Rotary Cutters
RC5015 & RC6015 (540 RPM) and RCM5015 & RCM6015 (1000 RPM)

Read the Operator’s Manual entirely. When you see this symbol, the subsequent instructions and warnings are serious - follow without exception. Your life and the lives of others depend on it!

Cover photo may show optional equipment not supplied with standard unit.

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These are common practices that may or may not be applicable to the products described in this manual.

**Safety at All Times**

Thoroughly read and understand the instructions given in this manual before operation. Refer to the “Safety Label” section, read all instructions noted on them. Do not allow anyone to operate this equipment who has not fully read and comprehended this manual and who has not been properly trained in the safe operation of the equipment.

- Operator should be familiar with all functions of the unit.
- The operator must not use drugs or alcohol as they can change the alertness or coordination of that person while operating equipment. The operator should, if taking over-the-counter drugs, seek medical advice on whether he/she can safely operate the equipment.
- Operate implement from the driver’s seat only.
- Make sure all guards and shields are in place and secured before operating the implement. Do not leave tractor or implement unattended with engine running.
- Dismounting from a moving tractor could cause serious injury or death.
- Do not allow anyone to stand between the tractor and implement while backing up to the implement.
- Keep hands, feet, and clothing away from power-driven parts.
- Wear snug fitting clothing to avoid entanglement with moving parts.
- Watch out for wires, trees, etc., when raising implement. Make sure all persons are clear of working area.
- Turning tractor too tight may cause implement to ride up on wheels. This could result in injury or equipment damage.
- Do not carry passengers on implement at any time.

**Look For The Safety Alert Symbol**

The SAFETY ALERT SYMBOL indicates there is a potential hazard to personal safety involved and extra safety precaution must be taken. When you see this symbol, be alert and carefully read the message that follows it. In addition to design and configuration of equipment, hazard control and accident prevention are dependent upon the awareness, concern, prudence and proper training of personnel involved in the operation, transport, maintenance and storage of equipment.

**Be Aware of Signal Words**

A Signal word designates a degree or level of hazard seriousness. The signal words are:

- **DANGER** Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury. This signal word is limited to the most extreme situations, typically for machine components that, for functional purposes, cannot be guarded.

- **WARNING** Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury, and includes hazards that are exposed when guards are removed. It may also be used to alert against unsafe practices.

- **CAUTION** Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury. It may also be used to alert against unsafe practices.

**For Your Protection**

- Thoroughly read and understand the “Safety Label” section, read all instructions noted on them.

**Shutdown and Storage**

- Lower machine to ground, put tractor in park, turn off engine, and remove the key.
- Detach and store implements in an area where children normally do not play. Secure implement by using blocks and supports.
Use Safety Lights and Devices
△ Slow moving tractors, self-propelled equipment, and towed implements can create a hazard when driven on public roads. They are difficult to see, especially at night.
△ Flashing warning lights and turn signals are recommended whenever driving on public roads. Use lights and devices provided with implement.

Use A Safety Chain
△ A safety chain will help control drawn machinery should it separate from the tractor drawbar.
△ Use a chain with the strength rating equal to or greater than the gross weight of the towed machinery.
△ Attach the chain to the tractor drawbar support or other specified anchor location. Allow only enough slack in the chain to permit turning.
△ Do not use safety chain for towing.

Transport Machinery Safely
△ Comply with state and local laws.
△ Maximum transport speed for implement is 20 mph. DO NOT EXCEED. Never travel at a speed which does not allow adequate control of steering and stopping. Some rough terrain require a slower speed.
△ Sudden braking can cause a towed load to swerve and upset. Reduce speed if towed load is not equipped with brakes.

Practice Safe Maintenance
△ Understand procedure before doing work. Use proper tools and equipment, refer to Operator’s Manual for additional information.
△ Work in a clean dry area.
△ Lower the implement to the ground, put tractor in park, turn off engine, and remove key before performing maintenance.

Use the following maximum speed - tow load weight ratios as a guideline:
△ 20 mph when weight is less than or equal to the weight of tractor.
△ 10 mph when weight is more than weight of tractor but less than double the weight of tractor.
△ IMPORTANT: Do not tow a load that is more than double the weight of tractor.
**Important Safety Information**

Prepare for Emergencies
- Be prepared if a fire starts.
- Keep a first aid kit and fire extinguisher handy.
- Keep emergency numbers for doctor, ambulance, hospital and fire department near phone.

Wear Protective Equipment
- Protective clothing and equipment should be worn.
- Wear clothing and equipment appropriate for the job. Avoid loose fitting clothing.
- Prolonged exposure to loud noise can cause hearing impairment or hearing loss. Wear suitable hearing protection such as earmuffs or earplugs.
- Operating equipment safely requires the full attention of the operator. Avoid wearing radio headphones while operating machinery.

Avoid High Pressure Fluids Hazard
- Escaping fluid under pressure can penetrate the skin causing serious injury.
- Avoid the hazard by relieving pressure before disconnecting hydraulic lines or performing work on the system.
- Make sure all hydraulic fluid connections are tight and all hydraulic hoses and lines are in good condition before applying pressure to the system.
- Use a piece of paper or cardboard, NOT BODY PARTS, to check for suspected leaks.
- Wear protective gloves and safety glasses or goggles when working with hydraulic systems.
- **DO NOT DELAY.** If an accident occurs, see a doctor familiar with this type of injury immediately. Any fluid injected into the skin or eyes must be treated within a few hours or gangrene may result.

Tire Safety
- Tire changing can be dangerous and should be performed by trained personnel using the correct tools and equipment.
- When inflating tires, use a clip-on chuck and extension hose long enough to allow you to stand to one side and NOT in front of or over the tire assembly. Use a safety cage if available.
- When removing and installing wheels, use wheel handling equipment adequate for the weight involved.

Use Seat Belt and ROPS
- Operate only tractors equipped with Roll-Over Protective Structure (ROPS) and seat belt.
- Fasten seat belt snugly and securely to help protect operator from being thrown, crushed, or severely injured if a rollover occurs; and from falling off the tractor and being run over by the tractor and/or cutter. Not using the seat belt can result in serious injury or death.
- Wearing protective equipment such as safety shoes, safety glasses, hard hat, and ear plugs is highly recommended.

Keep Riders Off Machinery
- Riders obstruct the operator's view, they could be struck by foreign objects or thrown from the machine.
- Never allow children to operate equipment.
Safety Labels

Your Rotary Cutters comes equipped with all safety labels in place. They were designed to help you safely operate your implement. Read and follow their directions.

1. Keep all safety labels clean and legible.
2. Refer to this section for proper label placement. Replace all damaged or missing labels. Order new labels from your nearest Land Pride dealer. To find your nearest dealer, visit our dealer locator at www.landpride.com.
3. Some new equipment installed during repair requires safety labels to be affixed to the replaced component as specified by Land Pride. When ordering new components make sure the correct safety labels are included in the request.

4. Refer to this section for proper label placement.
   To install new labels:
   a. Clean the area the label is to be placed.
   b. Spray soapy water on the surface where the label is to be placed.
   c. Peel backing from label. Press firmly onto the surface.
   d. Squeeze out air bubbles with the edge of a credit card or with a similar type straight edge.

![Pinch Point Warning](image1)

**WARNING**

**PINCH POINT OR CRUSHING HAZARD**
To prevent serious injury or death from pinching or crushing:
- Stand clear from implement while folding, raising, unfolding or lowering.

818-045C
Pinch Point Warning

![Caution!](image2)

**CAUTION**

To avoid Injury or Machine Damage:
* Operate only with 540 rpm PTO

818-130C
Caution! Use 540 rpm PTO only

818-240C
Caution! Use 1000 rpm PTO only
danger! rotating driveline contact can cause death keep away!
do not operate without –
• all driveline guards, tractor and
equipment shields in place
• drivelines securely attached at both
  ends.
• driveline guards that turn freely on
  driveline

818-552C
Danger! Rotating Driveline
Entanglement Hazard
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Important Safety Information

RC5015 & RC6015 (540 RPM) and RCM5015 & RCM6015 (1000 RPM) Rotary Cutters

818-540C
Danger! Shield Missing - DO NOT Operate

818-543C
Danger! Guard Missing - DO NOT Operate
818-276C
Warning! Rotating Blade Hazard

818-840C
Danger: Rollover Hazard

818-830C
Safety Combo
Located on Left Wing & Right Wing

818-561C
Warning! Moving Parts Hazard
Located on Left Wing & Right Wing
Important Safety Information

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23572

Standard Clevis Hitch

23572

Double Swivel Clevis Hitch Shown

23572

Standard Clevis Hitch

23572

Bar-Tite Hitch Shown

838-094C

Warning: High Pressure

Located on
Standard Clevis Hitch arm,
Double Swivel Clevis Hitch flat plate
and Bar-Tite Hitch flat plate

838-588C

Warning: Folding Cutter Speed Warning

Located on
Standard Clevis Hitch arm,
Double Swivel Clevis Hitch flat plate
and Bar-Tite Hitch flat plate
818-556C
Danger! Thrown Object Hazard
Located on Left Wing & Right Wing

818-564C
Danger! Rotating Blade
Located on Left Wing & Right Wing

818-229C
Amber Reflector
Located on Left Wing & Right Wing

818-230C
Red Reflector
Located on Left Wing & Right Wing
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Introduction

Owner Assistance
The Warranty Registration card should be filled out by the dealer at the time of purchase. This information is necessary to provide you with quality customer service. If customer service or repair parts are required contact a Land Pride dealer. A dealer has trained personnel, repair parts and equipment needed to service the cutter.
The parts on your cutter have been specially designed and should only be replaced with genuine Land Pride parts. Therefore, should your cutter require replacement parts go to your Land Pride Dealer.

Serial Number Plate
For prompt service always use the serial number and model number when ordering parts from your Land Pride dealer. Be sure to include your serial and model numbers in correspondence also. Refer to Figure 1 for the location of your serial number plate.

Free Maintenance Video
Be sure to request your free copy of the 15' Rotary Cutter Maintenance Guidelines (also applicable to 10', 14' & 20' cutters) video from your local Land Pride dealer.

Further Assistance
Your dealer wants you to be satisfied with your new cutter. If for any reason you do not understand any part of this manual or are not satisfied with the service received, the following actions are suggested:
1. Discuss the matter with your dealership service manager making sure he is aware of any problems you may have and that he has had the opportunity to assist you.
2. If you are still not satisfied, seek out the owner or general manager of the dealership, explain the problem and request assistance.
3. For further assistance write to:

Land Pride Service Department
1525 East North Street
P.O. Box 5060
Salina, Ks. 67402-5060
E-mail address
lpsericedept@landpride.com

Land Pride welcomes you to the growing family of new product owners.
This implement has been designed with care and built by skilled workers using quality materials. Proper assembly, maintenance, and safe operating practices will help you get years of satisfactory use from this machine.
The parts on your Rotary Cutter have been specially designed and should only be replaced with genuine Land Pride parts. Therefore, should your Rotary Cutter require replacement parts go to your Land Pride Dealer.

Application
The heavy duty RC5015, RCM5015, RC6015 and RCM6015 Series Rotary Cutters are designed and built by Land Pride to provide excellent cutting performance on gently sloping or slightly contoured right-of-ways, roadsides, pastures, set-aside-acres, or for residue in row crop fields. The 15’ cutting width, 2” to 14” cutting height and ability to cut weeds and brush make them well suited for these applications. All listed models offer pull-type self-leveling clevis hitches for attachment to 50-250 hp tractors. Both 50 & 60 series feature a Cat. 5 main driveline. Both models offer various safety guard selections making them an excellent choice for state and municipal mowing applications.

See “Type of Lubrication: Multi-purpose Grease” on page 36 and “Section 6: Specifications & Capacities” on page 37 for additional information and performance enhancing options.

Using This Manual
• This Operator’s Manual is designed to help familiarize you with safety, assembly, operation, adjustments, troubleshooting, and maintenance. Read this manual and follow the recommendations to help ensure safe and efficient operation.
• The information contained within this manual was current at the time of printing. Some parts may change slightly to assure you of the best performance.
• To order a new Operator’s or Parts Manual contact your authorized dealer. Manuals can also be downloaded, free-of-charge from our website at www.landpride.com or printed from the Land Pride Service & Support Center by your dealer.

Terminology
“Right” or “Left” as used in this manual is determined by facing forward in the direction the machine will operate while in use unless otherwise stated.

Definitions

IMPORTANT: A special point of information related to its preceding topic. Land Pride’s intention is that this information should be read and noted before continuing.

NOTE: A special point of information that the operator must be aware of before continuing.
Tractor Requirements

Horsepower
The cutter is designed to be used on tractors with 50 to 250 hp.

Hitch
Refer to Figure 1-1:
The cutter uses a drawbar type hitch hook-up. Maintain proper distance, dimension “A”, between center of drawbar hitch pin hole and end of tractor PTO shaft.

- “A” = 14” for 540 rpm
- “A” = 16” for 1000 rpm
- “B” = 8” for 540 rpm and 1000 rpm
- “C” = 18” to 21” for 540 rpm and 1000 rpm

IMPORTANT: PTO damage may occur if distance “A” is not properly maintained.

Hydraulic Outlets
The number of tractor hydraulic duplex outlets is dependent upon how the Rotary Cutter is set-up.

- Two duplex outlets are required if the wings are raised and lowered simultaneously.
- Three duplex outlets are required if the wings are raised and lowered independently.

Control valve kits are available from your local Land Pride dealer if the tractor is not equipped with the correct number of duplex outlets. See “Hydraulic Accessories” on page 23 for available hydraulic kits.

PTO Speed

CAUTION!
Do not over speed PTO. The cutter can be damaged when operated above its rated PTO RPM.

Either a 540 rpm or 1000 rpm tractor Power Take-Off (PTO) is required. The RC5015 and RC6015 cutters are designed for 540 rpm and the RCM5015 and RCM6015 are designed for 1000 rpm.

IMPORTANT: Do not attempt to operate a 540 RPM driveline cutter with a 1000 RPM PTO tractor and do not operate a 1000 RPM driveline cutter with a 540 RPM PTO tractor. Many tractors provide both 540 and 1000 RPM PTO modes. Check your tractor’s manual to determine its capabilities.

Before You Start
Read and understand the operator’s manual for your cutter. An understanding of how it works will aid in the assembly and set-up of your cutter.

It is best to go through the Pre-Assembly Checklist before assembling the cutter. Speed up your assembly task and make the job safer by having all the needed parts and equipment readily at hand.

This cutter has been partially assembled at the factory. However, there is still some assembly required before the cutter is ready for operation.

Pre-Assembly Checklist

<table>
<thead>
<tr>
<th>Check</th>
<th>Reference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fasteners and pins that were shipped with the cutter.</td>
<td>Operator’s Manual</td>
</tr>
<tr>
<td>NOTE: All hardware has been factory installed. If a part or fastener is removed for assembly, remember where it goes. Keep parts separated.</td>
<td></td>
</tr>
<tr>
<td>Be sure the parts get used in the correct location. By double checking while you assemble, you will lessen the chance of using a bolt incorrectly that may be needed later.</td>
<td>Operator’s Manual</td>
</tr>
<tr>
<td>All grease fittings are in place and lubricated.</td>
<td>Section 5 Page 31</td>
</tr>
<tr>
<td>Safety labels are correctly located and legible. Replace if damaged.</td>
<td>Important Safety Information Page 1</td>
</tr>
<tr>
<td>Red and amber reflectors are correctly located and visible when the cutter is in transport position.</td>
<td>Important Safety Information Page 1</td>
</tr>
<tr>
<td>Inflate tires to specified PSI air pressure. Tighten wheel bolts to specified torque.</td>
<td>Section 9 Page 40</td>
</tr>
<tr>
<td>Have a minimum of 2 people at hand while assembling the cutter.</td>
<td>Operator’s Manual</td>
</tr>
<tr>
<td>Have a fork lift or loader with properly sized chains and safety stands on hand for the assembly task.</td>
<td>Operator’s Manual</td>
</tr>
</tbody>
</table>
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Section 1: Assembly & Set-up

Hitch Types
The cutter is factory supplied with the standard clevis hitch. Other optional hitches are available. See your nearest Land Pride dealer should you want to change your hitch set-up.

Standard Clevis Hitch
Refer to Figure 1-2:
A level rod attached to the underside of the clevis keeps the clevis parallel with the tractor drawbar at all cutting heights. Cutter rotation about the tractor drawbar is limited to slots located in the clevis' upper and lower plates and drawbar hole size. Hitch should be secured to the tractor tongue with bolt, washers and nuts to prevent spreading of clevis.

Double Swivel Clevis Hitch (Optional)
Refer to Figure 1-3:
The swivel clevis hitch allows the cutter to pivot about the tractor drawbar freely in two directions. It is designed for cutting hillsides, reducing the twisting torque on the cutter hitch and tractor drawbar. Hitch swivel is greaseable.

Bar-Tite Hitch (Optional)
Refer to Figure 1-4:
The Bar-Tite hitch functions the same as the swivel clevis hitch except it is constructed of case hardened steel and has a bushing in the tongue to extend hitch life. Bushing and hitch swivel are greaseable.

Hitch Assembly
Refer to Figure 1-5:
Instructions below are for cutters equipped with a standard clevis hitch only. See Figure 1-2 on for an illustration of a standard clevis hitch.

1. Install clevis rod (#1) to the lug on the center deck weldment using 3/4" x 1 1/2" clevis pin, 3/4" flat washer and 1/8" x 1 1/4" cotter pin.
2. Install left and right leveling rods (#2) to the hitch frame with 3/4" x 1 1/2" clevis pins, 3/4" flat washers, and 1/8" x 1 1/4" cotter pins. Final adjustment should be made when the cutter is attached to the tractor.
3. Install parking jack (#3) to the hitch frame and secure with attached pin. Adjust parking jack to preferred drawbar height.
Wing Axle Assembly

⚠️ WARNING!
Connect turnbuckle #3 to wing axle #2 before lowering wing. Otherwise, personal injury or damage to the turnbuckle can occur.

**NOTE:** Do not tighten the hardware until assembly is complete.

Refer to Figure 1-6
Wing axle locknuts are tightened for shipping purposes.

1. Loosen lock nuts (#1) slightly and rotate wing axles (#2) to install turnbuckles (#3).
2. Remove cap screws and locknuts (#4).
3. Attach turnbuckles (#3) to the wing axles with existing cap screws and lock nuts (#4).
4. Tighten locknut (#1) until snug. Do not overtighten. Allow wing angle to pivot.
5. Tighten locknut (#4) to the correct torque.

Refer to Figure 1-7:

**IMPORTANT:** Jack attachment pin (#8) must be fully inserted and secured before working on or around a cutter that is not hooked to the tractor drawbar.

**NOTE:** Items 1, 2, 9 and 10 shown in Figure 1-7 are not furnished by Land Pride.

Tractor Hook-up to Standard Clevis Hitch

⚠️ DANGER!
A Crushing Hazard exist when hooking-up equipment to a tractor. Do not allow anyone to stand between the tractor and implement while backing-up to the implement. Do not operate hydraulic 3-point lift controls while someone is directly behind the tractor or near the implement.

1. Make certain the parking jack (#3) is properly attached to the cutter hitch and secured with attachment pin (#8).
2. Back tractor within close proximity of cutter clevis (#11).
3. Raise or lower the parking jack (#3) to align clevis (#11) with the tractor drawbar. Drawbar should fit between lower and upper plates of clevis.
4. Back tractor up to cutter hitch until holes in the drawbar and clevis (#11) are aligned.
5. Insert 1” flat washers (#9) equally above and below tractor drawbar until both spaces between drawbar and clevis plates are filled.
6. Insert 1” x 5” gr5 hex bolt (#1) through top of clevis (#11), 1” washers (#9), drawbar, remaining 1” washers (#9) and out through bottom of clevis (#11). Secure hex bolt with nut (#2). Tighten nut snugly to remove all play and then back nut one-quarter turn. Tighten jamb nut (#10) against nut (#2).
7. Lower jack stand (#3) until hitch weight is removed. Remove jack stand from hitch and store on left hand deck wing storage base. Prevent water and freeze damage by storing it so that the foot is level or lower than the head, especially when the wing is folded up.
8. Attach hitch safety chain (#4) to the tractor. Adjust chain length to remove all slack except what is necessary to permit turning. Lock chain hook securely to the safety chain.
Tractor Hook-up to Swivel Clevis Hitch

**DANGER!**

A Crushing Hazard exist when hooking-up equipment to a tractor. Do not allow anyone to stand between the tractor and implement while backing-up to the implement. Do not operate hydraulic 3-point lift controls while someone is directly behind the tractor or near the implement.

Refer to Figure 1-8:

**IMPORTANT:** Jack attachment pin (#8) must be fully inserted and secured before working on or around a cutter that is not hooked to the tractor drawbar.

1. Make certain the parking jack (#3) is properly attached to the cutter hitch and secured with attachment pin (#8).
2. Back tractor within close proximity of cutter clevis (#11).
3. Raise or lower the parking jack (#3) to align clevis (#11) with the tractor drawbar. Drawbar should fit between lower and upper plates of clevis.
4. Back tractor up to cutter hitch until holes in the drawbar and clevis (#11) are aligned.
5. Insert 1" flat washers (#9) equally above and below tractor drawbar until both spaces between drawbar and clevis plates are filled.
6. Insert 1" x 5" gr5 hex bolt (#1) through top of clevis (#11), 1" washers (#9), drawbar, remaining 1" washers (#9) and out through bottom of clevis (#11). Secure hex bolt with nut (#2). Tighten nut snugly to remove all play and then back nut one-quarter turn. Do Not torque 1" lock nut.
7. Lower jack stand (#3) until hitch weight is removed. Remove jack stand from hitch and store on left hand deck wing storage base. Prevent water and freeze damage by storing it so that the foot is level or lower than the head, especially when the wing is folded up.
8. Attach hitch safety chain (#4) to the tractor. Adjust chain length to remove all slack except what is necessary to permit turning. Lock chain hook securely to the safety chain.

Tractor Hook-up to Bar-Tite Hitch

Refer to Figure 1-9:

1. Attach Bar-Tite clevis hitch to tractor drawbar:
   a. Insert 1" x 5" hex bolt (#7) through hitch top plate (#5), hitch weldment with bushing (#4), hitch base weldment (#2) and tractor drawbar (#13) as shown. Secure with 1" lock nut (#9). Tighten lock nut snugly to remove all play and then back nut one-quarter turn. Do Not torque 1" lock nut.
   b. Insert two 3/4" x 5 1/2" gr5 hex bolts (#8) through, 3/4" flat washers (#11), hitch top plate (#5), hitch base weldment (#2) and formed hitch support (#3) as shown. Secure with 3/4" lock nuts (#10).
   c. Tighten 3/4" lock nuts to the correct torque. See Torque Values Chart on page 41.
   d. Remove 1" x 6 1/2" gr5 hex bolt (#6) and 1" lock nut (#12) from hitch weldment (#4).
Refer to Figure 1-10:

**IMPORTANT:** Jack attachment pin (#8) must be fully inserted and secured before working on or around a cutter that is not hooked to the tractor drawbar.

2. Make certain the parking jack (#3) is properly attached to the cutter and secured with attachment pin (#8).
3. Back tractor within close proximity of cutter hitch.
4. Raise or lower the parking jack (#3) to align hitch (#10) with bolt hole in swivel clevis (#9).
5. Back tractor up to cutter swivel hitch (#9) until hole in hitch weldment with bushing (#10) aligns with holes in swivel clevis (#9).
6. Insert 1" x 6 1/2" gr5 hex bolt (#1) through the cutter swivel hitch (#9) and hitch weldment (#10). Secure hex bolt with lock nut (#2). Tighten lock nut snugly to remove all play. Do Not torque 1" lock nut.
7. Lower jack stand (#3) until hitch weight is removed. Remove jack stand from hitch and store on left hand deck wing storage base. Prevent water and freeze damage by storing it so that the foot is level or lower than the head, especially when the wing is folded up.
8. Attach hitch safety chain (#4) to the tractor. Adjust chain length to remove all slack except what is necessary to permit turning. Lock chain hook securely to the safety chain.

**CAUTION!**
Always disengage PTO, engage parking brake, shut tractor engine off, remove switch key and wait for blades to come to a complete stop before dismounting from tractor.

**IMPORTANT:** The driveline must be lubricated before putting it into service. Refer to “Lubrication Points” on page 31.

**IMPORTANT:** Do not attempt to operate a 540 RPM driveline at 1,000 RPM or a 1,000 RPM driveline at 540 RPM. Many tractors provide both 540 and 1,000 RPM PTO speeds. Check your tractor’s manual to determine its capabilities.

**IMPORTANT:** Read and understand “Section 2: Operating Instructions” beginning on page 18 before operating the Rotary Cutter.

The main driveline may be either constant velocity type or conventional type. Pull-collar couplers and retaining bolts are used to connect the driveline to the tractor and implement gearbox.

A driveline that is too long can damage the tractor, gearbox and/or driveline. Always check driveline length with cutter hitched to the tractor before engaging the PTO.

### Check Driveline Length

**IMPORTANT:** The Rotary Cutter must be hitched with tractor and cutter aligned in a straight line on a level surface. This arrangement provides correct alignment between tractor and gearbox PTO shafts.

1. Park tractor and cutter in a straight line on a level surface. Place gear selector in park, shut tractor engine off, set park brake and remove switch key.
2. Attach pull-collar coupler to tractor PTO shaft and bolted coupler to divider gearbox shaft. Skip to step 5 if driveline fits between tractor and implement.

**Refer to Figure 1-11:**

1. The PTO driveline will require shortening if it does not fit between tractor and cutter gearbox. Shorten driveline as follows:
   a. Pull driveline apart as shown in Figure 1-11.
   b. Attach pull-collar coupler to the tractor PTO shaft and bolted coupler to the divider gearbox shaft. Pull on each driveline section to be sure the universal joints are secured to the shafts.
   c. Hold driveline sections parallel to each other to determine if they are too long. The inner and outer shields on each section should end approximately 1" short of reaching the universal joint shield on the adjacent section (see “B” dimension). If they are too long, measure 1" (‘B’ dimension) back from universal joint shield and make a mark at this location on the inner and outer driveline shields.
d. Cut off inner shield at the mark ("X" dimension). Cut the same amount off the inner shaft ("X1" dimension). Repeat cut off procedure ("Y" & "Y1" dimensions) to the outer driveline half.

e. Remove all burrs and cuttings.

f. Apply multi-purpose grease to the inside of the outer shield and reassemble driveline.

g. Attach inner driveline yoke end to the divider gearbox shaft.

h. Attach outer driveline yoke end to the tractor's shaft.

Each duplex outlet on your tractor can perform only one operation. One outlet is needed for lifting the cutter and one for lifting the wings simultaneously. A third outlet is required if the wings are lifted independently. This will also require replumbing the hydraulics to the wing cylinders.

Your Land Pride dealer can help you determine the best configuration that will match your needs and your tractor capabilities. Optional control valve kits are available if the tractor does not have the required number of duplex outlets. For additional information, See Hydraulic Outlets on page 11.

**DANGER!**

Hydraulic fluid under pressure can penetrate skin. Wear protective gloves and safety glasses or goggles when working with hydraulic systems. Use a piece of cardboard or wood rather than hands when searching for hydraulic leaks. If hydraulic fluid is injected into the skin, it must be treated by a doctor within a few hours or gangrene may result.

Refer to Figure 1-10 on page 15:

1. Route cylinder hoses (#7) through hose support loop and connect to tractor remote outlets.

2. Cycle hydraulic system by raising and lowering center deck cylinder and wing fold cylinders. It may be necessary to purge the hydraulic system of trapped air if operation is sluggish.

**WARNING!**

Be sure center deck and wings are lowered to the ground and all hydraulic pressure is relieved before disconnecting any lines or pipes between the Rotary Cutter and tractor hydraulic system.

The system may be purged as follows:

a. With wings lowered to the ground and hydraulic pressure relieved, loosen hydraulic hose fitting at each wing cylinder slightly to allow fluid to escape.

b. Slowly activate tractor control valve to purge any trapped air from the system.

c. Tighten each fitting.

3. The center deck lift cylinder is purged in the same manner as the wing cylinders. The cutter must be resting on the ground and all hydraulic pressure relieved before loosening hose fitting as described in 2a above.

4. Check driveline for adequate clearance under all ranges of cutter height. With driveline shaft attached to the tractor, slowly raise and lower cutter to its upper and lower limits while observing clearances between hitch and driveline. Adjust tractor drawbar height and/or length if driveline interferes. See Figure 1-1 on page 11 for correct drawbar dimensions.

**IMPORTANT:** Two small chains are supplied with each driveline. These chains must be attached to the outer and inner driveline shields and to the cutter deck or hitch to restrict the shields from rotating.

5. Refer to Figure 1-10 on page 15. Secure chains (#6) on driveline (#5) around hitch clevis rod to restrict driveline outer shield from rotating. Re-latch safety chain to driveline guard.

6. Attach safety chain located on the other end of the driveline (#5) to the cutter's main frame to restrict driveline inner shield from rotating. Re-latch safety chain to driveline guard.

**Hydraulic Hook-up**

The required number of duplex outlets at the tractor is dependent upon how the cutter is set-up.

The standard cutter is equipped with three hydraulic cylinders with one in the center for lifting the cutter and one on each wing for folding the wings simultaneously. All three cylinders are set-up for single action (one-way) operation.
**Unhooking From the Cutter**

1. Park cutter on a level solid hard surface. Place tractor gear selector in park and set park brake.

2. Refer to “Transporting The Cutter”, Figure 2-1 & Figure 2-2 on page 19. Raise wings up in the transport position and place transport lock bars in the locked position. Make sure transport bars are secured in place with lock pins (#2) and hair pins (#1).

3. Remove stroke control spacers from the center hydraulic cylinder and lower cutter until front skids are resting on the ground. Replace stroke control spacers as needed to support wheels at this position.

4. With tractor gear selector in park and park brake set, shut tractor engine off, and remove switch key. Move cylinder lift levers back and forth to release hydraulic line pressure.

5. Refer to “Hitch Types” (Figure 1-2) on page 12. Remove the parking jack (#3) from the left hand wing deck and install to cutter hitch. Secure the parking jack in place with attached jack pin (#4).

6. Adjust the parking jack as needed to remove the hitch pin.

7. Remove hitch pin and unhook hydraulic hoses from tractor. Store hose ends in hose support loop.

8. Lower the parking jack to rest cutter on its front skids.
Pre-start Checklist

Hazard control and accident prevention are dependent upon the awareness, concern, prudence and proper training involved in the operation, transport, maintenance and storage of the cutter. Before beginning to operate your cutter, the following inspections should be made.

- Read and follow the Safety Rules carefully, refer to “Important Safety Information” starting on page 1.
- Read all of the Tractor Hook Up in the “Assembly and Set-up” section on page 11, and all preparation instructions.
- Read the “Operating Instructions” section starting on page 18.
- Refer to the “Maintenance and Lubrication” section starting on page 31 to lubricate the cutter as required.
- Check the cutter initially and periodically for loose bolts and pins, refer to the Torque Values Chart in the “Appendix” section on page 40.
- Make sure all guards and shields are in place, refer to “Important Safety Information” starting on page 1.
- Gearbox Gear Lube, refer to the “Maintenance and Lubrication” section starting on page 33.

Cutter Set-up For Transporting

Refer to Figure 2-1 & Figure 2-2:

**IMPORTANT:** Always disengage the tractor’s PTO before raising the cutter wings to transport position. Drivelines and gearboxes will be damaged if the wings are raised while PTO is turning.

**NOTE:** The wings are controlled with two hydraulic lift cylinders. Be certain that the wing hydraulics are attached to the tractor and the hydraulic hoses are full of oil before proceeding.

If the cutter wings are down, they will need to be raised before transporting on a road and/or through narrow openings.

1. **Disengage tractor PTO** and wait for the cutter blades to come to a complete stop before raising the wings.
2. Raise the cutter wings fully up with the hydraulics.
3. Place tractor gear selector in park, shut tractor engine off, set park brake, remove switch key and dismount from tractor.
4. See Figure 2-2. Remove hairpin clip (#1) from storage pin (#2).
5. Rotate end of transport lock bar (#3) to cylinder pin (#4) as shown in Figure 2-1. Secure with hairpin clip (#1).
6. Repeat steps 4 and 5 for the other wing section. Cutter is now ready for transporting.
Transporting The Cutter

**CAUTION!**

When traveling on public roads at night or during the day, use accessory lights and devices for adequate warning to operators of other vehicles. Comply with all federal, state and local laws.

1. Be sure to reduce tractor ground speed when turning and leave enough clearance so the cutter does not contact obstacles such as buildings, trees or fences.
2. Select a safe ground speed when transporting from one area to another. When traveling on roadways, transport in such a way that faster moving vehicles may pass you safely.
3. When traveling over rough or hilly terrain, shift tractor to a lower gear.

Cutter Set-up For Field Operation

**WARNING!**

The following operational procedures should be carried out by the tractor operator. Other persons should be cleared of the area even during cutter set-up. Cutter operation should be stopped when in the vicinity of other persons.

Refer to Figure 2-3:

1. Inspect the wing blade carriers and cutting blades prior to lowering the wings. The cutting blades may become locked together (overlapped) when the wings are raised to transport position. Operating the cutter under such circumstances will result in severe deck vibration. Inspect the wing decks for a locked blade condition prior to power-on operation. Use a pry bar or other tool to separate the blades when necessary.

Refer to Figure 2-1 & Figure 2-2 on page 18:

2. Fully raise the wings to release any tension on the transport lock bar as shown in Figure 2-1. Remove hairpin clip (#1) from both the left and right cylinder pins (#4).
3. Rotate end of transport lock bar (#3) to the storage pin (#2) as shown in Figure 2-2. Secure with hairpin clips (#1).
4. Lower wing sections to the down position.
5. Increase throttle to approximately 1/4 engine speed and slowly engage driveline. Also see note below.

**NOTE:** The cutter height is controlled with a hydraulic lift cylinder.

**NOTE:** Use tractor’s PTO soft start option if available.

6. Ensure that all power shafts are rotating and that the cutter has no vibration.
7. Continue to increase throttle to full 540 or 1000 PTO speed before commencing forward operation.
Section 2: Operating Instructions

Operating Speed & Turning Angle
Refer to Figure 2-4 & Figure 2-5:

Optimum ground speed depends on the density of the material being cut, the horsepower rating of the tractor and terrain. Always operate the tractor at the cutter’s full rated PTO speed in a gear range that allows the cutter to make a smooth cut without luging the tractor down, usually between 2 to 5 mph.

Avoid tractor-to-cutter turning angles exceeding 35 degrees (Figure 2-4) if the main driveline is a standard conventional shaft. Turning angle may be increased to 80 degrees (Figure 2-5) if the cutter is equipped with a constant velocity driveline shaft. These extreme angles are intended for intermittent usage only and not prolonged usage. Plan your field cutting to minimize the number of turns as well as extreme turning angles.

WARNING!
Do not operate this cutter under any terrain conditions where, on a continuous cut, the wing angle exceeds 45 degrees up. Ensure that the wing wheels are in continuous ground contact at all times. Use the float position of your tractor’s hydraulic system to provide automatic wing float position for varying terrain conditions.

General Operating Instructions

CAUTION!
To prevent personal injury caused by thrown objects, the use of front & rear safety guards is strongly recommended! To avoid injury or death from entanglement in rotating drivelines, the drive gearbox shields must be in place and secure when operating.

DANGER!
Rotary cutters have the ability to discharge objects at high speeds; therefore, the use of front & rear safety guards is strongly recommended when cutting along highways or in an area where people may be present.

CAUTION!
Damage may occur if exceeding the rated cutting capacity of the cutter!

CAUTION!
Do not over speed PTO or machine damage may result. RC series are designed for a tractor with 540 RPM rear PTO and RCM series are designed for a tractor with 1000 RPM rear PTO.

DANGER!
Do not lift deck to use cutting blades as a fan. Cutting blades are not properly designed or guarded for this use. Using the deck as a fan can result in injury and/or death.

DANGER!
Do not operate 15 ft. cutters without both wings attached to the center deck. Removing one wing will expose blades and increase risk of cutter overturning. Removing both wings will expose blades on both sides. Exposed blades can result in serious injury and/or death.

It is important that you familiarize yourself with the Operator’s Manual, completed the Operators Checklist, properly attached the cutter to your tractor, made leveling adjustments, and preset your cutting height before beginning a running operational safety check on your Land Pride RC(M)5015 and RC(M)6015 Series Rotary Cutters.

It’s now time to do a running operational safety check. It is important that at any time during this safety check you detect a malfunction in either the cutter or tractor that you immediately shut the tractor off, remove the key, and make necessary repairs and/or adjustments before continuing on.
Make sure before starting the tractor that the park brake is engaged, the PTO is disengaged, and the cutter is resting on the ground with both wings down. Start the tractor and set the engine throttle speed at a low idle. Raise the cutter with the tractor’s rear hydraulic lift control lever to transport position making sure that the PTO shaft does not bind and does not contact the cutter frame. Lower the cutter to the ground and at a low engine speed engage the PTO. If everything is running smoothly at a low idle, slowly raise the cutter to transport height checking for bind or chatter in the driveline. Lower the cutter to the ground and increase the tractor’s engine rpm until it reaches the cutter’s full PTO operating speed which will be either 540 or 1000rpm. If everything is still running smoothly, once more raise the cutter to transport height to check for driveline bind or chatter. Lower the cutter to the ground, return the engine to a low idle, and disengage the PTO. Position the adjustable stops on the tractor’s hydraulic lift lever so the cutter can be consistently returned to the same cutting and transport height. Make a tight turn to ensure that the rear tractor tires are not coming into contact with the deck.

You should now be ready to transport to your cutting site at a safe ground speed. On roadways, transport in such a manner that faster moving vehicles can easily see you and pass you safely. Reduce your speed when traveling over rough and hilly terrain. Avoid quick or sharp steering corrections. Take extra care to insure that the mower doesn’t come into contact with obstacles such as trees, buildings or fences. Use accessory lights and appropriate reflective devices to provide adequate warning to pedestrians and other vehicle operators when traveling on public roads and in the dark of night. Comply with all local, state and federal laws.

It is important that you inspect the area where you will be cutting and clear it of safety hazards and foreign objects either before or after you arrive at the cutting site. Never assume the area is clear. Cut only in areas you are familiar with and are free of debris and unseen objects. Extremely tall grass should be cut twice to detect potential hazards. In the event you do strike an object stop the cutter and tractor immediately to inspect and make necessary repairs to the cutter before resuming operation. It really pays to inspect a new area and to develop a safe plan before cutting.

You will need to maintain either 540 or 1000 rpm PTO speed and 2 to 5 mph ground speed to produce a clean cut. Make a tractor gear and range selection that will enable you to maintain these speed combinations. Generally the quality of cut is better at lower ground speeds. Dense ground cover will create the need to slow down even more. In certain conditions tractor tires will roll grass down resulting in an uneven cut when the grass fails to rebound. Should this happen you may try reversing the direction of cut and/or double cut to achieve the desired finish. Avoid very low cutting heights especially on extremely uneven terrain. Always cut downward on slopes and avoid crossing the face of steep slopes. Avoid sharp drops and cross diagonally through dips to prevent hanging up the tractor and cutter. Slow down in turns and avoid sharp turns if at all possible. Remember to look back often.

Now that you’re prepared and well briefed you may begin cutting. Begin cutting by doing the following:

- Reducing the tractor’s engine rpm.
- Make sure the wings are on the ground and the cutter is in cutting position.
- Engage the PTO.
- Raise the engine rpm to the appropriate PTO speed.
- Begin cutting.

Make wide turns when possible. Operators of pull-type models must plan ahead and choose a cutting pattern that allows for wider turns. Try increasing or decreasing ground speed to determine the effect on quality of cut. With a little practice you will be pleased with what you and your Land Pride Rotary Cutter can do.

Whether you are done mowing, need to take a break, or just need to make a few adjustments to the cutter, remember to always do the following:

- Reduce the tractor’s engine rpm.
- Disengage the PTO.
- Stop on level ground.
- Set the park brake.
- Turn off the engine and remove the key.
- Stay on the tractor until the cutter blades have come to a complete stop.
Center and Wing Section Leveling

These adjustments should be made with the cutter hooked up to the same tractor that will be used for field operations or one having the same drawbar height. Cutter adjusting rods are set at the factory prior to shipment. The adjusting rods control the draw bar height at the hitch clevis.

Refer to Figure 3-1, Figure 3-2 & Figure 3-3:
1. Attach the cutter to the tractor and position it on level ground.
2. Raise both wings to locked position.

Refer to Figure 3-1:
3. Using tractor's hydraulics, adjust height of center deck to 2-3 inch clearance between front skids (#2) and ground. Check deck levelness by making measurements from center of hinge rod (#1) to ground at the front and back on both side of the deck. All measurements should be equal if deck is level.

5. Repeat steps 3 and 4 for the right hand leveling rod. Be sure that both sides of the deck are equal distance from the ground and that the right and left leveling rods are equally tight.

6. See Figure 3-3. Lower wings to ground position. Wing sections may need adjusting now that the center section is level. Loosen jam nut (#4) and rotate the adjusting turnbuckle (#5) to desired position. Re-tighten jam nut (#4).

NOTE: Lengthening leveling rods with adjusting nuts (#3) will lower the front of the cutter.

4. If deck is not level, loosen jam nut (#2) on the left side and rotate leveling rod adjusting nut (#3) until the deck's left side is level from front to rear. Re-tighten jam nut (#2).

Cutting Height Adjustment

Refer to Figure 3-4:
The cutter comes standard with hydraulic height control. Stroke control spacers are supplied to accommodate various cutting heights.
Safety Guard Options

⚠️ DANGER!

Rotary Cutters have the ability to discharge objects at high speeds; therefore, the use of front and rear safety guards is strongly recommended when cutting along highways and in areas where people may be present.

**IMPORTANT:** Not all objects will be stopped by the safety guards. Therefore, Land Pride recommends using extreme caution when cutting in public areas. It is best to operate the Rotary Cutter when no one is around except the operator.

Land Pride offers three types of safety guards to best suit your application. They are the rubber guard, single chain guard and double chain guard. The rubber guard is designed for light duty applications. The single chain guard is designed to handle heavier applications where the cutter blades contact solid, dense objects capable of tearing through the rubber. Double chain guards provide the highest degree of protection against objects being thrown.

**Part Number & Description**

<table>
<thead>
<tr>
<th>Rubber Guards</th>
<th>318-345A</th>
<th>Front Rubber Safety Guards</th>
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<td>318-701A</td>
<td>Rear Rubber Safety Guards</td>
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<table>
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<th>318-344A</th>
<th>Front Single Chain Safety Guards</th>
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<td>318-630A</td>
<td>Rear Single Chain Safety Guards</td>
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<table>
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<tr>
<th>Double Chain Guards</th>
<th>318-346A</th>
<th>Front Double Chain Safety Guards</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>318-631A</td>
<td>Rear Double Chain Safety Guards</td>
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</table>

Hydraulic Accessories

**Independently Controlled Deck Wings**

Land Pride offers a kit for raising the deck wings independently to clear small obstacles in the field without maneuvering around them. Your tractor will require three duplex outlets to raise the wings independently. If needed, you can add duplex outlets to your tractor by purchasing Land Pride’s 3 Spool Control Valve Kit or their Selector Control Valve Kit. See “Duplex outlets” below if additional outlets are required.

**IMPORTANT:** Never operate this cutter under any terrain conditions where, on a continuous cut, the wing angle exceeds 45 degrees up. Damage to the wing driveline and gearboxes can occur. Raise wing only to clear obstacles and then lower the wing immediately after clearing the obstacles.

Follow all safety precautions in this manual especially information regarding raising the wings up with PTO running.

**Part Number & Description**

| 318-316A | Hydraulic Wing Control Kit |

**Duplex outlets**

Some tractors do not have enough duplex outlets to handle the equipment connected the tractor. Land Pride offers the following kits to add duplex outlets to your tractor.

**3 Spool Control Valve Kit:** This kit is for tractors with a single duplex outlet. It converts the single duplex outlet into three duplex outlets with three hydraulic controlled levers.

**Selector Control Valve Kit:** This kit is for tractors needing only one additional duplex outlet. It converts one of the tractor’s duplex outlets into two duplex outlets with a control valve. A selector switch on the control valve selects which of the two duplex outlets is operational with the tractor hydraulic control lever.

See your local Land Pride dealer if your tractor is not properly equipped with the correct number of duplex outlets.

**Part Number & Description**

<table>
<thead>
<tr>
<th>312-315A</th>
<th>3 SPOOL CONTROL VALVE KIT</th>
</tr>
</thead>
<tbody>
<tr>
<td>312-316A</td>
<td>SELECTOR CONTROL VALVE KIT</td>
</tr>
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</table>
General Maintenance Information

Proper servicing and adjustment is the key to the long life of any implement. With careful and systematic inspection, you can avoid costly maintenance, time and repair.

Check all bolts after using the unit for several hours to be sure they are tight.

Replace any worn, damaged or illegible safety labels by obtaining new labels from your Land Pride Dealer.

Cutter Blade Maintenance

⚠️ DANGER!
Always disconnect main driveline from tractor PTO before servicing the underside of the cutter deck. Cutter can be engaged if tractor is started resulting in damage to the cutter, bodily injury and/or death.

⚠️ WARNING!
Always secure cutter deck in the up position with solid supports before servicing the underside of the cutter. Never work under equipment supported by hydraulics. Hydraulics can drop equipment if controls are actuated or if hydraulic lines burst. Either situation can drop the cutter instantly even when power to the hydraulics is shut off.

1. Always disconnect main driveline from tractor PTO and secure cutter deck in the up position with solid supports before servicing the underside of the cutter.
2. Always inspect cutting blades before each use. Make certain they are properly installed and are in good working condition. Replace any blade that is damaged, worn, bent, or excessively nicked. Small nicks can be ground out when sharpening.
3. Both blades should be sharpened at the same angle as the original cutting edge and must be replaced or re-ground at the same time to maintain proper balance in the cutting unit. The following precautions should be taken when sharpening the blades:
   a. Do not remove more material than necessary.
   b. Do not heat and pound out a cutting edge.
   c. Do not grind blades to a razor edge. Leave a blunt cutting edge approximately 1/16” thick.
   d. Always grind the cutting edge so that the end of the blade remains square to the cutting edge and not rounded.
   e. Do not sharpen the back side of the blade.
   f. Both blades should weigh the same after sharpening with not more than 1 oz. difference.

4. Examine blade bolts for excessive wear and replace if necessary. To replace blade bolts:
   a. Order land Pride blade bolt part #802-277C and lock nut #803-170C.
   b. Refer to Figure 5-1: Carefully check the cutting edges of the blades in relation to the blade carrier rotation to ensure correct blade placement.
   c. Torque blade lock nut to 450 ft-lbs. An extended cheater bar may be required.

5. If replacing dishpan, nut on gearbox output shaft should be torqued to 550 ft-lbs. minimum and cotter pin installed in nut with legs securely bent around nut.

![Blade Rotation Figure 5-1](image)

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Part Description</th>
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<tbody>
<tr>
<td>820-168C</td>
<td>CUTTER BLADE 1/2 x 4 x 29 CCW (CTR)</td>
</tr>
<tr>
<td>820-169C</td>
<td>CUTTER BLADE 1/2 x 4 x 23 CCW (RH WING)</td>
</tr>
<tr>
<td>820-170C</td>
<td>CUTTER BLADE 1/2 x 4 x 23 CW (LH WING)</td>
</tr>
<tr>
<td>802-277C</td>
<td>BLADE BOLT 1 1/8-12 x 3 7/16 WITH KEY</td>
</tr>
<tr>
<td>803-170C</td>
<td>NUT HEX TOP LOCK 1 1/8-12 PLATE</td>
</tr>
<tr>
<td>804-147C</td>
<td>WASHER FLAT 1 HARD ASTMF436 PN</td>
</tr>
</tbody>
</table>
Drivelines With Slip Clutches

CAUTION!
Engage parking brake, disengage PTO, shut off tractor, and remove key before working on or around the driveline and/or slip clutch.

CAUTION!
Slip clutches that have been in use or have been slipped for only two or three seconds during run-in may be too hot to touch. Allow a hot clutch to cool before working on it.

Cutter drive components are protected from shock loads by a friction slip clutch. The clutch must be capable of slippage during operation to protect the gearbox, driveline and other drive train parts.

Friction clutches should be “run-in” prior to initial operation and after long periods of inactivity to remove any oxidation that may have accumulated on the friction surfaces. Repeat “run-in” instructions at the beginning of each season and when moisture and/or condensation seizures the inner friction plates.

Refer to Figure 5-2 to determine which friction clutch your cutter has. Follow “run-in” instructions on the following pages for your specific clutch type.

Type A Clutches

Clutch Run-In

Refer to Figure 5-3:

1. Using a pencil or other marker, scribe a line across the exposed edges of the clutch plates and friction disks.

2. Carefully loosen each of the 8 spring retainer nuts by exactly 2 revolutions. It will be necessary to hold hex end of retainer bolt in order to count the exact number of revolutions.

3. Make sure the area is clear of all bystanders and machine is safe to operate.

4. Start tractor and engage PTO drive for 2-3 seconds to permit slippage of the clutch surfaces. Disengage PTO, then re-engage a second time for 2-3 seconds. Disengage PTO, shut off tractor and remove key. Wait for all components to stop before dismounting from tractor.

5. Inspect clutch and ensure that the scribed markings made on the clutch plates have changed position. Slippage has not occurred if any two marks on the friction disk and plate are still aligned. A clutch that has not slipped must be disassembled to separate the friction disk plates. See “Clutch Disassembly, Inspection & Assembly” below.

6. Tighten each of the 8 spring retainer nuts on the clutch housing exactly 2 revolutions to restore clutch to original setting pressure.

7. Allow clutch to cool to ambient temperature before operating again. Clutch is now ready for use.

8. The clutch should be checked during the first hour of cutting and periodically each week. An additional set of scribe marks can be added to check for slippage. See Figure 5-5 to adjust spring length.

Disassembly

IMPORTANT: Not all Type A clutch components are arranged as illustrated in Figure 5-4. Also some have more components than others. Be sure to keep track of order and orientation of your clutch components during disassembly.

Disassembly of clutch is simply a matter of first removing spring retainer nuts (#1), springs (#2) and bolts (#3) from the assembly. Each friction disk (#4) must then be separated from the metal surface adjacent to it.

Inspection

Inspect all parts for excessive wear and condition. Clean all parts that do not require replacement. The original friction disk thickness is 1/8” (3.2mm) and should be replaced if thickness falls below 3/64” (1.1mm). If clutches have been slipped to the point of “smoking”, the friction disks may be damaged and should be replaced. Heat buildup may also affect the yoke joints.
Assembly
Reassemble each friction disk (#4) next to the metal plate it was separated from. Install bolts (#3) through the end plates and intermediate plates as shown. Place springs (#2) over the bolts and secure with nuts (#1).

**Type A Clutch Disassembly**

Refer to Figure 5-5 & Table Below:
Progressively tighten each spring retainer bolt until correct spring height “A” is reached.

**Type A Clutch Adjustment**

**Type B Clutches**

**Clutch Run-In**

Refer to Figure 5-6:
1. Using a pencil or other marker, scribe a line across the exposed edges of the clutch plates and friction disks.
2. Carefully loosen each of the 6 nuts by exactly 1 revolution. It will be necessary to hold hex end of retainer bolt in order to count exact number of revolutions.

**Type B Clutch Run-In**

Refer to Figure 5-6:
3. Make sure the area is clear of all bystanders and machine is safe to operate.
4. Start tractor and engage PTO drive at idle for 2-3 seconds to permit slippage of friction plates. Disengage PTO, shut off tractor and remove key. Wait for all components to come to a complete stop before dismounting from tractor.
5. Inspect clutch to ensure that the scribed markings made on the clutch plates and friction disc have changed positions. If any two marks are still aligned, then the clutch did not slip as it should. Skip to step 8 if all clutch plates slipped.
6. If the friction clutch did not slip, loosen the nuts one more revolution. Make sure the nuts have full thread engagement on the bolt and then repeat steps 4 - 5.
7. A clutch that does not slip must be disassembled to separate the friction disk plates. See “Clutch Disassembly, Inspection & Assembly” below.
8. Tighten each of the nuts on the clutch back to their original location to restore clutch pressure.
9. Allow clutch to cool to ambient temperature before operating again. Clutch is now ready for use.
10. The clutch should be checked during the first hour of cutting and periodically each week. An additional set of scribe marks can be added to check for slippage.

**Clutch Disassembly, Inspection & Assembly**

The clutch must be disassembled into its separate friction disks if clutch run-in procedure above indicated that one or more friction disks did not slip. See disassembly instructions on the following page.
Disassembly
Refer to Figure 5-7:

**IMPORTANT:** Do not remove nuts (#8) from bolts (#7) until after Belleville spring (#6) is relaxed and not pressing against any of the six nuts (#8).

1. Unscrew nuts (#8) equal amounts until all belleville spring tension is removed. Do not remove nuts until tension against all nuts has been removed.
2. Remove nuts (#8) and bolts (#7).
3. Separate all friction disks (#2) from plates (#4 & #5), hub (#3) and yoke flange (#1).

**Type B Clutch Assembly**

**2-Plate Assembly**
Driveline 826-185C

**4-Plate Assembly**
Driveline 826-481C

**Type C Clutches**

**Clutch Run-In**
Refer to Figure 5-8 (View - A):

1. Using a pencil or other marker, scribe a line across the exposed edges of the clutch plates and friction disks.
2. Tighten all 4 nuts uniformly until spring load is low enough that the clutch slips freely with PTO engaged.

**Type C Clutch Run-In**
Figure 5-8

3. Make sure the area is clear of all bystanders and machine is safe to operate.
4. Engage PTO for 2-3 seconds to permit slippage of clutch surfaces. Disengage PTO, then re-engage a second time for 2-3 seconds. Disengage PTO, shut off tractor, and remove key. Wait for all components to stop before dismounting tractor.
5. Inspect clutch and ensure that the scribed markings made on the clutch plates have changed position. Slippage has not occurred if any two marks on the friction disk and plate are still aligned. A clutch that has not slipped must be disassembled to separate the friction disk plates. See “Clutch Disassembly, Inspection & Assembly” below.

Refer to Figure 5-8 (View - B):

6. If no two marks on the friction disk and plate are still aligned, Turn all 4 nuts fully back.
7. Allow clutch to cool to ambient temperature before operating again. Clutch is now ready for use.
8. The clutch should be checked during the first hour of cutting and periodically each week. An additional set of scribe marks can be added to check for slippage.

**Clutch Disassembly, Inspection & Assembly**

If clutch run-in procedure above indicated that one or more of the friction disks did not slip, then the clutch must be disassembled to separate the friction disks.

**IMPORTANT:** To prevent injury, secure clutch firmly in a vise or other clamping device.
### 4-Plate Disassembly

**Step 1**
If included, remove end half clamps.

**Step 2**
Tighten the four hex nuts uniformly until the clutch pack and hub are loose.

**Step 3**
Bend all four retaining lugs out on edge of clutch housing.

**Step 4**
Remove thrust plate with Belleville Springs and lug rings to access friction discs and hub for inspection or service.

**Step 5**
Inspect friction discs and hub.

---

### 4-Plate Assembly

**Step 1**
Place hub and friction discs into the housing.

**Step 2**
Compress Belleville Springs to the pressure plate by tightening the four hex nuts and then placing the assembly into the clutch housing.

**Step 3**
Bend retaining lugs inward over the Belleville Spring edges to secure the spring before backing the four hex nuts off.

**Step 4**
With lugs bent in, loosen the four hex nuts completely to the end of the threaded studs.

**Step 5**
Install end half clamps if available.
Skid Shoe Maintenance

**WARNING!**
Excessive wear on skid shoes may cause inadequate operation of cutter and create a safety hazard!

There are two skid shoes mounted on either side of the center section and one skid shoe mounted on each wing section. Check all skid shoes for wear and replace if necessary. Order only genuine Land Pride parts from your local Land Pride Dealer.

<table>
<thead>
<tr>
<th>Part No.</th>
<th>Part Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>318-145H</td>
<td>CENTER SKID SHOE (RH)</td>
</tr>
<tr>
<td>318-146H</td>
<td>CENTER SKID SHOE (LH)</td>
</tr>
<tr>
<td>318-335D</td>
<td>WING SKID SHOE (S/N292792+)</td>
</tr>
<tr>
<td>802-466C</td>
<td>PLOW BOLT, 3/8&quot; - 16 x 1 1/1/4&quot; grade 5</td>
</tr>
</tbody>
</table>

### Center Skid Shoe

**Refer to Figure 5-9:**

Replace center skid shoes as follows:

1. Remove 1/2"-13 hex whiz nuts (#2), 1/2" -13 x 2" gr8 hex bolts (#3) and center skid shoe (#1) as shown.
2. Attach new skid shoe (#1) to cutter with existing 1/2" hex bolts (#3), existing top plate (#4) and secure with existing 1/2" hex whiz nuts. Torque to 105 ft. lbs.
3. Repeat on opposite side of center section.

![Center Skid Shoe](image)

Wing Skid Shoe

**Refer to Figure 5-10:**

Replace wing skid shoes as follows:

1. Remove 3/8" hex whiz nuts (#3), 3/8" plow bolts (#2) and wing skid shoe (#1) as shown.
2. Plow bolts (#2) should be checked for wear and replaced if necessary.
3. Attach new skid shoe (#1) to cutter with existing 3/8" plow bolts (#2) and secure with 3/8" hex whiz nuts. Torque to 31 ft. lbs.
4. Repeat on opposite wing section.

![Wing Skid Shoe](image)

### Tractor Maintenance

One of the most important things you can do to prevent hydraulic system problems is to ensure that your tractor's reservoir remains free of dirt and contamination.

Use a clean cloth to wipe the hose ends before attaching them to your tractor. Replace the filter element for your tractor's hydraulic system at the prescribed intervals. These simple maintenances will go a long way to prevent the occurrence of control valve and hydraulic cylinder problems.
Storage

It is good practice to clean, inspect, service and make necessary repairs to the cutter when parking it for long periods and when parking it at the end of a working season. This will help ensure the cutter is ready for field use the next time you hook-up to it.

⚠️ DANGER!

Always disconnect main driveline from tractor PTO and secure cutter deck in the up position with solid supports before servicing the underside of the cutter.

1. Clean off any dirt and grease that may have accumulated on the cutter and moving parts. Scrape off compacted dirt from the bottom of deck and then wash surface thoroughly with a garden hose. A coating of oil may also be applied to the lower deck area to minimize oxidation.

2. Check blades and blade bolts for wear and replace if necessary. See "Cutter Blade Maintenance" on page 24.

3. Inspect for loose, damaged or worn parts and adjust or replace as needed.

4. Lubricate as noted in “Lubrication Points” starting on page 31.

5. Replace all damaged or missing decals.

6. Store cutter on a level surface in a clean, dry place. Inside storage will reduce maintenance and make for a longer cutter life.

7. Follow all unhooking instructions on page 17 when disconnecting tractor from cutter.

8. Repaint parts where paint is worn or scratched to prevent rust. Ask your dealer for Aerosol Land Pride touch-up paint. They are also available in touch-up bottles with brush, quarts and gallon sizes by adding TU, QT or GL to the end of the Aerosol part number.

<table>
<thead>
<tr>
<th>Land Pride Touch-up Paint</th>
</tr>
</thead>
<tbody>
<tr>
<td>Part No.</td>
</tr>
<tr>
<td>821-011C</td>
</tr>
<tr>
<td>821-002C</td>
</tr>
<tr>
<td>821-054C</td>
</tr>
<tr>
<td>821-058C</td>
</tr>
</tbody>
</table>
Lubrication Points

<table>
<thead>
<tr>
<th>Lubrication Legend</th>
<th>Multi-purpose spray lube</th>
<th>Multi-purpose grease lube</th>
<th>Multi-purpose oil lube</th>
<th>50 hrs</th>
<th>Intervals in hours at which lubrication is required</th>
</tr>
</thead>
</table>

**Axle Hub Bearing**

Repack wheel bearings
Type of Lubrication: Wheel Bearing Grease
Quantity = Coat Generously

**NOTE:** The tailwheel hub is equipped with a relief hole located directly opposite the grease fitting. The relief hole releases pressure from inside the hub casting when it is greased. The hub should be greased until grease purges from the relief hole.

**Adjustable Turnbuckle**

Type of Lubrication: Multi-Purpose Grease
Quantity = As required
Main Hitch

Type of Lubrication: Multi-Purpose Grease
Quantity = As required

Double Swivel Clevis Hitch

Type of Lubrication: Multi-purpose Grease

Bar-Tite Hitch

Type of Lubrication: Multi-purpose Grease
**Divider Box**

Type of Lubrication: 80-90W EP  
Quantity = As required  
NOTE: Do not overfill! Cutter should be level when checking oil. If, for any reason, all oil has been removed from gearbox, refill to level plug and allow air to bleed up from lower cavity, then recheck.

**Gearbox**

**IMPORTANT:** Your cutter is shipped with the gearbox vent plug/dipstick installed in the gearbox. Please see your Land Pride dealer if the vent plug/dipstick was not included.

**IMPORTANT:** Do not overfill! Level cutter and wait for gearbox oil to cool before checking. An unlevel cutter or a gearbox with hot oil will not show correct oil level on the dipstick.

Make sure wings are down. Unscrew top vent plug in gearbox to remove dipstick. Wipe excess oil from dipstick and screw it back into the plug hole. Remove dipstick again and check oil level mark on dipstick. If low, fill through top plug hole in gearbox with EP90 oil until oil reaches full mark on dipstick. Reinstall vent plug with dipstick and tighten.  
Take your gearbox to a Land Pride dealer if it requires service.  
Type of Lubrication: EP90 Oil  
Quantity = Fill until oil reaches full mark on dipstick.

**Intermediate Driveline Joints**

Type of Lubrication: Multi-purpose Grease
Section 5: Maintenance & Lubrication

Conventional Driveline Profile Tubes

Type of Lubrication: Multi-purpose Grease
Quantity = Coat Generously

Conventional Driveline Joints & Shields

Type of Lubrication: Multi-purpose Grease
Section 5: Maintenance & Lubrication

Constant Velocity Driveline Joints & Shields

Type of Lubrication: Multi-purpose Grease

Quantity = Coat Generously

NOTE: To extend the life of the constant velocity joint, extensive lubrication must be performed every 8 hours of operation.

- The constant velocity joint should be greased in a straight position forcing grease through the passages and into the cavity. After lubrication, grease should be visible around the ball joints.
- The constant velocity driveline comes equipped with a grease zerk in the outer telescoping member and must be greased every 8 hours to prevent premature failure of the joint.
- Grease fittings are located on the u-joints and driveline shields and should be lubricated every 8 hours of operation.
Section 5: Maintenance & Lubrication

Wing Driveline Profile Tubes

Type of Lubrication: Multi-purpose Grease
Quantity = Coat Generously

Wing Driveline Joints & Shields

Type of Lubrication: Multi-purpose Grease
### Section 6: Specifications & Capacities

#### RC5015, RCM5015, RC6015 & RCM6015

<table>
<thead>
<tr>
<th>Feature</th>
<th>RC5015 &amp; RCM5015</th>
<th>RC6015 &amp; RCM6015</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Cutting Width</strong></td>
<td>15'-0&quot;</td>
<td>15'-0&quot;</td>
</tr>
<tr>
<td>Overall Width</td>
<td>15'-8&quot;</td>
<td>15'-8&quot;</td>
</tr>
<tr>
<td>Minimum Transport Width</td>
<td>8'-0&quot;</td>
<td>8'-0&quot;</td>
</tr>
<tr>
<td><strong>Cutting Height</strong></td>
<td>2&quot; - 14&quot;</td>
<td>2&quot; - 14&quot;</td>
</tr>
<tr>
<td><strong>Cutting Capacity</strong></td>
<td>3&quot;</td>
<td>4&quot;</td>
</tr>
<tr>
<td><strong>Overall Length</strong></td>
<td>15'-1&quot;</td>
<td>15'-1&quot;</td>
</tr>
<tr>
<td>Deck Material Thickness</td>
<td>10 gauge</td>
<td>3/16&quot;</td>
</tr>
<tr>
<td>Deck Rings</td>
<td>Optional</td>
<td></td>
</tr>
<tr>
<td>Shredder Baffle Kit</td>
<td>Optional</td>
<td>N/A</td>
</tr>
<tr>
<td>Deck Height</td>
<td>10 1/2&quot;</td>
<td>10 1/2&quot;</td>
</tr>
<tr>
<td><strong>Hitch Type</strong></td>
<td>Pull Type, Self - Leveling Hitch &amp; Clevis</td>
<td>Pull Type, Self - Leveling Hitch &amp; Clevis</td>
</tr>
<tr>
<td>Hitch Options</td>
<td>Standard Clevis, Double Swivel or Bar-Tite</td>
<td></td>
</tr>
<tr>
<td><strong>Blades - 6 (2 per Carrier)</strong></td>
<td>1/2&quot; x 4&quot; Heat Treated Free Swinging Alloy Steel with up lift</td>
<td>1/2&quot; x 4&quot; Heat Treated Free Swinging Alloy Steel with Uplift</td>
</tr>
<tr>
<td><strong>Blade Tip Speed @ 540 RPM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Center Blade</td>
<td>14,909 FPM</td>
<td>15,268 FPM</td>
</tr>
<tr>
<td>Wing Blade</td>
<td>15,037 FPM</td>
<td>15,000 FPM</td>
</tr>
<tr>
<td><strong>Blade Tip Speed @ 1000 RPM</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Center Blade</td>
<td>15,606 FPM</td>
<td>15,578 FPM</td>
</tr>
<tr>
<td>Wing Blade</td>
<td>14,651 FPM</td>
<td>14,620 FPM</td>
</tr>
<tr>
<td><strong>Blade Holders</strong></td>
<td>3/16&quot; Pan, reinforced with 1&quot; x 5&quot; x 22 3/4&quot; blade bar</td>
<td>3/16&quot; Pan, reinforced with 1&quot; x 17 1/4&quot; sq. blade bar</td>
</tr>
<tr>
<td><strong>Debris Guards</strong></td>
<td>Rubber, Single or Double Chain</td>
<td></td>
</tr>
<tr>
<td>Input Driveline</td>
<td>ASAE Category 5 Constant Velocity U-Joint - Conventional U-Joint</td>
<td></td>
</tr>
<tr>
<td>Connecting Driveline</td>
<td>Cat. 4 Slip Clutch</td>
<td>Cat. 5 Slip Clutch</td>
</tr>
<tr>
<td>Gear Boxes</td>
<td>250 HP Splitter box 210 HP Center &amp; Wings</td>
<td></td>
</tr>
<tr>
<td>Wheel Options</td>
<td>6&quot; x 21&quot; Laminated Tines or 15&quot; Rims or 24&quot; x 7.75&quot; x 15&quot; Used Aircraft Tires</td>
<td></td>
</tr>
<tr>
<td>Center Axle Options</td>
<td>Walking Tandem</td>
<td></td>
</tr>
<tr>
<td>Shock Load Suspension</td>
<td>Springs on center axle</td>
<td>Springs on center axle</td>
</tr>
<tr>
<td>Machine Weight (With front / rear chain guards)</td>
<td>4,367lbs. Approx.</td>
<td>4,720 lbs. Approx.</td>
</tr>
<tr>
<td>Tongue Weight</td>
<td>1,350 lbs.</td>
<td>1,450 lbs.</td>
</tr>
<tr>
<td>Tongue Jack</td>
<td>Standard</td>
<td></td>
</tr>
<tr>
<td>Min. PTO Horse Power</td>
<td>50</td>
<td>50</td>
</tr>
</tbody>
</table>
## RC5015 & RC6015 Series

<table>
<thead>
<tr>
<th>Features</th>
<th>Benefits</th>
</tr>
</thead>
<tbody>
<tr>
<td>250 HP Splitter box</td>
<td>Highest gearbox rating in its class.</td>
</tr>
<tr>
<td>210 HP wing boxes</td>
<td>Highest gearbox rating in its class.</td>
</tr>
<tr>
<td>Tractor HP range 50 - 250 HP</td>
<td></td>
</tr>
<tr>
<td>Left wing counter rotates</td>
<td>Better discharge of material. (Refers to RCB6015 cutters with 2 wing decks.)</td>
</tr>
<tr>
<td>Factory assembled</td>
<td>Arrives ready for the customer. Saves the customer set up time.</td>
</tr>
<tr>
<td>Gearbox warranty S/N 325492+ 5 years on housing, gears and shafts, 3 years on seals &amp; bearings. S/N 325491- 1 year warranty.</td>
<td></td>
</tr>
<tr>
<td>2 3/8” Gearbox output shaft</td>
<td>Large output shaft handles shock loads better.</td>
</tr>
<tr>
<td>Star profile Cat. 5 drivelines</td>
<td>Increased strength in driveline. Holds up to shock loads and harsh mowing conditions.</td>
</tr>
<tr>
<td>Input driveline</td>
<td>Cat. 5 constant velocity or conventional u-joint available.</td>
</tr>
<tr>
<td>Wing drivelines</td>
<td>Choice of Cat. 4 or Cat. 5 to match up to customers needs.</td>
</tr>
<tr>
<td>540 or 1000 RPM</td>
<td>Fits wide variety of tractors.</td>
</tr>
<tr>
<td>Dual swiveling clevis hitch</td>
<td>Clevis hitch bolts to tractor draw bar and swivels left to right and front to back. This allows cutter to float but hitch stays rigid on drawbar, which eliminates drawbar wear.</td>
</tr>
<tr>
<td>Gearbox seal protection</td>
<td>Gearbox bottom seal is protected for longer bearing life.</td>
</tr>
<tr>
<td>All-welded deck</td>
<td>Deck is 100% welded which offers additional strength and keeps moisture and dirt from getting trapped in tight places, which hastens rust over time.</td>
</tr>
<tr>
<td>3/16” Deck thickness</td>
<td>Heavy gauge material aids in resisting damage from debris hitting the underside of the deck.</td>
</tr>
<tr>
<td>1/4” Sidewall thickness</td>
<td>Reduces debris piercing possibilities.</td>
</tr>
<tr>
<td>10 1/2” Deck height</td>
<td>Handles heavy cutting, which reduces bailing up of cut material under the deck.</td>
</tr>
<tr>
<td>2” to 14” Cutting Height</td>
<td>Cover a wide range of cutting conditions.</td>
</tr>
<tr>
<td>6” Blade overlap</td>
<td>Eliminates skipping during turns.</td>
</tr>
<tr>
<td>4” Cutting capacity</td>
<td>Enables the cutter to be used in pastures with small trees up to 4” in diameter.</td>
</tr>
<tr>
<td>High blade tip speed</td>
<td>( (540 \text{ rpm} = 15,268 \text{ fpm center} &amp; 15,000 \text{ fpm wings}) ) &amp; ( (1,000 \text{ rpm} = 15,578 \text{ fpm center} &amp; 14,620 \text{ fpm wings}) ) ( ) Allows clean cutting of material.</td>
</tr>
<tr>
<td>Chain guards</td>
<td>Front and rear double chain guards are available with cable to reduce thrown objects.</td>
</tr>
<tr>
<td>Replaceable skid shoes</td>
<td>Can be replaced when damaged or worn out on wings and center deck.</td>
</tr>
<tr>
<td>3/16” Round stump jumper with 1” thick plate</td>
<td>1” Thick plate offers superior support and protection to gearbox output shaft.</td>
</tr>
<tr>
<td>Underside deck rings</td>
<td>Fully welded 1/2” x 3” deck rings on underside of each deck eliminates blades getting in deck, and offers additional overall strength to the decks.</td>
</tr>
<tr>
<td>4 Plate slip-clutch</td>
<td>Protects drivelines and gearboxes by slipping clutches rather than twisting the driveline when impacts are encountered.</td>
</tr>
<tr>
<td>Easy to Grease drivelines</td>
<td>Drivelines have access holes to grease the U-joints of the driveline, as well as holes to grease the inner profiles.</td>
</tr>
<tr>
<td>Hinged wing sections</td>
<td>Allow you to shape the cutter to the job. Ideal for rough ground where hillsides, ditches and hollows can cause uneven cutting.</td>
</tr>
<tr>
<td>1” Solid hinge rods</td>
<td>Larger diameter hinge rod gives greater strength to the cutter from front to rear, and in the hinge area itself.</td>
</tr>
<tr>
<td>Wing hydraulics</td>
<td>Wing hydraulics are plumbed independently to allow the user to raise one wing at a time, which can aid in going through narrow spaces.</td>
</tr>
<tr>
<td>Mechanical winch (optional)</td>
<td>Mechanical winch aids in folding the cutter in the event of hydraulic failure.</td>
</tr>
<tr>
<td>Wing transport locks</td>
<td>Transport wing locks securely hold wings in the folded position in case of hydraulic failure.</td>
</tr>
<tr>
<td>Slow moving vehicle sign</td>
<td>Standard equipment to make operating conditions safer.</td>
</tr>
<tr>
<td>Enclosed front to rear dual leveling rods</td>
<td>Dual leveling rods enable the cutter to pull equally on the rear axle during uneven terrain vs. just pulling from one side of the front hitch.</td>
</tr>
<tr>
<td>Airplane tire option with optional foam sealant</td>
<td>Airplane tires give better cushion while transporting the cutter. Available with heavy-duty foam which virtually eliminates flats.</td>
</tr>
<tr>
<td>Laminated tires option</td>
<td>Can’t go flat.</td>
</tr>
<tr>
<td>Replaceable wheel spindles</td>
<td>Wheel spindles can be replaced easily by removing two bolts vs. replacing the entire axle.</td>
</tr>
<tr>
<td>Wheels</td>
<td>6 or 8 Wheel option.</td>
</tr>
<tr>
<td>Spring cushioned center-axle</td>
<td>Protects unit from bumps and ground shock.</td>
</tr>
<tr>
<td>Walking Tandem Axles Option</td>
<td>Better flotation over rough terrain.</td>
</tr>
<tr>
<td>Rear axle pull ring</td>
<td>Aids in getting unit out of soft ground conditions.</td>
</tr>
<tr>
<td>Surpassed rugged industry standards</td>
<td>All Land Pride Cutters have been designed and tested and meet rigorous voluntary testing procedures specified by ANSI.</td>
</tr>
<tr>
<td>Paint options</td>
<td>Choice of red, green or tan to match popular tractor lines.</td>
</tr>
</tbody>
</table>
### Features & Benefits

<table>
<thead>
<tr>
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<th>Benefits</th>
</tr>
</thead>
<tbody>
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<td>250 HP Splitter box</td>
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<td>Tractor HP range</td>
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</tr>
<tr>
<td>Star profile drivelines</td>
<td>Increased strength in driveline. Holds up to shock loads and harsh mowing conditions.</td>
</tr>
<tr>
<td>Input driveline: Cat. 5</td>
<td>Constant velocity or conventional u-joint available.</td>
</tr>
<tr>
<td>540 or 1000 RPM</td>
<td>Fits wide variety of tractors.</td>
</tr>
<tr>
<td>Self-leveling clevis type hitch</td>
<td>Reduces drawbar wear by keeping hitch level while going through ditches.</td>
</tr>
<tr>
<td>Gearbox seal protection</td>
<td>Gearbox bottom seal is protected for longer bearing life.</td>
</tr>
<tr>
<td>3/16” Deck thickness</td>
<td>Heavy gauge material aids in resisting damage from debris hitting the underside of the deck.</td>
</tr>
<tr>
<td>1/4” Sidewall thickness</td>
<td>Reduces debris piercing possibilities.</td>
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</tr>
<tr>
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<td>Helps keep the blades from getting into and damaging the deck.</td>
</tr>
<tr>
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</tr>
<tr>
<td>1” Solid hinge rods</td>
<td>Larger diameter hinge rod gives greater strength to the cutter from front to rear, and in the hinge area itself.</td>
</tr>
<tr>
<td>Wing transport locks</td>
<td>Transport wing locks securely hold wings in the folded position in case of hydraulic failure.</td>
</tr>
<tr>
<td>Enclosed front to rear dual leveling rods</td>
<td>Dual leveling rods enable the cutter to pull equally on the rear axle during uneven terrain vs. just pulling from one side of the front hitch.</td>
</tr>
<tr>
<td>Airplane tire option with optional foam sealant</td>
<td>Airplane tires give better cushion while transporting the cutter. Available with heavy-duty foam which virtually eliminates flats.</td>
</tr>
<tr>
<td>Laminated tires option</td>
<td>Can’t go flat.</td>
</tr>
<tr>
<td>Replaceable wheel spindles</td>
<td>Wheel spindles can be replaced easily by removing two bolts vs. replacing the entire axle.</td>
</tr>
<tr>
<td>Wheels</td>
<td>6 or 8 Wheel option.</td>
</tr>
<tr>
<td>Spring cushioned center-axle</td>
<td>Protects unit from bumps and ground shock.</td>
</tr>
<tr>
<td>Walking Tandem Axles (Option)</td>
<td>Better flotation over rough terrain.</td>
</tr>
<tr>
<td>Surpassed rugged industry standards</td>
<td>All Land Pride Cutters have been designed and tested and meet rigorous voluntary testing procedures specified by ANSI.</td>
</tr>
<tr>
<td>Paint options</td>
<td>Choice of red, green or tan to match popular tractor lines.</td>
</tr>
<tr>
<td>Problem</td>
<td>Solution</td>
</tr>
<tr>
<td>---------</td>
<td>----------</td>
</tr>
<tr>
<td>Oil seal leaking</td>
<td>Drain to level fill hole</td>
</tr>
<tr>
<td></td>
<td>Replace seals</td>
</tr>
<tr>
<td></td>
<td>Clean off wrapped material and check seal areas daily</td>
</tr>
<tr>
<td>Power Take Off yoke or shock cross failing</td>
<td>Avoid hitting solid objects</td>
</tr>
<tr>
<td></td>
<td>Lubricate every 8 hours</td>
</tr>
<tr>
<td>Slip Clutches slip even with a light load</td>
<td>Replace clutch plates</td>
</tr>
<tr>
<td></td>
<td>Remove foreign object</td>
</tr>
<tr>
<td>Bent Power Take Off shaft (Note: Power Take Off shaft should be repaired or replaced if bent)</td>
<td>Reduce lift height in transport position</td>
</tr>
<tr>
<td></td>
<td>Reposition drawbar</td>
</tr>
<tr>
<td></td>
<td>Shorten Power Take Off shaft</td>
</tr>
<tr>
<td>Power Take Off shaft telescoping tube failing</td>
<td>Avoid hitting solid objects</td>
</tr>
<tr>
<td>Power Take Off shaft telescoping tube wearing</td>
<td>Lubricate every 20 hours of operation</td>
</tr>
<tr>
<td>Blades wearing excessively</td>
<td>Raise cutting height</td>
</tr>
<tr>
<td>Blades coming loose</td>
<td>Tighten blade hardware, refer to Service Cutting Blades in the “Maintenance and Lubrication” section starting on page 24.</td>
</tr>
<tr>
<td>Blades breaking</td>
<td>Avoid solid objects</td>
</tr>
<tr>
<td>Loose blade carrier</td>
<td>Replace gearbox bearings and / or shaft</td>
</tr>
<tr>
<td></td>
<td>Tighten shaft nut to specified torque</td>
</tr>
<tr>
<td>Blade carrier bent</td>
<td>Avoid hitting solid objects</td>
</tr>
<tr>
<td>Excessive side skid wear</td>
<td>Adjust cutter height</td>
</tr>
<tr>
<td></td>
<td>Raise cutting height</td>
</tr>
<tr>
<td>Excessive vibration</td>
<td>Replace Power Take Off or distribution shaft</td>
</tr>
<tr>
<td></td>
<td>Replace blade carrier</td>
</tr>
<tr>
<td></td>
<td>Replace blade</td>
</tr>
<tr>
<td></td>
<td>Inspect and unlock blades</td>
</tr>
<tr>
<td></td>
<td>Disassemble and inspect for incorrectly located needles or damaged bearing cap</td>
</tr>
<tr>
<td></td>
<td>Replace each pair of blades on affected carrier</td>
</tr>
<tr>
<td>Wing cylinder movement too slow</td>
<td>Remove elbow fitting and unplug orifice</td>
</tr>
</tbody>
</table>
### Tire Inflation Chart

<table>
<thead>
<tr>
<th>TireSize</th>
<th>Inflation PSI</th>
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<tbody>
<tr>
<td>25.5 x 8.0&quot; - 14</td>
<td>35</td>
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### Torque Values Chart

<table>
<thead>
<tr>
<th>Bolt Size (Inches)</th>
<th>in-tpi</th>
<th>Grade 2</th>
<th>Grade 5</th>
<th>Grade 8</th>
<th>Bolt Size (Metric)</th>
<th>5.8</th>
<th>8.8</th>
<th>10.9</th>
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<tbody>
<tr>
<td>1/4&quot; - 20</td>
<td>7.4</td>
<td>5.6</td>
<td>11</td>
<td>8</td>
<td>16</td>
<td>12</td>
<td>16</td>
<td>12</td>
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<tr>
<td>1/4&quot; - 28</td>
<td>8.5</td>
<td>6</td>
<td>13</td>
<td>10</td>
<td>18</td>
<td>14</td>
<td>18</td>
<td>14</td>
</tr>
<tr>
<td>5/16&quot; - 18</td>
<td>15</td>
<td>11</td>
<td>24</td>
<td>17</td>
<td>33</td>
<td>25</td>
<td>33</td>
<td>25</td>
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<tr>
<td>5/16&quot; - 24</td>
<td>17</td>
<td>13</td>
<td>26</td>
<td>19</td>
<td>37</td>
<td>27</td>
<td>37</td>
<td>27</td>
</tr>
<tr>
<td>3/8&quot; - 16</td>
<td>27</td>
<td>20</td>
<td>42</td>
<td>31</td>
<td>59</td>
<td>44</td>
<td>59</td>
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<tr>
<td>3/8&quot; - 24</td>
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<td>22</td>
<td>47</td>
<td>35</td>
<td>67</td>
<td>49</td>
<td>67</td>
<td>49</td>
</tr>
<tr>
<td>7/16&quot; - 14</td>
<td>43</td>
<td>32</td>
<td>67</td>
<td>49</td>
<td>95</td>
<td>70</td>
<td>95</td>
<td>70</td>
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<td>7/16&quot; - 20</td>
<td>49</td>
<td>36</td>
<td>75</td>
<td>55</td>
<td>105</td>
<td>78</td>
<td>105</td>
<td>78</td>
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<tr>
<td>1/2&quot; - 13</td>
<td>66</td>
<td>49</td>
<td>105</td>
<td>76</td>
<td>145</td>
<td>105</td>
<td>145</td>
<td>105</td>
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<tr>
<td>1/2&quot; - 20</td>
<td>75</td>
<td>55</td>
<td>115</td>
<td>85</td>
<td>165</td>
<td>120</td>
<td>165</td>
<td>120</td>
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<tr>
<td>9/16&quot; - 12</td>
<td>95</td>
<td>70</td>
<td>150</td>
<td>110</td>
<td>210</td>
<td>155</td>
<td>210</td>
<td>155</td>
</tr>
<tr>
<td>9/16&quot; - 18</td>
<td>105</td>
<td>79</td>
<td>165</td>
<td>120</td>
<td>235</td>
<td>170</td>
<td>235</td>
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<tr>
<td>5/8&quot; - 11</td>
<td>130</td>
<td>97</td>
<td>205</td>
<td>150</td>
<td>285</td>
<td>210</td>
<td>285</td>
<td>210</td>
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<tr>
<td>5/8&quot; - 18</td>
<td>150</td>
<td>110</td>
<td>230</td>
<td>170</td>
<td>325</td>
<td>240</td>
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<tr>
<td>3/4&quot; - 10</td>
<td>235</td>
<td>170</td>
<td>360</td>
<td>265</td>
<td>510</td>
<td>375</td>
<td>510</td>
<td>375</td>
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<tr>
<td>3/4&quot; - 16</td>
<td>260</td>
<td>190</td>
<td>405</td>
<td>295</td>
<td>570</td>
<td>420</td>
<td>570</td>
<td>420</td>
</tr>
<tr>
<td>7/8&quot; - 9</td>
<td>225</td>
<td>165</td>
<td>585</td>
<td>430</td>
<td>820</td>
<td>605</td>
<td>820</td>
<td>605</td>
</tr>
<tr>
<td>7/8&quot; - 14</td>
<td>250</td>
<td>185</td>
<td>640</td>
<td>475</td>
<td>905</td>
<td>670</td>
<td>905</td>
<td>670</td>
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<tr>
<td>1&quot; - 8</td>
<td>340</td>
<td>250</td>
<td>875</td>
<td>645</td>
<td>1230</td>
<td>910</td>
<td>1230</td>
<td>910</td>
</tr>
<tr>
<td>1&quot; - 12</td>
<td>370</td>
<td>275</td>
<td>955</td>
<td>705</td>
<td>1350</td>
<td>995</td>
<td>1350</td>
<td>995</td>
</tr>
<tr>
<td>1-1/8&quot; - 7</td>
<td>480</td>
<td>355</td>
<td>1080</td>
<td>795</td>
<td>1750</td>
<td>1290</td>
<td>1750</td>
<td>1290</td>
</tr>
<tr>
<td>1 1/8&quot; - 12</td>
<td>540</td>
<td>395</td>
<td>1210</td>
<td>890</td>
<td>1960</td>
<td>1440</td>
<td>1960</td>
<td>1440</td>
</tr>
<tr>
<td>1 1/4&quot; - 7</td>
<td>680</td>
<td>500</td>
<td>1520</td>
<td>1120</td>
<td>2460</td>
<td>1820</td>
<td>2460</td>
<td>1820</td>
</tr>
<tr>
<td>1 1/4&quot; - 12</td>
<td>750</td>
<td>555</td>
<td>1680</td>
<td>1240</td>
<td>2730</td>
<td>2010</td>
<td>2730</td>
<td>2010</td>
</tr>
<tr>
<td>1 3/8&quot; - 6</td>
<td>890</td>
<td>655</td>
<td>1990</td>
<td>1470</td>
<td>3230</td>
<td>2380</td>
<td>3230</td>
<td>2380</td>
</tr>
<tr>
<td>1 3/8&quot; - 12</td>
<td>1010</td>
<td>745</td>
<td>2270</td>
<td>1670</td>
<td>3680</td>
<td>2710</td>
<td>3680</td>
<td>2710</td>
</tr>
<tr>
<td>1 1/2&quot; - 6</td>
<td>1180</td>
<td>870</td>
<td>2640</td>
<td>1950</td>
<td>4290</td>
<td>3160</td>
<td>4290</td>
<td>3160</td>
</tr>
<tr>
<td>1 1/2&quot; - 12</td>
<td>1330</td>
<td>980</td>
<td>2970</td>
<td>2190</td>
<td>4820</td>
<td>3560</td>
<td>4820</td>
<td>3560</td>
</tr>
</tbody>
</table>

1. in-tpi = nominal thread diameter in inches - threads per inch
2. N·m = newton-meters
3. ft-lb= foot pounds
4. mm x pitch = nominal thread diameter in millimeters x thread pitch

Torque tolerance + 0%, -15% of torquing values. Unless otherwise specified use torque values listed above.

### Additional Torque Values

- Blade Bolt Lock Nut: 450 ft-lbs.
- Blade Carrier Hub Nut: 550 ft-lbs. minimum
- Wheel Lug Nuts: 85 ft-lbs.
Notes
Warranty

Land Pride warrants to the original purchaser that this Land Pride product will be free from defects in material and workmanship beginning on the date of purchase by the end user according to the following schedule when used as intended and under normal service and conditions for personal use.

**Overall Unit and Drivelines**: One year Parts and Labor

**Gearbox**: Five years Parts and Labor.
- (S/N 325492+) Five years on housing, gears, and shaft.
- (S/N 325491-) One year on seals and bearings.

**Hydraulic Cylinder**: One year Parts and Labor
- Hoses and seals considered wear items

**Blades, Tires, and Driveline Friction Discs**: Considered wear items.

This Warranty is limited to the repair or replacement of any defective part by Land Pride and the installation by the dealer of any such replacement part, and does not cover common wear items. Land Pride reserves the right to inspect any equipment or parts which are claimed to have been defective in material or workmanship.

This Warranty does not apply to any part or product which in Land Pride’s judgment shall have been misused or damaged by accident or lack of normal maintenance or care, or which has been repaired or altered in a way which adversely affects its performance or reliability, or which has been used for a purpose for which the product is not designed. Misuse also specifically includes failure to properly maintain oil levels, grease points, and driveline shafts.

Claims under this Warranty should be made to the dealer which originally sold the product and all warranty adjustments must be made through an authorized Land Pride dealer. Land Pride reserves the right to make changes in materials or design of the product at any time without notice.

This Warranty shall not be interpreted to render Land Pride liable for damages of any kind, direct, consequential, or contingent to property. Furthermore, Land Pride shall not be liable for damages resulting from any cause beyond its reasonable control. This Warranty does not extend to loss of crops, any expense or loss for labor, supplies, rental machinery or for any other reason.

No other warranty of any kind whatsoever, express or implied, is made with respect to this sale; and all implied warranties of merchantability and fitness for a particular purpose which exceed the obligations set forth in this written warranty are hereby disclaimed and excluded from this sale.

This Warranty is not valid unless registered with Land Pride within 30 days from the date of purchase by the end user.

**IMPORTANT**: The Online Warranty Registration should be completed by the dealer at the time of purchase. This information is necessary to provide you with quality customer service.

**Model Number** ____________________  **Serial Number** ____________________