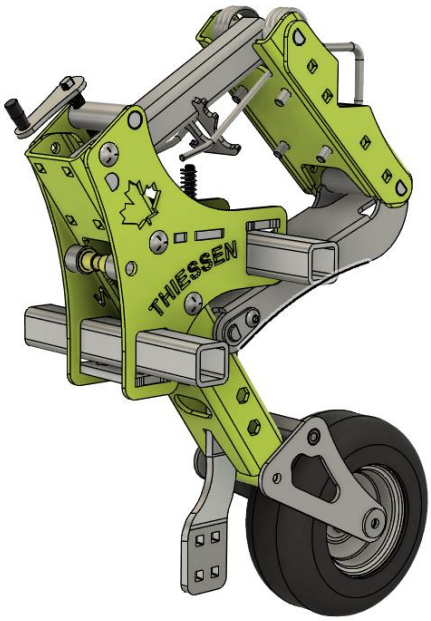
Standard Parallel

Assembly Instructions

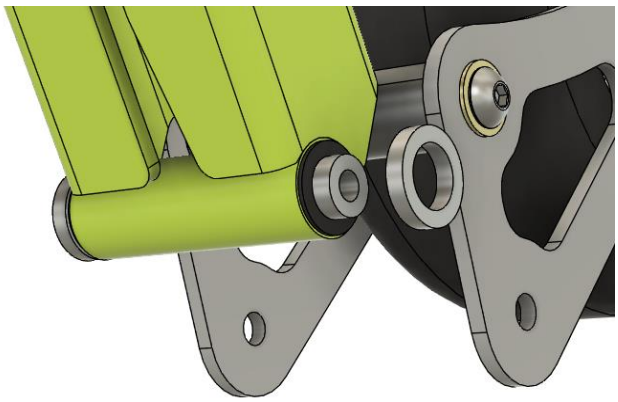


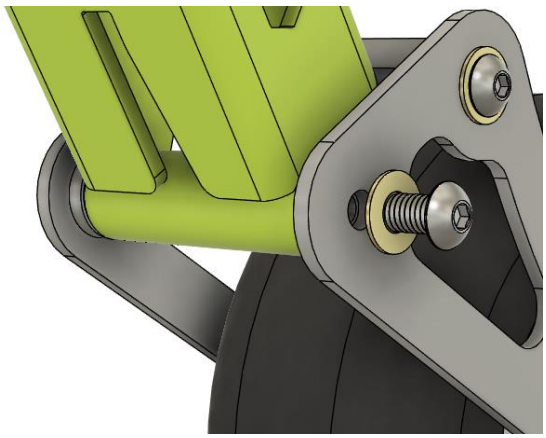
Required Tools:

1x 9/16” wrench or ratchet with socket

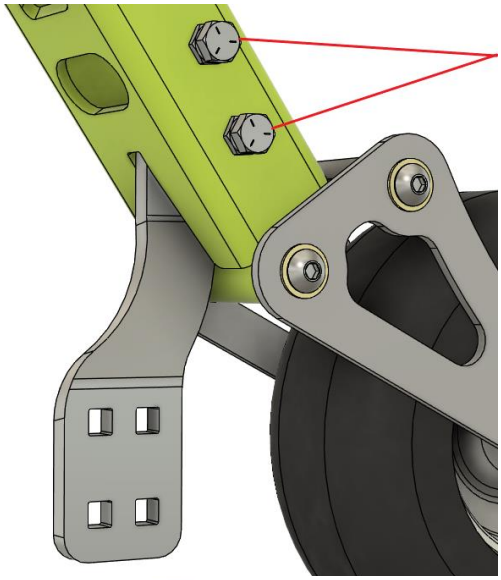
1x 3/4" wrench or ratchet with socket

1x 7/32” hex key (Allen wrench)





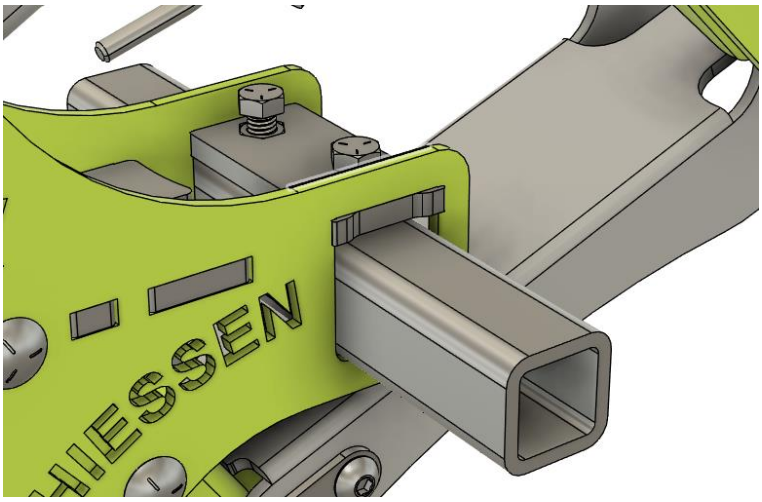
The first step is to install the gauge wheel pivot pin into the bottom of the main body using the hardware found in the BLUE bag. The axle will first slip into the plastic bushings pressed into the body with the two thick washers slipped over the ends. The gauge wheel arms can then be swung over and bolted down with the two button head cap screws and washers.



If you are using the offset shank directly behind the gauge wheel for an A-blade then next use the hardware from the RED bag to secure it in place. The flange nuts will be slipped into the hex shaped holes from the inside and then the bolts can be threaded through and pushed up against the shank to secure it in place.

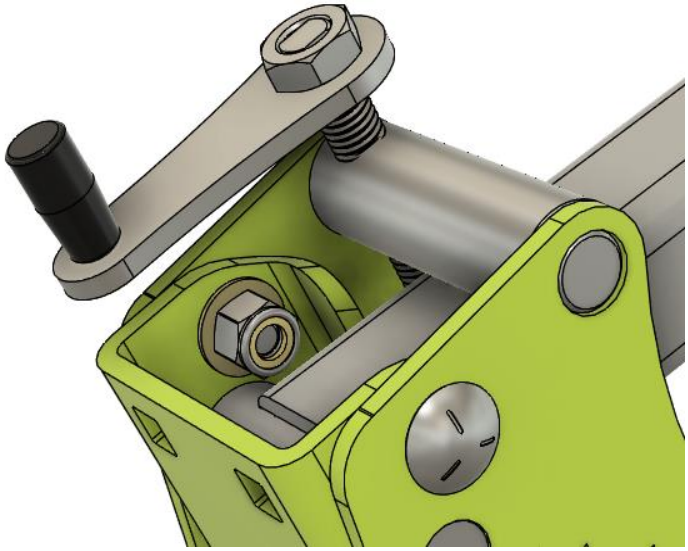
Next, locate the clear bag with the U-bolts, washers and nuts. Install the parallel onto the toolbar, securing it in place with this hardware.

In larger setups it may be helpful to start installing parallels in the centre and building them out completely with tooling as you move away from the centre so that you can access features more easily.

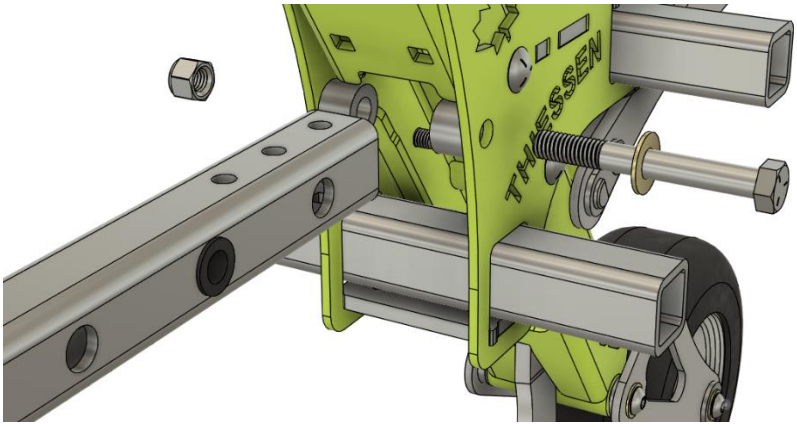


Included with the parallel are two 250mm (10”) modbars that are used to attach various tools like cut away discs, tender plant hoes, or A-blades. If longer bars are needed, they can be purchased separately.

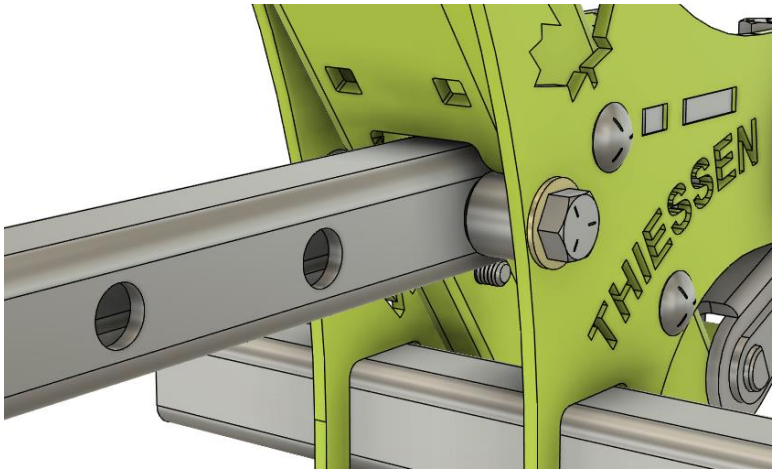
If using these crossbars, locate the GREEN bag and install the plate, flange nuts and bolts as shown. The modbar does not need to be centred if using tooling that is off to one side.



Next install the gauge wheel height adjust handle. It may require gentle tapping to get it into place on the threaded shaft, and then can be secured with the thin 12mm nut. To tighten the nut, hold the hand secure and snug the nut with a wrench or ratchet and socket.

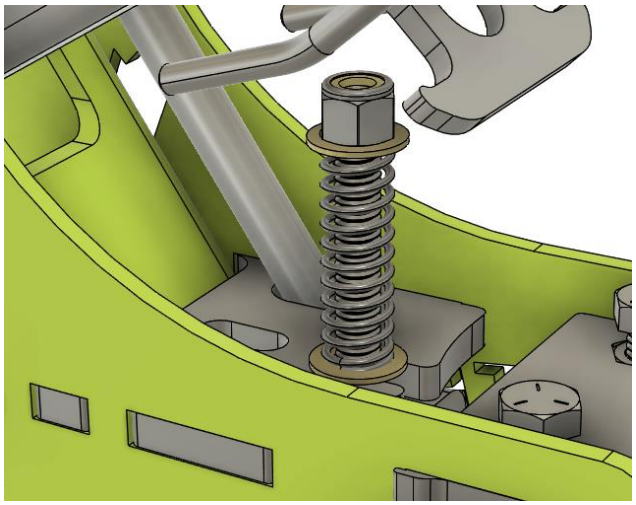


The parallels are designed to accept an 18 or 24” modbar in the back that can pivot like a trailing arm to give tooling some independent float vs the fixed tooling mounted directly to it. The trailing modbar can also be clamped solid if float isn’t desired. Hardware for this application is in the YELLOW bag.



Install the modbar so that the three smaller holes are at the end closer to the body, with the square holes facing down. Insert the plastic bushings into the second set of 16mm holes.

Using the 1/2" bolt, washer and nut as shown capture the modbar through the plastic bushing and tighten the bolt enough to reduce side to side play, while maintaining its ability to pivot. If a rigid modbar is desired, then tighten the bolt snugly.



If using the pivoting modbar, then use the 4” carriage bolt and install it with two washers, a nylock nut and one of the springs as shown to the left. It may be a bit easier to insert the bolt if you tip the modbar up a bit at the back and temporarily remove the lower 250mm modbar.

The three springs have different spring rates and can help apply more of less pressure to the tooling at the back.

If a rigid modbar is desired then use the 2-1/4” carriage bolt with one washer and nut and tighten snugly.

****It is important to check all fasteners after the first hour to make sure nothing has come loose. Daily inspection will help to ensure small issues are caught before they become problems.**