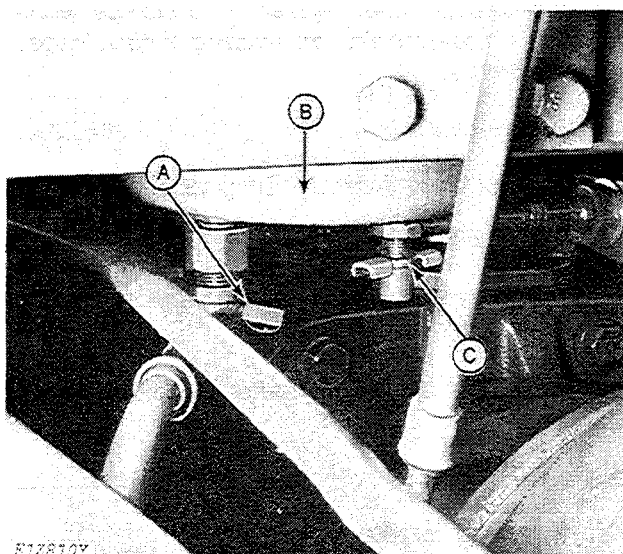


6. Fuel Tank Sump



A—Fuel Shut Off Valve
B—Fuel Tank

C—Sump Drain
Cock

Fig. 5-Fuel Tank Sump

IMPORTANT: Sediment will settle over extended periods of transport or storage.

Open the sump drain cock. Allow fuel to drain out for approximately three seconds to allow moisture and sediment to drain out.

NOTE: Fuel tank sump drain is located on the bottom of the fuel tank.

Fuel sump drained

Yes _____

7. Radiator

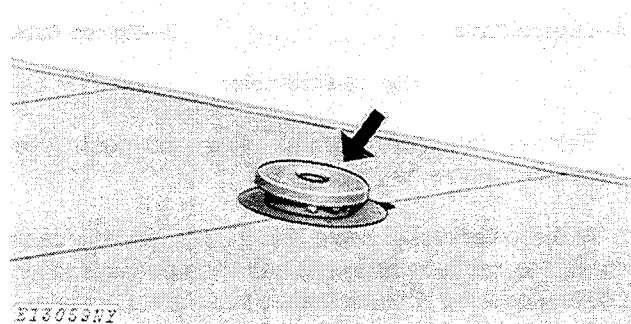


Fig. 6-Radiator Filler Cap

CAUTION: Remove the radiator filler cap only when the coolant temperature is below the boiling point. Then loosen the cap slightly to the stop to relieve pressure before removing the cap completely.

Check the level of coolant in the radiator. Coolant should be maintained at a level 2 inches (51 mm) above the baffle. Add permanent type antifreeze if cold weather is anticipated.

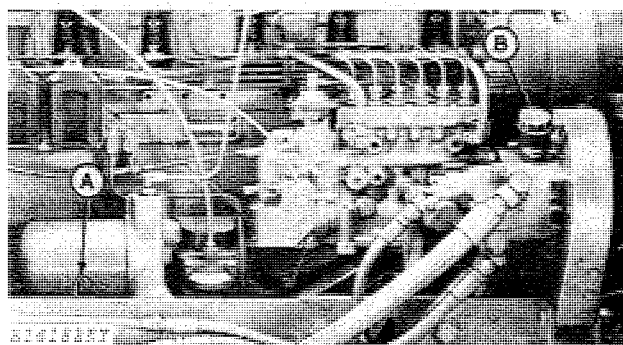
Radiator coolant level checked

Yes _____

Coolant or antifreeze added

Yes _____

8. Crankcase Oil Level



A—Dipstick

B—Oil Filler Cap

Fig. 7-Crankcase Oil Level

Check crankcase oil level with machine on level ground and engine off. If oil level is at or below bottom mark on dipstick, add sufficient oil of the proper viscosity and type specified on page 10-20-2 to bring oil level to between marks on dipstick. Do not operate engine with oil level below the bottom mark.

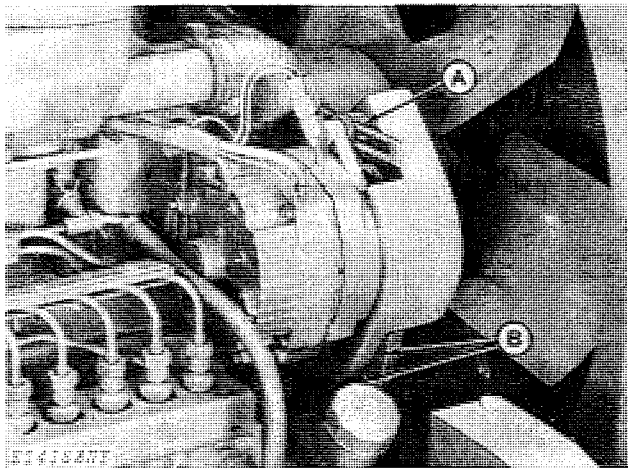
Crankcase oil level checked

Yes _____

Oil added, if any

qts (l)

9. Alternator-Fan Belt Tension



A—Cap Screw

B—Belts

Fig. 8-Alternator-Fan Belt Tension

Check the tension on the alternator and fan belts.

The belts should have 1-inch (25 mm) flex when 25 pounds (111 N) of force is applied to the belt midway between the two pulleys.

IMPORTANT: Do not pry on rear alternator housing as this may damage the alternator.

Alternator belt tension checked

Yes_____

Fan belt tension checked

Yes_____

10. Check Air Intake Hoses

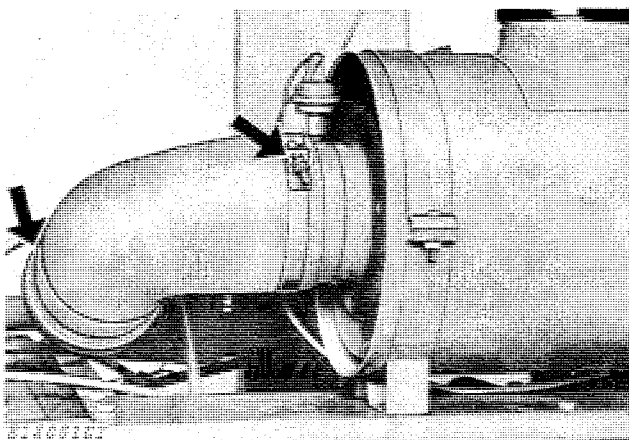


Fig. 9-Air Intake Hose

Check clamps on hose which connect air cleaner and turbocharger tube. Tighten hose clamps where necessary to prevent dirt from entering engine. Inspect hose for cracks.

Connections checked

Yes_____

11. Check and Adjust Engine Speeds

Check engine speeds and adjust if necessary.

NOTE: Engine should be at operating temperature for the following adjustments.

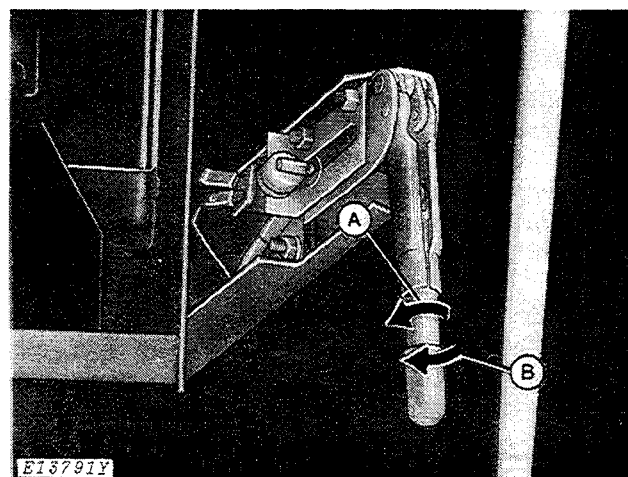
See Section 30 for complete speed adjustment coverage.

Engine speeds checked

Yes_____

12. Parking Brake

Adjusting Parking Brake



A—Loosen Cable

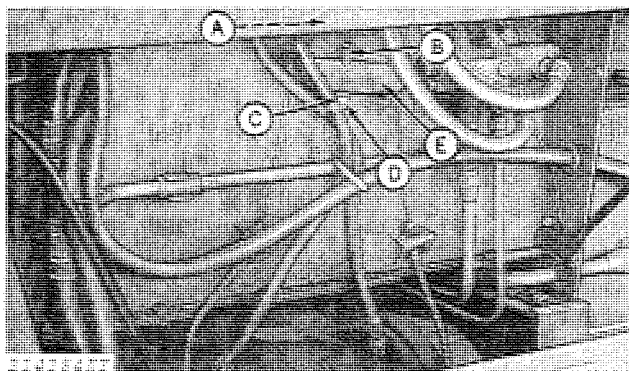
B—Tighten Cable

Fig. 10-Brake Lever

Release the parking brake lever and push lever downward as far as possible.

At the lower end of cable (B, Fig. 11.), pull the cable out of the cable housing (A) as far as possible; then, pull on equalizer (E) until brakes just start to actuate. A 1/8-inch (3 mm) space (C) should exist between the cable nut (D) and the equalizer (E).

If correct space does not exist, thread cable nut (D) on or off cable (B) until the space is correct.



A—Cable Housing
B—Cable
C—1/8-In. (3 mm)

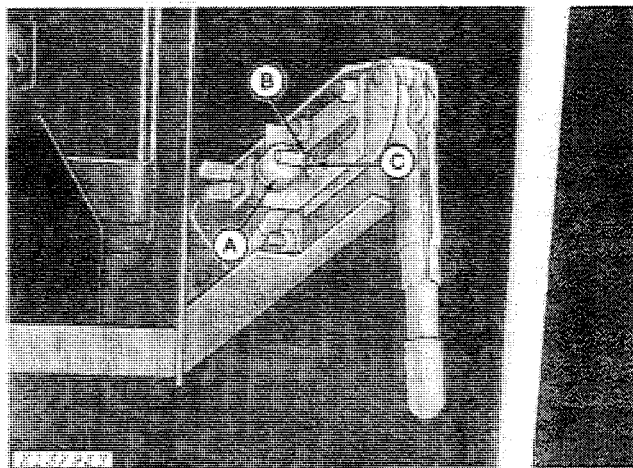
D—Cable Nut
E—Equalizer

Fig. 11-Parking Brake Adjustment

Tighten or loosen cable by twisting lever handle in the proper direction (as shown, in Fig. 10) until lever actuation will cause sufficient braking for parking. At the proper adjustment, approximately 30 pounds (133 N) pull will be required to lock the brakes.

IMPORTANT: Damage to the brake linkage will result if the lever handle is tightened to the extent that excessive pull is required to lock the brakes.

Adjusting the Parking Brake Horn Switch



A—Nuts

B—Switch Button

C—Pin

Fig. 12-Adjusting Parking Brake Horn Switch

Whenever the parking brake is disengaged, make certain the warning horn is off. If horn is not off, adjust the following:

Adjust nuts (A) until the switch button (B) contacts the parking brake lever pin (C) when the lever is disengaged.

Parking brake checked

Yes_____

Horn switch checked

Yes_____

13. Check Light Operation

Check operation of the following lights.

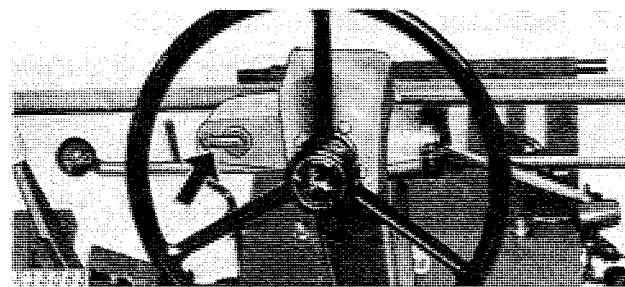
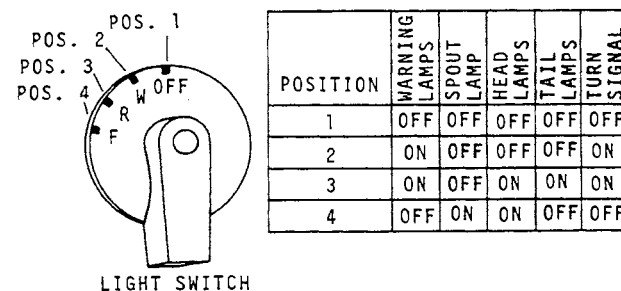


Fig. 13-Turn Signal Switch



E12680

Fig. 14-Light Switch

All Lights checked

Yes_____

14. Check Transmission Shifting

The harvester has four speed ranges. The gearshift lever is used to shift transmission into desired range.

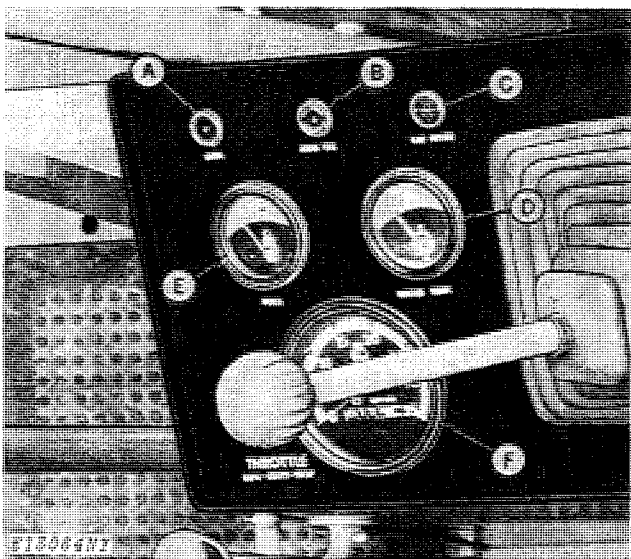
CAUTION: Make certain the gearshift lever and speed range control lever are in neutral position before starting engine.

IMPORTANT: Move the speed range control lever to neutral before attempting to shift gears. Do not attempt to shift gears "on-the-go."

Transmission operational

Yes_____

15. Indicator Lamps and Gauges



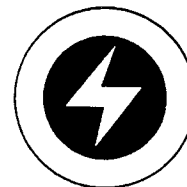
- | | |
|------------------------|---------------------------|
| A—Alternator Lamp | D—Water Temperature Gauge |
| B—Oil Indicator Lamp | E—Fuel Gauge |
| C—Air Restriction Lamp | F—Tachometer |

Fig. 15-Indicator Lamps and Gauges

Air Restriction Indicator

The red lamp in the restriction indicator will glow whenever the air cleaner element is dirty and needs servicing.

Alternator Indicator



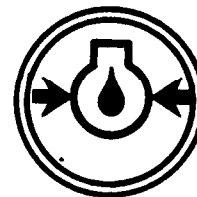
E13472

Fig. 16-Alternator Indicator Lamp

This alternator lamp glows when the alternator is not charging. If the lamp goes on while the engine is running, stop engine and determine cause. Operation of this light is checked by turning the key to the "IGNITION" position with the engine stopped.

IMPORTANT: If indicator lamp glows when both switch and engine are "OFF", disconnect battery cables (negative cable first) then see section 40.

Oil Indicator



E 7713

Fig. 17-Oil Indicator Lamp

If the oil indicator lamp glows when engine is running, stop engine immediately and determine cause. The lamp will glow even though engine isn't running if the switch is turned to "IGNITION."

IMPORTANT: If indicator lamp glows when both switch and engine are "OFF", disconnect battery cables (negative cable first) then see section 40.

Water Temperature Gauge

This gauge indicates coolant temperature. Normal operating temperature is 180°F (82°C) to 200°F (93°C) (indicated by white band on dial). If temperature is 220°F (104°C) or above (indicated by red band on dial), stop engine and determine cause. At approximately 225°F (107°C) the automatic high-temperature warning device will activate the horn. Stop operation at once and determine cause of overheating.

IMPORTANT: If horn activates while harvester is operating and temperature gauge needle is in red band on dial, stop harvester and let engine run at idle speed. Check for cause of overheating. Failure to do so will result in serious engine damage.

Fuel Gauge

The fuel gauge indicates the quantity of fuel in the fuel tank. Fuel tank capacity is 72 gallons (273 l).

Gauges and Indicators Operational

Yes_____

16. Checking Tire Pressure and Wheel Torques

Check the air pressure in all the tires with an accurate gauge having 1-pound (0.45 kg) graduations.

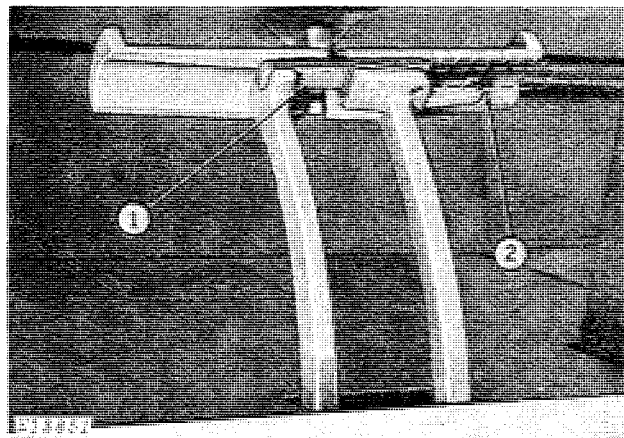
IMPORTANT: All tires must be inflated to the same pressure.

Adjust pressure in tires to the following specifications:

Front Wheels	26 psi
	(1.8 bar) (1.8 kg/cm ²)
Torque to 300 ft-lbs (407 Nm) (41 kgm)	
Rear Wheels	20 psi
	(1.4 bar) (1.4 kg/cm ²)
Torque to 90 ft-lbs (122 Nm) (12 kgm)	
Pickup Gauge Wheels	30 psi
	(2.1 bar) (2.1 kg/cm ²)

17. Hydraulic Brakes

Check brake operation.



1—Brake Lock Position for Both Brakes
2—Brake Lock Position for Single Brake

Fig. 18-Brake Pedals

Brakes operational

Yes_____

CHECK ALL GREASE FITTINGS AND FLUID LEVELS

Check all grease fittings for proper lubrication. Grease if necessary. See the operators manual.

CAUTION: To avoid possible injury, and to insure best results, always stop engine operation and lower all units to the ground before lubricating.

Grease fittings lubricated and fluids checked

Yes_____

18. Steering




Start the engine and operate the steering wheel. Steering should be free and easy with engine running.

Steering operational

Yes_____

19. Accessible Hardware Torque Values

Check all accessible bolts and nuts for proper tightness. If hardware seems loose, tighten it to the proper torque. The table below gives correct torque values for various bolts and cap screws. Most hardware used is high-strength (note dashes on hex. heads).

RECOMMENDED TORQUE IN FT-LBS (Nm) COARSE AND FINE THREADS			
			
	2 (B)	5 (D)	8 (F)
Bolt Diameter	Plain Head	Three Dashes	Six Dashes
1/4	Not used	10 (14)	14 (19)
5/16	Not used	20 (27)	30 (41)
3/8	Not used	35 (47)	50 (68)
7/16	35 (47)	55 (75)	80 (108)
1/2	55 (75)	85 (115)	120 (163)
9/16	75 (102)	130 (176)	175 (237)
5/8	105 (142)	170 (230)	240 (325)
3/4	185 (251)	300 (407)	425 (576)
7/8	160 (217)	445 (603)	685 (929)
1	250 (339)	670 (908)	1030 (1396)
1-1/8	330 (447)	910 (1234)	1460 (1979)
1-1/4	480 (651)	1250 (1695)	2060 (2793)

E11318

Fig. 19-Torque Chart

The types of bolts and cap screws are identified by head markings as follows:

Plain Head: regular machine bolts and cap screws.

3-Dash Head: tempered steel high-strength bolts and cap screws.

6-Dash Head: tempered steel extra high-strength bolts and cap screws.

Machine bolts and cap screws 7/8-inch and larger are sometimes formed hot rather than cold, which accounts for the lower torque.

All accessible hardware torqued

Yes _____

20. Check Main Clutch Operation

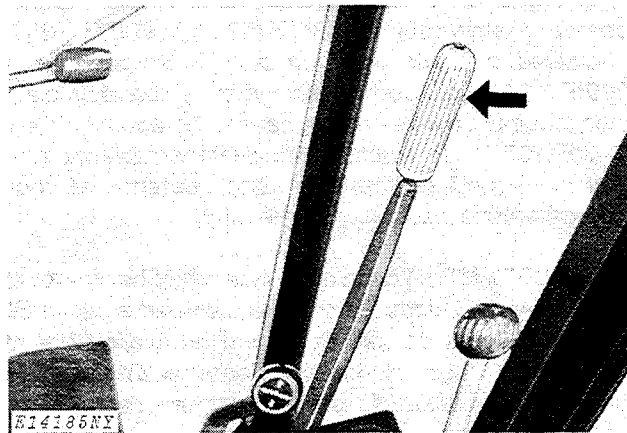


Fig. 20-Main Drive Clutch Lever

Place gearshift lever in desired gear range. Engage feedroll drive lever before engaging main drive clutch.

In normal operation the main clutch should be used to start and stop the harvesting unit and feedrolls. The machine should then be permitted to clean out prior to disengaging main clutch.

The feedroll drive clutch should be disengaged only if plugging or an emergency situation occurs. Disengage main drive clutch before re-engaging feedroll drive clutch. This prevents damage to the feedroll drive clutch components.

IMPORTANT: Do not use the feedroll drive clutch for convenience. For example, traveling across windrows with cutterhead still running but harvesting unit not. Either disengage main clutch or leave harvester operating.

IMPORTANT: The main clutch should normally be engaged when the engine is running below half speed. However, when material is in the machine, it is necessary to engage the clutch at full engine speed to prevent plugging.

Move the main clutch lever forward over-center, engaging the main clutch to operate the fan and cutterhead. This will also engage the feed rolls and harvesting unit, since the feed roll and harvesting unit drive lever is already engaged. Check to see that all components are running freely.

IMPORTANT: Always engage main clutch lever firmly. Do not hesitate while engaging clutch or damage to clutch may occur.

Main clutch operates properly

Yes _____

21. Check Feed Roll Shift Lever

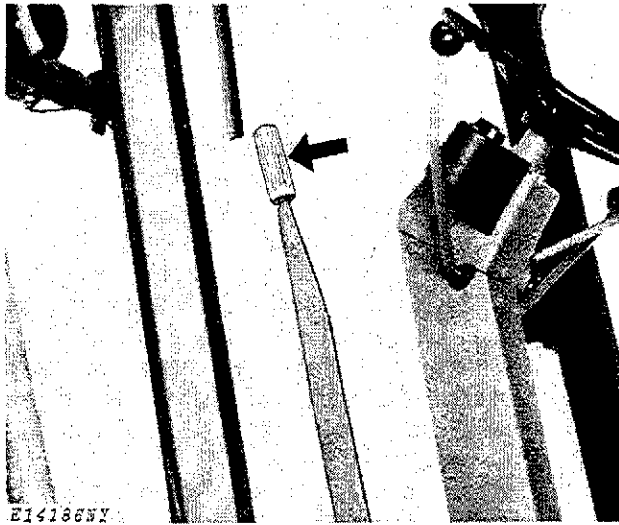


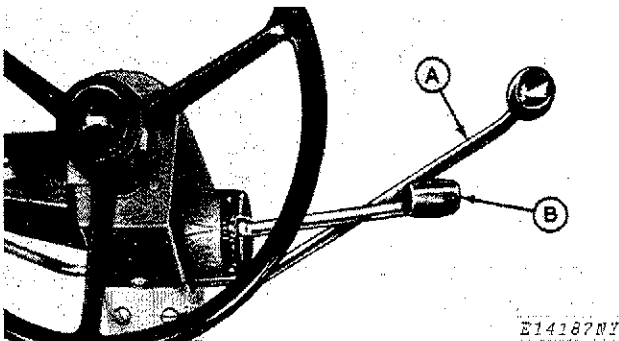
Fig. 21-Feed Roll Shift Lever

This lever allows forward drive and reversing of the feed rolls and harvesting unit. To engage the feed rolls and harvesting unit, move lever forward for normal feeding and rearward to reverse direction of the feed rolls and harvesting unit.

Feed roll shift lever operates properly

Yes_____

22. Check Hydrostatic Drive Operation and Header Lift Lever



A—Header Lift Lever

B—Hydrostatic Drive Lever

Fig. 22-Drive and Spout Levers

Hydrostatic Drive Lever

This lever, along with the transmission, controls the ground speed. To move forward, push lever forward. To move rearward, raise lever and move lever rearward.

Header Lift Lever

The header lift lever allows complete movement of the cutterhead and harvesting unit from the operator's seat. To raise the head pull lever rearward. To lower the head push the lever forward.

Levers operate properly

Yes_____

23. General Checks

Make the following general checks of the harvester before delivery.

All moving parts are working freely.

Cutterhead knives are properly adjusted.

Feed roll drive chain idler is adjusted.

Grinder stone tightened against stone door. Strip coating has been removed from stone shaft.

Make sure all slip clutches will slip.

Discharge spout cap control cable properly installed.

After pickup, row-crop, corn head unit, stalker or mower bar has been installed, run harvester for one-half hour and make sure bearings are not heating.

Tighten accessible nuts and cap screws.

Clean harvester and touch up paint.

24. Final Check

The final predelivery procedure is the overall clean-up of the unit. Make the unit LOOK like a new machine with the proper touch-up of chipped paint and a good wash job. Deliver to the customer a machine he will be proud to own.

DELIVERY SERVICE

A thorough discussion of the operation and service of a new harvester at the time of delivery helps to assure complete customer satisfaction. Proper delivery should be an important phase of a dealer's program. A portion of the John Deere Delivery Receipt emphasizes the importance of proper delivery service.

Many complaints have arisen simply because the owner was not shown how to operate and service his new harvester properly. Enough time should be devoted, at the customer's convenience, to introducing the owner to his new harvester and explaining to him how to operate and service it.

IMPORTANT: Install a cover over muffler outlet if hauling harvester to customer. This will prevent damage to the turbocharger caused by air passing through the turbocharger and rotating it without lubrication when the engine is stopped.

The following procedure is recommended before the service technician and owner complete the delivery acknowledgments portion of the delivery receipt.

Using the harvester operator's manual as a guide, be sure that the owner understands these points thoroughly:

1. Controls and instruments.
2. How to start and stop the engine.
3. The importance of the break-in period.
4. All functions of the hydraulic system.
5. All functions of hydrostatic system.
6. The operation of the feed roll shift lever.
7. Point out the slip clutches and the importance of proper adjustment.
8. Advise the customer of the proper procedure for using the sharpening stone and importance of maintaining proper shear bar-to-cutterhead knife adjustment.
9. Explain the advantages of using the correct recutter screen for special crop-operating conditions and the desired product.
10. Advise the customer of the optional attachments that are available for special crop and operating conditions.
11. The importance of lubrication and periodic services.
12. The importance of safety.

After explaining and demonstrating the above features, have the owner sign the delivery receipt and give him the operator's manual.

AFTER-SALE INSPECTION

The purchaser of a new John Deere harvester is entitled to a free inspection within the warranty period after the equipment has been "run in". The terms of this after-sale inspection are outlined on the back of the John Deere Delivery Receipt.

The purpose of this inspection is to make sure that the customer is receiving satisfactory performance from his harvester. At the same time, the inspection should reveal whether or not the harvester is being operated, lubricated, and serviced properly.

If the recommended after-sale service inspection is followed, the dealer can eliminate a needless volume of service work by preventing minor irregularities from developing into serious problems later on. This will promote strong dealer-customer relations and present the dealer an opportunity to answer questions that may have arisen during the first few days of operation. During the inspection service, the dealer has the further opportunity of promoting the possible sale of other new equipment.

The following inspection program is recommended within the first 100 hours of harvester operation.



Suggest:

If the above button click is invalid.

**Please download this document
first, and then click the above link
to download the complete manual.**

Thank you so much for reading

Cooling System

1. Check Radiator Coolant Level

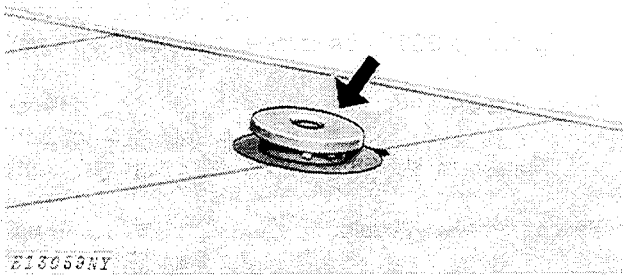


Fig. 23-Radiator Filler Cap

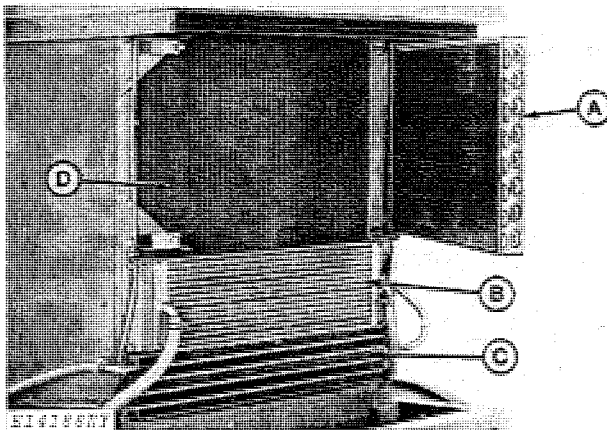
CAUTION: Remove the filler cap only when the coolant temperature is below the boiling point. Then loosen the cap slightly to the stop to relieve pressure before removing the cap completely.

Check the level of coolant in the radiator. Coolant should be maintained at a level 2-inches (51 mm) above the baffle. Add permanent type antifreeze if cold weather is anticipated.

Radiator coolant level checked
Coolant or antifreeze added

Yes _____
Yes _____

2. Clean Radiator Core



A—Air-Conditioner
Condenser Core
B—Hydraulic Oil Cooler
C—Main Gear Case
Cooler Core
D—Radiator Core

Fig. 14-Radiator Core

Pull screen off frame by removing two bolts. Clean and straighten bent fins on the air-conditioner condenser core (A), hydraulic oil cooler (B), main gear case cooler core (C on 5460 only), and radiator core (D). Remove all chaff, dirt, and foreign material from the radiator screen and replace it.

IMPORTANT: Horn will blow when radiator screen becomes clogged with dirt and causes engine overheating. Stop harvester, idle engine, and clean screen. Do not shut off engine.

Radiator core cleaned

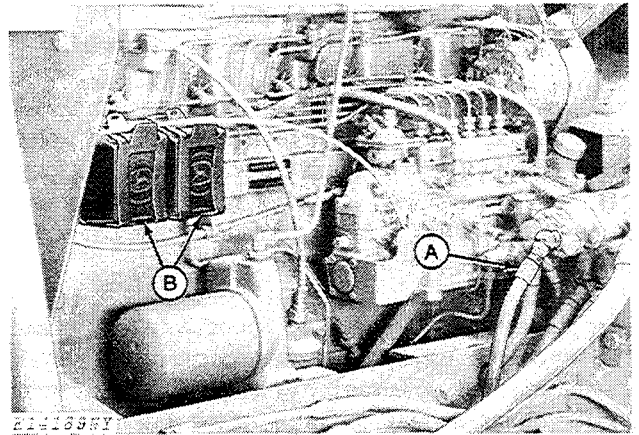
Yes _____

3. Hoses and Connections

Check all hoses and connections for leaks.

Fuel System

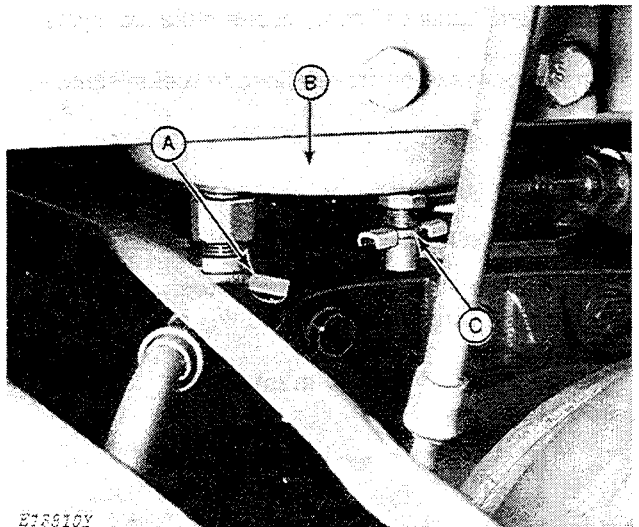
1. Remove water and foreign material from sediment bowl and fuel tank.



A—Sediment Bowl

B—Fuel Filters

Fig. 25-Fuel System



A—Fuel Shut-Off Valve
B—Fuel Tank

C—Sump Drain Cock

Fig. 26-Fuel Tank Sump and Shut-Off