

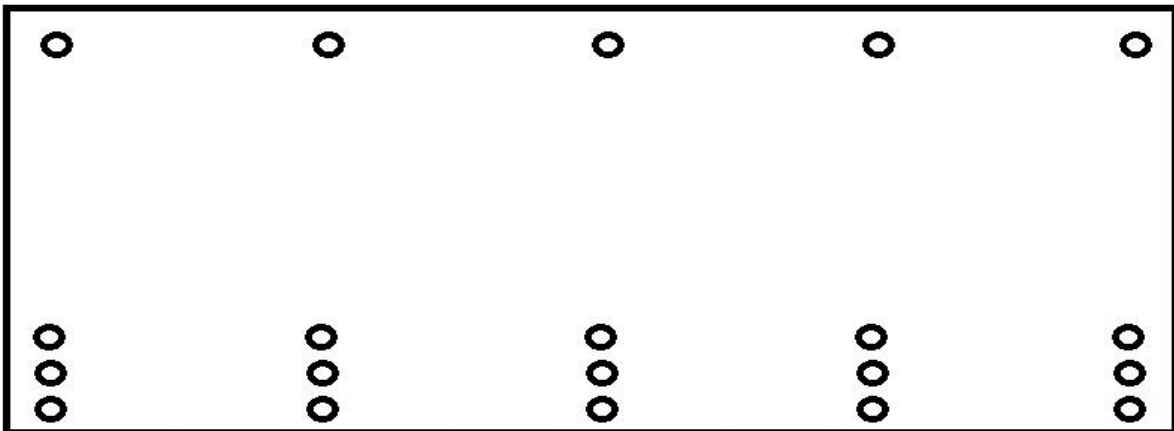
Draper Installation Tips

Before you start.

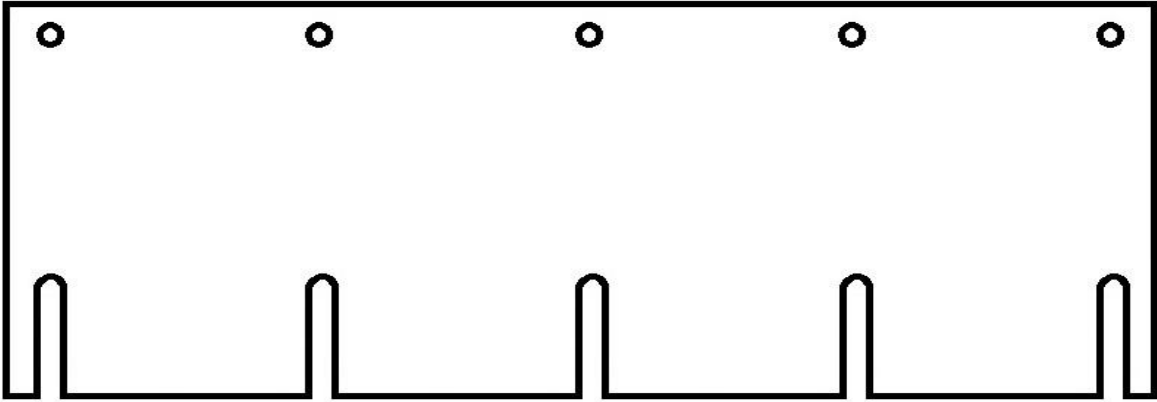
Look at your rollers. The rollers that drive the drapers are rubber coated. If the rubber is gone or missing, you will need to have the rollers recovered. A relatively inexpensive solution is to strip off the old rubber and glue, and slide on Gates 24028 coolant hose. They come in 36" length only so you will need to buy two per roller. It can be manually slipped on and is tight enough not to need glue. One caveat is the rubber diameter is slightly larger than OEM and prevents the lower draper drive roller from sliding thru the pivot bracket. You have to finagle the roller on; can't remember exactly how but you can get it on as I have done it.

Your new Draper.

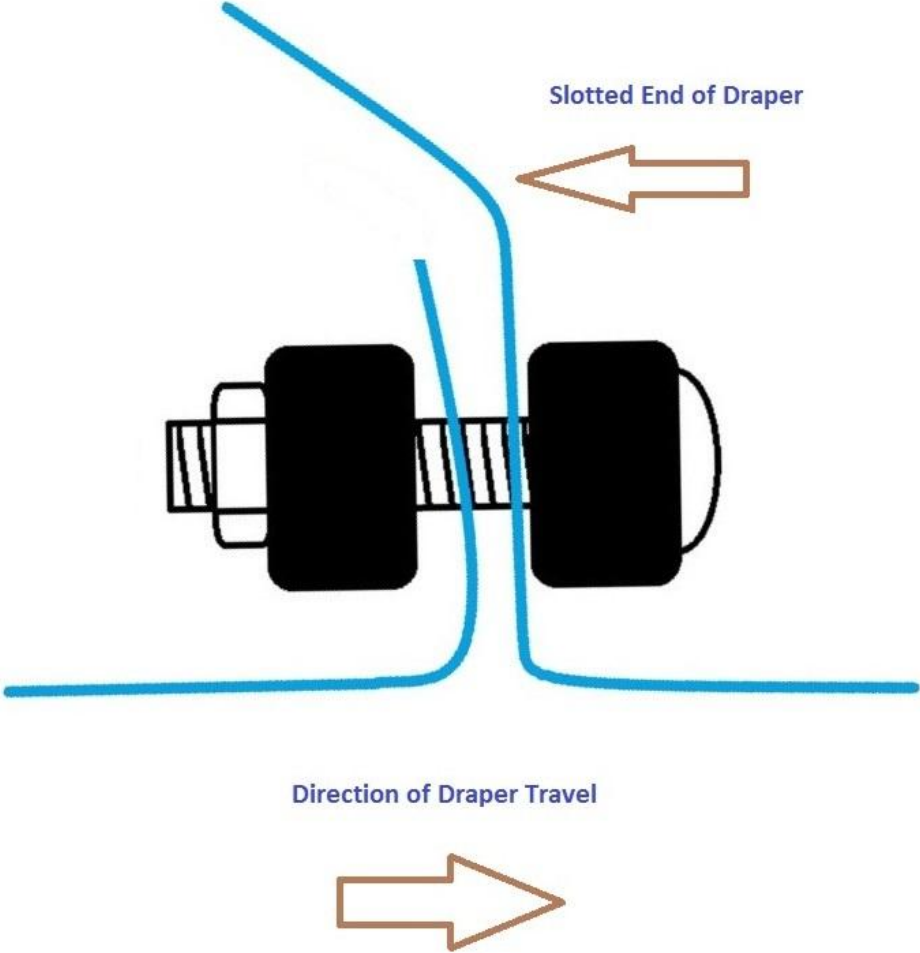
The drapers we sell have the connection engineering a little different than the OEM drapers. Although two clamping bars pinching each end is still the method used, the end with the "flaps" created by cutting slots on the end of OEM draper have been replaced with a three rows of holes. The end-user is to select the row that provides the best fit. Well that doesn't work very well, (don't blame us!) and we recommend a field alteration to permit us to connect the drapers in the same exact manner as were the OEM drapers. Your new drapers will look like this:



You will need to take a utility shears or knife to cut new flaps where the three rows of holes are found. Use the width of the hole as your width of each slot. You will most likely need to make the slots go beyond the third row of holes. When completed your draper will look like this:

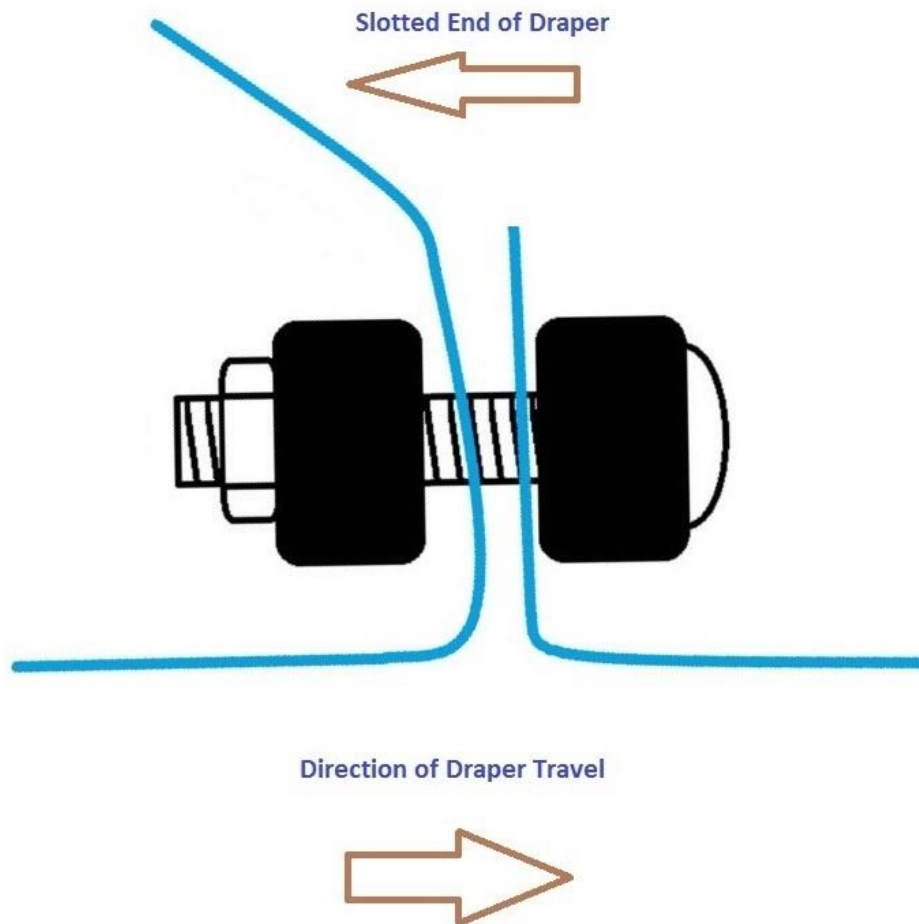


To connect the drapers, first make a careful note of how the old drapers were installed. Below is an illustration of the way we connect them using the clamp bars and hardware. Most likely this is how your originals were connected. Note position of bolt relative to draper. You will want to “pull” the flaps tight then clamp tight enough with the connecting bars to keep the drapers from slipping during operation. You will probably end up with a lot more “flap” than necessary and will want to trim them back because if they are too long they can hit the cylinder bars and stop movement. Also the other end of the draper often sticks up when new and stiff, raising the flap end and causing stoppage as the draper tries to turn around the rolls. Trim back this end back closer to the clamps only as far as necessary to stop this from occurring.



Alternative Connection.

Here is an alternative way to connect the drapers; basically just reverse the ends. This was used successfully when the prior method was still getting stuck despite the tight connection.



Issues:

Drapers won't move at all:

*Not tight enough or the drive roller rubber is missing/shot.

Lower drapers move then stop:

*Not tight enough.

*Flaps are too long and hitting cylinder bar—you will hear it. Draper getting stuck passing under the lower sickle shielding.

*Lower drapers getting stuck on the threshing apron (part 501778). The height of these drapers is 5/8" and the OEM drapers were 13/32. This sometimes can cause them to get stuck when clearing the threshing apron. If you have the Gates coolant hose that is slightly wider it could also contribute. Tightening the drapers further usually takes care of the issue as it has done for me. Others have found it necessary to pinch the apron slightly to get a bit more clearance. One customer had success using the "alternative connection" as described previously.

Bottom line is these drapers, although better built than the OEM version, can be as much of a pain in the rear to install as were the old version.

It might be worth seeing if the height of the draper were modified and slots created at the factory, but no doubt an increase in price would result. In my 10 yrs and dozens of sales of these drapers I have had only customer give up on them. With that success rate I am inclined to let this sleeping dog lay. Money back always on these drapers if you find them unsatisfactory.