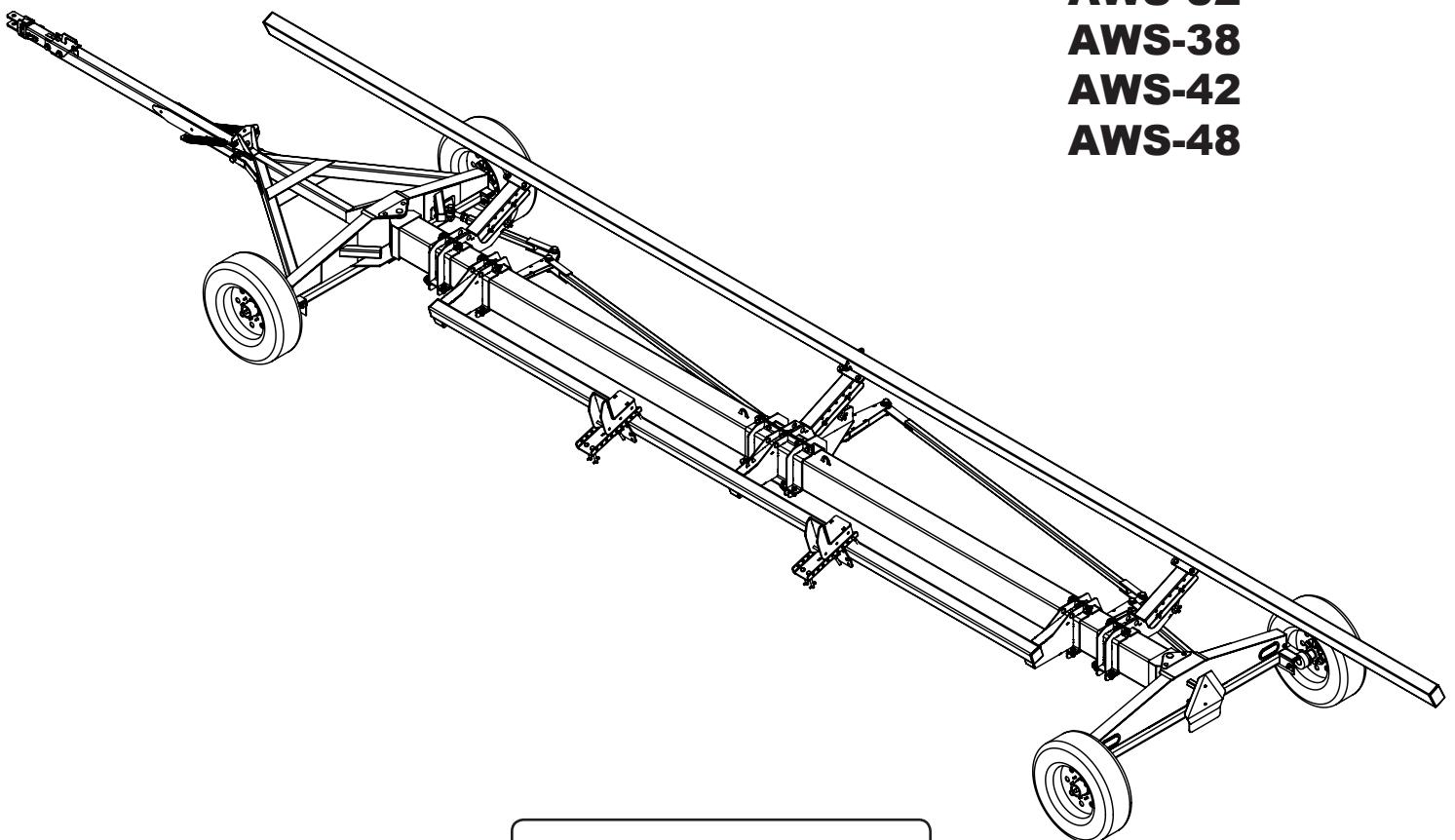




# AWS

## Combine Header Transport

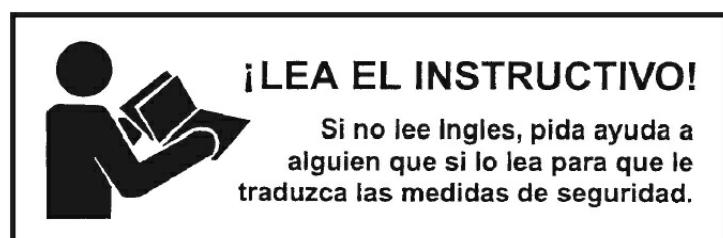


**AWS-32**  
**AWS-38**  
**AWS-42**  
**AWS-48**

Instruction Manual  
8H000017  
Revision AC 11/20/2017

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# INTRODUCTION

Thank you for purchasing a Maurer Combine Head Transport. We feel you have made a wise choice and hope you are completely satisfied with your new piece of equipment. Proper care and use will result in many years of service.

## **⚠ WARNING: To Avoid Personal Injury or Death, Observe following Instructions:**

**Never overload combine head transport. Do not exceed the load rating of the axle or load rating of tires, whichever is less.**

**Ensure that anybody present is clear before applying power to any machinery used in conjunction with the combine head transport or when moving the transport.**

**Never allow anyone on combine head transport during travel, loading, or unloading of combine head.**

**DO NOT exceed the tire manufacturer's recommended safe towing speeds.**

## GENERAL INFORMATION

1. Unless otherwise specified, high-strength (grade 5) (3 radial-line head markings) hex head bolts are used throughout the assembly of this piece of equipment.
2. Whenever terms "LEFT" and "RIGHT" are used in this manual it means from a position behind the combine head transport and facing forward.
3. When placing a parts order, refer to this manual for proper part numbers and place order by

PART NO. and DESCRIPTION.

4. Read assembly instructions carefully. Study assembly procedures and all illustrations before you begin assembly. Note which parts are used in each step. This unit must be assembled in proper sequence or complications will result.

Throughout this manual, the term **IMPORTANT** is used to indicate that failure to observe can cause damage to equipment. The terms **CAUTION**, **WARNING** and **DANGER** are used in conjunction with the Safety-Alert Symbol (a triangle with an exclamation mark) to indicate the degree of hazard for items of personal safety.



This Safety-Alert Symbol indicates a hazard and means **ATTENTION!** **BECOME ALERT!** **YOUR SAFETY IS INVOLVED!**

## **⚠ DANGER**

Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.

## **⚠ WARNING**

Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury, and include hazards that are exposed when guards are removed.

## **⚠ CAUTION**

Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury.

## **IMPORTANT**

Indicates that failure to observe can cause damage to equipment.

## **NOTE**

Indicates helpful information.

# SAFETY RULES

## ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

Safety is a primary concern in the design and manufacture of our products. Unfortunately, our efforts to provide safe equipment can be wiped out by an operator's single careless act.

Every year many accidents occur which could have been avoided by a few seconds of thought and a more careful approach to handling equipment. You, the operator, can avoid many accidents by observing the following precautions in this section. To avoid personal injury, study the following precautions and insist those working with you, and you yourself, follow them.

In addition to the design and configuration of equipment, hazard control and accident prevention are dependent upon the awareness, concern, judgment, and proper training of personnel involved in the operation, transport, maintenance and storage of equipment.

In order to provide a better view, certain illustrations in this manual may show an assembly with a safety shield removed. However, equipment should never be operated in this condition. Keep all shields in place. If shield removal becomes necessary for repairs, replace shield prior to use.

It has been said "The best safety device is an informed, careful operator." We ask you to be that kind of operator.

### TRAINING

- Safety instructions are important! Read all attachment manuals; follow all safety rules and safety decal information. Failure to follow instructions or safety rules can result in serious injury or death.
- Don't hurry the learning process or take unit for granted in becoming familiar with your new equipment.
- If you do not understand any part of this manual and need assistance, see your dealer. (Replacement manuals are available from selling dealer.)
- Operators must be instructed in and be capable of

the safe operation of the equipment, its attachments, and all controls. Do not allow anyone to operate this equipment without proper instructions.

- Never allow children or untrained persons to operate equipment.
- Train all new personnel and review instructions frequently with existing workers. A person who has not read and understood all operating and safety instructions is not qualified to operate the machine. An untrained operator exposes himself and bystanders to possible serious injury or death.
- Never exceed limits of a piece of machinery. If its ability to do a job or to do so safely is in question, DON'T TRY IT.
- Do not use unit until you are sure that area is clear, especially around children and animals.

### PREPARATION

- Always wear relatively tight and belted clothing to avoid getting caught in moving parts. Wear sturdy, rough-soled work shoes and protective equipment for eyes, hair, hands, hearing, and head; and respirator or filter mask where appropriate.
- Keep wheel and lug nuts tightened to specified torque.
- Assure that tires are inflated evenly.
- Give unit a visual inspection for any loose bolts, worn parts, or cracked welds, and make necessary repairs. Follow maintenance safety instructions in this manual.
- Make sure there are not tools lying on or in equipment.
- Make sure that brakes are evenly adjusted (if equipped with brakes).
- Do not allow anyone to stand between tongue or hitch and towing vehicle when backing up to equipment.

# SAFETY RULES

**ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!**

## TRANSPORTATION

- Always comply with all state and local laws governing highway safety and movement of farm machinery on public roads. Local laws should also be checked for all highway lighting and marking requirements.
- If equipment is going to be transported on a public highway, always follow state and local regulations regarding safety chains. Be sure to check with local law enforcement agencies for your own particular regulations. If required safety chains should be obtained and installed, only safety chains (not elastic or nylon/plastic tow straps) should be used to retain connection between towing and towed machines in event of separation of primary attaching system. Use a high strength, appropriate size hitch pin with a mechanical retainer and attach safety chains. Crisscross chains under tongue and secure to draw bar cage, mounting loops, or bumper frame.
- Never use independent braking with machine in tow, loss of control and/or upset of unit can result.
- Always drive at a safe speed relative to local conditions, ensuring that your speed is low enough for an emergency stop. Keep speed to a minimum.
- Always keep towing vehicle in gear to provide engine braking when going downhill. Do not coast.
- Comply with state and local laws governing highway safety and movement of farm machinery on public roads.
- Use approved accessory lighting, flags and necessary warning devices to protect operators of other vehicles on highway during transport. Various safety lights and devices are available from your dealer.
- Local laws should be checked for all highway lighting and marking requirements.

- Plan your route to avoid heavy traffic.
- Be a safe and courteous driver. Always yield to oncoming traffic in all situations, including narrow bridges, intersections, etc.
- Be observant of bridge load ratings. Do not cross bridges rated lower than gross weight at which you are operating.
- Watch for obstructions overhead and side to side while transporting.
- Always operate equipment in a position to provide maximum visibility. Make allowances for increased length and weight of equipment when making turns, stopping unit, etc.
- Never allow riders on the tow vehicle or attachment.
- Do not operate or transport on steep slopes.
- Use extreme care and reduce ground speed on slopes and rough terrain.
- Do not operate or transport equipment while under the influence of alcohol or drugs. Consult your doctor about operating this machine while taking prescription medications.
- MAX TRANSPORTATION SPEED OF 25 MPH (40KPH)

## OPERATION

- Never go underneath equipment (lowered to the ground or raised) unless it is properly blocked and secure.
- Always comply with all state and local laws governing highway safety and lighting and marking requirements. (Lighting kits are available from your dealer.)
- Beware of bystanders, particularly children, pets, and livestock! Always look around to make sure that it is safe to start engine to towing vehicle or to move unit. This is particularly important with higher noise levels and quiet cabs, as you may not hear verbal warnings.

# SAFETY RULES

## ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

- Keep hands, feet, hair, and clothing away from equipment while engine is running. Stay clear of all moving parts.
- Never allow riders on the tow vehicle or attachment.
- Always sit in tow vehicle seat when operating controls or starting engine. Securely fasten seat belt, place transmission in neutral, engage brake, and ensure all other controls are disengaged before starting tow vehicle engine.
- Be especially observant of operating area and terrain. Watch for loose gravel, holes, rocks, or other hidden hazards; they can be dangerous for equipment operation or movement. Always inspect area prior to operation. Look down and to the rear and make sure area is clear before operating in reverse.
- Pick the most level possible route when transporting across fields. Use extreme care when working close to fences, ditches, other obstructions, or on hillsides.
- Do not stop, start, or change directions suddenly on slopes as overturn may result. Always operate or transport down slopes, never across the face.
- Use extreme care and reduce ground speed on slopes and rough terrain.
- Before leaving tow vehicle or halting operation, even periodically, set tractor or towing vehicle brakes, disengage PTO, shut off engine, and remove ignition key.
- Maneuver tractor or towing vehicle at safe speeds and allow for unit length when making turns.

### AFTER SEASON STORAGE

- When unhitching, stop tractor or towing vehicle, set brakes, shut off engine and remove ignition key.
- Store unit in an area away from human activity.
- Do not park equipment where it will be exposed to livestock for long periods of time. Damage and

livestock injury could result.

- Do not permit children to play on or around stored unit.
- Make sure all parked machines are on a hard, level surface and engage all safety devices.
- Wheel chocks may be needed to prevent unit from rolling.

### MAINTENANCE

- Good maintenance is your responsibility. Poor maintenance is an invitation to trouble.
- Always wear relatively tight and belted clothing to avoid getting caught in moving parts. Wear sturdy, rough-soled work shoes and protective equipment for eyes, hair, hands, hearing, and head; and respirator or filter mask where appropriate.
- Make sure there is plenty of ventilation. Never operate engine of towing vehicle in a closed building. Exhaust fumes may cause asphyxiation.
- Before working on this equipment, stop towing vehicle, set brakes, shut off engine and remove ignition key.
- When performing maintenance or repairs make sure the equipment is in the lowered position and the mainframe is properly blocked and secured to prevent rolling. Failure to do so can cause serious injury or death. Never use a jack to support equipment.
- As a precaution, always recheck hardware on equipment following every 100 hours of operation. Correct all problems. Follow maintenance safety procedures.
- Use extreme caution when making adjustments.
- Always use proper tools or equipment for job at hand.
- Do not allow grease or oil to build up on any steps or platform.
- Replace all shields and guards after servicing

# SAFETY RULES

## ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

and before moving.

- When replacing bolts, refer to owner's manual.
- Refer to bolt torque chart for head identification marking. Also follow torque chart in this manual when tightening bolts and nuts.
- After servicing, be sure all tools, parts and service equipment are removed.
- Where replacement parts are necessary for periodic maintenance and servicing, genuine factory replacement parts must be used to restore your equipment to original specifications. Manufacturer will not claim responsibility for use of unapproved parts or accessories and other damages as a result of their use.
- If equipment has been altered in any way from original design, manufacturer does not accept any liability for injury or warranty.
- A fire extinguisher and first aid kit should be kept readily accessible while performing maintenance on this equipment.

### TRANSPORTING YOUR COMBINE HEADER SAFELY

- Coupler must be securely connected to the hitch on the tow vehicle.
- Safety chains must be connected.
- Transport lights and brakes must be connected and operational.
- Break away cable must be connected to tow vehicle.(See page 22)

- Before transporting flexible platform and draper headers. Lock the header into rigid mode.
- Center combine header front to back, and side to side on the transport to distribute the weight evenly.
- Make certain the entire length of the header is supported and resting on the top rail of the transport.
- The back side of the header should securely rest on the transports mounting brackets. See pages 25-27 for more information on positioning on mounting brackets.
- Fasten header securely to transport before moving. See pages 29-30 for more details on Header Securement.
- Always position your transport and tow vehicle with the wheels straight before loading combine headers.
- Pulling the transport in a straight motion from the stopped position, will prevent damage to tongue and steering linkages.
- Always park your transport with the wheels positioned straight.

- **MAXIMUM TRANSPORTATION SPEED OF THESE TRANSPORTS IS 25 MPH (40 KPH).**

### REMEMBER

Your best assurance against accidents is a careful and responsible operator. If there is any portion of this manual or function you do not understand, contact your local authorized dealer or manufacturer.

## SAFETY & INSTRUCTIONAL DECALS

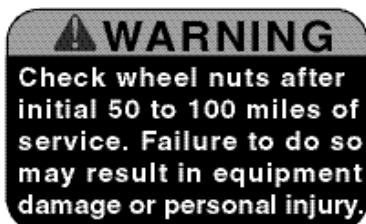
**ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!**

FAILURE TO FOLLOW THESE INSTRUCTIONS COULD RESULT IN SERIOUS INJURY OR DEATH

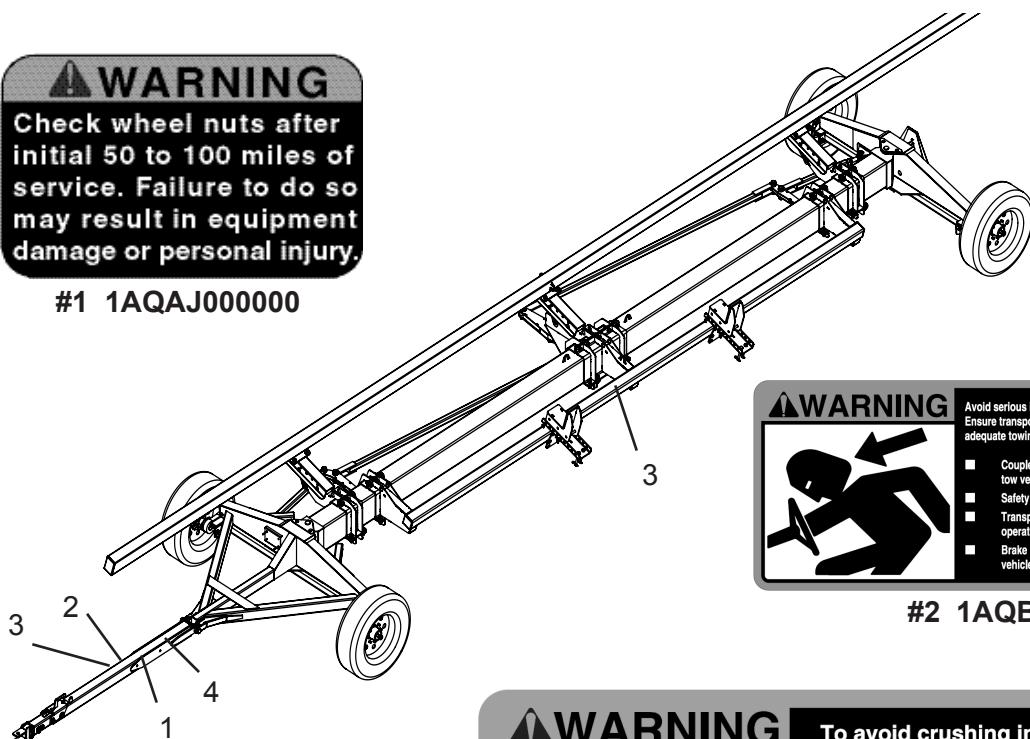
Replace Decals Immediately If Damaged!

### Safety Sign Locations

Types of safety signs and locations on equipment are shown in illustration below. Good safety requires that you familiarize yourself with various safety signs, type of warning, and area or particular function related to that area, that requires your SAFETY AWARENESS.



#1 1AQAJ000000



#2 1AQBM065010



#3 1AQBK065000



**25 MPH  
MAX SPEED  
40 KPH**

#4 1AQBU065A00

*Safety Decals 5*

## Safety Sign Care

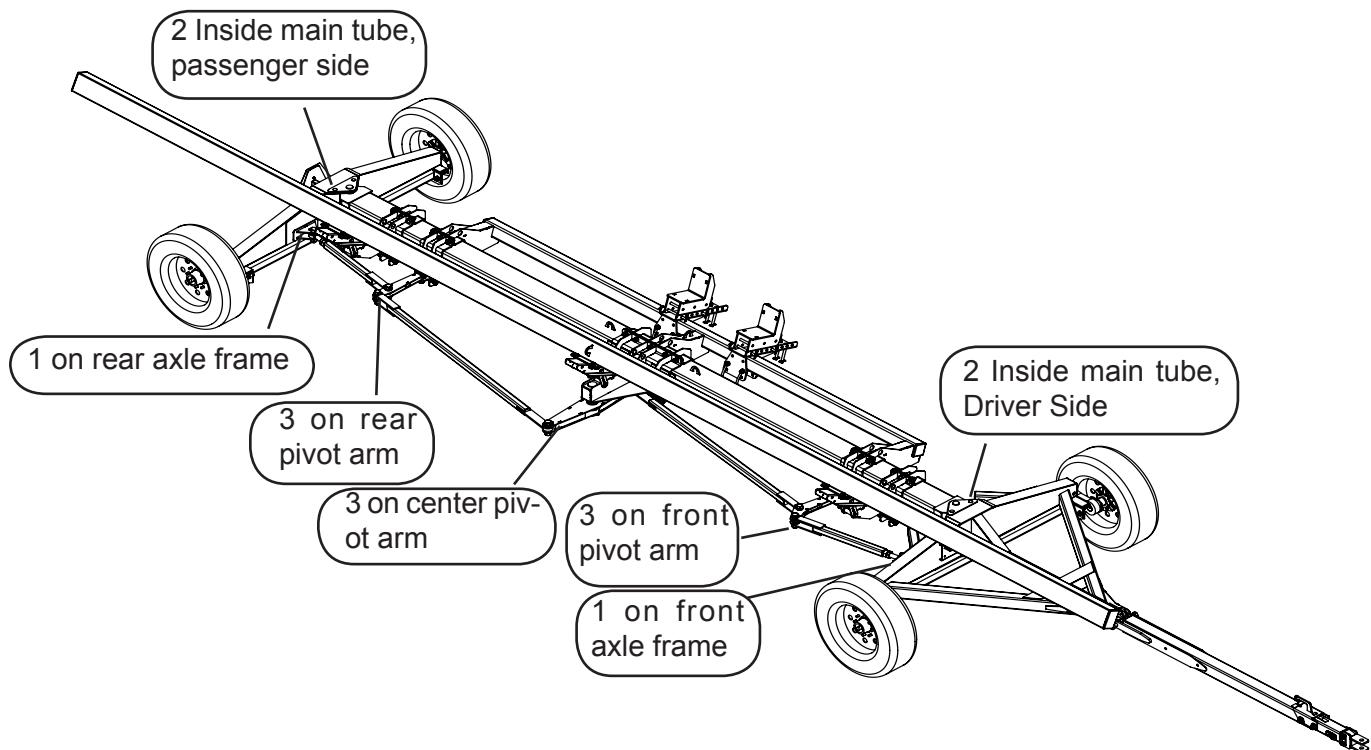
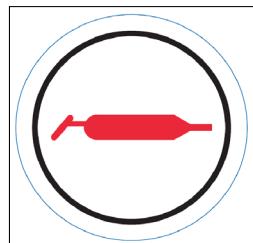
- Keep safety signs clean and legible at all times.
- Replace safety signs that are missing or have become illegible.
- Replacement parts that displayed a safety sign should also display current sign.
- Safety signs are available from your distributor, dealer parts department, or factory.

## How to install safety signs:

- Be sure that installation area is clean and dry.
- Decide on exact position before you remove backing paper.
- Remove smallest portion of split backing paper.
- Align decal over specified area and carefully press small portion with exposed sticky backing in place.
- Slowly peel back remaining paper and carefully smooth remaining portion of decal into place.
- Small air pockets can be pierced with a pin and smoothed out using a piece of decal backing paper.

## GREASE ZERK LOCATIONS

- See below for diagram of all locations where zerk are located. (15 total)
- Grease Zerks will be located anywhere you see the decal to the right.
- Each hub assembly also contains a grease zerk.(4 total on trailer)



# MAINTENANCE SCHEDULE

| Item                    | Function Required                             | Weekly       | 3 Months or 3000 Miles | 6 Months or 6000 Miles | 12 Months or 12000 Miles |
|-------------------------|---|--------------|------------------------|------------------------|--------------------------|
| Brakes                  | Test that they are operational                | At Every Use |                        |                        |                          |
| Brake Adjustment        | Adjust to proper operating clearance          |              | X                      |                        |                          |
| Brake Magnets           | Inspect for wear and current draw             |              |                        | X                      |                          |
| Brake Linings           | Inspect for wear or contamination             |              |                        |                        | X                        |
| Brake Controller        | Check for correct amperage & modulation       |              |                        | X                      |                          |
| Brake Cylinders         | Check for leaks, sticking                     |              |                        |                        | X                        |
| Brake Lines             | Inspect for cracks, leaks, kinks              |              |                        |                        | X                        |
| Trailer Brake Wiring    | Inspect wiring for bare spots, fray, etc.     |              |                        |                        | X                        |
| Breakaway System        | Check battery charge and switch operation     | At Every Use |                        |                        |                          |
| Hub/Drum                | Inspect for abnormal wear or scoring          |              |                        |                        | X                        |
| Wheel Bearings & Cups   | Inspect for corrosion or wear. Clean & repack |              |                        | X                      |                          |
| Seals                   | Inspect for leakage Replace if removed        |              |                        | X                      |                          |
| Springs                 | Inspect for wear, loss of arch                |              |                        |                        | X                        |
| Suspension Parts        | Inspect for bending, loose fasteners, wear    |              |                        | X                      |                          |
| Hangers                 | Inspect welds                                 |              |                        |                        | X                        |
| Wheel Nuts & Bolts      | Tighten to specified torque values            |              | X                      |                        |                          |
| Wheels                  | Inspect for cracks, dents or distortion       |              |                        | X                      |                          |
| Tire Inflation Pressure | Inflate tires to mfg's specification          | X            |                        |                        |                          |
| Tire Condition          | Inspect for cuts, wear, bulging, etc.         |              | X                      |                        |                          |

**⚠ WARNING** TO AVOID PERSONAL INJURY OR DEATH. Only certified mechanic should be allowed to make adjustments to the brake system.

*Maintenance Schedule 7*

## BOLT TORQUE

### TORQUE DATA FOR STANDARD NUTS, BOLTS, AND CAPSCREWS.

Tighten all bolts to torques specified in chart unless otherwise noted. Check tightness of bolts periodically, using bolt chart as guide. Replace hardware with same grade bolt.

NOTE: Unless otherwise specified, high-strength Grade 5 hex bolts are used throughout assembly of equipment.

#### Bolt Torque for Standard bolts \*

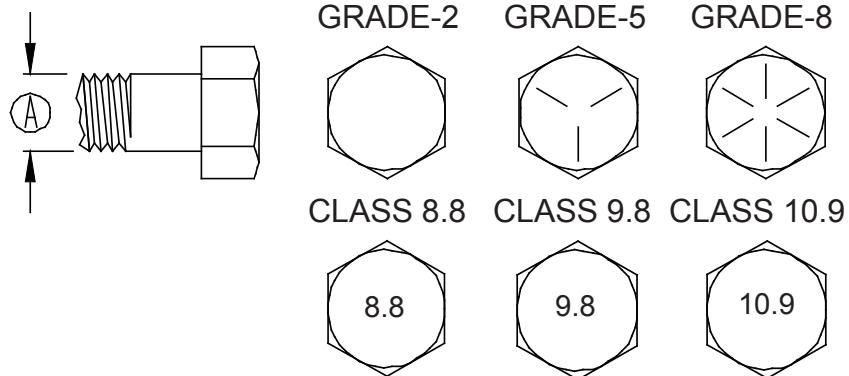
#### Torque Specifications

| “A”   | GRADE 2 |       | GRADE 5 |       | GRADE 8 |        |
|-------|---------|-------|---------|-------|---------|--------|
|       | Ib-ft   | (N-m) | Ib-ft   | (N-m) | Ib-ft   | (N-m)  |
| 1/4”  | 6       | (8)   | 9       | (12)  | 12      | (16)   |
| 5/16” | 10      | (13)  | 18      | (25)  | 25      | (35)   |
| 3/8”  | 20      | (27)  | 30      | (40)  | 45      | (60)   |
| 7/16” | 30      | (40)  | 50      | (70)  | 80      | (110)  |
| 1/2”  | 45      | (60)  | 75      | (100) | 115     | (155)  |
| 9/16” | 70      | (95)  | 115     | (155) | 165     | (220)  |
| 5/8”  | 95      | (130) | 150     | (200) | 225     | (300)  |
| 3/4”  | 165     | (225) | 290     | (390) | 400     | (540)  |
| 7/8”  | 170     | (230) | 420     | (570) | 650     | (880)  |
| 1”    | 225     | (300) | 630     | (850) | 970     | (1310) |

Torque figures indicated are valid for non-greased or non-oiled threads and heads unless otherwise specified. Therefore, do not grease or oil bolts or cap screws unless otherwise specified in this manual. When using locking elements, increase torque values by 5%.

#### Bolt Torque for Metric bolts \*

| “A” | CLASS 8.8 |       | CLASS 9.8 |       | CLASS 10.9 |        |
|-----|-----------|-------|-----------|-------|------------|--------|
|     | Ib-ft     | (N-m) | Ib-ft     | (N-m) | Ib-ft      | (N-m)  |
| 6   | 9         | (13)  | 10        | (14)  | 13         | (17)   |
| 7   | 15        | (21)  | 18        | (24)  | 21         | (29)   |
| 8   | 23        | (31)  | 25        | (34)  | 31         | (42)   |
| 10  | 45        | (61)  | 50        | (68)  | 61         | (83)   |
| 12  | 78        | (106) | 88        | (118) | 106        | (144)  |
| 14  | 125       | (169) | 140       | (189) | 170        | (230)  |
| 16  | 194       | (263) | 216       | (293) | 263        | (357)  |
| 18  | 268       | (363) | --        | --    | 364        | (493)  |
| 20  | 378       | (513) | --        | --    | 515        | (689)  |
| 22  | 516       | (699) | --        | --    | 702        | (952)  |
| 24  | 654       | (886) | --        | --    | 890        | (1206) |



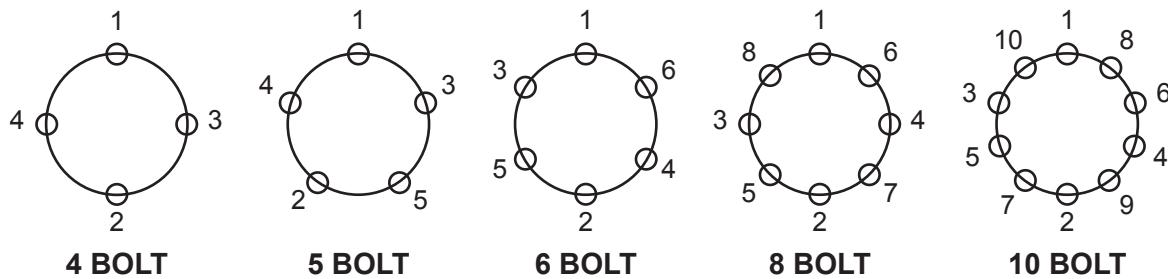
## Torque Requirements

It is extremely important to apply and maintain proper wheel mounting torque on your trailer axle. Torque is a measure of the amount of tightening applied to a fastener (nut or bolt) and is expressed as length times force. For example, a force of 90 pounds applied at the end of a wrench one foot long will yield 90 lbs/ft of torque. Torque wrenches are the best method to assure the proper amount of torque is being applied to a fastener.

NOTE: Wheel nuts or bolts must be applied and maintained at the proper torque levels to prevent loose wheels, broken studs, and possible dangerous separation of wheels from your axle.

Be sure to use only the fasteners matched to the cone angle of your wheel (usually 60° or 90°). The proper procedure for attaching your wheels is as follows:

1. Start all bolts or nuts by hand to prevent cross threading.
2. Tighten bolts or nuts in the following sequence.
3. The tightening of the fasteners should be done in stages. Following the recommended sequence, tighten fasteners per wheel torque requirements diagram:



4. Wheel nuts/bolts should be torqued before first road use and after each wheel removal. Check and re-torque after the first 50 miles (61km) and again at 100 miles (161km). Check periodically thereafter.

### Wheel & Rim Torque Requirements

| <b>Description</b>   | <b>Application</b>     | <b>Minimum Torque</b> |       | <b>Maximum Torque</b> |       |
|----------------------|------------------------|-----------------------|-------|-----------------------|-------|
|                      |                        | lb-ft                 | (N-m) | lb-ft                 | (N-m) |
| 1/2" Cone nut        | 12" – 13" Wheel        | 50                    | (68)  | 65                    | (89)  |
|                      | 14" – 16" Wheel        | 90                    | (122) | 120                   | (163) |
| 5/8" Cone nut        | Flat disc wheel        | 175                   | (238) | 225                   | (305) |
| 5/8" Cone nut        | Clamp ring             | 190                   | (258) | 210                   | (285) |
| 3/4" Hex nut         | Demountable Ring clamp | 210                   | (285) | 260                   | (353) |
| 3/4" Spherical nut   | Single wheel           | 450                   | (611) | 500                   | (678) |
|                      | Inner dual             | 450                   | (611) | 500                   | (678) |
| 1-1/8" Spherical nut | Outer dual             | 450                   | (611) | 500                   | (678) |
| 5/8" Flange nut      | Wheels                 | 275                   | (373) | 325                   | (441) |

**Bolt Torque Requirements 9**

# 7K Torsion Flex Front Idler & Brake Axle

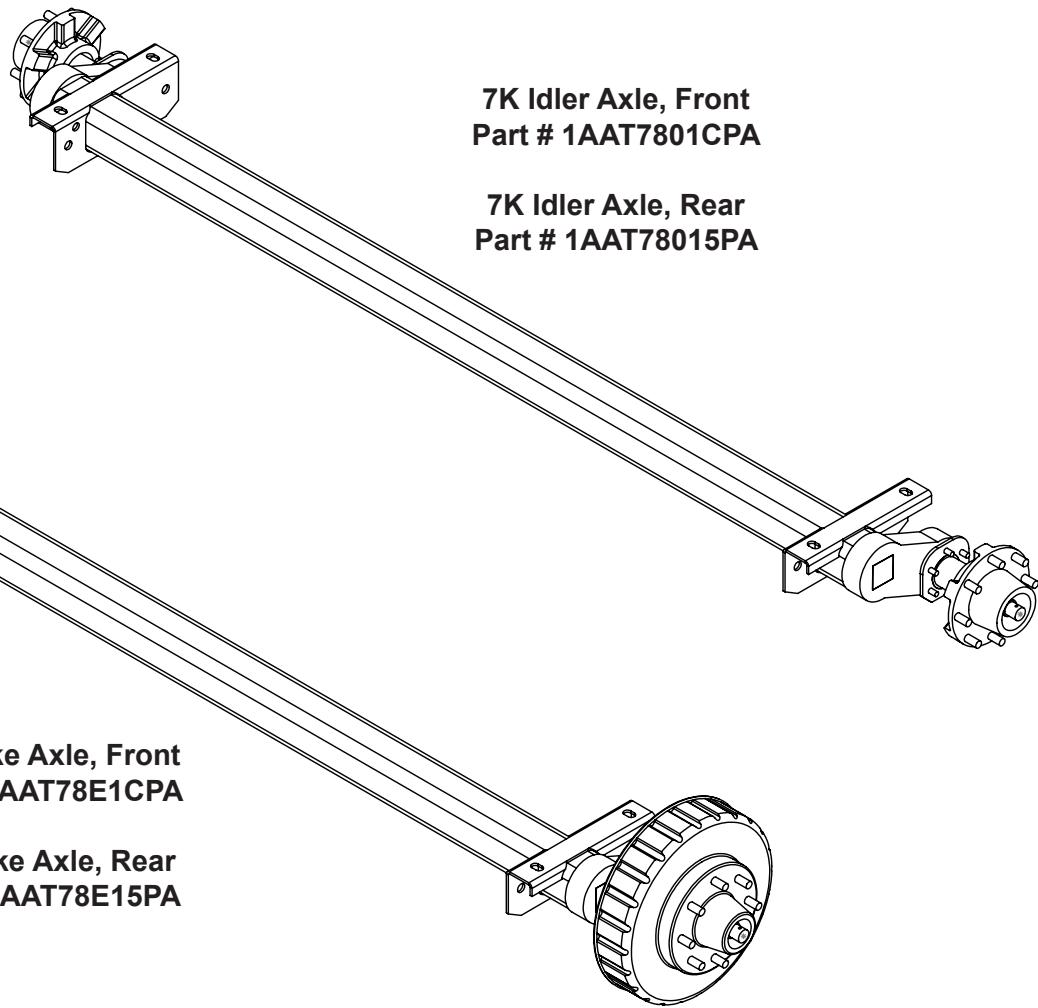
## Recommended Wheel Bearing Lubrication Specifications

### Grease:

Thickener Type.....Lithium Complex  
Dropping Point.....215°C (419°F) Minimum  
Consistency.....NLGI No. 2  
Additives.....EP, Corrosion & Oxidation Inhibitors  
Base Oil.....Solvent Refined Petroleum Oil  
Base Oil Viscosity....@40°C (104°F) 150cSt(695 SUS) Min.  
Viscosity Index.....80 Minimum

### Approved Sources:

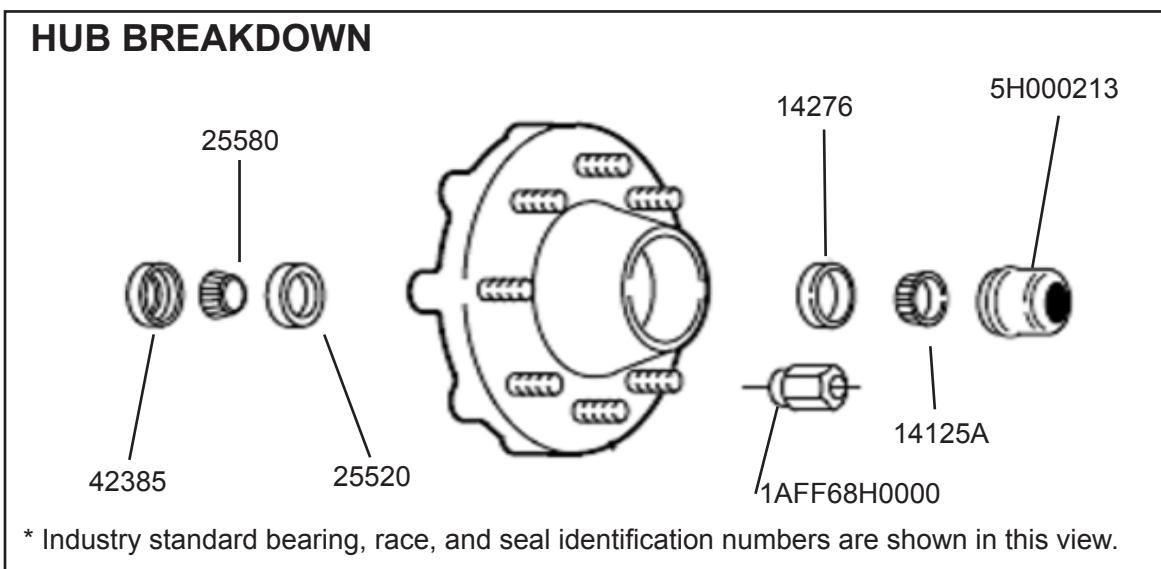
Mobil Oil.....Mobilgrease HP, Mobilith AW2  
Exxon/Standard.....Ronex MP  
Kendall Refining Co.....Kendall L-427  
Ashland Oil Co. ....Valvoline Multipurpose GM  
76 Lubricants .....76 Multiplex EP  
Citgo Petroleum .....Lithoplex MP#2  
Mystik .....Mystik JT-6 Hi Temp Grease  
Pennzoil Prod. Co. ...Premium Wheel Bearing Grease 707L



**7K Axle Idler & Hub Breakdown 10**

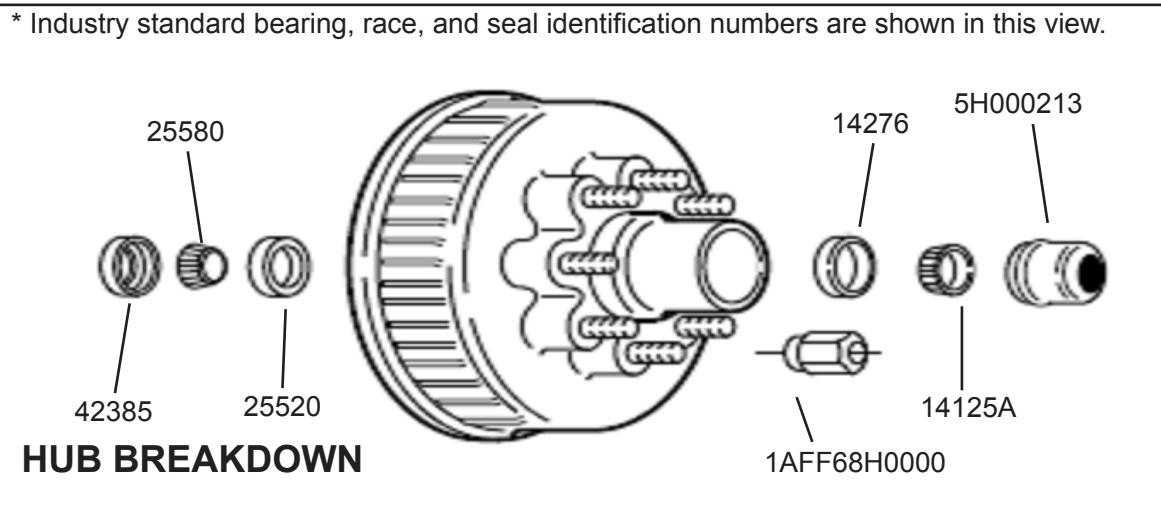
## 7K Torsion Flex Idler & Brake Hub Breakdown

### 7K Torsion Flex Axle Idler Hub



| QTY. PER AXLE | PART #      | DESCRIPTION                |
|---------------|-------------|----------------------------|
| 16            | 1AFF68H0000 | 1/2" Coned Wheel (Lug) Nut |

### 7K Torsion Flex Axle Break Hub



# 8K Torsion Flex Front Idler & Brake Axle

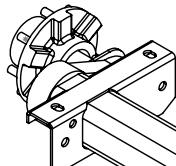
## Recommended Wheel Bearing Lubrication Specifications

### Grease:

|  |                                      |
|--|--------------------------------------|
| Thickener Type.....                                      | Lithium Complex                      |
| Dropping Point.....                                      | 215°C (419°F) Minimum                |
| Consistency.....   | NLGI No. 2                           |
| Additives.....   | EP, Corrosion & Oxidation Inhibitors |
| Base Oil.....  | Solvent Refined Petroleum Oil        |
| Base Oil Viscosity....@40°C (104°F) 150cSt(695 SUS) Min. |                                      |
| Viscosity Index.....                                     | 80 Minimum                           |

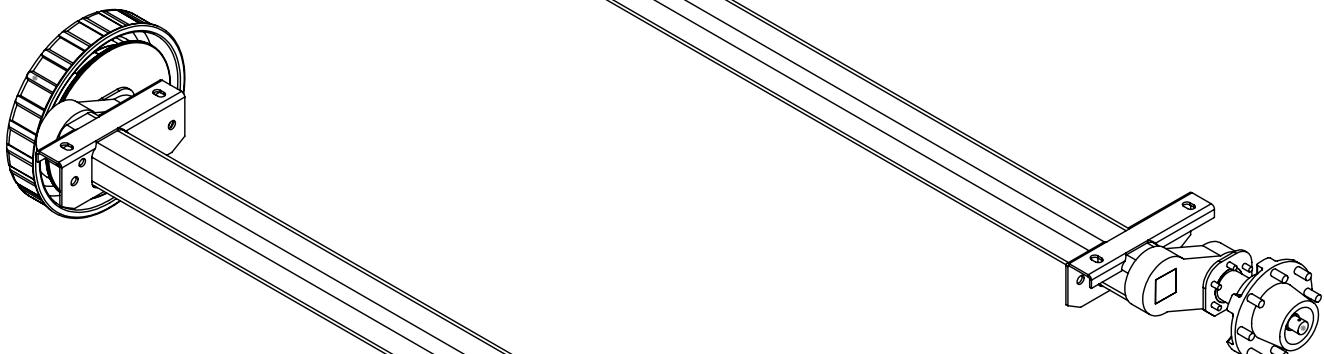
### Approved Sources:

|                          |                                   |
|--------------------------|-----------------------------------|
| Mobil Oil.....           | Mobilgrease HP, Mobilith AW2      |
| Exxon/Standard.....      | Ronex MP                          |
| Kendall Refining Co..... | Kendall L-427                     |
| Ashland Oil Co. ....     | Valvoline Multipurpose GM         |
| 76 Lubricants .....      | 76 Multiplex EP                   |
| Citgo Petroleum .....    | Lithoplex MP#2                    |
| Mystik .....             | Mystik JT-6 Hi Temp Grease        |
| Pennzoil Prod. Co. ...   | Premium Wheel Bearing Grease 707L |



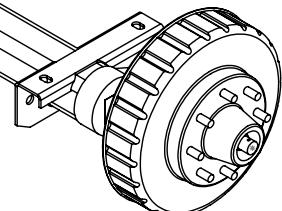
8K Idler Axle, Front  
Part # 1AAT8801CPA

8K Idler Axle, Rear  
Part # 1AAT88015PA



8K Brake Axle, Front  
Part # 1AAT88E1CPA

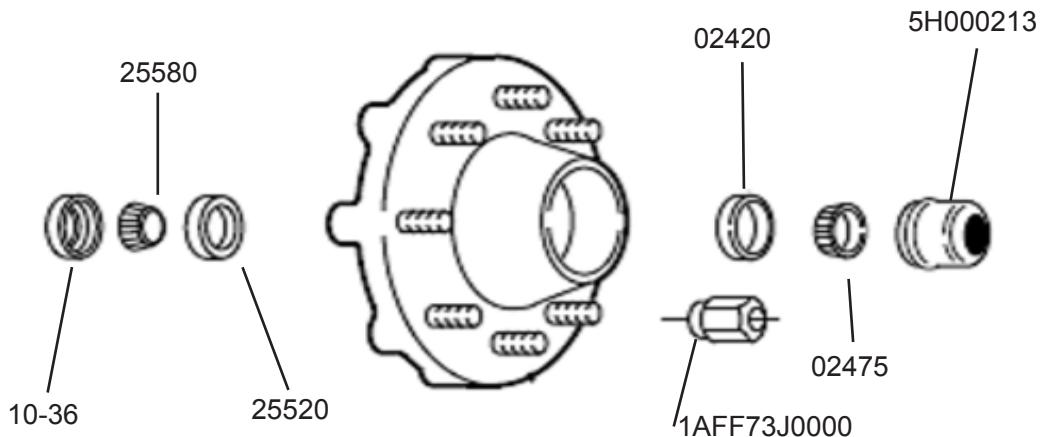
8K Brake Axle, Rear  
Part # 1AAT88E15PA



# 8K Torsion Flex Idler & Brake Hub Breakdown

## 8K Torsion Flex Axle Idler Hub

### HUB BREAKDOWN

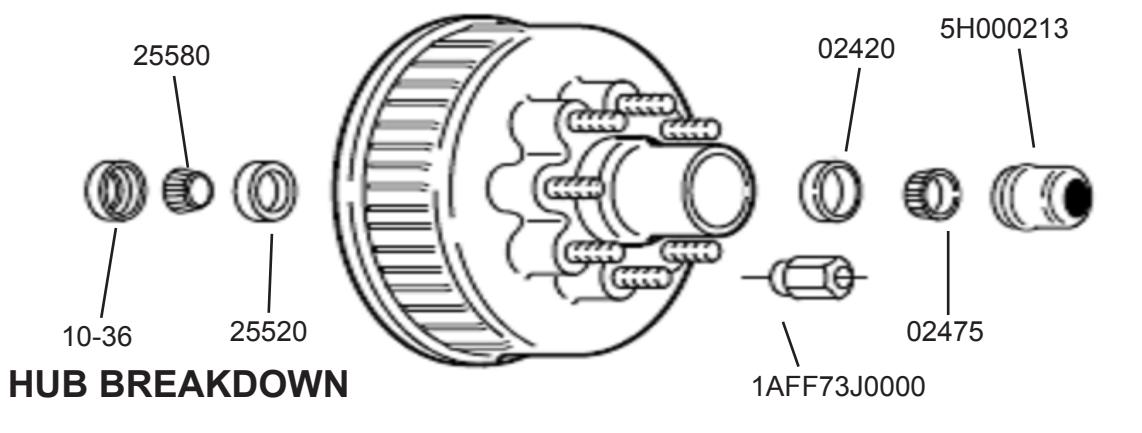


\* Industry standard bearing, race, and seal identification numbers are shown in this view.

| QTY. PER AXLE | PART #      | DESCRIPTION                 |
|---------------|-------------|-----------------------------|
| 16            | 1AFF73J0000 | 5/8" Flange Wheel (Lug) Nut |

## 8K Torsion Flex Axle Break Hub

\* Industry standard bearing, race, and seal identification numbers are shown in this view.



## Bearing Inspection

Wash all grease and oil from the bearing cone using a suitable solvent. Dry the bearing with a clean, lint-free cloth and inspect each roller completely.

**⚠ CAUTION:** Never spin the bearing with compressed air.  
THIS CAN DAMAGE THE BEARING.

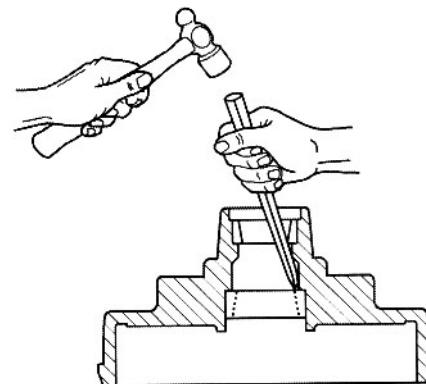
If any pitting, spalling, or corrosion is present, then the bearing must be replaced. The bearing cup inside the hub must be inspected.

**IMPORTANT:** Bearings must always be replaced in sets of a cone and a cup.

**⚠ CAUTION:** Be sure to wear safety glasses when removing or installing force fitted parts. Failure to comply may result in serious eye injury.

When replacing the bearing cup proceed as follows:

1. Place the hub on a flat work surface with the cup to be replaced on the bottom side.
2. Using a brass drift punch, carefully tap around the small diameter end of the cup to drive out.
3. After cleaning the hub bore area, replace the cup by tapping in with the brass drift punch. Be sure the cup is seated all the way up against the retaining shoulder in the hub.



## Bearing Lubrication

**⚠ CAUTION:** Do not mix Lithium, calcium, sodium or barium complex greases due to possible compatibility problems. When changing from one type of grease to another, it is necessary to ensure all the old grease has been removed.

Along with bearing adjustment, proper lubrication is essential to the current function and reliability of your trailer axle. Bearings should be lubricated every 6 months or 6,000 miles (9,655 Km). The method to repack bearing cones is as follows:

1. Place a quantity of grease into the palm of your hand.
2. Press a section of the widest end of the bearing into the outer edge of the grease pile closest to the thumb, forcing grease into the interior of the bearing.
3. Repeat this while rotating the bearing from roller to roller.
4. Continue this process until you have the entire bearing completely filled with grease.
5. Before reinstalling, apply a light coat of grease on the bearing cup.



## Seal Inspection and Replacement

Whenever the hub is removed, inspect the seal to assure that it is not nicked or torn and is still capable of properly sealing the bearing cavity. If there is any question of condition, replace the seal.

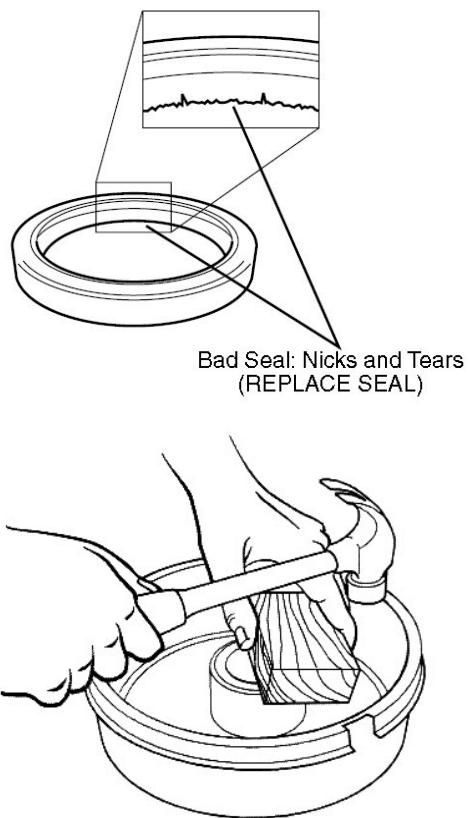
**Note:** If hubs are removed from an axle with the E-Z Lube feature, it is imperative that the seals be replaced BEFORE bearing lubrication. Otherwise, the chance of grease getting on brake linings is greatly increased.

To replace seal:

1. Pry the seal out of the hub with a screwdriver. Never drive the seal out with the inner bearing as you may damage the bearing.
2. Apply a sealant similar to PERMATEX High-Temp Red RTV Silicone Gasket to the outside of the new seal.

**Note:** A sealant should not be used on rubber encased seals.

3. Tap the new seal into place using a clean wood block.



## Bearing Adjustment and Hub Replacement

If the hub has been removed or bearing adjustment is required, the following adjustment procedure must be followed:

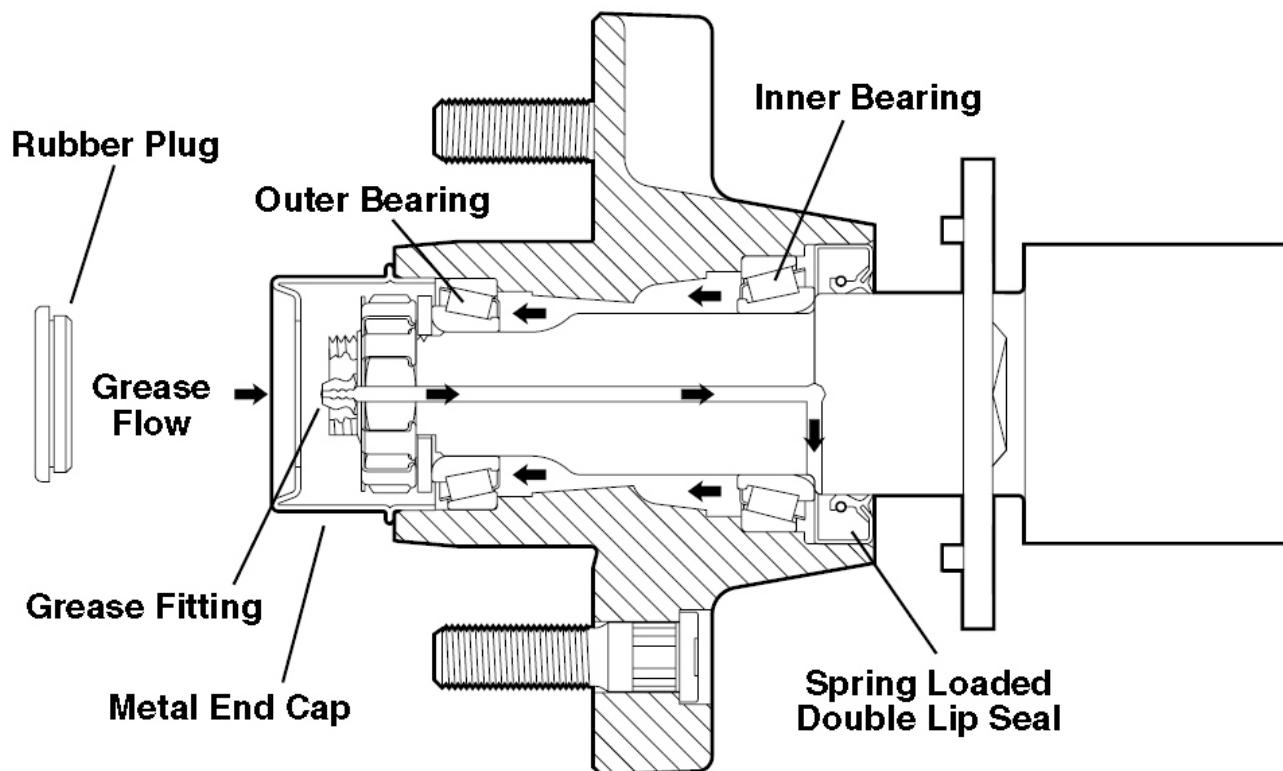
1. After placing the hub, bearings, washers, and spindle nut back on the axle spindle in reverse order as detailed in the previous section on hub removal, rotate the hub assembly slowly while tightening the spindle nut to approximately 50 lb-ft (68 N-m) (12" wrench or pliers with full hand force).
2. Then loosen the spindle nut to remove the torque. Do not rotate the hub.
3. Finger tighten the spindle nut until just snug.
4. Back the spindle nut out slightly until the first castellation lines up with the cotter key hole and insert the cotter pin (or locking tang in the case of E-Z Lube).
5. Bend over the cotter pin legs to secure the nut (or locking tang in the case of E-Z Lube).
6. Nut should be free to move with only restraint being the cotter pin (or locking tang).
7. Reinstall grease cap.

## E-Z Lube Lubrication

The procedure is as follows:

1. Remove the rubber plug from the end of the grease cap.
2. Place a standard manual grease gun onto the grease fitting located in the end of the spindle. Make sure the grease gun nozzle is fully engaged on the fitting.
3. Pump grease slowly into the fitting. The old displaced grease will begin to flow back out the cap around the grease gun nozzle.
4. When the new clean grease is observed, remove the grease gun, wipe off any excess, and replace the rubber plug in the cap.
5. Rotate hub or drum while adding grease.

**Note:** It is strongly recommended to not use pneumatic powered grease guns as these can inject grease too fast and force grease past the seal, or in rare cases dislodge the seal.



## Electric Brakes Adjustment

### Brake Adjustment

Brakes should be adjusted (1) after the first 200 miles (322 km) of operation when the brake shoes and drums have "seated", (2) at 3,000 miles (4,827 km) intervals, (3) or as use and performance requires. The brakes should be adjusted in the following manner:

1. Chock wheels to prevent the trailer from rolling.
2. Jack up the trailer and secure on adequate capacity jack stands. Make sure the wheel and drum rotates freely.

**⚠ WARNING:** Do not lift or support trailer on any part of the axle or the suspension system. Never crawl under your trailer unless it is resting on properly placed jack stands that are rated for the load. Improperly supported vehicles can fall unexpectedly and cause serious injury or death.

3. Remove the adjusting hole cover from the adjusting slot on the bottom of the brake backing plate.
4. With a screwdriver or standard adjusting tool, rotate the starwheel of the adjuster assembly to expand the brake shoes. Adjust the brake shoes out until the pressure of the linings against the drum makes the wheel very difficult to turn.

**Note:** For drop spindle axles, a modified adjusting tool may be necessary.

5. Then rotate the starwheel in the opposite direction until the wheel turns freely with a slight lining drag.
6. Replace the adjusting hole cover and lower the wheel to the ground.
7. Repeat the above procedure on all brakes. For best results, the brakes should all be set at the same clearance.

# AWS Linkage Adjustment

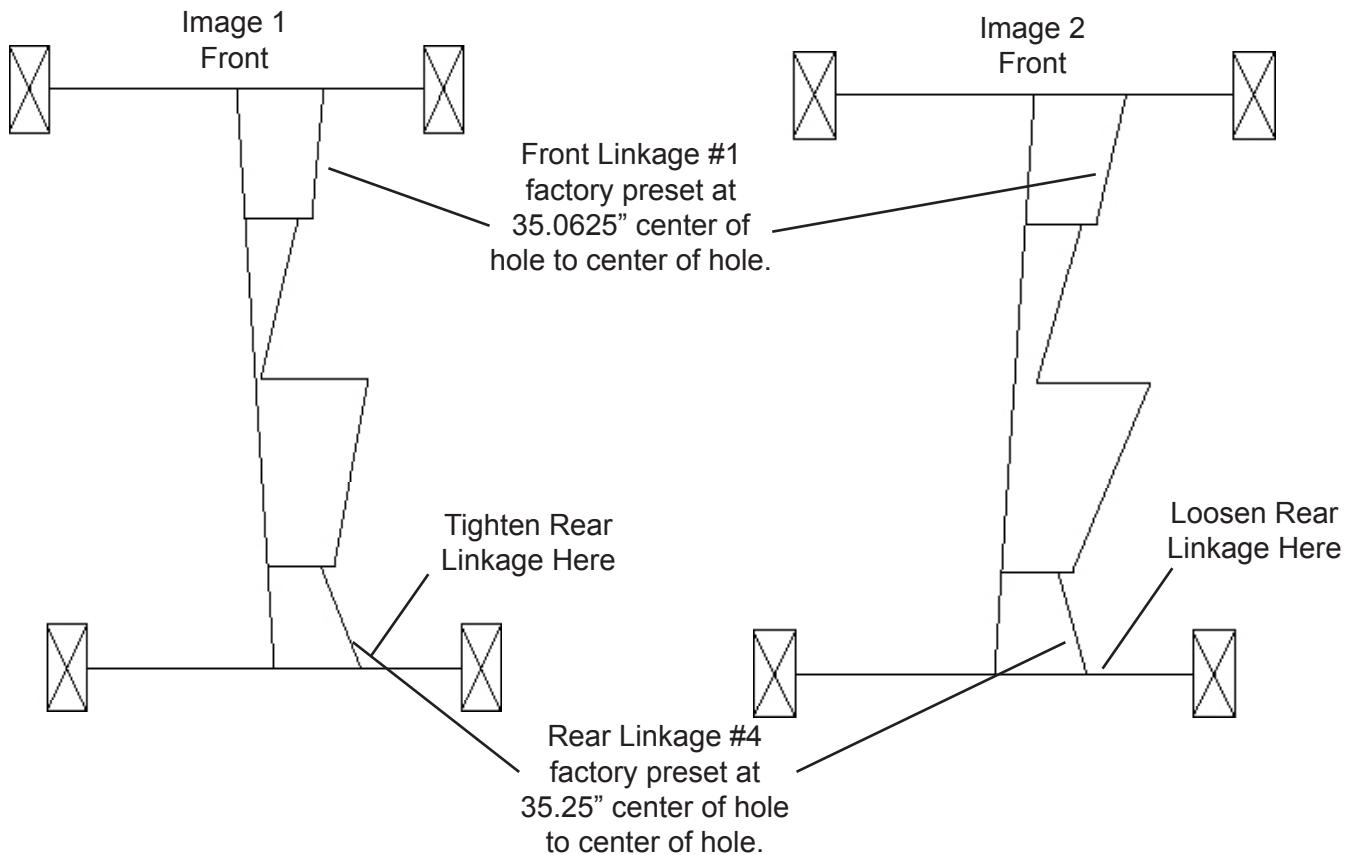
## Linkage Adjustment

Linkages should only be adjusted if the trailer is having tracking issues. Linkages should be adjusted 1-2 complete turns at a time only! If you were to adjust linkages more than that at one time you risk serious injury!

**\*IMPORTANT\***: Before making any adjustments to the steering linkage, visually inspect the tongue to make sure it is straight and perpendicular to the front axle. If tongue is not straight and true, or appears to be bent, contact your dealer for assistance.

**⚠️ WARNING:** Failure to replace worn out or damaged parts and components may cause a potentially hazardous situation that could result in serious injury or death.

1. Chock wheels to prevent the trailer from rolling.
2. Then and only then remove the bolt holding the linkage to the rear axle frame.
3. For a trailer that the rear is tracking to the right (curb side), you must tighten the rear linkage attached to the rear axle frame, to make linkage shorter. (See Image 1)
4. For a trailer that the rear is tracking to the left, you must loosen the rear linkage attached to the rear axle frame, to make linkage longer. (See Image 2)
5. Adjusting the front linkage is not recommended.



# AWS Top Rail Adjustment

## Top Rail

Top rail should be adjusted to best fit the header being transported, both in angle and distance from the mounting brackets. If the header does not sit on the top rail evenly you risk serious injury!

**\*IMPORTANT\***: Before making any adjustments to the top rail, visually inspect the top rail tube to make sure it is straight and parallel to the main center tube frame. If the top rail tube is not straight and true, or appears to be bent, contact your dealer for assistance.

**⚠️ WARNING:** Failure to replace worn out or damaged parts and components may cause a potentially hazardous situation that could result in serious injury or death.

## Top Rail Distance Adjustments

1. Chock wheels to prevent the trailer from rolling, and apply lifting pressure to the top rail.
2. Then and only then remove the pins holding the top rail to the top rail pivot to adjust the distance of the top rail to bottom rail. (See Image 1).
3. Once all pins are removed lower or raise the top rail into desired distance position. (Distance from outside of bottom rail to outside of top rail.)
4. Then all pins must be reinserted through the top rail mounting plate and top rail pivot to secure top rail in place.

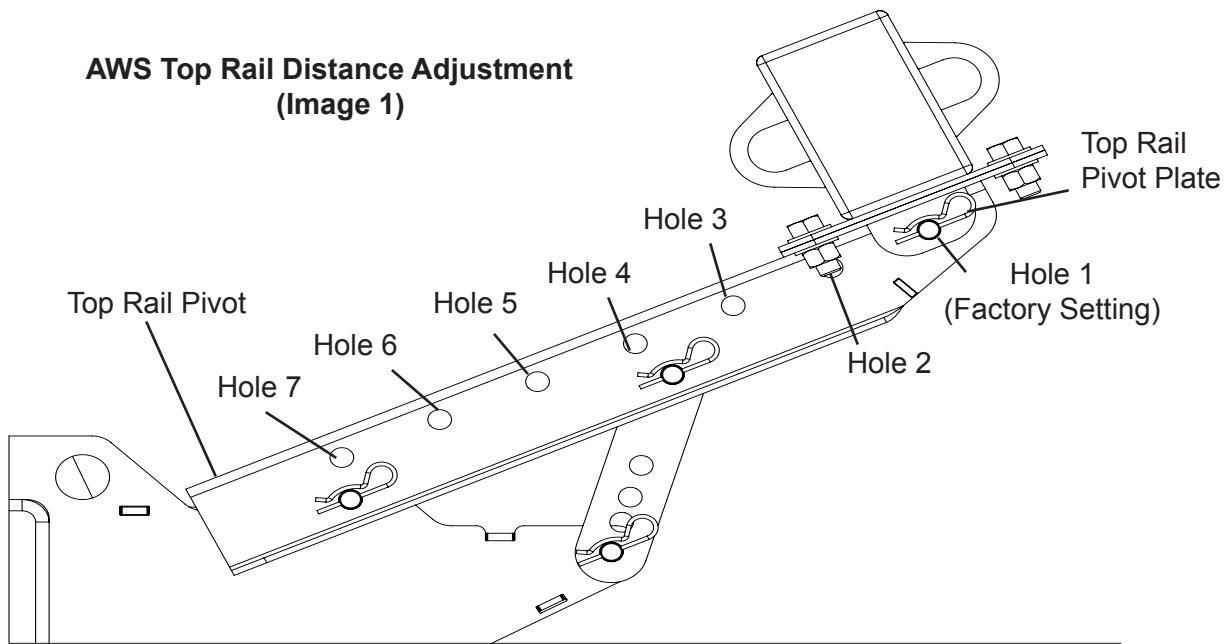
## Top Rail Angle Adjustments

1. Chock wheels to prevent the trailer from rolling, and apply lifting pressure to the top rail.
2. Then and only then remove the pins holding the top rail pivot arm link to the top rail pivot mounting point to adjust the angle of the top rail. (See Image 2)
3. Once all pins are removed lower or raise the top rail into desired angle position. (Angle of top rail relative to the center frame tube.)
4. Then when the top rail is in desired angle position all pins must be reinserted through the top rail pivot arm link and top rail pivot mounting point.

**⚠️ WARNING:** Failure to replace all of the mounting pins back to their original position may cause a potentially hazardous situation that could result in serious injury or death.

# AWS Top Rail Adjustment

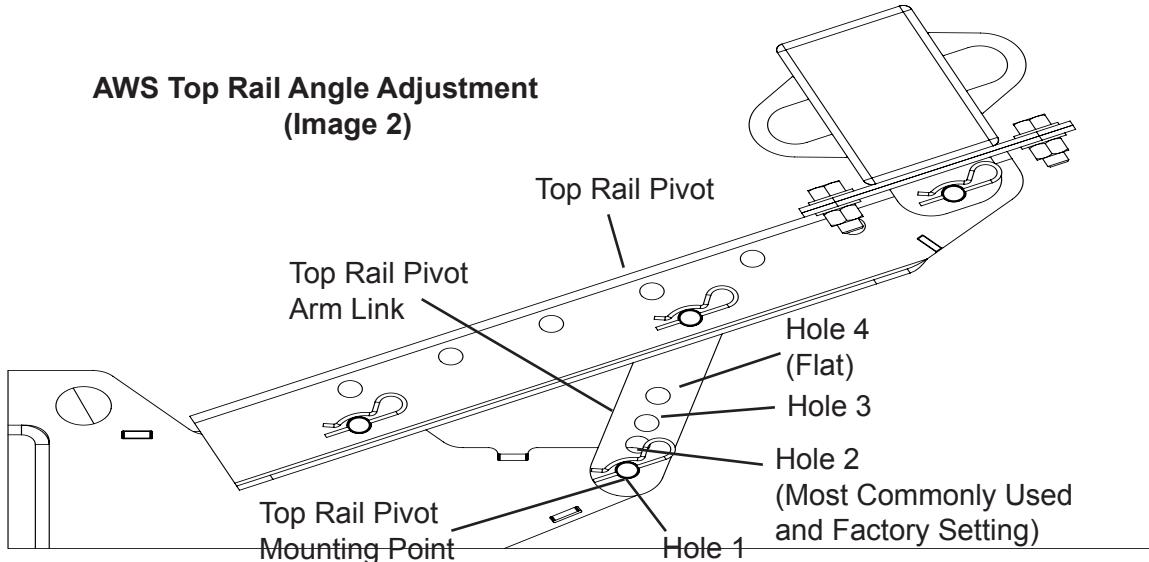
## AWS Top Rail Distance Adjustment (Image 1)



Distance reference from outside bottom rail to outside of top rail by hole number.

| Hole No.          | 1  | 2  | 3  | 4  | 5  | 6  | 7  |
|-------------------|----|----|----|----|----|----|----|
| Distance (INCHES) | 53 | 50 | 47 | 44 | 41 | 38 | 35 |

## AWS Top Rail Angle Adjustment (Image 2)



Angle reference from top of top rail tube to top of center frame tube.

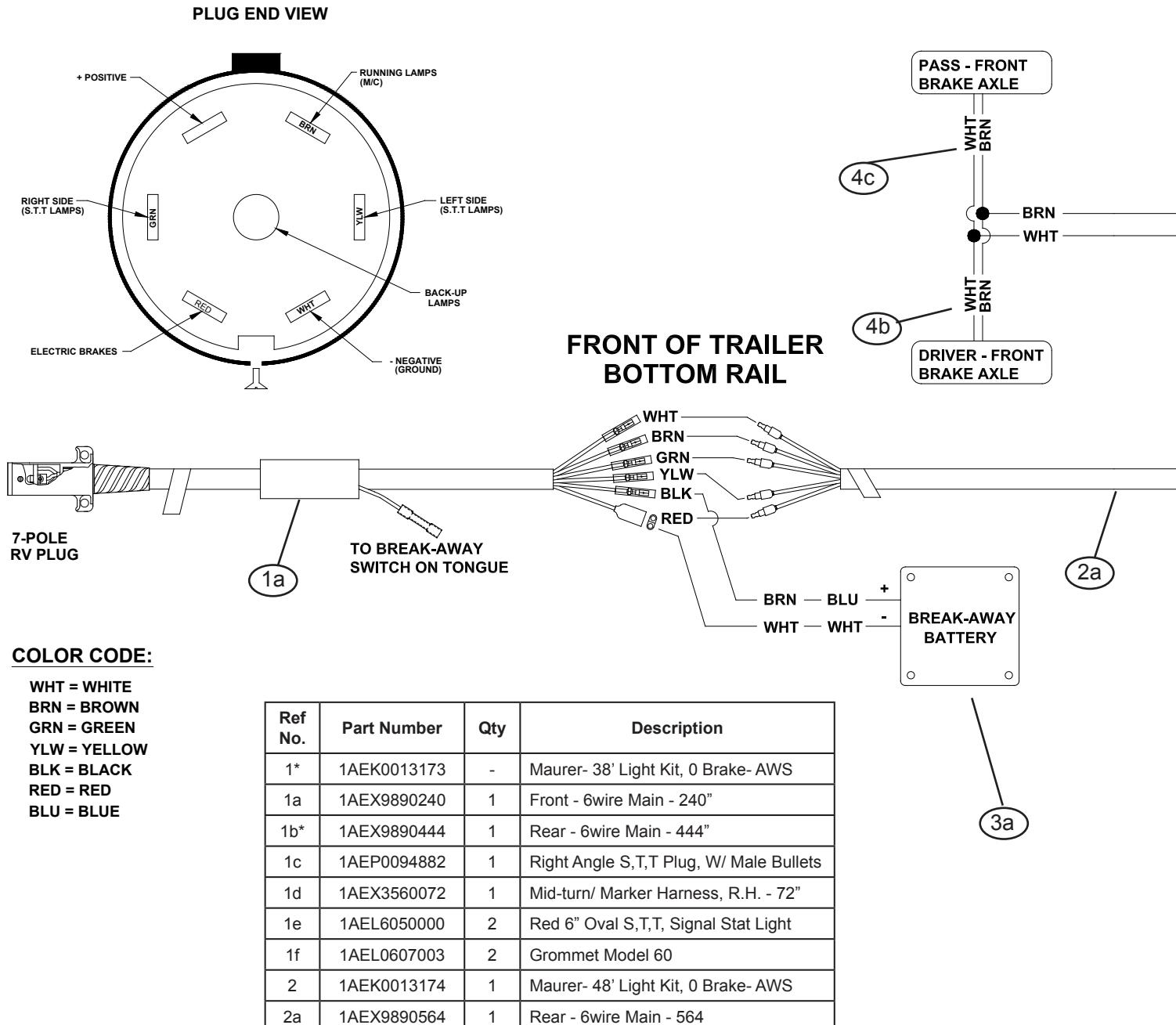
| Hole No.        | 1  | 2  | 3  | 4 |
|-----------------|----|----|----|---|
| Angle (Degrees) | 25 | 17 | 10 | 0 |

# Wiring Schematic with Brakes

Notes:

1. The (Back-up) and (+ Positive) terminal of the 7-RV plug are not used.
2. The black wire is to be terminated and not hooked into the 7-RV plug.
3. The black wire is only used between the break-away switch and the break-away battery.

\* Locate wiring by function ONLY: Color coding is not standard among all manufacturers.



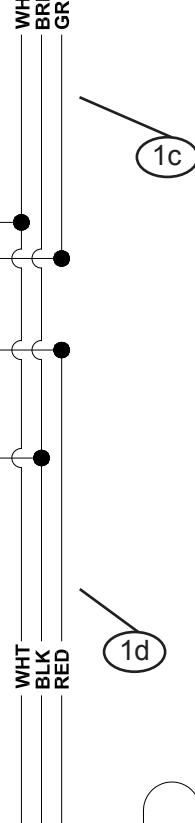
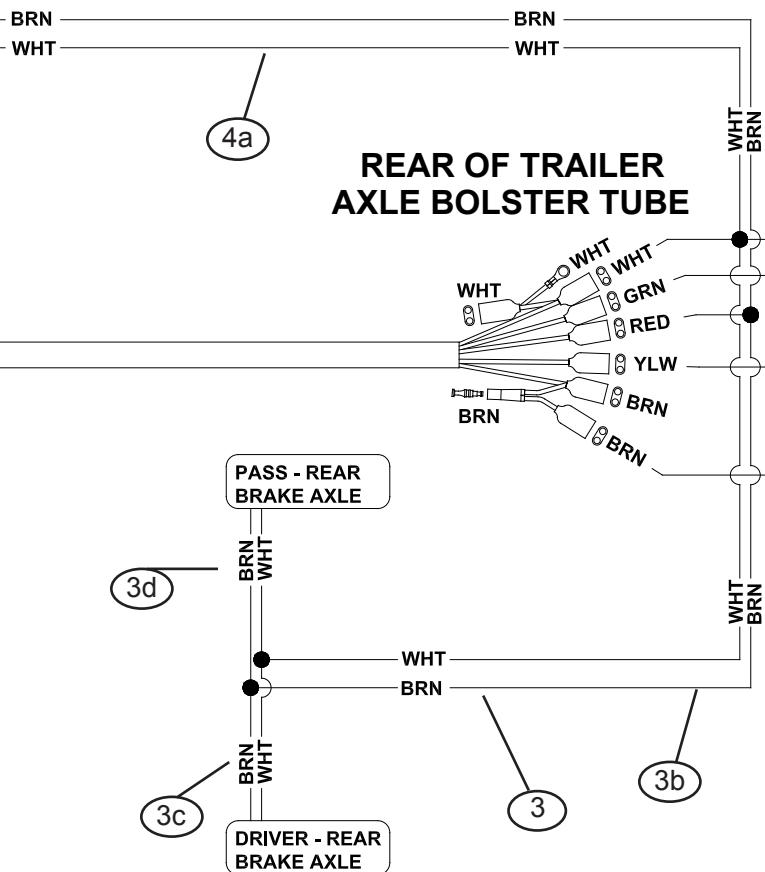
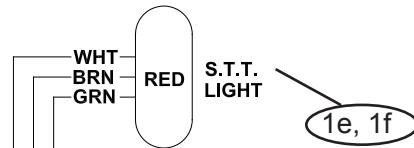
| Ref No. | Part Number | Qty | Description                               |
|---------|-------------|-----|---|
| 3       | 1AEK0013175 | 1   | Maurer- Rear Axle Brake Harness Kitl- AWS |
| 3a      | 1AEB4600096 | 1   | Break-Away Battery - 96"                  |
| 3b      | 1AEX3420024 | 1   | Rear Brake Cable - 24"                    |
| 3c      | 1AEX4600042 | 1   | Rear Driver - Brake Jumper - 42"          |
| 3d      | 1AEX4600081 | 1   | Rear Pass. - Brake Jumper - 81"           |
| 4       | 1AEK0013176 | 1   | Maurer- 48' Front Axle Brake Kit- AWS     |
| 4a      | 1AEX3420564 | 1   | Front Break Cable - 564"                  |
| 4b      | 1AEX4600042 | 1   | Rear Driver - Break Jumper - 42"          |
| 4c      | 1AEX4600081 | 1   | Rear Pass. - Break Jumper - 81"           |
| 5*      | 1AEK0013177 | -   | Maurer- 38' Front Axle Brake Kit- AW      |
| 5a*     | 1AEX3420444 | 1   | Front Break Cable - 444"                  |
| 6*      | 1AEX9890324 | 1   | Front - 6wire Main - 324"                 |

**NOTE:** 1AEK numbers are kit numbers, the numbers below them belong in that kit. The 38' and 48' kits are the same, other than the Main harness and Brake Cable.

- Numbers with \* by them are not shown

- #6 Is for the 16 ft Tongue Option Only

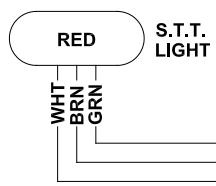
# PASSENGER SIDE



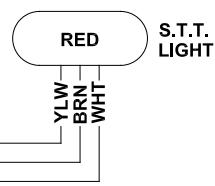
# DRIVER SIDE

# Wiring Schematic without Brakes

PASSENGER  
SIDE



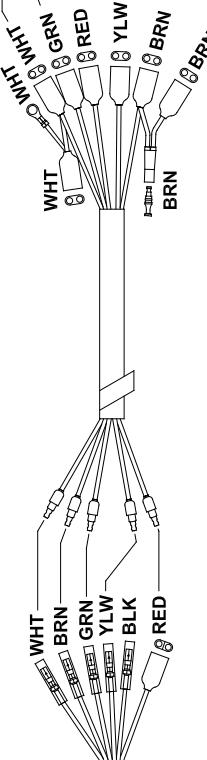
DRIVER  
SIDE



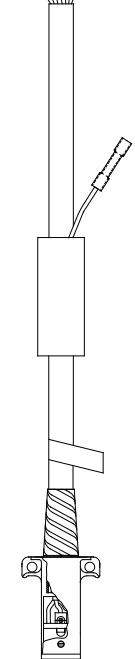
## COLOR CODE:

WHT = WHITE  
 BRN = BROWN  
 GRN = GREEN  
 YLW = YELLOW  
 BLK = BLACK  
 RED = RED  
 BLU = BLUE

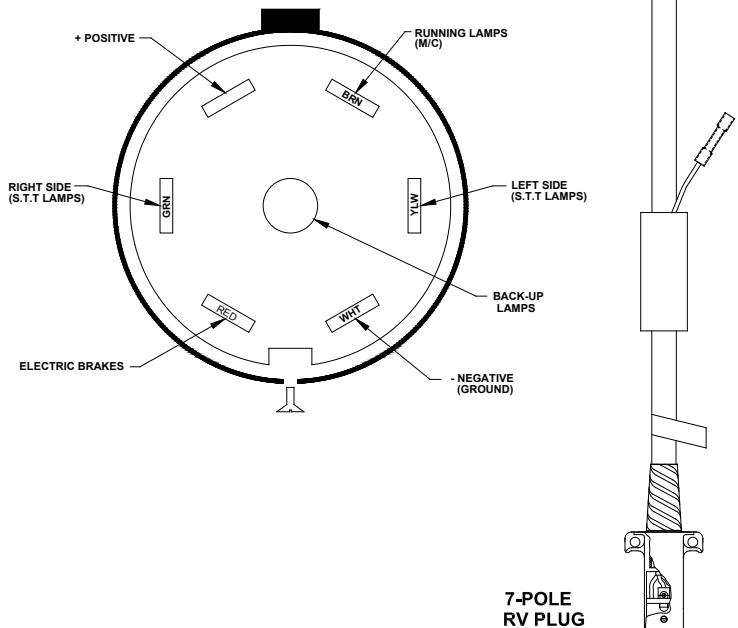
REAR OF TRAILER  
BOTTOM RAIL



FRONT OF TRAILER  
BOTTOM RAIL

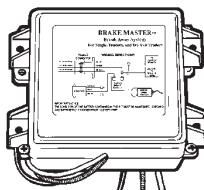


## PLUG END VIEW

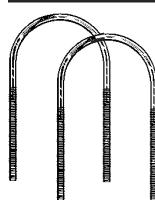


**BAKEMASTER™**  
**PART # 20001, #20002, #20003\* and #20004\***  
**Break-Away System for Single, Tandem, and Tri-Axle Trailers**  
**“Safety on the road”**

Make sure you have all parts before you start your installation.  
 \* Kits #20003 and #20004 do not include mounting hardware.



**Break-Away Box**



**(2) U-Bolts**

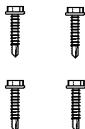
**MOUNTING HARDWARE**



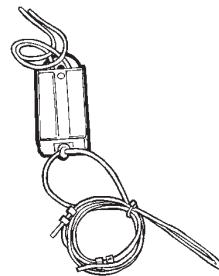
**(4) Small Flat Washers**



**(4) Locking Nuts**



**(4) Self-Tap Screws**



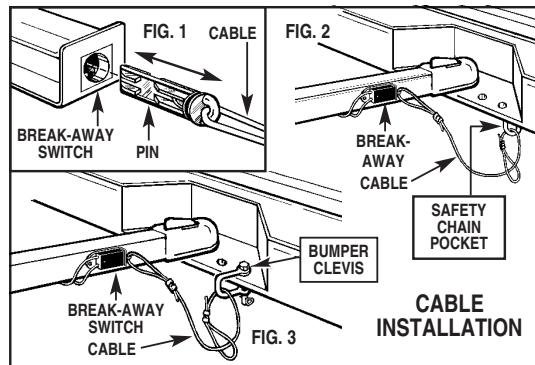
**Break-Away Switch with Cable**

The Break-Away System is designed to bring trailers safely to a stop by activating electric brakes, should a trailer be disconnected while driving. This type of safety system is required in most states on trailers rated over 3,000 GVW. The following instructions must be precisely followed to ensure proper operations. Please read the following instructions thoroughly before installing this product. Your trailer must have operational electric brakes before installation. Once you determine your trailer brakes work, find a secure location on your trailer to mount the Break-Away Kit. You have two options to mount this kit.

**OPTION 1-**

**U-BOLT MOUNTING INSTRUCTIONS:**

1. Use included U-Bolts and wrap around secure mounting surface on trailer (jack, frame, etc.).
2. Attach Break-Away Kit by routing U-Bolts through holes provided on each side of the plastic casing.
3. Place one flat washer over each bolt with locking nut. Use 1/2" wrench and tighten. Note: Be careful not to over tighten. Over tightening may cause housing to crack.
4. Next mount Break-Away Switch close enough on trailer that cable can be attached to vehicle.
5. Follow "Wiring Installations".



**OPTION 2-**

**SELF-TAPPING SCREW MOUNTING INSTRUCTIONS:**

1. Locate secure surface on trailer to mount Break-Away Kit.
2. With flat washers on each screw, route through provided holes in each corner of the Break-Away Kit plastic casing. Use screwdriver or drill and secure to trailer. DO NOT drill holes in trailer frame. This will weaken the frame and void your trailer warranty.
3. Next mount Break-Away Switch close enough on trailer that cable can be attached to vehicle.
4. Follow "Wiring Installations".

**WIRING INSTRUCTIONS:**

1. Splice one blue wire of the Break-Away Switch to the electric brake wire coming from the trailer side connector (A).
2. Connect other blue wire of Break-Away Switch to the blue wire (labeled "Brake") from the Break-Away Box (B). **(Note:** Blue wires are interchangeable on the Break-Away Switch.)
3. Splice white wire from Break-Away Box to existing ground wire on trailer or ground directly to trailer frame (C).
4. Splice black wire on Break-Away Box to trailer 12-Volt auxiliary power lead (D). This will charge the Break-Away battery when vehicle is in use. **(Note:** Black wire is found only on Model 20001 and 20004.)
5. Test unit by pulling firmly on cable of Break-Away Switch. Battery will activate brakes. **(Note:** Do not use this kit as a parking brake.) Battery should be charged and tested prior to each trailer outing.

**OPERATING INSTRUCTIONS:**

1. Test your Break-Away Kit before each outing as described in Step 5 of the wiring instructions.
2. Once tested, Break-Away Switch cable should be secured to vehicle bumper or frame. The cable can be attached many different ways. Two of the most common are: (1) Pull the pin out of the Break-Away Switch (Fig. 1) and route through safety chain pocket (Fig. 2), then through cable loop and reconnect pin. (2) Attach cable loop to a bumper clevis (Fig. 3). Do not loop cable over hitch ball, cable may bounce off while vehicle is moving. **Note:** Plunger pin must be facing the rear of the vehicle directly behind where you secure the cable on your vehicle. Any other angle may cause Break-Away Switch failure.

**Break-Away Kit Accessories**

- #20005 Break-Away Switch Complete with Cable
- #20006 Box and Hardware
- #20009 Replacement Break-Away Switch Cable and Pin
- #20007 Break-Away Kit Charger

**Look for other trailer wiring products**

|  |  |
|--|--|
| <ul style="list-style-type: none"> <li>● <b>Vehicle T-Connectors</b></li> <li>● <b>Adapters</b></li> </ul> | <ul style="list-style-type: none"> <li>● <b>Converters</b></li> <li>● <b>Brake Controls</b></li> </ul> |
|--|--|

**YOUR TRAILER MUST HAVE OPERATIONAL ELECTRICAL BRAKES TO USE THIS PRODUCT.**

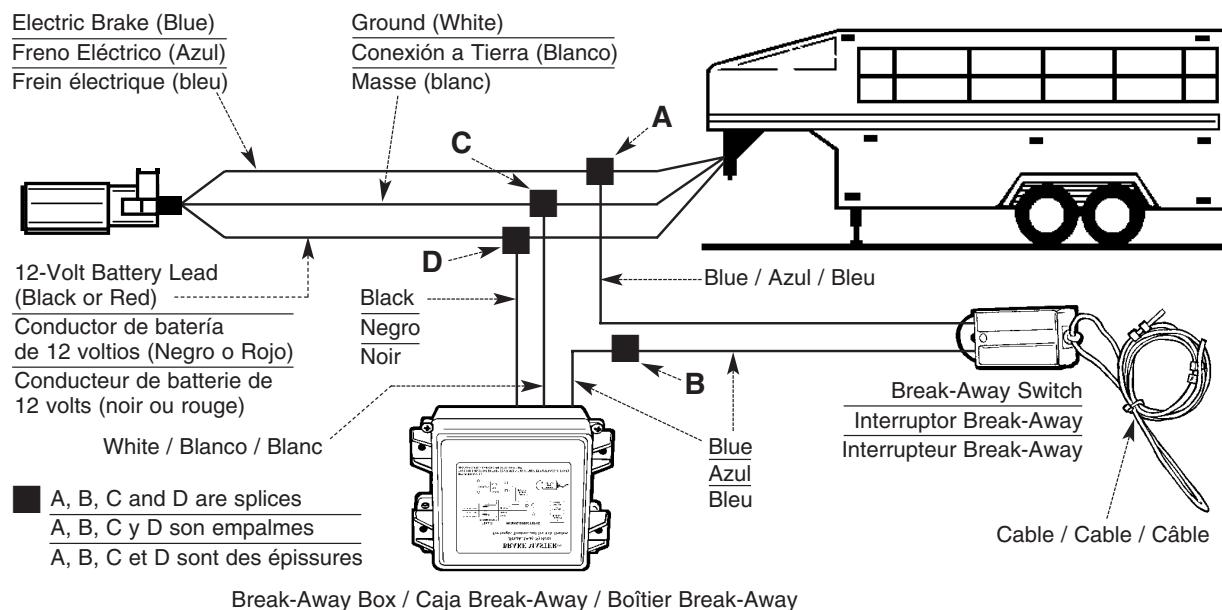
SEE WIRING DIAGRAMS ON REVERSE SIDE. →

**Break-Away System 24**

## DIAGRAM WITH CHARGER (Part No's. 20001 & 20004)

## DIAGRAMA CON EL CARGADOR (Núm. de Partes 20001 & 20004)

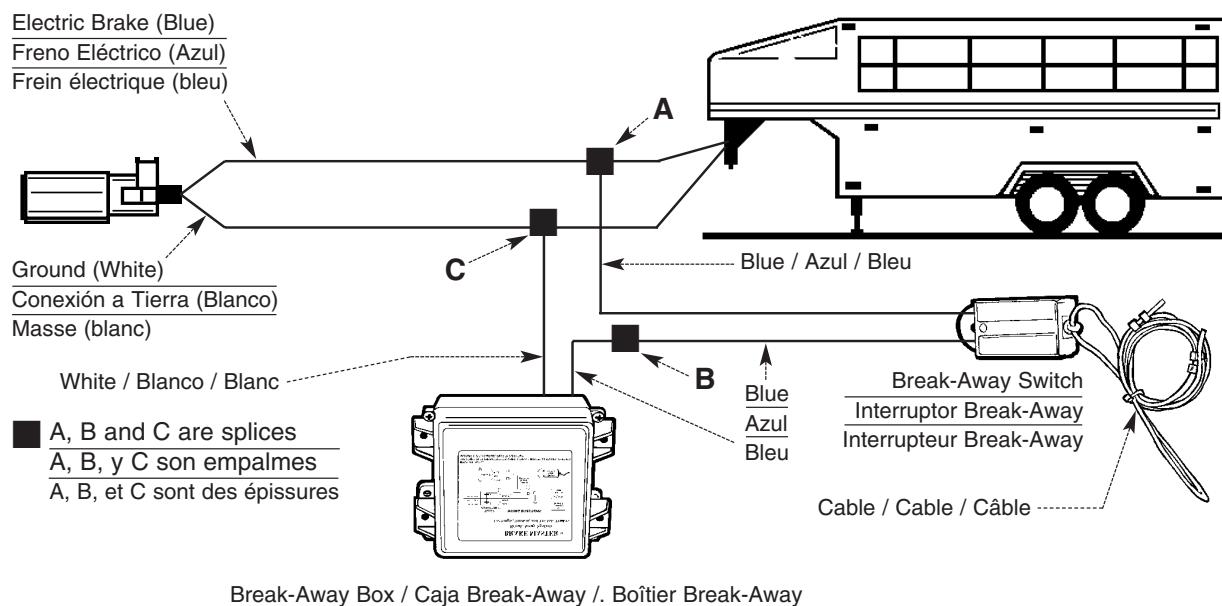
## DIAGRAMME AVEC CHARGEUR (N<sup>o</sup>s de pièce 20001 et 20004)



## DIAGRAM WITHOUT CHARGER (Part No's. 20002 & 20003)

## DIAGRAMA SIN EL CARGADOR (Núm. de Partes 20002 & 20003)

## DIAGRAMME SANS CHARGEUR (N<sup>o</sup>s de pièce 20002 et 20003)



**Note:** Wire By Function Only. Color Coding  
is Not Standard Among Manufacturers.

**Nota:** Instale el cableado por su función  
solamente. Código de color no es la  
norma entre todos los fabricantes.

**Remarque:** Câbler uniquement selon  
les fonctions. Le code de couleur peut  
varier d'un constructeur à l'autre.

QUESTIONS - CALL / PREGUNTAS - LLAME AL / QUESTIONS - APPELER AU 1-800-835-0129

## **Maurer AWS Head Trailer Carrying Capacity**

| Transporter Length<br>FEET                         | Tire Ply<br>Carrying Capacity          |
|--|--|
| <b>32 Ft.</b><br>3,350 lbs (1520 kg) Empty Weight  | 10 Ply on All<br>14,000 lbs (6,350 kg) |
| <b>38 Ft.</b><br>3,650 lbs (1,656 kg) Empty Weight | 10 Ply on All<br>14,000 lbs (6,350 kg) |
| <b>42 Ft.</b><br>4,250 lbs (1,930 kg) Empty Weight | 10 Ply on All<br>16,000 lbs (6,350 kg) |
| <b>48 Ft.</b><br>5,550 lbs (2,520 kg) Empty Weight | 16 Ply on All<br>16,000 lbs (7,258 kg) |

|                      |                       |
|----------------------|-----------------------|
| 32' & 38' Front Axle | 7,000 lbs or 3,175 kg |
| 32' & 38' Rear Axle  | 7,000 lbs or 3,175 kg |
| 42' & 48' Front Axle | 8,000 lbs or 3,629 kg |
| 42' & 48' Rear Axle  | 8,000 lbs or 3,629 kg |

| <b>Cold Inflation</b>       |                       |                    |   |                       |
|-----------------------------|-----------------------|--------------------|---|-----------------------|
| Tire Size                   | Tire Capacity         | Pressure           | Rim Size  | Rim Capacity          |
| IMP 235/80R16 (10Ply LRE)   | 3,520 lbs<br>1,597 kg | 110 psi<br>758 kPa | 16" x 6" (41cm x 15cm)<br>0.50 Inset<br>(8) Bolts on 6.50" (16.5cm) B.C.      | 3,750 lbs<br>1,700 kg |
| IMP 215/75R17.5 (16Ply LRH) | 4,805 lbs<br>2,180 kg | 125 psi<br>862 kPa | 17.5" x 6.75" (44cm x 17cm)<br>0.19 Inset<br>(8) Bolts on 6.50" (16.5cm) B.C. | 6,200 lbs<br>2,812 kg |

**MAXIMUM TRANSPORT SPEED = 25 MPH (40 KPH)**

### **TIRE SAFETY**

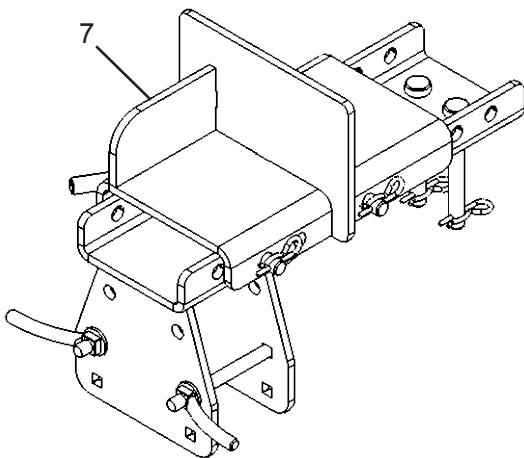
Failure to follow proper procedures when mounting a tire on a rim can produce an explosion which may result in a serious injury or death.

Do not attempt to mount a tire unless you have proper equipment and experience to do job. Inflating or servicing tires can be dangerous. Whenever possible, trained personnel should be called to service and/or mount tires.

Always order and install tires and wheels with appropriate type and load capacity to meet or exceed anticipated weight to be placed on the equipment.

# Adjustable Slider Mounting Bracket

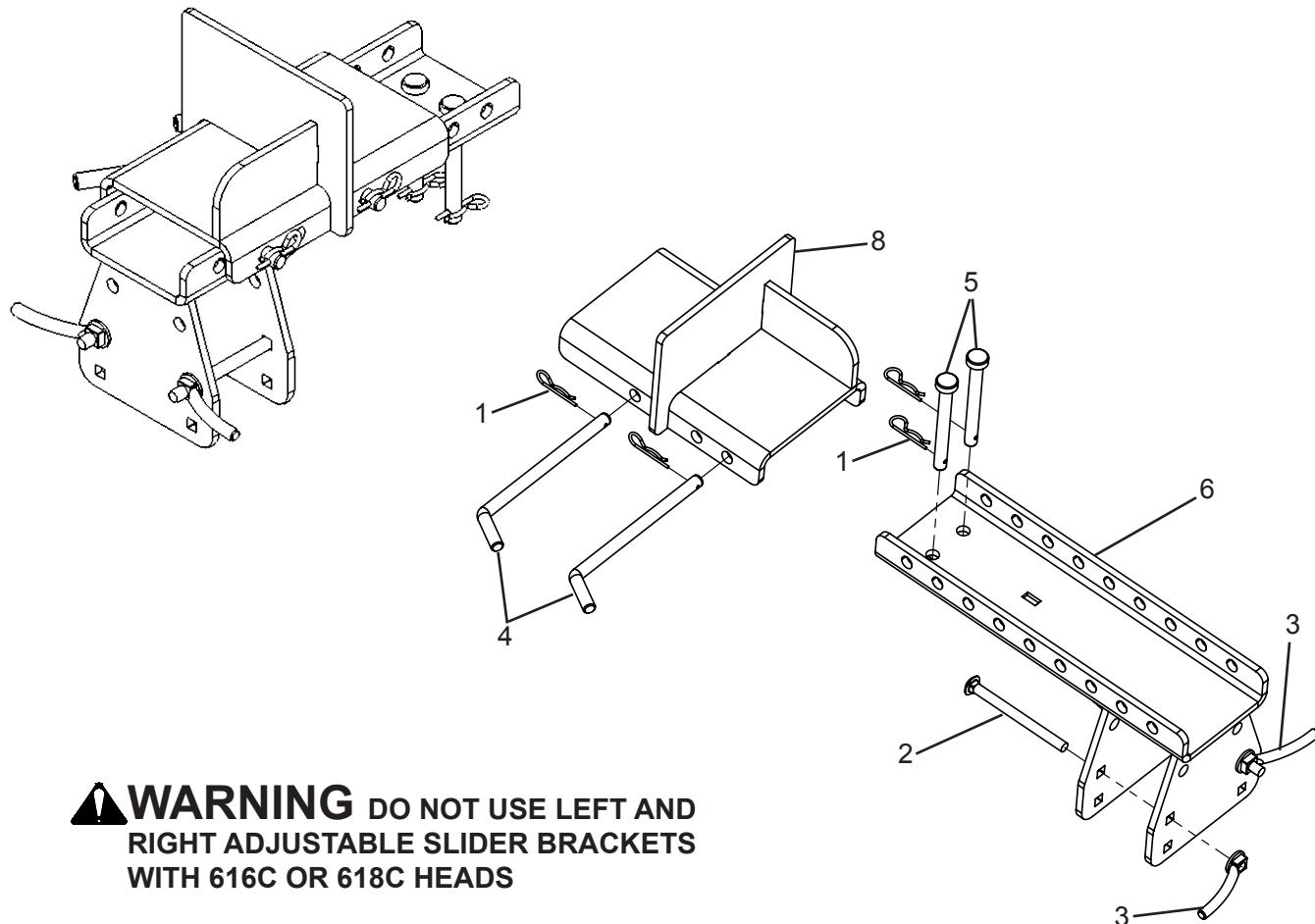
## Right Mounting Bracket - 9



| Ref No. | Part Number | Qty | Description                             | Unit Number |
|---------|-------------|-----|---|-------------|
| 1       | 1AF052BBAH0 | 4   | 1/8" X 2-1/2" Bridge Pin                |             |
| 2       | 1AFC04HEAH0 | 2   | 1/2" X 5-1/2" Carriage Bolt Plated      |             |
| 3       | 1AFZ29H0000 | 2   | 1/2"-13 Handle Nut                      |             |
| 4       | 1AFZ51JHAB0 | 2   | 5/8" X 8-1/2" Bent Pin Long             |             |
| 5       | 1AFZ06JEAD0 | 2   | 5/8" X 5-1/4" Clevis Pin - Short        |             |
| 6       | 5H000153    | 1   | HT Adjustable Slider - Draper Base Assy | 9830-       |
| 7       | 5H000009    | 1   | Simple Slider - Top Right Assembly      |             |
| 8       | 5H000010    | 1   | Simple Slider - Top Left Assembly       |             |
| 9       | 9H000005    | 1   | Simple Slider - Right Mounting Bracket  |             |
| 10      | 9H000006    | 1   | Simple Slider - Left Mounting Bracket   |             |

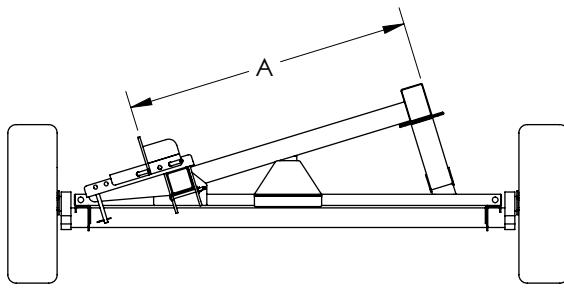
## Left Mounting Bracket - 10

Please order replacement parts by Part Number and Description.

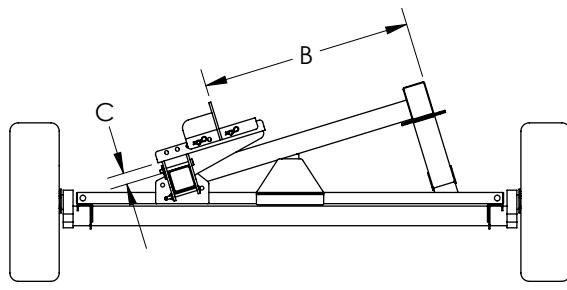


**WARNING** DO NOT USE LEFT AND  
RIGHT ADJUSTABLE SLIDER BRACKETS  
WITH 616C OR 618C HEADS

# Adjustable Slider Mounting Bracket



**Position #1**  
End View



**Position #2**  
End View

## Position #1

This is suggested for use with corn heads and draper heads. Notice the Slider-Base Assembly points toward the left side of the transporter. The head will rest against the top slider assembly bracket and on the top rail of the header transport. Adjust the brackets according to dimension "A" and the reference chart provided below.

Position #1 has the brackets shown in the lowered position, which allows the transporter to be utilized for older models of heads and combines. Locate heads so the stalk rollers are to the left of the top rail and there is clearance between the left tire and drive shafts.

## Position #2

This is suggested for use with platform type heads. Notice the Slider-Base Assembly points toward the right side of the transporter. The head will rest against the top slider assembly bracket and on the top rail of the header transport. Adjust the brackets according to dimension "B" and the reference chart provided below.

Position #2 has the brackets shown in the raised position. This is illustrated by dimension "C". The brackets are pinned 2 in (5 cm) higher to prevent floating arms on the bottom of platforms from resting on the frame of the transport. This also allows corn head to be raised up and create more clearance between PTO shafts and transport tires. Locate skid shoes so they rest on the top rail.

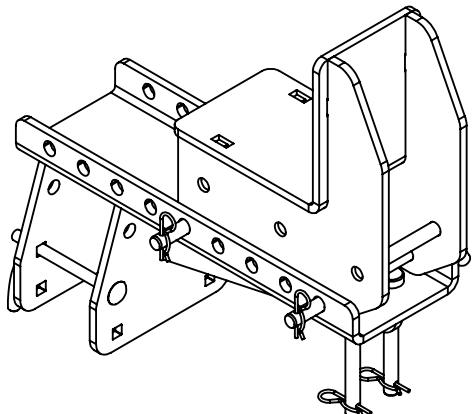
| Brand       | Model        | Type      | "A" Dim.    |
|-------------|--------------|-----------|-------------|
| Gleaner     | 830 Hug      | Corn Head | 36.5"(93cm) |
| IH          | 944          | Corn Head | 42"(107cm)  |
| Cat         | 512 & 516    | Corn Head | 42"(107cm)  |
| IH          | 1063         | Corn Head | 44"(112cm)  |
| Gerringhoff | 1220 CIH     | Corn Head | 48"(122cm)  |
| MF          | 863 & 883    | Corn Head | 48"(122cm)  |
| JD          | 643          | Corn Head | 50"(127cm)  |
| JD          | 893          | Corn Head | 52"(132cm)  |
| MF          | 884          | Corn Head | 52"(132cm)  |
| Harvestec   | 630 & 830    | Corn Head | 52"(132cm)  |
| Gleaner     | 3000         | Corn Head | 52"(132cm)  |
| IH          | 2208 & 22128 | Corn Head | 56"(142cm)  |
| NH          | 98c & 996    | Corn Head | 56"(142cm)  |

| Brand   | Model          | Type     | "B" Dim.     |
|---------|----------------|----------|--------------|
| Gleaner | 500            | Platform | 36.5"(93cm)  |
| JD      | 625F & 935     | Platform | 36.5"(93cm)  |
| JD      | 920 & 220      | Platform | 36.5"(93cm)  |
| IH      | 2020           | Platform | 36.5"(93cm)  |
| IH      | 1020           | Platform | 36.5"(93cm)  |
| Cat     | F530           | Platform | 38.5"(98cm)  |
| Gleaner | 320, 800, 8000 | Platform | 38.5"(98cm)  |
| MF      | 8000           | Platform | 38.5"(98cm)  |
| NH      | 74c            | Platform | 38.5"(98cm)  |
| NH      | 973            | Platform | 42.5"(108cm) |
| NH      | 740            | Platform | 42.5"(108cm) |

**NOTE** Dimensions in these tables are for reference only. Due to model changes and aftermarket equipment, the brackets may have to be adjusted to ensure the header will mount properly on the transport.

# Draper & Stalk Slider Mounting Bracket

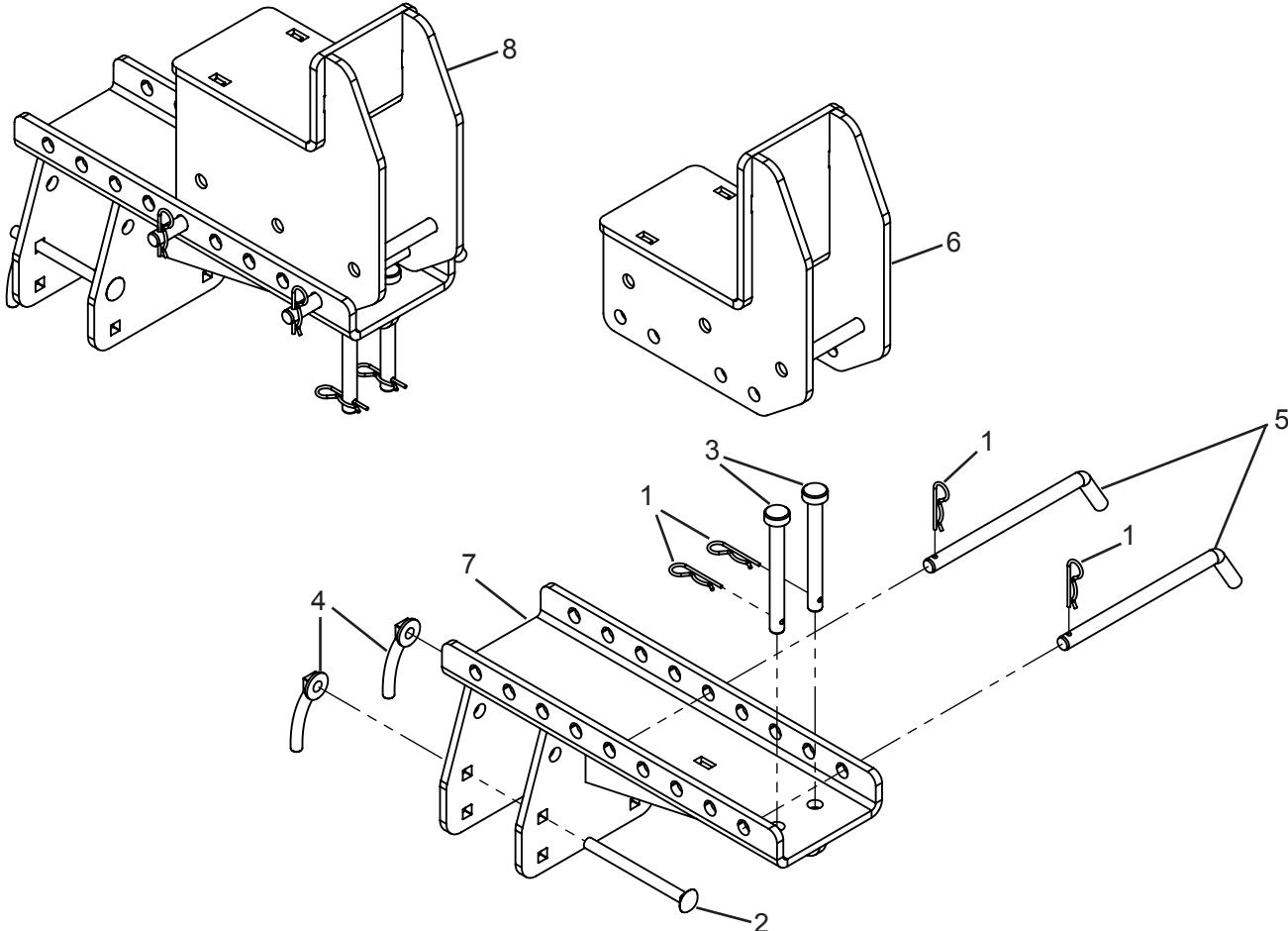
## Draper Adjustable Slider Mounting Bracket - 9



| Ref No. | Part Number | Qty | Description                                  |
|---------|-------------|-----|--|
| 1       | 1AF052BBAH0 | 4   | 1/8" X 2-1/2" Bridge Pin                     |
| 2       | 1AFC04HFA00 | 2   | 1/2"-12 X 6" Carriage Bolt Plated            |
| 3       | 1AFZ06JEAD0 | 2   | 5/8" x 5-1/4" Clevis Pin - Zinc Plated       |
| 4       | 1AFZ29H0000 | 2   | 1/2"-13 Handle Nut                           |
| 5       | 1AFZ51JHAH0 | 2   | 5/8" X 8-1/2" Bent Pin Long                  |
| 6       | 5H000152    | 1   | HT Adjustable Slider - Draper Top Assy       |
| 7       | 5H000153    | 1   | HT Adjustable Slider - Draper Base Assy      |
| 8       | 5H000293    | 1   | HT Stalk Bracket, Adjustable Slider          |
| 9       | 9H000035    | 1   | HT Draper Adjustable Slider Mounting Bracket |
| 10      | 9H000067    | 1   | HT Adjustable Slider Stalk Bracket           |

Please order replacement parts by Part Number and Description.

## Adjustable Slider Stalk Bracket - 10



## Header Alignment Tape

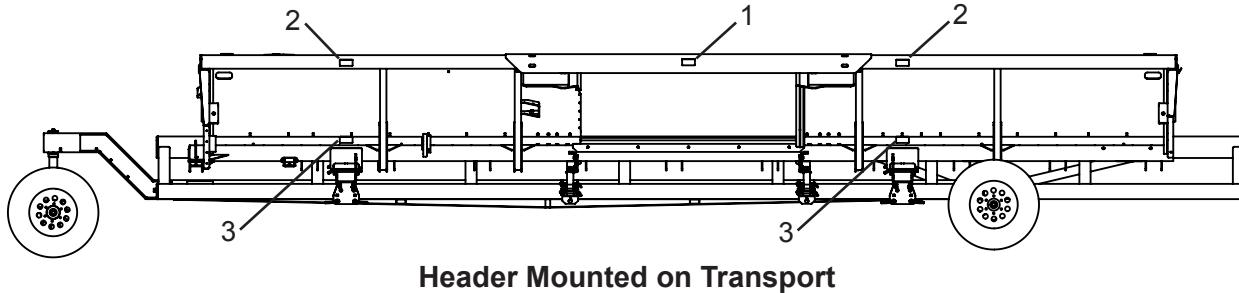
There are 5 strips of yellow conspicuity tape, 2 in x 9 in, part number 1AQBL073000, enclosed in the manifest holder with the Operator's Manual. This tape can be added to the header and transport to aid in aligning the header when mounting it on the transport.

Once the brackets have been set in the desired location and the header mounted on the transport, place a piece of tape in the following locations:

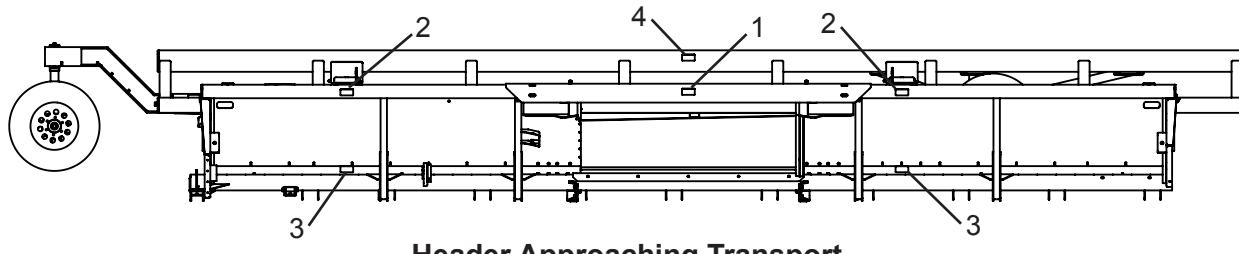
1. Center of header at the top of the feeder house.
2. Top of the header centered above each bracket.
3. Bottom of the header centered above each bracket.
4. Top rail of the transport at the center of the header (may not be the center of the bed, depending on bracket and header placement).

See the figures below for location.

**NOTE:** The tape can be cut to fit the placement locations.



**Header Mounted on Transport**



**Header Approaching Transport**

As the header is moved toward the transport, line up the tape on the top of the header with the tape on the transport and the brackets. The tape at the bottom of the header is then used to ensure that the header is in the proper location for the brackets.

### How to install alignment tape:

- Be sure that installation area is clean and dry.
- Decide on exact position before you remove backing film.
- Remove a small portion of backing film.
- Align tape over specified area and carefully press small portion with exposed sticky backing in place.
- Slowly peel back remaining film and carefully smooth remaining portion of tape into place.
- Rub the tape to press it firmly to the surface.

**Header Alignment Tape 30**

## Header Securement



### Step 1:

Always position tie-down brackets on bottom rail of transport to create a straight line of pull. (See picture to the left.) Fasten tie-down brackets to bottom rail using carriage bolt and handle nut. Tighten handle nuts to prevent brackets from sliding.

**⚠ CAUTION** TO PROPERLY SECURE HEADER TO TRANSPORT, BOTH BRACKETS AND STRAPS MUST BE USED.



### Step 2:

Remove nylon tie-down strap from ratchet. Feed the tail end through the nylon loop on the opposite end, to create a slipknot around the feeder house bar of the combine header. (See picture to the left.)

### Step 3:

Feed tail end of strap through the drum slot on the ratchet. Pull tail end through tight and ratchet the connection tightly. (See picture to the left.)

**⚠ CAUTION** BE AWARE OF TRANSPORT WIDTH WHILE TRAVELING ON ROADS AND BEFORE CROSSING BRIDGES.

Operator must comply with all state and local laws governing highway safety regulations while operating on public roads.

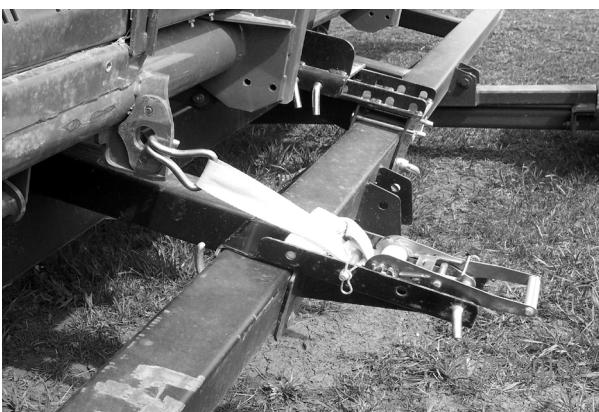
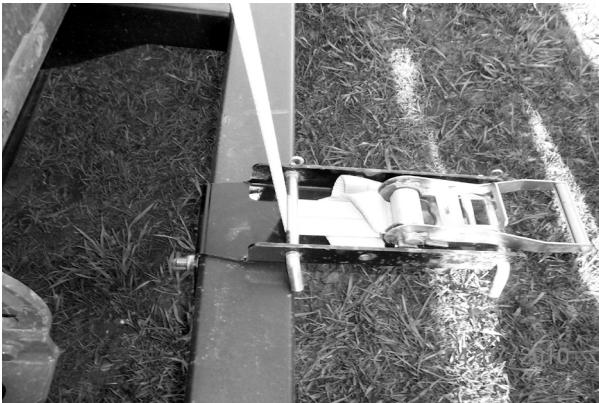
### Step 4:

Tie-downs are provided long to accommodate different types of headers, and could be cut down and singed, to meet your specific application.

**⚠ CAUTION** PREVENT NYLON STRAPS FROM CONTACTING AND RUBBING ON SHARP EDGES. REPLACE CUT OR WORN STRAPS BEFORE OPERATING EQUIPMENT.

### Step 5:

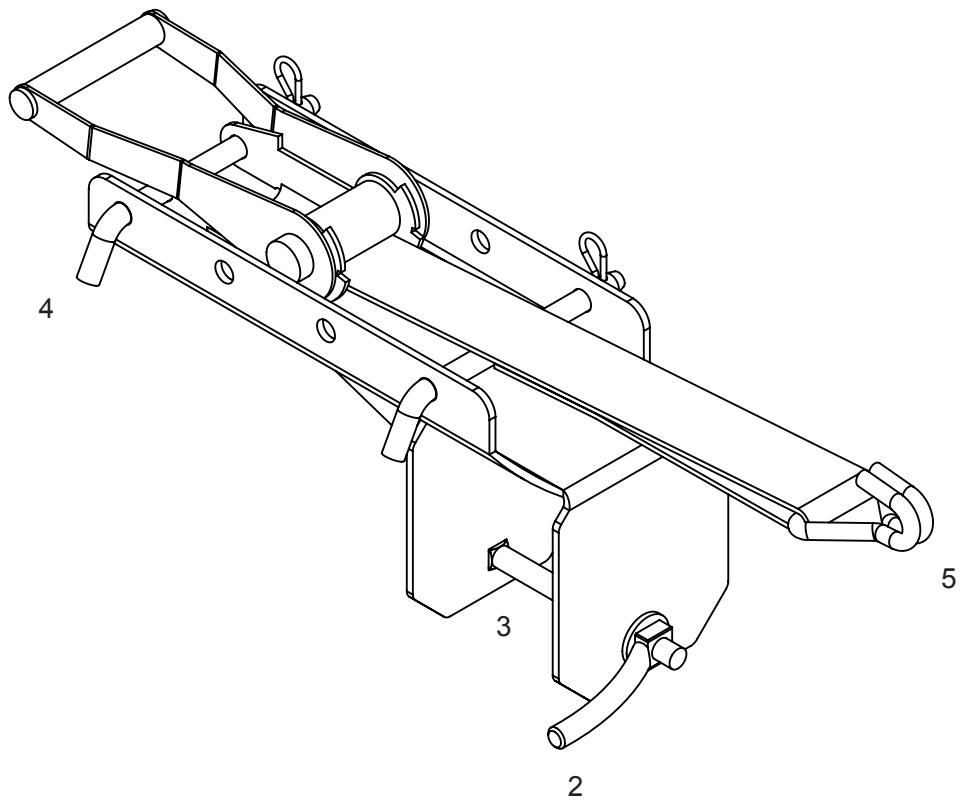
Tie-downs are also provided with a hook to accommodate different types of headers. Hooks can be placed through main frame holes on the header. (See picture to the left.)



## Adjustable Tie-Down

| Ref No. | Part Number | Qty | Description                             |
|---------|-------------|-----|---|
| 1       | 5H000148    | 1   | HT Adjustable Tie-Down Assembly         |
| 2       | 1AFZ29H0000 | 1   | 1/2-13 Handle Nut - Zinc Plated         |
| 3       | 1AFC04HEAH0 | 1   | 1/2-13 x 5-1/2" Carr Bolt Pltd          |
| 4       | 1AFZ51HEA00 | 2   | 1/2" x 5 Bent Pin w/ Clip - Zinc Plated |
| 5       | 1AU00000196 | 1   | Ratchet w/ Hook & Looped Strap          |

Please order replacement parts by Part Number and Description.



1

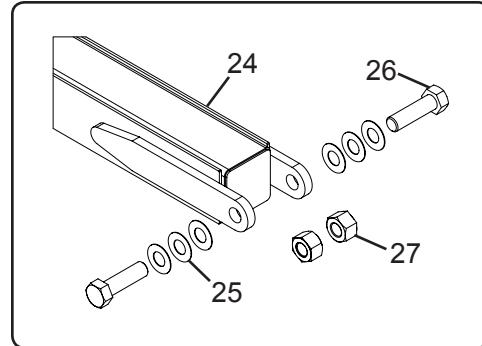
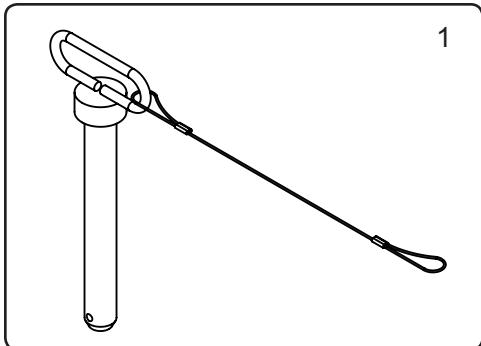
**Reference previous page for  
header securement recommendations.**

*Adjustable Tie-Down 32*

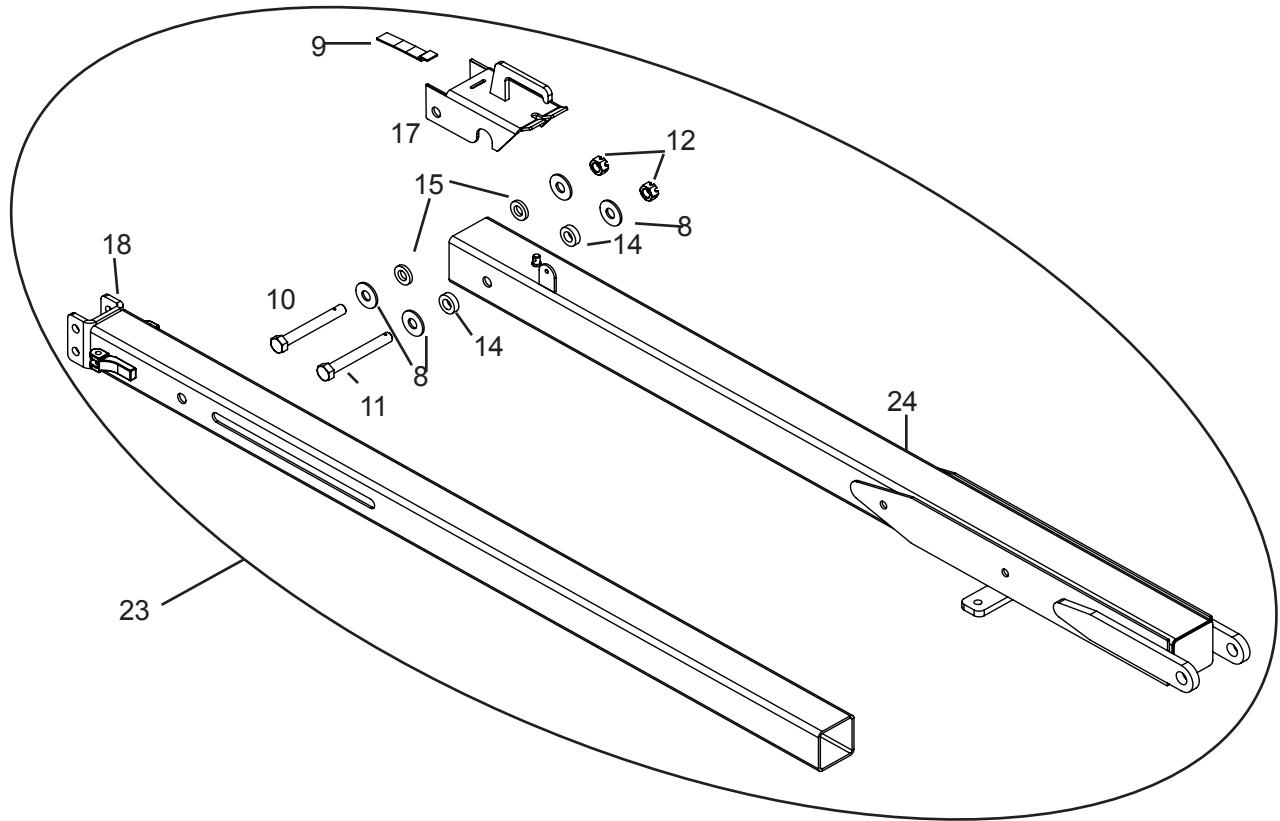
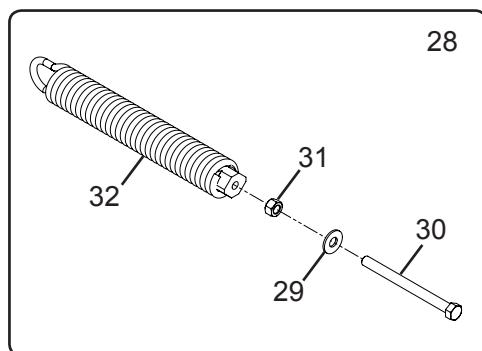
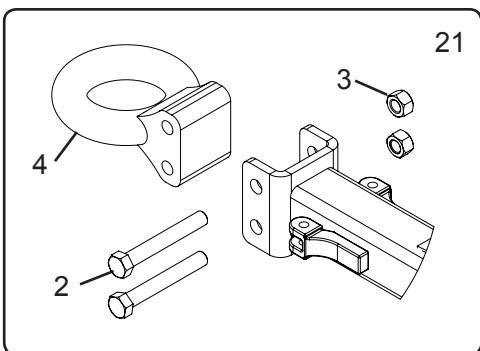
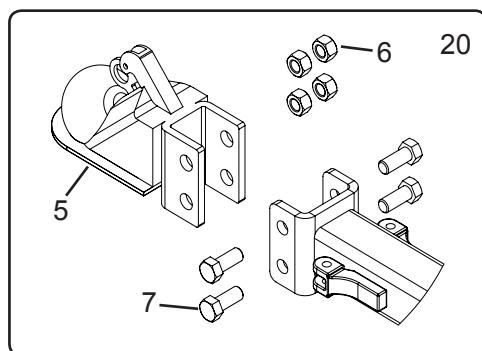
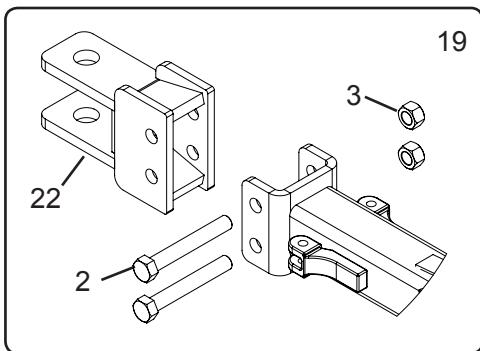
## HT-AWS Telescoping Tongue Parts Breakdown

| Ref No. | Part Number  | Qty | Description  |
|---------|--------------|-----|--|
| 1       | 5H000065     | 1   | 1" Hitch Pin w/Steel Lanyard                       |
| 2       | 1AFF12JDAH1  | 2   | 5/8" X 4-1/2" Hex Bolt Fine Thrd GR 8              |
| 3       | 1AFF17J0001  | 2   | 5/8"-Fine Thrd Crown Locknut GR 8                  |
| 4       | 1ACB0305651  | 1   | 3" Lunette Eye Assembly - Demco                    |
| 5       | 1ACB0305806  | 1   | 2-5/16" Adjustable Ball Coupler, 20k               |
| 6       | 1AFC05J0000  | 4   | 5/8" Center Lock Nut                               |
| 7       | 1AFC12JAAH8  | 4   | 5/8"-11 X 1-1/2" Hex Bolt GR 8                     |
| 8       | 1AF009L0000  | 4   | 3/4" USS Flat Washer, Plated                       |
| 9       | 1AF05900000  | 1   | Hitch Spring - Demco                               |
| 10      | 1AFC47LFA05  | 1   | 3/4" x 6" Hex w/ Hole @ 5.1875                     |
| 11      | 1AFC48LFA05  | 1   | 3/4" X 6" Hex w/ Hole @ 5.625                      |
| 12      | 1AFC63L0000  | 2   | 3/4"-10 Slotted Hex Nut                            |
| 13      | 1AF033CBAD0  | 2   | 5/32" X 2-1/4" Cotter Pin                          |
| 14      | 1AU00000060  | 2   | HT Latch Spacer 2                                  |
| 15      | 1AU00000061  | 2   | HT Latch Spacer 1                                  |
| 16      | 1AF034CAA10  | 1   | 3/16 X 1 9/16 Lynch Pin                            |
| 17      | 5H000397     | 1   | HT AWS Telescoping Latch Assembly                  |
| 18      | 5H000394     | 1   | HT Telescoping Inner Tube w/ Channel Mount, 71.75" |
| 19      | 5H000387     | 1   | HT Tele Tongue w/ Clevis Bolt-On, 20K              |
| 20      | 5H000401     | 1   | HT Tele Tongue w/ 2-5/16" Ball Assembly            |
| 21      | 5H000400     | 1   | HT Tele Tongue w/ 3" Pintle Ring                   |
| 22      | 5H000166     | 1   | HT Clevis Bolt-On Coupler, 20K Rated               |
| 23      | 5H000389     | 1   | HT-AWS Telescoping Tongue w/o Coupler              |
| 24      | 5H000388     | 1   | HT-AWS Telescoping Outer Tube Assembly             |
| 25      | 1AFZ76QBAA0  | 6   | 1" ID x 2" OD x .048 Washer                        |
| 26      | 1AFC12QCAH8  | 2   | 1"-8 x 3-1/2" Hex Cap Screw, Gr.8                  |
| 27      | 1AFC18Q0002  | 2   | 1"-8 Hex Nut Nylock, Gr.2                          |
| 28      | 4H000009     | 2   | Lift Assist Spring Assembly                        |
| 29      | 1AFC009H0000 | 1   | 1/2" Flat Washer                                   |
| 30      | 1AFC12HFA05  | 1   | 1/2"-13 x 6" Hex Bolt, Gr.5, Full Thread           |
| 31      | 1AFC17H0000  | 1   | 1/2" Hex Nut                                       |
| 32      | 1AUD0030630  | 1   | Lift Assist Spring                                 |

Please order replacement parts by Part Number and Description.



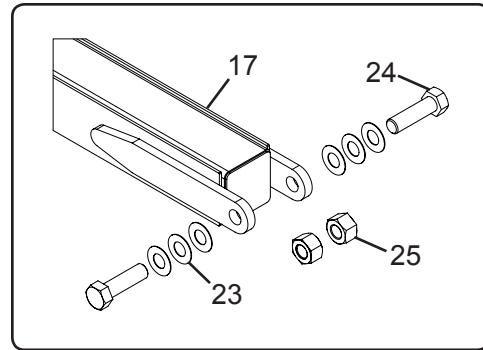
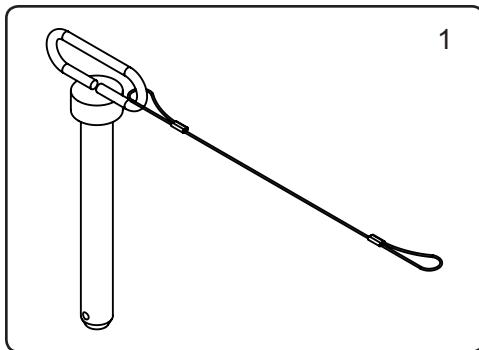
## HT-AWS Telescoping Tongue Parts Breakdown



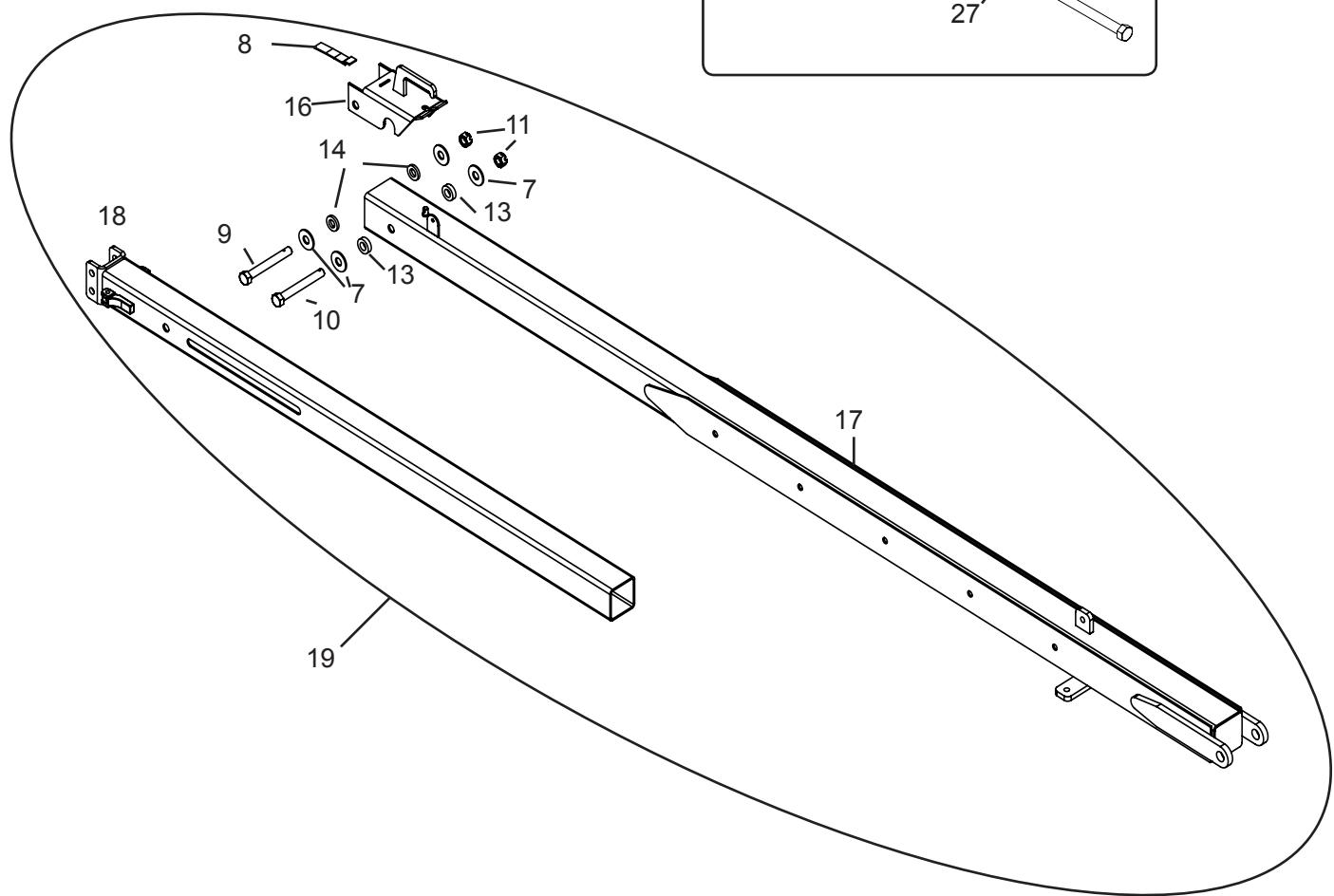
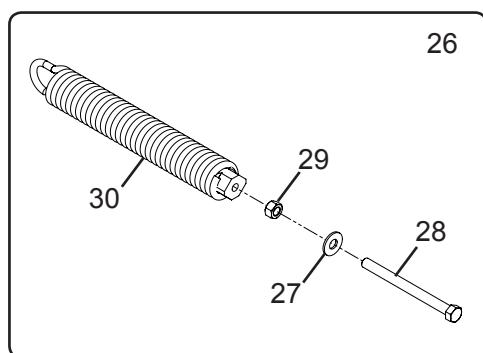
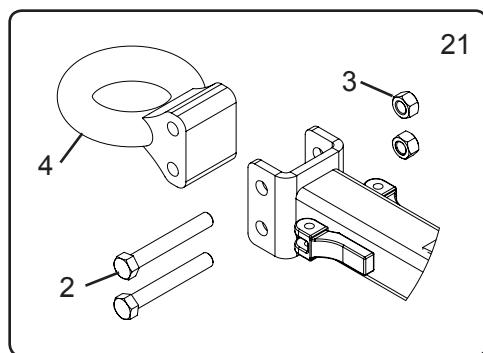
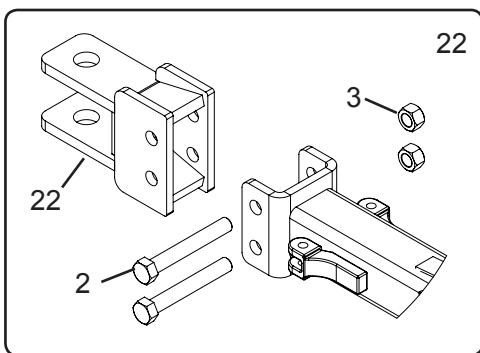
# 16' Telescoping Tongue Parts Breakdown

| Ref No. | Part Number  | Qty | Description  |
|---------|--------------|-----|--|
| 1       | 5H000065     | 1   | 1" Hitch Pin w/Steel Lanyard                       |
| 2       | 1AFF12JDAH1  | 2   | 5/8" X 4-1/2" Hex Bolt Fine Thrd GR 8              |
| 3       | 1AFF17J0001  | 2   | 5/8"-Fine Thrd Crown Locknut GR 8                  |
| 4       | 1ACB0305651  | 1   | 3" Lunette Eye Assembly - Demco                    |
| 5       | 1AFC05J0000  | 4   | 5/8" Center Lock Nut                               |
| 6       | 1AFC12JAAH8  | 4   | 5/8"-11 X 1-1/2" Hex Bolt GR 8                     |
| 7       | 1AF009L0000  | 4   | 3/4" USS Flat Washer, Plated                       |
| 8       | 1AF05900000  | 1   | Hitch Spring - Demco                               |
| 9       | 1AFC47LFA05  | 1   | 3/4" x 6" Hex w/ Hole @ 5.1875"                    |
| 10      | 1AFC48LFA05  | 1   | 3/4" X 6" Hex w/ Hole @ 5.625"                     |
| 11      | 1AFC63L0000  | 2   | 3/4"-10 Slotted Hex Nut                            |
| 12      | 1AF033CBAD0  | 2   | 5/32" X 2-1/4" Cotter Pin                          |
| 13      | 1AU00000060  | 2   | HT Latch Spacer 2                                  |
| 14      | 1AU00000061  | 2   | HT Latch Spacer 1                                  |
| 15      | 1AF034CAA10  | 1   | 3/16 X 1 9/16 Lynch Pin                            |
| 16      | 5H000397     | 1   | HT AWS Telescoping Latch Assembly                  |
| 17      | 5H000339     | 1   | HT 16' Telescoping Outer Tube Assembly             |
| 18      | 5H000394     | 1   | HT Telescoping Inner Tube w/ Channel Mount, 71.75" |
| 19      | 5H000340     | 1   | HT 16' Telescoping Tongue w/out Coupler            |
| 20      | 5H000341     | 1   | HT 16' Tele Tongue w/ Clevis Bolt-On, 20K          |
| 21      | 5H000342     | 1   | HT 16' Tele Tongue w/ 3" Pintle Ring               |
| 22      | 5H000166     | 1   | HT Clevis Bolt-On Coupler, 20K Rated               |
| 23      | 1AFZ76QBAA0  | 6   | 1" ID x 2" OD x .048 Washer                        |
| 24      | 1AFC12QCAH8  | 2   | 1"-8 x 3-1/2" Hex Cap Screw, Gr.8                  |
| 25      | 1AFC18Q0002  | 2   | 1"-8 Hex Nut Nylock, Gr.2                          |
| 26      | 4H000009     | 3   | Lift Assist Spring Assembly                        |
| 27      | 1AFC009H0000 | 1   | 1/2" Flat Washer                                   |
| 28      | 1AFC12HFA05  | 1   | 1/2"-13 x 6" Hex Bolt, Gr.5, Full Thread           |
| 29      | 1AFC17H0000  | 1   | 1/2" Hex Nut                                       |
| 30      | 1AUD0030630  | 1   | Lift Assist Spring                                 |

Please order replacement parts by Part Number and Description.



## 16' Telescoping Tongue Parts Breakdown

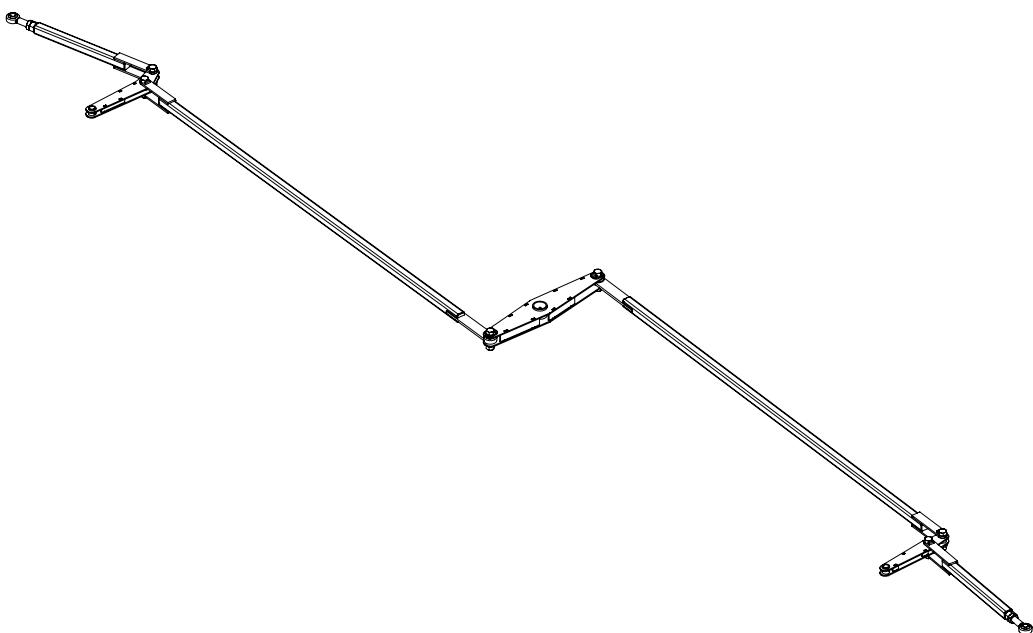


16' Telescoping Tongue Breakdown 36

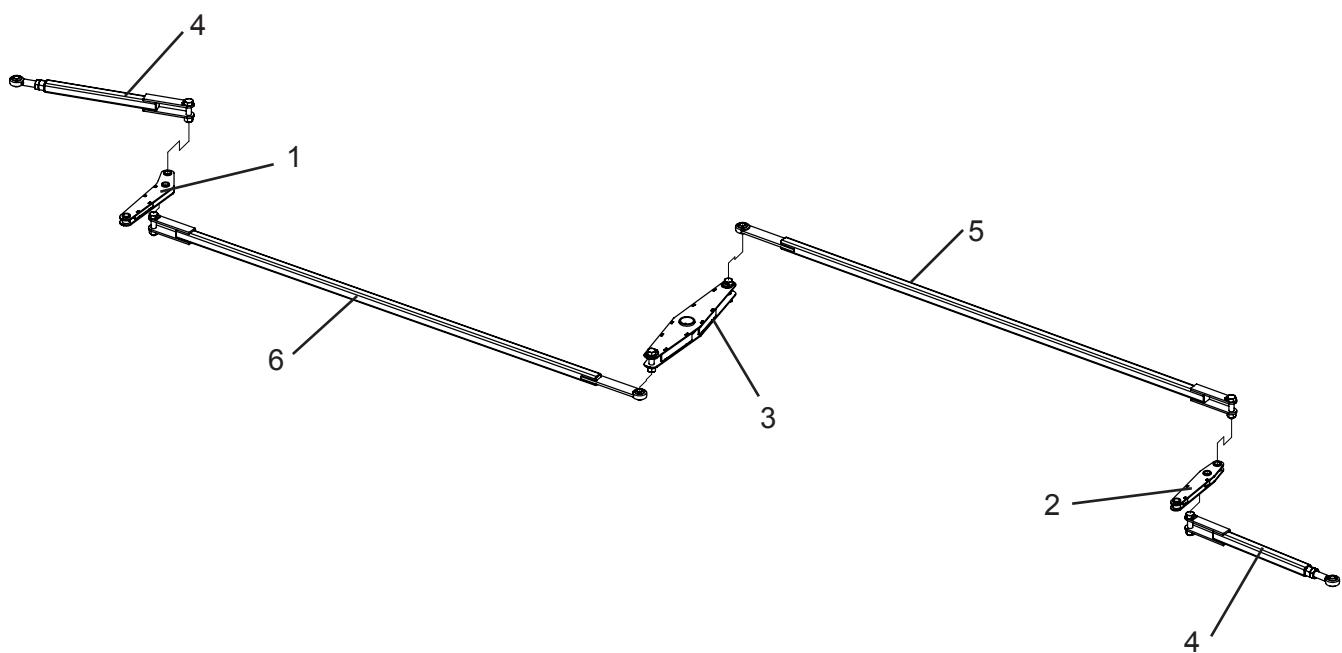
## AWS Steering Linkage Parts Breakdown

| Ref No. | Part Number | Qty | Description                           |
|---------|-------------|-----|---------------------------------------|
| 1       | 5H000338    | 1   | HT-AWS 38 FT FRONT STEERING PIVOT ARM |
| *       | 5H000318    | 1   | HT-AWS 32 FT FRONT STEERING PIVOT ARM |
| *       | 5H000373    | 1   | HT-AWS 42 FT FRONT STEERING PIVOT ARM |
| *       | 5H000379    | 1   | HT-AWS 48 FT FRONT STEERING PIVOT ARM |
| 2       | 5H000320    | 1   | HT-AWS REAR STEERING PIVOT ARM        |
| 3       | 5H000319    | 1   | HT-AWS CENTER STEERING PIVOT ARM      |
| 4       | 5H000321    | 2   | HT-AWS STEERING LINKAGE #1&4          |
| 5       | 5H000337    | 1   | HT-AWS 38 STEERING LINKAGE #3         |
| *       | 5H000323    | 1   | HT-AWS 32 STEERING LINKAGE #3         |
| *       | 5H000372    | 1   | HT-AWS 42 STEERING LINKAGE #3         |
| *       | 5H000381    | 1   | HT-AWS 48 STEERING LINKAGE #3         |
| 6       | 5H000336    | 1   | HT-AWS 38 STEERING LINKAGE #2         |
| *       | 5H000322    | 1   | HT-AWS 32 STEERING LINKAGE #2         |
| *       | 5H000371    | 1   | HT-AWS 42 STEERING LINKAGE #2         |
| *       | 5H000380    | 1   | HT-AWS 48 STEERING LINKAGE #2         |

Please order replacement parts by  
Part Number and Description.  
(\* = FOR 32', 42', or 48' AWS)



## AWS Steering Linkage Parts Breakdown

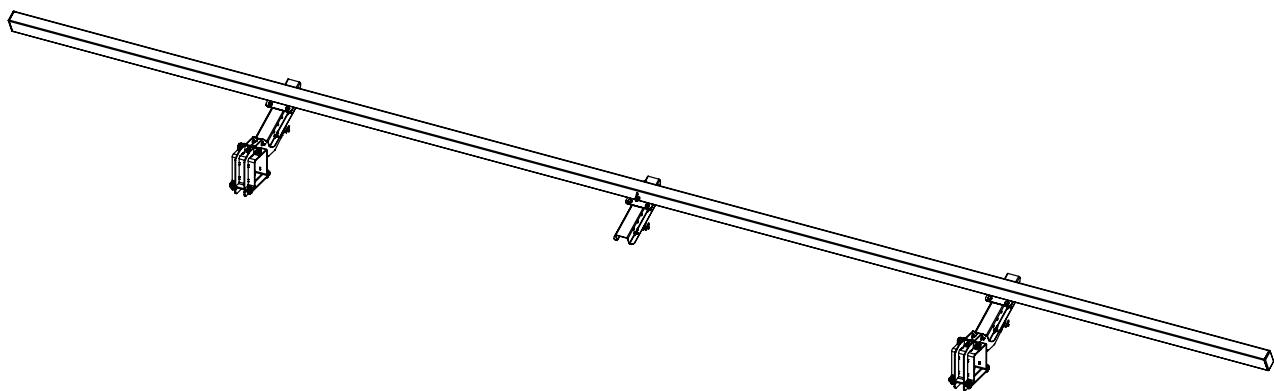


## AWS Top Rail Parts Breakdown

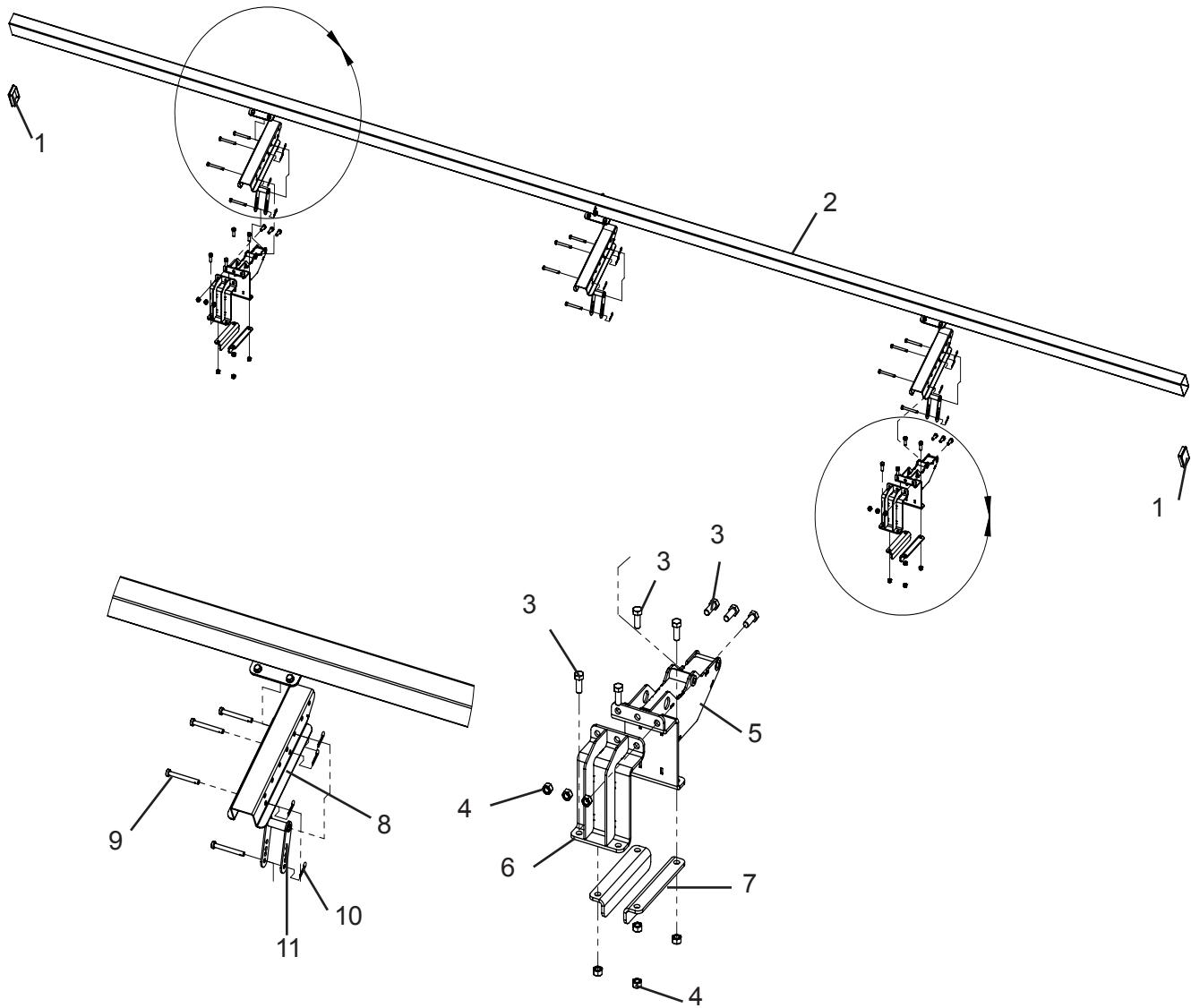
| Ref No. | Part Number | Qty | Description                            |
|---------|-------------|-----|--|
| 1       | 1AR00000051 | 2   | 6X4X1/8 PLASTIC TUBE CAP               |
| 2       | 5H000335    | 1   | HT-AWS 38 FT TOP RAIL ASSY             |
| *       | 5H000306    | 1   | HT-AWS 32 FT TOP RAIL ASSY             |
| *       | 5H000370    | 1   | HT-AWS 42 FT TOP RAIL ASSY             |
| *       | 5H000378    | 1   | HT-AWS 48 FT TOP RAIL ASSY             |
| 3       | 1AFC12LBA08 | 14  | 3/4" X 2" HEX BOLT GR.8                |
| 4       | 1AFC69L0008 | 14  | 3/4"-10 CROWN LOCK NUT, GR. 8, CAD     |
| 5       | 5H000310    | 2   | HT-AWS TOP RAIL PIVOT MOUNT WMT        |
| 6       | 5H000311    | 2   | HT-AWS MOUNT CLAMP WMT                 |
| 7       | 3H000445    | 4   | HT-AWS LOWER CLAMP ANGLE               |
| 8       | 5H000307    | 3   | HT-AWS TOP RAIL PIVOT WMT              |
| 9       | 1AFZ06JEAD0 | 12  | 5/8" X 5-1/4" CLEVIS PIN - ZINC PLATED |
| 10      | 1AF052BBAH0 | 12  | 1/8" X 2-1/2" BRIDGE PIN               |
| 11      | 5H000308    | 3   | HT-AWS PIVOT ARM LINK WMT              |

Please order replacement parts by  
Part Number and Description.  
(\* = FOR 32', 42', OR 48' AWS)

**NOTE:** This is a diagram for 32', 38', & 42' with 3  
mounting points. The top rail on the 48' will have 5  
mounting points.



## AWS Top Rail Parts Breakdown

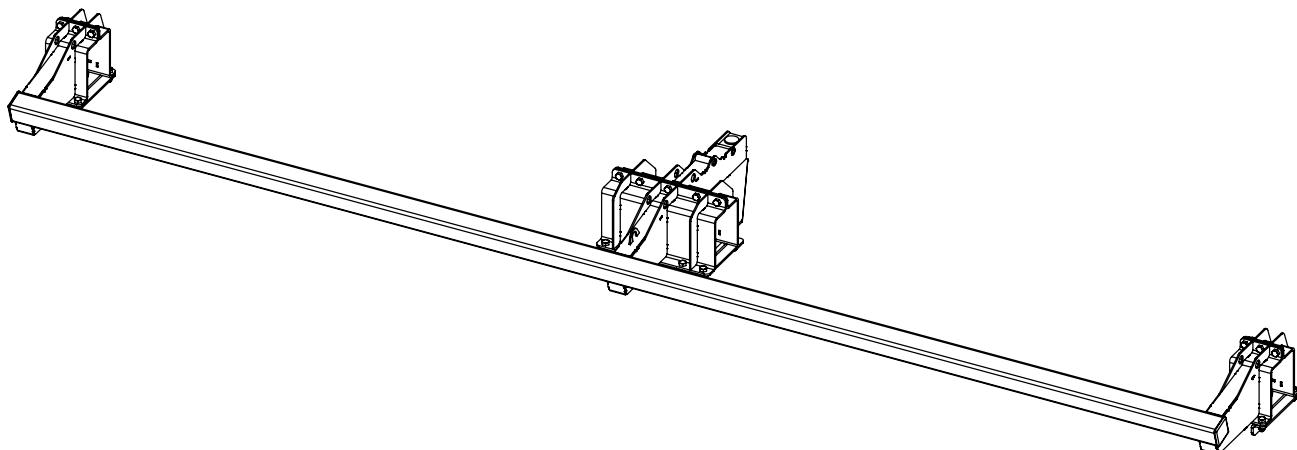


AWS Top Rail Breakdown 40

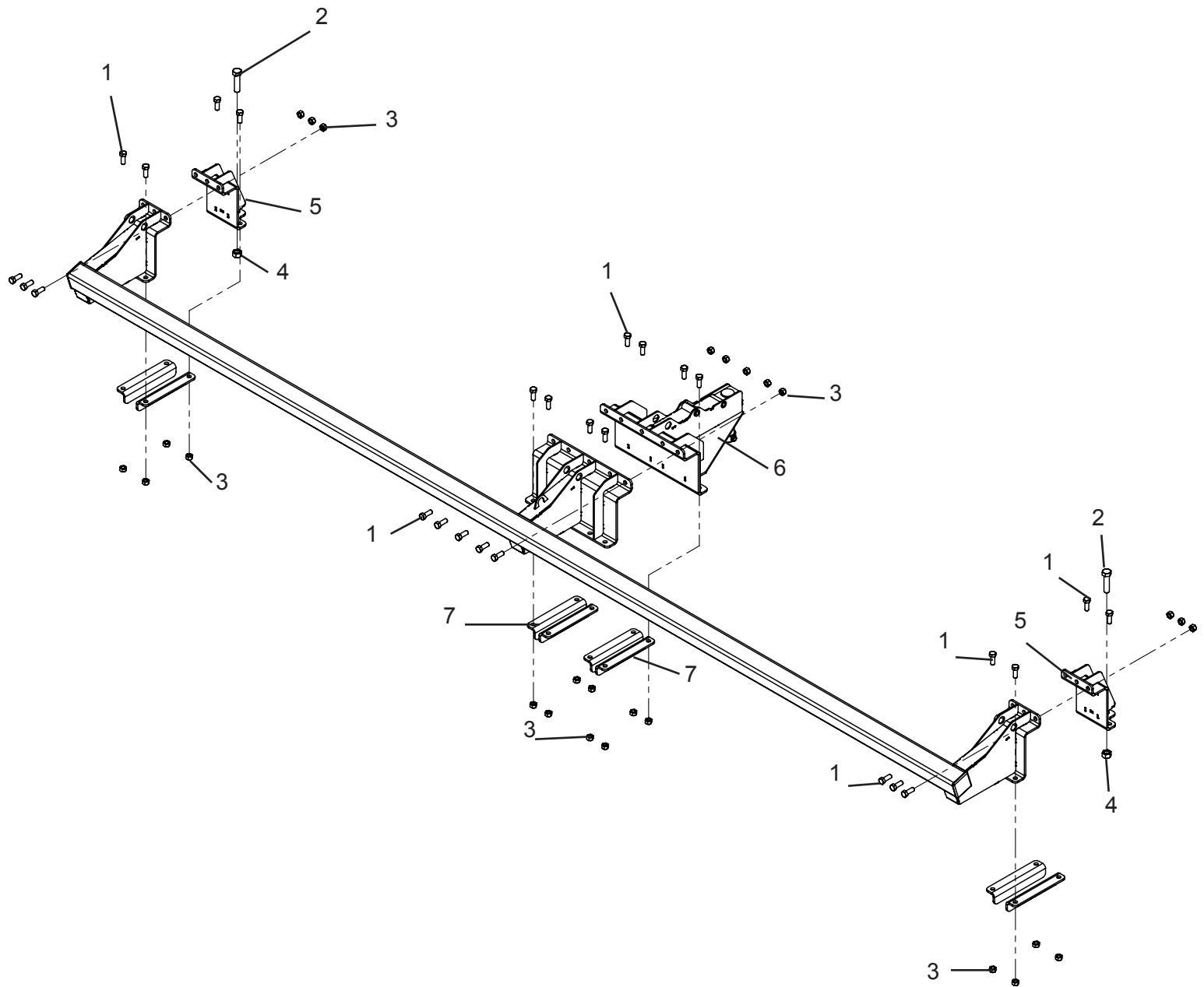
## AWS Bottom Rail Parts Breakdown

| Ref No. | Part Number | Qty | Description                                       |
|---------|-------------|-----|---|
| 1       | 1AFC12LBA08 | 27  | 3/4" X 2" HEX BOLT GR. 8                          |
| 2       | 1AFF12QDA08 | 2   | 1"-14 X 4" HEX CAP SCREW GR.8                     |
| 3       | 1AFC69L0008 | 27  | 3/4"-10 CROWN LOCK NUT, GR.8 CAD                  |
| 4       | 1AFF18Q0008 | 2   | 1"-14 NYLOCK NUT, GR.8 CAD                        |
| 5       | 5H000313    | 2   | HT-AWS STEERING LINKAGE PIVOT SUPPORT WMT         |
| 6       | 5H000314    | 1   | HT-AWS CENTER TOP RAIL & STEERING PIVOT MOUNT WMT |
| 7       | 3H000445    | 8   | HT-AWS LOWER CLAMP ANGLE                          |

**NOTE:** This is a Diagram of a 32', 38', & 42'. The 48' bottom rail will have more mounting brackets.



## AWS Bottom Rail Parts Breakdown



## 32' & 38' Main Parts Breakdown

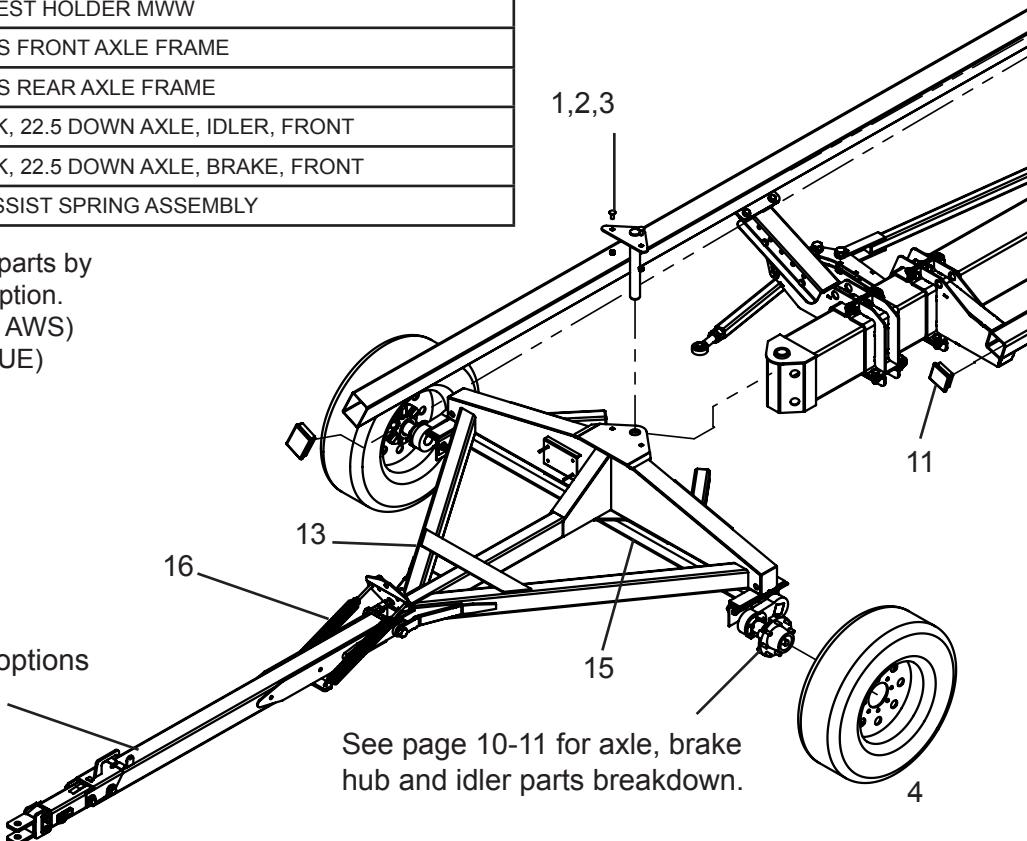
| Ref No. | Part Number | Qty | Description                                  |
|---------|-------------|-----|--|
| 1       | 5H000302    | 2   | HT-AWS PIVOT PIN WMT                         |
| 2       | 1AFY04HAAD5 | 4   | 1/2"-13 X 1-1/4" CARRIAGE BOLT G5 YCP        |
| 3       | 1AFC05H0000 | 4   | 1/2"-13 CENTER LOCK NUT, PLTD                |
| 4       | 1ATCLIJ808E | 4   | 235/80R16 WHT MOD 8B LRE - IMPORT 8          |
| *       | 1ATC0EL800H |     | 215/75R17.5 on OEM 865 IMP LRH               |
| 5       | 5H000333    | 1   | HT-AWS 38' BOTTOM RAIL & STEERING PIVOT ASSY |
| *       | 5H000328    | -   | HT-AWS 32' BOTTOM RAIL & STEERING PIVOT ASSY |
| 6       | 9H000035    | 2   | HT- ADJ SLIDER DRAPER BRACKET                |
| 7       | 1AAT78015PA | 1   | AWS 7K, 22.5 DOWN AXLE, IDLER, REAR          |
| -       | 1AAT78E15PA | 1   | AWS 7K, 22.5 DOWN AXLE, BRAKE, REAR          |
| 8       | 1AEL6050000 | 2   | RED 6" OVAL-LED LIGHT                        |
| 9       | 1AEL0607003 | 2   | MIDSHIP LIGHT GROMMET                        |
| 10      | 1AU00000154 | 1   | SLOW MOVING VEHICLE (SMV) SIGN               |
| 11      | 1AR00000050 | 2   | 4" x 4" x 7ga PLASTIC CAP                    |
| 12      | 1AR00000051 | 2   | 4" x 6" x 1/8" PLASTIC TUBE CAP              |
| -       | 1AU00000063 | -   | HT RATCHET TIE DOWNS (SLIP-KNOT)             |
| -       | 1AEZ4192000 | 1   | 12-V BREAK-AWAY KIT FOR 1-3 AXLE             |
| -       | 1AU00000011 | 1   | MANIFEST HOLDER MW                           |
| 13      | 5H000299    | 1   | HT-AWS FRONT AXLE FRAME                      |
| 14      | 5H000300    | 1   | HT-AWS REAR AXLE FRAME                       |
| 15      | 1AAT7801CPA | 1   | AWS 7K, 22.5 DOWN AXLE, IDLER, FRONT         |
| -       | 1AAT78E1CPA | 1   | AWS 7K, 22.5 DOWN AXLE, BRAKE, FRONT         |
| 16      | 4H000009    | 2** | LIFT ASSIST SPRING ASSEMBLY                  |

Please order replacement parts by  
Part Number and Description.

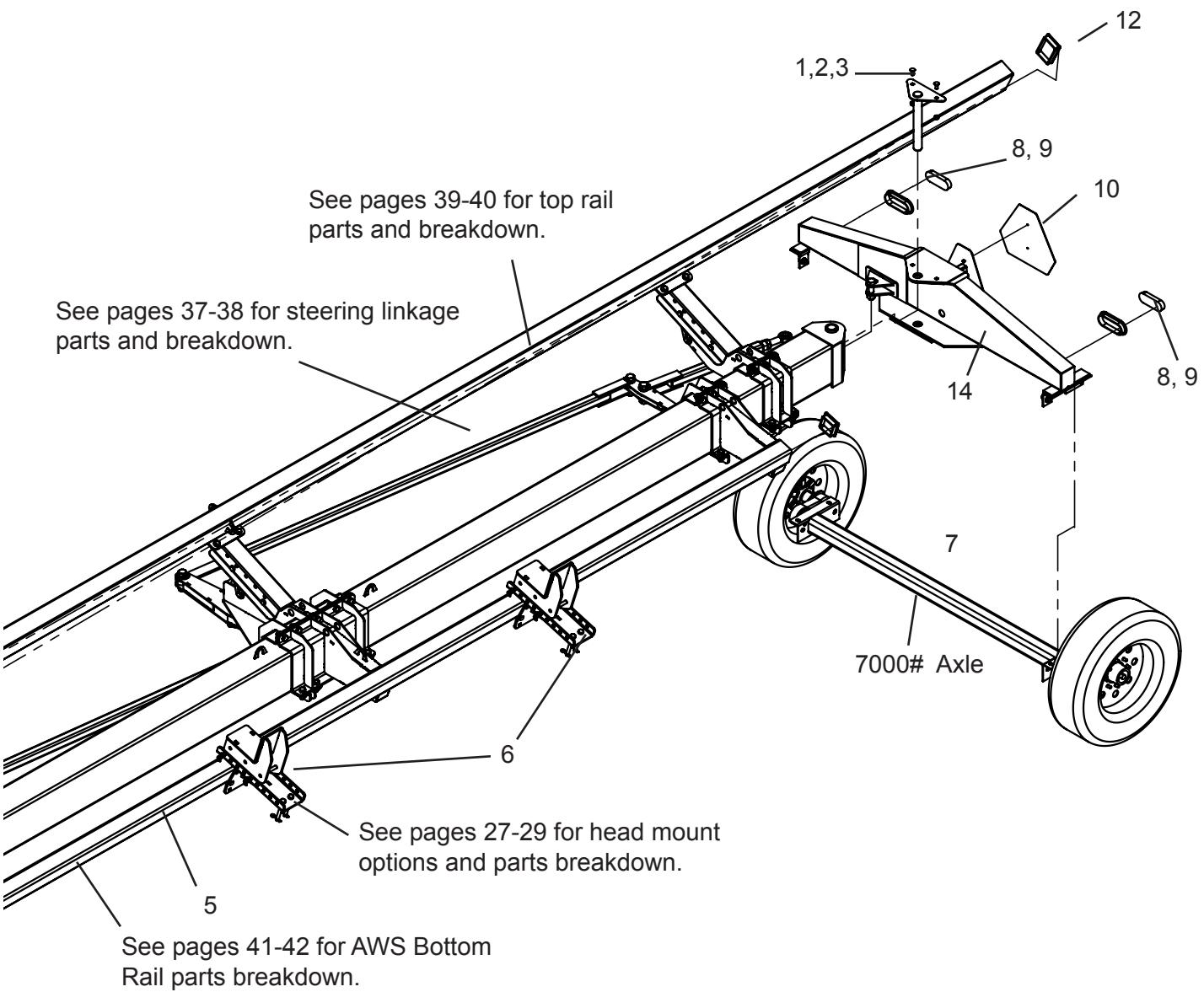
(\* = FOR 32', 42', OR 48' AWS)

(\*\* = 3 FOR 16' TONGUE)

See pages 33-36 for tongue options  
and parts breakdown.



## 32' & 38' Main Parts Breakdown



## 42' & 48' Main Parts Breakdown

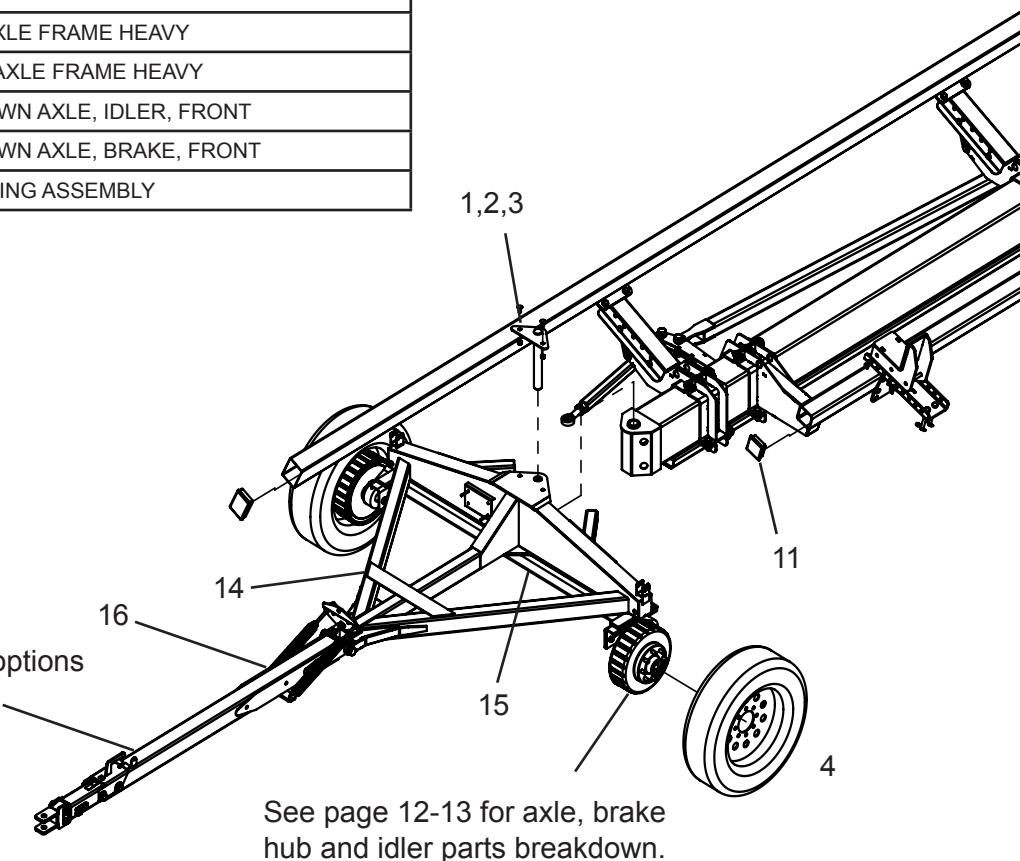
| Ref No. | Part Number | Qty | Description                                  |
|---------|-------------|-----|--|
| 1       | 5H000302    | 2   | HT-AWS PIVOT PIN WMT                         |
| 2       | 1AFY04HAAD5 | 4   | 1/2"-13 X 1-1/4" CARRIAGE BOLT G5 YCP        |
| 3       | 1AFC05H0000 | 4   | 1/2"-13 CENTER LOCK NUT, PLTD                |
| 4       | 1ATCWWL800H | 4   | 215/75R17.5 on OEM 865 IMP LRH, WHITE RIM    |
| *       | 1ATCLIJ808E | 4   | 235/80R16 WHT MOD 8B LRE - IMPORT 8          |
| 5       | 5H000376    | 1   | HT-AWS 48' BOTTOM RAIL & STEERING PIVOT ASSY |
| *       | 5H000368    | -   | HT-AWS 42' BOTTOM RAIL & STEERING PIVOT ASSY |
| 6       | 9H000035    | 4   | HT- ADJ SLIDER DRAPER BRACKET                |
| 7       | 1AAT88015PA | 1   | AWS 8K, 22.5 DOWN AXLE, IDLER, REAR          |
| -       | 1AAT88E15PA | 1   | AWS 8K, 22.5 DOWN AXLE, BRAKE, REAR          |
| 8       | 1AEL6050000 | 2   | RED 6" OVAL-LED LIGHT                        |
| 9       | 1AEL0607003 | 2   | MIDSHIP LIGHT GROMMET                        |
| 10      | 1AU00000154 | 1   | SLOW MOVING VEHICLE (SMV) SIGN               |
| 11      | 1AR00000050 | 2   | 4" x 4" x 7ga PLASTIC CAP                    |
| 12      | 1AR00000051 | 2   | 4" x 6" x 1/8" PLASTIC TUBE CAP              |
| -       | 1AU00000063 | -   | HT RATCHET TIE DOWNS (SLIP-KNOT)             |
| -       | 1AEZ4192000 | 1   | 12-V BREAK-AWAY KIT FOR 1-3 AXLE             |
| -       | 1AU00000011 | 1   | MANIFEST HOLDER MWW                          |
| 13      | 5H000344    | 1   | HT-AWS REAR AXLE FRAME HEAVY                 |
| 14      | 5H000346    | 1   | HT-AWS FRONT AXLE FRAME HEAVY                |
| 15      | 1AAT7801CPA | 1   | AWS 7K, 22.5 DOWN AXLE, IDLER, FRONT         |
| -       | 1AAT78E1CPA | 1   | AWS 7K, 22.5 DOWN AXLE, BRAKE, FRONT         |
| 16      | 4H000009    | 2** | LIFT ASSIST SPRING ASSEMBLY                  |

Please order replacement parts by

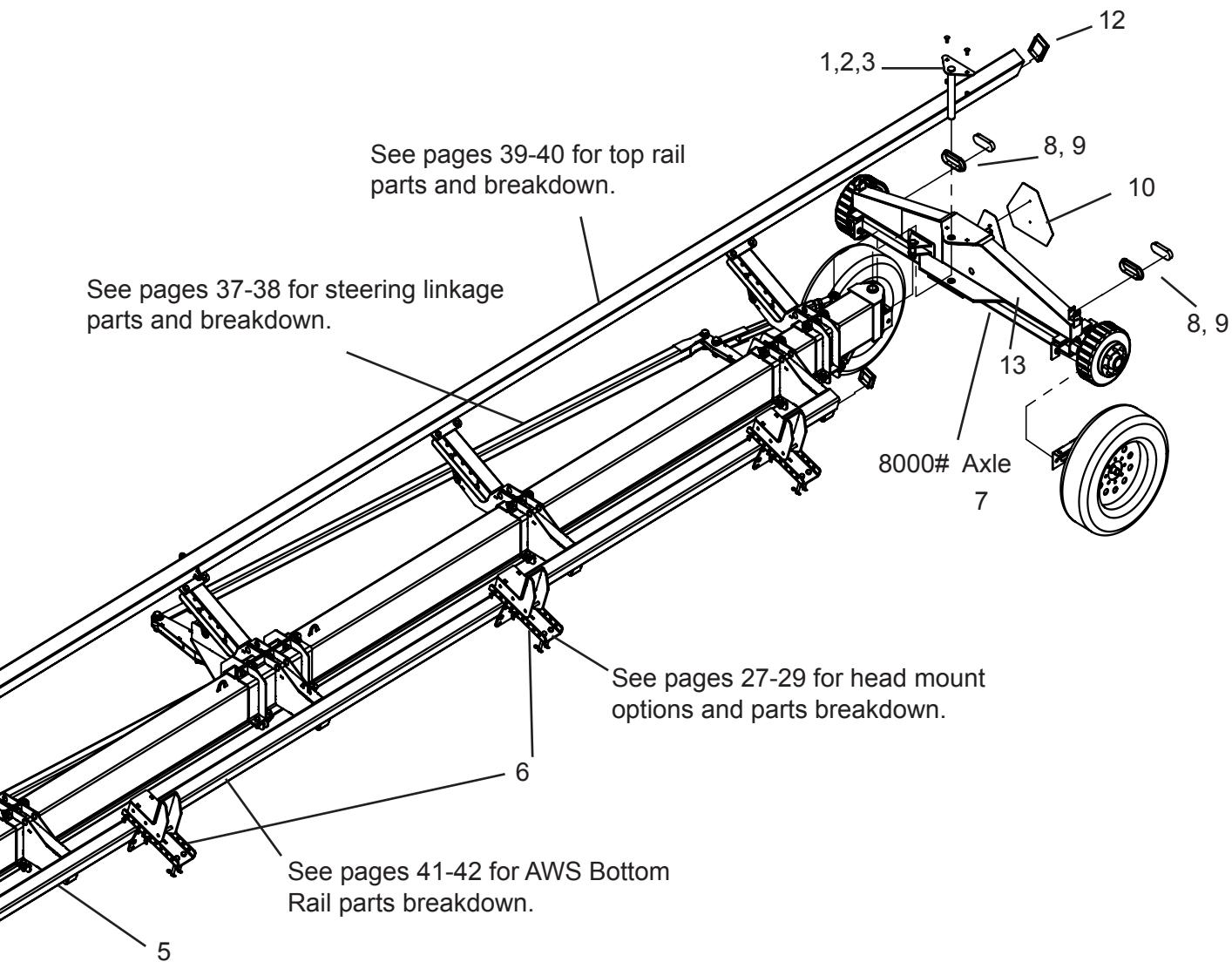
Part Number and Description.

(\* = FOR 42' AWS)

(\*\* = 3 FOR 16' TONGUE)



## 42' & 48' Main Parts Breakdown



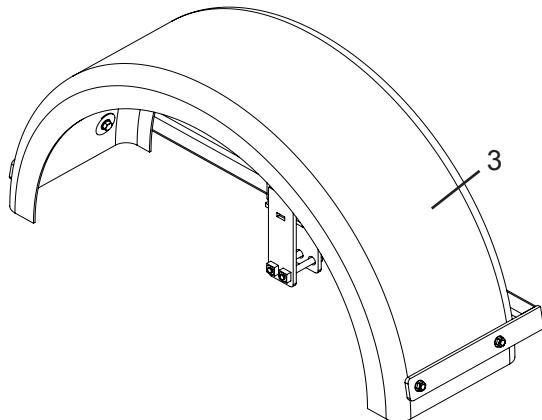
## Optional Rear Fenders

| Ref No. | Part No.    | Qty | Description                                      |
|---------|-------------|-----|--|
| 1       | 5H000201    | 2   | HT 7K Rear Fender Assembly, Driver - Series 4    |
| 2       | 5H000202    | 2   | HT 7K Rear Fender Assembly, Passenger - Series 4 |
| 3       | 1AU00000075 | 1   | Fender - HT Single Arch - Narrow                 |
| 4       | 5H000385    | 2   | HT-AWS Passenger Fender Assembly                 |
| 5       | 5H000386    | 2   | HT-AWS Driver Fender Assembly                    |

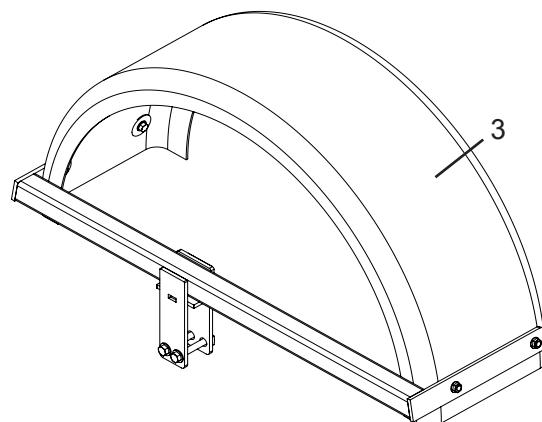
Please order replacement parts by Part Number and Description.

**NOTE Driver Rear acts as Passenger Front & Passenger Rear acts as Driver Front.**

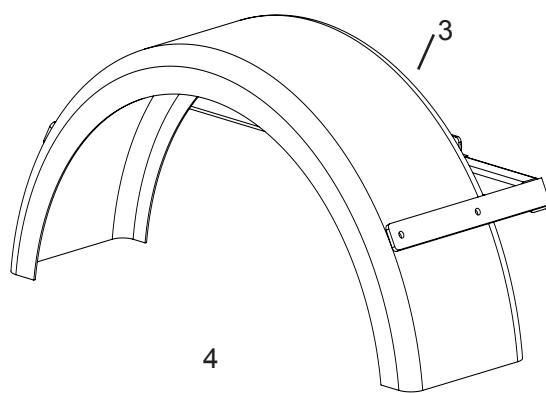
**Numbers 4-5 are for 8k axles only.**



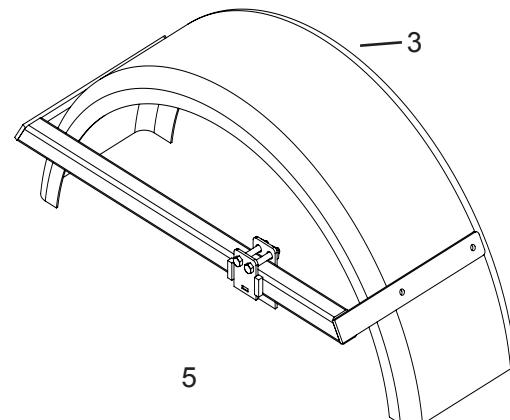
1



2



4



5

# **Head Transport Checklist**

Downtime in the fields caused by field breakdowns is costly and time consuming. Many breakdowns can be eliminated by periodic equipment maintenance. By spending a little time running over this checklist, following proper after-season care, you can save time and money later on.



## **Warning: To prevent Serious Injury or Death**

- Make sure ALL guards and shields are in place.
- Keep hands, feet, and loose clothing away from rotating parts.

## **Before Going to the Field**

### **1. Visually Inspect**

- Inspect tires for cracks and worn spots.
- Inspect head transport, make sure that all guards are in place and in good shape.
- Inspect for any loose bolts, worn parts, or cracked welds, and make any necessary repairs.
- Inspect tie-downs for cuts.

### **2. Check**

- Tires for proper inflation.
- Lug nuts for proper torque.
- Lights for proper operation.
- Zerk locations, wheel bearings, and grease as needed.
- All guards and shields. Replace or repair if necessary to insure proper protection.

### **3. Replacement Parts**

- Replace all worn or damaged parts.
- Replace tie-downs if cuts exist.

## **After Season Care**

- Grease all zerk locations.
- Repack wheel bearings before storage.
- Inspect tires for punctures, holes or any other type of leak and repair as needed.



## **Maximum Towing Speed**

MAXIMUM towing speed of 25 MPH (40 KPH).

# Dealer Instructions

## Dealer Checklist

(Dealer's Responsibility)

Inspect the equipment thoroughly to be certain it is set up properly before delivering it to the customer. The following checklist is a reminder of points to inspect.

Check off each item if it is found satisfactory or after proper adjustment is made.

**Note: It is important for the dealer to visually check and make sure all parts are intact prior to delivery to customer.**

- Check that all safety decals are installed and in good condition. Replace if damaged.
- Check that all cotter pins and safety pins are properly installed.
- Show the customer the safe, proper procedures to be used when mounting, dismounting, and storing equipment.
- Show customer how to make adjustments.
- Present Owner's/Operator's Manual and request that the customer and all operators read it before operating equipment. Point out the manual safety rules, explain their meanings and emphasize the increased safety hazards that exist when safety rules are not followed.
- Point out safety decals. Explain their meaning and the need to keep them in place and in good condition. Emphasize the increased safety hazards when instructions are not followed.
- Explain to customer the potential crushing hazards of going underneath raised equipment. Instruct customer that service work does not require going underneath unit and never to do so.

# WARRANTY

Please enter information below and save for future reference:

Date Purchased: \_\_\_\_\_ From (Dealer): \_\_\_\_\_

Model Number: \_\_\_\_\_ Serial Number: \_\_\_\_\_

Maurer Manufacturing warrants this product to be free from defect in material and workmanship. Except as otherwise set forth below, the duration of this Warranty shall be for TWELVE (12) MONTHS COMMENCING ON THE DATE OF DELIVERY OF THE PRODUCT TO THE ORIGINAL PURCHASER.

Under no circumstances will this Warranty apply in the event that the product, in the good faith opinion of Maurer, has been subjected to improper operation, improper maintenance, misuse, or an accident. This Warranty does not apply in the event that the product has been materially modified or repaired by someone other than Maurer, an authorized dealer or distributor, and/or a Maurer authorized service center. This Warranty does not cover repairs made with parts other than those obtainable through Maurer.

This Warranty is extended solely to the purchaser of the product. Should the original purchaser sell or otherwise transfer this product to a third party, this Warranty does not transfer to the third party purchaser in any way. There are no third party beneficiaries of this Warranty.

Maurer makes no warranty, express or implied, with respect to cutting edges, shanks, tires or other parts or accessories not manufactured by Maurer. Warranties for these items, if any, are provided separately by their respective manufacturers.

Maurer's obligation under this Warranty is limited to, at Maurer's option, the repair or replacement, free of charge, of the product if Maurer, in its sole discretion, deems it to be defective or in noncompliance with this Warranty. Such parts shall be provided by the selling dealer to the user during regular working hours. If requested, the product must be returned to Maurer with proof of purchase within thirty (30) days after such defect or noncompliance is discovered or should have been discovered, routed through the dealer and distributor from whom the purchase was made, transportation charges prepaid. Maurer shall complete such repair or replacement within a reasonable time after Maurer receives the product. **THERE ARE NO OTHER REMEDIES UNDER THIS WARRANTY. THE REMEDY OF REPAIR OR REPLACEMENT IS THE SOLE AND EXCLUSIVE REMEDY UNDER THIS WARRANTY.**

**THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE OF THIS WARRANTY. MAURER MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, AND MAURER SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY AND/OR ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE (EXCEPT WHERE PROHIBITED BY LAW).**

Maurer shall not be liable for any incident or consequential losses, damages or expenses, arising directly or indirectly from the product, whether such claim is based upon breach of contract, breach of warranty, negligence, strict liability in tort or any other legal theory. Maurer's obligation under this warranty, to the extent allowed by law, is in lieu of all warranties, implied or expressed for a particular purpose and any liability for incidental and consequential damages with respect to the sale or use of the items warranted. Such incidental and consequential damages shall include but not be limited to: transportation charges other than normal freight charges; loss of crops or any other loss of income; rental of substitute equipment, expenses due to loss, damage, detention or delay in the delivery of equipment or parts resulting from acts beyond the control of Maurer.

This Warranty is subject to any existing conditions of supply which may directly affect Maurer's ability to obtain materials or manufacture replacement parts.

No agent, representative, dealer, distributor, service person, salesperson, or employee of any company, including without limitation, Maurer, its authorized dealers, distributors, and service centers, is authorized to alter, modify, or enlarge this Warranty.

**This Warranty is subject to the warranty registration being submitted. For warranty services, contact your selling dealer.**

**Warranty 50**

## **WARRANTY FOR PARTS**

Maurer Manufacturing ("Maurer") warrants its parts to be free from defect in material and workmanship for a period of ninety (90) days from the date of delivery of the part(s) to the original purchaser.

Replacement or repair parts installed in the equipment covered by warranty are warranted for ninety (90) days from date of purchase of such part or to the expiration of the applicable new equipment warranty period, whichever occurs later.

Under no circumstances will this Warranty apply in the event that the product parts are installed in, in the good faith opinion of Maurer, has been subjected to improper operation, improper maintenance, misuse, or an accident. This Warranty does not cover normal wear or tear, or normal maintenance items.

This Warranty is extended solely to the original purchaser of the product. Should the original purchaser sell or otherwise transfer this product to a third party, this Warranty does not transfer to a third party purchaser in any way. There are no third party beneficiaries of this Warranty.

Maurer's obligation under this Warranty is limited to, at Maurer's option, the repair or replacement, free of charge, of the product if Maurer, in its sole discretion, deems it to be defective or in noncompliance with this Warranty. The selling dealer shall provide such parts to the user during regular working hours. If requested, the product must be returned to Maurer with proof of purchase within thirty (30) days after such defect or noncompliance is discovered or should have been discovered, routed through the dealer and distributor from whom the purchase was made, transportation charges prepaid. Maurer shall complete such repair or replacement within a reasonable time after Maurer receives the product. **THERE ARE NO OTHER REMEDIES UNDER THIS WARRANTY. THE REMEDY OF REPAIR OR REPLACEMENT IS THE SOLE AND EXCLUSIVE REMEDY UNDER THIS WARRANTY.**

**THERE ARE NO WARRANTIES WHICH EXTEND BEYOND THE DESCRIPTION ON THE FACE OF THIS WARRANTY. MAURER MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, AND MAURER SPECIFICALLY DISCLAIMS ANY IMPLIED WARRANTY OF MERCHANTABILITY AND/OR ANY IMPLIED WARRANTY OF FITNESS FOR A PARTICULAR PURPOSE (EXCEPT WHERE PROHIBITED BY LAW.)**

Maurer shall not be liable for any incidental or consequential losses, damages or expenses, arising directly or indirectly from the product, where such claim is based upon breach of contract, breach of warranty, negligence, strict liability in tort or any other legal theory. Without limiting the generality of the foregoing, Maurer specifically disclaims any damages relating to (i) lost profits, business, revenues, or goodwill; (ii) loss of crops; (iii) loss because of delay in harvesting; (iv) any expense or loss incurred for labor, supplies, substitute machinery or rental; or (v) any other type of damage to property or economic loss.

This Warranty is subject to any existing conditions of supply which may directly affect Maurer's ability to obtain materials or manufacture replacement parts.

No agent, representative, dealer, distributor, service person, salesperson, or employee of any company, including without limitation, Maurer, its authorized dealers, distributors, and service centers, is authorized to alter, modify, or enlarge this Warranty.

**For warranty services, contact your selling dealer.**

## NOTES

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# LAKES ENTERPRISES, INC.

## D/B/A

# MAURER MANUFACTURING

## HEAD TRANSPORT LIMITED WARRANTY REGISTRATION

Your new Head Transport is covered by a limited warranty.  
To initiate the warranty this form **MUST** be completed and returned to  
Maurer Manufacturing within 30 days of delivery.

PLEASE PRINT OR TYPE

|   |   |
|---|---|
| Owner's Name  | Vehicle Identification Number/Serial Number |
| PO Box / Street Address   | Transport Length                            |
| City, State, Zip  | Dealership Name                             |
| Telephone Number  | City, State, Zip                            |
| Date of Purchase  | Telephone Number                            |
| Intended Use: <input type="checkbox"/> Rental <input type="checkbox"/> Personal<br><input type="checkbox"/> Farm/Ranch <input type="checkbox"/> Commercial <input type="checkbox"/> Government  | Dealer Representative                       |
| The Owner's Manual has been given to me and explained. I have read and fully understand the safe operation and the proper servicing and maintenance of the above transport and the terms of the limited warranty shown inside the manual. |   |
| Purchaser's Signature: _____ Date: _____  |   |
| Pre-Delivery Service: This transport was carefully prepared for delivery, inspected and adjusted according to factory recommendations before delivery to the retail purchaser.  |   |
| Delivery Service: The limited warranty was explained and a copy was presented to the retail purchaser along with the Owner's Manual.  |   |
| Dealer Representative Signature: _____  |   |

Please mail to the following:

LAKES ENTERPRISES, INC. DBA  
MAURER MANUFACTURING  
PO BOX 160  
SPENCER, IA 51301-0160

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**Instruction Manual  
8H000017  
Revision AC 11/20/2017**

