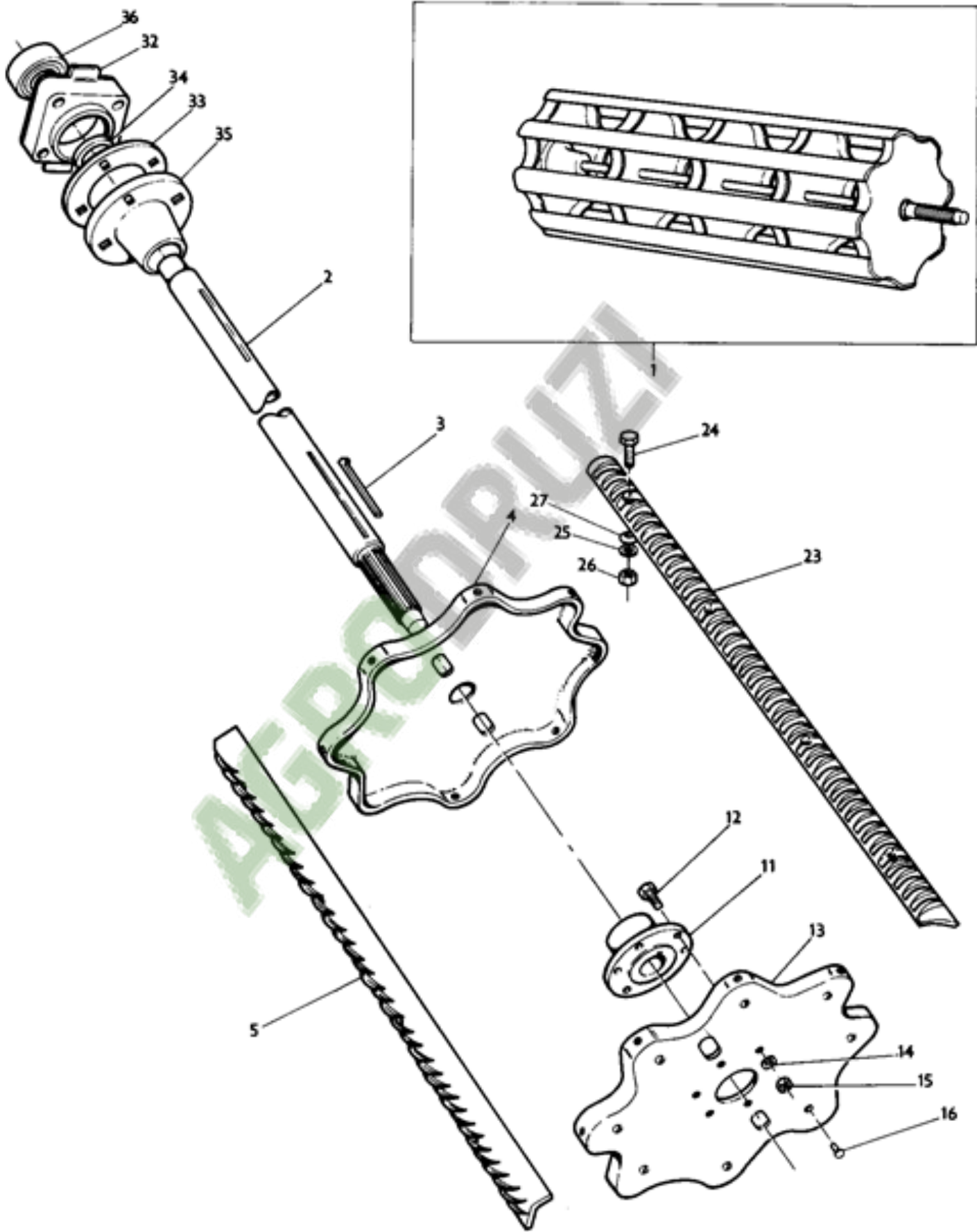


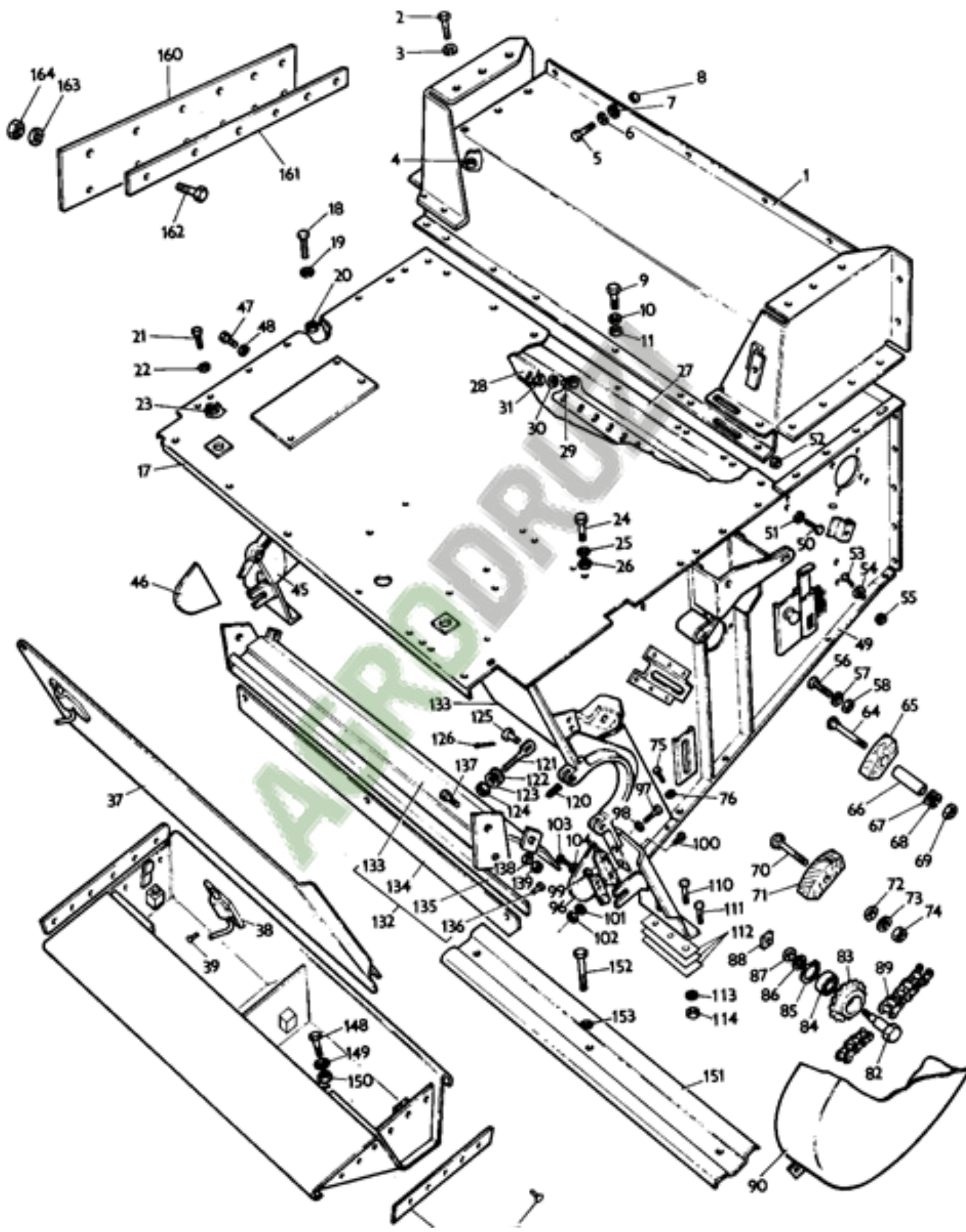


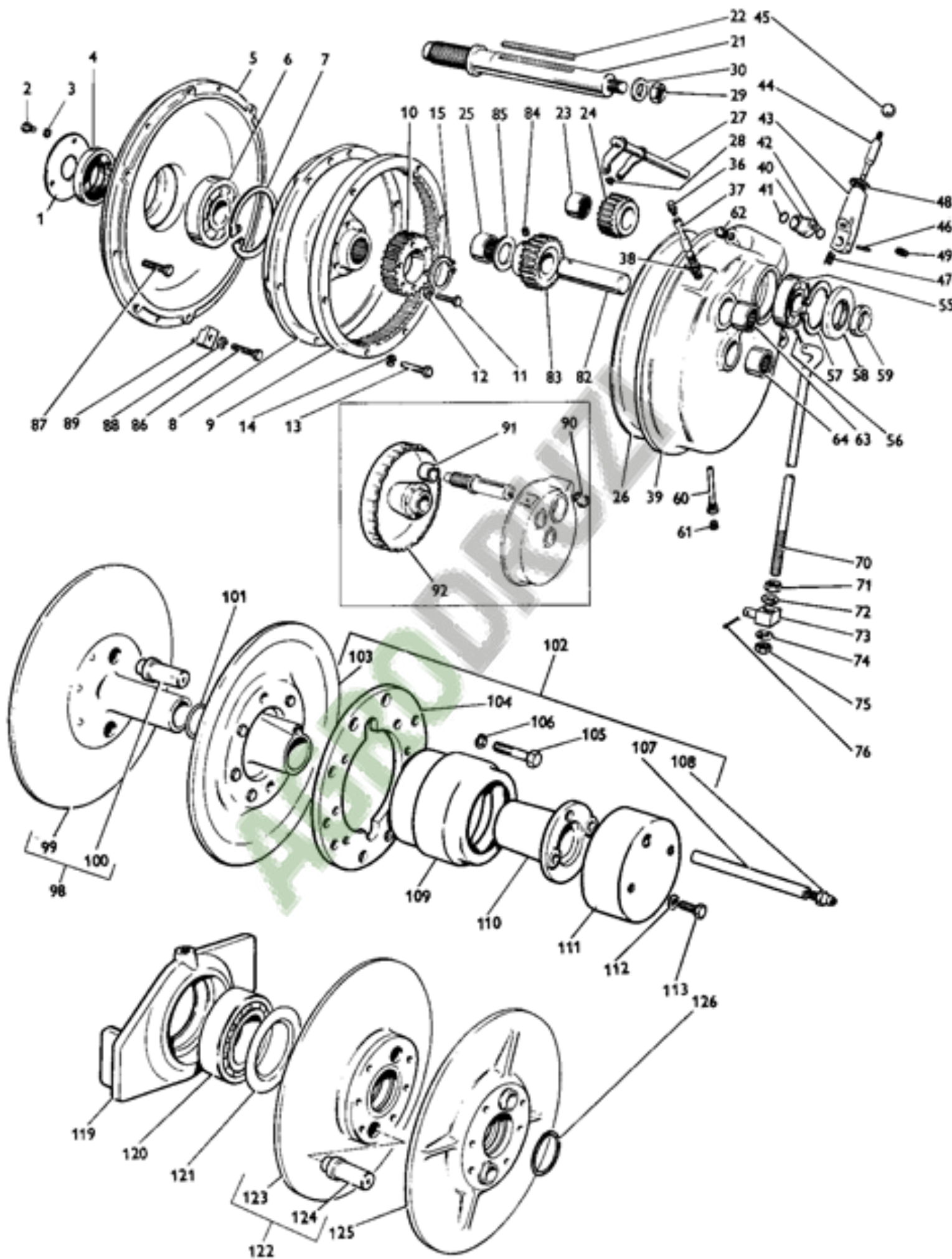


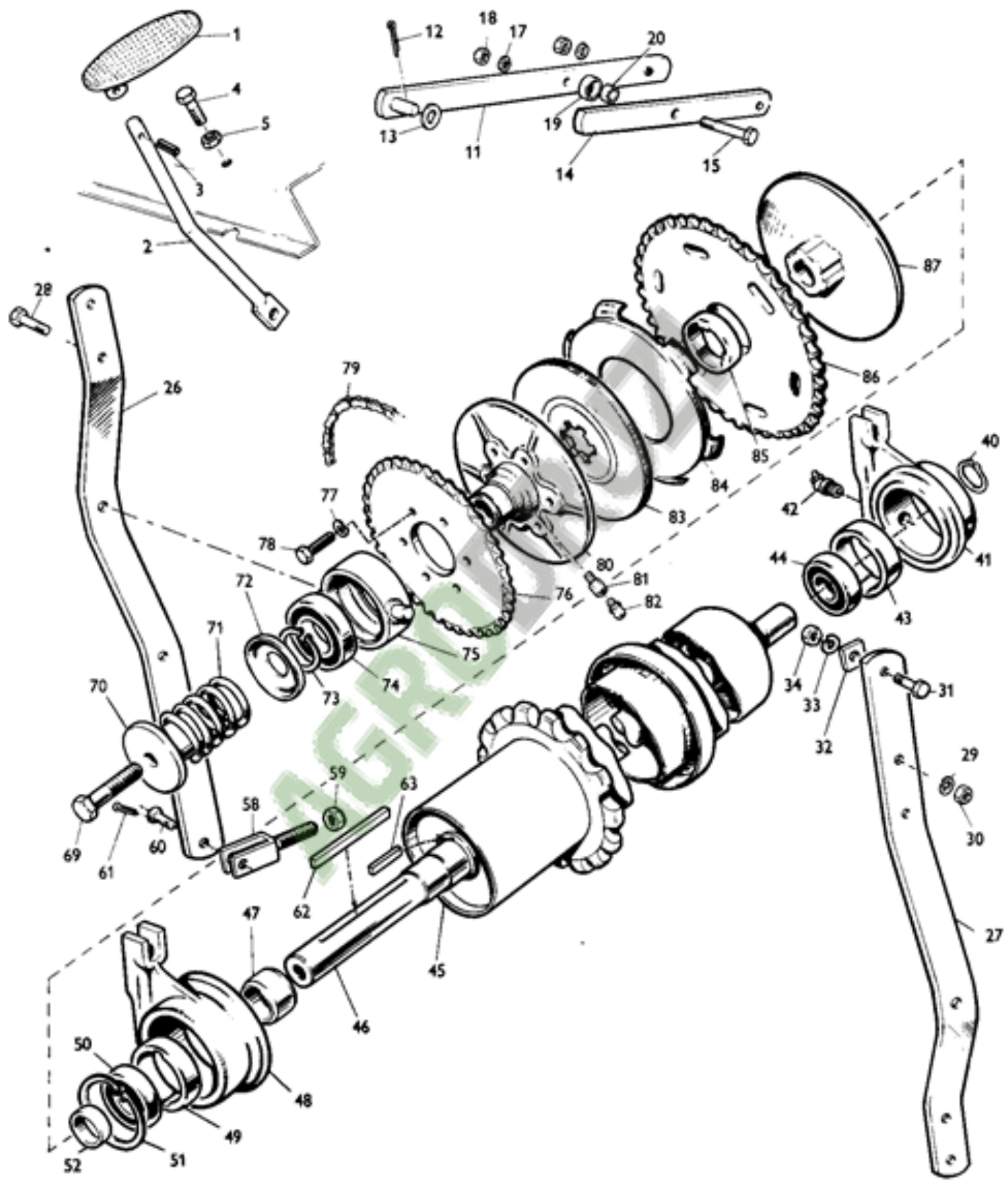


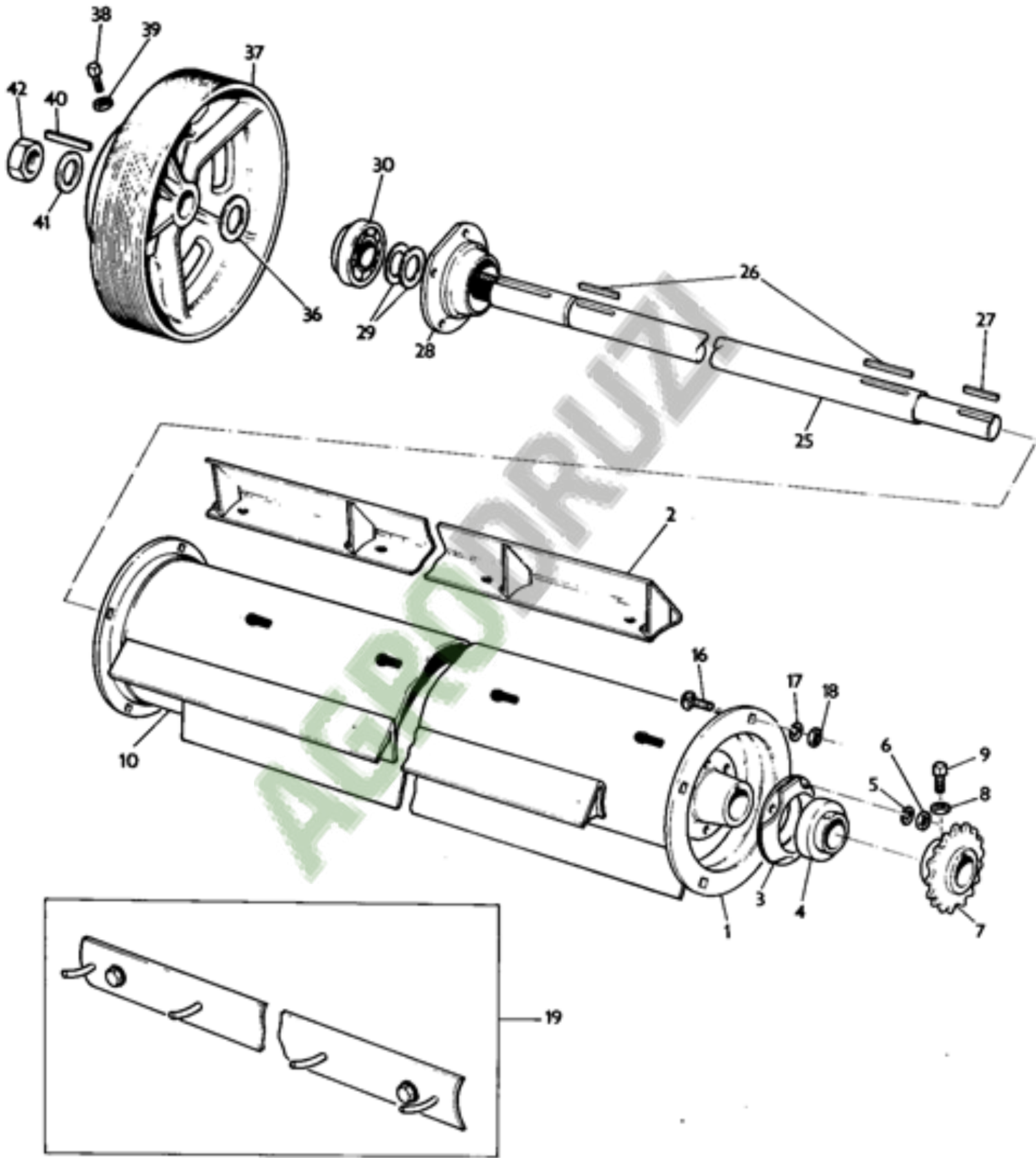


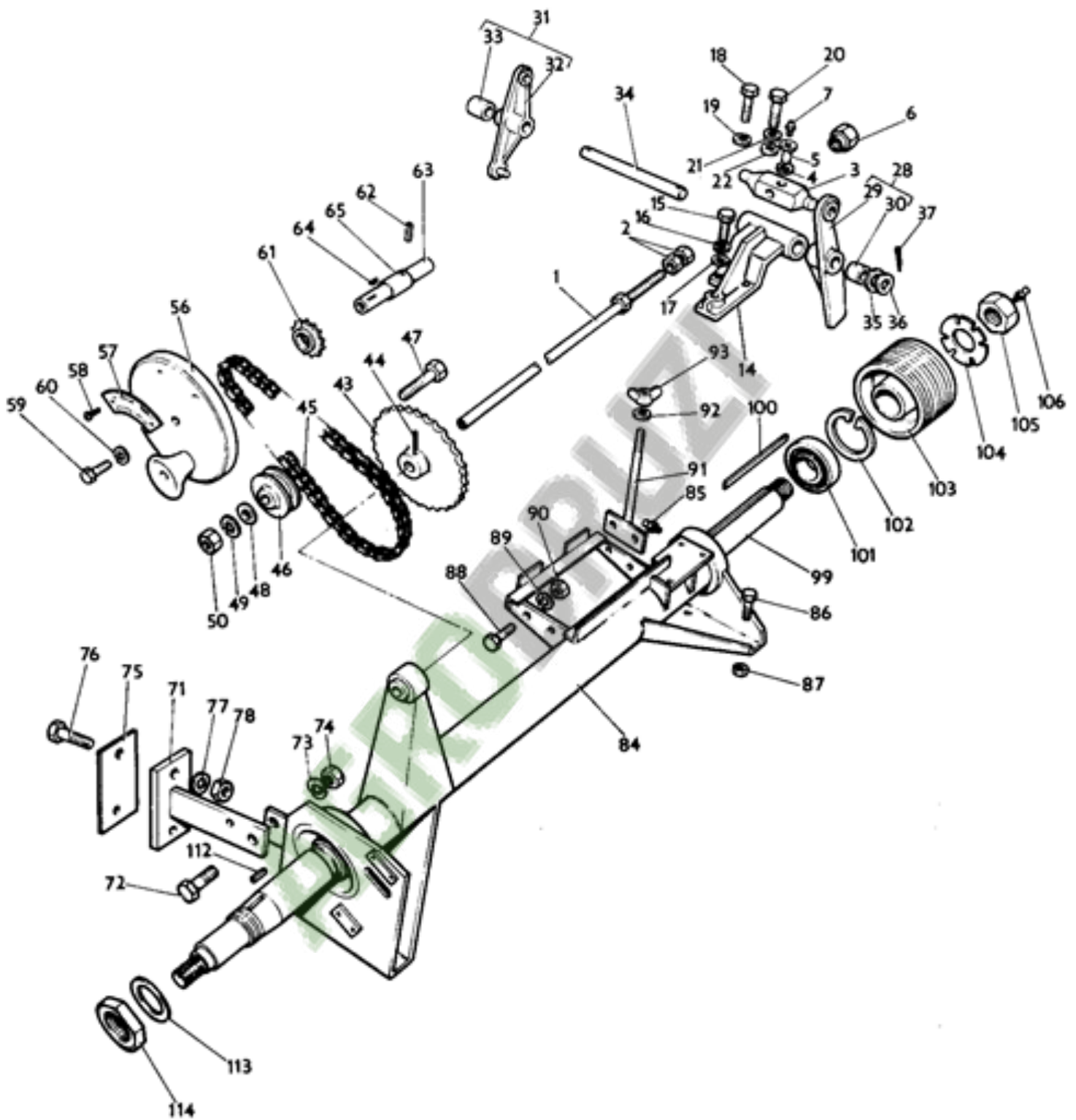


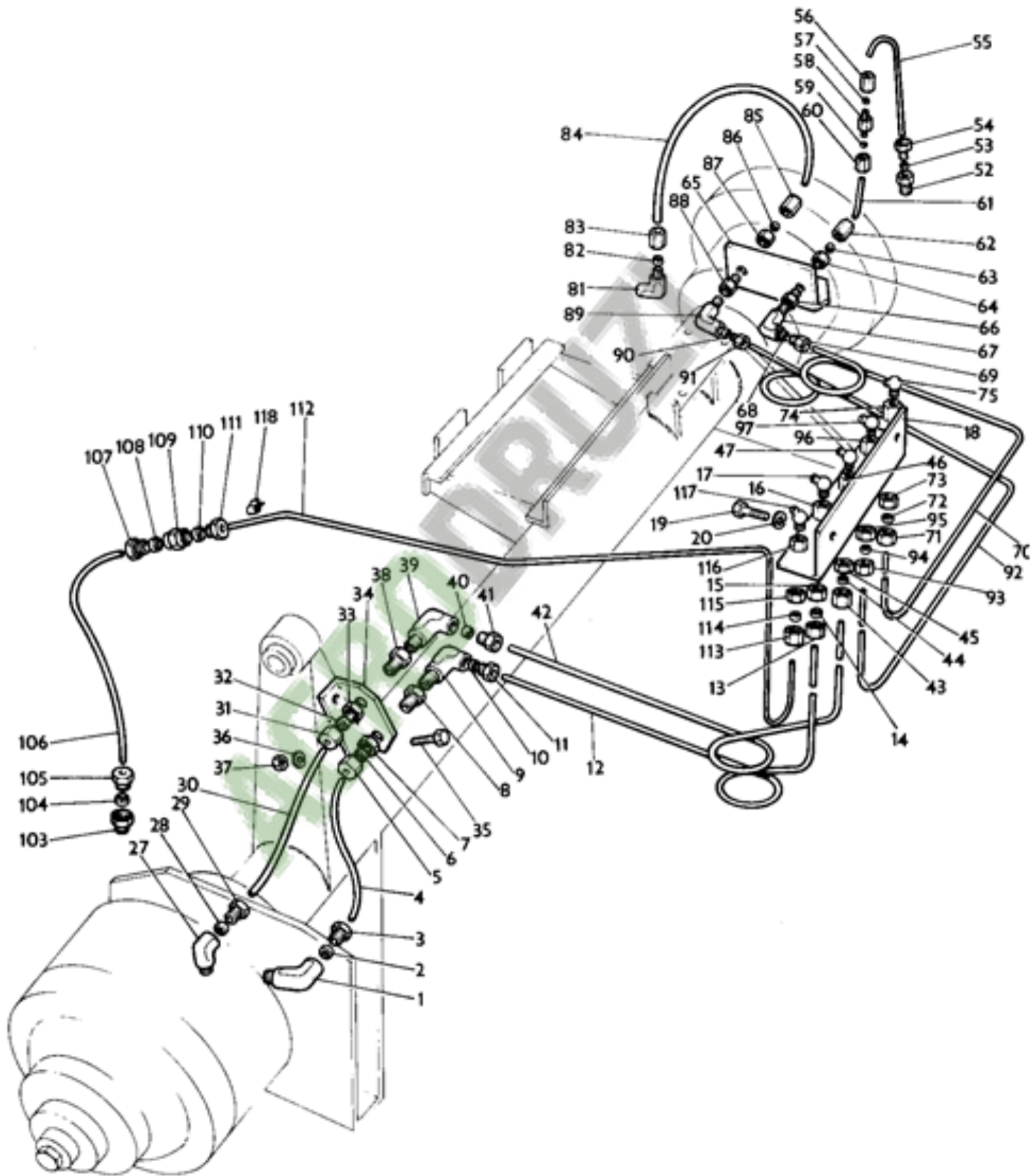


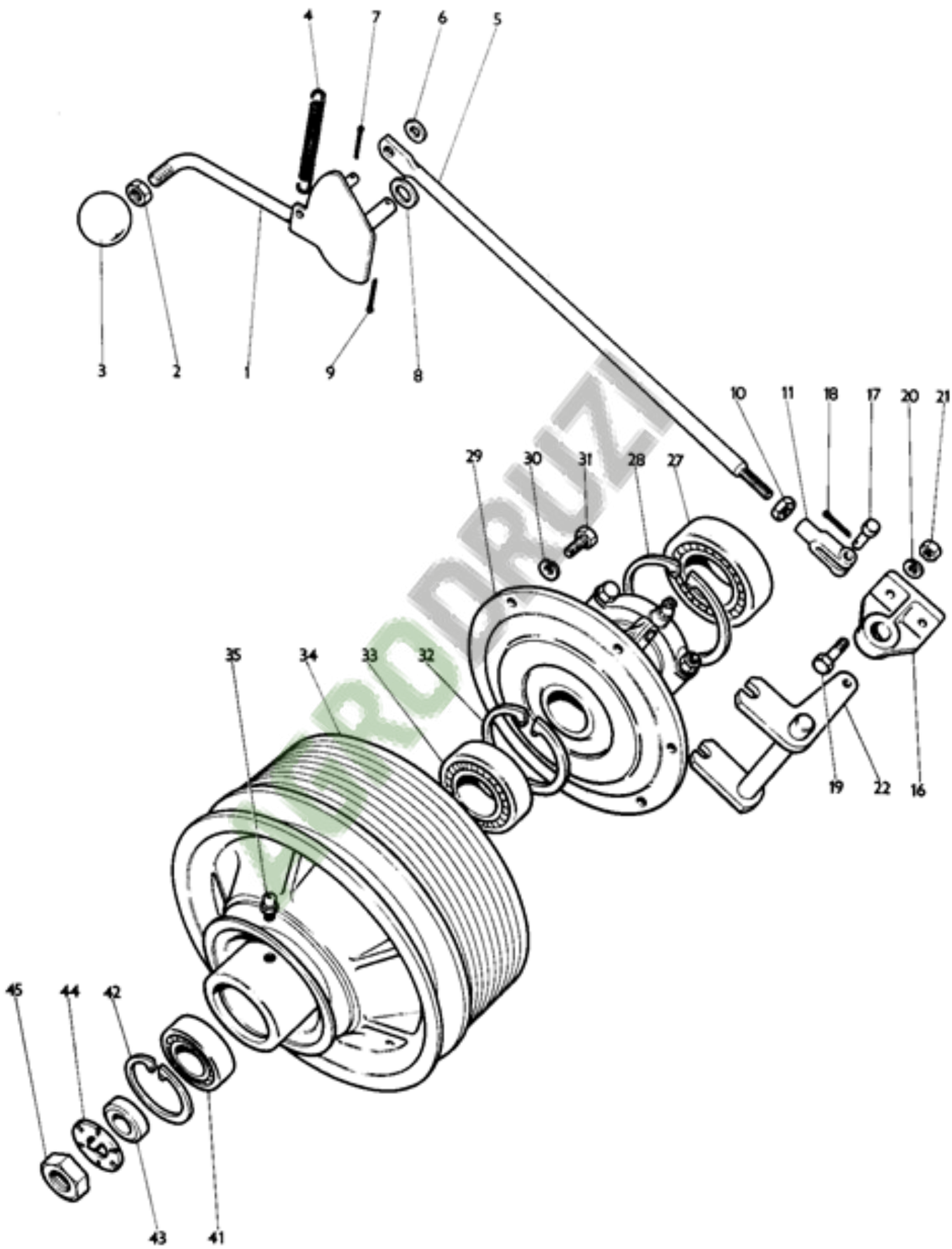


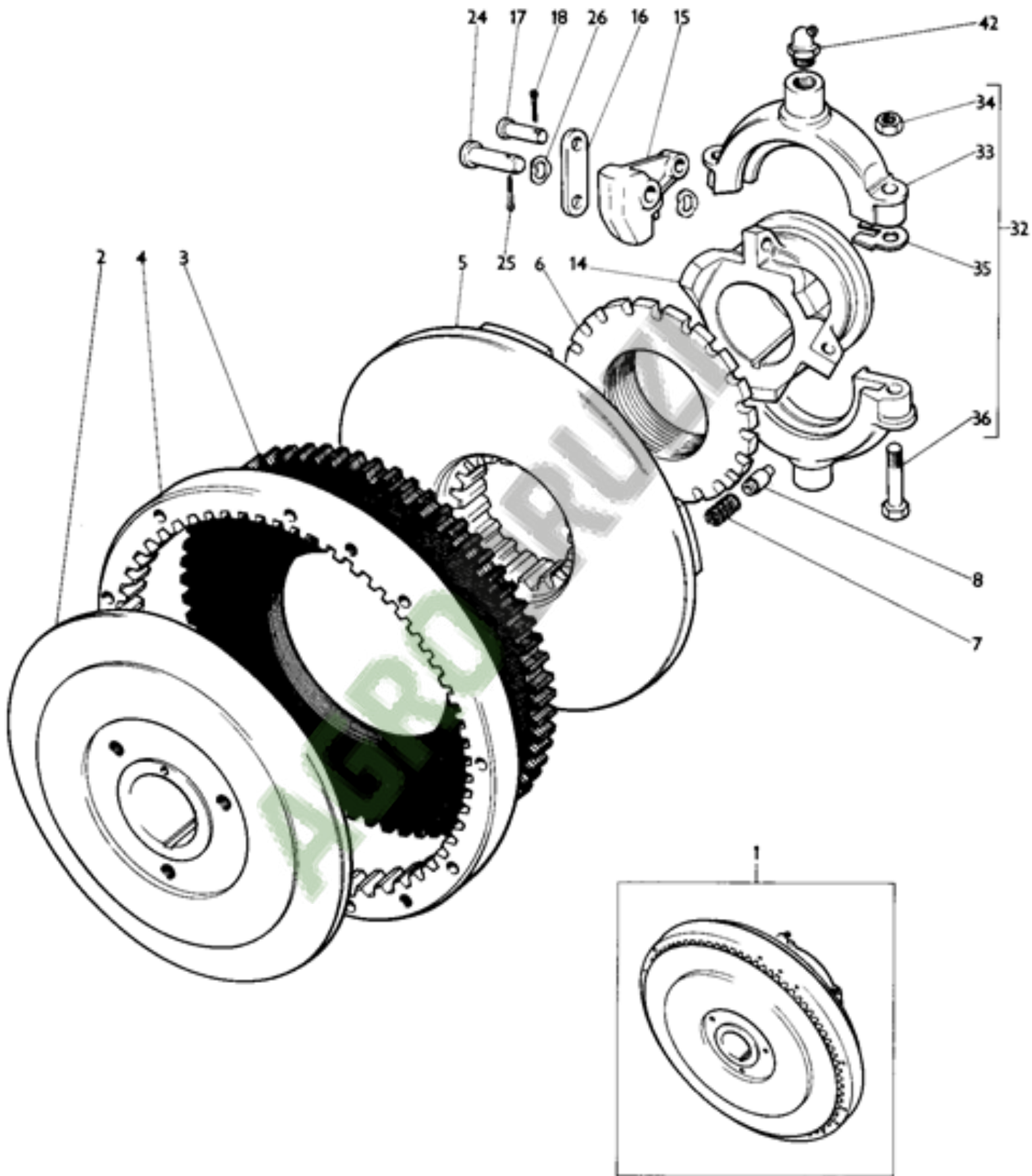


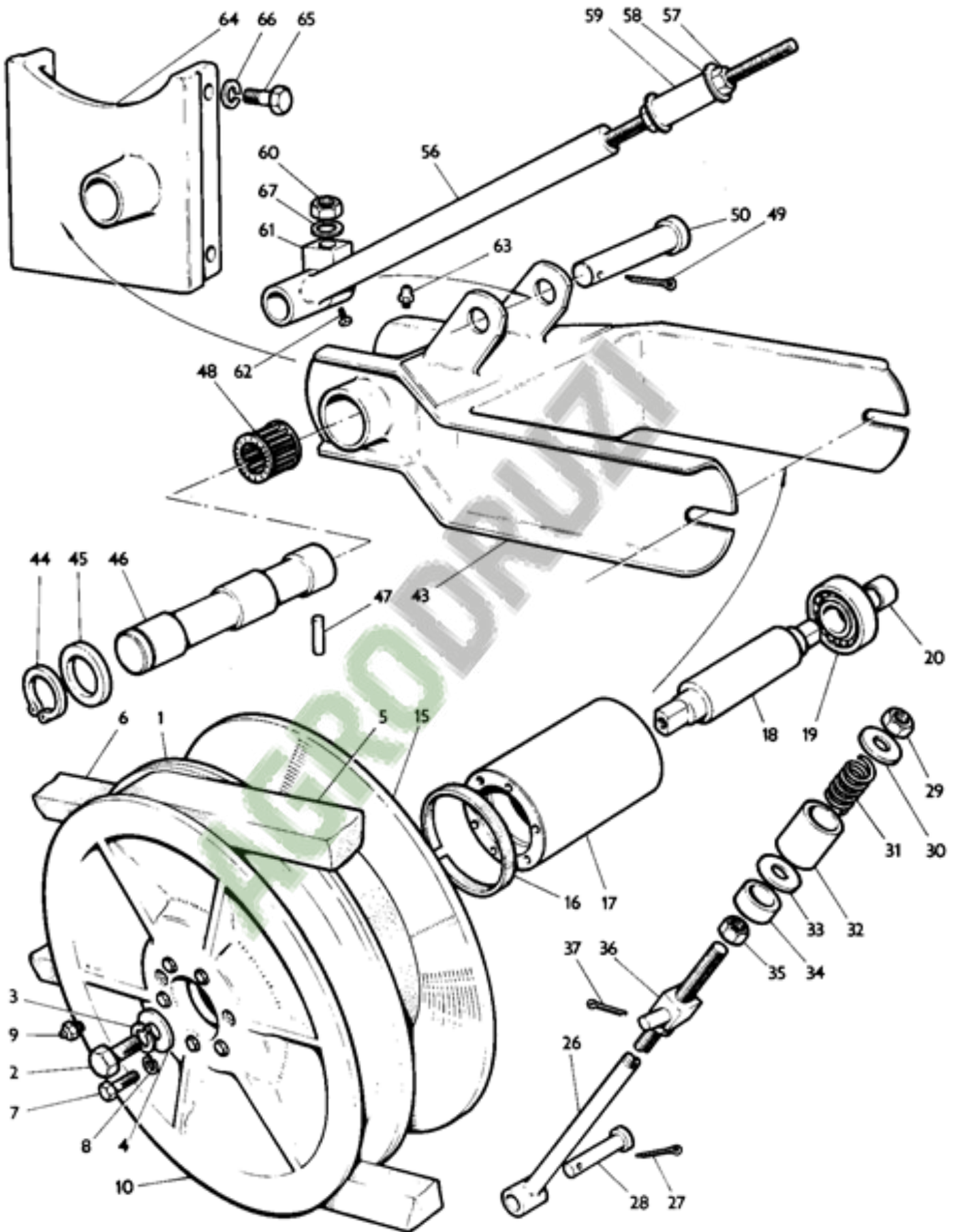


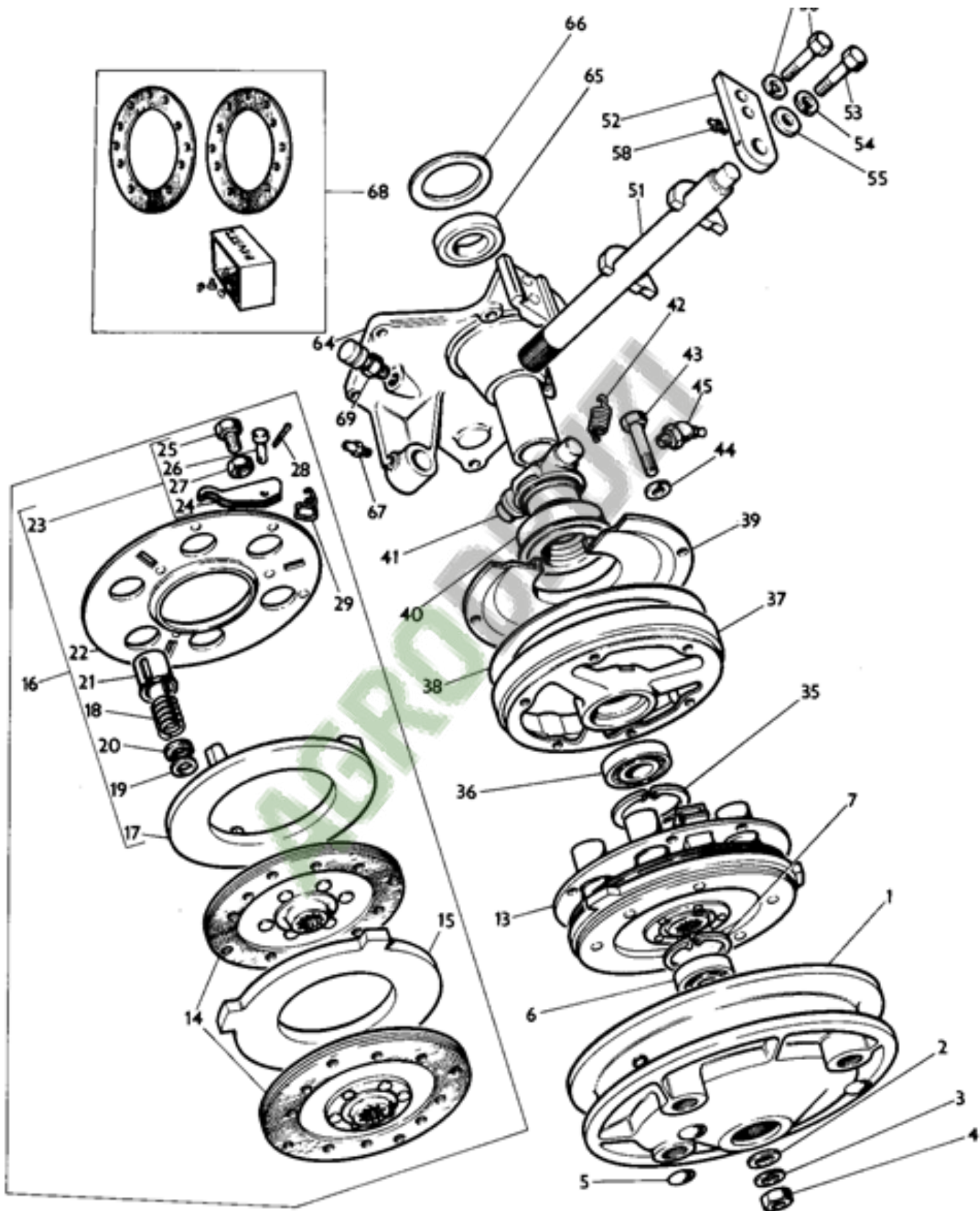


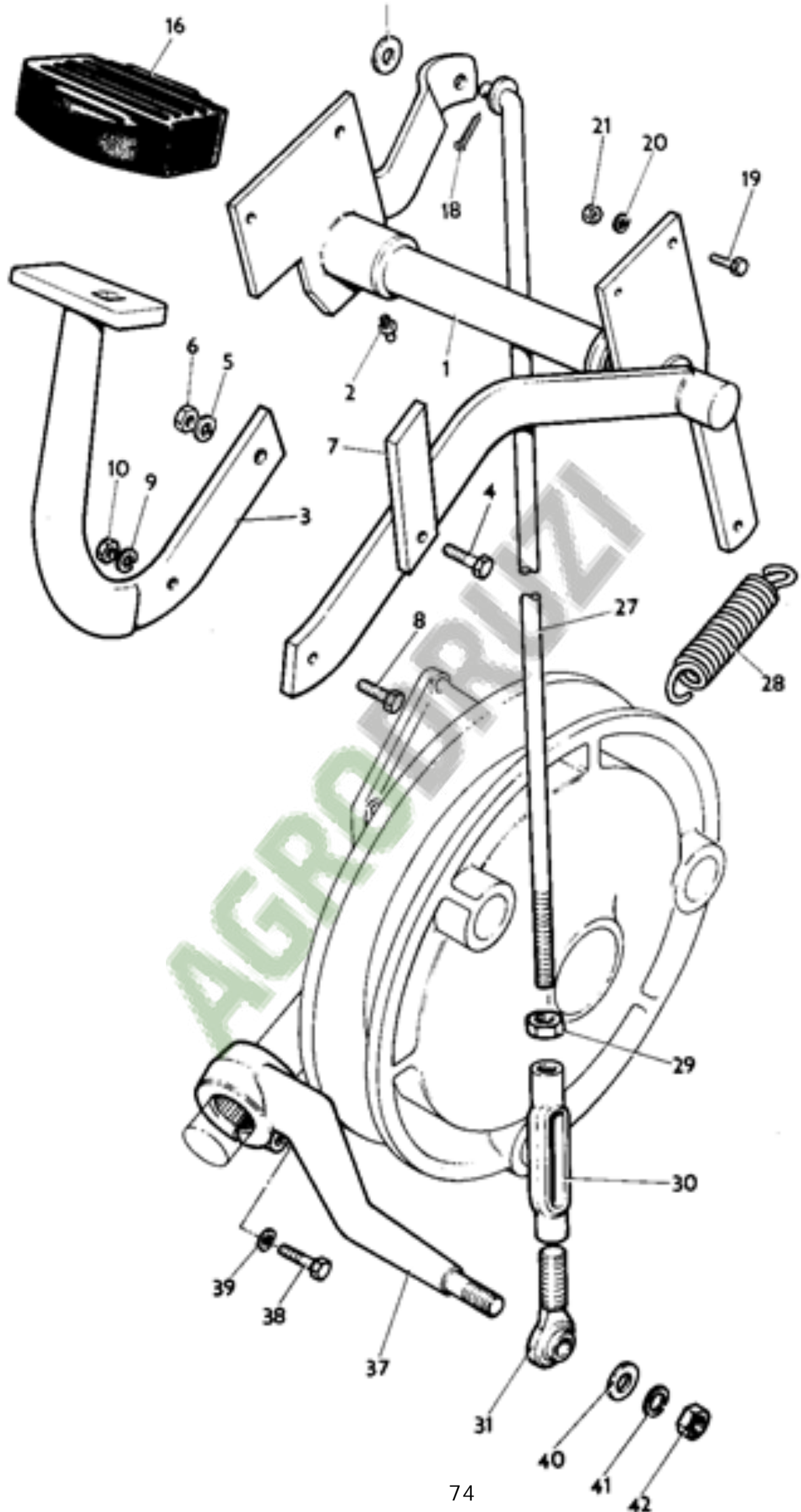


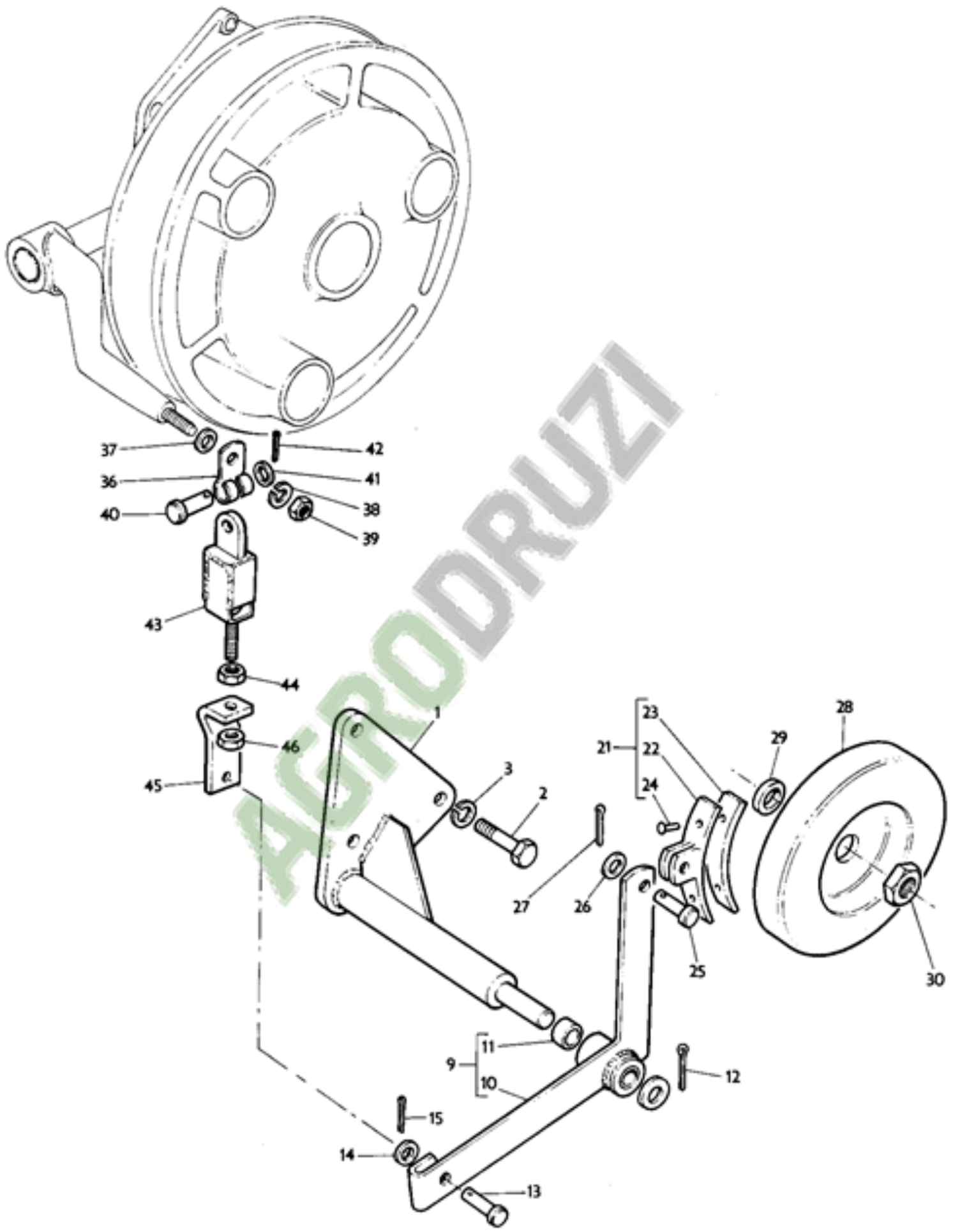


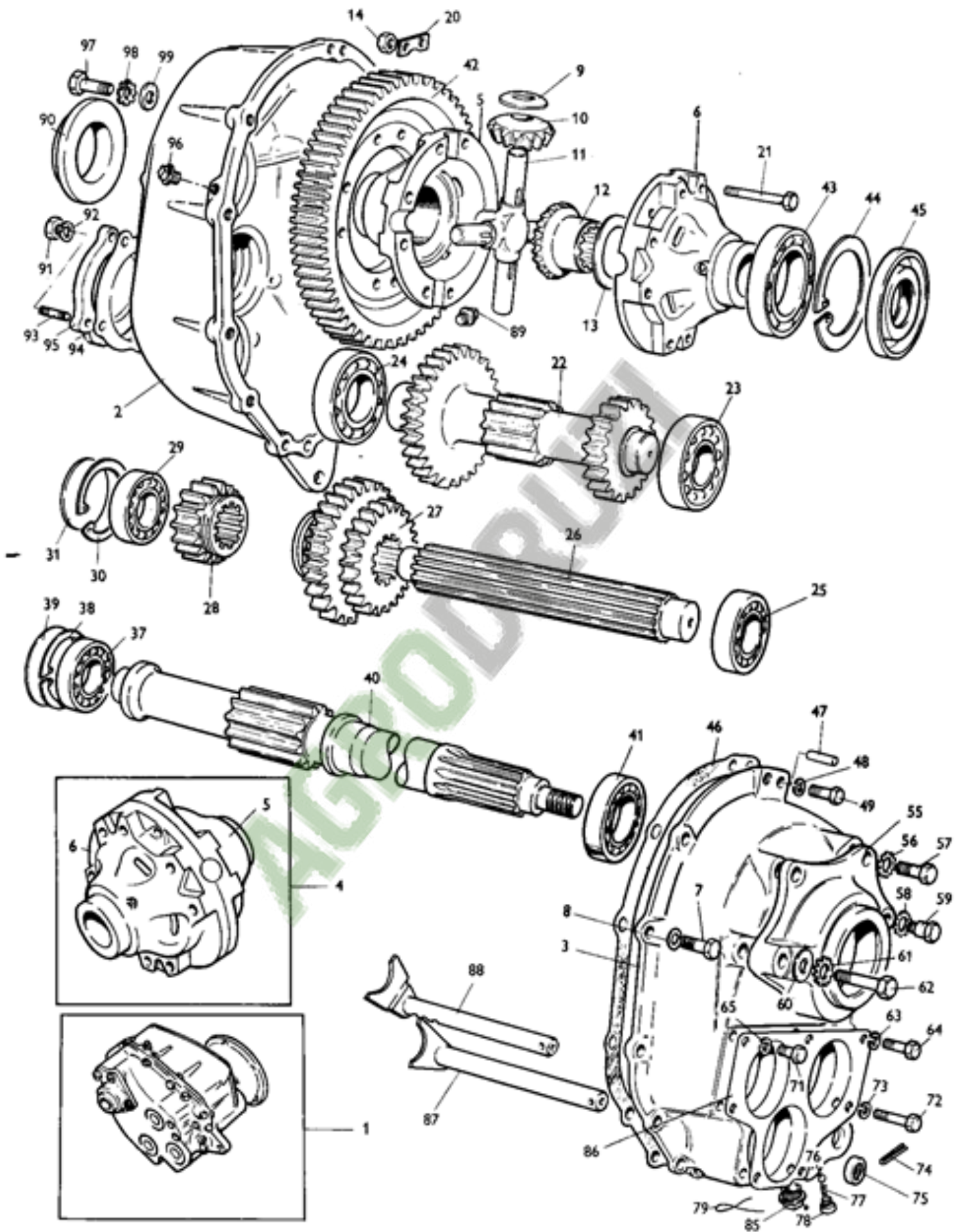


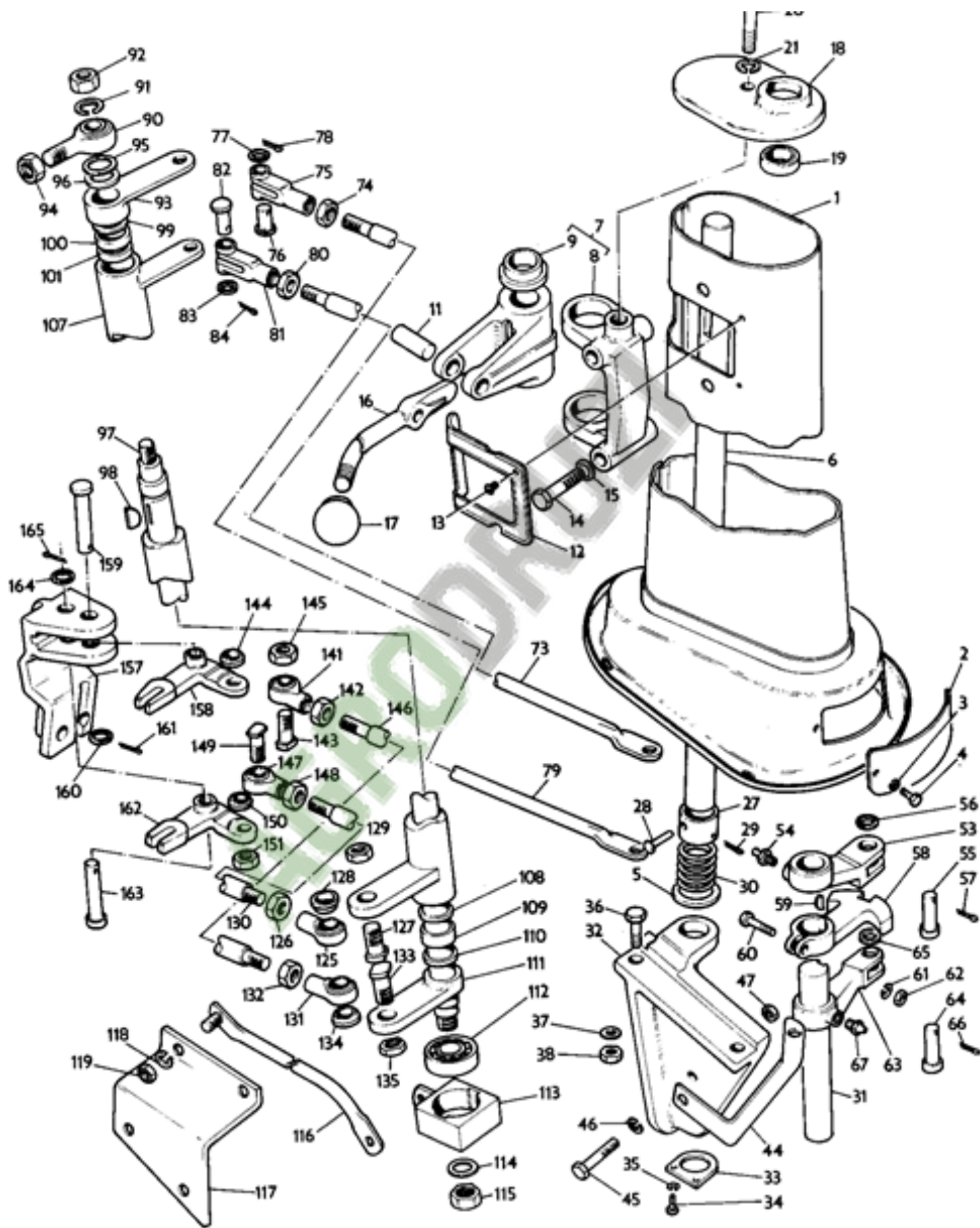


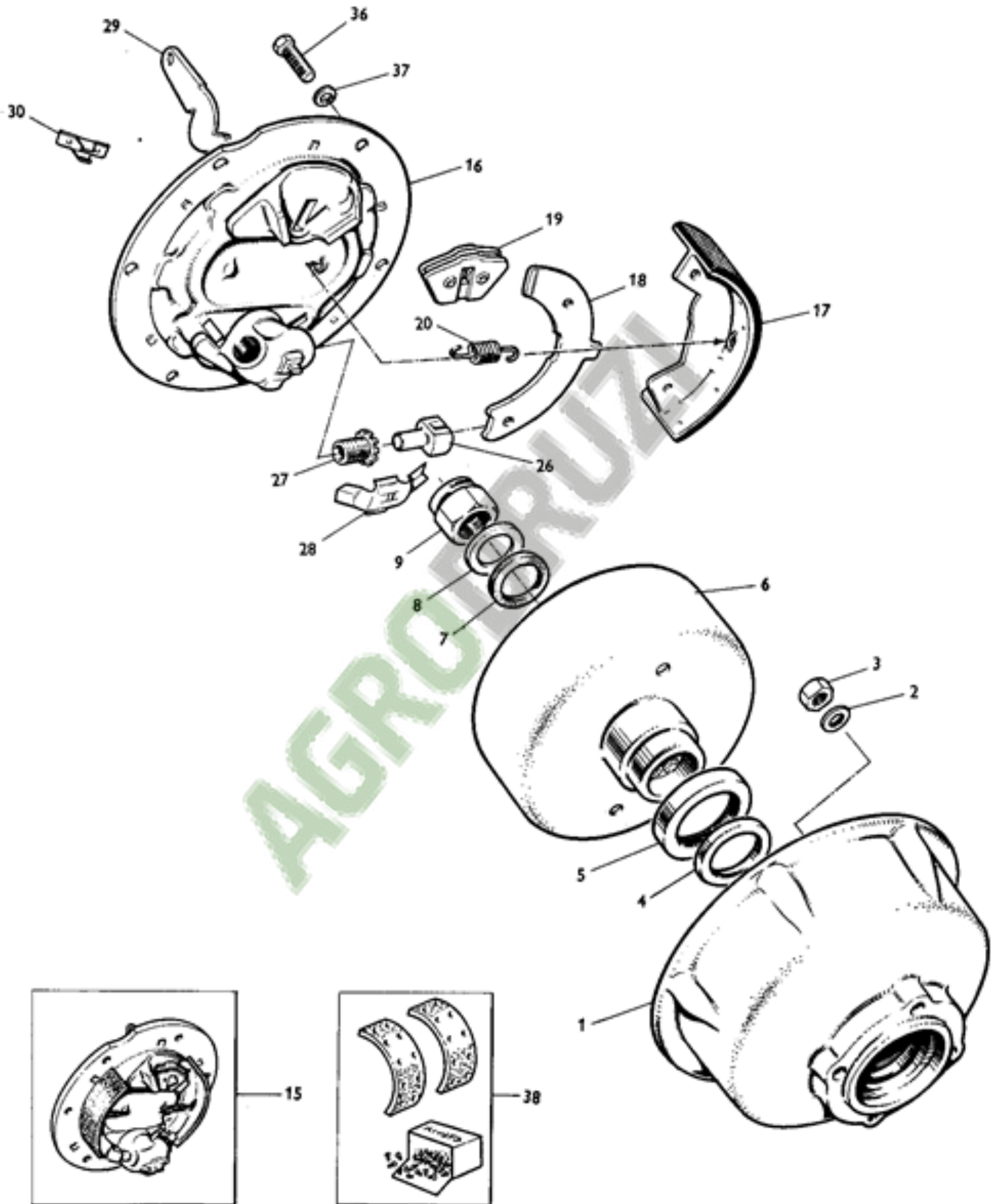


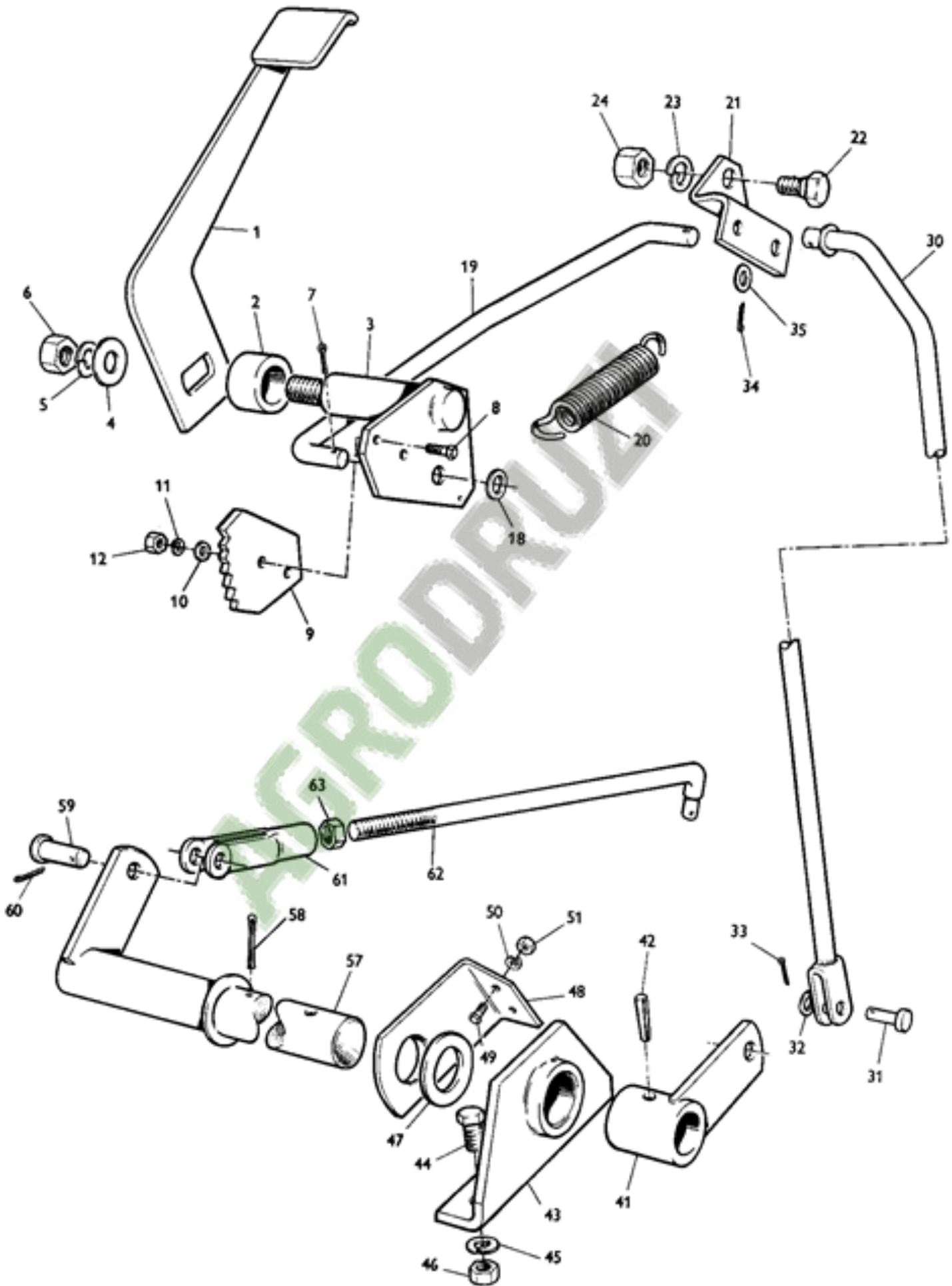


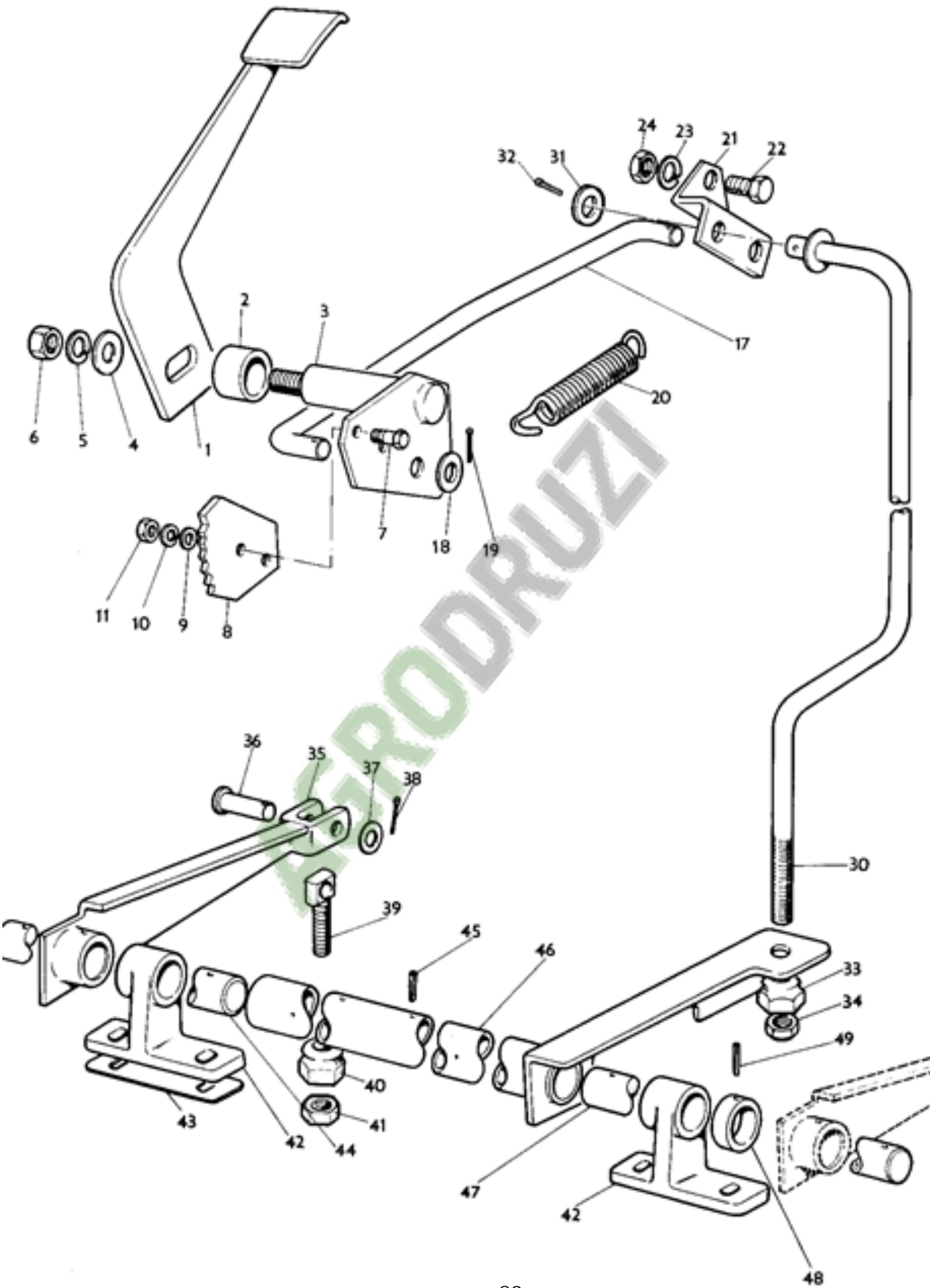


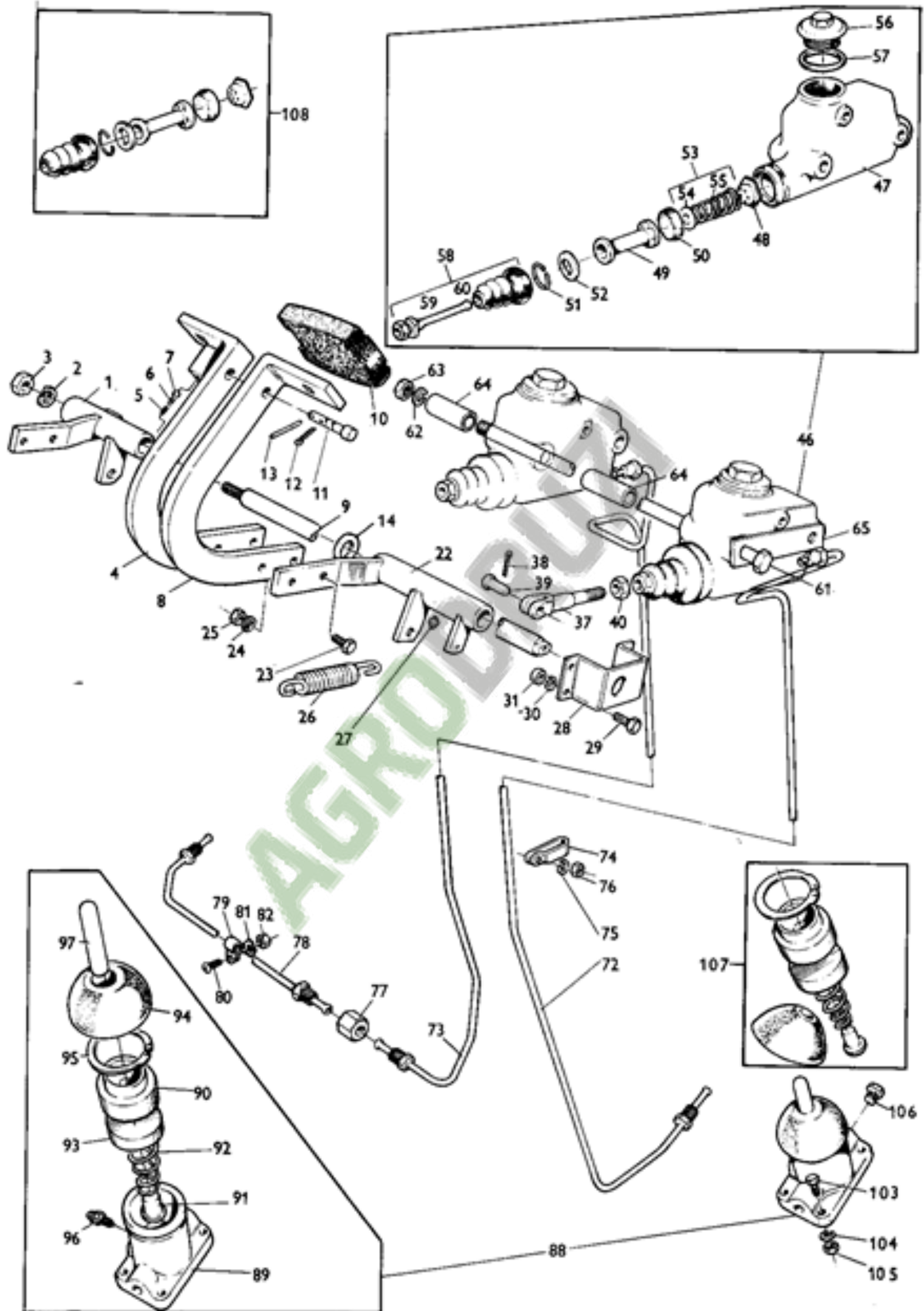


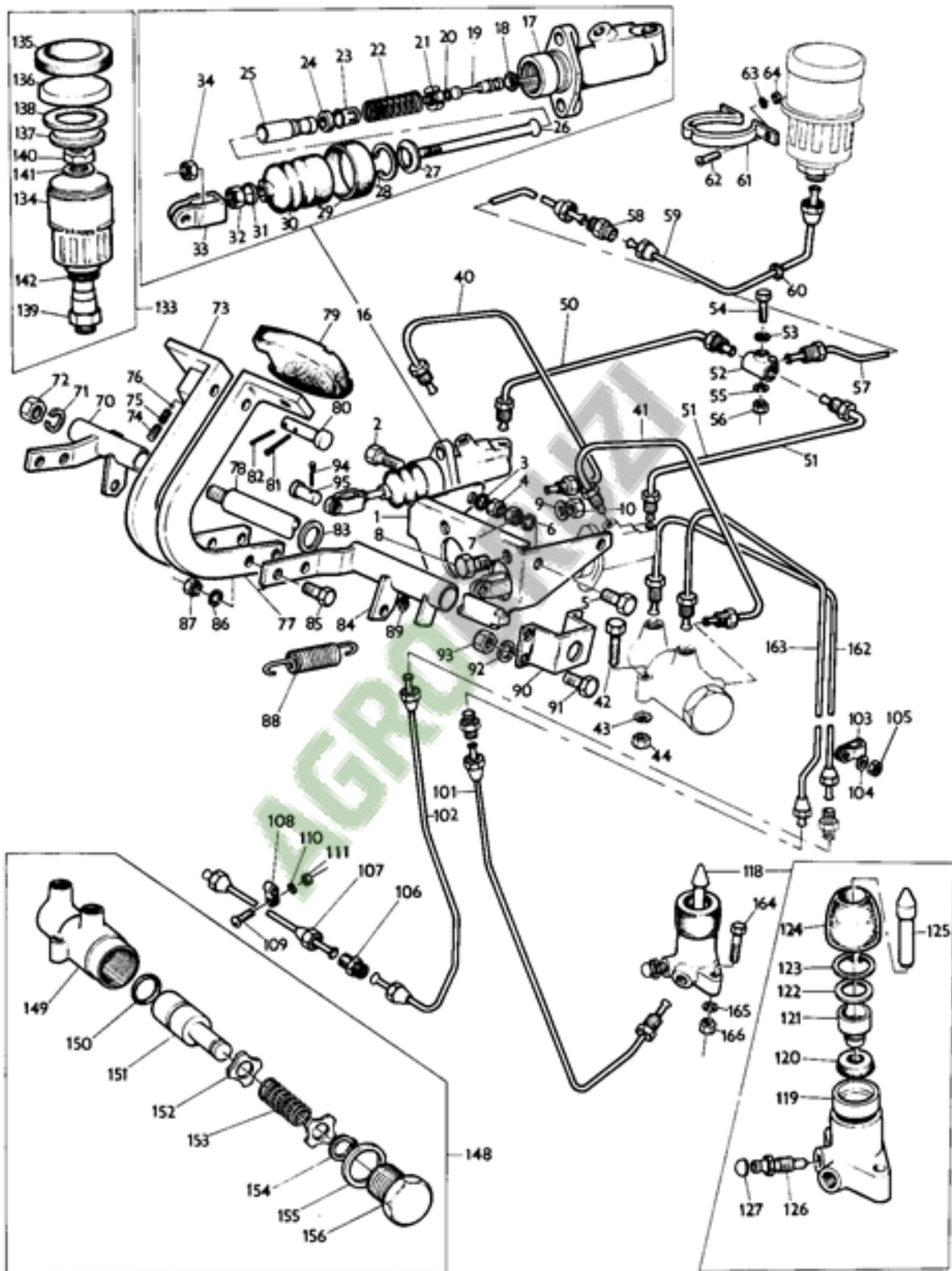


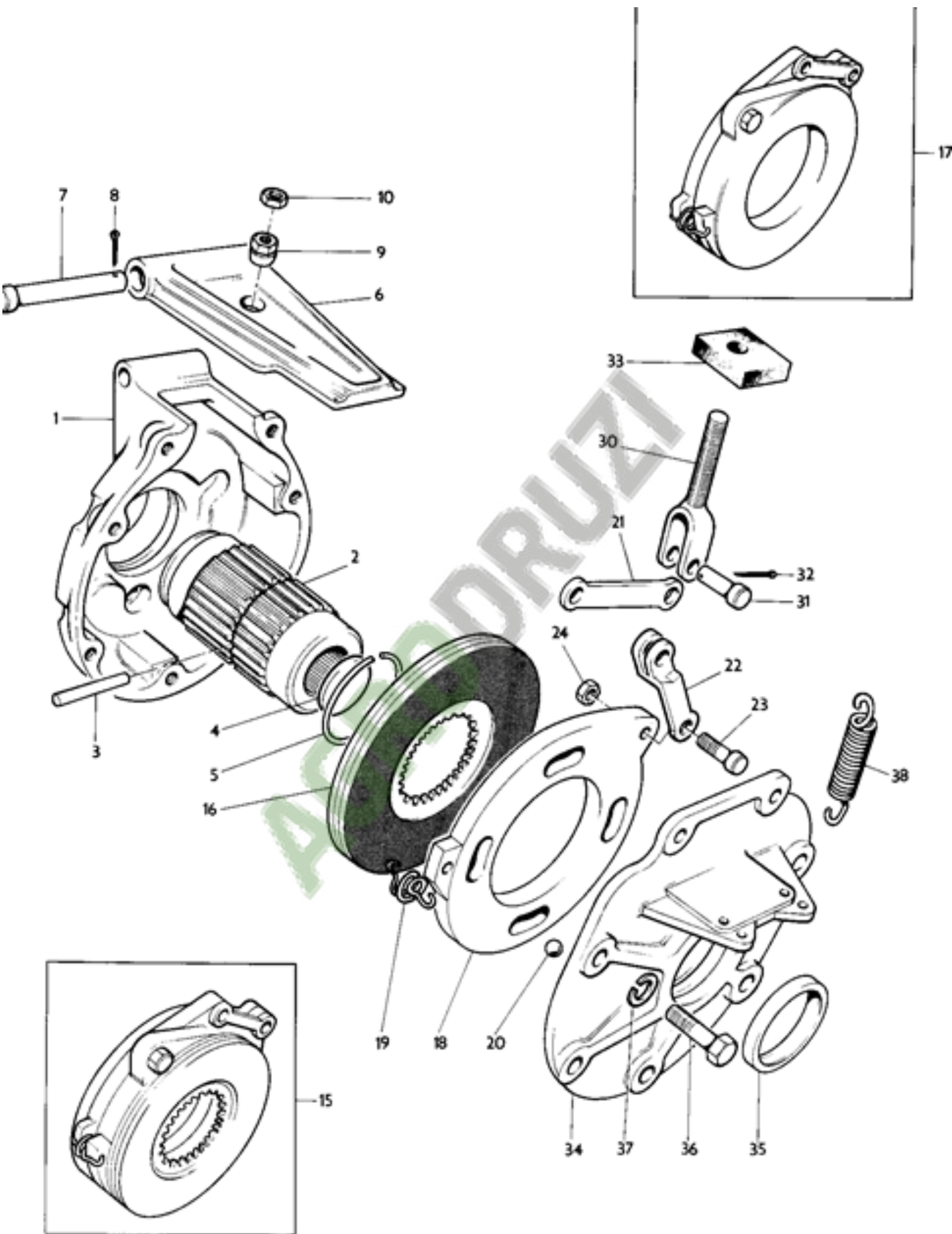


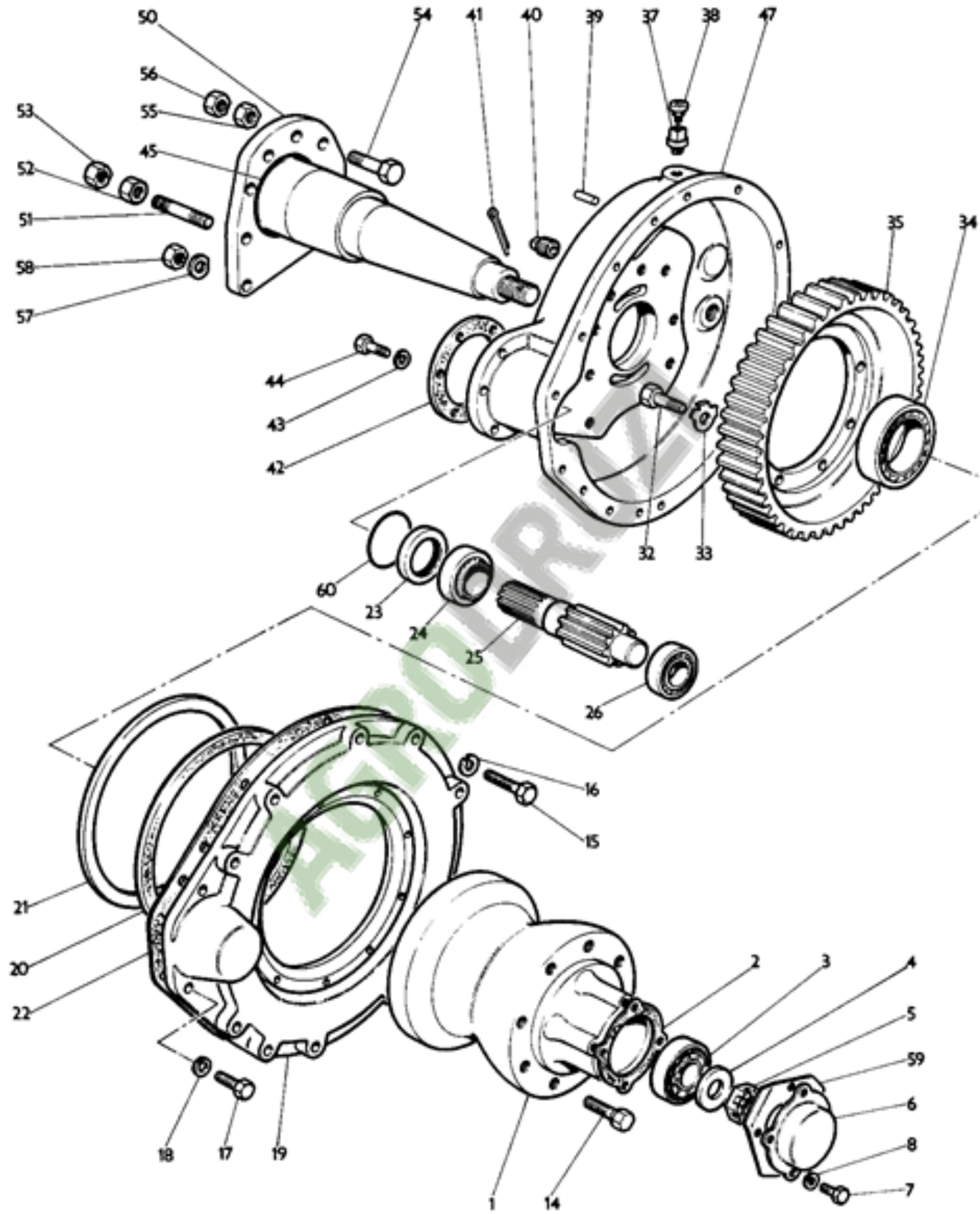


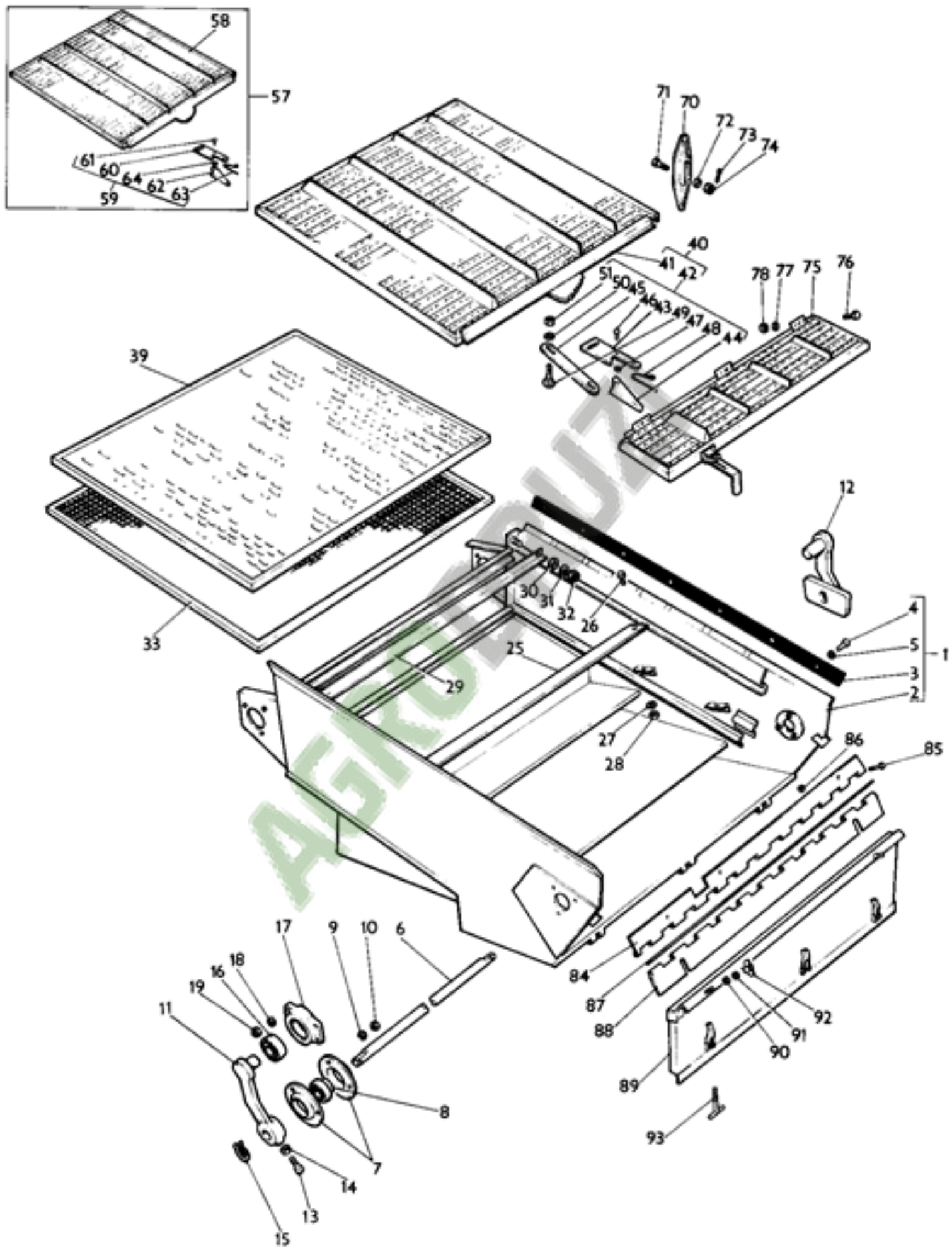


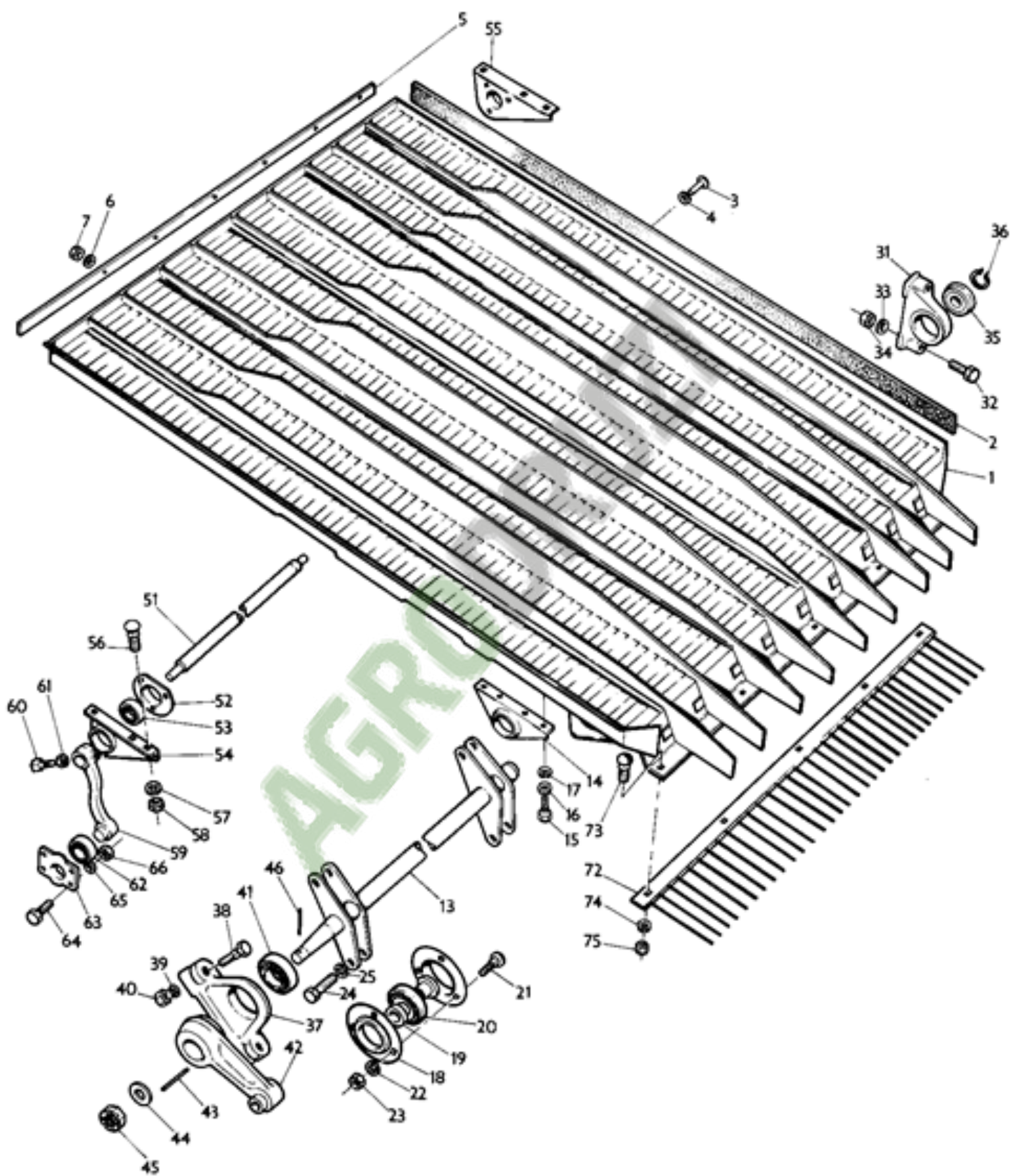


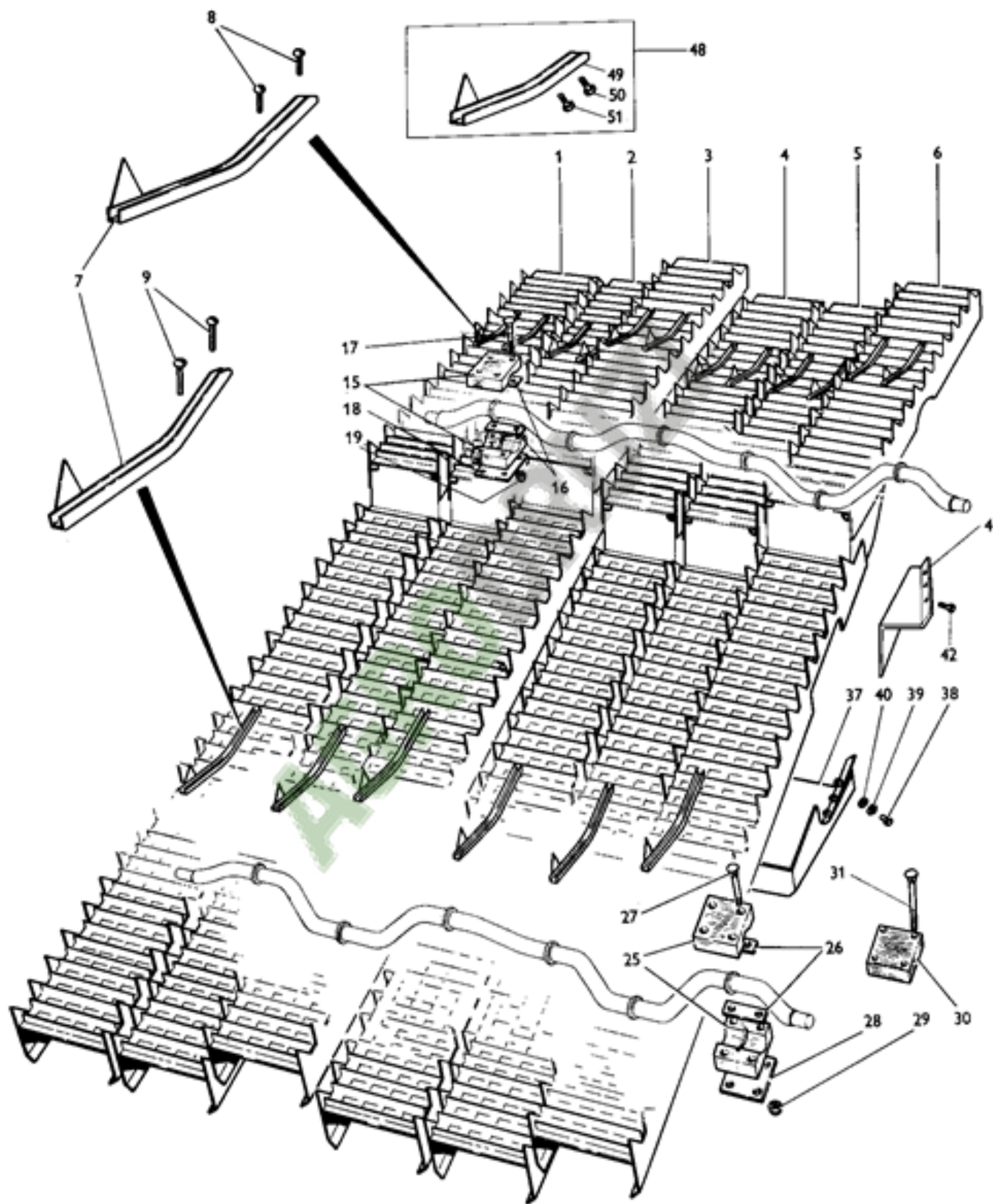


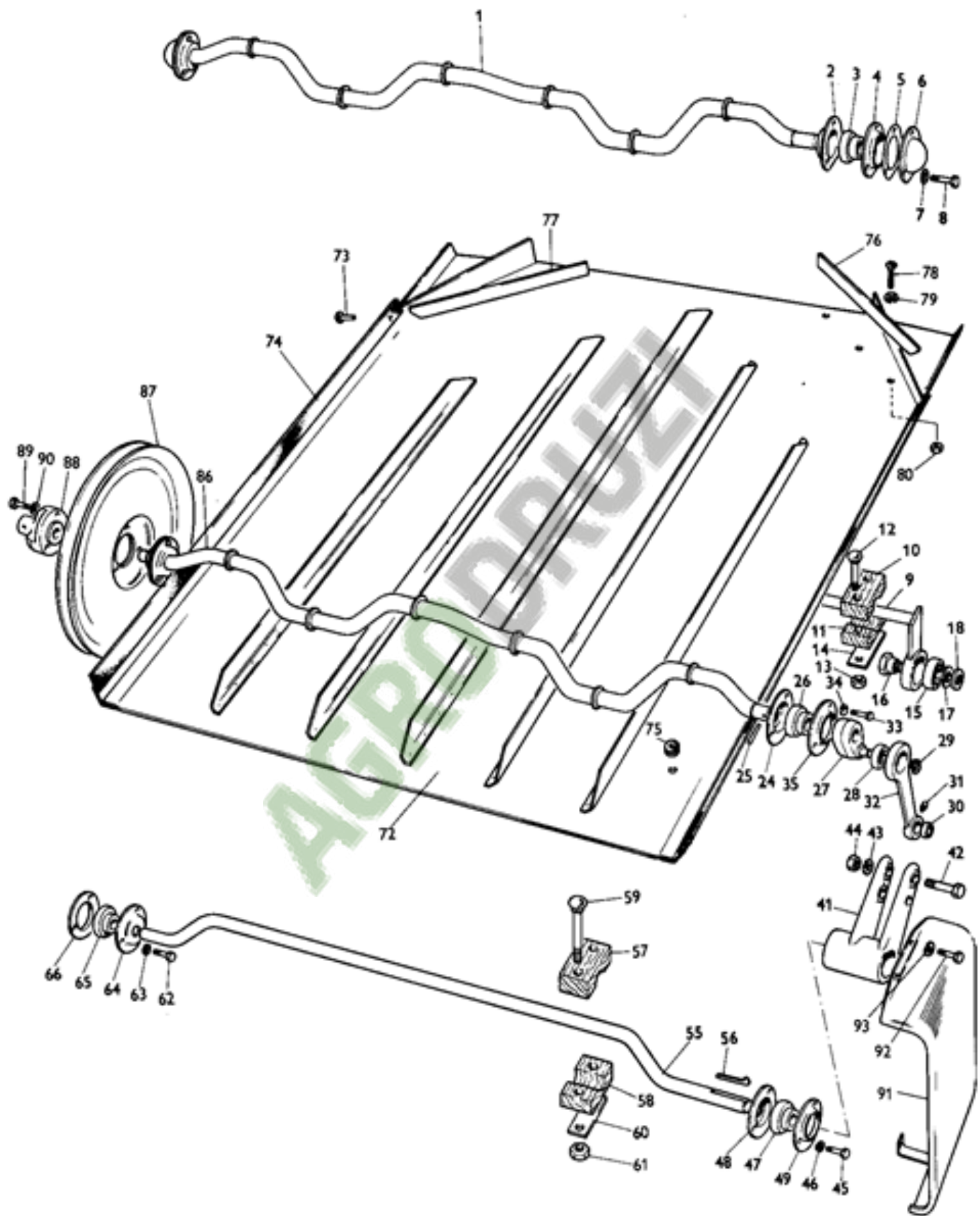


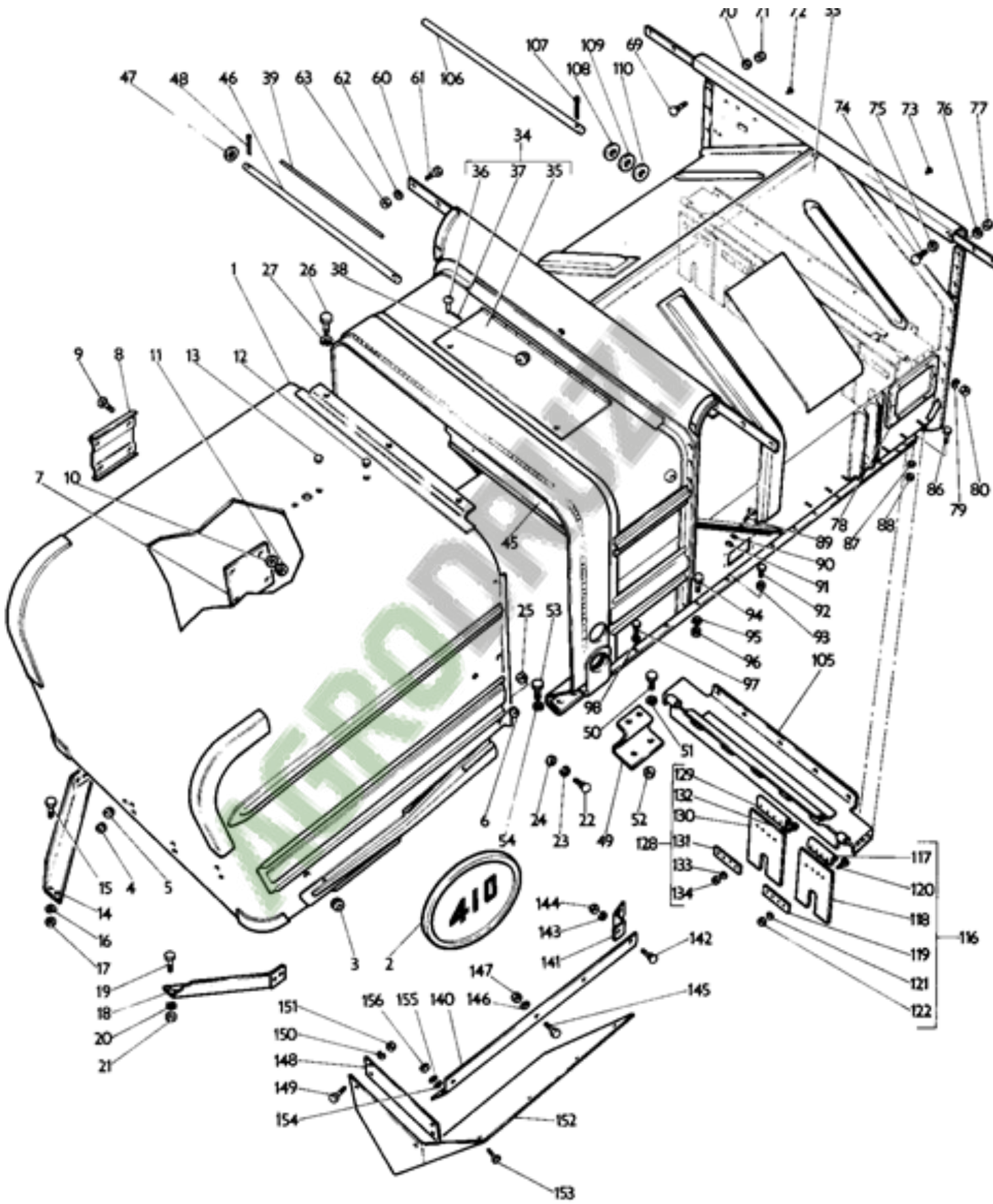


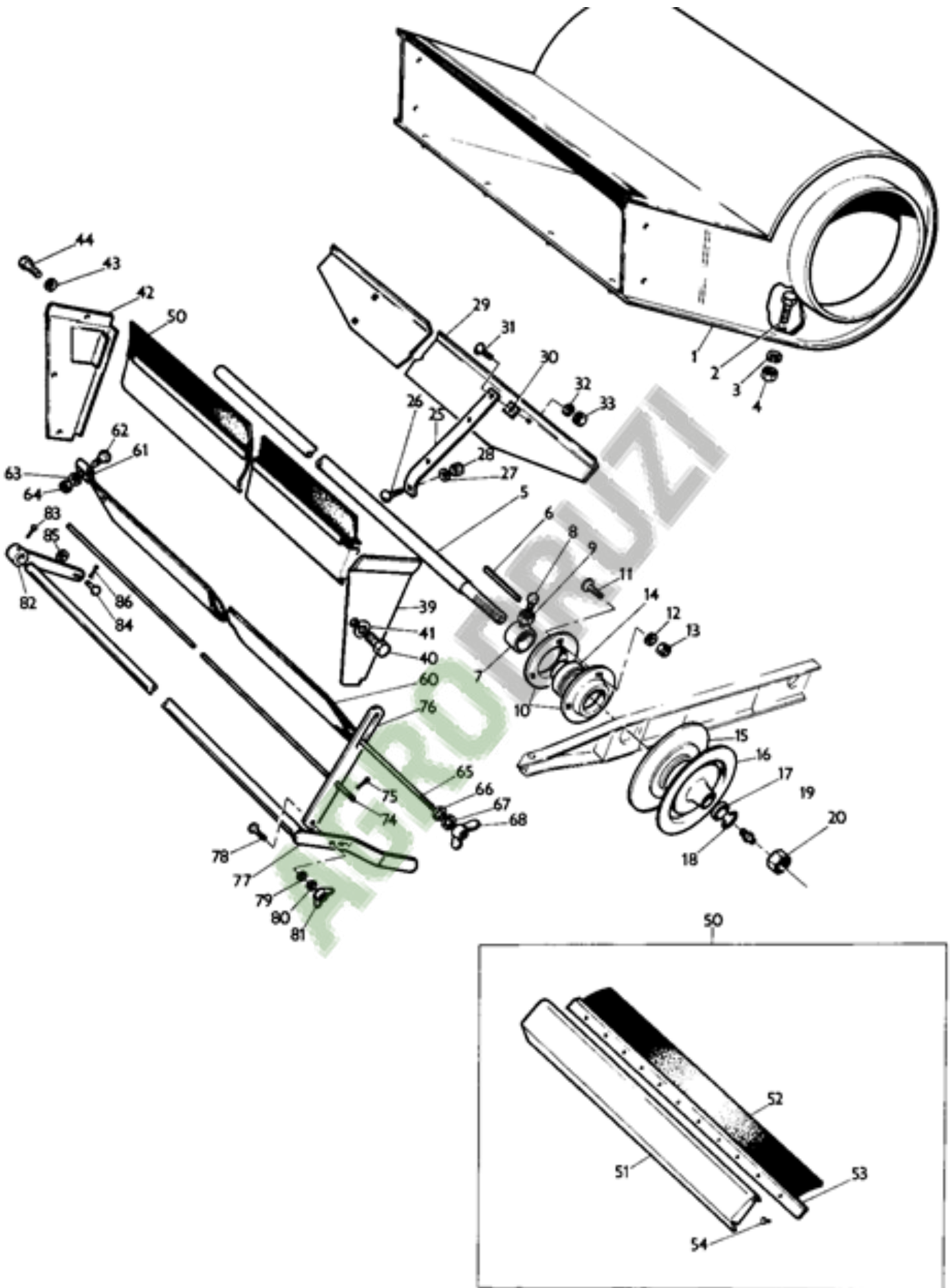


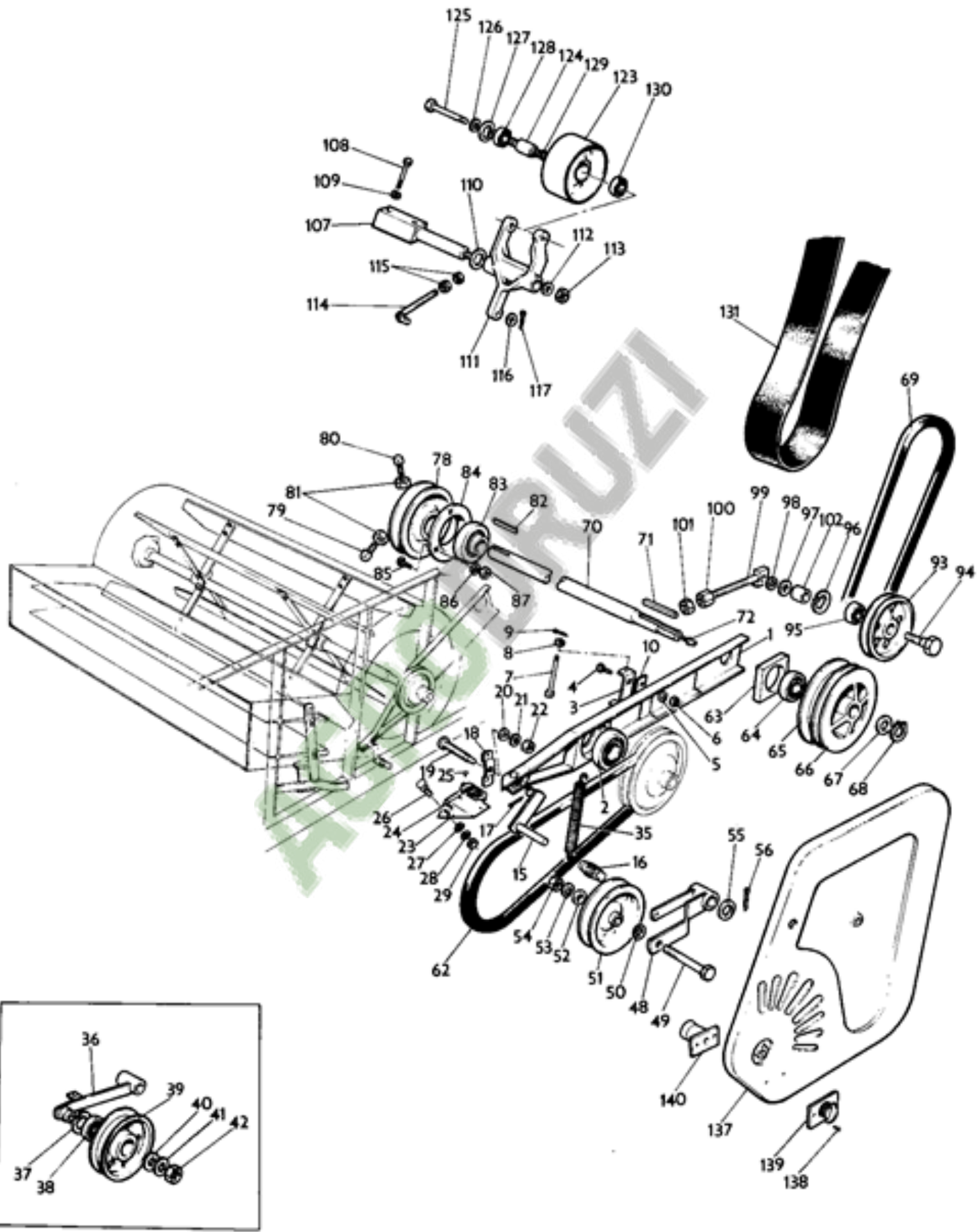


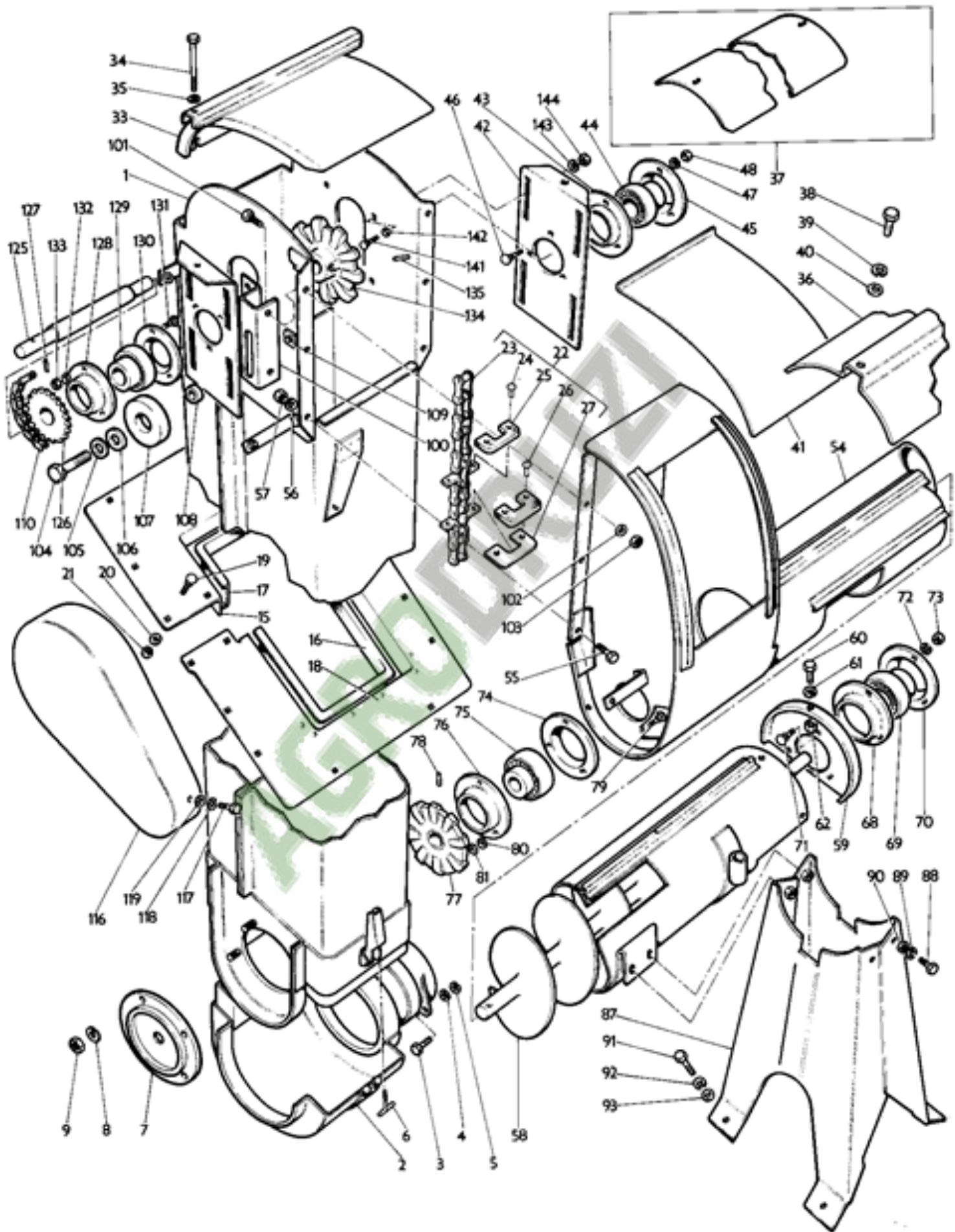


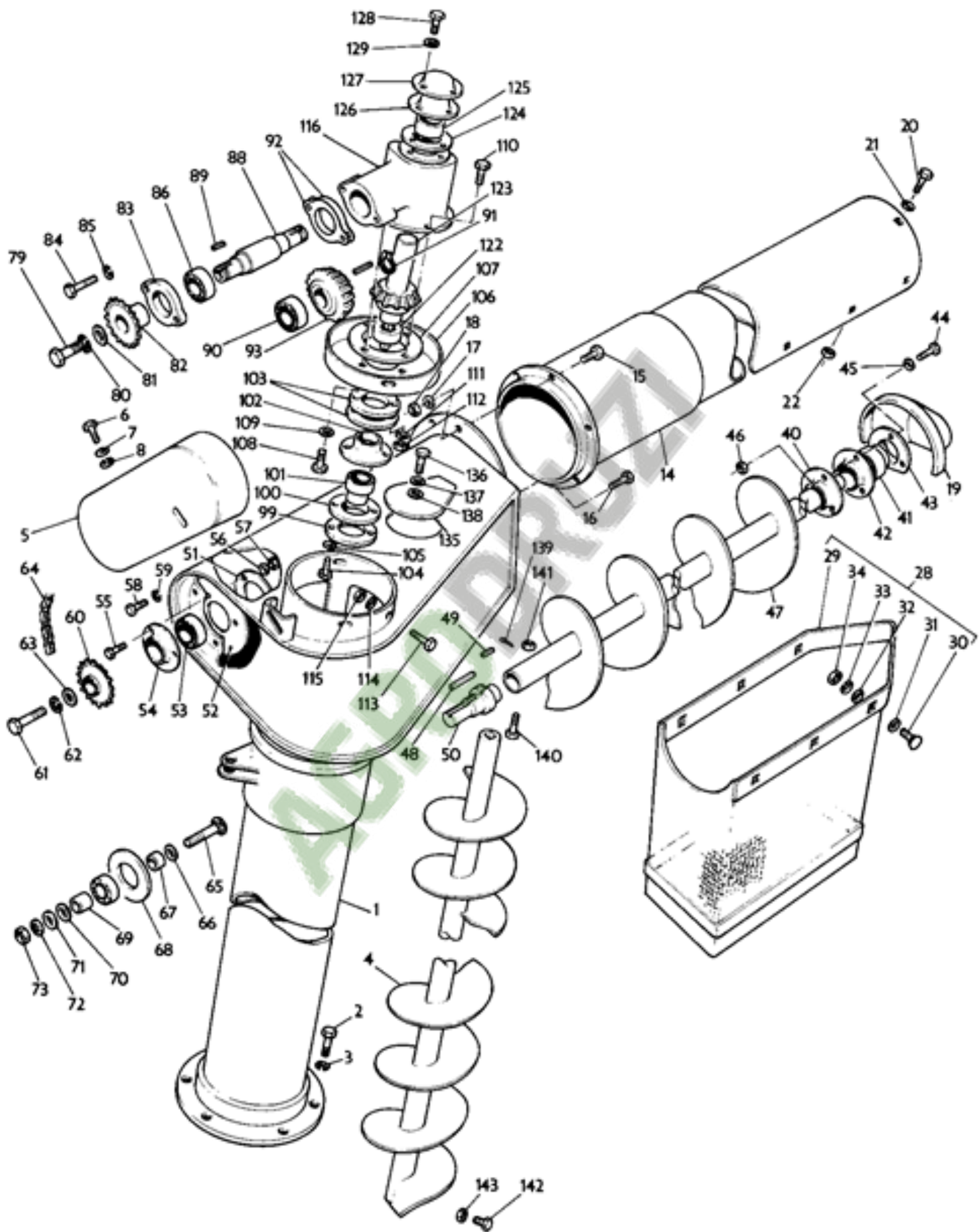


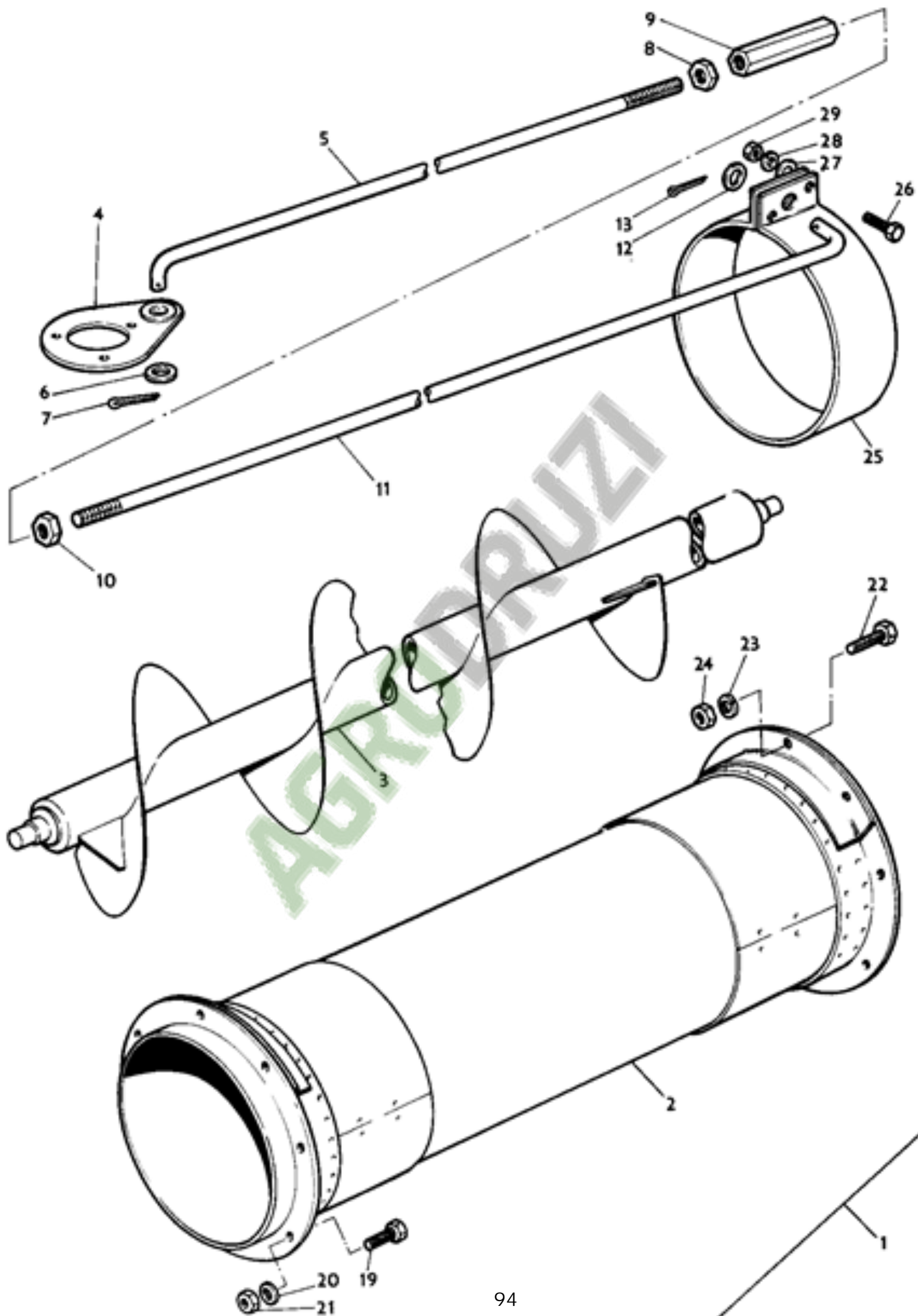


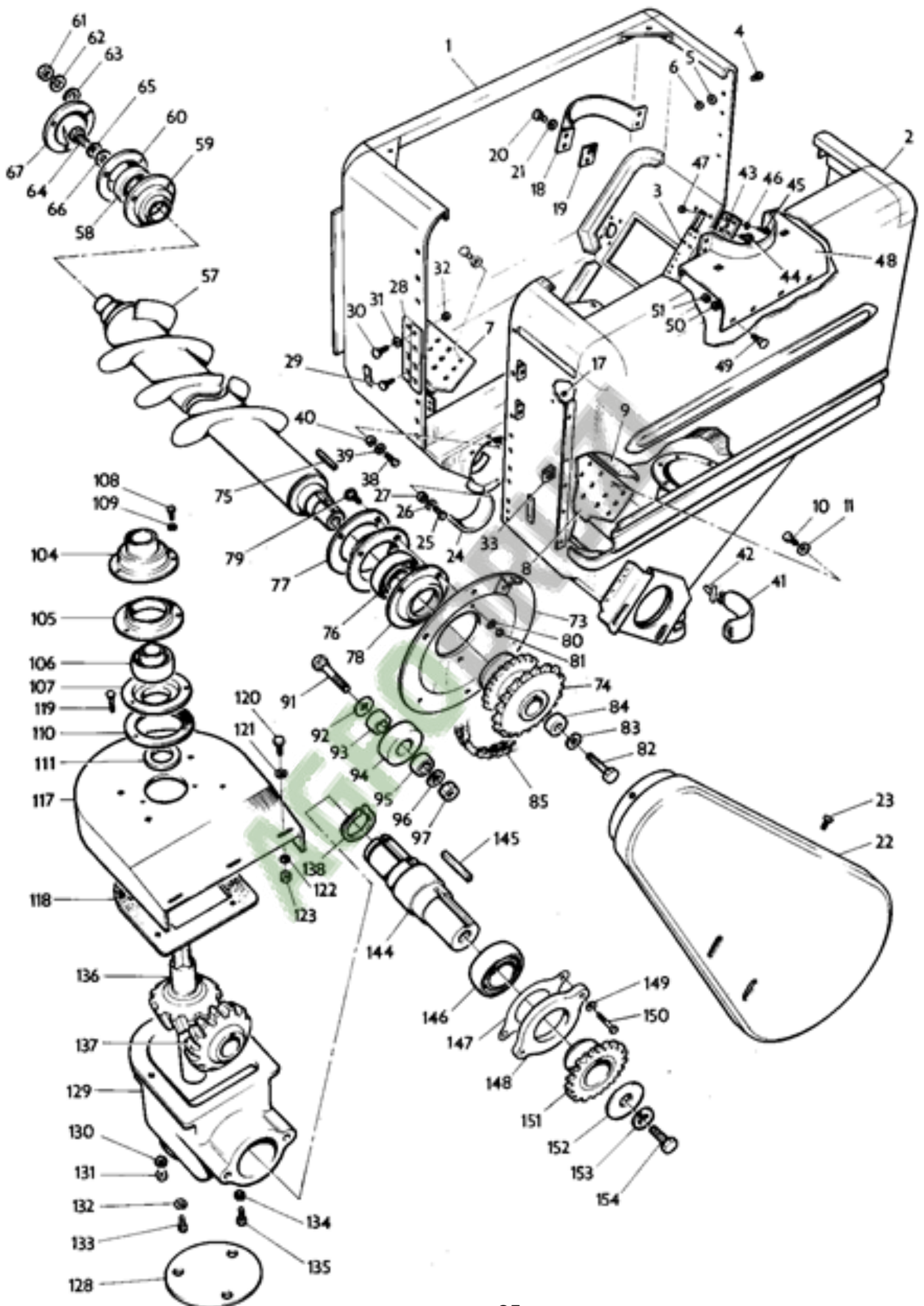


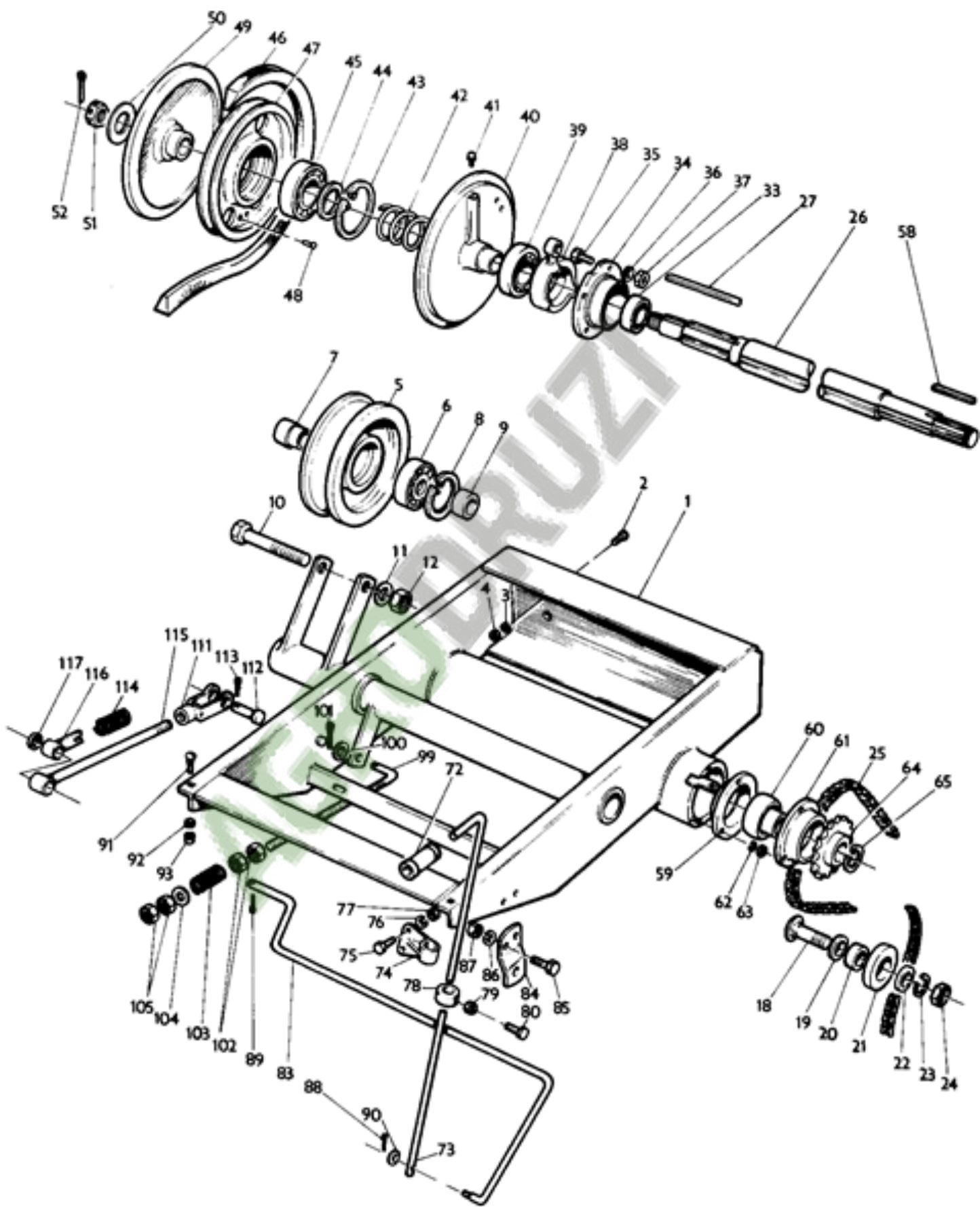


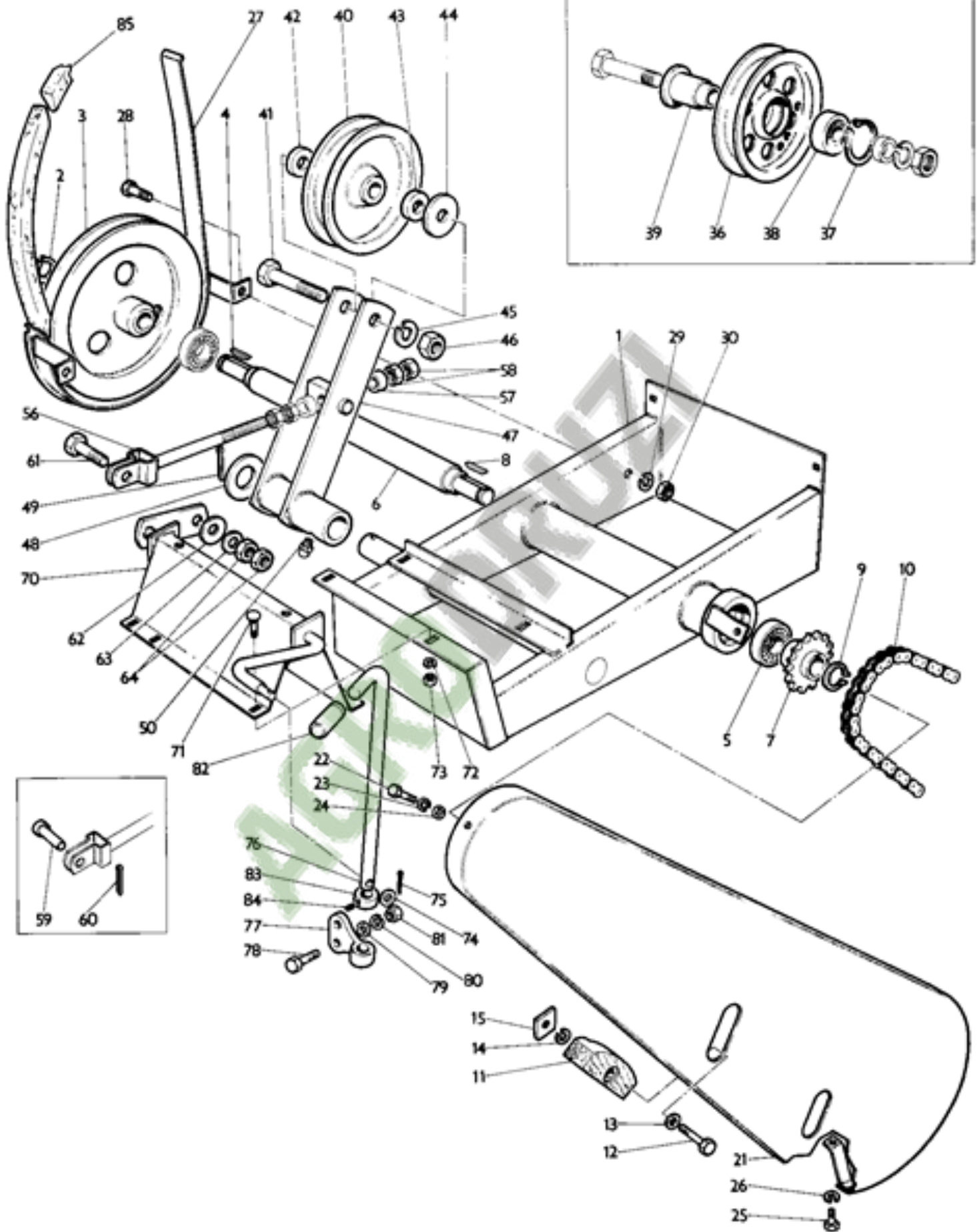


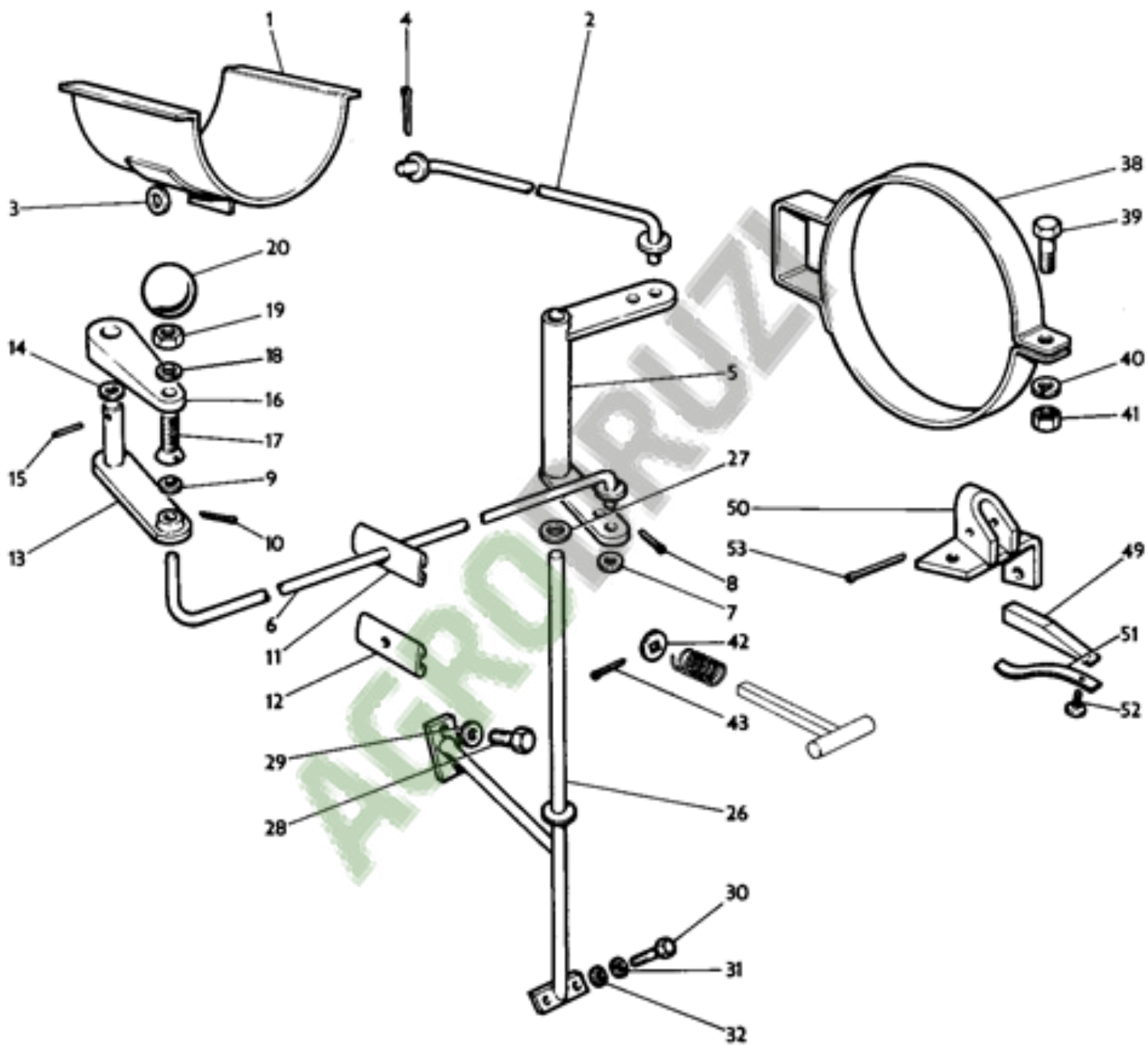


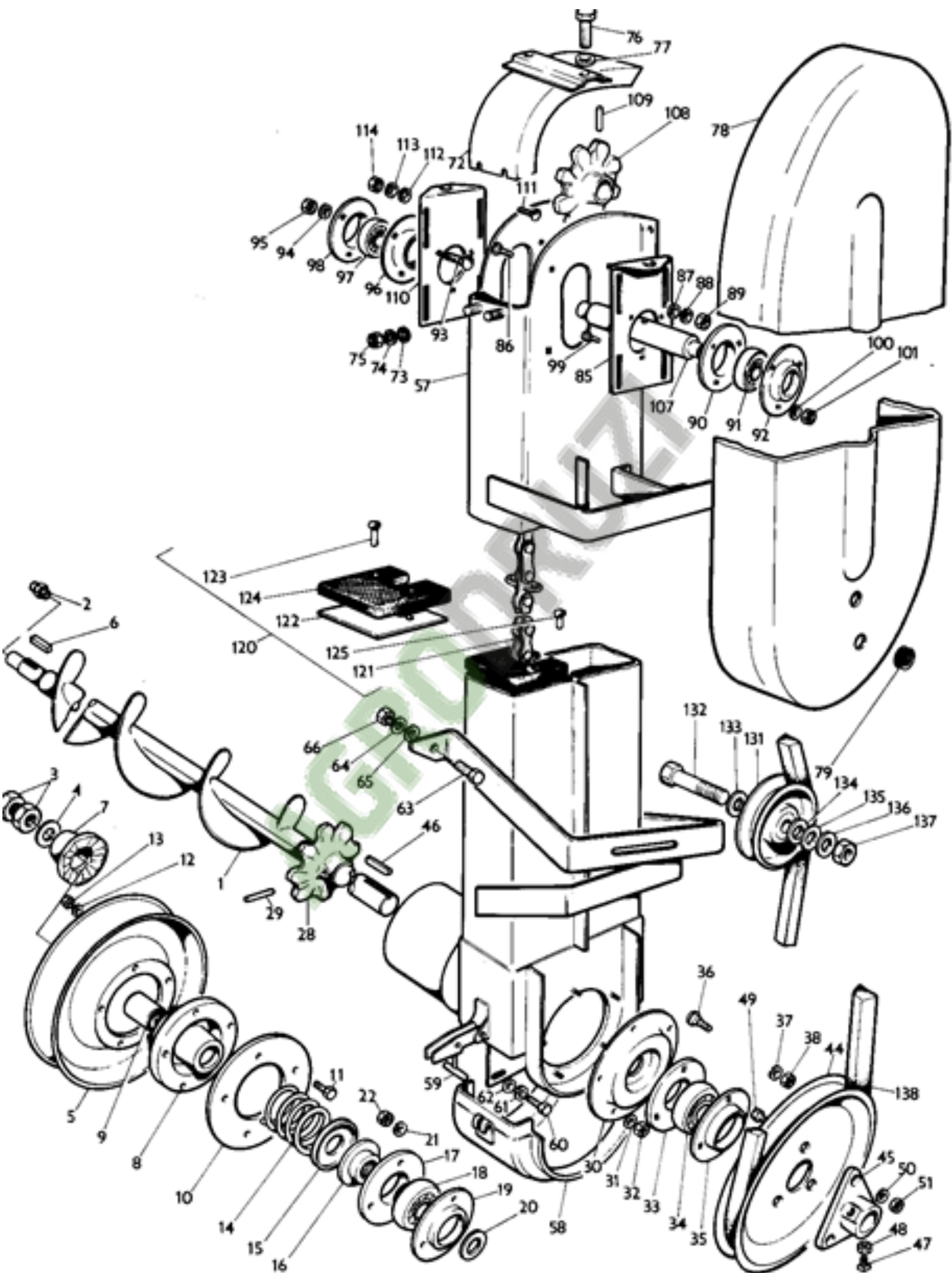


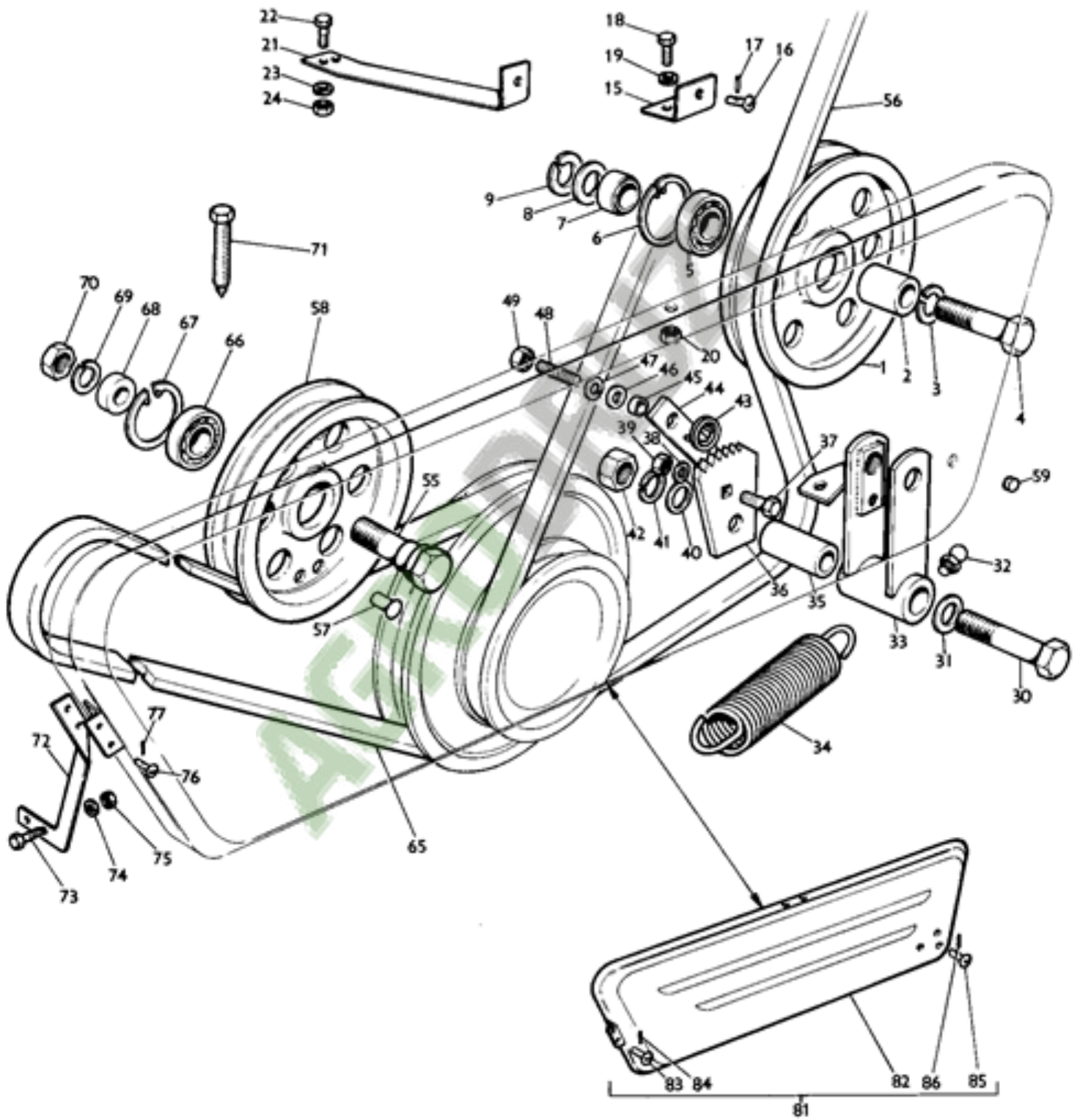


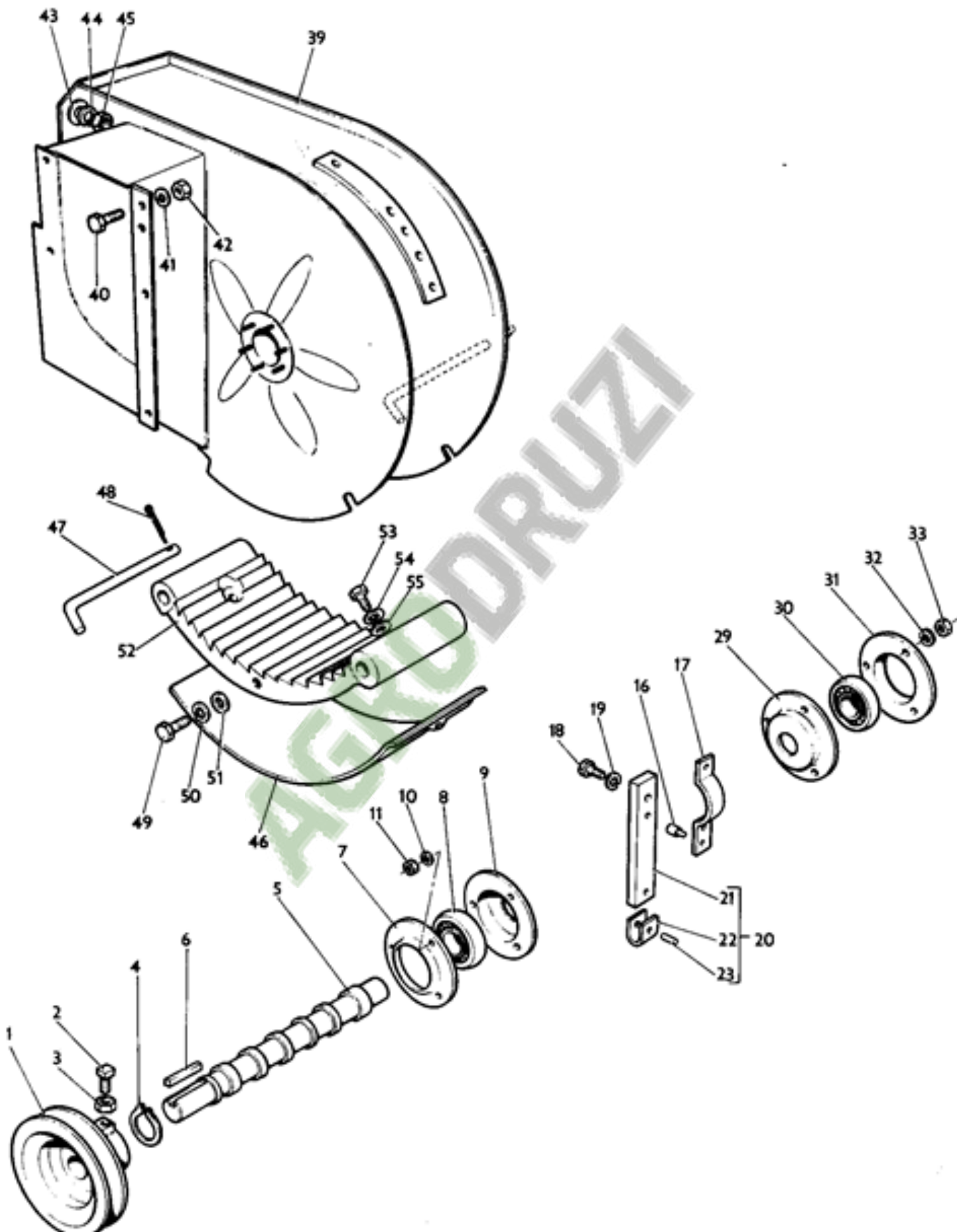


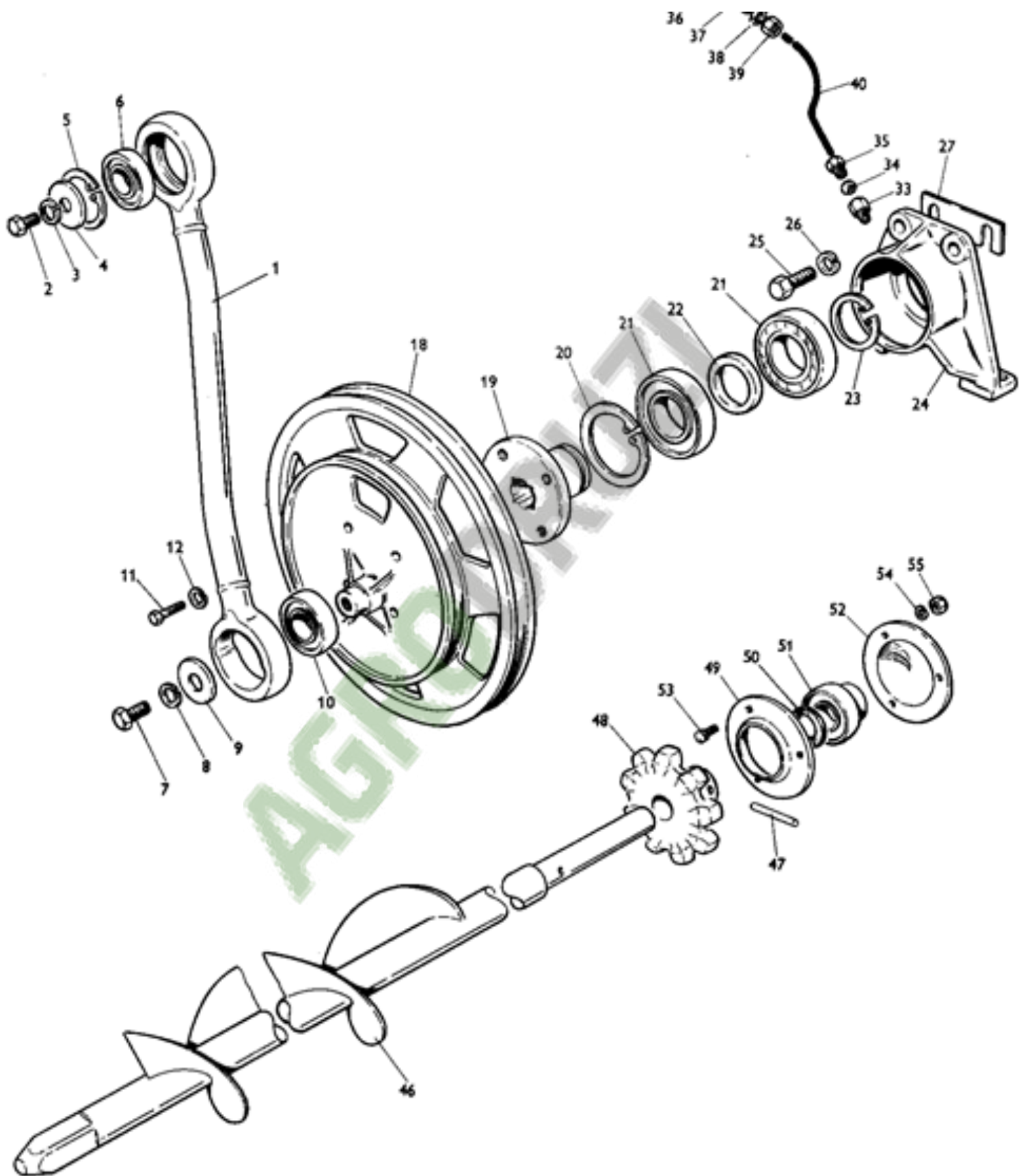


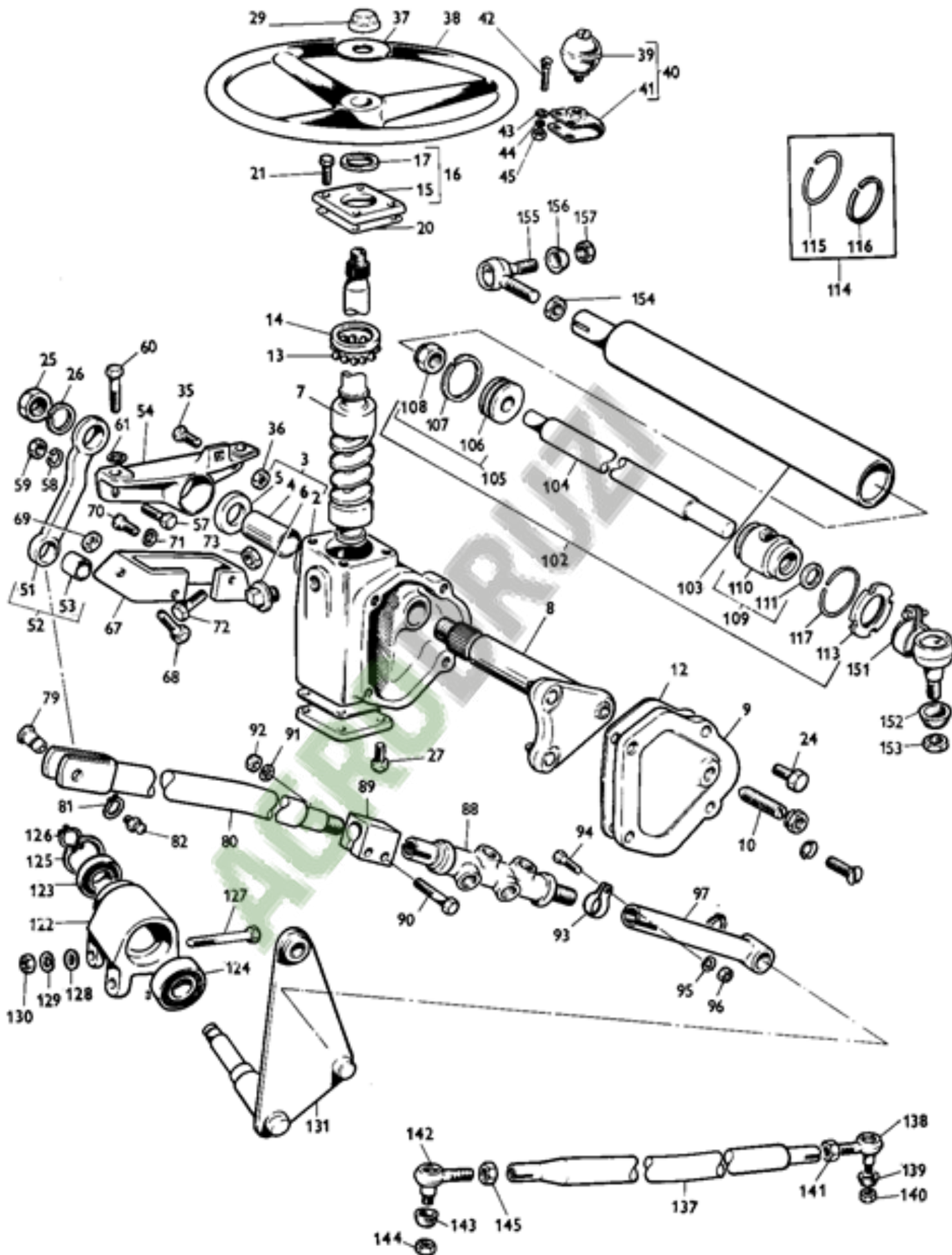


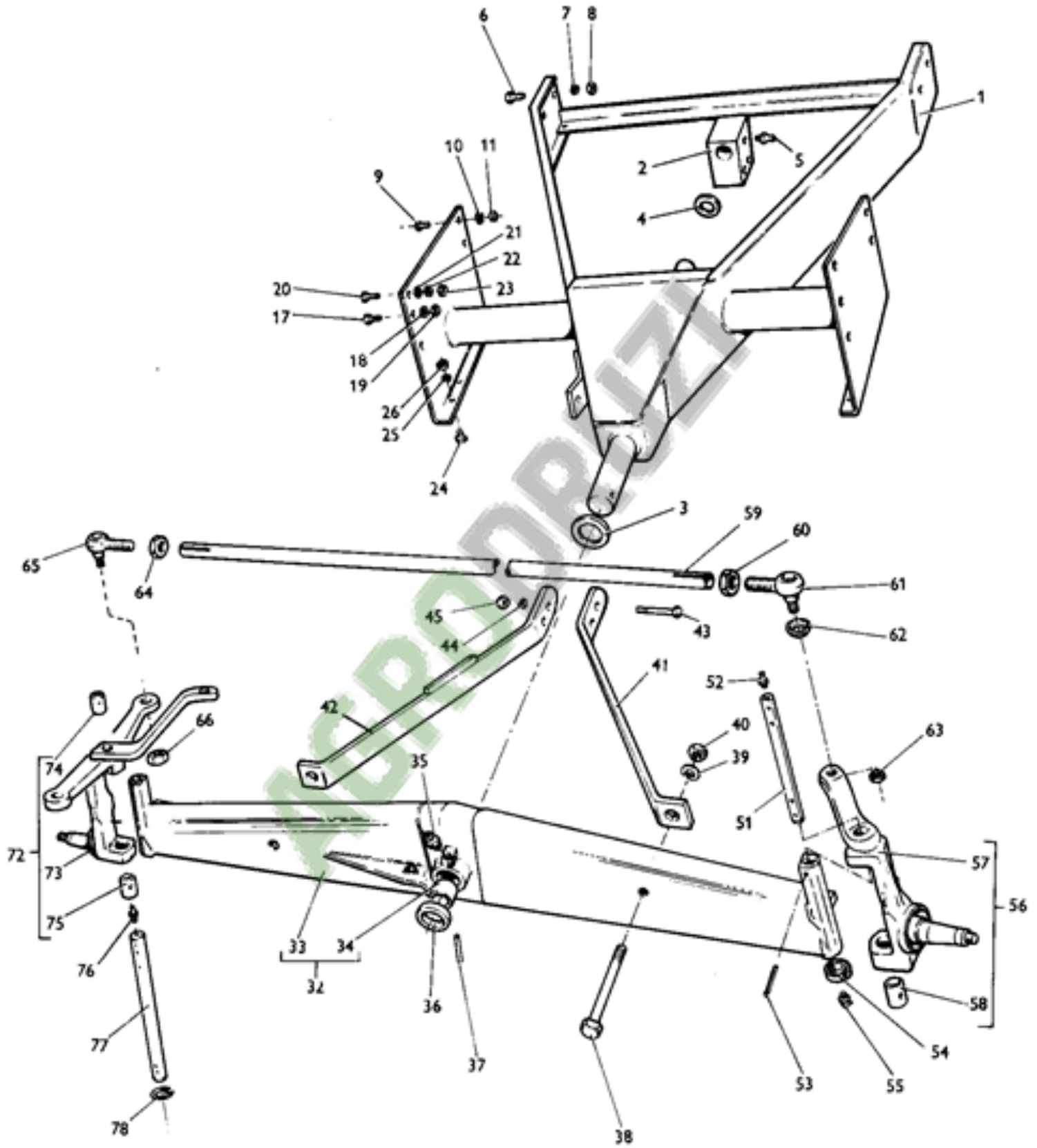


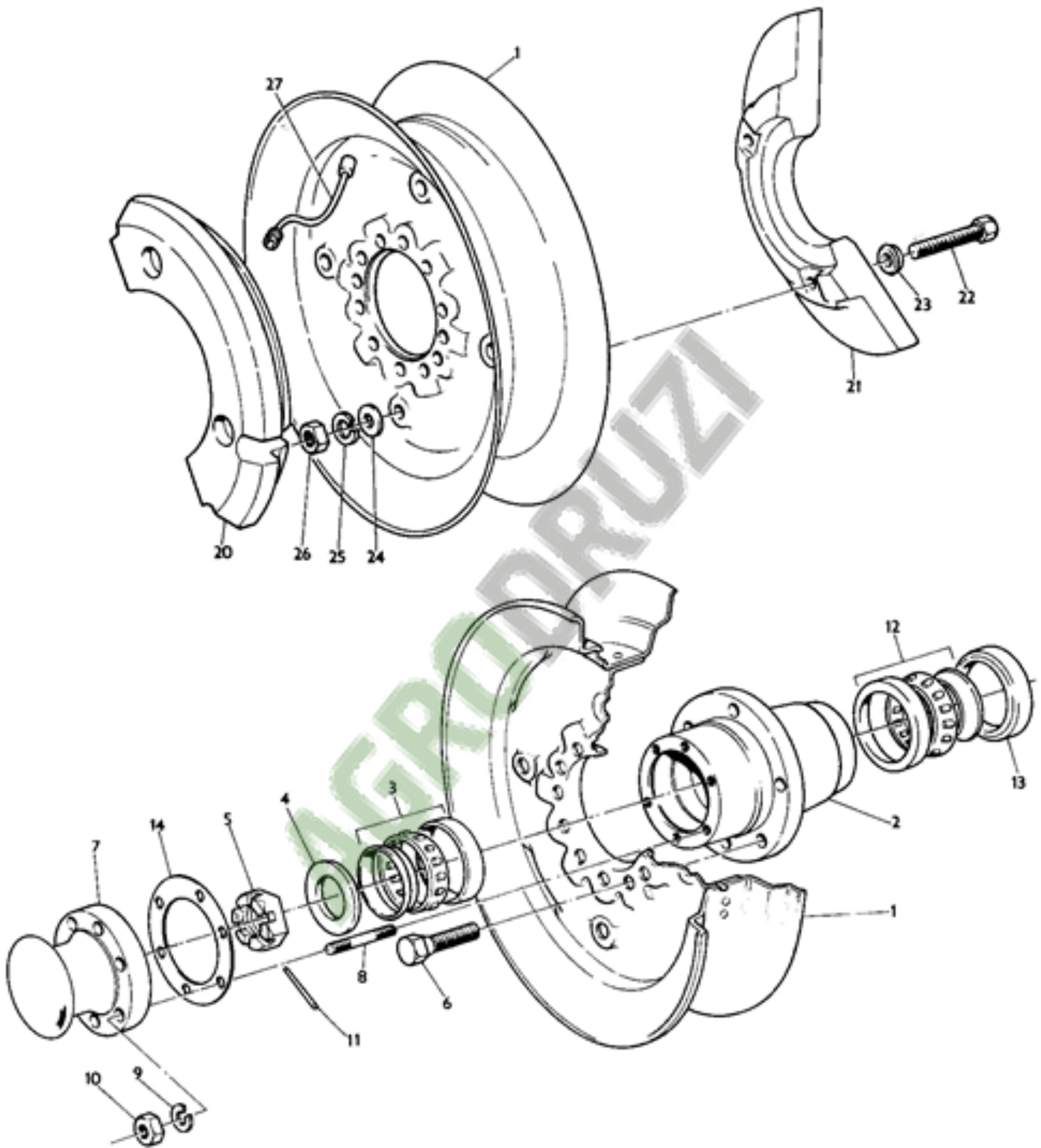


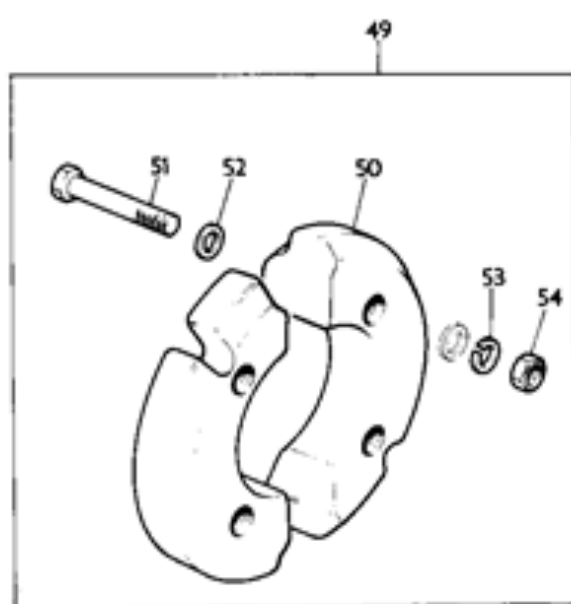
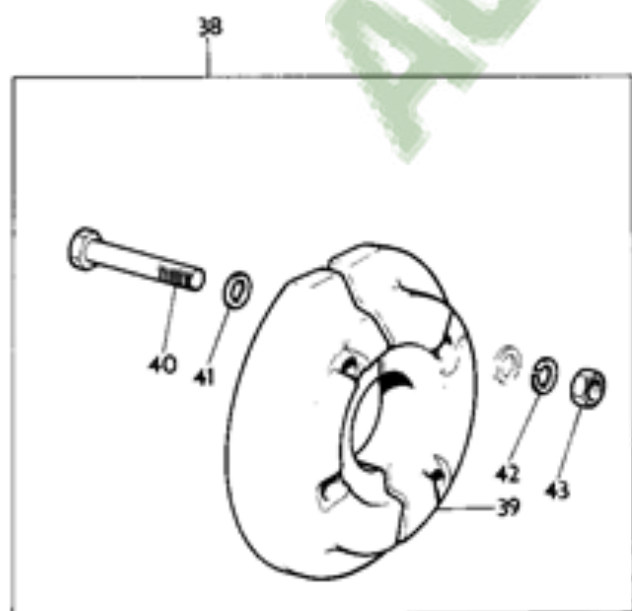
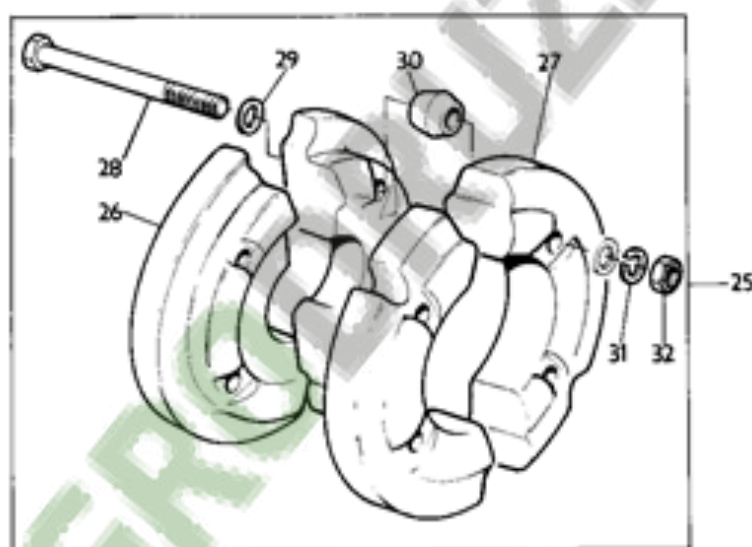
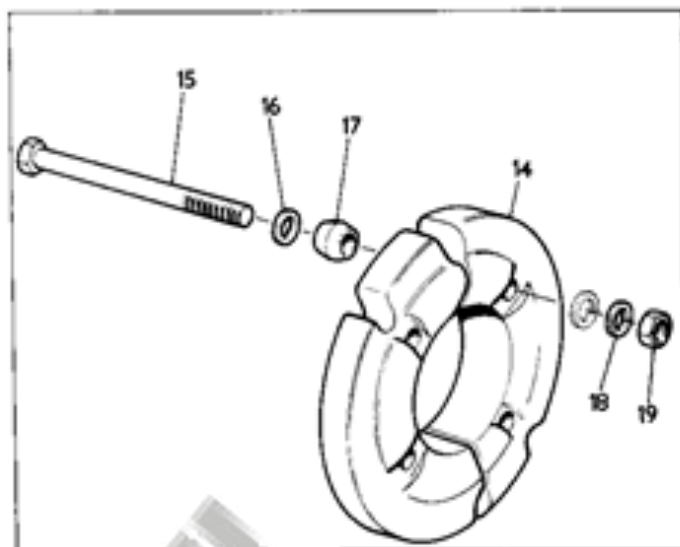
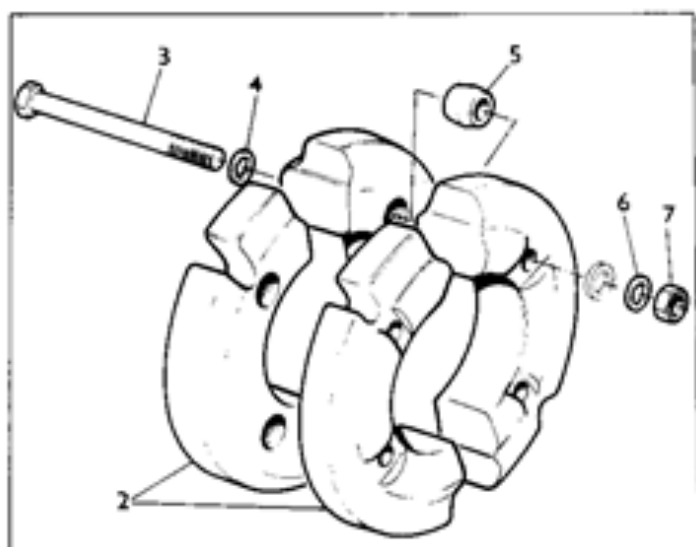


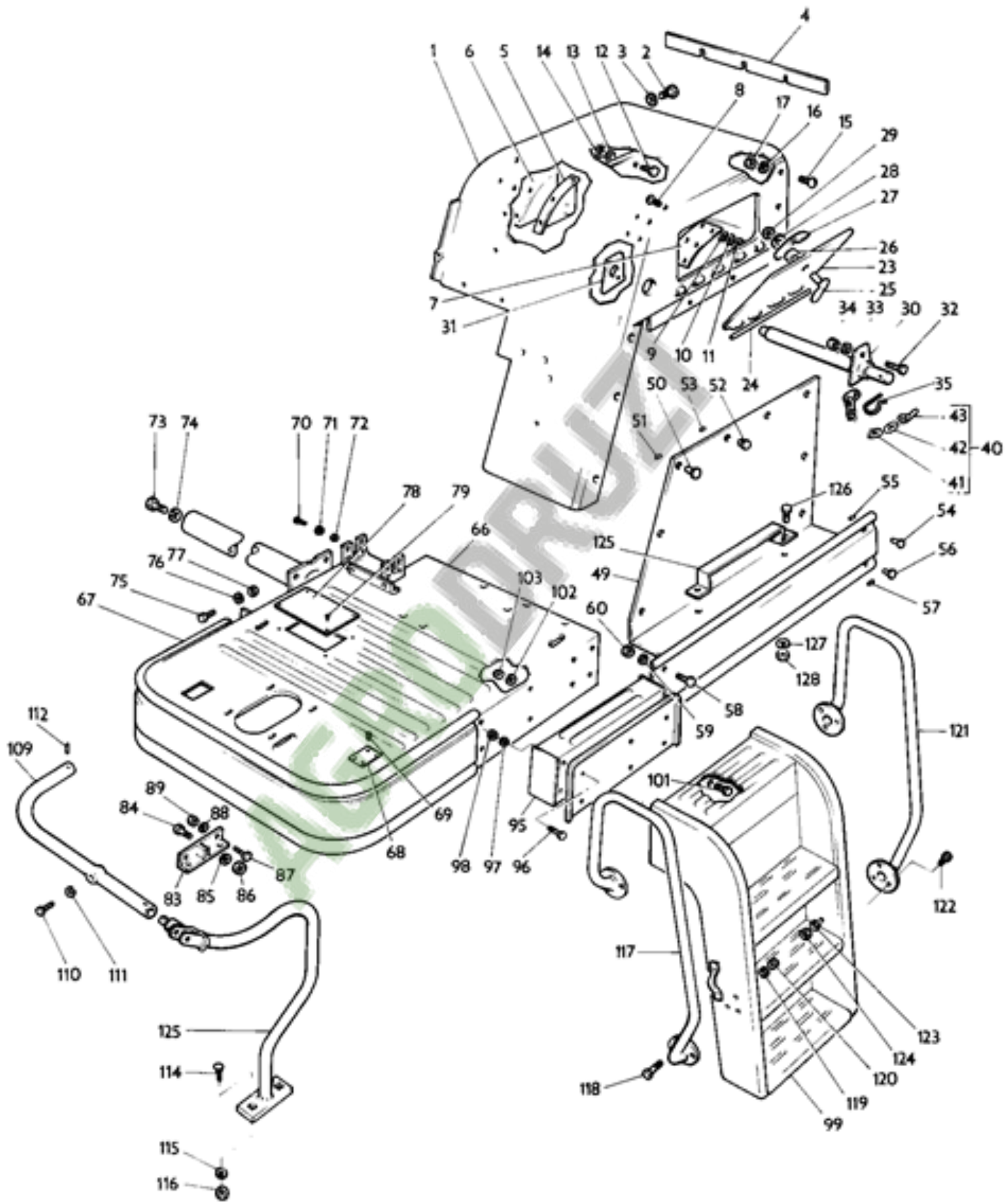


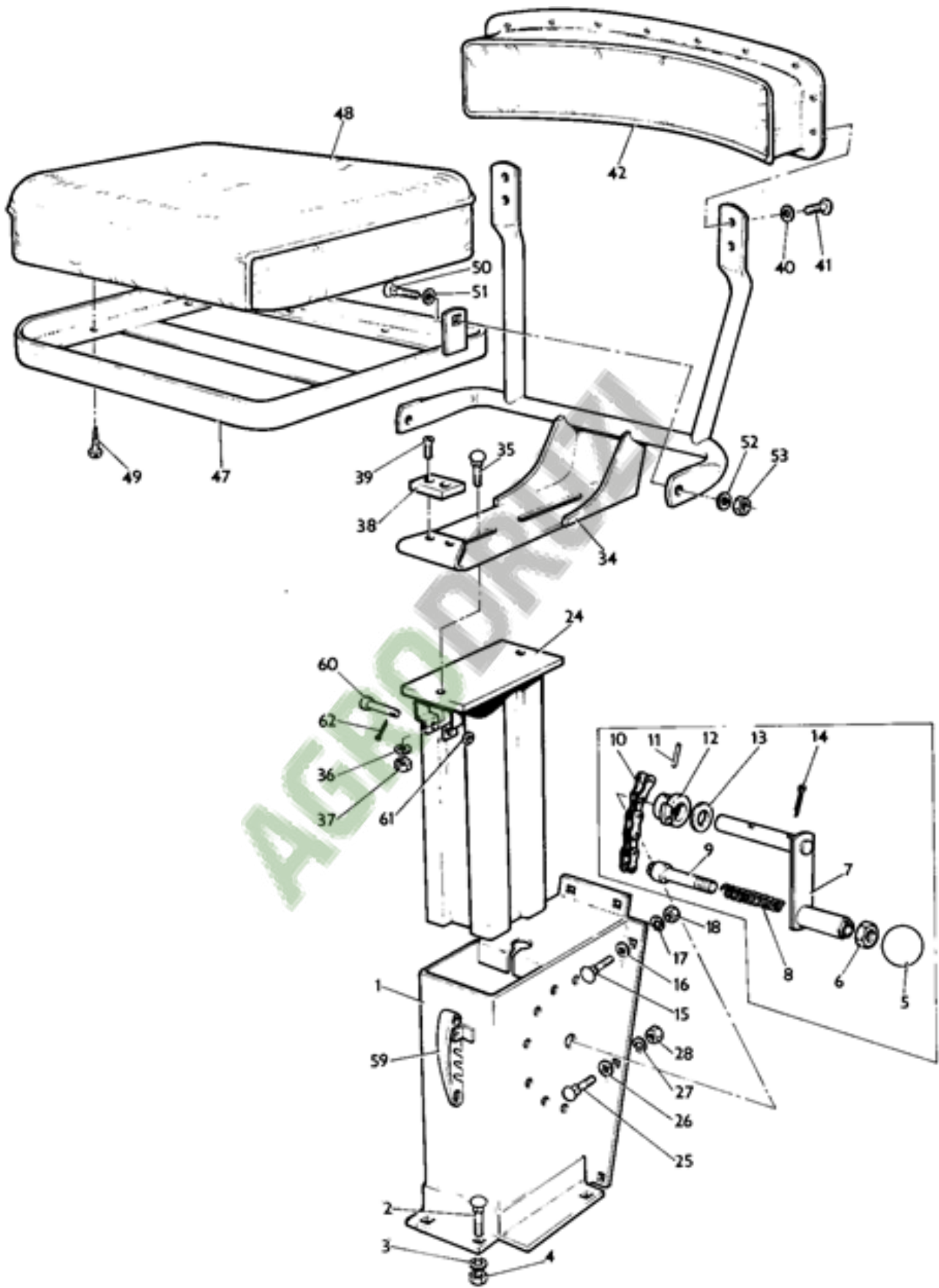


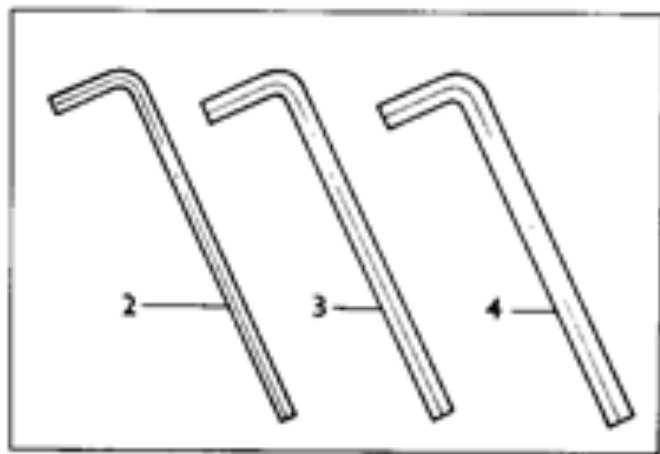




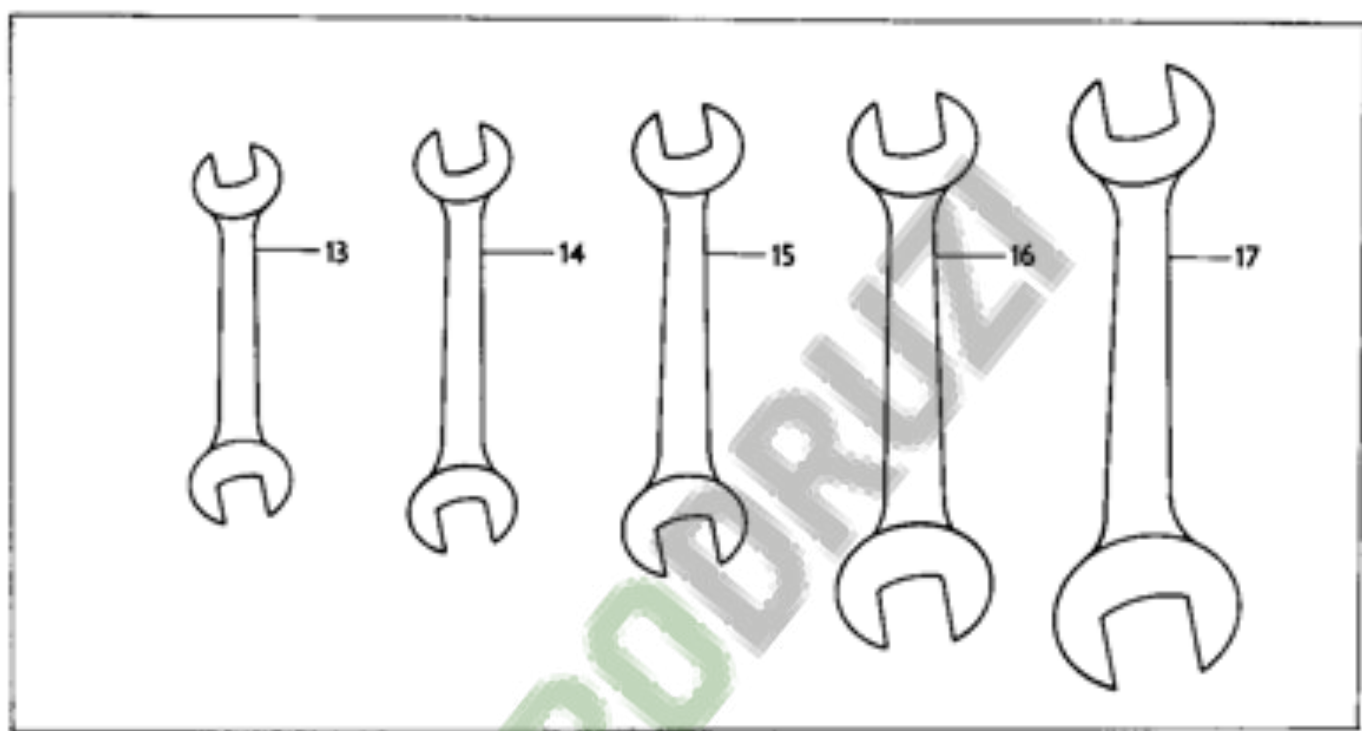
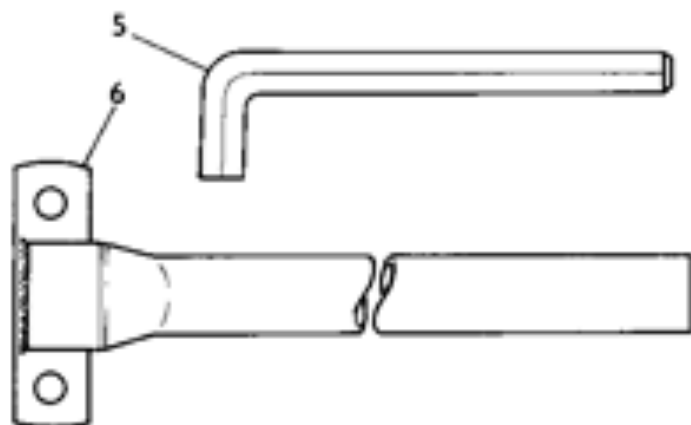




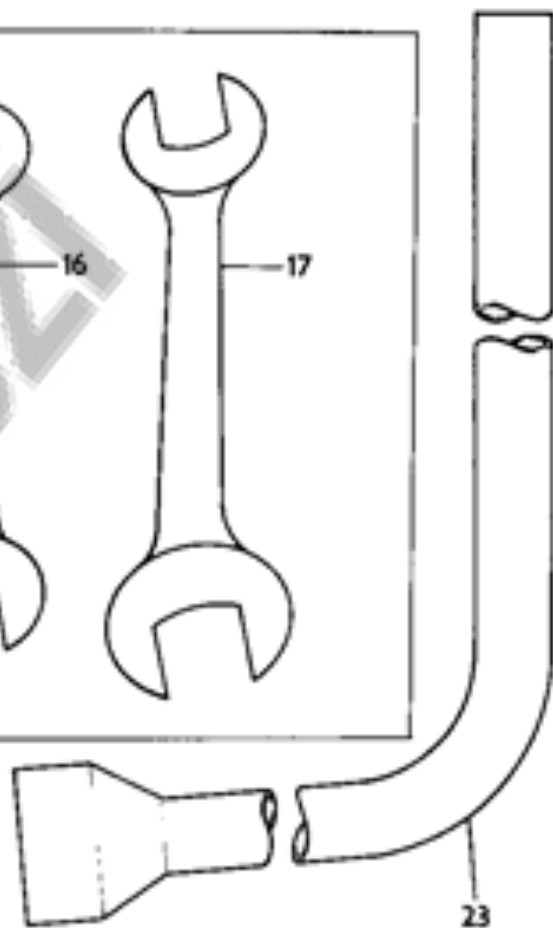




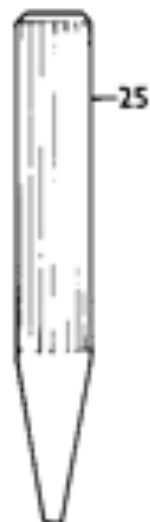
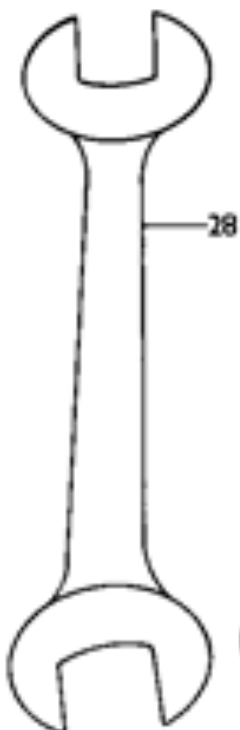
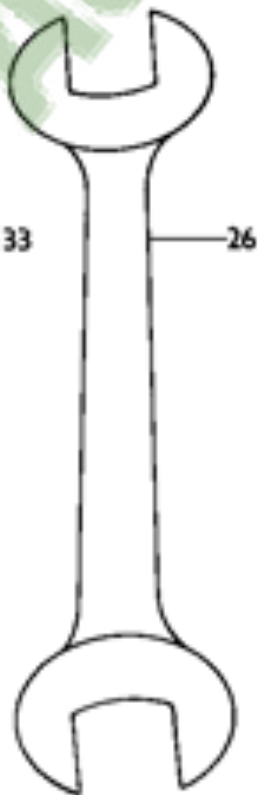
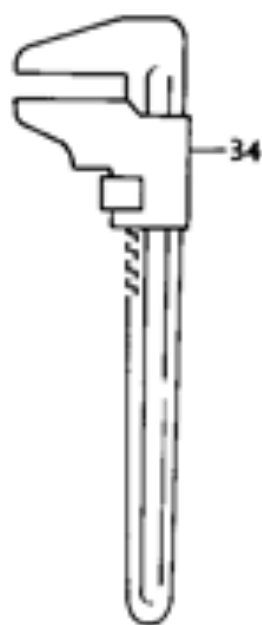
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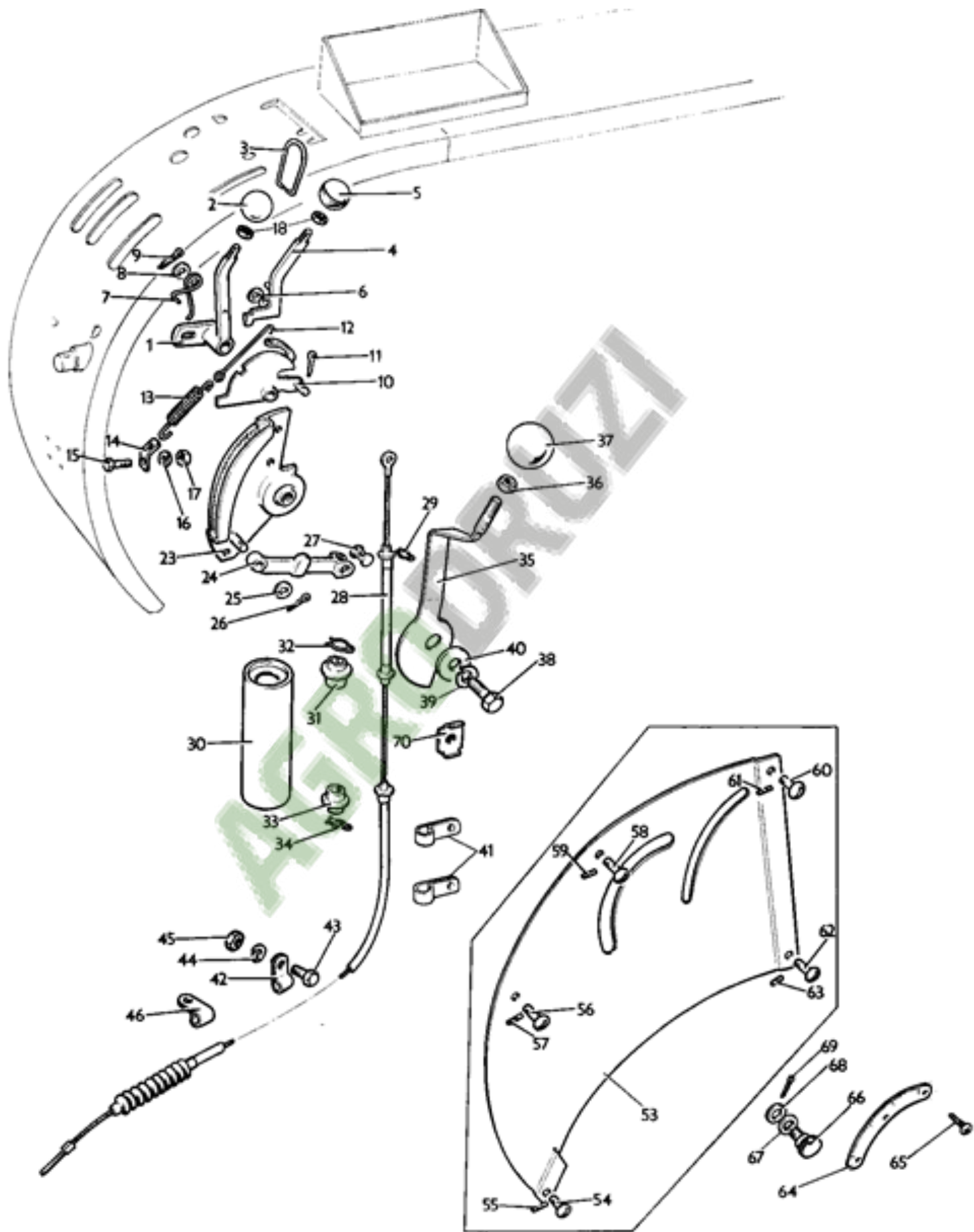


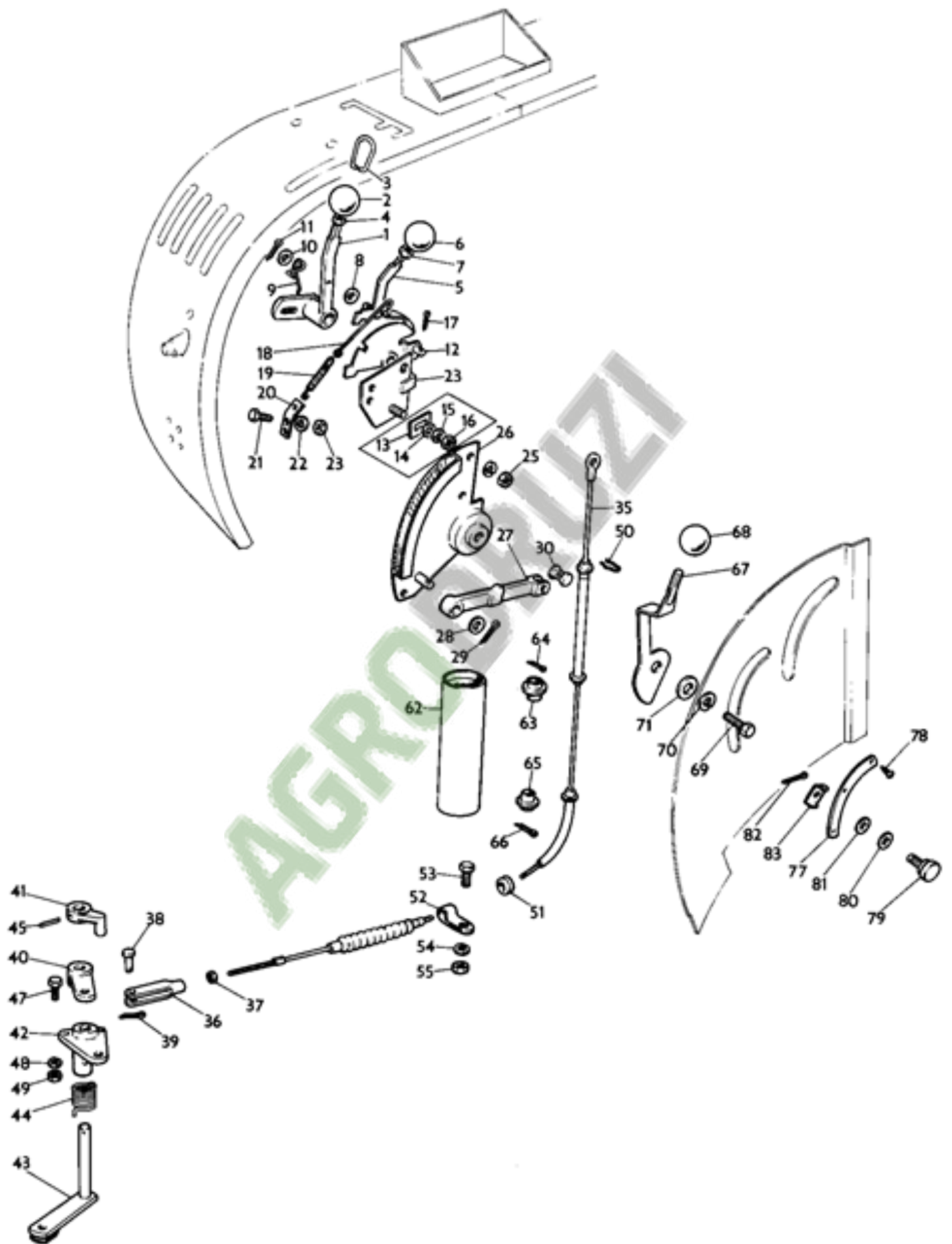
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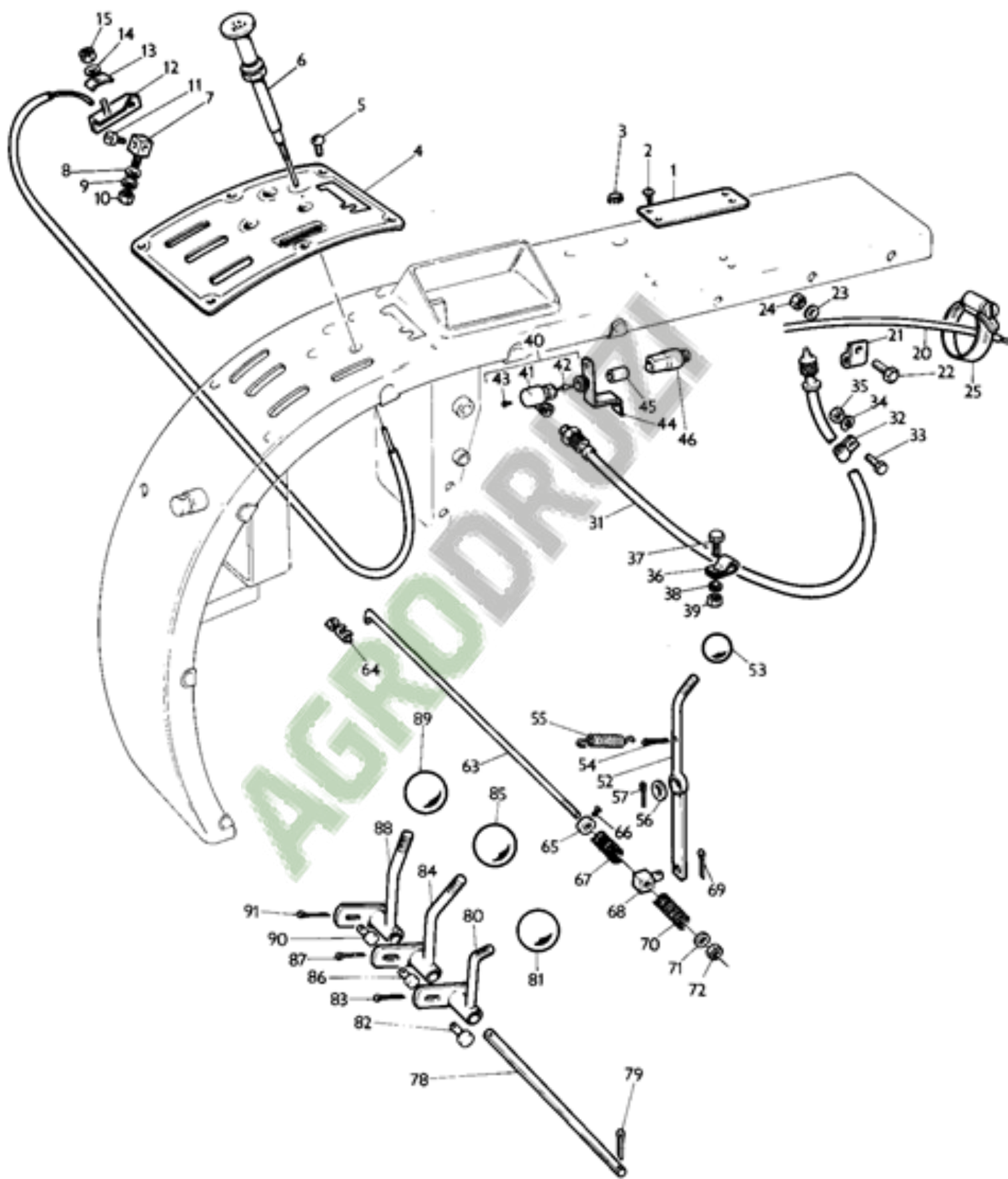


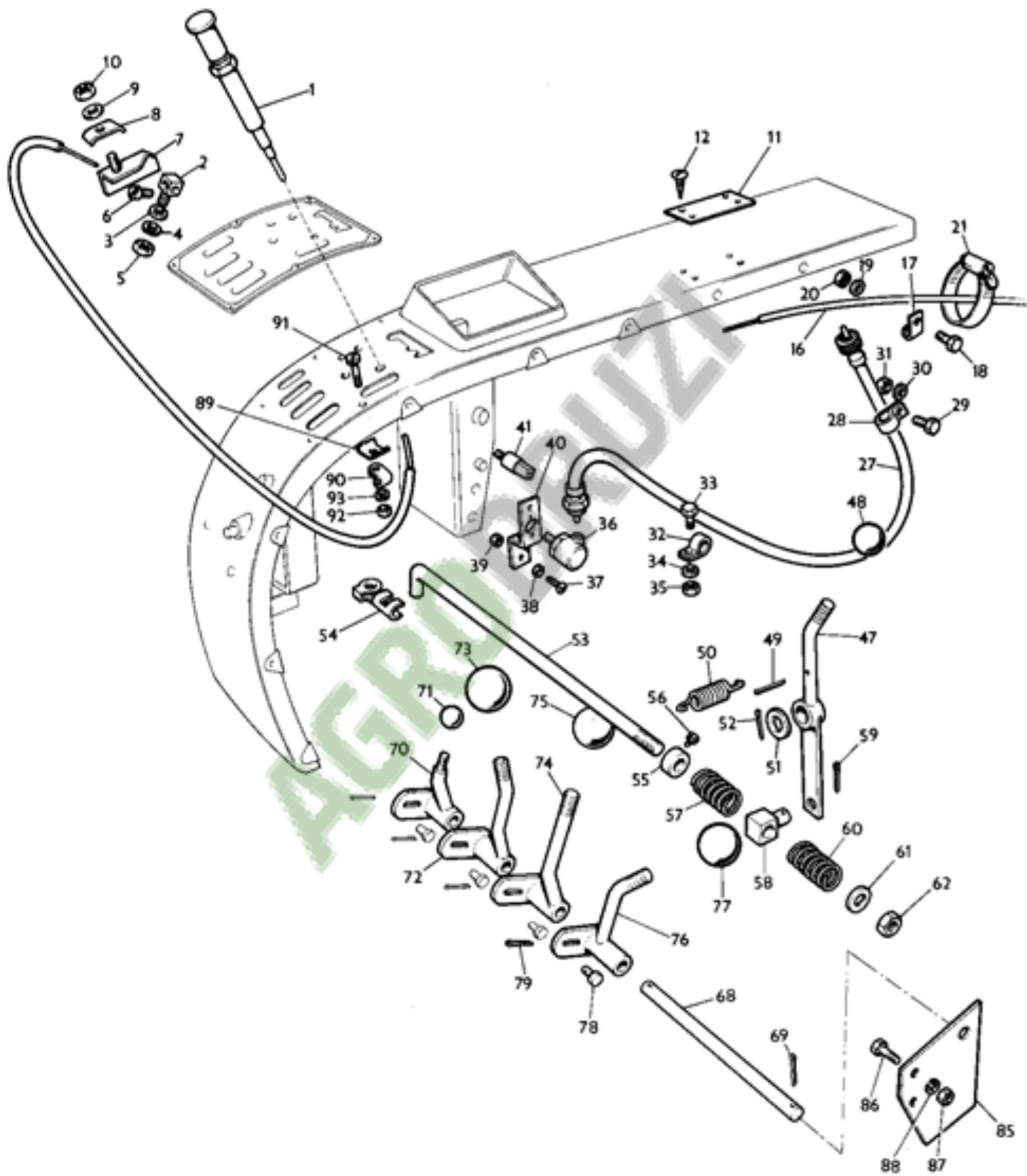
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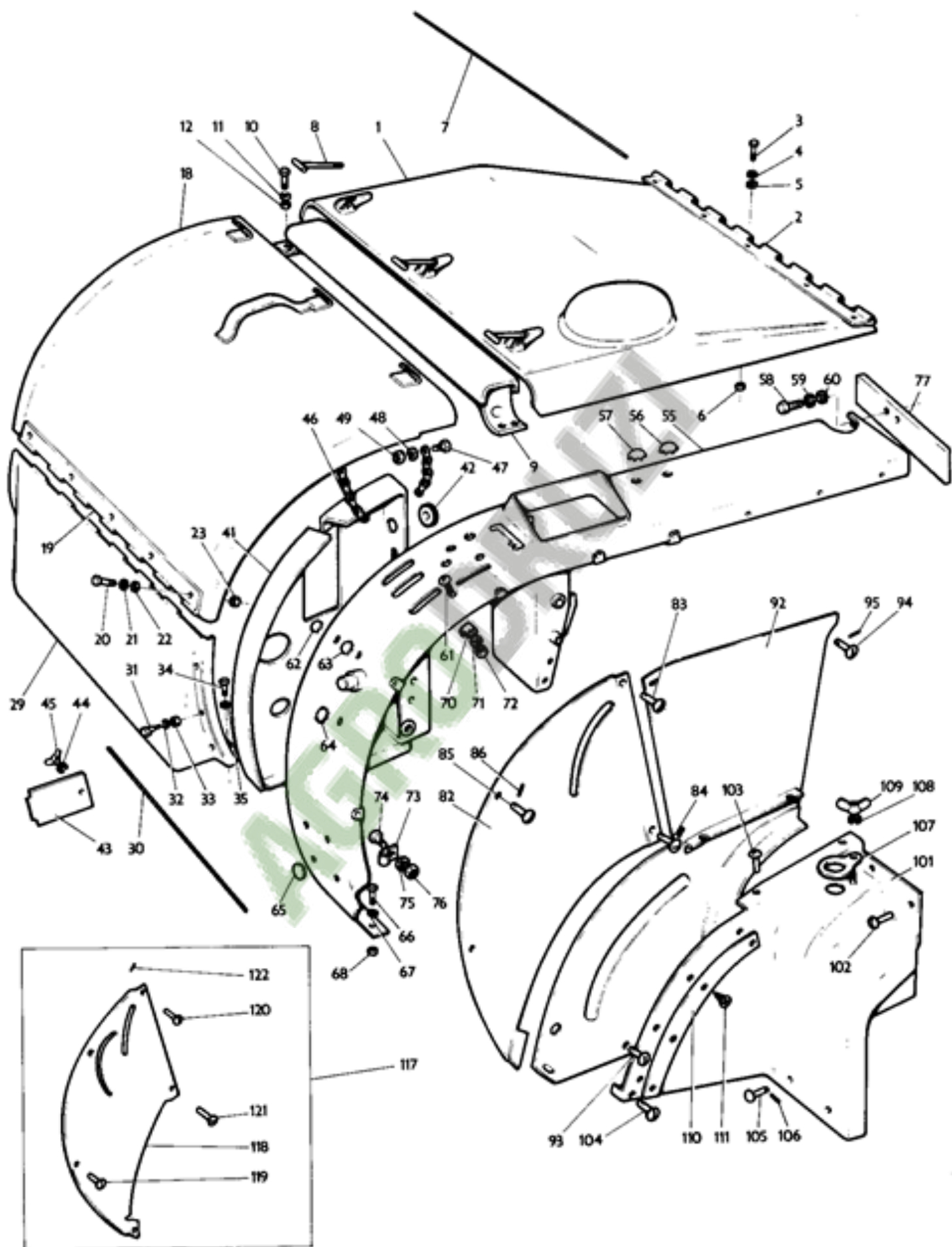


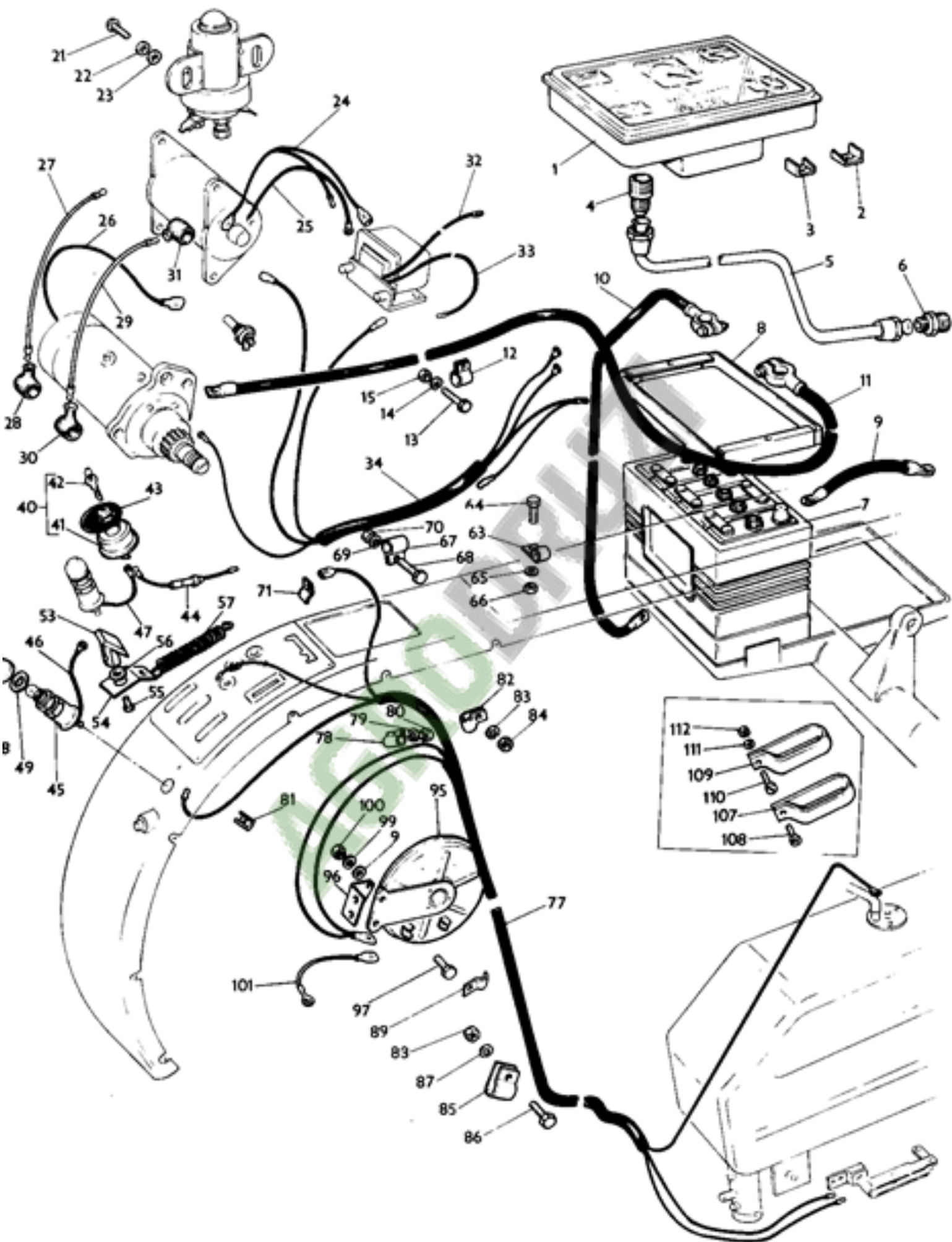


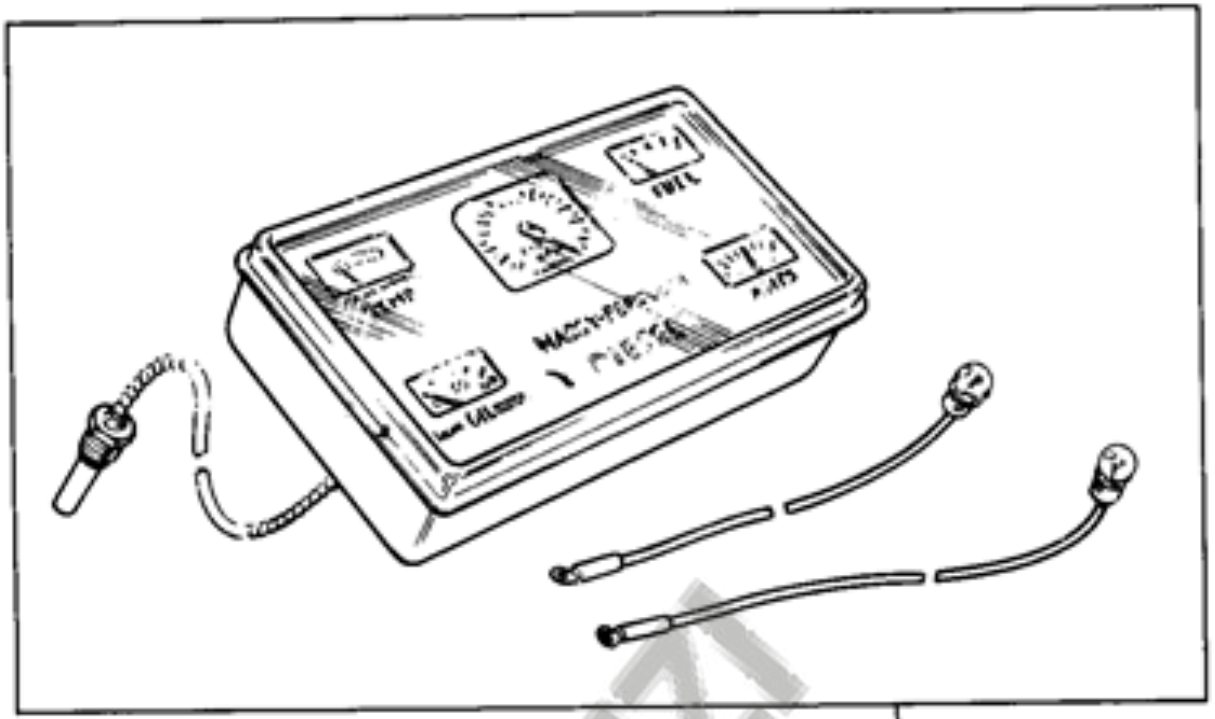




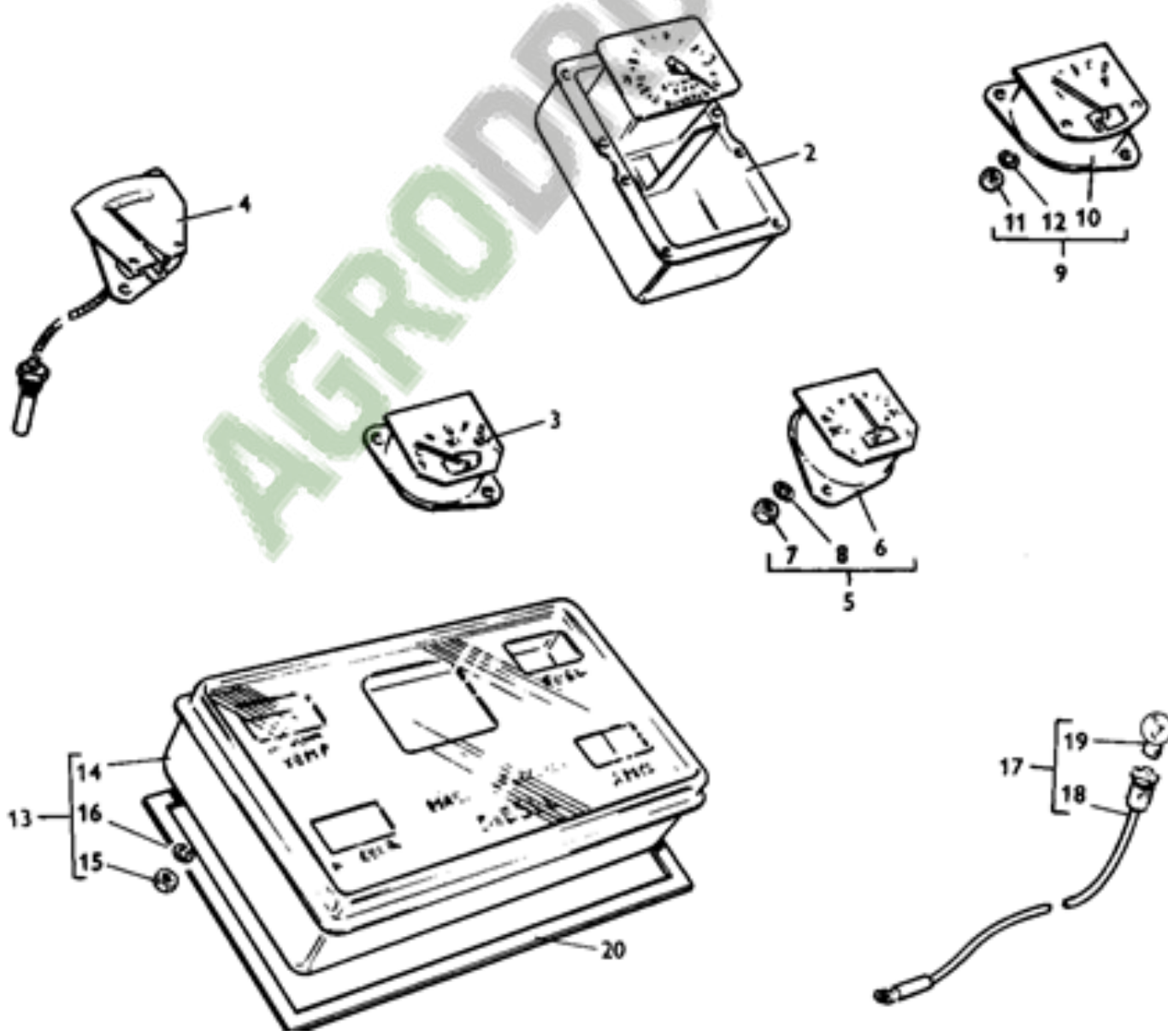


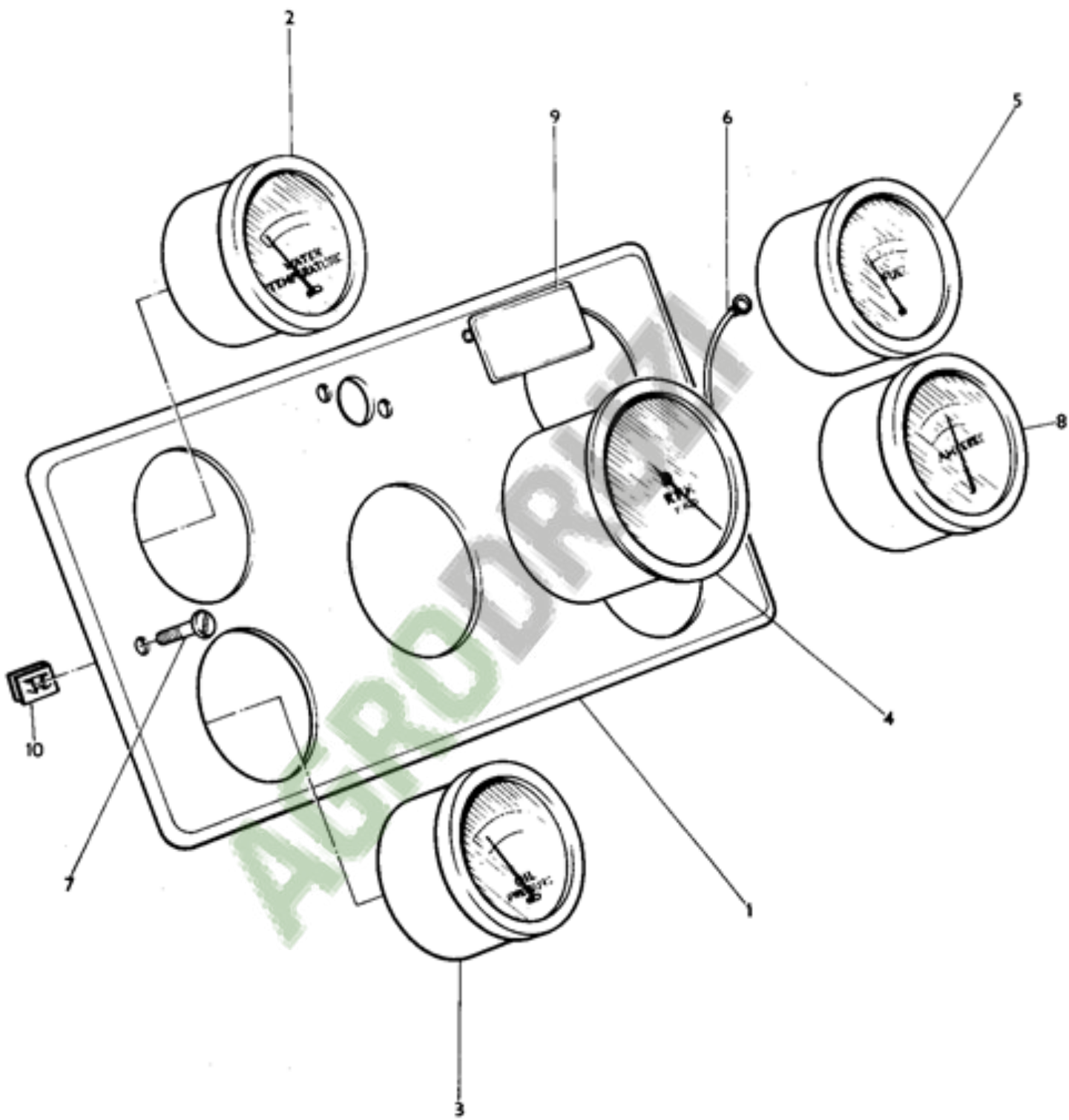


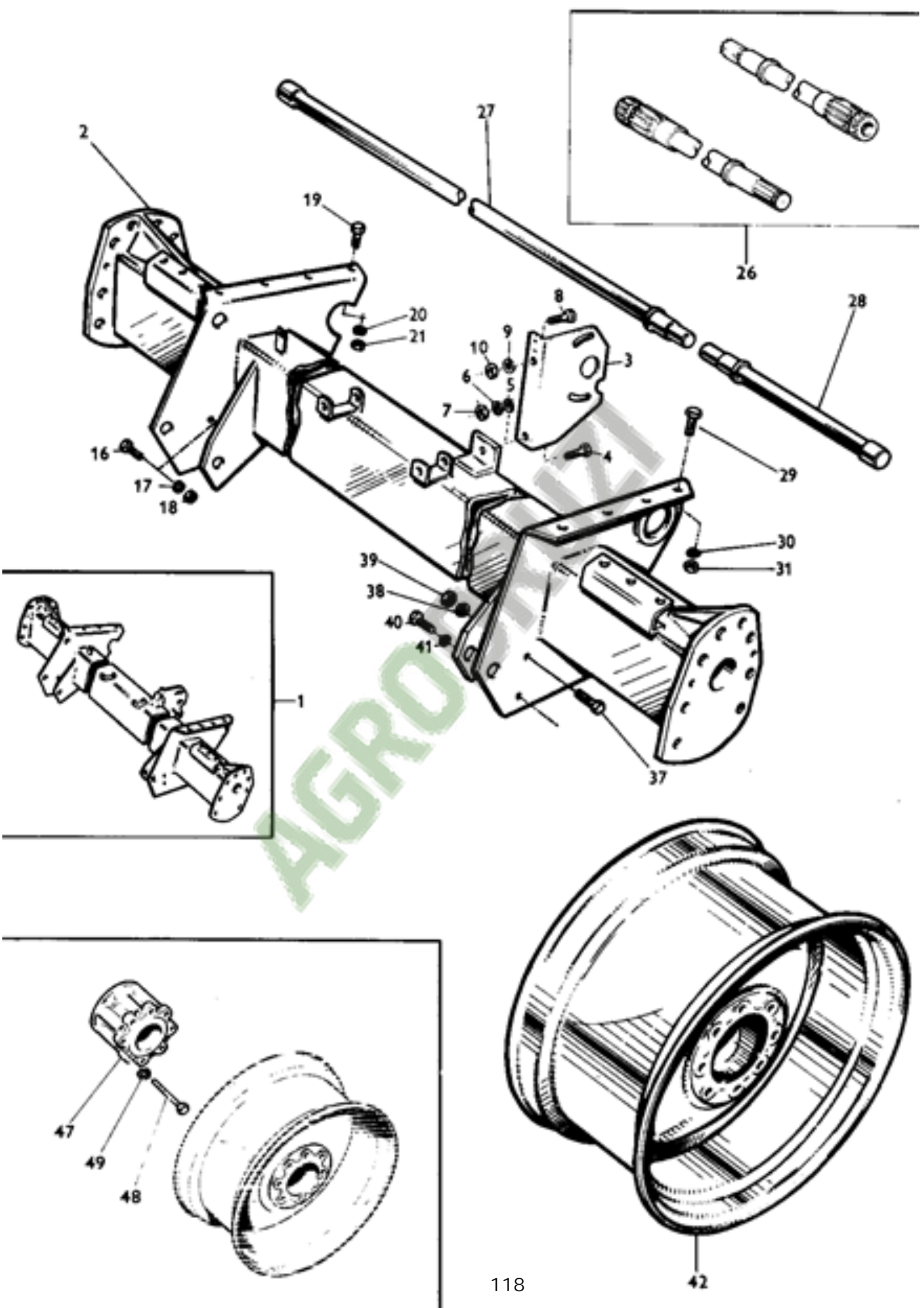


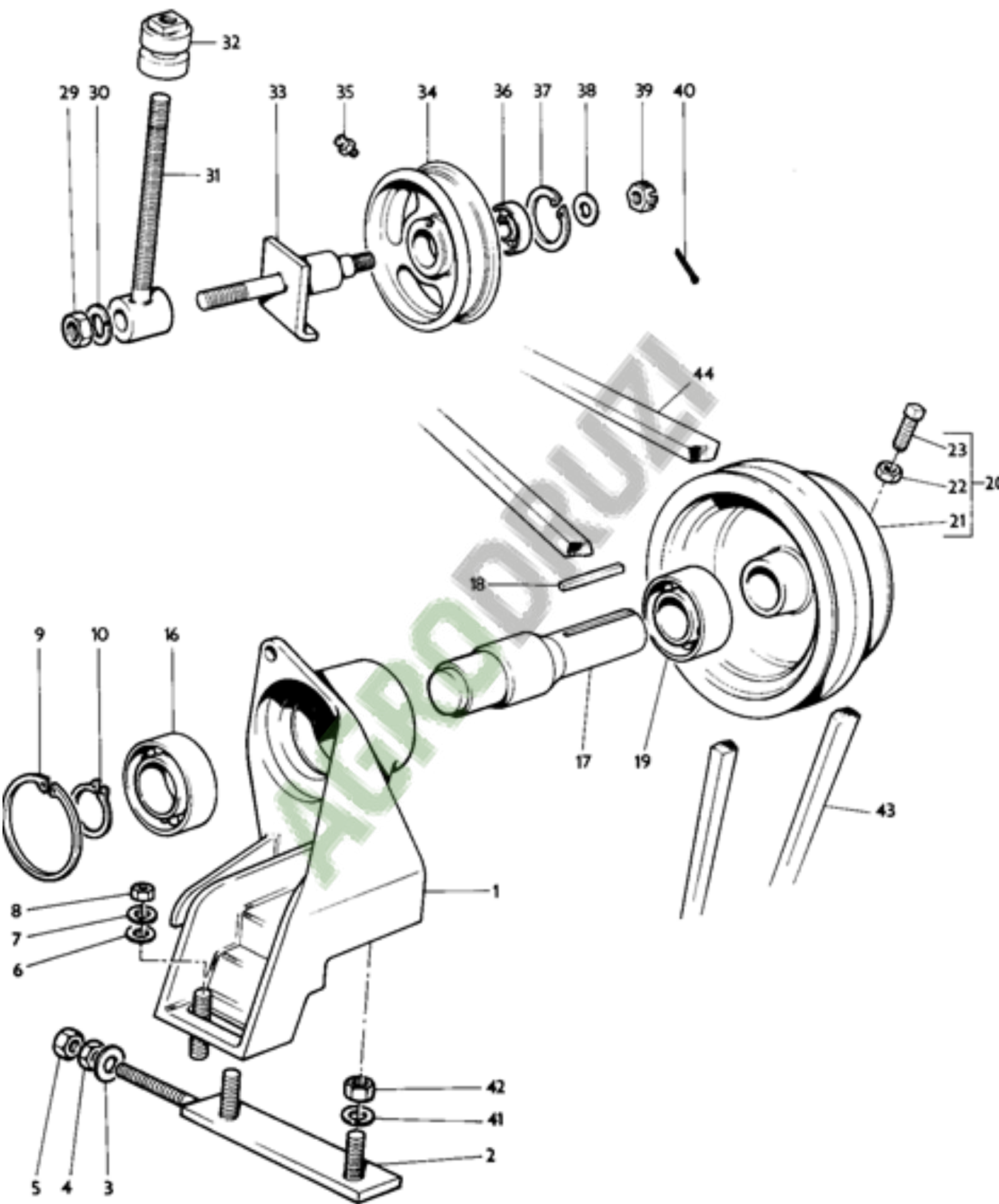


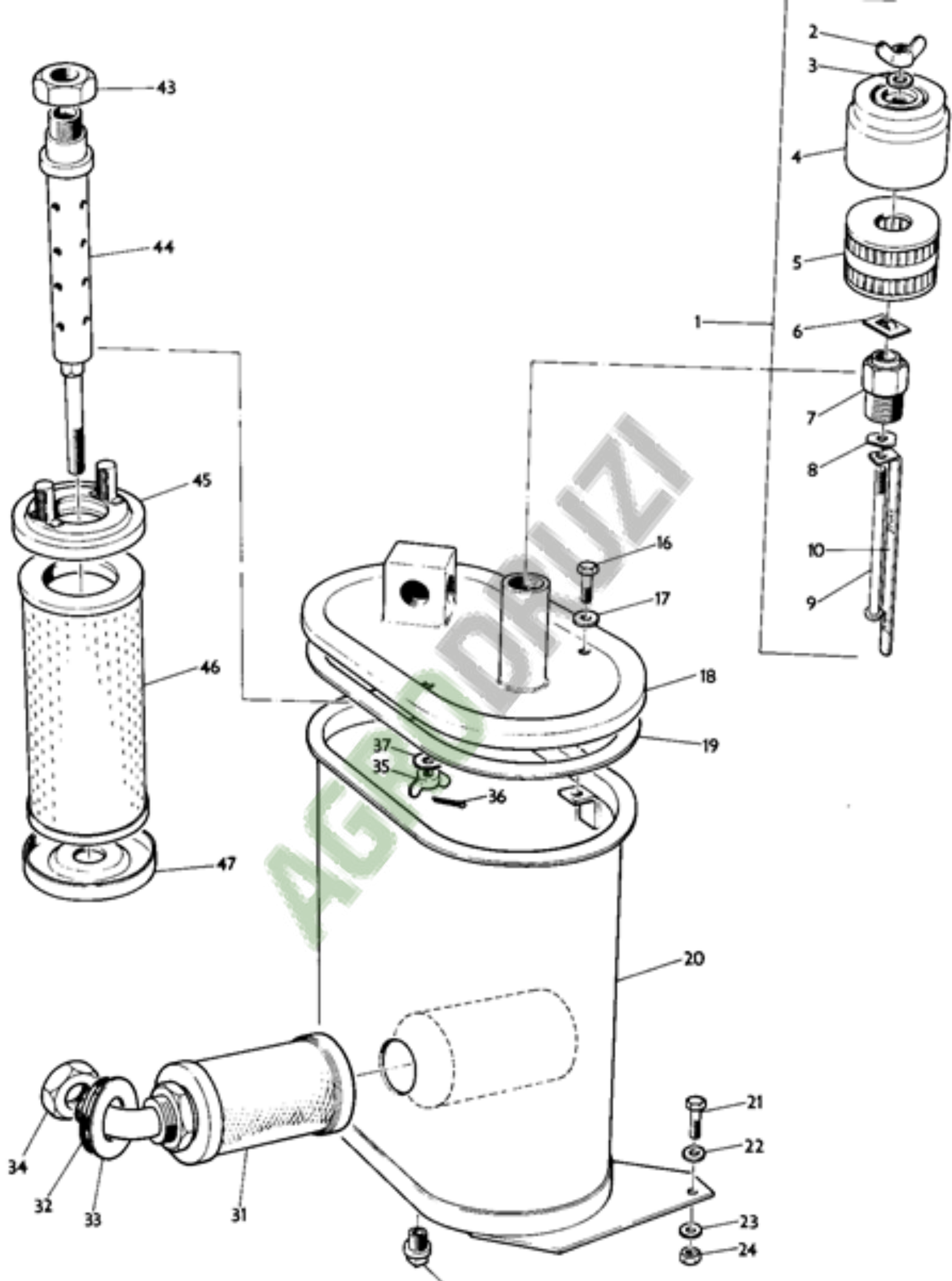
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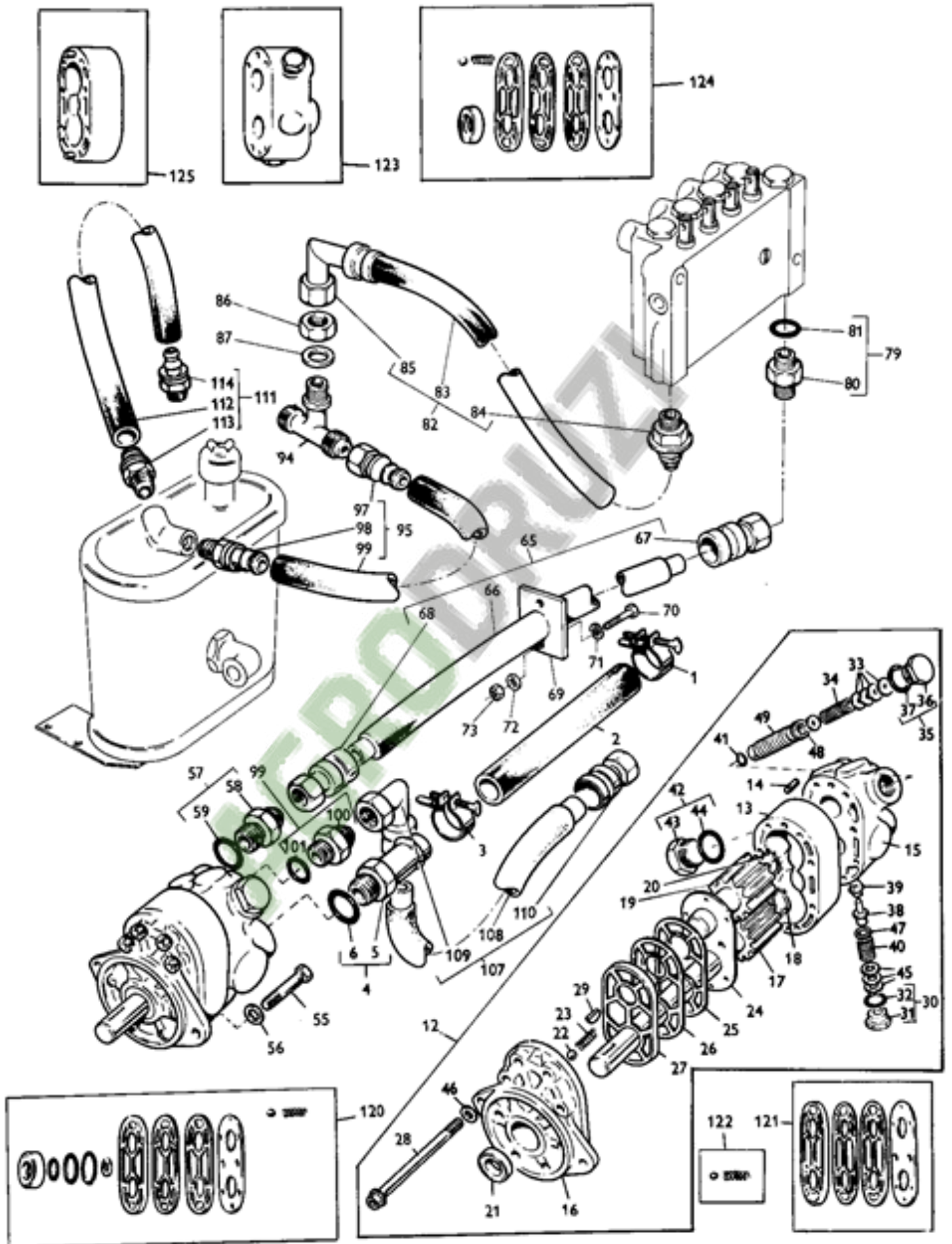


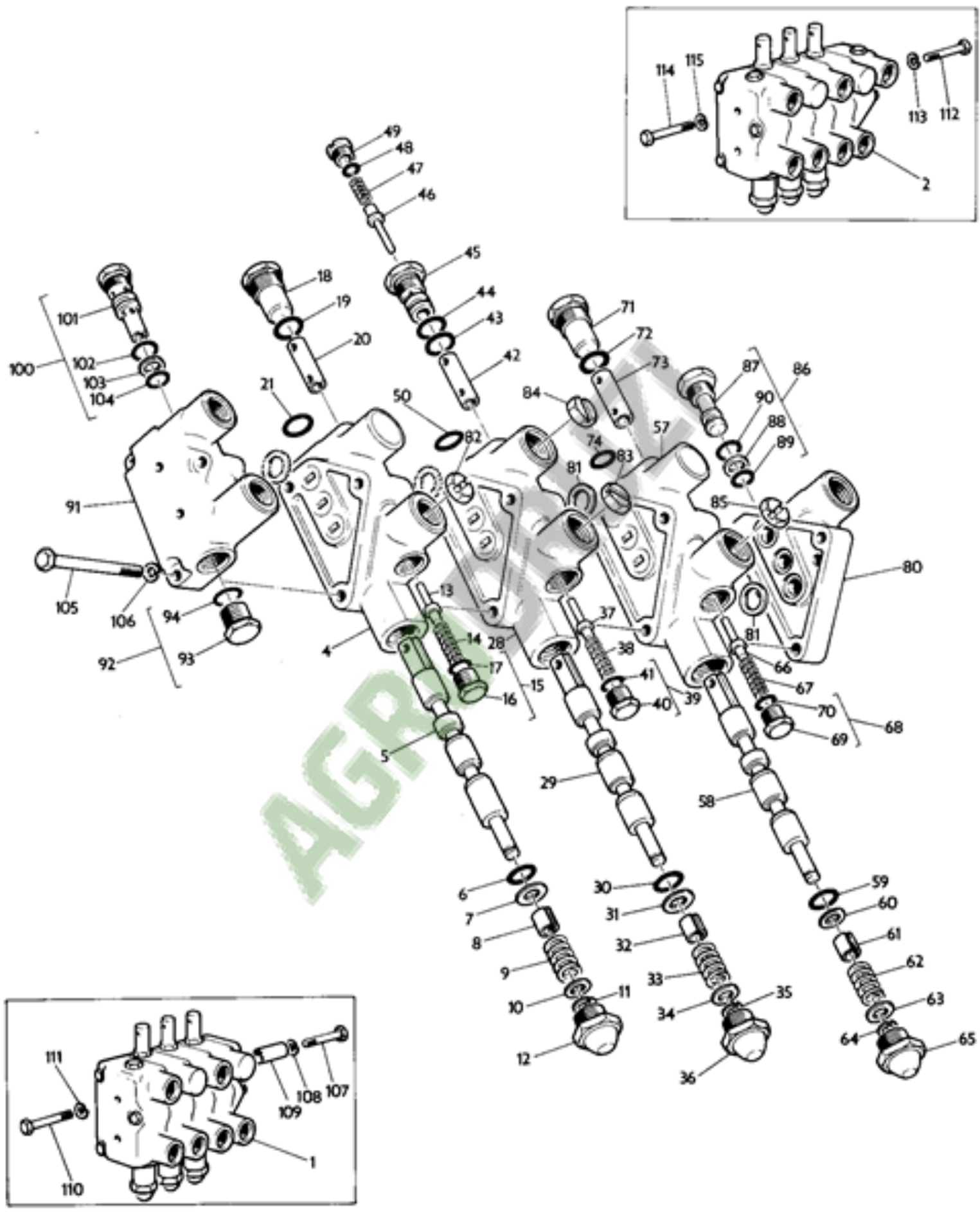


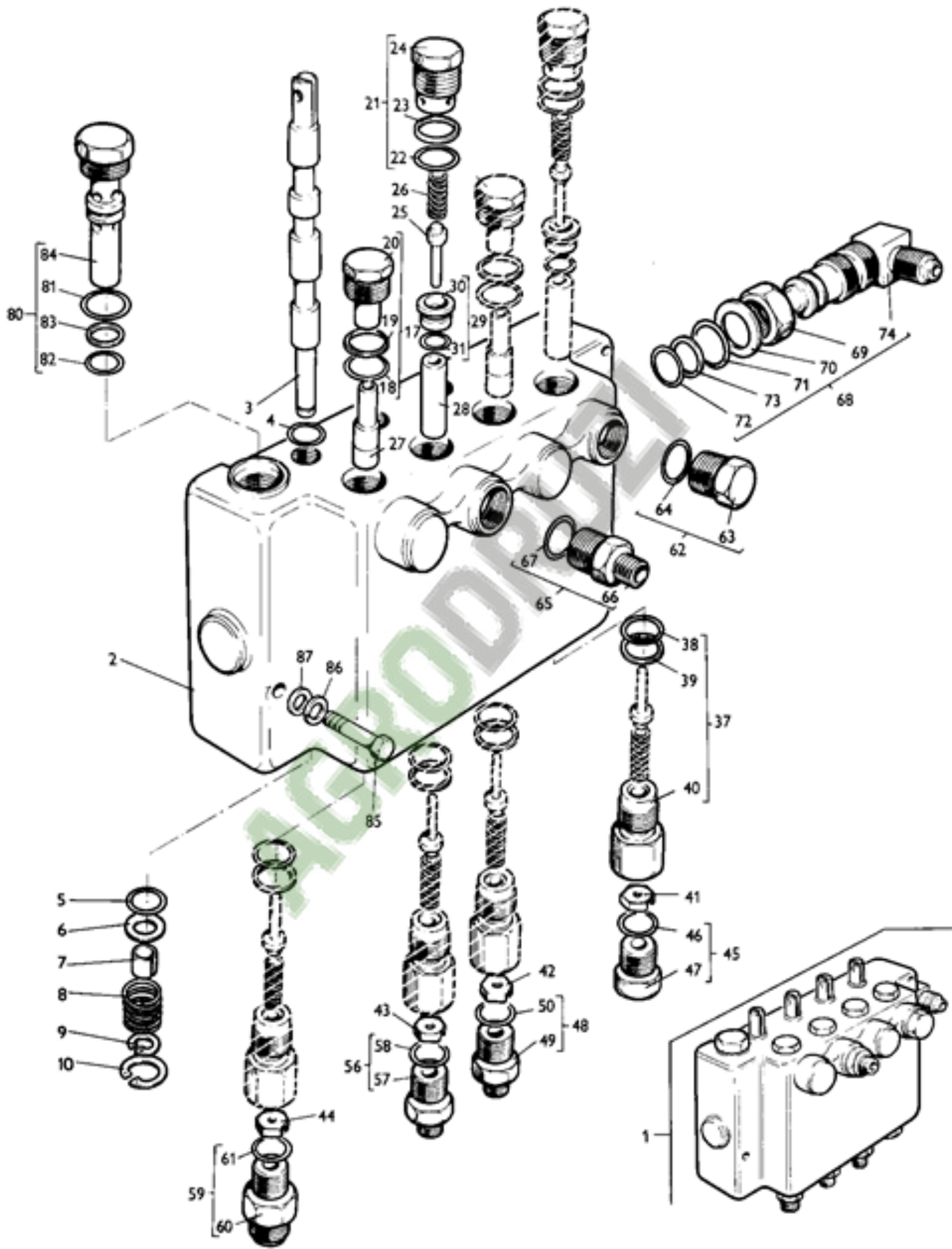


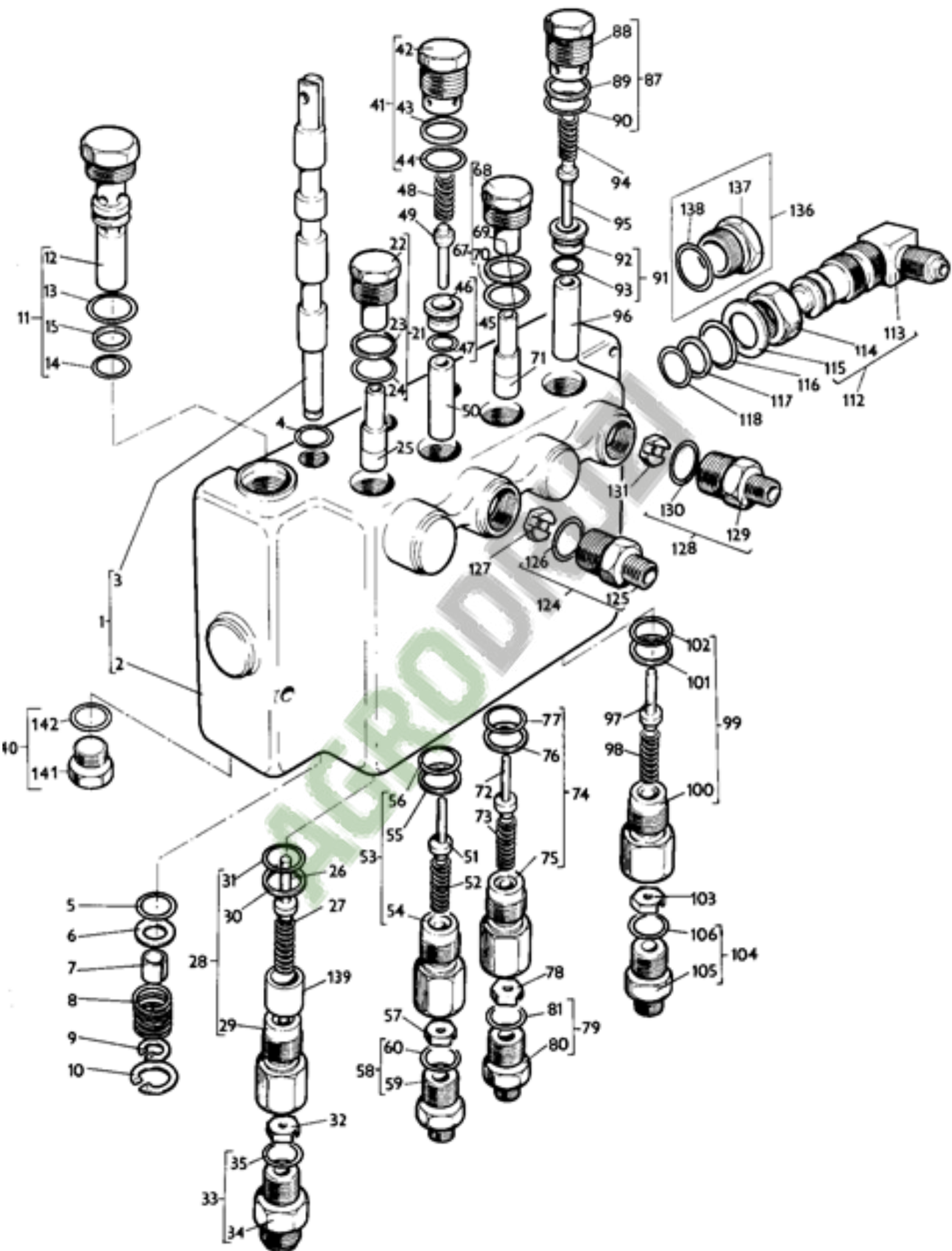


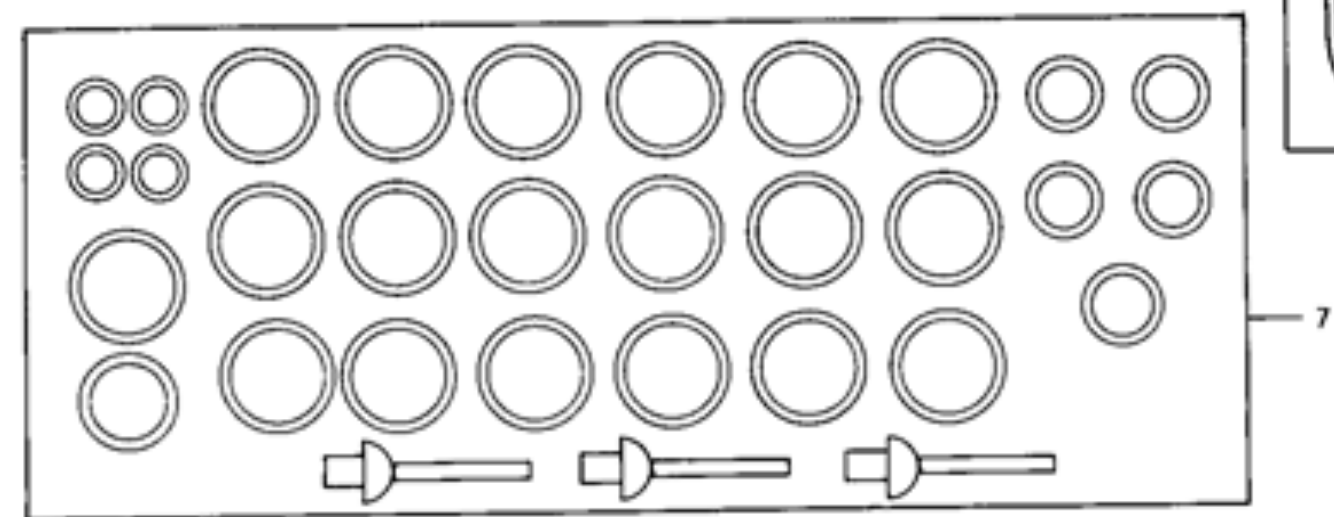
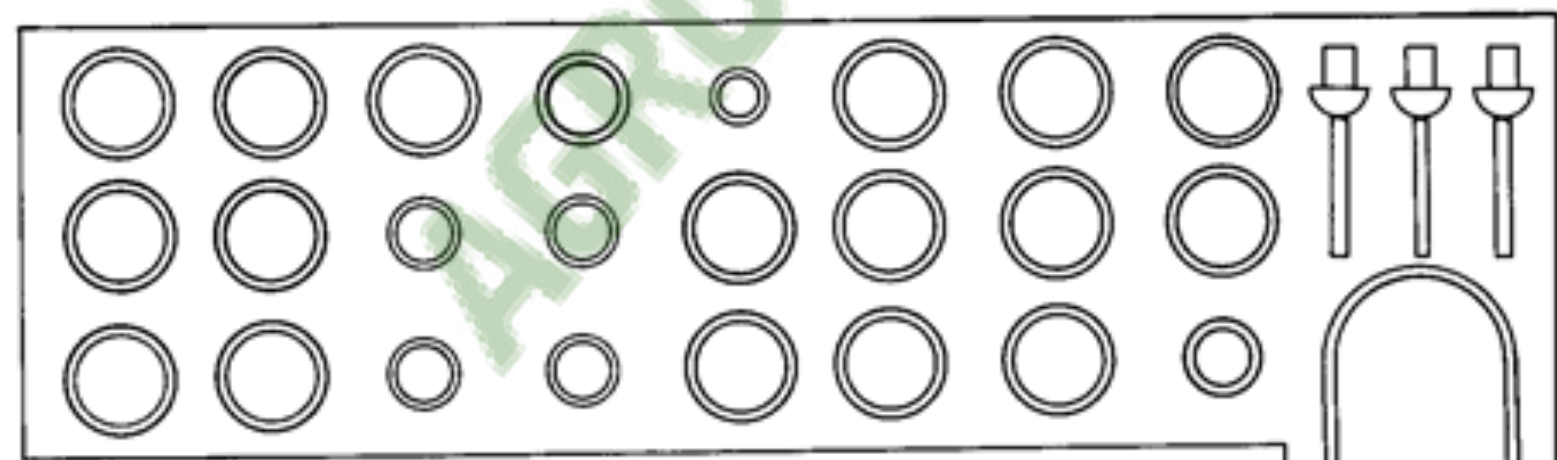
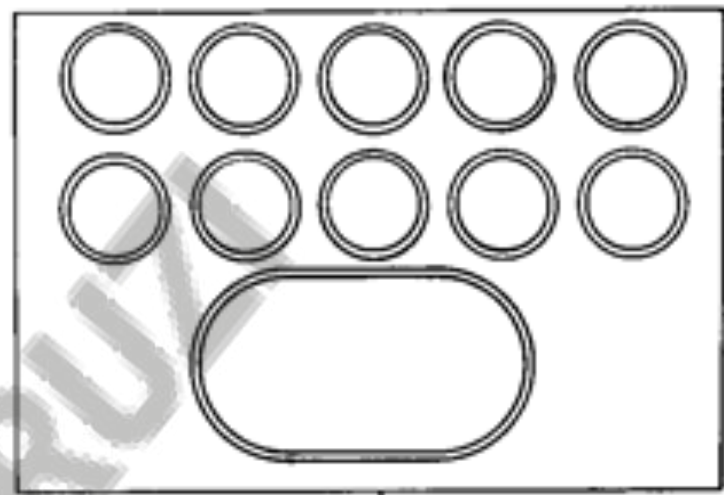
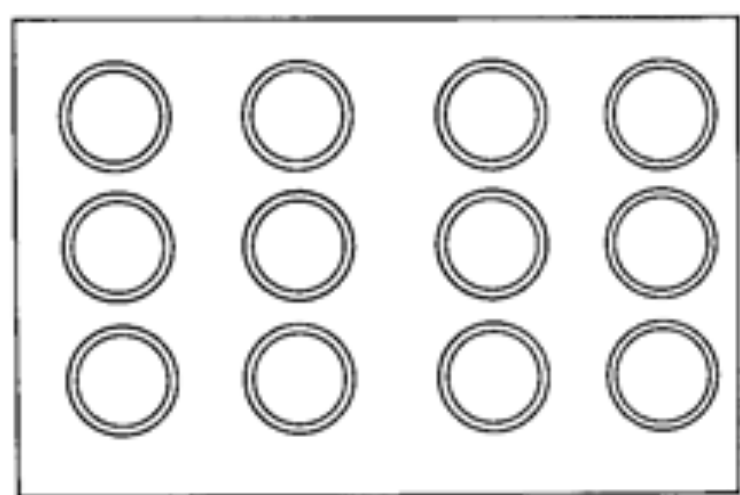
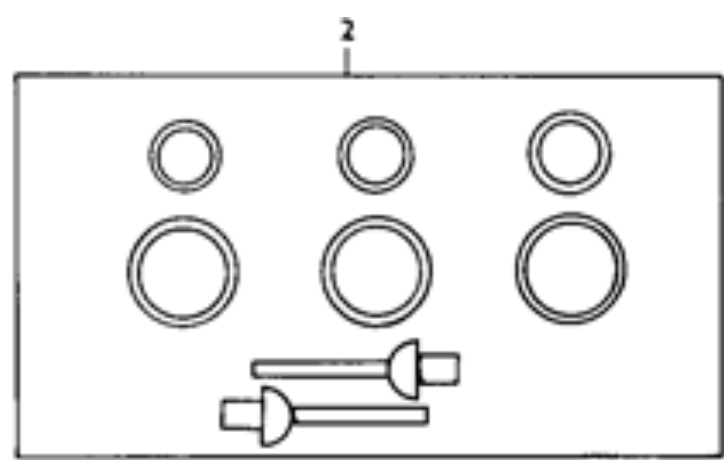
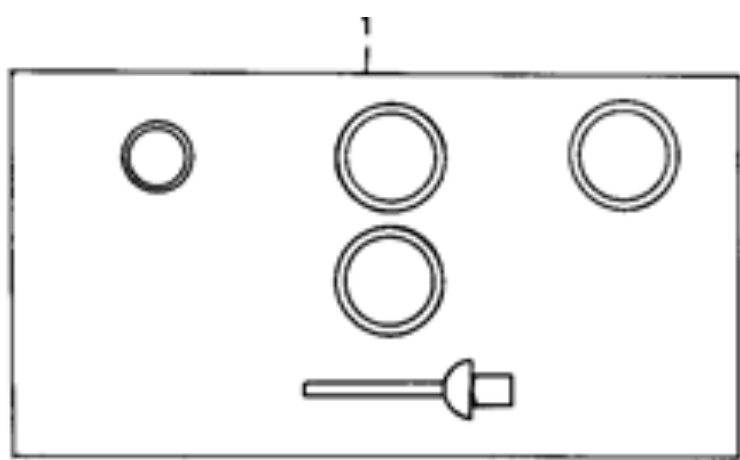


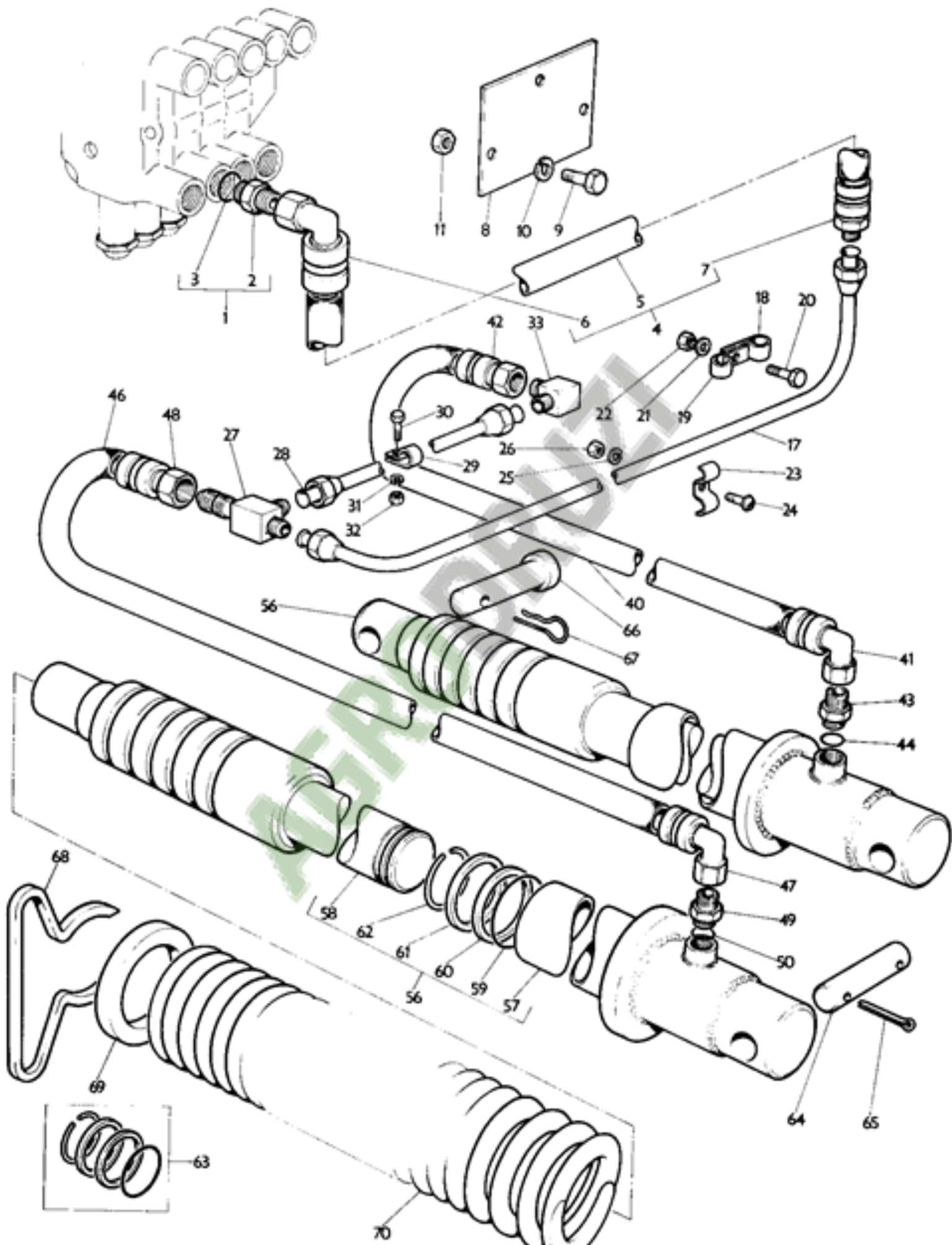


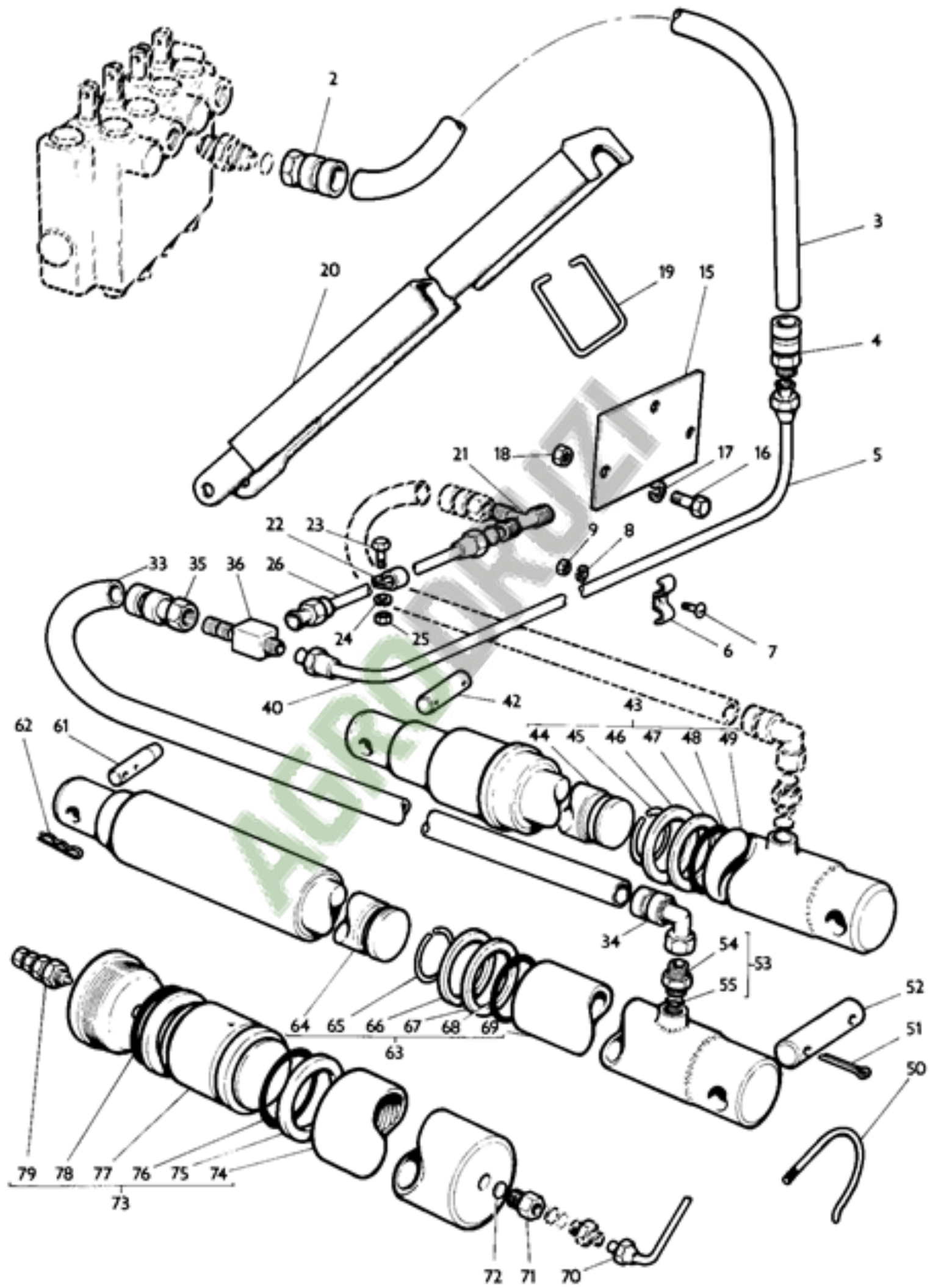


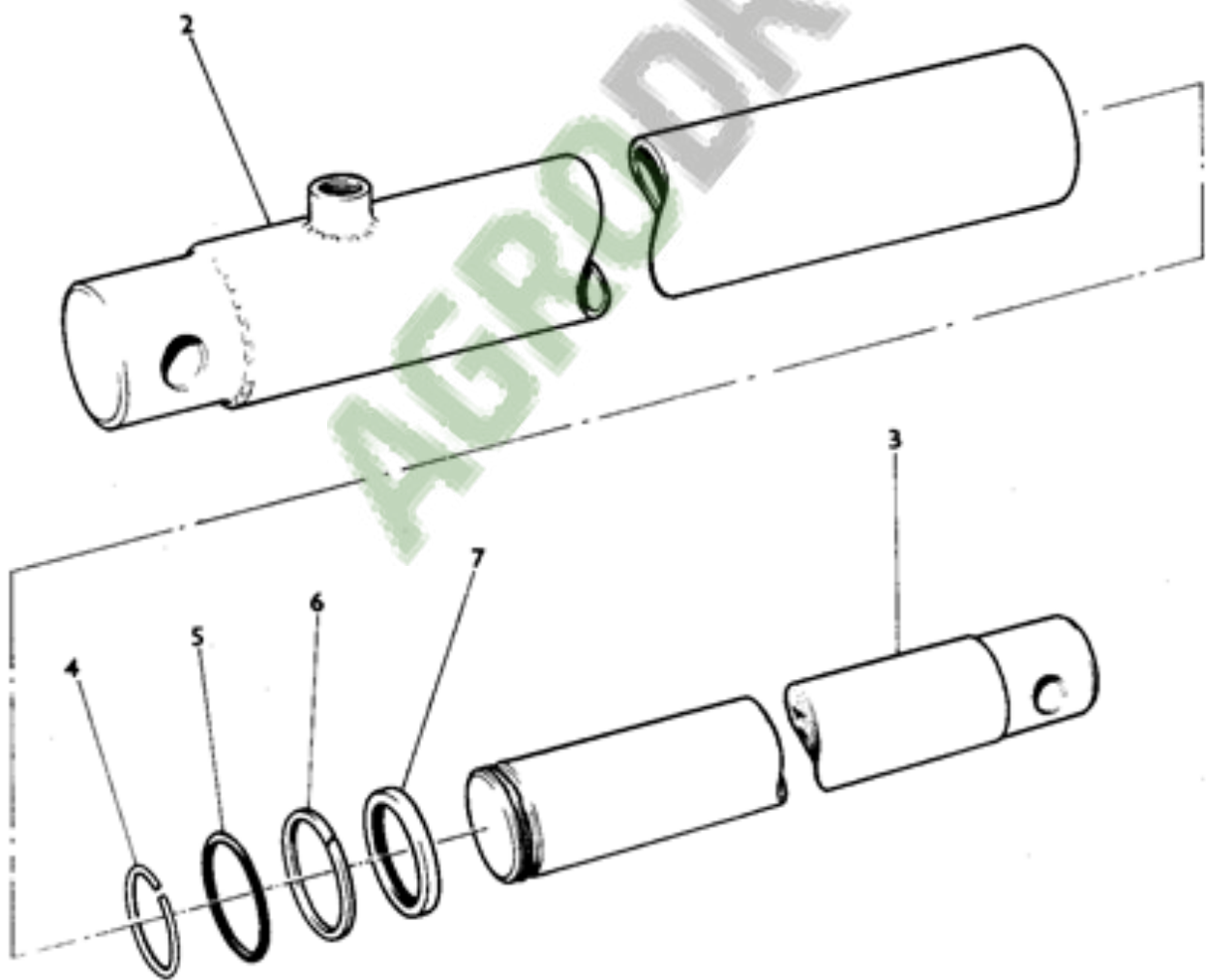
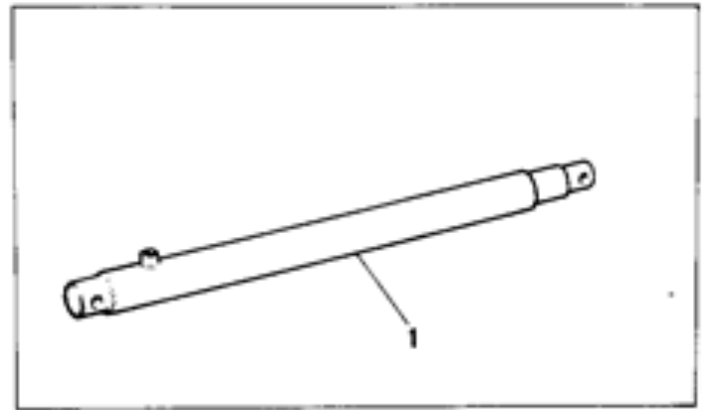


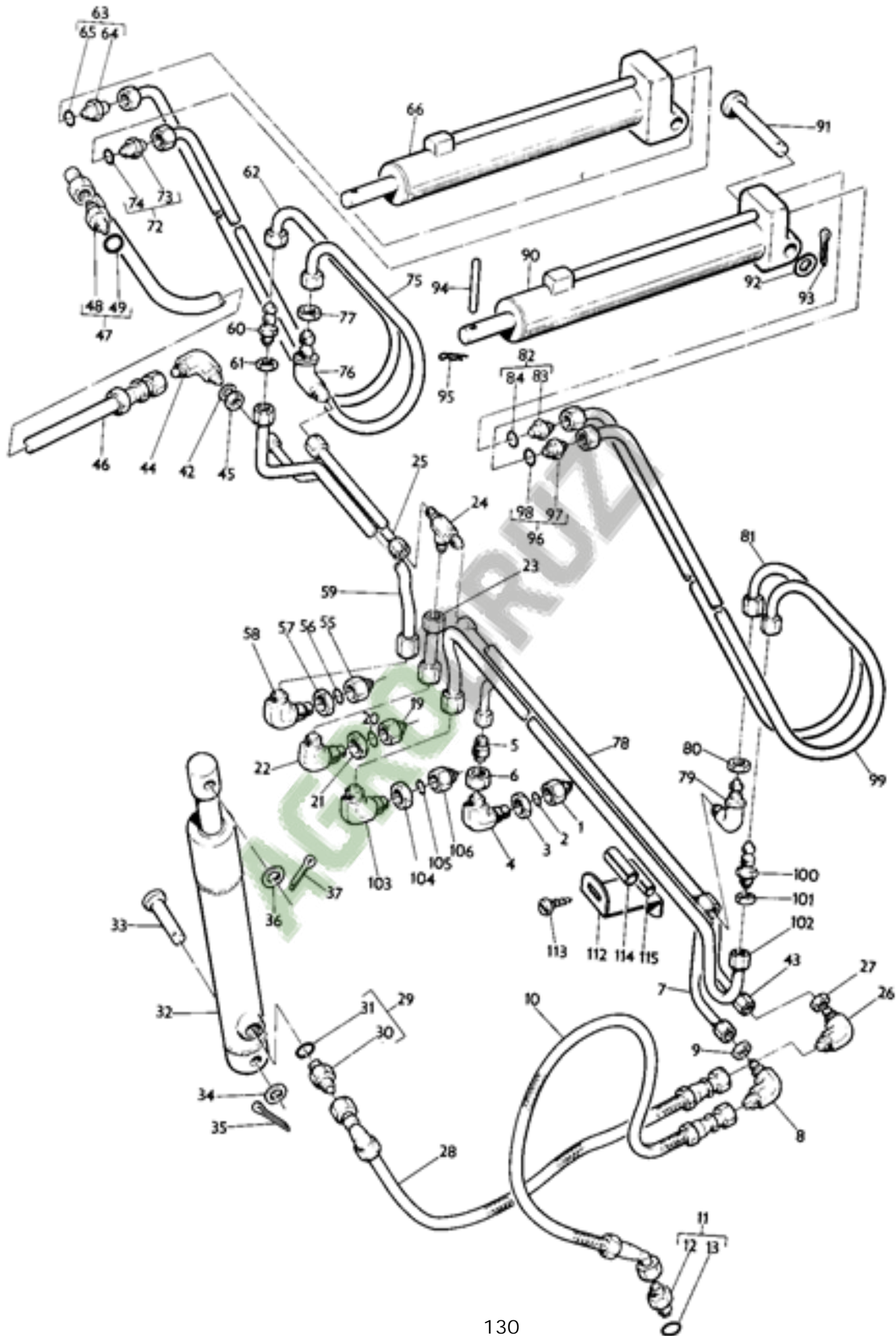


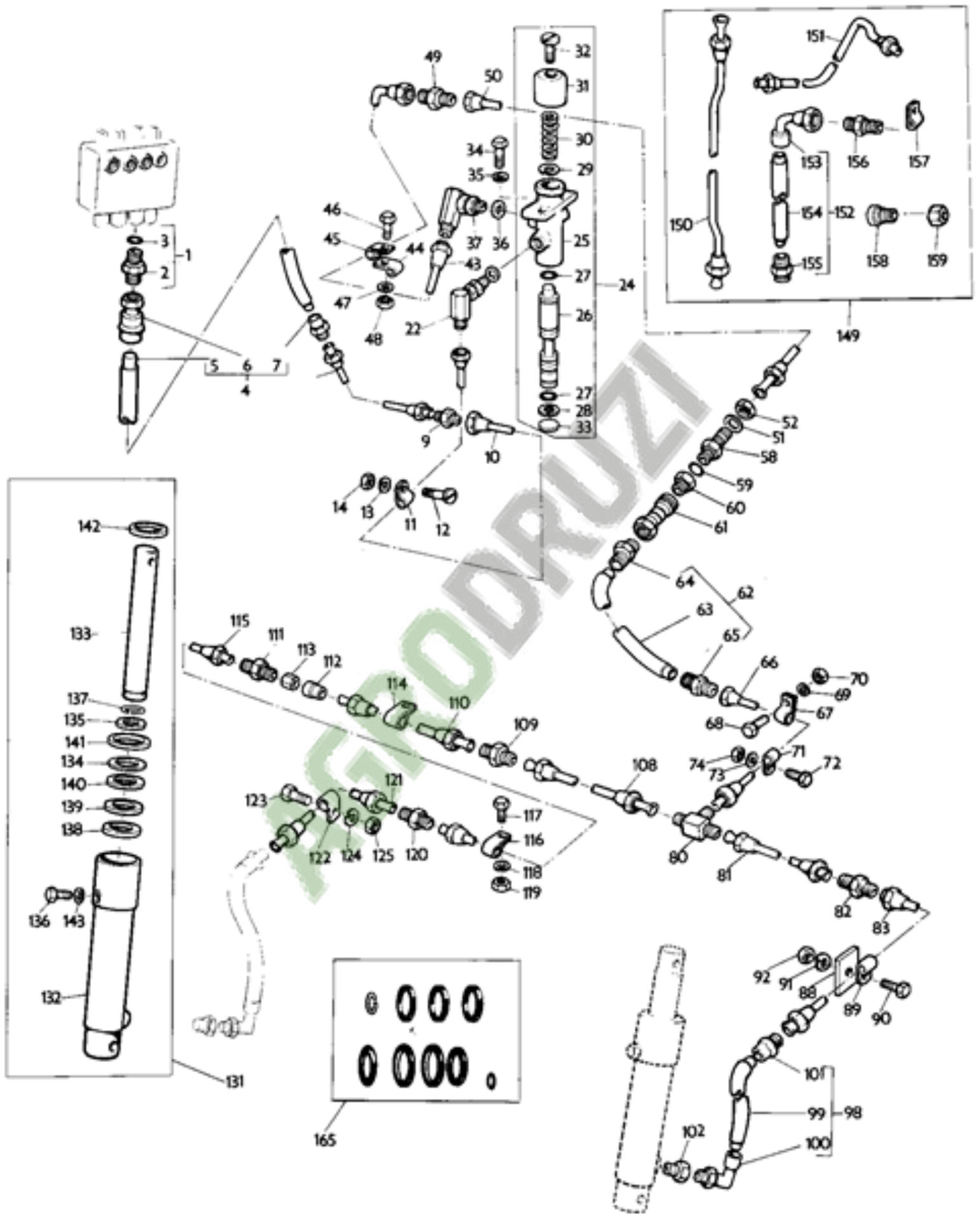


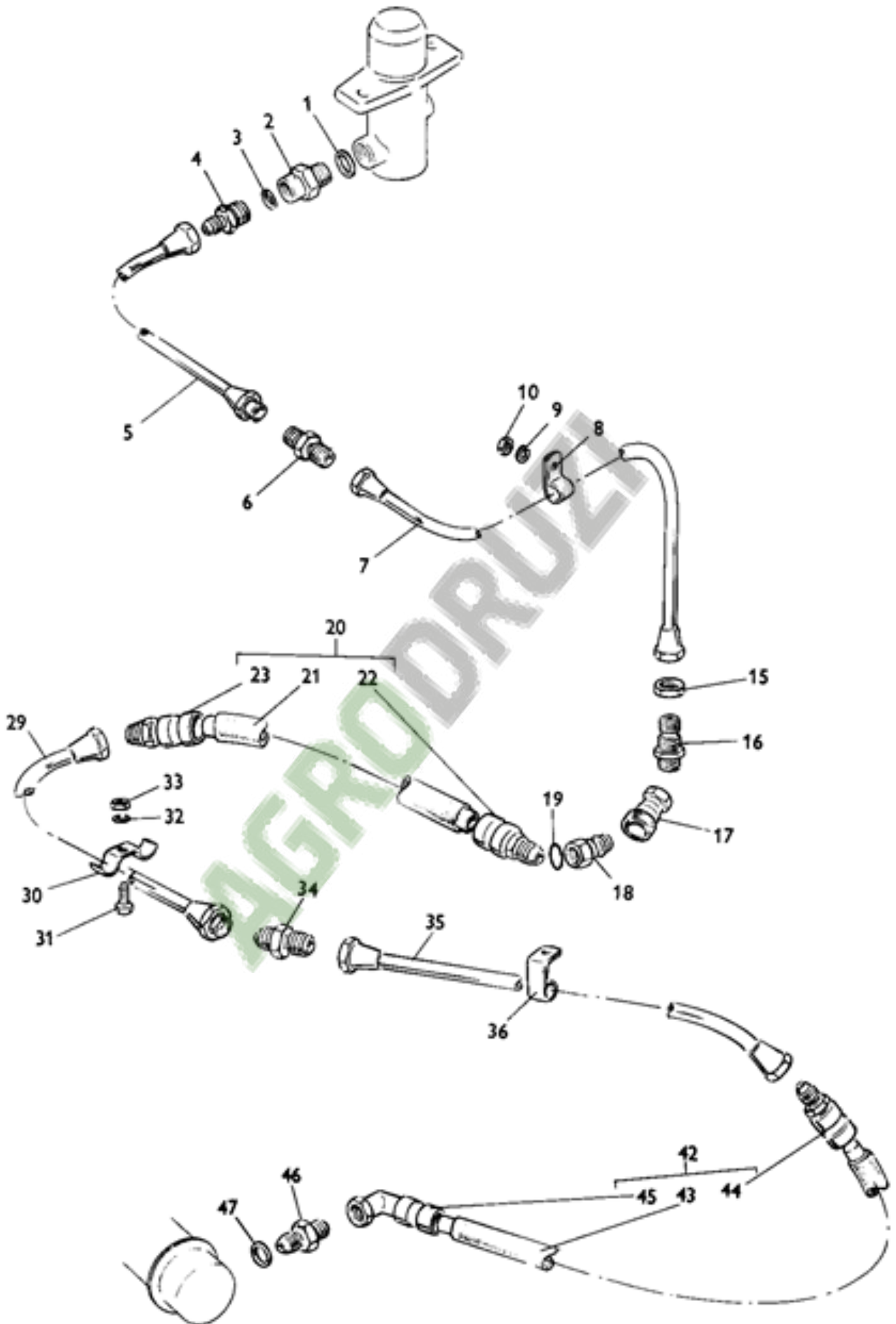


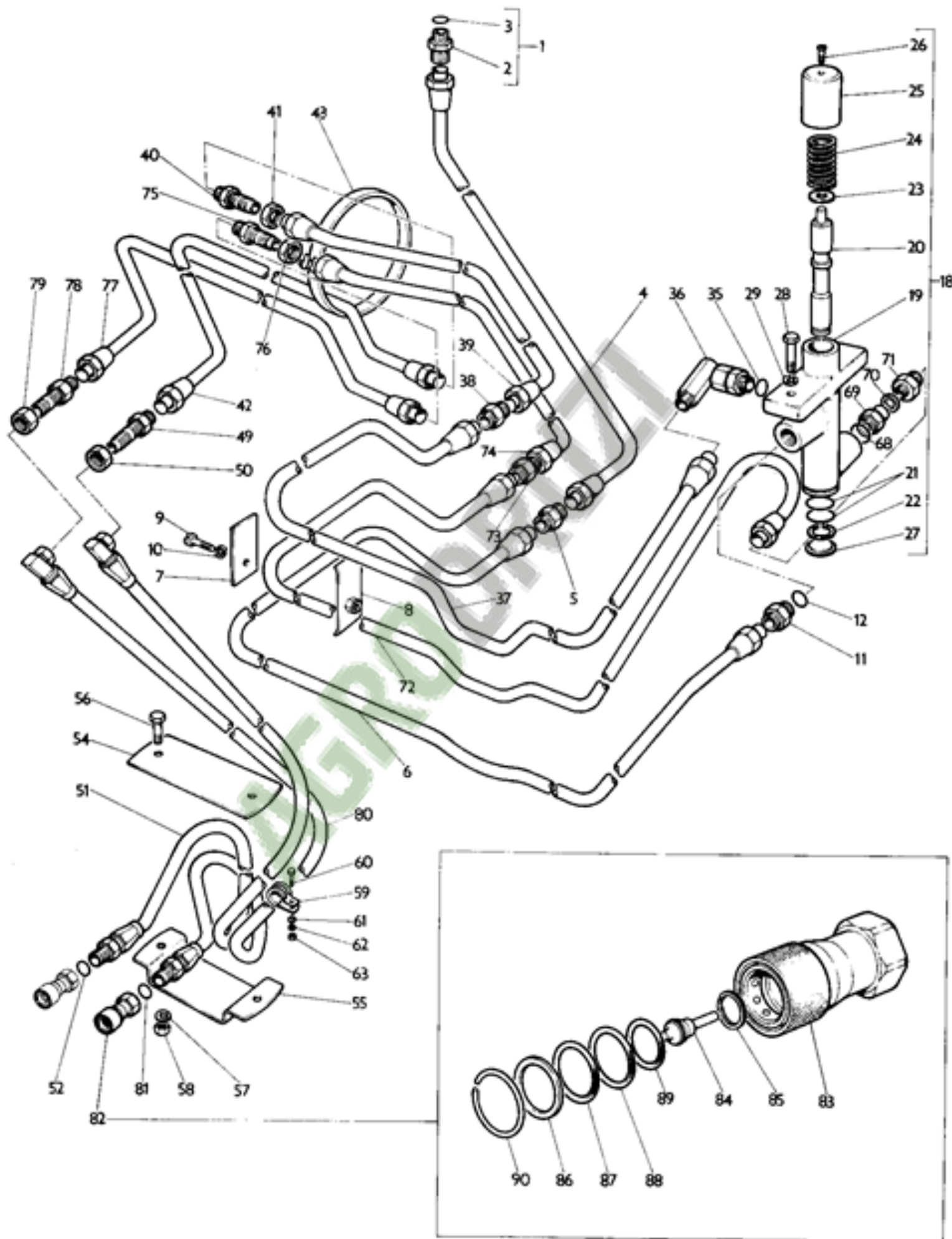


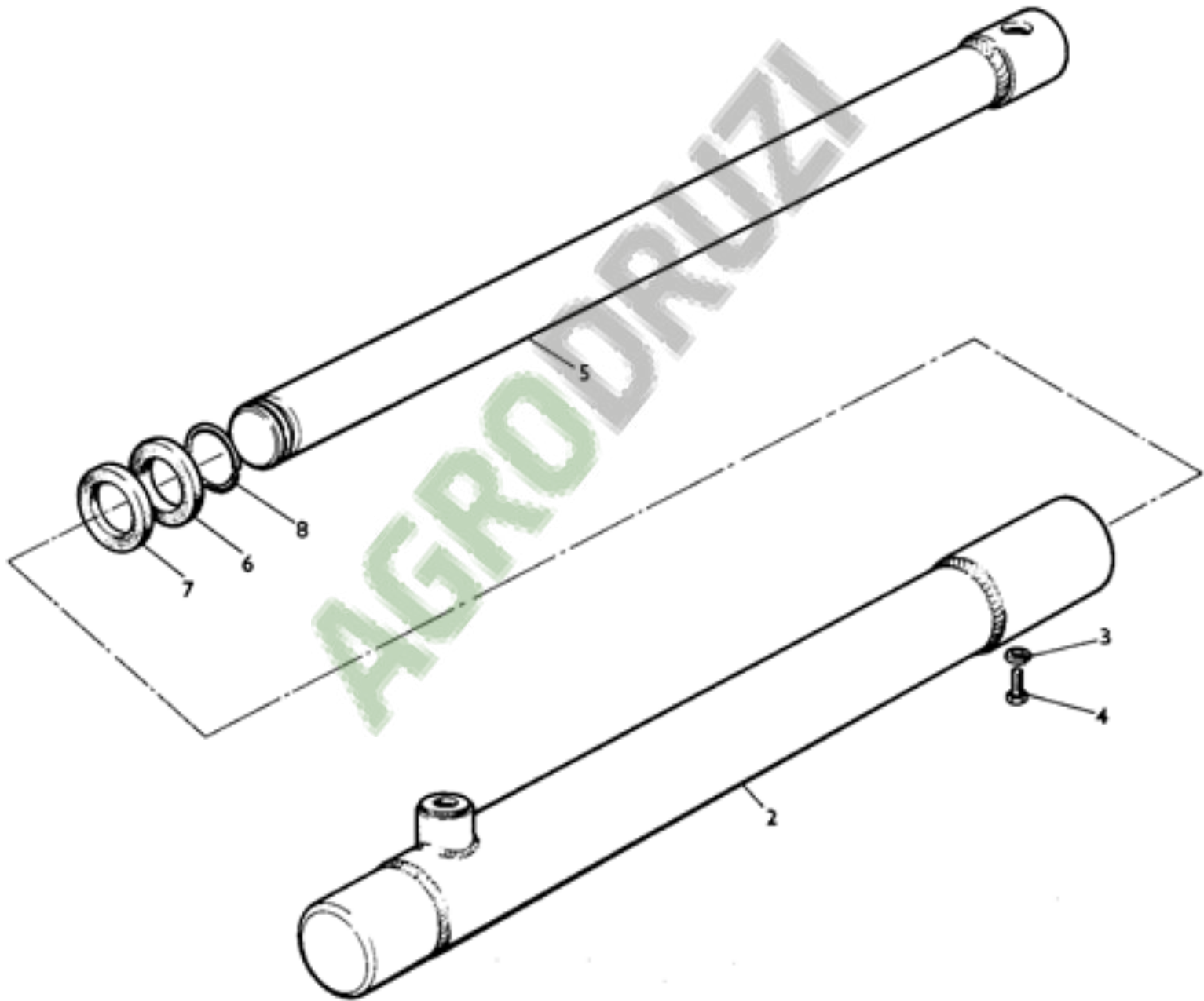
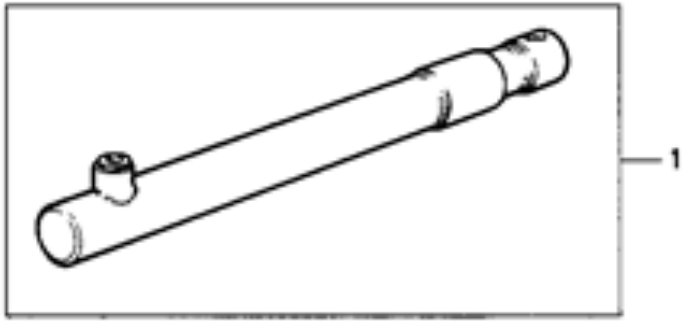


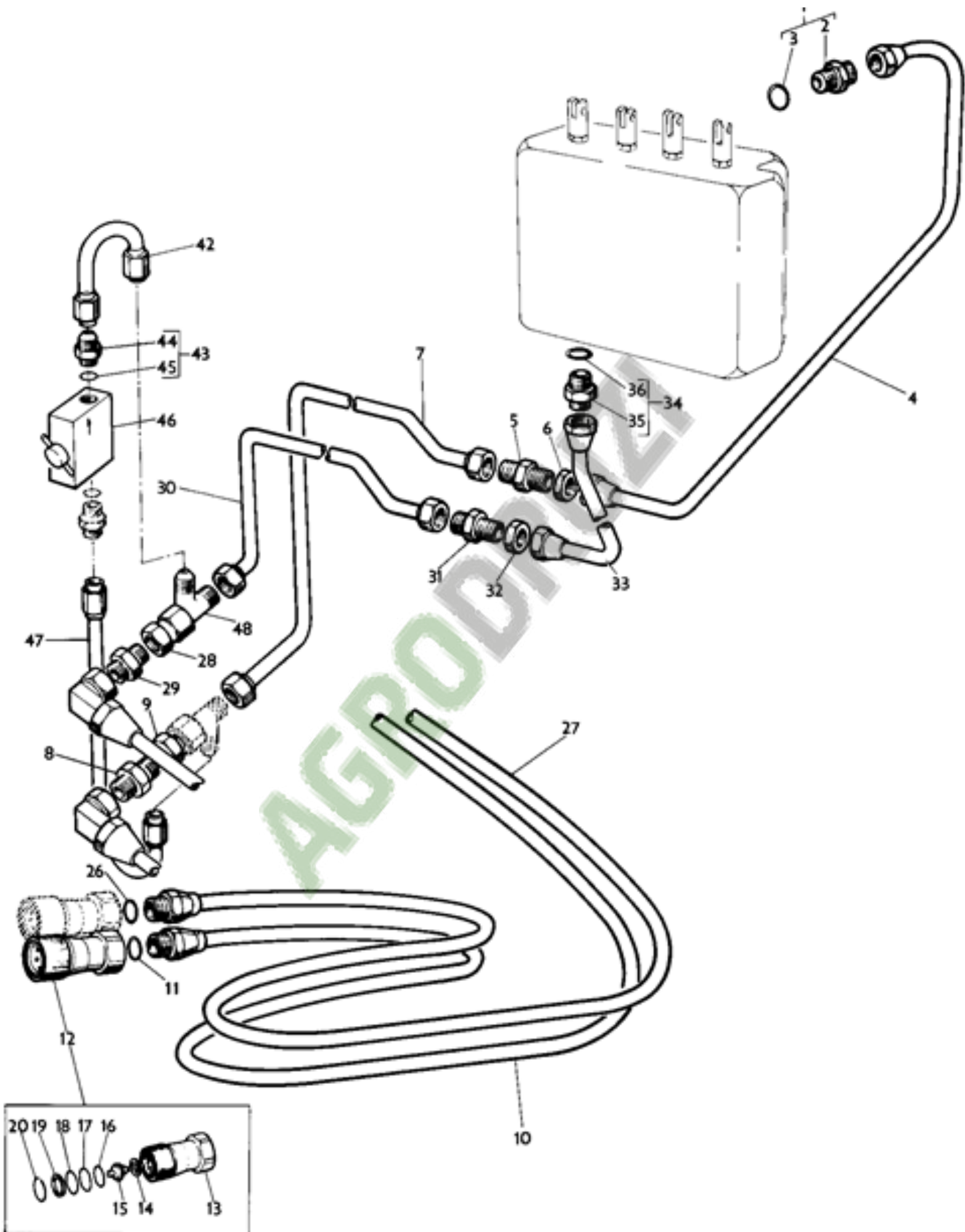


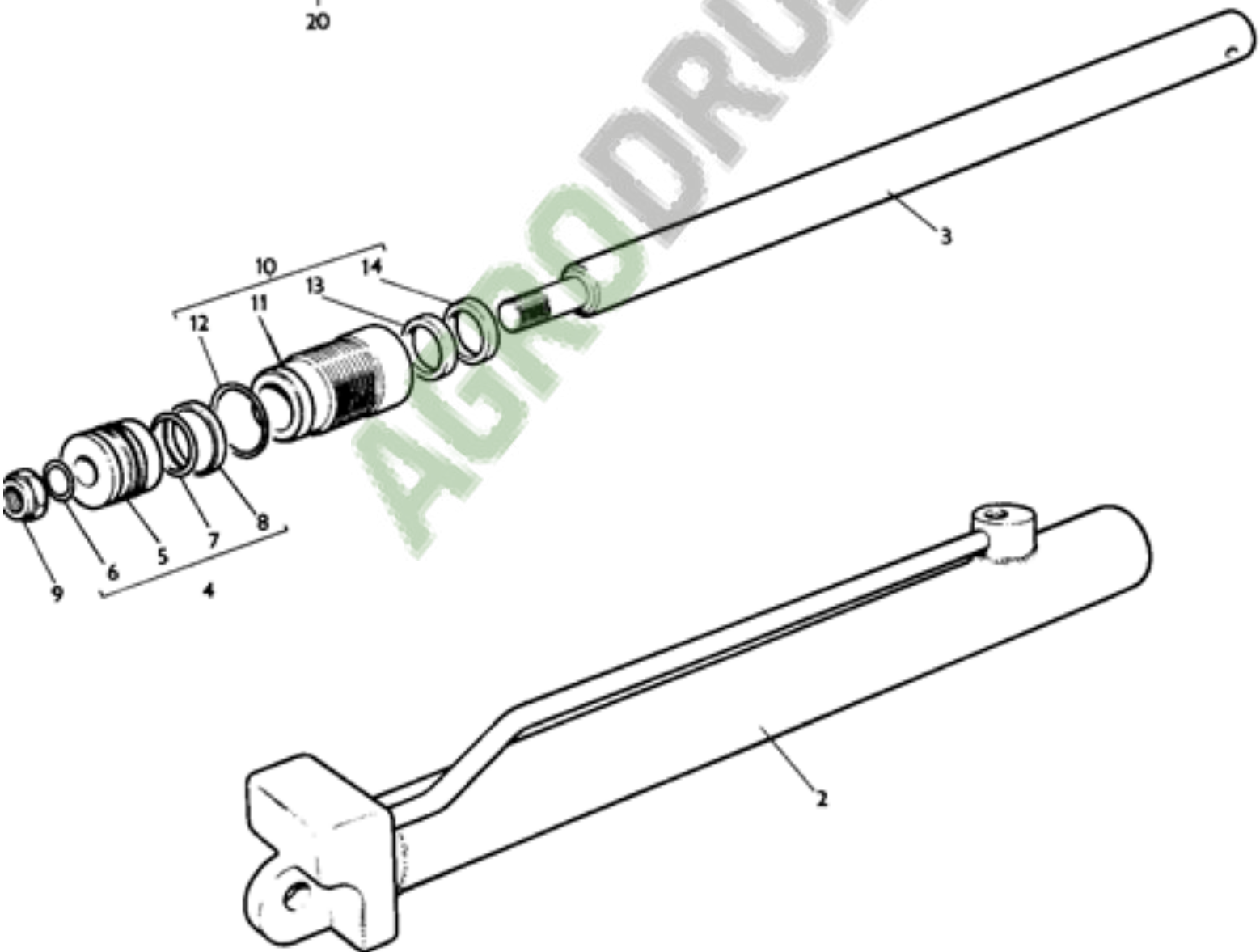
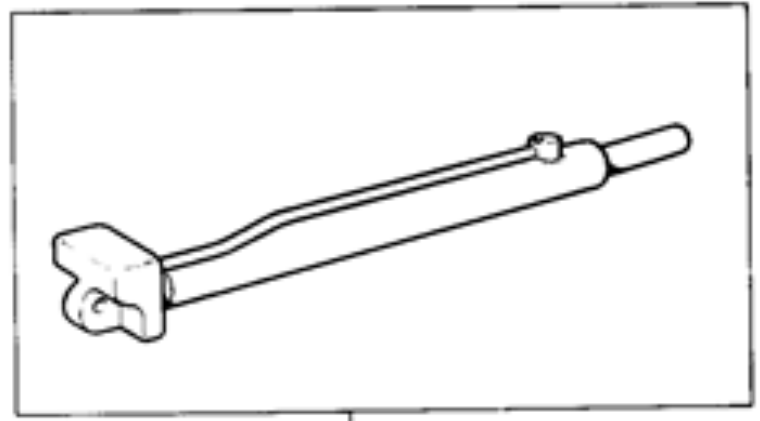
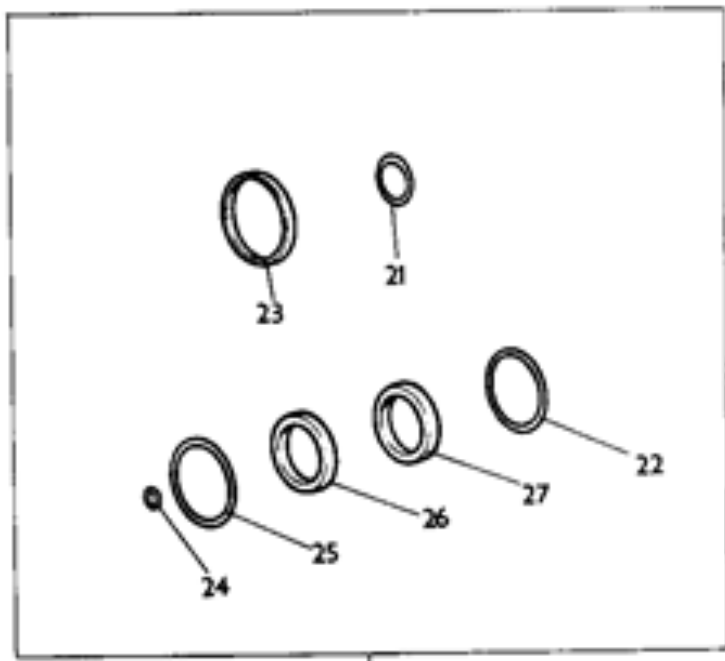


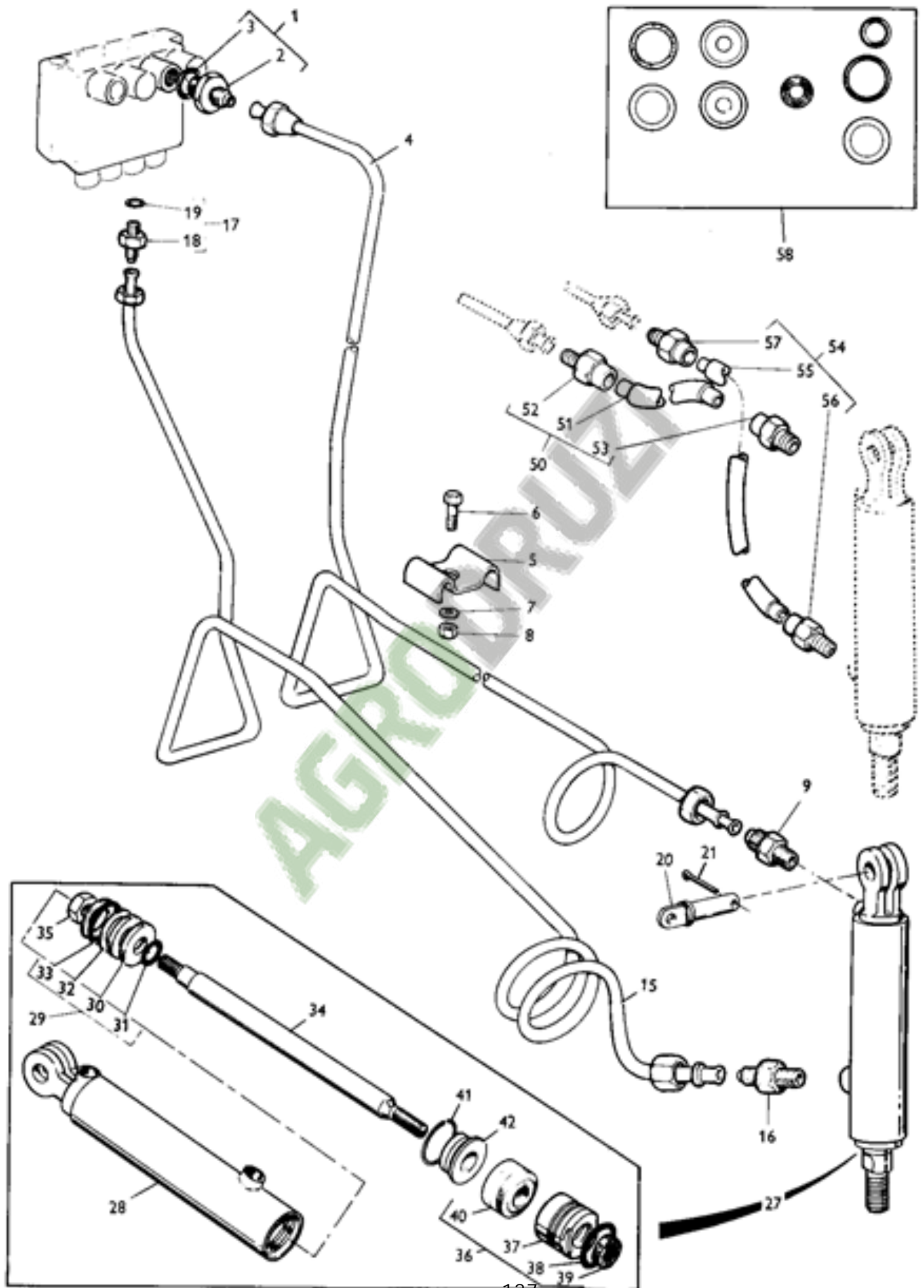


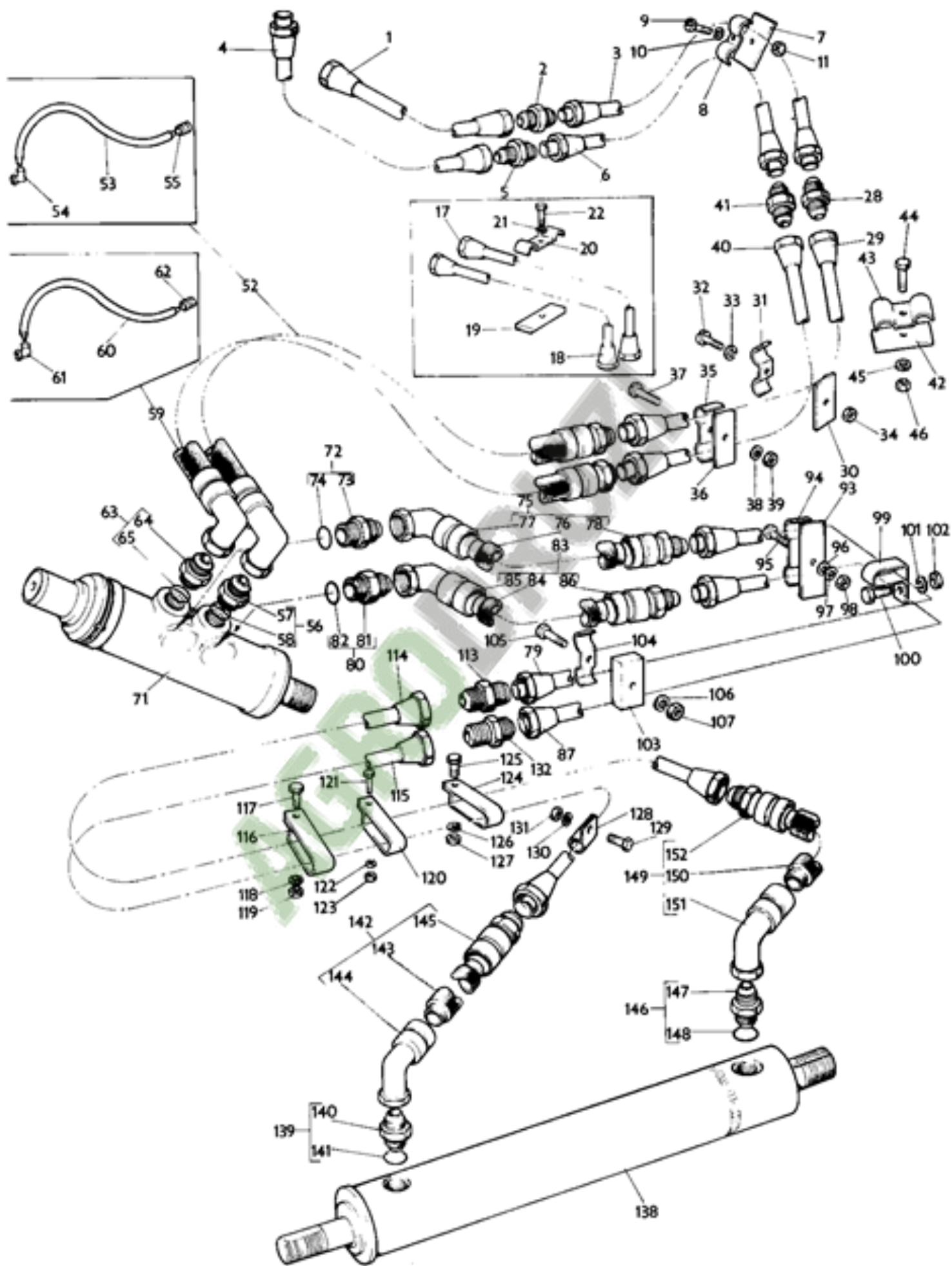


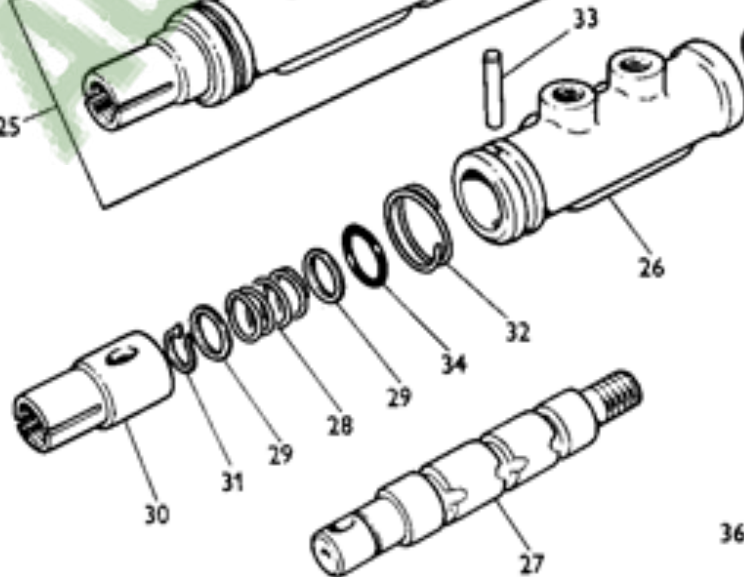
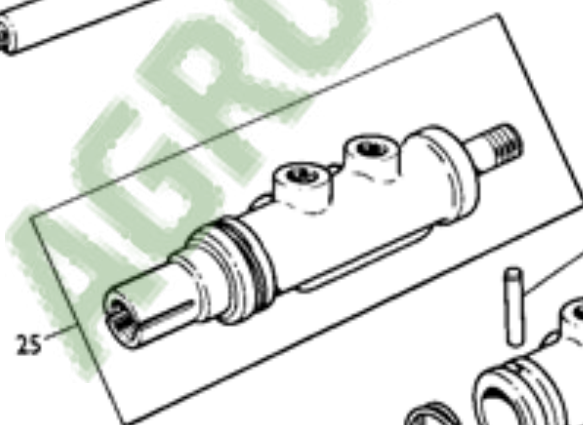
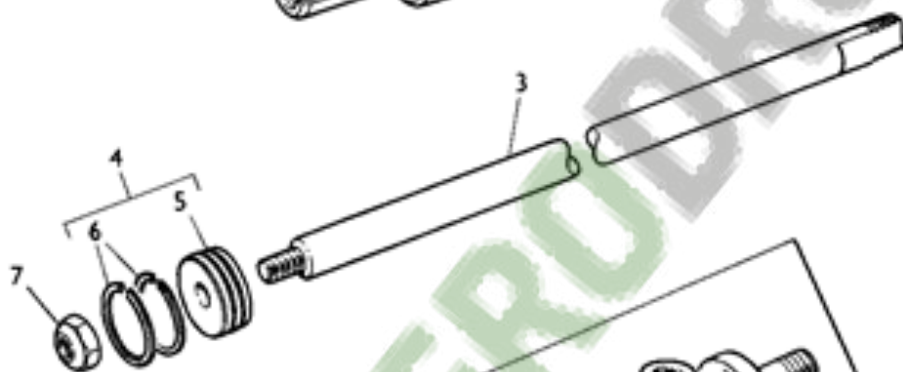
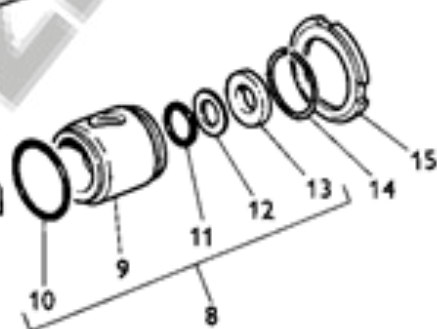
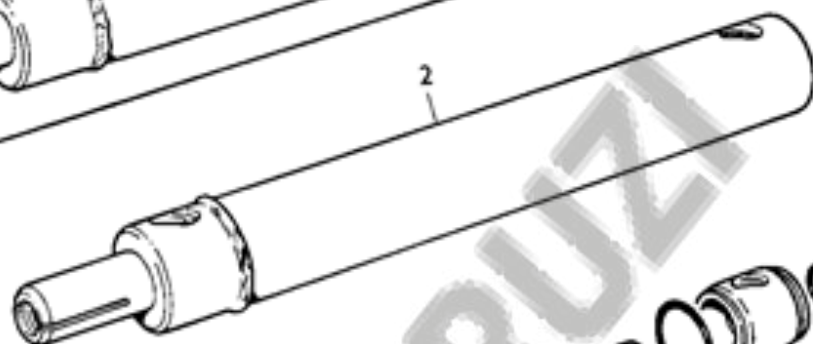
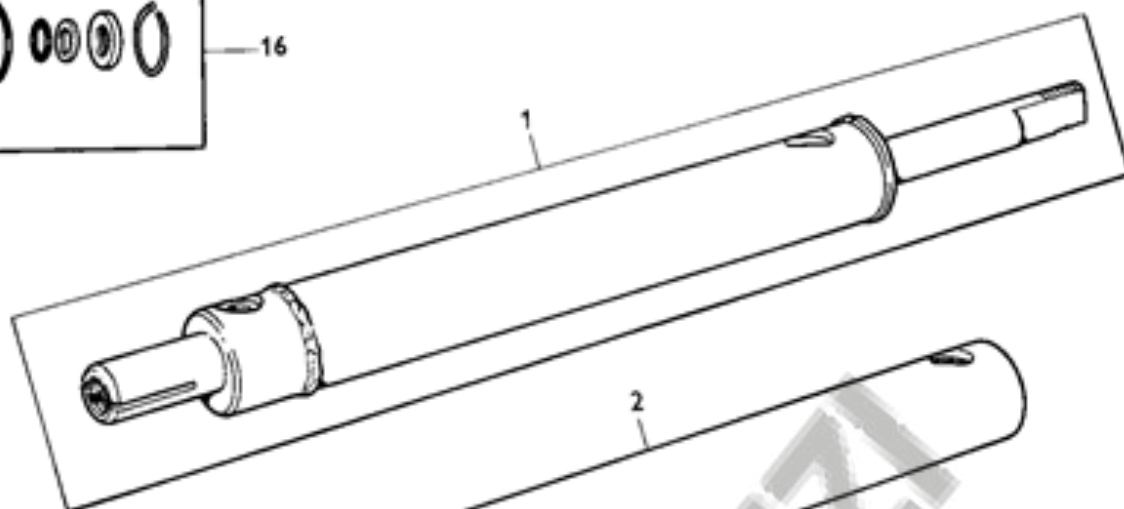


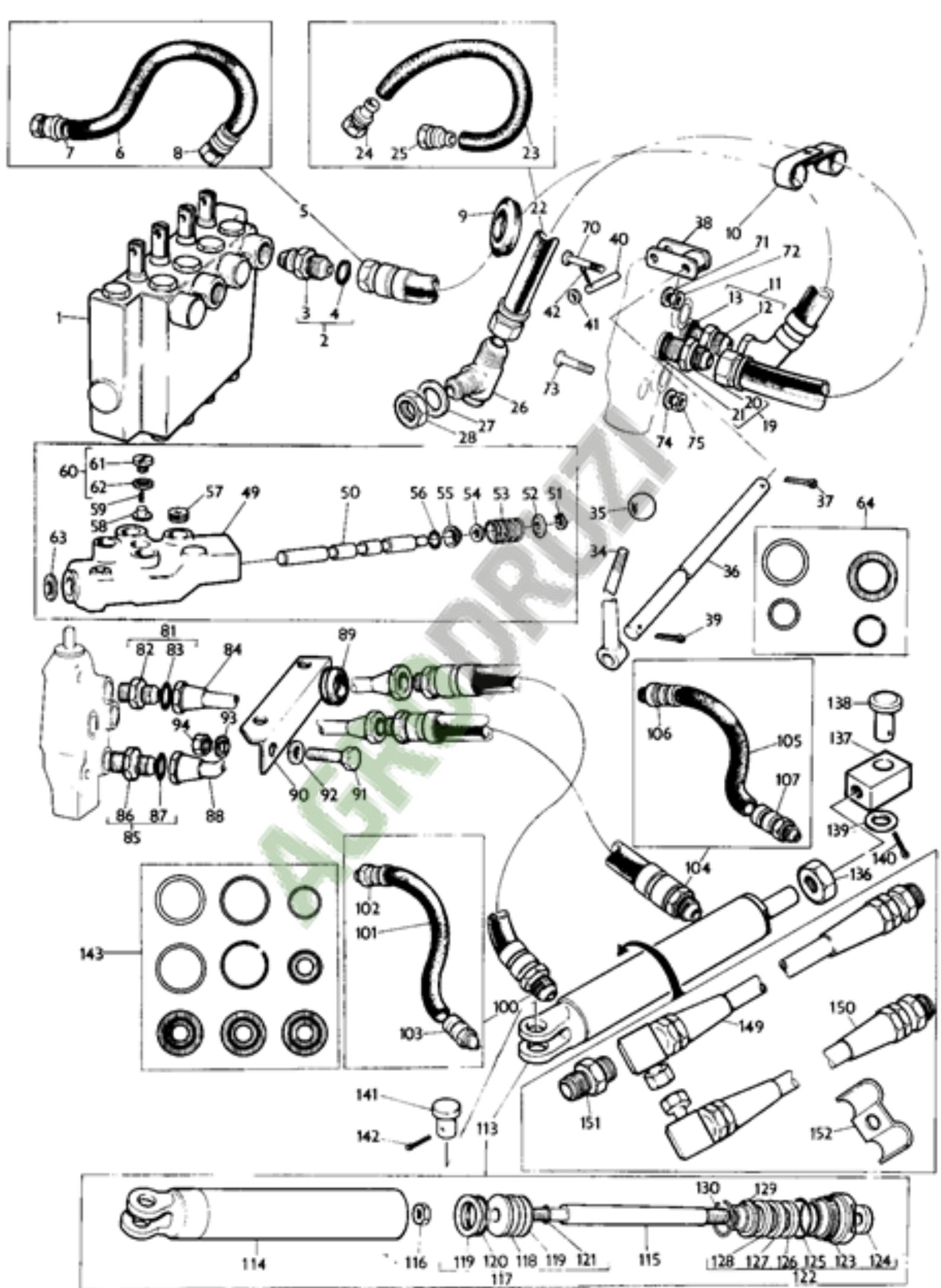


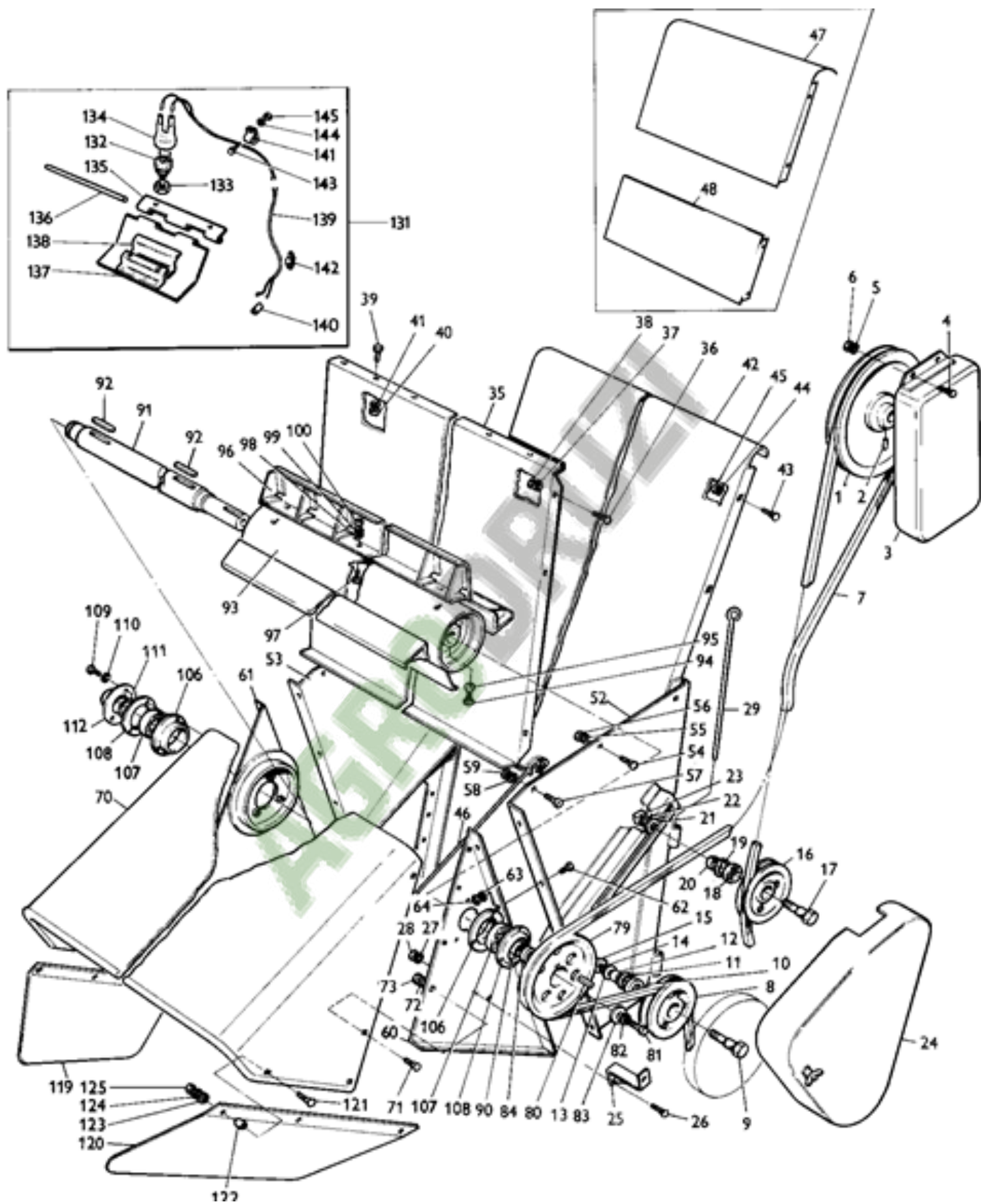


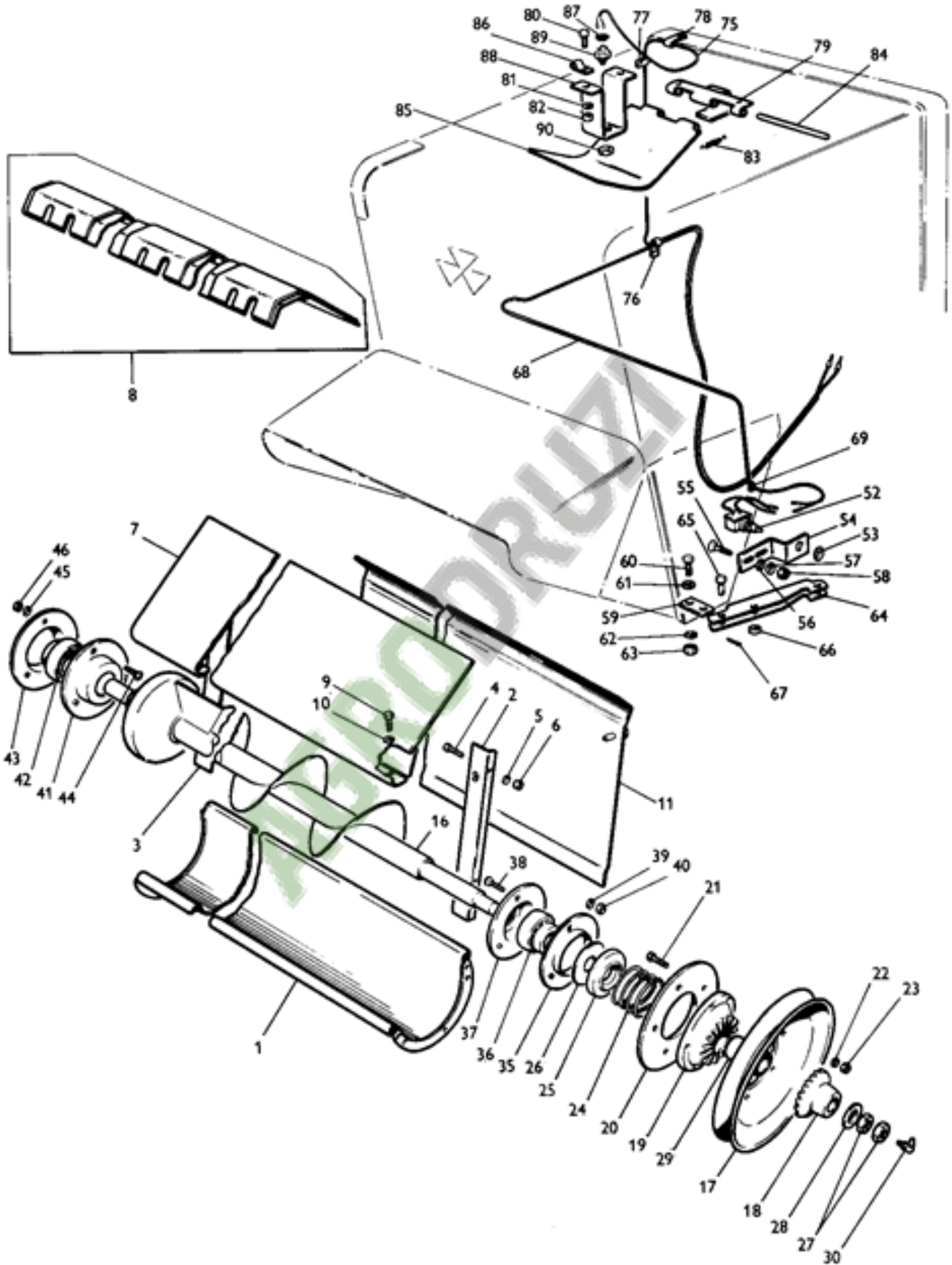


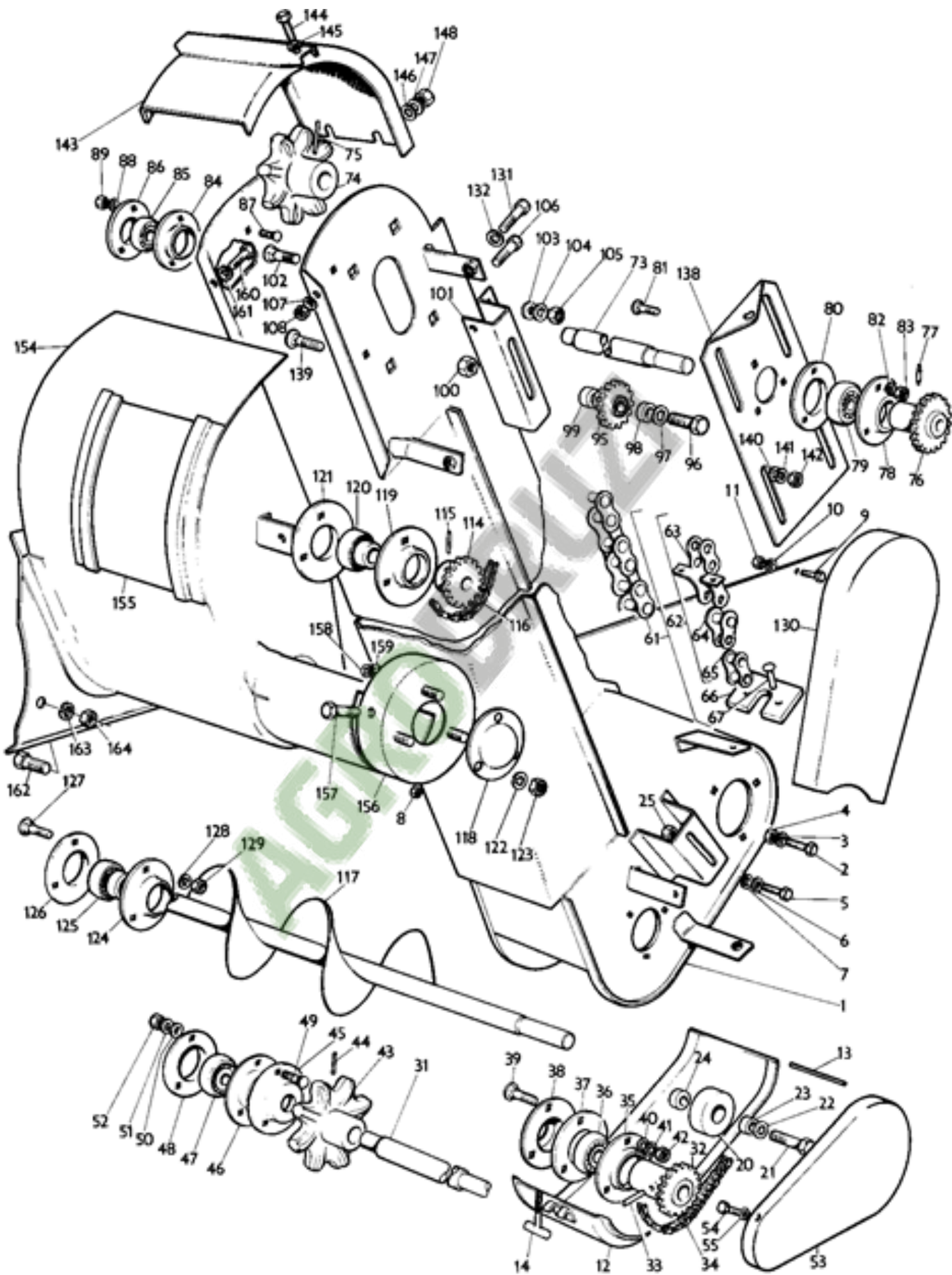








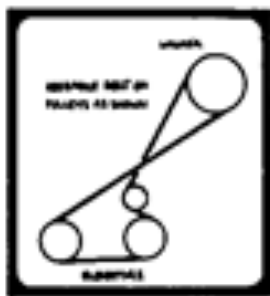




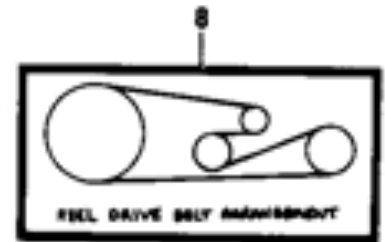


TO CHANGE
REEL SPEED
PRESS THIS
BUTTON AND
OPERATE REEL
LIFT LEVER

MASSEY-FERGUSON



DIESEL



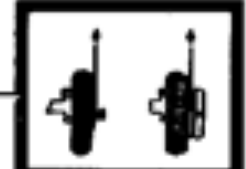
CLEAN OUT EVERY EVENING IF OPERATING IN SNOW OR MUDDY CONDITIONS-REMOVE THIS DOOR WHEN COMBINE IS NOT IN USE

DO NOT USE OIL
SEE OPERATOR INSTRUCTION BOOK FOR WARNING INSTRUCTIONS

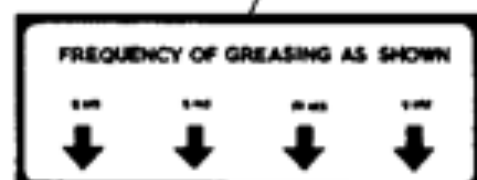
STARTING INSTRUCTIONS
PUSH FUEL CUT-OFF - OPEN THROTTLE HALF WAY TURN KEY TO 'ON' AND THEN TO 'START' POSITION.
DO NOT RACE COLD ENGINE

SLING PLATES TO BE USED ONLY WITH WHEELS IN NARROW TRACK POSITION

WARNING
IT IS DANGEROUS TO WORK UNDER THE TABLE UNLESS IT IS ADEQUATELY SUPPORTED



WARNING
DO NOT ADJUST FANNING MILL SPEED VARIATOR WHILST FAN SHAFT IS STATIONARY



FOR NORMAL CONDITIONS DEFLECTOR RODS TO BE SET IN LINE WITH ARROWS

HARVEST CHART

Model	Capacity	Harvesting Rate	Harvesting Time	Harvesting Area	Harvesting Volume	Harvesting Weight	Harvesting Length	Harvesting Width	Harvesting Height	Harvesting Depth	Harvesting Angle	Harvesting Speed	Harvesting Efficiency	Harvesting Loss	Harvesting Quality
MF 55	5500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 65	6500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 75	7500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 85	8500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 95	9500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 105	10500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 115	11500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 125	12500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 135	13500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 145	14500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 155	15500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 165	16500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 175	17500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 185	18500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 195	19500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 205	20500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 215	21500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 225	22500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 235	23500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 245	24500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 255	25500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 265	26500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 275	27500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 285	28500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 295	29500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5
MF 305	30500	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5	1.5

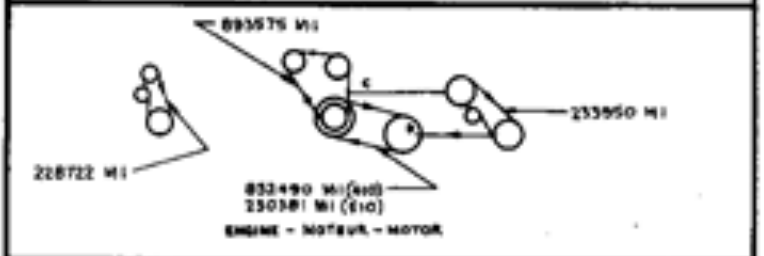
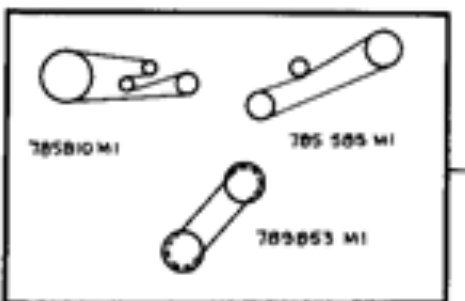
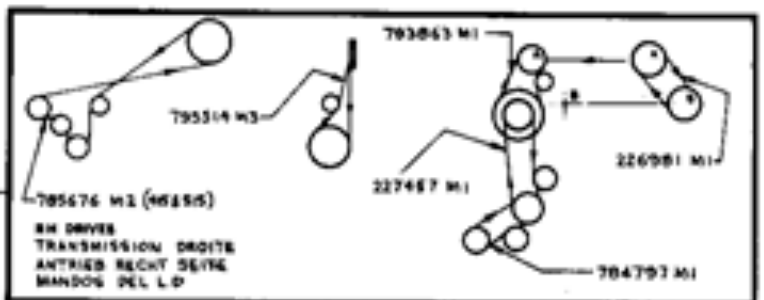
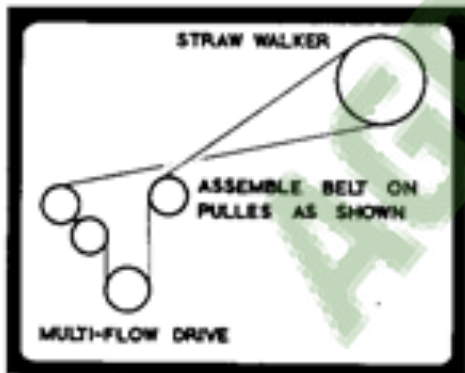
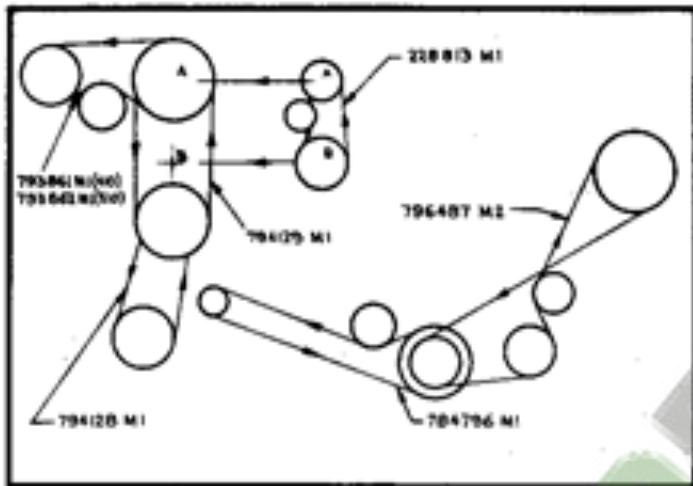
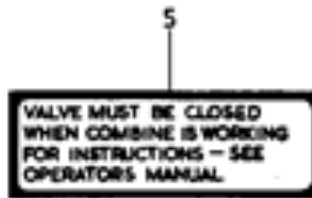
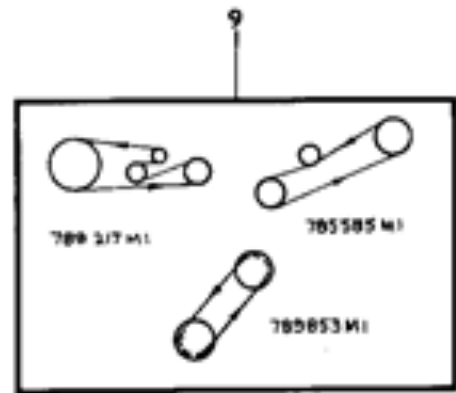
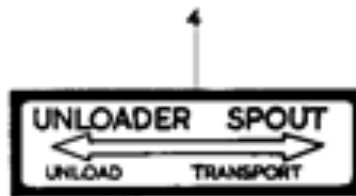
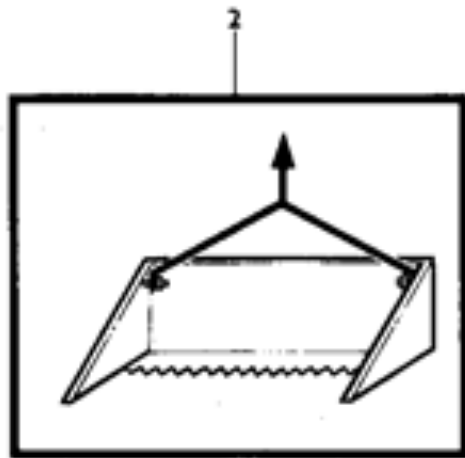
WARNING
KEEP CLEAR OF OPENINGS IN AUGER TUBE

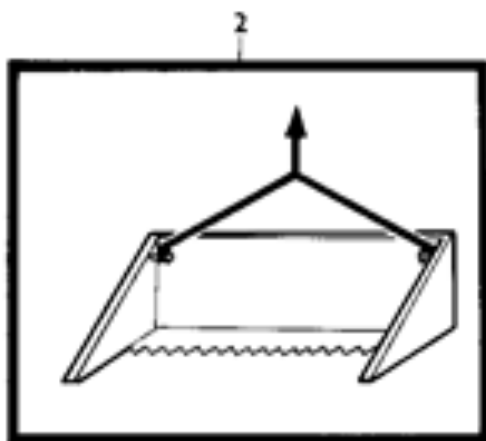
SEE OPERATOR INSTRUCTION BOOK FOR WARNING INSTRUCTIONS

RAISE EXTENSION SPRING 1/2 SET OPENING SLIGHTLY GREATER THAN SIEVE

WARNING
WHEN SETTING SIEVE

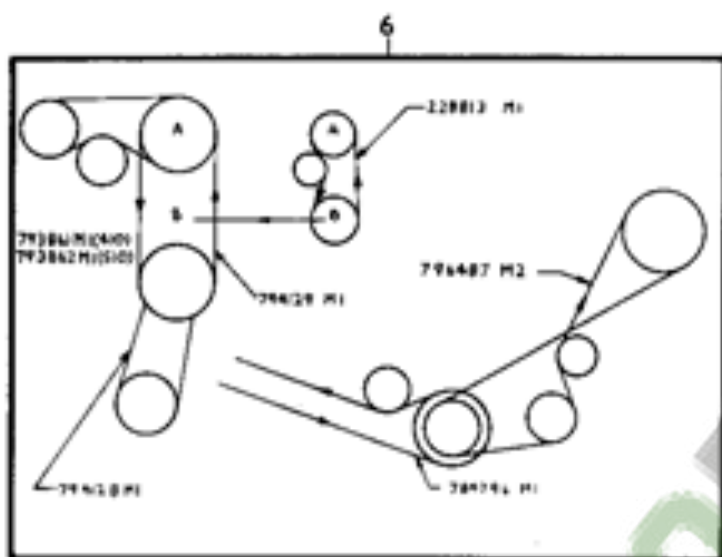
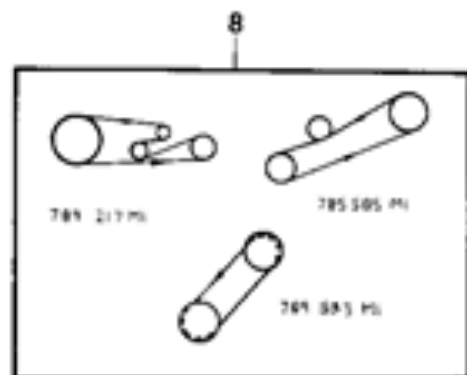






4

PENDANT LE TRAVAIL LE SCOURPE DOIT ETRE FERME VOIR LE LIVRET D'ENTRETIEN



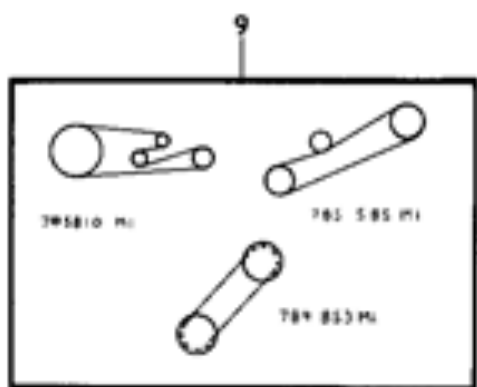
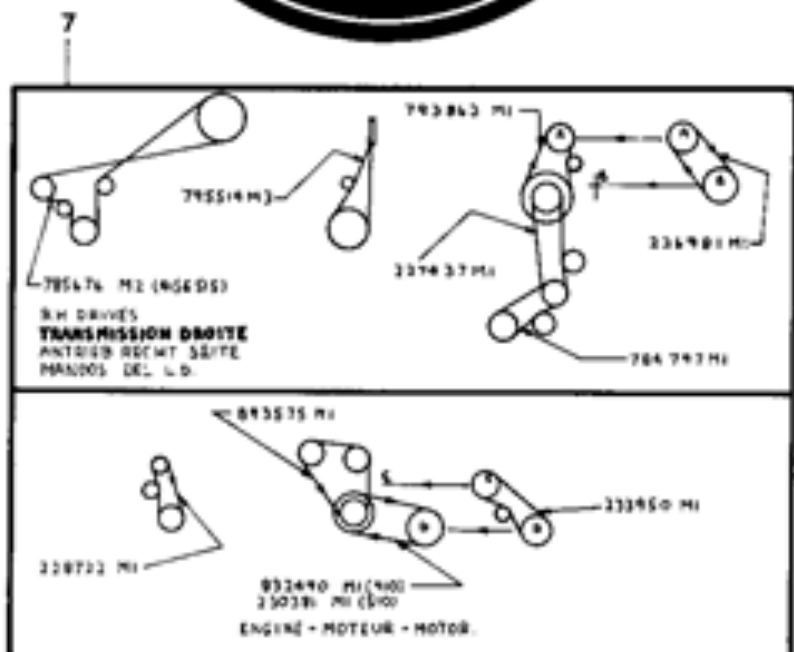
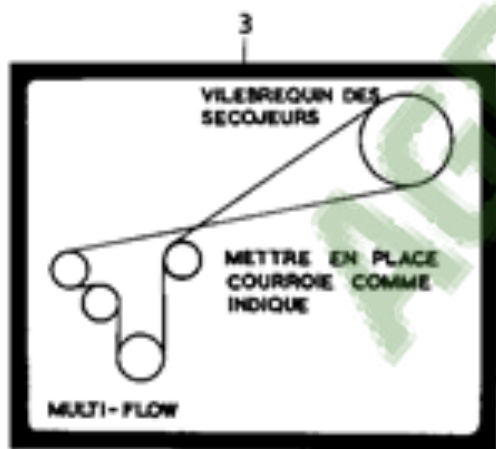
5

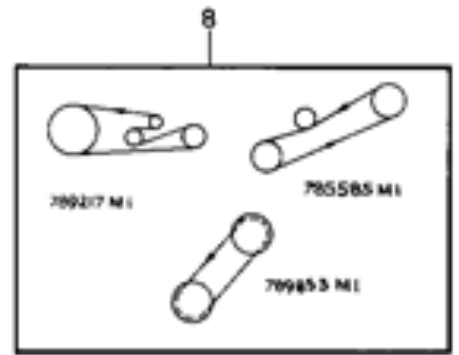
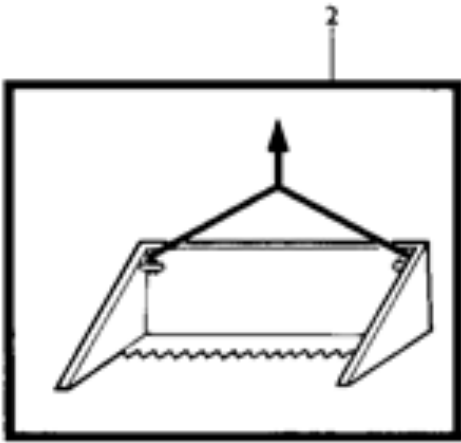
ATTENTION
AVANT DE DETACHER LA TABLE DELENCHER L'ACCOUPLAGE SUR L'ARBRE DE COMMANDE

1

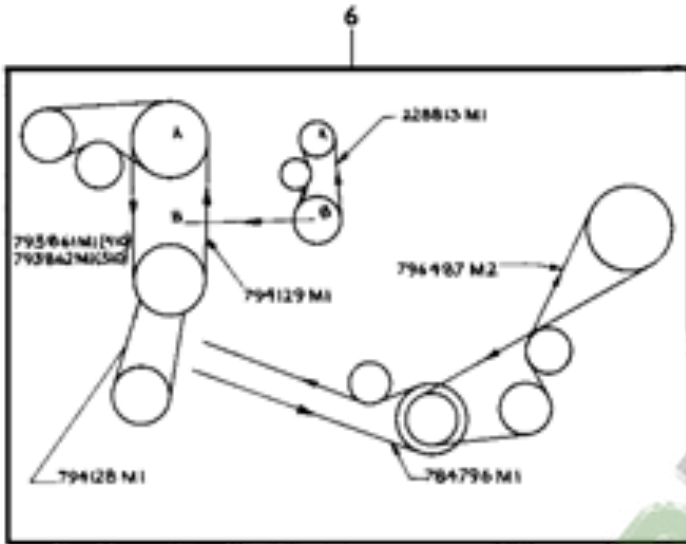
CONTROLE AUTOMATIQUE DE LA UTEUR DE COUPE

ATTENTION
NE PAS DEMARRER NI ARRÊTER LE MOTEUR AVANT D'ENCLANCHER LES LEVIERS DE CONTROLLE DU RELEVAGE DE TABLE

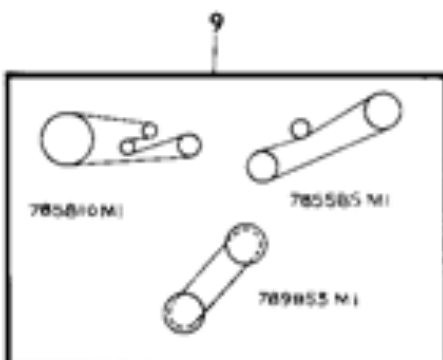
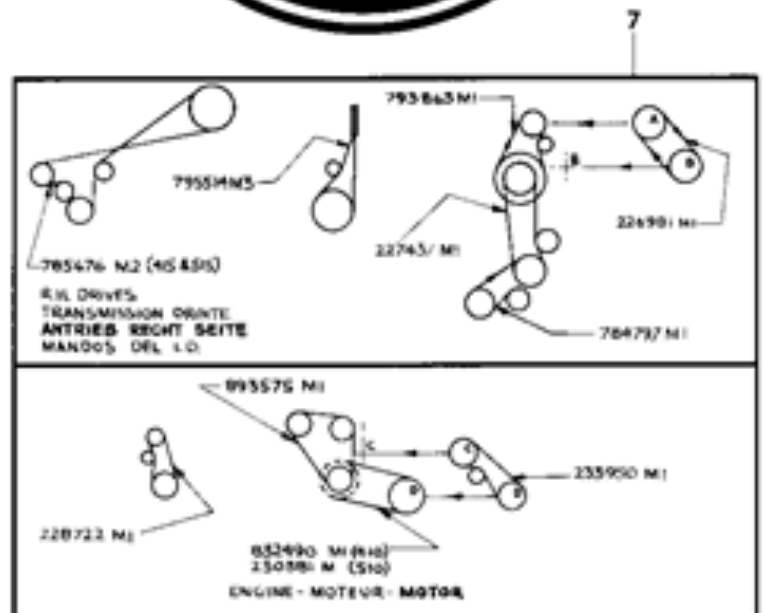
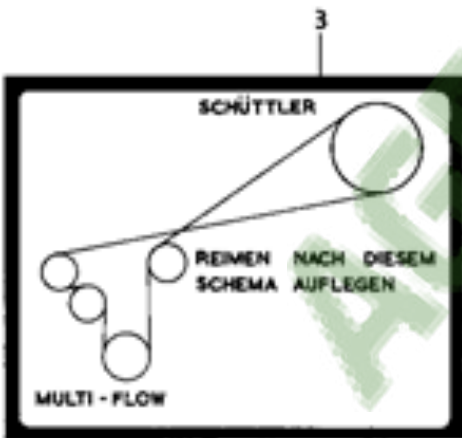




4
WENN DER MÄHDRESCHER IN BETRIEB IST SOLL DAS VENTIL GESCHLOSSEN SEIN. MITTE DIE BETRIEBSANLEITUNG ANSEHEN



5
ACHTUNG!
 VOR ABBAU DES TISCHES KUPPLUNG DER ANTRIEBSWELLE LOESSEN





3
PATENTE PENDIENTE

8
VELOCIDAD DEL MOLINETE
APRETAR ESTE BOTON Y OPERAR LA PALANCA DE CONTROL DEL LEVANTE DEL MOLINETE

MASSEY-FERGUSON



DIESEL



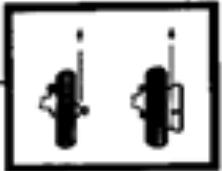
6
TRABAJANDO EN NIEVE O BARRO
LIMPIAR CADA TARDE QUITAR ESTA PUERTA CUANDO LA MAQUINA NO ESTA EN SERVICIO

9
NO PONER ACEITE
PARA EL SERVICIO VER EL LIBRO DEL COSECHADORA

10
INSTRUCCIONES PARA ABRANCAR
ENFLAR EL CORMO EL COMBUSTIBLE PARA EL NEUMATICO Y HAY QUE PASAR A "ON" Y LUEGO A "OFF"
NO MOVILIZAR EL MOTOR ESTANDO EN "ON"

12
USAR LAS PLACAS DE ESLEIBA ESTANDO LAS RUEDAS EN POSICION DE TROCHA ESTRECHA

14
AVISO
ES PELIGROSO TRABAJAR DEBAJO DE LA PLATAFORMA SI NO ESTA BIEN SOPORTADA



15
AVISO
NO AJUSTAR EL VARIADOR DE VELOCIDAD DEL VENTILADOR ESTANDO EL EJE PARADO

20
ENGRASAR SEGUN INDICADO
8 HORAS 8 HORAS 50 HORAS 8 HORAS

24
PARA CONDICIONES NORMALES LAS VARILLAS DEL DEFLECTOR DEBEN ESTAR EN LINEA CON LAS FLECHAS

17
TABLA DE AJUSTES PARA COSECHA

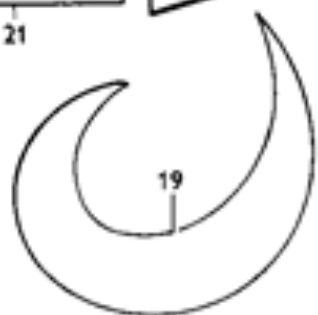
Modelo	Parte	Valor	Unidad	Modelo	Parte	Valor	Unidad
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1000	3	2.5	mm	1000	3	2.5	mm
1000	4	3.0	mm	1000	4	3.0	mm
1000	5	3.5	mm	1000	5	3.5	mm
1000	6	4.0	mm	1000	6	4.0	mm
1000	7	4.5	mm	1000	7	4.5	mm
1000	8	5.0	mm	1000	8	5.0	mm
1000	9	5.5	mm	1000	9	5.5	mm
1000	10	6.0	mm	1000	10	6.0	mm
1000	11	6.5	mm	1000	11	6.5	mm
1000	12	7.0	mm	1000	12	7.0	mm
1000	13	7.5	mm	1000	13	7.5	mm
1000	14	8.0	mm	1000	14	8.0	mm
1000	15	8.5	mm	1000	15	8.5	mm
1000	16	9.0	mm	1000	16	9.0	mm
1000	17	9.5	mm	1000	17	9.5	mm
1000	18	10.0	mm	1000	18	10.0	mm
1000	19	10.5	mm	1000	19	10.5	mm
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1000	21	11.5	mm	1000	21	11.5	mm
1000	22	12.0	mm	1000	22	12.0	mm
1000	23	12.5	mm	1000	23	12.5	mm
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1000	25	13.5	mm	1000	25	13.5	mm
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1000	38	20.0	mm	1000	38	20.0	mm
1000	39	20.5	mm	1000	39	20.5	mm
1000	40	21.0	mm	1000	40	21.0	mm
1000	41	21.5	mm	1000	41	21.5	mm
1000	42	22.0	mm	1000	42	22.0	mm
1000	43	22.5	mm	1000	43	22.5	mm
1000	44	23.0	mm	1000	44	23.0	mm
1000	45	23.5	mm	1000	45	23.5	mm
1000	46	24.0	mm	1000	46	24.0	mm
1000	47	24.5	mm	1000	47	24.5	mm
1000	48	25.0	mm	1000	48	25.0	mm
1000	49	25.5	mm	1000	49	25.5	mm
1000	50	26.0	mm	1000	50	26.0	mm
1000	51	26.5	mm	1000	51	26.5	mm
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1000	55	28.5	mm	1000	55	28.5	mm
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1000	75	38.5	mm	1000	75	38.5	mm
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1000	79	40.5	mm	1000	79	40.5	mm
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1000	81	41.5	mm	1000	81	41.5	mm
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1000	84	43.0	mm	1000	84	43.0	mm
1000	85	43.5	mm	1000	85	43.5	mm
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1000	94	48.0	mm	1000	94	48.0	mm
1000	95	48.5	mm	1000	95	48.5	mm
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1000	97	49.5	mm	1000	97	49.5	mm
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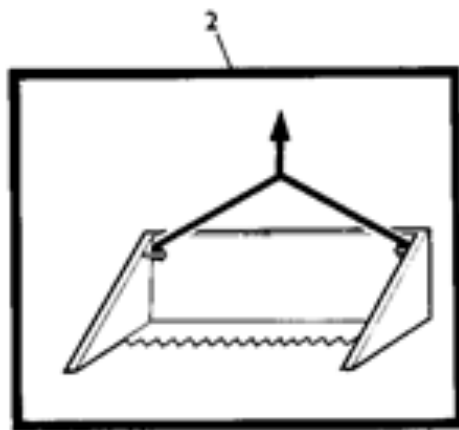
23
AVISO
ES PELIGROSO ACERCAR LAS MANOS A LOS ORIFICIOS DEL TUBO DEL SINFIN

21
NO PONER UN APORTE EXTERNO EN EL TUBO DEL SINFIN PARA EVITAR QUE SE DESPLAZEN LAS MANOS A LOS ORIFICIOS DEL TUBO DEL SINFIN

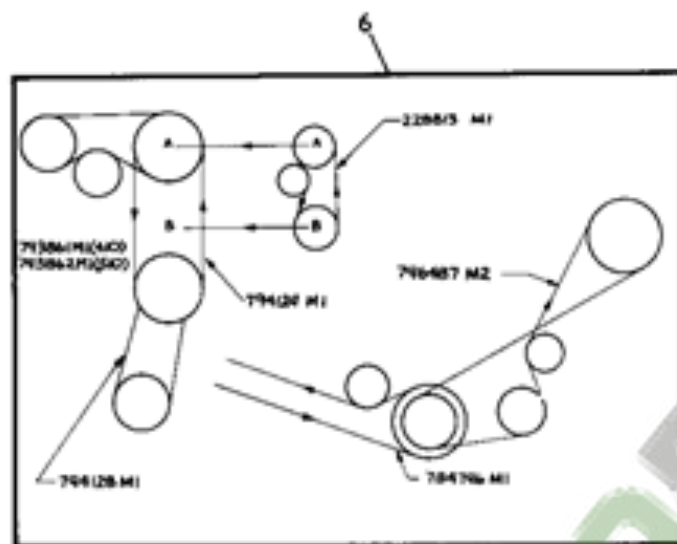
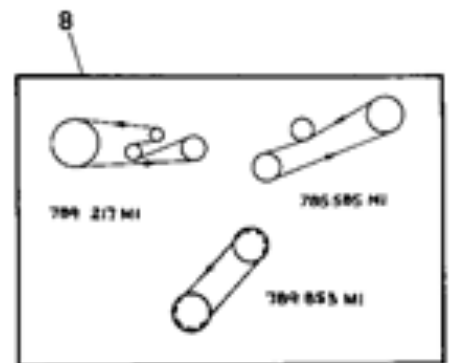
18
LEVANTAR LA EXTENSION APROXIMADAMENTE 15mm AJUSTAR LA APERTURA UN POCO MAS ABIERTA QUE EN LA CRIBA

22
FILTRO DE ACEITE
NO SE DEBE DE MOVER EN NINGUN MOMENTO DEBE DE ESTAR BIEN AJUSTADO EN SU POSICION ORIGINAL Y DEBE DE ESTAR BIEN ENGRASADO EN SU POSICION ORIGINAL Y DEBE DE ESTAR BIEN ENGRASADO EN SU POSICION ORIGINAL





LA VALVULA DEBE ESTAR CERRADA CUANDO LA MAQUINA ESTA TRABAJANDO VEASE EL MANUAL DEL OPERADOR



ADVERTENCIA
 ANTES DE QUITAR LA MESA DESCONECTAR EL ACOPLAMIENTO EN EL ARBOL DE MANEO

CONTROL AUTOMATICO DE LA ALTURA DE CORTE
AVISO
 ANTES DE ARRANCAR O PARAR EL MOTOR CONECTAR LAS DOS PALANCAS DE CONTROL DEL LEVATE DE LA PLATFORMA CONJUNAMENTE

