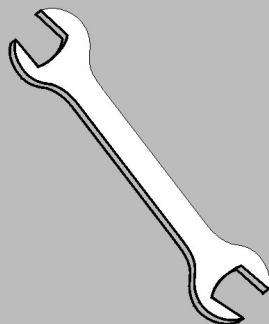


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Kit Instruction— KBBAA002ST



Please Read

About the Manual Identifying Information on the Cover

The front cover displays pertinent identifying information for this manual. Most important, are the published manual number (part number) /ECN (date code). Generally, when a replacement manual is furnished, it will have the same published manual number, but the latest available ECN. This provides the user with the latest information applicable to his machine. Similarly all documents comprising the manual will be the latest available as of the date the manual was printed, **even though older ECN dates for those documents may be listed in the table of contents.**

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References to Yellow Troubleshooting Pages

This manual may contain references to "yellow pages." Although the pages containing troubleshooting procedures are no longer printed on yellow paper, troubleshooting instructions, if any, will be contained in the easily located "Troubleshooting" chapter or section. See the table of contents.

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LUBRICATION INSTRUCTIONS

There are few lubrication points on your MILNOR Washer-Extractor. Those that are provided are there for a specific purpose, and must be faithfully serviced as recommended.

1. GEAR REDUCER: Check level before operating, refilling if necessary. After the initial 100 hours operation, drain gear reducer and refill with oil as specified on nameplate. Be sure to clean off magnetic drain plug before replacing. Check and refill every 6 months. Drain and replenish oil yearly.

2. MAIN BEARINGS AND SEALS: Proper lubrication here is mandatory. The main bearings and seals in this machine are designed for grease lubrication, and are arranged as shown in the main assembly drawings shown elsewhere herein. There are three grease fittings on each housing, two for the bearings, and one for the seal. The proper lubrication of both bearings and seals is mandatory for satisfactory life from the machine. The following instructions must be adhered to carefully.
 - A. All grease lubricated bearing housings are factory pre-lubricated for the first 30 days of operation.
 - B. Use Shell Alvania EP #2 grease.
 - C. Pump grease in SLOWLY - not faster than 5 strokes per minute.
Work grease gun lever slowly - TAKE AT LEAST 10-12 SECONDS TO COMPLETE EACH STROKE OF THE LEVER. A grease gun can build up extremely high pressures which will force the seals out of position and cause them to leak, even though the seal cavity is provided with a bleed-off.
 - D. RUN WASHER CYLINDER AT EITHER WASH OR DRAIN SPEED DURING GREASING, AND FOR ONE MINUTE THEREAFTER.
 - E. EVERY 200 OPERATING HOURS, OR EVERY 30 DAYS - WHICHEVER OCCURS FIRST:

PUMP 2 STROKES INTO EACH BEARING GREASE FITTING.

PUMP 1 STROKE INTO EACH SEAL CAVITY GREASE FITTING.

NOTE: It is possible, when the seals are lubricated, for a small amount of grease to work its way through the seals and into the shell. A hot water bath should be run in the machine before the first wash load after lubrication. This will prevent grease balls from forming on the wash. (This condition will not occur when the bearings are greased.) Do not pump more grease into the seal cavity than is called for above.

(Continued)

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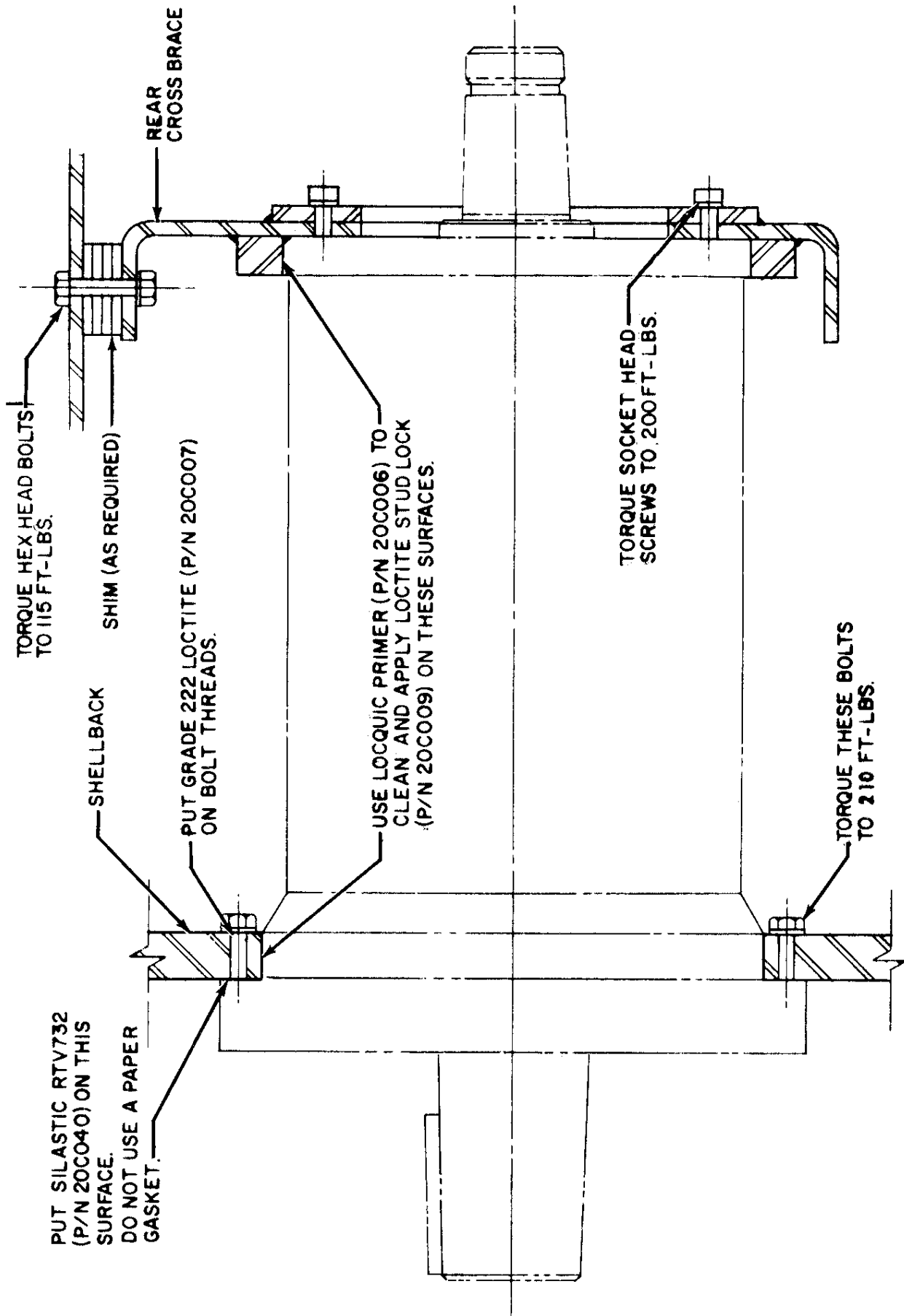
INSTRUCTIONS TO INSTALL QWE BEARING HOUSING

Refer to the drawing and instructions on page BMP750052-75492A.

1. Before installing the bearing housing in the machine, use the tube of Silastic sealant furnished with the kit and coat the rear side of the bearing housing flange which seats against the shell back. Coat this surface completely but sparingly--no thicker than 1/16". Do not use any other gasket material for this purpose!
2. Before installing the bearing housing in the shell back, use Locquic primer on the two surfaces indicated on the above drawing to clean it. Then apply the Loctite stud lock also mentioned in the drawing. Put grade 222 Loctite on the main bearing housing bolts. THESE BOLTS MUST BE PUT IN WITH A TORQUE WRENCH. Tighten the bolts to the torque foot pounds specified on the drawing. Do not over tighten the bolts--follow the instructions carefully. Do not use the old locking straps previously used to hold these bolts. Use instead the grade 9 flat washers furnished in the kit.
3. Before attaching the rear cross brace to the rear end of the main bearing housing, use the Locquic primer and the Loctite mentioned on the drawing on the surfaces indicated. Secure the rear cross brace to the rear end of the main bearing housing with the new socket head screws furnished.
4. Replace the shims and the washers on top of the cross brace as necessary and drop in the bolts, but do not tighten them at this time. It may be necessary to use a drift punch to line up the shims and washers with the holes in the top of the frame. Once this is accomplished, you can easily drop the bolts in the holes from the top. Do not tighten them up at this time. Refer to the drawing on the back side of this page which shows how to use wedges for proper cylinder alignment if necessary.
5. Attach the rear cross brace to the frame side of the machine with the two side angle irons. Use the new 1/4" thick flat washers furnished to cover up the slotted holes in the angle irons. Do not use the old thin washers which may collapse across the slots. After you have these bolts in place and loosely set, you are now ready to install the cylinder on the front of the main bearing housing. Before installing the cylinder, clean off any excessive Silastic which may have been squeezed out between the bearing housing flange and the shell back liner. If this is allowed to stay inside the machine, it could cause laundering problems when the machine is first put into use.
6. Once the cylinder is secured to the main shaft, install the shell front.
7. Check the opening of the shell front with the opening of the cylinder to see if they are in alignment. If the misalignment is excessive, it could cause the cylinder to strike the door. To align the cylinder, go to the rear of the machine and use wedges as shown on the drawing BMP740118R. If the cylinder is too low, drive in a wedge at point "A" shown on the drawing. If the cylinder is too far on the left, drive a wedge in between the cross brace and the base side sheet of the machine at point "B" shown on the drawing. Once the cylinder is in proper alignment, tighten up all 8 bolts, 1/4" thick flat washers and lock washers to secure the cross brace in the proper place. At the same time, you are now ready to tighten the 5 bolts in the top of the rear cross brace.
8. Be sure to follow the instructions with regard to the proper tightening by foot pounds of torque shown on the installation drawing. Do not deviate from any of these instructions.

(See Reverse)

SERVICE DEPARTMENT



QWE BEARING HOUSING INSTALLATION

PELLERIN MILNOR CORPORATION