

PRE DELIVERY INSPECTION

6200 / 6280 / 6350 / 6450/ 6550ST/ 6700ST TOW BEHIND

Date: _____

Dealer: _____

Model: _____

Serial # _____



DETAILED SPECIFICATIONS:

REAR TIRES

- 18.4 x 26 R1 Lug tires
- 18.4 x 26 Rice Lug tires
- 560/65 D24 Softrac
- 23.1 x 26 Rice lug tires
- 23.1 x 26 R1 Lug tires
- 28L x 26 Rice lug tires
- 28L x 26 R1 Lug
- 30.5L x 32 Rice Lug Tires
- 30.5L x 32 R1 Lug
- 800/65 R32
- 900/60 R32
- 18.4 R38 Single
- 20.8 R38 Singles
- 20.8 R38 Duals
- 650/75R34 Duals

Rate Control

- Cab Rate Adjust (591)
- ZYNX (TOPCON X-20)

Tools Required

- 1/2" Torque Wrench
- 15/16" deep socket
- 3/4" socket
- 3/4" Torque Wrench
- 1-1/8" deep socket
- 15/16" deep socket
- 1-1/2" socket
- 1-1/8" wrench
- 5/8" wrench

FRONT TIRES

- 21.5L-16.1 Softrac
- 21.5L-16.1 Lug
- 540/65 R24 Lug
- 560/65 D24 Softrac
- 14.9 x 24 Rice Lug
- 14.9 x 24 R1 Lug
- 30.5L x 32 R1

Distribution System

- Single shoot
- Double Shoot

Optional Equipment

- Wing Type Plumbing
- Auxiliary Clutches
- Rear Tow Hitch
- Product Lift System
- NH3/LFC Hose Holders
- High Speed Fan
- Centre Tank Metering

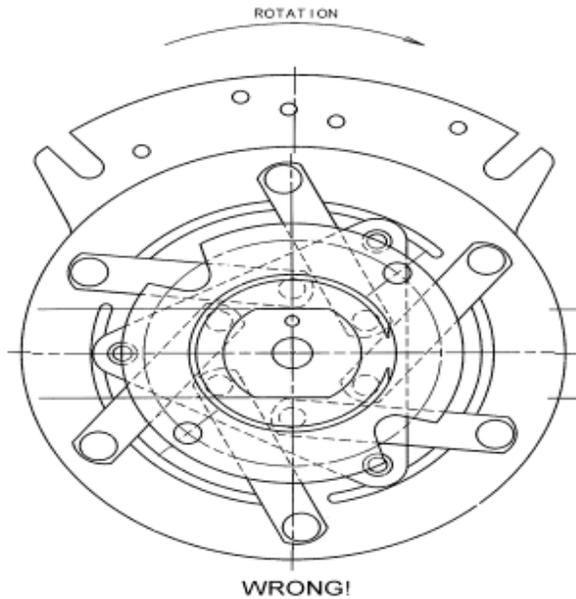
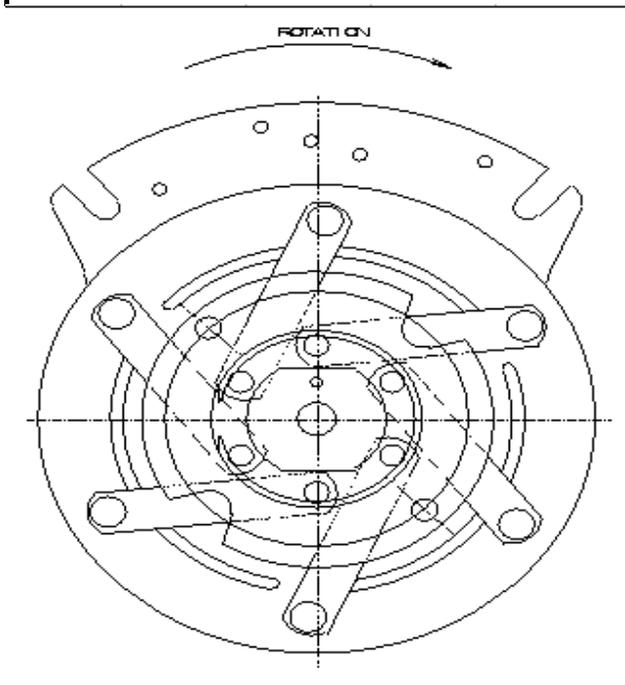
- T-handle 1/8 Allen Wrench
- T-handle 5/32 Allen Wrench
- T-handle 1/4 Allen Wrench
- 9/16" wrench
- Tire Pressure Gauge
- 3/4" wrench
- 7/8" wrench
- 1-1/2" wrench
- 11/16" wrench

This PDI is to be done with the 6000 series functional test on units equipped with X30 and should be attached to this PDI when completed. This will ensure the functional quality of the unit

For 6700ST front axle and conveyor see last page.

REAR MAIN DRIVE

| | Check Off |
|---|-----------|
| All set screws on Main Drive shaft are tightened (5/32" allen) | |
| Sprocket on left tire is in place | |
| Bolt on end of drive shaft (clutch) is tightened (9/16" wrench) | |
| Anti-turn stop installed on main clutch (fully engaged into clutch) | |
| Ensure proper 'tire size sprocket' is installed (refer to appendix for #) | |
| Spring configuration on clutches are correct as per diagram below | |



VARIABLE SPEED TRANSMISSIONS

| | Check Off |
|--|-----------|
| Transmission Adjustment is showing 100 on the scale at max speed | |
| Oil level in transmissions have been checked (oil level just below fill hole) <u>7/8"</u> | |
| Set screws are tight on the input and output shaft sprockets | |
| Transmission bolts are tight but not over-tightened (possible seal damage) | |
| CRA actuators or manual adjust is able to adjust to 100 (*max) thru 0 (no output) | |

HYDRAULIC CALIBRATION DRIVE

| | Check Off |
|---|-----------|
| Flow control valve set to run motor at a simulated 5 mph (or customer specified) | |
| Calibration motor is mounted loosely and runs the proper direction(counter clockwise) | |
| Ground speed sensor pointed at center of shaft with 1/8" gap to sensor target | |
| Hydraulic calibration shaft lock collars and set screws tight (1/8" allen) | |
| Roller bearing on calibration shaft turns freely clockwise | |

METERING AUGERS

Check Off

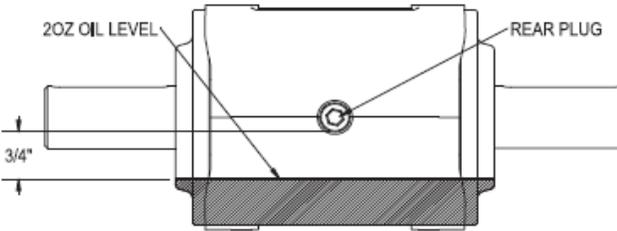
| | |
|---|--|
| Lock collars and set screws on metering augers are tight (1/8" allen) | |
| All grease nipples on metering augers are in place and greased | |
| Absolutely no rubbing of flighting inside auger housing | |
| Ensure that metering augers are in the proper tanks when matched with the order sheet | |
| Centerline of sensor intersects the centerline of the shaft within $\pm 1/4"$ | |
| Sensor gap distance between sensor and sprocket teeth is 0.030" - 0.060" for 591 or 1/32" - 1/8" for Topcon. | |
| Centerline of the sensor is centered axially with the sprocket teeth (591) or magnet assembly (Topcon) within $\pm 1/16"$ | |
| Ratcheting Clutch has been greased (1 shot each clutch) | |

METERING DRIVES

Check Off

| | |
|--|--|
| All set screws on Drive shaft are tightened (3/16" allen) | |
| All set screws on gear box shafts are tightened (5/32" allen) | |
| Chains are running straight and quietly (use calibration motor to test) | |
| Ensure proper implement sizing sprocket is installed (refer to appendix for #) | |
| Slip clutch on the end of the metering auger is greased | |
| Anti-turn stoppers are installed on clutches (if equipped with auxiliary clutches) | |
| Drive shaft is aligned with gearboxes for smooth operation | |
| Angle drive gearboxes have 2oz of oil (see decal 3904-01-01) | |

IMPORTANT GEARBOX OIL LEVEL



GEARBOX SHOULD HAVE 2oz OF OIL.
OIL LEVEL SHOULD BE 3/4" FROM BOTTOM OF THE REAR PLUG HOLE.

Please see Operator's Manual for checking procedure.

3904-01-01R00

6000 SERIES AIR SEEDER SERVICE & MAINTENANCE

7. Drive Shaft Gearboxes - Each gearbox must have 2 U.S. oz. (0.06 l) of 95 weight oil.

NOTE
95 WEIGHT OIL IS THE PREFERRED OIL FOR USE IN THESE GEARBOXES. 80W90 OIL IS ALSO AN APPROVED SUBSTITUTE FOR THESE GEARBOXES.

Check oil level at the beginning of each season, refer to **Figure 11.15**:

- a. Remove the rear 1/4" pipe plug from the back side of the gearbox.
- b. Take approximately 5" of wire (about 12ga to 14ga), and bend it 90° at 1" from one end.
- c. Insert the bent wire into the gearbox and rest it on the bottom of the plug hole. Ensure that the bend and of the wire is perpendicular to the cross shaft to get an accurate oil level reading.
- d. Remove the wire and measure the distance from the bend to the oil mark on the wire. It should read 3/4". If necessary fill the gearbox to get the desired 2oz of oil.
- e. Reinstall the 1/4" pipe plug.

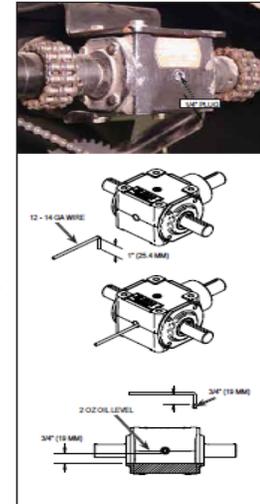


Figure 11.15 - Drive Shaft Gearbox

Section 4 - Hydraulics & Lift

| HYDRAULICS | Check Off |
|--|------------------|
| All hoses are routed neatly | |
| Hose holder installed on right side of hitch and hoses in storage position | |
| All fittings are tight and free of leaks | |
| Hydraulic ball valve on main fan functions properly - when the valve is in the off position the fan is off | |
| Hydraulic on/off ball valve for calibration functions properly - when the valve is in the on position the calibration motor is running | |
| Hydraulic selector valve for the L/U auger functions properly - with the selector valve in the in position the blower should operate and in the out position the auger will function | |
| Two selector valves in place for double fan - one valve for single fan | |
| Hydraulic hoses do not rub on sharp edges, or interfere with moving parts | |
| Hydraulic hoses are not kinked or too tight | |
| Case drain sensor installed on main fan - all electric and hydraulic connections tight | |
| Case drain line is not pinched off anywhere restricting oil flow | |
| All fasteners on fan mount(s) are tight | |
| Hydraulic hose holder installed on fan(s) to support hoses and fittings | |
| Higher Output Fan Motor - 1/2" hyd male couplers & caps at front of hitch have been replaced with 1/2x3/4" adapters, 3/4" male couplers & 3/4" caps (hi speed fan pictured below) | |
| Identification tags are attached to front of hoses - fan 1, fan 2, case drain | |

| LIFT SYSTEM (Optional) | Check Off |
|--|------------------|
| Lift system lifts/lowers smoothly and at an acceptable speed | |
| Lock pin engages/disengages easily | |
| Doors on both sides of crate open/close easily | |
| Calibration box retainer functions properly | |
| Handrail folds properly for unloading at tank top | |
| Rubber bumpers (x 2) are installed on tank side of crate. | |



| 10 INCH / DELUXE LOAD/UNLOAD AUGER | Check Off |
|---|------------------|
| (standard equipment on 6550ST/ optional on 6450) | |
| Downspout is cut to the proper length - 43 ribs | |
| All 3 cylinders function properly | |
| All hydraulics are hooked up properly, are tight and are routed neatly | |
| Supply connection to manifold is on the bottom - see picture below. | |
| All fasteners are tightened | |
| Auger swings freely and hydraulic hoses do not limit the auger movement | |
| Transport lock is in place and is not too difficult to engage/disengage | |
| Transfer hopper locks are properly set | |
| L/U auger hydraulic hoses are routed correctly and looped according to photo below. | |
| L/U auger arm is greased. | |
| All paint damage fixed on L/U assembly (Pivot Arms, Saddle Arm, linkage threads, etc) | |
| Angle drive is greased | |



L/U auger manifold hydraulic line layout



Please ensure that hose loop is tied up to replicate photo.

| STANDARD LOAD/UNLOAD AUGER (8" or 10") | Check Off |
|---|------------------|
| Down spout installed and cut to the proper length 6200 - 47 ribs, 6280 - 39 ribs, 6350 - 33 ribs, 6450 - 26 ribs | |
| Wire helix is trimmed back enough on downspout, to prevent paint damage on tank top | |
| Control and selector valves move freely and control rod threads are painted | |
| Checked that all fasteners are tight on selector rod and handles | |
| Control Lever must be perpendicular to auger in neutral position | |
| All hydraulics are hooked up properly and are tightened (no leaks) | |
| Transport locks are in place | |
| Hopper is square to the seeder and pins in all locations | |
| Auger is greased | |

Suggested Completion Time = 20 min.

Signature: _____

Actual Time _____

Section 6 - Lights, Wiring

SAFETY LIGHTS

| SAFETY LIGHTS | Check Off |
|--|------------------|
| Light bars and guards are straight and tightened | |
| Safety lights installed and secured | |
| Wiring is neatly routed | |
| Lights function properly for transport | |

AUXILIARY LIGHTS

| AUXILIARY LIGHTS | Check Off |
|--|------------------|
| All fasteners are tightened | |
| All bolts are tight on auger saddle arm | |
| Wiring is neatly routed and properly fastened | |
| Toggle switch is secure and two-wire connections tight | |

WIRING

| WIRING | | | | | | | Check Off | |
|---|----------|--|----------|--|----------|--|---|----------|
| Harness routed neatly and secured with wire ties (all wire ties are cut) | | | | | | | | |
| On-frame multi-clutch switchbox installed if unit has auxiliary clutches | | | | | | | | |
| Excess Cable or harness is tied up out of harms way | | | | | | | | |
| Fan sensor is tap bolt for 591 and X-20. | | | | | | | | |
| Storage caps are attached to harness | | | | | | | | |
| Verify that auxiliary clutches work when main clutch is on when switch is on and calibration is off - verify with in-cab and on-frame switches (591 Only) | | | | | | | Check each aux. Clutch to ensure proper operation | |
| | Clutch 1 | | Clutch 2 | | Clutch 3 | | | Clutch 4 |
| In cab | | | | | | | | |
| On tank | | | | | | | | |
| Nothing pinched under 5th wheel hose and wire holder | | | | | | | | |
| Bin Sensors are installed in the proper locations (1 very bottom, 2 evenly | | | | | | | | |
| Bin sensors do not have wires pinched in mounting u-bolts | | | | | | | | |
| Bin sensors are wired neatly on adjustment pole | | | | | | | | |
| Bin sensor fasteners are tight | | | | | | | | |

TANK LIDS

| | Check Off |
|---|-----------|
| Lid handle lock hooks protrude past lock tabs by at least 1/8" (See Fig. X) | |
| Rubber handles are attached | |
| Lid flange is installed with gasket underneath | |
| Lid flange fasteners are tight | |
| Lid seals have been installed straight and mesh well in the corners | |
| Lid hinge bolts are tight, and lid pivots freely in bushing | |
| Lid lock engages both lid lock tabs evenly | |
| Lid hinge stopper bolts installed (1/4" bolts, see Fig. Y) | |
| Lock tab bolts are tightened to 50 ft.lbs ± 10 | |
| Ensure that all bolts on the lids are tight | |

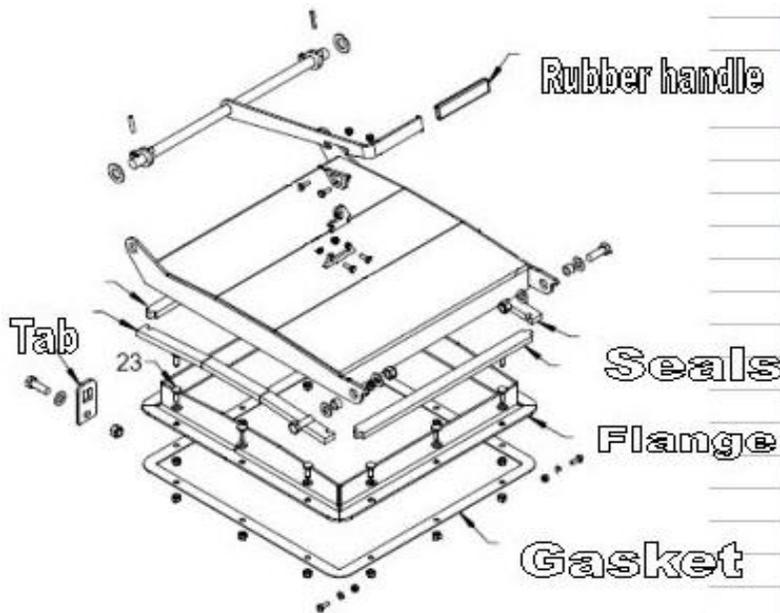


Figure X - Lid Tabs

Figure Y - Lid Assembly Breakdown

CATWALKS & LADDERS

| | Check Off |
|--|-----------|
| All top handrail sections fold up & down freely and are easy to return to upright working position | |
| Folding ladders are easy to fold and unfold | |
| Working lights wiring does not get pinched when folding handrails | |
| Broom doesn't interfere with handrails when they are folded down | |
| All ladder bolts are tight | |
| Plastic caps are installed in tubing ends of the folding ladders | |

Unibody/Running Gear (6200 - 6550ST)

| Unibody/Running Gear (6200 - 6550ST) | Check Off |
|--|-----------|
| Check for gap between plates on 5th wheel assembly (1/16" or less) | |
| Grease 5th Wheel (10 shots) | |
| Rotate (steering motion) 5th wheel to make sure not too tight | |
| Ensure that front axle pivot bolt is tight (no slop) (see Fig X) | |
| Check torques on axle stub bolts (3/4" 200 ft-lb, 1" 480 ft-lb; see Fig Y) | |
| | |

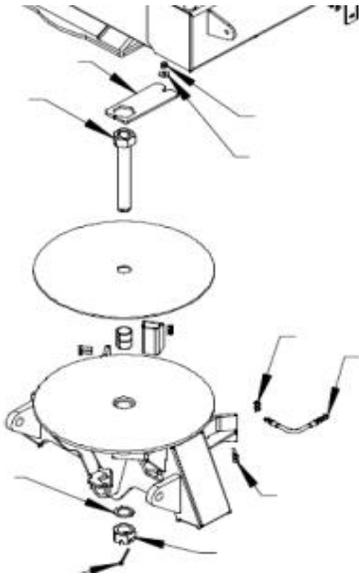


Figure W - 5th Wheel Assembly

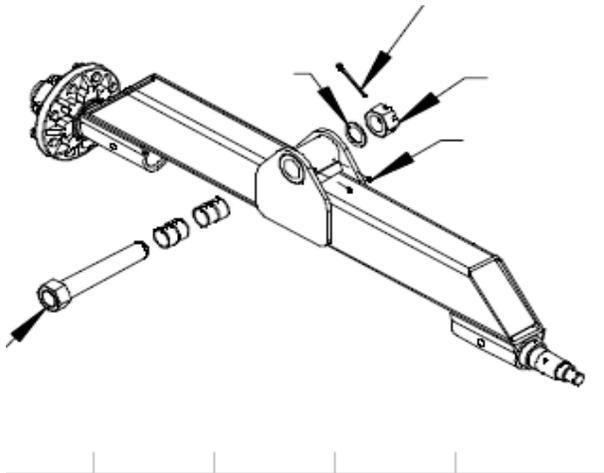


Figure X - Front Axle

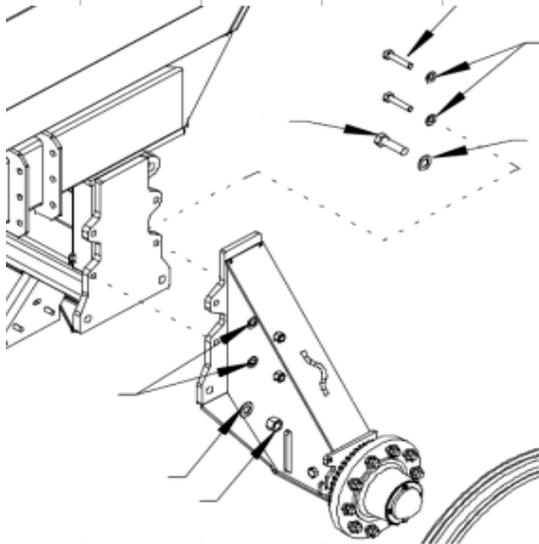


Figure Y - Axle Stub Connection

Suggested Completion Time = 10 min

Signature: _____

Actual Time _____

CALIBRATION TOOLS

| | Check Off | Check Off |
|---|-----------|-----------|
| Correct amount of boxes included with tank (1 per metering auger, Fig X) | | |
| Storage container attached in-between transmissions | | |
| Cal. Box lock pin installed and operates properly | | |
| Weight of calibration boxes all within ± 0.2 lbs (as stamped on each box) | | |

DISTRIBUTION SYSTEM

| | Check Off | Check Off |
|---|-----------|-----------|
| All clamps are tight | | |
| All dents in pipes $< 1/8$ " | | |
| Main pipes are in line with the fan and parallel to each other | | |
| Main pipes are parallel when looking at them from the side of the machine | | |
| Calibration hose clamps are complete with hair pins | | |
| Calibration Tubes are installed - one per metering auger | | |
| U-bolts hanging main pipes under 5th wheel are tight | | |

TANK COMPARTMENTS

| | Check Off |
|---|-----------|
| Hose clamps on pressurization lines are tight (see fig x) | |
| Intertank connect doors are installed and tight (see fig x) | |
| PRESSURE TEST | |
| Fan turns in correct direction (clockwise looking into the fan inlet) | |
| Fan run up to 4000 rpm (as shown on monitor) | |
| No leaks from fan to all transfer line connections | |
| Use the procedure on the following page to test for individual tank pressurization. This is very important | |



Figure X - Pressurization Line

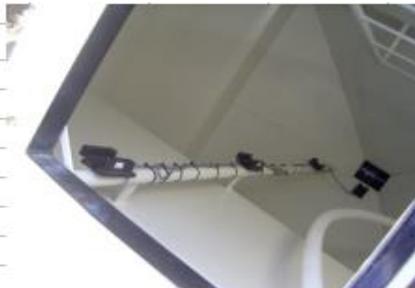


Figure X - Bin Level Sensors

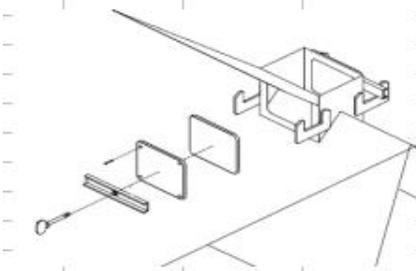


Figure X - Intertank Door



Figure X - Calibration Boxes

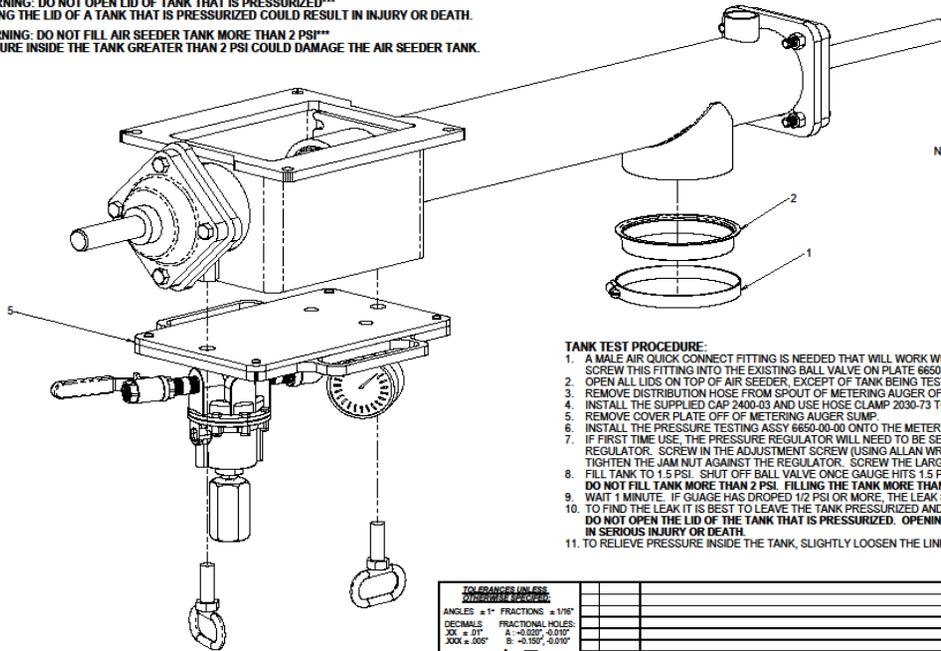
WARNING: READ INSTRUCTIONS CAREFULLY BEFORE USE
FAILURE TO FOLLOW THE INSTRUCTIONS COULD RESULT IN INJURY OR DEATH.

WARNING: DO NOT FILL AIR SEEDER TANK MORE THAN 2 PSI
PRESSURE INSIDE THE TANK ANY GREATER THAN 2 PSI COULD RESULT IN INJURY OR DEATH.

WARNING: DO NOT OPEN LID OF TANK THAT IS PRESSURIZED
OPENING THE LID OF A TANK THAT IS PRESSURIZED COULD RESULT IN INJURY OR DEATH.

WARNING: DO NOT FILL AIR SEEDER TANK MORE THAN 2 PSI
PRESSURE INSIDE THE TANK GREATER THAN 2 PSI COULD DAMAGE THE AIR SEEDER TANK.

| ITEM # | PART # | DESCRIPTION | QTY. |
|--------|------------|---------------------|------|
| 1 | 2030-73 | CLP HOSE #72 | 1 |
| 2 | 2400-03 | CAP PLSTC 4 RND | 1 |
| 5 | 6650-00-00 | ASSY TANK PRES TEST | 1 |



NOTE: METERING AUGER AND LINK BOLTS SHOWN FOR REFERENCE ONLY AND ARE NOT INCLUDED IN KIT

TANK TEST PROCEDURE:

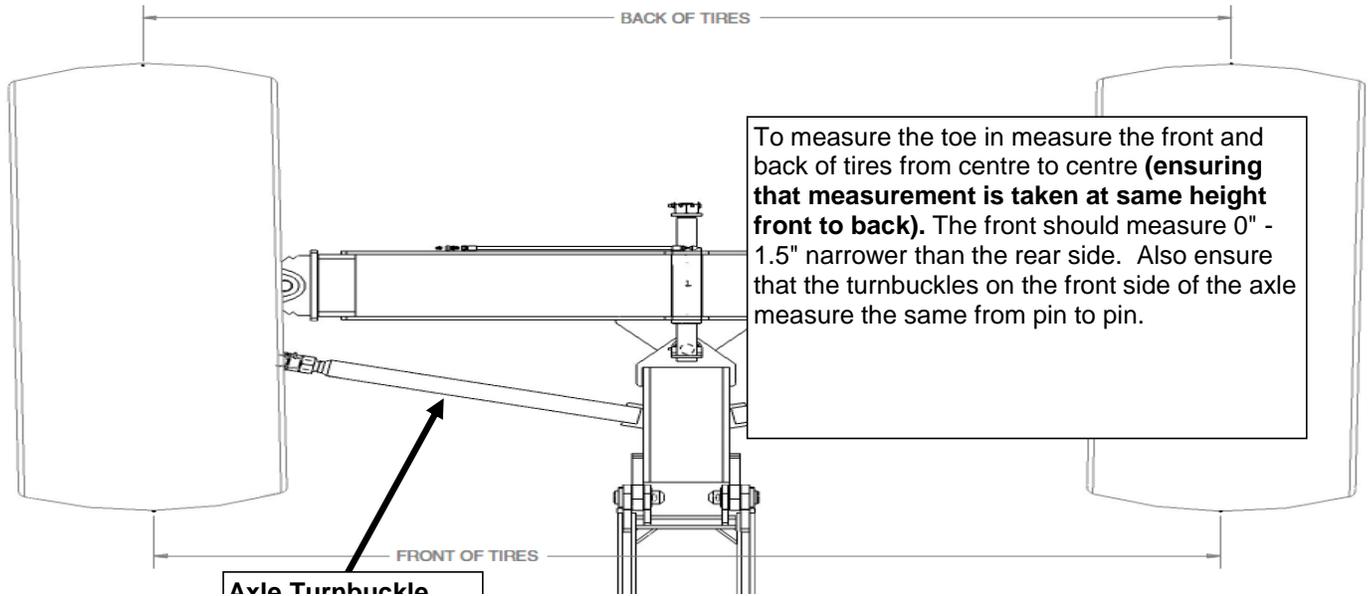
1. A MALE AIR QUICK CONNECT FITTING IS NEEDED THAT WILL WORK WITH YOUR SPECIFIC AIR SYSTEM. SCREW THIS FITTING INTO THE EXISTING BALL VALVE ON PLATE 6650-00-00.
2. OPEN ALL LIDS ON TOP OF AIR SEEDER, EXCEPT OF TANK BEING TESTED.
3. REMOVE DISTRIBUTION HOSE FROM SPOUT OF METERING AUGER OF TANK BEING TESTED.
4. INSTALL THE SUPPLIED CAP 2400-03 AND USE HOSE CLAMP 2030-73 TO SECURE.
5. REMOVE COVER PLATE OFF OF METERING AUGER SUMP.
6. INSTALL THE PRESSURE TESTING ASSY 6650-00-00 ONTO THE METERING AUGER SUMP.
7. IF FIRST TIME USE, THE PRESSURE REGULATOR WILL NEED TO BE SET. UNSCREW LARGE HEX END OFF OF REGULATOR. SCREW IN THE ADJUSTMENT SCREW (USING ALLIEN WRENCH) UNTIL IT MAINTAINS A PRESSURE OF 1.5 PSI. TIGHTEN THE JAM NUT AGAINST THE REGULATOR. SCREW THE LARGE HEX CAP BACK ON.
8. FILL TANK TO 1.5 PSI. SHUT OFF BALL VALVE ONCE GAUGE HITS 1.5 PSI.
DO NOT FILL TANK MORE THAN 2 PSI. FILLING THE TANK MORE THAN 2 PSI COULD RESULT IN SERIOUS INJURY OR DEATH.
9. WAIT 1 MINUTE. IF GAUGE HAS DROPPED 1/2 PSI OR MORE, THE LEAK SHOULD BE REPAIRED.
10. TO FIND THE LEAK IT IS BEST TO LEAVE THE TANK PRESSURIZED AND TO LISTEN FOR AN AIR LEAK IN THE ADJOINING TANK(S).
DO NOT OPEN THE LID OF THE TANK THAT IS PRESSURIZED. OPENING THE LID OF A TANK THAT IS PRESSURIZED COULD RESULT IN SERIOUS INJURY OR DEATH.
11. TO RELIEVE PRESSURE INSIDE THE TANK, SLIGHTLY LOOSEN THE LINK BOLTS ON PRESSURE TESTING ASSY 6650-00-00.

| TOLERANCES UNLESS OTHERWISE SPECIFIED | | BOURGALT INDUSTRIES LTD. | |
|---------------------------------------|---|--------------------------------------|--|
| ANGLES ±1° | FRACTIONS ±1/16" | 97 BRIDLE, SASKATOON, CANADA S0B 3K0 | |
| DECIMALS ±0.01" | FRACTIONAL HOLES: A: ±0.025" - 0.015" B: ±0.150" - 0.010" | KIT TANK PRES TEST | |
| XXX ±.005" | | DATE: 07-APR-09 | |
| | | SCALE: 1:3 | |
| | | DRAWN BY: MML | |
| | | WEIGHT: 1.3 | |
| | | Dwg No: B | |
| | | DOCUMENT NO: 6650-00 | |
| | | N/A | |
| | | NONE | |

THE INFORMATION CONTAINED IN THIS DOCUMENT IS THE SOLE PROPERTY OF BOURGALT INDUSTRIES LTD. USE SHALL BE LIMITED TO THE PURPOSES FOR WHICH THE INFORMATION HAS BEEN PROVIDED AND NOT BE REPRODUCED OR DISCLOSED TO THIRD PARTIES, IN WHOLE OR IN PART, WITHOUT THE WRITTEN PERMISSION OF BOURGALT INDUSTRIES LTD. (BY E-MAIL)

| Front Axle & Hitch (6700ST only) | CHECK OFF |
|---|------------------|
| Grease line is installed with zerks (2010-56) & greased | |
| Tie rods & jam nuts are installed and tightened to proper tow in (picture at bottom of page) | |
| Front tires installed with all wheel nuts | |
| Hitch jack turns easily by hand | |
| Distribution line holder on hitch installed with fastener tight | |
| Correct Safety Chain (60000lb min) and Tag attached to the hitch | |
| Ensure quantity 2 - 5/16 bolts are tight on hitch pull pin | |
| Easy Hitch functions properly and can be easily moved | |
| Easy hitch pin installed along with lynch pin | |
| Hitch hinge cotter pins and washers installed | |
| All paint damage repaired | |
| Ensure the front hitch is perpendicular "90 degrees" to the front axle | |

| FINAL INSPECTION | CHECK OFF |
|---|------------------|
| Unit is washed | |
| Check for paint damage and touch-up if required. | |
| Clutch harness to clutch; Monitor harness to Monitor(ends are marked) - 591 Only | |
| Monitor programmed and has learned the correct sensors (as per Oper. Man.) - 591 Only | |
| All sensors working correctly: shaft, bin level, fan, and ground speed sensors | |
| Monitor turned off for 10 seconds and turned back on and still functions (3 times) - 591 Only | |
| Colored wire ties have been installed on harnesses - 591 Only | |
| Unit is free of Hydraulic leaks | |
| Chains for Single Metering Augers are placed in high range, double augers in low range | |
| Actuators are returned to zero and then extended 1/2" - 591 Only | |



Suggested Completion Time = 45 min

Signature: _____

Actual Time _____

8.5.1.2 REMOTE CONTROL

The 6700ST is supplied with 2 remote controls. Both of these remotes are learned to the receiver. However, if an additional remote control is purchased, it will not be learned to the receiver, and it will not be possible to have this new remote learned at the same time as the original remote control(s).

The remote control uses a 9V battery and will operate up to 300 ft (91.4 m) away.

To learn a remote:

- Remove the four screws from the receiver box.
- Ensure the power is on (light is on inside receiver).
- Press the small yellow learn button in the top left corner.
- Press any button on the remote to be learned. The light inside of the receiver will flash. The remote will be now communicating properly.

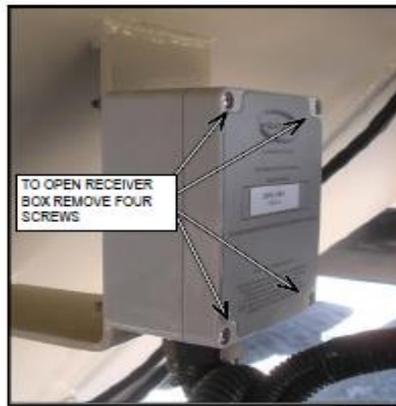


Figure 8.38 - Remote Control Receiver Box

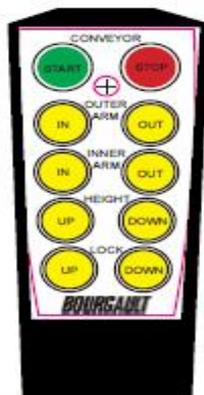


Figure 8.37 - Remote Conveyor Controls

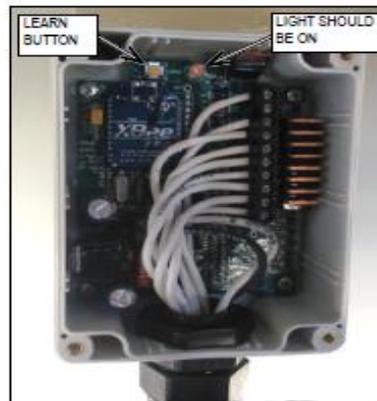


Figure 8.39 - Remote Control Receiver Box - Inside

| 10 INCH CONVEYOR (6700ST Only) | Check Off |
|---|-----------|
| All cotter pins are installed in cylinder pins after final adjustments are made | |
| Transport lock is in place | |
| All 4 cylinders function properly | |
| All hydraulics are hooked up properly, are tight and are routed neatly | |
| All fasteners are tightened | |
| Auger swings freely and hydraulic hoses do not limit the auger movement | |
| Front support is not too difficult to engage/disengage | |
| Transport lock is in place and transfer hopper locks are properly set | |
| L/U auger arm is greased | |
| | |

Appendix

TIRE SIZING SPROCKET

| | |
|---------|-------------------------------|
| 2810-90 | DRV SPRKT 40A35 2.641 ID PNTD |
| 2810-88 | DRV SPRKT 40A34 2.641 ID PNTD |
| 2810-77 | DRV SPRKT 40A31 2.641 ID PNTD |
| 2810-76 | DRV SPRKT 40A30 2.641 ID PNTD |
| 2811-07 | DRV SPRKT 40A40 2.641 ID PNT |
| 2811-01 | DRV SPRKT 40A38 2.641 ID PNTD |
| 2810-99 | DRV SPRKT 40A37 2.641 ID PNTD |
| 2811-22 | DRV SPRKT 40A43 2.641 ID PNTD |
| 2810-76 | DRV SPRKT 40A30 2.641 ID PNTD |

REAR TIRE SIZE

| |
|---|
| 28LX26 AWT |
| 28LX26 DT2 R1 LUG, 28LX26 TD8 R2 RICE |
| 23.1X26 DT2 R1 LUG, 23.1X26 TD8 R2 RICE |
| 800/65R32 172A8 R1W |
| 20.8R38 RDL R2 SGL |
| 18.4X26 AWT |
| 18.4X26 R1 DT2 LUG |
| 18.4X26 TD8 R2 RICE, 23.1X26 AWT |
| 560/65D24 SOFTR |
| 650 duals |

IMPLEMENT SIZING SPROCKET

| | |
|---------|---------------------|
| 2813-97 | SPROCKET SLTD 40A24 |
| 2814-35 | SPROCKET SLTD 40A25 |
| 2814-03 | SPROCKET SLTD 40A28 |
| 2814-04 | SPROCKET SLTD 40A29 |
| 2814-05 | SPROCKET SLTD 40A30 |
| 2814-06 | SPROCKET SLTD 40A32 |
| 2814-07 | SPROCKET SLTD 40A33 |
| 2814-08 | SPROCKET SLTD 40A34 |
| 2814-44 | SPROCKET SLTD 40A35 |
| 2814-47 | SPROCKET SLTD 40A36 |
| 2814-11 | SPROCKET SLTD 40A39 |
| 2814-12 | SPROCKET SLTD 40A40 |
| 2814-49 | SPROCKET SLTD 40A41 |
| 2814-13 | SPROCKET SLTD 40A42 |
| 2814-16 | SPROCKET SLTD 40A45 |
| 2814-17 | SPROCKET SLTD 40A46 |
| 2814-18 | SPROCKET SLTD 40A47 |
| 2814-19 | SPROCKET SLTD 40A48 |
| 2814-20 | SPROCKET SLTD 40A50 |
| 2814-22 | SPROCKET SLTD 40A52 |
| 2814-50 | SPROCKET SLTD 40A54 |
| 2814-23 | SPROCKET SLTD 40A56 |
| 2814-24 | SPROCKET SLTD 40A58 |
| 2814-25 | SPROCKET SLTD 40A59 |
| 2814-30 | SPROCKET SLTD 40A62 |
| 2814-26 | SPROCKET SLTD 40A64 |
| 2814-28 | SPRKT SLTD 40A70 |
| 2814-27 | SPRKT SLTD 40A74 |

IMPLEMENT WIDTH

| |
|---------------|
| 23½' - 24'5" |
| 24½' - 25'5" |
| 27½' - 28'5" |
| 28½' - 29'5" |
| 29½' - 30'5" |
| 31½' - 32'5" |
| 32½' - 33'5" |
| 33½' - 34'5" |
| 34½' - 35'5" |
| 35½' - 36'5" |
| 38½' - 39'5" |
| 39½' - 40'5" |
| 40½' - 41'5" |
| 41½' - 42'5" |
| 44½' - 45'5" |
| 45½' - 46'5" |
| 46½' - 47'5" |
| 47½' - 48'5" |
| 49½' - 50'11" |
| 51' - 52'11" |
| 53' - 54'11" |
| 55' - 56'11" |
| 57' - 58'5" |
| 58½' - 60'5" |
| 60½' - 62'11" |
| 63' - 64'5" |
| 69'3" - 70'2" |
| 73'6" |

TOOLS REQUIRED:

- Allen Wrenches
- Flat wrenches
- Torque Wrench
- Tape Measure
- Tire guage
- Feeler guages

- 1/8", 5/32", 3/16", 1/4"
- 1/2', 9/16"
- 1 1/16", 1 1/2 "