



**TO THE DEALER:**

Read manual instructions and safety rules. Make sure all items on the Dealer's Pre-Delivery and Delivery Check Lists in the Operator's Manual are completed before releasing equipment to the owner.

The dealer must complete the Warranty Registration Card attached to the front inside cover of this manual and return to J. & M. Mfg. Co., Inc. at the address indicated on the card. **Warranty claims will be denied if the Warranty Registration Card has not been completed and returned.**

**EXPRESS WARRANTY:**

J. & M. Mfg. Co. Inc. warrants against defects in construction or materials for a period of ONE year. We reserve the right to inspect and decide whether material or construction was faulty or whether abuse or accident voids our guarantee.

Warranty service must be performed by a dealer or service center authorized by J. & M. Mfg. Co. Inc. to sell and/or service the type of product involved, which will use only new or remanufactured parts or components furnished by J. & M. Mfg. Co. Inc. Warranty service will be performed without charge to the purchaser for parts or labor based on the Warranty Labor Times schedule. Under no circumstance will allowable labor times extend beyond the maximum hours indicated in the Warranty Labor Times schedule for each warranty procedure. The purchaser will be responsible for any service call and/or transportation of the product to and from the dealer or service center's place of business, for any premium charged for overtime labor requested by the purchaser, and for any service and/or maintenance not directly related to any defect covered under the warranty. Costs associated with equipment rental, product down time, or product disposal are not warrantable and will not be accepted under any circumstance.

Each warranty term begins on the date of product delivery to the purchaser. Under no circumstance will warranty be approved unless the product warranty registration card (attached to the inside of the Operator's Manual) has been properly completed and submitted to the equipment manufacturer. This Warranty is effective only if the warranty registration card is returned within 30 days of purchase.

This warranty does not cover a component which fails, malfunctions or is damaged as a result of (i) improper modification or repair, (ii) accident, abuse or improper use, (iii) improper or insufficient maintenance, or (iv) normal wear or tear. This warranty does not cover products that are previously owned and extends solely to the original purchaser of the product. Should the original purchaser sell or otherwise transfer this product to a third party, this Warranty does not transfer to the third party purchaser in any way. J. & M. Mfg. Co. Inc. makes no warranty, express or implied, with respect to tires or other parts or accessories not manufactured by J. & M. Mfg. Co. Inc. Warranties for these items, if any, are provided separately by their respective manufacturers.

THIS WARRANTY IS EXPRESSLY IN LIEU OF ALL OTHER WARRANTIES OR CONDITIONS, EXPRESS, IMPLIED OR STATUTORY, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE.

In no event shall J. & M. Mfg. Co. Inc. be liable for special, direct, incidental or consequential damages of any kind. The exclusive remedy under this Warranty shall be repair or replacement of the defective component at J. & M. Mfg. Co. Inc.'s option. This is the entire agreement between J. & M. Mfg. Co. Inc. and the Owner about warranty and no J. & M. Mfg. Co. Inc. employee or dealer is authorized to make any additional warranty on behalf of J. & M. Mfg. Co. Inc.

The manufacturer reserves the right to make product design and material changes at any time without notice. They shall not incur any obligation or liability to incorporate such changes and improvements in products previously sold to any customer, nor shall they be obligated or liable for the replacement of previously sold products with products or parts incorporating such changes.

**SERVICE:**

The equipment you have purchased has been carefully manufactured to provide dependable and satisfactory use. Like all mechanical products, it will require cleaning and upkeep. Lubricate the unit as specified. Observe all safety information in this manual and safety signs on the equipment.

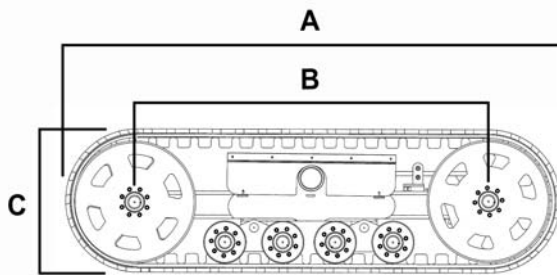
For service, your authorized J. & M. dealer has trained mechanics, genuine J. & M. service parts, and the necessary tools and equipment to handle all your needs.

Use only genuine J. & M. service parts. Substitute parts may void the warranty and may not meet standards required for safe and satisfactory operation. Record the model number and serial number of your equipment in the spaces provided:

Serial # \_\_\_\_\_ Purchase Date: \_\_\_\_\_ Purchased From: \_\_\_\_\_

Please provide this information to your dealer to obtain the correct parts:

## Model 3660-36ST-2 *Storm Tracker* Track System

<b>Dimensions</b>	
A) 146"	B) 105"    C) 42"    D) 36"
 <p style="text-align: center; margin-top: 10px;">D = Track Width</p>	
<b>Features</b>	
End Idler Construction	Steel
Mid Rollers (Bogies) (4 per set)	4 Sets
Pivot Bogey System	Yes
Air-Spring Cushion Belt Tensioner	Yes
Leveraged Tensioner	2 to 1
# of Hubs Used	24

<b>Specifications</b>	
Track Width	36"
Idler Width (effective)	36"
Overall Length	146"
Idler Diameter	36"
Roller Diameter	12 3/4"
Wheel Base	105"
Main Pivot Pin Diameter	6" Dia. (4140)
Track Length	324"
Carry Capacity	120,000 lbs.
Overall Weight	11,350 lbs.
Belt Weight (each)	1,300 lbs.
Track Tension	10,000 psi
Footprint per Track	3,780 Sq. In.
Footprint (Total)	7,560 Sq. In.
<p style="font-size: small;">Note: Specifications are subject to change without notice or obligation.</p>	

### GENERAL INFORMATION

#### TO THE OWNER:

The purpose of this manual is to assist you in operating and maintaining your track system in a safe manner. Read it carefully. It furnishes information and instructions that will help you achieve years of dependable performance and help maintain safe operating conditions. If this machine is used by an employee or is loaned or rented, make certain that the operator(s), prior to operating:

1. Is instructed in safe and proper use.
2. Reviews and understands the manual(s) pertaining to this machine.

Throughout this manual, the term **IMPORTANT** is used to indicate that failure to observe can cause damage to equipment. The terms **CAUTION**, **WARNING** and **DANGER** are used in conjunction with the Safety-Alert Symbol, (a triangle with an exclamation mark), to indicate the degree of hazard for items of personal safety. When you see this symbol, carefully read the message that follows and be alert to the possibility of personal injury or death.

	This Safety-Alert symbol indicates a hazard and means <b>ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!</b>
	Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.
	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.
	Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury.
<b>IMPORTANT</b>	Indicates that failure to observe can cause damage to equipment.
<b>NOTE</b>	Indicates helpful information.

## GENERAL INFORMATION (continued)

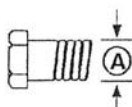
### BOLT TORQUE CHART

Always tighten hardware to these values unless a different torque or tightening procedure is listed for a specific application.


Fasteners must always be replaced with the same grade as specified in the manual parts list.

Always use the proper tool for tightening hardware. SAE for SAE hardware and Metric for metric hardware.

Make sure fastener threads are clean and you start the thread engagement properly. All torque values are given to specification used on hardware defined by SAE J1701 & J1701M (Jul 96).




**SAE SERIES TORQUE CHART**




SAE Bolt Head Identification

**SAE Grade 2 (No Dashes)**

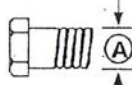


**SAE Grade 5 (3 Radial Dashes)**




**SAE Grade 8 (6 Radial Dashes)**

Diameter (Inches) <sup>(A)</sup>	Wrench Size	MARKING ON HEAD					
		SAE 2		SAE 5		SAE 8	
		Lbs.-Ft.	N-m	Lbs.-Ft.	N-m	Lbs.-Ft.	N-m
1/4	7/16"	6	8	10	13	14	18
5/16	1/2"	12	17	19	26	27	37
3/8	9/16"	23	31	35	47	49	67
7/16	5/8"	36	48	55	75	78	106
1/2	3/4"	55	75	85	115	120	163
9/16	13/16"	78	106	121	164	171	232
5/8	15/16"	110	149	170	230	240	325
3/4	1-1/8"	192	261	297	403	420	569
7/8	1-5/16"	306	416	474	642	669	907
1	1-1/2"	467	634	722	979	1020	1383




**METRIC SERIES TORQUE CHART**



Metric Bolt Head Identification

**Metric Grade 8.8**



**Metric Grade 10.9**

Diameter & Thread Pitch (Millimeters) <sup>(A)</sup>	Wrench Size	COARSE THREAD				FINE THREAD				Diameter & Thread Pitch (Millimeters) <sup>(A)</sup>
		MARKING ON HEAD								
		Metric 8.8		Metric 10.9		Metric 8.8		Metric 10.9		
		N-m	Lbs.-Ft.	N-m	Lbs.-Ft.	N-m	Lbs.-Ft.	N-m	Lbs.-Ft.	
6 x 1.0	10 mm	8	6	11	8	8	6	11	8	6 x 1.0
8 x 1.25	13 mm	20	15	27	20	21	16	29	22	8 x 1.0
10 x 1.5	16 mm	39	29	54	40	41	30	57	42	10 x 1.25
12 x 1.75	18 mm	68	50	94	70	75	55	103	76	12 x 1.25
14 x 2.0	21 mm	109	80	151	111	118	87	163	120	14 x 1.5
16 x 2.0	24 mm	169	125	234	173	181	133	250	184	16 x 1.5
18 x 2.5	27 mm	234	172	323	239	263	194	363	268	18 x 1.5
20 x 2.5	30 mm	330	244	457	337	367	270	507	374	20 x 1.5
22 x 2.5	34 mm	451	332	623	460	495	365	684	505	22 x 1.5
24 x 3.0	36 mm	571	421	790	583	623	459	861	635	24 x 2.0
30 x 3.0	46 mm	1175	867	1626	1199	1258	928	1740	1283	30 x 2.0

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## SAFETY RULES

### ATTENTION! BECOME ALERT! YOUR SAFETY IS INVOLVED!

Safety is a primary concern in the design and manufacture of our products. Unfortunately, our efforts to provide safe equipment can be erased by an operator's single careless act. In addition, hazard control and accident prevention are dependent upon the awareness, concern, judgment, and proper training of personnel involved in the operation, transport, maintenance and storage of equipment.

Make certain that the operator(s), prior to operating is instructed in safe and proper use and reviews and understands the manual(s) pertaining to this machine. Also make certain that the operator(s) reviews and understands the operator's manual of the grain cart and the tractor.

Read this manual before you operate this machine. If you do not understand any part of this manual, or need more information, contact the manufacturer or your authorized dealer.

## SAFETY

Understand that your safety and the safety of other persons are measured by how you service, and operate this machine.

The safety information given in this manual does not replace safety codes, federal, state or local laws. Make certain your machine has the proper equipment as designated by local laws and regulations.

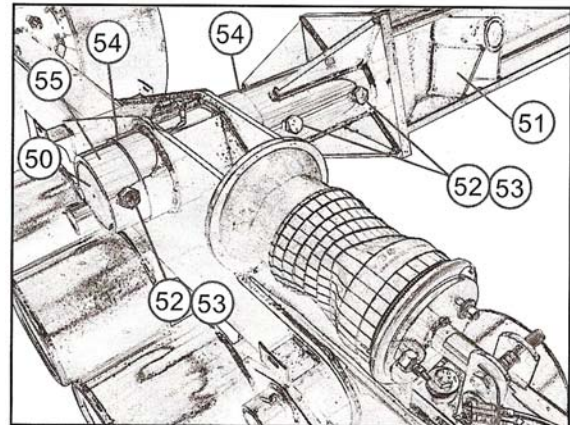
Travel speeds should be such that complete control and machine stability is maintained at all times. Where possible, avoid operating near ditches, embankments and holes. If a ditch must be crossed, do so at an angle. Avoid sharp turns to maximize the stability of the road. Reduce speed when turning, crossing slopes and rough, slick or muddy surfaces. Avoid running over hard objects protruding above the ground surface, if possible. Damage to the understructure or load may result. If the object is unavoidable, reduce speed.

Never adjust, service, clean, or lubricate track system until all power is shut off. Keep all safety shields in place. Support equipment and attachments properly when working beneath them. Do not depend on hydraulic cylinders to hold them up. An attachment can fail if a control is moved, or if a hydraulic line breaks. Wear protective glasses when servicing equipment.

## SET-UP INSTRUCTIONS

Your Storm Tracker Track System is shipped partially assembled with a Left and Right Side Complete Track and Belt Unit and a center Cross Beam Axle. IMPORTANT: Be sure the air-bag located on each Complete Belt Unit is positioned toward the front of the track assembly. To install partially assembled items, follow the instructions below:

- 1) Insert the 6" x 27 3/4" Shaft (#50) into each end of the Cross Beam Axle (#51) and secure using two 1" x 9" Grade 8 Bolts (#52) and two 1" Grade 8 Lock Nuts (#53).
- 2) Slide one Rubber O-Ring (#54) across each 6" diameter shaft into each side track assembly. Be sure the track assembly is positioned so the Air Spring (#13) is toward the front of the unit. Slide another Rubber O-Ring (#54) across each 6" diameter shaft until it is against the outside of the track assembly.
- 3) Secure each track assembly to the cross beam axle assembly using one 6" collar and one 1" x 9" Grade 8 Bolt (#52) and one 1" Grade 8 Lock Nut (#53).





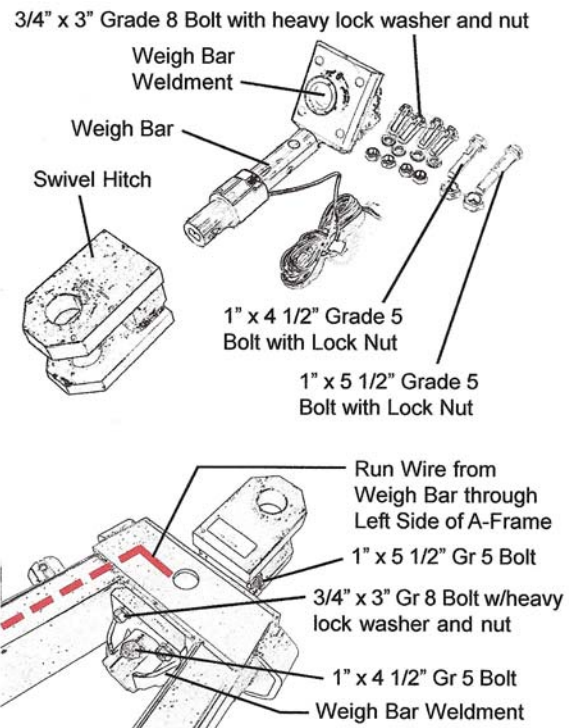
## INSTALLING AN ELECTRONIC WEIGH SCALE SYSTEM

### Installing the Weigh Bars to the Cross Beam Axle

1. Before separating the grain cart from the track system, be sure the grain cart hitch is lowered to the ground with a forklift.
2. Position the forks of the forklift underneath the A-frame tubing directly behind the rear legs of the grain cart. For greater stability, be sure the forks are spread out as wide as possible. The grain cart is secured to the cross beam axle of the track system with eight 1" x 3" grade 5 bolts and lock nuts. Remove the 1" x 3" grade 5 bolts and slightly lift the grain cart off the cross beam axle. **IMPORTANT: Be sure the grain cart and forklift are secured and free from falling to prevent serious injury or death. Always maintain a safe working environment. Never place yourself between the grain cart and the track system.**
3. There are four weigh bar sleeves located on the track Cross Beam Axle (two at each end, one on the front and one on the rear of the axle). Slide one 2 7/8" weigh bar weldment into each sleeve and secure using one 3/4" x 6" grade 5 bolt with lock nut. **NOTE: Be sure the hitch weigh bar is secured in the UP POSITION as indicated by the decal on the weigh bar. The weigh bar will not read correctly unless the sensor is positioned correctly.**
4. Attach the Track Mounting Plate to the opposite end of the each weigh bar using one 1" x 4 1/2" grade 5 bolt and lock nut.
5. Slowly lower the grain cart until the attaching plate on the grain cart A-frame meets the track mounting plates on each of the four weigh bars and the holes are aligned. Secure the track mounting plates to the grain cart using sixteen 1" x 3" grade 5 bolts and lock nuts.

### Attaching the Hitch Weigh Bar

6. Remove the 1" x 4 1/2" grade 5 bolt and lock nut that attaches the rear collar of the hitch assembly to the 2 1/2" x 13 1/4" shaft. Remove the hitch and shaft assembly from the front of the grain cart.
7. Remove the eight 3/4" x 3" grade 8 bolts from the Hitch Spool Plate Support located on the front of the A-Frame. Bolt the 2 7/8" Weigh Bar Weldment to the threaded holes located on the rear of the A-Frame using four 3/4" x 3" grade 8 bolts.
9. Reuse the 1" x 5 1/2" grade 5 bolt and locknut to secure the hitch weigh bar to the 2 7/8" hitch. Before installing the Hitch Weigh Bar, feed the wire through the left side of the A-Frame tubing and exit the frame through the grommet located directly behind the front leg of the grain cart. Slide the rear of the Hitch Weigh Bar through the 2 7/8" Weigh Bar Weldment and secure using the 1" x 4 1/2" grade 5 bolt and locknut. **NOTE: Be sure the hitch weigh bar is secured in the UP POSITION as indicated by the decal on the weigh bar. The weigh bar will not read correctly unless the sensor is positioned correctly.**



## Mounting the Junction Box

10. Using the Junction Box as a template, mark and drill holes on the inside face of the front left side leg of the grain cart. The Junction Box should be positioned approximately 23" above the tubing of the A-Frame. After the holes have been drilled, secure the Junction Box to the inside of the front leg of the grain cart using four #10 bolts and nuts.

11. Remove the cover from the Junction Box. Insert the Hitch Weigh Bar wire through the center port and connect to the center terminal of the Junction Box by matching the colored wires. Repeat for the two left and two right side weigh bars located on the track Cross Beam Axle.

12. Connect the J-Box cable between the center terminal and the indicator located on the front of the grain cart leg. Replace the cover on the Junction Box.

## Mounting the Indicator

13. A mounting bracket is included to mount the indicator to the front leg of the grain cart. Using the mounting bracket as a template, mark and drill 7/16" holes on the front leg of the grain cart approximately 33" above the A-Frame.

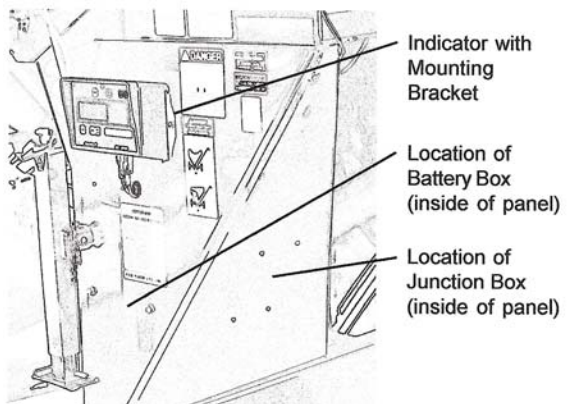
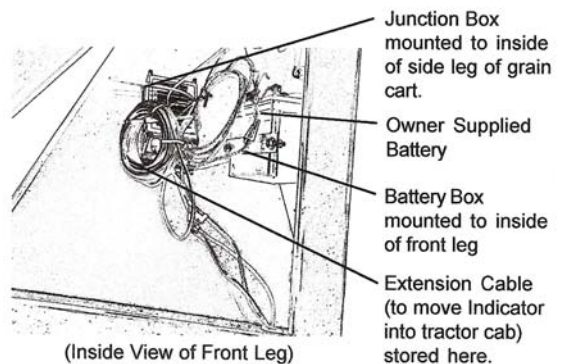
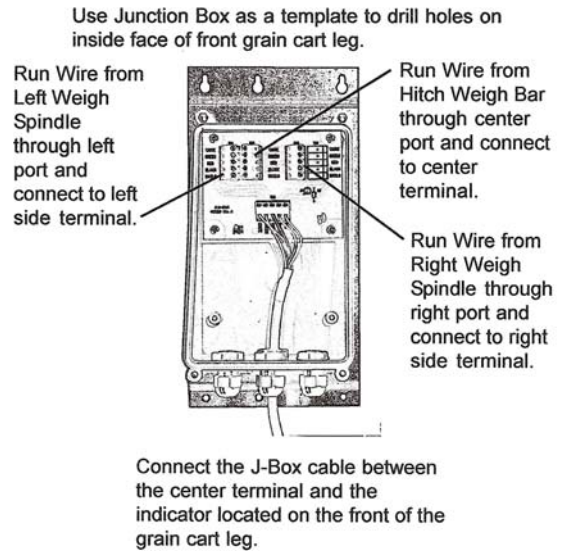
14. Secure the mounting bracket to the front leg using two 3/8" x 1" flange bolts and nuts. Slide the Indicator across the top of the mounting bracket and secure using two #10 bolts and nuts. (NOTE: An extension cord between the J-Box cable and the Indicator is available to mount the indicator in the tractor cab.) Connect the J-Box cable to the port on the bottom of the indicator.

## Mounting the Battery Box

15. Using the Battery Box as a template, mark and drill two 7/16" holes on the inside of the front leg approximately 16" above the A-Frame. Secure the Battery Box to the leg of the grain cart using two 3/8" x 1" flange bolts and nuts. (12 Volt Lawn and Garden Battery is not included.)

## Connecting the Power Cord

16. To connect the Power Cord to the Indicator Box, attach the screw plug end of the power cord into the power port of the Indicator Box. To connect to the battery, secure the red wire of the power cord to the positive terminal of the battery and the black wire to the negative terminal. Be sure any additional wires provided by the power cord are properly stored and secured.



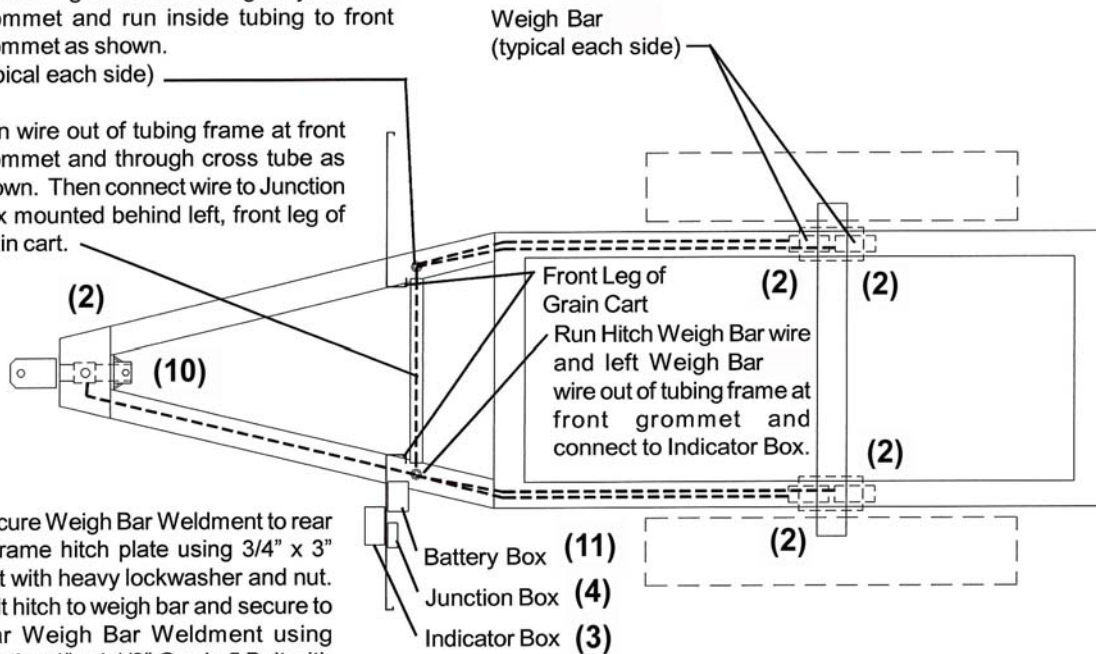


## LAYOUT DIAGRAM

Insert Weigh Bar wire through adjacent grommet and run inside tubing to front grommet as shown.  
(typical each side)

Run wire out of tubing frame at front grommet and through cross tube as shown. Then connect wire to Junction Box mounted behind left, front leg of grain cart.

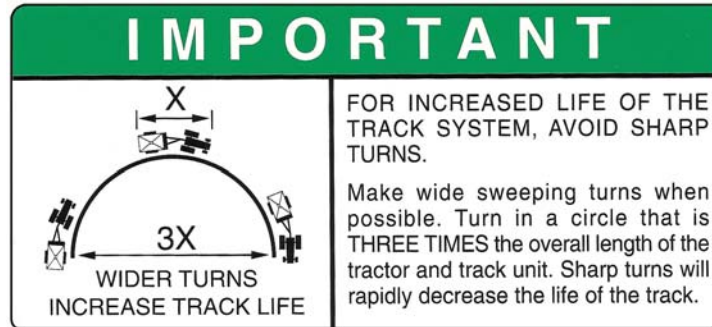
Secure Weigh Bar Weldment to rear A-frame hitch plate using 3/4" x 3" bolt with heavy lockwasher and nut. Bolt hitch to weigh bar and secure to rear Weigh Bar Weldment using existing 1" x 4 1/2" Grade 5 Bolt with nut.



#	Part #	Description	Qty
1	-----	-----	-----
2	278WB	2 7/8" Weigh Bar with cable	5
3	EZ-400	Indicator with mounting plate	1
3	EZ-3200	Indicator with mounting plate	-----
4	JB-5	Junction Box (5 pt.)	1
5	PC-1	Power Cord (to battery)	1
6	ECI-1	Extension Cord (to mount in tractor cab)	-----
7	-----	-----	-----
8	-----	-----	-----
9	MBI-1	Mounting Bracket for Indicator	1
10	WBW-278	2 7/8" Weigh Bar Weldment	1
11	BB-2	Battery Box with Strap	1
12	343-BWN	3/4" x 3" Bolt (G8) with heavy lock washer, nut	4
13	-----	-----	-----
14	MB-381	3/8" x 1" Bolt with Nut	6
15	PB-10	#10 Pan Bolt with Nut	4
16	-----	-----	-----
17	346G5BN	3/4" x 6" Grade 5 Bolt with Lock Nut	4
18	1412BN	1" x 4 1/2" Grade 5 Bolt with Lock Nut	4
19	TMP-4S	Track Mounting Plate for Scales	4

## OPERATING INSTRUCTIONS

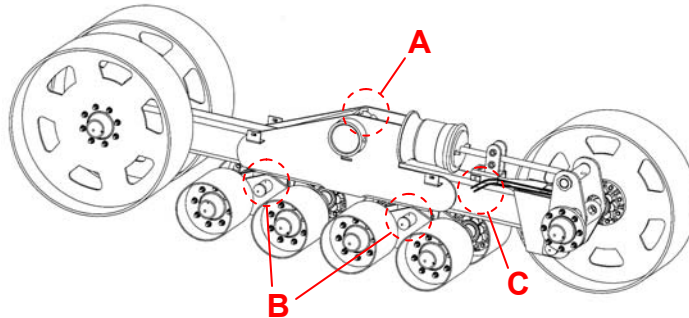
**IMPORTANT:** To maximize the life of your track system, it is recommended that wide turns be consistently made whenever possible. Turning a circle that is **THREE TIMES** the overall length of the tractor and track unit will reduce premature wear on the belt and undercarriage.



## LUBRICATION SERVICE SCHEDULE

**IMPORTANT:** Your Track System has grease fittings at all critical points. These should be serviced before the track is put into operation. **BE SURE THAT ALL POWER IS SHUT OFF BEFORE SERVICING THE TRACK SYSTEM.**

The grease points shown should be lubricated daily before use. (Note: Grease points A, B and C are typical each side.)



The mid-roller bogies located on the inside of the track system (the opposite side of Grease Point B shown above) also need to be greased daily before use. For easy access, a grease hose has been added to these points and connected to the outside of the Cover Plate Assembly (Part # 47).

Multipurpose Lithium Grease is recommended for idler and midroller bearing lubrication.

## ROUTINE MAINTENANCE

**WARNING: When Servicing The Track System, Be Certain All Power To Grain Cart Is Shut Off.**

Repack the wheel bearings at least once a year. Use Bearing Gard MK1 or equivalent lubricant. Also check the seal for wear and replace if necessary.

Check the track system periodically for cracks in welds and for other structural damage. Have cracked welds fixed immediately. Failure to do so could result in extensive damage to the track system and grain cart and greatly reduce the life of the equipment.

Lubricate the track system according to the Lubrication Service Schedule.

Make sure that all guards and shields are in place before operating the track system.

Check the pressure in the air spring after every 100 hours of operation and at the beginning of each season. The correct air pressure is 100 psi.

**Check the wheel hubs and make sure the nuts are torqued to 350 ft. lbs. Check the hub nuts after the first hour of operation, then every 10 hours of operation for the first 40 hours of use. These nuts must be kept tight at all times. Wheels that are improperly installed and maintained, resulting in failure, will nullify the warranty and shift the burden of liability to the owner/operator of the equipment.**

## TROUBLESHOOTING

**WARNING: Make sure all power is shut off to grain cart before servicing the track system. Maintenance and repair service work to be performed by qualified servicemen only.**

<b>Trouble...</b>	<b>Possible Causes...</b>	<b>Possible Remedy...</b>
Belt Guide Lugs Show Wear	Mis-Alignment	Adjust Front Alignment Weldment
No Belt Tension	Deflated Air Spring	Replace Air Spring (100 psi max.)

## AIR BAG REPLACEMENT

If replacement of the track tension air springs become necessary, the following steps must be performed:

1. **Slowly** remove the air pressure from the rubber bladder.
2. Remove bolts that hold air spring in place and remove air spring.
3. Install new air spring between pressure plates. Be careful not to damage brass air fitting on top of air spring.
4. Install and tighten bolts on bottom side of air bag using blue lock-tight. **DO NOT OVERTIGHTEN** as cracking of plastic base will occur. Bolt torque should be 20-30 ft.-lbs.
5. **Slowly** fill air bag with compressed air to the recommended pressure in owner's manual. Stand clear of any moving parts while filling up air springs. Sudden movement can occur.

## TRACK ALIGNMENT

The rubber tracks are held in proper alignment by the front alignment weldment. Track alignment is set at the factory but may need further adjustment. Rubber tracks require a run in period to seat properly. More adjustment may be necessary for the first week or two. It is normal for tracks to favor one side or the other depending on ground condition, contour and carrying weight. If after a suitable time period you feel the track is misaligned, follow the instructions below.

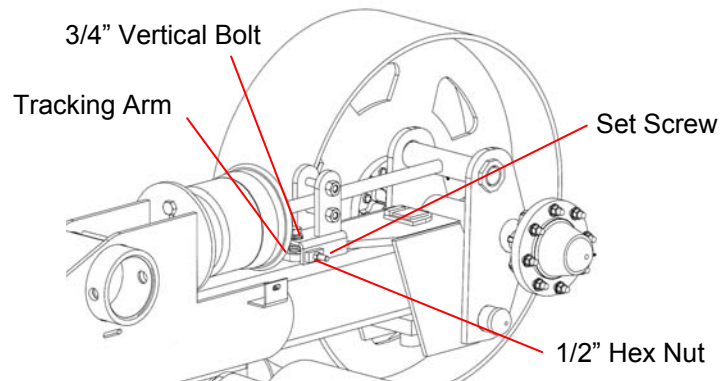
**STEP 1** - Loosen the 3/4" vertical bolt with 1 1/8" wrench

**STEP 2** - Loosen the 1/2" nuts (one each side) on set screws with 3/4" wrench

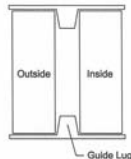

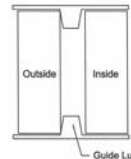
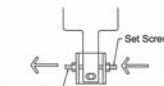
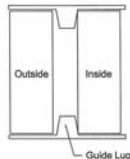
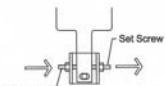
**STEP 3** – Correct alignment by adjusting the 1/2" set screws on each side of the Tracking Arm using a 1/4" hex key wrench. If the center guide lugs are showing wear on one side, adjust the tracking arm in the direction of that side. Back the set screw out on the wear side no more than one full turn at a time before checking (Step 4). (Final adjustment may be only 1/8 of a turn of the set screw.) Force the tracking arm to that set screw with the opposite set screw. Tighten both set screws against the side of the Tracking Arm. Tighten both 1/2" nuts and the 3/4" vertical bolt.

**STEP 4** – Check the Alignment. Pull the track a short, **straight** distance. Touch each side of Guide Lugs. If one side is warm, then the guide lugs are still rubbing against the End Idler Wheel and further adjustment of the Tracking Arm toward the warm side is needed. Repeat Alignment Procedure until Guide Lugs are no longer warm.

When the Guide Lugs on the Rubber Belt clear both End Idlers Wheels, the belt is properly aligned.



### Adjusting the Rubber Tracks for Proper Alignment

<p><b>1</b> Proper Tracking when Guide Lug clears both End Idlers.</p>  <p style="text-align: center; font-size: small;">Cross Section View of End Idlers and Rubber Belt</p>  <p style="text-align: center; font-size: small;">Top View of Adjustment Paddle</p> <p style="text-align: center; font-size: small;">No Adjustment Necessary</p>	<p><b>2</b> Improper Tracking. Guide Lugs rub against outside End Idler.</p>  <p style="text-align: center; font-size: small;">Cross Section View of End Idlers and Rubber Belt</p>  <p style="text-align: center; font-size: small;">Move Tracking Arm toward the side that is wearing against the Guide Lug until Belt Guide Lug doesn't rub.</p>	<p><b>3</b> Improper Tracking. Guide Lugs rub against inside End Idler.</p>  <p style="text-align: center; font-size: small;">Cross Section View of End Idlers and Rubber Belt</p>  <p style="text-align: center; font-size: small;">Move Tracking Arm toward the side that is wearing against the Guide Lug until Belt Guide Lug doesn't rub.</p>
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## **BELT INSPECTION**

The rubber track is composed of several layers of cable, similar to the cables used in automotive tires. The most important set of cables are located about 8 mm (0.3 in.) beneath the inside surface of the track. This set of cables, called zero degree cables, withstands track tension. Other cables, called breaker cables, are located between the zero degree cables and the outside surface of the track. These are laid in various angles to provide lateral support and to protect the zero degree cables.

When any of the cables are exposed to moisture by cuts or gouges in the rubber, they can deteriorate by rusting. Because of this, any exposed cables should be repaired as soon as possible. Any damaged zero degree cables that protrude above the surface of the track should be clipped or ground down to below the surface of the track to prevent additional damage due to unraveling. Cuts, gouges and minor wear on guideblocks are not expected to cause operational problems. However, a track that has two or more consecutive guideblocks missing should be replaced since this could lead to untracking, possibly damaging other undercarriage components.

## **STORAGE PREPARATION**

**IMPORTANT:** When the track system is not going to be used for a length of time, store the tracks in a dry, protected place. Leaving your track system outside, open to the weather, will shorten its life. Park the track system on level ground. Block the front and rear of the belts to prevent the tracks from rolling unexpectedly. Inspect the track system and touch-up spots where the paint has been worn away (use a good quality primer paint).

## **REMOVING FROM STORAGE**

1. Make sure the air spring pressure is inflated to 100 psi.
2. Inspect rubber belt for cuts or gouges and repair any damaged cables.
3. Check for missing or damaged guideblocks and replace as necessary.
4. Lubricate all grease points.
5. Repack the wheel bearings. Use Bearing Gard MK1 or equivalent lubricant.
6. Check the seal for wear and replace if necessary.
7. Check the wheel hubs and make sure the nuts are properly torque to 350 ft.-lbs.

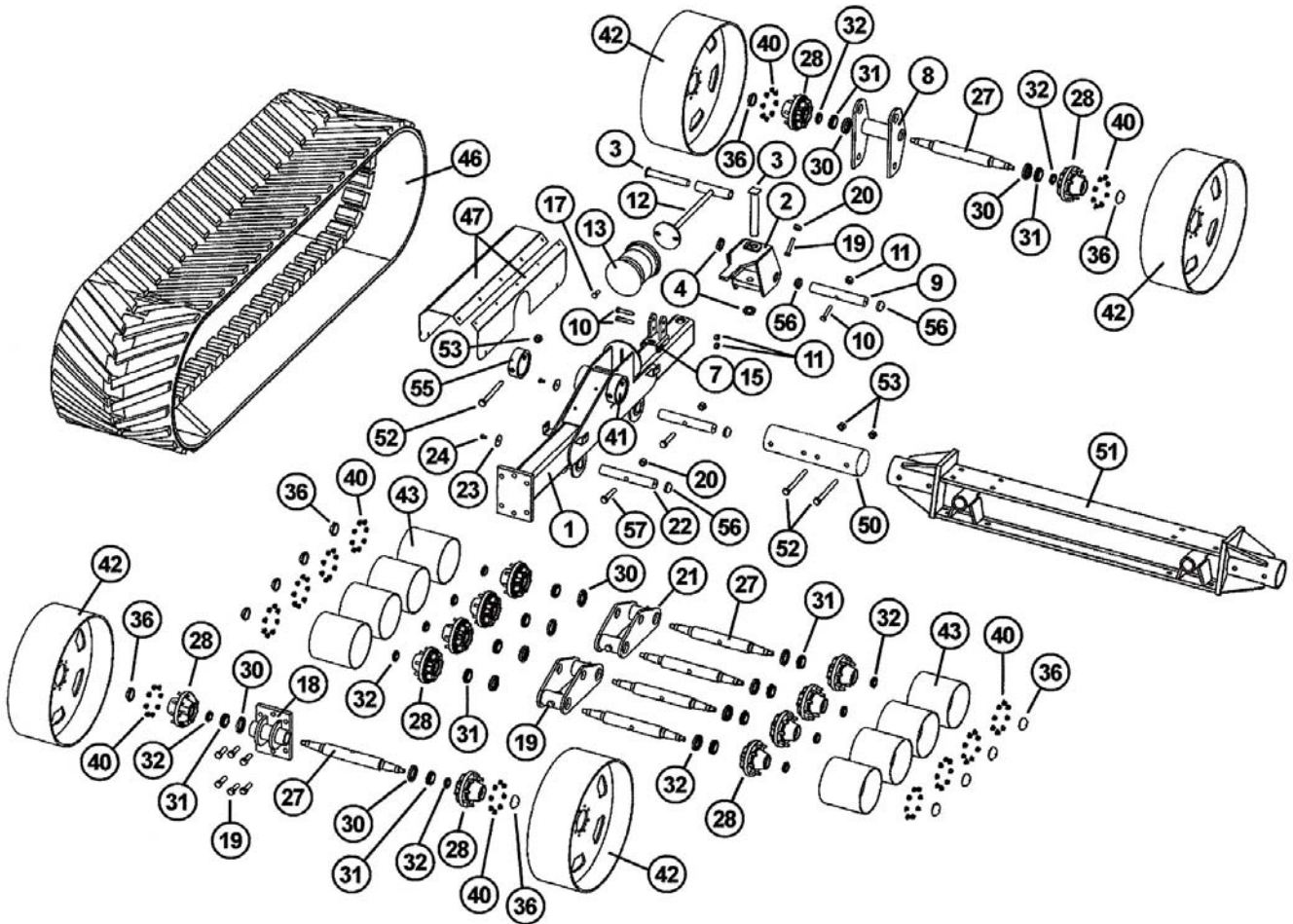
When performing maintenance work, wear sturdy, rough-soled work shoes and protective equipment for eyes, hair, hands, hearing and head. Follow Operator's Manual instructions to ensure safe and proper maintenance and repair.

Your local, authorized dealer can supply genuine replacement parts. Substitute parts may not meet original equipment specifications and may be dangerous.

**BE CERTAIN THAT ALL POWER IS SHUT OFF TO THE GRAIN CART BEFORE PERFORMING ANY MAINTENANCE OR REPAIR WORK.**



## REPAIR PARTS DIAGRAM



### REPAIR PARTS LIST

#	Part #	Description
1	UW-2ST	Main Undercarriage Weldment
2	SH-2ST	Steering Hitch
3	13414G5B	1 3/4" x 14" Bolt
4	HN-134	1 3/4" Jambnut
5	342G8B	3/4"-16 x 2" Grade 8 Bolt
6	34FW	3/4" Flat Washer
7	123SS	1/2"-13 x 3" Set Screw
8	WPA-2ST	Front Wheel Pivot Assembly
9	2121512P	2 1/2" x 15 1/2" Pin
10	345G8B	3/4" x 5" Grade 8 Bolt
11	34G8B	3/4" Lock Nut Grade 8
12	PR-2ST	Belt Tensioner Push Rod
13	AS-2ST	Air Spring
14	34-N	3/4"-16 Regular Nut
15	HN-12	1/2" Regular Nut

#	Part #	Description
16	FW-12	1/2" Flat Washer
17	123G5B	1" x 3" Bolt
18	HSP-2ST	Rear Hub Spool Plate
19	1512G5B	1"-8 x 5 1/2" Grade 5 Bolt
20	1G5LN	1" Grade 5 Lock Nut
21	PBA-4ST	Pivot Bogey Assembly (frame)
22	21214P	2 1/2" x 14" Pin
23	314FW	3 1/4" OD Flatwasher
24	12114WB	1/2" x 1 1/4" Whiz Bolt
25	RGH-2ST	Rubber Grease Hose
26	BB-212	2 1/2" ID Bronze Bushing
27	3DFS-ST2NS	3" Dia. Double Faced Spindle
28	G848	Hub Assembly (includes races, studs & nuts)
29	1633	Grease Fitting

