



MANUFACTURERS OF QUALITY AGRICULTURAL EQUIPMENT SINCE 1936

OPERATOR'S MANUAL
AND
PARTS LISTING
FOR THE

HD Series

32 through 36

with Universal Pull Tube

VERSION: 2-11
starting at serial number 14450

TO THE OWNER AND OPERATORS

Before assembling or operating this unit, READ THIS MANUAL THOROUGHLY. To obtain the best performance of the unit, familiarize yourself with each component and adjustment. Store this manual where it can be readily available for future reference. In the event that the harrow or any part of the unit should be sold, be sure that the new owner receives a copy of this manual for their reference.

1330 DALLAS STREET, P.O. BOX 100
SAUK CITY, WISCONSIN 53583
PHONE: (608) 643-3321
TOLL FREE: (800) 627-8569 FAX: (608) 643-3976

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INTRODUCTION

Thank you for purchasing your new McFarlane transport cart and harrow sections. We know that you will get many years of dependable service from this modernly designed unit.

You may have had a particular application in mind when you purchased this unit. There are actually many uses for the McFarlane harrow including incorporation of herbicides and pesticides, leveling and smoothing tilled soil, and covering of broadcast seeds. Contact your dealer if you would like more information or have questions concerning these or other applications.

LIMITED WARRANTY

FULL ONE - YEAR WARRANTY OF

Chain Harrow
Transport Cart

HD-32 through HD-36 Models

If within one year from the date of purchase, this transport cart and/or its accompanying harrow sections fail due to defect in material or workmanship, McFarlane Mfg. Co., Inc. will repair it, free of charge.

Warranty service is available by simply contacting the nearest McFarlane dealership throughout the United States or Canada.

This warranty applies only while this product is used in the United States or Canada.

This warranty gives you specific legal rights, and you may have other rights which vary from state to state.

McFarlane Mfg. Co., Inc., Sauk City, Wisconsin 53583

SAFETY

TAKE NOTE! THIS SAFETY ALERT SYMBOL FOUND THROUGHOUT THIS MANUAL IS USED TO CALL ATTENTION TO INSTRUCTIONS INVOLVING YOUR PERSONAL SAFETY AND THE SAFETY OF OTHERS. FAILURE TO FOLLOW THESE INSTRUCTIONS CAN RESULT IN INJURY OR DEATH.



THIS SYMBOL MEANS

- **ATTENTION!**
- **BECOME ALERT!**
- **YOUR SAFETY IS INVOLVED!**

SIGNAL WORDS:

Note the use of the signal words DANGER, WARNING, and CAUTION with the safety messages. The appropriate signal word for each has been selected using the following guidelines:

DANGER: Indicates an imminently hazardous situation that, if not avoided, will result in death or serious injury.

WARNING: Indicates a potentially hazardous situation that, if not avoided, could result in death or serious injury.

CAUTION: Indicates a potentially hazardous situation that, if not avoided, may result in minor or moderate injury.

CONTACT INFORMATION

If you have questions not answered in this manual, require additional copies, or the manual is damaged, please contact your local dealer or:

McFarlane Mfg. Co., Inc.
1330 Dallas Street
P.O. Box 100
Sauk City, WI 53583

PHONE: (608) 643-3321
TOLL FREE: (800) 627-8569
FAX: (608) 643-3976



SAFETY FIRST!



Equipment Safety Guidelines

Safety of the operator is one of the main concerns in designing and developing a new piece of equipment. Designers and manufacturers build in as many safety features as possible. However, every year many accidents occur which could have been avoided by a few seconds of thought and a more careful approach to handling equipment. You, the operator, can avoid many accidents by observing the following precautions. To avoid personal injury, study the following precautions and insist that those working with you, or for you, follow them.

Replace any CAUTION, WARNING, DANGER, or instruction safety decal that is not readable or missing.

Do not attempt to operate this equipment under the influence of drugs or alcohol.

Review the safety instructions with all users annually.

This equipment is dangerous to children and persons unfamiliar with its operation. The operator should be a responsible adult familiar with farm machinery and trained in this equipment's operations. **Do not allow persons to operate or assemble this unit until they have read this manual and have developed a thorough understanding of the safety precautions and of how it works.**

To prevent injury, use a tractor equipped with a Roll Over Protective System (ROPS). Do not paint over, remove, or deface any safety signs or warning decals on your equipment. Observe all safety signs and practice the instructions on them.

Never exceed the limits of the transport cart or the harrows. If their ability to do a job, or to do so safely, is in question - **DO NOT TRY IT.**



Lighting and Marking

It is the responsibility of the customer to know the lighting and marking requirements of the local highway authorities and to install and maintain the equipment to provide compliance with the regulations. Add extra lights when transporting at night or during periods of limited visibility.

Lighting kits are available from your dealer.

Safety Sign Care

- Keep safety signs clean and legible at all times.
- Replace safety signs that are missing or have become illegible.
- Replacement parts that display a safety sign should display the same sign.
- Safety signs are available from your Distributor, Dealer Parts Department, or the factory.

How to Install Safety Signs:

- Be sure that the installation area is clean and dry.
- Decide on the exact position before you remove the backing paper.

Tire Safety

- Failure to follow proper procedures when mounting a tire on a wheel or rim can produce an explosion which may result in serious injury or death.
- Do not attempt to mount tires unless you have the proper equipment and experience to do the job.
- Inflating or servicing tires can be dangerous. Whenever possible, trained personnel should be called to service and/or mount tires.
- Always order and install tires and wheels with appropriate capacity to meet or exceed the weight of the transport cart and harrows.

Remember:

Your best assurance against accidents is a careful and responsible operator. If there is any portion of this manual or function you do not understand, contact your local authorized dealer or the manufacturer.

Before Operation:

- Carefully study and understand this manual.
- Do not wear loose fitting clothing which may catch in moving parts.
- Always wear protective clothing and substantial shoes.
- It is recommended that suitable protective hearing and (eye protection) sight protectors be worn.
- Keep wheel lug nuts or bolts tightened.
- Assure that the transport cart tires are inflated evenly.

- Give the unit a visual inspection for any loose bolts, worn parts, or cracked welds, and make necessary repairs. Follow the maintenance safety instructions included in this manual.
- Before using the hydraulics on the cart, be sure all fittings and connections are tight.
- Be sure that there are no tools lying on the unit.
- Do not use the harrow until you are sure that the area is clear, especially of children and animals.
- Don't hurry the learning process or take the unit for granted. Ease into it and become familiar with your new equipment.
- Practice operation of your transport cart and harrow sections. Completely familiarize yourself and other operators with its operation before using.
- Securely attach to towing unit. Use a high strength, appropriately sized hitch pin with a mechanical retainer and attach safety chain.
- Do not allow anyone to stand between the tongue or hitch and the towing vehicle when backing up to the equipment.



During Operation:

- SAFETY CHAIN - If equipment is going to be transported on a public highway, a safety chain should be obtained and installed. Always follow state and local regulations regarding a safety chain and auxiliary lighting when towing farm equipment on a public highway. Be sure to check with local law enforcement agencies for your own particular regulations. Only a safety chain (not an elastic or nylon/plastic tow strap) should be used to retain the connection between the towing and towed machines in the event of separation of the primary attaching system.
- Install the safety chain by crossing the chains under the tongue and secure to the draw bar cage or hitch or bumper frame.
- Beware of bystanders, **particularly children!** Always look around to make sure that it is safe to start the engine of the towing vehicle or move the unit. This is particularly important with higher noise levels and quiet cabs, as you may not hear people shouting.
- **NO PASSENGERS ALLOWED** - Do not carry passengers anywhere on, or in, the tractor or equipment, except as required for operation.
- Keep hands and clothing clear of moving parts.
- Do not clean, lubricate, or adjust your equipment while it is moving.
- When altering operation, even periodically, set the tractor or towing vehicle brakes, shut off the engine, and **remove the ignition key.**
- Do not operate the hydraulic cylinder without the flow restrictor installed; the free falling harrow sections may cause serious injury.
- Pick the levellest possible route when transporting across fields. Avoid the edges of ditches or gullies and steep hillsides.

- Periodically clear the equipment of brush, twigs, or other materials to prevent buildup of dry combustible materials.
- Maneuver the tractor or towing vehicle at safe speeds.
- Avoid overhead wires or other obstacles. Contact with overhead lines could cause serious injury or death.
- Allow for unit length when making turns.
- Do not walk or work under raised wings unless securely positioned in wing rests.
- Keep all bystanders, pets, and livestock clear of the work area, particularly when raising or lowering harrow sections.
- Operate the towing vehicle from the operator's seat only.
- As a precaution, always recheck the hardware on equipment periodically. Correct all problems. Follow the maintenance safety procedures.



Following Operation:

- When unhitching, stop the tractor or towing vehicle, set the brakes, secure the wings in the wing rests, relieve hydraulic fluid pressure, shut off the engine and **remove the ignition keys**.
- Store the unit in an area away from human activity.
- Do not park equipment where it will be exposed to livestock for long periods of time. Damage and livestock injury could result.
- Do not permit children to play on or around the stored unit.
- Make sure all parked machines are on a hard, level surface.



Highway and Transport Operations:

- Adopt safe driving practices:
 - Keep the brake pedals latched together at all times. **NEVER USE INDEPENDENT BRAKING WITH MACHINE IN TOW AS LOSS OF CONTROL AND/OR UPSET OF UNIT MAY RESULT.**
 - Always drive at a safe speed relative to local conditions and ensure that your speed is low enough for an emergency stop to be safe and secure. Keep speed to a minimum.
 - Reduce speed prior to turns to avoid the risk of overturning.
 - Avoid sudden uphill turns on steep slopes.
 - Always keep the tractor or towing vehicle in gear to provide engine braking when going downhill. Do not coast.
 - Do not drink and drive!
- Comply with state and local laws governing highway safety and movement of farm machinery on public roads.

- Use approved accessory lighting flags and necessary warning devices to protect operators of other vehicles on the highway during daylight and nighttime transport. Various safety lights and devices are available from your dealer.
- The use of flashing amber lights is acceptable in most localities. However, some localities prohibit their use. Local laws should be checked for all highway lighting and marking requirements.
- When driving the tractor and equipment on the road or highway under 20 mph at night or driving during the day, use flashing amber warning lights and a slow moving vehicle (SMV) identification emblem.
- Plan your route to avoid heavy traffic.
- Be a safe and courteous driver. Always yield to oncoming traffic in all situations, including narrow bridges, intersections, etc.
- Be observant of bridge loading ratings. Do not cross bridges rated lower than the gross weight at which you are operating.
- Watch for obstructions overhead and to the side while transporting.
- Always operate equipment in a position to provide maximum visibility at all times. Make allowances for increased length and weight of the equipment when making turns, stopping the unit, etc.



Performing Maintenance:

- Good maintenance is your responsibility. Poor maintenance is an invitation to trouble.
- Before working on this machine, stop the tractor or towing vehicle, set the brakes, lower the wings or secure the wings in the wing rests, relieve the hydraulic fluid pressure, shut off the engine and **remove the ignition keys.**
- **Always** use safety support and block the wheels. When performing maintenance, never use a jack to support the machine. Assist the jack with blocks or other adequate support.
- Use extreme caution when making adjustments.
- When disconnecting hydraulic lines, shut off hydraulic supply and relieve all hydraulic pressure.
- Never use hands to locate a hydraulic leak on attachments. Use a small piece of cardboard or wood. Hydraulic fluid escaping under pressure can penetrate the skin.
- Openings in the skin and minor cuts are susceptible to infection from hydraulic fluid. **If injured by escaping hydraulic fluid, see a doctor at once. Gangrene can result. Without immediate medical treatment, serious infection and reactions can occur.**
- When installing, replacing, or repairing hydraulic system cylinders or parts, make sure that the entire system is charged and free of air before resuming operations. Failure to bleed the system of all air can result in improper machine operation, causing severe injury.
- After servicing, be sure all tools, parts, and service equipment are removed.
- Never replace hex bolts with less than grade five bolts unless otherwise specified.

- Where replacement parts are necessary for periodic maintenance and servicing, genuine factory replacement parts must be used to restore your equipment to original specifications. The manufacturer will not claim responsibility for damages as a result of the use of unapproved parts and/or accessories.
- If equipment has been altered in any way from original design, the manufacturer does not accept any liability for injury or warranty.

MAINTENANCE AND SERVICE SCHEDULE

- Prior to each use, check for loose bolts and replace lost or worn parts.
- Grease hinge pins before each use when necessary.
- Inspect and repack wheel bearings at the beginning of each year.
- Remove dirt and debris from the harrow sections before storage.
- Parts diagrams and listings for service and repair references may be found on pages 29 - 32.

OPERATING SUGGESTIONS

There are some important points to remember in order to obtain the best possible results from your McFarlane harrow.

- To eliminate the need for lifting the wings into the wing rests, make sure that the cylinder stop bolt is properly adjusted. Refer to step 5 in the section “Final Adjustments.”
- For maximum harrow performance, it should be towed at speeds ranging from six to nine (6 - 9) mph. This keeps the field debris moving through the harrow sections and avoids clogging.
- Do not use the hydraulic cylinder without the flow restrictor installed or the free falling harrow sections may be damaged.
- Getting the unit ready for transport includes the following steps:
 - Rotate the harrow sections up.
 - Swing the wings forward and lock them into the wing rests.
 - Rotate the wing wheel tires so they are clear of the ground. When looking at the end of the wing, they should be up and towards the center of the unit.
 - Wrap the wing cables around the harrow sections so they don’t drag on the ground.

ASSEMBLY SUGGESTIONS

- You will find the machine is easier to assemble if the set-up instructions are followed in the order given in the manual.
- Whenever the terms “left” and “right” are used, it should be understood to mean when standing behind and facing the unit. This is also known as the “driver’s left” and the “driver’s right.”
- The term “field position” refers to the position the harrows are in when the unit is being used in the field - that is, with the wings out and the harrow sections down.
- The term “transport position” refers to the position the harrows would be in when the unit is being transported from place to place - that is, with the harrows up and the wings folded and secured in the wing rests.
- When assembling this unit, make sure that the parts are securely held before proceeding to the next step.
- The cart requires an ASAE 4” x 16” dual acting, agricultural grade hydraulic cylinder on the main frame (the HD-32 requires an ASAE 3 1/2” x 16” cylinder), and 1/2” hydraulic hoses. It is not recommended that other size cylinders or hoses be substituted.
- This unit does not include the required hydraulic lines that are required to run from the front of the transport cart to the tractor. The 1/2” flow restrictor is provided.
- A dual acting hydraulics supply is required. The unit is designed for the standard ASAE pressure of 1500 psi. Do not over tighten fittings.
- 11L x 15 8-ply tires should be used.
- On pages 33 through 35 are the layout diagrams for each unit. These diagrams show the layout of the center bar and wings for the harrow sections, lift arms, and stabilizer angles. We will be referring to this figure periodically throughout the manual.

STEP - BY - STEP ASSEMBLY INSTRUCTIONS

Main Frame Assembly

1. Place the hitch pole inside the main frame as shown in Figure 1 and bolt the rear of the pole to the frame with four $5/8'' \times 1\ 1/2''$ hex bolts, lock washers, and hex nuts. Be sure the hitch head is oriented as shown in Figure 2 on the next page.

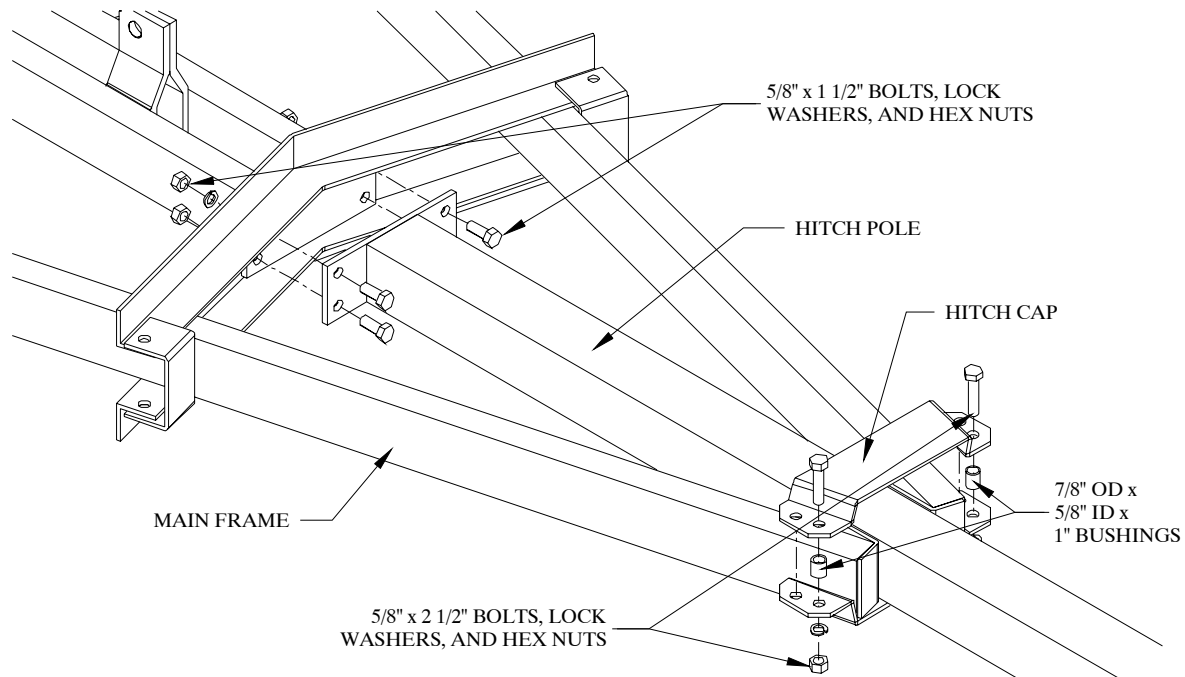


Figure 1

2. Place the hitch cap over the hitch pole with two $7/8''$ OD x $5/8''$ ID x 1" bushings between the plates at the front two holes. Refer to Figure 1. Fasten the hitch cap with two $5/8'' \times 2\ 1/2''$ bolts, lock washers, and hex nuts in the front two holes. Do *not* completely tighten the bolts yet.
3. Mount the tires on the rims and the wheels on the hubs.
4. Attach the pole jack to the hitch pole. Refer to Figure 2 on the next page. A round tubular stud is welded to the side of the hitch pole. A matching tubular stud on the jack fits over the first stud. The jack is held in place with the hitch pin that is attached to the jack.
5. Attach the hose post to the hitch pole ahead of the jack. Refer to Figure 2. The post is fastened with a $1/2'' \times 4'' \times 5''$ U-bolt, lock washers, and hex nuts.
6. Attach the clevis hitch to the hitch pole using a $1'' \times 5\ 5/8''$ clevis pin. Be sure the stop bushing on the clevis is facing down. Secure the pin in place using a $1/4'' \times 2''$ cotter pin. Use the $1/4''$ stop pin to hold the clevis hitch upright when hooking to the towing vehicle; store it in the hole in the hitch head.

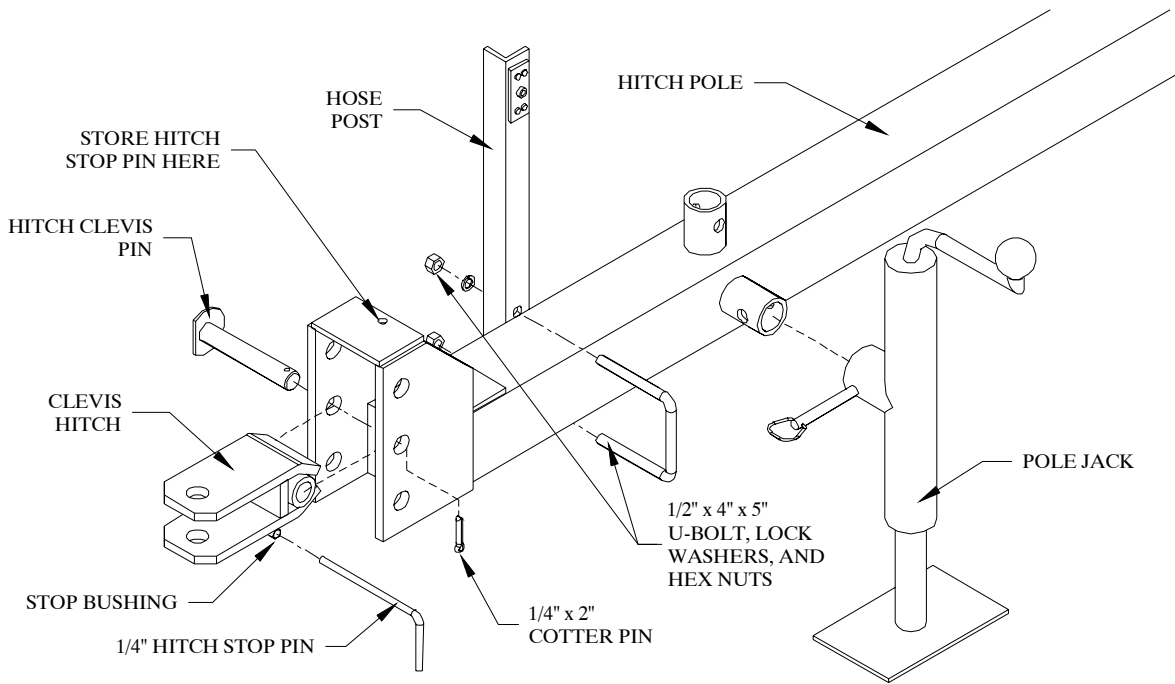


Figure 2

Attach the Center Bar Assembly

1. The center bar is shipped in two pieces. Bolt the halves together using four 5/8" x 2" bolts, lock washers, and hex nuts. Refer to Figure 3. Check the alignment of the halves before completely tightening the bolts.

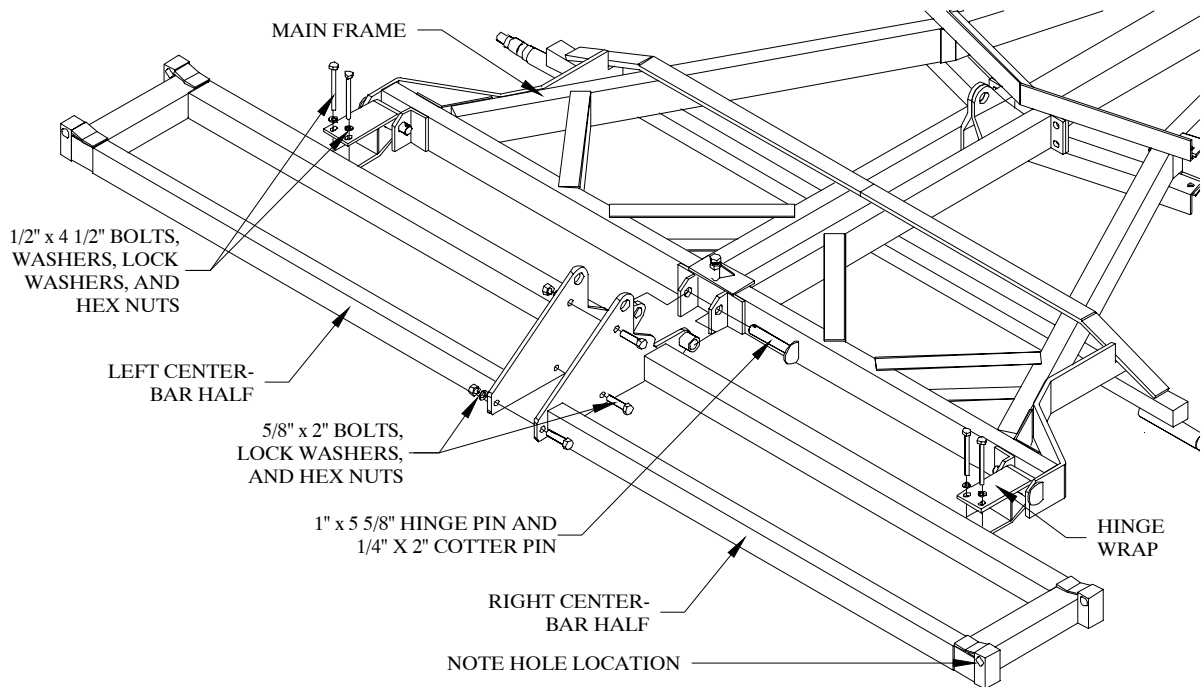


Figure 3

2. Position the center bar as shown in Figure 3 on the previous page. Be sure it is centered between the hinge wraps. Use four 1/2" x 5" bolts, lock washers, hex nuts, and eight flat washers to attach the center bar assembly to the hinge wraps.
3. Place a third hinge pin (1" x 5 5/8") behind the stop bolt through the center block plate. Secure the hinge pin in place using a 1/4" x 2" cotter pin.

Install the Hydraulics

1. Install the hydraulic cylinder as shown in Figure 4. Use the clevis and bridge pins that come with the cylinder.
2. Put the elbow with restrictor in the rod end of the cylinder and the other elbow in the base end of the cylinder.
3. Attach the two hydraulic hoses to the cylinder. The shorter hose connects to the forward most port of the cylinder.
4. Secure the hydraulic hoses to the hitch pole using the hydraulic hose clamp provided.
5. Attach the hoses to the hose post at the front of the unit with the hose clamps. Refer to Figure 5 on the next page.

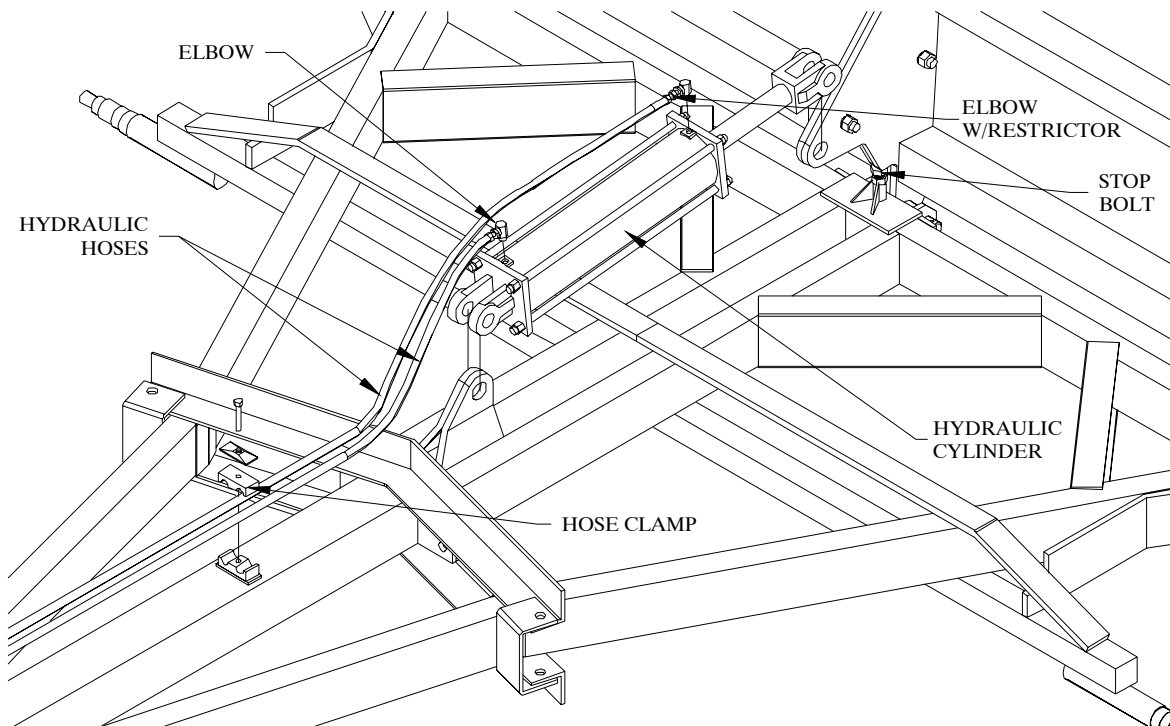


Figure 4

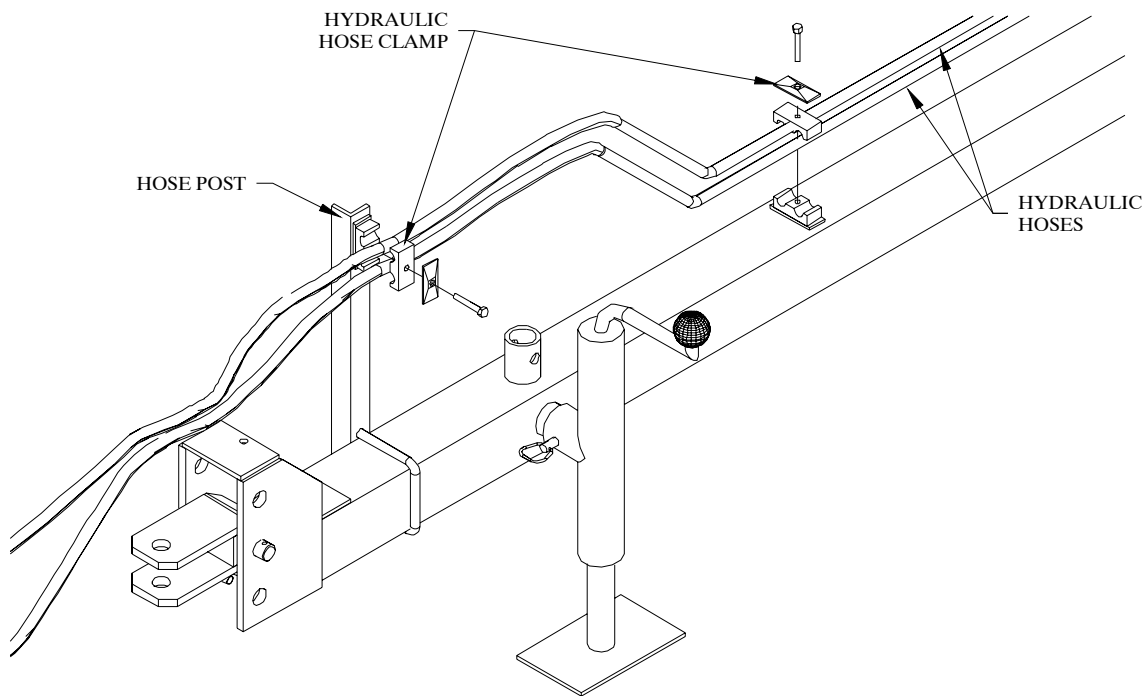


Figure 5

Before further assembly, the hydraulic system must be filled with oil. Attach the unit to a tractor and connect the hydraulic lines. Using hydraulic controls, rotate the center bar several times to fill the cylinder and hoses with oil.

The remainder of the assembly steps (except the wing cable attachment) can be done in either the transport or field position. Because most people will assemble the unit in the field position (and it is recommended that you do), the following diagrams show the unit in the field position.

Wing Assembly

The left and right wings can be identified by inspecting the hinges. Notice in Figure 6 on the next page that the hinge point is not centered, but rather is towards the top of the hinge and is nearly in line with the top edge of the center bar assembly.

1. Lay the left and right wings on the ground on their respective sides of the center bar.
2. Remove all dirt and debris from one of the hinge pins, and the hinge blocks on the right side of the center bar. Press a 3/8" x 2" spring roll pin into one end of the hinge pin. Lightly grease the hinge pin and the hinge blocks. Lift the right wing assembly to align the hinge and slide the hinge pin from the back into the hinge blocks until the inserted spring roll pin rests between the two small blocks that are welded to the back surface of the wing hinge plate (not shown in the figure). Press the second spring roll pin into the other end of the hinge pin. Grease the hinge thoroughly through the zerk fittings on the hinge blocks. Check the movement of the wing to assure that it moves freely.

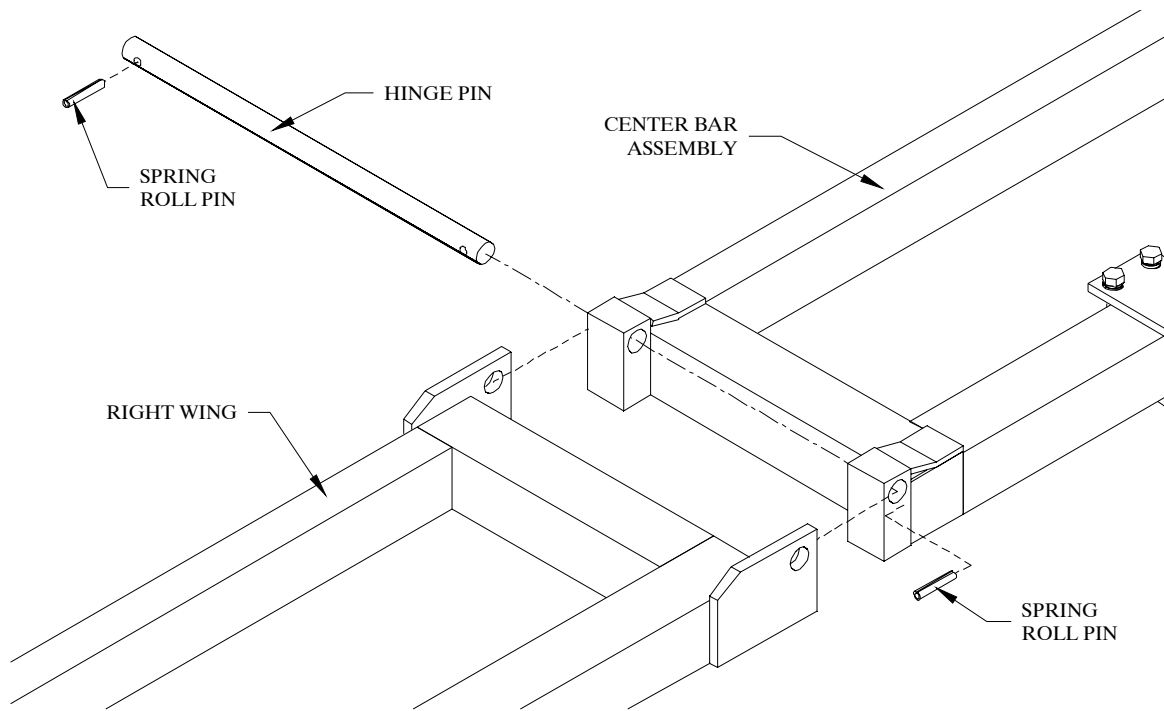


Figure 6

3. Attach the other wing assembly.
4. Mount the wing wheels on the wing wheel brackets. Refer to Figure 7.

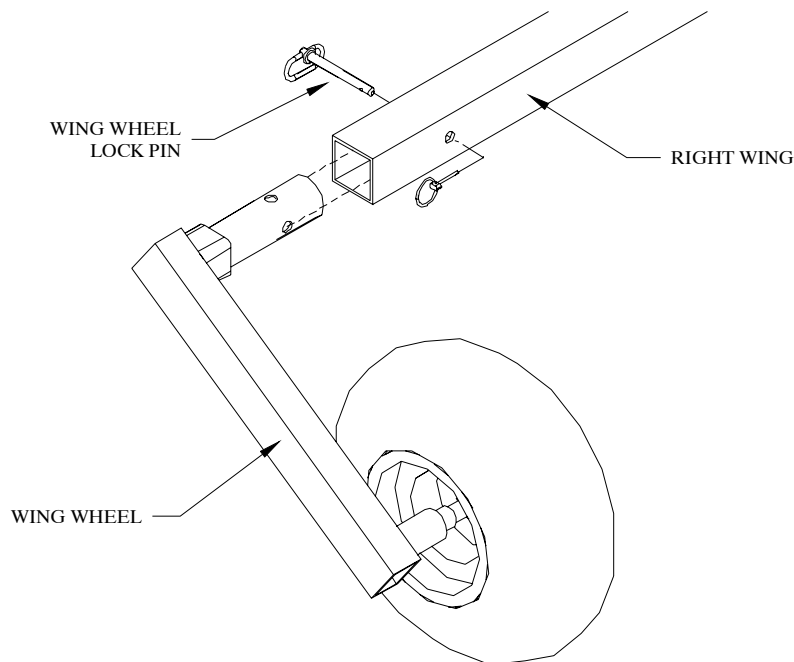


Figure 7

5. Insert the wing wheel assemblies (they have been labeled 'L' for left and 'R' for right) into the ends of the wing tubes until the holes for the wing wheel lock pins align. Refer to Figure 7. Insert the wing wheel lock pins and lock the wing wheel assemblies into place.

Assemble the Saddles and Pull Points

1. Refer to the diagrams on pages 33 through 35. Note the dimensions for saddle locations. Place a mark on the center bar and wings at the locations of each of the saddles. These dimensions may have to be adjusted slightly later when the wing cables are mounted.
 - Note that there are two different types of saddles: standard (STD) saddles and special (SPC) saddles (refer to Figure 8). STD saddles are used where lift arms intersect a single wing tube. SPC saddles are used where lift arms intersect dual, or trussed, wing tubes, or the center bar assembly. Each are mounted in a slightly different way.
2. Center a STD saddle on one of the saddle location marks on one of the wings. Insert two 1/2" x 6 1/2" bolts through the saddle so as to straddle the wing tube. Slide one of the pull points onto the bolts from the back side as shown and bolt it in place with two 1/2" lock washers and hex nuts. Repeat the process for the remaining STD saddles.
3. Center one of the SPC saddles on one of the remaining saddle location marks. Use two 1/2" x 6 1/2" bolts, lock washers, and hex nuts to mount the saddle and pull point as with the STD saddles. Use a 1/2" x 3 1/2" bolt, lock washer, and hex nut to bolt the top of the saddle to the upper rail.

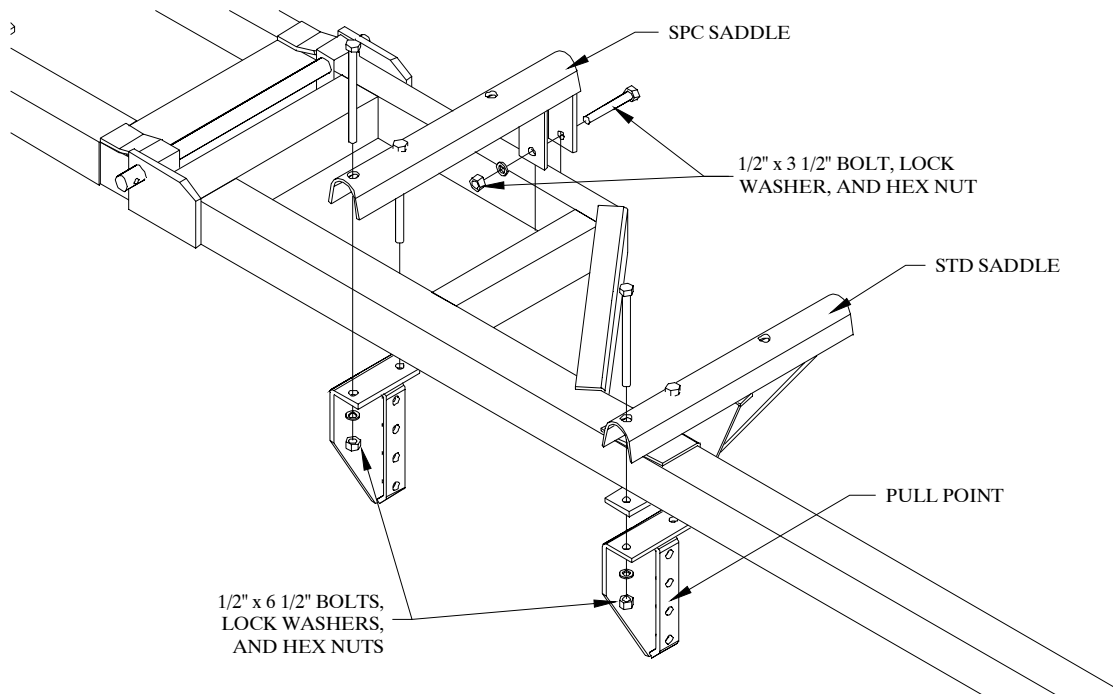


Figure 8

Attach the Wing Cables

At this point there should still be two holes available between the hitch caps (refer to Figure 1 on page 13).

1. Insert 7/8" OD x 5/8" ID x 1" bushings into the ends of the wing cables and bolt them between the hitch caps. Refer to Figure 9. Use 5/8" x 2 1/2" bolts, lock washers, and hex nuts. Tighten all four of the 5/8" bolts on the hitch cap.

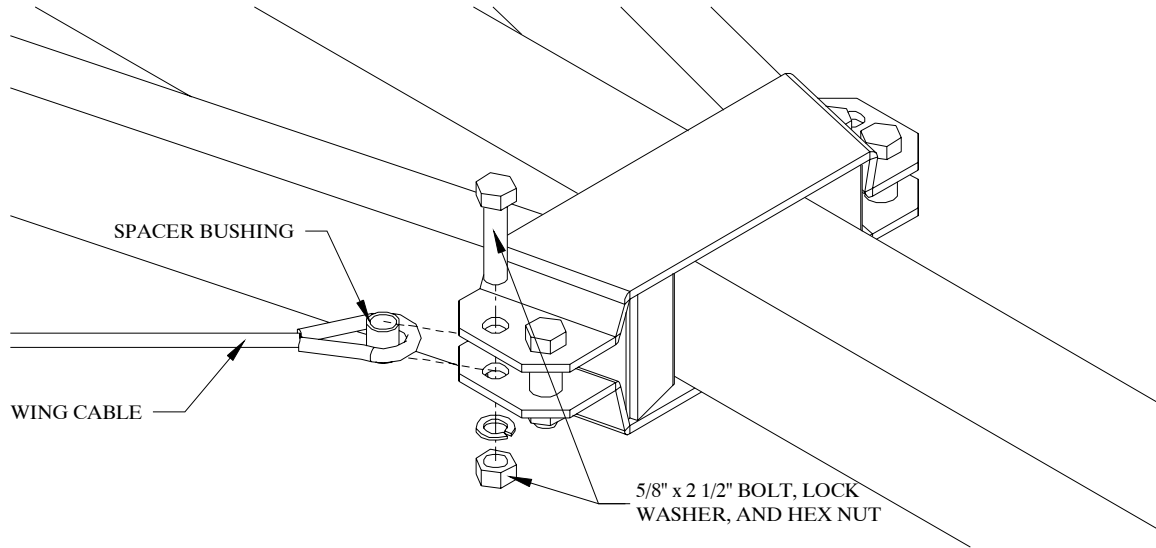


Figure 9

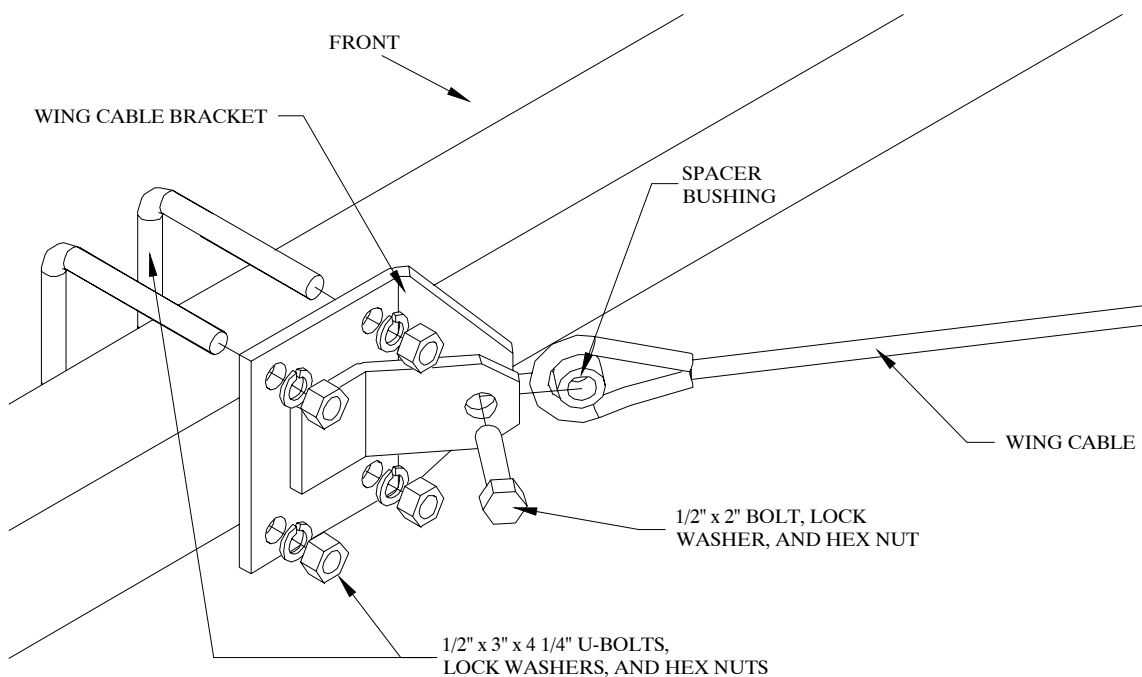


Figure 10

The remainder of the assembly is much easier if you have enough room to open both wings. We suggest that you hook the unit to a tractor of appropriate size with a hydraulic supply and move the unit to a large, flat area.

For the following two steps, the unit must be in the field position: swing the wings out and rotate the center bar and wings down.

2. Bolt the wing cable brackets to the free end of the wing cables. Refer to Figure 10 on the previous page. Place one of the 17/32" ID x 15/16" OD x 9/16" spacer bushings into the free ends of the wing cables, then bolt the wing cables to the wing cable brackets using 1/2" x 2" bolts, lock washers, and hex nuts.
3. Use two 1/2" x 3" x 4 1/4" U-bolts to clamp the wing cable brackets to the wings. Pull the cables tight by sliding the bracket outward until the wings line up with the center bar. Tighten the U-bolts.

Install the Lift Tubes

Insert a lift tube into each of the saddles. Refer to Figure 11. The bend in the lift tube should be to the rear, facing downward. Bolt the tubes in place using 1/2" x 2 1/2" bolts and lock nuts.

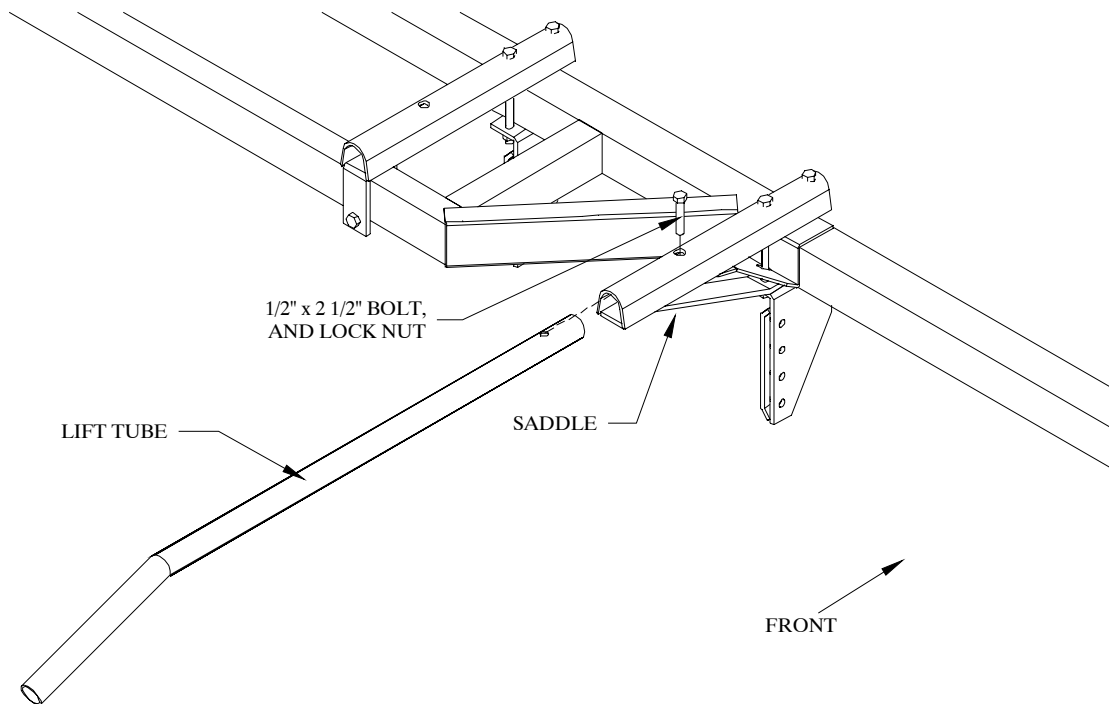


Figure 11

Attach the Pull Chains

1. Attach a 6-link pull chain using the 1/2" x 2" bolts and lock nut.

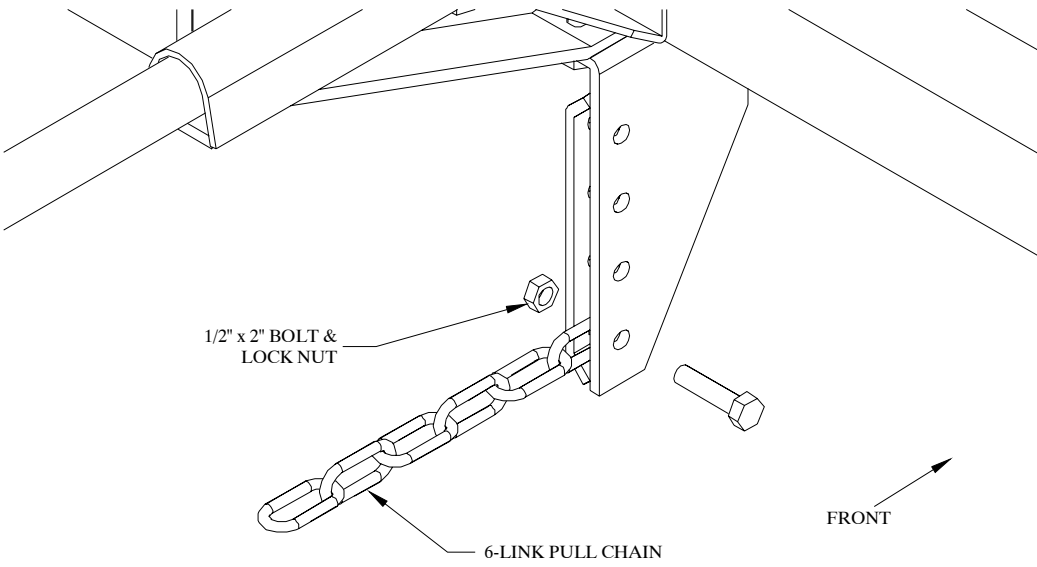


Figure 13

Attach the Pull Tubes

1. Refer to the layout diagram in appendix C and place the pull tubes behind the pull points. Bolt them to the pull chains using a 1/2" x 1 1/2" bolt, lock washer and hex nut for each pull chain.

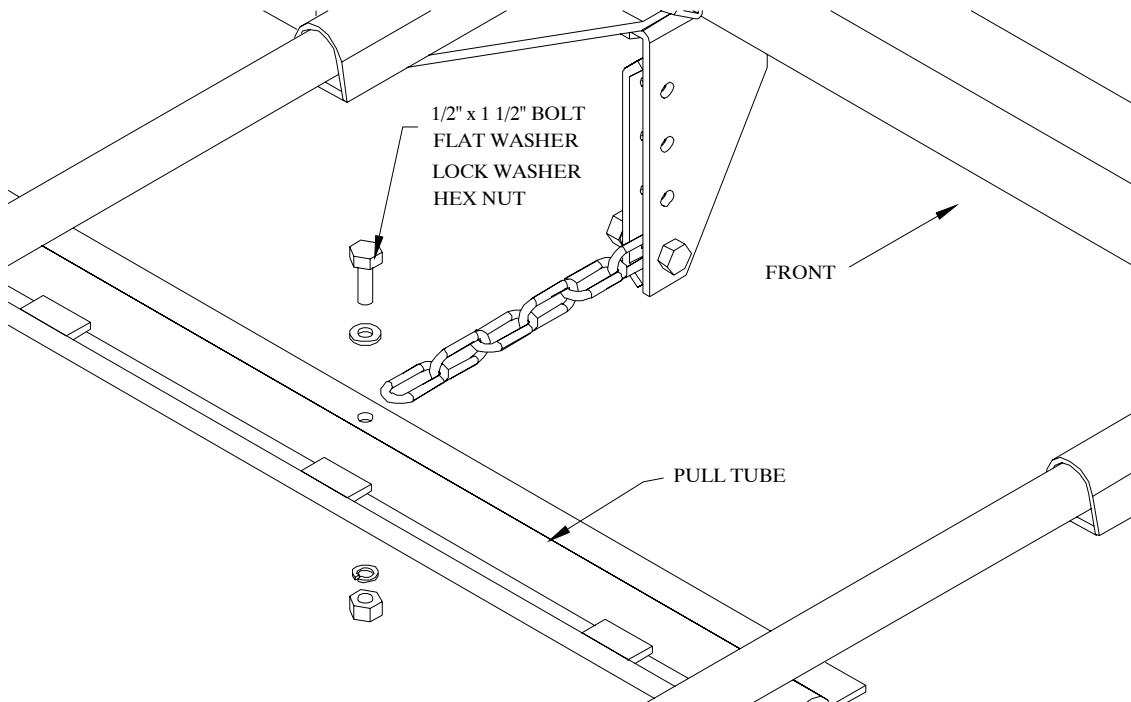


Figure 14

Attach the Front of the Harrow Sections

1. Hook the hooks on the front of the harrow sections between the pull tubes main tube and rear pull rod. Refer to the diagram in appendix C for harrow section placement.

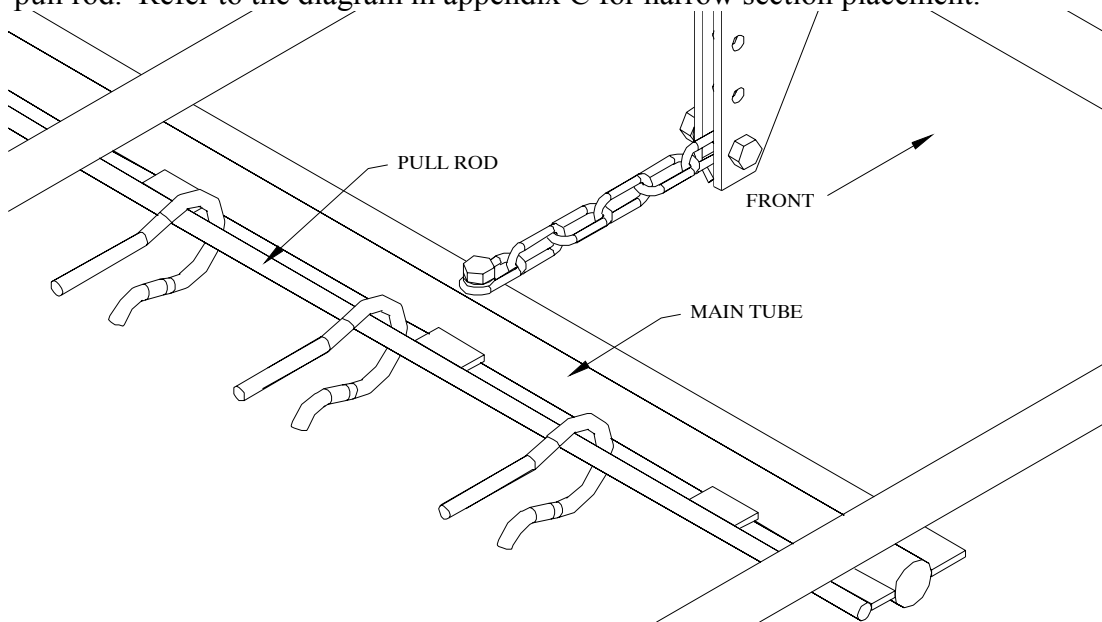
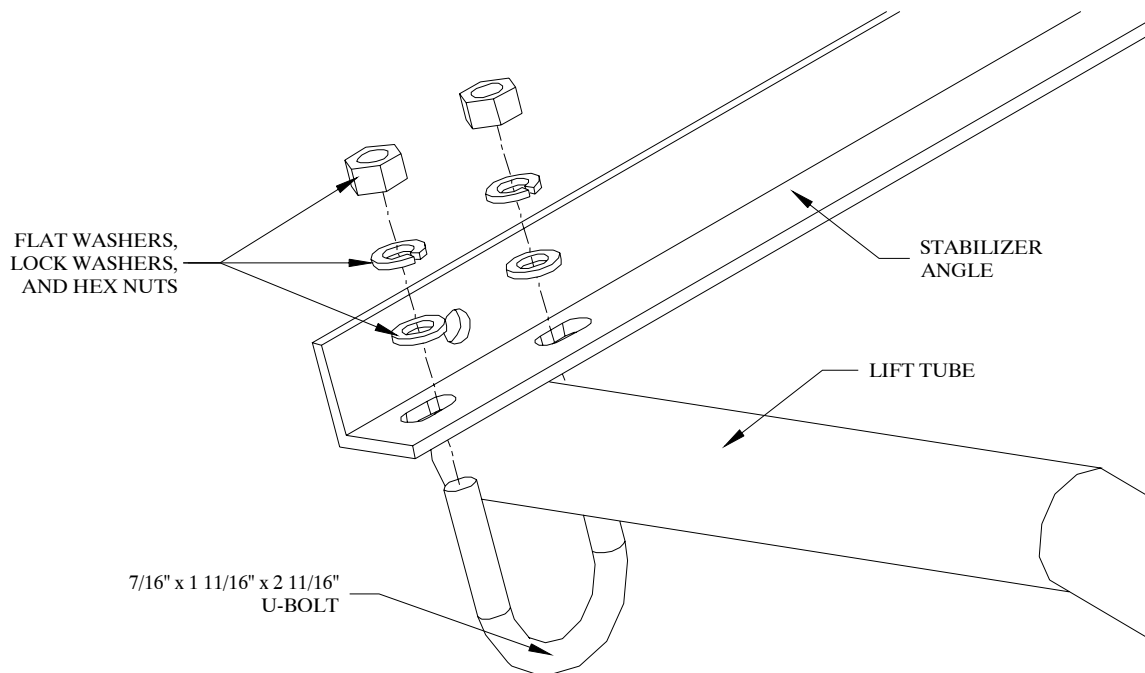


Figure 15

Attach the Stabilizer Angles



Place the proper stabilizer angle (refer to pages 32 - 34 for the appropriate diagrams and figure 16) across the ends of each set of lift tubes. Bolt the stabilizer angles to the lift tubes using 7/16" x 1-11/16" x 2-11/16" U-bolts, flat washers, lock washers and hex nuts.

Figure 16

Attach the Lift Chains

1. Refer to figure 18 below. Wrap the 16-link lift chains around the second to last cross piece below and in front of the end of the lift tube and feed the chain back through the large 1-1/2" ring at the end of the chains.
2. Bolt the free end of the lift chains to the stabilizer angles using 7/16" x 1-1/4" bolts, flat washers, lock washers and hex nuts.

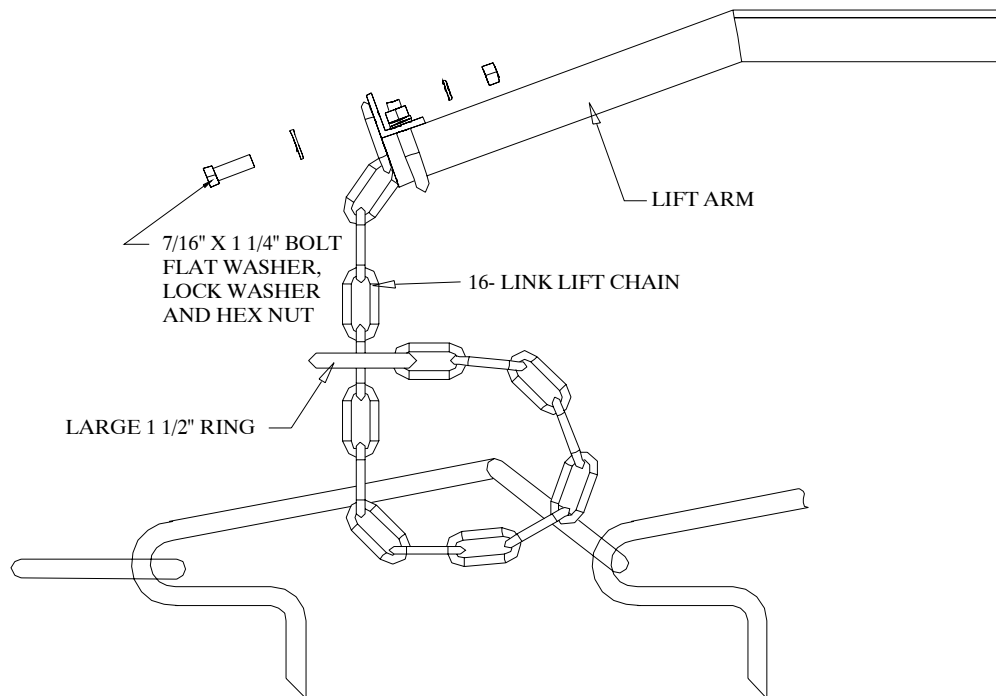


Figure 17

Attach the Wing Rests

Refer to Figure 17 below. The left and right wing rests can be differentiated by noticing the small angle welded to the side of the arm. The angle should be on the front side of the arm when the arm is in position on the main frame.

1. Slide the wing rests between the cross angles on the main frame. Bolt the wing rests into place with 5/8" x 6" bolts, lock washers, and hex nuts. Do *not* tighten the bolts yet.
2. With the center bar and wings in the upright position, swing the wings forward. Place the wings in the wing rests as shown in Figure 17. If the wing tube height does not line up with the wing rest, the stop bolt must be adjusted (this will be done later in the final adjustment).
3. It may be necessary to swing the wing rests forward or backward in order to clear the saddles on the wings. Use the wing rest lock pins and lock the wings in the wing rests. Place the bridge pins in the ends of the wing rest lock pins. Do *not* tighten the bolts yet.

4. Bolt the wing rest braces to the small angles which are welded to the front side of the wing rests using $3/8'' \times 1 \ 1/4''$ bolts, lock washers, and hex nuts. Do *not* tighten the bolts yet.
5. Rotate the wing rest braces back and connect them to the main frame using the wing rest brace clamps with $3/8'' \times 5 \ 1/2''$ bolts, lock washers, and hex nuts.
6. Tighten all the bolts that hold the wing rest assemblies in place.

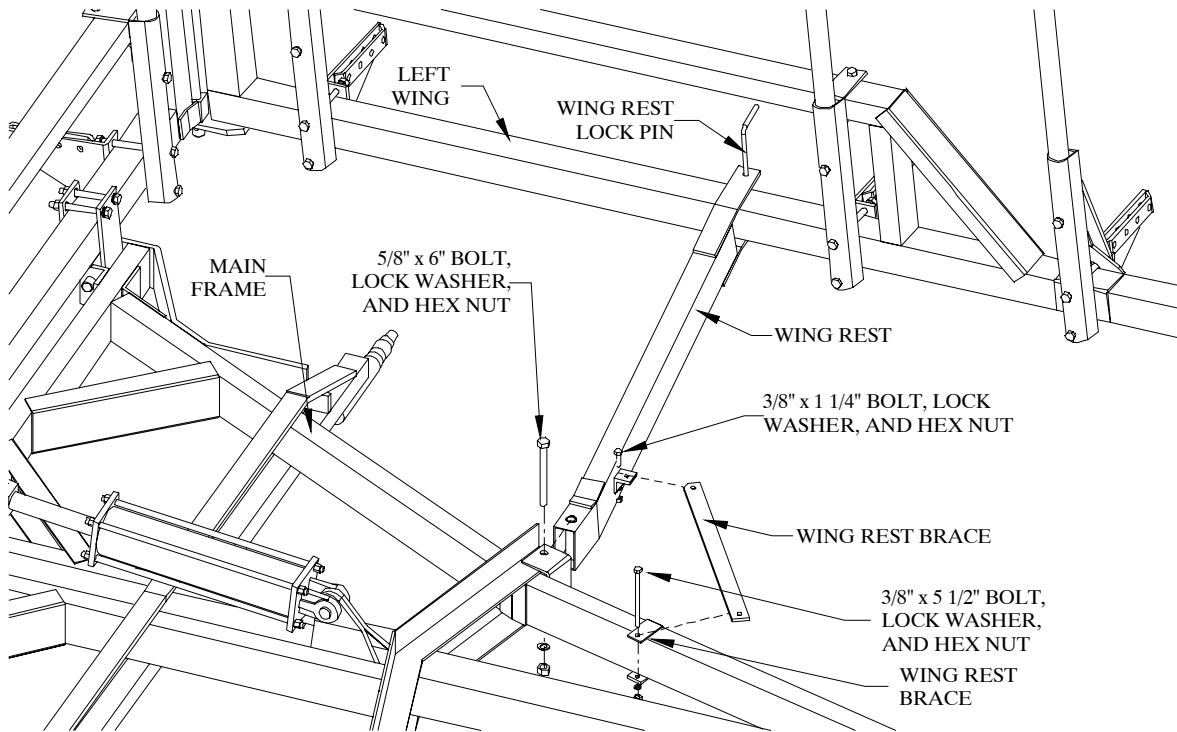


Figure 18

Final Adjustments

1. Unfold the unit into the field position.
2. Pull the completed assembly ahead a few feet to check that everything is properly assembled and that nothing is binding or misaligned.
3. Check to make sure that all bolts are tight.
4. Check the wing rest clearances. Raise the harrow sections to the transport position and fold the wings forward. Check the wing rest positions to ensure that nothing hits them. If needed, adjust the wing rests accordingly.
5. Adjust the stop bolt (shown in Figure 4 on page 15) so that when the wings are swung forward, they hit the wing rest landings as shown in Figure 18.

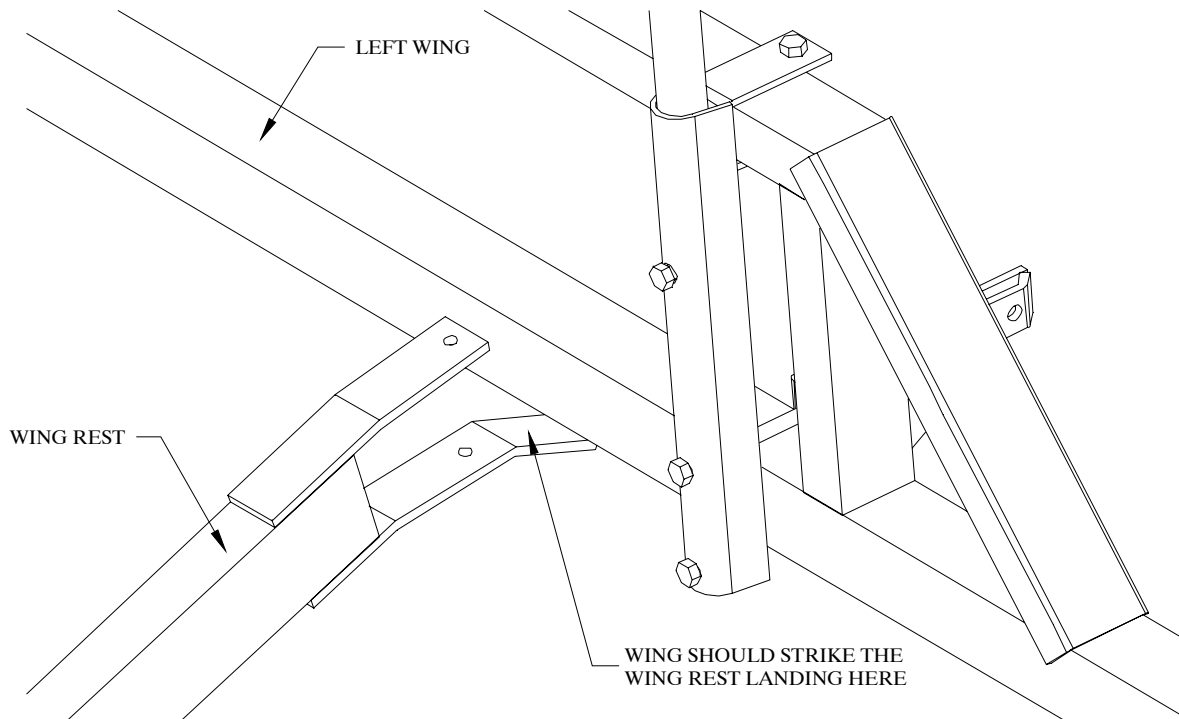


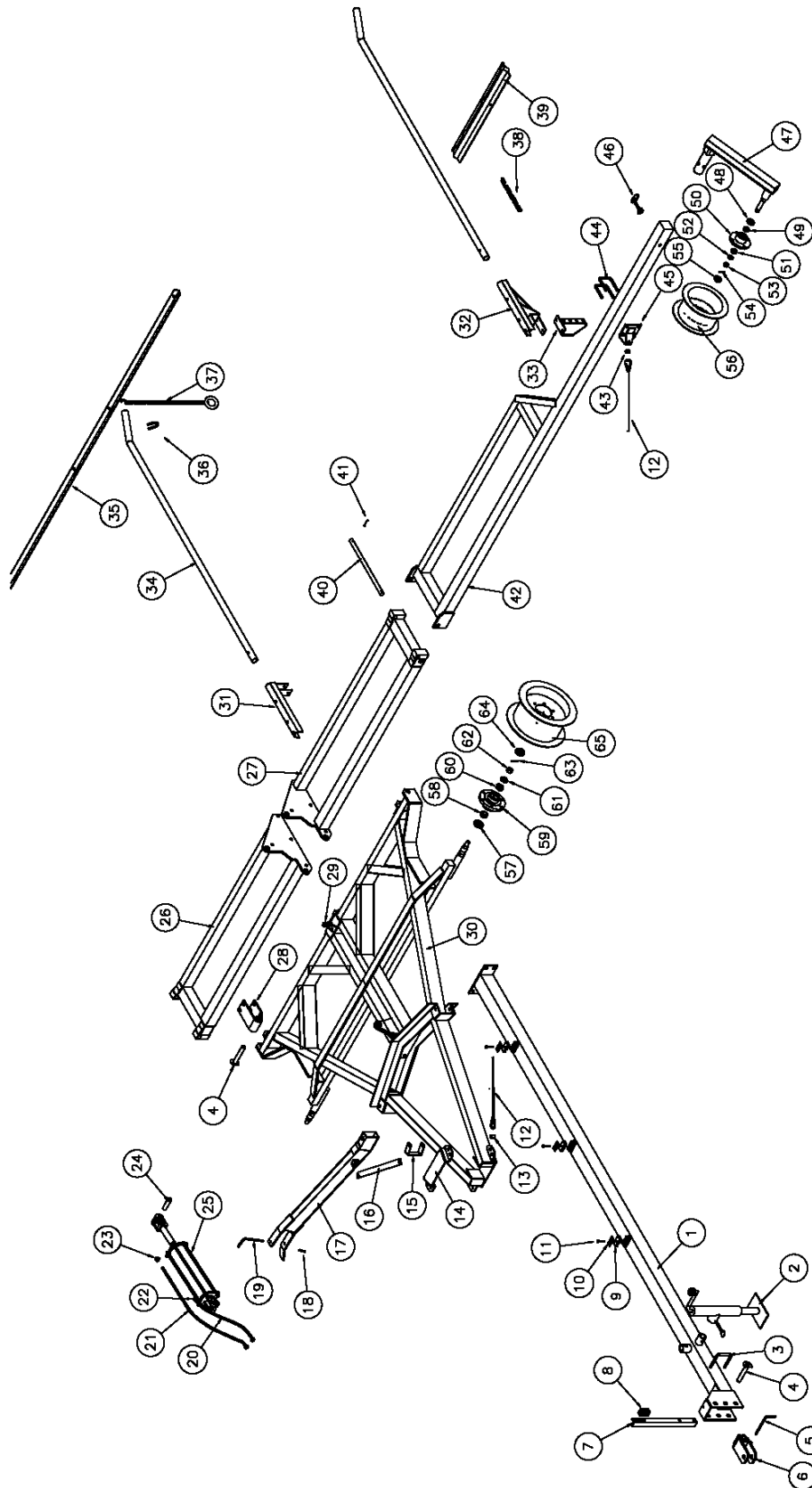
Figure 19

This completes the assembly of the harrow and transport cart. Before using the unit, go back and double check that all components have been properly assembled. If you have any questions about any assembly step, contact your local dealer for an explanation. Do not operate this or any equipment unless you are sure that all the components operate as they were designed to operate.

TROUBLESHOOTING

PROBLEM	POSSIBLE CAUSE	SOLUTION
Hydraulics actuate too rapidly	Hydraulic restrictors not installed	Install hydraulic restrictors
Wings will not slide into wing rests	Wing rests improperly positioned	Reposition wing rests
	Main hinge plate stop bolt maladjusted	Readjust hinge plate stop bolt
Excessive clogging during operations	Angle of attack too steep	Pull harrow sections from the other end
	Ground speed too low	Increase ground speed to 6 - 9 mph

HD-32 through HD-36 HARROW CART PARTS DIAGRAM



**HD-32 through HD-36 HARROW CART
PARTS LIST**

Always order by Part Number - *Not* by Key Number

KEY	PART #	DESCRIPTION	QTY.
1	HD-2012	HITCH POLE (12') (HD-32 only)	1
1	HD-2013	HITCH POLE (13') (HD-34 and HD-36 only)	1
2	HD-1151	POLE JACK (10")	1
3	BU-1245	U-BOLT (1/2" x 4" x 5")	3
4	HD-1157	HINGE PIN	4
5	HD-1158	HITCH STOP PIN	1
6	WD-301	CLEVIS HITCH	1
7	HD-1154	HOSE POST (20")	1
8	***	HYDRAULIC HOSE CLAMP	
9	HYO-1202	HYDRAULIC HOSE CLAMP BODY	4
10	HYO-1204	HYDRAULIC HOSE CLAMP COVER	4
11	HYO-1208	HYDRAULIC HOSE CLAMP BOLT	4
12	WC-8xxx	WING CABLE	2
13	HD-1216	HITCH CAP BUSHING	4
14	HD-1217	HITCH CAP	1
15	HD-1219	WING REST BRACE CLAMP	2
16	HD-1211	WING REST BRACE	2
17	HD-1221	WING REST (right hand)	1
**	HD-1220	WING REST (left hand)	1
18	HD-1184	#3 BRIDGE PIN	2
19	HD-1153	WING REST LOCK PIN	2
20	HYH-9192	3/8" x 192" HYDRAULIC HOSE (w/one 1/2" pipe end) 32' only	1
**	HYH-9204	3/8" x 204" HYDRAULIC HOSE (w/one 1/2" pipe end) 34'-36' only	1
21	HYH-9210	3/8" x 210" HYDRAULIC HOSE (w/one 1/2" pipe end) 32' only	1
**	HYH-9222	3/8" x 222" HYDRAULIC HOSE (w/one 1/2" pipe end) 34'-36' only	1
22	HYF-2880	ELBOW (3/8"m – 3/8"o-ring)	1
23	HYF-2881	ELBOW (3/8"m – 3/8"o-ring) w/restrictor	1
24	HYO-2123	1 1/4" x 3 1/2" CLEVIS PIN	2
25	HYA-33516	ASAE 3 1/2" x 16" HYDRAULIC CYLINDER (HDL-32 only)	1
25	HYA-34016	ASAE 4" x 16" HYDRAULIC CYLINDER (HDL-34 and HDL-36 only)	1
26	***	RIGHT CENTER BAR HALF (HD-32 and HD-34 only)	1
26	***	RIGHT CENTER BAR HALF (HD-36 only)	1
27	***	LEFT CENTER BAR HALF (HD-32 and HD-34 only)	1
27	***	LEFT CENTER BAR HALF (HD-36 only)	1
28	HD-1225	HINGE WRAP	2
29	HD-1224	STOP BOLT	1
30	HD-1300	BHD MAIN FRAME	1

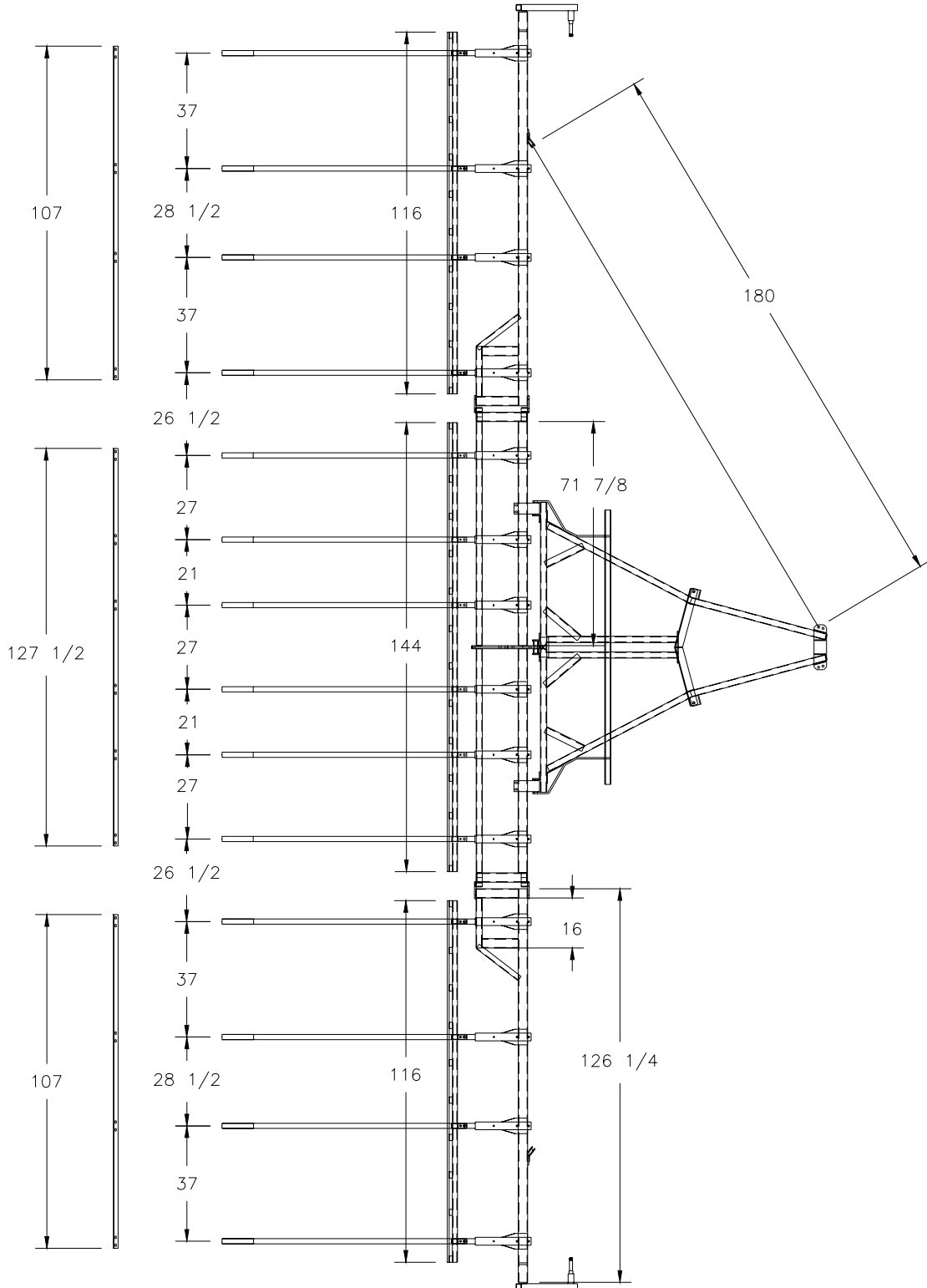
31	HD-1134	SPC SADDLE	*
32	HD-1133	STD SADDLE	*
33	HD-1137	PULL POINT	*
34	HD-1135	8-BAR LIFT TUBE	*
35	HD-3xxx	LIFT TUBE STABILIZER ANGLE	*
36	BU-7612	U-BOLT (7/16" x 1 11/16" x 2 11/16")	*
37	CH-1516	16-LINK LIFT CHAIN	*
38	CH-0706	6-LINK PULL CHAIN	*
39	***	PULL TUBE ASSEMBLY	*
40	HD-1131	WING HINGE PIN	2
41	HD-1229	SPRING ROLL PIN (3/8" x2")	4
42	***	LEFT WING ASSEMBLY (HD-32 only)	1
**	***	LEFT WING ASSEMBLY (HD-34 and HD-36 only)	1
**	***	RIGHT WING ASSEMBLY (HD-32 only)	1
**	***	RIGHT WING ASSEMBLY (HD-34 and HD-36 only)	1
43	HD-1144	WING CABLE BRACKET BUSHING	2
44	BU-1234	U-BOLT (1/2" x 3" x 4 1/4")	4
45	HD-1142	WING CABLE BRACKET	2
46	HD-1231	WING WHEEL LOCK PIN	2
47	HD-1129	WING WHEEL LEG (left hand)	1
**	HD-1130	WING WHEEL LEG (right hand)	1
48	HD-1179	GREASE SEAL	2
49	HD-1178	INNER BEARING	2
50	HD-1180	HUB WITH RACES	2
51	HD-1178	OUTER BEARING	2
52	HD-1187	SPINDLE FLAT WASHER	2
53	HD-1185	SPINDLE HEX NUT	2
54	CP-5312	COTTER PIN (5/32" x 1 1/4")	2
55	HD-1181	DUST CAP	2
56	HD-1188	RIM & TIRE	2
57	HD-1360	GREASE SEAL (6-hole hub)	2
58	HD-1362	INNER BEARING (6-hole hub)	2
59	HD-1361	HUB WITH RACES (6-hole hub)	2
60	HD-1363	OUTER BEARING (6-hole hub)	2
61	HD-1364	SPINDLE FLAT WASHER (6-hole hub)	2
62	HD-1365	SPINDLE HEX NUT (6-hole hub)	2
63	CP-1420	COTTER PIN (1/4: x 2")	2
64	HD-1367	DUST CAP (6-hole hub)	2
65	HD-1368	RIM (15" x 8" 6-hole)	2
**	DC-111	DECAL: "STAND CLEAR..."	1
**	DC-116	DECAL: "DO NOT CLIMB ON..."	1
**	DC-117	DECAL: "...USE JACK STAND"	1
**	DC-119	DECAL: "ESCAPING FLUID..."	1
**	***	BOLT BAG	1

- * Quantity depends on harrow sections used.
- ** Unnumbered items are not pictured.
- *** Please specify model number when ordering these parts.
- xxx length in inches (84" is 084, 112" is 112)

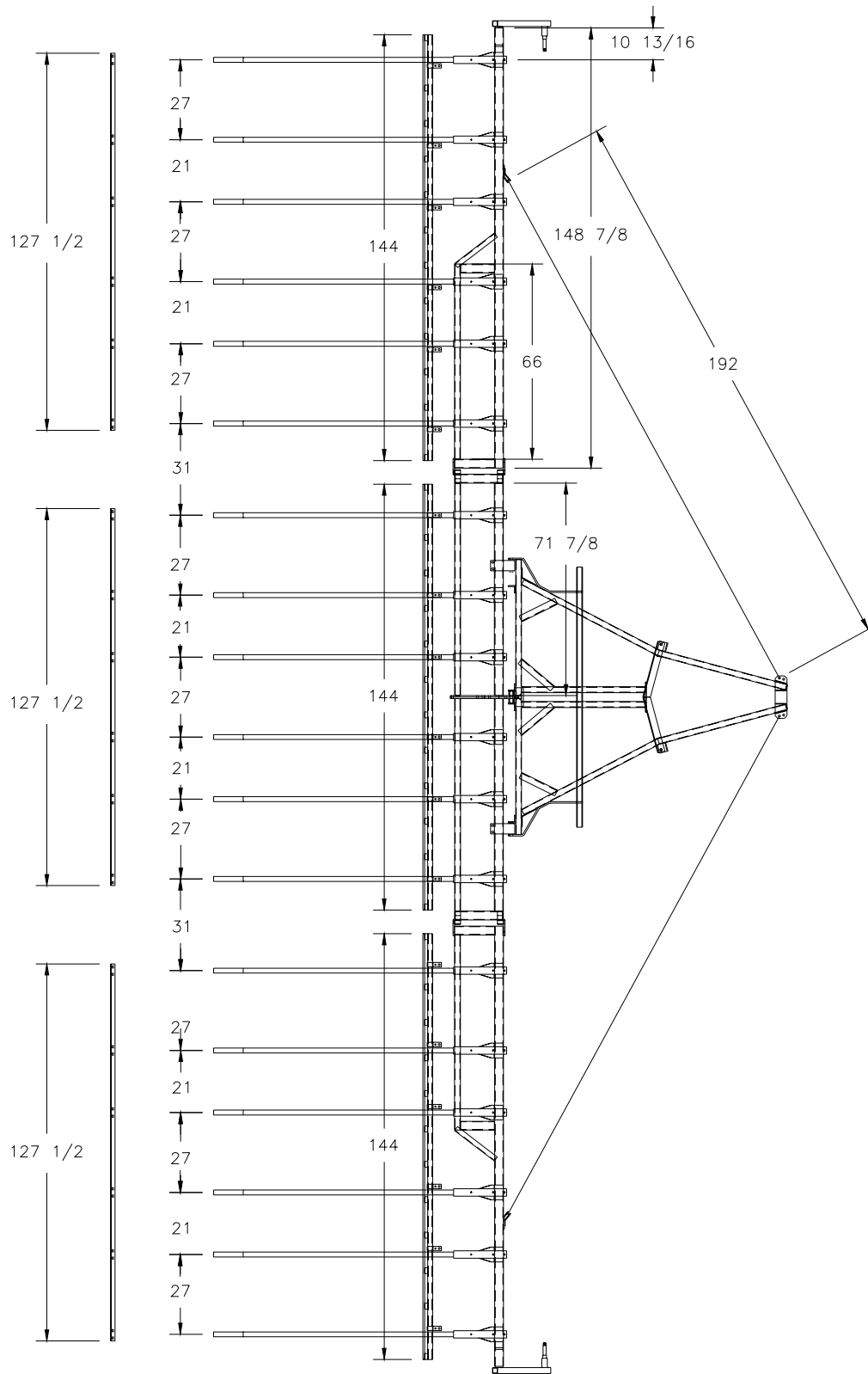
Note: When ordering cylinder replacement parts, please specify cylinder make & part number.

McFarlane Manufacturing reserves the right to change specifications of design at any time without obligation to modify previous products.

HD-32 LAYOUT DIAGRAM UNIVERSAL SECTION



HD-36 LAYOUT DIAGRAM FOR UNIVERSAL SECTIONS



WARRANTY REGISTRATION FORM

This form must be filled out by the dealer and owner and sent to: McFarlane Mfg. Co., Inc., 1330 Dallas Street, P.O. Box 100, Sauk City, WI 53583.

WARRANTY REGISTRATION FORM & INSPECTION REPORT

WARRANTY REGISTRATION

This form must be filled out by the dealer and signed by both the dealer and customer at the time of delivery.

Customer Name _____ Dealer Name _____

Address _____ Address _____

City, state, code _____ City, state, code _____

Phone number (____) _____

Model _____ Serial Number _____ Delivery Date _____

DEALER INSPECTION REPORT

SAFETY

_____ Wheel bolts tight
_____ Fasteners tight
_____ Hydraulic hoses free
_____ Hydraulic fittings tight
_____ Arms free
_____ Check tire pressures
_____ Lubricate machine

_____ All decals installed
_____ Review operating and safety instructions

I have thoroughly instructed the buyer on the above described equipment; review included the operator's manual content, equipment care, adjustments, safe operation and applicable warranty policy.

Date _____ Dealer's signature _____

The above equipment and operator's manual have been received by me and I have been thoroughly instructed as to care, adjustments, safe operation, and applicable warranty policy.

Date _____ Owner's signature _____