

FORD

OPERATING AND ASSEMBLY INSTRUCTIONS

DEARBORN
SELF-PROPELLED WINDROWER
SERIES 505

Series 505-1 (10 Foot)

Series 505-2 (12 Foot)

Series 505-3 (14 Foot)

Series 505-4 (16 Foot)

Series 505-5 (10 Foot Less Reel)

Series 505-6 (12 Foot Less Reel)

Series 505-7 (14 Foot Less Reel)

Series 505-8 (16 Foot Less Reel)

TRACTOR AND IMPLEMENT DIVISION

Ford Motor Company

BIRMINGHAM, MICHIGAN

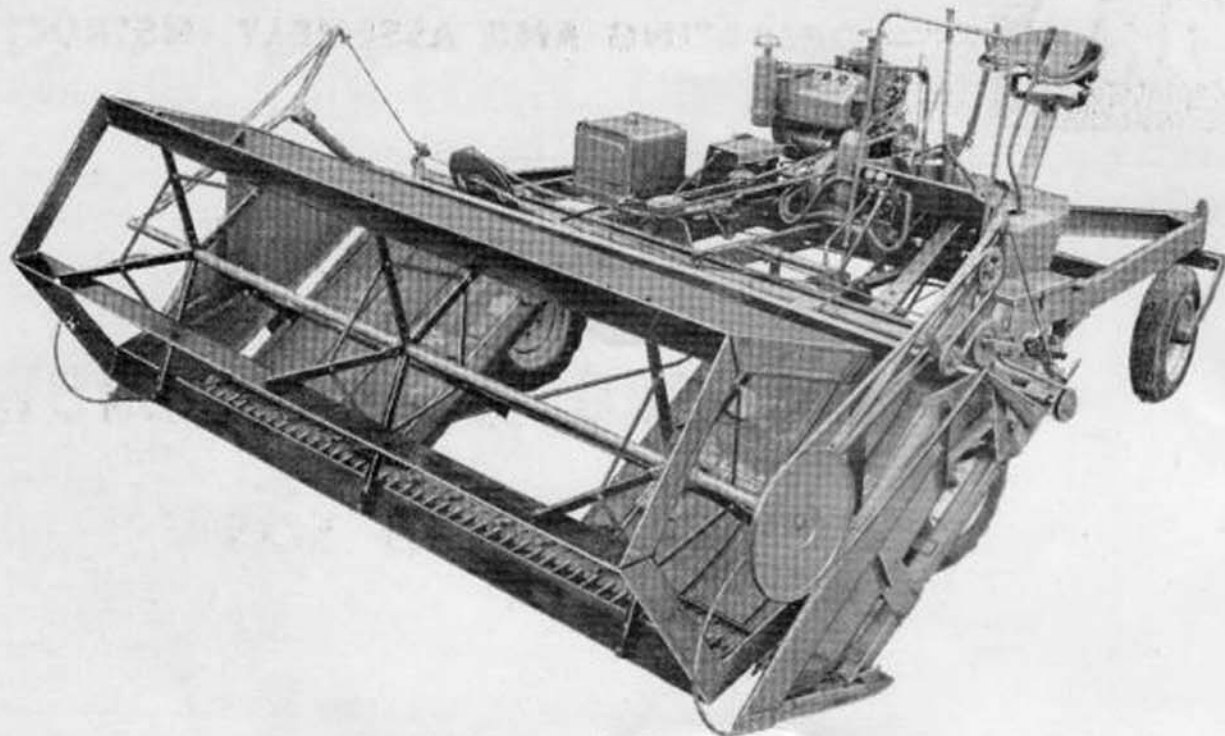


Figure 1
Dearborn Self-Propelled Windrower
(The Dual Wheels and Reel End Shields shown are optional equipment)

The Dearborn Self-Propelled Windrower (Figure 1) which you have purchased was designed and field tested to produce fluffy, heads-up windrows which dry fast and evenly all the way through. Its compact, center-delivery design permits you to open fields anywhere, make short turns and trim close to poles or fences for greater crop savings.

This manual has been prepared to acquaint you with the basic operation, adjustment and care of your new windrower. Read it carefully and keep it in a convenient place for later reference.

OPERATION

Controls: All operating controls on the Dearborn Self-Propelled Windrower are located within easy reach of the operator. The controls are shown in Figure 2 and the function of each is outlined below.

- A. Steering Control Levers - Control the forward, neutral, reverse, left turn and right turn operation of the windrower. (See Figure 3)
- B. Reel Control Lever: Hydraulically raises or lowers reel assembly.
- C. Throttle Control - Used to vary engine speeds.
- D. Variable Speed Control Lever - Used to vary ground speed.
- E. Parking Brake Pedal - Controls brakes on right and left drive wheels by a locking ratchet mechanism.
- F. Header Control Foot Pedal - Hydraulically raises or lowers header assembly.

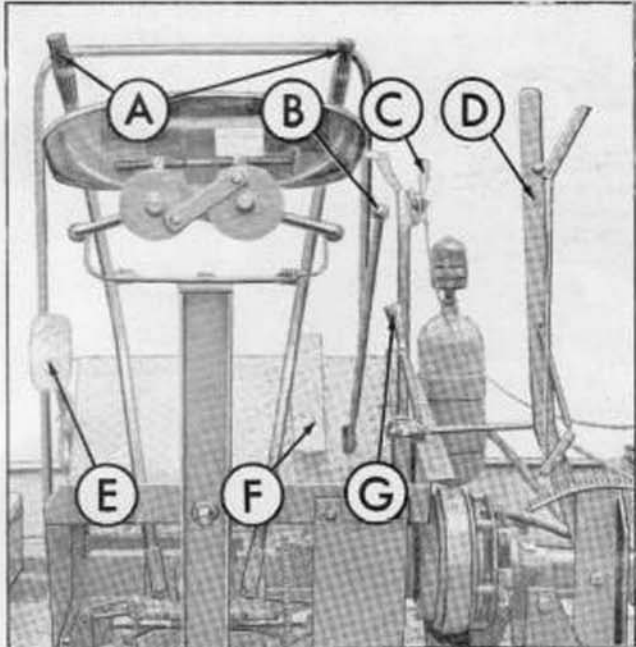


Figure 2
Operating Controls

G. Draper-Sickle Engaging Lever -
Used to engage the canvas drapers
and sickle.

NOTE: As an added convenience, the
Rest-O-Ride Seat on the windrower may
be adjusted to the operator's weight
and may be moved forward or rearward
as desired.

Starting: Before entering the field,
the operator should perform the follow-
ing steps in sequence as listed.

- a. Check to be sure that the wind-
rower and engine are properly
lubricated as outlined in LU-
BRICATION.
- b. Disengage the variable speed
control lever (D), Figure 2,
and the draper-sickle lever
(G), then place the steering
control levers (A) in the

neutral position. (See Figure 3.)

- c. Start the engine and set the throttle lever to maintain the desired engine speed. Engage the variable speed control lever partially to obtain a slow ground speed, then operate the steering control levers as shown in Figure 3.
- d. Operate the windrower at moderate speeds with the levers in the various travel directions shown until thoroughly familiar with the operating procedure.

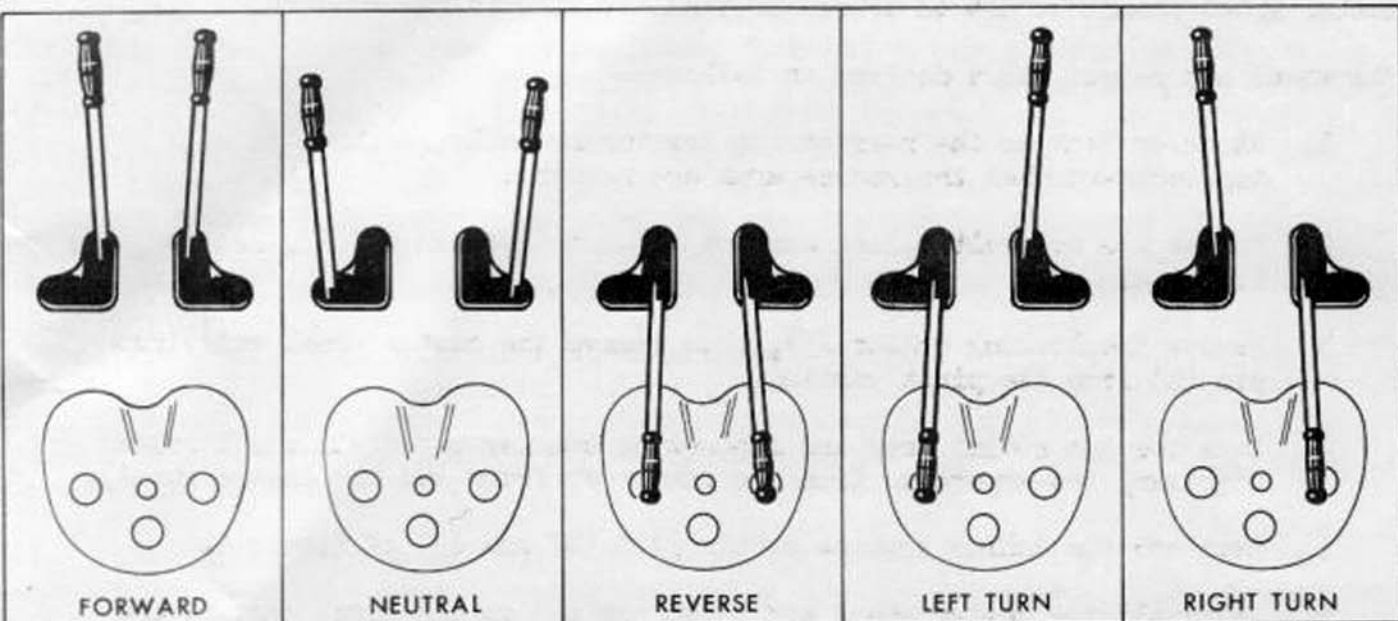


Figure 3
Steering Control Levers

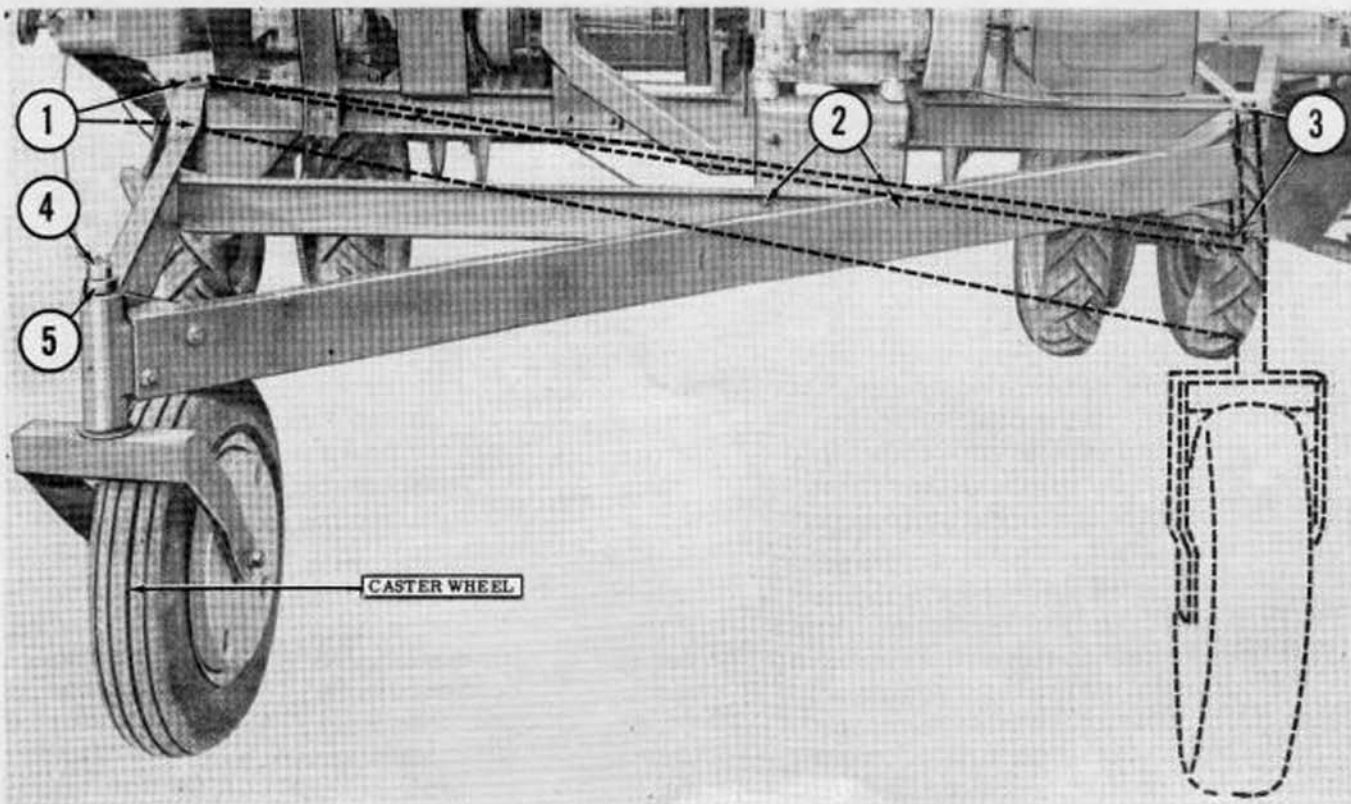


Figure 4

Changing Rear Caster Wheel

(Dual Wheels and Caster Wheel Weight shown are optional equipment)

NOTE: The windrower should not be operated in excess of 2200 engine RPM under average field conditions.

Field Operation: During field operation, the caster wheel assembly may be offset either to the right or left to avoid running over the windrow. See Figure 4. For example, if the operator is making right hand turns at the end of the field, the caster wheel should be set to travel on the left side of the windrow.

The wheel may be set where desired as follows:

1. Block or jack up the rear of the tractor assembly, so that it will not tip backward when the radius arms are removed.
2. Remove the two bolts, lock washers and nuts located at (1), (2) and (3), Figure 4.
3. Remove the locking collar (5), then remove the caster wheel and pivot pin (4) from the pivot casting.
4. Turn the two radius arms and supporting bracket over (all still bolted together, but separated from the windrower frame and the caster wheel).
5. Reattach the radius arms at points (1), (2) and (3) of Figure 4.
6. Reinstall the caster wheel and pivot pin (4) in the pivot casting and install the locking collar (5). The caster wheel assembly will then be positioned as indicated by the dotted lines in Figure 4.

NOTE: After the first hour of operation, all bolts and drive belts on the windrower should be checked and tightened if necessary. A similar check and thorough lubrication should again be made after ten hours of operation.

ADJUSTMENTS

Motor Variable Drive Sheave: The motor variable drive sheave is adjusted by removing the bolt and lock nut from the adjusting clevis (see Figure 5) and lengthening or shortening the clevis as necessary. When properly adjusted, the main drive belt should just contact the idling collar with a slight clearance between the belt edges and the slanted sides of the sheave when the sheave is fully engaged. This will provide proper idling and will eliminate excessive belt wear.

With the variable drive sheave lever fully engaged, the belt should never be allowed to run over the top of the sheave. A clearance of approximately $\frac{1}{4}$ " should be maintained between the top of the variable drive sheave and the belt.

NOTE: Check to be sure that the bolt which secures the adjusting clevis to the variable sheave stub shaft is free at all times.

Variable Driven Sheave: The spring-loaded variable driven sheave (see Figure 5) governs the amount of power transmitted from the drive belt and is an important factor in maintaining drive belt life. To adjust the sheave for proper tension, stop the engine and place a 6" x 6" block in front of each windrower drive wheel. Next, tighten the nuts on the three $\frac{5}{16}$ " spring adjusting bolts until just enough power is transmitted to carry the windrower over the blocks when starting to engage the variable speed control lever. Do not tighten the nuts excessively.

CAUTION: Do not attempt to tighten the main drive belt by sliding the engine back. This will only eliminate the slow ground speed.

Clutch Release and Clutch Brakes: Proper adjustment of the clutch release and clutch brakes is necessary for efficient steering of the windrower. To adjust, proceed as follows:

- a. Stop the engine and set the steering levers in the forward position. (see Figure 3)
- b. Remove the pin from each steering rod clevis (Figure 6) and adjust the clevises until a slight pressure must be exerted on the clutch release pivot arms to

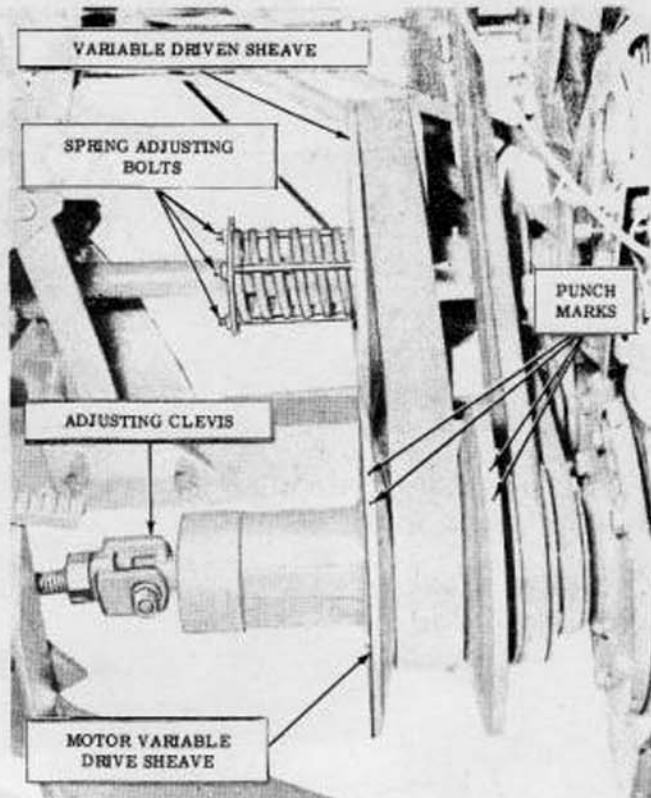


Figure 5
Variable Drive Adjustments

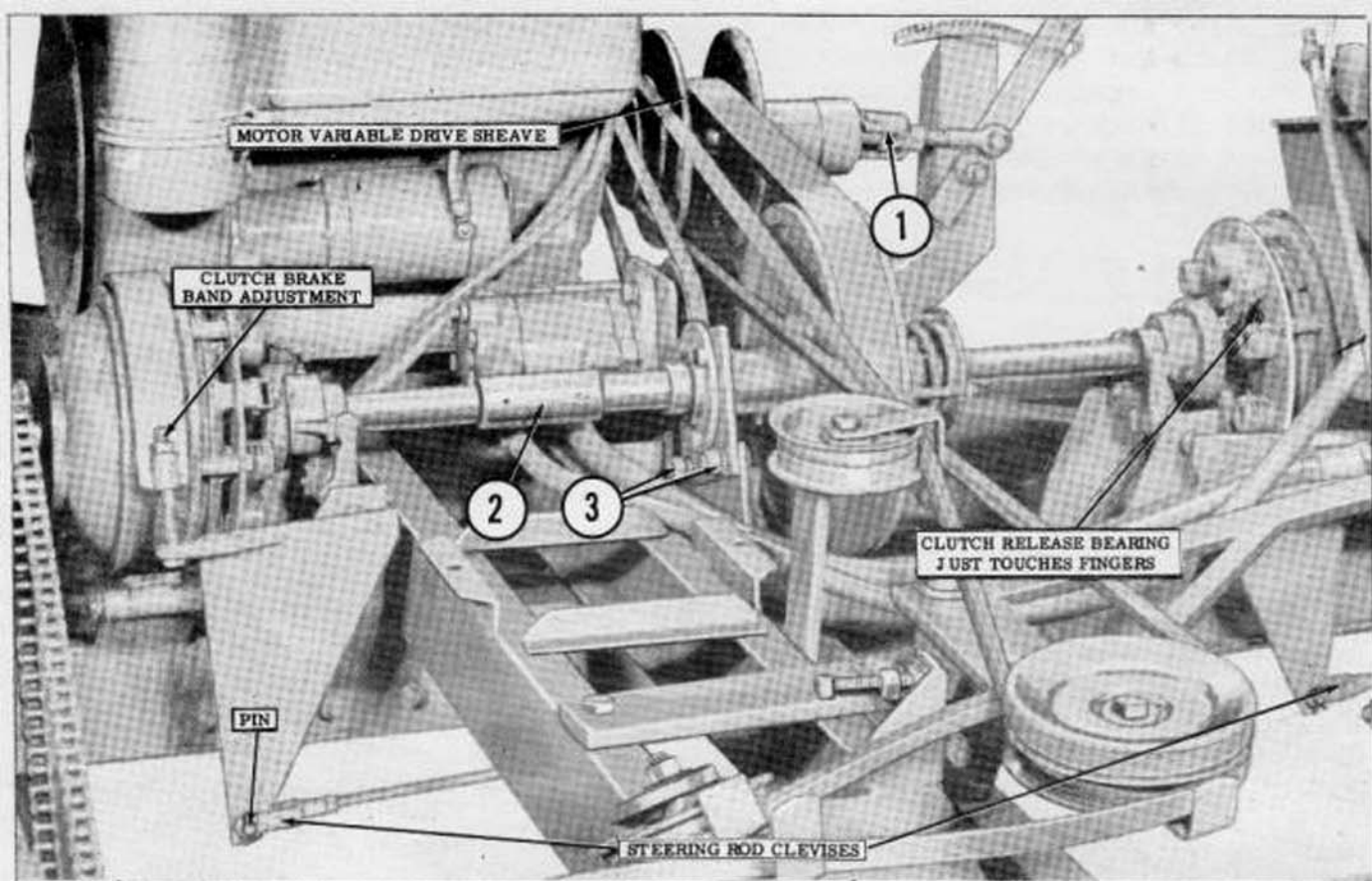


Figure 6
Adjusting Clutch Release and Clutch Brakes

replace the pins. After adjusting, check to be sure that the clutch release bearings just contact the clutch fingers.

After the clutch release linkage has been properly adjusted, the clutch brakes should also be checked and adjusted as follows:

- a. When the steering levers pass the highest point in the platform slots (going into neutral position) the clutch brake bands should have a slight drag on the clutch housing.
- b. Readjust the clutch brake bands on each clutch by means of the adjusting bolts (see Figure 6) until a slight drag is noticeable. With the clutch brakes adjusted in this manner, the brake bands should just clear the clutches slightly when the steering control levers are placed in the full neutral position.

Drive Chains: The windrower is equipped with a total of six roller drive chains which should be checked periodically for proper tension and alignment. As wear occurs, each chain should be tightened to permit a deflection of approximately $\frac{1}{2}$ inch.

Drive Belts: All drive belts on the windrower should be adjusted for proper tension at frequent intervals and worn belts should be replaced as soon as possible.

NOTE: Tension on the primary and secondary canvas drive belts is controlled by means of variable drive sheaves. Half of each sheave is threaded and may be turned in to increase belt tension. Always adjust these sheaves in equal amounts.

A similar sheave is used to drive the primary reel drive belt and may be tightened to increase the reel speed.

Canvas Drive Rollers: The two (inner) canvas drive rollers should always be parallel and at a 90° angle to the roller carriages. Cap screws and slotted holes are provided at the lower end of the drive rollers to maintain proper angle and alignment.

Sickle Register: Proper sickle register is essential to the efficient operation of the windrower. To check the register, raise the header approximately 8 inches off the ground and turn the pitman flywheel until the pitman arm is at either end of its stroke. The sickle is in proper register when the sections center on the guards. If the sickle sections are not in register, loosen the jam nuts at each end of the pitman pipe and turn the pitman pipe until proper register is obtained. Tighten the jam nuts securely.

Header Counter-Balance Connecting Link: To obtain proper counter-balance of the header, a series of holes is provided in the counter-balance frame (see Figure 7). Depending on the size of the head being used, the connecting link (8) should be attached to the proper hole in the frame linkage as shown in Figure 7 and the following chart.

10 foot header	Hole 4
12 foot header	Hole 3
14 foot header	Hole 2
16 foot header	Hole 2

NOTE: If a heavier pickup type reel is used, the hole setting should be one higher than those listed above.

Header Counter-Balance Springs: The two counter-balance springs (see 7, Figure 7), on the rear of the header should be tightened or loosened by means of the bolt (6) so that the header has the desired floating action under varying field conditions.

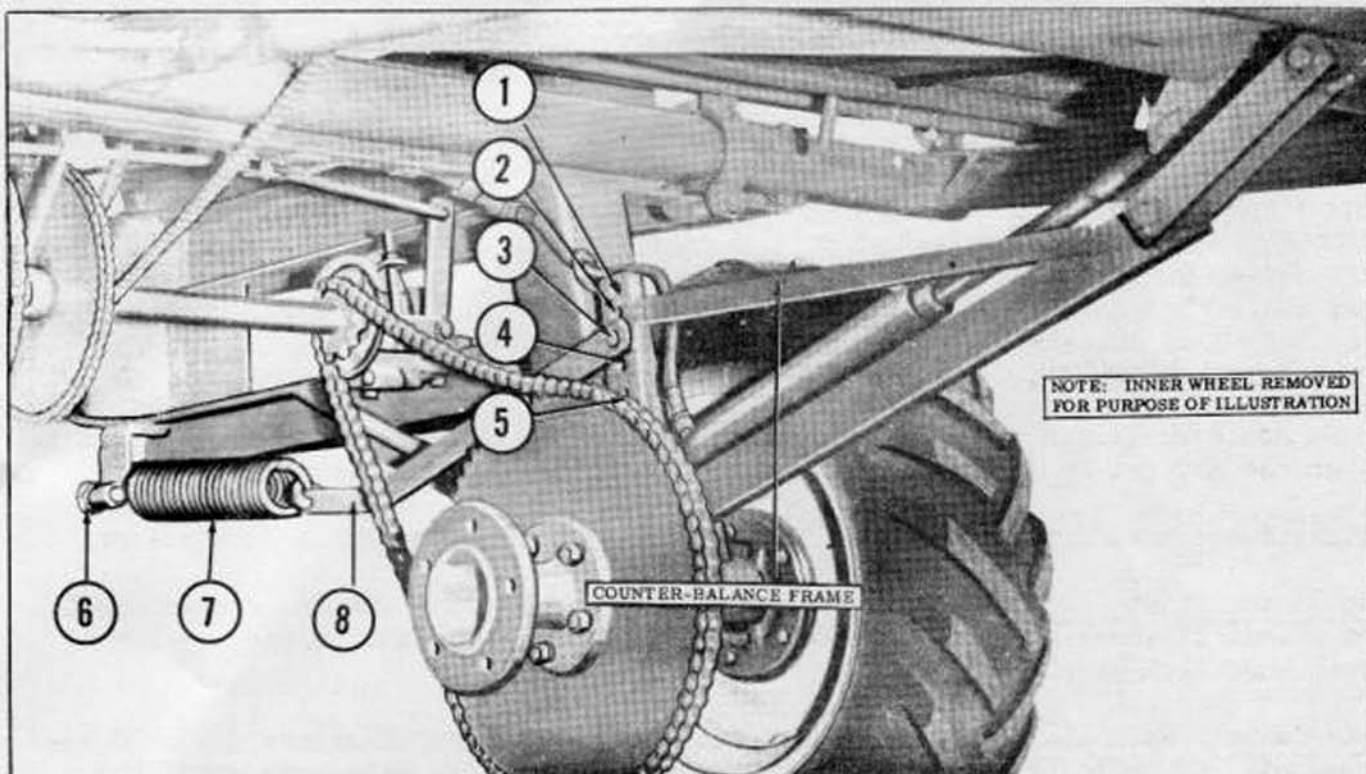


Figure 7
Counter Balance Spring and Connecting Link Adjustment

Wheel Brakes: The wheel brakes on the Dearborn Self-Propelled Windrower may be adjusted to compensate for wear by tightening the adjusting nut shown in Figure 8.

LUBRICATION

Proper lubrication is of vital importance to the efficient operation and long life of your windrower. Consequently, the operator must become familiar with the location of all lubricating points on the windrower and follow a systematic procedure to provide thorough lubrication.

The following list outlines the location of each pressure type fitting and its recommended frequency of lubrication. Following this list are special points of lubrication.

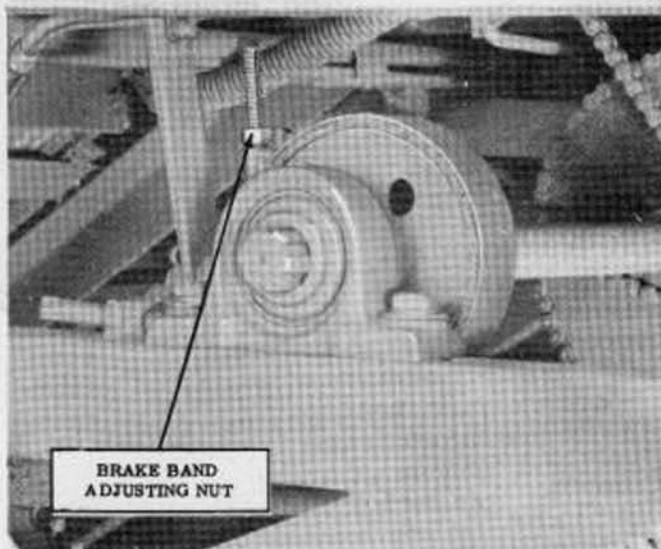


Figure 8
Wheel Brake Adjustment

<u>Description</u>	<u>Frequency</u>	<u>Location</u>
Left Steering Lever Linkage (2)	8 hours	(A), Figure 9
Right Steering Lever Linkage (2)	8 hours	(B), Figure 9
Variable Driven Sheave	8 hours	(C), Figure 9
Secondary Reel Drive Chain Sprocket	8 hours	(D), Figure 9
Secondary Reel Drive Chain Tightener	8 hours	(D), Figure 9
Clutch Release Bearings (2)	8 hours	(E), Figure 9
Motor Variable Drive Sheave*	8 hours	(F), Figure 9
Caster Wheel Spindle	Seasonal	(G), Figure 9
Pitman Arm (2)	8 hours	(H), Figure 10
Header Pivot Bearing Caps (3) (4 on 14' and 16' models)	Seasonal	(I), Figure 10
Sickle Drive Belt Idler Arm Pivot	8 hours	(J), Figure 10
Reel Shaft "L" (Right side)	8 hours	(K), Figure 10
Right Header Lift Linkage (3)	8 hours	(L), Figure 10
Sickle Wobble Arm Pivot Bearing	Seasonal	(M), Figure 10
Secondary Reel Drive Belt Tightener	8 hours	(N), Figure 10
Left Header Lift Linkage(3)	8 hours	(O), Figure 10
Reel Shaft "T" (Left side)	8 hours	(P), Figure 10
Secondary Reel Drive Belt Idler	8 hours	(Q), Figure 10
Primary Reel Drive Belt Tightener	8 hours	(R), Figure 10

* Do not over-grease the sliding section of the variable drive sheave. Excessive grease may get on the main drive belt, causing rapid deterioration.

NOTE: The draper drive rollers are sealed for life and require no lubrication.

Wheels and Pitman Flywheel: The bearings in the main drive wheels, caster wheel and pitman flywheel should be cleaned and repacked with an all purpose grease at least once each year.

Gear Cases: Each planetary gear case requires $\frac{1}{4}$ to $\frac{1}{2}$ pint of standard No. 30 engine oil. A periodic check should be made by turning the gear case until the filler plug is in the lower position and removing the plug to see that the oil is level with the hole. This level should be maintained at all times.

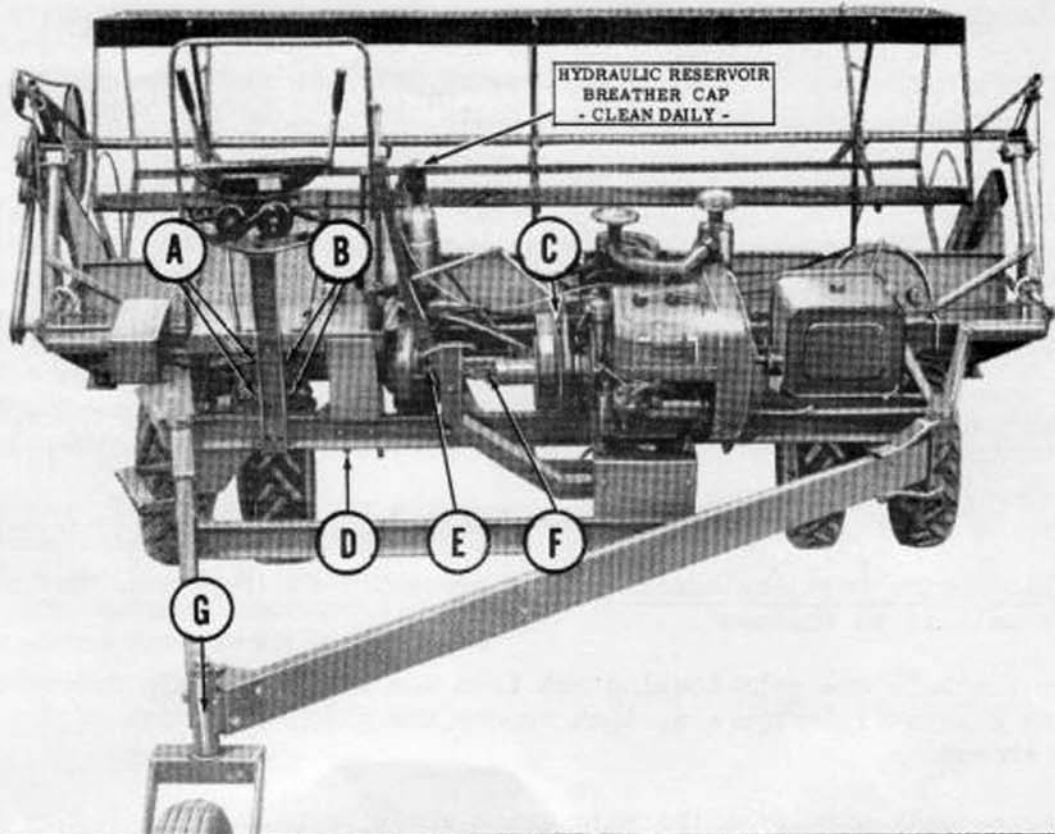


Figure 9
Lubrication Points
(The Dual Wheels and Reel End Shields shown are Optional Equipment)

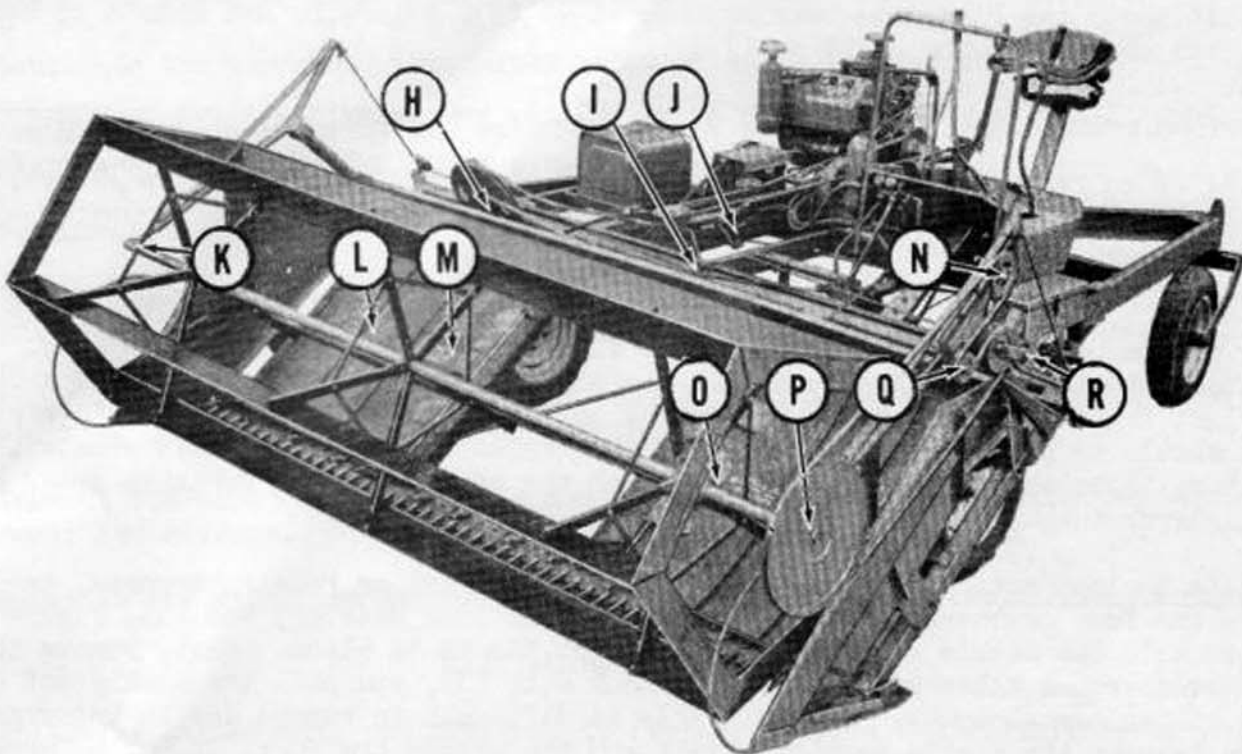


Figure 10
Lubrication Points
(The Dual Wheels and Reel End Shields shown are Optional Equipment)

When it becomes necessary to replace the gear case oil, loosen the bolts in the gear housing cover far enough to break the seal and let the used oil drain out. Flush the case with kerosene and, if necessary, replace the cover gasket. If the gasket is undamaged, retighten the cover bolts and fill to the level of the filler hole with fresh oil.

Hydraulic Reservoir: The hydraulic reservoir on the Dearborn Self-Propelled Windrower has a capacity of one gallon. It is recommended that Ford Tractor Hydraulic Oil (M-4864-A) be used in the reservoir. This special hydraulic oil is available in two and five gallon containers from your local Ford Tractor and Implement Dealer. The reservoir breather cap should be cleaned daily.

Wisconsin VH-4 Engine: For lubrication and maintenance regarding the Wisconsin Engine, refer to the Wisconsin Engine Manual provided with your windrower.

MECHANICAL MAINTENANCE

Main Traction Drive Belt Replacement: The procedure for replacing the main traction drive belt is as follows:

- a. Remove the bolt and self-locking nut from the motor variable drive sheave adjusting clevis (1), Figure 6, then remove the sliding section of the variable drive sheave.
- b. Remove the roll pins from the main drive shaft coupling (2), Figure 6, and slide the coupling to the right looking at the picture. Remove the two hex head bolts, lock washers and nuts (3) which hold the Flangette bearing bracket in place and rotate the bracket to the top side of the shaft.
- c. Remove the main drive belt from the motor variable drive sheave, then pass it under the Flangette bearing bracket at (3), Figure 6, and remove it through the opening in the shaft at (2).
- d. Install the new main traction drive belt by reversing the above procedure.

NOTE: When replacing the sliding section of the motor variable drive sheave, check to be sure that the two punch marks in each sheave section are properly aligned as shown in Figure 5.

IMPORTANT: Depending on the length of the new replacement drive belt, it may or may not be necessary to move the engine slightly when installing a new belt. Caution should be exercised whenever the engine is moved. The drive belt should be just tight enough to touch the idling collar on the motor variable drive sheave and should be properly aligned between the variable drive and driven sheaves. Adjusting bolts are provided for moving both the engine and the variable speed control lever forward or rearward.

Sickle Replacement: To remove the sickle for service or repair purposes, remove the four countersunk Allen head screws and lock nuts (2) and (4), Figure 11, which hold the sickle head bracket and pivot blocks in place. Next, remove the two countersunk Allen head screws and lock nuts (3), and pull the sickle out of the cutter bar assembly. If the sickle is difficult to remove due to interference between the sickle section rivets and the wobble arm fork, it may be necessary to remove the right canvas and loosen the wobble arm fork attaching bolts (1).

Sickle Repair: When sickle sections are broken or dull, they should be replaced. After new sections are riveted into place, check the sickle bar for straightness. All twists and bends should be removed from the sickle before replacing it.

Clutch Disc: When the windrower is left standing for any length of time or stored for the winter, the steering control levers (Figure 2) should always be placed in the neutral position.

In certain areas, humidity may cause the clutch discs to stick to the gear housing. If this occurs, block the steering levers in reverse position and insert a small knife or screw driver between the edge of the disc and the cover to free the disc.

Tire Pressure: The tires on the windrower drive wheels should be inspected periodically and inflated to equal pressure. The maximum pressure for all tires, including the caster wheel tire, is 24 pounds.

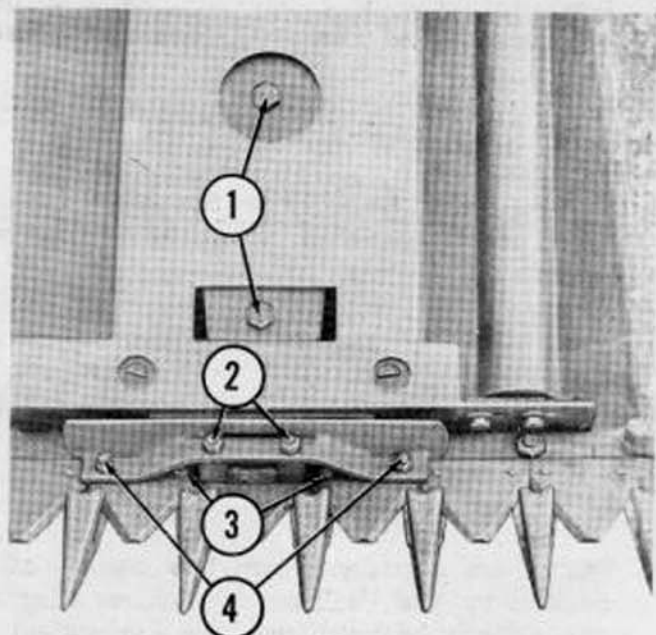


Figure 11
Sickle Replacement

STORAGE

At the end of each working season, the windrower should be properly stored as outlined below.

1. Clean the windrower thoroughly and store it in a clean dry place.
2. Place the steering control levers in neutral position.
3. Lubricate the windrower thoroughly as directed in LUBRICATION.
4. Remove all roller chains and apply a coat of motor oil. Remove oil when replacing chains at beginning of next season.
5. Support the header on blocks to relieve tension on the counter-balance springs.
6. Remove the rubberized canvas drapers. Be sure they are thoroughly dry, then roll them up and store them in a dry, cool place protected from rodents.
7. Apply a coating of heavy oil to the sickle and guards. When removing from storage, clean the sickle and guards thoroughly to remove oil.
8. Inspect for worn or broken parts and replace them while preparing the windrower for storage.
9. Refer to the Wisconsin Engine Manual for instructions on the engine storage.

ATTACHMENTS

The following attachments are designed to further improve the efficiency of your windrower and are available at extra cost from your local Ford Tractor and Implement Dealer.

Dual Wheel Kit (14-167): Improves floatation and traction in sandy or soft-surfaced soil. Includes two 6:70 x 15 four ply tires and wheels.

Reel End Shields (145995): Help to prevent tangling of crops in the reel and on the ends of the reel bats. Consist of ten shields and attaching hardware.

Caster Wheel Weight (14-184): Stabilizes the rear of the windrower when operating over rough ground.

Eleven Tooth Reel Drive Sprocket (No. 102272): May be used to replace the thirteen tooth sprocket (No. 100658) where it is desirable to slow down the reel speed.



SAFETY

Most farm accidents are the result of negligence and carelessness and are usually caused by the failure to follow simple safety rules and precautions. The following safety precautions are suggested to help prevent such accidents.

1. Do not permit anyone but the operator to ride on the platform at any time.
2. Always shut off the engine and disengage the drive before attempting to clean, adjust or lubricate the windrower.
3. When leaving the windrower, always shut off the engine, place the control levers in neutral and engage the brake.
4. Keep all nuts, bolts, screws and other connections tightened securely.
5. Keep the windrower and engine clean to avoid the possibility of fire.
6. Make sure everyone is clear of windrower before engaging clutches.
7. Keep hands and loose clothing away from all moving parts.
8. Use extreme care when operating near ditches, gullies or fences.

The Tractor and Implement Division of the Ford Motor Company, being a member of the National Safety Council, is privileged to use the Green Cross to denote safety instructions in operators manuals.

SHIPPING INFORMATION

The Dearborn Self-Propelled Windrower is shipped as Bundle No. 14-163 (10 foot), Bundle No. 14-164 (12 foot), Bundle No. 14-165 (14 foot), or Bundle No. 14-179 (16 foot). The Dearborn Self-Propelled Windrower is also available without the reel assembly and is shipped as Bundle No. 14-180 (10 foot, less reel), Bundle No. 14-181 (12 foot, less reel), Bundle No. 14-182 (14 foot, less reel), or Bundle No. 14-183 (16 foot, less reel).

In each case, the caster wheel assembly and radius arms are removed from the rear of the windrower to facilitate carloading. These parts are wired together and shipped under each windrower, with attaching bolts in place.

All other parts which are removed to avoid damage in shipment are wired to the header of the basic windrower. These are listed below and shown in Figure 12.

NOTE: In the windrower models shipped less reels (14-180 through 183), items 8 through 13, Figure 12, are not included in the bundles.

<u>Item</u>	<u>Description</u>
Basic Windrower	Windrower with caster wheel and radius arms removed.
1	Right fender with divider installed
2	Right and left hay rods
3	Left fender with divider installed
4	Bag of hardware (shipped in tool box *)
5	Reel sheave
6	Reel axle "T" (shipped in reel arm)
7	Two rubberized canvas drapers
8	Reel sticks and support straps banded together
9	Reel bats banded together
10	Reel axle
11	Three reel spider castings (four with 14' and 16' windrower)
12	Bag of hardware (to assemble reel)
13	Reel axle "L" (shipped in reel arm)

* Operating Manual and Wisconsin Engine Manual are also included in tool box but are not shown.

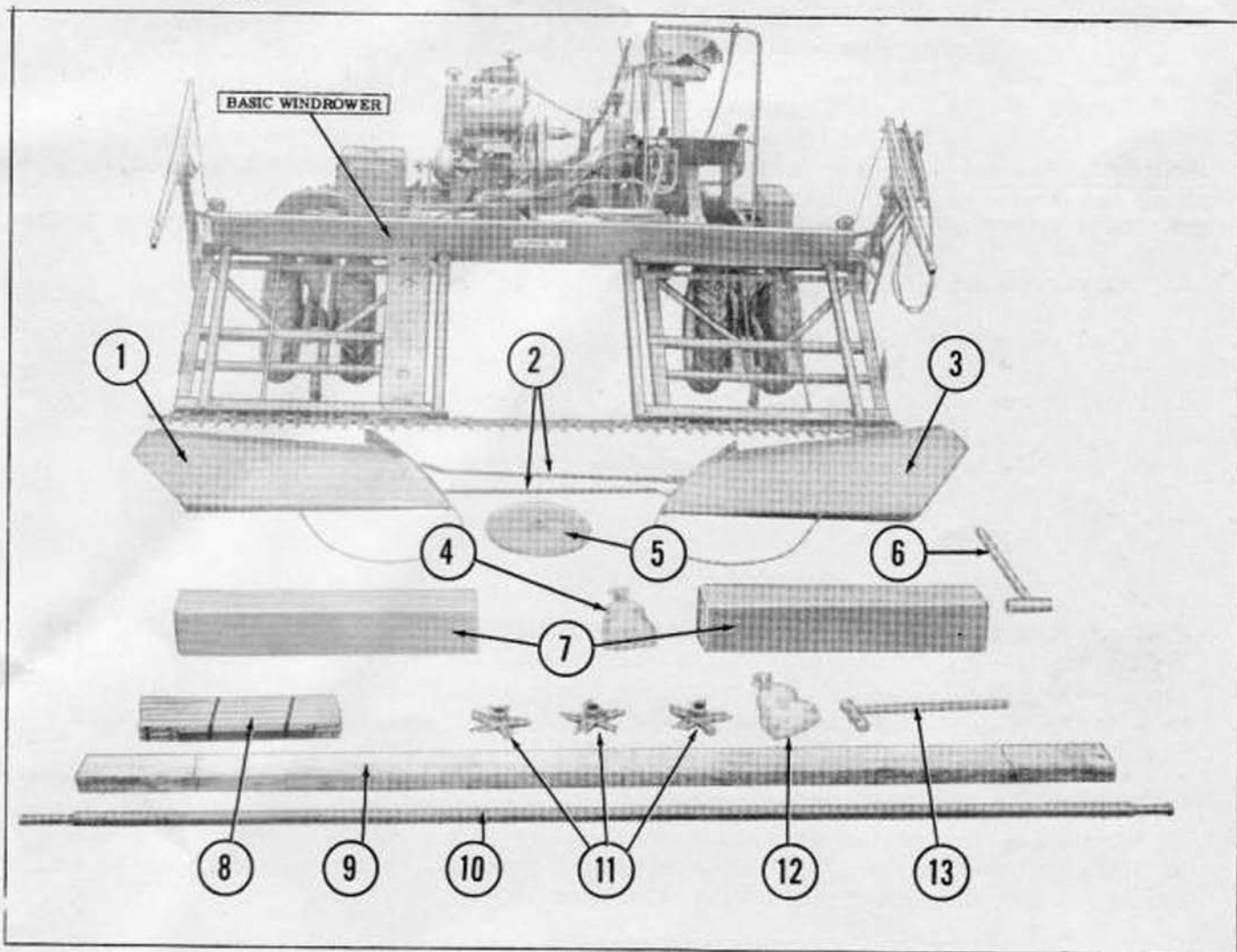


Figure 12
Bundle Breakdown (Dual Wheels shown are optional equipment)

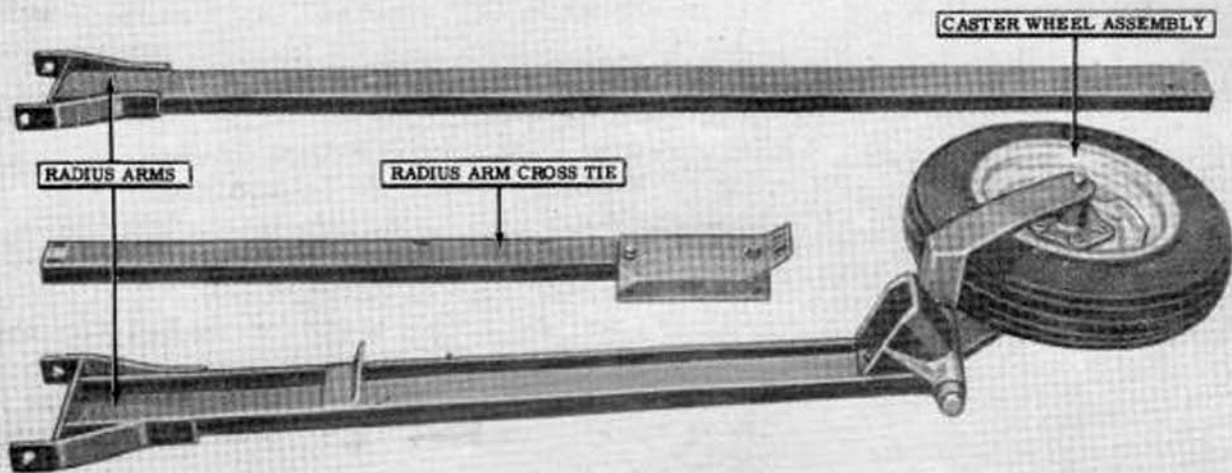


Figure 13
Caster Wheel, Radius Arms and Radius Arm Cross Tie

ASSEMBLY PROCEDURE

Assembly of Radius Arms and Caster Wheel: The caster wheel, radius arms and radius arm cross tie are installed as follows:

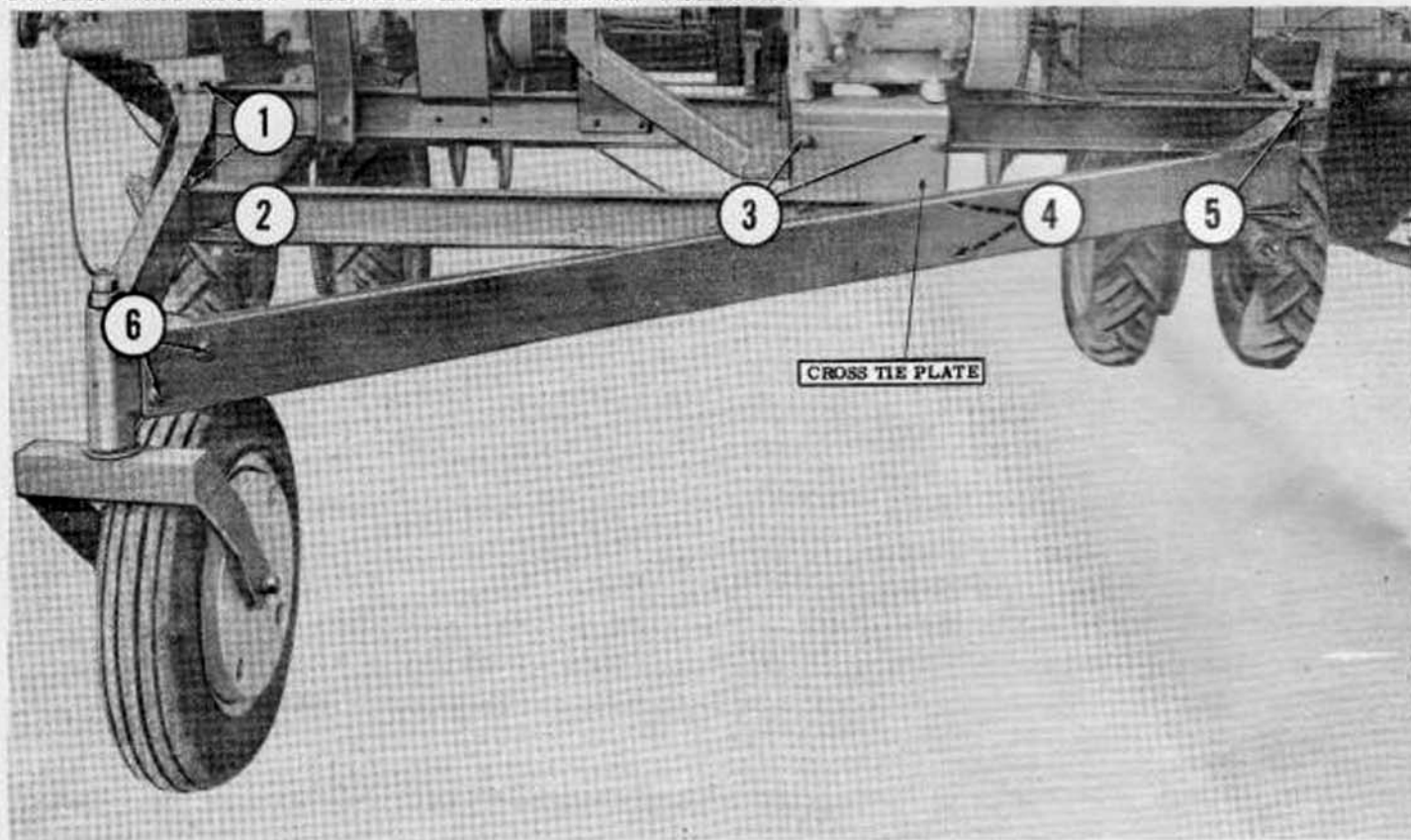


Figure 14
Installation of Caster Wheel, Radius Arms and Radius Arm Cross Tie
(The Dual Wheels and Caster Wheel Weight shown are optional equipment.)

1. Carefully jack up and place blocks under the rear of the windrower frame.
2. Bolt the shorter radius arm, Figure 13 (with the caster wheel attached) to the windrower at (1), Figure 14, with the two bolts, lockwashers and nuts provided.
3. Install the longer radius arm, Figure 13, as shown at (5) and (6), Figure 14, using the bolts, lockwashers and nuts provided.
4. Bolt the radius arm cross tie, Figure 13, between the radius arms as shown at (2) and (4), Figure 14, with the bolts, lockwashers and nuts provided.
5. Attach the cross tie plate to the engine mounting plate with two bolts, lockwashers and nuts as shown at (3), Figure 14, making sure that the overhanging weight of the engine is supported by the cross tie brace.

Pre-Delivery Assembly: NOTE: Assembly of the Dearborn Self-Propelled Windrower is the responsibility of the Ford Tractor and Implement Dealer. The windrower should be delivered completely assembled, adjusted and lubricated. The following instructions are provided in case of need:

1. Install the right and left fenders with dividers as follows:
 - a. Attach the left fender to the header with two $\frac{1}{2}$ " x $1\frac{1}{4}$ " hex head bolts, lockwashers and nuts (2), Figure 15, two $\frac{1}{4}$ " x $\frac{3}{4}$ " round head screws, lockwashers and nuts (3), and five $\frac{1}{4}$ " x $\frac{3}{4}$ " round head screws, lockwashers and nuts (1).
 - b. Attach the right fender in the same manner as described above.

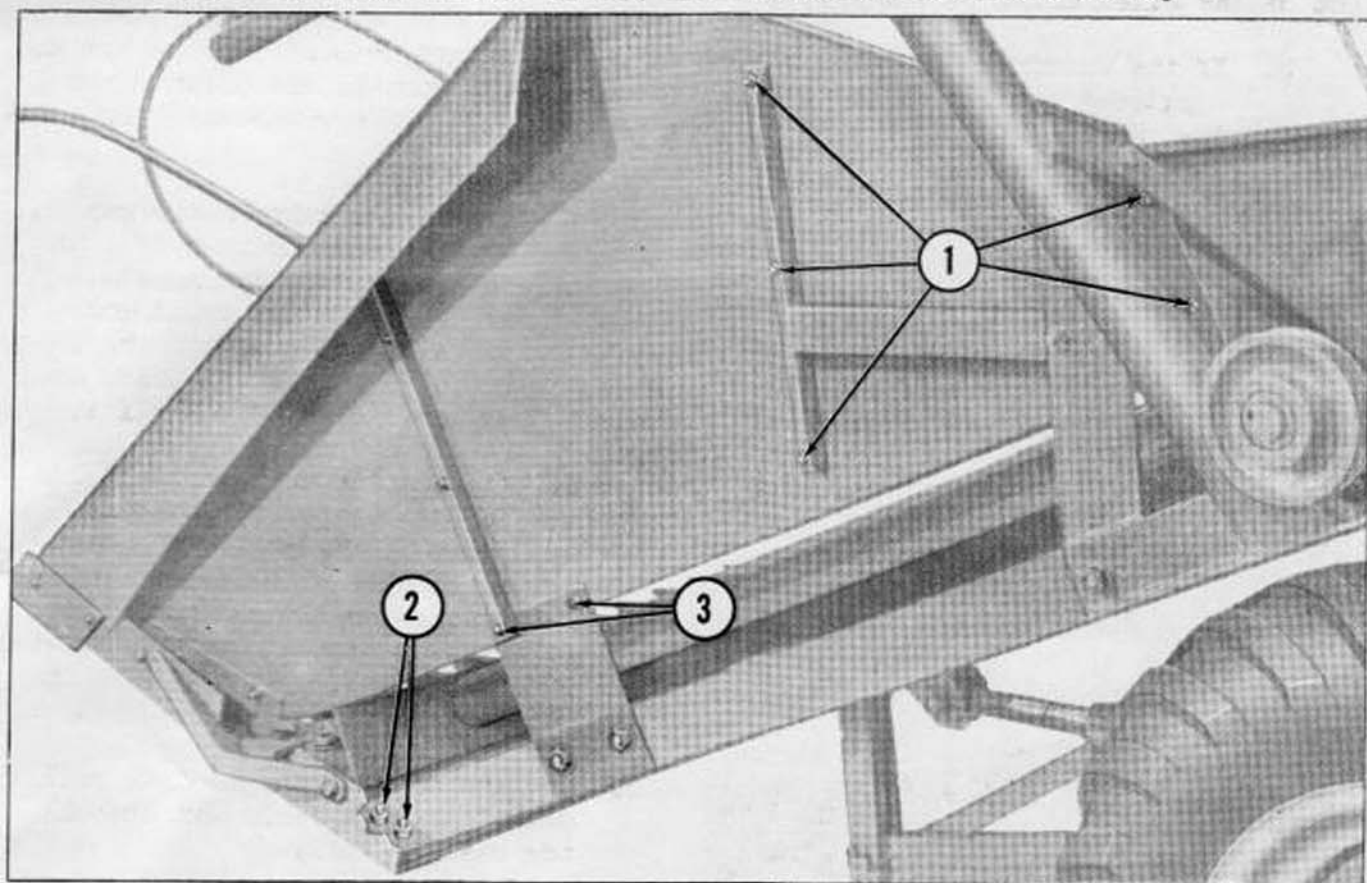


Figure 15
Fenders Installed

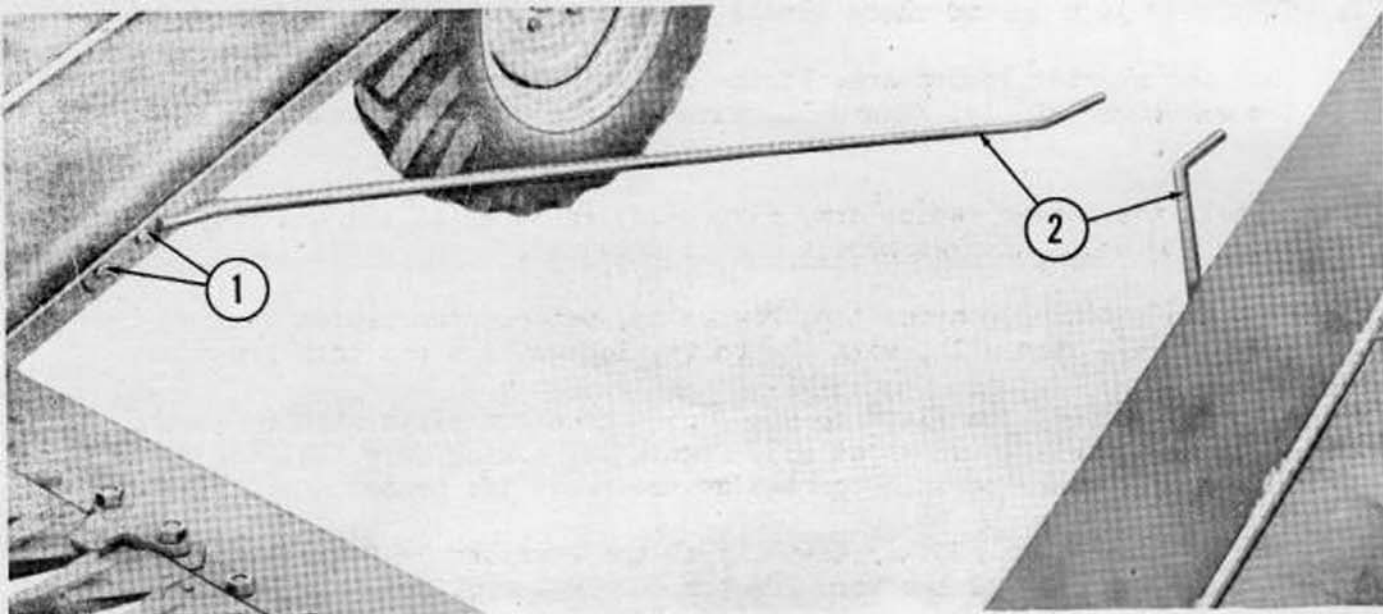


Figure 16
Hay Rods Attached

2. Install the hay rods and canvas drapers as follows:

- a. Attach the right and left hay rods (2), Figure 16, in the center opening of the header as shown, using two $\frac{3}{8}$ " x 1" hex head bolts (1) lockwashers and nuts in each rod.

NOTE: Unless the windrower is to be placed in immediate use, the drapers should not be installed until delivery to a new owner is made.

- b. If the windrower is to be placed in immediate use, release the two canvas tightener handles at the top of the header and install the canvas around the rollers so that the arrow (see 1, Figure 17) on each canvas points toward the center opening.

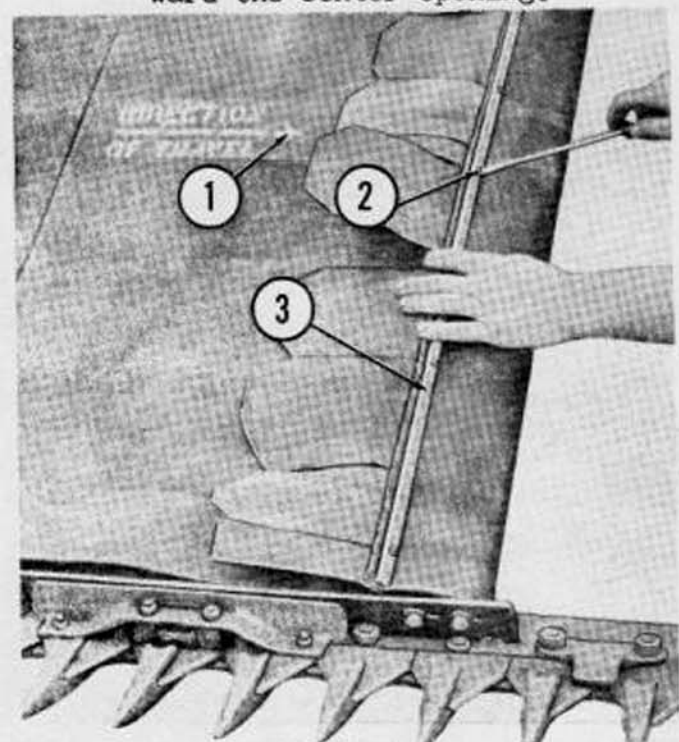


Figure 17
Canvas Drapers Installed

- c. Loosen the nuts on the ten bolts (see 2, Figure 17), in the canvas connecting slats (3) and pull the split ends of the canvas through the slats uniformly until all bolts are at the bottom of the slits.
- d. Tighten the nuts on all bolts in the connecting slats as shown in Figure 17, then turn the tightener handles to place tension on the canvas. Check to be sure that both canvases are installed evenly with the slats parallel to the rollers.

3. On windrowers equipped with reel assemblies, assemble and install the reel as follows:

- a. Position the three spider castings (4), Figure 18, (four on

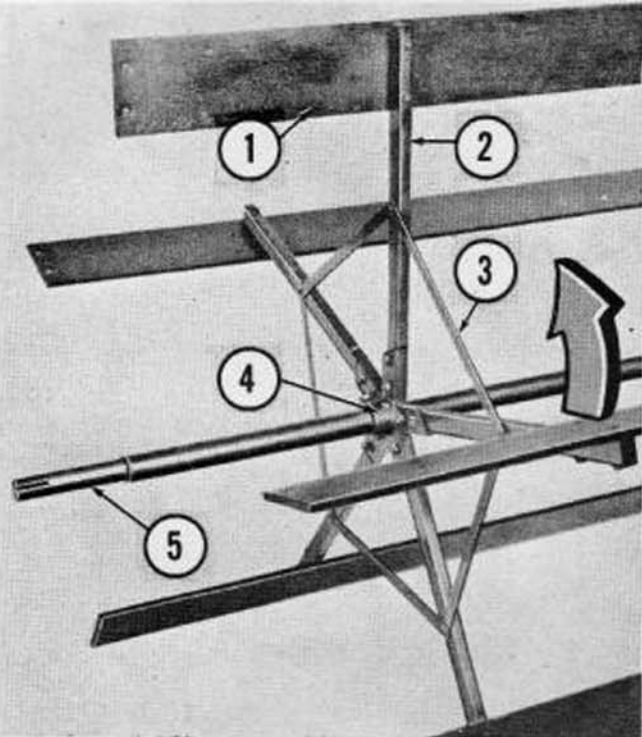


Figure 18
Reel Assembled

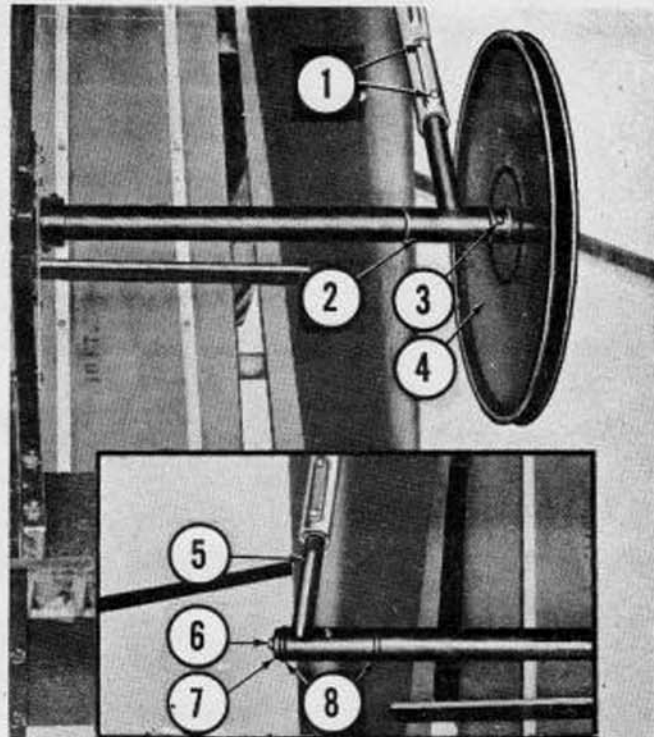


Figure 19
Reel Attached to Arms

14' and 16' windrowers) on the reel axle as shown, but do not tighten securely at this time.

NOTE: The reel should be assembled with the keyed end of the axle (see 5) to the left when facing in the direction of travel.

- b. Attach the reel sticks (2), Figure 18, to each spider loosely, using two 5/16" x 1 1/2" carriage bolts, lockwashers and square nuts in each stick.
- c. Attach the reel straps (3), Figure 18, to the reel sticks (2) as shown, using 1/4" x 1 1/4" round head screws, lockwashers and nuts. Install the straps on the outer sides of the sticks, except on the center spider which is a matter of choice. Tighten all bolts and nuts securely.
- d. Attach the reel bats (1), Figure 18, to the forward side of the reel sticks (2) with 1/4" x 2" carriage bolts, flat washers and nuts as shown.
- e. Position the reel "T" (2), Figure 19, on the left end of the reel axle as shown, then position a key in the shaft keyway and install the reel sheave (4). Secure the sheave by means of the Allen screw (3).
- f. Install the reel "L" (5) on the right end of the reel axle with two spacer washers (8), Figure 19, placed as shown. Secure the "L" with a flat washer (7), lockwasher and cap screw (6).
- g. Position the reel "T" and "L" in the lift arms as shown and adjust until the reel bats are parallel with the cutter bar. Secure each end with the two set screws shown at (1), Figure 19.

NOTE: Final adjustment of the reel must be made under field conditions.

- h. Center the reel on the reel axle, then tighten the set screws in the reel spiders securely.

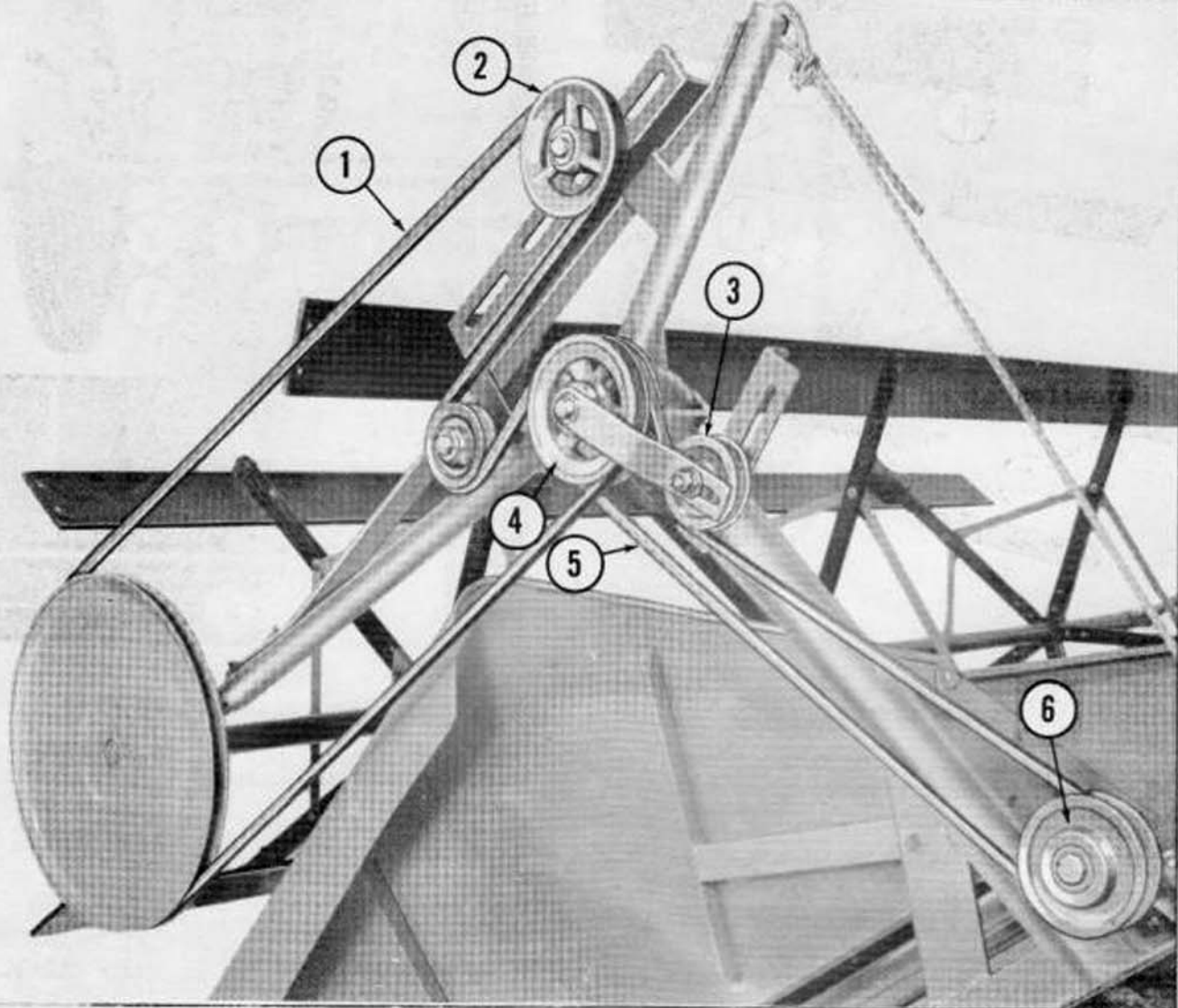


Figure 20
Reel Drive Belts Installed

4. Install the reel drive belts as outlined below:
 - a. Remove the belt tightener (3), Figure 20, and install the primary reel drive belt (5) on the inner half of the double sheave (4) and around the variable speed drive sheave (6) as shown.
 - b. Install the secondary reel drive belt (1), Figure 20, on the outer half of the double sheave (4), then around the idler, the tightener (2), and reel sheave as shown.
 - c. Reattach the belt tightener (3), Figure 20, and adjust for proper deflection of the primary drive belt. Adjust the tension on the secondary drive belt by means of the tightener (2).

PRE-DELIVERY SERVICE

It is important that a new windrower be properly serviced before it is delivered to the owner. After the windrower has been completely assembled, it should be lubricated, adjusted and operated as outlined in this manual.

PRE-DELIVERY CHECK LIST

Owner's Name _____

Address _____

Windrower Model _____ Serial No. _____

AFTER IMPLEMENT ASSEMBLY

- Tires checked for proper inflation. (24 pounds)
- Windrower lubricated thoroughly as outlined in lubrication list.
- All bolts checked for tightness.
- All chains checked for proper tension.
- All belts checked for proper tension.
- Variable speed sheaves checked for proper adjustment.
- Clutch release and clutch brakes checked for proper adjustment.
- Inner canvas drive rollers properly adjusted so that canvases run true.
- Sickle in proper register.
- Header counter balance springs adjusted to permit raising header easily by hand.
- Planetary gear cases filled to level of filler plug with SAE 30 oil. ($\frac{1}{4}$ to $\frac{1}{2}$ pint)
- Hydraulic reservoir filled with Ford Tractor Hydraulic Oil (M-4864-A) and system operating properly.
- Engine serviced as outlined in engine instruction manual.
- Windrower and engine run-in as outlined in break-in procedure.
- All bearings checked for overheating.
- Machine checked for loose parts and proper tension of chains and belts after break-in period.
- Machine cleaned and touch-up enamel used where needed.

AT TIME OF DELIVERY

- Operation and adjustments explained to owner as outlined in this manual.
- All lubrication fittings pointed out to owner.
- Safety rules and precautions explained to owner.

For Further Information . . .

See Your Ford Tractor and Implement Dealer

Here are some of the implements in the Ford and Dearborn Equipment Line:

DISC PLOWS
DISC TILLERS
FIELD CULTIVATORS
MIDDLEBUSTERS
MOLDBOARD PLOWS
ONE-WAY PLOWS
SUBSOILERS
BUSH & BOG HARROWS
FOLD-OVER HARROWS
SPRING TOOTH HARROWS
TANDEM DISC HARROWS
CORN PLANTERS

CORN & COTTON PLANTERS
GRAIN DRILLS
ROTARY HOES
ROW CROP CULTIVATORS
SIDE DRESSERS
HAY BALERS
COMBINES
CORN HARVESTERS
CORN PICKERS
FORAGE HARVESTERS
MOWERS
LIME & FERTILIZER SPREADERS

SIDE DELIVERY RAKES
BLADES
CRANES
FRONT & REAR LOADERS
SCOOPS
MANURE SPREADERS
WAGONS
CORDWOOD SAWS
DRIVER & BREAKERS
POST HOLE DIGGERS
ROTARY CUTTERS

