



RIGHT ANGLE DRIVE KIT [A293] FOR MKX100 AND X100 SERIES AUGER MODELS INSTALLATION INSTRUCTIONS



Read and understand the safety information in the auger manual before proceeding.



Read and understand the instructions in this manual before attempting to install this product.



Refer to the auger manual for operation instructions.

PRE-INSTALLATION

To prepare auger for kit installation:

1. Park auger on level ground. Fully lower the auger tube scissor lift.
2. Chock auger wheels to prevent rolling.
3. Relieve pressure in hydraulic hose(s) and disconnect them from tractor.
4. Position the hitch jack to support auger intake, then unhook tractor from auger.
5. Install support leg as shown in Figure 1.

Important: *The pin must be placed through the auger hitch. Do not use support leg without pin in place!*

6. Remove hitch jack.
7. Remove sprocket guard from boot.
8. Remove CV-PTO Driveline from auger by driving out the PTO roll pin.

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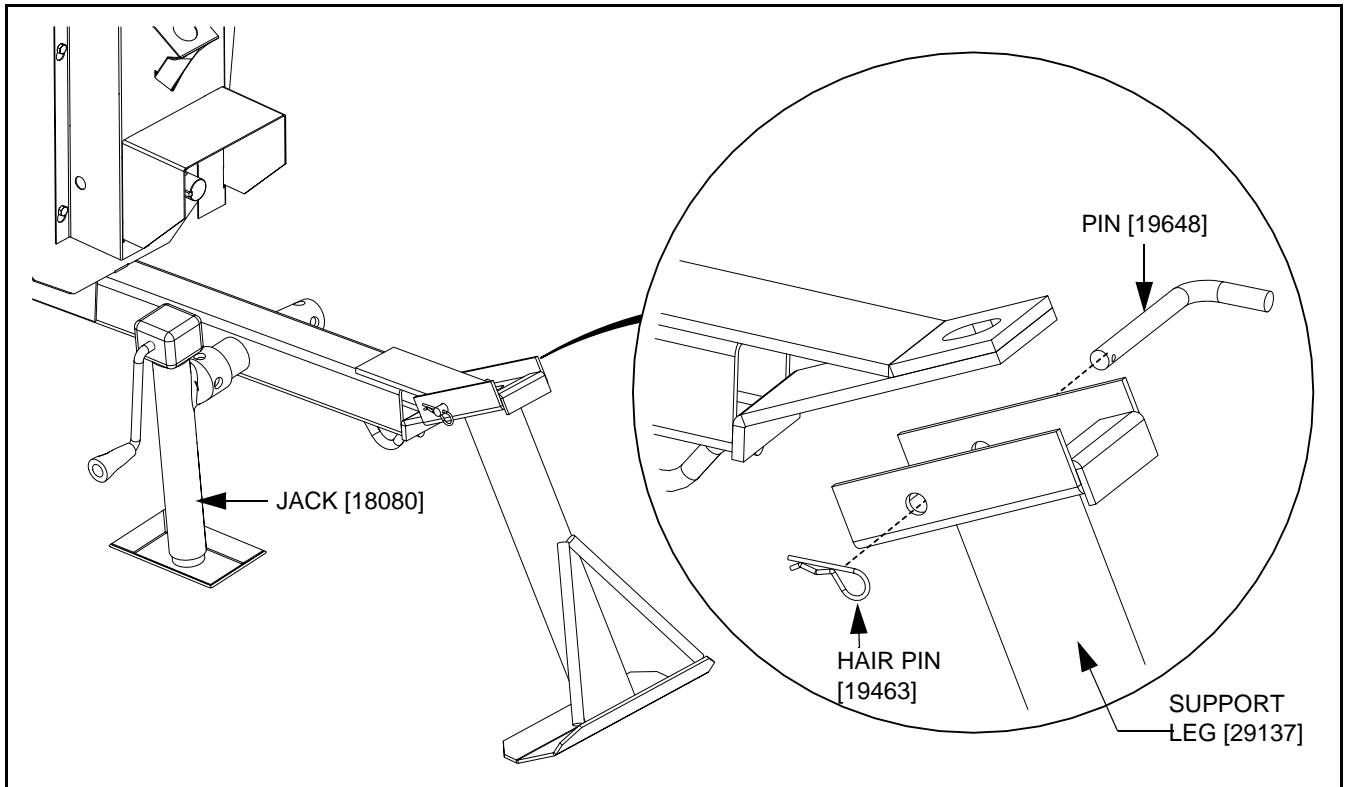


Figure 1 Installing Support Leg

RIGHT ANGLE DRIVE INSTALLATION

Note: *The gearbox is sent from the factory filled halfway with EP90 oil. Before further assembly, check oil level to make certain the gearbox is half full. Add oil if necessary. Do not use grease.*

1. Remove coupler chain from coupler sprockets as shown in Figure 2.
2. Slide the unconnected coupler sprocket onto end of flight shaft. Place outside face of sprocket flush with end of shaft, then tighten set screws as shown in Figure 3.
3. Insert 7/16" x 4" bolts through upper holes of the gearbox mount assembly and position over the hitch tube as shown in Figure 4. Secure with 7/16" locknuts.
4. Position the jack mount below the hitch tube, as shown. Loosely fasten with 7/16" x 4-1/2" bolts and locknuts as shown in Figure 4. Do not tighten these bolts until step 8.
5. Loosen the bolts securing gearbox to adjust plate.
6. Loosen the 5/8" adjust nuts.
7. Align the coupler sprockets by adjusting gearbox vertically and horizontally. Leave about 3/8" clearance between sprockets as shown in Figure 5.
8. Tighten bolts and locknuts holding gearbox mount assembly to hitch tube.

9. Recheck the coupler sprocket alignment and make further adjustments if needed.
10. Tighten all gearbox and adjust plate bolts and nuts; also tighten set screws on the sprockets.
11. Install the coupler chain on the coupler sprockets (see Figure 5).
12. If necessary, adjust bottom drive chain to about 1/4" (0.64 cm) deflection by loosening the 4 bolts on the lower bearing, then retighten. (Oil the drive chain as required.)
13. Replace the sprocket guard.

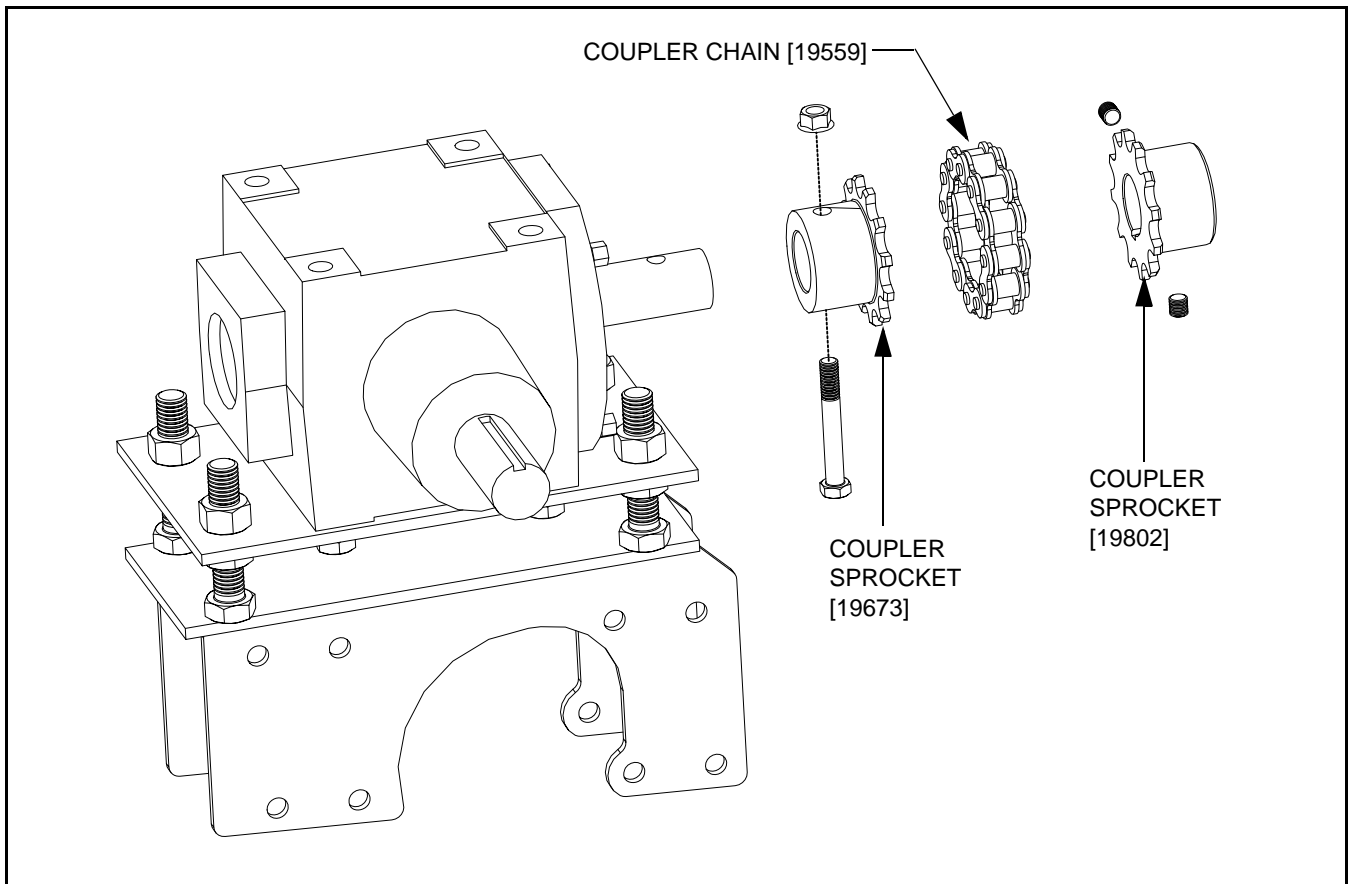


Figure 2 Removing Coupler Chain from Sprockets

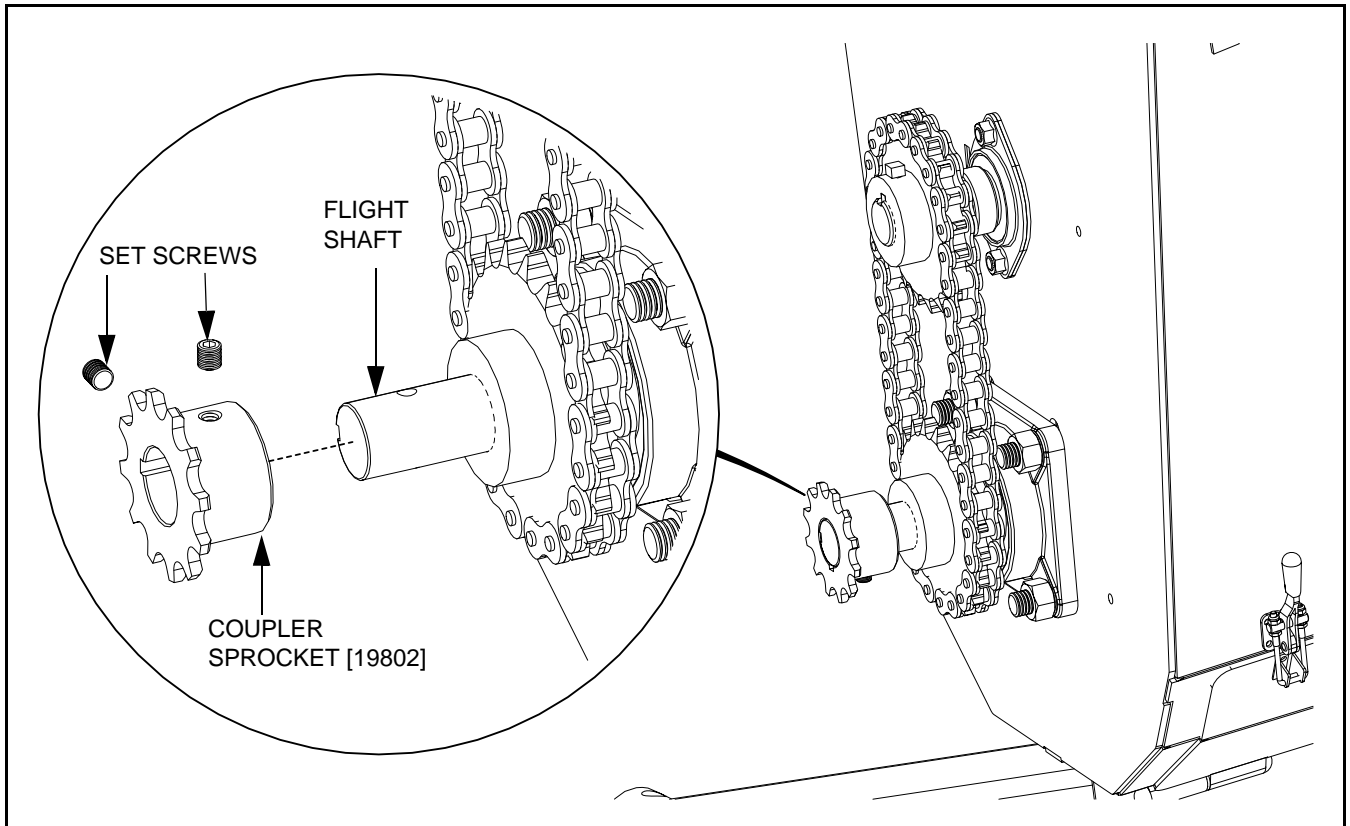


Figure 3 Installing Coupler Sprocket on Flight Shaft

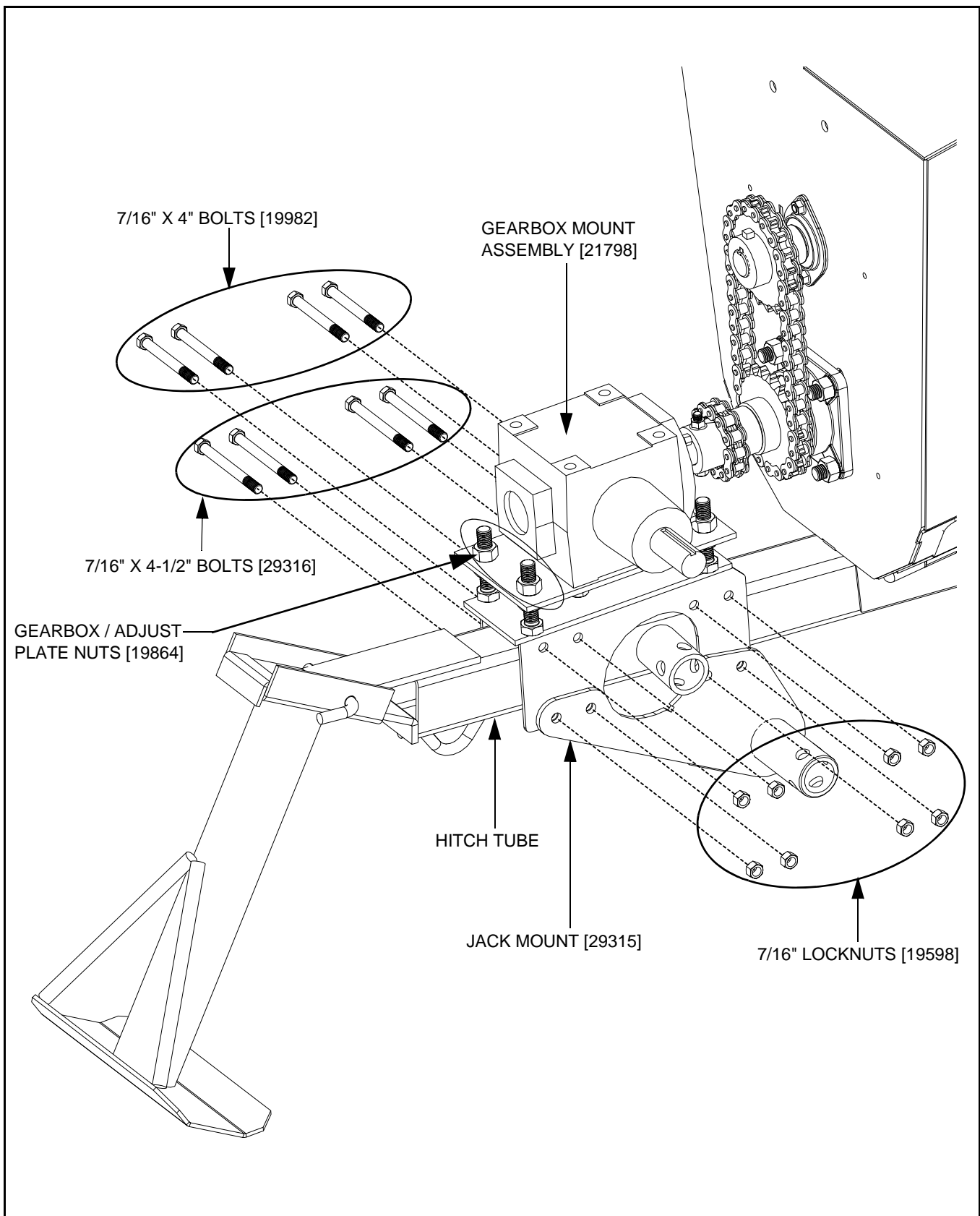


Figure 4 Installing Gearbox and Jack Mount

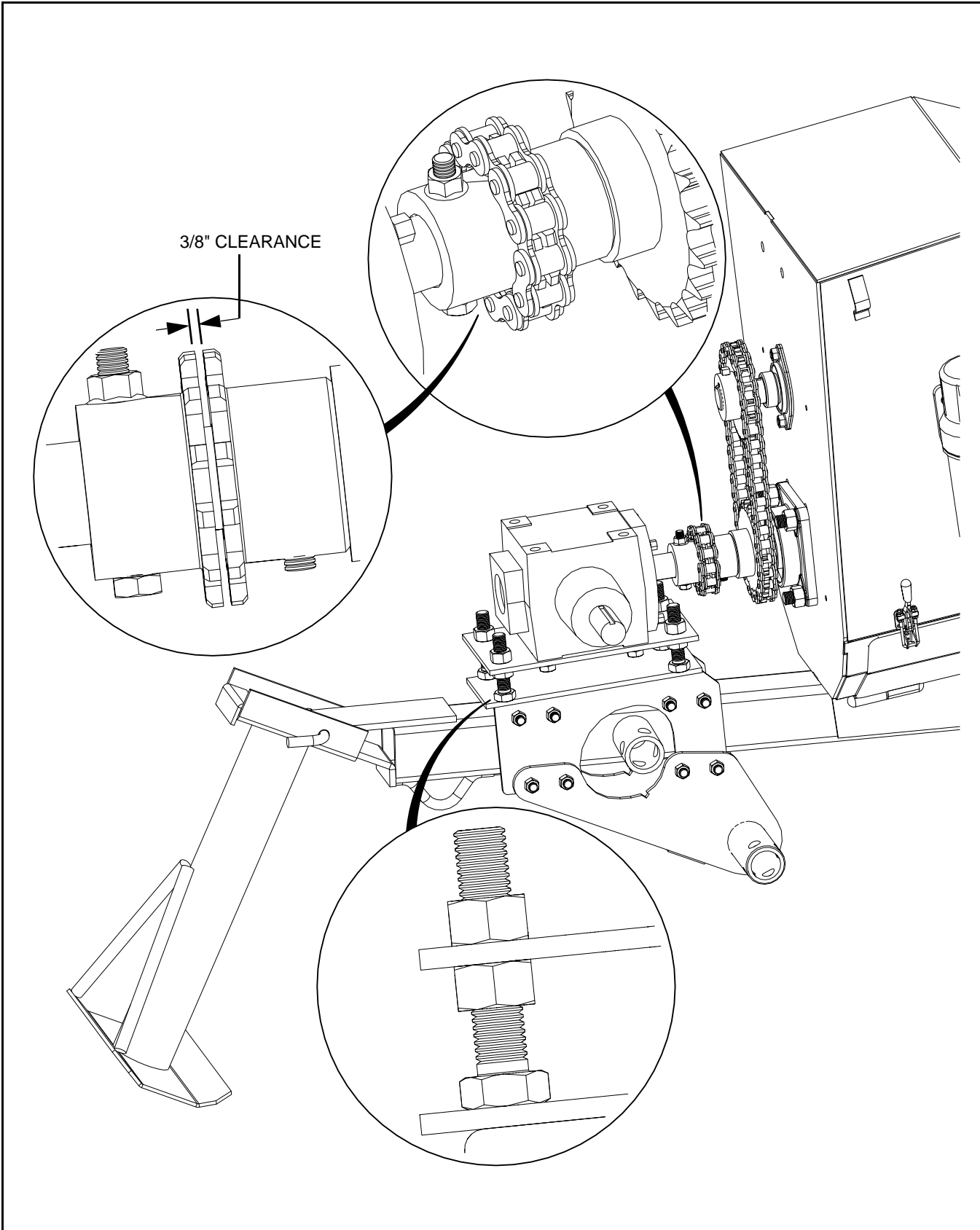


Figure 5 Adjusting Gearbox and Installing Coupler Chain

PTO DRIVELINE

1. Clean paint from gearbox input shaft.
2. Slide the PTO driveline onto the gearbox input shaft, using a 1/4" x 1-1/2" square key. Tighten set screws securely.
3. Install the transport saddle with halfband on auger tube 14-1/2" from the boot. Use 7/16" x 1" bolts and locknuts.
4. Rotate transport saddle downwards until the PTO driveline clears the hopper winch handle. Tighten bolts.
5. Secure the PTO drive guard to guard attach plate using 3/8" x 3/4" bolts and washer locknuts, then tighten bolts (see Figure 7).
6. Slide PTO drive guard over PTO driveline, then attach to gearbox using two 1/2" x 1" bolts and lock washers as shown in Figure 7.
7. Place PTO in transport position (place in transport saddle and secure with saddle pin and hair pin).

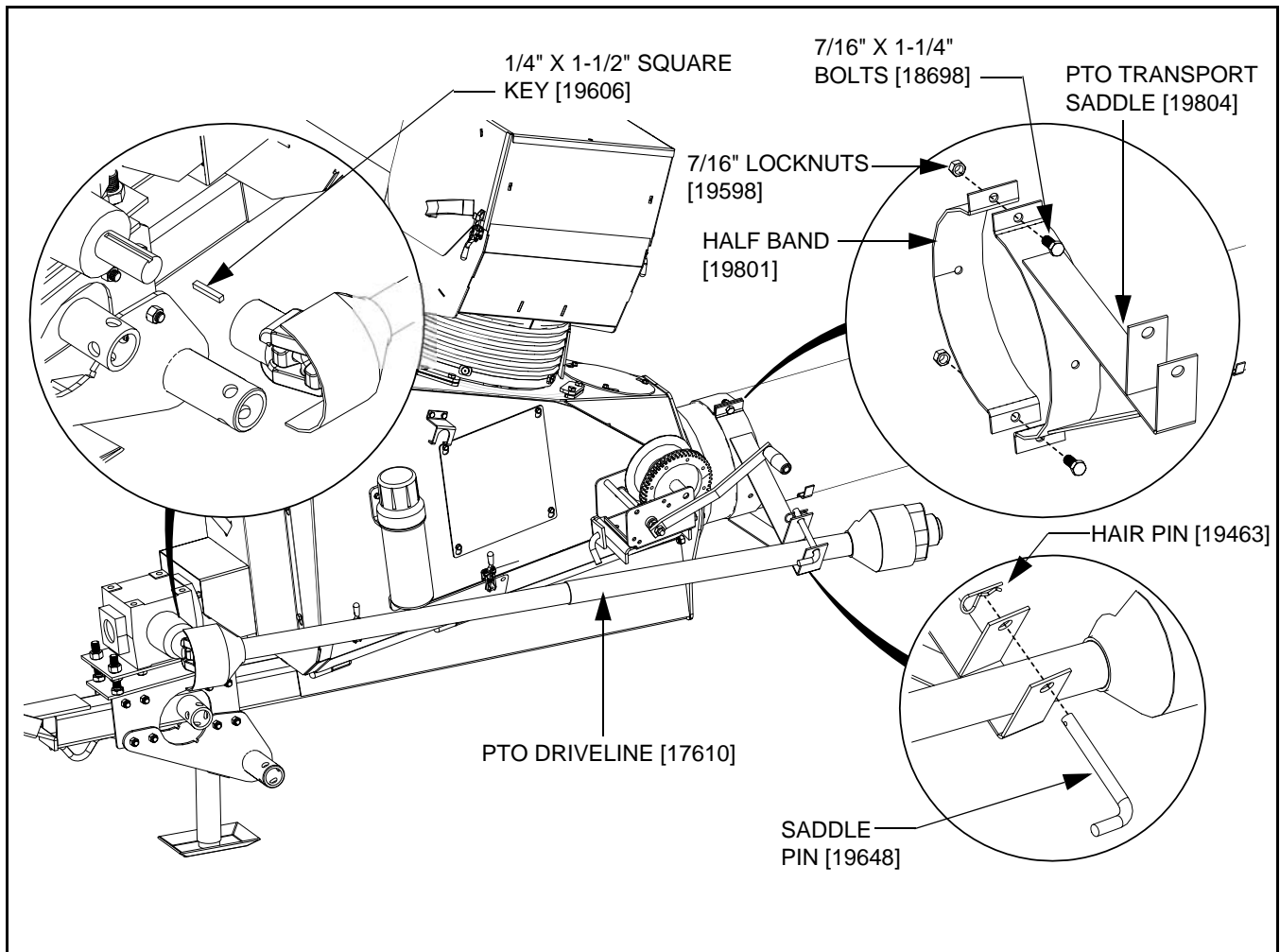


Figure 6 Installing the PTO Driveline

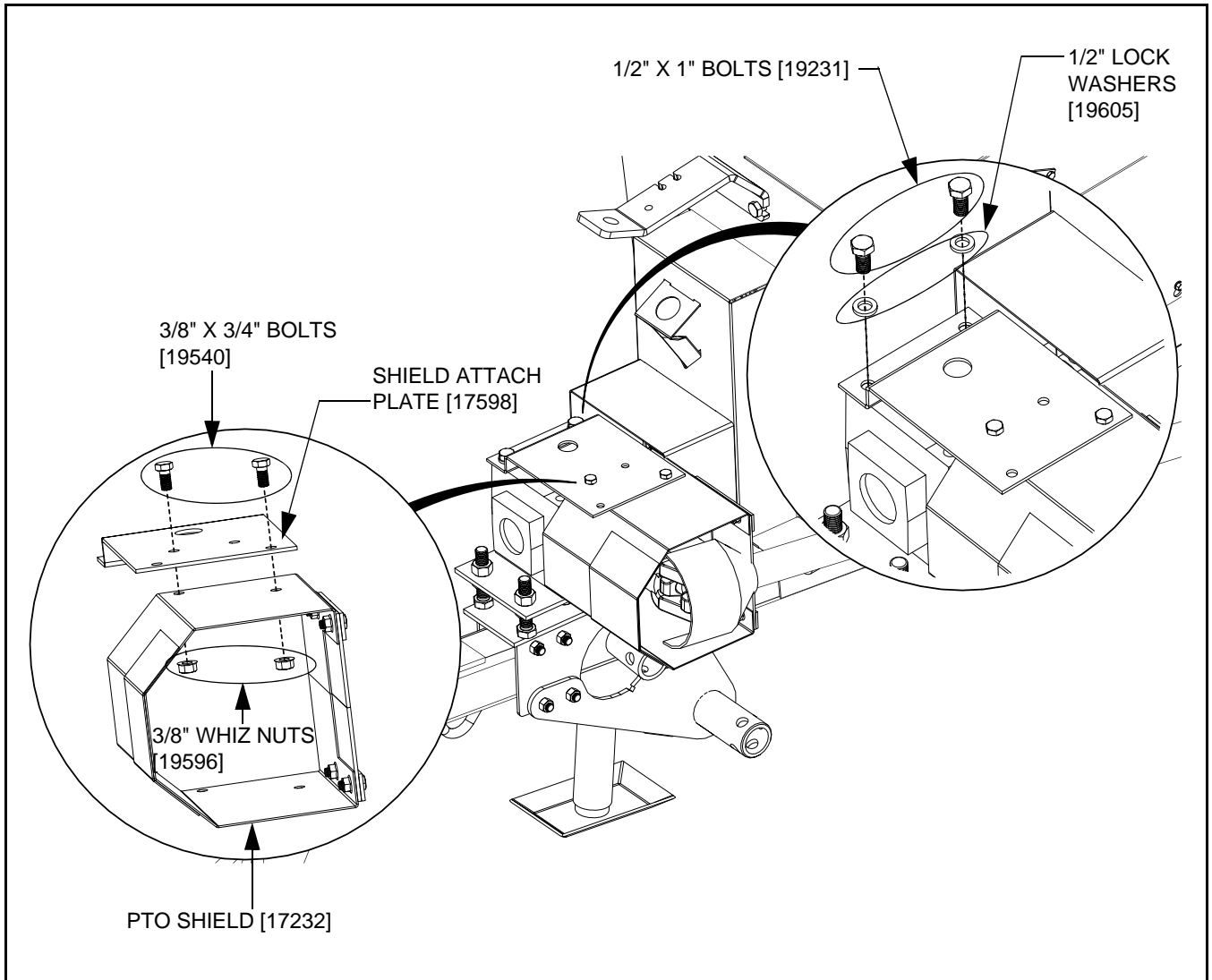


Figure 7 Installing the PTO Drive Guard and Guard Attach Plate