

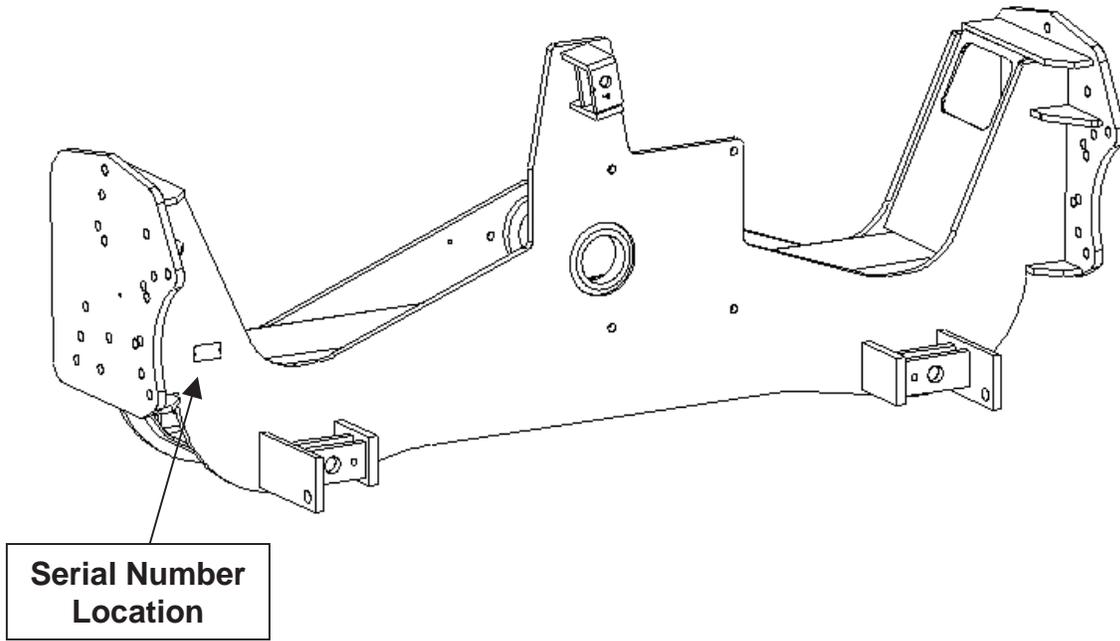


Model 2600-2800 Leveling System Operator Manual

**Model 2600: 260H-1001 thru 2600-1042
Model 2800: 2800-1001 thru 2800-1102**

(D-010223DJC01A)

SERIAL NUMBER LOCATION



Write the serial number and the model number of the Leveling System on the lines provided. If needed, give these numbers to your dealer when you need parts or information for your machine.

SERIAL NUMBER

MODEL NUMBER



Warranty Registration

Product Purchased _____

Model # _____ Serial # _____

(The product name, model # and serial # are located on the product label.)

Date of Purchase ____/____/____

Where purchased? _____

Purchased by _____

Mailing Address _____

Shipping Address _____

City, State _____ Zip _____

Phone # (____) _____ Fax # (____) _____

Where did you hear of this product?

IMPORTANT!! This card must be completed and returned to validate the warranty. Thank you for purchasing this Hillco product.

Fill out this card and return it to Hillco, Inc. Also fill out the form below the card and retain it for your records.

OWNER'S OBLIGATION

WARRANTY REGISTRATION You must complete the Warranty Registration Card and submit it to Hillco, Inc. within thirty (30) days of the date of delivery to register the new equipment under Hillco's Warranty Policy.

Warranty Void if not Registered!

WARRANTY TRANSPORTATION COSTS It is the responsibility of the owner, at the owner's expense, to transport the equipment to the service shop of an authorized Hillco dealer or alternately for any travel or transportation expense involved in fulfilling this warranty.

MAINTENANCE SERVICE The operator's manual furnished to you with the equipment at the time of delivery contains important maintenance and service information. You should read the manual carefully and follow all maintenance and service recommendations. Doing so will result in greater satisfaction with your equipment and help to avoid service and warranty problems. Please remember that failures due to improper maintenance of your equipment are not covered by warranty.

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WARRANTY POLICY

Hillco Leveling System Warranty

Hillco warrants the Hillco Leveling System to the original retail purchaser, or authorized transferee, to be free from defects in material or workmanship for a period of twelve (12) months following the warranty start date. Hillco additionally agrees to provide a one year warranty to the dealer and retail customer for Case parts or components that are modified or affected by the conversion, provided that those defects are attributable to the design or manufacture of the Hillco leveling system. Hillco's obligation under this warranty shall be limited to the repair or replacement, at Hillco's option, of any product or part, which proves to be defective. All other costs, including labor and travel expense, are not the responsibility of Hillco. All warranty service must be provided by Hillco or an authorized Hillco Leveling System dealer using only authorized Hillco parts.

Warranty Procedure

The warranty start date shall be the date of sale of the Hillco Leveling System to the original retail purchaser or the first day of July preceding the first use season, whichever is earlier, or as otherwise authorized in writing by Hillco.

The Hillco Leveling System Warranty Registration Card must be returned to Hillco within 30 days of sale of such unit to the original retail purchaser. Warranty may be transferred to a second retail purchaser, during the warranty period, provided that an authorized Hillco Leveling System dealer completes a Case-IH warranty transfer form and a copy is sent to Hillco.

Warranty claims must be submitted to Hillco during the warranty period and must include the combine and Hillco Leveling System serial numbers. Hillco reserves the right to either inspect the product at the original retail purchaser's location, or the authorized Hillco dealer's location; or require it to be returned to Hillco, F.O.B. Hillco, for inspection.

Exclusions to General Warranty

This warranty does not cover:

- 1) Hillco Leveling Systems installed by anyone other than an authorized Hillco Leveling System dealer, Hillco or other parties specifically authorized by Hillco.
- 2) Warranty claims directly resulting from improper installation.
- 3) Any product damaged by accident, abuse, misuse, or negligence after shipment from Hillco.
- 4) Any product altered or modified unless such alterations or modifications are specifically authorized by Hillco.

Limitation of Liability

Hillco makes no express warranties other than those, which are specifically described herein. Any description of the goods sold hereunder, including any reference to buyer's specifications and any descriptions in circulars and other written material published by Hillco is for the sole purpose of identifying such goods and shall not create an express warranty that the goods shall conform to such description.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES EXPRESSED OR IMPLIED. There are no implied warranties of merchantability or fitness for a particular purpose. This warranty states Hillco's entire and exclusive liability and buyer's exclusive remedy for any claim for damages in connection with the sale or furnishing of Hillco products, their design, suitability for use, installation or operation, or for any claimed defects herein. **HILLCO WILL IN NO EVENT BE LIABLE FOR ANY INCIDENTAL OR CONSEQUENTIAL DAMAGES WHATSOEVER, NOR FOR ANY SUM IN EXCESS OF THE PRICE RECEIVED FOR THE GOODS FOR WHICH LIABILITY IS CLAIMED.**

No representative of Hillco nor any dealer associated with Hillco has the authority to change the items of this warranty in any manner whatsoever, and no assistance to purchaser by Hillco in the repair or operation of any Hillco product shall constitute a waiver of the conditions of this warranty, nor shall such assistance extend or revive it.

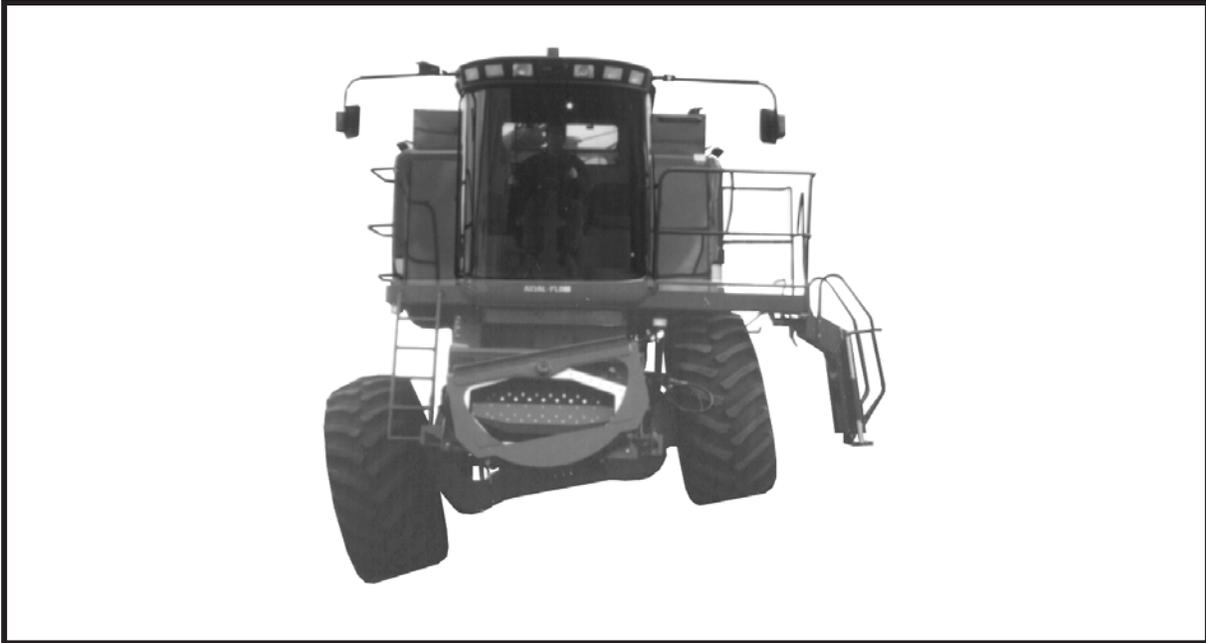
INTRODUCTION

Thank you for choosing the Hillco 2000 Series Leveling System to compliment your farming operation. This product has been designed and manufactured to meet the needs of a discriminating buyer for increasing the performance of a combine.

Safe, efficient and trouble free use of your Hillco 2000 Series Leveling System requires that you and anyone else who will be operating or maintaining the leveling system, read and understand the safety, operation, and maintenance information contained in the Operator's Manual.

If extra copies of the operator's manual are needed, contact Hillco at 1-800-937-2461 and ask for document D-010223DJC01.

HILLCO 2000 LEVELING SYSTEM

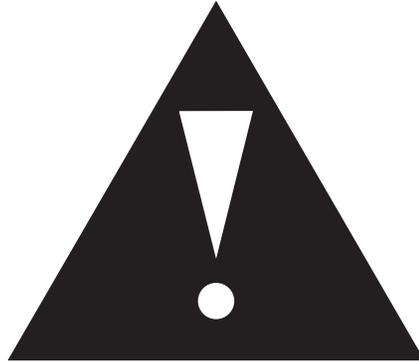


This manual covers the Hillco 2000 Series Model 26-2800 Leveling System built by Hillco. Use the Table of Contents as a guide when searching for specific information.

Keep this manual handy for frequent reference and to pass on to new operators or owners. Call your Hillco dealer or Hillco if you need assistance or information at 1-800-937-2461.

OPERATOR ORIENTATION – The directions left, right, front, and rear, as mentioned throughout this manual, are as seen from the combine operator's seat and facing in the direction of forward travel.

SAFETY ALERT SYMBOL



This Safety Alert symbol means
ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

The Safety Alert symbol identifies important safety messages on the Hillco 2000 Series Leveling System and in the manual. When you see this symbol, be alert to the possibility of personal injury or death. Follow the instructions in the safety message.

SIGNAL WORDS

Note the use of the signal words **DANGER**, **WARNING**, and **CAUTION** with the safety messages. The appropriate signal word for each message has been selected using the following guidelines:

DANGER - An immediate and specific hazard, which **WILL** result in severe personal injury or death if the proper precautions are not taken.

WARNING - A specific hazard or unsafe practice, which **COULD** result in severe personal injury or death if proper precautions are not taken.

CAUTION - Unsafe practices which **COULD** result in personal injury if proper practices are not taken, or as a reminder of good safety practices.

OPERATION SAFETY

1. Read and understand the Operator's Manual and all safety labels before operating the leveling system.
2. Make sure that all controls are in the manual position before starting the combine.
3. Clear the area of all bystanders, especially children, before starting the leveling system and during operation.
4. Make sure all safety shields are in place before operating the combine. Never operate the machine with the shields removed.
5. Keep hands, feet, hair and clothing away from all moving and/or rotating parts.
6. Stay seated in the cab during operation.
7. Operate controls only when sitting in the seat of the combine.
8. To avoid engine damage, do not run the machine for extended periods of time when it is in the leveled over position.
9. Always travel at a safe speed. Use caution when making turns or traversing ditches.
10. The leveling system is equipped with a maximum level warning lamp. This lamp indicates when the machine has reached its maximum leveling capability. There are restrictions as to tread width and tire selection for combines used in harvesting slopes greater than the maximum leveling capability of the leveling system. Refer to page 13 for important information on these restrictions.
11. The use of after-market grain tank extensions is prohibited from use on combines equipped with the Model 26-2800 leveling system.
12. Level Limit Stops should be used on combines that rely on the limit switches to stop the leveling prematurely to prevent sheet metal damage (Refer to Page 19).

HYDRAULIC SAFETY

1. Do not search for high-pressure hydraulic leaks without hand and face protection. A tiny, almost invisible leak can penetrate skin, thereby requiring immediate medical attention.
2. Use cardboard or wood to detect leaks – never your hands!
3. Double check that all is clear before operating hydraulics.
4. Maintain proper hydraulic fluid levels.
5. Ensure all fittings and hoses are in good repair.
6. Do not make any repairs to the leveling system hydraulic system including: cylinders, valves, hydraulic hoses, adapters, pumps, manifolds, or reservoirs without first contacting you authorized Hillco dealer. These hydraulic components stabilize the chassis of the combine. Improper repair or replacement of these components could lead to uncontrolled leveling of the combine's chassis.

SERVICING AND MAINTENANCE SAFETY

1. Review the Operator's Manual and all safety items before servicing or maintaining the leveling system.
2. Place the Auto/Off/Manual leveling toggle switch in the "Off" position, stop the combine engine, wait for any moving parts to stop, block the tires, the header, and the cylinder areas before servicing, repairing, adjusting, or maintaining the leveling system.
3. Hydraulic oil is under pressure. Use caution when dealing with the hydraulic system.
4. Keep hands, feet clothing and hair away from all moving and/or rotating parts.
5. Clear the area of bystanders, especially children, when carrying out any maintenance, repairs or making any adjustments.

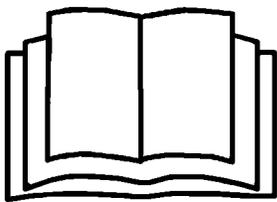
HIGHWAY OPERATION AND TRANSPORT SAFETY

1. Check with local authorities regarding combine transport on public roads. Obey all applicable regulations and laws.
2. Check clearance elevations and widths of combine for travel near power lines, bridges, trees, etc.
3. Make sure the Auto/Off/Manual leveling toggle switch is in the “Off” position for all transport and highway travel situations.
4. Always travel at a safe speed. Use caution when making corners or meeting traffic.

SAFETY LABELS

Familiarize yourself with the location of all safety labels. Read them carefully to understand the safe operation of your machine.

“Read Operator’s Manual” Symbol



Decals, which display the “Read Operator’s Manual” symbol, are intended to direct the operator to the Operator’s Manual for further information regarding maintenance, adjustments and/or procedures for particular areas of the leveling system. When a decal displays this symbol refer to the Operator’s Manual for further instructions.

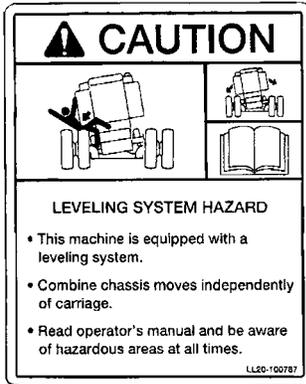
TO APPLY NEW OR REPLACEMENT LABELS:

1. Make sure the label area is smooth by removing any debris such as dirt or old labels.
2. Wash the area with soap and water and then dry it thoroughly.
3. After the area has completely dried, peel the backing off the safety label and place it onto the cleaned area.
4. Make sure all areas of the label have adhered to the machine by pressing down on the entire face of the label, including the corners.

SAFETY LABEL LOCATIONS



SAFETY LABEL SPECIFICATIONS



Label #1
Part number: LL20-100787
Locations: 2 (left and right side of combine above front tires)



Label #2
Part Number: LL20-100783
Locations: 6 (front of undercarriage arms, frame mount area, and each rear side of combine)



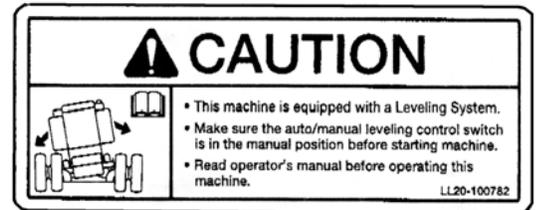
Label #3
Part number: LL20-10784
Locations: 2 (left and right side of upper transition face plate)



Label #4
Part number: LL20-100788
Locations: 3 (main cylinders and hydraulic access door)



Label #5
Part number: LL20-100786
Locations: 1 (front of electrical box)



Label #6
Part number: LL20-100782
Locations: 1 (inside cab window beyond console)



Label #7
Part number: LL20-100785
Locations: 1 (ladder well)

These safety labels should be present and legible at all times. If new labels are needed, or you have any questions concerning safety, please contact Hillco at 1-800-937-2461.

OPERATION, SETUP, AND MAINTENANCE

ELECTRICAL OPERATION

LEVELING SYSTEM CONTROLS

MANUAL LEFT / RIGHT LEVELING SWITCH

LEVEL LEFT: Push the switch to the left.

LEVEL RIGHT: Push the switch to the right.

AUTO / OFF / MANUAL LEVELING SWITCH

AUTO: Push the Auto/Off/Manual leveling switch to the Auto position to select automatic leveling operation. The automatic leveling controllers monitor changes in slope and automatically keep the chassis of the combine level. The MANUAL LEFT / RIGHT leveling switch will override the automatic leveling controllers but when this switch is released the controllers will again automatically level the combine chassis.

MANUAL: Push the Auto/Off/Manual leveling switch to the Manual position to select manual leveling operation. With the switch in this position the Manual Left/Right leveling switch will level the combine left and right. When the switch is released the combine chassis will maintain the current chassis position.

OFF: Push the Auto/Off/Manual leveling switch to the Off position and all leveling functions, both manual and automatic, will cease operation. This Off position is used specifically for transport, start-up, and during service and maintenance.

HEADER TRIM SWITCH

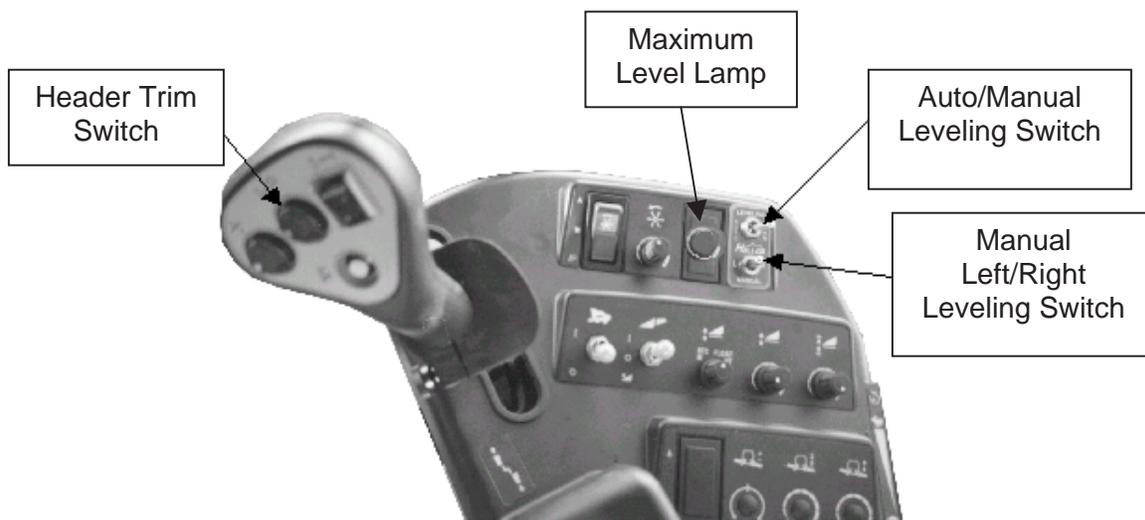
The header trim switch is the four-position header control switch mounted in the combine's SR control lever. It is used to raise and lower the header as well as trim the header left and right.

TILT LEFT: Push the switch to the left to tilt the header counterclockwise.

TILT RIGHT: Push the switch to the right to tilt the header clockwise

MAXIMUM LEVEL LAMP

The leveling system is equipped with a maximum level warning lamp. This lamp indicates when the machine has reached its maximum leveling capability. Important tire and tread width restrictions apply to the use of combines equipped with the Model 2600 Leveling system that are intended for use on slopes exceeding the maximum leveling capability. See page 13 for important details of these restrictions.



ELECTRICAL SETTINGS

LIMIT SWITCHES AND MAXIMUM LEVEL LAMP

The leveling system is equipped with left and right level limit switches that disable the automatic leveling when the combine reaches its maximum leveling capability in either direction. These switches are preset by the installer at either the maximum leveling capability of the combine or in some cases at a lesser angle to provide for proper tire clearance. It is important to note that in the event of a limit switch failure the combine may continue to level to its maximum capability. Care should be taken to make sure tire clearances are adequate in the maximum level position to prevent damage to the tire or chassis in the event that a limit switch failure should occur. The limit switches also actuate the maximum level lamp that indicates to the operator when the combine has reached its maximum leveling capability. The operator should daily level the combine to its maximum level position, with the bulk tank empty, using the manual leveling switch to insure the limit switches and maximum level lamp are operational. The maximum level lamp will only light when the manual switch is held into the left or right leveling position or the system is in the automatic mode when the combine reaches maximum level.

IMPORTANT:	With certain tire selections the limit switches can be used to prevent the need to modify the sheet metal on the left and right side panels of the combine. Installation of level limit stops is recommended to prevent sheet damage in the event of a limit switch failure.(See Pg.19)
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To set the limit switches, first park the combine on level ground and block the tires. Then raise the feeder spout and lock the feeder lift cylinder. Place the auto/manual-leveling switch in the manual position. Lean the combine to the left to maximum level. Next, turn on the parking brake and shut down the machine. The limit switches are located on each side of the control box near the main pivot pin. Align the limit switch actuator bracket so that it is aligned with the left limit switch. Adjust the left limit switch actuator bolt one turn past the point where you can hear the contacts on the limit switch snap. Repeat this process for the right limit switch.

LEVELING CONTROLLERS

FUNCTION

The Hillco Model 26-2800 Leveling System is equipped with a two speed leveling system with manual control and automatic with manual override control. The low and high speed leveling controllers, located in the control box, monitor changes in slope and correct the position of the combine's chassis using dual speed leveling. The "L" low speed controller maintains leveling accuracy to +/- 1 ½ degrees by sending the leveling signal to the low speed leveling control valve on the manifold. The "H" high speed controller energizes the high speed leveling control cartridge valve on the manifold to add to the flow of the low speed leveling control valve when chassis positions exceeding +/- 4 ½ degrees are reached.

CONTROLLER ADJUSTMENT

The leveling controllers are properly positioned when the combine returns to the level position in the automatic mode from both the left and the right. A 1-1/2 degree dead band each direction from level in the low speed controller will prevent the chassis from returning to absolute level. If the combine does not return to the same level point from each side and the chassis leans more one direction than the other, the primary adjustment is to rotate the entire control box using the two slotted holes in the control box mounting plate. To reset the controller angle first park the combine on level ground, raise the header, turn off the ignition, block the tires, and lock the feeder lift cylinder. Loosen the fastener on the side of the control box mounting plate you desire the combine to level towards and raise that side of the mounting plate and retighten the fastener. Again level the combine each direction and return it to level using the automatic mode. It is often helpful to level the combine at low idle during this process so that the leveling speed is reduced during adjustment. Repeat this process until the chassis returns to level from the left and right. The limit switches are mounted on the control box mounting plate and should be reset after leveling adjustments are made as indicated in the Limit Switch Adjustment section.

Individual Low and High Speed Adjustments – In the event the slotted holes in the control box mounting plate are not adequate to fully level the combine, both the low and high speed controllers inside the control box can be independently adjusted.

Individual Low Speed Adjustment - If the combine does not level evenly from both sides, and all of the adjustment has been used in the control box mounting plate as outlined above, follow these low speed adjustment steps. Park the combine on level ground, raise the header, turn off the ignition, block the tires, and lock the feeder lift cylinder. Open the control box and loosen the two lower mounting screws that mount the low speed controller into the control box. The bottom holes in the leveling controller are slotted to allow the controller to be rotated. Move the bottom of the controller in the direction you wish the combine to level. Once the controller has been moved and the mounting bolts retightened, level the combine to each side and returns to level using automatic leveling and again check for level. Repeat as necessary.

Individual High Speed Adjustment - High speed leveling is properly set if the combine shifts from high to low speed in approximately the same position from left and right. Because of the small trip angle difference between high and low speed leveling and the high response speed, it may appear that during testing on level ground there is no noticeable shift from high to low speed. This is common if the controllers are adjusted properly. However, if the combine has a long defined period of low speed leveling from one direction and not from the other, the high-speed controller should be adjusted to balance the leveling response from both sides. To adjust the high-speed controller, park the combine on level ground, raise the header, turn off the ignition, block the tires, and lock the feeder lift cylinder. Open the control box and loosen the two lower mounting screws that mount the high-speed controller into the control box. The bottom holes in the leveling controller are slotted to allow the controller to be rotated. Move the bottom of the controller in the direction you wish the combine to level. Once the controller has been moved and the mountings bolts retightened, level the combine to each side and return to level using automatic leveling and again check for the shift point from high to low speed. If the shift points are equal the high-speed controller is properly adjusted.

Note: The 1 ½ degree low speed and 4 ½ degree high-speed trip angles are internally adjusted in the leveling controllers. These trip angles have been pre-adjusted for maximum performance by Hillco and should not be readjusted without first contacting Hillco for additional adjustment instructions.

MECHANICAL ADJUSTMENTS

MODEL 2600 TREAD WIDTH – Slope Restrictions

The Model 2600 Leveling System is designed around a main undercarriage length of 88", which is identical to the combine's original 88" axle tube. The final drives can be mounted directly to the 88" undercarriage or any OEM approved axle extension may be used provided the corresponding length drive shafts are used with the extensions.



The minimum allowable tread width for use with a Model 2600 leveling system is 120". The 120" tread spacing is prohibited from use on slopes that exceed 25% or the maximum leveling capacity of the combine as indicated by the Maximum Level Lamp. Dual tire extensions are required for combines intended for use on slopes greater than 25%.

On Model 2600 leveling systems the 120" tread width can be achieved by mounting the final drives directly to the undercarriage and dishing the stock combine single wheels outward. Check the tread width using a tape measure to insure your machine is not operating on less than the minimum 120" tread spacing.

When dual tire extensions are mounted to the Model 2600 undercarriage the cross support tie rod is inserted through the length of the undercarriage through the provided holes.

MODEL 2800 TREAD WIDTH - Slope Restrictions

The Model 2800 Leveling System is designed around a main under carriage length of 100", which is identical to the combine's original 100" axle tube. The final drives can be mounted directly to the 100" under carriage or any OEM axle extensions may be used provided the corresponding length drive shafts are used with the extensions.



The minimum allowable tread width for use with a Model 2800 Leveling System is 132". The 132" tread spacing is prohibited from use on slopes that exceed 27% or the maximum leveling capacity of the combine as indicated by the Maximum Level Lamp. Dual tire extensions are required for combines intended for use on slopes greater than 27%.

The 132" tread width can be achieved by mounting the final drives directly to the under carriage and dishing the stock combine wheels outward. Check the tread width using a tape measure to insure your machine is not operating on less than the minimum 132" tread spacing.

When dual tire extensions are mounted to the Model 2800 under carriage the cross support tie rod is inserted through the length of the under carriage through the provided holes.

TIRE SELECTION – Slope Restrictions

Model 2600 Single Tires – Combines equipped with the Model 2600 Leveling System may be equipped with 30.5L-32 or 24.5-32 single tires with a minimum of a 12 Ply rating provided the combine is operated at or below the 25% maximum leveling capability of the leveling system as indicated by the Maximum Level Lamp. **Use of these tire selections is prohibited on slopes greater than 25%.**

Model 2800 Single Tires - Combines equipped with the Model 2800 Leveling System may be equipped with 30.5L-32 single tires with a minimum of a 12 ply rating provided the combine is operated at or below the 27% maximum leveling capability of the leveling system as indicated by the Maximum Level Lamp. **Use of this tire selection is prohibited on slopes greater than 27%.**

Model 26-2800 Dual Tires - Combines equipped with the Model 26-2800 Leveling System that are intended for use on slopes exceeding the maximum leveling capability of the combine, as indicated by the Maximum Level Lamp, must be equipped with dual tires and extensions.

FEEDER ADJUSTMENT FOR TIRE SIZE

Adjust the draw bolts on the feeder adapter to obtain the proper header tip and cutter bar height. The chart supplied in the Axial Flow® Operators Manual will no longer be a correct guide to adjust the feeder adapter because of the height increase needed for the leveling system.

CONVEYOR DRUM FORE / AFT POSITION

After the feeder has been adjusted for the correct tire size, the conveyor drum must be repositioned. The position of the conveyor drum should be set fore or aft so that there is a ½-inch distance between feeder chain slat tip and the paddle beater. The Model 26-2800 transition is narrower than the feeder chain. Use caution to not adjust the feeder chain out into the rear face of the transition.

HEADER AND COMBINE CONNECTION

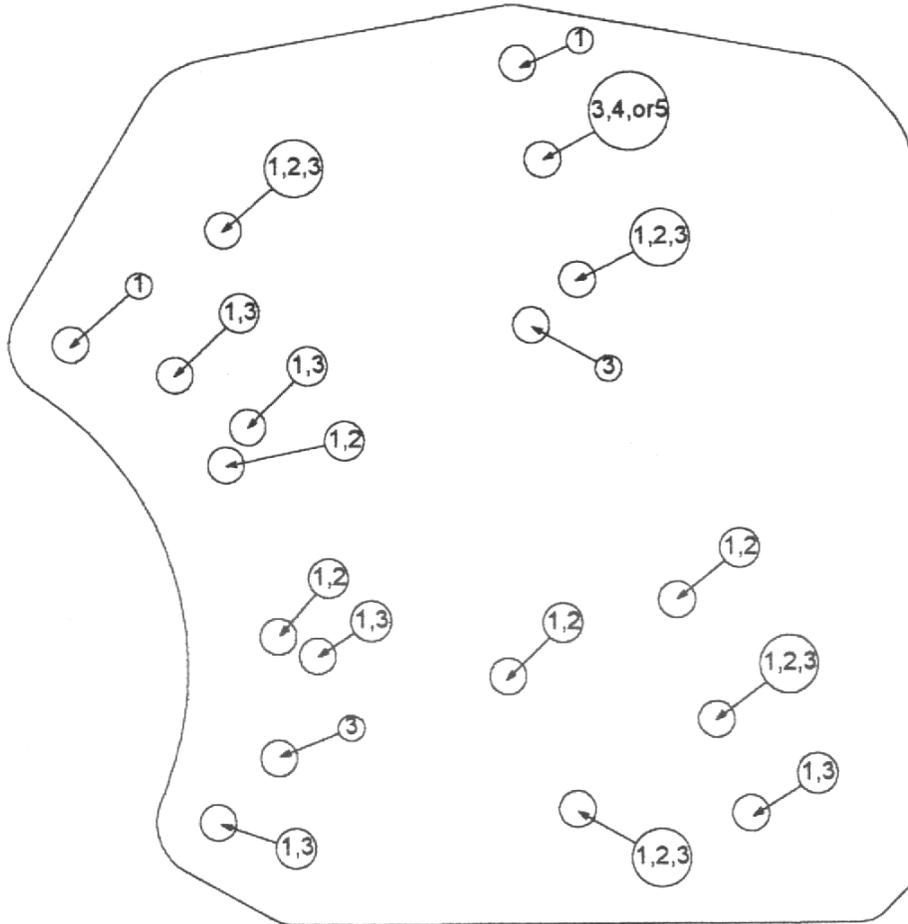
Refer to the Axial Flow® Operators Manual for instructions on connecting the header to the combine.

Note: If the quick connect mount for the header connections is not remounted to the side of the Model 26-28800 transition, as outlined in the installation manual, hose and wire lengths may need to be lengthened to allow for maximum rotation of the header.

Case-IH 1010 and 1020 headers are mounted on combines with the 2000 Series leveling system with no modification. All 800 series, 1015, and all corn heads require a header installation kit to function properly. Contact your dealer for additional information on these kits.

FINAL DRIVE MOUNTING

Use the following diagram to determine which bolt holes are used to bolt the final drive housing to the final drive mount plate on the undercarriage. Only the high clearance position is available for 2000 leveling systems



ITEM NO.	QTY.	LOCATION	DESCRIPTION
1	12	H.D. FINAL	HEX CAP 10.9 20 X 2.5 X 65MM
	12	H.D. FINAL	LW 20MM HD
2	8	STANDARD FINAL	ORIGINAL FASTENERS
3	12	AXLE EXTENSION	ORIGINAL FASTENERS
4	2	H.D. FINAL	SOCKET HEAD CAP 20 X 2.5 X 60MM
	2	H.D. FINAL	LW 20MM HD
5	2	STANDARD FINAL	SOCKET HEAD CAP 3/4-10 X 2-1/4
	2	STANDARD FINAL	LW 3/4 HD

REAR AXLE WEIGHTING

Proper rear axle weighting of a combine equipped with a 2000 Series leveling system is critical to the performance and safety of operation. Rear axle weighting increases the tip angle of the combine to improve down hill maneuvers. The appropriate weighting is dependent on such items as feeder house length, header selection, and tire selection. Consult your authorized 2000 Series dealer for weighting information.

Weight can be added to the rear axle through:

- 1) Hillco Rear Axle Weights (160 lb. Ea, Maximum # 10)
- 2) Calcium Chloride in rear tires
- 3) Case Rear Axle Weight System

**Do not attempt to use both Hillco and Case weights together.
There is not adequate clearance between the weights.**

Use caution when using individual turning brakes. Installation of a Hillco Leveling System transmits additional weight to the rear axle of the combine. Excessive braking to turn can damage your combine chassis.

**The responsibility for making the final determination of appropriate
rear axle weighting lies with the operator.**

When first operating the 2000 Series leveling system in hillside conditions, begin operation on gradual slopes and work up to more severe slopes only after you have determined that rear axle weighting is appropriate for downhill maneuvers. The first indication of insufficient rear axle weighting is sluggish or unresponsive steering while traveling down hill. This effect will worsen if the operator decelerates. Make sure rear axle weighting is sufficient for safe down hill maneuvers, under normal deceleration, in your most severe down hill conditions.

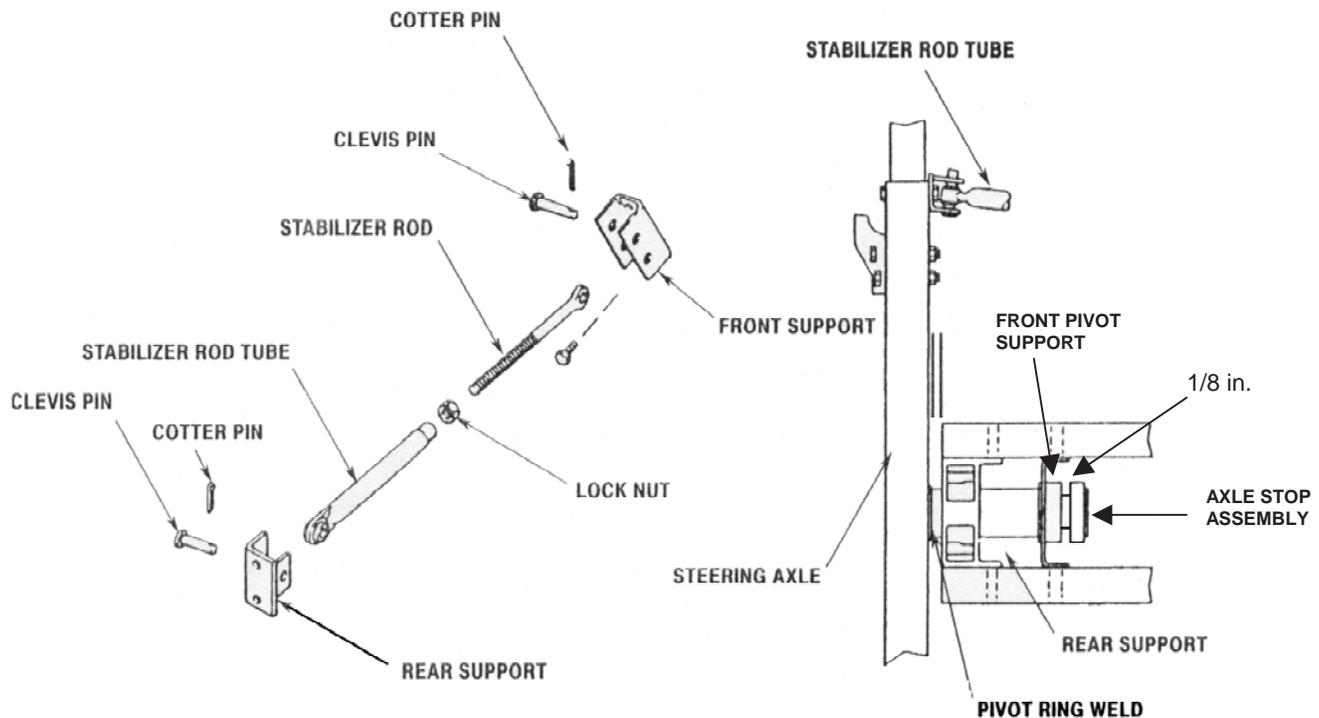
**Use of grain tank extensions is strictly forbidden. Use of such extensions
voids both the Hillco and Case Corporation new equipment warranties.**

STEERING AXLE PIVOT SUPPORT POSITION

The steering axle pivot support position may need to be adjusted after the correct tires and header are installed on the combine. The combine should sit level to two inches high in the rear. If it does not, then the steering axle pivot support will have to be adjusted. Consult your combine's operator manual for more information on adjusting the pivot support position. Use the high clearance column of the tables to select the proper steering axle pivot support position.

AXLE STABILIZER

After the steering axle pivot support is in the correct position the axle stabilizer may need to be adjusted. Install the axle stabilizer in the front support as close to horizontal as possible with the clevis pin and the cotter pin. The front support may have to be repositioned to get the axle stabilizer horizontal. Adjust the length of the axle stabilizer to achieve 1/8 inch of distance between the front edge of the front pivot support and the axle stop assembly.



REAR AXLE TOE IN

If the rear tire and wheel size changed after the proper sized rear tires were installed the toe in should be checked. Consult your combine's operator's manual on the correct toe in for your tire and wheel size.

FEEDER CONVEYOR SLIP CLUTCH

The feeder conveyor slip clutch should be adjusted yearly to make sure it will protect all of the feeder drive components. Consult your combine's operator's manual on the correct procedure for adjusting the slip clutch.

TRANSITION DRIVE CHAIN

Check to see that the transition drive chain is in proper alignment and has proper tension. Misalignment of these sprockets will cause premature wear of the sprockets and chain. Chain tension is maintained with the tensioner that is bolted to the left side of the transition. Tensioner adjustment can be found on the next page.

CHAIN TENSIONER ADJUSTMENT INSTRUCTIONS

Step 1

Adjust the tensioner to the correct degree of tension by placing a wrench on the square portion of the tensioner body and a second wrench on the mounting bolt.

Step 2

Apply pressure to the tensioner body in the appropriate direction until the chain is properly tensioned. (See Figure 1) Note that the tensioner is designed to deflect up to 30 degrees either side of its normal position.

Step 3

While holding the tensioner body in position, torque the mounting bolt to 60 lb ft.

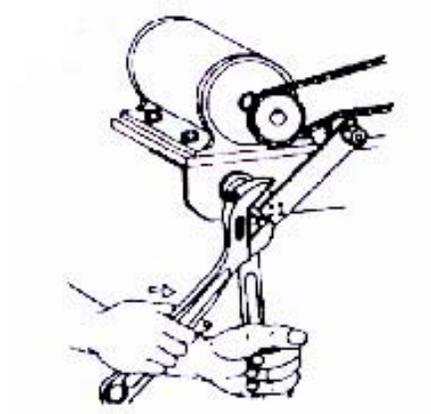
Step 4

Before starting the drive, check the nuts on the idler bolt for tightness.

Step 5

After the drive has been started, visually inspect the tensioner for alignment and proper tensioning.

Figure 1



TRANSITION SLIP CLUTCH

The transition slip clutch is preset at the factory so that damage will not occur to any of the transition drive components, and shouldn't require any adjustment for the first harvest or until the clutch is slipped excessively. The slip clutch should be adjusted using the following steps if adjustment is necessary.

Remove the three 3/8 tension bolts located on the outside of the slip clutch hub. Loosen the setscrew located in the middle of the hub; it should be set in one of the valleys. Back the hub off until it spins freely and then retighten hand tight. Locate the closest valley to the set screw and starting from that valley loosen the hub 3 valleys counting the valley that was closest to the set screw when it was hand tight. Retighten the setscrew making sure that it is set in the bottom of the valley and then reinstall the three 3/8 tension bolts making sure they are tightened flush with the head of the bolt.

If the slip clutch slips extensively because of bad harvest conditions then it should be readjusted to take up any slack in the worn discs. If the discs in the slip clutch need replacing, then the centering bushing should be replaced with them. **Setting the slip clutch too tight by the operator will VOID the warranty on the transition drive components.**

LADDER

If the ladder doesn't extend and retract properly check to see that there is proper spring tension. Moving the top of the spring up on the chain links can increase the spring tension. If spring tension doesn't seem to be a problem then inspect the aluminum slide tubes and the slide tube bushing assemblies and make sure that the ladder isn't bound.

If the ladder is bound then remove the 3/8 roll pins on each ladder handle and take the handles out of the tubes. Remove the two springs from the top spring mount and slide the ladder assembly out of the slide tube bushing assemblies. Measure the distance between the two aluminum slide tubes at the bottom and the top. If the distance varies step on the ladder step and spring the tubes in or out until the same distance is obtained at the two previously mentioned locations. Lay the ladder down on the back of the step on a level surface and check to see that the tops of the aluminum tubes and the step touch evenly. If not, spring the tubes fore and aft until the step lays flat and both tubes touch.

Clean all the dirt and debris out of the slide tube bushing assemblies. Reinstall the ladder assembly into the slide tubes and reconnect the springs. Place the ladder handles into the aluminum slide tubes and tap the 3/8 roll pins into place. A properly adjusted ladder should extend and retract smoothly and stay fully retracted.

LEVEL LIMIT STOPS

If the tire selection that is used on the combine creates sheet metal clearance problems and requires using the limit switches to stop leveling prematurely it is suggested to use Level Limit Stops. A Level Limit Bar and Spacer Kit can be bolted to the leveling system's overcarriage to mechanically stop leveling if the limit switches were to fail. This kit can be purchased from Hillco (call for details).

GENERAL SHIELDING

Before operating the combine all shields must be in place and be in working condition.

Shield to tire clearance needs to be checked once the correct tires are installed on the combine. Check to see if the clearance is correct by having someone watch the tire and shields as the operator leans the combine to the far right and far left. Some tire selections require limit switches to be set slightly early to allow enough tire clearance between the left and right front side panels.

HYDRAULIC SETTINGS

Refer to the Hydraulic Safety section located on page 6 for precautions regarding the hydraulic system.

The Model 26-2800 Leveling System utilizes the existing auxiliary combine hydraulic system for its hydraulic requirements with the exception of the addition of a leveling manifold section into the original combine hydraulic manifold. The following hydraulic schematic covers the leveling system circuitry. Consult your combine's operators manual or contact your Case-IH dealer for diagnostics and maintenance regarding the remainder of the hydraulic system.

IMPORTANT:



All adjustments on the hydraulic system are preset at the factory for optimal leveling and header trim performance. **DO NOT MAKE ANY ADJUSTMENTS TO THESE SETTINGS WITHOUT FIRST CONTACTING YOUR AUTHORIZED HILLCO DEALER.**

HYDRAULIC HOSES

Inspect hydraulic system for leaks, damaged hoses, improper routing, and loose fittings.

Hydraulic hoses that are not routed correctly could become worn from working against abrasive edges or moving parts. If abrasions or holes do occur, the hydraulic hoses can only be repaired by replacement. **Do not attempt repairs with tape or cements.** High pressure will burst such repairs and cause system failure and possible injury.

Hydraulic Hose Connections – When tightening loose hoses on the cylinders, pump, etc., always use one wrench to keep the hose from twisting and another wrench to tighten the union. Excessive twisting will shorten hose life and allow the fitting to loosen during operation. Do not over-tighten fittings or adapters.

Refer to the Axial Flow's Operators Manual for information regarding hydraulic oil, check intervals, and reservoir fluid levels. High speed leveling, low speed leveling and header trim speeds are preset at the factory. If different speeds are desired please contact your Hillco dealer.

HYDRAULIC CYLINDERS

IMPORTANT: Each leveling cylinder is equipped with a safety valve that is in place to prevent unintentional leak down of the cylinder. These safety valves are preset at the factory, and should not be adjusted.

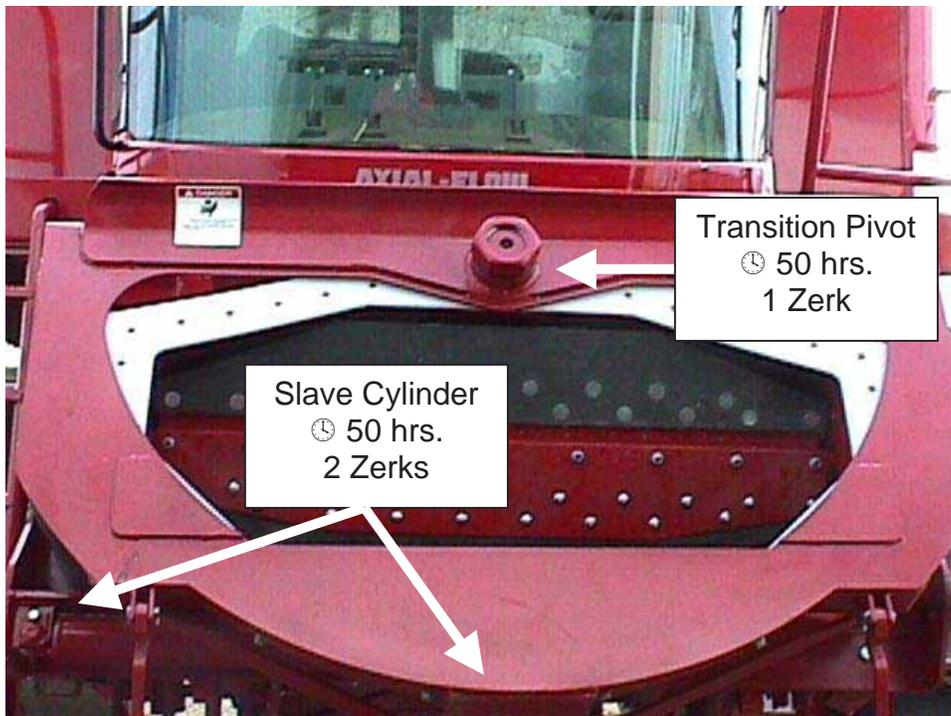


DANGER: Do not make any repairs to the cylinders, disconnect valves, or disconnect any hoses connected to the cylinders, counterbalance valves, bulkhead mount or manifold without first contacting your authorized Hillco dealer. These hydraulic components stabilize the chassis of the combine. Improper repair or replacement of these components could lead to uncontrolled leveling of the combine's chassis.

Hydraulic schematics for this leveling system are located on page 29.

GREASE LOCATIONS

Use Case-IH 251H EP grease or equivalent NLGI No. 2 Multi-Purpose Lithium Grease.



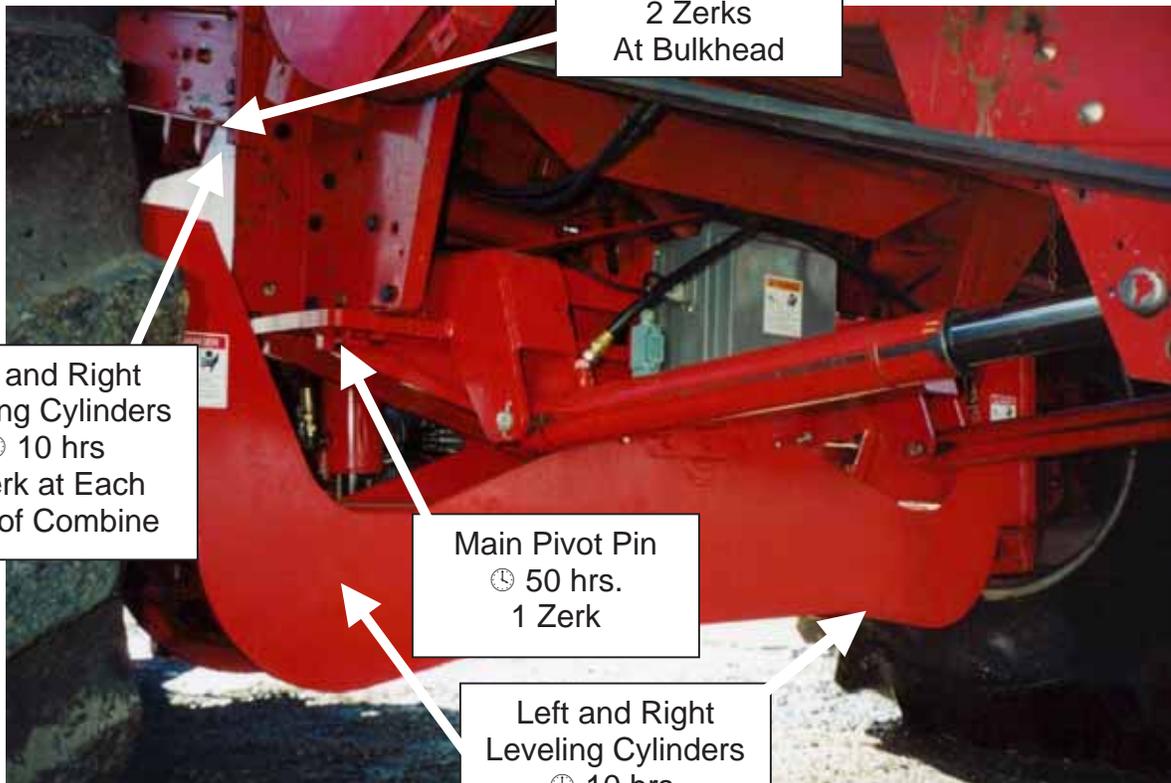
GREASE LOCATIONS (CONTINUED)

Master Cylinder
⌚ 50 hrs.
2 Zerks
At Bulkhead

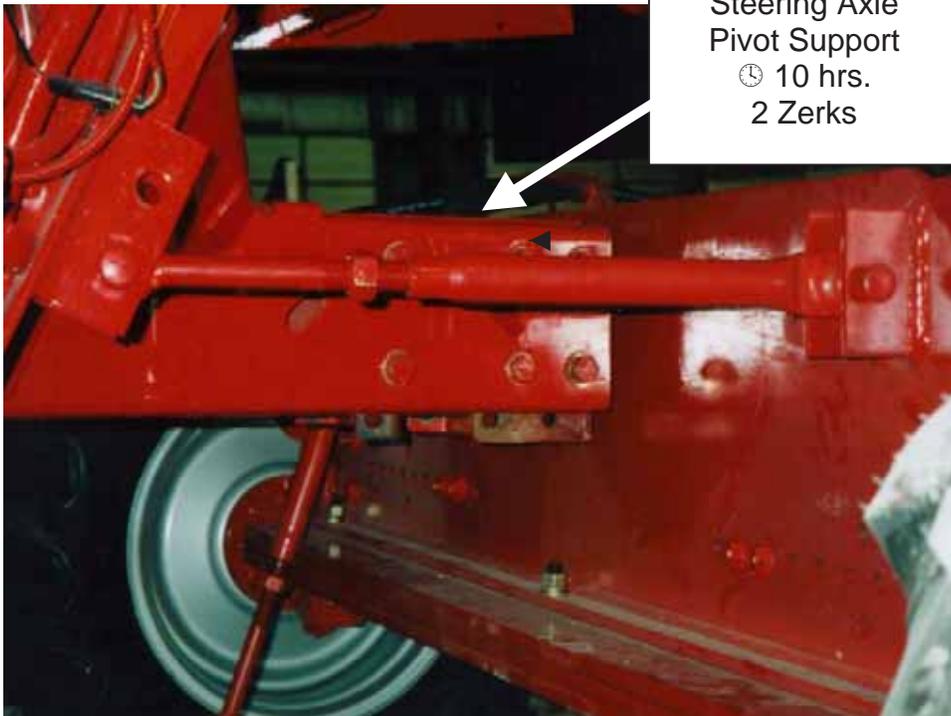
Left and Right
Leveling Cylinders
⌚ 10 hrs
1 Zerk at Each
Side of Combine

Main Pivot Pin
⌚ 50 hrs.
1 Zerk

Left and Right
Leveling Cylinders
⌚ 10 hrs.
2 Zerks On Bottom



Steering Axle
Pivot Support
⌚ 10 hrs.
2 Zerks



FASTENERS

Check Bolt Tightness

- After the first 10 hours of operation
- Every season

The following bolts are torqued to special specifications because of the application in which they are used.

Transmission Mount Bolts: Case IH® torque specifications

Final Drive Housing Bolts: Case IH® torque specifications

Drive Wheel Hub Bolts: Case IH® torque specifications

Steering Wheel Hub Bolts: Case IH® torque specifications

IMPORTANT: Consult your Case IH® operator's manual to verify that correct bolts and spacers are used for the wheel application.

Bolt Torque Specifications

(For Hillco 2000 Series Leveling System Only)

IMPORTANT: Torque Specifications For Certain Fasteners May Vary From This Chart
Do Not Use Any Of The Bolt Torque Specifications Listed In This Chart
Without First Reading The Bolt Torque Information Listed Above

GRADE 5



(Fine Thread)

GRADE 5



(Coarse Thread)

BOLT
SIZE

GRADE 8



(Fine Thread)

GRADE 8



(Coarse Thread)

14 Nm	10 lb. ft.	12 Nm	9 lb. ft.	1/4	10 lb. ft.	14 Nm	12 lb. ft.	16 Nm
28 Nm	21 lb. ft.	26 Nm	19 lb. ft.	5/16	25 lb. ft.	34 Nm	28 lb. ft.	38 Nm
52 Nm	38 lb. ft.	47 Nm	35 lb. ft.	3/8	50 lb. ft.	68 Nm	55 lb. ft.	75 Nm
81 Nm	60 lb. ft.	71 Nm	52 lb. ft.	7/16	70 lb. ft.	95 Nm	80 lb. ft.	108 Nm
122 Nm	90 lb. ft.	108 Nm	80 lb. ft.	1/2	120 lb. ft.	163 Nm	130 lb. ft.	176 Nm
156 Nm	115 lb. ft.	136 Nm	100 lb. ft.	9/16	145 lb. ft.	197 Nm	165 lb. ft.	224 Nm
217 Nm	160 lb. ft.	190 Nm	140 lb. ft.	5/8	195 lb. ft.	264 Nm	225 lb. ft.	305 Nm
366 Nm	270 lb. ft.	325 Nm	240 lb. ft.	3/4	345 lb. ft.	468 Nm	385 lb. ft.	522 Nm

TIRE INFLATION

Keep the tires properly inflated to the pressure shown in the inflation pressure tables for the front and rear tires. Both under-inflation and over-inflation are detrimental to tire life. Don't re-inflate a tire that has been run flat or when there is obvious or suspected damage to the tire or wheel components. Check the tire pressure weekly or after 50 hours of operation.

WARNING: When inflating tires, use a clip on air chuck and extension hose long enough to allow you to stand to one side and NOT in front or over the tire assembly. Use a safety cage if available.



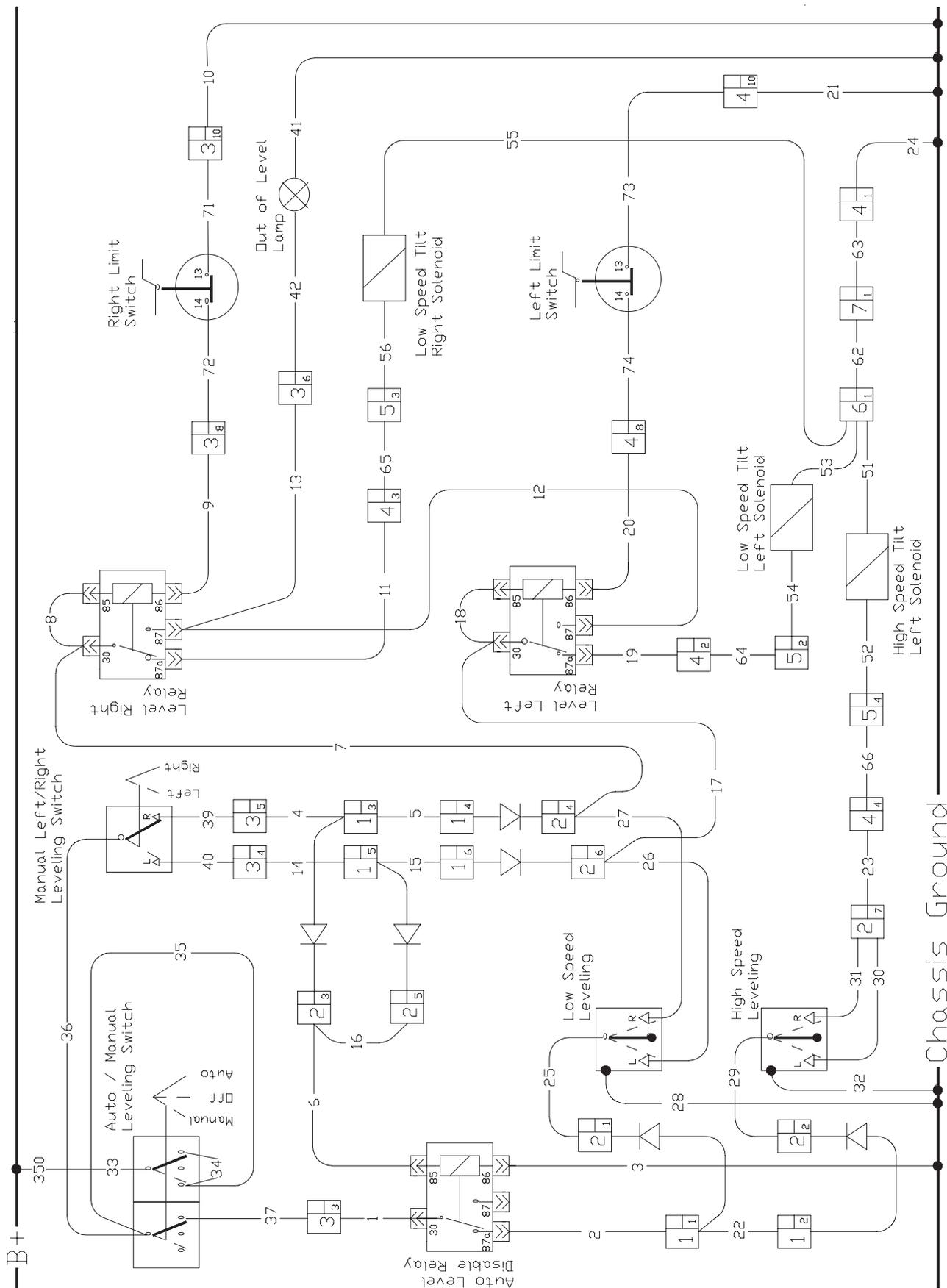
WARNING: A tire can explode during inflation and cause serious injury or death. Never increase air pressure beyond 35 PSI to seat the bead on the rim. Replace a tire if it has a defect. Replace a wheel rim which has cracks, wear or severe rust. Make sure that all the air is removed from a tire before removing the tire from the rim. Never use force on an inflated or partially inflated tire. Make sure the tire is correctly seated before inflating.

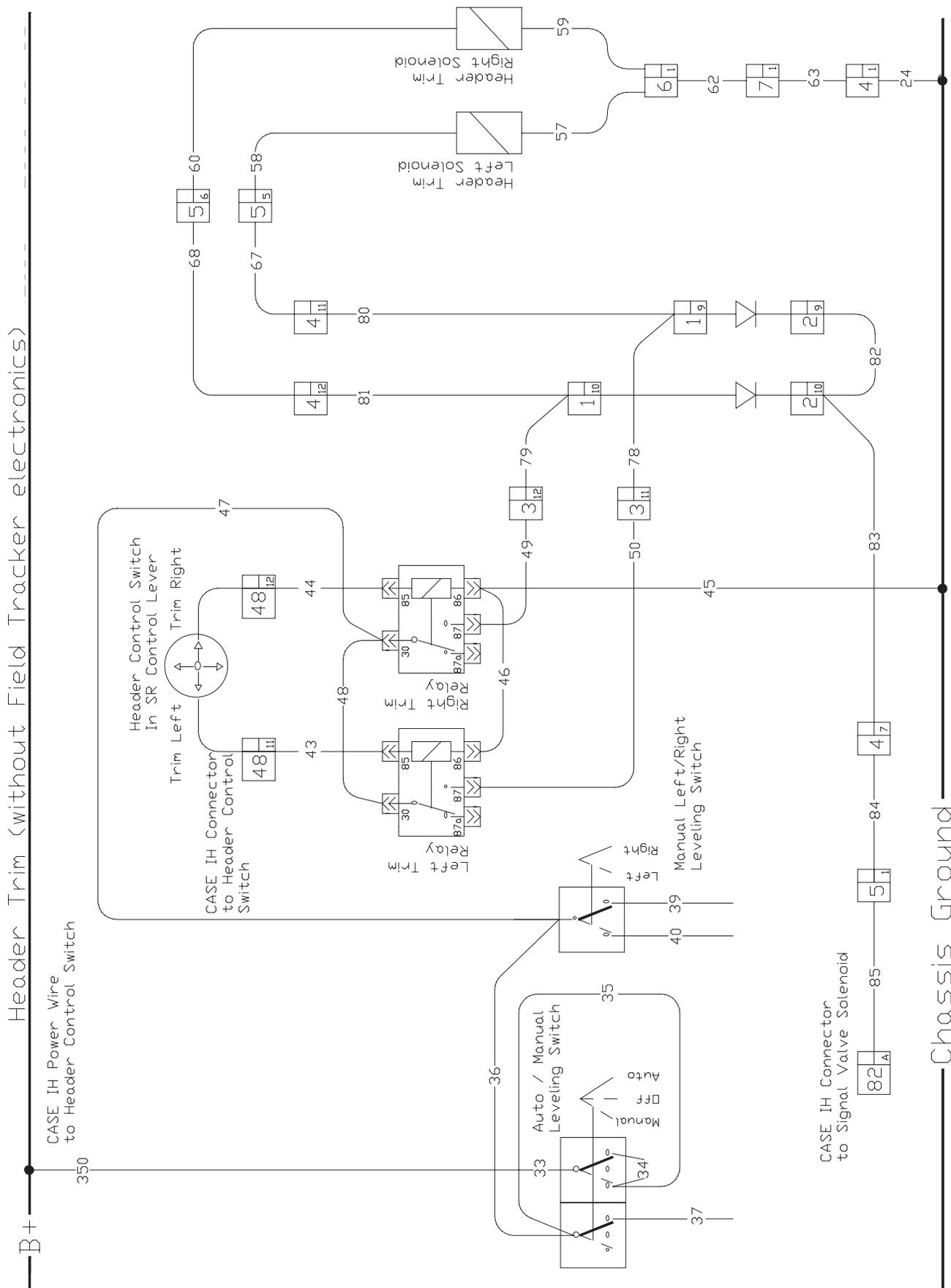
TIRE PRESSURE CHART

Tire Size	Ply Rating	Tread Type	Tire Pressure	
			PSI	(kPa)
14.9-24	6	R1	20	138
16.9-26	6	R1	22	152
16.9-26	6	R2	22	152
18.4-16.1	6	R1	20	138
18.4-16.1	6	R3	20	138
18.4-26	6	R1	16	110
18.4-26	6	R2	16	110
600/65-R28	L1 147	R1W	13	90
18.4-38	8	R1	24	166
18.4-38	8	R2	24	166
18.4-38	1 Star	R1	24	166
20.8-38	8	R1	22	152
20.8-38	8	R2	22	152
18.4R42	2 Star	R1	28	193
20.8R42	2 Star	R1	24	166
24.5-32	12	R1	28	193
30.5L-32	12	R1	24	166
30.5L-32	12	R2	24	166
30.5L-32	12	R3	24	166
30.5L-32	14	R1	24	166

Refer to Axial-Flow® operator's manual for information on wheel mounting and hub bolt torque.

MODEL 26-2800 ELECTRICAL CIRCUIT SCHEMATIC





MODEL 26-2800 HYDRAULIC CIRCUIT SCHEMATIC

2600 HYDRAULIC CIRCUIT SCHEMATIC

