SHERWOOD
MACHINERY PTY. LTD. A.B.N. 14 003 931 557
FERNDALE RD., (P.O. BOX 6)
BUNDANOON N.S.W. 2578

FITTING INSTRUCTIONS FOR DAVID BROWN TRACTORS WITH RED, WHITE SINGLE SKIN, OR WHITE 'SHELLED' MUDGUARDS.

1. Remove mudguards, and disconnect wiring.

2. Bolt frame legs loosely in position around axle housing, with the legs leaning slightly to the rear, using 2" bolts provided in the kit.

3. Place top bar in position abovr the two legs, centralise and tighten down securely.

4. Tighten all bolts holding the Rops frame to the axle housing.

5. **For the re-fitting of mudguards, proceed to the relevant section A., B. or C., below which best suits your particular tractor.**

6. Reconnect electrical wiring if applicable.

A. *Early models (usually red in colour) with mudguards bolted directly to the axle housing.*

7. Position mudguards against the 'half moon' bas of the frame, approximately 5/8" higher than the original fitting position.

8. Using original bolts removed from the axle housings, together with extra nuts provided, rebolt mudguards to the Rops safety frame, utilising the un-used holes in the base plate for re-mounting.

9. Return to step 6.

B. *Late models with single thickness of steel mudguards.*

Proceed to steps 10, 13, 14, 15 and 16.

C. *Late models with false shell on inside of mudguards (ie double skinned mudguards).*

Proceed to steps 10 to 16 inclusive.

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10. Remove the forward most rubber grommet at mounting point of mudguard to tractor. pull wires back towards the wheels, through the hole left in the mudguard.

11. Using angle grinder, plasma cutter or similar item, cut the false shell facing the seat, in half from top to bottom, using the backwards angle of the Rops as a guide for a neet job.* Refer to photo sheet.

*** Please note that in referring to the attached photo sheet that originally it was required to remove the forward half of the shell part of the mudguard. A far neeter job can be achieved by simply cutting a 'channel' from the inner skin of the guard, big enough for the leg of the Rops to fit into, thereby leaving the rest of the inward facing shell intact. The remainder of these instructions should be read with the above in mind.**

12. Grind off welds holding cut-off-section of mudguards, to the remaining part of the mudguard.
    Then use cold chisel to seperate at spot welded or riveted points. Refer to photo sheet.

13. Using Oxy-Acetylene, Plasma cutter or grinder, cut through mudguard base plate inwards to the edge of the mounting bracket. Then cut forward along this base plate, keeping in line with the face of the mudguard that remains after the completion of steps 11 and 12 above. Refer to photo sheet.

Steps 14 and 15 should only be required on tractors whose wheel are set at minimum spacing apart or where wider-than-normal tyres have been fitted to the tractor.

14. Remove mudguard mounting bracket. Reverse its position to give clearance for the Rops frame. rebolt in position. Refer to photo sheet.

15. Where necessary, use the three-holed spacer plate provided with the Rops, to give extra clearance, by placing this plate between the tractor housing and the mudguard mounting bracket.

16. Return to step 6.

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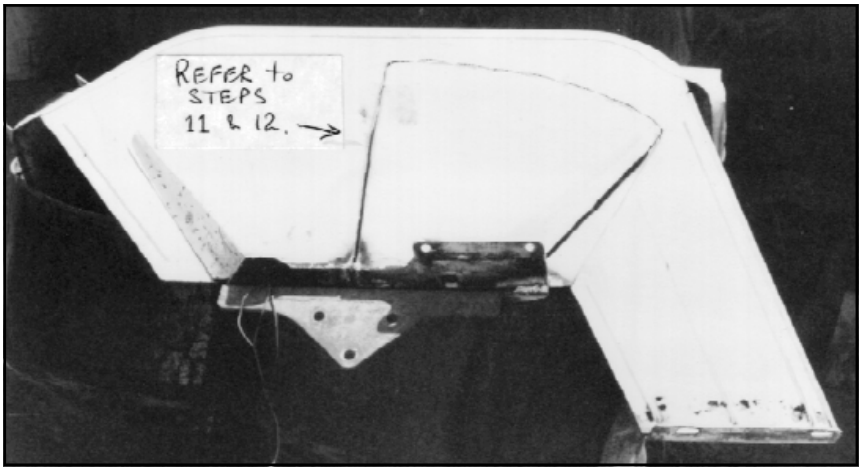

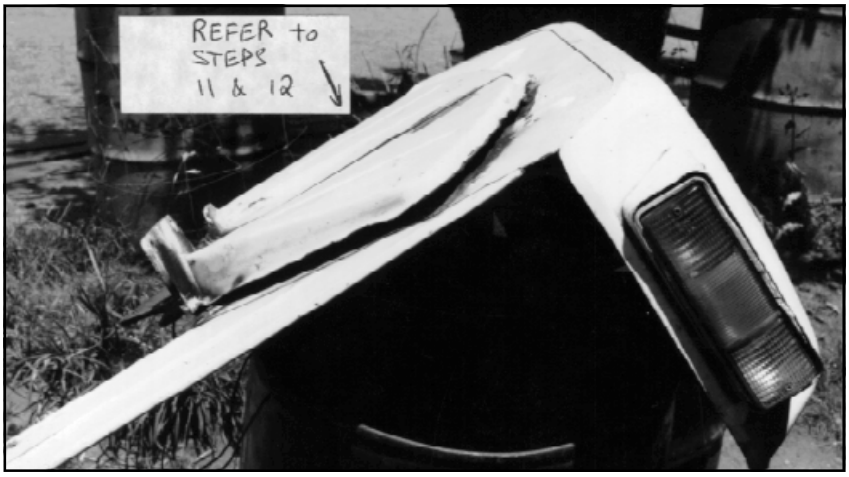

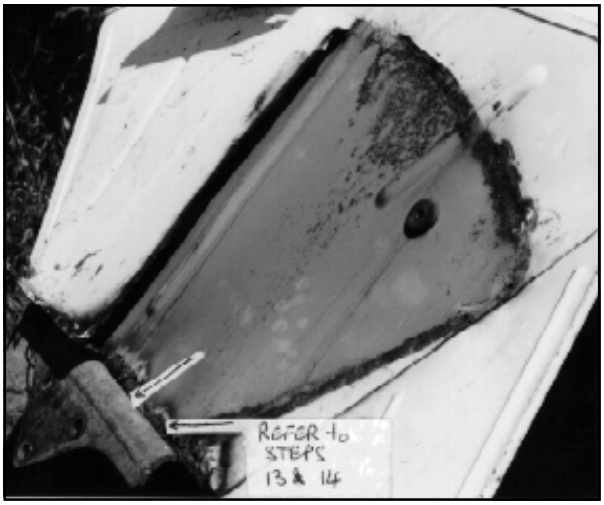

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SUPPLIMENTARY FITTING INSTRUCTIONS

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TRACTOR SAFETY FRAMES
Fitting Instructions for David Brown Tractors
Models 990A and 950A with mudguards attached to seat assembly.

Special Note for Early Red Model David Brown Tractors

Standard bolt kit includes 10, 1/2" x 2" UNC bolts, spring and flat washers, and an extra 8, 1/2" UNC nuts (to be used with the removed bolts to re-fasten mudguards.)

Some of the earliest red David Brown tractors had different bolts in the final drive housing and will require different bolts to secure the frame in position - please enquire with your supplier. These will be 7/16" diameter in either BSF or UNC thread pitch. Both type are fairly rare but especially the BSF combination. If you find that the tractor being fitted has either 7/16" BSF of UNC threads then ask your supplier for the appropriate kit comprising:

Either 10, 7/16" x 2" BSF bolts, 8, 7/16" BSF nuts plus 10 spring and 10 flat washers.
OR 10, 7/16" x 2" UNC bolts, 8, 7/16" UNC nuts plus 10 spring and 10 flat washers.

Agents and dealers fitting ROPS for farm customers should check with their customers **Before** travelling to the farms for fitting.

1. Remove Mudguard-seat assembly from tractor.
2. Separate mudguard from seat assembly.
3. Fit left hand side leg of safety ROPS frame to the tractor using the 2" bolts supplied. Do not tighten down bolts at this stage.
4. Position right hand side leg onto the final drive and align with left hand leg.
5. Cut, using oxy-acetylene or grinder approximately 2" off each end of the central seat assembly to allow repositioning between safety frame uprights.
6. Place top bar in position over the two upright legs of the frame. Centralise and securely tighten down.
7. Tighten down all bolts so far inserted.
8. Position mudguards and mark holes (3 per mudguard) through remaining unused holes in the safety frame base. Remove mudguards, drill holes as marked with 1/2" drill.
9. Using the original bolts used to hold the mudguards in position prior to fitting of the ROPS frame, together with the extra nuts provided in the bolt kit, re-bolt the mudguards onto the side of the ROPS frame.
10. Reconnect any electrical wiring as required.

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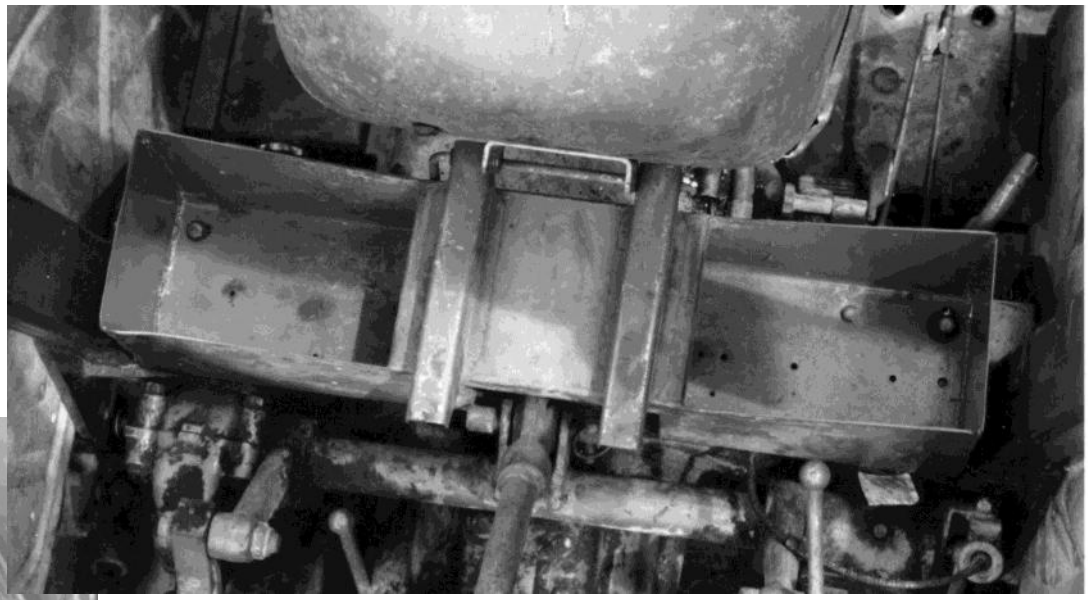
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