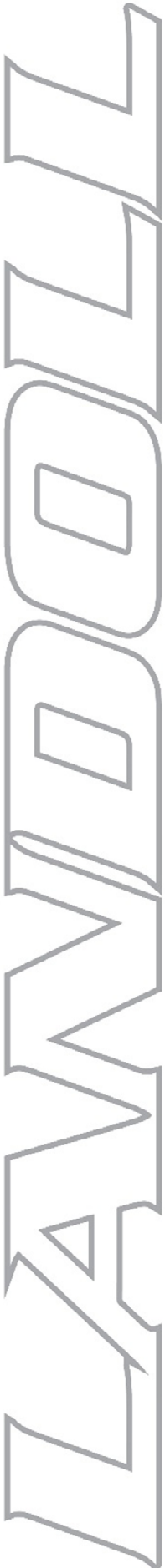


LANDOLL 7833 QUICK START NOTES

This instruction is intended to be used with Landoll 7833 HSL production produced after April 1, 2018 with "Tilt Control" or older machines that have been updated with "Tilt Control" system.

- Install the main tires onto the HSL hitch being careful to follow the instructions on the decal.
- **CONNECTING** the HSL to the tractor.
 - Use the size appropriate hitch ball (pin hole in the ball) for your tractor
 - Select your tractors "go to" hydraulic circuit. Connect the ½, red coded hoses to this circuit and set it for "maximum flow" (100%). (the double taped hose end is the pressure side)
 - Select a second circuit and connect the blue coded hoses to it and adjust it to full flow.
 - Select a third circuit and connect the yellow coded hoses to it. For field work this circuit will need to run continuously and be turned down to about 1-1/2 to 2 gpm (10%-20% flow). You may experience slow folding and unfolding at this flow.
 - Select a fourth circuit and connect the black coded circuit to it and adjust the flow to full flow.
- **UNFOLD** the HSL.
 - Adjust the rear reel cylinders to be somewhere mid-range in their stroke (avoid total retract).
 - Tip the center section top, rearward until the wing frames lift out of the transport saddles (red circuit).
 - Spread the wings to clear the transport saddles by several inches (yellow circuit).
 - Lower the wings until the gauge wheels are in the proximity of the ground (red circuit).
 - Continue to open the wings until they completely unfolded (yellow circuit).
 - Lay the HSL down onto the ground by extending the tilt cylinder (red circuit).
- **FOLDING** the HSL
 - Pick the HSL up, rear upward until it is vertical by retracting the tilt cylinder (red circuit).
 - Fold the wings forward until they contact the poly wear surface. (yellow circuit)
 - Raise the wings until they can be placed into the transport saddles. (red circuit)
 - Fold the wings inward until they contact the upper poly wear surface. (yellow circuit)
 - Lower the wings into the transport saddles. (red circuit)
- **FINAL ASSEMBLY** of the HSL. Typically, this will include attaching the reel assemblies to the rear of the machine (please consult the parts manual for a detailed instruction).
- **WING DOWN PRESSURE:** The wing down pressure manifold is located inside the left-hand side of the hitch frame. Operate the wing down pressure continuously when working in the field. Turn the wing down pressure system on (yellow circuit with reduced flow) and confirm the correct pressure for the width of your HSL. *******NEVER EXCEED 1,500 PSI*******
 - 7833-25.....450 PSI
 - 7833-30.....650 PSI
 - 7833-35.....875 PSI
 - 7833-40.....1150 PSI
- **SYNCHRONIZE** the cylinders operating the main hitch tires and the wing gauge wheel tires by fully extending those cylinders for 5 to 10 seconds after they reach apparent full extension (blue circuit).
- **SYNCHRONIZE** the cylinders operating the rear reels in the same way (black circuit).
- **DEPTH CONTROL** (single point control, just left of center on the hitch)
 - Start shallow and work deeper if needed...start in the "E" to "F" range
- **TRACKING** and front to rear adjustments (single point control, "Tilt Control", located on the extreme left hand side of the hitch)
 - The HSL must track straight behind the tractor to maintain the correct relationship of the rear disc units to the disc units in the front row. The HSL may not run perfectly level but it MUST track straight behind the tractor. (Start in the "C" to "D" range but more so towards "D")
 - If the HSL **tracks to the right-hand side**, turn the tilt control adjustment crank **clockwise** lowering the rear gang relative to the front disc row (10 turns per inch).





- If the HSL **tracks to the left-hand side**, turn the tilt control adjustment crank **counter-clockwise** raising the rear gang relative to the front gang.
- **ADJUSTING THE REELS** (single point control) located near the middle of the left-hand wing
 - Adequate down pressure
 - Lends stability to the HSL
 - Improves the desirability of the finish
 - Reconstitutes the worked dirt
 - Decreases wind erosion
 - Increases moisture retention
 - Excessive rear reel down pressure (rear urethane in draft cushion will balloon significantly)
 - Can hold the rear disc row out of the ground
 - Can cause cyclical bouncing
- **OPERATING SPEED**
 - 8 TO 12 MPH
 - Speed, and working depth are interchangeable
 - Increasing the speed buries more plant residue
 - Decreasing the speed will maintain higher amounts of residue on the surface
 - Speeds less than 8 MPH typically leave a less desirable finish
- **TURNING ON THE HEADLAND**
 - Landoll recommends lifting the rear of the HSL upward about 10 degrees so that the disc blades disengage the dirt and the HSL weight is solidly on the tires.
 - Do not over lift the HSL when driving in the field...sever damage can occur to the HSL if the body of the HSL is too upright when driving in the field.
 - Setting up a timer is recommended for both the lift and the subsequent return into the next field pass. Setting up the timer will allow the operator to focus on the turn.
- **OPERATING WITH GPS** (recommended)
 - Because of structural symmetry the HSL works 4" less ground on the left side
 - Please use the chart below for initial settings or subtract 8" to 10" from the name plate width

| MODEL | WORKING WIDTH | GPS SWATH (WHEN TURNING RIGHT) | GPS SWATH (WHEN TURNING LEFT) |
|---------|---------------|-----------------------------------|----------------------------------|
| 7833-25 | 296 INCHES | 300 INCHES | 292 INCHES |
| 7833-30 | 356 INCHES | 360 INCHES | 352 INCHES |
| 7833-35 | 416 INCHES | 420 INCHES | 412 INCHES |
| 7833-40 | 476 INCHES | 480 INCHES | 472 INCHES |

