WARRANTY

The only warranty Wil-Rich gives and the only warranty the dealer is authorized to give is as follows:

We warrant products sold by us to be in accordance with our published specifications or those specifications agreed to by us in writing at time of sale. Our obligation and liability under this warranty is expressly limited to repairing, or replacing, at our option, within 12 months after date of retail delivery, any product not meeting the specifications. **We make no other warranty, express or implied and make no warranty of merchantability or of fitness for any particular purpose.**

Our obligation under the warranty shall not include any transportation charges or costs or installation or any liability for direct, indirect or consequential damage or delay. If requested by us, products or parts for which a warranty claim is made are to be returned transportation prepaid to our factory. Any improper use, operation beyond rated capacity, substitution of parts not approved by us, or any alteration or repair by others in such manner as in our judgment affects the product materially and adversely shall void this warranty. **No employee or representative is authorized to change this warranty in any way or grant any other warranty.**

Wil-Rich reserves the right to make improvement changes on any of our products without notice.

*When warranty limited or not applicable:* Warranty on hoses, cylinders, hubs, spindles, engines, valves, pumps or other trade accessories are limited to the warranties made by the respective manufactures of these components. Rubber tires and tubes are warranted directly by the respective tire manufacturer only, and not by Wil-Rich.

Warranty does not apply to any machine or part which has been repaired or altered in any way so as in the our judgment to affect its reliability, or which has been subject to misuse, negligence or accident.

*A Warranty Validation and Delivery Report Form must be filled out and received by Wil-Rich to initiate the warranty coverage.*

WARRANTY CLAIMS PROCEDURE

1. The warranty form must be returned to Wil-Rich within fifteen (15) working days from the repair date.

2. Parts returned to Wil-Rich without authorization will be refused. The parts must be retained at the dealership for ninety (90) days after the claim has been filed. If the Service Department would like to inspect the parts, a packing slip will be mailed to the dealer. The packing slip must be returned with the parts. The parts must be returned prepaid within thirty (30) days of receiving authorization. After the parts are inspected and warranty is verified, credit for the return freight will be issued to the dealer.

3. Parts that will be scrapped at the dealership will be inspected by a Wil-Rich Sales Representative, District Sales Manager or Service Representative within the ninety (90) day retaining period.
PERSONAL SAFETY IS IMPORTANT!

ALL PERSONNEL INVOLVED WITH THE ASSEMBLY AND/OR OPERATION OF THIS EQUIPMENT MUST BE INFORMED OF PROPER SAFETY PROCEDURES. OPERATOR’S/ASSEMBLY MANUALS PROVIDE THE NECESSARY INFORMATION. IF THE MANUAL IS LOST FOR A PARTICULAR IMPLEMENT, ORDER A REPLACEMENT AT ONCE. OPERATOR’S AND ASSEMBLY MANUALS ARE AVAILABLE AT NO CHARGE UPON REQUEST.

This Safety Alert symbol means ATTENTION! BECOME ALERT YOUR SAFETY IS INVOLVED!

The Safety Alert symbol identifies important safety messages on the Wil-Rich Quad X Field Cultivator and in this manual. When you see this symbol, be alert to the possibility of personal injury or death. Follow the instructions in the safety message.

Why is SAFETY important to you?

3 Big Reasons

Accidents Disable and Kill
Accidents Cost
Accidents Can Be Avoided

SIGNAL WORDS:

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

DANGER
An immediate and specific hazard which WILL result in severe personal injury or death if the proper precautions are not taken.

WARNING
A specific hazard or unsafe practice which COULD result in severe personal injury or death if the proper precautions are not taken.

CAUTION
Unsafe practices which COULD result in personal injury if proper practices are not taken, or as a reminder of good safety practices.

ADDRESS INQUIRIES TO: WIL-RICH PO BOX 1030
WAHPETON, ND 58074
PH (701) 642-2621 FAX (701) 642-3372
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Remove all wires and arrange the parts conveniently.

NOTE: Always wear safety glasses or goggles and be careful when cutting wires and steel bands as they are under tension and will spring back when cut.

Wherever the terms "left" and "right" are used, it must be understood to mean from a position behind and facing the machine.

Lubricate all bearings and moving parts as you proceed and make sure they work freely.

Loosely install all bolts connecting mating parts before final tightening.

When tightening bolts, they must be torqued to the proper number of foot-pounds as indicated in the table unless specified. It is important that all bolts be kept tight.

On new machines, all nuts and bolts must be rechecked after a few hours of operation.

---

**ASSEMBLY INFORMATION**

When replacing a bolt, use only a bolt of the same grade or higher. Except in shear bolt applications, where you must use the same grade bolt.

Bolts with no markings are grade 2

Grade 5 bolts furnished with the machine are identified by three radial lines on the head.

Grade 8 bolts furnished with the machine are identified by six radial lines on the head.

All U-bolts are grade 5.

---

**MODIFICATIONS**

It is the policy of Wil-Rich to improve its products whenever possible and practical to do so. We reserve the right to make changes, improvements and modifications at any time without incurring obligation to make such changes, improvements on any equipment sold previously.

---

**CAUTION**

Failure to follow these instructions may result in personal injury and/or equipment damage.

- Just before and during operation be sure no one is on or around the implement.
- Before activating the hydraulic system, check hoses for proper connections.
- Before lowering the wings for the first time, make sure the entire system has been charged with oil.
- With wings down always install hydraulic cylinder channel lock(s) for transporting.

---

**TORQUE IN FOOT POUNDS**

<table>
<thead>
<tr>
<th>BOLT DIA</th>
<th>3/8</th>
<th>1/2</th>
<th>5/8</th>
<th>3/4</th>
<th>7/8</th>
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<tr>
<td>HEX HEAD</td>
<td>9/16</td>
<td>3/4</td>
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<td>1-1/8</td>
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<tr>
<td>UNC GR2</td>
<td>18</td>
<td>45</td>
<td>89</td>
<td>160</td>
<td>252</td>
<td>320</td>
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<tr>
<td>UNC GR5</td>
<td>30</td>
<td>68</td>
<td>140</td>
<td>240</td>
<td>360</td>
<td>544</td>
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<tr>
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<td>40</td>
<td>100</td>
<td>196</td>
<td>340</td>
<td>528</td>
<td>792</td>
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<tr>
<td>UNF GR2</td>
<td>21</td>
<td>51</td>
<td>102</td>
<td>178</td>
<td>272</td>
<td>368</td>
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<tr>
<td>UNF GR5</td>
<td>32</td>
<td>70</td>
<td>168</td>
<td>264</td>
<td>392</td>
<td>572</td>
</tr>
<tr>
<td>UNF GR8</td>
<td>48</td>
<td>112</td>
<td>216</td>
<td>368</td>
<td>792</td>
<td>840</td>
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The safety chain should be hooked long enough to permit full turns. Unnecessary slack should be taken up.

Intermediate support is to be used if there is more than 6" of unsupported chain on either side of the primary attaching point. The intermediate support should not be mounted more than 6" from the primary attaching point. (See figure below)
The intermediate support is available from your Wil-Rich dealer.

The purpose of the safety chain is to provide an auxiliary attaching system to retain the connection between towing and towed machine in the event of separation of the primary attaching system.

The bracket provided is designed to mount to numerous frame sizes and can be orientated in different positions to avoid interference with implement components.
The SMV emblem is to be secured as near to the rear and centered, or as near to the left of center of implement as practical.
Emblem is to be 2 to 6 feet above the ground measured from the lower edge of the emblem.
Keep safety decals clean. Replace any safety decals that are damaged, destroyed, missing, painted over or can no longer be read. Replacement safety decals are available through your dealer.

SAFETY

SMV MOUNTING BRACKET
1/4NCx3/4 BOLT
SMV EMBLEM
NYLON TIE WRAP

SAFETY CHAIN MOUNT
SAFETY CHAIN
CLEVIS END TO TRACTOR

INTERMEDIATE SUPPORT
PRIMARY ATTACHING POINT
6" MAX
CI-77625
CI-77643
CI-77825
CI-77843
NOTE: POSITION WING REST TO CONTACT OUTER TUBE WHEN FOLDED.

37-3/16”

NOTE: DO NOT OVERTIGHTEN WING FOLD LINKAGE BOLTS. LINKS NEED TO ROTATE FREELY.

STACK SHIMS AS REQUIRED TO CONTROL WING LEVEL

1 NC LOCK NUT

5/8NCx3x5-1/4 U-BOLT

1 NCx6 GR5 BOLT

EXC OUTER WING HINGE

EXC OUTER WING REST

5/8NCx3x5-1/4 U-BOLT

1 NC LOCK NUT

1 NCx5 GR5 BOLT

1 NCx5 GR5 BOLT

1 NC LOCK NUT

LINKAGE ARM

SPIROL PIN

PIN (1x3-1/4)

1 FLAT WASHER

1 NC LOCK NUT

1 NCx5 GR5 BOLT

3FT OUTER WING - RIGHT

3FT OUTER WING - LEFT

SHIM

1/2NCx1-1/2 GR5 BOLT

3FT OUTER WING HINGE AREA

TOP VIEW
5’ FLOATING OUTER WING W/GAUGE WHEEL

NOTE: DO NOT OVERTIGHTEN WING FOLD LINKAGE BOLTS. LINKS NEED TO ROTATE FREELY.

OUTER WING REST TO CONTACT OUTER TUBE WHEN FOLDED.

NOTE: POSITION WING REST TO CONTACT OUTER TUBE WHEN FOLDED.

WING FOLD STOP HOLDS OUTER WING APPROX LEVEL WITH MAIN FRAME, REMOVE IF OUTER WING DOWN - FLOAT IS REQUIRED

44-1/16”
NOTE: DO NOT OVERTIGHTEN WING FOLD LINKAGE BOLTS. LINKS NEED TO ROTATE FREELY.

NOTE: POSITION WING REST TO CONTACT OUTER TUBE WHEN FOLDED.

NOTE: DO NOT OVERTIGHTEN WING FOLD LINKAGE BOLTS. LINKS NEED TO ROTATE FREELY.

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NOTE: DO NOT OVERTIGHTEN WING FOLD LINKAGE BOLTS. LINKS NEED TO ROTATE FREELY.
NOTE: SPECIAL WING LIFT STRAP MOUNTING, WING FOLD STUBS AND WING LIFT LINK LENGTH ARE NECESSARY WHEN 3' OR 5' WINGS ARE ADDED TO 13' CENTER/11'8" WING MODELS. SEE BOXED CALLOUTS.
HYDRAULICS-OUTER GAUGE WHEELS

RETURN HOSE

UNION 8MJ x 8MJ

UNION 8MJ x 8MJ

3/8x108 FF HOSE

ELB 8MORB x 8MJ

4x9.3 HYD CYLINDER

70002
13’ WING REST

NOTE: CENTER WING REST ON MAIN FRAME

13 QUADX FRONT TRUSS WING REST - (USED WITH 9’4” & 11’8” WINGS ONLY)

13 QUADX REAR WING REST

13’ QUADX CENTER FRAME - SHOWN

5/8NCx3x5-1/4 U-BOLT

3/4NC x 2-1/2 GR5 BOLT

5/8NCx4x 4-1/4 U-BOLT
MAIN AXLE & WALKING TANDEM

NOTE: WING WALKING TANDEM COMPONENTS ARE THE SAME AS THE MAIN AXLE WALKING TANDEM.

AXLE & WALKING TANDEM 7', 9'4" & 11'8" WING
1.75" HUB & SPINDLE

1/2NC x 3-1/4 GR5 BOLT
NUT HEX CENTER LOCK 1/2NC
1-3/4IN AXLE SPINDLE

2IN TRIPLE UP SEAL
INNER BEARING CONE
INNER BEARING CUP

1/2NF x 1 WHEEL BOLT
OUTER BEARING CUP
OUTER BEARING CONE

FTG GRS 1/8NPT
1-3/4IN HUB 6-BOLT
INNER BEARING CUP

3/16x1-1/2 COT PIN
SPNDL WSHR 7/8ID

DUST CAP
NUT SLTD 7/8NF
2" HUB & SPINDLE

- 1/2NFx3-1/4 GR5 BOLT
- NUT 2POS LK 1/2NF
- 1-3/4IN AXLE SPINDLE
- 1/2NFx3-1/4 GR5 BOLT
- NUT 2POS LK 1/2NF
- 1-3/4IN AXLE SPINDLE
- 2IN TRIPLE LIP SEAL
- BEARING CONE 1-5/8ID
- BEARING CUP 2.891 OD
- 1/8NPT FTG GRS
- 2IN HUB 6-BOLT
- BEARING CONE 1-1/4ID
- BEARING CUP 2.328 OD
- 1/2NFx1 WHEEL BOLT
- SPNDL WSHR 7/8ID
- 3/16X1-1/2 COT PIN
- DUST CAP
- NUT SLTD 7/8NF
SEQUENCE VALVE AND CROSS OVER VALVE

SEQUENCE VALVE
- TEE 8MJ x 8MJ x 8MORB
- ADP 8MORB x 8FJX
- CROSS 8MJ
- BUTT END, LEFT OUTER WING FOLD CYLINDER
- ROD END, LEFT INNER WING FOLD CYLINDER
- ADP 8MORB x 8FJX

CROSS OVER VALVE
- LEFT MAIN LIFT CYLINDER
- MAIN LIFT RETURN
- ELB 8MJ x 8FJX
- CROSS-OVER RELIEF VALVE
- ADP 8MJ x 10MORB
- MAIN LIFT SUPPLY
- MAIN LIFT RETURN

- BUTT END, RIGHT INNER WING FOLD CYLINDER
- BUTT END, RIGHT OUTER WING FOLD CYLINDER
- ROD END, RIGHT INNER WING FOLD CYLINDER
- ROD END, (FRONT) LEFT INNER WING FOLD CYLINDER
- BUTT END, LEFT (FRONT) INNER WING FOLD CYLINDER

BUTT END, LEFT (FRONT) INNER WING FOLD CYLINDER
- RIGHT MAIN LIFT CYLINDER

LEFT MAIN LIFT CYLINDER
- TEE 8MJ x 8MJ x 10MORB

MAIN LIFT RETURN
- ELB 8MJ x 8FJX
- CROSS-OVER RELIEF VALVE
- ADP 8MJ x 10MORB
- MAIN LIFT SUPPLY
- MAIN LIFT RETURN

- BUTT END, RIGHT INNER WING FOLD CYLINDER
- BUTT END, RIGHT OUTER WING FOLD CYLINDER
- ROD END, RIGHT INNER WING FOLD CYLINDER
- ROD END, (FRONT) LEFT INNER WING FOLD CYLINDER
- BUTT END, LEFT (FRONT) INNER WING FOLD CYLINDER

BUTT END, LEFT (FRONT) INNER WING FOLD CYLINDER
- RIGHT MAIN LIFT CYLINDER

LEFT MAIN LIFT CYLINDER
- TEE 8MJ x 8MJ x 10MORB

MAIN LIFT RETURN
- ELB 8MJ x 8FJX
- CROSS-OVER RELIEF VALVE
- ADP 8MJ x 10MORB
- MAIN LIFT SUPPLY
- MAIN LIFT RETURN

- BUTT END, RIGHT INNER WING FOLD CYLINDER
- BUTT END, RIGHT OUTER WING FOLD CYLINDER
- ROD END, RIGHT INNER WING FOLD CYLINDER
- ROD END, (FRONT) LEFT INNER WING FOLD CYLINDER
- BUTT END, LEFT (FRONT) INNER WING FOLD CYLINDER
13’ MF w/7’ WING
DEPTH CONTROL HYDRAULICS

NOTE: ROD END UP ON WING LIFT CYLINDERS

SEE PAGE 25

CAUTION
FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN PERSONAL INJURY AND OR EQUIPMENT DAMAGE.

* Just before and during operation be sure no one is on or around the implement.
* Before activating the hydraulic system, check hoses for proper connections.
* Before lowering the wings for the first time, make sure the entire system has been charged with oil.
* With wings down always install hydraulic cylinder channel lock(s) for transporting.

QUADX ASSEMBLY MANUAL 74274 8/07
WARNING
HIGH PRESSURE FLUID HAZARD

To prevent serious injury or death:
- Relieve pressure on system before repairing or disconnecting.
- Wear proper hand and eye protection when searching for leaks.
- Keep all components in good repair.
- Use wood or cardboard instead of hands.

ADD 3/8 x 30 FF HOSE FOR 11' 8" WINGS

NOTE: ROD END UP ON WING LIFT CYLINDERS

SEE PAGE 25
WARNING

HIGH PRESSURE FLUID HAZARD

To prevent serious injury or death:

- Relieve pressure on system before repairing or adjusting or disconnecting.
- Wear proper hand and eye protection when searching for leaks. Use wood or cardboard instead of hands.
- Keep all components in good repair.

13’ MF W/7’ WING
WING FOLD HYDRAULICS

- 3/8x108 FF HOSE
- 3/8x72 FF HOSE
- TEE 8MJ X 8MJ X 8MJ
- 3/8x36 FF HOSE
- ELB 8MORB X 8MJ
- TEE 8MJ X 8MJ X 8MORB (1)
- ELB 8MJ X 8FJX (1)
- 3/8 X 360 FF HOSE
- ADP 8MJ X 8MPT
- QUICK COUPLER
CAUTION

Failure to follow these instructions may result in personal injury and/or equipment damage.

- Just before and during operation be sure no one is on or around the implement.
- Before activating the hydraulic system, check hoses for proper connections.
- Before lowering the wings for the first time, make sure the entire system has been charged with oil.
- With wings down always install hydraulic cylinder channel lock(s) for transporting.
13’ MF w/9’ 4” INNER WING  
3’ 5’ & 6’ OUTER WINGS  
WING FOLD HYDRAULICS

WARNING  
HIGH PRESSURE FLUID HAZARD  
To prevent serious injury or death:  
- Relieve pressure on system before repairing or adjusting or disconnecting.  
- Wear proper hand and eye protection when searching for leaks. Use wood or cardboard instead of hands.  
- Keep all components in good repair.

SEE PAGE 25
WARNING

HIGH PRESSURE FLUID HAZARD

To prevent serious injury or death:

- Relieve pressure on system before repairing or adjusting or disconnecting.
- Wear proper hand and eye protection when searching for leaks. Use wood or cardboard instead of hands.
- Keep all components in good repair.

SEE PAGE 25
16' MF w/11’ 8” INNER WING
3’ 5’ & 6’ OUTER WINGS

WING FOLD HYDRAULICS

WARNING
HIGH PRESSURE FLUID HAZARD
To prevent serious injury or death:

- Relieve pressure on system before repairing or adjusting or disconnecting.
- Wear proper hand and eye protection when searching for leaks. Use wood or cardboard instead of hands.
- Keep all components in good repair.
Initial Assembly and Charging of Lift Systems

All WIL-RICH lift systems should be assembled as noted in the appropriate assembly manual. For best functional results the following steps should be followed.

1) Position the main lift cylinders in the locations and connect the hydraulic circuitry as shown. Attach the base end of all cylinders but do not connect the rod ends. Support the cylinders to allow the rods to extend without machine contact.

2) Most fittings, except the connection tips at the tractor end and some valves, are JIC or O-ring type fitting. JIC and O-ring fitting do not require any type of thread compound to seal properly. **NOTE: Take care to keep all connections, fitting, hose, etc as clean as possible.**

3) Where pipe threads are used a thread-sealing compound should be used. **NOTE: Do not use Teflon type tape on any hydraulic circuitry; use an appropriate liquid compound. If any tape or contaminate enters the system it can clog the bypass hole.**

4) With all connections secured and the cylinders supported to allow rod extension apply pressure to the system.

The main or base cylinder should extend as oil flows into the base of the cylinder. Because there is air in the remaining cylinders and in the connecting hoses the outer cylinders may extend quickly. Just because the cylinders are extended does not mean the system has been purged. Continue to direct oil into the system until all cylinders have extended fully. **NOTE: the cylinders will only bypass when the cylinders are fully extended. By allowing the cylinders to extend without having to lift the unit you allow the cylinders to reach the bypass position.**

Keep in mind that all the oil going to the outer cylinders must be bypassed through the base cylinder bypass hole and subsequent cylinders. This will take some time, in some cases a considerable amount of time. On large unit with multiple wings and lift cylinders it will take longer to charge the system and a large amount of oil will be required. Check that your tractor has sufficient oil capacity; you may need to add oil to your reservoir. Also, because of the need to force all the oil through the by-pass holes you will need to have a system pressure of 2500-3000 psi.

Once all cylinders on the unit have been fully extended, retract the cylinders and again extend fully. Hold the cylinders in the extended (bypass) position for a few minutes, retract the cylinders and observe that the cylinders are working in sequence. Attach the cylinder rod ends to the anchor points of the unit. Raise and lower the unit and check to ensure the unit is moving in a level manner.

If the cylinders have been properly bypassed, all cylinders and hoses should be filled with oil with no air in the system. In actuality there will still be some air in the system as it is unlikely all air has been purged from the system. Even with some air in the system the cylinders should move in sequence and lift and control the depth of the unit. If the cylinders don’t seem to be bypassing it may indicate that some debris has blocked the bypass hole. Because the hole may be blocked it is critical to maintain clean oil. Protect the complete hydraulic system at all connection points.
**Wing Fold System Information**

WIL-RICH products use a number of varying designs to fold implement wings. All utilize a two-way cylinder of varying diameters and strokes. All wing fold cylinders use an integral or in-line restrictor to control the cylinder stroke speed. This restrictor is critical to the safe operation of the unit and use of non-WIL-RICH cylinders is not recommended.

Assembly of the wing fold circuitry and mounting of the fold cylinders is outlined in the appropriate Assembly Manual. It is important to properly charge the wing fold cylinders and circuitry in the assembly process. Mount the base of all wing fold cylinders to their anchor points as noted. Tighten all hoses and fittings per specifications. **Before attaching the rod ends of any wing fold cylinders fully extend and retract all cylinders to ensure that the cylinders are filled with oil.** This can be made easier by supporting the cylinders with some type of blocking. Support so that all cylinder rods can be extended and retracted without machine interference. After the cylinders are fully charged attach the rod end of the cylinders to the appropriate anchor. Pressurize the system and check for proper wing fold.

When folding any winged implement make certain that the wing fold cylinders have been fully retracted. **Any time the unit is to be stored with the wings folded, whether connected to the tractor hydraulic system or disconnected, it is critical to relieve any pressure from the wing fold circuit.** On older tractor, shutting the tractor down, moving the control lever back and forth before disconnecting the hoses can relieve this pressure. Modern tractor can retain significant pressure in the hydraulic lines and contain this pressure once the lines have been disconnected. Before disconnecting folding cylinder hydraulic hoses, relieve pressure from the wing-fold hydraulic system by moving the tractor control valve to the float position while the engine is running.

**It is critical to relieve the pressure on all wing fold circuits before storing the unit. Failure to do so may allow the wings to extend or unfold unexpectedly.**
SINGLE SPRING SHANK ASSEMBLY

- NUT LOCK 1/2 NC
- 5/8NCx4x4-1/4 U-BOLT
- SHANK TO FRAME BRACKET

- NUT LOCK 3/4 NF
-EDGE FORMED FC SHANK

- NUT LOCK 1/2 NC

- SHANK HOLDER ASSEMBLY
- 1/2NCx3 GR5 BOLT
- SPRING
- SPRING PLUG (PLAIN)

- SPRING HANDLE (PLAIN)

- SPRING

- 5/8NCx2 GR5 BOLT

- 1/2NCx2 GR5 BOLT

- 3/4NF CARRIAGE BOLT

- NUT HEX 5/8NC

- WSHR HLK 5/8
(*) SHANKS NOT IN BASE WING
(*) SHANKS NOT IN BASE WING
(*) SHANKS NOT IN BASE WING
2' OUTER RIGID STUB

3' OUTER WING

(* SHANKS NOT IN BASE WING)
(*) SHANKS NOT IN BASE WING
MUD SCRAPERS

5/8NCx2 GR5 BOLT

WSHR FLAT 5/8ID

5/8DIAx13-1/2 SCRAPER BAR

SCRAPER BAR

NUT LOCK 5/8NC
1/4NCx1 BOLT
AMBER OR RED LIGHT
RED DECAL
RED/ORANGE FLUORESCENT DECAL
LIGHT/REFLECTOR BRACKET
3/8NCx3/4 SQ HEAD SET SCREW
YELLOW DECAL
3/8NC NUT
AG LIGHT KIT
AG LIGHT MODULE
WISHBONE 4 LEAD
35' HARNESS
12x12 LIGHT ARM
48" OFFSET LIGHT ARM
4" SQUARE TIE LOOP
3/8NCx4x4-3/4 U-BOLT
3/8NCx2-1/2x3-1/4 U-BOLT
SHORT BASE PIVOT
PIVOT PLATE
3/8NCx3/4 SQ HEAD SET SCREW
3/8NC NUT
3/8NCx3/4 SQ HEAD SET SCREW
3/8NC NUT
## Decals

### Item 1
- **Part No:** 65342
- **Description:** Wil-Rich Decal

### Item 2
- **Part No:** 222339
- **Description:** QuadX Decal

### Item 3
- **Part No:** 60711
- **Description:** High Pressure Fluid Hazard

### Item 4
- **Part No:** 20121
- **Description:** Integral Restrictor Decal

### Item 5
- **Part No:** 20339
- **Description:** BYPASS Decal

### Item 6
- **Part No:** 41345
- **Description:** SMV Kit

### Item 7
- **Part No:** 41508
- **Description:** Wing Lock Danger Decal

### Item 8
- **Part No:** 53334
- **Description:** CAUTION Decal

### Item 9
- **Part No:** 49163
- **Description:** Wing Lock Danger Decal

### Item 10
- **Part No:** 54900
- **Description:** Wings Up Decal

### Item 11
- **Part No:** 54901
- **Description:** Wings Down Decal

### Item 12
- **Part No:** 54902
- **Description:** Main Up Decal

### Item 13
- **Part No:** 54903
- **Description:** Main Down Decal

### Item 14
- **Part No:** 49165
- **Description:** Caution Decal

### Item 15
- **Part No:** 22372
- **Description:** Amber Reflector

### Item 16
- **Part No:** 22371
- **Description:** Red Reflector

### Item 17
- **Part No:** 23325
- **Description:** Caution Decal - Read

### Item 18
- **Part No:** 74231
- **Description:** QUADX Assembly Manual

### Item 19
- **Part No:** 64594
- **Description:** Clearance Light Package

### Item 20
- **Part No:** 69304
- **Description:** Depth Gauge Decal

### Item 21
- **Part No:** 69077
- **Description:** Depth Adjustment Decal

### Item 22
- **Part No:** 222802
- **Description:** Crushing Decal

### Warning

**To prevent serious injury or death:**
- Relieve pressure on system before repairing or adjusting or disconnecting.
- Wear proper hand and eye protection when searching for leaks. Use wood or cardboard instead of hands.
- Keep all components in good repair.

Refer to Operator's Manual for safety instructions.

**Do not stand or climb on machine when operating.**

Use clean hazard flashers and SMV sign when transporting.

**Observe highway traffic regulations.**

**To Avoid Injury and/or Machine Damage:**
- **Caution**
  - Never walk or stand in the path of the wings.
  - Completely lower wings before performing service or adjustments.
  - Failure to do so will result in serious injury or death.

- **Attention**
  - STAND CLEAR AT ALL TIMES.
  - Never walk or stand in the path of the wings.
  - Completely lower wings before performing service or adjustments.
  - Failure to do so will result in serious injury or death.

- **CAUTION**
  - Just before and during operation be sure no one is on or around the implement.
  - Before activating the hydraulic system, check hoses for proper connections.
  - Before lowering the wings for the first time, make sure the entire system has been charged with oil.
  - With wings down always check hydraulic cylinder for damage before transporting.

- **SAFETY INSTRUCTIONS**
  - Always wear proper hand and eye protection.
  - Do not touch any moving parts of the implement.
  - Keep all components in good repair.

- **HIGH PRESSURE FLUID HAZARD**
  - Wear proper hand and eye protection when searching for leaks.
  - Use wood or cardboard instead of hands.
  - CAUTION - Wear proper hand and eye protection when searching for leaks. Use wood or cardboard instead of hands.