Machine / Model	Stripper header / CVS & XCV		Year / SN#	All Years

ISSUE CHANGES –

Fitting Instructions

ISSUE	DATE	CHANGES
1	03.01.24	FITTING INSTRUCTIONS CREATED

Safety Warning

These Fitting Instructions are for informational purposes only. Shelbourne Reynolds makes no representation or warranty, express or implied, regarding the information provided herein. Under no circumstances will Shelbourne Reynolds have any liability to you for any loss or damage resulting from the use of these instructions or reliance on any information provided. It is extremely dangerous to carry out any work on a machine while it is under power. Never remove or reattach any parts unless the machine is fully turned off and disengaged.

Please read all safety instructions contained in your operator's manual and observe all safety signs attached to the Stripper header. Your use of these instructions is solely at your own risk. Please always use proper safety equipment.

Refer to the Operators Manual for additional information and Safety Procedures

These instructions are worded if the kit was being installed while the header is mounted on a combine, to have the stripping rotor set in the slowest position and implement the safe stop procedure.
If not the pulley drive and actuator may need rotating and cycling to assist.

Recommended Tools List:

Sockets:
13mm Socket + Extension
17mm Socket
19mm Socket
24mm Socket (for ½" Impact)
30mm Socket

Other Tools
Large Pry Bar
2 Medium Pry Bars
Hammer
Punch
Tie Wraps
Anti-Seize/Copper Slip
Thread Lock (Loctite)

Wrenches:
13mm Wrench
19mm Wrench
2x 30mm Wrenches

Allen Hex Wrenches:
3mm Allen Hex Wrench
6mm Allen Hex Wrench

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Machine / Model	Stripper header / CVS & XCV	Year / SN#	All Years

Combine Specific Parts

|		
CASE	–	No Extra Parts
JOHN DEERE	–	Sprocket (15T) and Multi coupler
AGCO	–	Sprocket (12T) and Multi coupler
CLAAS	–	Sprocket (13T) and Chain Half Link

THE POSITION OF THE DECALS SHOULD BE PLACED NEAR THE IDENTIFICATION PLATE OF THE MACHINE.
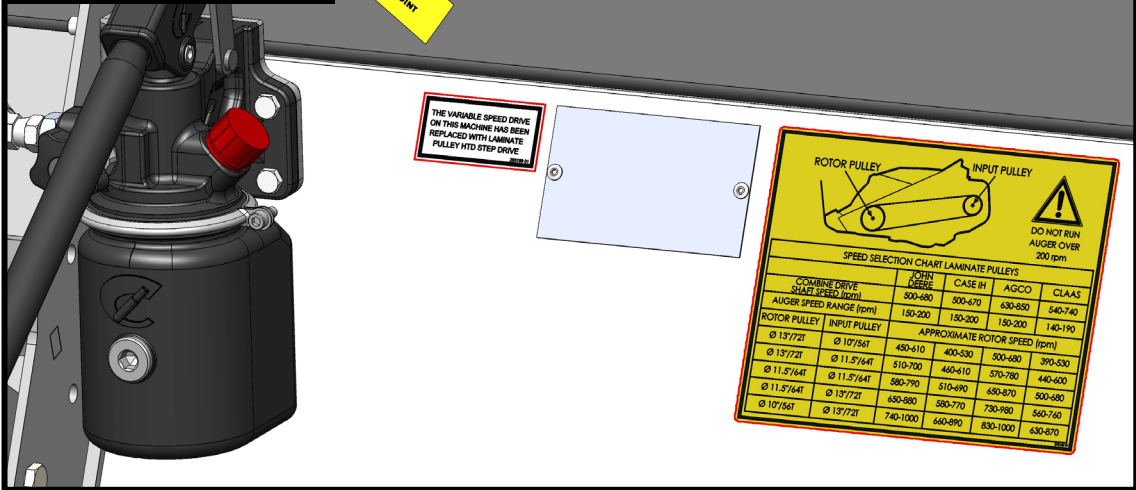
REMOVE THE OLD SPROCKET AND INSTALL NEW ONE IF PROVIDED WITH YOUR KIT.
TO BE DONE BEFORE STEP 30.
KITS WITH NEW SPROCKETS ARE AS FOLLOWS, KIT-19089/91/94.

15mm
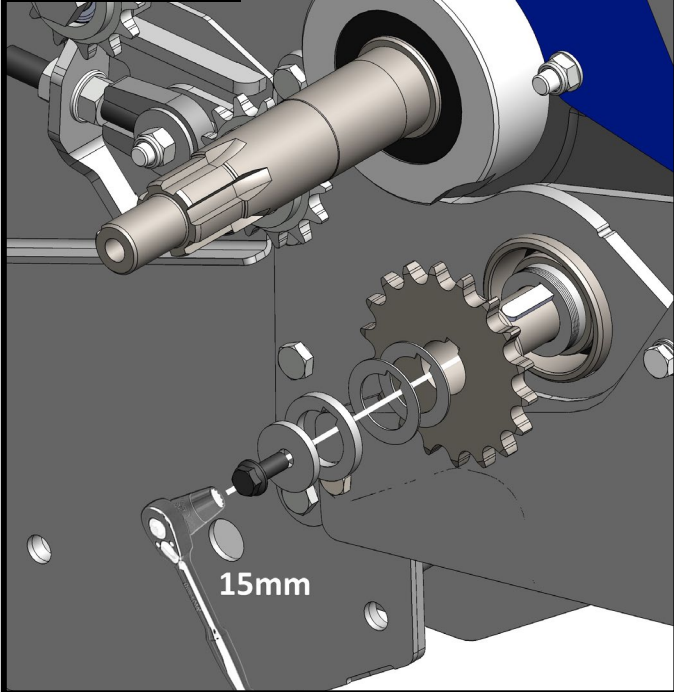
REFIT THE CHAIN AND TENSION ACCORDINGLY. THE CHAIN LENGTH MAY NEED TO BE ADJUSTED TO SUIT THE NEW SPROCKET SIZE.
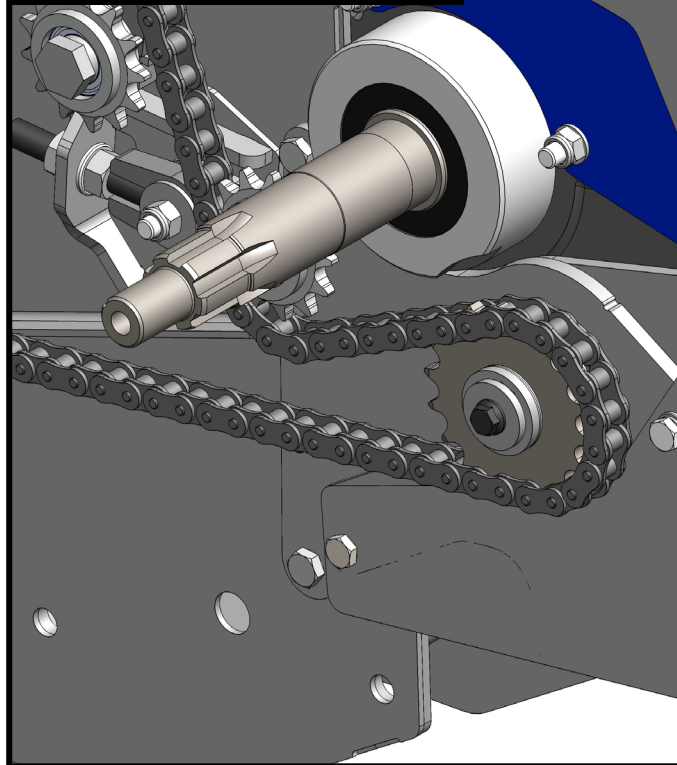
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1 – RUN THE MACHINE UNTIL THE ROTOR SPEED IS MINIMUM. FRONT PULLEY = FULLY CLOSED. REAR PULLEY = FULLY OPEN.

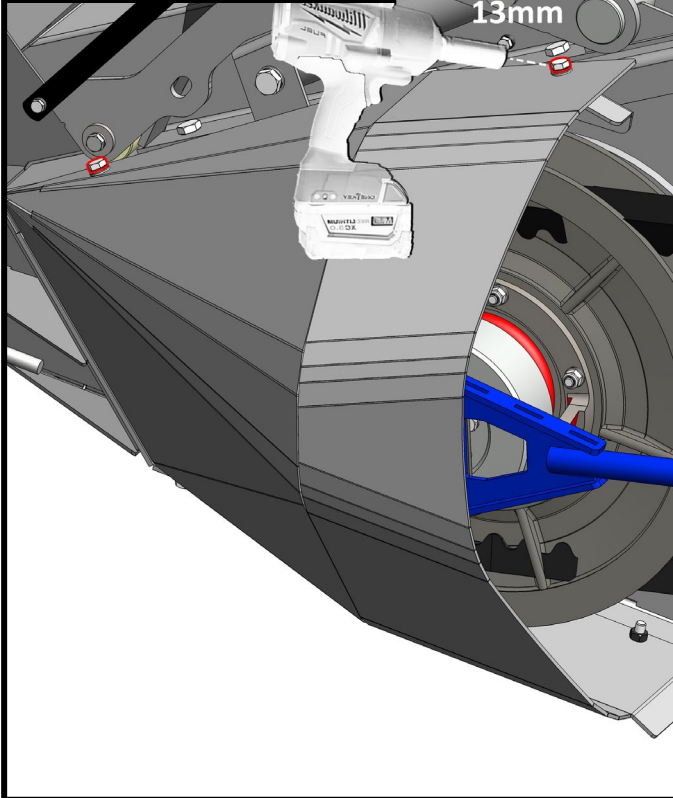*STOP THE MACHINE AND IMPLEMENT THE SAFE STOP PROCEDURE.*
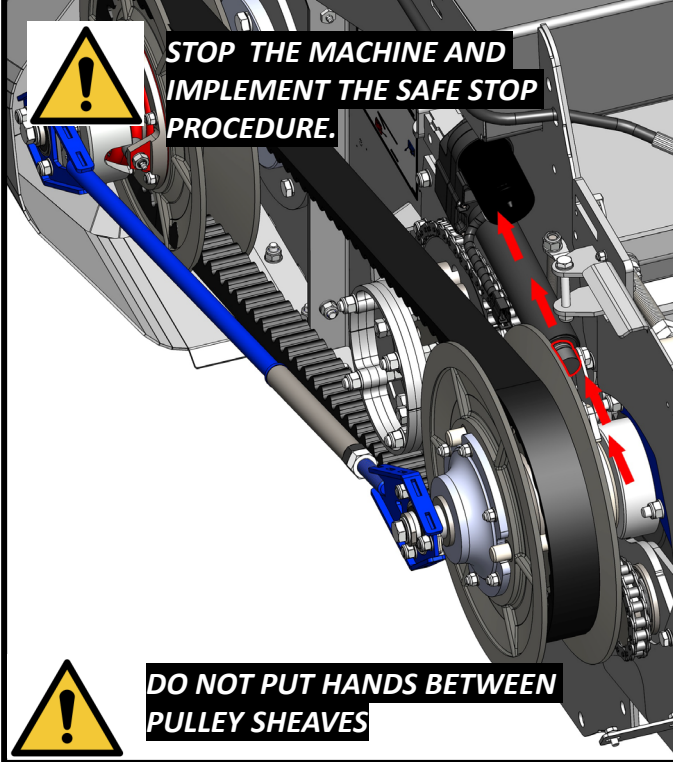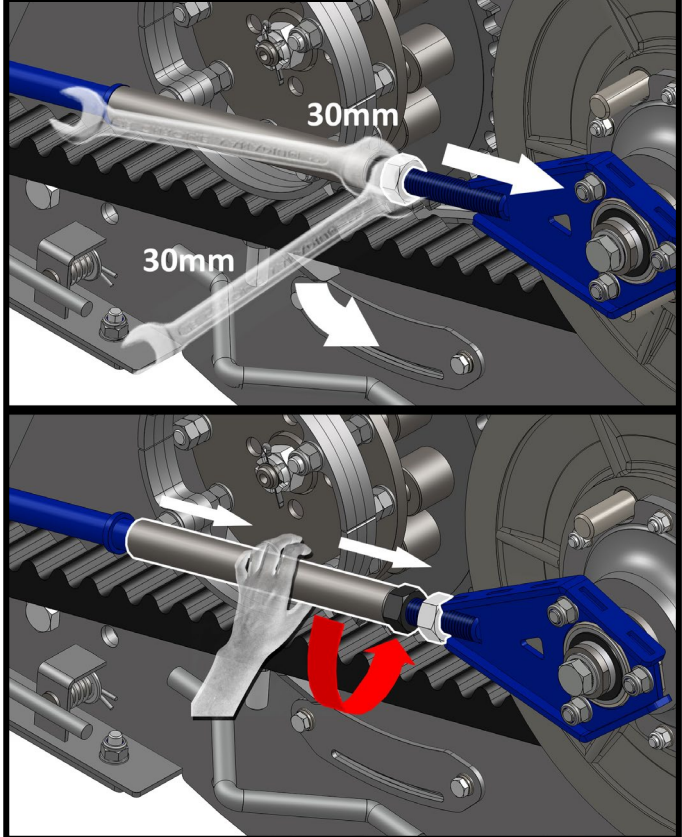
DO NOT PUT HANDS BETWEEN PULLEY SHEAVES

2 - REMOVE THE GUARD.

13mm

13mm
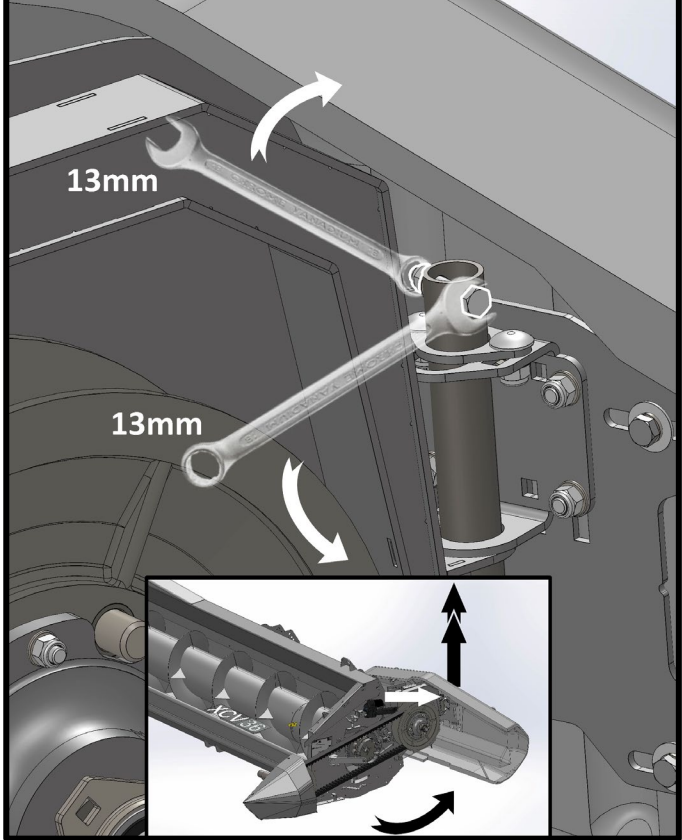
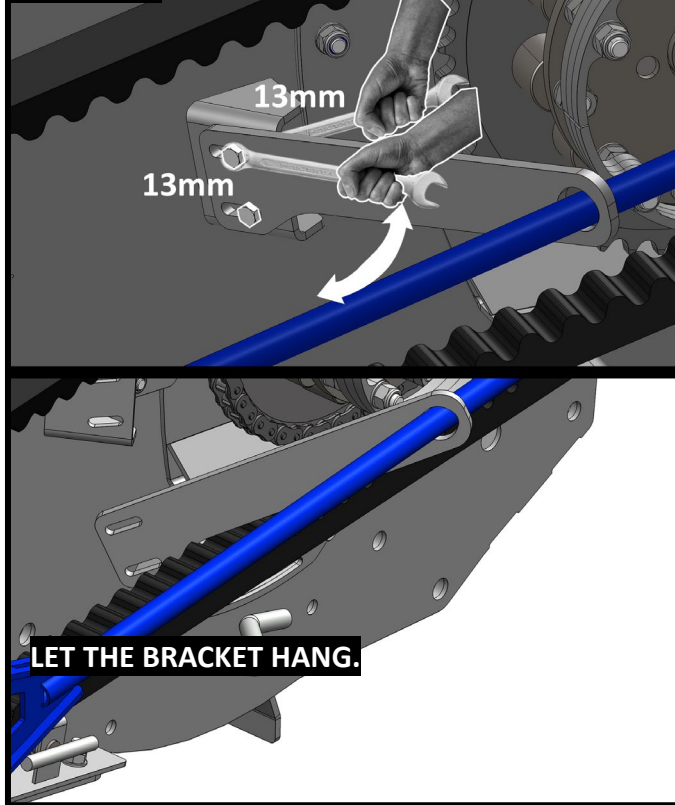**3 – REMOVE FRONT STEEL NOSE CONE, BY REMOVING THE FOUR BOLTS.**

13mm

4 – LOOSEN THE TIE ROD.

30mm

30mm

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5 – REMOVE THE TIE ROD SUPPORT FASTENERS.

13mm

13mm

LET THE BRACKET HANG.

6 – LOOSEN TIE ROD BEARING GRUB SCREWS.

3mm

1 - 2mm
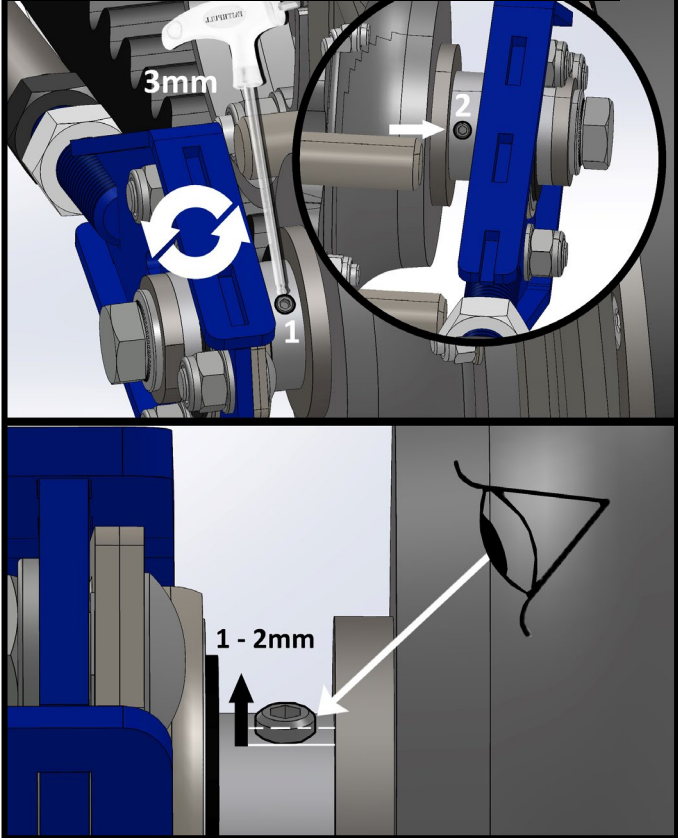
7 – LOOSEN TIE ROD BEARING FASTENERS ON BOTH PULLEYS.

17mm

REMOVE CENTRAL FASTENERS FROM BOTH PULLEYS.

24mm
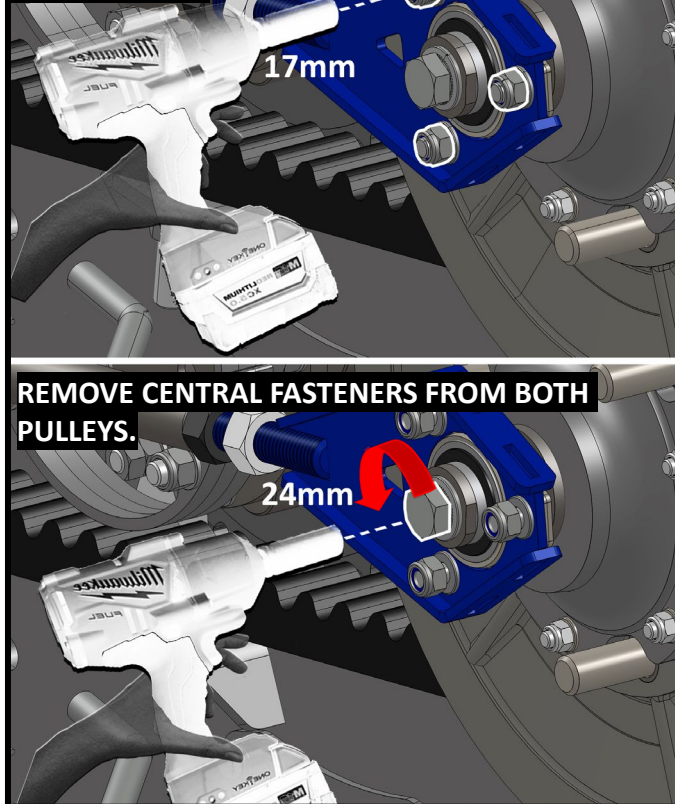
8 – REMOVE THE TIE ROD FROM BOTH PULLEYS.

REMOVE WASHERS AND PUT ASIDE.

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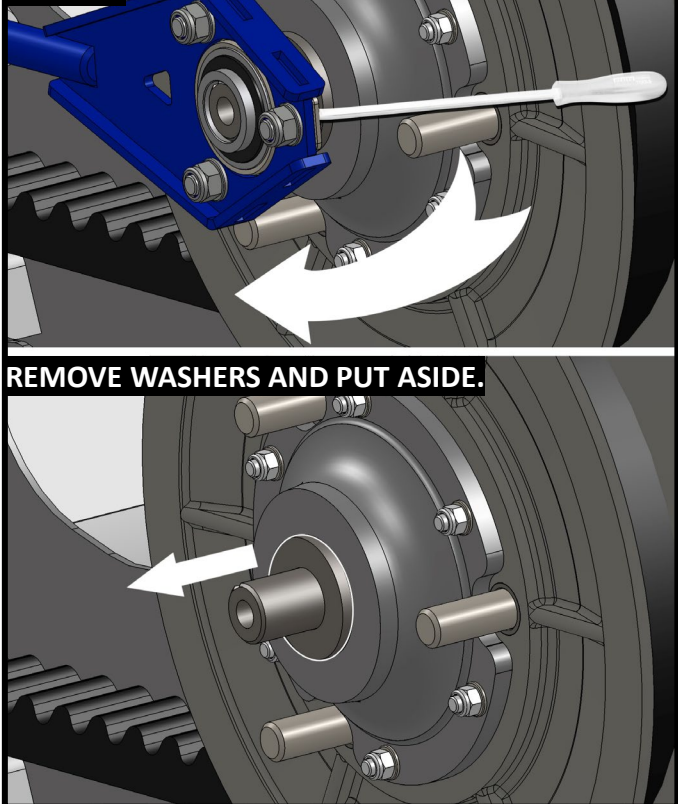
9 – LOOSEN GEARBOX ADJUSTER LOCKNUTS.

30mm

30mm
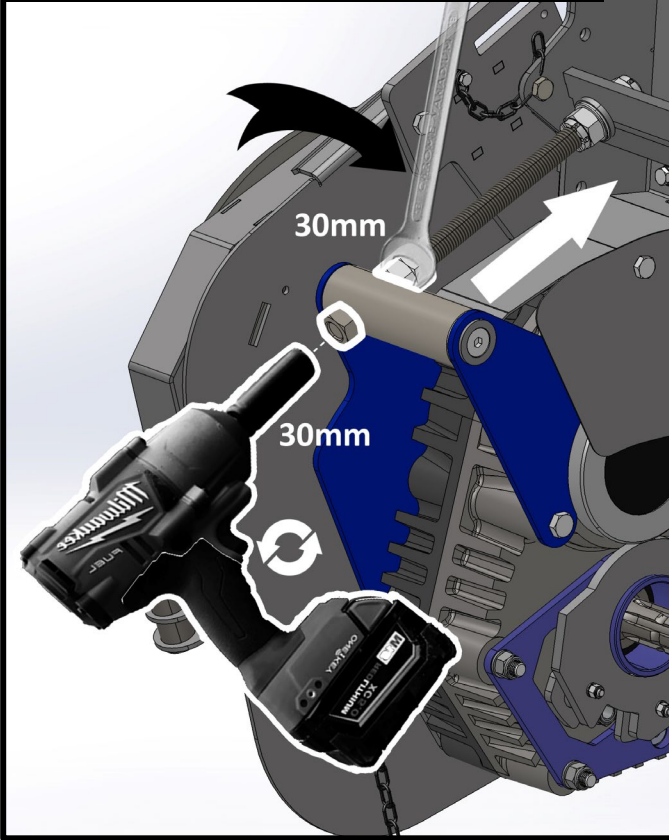
10 – PIVOT THE GEARBOX FORWARD.

95mm MAX.

30mm
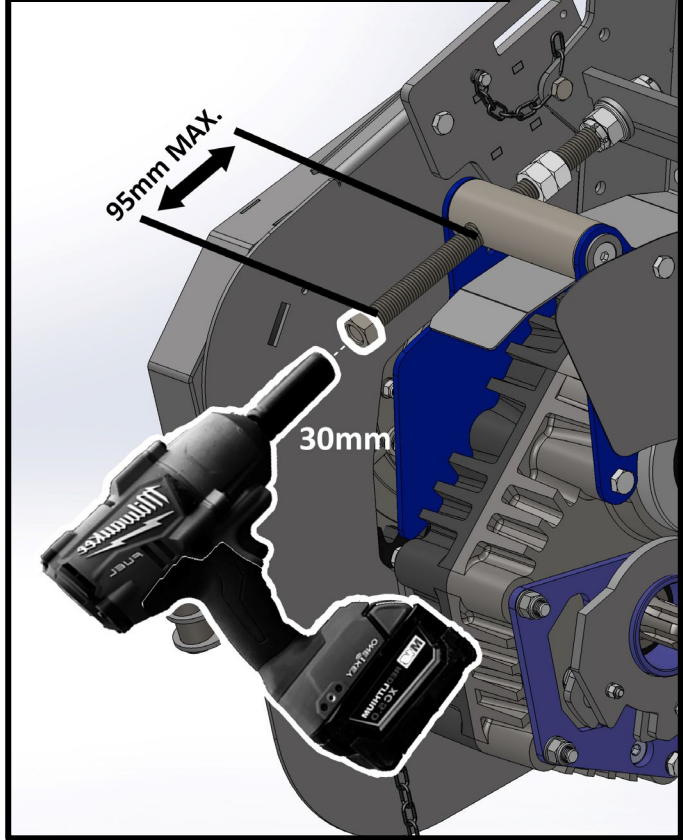
11 – REMOVE PULLEY ASSEMBLY WITH BELT.

⚠ **TAKE CARE WHEN REMOVING THE PULLEYS FROM THE SHAFT AS THEY WEIGH 40KG (88 LBS).**
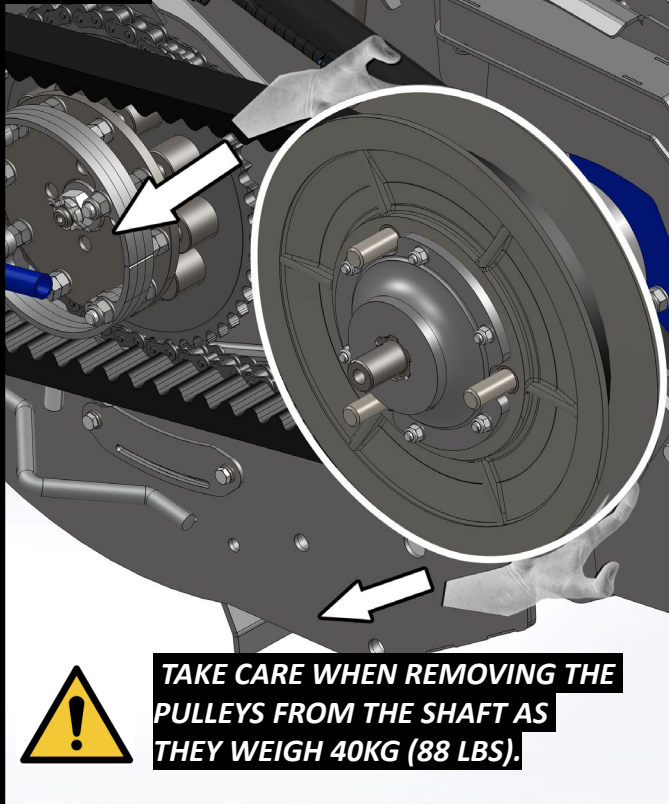
12 – REMOVE THE CAM BRACKET FASTENERS.

13mm
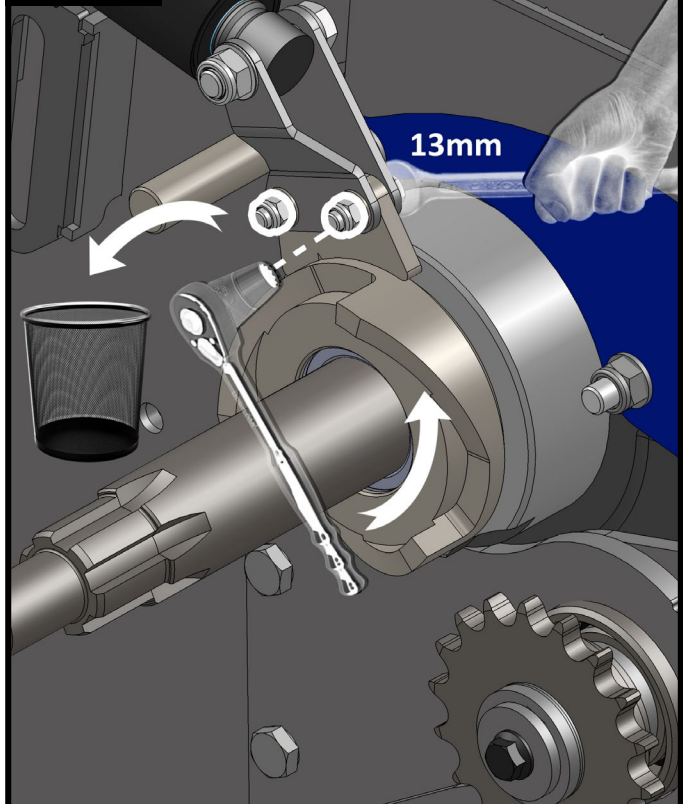
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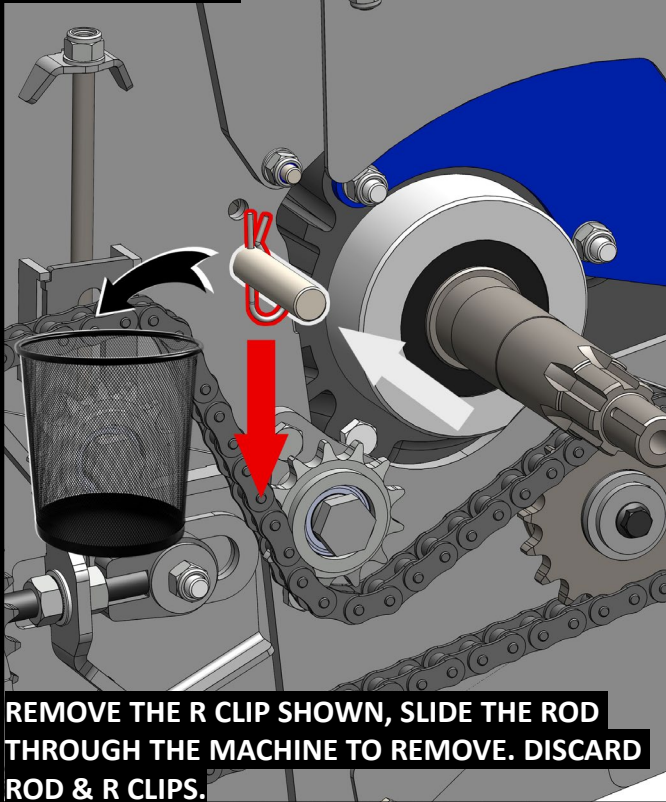## 13 – REMOVE ELECTRIC ACTUATOR WITH THE CAM BRACKETS.

19mm

19mm
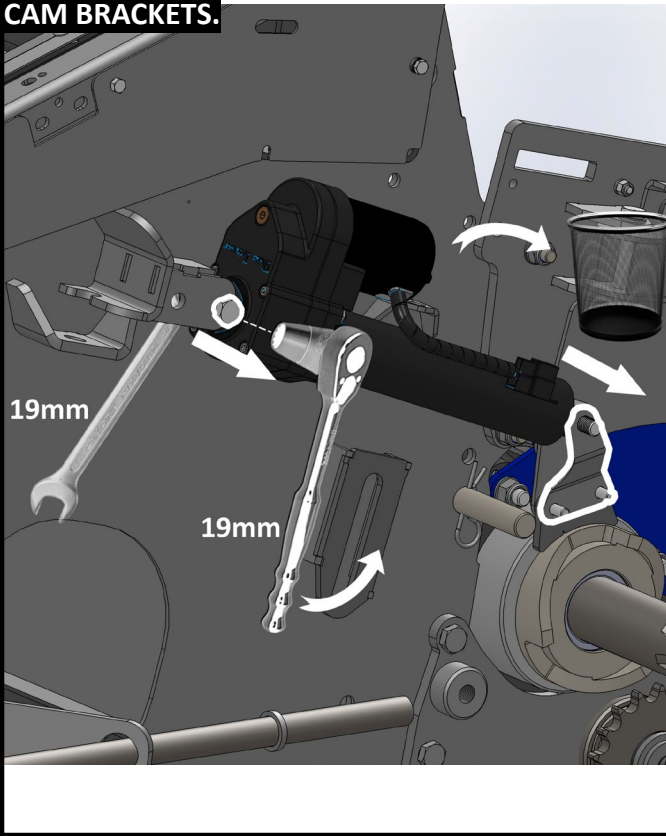
14 – PRY OFF THE CAM & BEARING.
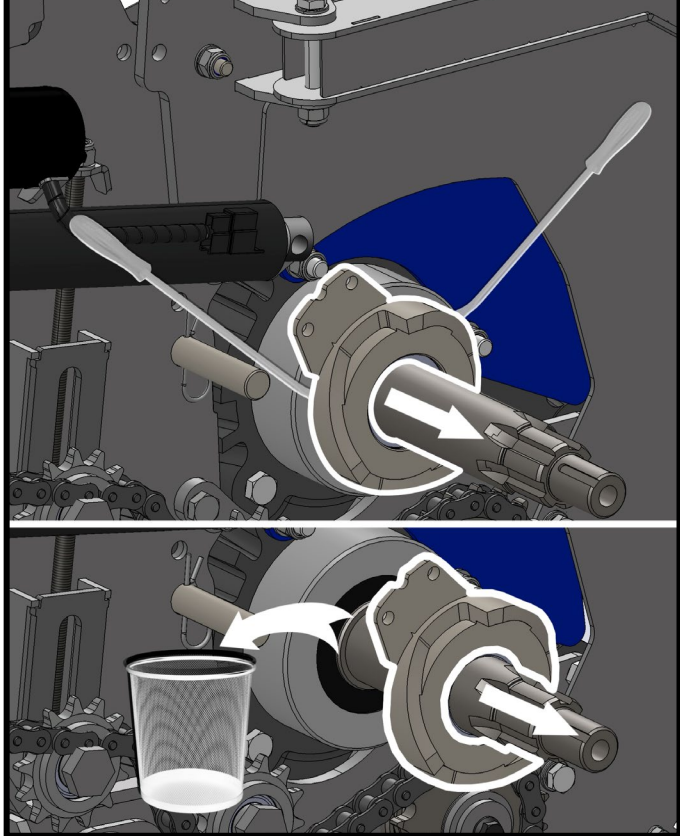
15 – REMOVE THE CAM RETAINING BAR FROM THE MAINFRAME.

REMOVE THE R CLIP SHOWN, SLIDE THE ROD THROUGH THE MACHINE TO REMOVE. DISCARD ROD & R CLIPS.

16 – REMOVE GEARBOX ADJUSTER PARTS.

REMOVE AND DISCARD LONG-THREADED ADJUSTER ALONG WITH ALL ASSOCIATED FASTENERS.
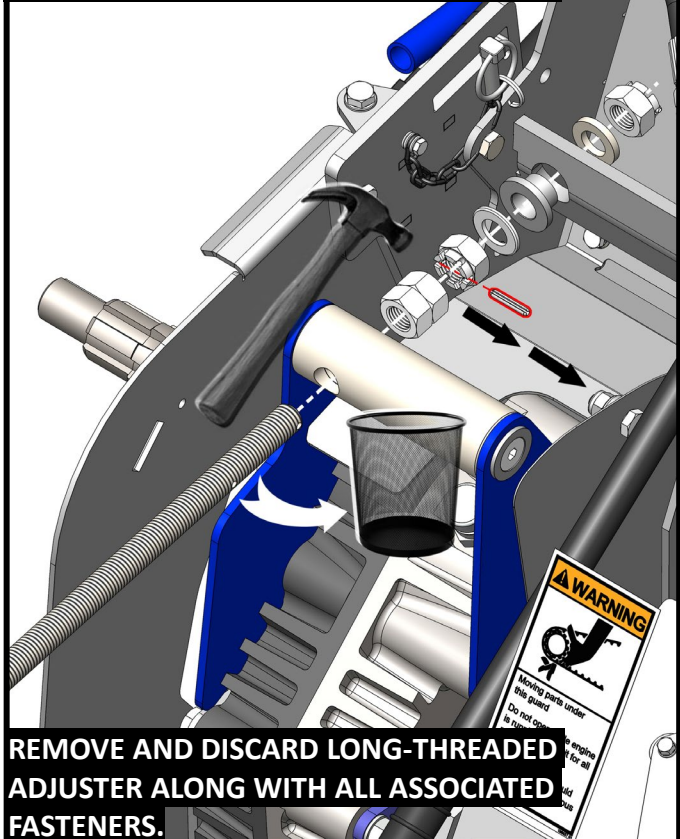
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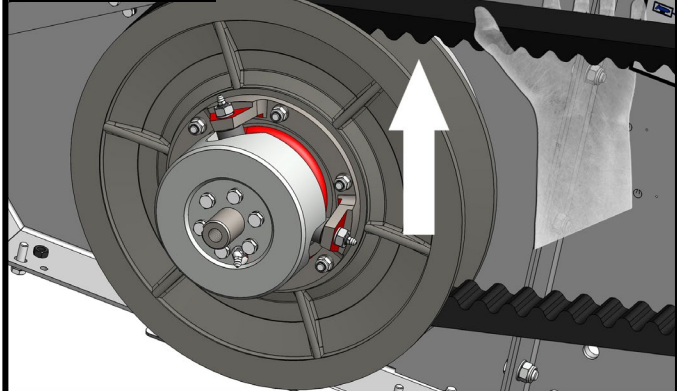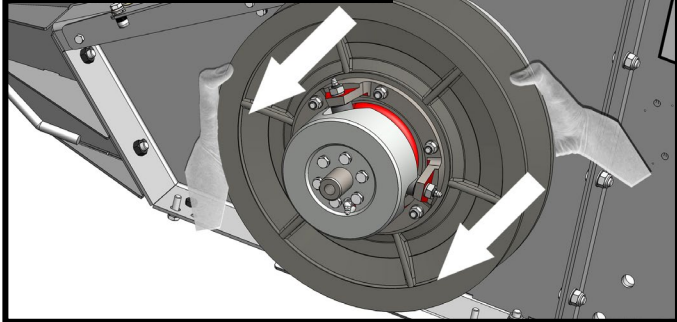## 17 – INSTALL THE NEW ADJUSTER.
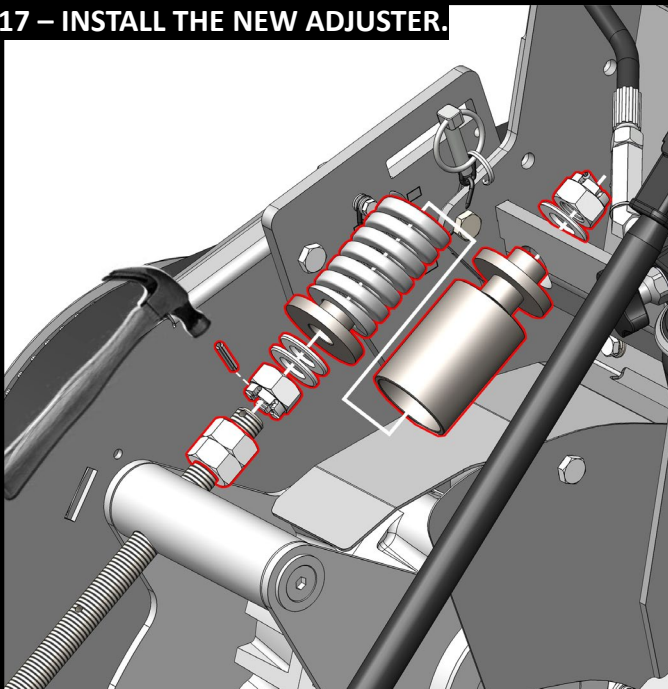
NEW ROLL PINS NEED TO BE HAMMERED THROUGH TO LOCK THE CASTLE NUTS. ONCE INSTALLED, WIND ADJUSTER UNTIL THE GEARBOX IS IN THE FORWARD POSITION, THUS WILL ASSIST IN BELT INSTALLATION (STEP 33)

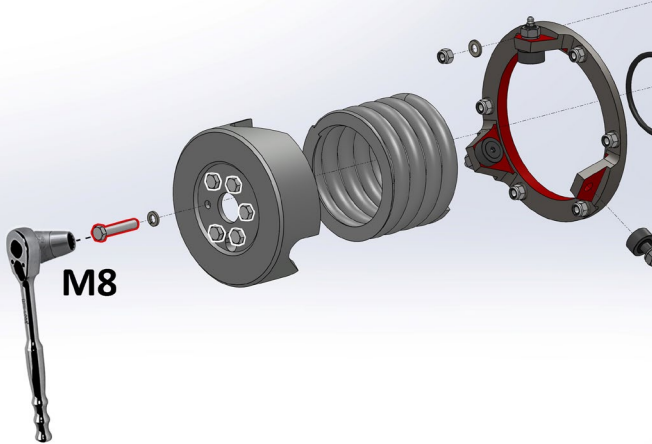## 18 – PULL THE BELT ROUND, SPINNING THE ROTOR, UNTIL BELT IS LOOSE IN FRONT PULLEY THEN REMOVE.

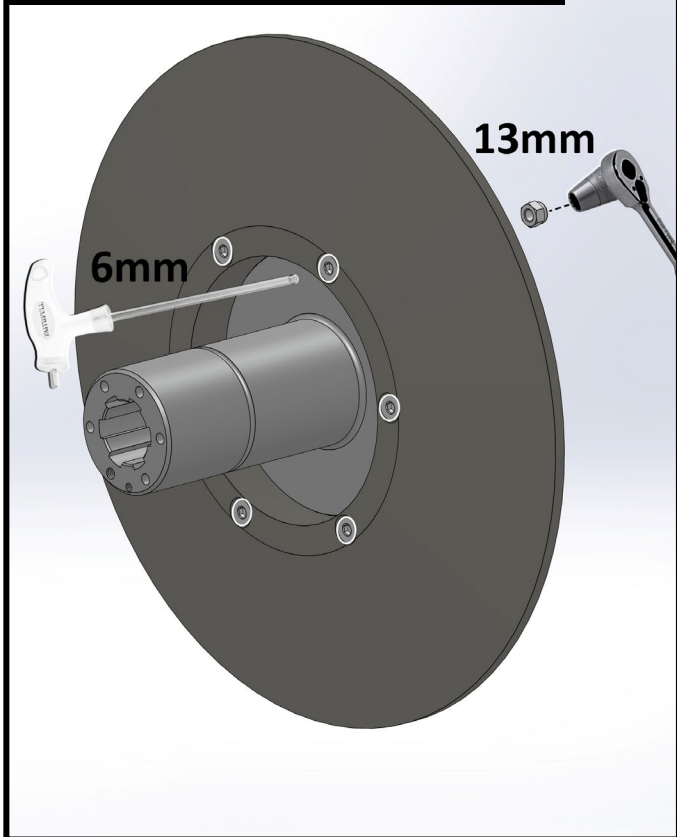**REMOVE THE FRONT PULLEY.**

19 – DISASSEMBLE FRONT PULLEY.

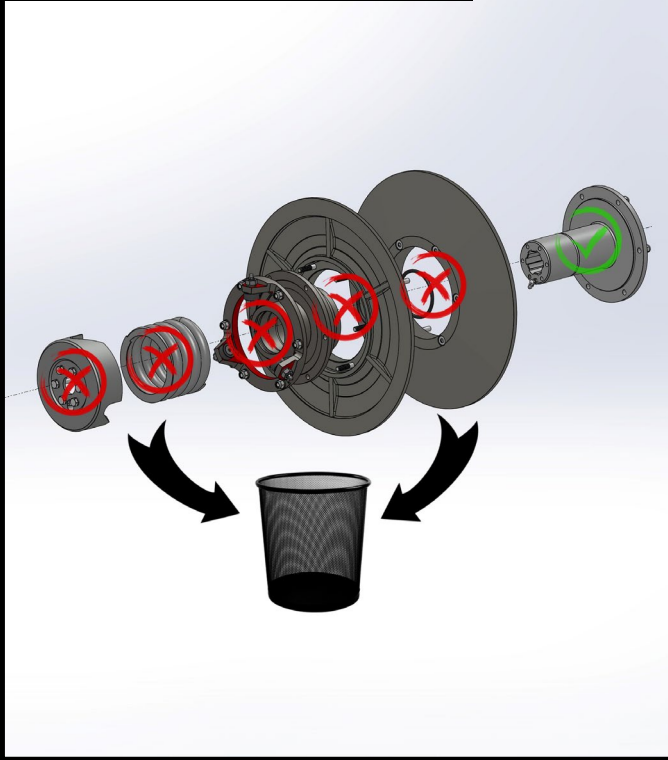⚠️ **RELEASE THE SPRING TENSION SLOWLY, ENSURE NOT TO HAVE ALL THE SPRING LOAD ON ONE BOLT**

M8

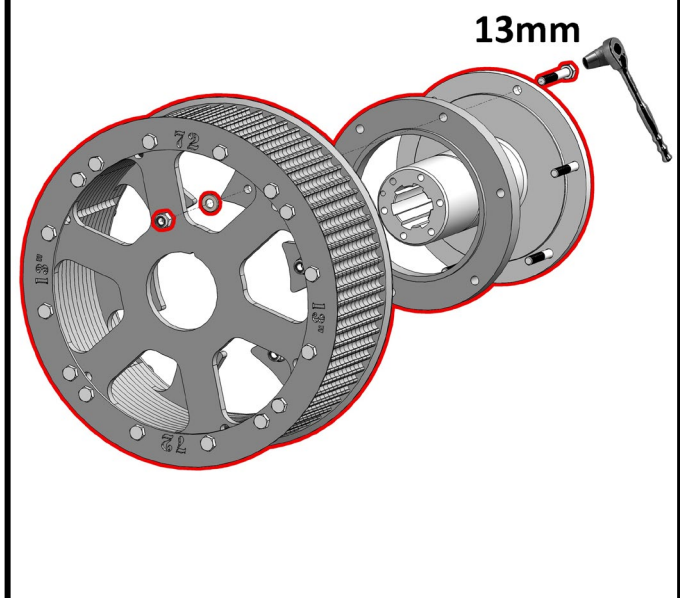**LOOSEN THE 6x M8 FASTENERS SLOWLY TOGETHER IN ROTATION.**

20 – SEPARATE PULLEY AND CENTRE HUB.

13mm

6mm

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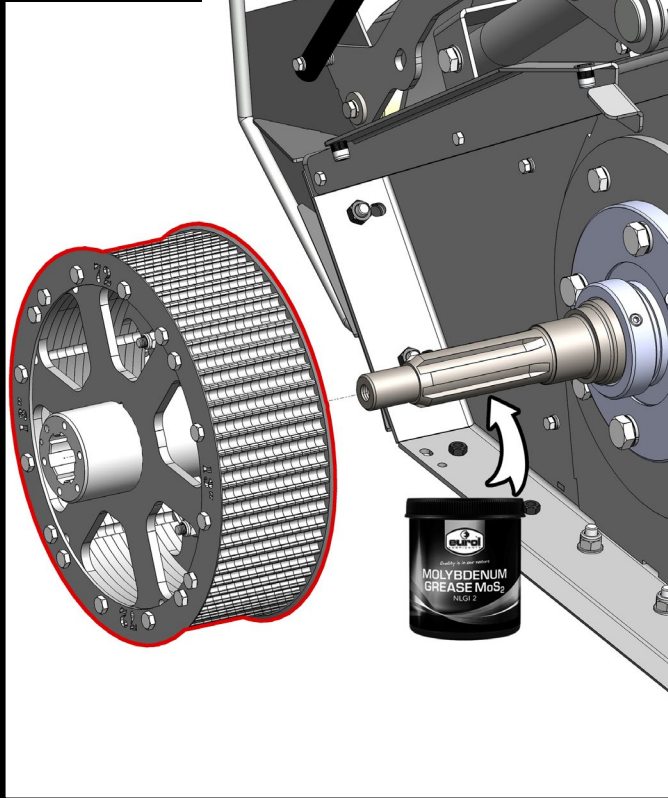**21 – RETAIN THE FIXED MALE HUB FOR INSTALLATION IN NEW PULLEY, ALL OTHER COMPONENTS CAN BE DISCARDED.**

22 – ASSEMBLE THE FRONT TOOTHED LAMINATE PULLEY TO THE HUB. BOLT TOGETHER WITH NEW M8 BOLTS. TIGHTENED TO TORQUE 25NM (18LBF.FT).
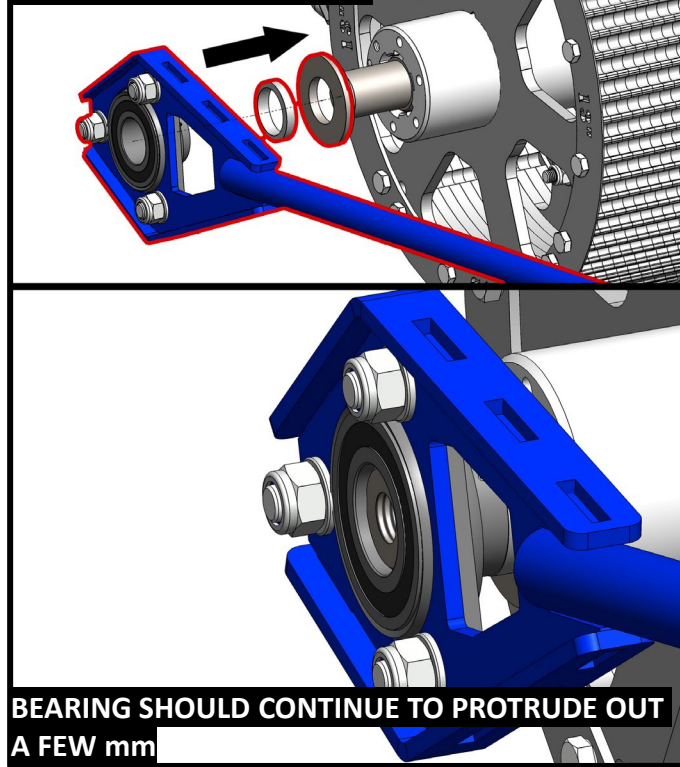
13mm

REFER TO THE SPEED CHART TO DETERMINE WHAT PULLEY SIZE TO INSTALL ON THE FRONT HUB.

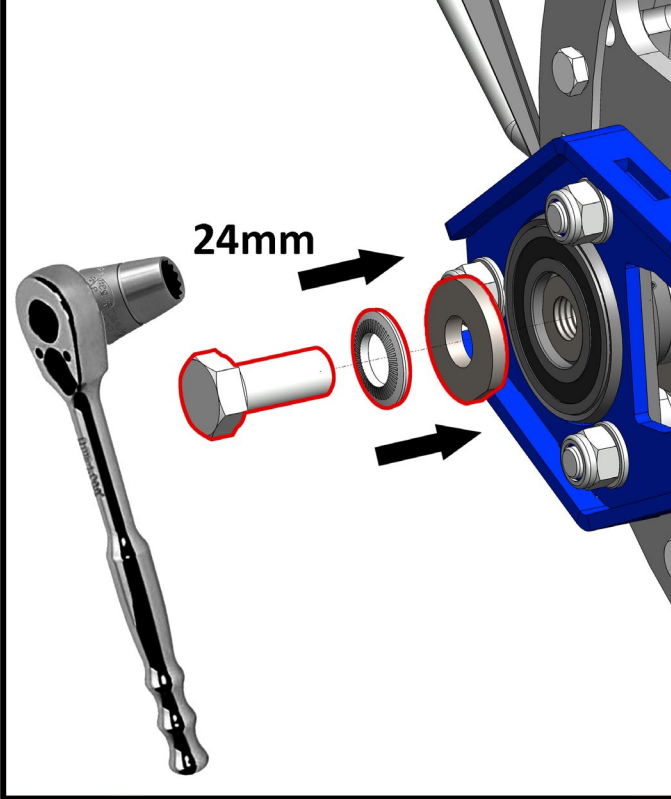**23 – GREASE THE SHAFT BEFORE ATTACHING THE FRONT PULLEY.**

24 – APPLY THE WASHER (190548 36) ALONG WITH WASHER KEPT ASIDE FROM DISASSEMBLY AND HALF OF THE TIE ROD.
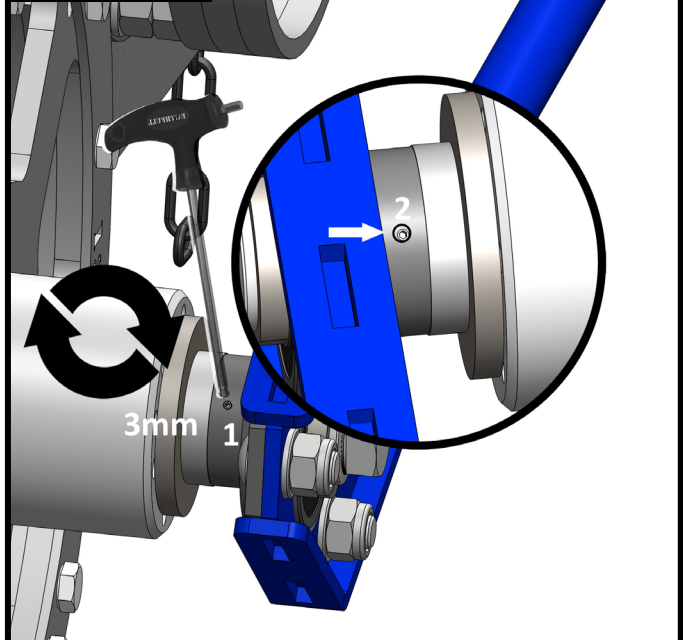
BEARING SHOULD CONTINUE TO PROTRUDE OUT A FEW mm

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25 – FASTEN WITH THE M16 SET SCREW TIGHTEN TO 225NM (166LBF.FT).
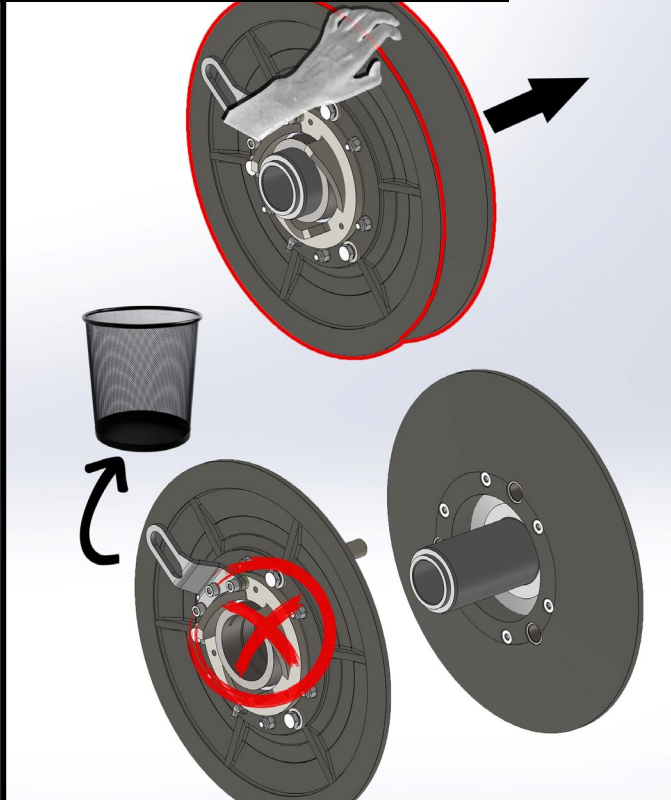
24mm

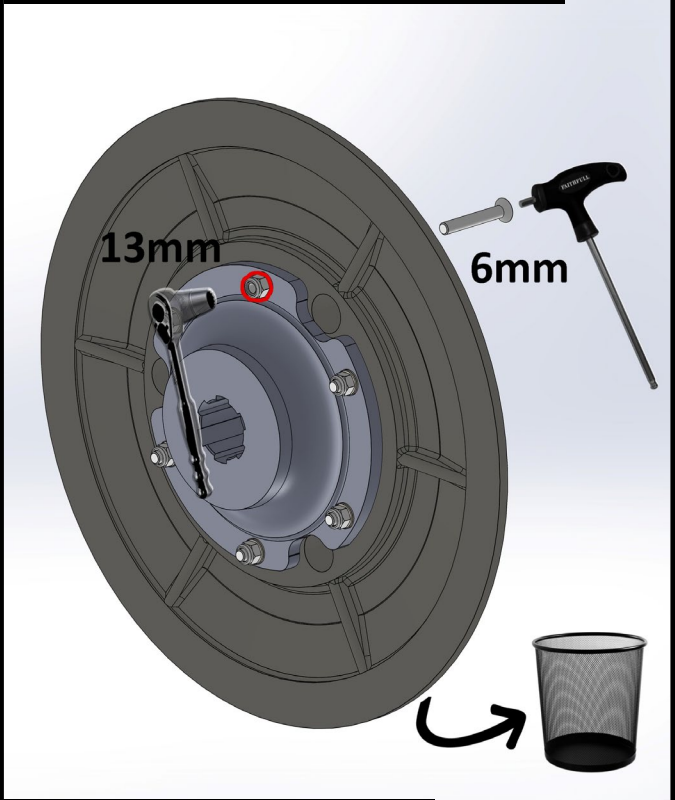**26 – APPLY LOCTITE AND TIGHTEN THE GRUB SCREWS.**

3mm

IF THE MACHINE HAS A GROOVE IN THE FRONT SHAFT BENEATH THE TIE ROD BEARING, ENSURE ONE OF THE GRUB SCREWS IS ALIGNED AND TIGHTENED INTO THE GROOVE.

27 – DISASSEMBLE THE REAR PULLEY.

ALL OTHER COMPONENTS CAN BE DISCARDED.

28 – SEPARATE PULLEY AND CENTRE HUB.
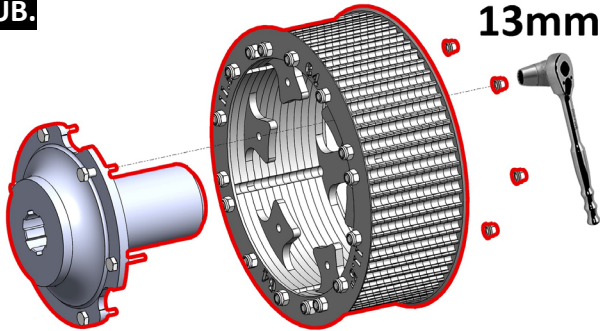
13mm

6mm

THE PULLEY CAN BE DISCARDED.

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29 – ASSEMBLE THE REAR TOOTHED LAMINATE PULLEY TO THE HUB. BOLT TOGETHER WITH NEW M8 BOLTS. TIGHTENED TO TORQUE 25NM (18LBF.FT) .
**REFER TO THE SPEED CHART TO DETERMINE WHAT PULLEY SIZE TO INSTALL ON THE REAR HUB.**

13mm

PRIOR TO FITTING THE REAR PULLEY TO THE GEARBOX SHAFT CHANGE SPROCKET ON GEARBOX IF APPLICABLE.
LOOK BACK TO PG2 FOR SPECIFIC COMBINE PARTS.

**30 – GREASE THE GEARBOX SHAFT PRIOR TO FITTING THE REAR PULLEY.**
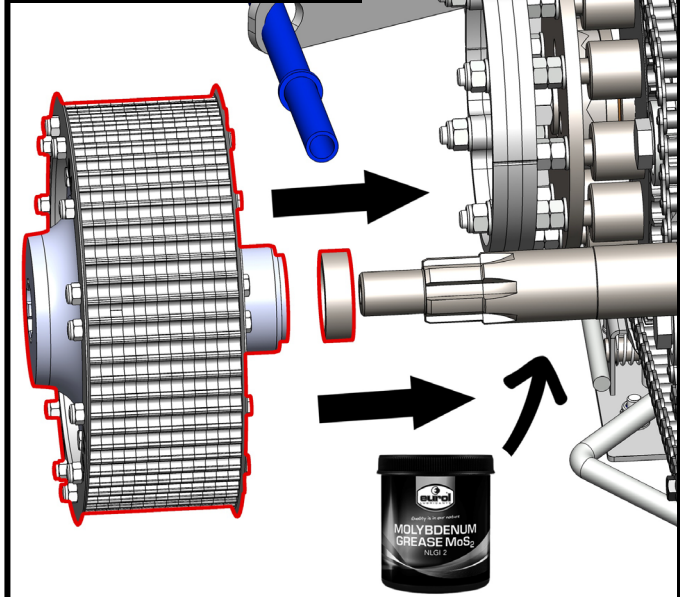
ADD THE SPACER RING (292586 01) PROVIDED TO THE SHAFT FIRST, IT WILL BECOME TIGHT TOWARDS THE BOTTOM OF THE SHAFT BUT WILL PULL UP TO SHOULDER WHEN THE PULLEY IS BOLTED ON.

31 – SLIDE THE TWO HALVES OF THE TIE ROD TOGETHER AND PLACE THE TIE ROD BEARING ONTO THE GEARBOX SHAFT, FIT THE M16 BOLT INTO THE END.
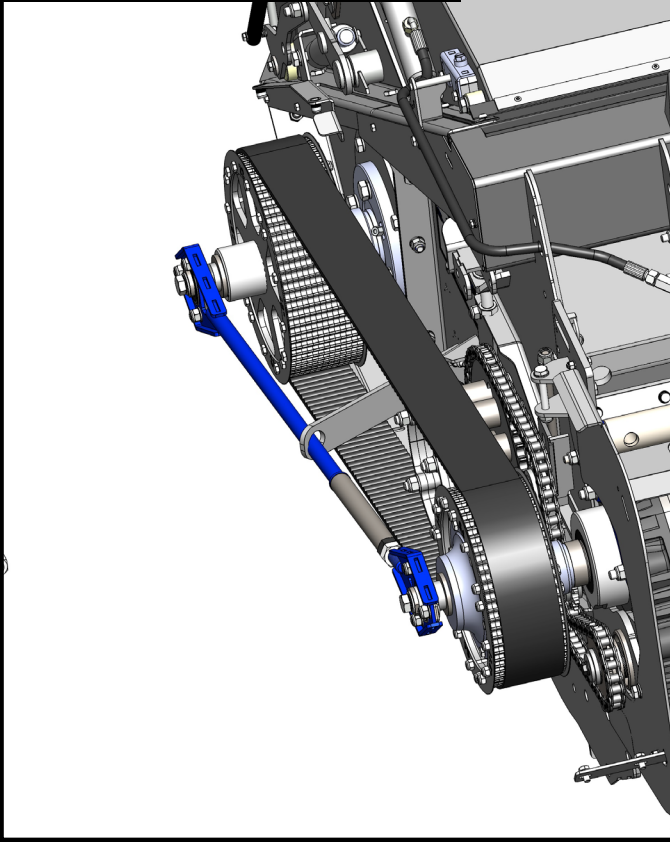
24mm
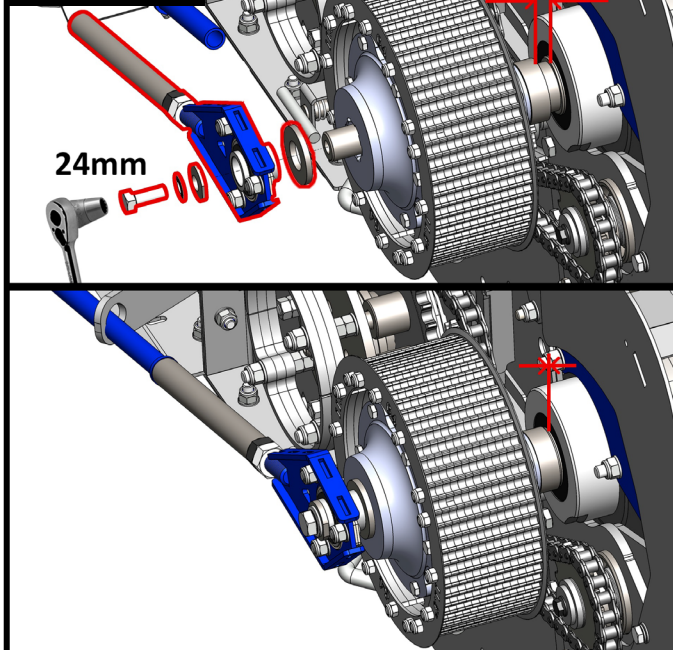
THIS WILL PRESS THE PULLEY ONTO THE SHAFT AND LOCATE THE SPACER RING TO THE SHOULDER.

32 – APPLY LOCTITE AND TIGHTEN THE GRUB SCREWS.

3mm
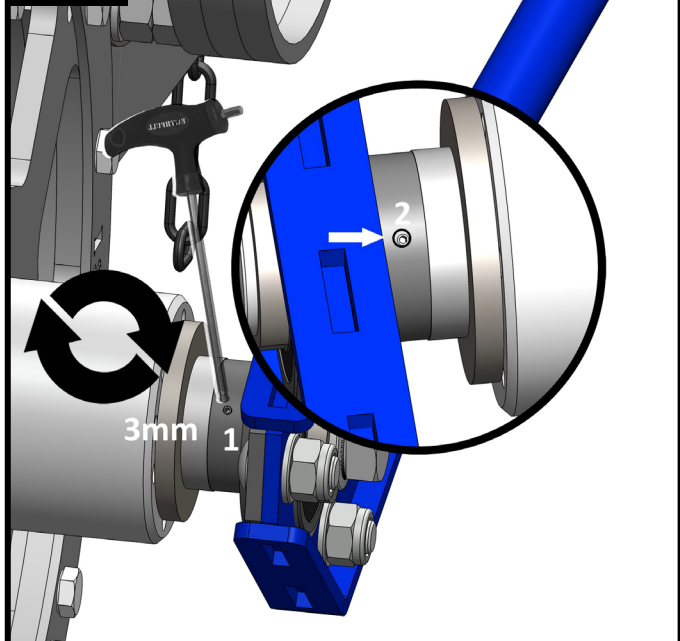
IF THE MACHINE HAS A GROOVE IN THE REAR SHAFT BENEATH THE TIE ROD BEARING, ENSURE ONE OF THE GRUB SCREWS IS ALIGNED AND TIGHTENED INTO THE GROOVE.
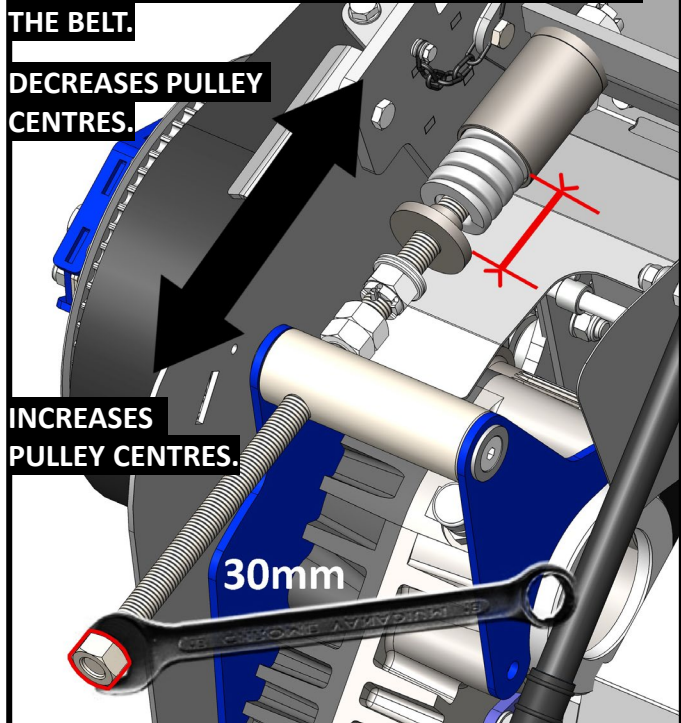
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33 – FIT NEW TOOTHED HTD BELT.

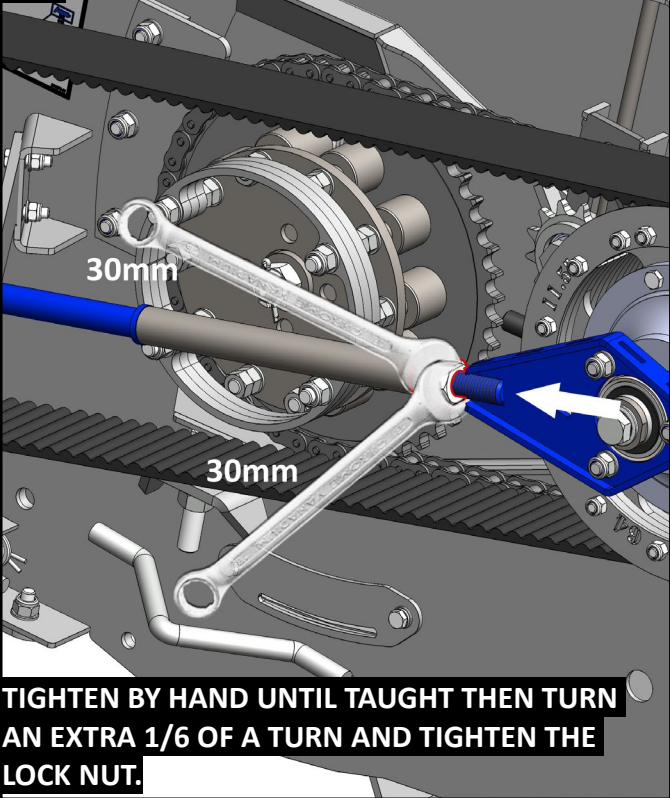## 34 – ADJUST THE GEARBOX PIVOT TO TENSION THE BELT.

DECREASES PULLEY CENTRES.
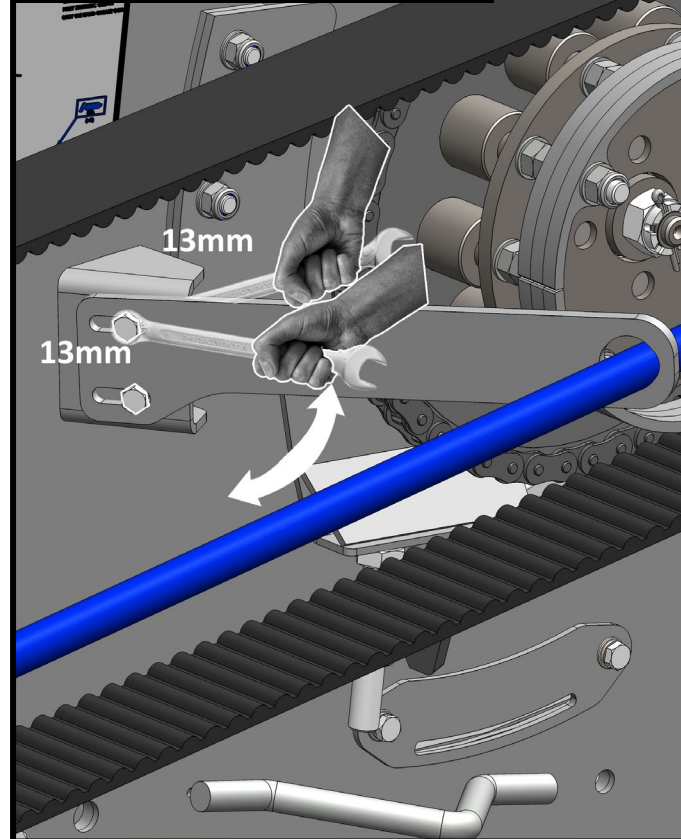
INCREASES PULLEY CENTRES.

30mm

ADJUST UNTIL THE SPRING IS TIGHTENED TO THE LENGTH OF THE SPACER TUBE. THEN LOCK OFF THE GEARBOX ADJUSTER WITH THE TWO NUTS.

35 – RESET THE TIE ROD & TIGHTEN THE LOCK NUT.

30mm

30mm

TIGHTEN BY HAND UNTIL TAUGHT THEN TURN AN EXTRA 1/6 OF A TURN AND TIGHTEN THE LOCK NUT.

36 – FASTEN THE TIE ROD BRACKET.

13mm

13mm

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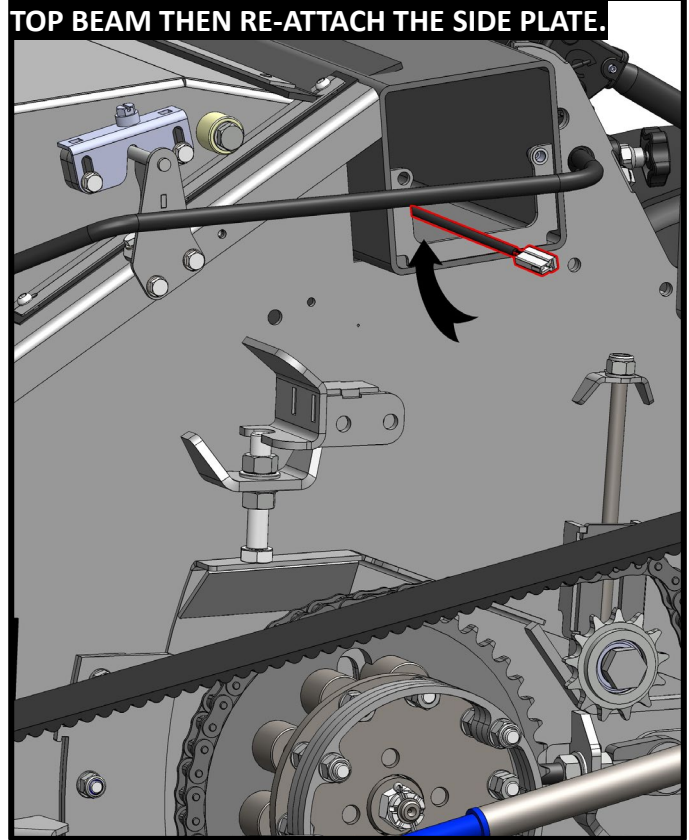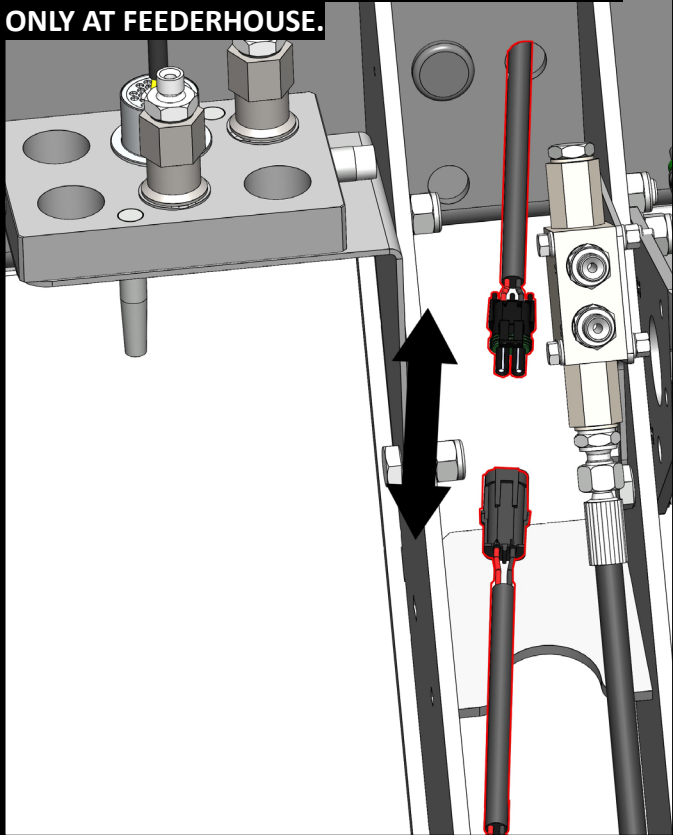REYNOLDS

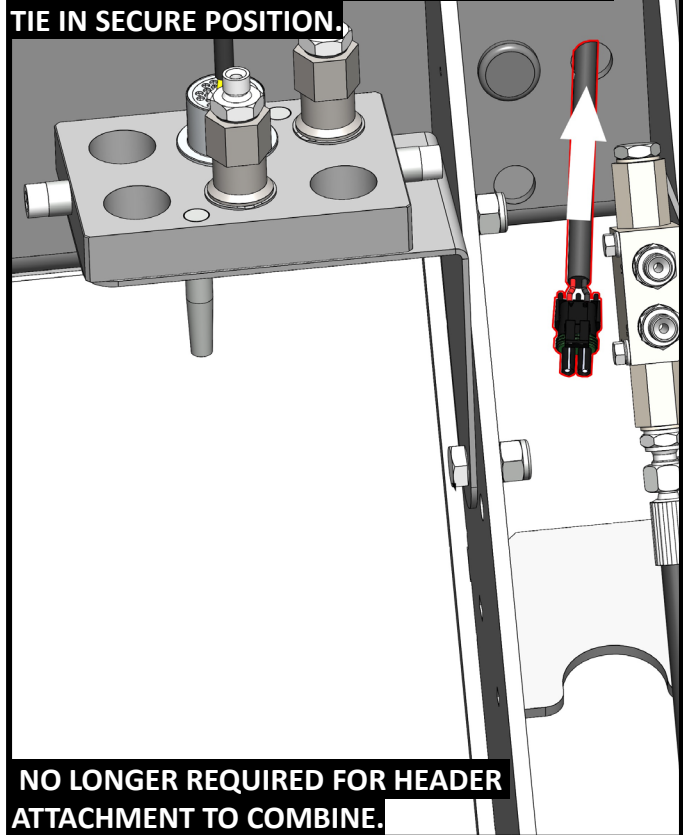**37 – REMOVE THE M6 FASTENERS AND COVER PLATE.**

10mm
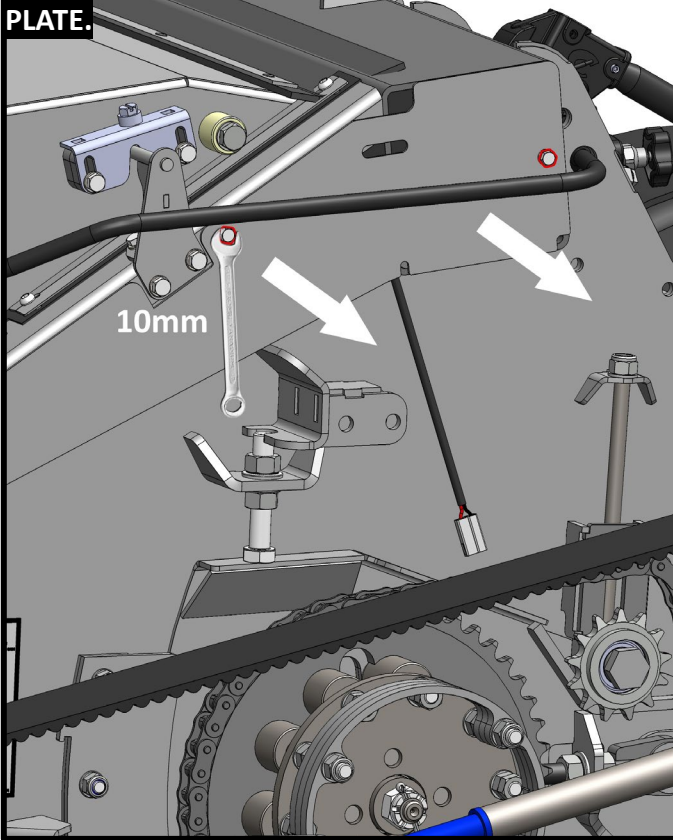
38 –TIE UP THE ACTUATOR CABLE AND FEED INTO TOP BEAM THEN RE-ATTACH THE SIDE PLATE.

39 – DISCONNECT THE 2 PIN ACTUATOR PLUG ONLY AT FEEDERHOUSE.

40 – FEED CABLE BACK INTO HEADER, CABLE TIE IN SECURE POSITION.

NO LONGER REQUIRED FOR HEADER ATTACHMENT TO COMBINE.

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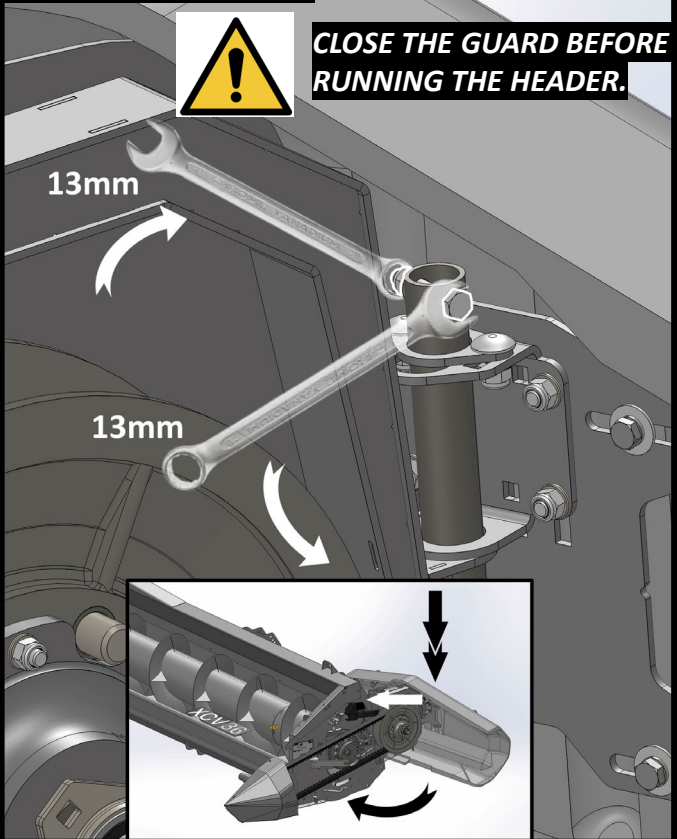## 41 – TURN OVER THE DRIVE BY HAND.

24mm
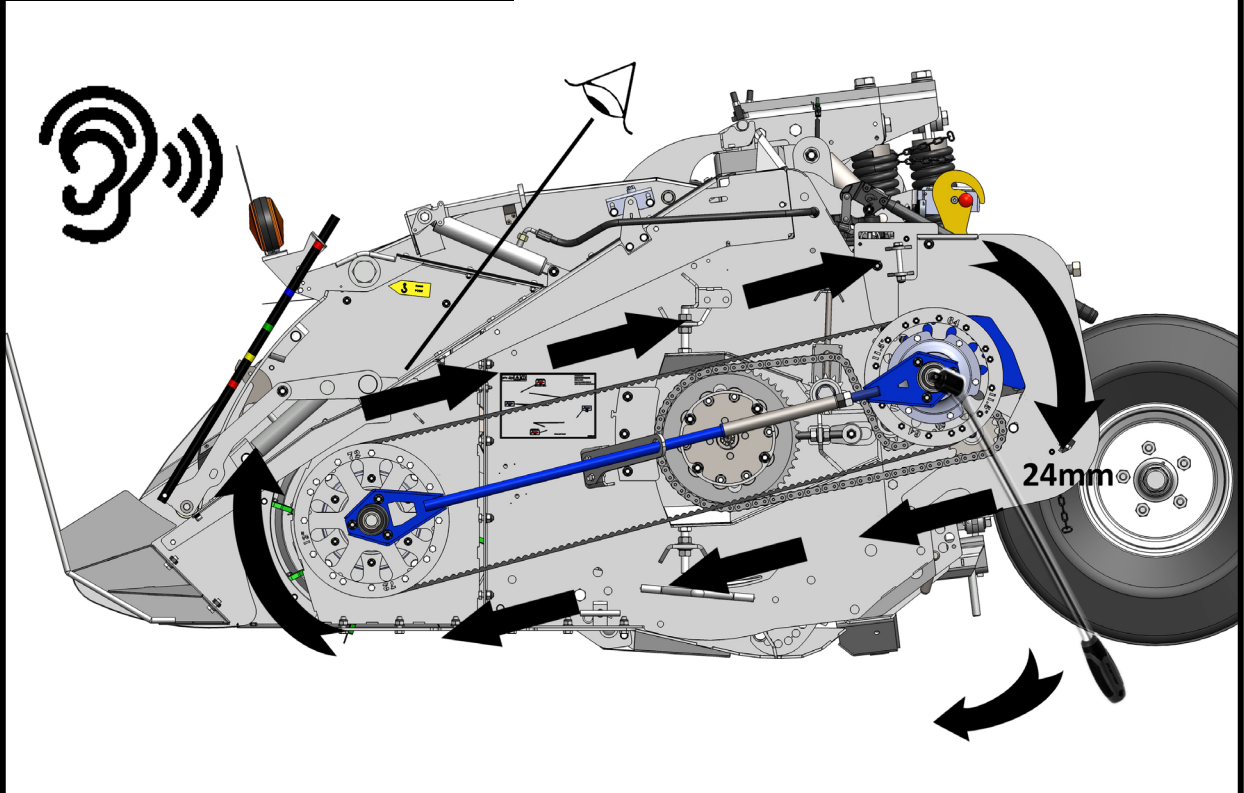
ROTATE THE DRIVE SYSTEM TO ENSURE NO COMPONENTS ARE CATCHING.

42 – FIT FRONT STEEL NOSE CONE, BY USING THE FOUR BOLTS.

13mm

43 – REFIT THE GUARD.

⚠️ *CLOSE THE GUARD BEFORE RUNNING THE HEADER.*

13mm

13mm

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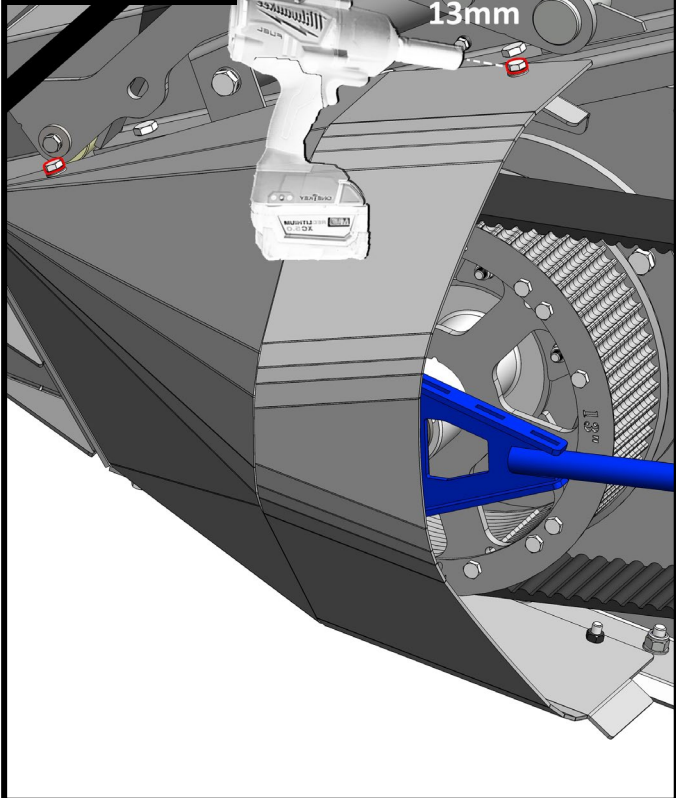
SPEED RANGE DECAL.
USE THIS AS A GUIDE FOR THE SPEED RANGES YOU ARE LOOKING TO ACHIEVE.

ROTOR PULLEY

INPUT PULLEY

⚠️

DO NOT RUN
AUGER OVER
200 rpm

SPEED SELECTION CHART LAMINATE PULLEYS						
		JOHN DEERE	CASE IH	AGCO	CLAAS
COMBINE DRIVE SHAFT SPEED (rpm)		500-680	500-670	630-850	540-740
AUGER SPEED RANGE (rpm)		150-200	150-200	150-200	140-190
ROTOR PULLEY	INPUT PULLEY	APPROXIMATE ROTOR SPEED (rpm)			
Ø 13"/72T	Ø 10"/56T	450-610	400-530	500-680	390-530
Ø 13"/72T	Ø 11.5"/64T	510-700	460-610	570-780	440-600
Ø 11.5"/64T	Ø 11.5"/64T	580-790	510-690	650-870	500-680
Ø 11.5"/64T	Ø 13"/72T	650-880	580-770	730-980	560-760
Ø 10"/56T	Ø 13"/72T	740-1000	660-890	830-1000	630-870

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