



A267

Right Angle Drive Kit

Portable Grain Auger

Installation Instructions

Applicable Models:

Westfield MKX13, Westfield X13, AGI X13, Hutchinson HX13, Mayrath HX13 Series

Pre-Installation Instructions

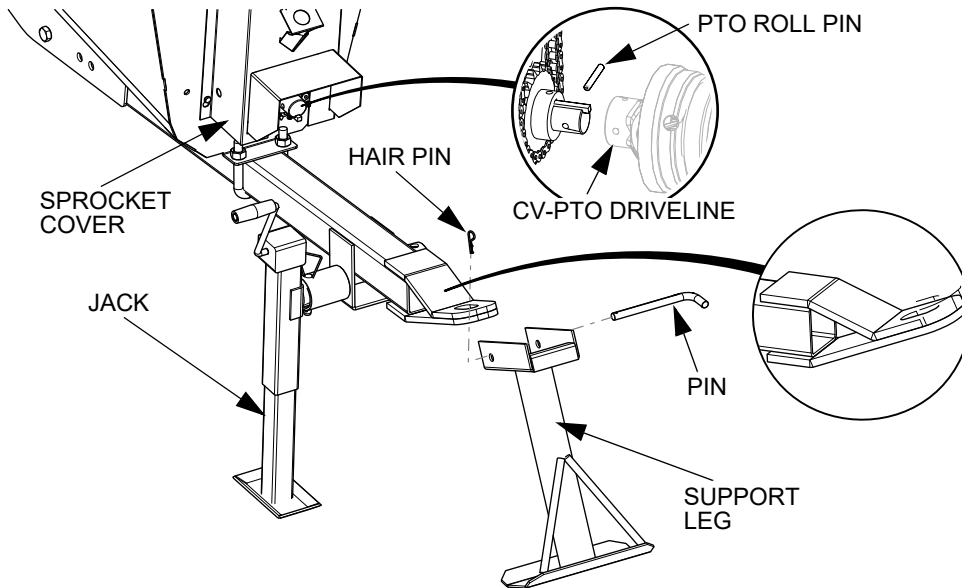
To prepare the auger for kit installation:

1. Park the auger on level ground. Fully lower the frame.
2. Chock the auger wheels to prevent rolling.
3. Relieve pressure in the hydraulic hose(s) and disconnect them from the tractor.
4. Position the hitch jack to support the auger intake, then unhook the tractor from the auger.
5. Place the support leg as shown in [Figure 1](#) and insert the pin through the support leg and secure in place with hair pin.

 **WARNING** Crush Hazard

To prevent injury, do not use the support leg without the pin in place.

6. Remove the jack.
7. Remove the sprocket cover from the boot.
8. Remove the PTO roll pin and detach the CV-PTO Driveline from the auger.

Figure 1. Installing Support Leg

Installing the Right Angle Drive

Note

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

1. Remove the coupler chain from the coupler sprockets (see [Figure 2](#)).
2. Slide the unconnected coupler sprocket onto the end of the flight shaft with the outside face of the sprocket flush with the end of the flight shaft, then secure using a 3/8" x 3-1/2" bolt and locknut (see [Figure 3](#)).
3. Position the gearbox mount assembly over the hitch tube as shown in [Figure 4](#).
4. Position the jack mount below the hitch tube, as shown. Loosely fasten with 5/8" x 5-1/2" bolts and locknuts (see [Figure 4](#)). Do not tighten these bolts until step 8.
5. Loosen the bolts securing the gearbox to the adjust plate.
6. Loosen the 5/8" adjust nuts.
7. Align the coupler sprockets by adjusting the gearbox vertically and horizontally. Leave about 3/8" clearance between sprockets (see [Figure 5](#)).
8. Tighten bolts and locknuts holding the gearbox mount assembly to the hitch tube.
9. Recheck the coupler sprocket alignment and make further adjustments if needed.
10. Tighten all gearbox and adjust plate bolts and nuts, and tighten all the set screws on the sprockets.
11. Install the coupler chain on the coupler sprockets (see [Figure 5](#)).
12. If necessary, adjust the bottom drive chain to about 1/4" (0.64 cm) deflection by loosening the 4 bolts on the lower bearing, then re-tighten. Oil the drive chain as required.
13. Replace the sprocket cover.

Figure 2. Removing Coupler Chain from Sprockets

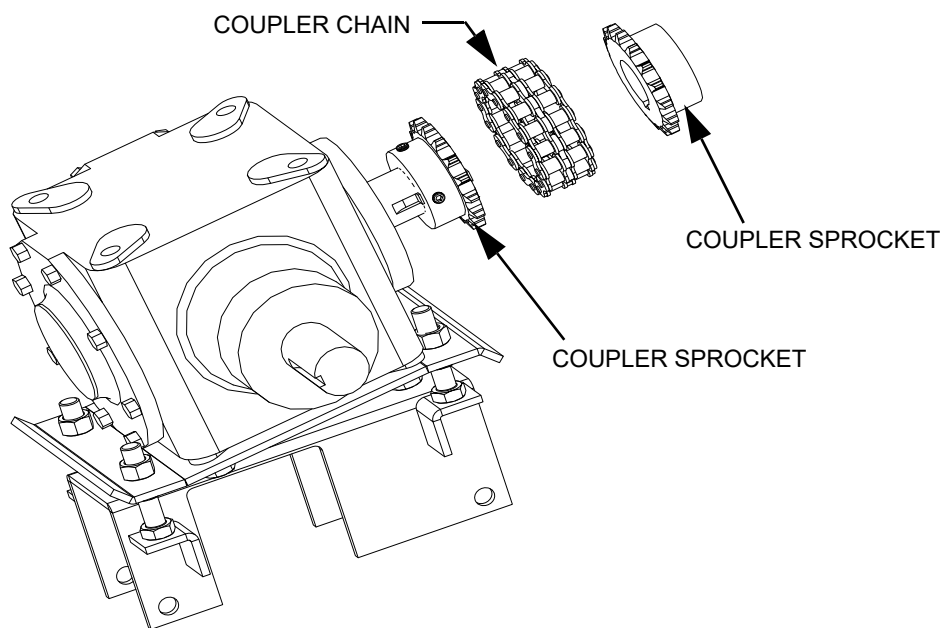


Figure 3. Installing Coupler Sprocket on Flight Shaft

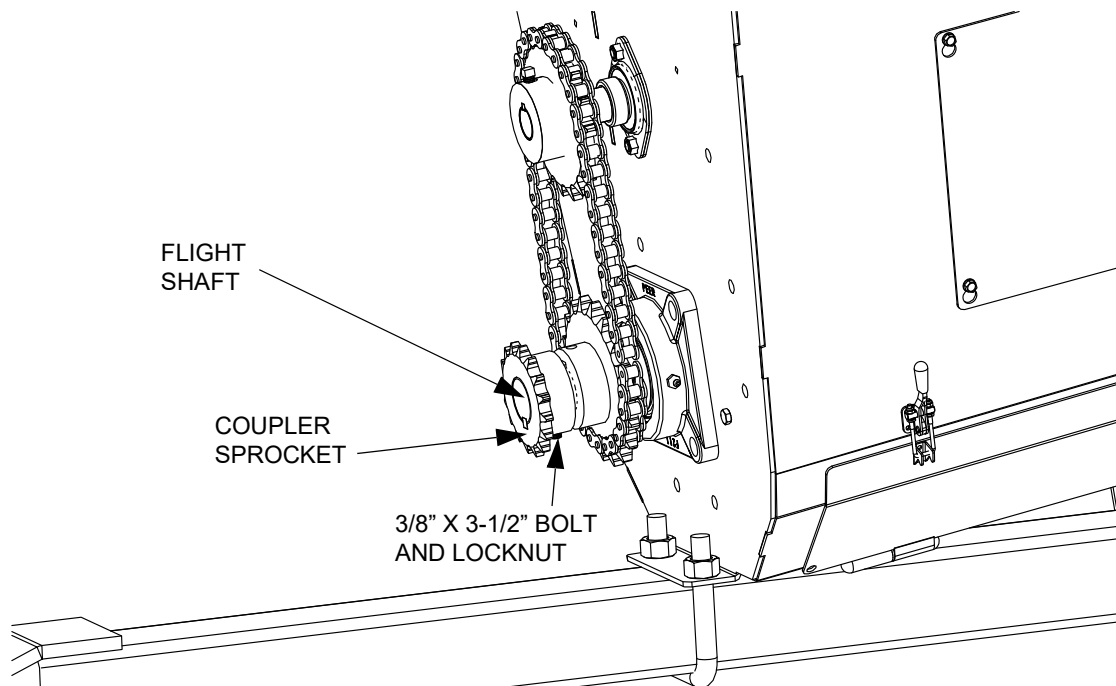


Figure 4. Installing Gearbox and Jack Mount

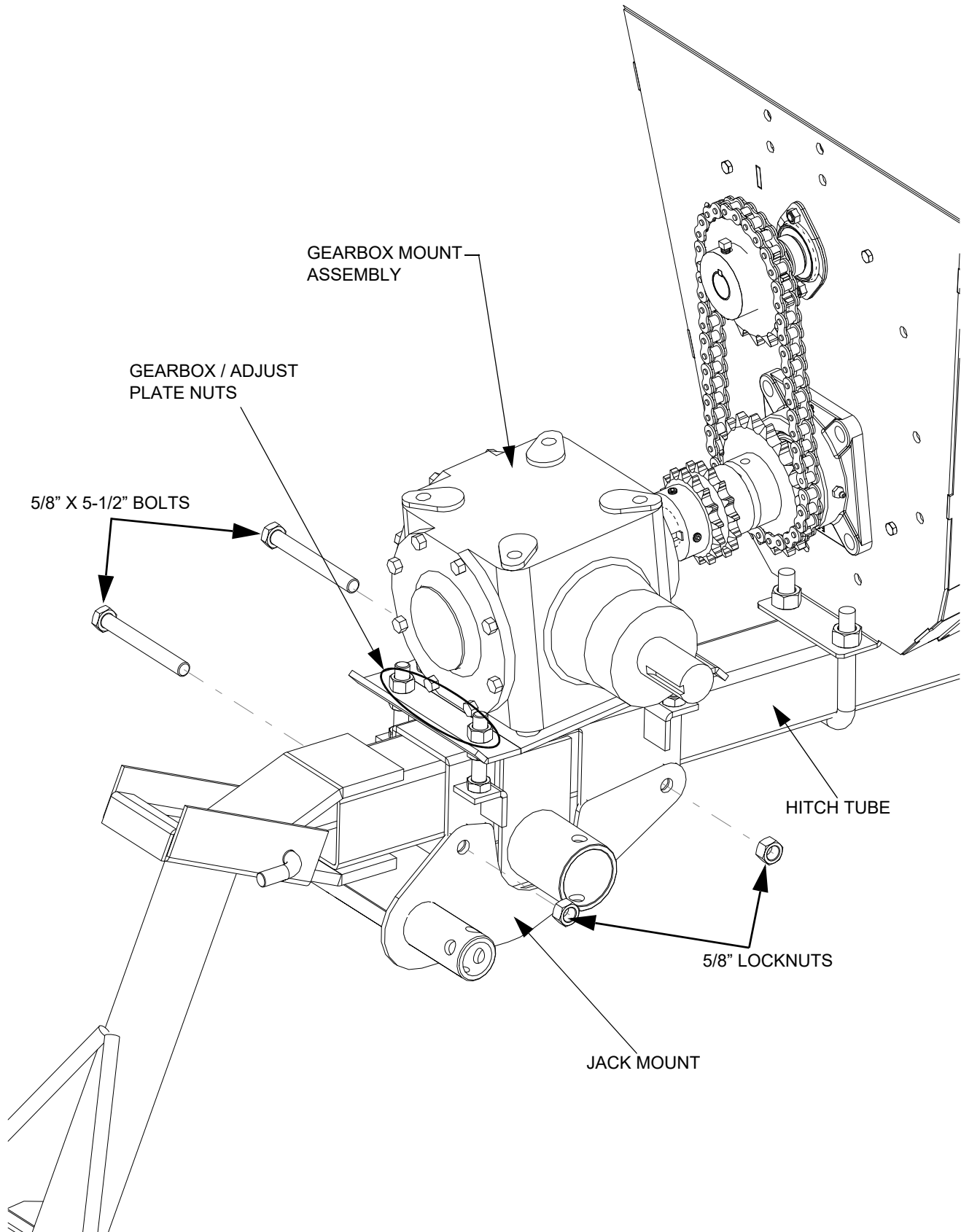
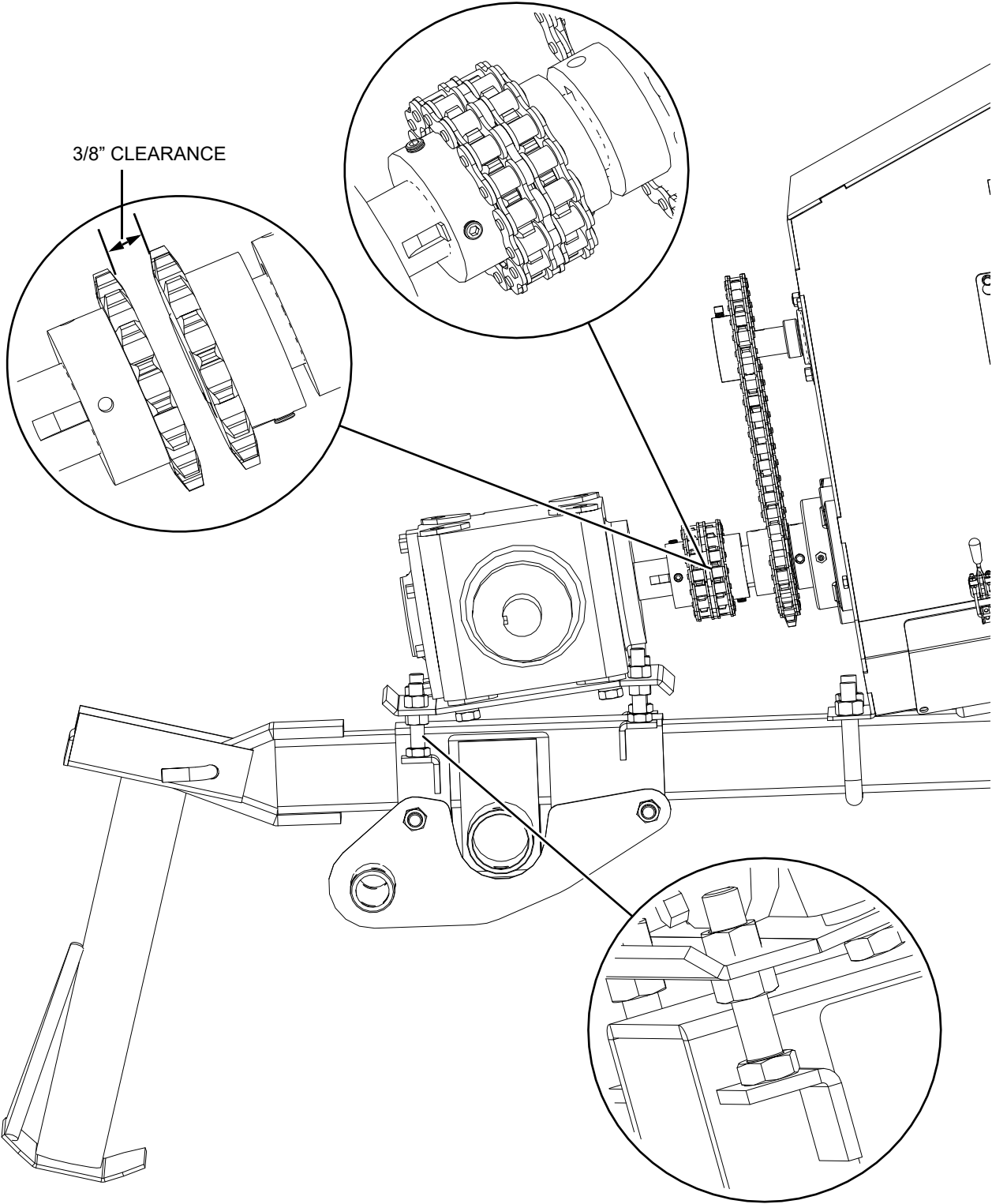


Figure 5. Adjusting Gearbox and Installing Coupler Chain



Installing the PTO Driveline

See [Figure 6](#) and [Figure 7](#) for assembly detail.

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

Figure 6. Installing the PTO Driveline

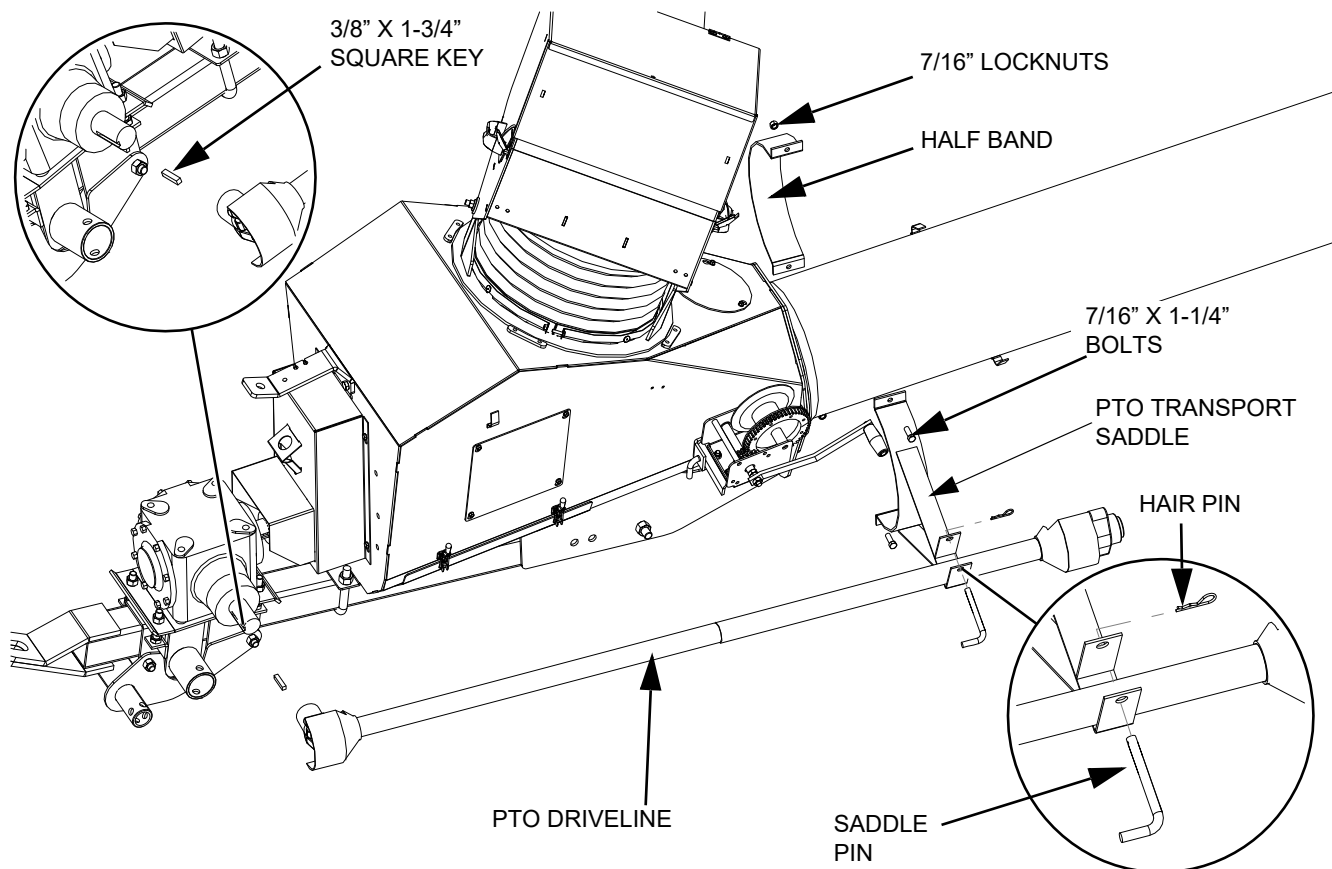
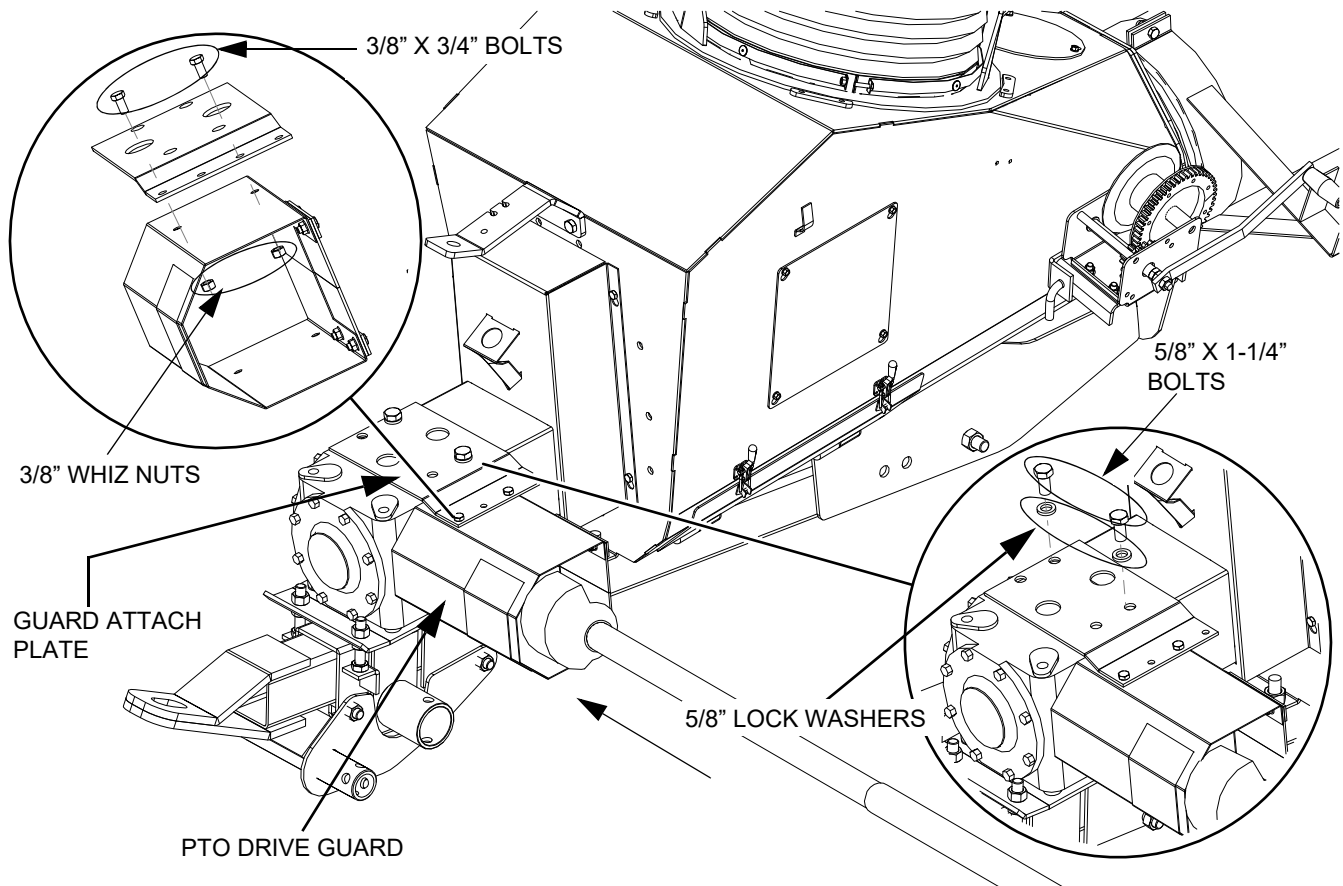


Figure 7. Installing the PTO Drive Guard and Guard Attach Plate



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