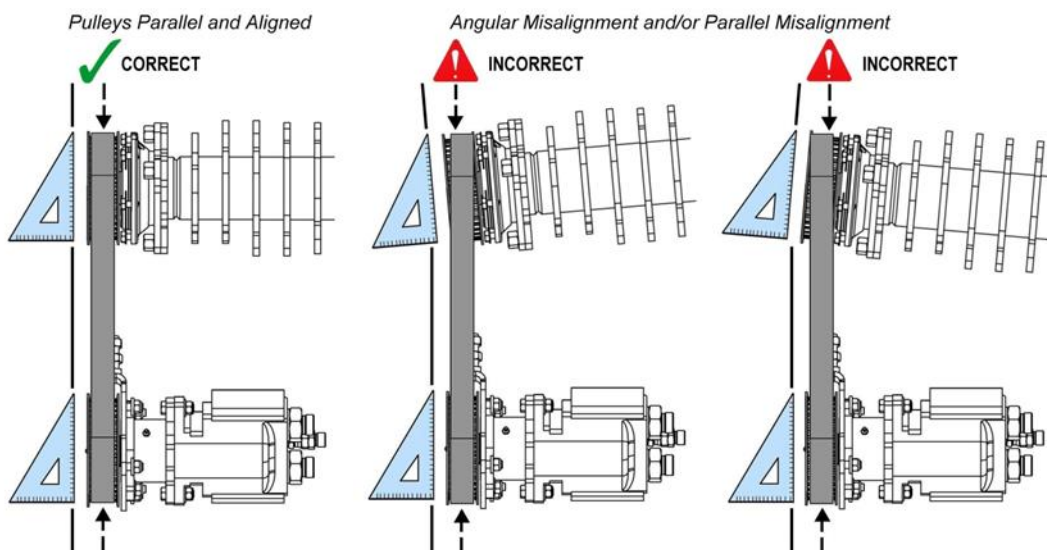
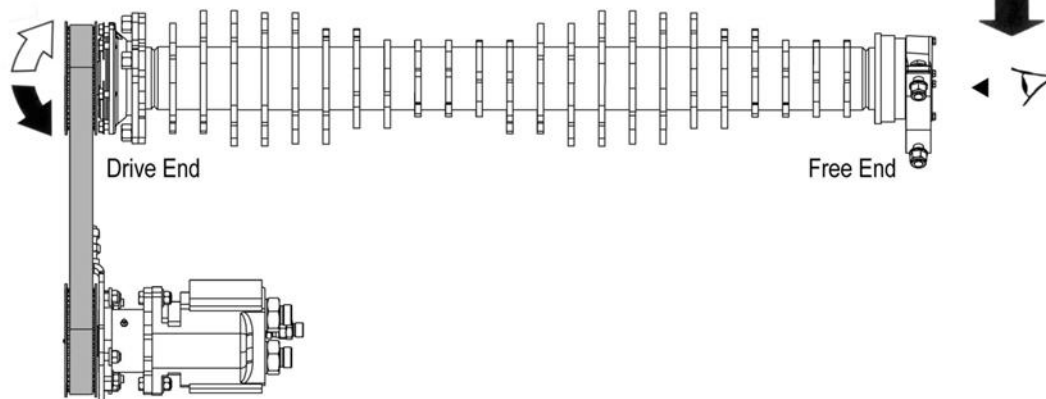
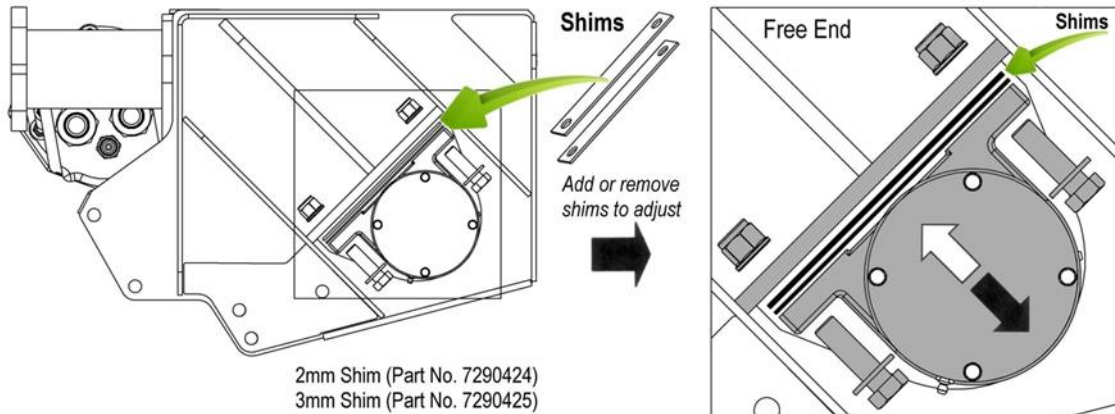


BELT DRIVE FLAILHEAD – ALIGNMENT PROCEDURE

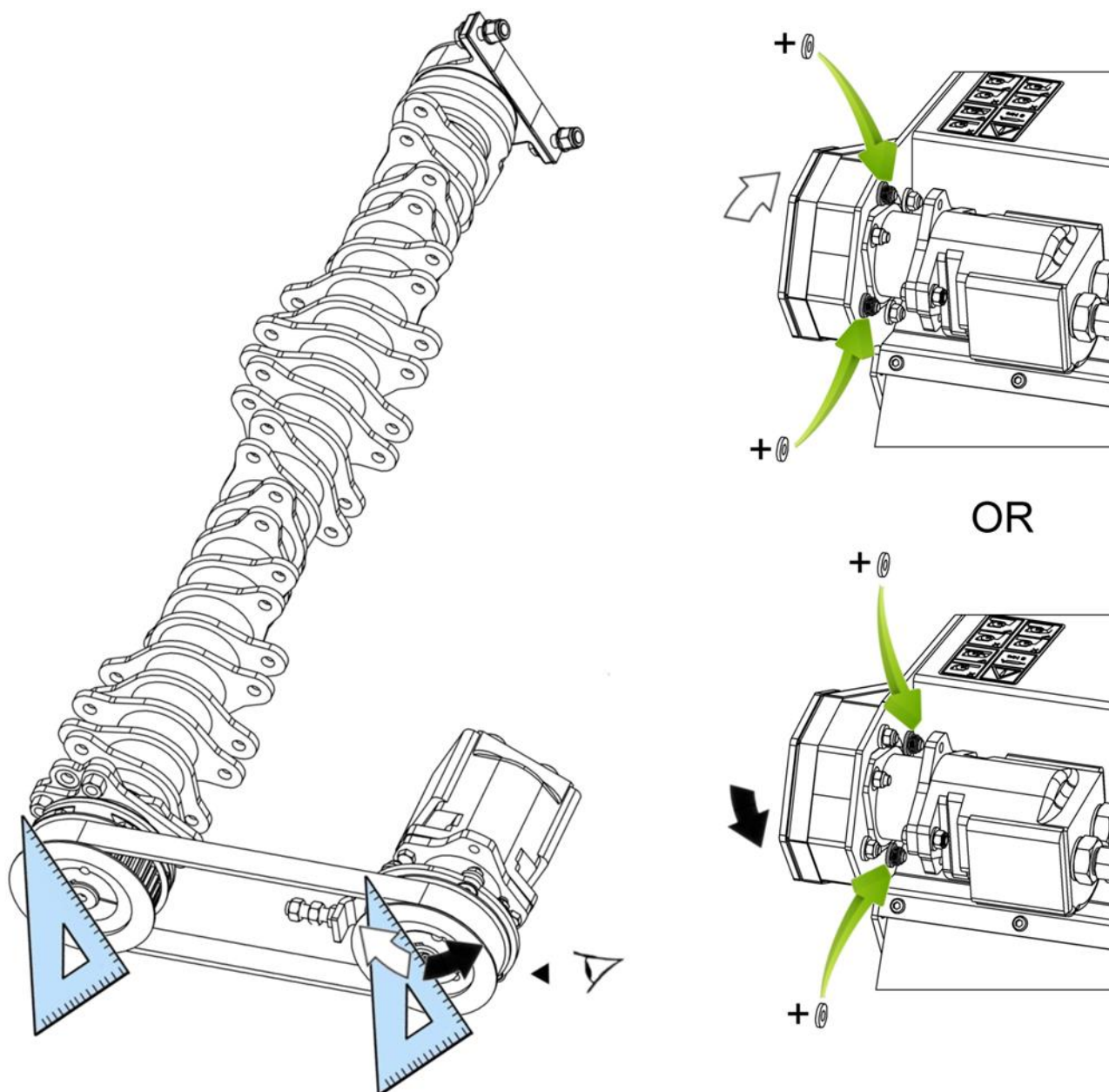
Belt pulleys must be correctly aligned at all times to avoid excessive belt wear or damage. Alignment of the pulleys is achieved by the use of shims placed between the rotor's free end bearing housing and its mounting position on the casing assembly; adding or removing shims allows angular adjustment of the rotor shaft and pulley so it can be correctly aligned with the motor drive pulley. Shims are available in 2mm and 3mm thicknesses, the quantity used will be the number required only to achieve accurate alignment.



Drive Pulley

In extreme cases of pulley miss-alignment where adjustment of the rotor pulley alone does not align the pulleys correctly, additional adjustment can be made by placing shimming washers between the motor plate and the flail head casing as illustrated below.

The placement of the washers will depend on which direction adjustment is needed but will either be on the outermost pair of bolts or the innermost; in either case an equal number of washers should be used.



When pulleys have been correctly aligned the belt tension should be checked and if required adjusted to the correct tension; refer to belt adjustment section for details of belt tensioning procedure.



Belt Adjustment

Correct belt adjustment is vital to ensure a long life.

The adjustment is correct when the belt has been tightened sufficiently to remove all the slack. After the belt has been tensioned it should be possible to press the belt down with one finger so the crown of the tooth is 35mm below the inside edge of the casing.

Never over tension the belt. It will cause rapid wear and failure.

