BOURGAULT Pursuing Perfection

This Instruction used for the following Pkgs:	
6361-76	*PKG LDG ASC*
6363-94	*PKG RETRO 6 PORT DS ASC*
6363-95	*PKG RETRO 6 PORT DS ASC W/ECU*
6363-96	*PKG RETRO 8 PORT DS ASC*
6363-97	*PKG RETRO 8 PORT DS ASC W/ECU*
6363-98	*PKG RETRO 10 PORT DS ASC*
6363-99	*PKG RETRO 10 PORT DS ASC W/ECU*

AUTO SECTION CONTROL AFTERMARKET KIT

INSTALLATION INSTRUCTIONS

7000 Series Air Seeders

SECTION 1 2
Preparation
SECTION 2 3
Installation
APPENDIX 8
Secondary Hose Connection

It is recommended to carefully follow the detailed steps of the instructions. Please check crate packing list against contents to be sure all parts have been received.

On all Bourgault equipment, left and right are determined by standing behind the machine and looking forward. For this manual the drawings and instructions are given for the assembly.

For safety, maintenance, warranty policy, and operating instruction of the unit, refer to the operators manual.

All information, illustrations and specifications in this manual are based on the latest product information. Bourgault updates products continually to improve quality. We reserve the right to make changes at any time.

Assembly Instruction #: 0252-80-17

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Components included in these packages are supplied to update existing units.

These written instructions will show how to install Auto Section control components on your air seeder and tie in hydraulic and electrical components to existing systems.

SECTION 1 - PREPARATION

Refer to *Figure 1*.

1. Remove existing primary components: all distribution components following S-pipe, up to and including the coupler plates used to connect the distribution system to the drill.
2. Save bellows for future use.

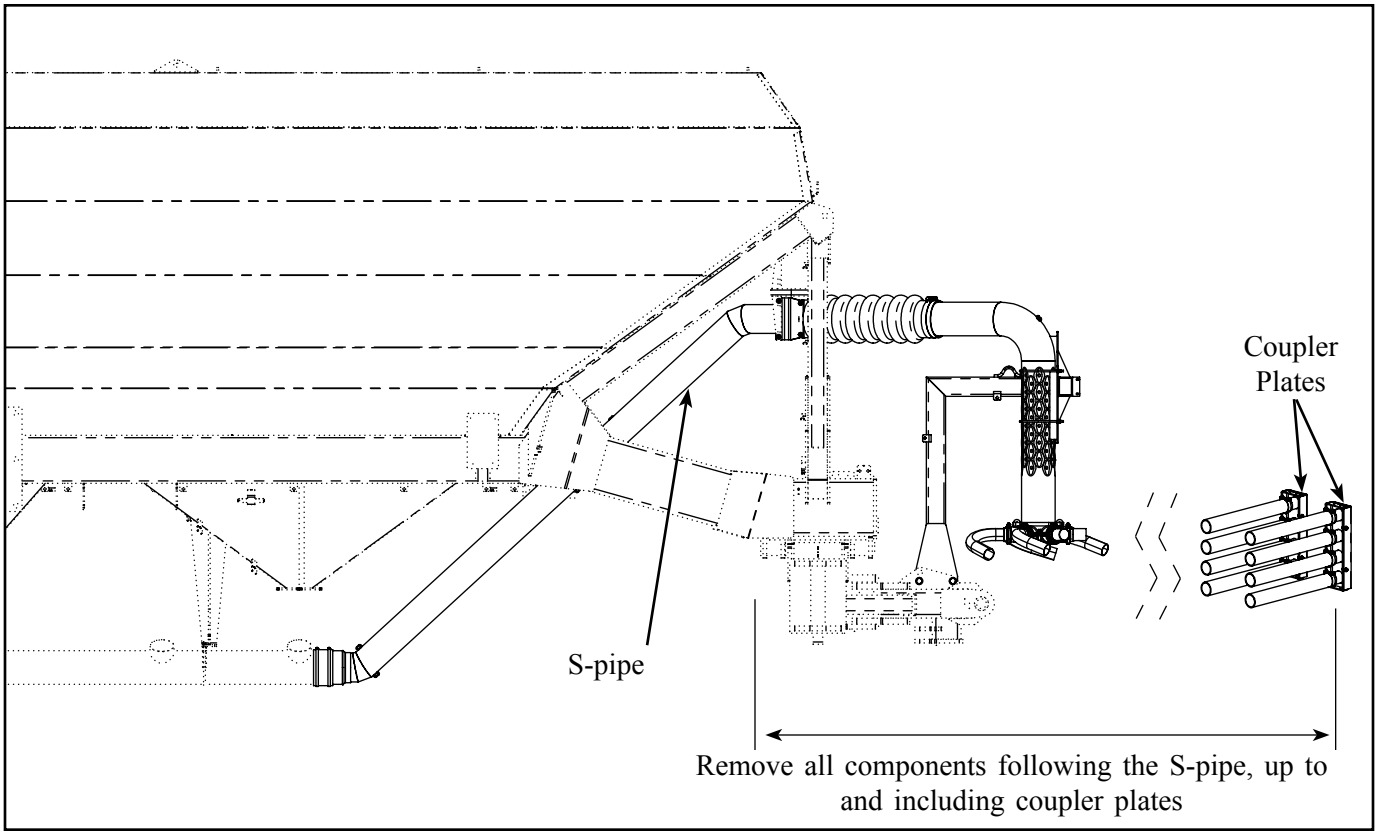


Figure 1

SECTION 2 - INSTALLATION

1. Install Primary Stand

   Refer to *Figure 2*.

   The primary stand comes pre-assembled with primary elbows, ASC valves, secondary elbows, hoses, and air seeder coupler plates. All of the hydraulic components between the cylinders and ASC manifold are installed and connected, as well as all electrical components. It is recommended to use a hoist to handle this assembly. The hooks on primary stand can be used to lift assembly.

   - Assemble primary mount stand to hitch in the same place that the existing mount was.
   - Snug hardware, but do not tighten.
   - Allow assembly to tip forward in slot.

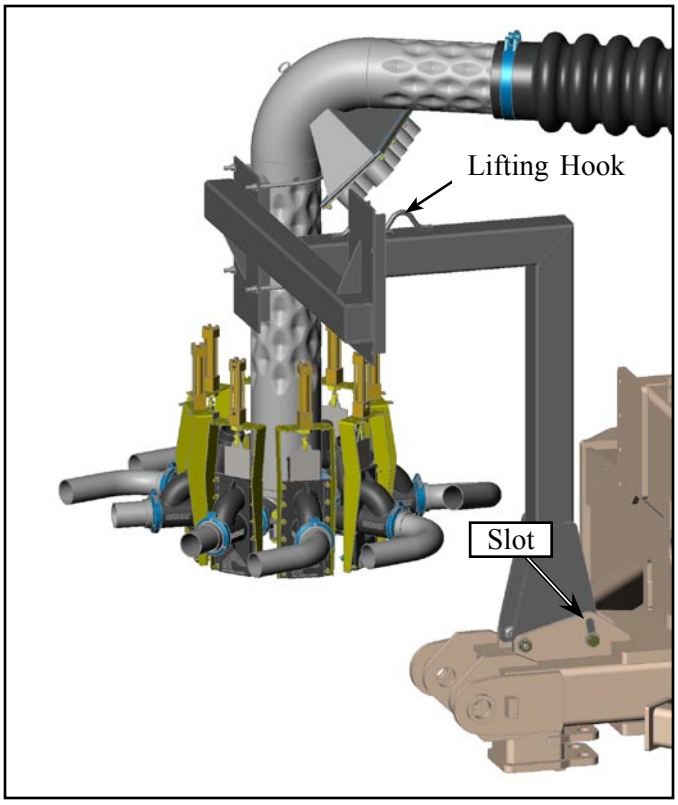


Figure 2

2. Install Hydraulic Manifold

   Hydraulic manifold comes already mounted onto the mounting plate.

   Install mounting plate with hydraulic manifold on the tabs on the air seeder frame over the front axle, refer to *Figure 3*.

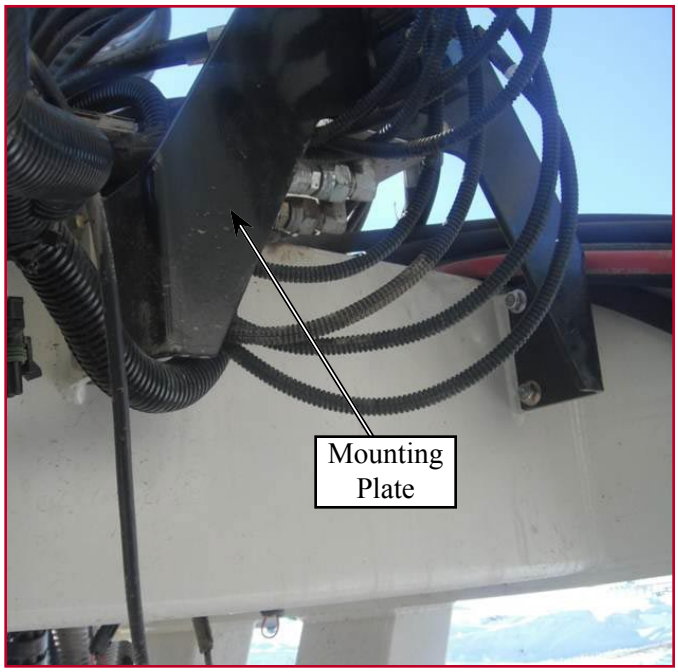


Figure 3

3. Install Secondary Couplers (if drill is connected)
   - Install secondary hoses to the drill using supplied secondary coupler plates.
   - Sections on the drill MUST match the sections being supplied by the airseeder.

IMPORTANT

DOUBLE CHECK DRILL HOSE ROUTING, REFER TO APPENDIX.

4. Primary Stand Alignment
   - Zero digital level to frame rail, refer to *Figure 5*.
   - Tip the primary stand rearward until the stand is vertical in both directions.
   - Tighten primary stand hardware.
   - Check alignment of primary elbows to S-pipe using straight edge. Adjust height and angle by loosening u-bolts holding primary elbow to stand. Refer to *Figure 6*.

IMPORTANT

PROPER ALIGNMEBT IS CRITICAL TO FUNCTIONALITY.

Figure 4

Figure 5

5. Bellows Preload

   - Loosen primary stand mounting hardware and tip stand forward.
   - Scribe mark from the end of the S-pipe:
     4”(100 mm) for 7700 & 7950;
     3"(76 mm) for 7550.
   - Mark horizontal section of primary elbows back from the inlet:

     4”(100 mm) for 7700 & 7950;
     3"(76 mm) for 7550.
   - Install bellows onto primary elbow up to mark and tighten clamp until it starts to sink into bellows (20 ft-lbs).
   - Begin to winch/ratchet primary stand back and at the same time inserting s-pipe into bellows until bellows reach the mark on s-pipe.
   - Tighten clamp to secure bellows to the elbow.
   - Continue winching the stand forward until the stand is vertical in both directions (back to point established in step 4) within 0.5 degrees.
   - Tighten primary stand hardware. Torque to 200 Ft-Lbs.
   - Remove winch/ratchet and check that the primary elbow is vertical relative to the front of the air seeder frame within ±0.5 degrees. Adjust primary bracket if necessary to achieve this tolerance.

NOTE

IF ADJUSTMENTS ARE REQUIRED HERE, ALIGNMENT OF PRIMARY ELBOWS TO S-PIPE MAY NEED TO BE REPEATED.

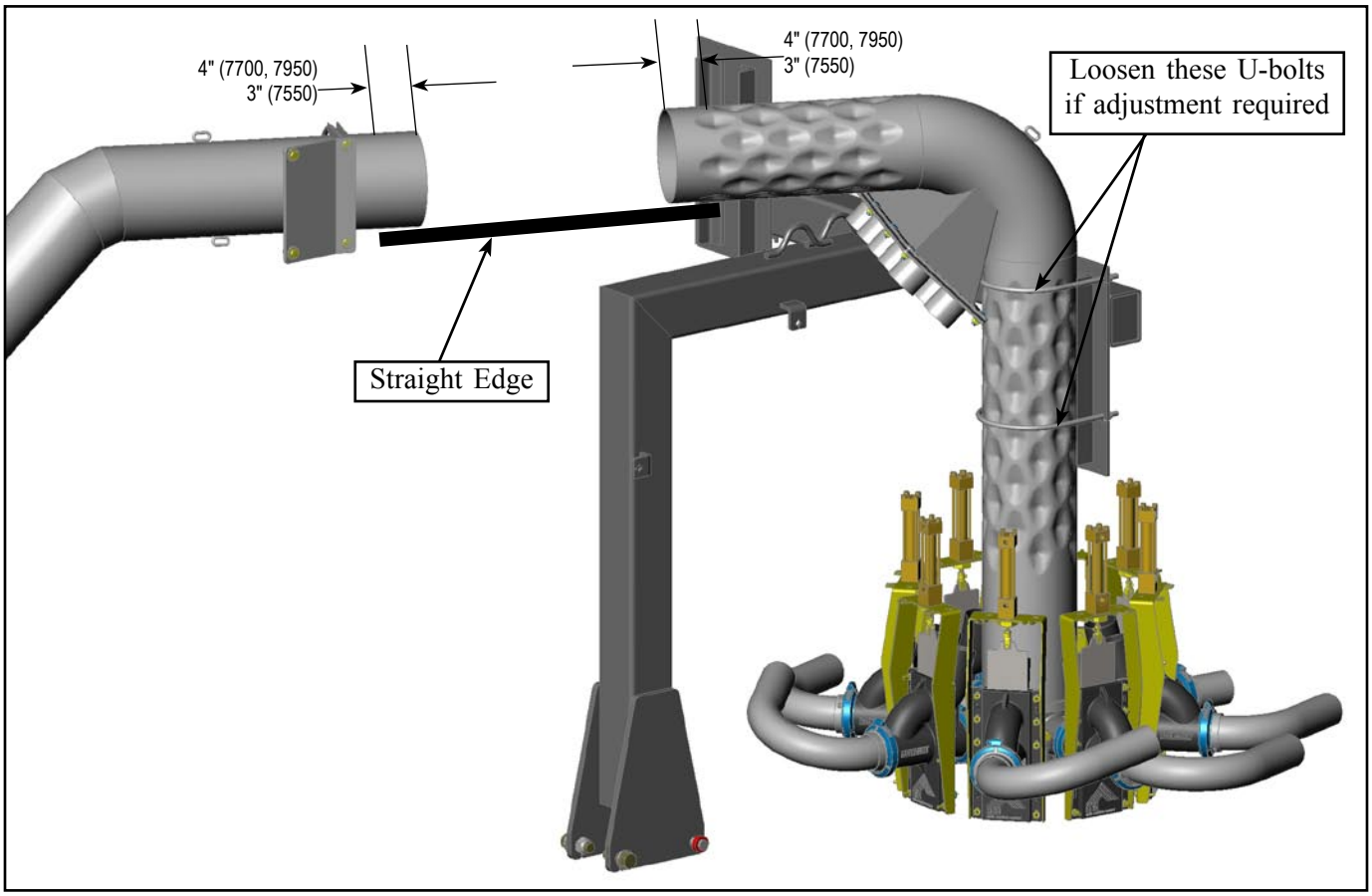
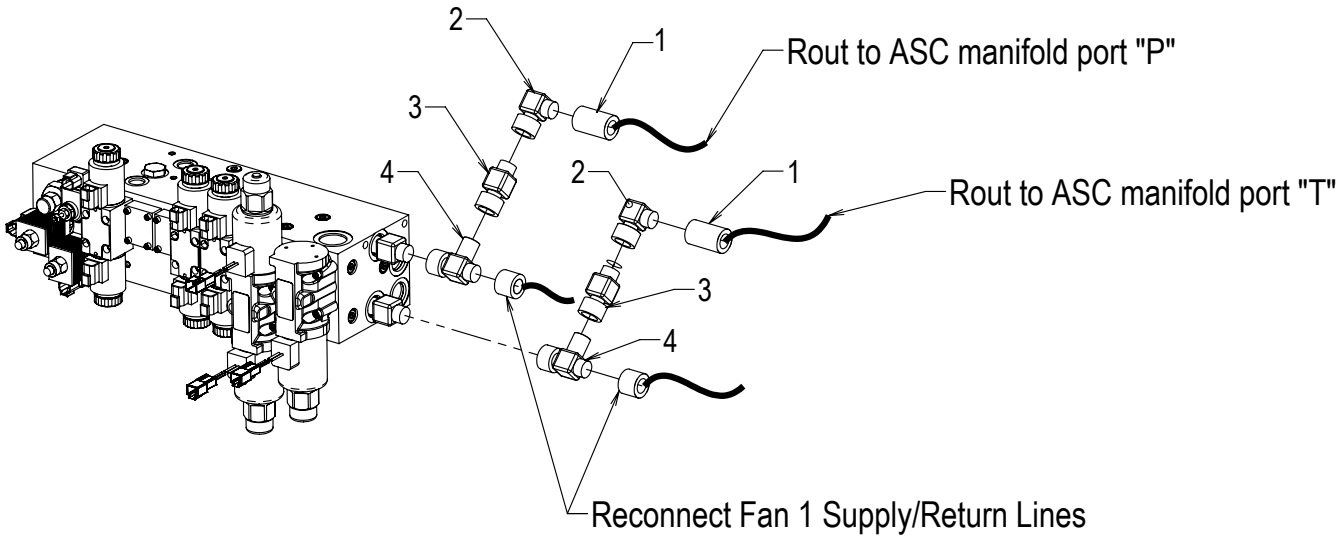


Figure 6

6. Connecting ASC manifold supply and return lines

   - Supply/return lines are teed into Fan 1 hydraulic circuit.
   - Disconnect Fan1 supply and return lines from the air seeder main hydraulic manifold located on right-hand side of air seeder frame.
   - Install provided fittings and connect return/ supply lines to ASC manifold as shown on Figure
   - Reconnect Fan 1 supply and return lines.



#	Part #	Description	Qty.
1	3606-86	HYDHOS 1\2X132 3\4 F\F JIC90	2
2	3345-19	ELB 90 3\4 M\FJIC	2
3	3346-54	UN 1-1\16 FJIC X 3\4 MJIC	2
4	3345-97	TEE 1-1\16 F\M\MJIC	2

Figure 7

7. Make Electrical Connections

   Depending on the configuration of your air seeder, it may or may not come with a seeder ECU installed.

   a. If your kit includes a seeder ECU, install it using instructions below, otherwise proceed to Step b.

      Refer to *Figure 8*.

      i. Secure seeder ECU mounting plate to where Main ECU (MDECU) is located.

      ii. Disconnect on-frame switch box from "COMMS 2" and reconnect it to the seeder ECU connector labelled "SWITCHBOX".

      iii. Connect Sectional Drill Interface harness Item #1 (3150-01) from "COMMS 2" on MDECU to "POWER/COMMS" on seeder ECU.

      iv. Units with 5th tank ONLY:

      - Disconnect 5th tank harness (3131-97) from "DRIVE 3" on MDECU and remove from tank.
      - connect supplied adapter harness Item #2 (3151-04) to "LIQUID SECTION DRIVE AND CONTROL" on seeder ECU.
      - Connect new 5th tank harness Item #3 (3151-03) to the adapter harness (3151-04) at the end labelled "5th TANK" and connect to bin sensor, speed sensor and hydraulic motor.

   b. Connect granular section control harness that runs from ASC valves and ASC hydraulic manifold to "GRANULAR SECTION DRIVES" on seeder ECU.

Installation complete. For detailed information on the ASC set up and operation refer to *X30 Operator's Manual*.

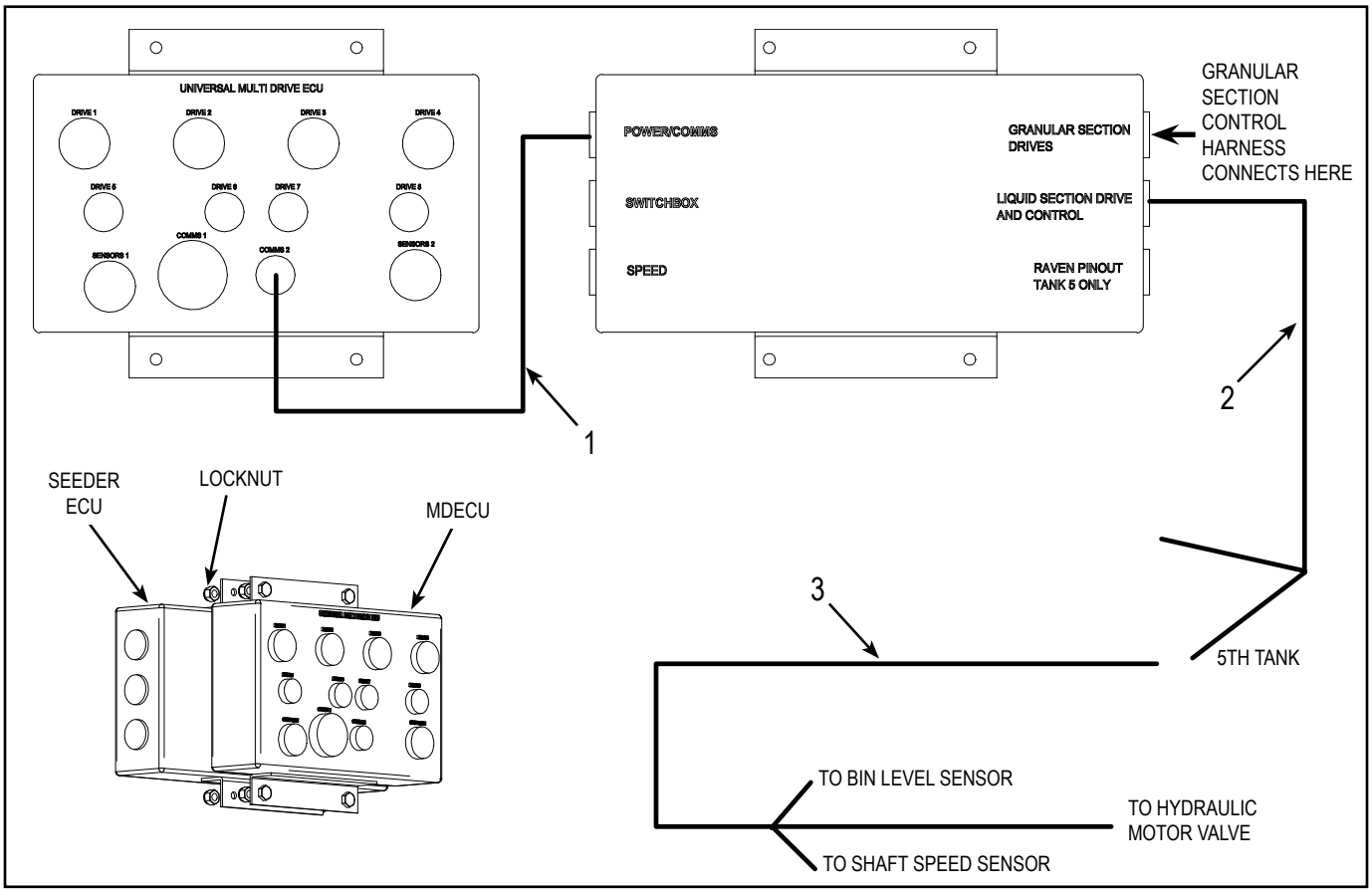
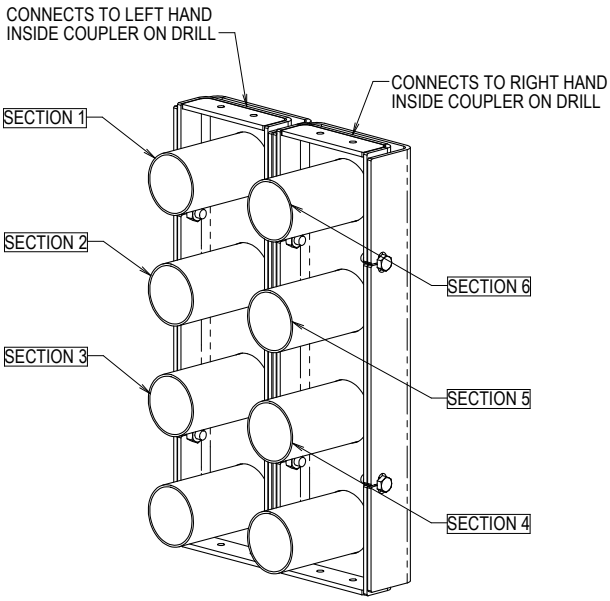


Figure 8

APPENDIX - SECONDARY HOSE CONNECTION

1. 6 PORT CONFIGURATION

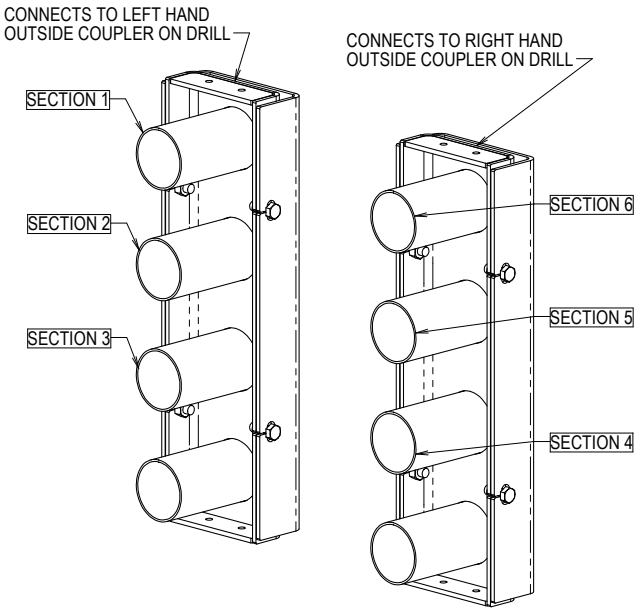
Single Shoot



LEGEND FOR SECONDARY HOSE CONNECTION

Section on Drill	Port on FAN 1 Primary Manifold	Nylon Tag P/N
1	A	1850-81
2	D	1850-82
3	B	1850-83
4	E	1850-84
5	C	1850-85
6	F	1850-86

Double Shoot



LEGEND FOR SECONDARY HOSE CONNECTION

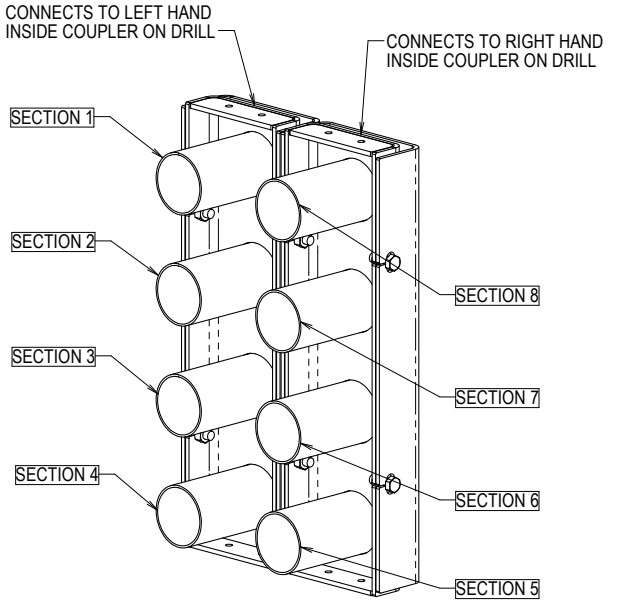
Section on Drill	Port on FAN 2 Primary Manifold	Nylon Tag P/N
1	A	1850-91
2	D	1850-92
3	B	1850-93
4	E	1850-94
5	C	1850-95
6	F	1850-96

NOTE

THE AIR DRILL SECTIONS ARE NUMBERED FROM LEFT TO RIGHT. LEFT AND RIGHT ARE DETERMINED BY STANDING "BEHIND" THE UNIT AND FACING IN THE DIRECTION OF TRAVEL.

2. 8 PORT CONFIGURATION

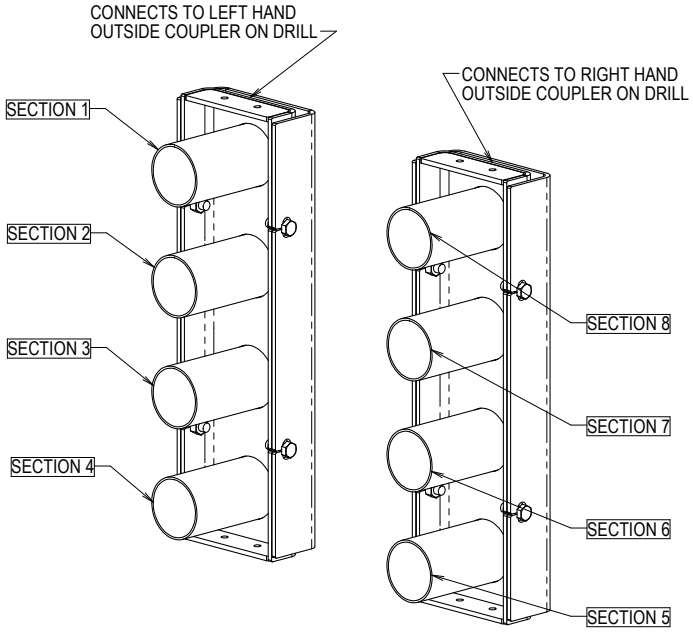
Single Shoot



LEGEND FOR SECONDARY HOSE CONNECTION

Section on Drill	Port on FAN 1 Primary Manifold	Nylon Tag P/N
1	A	1850-81
2	E	1850-82
3	C	1850-83
4	G	1850-84
5	B	1850-85
6	F	1850-86
7	D	1850-87
8	H	1850-88

Double Shoot



LEGEND FOR SECONDARY HOSE CONNECTION

Section on Drill	Port on FAN 2 Primary Manifold	Nylon Tag P/N
1	A	1850-91
2	E	1850-92
3	C	1850-93
4	G	1850-94
5	B	1850-95
6	F	1850-96
7	D	1850-97
8	H	1850-98

NOTE

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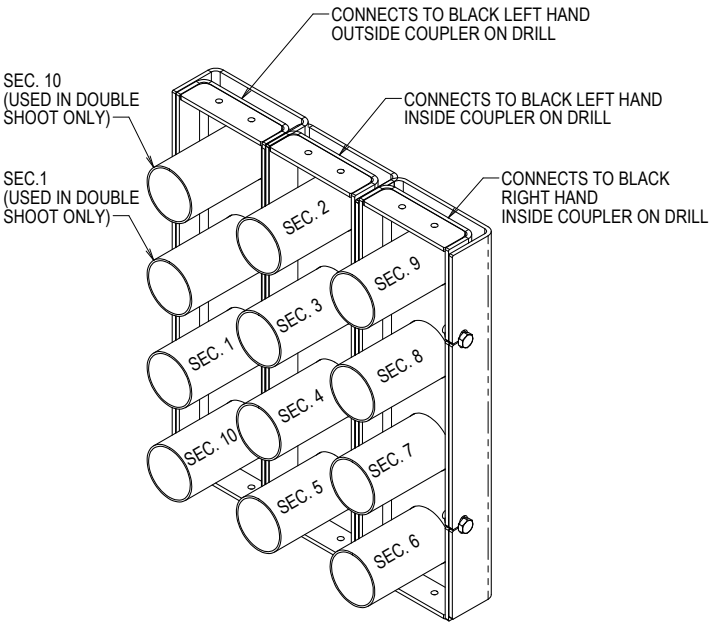
3. 10 PORT CONFIGURATION

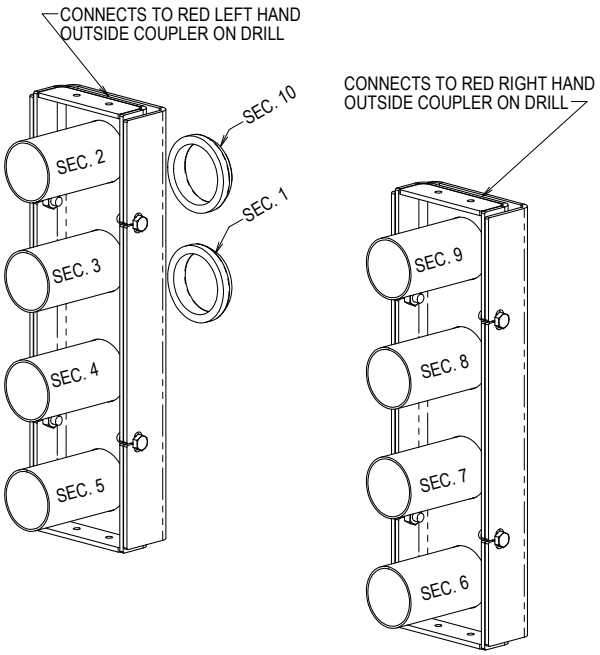
Single Shoot



LEGEND FOR SECONDARY HOSE CONNECTION

Section on Drill	Port on FAN 1 Primary Manifold	Nylon Tag P/N
1	A	1850-81
2	F	1850-82
3	C	1850-83
4	H	1850-84
5	D	1850-85
6	I	1850-86
7	B	1850-87
8	G	1850-88
9	E	1850-89
10	J	1850-80

Double Shoot



LEGEND FOR SECONDARY HOSE CONNECTION

Section on Drill	Port on FAN 2 Primary Manifold	Nylon Tag P/N
1	A	1850-91
2	F	1850-92
3	C	1850-93
4	H	1850-94
5	D	1850-95
6	I	1850-96
7	B	1850-97
8	G	1850-98
9	E	1851-00
10	J	1850-90

NOTE

THE AIR DRILL SECTIONS ARE NUMBERED FROM LEFT TO RIGHT. LEFT AND RIGHT ARE DETERMINED BY STANDING "BEHIND" THE UNIT AND FACING IN THE DIRECTION OF TRAVEL.