



SRX / DRX

SRX 1304 • 1506 • B1304

DRX 1604 • 1704 • 1906 • 2206 • B1604 • B1704 • BB1906 • BB2206



Owner / Operator's Manual & Parts Book

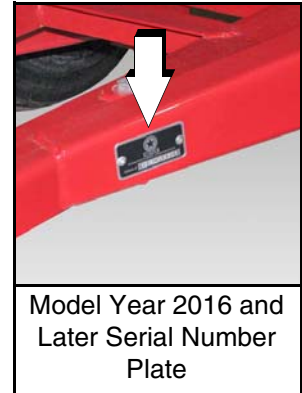
Starting 2016 Model Year



1.0 IMPORTANT INFORMATION

For 2016 model year and later, the serial number plate is located on the left bolster support channel. Please enter the model, serial number and additional information in the space provided for future reference.

Model No. _____
Serial No. _____
Date of Purchase _____
Dealership _____
Dealership Phone No. _____



Always use your serial number when requesting information or when ordering parts.

HOW TO READ YOUR SERIAL NUMBER

EXAMPLE: 1517SRX201

Model / Model Year / Single or Double Reach / Sequence Of Build



15



17



SRX



201

Meyer Manufacturing Corporation
674 W. Business Cty Rd A
Dorchester, WI 54425
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Email: sales@meyermfg.com
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2.0 INTRODUCTION

Congratulations on your purchase of a new Meyer farm equipment product. Undoubtedly you have given much consideration to your purchase and we're proud that you have selected Meyer. Pride in craftsmanship, engineering and customer service have made Meyer products the finest in the farm equipment industry today.

There is no substitute for quality. That is why thousands of people like you have purchased Meyer farm equipment. They felt it was the best equipment to serve their farming needs, now and in years to come. We ask that you follow our policy of "safety first", and we strongly suggest that you read through the "Owner / Operator's Manual & Parts Book" before operating your Meyer farm equipment. Meyer Manufacturing Corporation wants to thank you for not compromising quality. We are determined to offer excellence in customer service as well as provide you with the very best value for your dollar.

Sincerely,

All Employees of

MEYER MANUFACTURING CORPORATION

The SRX / DRX Wagons may be referred to in this manual as any of the following: wagon, gear, running gear, or implement.

NOTE: All references to right hand (RH), left hand (LH), front and rear apply to the product as viewed from the rear of the wagon.



IMPORTANT: You are urged to study this manual and follow the instructions carefully. Your efforts will be repaid in better operation and service as well as a savings in time and repair expense. Failure to read this manual and understand the machine could lead to serious injury. If you do not understand instructions in this manual, contact either your dealer or Meyer Manufacturing Corp. located in Dorchester, WI 54425.



WARRANTY: Be sure your dealer has completed the "Owner's Registration Form" that is included with their invoice, and promptly forwarded a copy to Meyer Manufacturing to validate the manufacturer's warranty. The product model and serial number are recorded on this form and on the inside of the front cover for proper identification of your Meyer Farm Wagon by your dealer and the manufacturer when ordering repair parts. The serial number is stamped on the rear right hand spindle gusset (single axle) and on the right hand side of the rear bolster (tandem axle).



REPAIR PARTS: At the back of this manual is the repair parts section. All replacement parts are to be obtained from or ordered through your Meyer dealership. When ordering repair parts, refer to the parts section and give complete information including quantity, correct part number, detailed description and even model number and serial number of the wagon which needs repair parts.

Manufacturer's Statement: Meyer Manufacturing Corporation reserves the right to make improvements in design, or changes in specifications at any time, without incurring any obligation to owners of units previously sold. This supersedes all previous published instructions.



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FARM EQUIPMENT BUYERS TRUST THE NAME MEYER!

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3.0 MANUFACTURER'S WARRANTY

11/2014

MEYER SRX / DRX WAGONS

- I. The "Owner's Registration Form" must be completed in full and promptly returned to Meyer Mfg. Corp. for this warranty to become both valid and effective. All warranties on new Meyer Wagons shall apply only to the original retail customer from an authorized Meyer Mfg. Corp. dealership.
- II. This warranty shall not apply to any Meyer Wagon which has been subjected to misuse, negligence, alteration, accident, incorrect operating procedures, has been used for an application not designed for or pre-authorized by Meyer in writing, has had the serial numbers altered, or which shall have been repaired with parts other than those obtained through Meyer Mfg. Corp. Meyer is not responsible for the following: Depreciation or damage caused by normal wear, lack of reasonable and proper maintenance, failure to follow the operator's manual recommendations or normal maintenance parts and service. Meyer is not responsible for rental of replacement equipment during warranty repairs, damage to a power unit (including but not limited to a truck or tractor), loss of earnings due to equipment down time, or damage to equipment while in transit to or from the factory or dealer.
- III. Meyer Mfg. Corp. warrants new Meyer Wagon to be free from defects in material and workmanship under recommended use and maintenance service, as stated in the "Owner / Operator's Manual & Parts Book", as follows:
 - A. Meyer Mfg. Corp. will repair or replace F.O.B. Dorchester, WI, as Meyer Mfg. Corp. elects, any part of a new Meyer Wagon which is defective in material or workmanship:
 - i. Without charge for either parts or labor during the first (1) year from purchase date to the original retail customer.
 - ii. Without charge for parts only during the second (2) year from purchase date to the original retail customer.
- IV. COMMERCIAL USE: Coverage as in paragraph III.A.i. only, except warranty coverage is for (90) days for parts and labor to the original commercial retail customer.
- V. Repairs eligible for labor warranty must be made by Meyer Mfg. Corp. or an authorized Meyer dealership. The original retail customer is responsible for any service call and/or transportation of the Wagon to the dealership or the factory for warranty service.
- VI. Except as stated above, Meyer Mfg. Corp. shall not be liable for injuries or damages of any kind or nature, direct, consequential, or contingent, to persons or property. This warranty does not extend to loss of crop or for any other reasons.
- VII. No person is authorized to give any other warranties or to assume any other obligation on Meyer Mfg. Corp.'s behalf unless made or assumed in writing by Meyer Mfg. Corp. This warranty is the sole and exclusive warranty which is applicable in connection with the manufacture and sale of this product and Meyer Mfg. Corp.'s responsibility is limited accordingly.

Purchased Product Warranty:

This warranty does not apply to component parts not manufactured by Meyer such as but not limited to wheels, tires, tubes, etc.



4.0 SAFETY

The Meyer Farm Wagon is manufactured with operator safety in mind. Located on the wagon are various safety signs to aid in operation and warn of hazardous areas. Pay close attention to all safety signs on the wagon.

Carefully follow the operating and maintenance instructions in this manual and all applicable safety laws. Failure to follow all safety procedures may result in serious injury or death.

Before attempting to operate the wagon, read and study the following safety information. In addition, make sure that every individual who operates or works with the wagon, whether family member or employee, is familiar with these safety precautions.

Meyer Mfg. Corp. provides guards for exposed moving parts for the operator's protection; however, some areas cannot be guarded or shielded in order to assure proper operation. The operator's manual and safety signs on the wagon itself warn you of hazards and must be read and observed closely!

Safety Alert Symbol

This symbol is used to call attention to instructions concerning personal safety. Be sure to observe and follow these instructions. Take time to be careful!



The signal word **DANGER** on the machine and in the manual identifies a hazardous situation which, if not avoided, WILL result in death or serious injury.



The signal word **WARNING** on the machine and in the manual indicates a potentially hazardous situation which, if not avoided, COULD result in death or serious injury.



The signal word **CAUTION** on the machine and in the manual 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.



IMPORTANT

This notice identifies procedures which must be followed to avoid damage to the machine.

Danger, Warning, Caution, and instructional decals and plates are placed on the equipment to protect anyone working on or around this machine, as well as the components of the machine. All personnel operating or maintaining this equipment must familiarize themselves with all Danger, Warning, Caution, and instructional decals and plates.

4.1 SAFETY PRECAUTIONS



All individuals who will operate this wagon must read and completely understand the “Owner / Operator's Manual & Parts Book”. Operator must have instructions before operating the machine. Untrained operators can cause injury or death.

- DO NOT allow anyone to operate, service, inspect or otherwise handle this equipment until all operators have read and understood all of the instructional materials in the “Owner / Operator's Manual & Parts Book” and have been properly trained in its intended usage.
- For an operator to be qualified, he or she must not use drugs or alcohol which impair alertness or coordination while working. An operator who is taking prescription drugs must get medical advice to determine if he or she can safely operate a machine and the equipment.
- Make sure all personnel can READ and UNDERSTAND all safety signs.
- DO NOT allow minors (children) or inexperienced persons to operate this wagon.
- DO NOT operate until all shields and guards are in place and securely fastened.
- DO NOT step up on any part of the wagon at any time.
- DO NOT adjust, clean or lubricate while the wagon is in motion.
- Inspect when first delivered and regularly thereafter; that all connections and bolts are tight and secure before operating.
- Make certain area is clear of people, tools, and other objects before moving the wagon.
- Keep hands, feet and clothing away from moving parts. Loose or floppy clothing should not be worn by the operator.
- Observe all applicable traffic laws when transporting on public roadways (where legal to do so). Check local laws for all highway lighting and marking requirements.
- Always enter curves or drive up or down hills at a low speed and at a gradual steering angle.
- Never allow riders on either tractor / truck or equipment.
- Keep tractor / truck in a lower gear at all times when traveling down steep grades.
- Maintain proper brake settings at all times (if equipped).
- Stay away from overhead power lines. Electrocutation can occur without direct contact.
- Use only properly rated undercarriage and tires.
- Do not exceed 20 mph (32 kph). Reduce speed on rough roads and surfaces.
- Always install a SMV emblem on pull-type equipment when transporting on roadways and keep clean and bright.
- Always yield to oncoming traffic in all situations and move to the side of the road so any following traffic may pass.

4.1.1 Farm Implement Tires

Recommended Safety Precautions

- Always remove the valve core and deflate the tire before any work is performed.
- Always use the proper and approved tools to demount and mount the tire.
- Always inspect all rim/wheel parts for wear, damage, cracks, rust or mismatched components.
- Always destroy damaged or unserviceable parts.
- Always inspect the tube and tire for cord or side damage, cuts or wear. Unrepairable damaged items must be discarded.
- Always check for mismatched components or tire and wheel sizes.
- Always lubricate tire with a non-flammable tire lubricant approved for that purpose.
- Always place tire and wheel in inflation cage or restraining device before inflating beyond 5 PSI.
- Always use an extension hose with a PSI gauge and clip on chuck when inflating the tire so you can stand to one side.

Non - Recommended Safety Precautions

- Never work on a tire / wheel assembly before removing the valve core and completely deflating.
- Never re-inflate a tire that has been run flat or in an under inflated condition before removing and inspection.
- Never reuse damaged, defective, worn or mismatched parts.
- Never rework, weld, heat or braze any rim / wheel parts for any reason.
- Never inflate any tire beyond 40 PSI to seat the beads. If beads are not seated at 40 PSI. STOP! Deflate and determine problem.
- Never hammer, strike or pry on a rim / wheel assembly that contains any inflation pressure.
- Never inflate a tire without using an inflation cage or restraining device.
- Never inflate beyond the maximum PSI specified for the tire or rim. (See 7.2.7 Recommended Tire Pressure on page 30.)

4.2 SAFETY SIGNS

CAUTION

Read all safety signs on the wagon and in this manual. Keep all safety signs clean and replace any damaged or missing safety signs before operating the equipment. Do Not remove any safety signs. Safety signs are for operator protection and information.

WARNING



CRUSHING HAZARD

To prevent serious injury or death:

- Keep hands and body out of hitch area when attaching towing vehicle.
- Keep body clear of crush point between towing vehicle and load.

46-0800-6

WARNING

To prevent serious injury or death:

- Read and understand owner's manual before using. Review safety precautions annually.
- No riders allowed when transporting.
- Securely attach to towing unit. Use a high strength appropriately sized hitch pin with a mechanical retainer and attach safety chain.
- Do not exceed 20 mph (33 kph). Slow down for corners and rough terrain.
- Do not drink and drive.
- Before moving running gear, be sure required lights and reflectors are installed and working.
- Before maintenance or repair, stop vehicle, set parking brake, and remove ignition key.
- Place safety stands under frame and chock wheels before working on tires or running gear.
- Maintain wheel bolts at torque as recommended in the manual.
- If equipped with brakes, maintain proper adjustment.

46-0800-8

WARNING



BREAK-AWAY HAZARD

To prevent serious injury or death:

- Adjust spring tension so pole slowly settles to the ground when disconnected from the tow vehicle.
- Overtightening can cause loss of control or break-away.
- Always use a hitch pin retainer.

46-0800-9

 **WARNING**



RUN-AWAY HAZARD

To prevent serious injury or death:

- Shift to lower gear before going down steep grades.
- Keep towing vehicle in gear at all times.
- Never exceed a safe travel speed.

46-0800-7 1

ALL DECALS LOCATED ON
WAGON TONGUE



4.3 SHUTOFF & LOCKOUT POWER

Any individual that will be adjusting, servicing, maintaining, or clearing an obstruction from this machine needs to ensure that this machine stays safely “OFF” until the adjustment, service, or maintenance has been completed, or when the obstruction has been cleared, and that all guards, shields, and covers have been restored to their original position. The safety of all individuals working on or around this machine, including family members, are affected. The following procedure will be referred to throughout this manual, so be familiar with the following steps.

4.3.1 Shutoff & Lockout Power Recommendations

1. Think, Plan and Check

- a. **Think** through the entire procedure and identify all the steps that are required.
- b. **Plan** what personnel will be involved, what needs to be shut down, what guards / shields need to be removed, and how the equipment will be restarted.
- c. **Check** the machine over to verify all power sources and stored energy have been identified including engines, hydraulic and pneumatic systems, springs and accumulators, and suspended loads.

2. **Communicate** - Inform everyone involved, including those working on or around this machine, that work is being done which involves keeping this machine safely “OFF”.

3. Power Sources

- a. **LOCKOUT** - Shut off engines and take the key, or physically lock the start/on switch or control. Disconnect any power sources which are meant to be disconnected (i.e. electrical, hydraulic, and PTO of pull-type units).
- b. **TAGOUT** - Place a tag on the machine noting the reason for the power source being tagged out and what work is being done. This is particularly important if the power source is not within your sight and/or will need to be isolated for a longer period of time.

4. **Stored Energy** - Neutralize all stored energy from its power source. Ensure that this machine is level, set the parking brake, and chock the wheels. Disconnect electricity, block moveable parts, release or block spring energy, release pressure from hydraulic and pneumatic lines, and lower suspended parts to a resting position.

5. **Test** - Do a complete test and personally double check all of the above steps to verify that all of the power sources are actually disconnected and locked out.

6. **Restore Power** - When the work has been completed, follow the same basic procedures, ensuring that all individuals working on or around this machine are safely clear of the machine before locks and tags are removed and power is restored.

IMPORTANT

It is important that everyone who works on this equipment is properly trained to help ensure that they are familiar with this procedure and that they follow the steps outlined above. This manual will remind you when to Shutoff & Lockout Power.

5.0 PRE-OPERATION



CAUTION

DO NOT allow anyone to operate, service, inspect or otherwise handle this wagon until all operators have read and understand all of the instructional materials in this Operator's And Parts Manual and have been properly trained in its intended usage.

Verify that the wagon is securely fastened to the tractor / truck.

Verify that all connections and bolts / hardware are tight and securely fastened before operating the wagon.

Always keep all shields and guards in place and securely fastened.

Keep hands, feet and clothing away.

Wear safety glasses to prevent eye injury when any of the following conditions exist:

- When fluids are under pressure.
- Flying debris or loose material is present.
- Tools are being used.

Failure to heed may result in serious personal injury or death.

5.1 PRODUCT INSPECTION



WARNING

Before using any equipment equipped with brakes the operation of the brakes should be checked. Failure to heed may result in serious personal injury or death.

5.1.1 Before Operating The Wagon

Before operating the wagon for the first time and each time thereafter, check the following items:

1. Inspect the wagon to verify that all connections and bolts are tight and secure before operating.
2. Lubricate the equipment. (See 7.1 LUBRICATION on page 25.)
3. Make sure area is clear of people, tools, and other objects before moving wagon.
4. Check tires for proper inflation. (See 7.2.7 Recommended Tire Pressure on page 30.)
5. Use only properly rated running gear and tires.
6. Check that the brakes are clean and clean them if necessary.
7. Check wheel hub lug bolts for proper torque. (See 7.2.4 Wheel Torque Requirements on page 28.)
8. Check wagon for loose and fatigued fasteners. Tighten or replace as required.
9. Check tires for wear and replace when necessary.
10. Check all pivots and bushings for wear and repair as required.

5.1.2 General Inspection



Inspect the chassis' axles, o-beams, spindles, tires, hitches, safety shielding, safety signs and safety lighting regularly. These parts if not watched closely, could pose potential injury or death. If any part is found in need of repair, follow the SHUTOFF & LOCKOUT POWER recommendations and have qualified personnel repair immediately.

The wagon, including the entire axle, o-beams, spindle, and hitch should be visually inspected for cracks regularly. Any cracks found will indicate immediate repair or replacement is necessary.

Some parts will wear due to use. It is highly recommended to replace any of these critical safety items.

Check to see that no obstructions are present on the wagon prior to use. Be sure that there are not tools laying on the wagon.

NOTE: The PTO horsepower requirements may not reflect adequate tractor size for towing the machine. Refer to tractor weight requirements for these recommendations and safety section for additional tractor and towing requirements.

5.2 HITCHING TO TRACTOR

Move to the operator's position, start the engine and release the parking brake.



Do not allow anyone to stand between the tongue or hitch and the tractor when backing up to the wagon.



Always use a hitch pin retainer.

Move the tractor in front of the wagon. Slowly move the tractor backwards towards the wagon and align the drawbar with the implement's hitch.

Fasten the wagon hitch to the tractor drawbar with a properly sized hitch pin with safety retainer. (Reference ANSI/ASABE AD6489-3 Agricultural vehicles - Mechanical connections between towed and towing vehicles - Part 3: Tractor drawbar.) Check that safety retainers are inserted properly to prevent accidental uncoupling. Do not tow if the hitch plates are damaged. If the hitch pin is bent or cracked, replace immediately!

Your running gear probably has a telescoping tongue for convenience to hitch up. Always back up and lock this tongue in operating position after hitching.

Before operation and after hitching the tractor to the implement, connect the light cords or any optional equipment connections to the tractor.

5.3 OPERATIONAL CHECKS



WARNING

Before operating the wagon, look in all directions and make sure no bystanders, especially small children are in the work area.

Adjust and lubricate equipment as needed. (See 7.1 LUBRICATION on page 25.) & (See 7.1 LUBRICATION on page 25.)

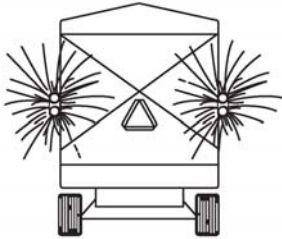
5.4 TRANSPORTING

CAUTION

AVOID SERIOUS INJURY OR DEATH

- Read and understand owner's manual before using. Review safety precautions annually.
- Before operating the wagon, look in all directions and make sure no bystanders, especially small children are in the work area.
- No riders allowed when transporting.
- Do not drink and drive.
- Before moving, be sure required lights and reflectors are installed and working.
- Before maintenance or repair, stop vehicle, set parking brake, and remove ignition key.
- Place safety stands under frame and chock wheels before working on tires or chassis.
- Maintain wheel bolts at torque as recommended in the manual.
- If equipped with brakes, maintain proper adjustment.

CAUTION



Pull-Type Units

- Use flashing warning lights when transporting on ALL highways (public roadways) at ALL times (tractor towed models) EXCEPT WHEN PROHIBITED BY LAW! (Check w/local law enforcement)
- By all state and federal laws, implement lights do not replace the SMV (Slow-Moving Vehicle) identification emblem. All towed agricultural vehicles must display SMV emblems when traveling LESS than 20 mph (32 kph).
- Check for traffic constantly. Be sure you can see that no one is attempting to pass you and that all traffic is sufficiently clear from you before making any turns.
- Securely attach to towing unit. Use a high strength appropriately sized hitch pin with mechanical retainer and attach safety chain.
- Do not exceed 20 mph (32 kph). Slow down for corners and rough terrain.

WARNING



To Prevent Serious Injury Or Death

- Keeps hands and body out of the hitch area when attaching towing vehicle.
- Keep body clear of crush point between towing vehicle and load.

WARNING



To Prevent Serious Injury Or Death

- Shift to lower gear before going down steep grades.
- Avoid traveling on slopes or hills that are unsafe.
- Keep towing vehicle in gear at all times.
- Never exceed a safe travel speed (which may be less than 20 MPH.).

WARNING

You must observe all applicable traffic laws when transporting on public roadways. Check local laws for all highway lighting and marking requirements. Failure to heed may result in serious personal injury or death.

WARNING

(Tractor Powered) Do not tow at speeds in excess of 20 mph. Failure to heed may result in serious personal injury or death.

IMPORTANT

Wagon is to be used for agriculture use only. Travel only at tractor speeds.

IMPORTANT

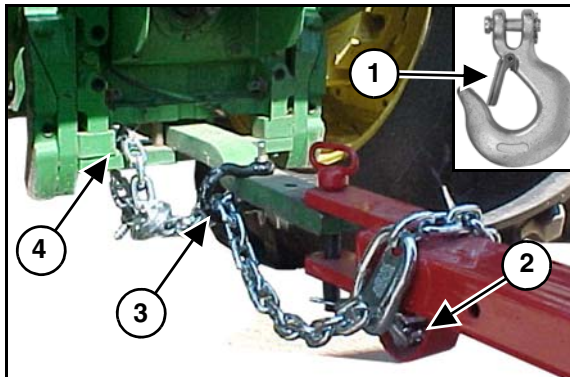
If you will travel on public roads and it is legal to do so, you must know all rules governing such operation. This will include lighting and brake requirements in addition to traffic rules.

NOTE: An optional highway lighting package is available to assist in meeting these requirements. See your Meyer dealer for details.

5.4.1 Safety Chain

WARNING

A safety chain must be installed to retain the connection between the tractor (or other towing vehicle) and implement whenever traveling on public roads in case the hitch connection would separate.



The chain must be of adequate size to hold the weight of the loaded wagon.

NOTE: If using a grab hook at the end(s) of the chain to secure the chain to itself, a hook latch (Item 1) must be installed.

The length of the safety chain is not to be any longer than necessary to turn without interference. If any chain links or attachment hardware are broken or stretched, repair before using. Store chain so it does not corrode or become damaged. Do not use this chain for other implements because the strength and length of the chain may not be adequate. Identify this chain for use on this particular wagon.

Route safety chain through loop under tongue (Item 2), through the intermediate support (Item 3) and then to the towing machine attaching point (Item 4).

NOTE: Do not use the intermediate support (Item 2) as the attaching point.

IMPORTANT

If you do not have a safety chain, or a replacement safety chain is needed, see your local Meyer dealer and do not operate on public roads until you are able to travel with the safety chain properly installed.

5.4.2 Wagon Brake System (Optional)

IMPORTANT

Surge brakes are to be used for assisting in stopping **ONLY** and are not to be relied on as the only means for stopping the towed piece of equipment.

IMPORTANT

Before towing, check that the brake fluid reservoir is maintained to at least half full. If not refill with DOT 3 brake fluid. Check complete system for any leaks and repair as needed.

 **CAUTION**

The safety break-away chain is not to act as a parking brake.

A brake system is recommended for any wagon operated on public roads and may be a requirement. Before using any equipment equipped with brakes, the operation of the brakes should be checked. During travel, attention should be paid to how the brakes are functioning and any necessary adjustments should be made. It will be necessary to check the brake lines and brake linings for wear. Brake linings should be replaced before the rivets or support plates come in contact with the wheel drum. Make all necessary maintenance before using equipment.

Connect the breakaway chain from the actuator to the tow vehicle fastening to the bumper or hitch assembly. Allow extra slack for turning corners, but not too much slack for the chain to be dragging on the pavement. Maintain as straight a connection to the tow vehicle as possible. The safety break-away chain will only function after the hitch pin and safety chains have failed.

The brake actuator has an emergency lever attached to a chain which is attached to the tow vehicle during use. In the event of the towed wagon becoming detached from the towed vehicle, the chain will pull forward and lock the brakes to stop the travel of the wagon. The lever will have to be manually released to disengage the brakes. A lever guide bracket is located on the top of the actuator with a decal to show the brake on and brake off position. If the wagon is towed with the brake lever lock in the brake on position, damage to the brakes will result.

Wagons with free backing brakes will not hold in reverse direction. To release the break-away lever, pull forward on the break-away lever, pry up on the spring clip then release the break-away lever.

Examine actuator for bent parts or excessive wear. Straighten or replace any worn parts as needed. Check to see that all mounting bolts and fasteners are tight.

For additional information, visit www.demco-products.com. Click the "Service & Support" tab, followed by "Owner Manuals". In the search bar, type "BH20023" for the brake actuator DA91 or type "BC20011" for free backing brakes, 13" x 2-1/2".

5.4.3 Tractor Towing Size Requirements

The minimum tractor weight, up to 20 mph (32 kph) needs to be two thirds of the box gross weight (GW). Gross weight is calculated by the empty weight of the mounted implement and undercarriage combined added to the load weight. Then take the gross weight and multiply it by 0.667 and you will get the minimum required weight of the tractor.

Gross Weight

MODEL	MAXIMUM GROSS WEIGHT (LBS)	MINIMUM TRACTOR WEIGHT UP TO 20 MPH (LBS)
SRX-1304	26,000	17,500
SRX-1506	30,000	20,500
DRX-1604	32,000	21,500
DRX-1704	34,000	23,000
DRX-1906	38,000	25,500
DRX-2206	44,000	29,500

MATERIAL ESTIMATED WEIGHT PER CUBIC FOOT	
MATERIAL	LBS / CU. FT.
Soybeans	47 lbs.
Cotton Seed (Dry)	20 lbs.
Corn (Shelled)	45 lbs.
Corn Silage	30 lbs.
Haylage	20 lbs.
Sawdust	17 lbs.
Source: SAE D384.2	



6.0 OPERATION



DO NOT allow anyone to operate, service, inspect or otherwise handle this wagon until all operators have read and understand all of the instructional materials in the “Owner / Operator’s Manual & Parts Book” and have been properly trained in its intended usage.

Before operating the wagon, look in all directions and make sure no bystanders, especially small children are in the work area.

Do not climb or step on any part of the wagon at any time.

Turn on level ground. Slow down when turning.

Go up and down slopes, not across them.

Keep the heavy end of the machine uphill.

Do not overload the machine.

Check for adequate traction.



6.1 LOADING



Shutoff and lockout power before adjusting, servicing, maintaining, or clearing an obstruction from this machine. Failure to heed may result in serious personal injury or death.

IMPORTANT

Overloading may cause failure of axles, tires, structural members, hitches, loss of vehicle control, etc. **DO NOT** exceed maximum gross weight. (See 9.0 SPECIFICATIONS on page 63.)

NOTE: Overloading can have detrimental effects on the integrity of the implement and its safe use. Some materials such as soybeans may not be able to be filled to struck level. Overloading will void warranty and increase risk to the operator's safety. Always be aware of your gross weight.

MAXIMUM WAGON LOAD WEIGHTS	
MODEL	MAXIMUM GROSS WEIGHT (LBS)
SRX1304	26,000
SRX1506	30,000
DRX1604	32,000
DRX1704	34,000
DRX1906	38,000
DRX2206	44,000

** Maximum Gross Weight applies only when equipped with properly rated tires.

6.2 UNHOOKING THE TRACTOR

1. Park the implement on level ground. Put the tractor controls in park, set the parking brake, and turn the engine off before dismounting.
2. Place wheel chocks in front and in back of the implement wheels on opposite sides to prevent the implement from rolling after the tractor is unhooked.
3. Remove the light cords and any optional equipment connections to the attached implement.
4. Remove the hitch pin.
5. Unhook safety chain from tractor drawbar and intermediate support. (See 5.4.1 Safety Chain on page 19.)
 - a. Unhook the break-away chain if you have the optional brake system package.
6. Slowly drive the tractor away from the implement.

7.0 MAINTENANCE

WARNING

Before servicing this equipment, ensure that all personnel, including family members are familiar with the equipment and the safety hazards that are present, along with the safety practices that should be observed while working in this equipment.

WARNING

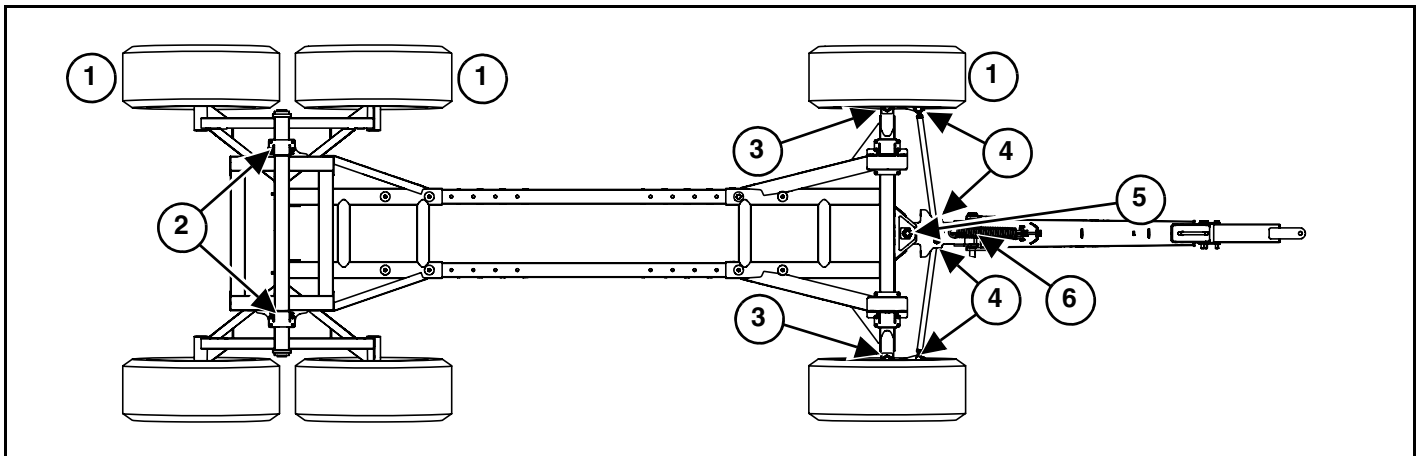
Before servicing or inspecting this wagon, have it hitched to a tractor with engine off, keys removed and parking brake set or chock all four wheels of wagon.

IMPORTANT

Fluid such as hydraulic fluid, grease, etc. must be disposed of in an environmentally safe manner. Some regulations require that certain spills and leaks on the ground must be cleaned in a specific manner. See local, state and federal regulations for the correct disposal.

7.1 LUBRICATION

NOTE: Use a grease type that is composed of a high quality lithium complex or better, unless otherwise stated. We recommend using a #1 grade in colder temperatures or a #2 grade in warmer temperatures.



NOTE: Jack up empty wagon off ground and support on adequate jack stands to relieve pressure and grease until it purges.

EVERY TWO WORK DAYS or every **20 loads**:

- Grease the tandem wings (Item 2) (both sides).
- Grease the front spindle (Item 3) (both sides).
- Grease the tie rod ends (Item 4) (both sides).
- Grease the vertical hitch shaft (Item 5) (both sides).
- Grease the horizontal hitch shaft (Item 6) (both sides).

MONTHLY:

Grease hub through zerk in hub (Item 1) (both sides). Be careful not to over grease and force seal out of the back side of hub

7.2 ADJUSTMENTS

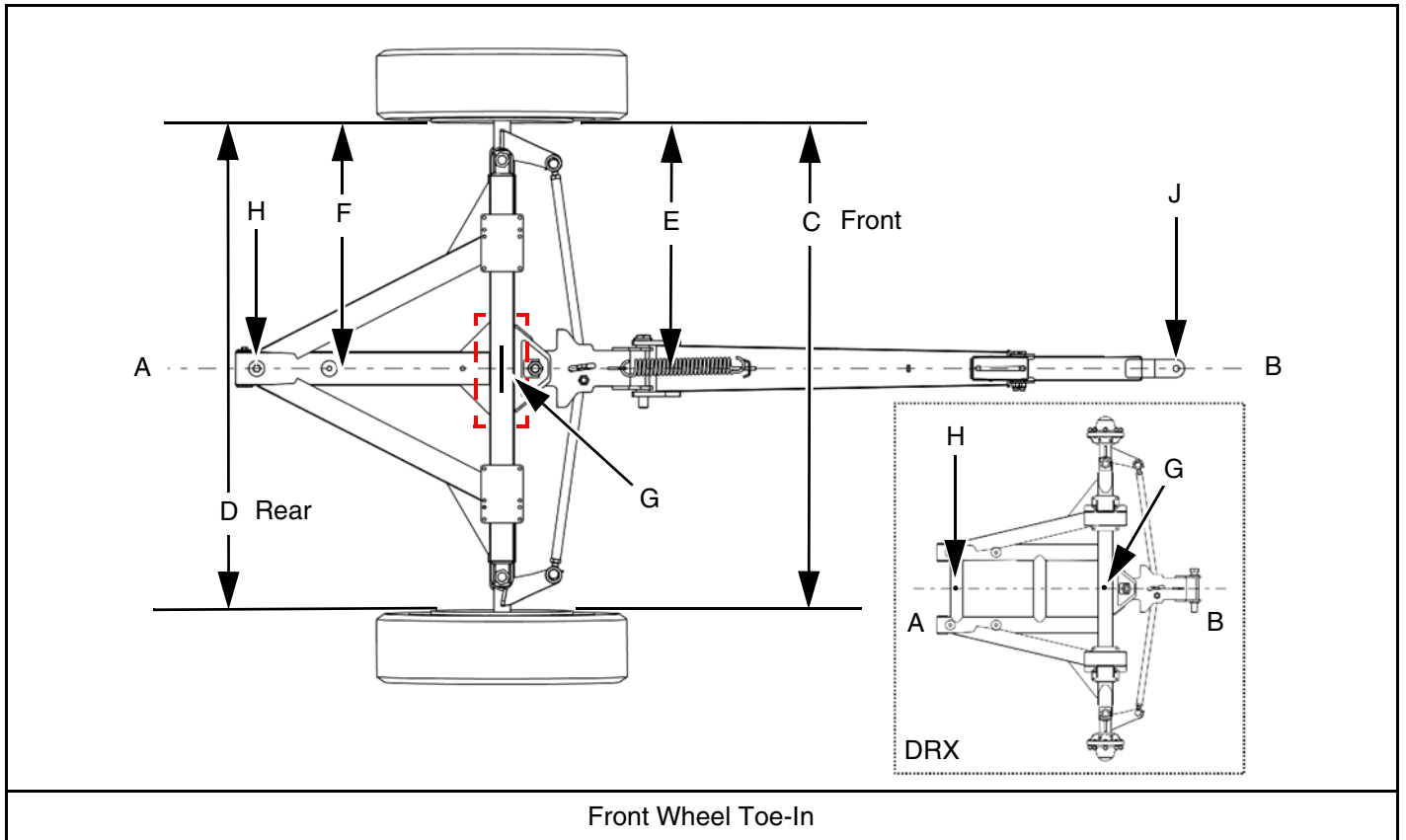
7.2.1 Adjust Wheel Bearing Preload

1. Chock all four wheels or hitch to tractor with engine off, key removed and parking brake set. Jack empty wagon off ground and support with adequate jack stands.
2. Push back and forth on each wheel assembly. If play is detected, bearings need adjusting.
3. If adjusting bearings, it is suggested the bearings be repacked as described previously.
4. Remove hub cap and remove cotter pin from spindle nut.
5. Tighten spindle nut to remove all play. It should be snug and slight drag can be felt while rotating the wheel.
6. If the cotter pin hole in the spindle does not line up with the notch in spindle nut, back off the spindle nut only enough to line up. Reinstall cotter pin. If cotter pin is damaged, replace it.
7. Replace hub cap and lower wheel to the ground.

7.2.2 Front Wheel Toe-In

IMPORTANT

Warranty May be Voided. If the wagon is operated with improper toe-in of the front tires, Meyer will not warranty the wagon. Each tire should be toed-in 1/16" or both tires a total of 1/8". When checking the toe-in, the measurement at the rear of the front rim bead should be the same as the distance between the front of the front rim bead.



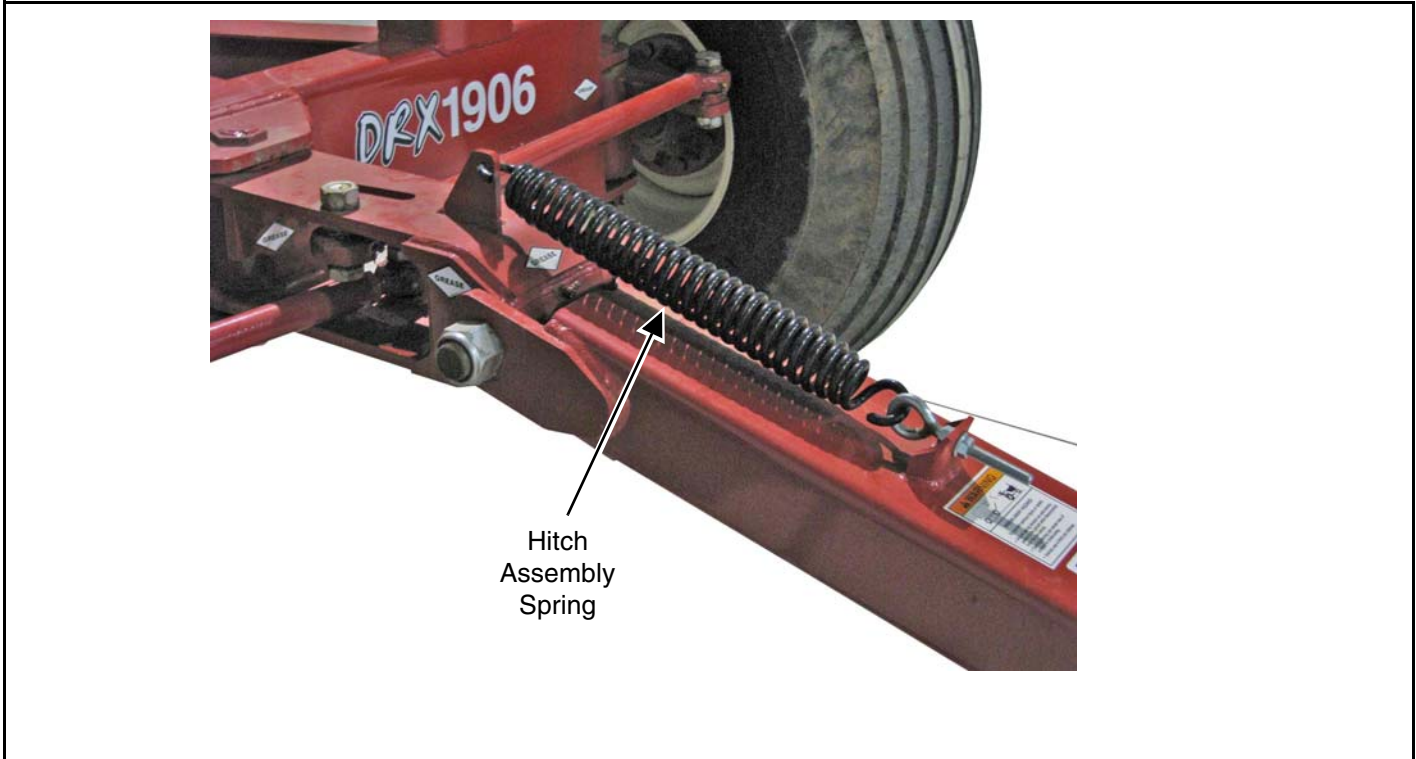
1. To check toe-in, mark the center of the front frame (G). Mark the center of the rear reach support on DRX Models (H) or use the center of a reach bolt (H) on SRX Models. With a string drawn tightly across the center of point H and the center of the hitch pin hole (J), straighten the tongue so the string also crosses over the center of the frame mark (G) creating line A-B. This creates the geometry required to check the toe-in measurement. Do not allow the hitch to move from center during the measuring process.
2. Accurately measure the distance between the rim bead at the horizontal center and at the front, dimension C. Likewise measure on the rear side, dimension D. Dimension C should be 0" to 1/8" less than dimension D. If it is not, then continue with steps 3-5.
3. Loosen the jam nuts on the tie rod ends, both sides.
4. On one wheel, twist the tie rod shaft to turn the tie rod ends inward to increase toe in or outward to decrease. Measure from the front rim bead to wagon center line, dimension E. Likewise on the rear side, dimension F. Dimension E should be 0" to 1/16" less than dimension F. When dimensions are correct, tighten both jam nuts on the tie rod ends.
5. Repeat steps 2-4 for the other side.

7.2.3 Hitch Spring Tension



Over-tightening can cause loss of control or break-away. Excess wear on hitch pin, safety pin, hitch plates and draw bar could also result. Always use a hitch pin retainer.

If your Meyer wagon is equipped with a pole lift assist spring, adjust the spring tension so that the pole settles to the ground when disconnected from the towing vehicle.



7.2.4 Wheel Torque Requirements

BOLT/STUD SIZE	SOCKET SIZE	PRESS FORMED WHEEL CENTER	BOLT TYPE	HEAVY DUTY WHEEL CENTER
1/2	3/4	80 ft lbs	Lug Bolt	85 ft-lbs
9/16	7/8	80 ft lbs	Lug Bolt	120 ft-lbs
5/8	15/16 1-1/16	100 ft lbs	Bevel or Flange Nut	160 ft-lbs
3/4	1-1/8 / 1-1/2	N/A	Flange Nut	378 ft-lbs

7.2.5 Wagon Torque Requirements

BOLT SIZE	BOLT LOCATION	TORQUE SPEC	MODEL
1-08	Tie Rod Bolt	587 ft lbs	SRX/DRX
5/8-11	Reach Side Bolt	151 ft lbs	SRX/DRX
3/4-16	Reach Top Bolt	315 ft lbs	SRX
3/4-10	Reach Top Bolt	266 ft lbs	DRX

7.2.6 Brakes (Optional)

IMPORTANT

Before using any equipment equipped with brakes the operation of the brakes should be checked. Brake linings should be replaced before the rivets or support plates come in contact with the wheel drum. Perform all necessary maintenance before using equipment.

WARNING

Any corrosive materials (salt, saltwater, fertilizers, etc.) are destructive to metals. To properly maintain the life of the brake system, flushing with a high pressure water hose is recommended. After washing, be sure to grease actuator bearings (slides) and oil all moving parts. At the end of season, it is recommended that the brake drums be removed and cleaned inside. Repack wheel bearings being careful not to contaminate the brake system with grease. Readjust the brakes.

Check and test the brakes before intensive use and every three months thereafter. Check the brake wear and the clearance between the brake linings and the drum visually. It is probable that the linings are worn when the brake travel has increased significantly. If the linings are worn to the minimum thickness replace with new.

Check that the brakes are clean and clean them if necessary. Lubricate the brake cam shaft bearings with grease zerks. To prevent grease from getting on the brake drum or linings, do not over grease.

7.2.6.1 Brake Adjustment

Properly support wheel end to adjust the brakes with the tire assembly removed.

Excessive actuator travel (over one inch) is a sign that the brakes need to be adjusted. Jack wheel/tire off of the ground and rotate tire in the forward direction. The brake adjustment nut is located through a slot at the bottom of the backing plate. Insert brake tool or screw driver into slotted hole with handle up and bit against the adjusting wheel, pull down on handle and rotate drum in forward direction while tightening. When you can no longer rotate drum in the forward direction, then loosen the large nut on the back side of the brake cluster, located at the 12 o'clock position, one turn, do not take nut completely off, just loosen to allow anchor pin to realign. Take dead blow hammer and tap on brake drum several times around the perimeter, Now retighten the large anchor pin nut. Back off adjuster twenty clicks (notches) for two-wheel brake systems and fifteen clicks (notches) for four wheel brake systems. and back off shoe adjuster 10-15 clicks. If there is one spot where the wheel drags just slightly this is acceptable. As soon as the brake linings are burnished (this requires several braking stops) the brakes will then be set right.

7.2.6.2 Brake Bleeding

Before bleeding brakes fill the system with DOT 3 hydraulic brake fluid. Using a vacuum type brake bleeder (this type of brake bleeder is available at your local automotive store) follow manufacturer's directions for bleeding.

Install bleeder hose on first wheel cylinder to be bled, if tandem bleed rear axles first. Have loose end of hose submerged in a glass container of brake fluid to observe bubbling. By working the manual hand pump you will draw the air out of the brake lines filling it with fluid.

By loosening the bleeder screw located in the wheel cylinder one turn, the system is open to the atmosphere through the passage drilled in the screw. When the bubbling stops in the glass container close the bleeder screw securely. Follow the same procedure at each wheel cylinder being sure to maintain the master cylinder fluid level at least one half full of brake fluid. After all wheels are bled fill the master cylinder to 3/8" below the full level.

7.2.7 Recommended Tire Pressure

If tires are to operate for any length of time on roads or other hard surfaces and the draft load is not great, it is advisable to increase the pressure in the tire to the maximum recommendation in order to reduce the movement of the tread bars that causes excessive wiping action.

TIRE SIZE	PLY	PSI
12.5L-15	8	36
12.5L-15	12	52
14L-16	12	44
16.5L-16	10	36
19LX16.1	10	32
11R/22.5	used truck	75
425/65x22.5	used truck	75

7.3 FARM IMPLEMENT TIRES

7.3.1 Service And Maintenance Tips

Agricultural tires are designed to carry a specified load at a specified inflation pressure when mounted on a specified width rim. When these conditions are met, the deflection of the tire carcass is in the optimum range and maximum tire performance can be expected. If this combination of design factors is altered for any reason, tire performance will be reduced.

Inflation pressures should be checked at least every week. Recommended inflation pressures based on total load on tires should be used. For accurate inflation use a special low-pressure gauge with one-pound gradations. Gauges should be checked occasionally for accuracy. Always use sealing valve caps to prevent loss of air.

Tire Overload or Under Inflation

Tire overload or under inflation have the same effect of over-deflecting the tire. Under such conditions the tread on the tire will wear rapidly and unevenly, particularly in the shoulder area. Radial cracking in the upper sidewall area will be a problem. With under inflated drive tires in high torque applications sidewall buckles will develop leading to carcass breaks in the sidewall. While an under inflated drive tire may pull better in some soil conditions, this is not generally true and not worth the high risk of tire damage that such an operation invites.

Over Inflation

Over inflation results in an under-deflected tire carcass. The tread is more rounded, concentrates tread wear at the centerline area. Traction is reduced in high torque service because ground contact of the tread shoulder area is reduced and the harder carcass, with reduced flexing characteristics, does not work as efficiently. The tightly stretched over-inflated carcass is more subject to weather checking and impact break damage.

Pressure Adjustments Required - Slow Speed Operation

Higher tire loads are approved for intermittent service operations at reduced speed. Under such conditions inflation pressure must be increased to reduce tire deflection and assure full tire service life. See Page 30 for proper inflation.

Use of Proper Width Rims

If tires are mounted on rims of incorrect width, the following conditions can result:

- Use of a wider rim results in flattening of the tread face. This feature may improve traction in loose soil conditions. In hard soils, however, the flatter tread penetrates less effectively and tractive effort is reduced. Additional stresses concentrated in the shoulder area tend to increase the rate of shoulder tread wear. By spacing the tire beads farther apart the sidewalls are forced to flex in an area lower than normal and this can result in circumferential carcass breaks and/or separation.
- Use of a narrower rim brings potential mounting problems because the rim shield or flange cover molded into most drive tire designs tends to interfere with the seating of the tire beads on a narrow rim. Once mounted on a narrow rim, the tire shield applies undue pressure on the rim flange, with possible tire sidewall separation or premature rim failure at the heel radius. On a narrow rim the tread of the tire is rounded. As with the over-inflated tire tread wear will be concentrated in the center area of the tread and traction in the field will be reduced.

Roading Of Farm Implement Tires

- Tractor tires operate most of the time in field conditions where the lugs can penetrate the soil, and where all portions of the tread make contact with the ground. In operating on hard roads with low inflation pressure there is an undesirable distortion of the tire during which the tread bars squirm excessively while going under and coming out from under the load. On highly abrasive or hard surfaces, this action wipes off the rubber of the tread bars or lugs and wears them down prematurely and irregularly.

If tires are to operate for any length of time on roads or other hard surfaces and the draft load is not great, it is advisable to increase the pressure in the tire to the maximum recommendation in order to reduce the movement of the tread bars that causes excessive wiping action.

- Farm tractor and implement tires are designed for low-speed operations not exceeding 20 miles per hour. If tractors or implements are towed at high speeds on the highway, high temperatures may develop under the tread bars and weaken the rubber material and cord fabric. There may be no visible evidence of damage at the time. Later a premature failure occurs, which experience shows was started by the overheated condition that developed when the unit was towed at a high speed.

Care And Storage Of Tractor And Implement Tires

- All tires should be stored indoors in a cool, dark, dry area free from drafts. Both heat and light are sources of oxidation on the tire surfaces - a result of which is crazing and weather checking. Tires should never be stored on oily floors or otherwise in contact with solvents, oil or grease. Further, tires should not be stored in the same area with volatile solvents. Such solvents are readily absorbed by rubber and will damage and weaken it.
- Tires should be stored away from electric motors, generators, arc welders, etc. since these are active sources of ozone. Ozone attacks rubber - to cause crazing and weather checking.
- Unmounted tires should be stored vertically on tread. If stored for an extended period, tires should be rotated periodically to reduce stress concentrations in the area of ground contact. Tires should not be stored flat and "stove piped" as they will become squashed and distorted, making mounting on the rim difficult - particularly for tubeless tires.
- Inflated tires mounted on rims should be stored under conditions noted above, with inflation pressure reduced to 10 PSI.

7.4 STORING THE WAGON

Sometimes it may be necessary to store your Meyer wagon for an extended period of time. Below is a list of items to perform before storage.

- Thoroughly clean the equipment.
- Lubricate the equipment. (See 7.1 LUBRICATION on page 25.)
- Make appropriate adjustments to equipment.
- Inspect the hitch and all welds on the equipment for wear and damage.
- Check for loose hardware, missing guards, or damaged parts.
- Check for damaged or missing safety signs (decals). Replace if necessary.
- Replace worn or damaged parts.
- Touch up all paint nicks and scratches to prevent rusting.
- Place the equipment in a dry protected shelter.
- Place the equipment flat on the ground.

7.5 RETURNING THE WAGON TO SERVICE

After the Meyer wagon has been in storage, it is necessary to follow a list of items to return the equipment to service.

- Lubricate the equipment.
- Connect to a tractor and operate equipment, verify all functions operate correctly.

8.0 REPLACEMENT PARTS



WARNING

Before servicing this equipment, ensure that all personnel, including family members are familiar with the equipment and the safety hazards that are present, along with the safety practices that should be observed while working in this equipment.



CAUTION

Inspect the chassis' axles, o-beams, spindles, tires, hitches, safety shielding, safety signs and safety lighting regularly. These parts if not watched closely, could pose potential injury or death. If any part is found in need of repair, follow the SHUTOFF & LOCKOUT POWER recommendations and have qualified personnel repair immediately.

Any individual that will be adjusting, servicing, maintaining, or clearing an obstruction from this machine needs to ensure that this machine stays safely "OFF" until the adjustment, service, or maintenance has been completed, or when the obstruction has been cleared, and that all guards, shields, and covers have been restored to their original position. The safety of all individuals working on or around this machine, including family members, are affected. The following procedure will be referred to throughout this manual, so be familiar with the following steps.

Shutoff & Lockout Power Recommendations

1. Think, Plan and Check

- a. **Think** through the entire procedure and identify all the steps that are required.
- b. **Plan** what personnel will be involved, what needs to be shut down, what guards / shields need to be removed, and how the equipment will be restarted.
- c. **Check** the machine over to verify all power sources and stored energy have been identified including engines, hydraulic and pneumatic systems, springs and accumulators, and suspended loads.

2. Communicate - Inform everyone involved, including those working on or around this machine, that work is being done which involves keeping this machine safely "OFF".

3. Power Sources

- a. **LOCKOUT** - Shut off engines and take the key, or physically lock the start/on switch or control. Disconnect any power sources which are meant to be disconnected (i.e. electrical, hydraulic, and PTO of pull-type units).
- b. **TAGOUT** - Place a tag on the machine noting the reason for the power source being tagged out and what work is being done. This is particularly important if the power source is not within your sight and/or will need to be isolated for a longer period of time.

4. Stored Energy - Neutralize all stored energy from its power source. Ensure that this machine is level, set the parking brake, and chock the wheels. Disconnect electricity, block moveable parts, release or block spring energy, release pressure from hydraulic and pneumatic lines, and lower suspended parts to a resting position.

5. Test - Do a complete test and personally double check all of the above steps to verify that all of the power sources are actually disconnected and locked out.

6. Restore Power - When the work has been completed, follow the same basic procedures, ensuring that all individuals working on or around this machine are safely clear of the machine before locks and tags are removed and power is restored.

IMPORTANT

It is important that everyone who works on this equipment is properly trained to help ensure that they are familiar with this procedure and that they follow the steps outlined above. This manual will remind you when to Shutoff & Lockout Power.

At times parts on this implement will become worn or damaged. Performing repairs on this implement can pose a risk of injury including death. To reduce risk, the party that will be doing the repair should be very knowledgeable of the implement and the equipment that they will be using to do the repair.

- Review the repair so that a plan can be put together and the proper equipment can be used to repair this implement safely and correctly.
- Personal safety equipment may include items such as safety glasses, protective footwear, hearing protection, gloves, fire retardant clothes, etc.



WARNING

Crushing Hazard

Do Not work under suspended or blocked parts.



- The use of hoists and/or supports may be needed to handle heavy components.
- If the implement is being repaired in the field, make sure the parking brake of the tractor is engaged, the implement is on solid and level ground.
- Welding and torching should be done by properly trained individuals who have proven their skills.

IMPORTANT

Call the factory for any additional details you may need to perform the repair. Some parts may come with instruction sheets to assist in the repair. Instructions sheets may be provided with your parts order. Otherwise, if available, instruction sheets can be e-mailed or faxed for your convenience. Call Meyer Manufacturing Corporation toll free at 1-800-325-9103 or email sales@meyermfg.com.

NOTE: Be environmentally friendly and dispose of any waste materials properly. Recycle when appropriate.

REPLACEMENT PARTS INDEX

SINGLE AXLE MODELS

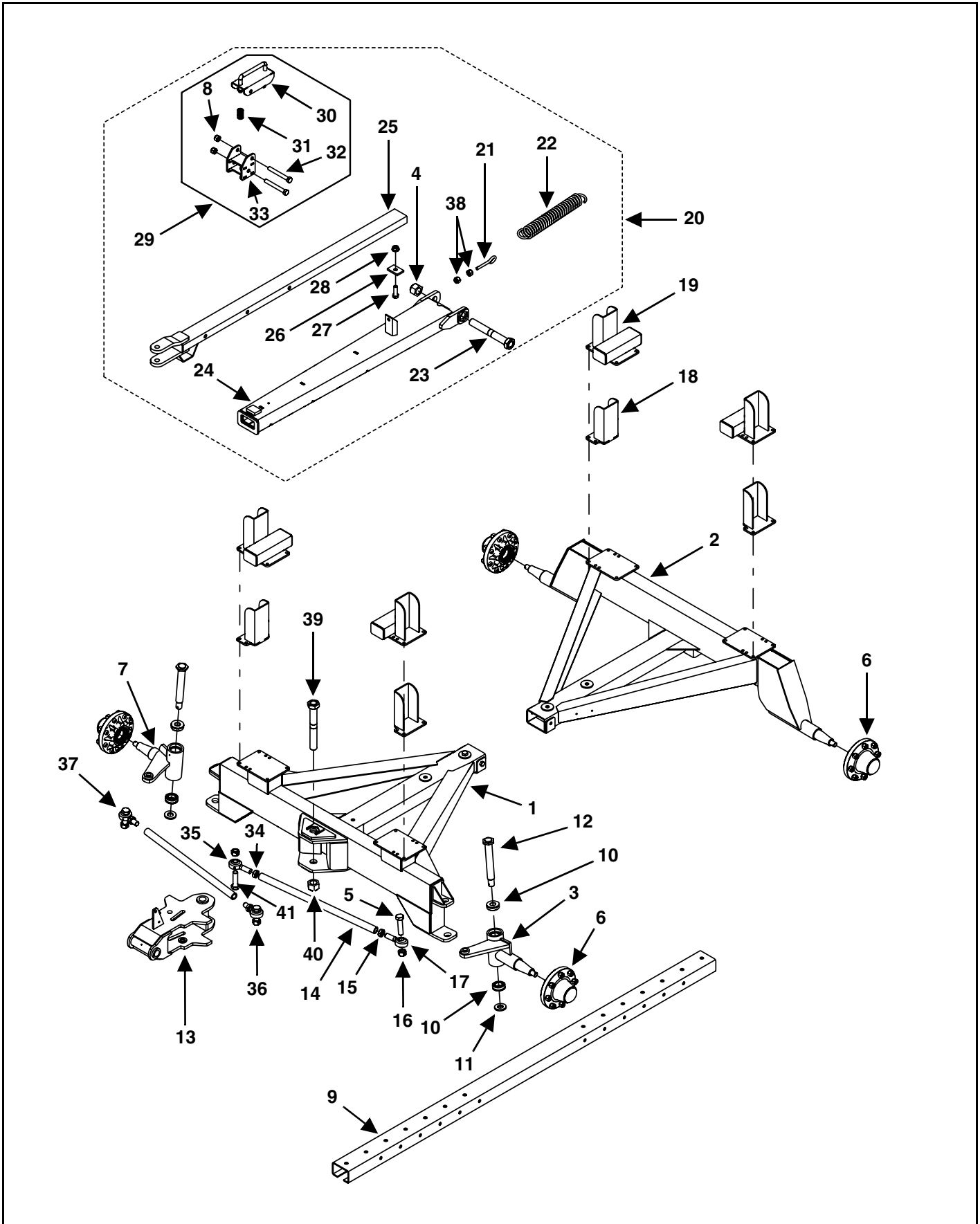


TANDEM AXLE MODELS



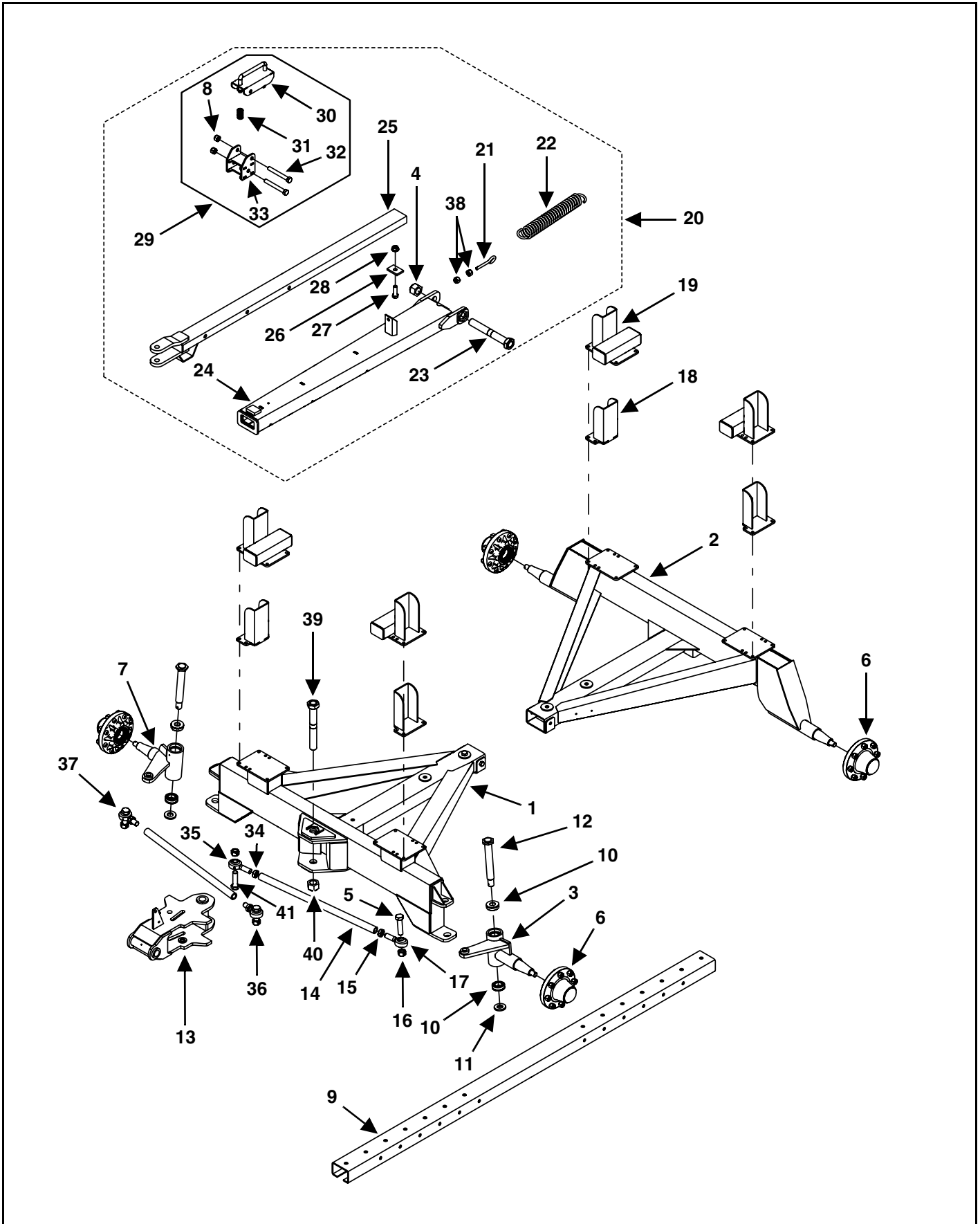
DESCRIPTION	PAGE #
MODEL SRX1304, SRXB1304	36
MODEL SRX1506	40
MODELS DRX1604 / 1704, DRXB1604 / 1704	42
MODEL DRX1906 / 2206, DRXBB1906 / 2206	46
HUB FOR MODELS SRX1304 / 1506, SRXB1304	50
HUB FOR MODELS DRX1704 / 2206, DRXB1704, DRXBB2206	51
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STEEL STRINGER TIE DOWN KIT	53
OPTIONAL BRAKE PACKAGE	54
OPTIONAL BRAKE ASSEMBLY	56
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MODEL SRX1304, SRXB1304 (1 OF 2)



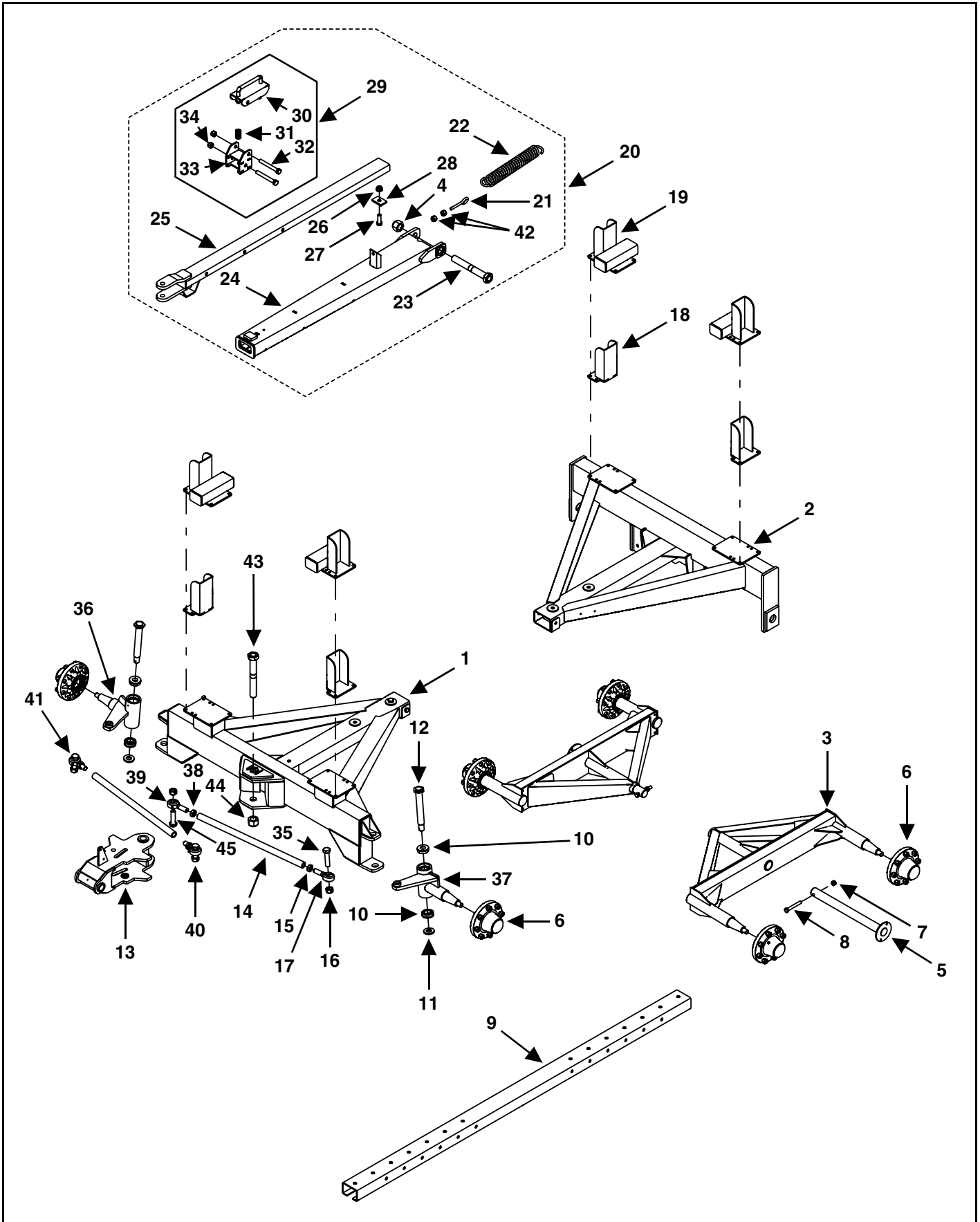
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
1	75-5031-1	1	Front Axle Weldment	SRX1304
2	75-5040-1	1	Rear Axle Weldment	SRX1304
	75-5058-1	1	Rear Axle Weldment (Brake Option)	SRXB1304
3	75-5031-3	1	Left Trunnion Weldment	SRX1304
4	815-15012-Z	1	1-1/2"-12 Nylon-Insert Lock Nut	SRX1304
5	851-1008-4Z	2	1"-8 x 4" Machine Bolt	SRX1304
6	See Page 50	4	Hub Assembly Complete	SRX1304, SRXB1304
7	75-5031-2	1	Right Trunnion Weldment	SRX1304
8	815-7510-Z	2	3/4"-10 Nylon-Insert Lock Nut	SRX1304
	815-7510-Z	3	3/4"-10 Nylon-Insert Lock Nut (Brake Option)	SRXB1304
9	75-5041	1	112" Reach	SRX1304
	75-5037	1	136" Reach (Optional)	SRX1304
	75-5044	1	208" Reach (Optional)	SRX1304
	881-7516-2.25	4	3/4-16 x 2-1/4" Machine Bolt	SRX1304
	844-7516	4	3/4-16 Flange Top Lock Nut	SRX1304
	805-0075-Z	8	3/4" Flat Washer	SRX1304
	851-6311-1.75Z	4	5/8-11 x 1-3/4" Machine Bolt	SRX1304
	885-6311-Z	4	5/8-11 Nylon Insert Lock Nut	SRX1304
10	14-0069	4	1-1/2" Sealed Tapered Roller Bearing Assembly	SRX1304
11	75-5013-3	2	King Pin Washer	SRX1304
12	75-5013	2	Trunnion Pin Weldment	SRX1304
	75-0208-8-Z	2	1-1/4-12 Slotted Hex Nut	SRX1304
	823-31-2.5Z	2	5/16" x 2-1/2" Cotter Pin	SRX1304
13	75-5000-4-UP	1	Steering Assembly Update (Prior To SN 1317SRX201)	SRX1304
	75-5000-5	1	Steering Assembly Weldment (SN 1317SRX201 & Later)	SRX1304
14	75-5017	2	31" Steering Tie Rod	SRX1304
15	75-0304-2	2	1"-14 Left Hand Jam Nut	SRX1304
16	814-1008-Z	4	1"-8 Center Lock Nut	SRX1304
17	75-5016	2	1"-14 Left Hand Thread Tie Rod Assembly	SRX1304
18	75-5008	4	Stake Pocket Weldment	SRX1304
	815-5013-Z	16	1/2-13 Nylon Lock Nut	SRX1304
	851-5013-1.5Z	16	1/2-13 x 1-1/2" Machine Bolt	SRX1304
19	75-5006	4	Raised Stake Pocket Weldment (Optional)	SRX1304
	815-5013-Z	24	1/2-13 Nylon Lock Nut	SRX1304
	851-5013-1.5Z	24	1/2-13 x 1-1/2" Machine Bolt	SRX1304
	DRX-RISER-HD-3-K	1	3" HD Riser Kit With Hardware	SRX1304
20	75-5038	1	Front Hitch Assembly	SRX1304
	See Page 54	1	Front Hitch Assembly (Brake Option)	SRXB1304
21	811-5013-4Z	1	1/2"-13 x 4" Eyebolt 6" Overall	SRX1304
22	29-0017	1	Wagon Lift Spring	SRX1304
23	75-5012	1	Tongue Bolt Weldment	SRX1304
24	75-5038-1	1	Outer Hitch Tube Weldment	SRX1304
	75-5045-2	1	Outer Hitch Tube Weldment (Brake Option)	SRXB1304
25	75-5038-2	1	Inner Hitch Tube Weldment	SRX1304
	75-5045-1	1	Inner Hitch Tube Weldment (Brake Option)	SRXB1304

MODEL SRX1304, SRXB1304 (2 OF 2)



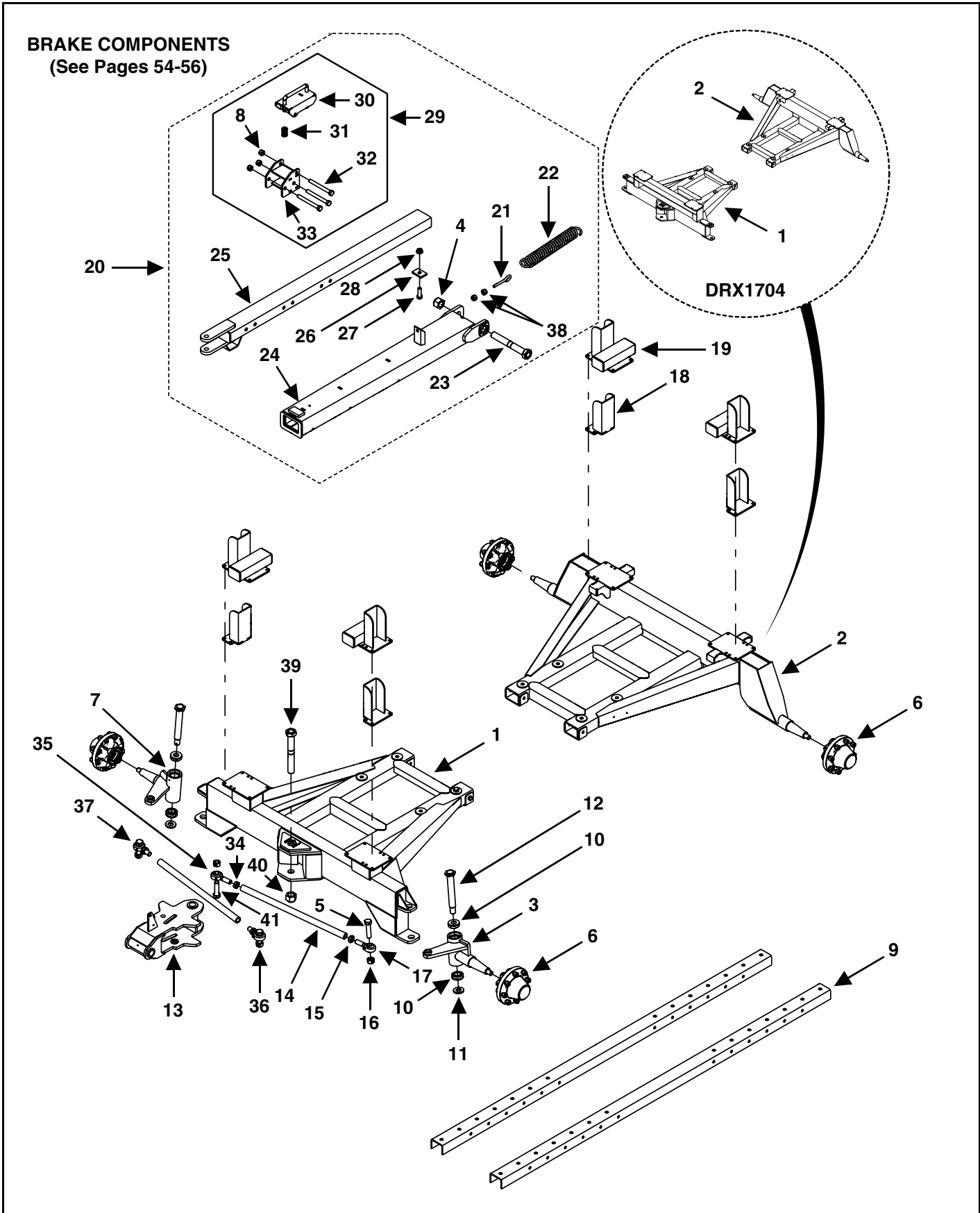
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
26	75-0363	1	Inner Hitch Tube Stop	SRX1304
27	881-7516-2.25Z	1	3/4"-16 x 2-1/4" Hex Head Cap Screw	SRX1304
28	844-7516	1	3/4"-16 Flange Top Lock Nut	SRX1304
29	75-5039	1	Complete Latch Assembly	SRX1304
30	75-5039-1	1	Upper Latch Weldment	SRX1304
	75-5045-5	1	Upper Latch Weldment (Brake Option)	SRXB1304
31	29-0001	1	Spring	SRX1304
32	851-7510-6Z	2	3/4"-10 x 6" Machine Bolt	SRX1304
	851-7510-6Z	3	3/4"-10 x 6" Machine Bolt (Brake Option)	SRXB1304
33	75-5039-2	1	Latch Mount Weldment	SRX1304
	75-5009-7	1	Latch Mount Weldment (Brake Option)	SRXB1304
34	75-0305-2	2	1"-14 Right Hand Jam Nut	SRX1304
35	75-5018	2	1"-14 Right Hand Thread Tie Rod Assembly	SRX1304
36	75-5018-KIT-3.5	2	Right Hand Tie Rod Eyelet Assembly With Hardware	SRX1304
37	75-5016-KIT-4	2	Left Hand Tie Rod Eyelet Assembly With Hardware	SRX1304
38	810-5013-Z	2	1/2" Spin Lock Nut	SRX1304
39	75-5014	1	Tongue Bolt Weldment (Prior To SN 1317SRX201)	SRX1304
	75-5012	1	Tongue Bolt Weldment (SN 1317SRX201 & Later)	SRX1304
40	823-31-2.5Z	1	5/16" x 2-1/2" Cotter Pin (Prior To SN 1317SRX201)	SRX1304
	815-15012-Z	1	1-1/2"-12 Nylon-Insert Lock Nut (SN 1317SRX201 & Later)	SRX1304
41	851-1008-3.5Z	2	1"-8 x 3.5" Machine Bolt	SRX1304

MODEL SRX1506



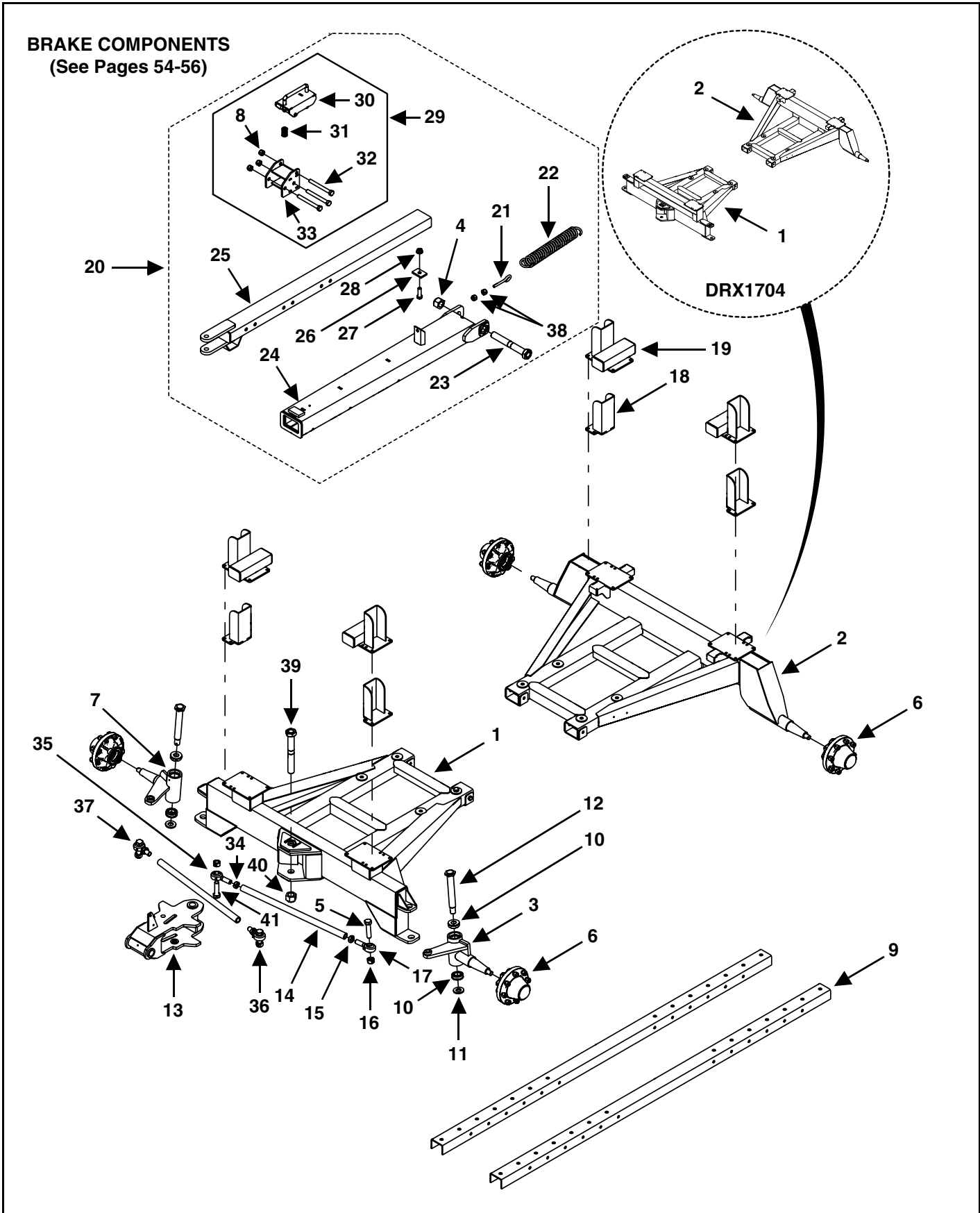
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
1	75-5031-1	1	Front Axle Weldment	SRX1506
2	75-5032	1	Rear Axle Weldment	SRX1506
3	75-5034-1	2	O-Beam Weldment Without Hubs	SRX1506
	75-5034	2	O-Beam Assembly With Hubs	SRX1506
4	815-15012-Z	1	1-1/2"-12 Nylon-Insert Lock Nut	SRX1506
5	75-5036	2	O-Beam Pivot Shaft Weldment	SRX1506
6	See Page 50	6	Hub Assembly Complete	SRX1506
7	815-6311-Z	2	5/8"-11 Nylon-Insert Lock Nut	SRX1506
8	851-6311-4.5Z	2	5/8"-11 x 4-1/2" Machine Bolt	SRX1506
9	75-5041	1	112" Reach	SRX1506
	75-5037	1	136" Reach (Optional)	SRX1506
	75-5044	1	208" Reach (Optional)	SRX1506
	881-7516-2.25	4	3/4-16 x 2-1/4" Machine Bolt	SRX1506
	844-7516	4	3/4-16 Flange Top Lock Nut	SRX1506
	805-0075-Z	8	3/4" Flat Washer	SRX1506
	851-6311-1.75Z	4	5/8-11 x 1-3/4" Machine Bolt	SRX1506
	885-6311-Z	4	5/8-11 Nylon Insert Lock Nut	SRX1506
10	14-0069	4	1-1/2" Sealed Tapered Roller Bearing Assembly	SRX1506
11	75-5013-3	2	King Pin Washer	SRX1506
12	75-5013	2	Trunnion Pin Weldment	SRX1506
	75-0208-8-Z	2	1-1/4-12 Slotted Hex Nut	SRX1506
	823-31-2.5Z	2	5/16" x 2-1/2" Cotter Pin	SRX1506
13	75-5000-4-UP	1	Steering Assembly Update (Prior To SN 1317SRX201)	SRX1506
	75-5000-5	1	Steering Assembly Weldment (SN 1317SRX201 & Later)	SRX1506
14	75-5017	2	31" Steering Tie Rod	SRX1506
15	75-0304-2	2	1"-14 Left Hand Jam Nut	SRX1506
16	814-1008-Z	4	1"-8 Center Lock Nut	SRX1506
17	75-5016	2	1"-14 Left Hand Thread Tie Rod Assembly	SRX1506
18	75-5008	4	Stake Pocket Weldment	SRX1506
	815-5013-Z	16	1/2-13 Nylon Lock Nut	SRX1506
	851-5013-1.5Z	16	1/2-13 x 1-1/2" Machine Bolt	SRX1506
19	75-5006	4	Raised Stake Pocket Weldment (Optional)	SRX1506
	815-5013-Z	24	1/2-13 Nylon Lock Nut	SRX1506
	851-5013-1.5Z	24	1/2-13 x 1-1/2" Machine Bolt	SRX1506
	DRX-RISER-HD-3-K	1	3" HD Riser Kit With Hardware	SRX1506
20	75-5038	1	Front Hitch Assembly	SRX1506
21	811-5013-4Z	1	1/2"-13 x 4" Eyebolt 6" Overall	SRX1506
22	29-0017	1	Wagon Lift Spring	SRX1506
23	75-5012	1	Tongue Bolt Weldment	SRX1506
24	75-5038-1	1	Outer Hitch Tube Weldment	SRX1506
25	75-5038-2	1	Inner Hitch Tube Weldment	SRX1506
26	75-0363	1	Inner Hitch Tube Stop	SRX1506
27	881-7516-2.25Z	1	3/4"-16 x 2-1/4" Hex Head Cap Screw	SRX1506
28	844-7516	1	3/4"-16 Flange Top Lock Nut	SRX1506
29	75-5039	1	Complete Latch Assembly	SRX1506
30	75-5039-1	1	Upper Latch Weldment	SRX1506
31	29-0001	1	Spring	SRX1506
32	851-7510-6Z	2	3/4"-10 x 6" Machine Bolt	SRX1506
33	75-5039-2	1	Latch Mount Weldment	SRX1506
34	815-7510-Z	2	3/4"-10 Nylon-Insert Lock Nut	SRX1506
35	851-1008-4Z	2	1"-8 x 4" Machine Bolt	SRX1506
36	75-5031-2	1	Right Trunnion Weldment	SRX1506
37	75-5031-3	1	Left Trunnion Weldment	SRX1506
38	75-0305-2	2	1"-14 Right Hand Jam Nut	SRX1506
39	75-5018	2	1"-14 Right Hand Thread Tie Rod Assembly	SRX1506
40	75-5018-KIT-3.5	2	Right Hand Tie Rod Eyelet Assembly With Hardware	SRX1506
41	75-5016-KIT-4	2	Left Hand Tie Rod Eyelet Assembly With Hardware	SRX1506
42	810-5013-Z	2	1/2" Spin Lock Nut	SRX1506
43	75-5014	1	Tongue Bolt Weldment (Prior To SN 1317SRX201)	SRX1506
	75-5012	1	Tongue Bolt Weldment (SN 1317SRX201 & Later)	SRX1506
44	823-31-2.5Z	1	5/16" x 2-1/2" Cotter Pin (Prior To SN 1317SRX201)	SRX1506
	815-15012-Z	1	1-1/2"-12 Nylon-Insert Lock Nut (SN 1317SRX201 & Later)	SRX1506
45	851-1008-3.5Z	2	1"-8 x 3.5" Machine Screw	SRX1506

BRAKE COMPONENTS
(See Pages 54-56)



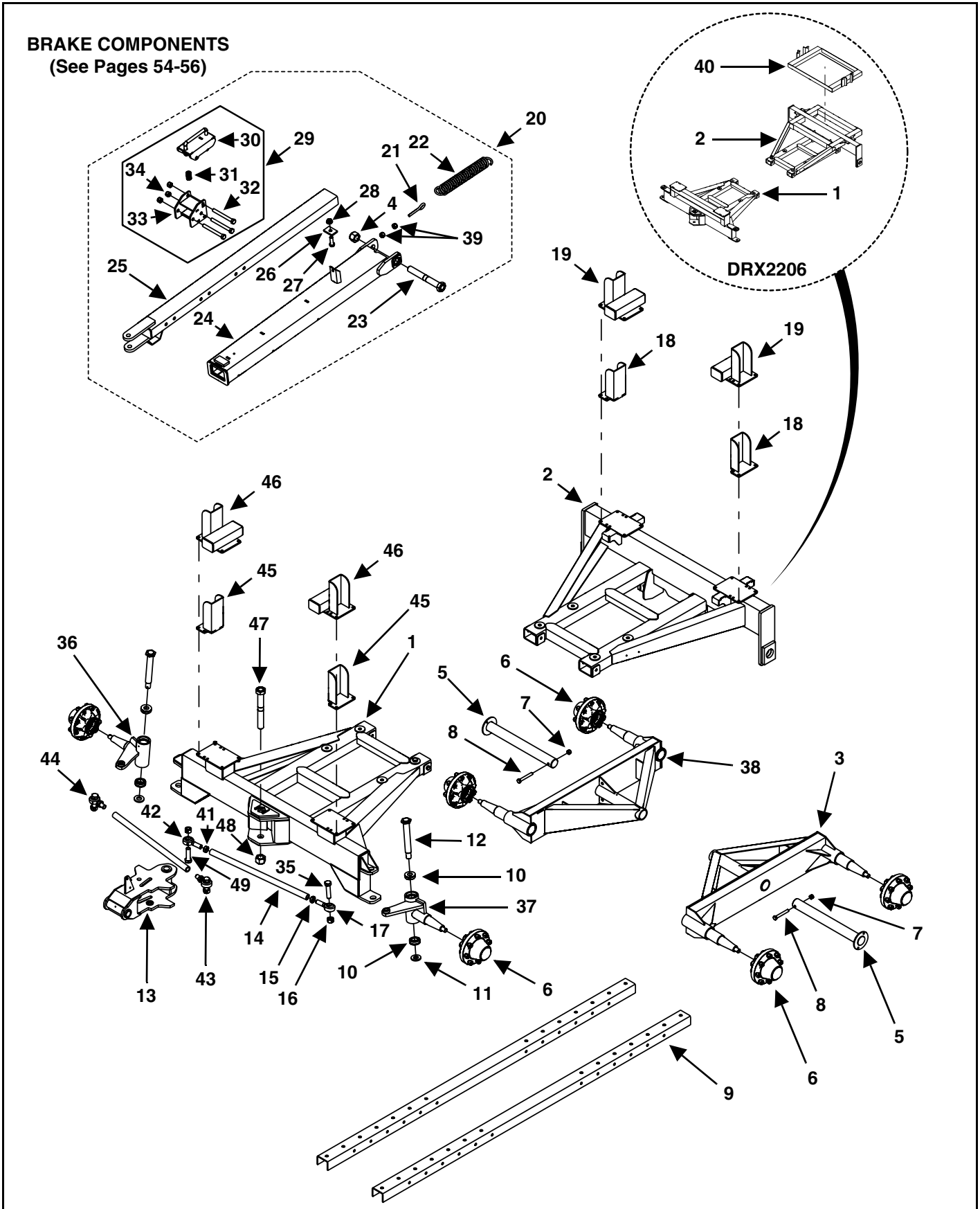
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
1	75-5024-1	1	Front Axle Weldment	DRX1604
	75-5000-1	1	Front Axle Weldment	DRX1704
2	75-5026-1	1	Rear Axle Weldment Without Hubs	DRX1604
	75-5053-1	1	Rear Axle Weldment Without Hubs (Brake Option)	DRXB1604
	75-5026	1	Rear Axle Weldment With Hubs	DRX1604
	75-5053	1	Rear Axle Weldment With Hubs (Brake Option)	DRXB1604
	75-5021-1	1	Rear Axle Weldment Without Hubs	DRX1704
	75-5046-1	1	Rear Axle Weldment Without Hubs (Brake Option)	DRXB1704
	75-5021	1	Rear Axle Weldment With Hubs	DRX1604
	75-5046	1	Rear Axle Weldment With Hubs (Brake Option)	DRXB1604
3	75-5024-3	1	Left Trunnion Weldment	DRX1604
	75-5000-3	1	Left Trunnion Weldment	DRX1704
4	815-15012-Z	2	1-1/2"-12 Nylon-Insert Lock Nut	DRX1604 /1704
5	851-1008-4Z	2	1"-8 x 4" Machine Bolt	DRX1604
	851-1008-3.5Z	2	1"-8 x 3.5" Machine Bolt	DRX1704
6	See Page 51	4	Hub Assembly Complete	DRX1604
	See Page 52	4	Hub Assembly Complete	DRX1704
7	75-5024-2	1	Right Trunnion Weldment	DRX1604
	75-5000-2	1	Right Trunnion Weldment	DRX1704
8	815-7510-Z	3	3/4"-10 Nylon-Insert Lock Nut	DRX1604 /1704
9	75-5029	2	112" Reach	DRX1604 /1704
	75-5030	2	136" Reach (Optional)	DRX1604 /1704
	75-5042	2	208" Reach (Optional)	DRX1604 /1704
	851-6311-1.75Z	8	5/8-11 x 1-3/4" Machine Bolt	DRX1604 /1704
	885-6311-Z	8	5/8-11 Nylon Insert Lock Nut	DRX1604 /1704
	851-7510-2Z	8	3/4-10 x 2" Machine Bolt	DRX1604 /1704
	815-7510-Z	8	3/4-10 Nylon Insert Lock Nut	DRX1604 /1704
10	14-0069	4	1-1/2" Sealed Tapered Roller Bearing Assembly	DRX1604 /1704
11	75-5013-3	2	King Pin Washer	DRX1604 /1704
12	75-5013	2	Trunnion Pin Weldment	DRX1604 /1704
	75-0208-8-Z	2	1-1/4-12 Slotted Hex Nut	DRX1604 /1704
	823-31-2.5Z	2	5/16" x 2-1/2" Cotter Pin	DRX1604 /1704
13	75-5000-4-UP	1	Steering Assembly Update (Prior To SN 1617DRX201, 1717DRX201)	DRX1604 /1704
	75-5000-5	1	Steering Assembly Weldment (SN 1617DRX201, 1717DRX201 & Later)	DRX1604 /1704
14	75-5017	2	31" Steering Tie Rod	DRX1604 /1704
15	75-0304-2	2	1"-14 Left Hand Jam Nut	DRX1604 /1704
16	814-1008-Z	4	1"-8 Center Lock Nut	DRX1604 /1704
17	75-5016	2	1"-14 Left Hand Thread Tie Rod Assembly	DRX1604 /1704
18	75-5008	4	Stake Pocket Weldment	DRX1604 /1704
	815-5013-Z	16	1/2-13 Nylon Lock Nut	DRX1604 /1704
	851-5013-1.5Z	16	1/2-13 x 1-1/2" Machine Bolt	DRX1604 /1704

BRAKE COMPONENTS
(See Pages 54-56)



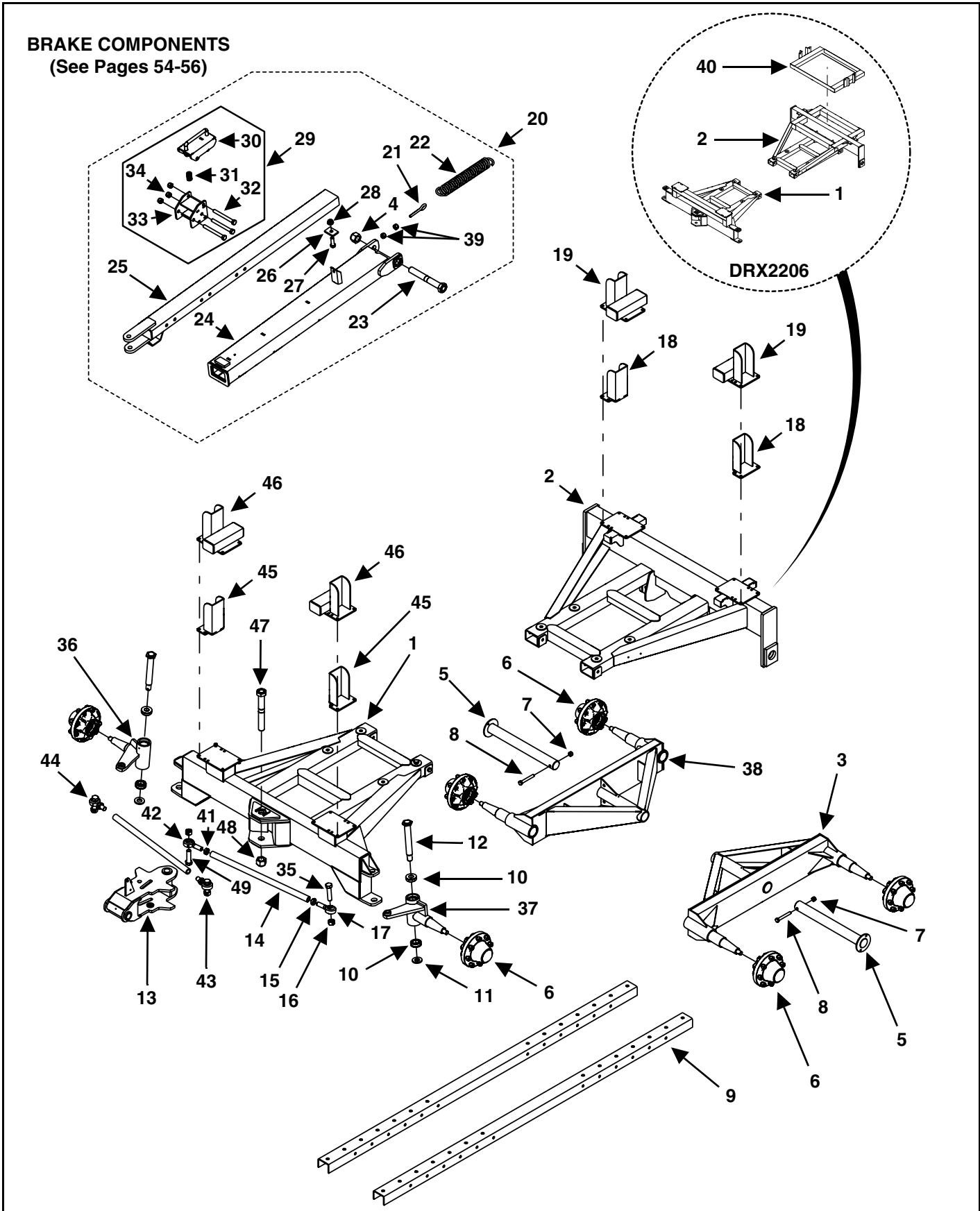
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
19	75-5006	4	Raised Stake Pocket Weldment	DRX1604 /1704
	815-5013-Z	24	1/2-13 Nylon Lock Nut	DRX1604 /1704
	851-5013-1.5Z	24	1/2-13 x 1-1/2" Machine Bolt	DRX1604 /1704
	DRX-RISER-HD-3-K	1	3" HD Riser Kit With Hardware	DRX1604 /1704
20	75-5009	1	Front Hitch Assembly	DRX1604 /1704
	See Page 54	1	Front Hitch Assembly (Brake Option)	DRXB1604 /1704
21	811-5013-4Z	1	1/2"-13 x 4" Eyebolt 6" Overall	DRX1604 /1704
22	29-0017	1	Wagon Lift Spring	DRX1604 /1704
23	75-5012	1	Tongue Bolt Weldment	DRX1604 /1704
24	75-5009-2	1	Outer Hitch Tube Weldment	DRX1604 /1704
	75-5045-2	1	Outer Hitch Tube Weldment Only (Brake Option)	DRXB1604 /1704
25	75-5009-1	1	Inner Hitch Tube Weldment	DRX1604 /1704
	75-5045-1	1	Inner Hitch Tube Weldment Only (Brake Option)	DRXB1604 /1704
26	75-0363	1	Inner Hitch Tube Stop	DRX1604 /1704
27	881-7516-2.25Z	1	3/4"-16 x 2-1/4" Hex Head Cap Screw	DRX1604 /1704
28	844-7516	1	3/4"-16 Flange Top Lock Nut	DRX1604 /1704
29	75-5009-L	1	Complete Latch Assembly	DRX1604 /1704
	75-5045-L	1	Complete Latch Assembly (Brake Option)	DRXB1604 /1704
30	75-5009-8	1	Upper Latch Weldment	DRX1604 /1704
	75-5045-5	1	Upper Latch Weldment (Brake Option)	DRXB1604 /1704
31	29-0001	1	Spring	DRX1604 /1704
32	851-7510-7Z	3	3/4"-10 x 7" Machine Bolt	DRX1604 /1704
33	75-5009-7	1	Latch Mount Weldment	DRX1604 /1704
34	75-0305-2	2	1"-14 Right Hand Jam Nut	DRX1604 /1704
35	75-5018	2	1"-14 Right Hand Thread Tie Rod Assembly	DRX1604 /1704
36	75-5018-KIT-3.5	2	Right Hand Tie Rod Eyelet Assembly With Hardware	DRX1604 /1704
37	75-5016-KIT-4	2	Left Hand Tie Rod Eyelet Assembly With Hardware	DRX1604
	75-5016-KIT-3.5	2	Left Hand Tie Rod Eyelet Assembly With Hardware	DRX1704
39	75-5014	1	Tongue Bolt Weldment (Prior To SN 1617DRX201, 1717DRX201)	DRX1604 /1704
	75-5012	1	Tongue Bolt Weldment (SN 1617DRX201, 1717DRX201 & Later)	DRX1604 /1704
40	823-31-2.5Z	1	5/16" x 2-1/2" Cotter Pin (Prior To SN 1617DRX201, 1717DRX201)	DRX1604 /1704
	815-15012-Z	1	1-1/2"-12 Nylon-Insert Lock Nut (SN 1617DRX201, 1717DRX201 & Later)	DRX1604 /1704
41	851-1008-3.5Z	2	1"-8 x 3.5" Machine Bolt	DRX1604 /1704

BRAKE COMPONENTS
(See Pages 54-56)



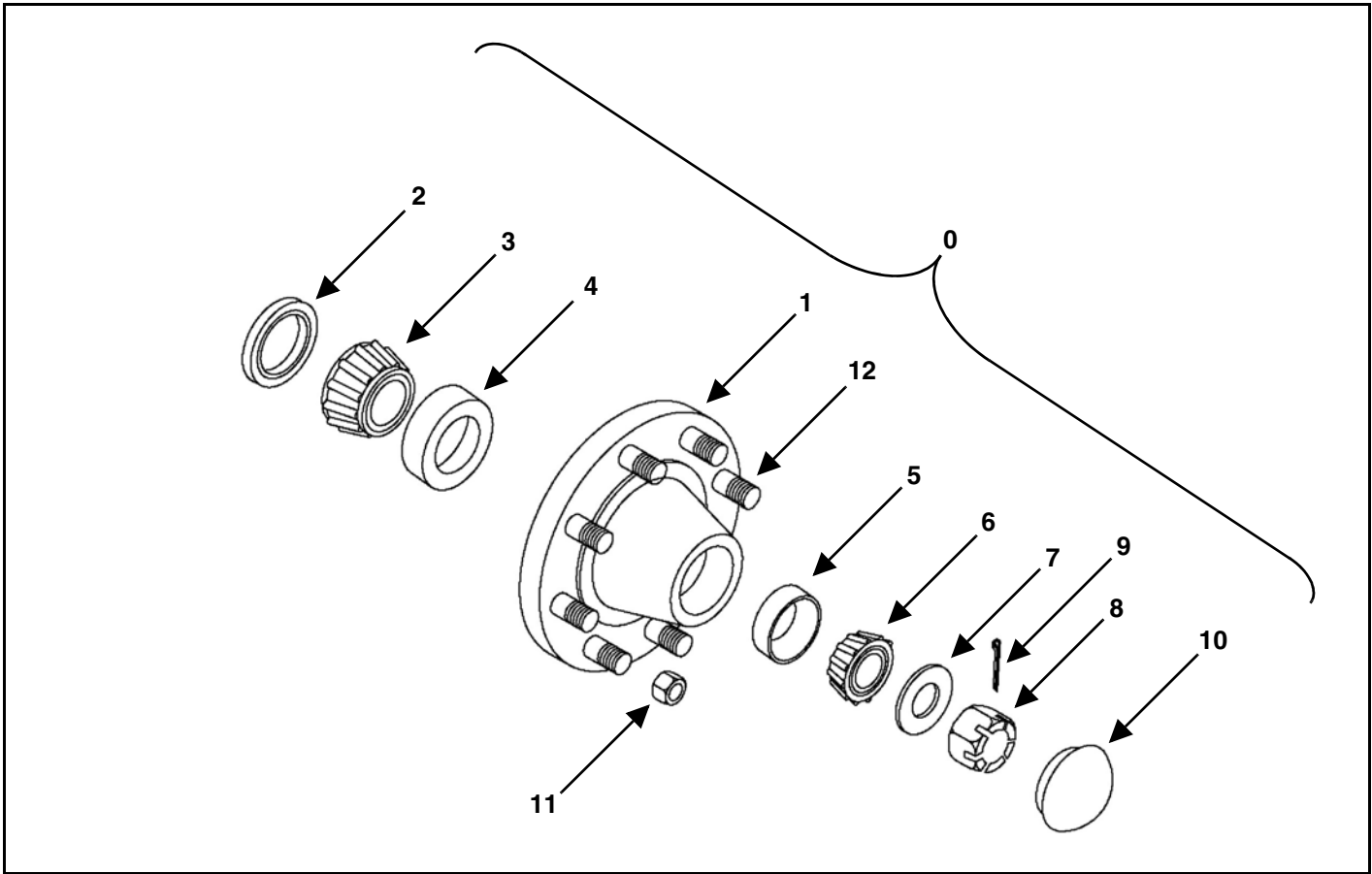
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
1	75-5024-1	1	Front Axle Weldment	DRX1906
	75-5000-1	1	Front Axle Weldment	DRX2206
2	75-5025	1	Rear Axle Weldment	DRX1906
	75-5001	1	Rear Axle Weldment	DRX2206
3	75-5027-1	1	Left O-Beam Weldment Without Hubs	DRX1906
	75-5051-1	1	Left O-Beam Weldment Without Hubs (Brake Option)	DRXBB1906
	75-5027	1	Left O-Beam Assembly With Hubs	DRX1906
	75-5051	1	Left O-Beam Assembly With Hubs (Brake Option)	DRXBB1906
	75-5003-1	1	Left O-Beam Weldment Without Hubs	DRX2206
	75-5049-1	1	Left O-Beam Weldment Without Hubs (Brake Option)	DRXBB2206
	75-5003	1	Left O-Beam Assembly With Hubs	DRX2206
	75-5049	1	Left O-Beam Assembly With Hubs (Brake Option)	DRXBB2206
4	815-15012-Z	2	1-1/2"-12 Nylon-Insert Lock Nut	DRX1906 / 2206
5	75-5011	2	O-Beam Pivot Shaft Weldment	DRX1906 / 2206
6	See Page 51	4	Hub Assembly Complete	DRX1906
	See Page 52	4	Hub Assembly Complete	DRX2206
7	815-6311-Z	2	5/8"-11 Nylon-Insert Lock Nut	DRX1906 / 2206
8	851-6311-4.5Z	2	5/8"-11 x 4-1/2" Machine Bolt	DRX1906 / 2206
9	75-5029	2	112" Reach	DRX1906 / 2206
	75-5030	2	136" Reach (Optional)	DRX1906 / 2206
	75-5042	2	208" Reach (Optional)	DRX1906 / 2206
	851-6311-1.75Z	8	5/8-11 x 1-3/4" Machine Bolt	DRX1906 / 2206
	885-6311-Z	8	5/8-11 Nylon Insert Lock Nut	DRX1906 / 2206
	851-7510-2Z	8	3/4-10 x 2" Machine Bolt	DRX1906 / 2206
	815-7510-Z	8	3/4-10 Nylon Insert Lock Nut	DRX1906 / 2206
10	14-0069	4	1-1/2" Sealed Tapered Roller Bearing	DRX1906 / 2206
11	75-5013-3	2	King Pin Washer	DRX1906 / 2206
12	75-5013	2	Trunnion Pin Weldment	DRX1906 / 2206
	75-0208-8-Z	2	1-1/4-12 Slotted Hex Nut	DRX1906 / 2206
	823-31-2.5Z	2	5/16" x 2-1/2" Cotter Pin	DRX1906 / 2206
13	75-5000-4-UP	1	Steering Assembly Update (Prior To SN 1917DRX202, 2217DRX202)	DRX1906 / 2206
	75-5000-5	1	Steering Assembly Weldment (SN 1917DRX202, 2217DRX202 & Later)	DRX1906 / 2206
14	75-5017	2	31" Steering Tie Rod	DRX1906 / 2206
15	75-0304-2	2	1"-14 Left Hand Jam Nut	DRX1906 / 2206
16	814-1008-Z	4	1"-8 Center Lock Nut	DRX1906 / 2206
17	75-5016	2	1"-14 Left Hand Thread Tie Rod Assembly	DRX1906 / 2206
18	75-5008	2	Stake Pocket Weldment	DRX1906 / 2206
	815-5013-Z	8	1/2-13 Nylon Lock Nut	DRX1906 / 2206
	851-5013-1.5Z	8	1/2-13 x 1-1/2" Machine Bolt	DRX1906 / 2206
19	75-5006	2	Raised Stake Pocket Weldment (3" Riser Optional) (See K1)	DRX1906
	815-5013-Z	12	1/2-13 Nylon Lock Nut	DRX1906
	851-5013-1.5Z	12	1/2-13 x 1-1/2" Machine Bolt	DRX1906
20	75-5009	1	Front Hitch Assembly	DRX1906 / 2206
	See Page 54	1	Front Hitch Assembly (Brake Option)	DRXBB1906 / 2206
21	811-5013-4Z	1	1/2"-13 x 4" Eyebolt 6" Overall	DRX1906 / 2206
22	29-0017	1	Wagon Lift Spring	DRX1906 / 2206
23	75-5012	1	Tongue Bolt Weldment	DRX1906 / 2206
24	75-5009-2	1	Outer Hitch Tube Weldment	DRX1906 / 2206
	75-5045-2	1	Outer Hitch Tube Weldment Only (Brake Option)	DRXBB1906 / 2206

BRAKE COMPONENTS
(See Pages 54-56)



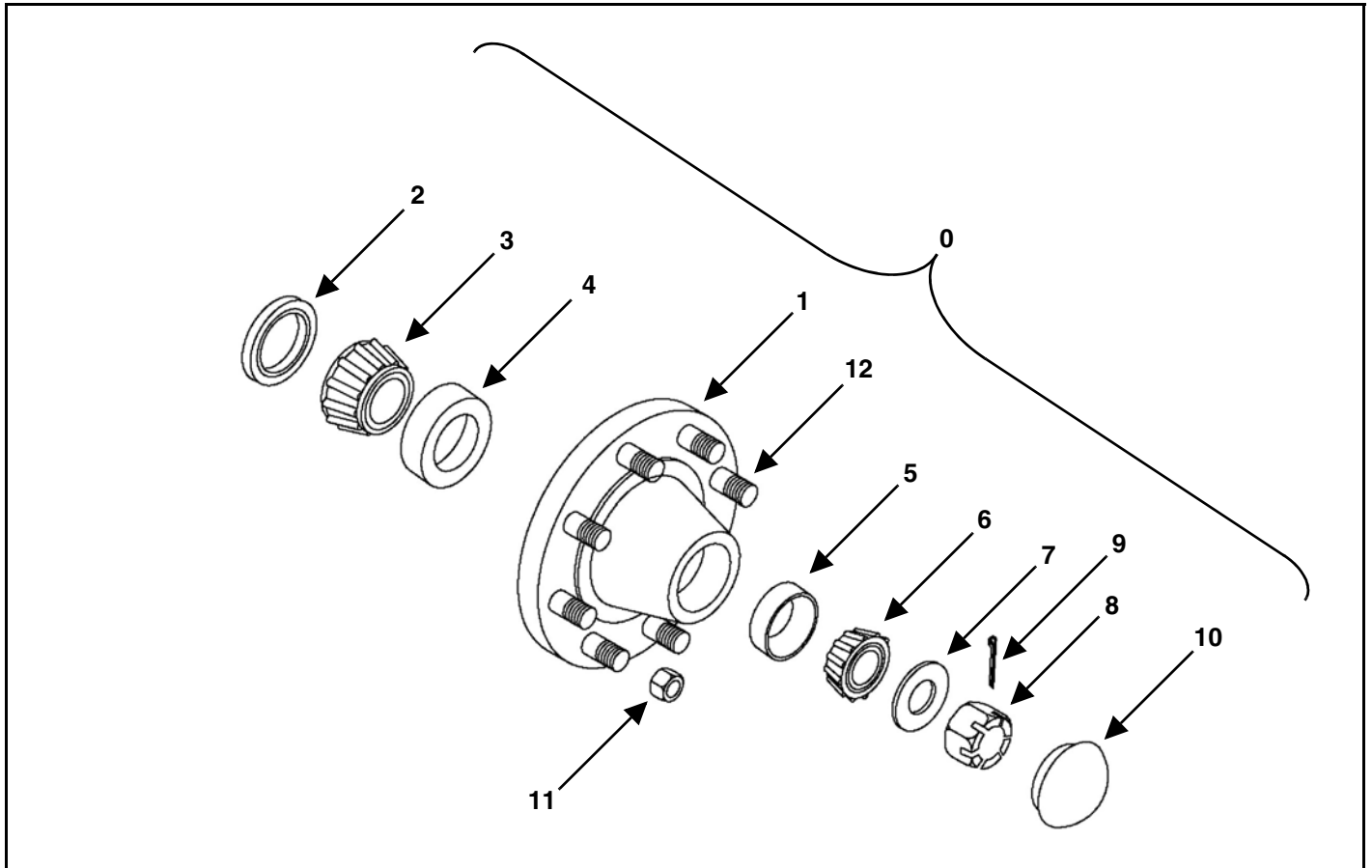
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
25	75-5009-1	1	Inner Hitch Tube Weldment	DRX1906 / 2206
	75-5045-1	1	Inner Hitch Tube Weldment Only (Brake Option)	DRXBB1906 / 2206
26	75-0363	1	Inner Hitch Tube Stop	DRX1906 / 2206
27	881-7516-2.25Z	1	3/4"-16 x 2-1/4" Hex Head Cap Screw	DRX1906 / 2206
28	844-7516	1	3/4"-16 Flange Top Lock Nut	DRX1906 / 2206
29	75-5009-L	1	Complete Latch Assembly	DRX1906 / 2206
	75-5045-L	1	Complete Latch Assembly (Brake Option)	DRXBB1906 / 2206
30	75-5009-8	1	Upper Latch Weldment	DRX1906 / 2206
	75-5045-5	1	Upper Latch Weldment (Brake Option)	DRXBB1906 / 2206
31	29-0001	1	Spring	DRX1906 / 2206
32	851-7510-7Z	3	3/4"-10 x 7" Machine Bolt	DRX1906 / 2206
33	75-5009-7	1	Latch Mount Weldment	DRX1906 / 2206
34	815-7510-Z	3	3/4"-10 Nylon-Insert Lock Nut	DRX1906 / 2206
35	851-1008-4Z	4	1"-8 x 4" Machine Bolt	DRX1906
	851-1008-3.5Z	2	1"-8 x 3.5" Machine Bolt	DRX2206
36	75-5024-2	1	Right Trunnion Weldment	DRX1906
	75-5000-2	1	Right Trunnion Weldment	DRX2206
37	75-5024-3	1	Left Trunnion Weldment	DRX1906
	75-5000-3	1	Left Trunnion Weldment	DRX2206
38	75-5028-1	1	Right O-Beam Weldment Without Hubs	DRX1906
	75-5052-1	1	Right O-Beam Weldment Without Hubs (Brake Option)	DRXBB1906
	75-5028	1	Right O-Beam Assembly With Hubs	DRX1906
	75-5052	1	Right O-Beam Assembly With Hubs (Brake Option)	DRXBB1906
	75-5002-1	1	Right O-Beam Weldment Without Hubs	DRX2206
	75-5050-1	1	Right O-Beam Weldment Without Hubs (Brake Option)	DRXBB2206
	75-5002	1	Right O-Beam Assembly With Hubs	DRX2206
	75-5050	1	Right O-Beam Assembly With Hubs (Brake Option)	DRXBB2206
39	810-5013-Z	2	1/2" Spin Lock Nut	DRX1906 / 2206
40	75-5007	1	Rear Axle Riser Weldment	DRX2206
41	75-0305-2	2	1"-14 Right Hand Jam Nut	DRX1906 / 2206
42	75-5018	2	1"-14 Right Hand Thread Tie Rod Assembly	DRX1906 / 2206
43	75-5018-KIT-3.5	2	Right Hand Tie Rod Eyelet Assembly With Hardware	DRX1906 / 2206
44	75-5016-KIT-4	2	Left Hand Tie Rod Eyelet Assembly With Hardware	DRX1906
	75-5016-KIT-3.5	2	Left Hand Tie Rod Eyelet Assembly With Hardware	DRX2206
45	75-5008	2	Stake Pocket Weldment	DRX1906
	815-5013-Z	8	1/2-13 Nylon Lock Nut	DRX1906
	851-5013-1.5Z	8	1/2-13 x 1-1/2" Machine Bolt	DRX1906
46	75-5006	2	3" Raised Stake Pocket Weldment (3" Riser Optional) (See K1)	DRX1906
	75-5006	2	3" Raised Stake Pocket Weldment	DRX2206
	815-5013-Z	12	1/2-13 Nylon Lock Nut	DRX1906 / 2206
	851-5013-1.5Z	12	1/2-13 x 1-1/2" Machine Bolt	DRX1906 / 2206
47	75-5014	1	Tongue Bolt Weldment (Prior To SN 1917DRX202, 2217DRX202)	DRX1906 / 2206
	75-5012	1	Tongue Bolt Weldment (SN 1917DRX202, 2217DRX202 & Later)	DRX1906 / 2206
48	823-31-2.5Z	1	5/16" x 2-1/2" Cotter Pin (Prior To SN 1917DRX202, 2217DRX202)	DRX1906 / 2206
	815-15012-Z	1	1-1/2"-12 Nylon-Insert Lock Nut (SN 1917DRX202, 2217DRX202 & Later)	DRX1906 / 2206
49	851-1008-3.5Z	2	1"-8 x 3.5" Machine Bolt	DRX1906 / 2206
K1	DRX-RISER-HD-3-K	1	3" HD Riser Kit With Hardware	DRX1906

HUB FOR MODELS SRX1304 / 1506, SRXB1304



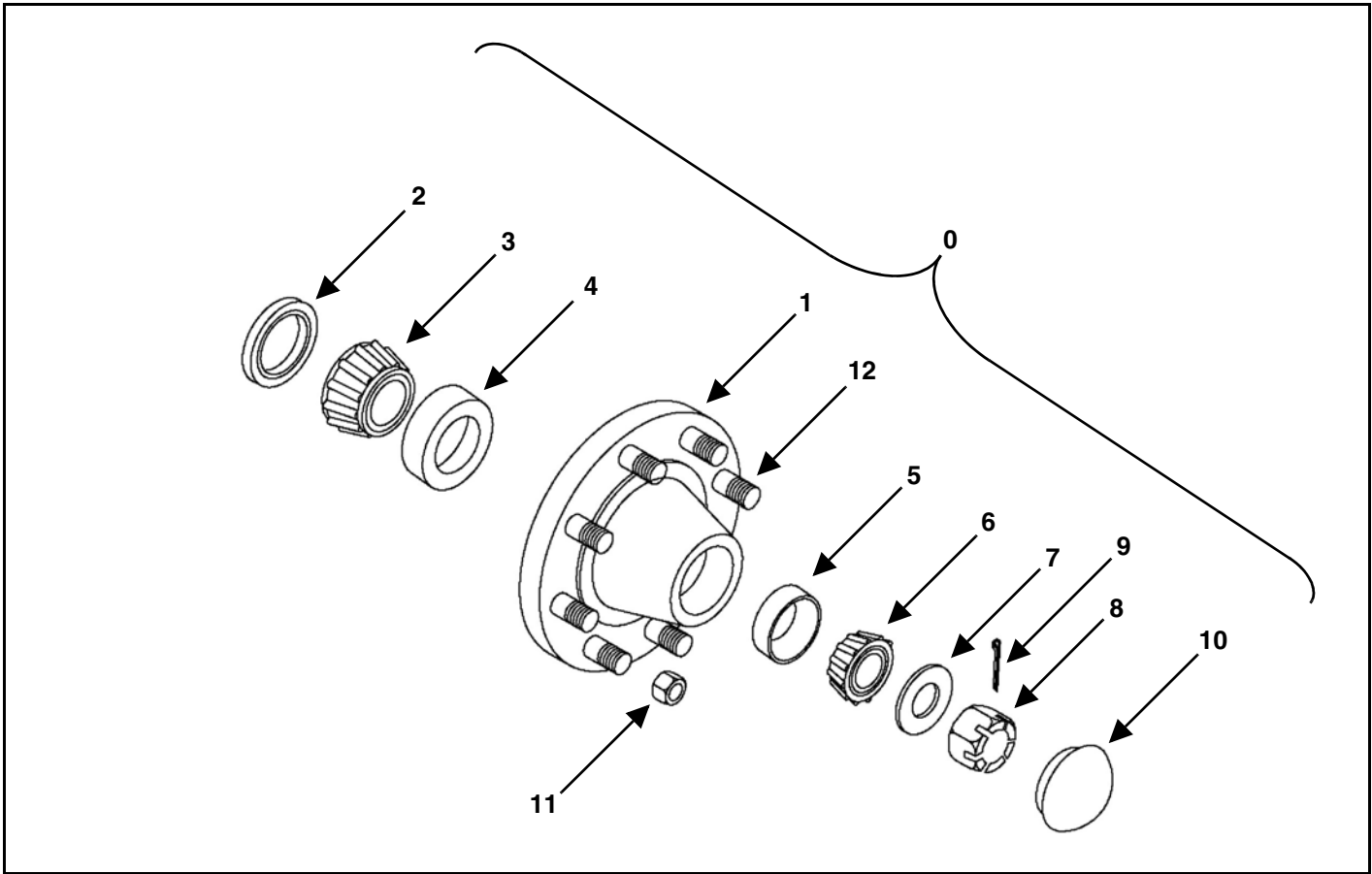
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
0	75-0205	4	Hub Assembly Complete	SRX1304
	75-0205-B	4	Hub Assembly Complete (Brake Option)	SRXB1304
	75-0205	6	Hub Assembly Complete	SRX1506
1	75-0205-1	1	Hub With Races & Studs	SRX1304 / 1506
	75-0205-1-B	1	Hub With Races & Studs (Brake Option)	SRXB1304
2	75-0205-2	1	Grease Seal	SRX1304 / 1506, SRXB1304
3	75-0205-3	1	Inner Wheel Bearing	SRX1304 / 1506, SRXB1304
4	75-0205-4	1	Inner Wheel Race	SRX1304 / 1506, SRXB1304
5	75-0202-4	1	Outer Wheel Race	SRX1304 / 1506, SRXB1304
6	75-0202-3	1	Outer Wheel Bearing	SRX1304 / 1506, SRXB1304
7	75-0205-7-H	1	Washer	SRX1304 / 1506, SRXB1304
8	75-0205-8	1	Nut	SRX1304 / 1506, SRXB1304
9	75-0205-9	1	Cotter Pin	SRX1304 / 1506, SRXB1304
10	75-0205-10	1	Cap	SRX1304 / 1506, SRXB1304
11	75-0205-11-H	8	5/8"-18 Grade Lug Nut	SRX1304 / 1506, SRXB1304
12	75-0205-12	8	5/8"-18 x 2-1/2" Stud Bolt	SRX1304 / 1506, SRXB1304
NS	30-0002	1	1/8" NPT Straight Zerk	SRX1304 / 1506, SRXB1304

HUB FOR MODELS DRX1704 / 2206, DRXB1704, DRXBB2206



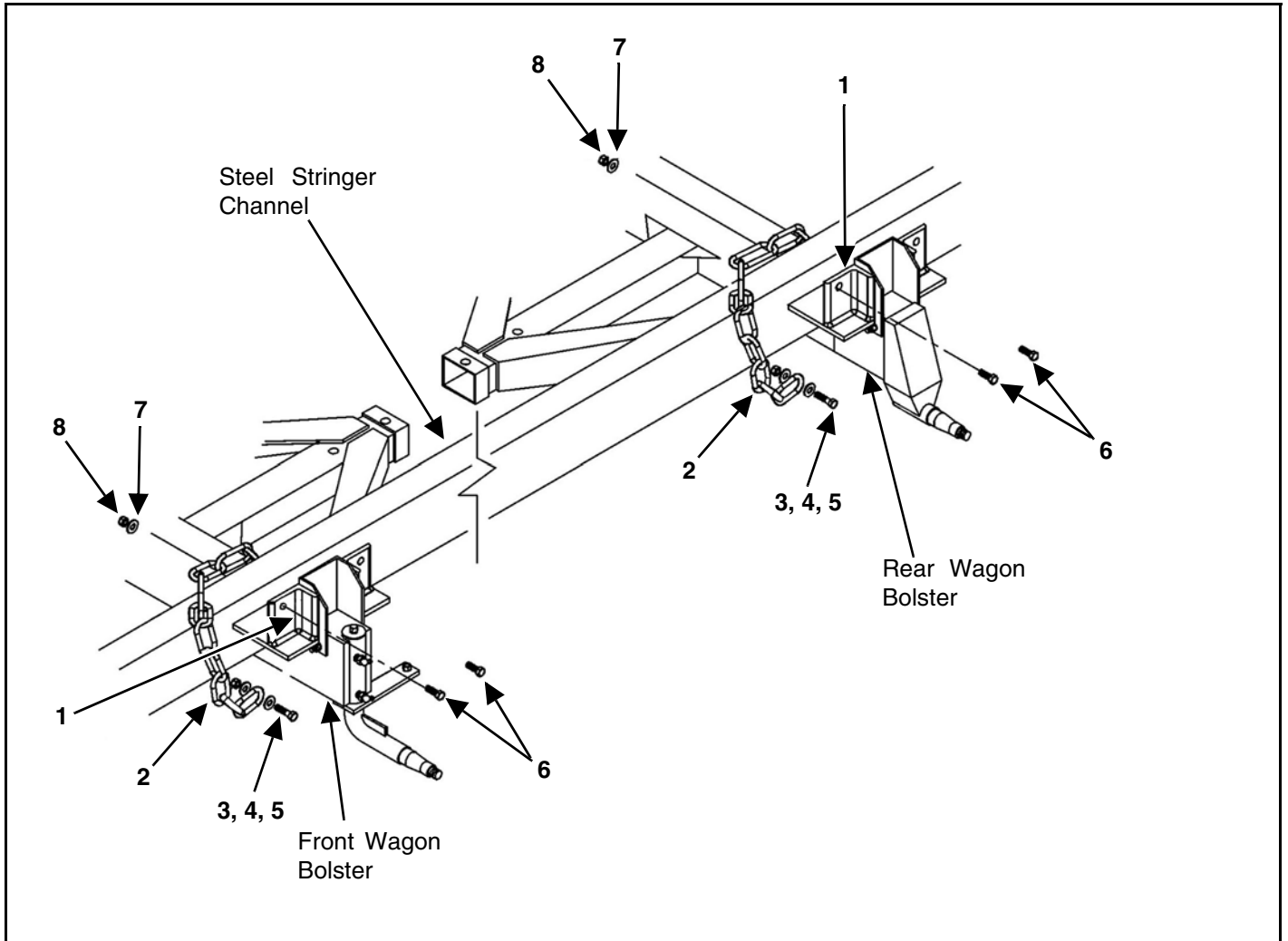
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
0	75-0207	4	Hub Assembly Complete	DRX1704
	75-0207B	4	Brake Hub Assembly Complete	DRXB1704
	75-0207	6	Hub Assembly Complete	DRX2206
	75-0207B	6	Brake Hub Assembly Complete	DRXBB2206
1	75-0207-1	1	Hub With Races & Studs	DRX1704 / 2206
	75-0207B-1	1	Brake Hub With Races & Brake Drum Mounting Hardware	DRXB1704 DRXBB2206
2	75-0207-2	1	Grease Seal	DRX1704 / 2206, DRXB1704, DRXBB2206
3	75-0207-3	1	Inner Wheel Bearing	DRX1704 / 2206, DRXB1704, DRXBB2206
4	75-0207-4	1	Inner Wheel Race	DRX1704 / 2206, DRXB1704, DRXBB2206
5	75-0202-4	1	Outer Wheel Race	DRX1704 / 2206, DRXB1704, DRXBB2206
6	75-0202-3	1	Outer Wheel Bearing	DRX1704 / 2206, DRXB1704, DRXBB2206
7	75-0205-7-H	1	Washer	DRX1704 / 2206, DRXB1704, DRXBB2206
8	75-0205-8	1	Nut	DRX1704 / 2206, DRXB1704, DRXBB2206
9	75-0205-9	1	Cotter Pin	DRX1704 / 2206, DRXB1704, DRXBB2206
10	75-0207-10	1	Cap	DRX1704 / 2206, DRXB1704, DRXBB2206
11	75-0205-7-H	8	5/8"-18 Grade Lug Nut	DRX1704 / 2206, DRXB1704, DRXBB2206
12	75-0207-12	8	5/8"-18 x 2-1/2" Stud Bolt	DRX1704 / 2206, DRXB1704, DRXBB2206
NS	30-0002	1	1/8" NPT Straight Zerk	DRX1704 / 2206, DRXB1704, DRXBB2206

HUB FOR MODELS DRX1604 / 1906, DRXB1604, DRXBB1906



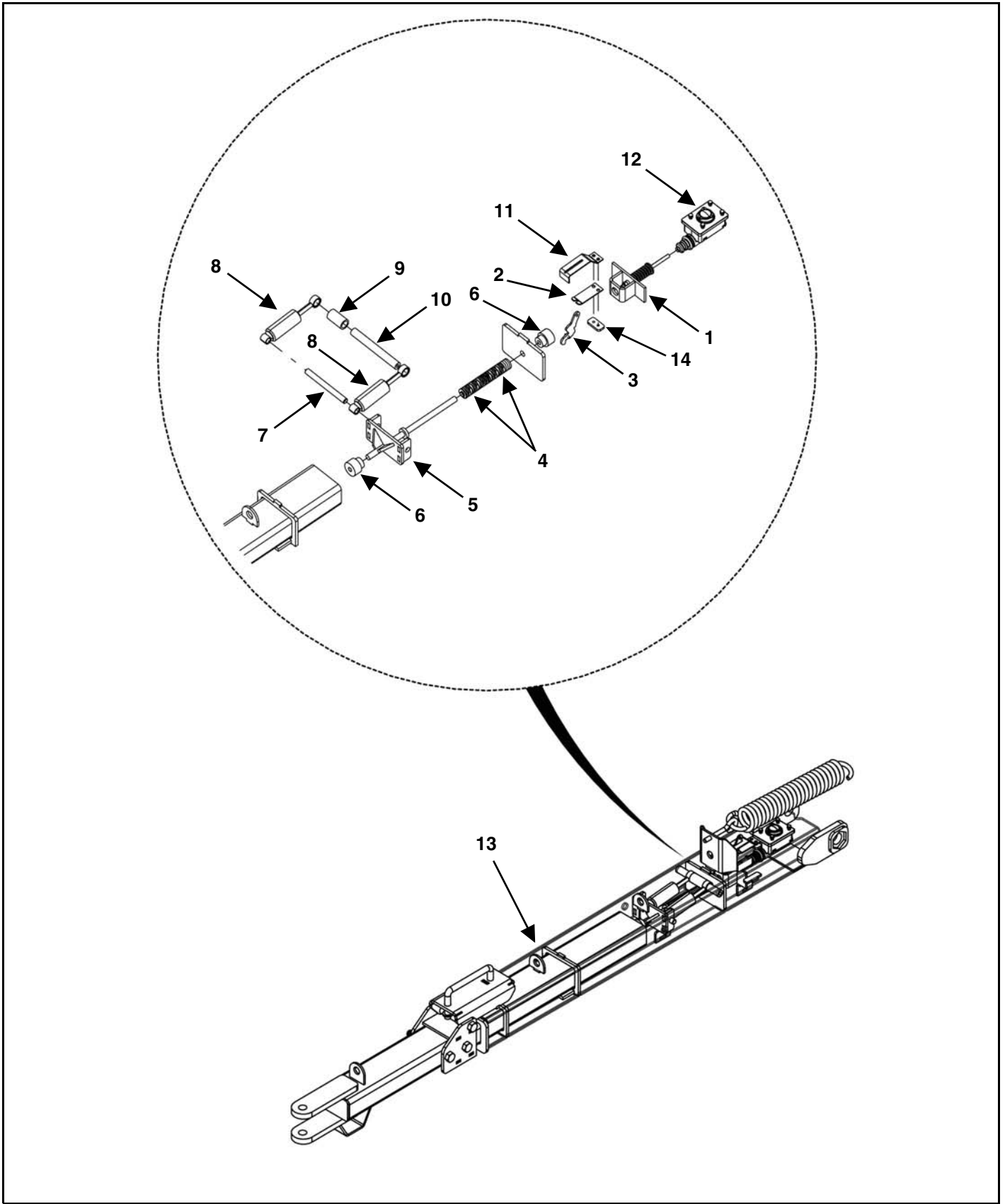
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
0	75-0209	4	Hub Assembly Complete	DRX1604
	75-0209B	4	Brake Hub Assembly Complete	DRXB1604
	75-0209	6	Hub Assembly Complete	DRX1906
	75-0209B	6	Brake Hub Assembly Complete	DRXBB1906
1	75-0207-1	1	Hub With Races & Studs	DRX1604 / 1906
	75-0207B-1	1	Brake Hub With Races & Brake Drum Mounting Hardware	DRXB1604 DRXBB1906
2	75-0209-2	1	Grease Seal	DRX1604 / 1906
3	75-0207-3	1	Inner Wheel Bearing	DRX1604 / 1906
4	75-0207-4	1	Inner Wheel Race	DRX1604 / 1906
5	75-0202-4	1	Outer Wheel Race	DRX1604 / 1906
6	75-0202-3	1	Outer Wheel Bearing	DRX1604 / 1906
7	75-0205-7-H	1	Washer	DRX1604 / 1906
8	75-02075-8	1	Nut	DRX1604 / 1906
9	75-0205-9	1	Cotter Pin	DRX1604 / 1906
10	75-0205-10	1	Cap	DRX1604 / 1906
11	75-0207-11-H	8	5/8"-18 Grade Lug Nut	DRX1604 / 1906
12	75-0207-12	8	5/8"-18 x 2-1/2" Stud Bolt	DRX1604 / 1906
NS	30-0002	1	1/8" NPT Straight Zerk	DRX1604 / 1906

STEEL STRINGER TIE DOWN KIT



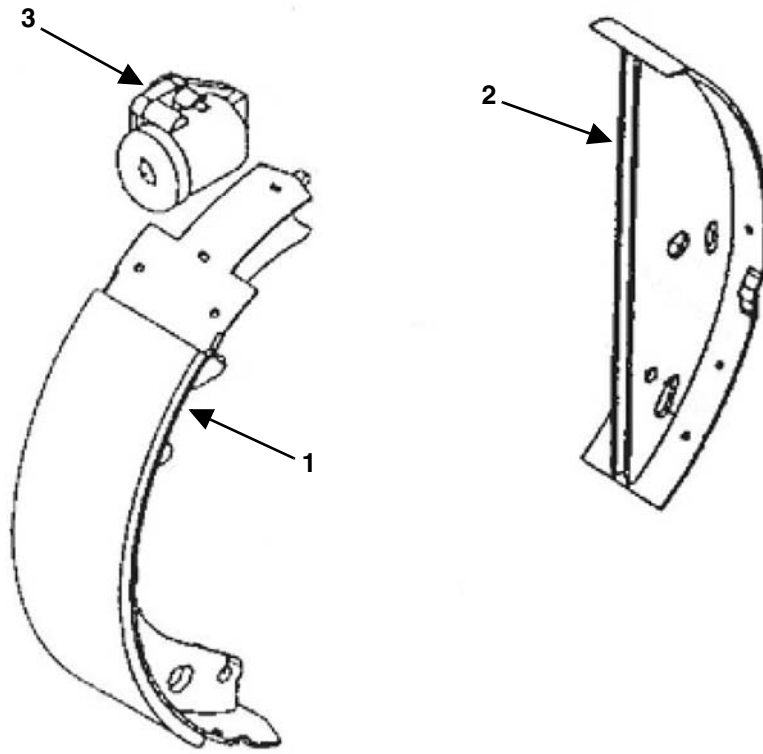
KEY	PART NUMBER	QTY	DESCRIPTION
0	52-0003S	1	Tie Down Kit w/ 4 Tie Down Brackets And Hardware
	DRX-RISER-HD-3-K	1	3" HD Riser Kit With Hardware
1	75-5015	4	Tie Down Bracket
2	75-0341-4-HD	4	61" Heavy Duty Tie Down Chain
	75-5006-3	4	68" Heavy Duty Tie Down Chain For 3" Riser Option
3	851-3816-1.5Z	4	Bolt, Hex Machine-3/8 x 1-1/2
4	805-0038-Z	8	3/8 Flat Washer
5	815-3816-Z	4	3/8 Lock Nut
6	851-5013-1.5-Z	8	1/2 x 1-1/2 Hex Machine Bolt
7	805-0050-Z	8	1/2 Flat Washers
8	815-5013-Z	8	1/2 Lock Nuts

OPTIONAL BRAKE PACKAGE



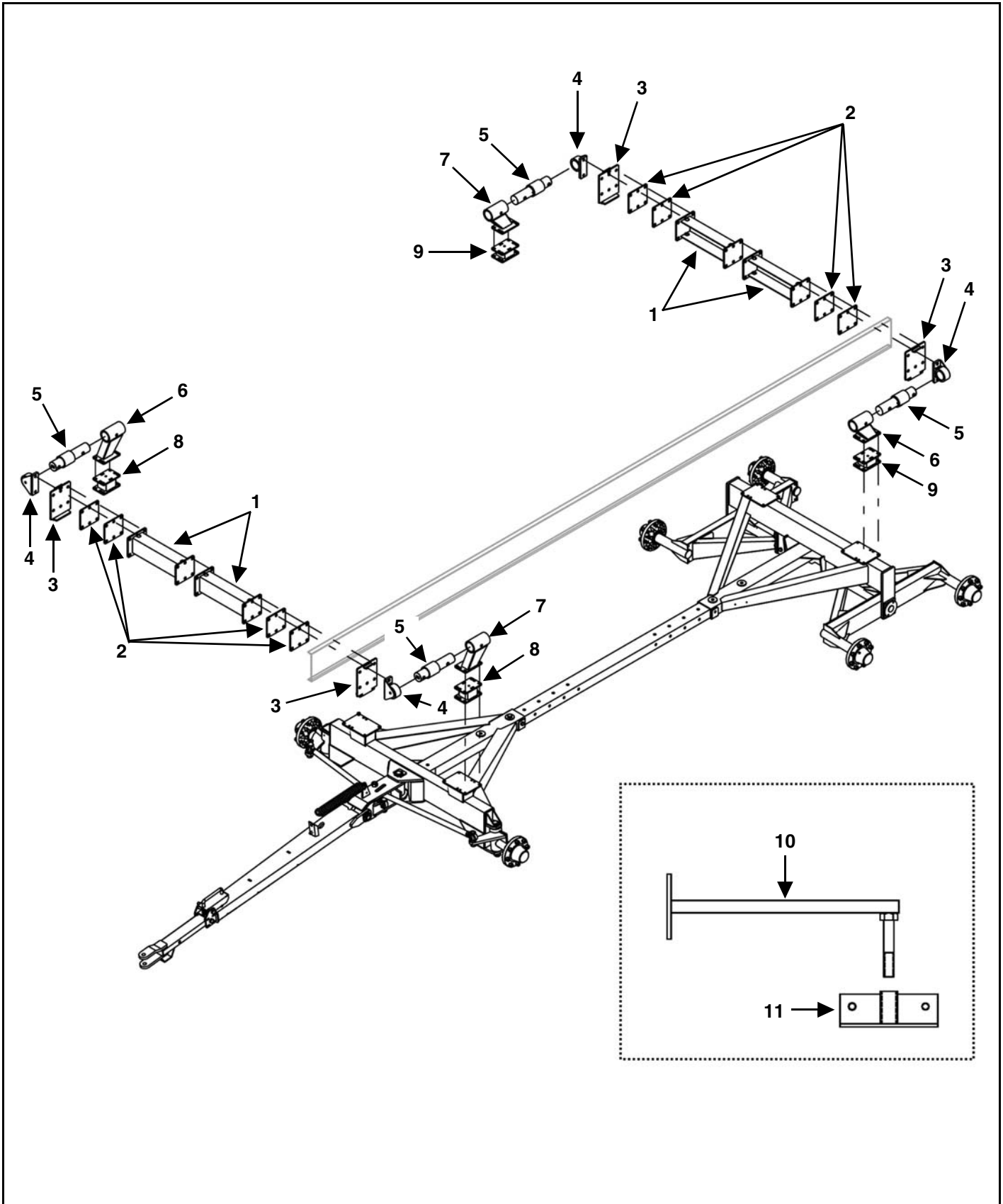
KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
1	57-2000-1	1	Push Plate Assembly With Emergency Lever Plates	SRXB1304, DRXB1604 / 1704
	57-2000-7-4B	1	Push Plate Assembly With Emergency Lever Plates	DRXBB1906/2206
2	57-0001-9	1	Emergency Lever Spring	All Brake Models
3	57-0001-16	1	Emergency Lever	All Brake Models
4	57-2000-3	2	Spring	All Brake Models
5	57-2000-6	1	Brake Actuator Weldment	All Brake Models
6	57-2000-2	1	Push Off Assembly Adjustment	All Brake Models
7	57-2000-6-7	1	Brake Cylinder Mount Rod	All Brake Models
8	57-0029-9	2	Damper Shock	All Brake Models
9	75-5045-4	1	Inner Pole Shock Spacer Tube	All Brake Models
10	75-5045-3	1	Inner Pole Shock Guide	All Brake Models
11	57-0037-11	1	Emergency Lever Guide	All Brake Models
12	57-2000-4	1	Master Cylinder Assembly	All Brake Models
13	75-5045	1	Brake Tongue Assembly 2-Brake Only	SRXB1304, DRXB1604 / 1704
	75-5045-4B	1	Brake Tongue Assembly 4-Brake Only	DRXBB1906/2206
14	75-5045-2-5	1	Brake Pole Tapped Plate	All Brake Models

OPTIONAL BRAKE ASSEMBLY



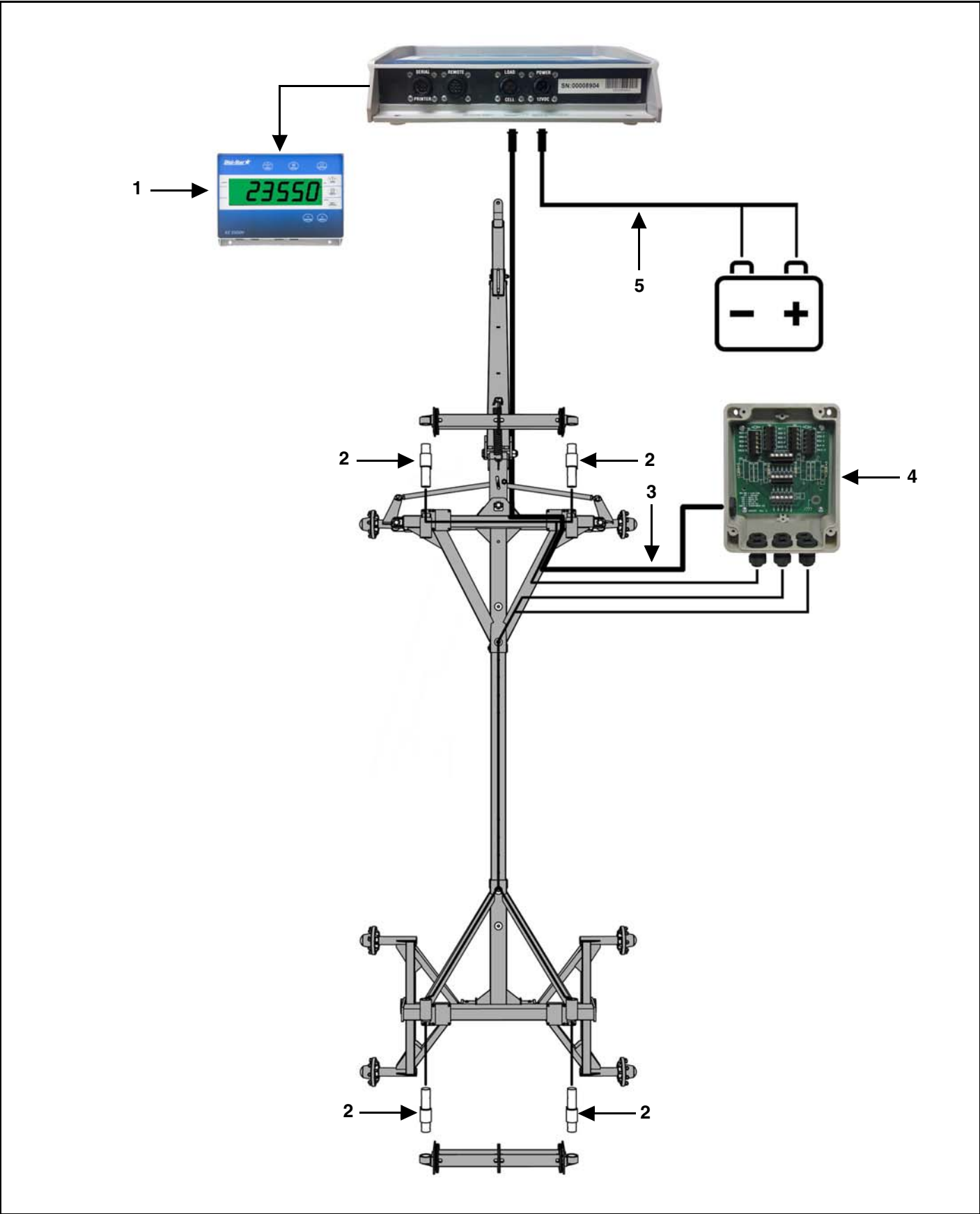
KEY	PART NUMBER	QTY	DESCRIPTION
0	57-0002	1	13" R.H. Free Backing Brake Assembly
	57-0003	1	13" L.H. Free Backing Brake Assembly
1	57-0002-5	1	Shoe Assembly
2	57-0002-3	1	Brake Shoe Assembly
3	57-0003-1	1	Wheel Cylinder Assembly Left
	57-0002-1	1	Wheel Cylinder Assembly Right (Not Shown)

OPTIONAL WEIGH BAR SYSTEM



KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
1	25-0459	4	Scale Stringer Stabilizer	DRX1604/2206, SRX1506
2	25-0461	8	Scale Stringer Stabilizer Spacer	DRX1604/2206, SRX1506
3	25-0458	4	Upper Scale Mount Weldment	DRX1604/2206, SRX1506
4	M9-1-8-0001	4	Weigh Bar Mount Weldment	DRX1604/2206, SRX1506
5	See Page 60	4	Weigh Bar Cell	DRX1604/2206, SRX1506
6	25-0457	2	Lower Front Right/Rear Left Scale Mount Weldment	DRX1604/2206, SRX1506
7	25-0460	2	Lower Front Left/Rear Right Scale Mount Weldment	DRX1604/2206, SRX1506
8	25-0462	2	Scale Riser Weldment (Optional)	DRX1604
	25-0464	2	Front Scale Riser Weldment (Optional)	DRX2206
9	25-0462	2	Scale Riser Weldment (Optional)	DRX1604
	25-0462	2	Rear Scale Riser Weldment (Optional)	DRX2206
10	25-0302	1	Scale Monitor Mount Bracket Weldment	DRX1604/2206, SRX1506
11	25-0303	1	Scale Monitor Mount Angle Weldment	DRX1604/2206, SRX1506

OPTIONAL WEIGH BAR SYSTEM WIRE DIAGRAM



KEY	PART NUMBER	QTY	DESCRIPTION	MODEL
1	58-0002-407120	1	EZ2500V Scale Indicator Monitor With Serial Port	All Models
2	58-0034	4	Weigh Bar Cell (Prior to Model Year 2017, Including SN 1917DRX201 & 2217DRX201)	All Models
	58-0034-WT	4	Weigh Bar Cell (Model Year 2017 & Later, Excluding SN 1917DRX201 & 2217DRX201)	All Models
3	58-0029	1	Junction Box To Monitor Cable 30'	All Models
4	58-0020	1	6 Point Mobil J-Box	All Models
	58-0008	1	6 Point Mobil J-Box With Monitor Cable	All Models
5	56-0148	1	25' Power Cord Assembly	All Models



9.0 SPECIFICATIONS

MEYER RT SERIES FORAGE BOXES

BOX	A	B	A	B	A	B	A	B
	SRX1304		DRX1604 DRX1704		DRX1906 DRX1506		DRX2206	
RT116	117"	33"	117"	33"	NA	NA	NA	NA
RT118	141"	33"	141"	33"	141"	31"	141"	31"
RT120	165"	33"	165"	33"	165"	31"	165"	31"
RT122	X	X	189"	33"	189"	31"	189"	31"
RT216	141"	13"	141"	13"	123"	11"	123"	11"
RT218	165"	13"	165"	13"	141"	13"	141"	13"
RT220	165"	13"	189"	13"	165"	13"	165"	13"
RT222	X	X	189"	13"	189"	13"	189"	13"
RT516	141"	13"	141"	13"	123"	10"	123"	10"
RT518	165"	13"	165"	13"	141"	13"	141"	13"
RT616	141"	13"	141"	13"	123"	10"	123"	10"
RT618	165"	13"	165"	13"	141"	13"	141"	13"
RT620	X	X	189"	13"	165"	13"	165"	13"
RT622	X	X	189"	13"	189"	13"	189"	13"
"A" = The wheelbase length measured on center from front wagon bolster to rear wagon bolster.								
"B" = The length measured from front of front bolster to the front of the main steel stringer of forage box.								
165" = 6 holes		141" = 4 holes		117" = 2 holes		93" = 0 hole		
153" = 5 holes		129" = 3 holes		105" = 1 hole				

MEYER RTX SERIES FORAGE BOXES

BOX	A	B	A	B	A	B	A	B
	SRX1304		DRX1604 DRX1704		DRX1906 DRX1506		DRX2206	
RTX220	X	X	189"	13"	165"	13"	165"	13"
RT222	X	X	189"	13"	189"	13"	189"	13"
RT224	X	X	X	X	X	X	213"	14.5"
RT226	X	X	X	X	X	X	X	X
RT620	X	X	189"	13"	165"	13"	165"	13"
RT622	X	X	X	X	165"	13"	165"	13"
RT624	X	X	X	X	X	X	213"	14.5"
RT626	X	X	X	X	X	X	X	X
"A" = The wheelbase length measured on center from front wagon bolster to rear wagon bolster.								
"B" = The length measured from front of front bolster to the front of the main steel stringer of forage box.								
165" = 6 holes		141" = 4 holes		117" = 2 holes		93" = 0 hole		
153" = 5 holes		129" = 3 holes		105" = 1 hole				

MEYER 8100 SERIES FORAGE BOXES

BOX	A	B	A	B	A	B	A	B
	SRX1304		DRX1604 DRX1704		DRX1906 DRX1506		DRX2206	
8118	X	X	X	X	X	X	X	X
8120	X	X	165"	26"	X	X	X	X
8122	X	X	189"	26"	X	X	177"	26"
8124	X	X	X	X	X	X	189"	34"
"A" = The wheelbase length measured on center from front wagon bolster to rear wagon bolster.								
"B" = The length measured from front of front bolster to the front of the main steel stringer of forage box.								
165" = 6 holes		141" = 4 holes		117" = 2 holes		93" = 0 hole		
153" = 5 holes		129" = 3 holes		105" = 1 hole				



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