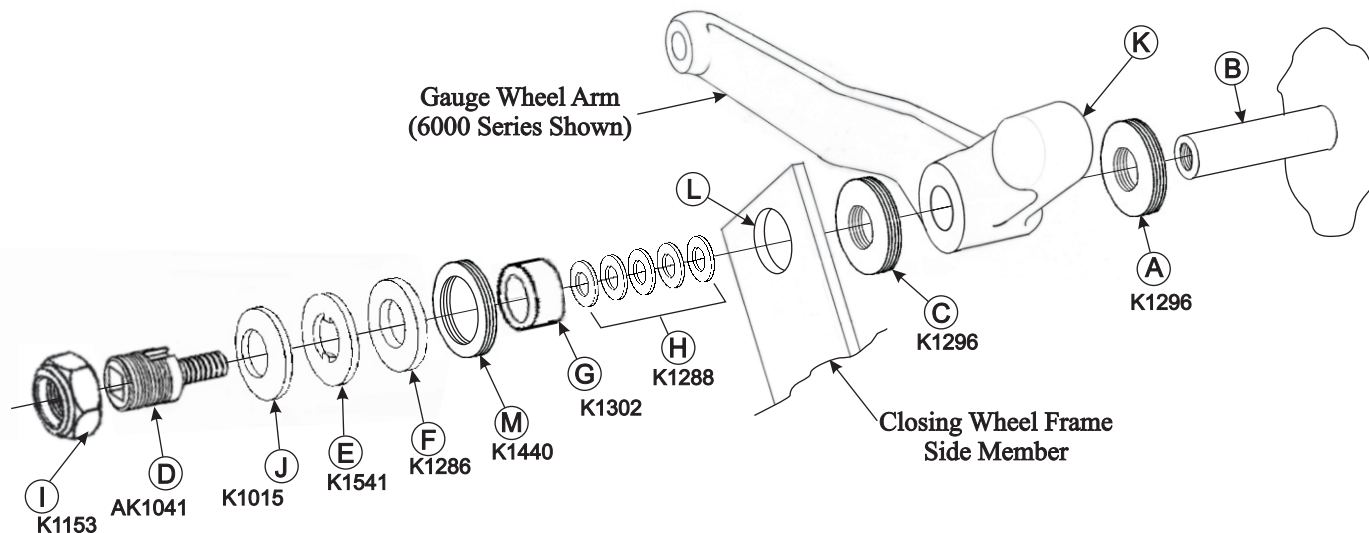
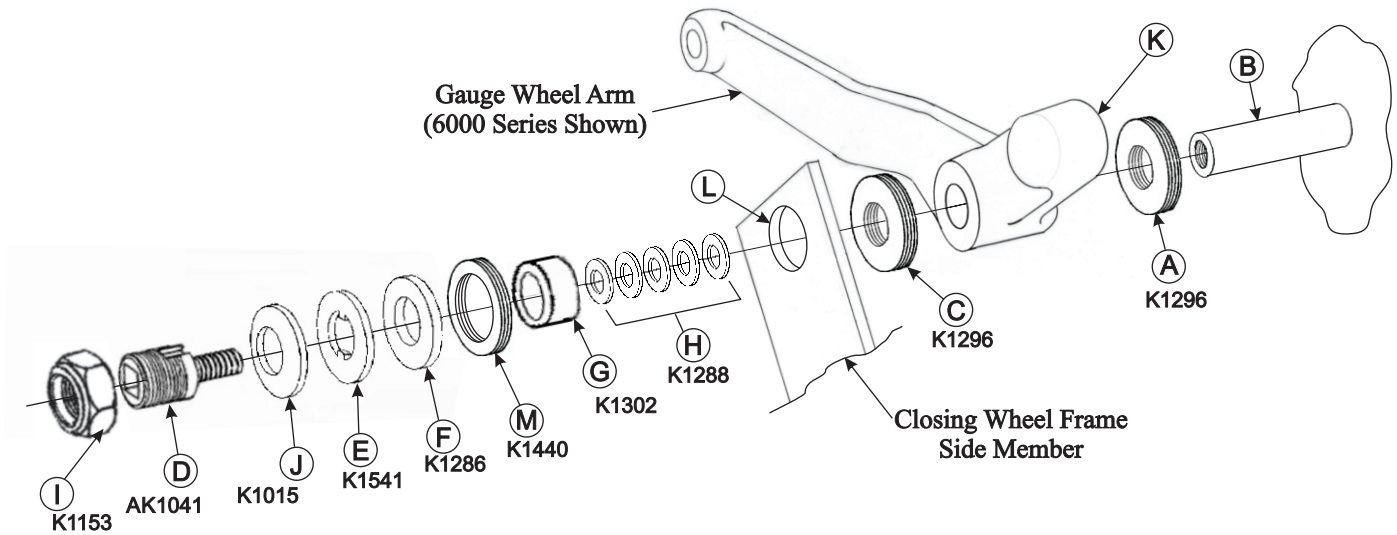


INSTRUCTIONS FOR INSTALLING THE R K P GAUGE WHEEL ARM PIVOT KIT (SLEEVE BEARING DESIGN) ON WHITE PLANTERS EQUIPPED WITH SINGLE CLOSING WHEEL

When working on your planter in the raised position be certain that service locks are installed or parking stands are down and properly secured. Wear proper protective clothing and eye protection. Review the safety section in your operators manual.



1. Remove closing wheel frame and gauge wheel arms with wheels.
2. The original design of the 5000 series planter did not provide for contact between the tire and opener disk. To attain this you must replace the original tires with the new wider ones used on the 6000 series. See your dealer. Subsequent steps assume that wider tires are installed.
3. Clean pivot shafts and bores of gauge wheel arm hubs. Remove dirt that may be packed in the grease cavity of the arm and in the grease fitting hole. Replace grease fitting with a new one if necessary. It is not necessary to replace sleeve bearings in the arm if so equipped. Inspect opener disks and bearings. Repair as necessary.
4. **5000 series only:** Remove depth control rocker arm (not shown) and grind .12" material from each end maintaining the ball shape. This is done to assure that the rocker arm will not be tight against the inside of the sockets (K).
5. Place two adjusting washers (A) on the pivot shaft (B) of 5000 series planters and five on 6000 series. This is an approximate number and should result in a small gap between the tire and opener disk in step 6. More adjusting washers will be added if necessary. Install gauge wheel arm with wheel (not shown). Do not install the depth control rocker arm at this time. Place enough adjusting washers (C) outside of arm until they are flush with end of pivot shaft. Do not install the closing wheel frame at this time.
6. Install the following parts onto the adjusting stud assembly (D). Tab washer (E), heavy flat washer (F), sleeve bearing (G) and five flat washers (H). If locknut (I) was preassembled onto the adjusting stud install disc spring (J) at this point instead of step 7. Install adjusting stud assembly (D) and tighten. When the adjusting stud assembly is tight the washers and the arm must remain free to pivot.
7. Install disc spring (J) and locknut (I) onto the adjusting stud assembly (D). Tighten nut until the arm and wheel assembly stays up under its own weight. **For installation purposes** there should initially be a gap between the tire and disk. If necessary move adjusting washers from (C) to (A). This gap will be eliminated in step 9. With arm in an average operating position, turn the tire and determine where the gap between the tire and disk is smallest. Using adjusting washers as a feeler gauge determine how many adjusting washers (A) inside of hub need to be moved to position (C) to allow the tire to rub the opener disk with light to moderate pressure. Do not move washers until step 9. The hub of the arm should not overhang the end of the pivot shaft.
8. Loosen locknut (I) so wheel comes down. Set disc spring pressure by tightening locknut until a slight resistance is felt when raising and lowering the wheel by hand. The arm may tend to "hang up" slightly. At this point disc spring pressure will result in approximately 1500 lbs preload on the hub of the arm.



9. Remove adjusting stud assembly. Do not remove the locknut or any of the other parts previously installed on the adjusting stud. Remove gauge wheel arm. Remove from position A the correct number of adjusting washers as determined in step 7. Reinstall gauge wheel arm. Install the remaining adjusting washers at position C. **There should be at least one adjusting washer outside of the arm.** Reinstall the adjusting stud with all of its parts.
10. Repeat steps 5 thru 9 on the opposite side and reinstall the rocker arm.
11. Remove the adjusting stud assemblies (D) with washers and bushings. Leave arms and adjusting washers in place.
12. Enlarge holes (L) in side members of closing wheel frame by drilling with a 1 17/64" drill. If this drill is not available a 1 1/4" drill will work. Sleeve bearings (G) must slip into these holes so some filing will be necessary.
13. Install filler washers (M) onto sleeve bearing (G) as required to minimize gap between washer K1286 and closing wheel frame side member. Install closing wheel frame. Install adjusting stud assemblies with all their parts. Torque adjusting studs to 85 ft lbs. Make sure there is no pressure on filler washers (M).
14. Reinstall the closing wheel down pressure spring bolt and adjust spring tension.
15. Grease the gauge wheel arm pivot joints. We recommend greasing them daily thereafter but longer intervals are probably very acceptable. You will have to determine the correct interval for your conditions.
16. After several hours operation check the adjusting stud assembly (D) for tightness. 85 ft-lbs torque must be maintained. If an adjusting stud assembly is discovered to be loose keep in mind that the locknut (I) may have to be loosened to allow for the adjusting stud assembly to be properly torqued.

Special Notes:

1. Locknut (I) size is 1 7/16" across flats. Many 12" adjustable wrenches will open to 1 7/16" but yours may not. If not, it is a simple matter to remove the required material from the stationary jaw of the wrench using a bench grinder.
2. In most cases the gauge wheel tire will rub the opener disk at the ground line (or at least have a very small gap) without excessive pressure between the tire and disk at some other point. If this is accomplished, moist dirt will be cleaned from the opener disk as the disk emerges from the ground. In this case the disk scrapers serve no purpose and can be removed.