TRACK SUPPLEMENT
(Model 5900 Front Folding Planter)

OPERATOR AND PARTS MANUAL

M0325 **Rev. 5/26**

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OVERVIEW

OPERATION

LUBRICATION AND MAINTENANCE

PARTS

It is the responsibility of the user to read and understand the Operator Manual in regards to safety, operation, lubrication and maintenance before operation of this equipment. It is the user's responsibility to inspect and service the machine routinely as directed in the Operator Manual. We have attempted to cover all areas of safety, operation, lubrication and maintenance; however, there may be times when special care must be taken to fit your conditions.

Throughout this manual the symbol  and the words **DANGER, WARNING,** and **CAUTION** are used to call attention to safety information that if not followed, will or could result in death or injury. **NOTICE** and **NOTE** are used to call your attention to important information. The definition of each of these terms follows:

DANGER	**Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury. This signal word is to be limited to the most extreme situations, typically for machine components which, for functional purposes, cannot be guarded.**
WARNING	**Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury, and includes hazards that are exposed when guards are removed. It may also be used to alert against unsafe practices.**
CAUTION	**Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.**
NOTICE	**Used to address safety practices not related to personal injury.**

NOTE: Special point of information or machine adjustment instructions.

WARNING

Improperly operating or working on this equipment could result in death or serious injury. Read and follow all instructions in Operator Manual before operating or working on this equipment.

WARNING

Some photos in this manual may show safety covers, shields, or lockup devices removed for visual clarity. NEVER OPERATOR OR WORK ON machine without all safety covers, shields, and lockup device in place as required.

NOTE: Some photos in this manual may have been taken of prototype machines. Production machines may vary in appearance.

NOTE: Some photos and illustrations in this manual show optional attachments installed. Contact your Kinze Dealer for purchase of optional attachments.

The Kinze Limited Warranty for your new machine is stated on the retail purchaser's copy of the Warranty And Delivery Receipt form. Additional copies of the Limited Warranty can be obtained through your Kinze Dealer.

Warranty, within the warranty period, is provided as part of Kinze's support program for registered Kinze products which have been operated and maintained as described in this manual. Evidence of equipment abuse or modification beyond original factory specifications will void the warranty. Normal maintenance, service and repair is not covered by Kinze warranty.

To register your Kinze product for warranty, a Warranty And Delivery Receipt form must be completed by the Kinze Dealer and signed by the retail purchaser, with copies to the Dealer, and to the retail purchaser. Registration must be completed and submitted to Kinze Manufacturing, Inc. within 5 business days of delivery of the Kinze product to the retail purchaser. Kinze Manufacturing, Inc. reserves the right to refuse warranty on serial numbered products which have not been properly registered.

If service or replacement of failed parts which are covered by the Limited Warranty are required, it is the user's responsibility to deliver the machine along with the retail purchaser's copy of the Warranty And Delivery Receipt to the Kinze Dealer for service. Kinze warranty does not include cost of travel time, mileage, hauling or labor. Any prior arrangement made between the Dealer and the retail purchaser in which the Dealer agrees to absorb all or part of this expense should be considered a courtesy to the retail purchaser.

Kinze warranty does not include cost of travel time, mileage, hauling, or labor.

This supplement is to be used in combination with the standard 5900 Operator's Manual (M0321-01) and 5900 Parts Manual (M0321-02).

The following table notes specific sections in the standard manual that are modified or overridden by this supplement.

Refer to Section in M0321-01 (Operator's Manual)	Supplemental Information
Jump Start Sensor	The Model 5900 sensor is located on the L.H. inside wing wheel.
Electrical Diagrams	Refer to the electrical diagrams in this supplement.

ROAD TRANSPORT SPECIFICATIONS

NOTE: When transporting machine on roads, do not exceed 20 MPH (32 KM/H). Reduce speed when traveling on rough ground.

NOTE: When transporting machine on roads, bulk fill and fertilizer tank(s) can not be more than half full. If towing the load, the tanks must be empty. Failure to use these guidelines will create poor front-end stability, possible loss of steering, and excessive frame loading.

Planter Configuration	Weight	Maximum Speed	Operation Time
24 Row Planter with Bulk Fill and Fertilizer (tanks half-full)	25,000 lb*	20 mph (32 km/h)	1/2 Hour Maximum
24 Row Planter Empty	20,000 lb*	20 mph (32 km/h)	1 Hour Maximum
*Maximum authorized load on four tracks.			

- Never exceed transport limitation specified in the Operator's Manual.
- Reduce speed and load on crowned loads to prevent uneven track wear.
- When planter is being transported on roads over long distances or in hot weather, sprinkle a cup of talc powder in each track system to lubricate tracks and wheels.
-
- Avoid sharp turns on hard surfaces when loaded.
- Driving on roads with tracks can wear tread up to 15 times faster than in fields. To maximize track life, minimize road travel and respect the load and speed guidelines above.
- To maximize track system life, avoid:
  - Traveling at high speed on roads over long distances.
  - Transporting the planter on roads over 85 °F for long distances.

<u>12 Row</u>
In transport mode, do not leave the planter at maximum height. Lower planter 4" below the maximum height to distribute load evenly on tracks. Reduce speed and load on crowned roads to prevent uneven track wear.

<u>16 Row and 24 Row</u>
In transport mode, do not leave the planter at maximum height. Lower planter to field turn around position to distribute load evenly on tracks. Reduce speed and load on crowned roads to prevent uneven track wear.

FIELD WORK SPECIFICATIONS

Planter Configuration	Weight	Maximum Speed
24 Row Planter	30,000 lb*	13 mph (20 km/h)
*Maximum authorized load on four tracks.		

- Clean up build-ups of mud and residue on the chassis on a regular basis. Do it more frequently in sticky and wet soils.

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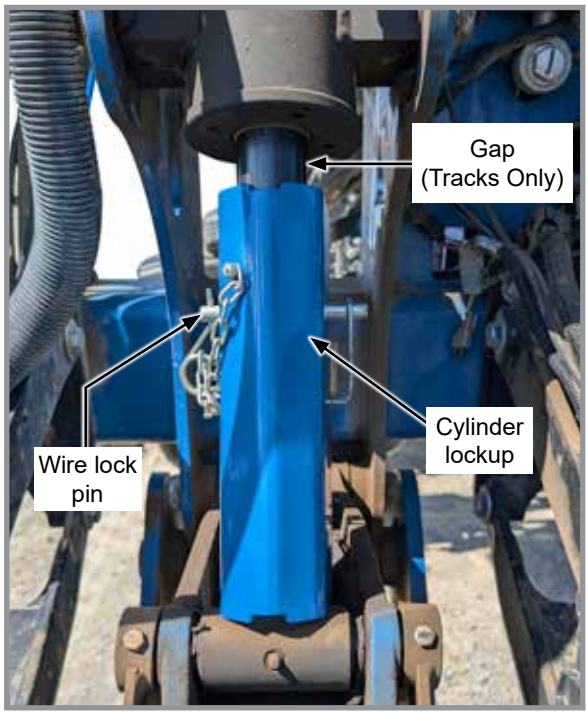
TRANSPORT AXLE CYLINDER SAFETY LOCKUP - TRACKS

WARNING

Transport axle can lower from transport position without the use of any controller, causing death, serious injury, or damage to property and equipment. Do not operate any hydraulic function while transporting the planter. Make sure all transport safety lockups are installed on the four transport cylinders and all SCV controls are in their neutral state before transporting, storing and working on the planter.



Transport axle cylinder lockup installed

Cylinder lockup storage tube

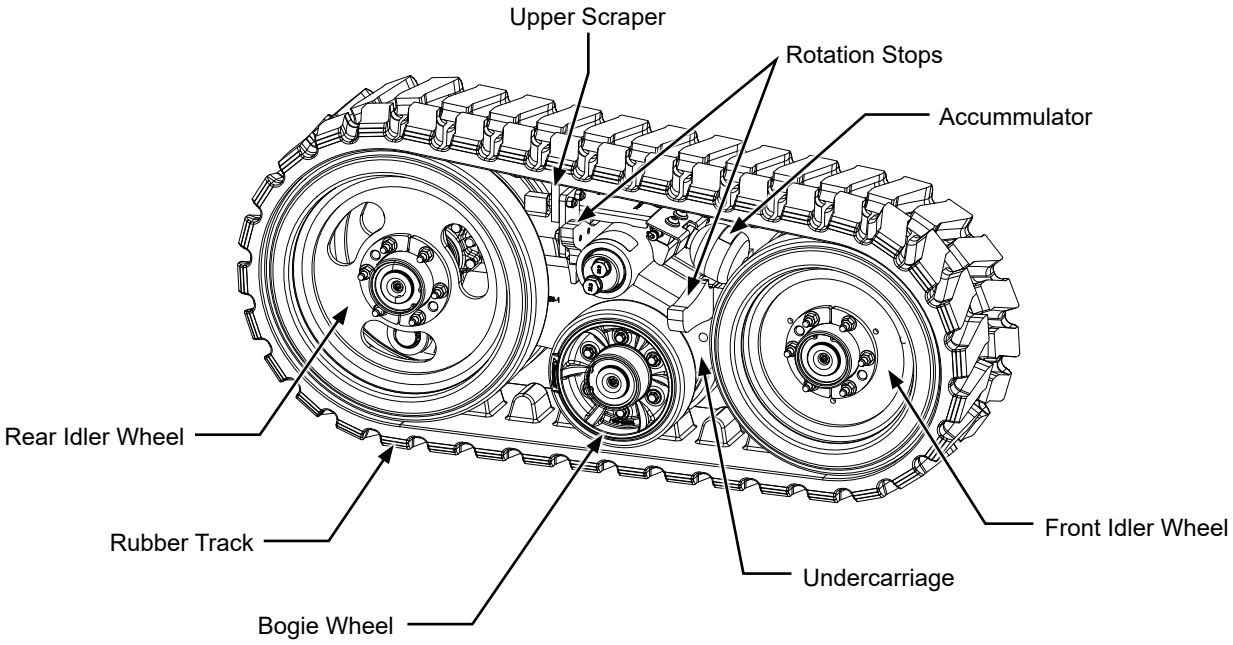
Transport axle cylinder lockups are required on planter when working on, storing, or transporting planter. 12 Row and 16 Row has one installed on each transport cylinder, 4 total; 24 Row has lockups installed on center two cylinders, 2 total.

Refer to "Road Transport Specifications" on page 6 for detailed transport instructions. Install transport axle cylinder lockups. Insert wire lock pin through holes on cylinder lockup and secure.

Store transport axle cylinder lockups in cylinder lockup storage tube before operating planter.

TRACK SYSTEM COMPONENTS - MODEL 5900 (SOUCY S-TECH 012P)

The track system consists of a rubber track supported by a wheeled frame. The pivoting frame is retained by a pin (pivot axle) on a lift-arm safely assembled on the planter center frame. Movement of the track is made through ground contact.

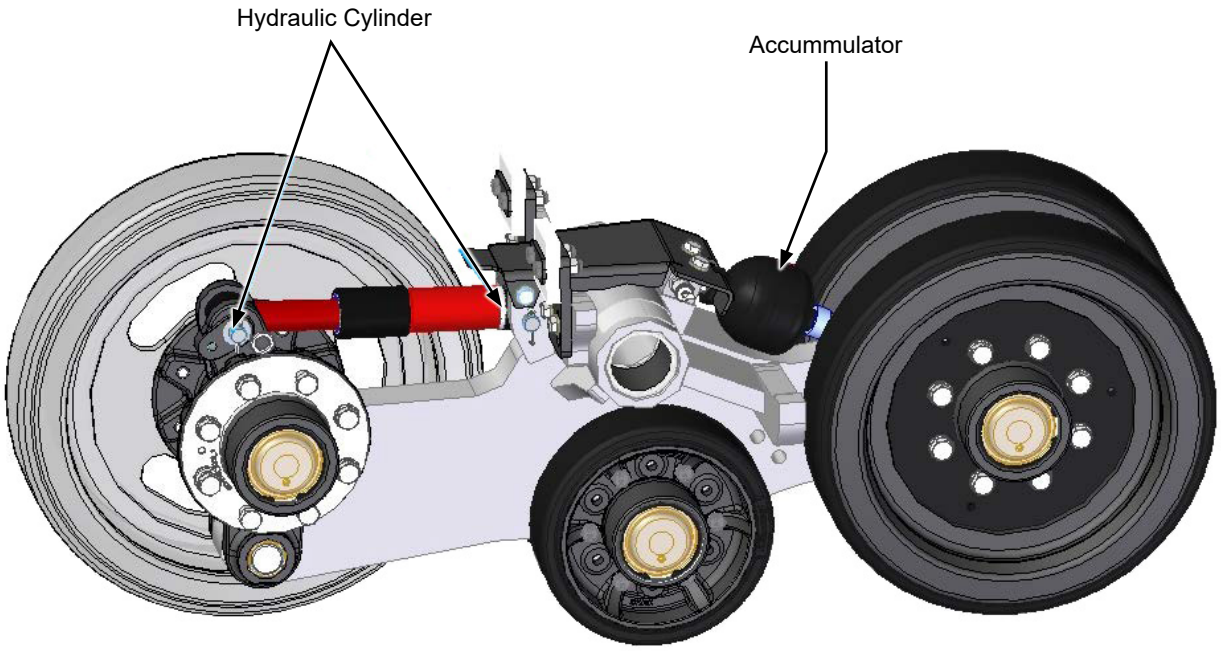


⚠ WARNING

Release the pressure when disassembling any hydraulic cylinder. Not releasing the pressure may cause the cylinder to eject with great force causing death or serious injury.

⚠ WARNING

Pressurized hydraulic fluid can penetrate body tissue and result in death, serious infection, or other injuries. Fluid injected under skin must be IMMEDIATELY removed by a surgeon familiar with this type of injury. Make sure connections are tight and hoses and fittings are not damaged before applying system pressure. Leaks can be invisible. Keep away from suspected leaks. Relieve pressure before searching for leaks or performing any system maintenance.

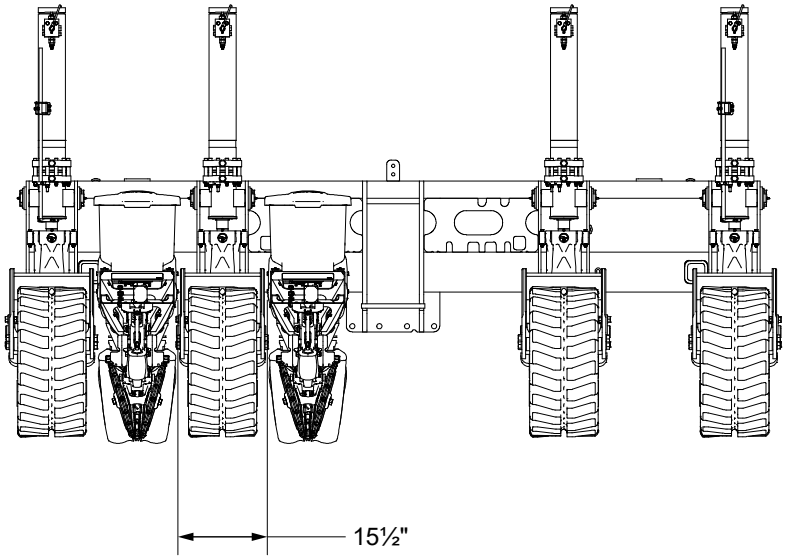


CLEARANCE REQUIREMENTS

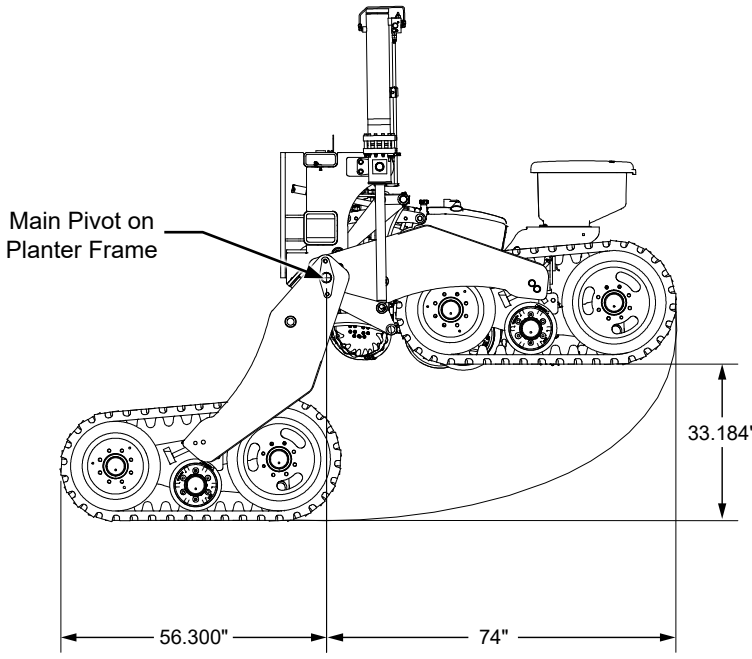
Check for possible interferences between the tracks and the various attachments used on the planter.

If there is minor interference, do the following actions:

- Adjust the position of row units by loosening U-Bolts. Move row unit to obtain a 3⁄16" (5mm) clearance.
- If possible relocate the part that is interfering.
- Secure harnesses and/or hoses with cable ties to elminate interence. **NOTE: Ensure there is enough slack and no pinching occurs once secured.**



Minimum clearance between the row cleaners and row units.



Nothing should be positioned in this cleared zone.

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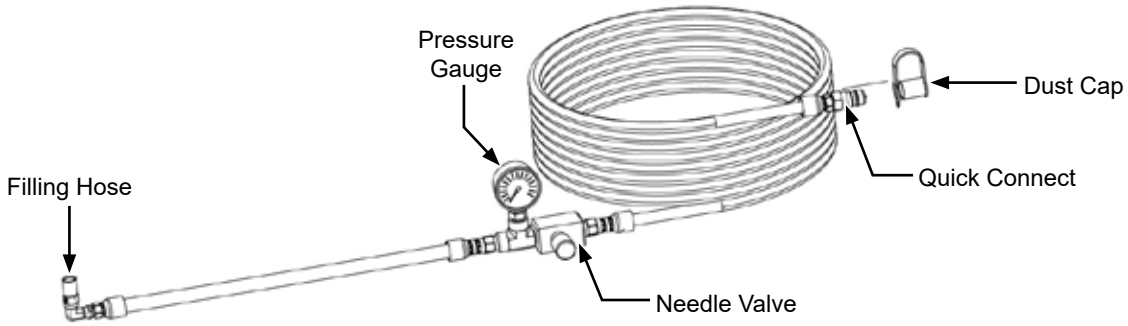
ADJUSTMENT OF THE TRACK TENSION

NOTE: Tracks are factory adjusted.

NOTE: Refer to chart in Regular Maintenance Section on page 26 for more information on frequency of track adjustment.

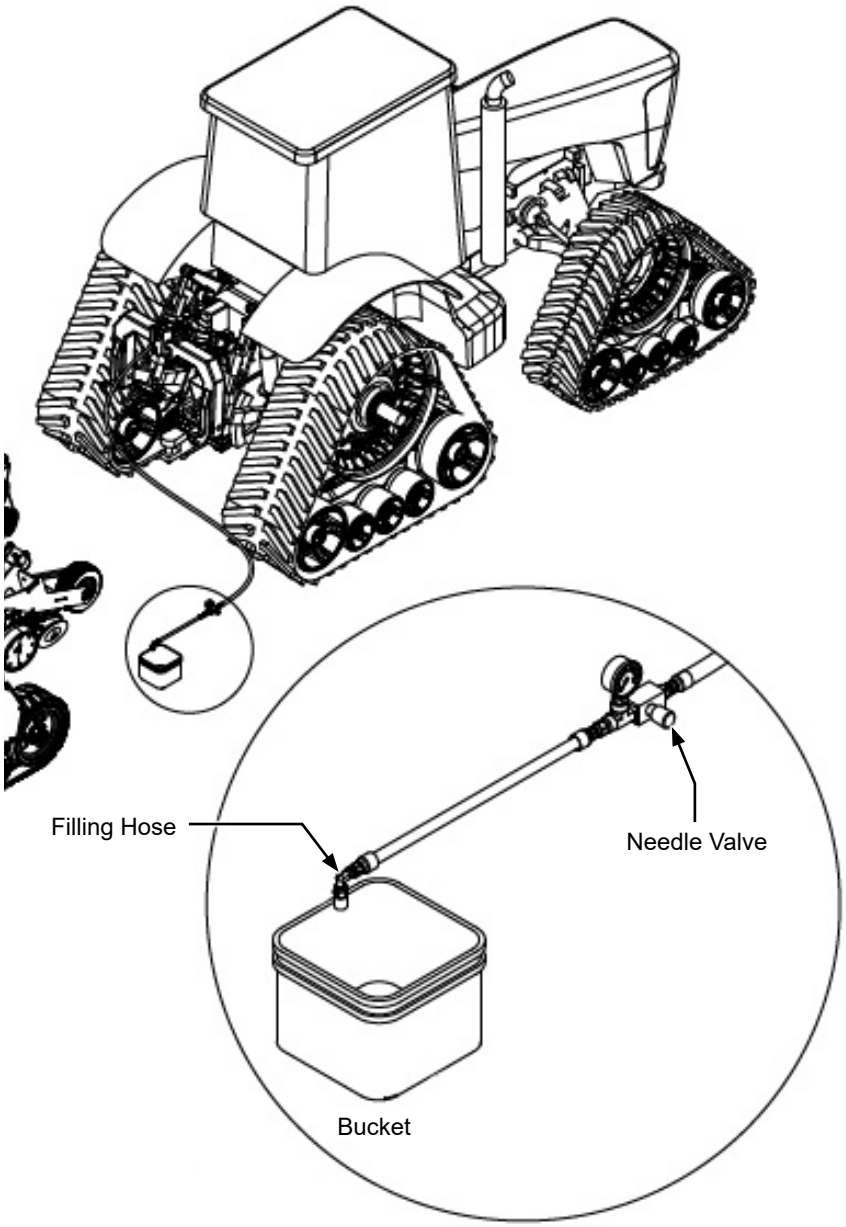


Hydraulic Filling Hose

1. Connect planter hydraulics to tractor.
2. Remove dust cap from “Hydraulic Filling Hose”.
3. Verify the needle valve is fully closed.
4. Install the filling hose quick connect into hydraulic outlet on the tractor.

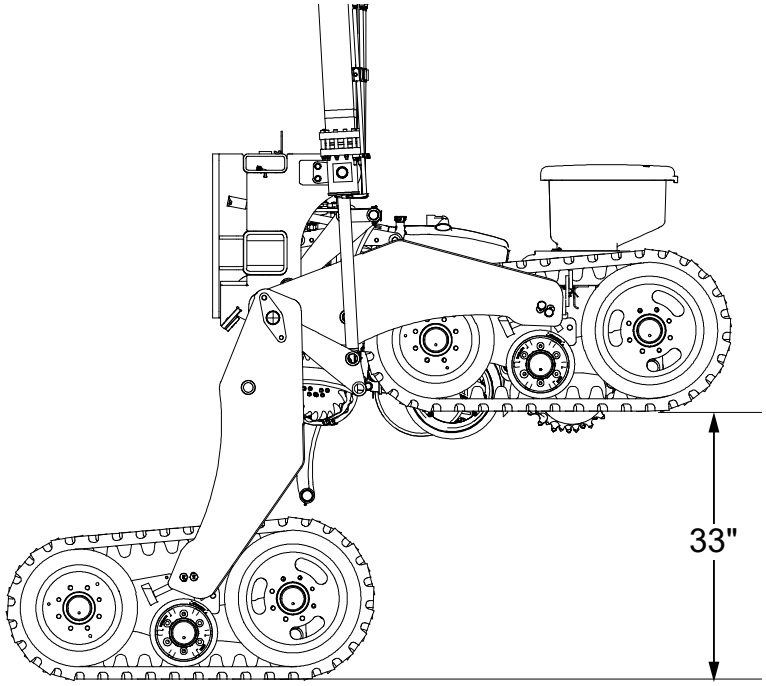
5. Place the filling hose into a bucket.

6. Activate the appropriate hydraulic outlet. Open needle valve slowly (1/8 turn). Oil will flow through system, air will exit out of the filling hose. When oil no longer has air bubbles, close the needle valve and shut down the hydraulics.



HYDRAULIC LOADING SEQUENCE

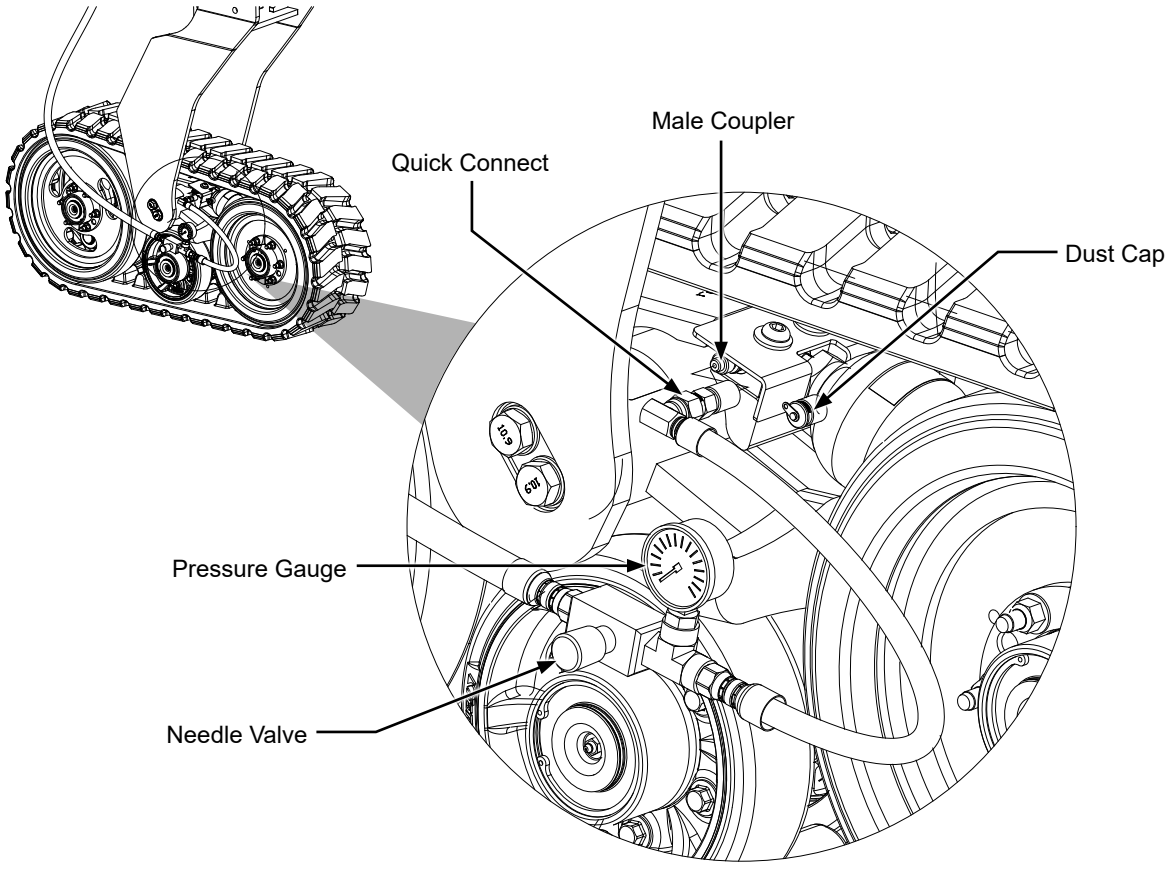
1. On a flat surface, raise the planter to the maximum height.



2. Remove the protector cap. Connect the filling hose connector on the male coupler of track system hydraulic module.

3. Activate the hydraulic pump on unloading mode. Open needle valve slowly (1/8 turn). Pressure in the hydraulic system will decrease.

4. Remove the filling hose connection and reinstall the protector cap.



5. Repeat the procedure for all track systems on the planter.

6. After all track systems are adjusted to the right pressure, check each hydraulic module and hose to ensure there is no leakage.

7. Check the hydraulic level in the tractor and add oil if necessary.

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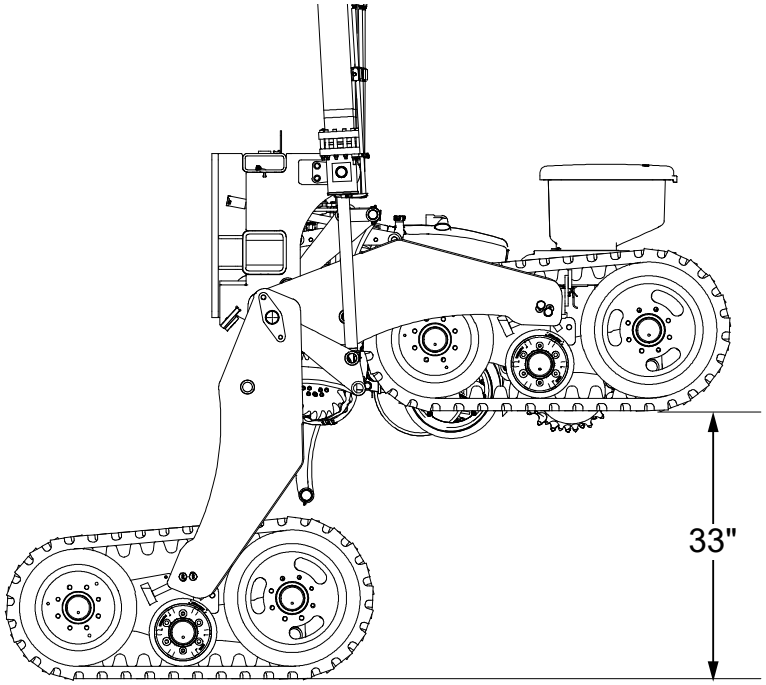
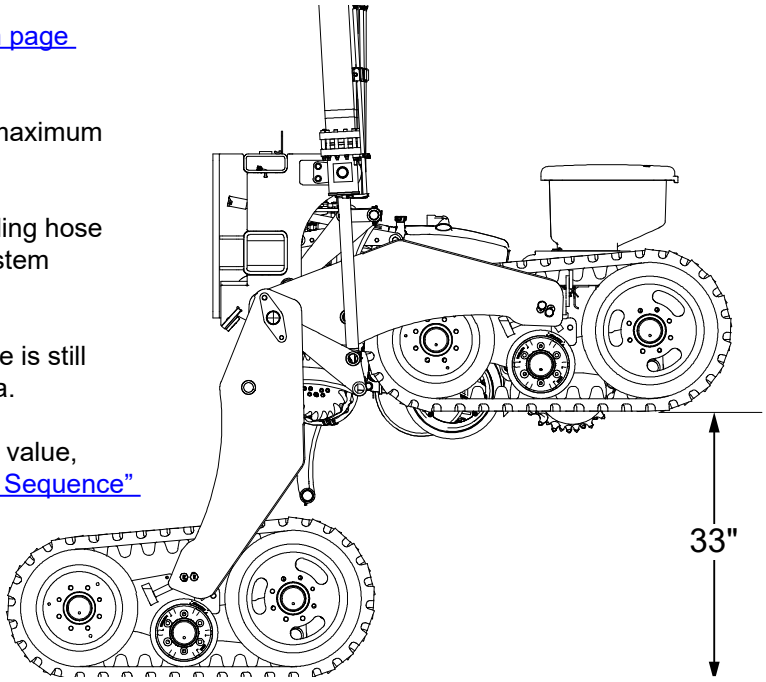
HYDRAULIC UNLOADING SEQUENCE

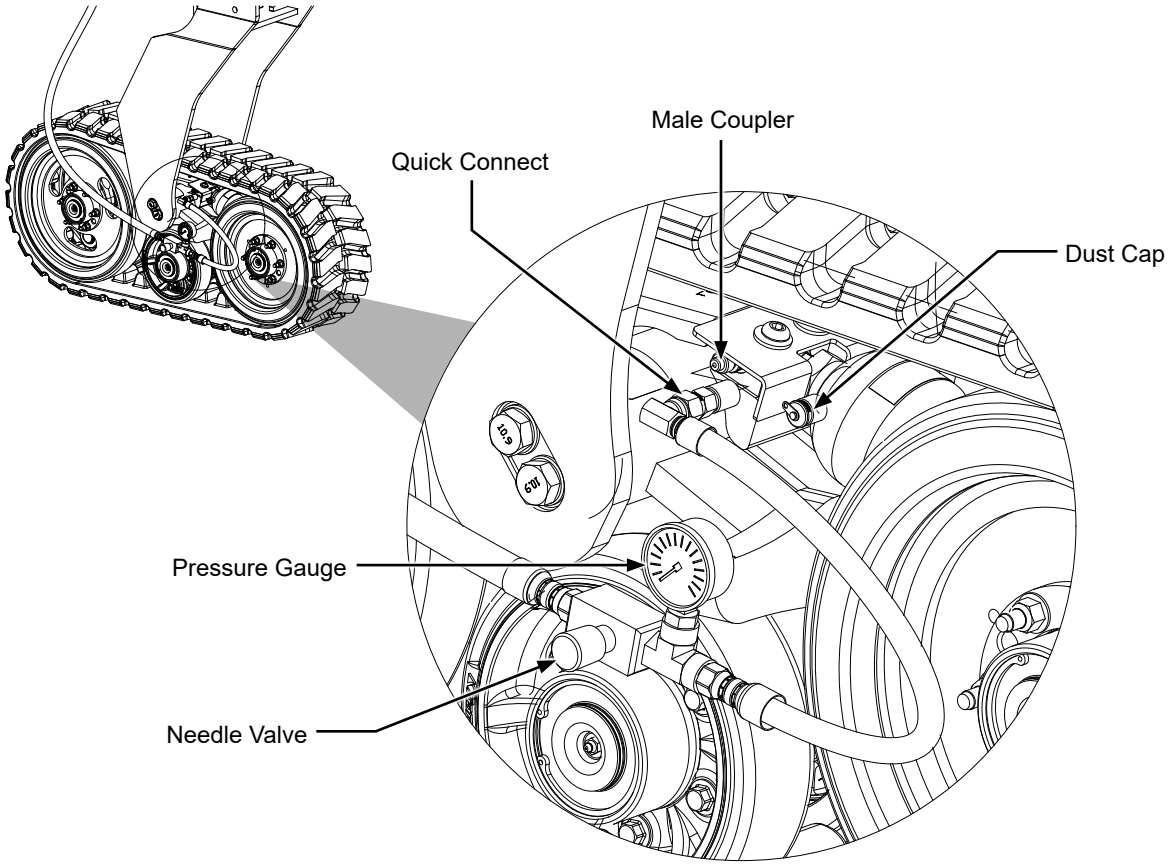
1. Begine the procedure by referring to “Hydraulic Pressure Verification” on page 20
2. On a flat surface, raise planter to the maximum height (tranpsort mode).



HYDRAULIC PRESSURE VERIFICATION

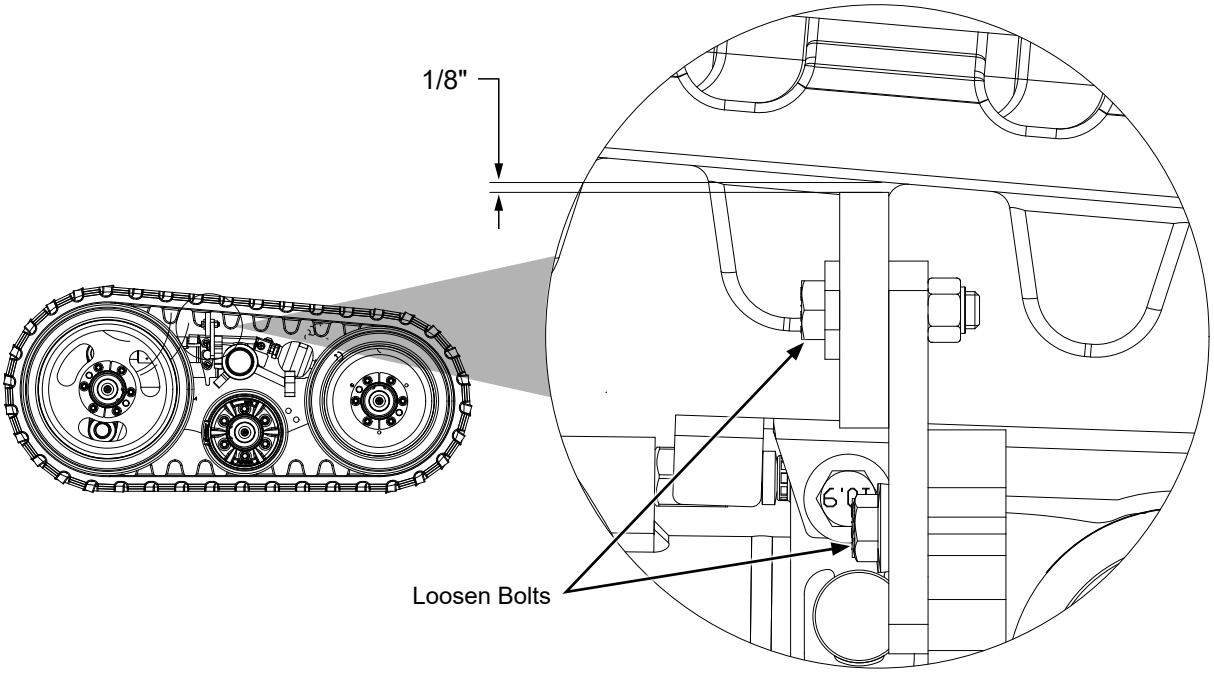
1. Refer to "Hydraulic Loading Sequence" on page 16 to begin process.
2. On a flat surface, raise the planter to the maximum height.
3. Remove the protector cap. Connect the filling hose connector on the male coupler of track system hydraulic module.
4. Verify the manometer to see if the pressure is still between 1400-1500 PSI / 9650-10350 kPa.
5. If the pressure is under the recommended value, adjust it by referring to "Hydraulic Loading Sequence" on page 16.





UPPER SCRAPER ADJUSTMENT

1. Loosen the two bolts located on bottom of the upper scraper.
2. Adjust the scraper at ⅛" of the rubber track.
3. When the adjustment is complete, tighten the 2 adjustment bolts and torque at 80 Lb-ft / 110 N-m.
4. Repeat previous steps for opposite side.
5. Repeat the procedure for all track system on the planter.



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BREAK-IN PERIOD FOR NEW TRACK

NOTE: Closely monitor the conditioning process of the tracks for the first 50 hours of operation.

NOTE: Failure to condition track could cause track to fail or overheat.

NOTE: An inadequate break-in period can generate smoke and the smell of burnt rubber, along with rubber deposits on the track and the frame. It may also cause damage to the inner side of the lugs, such as scuffing.

An adequate break-in period is required to condition a new track. Use talc to condition new track or another dry lubricant material such as oil dry or dry soil. A new and unconditioned track generates more heat in the wheel path and tread profiles than a conditioned track. This makes it important to condition a new track, to prevent the track from failing or overheating.

During break in period, sprinkle a thin layer of the talc (or oil dry / dry soil) over the inner surface of the track and driving system slowly. The talc or dirt will act as a lubricant and enchance the track conditioning process. Conditioning may need to be done more than once if the system is used on the road for long distances.

1. Sprinkle one cup of talc per track (in order to lubricate the contact surface between the side of the wheel and the drive lugs) and drive the tractor for 2.5 km (1.5 mile).

2. When traveling a long distance, apply talc every 30 minutes of travel.

After initial conditioning, the system should be operated in the field to further condition the track. The track conditioning process should be checked often for the first 50 hours of operation. After using the system in field conditions for a while, the drive lugs will harden and better resist heat and scuffing.

NOTE: If accelerated scuffing should occur with the drive lugs becoming hot, contact your dealer.

TRACK SYSTEM OPERATIONAL GUIDELINES

Comply with the following information to optimize your track system service life:

- The driving characteristics of your equipment will change with the installation of the track system. Take the time to familiarize yourself with the operation of the system before you use it in the fields.
- The system is designed for agricultural applications. Avoid driving on hard surfaces at high speed for extended periods.
- Track tread wears faster if they are used on paved roads extensively. The wear rates of the tread can be minimized by staying off pavement and reducing transport weight and speed.
- The greatest rate of tread wear occurs on a hot day with a poorly-balanced, heavy machine. Always travel during cooler parts of the day and at reduced speed and weight. This will lower the temperatures of the treads, guide lugs, and rolling components.
- Start slow when operating in cold weather to allow the track to heat slowly.
- Contact your dealer if you have questions about operating your track system.

Using rubber tracks on roads requires a minimum of precaution. Here is some information about track behavior under certain conditions and what you can do to maximize the service life of your system:

NOTE: Always compliy with the local road safety regulations regarding farm vehicles when traveling on public roads with your tracks.

NOTE: Always refer to the load and speed rating specifiations to know the maximum capacity of the tack system.

- Like a tire, the worst enemy of a rubber track is heat.
- The combination of high speeds and heavy loads, as well as uneven road conditions, may lead to track overheating and premature damage to rubber tracks, wheels and other components.
- To avoid this kind of inconvenience, Soucy Track recommends adjusting your speed on long distance trips, hot pavement or uneven road surfaces.
- To find out if a rubber track is overheating, the rule of thumb is to feel the internal wheel path of the track as well as the rubber surface of the wheels with your hand. If your hand can stand the heat, the track is not overheating.
- Check the inside wheels and corresponding wheel path (the wheel pointing towards the vehicle) as they may be affected by concave road.
- If overheating occurs, simply try slowing down or, if possible, unload the vehicle.

TRACK SYSTEM OPERATIONAL GUIDELINES (CONTINUED)

- Any application differing from the ones prescribed in this manual is to be considered improper and potentially dangerous.
- Correct track tension is required for best performance and track life.
- Track system can work in extreme conditions: for operator and machine safety, be sure to know your surroundings.
- Track system is free to pivot around the main axle following ground conformation.
- During transition over uneven ground terrain, check for interferences and move slowly to avoid over-oscillating the undercarriage.
- Overall width and height of machine/equipment with track system could differ from the original width and height with tires. Be sure to know actual machine height and width as well as width restrictions prior to operation.
- Cross large ground irregularities with suitable speed reduction and/or proper incidence angle. In particular, when high, sharp bumps are crossed move forward slowly to avoid shocks on the machine.
- The track system does not damage standard road-bed constructions. Operators must know and respect road traffic laws.

Rubber tracks have not been designed for extended use on the road. Kinze is not responsible for track and system damage resulting for extended road use. Long road periods and/or roading at higher than recommended maximum speeds may cause premature wear or failure of the track or wheels. To reduce damage during roading, decrease overall machine weight and decrease machine speed, refer to ““Road Transport Specifications” on page 6 for further information.

- Long runs on side slopes increase the wear on the side of guide lugs and idlers.
- Keep material out of the undercarriage. Inspect undercarriage daily and remove any material as necessary. In some conditions inspect more frequently.
- If a machine becomes stuck, clear away as much material from the undercarriage as possible prior to pulling the machine out.
- Avoid short turning radius turns and operation(s) especially when loaded. Spot turning creates debris ingestion and can also induce high torque loading in the system.
- Configure drawbar and hitch correctly during field operation(s).
- Use caution when operating track systems in loose, flowing material. Loose material can become trapped between track and idlers, resulting in track damage.
- Keep material out of the undercarriage. This may require scraping material out of tight places and in some conditions require frequent inspection and cleaning.

REGULAR MAINTENANCE

⚠ CAUTION

Inspect torque on all bolts after the first ten hours of use. Operating with loose bolts can lead to damage to components, loss of track system sub-assemblies, or cause death or severe injuries.

Proper maintenance of the track system will maximize its service life and prevent premature failure of components. The table below list the minimum maintenance requirements applicable to the track system. Maintenance intervals can be adjusted according to factors such as driving habits and operation conditions.

Operation	Frequency (Hours)						
	First		Every				
	8	10	25	50	250/1 year	500/5 Years	1000/5 Years
Tension of Tracks	X				X		
Tightening of Bolts/Inspection	X				X		
Rotation of Tracks						X	
Visual Inspection of Wheels				X			
Visual Inspection of Frame and Attachment					X		
Alignment of Tracks	X				X		
Cassette Seals Replacement and Grease Packing							X

AXLE AND WHEEL LUBRICATION

When lubricating axle and wheel, use a lithium-complex or lithium grease with the following properties:

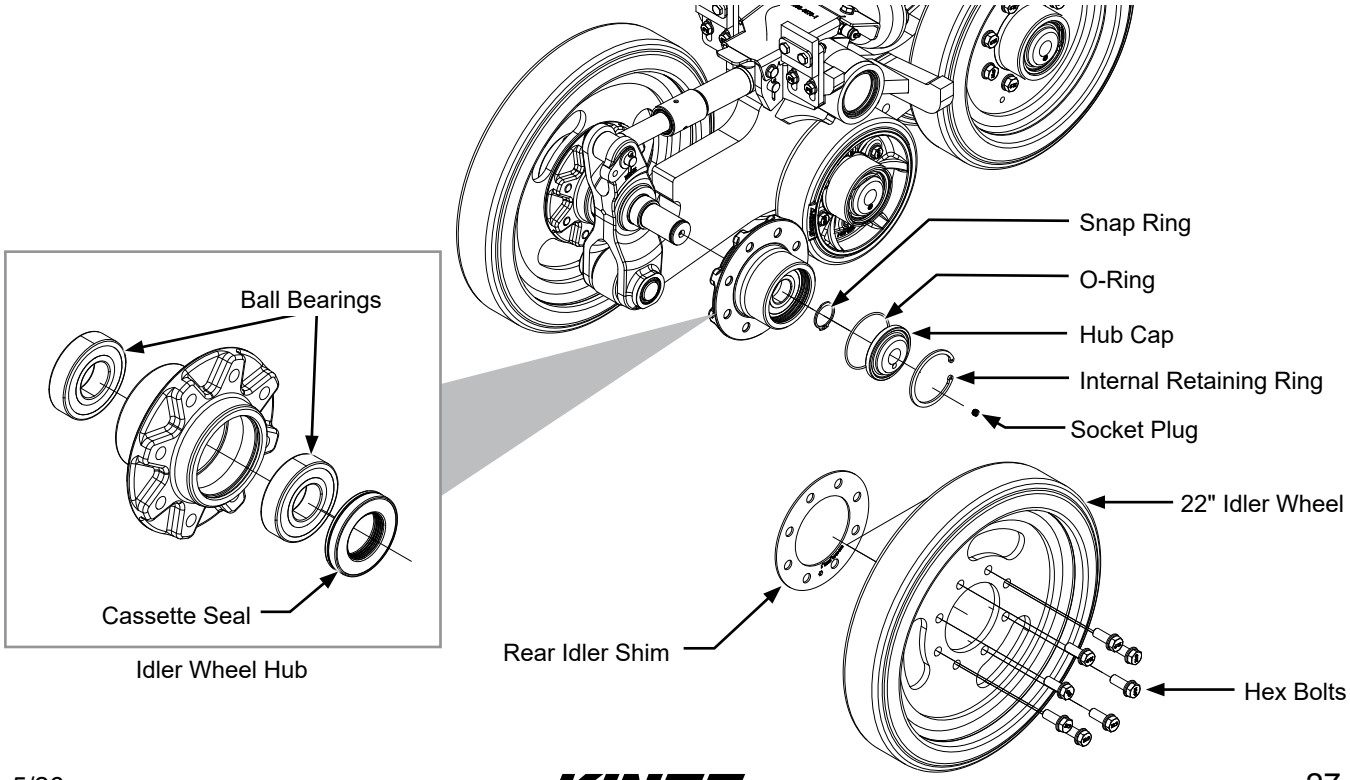
- EP (Extreme Pressure) additive, Grade NLGI1
- Base oil viscosity of 220 cSt@40 °C
- Operating temperature range from -30 °C to +160 °C
- Above 10 °C, a NLGI 2 grade may be used.

Refer to chart for specific lubrication intervals ("Regular Maintenance" on page 26).

NOTE: It is recommended to replace the cassette seals and lubricate the axles every 1000 hours or 5 years, which ever comes first.

NOTE: Idler Hub Repair Kit P/N: G11205301. Refer to "Hydraulic Unloading Sequence" on page 19 to release track tension.

1. Remove bolts, wheel, and scraper.
2. Remove the filling plug, retaining snap ring, hub cap, and O-Ring.
3. Remove the snap ring then pull out the hub assembly.
4. Remove the cassette seal and discard.
5. Inspect bearing, if necesary replace.
6. Remove all used grease.
7. Grease and install the new seal.
8. Replace ALL components.
9. Retension track, refer to "Hydraulic Loading Sequence" on page 16



CLEANING

CAUTION

Frequently clean accumulation of dry debris on the track system and the attachment to prevent a risk of fire.

NOTE: Remove any mud and debris from track system daily or more frequently according to the conditions of use. Failure to cleanout track system may cause components to break. Never let mud get dry.

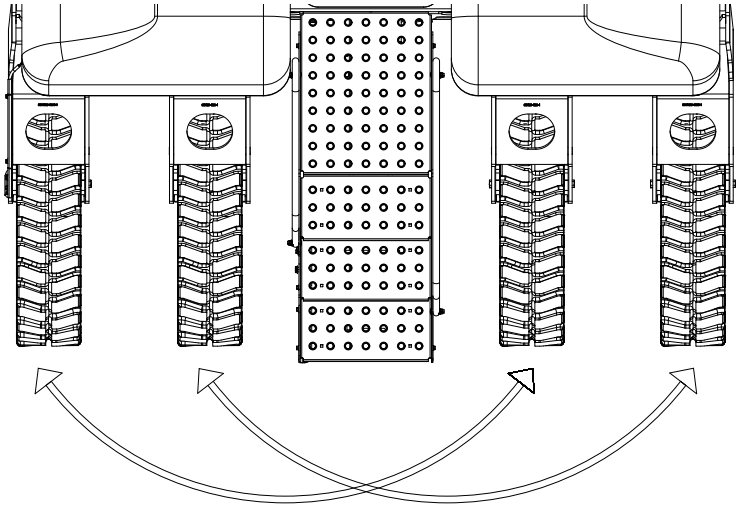
The track system can be cleaned with high-pressure washer, but do not directly pressure wash the seals. Avoid contact with oil, diesel or solvents. Wipe the rubber componets if they come in contact with any of these substances. Store tracks in a dry place away from UV rays. Do not store next to a heat source.

TRACK ROTATION

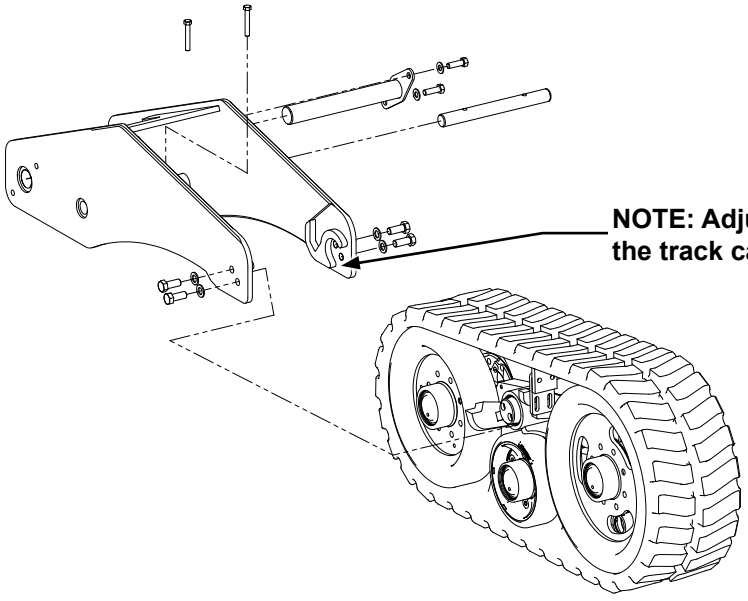
NOTE: Refer to the maintance chart for track rotation schedule. See “Regular Maintenance” on page 26

Visually check the condition of the four tracks, typically the inner track wears faster. If wear on the iner tracks is excessiv, compare it to the wear on the external tracks and rotate tracks following the sequence below.

1. Rotation sequence.



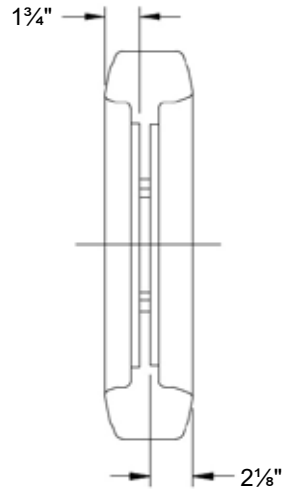
2. Remove track system from the planter.
3. Remove bolts and washers.
4. Remove undercarriage.
5. When reassembling, apply Loctite 271 on bolts and torque them to 337 ft lbs.



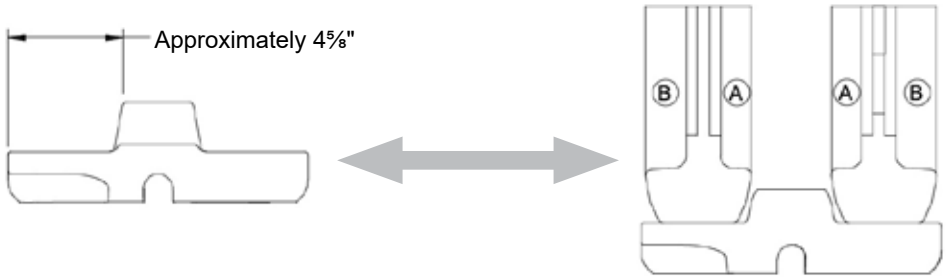
NOTE: Adjust arm to a position where the track can be removed from cradles.

IDLER WHEEL ROTATION

Idler wheels have an asymetrical design. If excessive wear is observed on track guide lugs, rotate idler wheels using the information below.

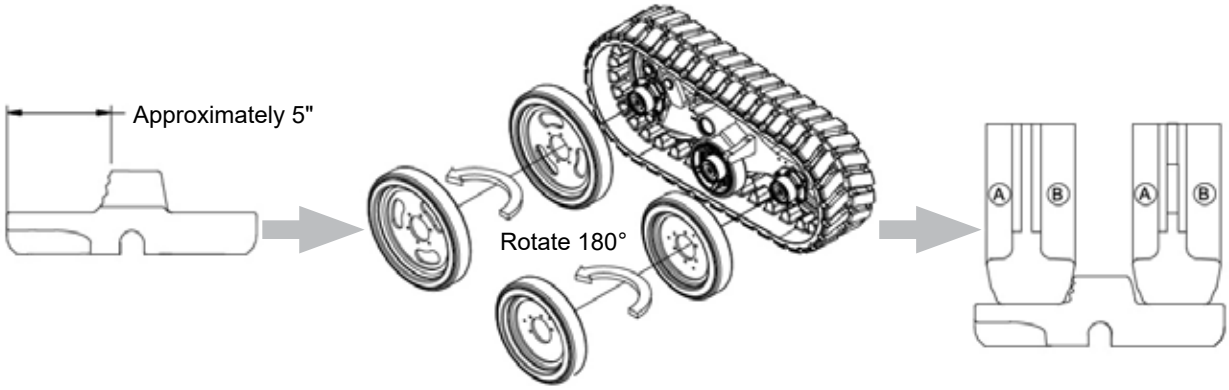


New track with no wear on lugs, no rotation is required.



Used track with wear on lugs, rotation is required.

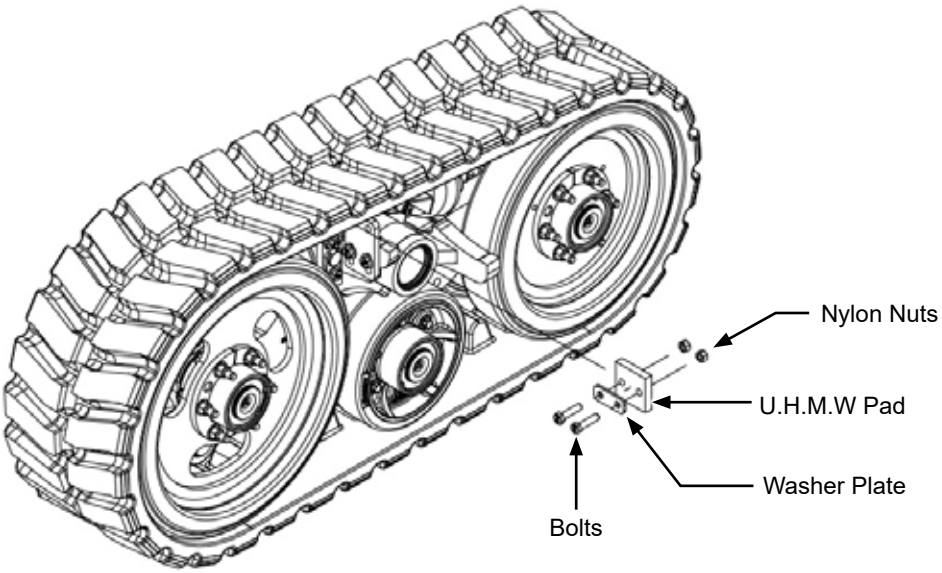
Refer to "Hydraulic Unloading Sequence" on page 19



MAINTENANCE OF UPPER SCRAPER BLOCK

If the U.H.M.W block is to worn and it is impossible to adjust the scraper 1/8” of the rubber track. Make a 180° rotation of the block U.H.M.W.

1. On the scraper module, remove bolts, washer plate, nylon nuts, and U.H.M.W block.
2. Rotate U.H.M.W block 180°.
3. Reinstall bolts, washer plate, nylon nuts, and the U.H.M.W block. Torque nylon nuts to 50 lb-ft / 65 N-m.
4. Adjust the scraper. Refer to “Upper Scraper Adjustment” on page 21



TRACK STORAGE

Storage Preparation

1. Clean by hand any accumulation or packing of debris.
2. Using a high-pressure washer, clean the entire track system. DO NOT directly power wash seals.
3. Using the planter service lock and lifting system, lower planter a few inches to remove load on the external or the internal track kit.
4. With a pry bar, check to see if there are any loose parts, usch as the undercarriage or wheel hubs. **NOTE: If a part moves excessively compared to another, disassemble the part to see what causes the problem and replace if necessary.**
5. Check the wear of the track (cupping effect on the external tread). See “Regular Maintenance” on page 26
6. Check the wear on the guide lugs. See “Regular Maintenance” on page 26
7. Grease all wheels and track tensioner lubration points.
8. Release track tension. See “Adjustment of the Track Tension” on page 14

Storage Conditions

CAUTION

Track system is flammable. Proper fire suppression equipment is required.

1. Store the track system indoors in a cool dry area. Avoid exposure to UV rays. Cover system if store outside.
2. Do not leave all the weight of the equipment on the rubber track during lon-term storeage. If poosible put the support planter on jack stands.
3. Do not store the track ststem in closed areas with electric devices that geverate ozone (such as motors) or with petrol checmicals or petrol chemical vapors.

STANDARD TORQUE TABLE FOR TRACK HARDWARE

Bolt Ø (mm)	**6**		**8**		**10**		**12**		**14**	
Thread	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
Ptich (mm)	1,00	0,75	1,25	1,00	1,50	1,00	1,75	1,25	2,00	1,50
Class	**Tightening Torque (Nm)**									
8,8	9,3	10	22	24	45	50	78	85	124	134
10,9	14	15	33	35	65	73	114	125	182	197
12,9	16	17	39	41	77	85	133	146	213	230
Bolt Ø (mm)	**16**		**18**		**20**		**22**		**24**	
Thread	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
Ptich (mm)	2,00	1,50	2,50	1,50	2,50	1,50	2,50	1,50	3,00	1,50
Class	**Tightening Torque (Nm)**									
8,8	193	206	266	299	376	417	513	563	650	739
10,9	283	302	391	439	552	613	753	827	954	1085
12,9	331	353	457	514	646	717	881	967	1117	1270
Bolt Ø (mm)	**6**		**8**		**10**		**12**		**14**	
Thread	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
Ptich (mm)	1,00	0,75	1,25	1,00	1,50	1,00	1,75	1,25	2,00	1,50
Class	**Tightening Torque (ft-lb)**									
8,8	6,8	7,5	17	18	33	37	57	63	92	99
10,9	10	11	24	26	48	54	84	92	134	145
12,9	12	13	29	31	56	63	98	108	157	170
Bolt Ø (mm)	**16**		**18**		**20**		**22**		**24**	
Thread	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine	Coarse	Fine
Ptich (mm)	2,00	1,50	2,50	1,50	2,50	1,50	2,50	1,50	3,00	1,50
Class	**Tightening Torque (ft-lb)**									
8,8	142	152	196	220	277	308	378	415	479	545
10,9	209	223	288	324	407	452	555	60	704	801
12,9	244	261	337	379	447	529	650	713	824	937

STANDARD TORQUE TABLE FOR TRACK MODULES AND MOUNTING HARDWARE

NOTICE

Over-tightening hardware can reduce its shock load capacity and cause equipment failure.

	Grade 2 (No marks)		Grade 5 (3 marks)		Grade 8 (6 marks)	
Diameter	Coarse	Fine	Coarse	Fine	Coarse	Fine
¼"	50 in-lb	56 in-lb	76 in-lb	87 in-lb	9 ft-lb (12 N-m)	10 ft-lb (14 N-m)
5⁄16"	8 ft-lb (11 N-m)	9 ft-lb (12 N-m)	13 ft-lb (18 N-m)	14 ft-lb (19 N-m)	18 ft-lb (24 N-m)	20 ft-lb (27 N-m)
3⁄8"	15 ft-lb (20 N-m)	17 ft-lb (23 N-m)	23 ft-lb (31 N-m)	26 ft-lb (35 N-m)	33 ft-lb (45 N-m)	37 ft-lb (50 N-m)
7⁄16"	25 ft-lb (34 N-m)	27 ft-lb (37 N-m)	37 ft-lb (50 N-m)	41 ft-lb (56 N-m)	52 ft-lb (71 N-m)	58 ft-lb (79 N-m)
½"	35 ft-lb (48 N-m)	40 ft-lb (54 N-m)	57 ft-lb (77 N-m)	64 ft-lb (87 N-m)	80 ft-lb (108 N-m)	90 ft-lb (122 N-m)
9⁄16"	50 ft-lb (68 N-m)	60 ft-lb (81 N-m)	80 ft-lb (108 N-m)	90 ft-lb (122 N-m)	115 ft-lb (156 N-m)	130 ft-lb (176 N-m)
5⁄8"	70 ft-lb (95 N-m)	80 ft-lb (108 N-m)	110 ft-lb (149 N-m)	125 ft-lb (169 N-m)	160 ft-lb (217 N-m)	180 ft-lb (244 N-m)
¾"	130 ft-lb (176 N-m)	145 ft-lb (197 N-m)	200 ft-lb (271 N-m)	220 ft-lb (298 N-m)	280 ft-lb (380 N-m)	315 ft-lb (427 N-m)
7⁄8"	125 ft-lb (169 N-m)	140 ft-lb (190 N-m)	320 ft-lb (434 N-m)	350 ft-lb (475 N-m)	450 ft-lb (610 N-m)	500 ft-lb (678 N-m)
1"	190 ft-lb (258 N-m)	205 ft-lb (278 N-m)	480 ft-lb (651 N-m)	530 ft-lb (719 N-m)	675 ft-lb (915 N-m)	750 ft-lb (1017 N-m)
1⅛"	265 ft-lb (359 N-m)	300 ft-lb (407 N-m)	600 ft-lb (814 N-m)	670 ft-lb (908 N-m)	960 ft-lb (1302 N-m)	1075 ft-lb (1458 N-m)
1¼"	375 ft-lb (508 N-m)	415 ft-lb (563 N-m)	840 ft-lb (1139 N-m)	930 ft-lb (1261 N-m)	1360 ft-lb (1844 N-m)	1500 ft-lb (2034 N-m)
1⅜"	490 ft-lb (664 N-m)	560 ft-lb (759 N-m)	1100 ft-lb (1491 N-m)	1250 ft-lb (1695 N-m)	1780 ft-lb (2413 N-m)	2030 ft-lb (2752 N-m)
1½"	650 ft-lb (881 N-m)	730 ft-lb (990 N-m)	1450 ft-lb (1966 N-m)	1650 ft-lb (2237 N-m)	2307 ft-lb (3128 N-m)	2670 ft-lb (3620 N-m)

NOTE: Torque unplated hardware and bolts with lock nuts approximately ⅓ higher than above values. Torque bolts lubricated prior to installation to 70% of value shown in chart.

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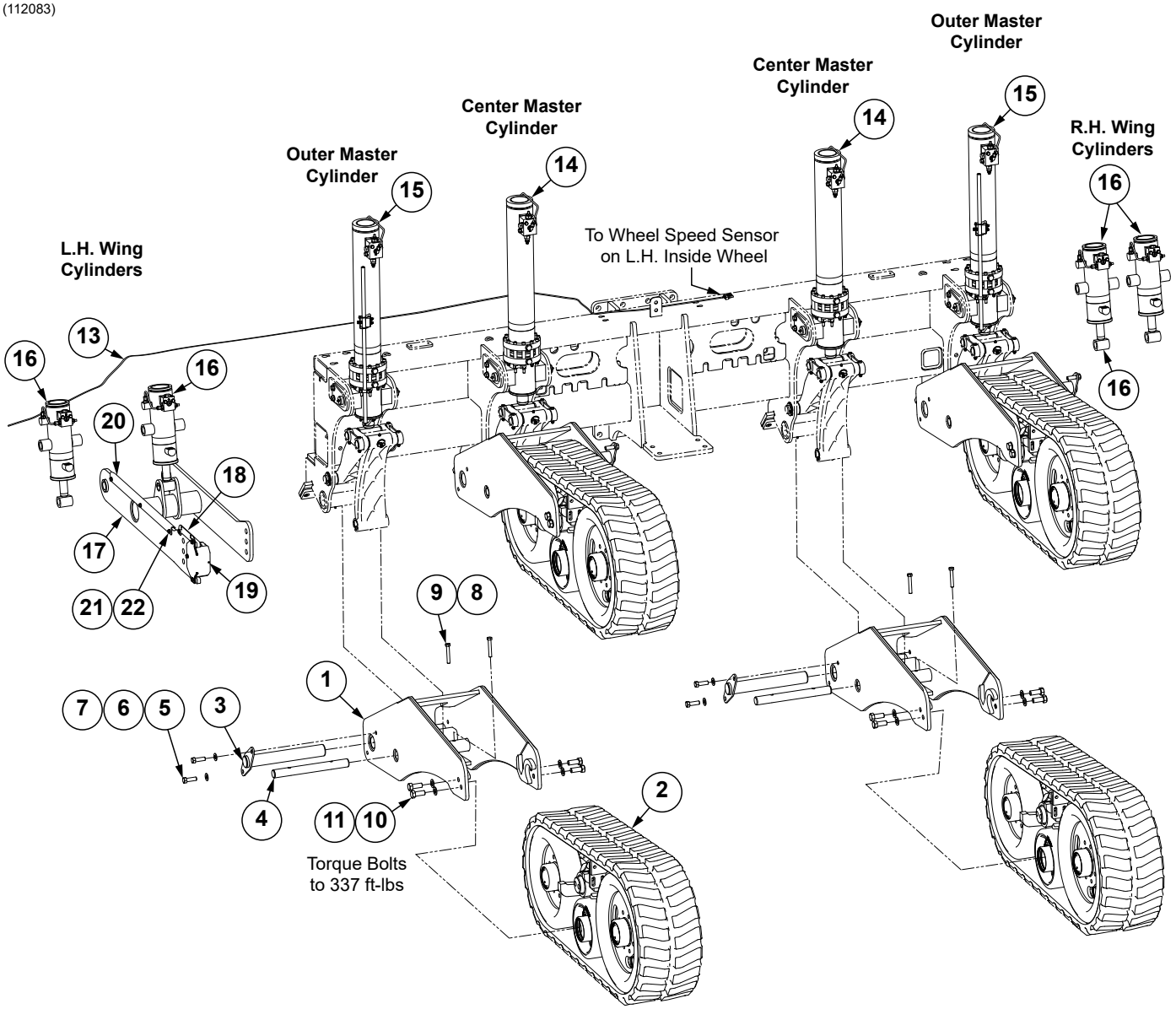
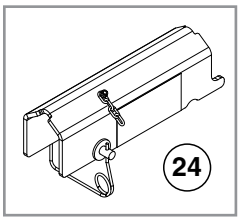
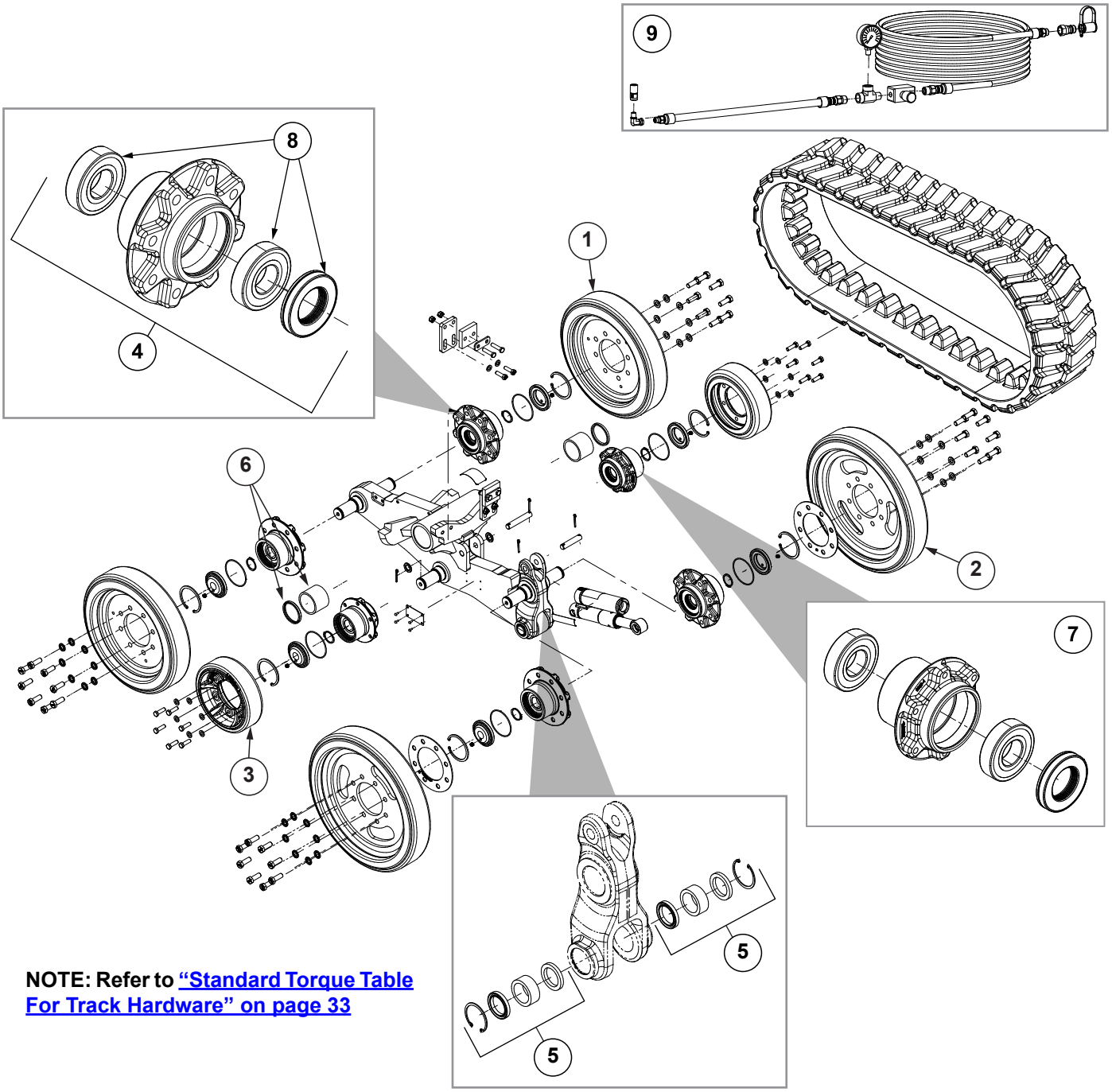




NOTE: Refer to "Standard Torque Table For Track Modules and Mounting Hardware" on page 34

ITEM	PART NO.	QTY.	DESCRIPTION
1	G11168801	4	Track Module
2	---	1	“Track Assembly Kits” on page 38
3	G11168901	4	Hammer Strap Pin
4	GD27087-06	4	Pin, 1.48" x 14½"
5	G10008	8	Hex Head Cap Screw, ⅝"-11 x 2"
6	G11391	8	Flat Washer, ⅝" SAE
7	G10107	8	Lock Nut, ⅝"-11
8	G10585	8	Hex Head Cap Screw, ½"-13 x 3¼"
9	G10111	8	Lock Nut, ½"-13
10	G12209-50	16	Hex Head Cap Screw, M20-2.5 x 50
11	G12041	16	Flat Washer, M20
12	---	---	---
13	G11159001	1	Wheel Speed Sensor Harness Extension
14	G11195301	2	“Master Cylinder (Center), 24 Row (Tracks)” on page 44
15	G11195401	2	“Master Cylinder (Outer), 24 Row (Tracks)” on page 46
16	G11196001	4	“Wing Cylinder, 24 Row (Tracks)” on page 47
17	G11158101	1	Wing Wheel Module
18	G11157101	1	Speed Sensor Mount
19	G11157201	1	Speed Sensor Cover
20	G11157601	1	Cable Guard
21	G11386	7	Flat Washer, 5⁄16" SAE
22	G10043	7	Hex Head Cap Screw, 5⁄16"-18 x ¾"
23	G7100-402	4	Decal, Warning
24	G11267401 G11267501	- -	Cylinder Lock, 12 Row and 16 Row (Tracks) Cylinder Lock, 24 Row (Tracks)



NOTE: Refer to "Standard Torque Table For Track Hardware" on page 33

ITEM	PART NO.	QTY. (Per Assy.)	DESCRIPTION
1	G11204801		Idler Wheel, 19"
2	G11204901		Idler Wheel, 22"
3	G11205001		Mid-Roller, 11"
4	G11205401		Idler Wheel Hub Assembly
5	G11205101		Tensioner Repair Kit
6	G11205201		Bushing Repair Kit
7	G11205501		Mid-Roller Wheel Hub Assembly
8	G11205301		Idler Hub Repair Kit
9	G11187301		Hydraulic Filling Hose Assembly

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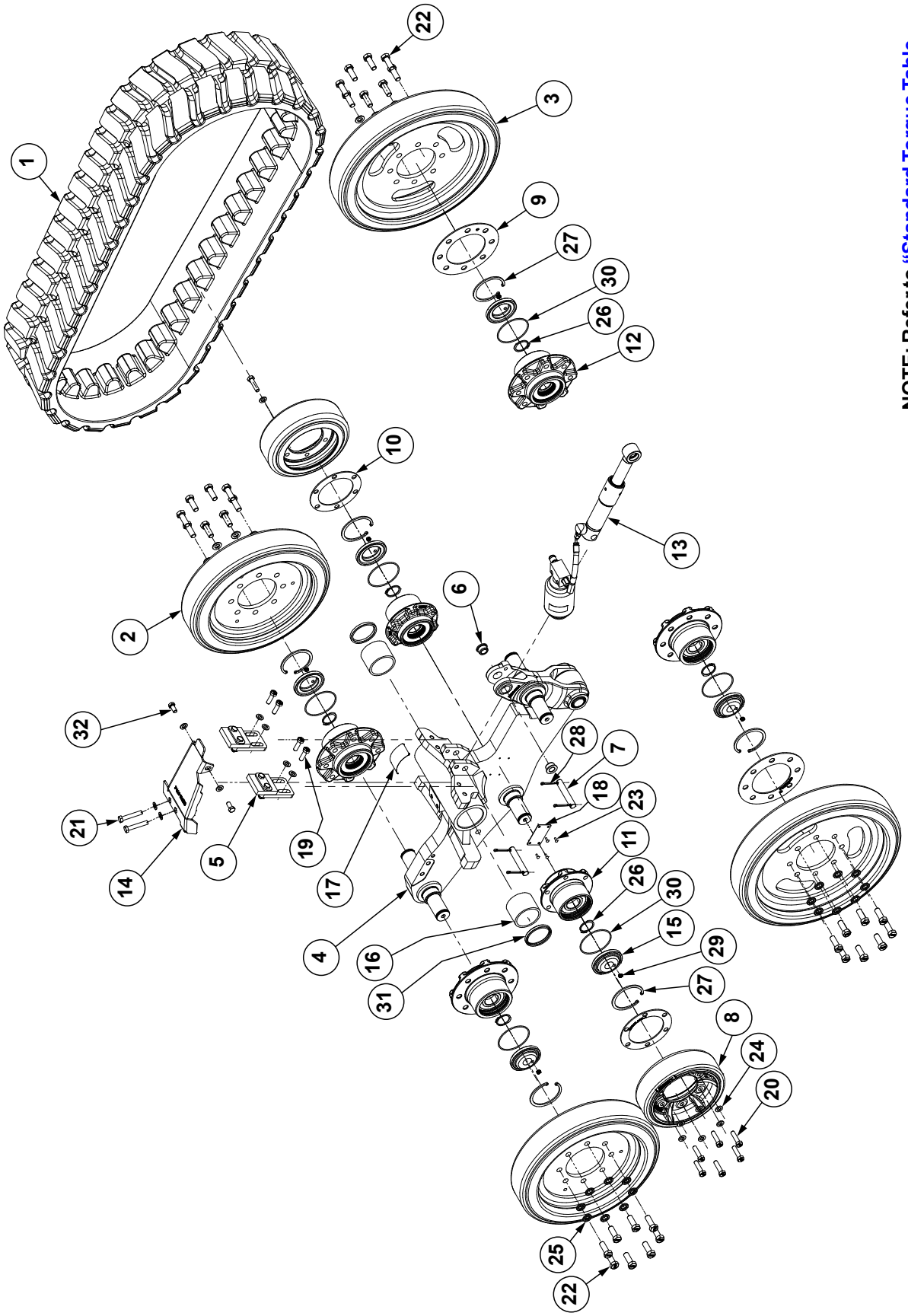
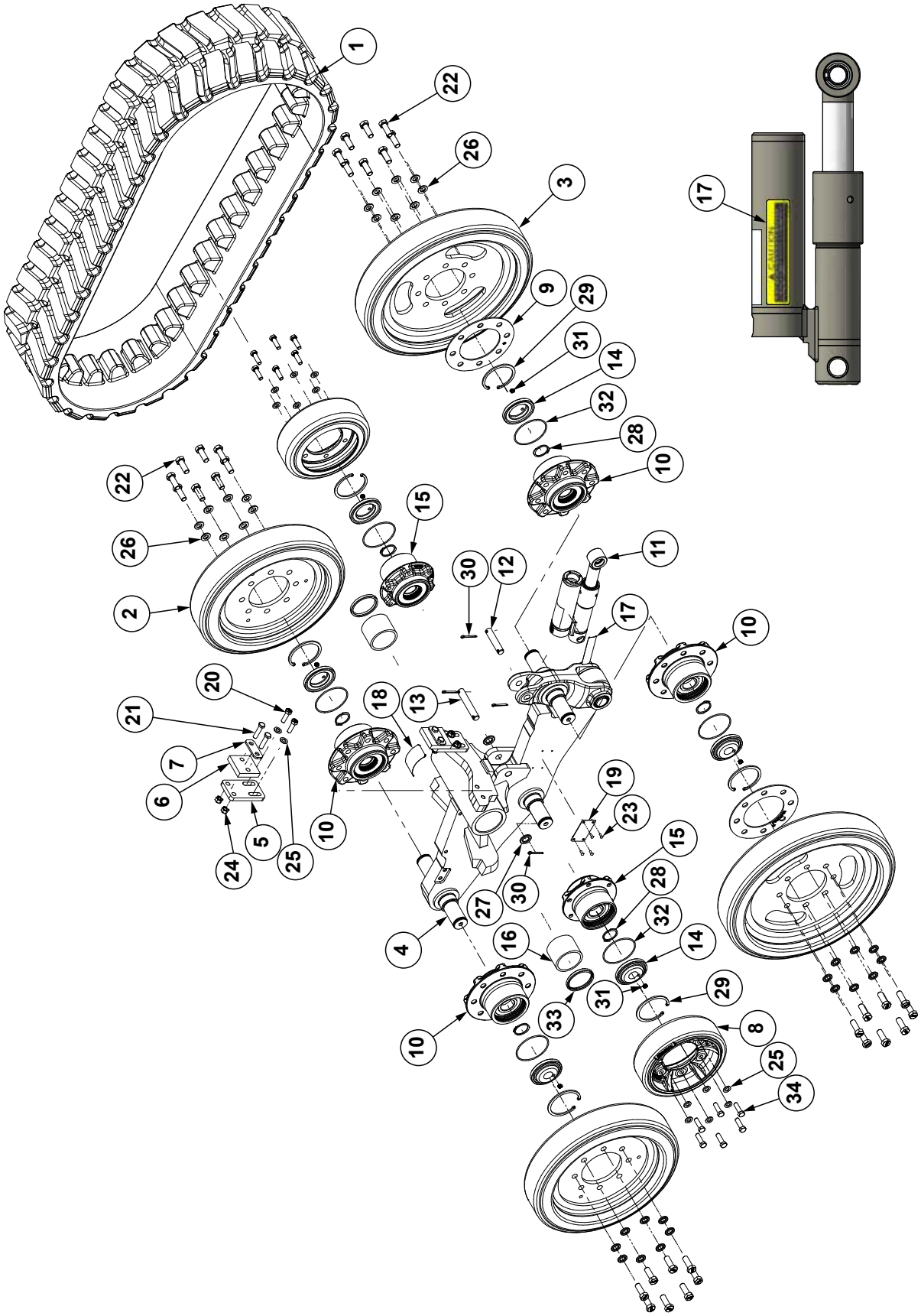


NOTE: Refer to "Standard Torque Table For Track Hardware" on page 33

ITEM	PART NO.	QTY. (Per Assy.)	DESCRIPTION
1	G11231901	1	Track
2	G11204801	2	Idler Wheel, 19"
3	G11204901	2	Idler Wheel, 22"
4	G11232101	1	Undercarriage
5	G11232001	2	Upper Scraper
6	G11230101	2	Cylinder Sleeve
7	G11230201	2	Cylinder Axle on Frame
8	G11205001	2	Mid-Roller, 11"
9	G11230301	2	Rear Idler Shim
10	G11230401	2	Rear Idler and Support Wheel Shim
11	G11230501	2	Wheel Hub Assembly
12	G11205401	4	Idler Wheel Hub Assembly
13	G11230601	1	Hydraulic System
14	G11230701	1	Protection Plate
15	G11230801	6	Hub Cap
16	G11230901	2	GAR-MAX Bushing, 3" x 3.5" x 2.625"
17	G11231001	1	Auto Coolant Danger Decal
18	G11231101	1	Nameplate
19	G12207-40	4	Hex Bolt, CL 10.9 ZP M12 x 1.75 x 40mm
20	G12207-50	12	Hex Bolt, Grade 10.9 ZP M12-1.75 x 50mm
21	G12002-70	2	Hexagonal Bolt, CL8.8 Zinc Plated M12-1.75 x 70
22	G12205-30	32	Hexagonal Bolt, CL 10.9 M16-2.0 x 30
23	G11231201	4	Stainless Steel Drive Screw, 10 Gauge x ½" Long
24	G12039	20	Flat Washer, M12 Zinc Plated
25	G12040	32	M16 Flat Washer
26	G11231301	6	Snap Ring
27	G11231401	6	Internal Retaining Ring
28	G11231501	4	Cotter Pin
29	G11231601	6	Connector Socket Plug, M10 x 1 Taper Thread
30	G11233201	6	O-Ring, 4" x 4.25" x 0.139"
31	G11231701	2	Radial Seal
32	G11231801	2	Full Thread Hex Bolt, 10.9 M12-1.75 x 25



NOTE: Refer to "Standard Torque Table For Track Hardware" on page 33

ITEM	PART NO.	QTY. (Per Assy.)	DESCRIPTION
1	G11231901	1	Track
2	G11204801	2	Idler Wheel, 19"
3	G11204901	2	Idler Wheel, 22"
4	G11233101	1	Undercarriage
5	G11232301	2	Scraper Plate
6	G11232401	2	Scraper
7	G11232501	2	Washer Plate
8	G11205001	2	Mid-Roller, 11"
9	G11230301	2	Rear Idler Shim
10	G11205401	4	Idler Wheel Hub Assembly
11	G11232601	1	Hydraulic Cylinder
12	G11232701	1	Cylinder Axle on Tensioner
13	G11232801	1	Cylinder Axle on Frame
14	G11230801	6	Hub Cap
15	G11205501	2	Mid-Roller Wheel Hub Assembly
16	G11230901	2	GAR-MAX Bushing, 3" x 3.5" x 2.625"
17	G11232901	1	Pressuriezed Fluid Decal
18	G11231001	1	Auto Coolant Danger Decal
19	G11231101	1	Nameplate
20	G12002-40	4	Hex Head Cap Screw, M12-1.75" x 40
21	G12002-50	4	Hex Head Cap Screw, M12-1.75" x 50
22	G12205-30	32	Hex Head Cap Screw, M16-2" x 30
23	G11231201	4	Phillips Pan Head Tapping Screw, 10-24 x 1/2"
24	G12068	4	Hex Nylon Lock Nut, M12-1.75"
25	G12039	16	Flat Washer, M12 Zinc Plated
26	G12040	32	M16 Flat Washer
27	G12041	2	Flat Washer, M20
28	G11231301	6	Snap Ring
29	G11231401	6	Internal Retaining Ring
30	G11231501	4	Cotter Pin
31	G11231601	6	Connector Socket Plug, M10 x 1 Taper Thread
32	G11233201	6	O-Ring, 4" x 4.25" x 0.139"
33	G11231701	2	Radial Seal
34	G11233001	12	Hex Head Cap Screw, M12-1.75" x 40

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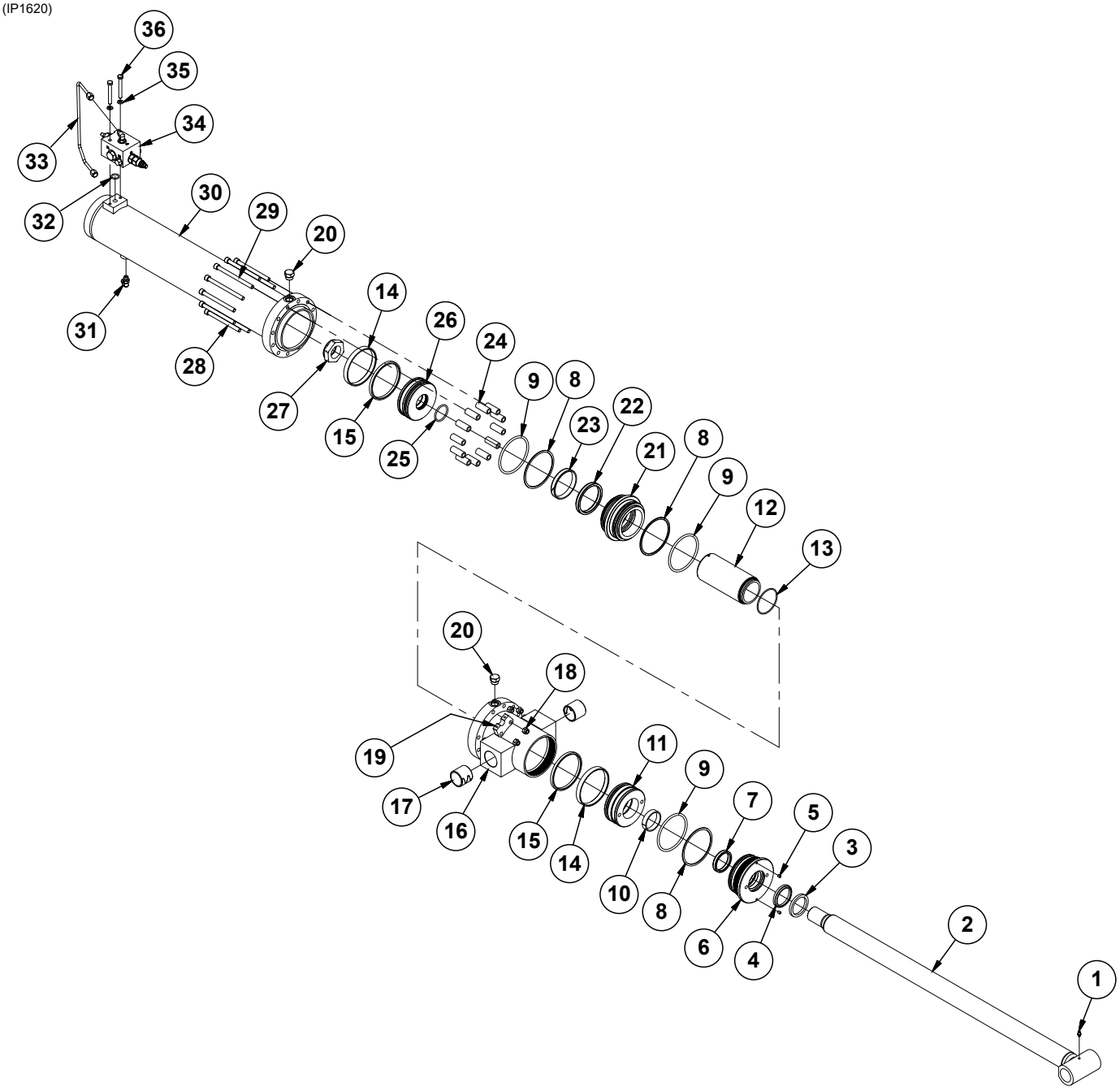
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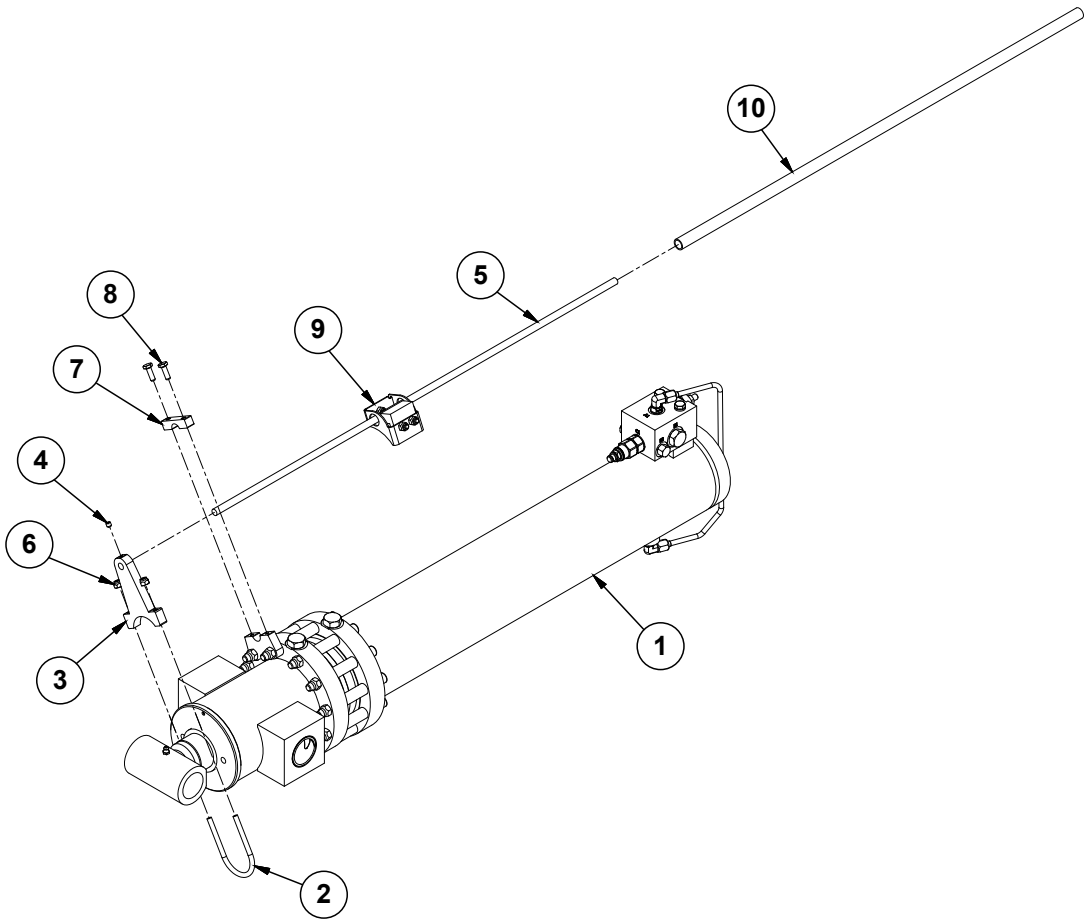
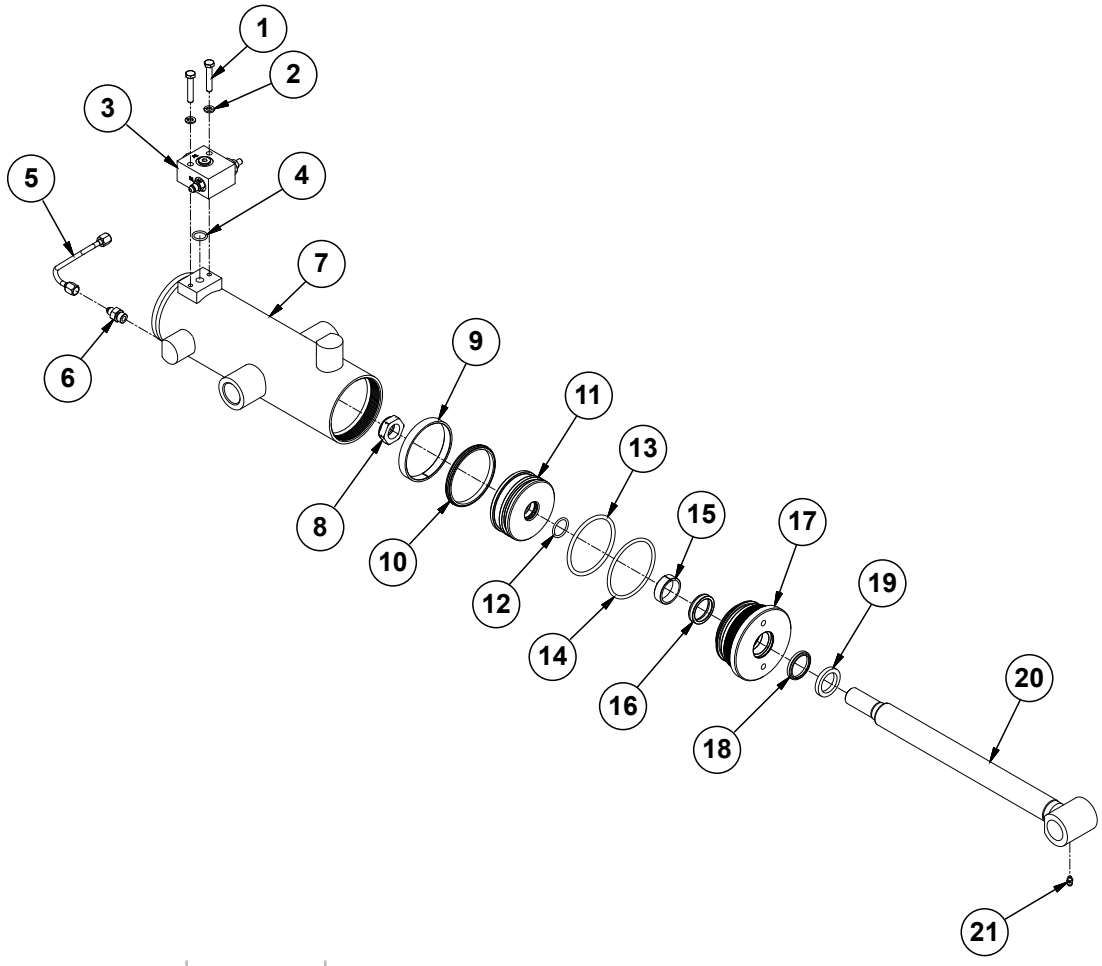
ITEM	PART NO.	QTY.	DESCRIPTION
1	G10640	1	Grease Fitting, ¼"-28
2	G11195201	1	Rod, 2"
3	GD12106	1	Ring
4	*D12240	1	Wiper, 2"
5	G10076701	2	Hex Set Screw, ¼"-20 x 5⁄16"
6	G10076601	1	Gland
7	*D12255	1	U-Cup
8	*D12219	3	BU Ring
9	*D12216	3	O-Ring, No. 344
10	*D21469	1	Wear Ring
11	G10043301	1	Piston, 4¼"
12	G10043101	1	Cylinder Sleeve, 4¼"
13	*10044501	1	O-Ring, No. 147
14	*D12003	2	Wear Ring
15	*A26334	2	BP Piston Seal Assembly
16	10046101	1	Barrel **(Non-Stock Item)**
17	G10046401	2	Spring Bushing, 1¼" x 1½"
18	G10901	12	Lock Nut, ⅜"-16
19	G10046601	1	Cylinder Rod Bracket
20	G6408-08 GR1037	2 -	Plug W/O-Ring, ¾"-16 O-Ring O-Ring
21	G10042901	1	Middle Gland
22	*D36215	1	U-Cup
23	*D36212	1	Nylon Wear Ring
24	G10046301	12	Cylinder Sleeve
25	*D30432	1	O-Ring, No. 223
26	G10043001	1	Piston, 4¼"
27	GD27238	1	Nylon Lock Nut, 1½"-12, Grade 8
28	G10044901	10	Hex Socket Head Cap Screw, ⅜"-16 x 4½", Grade 8
29	G10044801	2	Hex Socket Head Cap Screw, ⅜"-16 x 5", Grade 8
30	11195001	1	Barrel **(Non-Stock Item)**
31	G6801-04-04	1	90° Adjustable Elbow, 7⁄16"-20
32	*D12274	1	O-Ring, No. 115
33	G11195101	1	Hydraulic Steel Line, ¼"
34	---	1	See “Master Cylinder Manifold Assembly” in M0321-02 Parts Manual
35	G10232	2	Lock Washer, 5⁄16"
36	G11952	2	Hex Head Cap Screw, 5⁄16"-18 x 2½", Grade 8
A	G11195301	-	Hydraulic Cylinder Complete, 4¼" x 23.776" *(Part Number Stamped on Barrel)*
B	G10094501	-	Seal Kit, Includes: (1)Wiper, (2)U-Cup, (6)O-Ring, (1)BU Ring, (4)Wear Ring, (2)Piston Seal

*Item is part of seal kit, item can not be purchased individaully.



ITEM	PART NO.	QTY.	DESCRIPTION
1	---	1	"Master Cylinder (Center), 24 Row (Tracks)" on page 44
2	GD26672	1	U-Bolt, 2" Diameter, ¼"-20
3	G10048701	1	Cylinder Rod Bracket
4	G11277	1	Hex Socket Set Screw, ¼"-20 x ¼"
5	GD5175-33	1	Rod, ⅜" Diameter x 30"
6	G11320	2	Lock Nut, ¼"-20, Grade B
7	G10049101	1	Cylinder Rod Bracket
8	G10023	2	Hex Head Cap Screw, ¼"-20 x ¾"
9	---	1	See "Implement Switch Assembly" in M0321-02 Parts Manual
10	G10095101	1	Tube, ⅝" O.D. x ½" I.D. x 30"
A	G11195401	-	Hydraulic Cylinder Complete, 4¼" x 23.776", R.H. *(Part Number Stamped on Barrel)*



ITEM	PART NO.	QTY.	DESCRIPTION
1	G11954	2	Hex Head Cap Screw, 5/16"-18 x 1¾", Grade 8
2	G10232	2	Lock Washer, 5/16"
3	---	1	See "Wing Cylinder Manifold Block Assembly" in M0321-02 Parts Manual
4	*D12274	1	O-Ring, No. 115
5	G10037501	1	Hydraulic Steel Line, ¼"
6	6400-04-06	1	Connector W/O-Ring, 7/16"-20 Male JIC to O-Ring
7	G11195901	1	Barrel (Non-Stock Item)
8	GD27235	1	Nylon Lock Nut, 1"-14, Grade 8
9	*10071001	1	Piston Ring
10	GA24796	1	BP Piston Seal
11	GD34646	1	Piston
12	*D29649	1	O-Ring, No. 215
13	*D12270	1	O-Ring, No. 340
14	*D12271	1	BU Ring
15	*10070901	1	Head Gland Wear Ring
16	*D12269	1	U-Cup Seal
17	G10071201	1	Head Gland
18	*D12268	1	Wiper
19	GD12102	1	Ring
20	G11195701	1	Rod
21	G10640	1	Grease Fitting, ¼"-28
A	G11196001	-	Hydraulic Cylinder Complete, 3¾" x 9.25" *(Part Number Stamped on Barrel)*
B	G10093501	-	Seal Kit, Includes: (4)O-Rings, (1)Wiper (1)U-Cup, (1)BU Ring, (1)Piston Seal, (1)Piston Rings, (1)Wear Ring

*Item is part of seal kit, item can not be purchased individaully.

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