

RR503 Standalone Conveyor

Make sure you have a large area cleared to assemble the unit and open the crate



It is best to pull the components out of the crate and lay them out so you can access them as needed.



Find the frame section that the hydraulic tank will mount to and the frame section that the wheel will mount to, remove the 6 - 16mm bolts.



Insert the 4 bolts in the red circles, thread them in a few turns.



Lift the frame up and insert the 2 -16mm bolts with the 17mm nuts, tighten these and then tighten the 4 - 16mm bolts in the red circle as well.
Set the frame back on the floor.



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Tighten the swivel bolt until there is no up and down movement in the axle stub, but the axle stub must be able to move freely from side to side.



Mount the tires onto the stub axle and tighten the nut until you can insert the cotter pin into the castle nut.



Put in the cotter pin and bend it so it will not interfere with the cap.



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Assembly should now look like this.



Remove the 4 - 13mm nuts from the engine mount studs, place the engine with the hydraulic pump positioned towards the wheels, close to the hydraulic filler cap. Push the studs up from the bottom through the holes in the base of the engine and attach the 13mm nuts.



Once all 4 - 13mm nuts are threaded on, tighten them securing the engine into place.



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Find the exhaust protector bracket.



Find the front frame section. The longer section of frame tube faces the already built frame.



Remove the 2 - 16mm bolts x 17mm nuts, line up the holes in the 2 frame sections, reinstall the 2 bolts and nuts and tighten.



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The 2 longer conveyor sections will have flanges that bolt together, remove the 7 - 16mm bolts x 17mm nuts, Place the 2 sections together, re-install the 7 bolts and nuts through the 2 sections and tighten.



Find the rear cross frame that the cylinder attaches to and mount to the stubs on the frame behind the wheels. The 2 bolts must be loose enough so that the frame can move up and down without binding.



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Remove the caps from the cylinder fitting and pull the rear cross frame down.



Insert the round pin into the upright tabs and secure in place with pins supplied.



Set the conveyor trough in place on the frame.



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On the lower end, loosen the bearing set screws, move the pins until they line up with the frame holes and insert the pin.



Set the last conveyor trough section in place, upside down.



Insert the bolts with the nuts on the outside and tighten, leave some looseness so the sections can swivel.



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Find the conveyor motor.



Tighten the 16mm Bolt x 17mm nut, tighten both allen keys on the coupler.



Insert the control valve arm and tighten the T-Handle.



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Install the control valve levers and tighten the lock nuts.



Find the 2 frame braces and tighten the bolts.



Find the hydraulic hoses.

The hoses on the right side of the valve are for the cylinder, the top hose with the needle valve goes to the bottom of the cylinder, the lower hose goes to the top port on the cylinder.



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The needle valve is used to control the speed that the conveyor goes up, it is best to start with the needle valve mostly closed and then adjust to your desired speed once you have the conveyor running.



Install the suction hose between the tank and pump.

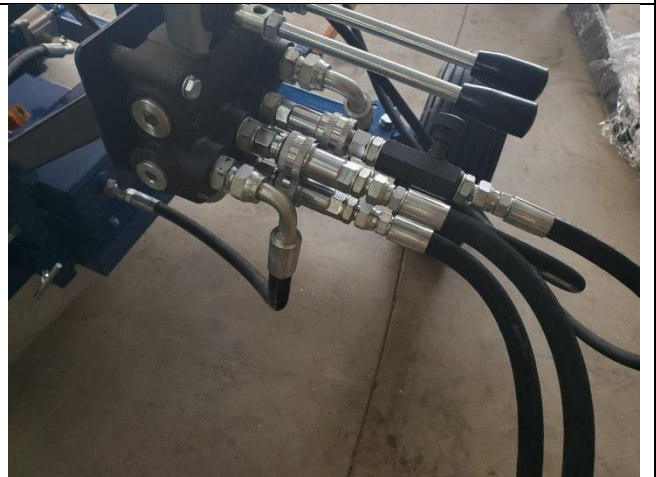


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Install the pressure hose from the pump to the control valve,



Plug the conveyor motor hoses into the control valve using the quick connect fittings.



Install the top chain sprocket.



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Tighten the 10mm nut and bolt, leave it loose enough that the roller can still slide when adjusting it.



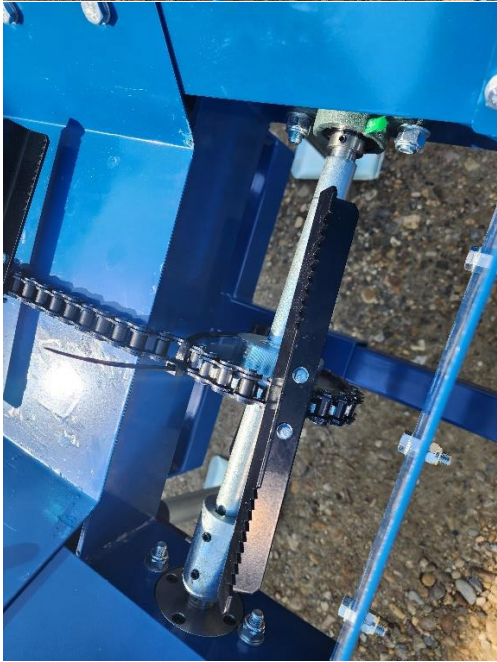
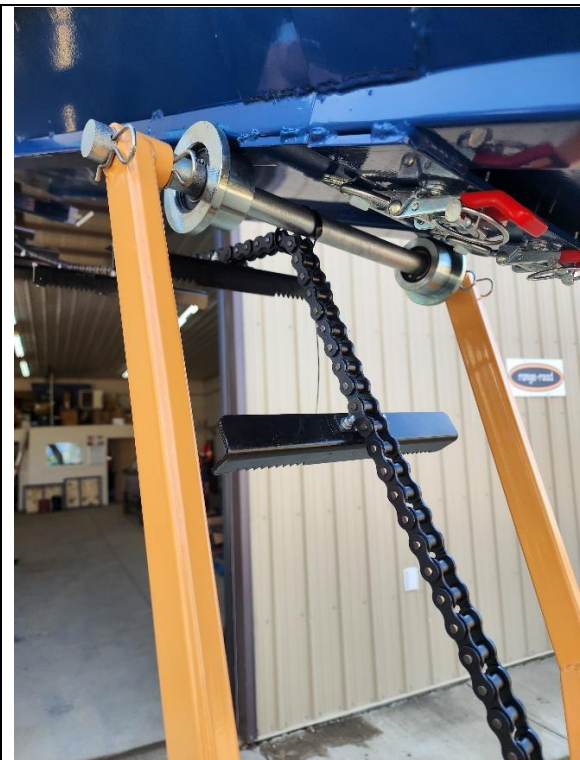
Mount the 2 upper side extensions and tighten.



Chain can now be installed.



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Add 6L of AW32 Hydraulic Oil	
Add engine oil as per Engine Manual	
Grease all bearings	
Add Fuel to the engine	
Start the engine and let it warm up for a couple of minutes, once it is warm, engage the control valve levers in both directions.	
Shut off the engine and re-check the Hydraulic oil level.	

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The needle valve is used to adjust the speed at which the conveyor raises up, start at the closed or - position and slowly open it until it moves at the speed you are comfortable with.



Start the engine and leave running at an idle, engage the belt and do the final adjustments.