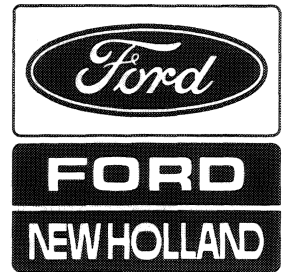


# NEW HOLLAND

## Assembly Manual



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1116-BF Adapter Frame  
1116-H Auger Header



# MINIMUM HARDWARE TIGHTENING TORQUES

## IN FOOT POUNDS (NEWTON-METRES) FOR NORMAL ASSEMBLY APPLICATIONS

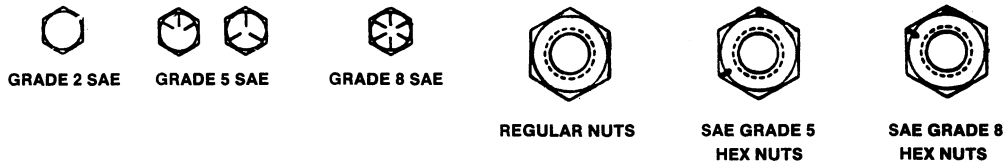
### INCH HARDWARE AND LOCKNUTS

NOMINAL SIZE	SAE GRADE 2		SAE GRADE 5		SAE GRADE 8		LOCKNUTS		NOMINAL SIZE
	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	UNPLATED or PLATED SILVER	PLATED W/ZnCr GOLD	GR. B w/GR5 BOLT	GR. C w/GR8 BOLT	
1/4	55*(6.2)	72*(8.1)	86*(9.7)	112*(13)	121*(14)	157*(18)	61*(6.9)	86*(9.8)	1/4
5/16	115*(13)	149*(17)	178*(20)	229*(26)	250*(28)	324*(37)	125*(14)	176*(20)	5/16
3/8	17 (23)	22 (30)	26 (35)	34 (46)	37 (50)	48 (65)	19 (26)	26 (35)	3/8
7/16	27 (37)	35 (47)	42 (57)	54 (73)	59 (80)	77 (104)	30 (41)	42 (57)	7/16
1/2	42 (57)	54 (73)	64 (87)	83 (113)	91 (123)	117 (159)	45 (61)	64 (88)	1/2
9/16	60 (81)	77 (104)	92 (125)	120 (163)	130 (176)	169 (229)	65 (88)	92 (125)	9/16
5/8	83 (112)	107 (145)	128 (174)	165 (224)	180 (244)	233 (316)	90 (122)	127 (172)	5/8
3/4	146 (198)	189 (256)	226 (306)	293 (397)	319 (432)	413 (560)	160 (217)	226 (306)	3/4
7/8	142 (193)	183 (248)	365 (495)	473 (641)	515 (698)	667 (904)	258 (350)	364 (494)	7/8
1	213 (289)	275 (373)	547 (742)	708 (960)	773(1048)	1000(1356)	386 (523)	545 (739)	1

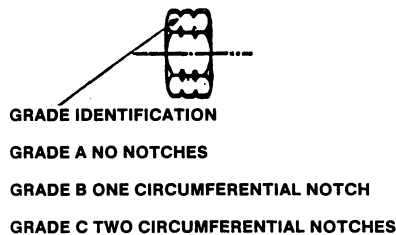
NOTE: Torque values shown with \* are inch pounds.

### IDENTIFICATION

#### CAP SCREWS AND CARRIAGE BOLTS



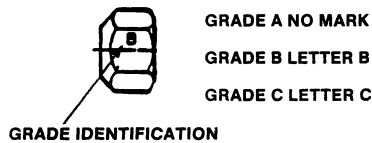
### LOCKNUTS



GRADE IDENTIFICATION  
 GRADE A NO NOTCHES  
 GRADE B ONE CIRCUMFERENTIAL NOTCH  
 GRADE C TWO CIRCUMFERENTIAL NOTCHES



GRADE IDENTIFICATION  
 GRADE A NO MARKS  
 GRADE B THREE MARKS  
 GRADE C SIX MARKS  
 MARKS NEED NOT BE LOCATED AT CORNERS



GRADE IDENTIFICATION  
 GRADE A NO MARK  
 GRADE B LETTER B  
 GRADE C LETTER C



**CAUTION! THIS SYMBOL IS USED THROUGHOUT THIS BOOK WHENEVER PERSONAL SAFETY IS INVOLVED. TAKE TIME TO READ AND FOLLOW THE INSTRUCTIONS. BE CAREFUL!**

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# ASSEMBLY AND PREDELIVERY TIME

## 1116H AND 1116BF – 20-24 HOURS

### TRACTOR REQUIREMENTS

It is highly recommended that the Model 1116BF adapter frame and 1116H auger header are only installed on Versatile Model 276 tractors on or above serial number 332100 or Ford Versatile Model 276 and 9030 tractors.

*ATTENTION: If installation is necessary onto a Versatile 256 tractor or 276 tractor prior to serial number 332100 the following improvements must be installed. Depending on the tractor S/N there may be one or several improvements to make.*



**WARNING: IF THESE IMPROVEMENTS ARE NOT INSTALLED THERE WILL BE SERIOUS MAJOR PROBLEMS WITH THE TRACTOR HYDRAULIC SYSTEM, TRACTOR FRAME AND CAB END AXLE.**

**NOTE: Model 276 II tractors, Cummins or Ford powered, above serial number 322100 do not require any of the kits or parts.**

#### **256 TRACTORS BELOW S/N 209442 AND 276 BELOW S/N 241312**

Tractors below these S/N's have a low flow implement pump. A 28 GPM pump Pt #V88395 must be installed. If the pump has been changed there will be a 70423RBB stamped into the pump mounting flange.

#### **ALL 256's AND 276 PRIOR TO S/N 273100.**

All 256 tractors and 276 tractors prior to S/N 273100 must have the cab end axle replaced with a reinforced axle pt #V89405.

#### **ALL 256's and 276 prior to S/N 332100**

All 256 tractors and 276 tractors prior to S/N 332100 must have an engine frame brace kit pt #V96726 installed.

## PREPARING THE TRACTOR

**NOTE:** Left and right are as seen from the operators seat facing the cab end three point hitch.

**NOTE:** If the tractor has been used, steam-clean or pressure wash the wheels, the area under the cab and the articulation area.

**NOTE:** Lock the articulation joint.

### RAISE THE CAB

**NOTE:** All tractors will need the cab raised except a 9030 which is factory equipped with the Accessory Hydraulic Kit. Leave the cab raised until all tractor preparations are made.

Place a small jack, B, Figure 1, on a wood block, A, between the steps and the left corner of the cab. Raise the cab slightly and remove cap screws, washers, and spacers, C, D, and E.

Raise the cab about 8" (203 mm). Use care to avoid pinching or stretching wires and hoses. Support the cab on a wood block, F, or the cab support stand if equipped.



**WARNING: ALWAYS USE CAB SUPPORT STAND OR A WOOD BLOCK IF THE TRACTOR IS NOT EQUIPPED WITH A STAND TO HOLD THE CAB UP. THE CAB STRUCTURE IS VERY HEAVY AND MUST BE SUPPORTED PROPERLY BEFORE WORKING UNDERNEATH THE CAB.**

**NOTE:** It will be much easier to install the hydraulic kit and adjust the hydraulic linkage with the left cab end tire and wheel removed.

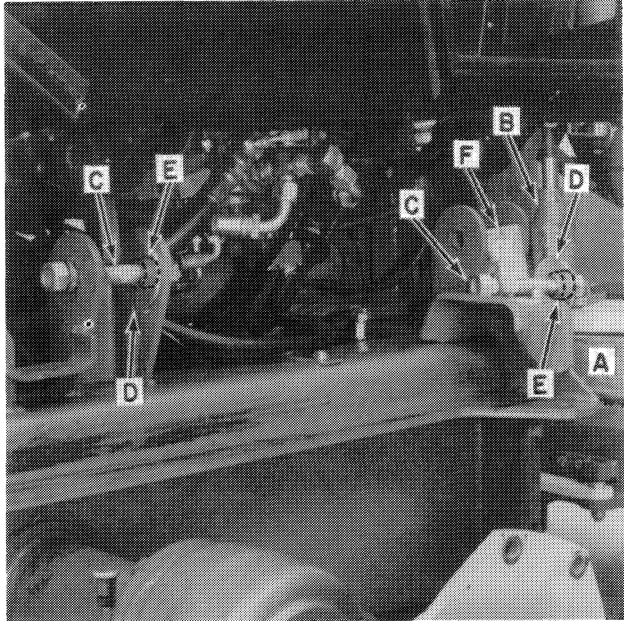


Figure 1



**WARNING: USE SECURE JACK STANDS OR WOOD BLOCKING UNDER THE AXLE TUBES WHILE CHANGING THE WHEEL SPACING OR REMOVING A WHEEL. DO NOT PLACE JACKS OR BLOCKING UNDER THE BOTTOM COVERS OF THE DROP BOXES.**

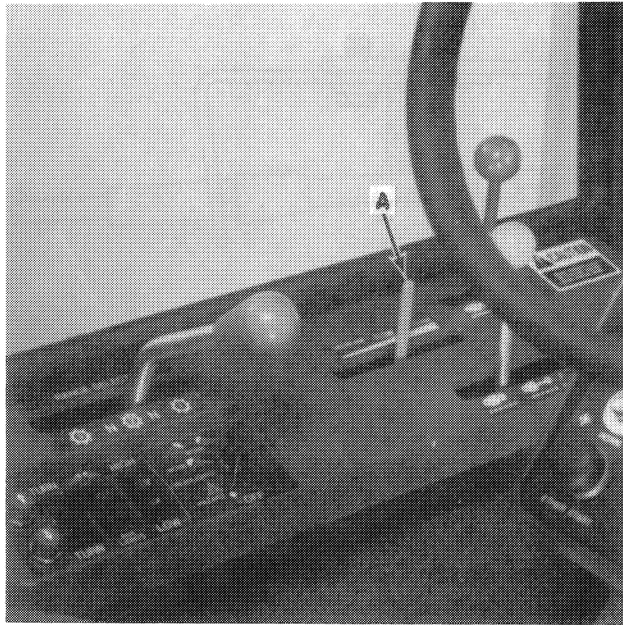


Figure 2

## ADJUSTMENT OF THE FLOW CONTROL MODEL 276

**NOTE:** The header, conditioner, and engine will surge excessively unless the hydraulic pump is operating at full capacity. Some surge is normal.

The flow control lever, A, Figure 2, moves arm, B, Figure 3, on the front of the implement valve, below the cab.

Move the blue flow control lever, A, Figure 2, in the cab to the front end of its stroke (full flow). Roll pin, F, Figure 4, in the end of the valve spool must be against the side of the stop pin, G, so all the pump output is available to run the header.

If the roll pin is not against the stop pin proceed through the following steps.

1. Move the control lever in the cab so arm, B, Figure 3, is positioned as shown. Using a 3 mm Allen wrench, C, loosen the set screw in arm, B. The wrench must be inserted between the folds of bellows seal, D, and against the valve spool.
2. Rotate the valve spool and roll pin, E, Figure 3, so the pin is 45 degrees to the cab floor as shown. Tighten the set screw and remove the wrench.
3. Repeat steps 2 and 3 if the roll pin and stop pin do not touch when the flow control lever is fully forward.

**NOTE:** The ball joint on the cable must be above the valve spool at, H, Figure 4, to prevent the arm from going over center.

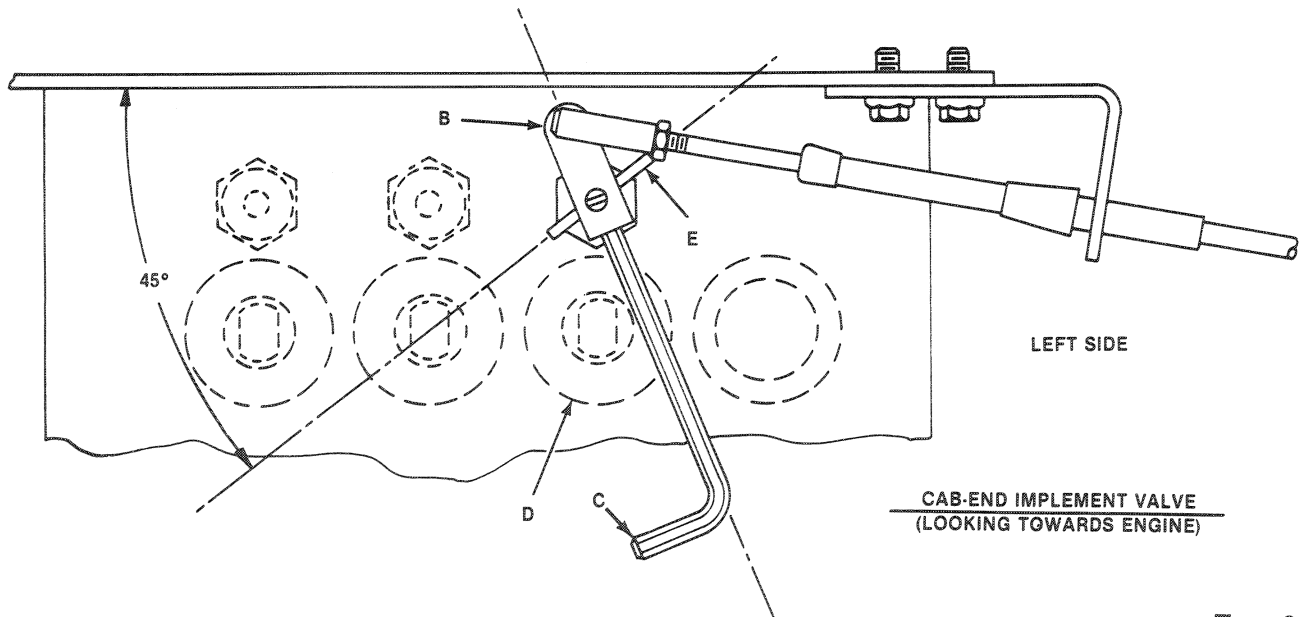
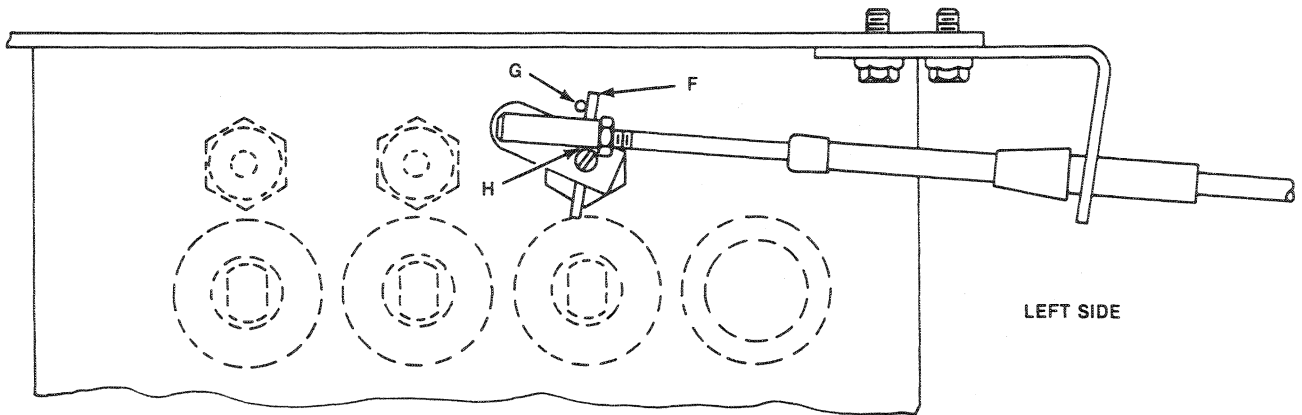


Figure 3



**CAB-END IMPLEMENT VALVE  
(LOOKING TOWARDS ENGINE)**

**Figure 4**

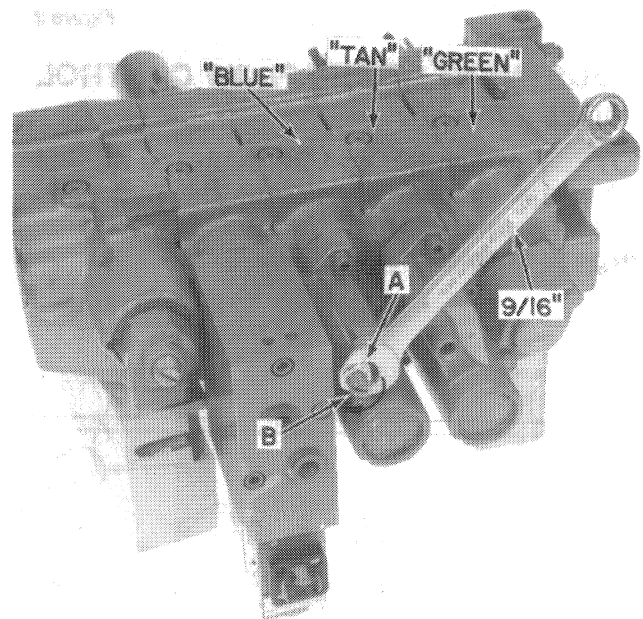
### **ADJUSTMENT OF FLOW CONTROL MODEL 9030**

Adjust the flow control on a 9030 after the header is completely assembled and installed. Adjust it so when the header is running and the engine is set at 2500 rpm the header will raise in approximately two seconds.

### **IMPLEMENT VALVE UNDER CAB, ALL MODELS**

To prevent the blue hydraulic circuit from returning to neutral and stopping the header under heavy loads, loosen jam nut, A, Figure 5, turn slotted screw, B, clockwise until it is seated, lock the jam nut.

**NOTE: Screw, B, may have to be readjusted if the blue circuit is needed for other applications, such as a grapple fork.**



**Figure 5**

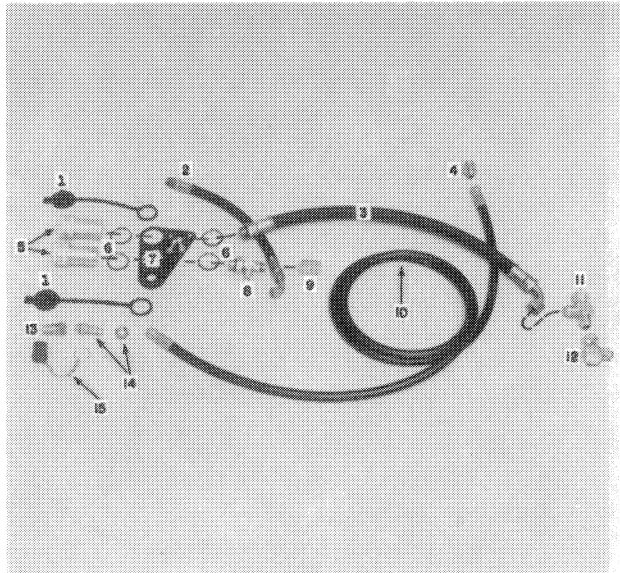


Figure 6

## TRACTOR HYDRAULIC KIT 256,276 ONLY

**NOTE: This kit must be installed to allow full flow of oil to and from the header drive motor on the adapter frame. A third line must be installed as a case drain line to prevent damage to the motor.**

Figure 6 shows the parts of kit #805876, which would be ordered through wholegoods. The # references are used throughout the following installation instructions.

1. Lower the 3-point hitch to retract the cylinders.
2. Drain the hydraulic reservoir through the bottom port. Use a large funnel and hose to avoid spills. Two 5 gallon (18.9 l) pails are needed to contain the hydraulic oil. Use thoroughly clean pails with covers, if the tractor is new and the oil is reused.
3. Install fitting, 4, Figure 7, into the bottom of the hydraulic reservoir, attach hose, 10, to this fitting. Tee, A, will not be present and is not required. Use pipe thread sealant on all pipe thread fittings.
4. Using a piece of wire route hose (10), Figure 6, 7, 8, and 9, through the articulation joint, past the left side of the implement valve.
5. Remove the lower pin, B, Figure 7, and 8, of the engine end hose clamp. Swing clamp, D, down for clearance. On the cab end hose

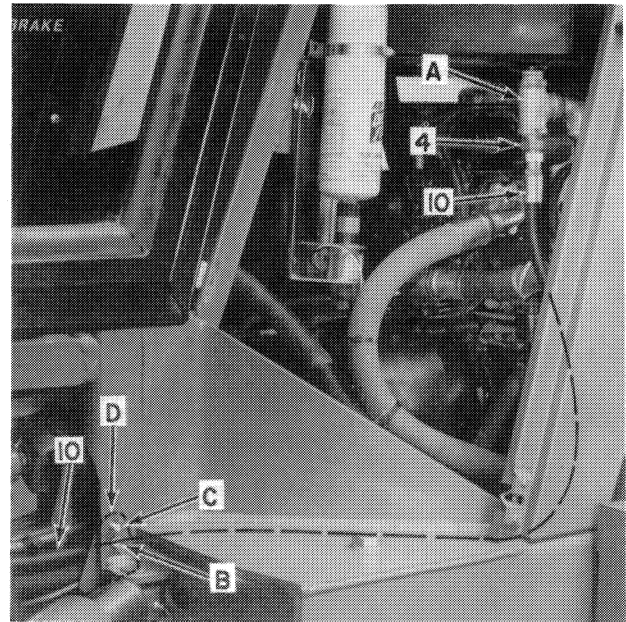


Figure 7

clamp, remove the upper pin, F, Figure 8, and swing clamp, G, up. Reinstall pins, B, and F, with the cables positioned above and the hoses positioned below them. Use plastic ties to keep cables and hoses away from drive shafts.

**NOTE: If difficulty is encountered routing the hose, it may be easier to loosen the fuel tank straps and lower it slightly. Be sure to reposition the tank and tighten all hardware after routing the hose.**

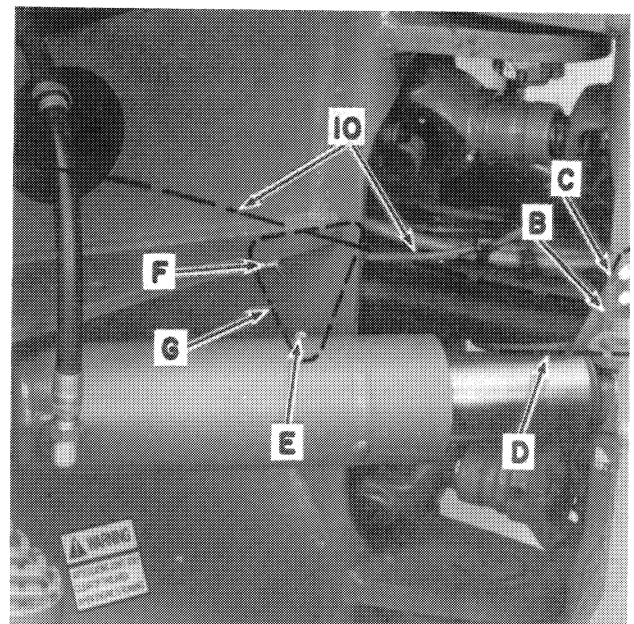


Figure 8

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