



TP500 Rear Tine Tiller – Assembly Instructions/Guide

The TP500 is a fantastic servant that has been a part of our product range since 2008 and has been constantly upgraded since. This guide aims to help guide you through the assembly process, though should you have any further questions, you can email us at techsupport@titan-pro.co.uk or give us a call on 01258 48916.



First, remove the outer cardboard packaging to gain access to the metal cage and contents. This image also shows the ridger attachment – this item is sold separately but included here for completion. You can also remove the top of the metal cage to increase your access at this point.

Remove all loose items from the carton, including those pictured above.



Next comes removing the chassis and engine of the machine from the cage. This will require two people to lift this out. As pictured above, the axle is bolted into two brackets to ensure the machine doesn't move in transport (one of these have been removed in the image to illustrate.) To undo these bolts, you will require a 13mm spanner, which can be found in the toolkit. After undoing these bolts, you can now lift the machine.

The next step is fitting the wheels to give the machine a steady base to rest on. To secure these, you will need to open the small box of fixings (pictured below) and locate the 2 x small pins and 2 x r-clips.



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Position the machine with axle (pictured below) clearing the ground, so you can slide both wheels onto the shaft.



After sliding a wheel on, secure this using the pin and r-clip mentioned previously. When both are in place, it will appear as below. It is also important to ensure the tread on your wheels faces the correct way (again, as shown below.)



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With these wheels on, you have a more solid base to assemble the rest of the unit. Next is the front wheel. The fixings (a cotter pin and a bolt, as well as washers, split pins, and castle nuts) are already in place on the wheel, so it is a case of removing these, positioning the wheel outside the bracket, and replicating how they were previously set up with the wheel in position.

When removing them initially, you will need to close these split pins to push them out of the hole; when replacing them after, you will need to open them again on the other side.



After affixing the front wheel, the machine will now be stable to sit on the three wheels.

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The next step is to attach the handlebars (upper and lower parts). These are secured by tightening the handle lever at the bottom where it seats onto the chassis, as pictured above. You can then secure the handlebars at the top to the bottom section, as shown below.



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Next comes fitting the mudguards. Ensure these are fitted before the belt guard to ensure you have adequate clearance for the left-hand mudguard (from behind the machine; pictured below.)

You will require a 10mm socket and 10mm spanner. On both sides, you should install the bolts in the following order, from the position standing behind the machine/handlebars:

1. Front bolt
2. Back bolt
3. Middle bolt



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After fitting the mudguards, the next step is to install the bracket beneath these (pictured below.)



This bracket sits underneath the mudguards. As seen in the image above, there are four bolts, two on either mudguard which the bracket is secured by. The image below shows the bracket secured in place.



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After attaching this bracket, the next step is to fit the handlebar cover/guard. This bolts on with two 10mm bolts.



Next, fit the belt cover. This should line up with the static parts of the machine and can be secured with the three-pronged bolt shown in the centre of the picture below.



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The next step is to attach the depth rod bracket and the depth rod to the machine. This slides through the bracket and is fitted with a pin and r-clip. As shown below, the vertical pin on the rear bracket is used to lock the depth rod bracket in place, while the two horizontal pins help to locate this.

The depth rod is pictured in situ below; this is the standard positioning when using it as a depth rod.



This rod can also be turned upside down, with the curved end at the uppermost point to utilise this with the ridger attachment (sold separately.)



The final step of the main body build is attaching the gear lever. The handle extension screws on to the bottom part of the lever which is already in place at the gearbox shifter.

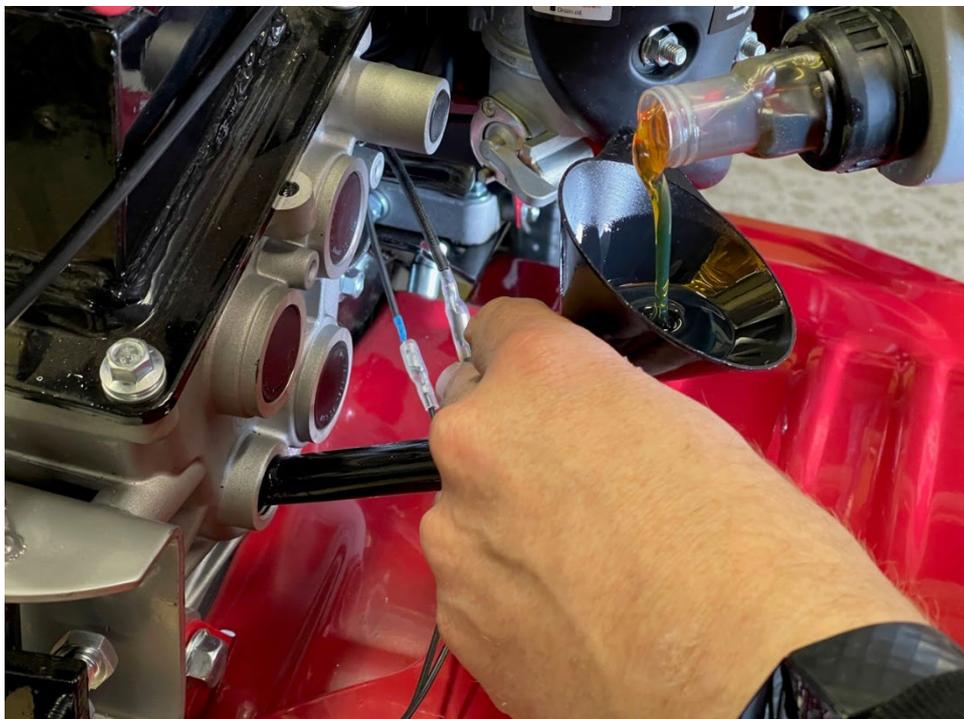
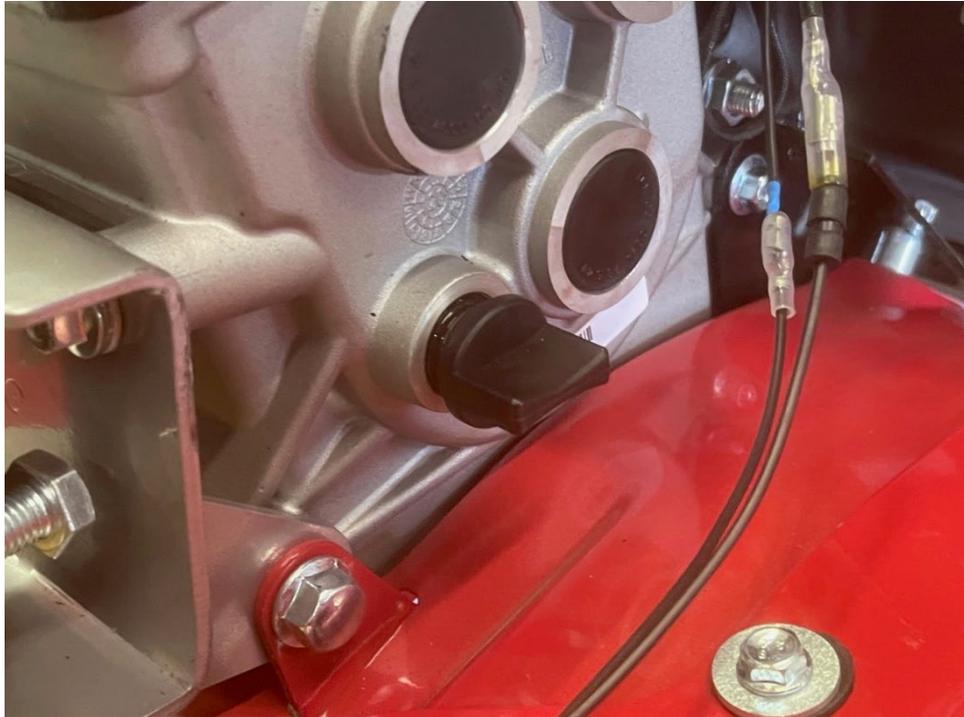


Now that the build is complete, you can add the engine oil and gearbox oil to the machine. Firstly, the engine oil can be added to the fill plug area as shown in the picture below. We recommend SAE30 engine oil; you will require approximately 0.6 to 0.65 litres of oil. A sticker showing how and where to fill the oil to is also displayed on the belt guard cover, next to the fill plug.



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The gearbox oil should be added to the hole covered by the drain plug in the picture below. We recommend EP80w/90 GL5 gear oil; you will need approximately 1.5 litres of this. Below you can see the fill plug, whilst the first picture on the next page shows this being filled.



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The last step after ensuring the oil levels are correct is to add the fuel. Ensure that you always use unleaded petrol. Below is a picture showing the fuel tank to illustrate.



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Now the machine is ready, the final step is the assembly of the tines; affixing these to the tine holder bar. You can see the formation in which these should be bolted on in the two images below. You will require a 10mm spanner and 13mm socket to tighten the tines. The tines are left and right-handed, you will require two of each for each section of four tines.



When the tines are assembled on either side of the machine, these can be fitted in place of the transport wheels we attached to the machine earlier (see page 3 of this booklet)