



Doing Our Best to Provide You the Best

8H000024, Rev C
07/24

COMBINE HEADER TRANSPORT

All Wheel Steer (HT-AWS)

32', 38', 42', 44', 48', 52'



SERIAL NUMBERS: AWS P00249 - ABOVE

OPERATOR MANUAL

Table of Contents

Basic Features & Operations Section	3
Product Disclaimer	3
Introduction	4
To The Dealer.....	6
To The Owner.....	7
Transport Information	8
Transport Specifications & Features	9
Safety	10
Safety Decals / Reflectors	13
Bolt Torque Specifications & Requirements	14
Towing	16
Operating Safety	18
Maintenance / Cleaning / Storing.....	20
Maintenance Schedule	21
Bearing Inspection / Lubrication	22
Seal Inspection / Bearing Adjustment	23
E-Z Lube Lubrication.....	24
Grease Zerk Location	25
Electric Brake Adjustment	26
Lights & Wiring	27
Wiring Schematics	28
Break-Away System	30
Header Alignment Tape	32
Header Securement	33
Rear Axle Toe-In.....	34
Rear Axle Alignment	36
Rear Axle Tracking	38
Parts Section.....	40
Tires / GVW Ratings	41
Telescoping Tongue (91" Tongue)	42
Telescoping Tongue (139" Tongue)	44
Tongue Lift Assist Adjustment Parts.....	46
Steering Linkage Parts	48
Rear Steerable Axle Parts.....	50
Main Parts.....	52
7K Front Idler & Brake Suspension & Hub Parts.....	54
Optional Parts Section	56
Adjustable Tie-Down	57
Top Rail Extender Kit (32' Models)	58
Top Rail Extender Kit (38' Models)	59
Top Rail Extender Kit (42' Models)	60
Top Rail Extender Kit (48', 52' Models)	61
Top Rail Tube Extension Assembly (52' Only)	62
Fenders -- Front	63
Fenders -- Rear	64

In this document you will find information based on available knowledge at the time of its publication. To be accurate with the information, every effort was made but may not cover all details or variations of equipment or provide every possibility in connection with its production, operation and maintenance. A feature and option may be presented in the manual that is not relevant to this transport. Demco assumes no obligation of notice, to holders of this document, with changes made to a product.

SPECIFICATIONS AND DESIGN ARE SUBJECT TO CHANGE WITHOUT NOTICE.

Demco is often making improvements and developing new designs. In doing so, we reserve the right to make changes and/or improvements without obligation for equipment sold beforehand. Self-modification to our transports may affect the operation, function, and safety, so this is not advised. If a replacement part is necessary, Demco should supply it, please contact your nearest dealer or Demco.

DEMCO STATEMENT OF PRODUCT SAFETY

As a producer of agricultural and transportation equipment, Demco is fully aware of its responsibility of providing its customers products that perform their expected use, in a truly safe manner. Safety considerations shall be a fundamental and high precedence part of all engineering/design analysis and judgments involving Demco products. It is our stated policy that our products will be manufactured to coincide with the safety standards specified by the National Association of Trailer Manufacturers and/or any other officially recognized standards at the time manufactured. However, this statement should not be translated to mean that our product will uphold against a customer's own carelessness or disregard for common safety practices specified in each product's manual, nor will we be accountable for any such occurrence.

INTRODUCTION

At Demco we strive to design, produce and deliver the highest quality combine header transport on the market. Our employees have a strong background of knowledge and combined experience in manufacturing to put quality workmanship into our products. In this manual you will find information covering all models of the Demco Combine Header Transport line. Use the table of contents to locate specific areas of interest.

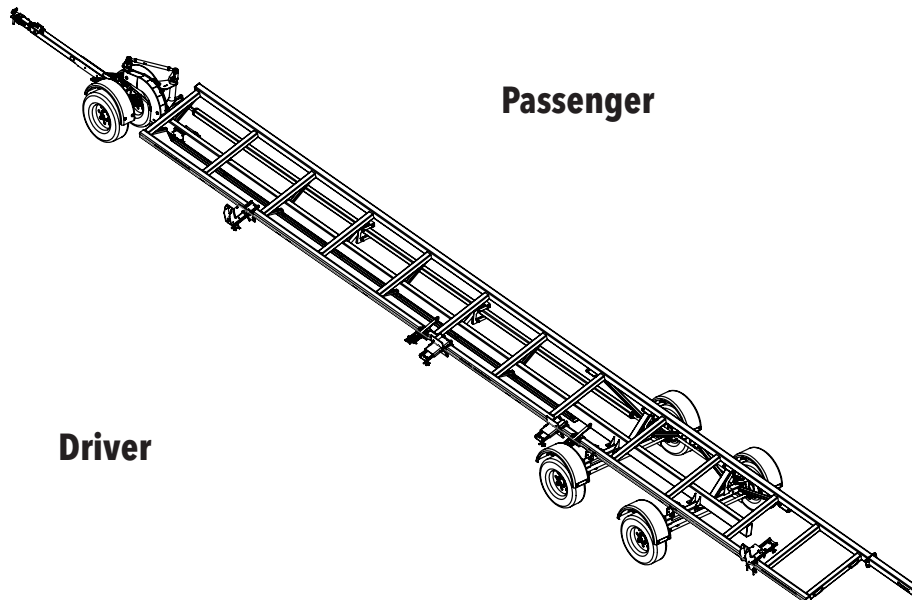
GENERAL INFORMATION

Demco requires that you and anyone else who will be operating and maintaining the transport read and understand the guidelines in the manual for safe, efficient, and trouble free operations. Proper maintenance, adjustments and use will result in many years of service. Keep this manual handy for frequent reference and to pass on to new operators or owners. If assistance, information, or additional copies of the manual are needed, contact the nearest dealer, a distributor, or Demco.

PLEASE NOTE

- All documents within the manual referring to products not manufactured by Demco have been printed with the permission of the respective manufacturer.
- All references to driver, passenger, front and rear of the transport are determined from a position behind the transport and facing forward.

Front



Passenger

Driver

Rear

WARRANTY POLICIES

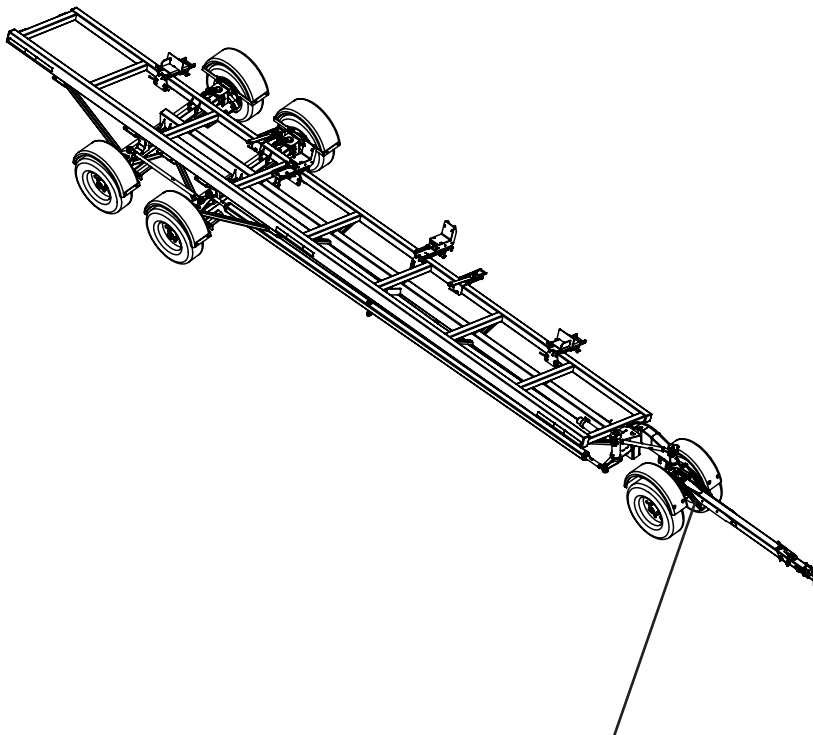
Please go online to review Demco Warranty Policies. The warranty information is located at www.demco-products.com/resources/warranty-policies.

The Demco Warranty does not cover the following:

- 1) Cleaning, transporting, mailing and service call charges.
- 2) Depreciation or damage caused by normal wear, accidents, improper protection or improper use.

Record your transport model and serial number in the space provided below. You will need this to register your product warranty. Your dealer will also need this information to provide prompt, efficient service when ordering replacement parts or additional options for your transport.

MODEL NO. _____
SERIAL NO. _____
DATE PURCHASED _____



Model and Serial Numbers are located on the front neck, passenger side of the transport. Please contact Demco at 1-800-247-6010 if you need assistance locating these numbers.

TO THE DEALER

Pre-Delivery Checklist

Inspect the transport thoroughly after shipment to be certain it is functioning properly before delivering it to the customer. The following checklist is a reminder of points to cover. Check off each item as it is found satisfactory or after proper adjustment is made.

- ☐ 1. All cotter pins and safety pins are properly installed
- ☐ 2. Lubrication of grease fittings
- ☐ 3. Lug nuts are tight
- ☐ 4. All decals properly located and readable
- ☐ 5. Lights function properly
- ☐ 6. Brakes functioning properly
- ☐ 7. Overall condition (touch up any scratches, clean and polish)
- ☐ 8. Operator's manual included

Date Delivered: _____

Signature of Salesman or Technician: _____

Delivery Checklist

Review the operator's manual with the customer. Explain the following:

- ☐ 1. Safe operation and service
- ☐ 2. Proper procedures for mounting and dismounting equipment
- ☐ 3. Daily and periodic lubrication and maintenance
- ☐ 4. Daily and periodic inspections
- ☐ 5. Trouble shooting
- ☐ 6. Storing transport
- ☐ 7. Demco parts and service policies
- ☐ 8. Have the customer write the model and serial number in space provided on page 5.
- ☐ 9. Give customer the operator's manual and encourage the customer to read the manual carefully.
- ☐ 10. Customer to complete warranty registration on Demco's website.

Date Delivered: _____

Signature: _____

Register Warranty One of Two Ways

Thank you for your recent purchase of a New Demco Combine Header Transport. We're "Doing Our Best To Provide You The Best". However, in the event that a problem does occur, it is imperative that your warranty registration is on file so we can accurately respond to your specific circumstances. You will need the Model Number, Serial Number and Date of Purchase. (Space is provided on page 5 to record this information.)

We have two easy ways to register your warranty:

- Call our toll free number and ask for warranty registration.
1-888-274-6010
- Register on-line at:
www.demco-products.com/resources/product-registration



Manuals and Assistance

This manual has been prepared to assist you in the operation of your new transport and contains information pertaining to safety and operations.

Demco personnel are available to assist you if questions arise concerning the maintenance or operations of your transport. 1-800-54DEMCO (800-543-3626).

To order any parts or additional options for your transport, please contact your dealer or view our online manuals at: www.demco-products.com

- Current manuals are listed in | Agriculture Equipment | Combine Header Transport Trailers | (Standard, Heavy Duty or All Wheel Steer) | Manuals (Located at the bottom of the page)
- Older manuals are listed in | Resources | Archived Manuals

TRANSPORT INFORMATION

GAWR (Gross Axle Weight Rating): The maximum gross weight that an axle can support. It is the lowest of axle, wheel, or tire rating. Usually the tire or wheel rating is lower than the axle rating and determines the GAWR. The GAWR is listed on the VIN plate.

GVWR (Gross Vehicle Weight Rating): The maximum allowable gross weight of the transport and its contents. The gross weight of the transport includes the weight of the transport and all of the items with it. GVWR is sometimes referred to as GTWR (Gross Trailer Weight Rating) or MGTW (Maximum Gross Trailer Weight). GVWR, GTWR and MGTW are all the same rating.

The sum total of the GAWR for all transport axles may be less than the GVWR for the transport, because some of the transport load is to be carried by the tow vehicle, rather than by the transport axle(s). The total weight of the cargo and transport must not exceed the GVWR, and the load on an axle must not exceed its GAWR. The GVWR is listed on the VIN Plate.

VIN (Vehicle Identification Number): Identifies the transport in four sections. The first section of three characters identifies the manufacturer. The second section consists of five characters (VIN positions 4-8), these are the attributes of the vehicle. The third section is one character which is the check digit. The fourth section consists of eight characters (VIN positions 10-17). The first character represents the vehicle model year, the second character represents the plant of manufacture. The third through eighth characters are a sequential production number. The VIN Plate is located on the main frame at the front, passenger side of the transport.

PSI (Pounds Per Square Inch): The tire pressure measurement. The PSI is listed on the VIN Plate.

Empty Weight: Some information that comes with the transport is not a reliable source for 'empty' weight. The shipping documents list average or standard weights and your transport may be equipped with options. To determine the 'empty' or weight of your transport, have transport weighed at a commercial scale.

Transport Lighting and Braking Connectors: A device that connects electrical power from the tow vehicle to the transport. If your transport has electric brakes, the connector will also supply power to the brakes from the tow vehicle.

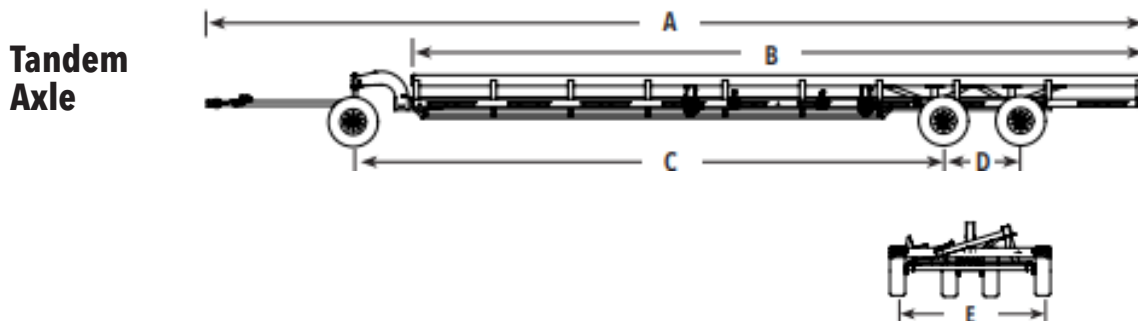
Registration Holder: This is located by the first cross member on the passenger side. Use this to keep the registration with the transport at all times. The registration holder is often referred to as the "manifest" holder.

1. 91" Telescoping Tongue
2. Rubberized Undercoating
3. One-Piece Welded Frame Design
4. Tricycle Front Design
5. 7K Torsion Flex Front & Rear Axles
6. Tandem Rear Steerable Axles w/Brakes on 1 or Both
7. 16" 235/80R Tires
8. Larger Tubing
9. Other Available Options:
 - 139" Telescoping Tongue
 - Demco's EZ Latch Ball Coupler Option
 - Pintle Hitch Option
 - Front & Rear Fenders
 - Adjustable Tie Downs
 - Adjustable Slider Mounting Brackets
 - Top Rail Extender Kits

*Consult your dealer or online brochure for more details.

All Wheel Steer (AWS) Combine Header Transport Specifications

TRAILER LENGTH	32'	38'	42'	44'	48'	52'
Dimension A	43'4"	48'10"	53'	55'	59'	63'
Dimension B	32'4"	37'10"	42"	44'	48'	52'
Dimension C	24'5"	30'3"	34'3"	32'4"	37'6"	35'10"
Dimension D	4'	4'	4'	5'6"	5'6"	5'10"
Dimension E	8'5"	8'5"	8'5"	8'5"	8'5"	8'5"
G.V.W.	20,000	20,000	20,000	20,000	20,000	20,000
Empty Weight (lbs)	4,070	4,470	5,020	5,650	5,970	6,000





**THIS SYMBOL MEANS:
ATTENTION!
BECOME ALERT!
YOUR SAFETY IS
INVOLVED!**

TAKE NOTE! THIS SAFETY ALERT SYMBOL FOUND THROUGHOUT THIS MANUAL IS USED TO CALL YOUR ATTENTION TO INSTRUCTIONS INVOLVING YOUR PERSONAL SAFETY AND SAFETY OF OTHERS. FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN INJURY OR DEATH!

SIGNAL WORDS

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

DANGER: Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury. This signal word is to be limited to most extreme situations typically for machine components which, for functional purposes, cannot be guarded.

WARNING: Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury, and includes hazards that are exposed when guards are removed. It may also be used to alert against unsafe practices.

CAUTION: Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.

EQUIPMENT SAFETY GUIDELINES

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, or you yourself, follow them.

Operator should be a responsible adult. **DO NOT ALLOW PERSONS TO OPERATE THIS EQUIPMENT UNTIL THEY HAVE DEVELOPED A THOROUGH UNDERSTANDING OF SAFETY PRECAUTIONS AND HOW IT WORKS.**

DO NOT modify the transport in anyway. Doing so may impair the function and/or safety and could affect the life of the transport.

Never exceed the maximum capacity of the transport. By doing so you risk damage to your equipment. If it's ability to do a job, or to do so safely is in question, **DON'T TRY IT.**

Review safety instructions with all users annually.

Replace any caution, warning, danger or instruction safety decal that is not readable or is missing. Location of such decals is indicated in this manual.

Do not paint over, remove, or deface any safety signs or warning decals on your equipment. Observe all safety signs and practice instructions on them.

**RECOGNIZE SAFETY INFORMATION**

This is the safety-alert symbol. When you see this symbol on your equipment or in this manual, be alert to the potential for personal injury. Follow recommended precautions and safe operation practices.

**FOLLOW SAFETY INSTRUCTIONS**

- Carefully read all safety messages in the manual and on your equipment safety signs.
- Keep safety signs in good condition.
- Replace missing or damaged safety signs.
- Learn how to operate the transport and how to use controls properly.
- Do not let anyone operate without instruction.
- Keep your transport in proper working condition.
- Unauthorized modification to the transport may impair the function and/or safety.

**PROTECT CHILDREN AND BYSTANDERS**

- Before you back, LOOK CAREFULLY behind for children.
- Clear area of children, pets and bystanders.

**ADOPT SAFE DRIVING PRACTICES**

- Always drive at a safe speed relative to local conditions and ensure that your speed is low enough for an emergency stop to be safe and secure.
- Keep speed to a minimum.
- Reduce speed prior to turns to avoid the risk of overturning.
- Avoid sudden uphill turns on steep slopes.
- Always keep the tractor or towing vehicle in gear to provide engine braking when going downhill. Do not coast.
- Do not drink and drive.
- Comply with state and local laws governing highway safety and movement of equipment on public roads.
- Use approved accessory lighting and necessary warning devices to protect operators of other vehicles on the highway during daylight and nighttime transport.

**HIGHWAY AND TRANSPORT OPERATIONS**

- Plan your route to avoid heavy traffic.
- Be a safe and courteous driver. Always yield to oncoming traffic in all situations, including narrow bridges, intersection, etc.
- Be observant of bridge loading ratings. Do not cross bridges rated lower than the gross weight at which you are operating.
- Always operate equipment in a position to provide maximum visibility at all times. Make allowances for increased length and weight of the equipment when making turns, stopping the unit, etc.

**LOAD DISTRIBUTION SAFETY**

The total weight of the load you put on the transport, plus the empty weight of the transport itself, must not exceed the transport's Gross Vehicle Weight Rating (GVWR). You must distribute the load on the transport such that the load on any tire or axle does not exceed the tire load rating or the Gross Axle Weight Rating (GAWR). If you do not know the weight of your transport you must weigh it at a commercial scale. See your VIN Plate for proper ratings. Not following these guidelines could cause serious injury or even death.

**TIRE AND LUG NUT SAFETY**

It is essential to inspect the transport tires and wheels before each tow. Transport tires are more likely to fail compared to car tires due to the heavier load they carry. Please follow the list of guidelines and/or possibilities below that could cause serious injury or even death.

- Replace the tire before towing if the tire has a bald spot, cut, bulge, is showing any cords, or is cracked.
- If uneven tread is noticed, take the transport to a dealer service center for an inspection. Tire imbalance, axle misalignment, or incorrect inflation could cause the uneven tread.
- Too little of tread will not be adequate enough for traction and can cause loss of control on wet highways.
- Tire pressure that is improper causes an unstable transport and could blowout the tire causing loss of control.
- Check the tire pressure before towing, while the tire is cold. For the recommended PSI, see the VIN Plate or the side wall of the tire.
- Always order and install tires and wheels with appropriate type and load capacity to meet or exceed gross weight of unit.

The inspection of the tire and wheel lug nuts is necessary since they are prone to loosen after first being assembled. Please follow the list of guidelines and/or possibilities below that could cause serious injury or even death.

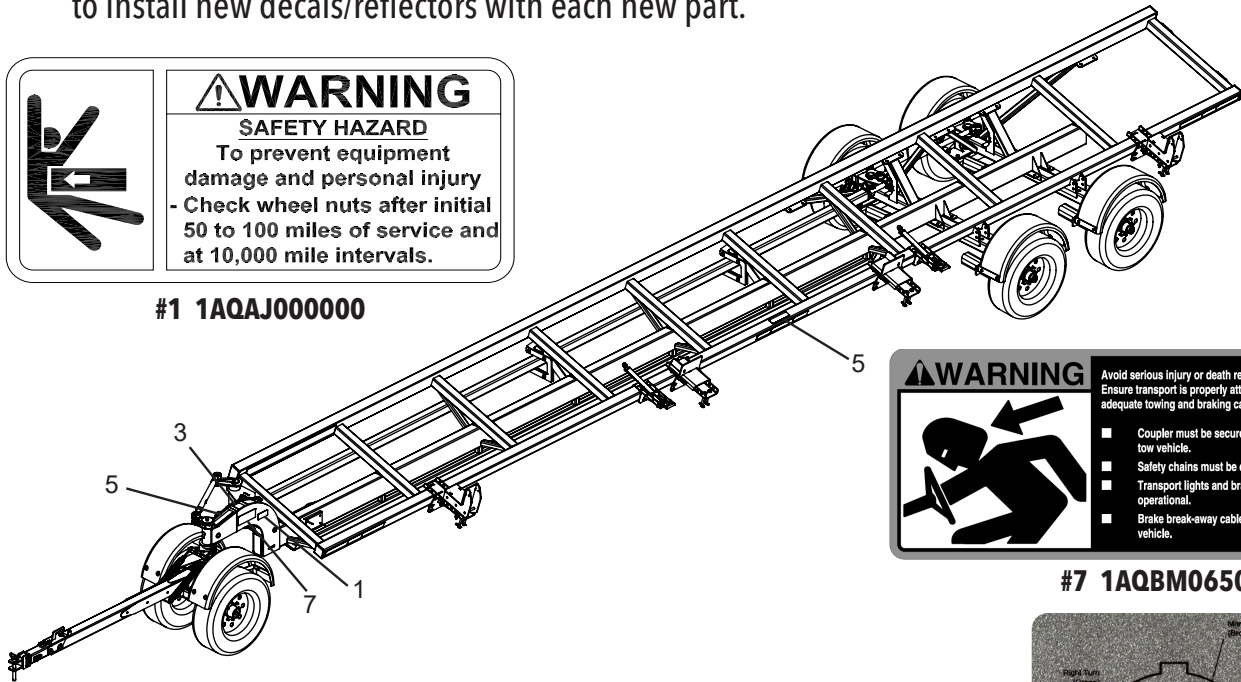
- When towing a new transport, check the lug nuts after the first 50 to 100 miles of driving.
- Metal creep between the wheel and the lug nuts will cause wheel to loosen and could come off. Check to make sure the lug nuts are tight before each tow.
- Improper torque could cause the wheel to separate from transport. A torque wrench should be used to tighten the lug nuts. If one is not available use a lug wrench then take to a transport dealer or service garage to tighten them to the required torque.



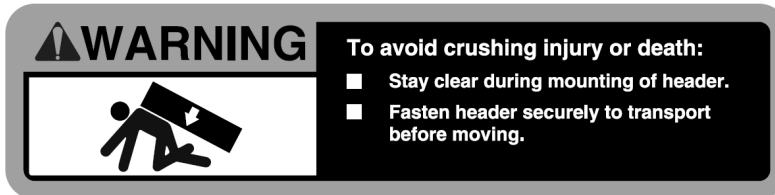
IMPORTANT: Install new safety decals and reflectors if the existing ones are destroyed, lost, painted over or cannot be read. When parts are replaced that have decals or reflectors, be sure to install new decals/reflectors with each new part.



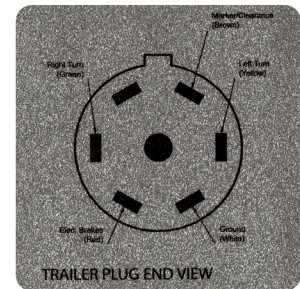
#1 1AQAJ000000



#7 1AQBM065010



#5 1AQBK065000



#3 1AQB014008

BOM ID	Qty	Item No	Description
1	1	1AQAJ000000	WARNING - CHECK WHEEL NUTS
2	1	1AQAL100000	DEEP ETCHED PLATE
3	1	1AQB014008	7 POLE WIRING DIAGRAM - BLACK LETTERS / METALLIC SILVER BLACK
4	1	1AQBC015065	GREASE GUN STICKER - RED ON WHITE
5	2	1AQBK065000	WARNING - FASTEN HDR SECURELY
6	3.75'	1AQBL073000	3M FHT YELLOW CONSPICUITY TAPE, 2" X 50 YARDS
7	1	1AQBM065010	WARNING HIGH SPEED TRANSPORT (HITCH)
8	1	DE21002	MEDIUM WHITE DEMCO DECAL
9	2	DE21004	SMALL WHITE DEMCO DECAL

HOW TO APPLY SAFETY DECALS

1. Be sure that the installation area is clean and dry.
2. Be sure temperature is above 50°F(10°C).
3. Decide on exact position before removing the backing paper.
4. Remove smallest portion of split backing paper.
5. Align decal over specified area and carefully press the small portion with the exposed sticky backing in place.
6. Slowly peel back remaining paper and carefully smooth remaining portions of decal into place.
7. Small air pockets can be pierced with a pin and smoothed out using a piece of decal backing paper.

BOLT TORQUE SPECIFICATIONS

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.



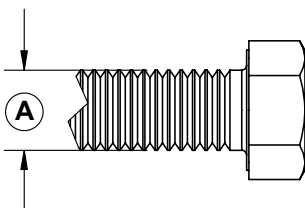
TORQUE SPECIFICATIONS

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%.

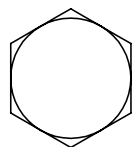
* GRADE or CLASS value for bolts and cap screws are identified by their head markings.

Bolt Torque for Standard Bolts *						
"A"	GRADE 2		GRADE 5		GRADE 8	
	lb-ft	(N.m)	lb-ft	(N.m)	lb-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)

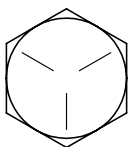
Bolt Torque for Metric Bolts *						
"A"	CLASS 8.8		CLASS 9.8		CLASS 10.9	
	lb-ft	(N.m)	lb-ft	(N.m)	lb-ft	(N.m)
6	9	(13)	10	(14)	13	(17)
7	15	(21)	18	(24)	21	(29)
8	23	(31)	25	(34)	31	(42)
10	45	(61)	50	(68)	61	(83)
12	78	(106)	88	(118)	106	(144)
14	125	(169)	140	(189)	170	(230)
16	194	(263)	216	(293)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



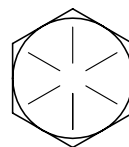
GRADE-2



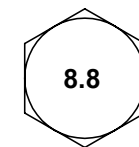
GRADE-5



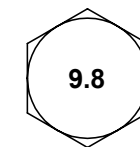
GRADE-8



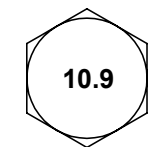
CLASS 8.8



CLASS 9.8



CLASS 10.9

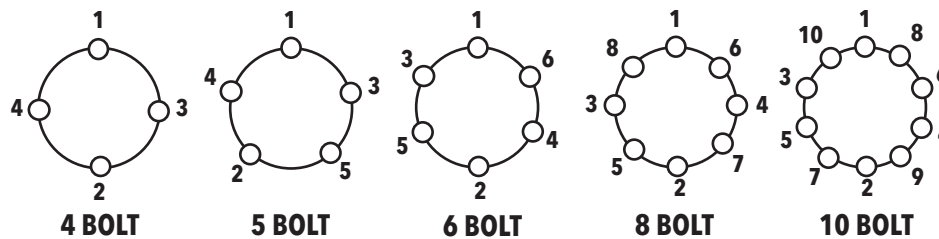


It is extremely important to apply and maintain proper wheel mounting torque on your transport axle. Torque is a measure of the amount of tightening applied to a fastener (nut or bolt) and is expressed as length times force. For example, a force of 90 pounds applied at the end of a wrench one foot long 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 wheel from your axle.

Be sure to use only the fasteners matched to the cone angle of your wheel (usually 60 degrees or 90 degrees). 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 or bolts should be torqued before first road use and after each wheel removal. Check and re-torque after the first 50 miles and again at 100 miles. Check periodically thereafter.

WHEEL AND RIM TORQUE REQUIREMENTS

Description	Application	Minimum Torque (lbs-ft)	Maximum Torque (lbs-ft)
1/2" Cone Nut	12" - 13" Wheel	50	65
	14" - 16" Wheel	90	120
5/8" Cone Nut	Flat Disc Wheel	175	225
3/4" Hex Nut	Demountable		
	Ring Clamp	210	260
3/4" Spherical Nut	Single Wheel	450	500
	Inner Dual	450	500
1-1/2" Spherical Nut	Outer Dual	450	500
5/8" Flange Nut	Wheels	275	325



Towing Tips

Driving a vehicle while towing a transport is completely different from driving the same vehicle without a transport. Acceleration, manipulation and braking are all reduced. It takes longer to get up to speed; you need more room to turn and pass, and more distance to stop. You will need to spend time adjusting to the different feel and maneuverability of the vehicle with a loaded transport. Because of the considerable differences in all aspects of manipulation when towing a transport, the dangers and risks of injury are also much greater than when driving without a transport. You are responsible for keeping your vehicle and transport in control, and for any damage that is caused if you lose control of your vehicle and transport.

Before you start towing the transport, you must follow all of the instructions for inspection, testing, loading and coupling.

Drive slowly at first, 5 m.p.h. or so, and turn the wheel to get the feel of how the vehicle and transport combination responds. Next, make some right and left hand turns. Watch in your side mirrors to see how the transport follows the vehicle. Turning with a transport attached requires more room. Stop a few times from speeds no greater than 10 m.p.h. Try using different combinations of transport/air brakes and vehicle brakes. Note the effect that the trailer brakes have when they are the only brakes used.

Pre-Trip Checklist

Perform the Pre-Trip Checklist whenever the vehicle and transport have been left unattended.

1. Beware of bystanders, particularly children, pets, and livestock. Always look around and make sure it is safe to move the tow vehicle and transport. This is especially important in high noise areas, as you may not hear people.
2. Do not allow anyone to stand between tongue or hitch and towing vehicle when backing.
3. Make sure the vehicle tow rating is high enough for what is being towed.
4. Adjust vehicle mirrors so you can see the transport and areas to the rear of it.
5. Check that the electric cord is properly connected to the transport plug.
6. Walk around the transport to check conditions of tires, lights and landing gear.
7. Keep wheel and lug nuts tightened to specific torque.
8. Visually inspect transport for any loose bolts, worn parts, or cracked welds, and make necessary repairs.

Routine Checklist

Perform a Routine Inspection Checklist before operating the vehicle and transport.

1. Perform the Pre-Trip Checklist.
2. Assure tires are inflated evenly.
3. Assure brakes are adjusted evenly.
4. Clean reflectors and lights and check that they are working properly.
5. Check coupler tightness after towing 50 to 100 miles.

Visual Inspection

For safe operating conditions and longer component life make these visual inspections before the transport is released for work.

Remember the Department of Transportation mandates you do this inspection.

1. Check the angle of the chassis.

To get conditions for least tire wear, a loaded transport must travel parallel to the highway. A level angle of the chassis permits correct wheel chamber without toe-in or toe-out.

2. Check the tires.

The tires of each dual wheel must be matched to a minimum of 0.125" (3.2 mm) of the same rolling radius and a minimum of 0.75" (19 mm) of the same rolling circumference. The tires also must have equal air pressures.

3. Check the brake drums and linings.

Both wheel ends of each axle must have the same type of lining and drum equipment. Both tandem axles also must have the same kind of lining and drum equipment.

4. Check the thickness of the brake lining.

The thickness of the brake lining must be the same on each shoe of the brake and on each side of the axle.

5. Check the brake system.

Apply the brake and check for air leaks at the brakes, air tanks, hoses and valves. When the brakes are applied, the brake shoes must move quickly and the lining must press against the drum. When the brakes are released, the brake shoes must retract fully.

6. Check for leaking lubricant at the wheel ends.

Leaking lubricant is caused by worn or damaged seal, or wrong gasket or seal installation.

NOTE: Always follow the brake lining specifications supplied by vehicle manufacturer.



Safety Guidelines

Carefully study and understand the Operator's Manual and all safety decals before operating, servicing, adjusting or repairing.

It is the owner/operators responsibility to read the manual and instruct other operators to read the manual before operating. A person who has not read and understood all operating and safety instructions is not qualified to operate the equipment. An untrained operator exposes himself and bystanders to possible serious injury or death.

If you and/or other operators do not understand any part of the manual and need assistance, please contact your dealer.

- Always comply with all state and local laws governing highway safety and movement of farm machinery on public roads.
- Follow state and local regulations regarding safety chains, auxiliary lighting, and marker requirements when towing.
- Keep hands, feet, hair & clothing away from moving and/or rotating parts.
- Never go underneath equipment unless it is properly blocked and secure.
- Do not carry passengers anywhere on the transport.
- Practice the operations and functions of your transport. Don't hurry the learning process or take it for granted.
- Children and untrained operators are not qualified to operate the transport.
- In addition to the design and configuration of a transport, hazard control and accident prevention are dependent upon the knowledge, concern, and common sense of personnel involved in the operation, transportation, maintenance and storage of the transport.
- If the operation safety is followed, along with a good maintenance program this transport will provide years of trouble-free service.



WARNING

To Avoid Personal Injury or Death, Observe the Following Instructions:

1. **Never overload combine header transport.**
2. **Do not exceed the load rating of the axle or load rating of tires, whichever is less.**
3. **Ensure that anyone present is clear before apply power to any machinery used in conjunction with the combine header transport or when moving the transport.**
4. **Never allow anyone on the combine header transport during loading, travel, or unloading of combine header.**
5. **Do not exceed the tire manufacturer's recommended safe towing speeds.**



Operating Safety

- Be especially observant of operating area and terrain. Watch for loose gravel, holes, rocks or other hidden hazards that can be dangerous for equipment operation or movement.
- Pick the most level possible route when transporting across fields. Use extreme care when working close to fences, ditches, other obstructions, or on hillsides.
- Watch for overhead obstructions.
- 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.
- With ideal road conditions follow the posted speed limit but do not exceed 60 mph.
- Always drive at a safe speed, and slow enough to make an emergency stop if necessary.
- Do not drive so fast that the trailer begins to sway due to speed.
- Allow plenty of stopping distance for the vehicle and trailer.
- Allow plenty of room for passing. A rule of thumb is that the passing distance with a trailer is four times the passing distance without a trailer.
- Use vehicle mirrors to verify enough room to change lanes or pull into traffic.
- Use turn signals well in advance.
- Shift your automatic transmission into a lower gear for city driving.
- Be extra careful on inclines. Use lower gears for climbing and descending grades.
- Do not ride the brakes while descending grades; they may get so hot that they stop working. You can potentially have a runaway vehicle and trailer.
- Always keep towing vehicle in gear to provide engine braking when going downhill. Do not coast.
- To conserve fuel, don't use full throttle to climb a hill. Instead, build speed on the approach.
- Slow down for bumps in the road. Take your foot off the brake when crossing the bump.
- Do not brake while in a curve unless absolutely necessary. Instead, slow down before you enter the curve and power through the curve. This way, the towing vehicle remains "in control."
- Do not apply the brakes to correct extreme trailer swaying. Continued pulling of the transport, and even slight acceleration, will provide a stabilizing force.
- When halting operations, even periodically, set towing vehicle's parking brake, shut off engine, and remove the ignition key, to prevent unauthorized operation.
- Secure wheels when transport is not being used.



Service and Maintenance

Carefully read this section on transport service and maintenance. Good maintenance is your responsibility. Performing maintenance according to the schedule provided on the next page will prolong the performance and life of your transport, and ensure the safety and liability of the operation. If you cannot perform the required maintenance talk to your dealer about having this done. Also check the relevant component manufacturer's manual if available.

- Make sure there is plenty of ventilation. Never operate engine of towing vehicle in a closed building. Exhaust fumes may cause asphyxiation.
- Always block wheels and never use a jack as sole support.
- Always use proper tools or equipment for job at hand.
- Use extreme caution when making adjustments.
- Follow torque chart in this manual when tightening bolts and nuts.
- Openings in skin and minor cuts are susceptible to infection from brake fluid.
- After servicing, be sure all tools, parts and equipment are removed.
- Do not allow grease or oil to build up on any step or platform.
- When replacing bolts, refer to bolt torque section for proper size and grade.
- Refer to bolt torque section for head identification marking.
- When replacement parts are necessary for periodic service & maintenance, genuine factory replacement parts must be used to restore your transport. Manufacturer will not claim responsibility for use of unapproved parts and/or accessories or other damages.
- If the transport has been altered in any way from original design, any liability for injury or warranty will not be accepted by Demco.
- A fire extinguisher and first aid kit should be kept accessible while performing any service and maintenance on the transport.

Cleaning the Transport

It is imperative transports constructed of steel be kept clean of salt and other harmful elements. Failure to wash your transport regularly and properly care for the paint and body may void any paint warranty claims if the trailer shows signs of neglect or abuse.

When cleaning the transport use a mild soap and rinse. Keeping your transport clean will help rid your transport of salt and other harmful elements. This will help keep your transport looking new and improve it's resale value.

Storing the Transport

When storing the transport, make sure it is parked on a hard, level surface and properly blocked to prevent rolling.

- Do not allow children to play on or near the equipment.
- Do not park equipment where livestock could damage it or become injured.
- Grease all zerk locations.
- Repack wheel bearings before storage.
- Inspect tires for punctures, holes or any other type of leak and repair as needed.

Item	Function Required	Weekly	3 Months or 3,000 Miles	6 Months or 6,000 Miles	12 Months or 12,000 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
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 to manufacturer's specification	X			
Tire Condition	Inspect for cuts, wear, bulging, etc.		X		


WARNING

TO AVOID PERSONAL INJURY OR DEATH. Only a certified mechanic should make adjustments to the brake system.

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.

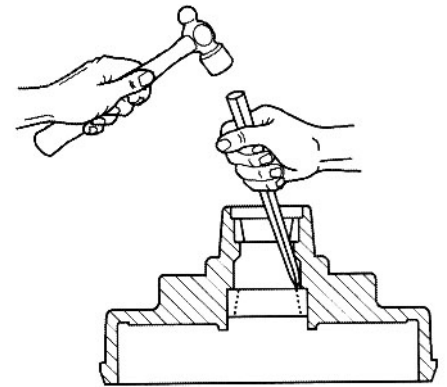
If any pitting, spalling, or corrosion is present, then the bearing must be replaced. The bearing cup inside the hub must be inspected.

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.

To Replace Bearing Cup:

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 transport axle. Bearings should be lubricated every 6 months or 6,000 miles (9,655 Km).

To Repack Bearing Cones:

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.

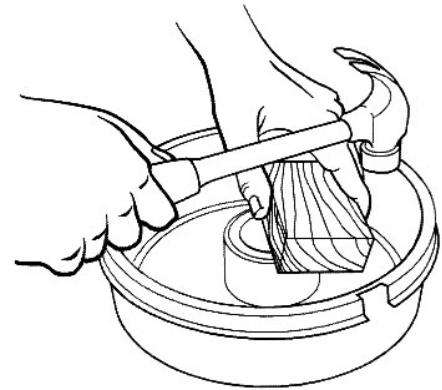
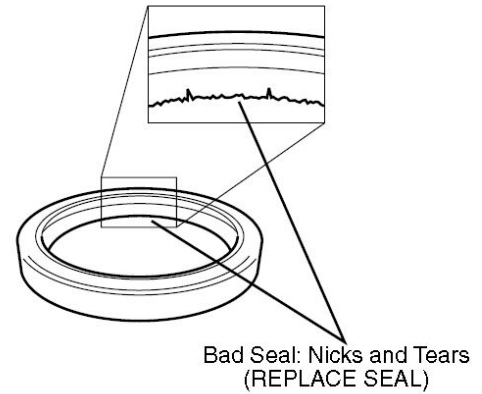
Note: If hubs are removed from an axle with the E-Z Lube feature, it is imperative that the seals be replaced BEFORE bearing lubrication. Otherwise, the chance of grease getting on the brake linings is greatly increased.

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 use on rubber encased seals.

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



Bearing Adjustment and Hub Replacement

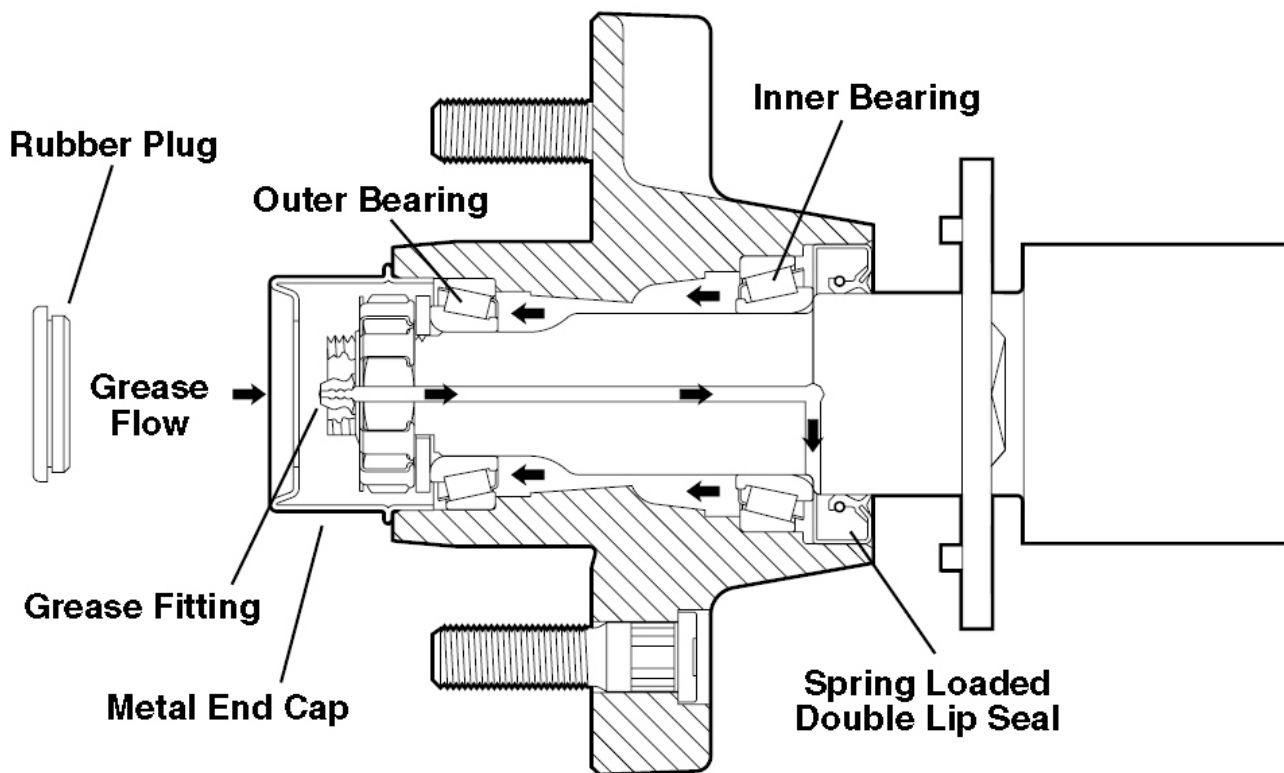
If the hub has been removed or bearing adjustment is required, the following adjustment procedure must be followed:

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.

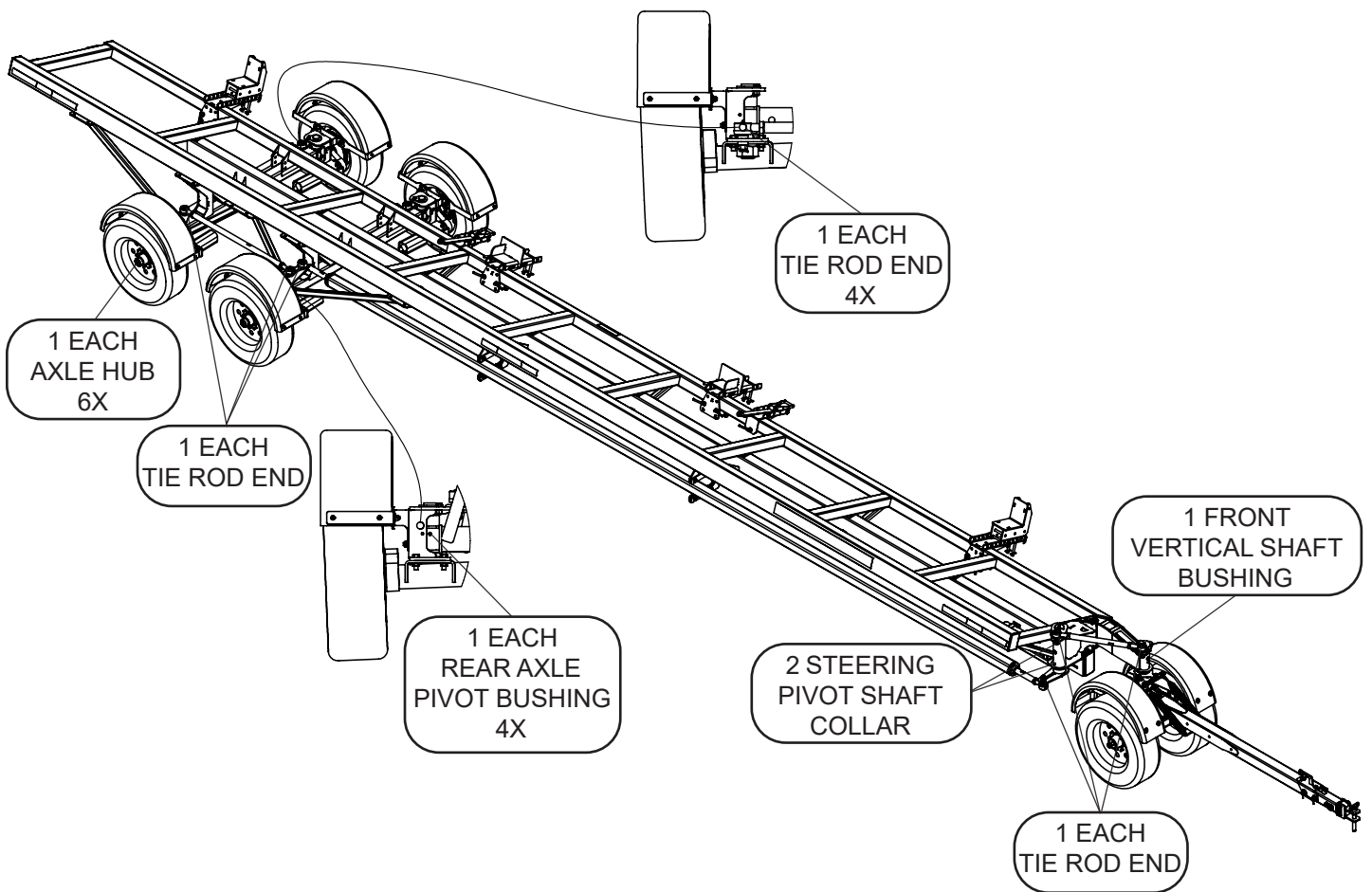
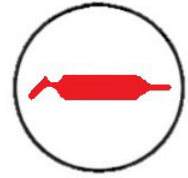
The procedure is as follows:

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.
3. Make sure the grease gun nozzle is fully engaged on the fitting.
4. Rotate hub or drum while adding grease.
5. Pump grease slowly into the fitting. The old displaced grease will begin to flow back out the cap around the grease gun nozzle.
6. When new clean grease is observed, remove the grease gun and wipe off any excess grease.
7. Replace the rubber plug in the end of the grease cap.

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



- See below for diagram of all locations where zerks are located. (17 total)
- Grease Zerks will be located anywhere you see the decal to the right.
- Each axle hub assembly also contains a grease zerk. (6 total on trailer)



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 transport from rolling.
2. Jack up the transport and secure on adequate capacity jack stands. Make sure the wheel and drum rotates freely.



WARNING: Do not lift or support transport on any part of the axle or the suspension system. Never crawl under your transport 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. 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.
8. For best results, the brakes should all be set at the same clearance.

Transport Lights and Wiring

The lights and wiring system on every Demco Combine Header Transport meet or exceed all federal and state requirements in effect at the time of manufacture. Wherever required by law, lights and reflectors are marked by the manufacturer to indicate the appropriate specifications with which each complies.

For optimum performance and long life from the transport's lights and wiring, follow this inspection procedure:

1. Clean all reflectors and lights. See that all lights burn properly. Replace all burned out lights and broken reflectors. Factory approved replacement parts should be used, and replacement bulbs of equal candle power should be used for safety.



WARNING! Use only a 12 volt DC battery for checking lights or anti-lock systems. Never use battery chargers or transformers.

2. Inspect all wiring to see that it is not frayed, and that it is properly supported and protected, with all connections tight.
3. See that the light cable is clean and long enough to permit jackknife parking. Be certain that the cable is supported so that it cannot be pinched or entangled by the lower and upper couplers.
4. Keep the 7-way plug on the light cable and the 7-way connector on the transport free of corrosion.

Transport Lights -- The table below provides wire color codes for all transports:

Yellow - Left Turn

Green - Right Turn

Red - Stop Light

White - Ground

Brown - Marker/Clearance

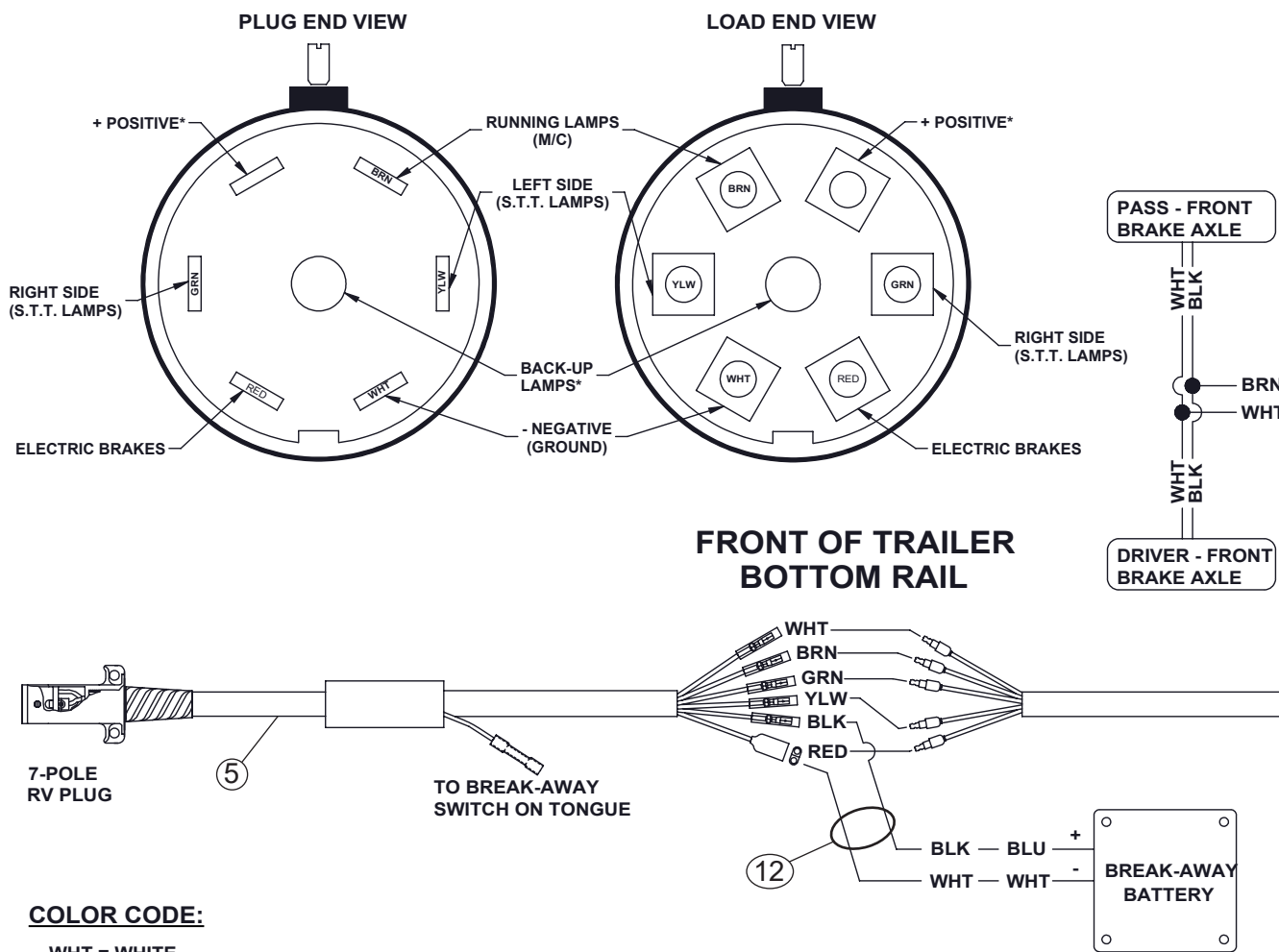
Black - Only used from Break-Away Switch to Battery

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.
- ** Shown with optional License Plate Light

IMPORTANT: After the 7-pole RV plug is connected to the towing vehicle, check that all lights and brakes, if equipped, are functioning properly. If they are not functioning properly, get the problem corrected before pulling the head transport.



COLOR CODE:

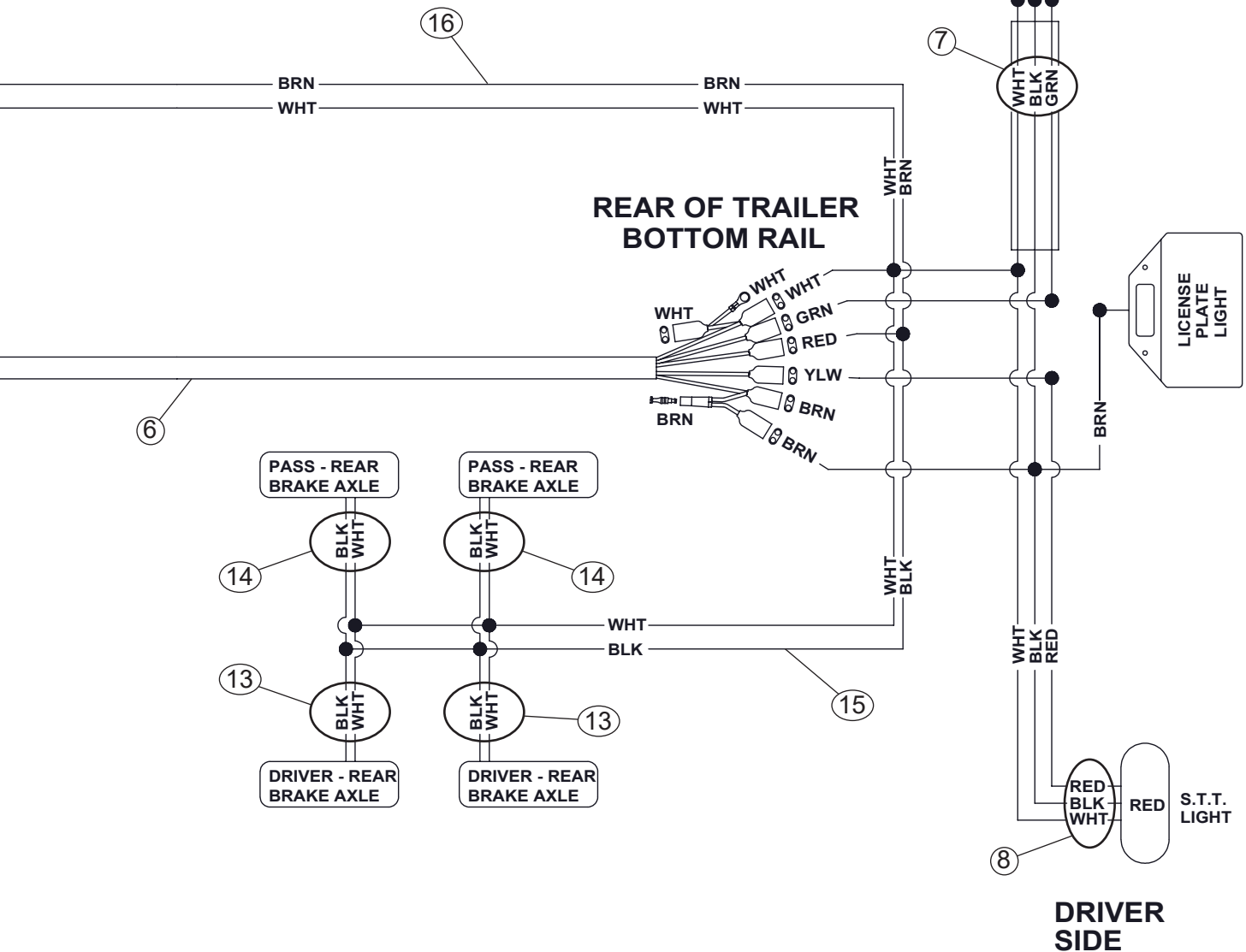
WHT = WHITE
BRN = BROWN
GRN = GREEN
YEL = YELLOW
BLK = BLACK
RED = RED
BLU = BLUE

BOM ID	Part Number	Qty	Description
1	5W000032	1	HT 32' LIGHT KIT, 0 REAR BRAKE
1	5W000038	1	HT 38' LIGHT KIT, 0 REAR BRAKE
1	5W000042	1	HT 42' LIGHT KIT, 0 REAR BRAKE
1	5W000044	1	HT 44' LIGHT KIT, 0 REAR BRAKE
1	5W000048	1	HT 48' & 52' LIGHT KIT, 0 REAR BRAKE
5	4W001240	1	HT FRONT MAIN HARNESS W/BREAK AWAY SWITCH - 240"
5	1AEX9890324	1	HT FRONT MAIN HARNESS W/BREAK AWAY SWITCH - 324"
6	4W002396	1	HT MAIN HARNESS 396" - HT 32'
6	4W002468	1	HT MAIN HARNESS 468" - HT 38'

NOTE: A Red BOM ID number indicates an option.

BOM ID	Part Number	Qty	Description
6	4W002516	1	HT MAIN HARNESS 516" - HT 42'
6	4W002540	1	HT MAIN HARNESS 540" - HT 44'
6	4W002588	1	HT MAIN HARNESS 588" - HT 48' & 52'
7	4W005048	1	MID TURN/MARKER HARNESS JUMPER 48"
8	1AEP0094882	2	RIGHT ANGLE S,T,T PLUG W/ M-BULLET
9	5W000002	1	HT TANDEM AXLE 1 REAR BRAKE, HT 32', 38', 42'
9	5W000007	1	HT TANDEM AXLE 1 REAR BRAKE, HT 44'
10	5W000003	1	HT TANDEM AXLE 2 REAR BRAKE, HT 32', 38', 42'
11	5W000004	1	HT TANDEM AXLE 2 REAR BRAKE KIT, HT 44', 48' & 52'
12	4W003036	1	JUMPER WIRE, MALE BULLET X BUTT CONNECTOR 36"
13	4W003042	1 or 2	JUMPER WIRE, MALE BULLET X BUTT CONNECTOR 42"
14	4W003081	1 or 2	JUMPER WIRE, MALE BULLET X BUTT CONNECTOR 81"
15	4W004150	1	REAR TANDEM BRAKE HARNESS 150", HT 32', 38', & 42'
15	4W004210	1	REAR TANDEM BRAKE HARNESS 210", HT 44', 48' & 52'
16	1AEK0478700	1	FRONT BRAKE AXLE (STEER), HT 32', 38', 42'
16	1AEK0604200	1	FRONT BRAKE AXLE (STEER) , HT 44', 48' & 52'

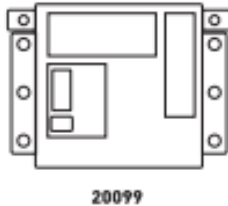
NOTE: A Red BOM ID number indicates an option.



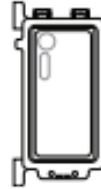


BREAK-AWAY SYSTEM INSTRUCTIONS for 1 - 2 axle trailers

Make sure you have all parts before you start your installation.



20099



20400



SELF-TAP SCREWS



BREAK-AWAY SWITCH

The following instructions must be precisely followed to ensure proper operations.
Please read the following instructions thoroughly before installing this product.

The Engager™ 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. **Note:** Contact your department of transportation for complete towing law information. 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 Box.

UNIT MUST BE FULLY CHARGED BEFORE USE

- For models with push to test and battery status indicators: If the red light illuminates when the test button is pushed, the battery charge is low. **If the charge is low, connect the trailer plug to the tow vehicle so the Break-Away Kit can charge (This can only be done after kit is installed on trailer). The amber light will illuminate indicating the battery is charging. The battery should re-charge in about twenty minutes.**
- For models without push to test and battery status indicators: Check battery charge with a battery tester. **If charge is low, Connect the trailer plug to the tow vehicle so the Break-Away kit can charge (This can only be done after kit is installed on trailer).**

Mounting Instructions

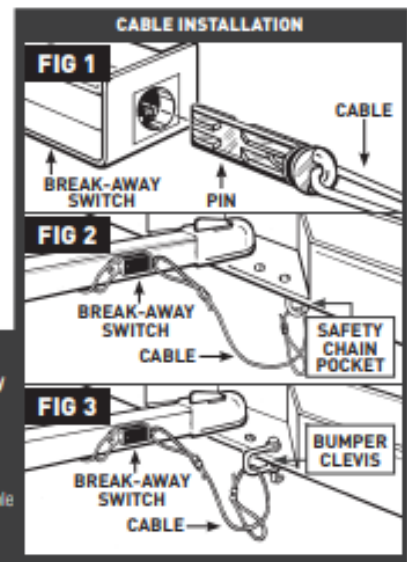
1. Locate secure surface on trailer to mount Break-Away Kit.
2. With flat washers on each screw, route through provided holes in each corner of the Break-Away kit plastic casing.
Use screwdriver or drill and secure to trailer.

Wiring Installation **WIRING DIAGRAM ON BACK**

1. Splice the blue wire of the Break-Away Switch to the electric brake wire coming from the trailer side connector
2. Connect the black (labeled battery) wire of the Break-Away Switch to the blue wire (labeled brake) from the Break-Away Box
3. Splice white wire from Break-Away Box to existing ground wire on trailer or ground directly to trailer frame
4. Splice black wire on Break-Away Box to trailer 12-Volt auxiliary power lead. This will charge the Break-Away Battery when vehicle is in use. **NOTE: Some break-away systems do not have a black wire. These systems will require the battery be fully charged, by a trickle charger, before use.**

Break-Away Switch Setup

1. Test unit by pulling firmly on cable of Break-Away Switch. Battery will activate brakes. **Note: Do not pull pin from the Break-Away switch if the trailer is electrically connected to the tow vehicle. This could result in damage to the tow vehicle.**
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: I. 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. II. Attach cable loop to a bumper clevis (FIG 3). Do not loop cable over hitch ball. Cable could bounce off while vehicle is moving. **Note: Pin must be facing the rear of the vehicle, directly behind the location of the cable on your vehicle. Anything else may cause Break-Away Switch failure.**



Additional Information for Model Numbers 20099, and 20400

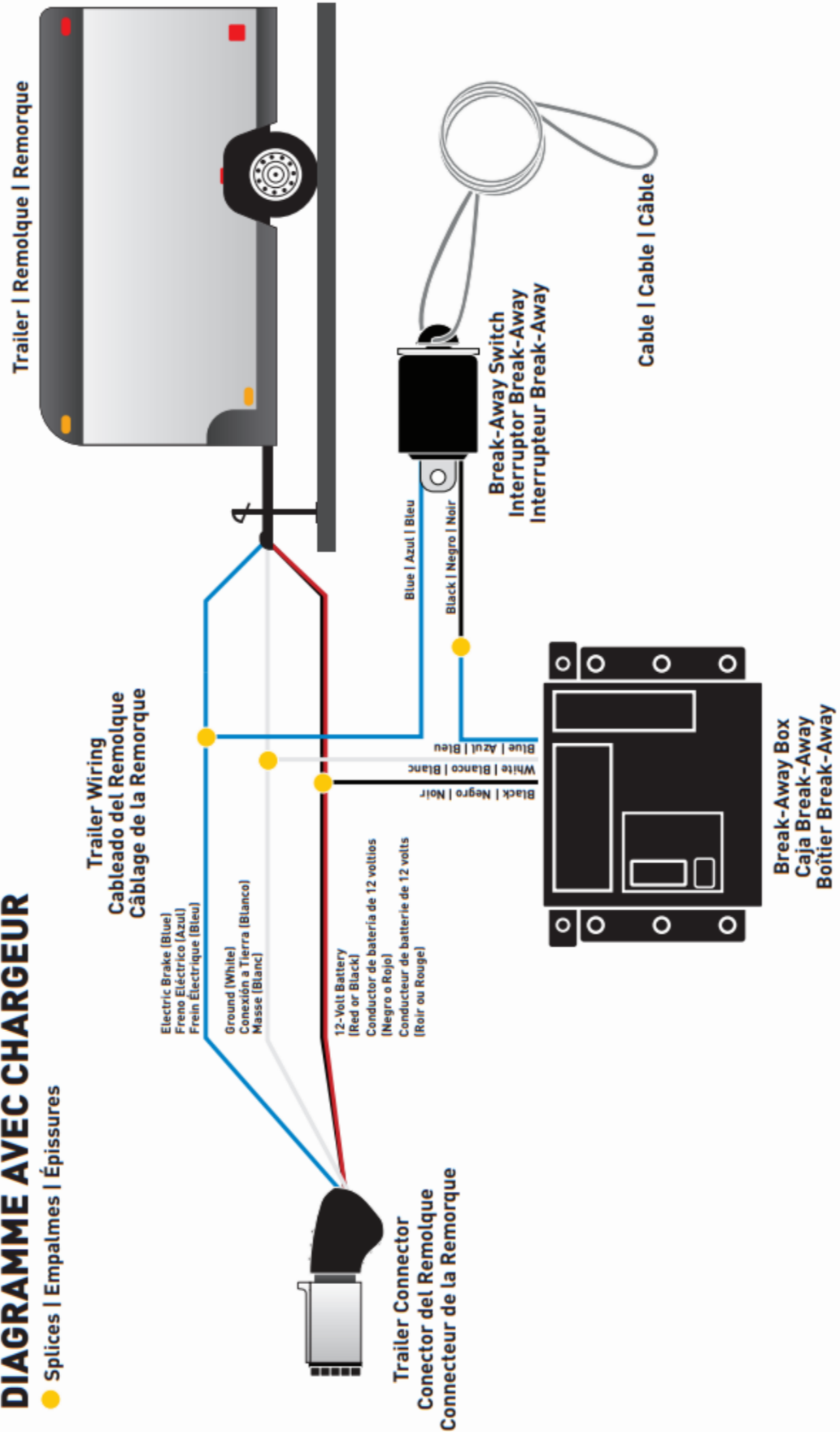
1. The trailer plug should be detached from the towing vehicle when using the push to test feature to test the Break-Away battery voltage level. Otherwise you will be testing the towing vehicle's battery.
2. If the trailer is plugged into the tow vehicle, the yellow "Charging" light will always be on
3. The LED assembly will only work with 12-volt batteries. The lower the battery voltage goes, the dimmer the LEDs will illuminate

YOUR TRAILER MUST HAVE OPERATIONAL ELECTRICAL BRAKES TO USE THIS PRODUCT

1AEZ4192350 12V BREAKAWAY KIT FOR 1-3 AXLE, NON-CHARGING W/O MOUNTING HARDWARE REF #20003

WIRING DIAGRAM WITH CHARGER DIAGRAMA CON EL CARGADOR DIAGRAMME AVEC CHARGEUR

● Splices | Empalmes | Épissures



HEADER ALIGNMENT TAPE

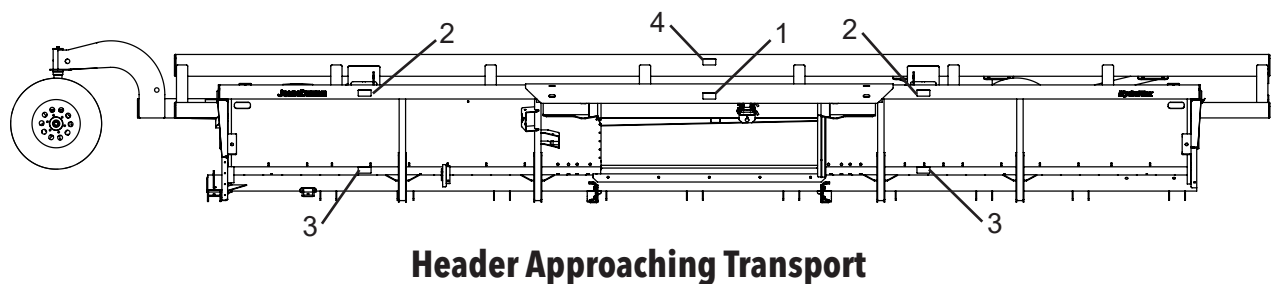
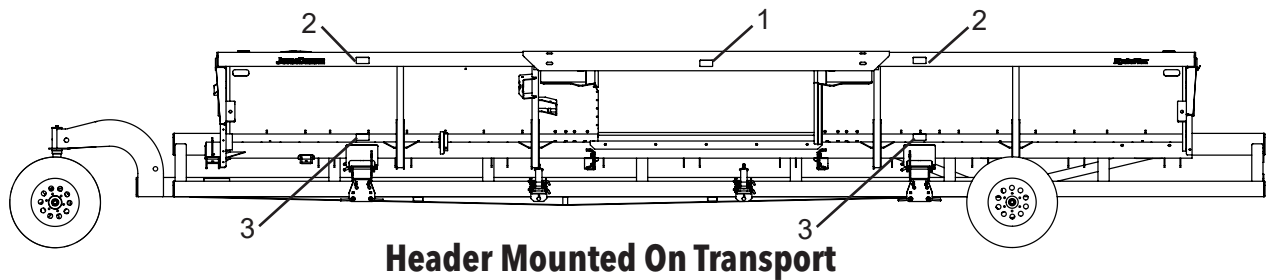
There are 5 strips of yellow conspicuity tape, 2 in x 9 in, part number 1AQBL073000, enclosed in the manifest holder with the Operator's Manual. This tape can be added to the header and transport to aid in aligning the header when mounting it on the transport.

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.



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:

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



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.)

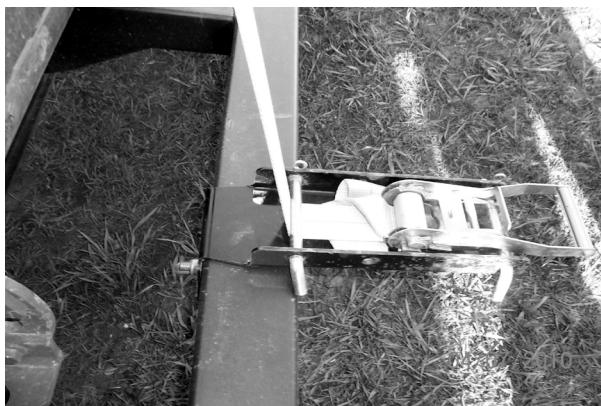


CAUTION: BE AWARE OF TRANSPORT WIDTH WHILE TRAVELING ON ROADS AND BEFORE CROSSING BRIDGES.

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 specific applications.



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

Step 5:

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



REAR AXLE TOE-IN

⚠ WARNING: Tie-rods and connecting rods should only be adjusted 1/2 to 1 complete turns at a time! If they are adjusted more than that, at any one time, there is a risk of serious injury and/or damage to equipment!

⚠ 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.

IMPORTANT: Before making any adjustments, 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.

IMPORTANT: Before making any adjustments, the front steering axle must be straight. This can be done by pulling the transport in a straight line on level ground for 2-3 times the length of the transport.

The tie-rods and connecting rods are adjusted and pre-set at the time of manufacture. Tie-rods and connecting rods should only be adjusted if the rear tires and wheels are not toed-in correctly. The rear axles are adjusted to have tires and wheels toed-in 1/4" to 3/8" measured at the tire bead edge of the rim. Use the following steps to check and adjust the toe-in of the rear tires and wheels.

1. Leave the transport connected to the towing vehicle to prevent the transport from rolling.
2. Ensure that the front axle and tongue are straight by pulling the transport in a straight line on level ground for 2-3 times the length of the transport.
3. Check the toe-in of axle #1 by measuring DIM "X" and DIM "Y" at the tire bead edge of the rim. DIM "X" should be 1/4" to 3/8" less than DIM "Y". (See Figure 1)
4. If an adjustment needs to be made, loosen the jam nuts on the axle tie-rod assembly.
5. To increase the toe-in, lengthen the tie-rod. To decrease the toe-in, shorten the tie-rod. Looking at the right-hand tie-rod end, turn the tube clockwise to shorten or counter-clockwise to lengthen. (See Figure 2)
6. Tighten the jam nuts.
7. Repeat steps 3-6, to check and adjust the toe-in of axle #2.
8. After making adjustments, pull the transport around making several turns in each direction.
9. Pull the transport in a straight line on level ground for 2-3 times the length of the transport.
10. Visually check the wheels to ensure that they are toed-in when the vehicle is stopped and the tongue is straight.
11. If needed, repeat these steps to correct any toe-in issues.

Figure 1

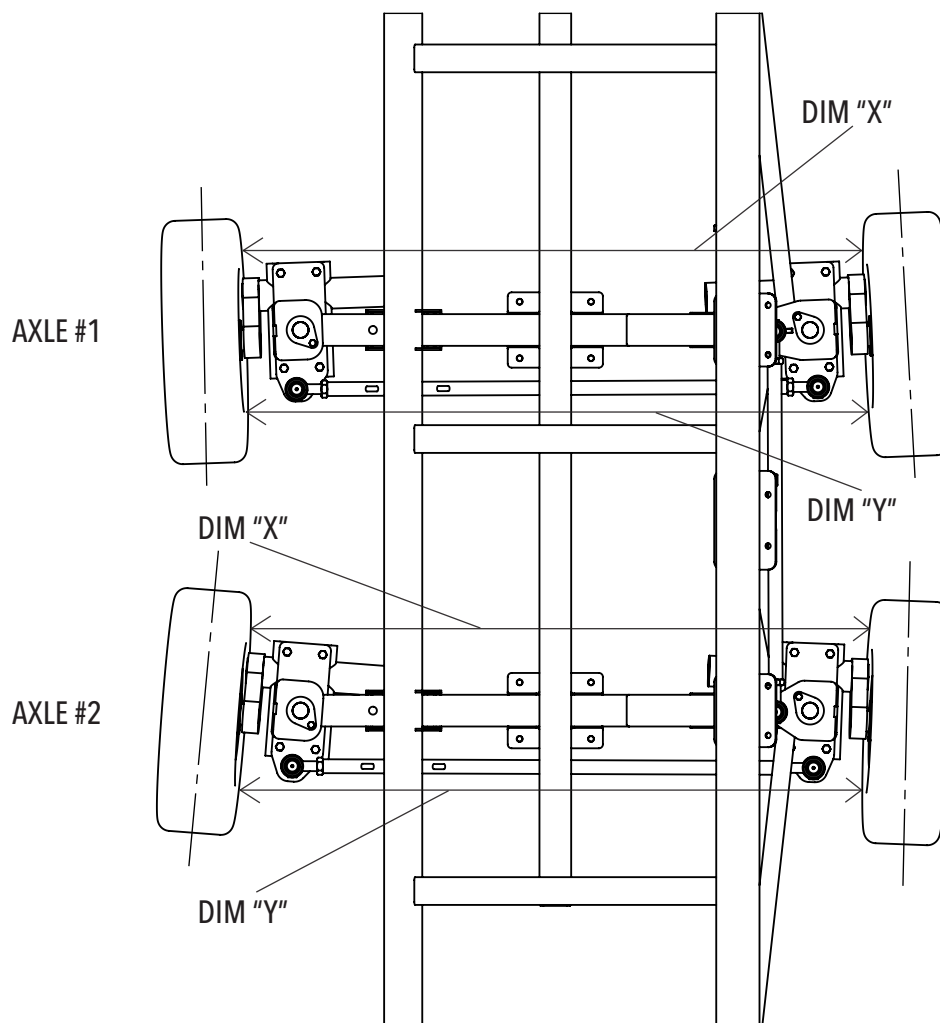
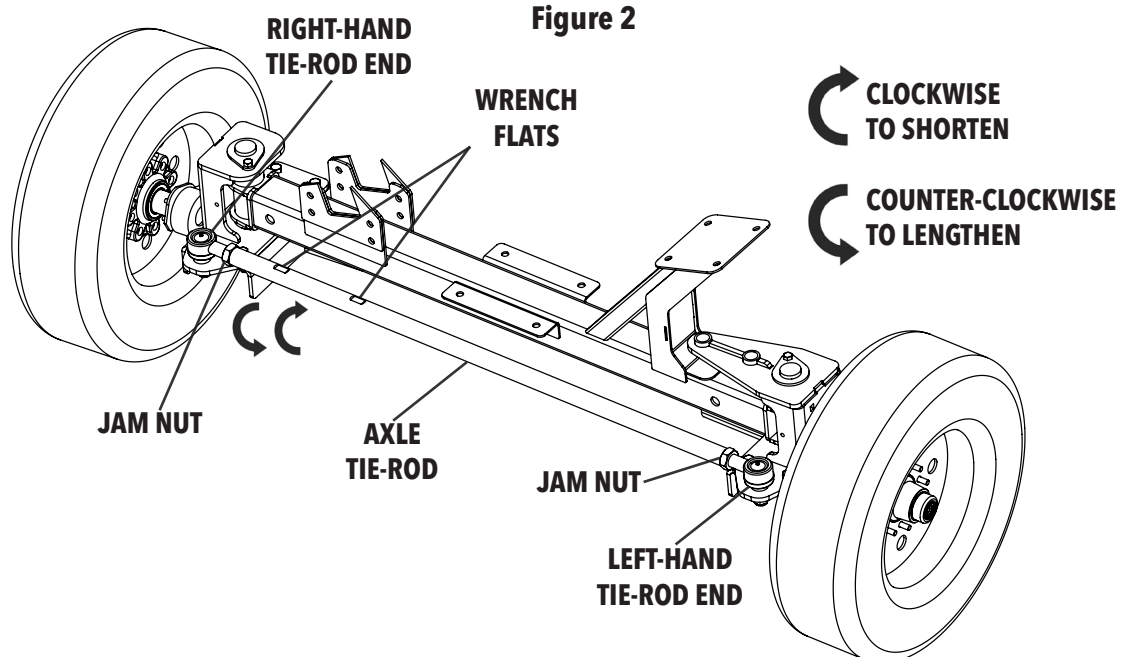


Figure 2



NOTE: Wrench flats on tie-rod tubes indicate that end has right-hand threads.

REAR AXLE ALIGNMENT

⚠ WARNING: Tie-rods and connecting rods should only be adjusted 1/2 to 1 complete turns at a time! If they are adjusted more than that, at any one time, there is a risk of serious injury and/or damage to equipment!

⚠ 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.

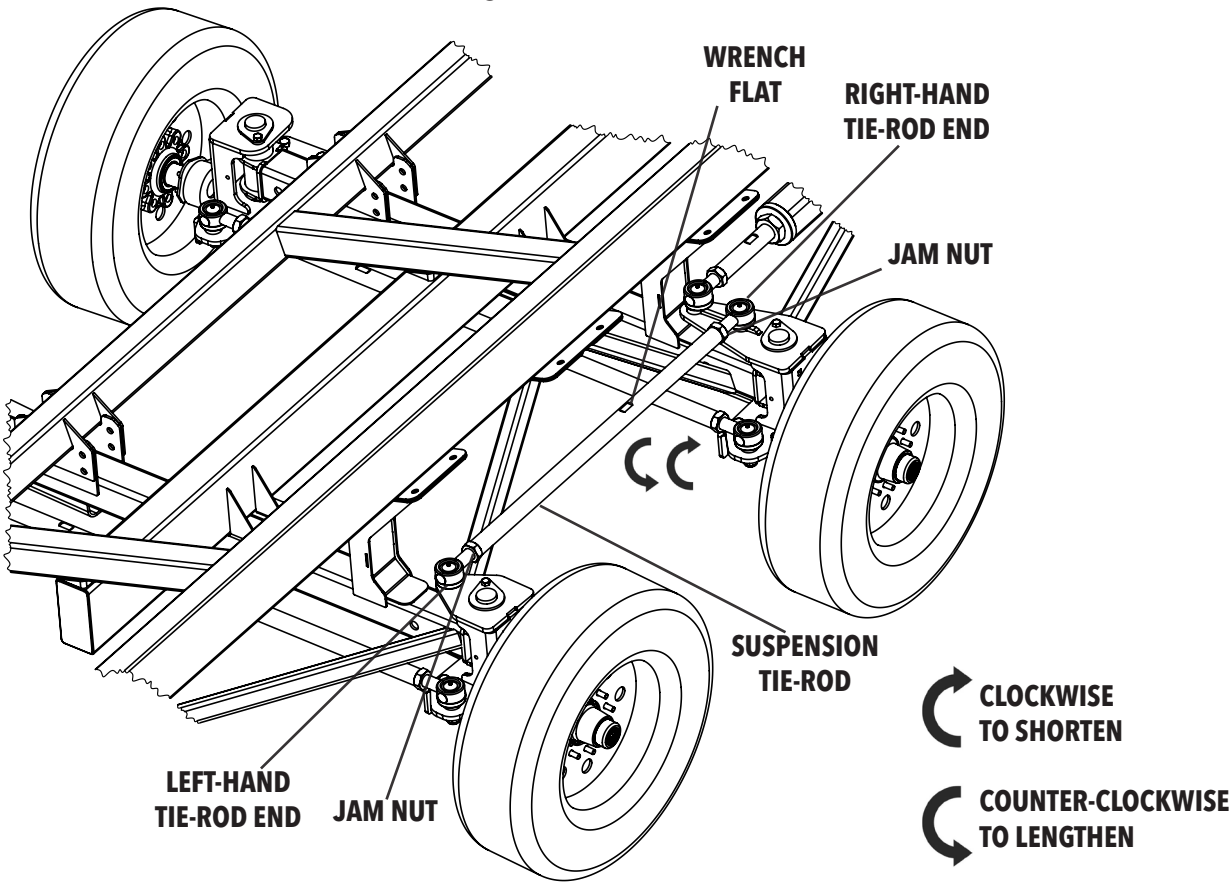
IMPORTANT: Before making any adjustments, visually inspect the tongue to make sure it is straight and perpendicular to the front axle. If tongue is not straight and true, or appears to be bent, contact your dealer for assistance.

IMPORTANT: Before making any adjustments, the front steering axle must be straight. This can be done by pulling the transport in a straight line on level ground for 2-3 times the length of the transport.

The tie-rods and connecting rods are adjusted and pre-set at the time of manufacture. Tie-rods and connecting rods should only be adjusted if the rear axles are not aligned. Use the following steps to check and adjust the alignment of the rear axles.

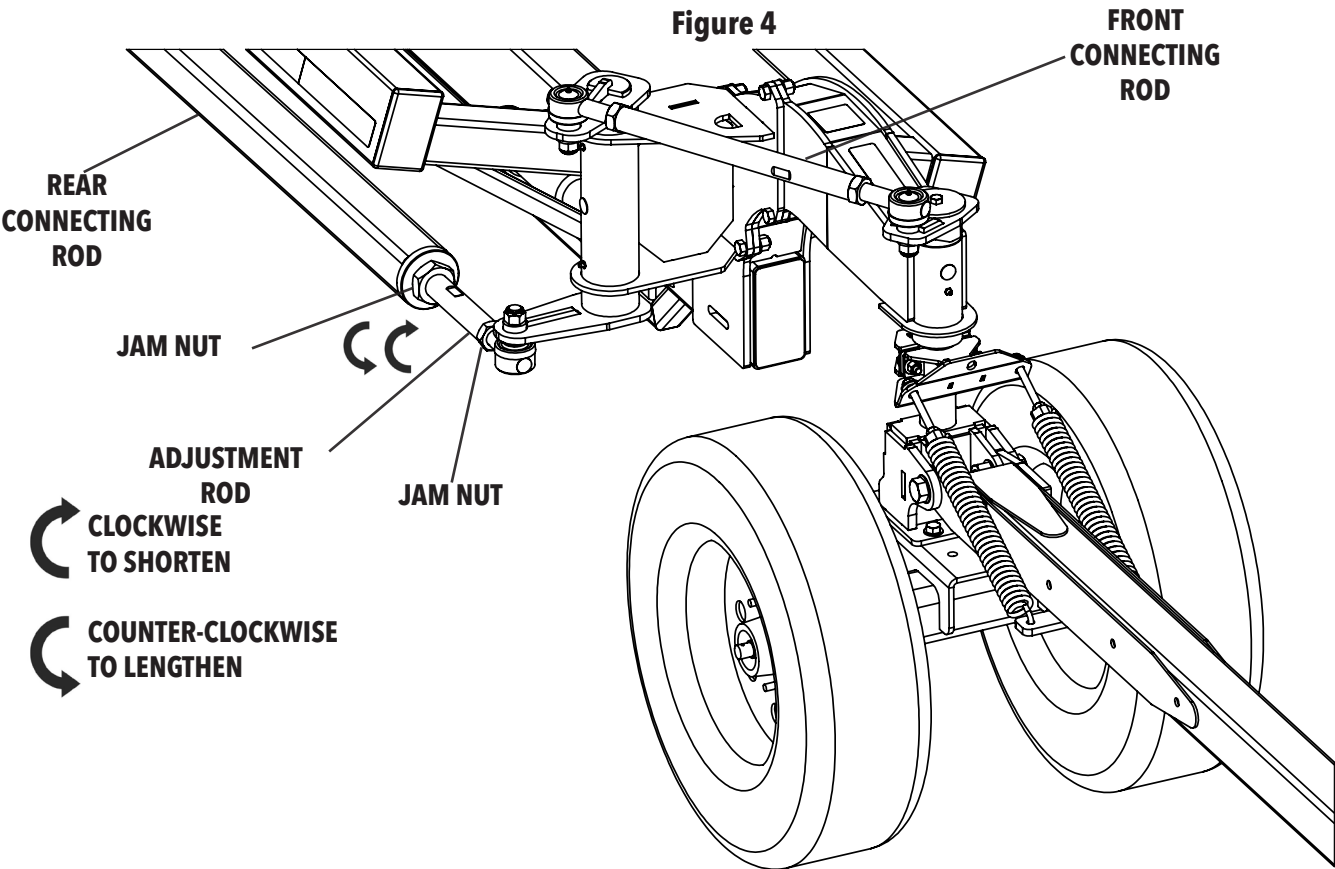
1. Leave the transport connected to the towing vehicle to prevent the transport from rolling.
2. Ensure that the front axle and tongue are straight by pulling the transport in a straight line on level ground for 2-3 times the length of the transport.
3. Look at axles #1 and #2 to see if they are straight and angled the same. Figure 1 shows an exaggerated view of the axles out of alignment.
4. If they are not angled the same, adjust the suspension tie-rod. (See Figure 3)
5. Loosen the jam nuts on the suspension tie-rod assembly.
6. Looking at the right-hand tie-rod end, if axle #2 needs to be turned to the right, shorten the tie-rod by turning the tube clockwise. If axle #2 needs to be turned to the left, lengthen the tie-rod by turning the tube counter-clockwise.
7. Tighten the jam nuts on the suspension tie-rod assembly.
8. After making adjustments, pull the transport around making several turns in each direction.
9. Pull the transport in a straight line on level ground for 2-3 times the length of the transport.
10. Visually check that the rear axles are straight and angled the same.
11. If needed, repeat these steps to correct any alignment issues.

Figure 3



NOTE: Wrench flats on tie-rod tubes indicate that end has right-hand threads.

Figure 4



REAR AXLE TRACKING

⚠ WARNING: Tie-rods and connecting rods should only be adjusted 1/2 to 1 complete turns at a time! If they are adjusted more than that, at any one time, there is a risk of serious injury and/or damage to equipment!

⚠ 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.

IMPORTANT: Before making any adjustments, 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.

IMPORTANT: Before making any adjustments, the front steering axle must be straight. This can be done by pulling the transport in a straight line on level ground for 2-3 times the length of the transport.

The tie-rods and connecting rods are adjusted and pre-set at the time of manufacture. Tie-rods and connecting rods should only be adjusted if the transport is having tracking issues. Use the following steps to correct any tracking problems.

NOTE: Adjusting the front connecting rod (shown in Figure 4) is not recommended. This is set to allow the tongue to turn under the trailer when storing the transport.

1. Leave the transport connected to the towing vehicle to prevent the transport from rolling.
2. Ensure that the front axle and tongue are straight by pulling the transport in a straight line on level ground for 2-3 times the length of the transport.
3. If the rear of the transport is tracking to the left (road side) (See Figure 5), the rear connecting rod must be shortened. If the rear of the transport is tracking to the right (curb side) (See Figure 6), the rear connecting rod must be lengthened.
4. Loosen the jam nuts on the adjustment rod
5. Rotate the adjustment rod clockwise to shorten the rear connecting rod. Rotate the adjustment rod counter-clockwise to lengthen the rear connecting rod (See Figure 4)
6. Tighten the jam nuts.
7. After making adjustments, pull the transport around making several turns in each direction.
8. Pull the transport in a straight line on level ground for 2-3 times the length of the transport.
9. Visually check the transport is tracking correctly.
10. If needed, repeat these steps to correct any tracking issues.

Figure 5

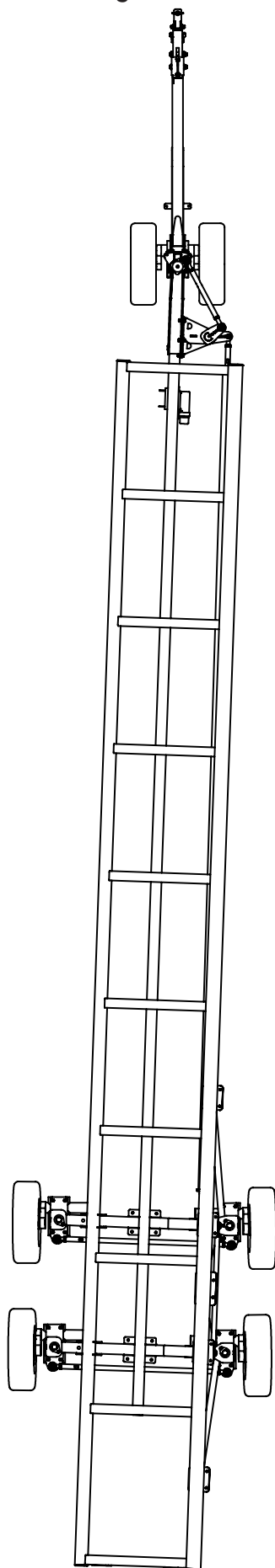
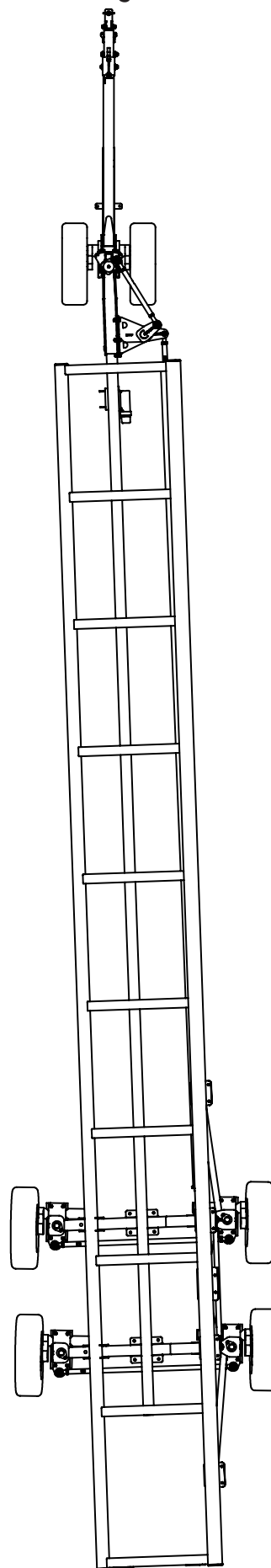


Figure 6



PARTS SECTION

**The following pages contain parts information for your Demco
Combine Header Transport.**

Transport Length FEET	Highway Tires GVWR
32 Ft. 4,070 lbs (1,846 kg) Empty Weight	10 Ply on All 20,000 lbs (9,071 kg) GVW
38 Ft. 4,470 lbs (2,027 kg) Empty Weight	10 Ply on All 20,000 lbs (9,071 kg) GVW
42 Ft. 5,020 lbs (2,277 kg) Empty Weight	10 Ply on All 20,000 lbs (9,071 kg) GVW
44 Ft. 5,650 lbs (2,563 kg) Empty Weight	10 Ply on All 20,000 lbs (9,071 kg) GVW
48 Ft. 5,970 lbs (2,708 kg) Empty Weight	10 Ply on All 20,000 lbs (9,071 kg) GVW
52 Ft. 6,000 lbs (2,722 kg) Empty Weight	10 Ply on All 20,000 lbs (9,071 kg) GVW

	Highway GAWR
Front Axle #1	6,840 lbs or 3,103 kg
Rear Axle #2	6,840 lbs or 3,103 kg
Rear Axle #3	6,840 lbs or 3,103 kg

Tire Size	Tire Capacity	Cold Inflation Pressure	Rim Size	Rim Capacity
ST 235/80R16 (Hwy Serv.) 10Ply LRE	3,420 lbs 1,551 kg	80 psi 551 kPa	16" x 6" (40.6cm x 15.2cm) (8) Bolts on 6.50" (16.5cm) B.C.	3,750 lbs 1,700 kg



MAXIMUM TRANSPORT SPEED = Posted roadway speeds. (Highway Tires)



TIRE SAFETY

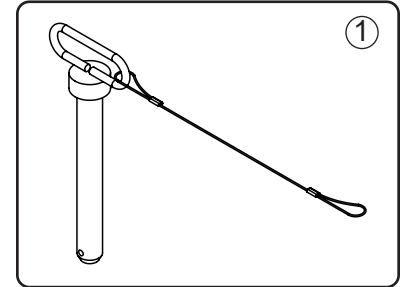
Failure to follow proper procedures when mounting a tire on a rim can produce an explosion which may result in a serious injury or death.

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.

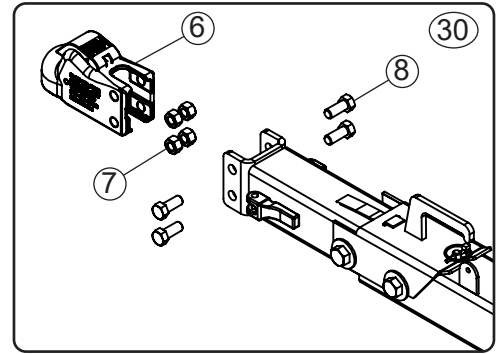
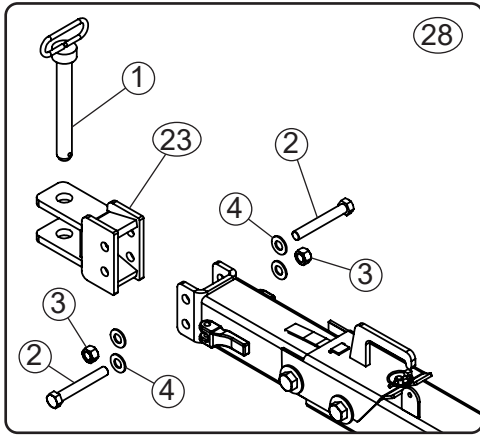
Always order and install tires and wheels with appropriate type and load capacity to meet or exceed anticipated weight to be placed on the equipment.

91" TELESCOPING TONGUE PARTS

BOM ID	Part Number		Description
1	1AF006QGAH0	1	1" X 7 1/2" RED HANDLE 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	1AF009J000C	4	5/8" SAE FLAT WASHER
5	1ACB0305651	1	3" LUNETTE EYE ASSEMBLY - DEMCO
6	1ACB0305806	1	2-5/16" ADJUSTABLE BALL COUPLER, 20K
7	1AFC05J0000	4	5/8" CENTER LOCK NUT
8	1AFC12JAAH8	4	5/8"-11 X 1-1/2" HEX BOLT GR 8
9	1AF009L0000	4	3/4" USS FLAT WASHER, PLATED
10	1AF05900000	1	HITCH SPRING - DEMCO
11	1AFC47LEA05	1	3/4" X 5" HEX W/ HOLE @ 4.1562
12	1AFC48LEA05	1	3/4" X 5" HEX W/ HOLE @ 4.5625
13	1AFC63L0000	2	3/4"-10 SLOTTED HEX NUT
14	1AF033CBAD0	2	5/32" X 2-1/4" COTTER PIN
15	1AU00000060	2	HT LATCH SPACER 2 (THICK)
16	1AU00000061	2	HT LATCH SPACER 1 (THIN)
17	1AF034CAA10	1	3/16 X 1 9/16 LYNCH PIN
18	1AFC12QCA08	2	1"-8 X 3" HEX BOLT COARSE THRED GR8
19	1AFC18Q0002	2	1-8 HEX NUT NYLOK GR2
20	1AFZ76QBAA0	4	1" ID X 2" OD X .048 WASHER-ZINC PL
21	1AU00000153	2	5/16 X 33" GR70 SAFETY CHAIN W/HOOK (NOT SHOWN)
22	3H000649	2	HT-AWS TONGUE MOUNT BUSHING
23	5H000166	1	HT CLEVIS BOLT-ON COUPLER, 20K RATED
24	5H000394	1	HT TELESCOPING INNER TUBE W/ CHANNEL MOUNT, 71.75"
25	5H000397	1	HT-AWS TELESCOPING LATCH ASSEMBLY
26	5H000476	1	HT-AWS 91 TELESCOPING OUTER TUBE ASSEMBLY, 71.25"
27	5H000477	1	HT-AWS 91 TELE TONGUE W/O COUPLER
28	5H000478	1	HT-AWS 91 TELE TONGUE W/CLEVIS
29	5H000479	1	HT-AWS 91 TELE TONGUE W/3" PINTLE
30	5H000480	1	HT-AWS 91 TELE TNGE W/2-5/16" BALL

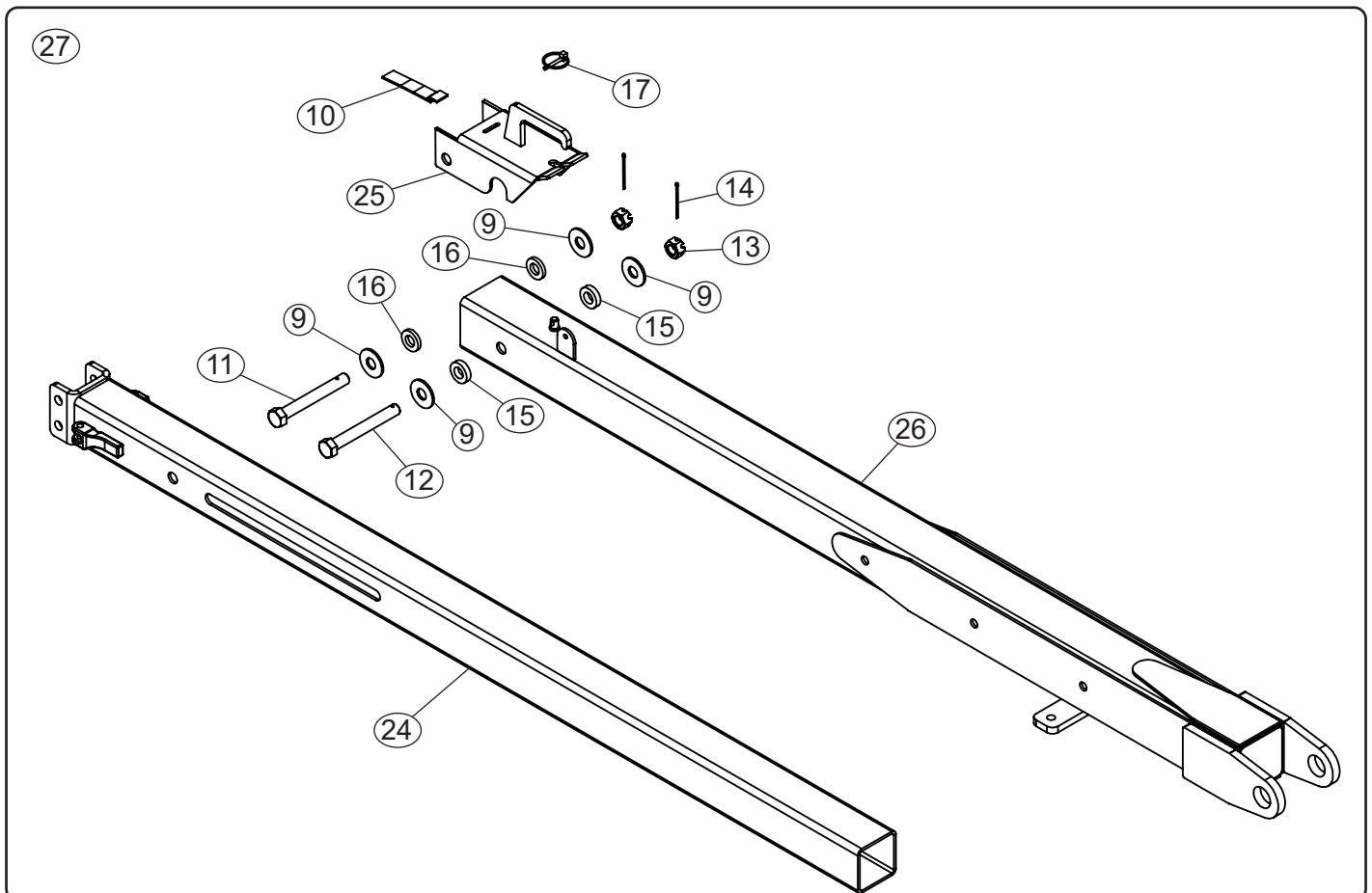
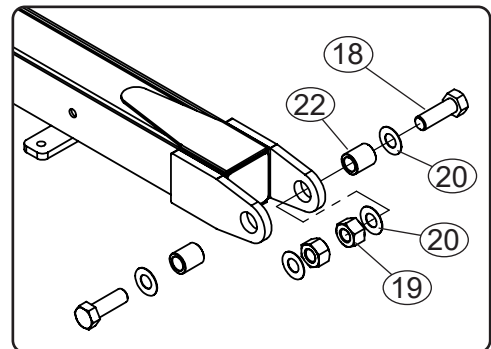
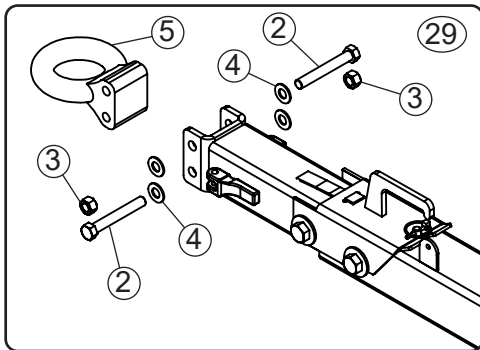


NOTE: A Red BOM ID number indicates an option.



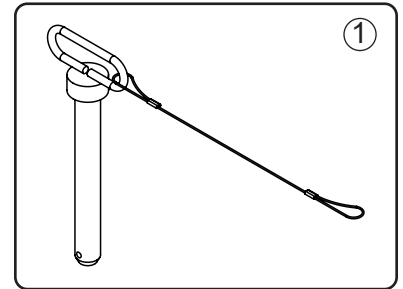
TONGUE TORQUE SPECIFICATIONS

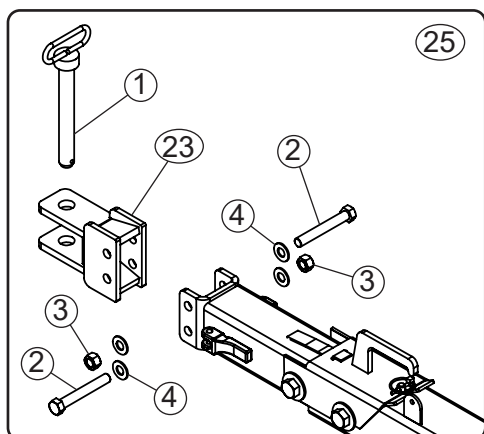
1. Install tongue in front suspension mount.
2. Install tongue mount bushings, Item 22.
3. Install bolts, nuts and washers, Items 18, 19 & 20.
4. Torque bolts to 150-175 ft/lbs
5. There should be no slop in the tongue to mount connection.



139" TELESCOPING TONGUE PARTS

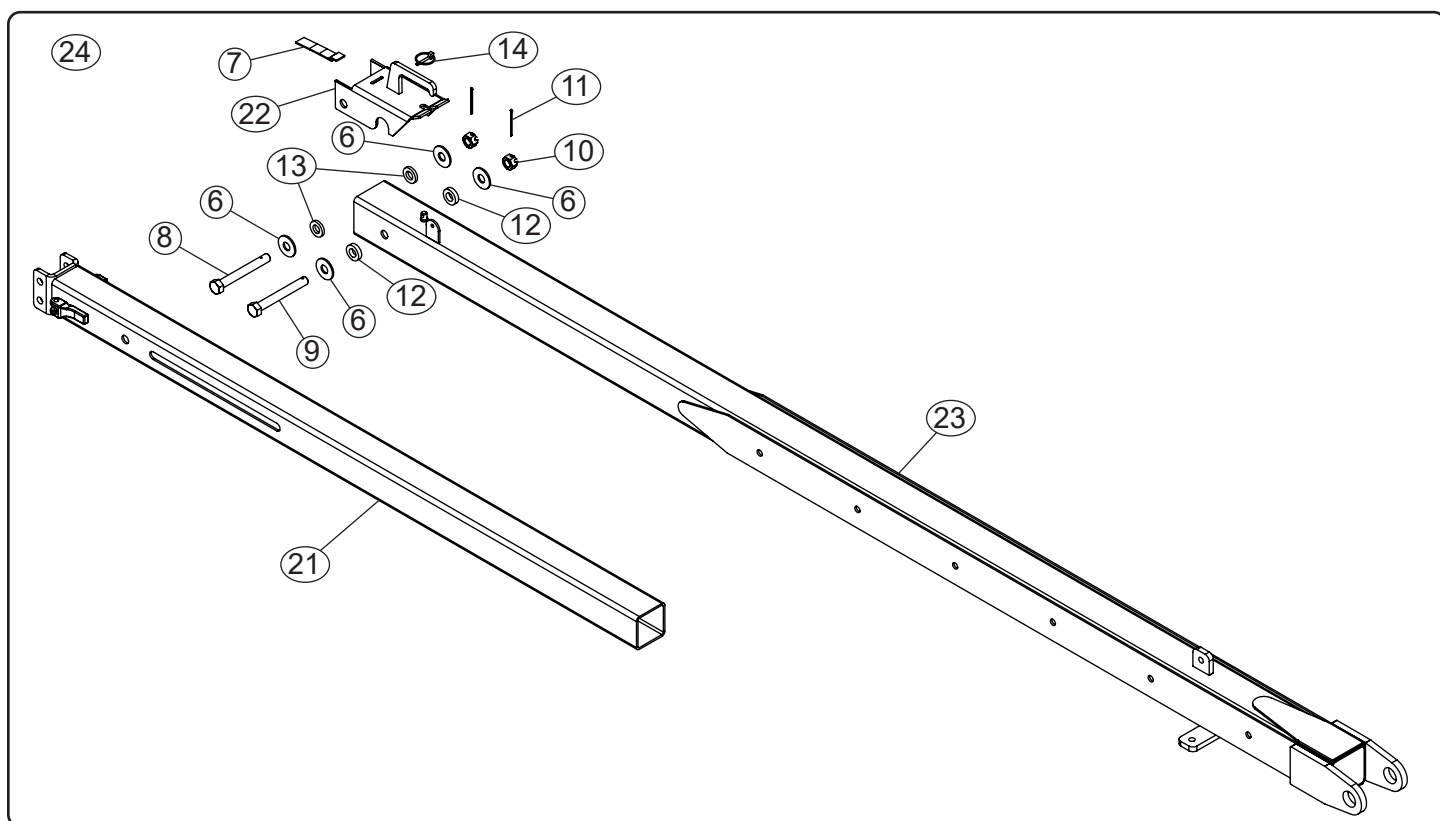
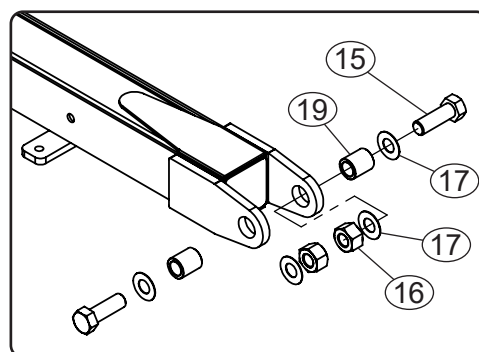
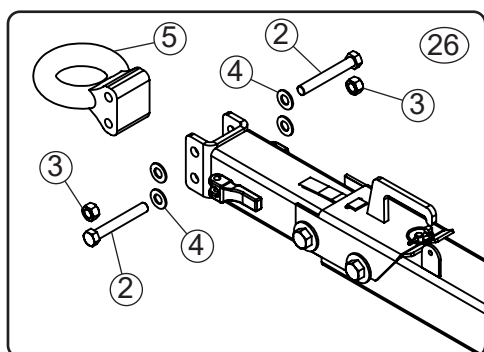
Ref No.	Part Number	Qty	Description
1	1AF006QGAH0	1	1" X 7 1/2" RED HANDLE HITCH PIN W/STEEL LANYARD
2	1AFF12JDAH1	2	5/8" X 4-1/2" HEX BOLT FINE THRD GR 8
3	1AFF17J0001	2	5/8"-FINE THRD CROWN LOCKNUT GR 8
4	1AF009J000C	4	5/8" SAE FLAT WASHER
5	1ACB0305651	1	3" LUNETTE EYE ASSEMBLY - DEMCO
6	1AF009L0000	4	3/4" USS FLAT WASHER, PLATED
7	1AF05900000	1	HITCH SPRING - DEMCO
8	1AFC47LEA05	1	3/4" X 5" HEX W/ HOLE @ 4.1562
9	1AFC48LEA05	1	3/4" X 5" HEX W/ HOLE @ 4.5625
10	1AFC63L0000	2	3/4"-10 SLOTTED HEX NUT
11	1AF033CBAD0	2	5/32" X 2-1/4" COTTER PIN
12	1AU00000060	2	HT LATCH SPACER 2 (THICK)
13	1AU00000061	2	HT LATCH SPACER 1 (THIN)
14	1AF034CAA10	1	3/16 X 1 9/16 LYNCH PIN
15	1AFC12QCA08	2	1"-8 X 3" HEX BOLT COARSE THRED GR8
16	1AFC18Q0002	2	1-8 HEX NUT NYLOK GR2
17	1AFZ76QBAA0	4	1" ID X 2" OD X .048 WASHER-ZINC PL
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19	3H000649	2	HT-AWS TONGUE MOUNT BUSHING
20	5H000166	1	HT CLEVIS BOLT-ON COUPLER, 20K RATED
21	5H000394	1	HT TELESCOPING INNER TUBE W/ CHANNEL MOUNT, 71.75"
22	5H000397	1	HT-AWS TELESCOPING LATCH ASSEMBLY
23	5H000517	1	HT-AWS 139 TELE OUTER TUBE ASSEMBLY, 120"
24	5H000516	1	HT-AWS 139 TELE TONGUE W/O COUPLER
25	5H000518	1	HT-AWS 139 TELE TONGUE W/CLEVIS
26	5H000519	1	HT-AWS 139 TELE TONGUE W/3" PINTLE





TONGUE TORQUE SPECIFICATIONS

1. Install tongue in front suspension mount.
2. Install tongue mount bushings, Item 19.
3. Install bolts, nuts and washers, Items 15, 16 & 17.
4. Torque bolts to 150-175 ft/lbs
5. There should be no slop in the tongue to mount connection.



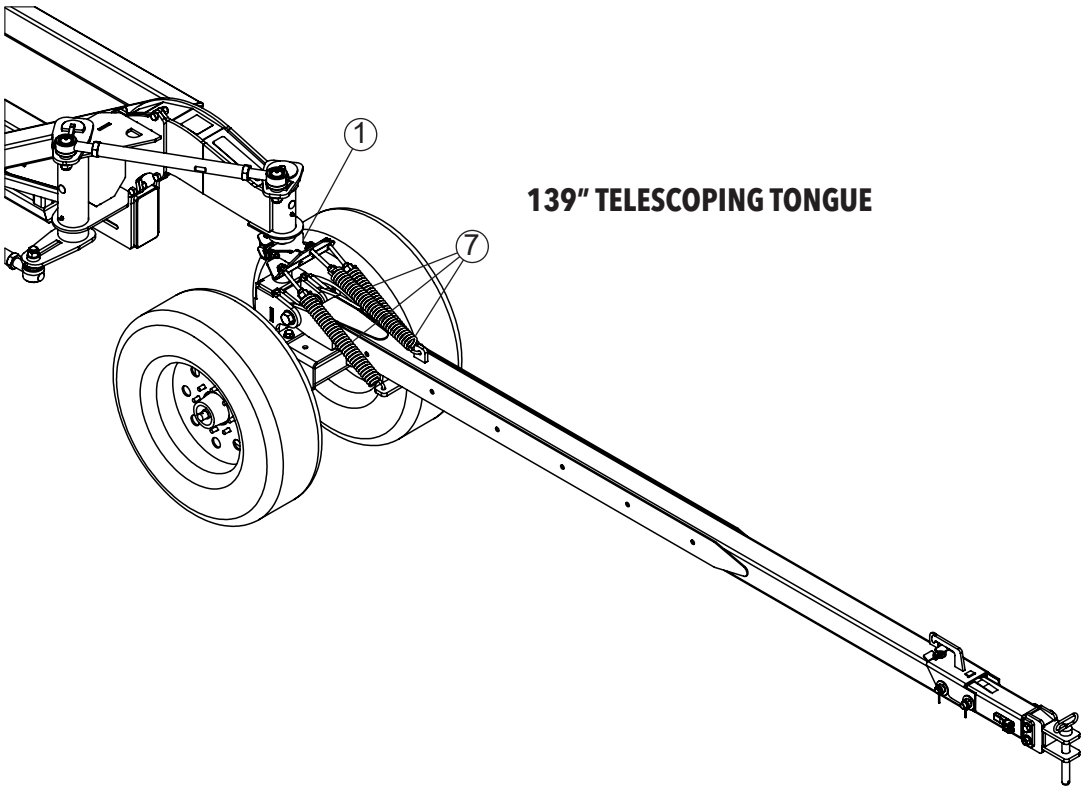
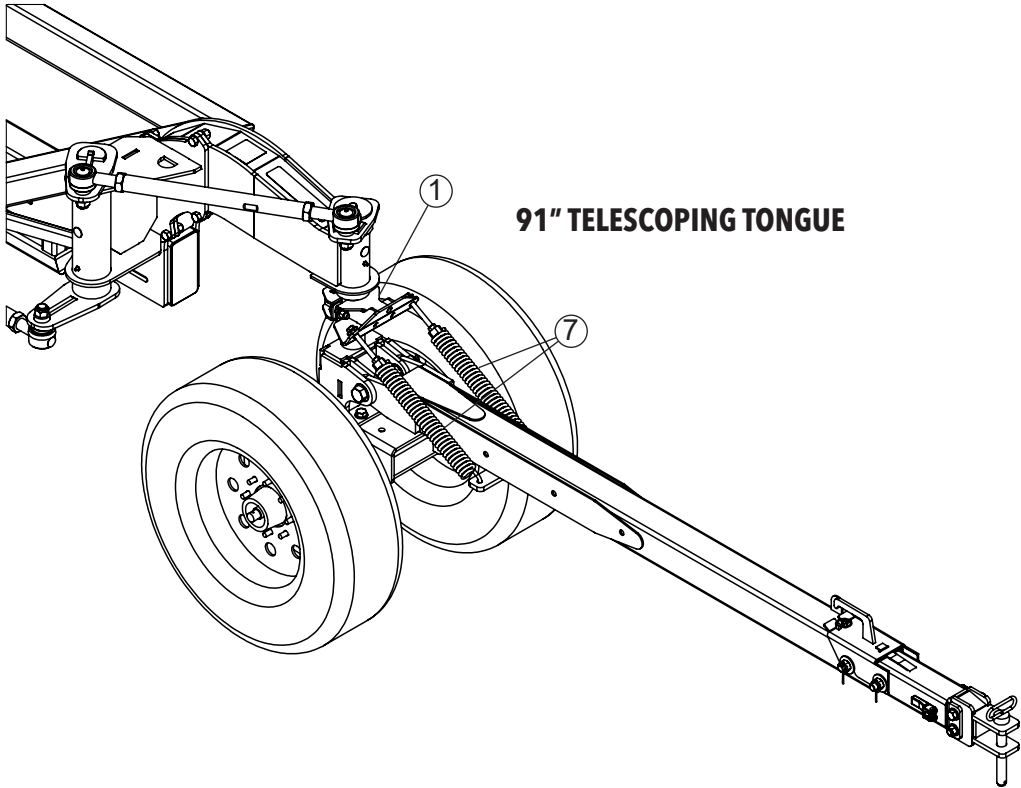
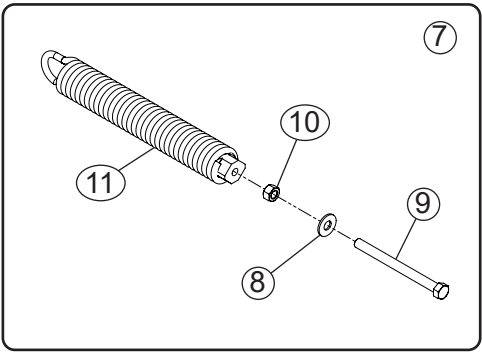
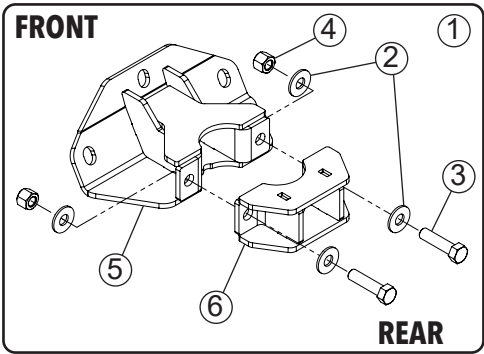
TONGUE LIFT ASSIST ADJUSTMENT PARTS

BOM ID	Part Number	Qty	Description
1	5H000507	1	HT-AWS LIFT ASSIST SPRING MOUNT ASSEMBLY
2	1AF009H0000	4	1/2 FLAT WASHER ZINC
3	1AFC12HBA05	2	1/2"-13 X 2" HEX CAP SCREW GR5 ZINC
4	1AFC18H0000	2	1/2-13 NYLON LOCKING NUT ZINC
5	5H000508	1	HT-AWS LIFT ASSIST SPRING MOUNT WELDMENT
6	5H000509	1	HT-AWS LIFT ASSIST SPRING MOUNT CLAMP WELDMENT
7	4H000009	2 or 3	LIFT ASSIST SPRING ASSEMBLY
8	1AF009H0000	1	1/2 FLAT WASHER ZINC
9	1AFC12HFA05	1	1/2-13 X 6 HEX HD BOLT, GR 5, FULL THREAD, ZINC
10	1AFC17H0000	1	1/2"-13 HEX NUT ZINC
11	1AUD0030630	1	LIFT ASSIST SPRING

LIFT ASSIST SPRING ADJUSTMENT

1. Raise the tongue and support it on a stand.
2. Tighten the 1/2"-13 x 6" bolts equally to take out the slack on the Lift Assist Springs.
3. Remove the stand.
4. Adjust the tongue height using the 1/2"-13 x 6" bolts.

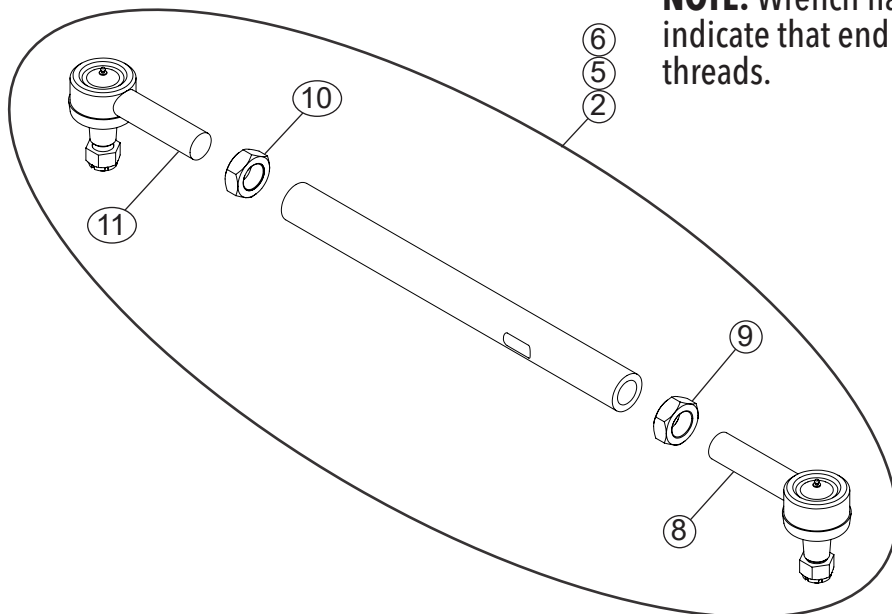
Do not overtighten the springs. Overtightening a spring may stretch it, causing permanent damage to the spring and should be avoided.



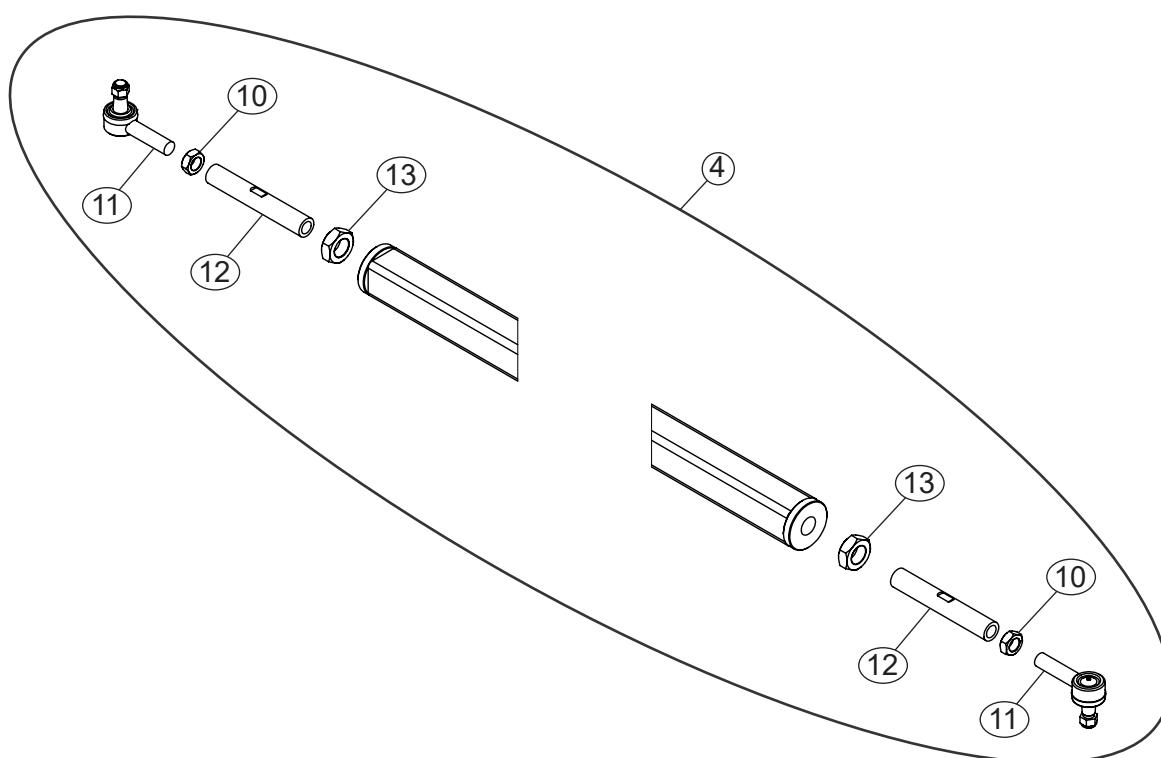
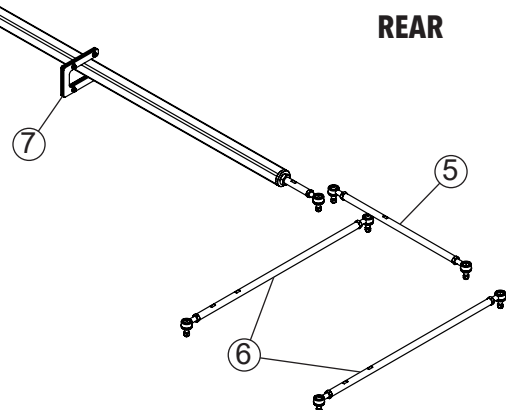
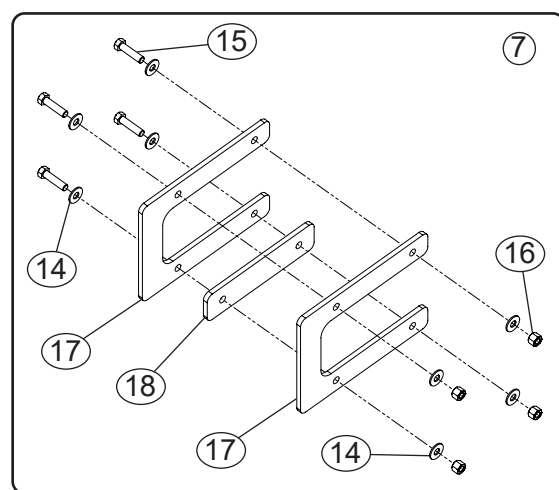
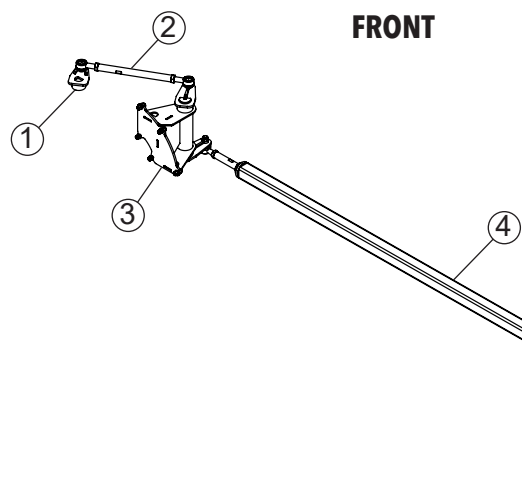
STEERING LINKAGE PARTS

NOTE: A Red BOM ID number indicates an option.

BOM ID	Part Number	Qty	Description
1	5H000498	1	HT-AWS FRONT STEERING CAM WMT
2	5H000499	1	HT-AWS FRONT CONNECTING ROD ASSY (28.43")
3	5H000497	1	HT-AWS STEERING PIVOT ASSY
4	5H000500	1	HT-AWS 52' REAR CONNECTING ROD ASSY (402.11")
4	5H000521	1	HT-AWS 48' REAR CONNECTING ROD ASSY (422.11")
4	5H000566	1	HT-ASW 44' REAR CONNECTING ROD ASSY
4	5H000525	1	HT-AWS 42' REAR CONNECTING ROD ASSY (382.82")
4	5H000532	1	HT-AWS 38' REAR CONNECTING ROD ASSY (334.82")
4	5H000534	1	HT-AWS 32' REAR CONNECTING ROD ASSY (265.57")
5	5H000501	1	HT-AWS 52' REAR SUSPENSION CONNECTING ROD ASSY (70.25")
5	5H000502	1	HT-AWS 44' & 48' REAR SUSPENSION CONNECTING ROD ASSY (66.25")
5	5H000526	1	HT-AWS 42' REAR SUSPENSION CONNECTING ROD ASSY (48.00")
6	5H000502	2	HT-AWS REAR AXLE TIE-ROD ASSY (65.73")
7	5H000503	1, 2	HT-AWS REAR CONNECTING ROD SUPPORT ASSY
8	1AL0R230070	1	RIGHT HAND TIE ROD END
9	1AFF29S0005	1	1-1/4"-12 HEX JAM NUT ZINC PL GR 5
10	1AFF29S00L5	1, 2	1-1/4"-12 HEX JAM NUT ZINC PL GR 5, LH
11	1AL0R230071	1, 2	TIE ROD END, LH, 1 1/4-12 X 5.75" LG
12	3H000682	2	HT-AWS REAR CONNECTING ADJUSTMENT ROD
13	1AFF29W0002	2	1-3/4"-12 HEX JAM NUT ZINC PL GR 2 FINE THREAD
14	1AF009H0000	8	1/2 FLAT WASHER ZINC
15	1AFC12HBA05	4	1/2"-13 X 2" HEX CAP SCREW GR5 ZINC
16	1AFC18H0000	4	1/2-13 NYLON LOCKING NUT ZINC
17	3H000686	2	HT-AWS REAR CONNECTING ROD SUPPORT PLATE
18	3H000687	1	HT-AWS REAR CONNECTING ROD SUPPORT SLIDE

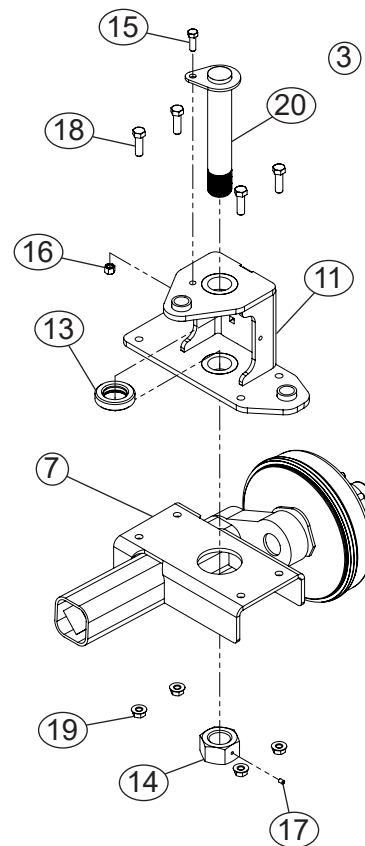
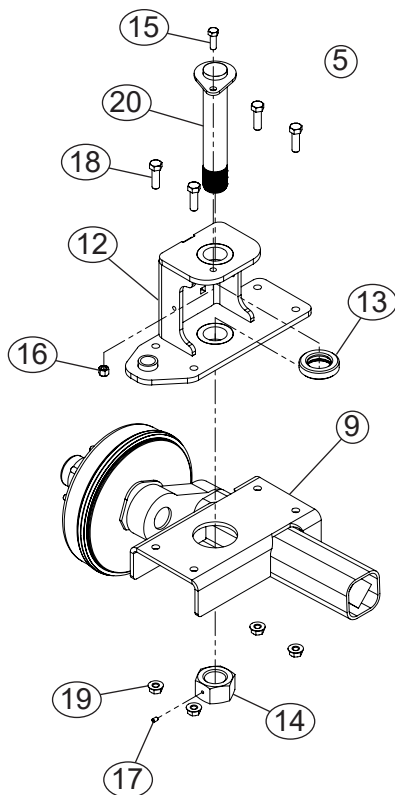
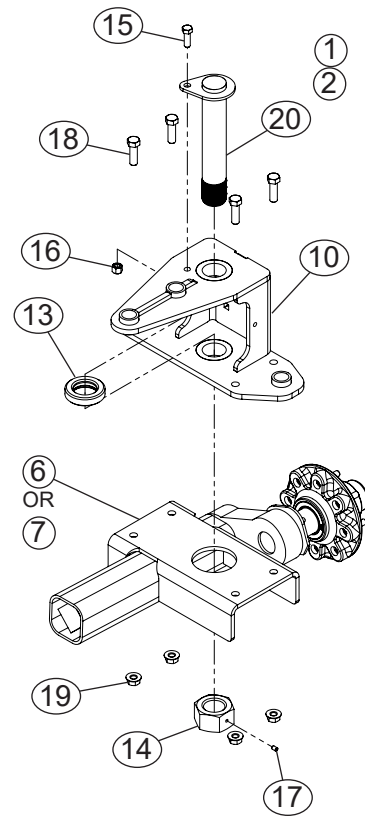
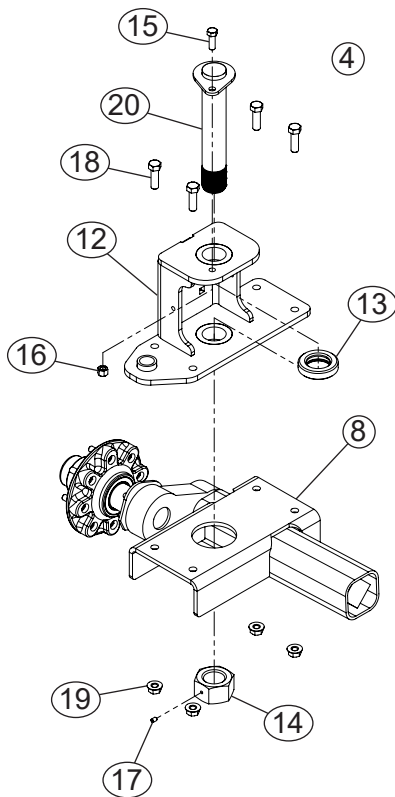


NOTE: Wrench flats on tie-rod tubes indicate that end has right-hand threads.



REAR STEERABLE AXLE PARTS

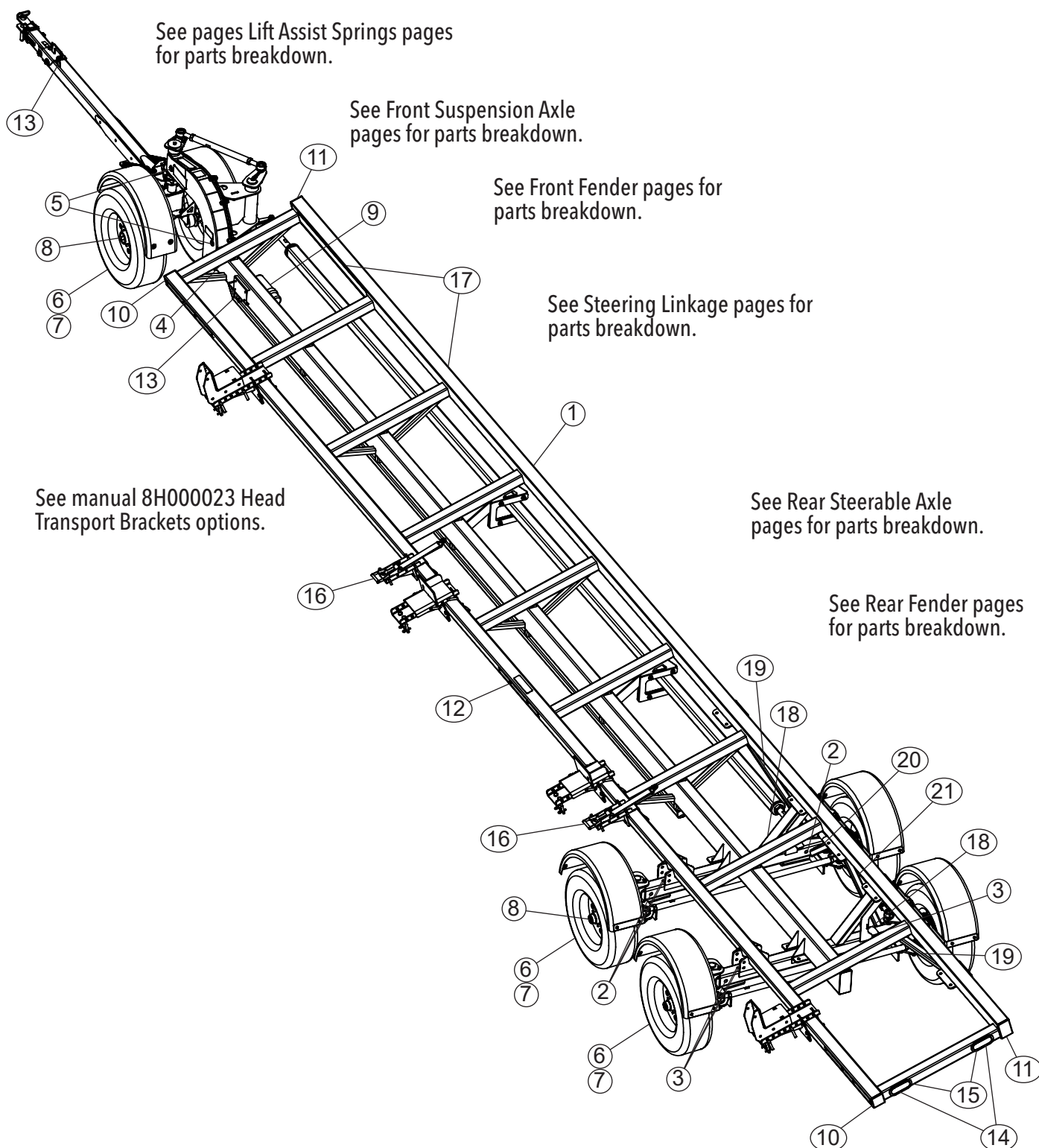
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1	5H000537	1	HT-AWS RIGHT FRONT STEERABLE IDLER AXLE ASSEMBLY
2	5H000488	1	HT-AWS RIGHT FRONT STEERABLE BRAKE AXLE ASSEMBLY (NOT SHOWN)
3	5H000490	1	HT-AWS RIGHT REAR STEERABLE BRAKE AXLE ASSEMBLY
4	5H000536	1	HT-AWS LEFT HAND STEERABLE IDLER AXLE ASSEMBLY
5	5H000486	1	HT-AWS LEFT HAND STEERABLE IDLER BRAKE AXLE ASSEMBLY
6	1AAT78011RA	1	TOR,7K,865,EZ,IDLER,22.5*UP RIGHT HAND STEERABLE STUB AXLE
7	1AAT78E11RA	1	TOR,7K,865,EL,EZ,BRAKE,22.5*UP RIGHT HAND STEERABLE STUB AXLE
8	1AAT78011LA	1	TOR,7K,865,EZ,IDLER,22.5*UP LEFT HAND STEERABLE STUB AXLE
9	1AAT78E11LA	1	TOR,7K,865,EL,EZ,BRAKE,22.5*UP LEFT HAND STEERABLE STUB AXLE
10	5H000489	1	HT-AWS RIGHT FRONT STEERABLE AXLE MOUNT
11	5H000491	1	HT-AWS RIGHT REAR STEERABLE AXLE MOUNT
12	5H000487	1	HT-AWS LEFT HAND STEERABLE AXLE MOUNT
13	07356	1	BEARING THRUST
14	16709	1	NUT 2"-12 NF HEX W/ SET SCREW HOLE
15	1AFC12HAAH0	1	1/2" x 1-1/2" HEX BOLT GR. 5 ZINC
16	1AFC18H0000	1	1/2" NYLOCK NUT ZINC
17	1AFC40E00H0	1	5/16-18 X 1/2 SOC SET CUP PT.
18	1AFF12JBA05	4	5/8-18 X 2 HEX BOLT GR5, FINE THREAD, ZINC
19	1AFY08J0008	4	5/8-18 FLNG LK NUT DTSMFACE G8 CLEAR ZINC FINE THREAD
20	5H000492	1	HT-AWS STEERABLE AX KINGPIN



NOTE: A Red BOM ID number indicates an option.

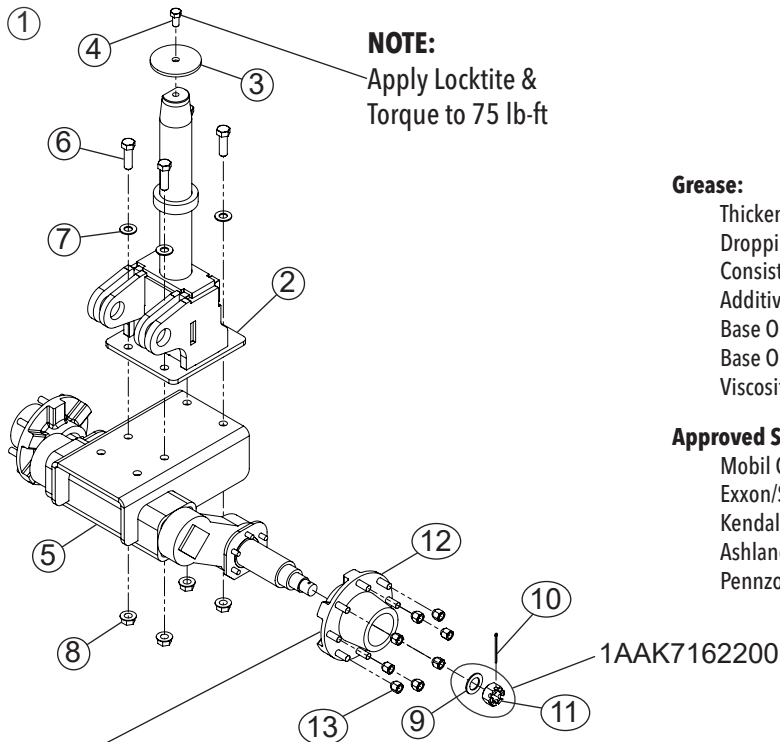
BOM ID	Part Number	Qty	Description
1	9H000095	1	HT-AWS 52' HEADER TRANSPORT
1	9H000096	1	HT-AWS 48' HEADER TRANSPORT
1	9H000105	1	HT-AWS 44' HEADER TRANSPORT
1	9H000097	1	HT-AWS 42' HEADER TRANSPORT
1	9H000098	1	HT-AWS 38' HEADER TRANSPORT (SHOWN)
1	9H000099	1	HT-AWS 32' HEADER TRANSPORT
2	1AF05520000	4	FLEXIBLE PLUG 1.063"(27MM)-BLACK (W/O BRAKES)
3	1AR58GROMET	4	5/8 ID GROMMET (W/ BRAKES)
4	1AR00000056	1	1" ID GROMMET
5	1AR1125GROM	2	1.125 ID GROMMET 1.75"ODX 1"THL 1.375"GD .5GW
6	1ATCLIJ808E	6	235/80R16 WHITE MOD 8B LRE-IMPORT
7	1AFF68H0000	48	1/2" CONED WHEEL (LUG) NUT
8	5H000213	1	FHTHD AXLE END CAP W/PLUG
9	1AU00000011	1	MANIFEST HOLDER MWW
10	1AR00000049*	2	3-1/2" X 3-1/2" X 8-11GA PLASTIC TUBE CAP (48' & 52' MODELS)
10	1AR00000050	2	4" X 4" X 7GA PLASTIC CAP
11	1AR00000051	2	4" X 6" X 1/8" PLASTIC TUBE CAP
12	1AQAS000000	**	3M RED/WHT CONSPICUITY TAPE
13	1AEZ4192350	1	12-V BREAK-AWAY KIT FOR 1-3 AXLE
14	1AEL6050000	2	RED 6" OVAL-LED LIGHT
15	1AEL0607003	2	MIDSHIP LIGHT GROMMET
16	5H000148	2	HT ADJUSTABLE TIE DOWN ASSEMBLY
17	DE21028	2	DECAL HIGH SPEED AWS HEADER TRANSPORT 32' 44" X 3.75
17	DE21029	2	DECAL HIGH SPEED AWS HEADER TRANSPORT 38' 44" X 3.75
17	DE21030	2	DECAL HIGH SPEED AWS HEADER TRANSPORT 42' 44" X 3.75
17	DE21037	2	DECAL HIGH SPEED AWS HEADER TRANSPORT 44' 44" X 3.75
17	DE21031	2	DECAL HIGH SPEED AWS HEADER TRANSPORT 48' 44" X 3.75
17	DE21032	2	DECAL HIGH SPEED AWS HEADER TRANSPORT 52' 44" X 3.75
18	5H000510	2	HT-AWS REAR AXLE FRAME W/ FASTENERS
19	5H000511	2	HT-AWS AXLE BRACE ASSEMBLY, LONG W/ FASTENERS
20	5H000512	1	HT-AWS AXLE BRACE ASSEMBLY, MEDIUM, FRONT W/ FASTENERS (44', 48' & 52')
20	5H000530	1	HT-AWS AXLE BRACE ASSEMBLY,, SHORT, FRONT W/ FASTENERS (32', 38' & 48')
21	5H000513	1	HT-AWS AXLE BRACE ASSEMBLY, MEDIUM, REAR W/ FASTENERS (44', 48' & 52')
21	5H000528	1	HT-AWS AXLE BRACE ASSEMBLY, SHORT, REAR W/ FASTENERS (32', 38' & 48')

See Tongue Options pages for parts breakdown.



7K FRONT IDLER SUSPENSION AXLE & HUB PARTS

BOM ID	Part Number	Qty	Description
1	5H000473	1	HT-AWS 7K FR SUSP IDLER AX 32* DOWN
2	5H000474	1	HT-AWS FR VERTICAL SHAFT ASSY
3	3H000645	1	HT-AWS FRONT END WASHER CAP
4	1AFC12HAA00	1	1/2" X 1" HEX BOLT GR. 5
5	1AAT780162H	1	TOR,7K,865,ID,EZ,W/FRNT SUSP 32* DWN
6	1AFF12JBA05	4	5/8 X 2 HEX BOLT GR5, FINE THREAD, ZINC
7	1AF009J000C	4	5/8" SAE FLAT WASHER ZINC
8	1AFY08J0008	4	5/8-18 FLNG LK NUT DTSMFACE G8
9	1AF009Q0000	2	1" I.D. X 1-3/4" O.D. X .115 Washer
10	1AF033CBAD0	2	5/32" X 2-1/4" Cotter Pin
11	1AFF63Q0000	2	1-14 Hex Slotted Jam Nut, Plain
12	1AAB08E3A0H	2	COMPLETE HUB 865 W/2.25 ID SEAL
13	1AFF68H0000	16	1/2" Coned Wheel (Lug) Nut



Recommended Wheel Bearing Lubrication Specifications

Grease:

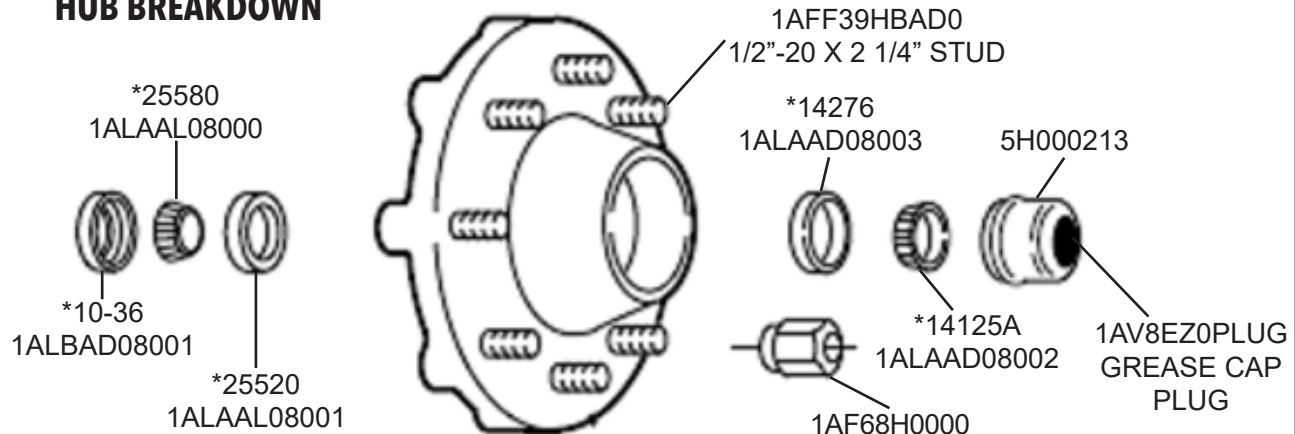
Thickener Type.....Lithium Complex
Dropping Point.....230°C (446°F) Minimum
Consistency.....NLGI No. 2
Additives.....EP, Corrosion & Oxidation Inhibitors
Base Oil.....Solvent Refined Petroleum Oil
Base Oil Viscosity.....@40°C (104°F) 150cSt(695 SUS) Min.
Viscosity Index.....80 Minimum

Approved Sources:

Mobil Oil.....Mobilgrease HP
Exxon/Standard.....Ronex MP
Kendall Refining Co.....Kendall L-427
Ashland Oil Co.....Valvoline Val-plex EP Grease
Pennzoil Prod. Co.....Premium Wheel Bearing Grease 707L

1AV9BK32000 8 BOLT BEARING/SEAL KIT

HUB BREAKDOWN



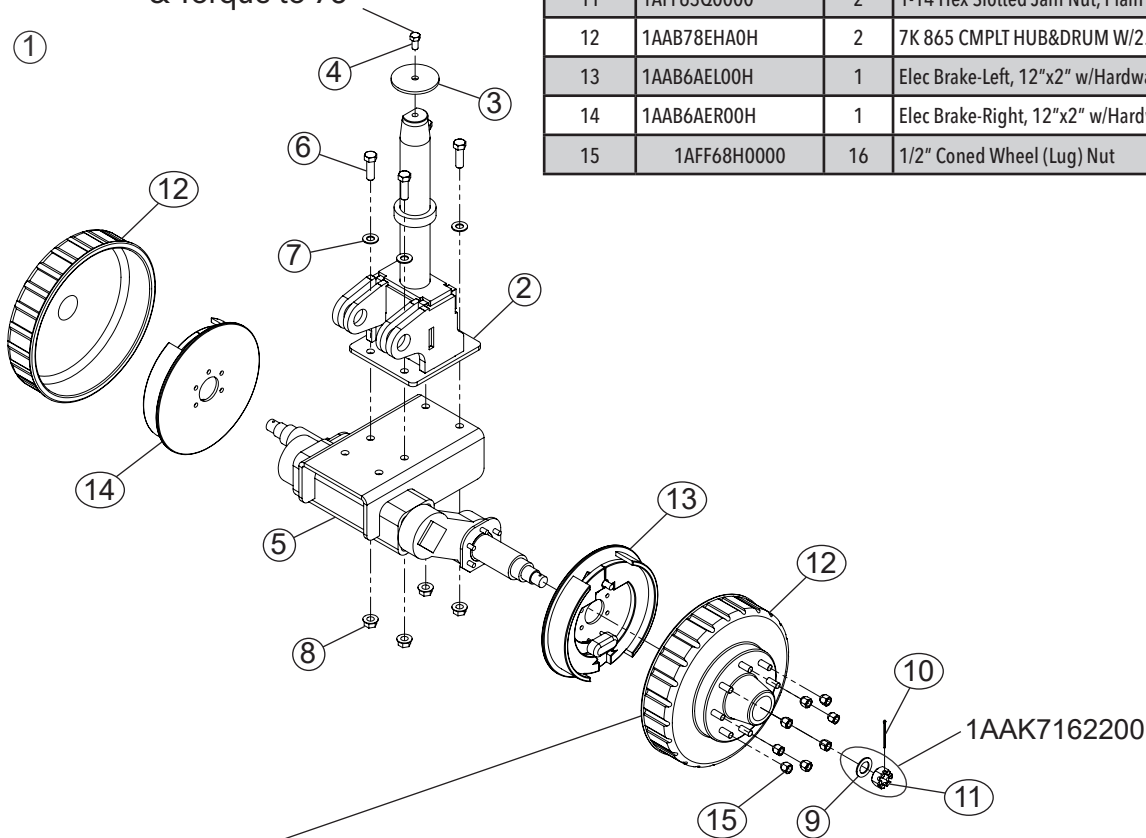
* Industry standard bearing, race, and seal identification numbers are shown in this view.

7K FRONT BRAKE SUSPENSION AXLE & HUB PARTS

BOM ID	Part Number	Qty	Description
1	5H000475	1	HT-AWS 7K FR SUSP BRAKE AX, 32" DOWN
2	5H000474	1	HT-AWS FR VERTICAL SHAFT ASSY
3	3H000645	1	HT-AWS FRONT END WASHER CAP
4	1AFC12HAA00	1	1/2" X 1" HEX BOLT GR. 5
5	1AAT78E162H	1	TOR,7K,865,EL,EZ,W/FRNT SUSP 32" DWN
6	1AFF12JBA05	4	5/8 X 2 HEX BOLT GR5, FINE THREAD, ZINC
7	1AF009J000C	4	5/8" SAE FLAT WASHER ZINC
8	1AFY08J0008	4	5/8-18 FLNG LK NUT DTSMFACE G8
9	1AF009Q0000	2	1" I.D. X 1-3/4" O.D. X .115 Washer
10	1AF033CBAD0	2	5/32" X 2-1/4" Cotter Pin
11	1AFF63Q0000	2	1-14 Hex Slotted Jam Nut, Plain
12	1AAB78EHA0H	2	7K 865 CMPLT HUB&DRUM W/2.25ID SEAL
13	1AAB6AEL00H	1	Elec Brake-Left, 12"x2" w/Hardware HT12
14	1AAB6AER00H	1	Elec Brake-Right, 12"x2" w/Hardware HT12
15	1AFF68H0000	16	1/2" Coned Wheel (Lug) Nut

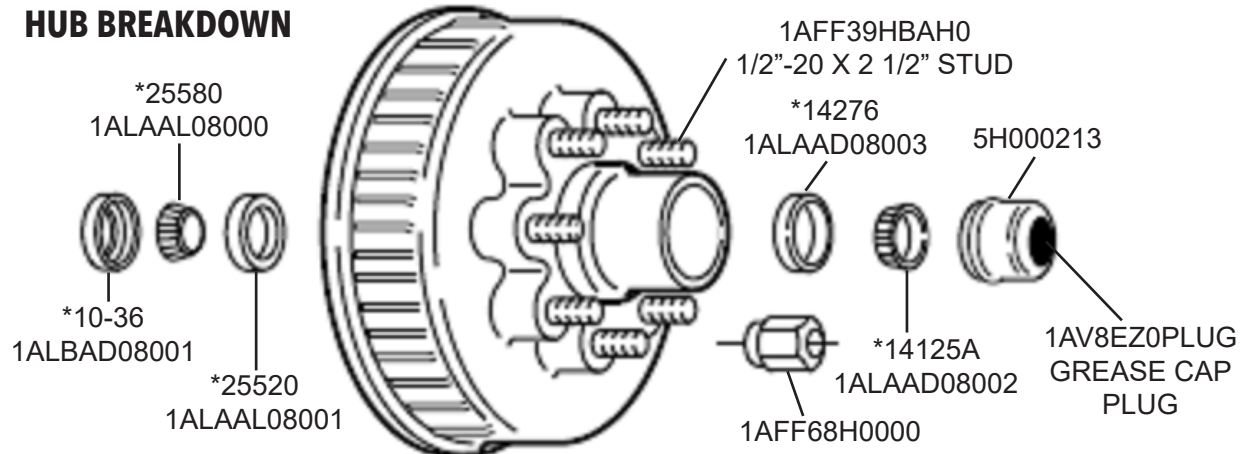
NOTE:

Apply Locktite
& Torque to 75



1AV9BK32000 8 BOLT BEARING/SEAL KIT

HUB BREAKDOWN



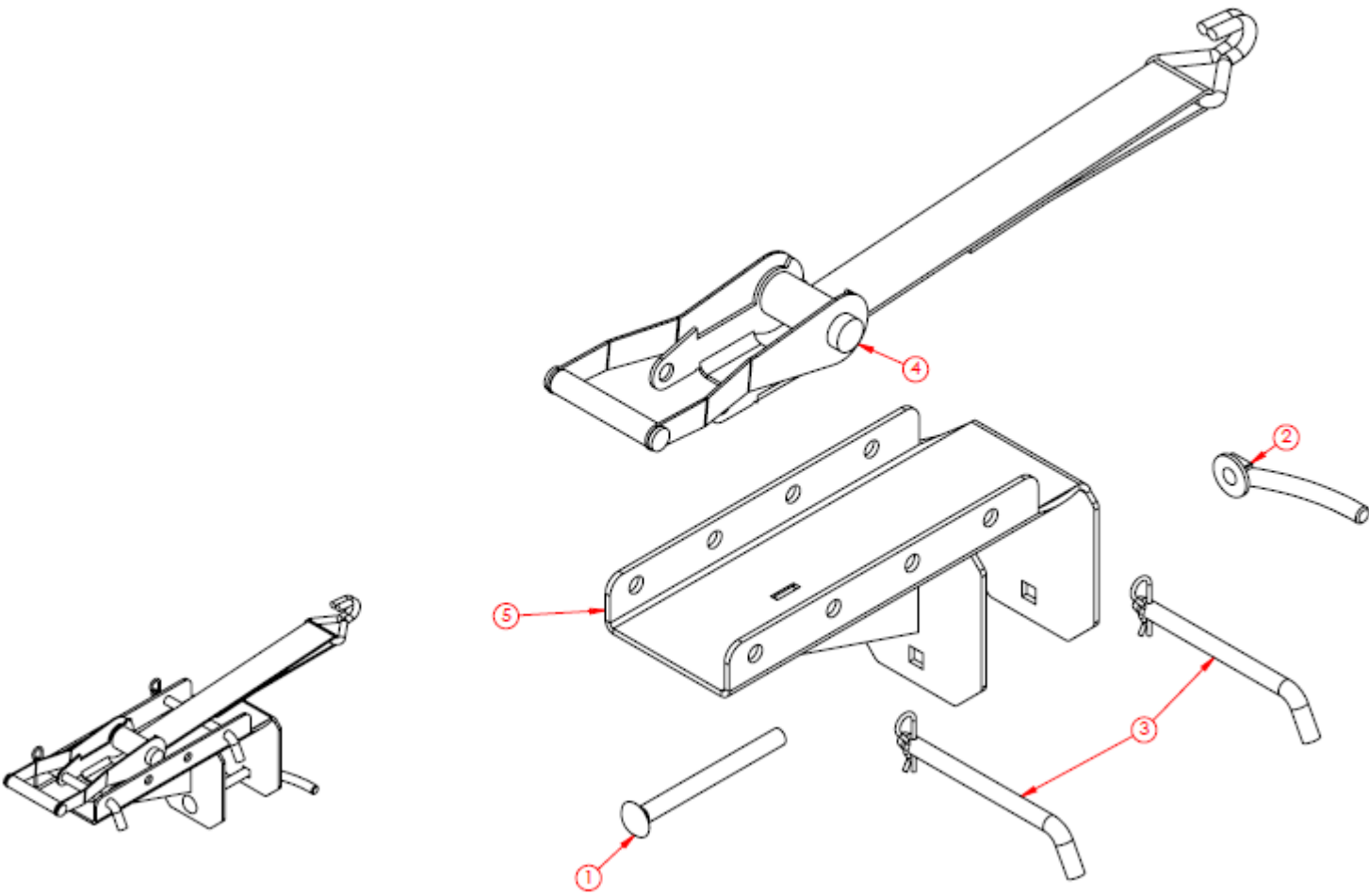
* Industry standard bearing, race, and seal identification numbers are shown in this view.

OPTIONAL PARTS SECTION

The following pages contain parts information for accessories that can be added to your Demco Combine Header Transport Trailer.

5H000148 - Adjustable Tie Down Assembly

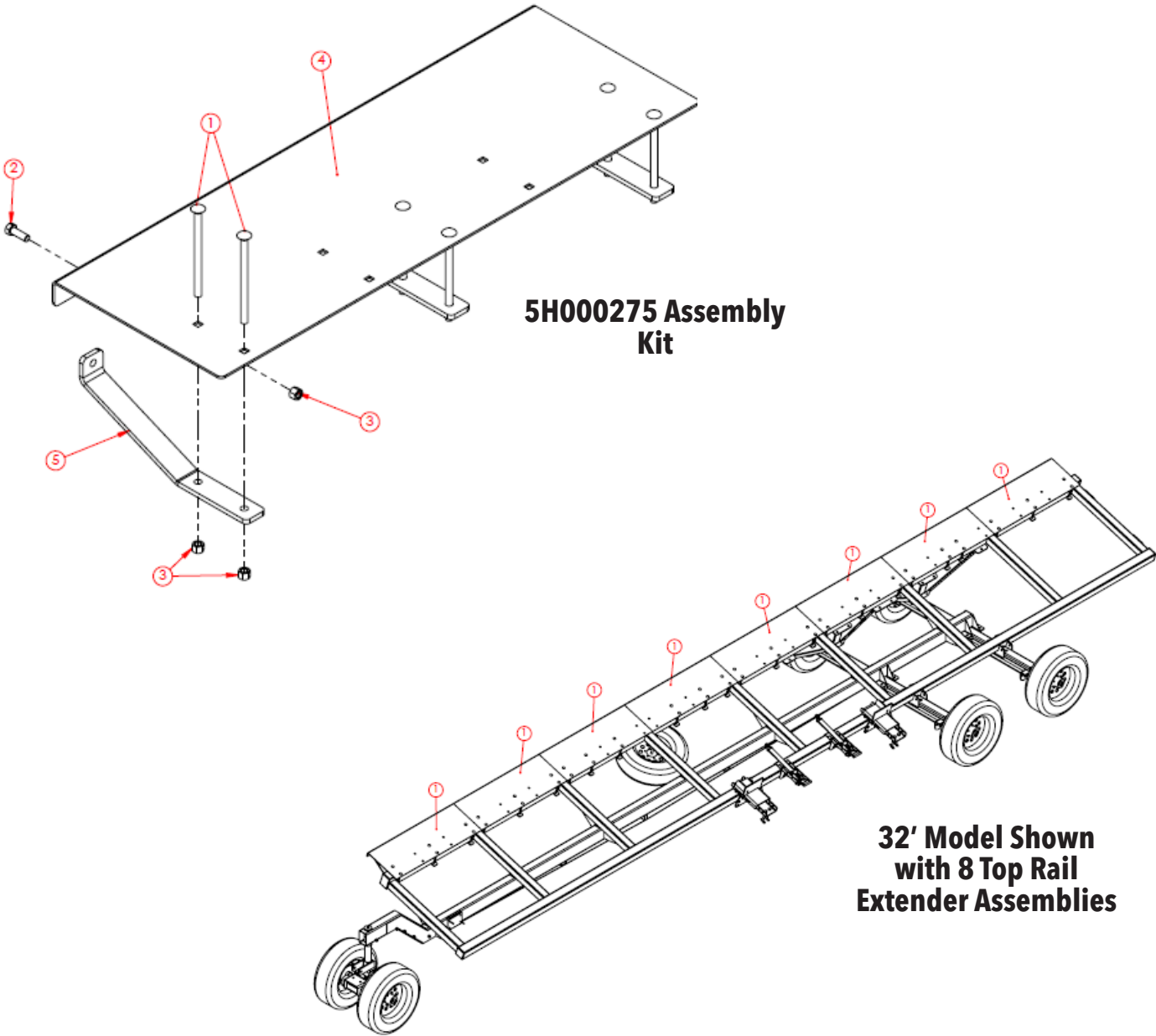
BOM ID	Part Number	Qty	Description
1	1AFC04HEAH0	1	1/2-13 X 5-1/2" CARRIAGE BOLT PLATED
2	1AFZ29H0000	1	1/2-13 HANDLE NUT - ZINC PLATED
3	1AFC04HEAH0	1	1/2-13 X 5-1/2" CARRIAGE BOLT PLATED
4	1AU00000196	1	RATCHET W/ HOOK & LOOPED STRAP
5	5H000164	1	ADJUSTABLE TIE DOWN BRACKET



5H000275 - Top Rail Extender Assembly Kit

BOM ID	Part Number	Description	Qty
1	1AFC04HGAH5	1/2"-13 X 7-1/2" CARRIAGE BOLT PLATED	6
2	1AFC12HAAH0	1/2" X 1-1/2" HEX BOLT GR 5	3
3	1AFC18H0000	1/2" NYLOCK NUT	9
4	3H000354	TOP RAIL EXTENDER PLATE	1
5	3H000355	TOP RAIL EXTENDER - SUPPORT BRACKET	3

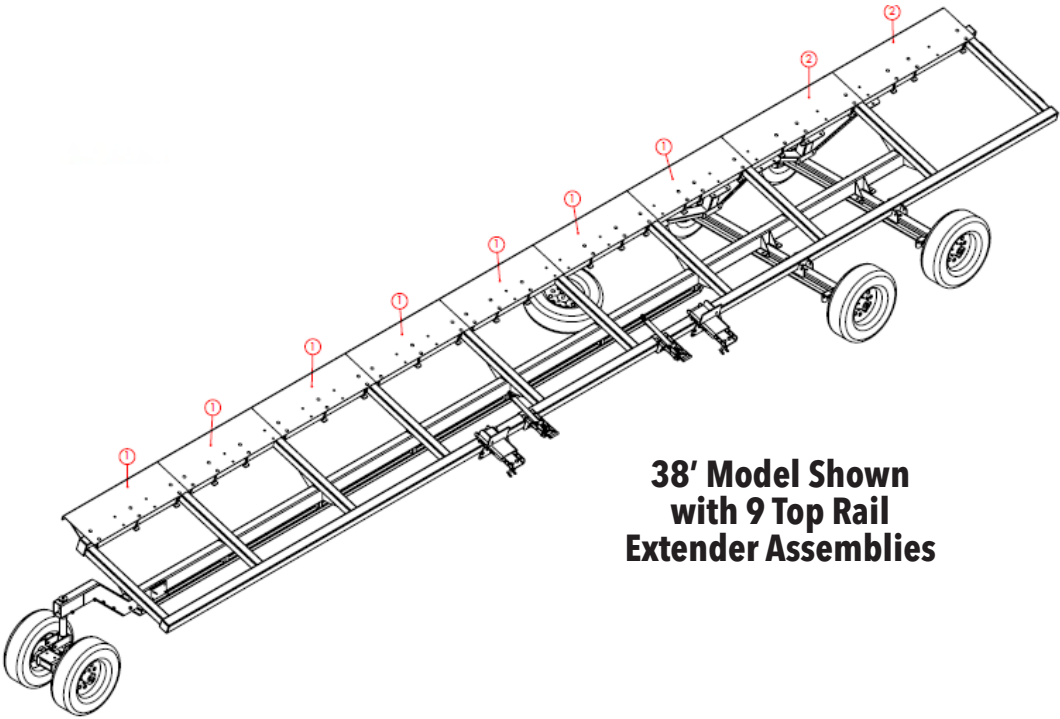
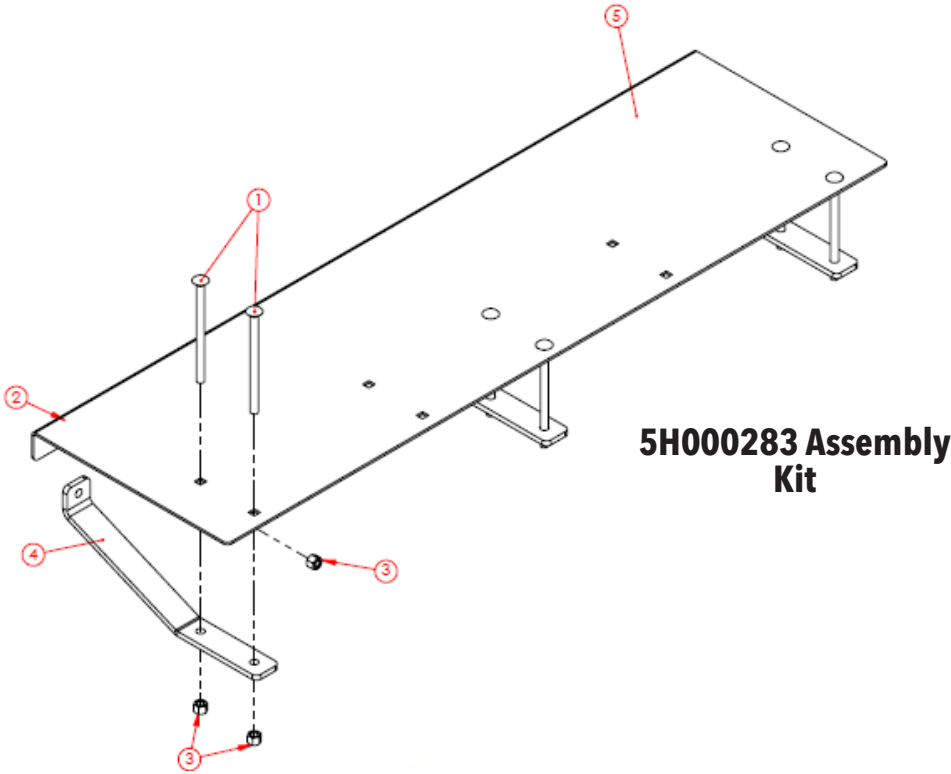
HT LENGTH	No. of 5H000275 Needed
20'	5
24'	6
28'	7
32'	8



5H000283 - Top Rail Extender Assembly Kit
(Two of these needed for the 38' Model)

BOM ID	Part Number	Description	Qty
1	1AFC04HGAH5	1/2"-13 X 7-1/2" CARRIAGE BOLT PLATED	6
2	1AFC12HAAH0	1/2" X 1-1/2" HEX BOLT GR 5	3
3	1AFC18H0000	1/2" NYLOCK NUT	9
4	3H000355	TOP RAIL EXTENDER - SUPPORT BRACKET	3
5	3H000362	TOP RAIL EXTENDER PLATE	1

HT LENGTH	Plus 5H000275 Qty Needed
38'	7

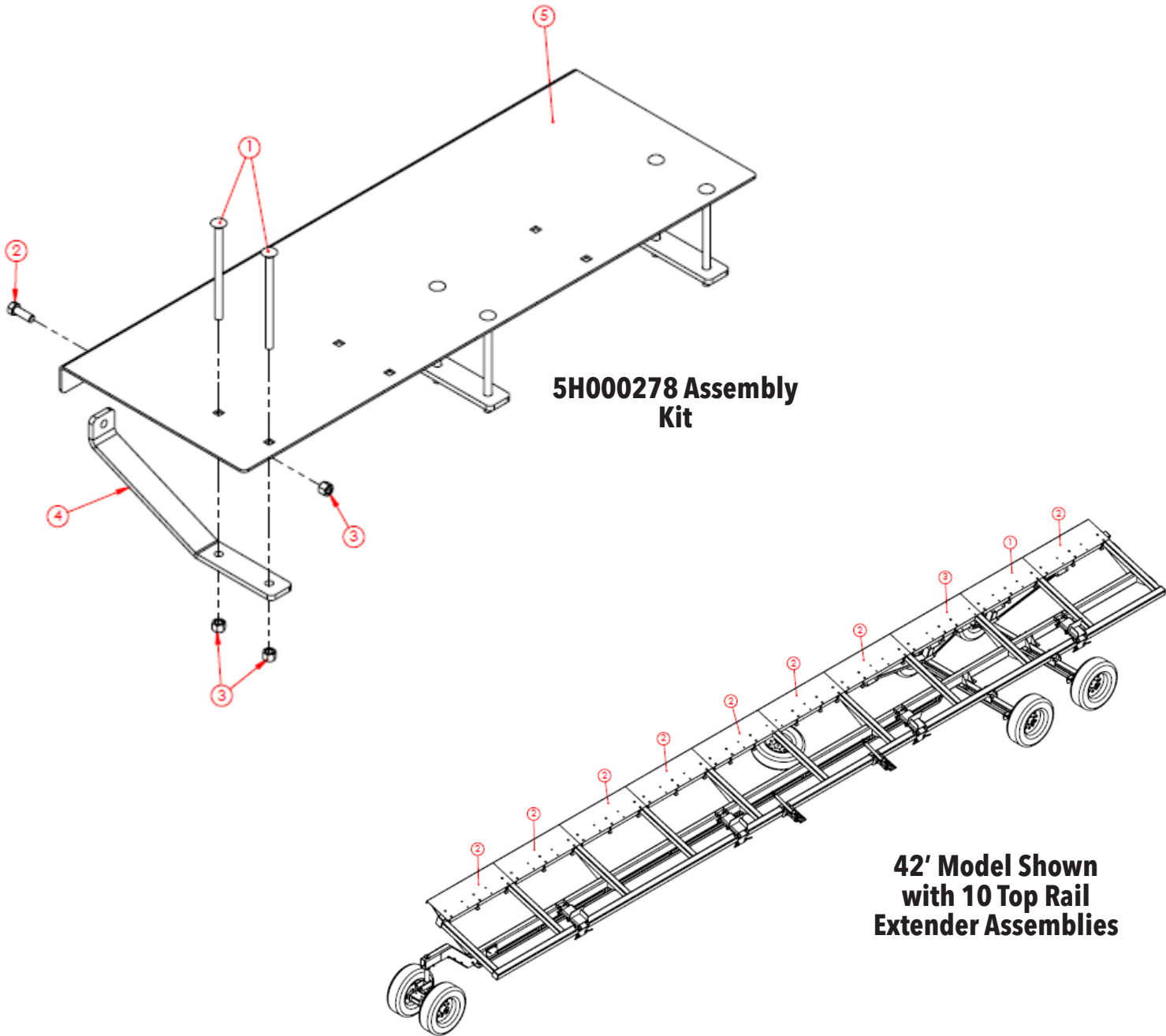


TOP RAIL EXTENDER (42' MODEL)

5H000278 - Top Rail Extender Assembly Kit

BOM ID	Part Number	Description	Qty
1	1AFC04HGAH5	1/2"-13 X 7-1/2" CARRIAGE BOLT PLATED	6
2	1AFC12HAAH0	1/2" X 1-1/2" HEX BOLT GR 5	3
3	1AFC18H0000	1/2" NYLOCK NUT	9
4	3H000355	TOP RAIL EXTENDER - SUPPORT BRACKET	3
5	3H000358	TOP RAIL EXTENDER PLATE	1

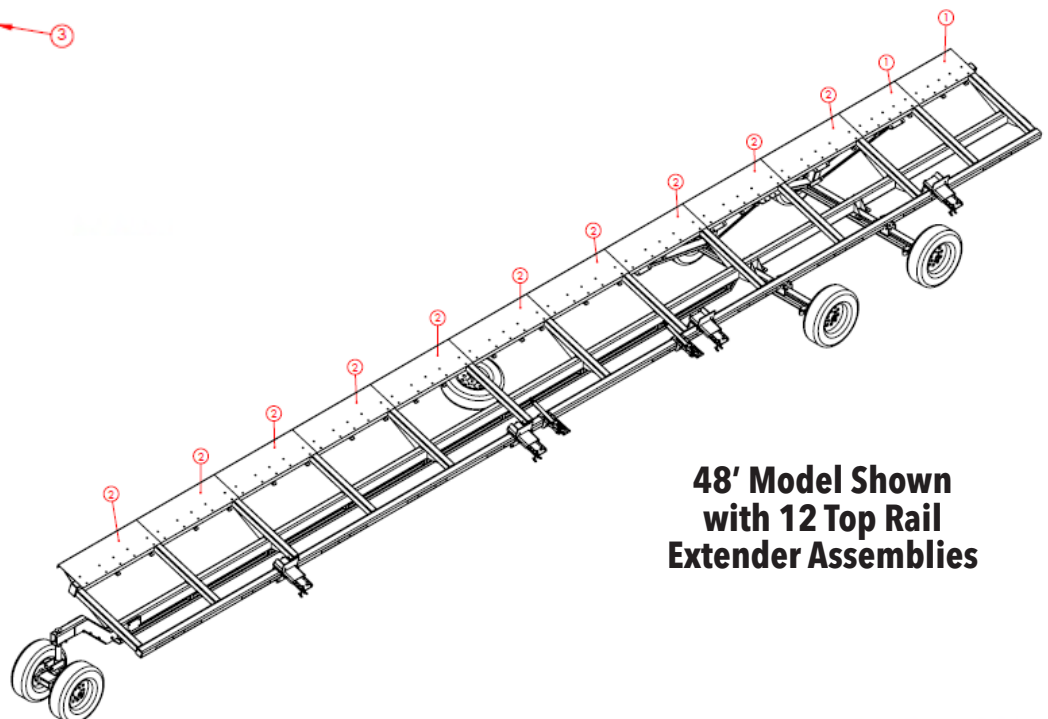
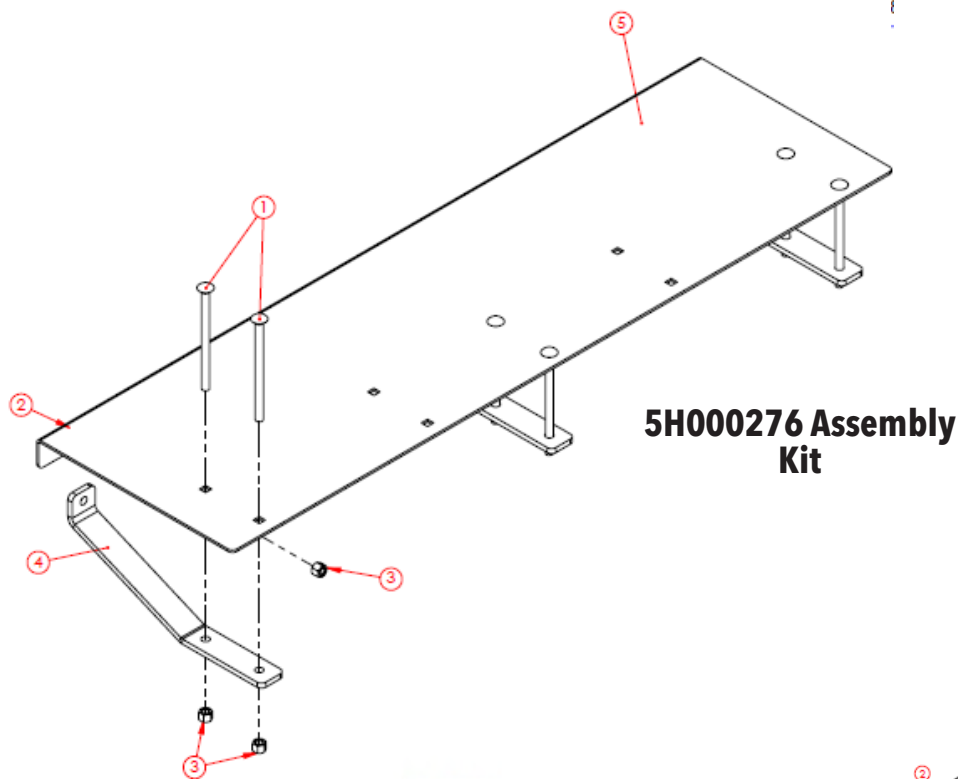
HT LENGTH	Plus 5H000280 Qty Needed
42'	8
	Plus 5H000282 Qty Needed
	1



5H000276 - Top Rail Extender Assembly Kit
(Two of these needed for the 44', 48' & 52' Models)

BOM ID	Part Number	Description	Qty
1	1AFC04HGAH5	1/2"-13 X 7-1/2" CARRIAGE BOLT PLATED	6
2	1AFC12HAAH0	1/2" X 1-1/2" HEX BOLT GR 5	3
3	1AFC18H0000	1/2" NYLOCK NUT	9
4	3H000355	TOP RAIL EXTENDER - SUPPORT BRACKET	3
5	3H000356	TOP RAIL EXTENDER PLATE	1

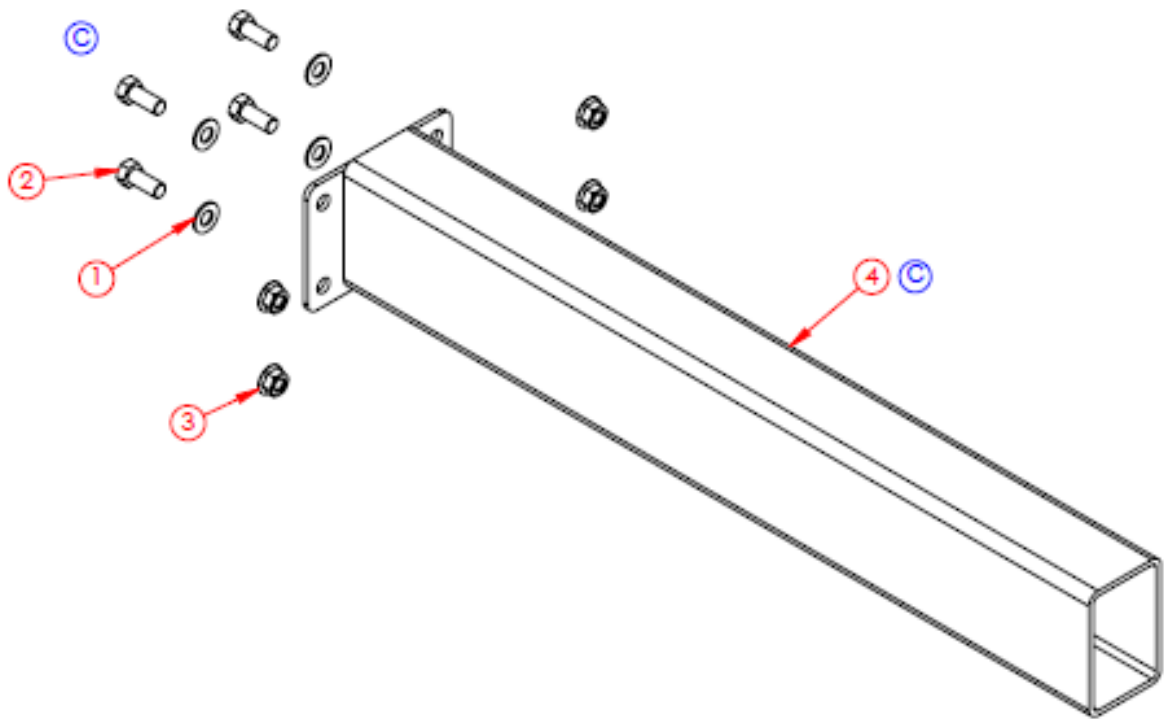
HT LENGTH	Plus 5H000280 Qty Needed
48'	10
52'	11



5H000439 - Top Rail Tube Extension Assembly (52' Only)

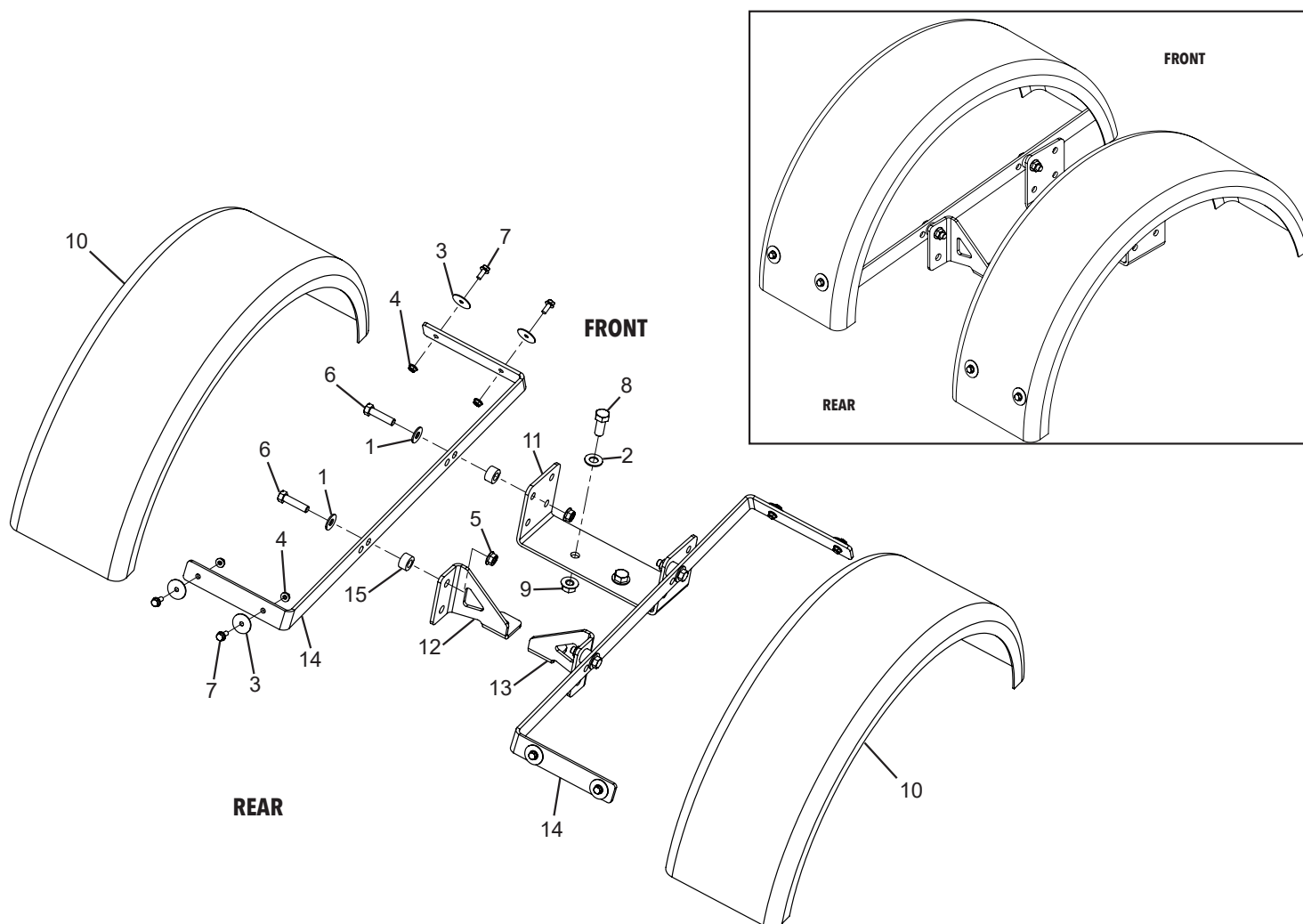
BOM ID	Part Number	Qty	Description
1	1AF009J000C	4	5/8" SAE FLAT WASHER
2	1AFF12JAAH5	4	5/8" x 1-1/2" HEX BOLT FINE THREAD GR.5
3	1AFY08J0008	4	5/8-18 FLANGE LOCK NUT DTSM YCP G8
4	5H000558	1	HT TOP RAIL TUBE EXTENSION WMT - 52'

NOTE:
The tube extension may be shipped un-installed on the transport due to shipping length requirements. Install it at the end of the trailer with the hardware shown here.



5H000416 - FRONT FENDER ASSEMBLY (For 7K)

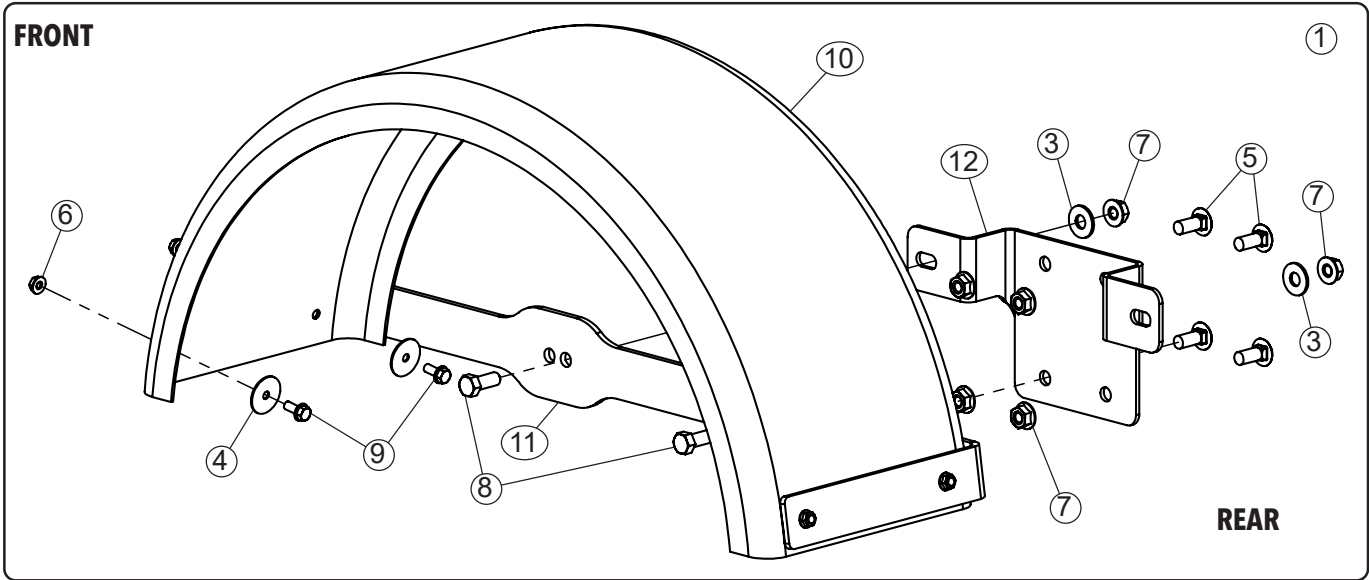
BOM ID	Part Number	Qty	Description
1	1AF009H0000	4	1/2" FLAT WASHER
2	1AF009J000C	2	5/8" SAE FLAT WASHER
3	1AF046EAAH0	8	5/16" x 1.5" FENDER WASHER
4	1AFC08E0000	8	5/16"-18 FLANGE NUT
5	1AFC08H0000	4	1/2"-13 FLANGE NUT
6	1AFC12HBAH0	4	1/2"-13 x 2-1/2" HEX BOLT
7	1AFC37E00L0	8	5/16"-18 x 3/4" FLANGE BOLT
8	1AFF12JAAH5	2	5/8" x 1-1/2" HEX BOLT FINE THREAD GR.5
9	1AFY08J0008	2	5/8"-18 FLANGE LOCK NUT DTSM YCP GR.8
10	1AU00000075	2	FENDER - HT SINGLE ARCH - NARROW
11	3H000561	1	HT FRONT FENDER BRACKET
12	3H000562	1	HT FRONT FENDER - LEFT REAR BRACKET
13	3H000563	1	HT FRONT FENDER - RIGHT REAR BRACKET
14	3H000564	1	HT FRONT FENDER BRACKET
15	3H000597	4	HT FRONT FENDER SPACER , SHORT



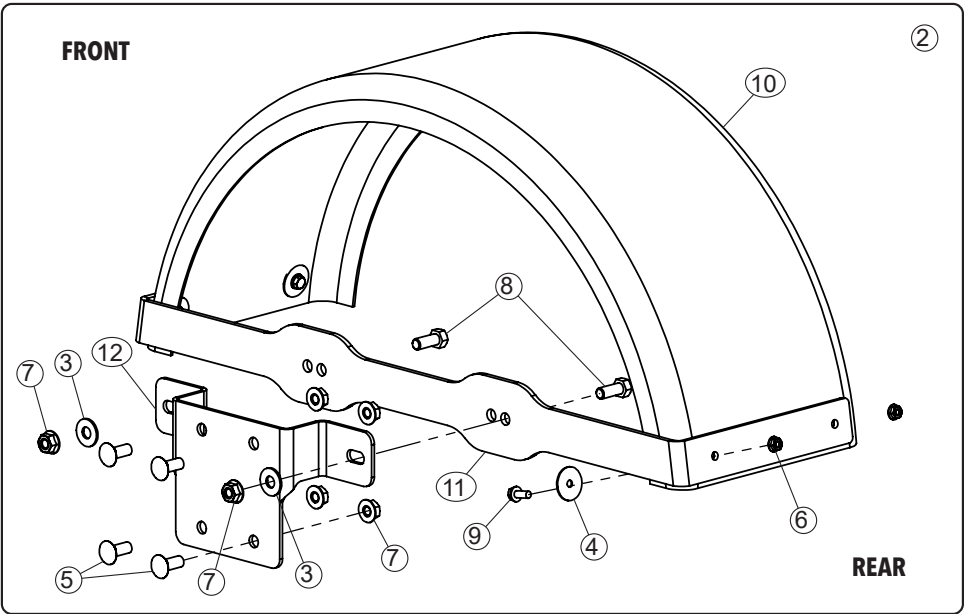
FENDERS -- REAR

NOTE: Quantities listed are for one fender assembly.

BOM ID	Part Number	Qty	Description
1	5H000514	2	HT-AWS REAR FENDER ASSEMBLY, DRIVER
2	5H000515	2	HT-AWS REAR FENDER ASSEMBLY, PASSENGER
3	1AF009H0000	2	1/2" FLAT WASHER
4	1AF046EAAH0	4	5/16" x 1.5" FENDER WASHER
5	1AFC04HAAD5	4	1/2-13 X 1-1/4 CARRIAGE BOLT ZINC PLATED
6	1AFC08E0000	4	5/16"-18 FLANGE NUT
7	1AFC08H0000	6	1/2"-13 FLANGE NUT
8	1AFC12HAAD5	2	1/2" x 1-1/4" HEX BOLT
9	1AFC37E00L0	4	5/16"-18 x 3/4" FLANGE BOLT
10	1AU00000079	1	FENDER - HT SINGLE ARCH, 11.5" WIDE HL09
11	3H000698	1	HT- AWS REAR FENDER BRACKET, FORMED
12	3H000699	1	HT- AWS REAR FENDER MOUNT, FORMED



NOTE:
Item 8, Bolts go in rear
hole of Item 11, Rear
Fender Bracket.





4010 320th St., Boyden, IA. 51234

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Fax: (712) 725-2380

Toll Free: 1-800-54DEMCO (1-800-543-3626)

**Demco warranty policies, operator manuals, and product registration
can be found online:**

www.demco-products.com