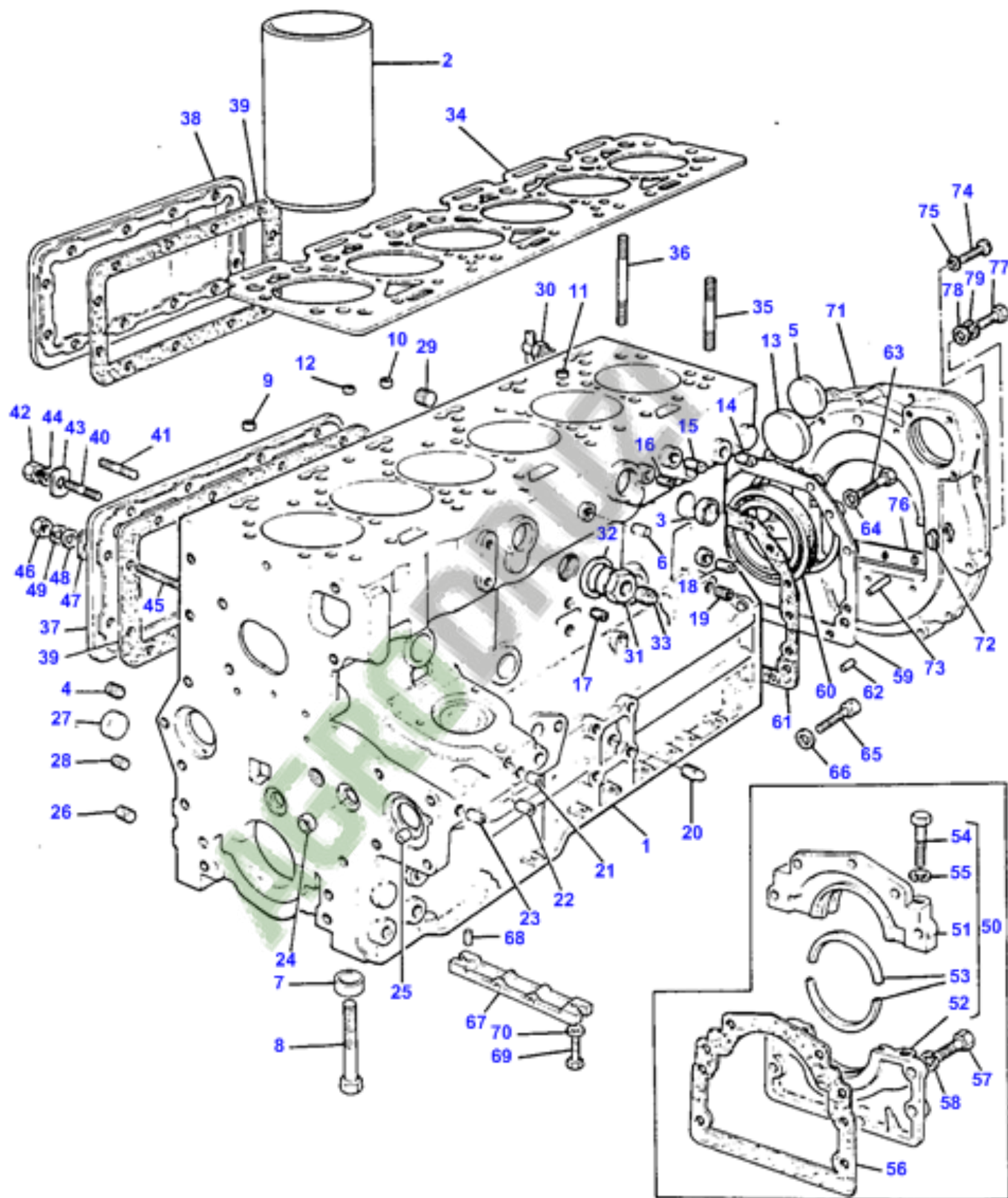
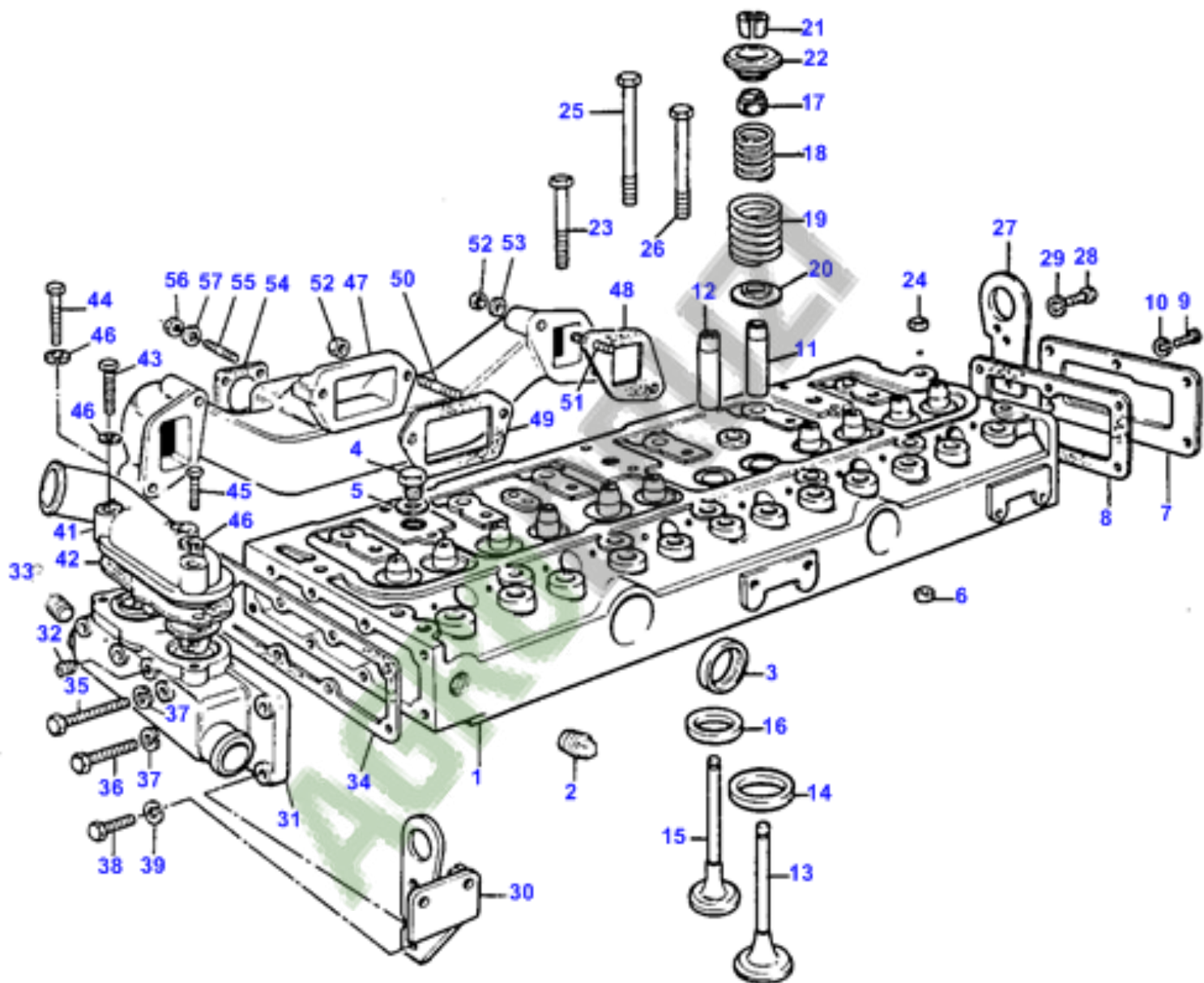
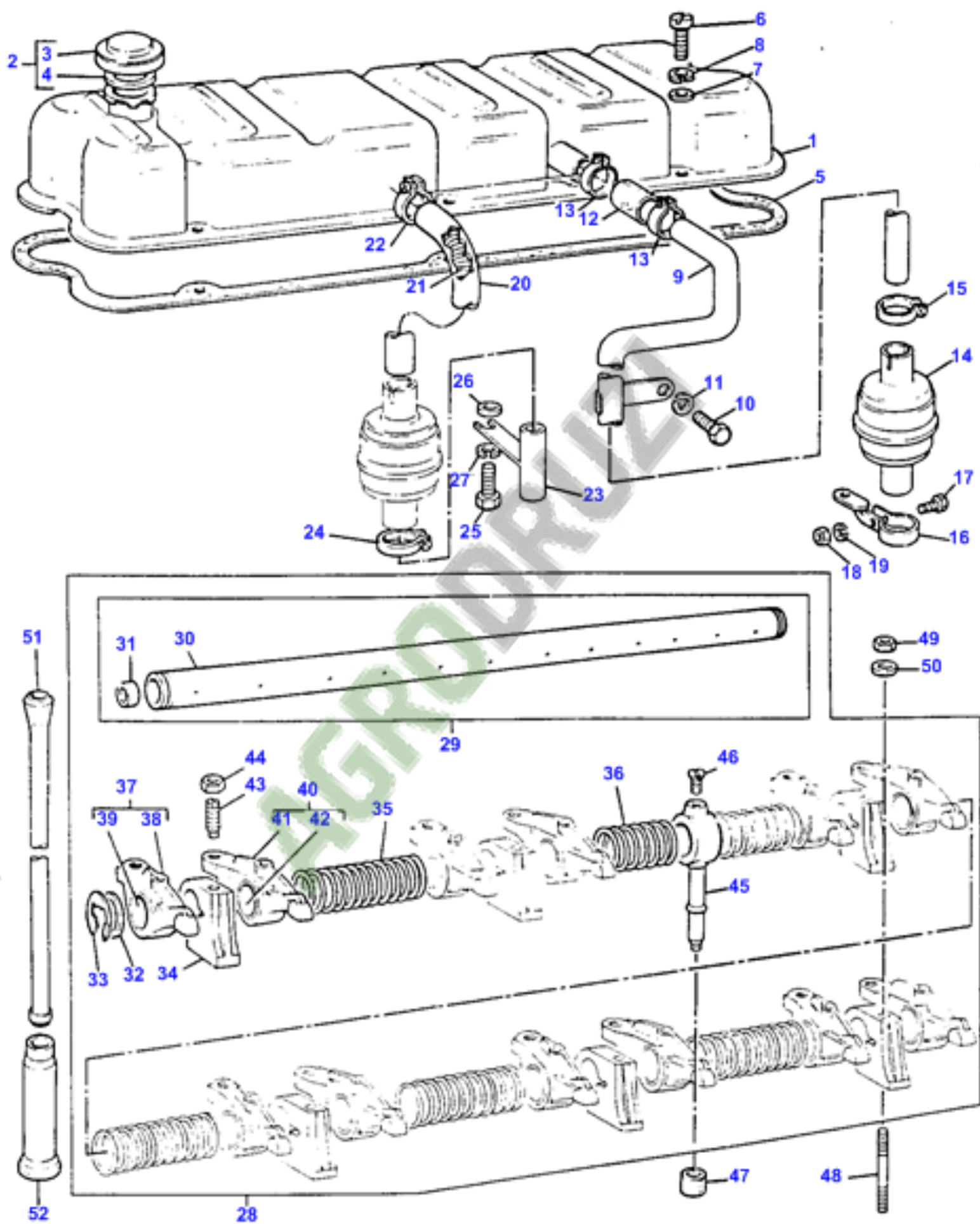


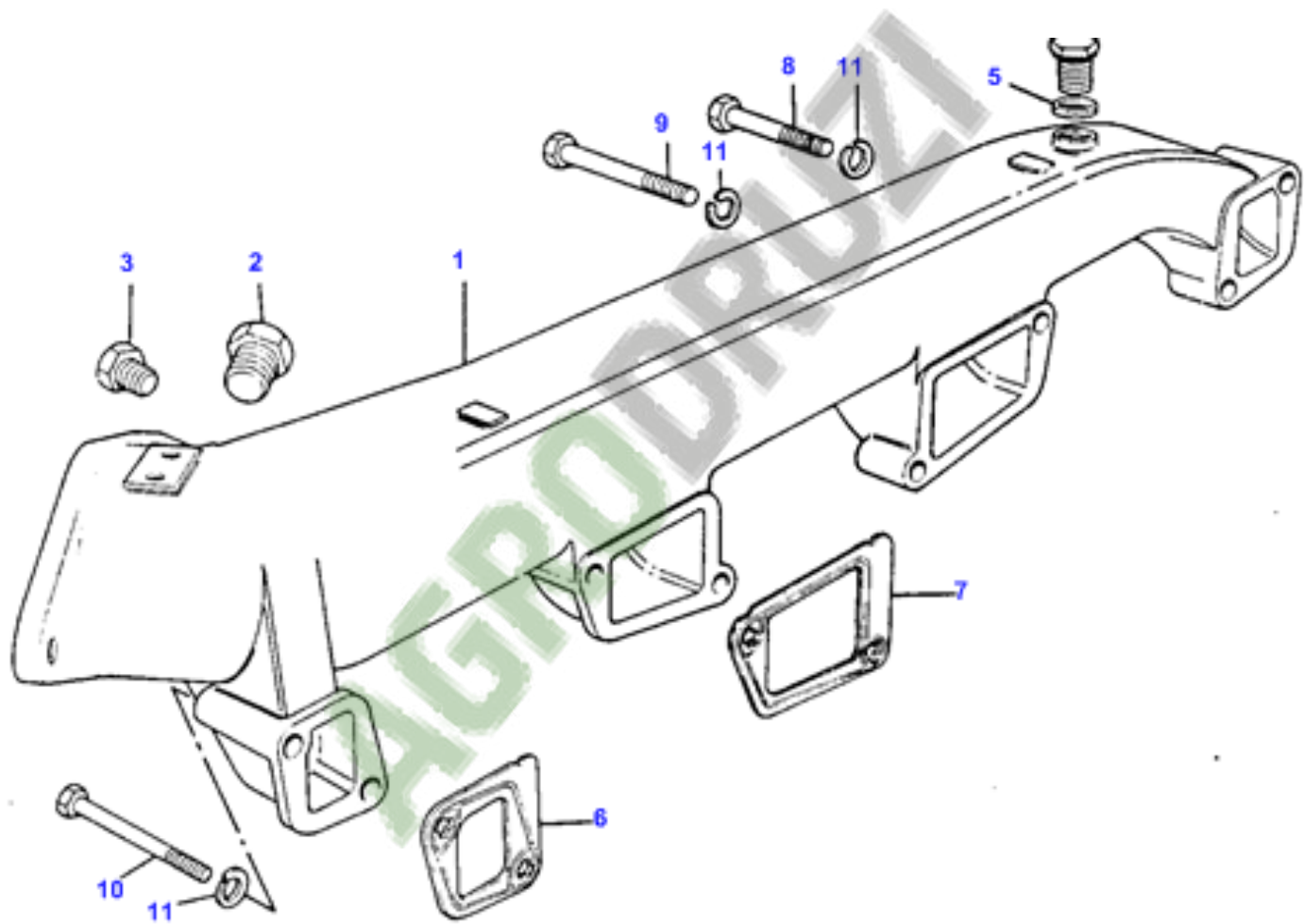
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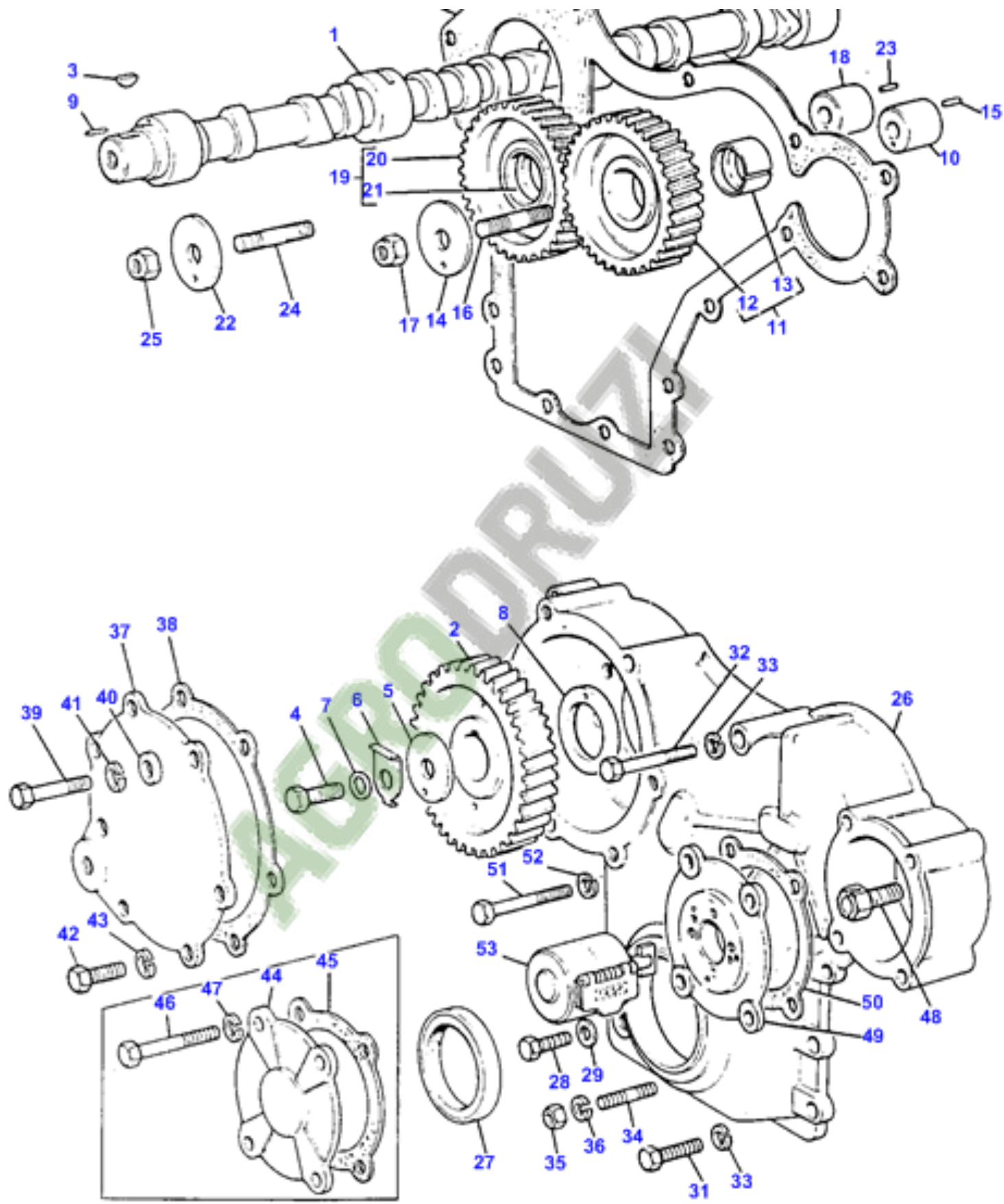
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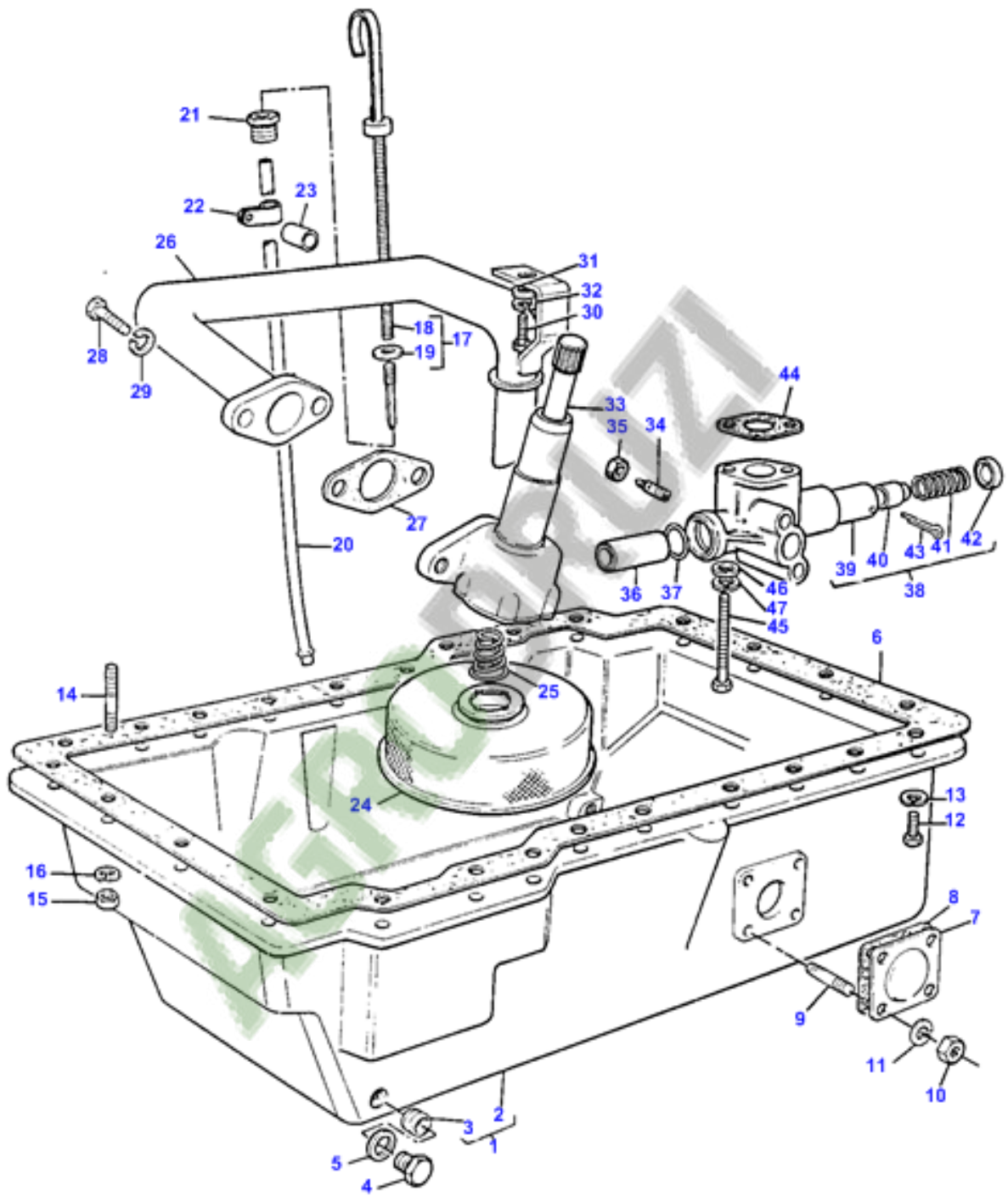




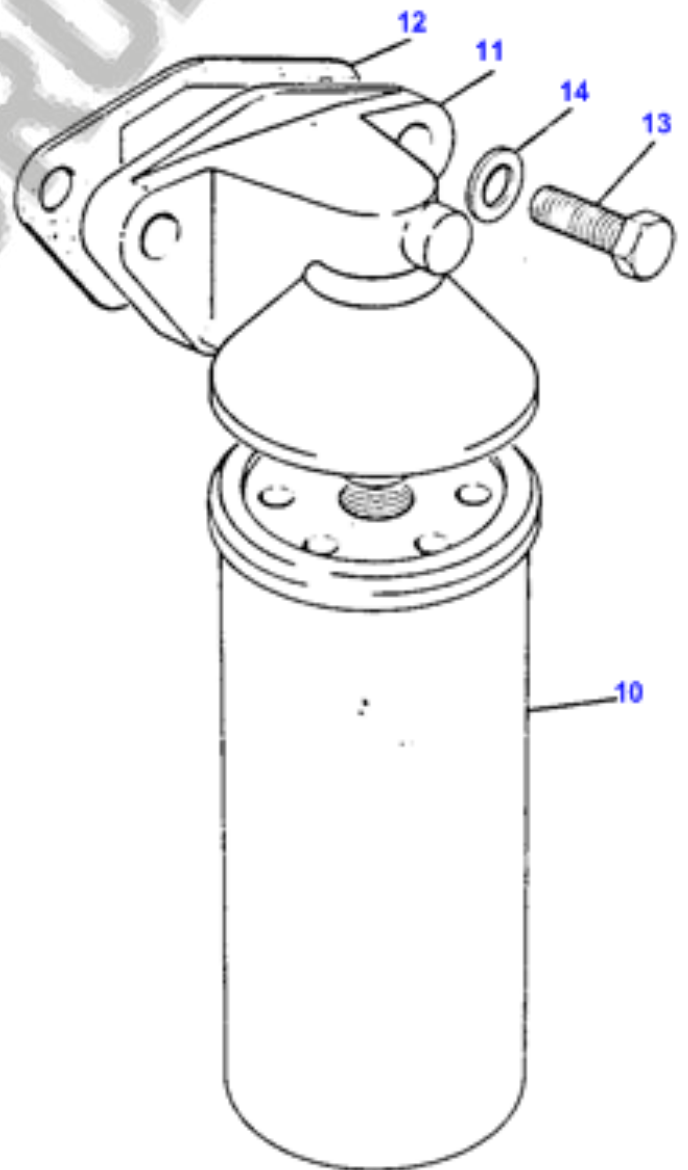
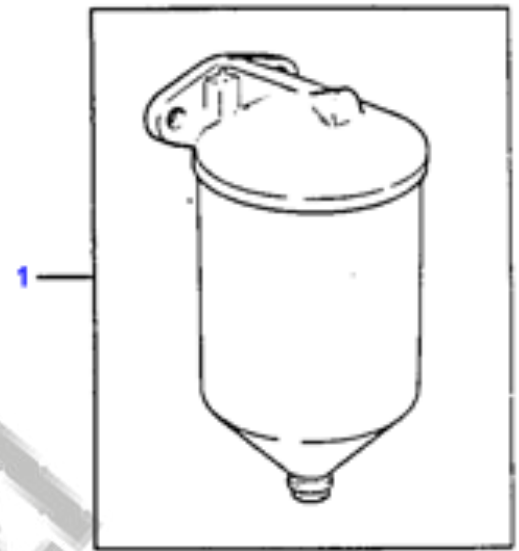
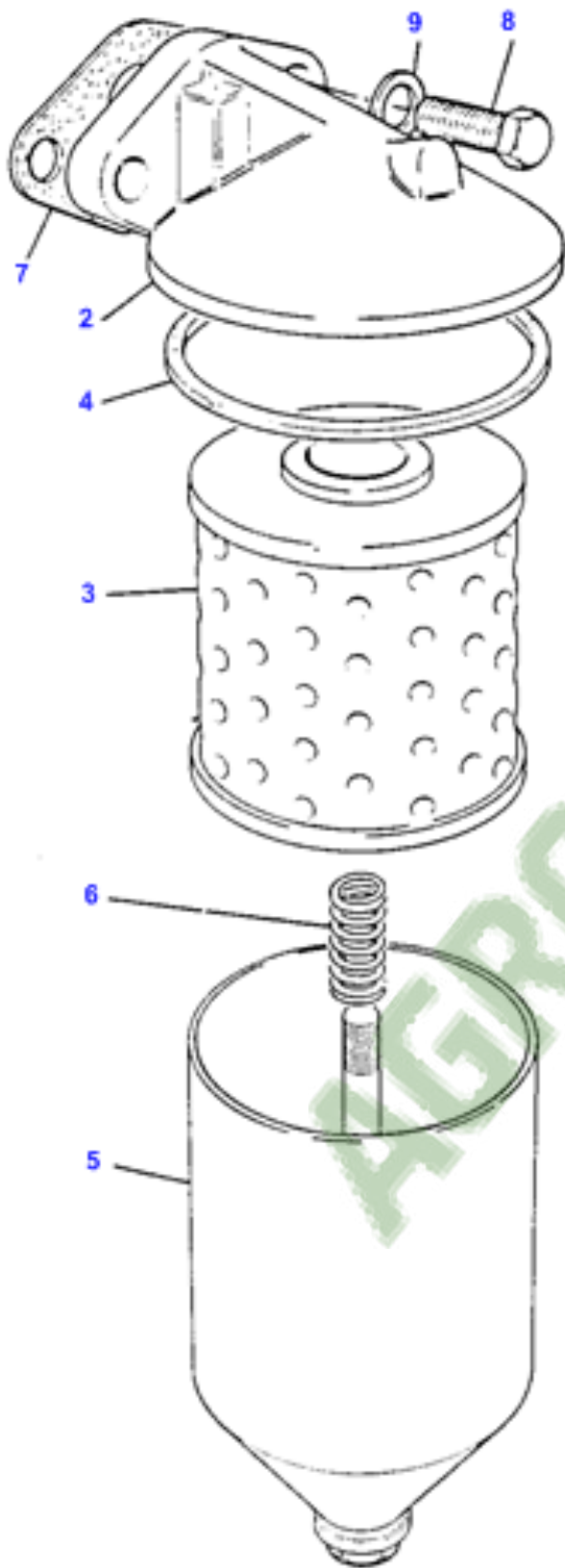




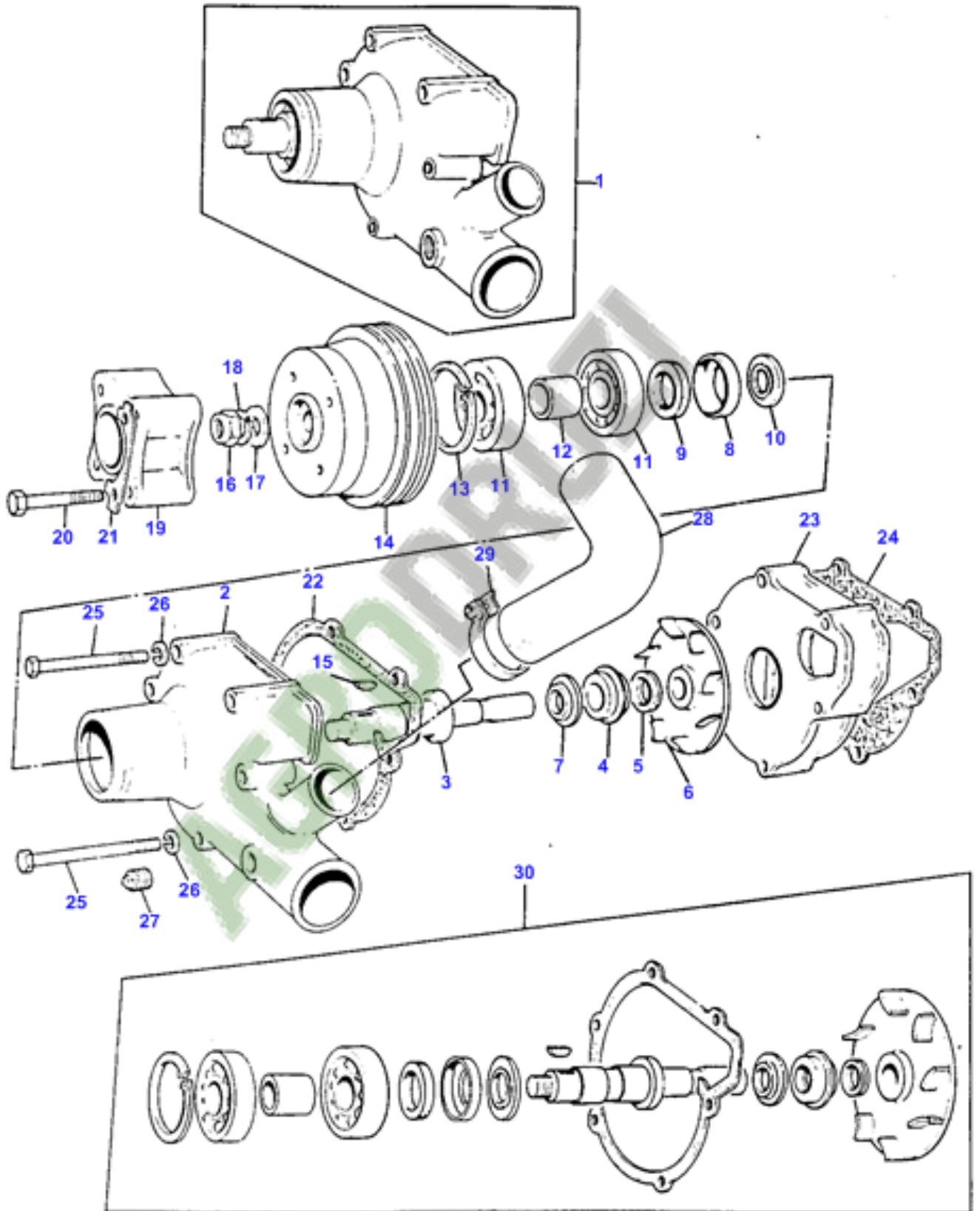


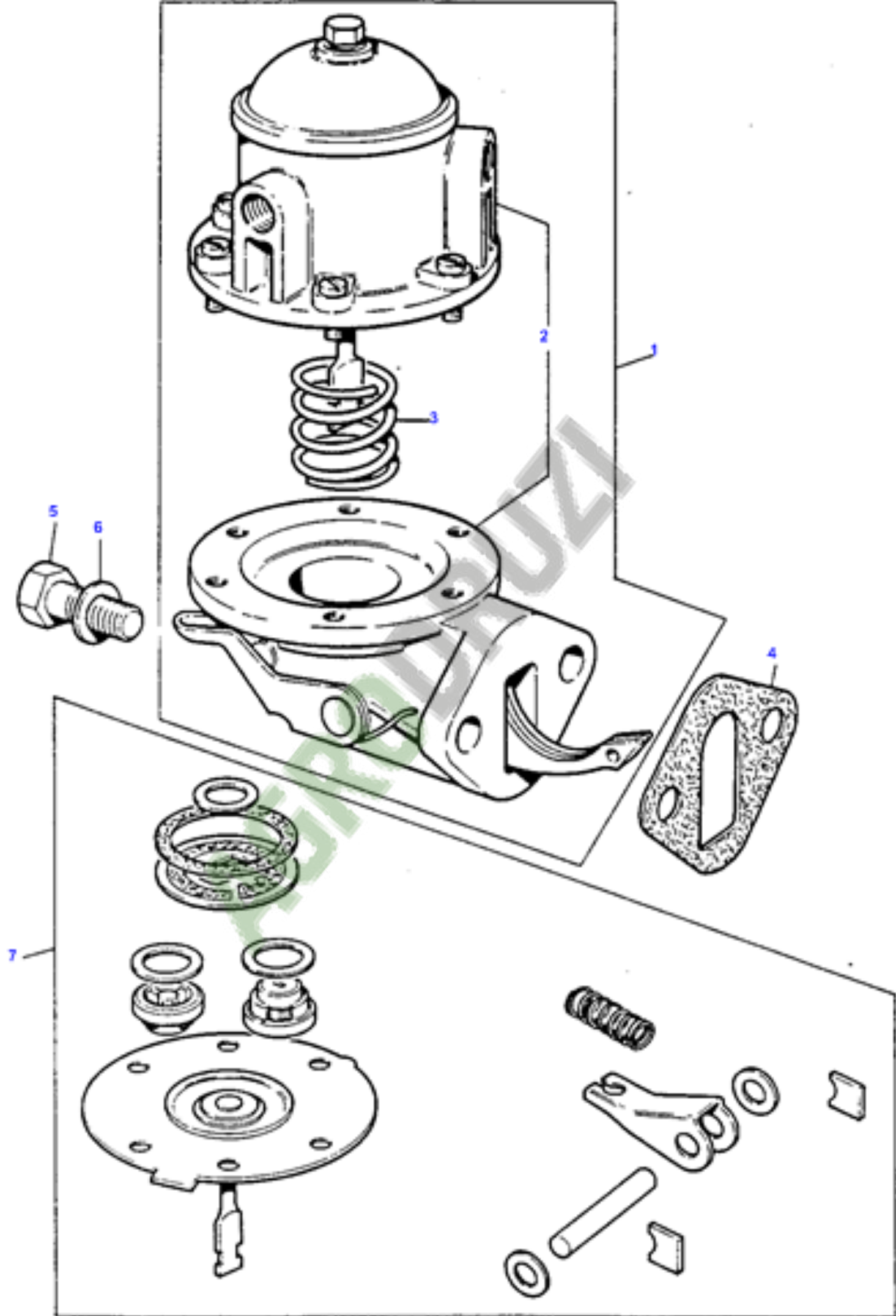


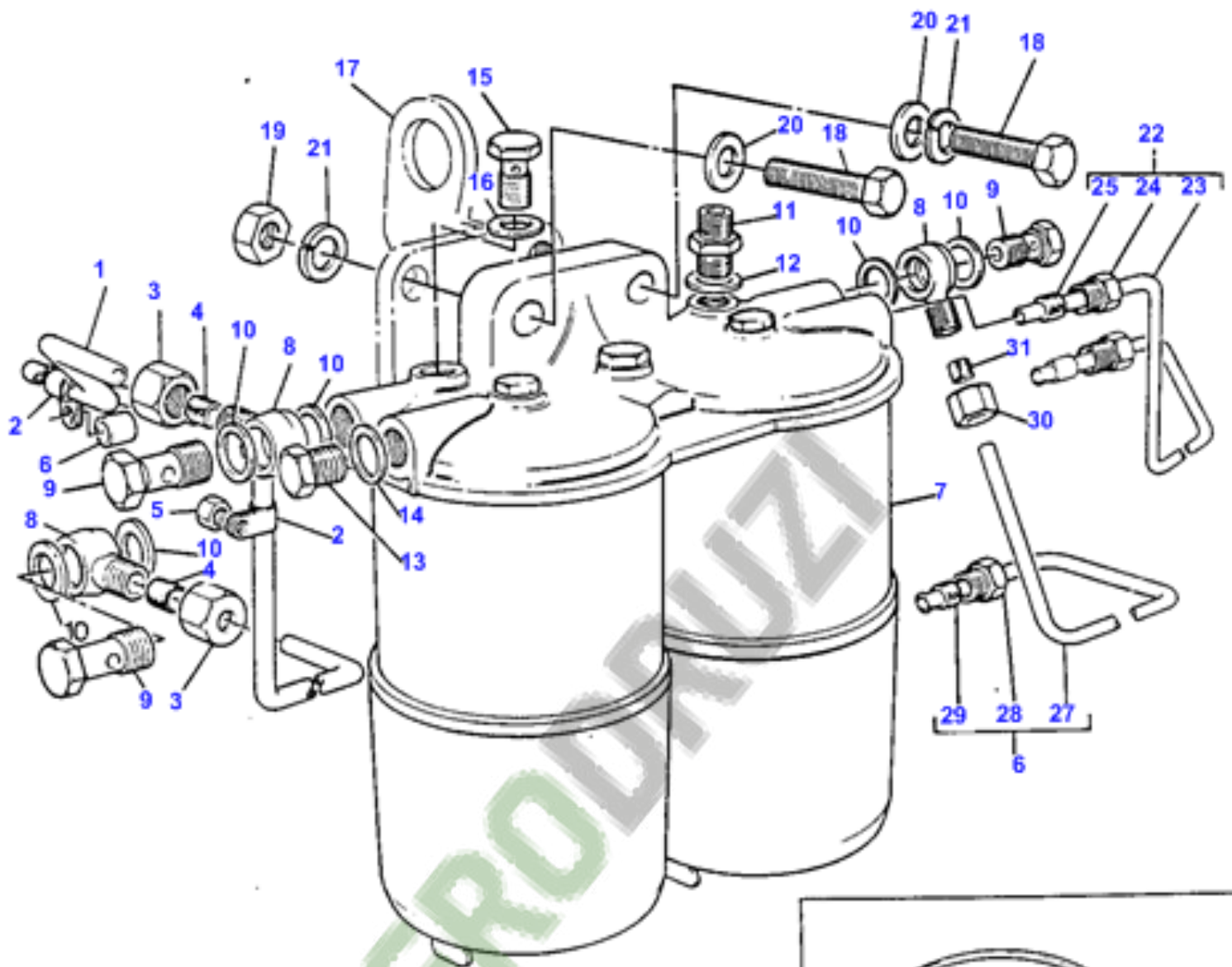
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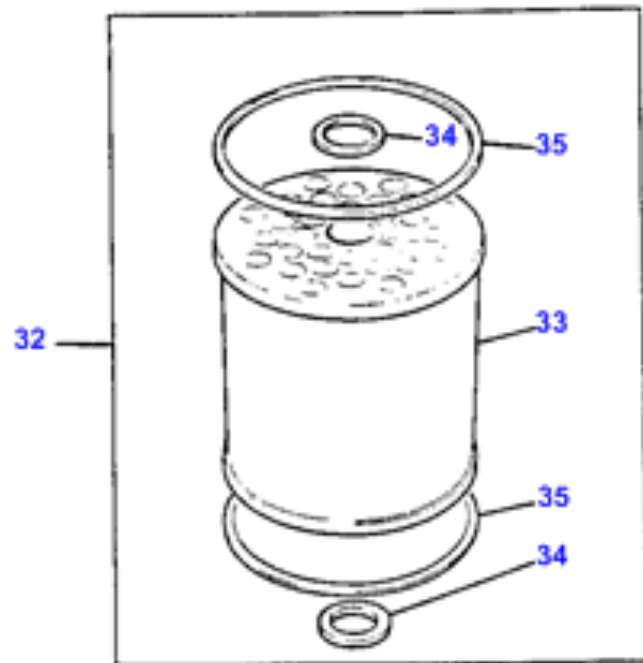
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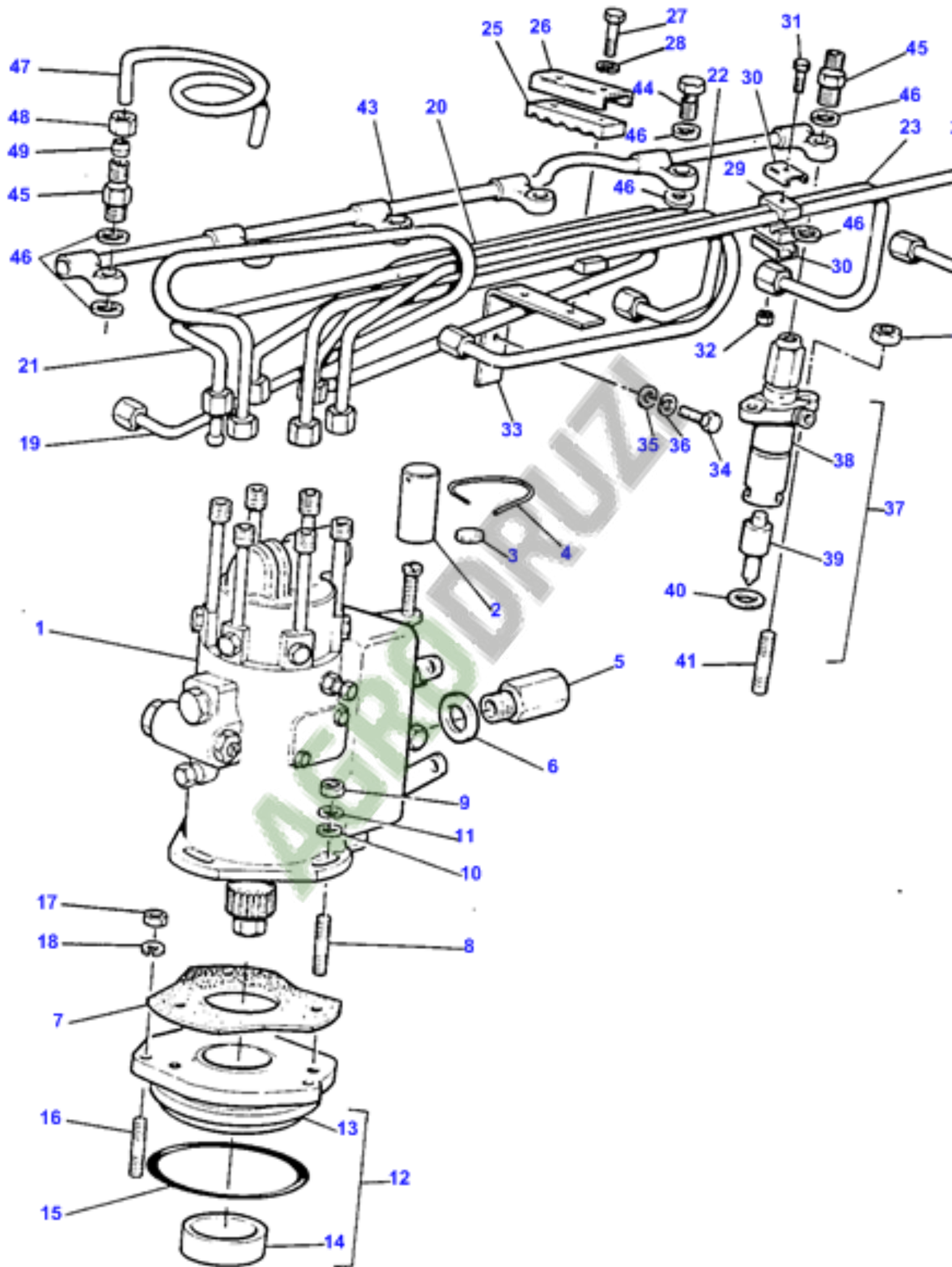


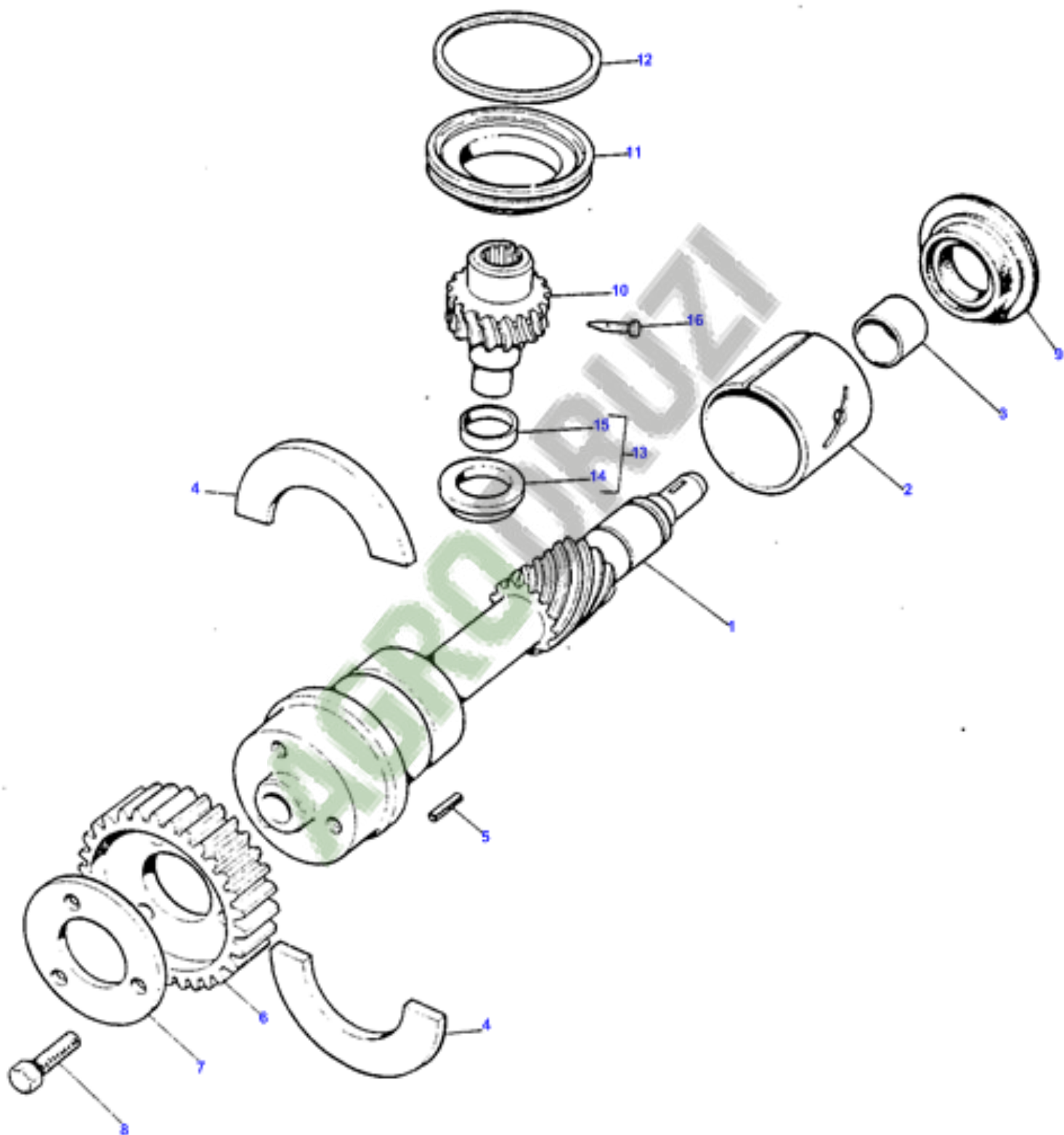


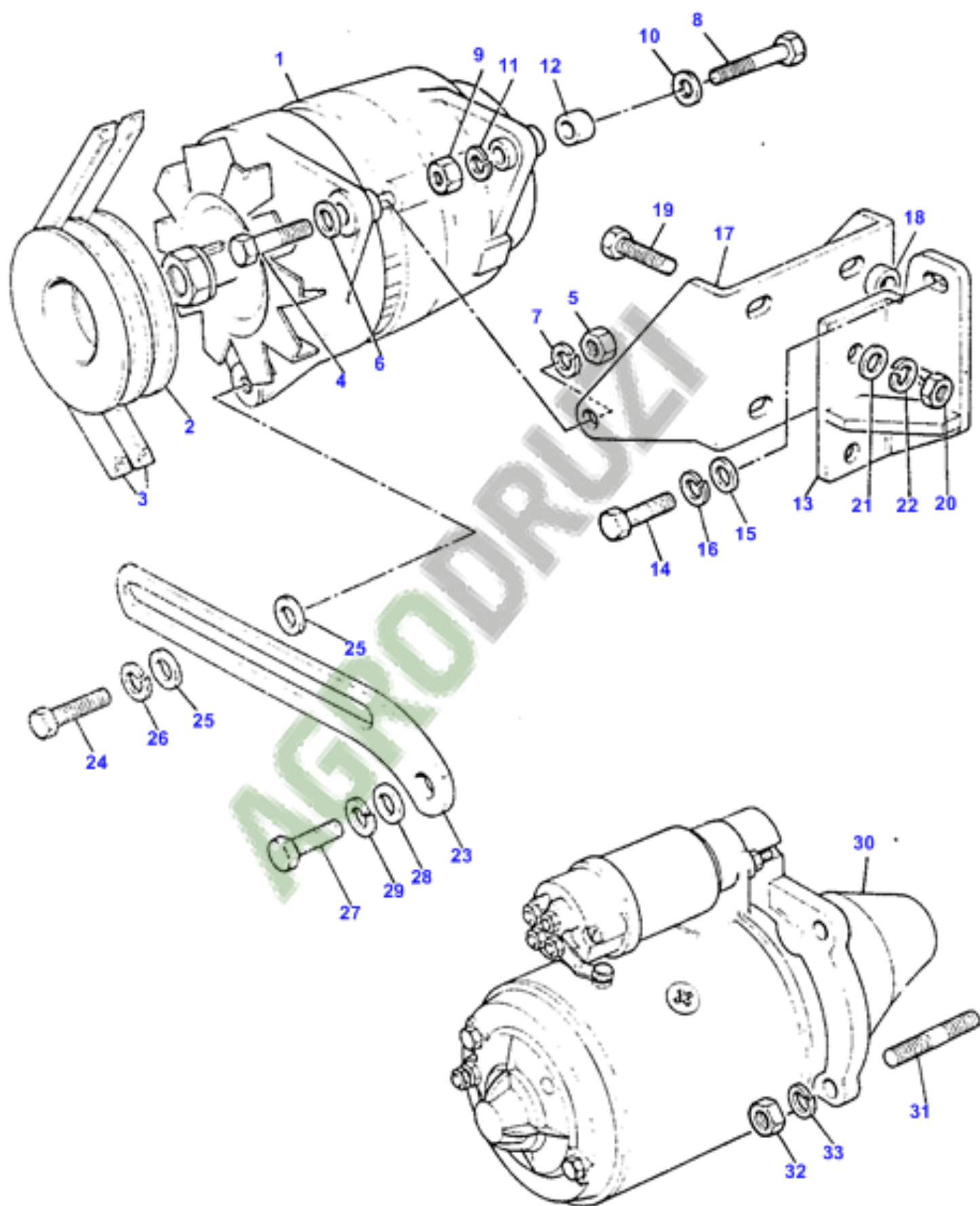


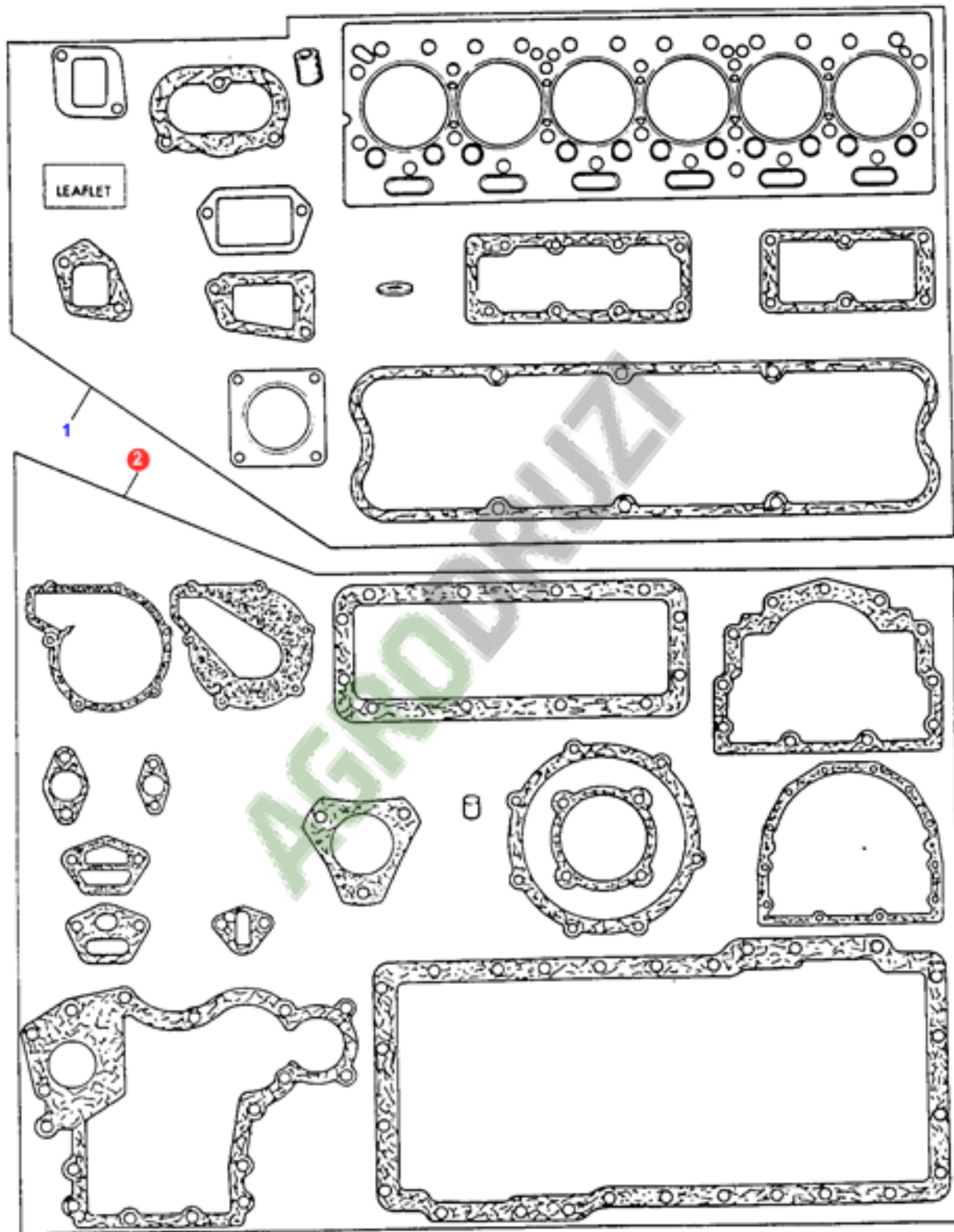
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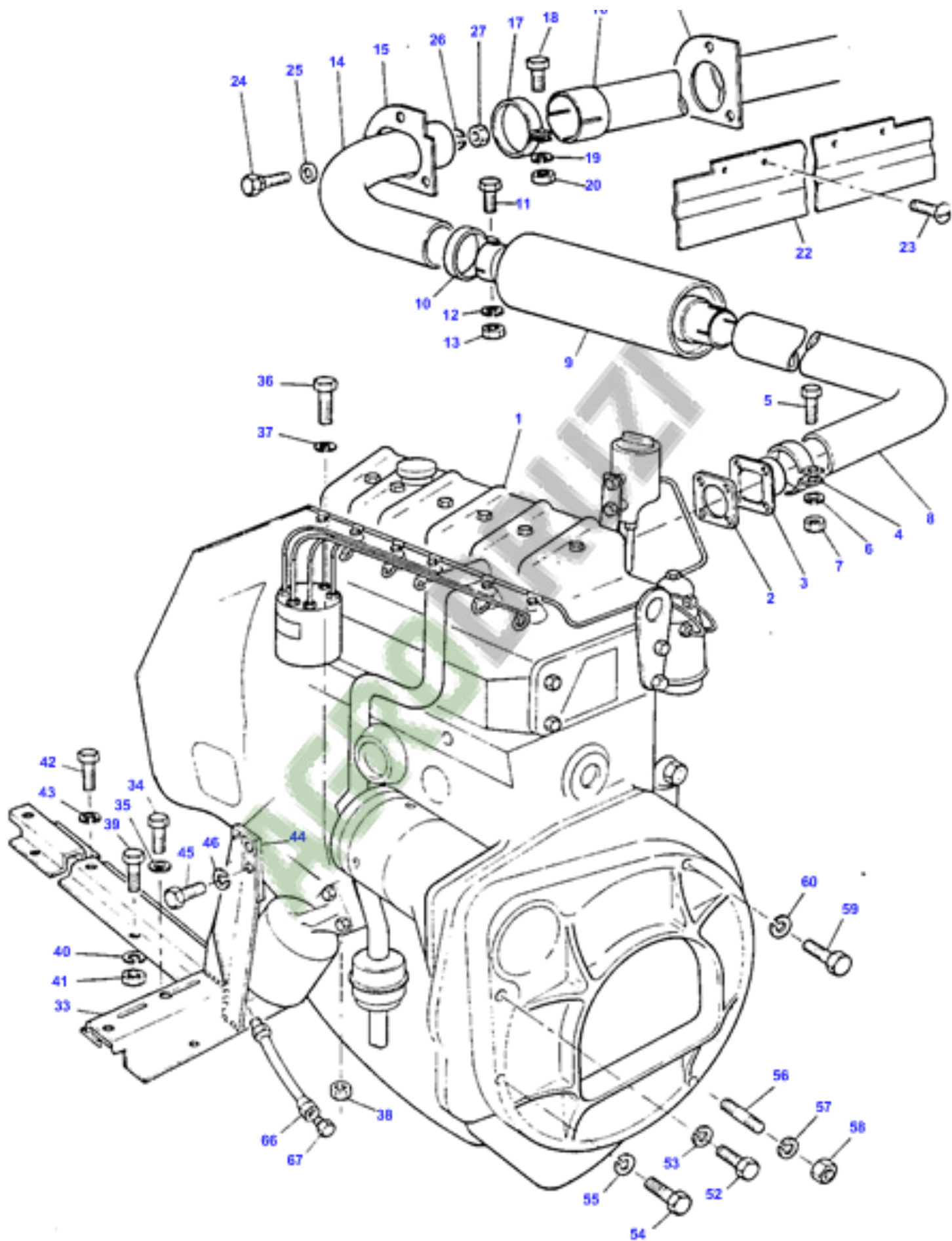


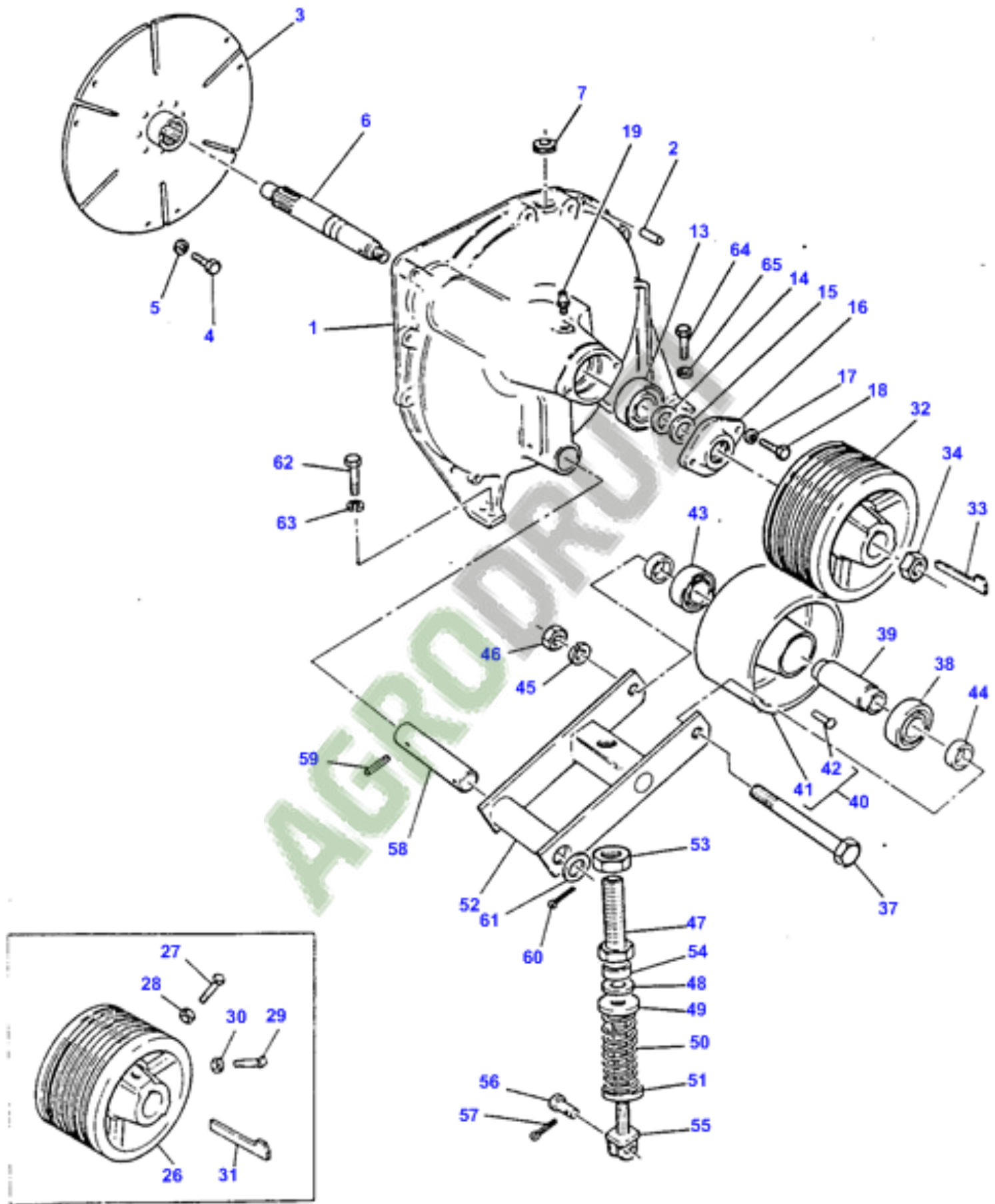


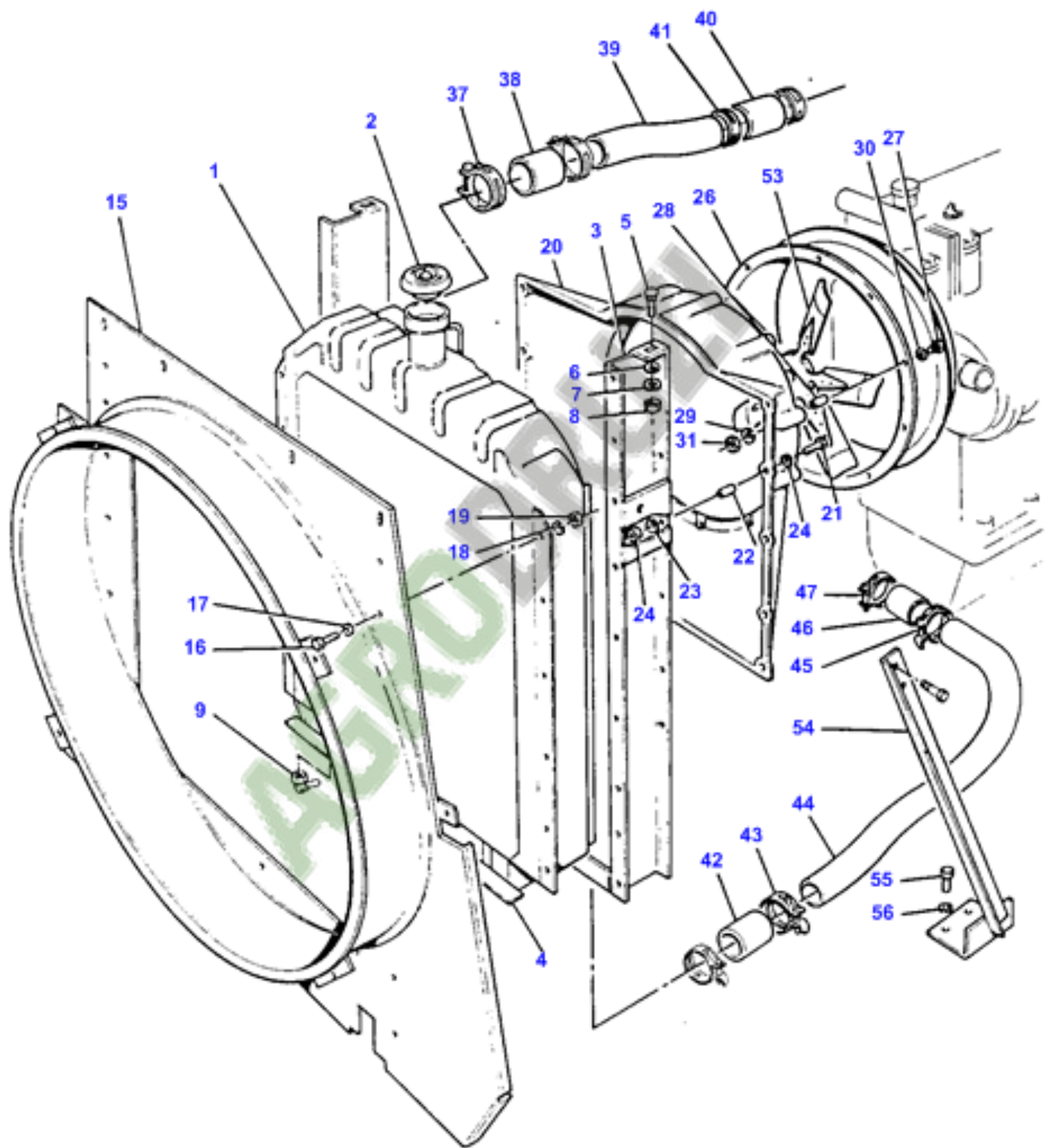




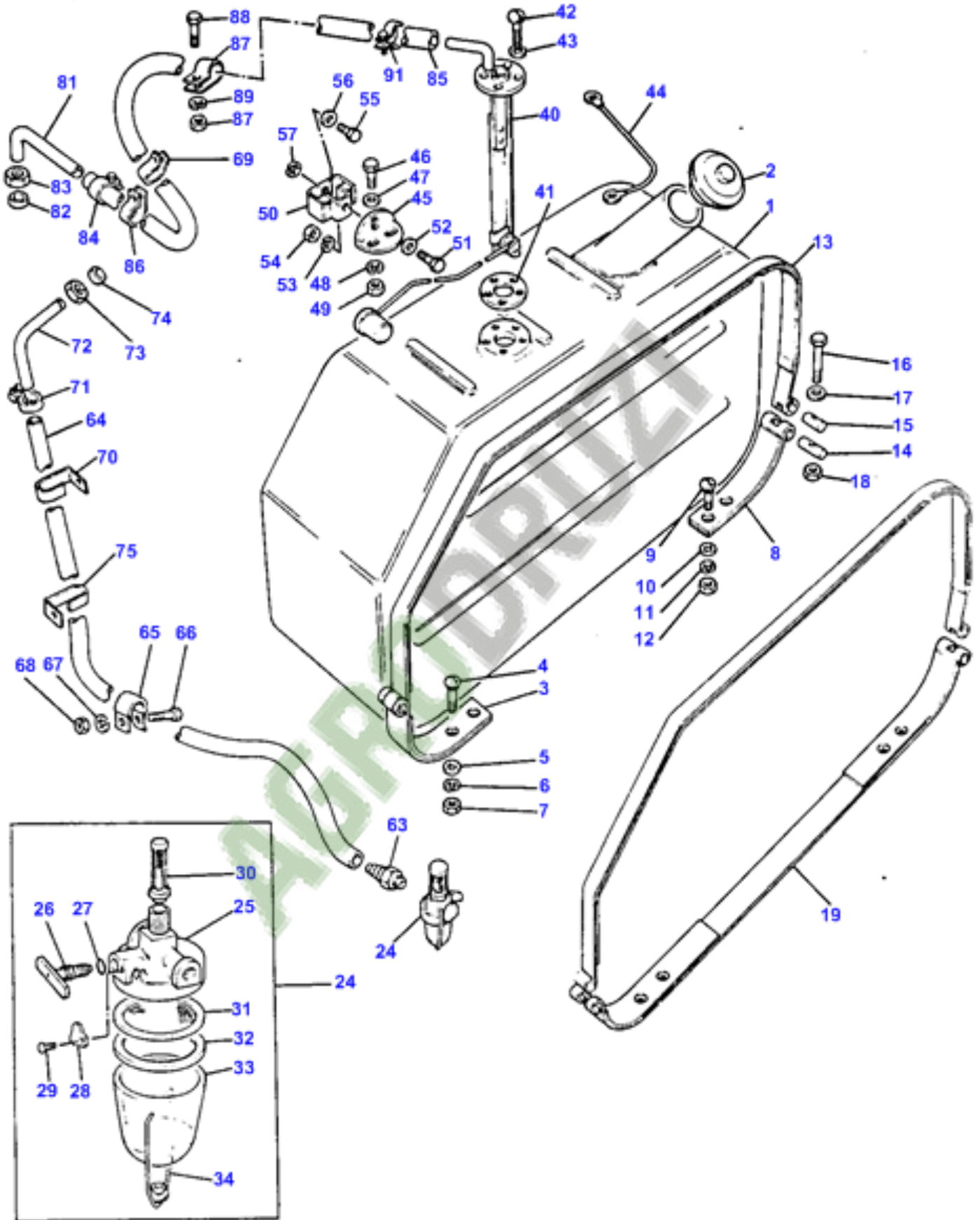


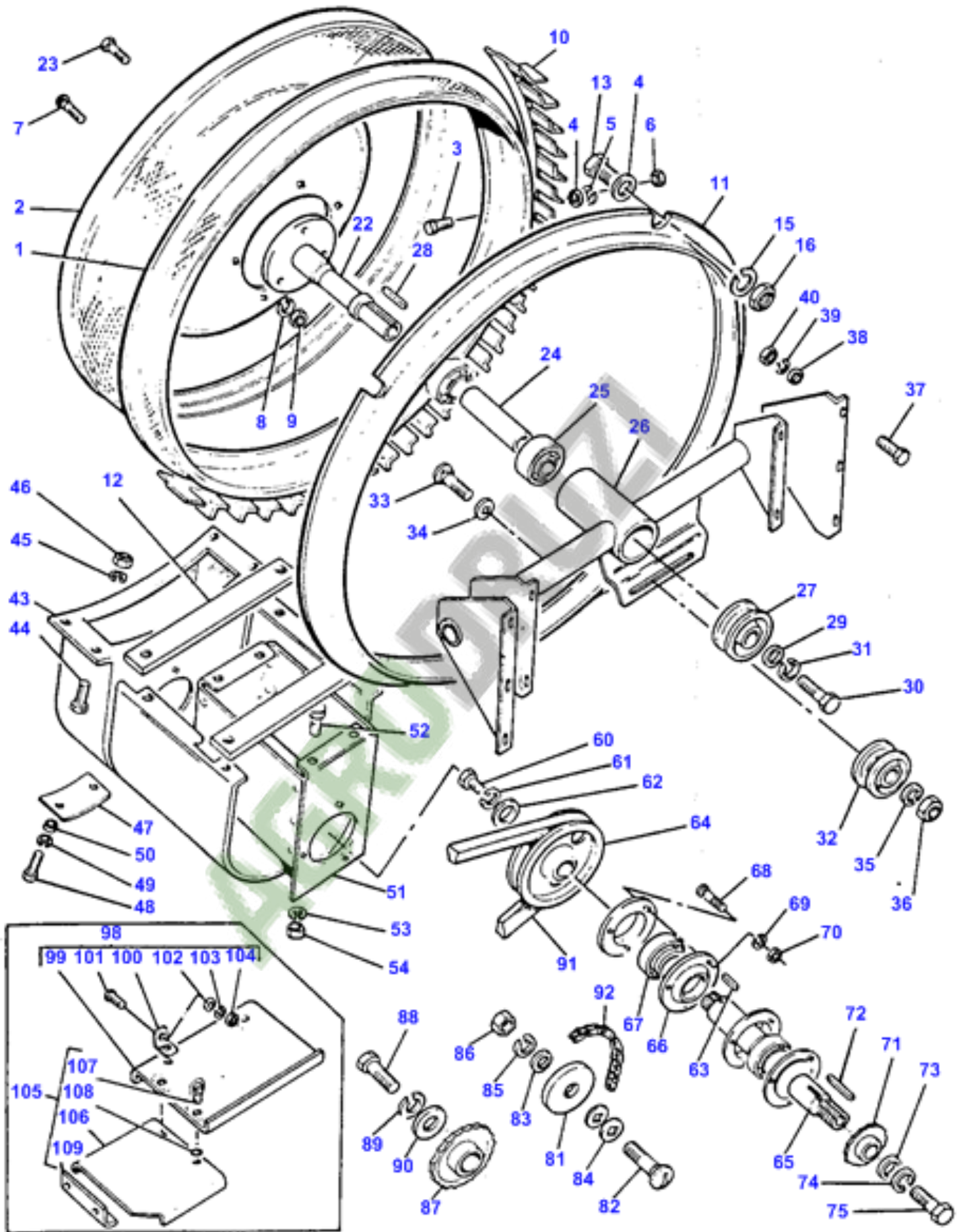


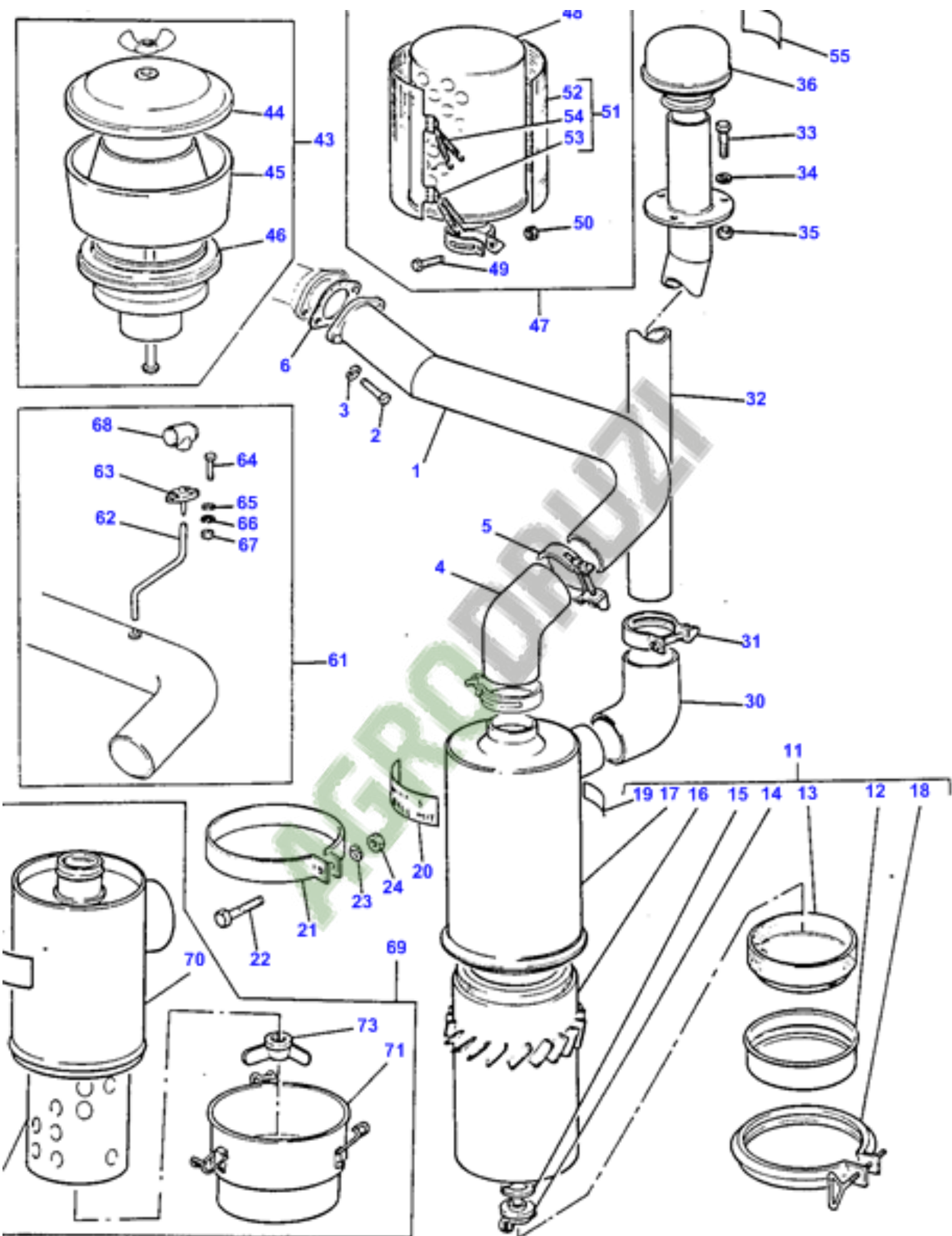


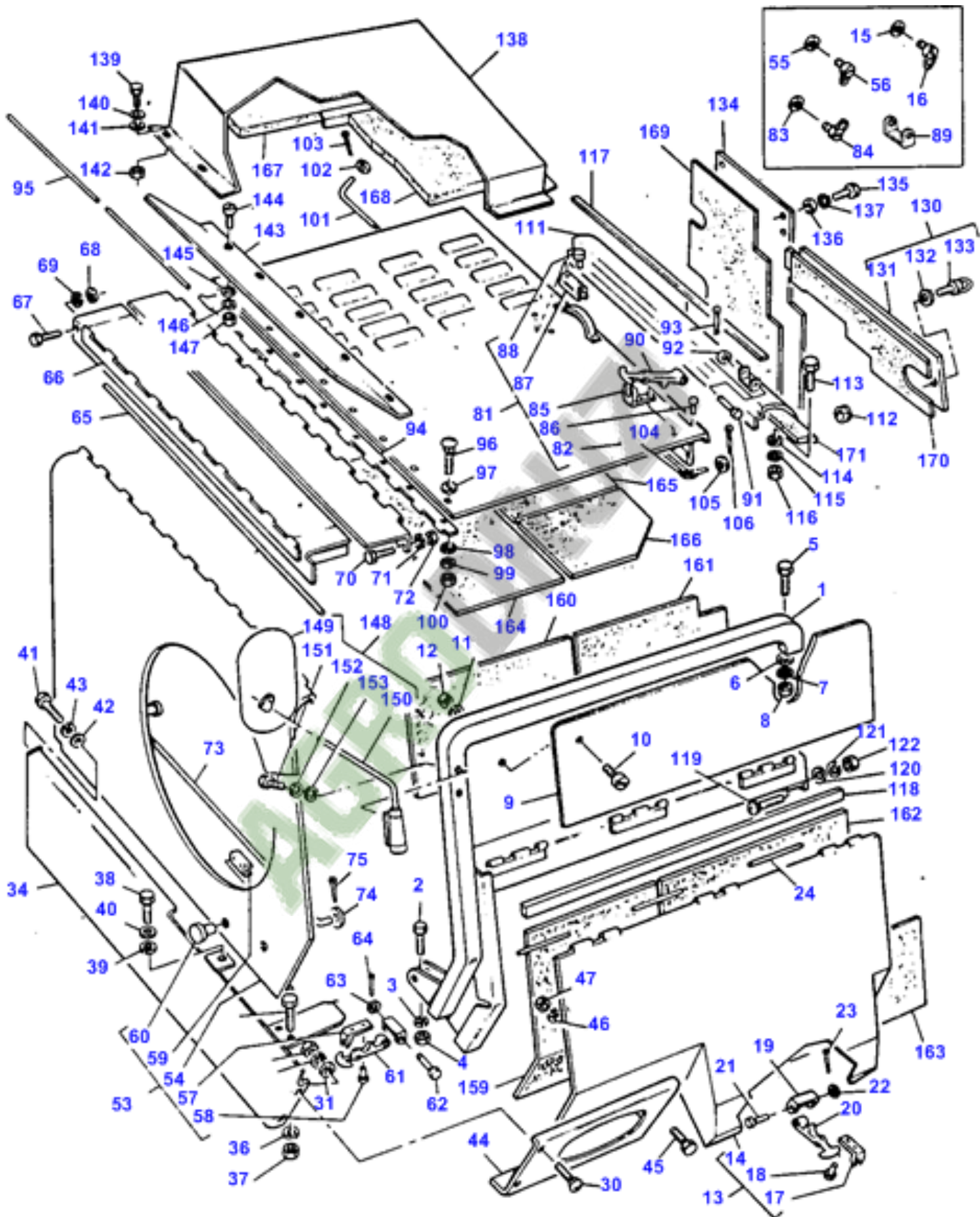


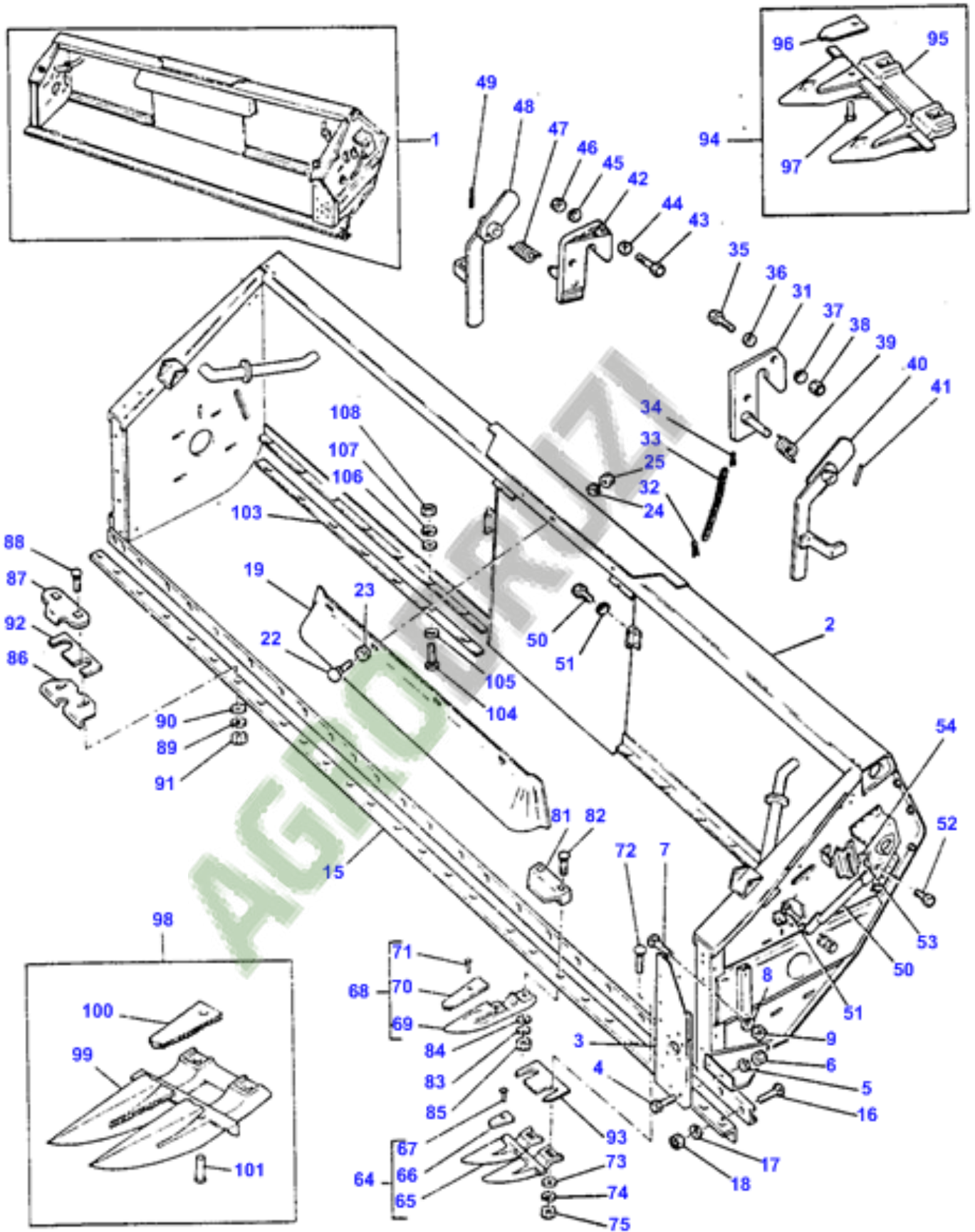
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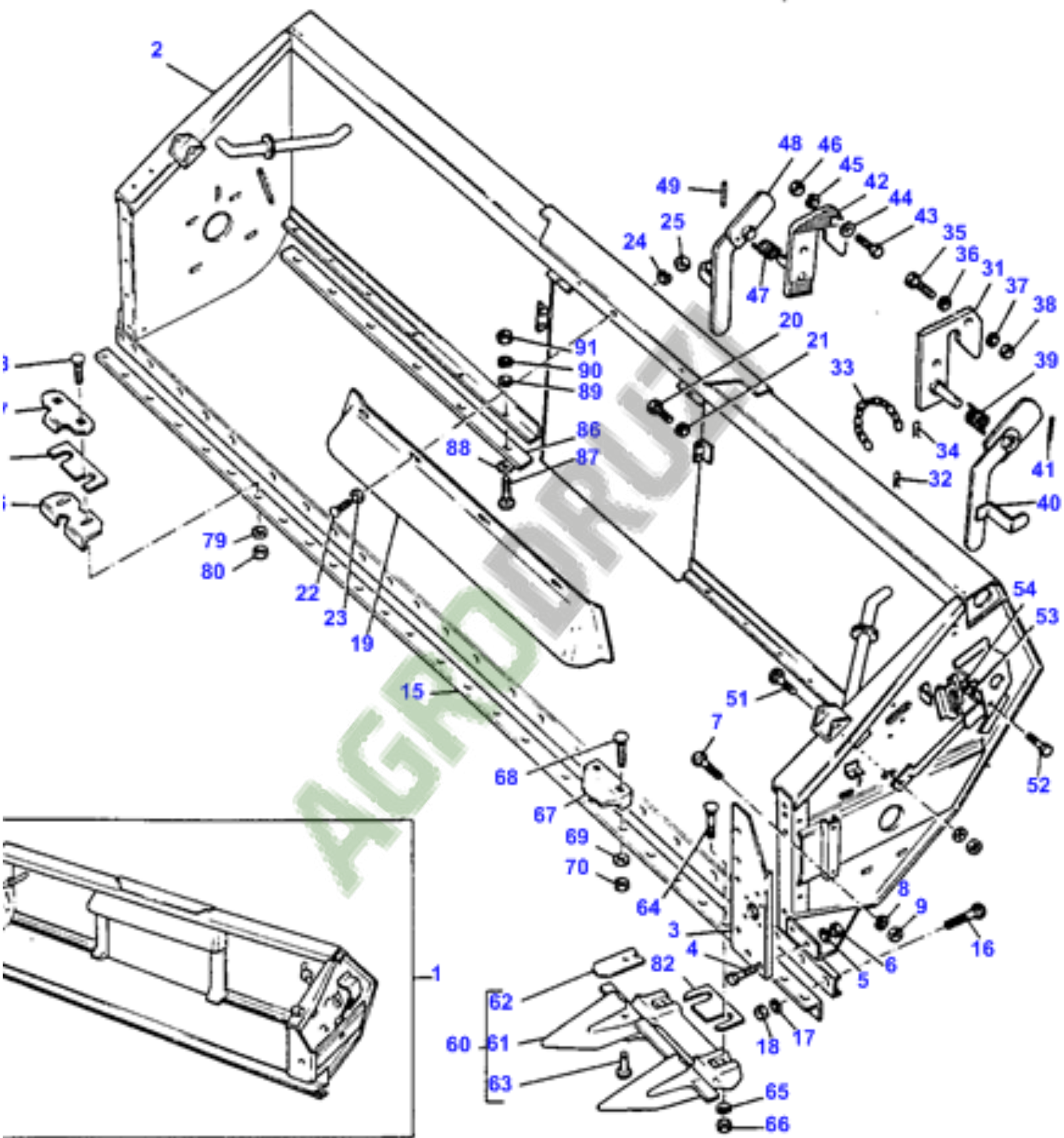




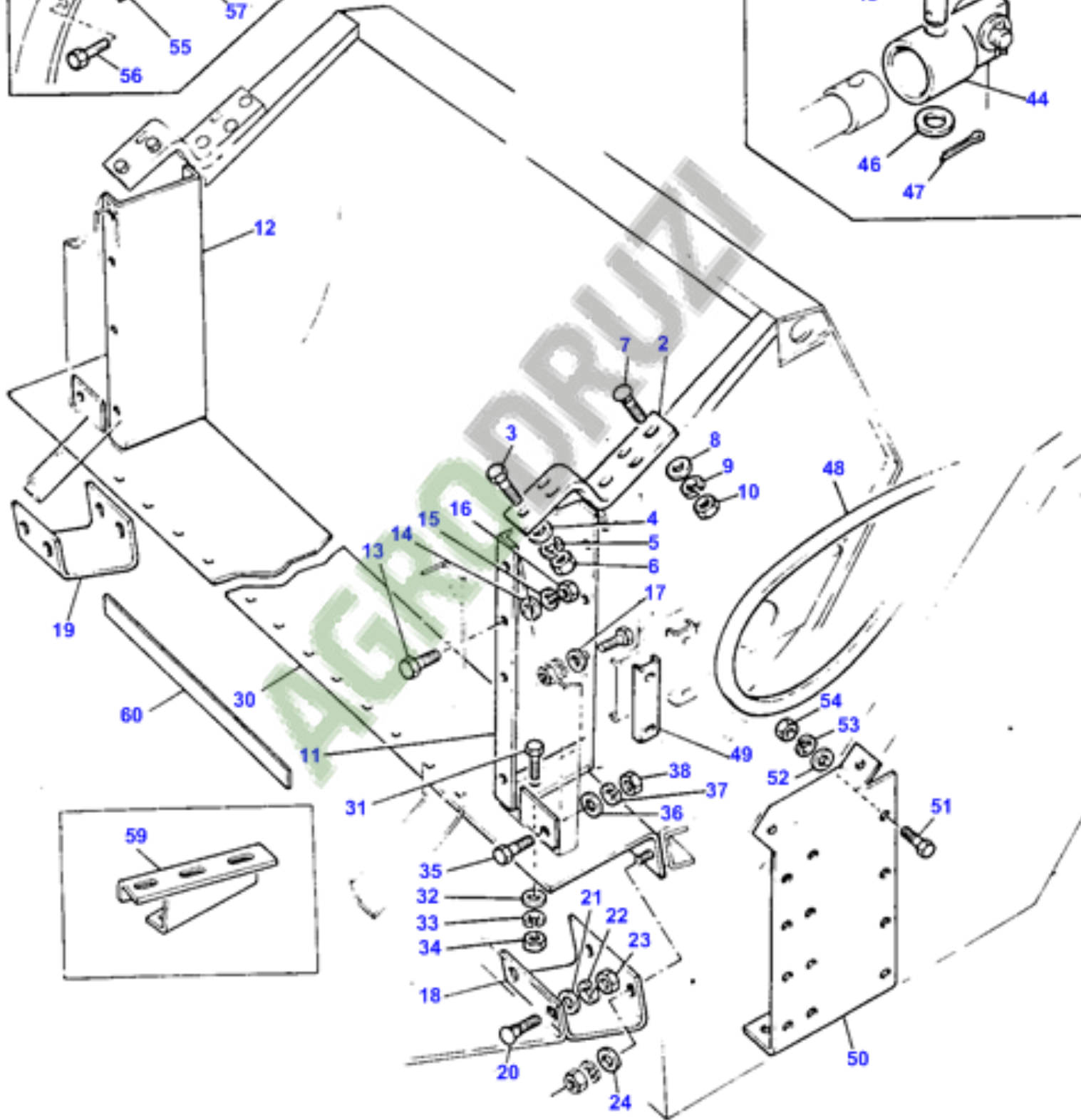
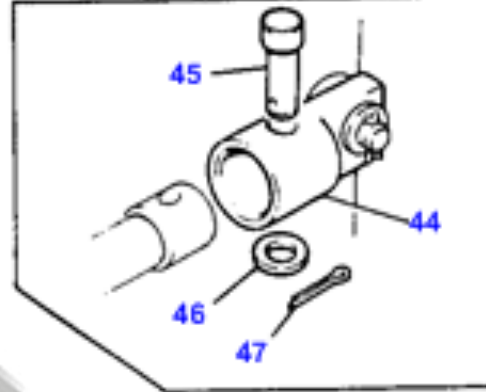
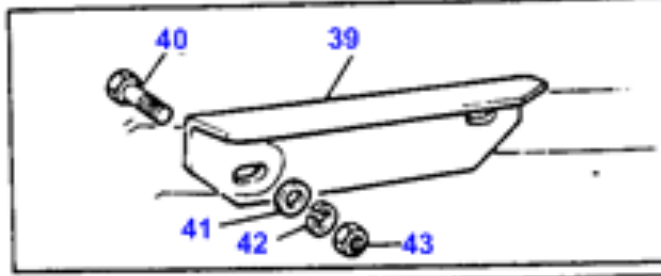
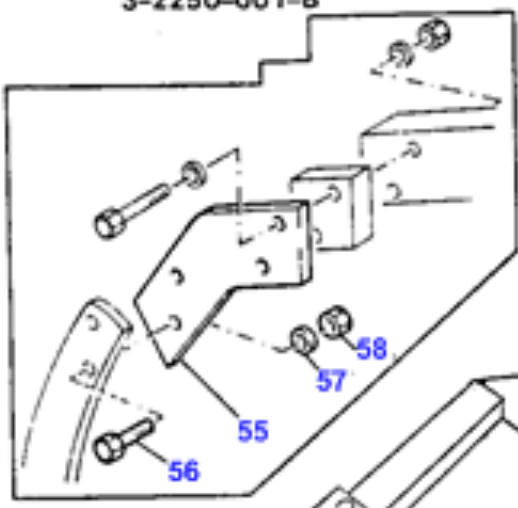


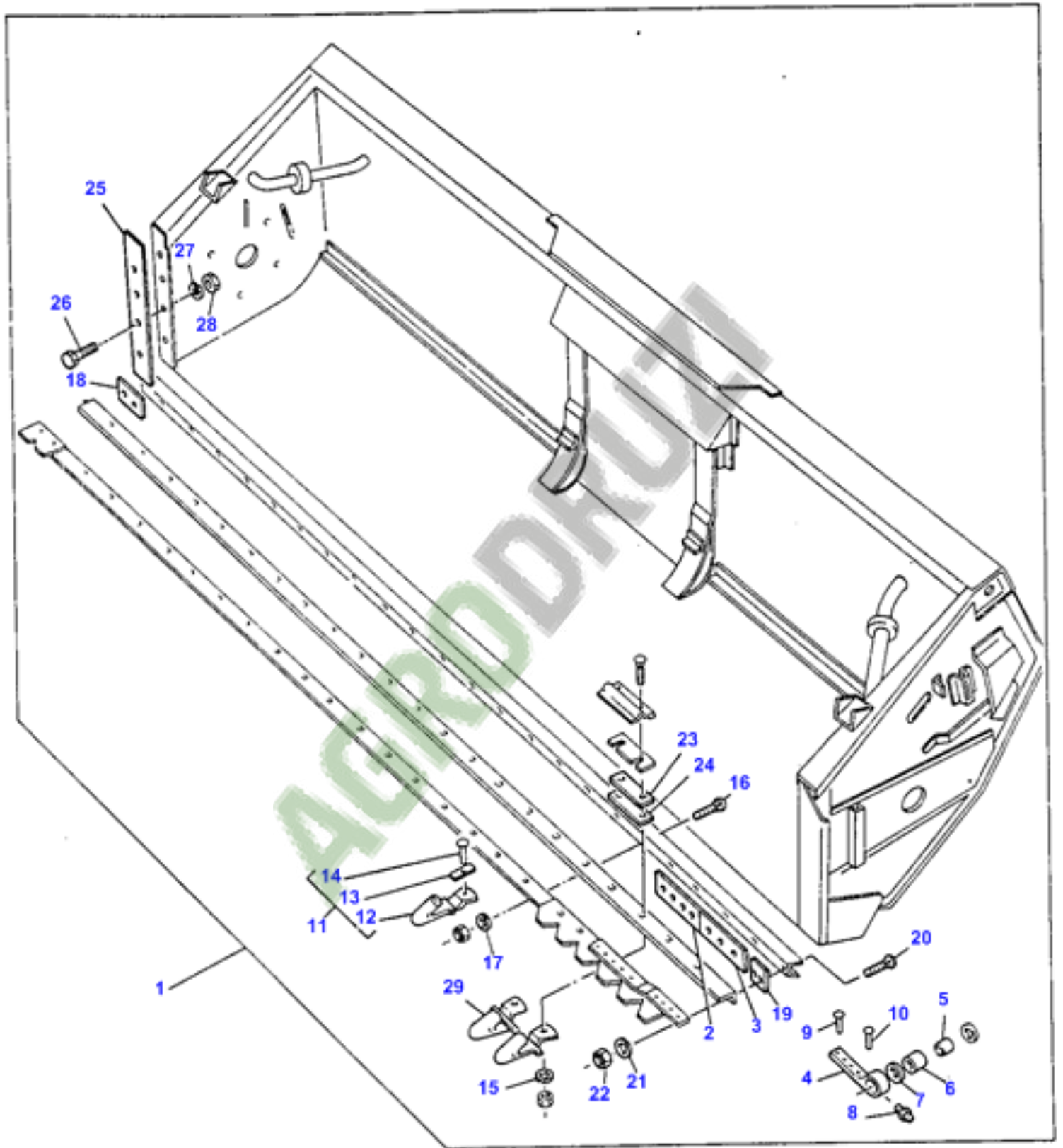


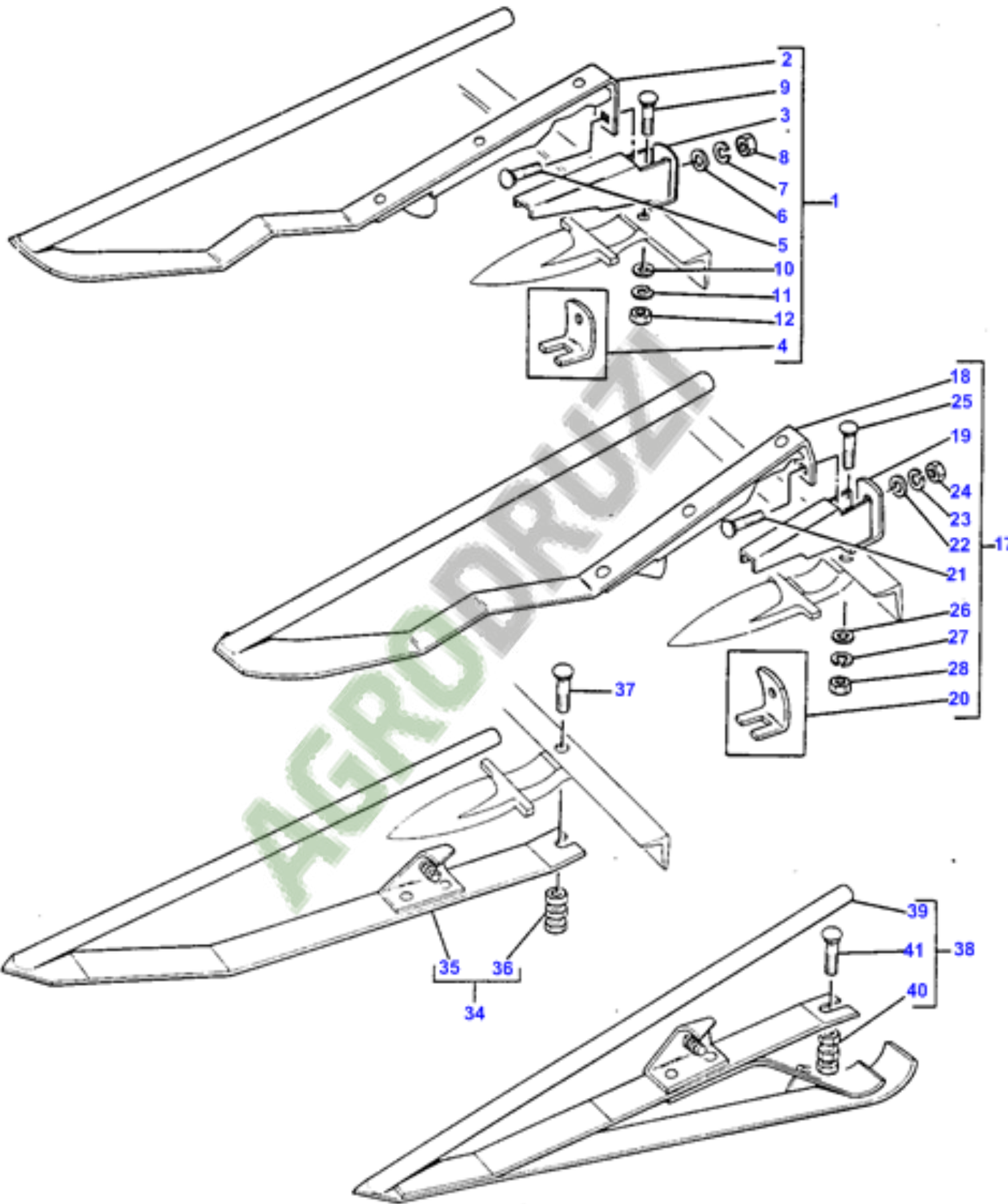




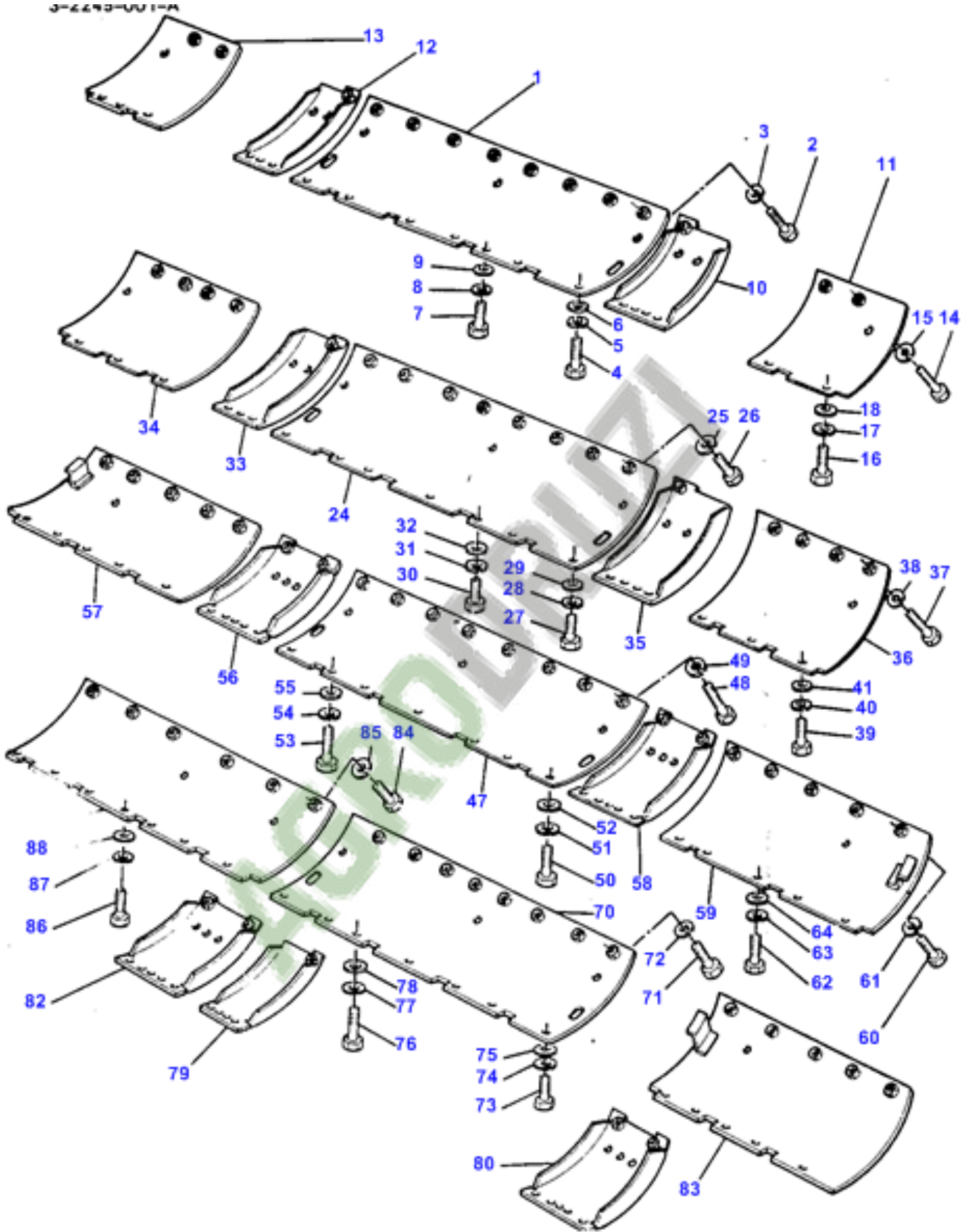
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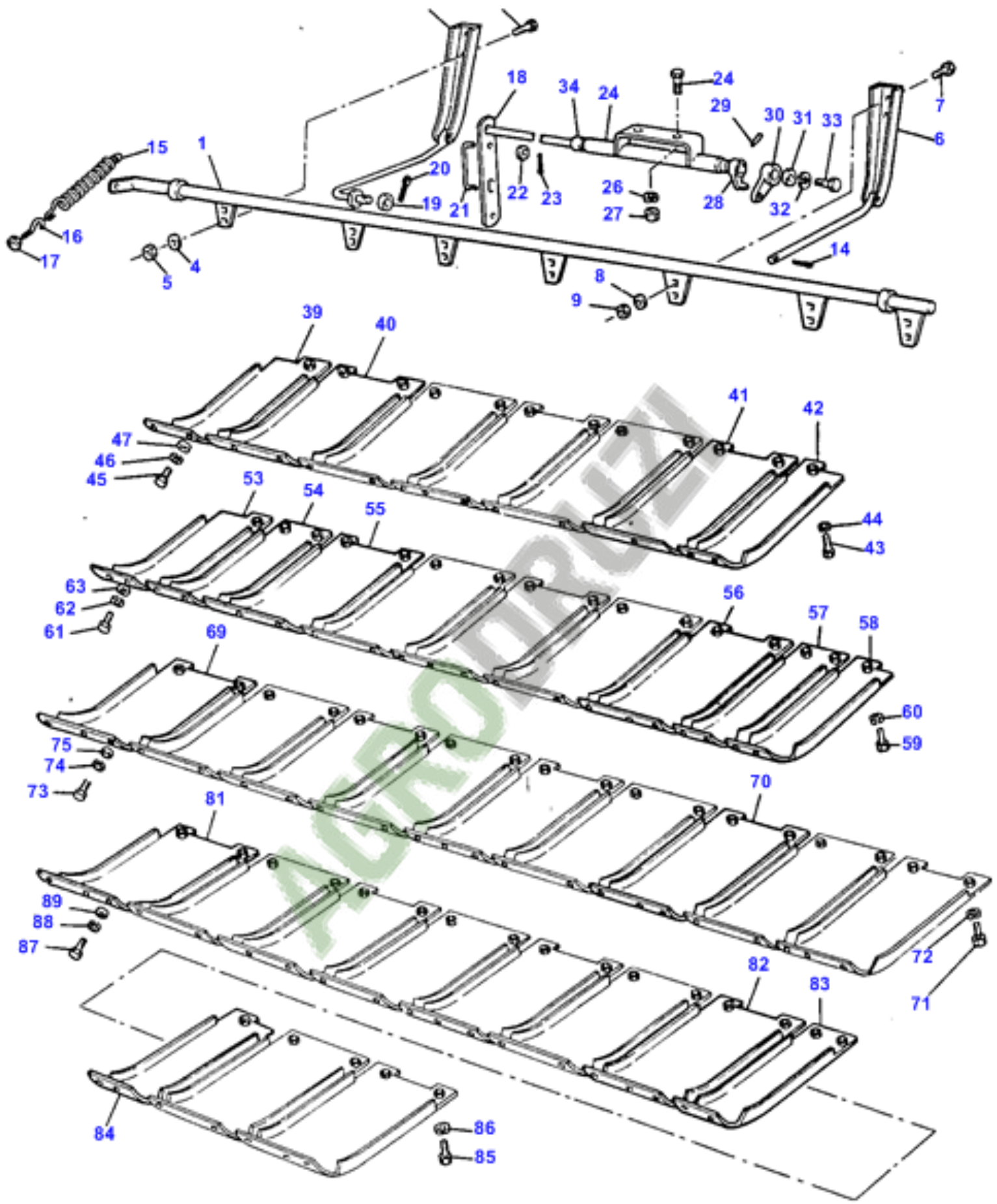


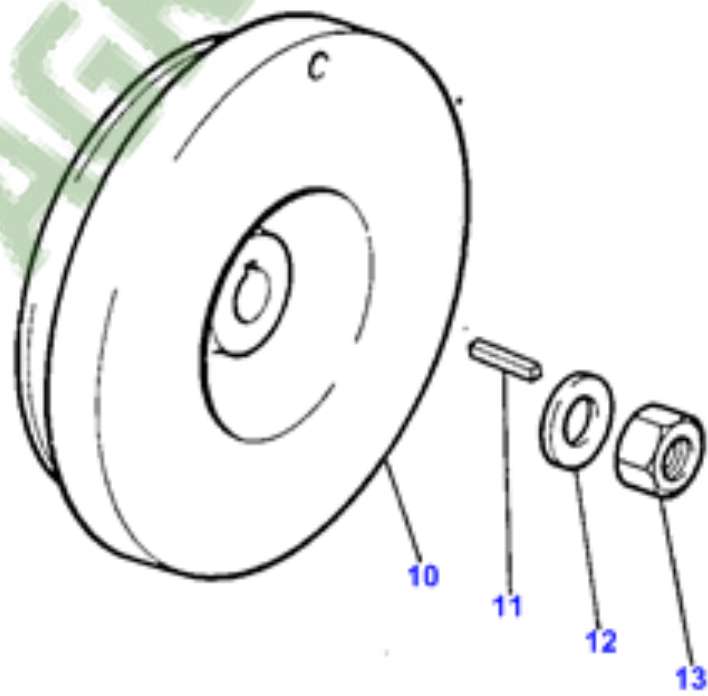
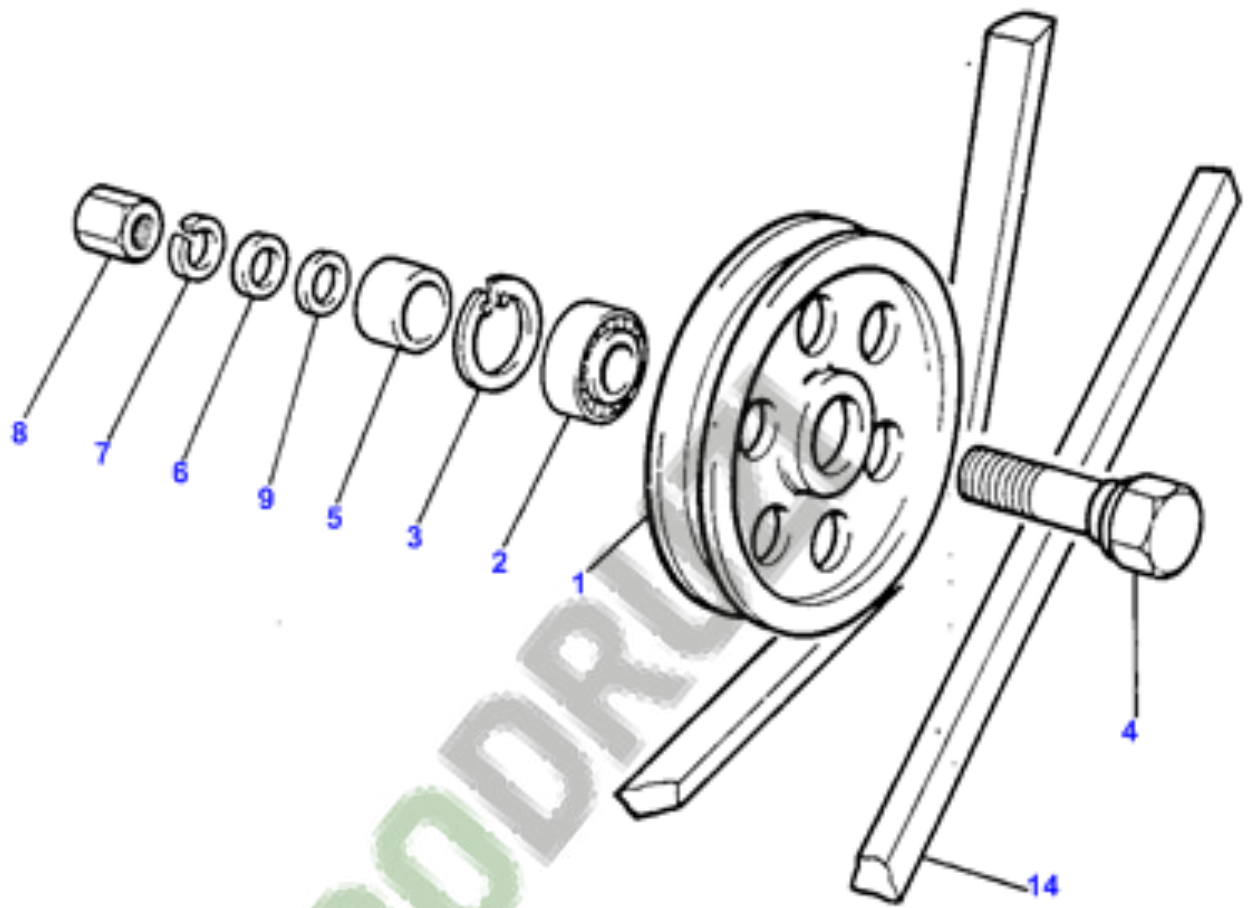


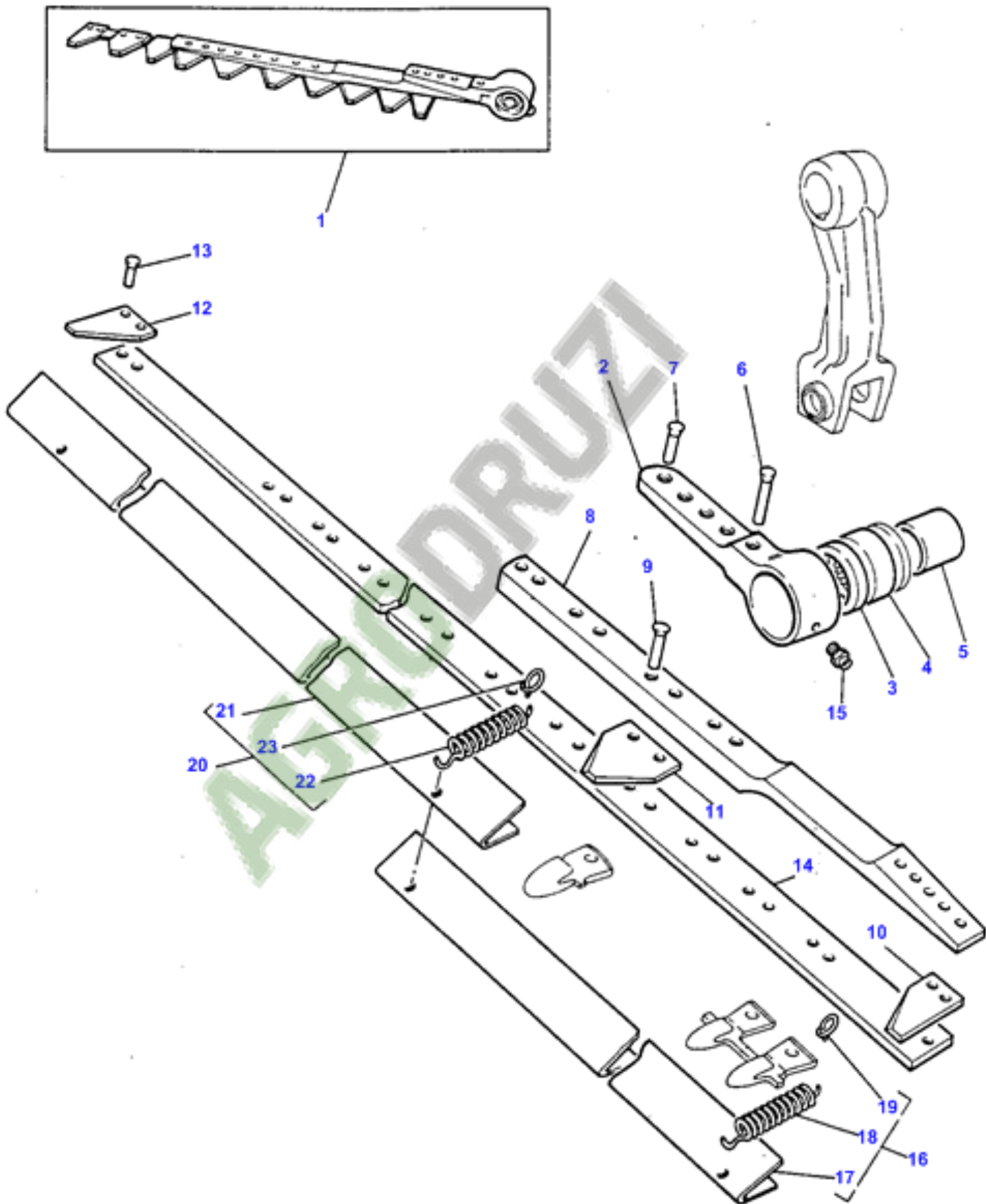


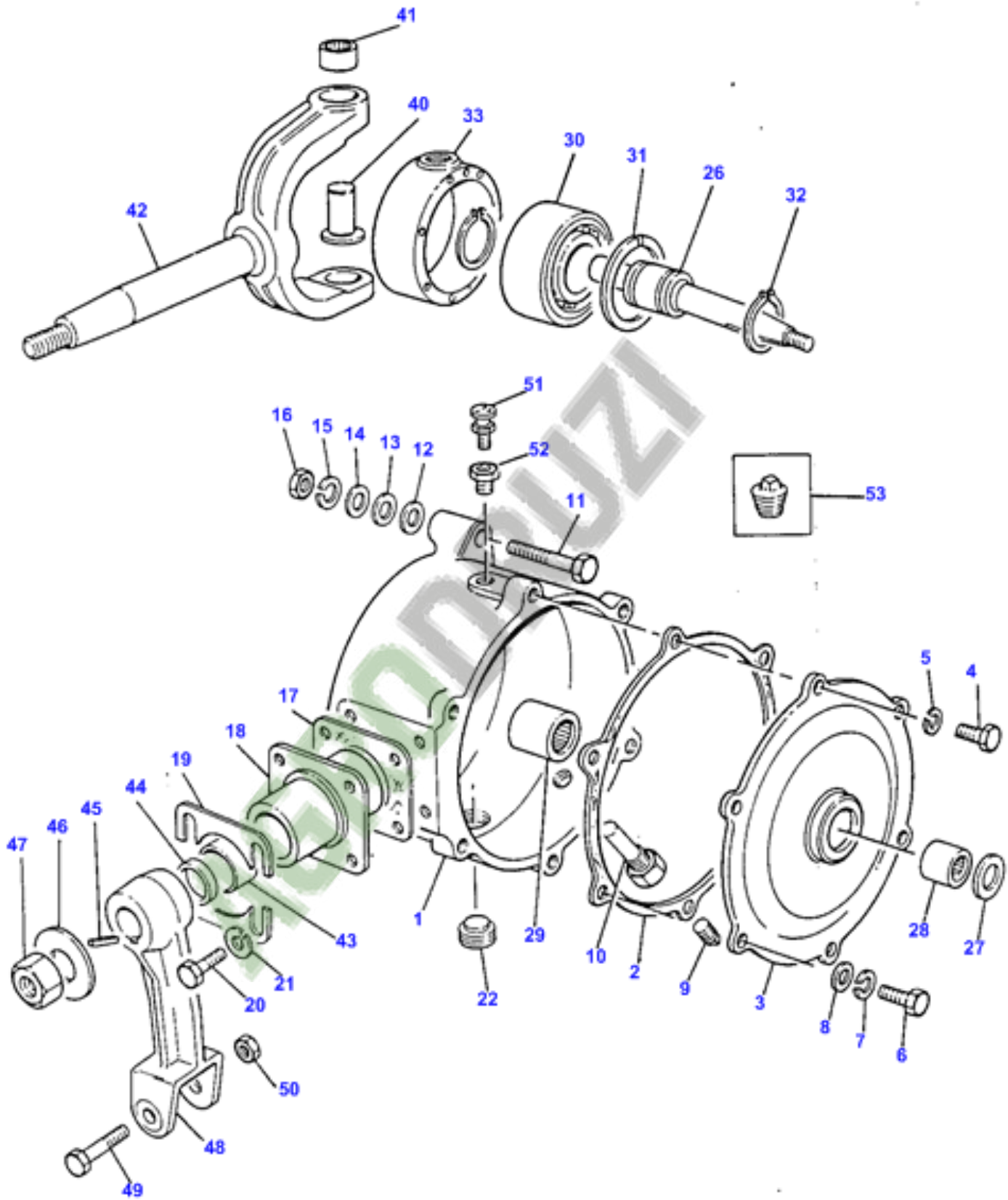
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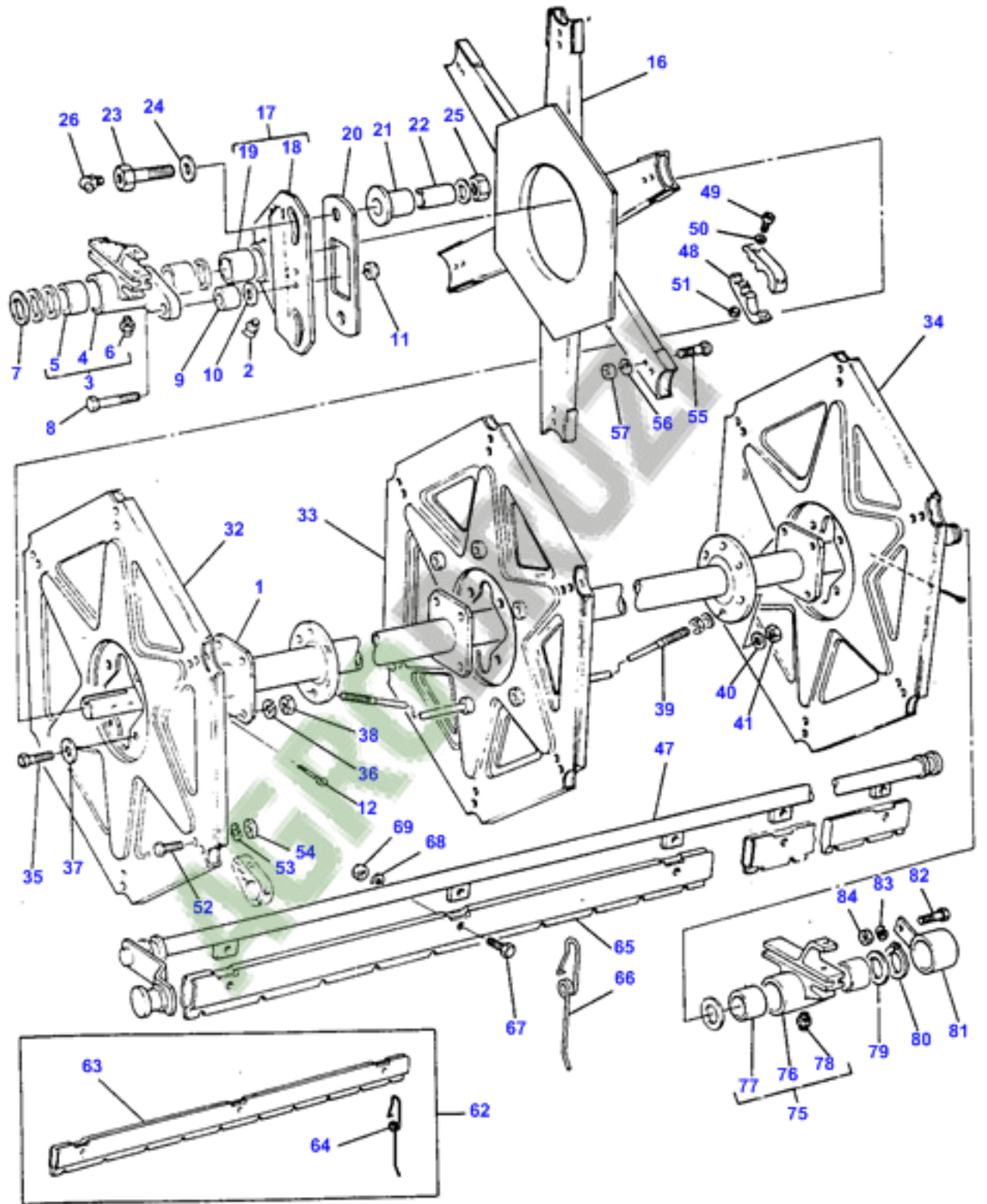


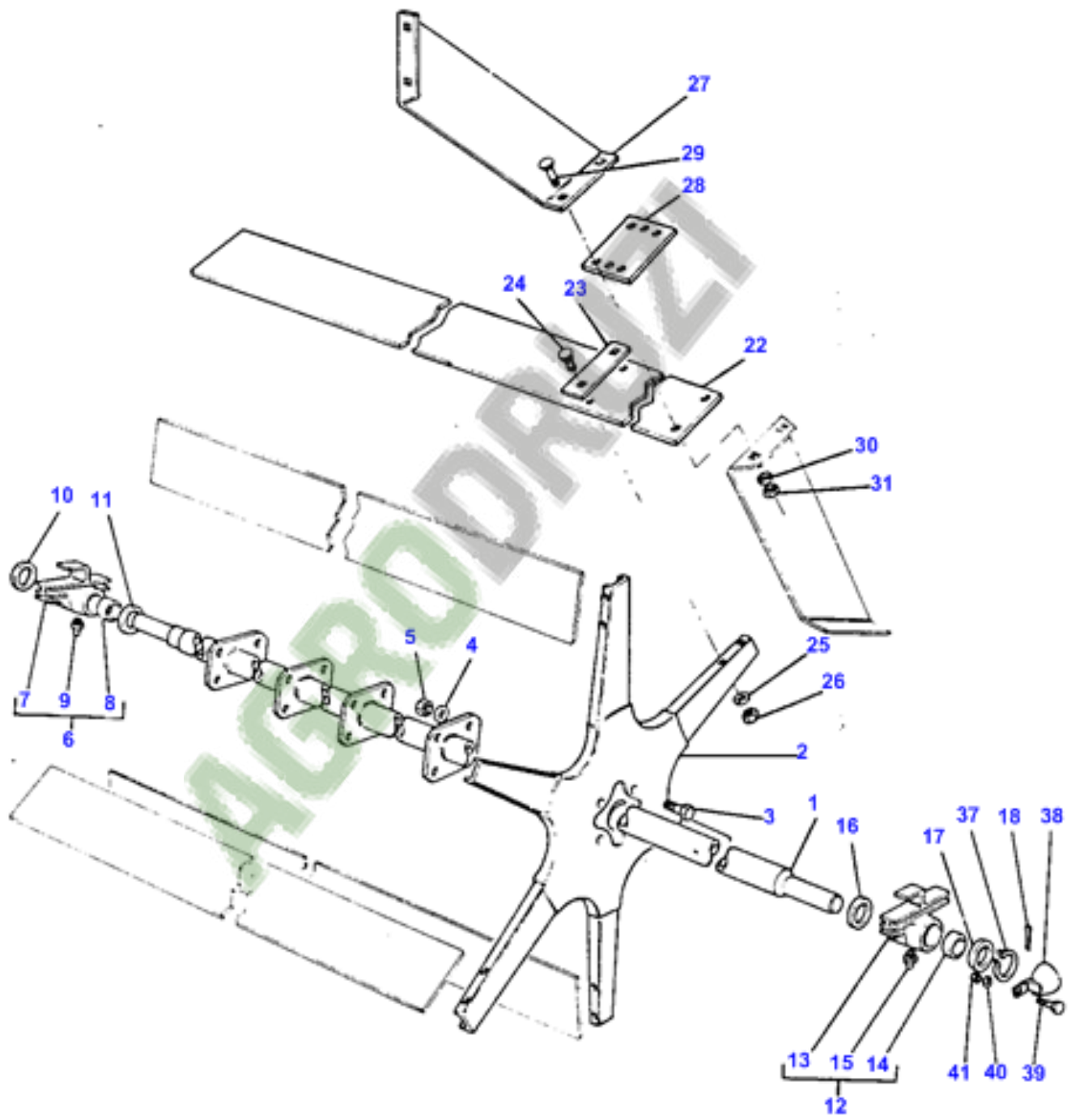


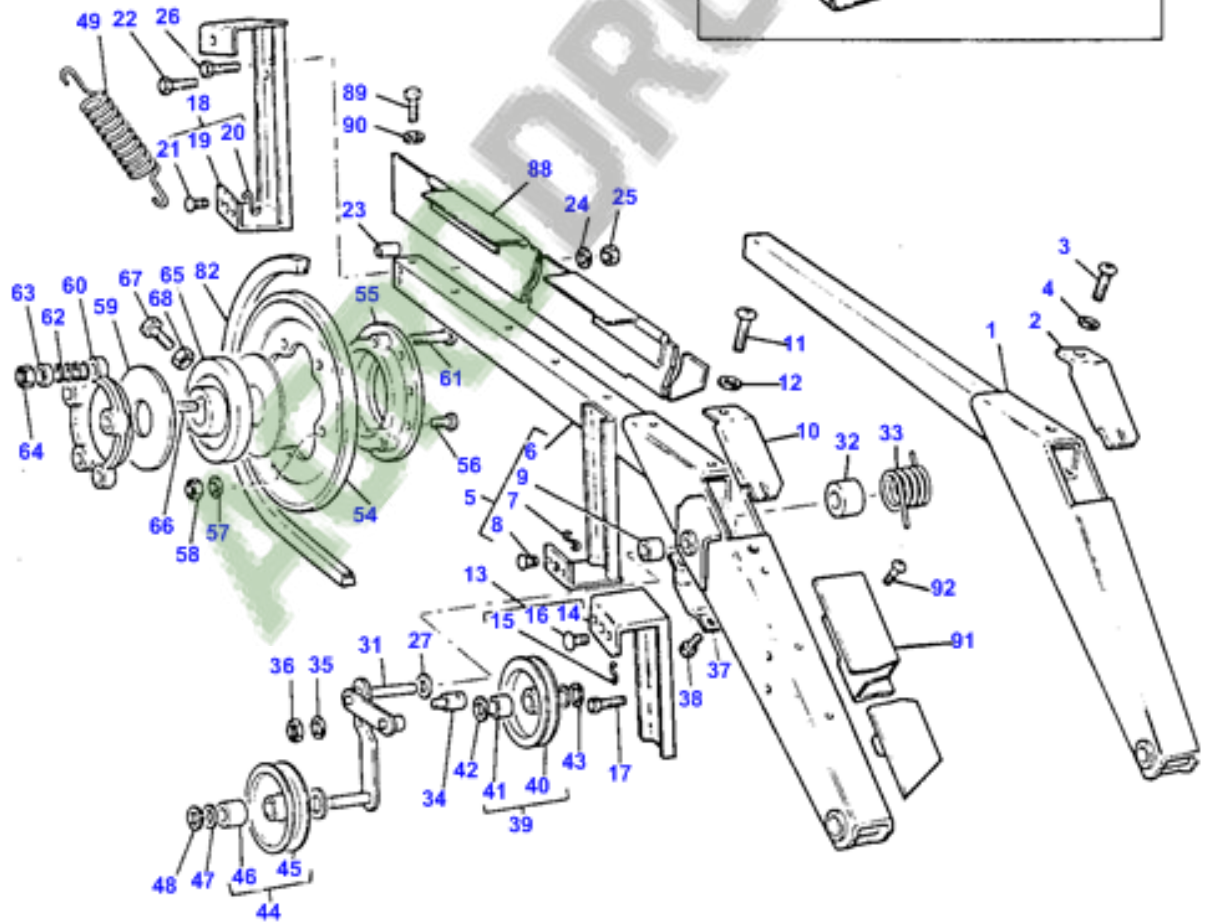
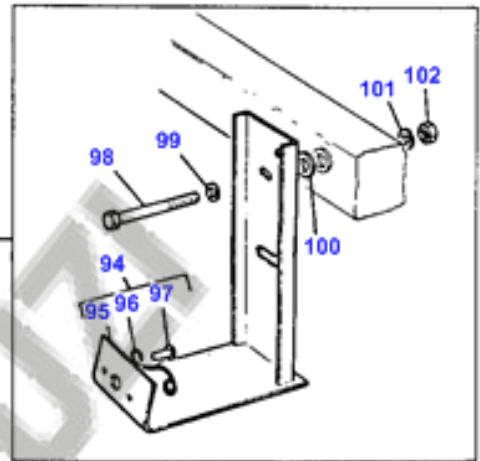
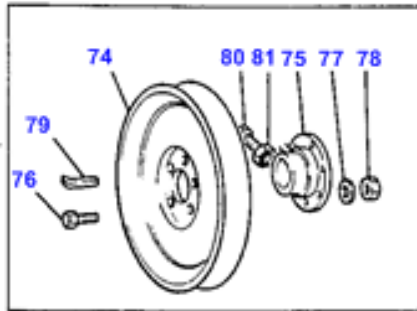


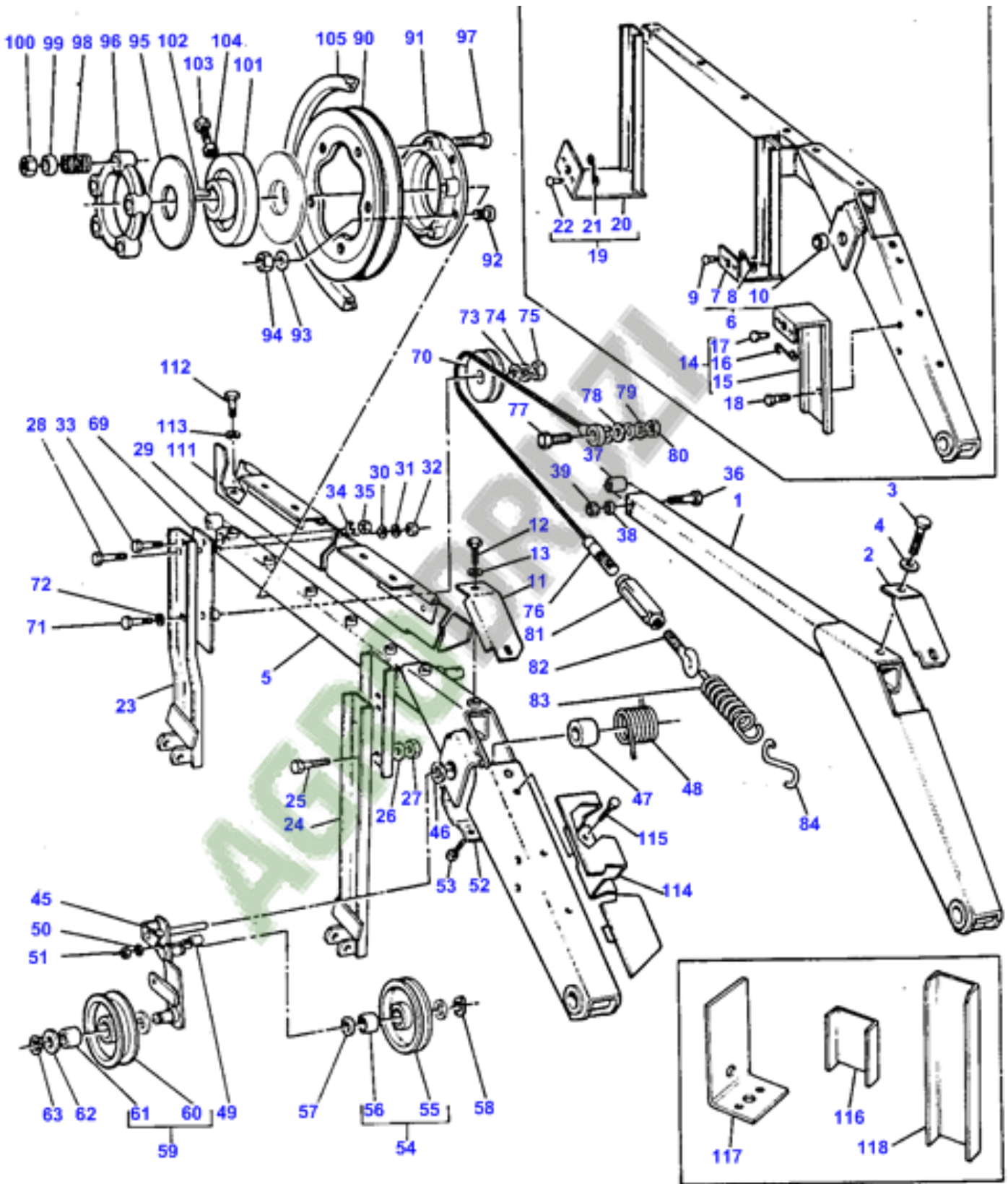




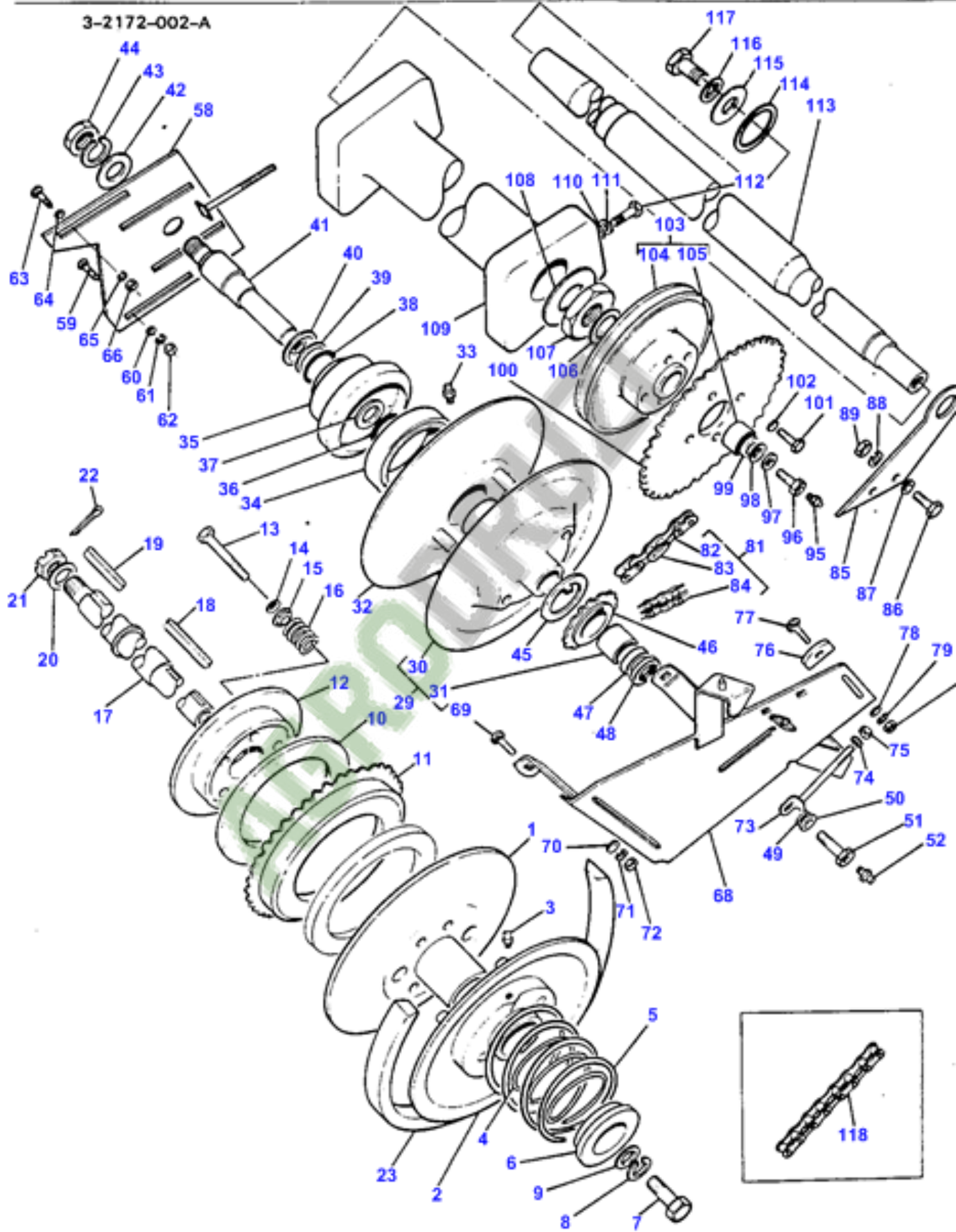


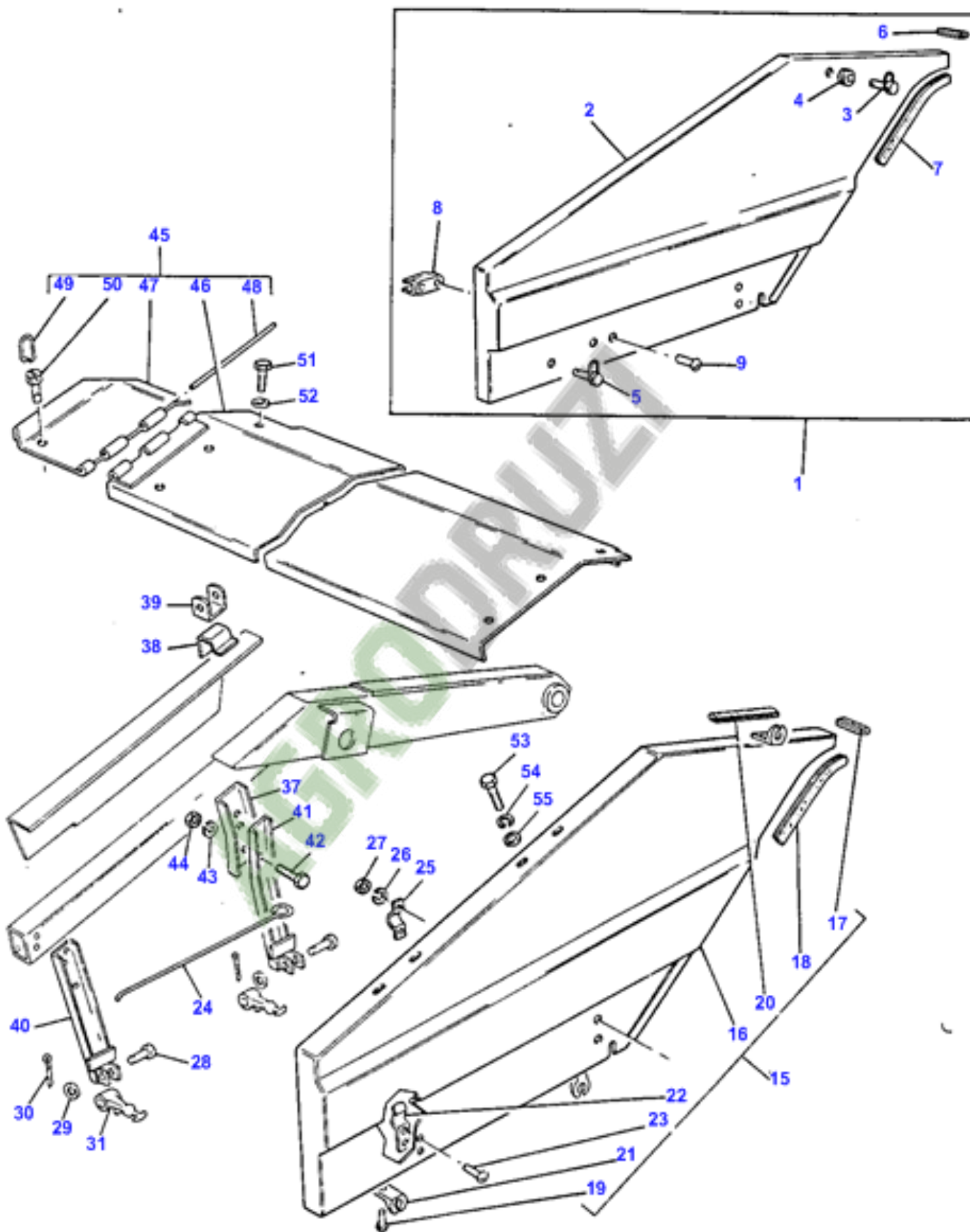


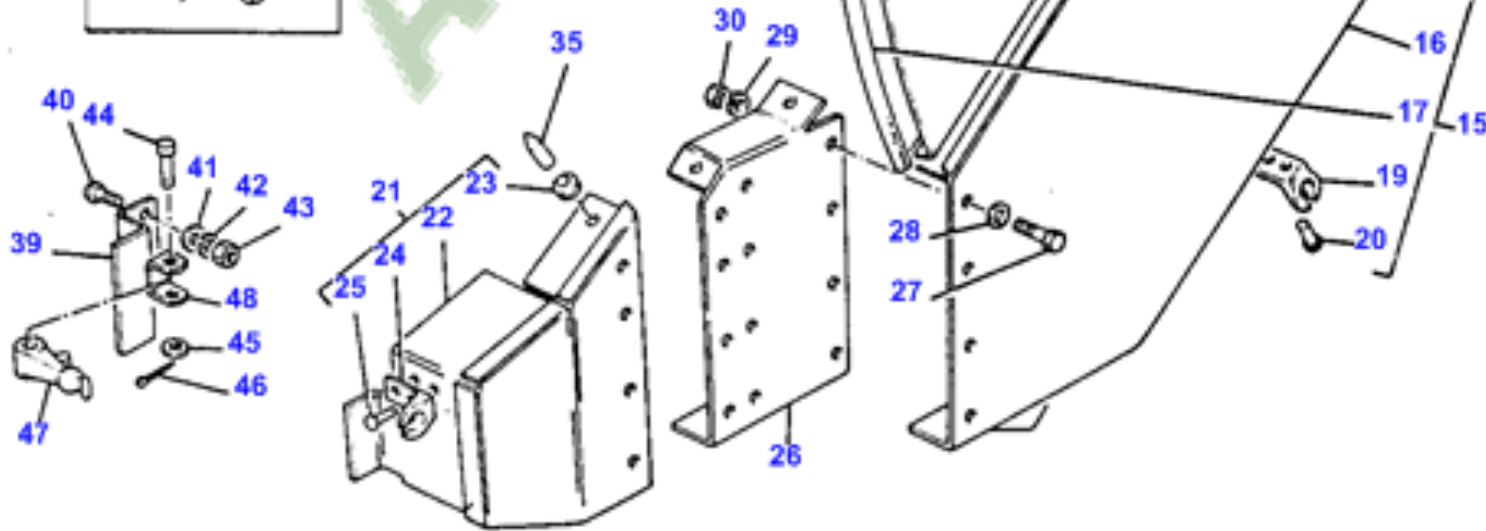
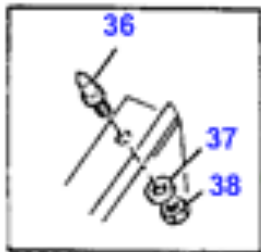
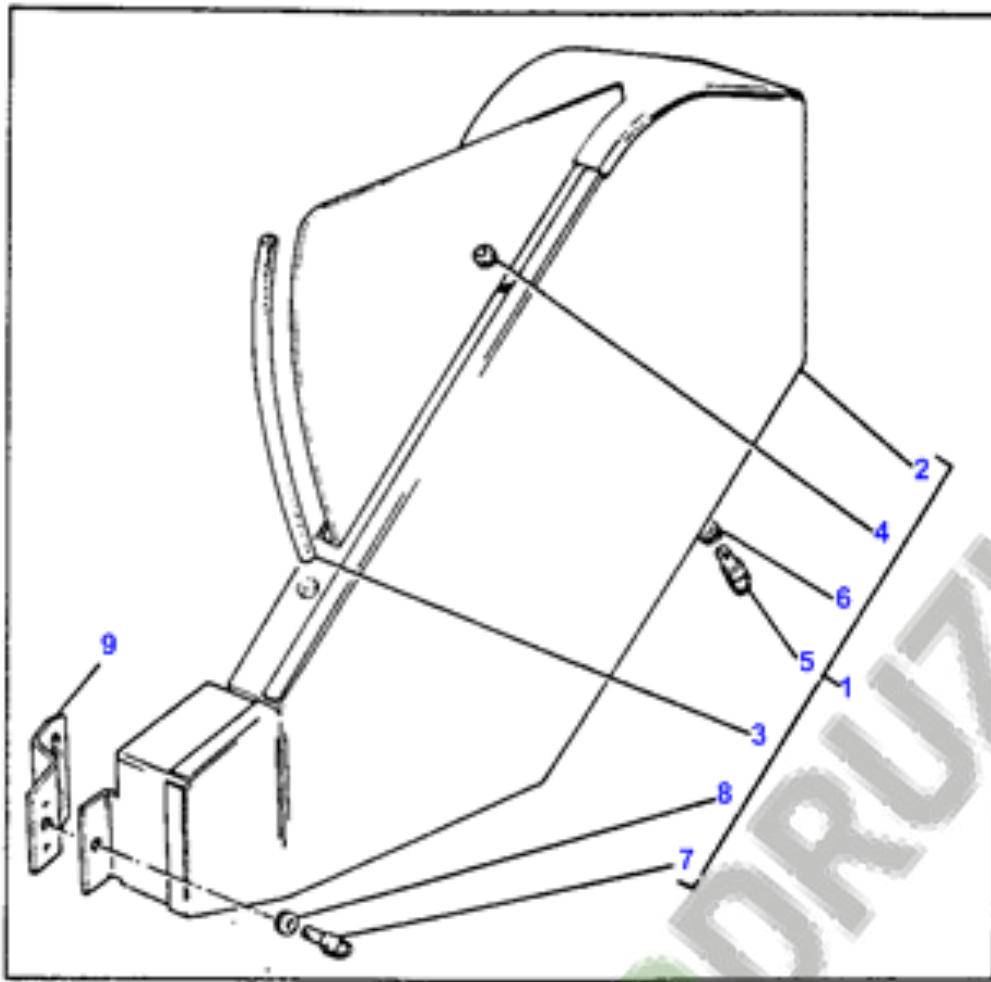


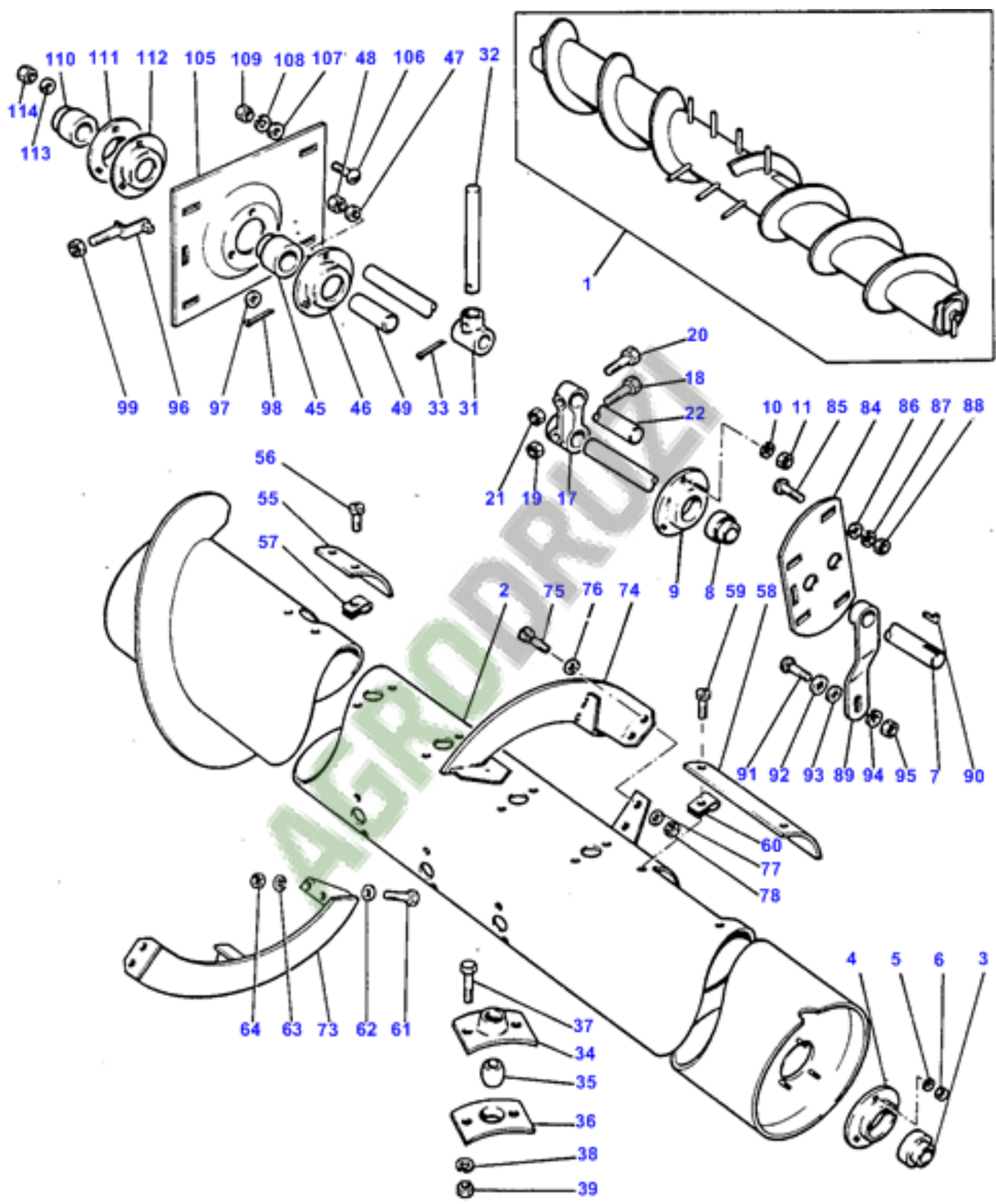


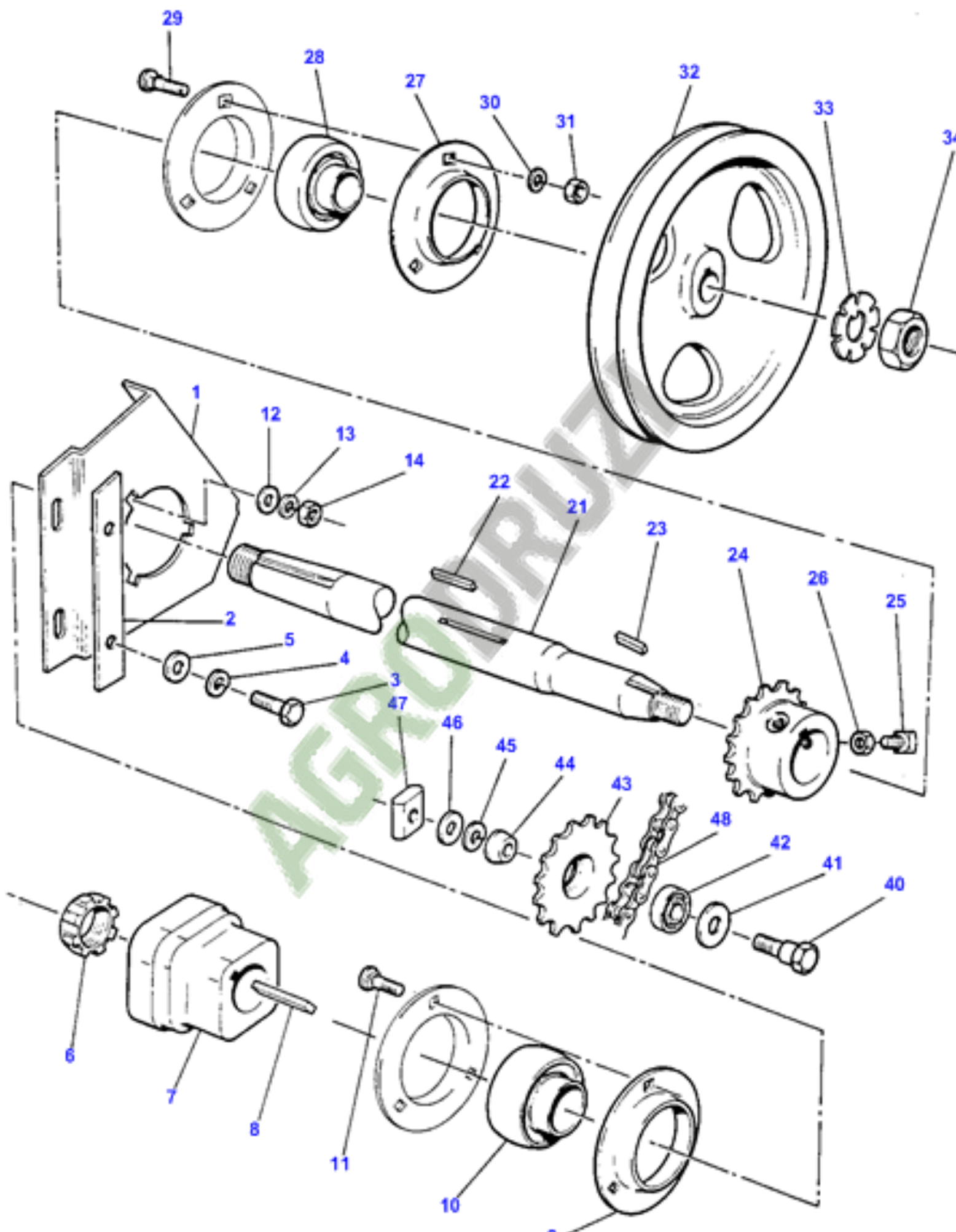
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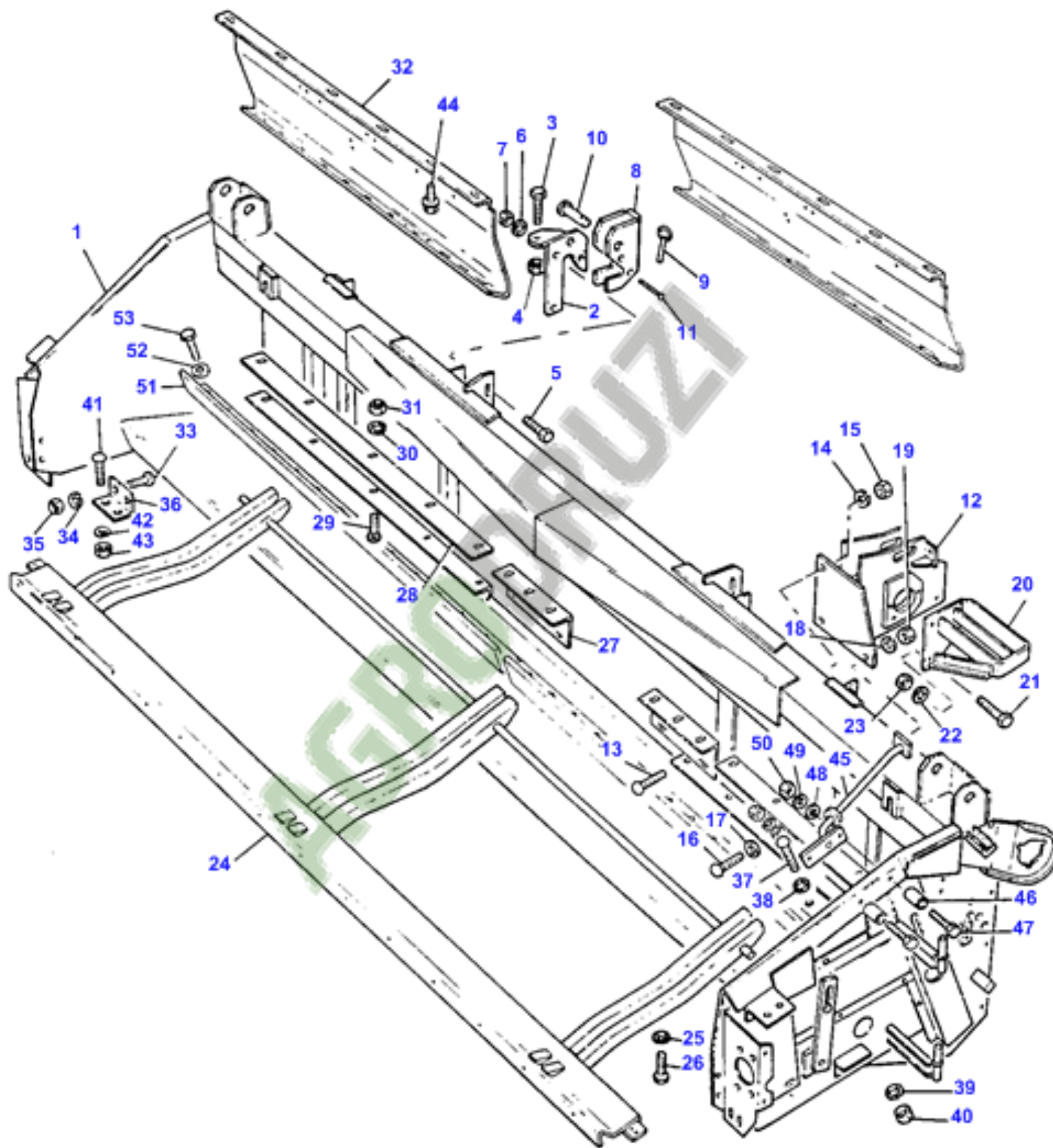


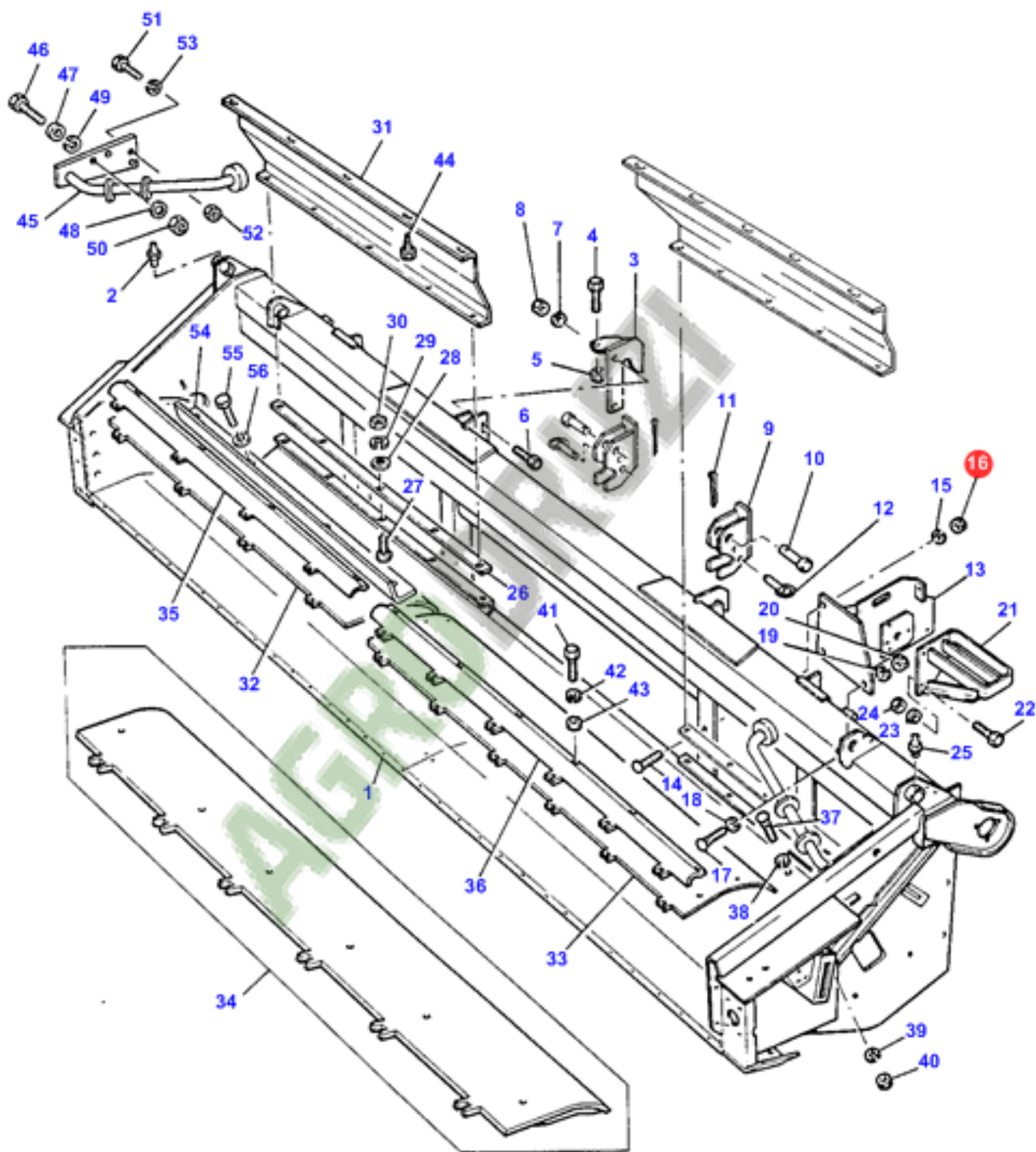


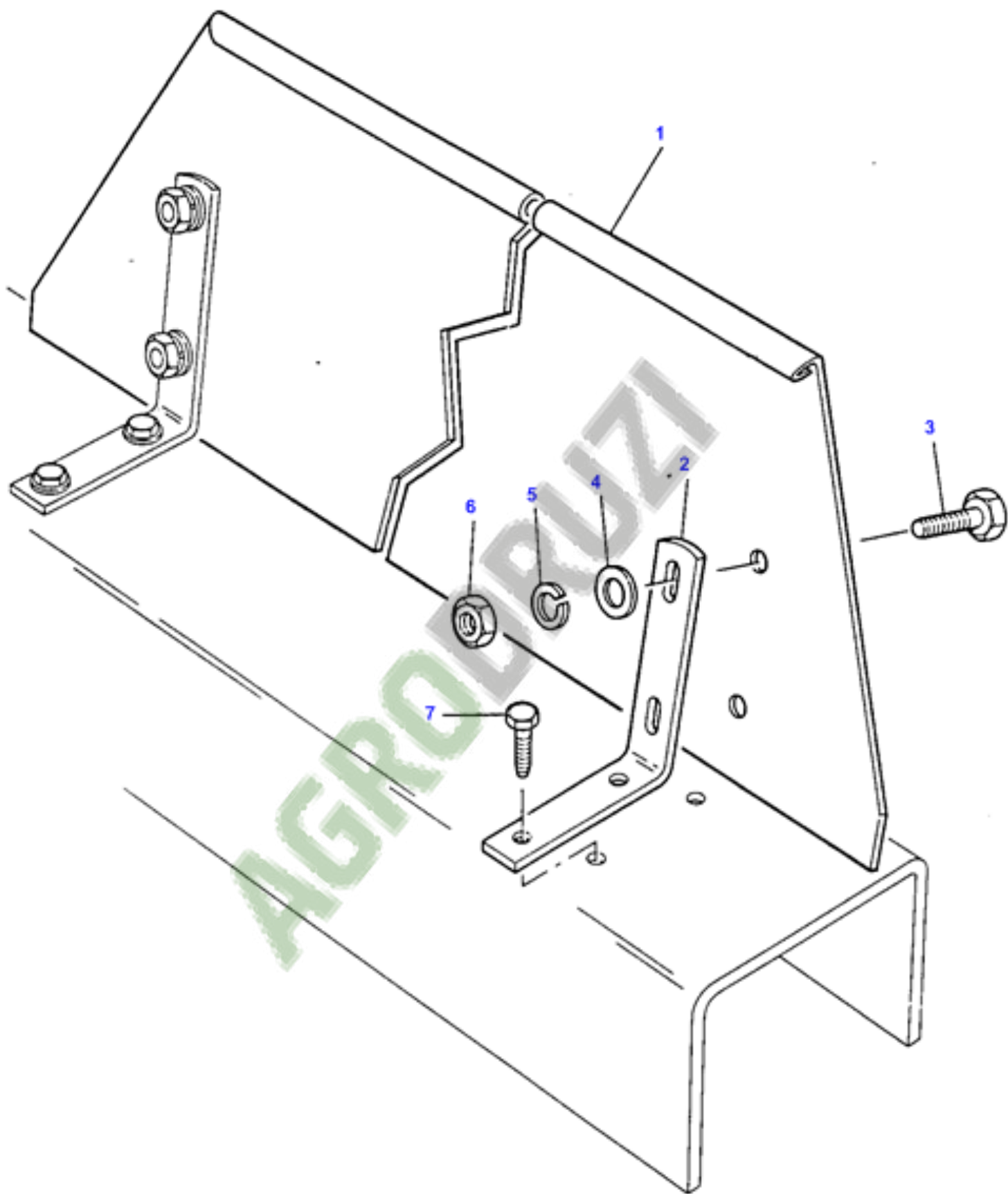


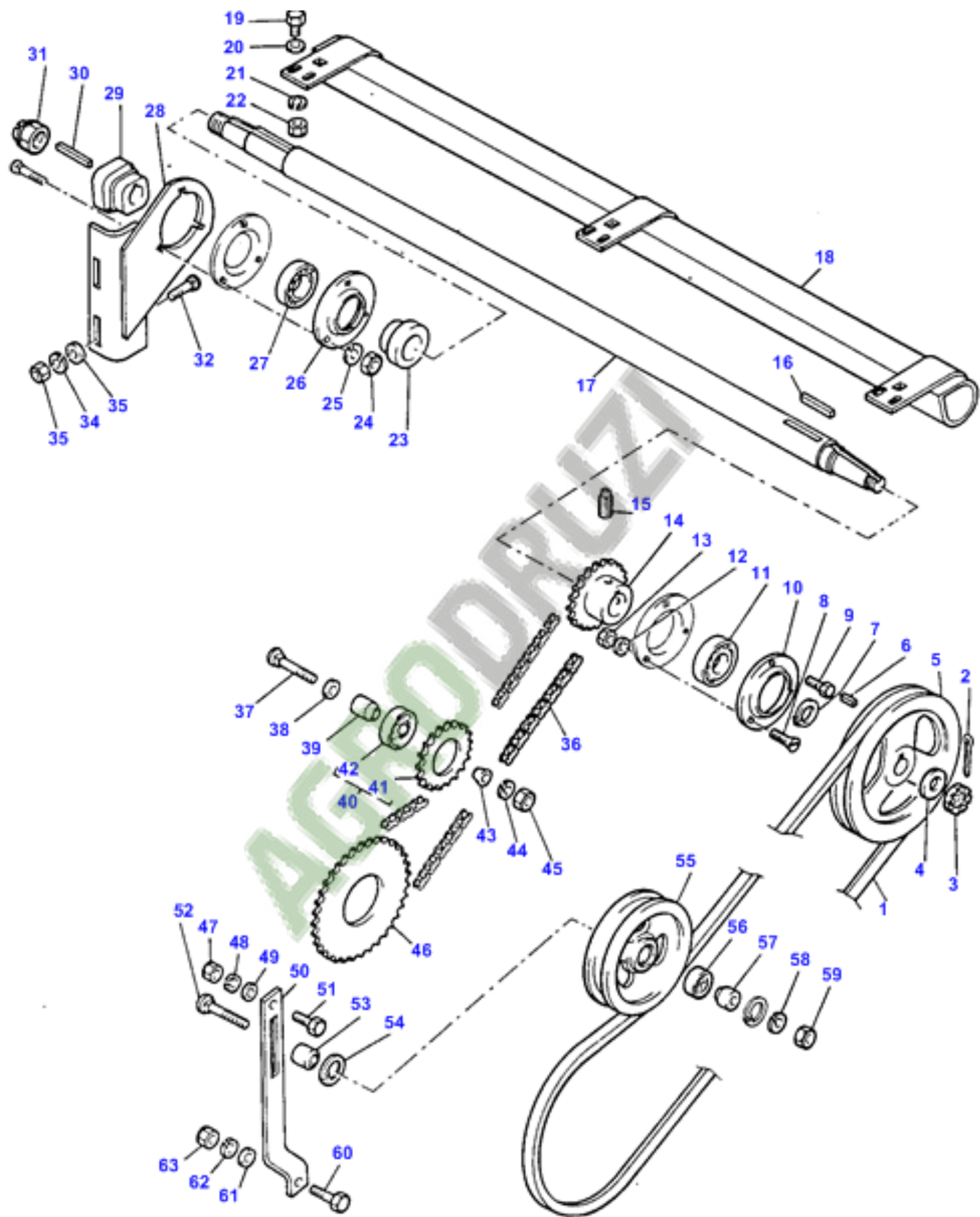


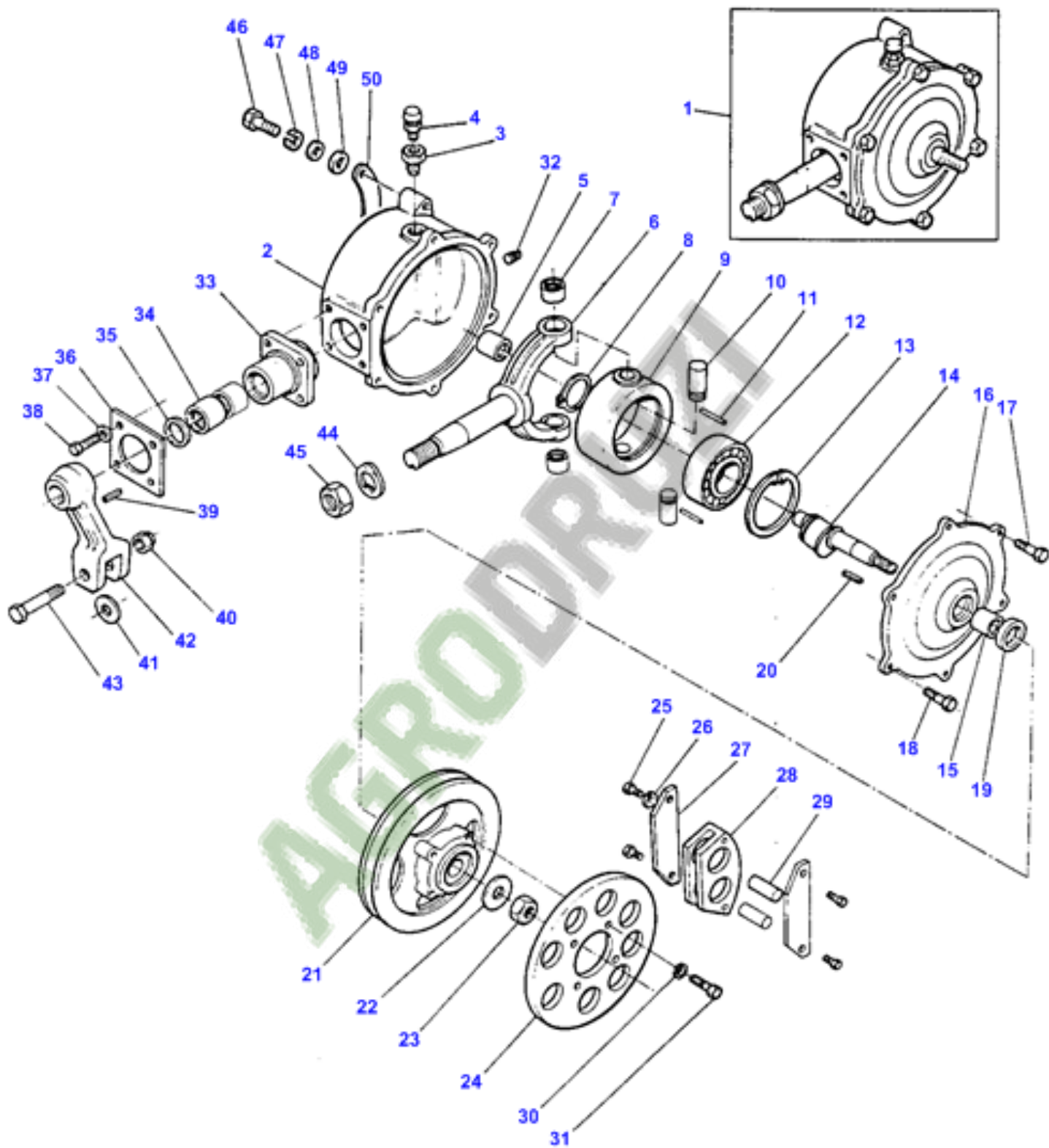


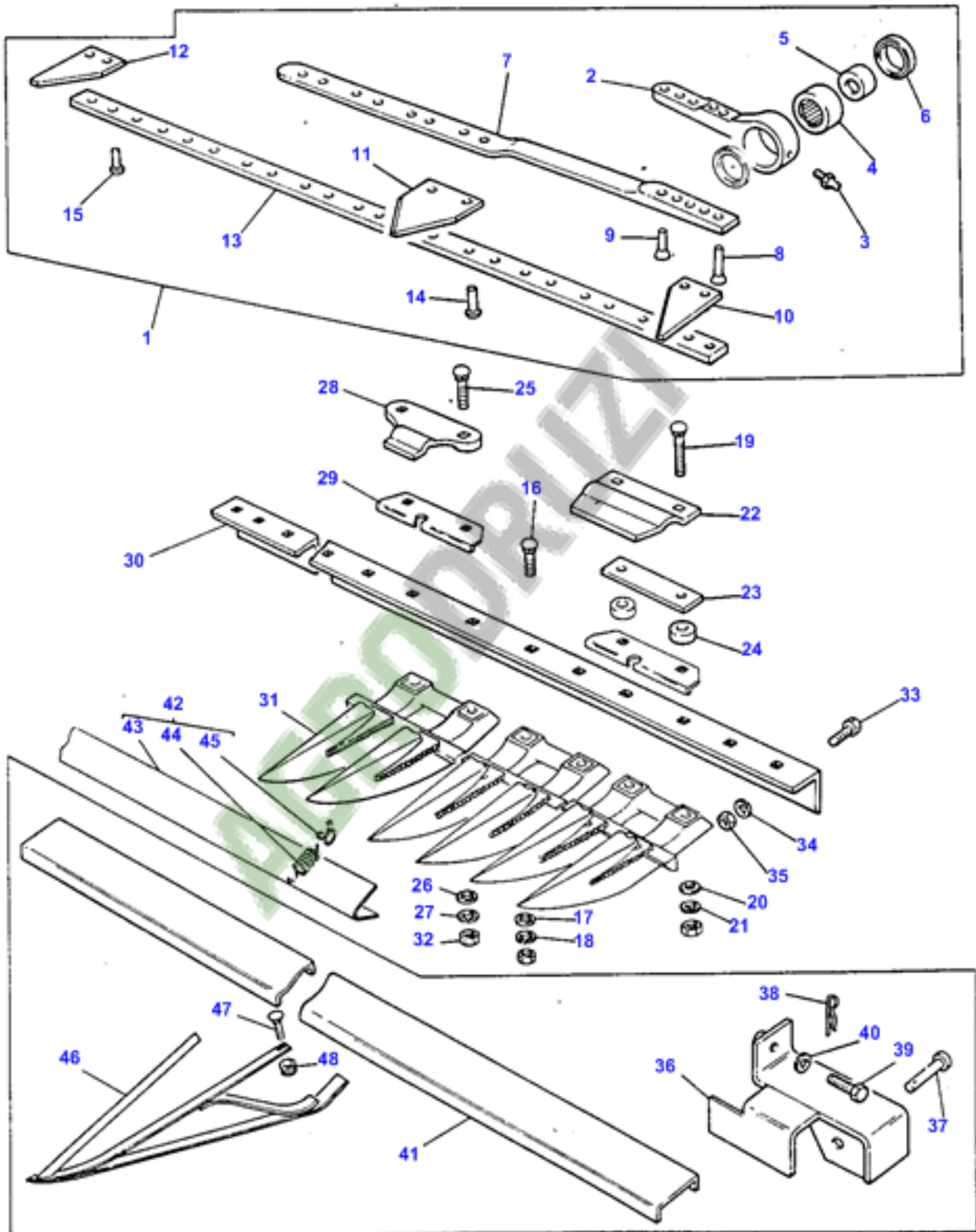


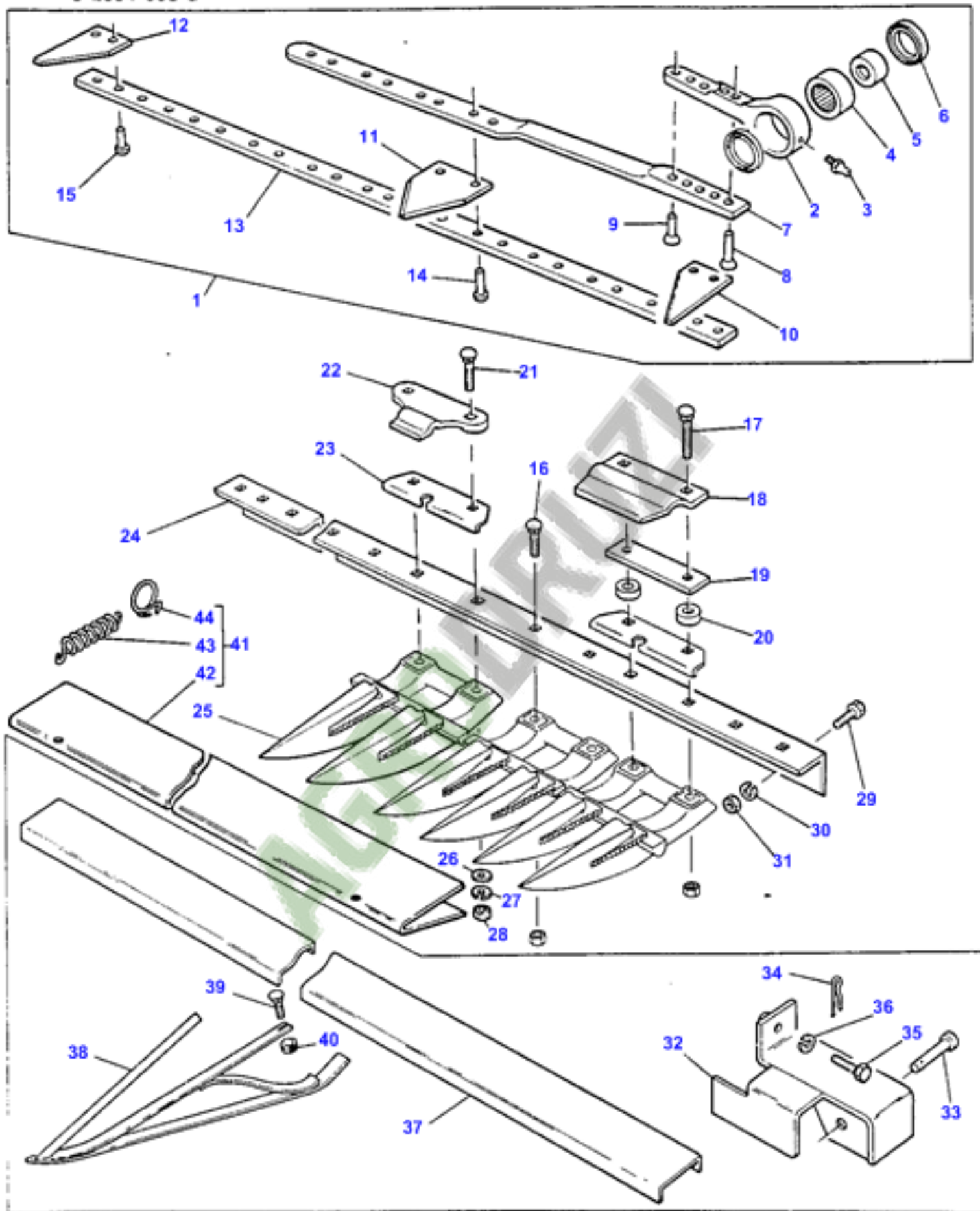


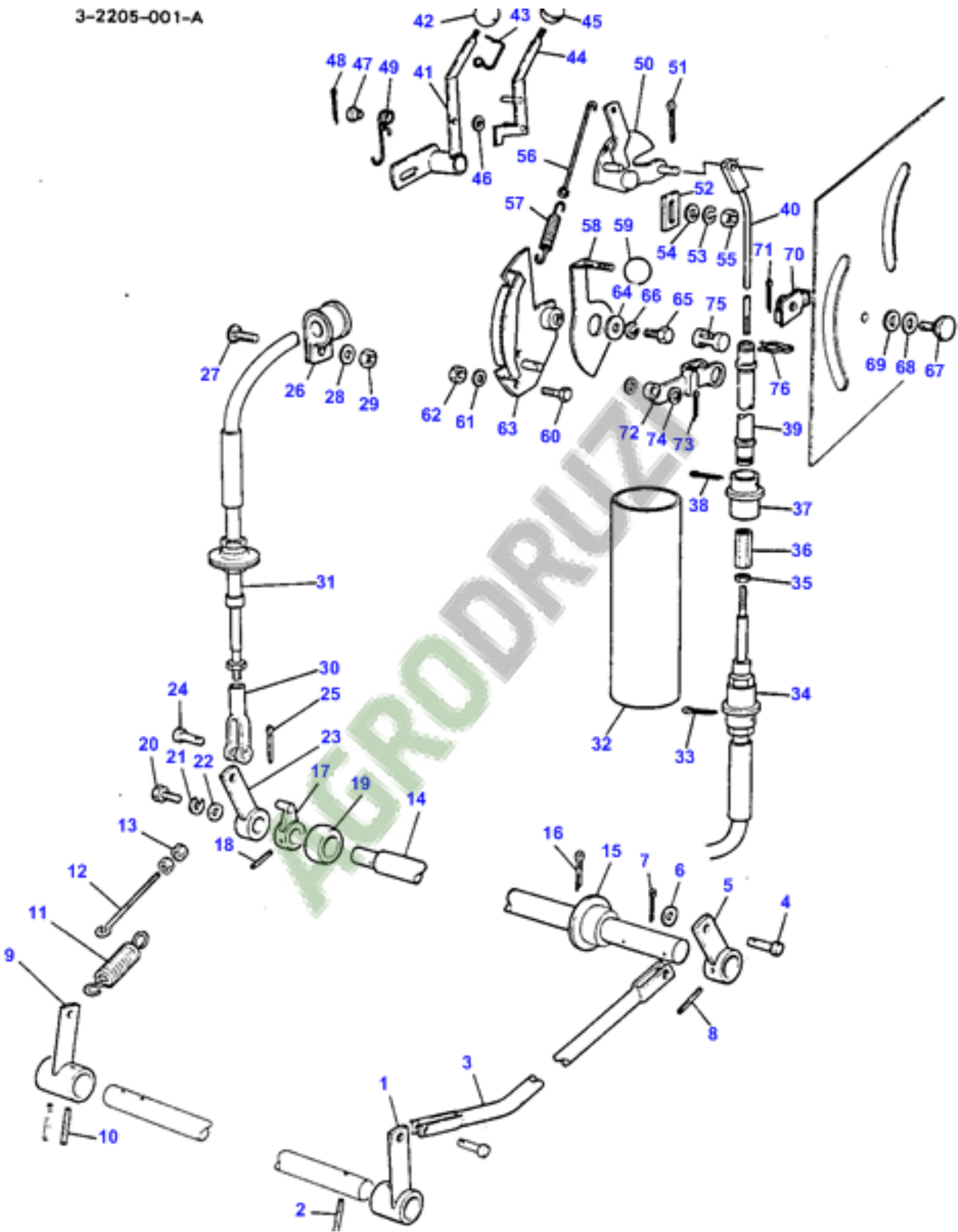


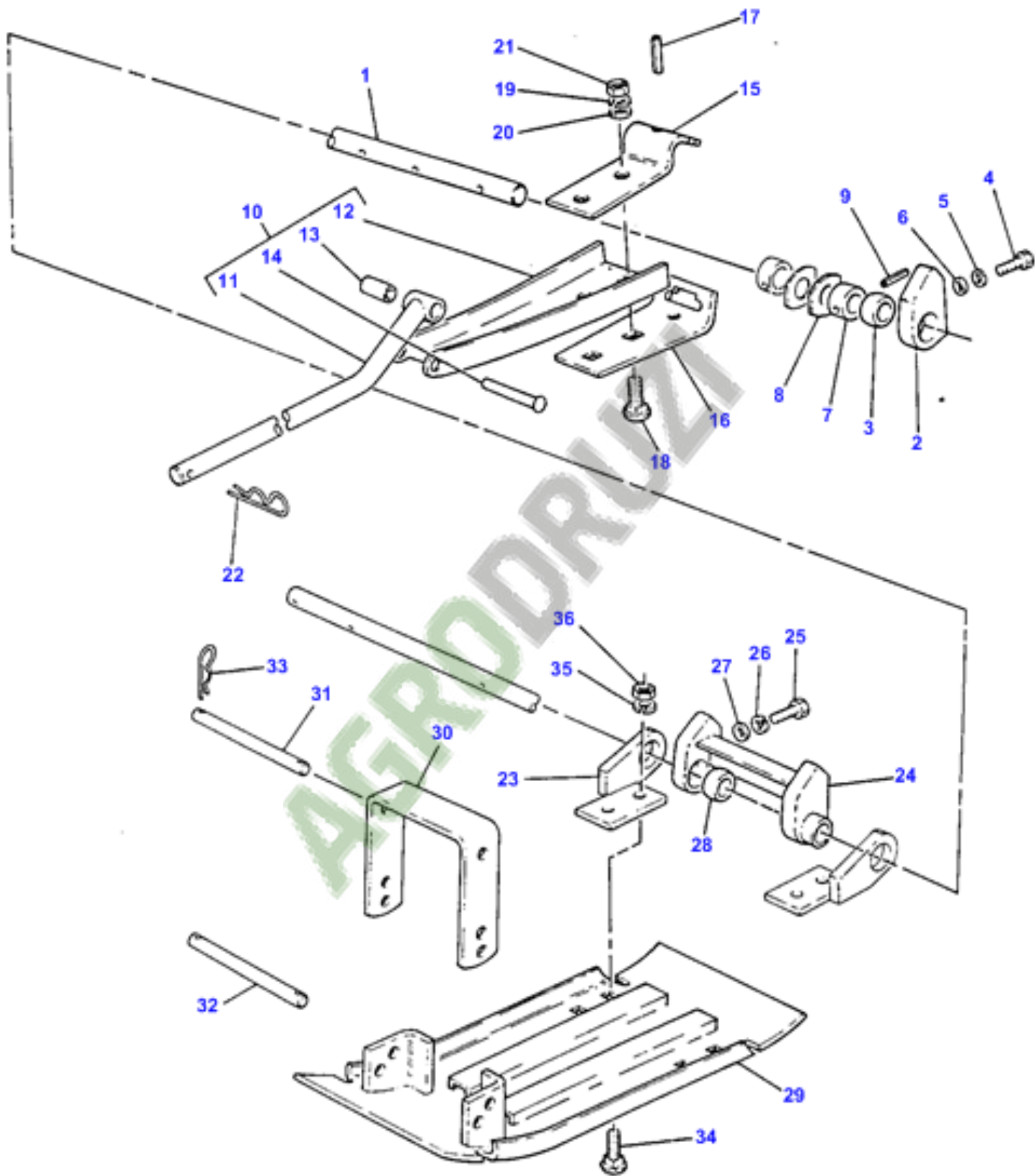


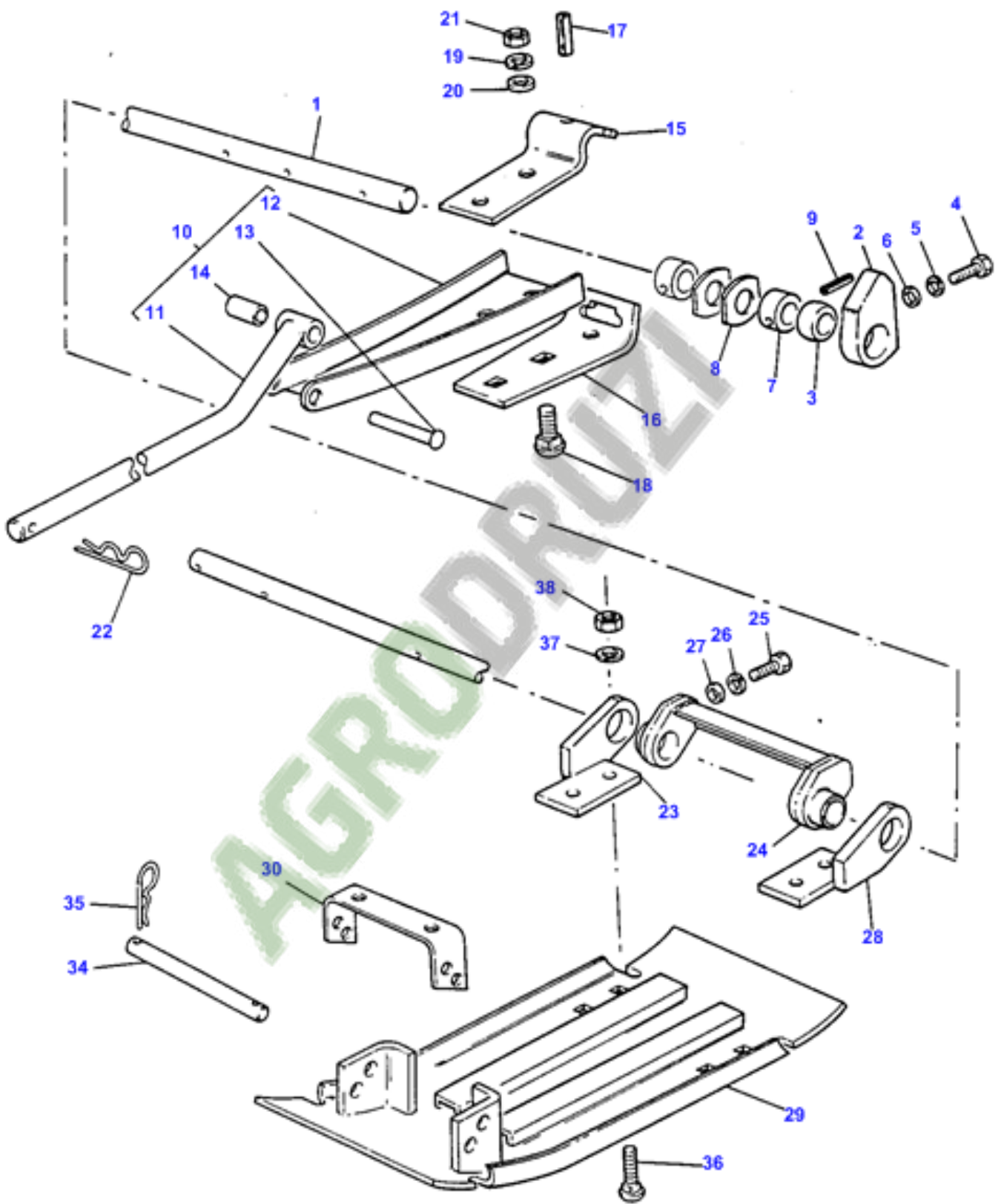


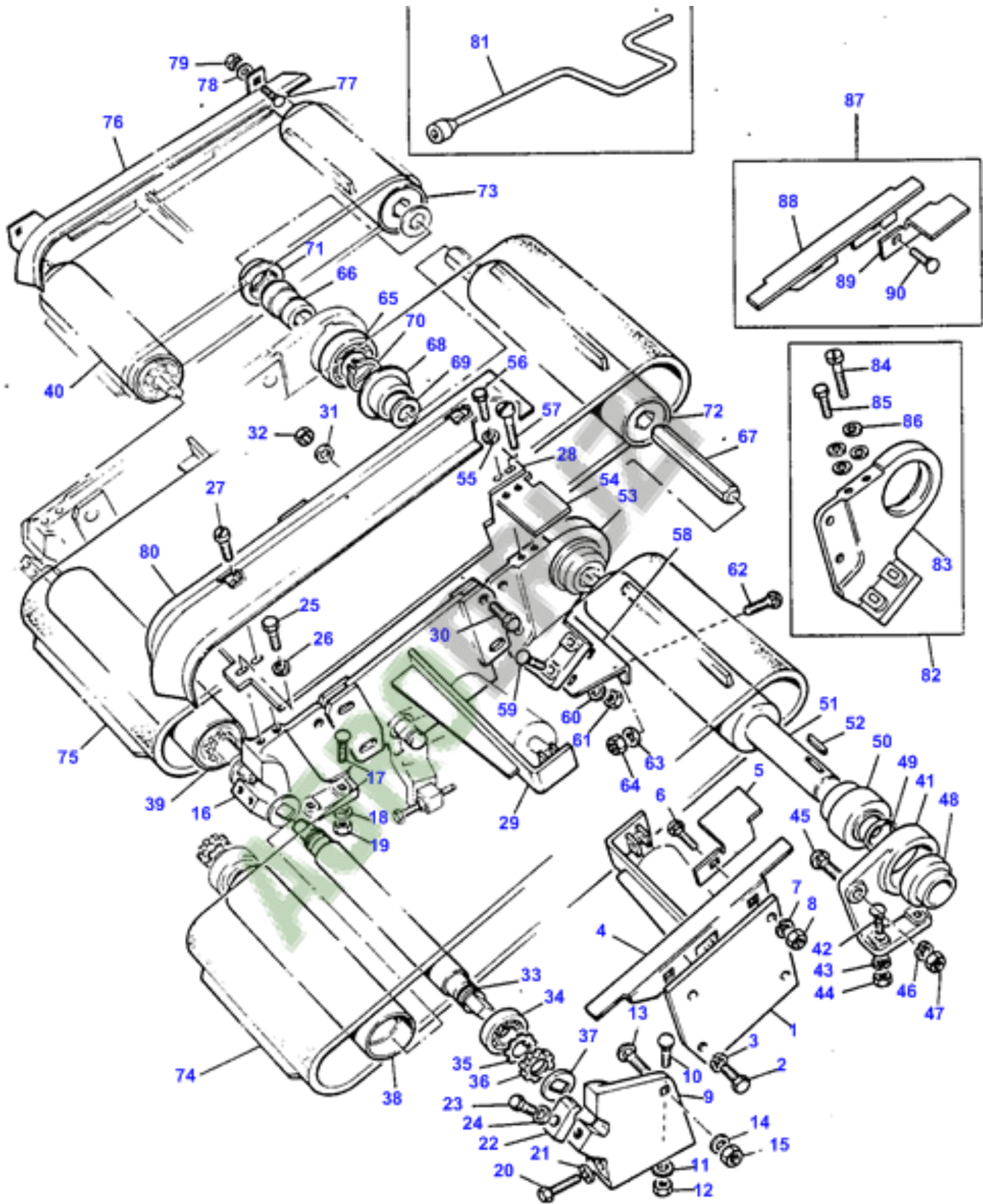


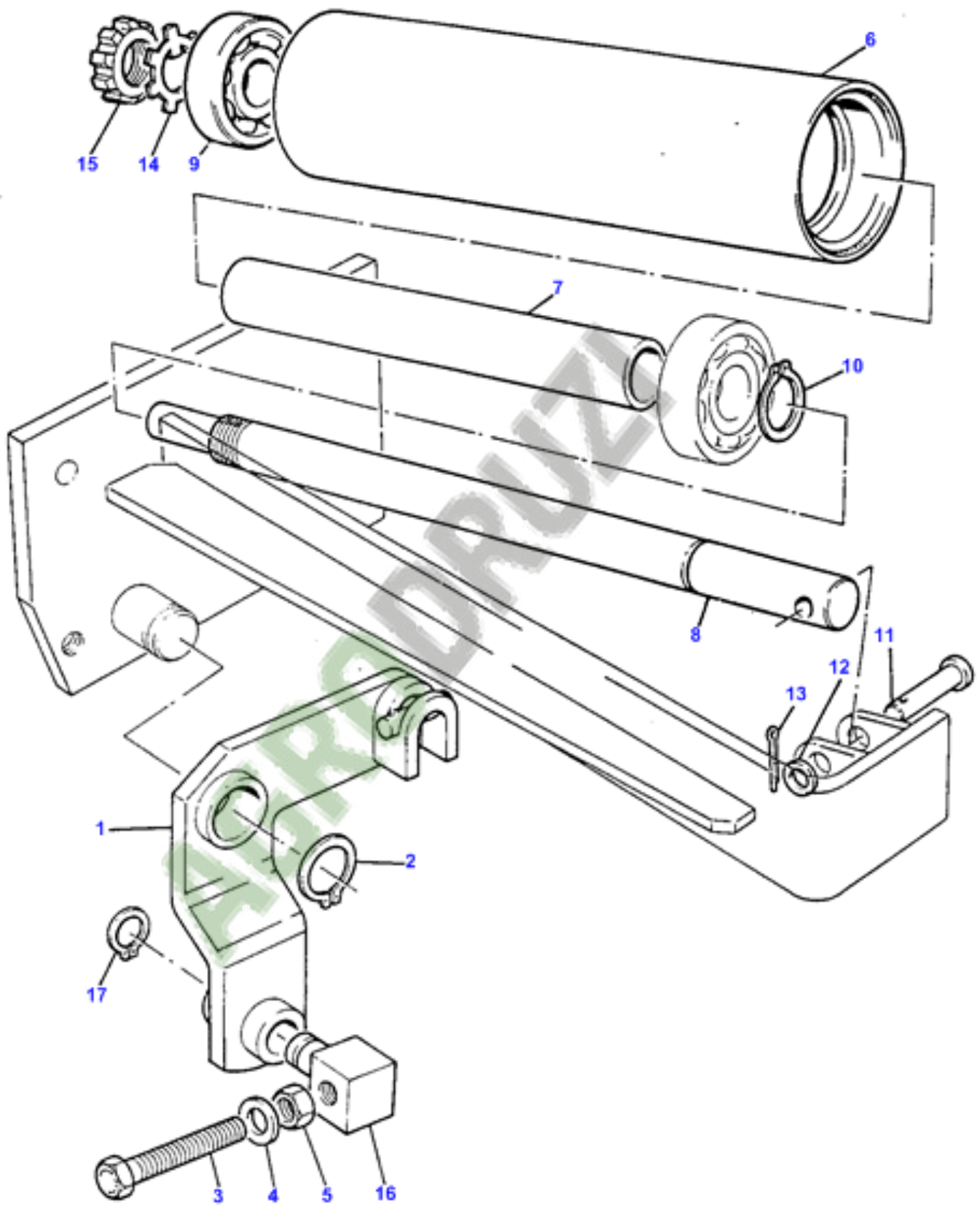


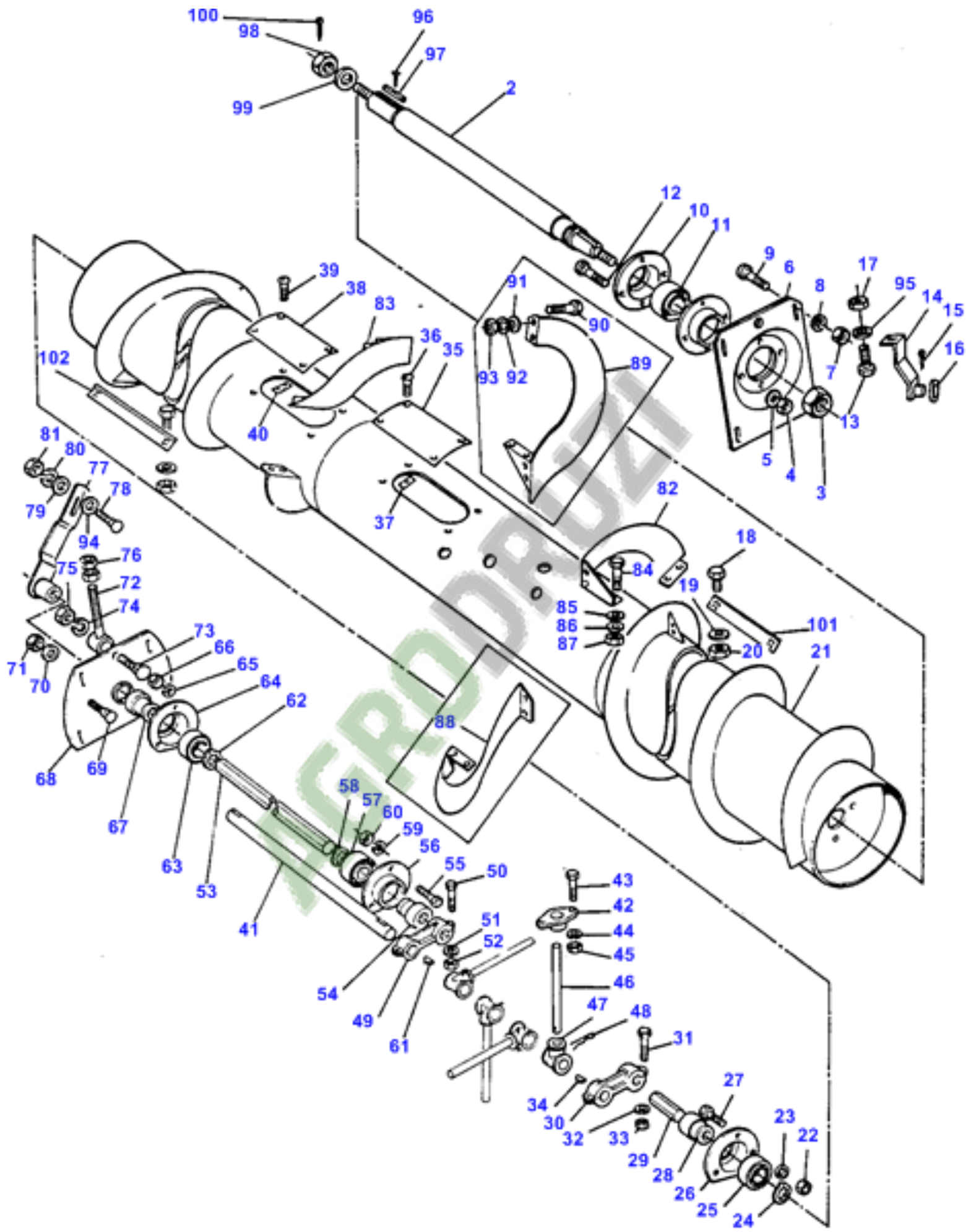


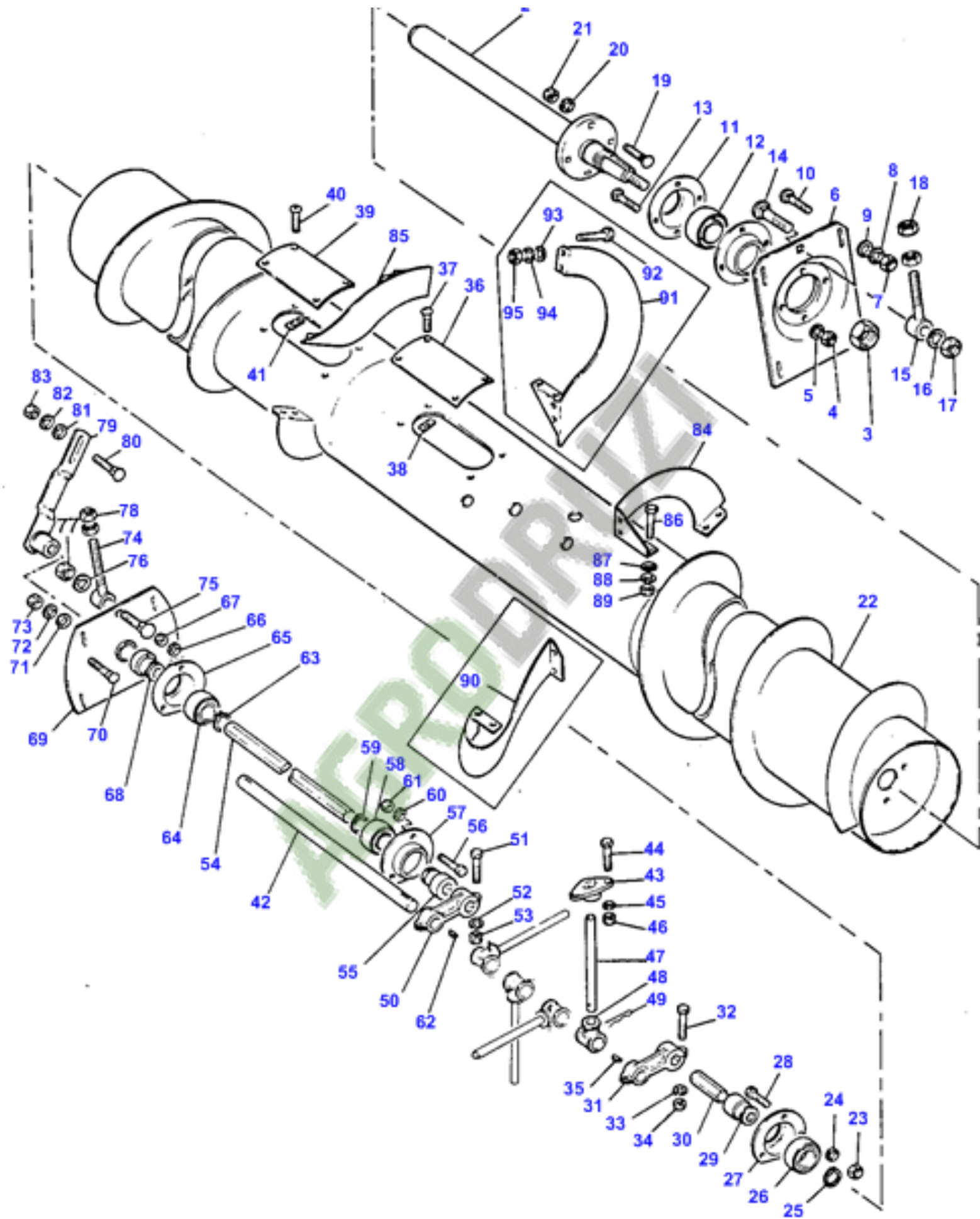


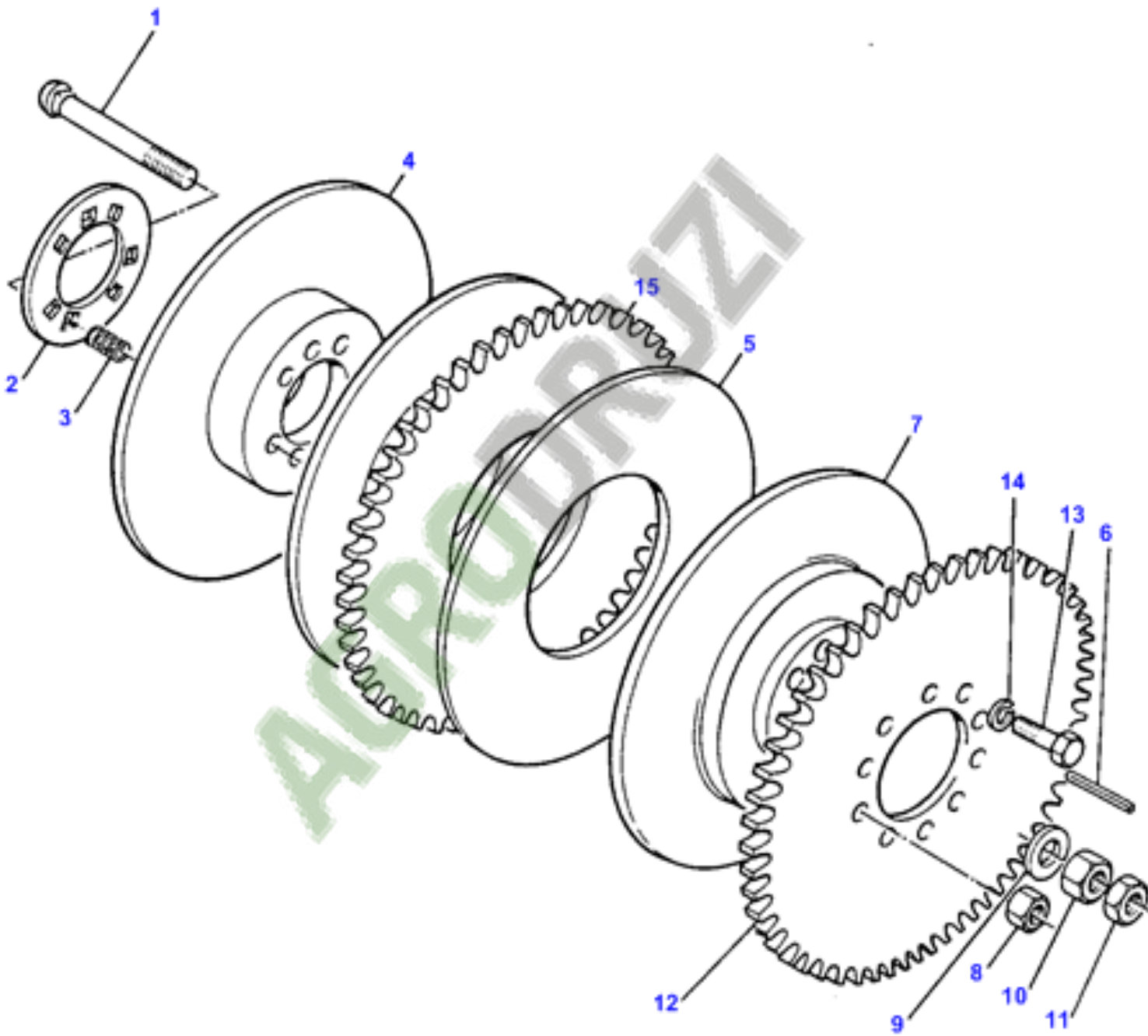


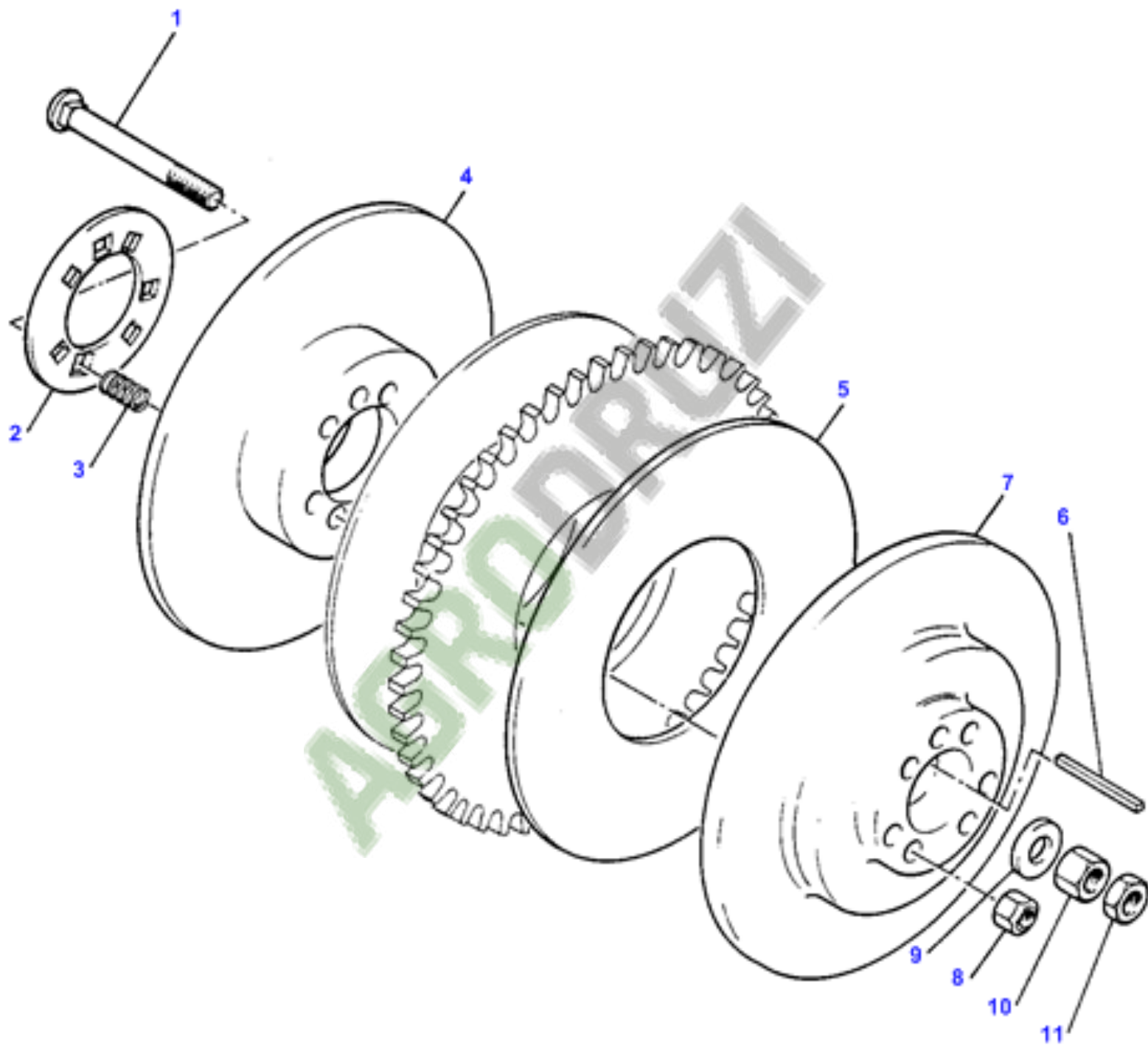


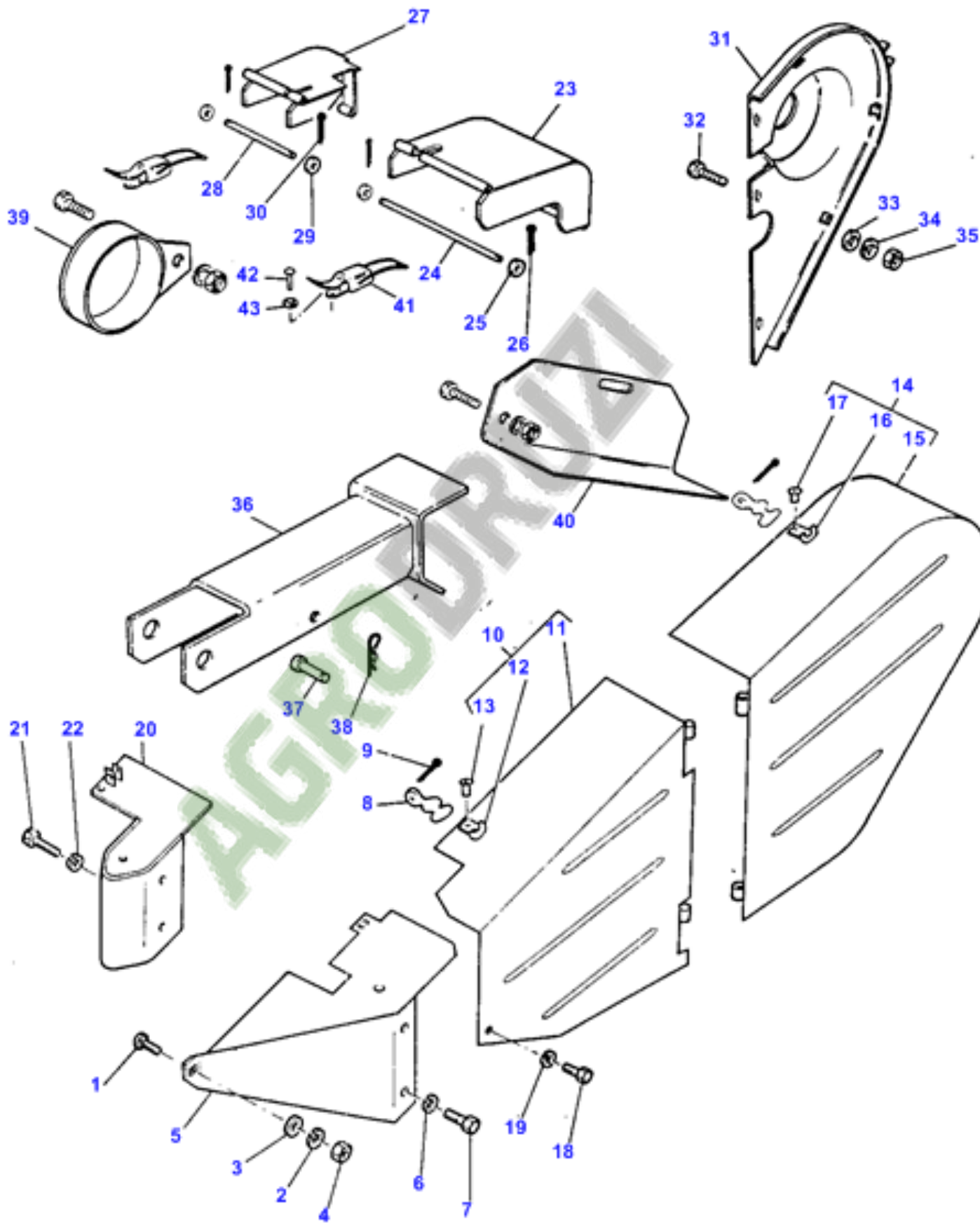












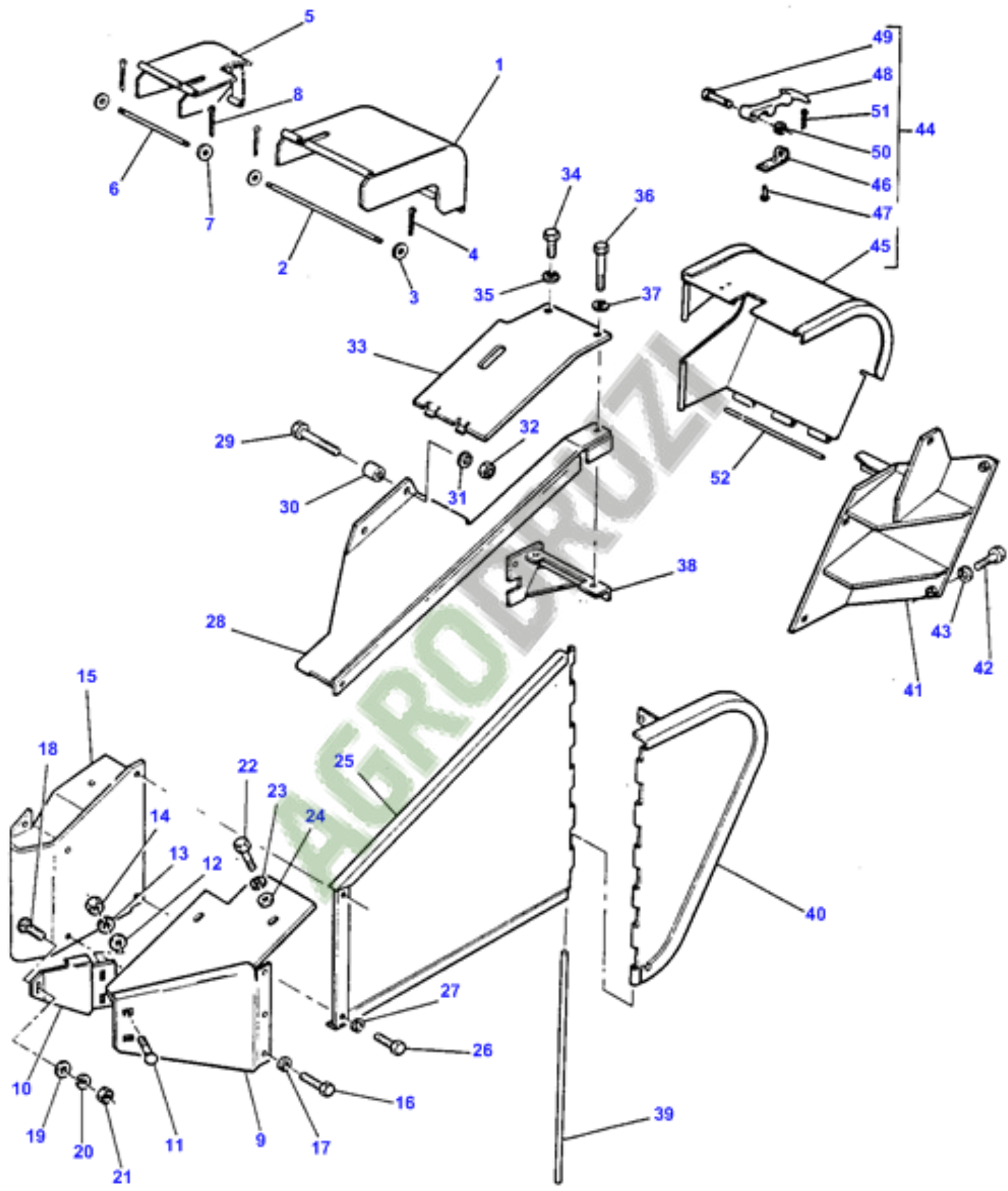
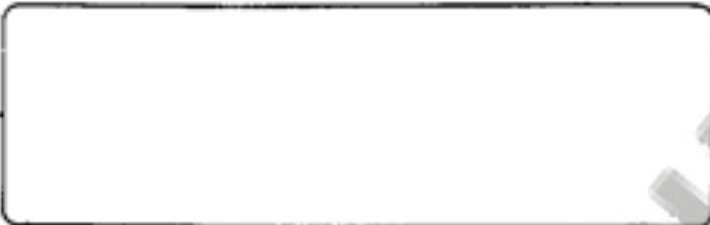
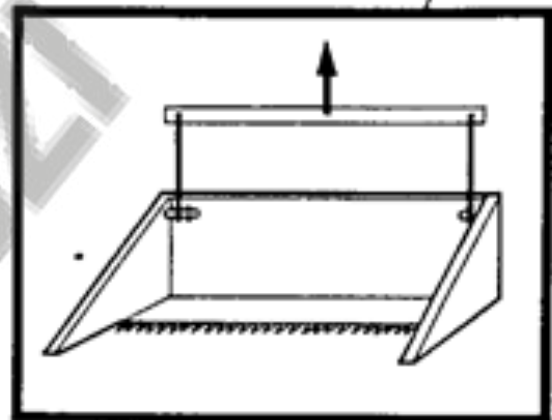


TABLE ATHC ADJUSTMENT

1. DROP TABLE FULLY DOWN WITH HEIGHT LEVER IN LOWEST POSITION.
2. CONNECT CABLE TO TABLE AND BACK OFF ADJUSTING NUTS ON BALL JOINTS.
3. PULL ATHC LEVELS FULLY REARWARDS.
4. ADJUST NUTS UNTIL ALL BACKLASH IS TAKEN OUT OF THE CABLE.
5. START ENGINE AND ADJUST NUTS FURTHER UNTIL THE TABLE RISES TO 1 1/2" . 2" ABOVE THE GROUND.
6. MANUALLY OVER-RIDE THE ATHC BY PUSHING ATHC LEVER FORWARD RELEASE LEVER AND TABLE SHOULD RETURN TO 1 1/2" . 2" ABOVE THE GROUND.

6

5



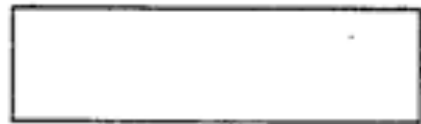
7

REGLAGE DES TAPIS (TAPIS EN MARCHÉ)

UN TAPIS NECESSITERA UN REGLAGE QUAND UN DE SES BORDS N'EST PLUS RECOUVERT PAR UN GARANT.

1. DESSERRER LES CONTRE-ECROUS DE BLOCAGE DU TAPIS CONSIDERE.
2. DEVISSER LE BOULON CORRESPONDANT AU COTE DU ROULEAU A PARTIR DUQUEL LE TAPIS S'EST DEPLACE.
3. VISSER LE BOULON OPPOSE AU COTE DU ROULEAU A PARTIR DUQUEL LE TAPIS S'EST DEPLACE, JUSQU'A CE QUE LE TAPIS SOIT APPROXIMATIVEMENT CENTRE SUR SON ROULEAU.
4. SERRER LE BOULON DU COTE OPPOSE LE PLUS POSSIBLE SANS AFFECTER LE CENTRAGE DU TAPIS.
5. SERRER LES DEUX CONTRE - ECROUS DE CLOCAGE DANS CETTE POSITION.

3



4

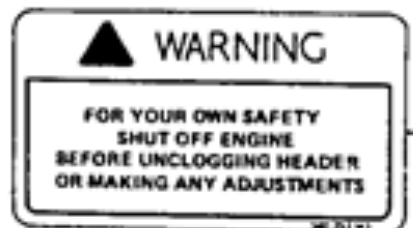
CONVEYOR ADJUSTMENT (CONVEYOR RUNNING)

A CONVEYOR WILL REQUIRE ADJUSTMENT WHEN THE CONVEYOR EDGE IS NO LONGER COVERED BY THE CONVEYOR EDGE SHIELD.

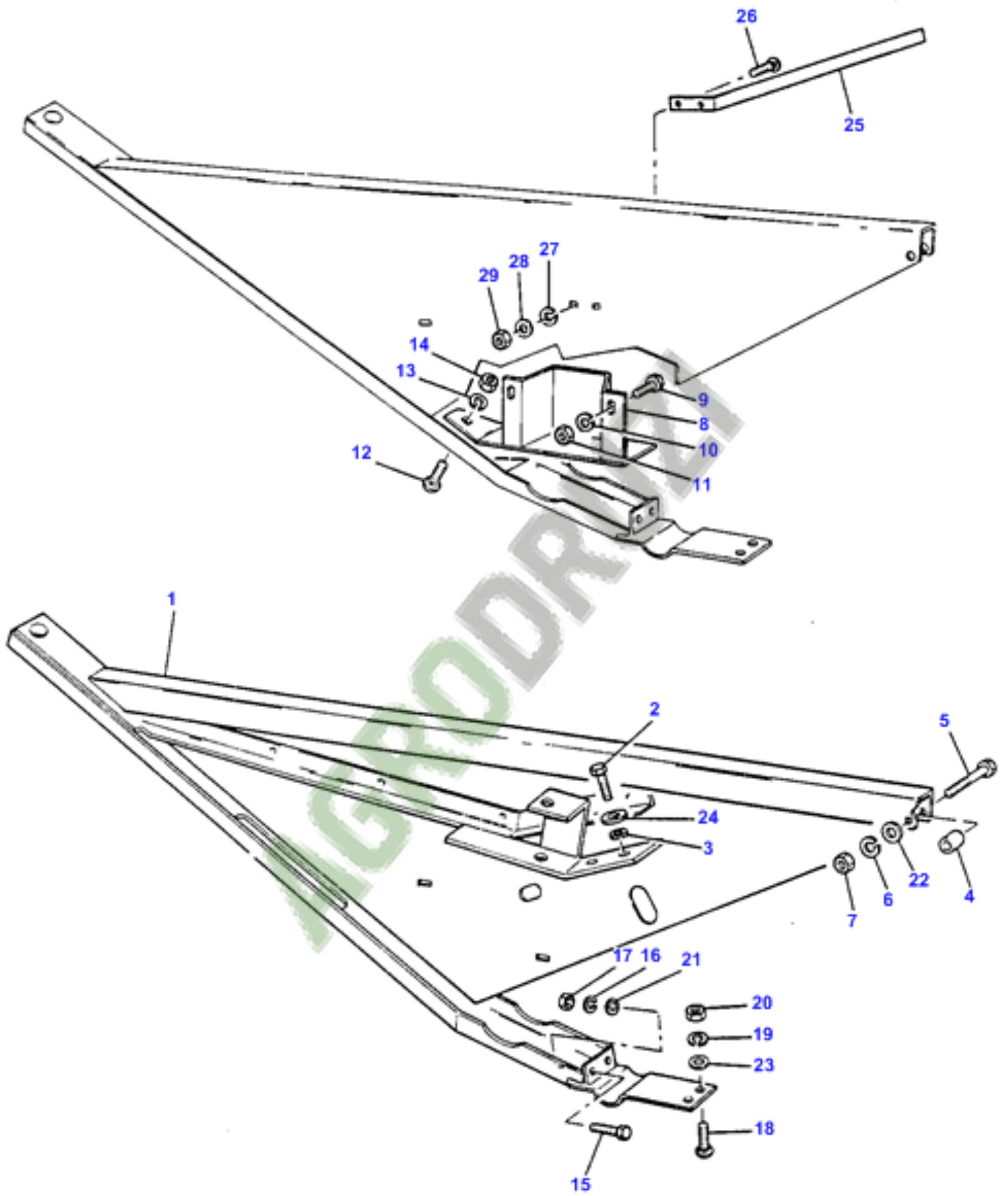
1. UNLOCK ADJUSTING BOLTS OF THE APPROPRIATE CONVEYOR.
2. SCREW - ANTICLOCKWISE - THE ADJUSTING BOLT ADJACENT TO THE END OF THE ROLLER FROM WHICH THE CONVEYOR HAS MOVED.
3. SCREW - CLOCKWISE - THE BOLT AT OPPOSITE END OF THE SAME ROLLER UNTIL THE CONVEYOR IS APPROXIMATELY POSITIONED IN THE CENTRE OF THE ROLLER.
4. TIGHTEN THE BOLT AT OPPOSITE END - CLOCKWISE - SUFFICIENTLY WITHOUT AFFECTING CENTERING OF THE CONVEYOR.
5. LOCK BOTH TIGHTENING BOLTS IN POSITION.

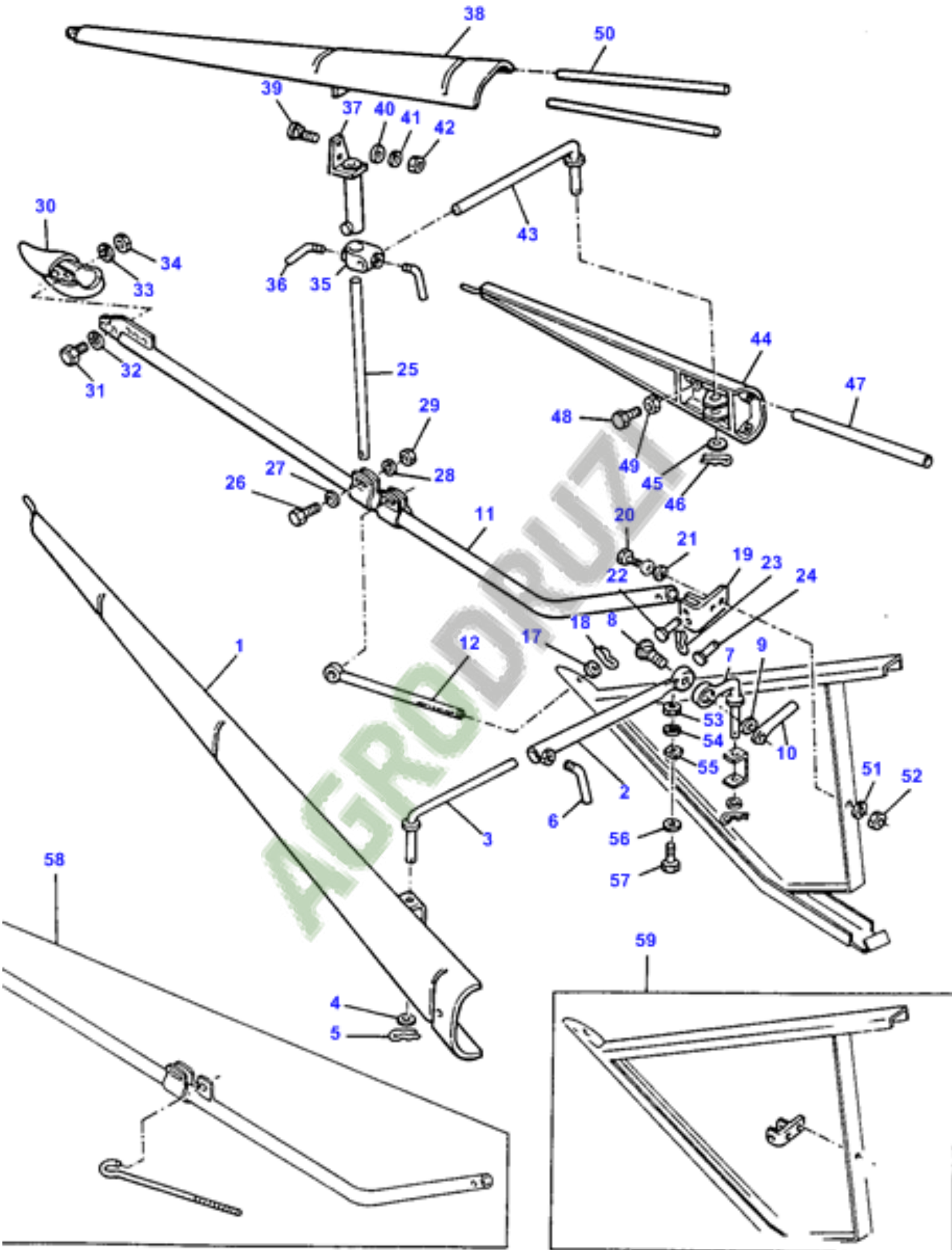


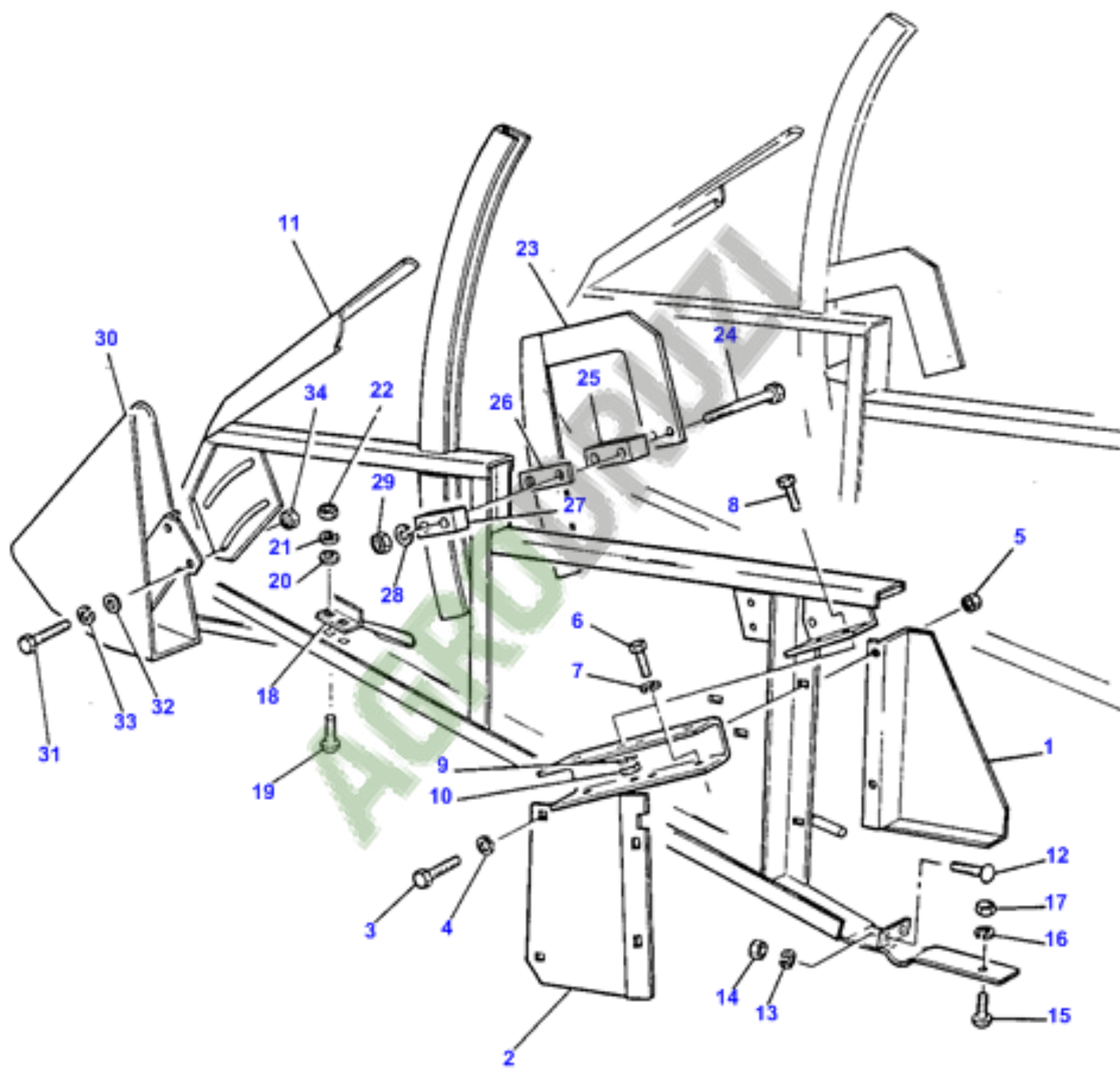
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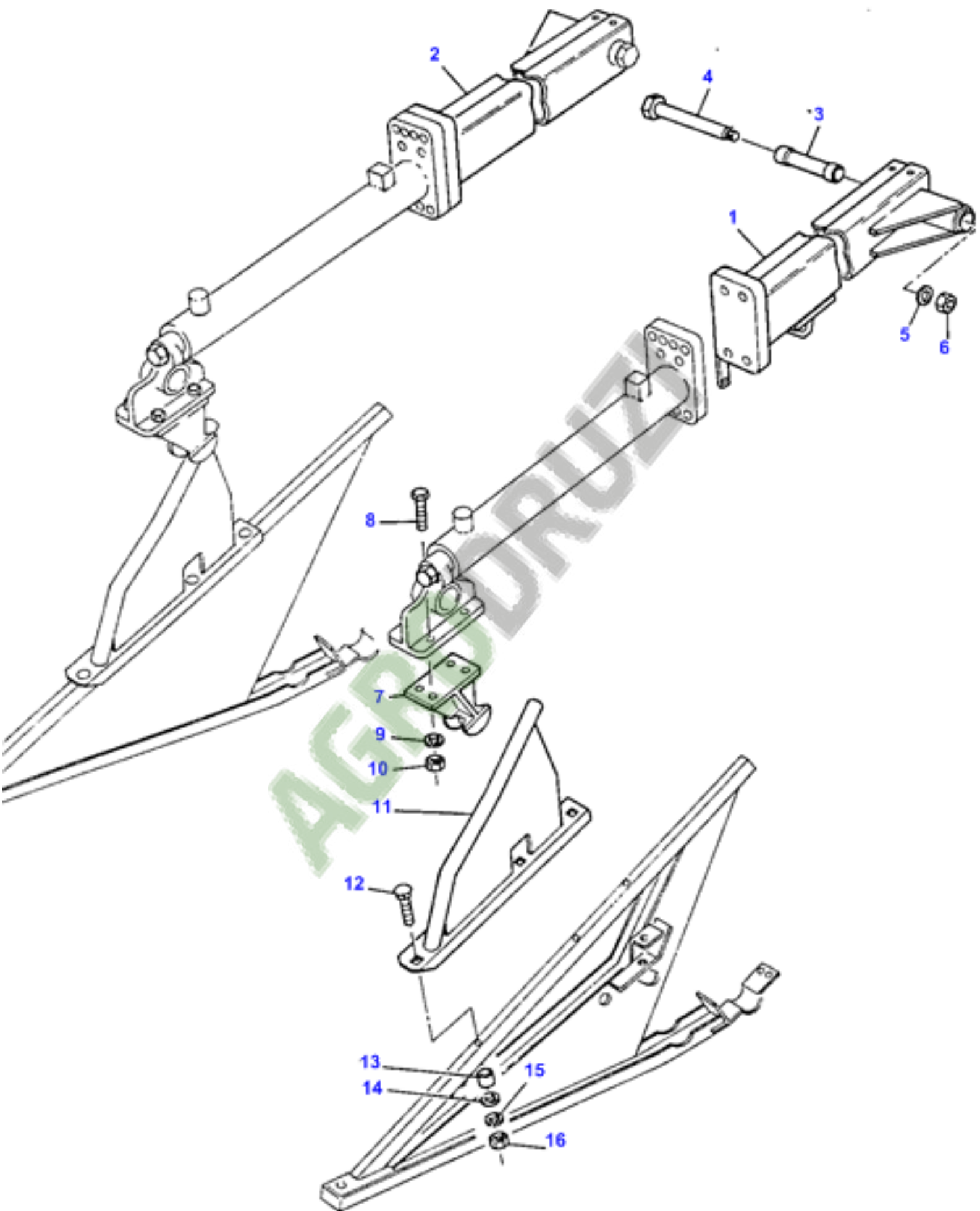


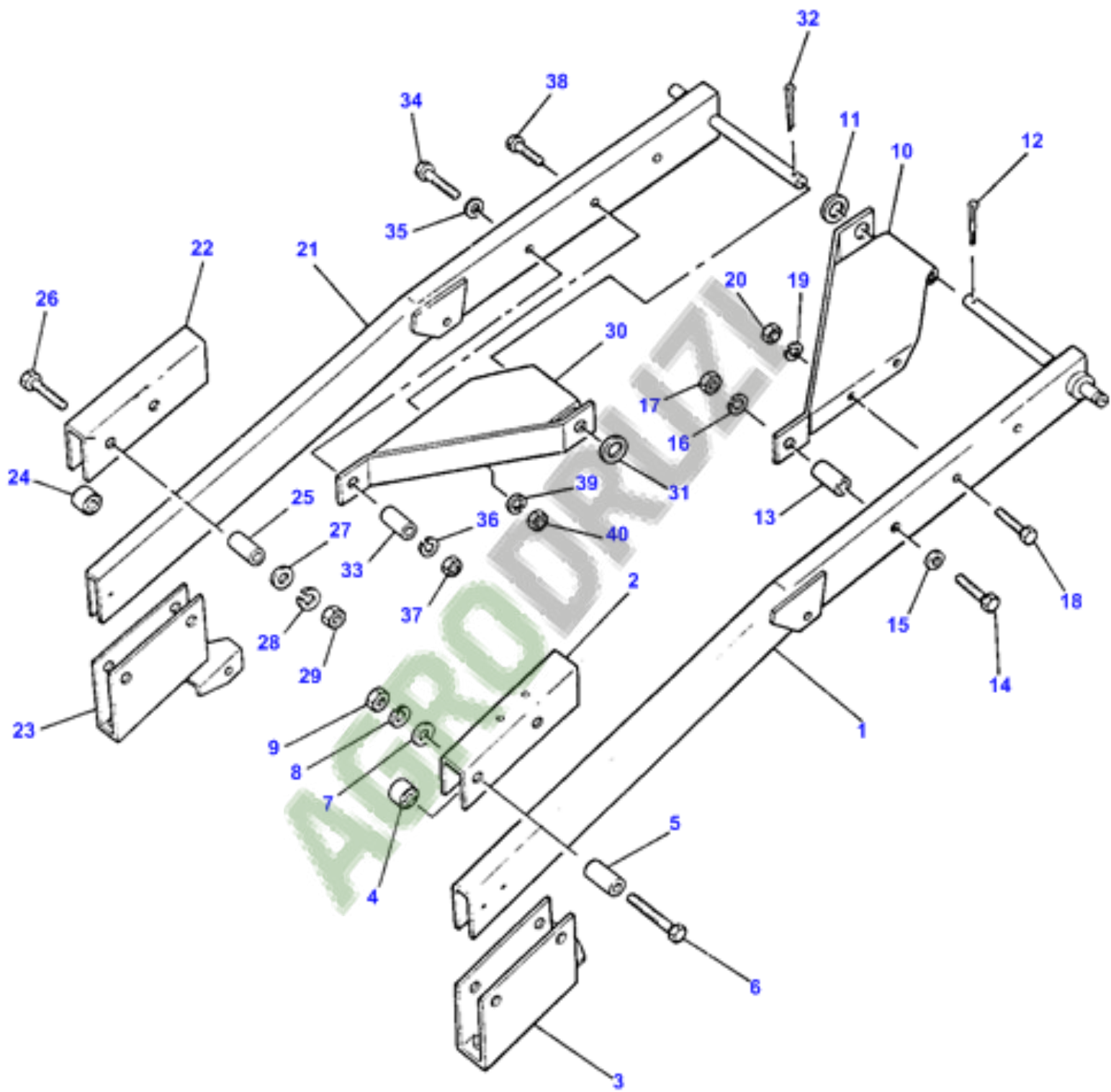
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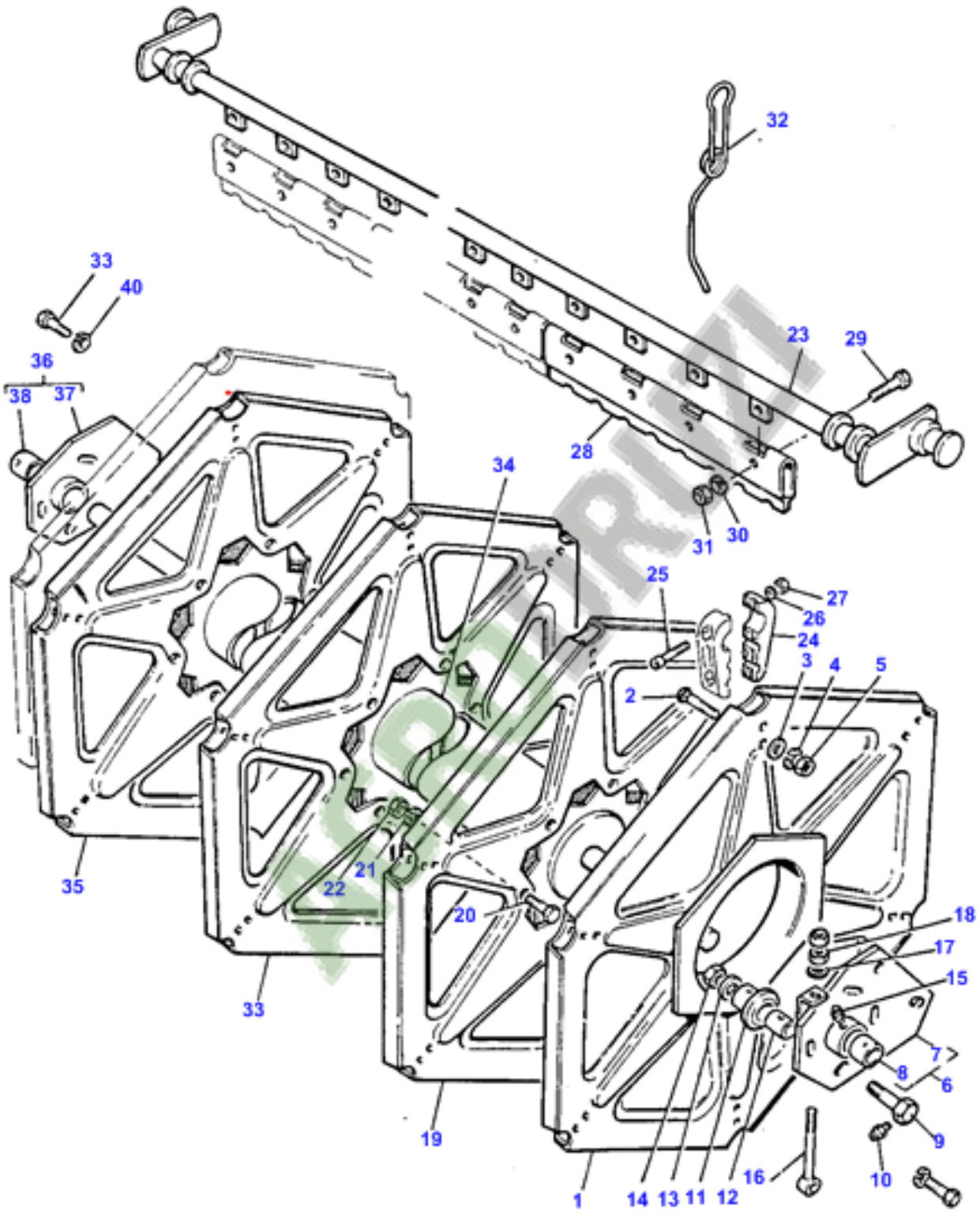


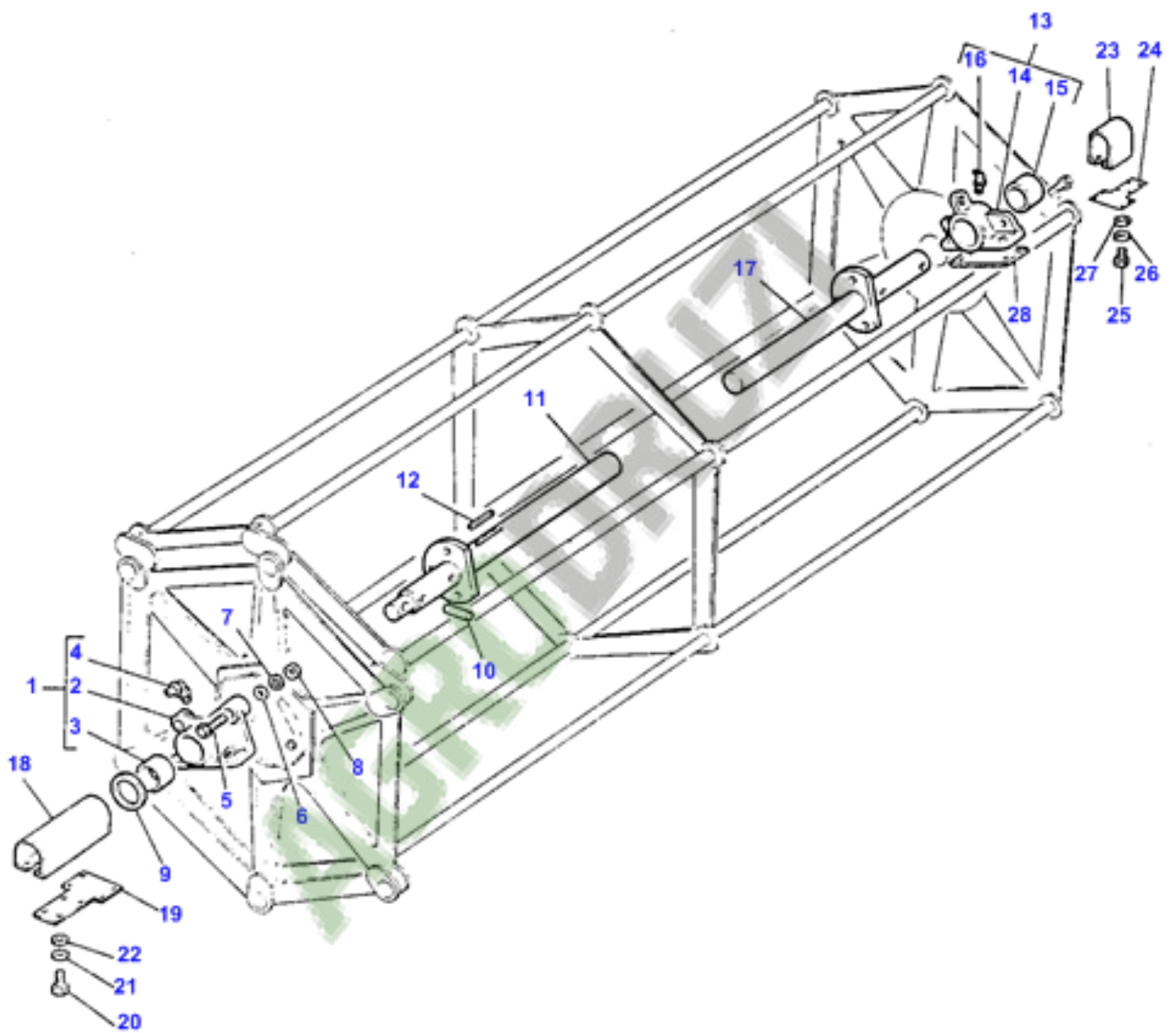


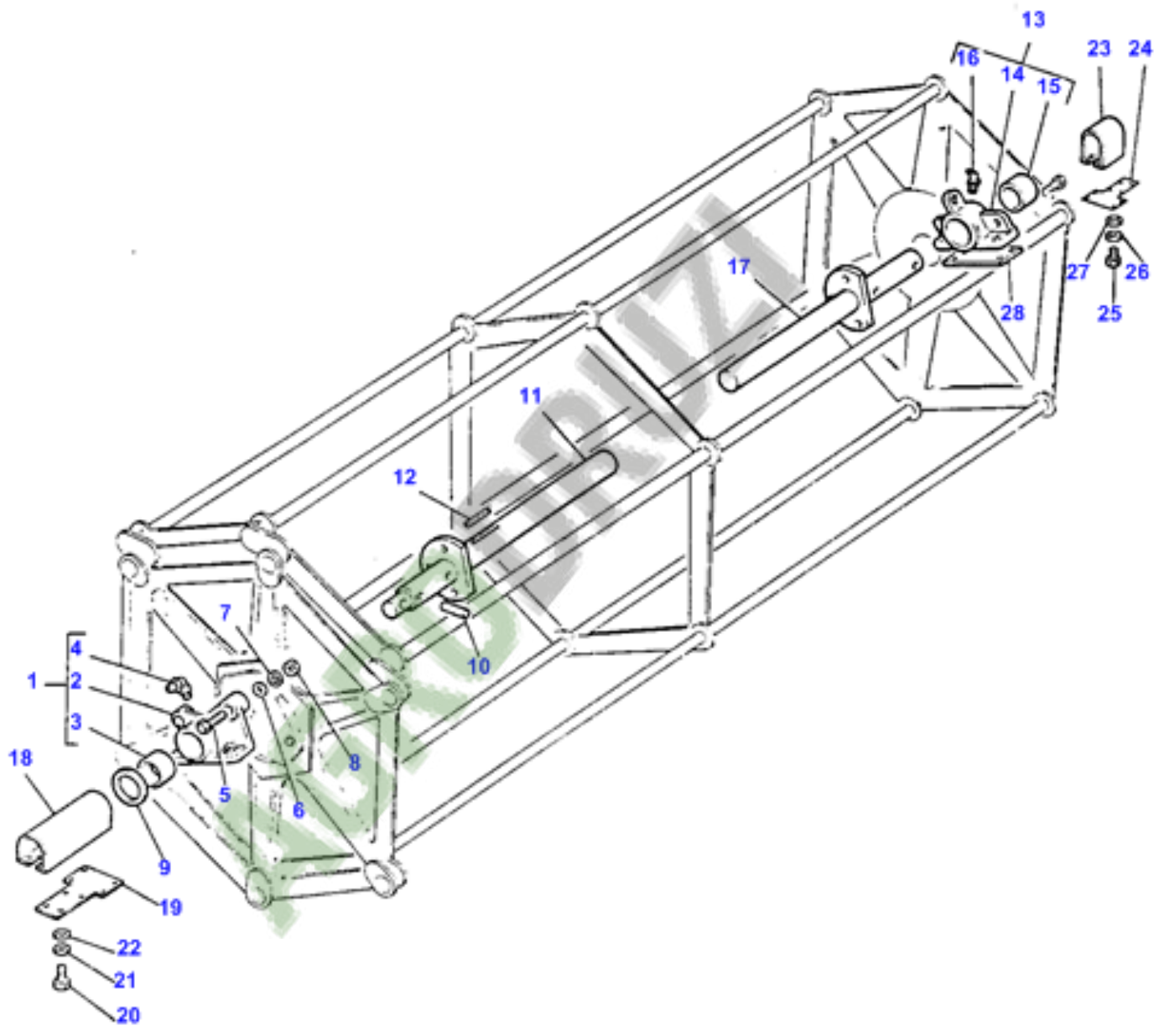


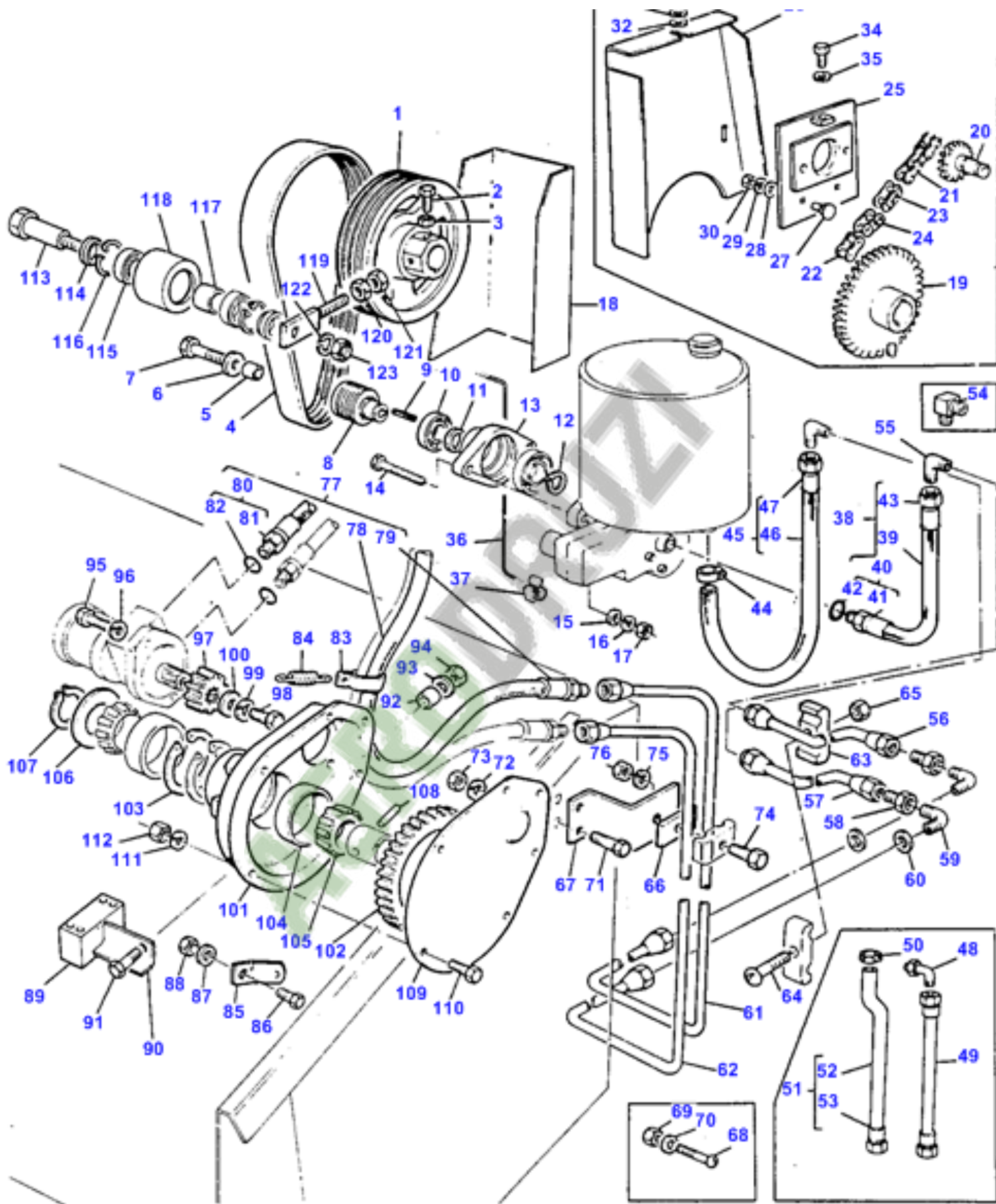




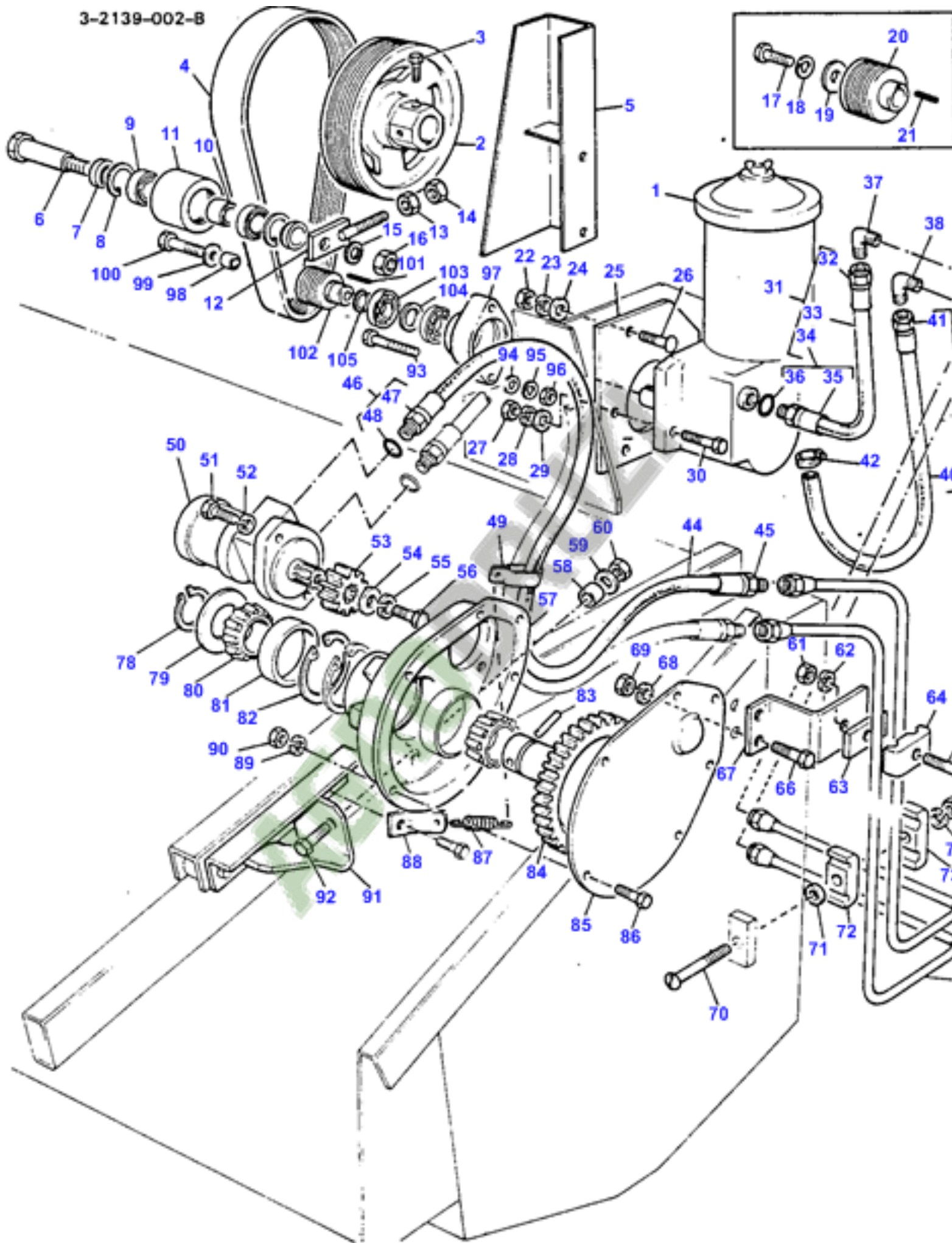


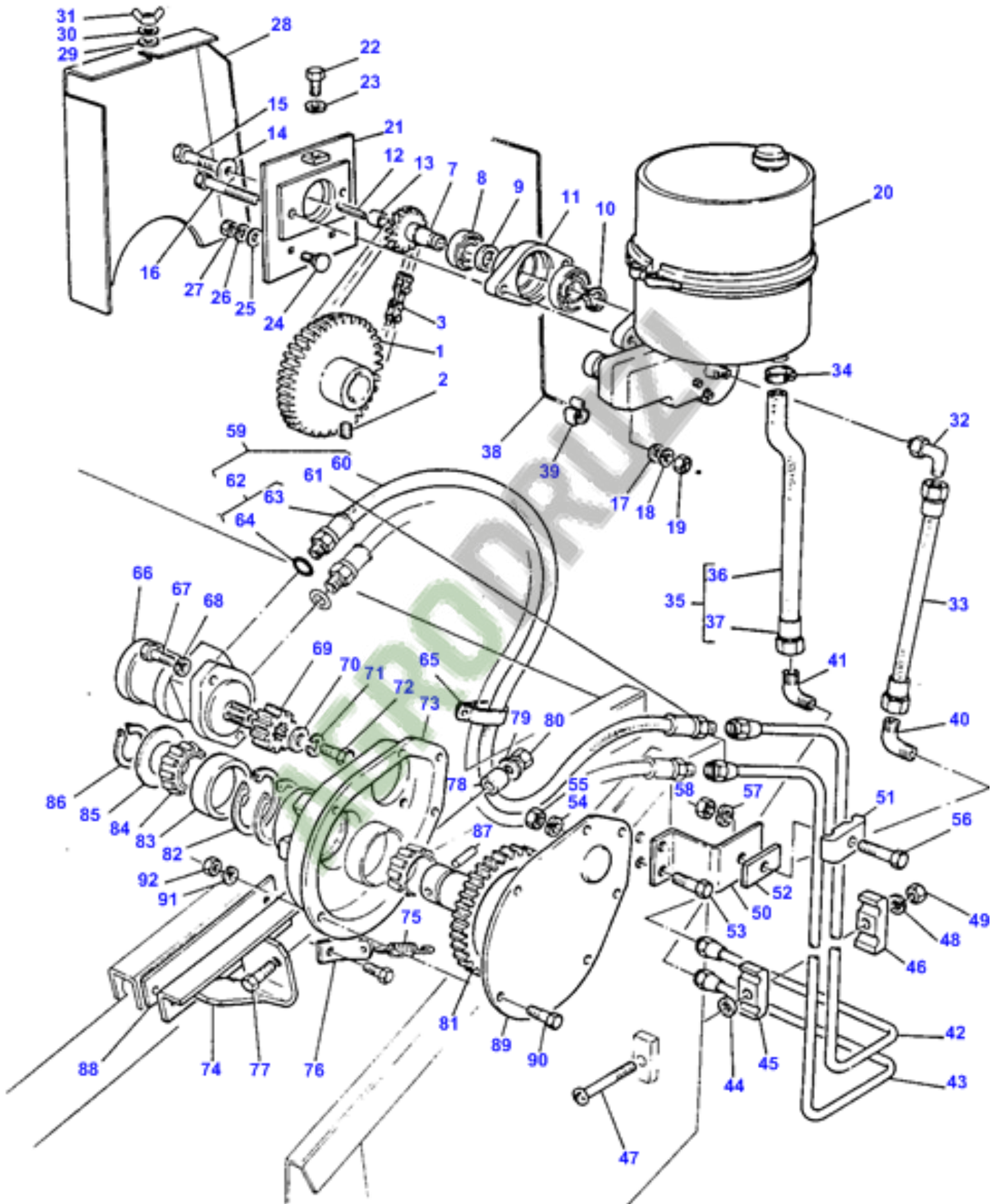


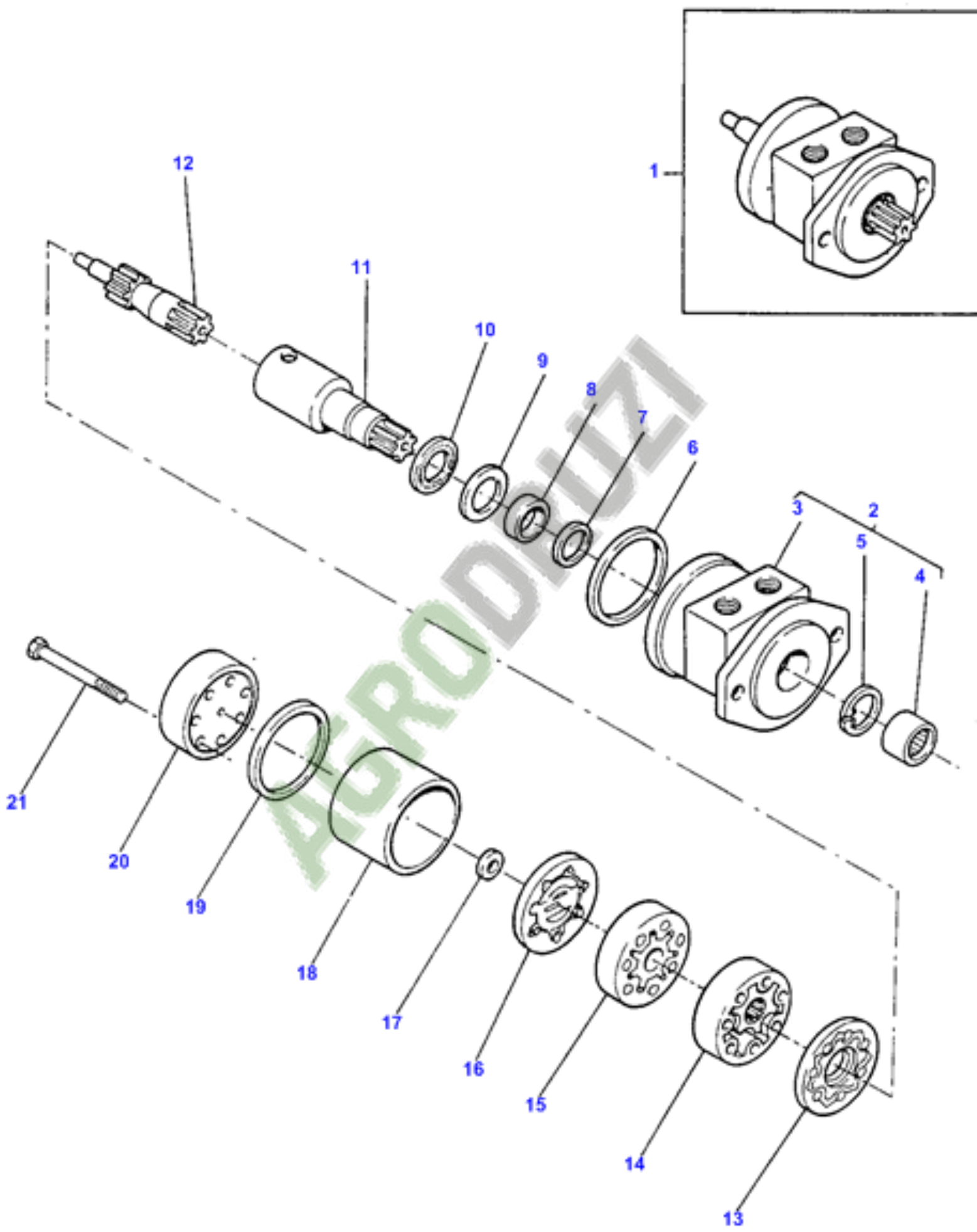


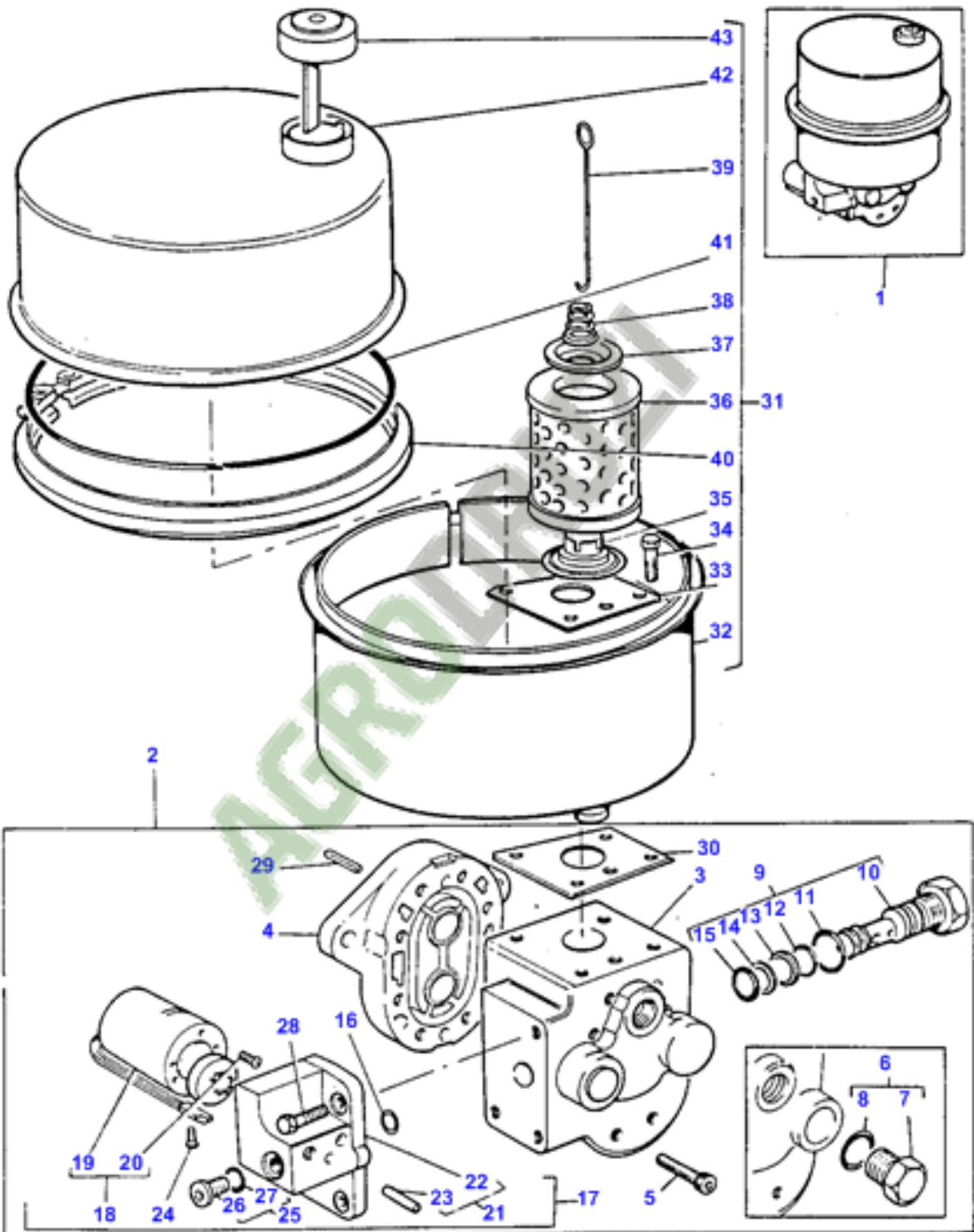


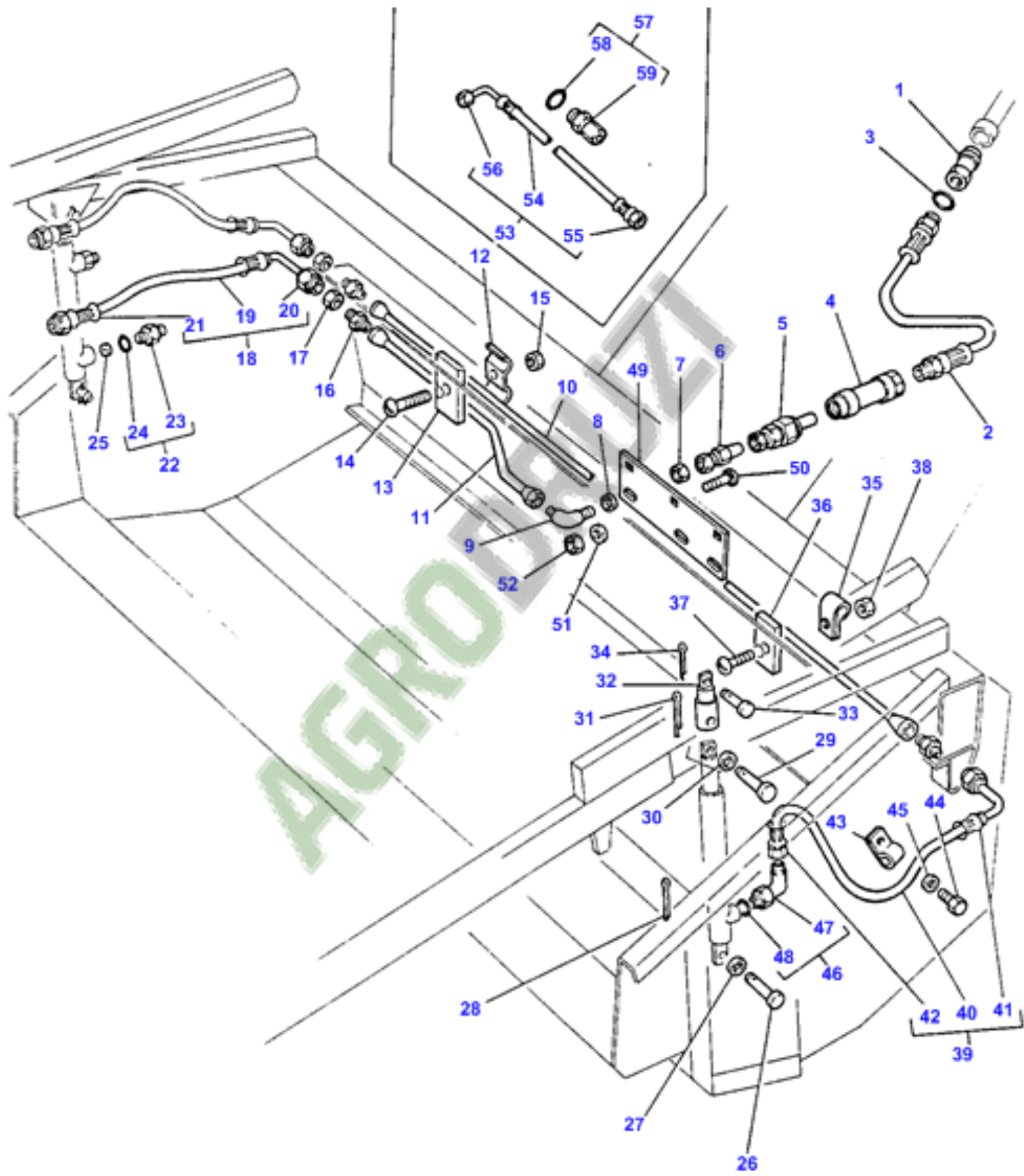
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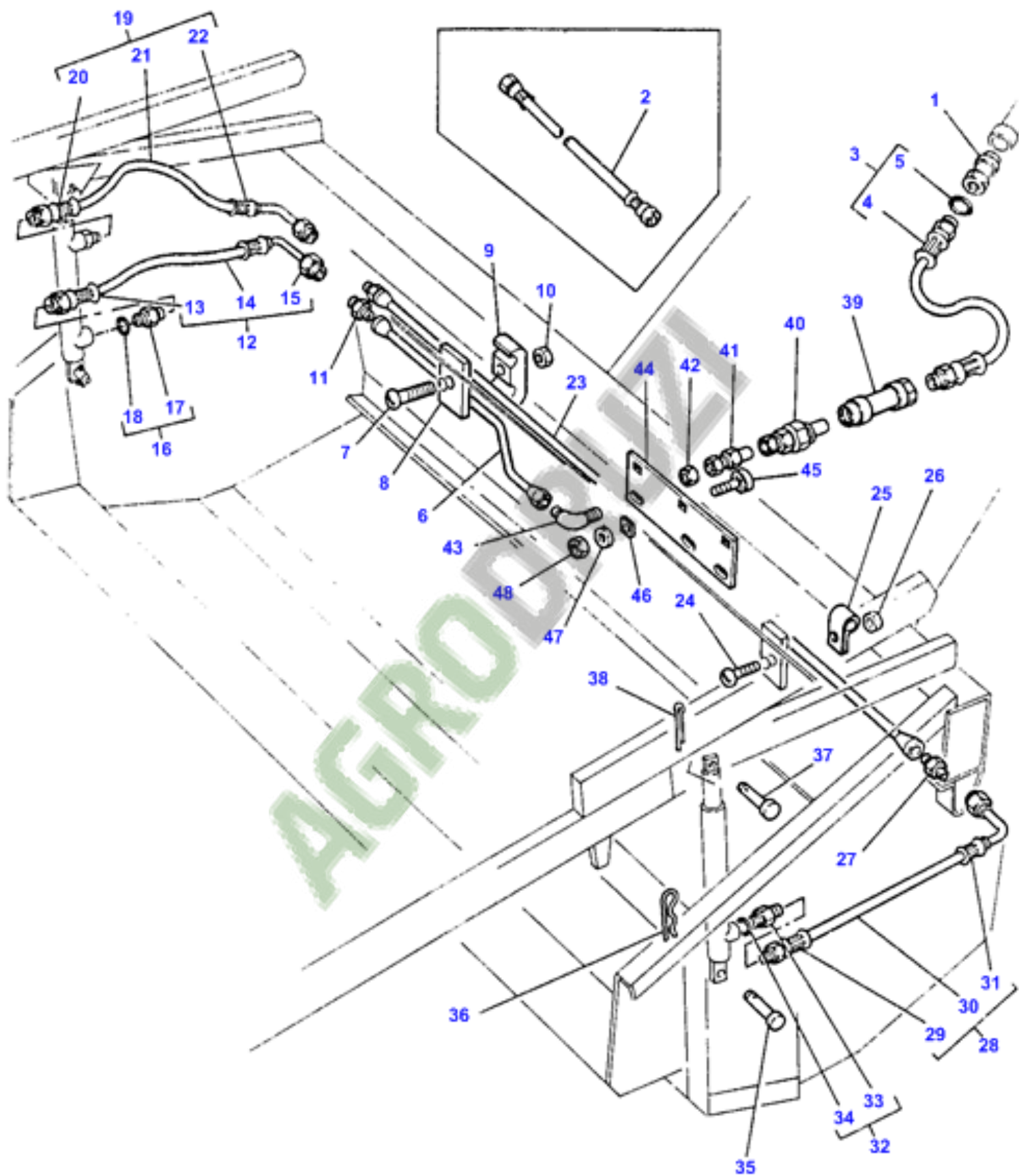


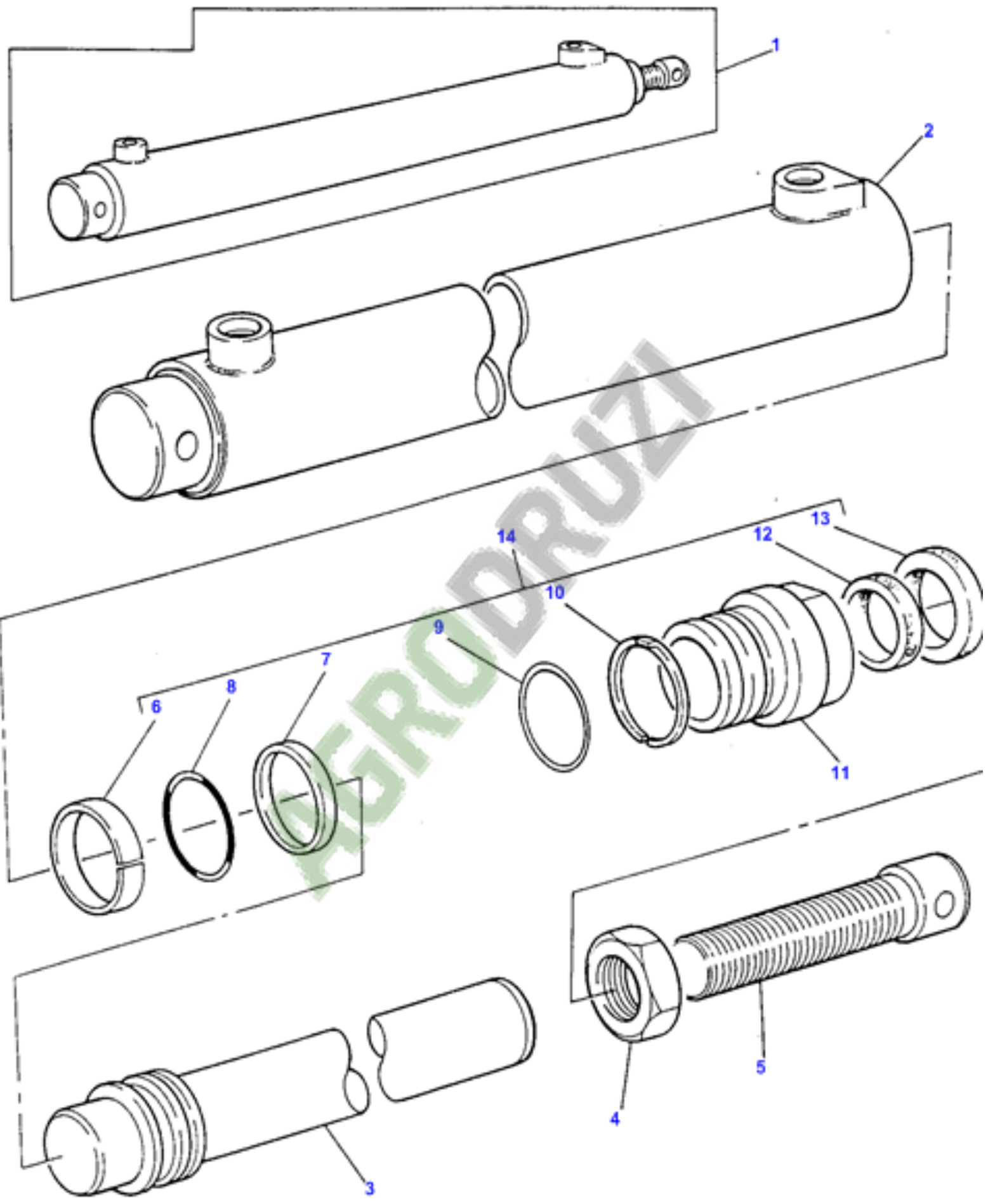


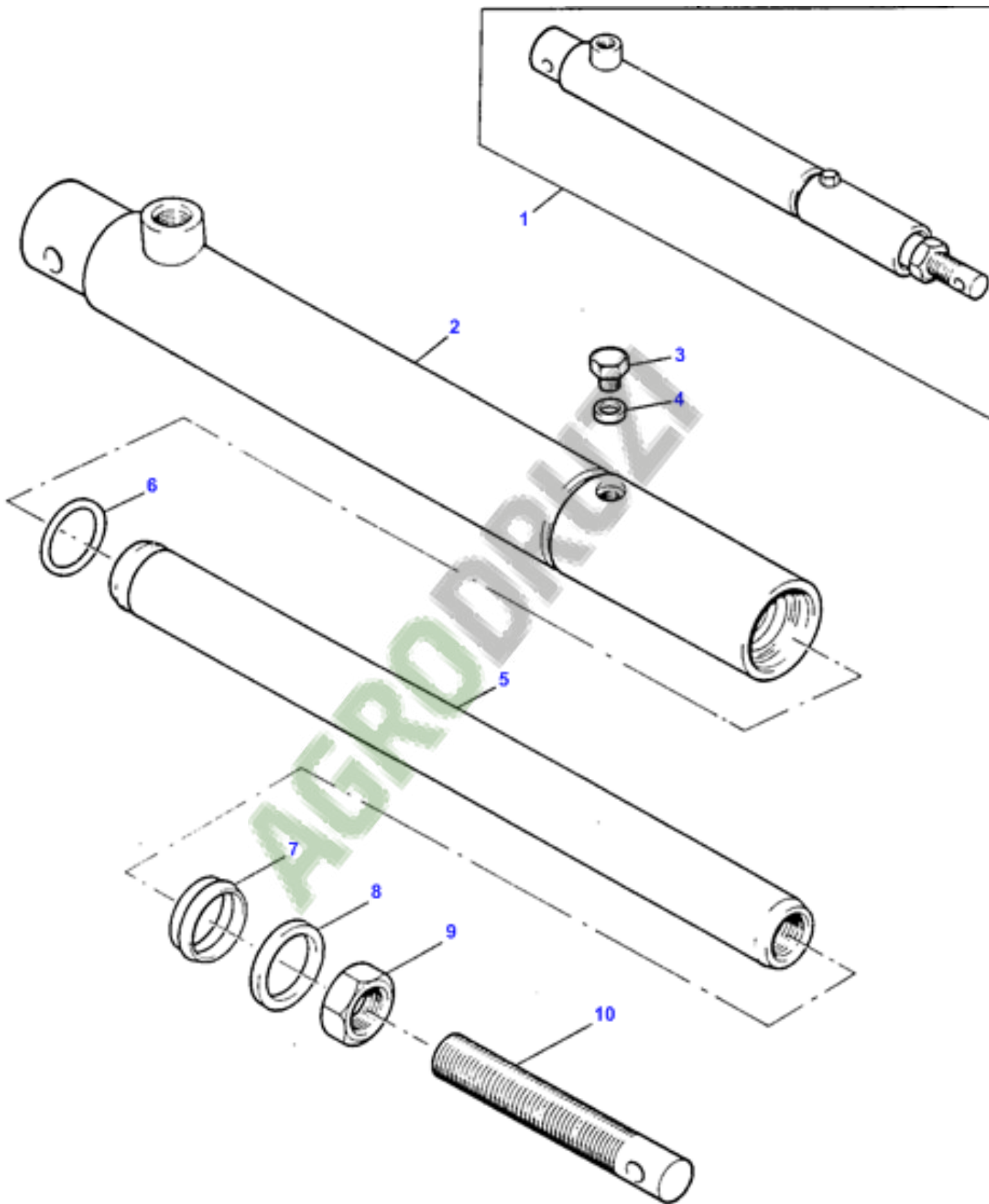


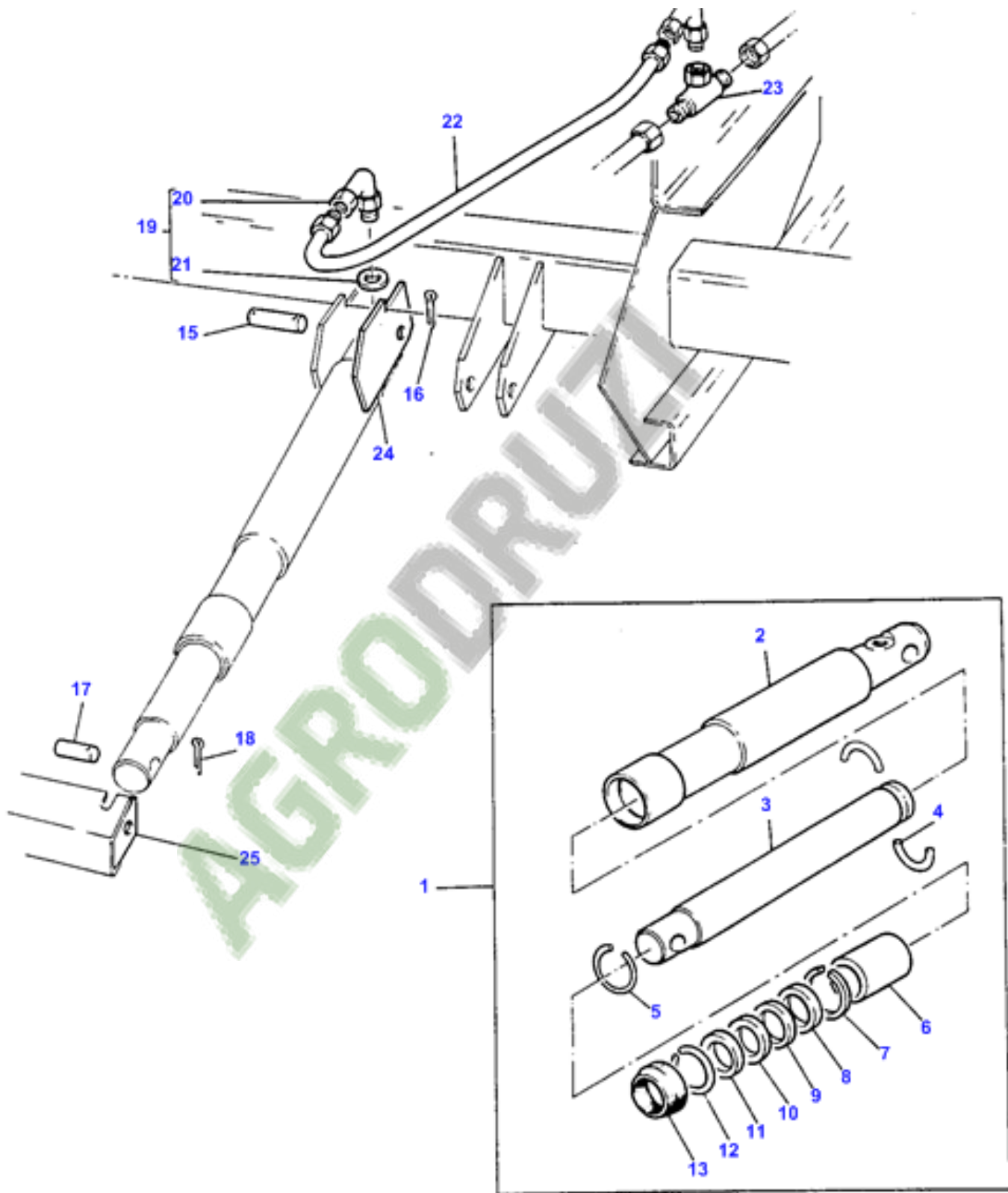


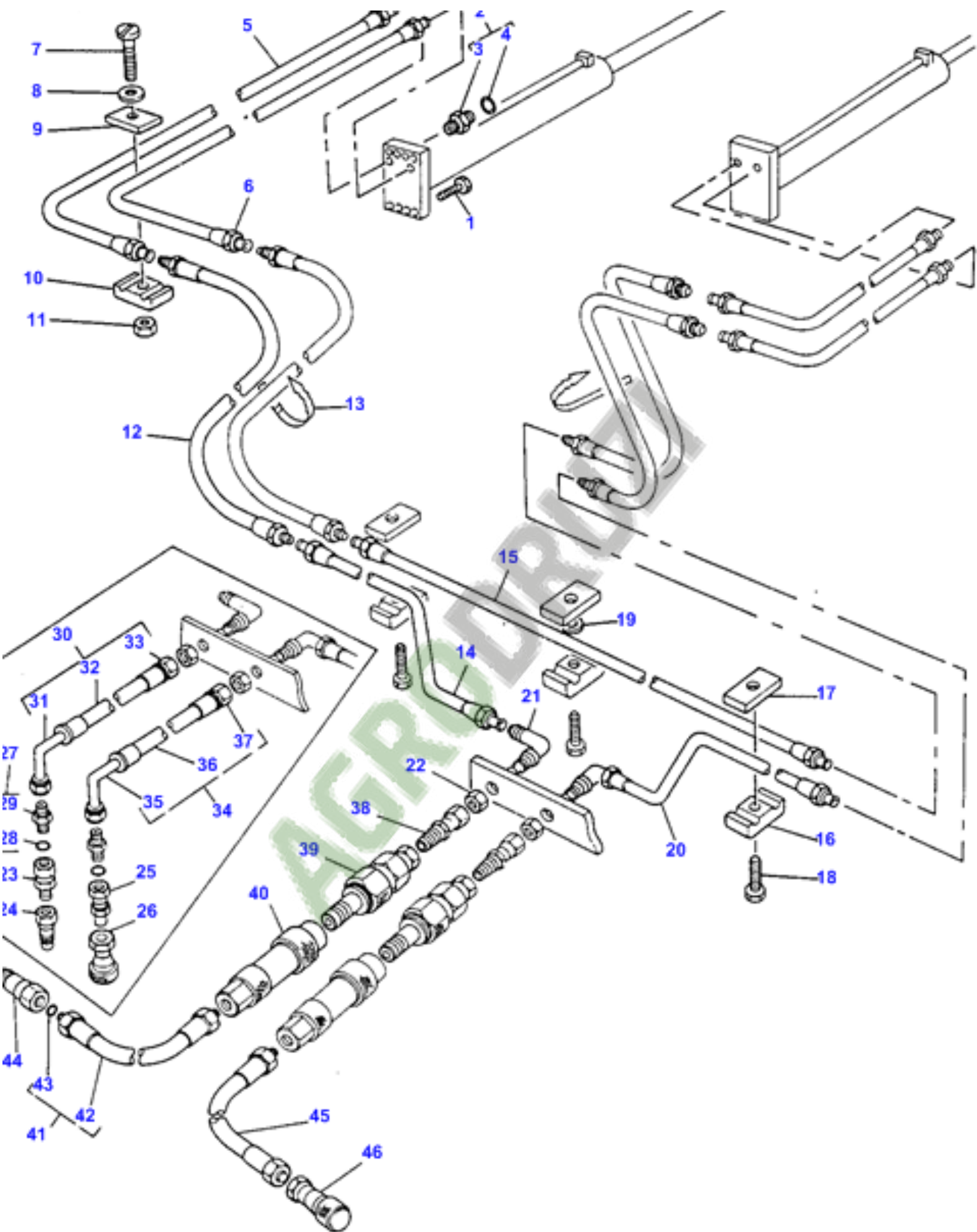


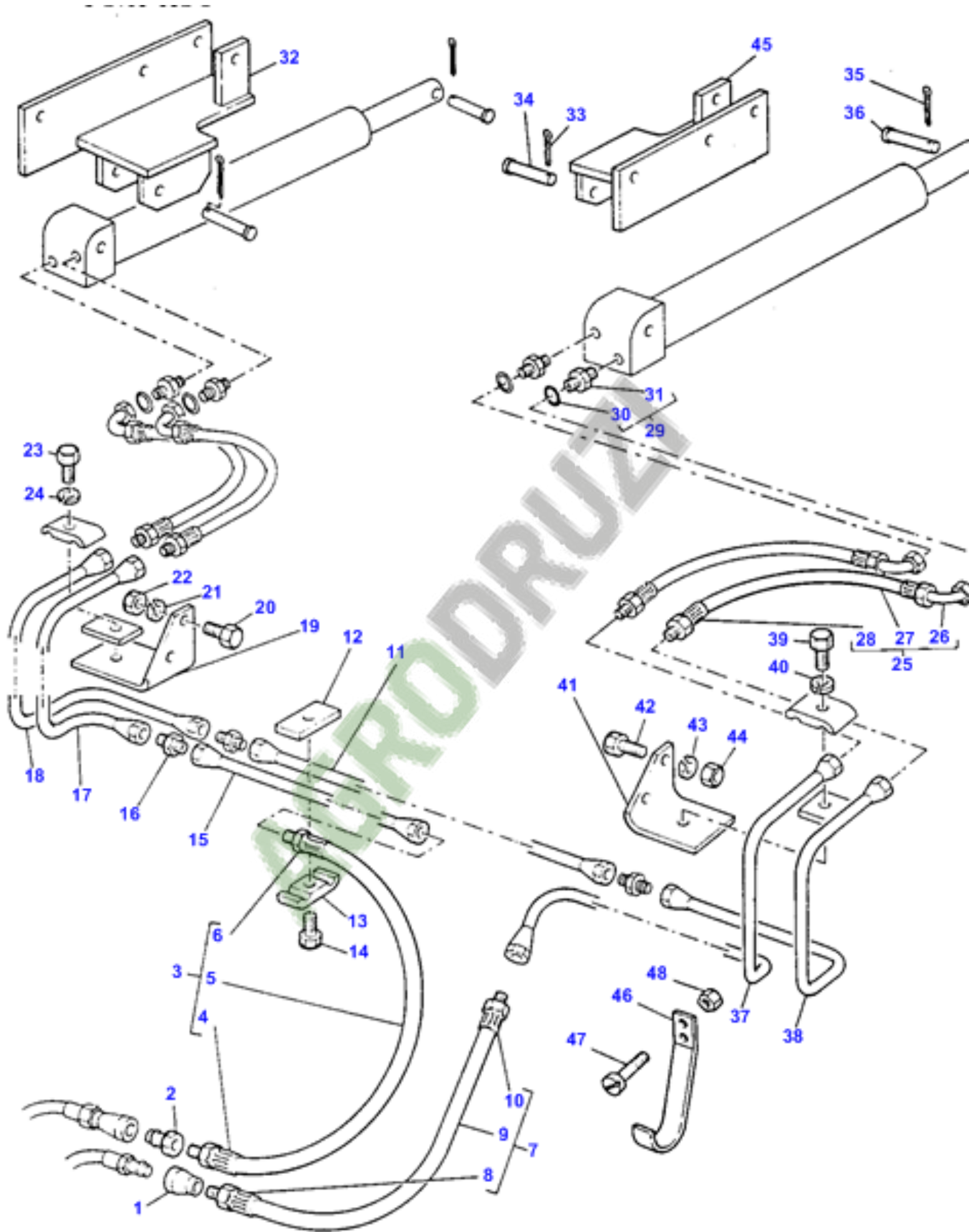


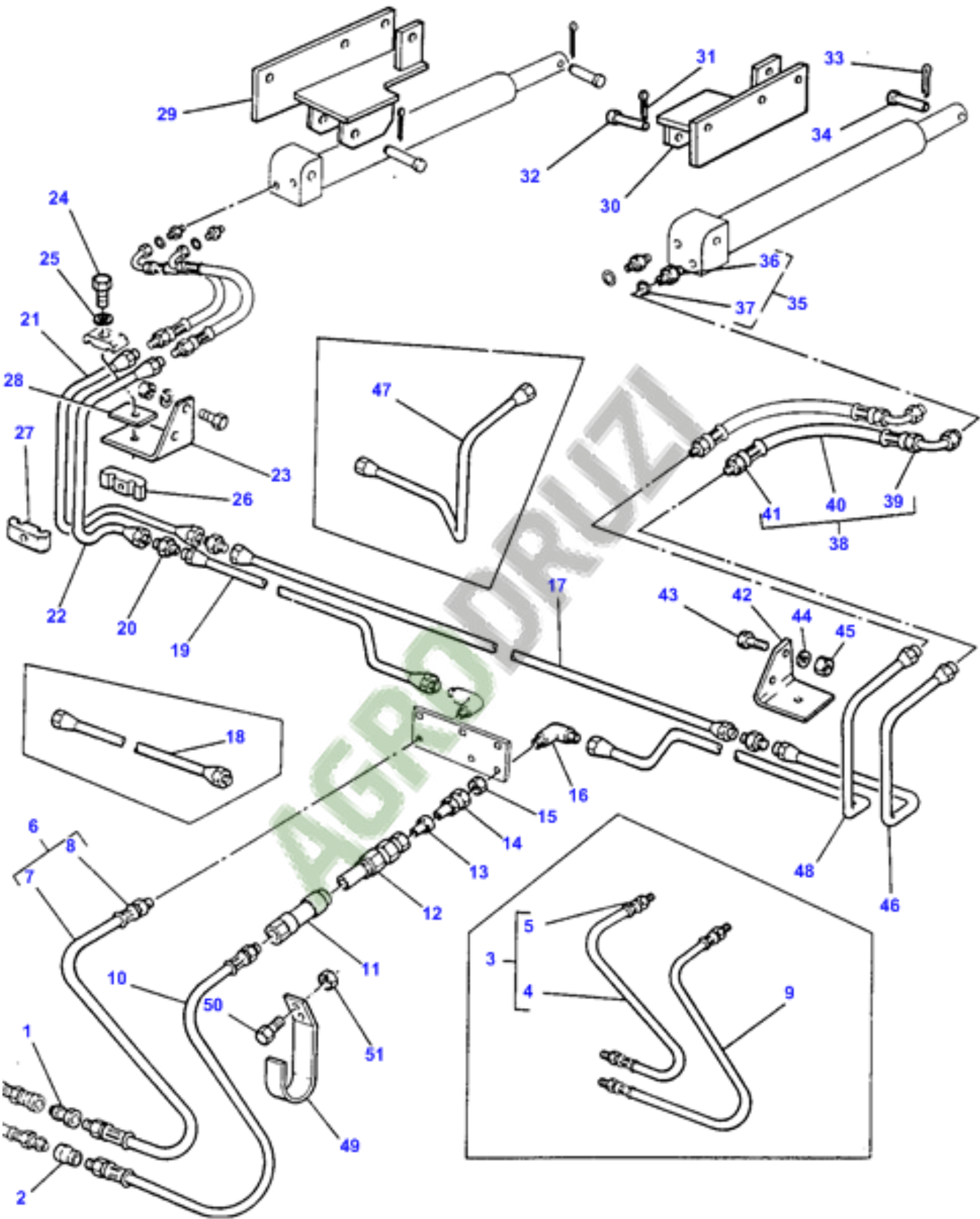


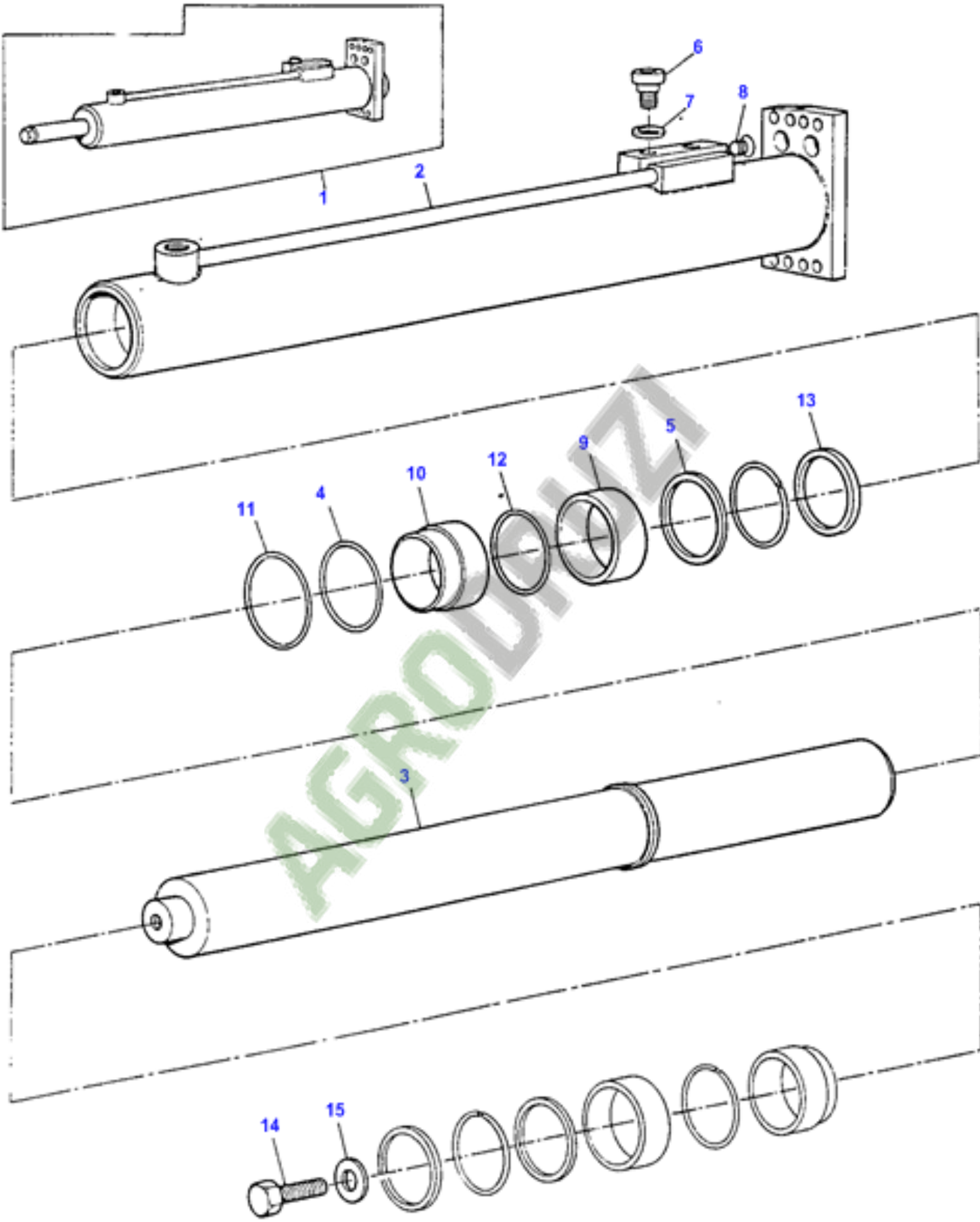


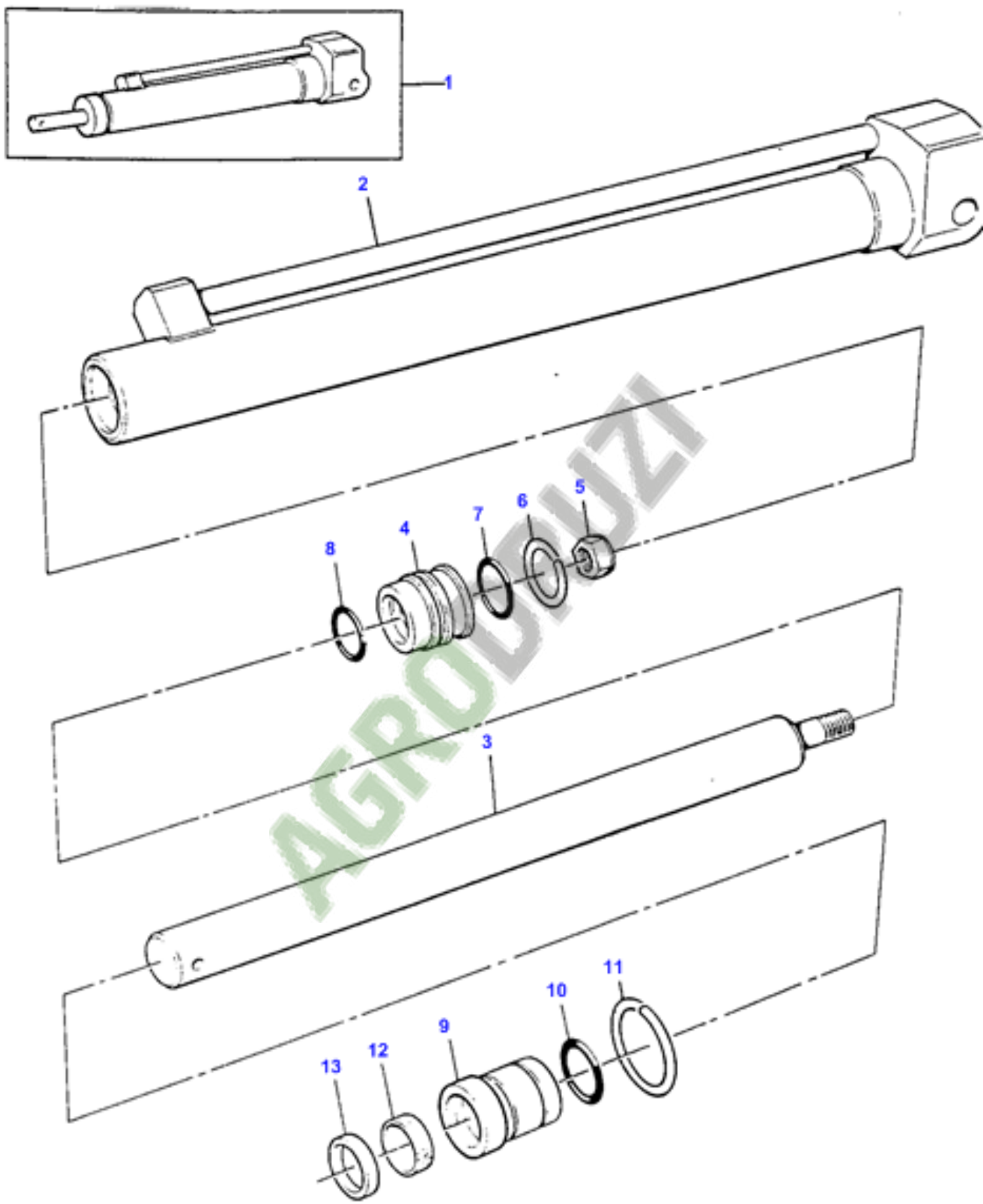


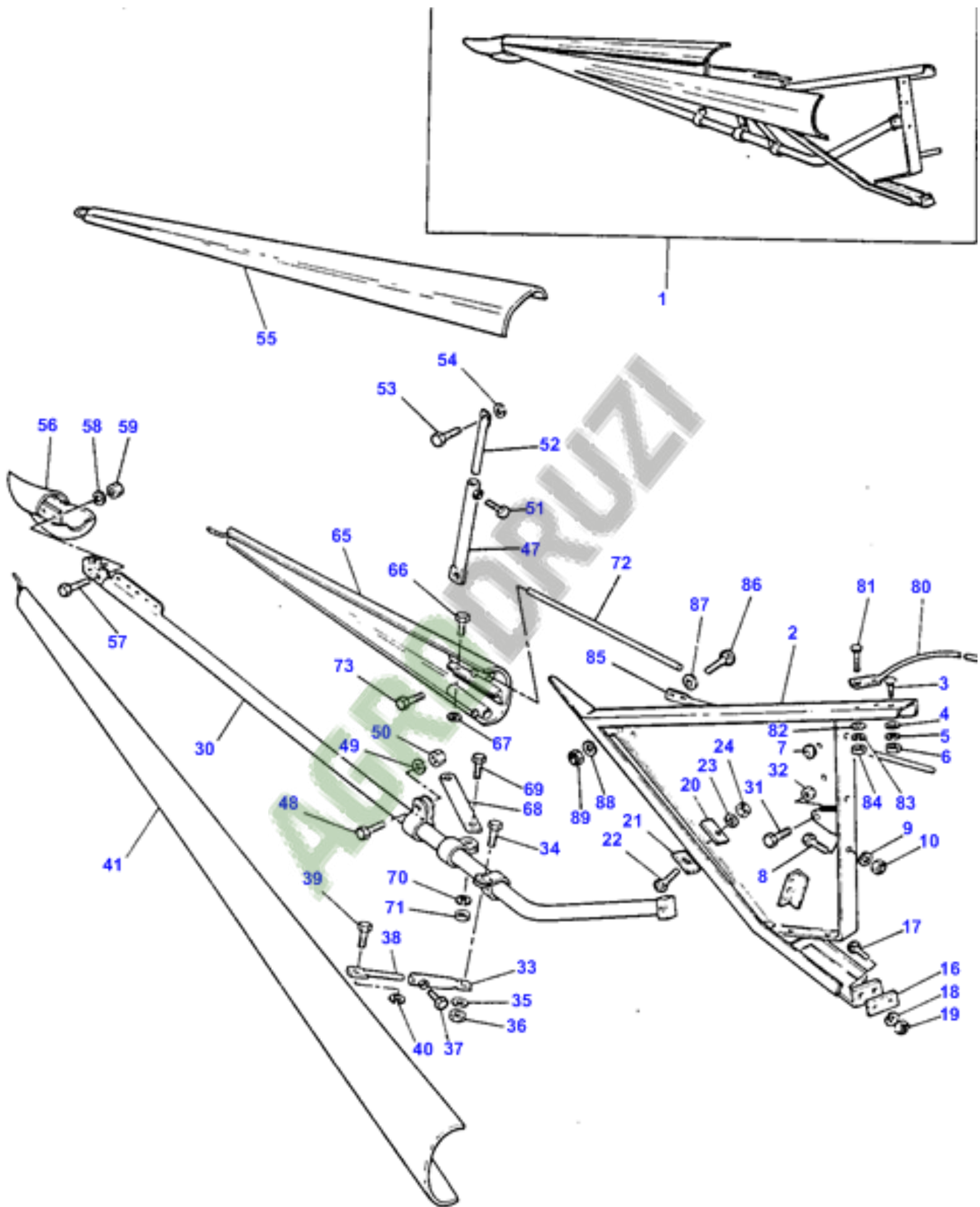




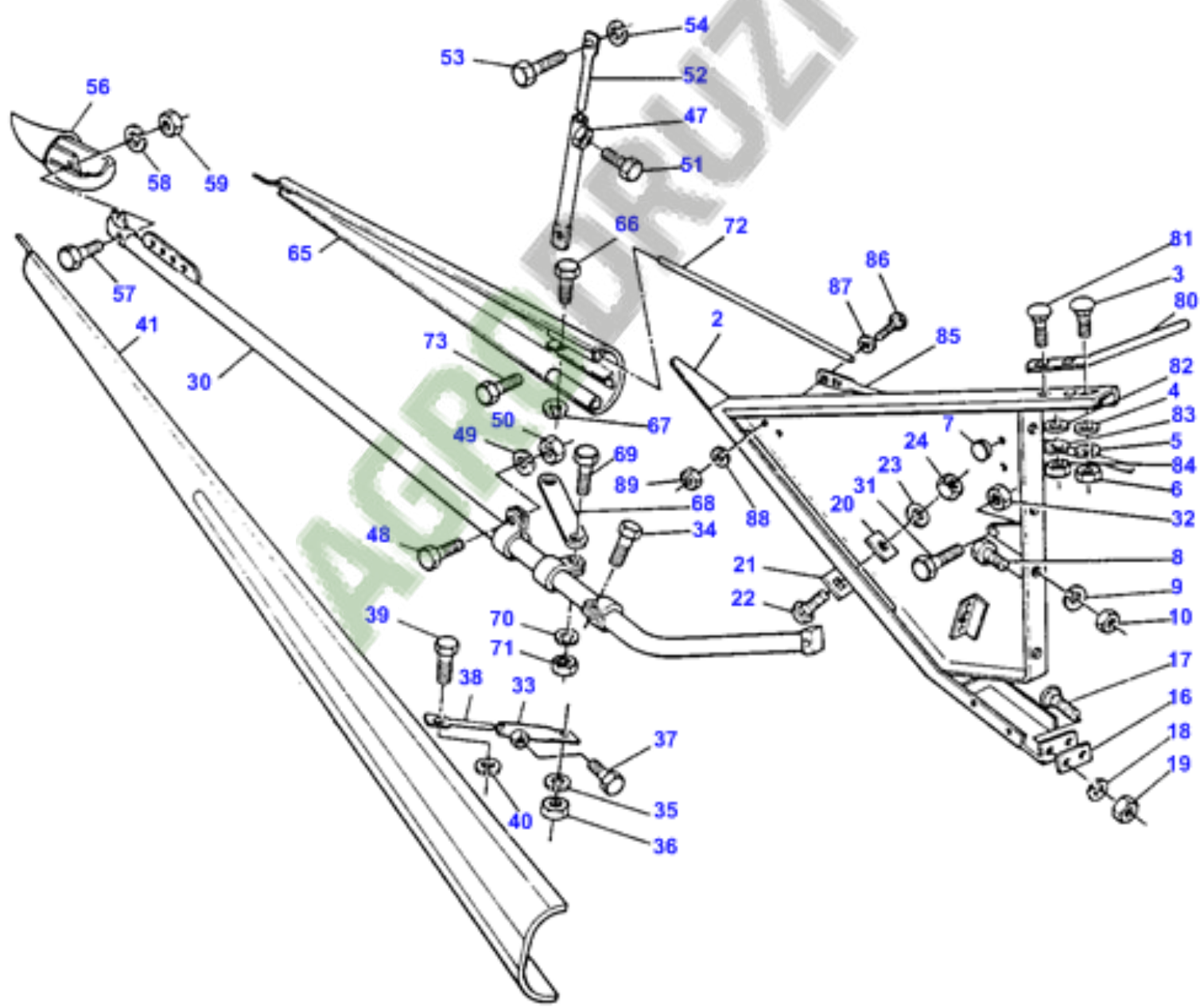
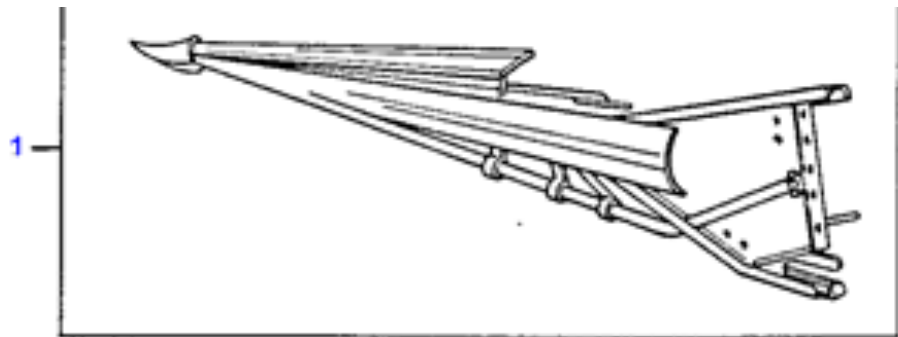


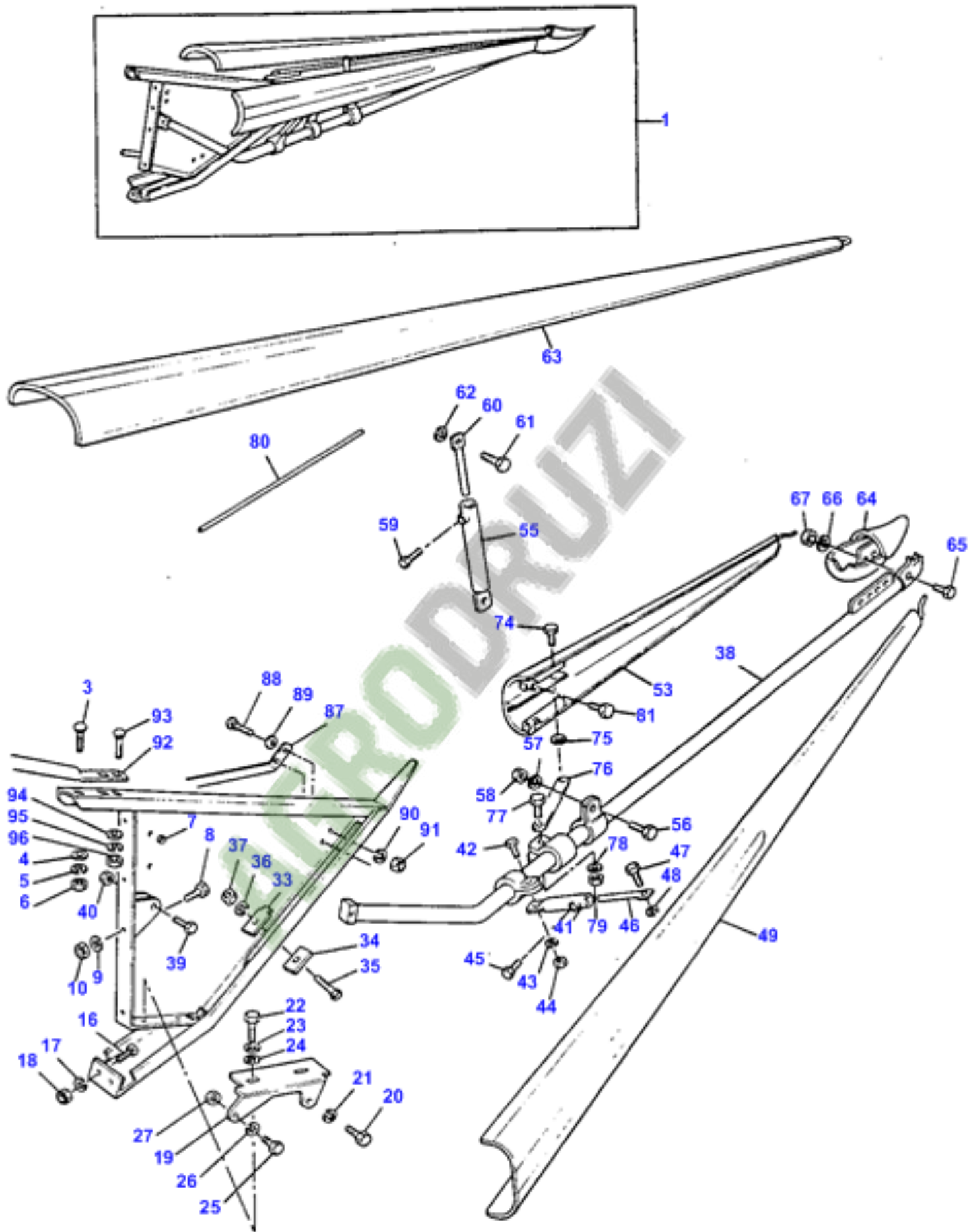


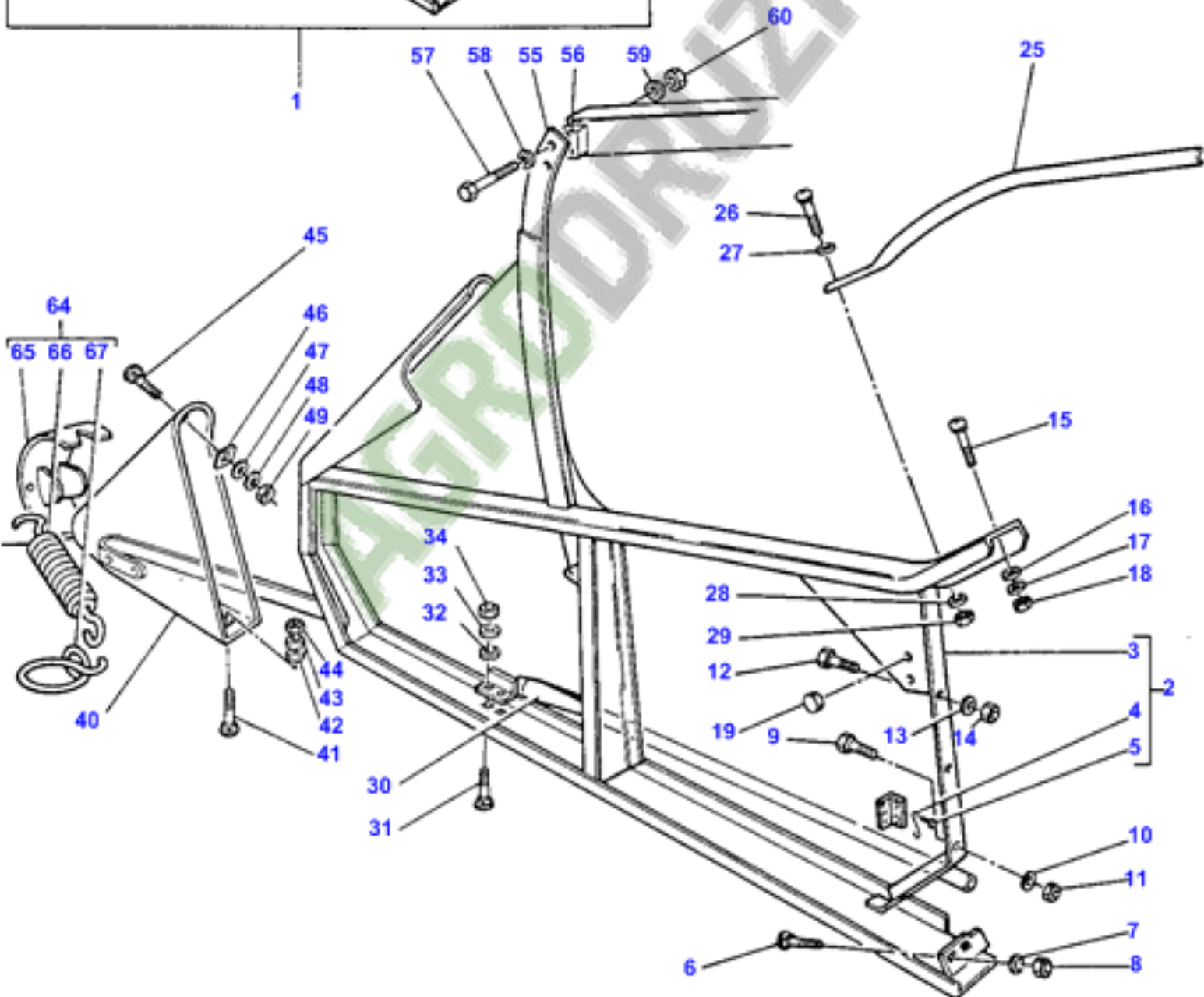
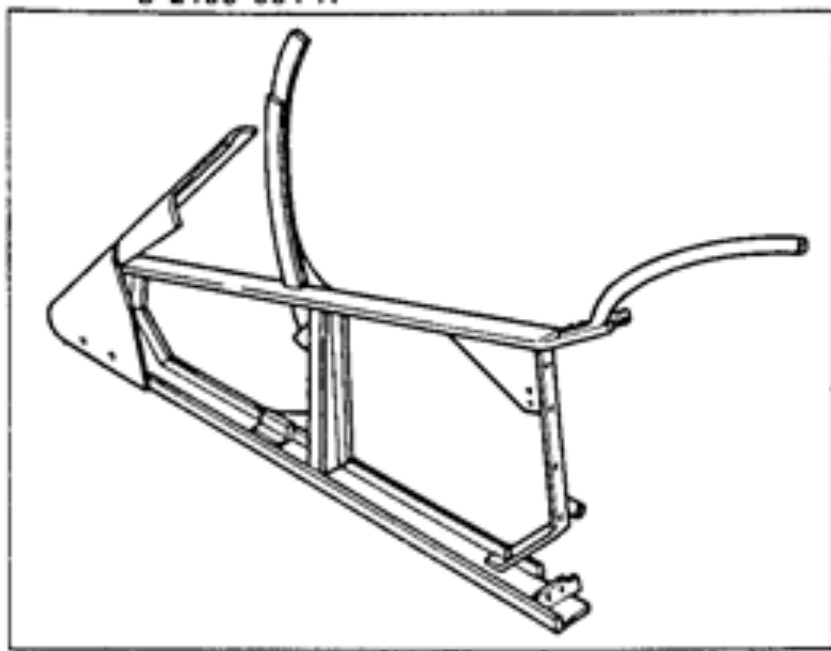


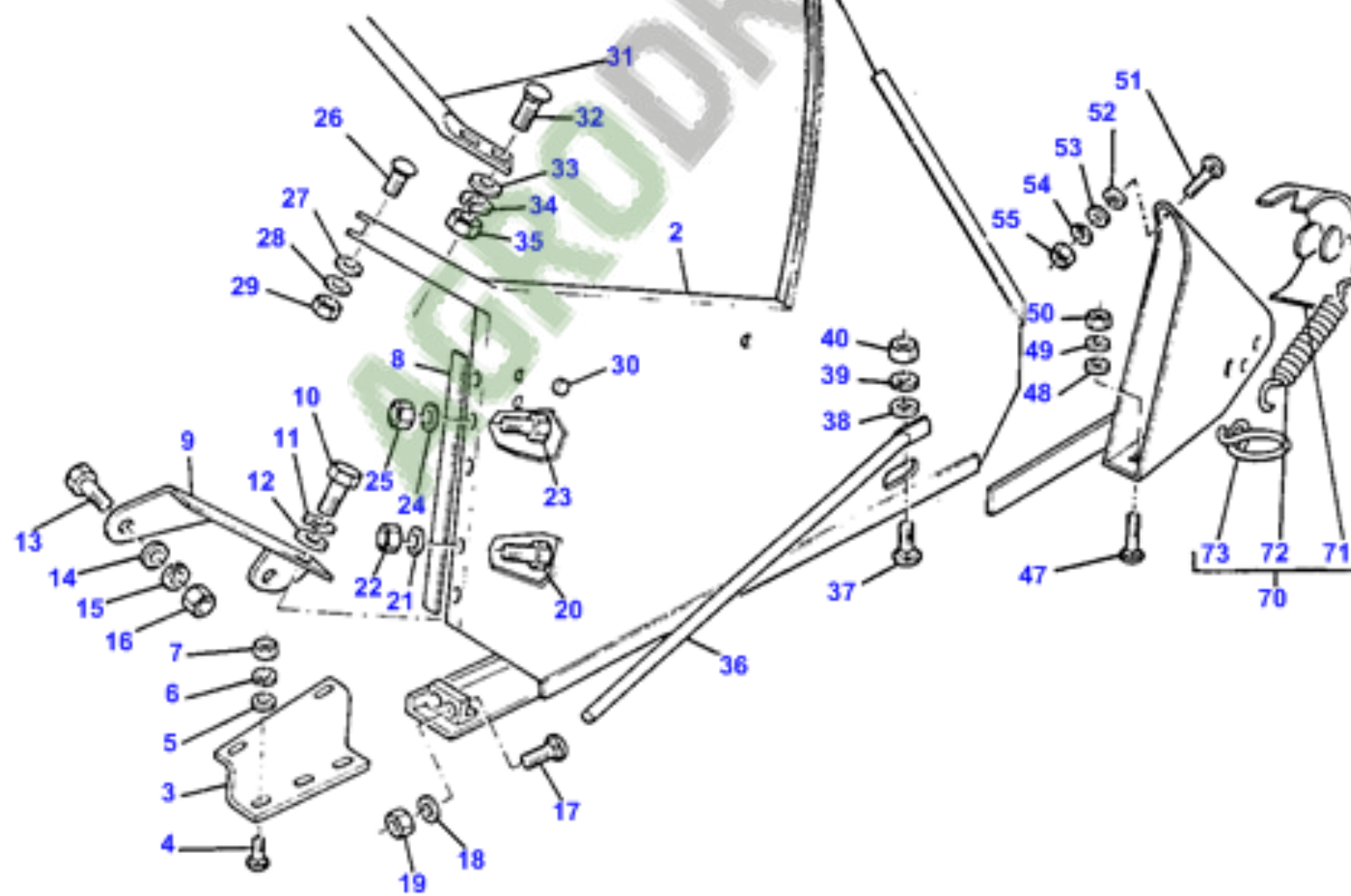
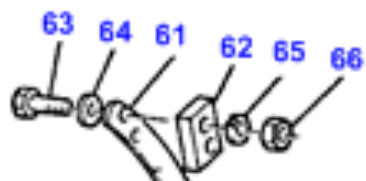
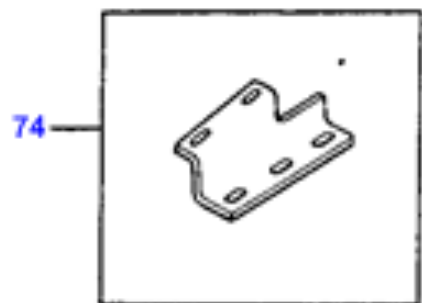
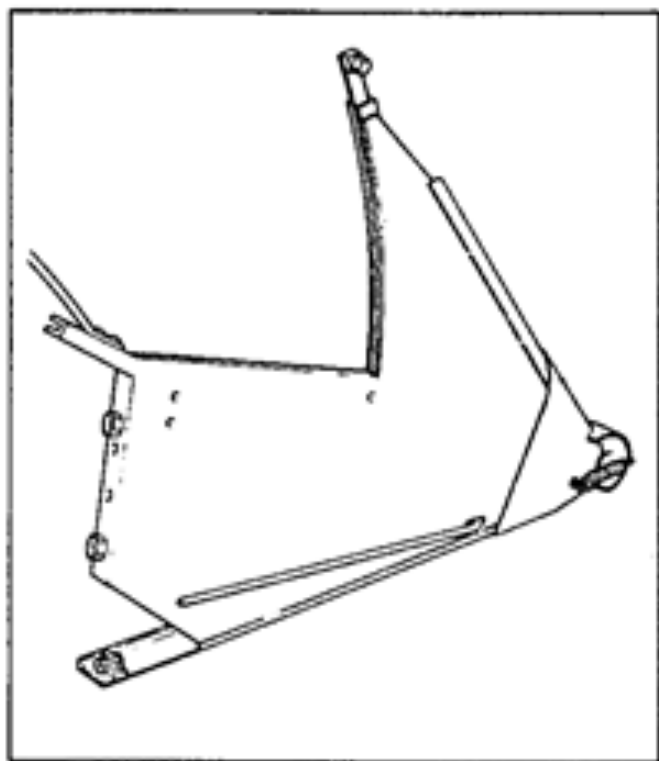


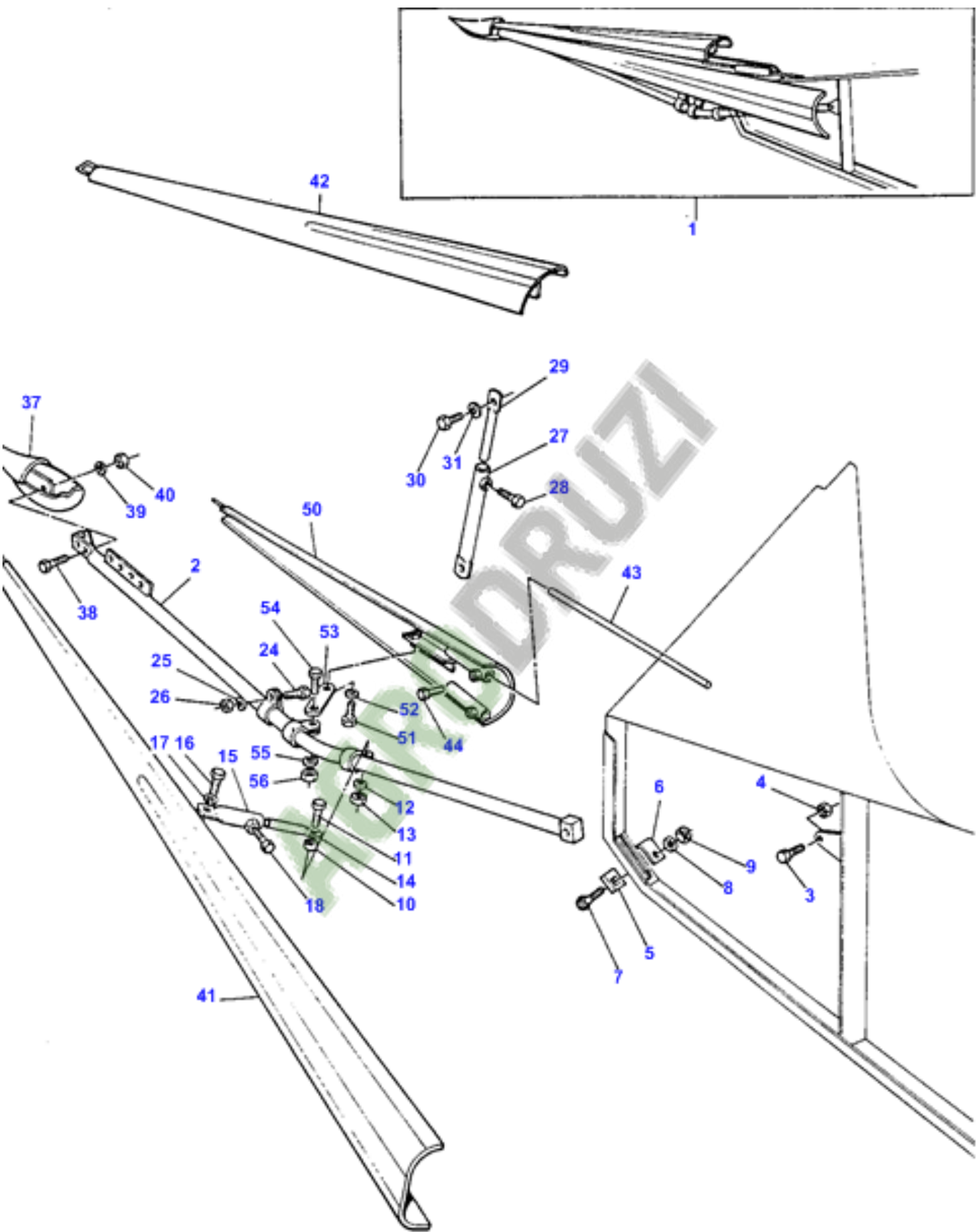
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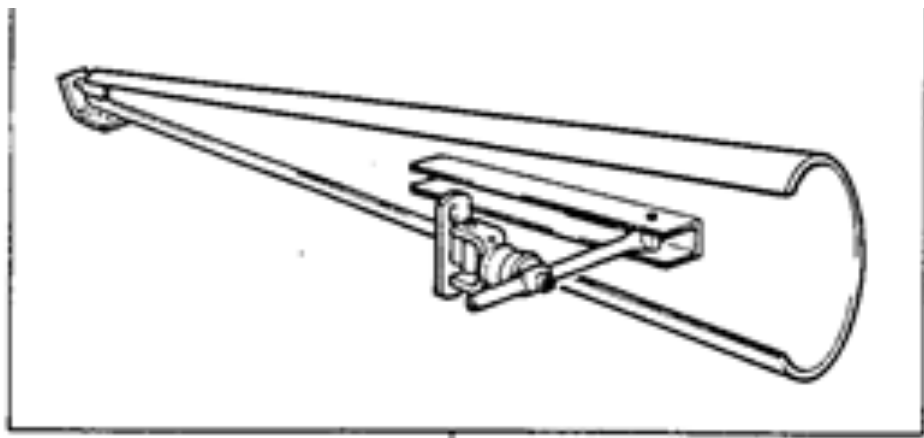




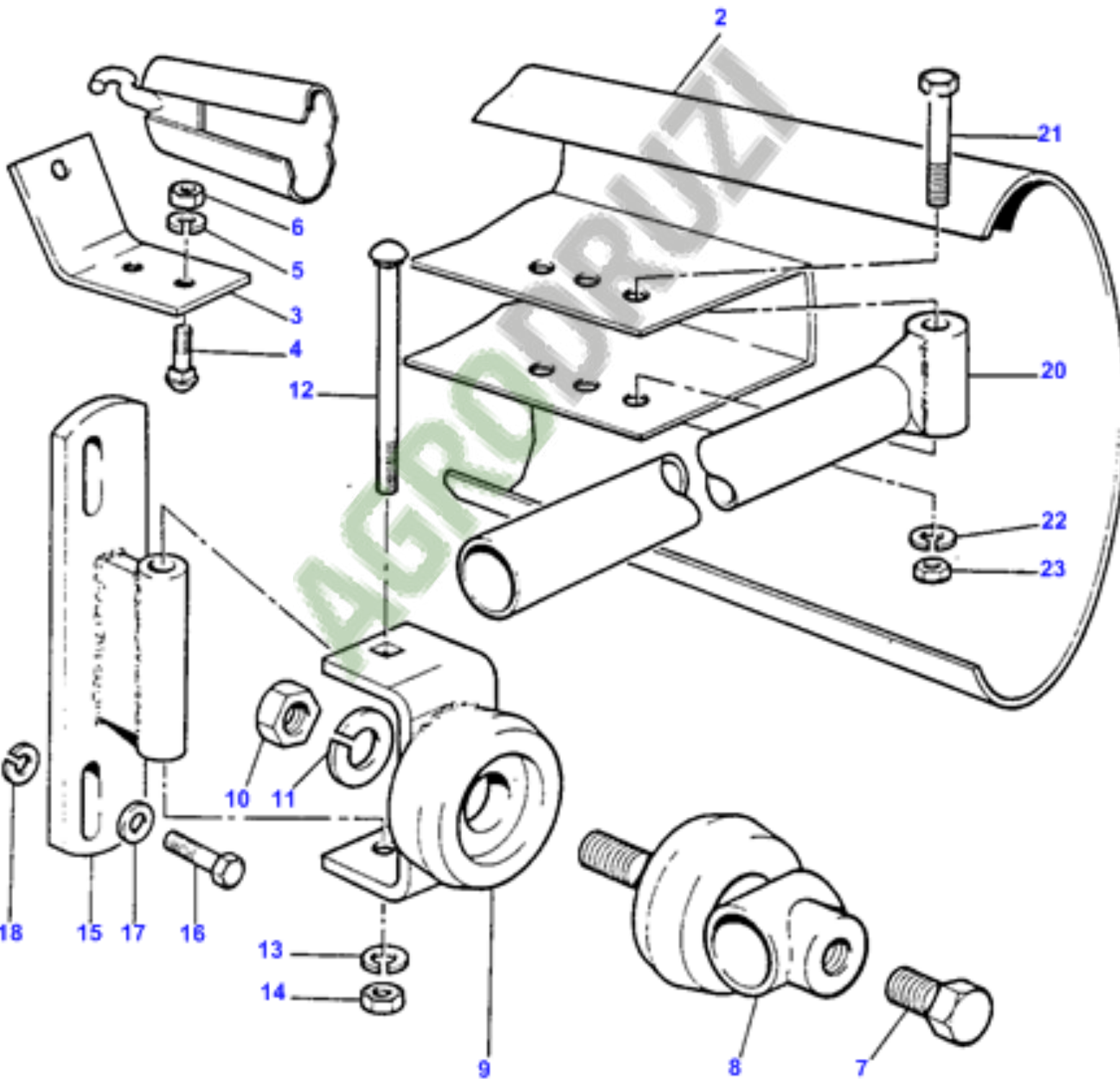


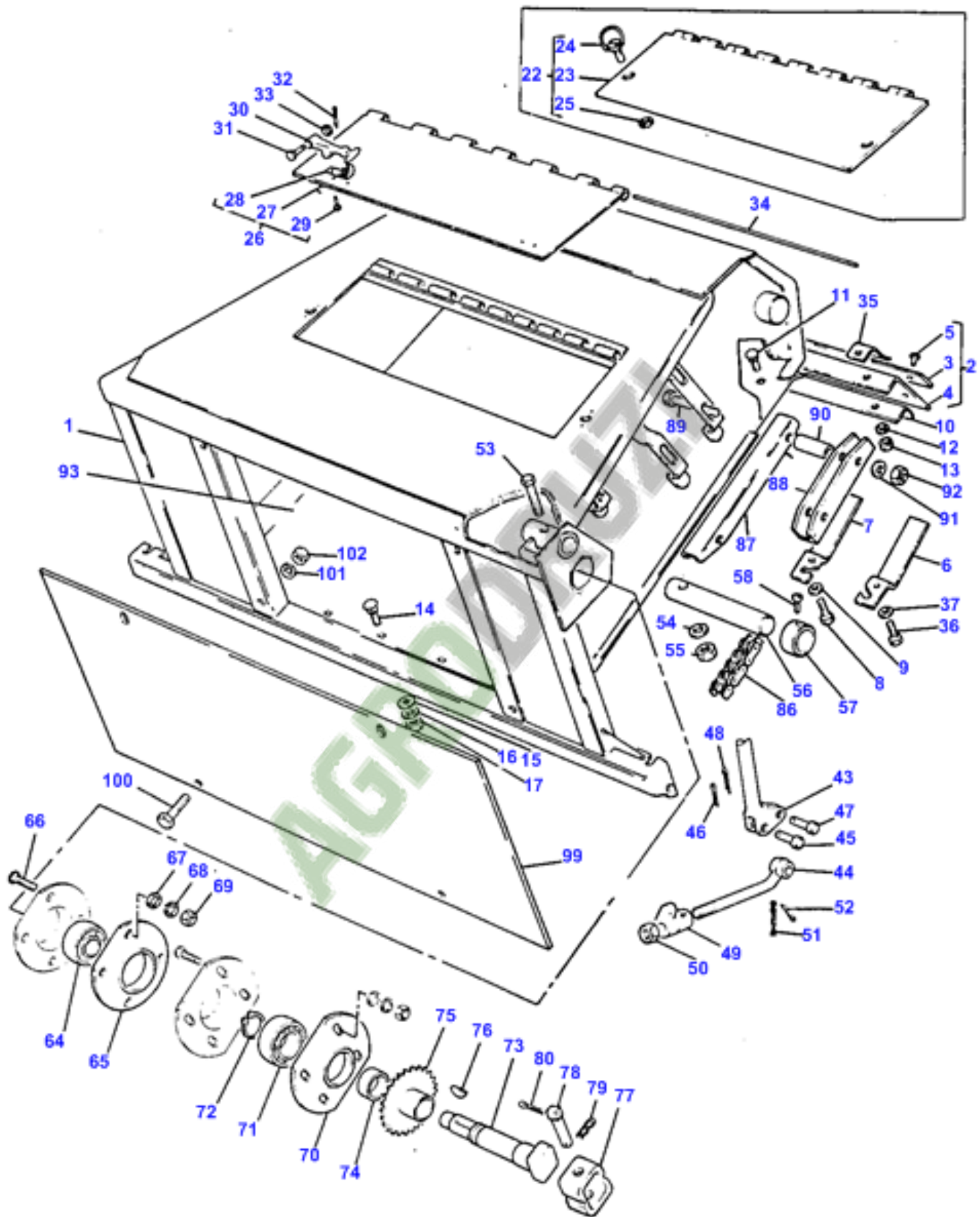


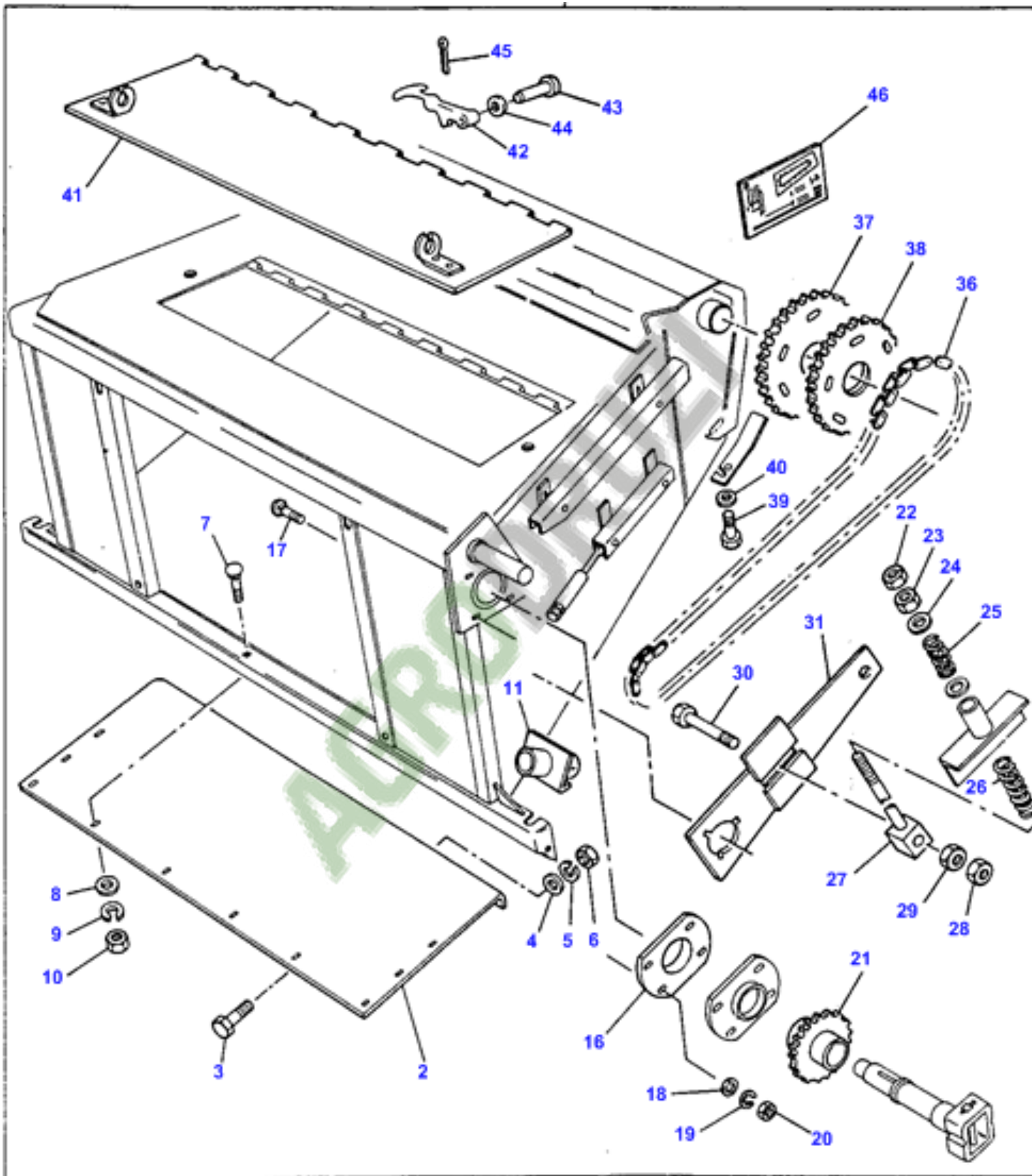


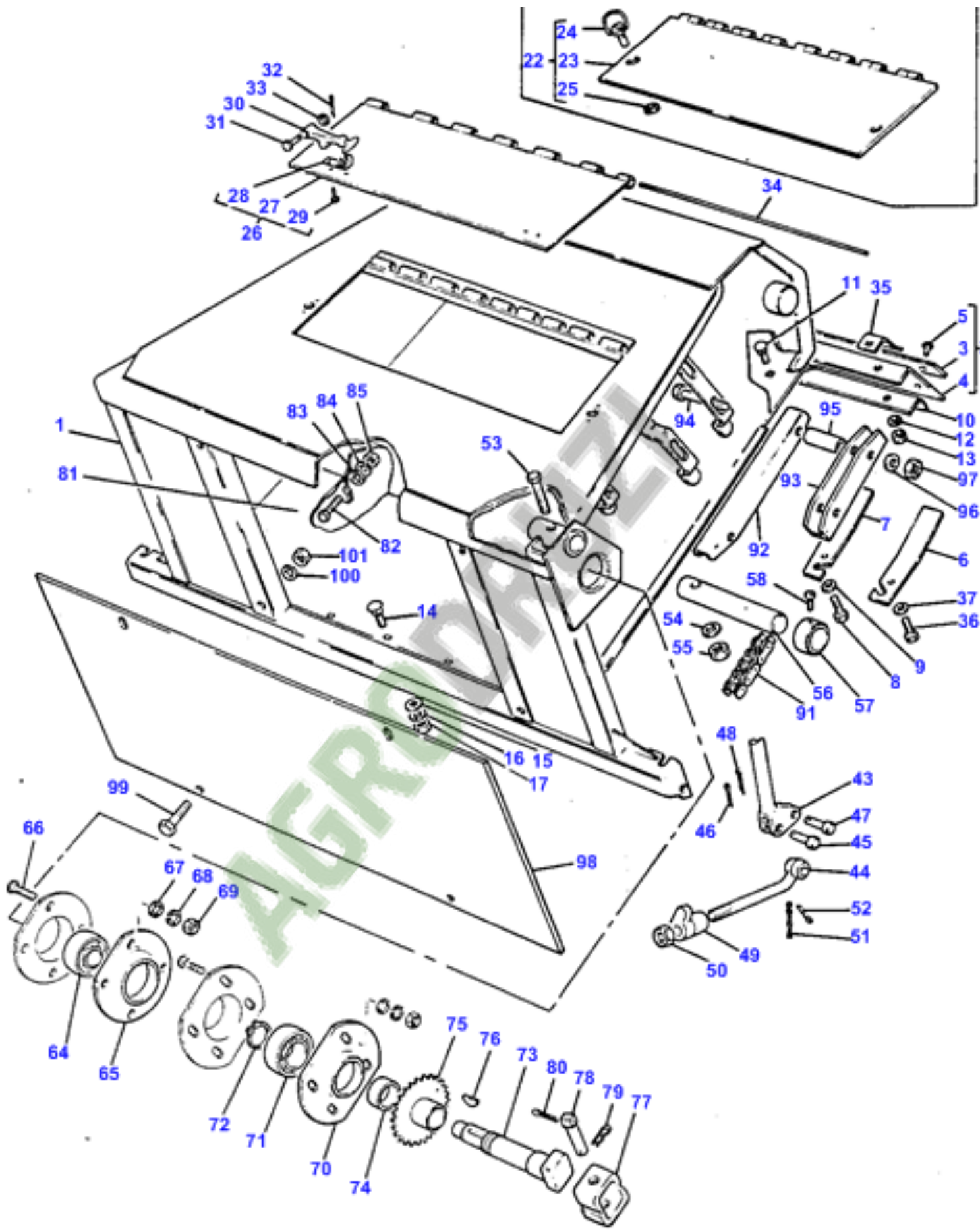


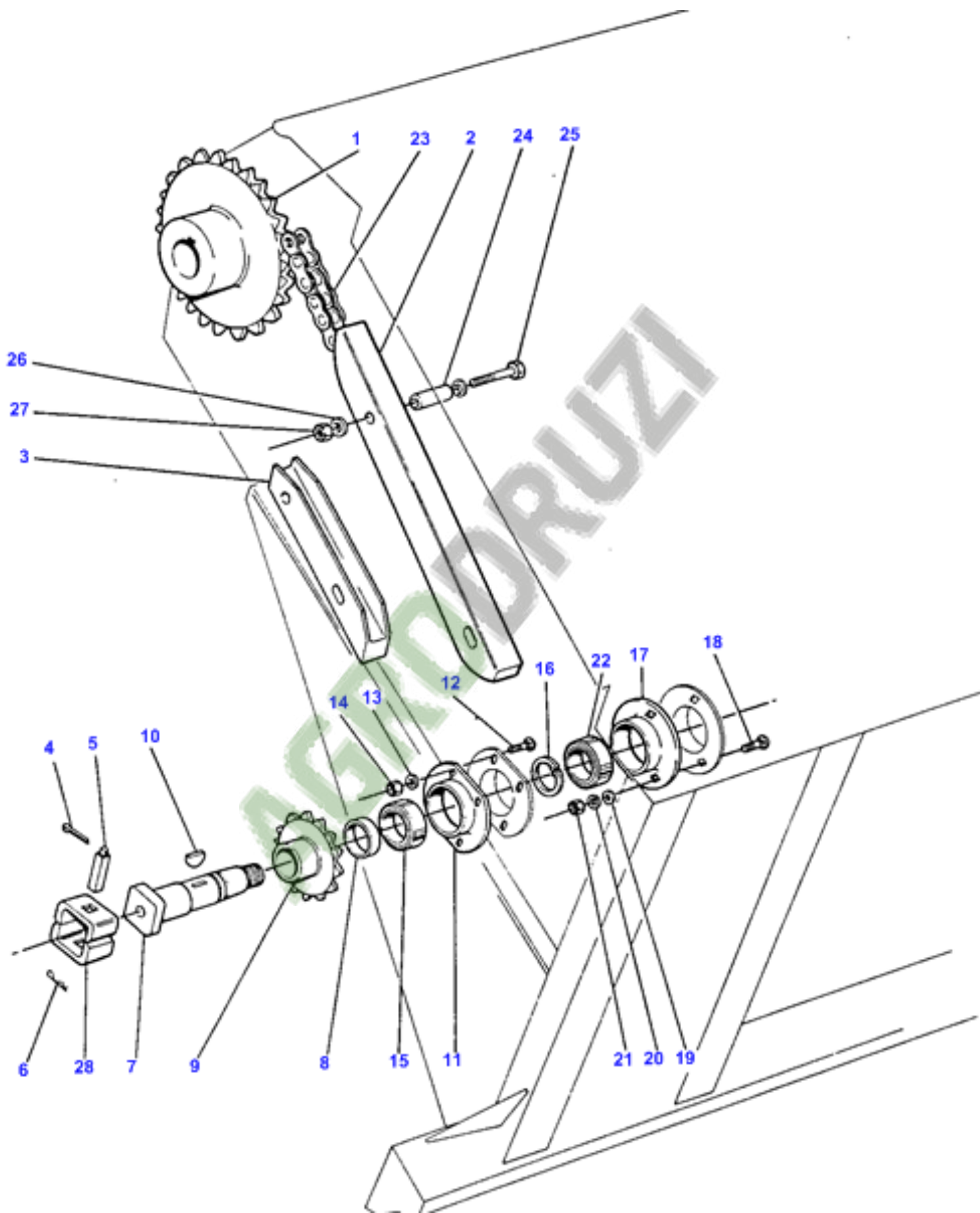
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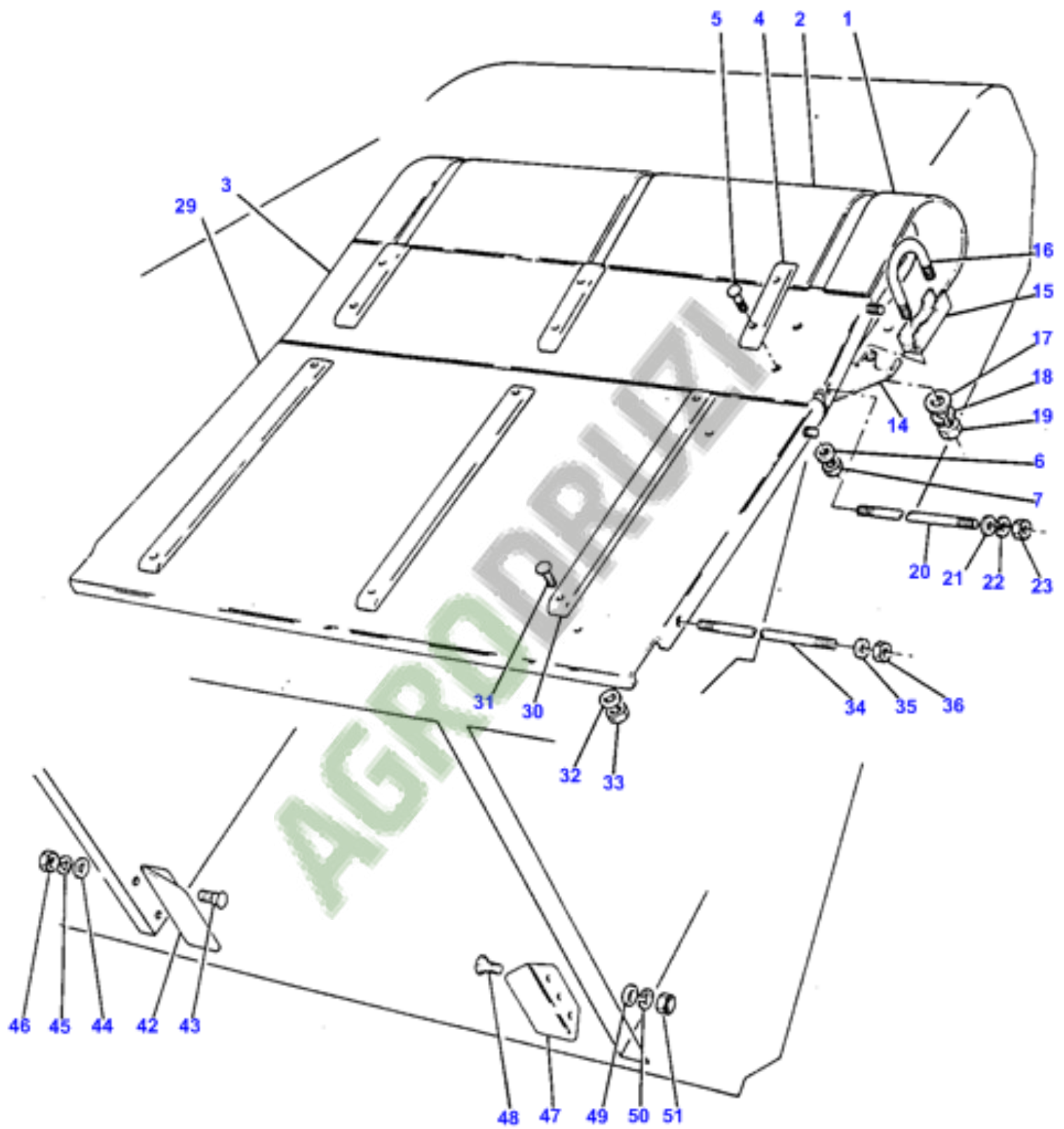


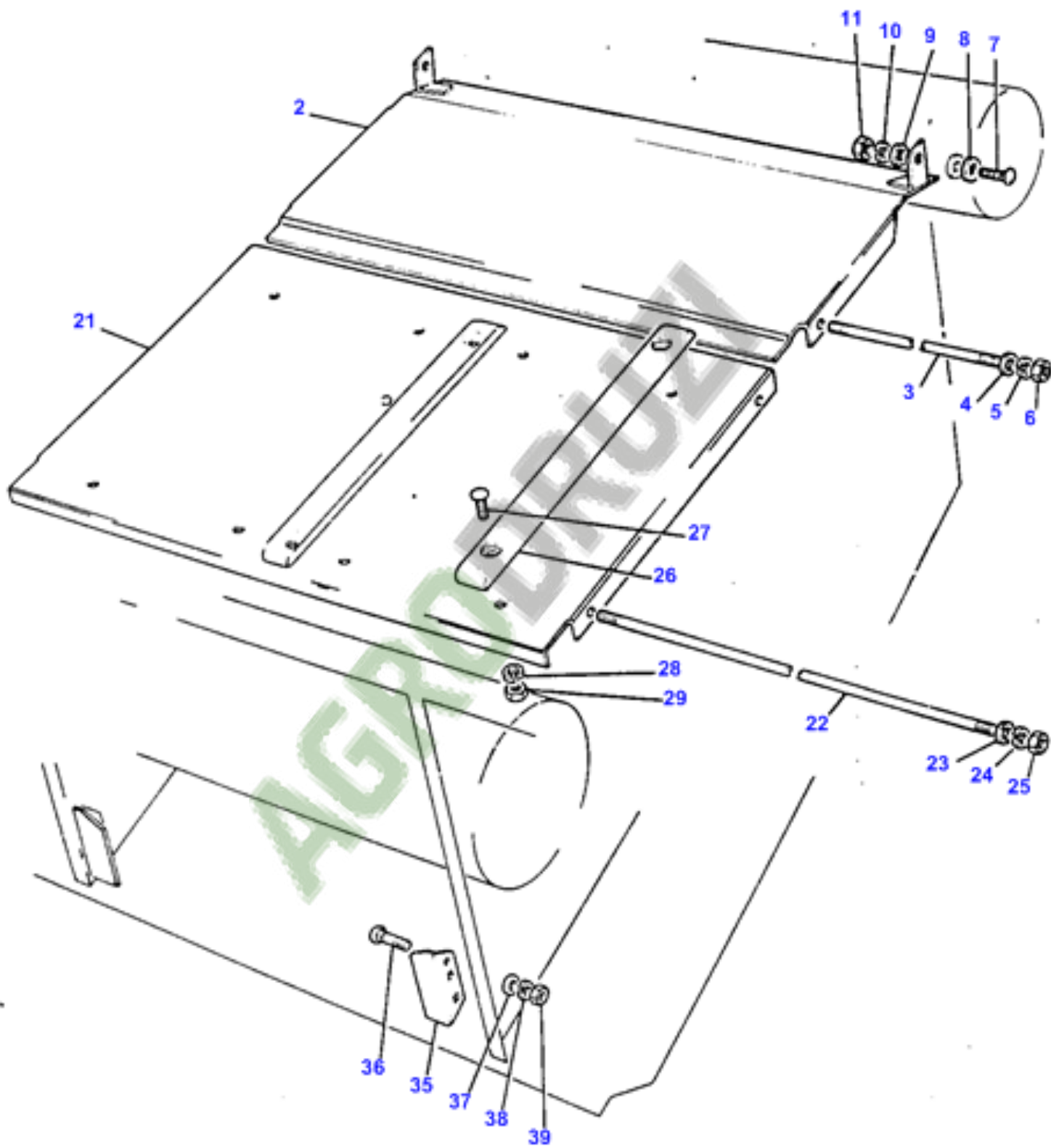


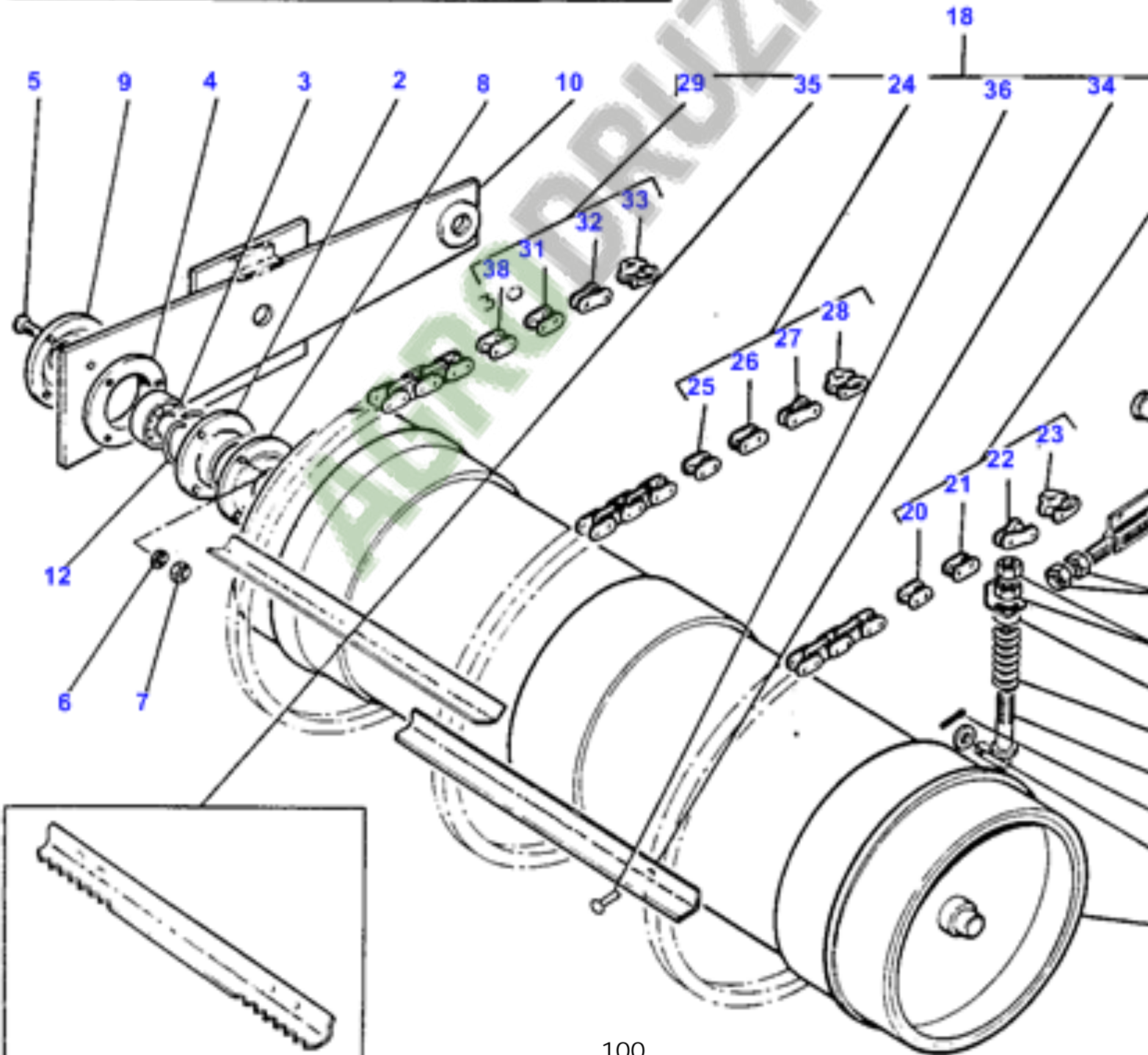
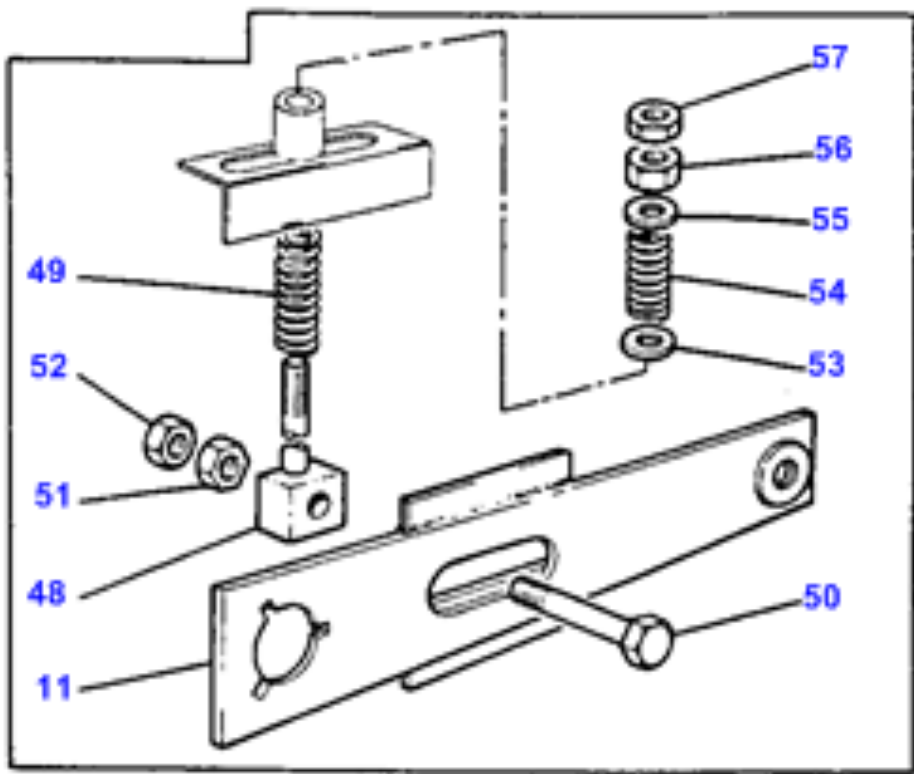


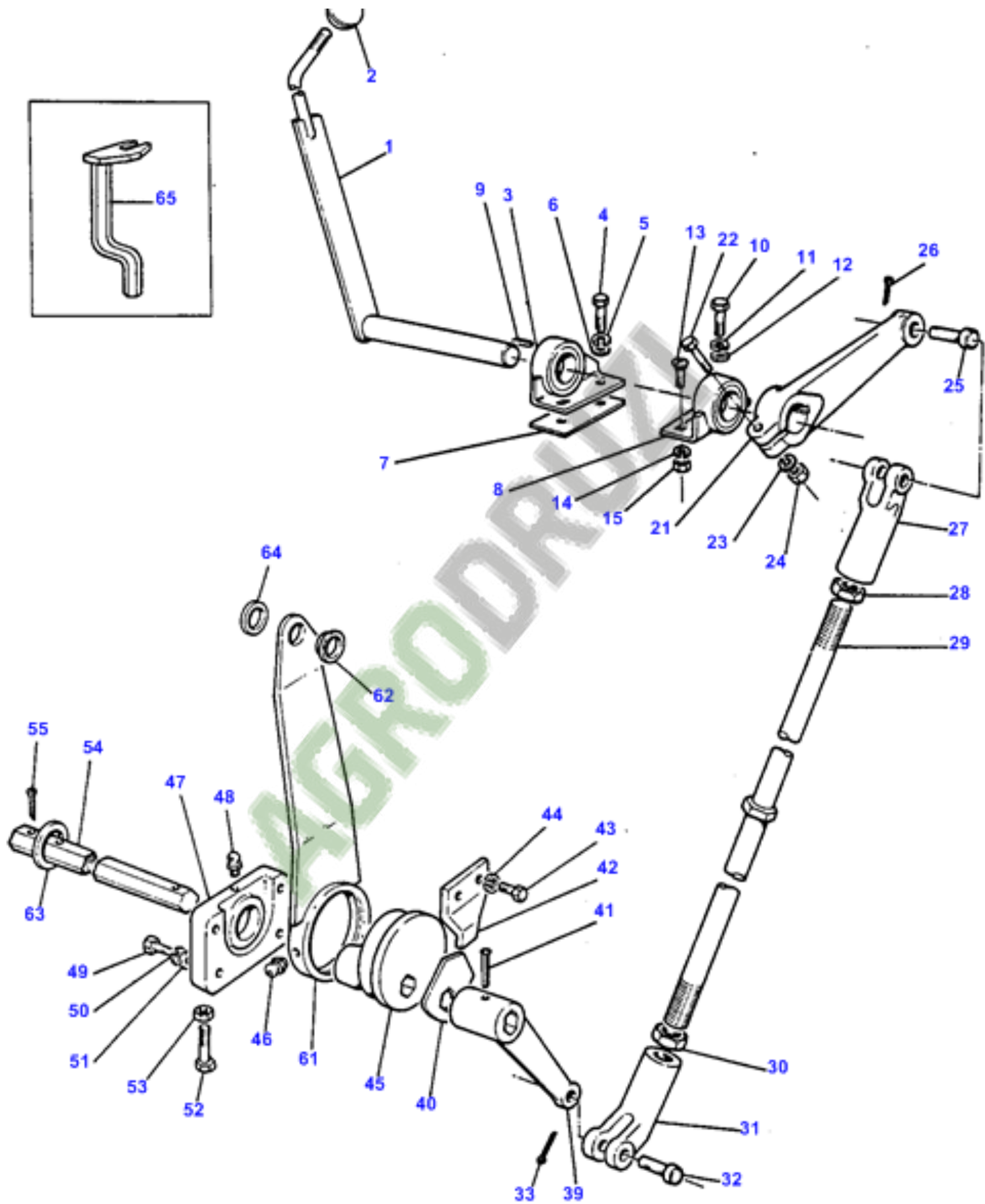


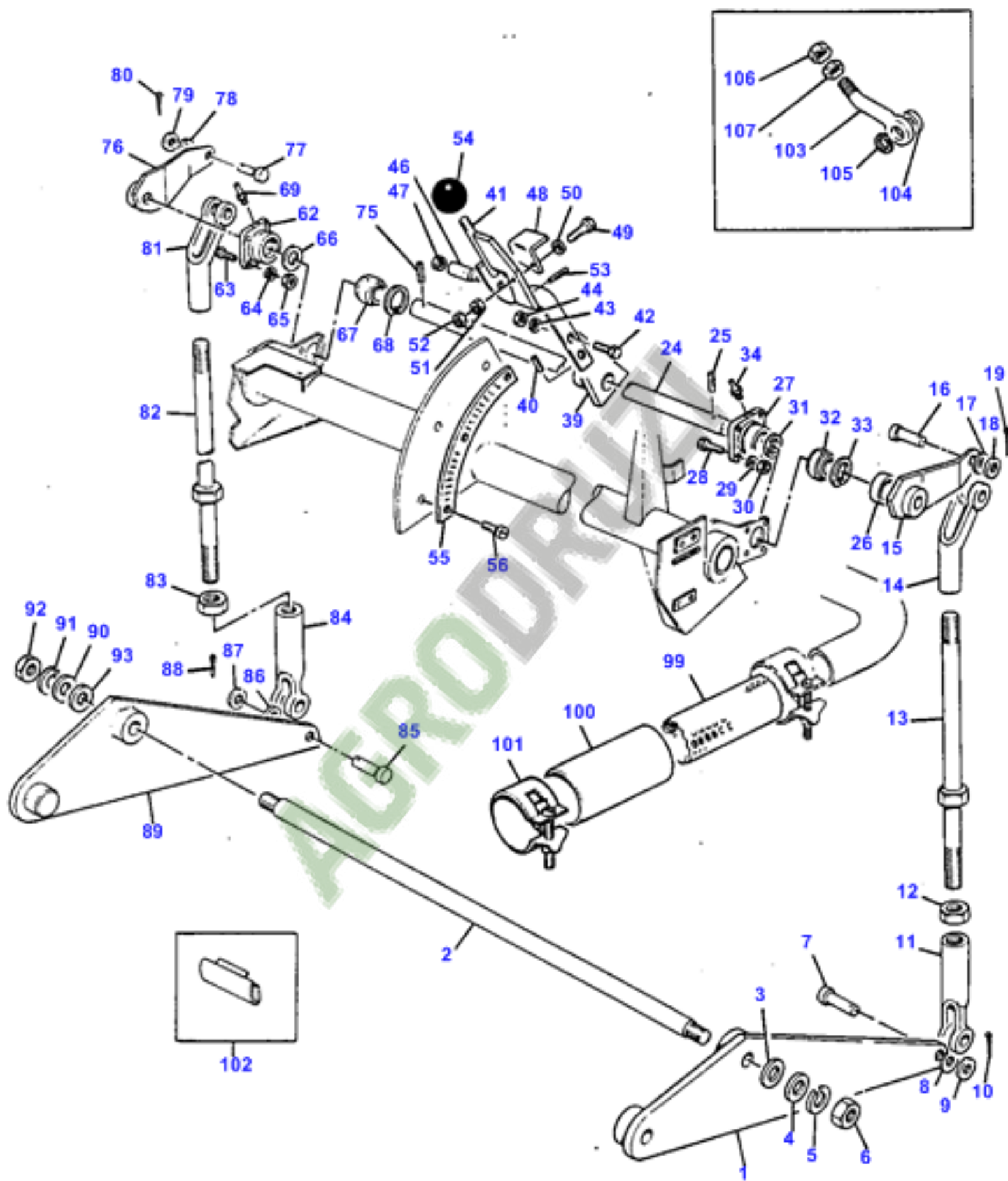


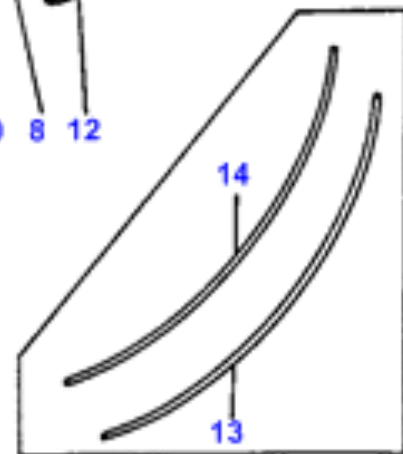
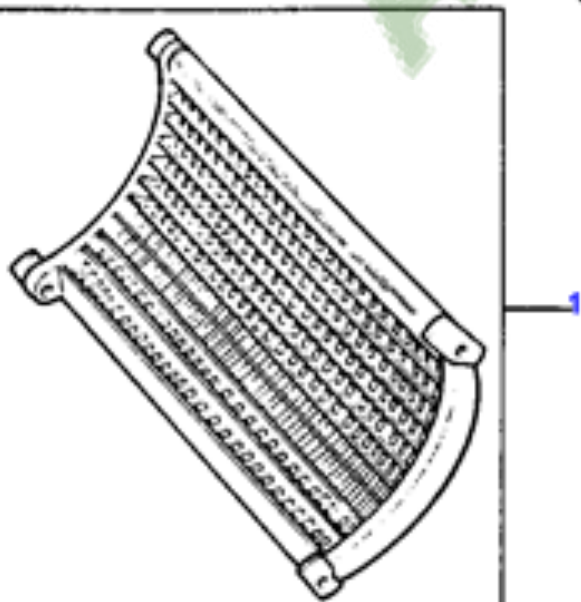
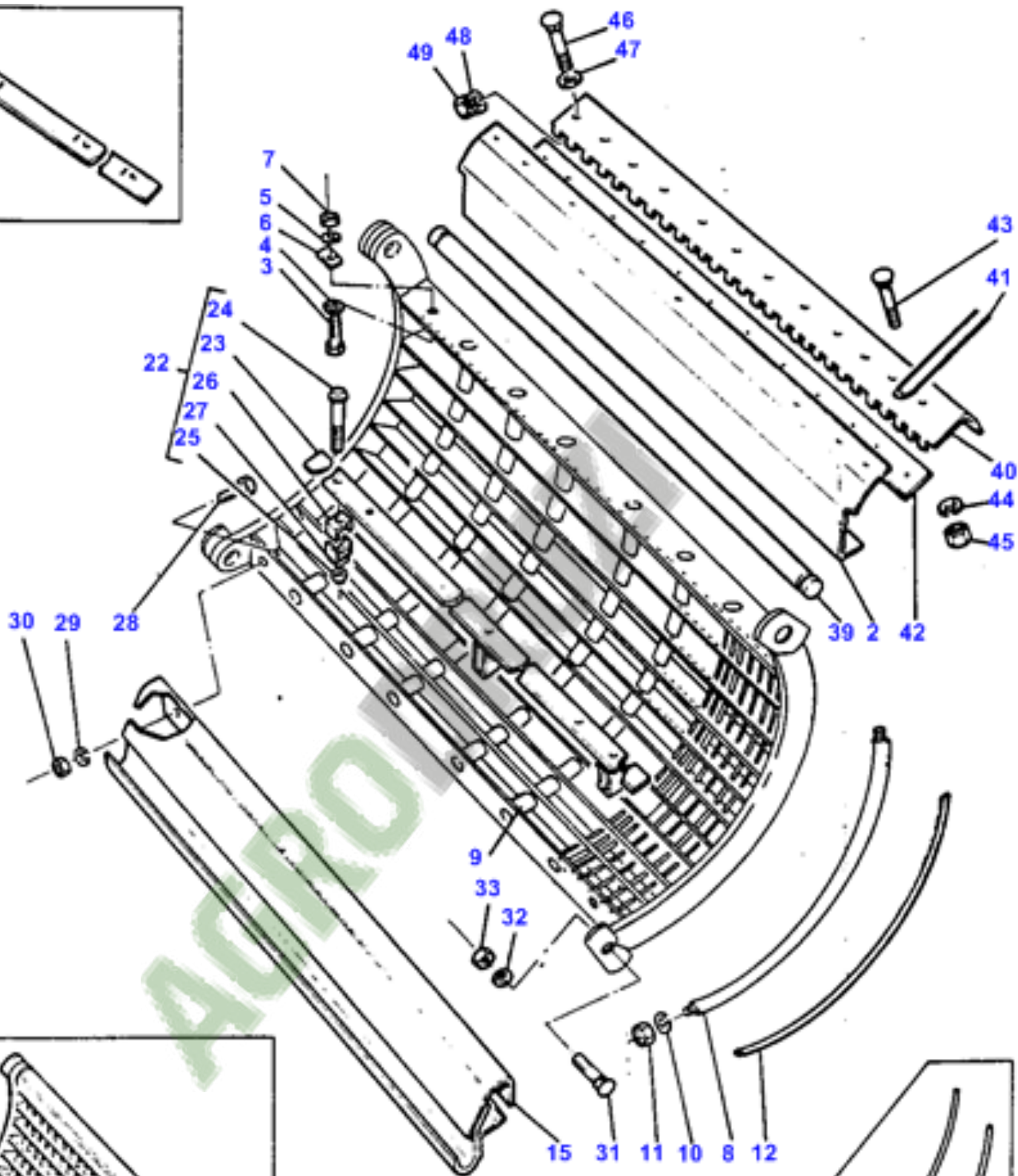
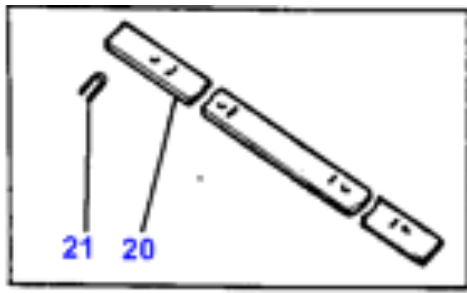




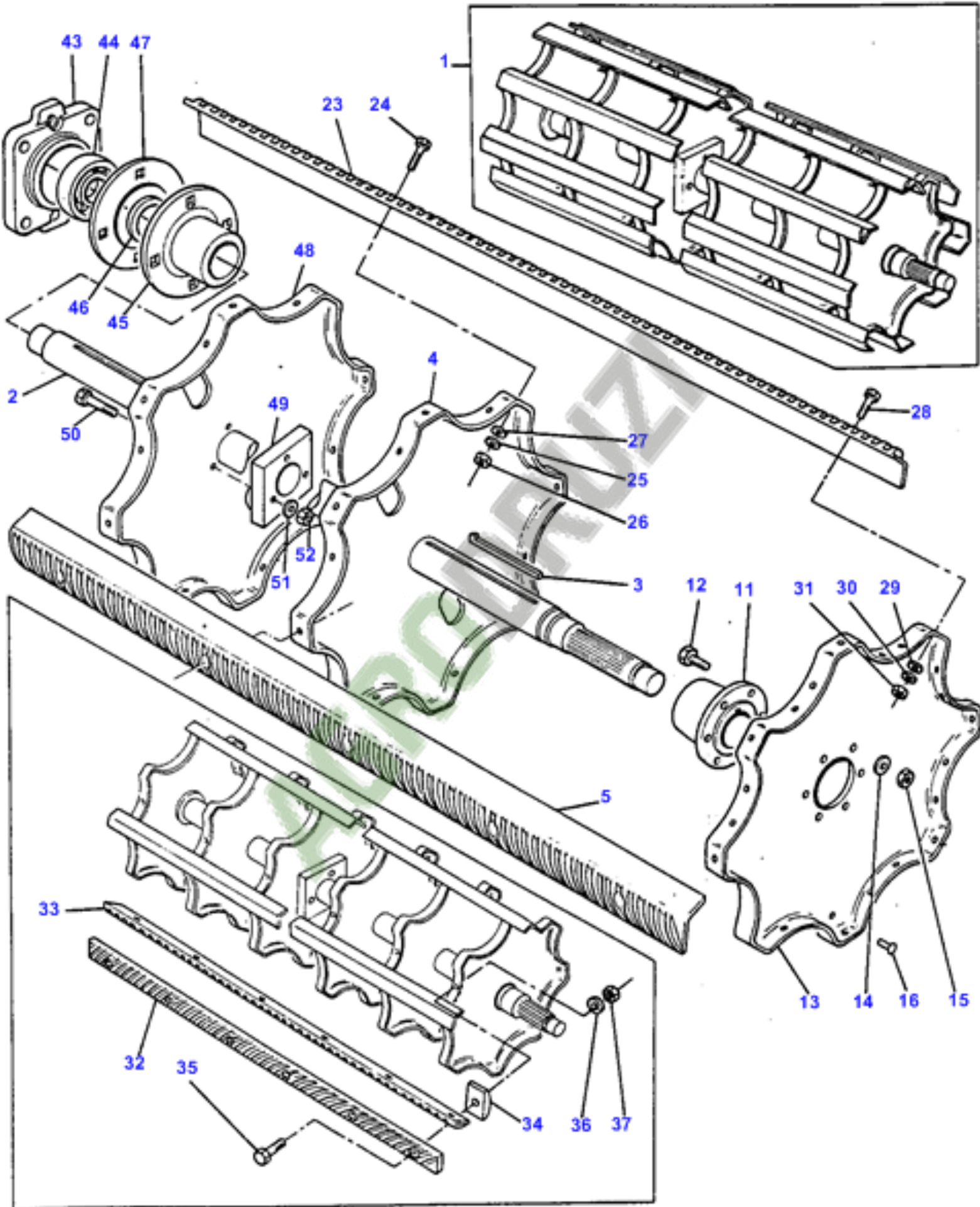


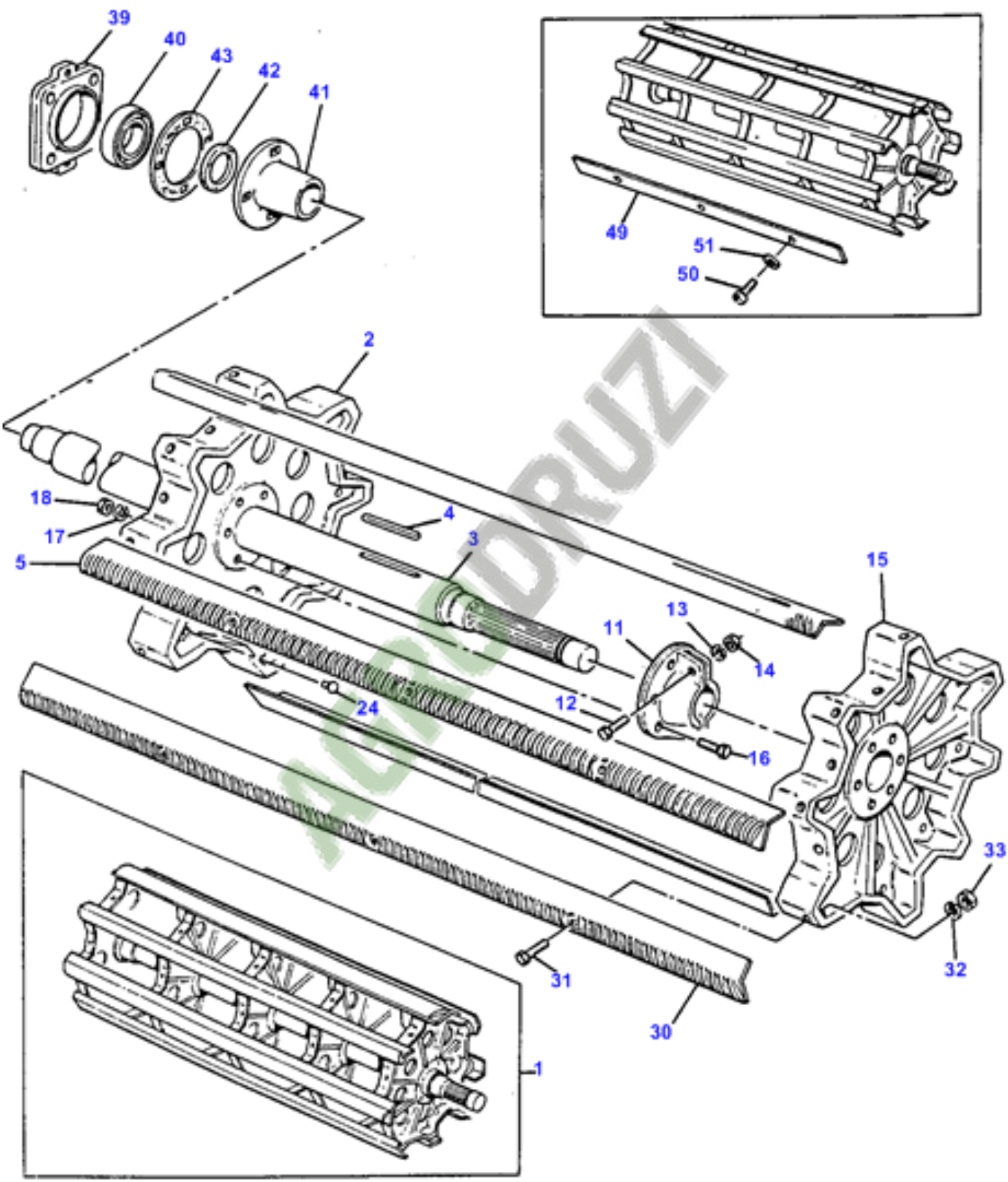


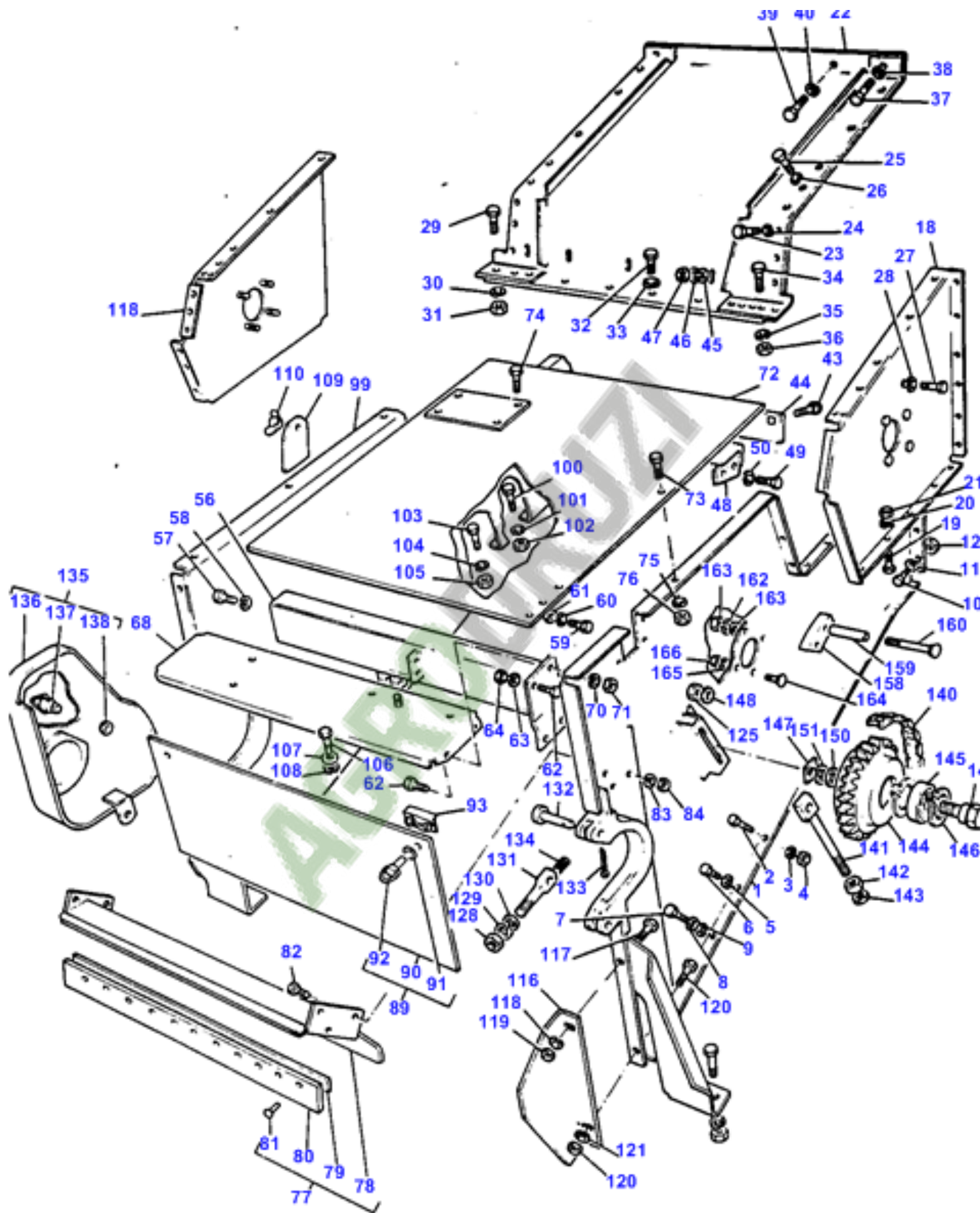


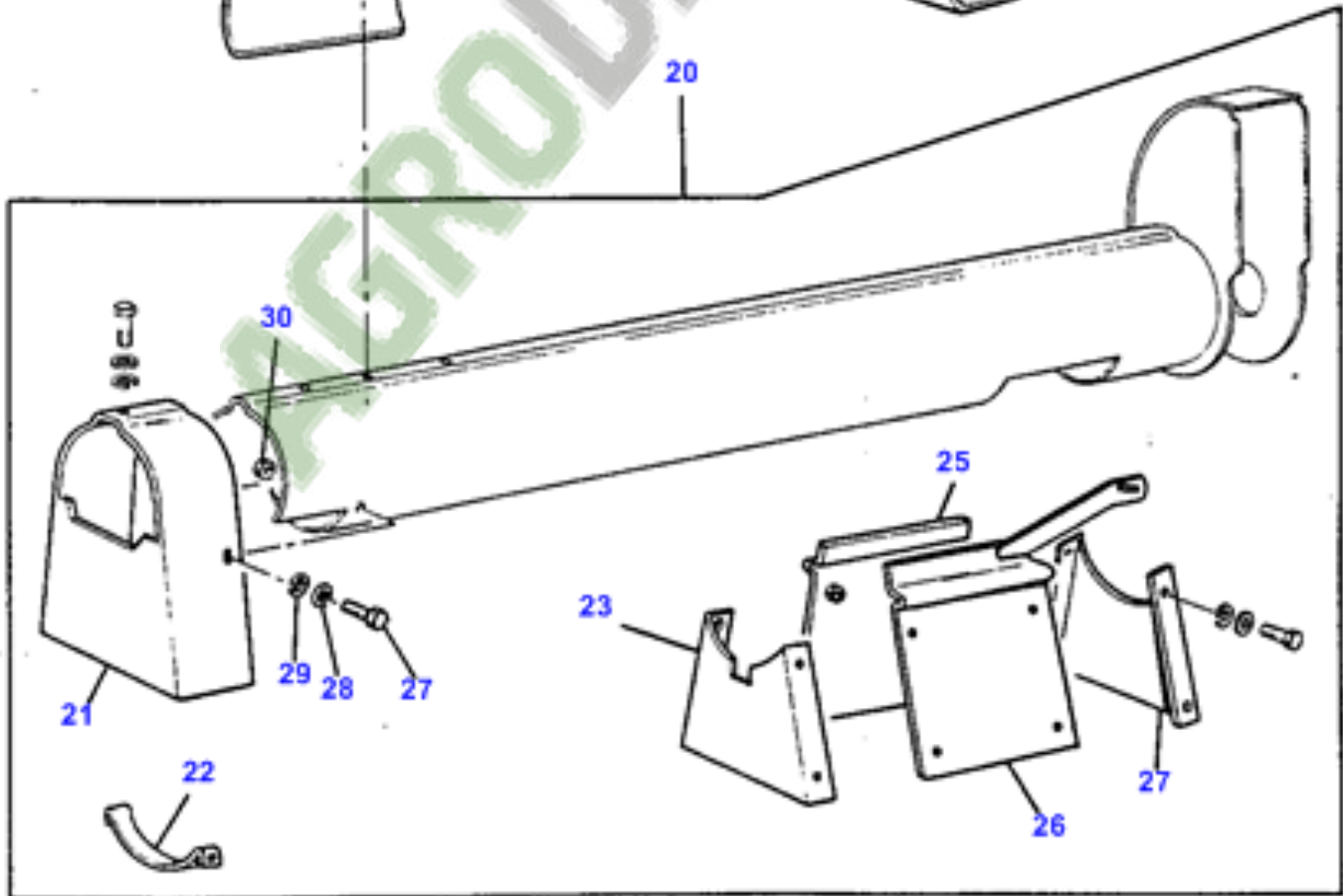
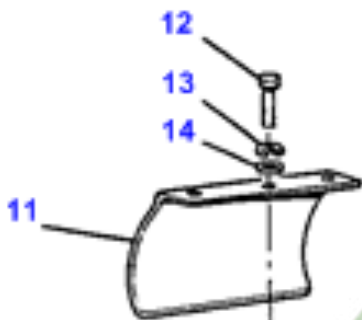
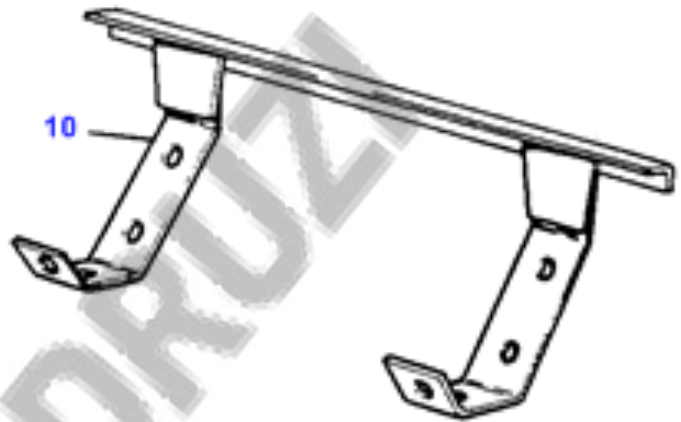
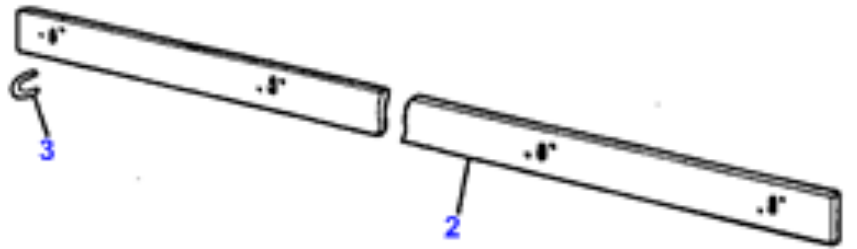
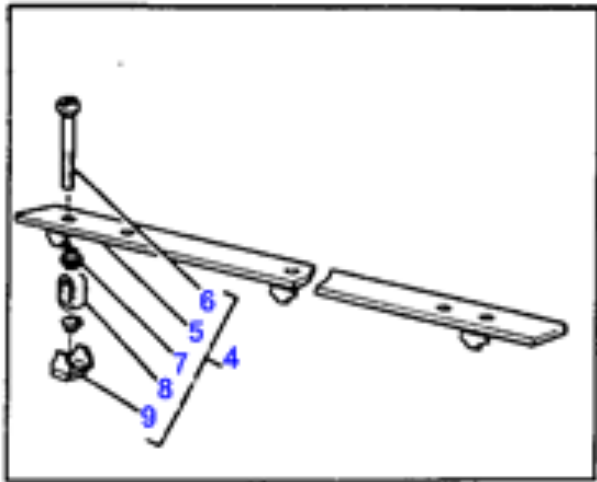


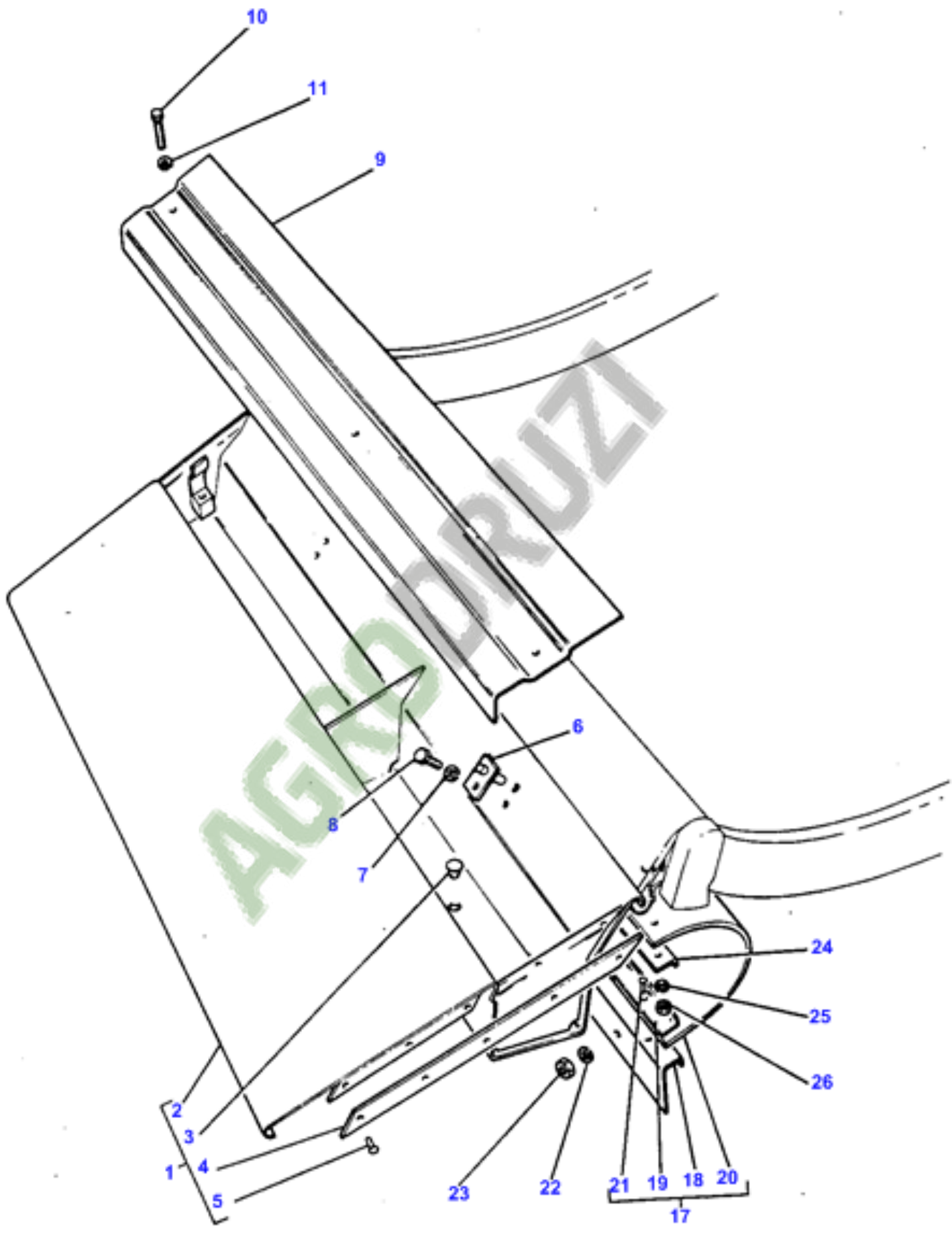
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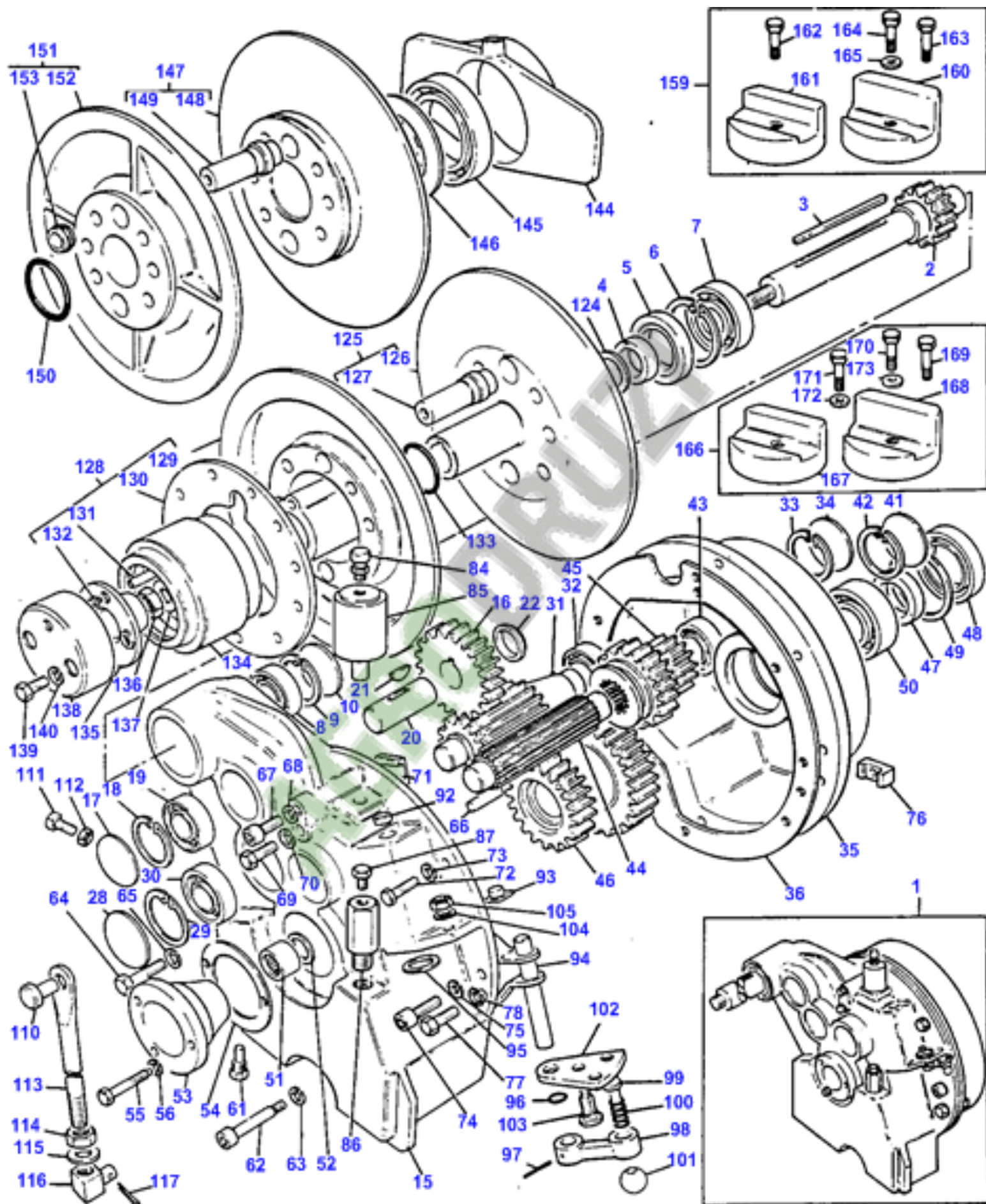


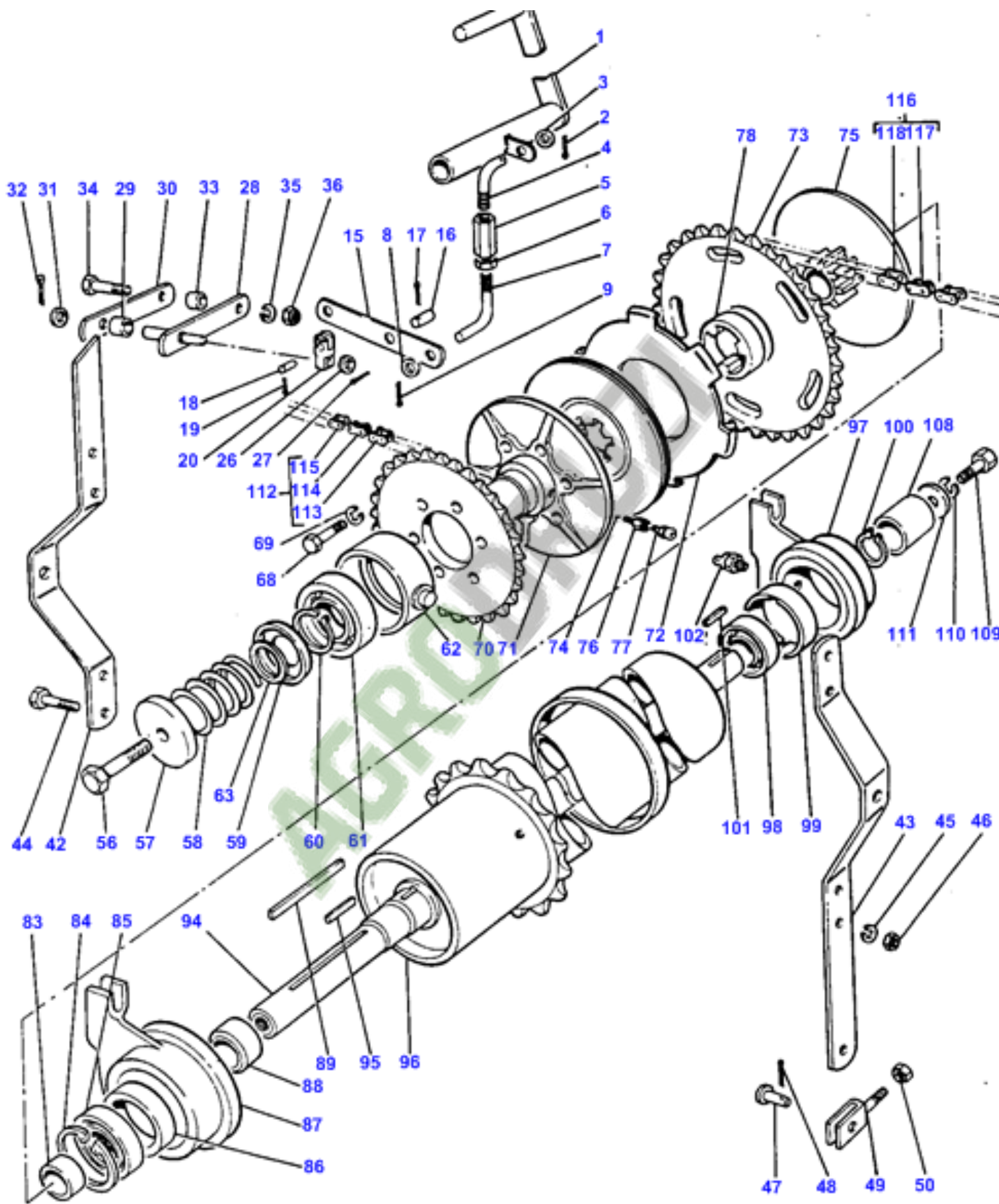


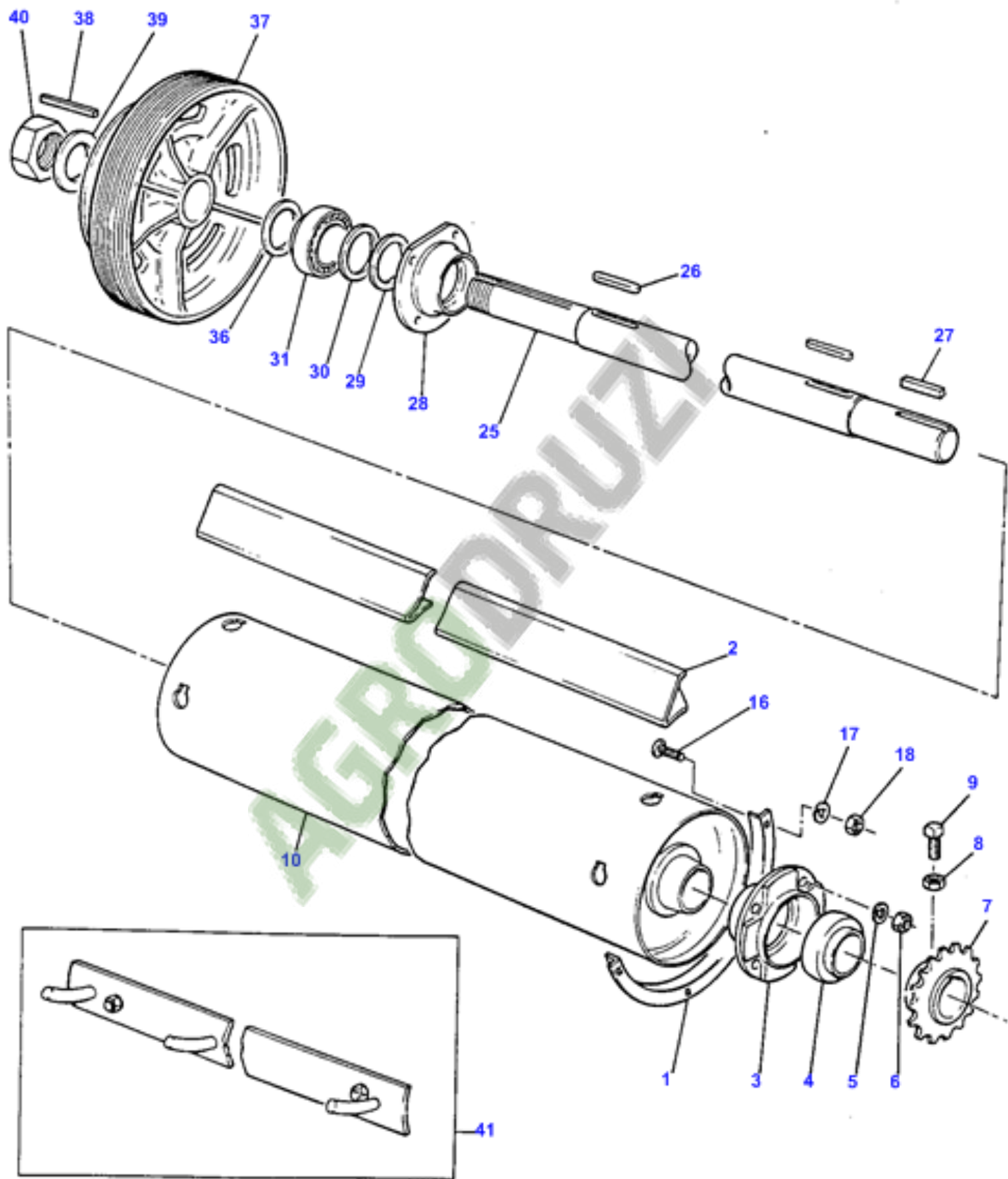


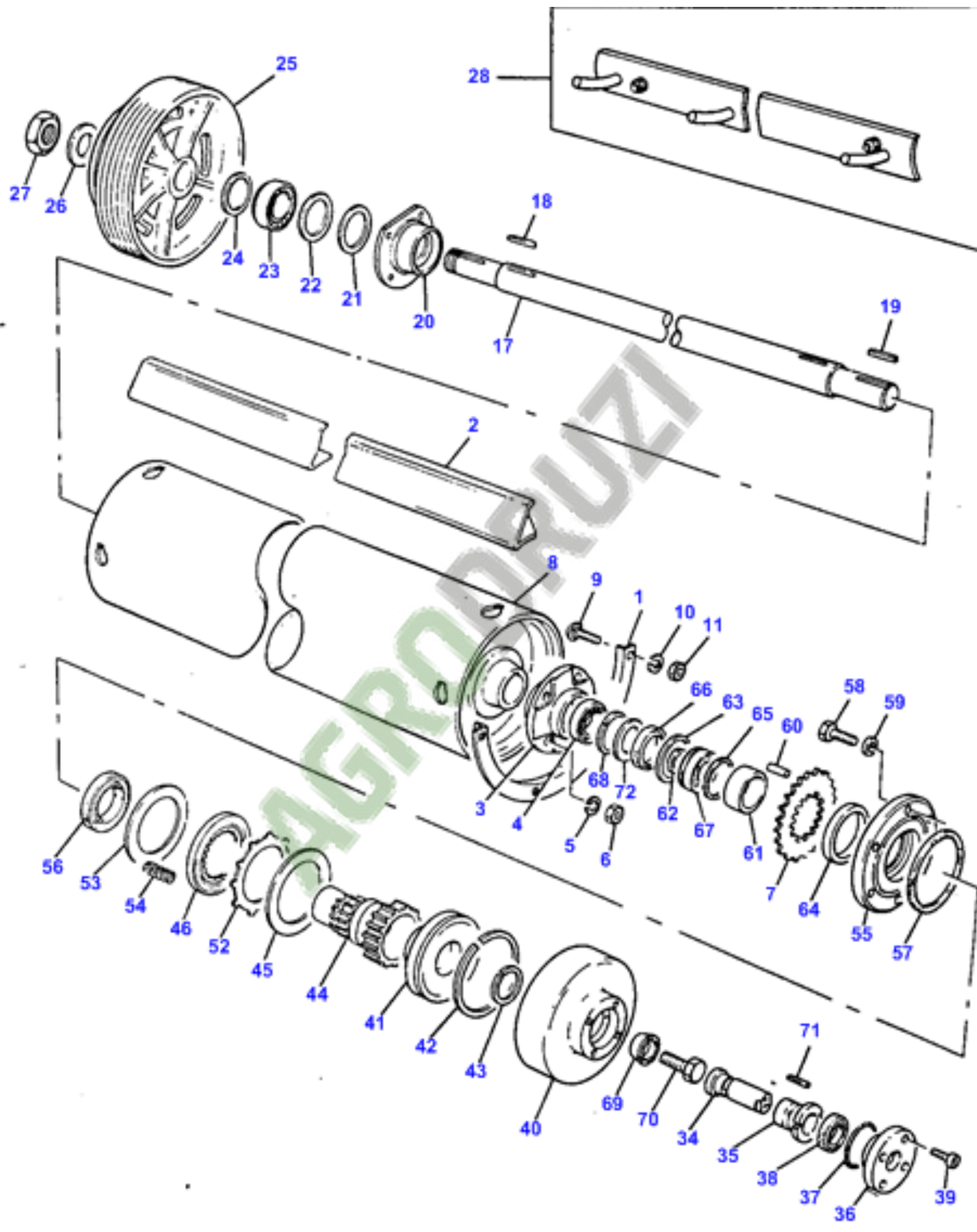


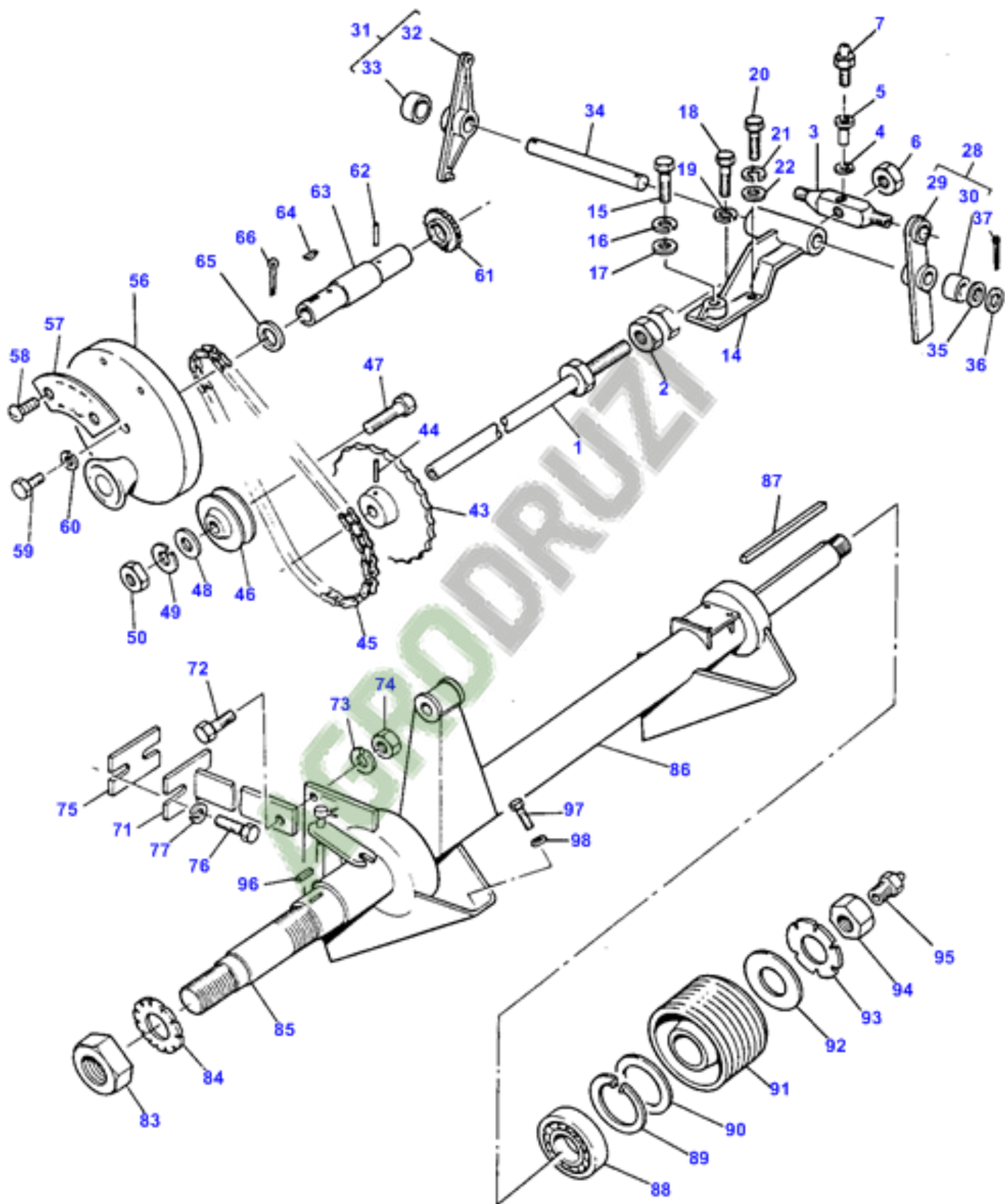


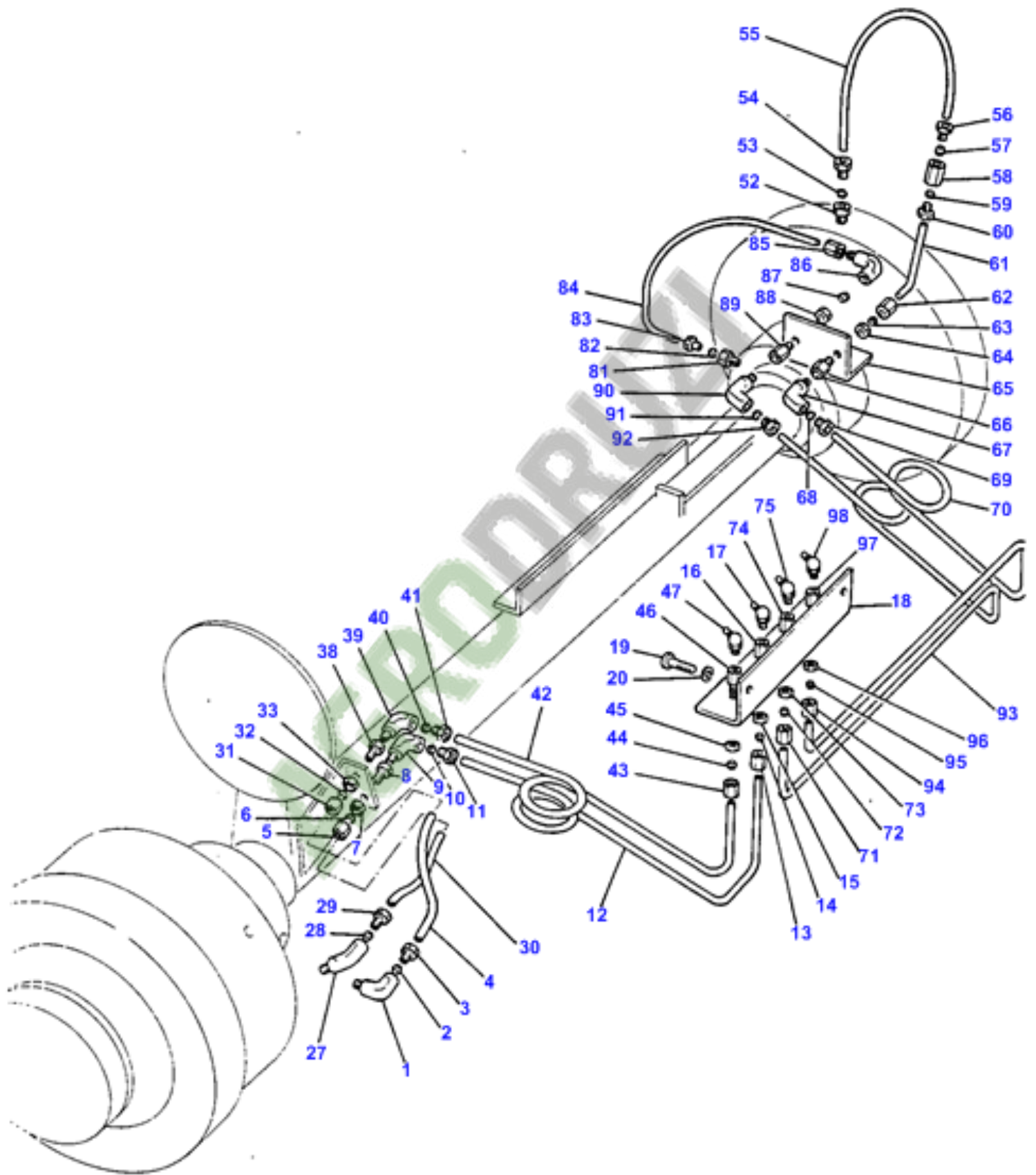


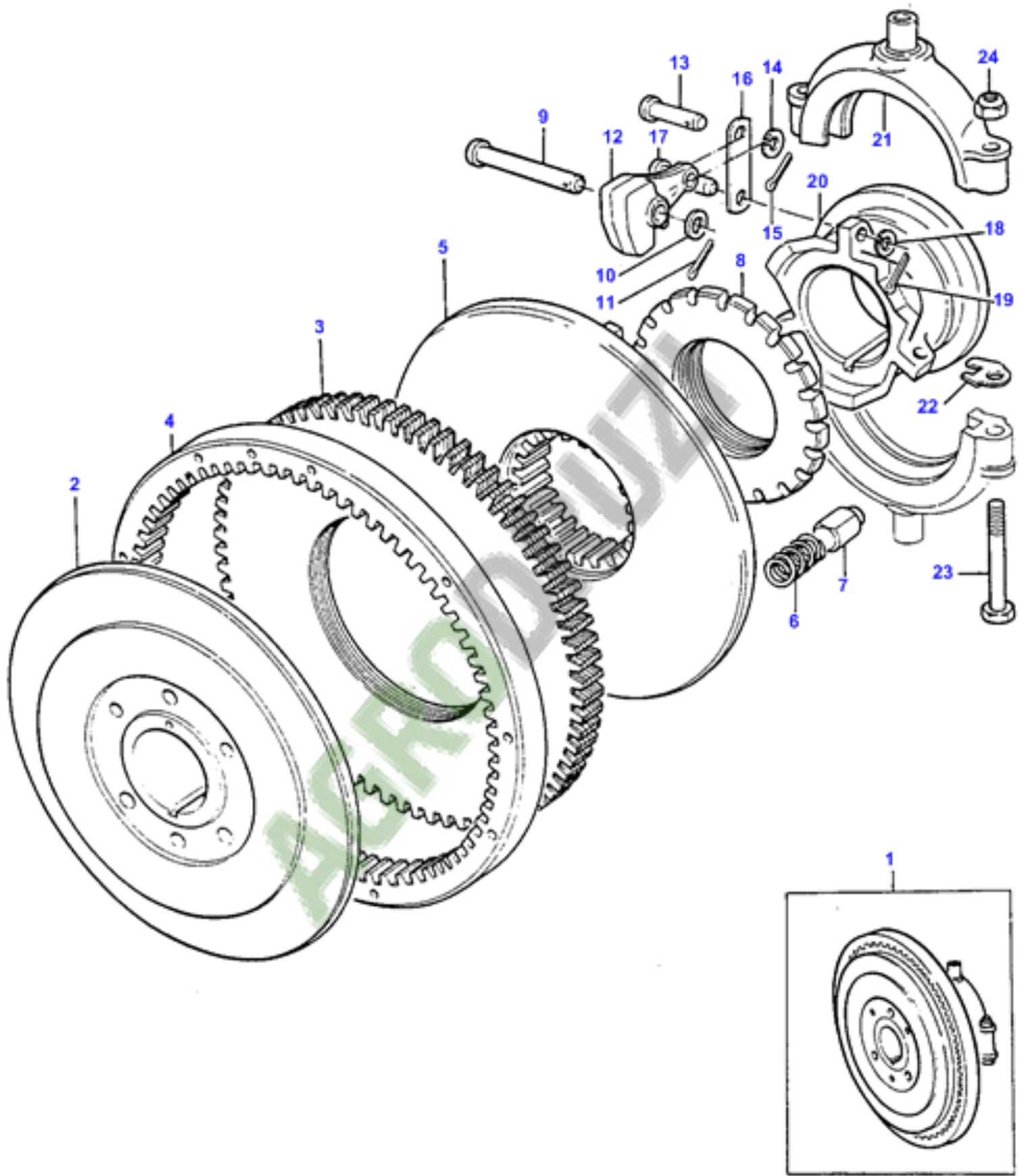


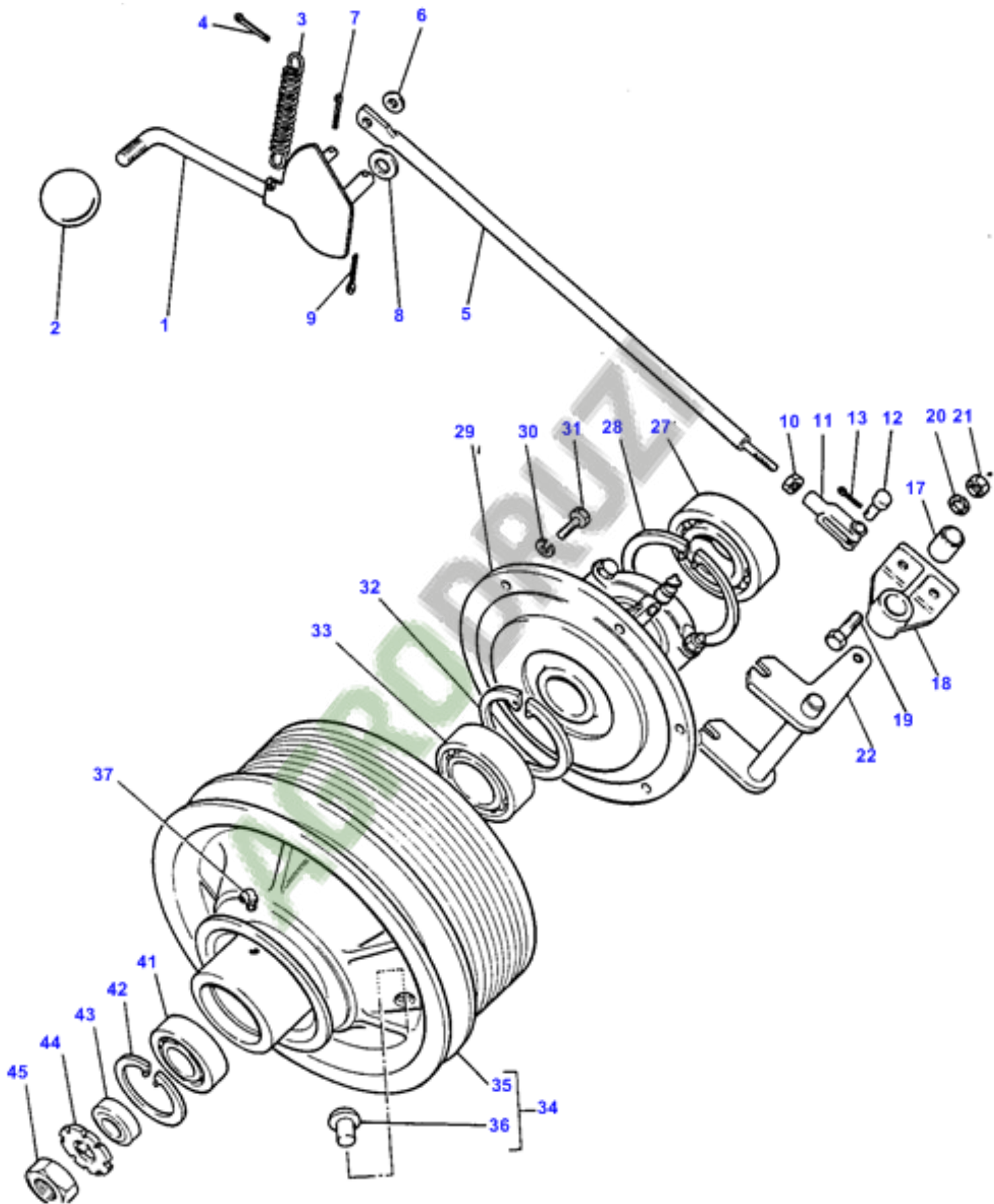


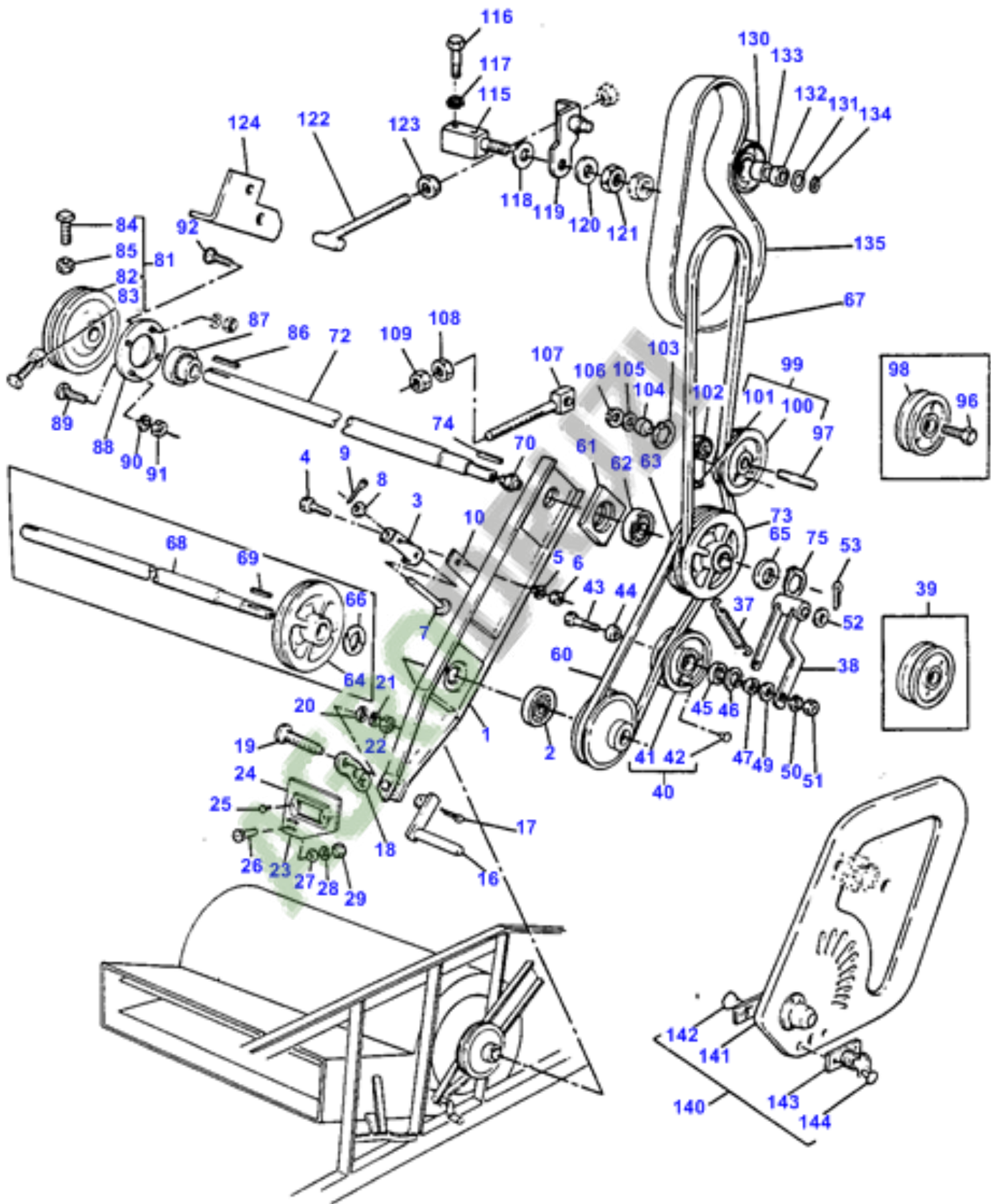


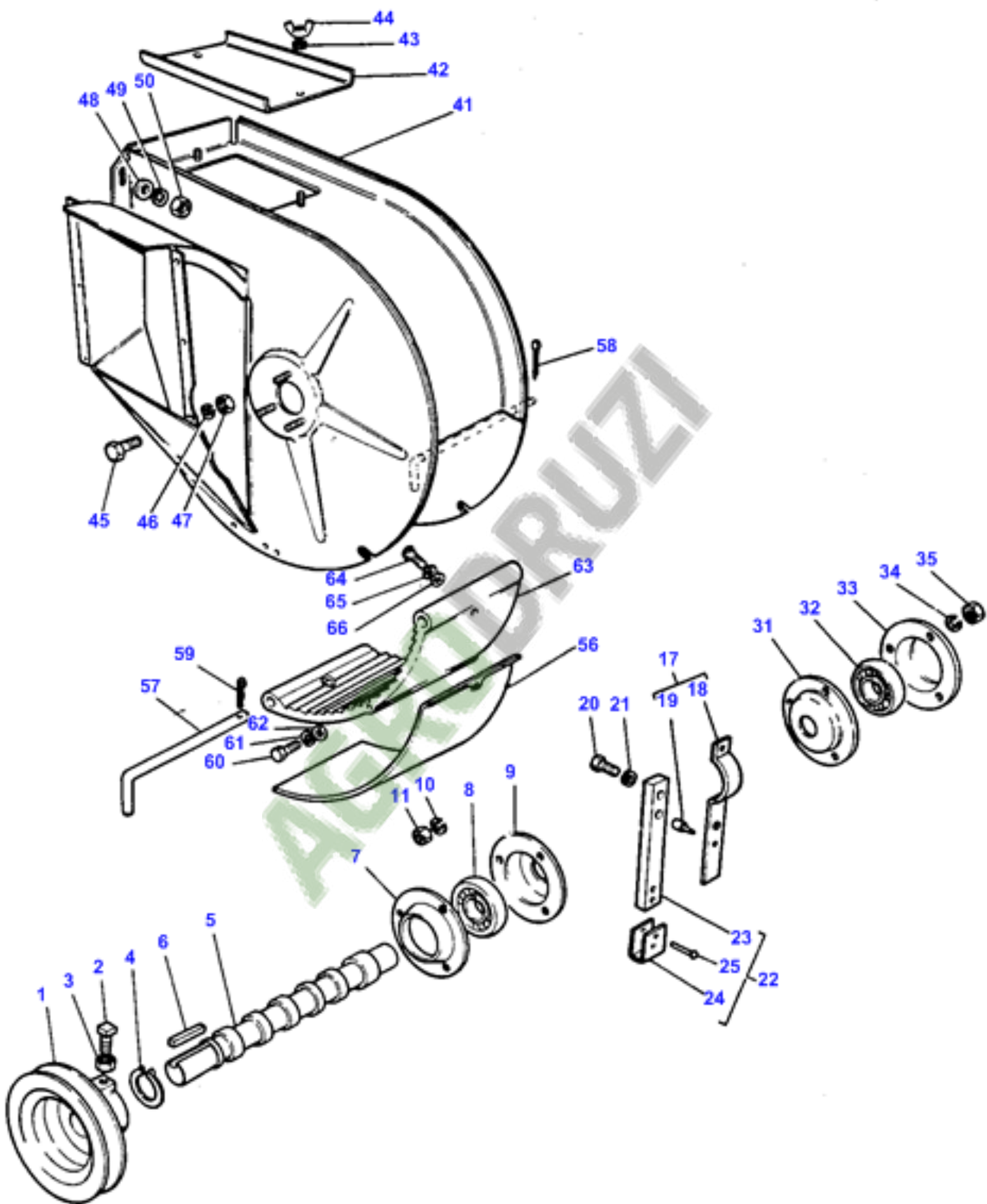


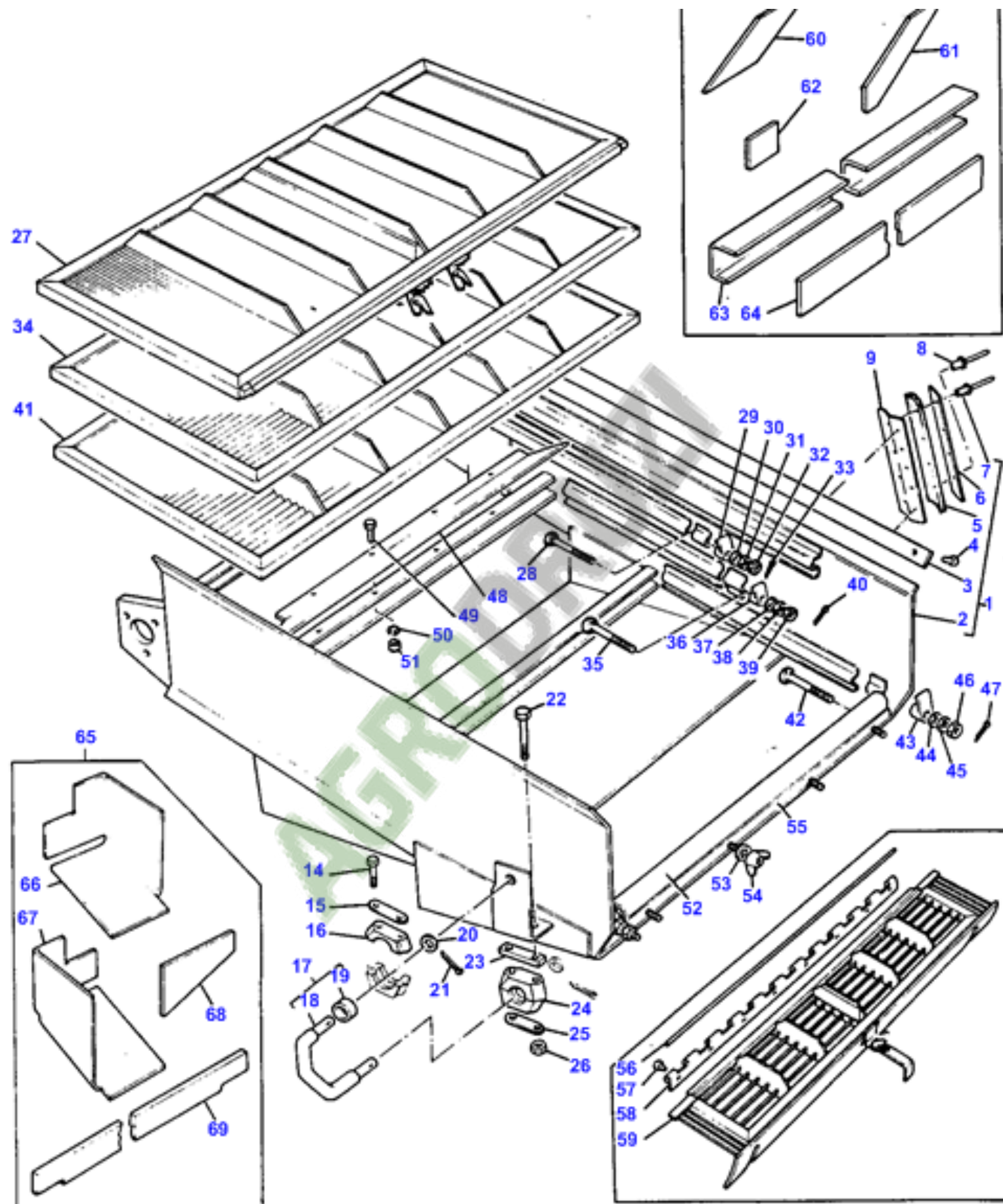


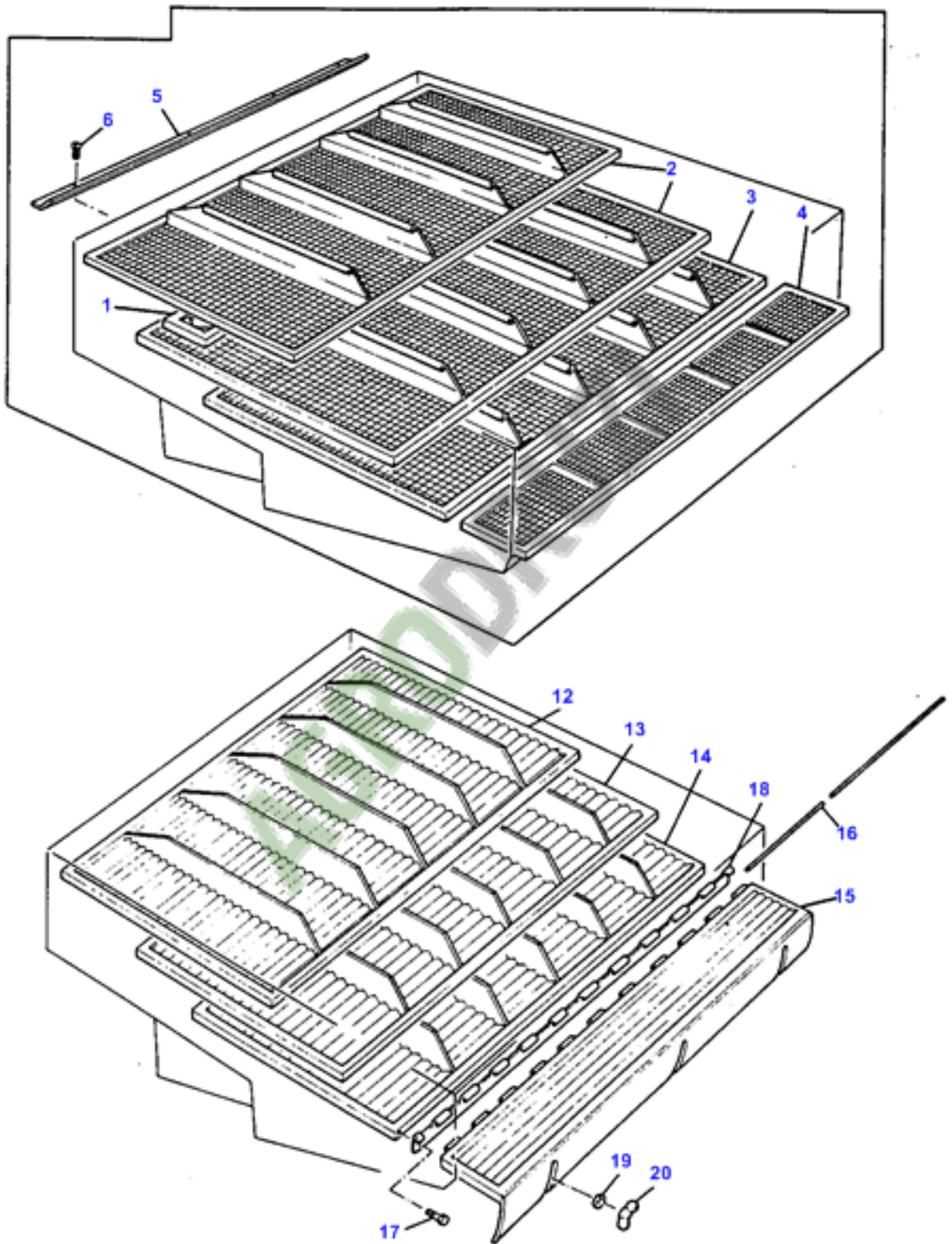


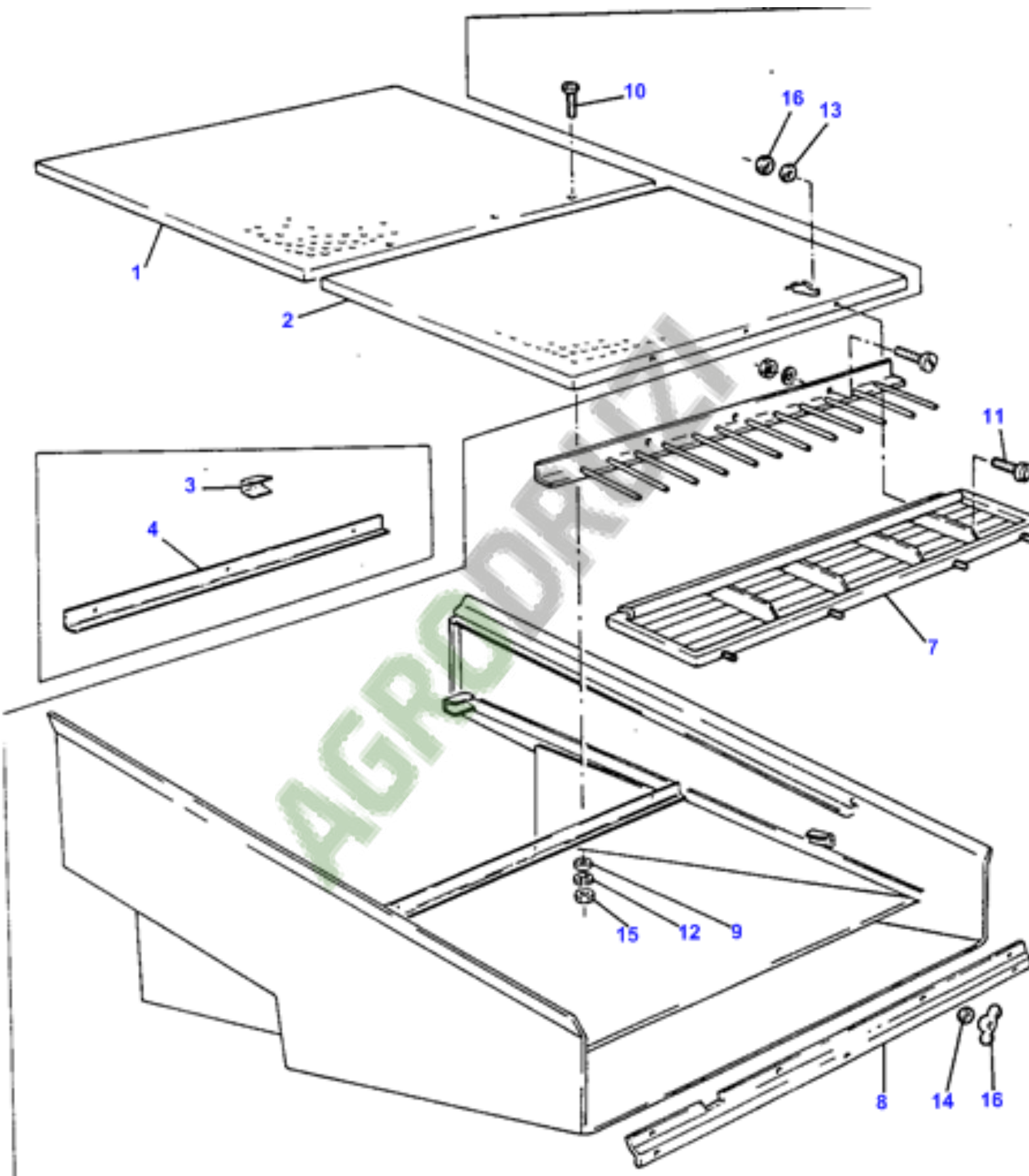


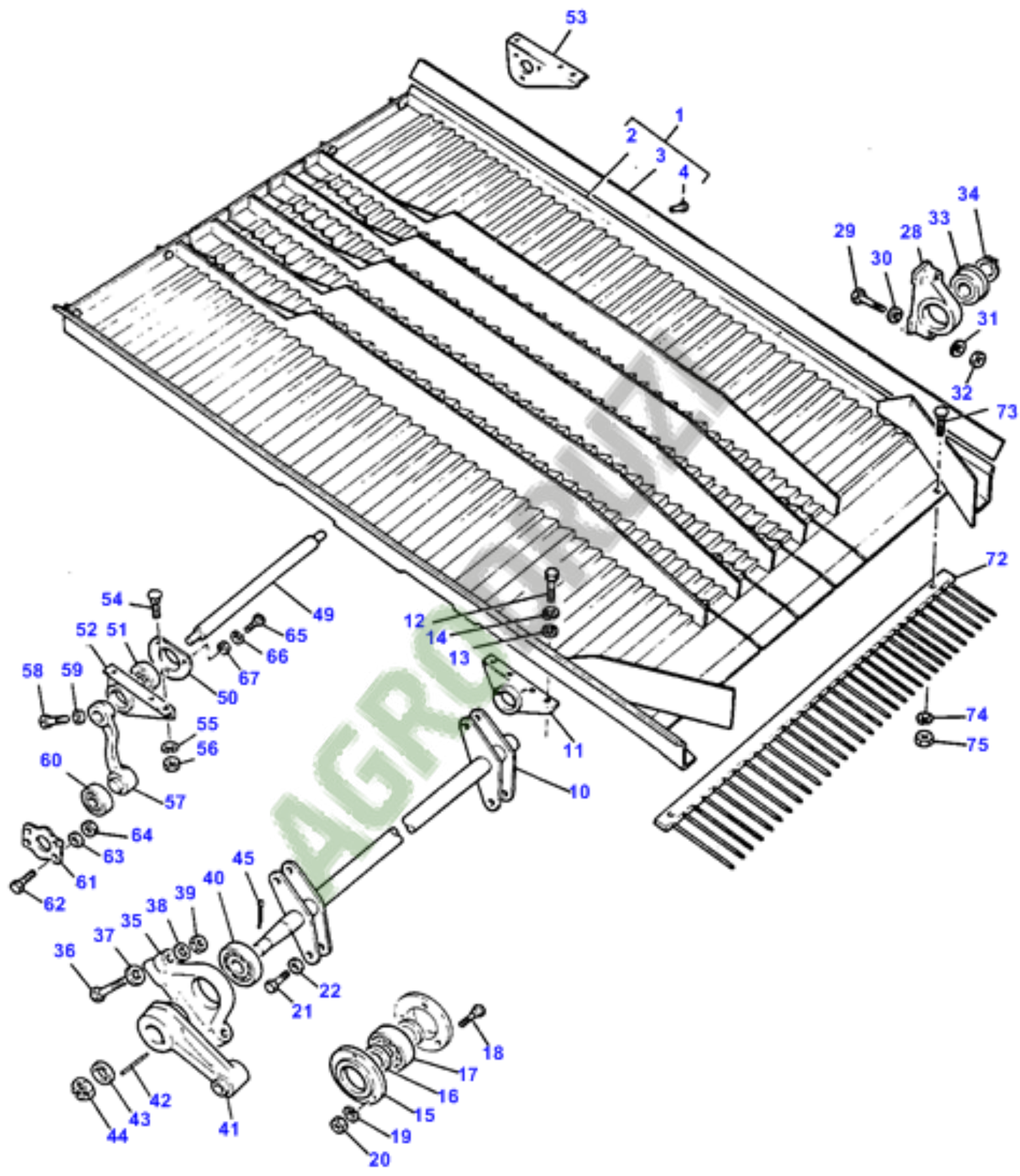


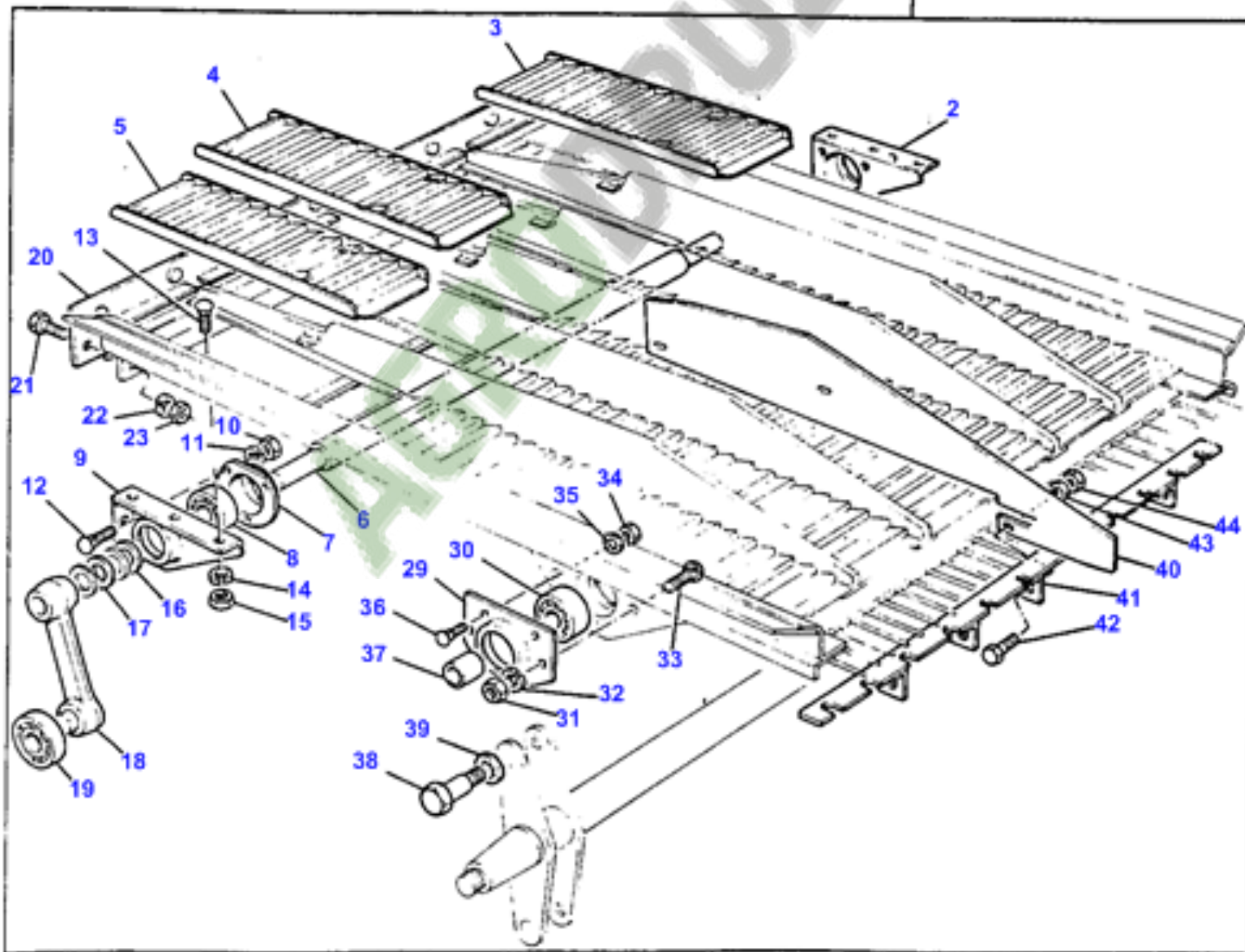
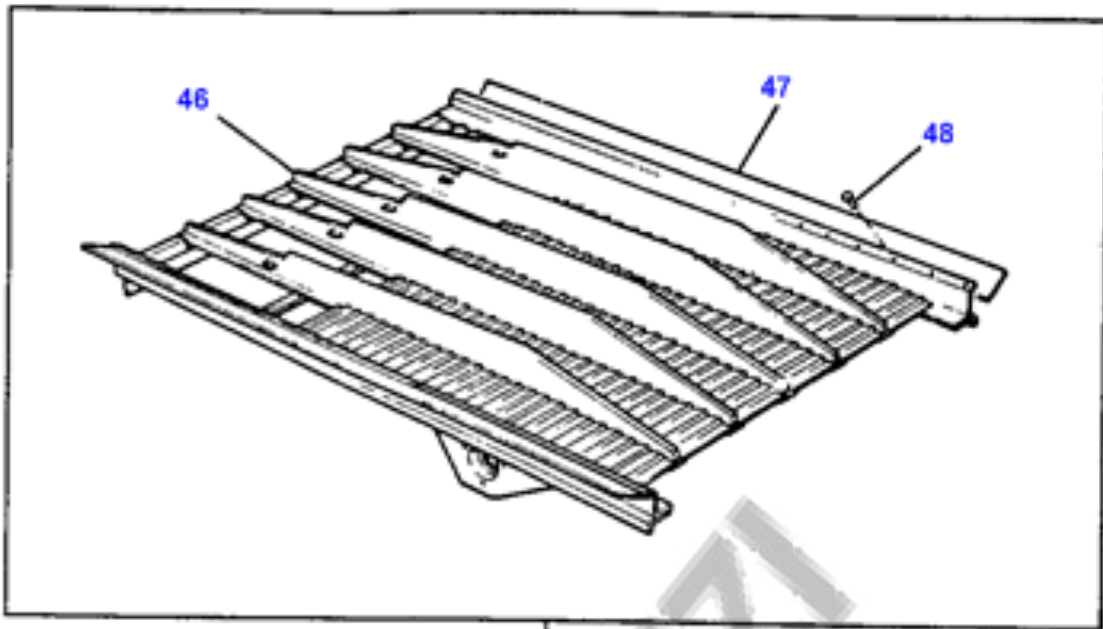


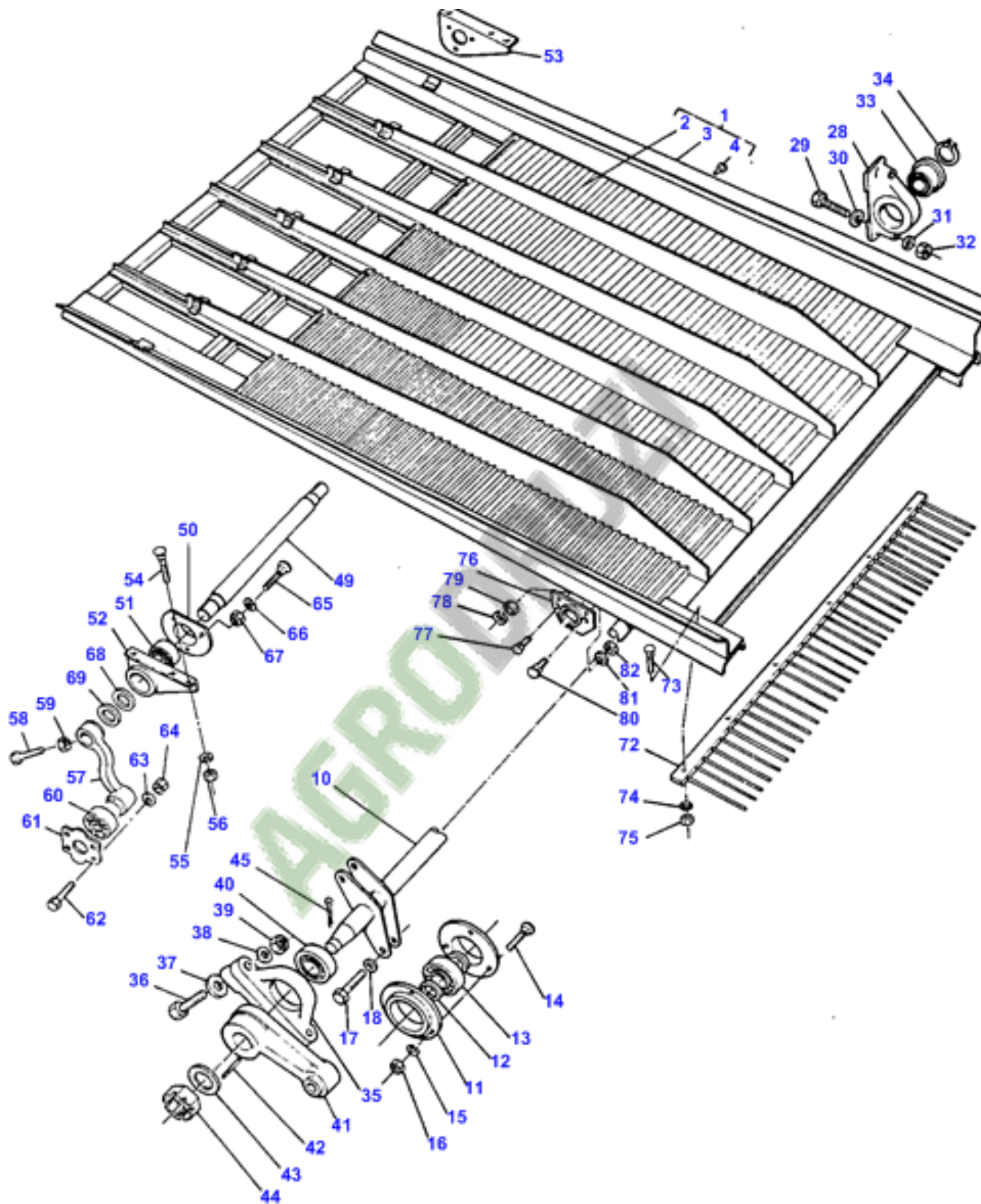




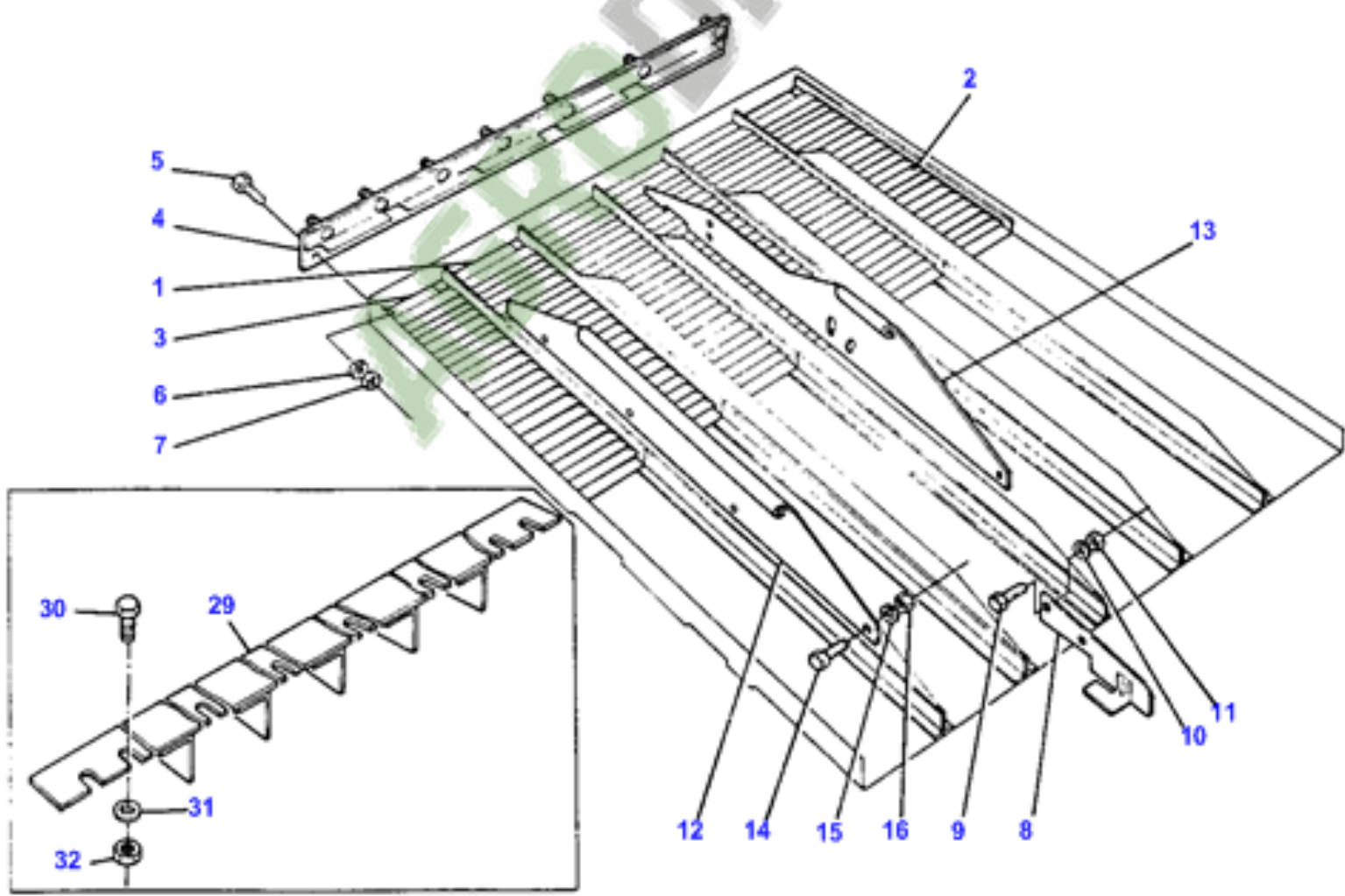
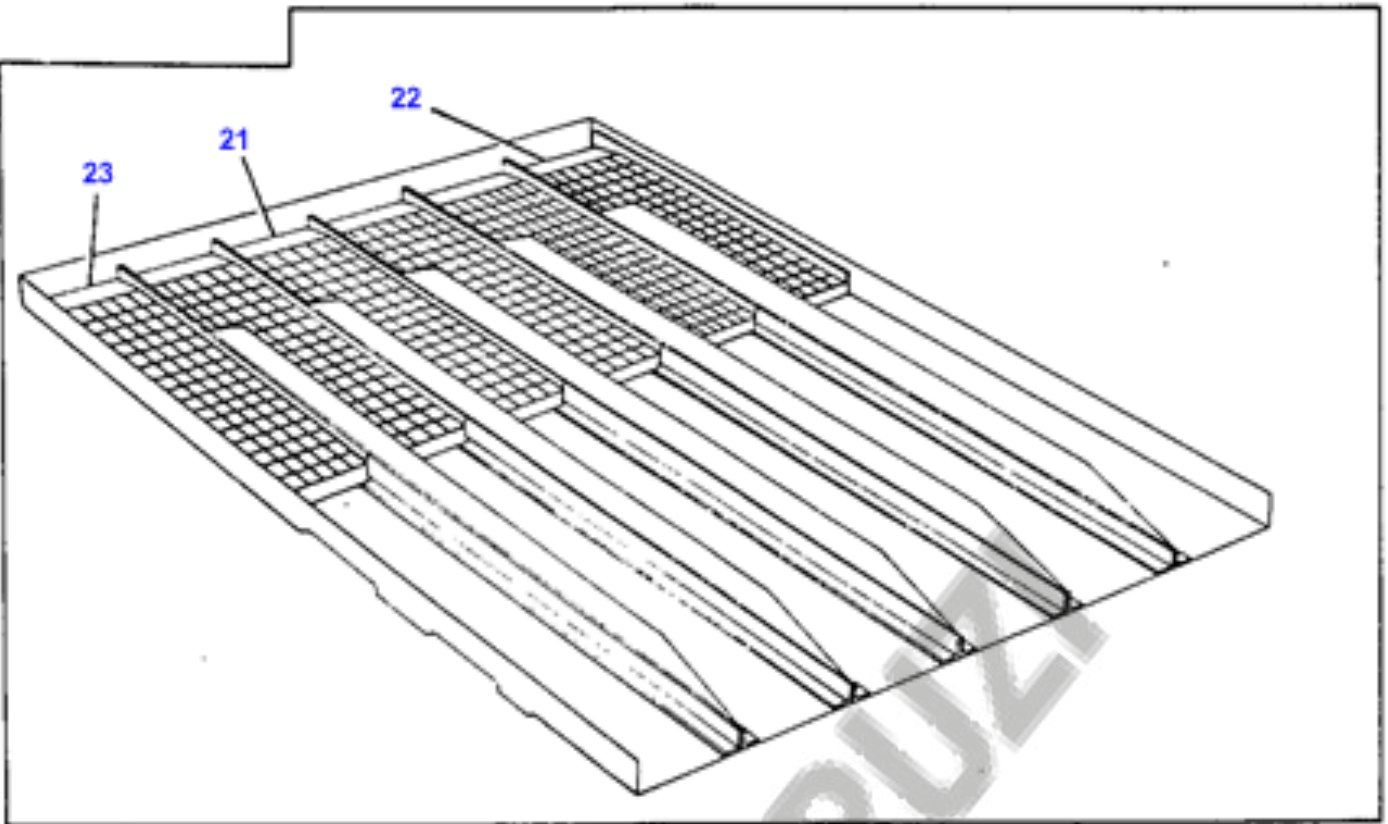


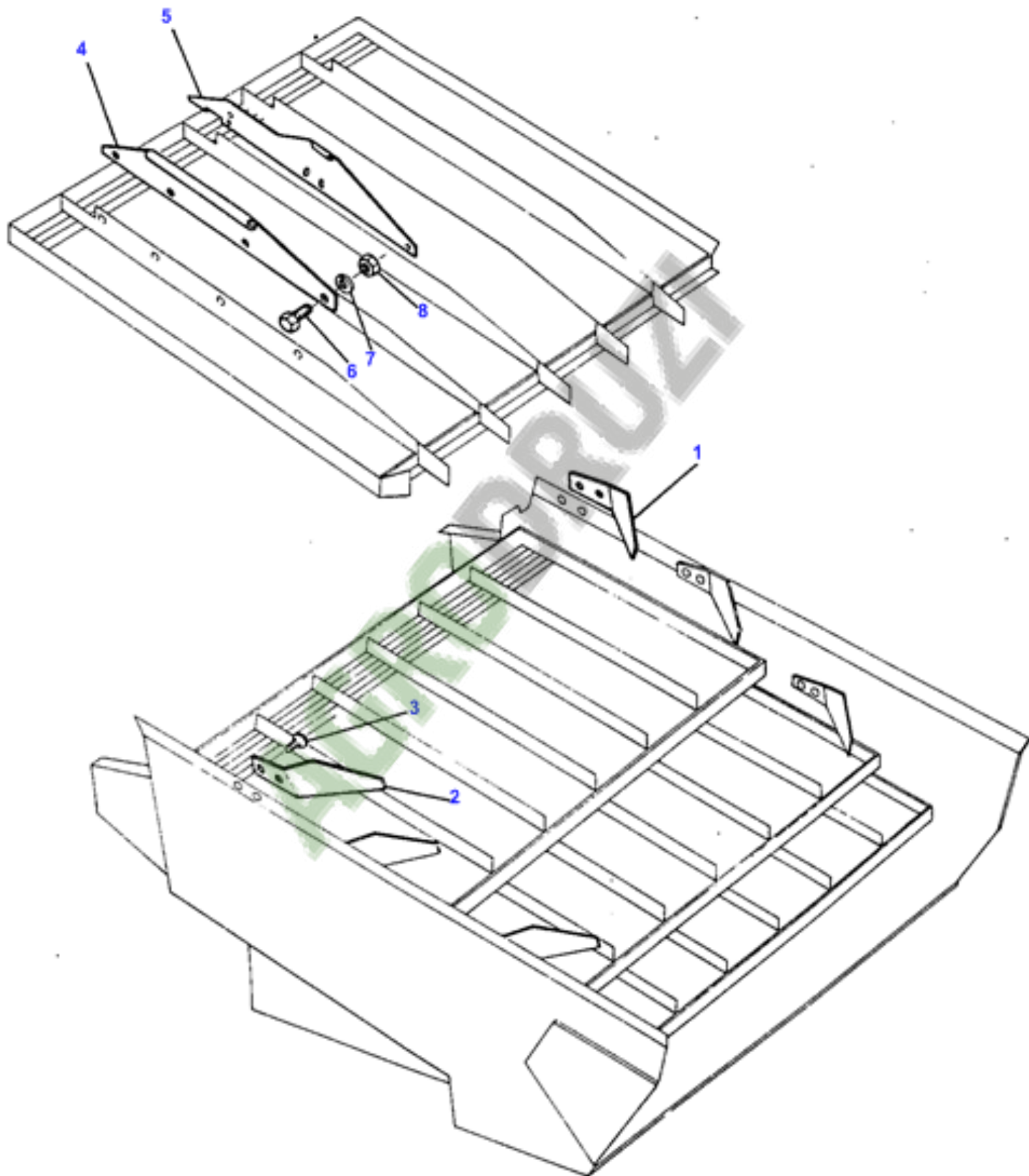


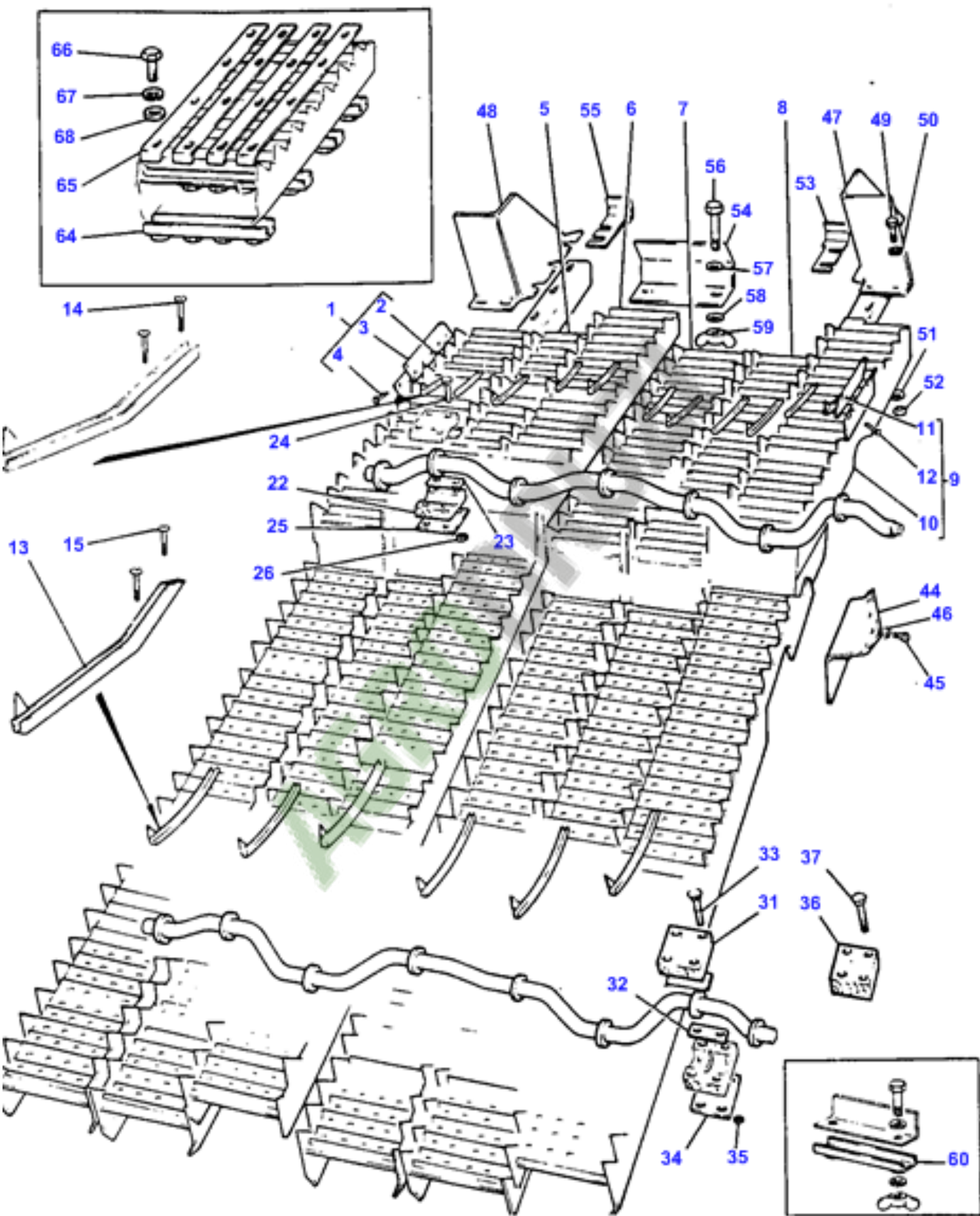


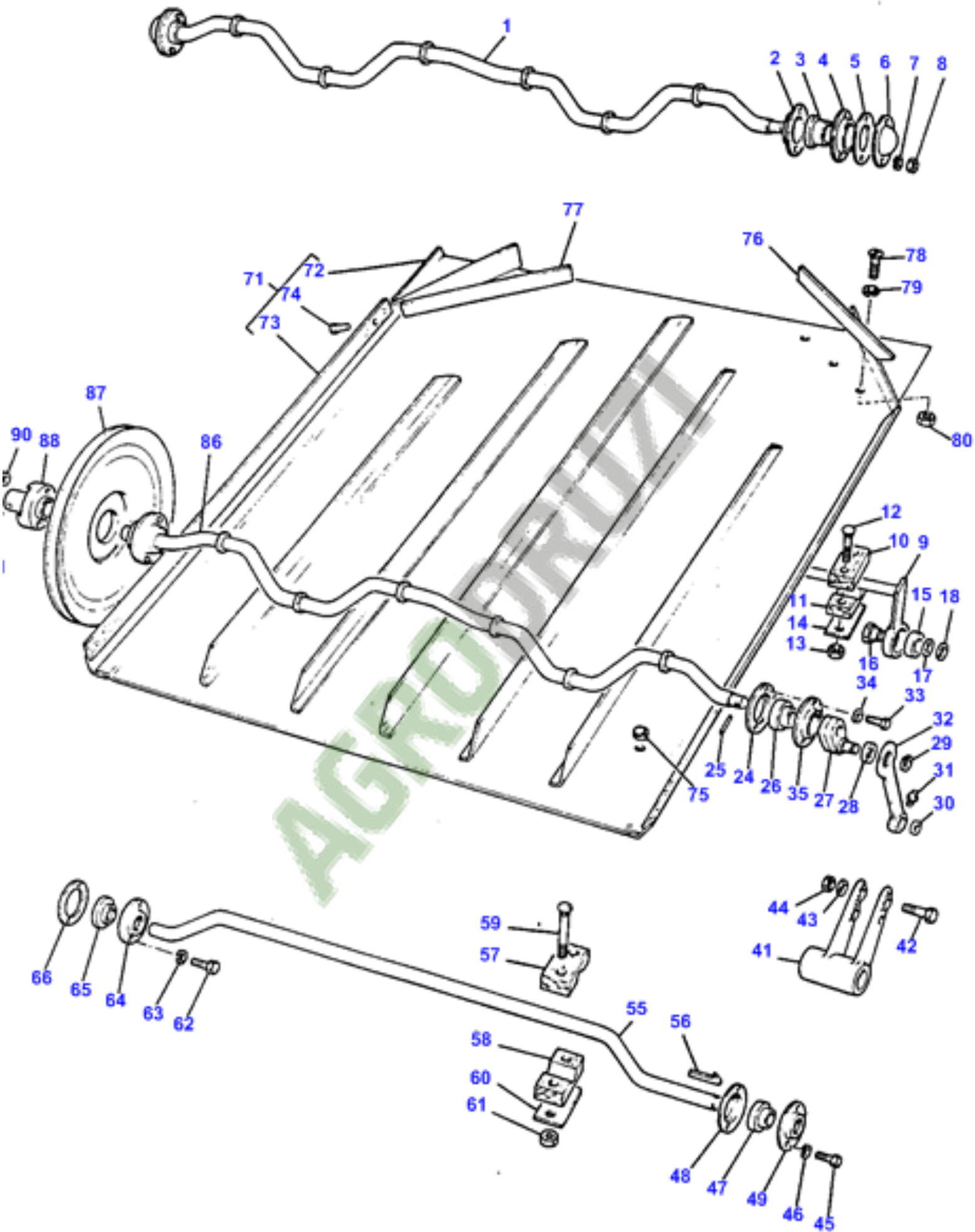


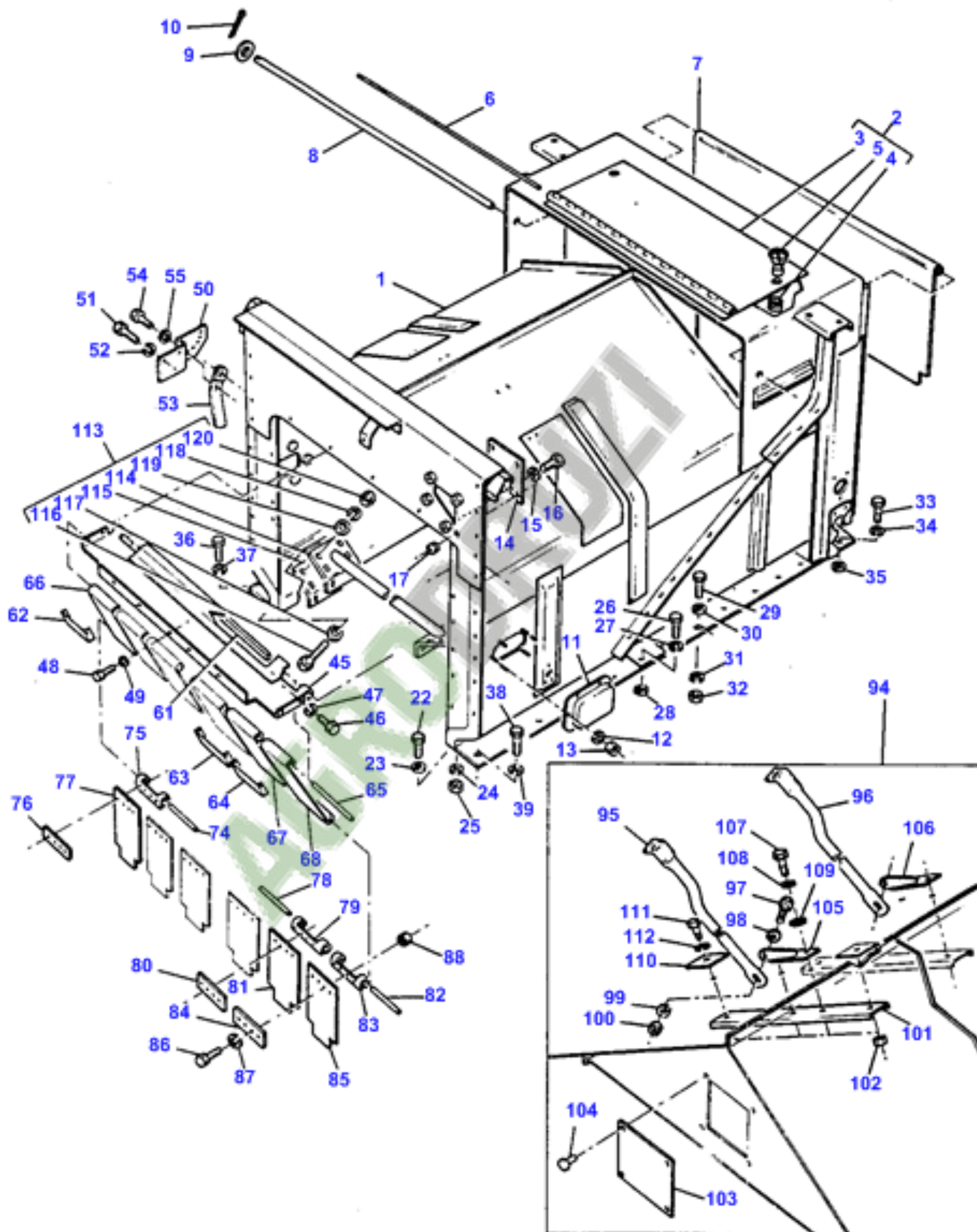
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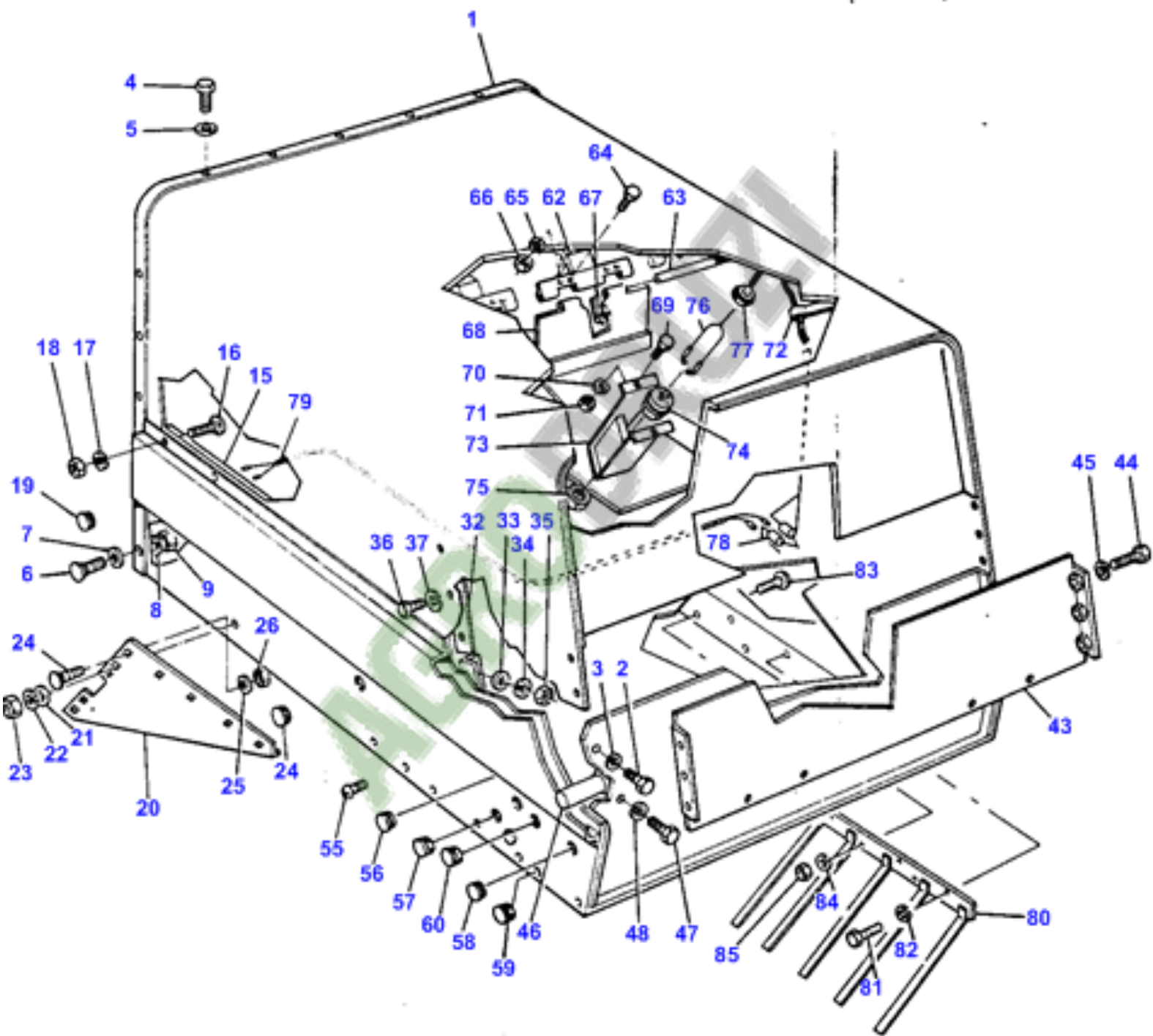


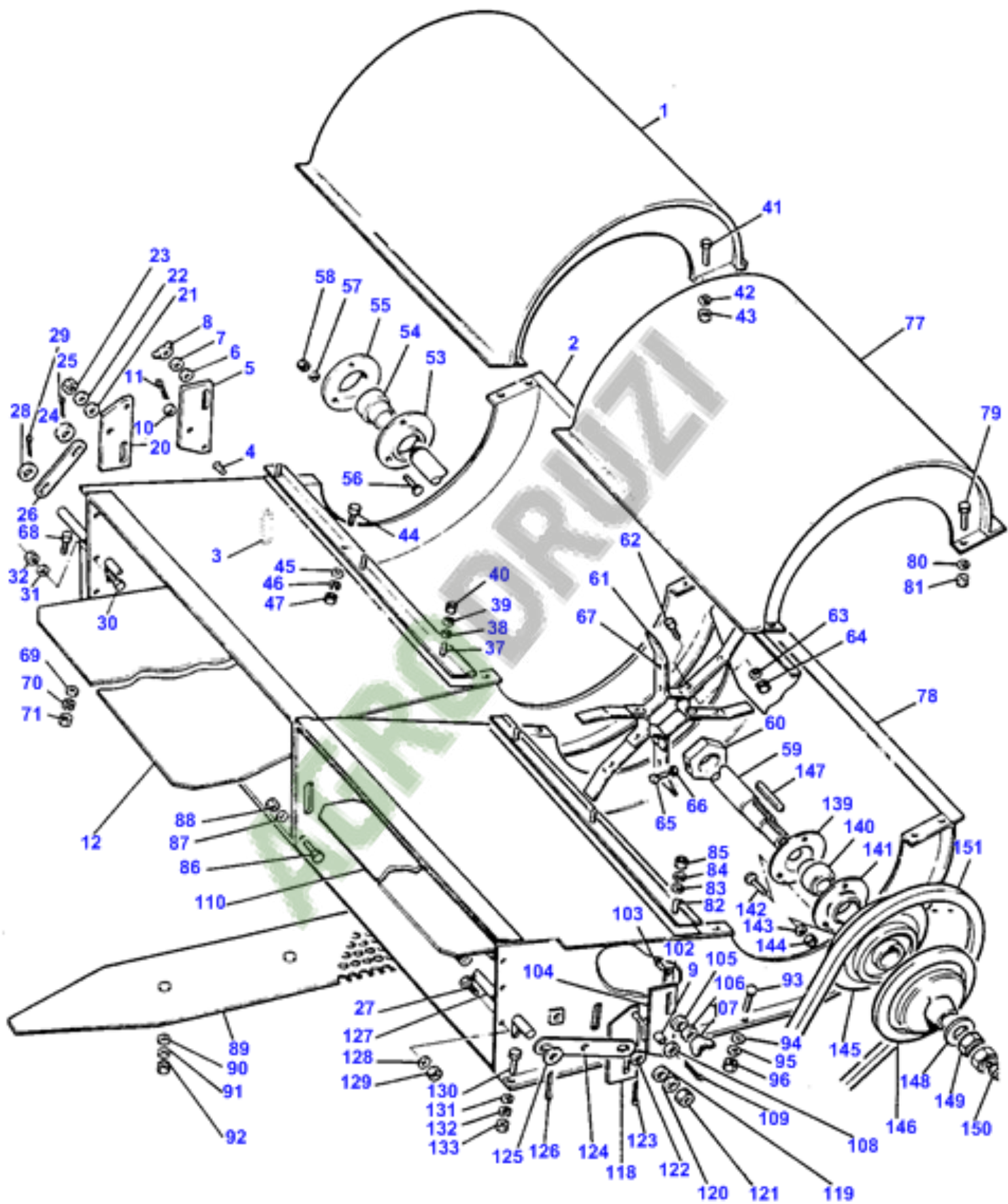


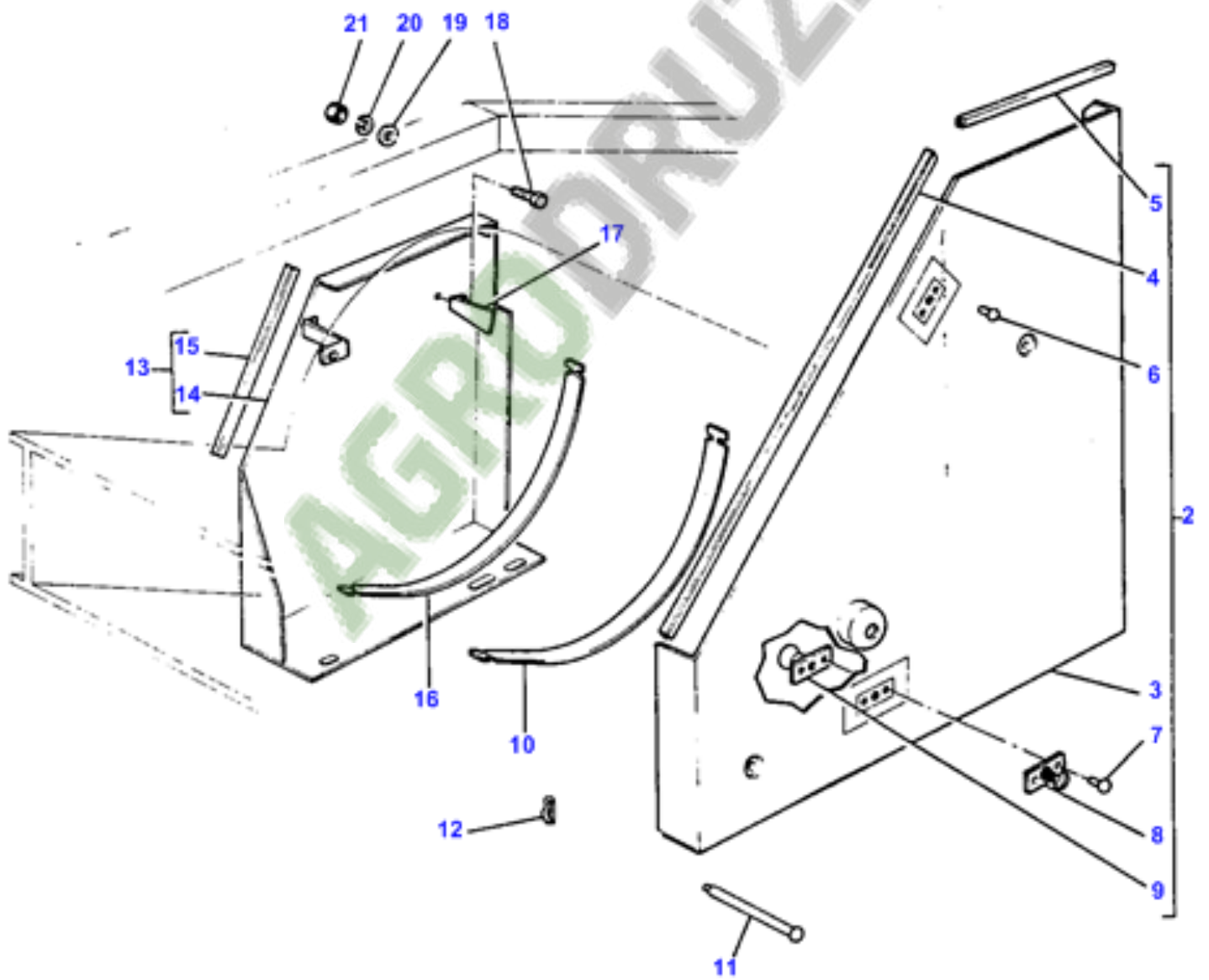
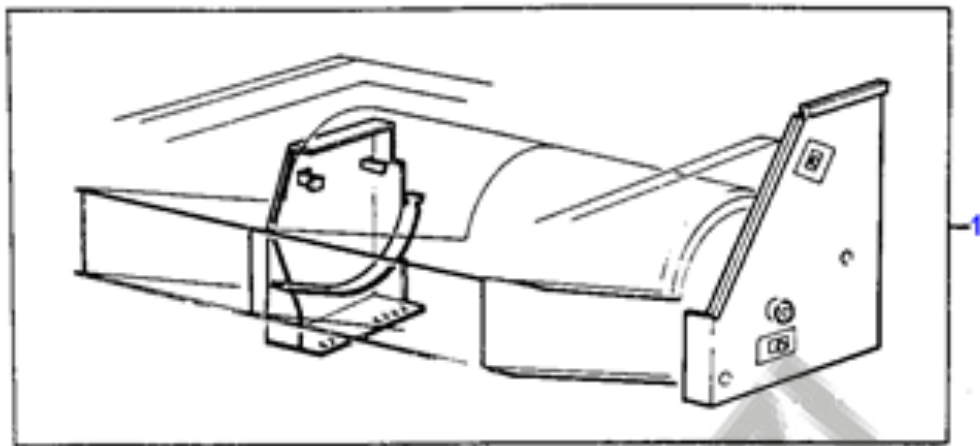


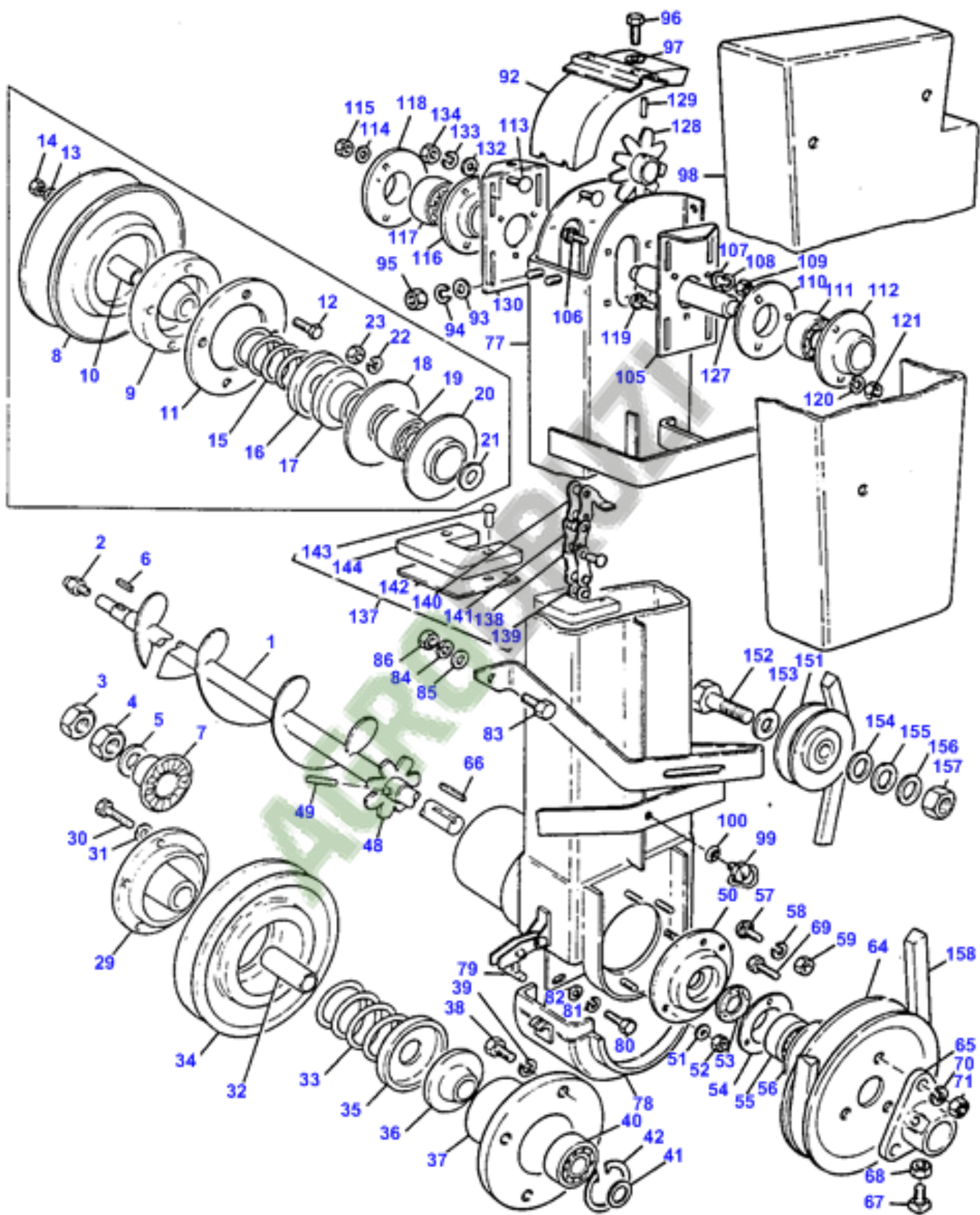


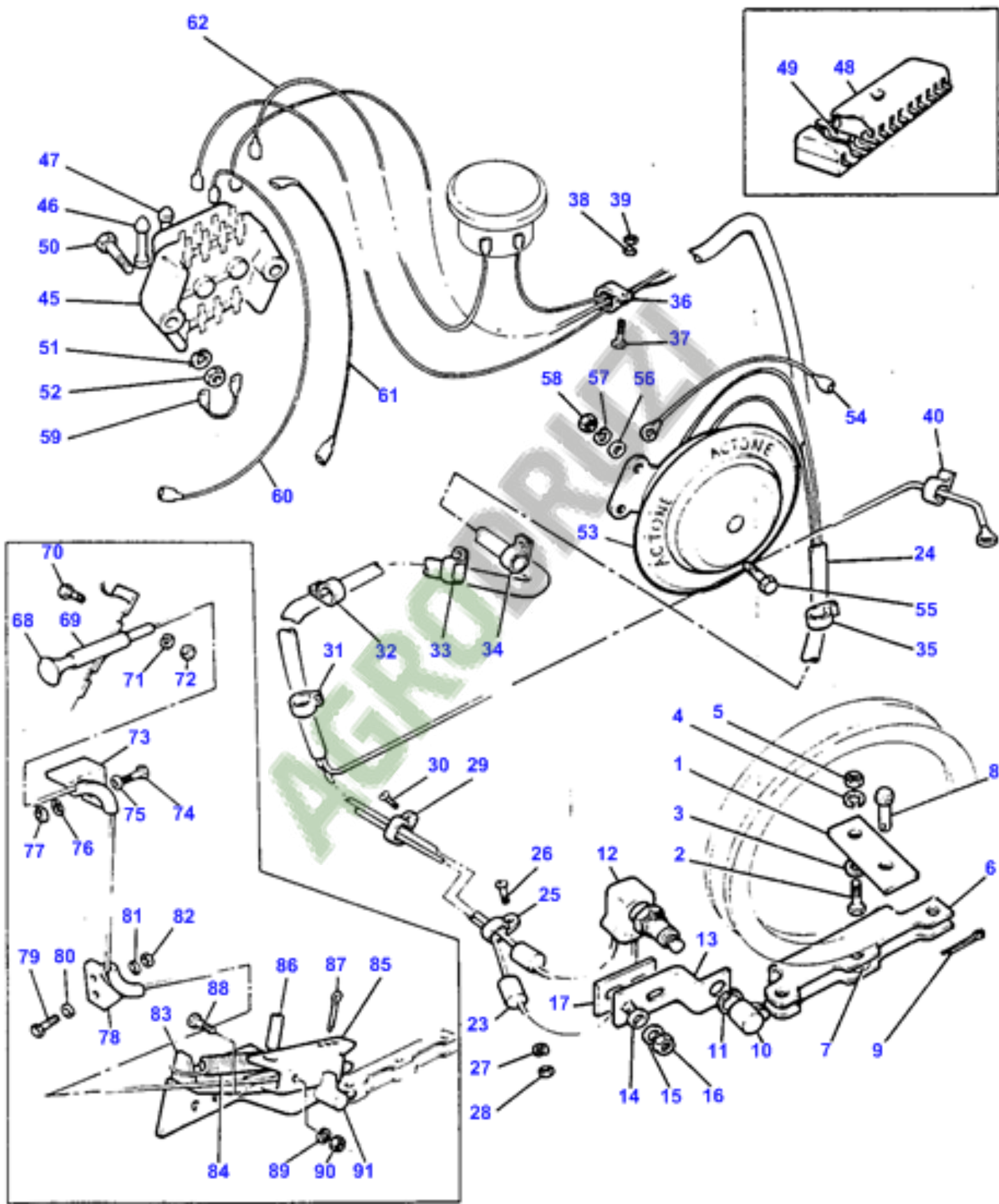


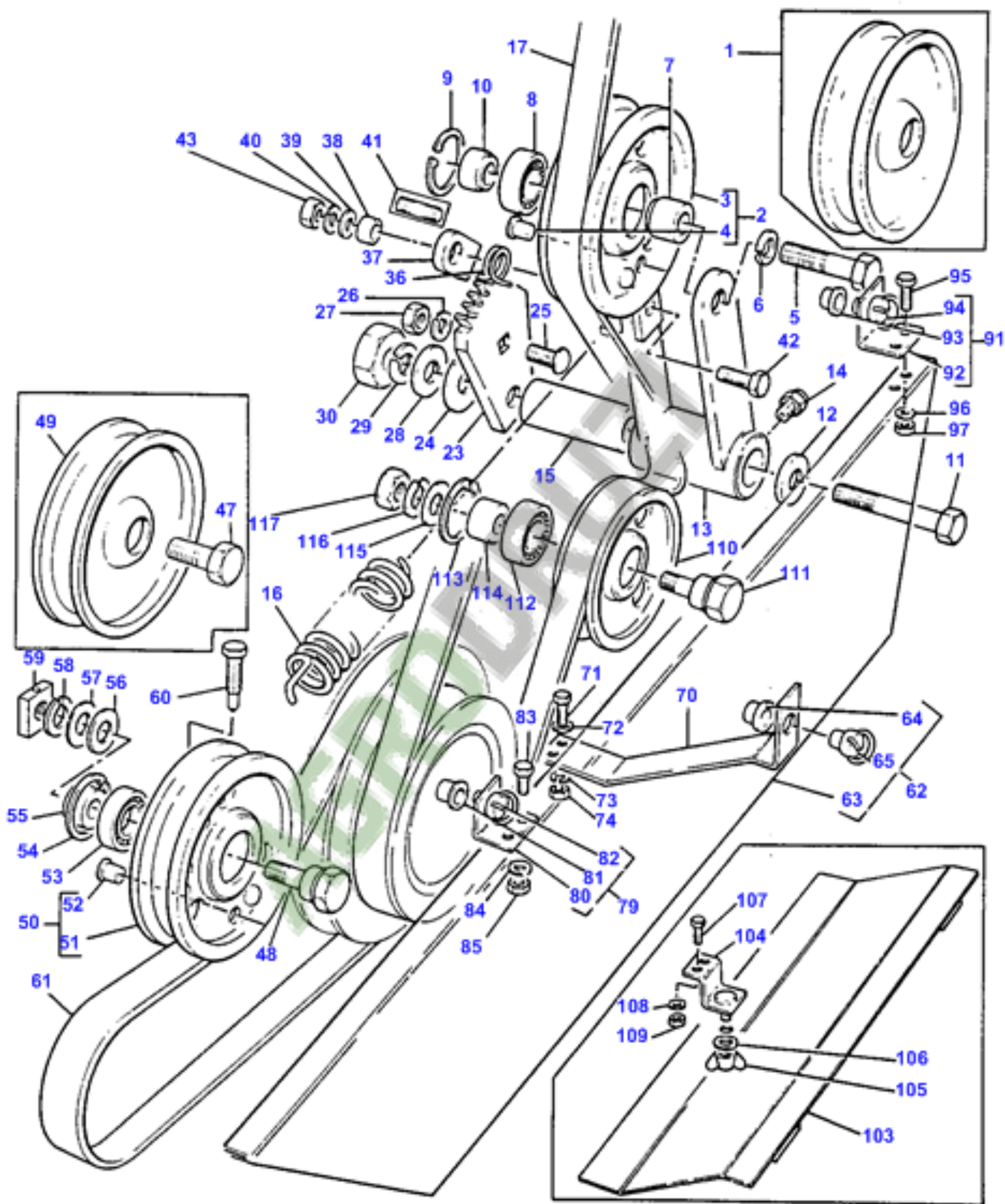


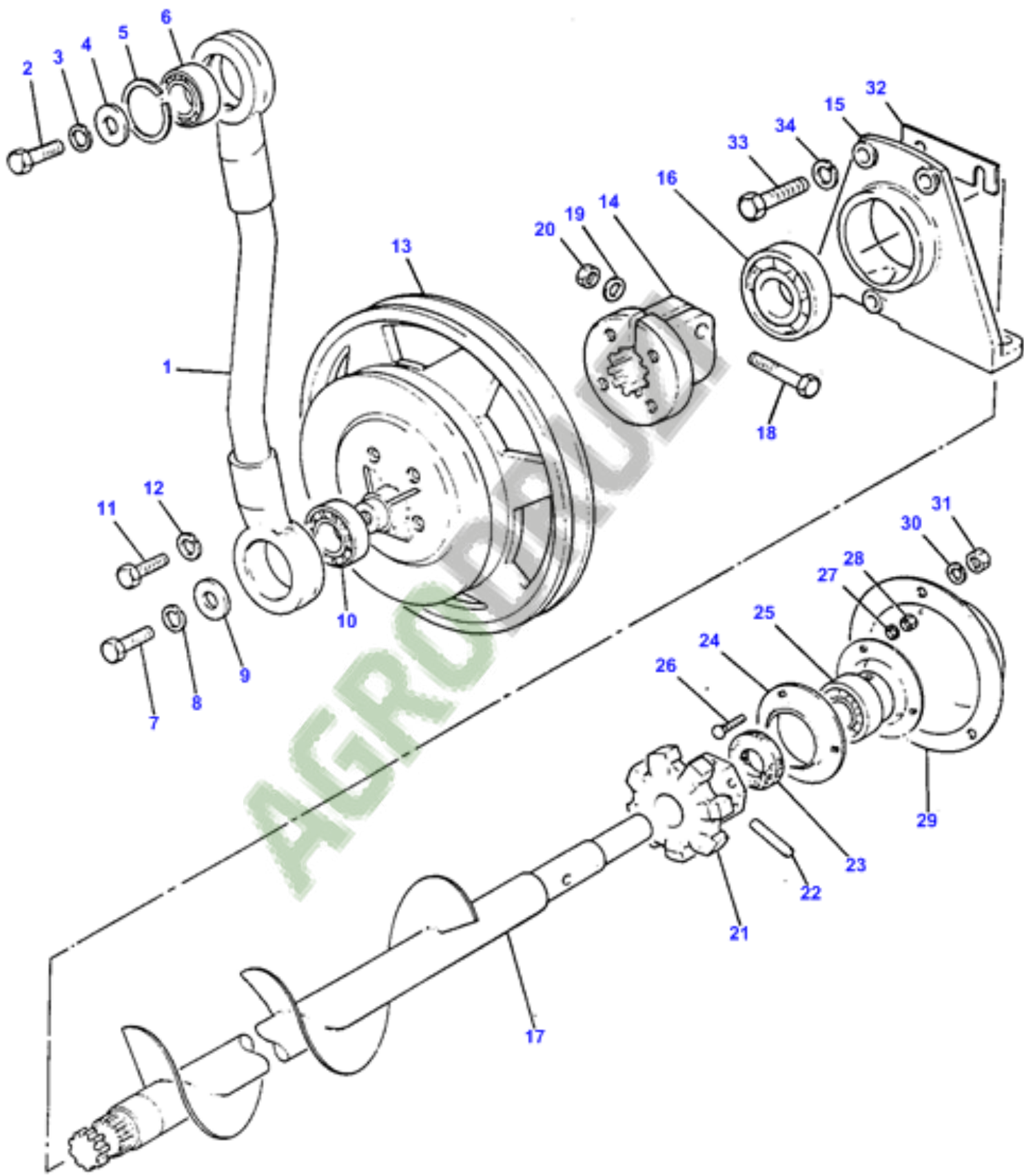


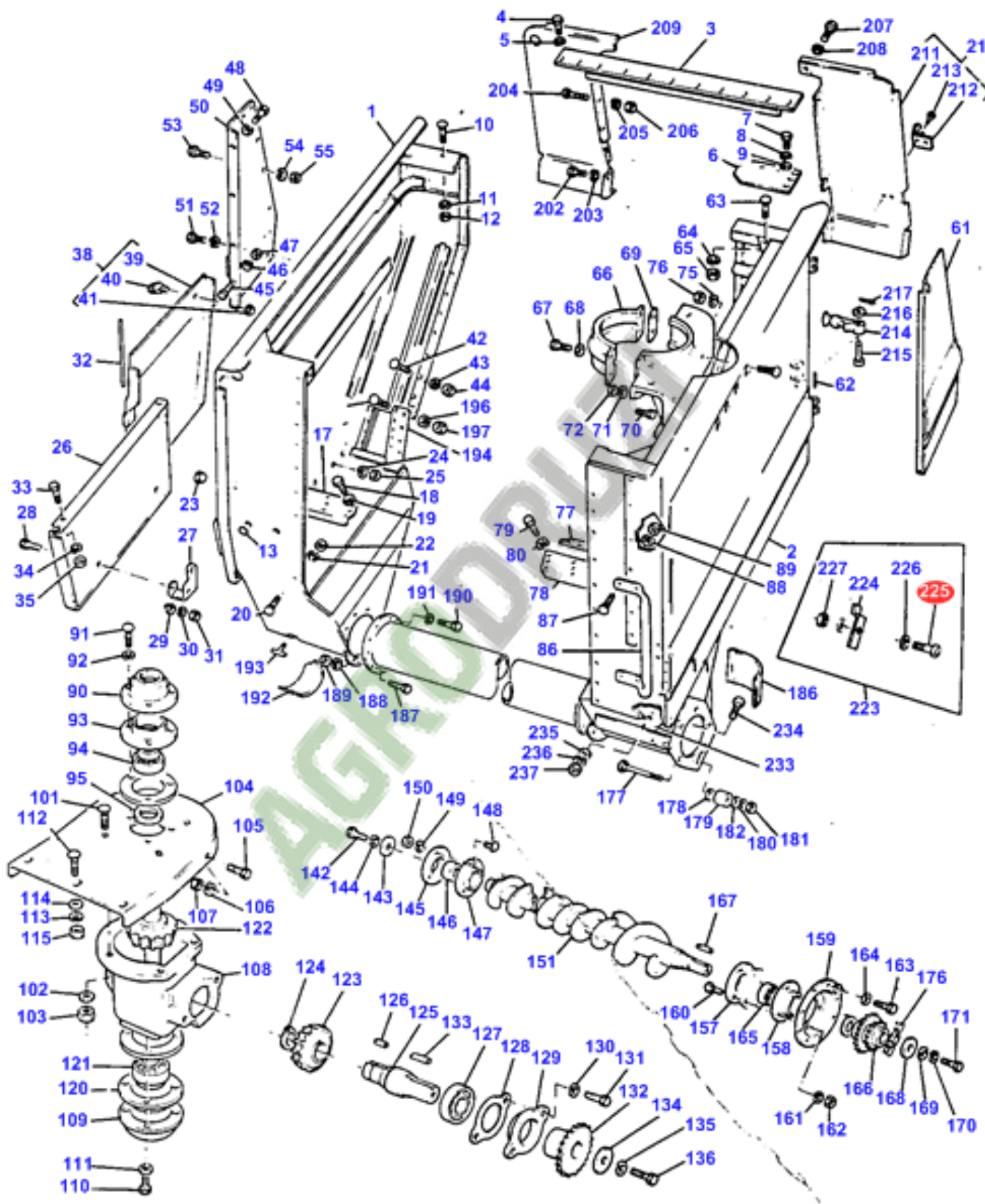


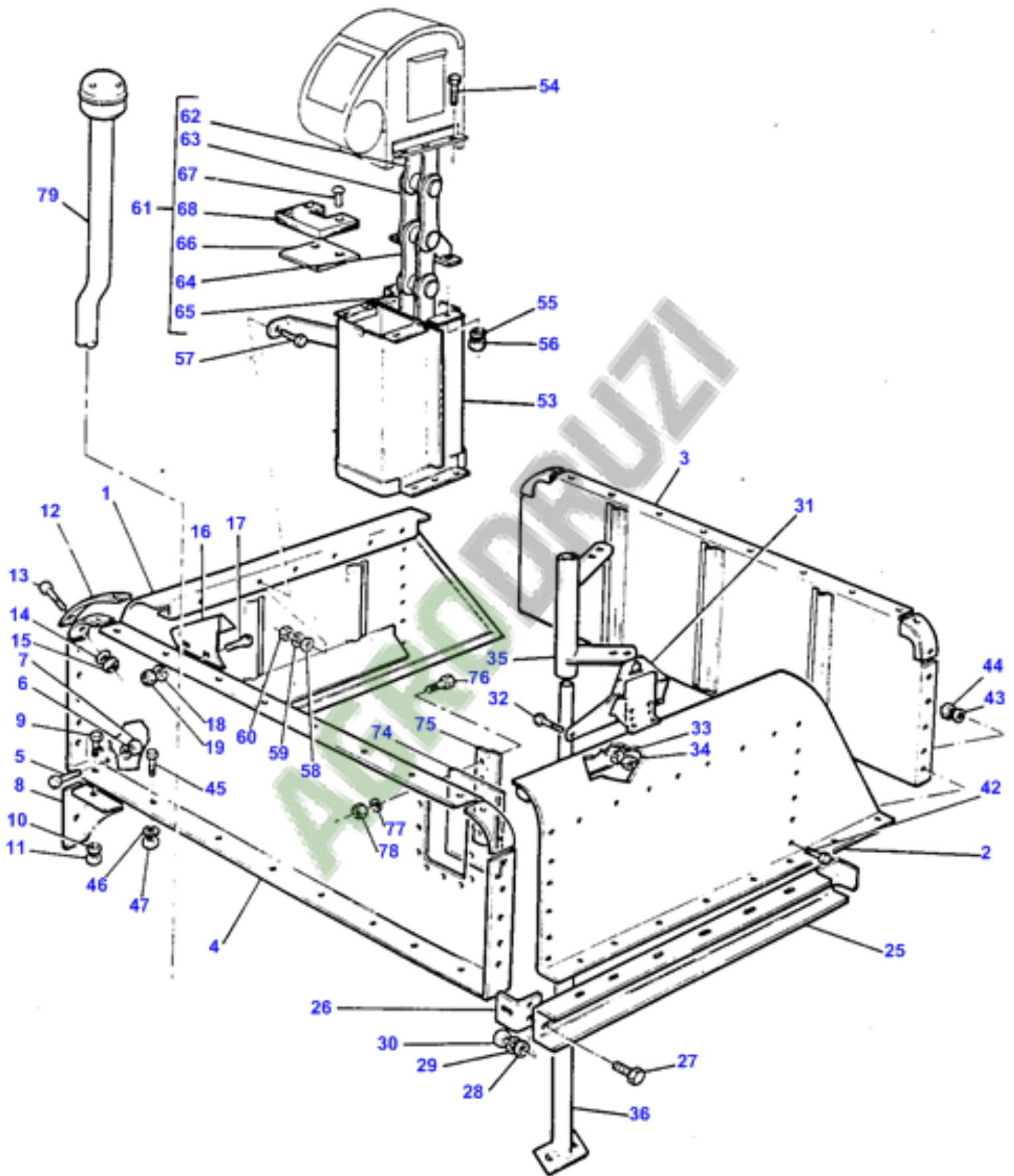


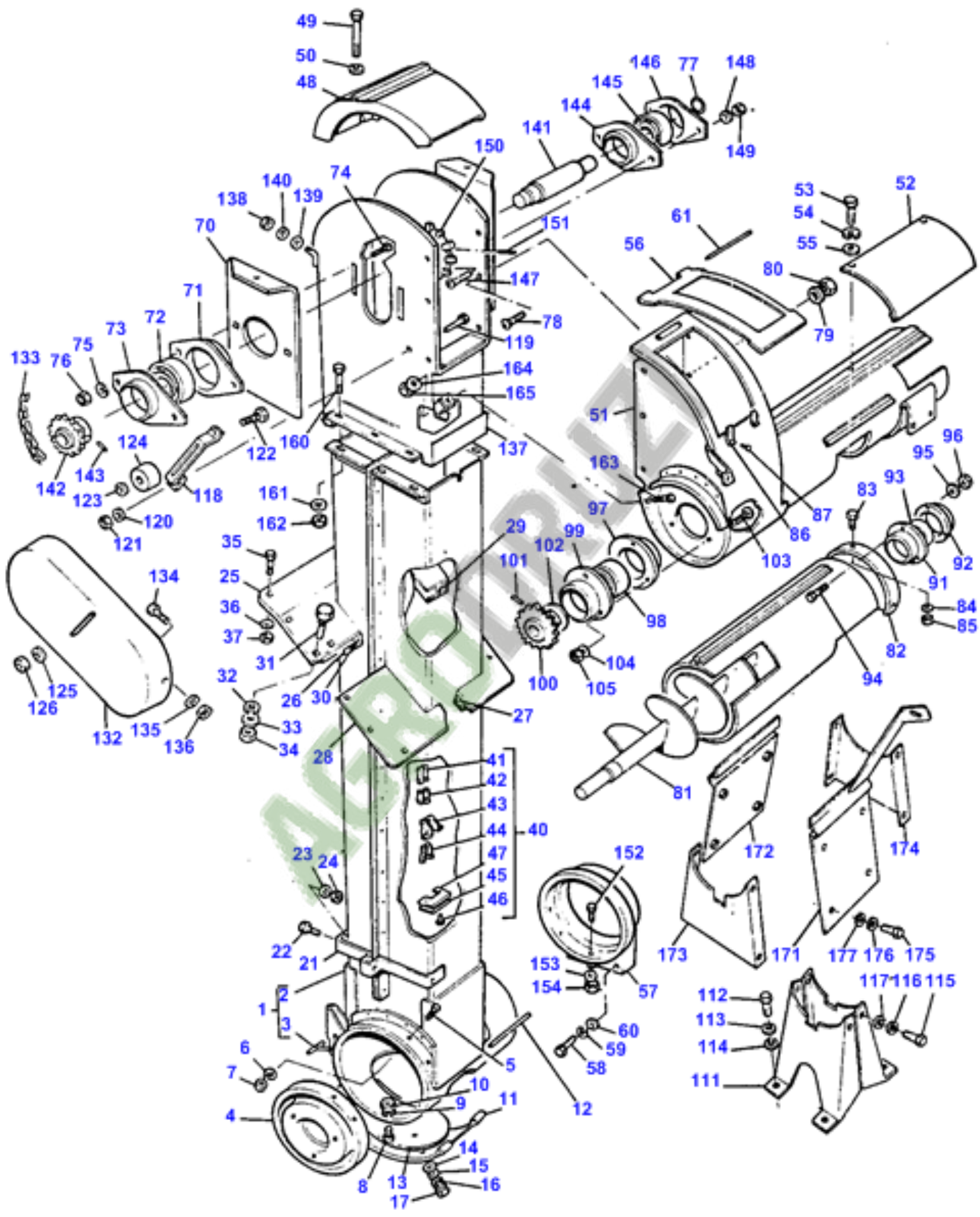


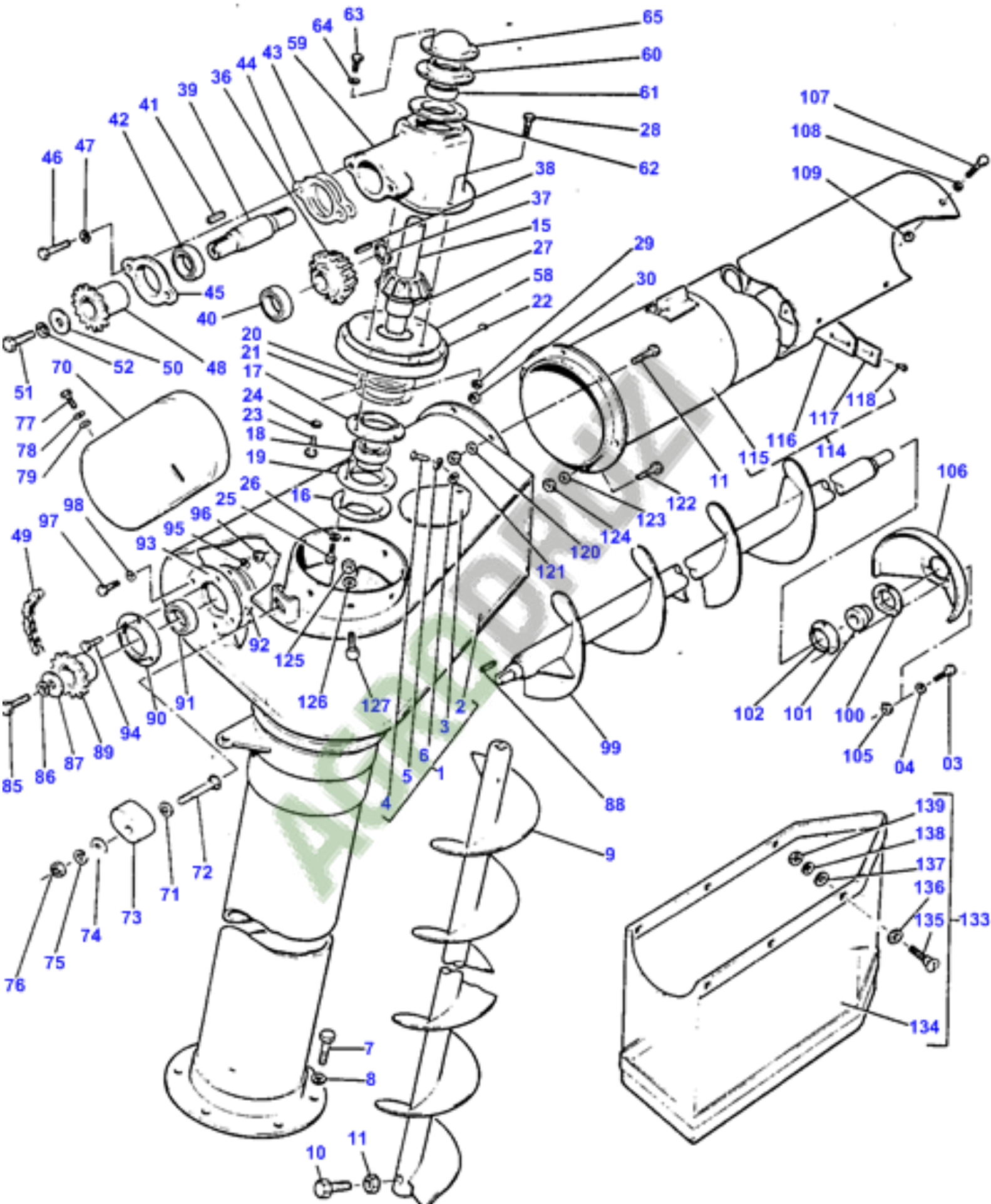


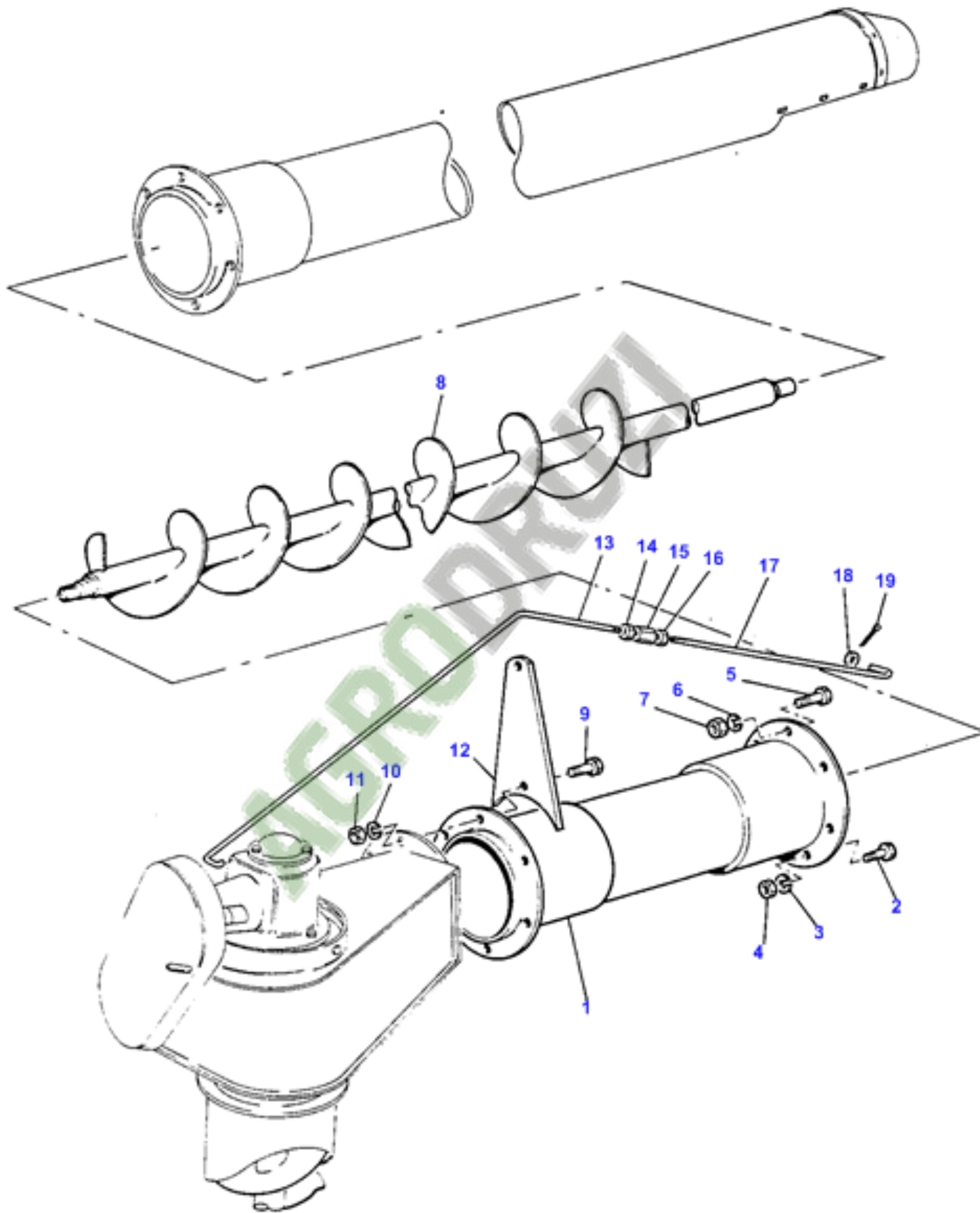


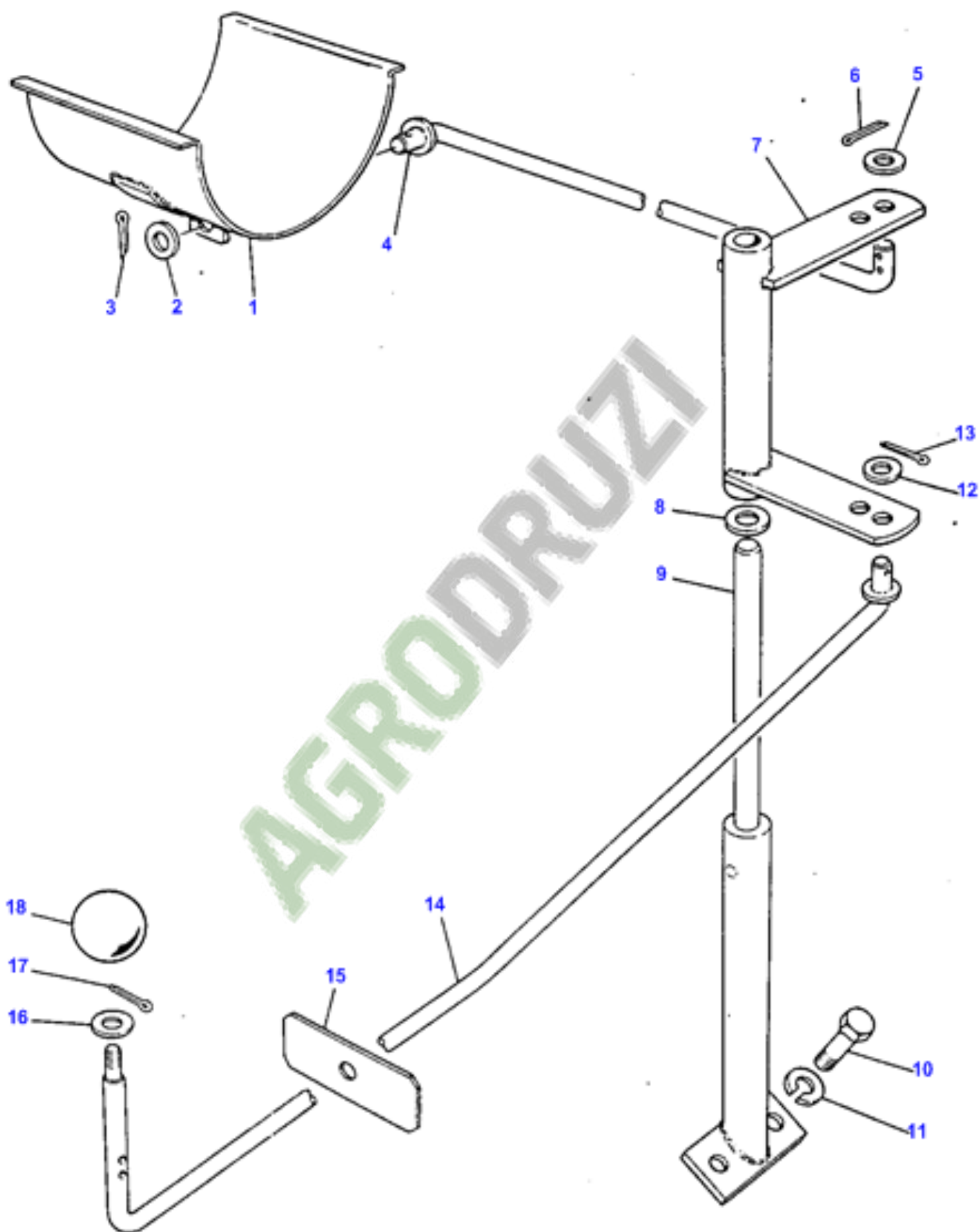


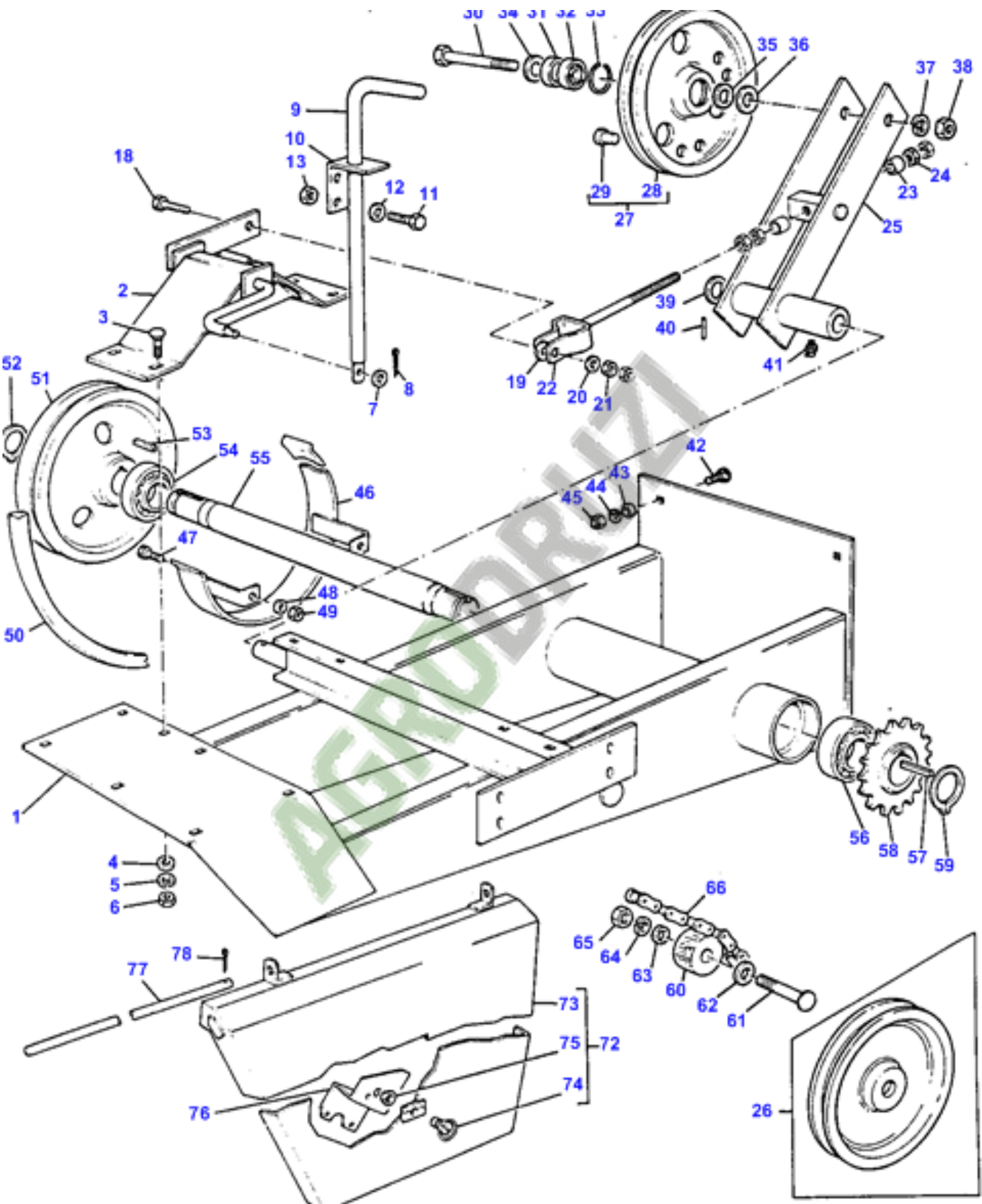


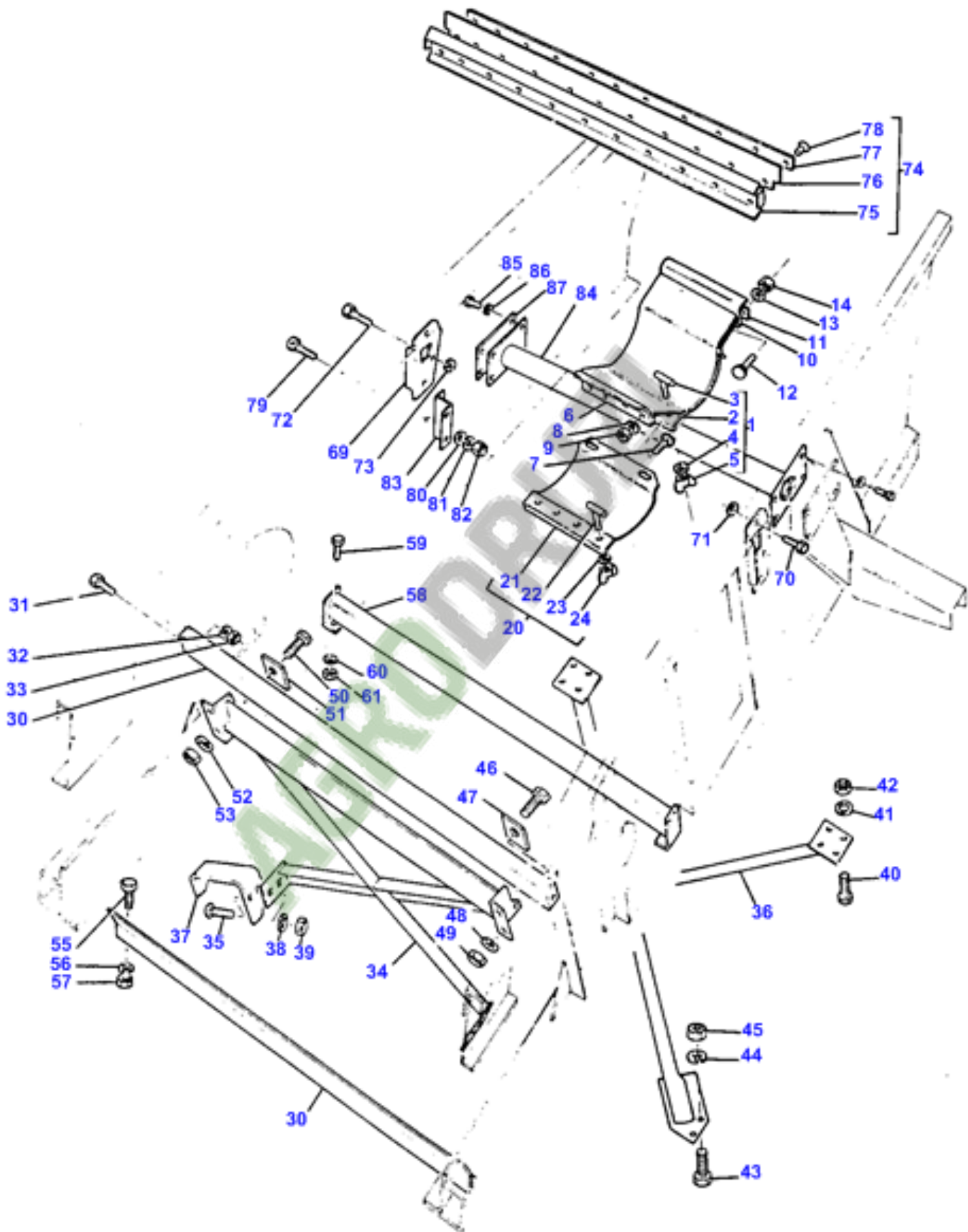


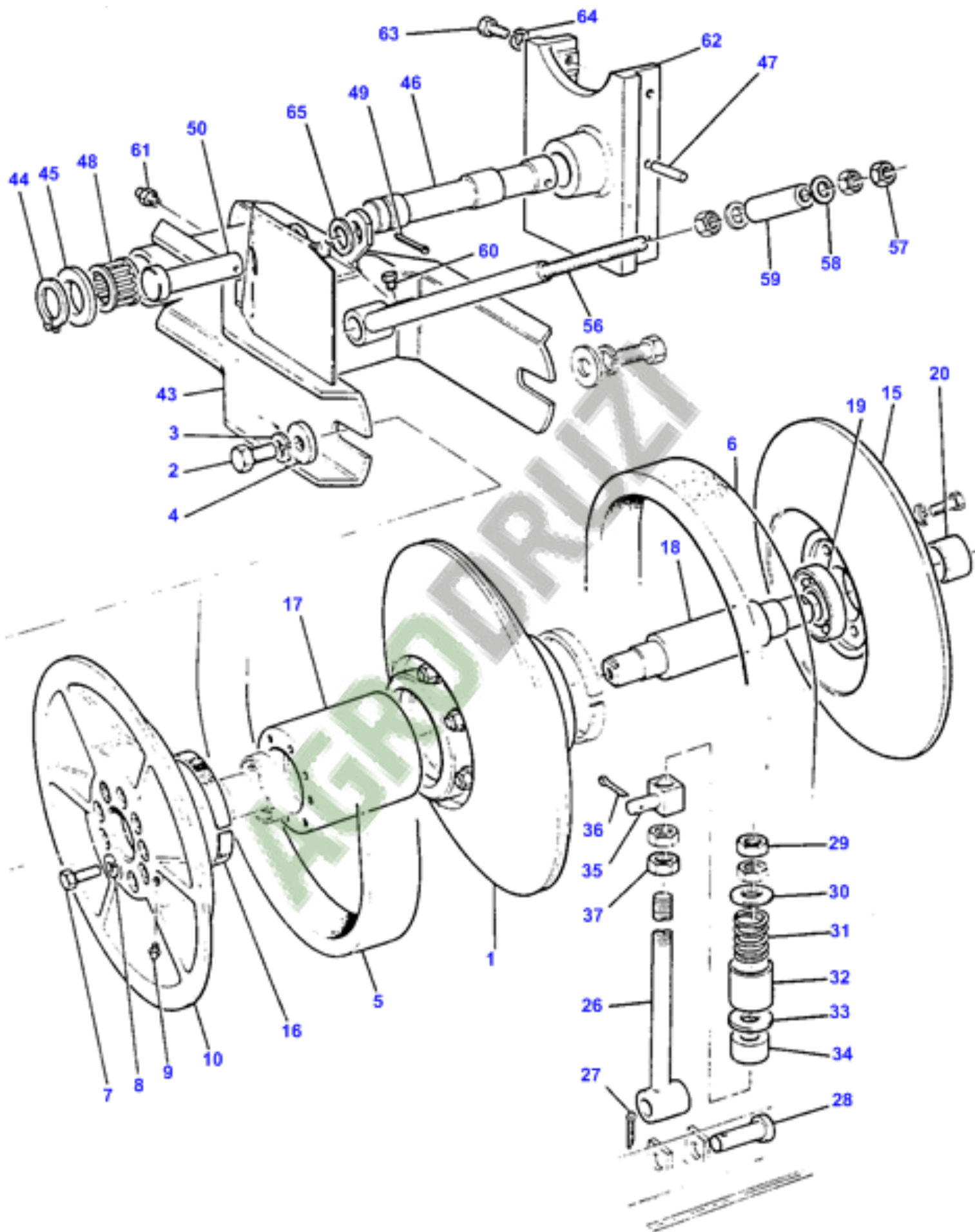


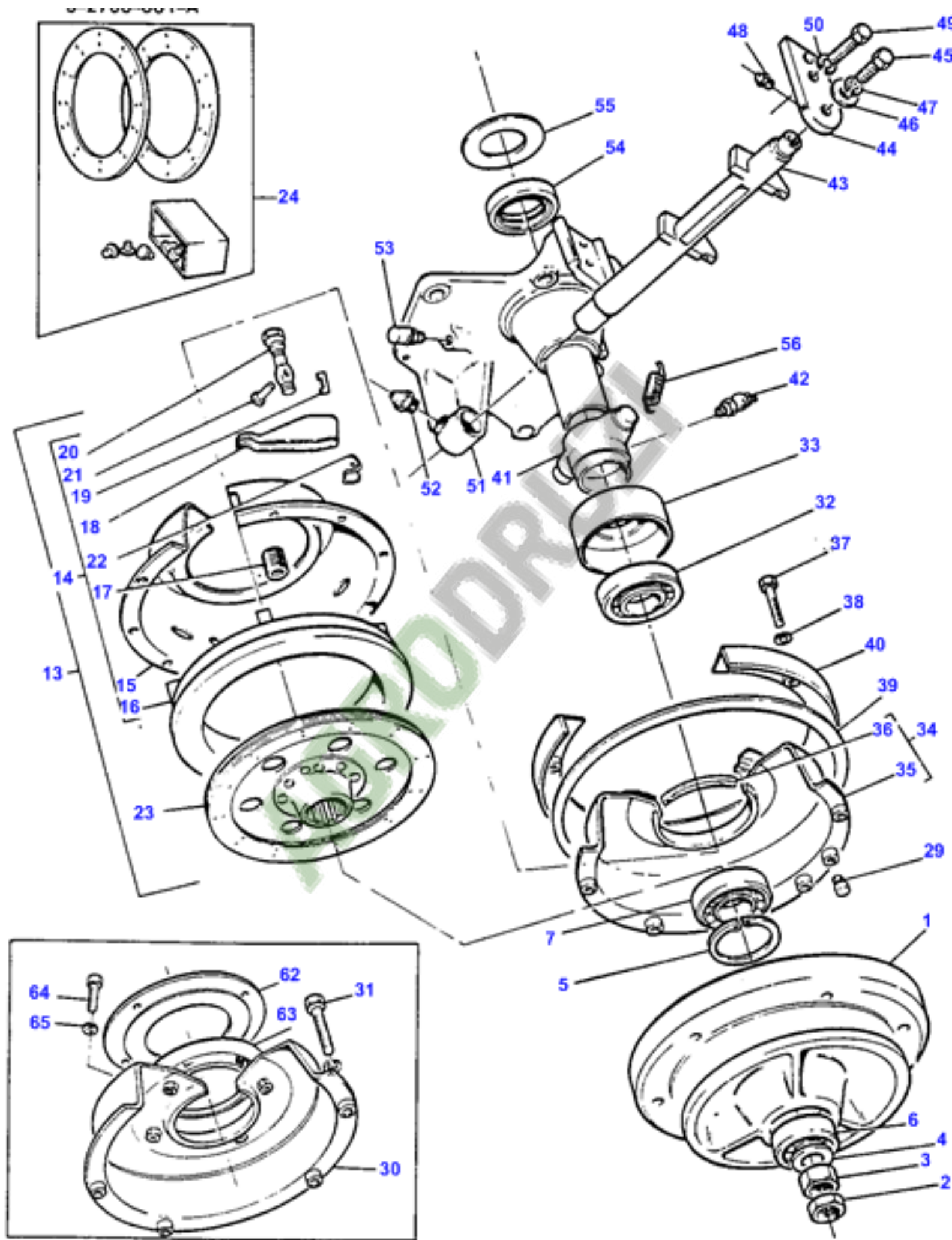


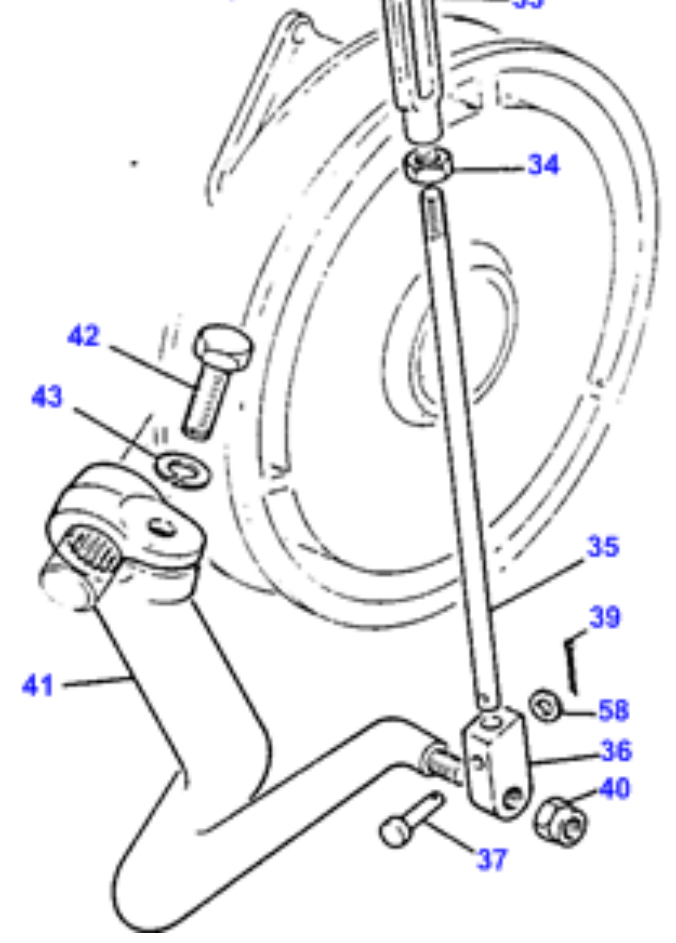
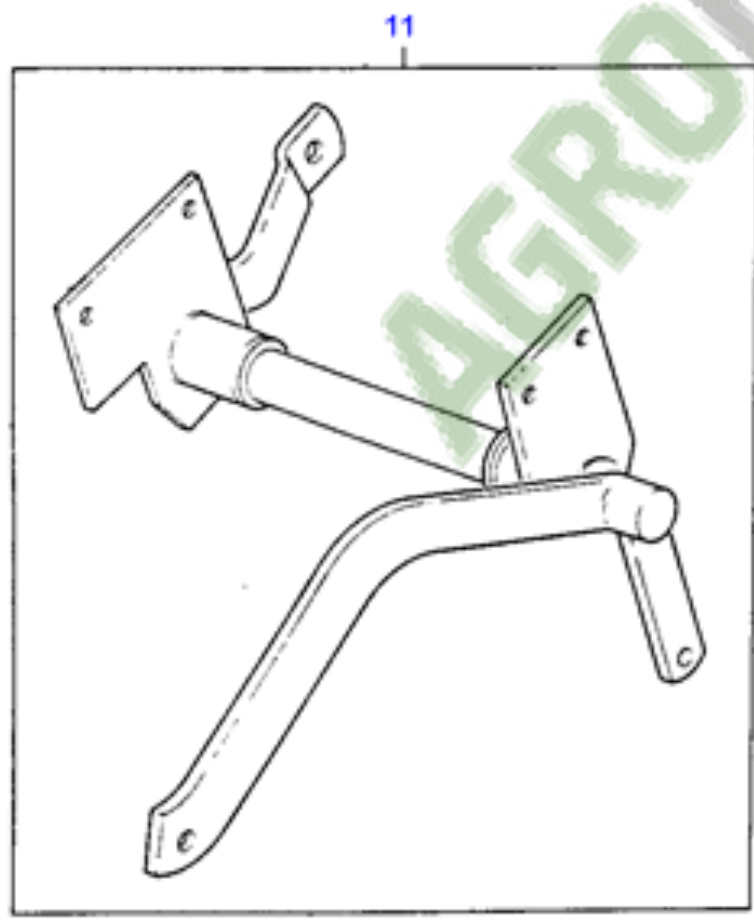
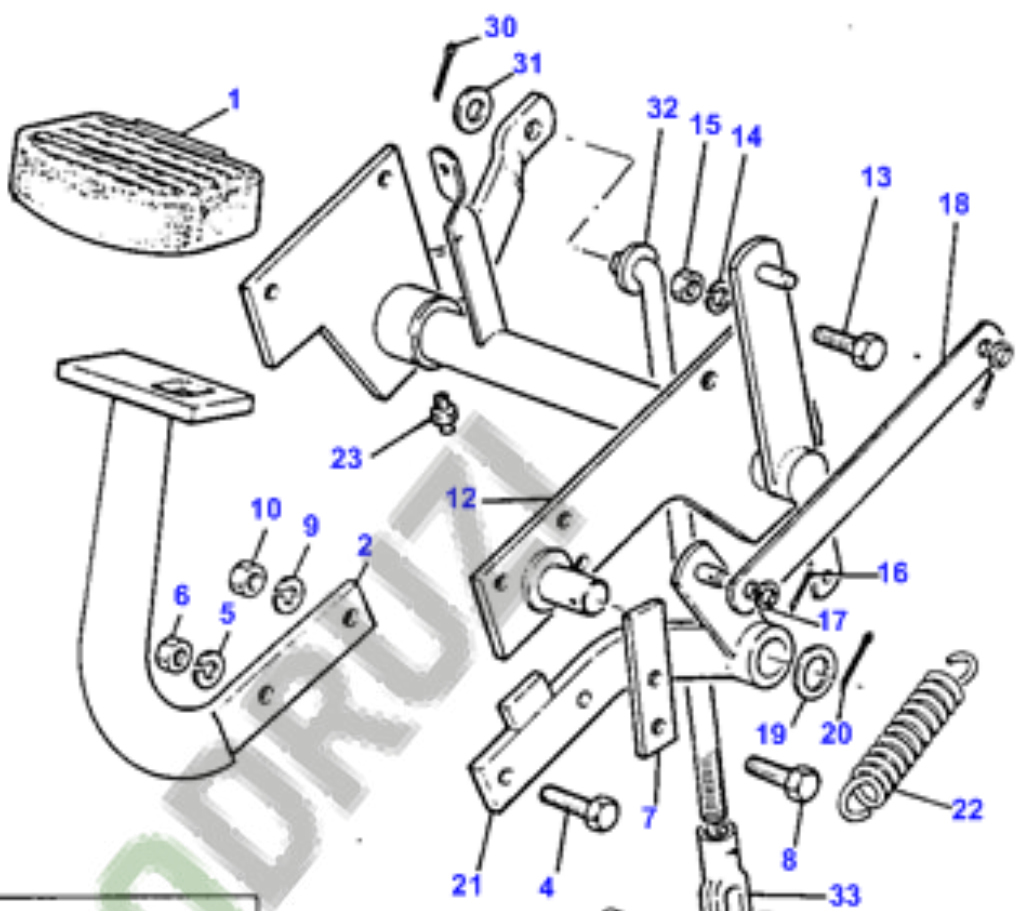
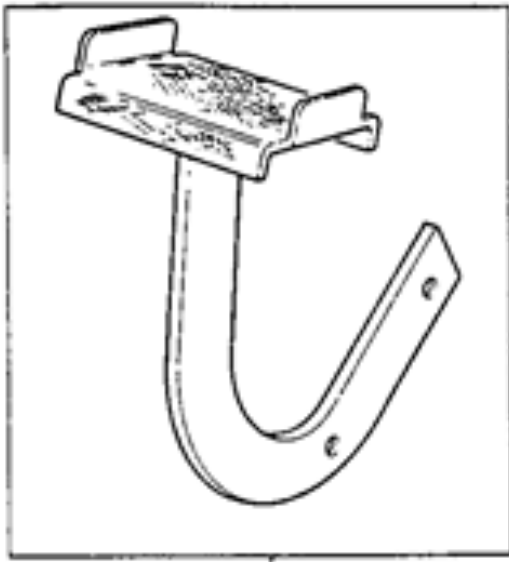


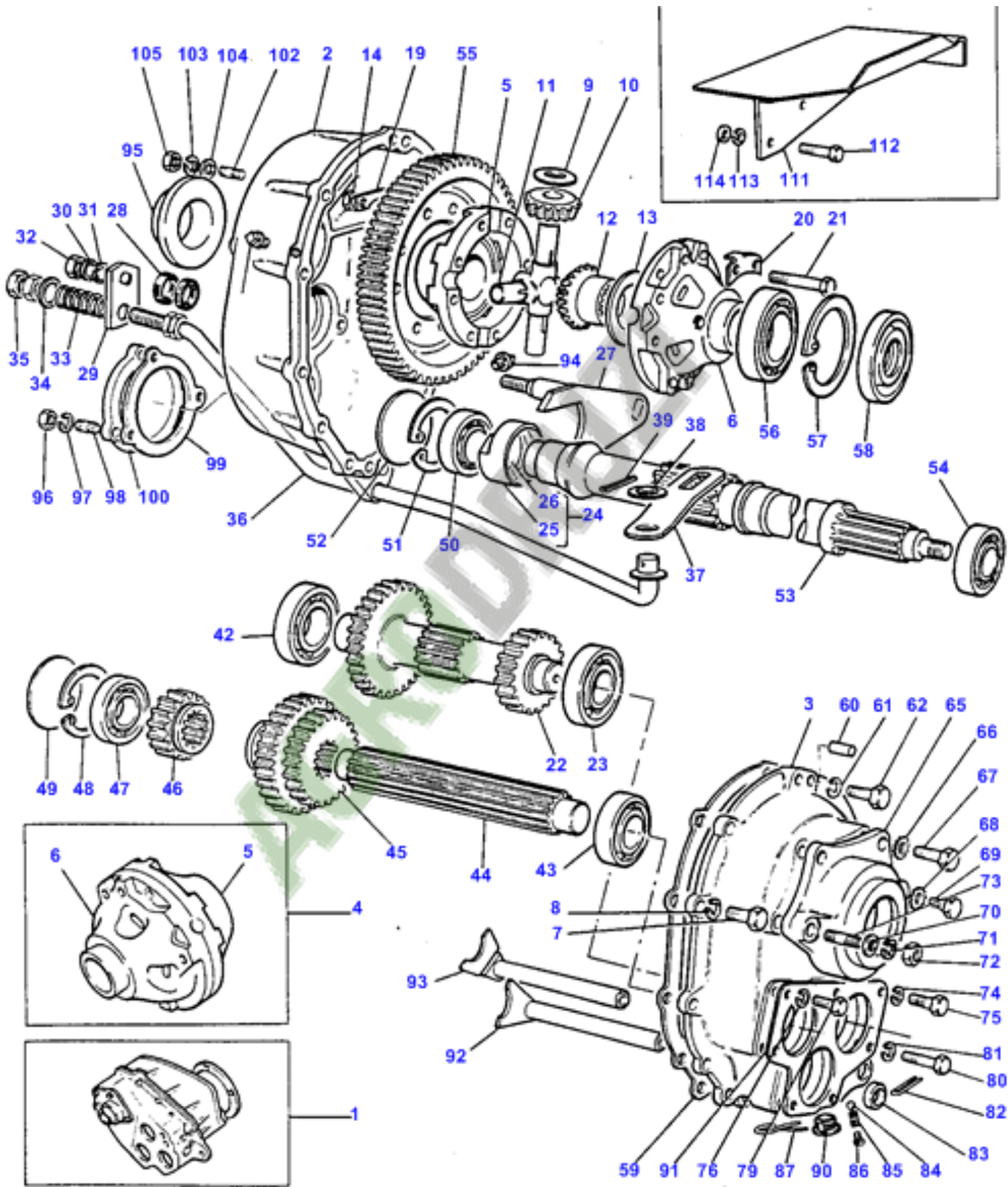


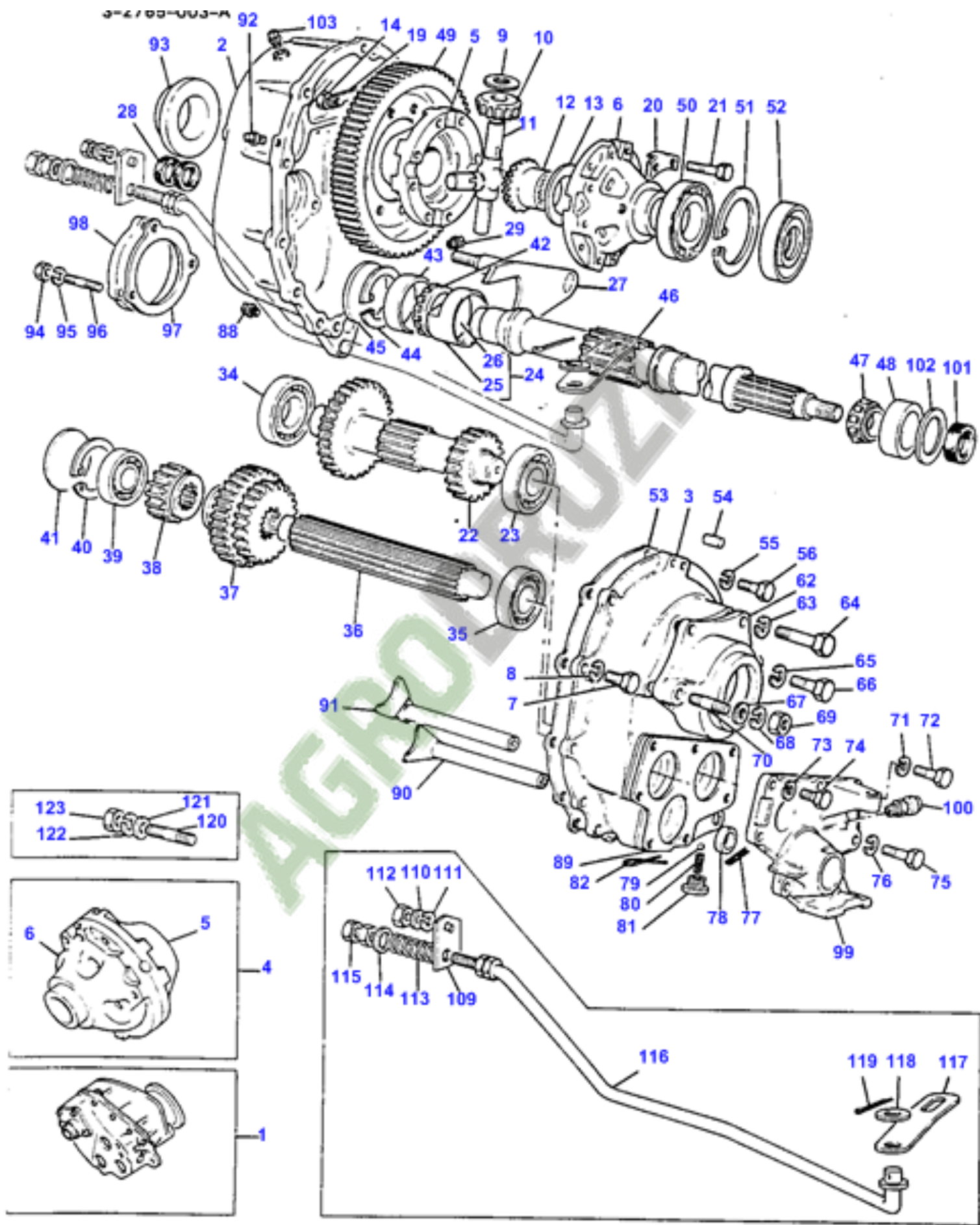


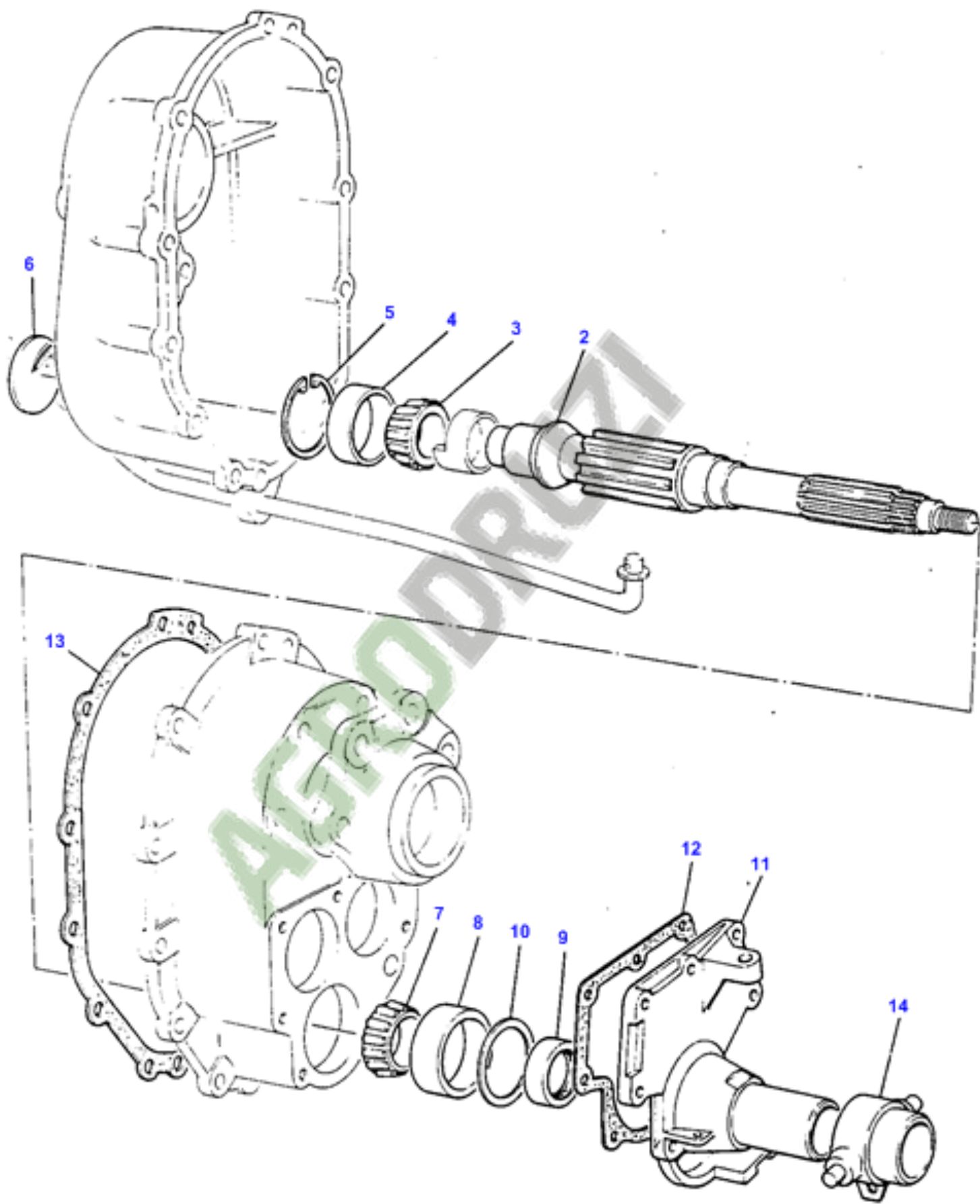


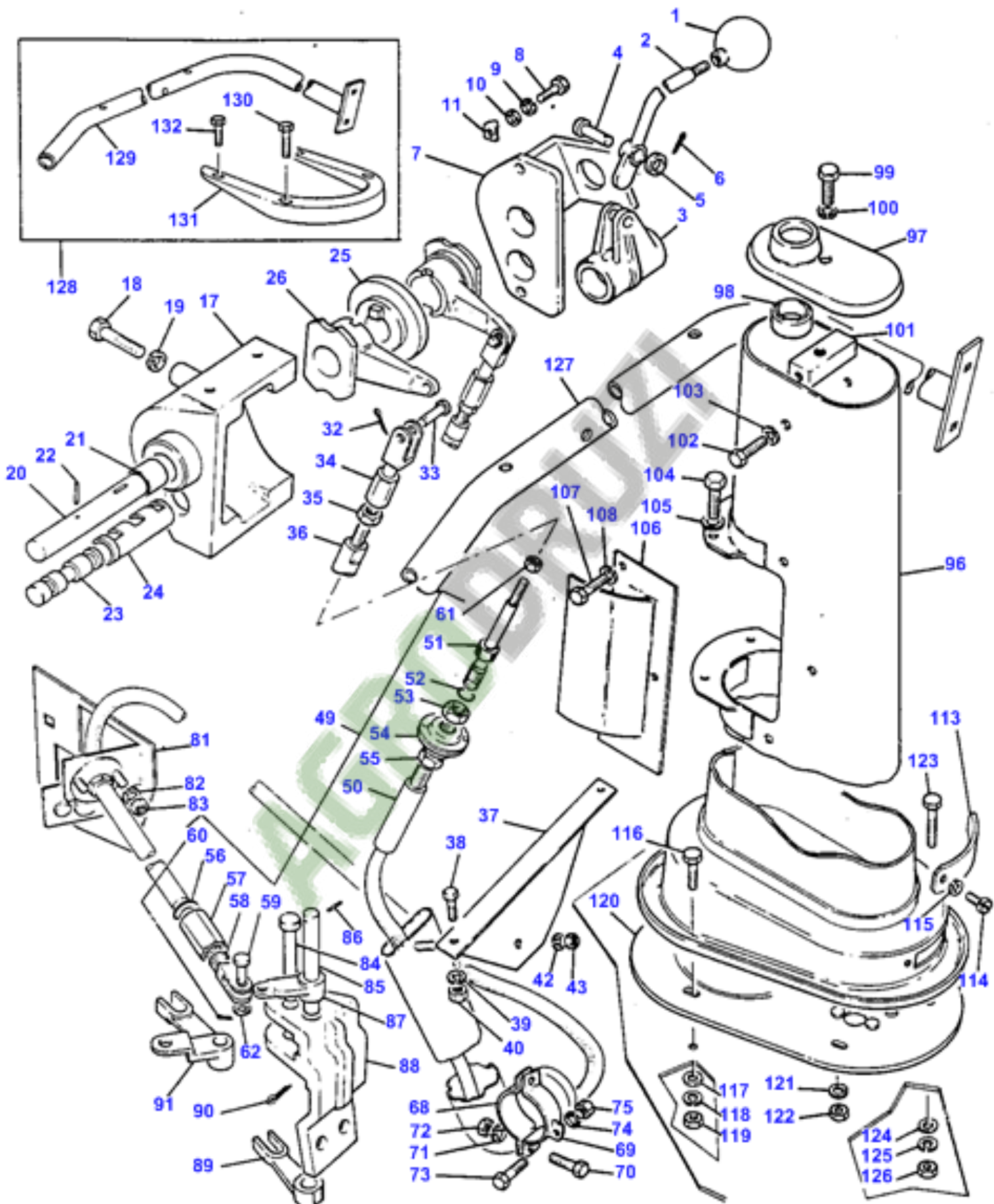


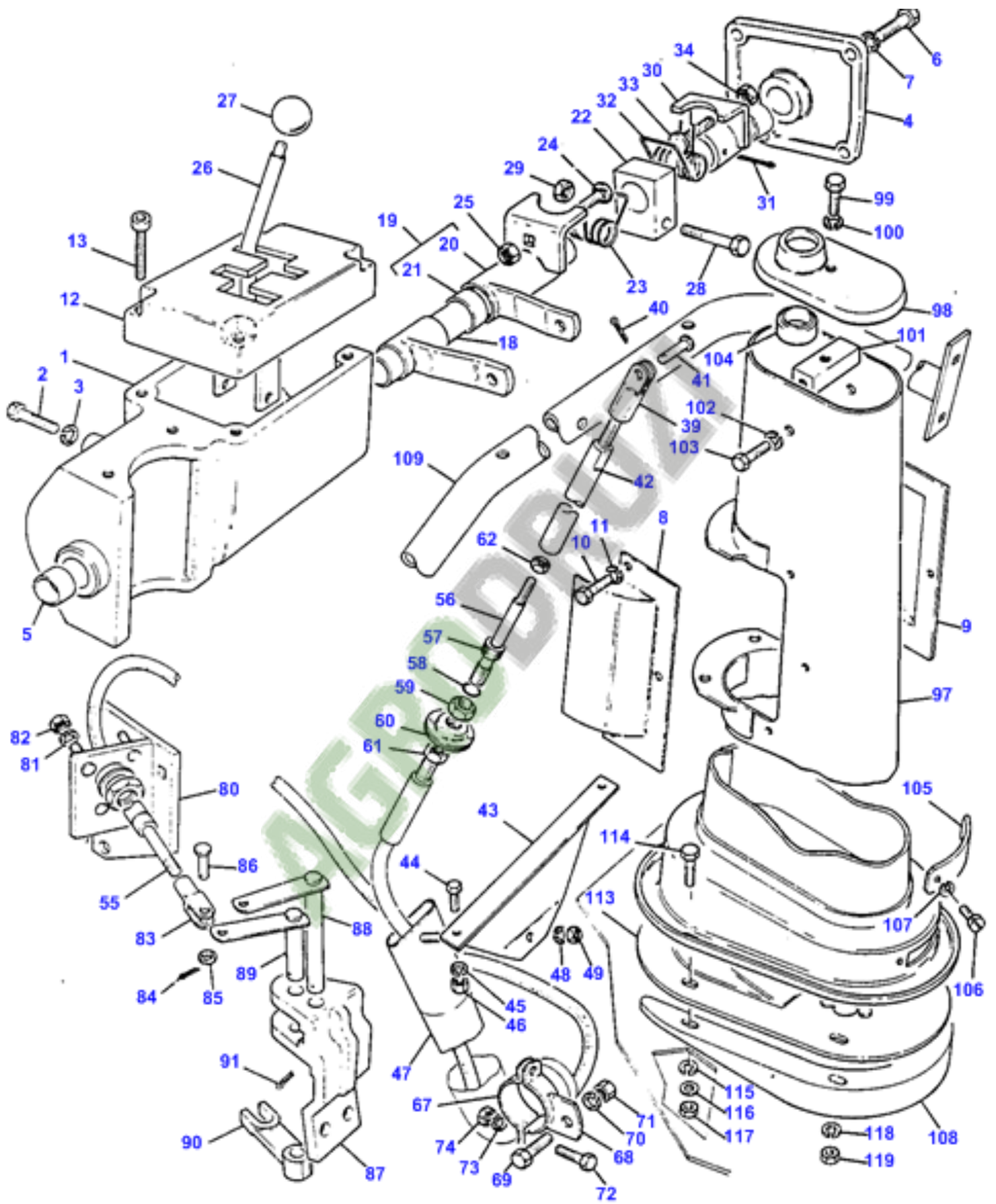


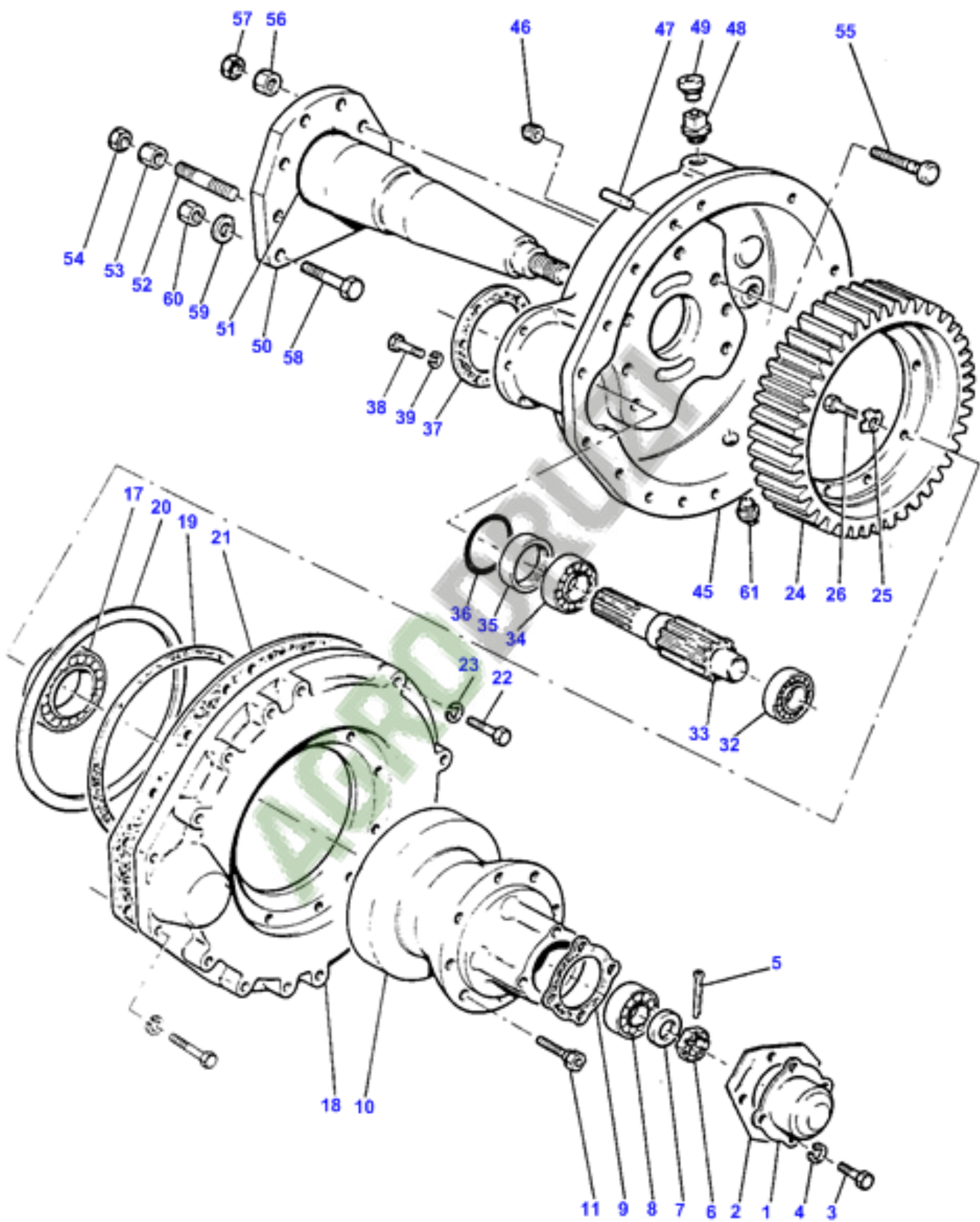


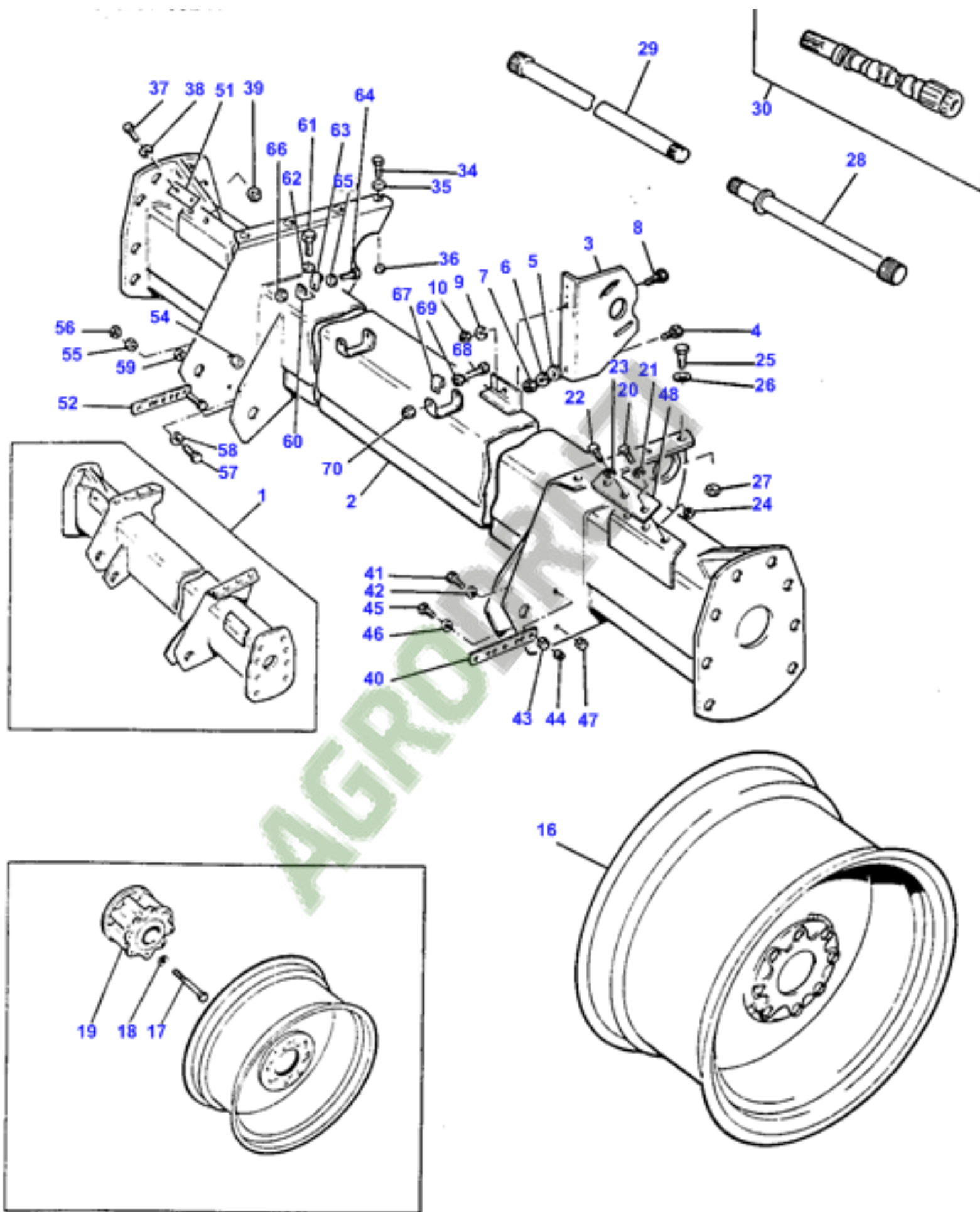


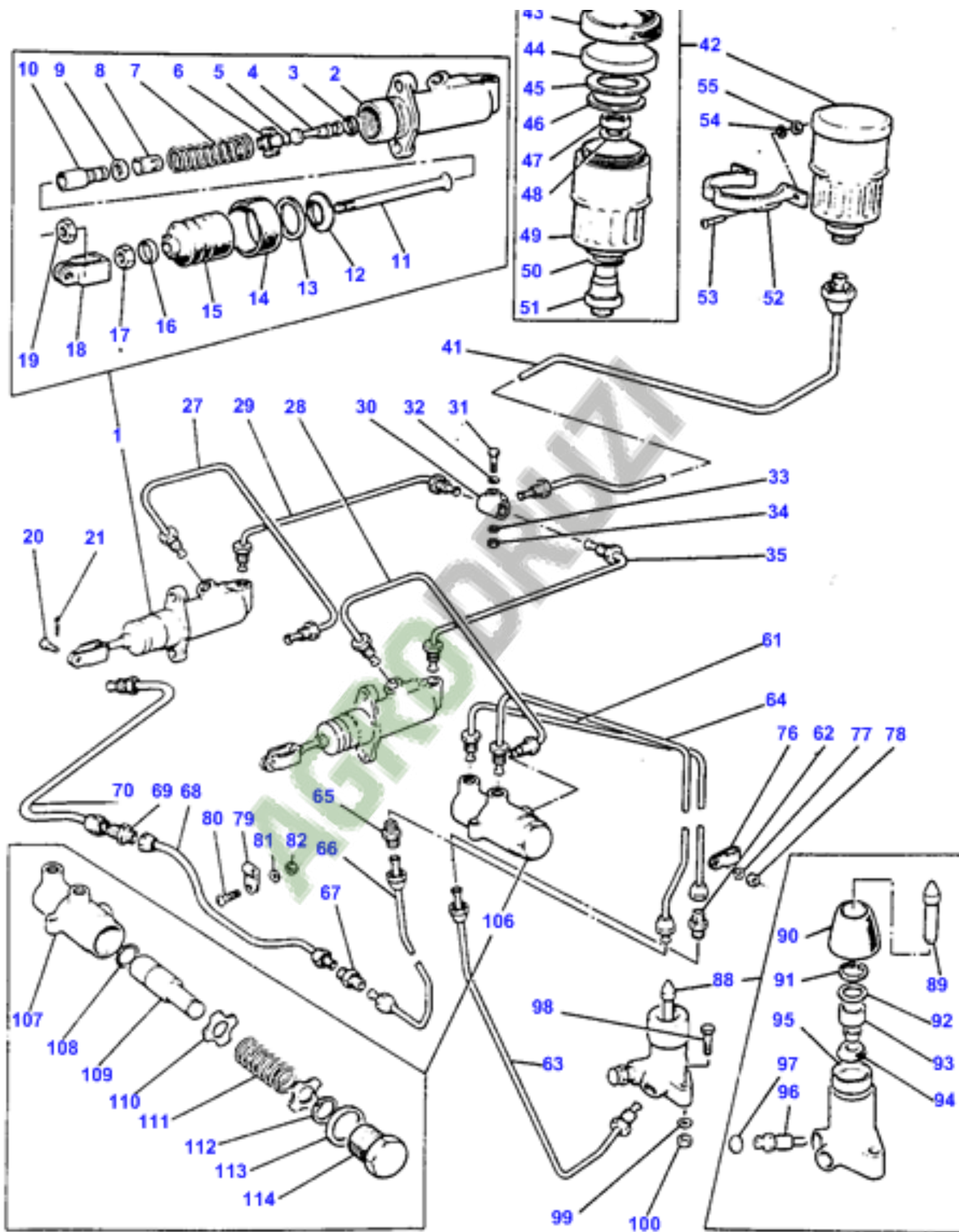


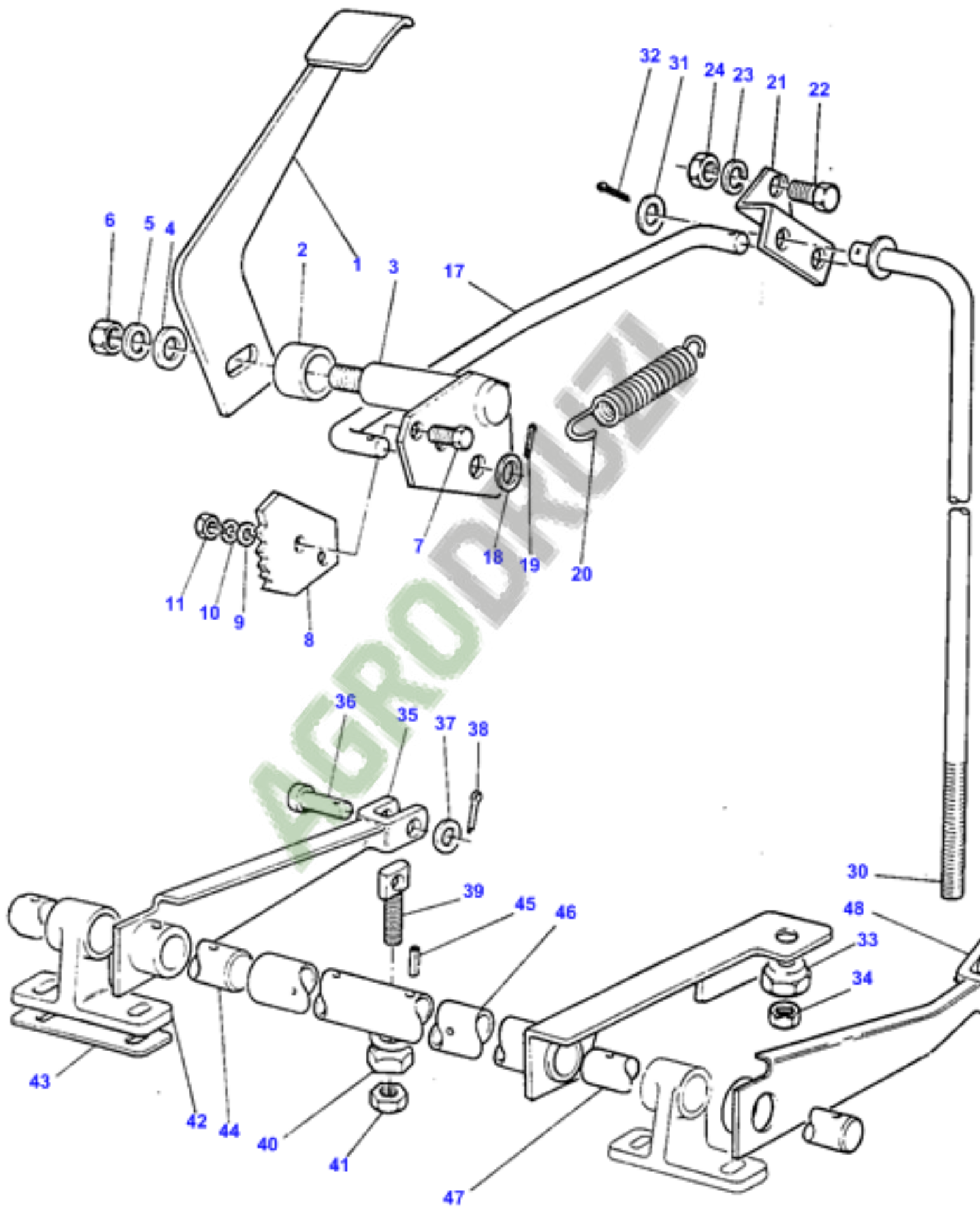


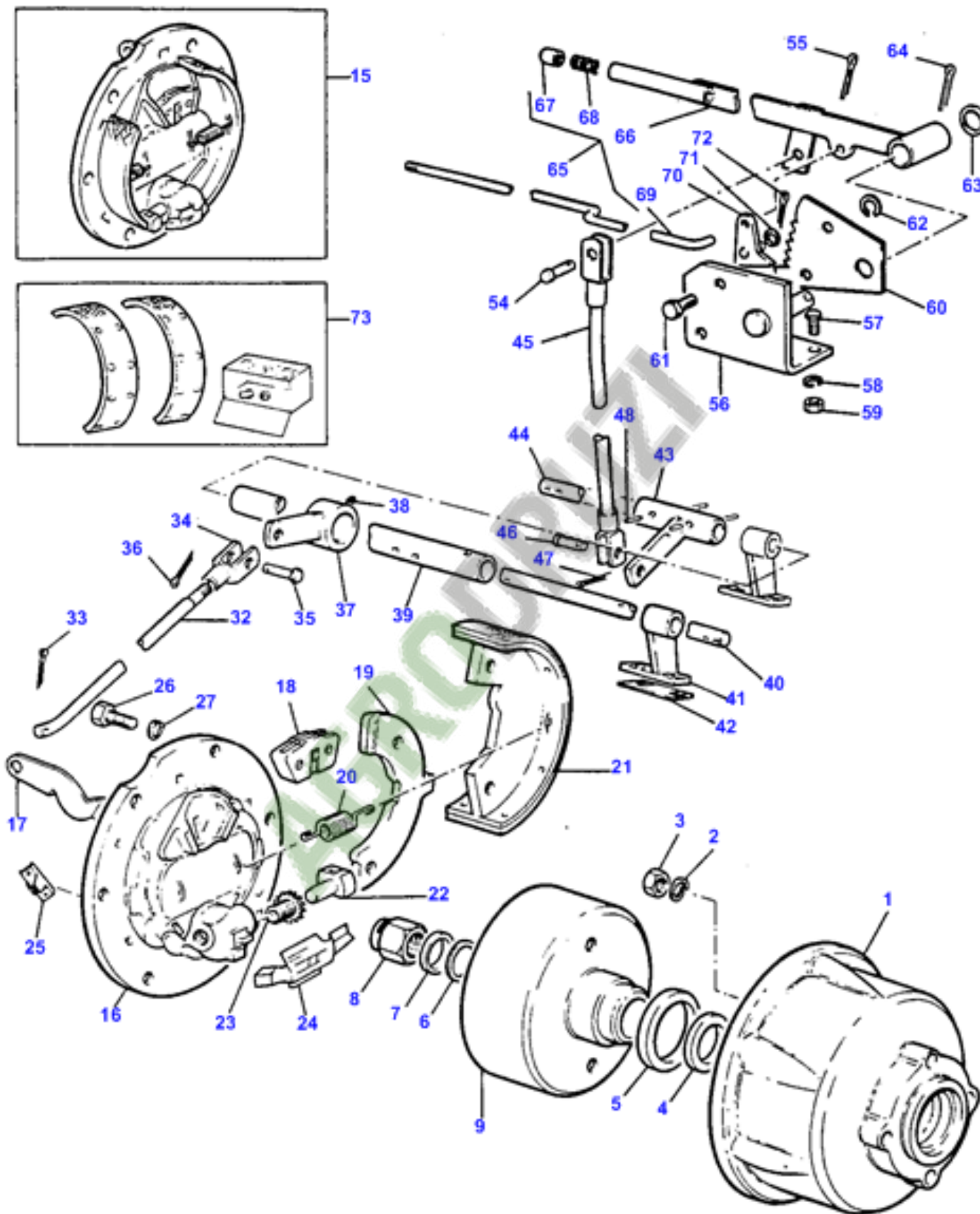


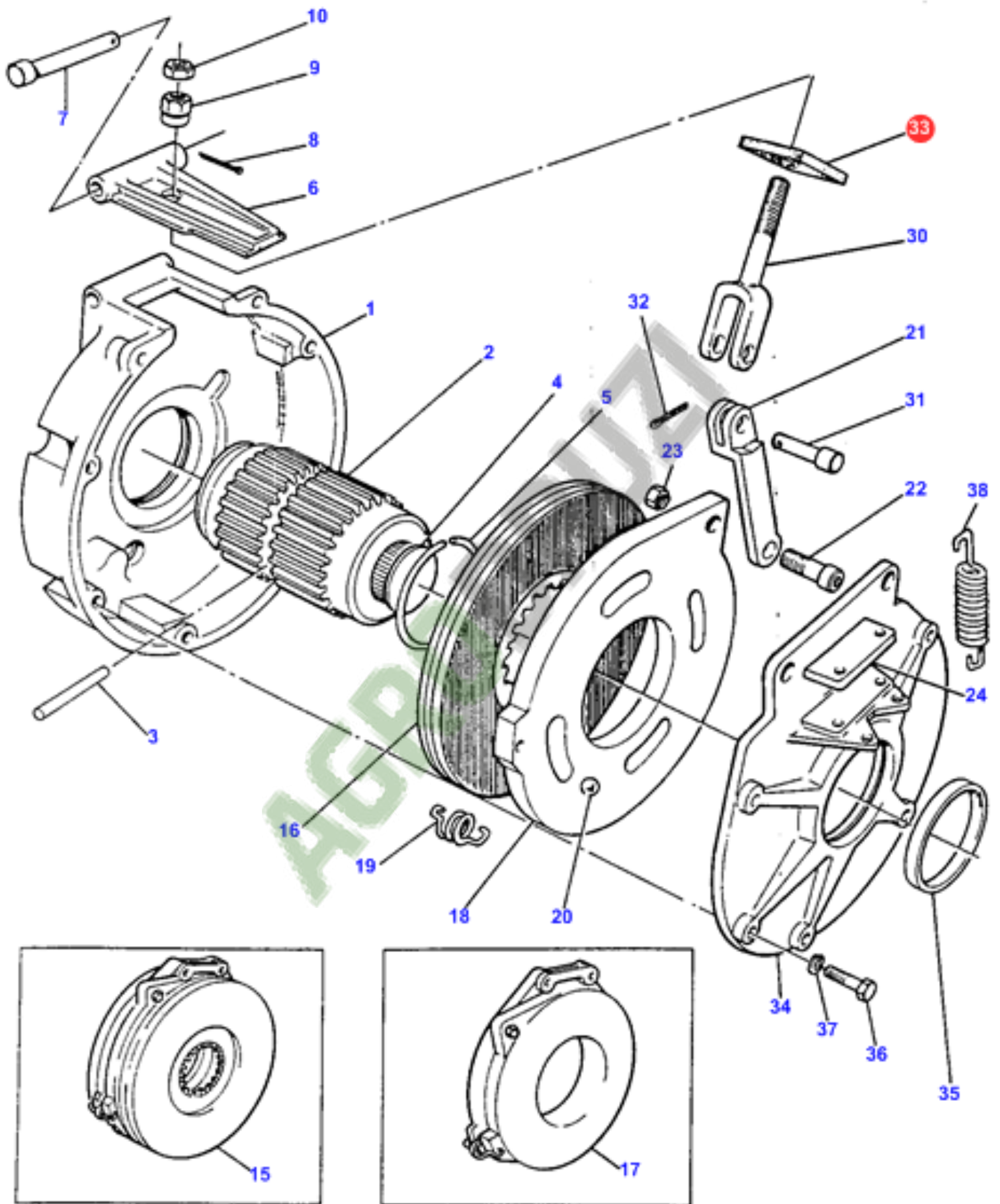


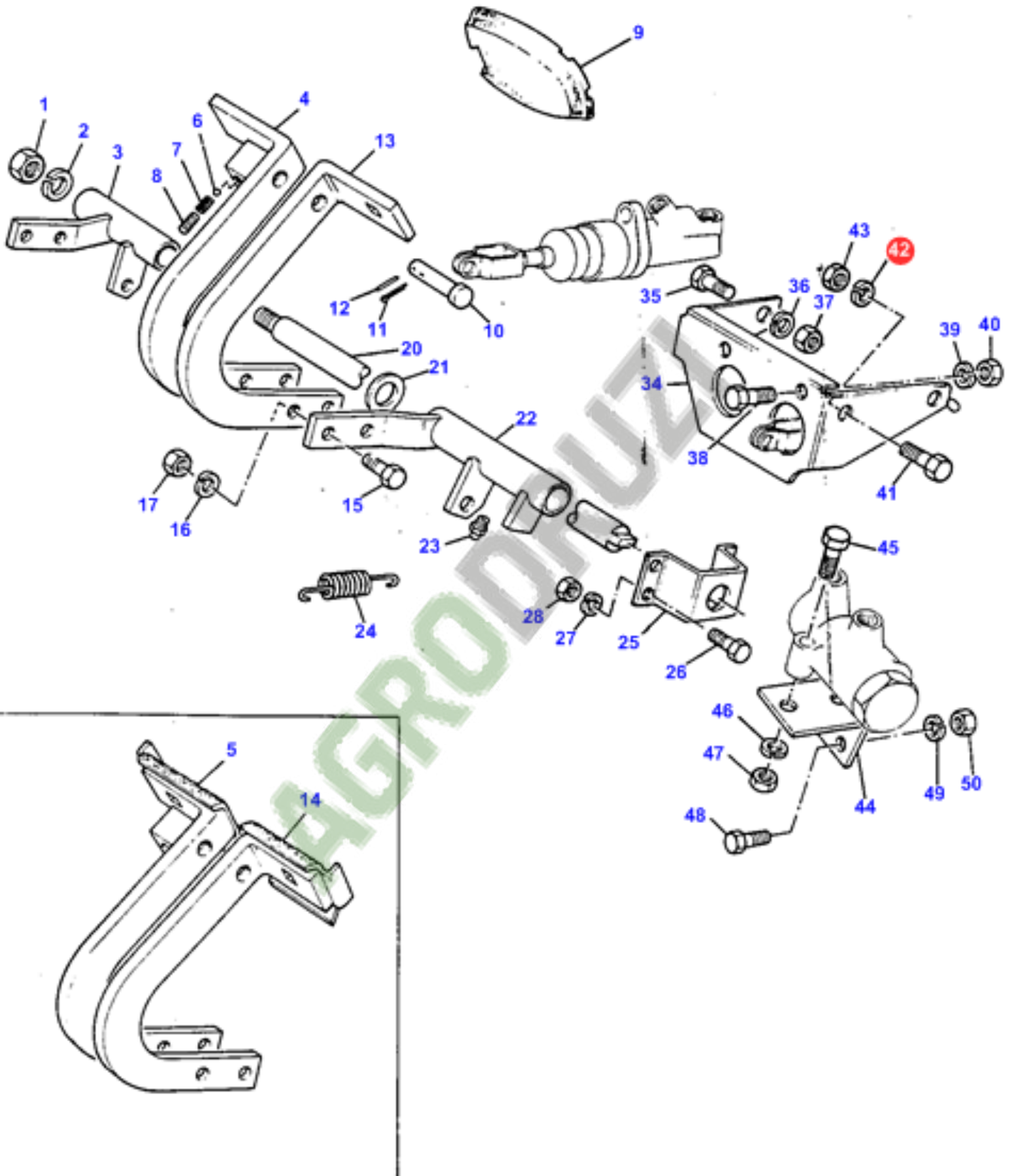


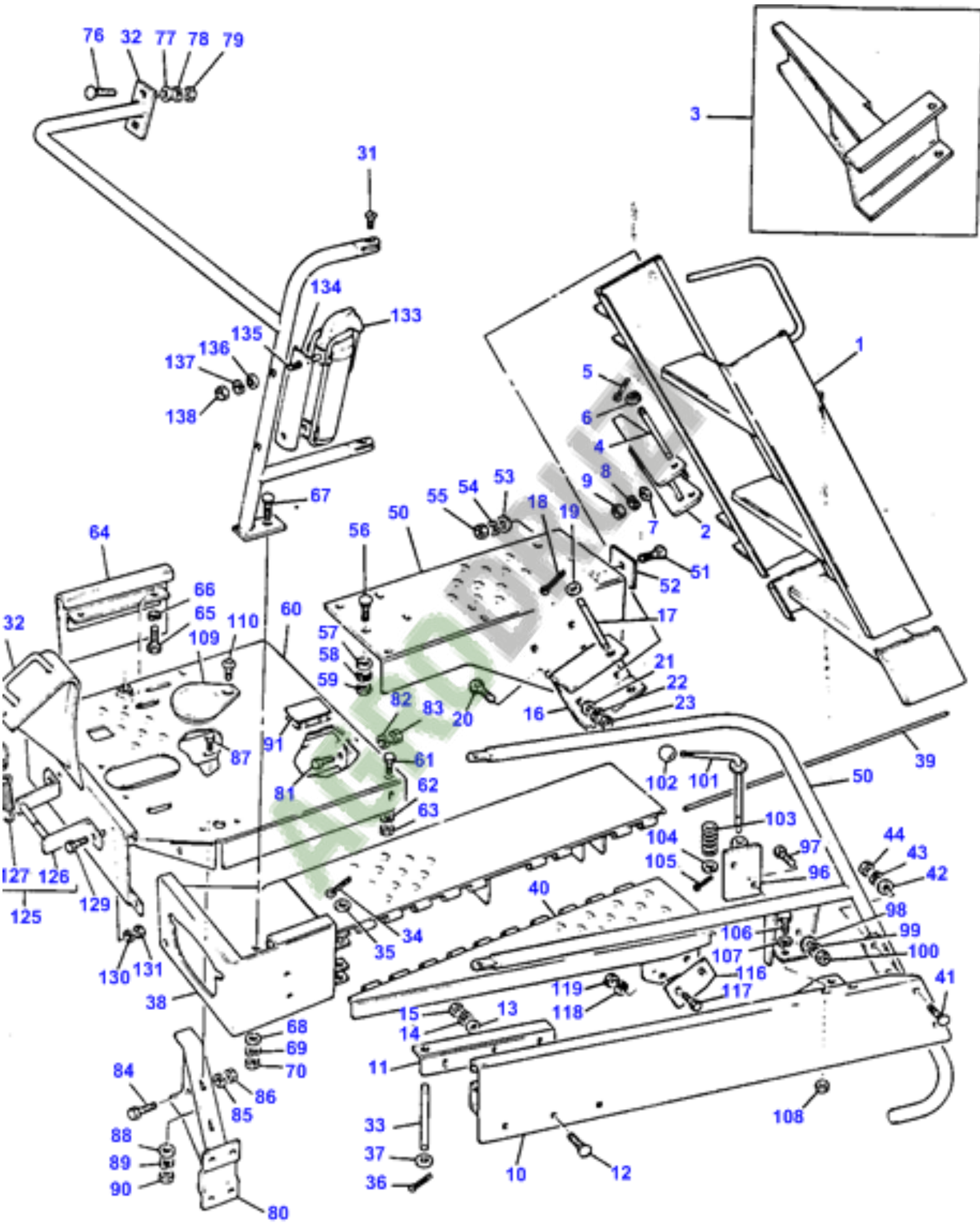


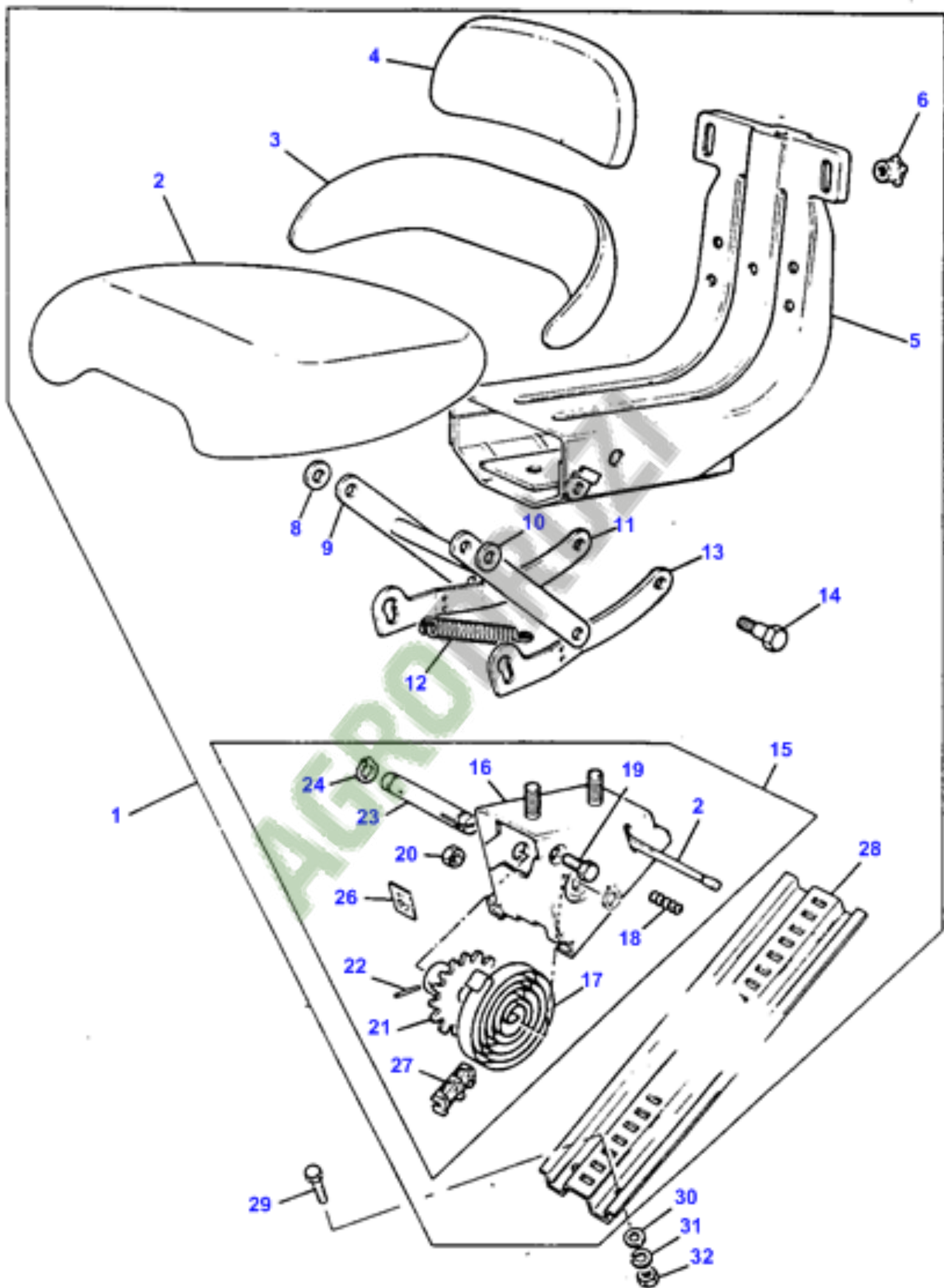


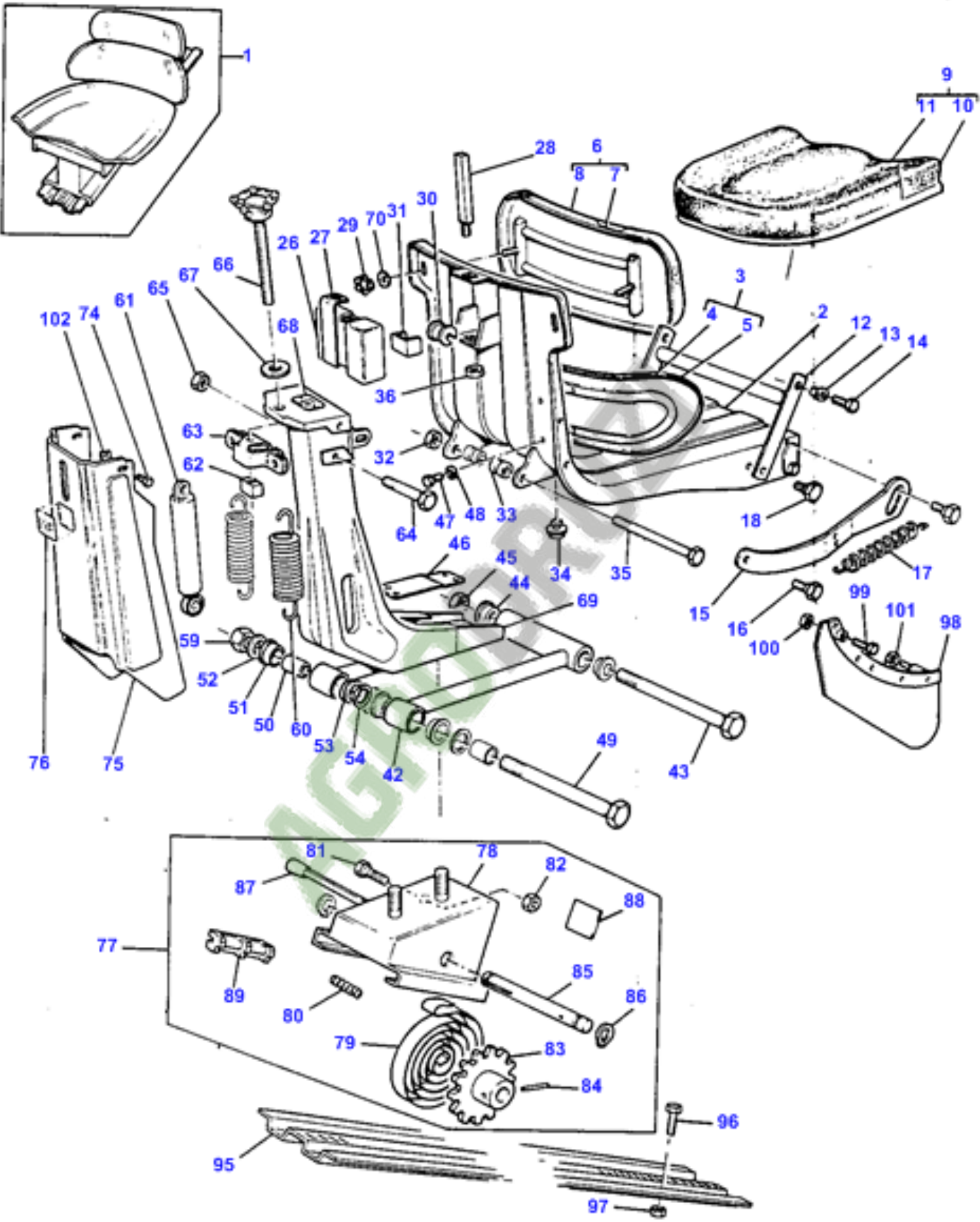


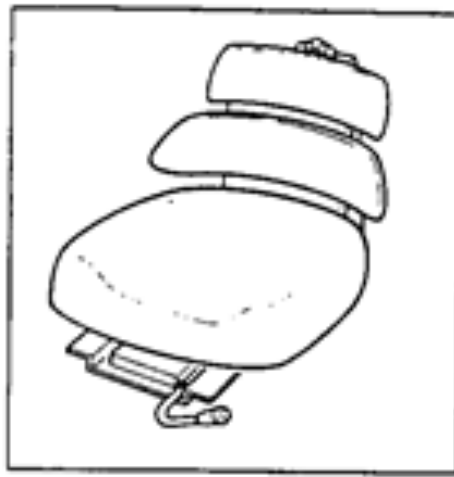




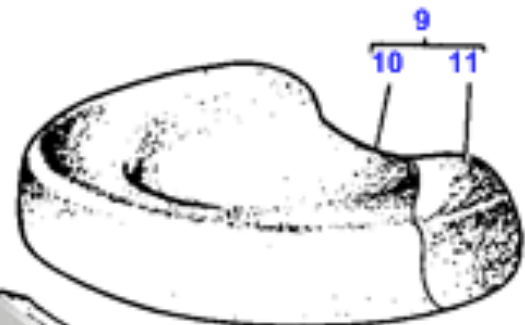








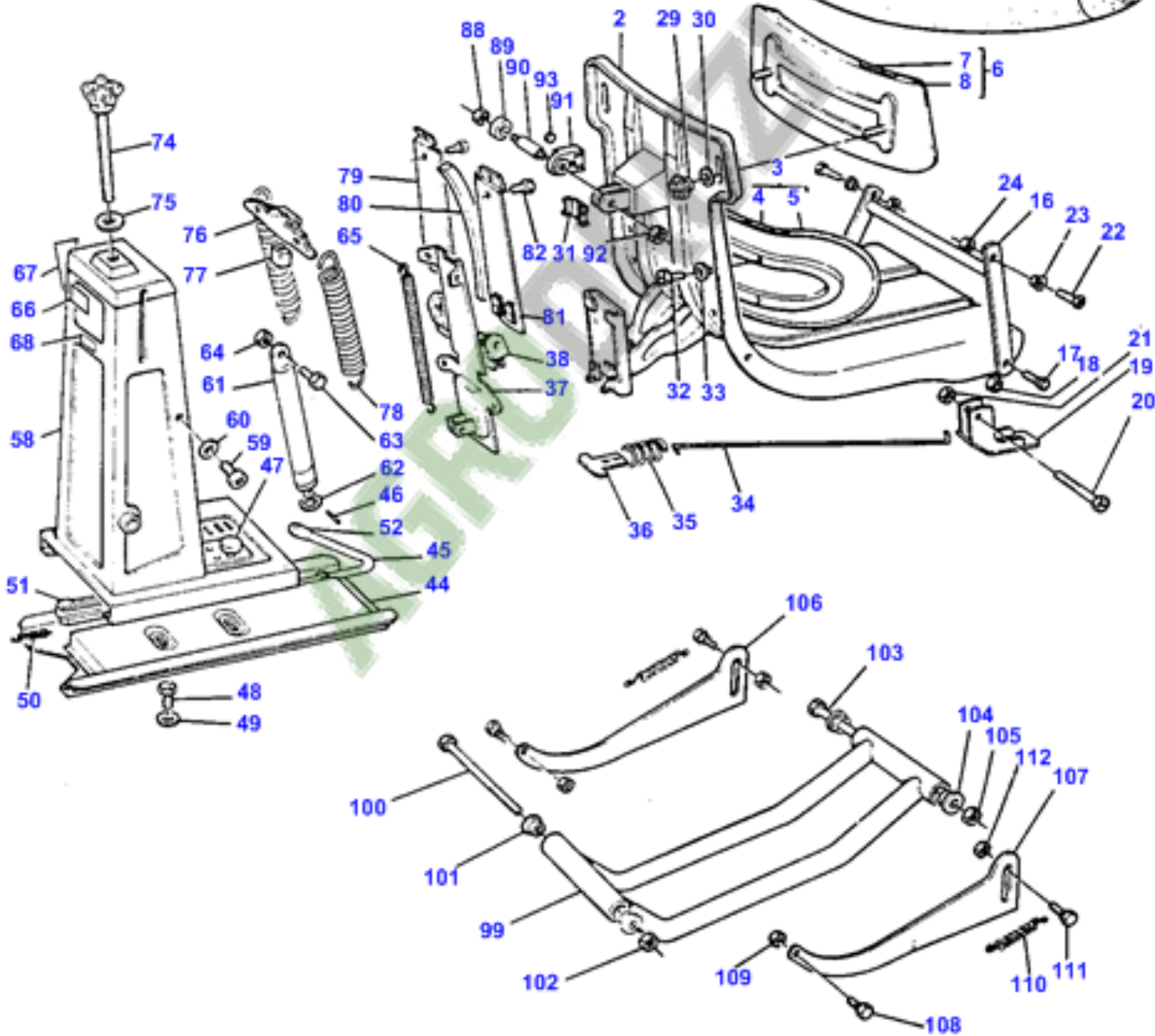
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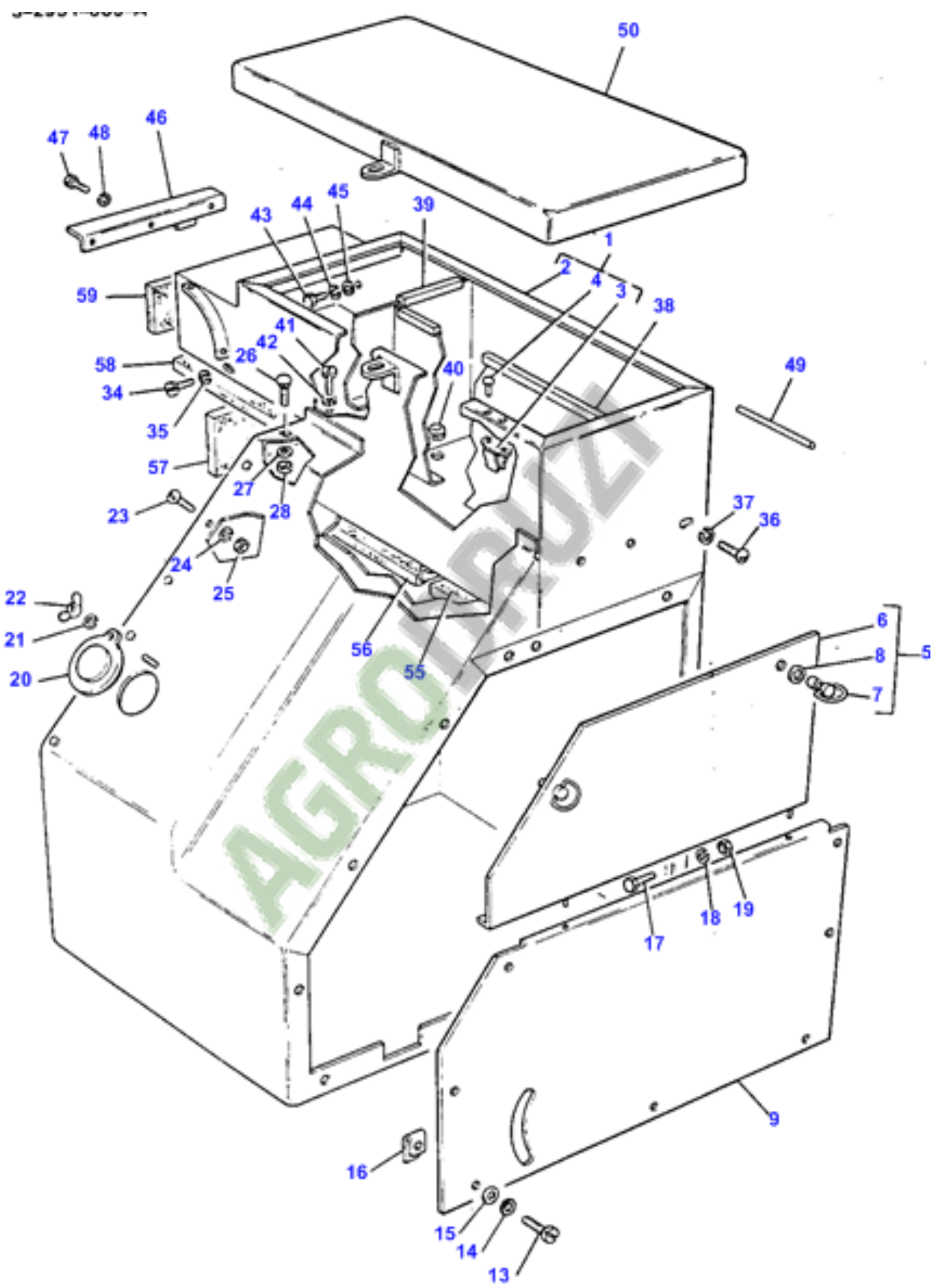


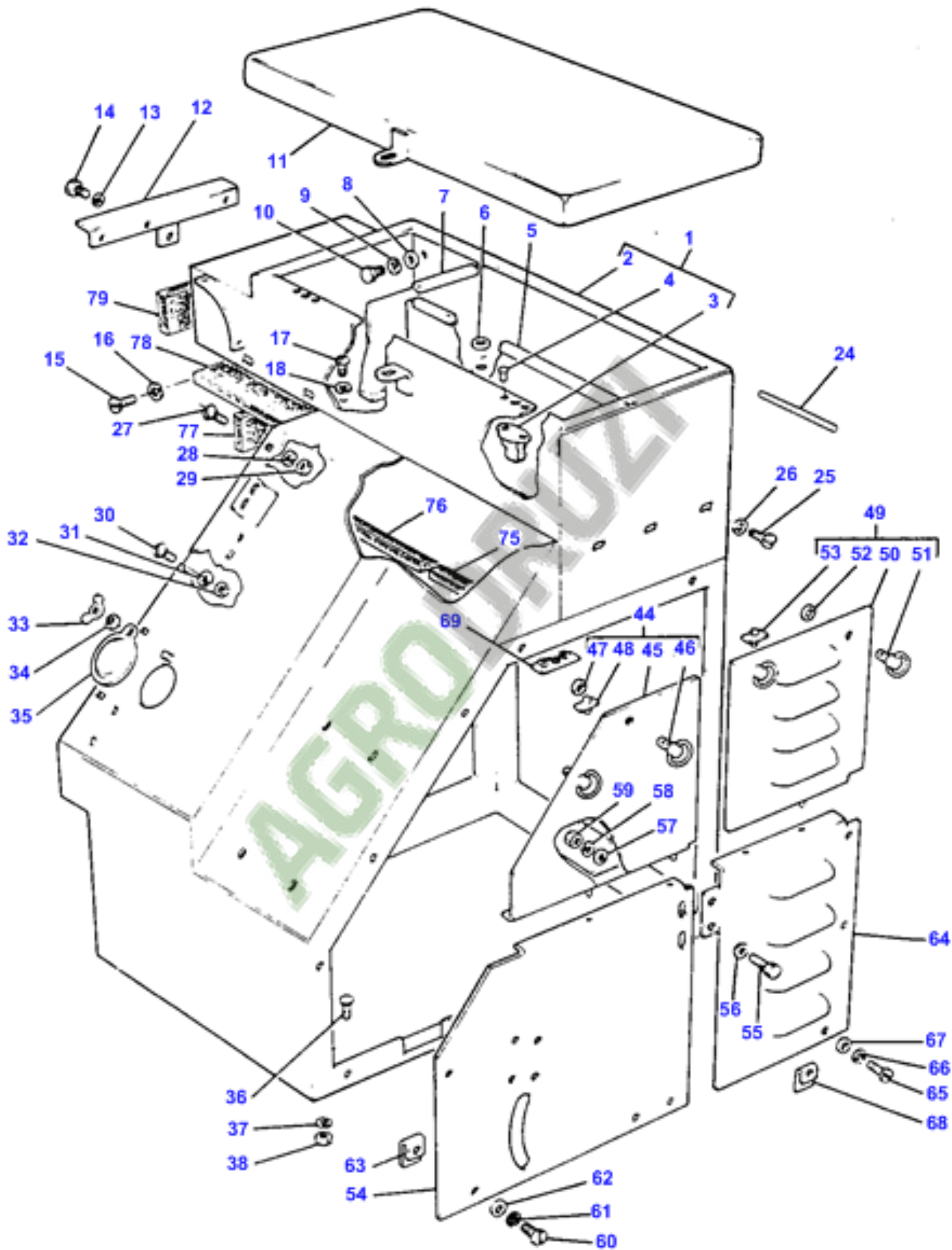
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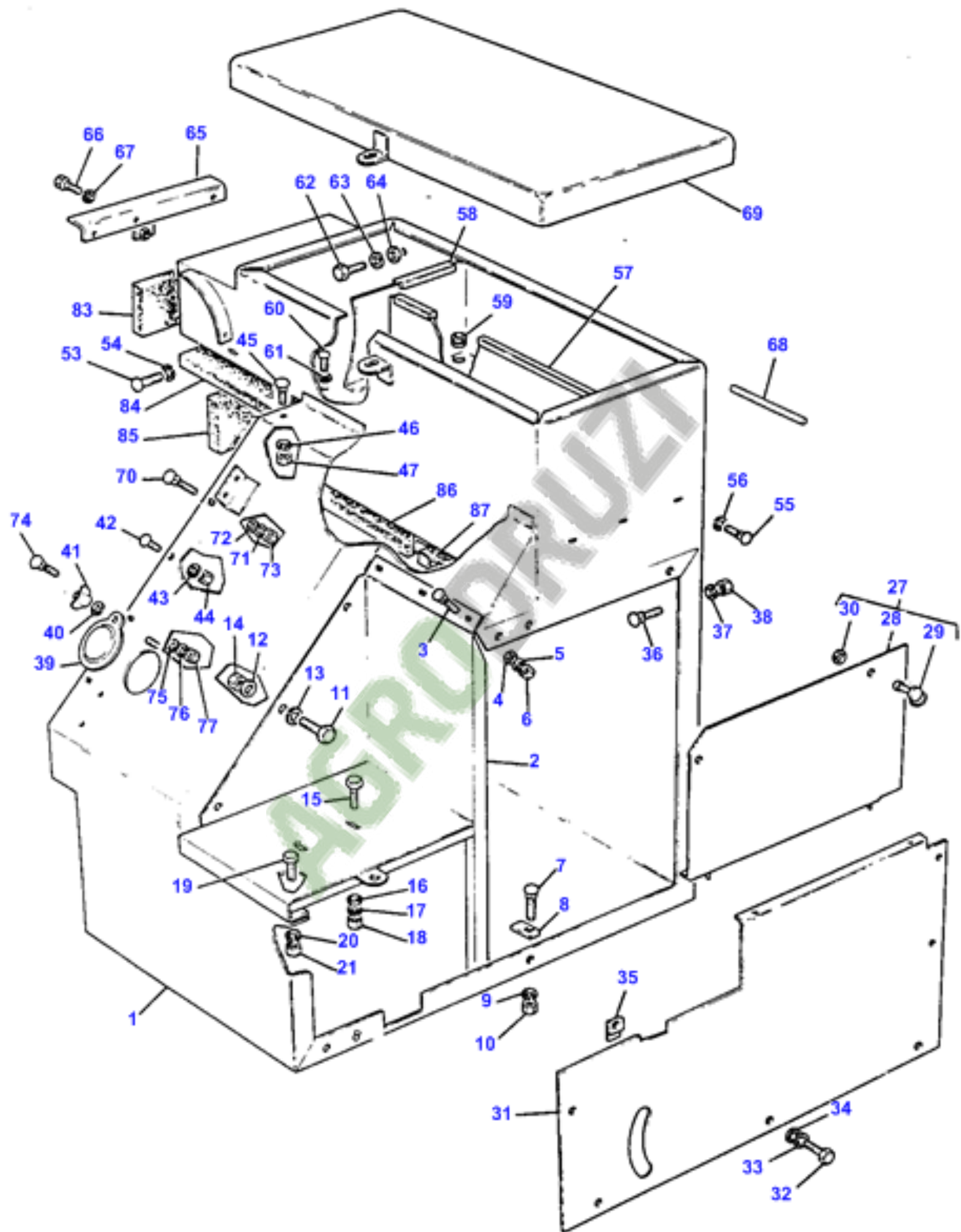
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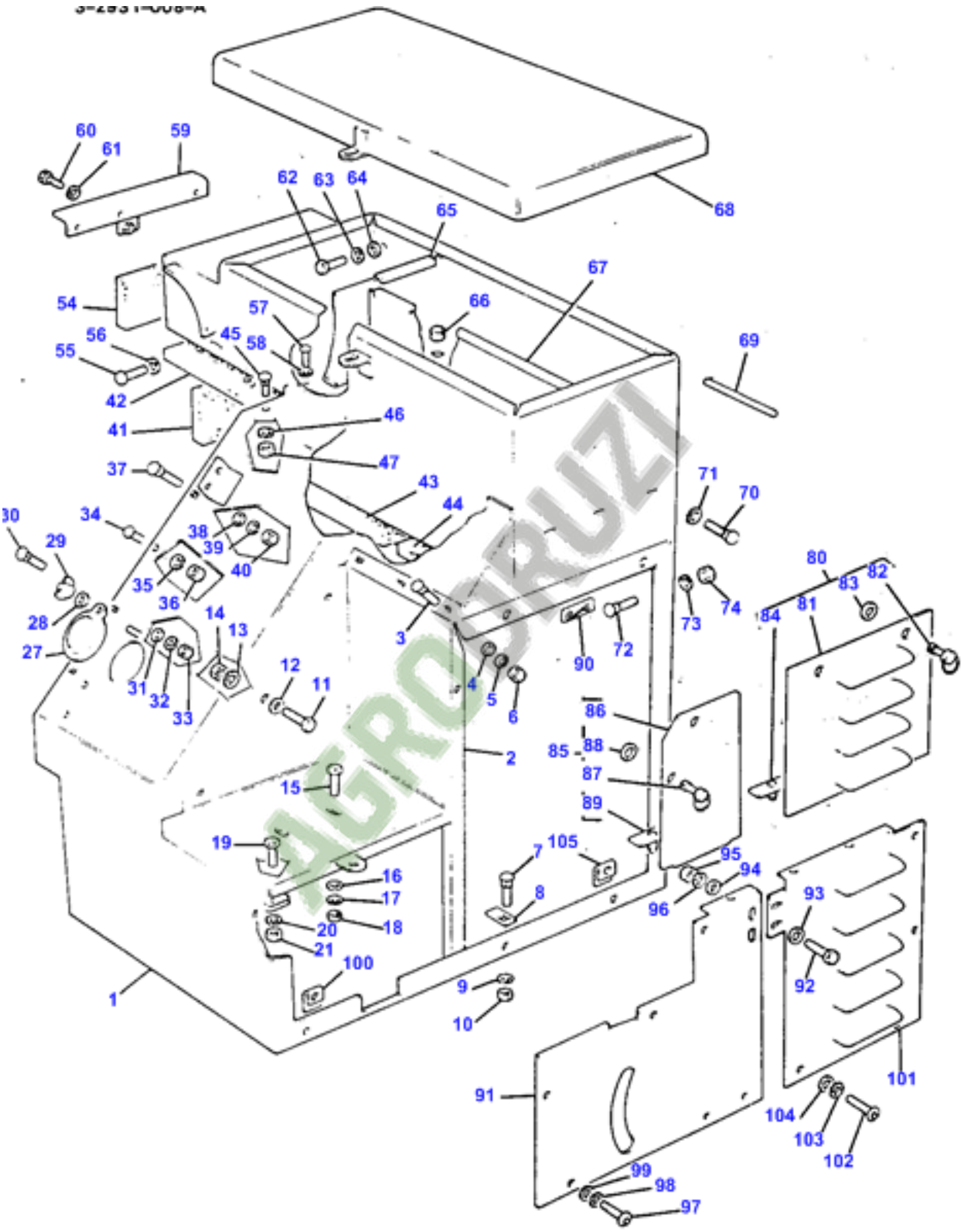
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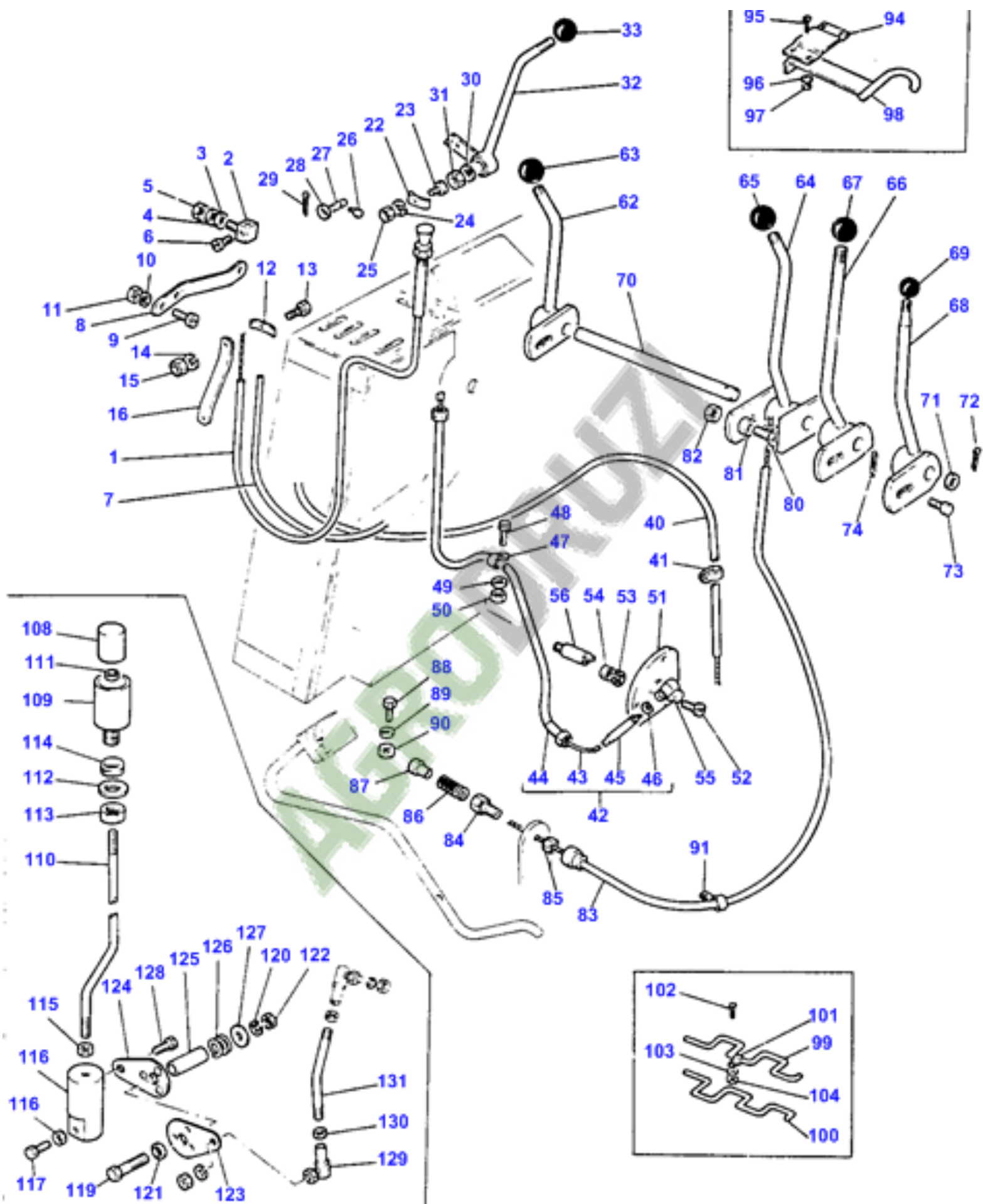


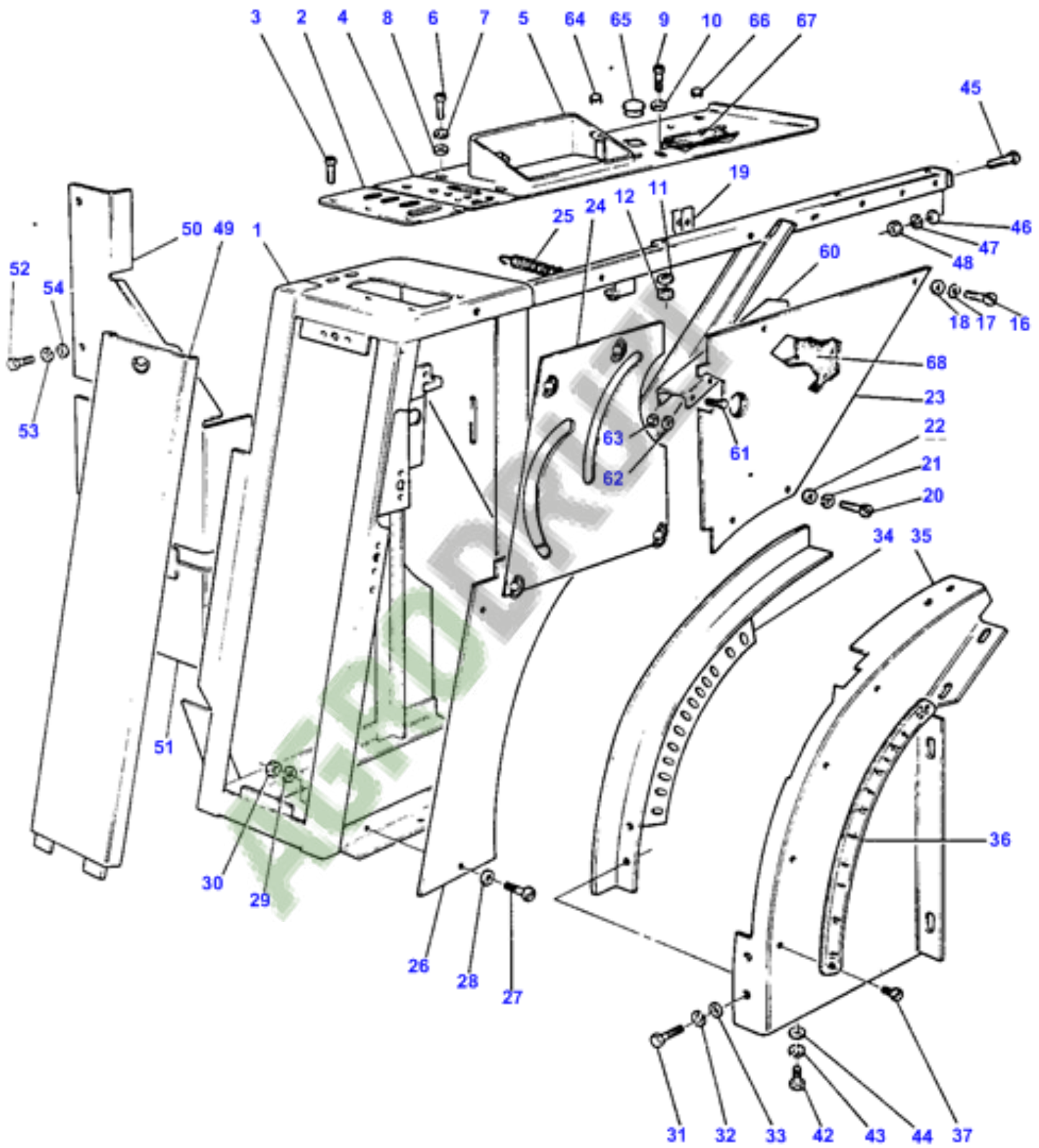


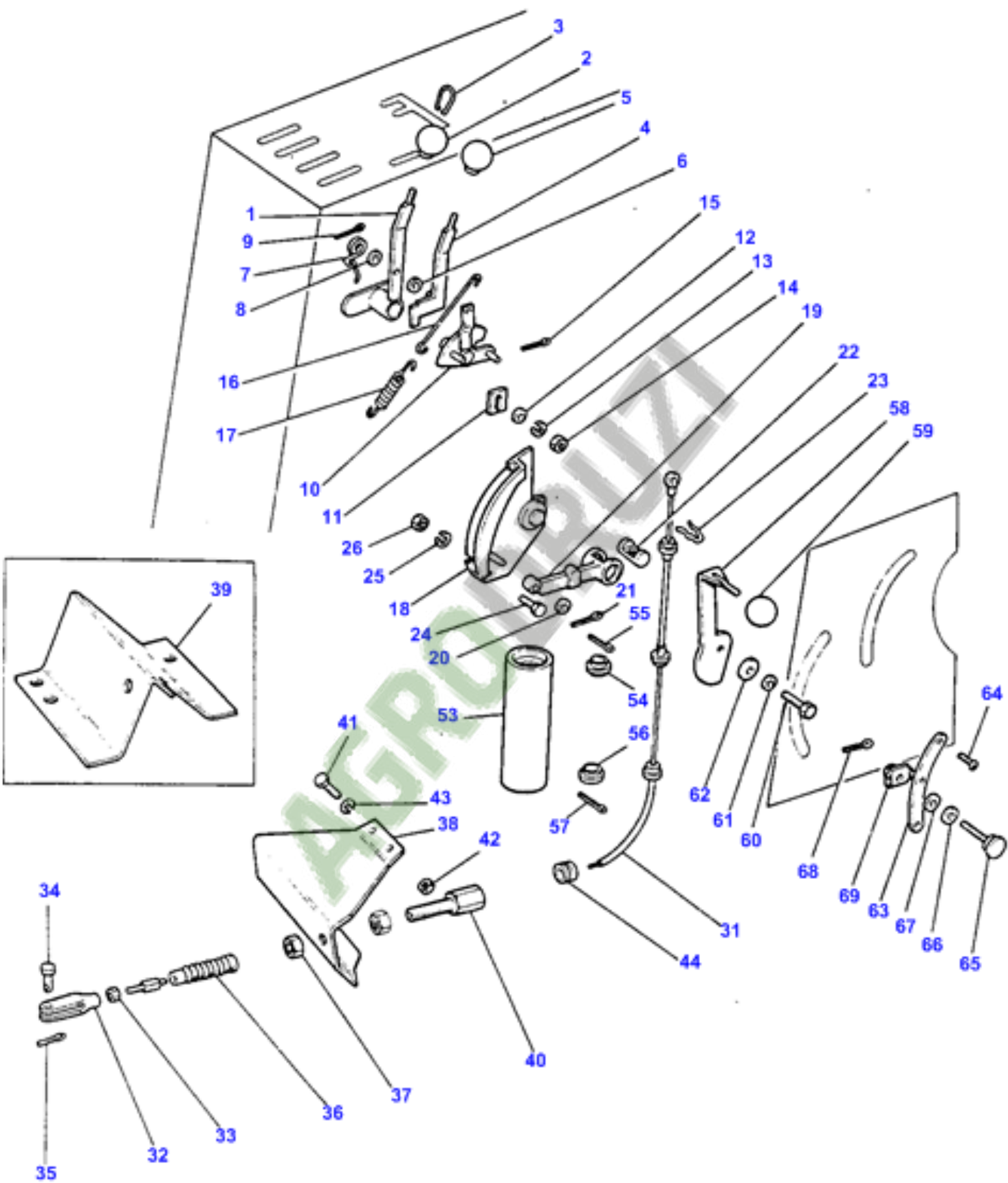


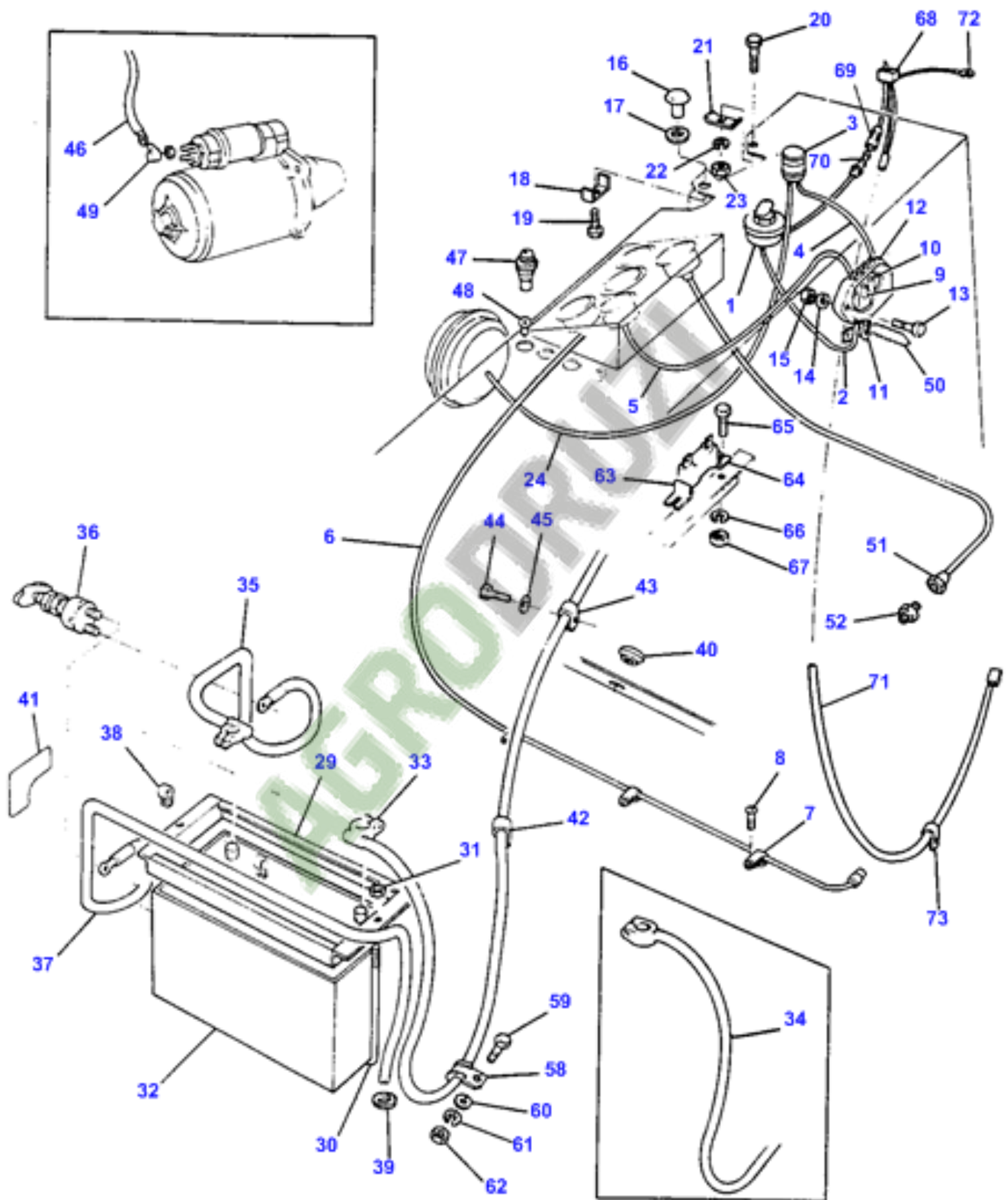


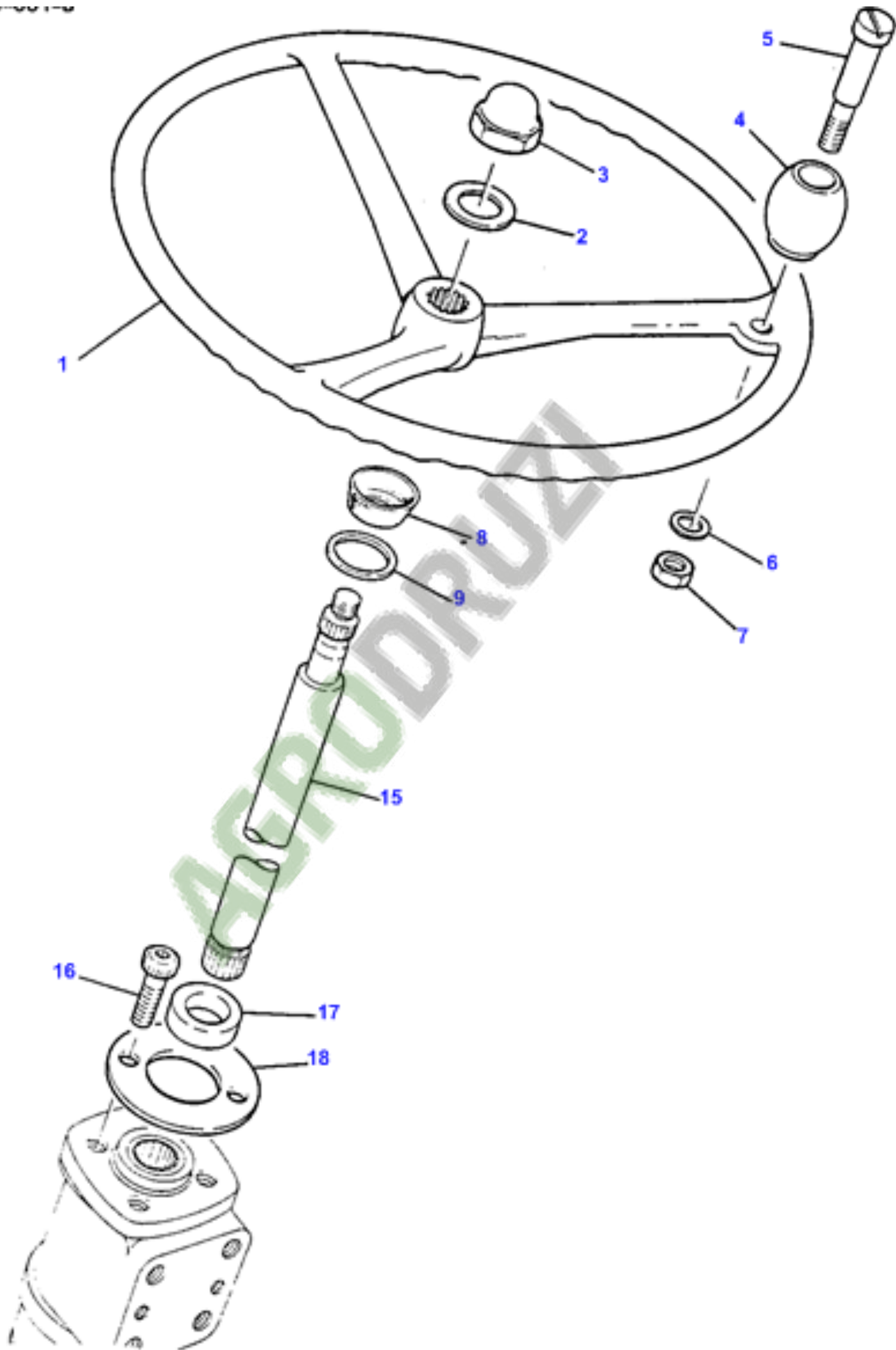


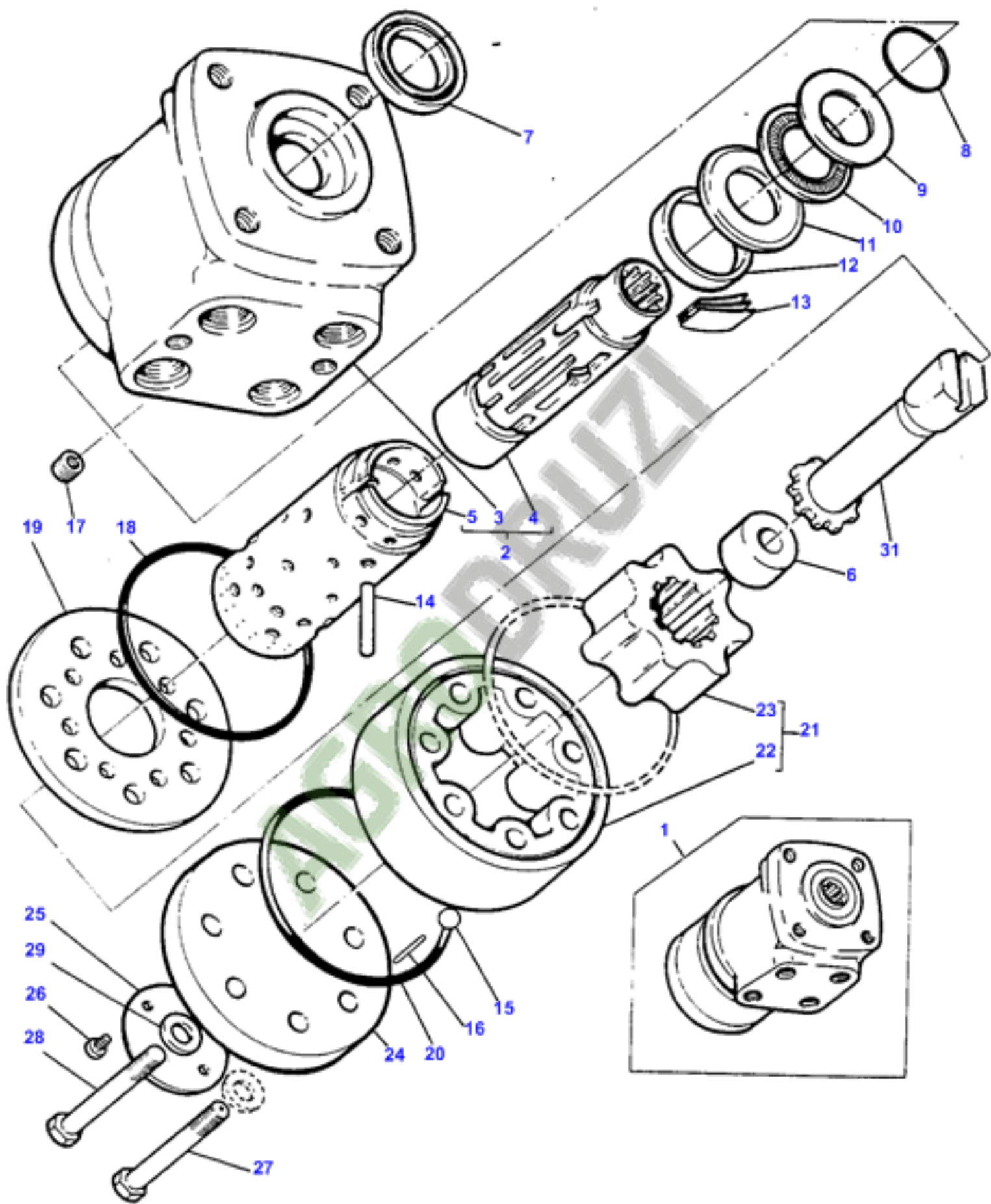


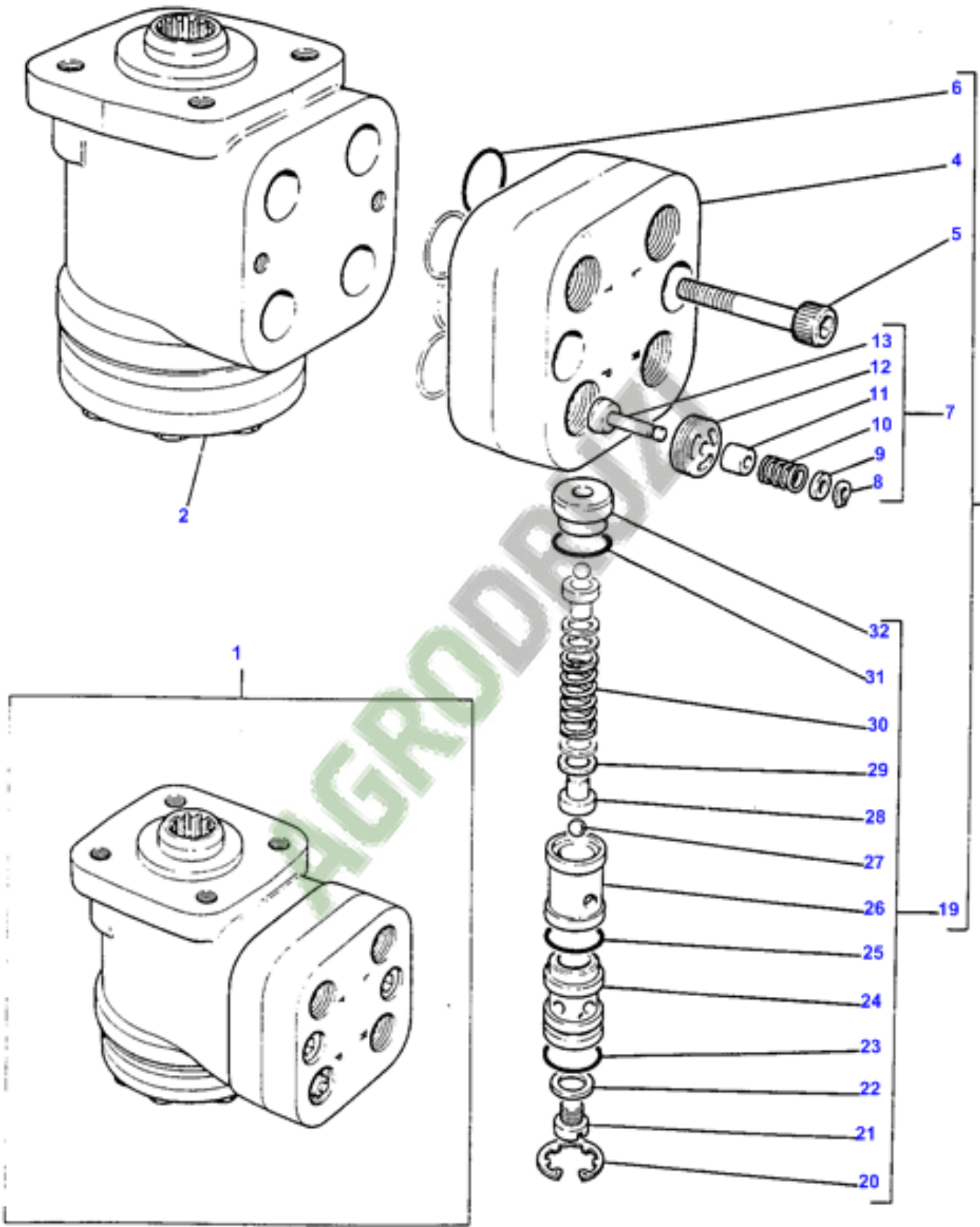


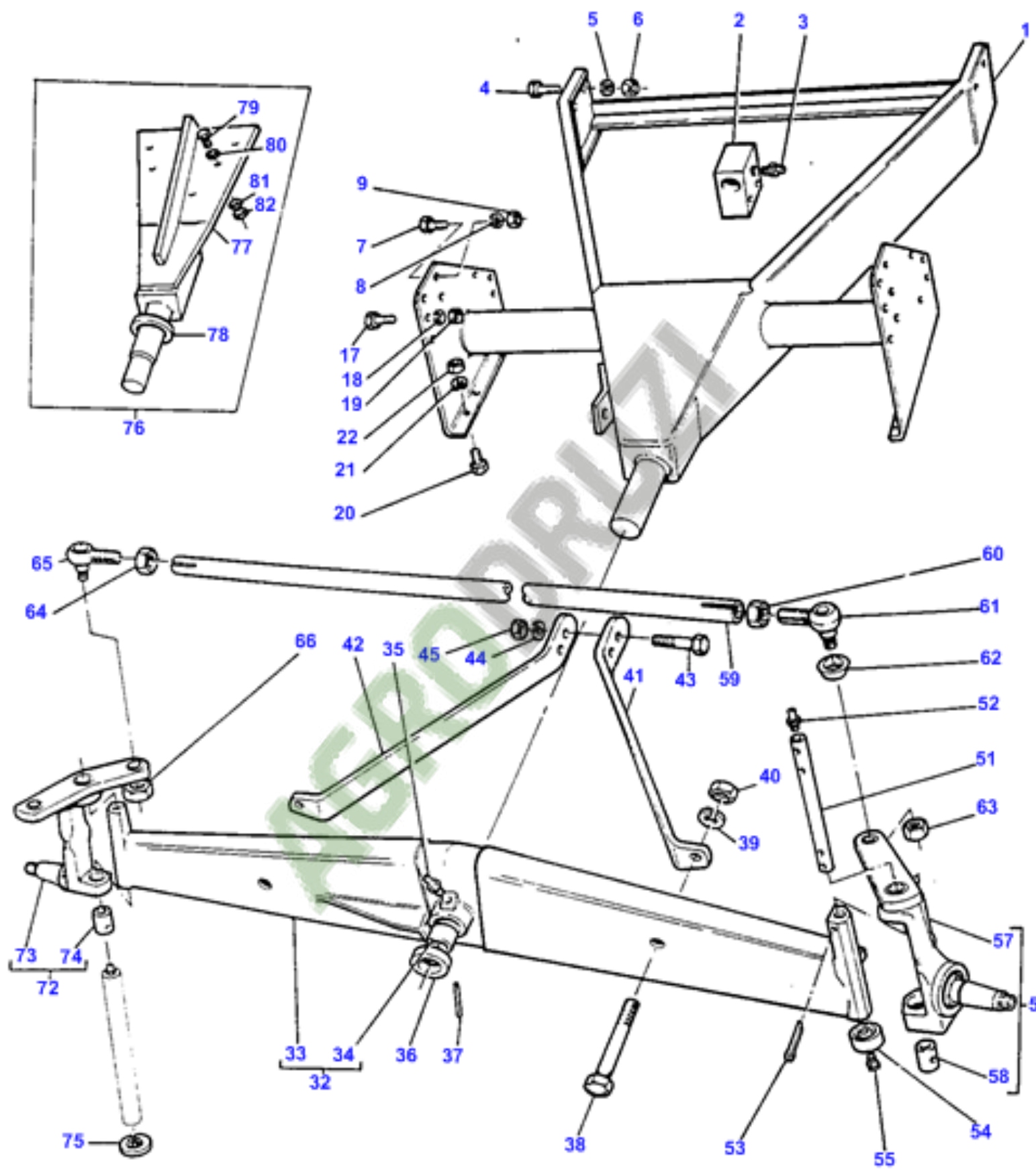


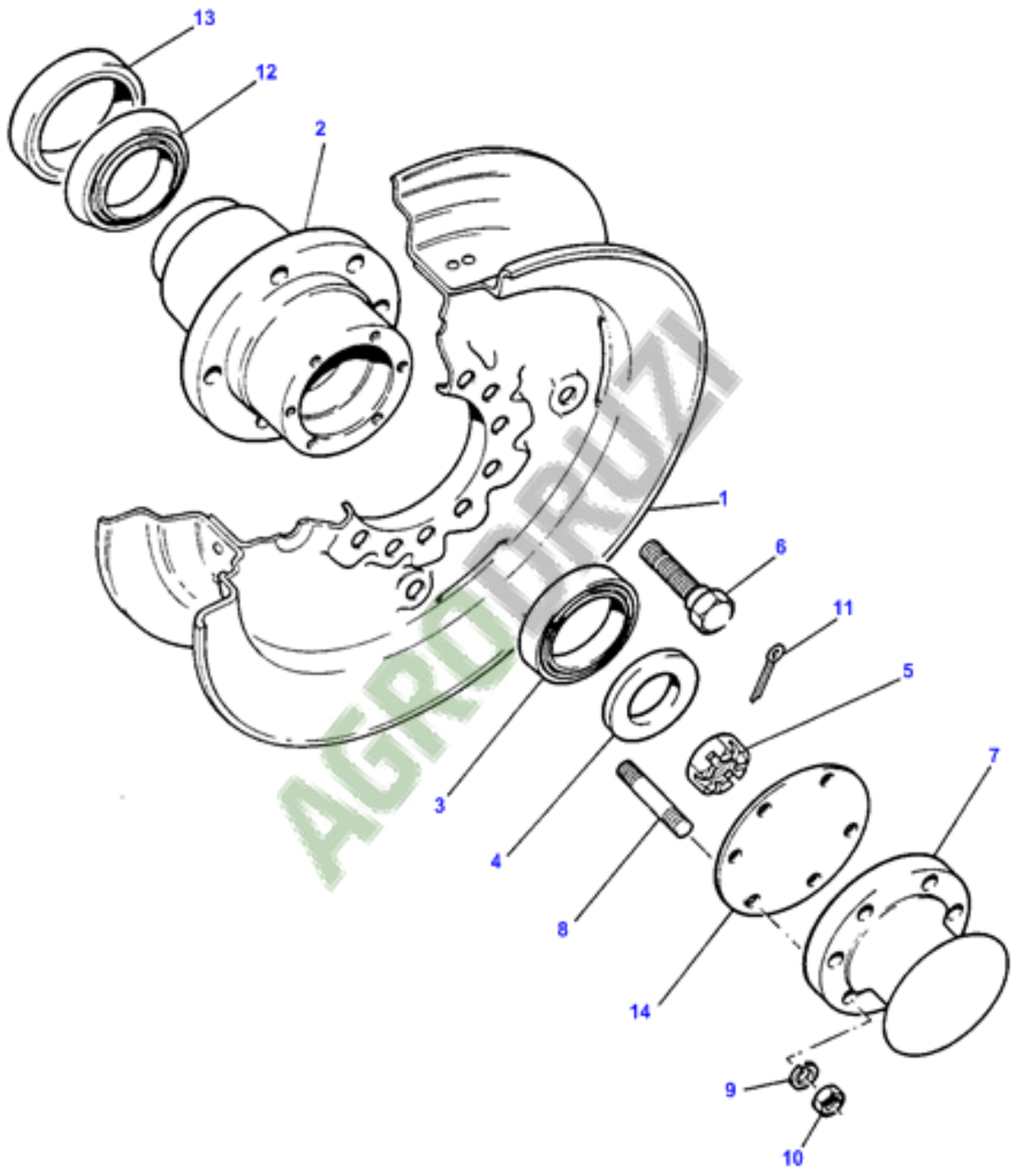


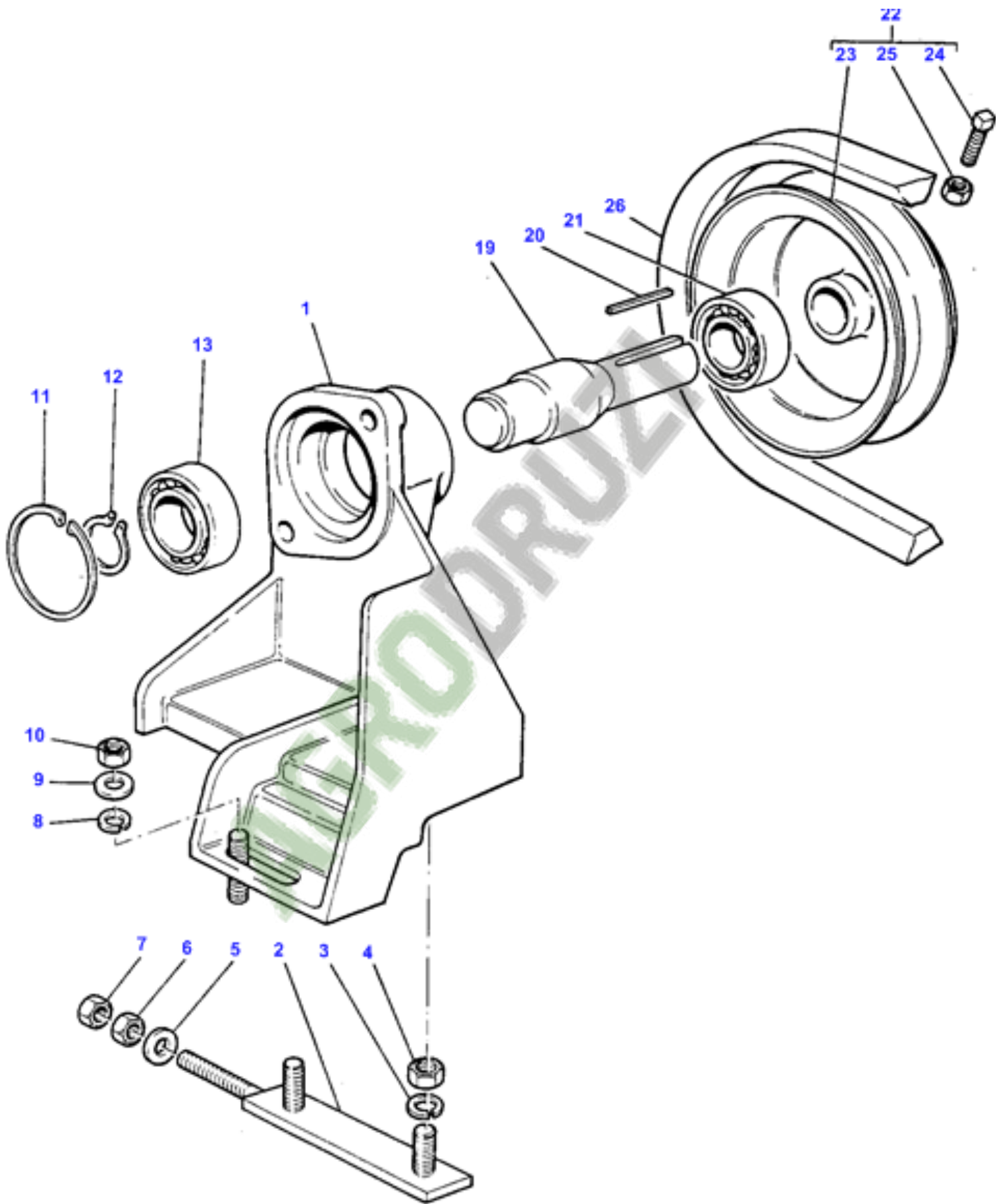


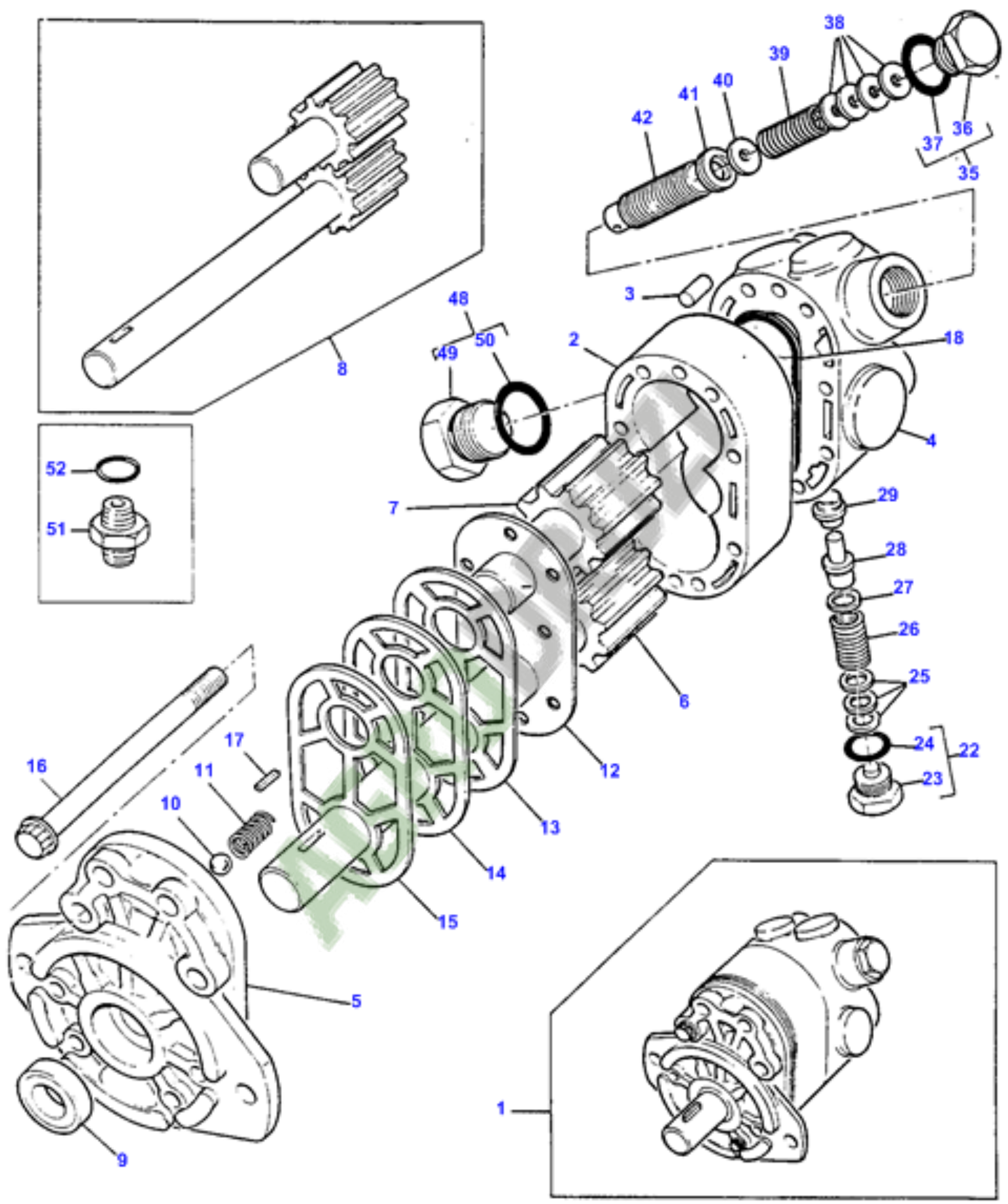


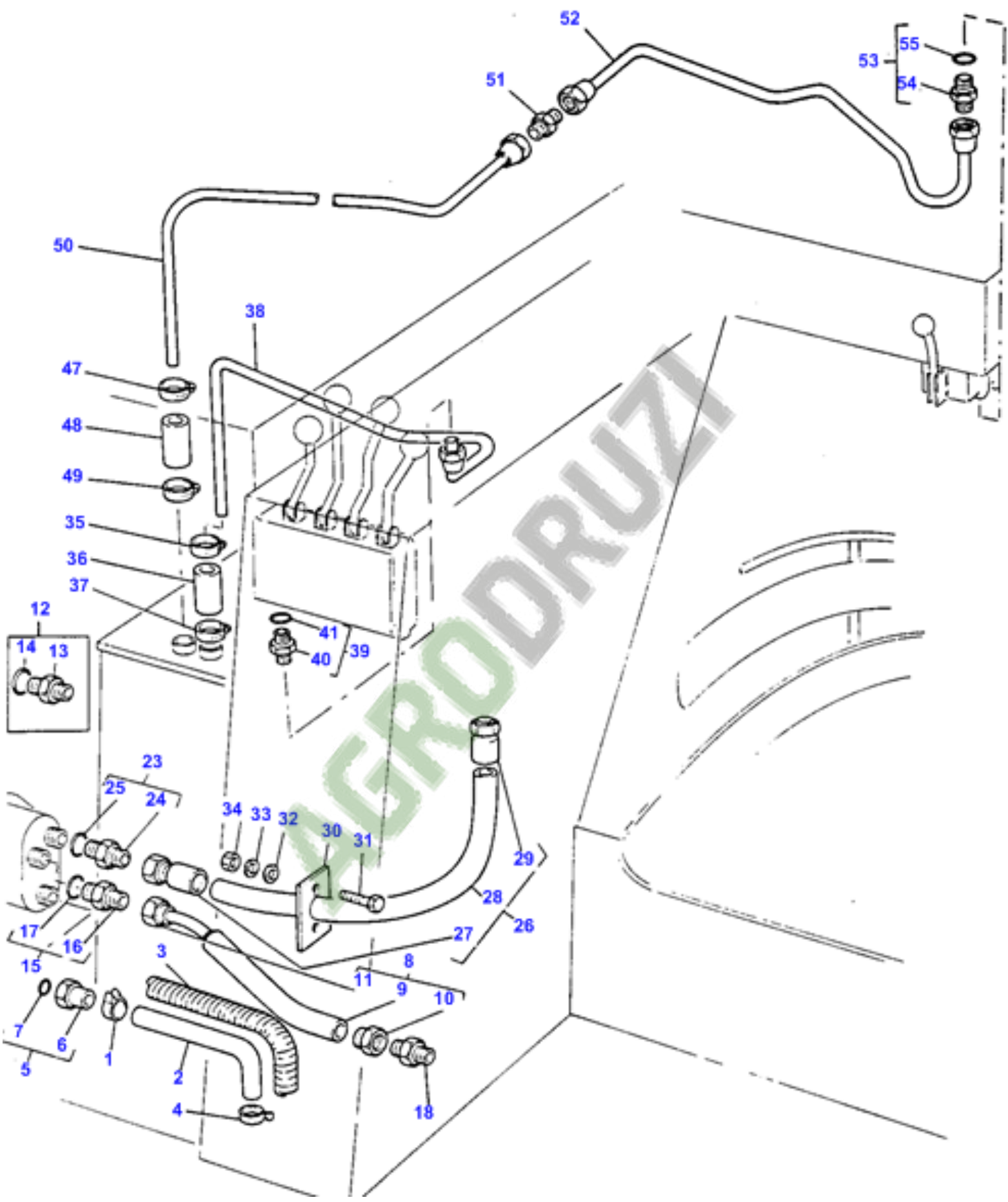


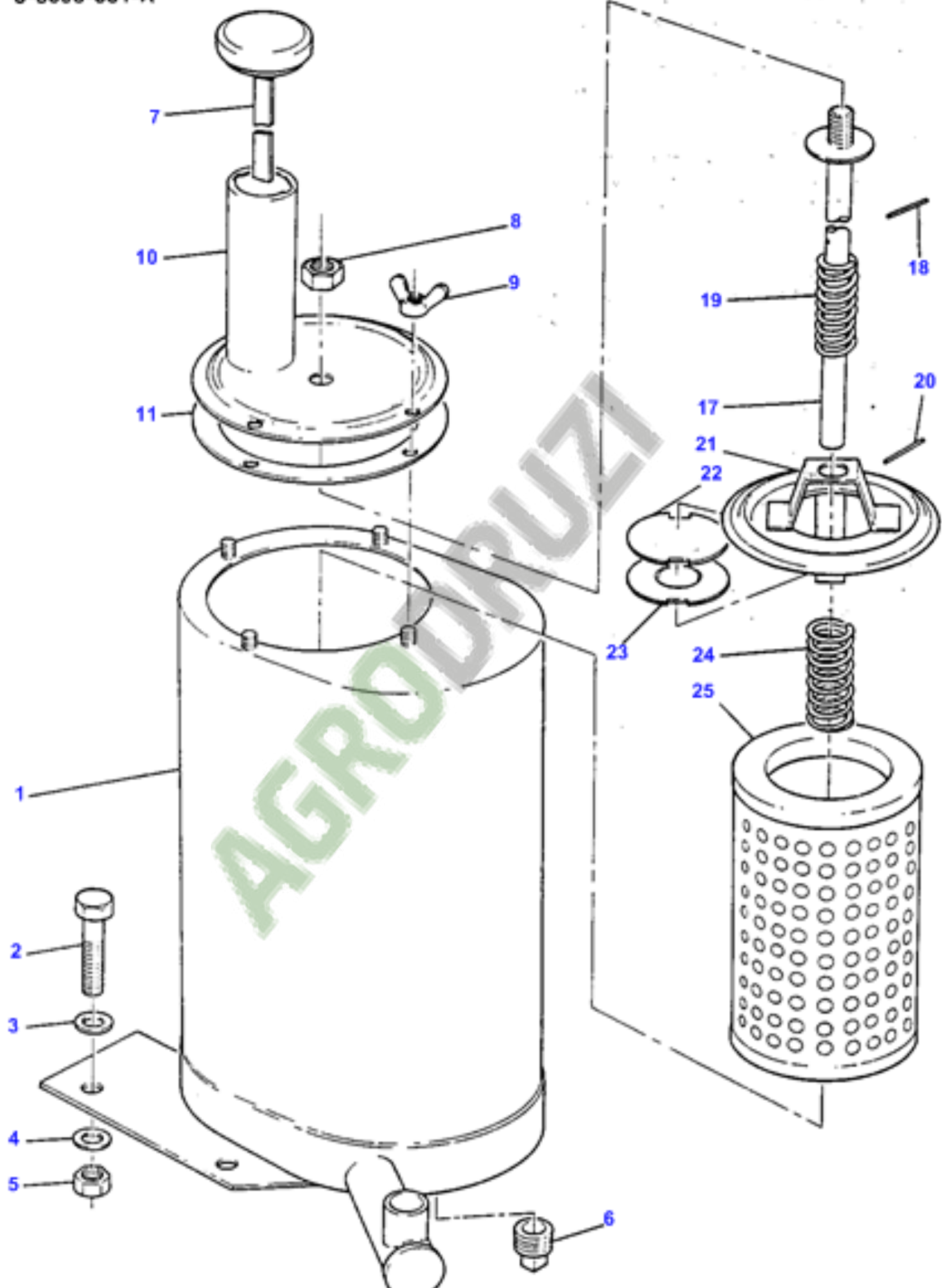


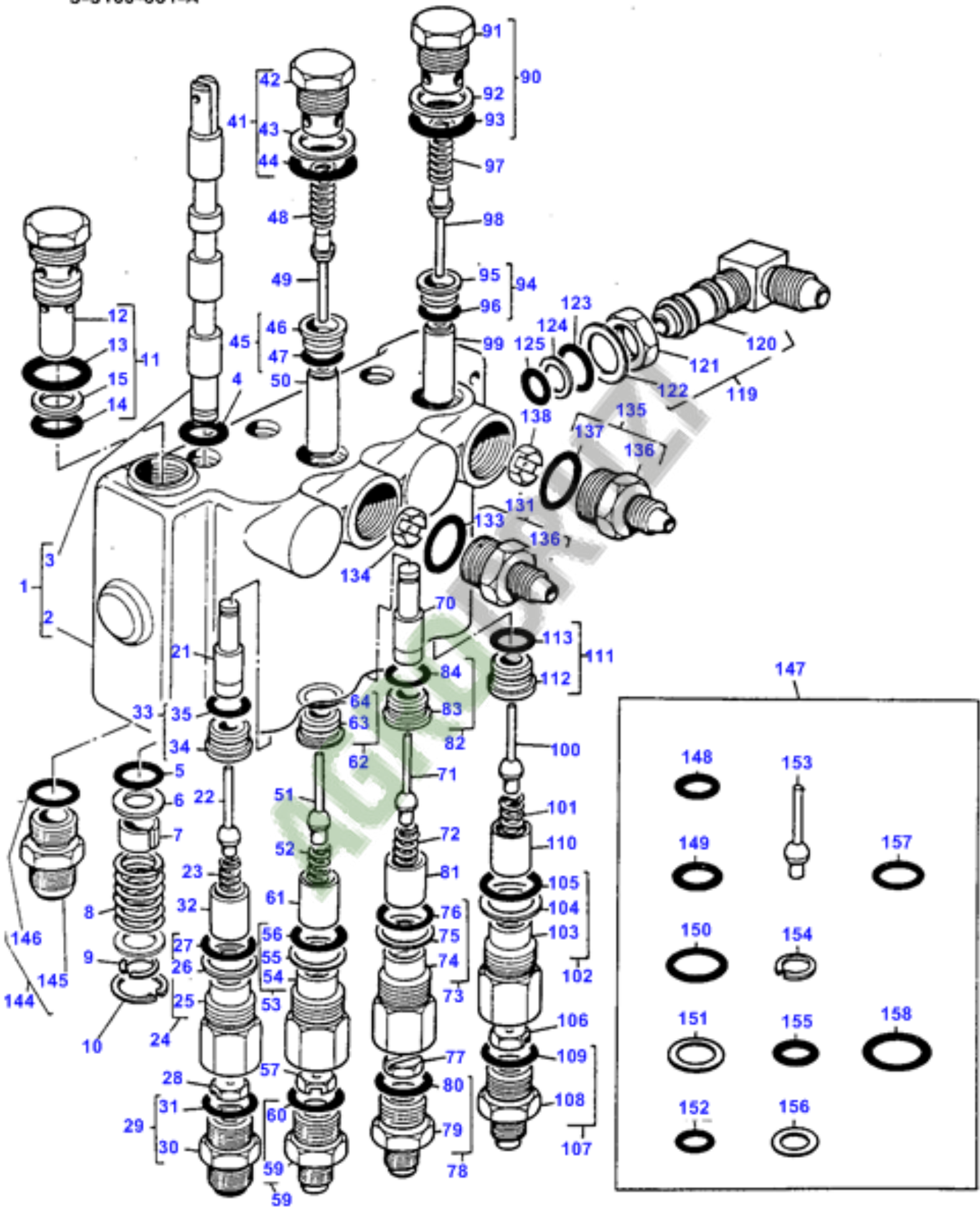


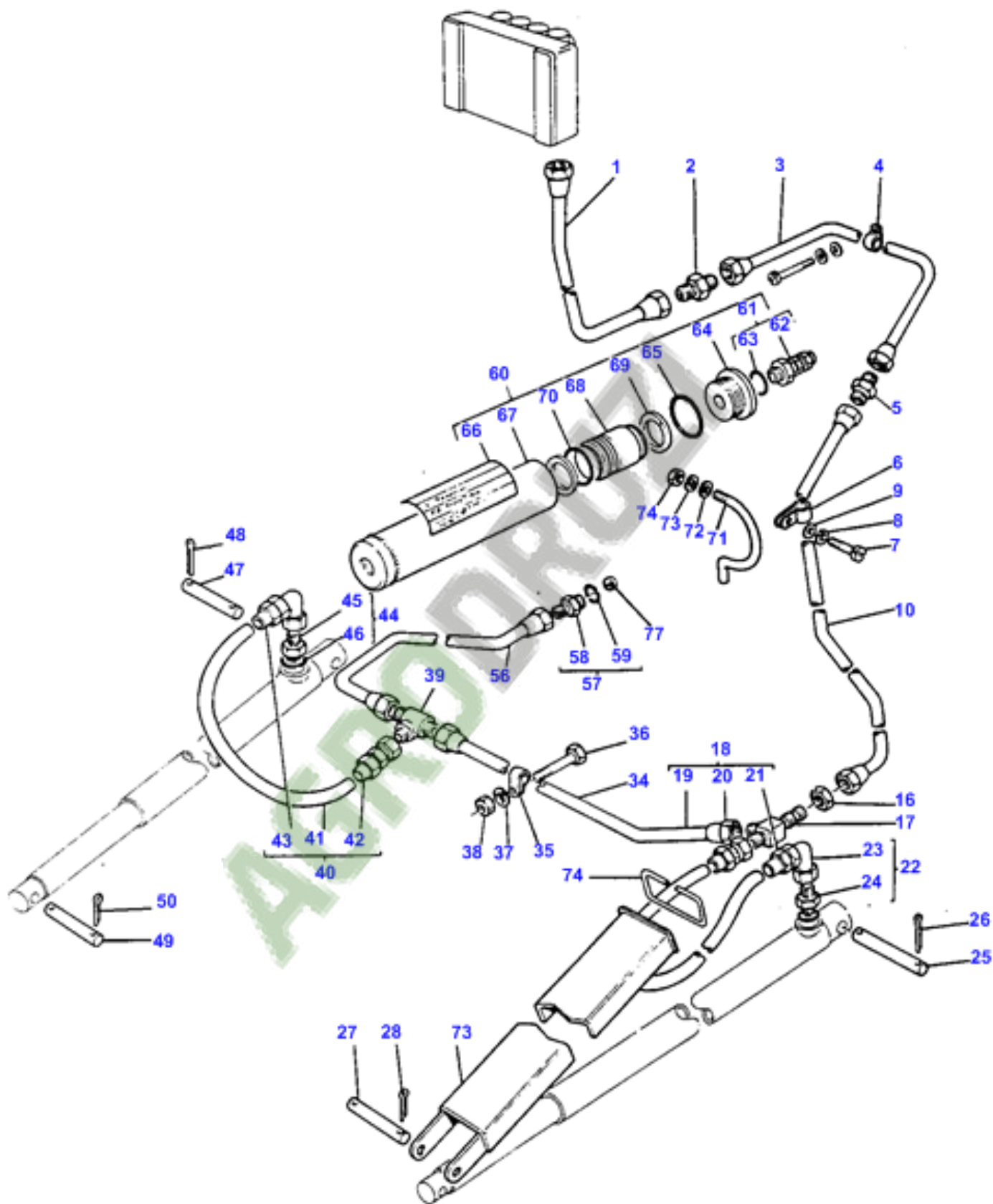


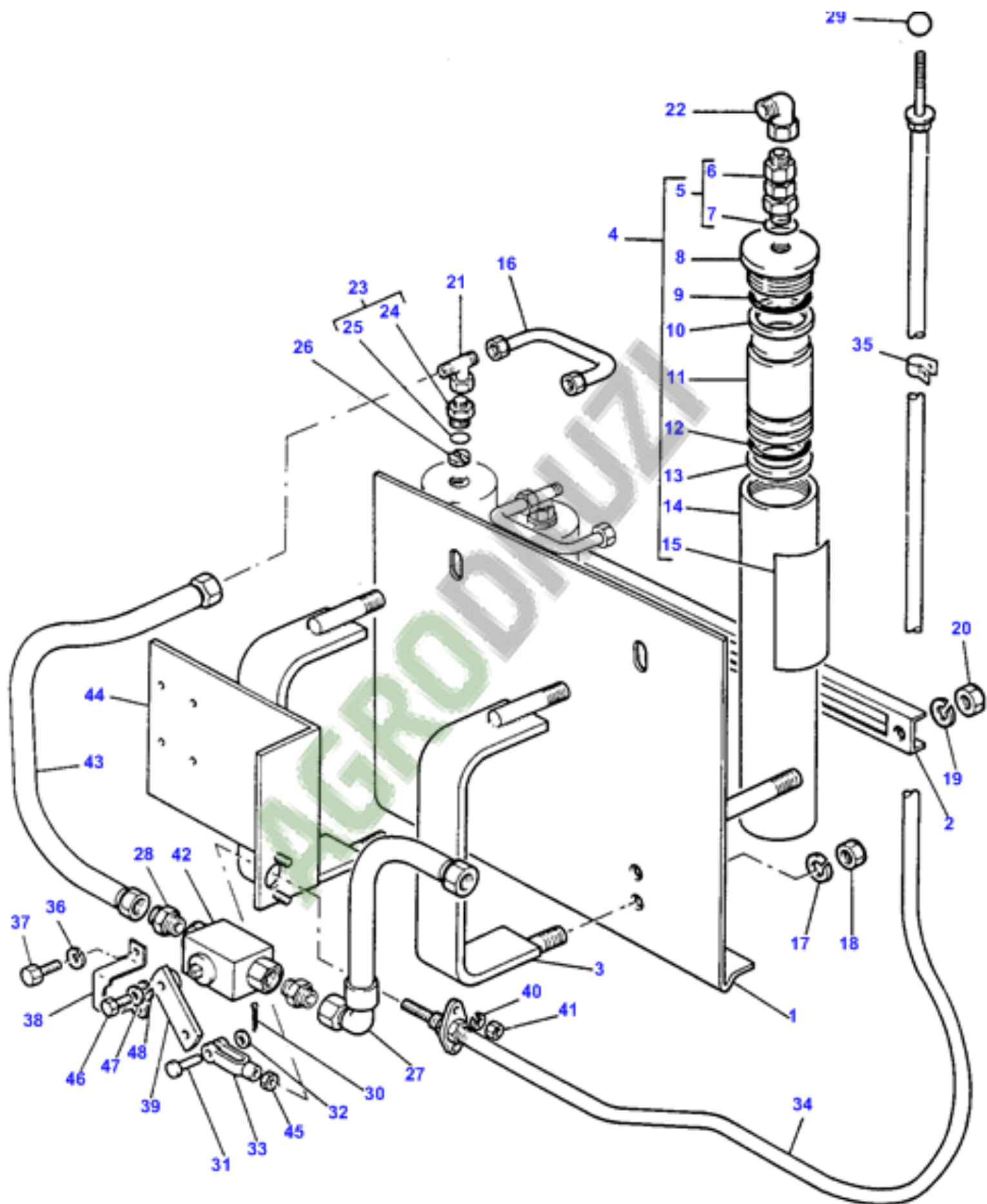




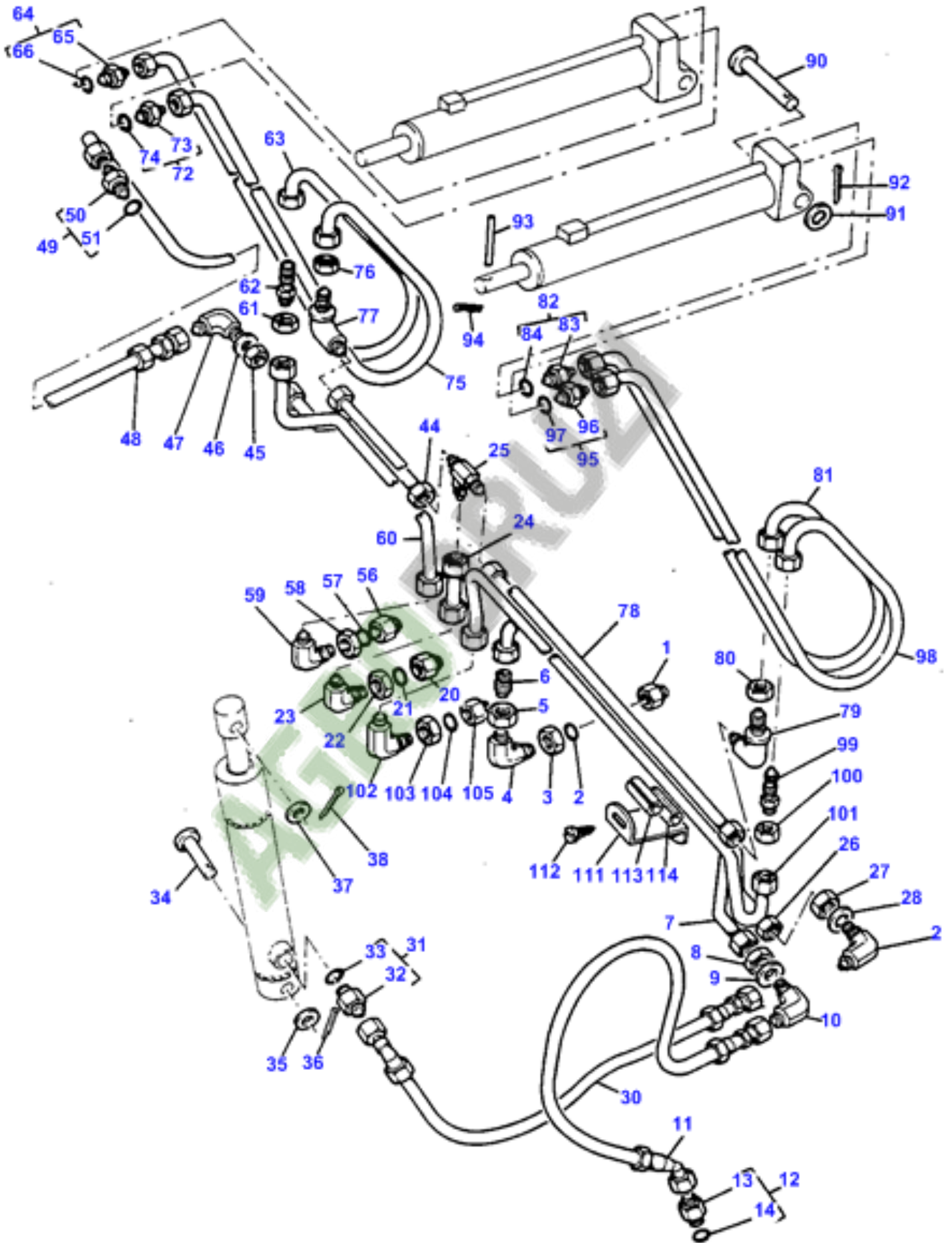




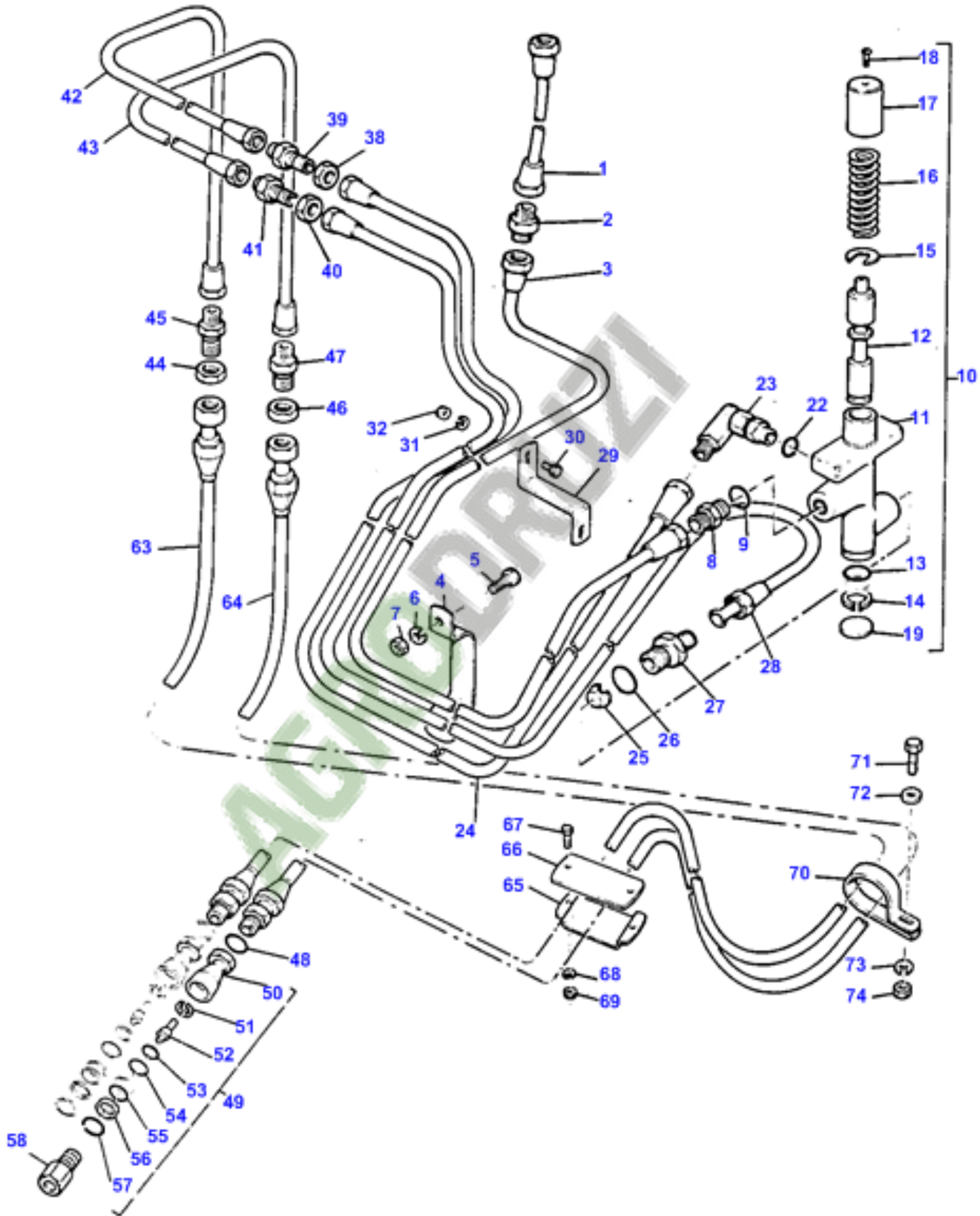


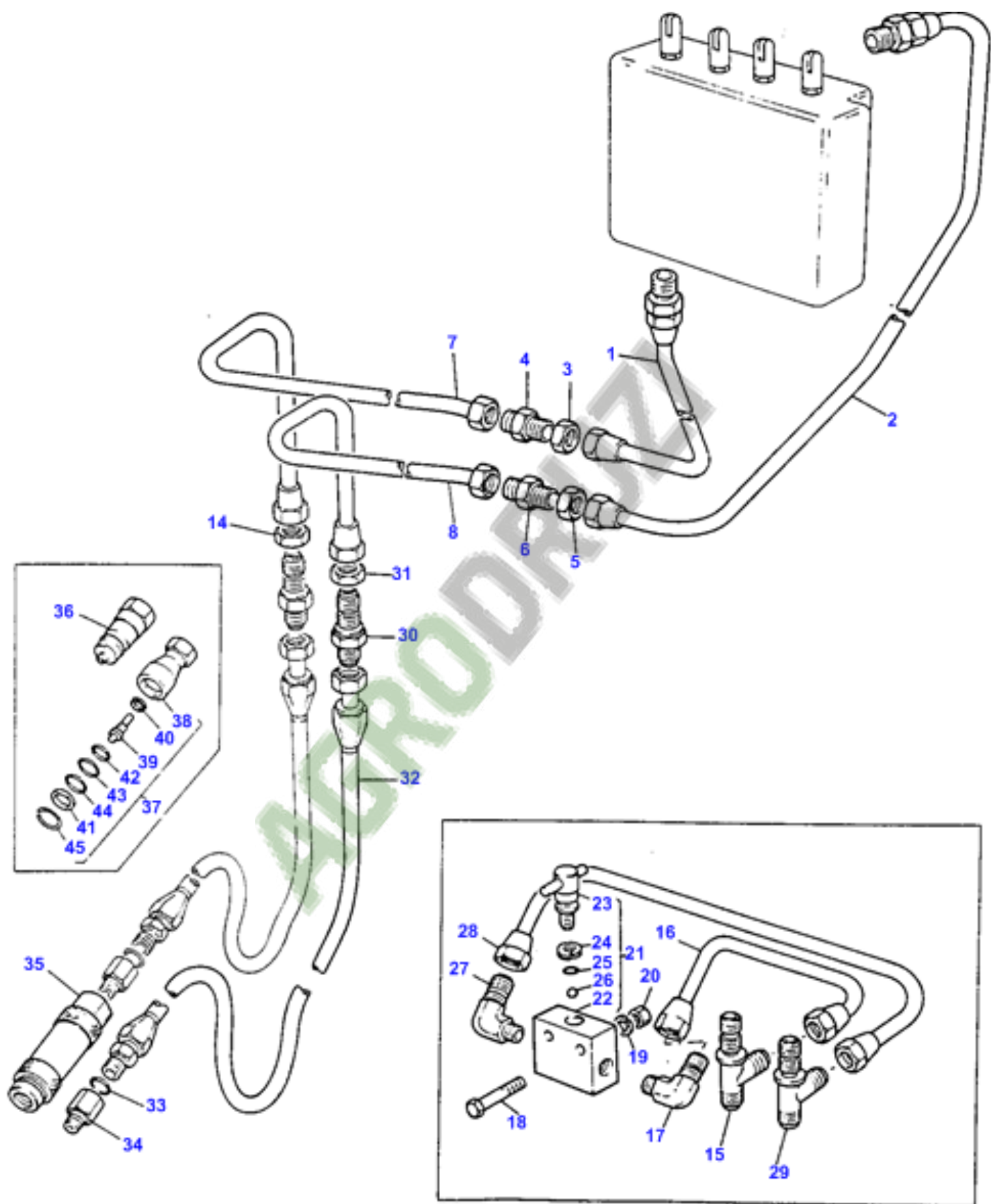


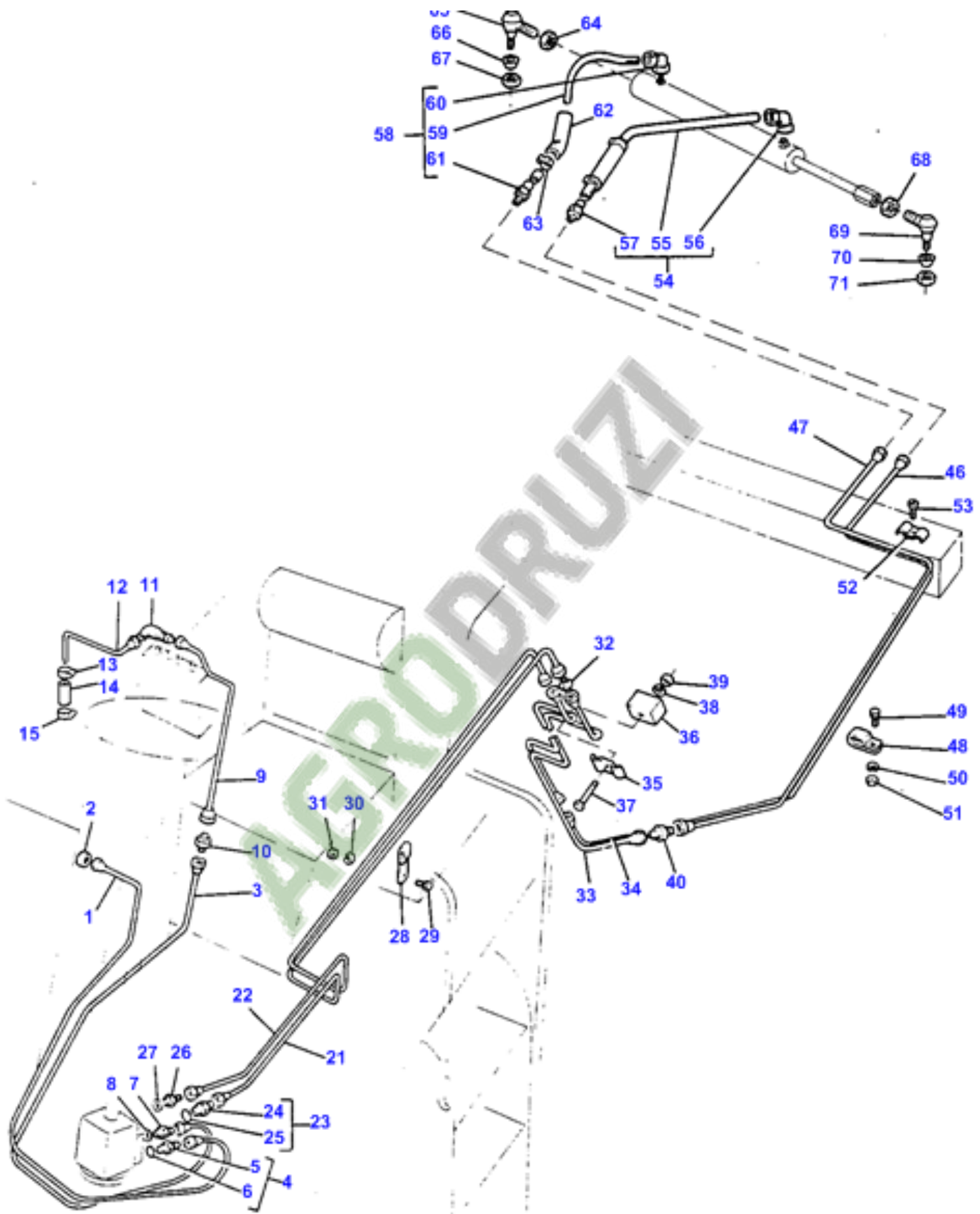
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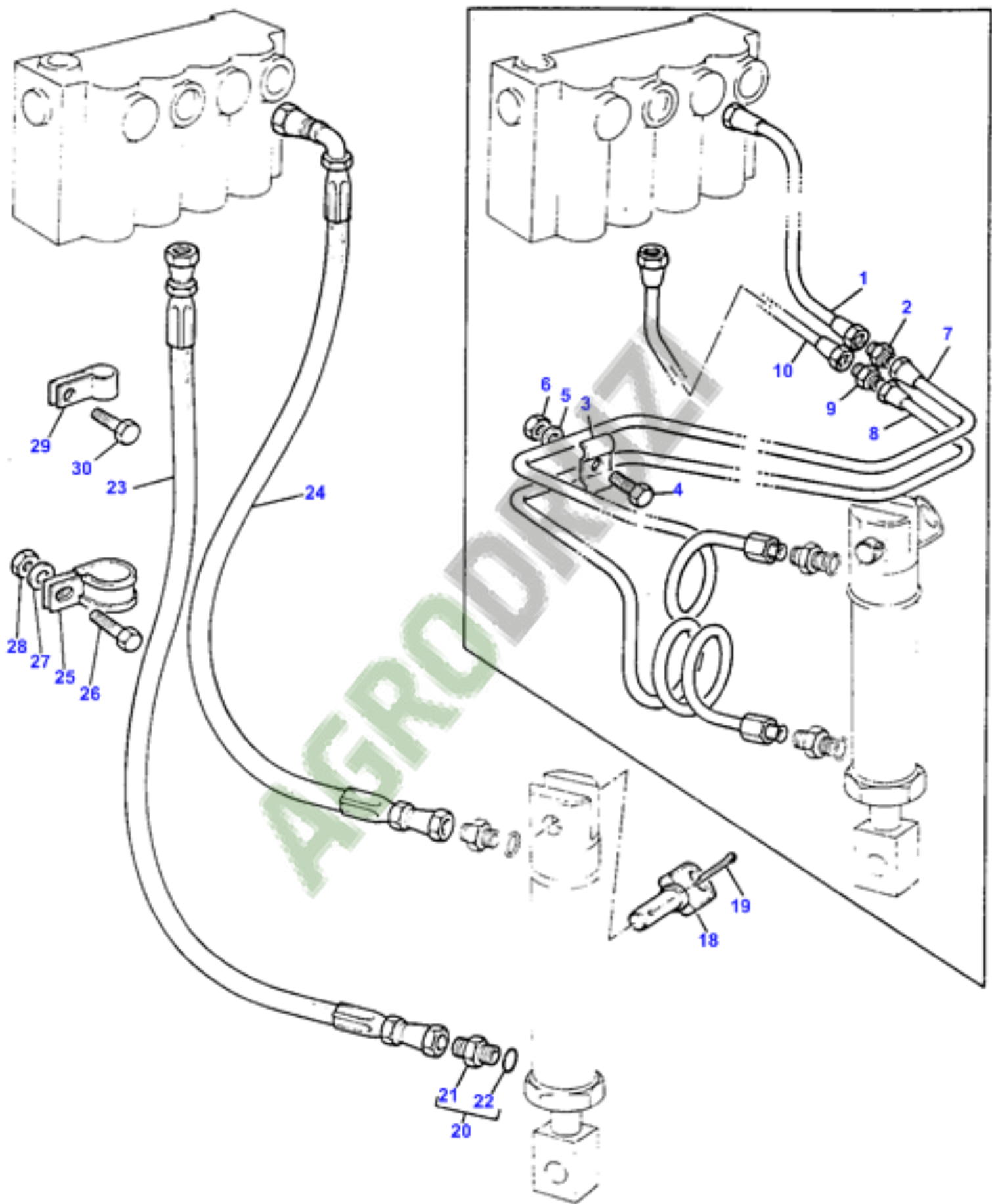


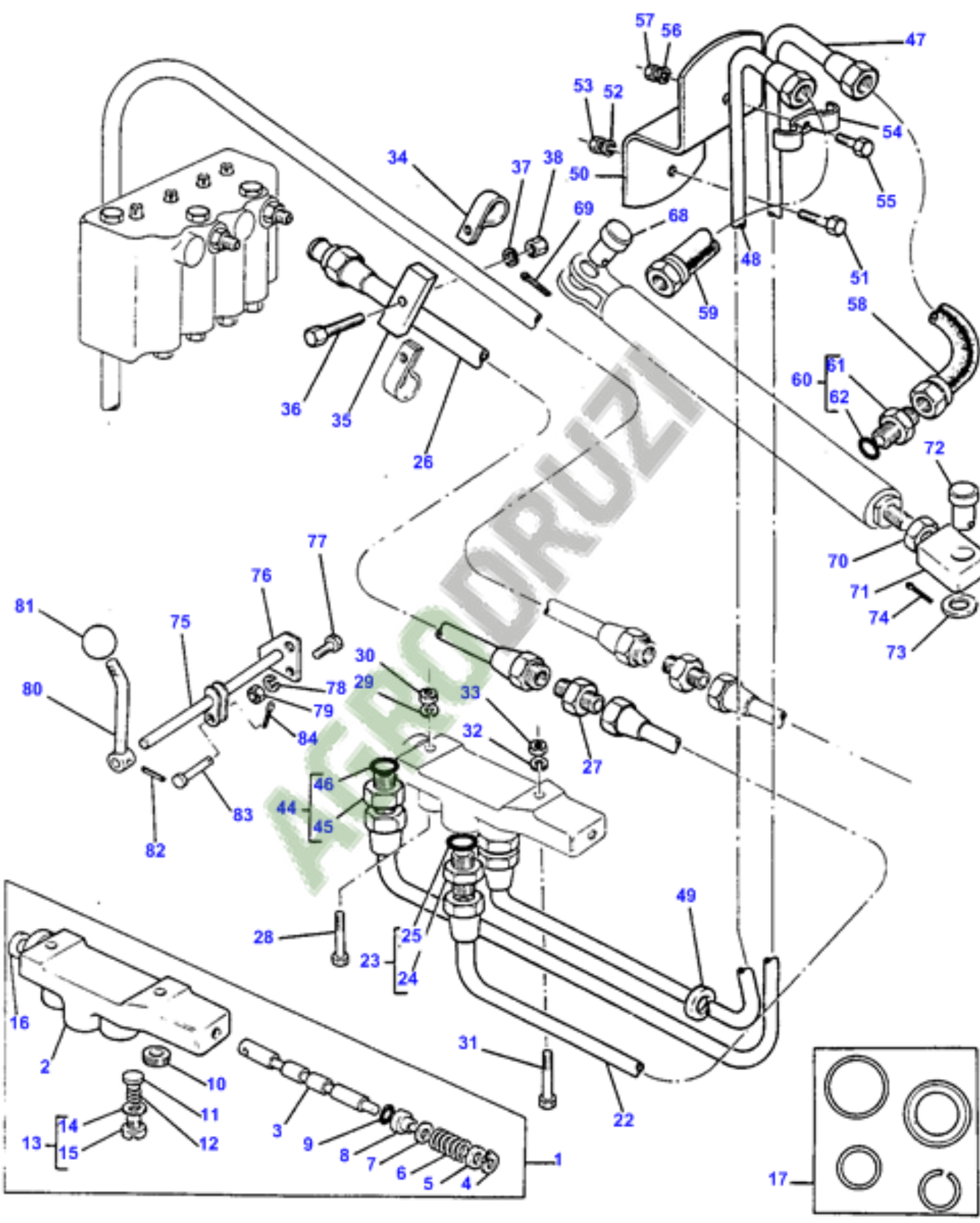
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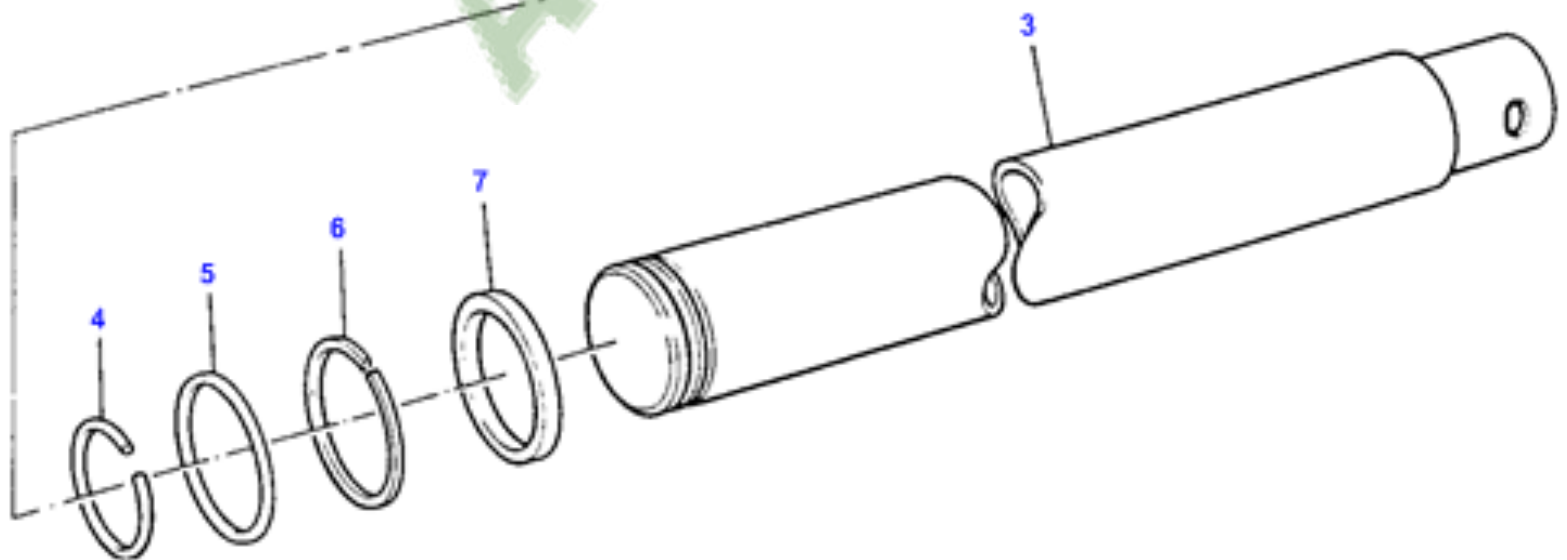
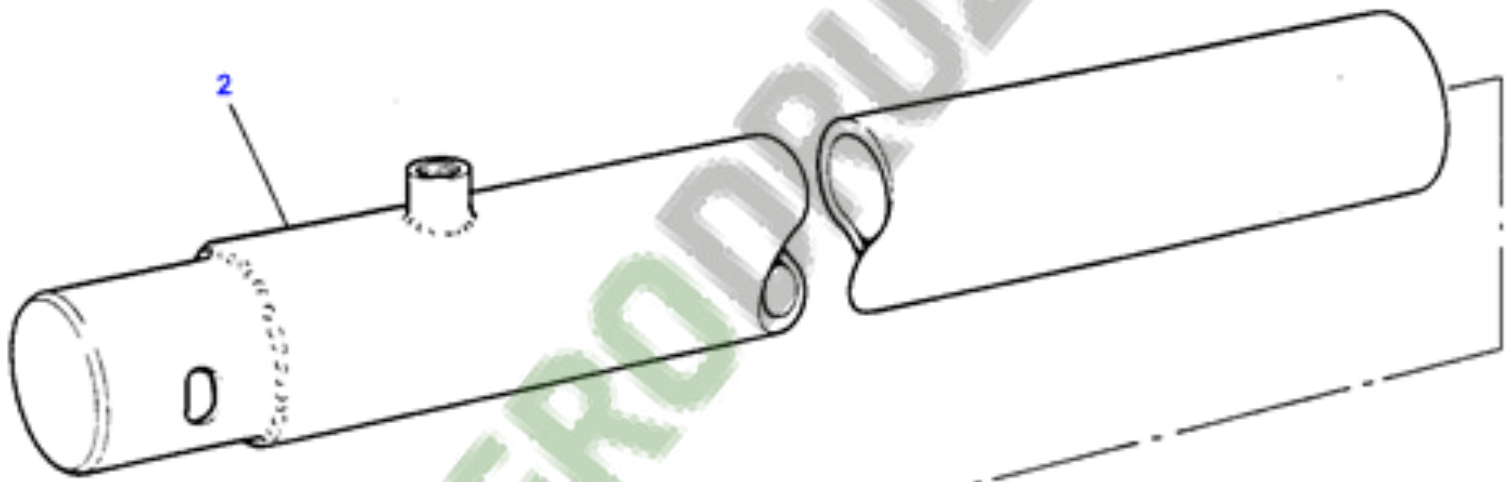
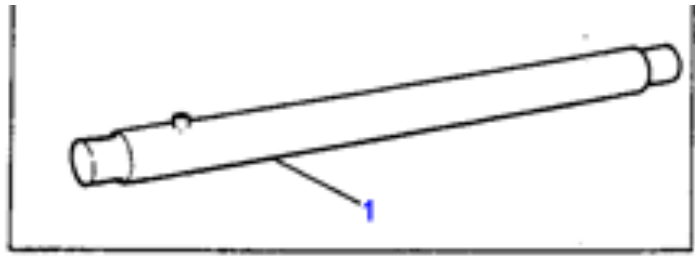


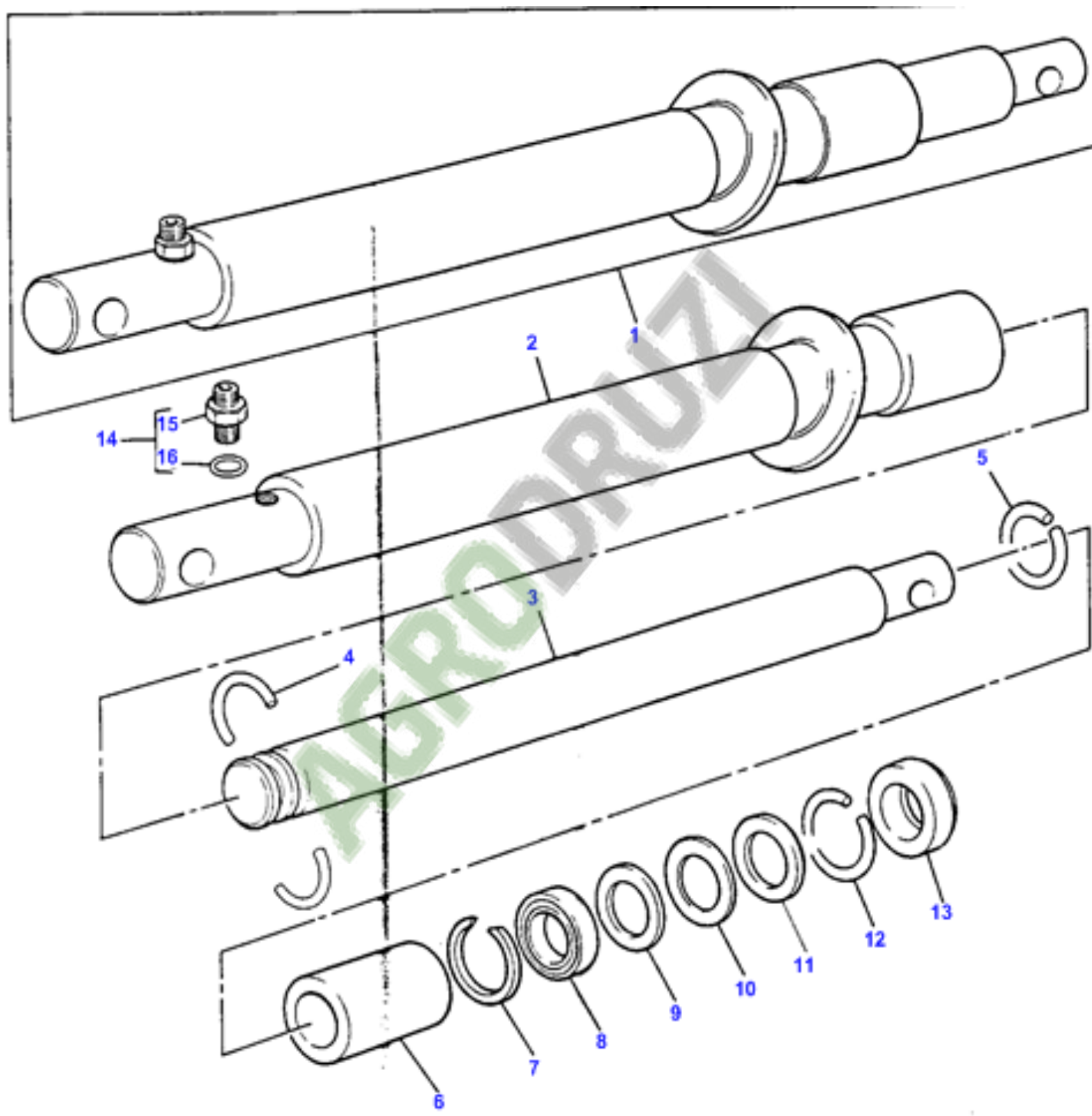


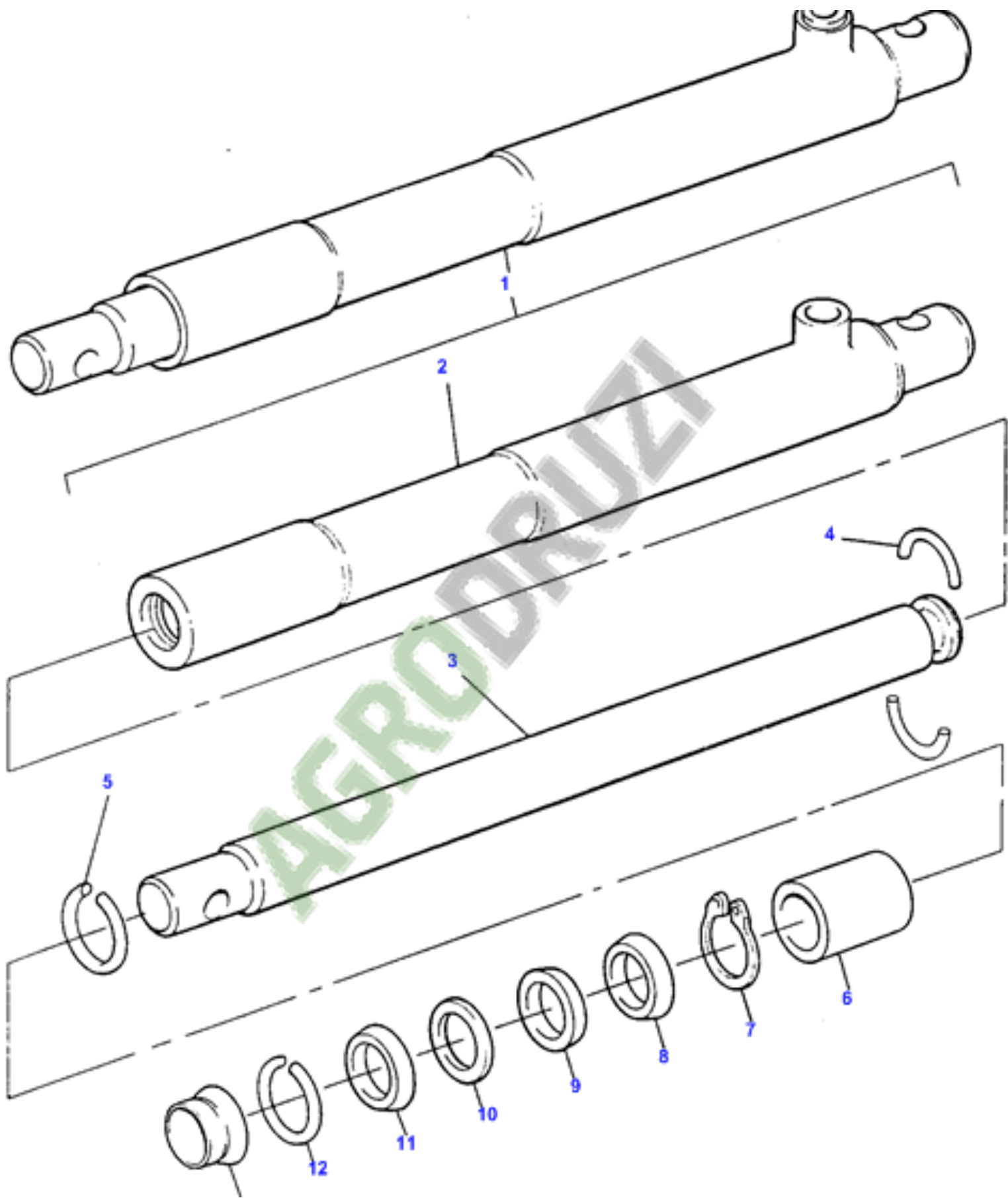


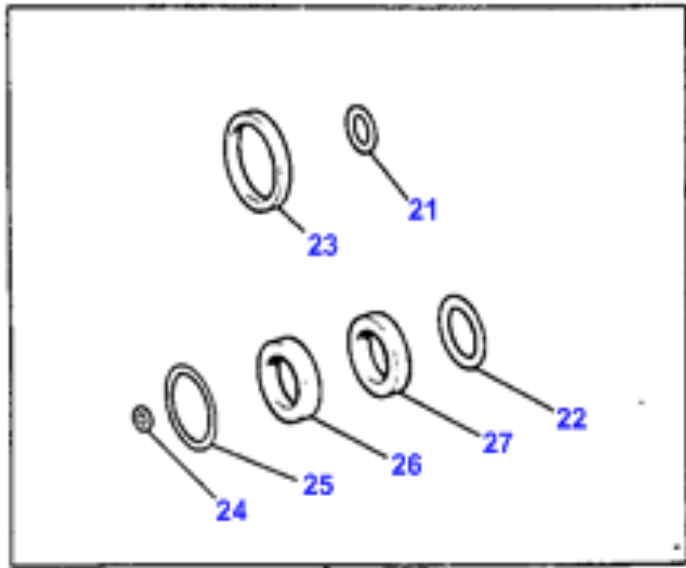




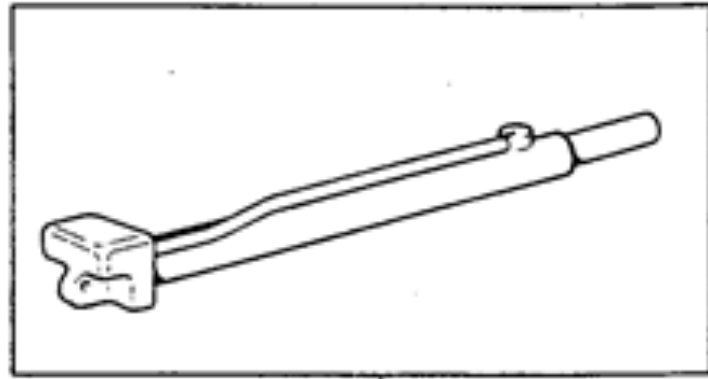




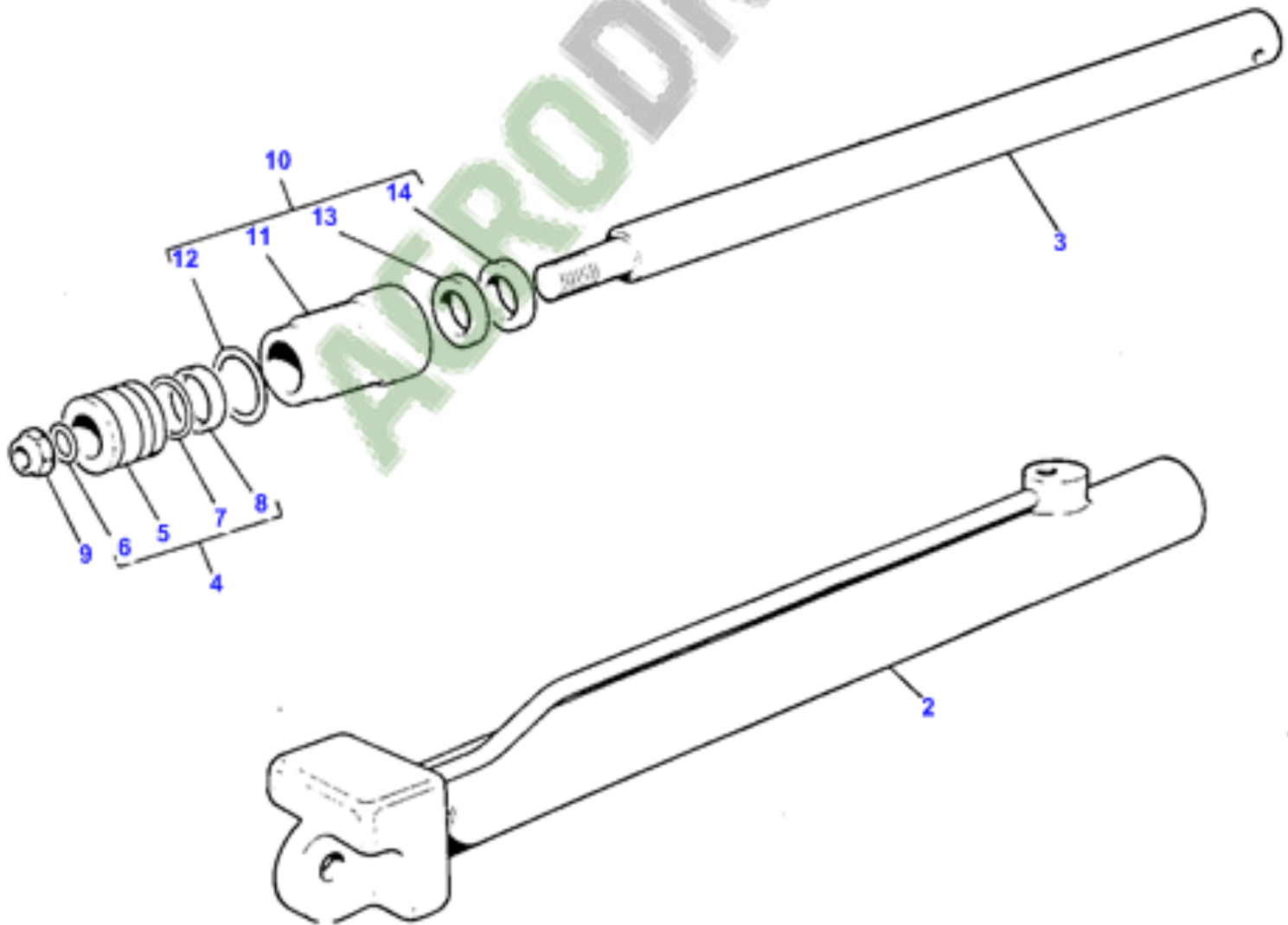


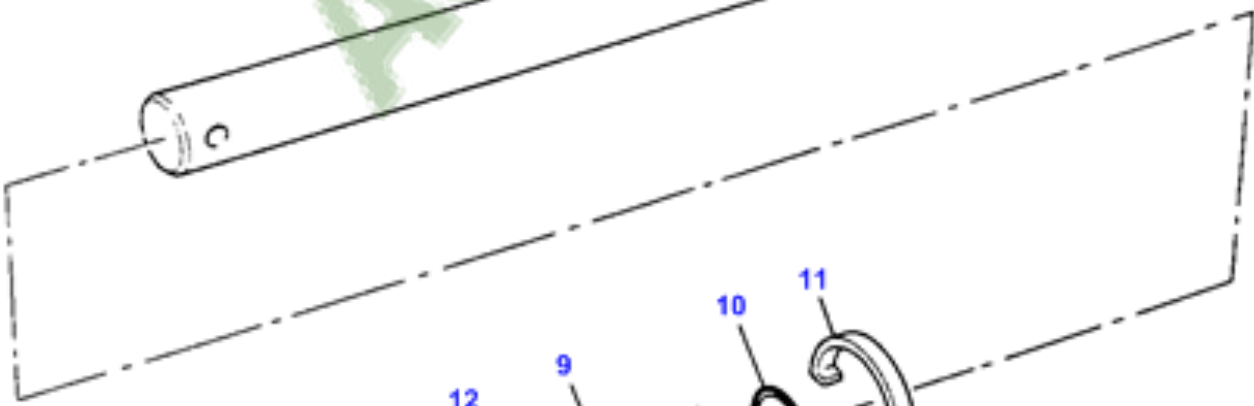
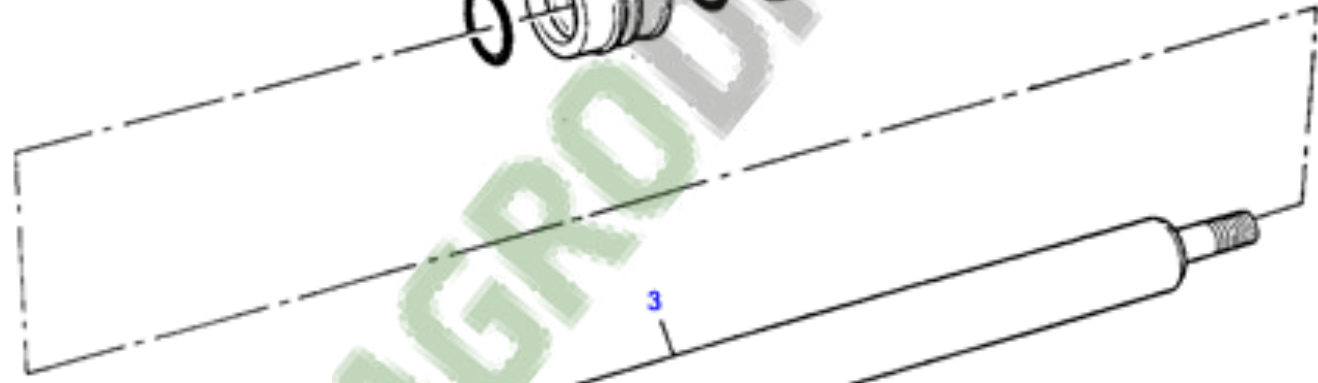
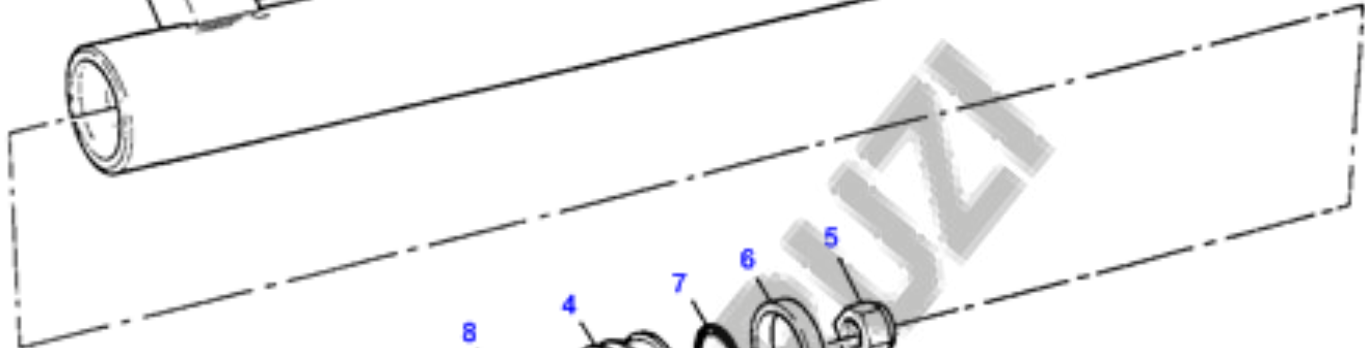
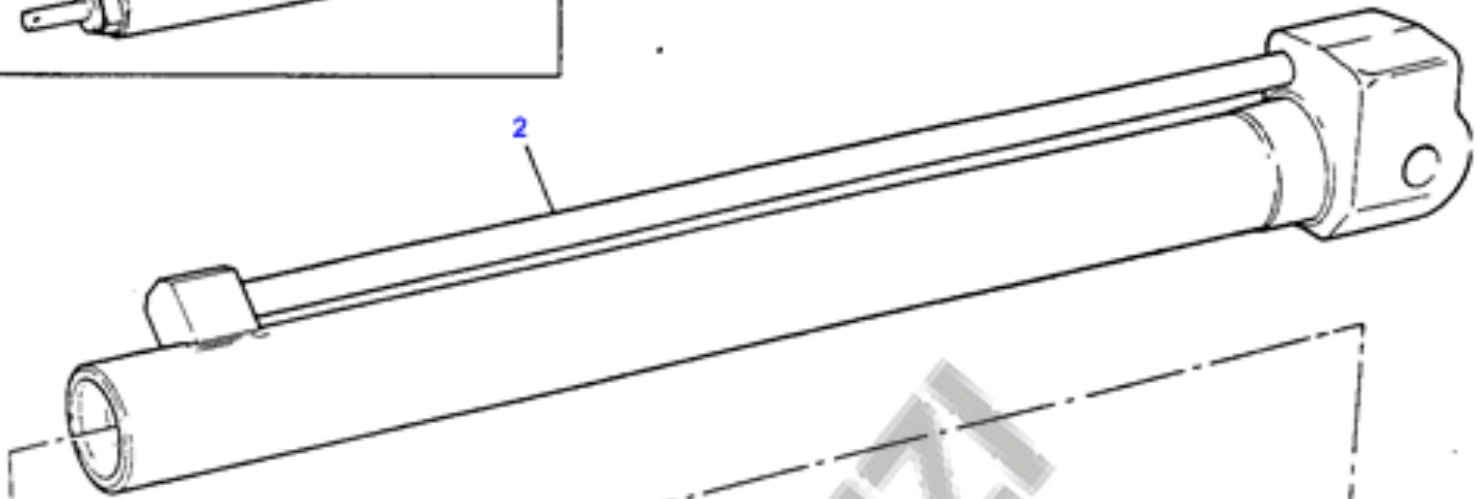
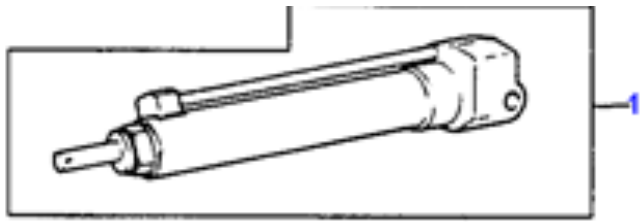


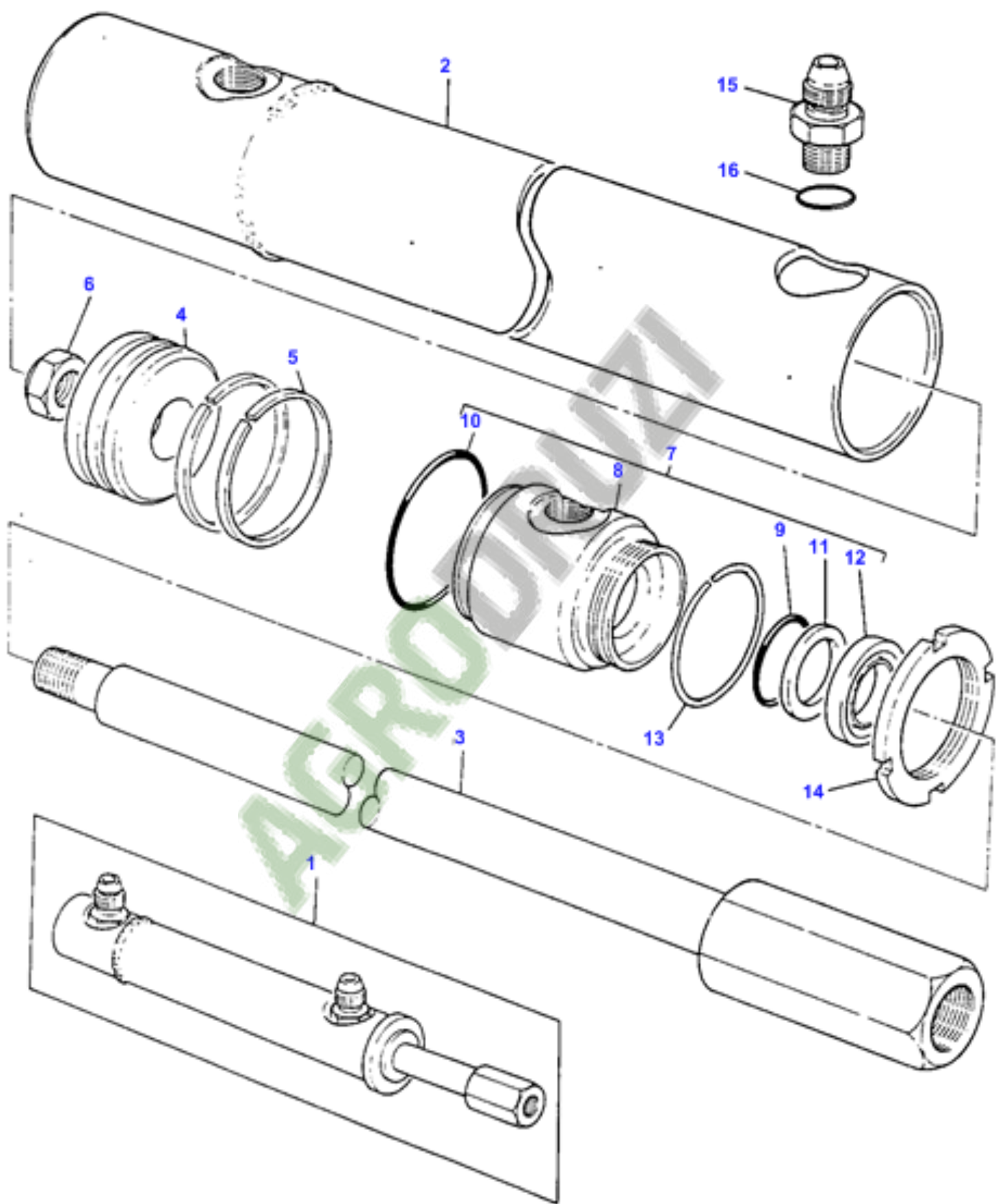
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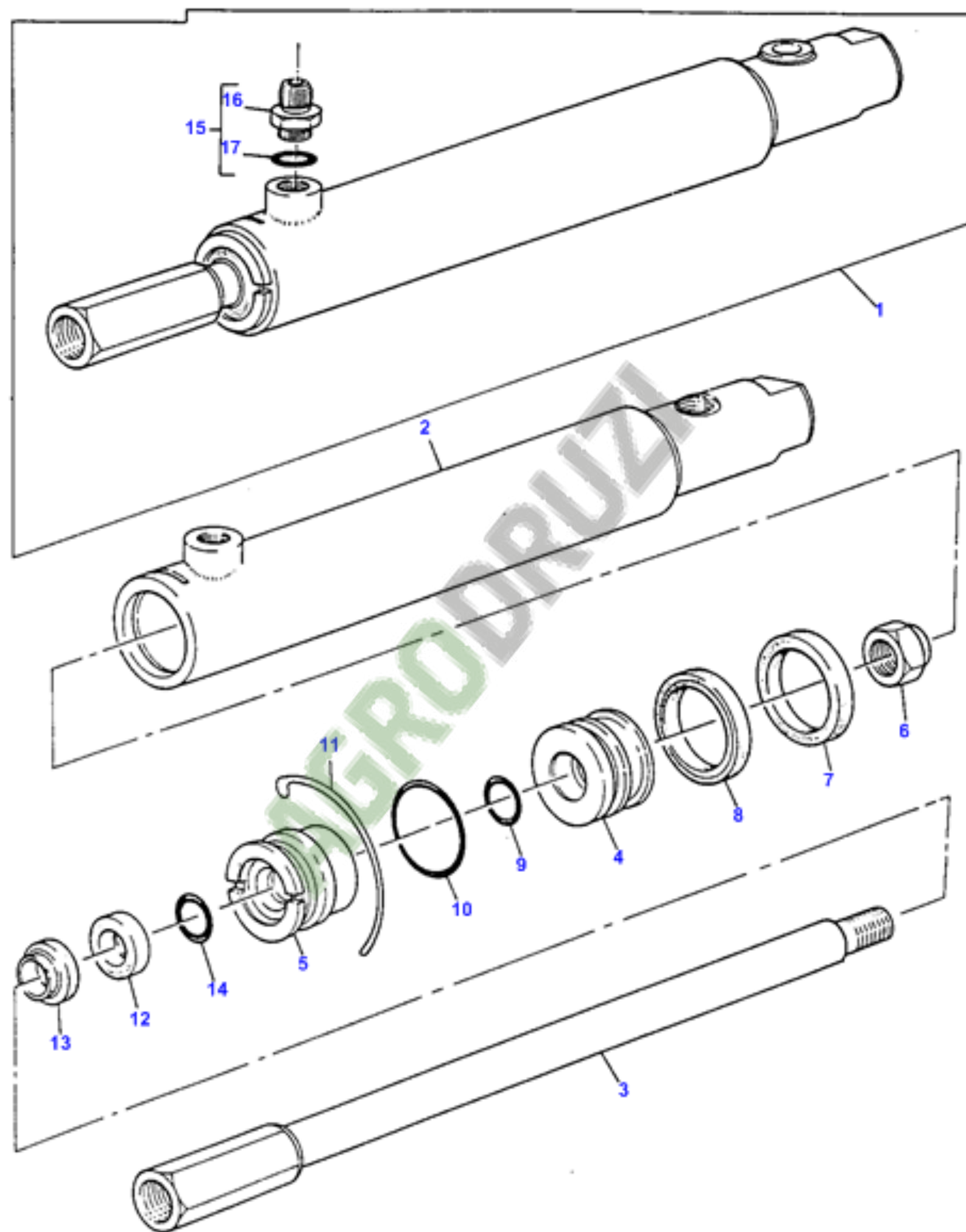


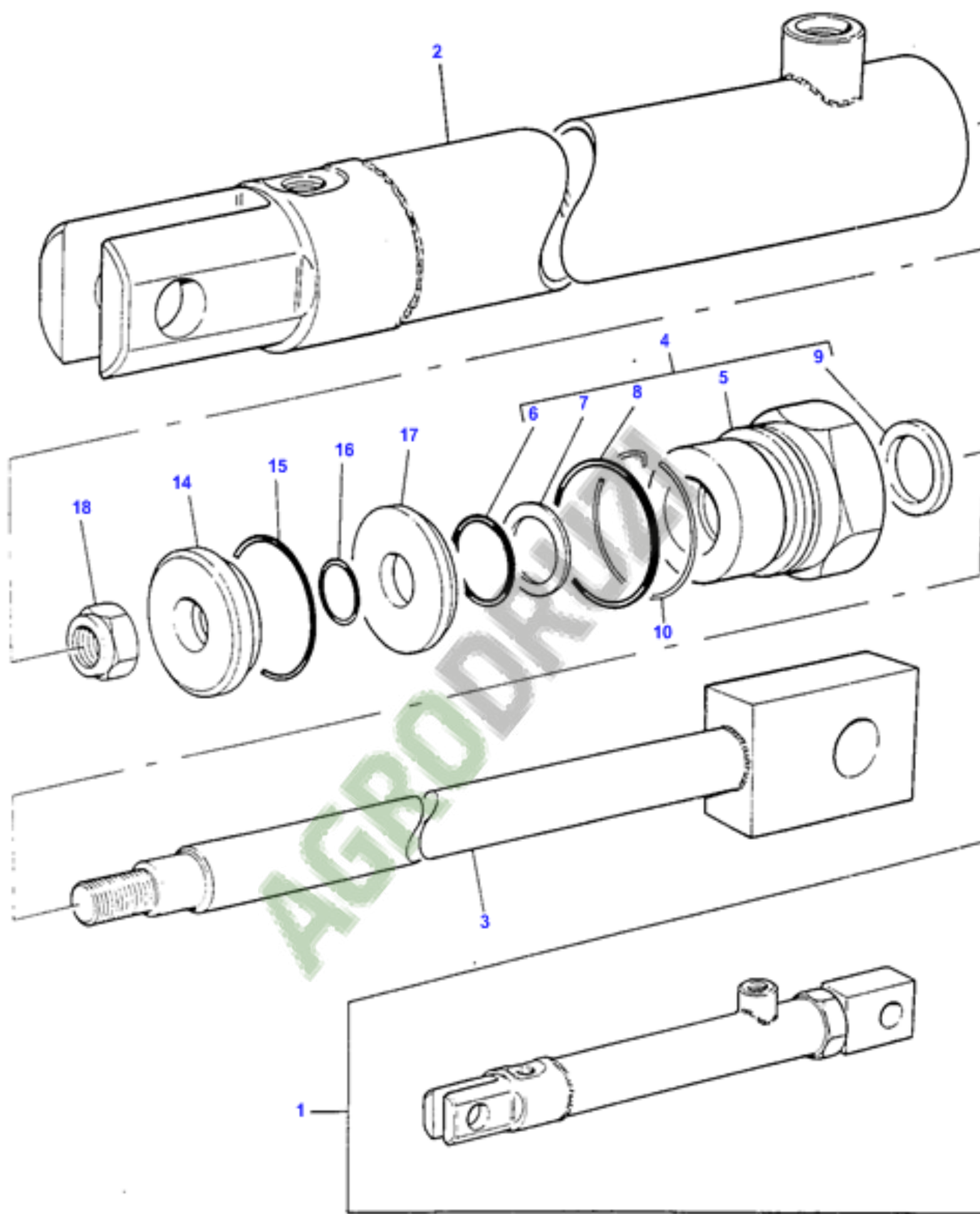
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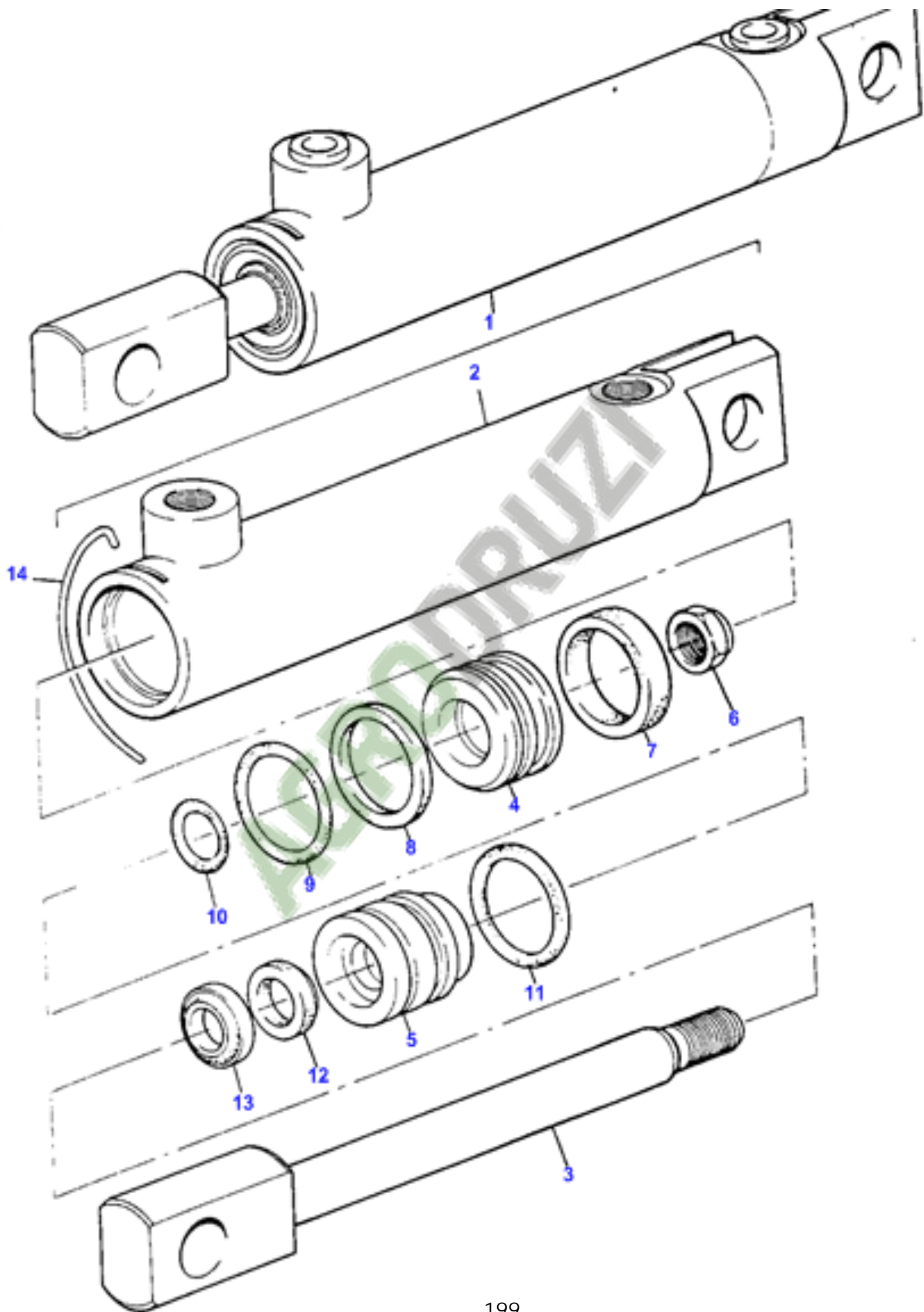


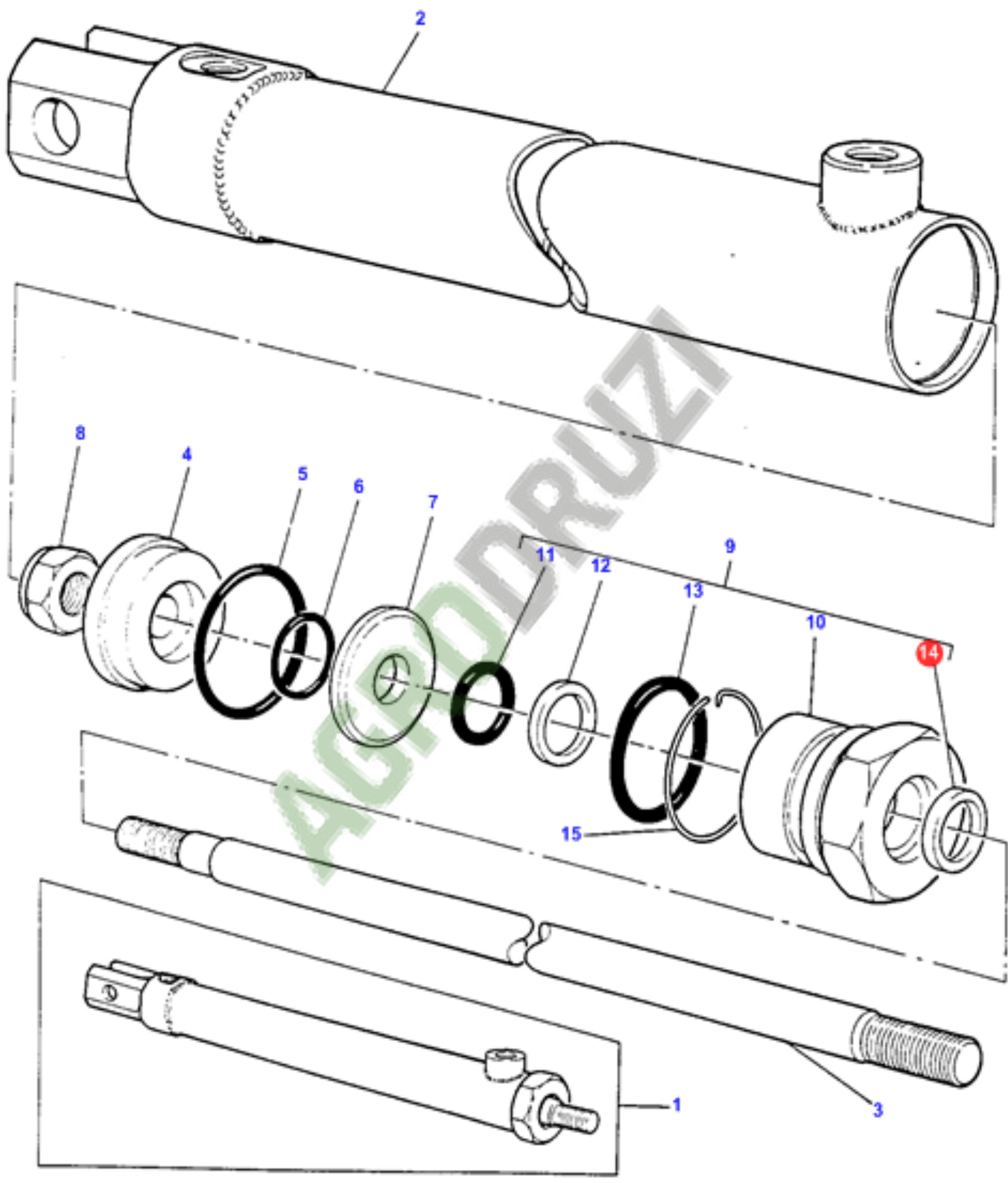


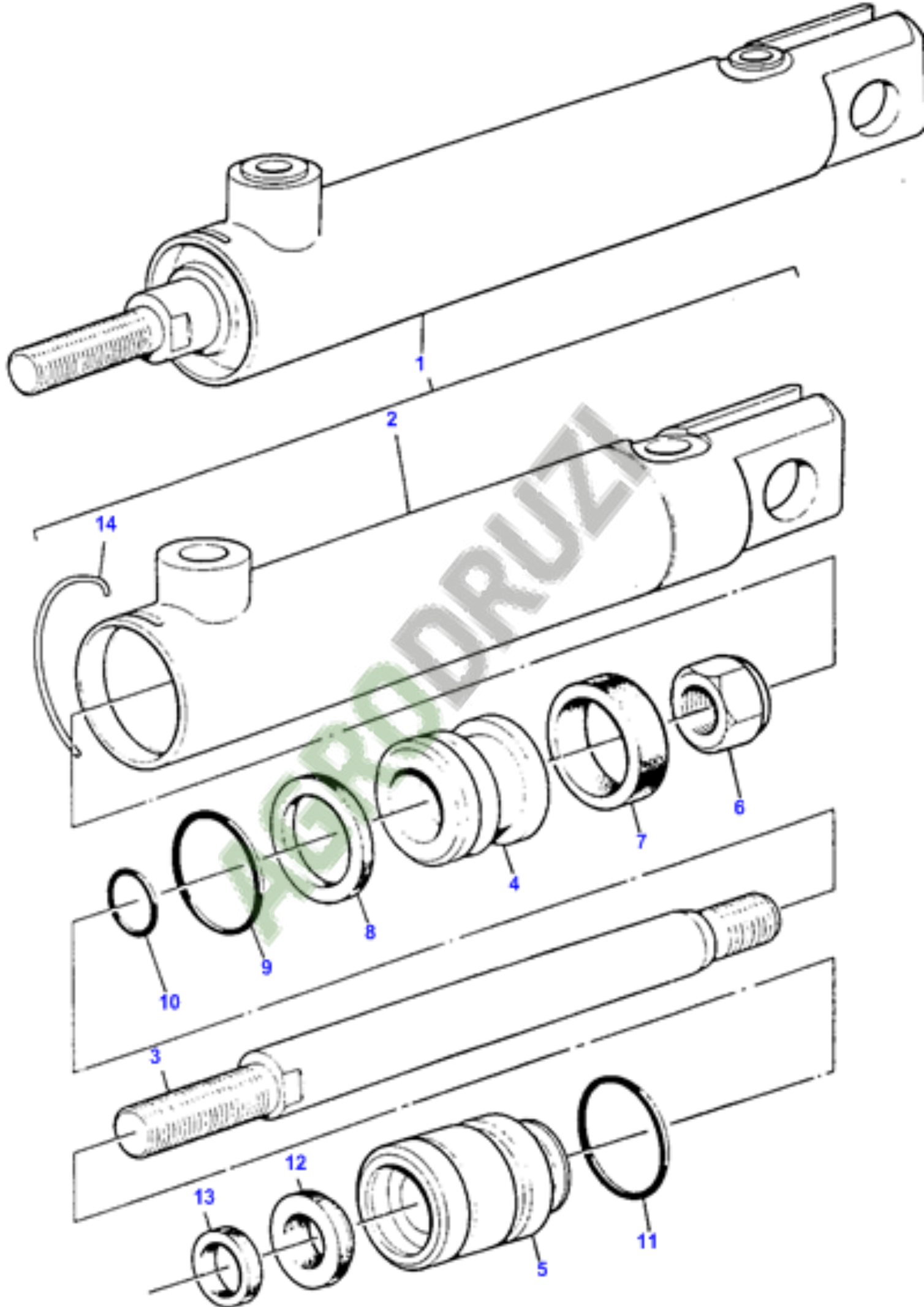


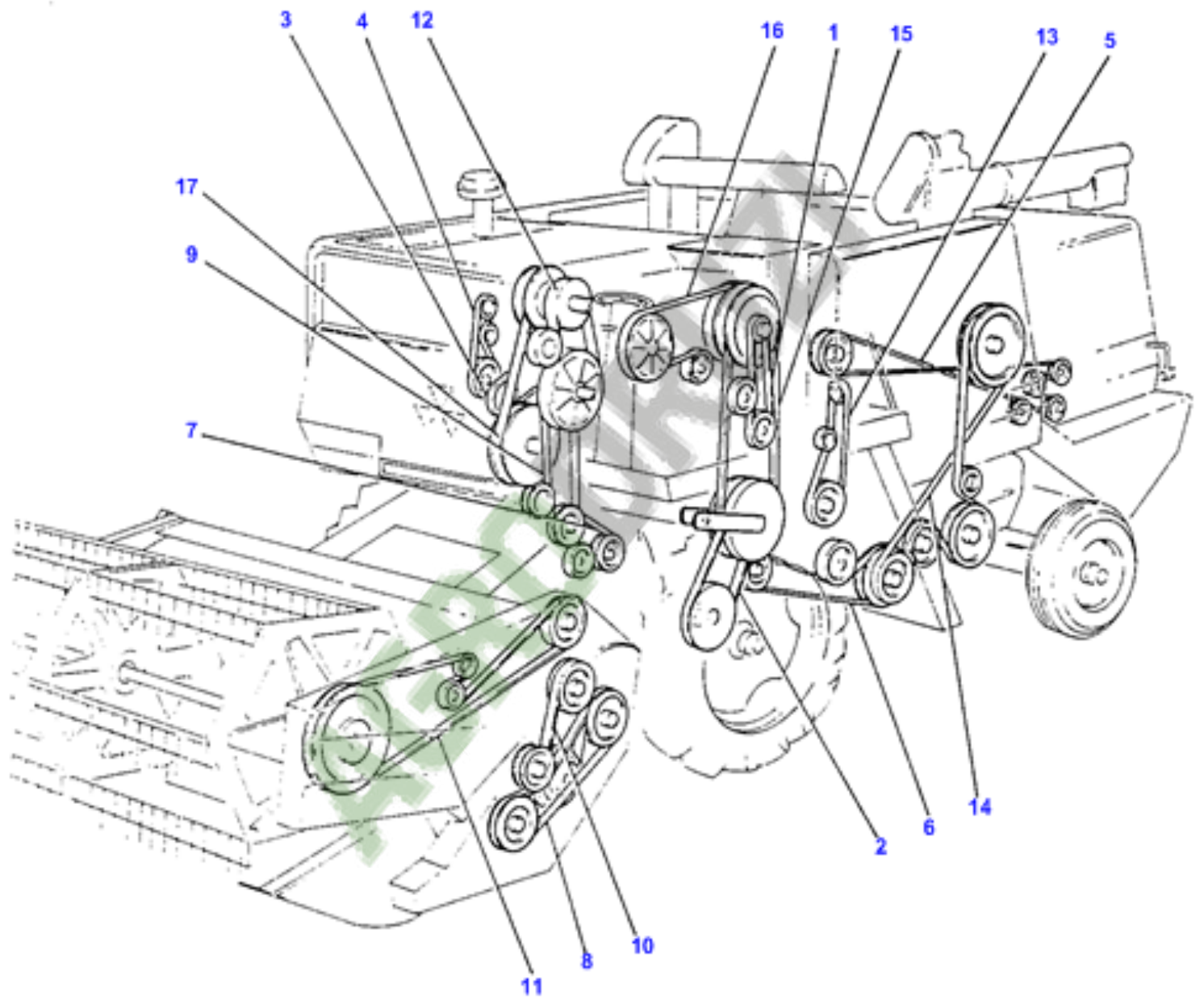


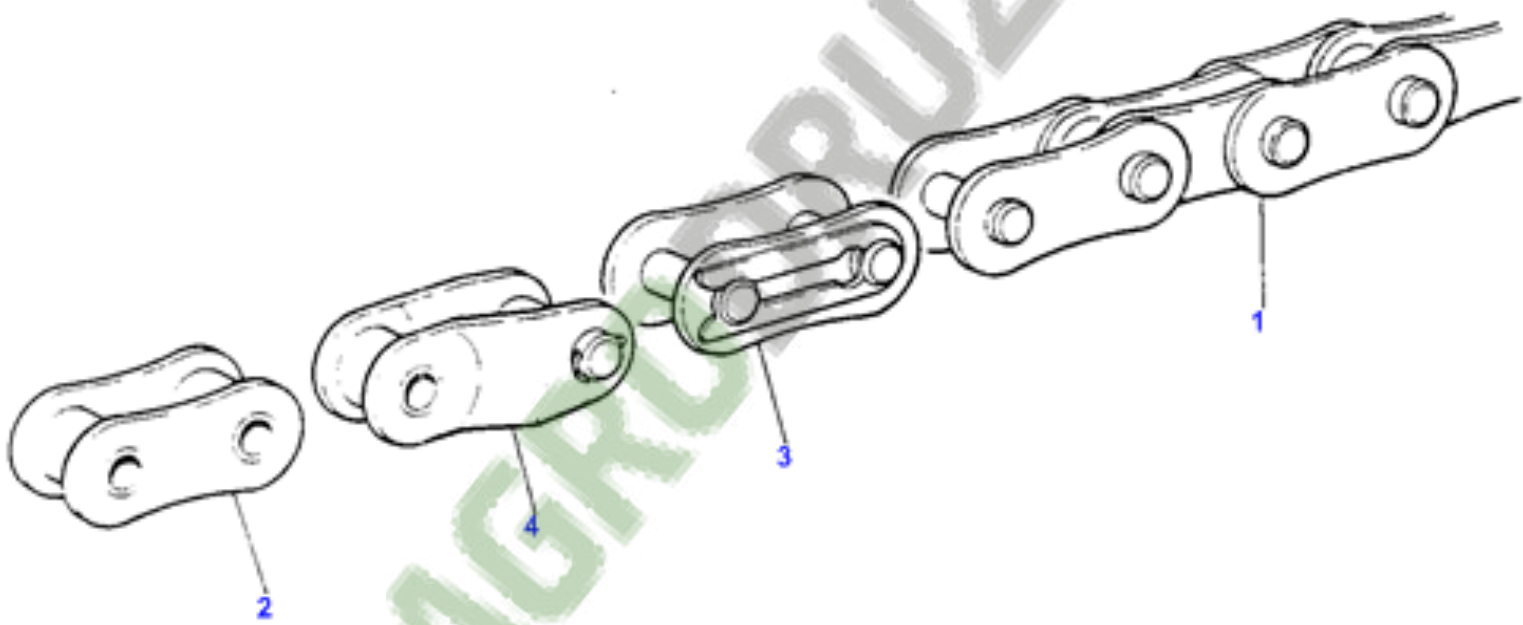


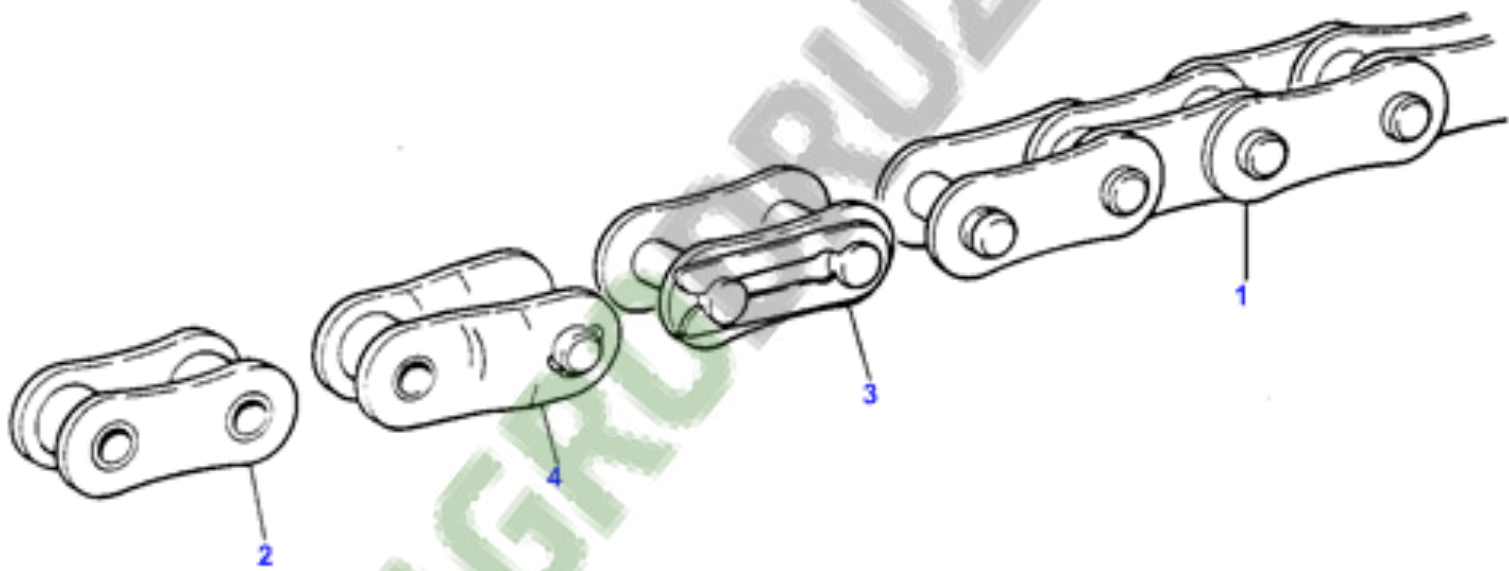


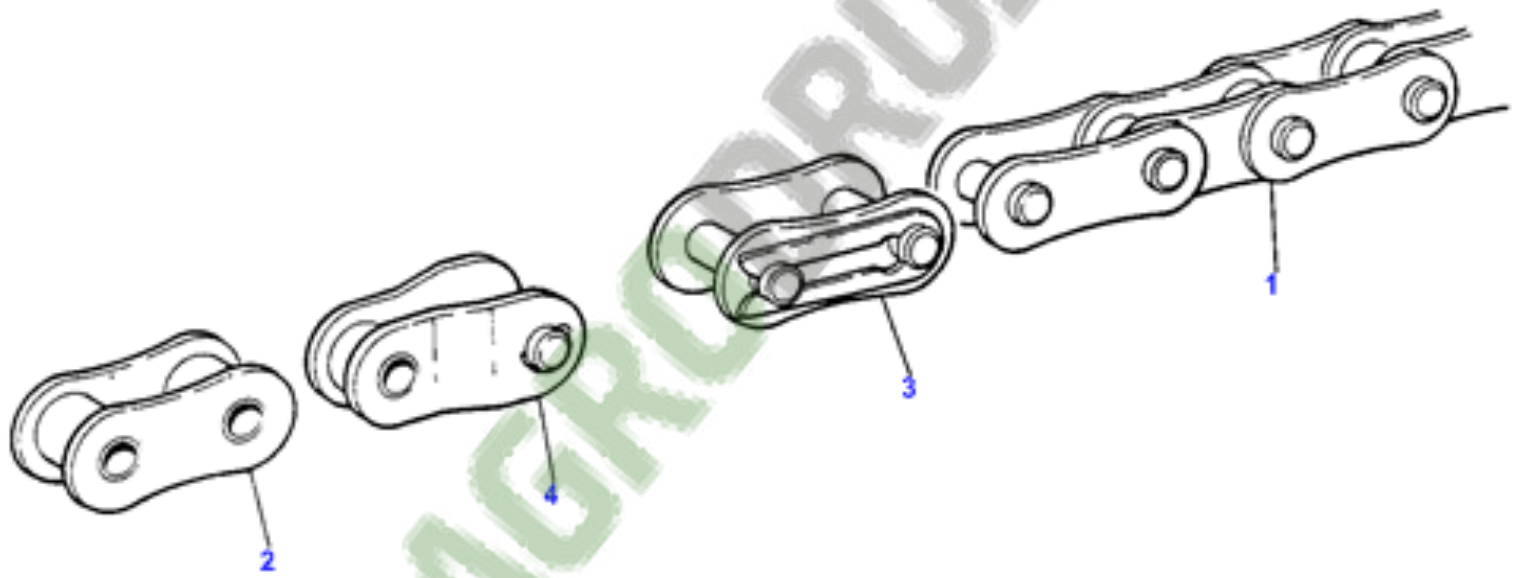


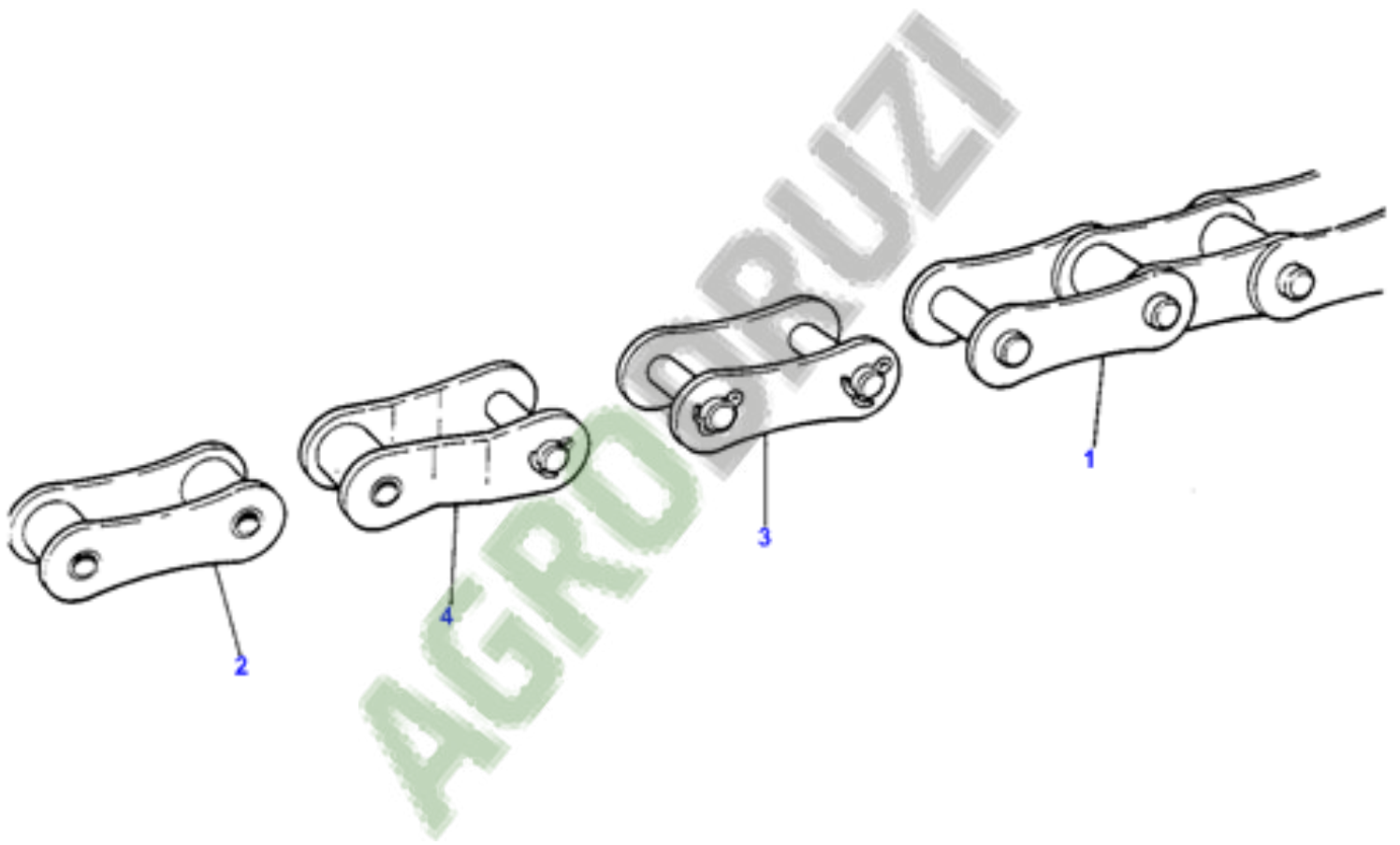


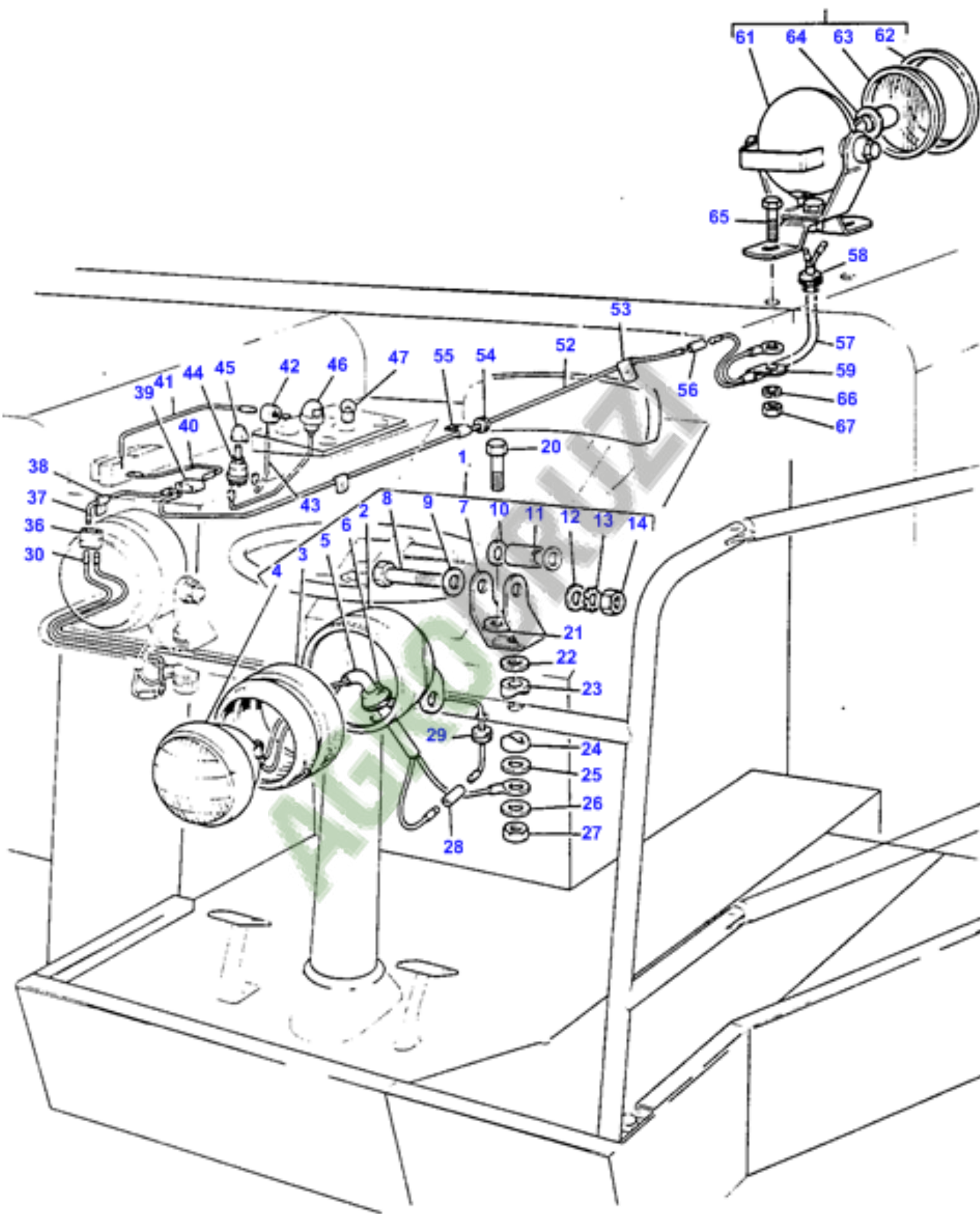


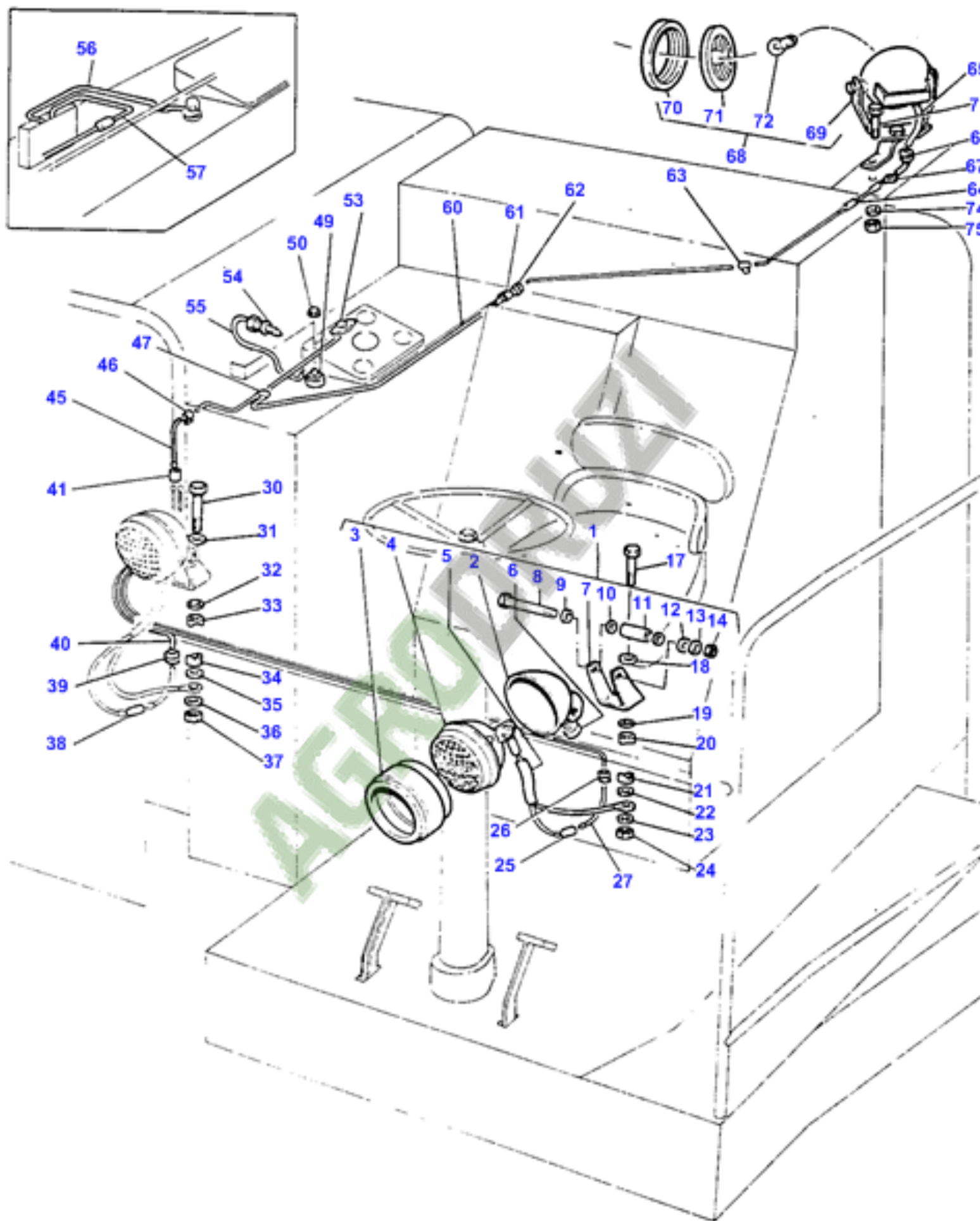


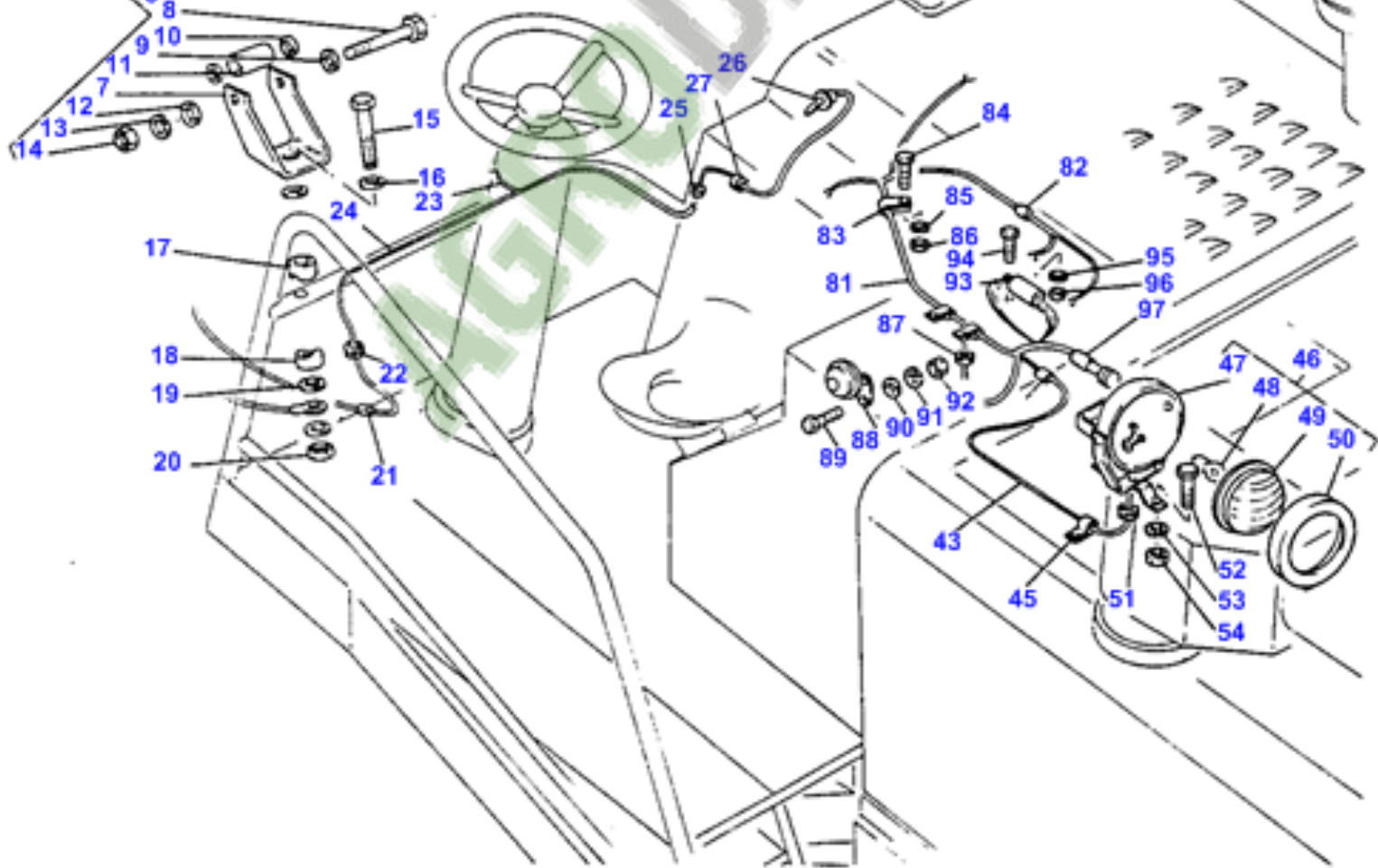
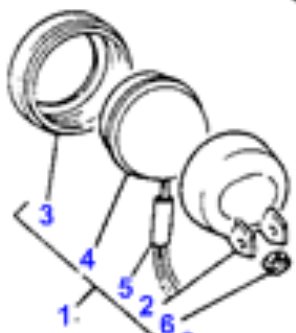
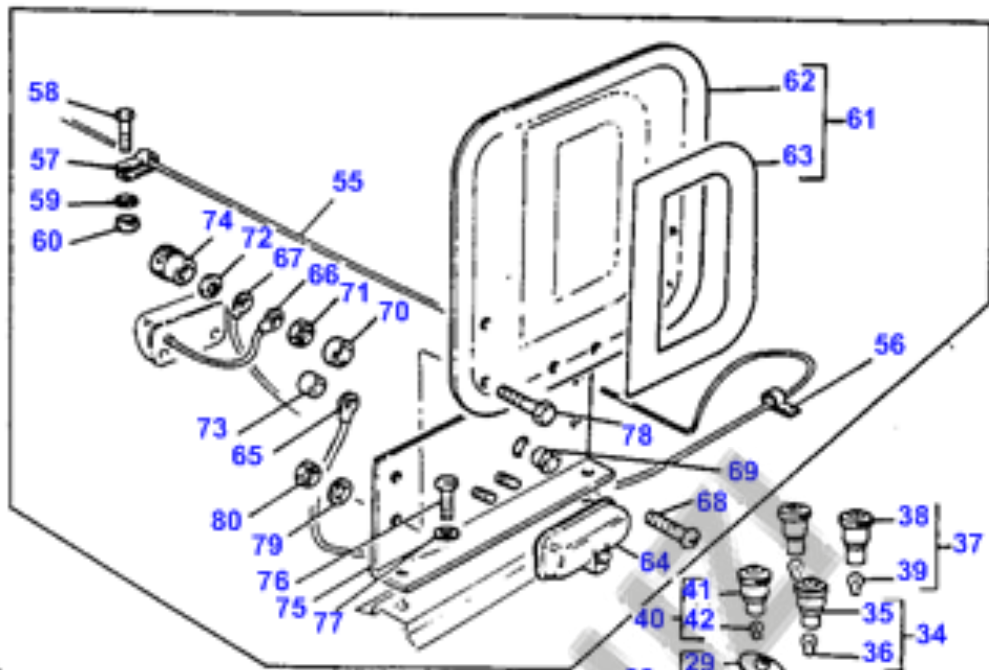


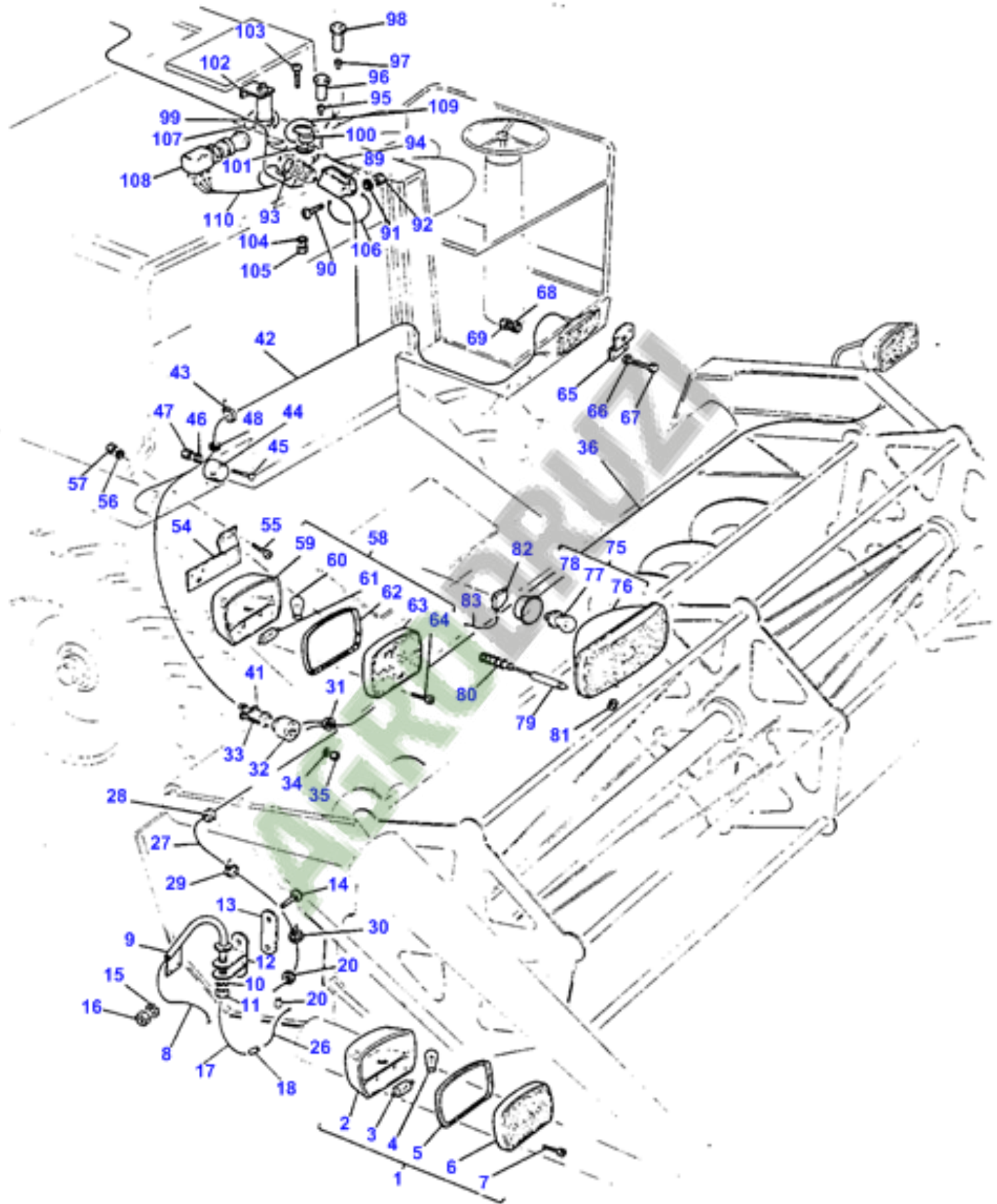


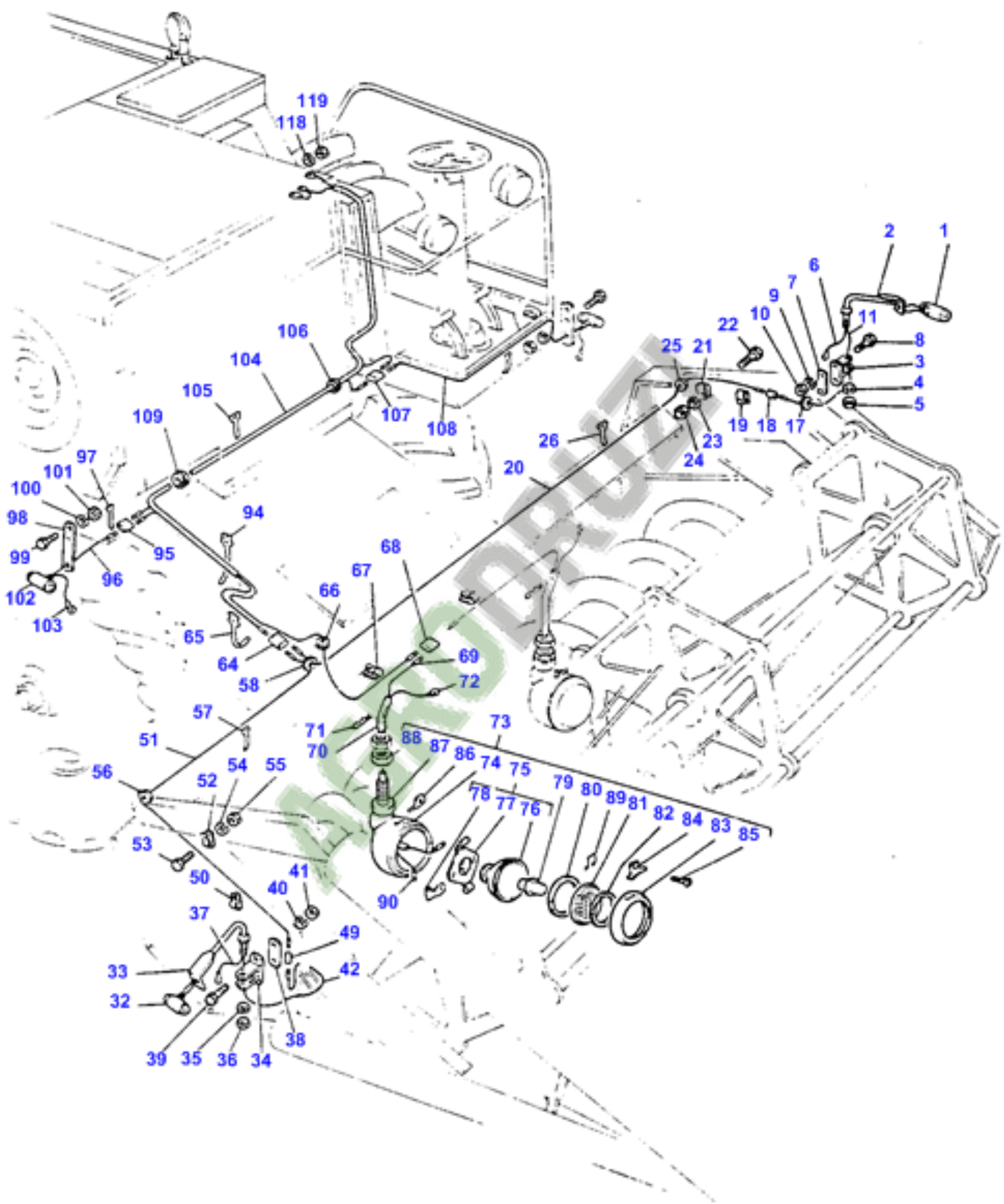


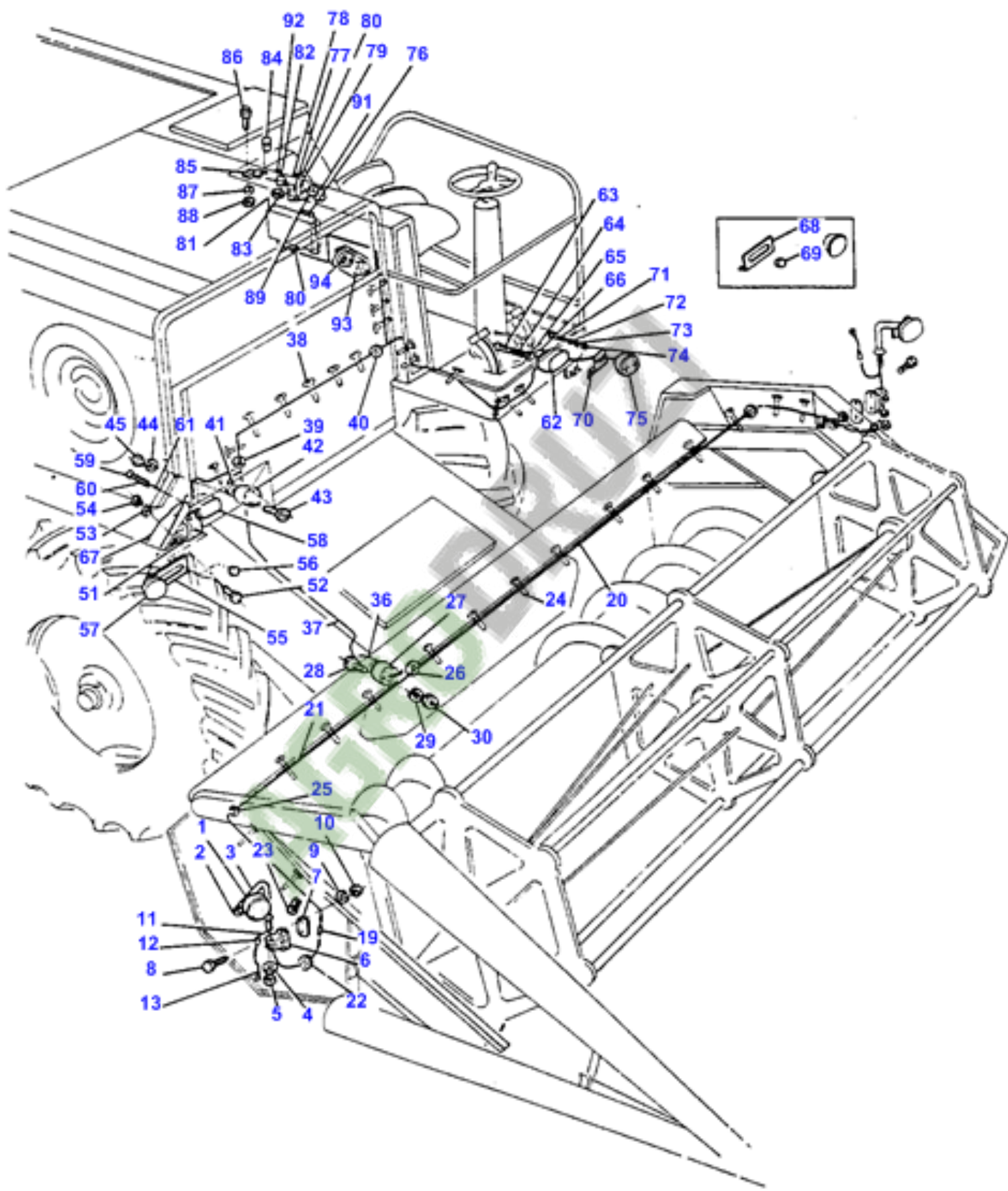


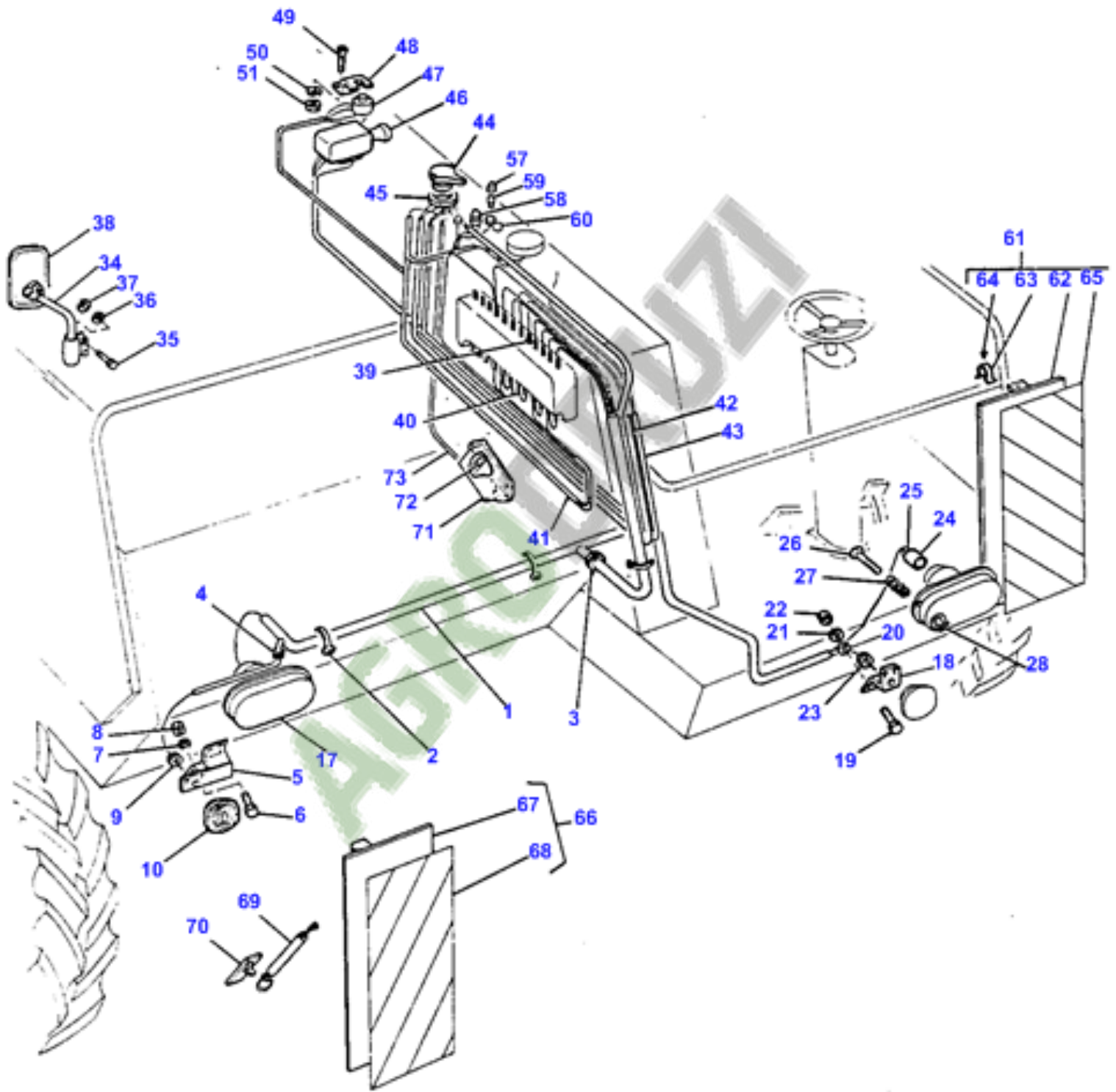


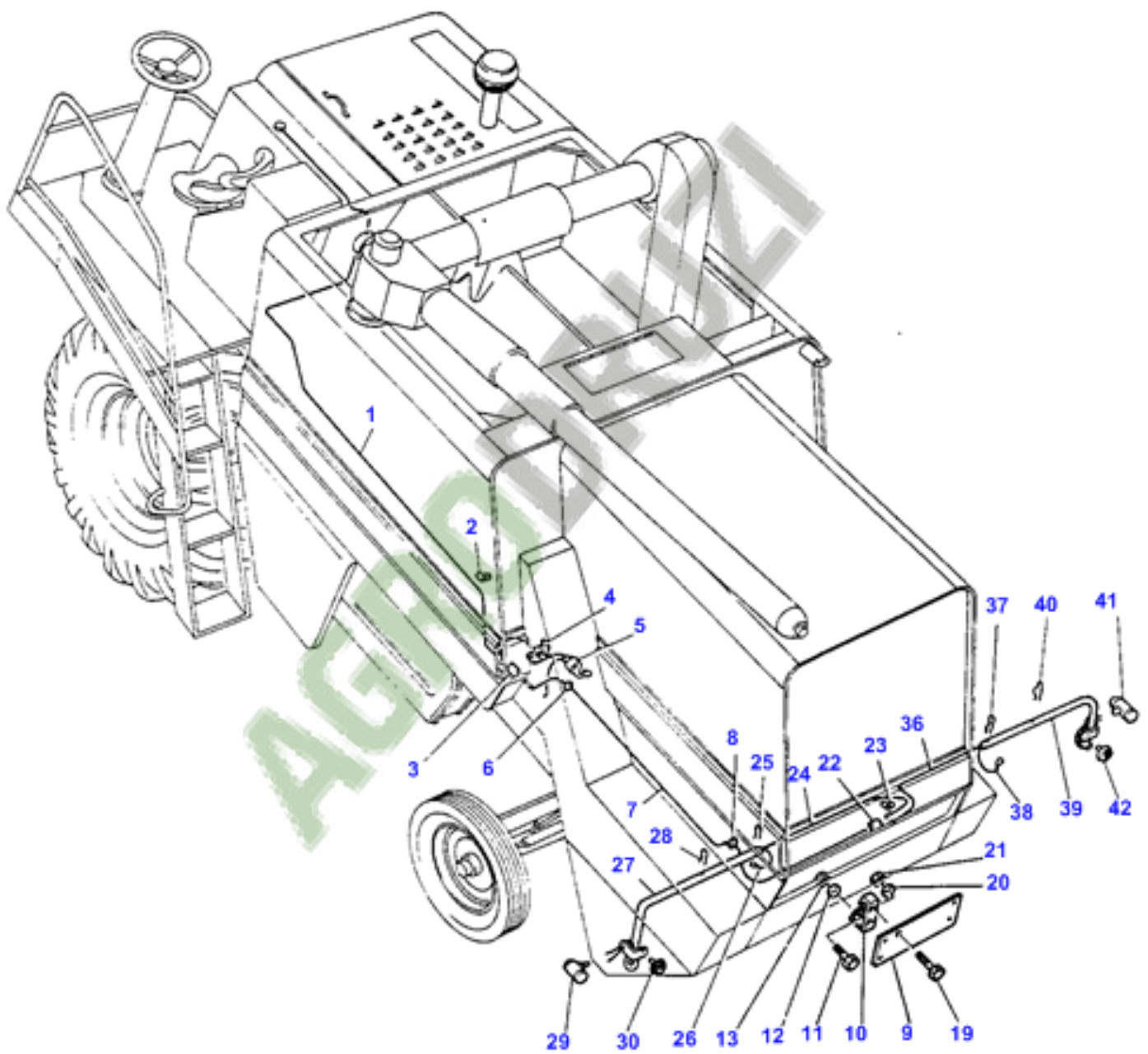


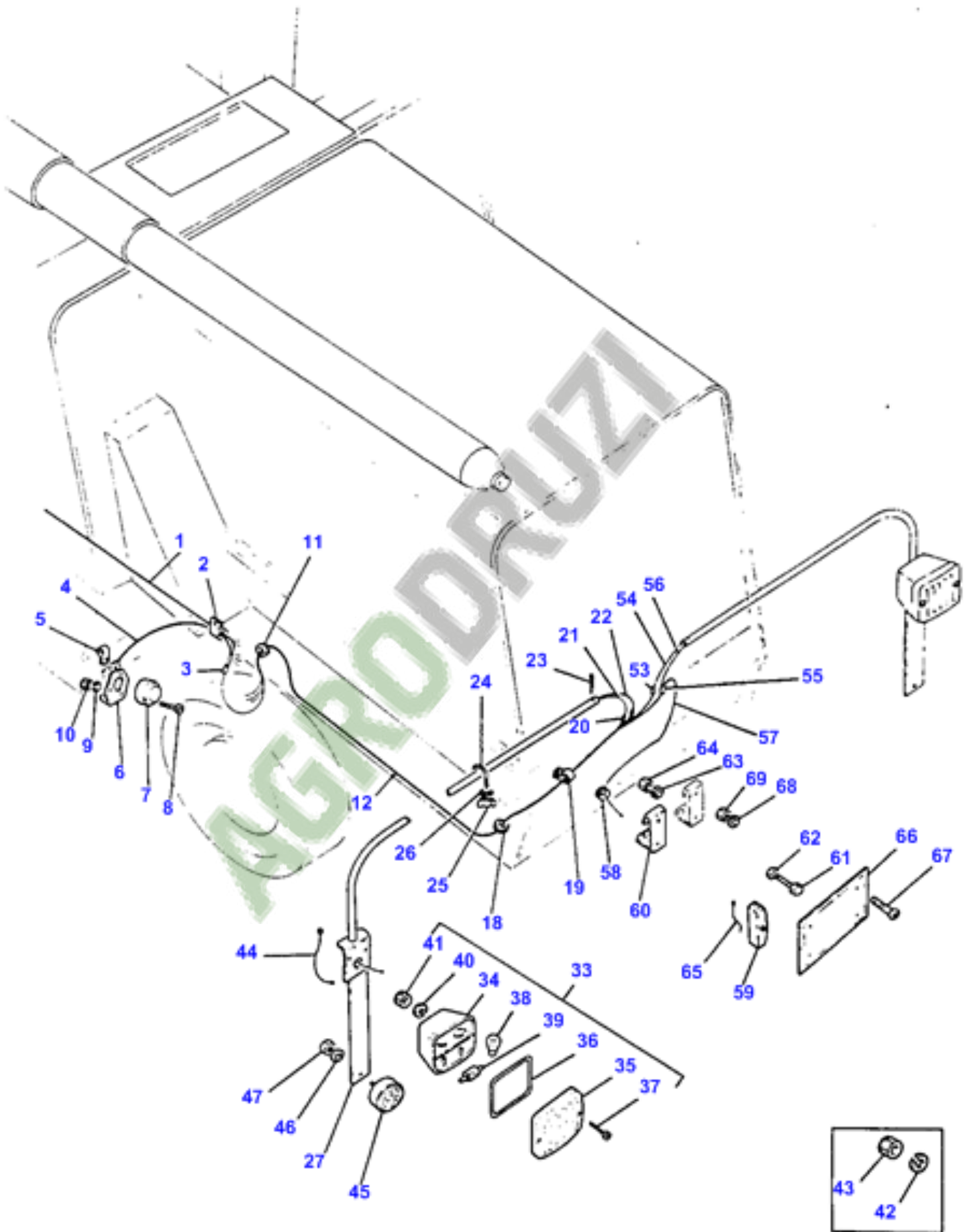


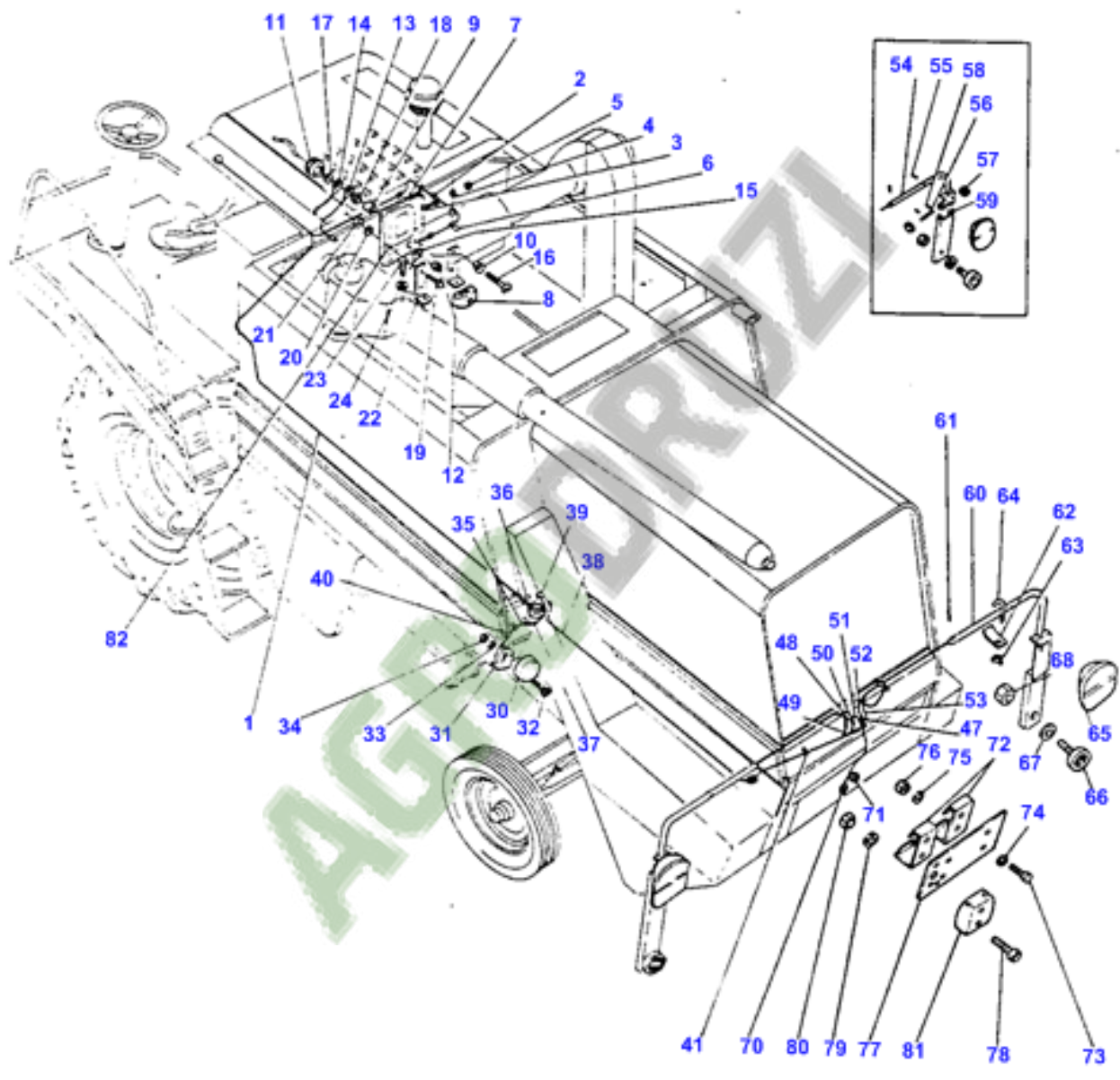


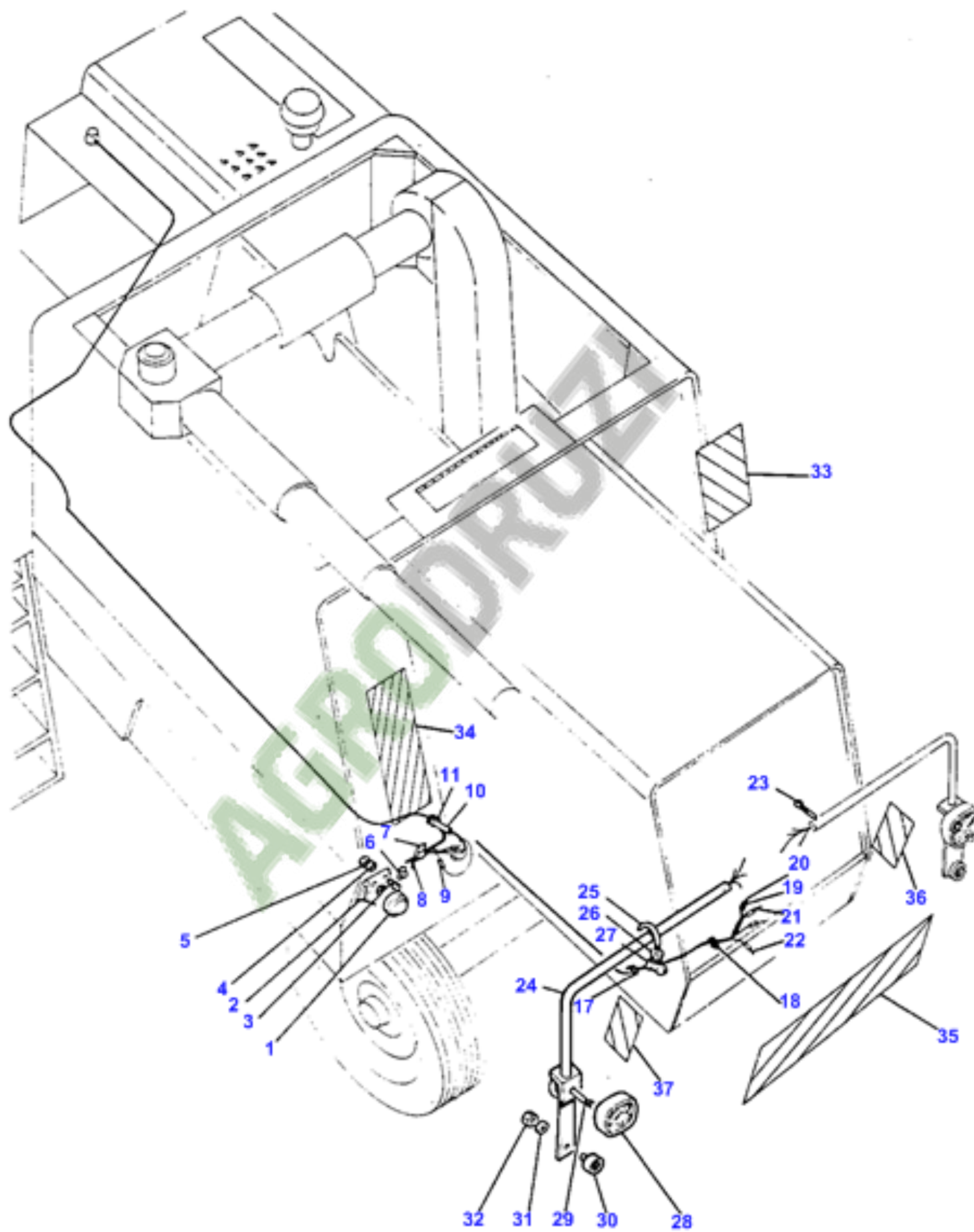


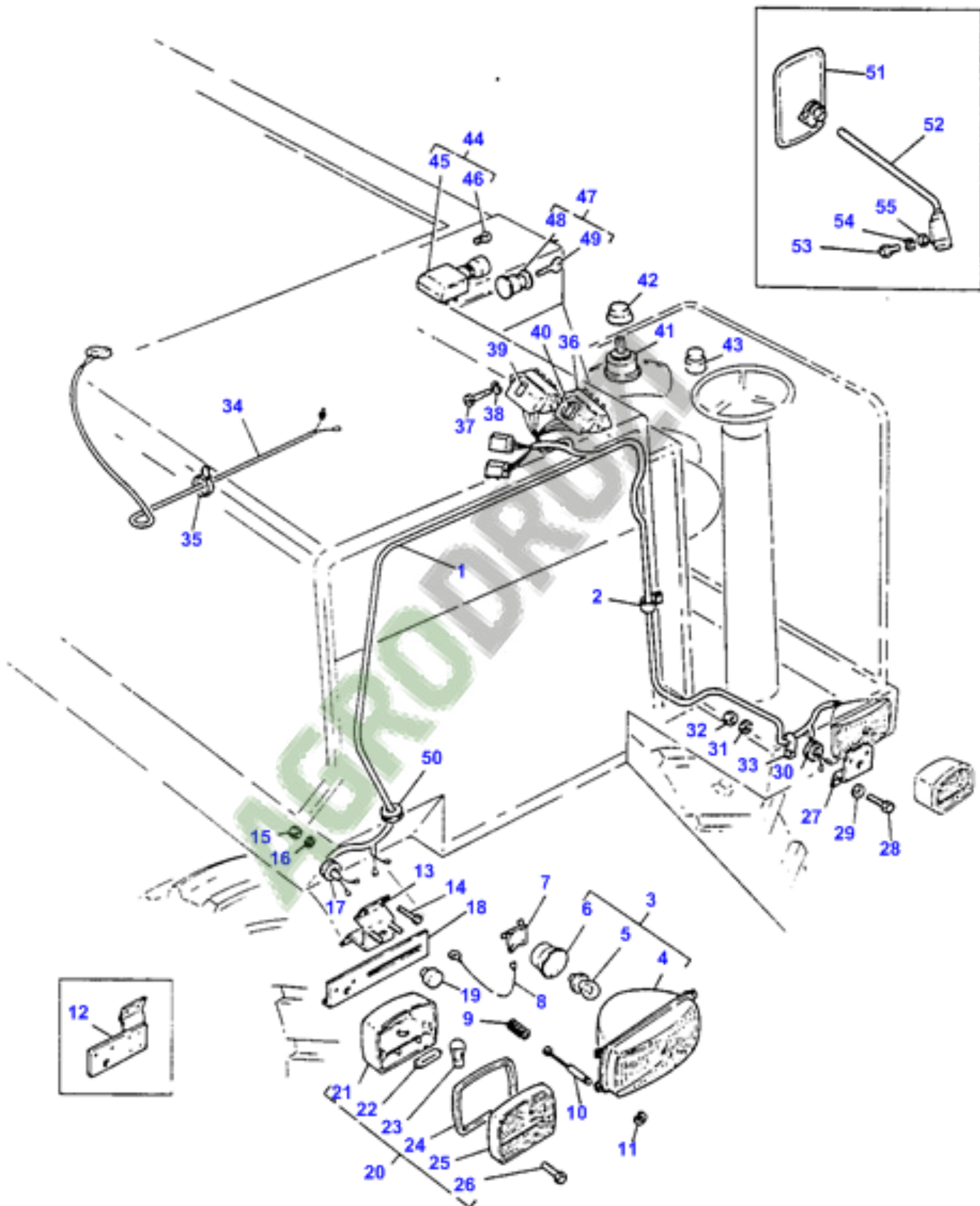


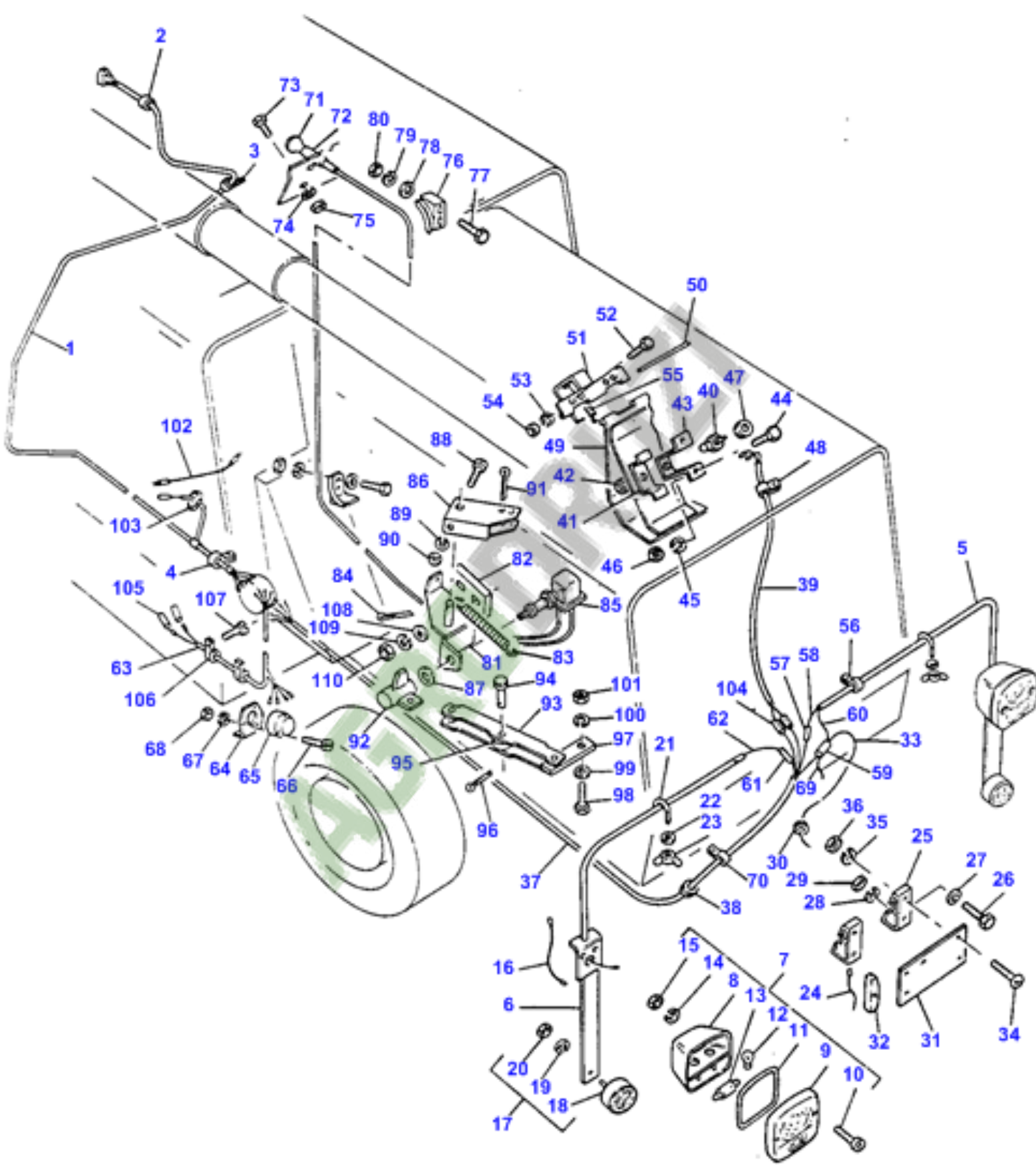












1 UNLOADER SPOUT
UNLOAD TRANSPORT

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3 IGNITION
OFF ON START

4 CYLINDER-DRIVE
FAST SLOW
ADJUST CYLINDER SPEED
WHILE DRIVE IS OPERATING

5 625

6 620

7 625

8 620

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MASSEY FERGUSON

16

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18 WARNING
KEEP CLEAR OF OPENINGS
IN ANGER TUBE

19 PATENTS PENDING

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21 MF

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24 TO MAINTAIN SPECIFIED RANGE
OF CYLINDER SPEED ALTER
POSITION OF DRIVEN PULLEY
SNEAVES BY ROTATING CYLINDER
DRIVE GEARBOX FOR FULL INSTRUCTIONS
SEE OPERATORS INSTRUCTION BOOK

25 FREQUENCY OF GREASING AS
SHOWN
8 HRS 8 HRS 50 HRS 8 HRS

26

27

33 CLEAN OUT EVERY EVENING IF
OPERATING IN SNOW OR MUDDY
CONDITION REMOVE THIS DOOR
WHEN COMBINE NOT IN USE

34

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

36

37 VALVE MUST BE CLOSED
WHEN COMBINE IS WORKING
FOR INSTRUCTION - SEE
OPERATORS MANUAL

38 WARNING
ALTERNATOR MUST BE DISCONNECTED
IF ENGINE IS TO BE OPERATED WITHOUT
BATTERY PERMANENTLY CONNECTED
SERIOUS DAMAGE TO ALTERNATOR
WILL RESULT IF THIS WARNING
IS IGNORED

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DO NOT USE OIL

SEE OPERATOR INSTRUCTION BOOK FOR SERVICING INSTRUCTIONS

WARNING

DISCONNECT COUPLING ON DRIVE SHAFT BEFORE DETACHING TABLE

DIESEL

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

STARTING INSTRUCTIONS

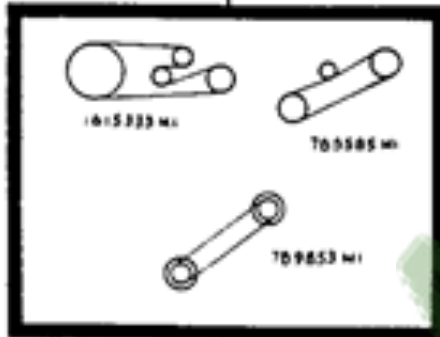
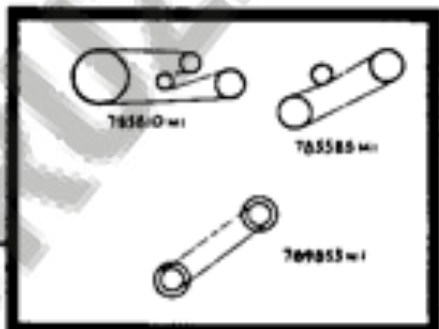
PUSH IN FUEL CUT OFF - OPEN THROTTLE HALFWAY TURN KEY TO 'ON' AND THEN TO 'START' POSITION. DO NOT RACE COLD ENGINE.

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

HARVEST CHART

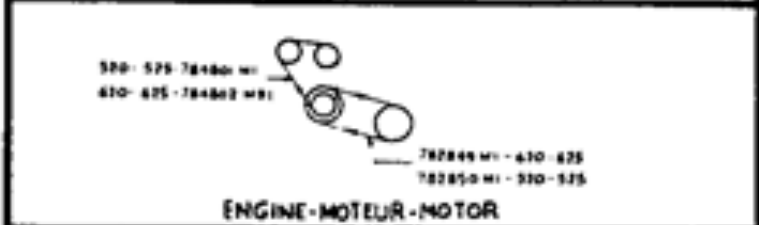
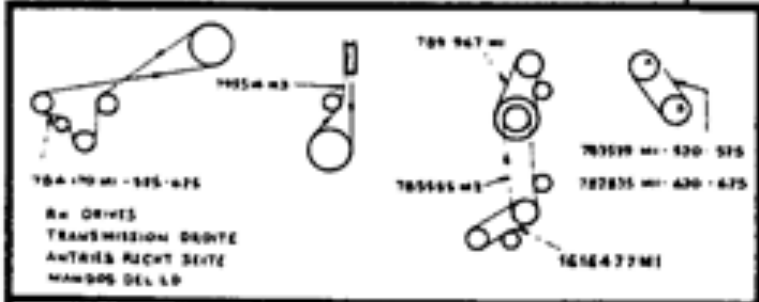
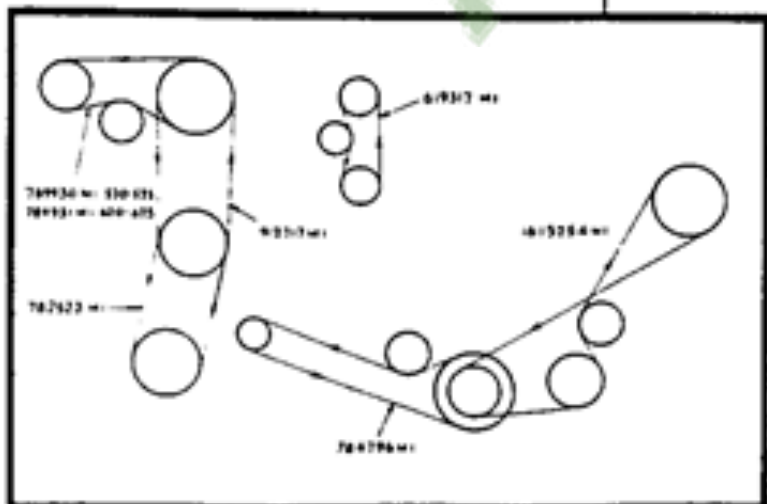
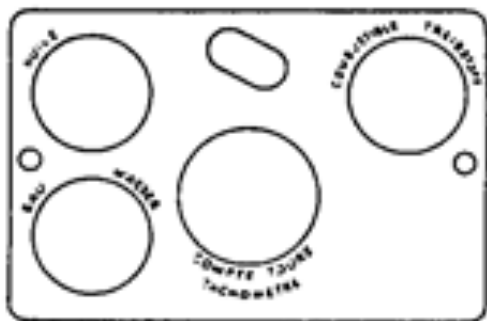
CROP	ROW	ROW WIDTH		ROW SPACING		ROW LENGTH		ROW DIRECTION		MATERIAL
		IN	OUT	IN	OUT	IN	OUT	IN	OUT	
BARLEY	100	100	100	100	100	100	100	100	100	100
WHEAT	100	100	100	100	100	100	100	100	100	100
MAIZE	100	100	100	100	100	100	100	100	100	100
SOYBEAN	100	100	100	100	100	100	100	100	100	100
PEANUT	100	100	100	100	100	100	100	100	100	100
MAIZE	100	100	100	100	100	100	100	100	100	100
WHEAT	100	100	100	100	100	100	100	100	100	100
BARLEY	100	100	100	100	100	100	100	100	100	100

THESE SETTINGS ARE ONLY GUIDANCE ONLY THEY REPRESENT THE BEST STARTING POINT FOR HARVESTING AND CONDITIONS LISTED AFTER TO OPERATOR WITH LOCAL SOILS FOR FURTHER INFORMATION



WARNING

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



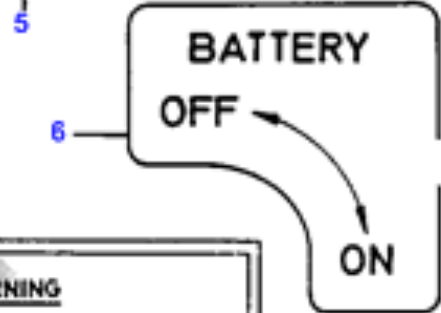
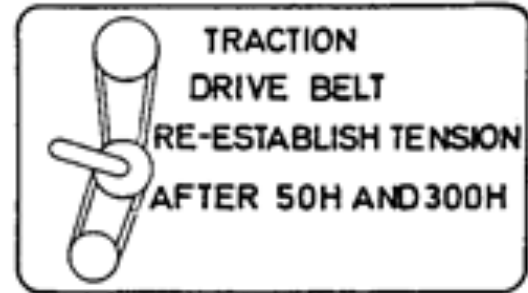
WARNING

NEGATIVE EARTH ELECTRICAL SYSTEM

BATTERY LEADS MUST NOT BE REMOVED OR REVERSED WHILST ENGINE IS RUNNING

STARTING USING ADDITIONAL SLAVE BATTERY

CONNECT SLAVE BATTERY IN PARALLEL
(TERMINALS + TO + AND - TO -)
A BATTERY MUST REMAIN CONNECTED
WHILST ENGINE IS RUNNING TO AVOID
DAMAGE TO ALTERNATOR



WARNING

DO NOT CONNECT OR DISCONNECT SOCKETS TO ALTERNATOR WHILST ENGINE IS RUNNING

CLEANING ALTERNATOR

DO NOT CLEAN ALTERNATOR WITH STEAM OR WATER USE AIR JET OR SOFT DRY BRUSH

WARNING

KEEP THE IGNITION KEY IN YOUR POCKET IF YOU HAVE TO WORK INSIDE UNDER OR AROUND THE MACHINE

FAST- REEL SLOW
SPEED

1 2 3

IMPORTANT

REMOVE EXPANSION CHAMBER

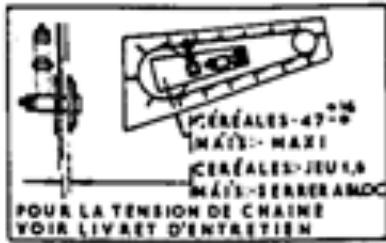
BEFORE FILLING GEAR BOX WITH OIL

TABLE SAFETY
CLUTCH
PUSH TO
DISENGAGE

SUPER II

TORQUE REAR WHEEL
STUDS TO 160 - 170 LB FT

SUPER II



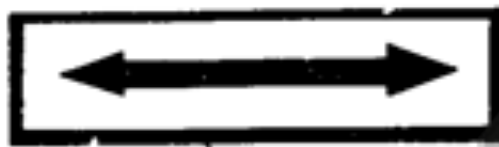
LE FILTRE À AIR DOIT ÊTRE ENTRETIEN RÉGULIÈREMENT SUIVANT LES INSTRUCTIONS DU FABRICANT ARRÊTER LE MOTEUR À LEVER LA COUVE ET SUIVRE LES INSTRUCTIONS QUI Y SONT INSCRITES REMPLACER OU NETTOYER L'ÉLÉMENT FILTRANT SUIVANT LE INSTRUCTIONS INSCRITES SUR CET ÉLÉMENT

NETTOYER L'ÉLÉMENT FILTRANT QUAND LE SIGNAL SE BLOQUE AU ROUGE, PUIS REARMER L'INDICATEUR
POUSSER LE FOND POUR LIBÉRER
POUSSER LE DÔME POUR REARMER

PRE-FILTRE
QUAND ON ATTEND CE NIVEAU
VIDER COLLECTEUR
ATTENTION CE PRÉ-FILTRE NE LAÏVE QU'UNE PARTIE DE LA POUSSIÈRE LE FILTRE À AIR PRINCIPAL DOIT ÊTRE NETTOYÉ RÉGULIÈREMENT VOIR LE LIVRET DE ENTRETIEN

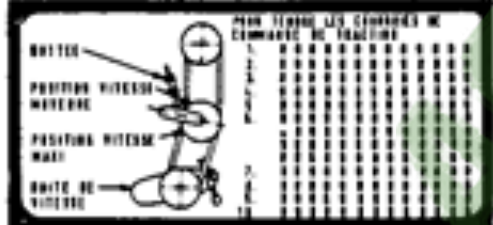
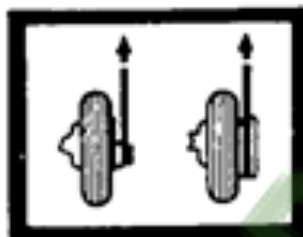
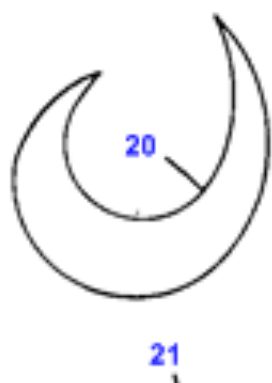


MASSEY FERGUSON



ATTENTION!
IL Y A DANGER D'APPROCHER MEMBRES ET VÊTEMENTS DES OUVERTURES DE LA VIS

PATENTS PENDING



GRAISSER COMME INDIQUE

4 HEURES	8 HEURES	24 HEURES	48 HEURES
↓	↓	↓	↓

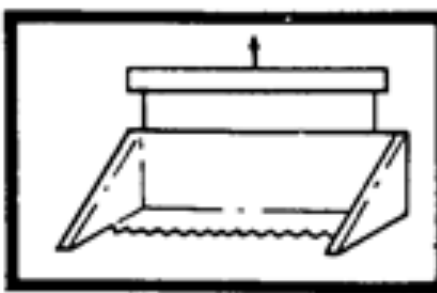
POUR MAINTENIR LE VITESSES DU CYLINDRE STIPULÉES CHANGER LA POSITION DE LA POULIE COMMANDÉE EN TOURNANT LA BOITE DE VITESSES DE LA COMMANDE DU CYLINDRE VOIR LE NOTICE D'ENTRETIEN

DANS CONDITIONS NEIGEUSES OU BOUEUSES ETTOYER CHAQUE SOIR OTER CETTE PORTE LORSQUE LA MACHINE NE TRAVAILLE PAS

ATTENTION
IL EST TRÈS DANGEREUX DE TRAVAILLER SOUS LE TABIER S'IL N'EST PAS BIEN APPUYÉ

PENDANT LE TRAVAIL LA BOUPAPE DOIT ÊTRE FERMÉE VOIR LE LIVRET D'ENTRETIEN

ATTENTION
DEBRANCHER L'ALTERNATEUR AVANT DE METTRE LE MOTEUR EN MARCHÉ SANS LA BATTERIE BRANCHÉE EN PERMANENCE SINON L'ALTERNATEUR SERA GRAVEMENT ENDOMMAGÉ



IMPORTANT
COMMANDE DU STYLER POULIE DE VARIATEUR
APRÈS LE RÉGLAGE DE LA COUPE À LA LIMITE IL FAUT UN ESPACE LIBRE DE 20 MM ENTRE LES DEUX MOITIÉS DE LA POULIE POUR RÉGLER LES POULIES DE VITESSE VARIABLE VOIR LE NOTICE D'ENTRETIEN

CONTROLE AUTOMATIQUE DE LA HAUTEUR DE COUPE
ATTENTION
NE PAS DÉMARRER NI ARRÊTER LE MOTEUR AVANT D'ENCLANCHER LES LEVIERS DE CONTRÔLE DU RELEVAGE DE TABLE

CHARGEMENT DU RESERVOIR

← DROIT → GAUCHE

NE PAS UTILISER D'HUILA
SE RÉFÉRER AU LIVRET D'ENTRETIEN

ATTENTION!
AVANT DE DETACHER LA TABLE
DESACCOUPLER L'ARBRE DE
COMMANDE

DIESEL

INSTRUCTIONS POUR LE DEMARRAGE
EMFOCEZ LA FERMETURE DU CARBURANT
OUVREZ L'ACCELERATEUR A MI-COURSE
TOURNEZ A ON PUIS A START
NE PAS EMBALLER LE MOTEUR
S'IL EST FROID

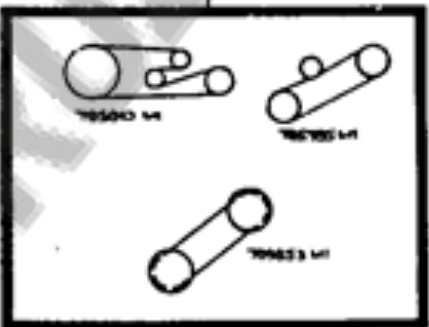
**N'EMPLOYER
LES PLAQUES
D'ELINGUE QU'AVEC
LES ROUES EN
POSITION D
VOIE ETROITE**

**VITESSE
RABATTEUR**
PRESSER LE BOUTON ET
ACTIONNER LE
LEVIER DE
RELEVAGE DU
RABATTEUR

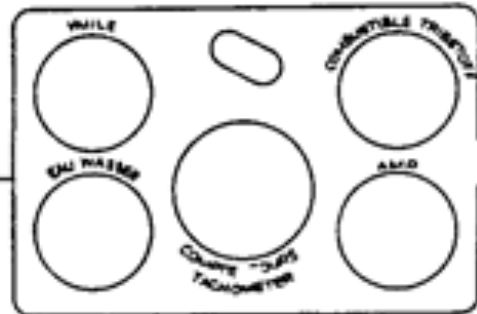
TABLE DE REGLAGE SUIVANT RECOLTE

RECOLTE	TYPE DE CULTURE	COURSE		COURSE		COURSE		COURSE		REMARQUES
		AVANT	APRES	AVANT	APRES	AVANT	APRES	AVANT	APRES	
ORGE
BLÉ
MAÏS
...

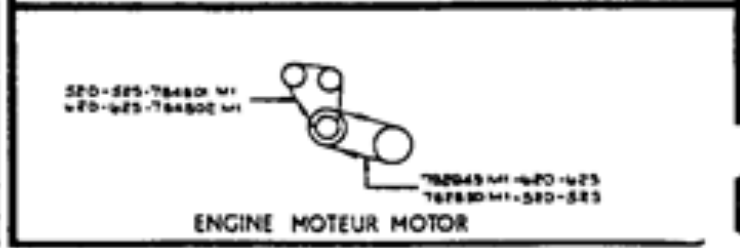
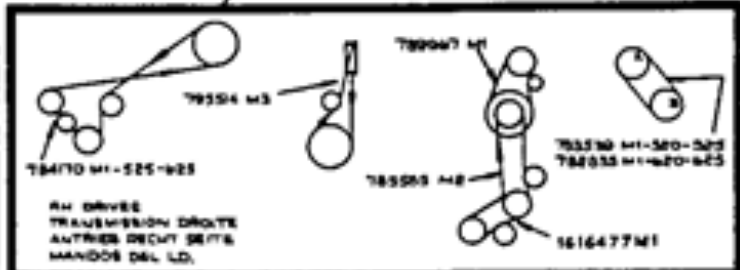
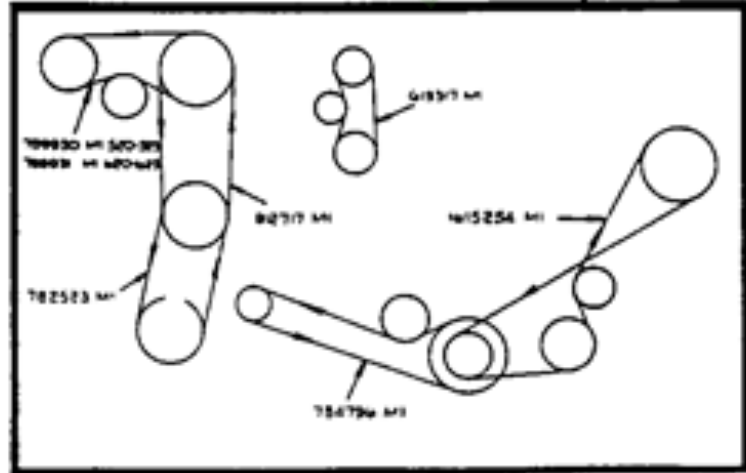
CEX REGLAGES SONT DONNES SEULEMENT A TITRE INDICATIF ILS REPRESENTENT LE MEILLEUR POINT DE DEPART POUR LES RECOLTES INDIQUEES POUR DE PLUS HAUTES DETAILS VOIR LA NOTICE D'ENTRETIEN



ATTENTION
NE PAS REGLER LE VARIATEUR
DE LA VITESSE DU VENTILATEUR
TANDIS QUE L'ARBRE DU
VENTILATEUR EST IMMOBILE



POUR LA CIRCULATION SUR ROUTE DE NUIT
REGLER LA TABLE ET LES RABATTEURS DE FACON
A NE PAS MASQUER LE FAISCEAU DE PHARES



ATTENTION

EQUIPEMENT ELECTRIQUE A MASSE NEGATIVE

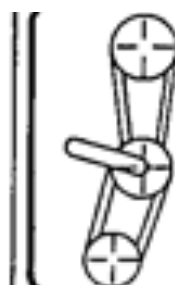
NE JAMAIS DEBRANCHER OU INVERSER LES CABLES DE BATTERIES AVEC MOTEUR EN MARCHÉ

DE MARRAGE AVEC BATTERIE DE DEPANNAGE

BRANCHER LA BATTERIE DE DEPANNAGE EN PARALLELE

(BORNES: + AU + ET - AU -)

POUR EVITER LA DETERIORATION DE L'ALTERNATEUR UNE BATTERIE DOIT RESTER BRANCHEE PENDANT QUE LE MOTEUR EST EN MARCHÉ



LES COURROIES DE VARIATEUR D'AVANCE SERONT RETENDUES APRES 50HRS ET 300HRS

BATTERIE

ARRET

MARCHÉ

1 2 3

ATTENTION

NE PAS BRANCHER OU DEBRANCHER L'ALTERNATEUR AVEC MOTEUR EN MARCHÉ
NETTOYAGE DE L'ALTERNATEUR
NE JAMAIS NETTOYER AVEC DE L'EAU OU DE LA VAPEUR: UTILISER UNE SOUFFLETTE OU UNE BROUSSE SOUPLE ET SECHE

ATTENTION

GARDEZ LA CLE DE CONTACT DANS VOTRE POCHE SI VOUS DEVEZ TRAVAILLER A L'INTERIEUR AU-DES-SOUS AU-DESSUS, AU OUR DE LA MACHINE

IMPORTANT

ENLEVER LE RESERVOIR D'EXPANSION

AVANT DE REMPLIR L'HUILE

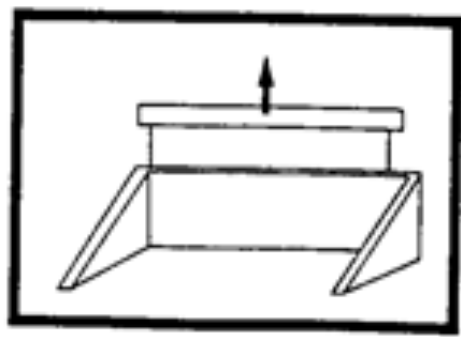
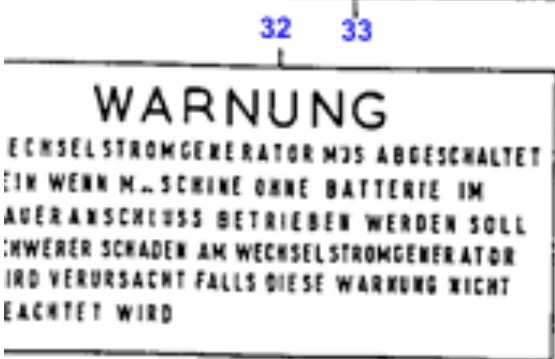
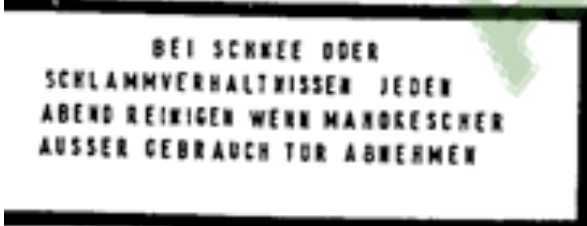
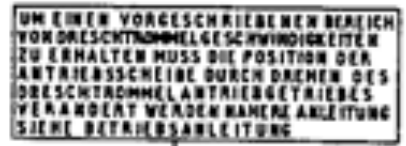
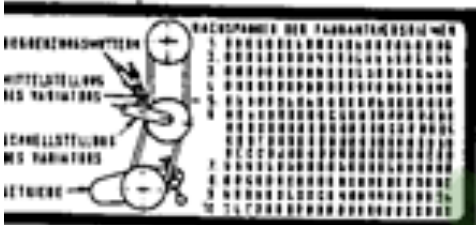
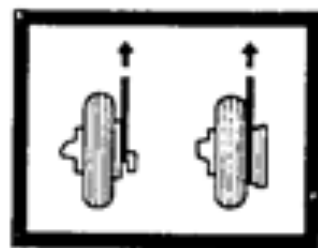
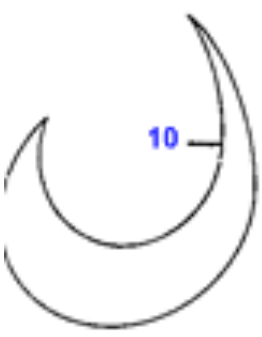
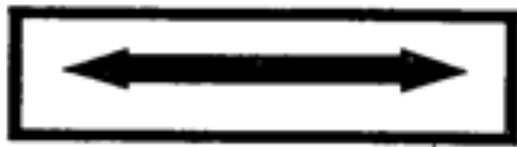
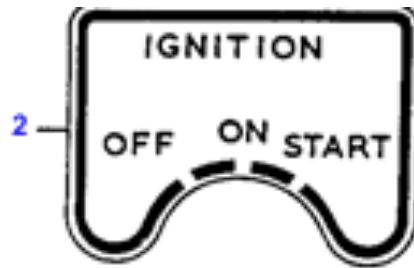
SERRER LES GOUJONS DES ROUES ARRIERES AU COUPLE DE 21-23 dam.N (M-KG)

SUPER II

SUPER II

EMBRAYAGE DE SECURITE DE TABLE
POUSSER POUR DEBRAYER

TUBE DE DECHARGE
DECHARGE TRANSPORT



2

ACHTUNG
 KLEMMEN ZUR DREHSTROMLICHT MASCHINE NICHT
 BEI LAUFENDEM MOTOR VERBINDEN ODER TRENNEN
REINIGUNG DER LICHTMASCHINE
 NICHT MIT WASSER ODER DAMPFREINIGEN
 LUFTDRUCK ODER WEICHE TROCKENE BURSTE
 BENÜTZEN

ACHTUNG
 ELEKTRISCHE AUSRÜSTUNG MIT MINUS AN MASSE
 BATTERIEKABEL NICHT BEI LAUFENDEM MOTOR
 ABNEHMEN ODER VERWECHSELN
START MIT ZUSÄTZLICHER BATTERIE
 BATTERIEPOLE PARALLEL VERBINDEN
 (+ ZU + UND - ZU -)
 BEI LAUFENDEM MOTOR MUSSEINE BATTERIE
 VERBUNDEN BLEIBEN UM BESCHÄDIGUNG
 DER DREHSTROMLICHTMASCHINE ZU
 VERMEIDEN

VICHTIG



NÄHME AB DAS ENT-
 SPANNUNGSRESERVOIR
 ←
 VOR ÖL FÜLLUNG
 DES GETRIEBES

1

HINTERRADSCHPAUBEN
 MIT 21 23KPM ANZIEHEN



KEILRIEMEN
 FÜR
 FAHRVARIATOR
 NACH
 50 UND 300 STD
 NACHSPANNEN

6

BATTERIE
 EIN →
 ← AUS

7

SCHNELLIGKEIT
 SCHNELL DES LANGSAM
 AHRENTREIBER

1 2 3

ACHTUNG
 BEWAHREN SIE DEN STARTERSCHLUSSEL
 IN IHRER TASCHE AUF WENN SIE IN
 UNTER AUF ODER AN DER MASCHINE
 ZU ARBEITEN HABEN

9

SUPER II 13

10

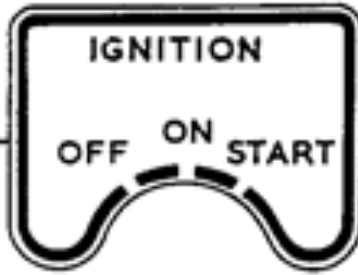
SUPER II

11

SICHERHEITS-
 KUPPLUNG
 FÜR TISCH
 DRUCKE ZUM
 AUSKUPPELN

12

ENTLEERUNGSROHR
 ← ENTLEERUNG FAHRT →



4 - 625

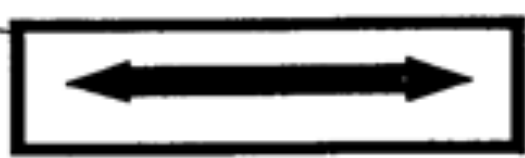
5 - 620

6 - 625

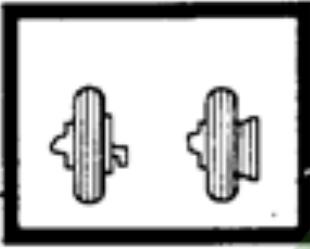
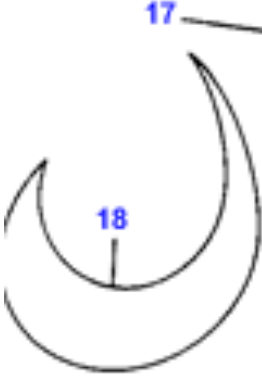
620

MASSEY FERGUSON

7 - PATENTS PENDING



16 - AVISO
ES PELIGROSO ACERCAR LAS MANOS A LOS ORIFICIOS DEL TUBO DEL SIFIN



22 - ENGRASAR SEGUN INDICADO
8 HORAS 8 HORAS 50 HORAS 8 HORAS

23 - PARA MANTENER LAS VELOCIDADES ESTIPULADAS DEL CILINDRO CAMBIAR LA POSICION DE LA POLEA MANDADA GIRANDO LA CAJA DE CAMBIOS DEL MANO DEL CILINDRO VEASE EL MANUAL DEL OPERADOR

25 - PARA REVISAR LAS CUBIERTAS DE TRACTORES

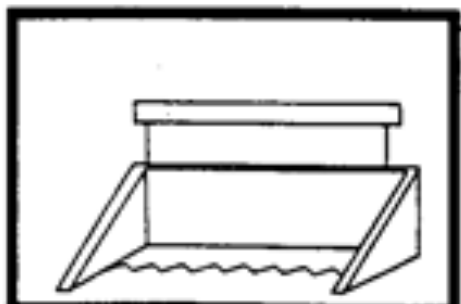
TIPO DE LIMITE	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66	67	68	69	70	71	72	73	74	75	76	77	78	79	80	81	82	83	84	85	86	87	88	89	90	91	92	93	94	95	96	97	98	99	100
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32 - TRABAJANDO EN NIEVE O BARRO LIMPIAR CADA TARDE QUITAR ESTA PUERTA CUANDO LA MAQUINA NO ESTA EN SERVICIO

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

34 - LA VALVULA DE DE ESTAR CERRADA CUANDO LA MAQUINA ESTA TRABAJANDO VEASE EL MANUAL DEL OPERADOR

35 - AVISO
ANTES DE PONER EN MARCHA EL MOTOR DEBE ESTAR DESCONECTADO EL ALTERNADOR SI LA BATERIA ESTA DESCONECTADA EL INCUMPLIMIENTO DE ESTE AVISO PUEDE OCASIONAR SERIAS AVERIAS EN ALTERNADOR



36 - **IMPORTANTE**
MANO DEL CILINDRO-POLEA DEL VARIADOR DE VELOCIDAD
DESPUES DE AJUSTAR LAS TUERCAS DEL LIMITE DEBE HABER UN JUEGO DE 0,3MM A 0,5MM ENTRE LAS DOS MEDIAS POLEAS PARA AJUSTAR LAS POLEAS DE VELOCIDAD VARIABLE VEASE EL LIBRO DE INSTRUCCIONES

37 - CONTROL AUTOMATICO DE LA ALTURA DE CORTE
38 - AVISO
ANTES DE ARRANCAR O PARAR EL MOTOR CONECTAR LAS DOS PALANCAS DE CONTROL DEL LEVANTE DE LA PLATAFORMA CONJUNTAMENTE

CARGA DEL TANQUE



NO PONER ACEITE

PARA EL SERVICIO VER EL MANUAL DEL OPERADOR

ADVERTENCIA

ANTES DE QUITAR LA MESA
DESCONECTAR EL ACOPLIMIENTO
EN EL ARBOL DE MANDO

DIESEL

INSTRUCCIONES PARA ARRANCAR

EMPUJAR EL CIERRE DEL COMBUSTIBLE-ABRIR
EL ACCELERADOR A MITAD PASAR A "ON"
Y LUEGO A "START"
NO ACELERAR EL MOTOR ESTANDO FRIJO

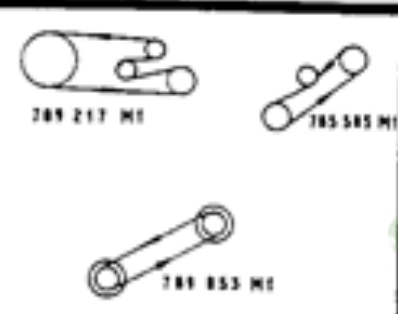
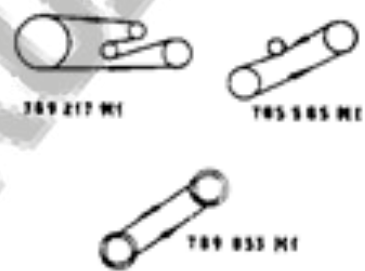
USAR LAS PLACAS
DE ESLINGA
ESTANDO LAS
RUELAS EN
POSICION DE
TROCHA ESTRECHA

VELOCIDAD
DEL
MOLINETE
APRETAR FSTE
BOTON Y OPERAR
LA PALANCA DE
LEVANTE DEL
MOLINETE

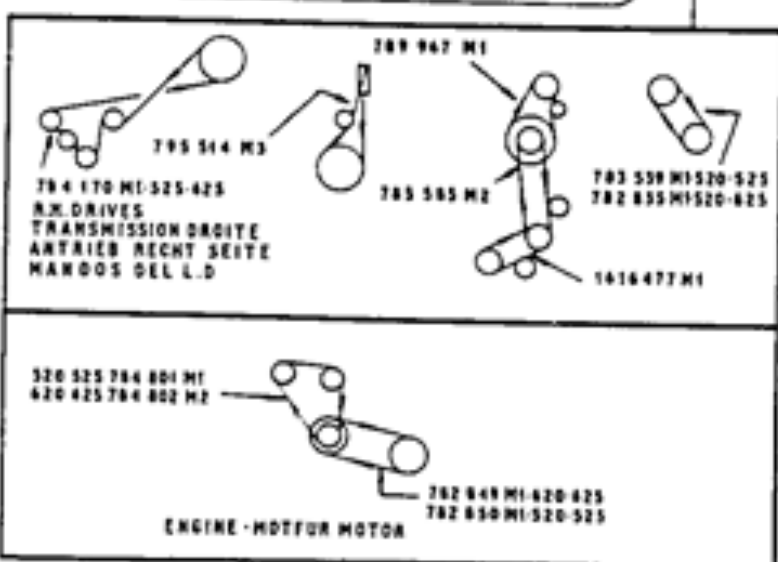
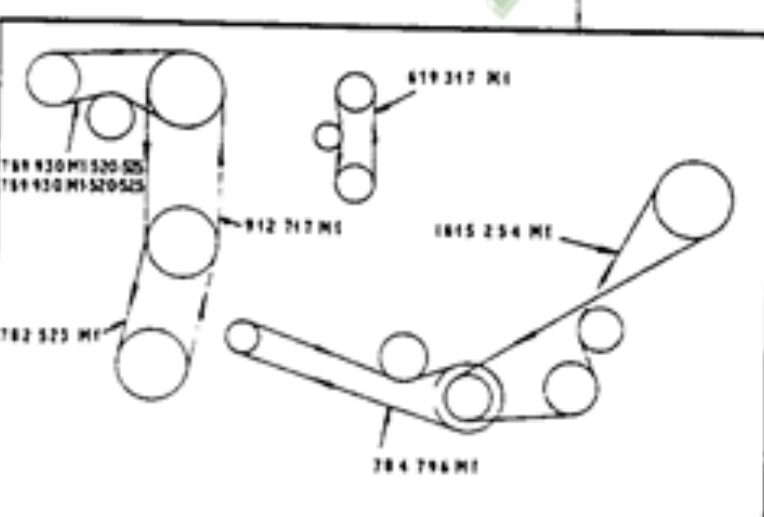
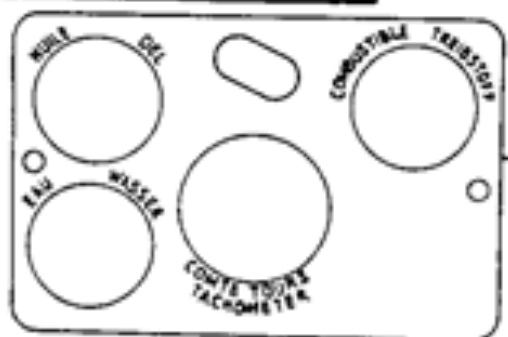
TABLA DE AJUSTES PARA COSECHA

COSECHA
CEBADA									
TRIGO									
APENA									
ARBOS									
LINO									
MAIZ									
SOYA									
...									

ESTOS AJUSTES SIRVEN DE GUIA SOLAMENTE REPRESENTAN LOS MEJORES AJUSTES INICIALES PARA LA COSECHA MENCIONADA INFORMACION ADICIONAL PUEDEN OBTENERSE DEL MANUAL DEL OPERADOR



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



AVISO

SISTEMA ELECTRICO CON NEGATIVO A MASA

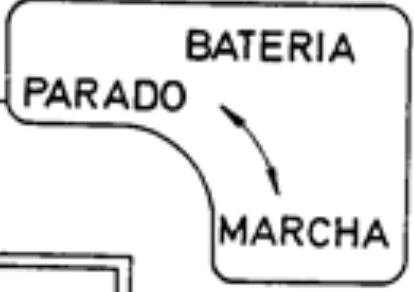
NO SACAR NI INVERTIR LOS TERMINALES DE LA BATERÍA CUANDO ESTÁ EN MARCHA EL MOTOR

PUESTA EN MARCHA USANDO BATERIA ESCLAVA
CONECTAR EN PARALELO LA BATERIA ADICIONAL
TERMINALES(+ AL+ Y - AL-)

CUANDO ESTÁ EN MARCHA EL MOTOR LA
BATERÍA DEBE ESTAR CONECTADA PARA NO
AVERIAR EL ALTERNADOR



5



6



7

AVISO
NO CONECTAR O DESCONECTAR EL ALTERNADOR CUANDO ESTA EN MARCHA EL MOTOR
LIMPIEZA DEL ALTERNADOR
NO LIMPIAR EL ALTERNADOR CON VAPORO AGUA USAR AIRE COMPRIMIDO O BROCHA SUAVE Y SECAR

ATENCION
GUARDAR LA Llave DE CONTACTO EN VUESTRO BOLSILLO SI TENEIS QUE TRABAJAR A L'INTERIOR ABAJO, ARRIBA, ALREDEDOR DE LA MAQUINA

8



13

AVISO
SACAR LA CAMARA DE EXPANSION ANTES DE LLENAR CON ACEITE LA CAJA DE ENGRANAJES

SUPER II

9

SUPER II

10

APRETAR LOS ESPARRAGOS ROSCADOS DE LAS RUEDAS TRASERAS AL PAR DE 21-23 METROS-KILOS

EMBRAGUE DE SEGURIDAD DE PLATAFORMA
EMPUJAR PARA DESEMBRAGAR

11

TUBO DE DESCARGA
DESCARGA TRANSPORTE

12

