

Adjusting Rear Wheel Toe-In

FIG. 21: Properly position the combine before beginning to adjust rear wheel toe-in.



WARNING: Before working around or under combine:

- Locate combine on a flat, hard, level surface.
- Put transmission in neutral.
- Set parking brake.
- Lower header completely to the ground or floor.
- Turn off engine and remove start key.
- Put block in front of and behind front drive tires.

FIG. 22: Lift the rear of the combine with suitable lifting equipment (1) and support the center section (2) with blocks or steel support stands (3) located equal distances on the left and right-hand sides of the axle assembly pivot pin (4).



FIG. 21

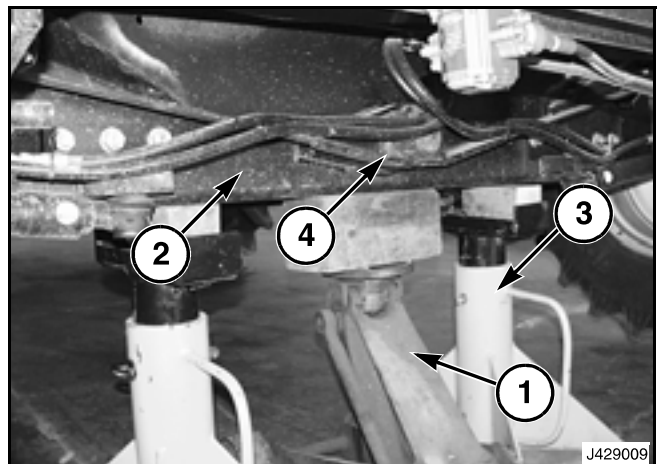


FIG. 22

FIG. 23: The rear wheels must have the proper amount of toe-in or steering control will be changed and excessive tire wear will occur.

Position the rear wheels in the straight forward position.

Put a mark at the center of the tread on both tires.

Check the rear wheel toe-in by measuring the distance between the two marks with the marks the same distance above the ground as the center of the hub with the mark toward the front of the combine. This is the front measurement (B).

Rotate the tires 180 degrees so that the marks are located the same distance above the ground as the center of the hub with the mark to the rear of the combine. Measure the distance between the two marks. This is the rear measurement (A).

Subtract the front measurement from the rear measurement to determine the current amount of toe-in.

Distance (A) minus distance (B) must be 5 to 11 mm (0.1875 to 0.4375 in).

IMPORTANT: The distance at the rear (A) must be larger than the distance at the front (B).

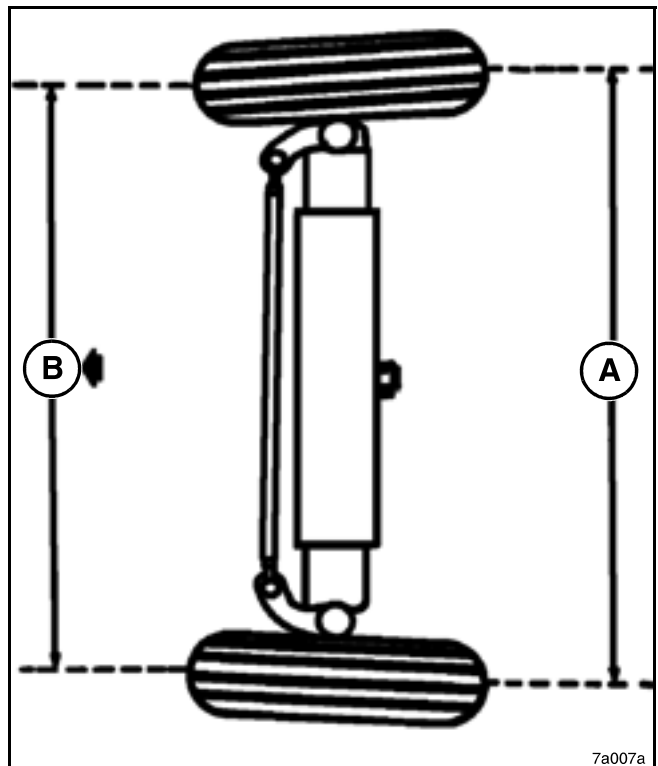


FIG. 23