



Unverferth[®]

SPRAYER / APPLICATOR

EQUALIZER[®] TRACK SYSTEM

Serial Number B35190100 and Higher

Part No. 411200

Foreward

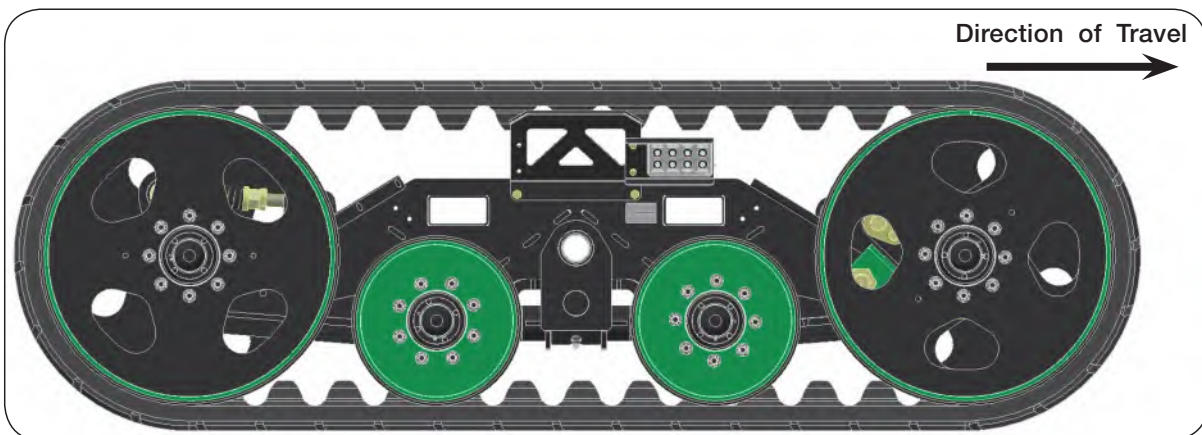


This symbol identifies important safety messages. When you see it, read the message that follows and be alert to the possibility of personal injury.

Remember, safety instructions stated in this manual are for your protection. Read them carefully and follow them closely when working around or using this machine.

Read and study this manual completely before attempting to operate this implement. Take this manual to the field for handy reference when operating, adjusting, or servicing your machine.

When referenced, “Right-Hand” (RH) and “Left-Hand” (LH) side of the machine are determined by standing behind the machine and facing in the direction of travel.



Product Information

When ordering parts or when requesting further information or assistance, always give the following information:

- Machine name
- Model number
- Serial number

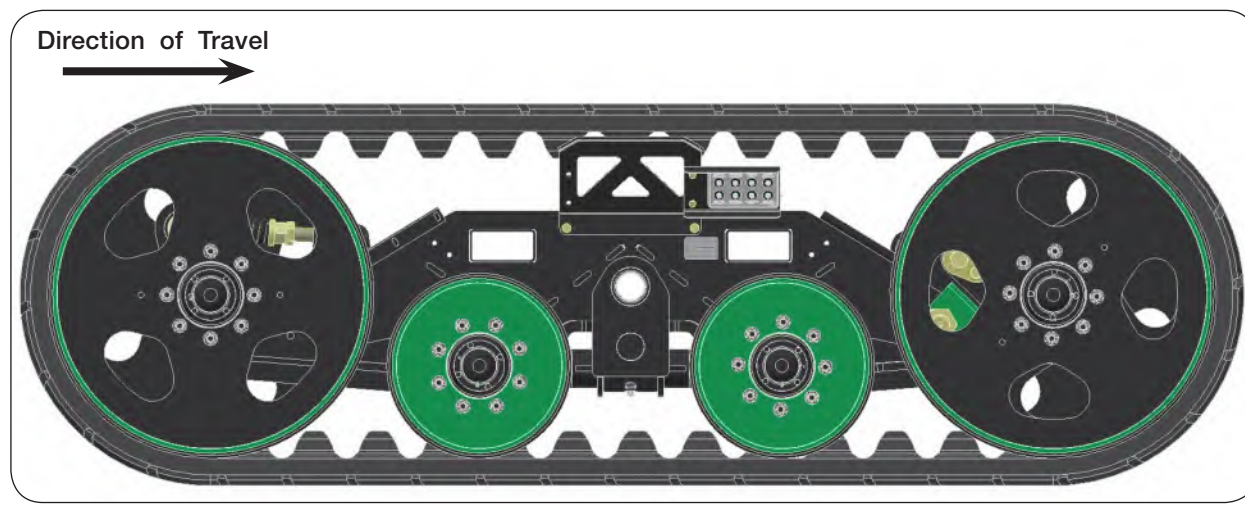
All products manufactured by Unverferth Mfg. Co., Inc. are warranted to be free from material and workmanship defects for one full year from time of consumer delivery. Your local dealer will gladly assist you with any warranty questions.

Please fill out and retain this portion for your records. The serial number plate is located on the frame as shown below.

Purchase Date _____ Model _____ Serial No. _____

Dealer _____ City _____

Dealer Contact _____ Phone _____



IMPORTANT

- *The information, specifications, and illustrations in the manual are based on information available at the time it was written. Due to continuing improvements in the design and manufacture of Unverferth products, all specifications and information contained herein are subject to change without notice.*

Table of Contents

**Section I
Safety**

General Hazard Information 1-2
Following Safety Instructions 1-3
Before Operating or Servicing 1-3
During Operation 1-4
Before Transporting 1-4
During Transport 1-4
Preparing for Emergencies 1-5
Wearing Protective Equipment 1-5

**Section II
Operation & Maintenance**

Track Operation 2-2
Belt Conditioning 2-2
 “Condition” Track Prior to Initial Usage 2-2
 Belt “Conditioning” Procedures 2-3
Alignment 2-4
Maintenance 2-7
 Track Tensioning & Detensioning 2-7
 Tensioning 2-7
 Detensioning 2-8
 Rotate Rubber Track if Required 2-8
 Hub Seal Installation 2-9
 Trunnion Replacement 2-9
Lubrication 2-17
Storage 2-19
Wheel Torque Chart 2-19
Complete Torque Chart - Capscrews Grade 5 2-20

Table of Contents

**Section III
Parts**

Track Belt, Idler Wheels & Midrollers	3-2
Track Frame Components	3-4
Front Idler Pivot Components	3-6
Rear Idler Pivot Components	3-8

Notes

Section I Safety

General Hazard Information	1-2
Following Safety Instructions	1-3
Before Operating or Servicing	1-3
During Operation	1-4
Before Transporting	1-4
During Transport.....	1-4
Preparing for Emergencies.....	1-5
Wearing Protective Equipment.....	1-5

General Hazard Information

No accident-prevention program can be successful without the wholehearted cooperation of the person who is directly responsible for the operation of the equipment.

A large number of accidents can be prevented only by the operator anticipating the result before the accident is caused and doing something about it. No power-driven equipment, whether it be transportation or processing, whether it is on the highway, in the field, or in the industrial plant, can be safer than the person who is at the controls. If accidents are to be prevented--and they can be prevented--it will be done by the operators who accept the full measure of their responsibility.

It is true that the designer, the manufacturer, and the safety engineer can help; and they will help, but their combined efforts can be wiped out by a single careless act of the operator.

It is said that, "the best kind of a safety device is a careful operator." We, at Unverferth Mfg. Co., Inc. ask that you be that kind of operator.



REMEMBER:
THINK SAFETY
A CAREFUL OPERATOR IS THE
BEST INSURANCE AGAINST AN
ACCIDENT!

SIGNAL WORDS



INDICATES AN EXTREMELY HAZARDOUS SITUATION OR ACTION THAT WILL RESULT IN SERIOUS INJURY OR DEATH.



INDICATES A HAZARDOUS SITUATION OR ACTION THAT COULD RESULT IN SERIOUS INJURY OR DEATH.


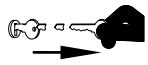



INDICATES AN UNSAFE SITUATION OR ACTION THAT MAY RESULT IN PERSONAL INJURY.





Is used for instruction on operating, adjusting, or servicing a machine.

Following Safety Instructions

- Read and understand this operator's manual before operating. 
- All machinery should be operated only by trained and authorized personnel.
- To prevent machine damage, use only attachments and service parts approved by the manufacturer.
- Always shut tractor engine off and remove key before servicing. 
- Avoid personal attire such as loose fitting clothing, shoestrings, drawstrings, pants cuffs, long hair, etc., that may become entangled in moving parts.
- Do not allow anyone to ride on the implement. Make sure everyone is clear before operating machine or towing vehicle. 

Before Operating or Servicing

- Avoid working under an implement; however, if it becomes absolutely unavoidable, make sure the implement is safely blocked. 
- Always make certain everyone and everything is clear of the machine before beginning operation.
- Verify that all safety shields are in place and properly secured. 
- Ensure that all applicable safety decals are installed and legible.

During Operation

- Regulate speed to field conditions. Maintain complete control at all times.

- Never lubricate equipment when in operation.

- Use extreme care when operating close to ditches, fences, or on hillsides.

- Do not leave towing vehicle unattended with engine running.

Before Transporting

- This implement may not be equipped with brakes. Ensure that the towing vehicle has adequate weight and braking capacity to tow this unit.

During Transport

- Use good judgment when transporting equipment on highways. Regulate speed to road conditions and maintain complete control.

- Maximum speed of implement should never exceed 15 mph. Do not exceed 10 mph during off-highway travel.

- Slow down before making sharp turns to avoid tipping. Drive slowly over rough ground and side slopes.

- It is probable that this implement is taller, wider and longer than the towing vehicle. Become aware of and avoid all obstacles and hazards in the travel path of the equipment, such as power lines, ditches, etc.

Preparing for Emergencies

- Keep a first aid kit and properly rated fire extinguisher nearby.



- Keep emergency numbers for fire, rescue, and poison control personnel near the phone.



Wearing Protective Equipment

- Wear clothing and personal protective equipment appropriate for the job.



- Wear steel-toed shoes when operating.



- Wear hearing protection when exposed to loud noises.



- Do not wear additional hearing impairing devices such as radio headphones, etc.



Notes

Section II

Operation & Maintenance

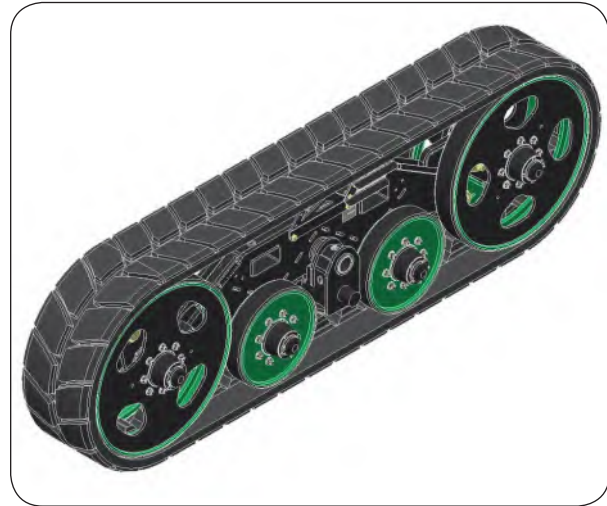
Track Operation.....	2-2
Belt Conditioning.....	2-2
“Condition” Track Prior to Initial Usage	2-2
Belt “Conditioning” Procedures	2-3
Alignment	2-4
Maintenance	2-7
Track Tensioning & Detensioning	2-7
Tensioning.....	2-7
Detensioning	2-8
Rotate Rubber Track if Required	2-8
Hub Seal Installation	2-9
Trunnion Replacement	2-9
Lubrication.....	2-17
Storage.....	2-19
Wheel Torque Chart.....	2-19
Complete Torque Chart - Capscrews Grade 5.....	2-20

Track Operation

The unit is not equipped with brakes. Ensure that the towing vehicle has adequate weight and braking capacity to tow this implement.

Regulate speed to conditions. Maximum speed should never exceed 15 mph with full tank.

Reduce speed prior to turning to avoid risk of tipping over.



IMPORTANT

- To maximize the life of the tracks, wide turns should be made whenever possible.
- To avoid belt damage, do not exceed 15 mph with full tank.

Belt Conditioning

Condition Track Prior to Initial Usage

A new rubber track, fresh from the mold, tends to be slightly “tacky”. This is a standard consequence of the vulcanization (curing) process. Generally, the rubber track will perform better if this tackiness is removed, thus it is recommended that all new rubber tracks be “conditioned” with talc, dirt, granular floor dry, or some other non-caustic particulate material. This is done by simply spreading a thin layer of the material over the undercarriage-engaging surface of the track, and then running the system for a brief period. This will serve to remove the tackiness of the rubber, and will promote optimum track-undercarriage engagement.

Belt Conditioning (continued)

Belt Conditioning Procedures

IMPORTANT

- *Road transport weight, distance and speed will affect the belt life.*

Before loading the unit, use the following recommendations to maximize the belt life:

1. Prior to transporting, apply generous amounts of clean dry dirt to the inside face, between the idler and bogie wheels, of the track.

NOTE: Clean dry dirt and dust are the most effective dry lubricants. For best results, it is recommended to perform the conditioning procedure for new belts in the field. Talc or floor dry are alternate dry lubricants when clean dry dirt is not an option.

2. Once in the field, reapply generous amounts of clean dry dirt to the inside of the track belt and operate for 20 minutes.
3. Using a temperature gun, measure the guide lug face including the radii between the guide lug and inside face of the track belt and record the highest temperature. Check multiple guide lugs. Repeat for the opposite side of track belt.
4. If the temperature difference of the sides of the guide lugs is greater than 30°, adjust the alignment. Refer to Alignment procedures in this manual.
5. Continue the alignment procedures until tracks are aligned applying clean dry dirt periodically.
6. Once the temperature difference between the sides of the guide lugs is below 30°, continue to run the track in the field stopping once every hour of run time to reapply clean dry dirt.
7. When 20 hours of total field run time has been achieved, then the guide lug temperatures should be checked after a couple miles of unloaded road transport. If guide lug temperatures are within the previous mentioned parameters the unit is ready for use.
8. Check guide lug temperatures daily during road transport AND field operation to assure long track belt life.

Alignment

WARNING

- ENTANGLEMENT WITH MOVING PARTS CAN CAUSE SERIOUS INJURY OR DEATH. USE EXTREME CARE WHEN INSPECTING AND ADJUSTING BELT TRACKING. AVOID PERSONAL ATTIRE SUCH AS LOOSE FITTING CLOTHING, SHOESTRINGS, DRAWSTRINGS, PANTS CUFF, LONG HAIR, ETC., THAT MAY BECOME ENTANGLED IN MOVING PARTS.
- EYE PROTECTION AND OTHER APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT MUST BE WORN WHILE SERVICING IMPLEMENT.
- KEEP HANDS CLEAR OF PINCH POINT AREAS.
- TIPPING OR MOVEMENT OF THE MACHINE CAN CAUSE SERIOUS INJURY OR DEATH. BE SURE MACHINE IS SECURELY BLOCKED.

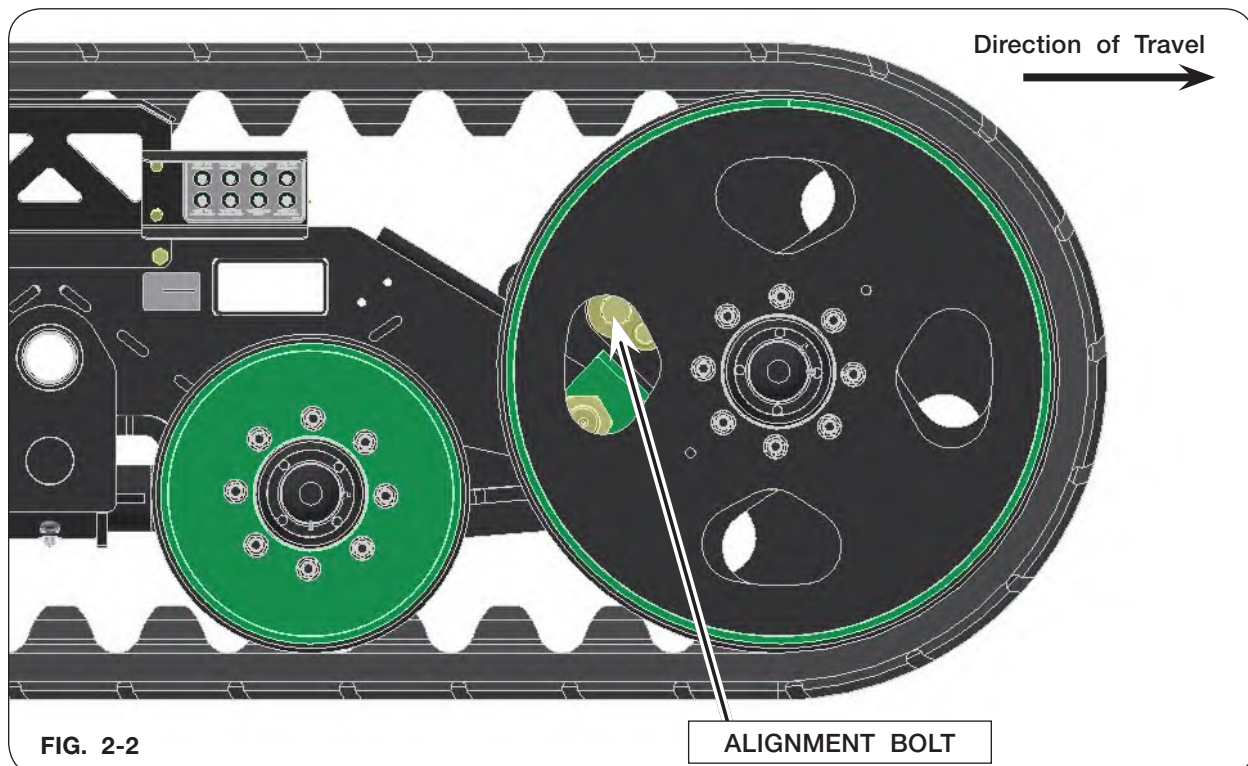
The maintenance criteria listed below are very important for proper track operation. Follow these recommendations before and during the adjustment process as necessary. Check these items every day to prevent undue wear to wheels and track.

All tracks have been factory adjusted. But as the tracks wear in they may need to be re-aligned. If wear is noticed on the track lugs, follow the instructions for realignment.

1. Park the unit on a firm, level surface. Set the towing vehicle's parking brake, shut off engine and remove key before checking or adjusting track unit.

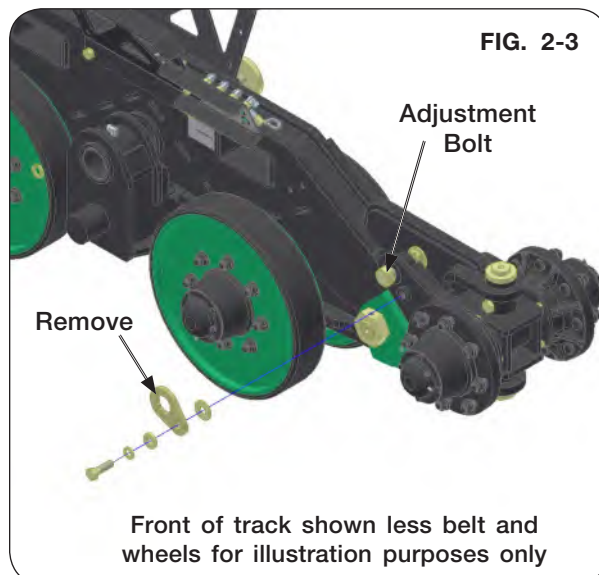


2. If adjustment is needed, use the alignment bolt located on the front of the track frame. See FIG. 2-2.



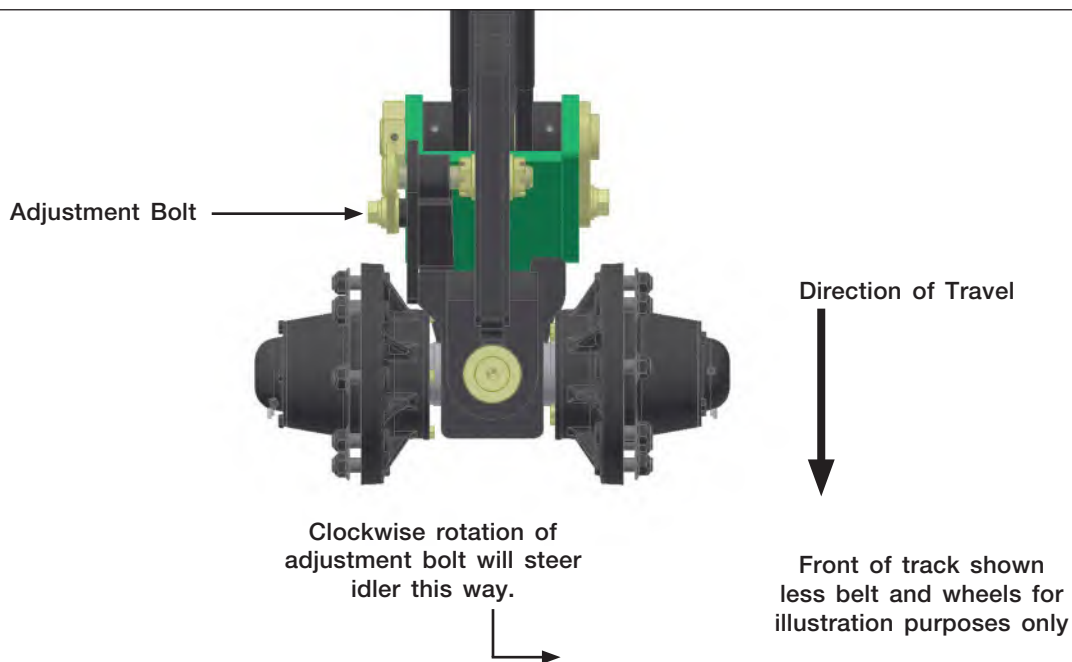
Alignment (continued)

3. Remove the adjustment bolt retaining hardware. (FIG. 2-3)



4. Clockwise rotation of adjustment bolt will steer idler as shown in FIG. 2-4. Counter-clockwise rotation will steer the idler in the opposite direction. Idler should be steered towards the “hot” side of the guide lugs. When the guide lugs are “hot” on the outside, rotate adjustment bolt clockwise. When the guide lugs are “hot” on the inside, rotate adjustment bolt counter-clockwise*.

Make adjustments in no more than 1/4 turn increments of the adjustment bolt. Check guide lug temperatures on both sides of the guide lugs in 1 mile increments. Continue to adjust until temperature difference on the lugs is no more than 30 degrees Fahrenheit.



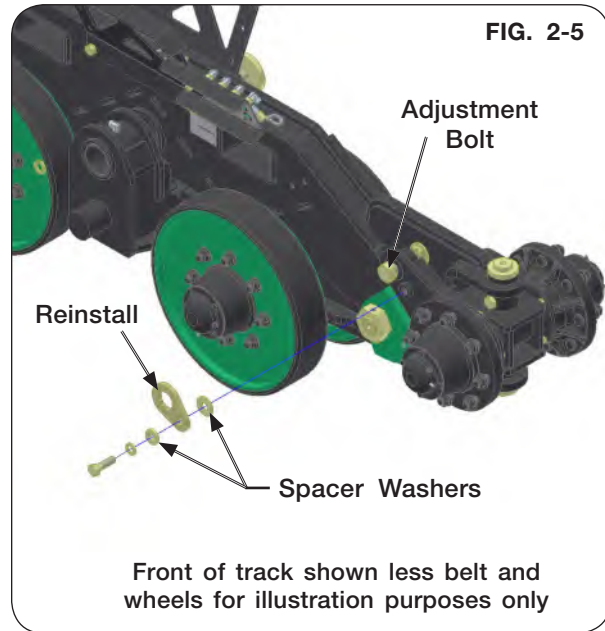
*NOTE: Tracks should be assembled with the adjustment bolts facing towards the outside of the unit. If adjustment bolts are towards the inside of the unit, the rotation of the bolt for alignment adjustment will be opposite the above stated directions.

Alignment (continued)

5. Reinstall the adjustment bolt retaining hardware. (FIG. 2-5) Use supplied spacer washers to properly space the adjustment bolt locking plate to ensure hex of the bolt head is fully engaged in the locking plate. Bolt head should not protrude beyond or below thickness of the locking plate.

IMPORTANT

- For new rubber belts, follow “Conditioning” instructions listed in Track Maintenance Section.



Maintenance

Track Tensioning & Detensioning

WARNING

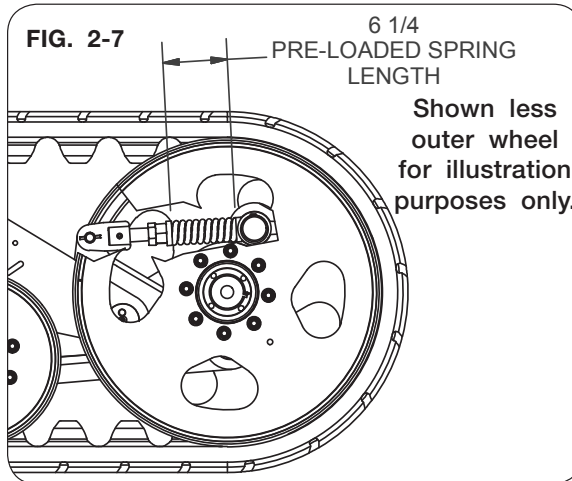
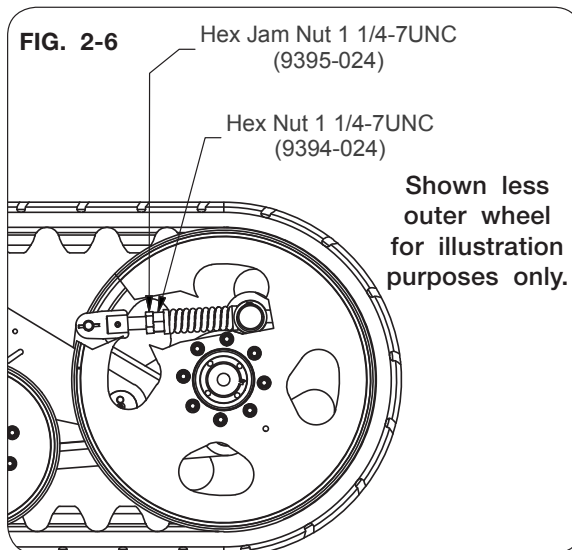
- ENTANGLEMENT WITH MOVING PARTS CAN CAUSE SERIOUS INJURY OR DEATH. USE EXTREME CARE WHEN INSPECTING AND ADJUSTING BELT TRACKING. AVOID PERSONAL ATTIRE SUCH AS LOOSE FITTING CLOTHING, SHOESTRINGS, DRAWSTRINGS, PANTS CUFF, LONG HAIR, ETC., THAT MAY BECOME ENTANGLED IN MOVING PARTS.
- EYE PROTECTION AND OTHER APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT MUST BE WORN WHILE SERVICING IMPLEMENT.
- KEEP HANDS CLEAR OF PINCH POINT AREAS.

Tensioning

1. Park the unit on a firm, level surface. Set the towing vehicle's parking brake, shut off engine and remove key before adjusting.



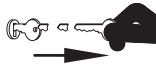
2. Loosen the 1 1/4"-7UNC hex jam nut (9395-024) on the rear idler pivot assembly. (FIG. 2-6) Then tighten the 1 1/4"-7UNC hex jam nut (9394-024) until the spring length is 6 1/4" long. Re-tighten the 1 1/4"-7UNC hex jam nut (9395-024). (FIG. 2-7)



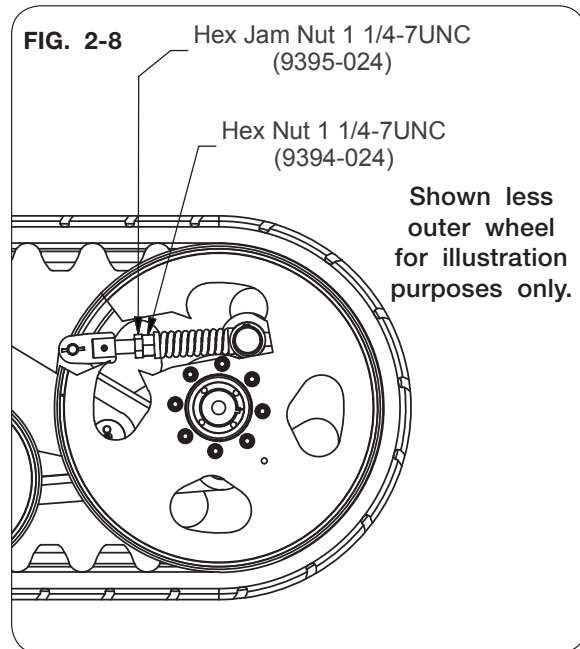
Maintenance (continued)

Detensioning

1. Park the unit on a firm, level surface. Set the towing vehicle's parking brake, shut off engine and remove key before adjusting.



2. Relieve the tension on the rubber track by loosening the 1 1/4"-7UNC hex nut (9394-024) making the spring longer. (FIG. 2-8)



Rotate Rubber Track if Required

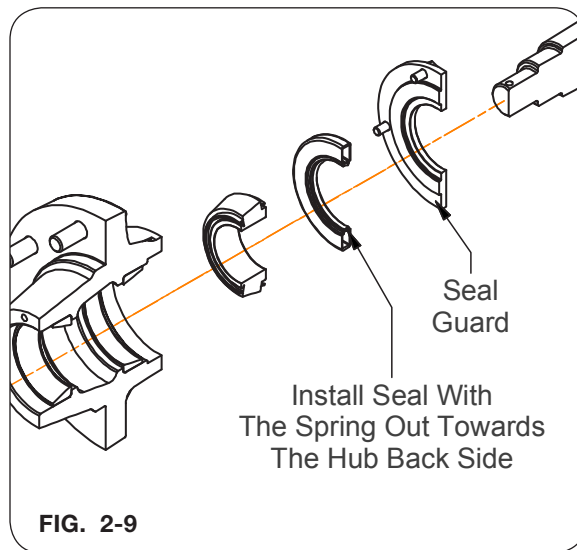
In some applications, wear on the rubber tracks can be uneven (due to extensive side hill operation, etc.). In applications where the undercarriage adjustments necessary to correct these uneven wear patterns do not exist, "rotation" of the rubber tracks (from side-to-side) may maximize their service life. This is particularly true in situations where the track exhibits accelerated wear on either the extreme inboard or extreme outboard edges.

Maintenance (continued)

Hub Seal Installation

When installing the seal make sure the spring on the inside of the seal is facing towards the outside of the hub, closest to the seal guard. The seal guard will cover the seal using capscrews.

NOTE: The spring side of the seal must face the outside of the hub to allow the grease to purge.



Trunnion Replacement

WARNING

- **TIPPING OR MOVEMENT OF THE MACHINE CAN CAUSE SERIOUS INJURY OR DEATH. BE SURE MACHINE IS SECURELY BLOCKED.**
- **EYE PROTECTION AND OTHER APPROPRIATE PERSONAL PROTECTIVE EQUIPMENT MUST BE WORN WHILE SERVICING IMPLEMENT.**
- **KEEP HANDS CLEAR OF PINCH POINT AREAS.**
- **FALLING OBJECTS CAN CAUSE SERIOUS INJURY OR DEATH. DO NOT WORK UNDER THE MACHINE AT ANY TIME WHILE BEING HOISTED. BE SURE ALL LIFTING DEVICES AND SUPPORTS ARE RATED FOR THE LOADS BEING HOISTED. THESE ASSEMBLY INSTRUCTIONS WILL REQUIRE SAFE LIFTING DEVICES UP TO 16,000 LBS. SPECIFIC LOAD RATINGS FOR INDIVIDUAL LOADS WILL BE GIVEN AT THE APPROPRIATE TIME IN THE INSTRUCTIONS.**

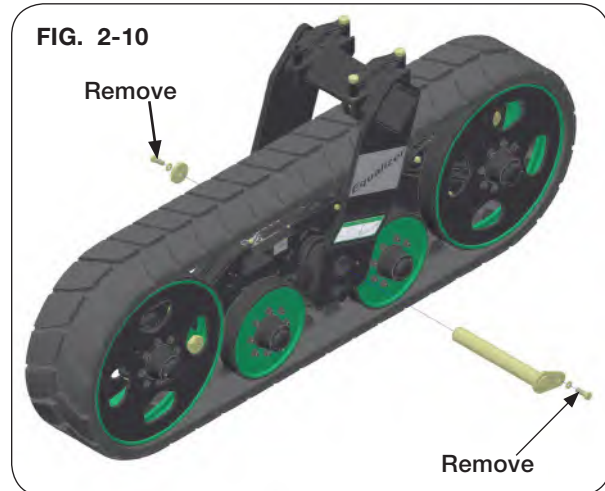
1. Attach sprayer to tractor. Park the empty unit on a firm, level surface. Set the tractor's parking brake, shut off the engine, and remove the ignition key from the tractor.



Maintenance (continued)

Trunnion Replacement

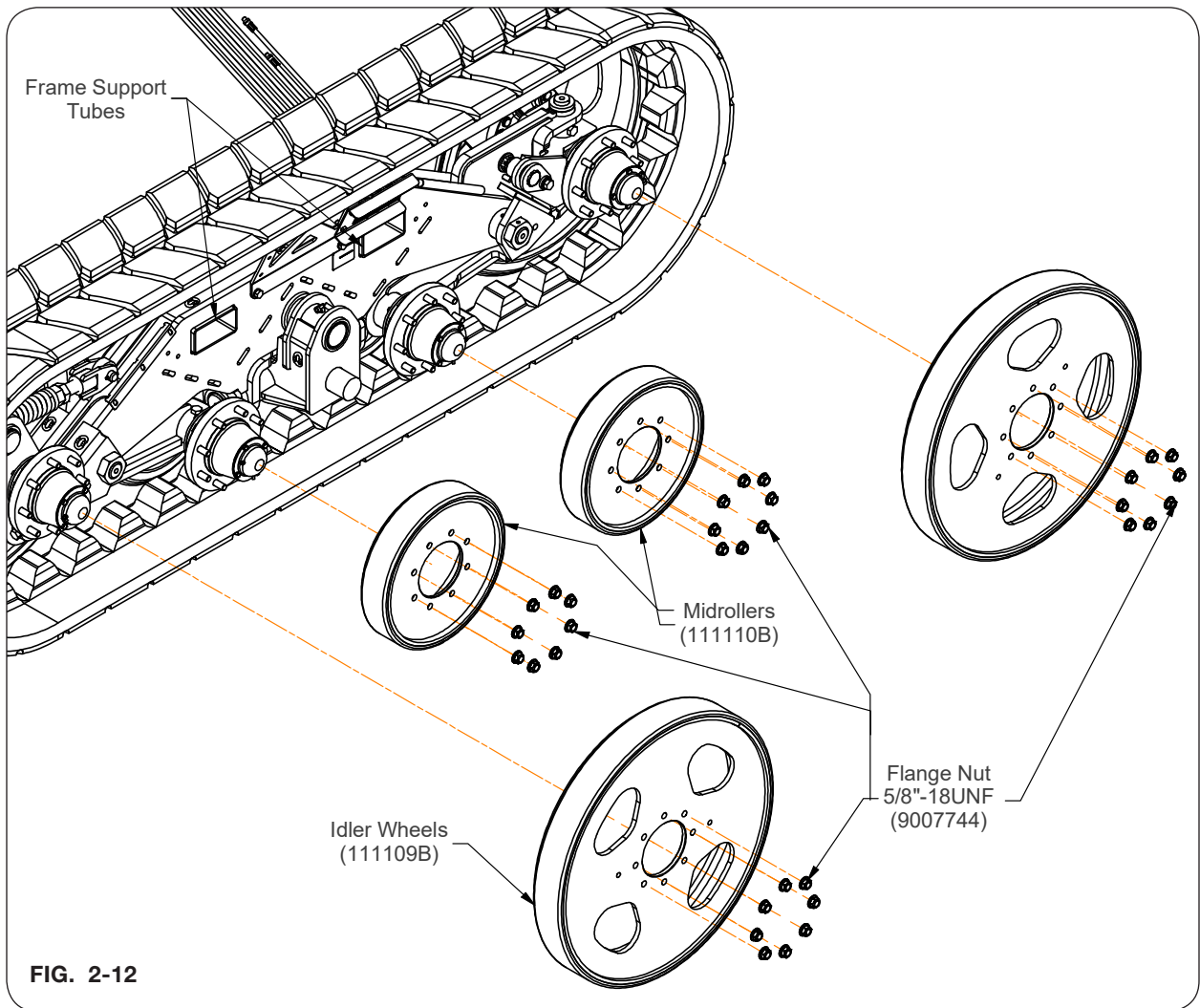
2. Using an 8 ton lifting device, raise up one side of the unit. Place equally rated lifting devices under the axle nearest to the track that will be removed.
3. Remove the track pivot pin and retaining hardware. (FIG. 2-10) Move track assembly out of track fork and away from the unit.



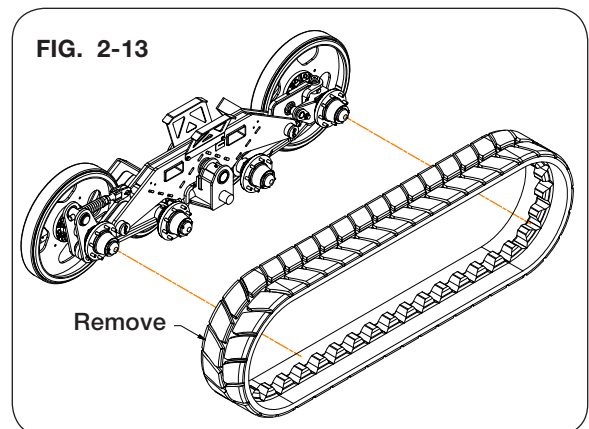
4. Detension track using procedure in "MAINTENANCE" section of this manual.

Maintenance (continued)

- Using fork lift rated for 3,000 lbs., support the track assembly using the support tubes in the track frame. Remove all the outside idler wheels (111109B) and midrollers (111110B). (FIG. 2-12)

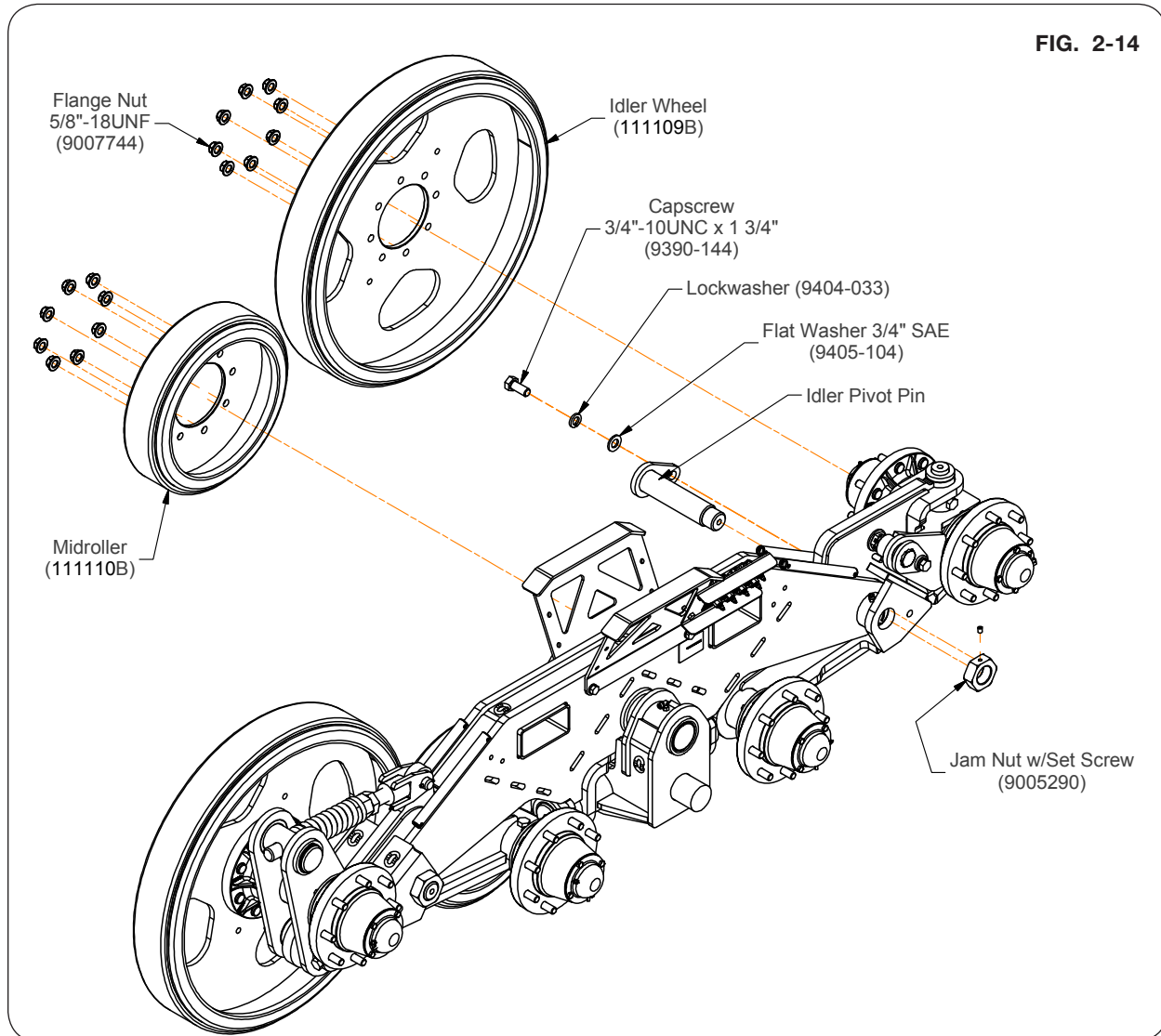


- Remove the track belt (FIG. 2-13).



Maintenance (continued)

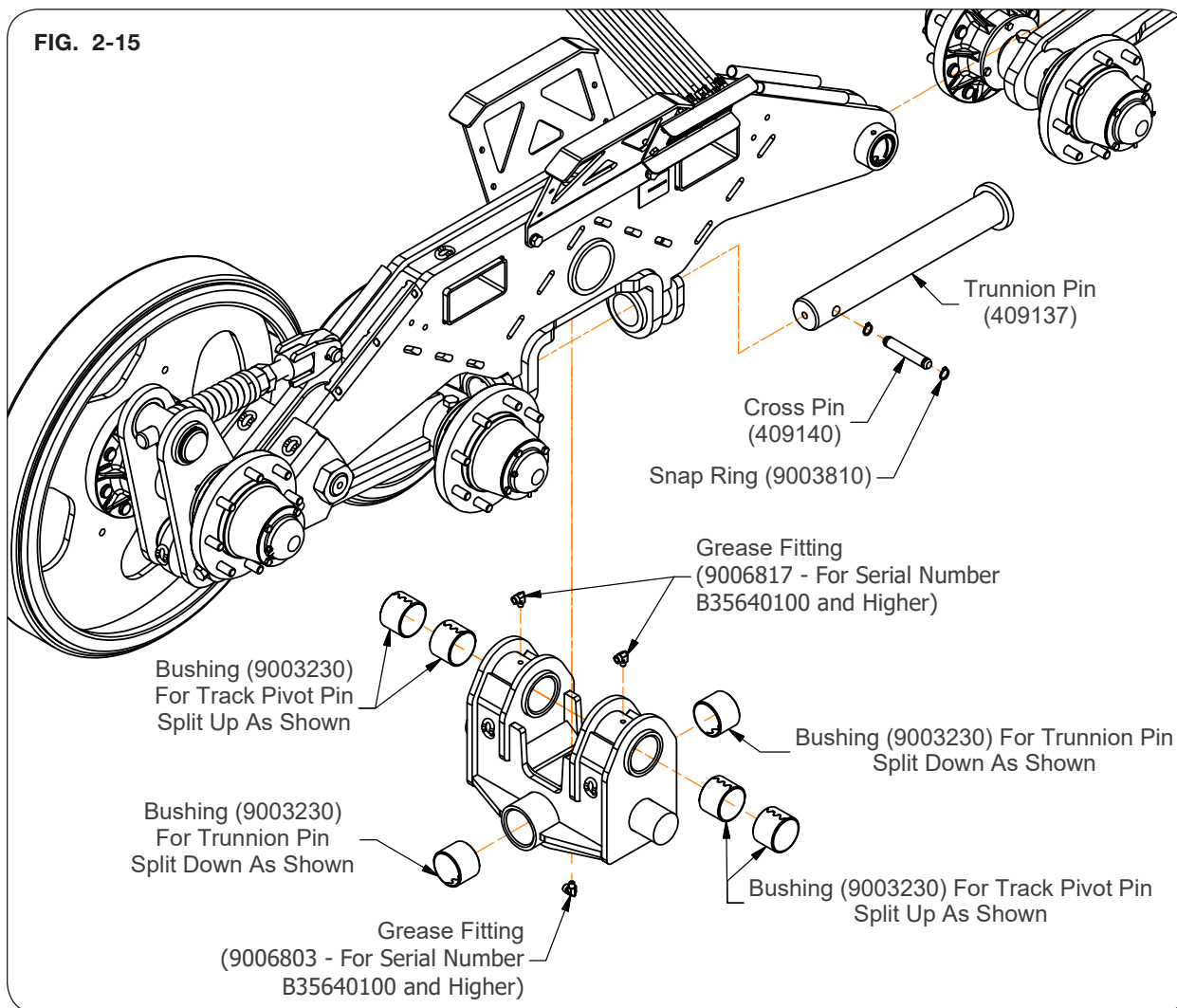
7. Remove the front, inside idler wheel (111109B) and midroller (111110B). (FIG. 2-14)



8. Remove the set screw in jam nut (9005290) and remove the nut. Remove the idler pivot pin (serial number B35640100 and below - part number 411724) (serial number B35640100 and above - part number 412331) and retaining hardware as shown in FIG. 2-14. Using safe lifting devices rated at 400 lbs., remove the front idler pivot assembly. (FIG. 2-14)

Maintenance (continued)

9. Remove the track trunnion pin (409140) and retaining hardware as shown in FIG. 2-15.



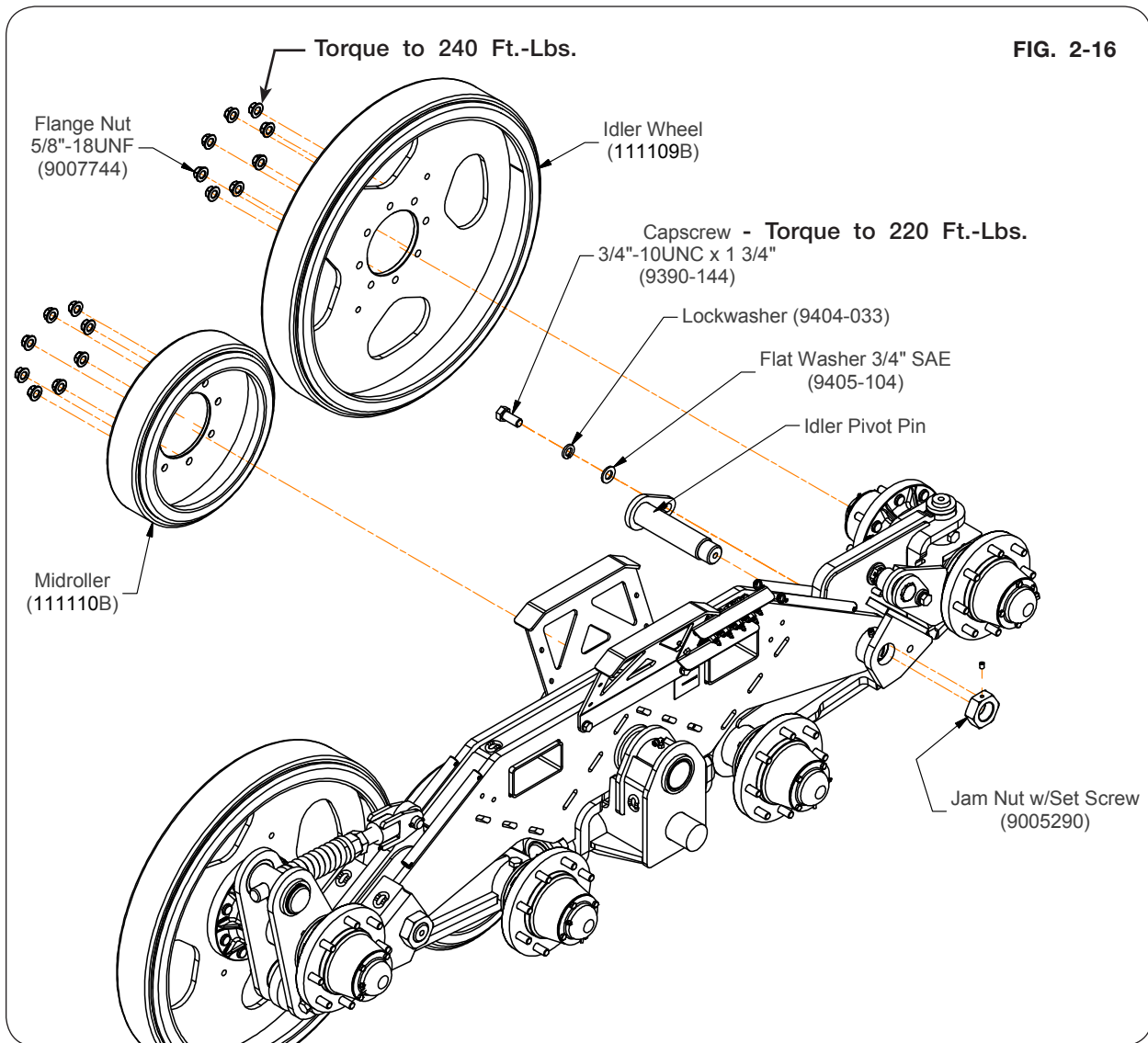
10. Using safe lifting device rated at 400 lbs., lower the trunnion weldment (408982B) to the ground.
11. Remove the bushings (9003230) and grease fittings (serial number B35640099 and Lower - part number 91160) (serial number B35640100 and Higher - Top fittings part number 9006817 and Bottom fitting 9006803) from the trunnion weldment (408982B) and reinstall them if they are reusable or replace them as needed in the new trunnion weldment (408982B).

NOTE: If replacing trunnion weldment on serial numbers below B35640100, grease fittings (91160) will need to be replaced with grease fittings (93426).

12. Install the new trunnion assembly. (FIG. 2-15)
13. Install the track trunnion pin (409137) and retaining hardware as shown in FIG. 2-15.

Maintenance (continued)

14. Using lifting devices rated at 400 lbs., install the front idler pivot assembly. (FIG. 2-16) Install the idler pivot pin (serial number B35640099 and below B35640100 - part number 411724) (serial number B35640100 and above - part number 412331) and retaining hardware as shown in FIG. 2-16. Jam nut with setscrew (9005290), snug tighten the jam nut against the idler pivot plate and tighten the setscrew. Use thread lock on the setscrew. Torque 3/4"-10UNC x 1 3/4" capscrew (9390-144) to 220 Ft.-Lbs.



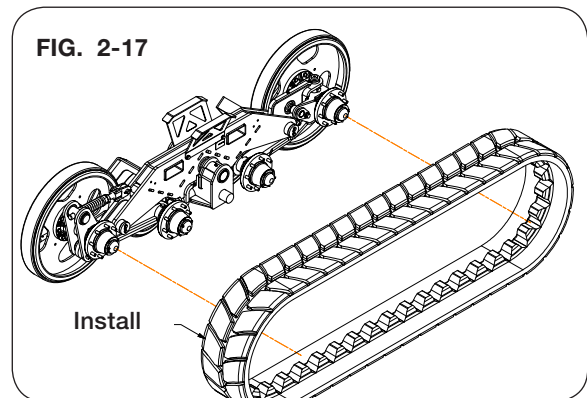
15. Install the front, inside idler wheel (111109B) and midroller (111110B). (FIG. 2-16) Torque 5/8"-18UNF wheel flange nuts (9007744) to 240 Ft.-Lbs.

CAUTION

- **IMPROPERLY TORQUED WHEEL NUTS/BOLTS CAN CAUSE A LOSS OF IMPLEMENT CONTROL AND MACHINE DAMAGE. WHEEL NUTS/BOLTS MUST BE CHECKED REGULARLY. SEE WHEEL TORQUE CHART PAGE IN THIS MANUAL FOR PROPER WHEEL NUT/BOLT SPECIFICATIONS. WARRANTY DOES NOT COVER FAILURES CAUSED BY IMPROPERLY TORQUED WHEEL NUTS/BOLTS.**

Maintenance (continued)

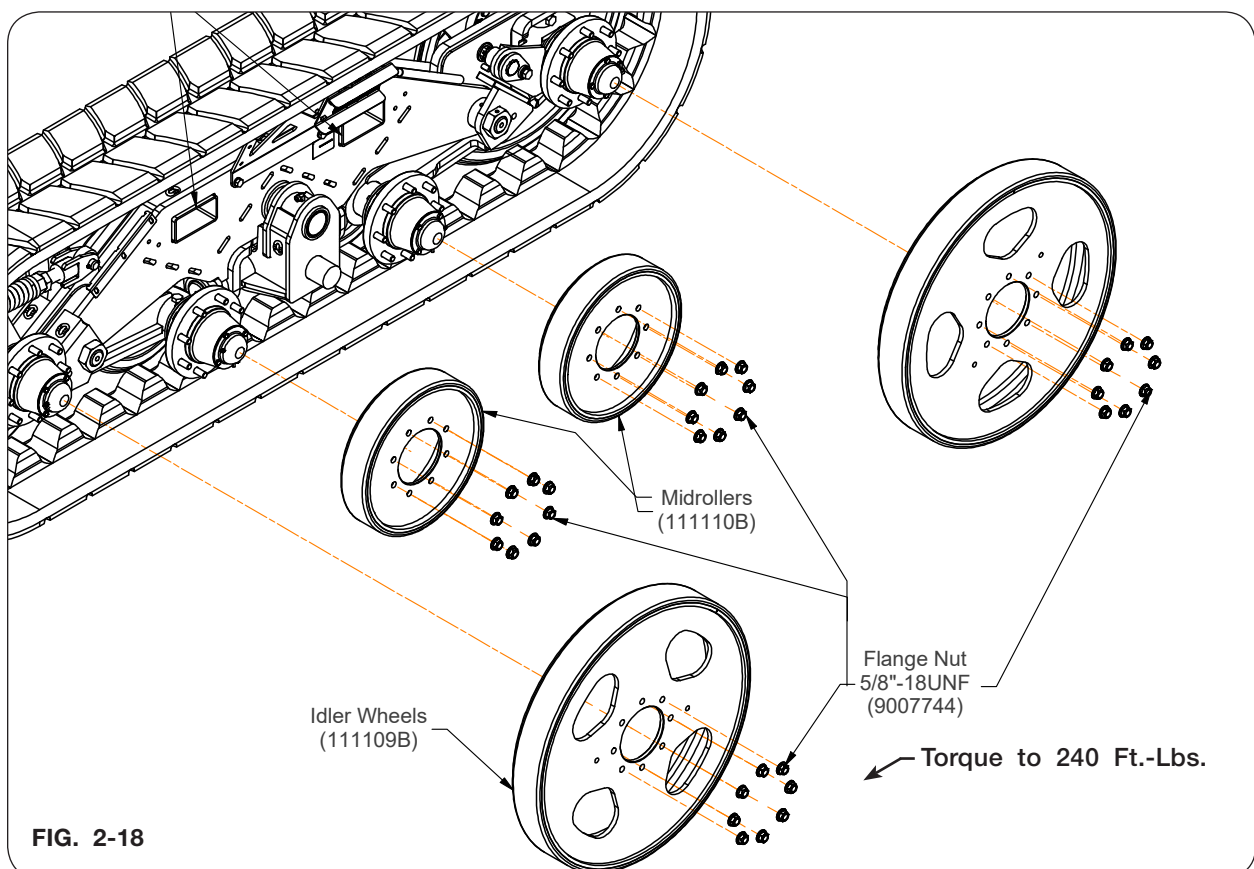
16. Install the track belt (FIG. 2-17).



17. Attach all the outside idler wheels (111109B) and midrollers (111110B). (FIG. 2-18) Torque 5/8"-18UNF wheel flange nuts (9007744) to 240 Ft.-Lbs.

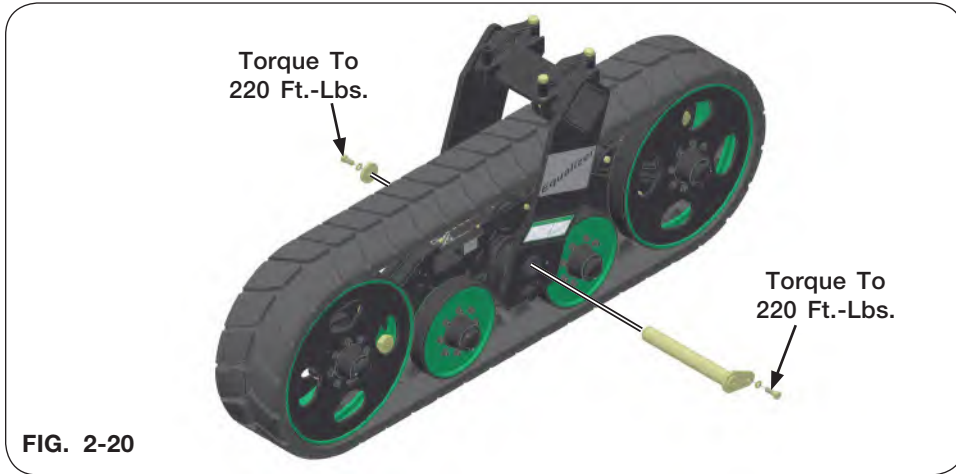
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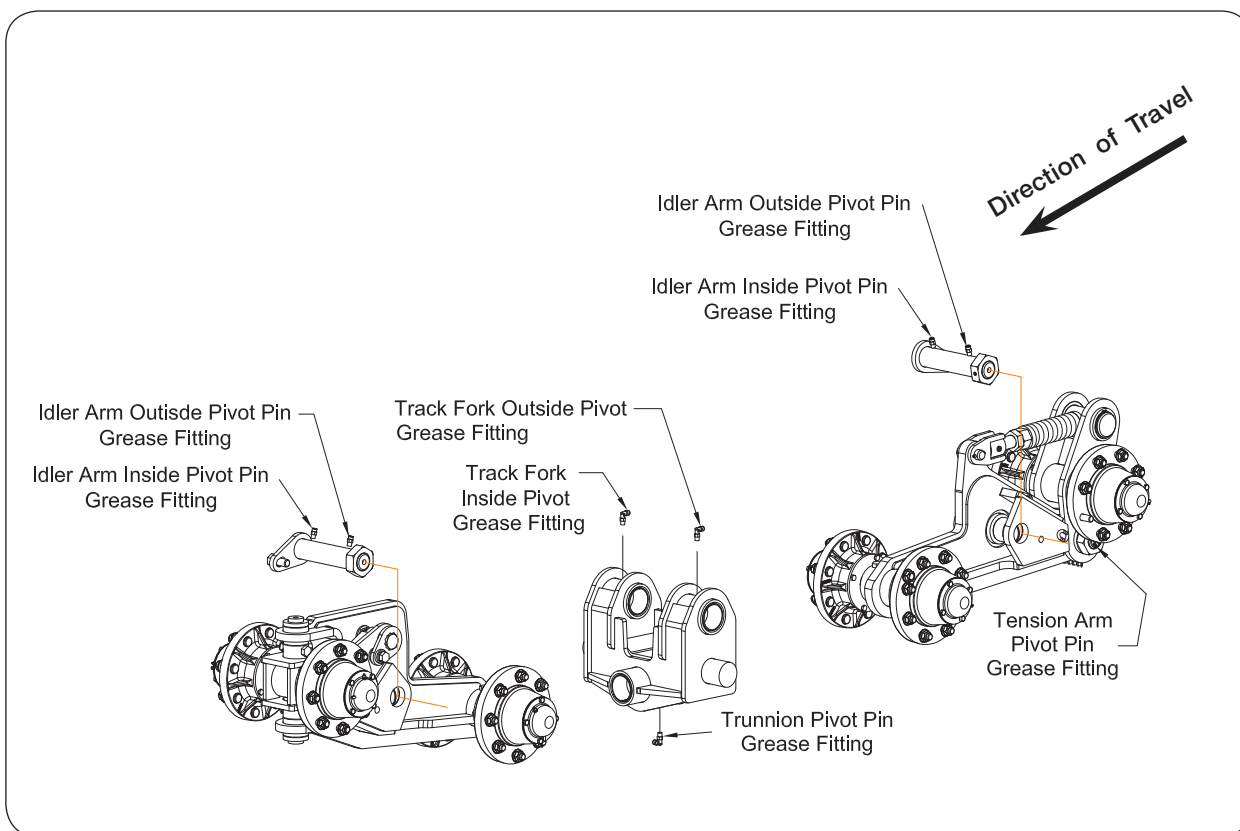
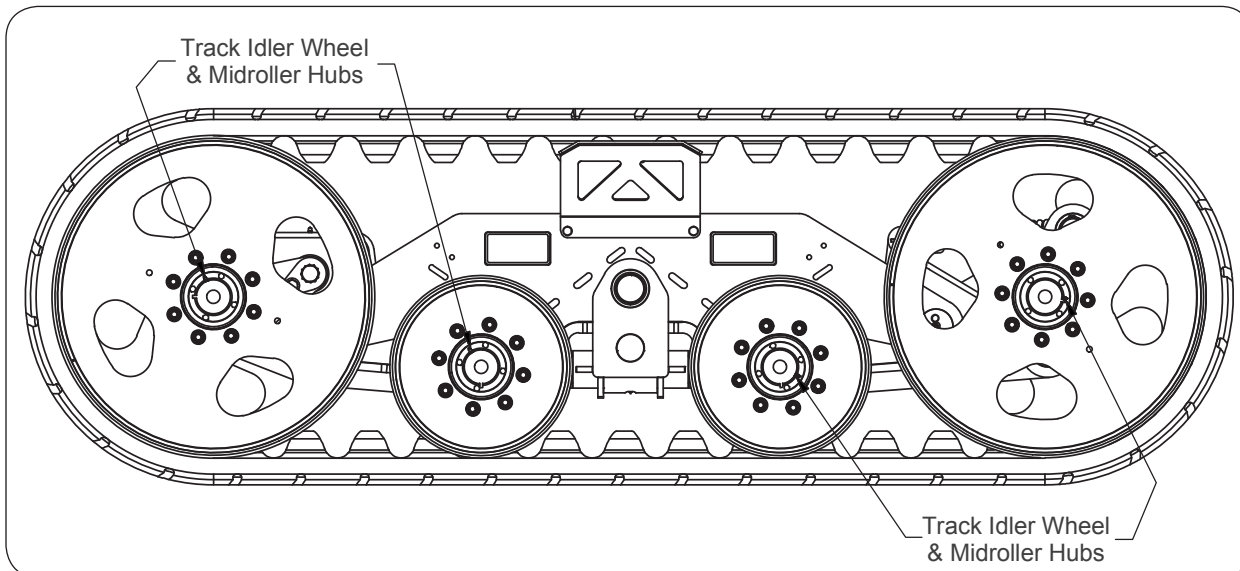


Maintenance (continued)

18. Tension track using procedure in “MAINTENANCE” section of this manual.
19. Install the track pivot pin and retaining hardware. Torque hardware accordingly. (FIG. 2-20)

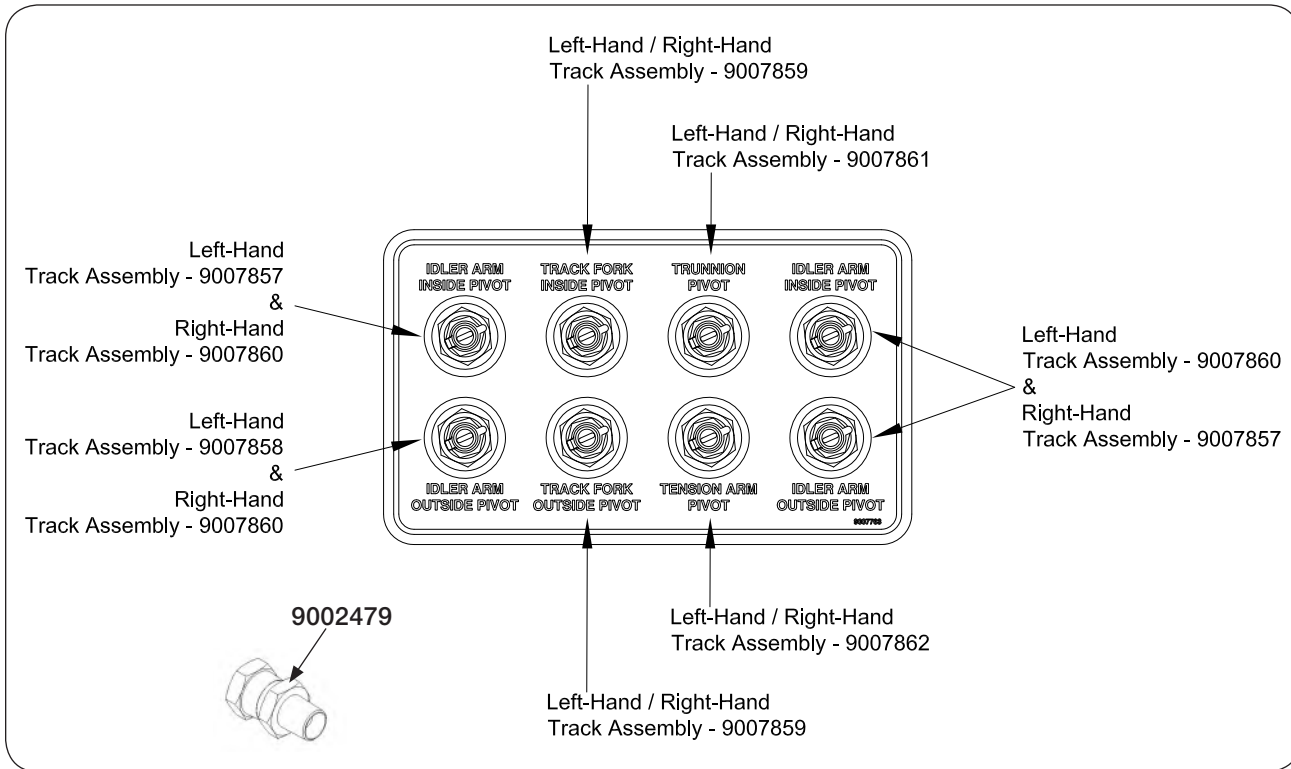


Lubrication



DESCRIPTION	POINTS	LUBRICANT	QTY	HOURS
Track Idler Wheel & Midroller Hubs	8 per Track	EP-2	2 Shots	20 Hours
			Repack	2 Years
Idler Arm Pivot Pin	4 per Track	EP-2	2 Shots	Daily
Track Fork Pivot Pin	2 per Track	EP-2	2 Shots	Daily
Trunnion Pivot Pin	1	EP-2	2 Shots	Daily
Tension Arm Pivot Pin	1 per Track	EP-2	Until Grease is Purged	10 Hours

Lubrication



DESCRIPTION	PART NO.	QTY.	NOTES
Swivel Pipe Adapter	9002479	A/R	
Hose, 3/16 x 24 - Grease 3250PSI	9007857	1	
Hose, 3/16 x 20 - Grease 3250PSI	9007858	1	
Hose, 3/16 x 36 - Grease 3250PSI	9007859	2	
Hose, 3/16 x 44 - Grease 3250PSI	9007860	2	
Hose, 3/16 x 50 - Grease 3250PSI	9007861	1	
Hose, 3/16 x 68 - Grease 3250PSI	9007862	1	

Storage

1. Avoid storing in sunlight.
2. Avoid excessive moisture.

Ideally, rubber tracks should be stored indoors, in a draft-free area. If tracks must be stored outdoors, a tarpaulin or other covering should be used to protect them from the weather.

Wheel Torque Chart

Wheel Nut Torque Requirements

CAUTION

- IMPROPERLY TORQUED WHEEL NUTS/BOLTS CAN CAUSE A LOSS OF IMPLEMENT CONTROL AND MACHINE DAMAGE. TORQUE WHEEL NUTS/BOLTS TO VALUES IN TABLE. CHECK TORQUE BEFORE USE, AFTER ONE HOUR OF UNLOADED USE OR AFTER FIRST LOAD, AND EACH LOAD UNTIL WHEEL NUTS/BOLTS MAINTAIN TORQUE VALUE. CHECK TORQUE EVERY 10 HOURS OF USE THERE-AFTER. AFTER EACH WHEEL REMOVAL START TORQUE PROCESS FROM BEGINNING. WARRANTY DOES NOT COVER FAILURES CAUSED BY IMPROPERLY TORQUED WHEEL NUTS/BOLTS.

Failure to check torque before first load may damage wheel nut/bolt seats. Once seats are damaged, it will become impossible to keep nuts/bolts tight. Tighten nuts/bolts to applicable torque value shown in table. Start all nuts/bolts by hand to prevent cross threading. Torque nuts/bolts in the recommended sequence as shown in Diagram 1.

WHEEL HARDWARE	
SIZE	FOOT-POUNDS
5/8-18 (UNF)	240 Ft.-Lbs.

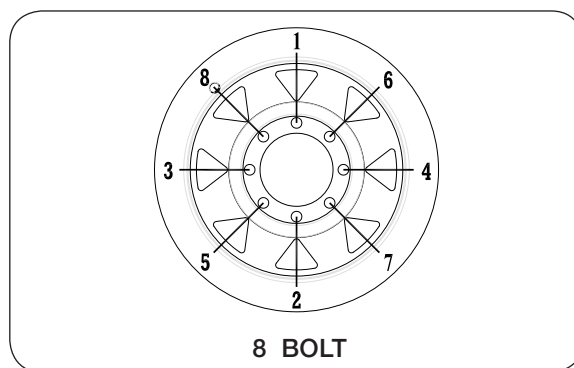


DIAGRAM 1

Complete Torque Chart

Cap screws - Grade 5

NOTE:

- Grade 5 cap screws can be identified by three radial dashes on the head.
- For wheel torque requirements, refer to Wheels and Tires.
- Tighten U-bolts evenly and equally to have the same number of threads exposed on each end.



SIZE	FOOT POUNDS	NEWTON METERS
1/4-20	8-10	11-13
1/4-28	9-11	12-15
5/16-18	15-17	20-23
5/16-24	17-19	23-26
3/8-16	25-28	34-38
3/8-24	28-31	38-42
7/16-14	40-45	54-61
7/16-20	45-50	61-68
1/2-13	62-68	84-92
1/2-20	68-75	92-102
9/16-12	90-98	122-133
9/16-18	100-110	134-148
5/8-11	120-135	162-183
5/8-18	124-137	168-186
3/4-10	200-220	270-300
3/4-16	210-230	285-310
7/8-9	330-350	425-475
7/8-14	360-380	460-515
1-8	500-525	675-710
1-14	540-560	730-760
1 1/8-7	600-635	815-860
1 1/8-12	665-700	920-950
1 1/4-7	850-895	1150-1215
1 1/4-12	940-990	1275-1340
1 3/8-6	1125-1175	1525-1590
1 3/8-12	1280-1335	1735-1810
1 1/2-6	1500-1560	2035-2115
1 1/2-12	1685-1755	2285-2380

IMPORTANT

- Follow these torque recommendations except when specified in text.

Section III Parts

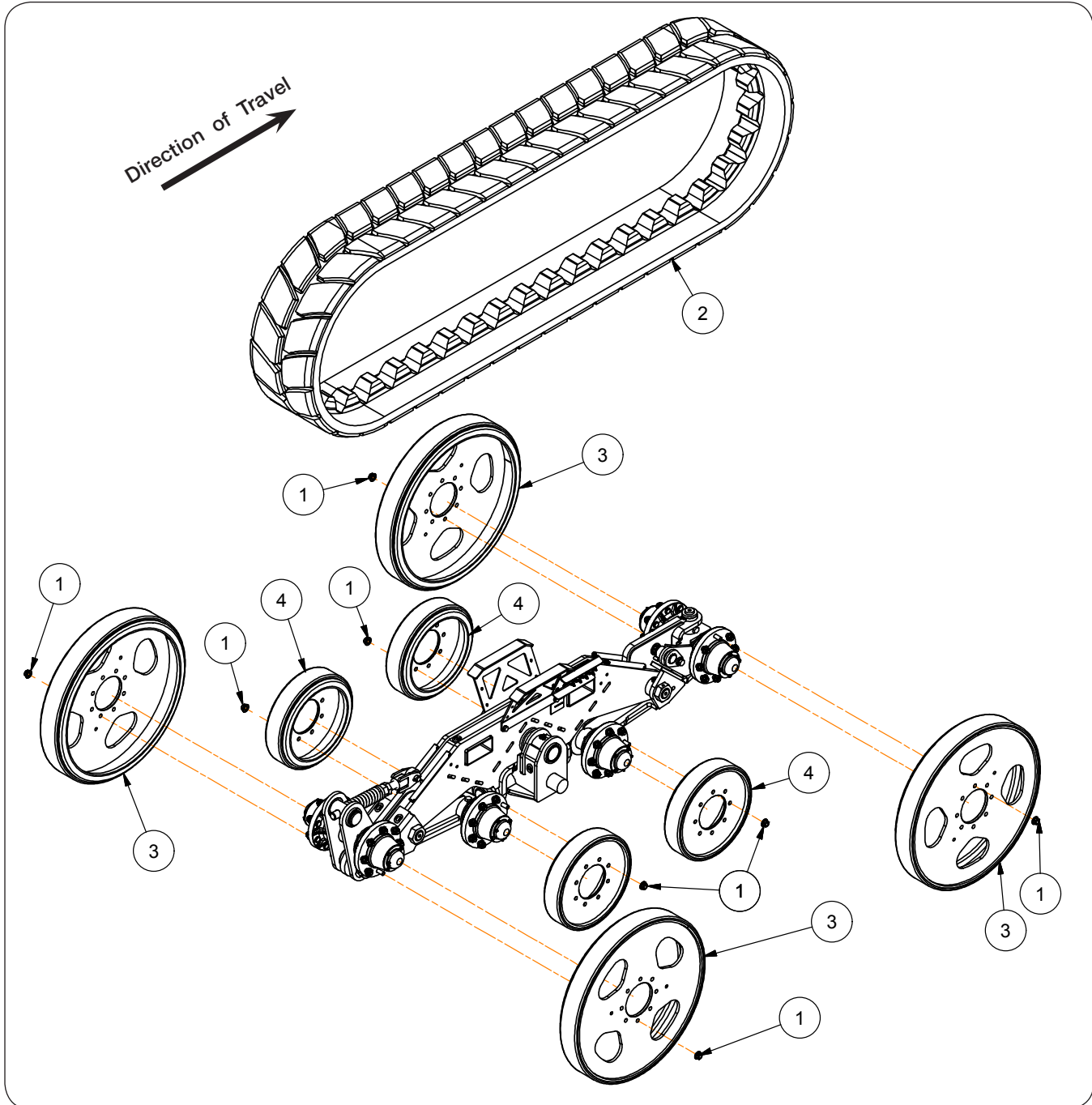
Please visit www.unverferth.com/parts/ for the most current parts listing.

Track Belt, Idler Wheels & Midrollers	3-2
Track Frame Components	3-4
Front Idler Pivot Components	3-6
Rear Idler Pivot Components	3-8

Equalizer Track System — Parts

Track Belt, Idler Wheels, & Midrollers

Please visit www.unverferth.com/parts/ for the most current parts listing.



Equalizer Track System — Parts

Track Belt, Idler Wheels, & Midrollers

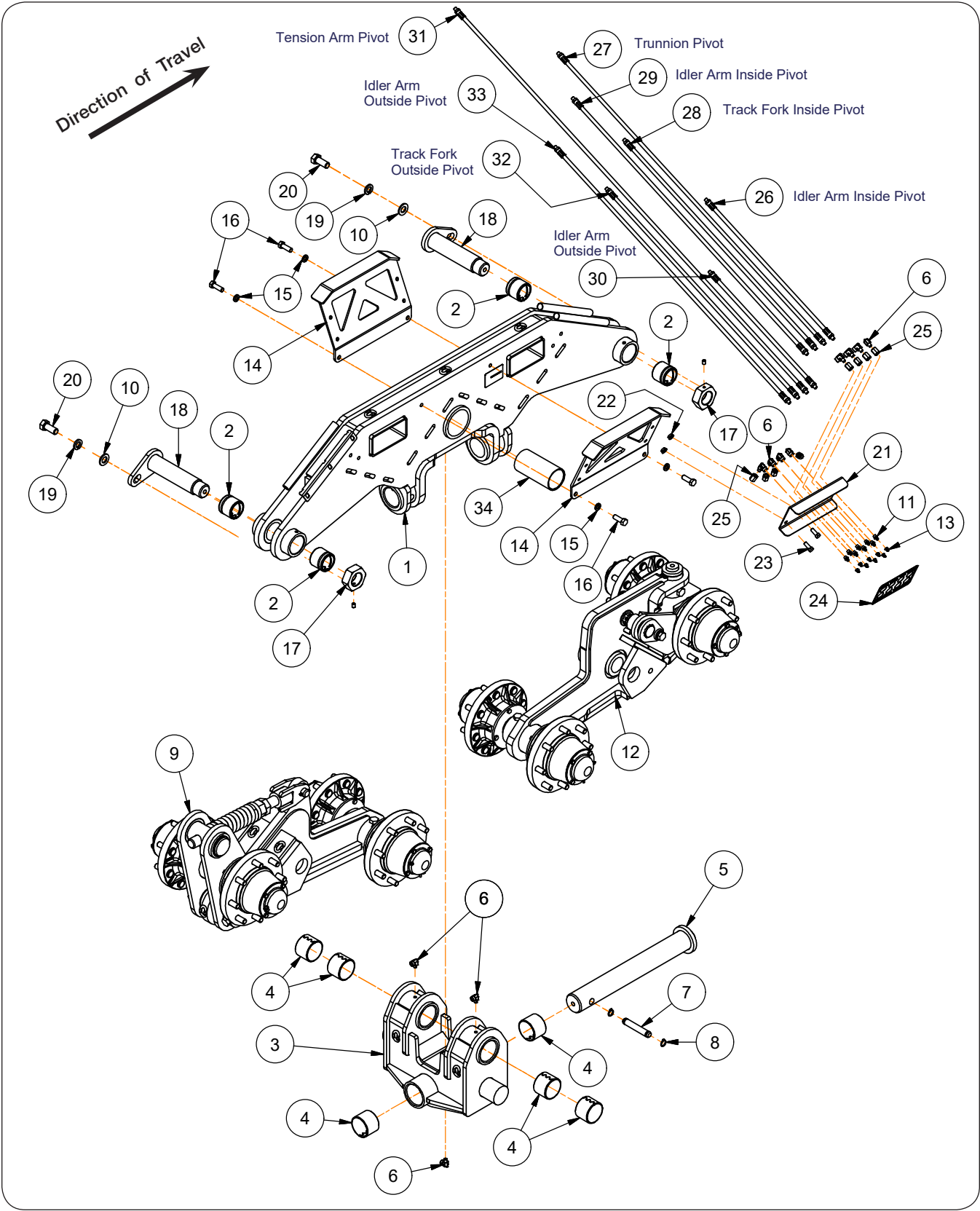
Please visit www.unverferth.com/parts/ for the most current parts listing.

ITEM	DESCRIPTION	PART NO.	QTY.	NOTES
1	Flange Nut 5/8-18UNF	9007744	64	Grade 8
2	Track Belt - 252" x 14"	9006748	1	
3	Idler Wheel Weldment	111109B	4	
4	Midroller Weldment	111110B	4	

Equalizer Track System — Parts

Track Frame Components

Please visit www.unverferth.com/parts/ for the most current parts listing.



Equalizer Track System — Parts

Track Frame Components

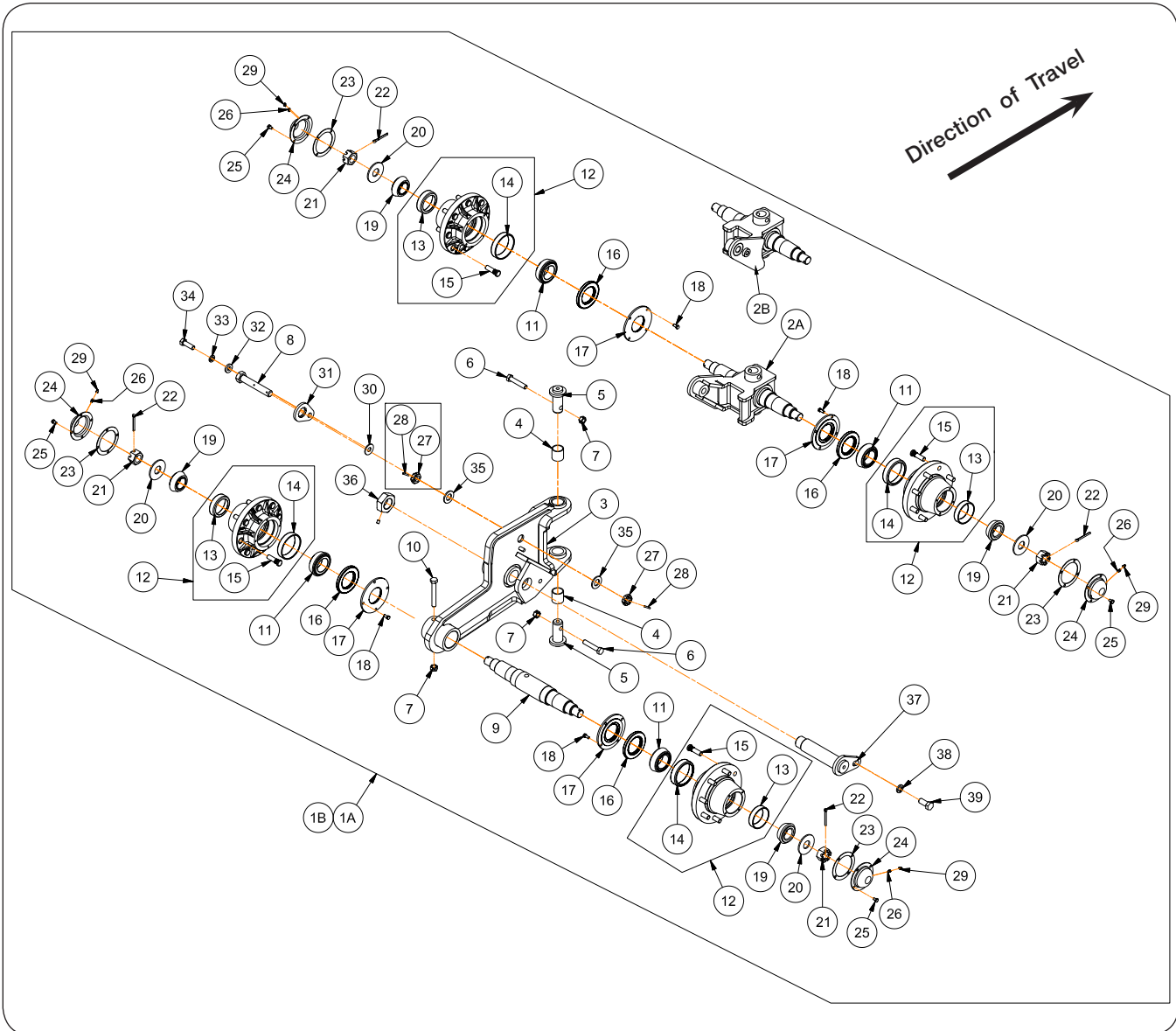
Please visit www.unverferth.com/parts/ for the most current parts listing.

ITEM	DESCRIPTION	PART NO.	QTY.	NOTES
1	Track Frame Weldment	409127B	1	
2	Tension Spring Bushing	9007695	4	
3	Track Trunnion Weldment	408982B	1	
4	Split Bushing	9003230	6	
5	Track Trunnion Pin Weldment	409137	1	
6	90° Grease Fitting, 1/8-27 Male x 1/8-27 Female	9006817	11	Serial Number B35640100 & Above
	Grease Zerk	91160	3	Serial Number B35640099 & Below
7	Cross Pin 3/4" Dia. x 4 3/8	409140	1	
8	Snap Ring 3/4"	9003810	2	
9	Idler Pivot Assembly (Rear)	--	1	See pages 3-10 & 3-11
10	Flat Washer 3/4" SAE	9405-104	2	
11	Grease Zerk	93426	8	Serial Number B35640099 & Below
12	Idler Pivot Right-Hand Assembly (Front) (SHOWN)	--	1	See pages 3-8 & 3-9
	Idler Pivot Left-Hand Assembly (Front)	--		
13	Grease Zerk Cap	9006849	8	
14	Support Belt Weldment	409885B	2	
15	Lock Washer 1/2"	9404-025	4	
16	Capscrew 1/2"-13UNC x 1 1/2"	9390-101	4	Grade 5
17	Heavy Hex Jam Nut, 1 3/4"-5UNC w/Set Screw	9005290	2	Grade 5
18	Idler Pivot Pin Weldment	412331	2	Serial Number B35640100 & Above
		411724		Serial Number B35640099 & Below
19	Lock Washer, 3/4"	9404-033	2	
20	Capscrew, 3/4"-10UNC x 1 3/4"	9390-144	2	Grade 5
21	Bank Grease Plate	411999B	1	
22	Locknut 3/8"-16UNC (Automation)	9003396	2	
23	Capscrew 3/8"-16UNC x 1"	9390-055	2	Grade 5
24	Decal, Bank Grease	9007763	1	
25	Pipe Coupling 1/8"	9003949	8	
26	Idler Arm Inside Pivot RH Hose 3/16" Dia. x 24"	9007857	1	
	Idler Arm Inside Pivot LH Hose 3/16" Dia. x 44"	9007860	1	
27	Trunnion Pivot RH & LH Hose 3/16" Dia. x 50"	9007861	1	
28	Track Fork Inside Pivot RH & LH Hose 3/16" Dia. x 36"	9007859	2	
29	Idler Arm Inside Pivot RH Hose 3/16" Dia. x 44"	9007860	1	
	Idler Arm Inside Pivot LH Hose 3/16" Dia. x 24"	9007857	1	
30	Idler Arm Outside Pivot RH Hose 3/16" Dia. x 24"	9007857	1	
	Idler Arm Outside Pivot LH Hose 3/16" Dia. x 44"	9007860	1	
31	Tension Arm Pivot RH & LH Hose 3/16" Dia. x 66"	9007862	1	
32	Track Fork Outside Pivot RH & LH Hose 3/16" Dia. x 36"	9007859	2	
33	Idler Arm Outside Pivot RH Hose 3/16" Dia. x 44"	9007860	1	
	Idler Arm Outside Pivot LH Hose 3/16" Dia. x 20"	9007858	1	
34	Spacer, Tube Bushing	412541	1	

Equalizer Track System — Parts

Front Idler Pivot Components

Please visit www.unverferth.com/parts/ for the most current parts listing.



Equalizer Track System — Parts

Front Idler Pivot Components

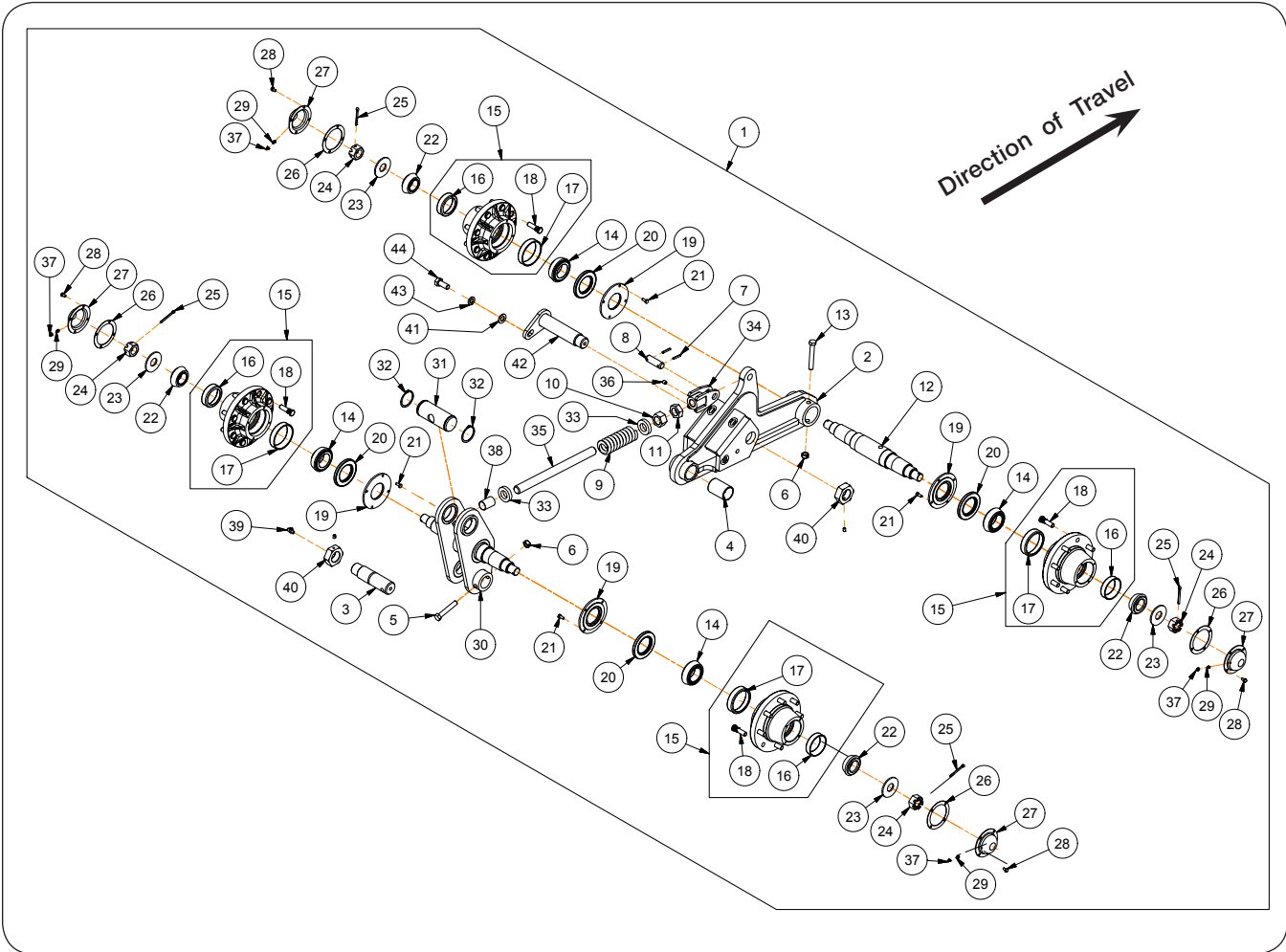
Please visit www.unverferth.com/parts/ for the most current parts listing.

ITEM	DESCRIPTION	PART NO.	QTY.	NOTES
1A	Front Left-Hand Idler Pivot Assembly	--	1	Includes Items 2A & 3 through 34
1B	Front Right-Hand Idler Pivot Assembly	--	1	Includes Items 2B & 3 through 34
2A	Left-Hand Idler Pivot Weldment	411493B	1	
2B	Right-Hand Idler Pivot Weldment	411492B	1	
3	Idler Pivot Weldment	411479B	1	
4	Bushing-Self Lubricating	9004613	2	
5	Idler Pivot Pin Weldment	407982	2	
6	Capscrew 5/8"-11UNC x 3 1/4"	9390-129	2	Grade 5
7	Locknut/Ctr 5/8"-11UNC	95905	3	
8	Capscrew 1"-14UNS x 6" (Full Thread)	411497	1	Grade 8
9	Spindle-Track 2 3/4" Dia.	407958	1	
10	Capscrew 5/8"-11UNC x 4 1/2"	9390-133	1	Grade 5
11	Bearing Cone	9005796	4	
12	Hub 8 Bolt Assembly w/Cups & Studs	282370B	4	Includes items 13, 14, & 15
13	Bearing Cup	9005795	1	
14	Bearing Cup	9005797	1	
15	Stud Bolt 5/8"-18UNF x 2 1/4" (Drive In Hub Bolt)	9007746	8	Grade 5
16	Seal, Single Lip w/Garter Spring	9005798	4	
17	Plate-Seal Guard	282371B	4	
18	Capscrew 5/16"-18UNC x 3/4"	9390-028	16	Grade 5
19	Bearing Cone (#HM803149)	9005794	4	
20	Spindle Washer	92471	4	
21	Slotted Nut 1 1/4"-12UNF	9002721	4	
22	Cotter Pin 1/4" Dia. x 2 1/2"	9391-061	4	
23	Hub Cap Gasket	284221	4	
24	Hub Cap	408054B	4	
25	Capscrew 5/16"-18UNC x 1/2"	9501438-026	16	Grade 5
26	Grease Zerk	91160	4	
27	Slotted Hex Jam Nut 1-14UNS	9007674	2	
28	Spiral Pin, 3/16 x 1 1/2	91144-124	2	
29	Cap-Grease Zerk	9006849	4	
30	Flat Washer 5/8" USS	9405-100	1	
31	Plate-Retainer, Bolt	409855	1	
32	Flat Washer 5/8"	9746	1	
33	Lock Washer 5/8"	9404-029	1	
34	Capscrew 5/8"-11UNC x 2"	9390-124	1	Grade 5
35	Washer - Adjustable Depth	804685	2	
36	Heavy Hex Jam Nut 1 3/4"-5UNC w/Set Screw	9005290	2	
37	Idler Pivot Pin Weldment	412331	2	
38	Lock Washer 3/4" (#10)	9404-033	2	
39	Capscrew 3/4"-10UNC x 1 3/4"	9390-144	2	

Equalizer Track System — Parts

Rear Idler Pivot Components

Please visit www.unverferth.com/parts/ for the most current parts listing.



Equalizer Track System — Parts

Rear Idler Pivot Components

Please visit www.unverferth.com/parts/ for the most current parts listing.

ITEM	DESCRIPTION	PART NO.	QTY.	NOTES
1	Idler Pivot Assembly (Rear)	--	1	Includes Items 2 through 38
2	Idler Pivot Weldment	411709B	1	
3	Pivot Pin Weldment	411458	1	
4	Split Bushing - Hardened	9007696	1	Serial Number B35640100 & Above
		9007615		Serial Number B35640099 & Below
5	Capscrew 5/8-11UNC x 3 3/4	9390-131	1	Grade 5
6	Locknut/Ctr 5/8-11UNC	95905	2	
7	Roll Pin 1/4"D x 1 1/2	9392-136	2	
8	Tensioner Pin 1" Dia. x 3 1/8	409155	1	
9	Compression Spring 7 1/4" Long	93944B	1	
10	Hex Nut 1 1/4-7UNC	9394-024	1	Grade 5
11	Hex Jam Nut 1 1/4-7UNC G5	9395-024	1	Grade 5
12	Spindle-Track 2 3/4" Dia. x 20 1/8	407958	1	
13	Capscrew 5/8-11UNC x 4 1/2	9390-133	1	Grade 5
14	Bearing Cone (#45289)	9005796	4	
15	Hub 8 Bolt Assembly w/Cups & Studs	282370B	4	Includes Items 16, 17, & 18
16	Bearing Cup	9005795	1	
17	Bearing Cup	9005797	1	
18	Stud Bolt 5/8-18UNF x 2 1/4 (Drive In Hub Bolt)	9007746	8	Grade 5
19	Plate-Seal Guard	282371B	4	
20	Seal, Single Lip w/Garter Spring	9005798	4	
21	Capscrew 5/16-18UNC x 3/4	9390-028	16	Grade 5
22	Bearing Cone (#HM803149)	9005794	4	
23	Spindle Washer	92471	4	
24	Slotted Nut 1 1/4-12UNF	9002721	4	
25	Cotter Pin 1/4" Dia. x 2 1/2	9391-061	4	
26	Hub Cap Gasket	284221	4	
27	Hub Cap	408054B	4	
28	Capscrew 5/16-18UNC x 1/2	9501438-026	16	Grade 5
29	Grease Zerk	91160	4	
30	Arm Tensioner Weldment	411494B	1	
31	Guide Spring Pin 2 1/2" Dia. x 6 1/4	409352	1	
32	Retaining Ring-External 2 1/2"	903145-045	2	
33	Plate-Spring Support	409096	2	
34	Spring Shaft Lug Weldment	409355B	1	
35	Shaft-Guide Spring 1 1/4" Dia. x 16 1/2	409358	1	
36	Set Screw 1/2-13UNC x 1/2	9399-106	1	
37	Cap-Grease Zerk	9006849	5	
38	Bushing-Self-Lubricating	9006883	1	
39	90° Grease Fitting, 1/8-27 Male x 1/8-27 Female	9006785	1	Serial Number B35640100 & Above
	90° Grease Zerk	9000875		Serial Number B35640099 & Below
40	Heavy Hex Jam Nut, 1 3/4-5UNC w/Set Screw	9005290	2	
41	Flat Washer 3/4" SAE	9405-104	2	
42	Idler Pivot Pin Weldment	412331	2	
43	Lock Washer 3/4" (#10)	9404-033	2	
44	Capscrew 3/4"-10UNC x 1 3/4"	9390-144	2	



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