



SET UP GUIDE

ABI CLASSIC SPREADER

185 CUBIC FOOT PTO DRIVEN MODEL



This document covers several models. Features may vary by model. Not all features in this document are applicable to all models. The model depicted may differ from yours.



For Your Records

Located on the lower right front corner of the frame is an ID plate showing the serial number. Record your machine’s information and serial number in the space provided below. ABI will use this information to give you prompt, efficient service when you order parts or need product support.

Model and Serial Number

Model Number:

Serial Number:

Invoice Number:

Purchaser’s Name:

Contact Information

ABI Attachments, Inc
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Mishawaka, IN 46544

Customer Support

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WARRANTY INFORMATION

Please see separate insert for warranty details.

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Product Manual Information

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Safety



WARNING! The **SAFETY ALERT SYMBOL** indicates there is a potential hazard to personal safety involved and extra safety precaution must be taken. When you see this symbol, be alert and carefully read the message that follows it. In addition to design and configuration of equipment, hazard control, and accident prevention are dependent upon the awareness, concern, prudence, and proper training of personnel involved in the operation, transport, maintenance, and storage of equipment.



CALIFORNIA PROPOSITION 65

WARNING! Cancer and reproductive harm- www.P65Warnings.ca.gov

SAFETY AT ALL TIMES

Careful operation is your best assurance against an accident. All operators, no matter how much experience they may have, should carefully read this manual and other related manuals, or have the manuals read to them, before operating the tow vehicle and this implement.

- Thoroughly read and understand the “Safety Label” section. Read all instructions noted on them.
- Do not operate the equipment while under the influence of drugs or alcohol as they impair the ability to safely and properly operate the equipment.
- The operator should be familiar with all functions of the tow vehicle and attached implement and be able to handle emergencies quickly.
- Make sure all guards and shields appropriate for the operation are in place and secured before operating implement.
- Keep all bystanders away from equipment and work area.
- Start tow vehicle from the driver’s seat with hydraulic controls in neutral.
- Operate tow vehicle and controls from the driver’s seat only.
- Never dismount from a moving tow vehicle or leave tow vehicle unattended with engine running.
- Do not allow anyone to stand between tow vehicle and implement while backing up to implement.
- Keep hands, feet, and clothing away from power-driven parts.
- While transporting and operating equipment, watch out for objects overhead and along side such as fences, trees, buildings, wires, etc.
- Do not turn tow vehicle so tight as to cause hitched implement to ride up on the tow vehicle’s rear wheel.
- Store implement in an area where children normally do not play. When needed, secure attachment against falling with support blocks.

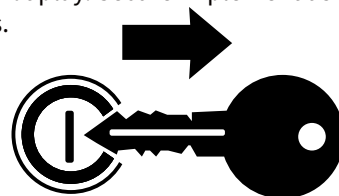
SAFETY PRECAUTIONS FOR CHILDREN

Tragedy can occur if the operator is not alert to the presence of children. Children generally are attracted to implements and their work.

- Never assume children will remain where you last saw them.
- Keep children out of the work area and under the watchful eye of a responsible adult.
- Be alert and shut the implement and tractor down if children enter the work area.
- Never carry children on the tractor or implement. There is not a safe place for them to ride. They may fall off and be run over or interfere with the control of the tow vehicle.
- Never allow children to operate the tow vehicle or implement, even under adult supervision.
- Never allow children to play on the tow vehicle or implement.
- Use extra caution when backing up. Before the tractor starts to move, look down and behind to make sure the area is clear.

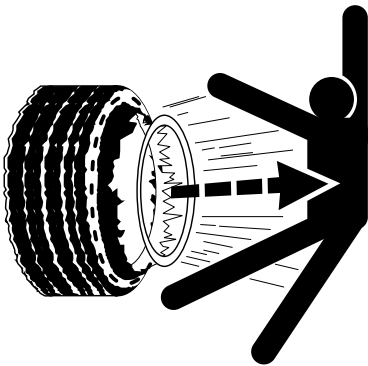
SHUTDOWN & STORAGE

- If engaged, disengage power take-off.
- Park on solid, level ground and lower implement to ground or onto support blocks.
- Put tractor in park or set park brake, turn off engine, and remove switch key to prevent unauthorized starting.
- Relieve all hydraulic pressure to auxiliary hydraulic lines
- Wait for all components to stop before leaving operator’s seat.
- Use steps, grab-handles and anti-slip surfaces when stepping on and off the tractor.
- Detach and store implement in an area where children normally do not play. Secure implement using blocks and supports.



TIRE SAFETY

- Tire changing can be dangerous and must be performed by trained personnel using the correct tools and equipment.
- Always maintain correct tire pressure. Do not inflate tires above recommended pressures shown in the Operator's Manual.
- When inflating tires, use a clip-on chuck and extension hose long enough to allow you to stand to one side and NOT in front of or over the tire assembly. Use a safety cage if available.
- Securely support the implement when changing a wheel.
- When removing and installing wheels, use wheel handling equipment adequate for the weight involved.
- Make sure wheel bolts have been tightened to the specified torque.
- Some attachments may have foam or sealant inside them and must be disposed of properly.

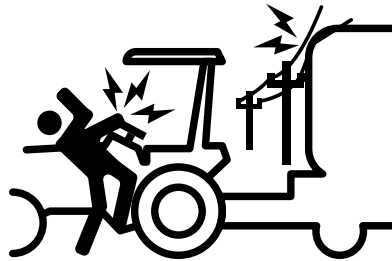


OPERATION SAFETY

- Stay alert for holes, rocks, and roots in the terrain and other hidden hazards. Keep away from drop-offs.
- Stop implement immediately upon striking an obstruction. Turn engine off, remove key, inspect and repair any damage before resuming operation.
- Never operate tractor and implement under trees with low hanging limbs. Operators can be knocked off the tractor and then run over by implement.

TRANSPORT SAFELY

- Comply with federal, state, and local laws.
- Use towing vehicle and trailer of adequate size and capacity. Secure equipment towed on a trailer with tie downs and chains.
- Sudden braking can cause a towed trailer to swerve and upset. Reduce speed if towed trailer is not equipped with brakes.
- Avoid contact with any overhead utility lines or electrically charged conductors.
- Always drive with load on end of loader arms low to the ground.
- Always drive straight up and down steep inclines with heavy end of a tow vehicle with loader attachment on the "uphill" side.
- Engage park brake when stopped on an incline.
- Maximum transport speed for an attached equipment is 20 mph. **DO NOT EXCEED.** Never travel at a speed which does not allow adequate control of steering and stopping. Some rough terrains require a slower speed.
- As a guideline, use the following maximum speed weight ratios for attached equipment:
 - **20 mph** when weight of attached equipment is less than or equal to the weight of machine towing the equipment.
 - **10 mph** when weight of attached equipment exceeds weight of machine towing equipment but not more than double the weight.
- **IMPORTANT:** Do not tow a load that is more than double the weight of the vehicle towing the load.



PRACTICE SAFE MAINTENANCE

- Understand procedure before doing work. Refer to the Operator's Manual for additional information.
- Work on a level surface in a clean dry area that is well-lit.
- Lower implement to the ground and follow all shutdown procedures before leaving the operator's seat to perform maintenance.
- Do not work under any hydraulic supported equipment. It can settle, suddenly leak down, or be lowered accidentally. If it is necessary to work under the equipment, securely support it with stands or suitable blocking beforehand.
- Use properly grounded electrical outlets and tools.
- Use correct tools and equipment for the job that are in good condition.
- Allow equipment to cool before working on it.
- Disconnect battery ground cable (-) before servicing or adjusting electrical systems or before welding on implement.
- Inspect all parts. Make certain parts are in good condition & installed properly.
- Replace parts on this implement with genuine ABI Attachments parts only.
- Do not alter this implement in a way which will adversely affect its performance.
- Do not grease or oil implement while it is in operation.
- Remove buildup of grease, oil, or debris.
- Always make sure any material and waste products from the repair and maintenance of the implement are properly collected and disposed.
- Remove all tools and unused parts before operation.



PREPARE FOR EMERGENCIES

- Be prepared if a fire starts.
- Keep a first aid kit and fire extinguisher handy.
- Keep emergency numbers for doctor, ambulance, hospital, and fire department near phone.



USE SAFETY LIGHTS AND DEVICES

- Slow moving tractors, skid steers, self-propelled machines, and towed equipment can create a hazard when driven on public roads. They are difficult to see, especially at night. Use the Slow Moving Vehicle sign (SMV) when on public roads.
- Flashing warning lights and turn signals are recommended whenever driving on public roads.



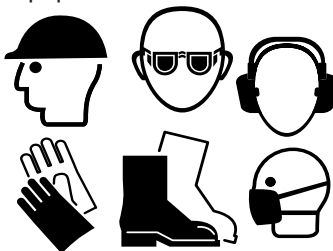
AVOID UNDERGROUND UTILITIES

- **Dig Safe, Call 811 (USA)** Always contact your local utility companies (electrical, telephone, gas, water, sewer, and others) before digging so that they may mark the location of any underground services in the area.
- Be sure to ask how close you can work to the marks they positioned.



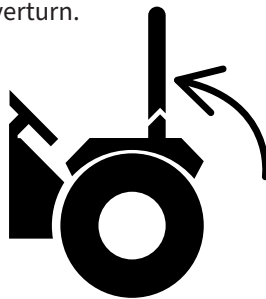
WEAR PERSONAL PROTECTION EQUIPMENT (PPE)

- Wear protective clothing and equipment appropriate for the job such as safety shoes, safety glasses, hard hat, and ear plugs.
- Clothing should fit snug without fringes and pull strings to avoid entanglement with moving parts.
- Prolonged exposure to loud noise can cause hearing impairment or hearing loss. Wear suitable hearing protection such as earmuffs or earplugs.
- Operating equipment safely requires the operator's full attention. Avoid wearing headphones while operating equipment.



USE SEAT BELT AND ROPS

- ABI Attachments recommends the use of a CAB or roll-over protective structures (ROPS) and seat belt in almost all tow vehicles. Combination of a CAB or ROPS and seat belt will reduce the risk of serious injury or death if the tow vehicle should be upset.
- If ROPS is in the locked-up position, fasten seat belt snugly and securely to help protect against serious injury or death from falling and machine overturn.



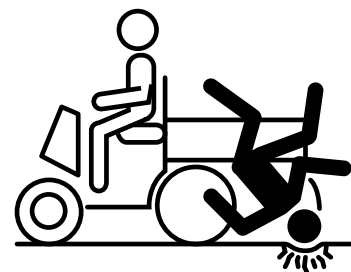
AVOID HIGH PRESSURE FLUIDS HAZARD

- Escaping fluid under pressure can penetrate the skin causing serious injury.
- Before disconnecting hydraulic lines or performing work on the hydraulic system, be sure to release all residual pressure.
- Make sure all hydraulic fluid connections are tight and all hydraulic hoses and lines are in good condition before applying pressure to the system.
- Use a piece of paper or cardboard, NOT BODY PARTS, to check for suspected leaks.
- Wear protective gloves and safety glasses or goggles when working with hydraulic systems.
- **DO NOT DELAY.** If an accident occurs, see a doctor familiar with this type of injury immediately. Any fluid injected into the skin or eyes must be treated within a few hours or gangrene may result.



KEEP RIDERS OFF MACHINERY

- Never carry riders on tractor or implement.
- Riders obstruct operator's view and interfere with the control of the tow vehicle.
- Riders can be struck by objects or thrown from the equipment. Never use tractor or implement to lift or transport riders.

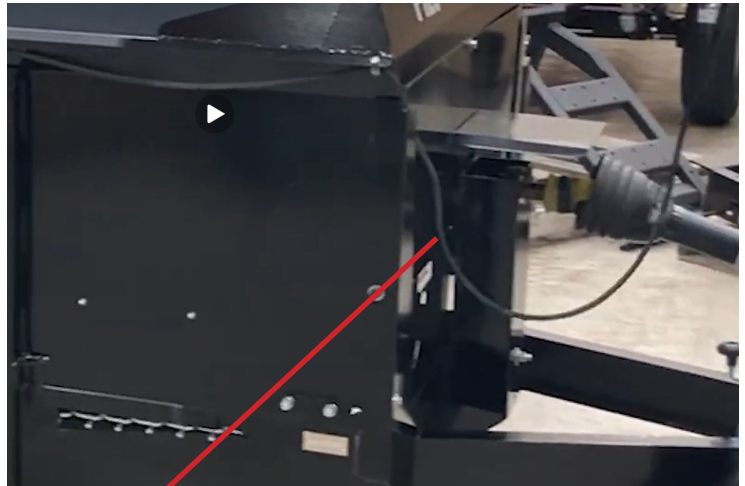
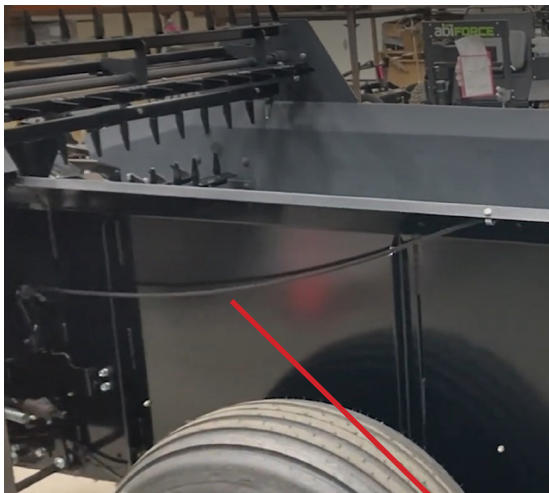


SAFETY PRECAUTIONS

PLEASE EXERCISE CAUTION AT ALL TIMES WHEN SETTING UP, OPERATION, OR PERFORMING MAINTENANCE ON THE ABI CLASSIC SPREADER. REMEMBER, ANY PIECE OF EQUIPMENT LIKE THE ABI CLASSIC SPREADER CAN CAUSE INJURY/DAMAGE IF OPERATED IMPROPERLY, OR IF THE USER DOES NOT UNDERSTAND HOW TO OPERATE THE EQUIPMENT. EXERCISE CAUTION AT ALL TIMES WITH USING THE ABI CLASSIC SPREADER.

1. NEVER PERMIT ANY PERSON TO RIDE OR BOARD THE ABI CLASSIC SPREADER AT ANY TIME. **NEVER ALLOW RIDERS ON THE ABI CLASSIC SPREADER!**
2. ENSURE THE IMPLEMENT IS PROPERLY MOUNTED, ADJUSTED AND IN GOOD OPERATING CONDITION.
3. BE SURE THE TRACTOR IS IN NEUTRAL BEFORE STARTING THE ENGINE.
4. USE CARE AND MAINTAIN MINIMUM GROUND SPEED WHEN OPERATING THE ABI CLASSIC SPREADER ON A HILLSIDE OR WHEN OPERATING CLOSE TO DITCHES, FENCES, OR WATER SOURCES.
5. PERSONAL PROTECTION EQUIPMENT INCLUDING SAFETY GLASSES, SAFETY SHOES, AND GLOVES ARE RECOMMENDED DURING ASSEMBLY, INSTALLATION, OPERATION, ADJUSTMENT, MAINTAINING AND/OR REPAIRING THE IMPLEMENT.
6. BE SURE THAT NO ONE IS NEAR THE MACHINE PRIOR TO ENGAGING OR WHILE THE MACHINE IS WORKING.
7. OPERATE THE ABI CLASSIC SPREADER IN THE DAYLIGHT OR UNDER GOOD ARTIFICIAL LIGHT. OPERATOR SHOULD ALWAYS BE ABLE TO CLEARLY SEE WHERE THEY ARE GOING.
8. BE ALERT FOR HIDDEN HAZARDS. ALWAYS OPERATE THE ABI CLASSIC SPREADER WITH CAUTION OVER WORK ENVIRONMENTS THAT MAY HAVE BURIED OBSTACLES.
9. STAY CLEAR OF ALL MOVING PARTS. KEEP ALL LIMBS CLEAR OF ATTACHMENTS WHEN MAKING ADJUSTMENTS WITH ALL HYDRAULICALLY OPERATED ATTACHMENTS.
10. USE CAUTION WHEN OPERATING THE ABI CLASSIC SPREADER IN ICY, WET, OR SNOWY CONDITIONS.
11. DO NOT USE THE ABI CLASSIC SPREADER ON HIGHWAYS OR PUBLIC THOROUGHFARES. THE ABI CLASSIC SPREADER IS DESIGNED FOR OFF ROAD USE ONLY.
12. OPERATE THE IMPLEMENT ONLY WITH A TRACTOR EQUIPPED WITH AN APPROVED ROLL-OVER-PROTECTIVE-SYSTEM (ROPS).
13. ALWAYS WEAR YOUR SEAT BELT. SERIOUS INJURY OR EVEN DEATH COULD RESULT FROM FALLING OFF THE TRACTOR.
14. ALWAYS FOLLOW YOUR TRACTOR MANUFACTURER'S RULES FOR SAFE OPERATION OF THE TRACTOR AND FOR PROPER PROCEDURES FOR ATTACHING AND DISCONNECTING ATTACHMENTS. CONTACT YOUR LOCAL TRACTOR DEALERSHIP FOR AN OWNER'S MANUAL FOR ANY QUESTIONS RELATED TO THE SAFE OPERATION OF THE TRACTOR.
15. THE USE OF THIS EQUIPMENT IS SUBJECT TO CERTAIN HAZARDS WHICH CANNOT BE PREVENTED BY MECHANICAL MEANS OR PRODUCT DESIGN. ALL OPERATORS OF THIS EQUIPMENT MUST READ AND UNDERSTAND THIS MANUAL, PAYING PARTICULAR ATTENTION TO SAFETY AND OPERATING INSTRUCTIONS, PRIOR TO USING.
16. DO NOT OPERATE THE TRACTOR AND IMPLEMENT WHEN YOU ARE TIRED, SICK, OR WHEN USING MEDICATION.
17. KEEP ALL HELPERS AND BYSTANDERS AT LEAST 50 FEET AWAY FROM THE MACHINE. ONLY PROPERLY TRAINED PEOPLE SHOULD OPERATE THIS MACHINE.
18. THE MAJORITY OF ACCIDENTS INVOLVE OPERATORS BEING KNOCKED OFF THE TRACTOR BY LOW HANGING LIMBS AND THEN BEING RUN OVER BY THE IMPLEMENT. ACCIDENTS ARE MOST LIKELY TO OCCUR WITH MACHINES THAT ARE LOANED OR RENTED TO SOMEONE WHO HAS NOT READ THE OPERATOR'S MANUAL AND IS NOT FAMILIAR WITH THE IMPLEMENT.
19. ALWAYS STOP THE TRACTOR, SET BRAKE, SHUT OFF THE TRACTOR ENGINE, REMOVE THE IGNITION KEY AND ALLOW ROTATING PARTS TO COME TO A COMPLETE STOP BEFORE DISMOUNTING TRACTOR. NEVER LEAVE EQUIPMENT UNATTENDED WITH THE TRACTOR RUNNING.
20. NEVER PLACE HANDS OR FEET UNDER IMPLEMENT WITH TRACTOR ENGINE RUNNING OR BEFORE YOU ARE SURE ALL MOTION HAS STOPPED. STAY CLEAR OF ALL MOVING PARTS.

21. DO NOT REACH OR PLACE YOURSELF UNDER EQUIPMENT UNTIL IT IS BLOCKED SECURELY.
22. NEVER PLACE HANDS OR FEET UNDER IMPLEMENT WITH TRACTOR ENGINE RUNNING OR BEFORE YOU ARE SURE ALL MOTION HAS STOPPED. STAY CLEAR OF ALL MOVING PARTS.
23. KEEP HANDS, FEET, HAIR, AND CLOTHING AWAY FROM MOVING PARTS.
24. NEVER OPERATE TRACTOR AND IMPLEMENT UNDER TREES WITH LOW HANGING LIMBS. OPERATORS CAN BE KNOCKED OFF THE TRACTOR AND THEN RUN OVER BY IMPLEMENT.
25. REDUCE SPEED ON SLOPES AND SHARP TURNS TO MINIMIZE TIPPING OR LOSS OF CONTROL. BE CAREFUL WHEN CHANGING DIRECTIONS ON SLOPES.
26. INSPECT THE ENTIRE MACHINE PERIODICALLY. LOOK FOR LOOSE FASTENERS, WORN OR BROKEN PARTS, AND LEAKY OR LOOSE FITTINGS.
27. PASS DIAGONALLY THROUGH SHARP DIPS AND AVOID SHARP DROPS TO PREVENT “HANGING UP” TRACTOR AND IMPLEMENT.
28. AVOID SUDDEN STARTS AND STOPS WHILE TRAVELING UP OR DOWNHILL.
29. ALWAYS USE DOWN SLOPES; NEVER ACROSS THE FACE. AVOID OPERATION ON STEEP SLOPES. SLOW DOWN ON SHARP TURNS AND SLOPES TO PREVENT TIPPING AND/OR LOSS OF CONTROL.
30. AVOID ALLOWING TOO MUCH SLACK IN THE PULL ROPE THAT VARIES THE SPEED OF THE APRON. TOO MUCH SLACK OR DROPPING THE ROPE WHILE THE MANURE SPREADER IS IN USE COULD CAUSE THE ROPE TO GET ENTANGLED INTO THE GEAR MECHANISM BEHIND THE SPREADERS RIGHT REAR TIRE, THE AXLE AND OR THE PTO SHAFT. THIS COULD CAUSE INJURY TO THE OPERATOR AND OR DAMAGE TO THE SPREADER.



DO NOT ALLOW EXCESS SLACK IN THE PULL ROPE
TO AVOID INJURY OR DAMAGE TO THE SPREADER

USE CAUTION WHEN OPERATING THE ABI CLASSIC SPREADER. USING THE ABI CLASSIC SPREADER OUTSIDE OF STATED SAFETY AND OPERATIONS GUIDELINES MAY RESULT IN INJURY TO OPERATOR OR OTHERS, PROPERTY DAMAGE, OR A VOID OF WARRANTY.

CAUTION: OUR MACHINES ARE DESIGNED CONSIDERING SAFETY AS THE MOST IMPORTANT ASPECT AND ARE THE SAFEST AVAILABLE IN TODAY’S MARKET. UNFORTUNATELY, HUMAN CARELESSNESS CAN OVERRIDE THE SAFETY FEATURES BUILT INTO OUR MACHINES. INJURY PREVENTION AND WORK SAFETY, ASIDE FROM THE FEATURES ON OUR TOOLS, ARE VERY MUCH DUE TO THE RESPONSIBLE USE OF THE EQUIPMENT. IT MUST ALWAYS BE OPERATED PRUDENTLY FOLLOWING WITH GREAT CARE, THE SAFETY INSTRUCTIONS LAID OUT IN THIS MANUAL.

Safety Labels

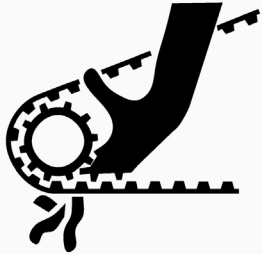
	⚠ WARNING		10-10978
	TO PREVENT SERIOUS INJURY OR DEATH: ● Avoid unsafe operation and maintenance. Do not operate or work on this machine without reading and understanding the operator's manual. ● If manual is lost, call 877-788-7253. ● Do not allow riders and keep others away during operation. ● Lower implement, stop tow vehicle engine, set park brake and remove ignition key before servicing, adjusting, repairing or unplugging. ● Safely support and secure implement before adjustments or repairs are made. ● Park or block implement so it will not roll when disconnecting from tow vehicle. ● Never place any part of the body underneath implement or between movable parts even when the engine has been turned off. ● DO NOT operate or transport at high speeds. ● DO NOT operate or transport on steep slopes.		

DANGER
PINCH POINT
KEEP HANDS CLEAR

⚠ DANGER

NO RIDERS

⚠ WARNING



Entanglement Hazard
DO NOT OPERATE without safety shield in place. Moving parts can crush and cut.

⚠ DANGER




Entanglement/Flying Debris Hazards.
DO NOT STAND in back of machine while engine is running and/or machine is operating. Rotating beaters and/or flying debris can cause serious personal injury or death.

Approach the rear of the machine ONLY when all moving parts have stopped.

⚠ DANGER

Entanglement Hazards




Moving parts can crush or cut.
STAY CLEAR of machine while engine is running and/or machine is operating. Keep hands, feet, clothing, and hair away from operating parts.

Never adjust, lubricate, or clean machine while engine is running and/or machine is operating.

Never operate machine without safety shields in place.



Read and understand operator's manual and safety labels before operating or servicing the machine.

Failure to follow these warnings may result in serious injury or death.

INFORMATION ON THE ABI CLASSIC SPREADER

1/3 HEAVIER THAN MOST COMPETITOR'S

WHEN IT COMES TO EQUIPMENT MADE OF STEEL; WEIGHT IS A GOOD THING. THE HEAVIER THE MANURE SPREADER, THE MORE HIGH DENSITY STEEL IS BEING USED. USING HIGHER DENSITY STEEL MEANS THE MANURE SPREADER WILL LAST LONGER AND PERFORM BETTER. WEIGHT IS A QUALITY METRIC YOU CAN FEEL.

SHREDDED OUTPUT

SHREDDING THE MATERIAL HAS A NUMBER OF ADVANTAGES. IT EXPOSES MORE OF THE MANURE TO SUNLIGHT, WHICH REDUCES EGGS/FLY LARVA AND ALLOWS MANURE TO DECOMPOSE FAR MORE QUICKLY THAN NON-SHREDDED MATERIAL. IT ALSO ENABLES THE MANURE TO DECOMPOSE QUICKLY TO ENCOURAGE A HEALTHY PASTURE AND GREATLY REDUCES THE AMOUNT OF TIME BETWEEN SPREADING AND HORSES GRAZING AGAIN ON THE PASTURE.

VARIABLE FLOW CONTROL

VARIABLE FLOW CONTROL ENABLES THE OPERATOR TO APPLY JUST THE RIGHT AMOUNT OF MATERIAL TO THE GROUND. THIS ENSURES PROPER APPLICATION RATES OF MATERIAL TO MAXIMIZE ITS NUTRITIONAL VALUE, WHILE ALSO MINIMIZING WASTE AND REDUCING NITROGEN BURN TO VEGETATION. ALL ABI CLASSIC MANURE SPREADERS FEATURE THE ABILITY TO CONTROL THE FLOW RATE OF MANURE BEING APPLIED TO THE GROUND. BOTH THE PTO AND GROUND DRIVE MANURE SPREADERS HAVE 4 DIFFERENT SPEED SETTINGS THAT ARE CONTROLLED BY THE LEVER (GROUND DRIVE MODELS) OR A PULL ROPE (PTO MODELS). FLOW CONTROL IS ACCOMPLISHED BY SPEEDING UP OR SLOWING DOWN THE APRON CHAIN (CONVEYOR) THAT FEEDS THE MANURE TO THE BACK BEATERS. YOU NOW HAVE THE CHOICE OF EMPTYING THE SPREADER AS FAST AS POSSIBLE OR APPLYING CONTROLLED AMOUNTS OF MANURE.

THE COMBINATION OF SHREDDED OUTPUT, CONTROLLED SPREAD, AND VARIABLE FLOW CONTROL MAKES THE ABI CLASSIC SPREADER ONE OF THE MOST ECO-FRIENDLY SPREADERS ON THE MARKET.

ALL WELDED COR-TEN STEEL CONSTRUCTION

ALL ABI CLASSIC SPREADERS ARE FULLY WELDED FOR A LONG LIFE AND MADE OF COR-TEN STEEL TO RESIST RUST AND CORROSION. UNLIKE STANDARD MILD STEEL USED BY COMPETITORS, COR-TEN IS "WEATHERING" STEEL ORIGINALLY ENGINEERED AS A CORROSION RESISTANT STEEL FOR THE CONSTRUCTION INDUSTRY. THIS STEEL MAY BE EXPOSED TO THE ELEMENTS, EVEN UNPAINTED, AND NOT RUST OF MANY YEARS (HOWEVER, ABI SPREADERS ARE PAINTED BLACK FOR COSMETIC REASONS). MOST COMPETITORS BOLT TOGETHER MANY COMPONENTS OF THEIR SPREADERS. ABI CLASSIC SPREADERS ARE FULLY WELDED TO TAKE ON THE MOST PUNISHING SITUATIONS FOR MANY YEARS.

UNIQUE CHAIN ENGAGEMENT MECHANISM

TO VIRTUALLY ELIMINATE DRIVE CHAIN SLIP WHEN ENGAGING OR DISENGAGING THE DRIVE CHAIN, ABI CLASSIC SPREADERS UTILIZE A MECHANISM THAT GRADUALLY LIFTS THE CHAIN OFF THE SPROCKET ONE TOOTH AT A TIME TO DISENGAGE. TO RE-ENGAGE, THIS MECHANISM THEN GENTLY LAYS THE CHAIN BACK ON THE SPROCKET SEATING THE CHAIN ON EACH TOOTH OF THE SPROCKET. THIS PROCESS KEEPS THE CHAIN AND SPROCKET IN ALIGNMENT AND REDUCES THE POSSIBILITY THE CHAIN WILL SLIP OR FALL OFF THE SPROCKET CAUSING UNNEEDED REPAIR, WEAR AND TEAR, AND BREAKAGE. THIS MECHANISM IS CONTROLLED BY THE FRONT RIGHT OPERATING LEVER (AS YOU ARE LOOKING TOWARD THE REAR OF THE SPREADER). MOST COMPETITOR ENGAGEMENT MECHANISMS DO NOT KEEP THE CHAIN AND SPROCKET IN ALIGNMENT AND DO NOT ASSIST IN THE RESEATING OF THE CHAIN ON EACH SPROCKET TOOTH.

COAL TAR EPOXY BOX LINER AND TONGUE & GROOVE POLY FLOOR

TO FURTHER PREVENT CORROSION AND RUST, THE INSIDE OF THE BOX IS SPRAYED WITH A COAL TAR EPOXY LINER. THIS BOX LINER IS NOT A TRADITIONAL TRUCK BED PLASTIC INSERT LINER THAT CAN CAUSE CORROSION UNDERNEATH AND IT IS NOT A SOFT RUBBERY MATERIAL THAT CAN TEAR. THIS BOX LINER IS IDEALLY SUITED FOR THE UNIQUE DEMANDS OF A MANURE SPREADER. COAL TAR EPOXY OFFERS GREAT “FLEX”, SO IT IS PERFECTLY SUITED TO EXPAND AND CONTRACT WITH CLIMATE AND CAN HANDLE THE ABRASION AND ACIDITY OF MANURE FLOWING THROUGH THE SPREADER. COAL TAR EPOXIES ARE FAMOUS FOR PROTECTION FROM MOISTURE AND ARE COMMONLY USED ON GARAGE FLOORS, UNDERGROUND PIPELINES/TANKS, AND EVEN THE HULLS OF BARGES. THE FLOOR OF THE ABI CLASSIC SPREADER IS CONSTRUCTED OF A TONGUE AND GROOVE POLY LUMBER, SO IT WILL NEVER ROT OR RUST. THE TONGUE AND GROOVE CONSTRUCTION PROHIBITS THE INDIVIDUAL POLY BOARDS THAT MAKE UP THE FLOOR FROM WARPING, WHICH WOULD CAUSE THE APRON CHAIN TO GET CAUGHT AND BIND ON THE FLOORING. THIS IS A PREMIUM MAINTENANCE FREE FLOORING THAT WILL LAST AND COMES WITH A LIMITED LIFETIME WARRANTY.

“5 POINT” CORROSION AND RUST RESISTANCE

CORROSION AND RUST RESISTANCE IS ONE OF THE TOP CONCERNS CUSTOMERS HAVE IN BUYING MANURE SPREADERS. ABI DOES NOT TAKE THIS CONCERN LIGHTLY. TO ENSURE OUR SPREADERS WILL LAST FOR MANY YEARS TO COME, WE HAVE IMPLEMENTED A SUITE OF MEASURES TO PREVENT AGAINST CORROSION AND RUST.

1. WE START WITH CORROSION RESISTANT COR-TEN STEEL.
2. ALL STEEL COMPONENTS ARE SANDBLASTED BEFORE PAINTING. THIS CLEANS THE IMPURITIES OFF THE STEEL AND OPENS THE PORES TO ABSORB THE PAINT FOR THE BEST BOND.
3. RUST-OLEUM “STOPS-RUST” PAINT IS APPLIED. THIS PAINT IS EASY TO REPAIR AND TOUCH UP. UNLIKE POWDER COATING, MOISTURE CANNOT GET BEHIND THE PAINT TO RUST FROM THE UNDERSIDE.
4. COAL TAR EPOXY BOX LINER IS APPLIED INSIDE THE BOX.
5. TONGUE AND GROOVE (PLASTIC LUMBER) FLOOR WILL NOT RUST, CORRODE, OR ROT. THIS FLOOR HAS A LIMITED LIFETIME WARRANTY.

SETUP

PRIOR TO SHIPMENT OF YOUR ABI SPREADER ALL GREASE POINTS HAVE BEEN PACKED WITH GREASE AND THE HYDRAULIC GEAR BOXES WERE FILLED WITH THE CORRECT AMOUNT OF FLUID. ALL CHAINS HAVE BEEN ADJUSTED AND SET TO THE RIGHT TENSIONS.

ATTACHING THE SPREADER TO TOW VEHICLE

STEP 1

BACK THE TRACTOR UP TO THE SPREADER AND ALIGN TRACTOR DRAW BAR HITCH WITH THE HITCH OF THE SPREADER. TURN OFF THE TRACTOR, PUT IT IN PARK, AND REMOVE THE KEYS FROM THE IGNITION. WITH THE HITCH LINED UP, INSERT THE $\frac{3}{4}$ " HITCH PIN AND SECURE WITH THE R-CLIP.

STEP 2

NEXT YOU WILL ATTACH THE HYDRAULIC LINES TO THE BACK OF THE TRACTOR. IF YOUR TRACTOR HAS THE OPTIONAL HYDRAULIC END GATE INSTALLED, THEN THE TRACTOR WILL NEED TO BE EQUIPPED WITH TWO SETS OF HYDRAULIC PORTS TO RUN THE ABI SPREADER.

THE TWO LARGER DIAMETER HOSES ARE FOR THE WEB DRIVE/CONVEYOR SYSTEM. THE CHECK VALVE (INDICATED IN FIGURE 1) GOES TO THE OUTWARD FLOW HYDRAULIC PORT OF YOUR TRACTOR. THE OTHER HOSE GOES TO THE INWARD FLOW.

ON NEWER MODELS, THE CHECK VALVE WAS RELOCATED TO THE REAR OF THE SPREADER NEXT TO THE GEAR BOX BESIDE THE PTO SHAFT RUNNING DOWN THE LEFT SIDE OF THE SPREADER. IF YOU DON'T SEE THE CHECK VALVE LOCATED AT THE END OF THE HOSE (SHOWN IN FIGURE 1), LOOK BEHIND THE PTO SHAFT GUARD AS SHOWN IN FIGURE 1A.



FIGURE 1

LOCATION OF CHECK VALVE ON NEWER MODELS

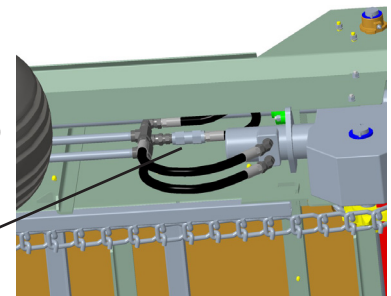


FIGURE 1A

STEP 3

THE SMALLER DIAMETER HYDRAULIC LINES ARE FOR THE OPTIONAL HYDRAULIC END GATE. NEITHER LINE HAS A CHECK VALVE AND CAN BE INSERTED IN THE TWO REMAINING HYDRAULIC PORTS.

STEP 4

WITH THE TRACTOR SHUT OFF PLACED IN PARK AND THE KEYS REMOVED FROM THE IGNITION OF THE TRACTOR, LINE UP THE SPLINES ON THE TRACTOR TO THE SPLINES OF THE PTO SHAFT. PUSH DOWN ON THE SPRING LOADED LOCKING PIN AND SLIDE THE PTO SHAFT ON AS FAR AS POSSIBLE. RELEASE THE SPRING-LOADED PIN AND PULL OUTWARD SLOWLY ON THE PTO SHAFT UNTIL THE SPRING-LOADED PIN POPS OUT AND LOCKS INTO PLACE. NEXT REPEAT THIS PROCESS AND CONNECT THE OTHER END OF THE PTO SHAFT TO THE MANURE SPREADER.

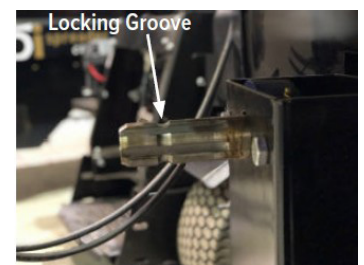


FIGURE 2

ADJUSTING PTO SHAFT LENGTH

CAUTION: BE SURE TO USE PROTECTIVE EYEWEAR, GLOVES, AND EAR PLUGS WHEN FOLLOWING THESE ADJUSTMENT STEPS.

DEPENDING ON THE TRACTOR YOU HAVE, IT MAY BE NECESSARY TO SHORTEN THE PTO SHAFT TO FIT YOUR TRACTOR AND TOOL. TO DO SO, FIRST MEASURE THE DISTANCE BETWEEN THE LOCKING GROOVE OF THE PTO SHAFT ON YOUR TRACTOR AND THE LOCKING GROOVE OF THE PTO SHAFT ON THE SPREADER. NEXT, MEASURE THE LENGTH OF THE PTO SHAFT WITH IT COMPLETELY SLID TOGETHER. SUBTRACT THE DISTANCE BETWEEN THE TRACTOR AND SPREADER FROM THE LENGTH OF THE PTO SHAFT. ADD TWO INCHES FOR EASE OF ATTACHING THE SHAFT. DIVIDE THIS NUMBER BY TWO. THIS WILL BE THE LENGTH TO CUT OFF EACH HALF OF THE PTO SHAFT.

EXAMPLE: IF THE DISTANCE BETWEEN YOUR TRACTOR AND SPREADER IS 30" AND THE LENGTH OF YOUR PTO SHAFT SLID TOGETHER IS 34", YOU WILL REMOVE 3" FROM EACH END OF THE SHAFT.

TO CUT THE SHAFT, FIRST MEASURE AND CUT THE PLASTIC SAFETY COVER TO THE DESIRED LENGTH. ONCE THE SAFETY COVER IS CUT, YOU CAN CUT THE SHAFT TO THE DESIRED LENGTH ON BOTH SIDES. BEFORE SLIDING THE SHAFT SECTIONS BACK TOGETHER, BE SURE TO USE A FILE TO REMOVE ANY BURRS FROM BOTH STEEL SECTIONS OF THE SHAFT.

OPERATION

USE CAUTION WHEN FILLING THE SPREADER FROM A MANURE PILE TO NOT DIG TOO DEEP WITH YOUR TRACTOR BUCKET AND SCOOP UP ROCKS OR DEBRIS THAT COULD DAMAGE YOUR SPREADER.

ONCE, YOU REACH THE AREA WHERE YOU INTEND TO APPLY YOUR MANURE, BE SURE TO RAISE THE END GATE (IF APPLICABLE) BEFORE ATTEMPTING TO ENGAGE THE SPREADER. IF NOT, YOU CAN DAMAGE YOUR WEB DRIVE/CONVEYOR SYSTEM.

ALWAYS BE SURE TO ENGAGE YOUR PTO FIRST BEFORE ENGAGING THE HYDRAULICS OF YOUR TRACTOR. FAILURE TO DO SO WILL CAUSE THE WEB DRIVE/CONVEYOR SYSTEM TO PUSH THE MANURE UP AGAINST THE BEATERS AND WIDE SPREAD PADDLES. THIS WILL RESULT IN HAVING TO MANUALLY SHOVEL OUT THE SPREADER. IDLE YOUR TRACTOR DOWN PRIOR TO ENGAGING THE PTO. ONCE THE PTO IS ENGAGED, IDLE YOUR TRACTOR UP TO A MAXIMUM OF 540 RPMS. IF YOU DON'T WANT TO SPREAD AS WIDE YOU CAN IDLE THE TRACTOR DOWN UNTIL YOU REACH YOUR DESIRED SPREAD.

ADJUSTING WEB DRIVE/CONVEYOR SPEED

TO ADJUST THE SPEED OF YOUR WEB DRIVE (HOW FAST THE MANURE RUNS OUT THE BACK) THERE IS A LEVER LOCATED ON THE RIGHT SIDE OF THE SPREADER BY THE PTO SHAFT. THE SMALL LEVER ON THE CONTROL VALVE HAS A THUMB SCREW THAT WHEN TIGHTENED IN ALL THE WAY LOCKS THE LEVER INTO THE DESIRED LOCATION. TO ADJUST THE LEVER, LOOSEN THE THUMB SCREW AND THEN SET TO YOUR DESIRED SPEED. RETIGHTEN THE THUMB SCREW TO LOCK IN SPEED. ALL THE WAY TO THE LEFT OF THE DIAL IS NO MOVEMENT AND THE FURTHER YOU ADVANCE TO THE RIGHT, THE FASTER THE MANURE MOVES. ABI RECOMMENDS STARTING OUT HALF WAY ON THE DIAL UNTIL YOU DISCOVER YOUR IDEAL SPEED.



FIGURE 3

MAINTENANCE

***DANGER:** DISCONNECT PTO AND HYDRAULICS FROM TRACTOR BEFORE PERFORMING ANY MAINTENANCE OR REPAIR WORK. IF REMOVING A TIRE, USE A JACK AND JACK STAND WITH CORRECT WEIGHT RATINGS. IF WORKING UNDER THE SPREADER, PARK ON LEVEL SURFACE, BLOCK WHEELS, AND SECURE FRONT TONGUE.*

GREASING THE SPREADER

YOUR SPREADER HAS A TOTAL OF 17 GREASE ZERKS ON IT, 7 OF WHICH ARE TO BE GREASED EVERY 30 DAYS OR 30 USES AND BEFORE LONG PERIODS OF STORAGE. THE REMAINING 10 ARE TO BE GREASED ANNUALLY. WE SUGGEST USING A HIGH-TEMPERATURE SYNTHETIC GREASE.

NEAR THE LOCATION OF ALL 7 OF THE 30 DAY OR 30 USE GREASE POINTS YOU WILL FIND A STICKER WITH AN IMAGE OF A GREASE GUN (SHOWN IN FIGURE 4) TO ASSIST YOU IN LOCATING THE GREASE POINTS. KEEPING YOUR UNIT GREASED PROPERLY WILL EXTEND THE LIFE OF YOUR TOOL, WILL REDUCE DOWN TIME, AND REDUCE THE NEED FOR REPLACEMENT PARTS.



FIGURE 4

ON THE FRONT OF THE SPREADER YOU WILL SEE TWO ACCESS PANELS. ONE AT THE FRONT LEFT BOTTOM CORNER AND THE OTHER AT THE RIGHT BOTTOM CORNER (SEE FIGURE 5). THESE GREASE POINTS ARE NOT SEALED BEARINGS, SO YOU CAN'T OVER GREASE THESE. IN FACT, IT'S BETTER TO GREASE THEM UNTIL THE GREASE COMES OUT OF THE BEARINGS TO HELP FLUSH OUT DIRT AND DEBRIS. THESE SHOULD BE GREASED EVERY 30 USES OR 30 DAYS.

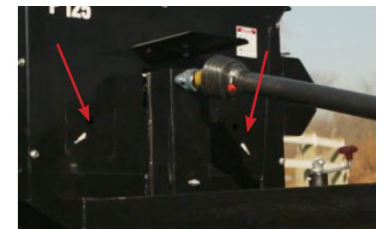


FIGURE 5

THE NEXT TWO GREASE POINTS ARE AT THE RIGHT REAR SIDE OF THE SPREADER, WITH THE SAFETY SHIELD REMOVED. (THE RIGHT OR LEFT SIDE OF THE SPREADER IS DETERMINED BY STANDING BEHIND THE SPREADER LOOKING FORWARD). THE FIRST GREASE POINT IS ON THE UPPER SPROCKET (FIGURE 6) AND THE SECOND GREASE POINT IS ON THE LOWER BEARING (FIGURE 7). THESE ARE NOT SEALED BEARINGS, SO THEY NEED TO BE GREASED UNTIL THE GREASE COMES OUT EVERY 30 USES OR 30 DAYS.



FIGURE 6



FIGURE 7

AT THE REAR OF THE SPREADER ARE TWO MORE GREASE POINTS AT THE BEARINGS ON EACH END OF THE WIDE SPREAD BEATER BAR (FIGURE 8). THESE GREASE POINTS NEED TO BE GREASED EVERY 30 DAYS OR 30 USES. REMINDER, THESE ARE NOT SEALED BEARINGS, SO GREASE THEM UNTIL GREASE COMES OUT.



FIGURE 8

ON THE LEFT REAR OF THE SPREADER IS THE LAST OF THE 30 DAY OR 30 USE GREASE POINTS (FIGURE 9). REMINDER, THIS IS NOT A SEALED BEARING, SO GREASE IT UNTIL THE GREASE FLOWS OUT TO FLUSH OUT DEBRIS.



FIGURE 9

THE REMAINING 10 GREASE POINTS ARE NOT MARKED BY A STICKER AND ARE SEALED BEARINGS, MEANING THEY RECEIVE A LIMITED AMOUNT OF GREASE.

THERE ARE 4 GREASE POINTS ON THE LEFT SIDE OF THE SPREADER BEHIND THE SHIELD, WHICH WILL NEED TO BE REMOVED PRIOR TO GREASING (SEE FIGURE 10). TWO OF THE GREASE POINTS ARE ON EACH SIDE OF THE SPROCKET IN AT THE FRONT. THE NEXT GREASE POINT IS TOWARD THE CENTER OF THE SHAFT AND THE LAST ONE IS AT THE REAR OF THE SHAFT NEAR THE GEAR BOX. THESE ARE SEALED BEARINGS AND REQUIRE JUST ONE PUMP OF GREASE ANNUALLY OR BEFORE LONG PERIODS OF STORAGE.

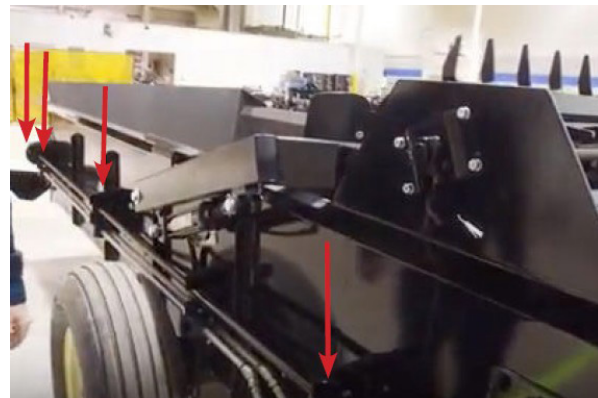


FIGURE 10

BEHIND THE WHEELS ON EACH SIDE OF THE SPREADER IS A GREASE POINT ON THE AXLE. THESE ARE SEALED BEARINGS AND SHOULD GET 4 TO 5 PUMPS OF GREASE ANNUALLY.

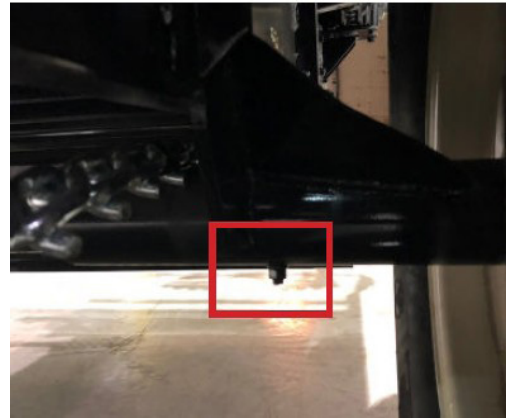


FIGURE 11

BEHIND THE FRONT GUARD THERE ARE TWO BEARINGS WHERE THE PTO SHAFT ENTERS THE UNIT. THESE WILL GET 2 PUMPS OF GREASE ANNUALLY. THE FRONT GUARD CAN BE REMOVED BY REMOVING THE SINGLE TOP CENTER BOLT AND SLIDING THE SHIELD UPWARD.

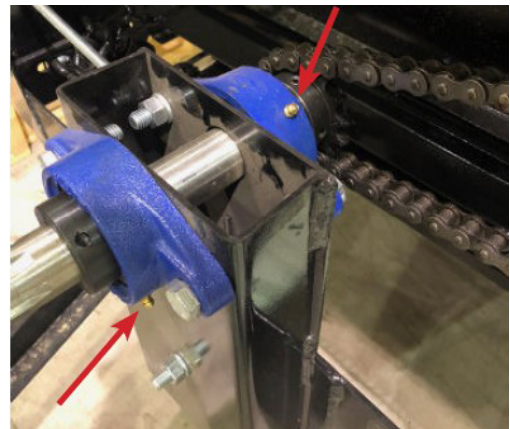


FIGURE 12

THE LAST TWO GREASE POINTS ARE ON THE PTO SHAFT ITSELF. YOU CAN TURN THE SAFETY COVER TO LINE UP THE HOLE IN THE COVER TO THE GREASE POINT TO REACH IT WITH A GREASE GUN. THERE IS ONE AT EACH END OF THE PTO SHAFT AND THEY BOTH RECEIVE TWO PUMPS OF GREASE ANNUALLY.

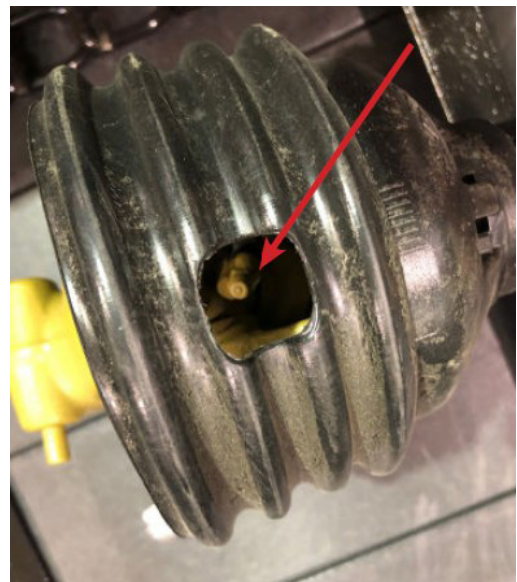


FIGURE 13

WHEEL MAINTENANCE

THE WHEELS ON THE SPREADER SHOULD BE TORQUED DOWN TO 100 FT LBS AFTER FIRST USE AND BE RETIGHTENED ANNUALLY. THE RECOMMENDED TIRE PRESSURE IS 52 PSI TO MAINTAIN MAXIMUM PERFORMANCE. THE TIRES SHOULD BE VISUALLY INSPECTED BEFORE EACH USE AND CHECKED SEMI-ANNUALLY WITH AN AIR PRESSURE GAGE. MAXIMUM TRANSPORT SPEED IS 30 MILES PER HOUR.

WINTER USE

USE CAUTION IN WINTER MONTHS OR DURING PERIODS OF FREEZING WEATHER AS THE WEB DRIVE/CONVEYOR SYSTEM CAN BECOME FROZEN TO THE FLOOR OF THE SPREADER. IF IT IS FROZEN, TAKE A PRY BAR AND PRY UP ON THE WEB DRIVE IN SEVERAL PLACES ON BOTH SIDES OF THE SPREADER MAKING SURE IT IS FREE OF ICE. NEXT, BEFORE LOADING SLOWLY RUN THE WEB DRIVE OR CONVEYOR MAKING SURE ALL MECHANICAL PARTS ARE FUNCTIONING PROPERLY. IF EQUIPPED WITH THE OPTIONAL END GATE, BE SURE TO RAISE IT BEFORE ADVANCING THE WEB DRIVE. DO NOT LET MANURE SIT FOR LONG PERIODS IN THE SPREADER DURING FREEZING CONDITIONS. THE ABI WARRANTY DOES NOT COVER DAMAGES DUE TO FREEZING.

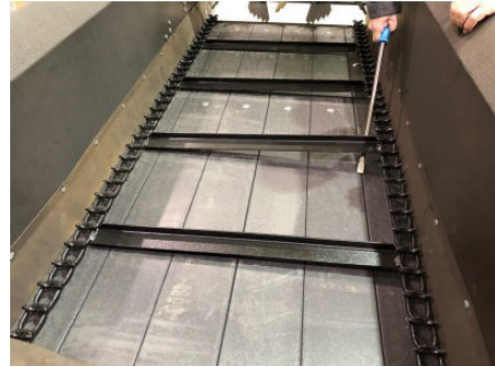


FIGURE 14

CLEANING THE SPREADER

PRESSURE WASHING YOUR SPREADER WILL HELP KEEP THE NITROGEN PRODUCED IN THE MANURE FROM EATING AWAY AT THE SPREADER. THE MORE OFTEN YOU WASH IT THE LONGER IT WILL LAST. AFTER WASHING YOU SHOULD OIL ALL THE DRIVE CHAINS THAT TURN THE SPROCKETS ON THE SPREADER. YOUR UNIT HAS TWO AT THE RIGHT REAR OF THE SPREADER, BEHIND THE GUARD. THERE IS A DOUBLE ROLLER CHAIN BEHIND THE GUARD ON THE LEFT SIDE OF THE SPREADER. TO OIL THESE YOU CAN USE STANDARD MOTOR OIL OR USE A SPRAY CAN OF CHAIN LUBE FOUND AT MOST LOCAL HARDWARE OR AUTO PARTS STORES. THIS WILL LAST LONGER THAN OIL. THE CHAINS SHOULD NEVER BECOME DRY AS THIS CAN LEAD TO RUST AND REDUCE THEIR FLEXIBILITY, CAUSING THEM TO BREAK OR MALFUNCTION. IF YOU ARE GOING TO STORE YOUR SPREADER FOR A LONG PERIOD OF TIME YOU CAN USE AN OLD PAINT BRUSH AND SOME MOTOR OIL AND LUBRICATE THE WEB DRIVE/CONVEYOR CHAINS.

ANNUALLY OR BEFORE LONG PERIODS OF STORAGE SLIDE APART THE PTO SHAFT AND SPRAY THE INSIDE OF THE LARGER HALF OF THE PTO SHAFT WITH A SPRAY CAN OF LITHIUM GREASE. THIS WILL HELP PREVENT RUST FROM FORMING, WHICH CAN LEAD TO THE TWO SHAFTS SEIZING TOGETHER.

ADJUSTING THE TENSION OF THE WEB DRIVE/CONVEYOR SYSTEM

STEP 1

TO DETERMINE IF THE WEB DRIVE/CONVEYOR SYSTEM IS IN NEED OF ADJUSTMENT, GO TO THE CENTER OF EITHER SIDE OF THE SPREADER, REACH OVER THE SIDE, AND PULL UP ON THE CHAIN. THERE SHOULD BE ABOUT 3 INCHES OF SLACK BETWEEN THE CHAIN AND THE FLOOR OF THE SPREADER. IF THERE IS MORE, THEN AN ADJUSTMENT WILL BE NECESSARY.

STEP 2

ON EACH SIDE OF THE SPREADER AT THE FRONT ARE TWO BOLTS (#1 AND #2). LOOSEN, BUT DO NOT REMOVE THESE BOLTS. THESE BOLTS LOCK IN THE TENSIONER SO IT CANNOT MOVE AFTER THE ADJUSTMENT IS SET.

ON THE FRONT OF EACH SIDE OF THE SPREADER IS A NUT ON A THREADED ROD (#3). TURN THE NUT CLOCKWISE TO TIGHTEN UP THE SLACK IN THE CHAIN COUNTING HOW MANY TURNS YOU MAKE ON EACH SIDE. ADJUST BOTH SIDES THE SAME AMOUNT OF TURNS SO THE CHAINS CONTINUE TO RUN STRAIGHT. CHECK THE SLACK IN THE BED AS SHOWN IN STEP 1. ONCE THE WEB DRIVE/CONVEYOR IS SET AT THE DESIRED TENSION ON BOTH SIDES, RETIGHTEN THE LOCKING BOLTS (#1 AND #2) ON BOTH SIDES.



FIGURE 15

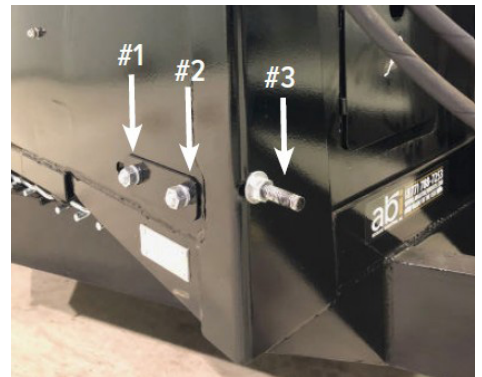


FIGURE 16

ADJUSTING THE PTO DRIVE CHAIN TENSIONER

AFTER REMOVING THE FRONT GUARD PANEL, LOOSEN BUT DO NOT REMOVE THE FRONT TWO PTO HOUSING LOCKING BOLTS (FIGURE 17).

ON THE SIDE OF THE SPREADER THERE IS A THREADED ROD (FIGURE 18). BY TURNING IT COUNTER CLOCKWISE YOU WILL INCREASE THE TENSION ON THE CHAIN. IF YOU GRAB THE TOP CHAIN, YOU SHOULD BE ABLE TO PUSH IT DOWN IN THE CENTER APPROXIMATELY 1 INCH WHEN YOU REACH THE PROPER TENSION. BE SURE TO RETIGHTEN DOWN THE TWO LOCKING BOLTS AND REPLACE THE FRONT GUARD PANEL. USE CAUTION NOT TO OVER TIGHTEN WHICH CAN CAUSE EXCESS WEAR ON THE SPROCKET AND CHAIN.

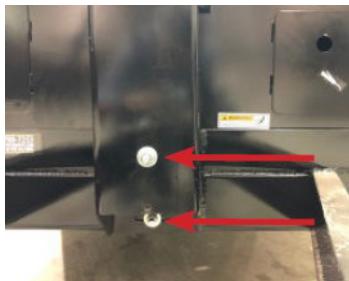


FIGURE 17



FIGURE 18

ADJUSTING THE WIDE SPREAD CHAIN TENSIONER

REMOVE THE RIGHT REAR SAFETY GUARD BY REMOVING ALL FOUR BOLTS AND THEN LIFTING UPWARD ON THE GUARD UNTIL IT CLEARS THE LOCKING SLOTS. PLACE THE GUARD SAFELY OFF TO THE SIDE.



FIGURE 19

NEXT LOOSEN BUT DO NOT REMOVE ALL FOUR LOCKING PLATE BOLTS.

ON THE TENSIONER BOLT, THE LOCKING NUT IS THE NUT CLOSER TO THE FRONT OF THE SPREADER. YOU WILL WANT TO LOOSEN THIS NUT SEVERAL TURNS. TIGHTEN THE TENSIONING NUT AND COUNT THE TURNS. IT IS IMPORTANT TO ADJUST THE WIDE SPREAD THE SAME AMOUNT ON EACH SIDE OF THE SPREADER. AFTERWARDS TIGHTEN ALL FOUR LOCKING NUTS DOWN. THEN, BE SURE TO TIGHTEN THE LOCKING NUT ON THE TENSIONING BOLT AND REPLACE THE SAFETY GUARD. JUST A REMINDER, BE SURE TO ADJUST THE OPPOSITE SIDE THE SAME AMOUNT OF TURNS, TO PREVENT THE SHAFT FROM RIDING SIDeways, SHORTENING THE LIFE OF YOUR BEARINGS.

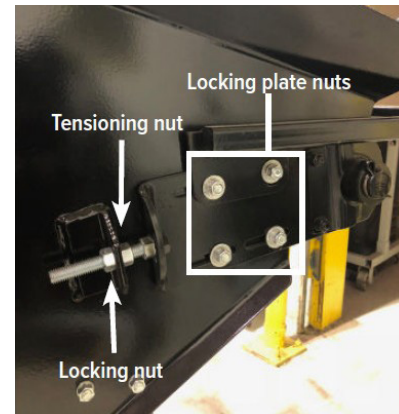


FIGURE 20

ADJUSTING THE WIDE SPREAD AND BEATER BAR CHAIN TENSIONER

REMOVE THE RIGHT REAR SAFETY GUARD AS INSTRUCTED IN THE PREVIOUS SECTION

TO SET THE TENSION ON THE CHAIN, LOOSEN THE TWO LOCKING BOLTS AND SLIDE THE TENSIONER TOWARDS THE REAR OF THE SPREADER. RETIGHTEN THE BOLTS ONCE IN PLACE AND REPLACE THE GUARD. DO NOT OVER TIGHTEN THE CHAIN OR IT WILL CAUSE EXCESSIVE WEAR TO THE CHAIN.



FIGURE 21

REPLACING THE MASTER LINK ON A CHAIN

A MASTER LINK FOR A CHAIN IS COMPRISED OF THREE PARTS; THE PLATE AND PINS, THE PLATE, AND THE RETAINING SPRING CLIP THAT HOLDS EVERYTHING IN PLACE.

WHENEVER REPLACING A MASTER LINK ALWAYS HAVE THE PLATE AND PIN SIDE OF THE LINK FACING TOWARDS THE SPROCKET HOUSING AND THE RETAINING SPRING CLIP FACING AWAY FROM ANY SPROCKET. IF NOT, THE RETAINING SPRING CLIP CAN RUB UP AGAINST THE HOUSING AND COME OFF CAUSING THE CHAIN TO COME APART. INSERT THE PLATE AND PIN SECTION FIRST THEN ON THE OTHER SIDE INSTALL THE PLATE FOLLOWED BY THE RETAINING SPRING CLIP TO LOCK IT IN PLACE.



FIGURE 22

TROUBLESHOOTING

THE PTO SHAFT IS TURNING BUT THE SHREDDER BARS AND WIDE SPREAD PADDLES ARE NOT TURNING

STEP 1

ON THE LEFT FRONT CORNER OF YOUR SPREADER THERE IS A HINGED HOOD AREA, UNLATCH AND LOWER THE HOOD. CHECK TO SEE IF THE SHEAR BOLT (#1) HAS BROKEN. IF SO, IN THE HOOD YOU WILL FIND EXTRA 5/16" X 1 1/4" GRADE 2 BOLTS WITH NUTS AND WASHERS. YOU WILL NEED TO ALIGN THE HOLE IN THE LOCKING COLLAR (#2) WITH THE HOLE IN THE SPROCKET (#3) AND THEN REPLACE THE BOLT, WASHER, AND NUT AND TIGHTEN DOWN. REPLACEMENT SHEAR BOLTS CAN BE PURCHASED AT A LOCAL HARDWARE STORE AND ARE A GRADE 2 BOLT.

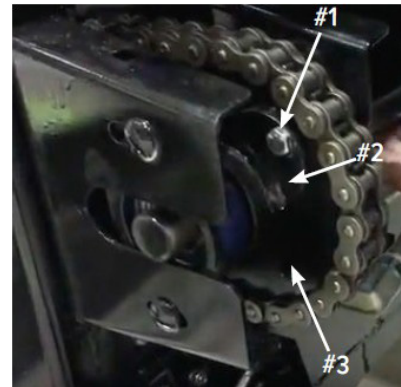


FIGURE 23

STEP 2

IF THE SHEAR BOLT IS INTACT AND THE SHREDDER BARS AND WIDE SPREAD PADDLES STILL AREN'T TURNING, THEN YOU NEED TO REMOVE THE GUARD ON THE LEFT SIDE OF YOUR SPREADER AND VERIFY THAT YOUR DOUBLE ROLLER CHAIN IS STILL ATTACHED. ON EITHER SIDE OF THE ROLLER CHAIN, THERE IS A KEYWAY THAT SECURES THE SPROCKETS TO THE SHAFTS. TO CHECK THIS, REMOVE THE MASTER LINK FOR THE DOUBLE ROLLER CHAIN AND SLIDE BACK THE SPROCKETS AND SEE IF THE KEY WAY IS INTACT. IF THE KEY WAY IS DAMAGED, A REPLACEMENT CAN PURCHASED IT AT A LOCAL HARDWARE STORE. IT IS A 1/4" X 1/4" X 1" KEY.



FIGURE 24

STEP 3

IF THE SHREDDER BARS AND THE WIDE SPREAD PADDLES ARE NOT MOVING AFTER COMPLETING STEPS 1 AND 2, CHECK THE REAR OF THE SPREADER ON THE LEFT SIDE LOWER BEATER BAR SHAFT. THERE IS A CONNECTION COUPLER WITH TWO SET SCREWS ON THIS SHAFT (FIGURE 3). WHILE THE SPREADER IS RUNNING, SEE IF THE SHAFT COMING OUT OF THE GEAR BOX IS TURNING AND THE BEATER SHAFT ISN'T TURNING. IF THIS IS THE CASE, THE KEY INSIDE THE COUPLER THAT CONNECTS THE GEAR BOX TO THE BEATER BAR SHAFT IS BROKEN AND WILL NEED TO BE REPLACED. IT IS A 1/4" X 1/4" X 1" KEY.



FIGURE 25

IF STEPS 1 THROUGH 3 ARE COMPLETED AND THE BEATER BARS AND WIDE SPREAD PADDLES ARE STILL NOT TURNING, CONTACT OUR SUPPORT TEAM AT 877-788-7253.

THE WEB CHAIN/CONVEYOR SYSTEM IS NOT WORKING

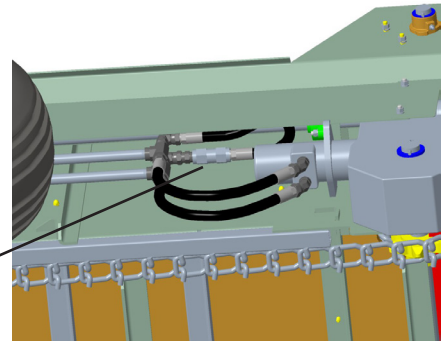
IF THE HYDRAULIC HOSES ARE ATTACHED TO THE TRACTOR AND THE SPREADER AND THE SPEED DIAL IS TURNED ON BUT THE WEB CHAIN OR CONVEYOR SYSTEM IS NOT WORKING, THE CHECK VALVE MAY HAVE BEEN ATTACHED TO THE INWARD FLOW SIDE OF THE TRACTOR. IF THIS HAPPENED, THEN THE CHECK VALVE HAS CLOSED AND STAYS CLOSED UNTIL THE PRESSURE IS RELEASED INSIDE OF THE VALVE. TO RELIEVE THE PRESSURE FIRST COVER THE CHECK VALVE IN AN OLD RAG (WHEN PRESSURE IS RELIEVED THE HYDRAULIC OIL WILL SPRAY OUT OF THE HOSE) AND PUSH OR HIT THE NIPPLE AT THE END OF THE COUPLER AGAINST A HARD SURFACE TO RELIEVE THE OIL AND PRESSURE. NEXT, PLUG THE CHECK VALVE INTO THE OUTWARD FLOW SIDE OF THE TRACTOR AND YOU SHOULD BE UP AND RUNNING.

ON NEWER MODELS, THE CHECK VALVE WAS RELOCATED TO THE REAR OF THE SPREADER NEXT TO THE GEAR BOX BESIDE THE PTO SHAFT RUNNING DOWN THE LEFT SIDE OF THE SPREADER. IF YOU DON'T SEE THE CHECK VALVE LOCATED AT THE END OF THE HOSE (SHOWN IN FIGURE 26), LOOK BEHIND THE PTO SHAFT GUARD (SHOWN IN FIGURE 26A).



FIGURE 26

LOCATION OF CHECK VALVE ON NEWER MODELS



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