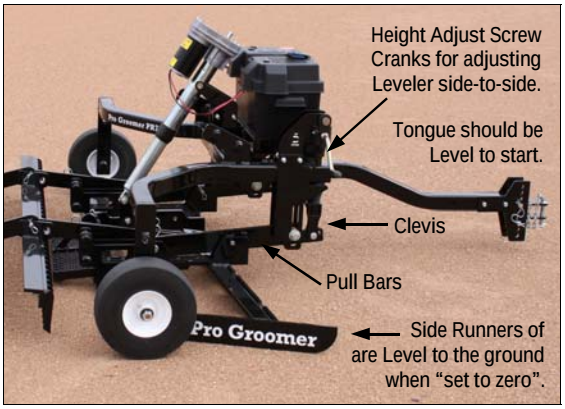
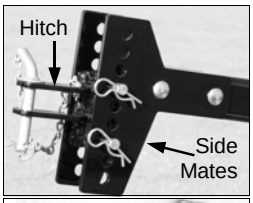
Setting the PR72 to “Zero”

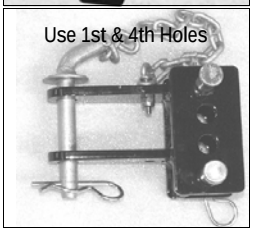


Note: Attaching the PR72 to a towing machine is always necessary when “Setting the PR72 to Zero”.

Setting the PR72 to “Zero”.

The phrase “setting the machine to zero” is our way of saying it is the optimal beginning point for the groomer to start when you hook it to a towing machine. If you always use the same towing machine, and nobody makes unnecessary adjustments to the groomer, then you will not very often have to go through this process. But, if you switch to a different towing machine (with a different height drawbar) or if someone makes too drastic of changes to the groomer, and you want to get back to the “zero” starting point, you can refer back to these instructions to help you get the machine back to





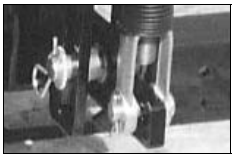
Instructions to “Set the Machine to Zero”.

This process can be performed on an Infield or on flat concrete.

1) Raise the Leveler all the way up so it’s not contacting the ground.

2) Hook the PR72 to your Tow Machine Drawbar. Connect the hitch to the drawbar with the Hitch Pin and Secure with Safety Pin.

3) Level the Tongue. Stand to the side of the groomer and look at the Tongue. Does it look level? Having the tongue level affects all other settings during the process of setting the machine to zero. It does not have to be perfectly level, but it should be close. Obviously the tongue has a bend in it, but you can look at either of the straight ends of the tongue and ask yourself if it looks level. If the Tongue is not level then unhook the groomer from the towing machine and either raise or lower the hitch in an attempt to level the tongue. Reconnect the groomer hitch to the drawbar and check again. Repeat if necessary. Once the tongue is level try not to move the hitch unless you are switching to a different towing machine.



4) Clevis (threads). Check the amount of Threads showing. It’s important to - always try to have some threads showing through the bottom of the clevis, and Never crank the threads so far into the clevis (with a lot of threads showing) that they get close to or hit the pull bars. On the other hand, you also don’t want to crank the threads all the way out of the top of the clevis (no threads showing). You want the same amount of threads showing in both clevises, which helps level the leveler implement from side to side so it cuts evenly. Start with approx. 1/2” thread showing in each clevis, inside or between the legs.

5) Level the Leveler. Lower the Leveler to the surface. It’s ideal for the rear blade to hit slightly before the front blade because if it does, it’s very easy to slightly lower the front blade with the front height adjustment screw cranks have contact with both. If the tongue is level then both blades should contact the surface at the same time. When lowering, watch how and when the front and rear blades make contact. Another way to check is to stand to either side of the machine. Look at the Side Runners (the side runners are the outside guides of the leveler). The bottom of both side runners should be level with the surface. If they are not, then ask yourself “is the front blade too high or too low?” If the front blade is too high, then lower it by turning the cranks on the height adjustment assembly. Look at the sticker on the side of the assembly for the correct direction to turn the crank to lower or raise it. Count the turns and do the same to the other side. If the blade is too low you can do the opposite. Now again ask yourself if the side runners are level (so both the front and rear blades contact the surface).

If you made adjustments to the height adjustment cranks to level the “Leveler” then you should still see some threads between the legs of the clevises. If you see no threads then the tongue is actually too high. To correct this the hitch should be raised to lower the tongue. Move the hitch and again run through the checks above. If you see a lot of threads, and if the bottom of the threaded shaft is closer than 1/2” to the top of the pull bars (inside the clevises) then the tongue is too low. To correct this lower the hitch to raise the tongue. Move the hitch and again run through the checks above.

What about the Rear Blade? It’s possible to have contact with the Front Blade but not the Rear Blade. If this happens then the front blade could be too low which does not allow the rear blade to contact the surface, or you may need to lower the rear blade. To lower the rear blade use either the electric lift, or for manual lift machines extend the Turnbuckle that attaches the Lift Arm to the rear of the Leveler. Make fine adjustments to both blades.

Always remember, any adjustment you make to the front cutting blade of the leveler affects the rear blade of the leveler, although to a lesser degree. The opposite is also true, any adjustment to the rear blade of the leveler affects the front blade of the leveler, but to a lesser degree.

Now that you have run through the checks it should be apparent the importance of first checking if the tongue looks level when hooking the groomer to a towing machine drawbar. It’s a good first clue and makes all other adjustments easier if the tongue is level.

6) Test Run - ”Side-to-Side” Adjustment. When you feel all adjustments above have been made, it’s time to make a test run on an infield. Lower the leveler and drive ahead 30 to 50 feet. As you move forward, pay attention to the front blade of the leveler. Is it cutting the same amount of material along the whole length of the blade? If not, raise or lower one side to adjust the cutting. Drive ahead again and adjust it until the blade cuts the same amount of material along the entire blade. Go far enough distance for a good check. This is something you will always pay attention to when grooming….is the front cutting blade cutting consistent side to side, and is the rear blade also cutting material.

When the front blade is level side to side it’s best to always try to remember how many adjustment cranks you make to one side so you can repeat the same number to the other side (this keeps the leveler “level” side-to-side).

7) Test Run—Front-to-Back Adjustment. Drive ahead again and check if both blades are cutting material. The front blade will always carry and cut more material than the rear blade. But, the rear blade should cut some material as well. If not then raise or lower the front or rear blade to adjust it.

After a few times thru this process it will come natural and only take a few seconds.