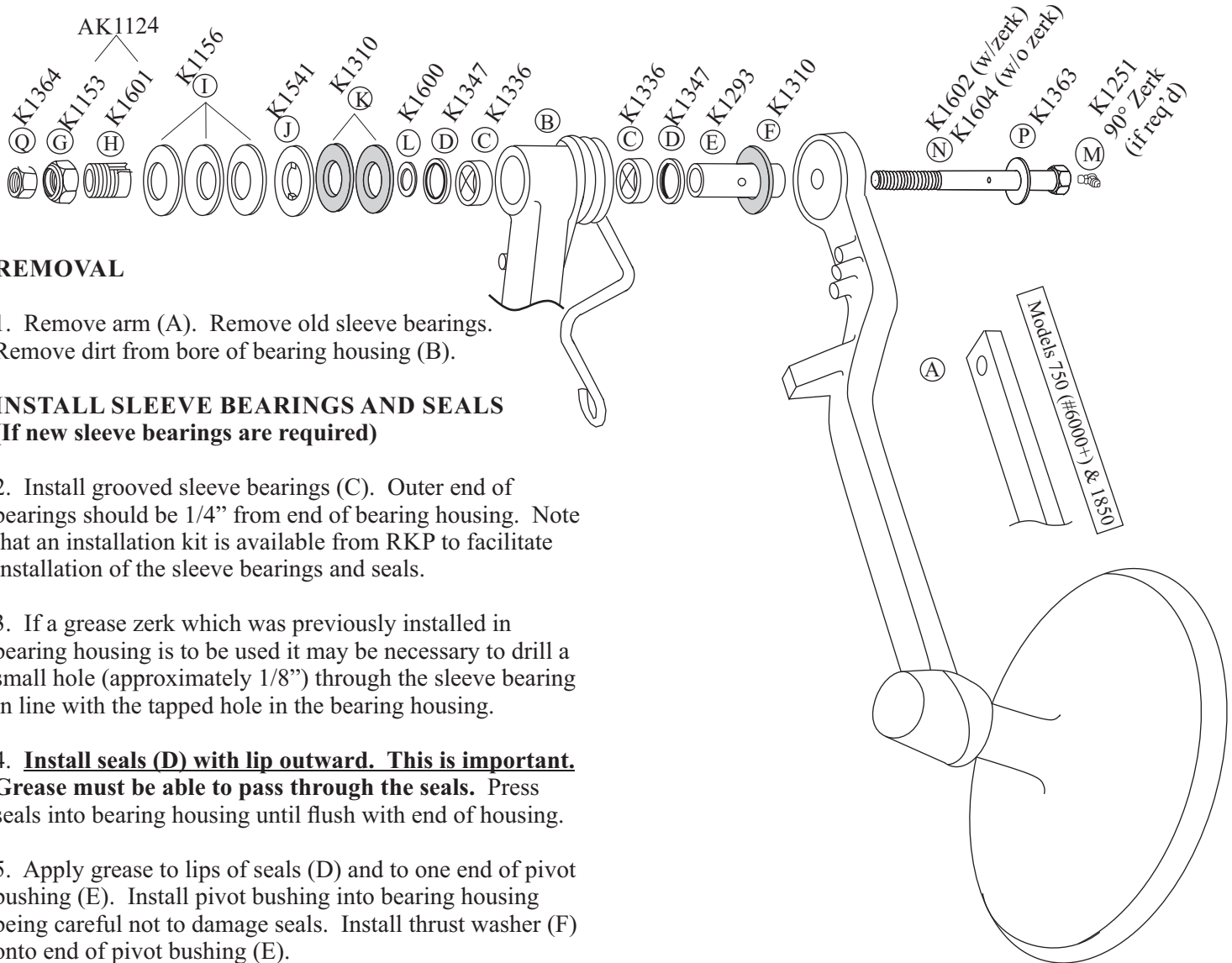


## INSTRUCTIONS FOR INSTALLING THE R K P CLOSING WHEEL ARM PIVOT KIT ON JOHN DEERE NO-TILL DRILLS WITH SLEEVE BEARINGS AND BOLTED PIVOT BUSHINGS MODEL 750 (SERIAL 6000+), 1850,1560, 1860, 1890

Before working on your drill review the safety section in your operators manual.



### REMOVAL

1. Remove arm (A). Remove old sleeve bearings. Remove dirt from bore of bearing housing (B).

### INSTALL SLEEVE BEARINGS AND SEALS (If new sleeve bearings are required)

2. Install grooved sleeve bearings (C). Outer end of bearings should be 1/4" from end of bearing housing. Note that an installation kit is available from RKP to facilitate installation of the sleeve bearings and seals.

3. If a grease zerker which was previously installed in bearing housing is to be used it may be necessary to drill a small hole (approximately 1/8") through the sleeve bearing in line with the tapped hole in the bearing housing.

4. **Install seals (D) with lip outward. This is important.** Grease must be able to pass through the seals. Press seals into bearing housing until flush with end of housing.

5. Apply grease to lips of seals (D) and to one end of pivot bushing (E). Install pivot bushing into bearing housing being careful not to damage seals. Install thrust washer (F) onto end of pivot bushing (E).

### ASSEMBLY

6. Install locknut (G) flush with outer end of adjusting sleeve (H). Install disc springs (I), tab washer (J), and two thrust washers (K) onto adjusting sleeve (H).

7. Install grease zerker (M) into bolt (N) if used.

8. Install washer (P) onto bolt (N). Install bolt (N) through arm (A), pivot bushing (E), washer (L) and adjusting sleeve (H). Install locknut (Q). Torque to 150 ft. lbs. Do not tighten locknut (G). Arm (A) should still be loose.

9. Lubricate until grease appears at both ends of bearing housing (B). Lubricate at 50 hour intervals thereafter.

10. Tighten locknut (G) until lateral looseness is eliminated. When raising the arm by hand you will feel resistance caused by the spring pressure. The arm should not hang up. There will be a small gap (approximately 1/32 to 1/16 of an inch) between the two inner disc springs. This gap can be used for a quick visual check.