

4010 AIR TILL DRILL

OPERATOR/ASSEMBLY MANUAL

PERSONAL SAFETY IS IMPORTANT!

ALL PERSONNEL INVOLVED WITH THE ASSEMBLY AND/OR OPERATION OF THIS EQUIPMENT MUST BE INFORMED OF PROPER SAFETY PROCEDURES. OPERATOR'S/ ASSEMBLY MANUALS PROVIDE THE NECESSARY INFORMATION. IF THE MANUAL IS LOST FOR A PARTICULAR IMPLEMENT, ORDER A REPLACEMENT AT ONCE. OPERATOR'S AND ASSEMBLY MANUALS ARE AVAILABLE AT NO CHARGE UPON REQUEST.

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



The Safety Alert symbol identifies important safety messages on your Wil-Rich DOT Disk and in this manual. When you see this symbol, be alert to the possibility of personal injury or death. Follow the instructions in the safety message.

Why is SAFETY important to you?

3 Big Reasons

Accidents Disable and Kill
Accidents Cost
Accidents Can Be Avoided

SIGNAL WORDS:

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

DANGER

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

WARNING

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

CAUTION

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

Remove all wires and arrange the parts conveniently.

NOTE: Always wear safety glasses or goggles and be careful when cutting wires and steel bands as they are under tension and will spring back when cut.

Wherever the terms "left" and "right" are used, it must be understood to mean from a position behind and facing the machine.

Lubricate all bearings and moving parts as you proceed and make sure they work freely.

Loosely install all bolts connecting mating parts before final tightening.

When tightening bolts, they must be torqued to the proper number of foot-pounds as indicated in the table unless specified. It is important that all bolts be kept tight.

On new machines, all nuts and bolts must be rechecked after a few hours of operation.

		GRADE 2			GRADE 5			GRADE 8		
TORQUE IN FOOT POUNDS										
BOLT DIA		3/8	1/2	5/8	3/4	7/8	1			
HEX HEAD		9/16	3/4	15/16	1-1/8	1-5/16	1-1/2			
UNC	GR2	18	45	89	160	252	320			
UNC	GR5	30	68	140	240	360	544			
UNC	GR8	40	100	196	340	528	792			
UNF	GR2	21	51	102	178	272	368			
UNF	GR5	32	70	168	264	392	572			
UNF	GR8	48	112	216	368	792	840			

CAUTION

TO AVOID INJURY AND/OR MACHINE DAMAGE:

- Refer to Operator's Manual for safety instructions.
- Do not stand or climb on machine when operating.
- Use clean hazard flashers and SMV sign when transporting.
- Observe highway traffic regulations.

23325

ASSEMBLY INFORMATION

When replacing a bolt, use only a bolt of the same grade or higher. Except in shear bolt applications, where you must use the same grade bolt.

Bolts with no markings are grade 2

Grade 5 bolts furnished with the machine are identified by three radial lines on the head.

Grade 8 bolts furnished with the machine are identified by six radial lines on the head.

All U-bolts are grade 5.

THIS SYMBOL USED TO CALL YOUR ATTENTION TO INSTRUCTIONS CONCERNING YOUR PERSONAL SAFETY. BE SURE TO OBSERVE AND FOLLOW THESE INSTRUCTIONS

Common Abbreviations

ASSY	Assembly
BLD	Blade
BLT	Bolt
BRKT	Bracket
CTR	Center
CP	Cup Point
(FF)	Female Female
GR	Grade of Bolt
HD	Heavy Duty
HDWE	Hardware
HLK	Hecial Lock Washer
LH	Left Hand
(MF)	Male Female
MF	Main Frame
MTG	Mounting
NC	National Course Thread
NF	National Fine Thread
NLK	Nylon Lock Nut
NPT	National Pipe Thread
PLW	Plow
RH	Right Hand
(OPT)	Optional
SST	Stainless Steel
TA	Tandem
TBP	Top Bypass
W/	With
W/O	Without
WLDMT	Weldment
WSHR	Washer

TO THE OWNER

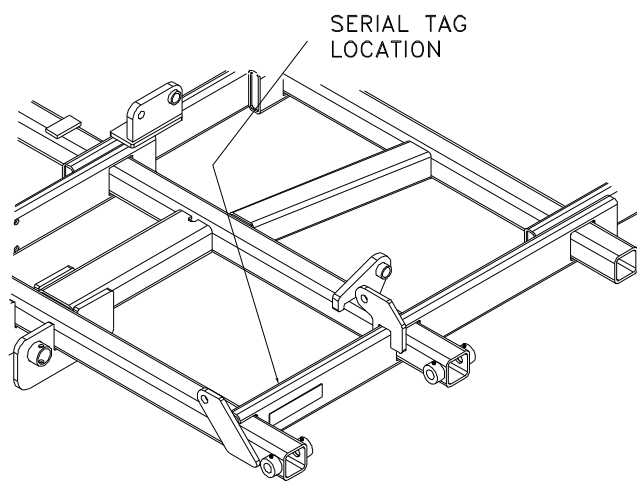
The 4010 AIR TILL DRILL has as standard equipment a clearance lighting package. If your unit is not equipped with this package, it can be ordered by contacting your local dealer or the factory directly.

It is the responsibility of the user to read the Operator's Manual and comply with the safe and correct operating procedures as pertains to the operation, lubrication and maintenance of the product according to the information outlined in the Operator's Manual.

If this machine is used by an employee or is loaned or rented, make certain that the operator(s), prior to operating, is instructed in safe and proper use and reviews and understands the Operator's Manual.

The user is responsible for inspecting his/her machine and for having parts repaired or replaced when continued use of this product would cause damage or excessive wear to the other parts. The word NOTE is used to convey information that is out of context with the manual text; special information such as specifications, techniques, reference information of supplementary nature.

When in need of parts, always specify the model and serial number. Record this information for future reference..



MODIFICATIONS

It is company policy to improve its products whenever possible and practical to do so. We reserve the right to make changes, improvements and modifications at any time without incurring obligation to make such changes, improvements on any equipment sold previously

All equipment is equipped with a serial number tag to track the unit. The serial number tag is located on the inside of the outer frame tube in the front left corner of the main frame (SEE BELOW). Use the information on this tag to identify when ordering parts or requesting information

READ THIS MANUAL COMPLETELY BEFORE ANY ASSEMBLY WORK IS STARTED. DO NOT TIGHTEN HARDWARE UNTIL ALL MATING AND RELATED PARTS ARE IN PLACE OR AS IS DIRECTED IN THE ASSEMBLY MANUAL. THIS MANUAL IS SET UP TO GUIDE YOU THROUGH A LOGICAL ASSEMBLY PROCESS. AS ASSEMBLY PERSONNEL BECOME FAMILIAR WITH THE UNIT BUILD OR PROCESS THEY ARE ENCOURAGED TO DEVELOP THEIR OWN APPROACH TO THE SETUP PROCEDURES THAT BEST FITS THEIR TOOLS AND SITUATION.

UNIT ASSEMBLY PROCEDURE

Read and review all assembly instructions before starting assembly of this unit.

This unit will be packed in a condensed format, usually on a packaging skid. This package may be very heavy and will require the use of some type of fork truck or material handling device to unload the package and break down the parts. Because the various frame components are arranged in a vertical manner any handling equipment must be able to safely lift and position to a height of 12 ft.

Once bundled skids have been properly delivered and positioned in a hard, flat and level area the various frame parts can be removed. **NOTE: the components are banded together in the bundling process and these bands provide the structure to maintain the package. Cutting or removing these bands can cause the components to tip or fall- make certain that the parts are properly supported before removing any bands.**

Once the bundle has been broken down into the individual components locate the main frame of the unit. Assembly of this unit will require some type of stands to support the components during assembly. These stands should be at least 36 in. tall and of adequate strength to support the components.

Position the main frame on the work stands in the center of the assembly area. **NOTE: HARDWARE TO SECURE THE COMPONENTS IS NOTED IN THE ASSEMBLY INFORMATION. UNLESS SPECIFIED ALL NUTS ARE TOP LOCK NUTS. WHEN ASSEMBLING THE COMPONENTS DO NOT TIGHTEN THE LOCK NUTS UNTIL ALL PARTS HAVE BEEN ASSEMBLED. TIGHTEN NUTS TO HOLD PARTS IN POSITION BUT STILL ALLOW ADJUSTMENTS TO BE MADE.**

Position and support the wings level with the main frame and secure with the noted hardware. Support all frames with work stands. Mount the shank assemblies in the positions shown. Mount any required stubs needed to locate all the shank assemblies. **NOTE: it may be necessary to shift the shanks laterally to allow clearance for the shank or springs to clear or to align injectors to the packer wheels. There are also a number of shanks which mount to frame components and do not use the standard top plate.**

Mount the pre-assembled wing lift assemblies to the front frame tubes as located on the shank spacing chart. Mount the front main lift wheel assemblies to the front tube of the main frame. Insert and secure hub & spindles and tires as shown. Locate the main frame and wing packer towers and attach to the rear of the frame, secure with the mast tubes noted. Assemble the center packer mount to the center packer lift bracket and secure with axle clamps and hardware. Slide the inner lift axle pivots onto the end of the center packer mount, slide the rear lift mast into position shown. Slide the center packer hanger onto the ends of the center packer mount and secure.

Attach the wing packer mounts in the same manner as noted above. Position the front part of the hitch in the center of the frame at this point and loosely secure.

Position the front part of the rear hitch and main fold anchor assembly on the top of the rear tube of the main frame and secure. Position the front wing rest/lock and secure. Locate the main frame fold bracket and secure to the wings. Attach the packer lift anchors, center in the adjustment slot, and adjustment bolt to all rear packer sections. Secure the front lift masts to the front main frame tube located laterally as noted.

Position and attach the left and right rear lift axles to the lift axle pivots as shown and secure. Insert hubs & spindles and rims and tires.

HYDRAULIC SYSTEM ASSEMBLY

The drill portion of this unit requires 3 hydraulic circuits to properly operate.

MAIN LIFT CIRCUIT

The main lift circuit is used to raise and lower the complete unit. It consists of a set of 8" stroke sequencing cylinders of varying diameter which, when properly connected and adjusted, will move the unit in a level manner. Unit operating depth is maintained by using stroke control collars of varying length on each lift cylinder (see operating instructions for more information).

Locate the lift cylinders and move to the lift axle areas. Refer to cylinder location instructions (34) to assemble the cylinders to the main frame and wing lift anchors and the rear packer assemblies. Cylinders are mounted with the rod ends up, secured with the pins noted or with the pins that are supplied in the cylinder boxes. Locking roll pins or cotter keys can be used to secure the pins. Locate the cylinder stop collar packages and clip to the storage rods provided at each cylinder location.

Locate the appropriate hydraulic hoses and position in the general areas of the unit as shown in the hose routing instructions. Install noted fittings in all cylinders in the circuit. As shown this system requires that the hoses connect the cylinder's in the correct sequence. Hoses are routed from the tractor to the base end of the largest cylinders, from the rod end of that cylinder to the base end of the next smaller diameter cylinder, etc. Most hoses are run down the center of the unit, secured to the noted mount points or the hose brackets mounted down the side of the rear hitch.

HOSE ROUTING/CLAMPING

Hose should be generally routed as shown in the routing instruction. Since there are many variables to the routing of hoses it is recommended that hoses be routed along frame members as shown. Special attention should be paid to routing hoses away from potential pinch points when folding wings or when working. Note the need for more hose at the hinge points, route the hoses so there is additional length to move as components move. Loosely secure hoses at the hose mount points, fully tighten after final assembly.

WING FOLD CIRCUIT

The wings are folded for transport by two large 5" hydraulic cylinders located at the rear of the unit. Refer to the cylinder location instructions for proper orientation of the cylinders. Attach the base ends of the main wing fold cylinders with the pins noted. Position a wood block spacer under the cylinder to hold the rod end of the cylinder above the outer wing fold linkage attach point. Support the end of the cylinders to allow room for the rods to fully extend without contacting any frame parts.

Locate the required hoses for this circuit, connect the circuit as shown, route and loosely clamp the hoses to the mount mounts.as noted.

TRANSPORT LIFT CIRCUIT

There is a single set of lift cylinders that are used to lift and hold the rear of the unit in the transport position. These cylinders are connected in a simple circuit as noted. Attach the base end of the 4x16 cylinders to the rear lift mast and support the cylinder with a block to allow full extension without contacting machine elements. Locate the required hoses for this circuit, connect the circuit as shown, route and loosely secure the hose at the mounting points.

HYDRAULIC SYSTEM CHARGING

Once all hydraulic circuits have been assembled as noted and the hoses have been attached it is important to properly charge the system.

NOTE: THE SYSTEMS ON THIS UNIT WILL REQUIRE A LARGE AMOUNT OF HYDRAULIC OIL TO FULLY CHARGE AND PURGE. MAKE CERTAIN THE SYSTEM USED TO CHARGE THE CIRCUITS HAS ADEQUATE HYDRAULIC PRESSURE (2700 PSI MINIMUM) AND CAPACITY. OIL MAY NEED TO BE ADDED TO THE PUMP RESERVOIR TO COMPLETE CHARGING. ALL CIRCUITS MUST BE FULLY CHARGED BEFORE LIFTING OR FOLDING THIS UNIT

CHARGING MAIN LIFT CIRCUIT

Sequencing systems require that all cylinders be fully charged with oil. This is accomplished by forcing oil into the main or master cylinder, in this case the 5x8 cylinder located on the front hitch. When the cylinder is charged with oil and fully extended it will move into a bypass mode, oil will move out of the rod end port and to the next cylinder in the sequence. That cylinder will extend into bypass and move oil to the next, etc. This initial process can take a considerable amount of time. After all the main lift cylinders have been mounted with both the base and rod ends properly secured and the hydraulic hoses in place apply pressure to the system. Continue to hold pressure on the base 5x8 cylinder as the oil will bypass and extend the next cylinder in the circuit. Continue to apply pressure until all cylinders have been fully extended. Once all cylinders are fully extended, retract the cylinders, all cylinders should retract in sequence. If they are not in sequence fully extend the cylinders and hold pressure to bypass. Fully extend the cylinders again and check to ensure all cylinders are purged and fully extended and are moving in sequence.

NOTE: It may require that the main lift system be re-sequenced periodically during use.

CHARGING WING FOLD CIRCUIT

Connect the wing fold circuit to the oil supply and apply pressure. The main frame wing fold cylinders will slowly extend to full extension. Make certain that the cylinders do not contact machine parts while extending and retracting.

NOTE: the wing fold cylinders may contain a restrictor in the circuit for safety. This restrictor can make the charging of the system seem slow but is necessary. All wing fold cylinders must be fully charged and cycled before connecting the rod ends to the lift brackets.

Once all cylinders have been charged, fully retracted and fully extended, attach the rod ends to the noted anchor points .

CHARGING TRANSPORT LIFT CIRCUIT

As with the wing fold circuit, support the cylinder while extending and charging. Once the circuit has been charged and cycled, attach the rod ends of the rear transport lift cylinders to the appropriate anchor points and secure.

REAR PACKER ASSEMBLY

Assemble the rear packers frames to the rear packer mounting points. Secure with the hardware noted. Mount the packer wheels and securely tighten all mounting bolts. Refer to the operational information for additional information on packer settings.

FINAL ASSEMBLY

Attach the front hitch components, insert and secure the all hub & spindles and mount the tire assemblies.

OPERATIONAL INFORMATION

INITIAL/PRE-FIELD SETTINGS

Once the unit has been fully assembled and before the unit is folded for transport check to ensure that all hardware has been properly tightened to specifications noted. Check to ensure that there are no loose parts or tools anywhere on the unit.

Attach the unit to the tractor that will be used with the unit and connect all hoses. Raise the unit to full height with the main lift cylinders and hold the lever to purge the system. Move to a flat area, preferably a level concrete surface and position the unit in an open area. Activate the transport lift circuit to raise the rear transport wheels so that the rear of the unit is carried by the rear packer wheels.

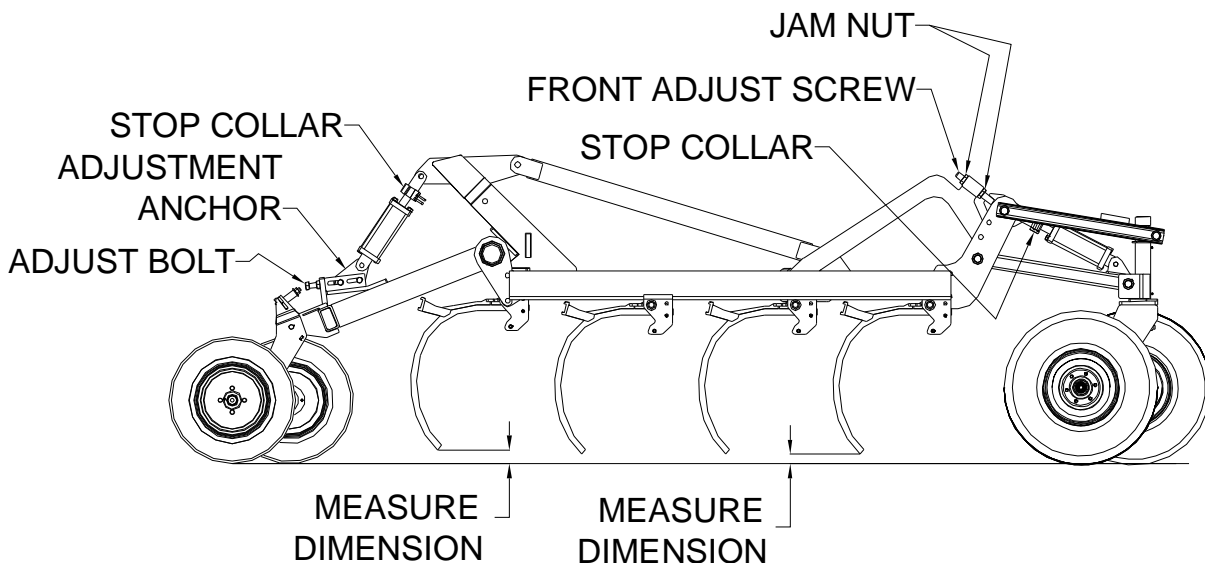
Make certain that all points or attachments are mounted on the unit before doing any pre-field settings. **NOTE: Any settings completed in the yard may need to be altered once the unit is in field use. Pre-field settings will make the final field settings less challenging.**

Once the main lift system has been purged and sequenced lower the unit down so the shanks are 1" to 2" above the ground as shown below. Measure the distance to the ground from a point of a shank on the front rank of the unit. Pick a shank on the outside of the main frame. Measure from the same point of a shank on outside rear of the unit.

If the main frame is not level front to rear an adjustment will need to be made to the rear packer anchor point. Loosen the two anchor bolts to allow the anchor to slide. Use the adjust bolt to raise or lower the rear of the main frame to level the unit.

Check the side to side level of the main frame in a similar manner. Adjust the remaining main frame rear packer anchor to level the unit side to side.

To relieve the pressure on the adjustment anchors to make the adjusting easier, lower the unit to the ground to take the load off the anchors. Adjust as required, fully extend the cylinders to properly sequence the system and lower to the unit so the shanks are 1" to 2" off the ground. Measure as before and continue to fine tune the unit level.



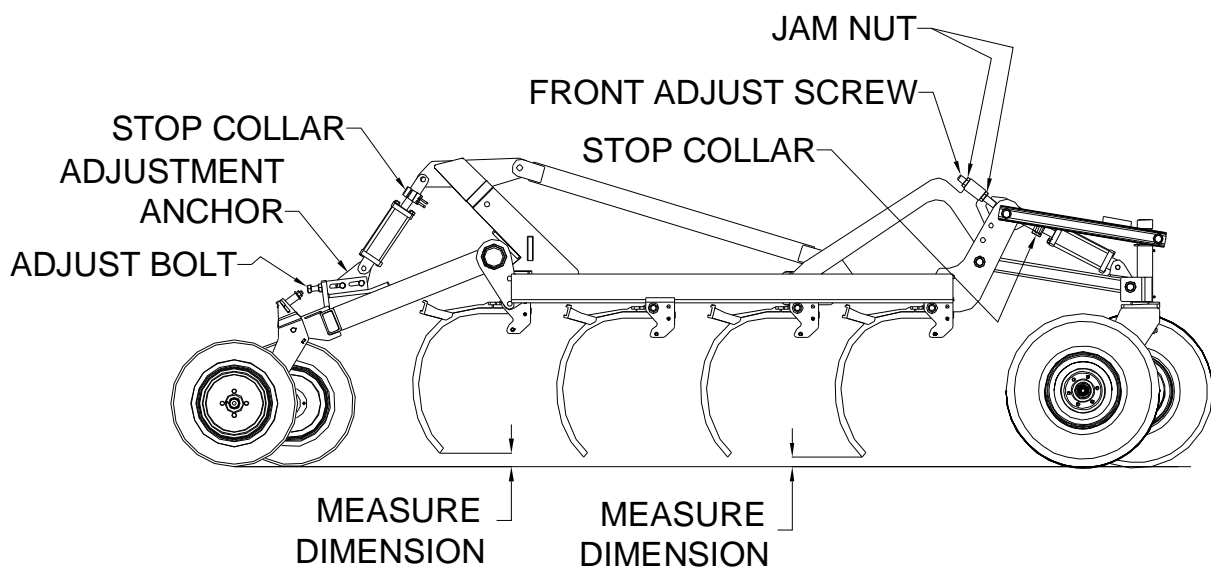
PRE-FIELD SETTINGS - WINGS

Check the front to rear level of the main wings. As noted below the measured distance between the shank and the ground should be the same as the main frame. To adjust the level front to rear both the front lift wheel and rear packer can be adjusted. Check the distance at the front outside shank location on the wing versus the height of the main frame. If the front of the wing needs to be altered, loosen the jam nuts on the front adjust screw and adjust as required. Once the front of the wing is at the same depth as the main frame, lock the front into position. Measure the rear shank height and adjust the rear packer adjust anchor as required.

As with the main frame, lower the unit to relieve the load on the various anchors to allow easier adjustment,

Once the adjustments to the various anchors have been completed there should be minimal need to readjust these settings. When the unit has been moved to the field and dropped to the seeding depth it is important to recheck the front to rear level and depth of each section. Variations in soil type and loading will effect the operational depth and readjustments may be required.

The adjustments noted above are to level the unit. **To control the seeding depth the stop collars on each lift cylinder must be changed.** A full set of color coded stop collars of varying thickness is provided for each lift cylinder. Use these stop collars to set the seeding depth of the unit. If the seeding depth is too deep, stop collars need to be added to each cylinder. **The cylinders have been sized to allow the addition or removal of the same thickness of stop collars from each cylinder to control depth of seeding.** For example: if the unit is seeding deep all cylinders would have a stop collar of the same color added. As the unit is cycled it may require that the lift system be re-sequenced. Raise the unit and hold the cylinders in the extended position until all cylinders have been purged.



WING FOLDING/UNFOLDING

After the unit has been charged and levelled it can be winged up to the transport position. Make certain that the unit is hitched to a tractor and setting on a level surface when folding the wings. If possible, move the unit to an area where the ground is not as hard but has a loose composition. Move all personnel away from the path of the wings but pay attention to the components when folding.

Before folding the wings, raise the unit to full height with the main lift circuit. Activate the rear transport lift circuit and fully extend the lift cylinders. Place the channel locks into position on these rear transport cylinders. With the front main lift wheel cylinders fully extended manually remove the hair pin from the latch rod (20) and rotate the main lift lock down and latch to the extended lower pivot pin. Place the latch rod into position to retain, securing the front lift wheels into the transport position.

NOTE: Channel locks must be locked in position on the two rear transport lift cylinders and the front main lift cylinders must be secured before attempting to fold the wings or transporting.

Once channel locks are in position, activate the wing fold circuit and the wings should began to fold. When folding for the first time pay attention to the movement of hydraulic or feed hoses, it may require that hoses be moved to prevent kinking or pinching. As the inner wings began to fold the packer wheels at the hinge point may skid. This should not be a problem when folding the unit in loose ground conditions. Skidding can be reduced by slowly moving forward with the unit as the wings are folded. Forward movement is only required when the wing packer wheels are skidding.

NOTE: Do not allow personnel to walk under a wing at any time while it is folding or unfolding. Front gage wheels on the wings can abruptly rotate as the wings are folded.

NOTE: It is critical to relieve the hydraulic pressure in the wing fold circuit when storing the unit. The wing fold circuit should always be connected to a tractor float valve. After pinning the folded wings make certain there is not pressure in the wing fold circuit. Failure to relieve the pressure may cause the wings to unexpectedly unfold. Wings should always be pinned when unit is stored.

Continue to fold the inner wings, these wings should fold to a slight over center position. Once the wing have come to rest in the wing rest clevis active the main lift circuit and pull the packer wheels up. This is necessary to allow clearance in the center of the unit and reduce the transport width.

The front wing rest has provisions to lock or pin the wing for transport. Insert the lock pin into the rest clevis and secure with the provided spring pins.

NOTE: The wings on this unit must be locked before transporting or storing. Insert the locking pin in the clevis on the front wing lock. Make certain that the wing is unlocked before attempting to unfold the wings. Approach the wings from the front when locking or unlocking the wings, never go into the wing fold path to lock or unlock the wings.

To unfold the wings reverse the process. Fully extend the main fold cylinders after unpinning the wings. Unfold the wings, moving slowly forward as the packers on the inner wing contact the ground. The main frame and wing lift wheels and rear packer wheels must be on the ground to support the wings when they touch down.

Remove the transport channels from the rear lift wheel cylinders and store. Unlock the front main lift wheels cylinders by rotating the latch arms up and pinning to hold parallel to the top link arm..

TRANSPORTING UNIT

The 4010 Air Till Drill should be fully folded with the wings locked before transporting. **NOTE: This unit should never be transported without the transport locks/pins installed in the front and rear transport cylinders.** Store the channel locks/pins on the storage bars or locations as noted. The front main frame wheel should be fully extended and the locking pins utilized whenever the unit is transported (see page 18)

When hitched to the tractor and with a seeder cart attached to the rear hitch the whole machine is quite long. Care must be taken when transporting. When turning the seeder unit will rotate about the rear transport wheels requiring a large turning radius. Never transport the complete unit at high speeds during field use or on the highway. **(MAXIMUM TRANSPORT SPEED - 25 M.P.H.)** Make certain the tractor is properly weighted to handle the heavy pull load. Use care when moving across uneven ground or poor roads. Do not transport at unsafe speeds on narrow , rough roads. Do not carry the unit off the side of the road where the right side carrying wheels are off the main roadbed. If it is necessary to move off the road to allow traffic to pass, pull off the road slowly or stop and allow traffic to pass.

Use caution when backing the unit up when attached to the seeder supply tank.

STORAGE

Unit should be stored inside and unfolded if possible Park the unit in a flat, level area. Unfold the wings to remove the load from the main frame carrying wheels. **NOTE: Never remove the main transport channel locks and lower the unit to the ground with the main wings folded.**

If the unit is parked on a soft surface place support under the lift wheels to prevent sinking into the ground. When storing the unit at any time, if hitched to a tractor or not, always relieve the pressure to the wing fold circuit. This can be accomplished by using the float circuit of the tractor. Move the hydraulic lever to the float position to relieve pressure in the wing fold circuit before turning off or unhitching the tractor.

FIELD OPERATIONS

Following the completion of the assemble and pre-field settings the unit can be attached to the rear seed supply system. Refer to the provided information on the supply system for setup and operational information on that portion of the seeding system.

Enter the field and unfold the wings of the unit. Pressurize the main lift hydraulic circuit to sequence the main lift cylinders. Activate the transport lift circuit, remove and store the channel locks. Fully retract the rear transport cylinders. Pull forward with the air system engaged and lower the unit into the ground. Set the initial depth of operation without using any stop collars. Stop and check the depth of operation of the main frame. Install the required amount of stop collars in the main frame cylinders to place the unit at the desired working depth. The cylinders should be fully retracted and held by stop collars. Check the front and rear and side to side depth of operation and adjust the rear packer adjustment anchor or front lift axles as noted in the PRE-FIELD SETTINGS instructions.

Once main frame is set to desired depth, raise the unit to full height and hold for 1 minute. Place the same combination of stop collars in all remaining lift cylinders. Lower the unit into the ground while moving forward and stop. Check the depth and level of the wings and readjust as noted in the PRE-FIELD SETTINGS if required.

If main frame or wing depth needs to be changed to be level, do not add or remove stop collars from that cylinder. Readjust the various adjustment anchors.

With a sequencing lift system if one cylinder is stopped by use of additional stop collars all cylinders in the circuit will stop and the depth settings on the remaining cylinders in the circuit will be impacted. **All lift cylinders should use the same combination or amount of stop collars.**

Move through the field and observe the general operation of the unit. Check the movement of the rear packers arms. If there is excessive vertical movement or bouncing of the packer wheels it may require that the packer compression spring be tightened. It is generally best to have limited pivoting of the packer arms when seeding. Arms should only rotate when encountering a large soil mound or rocks. Tighten the lock nut on the packer spring to increase the holding force.

As with all machinery it will be necessary to check the tightness of all hardware after 4-6 hours of use. As the various components seat there will be parts that need to be adjusted. Hardware that is retaining parts that do not rotate or move should be checked after the first day of use and weekly after that. Parts such as packer wheel pivots or parts that need to wear in or seat should be checked and adjusted more frequently.

Refer to the GREASING information on DECAL LOCATIONS/GREASE FITTING page for grease locations and frequency.

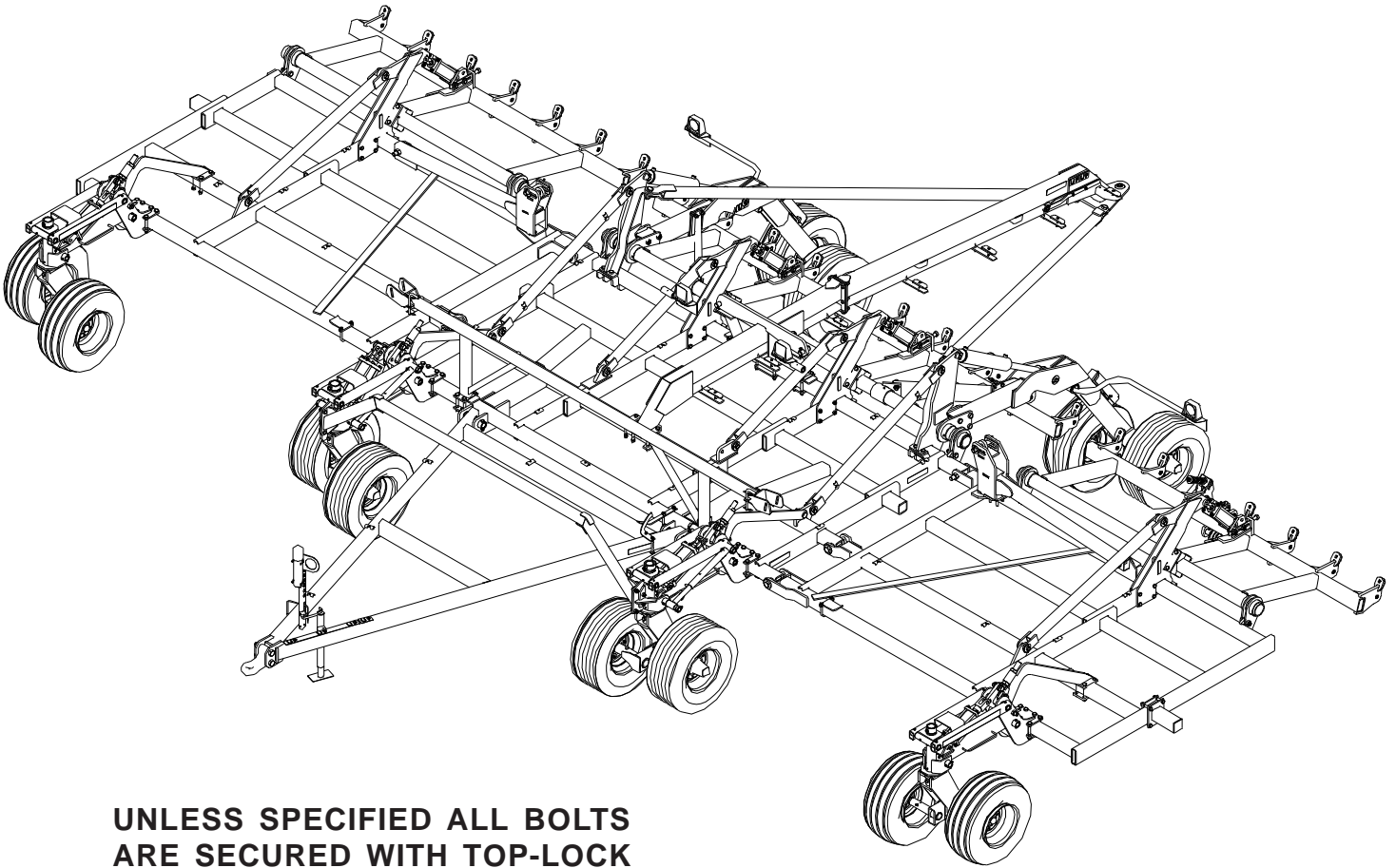
TIRE INFLATION

The main frame front lift and rear transport tires (31x13.5 12 ply) should be inflated to 60-65 PSI. If there appears to be sidewall flex in these lift tires the pressure can be increased to 70-75 PSI. The wing front lift tire should be inflated to 50-60 PSI.

The rear packer tires can be set at 15-35 PSI depending on packing and load requirements. A lower setting will allow the tires to pack a somewhat wider area and shed mud, but there must be sufficient tire pressure to limit sidewall flex and support the rear weight of the unit. Set initial pressure to 15 PSI and increase or decrease as conditions dictate.

FULL UNIT OVERVIEW

This page shows an overview of the complete unit as a reference guide to understanding the general layout of the unit. Please refer to the individual assembly instructions for specific information, some illustrations that are for reference may not exactly match the current part configurations..



**UNLESS SPECIFIED ALL BOLTS
ARE SECURED WITH TOP-LOCK
LOCK NUTS**

PART NO.	DESCRIPTION
88125	NUT HEX 1-8NC 5Z
88141	NUT JAM 1-8NC 5Z
88430	NUT 2POSLK 1-1/4-7NC 5Z
88622	NUT JAM 1-1/4-7NC 5Z
88658	NUT TOP LK 1-8NC 5Z
88659	NUT TOP LK 3/8-16NC 5Z
88661	NUT TOP LK 1/2-13NC 5Z
88665	NUT TOP LK 3/4-10NC 5Z
88831	NUT TOP LK 7/8-9NC 5Z
88845	NUT TOP LK 5/8-11NC 5Z

SAFETY

Safety decals appear at various locations on your machine. The decals are provided for your safety and must be kept clean. Replace any decal that becomes worn, damaged, painted over or otherwise difficult to read. Replacement decals are available through your specified dealer contact.

BEFORE OPERATING

Use extreme care when making adjustments.

When working under or around the machine always lower shanks to the ground. It is not recommended to set points with cast inserts on cement as the impact may break the casting. We recommend setting blocks under the shank to keep points from resting on cement. After servicing, be sure all tools, parts, or service equipment is removed from the machine.

Make sure there is no one near the machine before or during operation.

DURING OPERATION

Reduce speed when cornering on field ends and when operating on or across dead furrows.

Do not attempt to remove any obstruction while the machine is in motion.

Use extreme care when operating close to ditches, fences or on hillsides.

No one other than the operator should ride on the tractor.

Before and during operation be sure no one is on or around the implement. Serious injury can result from improper use.

ON HIGHWAY OPERATION

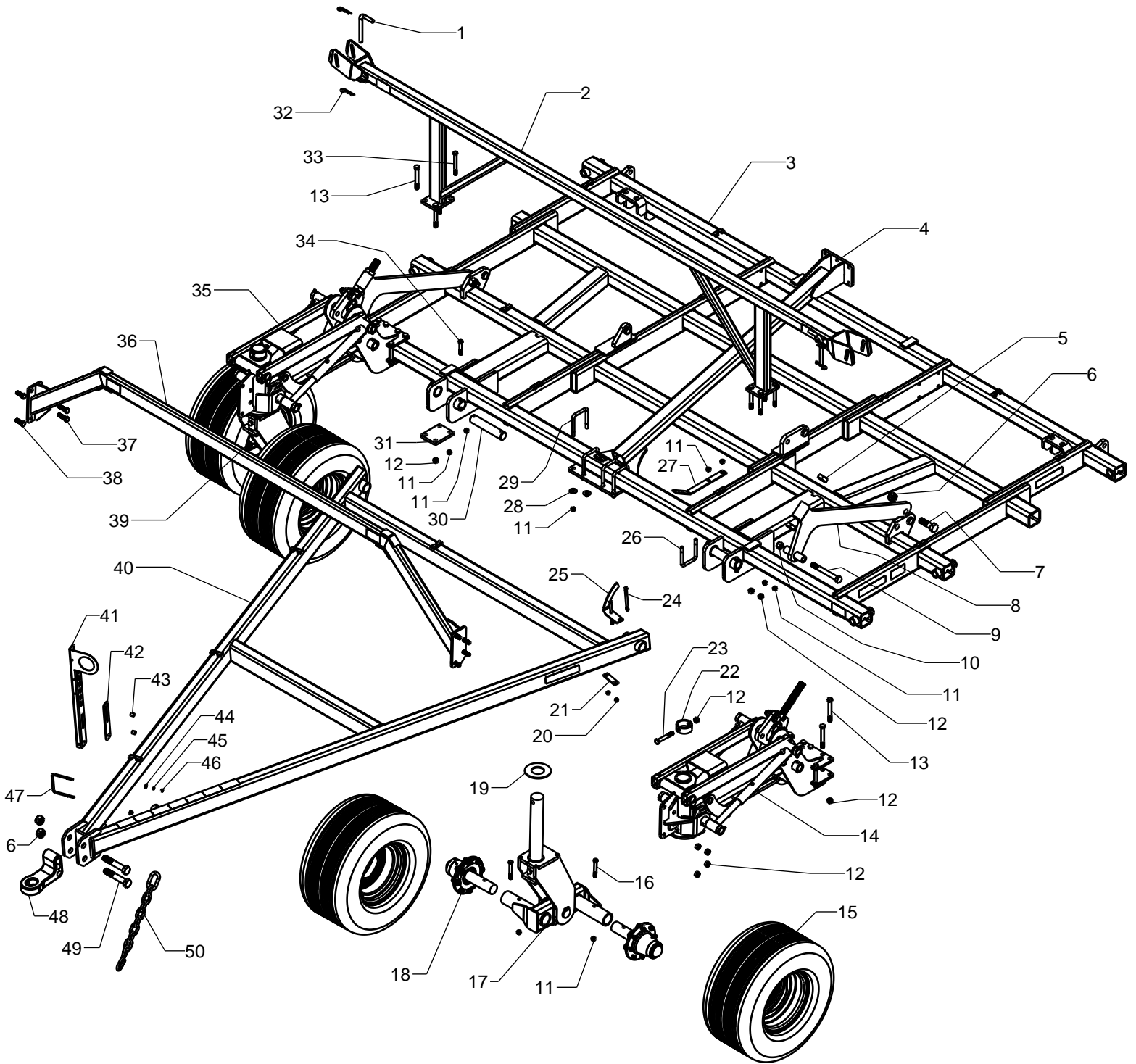
Comply with your local laws governing highway safety when moving machinery on a highway.

Reduce road speed on corners.

Drive at a responsible speed to maintain complete control of the machine at all times.

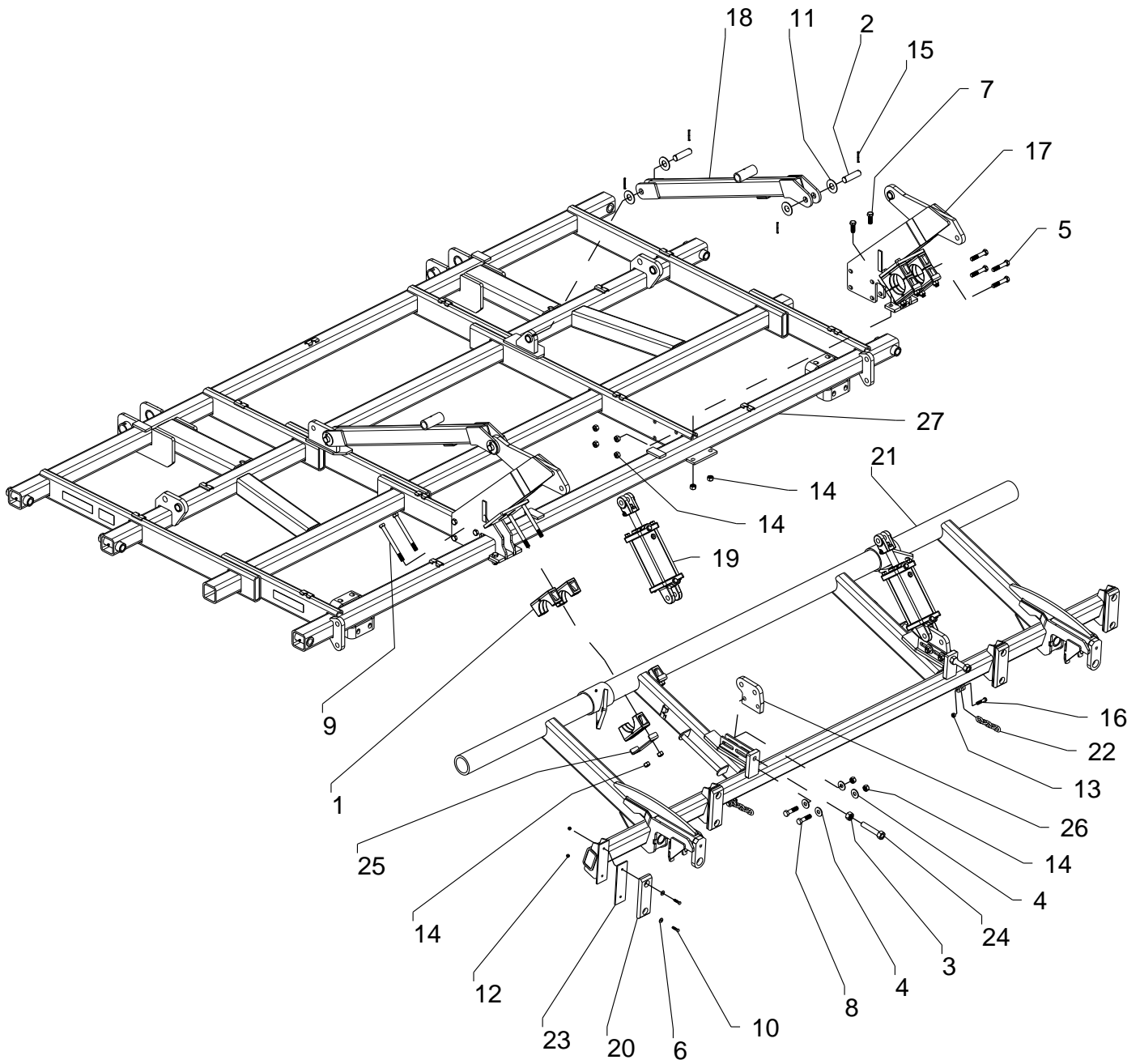
An S.M.V. emblem and safety lights must be used at all times while traveling on public roads.

THIS PAGE INTENTIONALLY LEFT BLANK



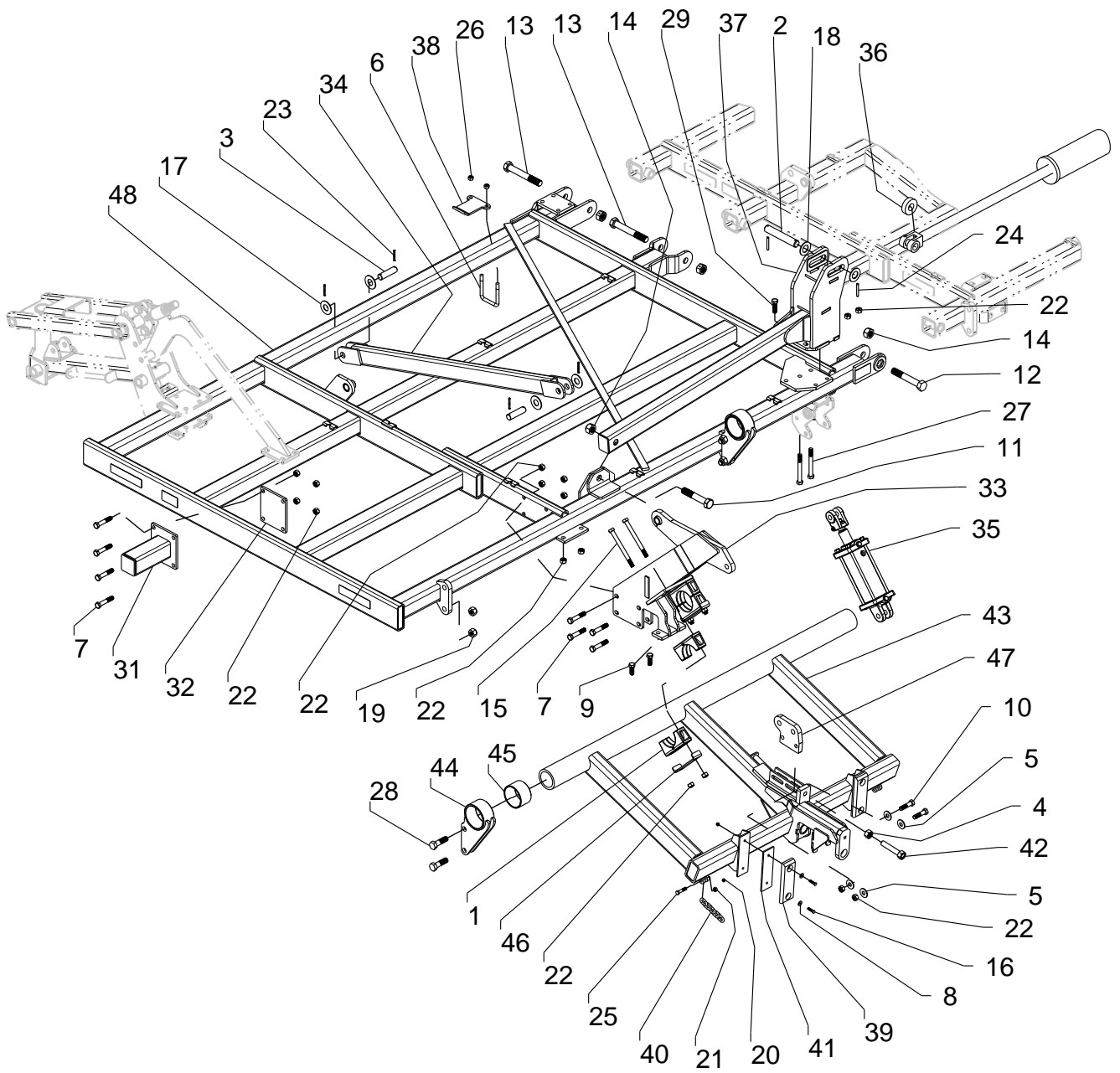
MAIN FRAME/FRONT HITCH ASSEMBLY 4010

ITEM	PART NO.	QTY	DESCRIPTION
1	241652	2	WING LOCK PIN (PLATED)
2	243919D	1	FRONT WING REST 40FT ATD
3	243073D	1	MAIN FRAME 40FT ATD
4	344430	1	WLDMT-REAR HITCH BRACE
5	88623	4	NUT JAM 1-1/2-6NC 5Z
6	88430	4	NUT 2POSLK 1-1/4-7NC 5Z
7	89029	2	BLT HEX 1-1/4-7NC X 4 5Z
8	351649	2	MAIN MAST BRACE 40FT ATD
9	89373	2	BLT HEX 1-8NC X 8-1/2 8Z
10	88658	2	NUT TOP LK 1-8NC 5Z
11	88845	22	NUT TOP LK 5/8-11NC 5Z
12	88665	36	NUT TOP LK 3/4-10NC 5Z
13	88293	26	BLT HEX 3/4-10NC X 6 5Z
14	351545	1	LEFT MAIN LIFT ASSY
15	246254	4	WHL ASSY 13.5-14FI 8B 10IN HWY
16	88381	4	BLT HEX 5/8-11NCX4-1/2 5Z
17	243946	1	LEFT MAIN AXLE ASSY
18	16154	4	2-1/2" HUB & SPINDLE ASSY
19	242932	2	LARGE WEAR PLATE
20	88661	2	NUT TOP LK 1/2-13NC 5Z
21	241679	1	TIE STRAP
22	241563	2	TOP TUBE
23	88305	2	BLT HEX 3/4-10NCX5 5Z
24	88676	2	BLT HEX 1/2-13NC X 6-1/2 5Z
25	241677	1	SENSOR MOUNT
26	88145	1	BLT-U 5/8-11NC X 4 X 5-1/4 Z
27	241678	1	SENSOR PLATE
28	88277	8	WSHR FLAT 5/8(11/16 X 1-3/4ACT) Z
29	45633	4	BLT-U 5/8-11NC X 4 X 5-1/2 Z
30	241547	2	FRONT PIN (PLATED)
31	221196	1	MOUNT PLATE
32	88352	4	PIN SPRLK 3/16 X 3-1/4 PRLS6 Z
33	88295	4	BLT HEX 5/8-11NC X 6 5Z
34	88292	4	BLT HEX 5/8-11NCX3-1/2 5Z
35	351548	1	RIGHT MAIN LIFT ASSY
36	244523D	1	MAIN PIVOT TIE TUBE
37	88404	4	BLT HEX 3/4-10NC X 2-1/2 5Z
38	88290	4	BLT HEX 3/4-10NCX2 8YZ
39	243044	1	RIGHT MAIN AXLE ASSY
40	243034D	1	MAIN HITCH 40FT ATD
41	236142	1	FORMED CHANNEL
42	241777	1	BACKING PLATE
43	59884	2	3/4 OD X .75 IDLER BUSHING
44	88282	2	WSHR FLAT 3/8(7/16X1ACT) Z
45	88362	2	WSHR HLK 3/8ID Z
46	88103	2	NUT HEX 3/8-16NC 5Z
47	89069	1	BLT-U 3/8-16NCX7X6-1/4 Z
48	18236	1	CAST DUAL HITCH
49	89134	2	BLT HEX 1-1/4-7NCX7 5Z
50	238225	1	40K SAFETY CHAIN



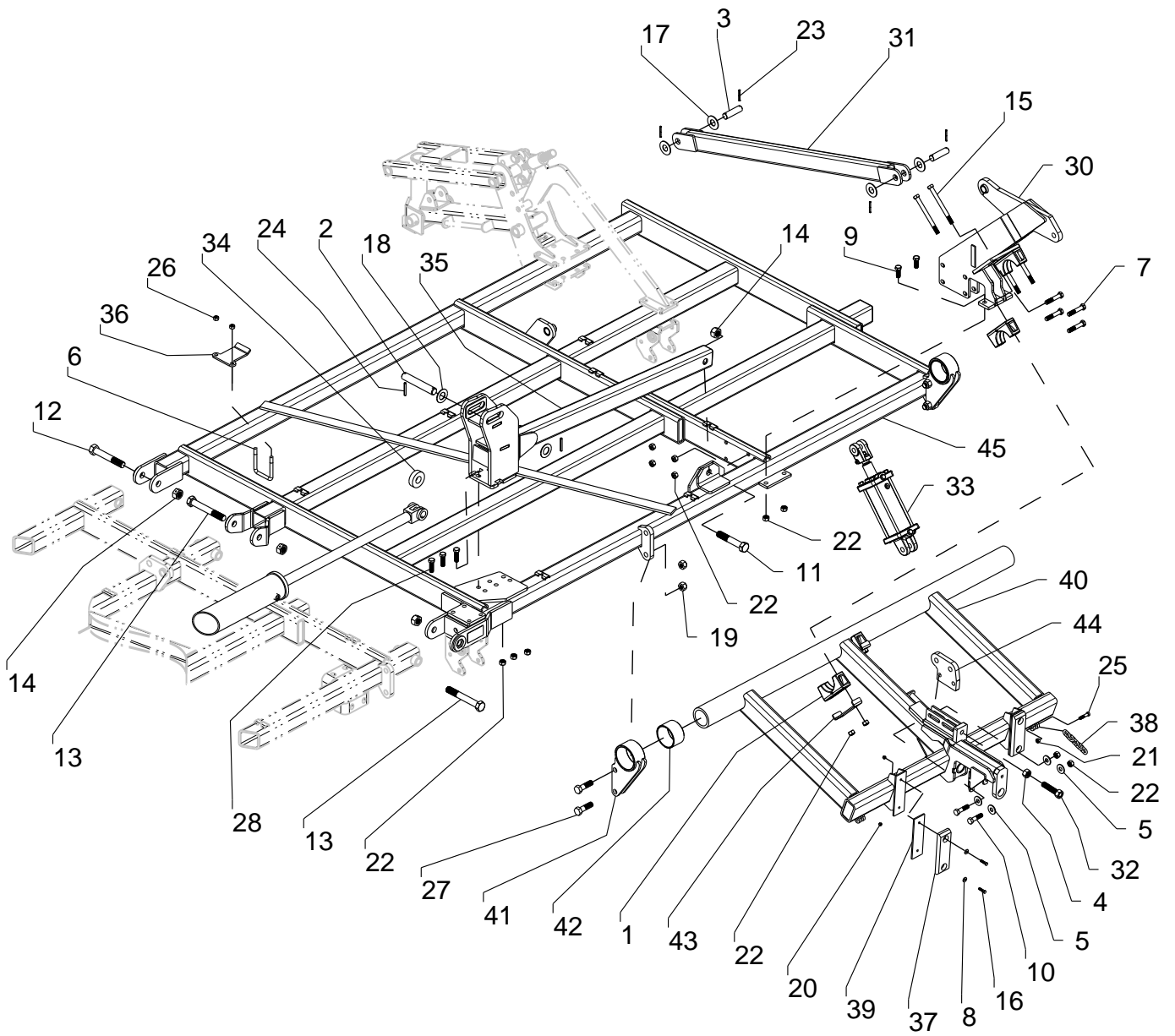
MAIN FRAME PACKER 4010

ITEM	PART NO.	QTY	DESCRIPTION
1	P34132	8	CASTING, AXLE CLAMP
2	P67854	4	HEADLESS PIN(2) 1-1/4X4-1/2
3	P88125	2	NUT HEX 1-8NC 5Z
4	P88131	8	WSHR FLAT 3/4 (13/16X2ACT) Z
5	P88272	8	BLT HEX 3/4-10NCX4 5Z
6	P88282	8	WSHR FLAT 3/8(7/16X1ACT) Z
7	P88290	4	BLT HEX 3/4-10NCX2 8YZ
8	P88291	4	BLT HEX 3/4-10NC X 3 5Z
9	P88487	8	BLT HEX 3/4-10NC X 8-1/2 5Z
10	P88553	8	BOLT HEX 3/8-16NC X 1-1/2 5Z
11	P88602	8	WSHR FLAT 1-1/4(1-3/8 X 3ACT) Z
12	P88659	8	NUT TOP LK 3/8-16NC 5Z
13	P88661	2	NUT TOP LK 1/2-13NC 5Z
14	P88665	24	NUT TOP LK 3/4-10NC 5Z
15	P88767	8	PIN ROLL 1/4DIA X 2-1/2 Z
16	P88825	2	BLT HEX 1-2-13NC X 2-1/4 5Z
17	P240488	2	PACKER LIFT BRACKET
18	P240567	2	MAIN MAST TUBE
19	P241623	2	HYD CYL 4-3/4X8 SEQ
20	P344213	4	WEAR PAD
21	P344225	1	MAIN FRAME PACKER MOUNT - 4010/5010/6010
22	P344283	2	CHAIN - ATD PACKER - 5 LINK
23	P344305	4	PLATE-WEAR PAD SPACER
24	P344309	2	ADJUSTMENT BOLT
25	P350695	4	PLATE FORMED BEARING CAP
26	P350919	2	PACKER LIFT ANCHOR
27	P243073D	1	MAIN FRAME - ATD - 10 INCH LT (DECALED)



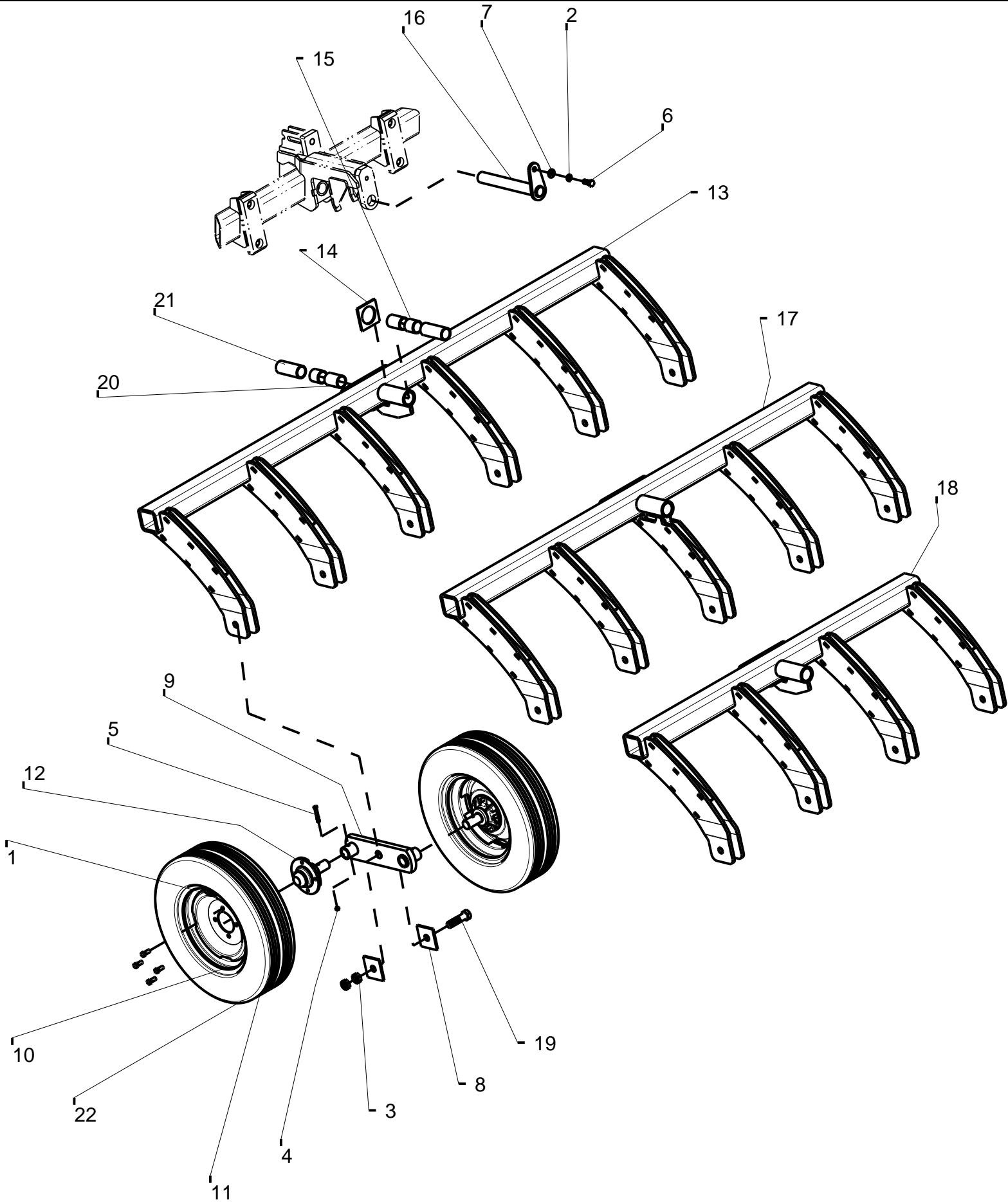
LEFT WING ASSEMBLY

ITEM	PART NO.	QTY	DESCRIPTION
1	P34132	4	CASTING, AXLE CLAMP
2	P65693	1	1-1/2 DIA PIN
3	P67854	2	HEADLESS PIN(2) 1-1/4X4-1/2
4	P88125	1	NUT HEX 1-8NC 5Z
5	P88131	4	WSHR FLAT 3/4 (13/16X2ACT) Z
6	P88145	1	BLT-U 5/8-11NC X 4 X 5-1/4 Z
7	P88272	8	BLT HEX 3/4-10NCX4 5Z
8	P88282	4	WSHR FLAT 3/8(7/16X1ACT) Z
9	P88290	2	BLT HEX 3/4-10NCX2 8YZ
10	P88291	2	BLT HEX 3/4-10NC X 3 5Z
11	P88349	1	BLT HEX 1-1/4-7NC X 6-1/2 5Z
12	P88427	1	BLT HEX 1-1/4-7NC X 8 5Z
13	P88428	2	BLT HEX 1-1/4-7NC X 9 5Z
14	P88430	4	NUT 2POS LK 1-1/4-7NC 5Z
15	P88487	4	BLT HEX 3/4-10NC X 8-1/2 5Z
16	P88553	4	BOLT HEX 3/8-16NC X 1-1/2 5Z
17	P88602	4	WSHR FLAT 1-1/4(1-3/8 X 3ACT) Z
18	P88610	2	WSHR FLAT 1-1/2SAE(1-9/16 X 3) Z
19	P88658	4	NUT TOP LK 1-8NC 5Z
20	P88659	4	NUT TOP LK 3/8-16NC 5Z
21	P88661	1	NUT TOP LK 1/2-13NC 5Z
22	P88665	19	NUT TOP LK 3/4-10NC 5Z
23	P88767	4	PIN ROLL 1/4DIA X 2-1/2 Z
24	P88771	2	PIN ROLL 3/8DIA X 3 Z
25	P88825	1	BLT HEX 1-2-13NC X 2-1/4 5Z
26	P88845	2	NUT TOP LK 5/8-11NC 5Z
27	P89130	2	BLT HEX 3/4-10NC X 6-1/2 5Z
28	P89371	4	BLT HEX 1-8NC X 3-1/2 8YZ
29	P89389	1	BLT HEX 3/4-10NC X 2-1/2 8YZ
30	P221196	1	MOUNT PLATE
31	P222193	1	CP CHNK STUB
32	P233232	1	STUB PLATE - PAINTED
33	P240488	1	PACKER LIFT BRACKET
34	P240577	1	WING MAST TUBE
35	P241622	1	HYD CYL 4-1/2X8 SEQ
36	P241699	1	WING FOLD ROLLER
37	P243904	1	MAIN WING FOLD BRACKET
38	P247840	1	WING FOLD STOP
39	P344213	2	WEAR PAD
40	P344283	1	CHAIN - ATD PACKER - 5 LINK (7.25 IN)
41	P344305	2	PLATE-WEAR PAD SPACER
42	P344309	1	ADJUSTMENT BOLT
43	P344455	1	4010 WING PACKER FRAME
44	P344632	2	PACKER HANGER
45	P344726	2	BEARING-PLASTIC (4.563 ID X 5.021 OD X 3")
46	P350695	2	PLATE FORMED BEARING CAP
47	P350919	1	PACKER LIFT ANCHOR
48	P344457D	1	4010 LEFT WING - DECALED



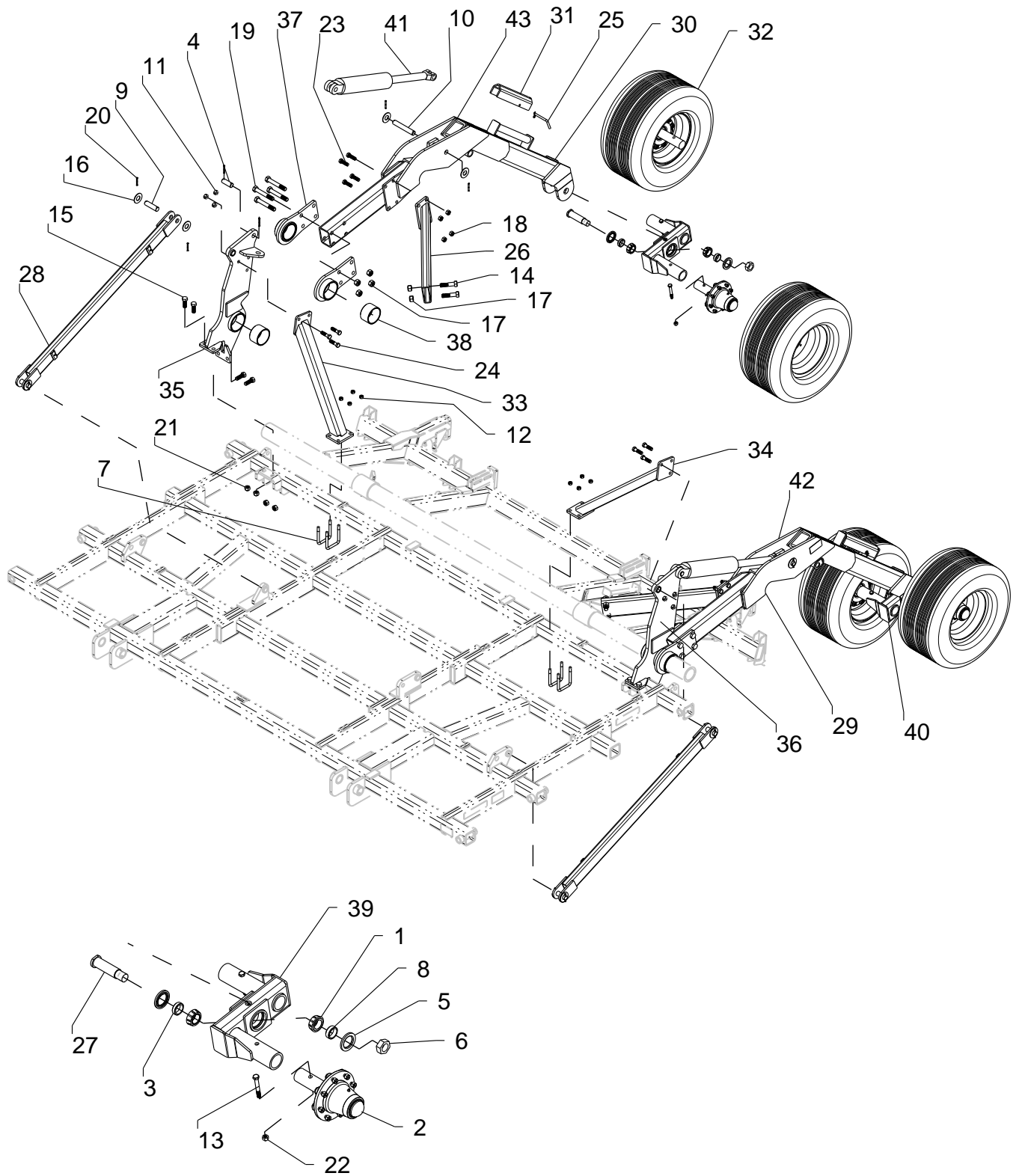
RIGHT WING ASSEMBLY

ITEM	PART NO.	QTY	DESCRIPTION
1	P34132	4	CASTING, AXLE CLAMP
2	P65693	1	1-1/2 DIA PIN
3	P67854	2	HEADLESS PIN(2) 1-1/4X4-1/2
4	P88125	1	NUT HEX 1-8NC 5Z
5	P88131	4	WSHR FLAT 3/4 (13/16X2ACT) Z
6	P88145	1	BLT-U 5/8-11NC X 4 X 5-1/4 Z
7	P88272	4	BLT HEX 3/4-10NCX4 5Z
8	P88282	4	WSHR FLAT 3/8(7/16X1ACT) Z
9	P88290	2	BLT HEX 3/4-10NCX2 8YZ
10	P88291	2	BLT HEX 3/4-10NC X 3 5Z
11	P88349	1	BLT HEX 1-1/4-7NC X 6-1/2 5Z
12	P88427	1	BLT HEX 1-1/4-7NC X 8 5Z
13	P88428	2	BLT HEX 1-1/4-7NC X 9 5Z
14	P88430	4	NUT 2POSLK 1-1/4-7NC 5Z
15	P88487	4	BLT HEX 3/4-10NC X 8-1/2 5Z
16	P88553	4	BOLT HEX 3/8-16NC X 1-1/2 5Z
17	P88602	4	WSHR FLAT 1-1/4(1-3/8 X 3ACT) Z
18	P88610	2	WSHR FLAT 1-1/2SAE(1-9/16 X 3) Z
19	P88658	4	NUT TOP LK 1-8NC 5Z
20	P88659	4	NUT TOP LK 3/8-16NC 5Z
21	P88661	1	NUT TOP LK 1/2-13NC 5Z
22	P88665	15	NUT TOP LK 3/4-10NC 5Z
23	P88767	4	PIN ROLL 1/4DIA X 2-1/2 Z
24	P88771	2	PIN ROLL 3/8DIA X 3 Z
25	P88825	1	BLT HEX 1-2-13NC X 2-1/4 5Z
26	P88845	2	NUT TOP LK 5/8-11NC 5Z
27	P89371	4	BLT HEX 1-8NC X 3-1/2 8YZ
28	P89389	3	BLT HEX 3/4-10NC X 2-1/2 8YZ
29	P221196	1	MOUNT PLATE
30	P240488	1	PACKER LIFT BRACKET
31	P240577	1	WING MAST TUBE
32	P241572	1	ADJUSTMENT SCREW
33	P241622	1	HYD CYL 4-1/2X8 SEQ
34	P241699	1	WING FOLD ROLLER
35	P243904	1	MAIN WING FOLD BRACKET
36	P247840	1	WING FOLD STOP
37	P344213	2	WEAR PAD
38	P344283	1	CHAIN - ATD PACKER - 5 LINK (7.25 IN)
39	P344305	2	PLATE-WEAR PAD SPACER
40	P344455	1	4010 WING PACKER FRAME
41	P344632	2	PACKER HANGER
42	P344726	2	BEARING-PLASTIC (4.563 ID X 5.021 OD X 3")
43	P350695	2	PLATE FORMED BEARING CAP
44	P350919	1	PACKER LIFT ANCHOR
45	P344458D	1	4010 RIGHT WING (DECALED)



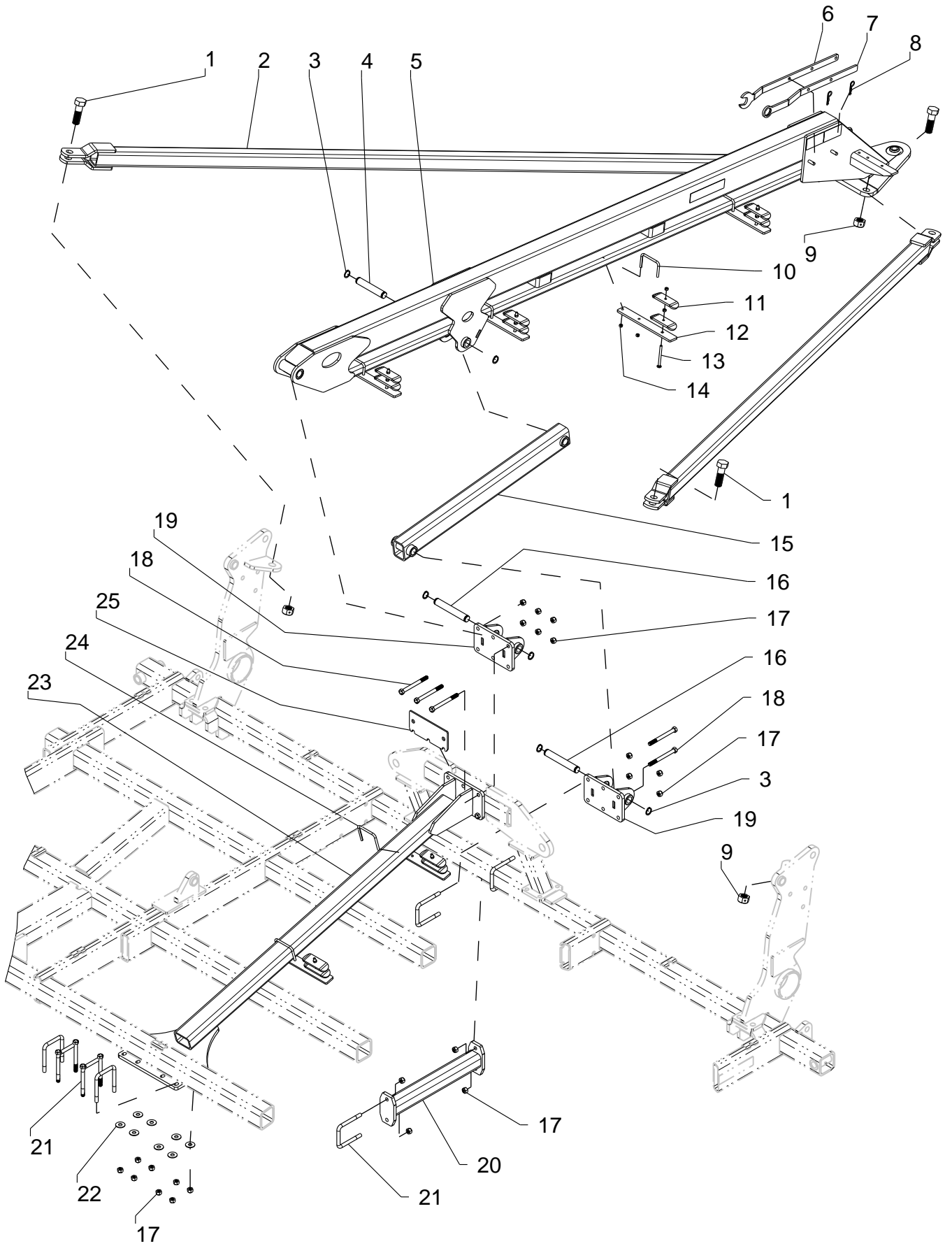
PACKER ASSEMBLY 10 IN

ITEM	PART NO.	QTY	DESCRIPTION
1	88129	1	WSHR HLK 5/8ID (11/16ACT) Z
2	88577	1	BLT HEX 5/8-11NC X 1-1/2 5Z
3	88630	1	WSHR FLT 5/8SAE (21/32 X 1-5/16) Z
4	344212	1	6 GANG - 10 INCH
5	344229	1	PIVOT WASHER
6	344242	2	2" POLY BUSHING (STEPPED TUBE ONLY)
7	344247	1	PIN-FLAG 1.75
8	344447	1	5 GANG 10"
9	344452	1	4 GANG 10"
10	357382	2	BUSHING-MACH PACKER UPDATE (STEPPED TUBE ONLY)
11	357384	2	5" BUSHING (PLASTIC) (NON-STEPPED TUBE ONLY)



MAIN FRAME TRANSPORT LIFT

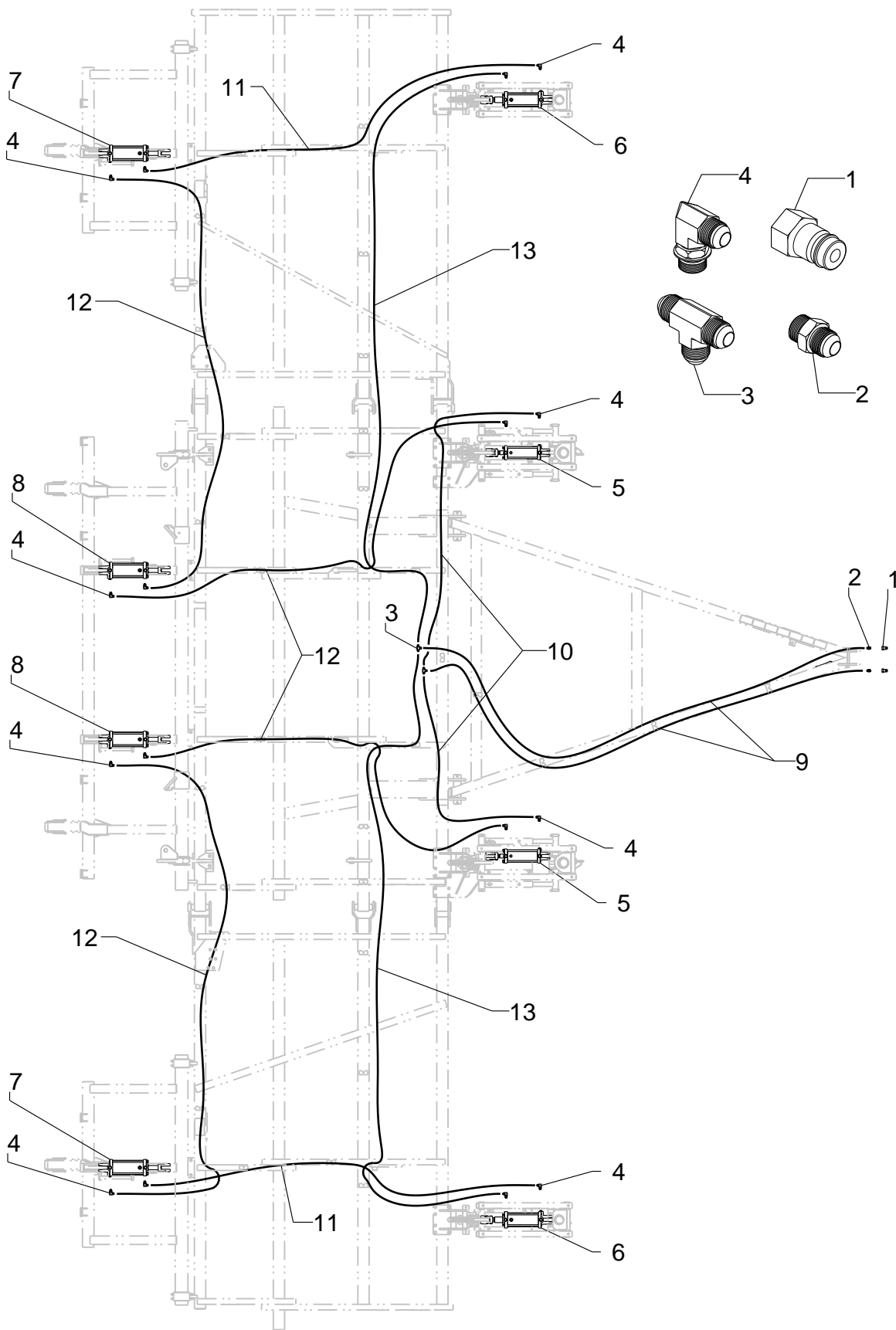
ITEM	PART NO.	QTY	DESCRIPTION
1	P12103	4	BEARING CONE 1-3/4ID (25580)
2	P16154	4	2-1/2" HUB & SPINDLE ASSY
3	P16278	2	BEARING BUSHING
4	P22022	2	HEADLESS PIN(2) 1-1/4X2-7/16
5	P26120	4	2.25ID X 3.40 OD TRIPLE LIP SEAL
6	P42082	2	NUT 1-1/2NF HYDRA JAM LOCK
7	P45633	4	BLT-U 5/8-11NC X 4 X 5-1/2 Z
8	P54599	2	WALKER BEARING BUSHING
9	P67854	4	HEADLESS PIN(2) 1-1/4X4-1/2
10	P68399	2	HEADLESS PIN(2) 1-1/4X7-1/8
11	P88356	6	NUT 2POSLK 3/4-10NC 5Z
12	P88369	8	NUT 2POSLK 5/8-11NC 5Z
13	P88381	4	BLT HEX 5/8-11NCX4-1/2 5Z
14	P88389	4	BLT HEX 3/4-10NC X 3 5Z
15	P88495	8	BLT HEX 7/8-9NC X 2-1/2 5Z
16	P88602	12	WSHR FLAT 1-1/4(1-3/8 X 3ACT) Z
17	P88658	12	NUT TOP LK 1-8NC 5Z
18	P88665	12	NUT TOP LK 3/4-10NC 5Z
19	P88666	8	BOLT HEX 1-8 NC X 6-1/2 5Z
20	P88767	16	PIN ROLL 1/4DIA X 2-1/2 Z
21	P88831	8	NUT TOP LK 7/8-9NC 5Z
22	P88845	4	NUT TOP LK 5/8-11NC 5Z
23	P89389	8	BLT HEX 3/4-10NC X 2-1/2 8YZ
24	P89513	6	BLT-HEX 3/4-10NC X 2-3/4 8YZ
25	P234811	2	1/2 X 4 BENT PIN W/HAIRPIN
26	P234836	2	REAR BRACE TUBE
27	P235245	2	TANDEM PIN
28	P240572	2	LIFT MAST TUBE
29	P241550	1	LEFT REAR LIFT AXLE ASSY/WALKER
30	P241551	1	RIGHT REAR LIFT AXLE ASSY/WALKER
31	P241584	2	REAR CYLINDER CHANNEL LOCK
32	P246254	4	WHL ASSY 13.5-14FI 8B 10IN HWY
33	P344468	1	WLDMT - ANCHOR BRACE RH
34	P344470	1	WLDMT - ANCHOR BRACE LH
35	P344623	1	REAR LIFT MAST - RH
36	P344624	1	REAR LIFT MAST - LH
37	P344630	4	SIDE BRACKET
38	P344726	6	BEARING-PLASTIC (4.56 ID)
39	P221347D1	1	RIGHT 3X11 HD WALKING TANDEM
40	P221347D1R	1	LEFT 3X11 HD WALKING TANDEM
41	P222213F1	2	HYD CYL 4X16 ILP #A519CY26
42	P237756D1	1	REAR LIFT AXLE - LEFT
43	P237756D1R	1	REAR LIFT AXLE - RIGHT



M8082-A

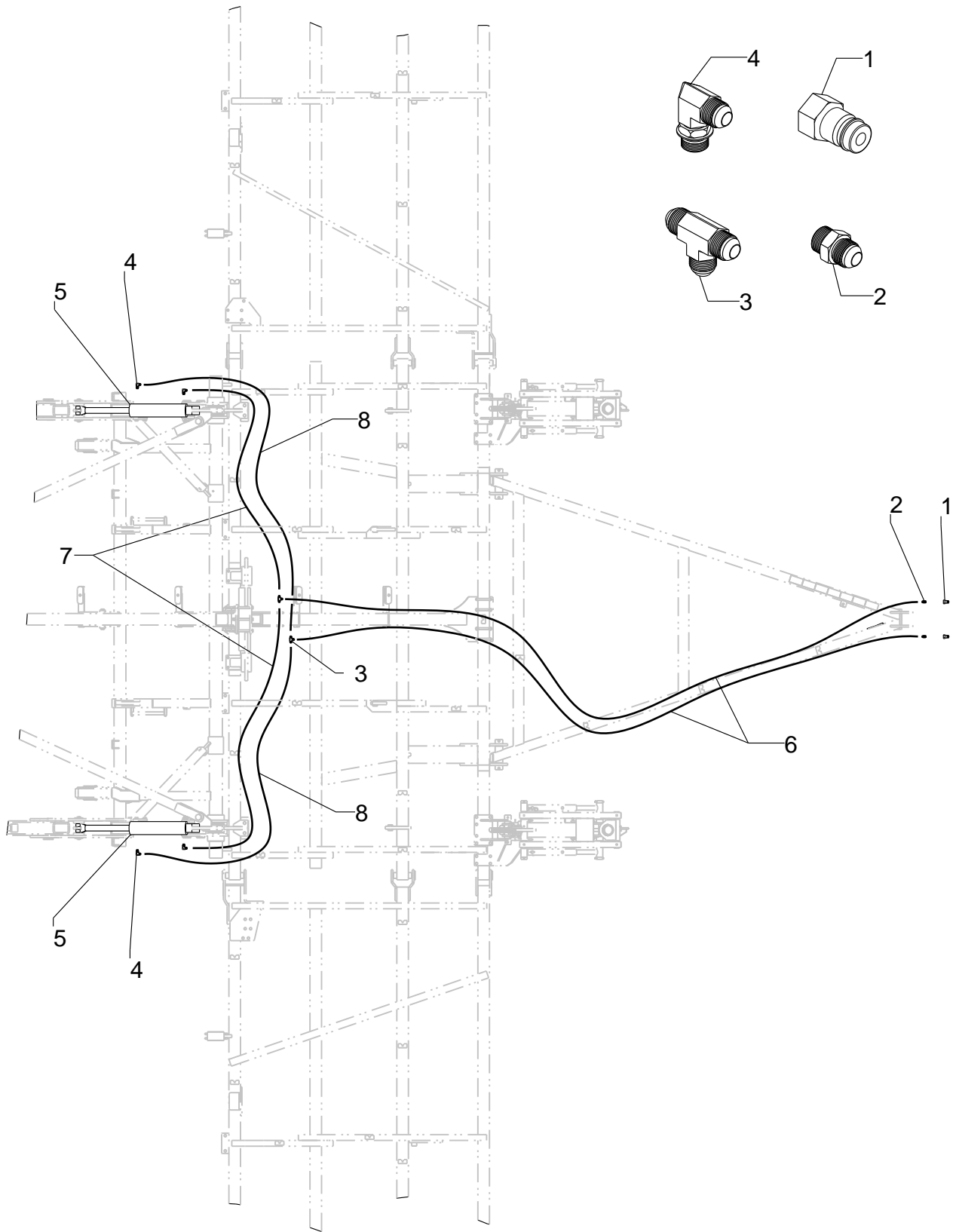
REAR HITCH ASSEMBLY 40'

ITEM	PART NO.	QTY	DESCRIPTION
1	P89029	4	BLT HEX 1-1/4-7NC X 4 5Z
2	P245696	2	REAR HITCH BRACE TUBE
3	P344437	6	SNAP-RING 1.250 EXT HD YZP
4	P344436	1	PIN-HITCH 1.25 X 7.00 ZP
5	P344421D	1	HITCH-ATD 2015 (DECALED)
6	P243987	1	PACKER OPEN END WRENCH
7	P243988	1	PACKER BOX END WRENCH
8	P23039	2	PIN-HAIR .14 X 2.69 ZP
9	P88430	4	NUT 2POSLK 1-1/4-7NC 5Z
10	P88515	4	BLT-U 3/8-16NCX4X2-3/4
11	P241626	12	HOSE CLAMP
12	P241625	6	HOSE BRACKET
13	P89476	6	BLT CRG 3/8-16NC X 4-1/2 5Z
14	P88162	24	NUT 2POSLK 3/8-16NC 5
15	P344433	1	WLDMT-ATD REAR HITCH LINK
16	P344434	2	PIN-HITCH 1.25 X 8.25 ZP
17	P88845	22	NUT TOP LK 5/8-11NC 5Z
18	P88837	12	BLT HEX 5/8-11NC X 6-1/2 5Z
19	P344425	2	WLDMT-ATD HITCH BRACKET
20	P344482	1	HITCH BRACE
21	P45633	7	BLT-U 5/8-11NC X 4 X 5-1/2 Z
22	P88277	8	WSHR FLAT 5/8(11/16 X 1-3/4ACT) Z
23	P344430	1	WLDMT-REAR HITCH BRACE
24	P88514	2	BLT-U 3/8-16NC X 4 X 3-3/4 Z
25	P344724	1	PLATE-ATD REAR HITCH SPACER



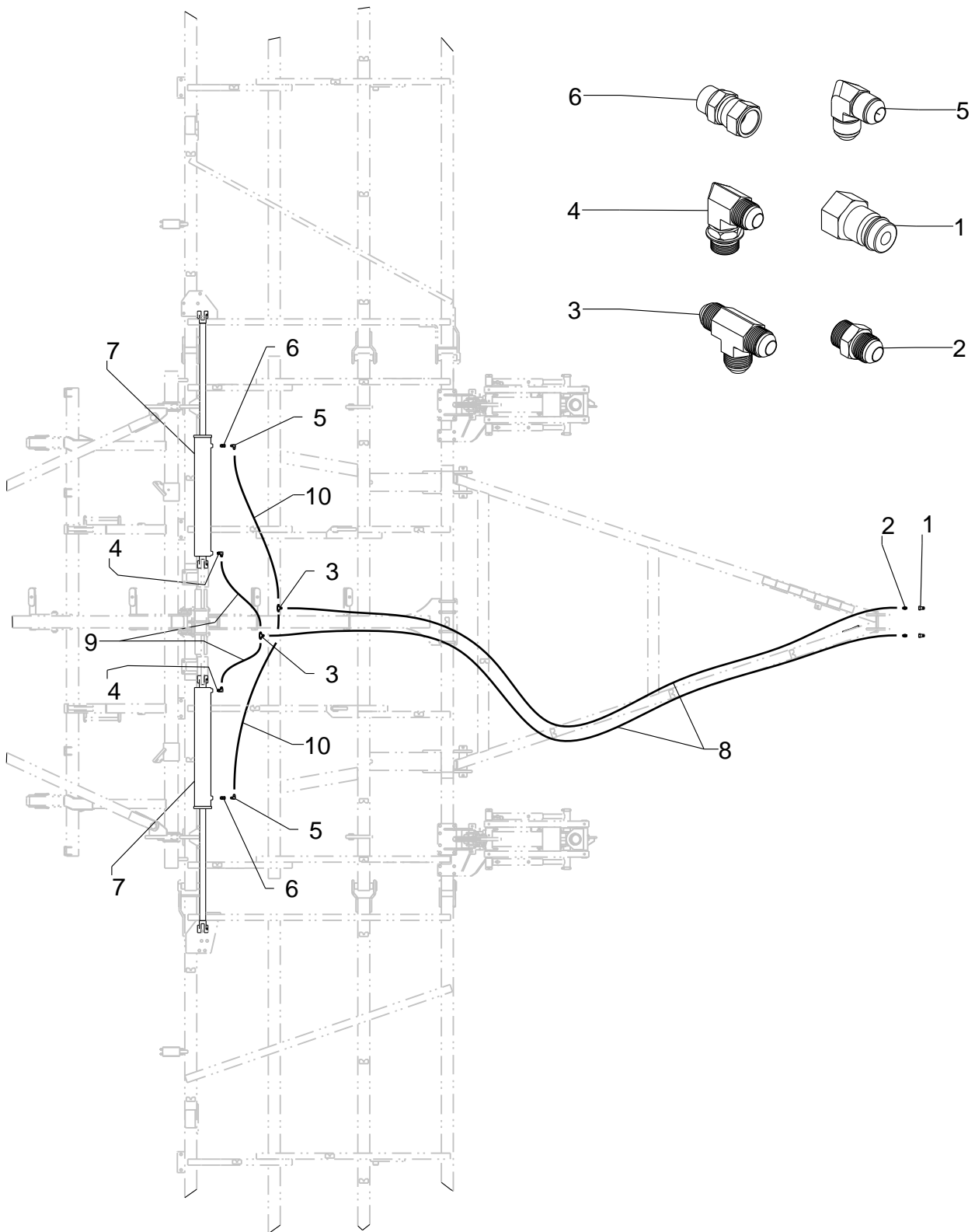
HOSE ROUTING - MAIN LIFT

ITEM	PART NO.	QTY	DESCRIPTION
1	P247425	2	QUICK COUPLER 8 ORB
2	P24024	2	ADP 8MORB X 8MJ
3	P13238	2	TEE 8MJ X 8MJ X 8MJ
4	P25580	16	ELB 8MORB X 8MJ
5	P241663	2	HYD CYL 4X8 WITH SPACER
6	P241622	2	HYD CYL 4-1/2X8 SEQ
7	P241623	2	HYD CYL 4-3/4X8 SEQ
8	P241624	2	HYD CYL 5X8 SEQ
9	PA35684	2	HSE 3KPSI 1/2X258 8FJX-8FJX
10	P13482	2	HSE 3KPSI 3/8X108 8FJX-8FJX
11	P233689	2	HSE 3KPSI 3/8X180 8FJX-8FJX
12	P234939	4	HSE 3KPSI 3/8X220 8FJX-8FJX
13	P247428	2	HSE 3KPSI 3/8X264 8FJX-8FJX



HOSE ROUTING - TRANSPORT LIFT

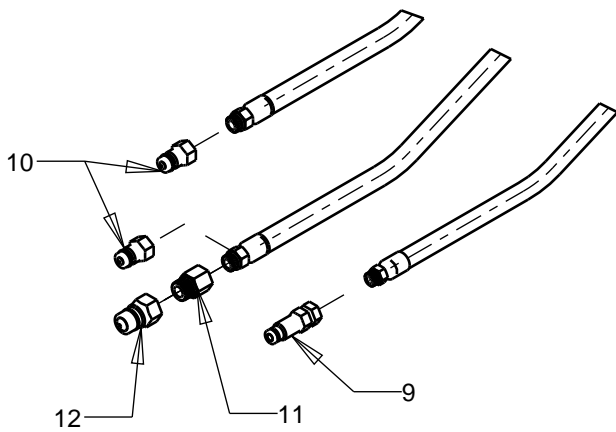
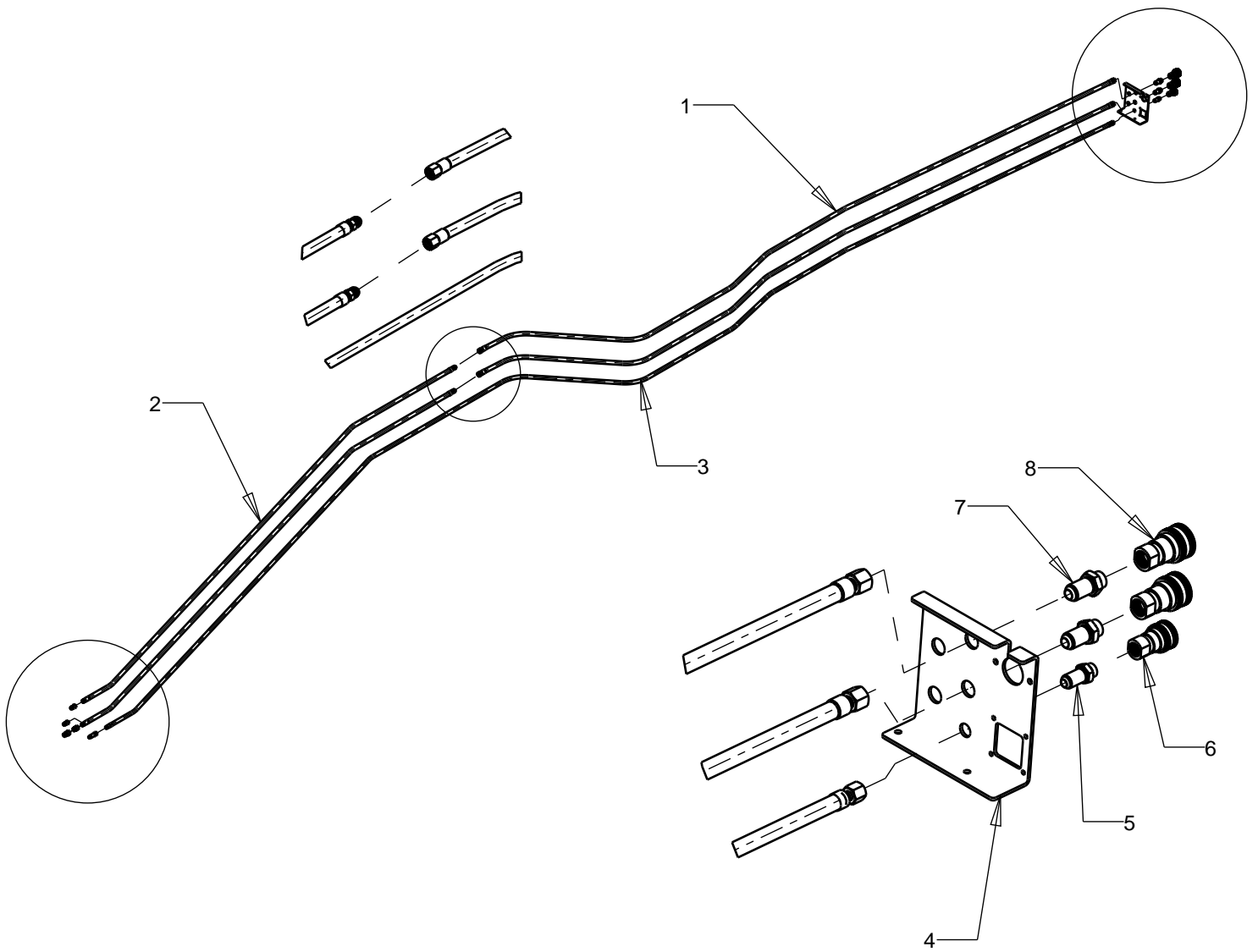
ITEM	PART NO.	QTY	DESCRIPTION
1	P247425	2	QUICK COUPLER 8 ORB
2	P24024	2	ADP 8MORB X 8MJ
3	P13238	2	TEE 8MJ X 8MJ X 8MJ
4	P25580	4	ELB 8MORB X 8MJ
5	P222213F1	2	HYD CYL 4X16 ILP #A519CY26
6	P208563	2	HSE 3KPSI 1/2X312 8FJX-8FJX
7	P13482	2	HSE 3KPSI 3/8X108 8FJX-8FJX
8	P13483	2	HSE 3KPSI 3/8X120 8FJX-8FJX



M8019-A

HOSE ROUTING - WING FOLD

ITEM	PART NO.	QTY	DESCRIPTION
1	P247425	2	QUICK COUPLER 8 ORB
2	P24024	2	ADP 8MORB X 8MJ
3	P13238	2	TEE 8MJ X 8MJ X 8MJ
4	P25580	2	ELB 8MORB X 8MJ
5	P40215	2	ELB 8MJ X 8MJ
6	P244575	2	RSTR ADP 8MORB X 8FJX (.078)
7	PW106386	2	WING FOLD CYLINDER 5 X 36
8	P208563	2	HSE 3KPSI 1/2X312 8FJX-8FJX
9	P14644	2	HSE 3KPSI 3/8X36 8FJX-8FJX
10	P13268	2	HSE 3KPSI 3/8X78 8FJX-8FJX



HOSE ROUTING - AIR CART FAN

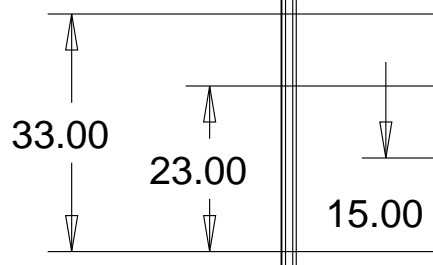
ITEM	PART NO	QTY	DESCRIPTION
1	344310	2	HSE 3KPSI 3/4X168 12FJX-12FJX
2	A36219	2	HOSE: .75 X 290 10MB-12MJ
3	344312	1	HSE 3KPSI 1/2X458 8MB-10FJX
4	344127	1	BRACKET-BLKHD HYD ELEC
5	A36191	1	FTG-BULKHEAD: 10MB-10MJ
6	A37067	1	QUICK COUPLING-FEMALE -10-8 ORB
7	A36190	2	FTG-BULKHEAD: 12MB-12MJ
8	A37066	2	QUICK COUPLING-FEMALE -12-12 ORB
9	A69119	1	FTG-CASE DRAIN 3/8 FLAT FACE
10	A36291	2	QUICK COUPLER 8010-16P (#10 ORB)
11	A37693	1	10FORB-12MORB
12	A69120	1	FTG-LOW PRESSURE RETURN (3/4)

MAIN FRAME SHANK LAYOUT

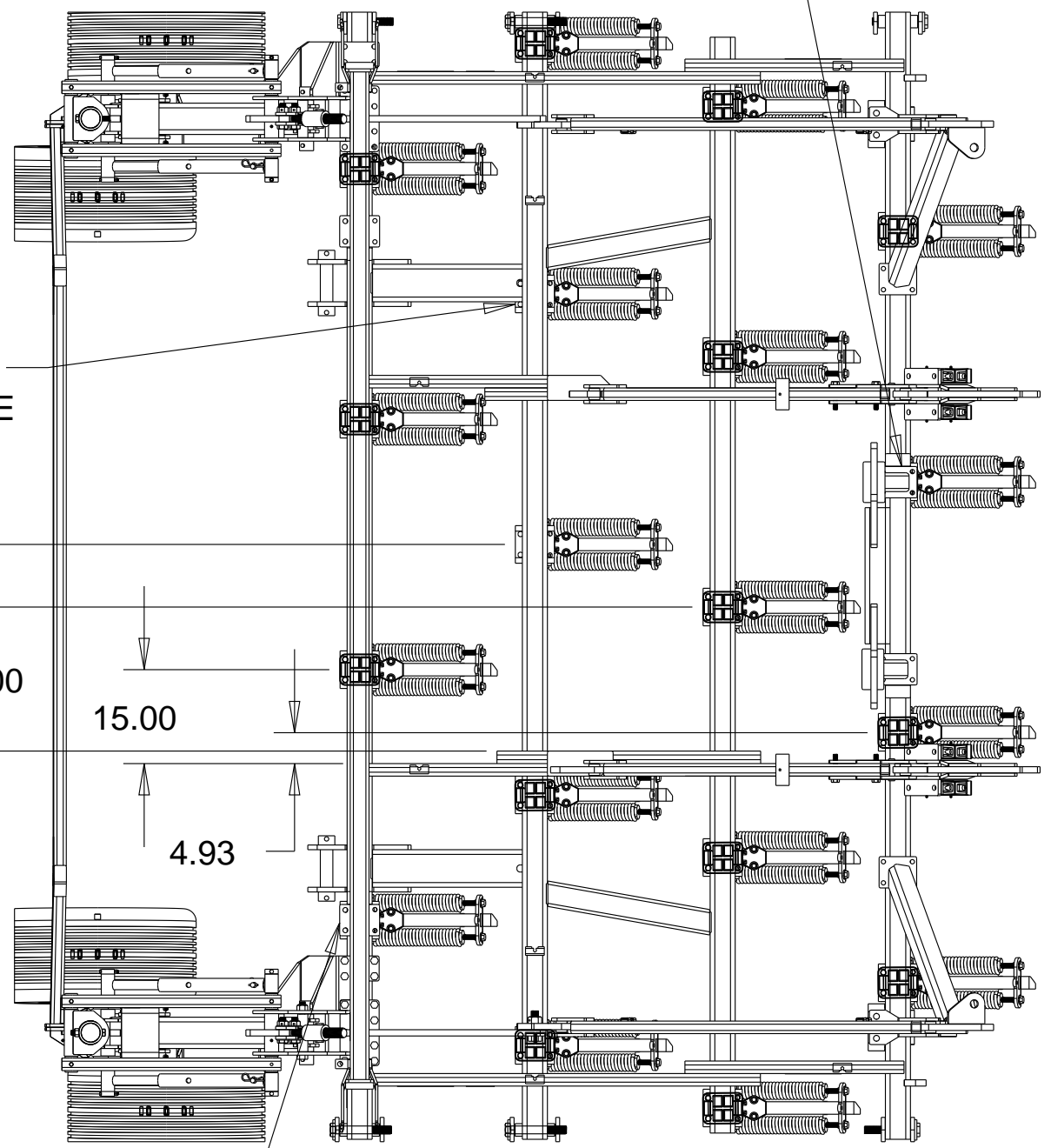
MOUNT TO WING FOLD
CYL MOUNT PLATE

40" BETWEEN SHANKS PER RANK

USE 221196
SUPPORT PLATE



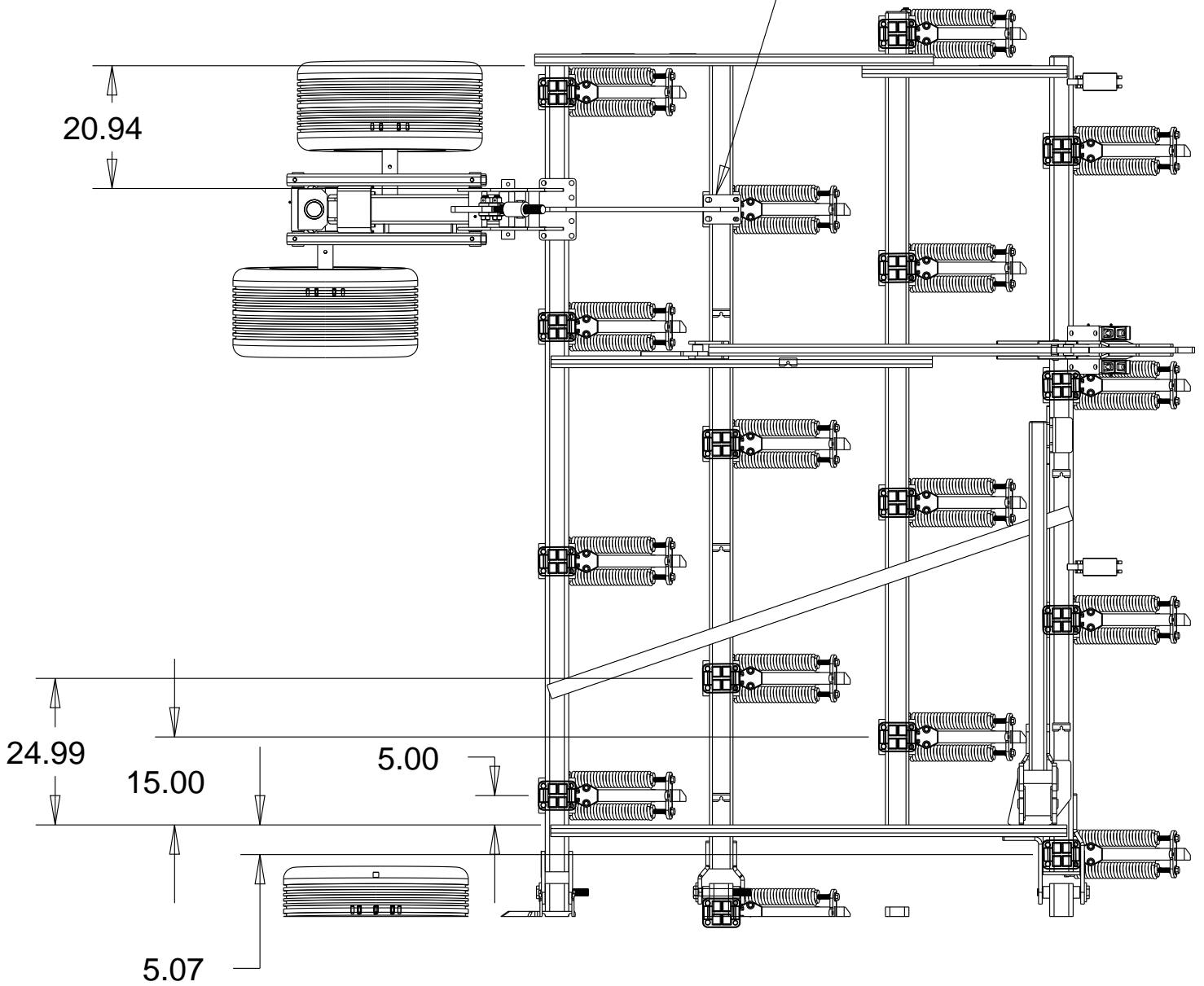
USE FRONT WING
REST PLATE



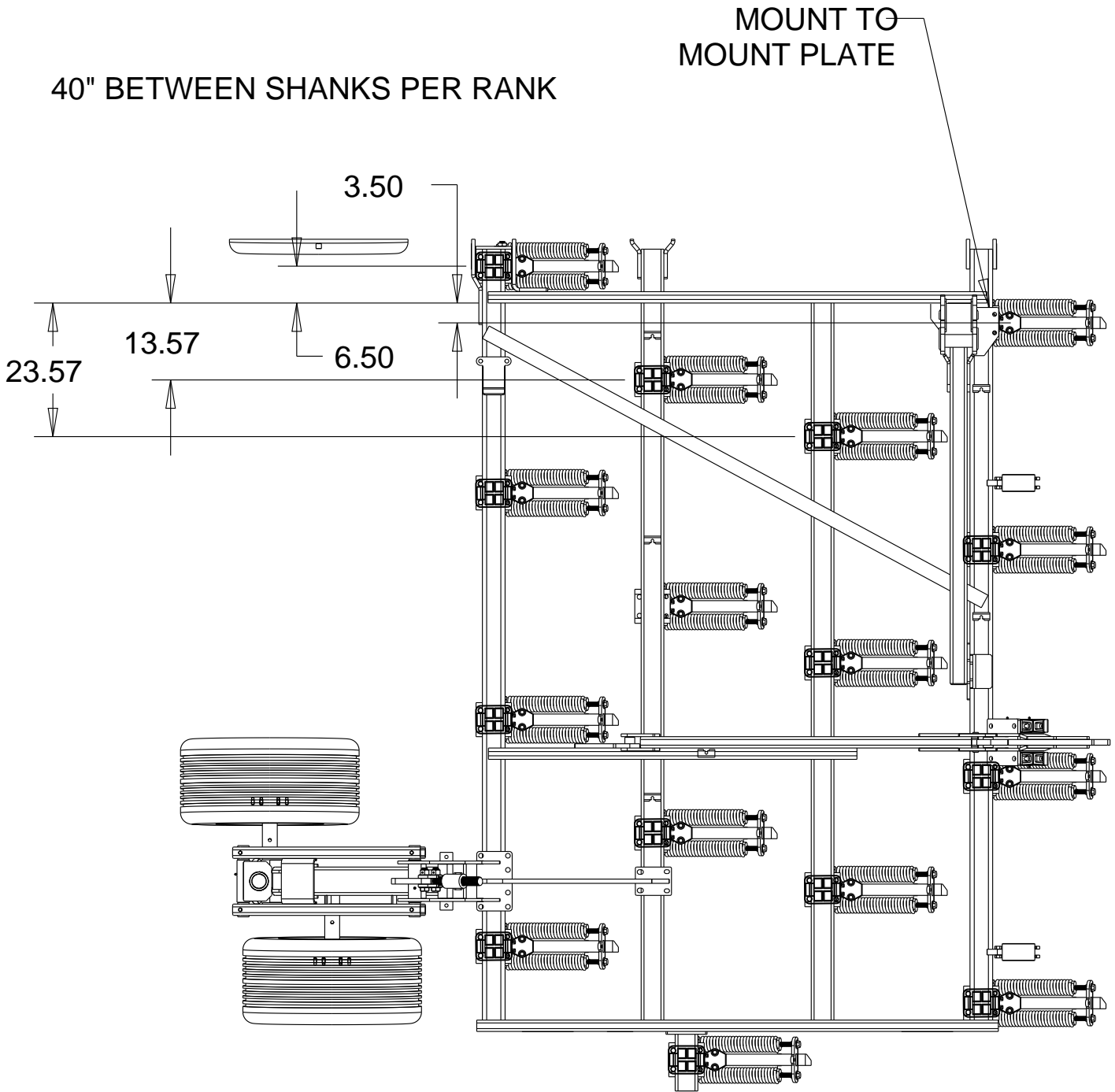
RIGHT HAND WING SHANK LAYOUT

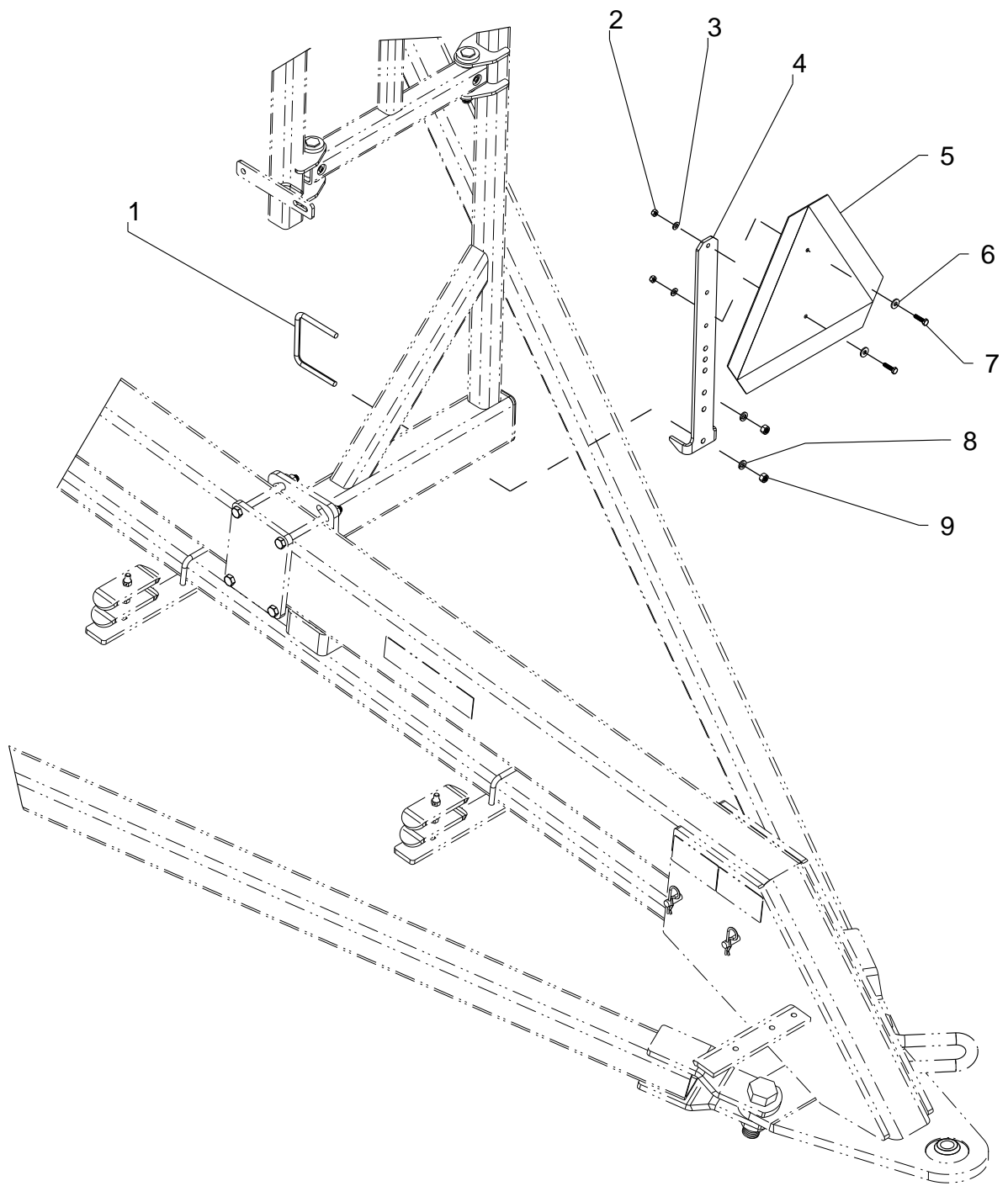
40" BETWEEN SHANKS PER RANK

USE GAUGE WHEEL MAST FOR THIS SHANK



LEFT HAND SHANK LAYOUT

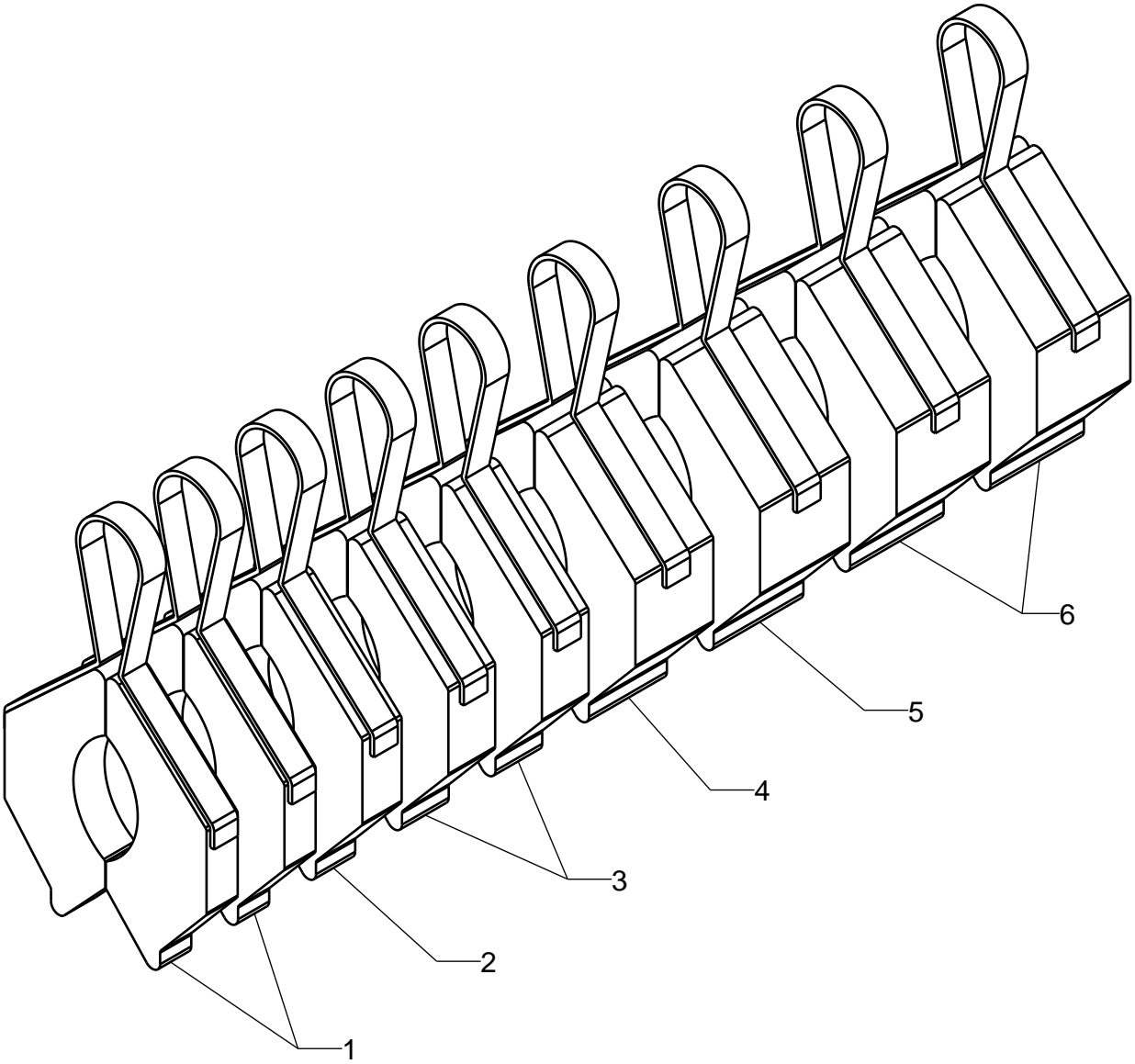




M8027-A

SMV ASSEMBLY

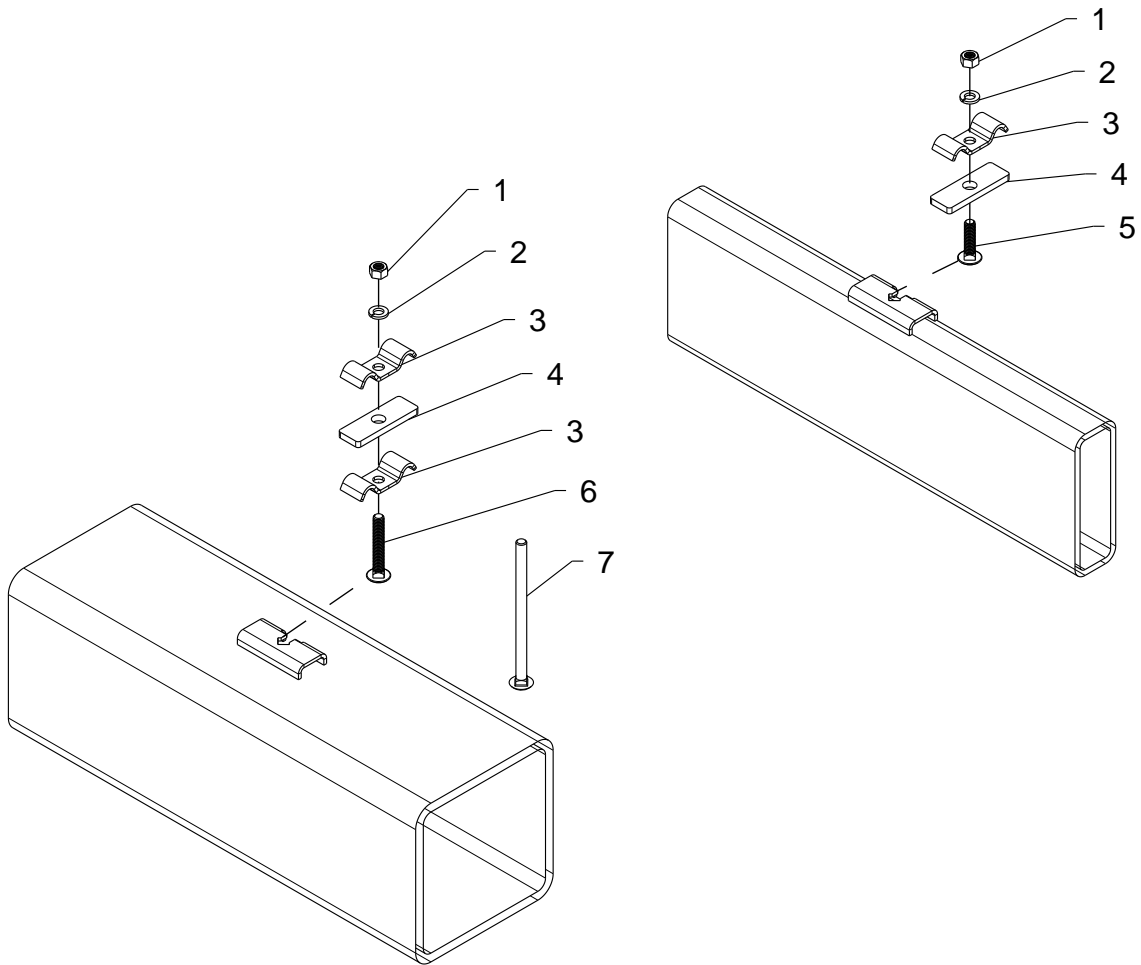
ITEM	PART NO.	QTY	DESCRIPTION
1	P88514	1	BLT-U 3/8-16NC X 4 X 3-3/4 Z
2	P88172	2	NUT HEX 1/4-20NC 5Z
3	P88262	2	WSHR HLK 1/4ID(5/16ACT) Z
4	P350933	1	SMV BRACKET
5	P30651	1	SMV EMBLEM S276.6
6	P88261	2	WSHR FLAT 1/4(5/16 X 3/4ACT) Z
7	P88203	2	BLT HEX 1/4-20NC X 1 5Z
8	P88362	2	WSHR HLK 3/8ID Z
9	P88103	2	NUT HEX 3/8-16NC 5Z



HYDRAULIC DEPTH STOP COLLARS & SEAL KITS

ITEM	PART NO.	QTY	DESCRIPTION
1	241645	2	1/2" CYLINDER STOP - RED
2	241646	1	5/8" CYLINDER STOP - ORANGE
3	241647	2	3/4" CYLINDER STOP - YELLOW
4	244587	1	1-1/4" CYLINDER STOP - GREEN
5	244586	1	1-7/16" CYLINDER STOP - BLUE
6	241649	2	1-1/2" CYLINDER STOP - GRAY
[A]	243994		PAINTED STOP COLLAR KIT (ITEMS 1-6)
[A]	233838		SEAL KIT 4IN (FGS-SK-ACGZ4Q2Q)
[A]	241670		SEAL KIT 4IN ATD BP CYL
[A]	241671		SEAL KIT 4-1/2IN ATD BP CYL
[A]	241672		SEAL KIT 4-3/4IN ATD BP CYL
[A]	241673		SEAL KIT 5IN ATD BP CYL
[A]	W104625		SEAL KIT 5IN CYL

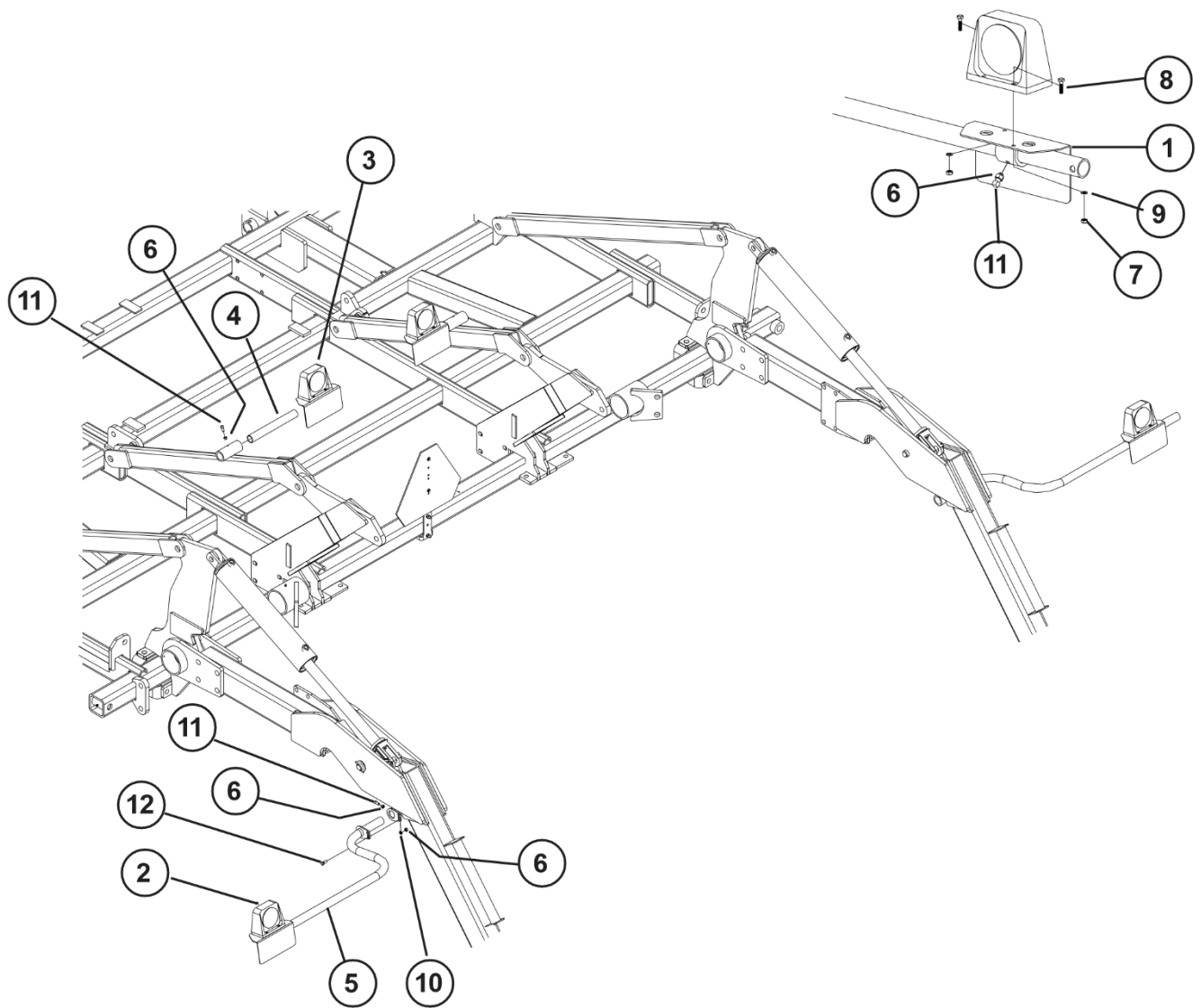
[A] NOT ILLUSTRATED



M8018-A

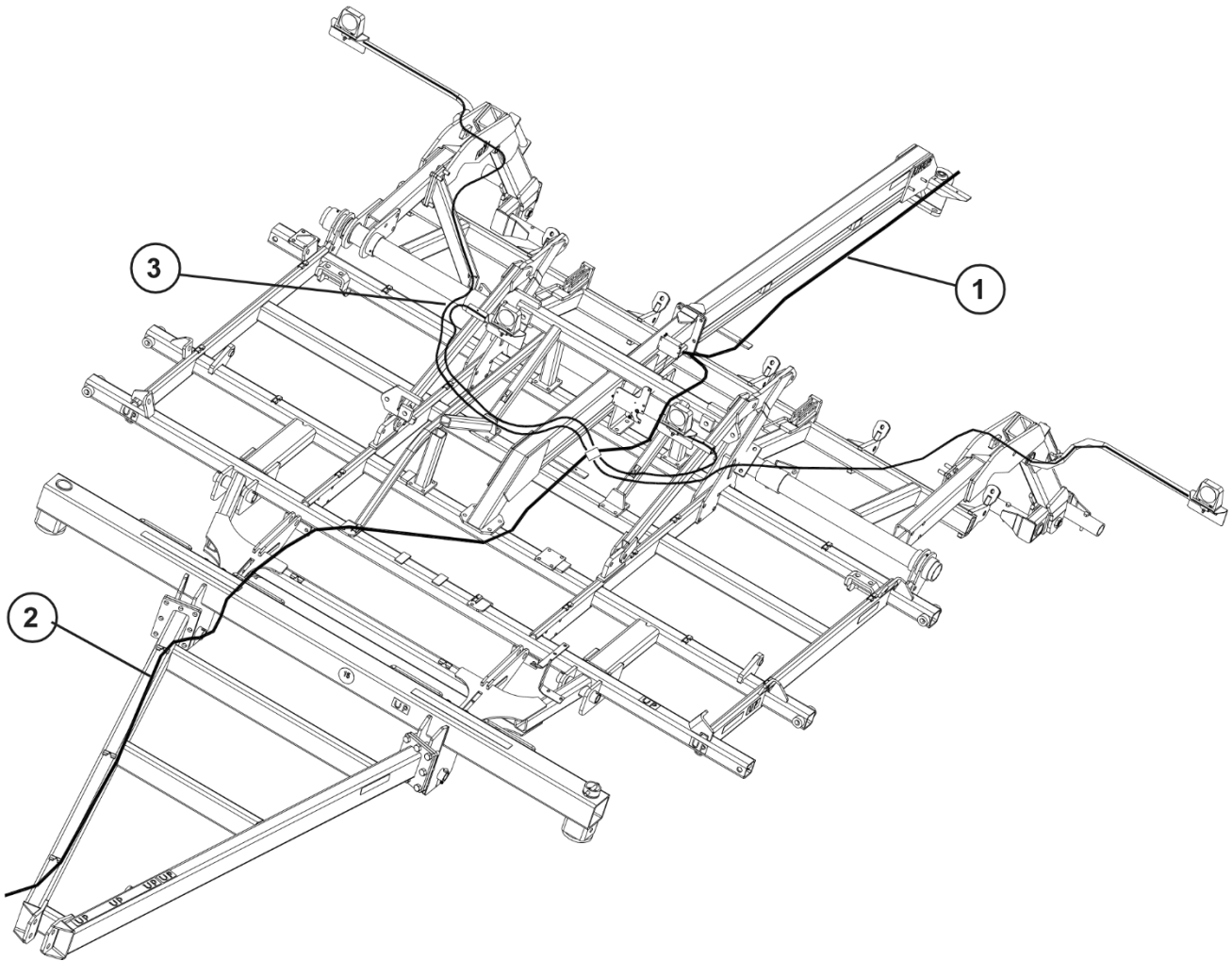
HOSE CLAMPING - ALL MODELS

ITEM	PART NO.	DESCRIPTION
1	P88103	NUT HEX 3/8-16NC 5Z
2	P88362	WSHR HLK 3/8ID Z
3	P13215	TUBE CLAMP
4	P15543	BASE PLATE - ZINC
5	P89375	BLT CRG 3/8-16NC X 1-1/2 5Z
6	P89473	BLT CRG 3/8-16NC X 2-1/2 5Z
7	P89494	BLT CRG 3/8-16NC X 6 5Z



SAFETY LIGHTS MOUNTING

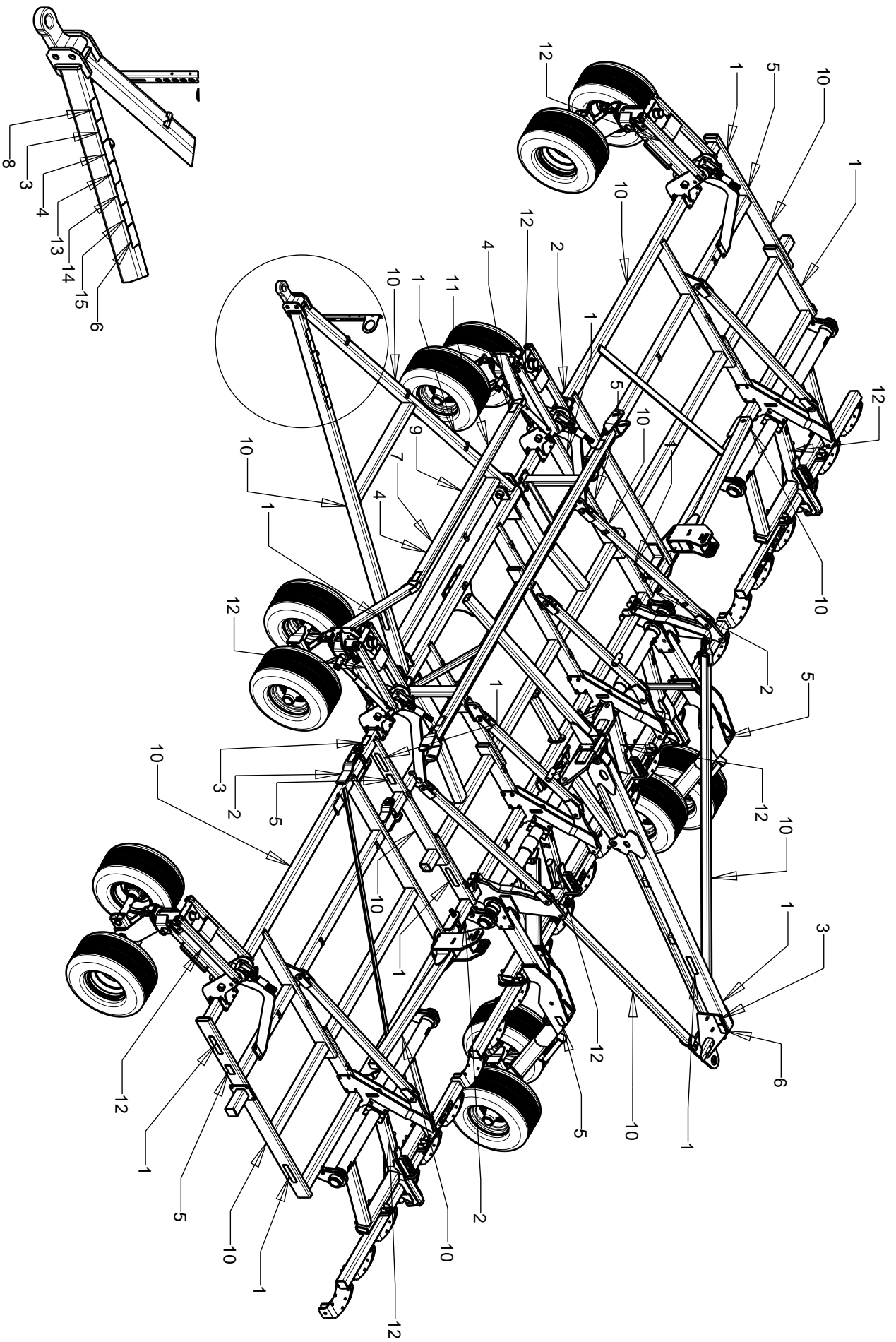
ITEM	PART NO.	QTY	DESCRIPTION
1	223126	4	LIGHT/REFLECTOR BRACKET
2	223143	2	AG LIGHT, SINGLE AMBER TRI-PLUG
3	223144	2	AG LIGHT, SINGLE RED TRI-PLUG
4	223160	2	12 LIGHT ARM
5	240238	2	48IN OFFSET LIGHT ARM W/LOCK
6	88103	12	NUT HEX 3/8-16NC 5Z
7	88172	16	NUT HEX 1/4-20NC 5Z
8	88203	16	BLT HEX 1/4-20NC X 1 5Z
9	88262	16	WSHR HLK 1/4ID(5/16ACT) Z
10	88362	2	WSHR HLK 3/8ID Z
11	88702	10	SCR SET 3/8NCX3/4 SQHD CUP-PT P
12	89034	2	BLT HEX 3/8NC X 1 5Z



SAFETY LIGHTS WIRE ROUTING

ITEM	PART NO.	QTY	DESCRIPTION
1	A34567	1	HARNESS-EXT LIGHT 20'
2	A65340	1	HARNESS-SAFETY LIGHT S279.11
3	A65354	1	HARNES-LIGHT EXTENSION

Route wires along hydraulic lines utilizing the hoses to carry the wires, securing with nylon ties. Coil excess wire as required and secure in place. Route the safety light wires through the various mounting tubes as shown.



ITEM	PART NO.	QTY	DESCRIPTION
1	22372	12	AMBER REFLECTOR
2	997855	4	DECAL FOLDING WINGS DANGER
3	997861	2	DECAL READ MANUAL
4	997863	2	DECAL HIGH VOLTAGE
5	997865	6	DECAL LOCKOUT WARNING
6	997840	2	DECAL CHEMICAL HAZARD WARNING
7	997869	1	DECAL SPEED SIGN 25MPH (40KM/HR)
8	997867	1	DECAL FLUID UNDER PRESSURE
9	8888315	1	PLATE - SERIAL NO. AGCO
10	VARIES	12	MODEL BRANDING DECAL
11	VARIES	1	MODEL NUMBER DECAL
12	A1030712	8	DECAL - DEPTH STOP
13	997859	1	DECAL ENGINE OFF
14	997853	1	DECAL UNHITCHING HAZARD
15	997857	1	DECAL FASTEN SAFETY CHAIN