Fitting Instructions

Issue	Date	Changes
1	16/01/2024	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 operators manual and observe all safety signs attached to the Stripper header. Your use of these instructions is solely at your own risk.

Please use proper safety equipment at all times.



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 fastest position and implement the safe stop procedure.

If not the pulley drive and actuator may need rotating and cycling to assist.

Recommended Tools List

13mm Socket + Extension	13mm Wrench	Block Of Wood
17mm Socket	19mm Wrench	Large Mallet
19mm Socket	2 x 30mm Wrenches	Tie Wraps
24mm Socket (for ½" Impact)	M10 x 1.5 Tap	2 Medium Pry Bars
30mm socket (for ½" Impact)	Hydraulic Press (Optional)	Large Pry Bar
3mm Allen Key	Anti-Seize / Copper slip	ThreadLocker

All the information in these Fitting Instructions is also contained in a video, scan the QR code to access.



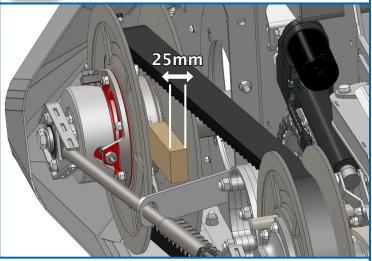


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1. Run the machine until rotor pulley is fully open, rotor speed at maximum.



Stop the machine and implement the safe stop.

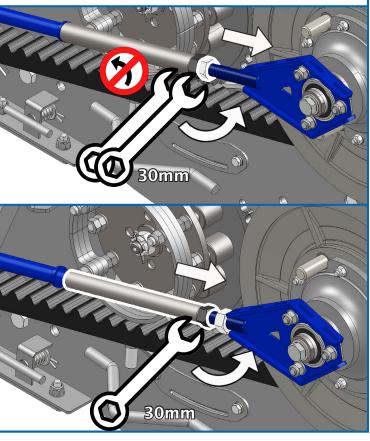


Open the drive guard and wedge pulley's open.

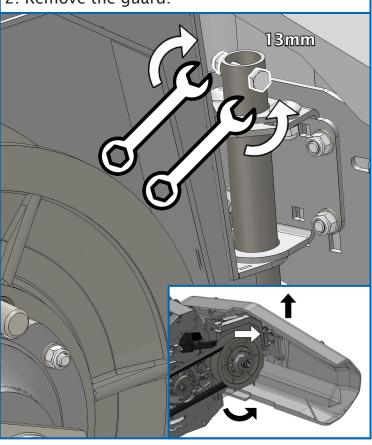


DO NOT put hands between pulley sheaves.

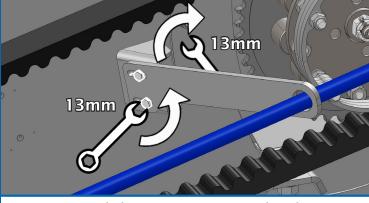
3. Loosen the tie rod.



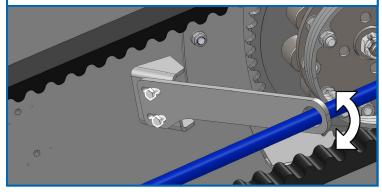
2. Remove the guard.



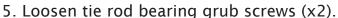
4. Loosen the tie rod support fasteners.

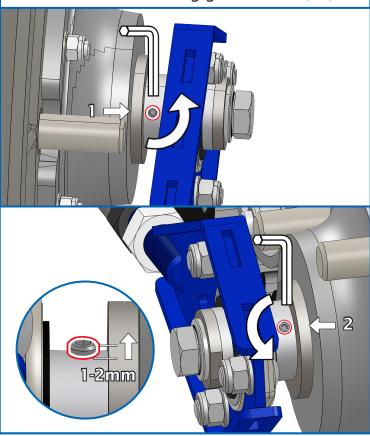


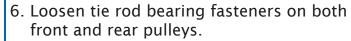
Move up and down to ensure no binding on the tie rod or remove completely.

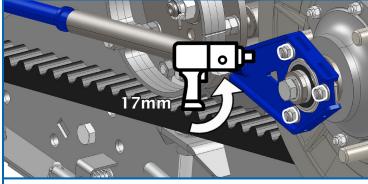




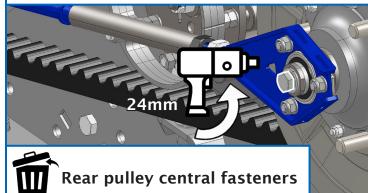


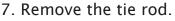


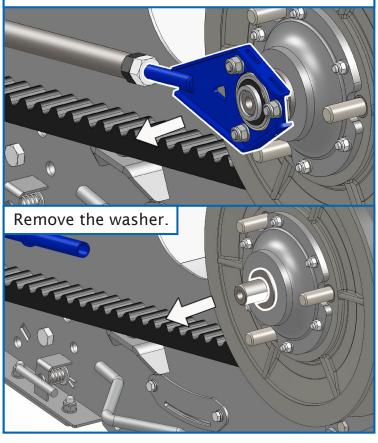




Remove central fasteners on rear pulley only.







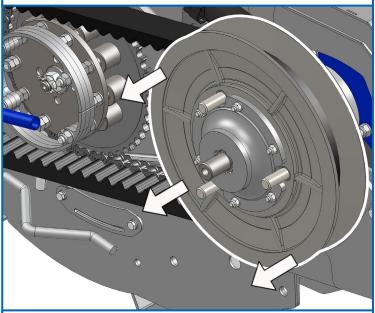
8. Electrically close the actuator fully.





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9. Remove pulley assembly.

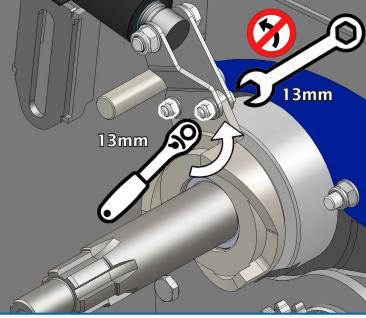


Old pulley assembly.



Take care when removing the pulleys from the shafts, as they weigh 40KG (88lbs).

10. Remove the cam brackets to cam fasteners.

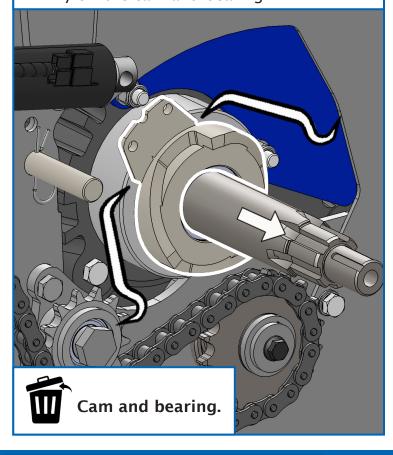


Pivot up the actuator and cable tie out of the way.

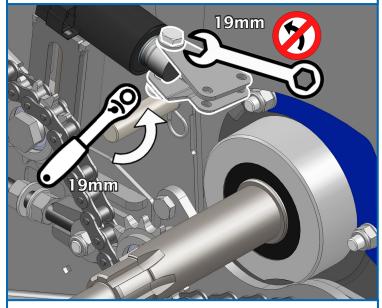


Cam fasteners.

11. Pry off the cam and bearing.



12. Remove the actuator fastener holding on the old brackets and discard. Replace with new brackets.

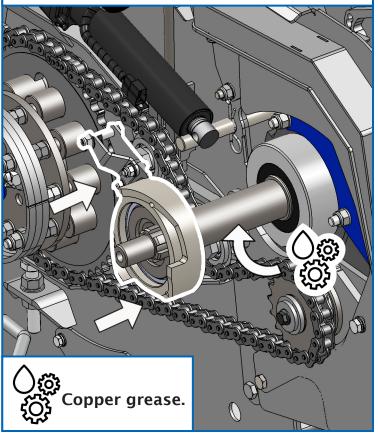


Twist the actuator rod to facilitate removing the bolt.

Actuator brackets and fastener.

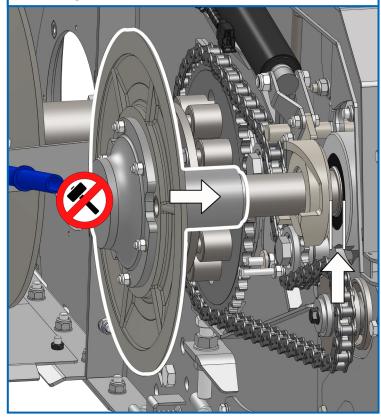


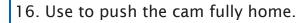
13. Slide on the new cam assembly.

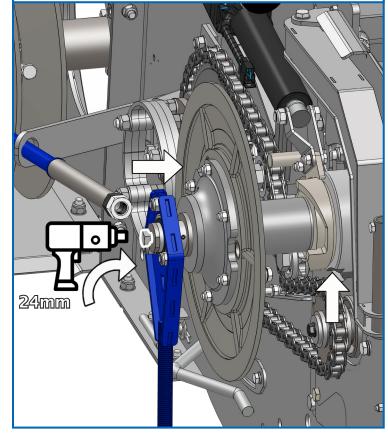


14. Separate the new pulley sheaves.

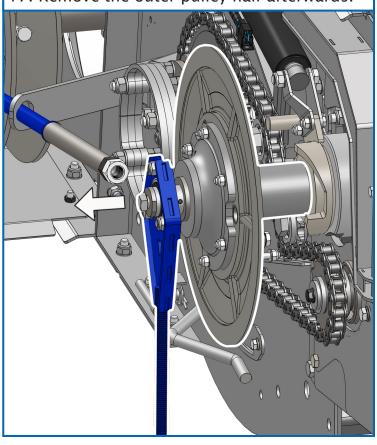
15. Temporarily fit the outer pulley half on the gearbox shaft.



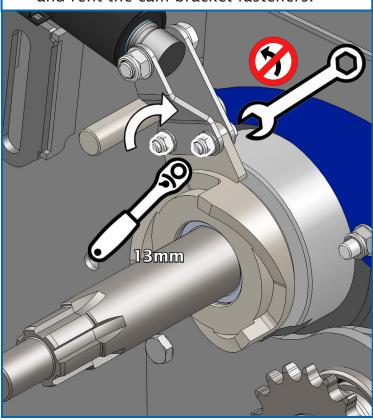




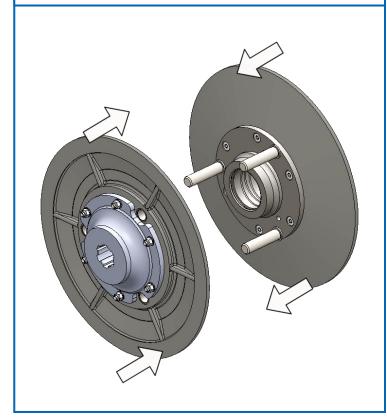
17. Remove the outer pulley half afterwards.



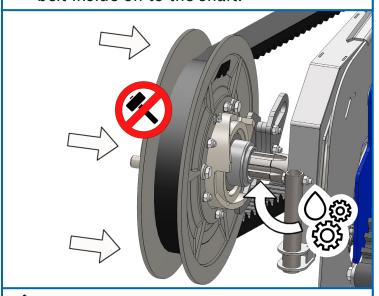
18. Remove the cable tie from the actuator and refit the cam bracket fasteners.



19. Reassemble the new pulley sheave, then grease the pulley assembly.



20. Slide the new pulley assembly with the belt inside on to the shaft.





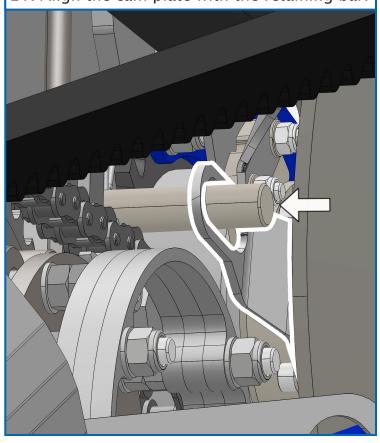
Molybdenum grease (black grease).



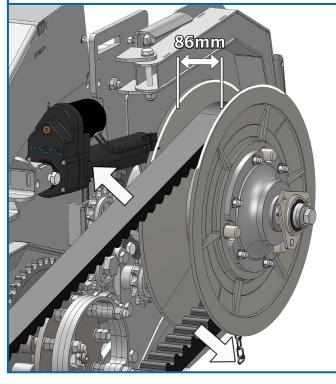
Take care when fitting the pulleys, as they weigh 40KG (88lbs).

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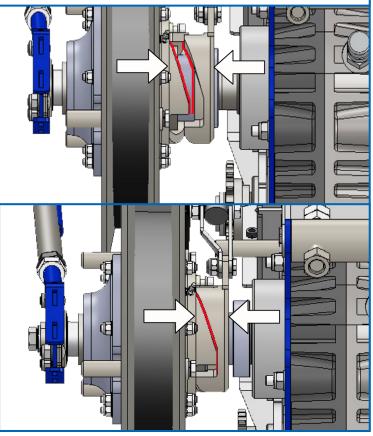
21. Align the cam plate with the retaining bar.



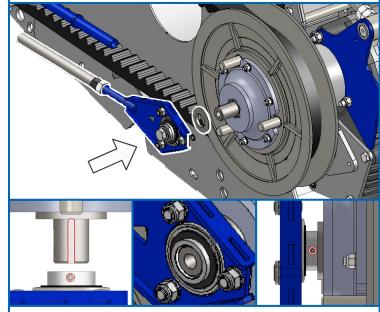
23. Check the belt moves freely between the fully open pulleys and isn't trapped or pinched. Check the dimension between the pulley sheaves is 86mm.



22. Push the new pulley assembly fully home.



24. Refit the washer and tie rod. If your gearbox shaft has a groove (older models), align it with the tie rod bearing grubscrew.

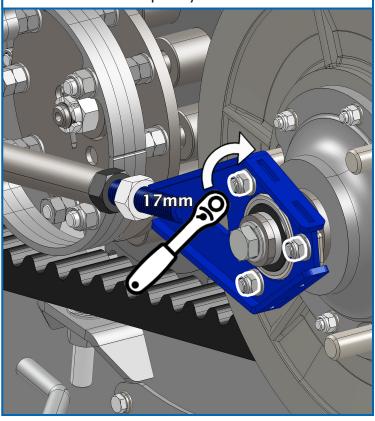


The bearing overhangs the shaft by 6mm. On earlier models turn the bearing insert around so the grubscrews are inside.

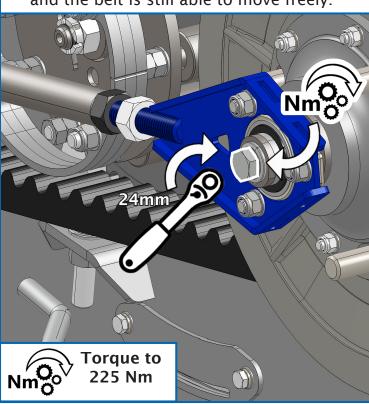


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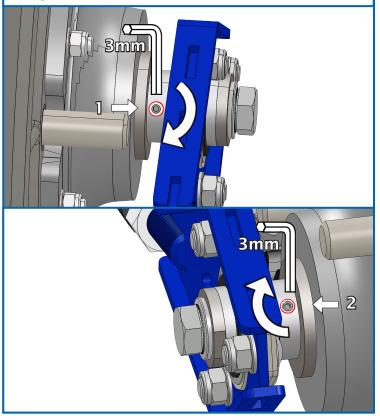
25. Tighten the bearing fasteners on both the front and rear pulleys.



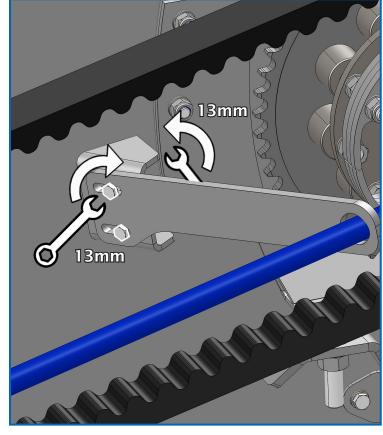
26. Apply threadlocker and tighten the fastener. Ensure the pulleys are fully open and the belt is still able to move freely.



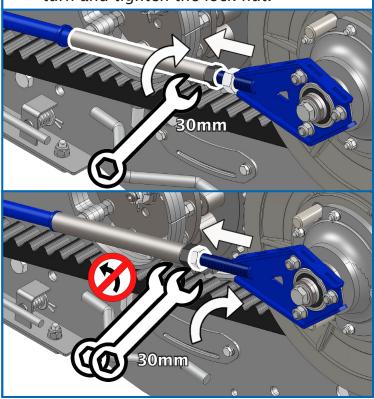
27. Apply threadlocker and tighten both grubscrews.



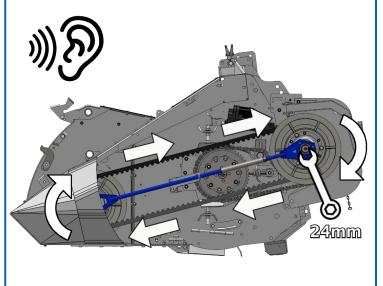
28. Refit the tie rod support bracket.



29. Reset the tie rod and tighten the lock. Tighten until taught, then turn 1/6 of a turn and tighten the lock nut.



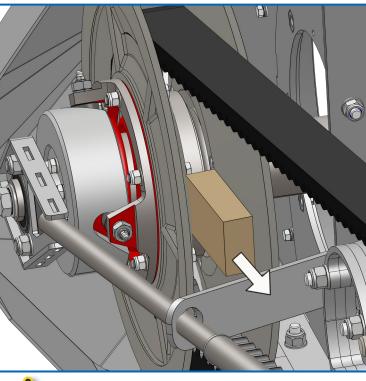
31. Turn over the drive manually. Rotate the drive system to ensure no components are catching. Listen for the front pulley spring re-tensioning.





DO NOT touch belt or pulleys, use a wrench.

30. Remove the wedge from the front pulley.

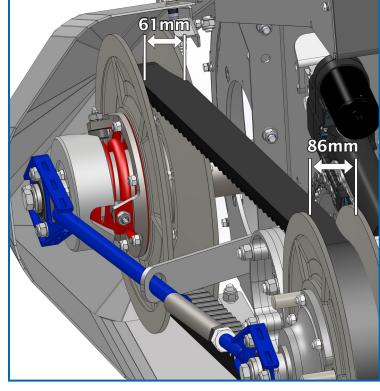




DO NOT put hands between pulley sheaves.

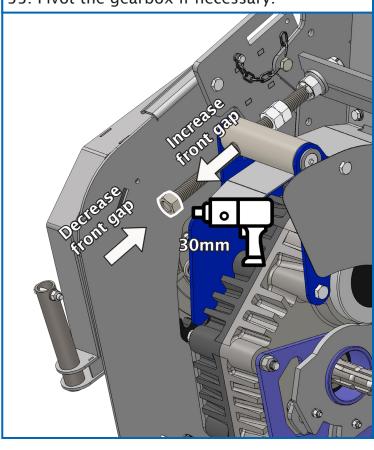
32. Check the front pulley gap is 61mm.

The rear pulley gap should be fully open and measure 86mm.

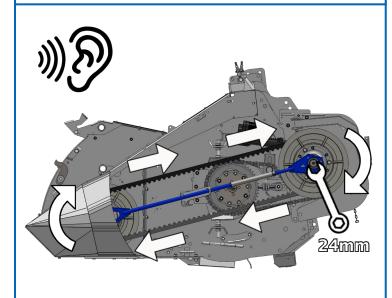


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33. Pivot the gearbox if necessary.

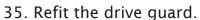


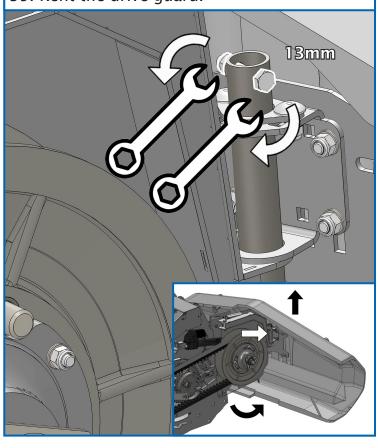
34. Turn over the drive manually after adjusting the gearbox position. Rotate the drive system to allow the belt to re-settle in the pulleys.

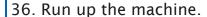


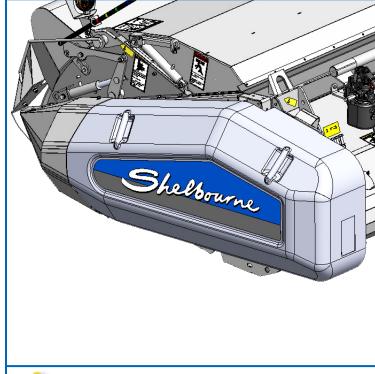


DO NOT touch belt or pulleys, use a wrench.











Make sure the guard is closed before running up.

Shelbourne Reynolds Engineering Limited

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