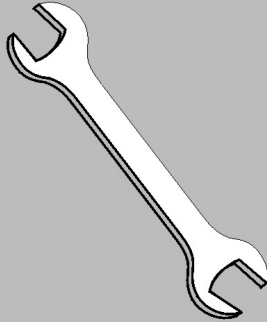


Published Manual Number/ECN: HYABK00200/2001075N

- Publishing System: TPAS
- Access date: 2/16/01
- Document ECN's: Latest Available



Kit Instruction— KYABK00200



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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REPLACING QXX SEALS, BEARINGS, AND BEARING HOUSINGS



ELECTROCUTION HAZARD—High voltage is present inside electric boxes, motors, and many other components. Power switches on machine disable only control power in certain boxes. You can be killed or seriously injured on contact with high voltage.

☛ **Lock OFF and tag out power at the wall disconnect before servicing.**

NOTE: A cylinder puller kit is available from Milnor® on a rental basis.

Seal, Bearing, and Bearing Housing Troubleshooting Guide

Machine	Problem	Procedure
36021 and 36026Q4x	Water dripping from leak-off	<p>Drain oil and check for water and/or metal particles. If none is present, follow instructions in:</p> <ul style="list-style-type: none"> • Removing the Shell Front and Cylinder • Replacing Water Seals <p>If oil contains water and/or metal particles, follow instructions in:</p> <ul style="list-style-type: none"> • Removing the Shell Front and Cylinder • Replacing 36021Q4x and 36026Q4x Oil Seals, Bearings, and Bearing Housings
36021Q6x, 36026Q6x, and 42026Qxx	Excessive grease dripping from leak-off and/or grease on goods	<p>Follow instructions in:</p> <ul style="list-style-type: none"> • Removing the Shell Front and Cylinder • Replacing 36021Q6x, 36026Q6x, and 42026Qxx Bearing Housings

Removing the Shell Front and Cylinder

See the appropriate shell front and cylinder assembly drawing (see Table of Contents).

1. Remove the door interlock housing cover. Mark the terminal position of the wires and remove the wires from the interlock switch. Loosen the two conduit connections and move the conduit so the shell front can be removed.
2. Remove all shell attachments including pipes, hoses, and optional equipment. If replacing 36021 and 36026Q4x seals or bearings, drain oil from the bearing housing.
3. Remove the shell mount ring clip guard located on the top of the shell clamp ring, then **mark the position of the shell front with respect to the shell**.
4. Support the shell front and remove the bolts, shell clamp ring, extrusion, and shell front.
5. Remove the shaft retainer bolt, cover, spacer, and the two allen screws covering the puller mounting holes. Mount the puller and remove the cylinder.

Replacing Water Seals

NOTE: 36021Q4x and 36026Q4x shaft seal sleeves can be replaced without removing the bearing housing. See the appropriate bearing assembly drawing (see Table of Contents).

1. Remove the front shaft seal holder.
2. Inspect the shaft seal sleeve for nicks, gouges, or excessive wear. If replacement is necessary, heat and tap the damaged sleeve off the shaft.
3. Replace the seals and O-rings. Ensure that the new seals are parallel within the shaft seal holder.

Replacing 36021Q4x and 36026Q4x Oil Seals, Bearings, and Bearing Housings

Replacing Oil Seals and Bearings

NOTE: Set bearing clearances only if major components of the original bearing housing (front shaft seal holder, rear seal/bearing holder, shaft, or shims) are replaced. See “Setting Bearing Clearances” in this section after replacing major components.

The bearing housing does not need to be removed to change the oil seals and bearings. Remove the bearing housing only if insufficient space exists for the following procedures, or if the bearing housing (or housing major components) must be replaced. See the appropriate bearing housing assembly drawing (see Table of Contents).

1. Remove the front shaft seal holder and rear seal/bearing holder. Note the position and number of shims under the rear seal/bearing holder. **The shims must be installed exactly as removed.**
2. Remove the main shaft, front bearing, and bearing cup through the front of the bearing housing. Remove and discard used bearings, cups, oil seals, and O-rings.
3. Install a new oil seal, bearing, and cup in the rear seal/bearing holder. Install the shims and rear seal/bearing holder.
4. Press a new front bearing on the shaft then guide the shaft into the rear seal/bearing holder. **Do not scrape the new bearings against the inside of the bearing housing.**
5. Center the shaft within the housing, then gently tap in the front bearing cup. After replacing seals, install the front shaft seal holder.
6. The shaft should turn in the housing.

Setting Bearing Clearances

NOTE: This procedure is required only when a major bearing housing component is replaced. See “Replacing Oil Seals and Bearings” in this section.

1. Set the clearance by removing all shims from the rear seal/bearing holder. Install the rear seal/bearing holder. Leave a small gap between the bearing housing and rear seal/bearing holder.
2. Insert a lead wire in the gap between flanges. Tighten each bolt slowly while turning the shaft. Stop tightening when the shaft just begins to drag or bind. Remove the rear seal/bearing holder, being careful not to mark or damage the lead wire.
3. Using a micrometer, measure the thickness of the lead wire.
4. Add .002" (.050 millimeters) to the thickness of the lead wire and install the rear seal/bearing holder using this amount of shims.
5. The shaft should turn in the housing.

Removing the Bearing Housing

NOTE: Shims were precisely installed on the bolts between the bearing housing and the rear reinforcing plate. These shims must be removed and replaced in their exact positions when reinstalling the bearing housing.

Drain the oil from the bearing housing and remove all fittings and connections from the top and the bottom of the bearing housing. Remove the rear bearing housing and rear reinforcing plate mounting bolts. Remove the rear reinforcing plate very carefully, noting the position of bearing support tap strips and shims. **Shims must be installed in the exact position within the rear reinforcing plate.** Pry the bearing housing out of the frame.

Installing the Bearing Housing

NOTE 1: Use new bolts when reassembling the machine.

NOTE 2: Pre-position the shims within the rear reinforcing plate (using silicon or similar adhesive).

1. After determining that the shell is clean and free from old gasket material, apply Permatex 2C adhesive (or similar) to both sides of the new bearing housing gasket, then mount the gasket to the shell.
2. Install the bearing housing, using Loctite 271 (or equivalent) on inner seat as shown in FIGURE 1. Position the two bearing support tap strips, then install the rear reinforcing plate and bearing support strips. Install bearing housing bolts and lockstraps.
3. Tighten all bolts and bend lockstraps. Install all of the original lubrication fittings and connections.

Replacing 36021Q6x, 36026Q6x, and 42026Qxx Bearing Housings

Replacing Bearings—If bearings are worn or damaged, return the bearing housing to Milnor® for replacement or exchange. Repairs to the components within the bearing housing are not recommended or covered here.

Removing the Faulty Bearing Housing

See FIGURE 2 during the following procedure.

Remove the bearing housing through the front of the machine as follows:

1. Loosen the wash and drain motors, then remove the belts and gear reducer air line.
2. Locate the upper support (1), unbolt brackets (2), brake pivot (3), and lower gear reducer bolts (4). **Do not move the upper gear reducer bolts.**
3. **For easier re-alignment, mark the position of the upper support in relation to the frame then unbolt upper support at the frame.** Remove the support with the gear reducer still attached.
4. Swing brake assembly out of the way and remove the E-2 belts.
5. Mount puller and remove clutch drum.
6. Mark the positions of the plastic lubrication lines and disconnect them from the bearing housing.
7. Using a socket and extension, remove the twelve front and eight rear bearing housing mounting bolts.
8. Unscrew the plastic inserts from the front of the bearing housing. Screw three bolts into these holes and tighten them evenly to separate the bearing housing from the frame. **A helpful hint to facilitate removal of the bearing housing is to place a pipe over each exposed shaft end and “walk” the bearing housing out.**

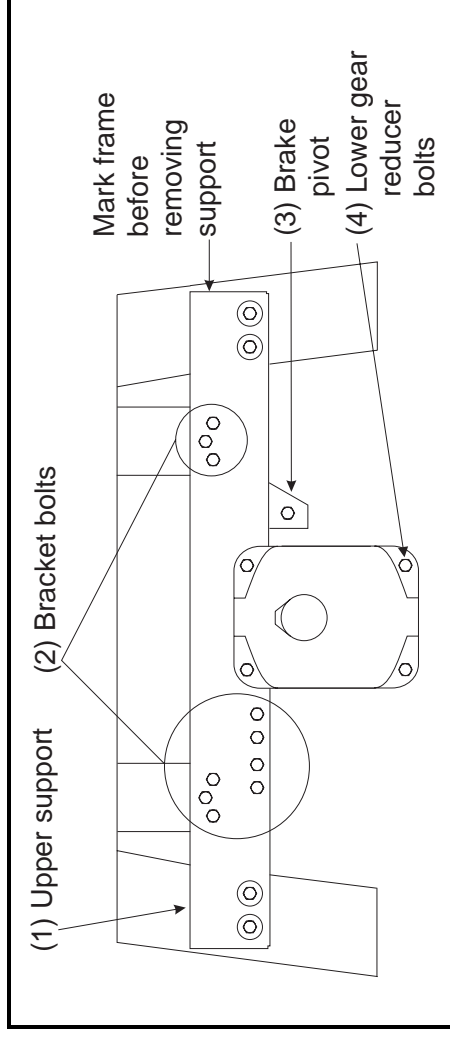


FIGURE 2 (MSSM0230AE)

Removing the Gear Reducer

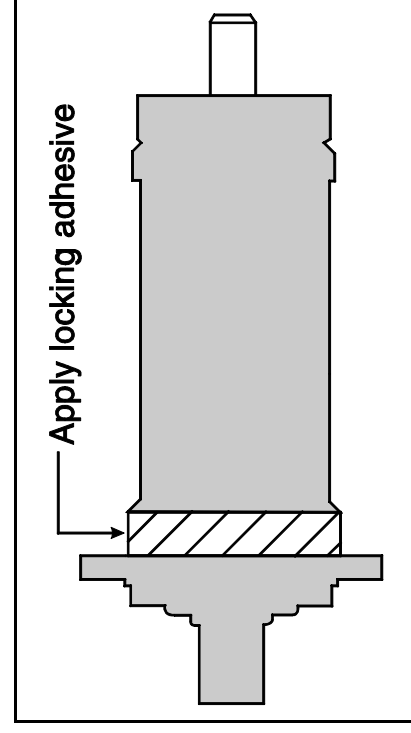


FIGURE 1 (MSSM0230AE)
Installing the 36021 and 36026Q4x Bearing Housing

Installing the Replacement Bearing Housing

NOTE: Use new bolts when assembling machine.

1. Remove all brass fittings and metal plugs from the old bearing housing and install them in the same position on the new housing.
2. Thoroughly clean bearing housing seating surfaces on the inside of the shell and on the spider plate (FIGURE 4). Determine that the seating surfaces on the bearing housing are dry and free from any dirt.
3. Apply Loctite 271 locking adhesive (or equivalent) and Loctite silicone sealant (or equivalent) to bearing housing surfaces as shown in FIGURE 3.
4. Install bearing housing with the sheet metal shim (if originally installed) between the housing and spider plate. Position bearing housing with the brass fittings at the top and the large plastic plug at the bottom.

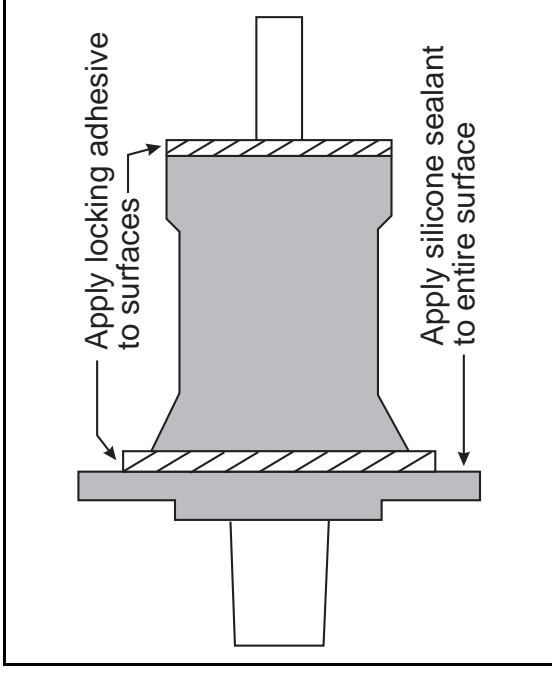


FIGURE 3 (MSSM0230AE)
Installing the 36021Q6x, 36026Q6x and 42026 Qxx Bearing Housing

5. Install washers onto the mounting bolts and apply Loctite 242 thread compound (or equivalent) on all bolts and tighten to the specifications below (follow the tightening sequence shown in FIGURE 4):

- Front bearing housing mounting bolts to 200 foot pounds (27.6 kilogram meters)
- Rear bearing housing mounting bolts to 225 foot pounds (31.1 kilogram meters)
- Spider plate bolts to 275 foot pounds (38.0 kilogram meters)

6. Remove any excess compounds and adhesives from machine. Connect grease lines to bearing housing and re-install the clutch drum.

7. Align upper support with marks made before removal, then re-install the upper gear support. Verify that the air clutch is centered within the clutch drum with approximately .187 inch (4.75) clearance between the air clutch and the clutch drum.

8. See "DRIVE TRAIN SERVICE For All Qxx WASHER-EXTRACTORS" (in the Table of Contents) for information on aligning pulleys and setting belt tensions.

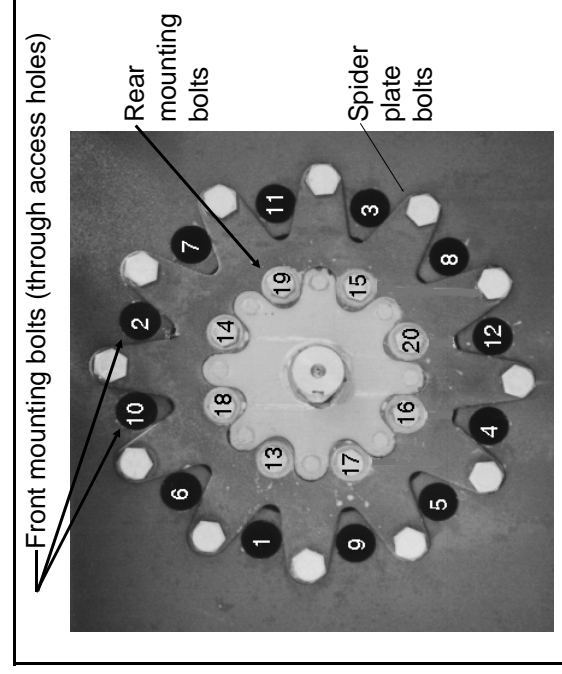


FIGURE 4 (MSSM0230AE)
Bearing Housing Bolt Tightening Sequence

Reinstalling the Cylinder and Shell Front

1. Screw two new allen screws into the puller mounting holes.
2. Determine that the main shaft is clean and free from any foreign material and that the main shaft key is properly seated on the main shaft.

⚠ CAUTION ⚠

Failure to properly install cylinder may cause it to loosen during machine operation. This will cause damage to the cylinder, shell and main bearing shaft surfaces.

☞ **Carefully follow cylinder installation step below.**

3. Slide the cylinder onto the shaft, and install a new 3/4" inch long 3/4-10 grade 8 zinc plated bolt and washer. Carefully tighten this bolt, using it to pull the cylinder up the tapered main bearing shaft. After cylinder is in place, torque the bolt to 282 foot pounds (382 Newton meters).
- Remove the grade 8 bolt and replace with a new 3/4" inch 18-8 stainless steel retainer bolt and washer with the original cover and spacer. Torque the retainer bolt to 150 foot pounds.
4. Determine that the shell front and the front lip of the shell are clean and free from burrs, sharp edges, and any sealants.

⚠ CAUTION ⚠

Do not use a metal hammer to seat the shell front or install the ring.

☞ **A metal hammer can crack stainless steel components.**

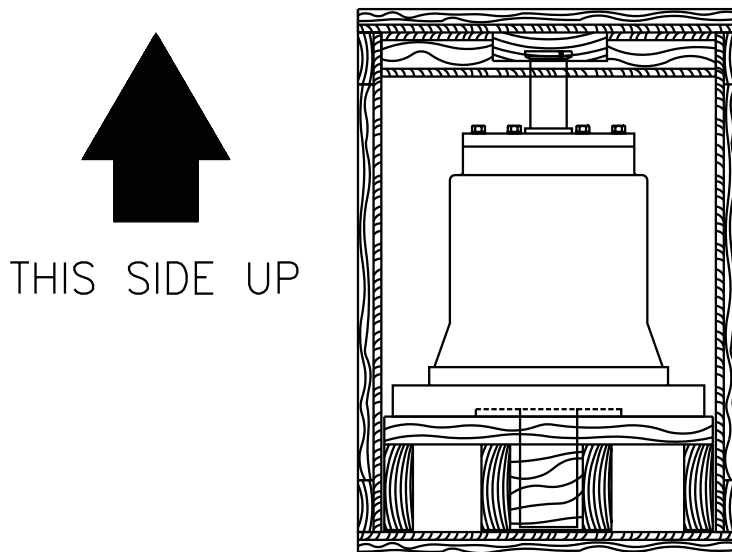
5. Using clamps, mount and support the shell front in place (align it with the mark made before it was removed). If necessary, use a rubber or rawhide maul on the shell front so it seats within the shell. After the shell front is seated properly on the shell, check the gap between the shell front and the lip on the shell. If necessary, use a rubber maul or rawhide maul on the shell lip to close the gap. Pack a small amount of Permatex 2 adhesive (or similar) into the top center gap of the shell front and shell, along three inches on both sides of the shell weld.
6. Install the new gasket starting at the 10 o'clock position. Trim any excess gasket material after installing the gasket.
7. Install the shell clamp ring on the shell front with the ring gap at the top center of the shell.
8. Tap around the ring (bottom to top) with a rubber maul until a clamp can be installed on the ends of the shell clamp ring. Repeat this procedure and tighten the clamp until the bolt can be installed. Tap around ring again (to remove any slack) and tighten bolt. Install the shell mounting clip guard.
9. Reconnect door interlock conduit and wires.
10. Lubricate machine as described in "PREVENTIVE MAINTENANCE FOR Qxx WASHER-EXTRACTORS" (see Table of Contents).

ATTENTION:

WHEN RETURNING BEARING HOUSING TO
PELLERIN MILNOR CORPORATION, PLEASE
INSURE THAT IT IS PACKED ACCORDING TO
THIS ILLUSTRATION.

DO NOT NAIL SHUT – USE CLIPS PROVIDED.

BE SURE ARROWS ON BOX WALLS ARE
POINTING UP WHEN BOX IS REASSEMBLED
(ALL 4 SIDES).

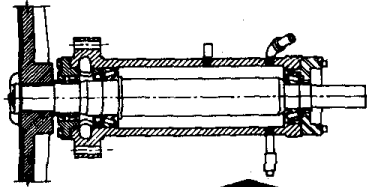


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Maintenance Bulletin

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MAINTENANCE BULLETIN B22MB84006
October 21, 1983

RE: PROPER BELT TENSIONING

Gentlemen:

Proper belt tensioning is important not only to the service life of the belts themselves but also motor and bearing life. Of course, the service life of V belts depends on other normal maintenance functions.

Upon installation, the pulleys should be checked for alignment and that the pulleys are not cocked, chipped or damaged in any way. Also, be sure there is no foreign matter build up inside the grooves.

New V belts will stretch their most during their first 6 to 8 weeks of operation. Therefore, after proper installation, tension should be checked after the first 6 to 8 weeks of operation and at least once a year thereafter. And most certainly if a squeal is detected.

Finally, V belts must be kept relatively clean. This means a periodic check and cleaning by blower, vacuum, etc. of the belts dust, lint, etc. which settle from the air. Liquids of any type (water or oil) should be kept away from belts.

In this regard we are pleased to provide the attached instructions for checking and adjusting V belt tension on MILNOR washer-extractors. These instructions are provided in four different sections, each containing tension tables for various size machines. Only one copy of each is attached but we will provide more upon request at no charge. It is suggested that you order one complete set for each mechanic.

The belt tension tester, mentioned in the instructions, is available from MILNOR under our part number 30T001. Please check with our Parts Department for price.

We are happy to offer these instructions and if there are any questions, please contact anyone in our Service Engineering Department.

Very truly yours,

PELLERIN MILNOR CORPORATION


Leroy J. Leveigne
Supervisor, Service Engineering

LJT/kf

Attachment

V-BELT TENSION ADJUSTMENTS FOR 30" AND 36" B-TYPE MACHINES AND 42" Q-TYPE MACHINES

This instruction is to be used for adjusting the belt tension on the following machine codes:

30016BWE	42026QHE
36021BWE	42026QTG
360326QWE	42026QTH
42026QWE	

A belt tension testing device (Milnor® part number 30T001) and a straight edge are required when using these instructions.

Tension Settings

Set the o-rings on the tension testing device (see FIGURE 1) as follows:

1. Move the upper o-ring to the topmost position, resting against the bottom edge of the cap.
2. Find the proper belt deflection setting (by machine model and belt function) in the appropriate table below.
3. Move the lower o-ring on the tension tester to this deflection setting on the inches scale.

NOTE 1: The tension testing device is marked on the one side in inches and pounds and on the other side in centimeters and kilograms. All values in the tables are marked.

NOTE 2: The instruction sheet provided with the tension testing device should not be used. Use only the instructions provided herein.

NOTE 3: The reference (ref.) codes shown in the tables are for factory use only.

Belt Tension Measurements

1. Place a straight edge along the top edge of the belt to be tested so that it spans both pulleys. Place the tension tester in the center of the belt and press and down on the cap until the lower o-ring is in line with the straight edge, as shown.
2. Read the setting of the upper o-ring on the LBS scale of the tension tester.
3. Compare this value with the acceptable range in the appropriate table. If the belt is brand new (has never been run), use the range in the Initial Tension column. If the belt is not brand new, locate the acceptable range in the Final Tension column.

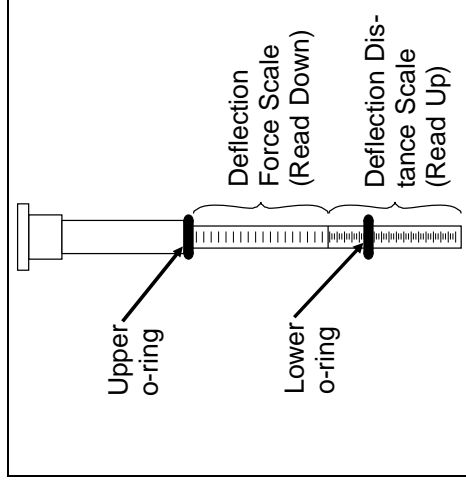


FIGURE 1 (MSSM0204AE)
Tension Tester Scales

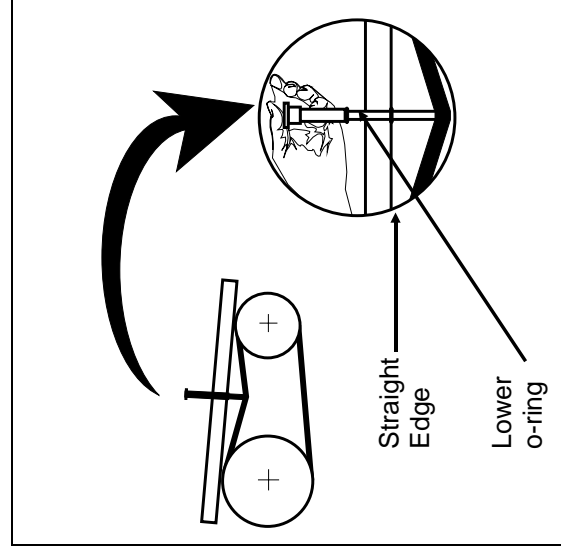


FIGURE 2 (MSSM0204AE)
Taking Measurements with the
Tension Tester

4. If the reading on the tension tester is less than the range shown in the table, the belt is too loose and must be tightened. If the reading is greater than the range shown in the table, the belt is too tight and must be loosened. Adjust the belt until the reading falls within the acceptable range in the table.

30016BWE

36021BWE

	Belt Deflect. (inches)	Initial Tension (lbs.)		Belt Deflect (IN)	Initial Tension (lbs.)		Initial Tension (ref.)
		(lbs.)	(ref.)		(lbs.)	(ref.)	
WASH/2 SPEED WASH	5/16	6.6 – 9.2	KP3	13/32	5.1 – 7.1	KN	2 – 2.4 DN
	11/32	2.4 – 2.84	DP2	13/32	2.0 – 2.4	DN	2 – 2.4 DN
DRAIN	5/16	9.6 – 13.0	MP3	25/64	7.4 – 10.0	MN	7.4 – 10.0 MN
	11/32	2.8 – 4.0	EP2	13/32	2.4 – 3.37	EN	2.4 – 3.4 EN
HIGH SPEED EXTRACT	25/64	10.5 – 14.3	NP3	27/64	8.1 – 11.0	NN	8.1 – 11.0 NN
	25/64	8.0 – 11.0	LP3	27/64	6.2 – 8.5	LN	7.4 – 10.0 MN
LOW SPEED EXTRACT	11/64	9.0 – 13.0	MP3	11/64	7.4 – 10.0	MN	6.6 – 9.2 KP3
	5/32			11/64			5.1 – 7.1 KN

36026QWE

42026QWE

	Belt Deflect. (inches)	Initial Tension (lbs.)		Belt Deflect (IN)	Initial Tension (lbs.)		Initial Tension (ref.)
		(lbs.)	(ref.)		(lbs.)	(ref.)	
WASH/2 SPEED WASH	13/32	2.4 – 2.84	DP2	11/32	2.0 – 2.4	DN	7.4 – 10.0 MN
	13/32			23/64		MP3	
DRAIN	25/64	9.6 – 13.0	MP3	23/64	7.4 – 10.0	MN	2.4 – 3.4 EN
	13/32	2.8 – 4.0	EP2	23/64	2.4 – 3.34	EN	
HIGH SPEED EXTRACT	7/16	9.6 – 13.0	MP3	7/16	7.4 – 10.0	MN	8.1 – 11.0 NN
	7/16	8.0 – 11.0	LP3	7/16	6.2 – 8.5	LN	7.4 – 10.0 MN
LOW SPEED EXTRACT	3/16	9.6 – 13.0	MP3	1/4	7.4 – 10.0	MN	7.4 – 10.0 MN
	3/16			1/4			6.6 – 9.2 KP3

42026QHE, QTG, QTH

	Belt Defl. (inches)	Initial Tension (lbs.)		Belt Deflect (lbs.)	Final Tension (ref.)	
		(lbs.)	(ref.)		(lbs.)	(ref.)
WASH/2 SPEED WASH	19/64	9.62 – 13.0	MP3	7.4 – 10.0		MN
	5/32	10.5 – 14.3		8.1 – 11.0		NN
MAIN	31/64	10.5 – 14.3	NP3	8.1 – 11.0		NN
	15/32					
OPTIONAL LOW SPEED EXTRACT	19/64	8.0 – 11.0	LP3	6.2 – 8.5		LN

V-BELT TENSION ADJUSTMENTS

This instruction is to be used for adjusting the belt tension on the following machine models:

42031WE2	42031SG2	42031WE3	42031SG3
42044WE2	42044SG2	42044WE3	42044SG3

A belt tension testing device (Milnor[®] part number 30T001) and a straight edge are required when using these instructions.

Tension Settings

Set the o-rings on the tension testing device (FIGURE 1) as follows:

1. Move the upper o-ring to the topmost position, resting against the bottom edge of the cap.
2. Find the proper Belt Deflection setting (by machine model and belt function) in the appropriate table in this section.
3. Move the lower o-ring on the tension tester to this deflection setting on the inches scale.

NOTE 1: The tension testing device is marked on one side in inches and pounds and on the other side in centimeters and kilograms. All values in the tables are in inches (in) and pounds (lbs).

NOTE 2: The instruction sheet provided with the tension testing device should not be used. Use only the instructions provided herein.

NOTE 3: The reference (ref) codes shown in the tables are for factory use only.

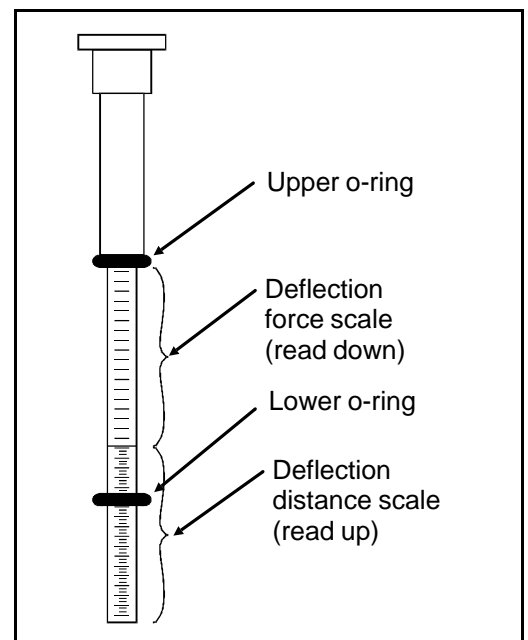


FIGURE 1 (MSSM0301AE)
Tension Tester Scales

Belt Tension Measurements

1. Place a straight edge along the top edge of the belt to be tested so that it spans both pulleys. Place the tension tester in the center of the belt and press down on the cap until the lower o-ring is in line with the straight edge, as shown.
2. Read the setting of the upper o-ring on the lbs scale of the tension tester.
3. Compare this value with the acceptable range in the appropriate table. If the belt is brand new (has never been run), use the range in the Initial Tension column. If the belt is not brand new, locate the acceptable range in the Final Tension column.
4. If the reading on the tension tester is *less* than the range shown in the table, the belt is *too loose* and must be tightened. If the reading is *greater* than the range shown in the table, the belt is *too tight* and must be loosened. Adjust the belt until the reading falls within the acceptable range in the table.

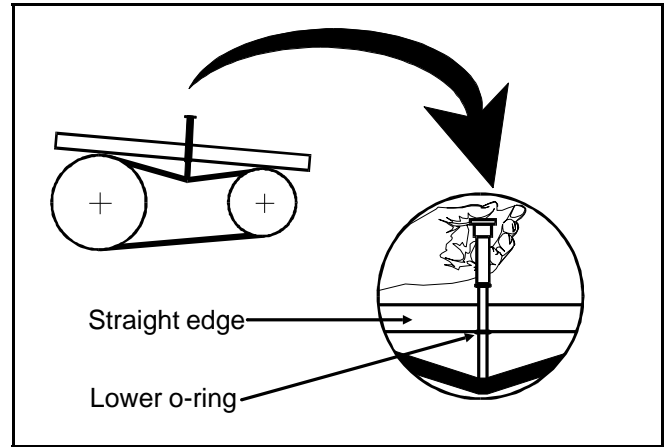


FIGURE 2 (MSSM0301AE)
Taking Measurements with the Tension Tester

42031WE2/WE3 and 42044WE2/WE3 Belt Tension Measurements

	Belt Deflection (inches)	Initial Tension		Final Tension	
		(LBS)	(REF)	(LBS)	(REF)
Wash/2-Speed Wash	11/64	9.6-13.0	MP3	7.4-10.0	MN
Drain	3/8	8.0-11.0	LP3	6.2-8.5	LN
Main	50Hz	10.5-14.3	NP3	8.1-11.0	NN
	60Hz				

42031SG2/SG3 and 42044SG2/SG3 Belt Tension Measurements

	Belt Deflection (inches)	Initial Tension		Final Tension	
		(LBS)	(REF)	(LBS)	(REF)
Wash/2-Speed Wash	11/64	9.6-13.0	MP3	7.4-10.0	MN
Drain	3/8	8.0-11.0	LP3	6.2-8.5	LN
E1 (optional)	11/32	9.6-13.0	MP3	7.4-10.0	MN
Upper Jackshaft to Lower Jackshaft	50Hz	10.5-14.3	NP3	8.1-11.0	NN
	60Hz				

V-BELT TENSION ADJUSTMENTS FOR 48", 52", 60" AND 72" WASHER-EXTRACTORS

This instruction is to be used for adjusting the belt tension on the following machine models:

48032BHE	48032BTG	48032BTH	48036QHE	48036QTG	48036QTH		
52038WE1	52038WTF	52038WTB	52038WTG	52038WTH			
60036WE2	60036WE3	60036SG2	60036SG3	60044WE2	60044WE3	60044SG2	60044SG3
72044SG2	72044SG3	72044WE2	72044WE3	72044WTB	72044WTG	72044WTH	

A belt tension testing device (Milnor[®] part number 30T001) and a straight edge are required when tensioning unbanded belts.

Tension Settings—Unbanded Belts

Set the o-rings on the tension testing device (see FIGURE 1) as follows:

1. Move the upper o-ring to the topmost position, resting against the bottom edge of the cap.
2. Find the proper belt deflection setting (by machine model and belt function) in the appropriate table below.
3. Move the lower o-ring on the tension tester to this deflection setting on the inches scale.

NOTE 1: The tension testing device is marked on one side in inches and pounds and on the other side in centimeters and kilograms. All values in the tables are in inches (in.) and pounds (lbs.).

NOTE 2: The instruction sheet provided with the tension testing device should not be used. Use only the instructions provided herein.

NOTE 3: The reference (ref.) code shown in the tables are for factory use only.

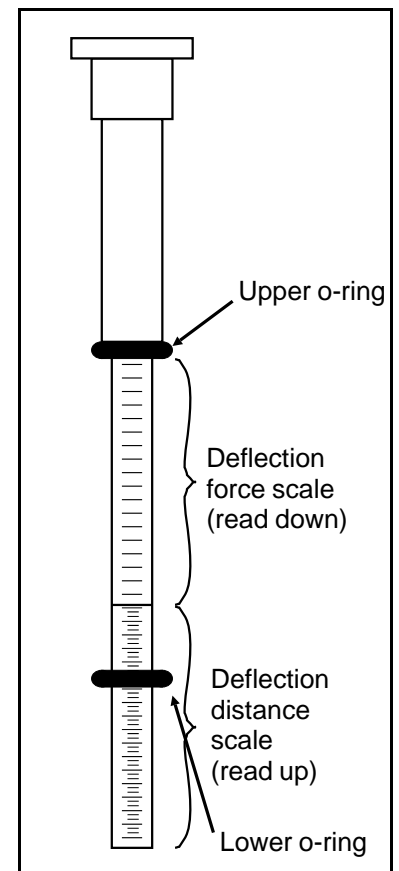


FIGURE 1 (MSSMA405AE)
Tension Settings

Belt Tension Measurements

Unbanded Belts

1. Place a straight edge along the top edge of the belt to be tested so that it spans both pulleys. Place the tension tester in the center of the belt and press down on the cap until the lower o-ring is in line with the straight edge, as shown.
2. Read the setting of the upper o-ring on the lbs scale of the tension tester.
3. Compare this value with the acceptable range in the appropriate table. If the belt is brand new (has never been run), use the range in the Initial Tension column. If the belt is not brand new, locate the acceptable range in the Final Tension column.
4. If the reading on the tension tester is *less* than the range shown in the table, the belt is *too loose* and must be tightened. If the reading is *greater* than the range shown in the table, the belt is *too tight* and must be loosened. Adjust the belt until the reading falls within the acceptable range in the table.

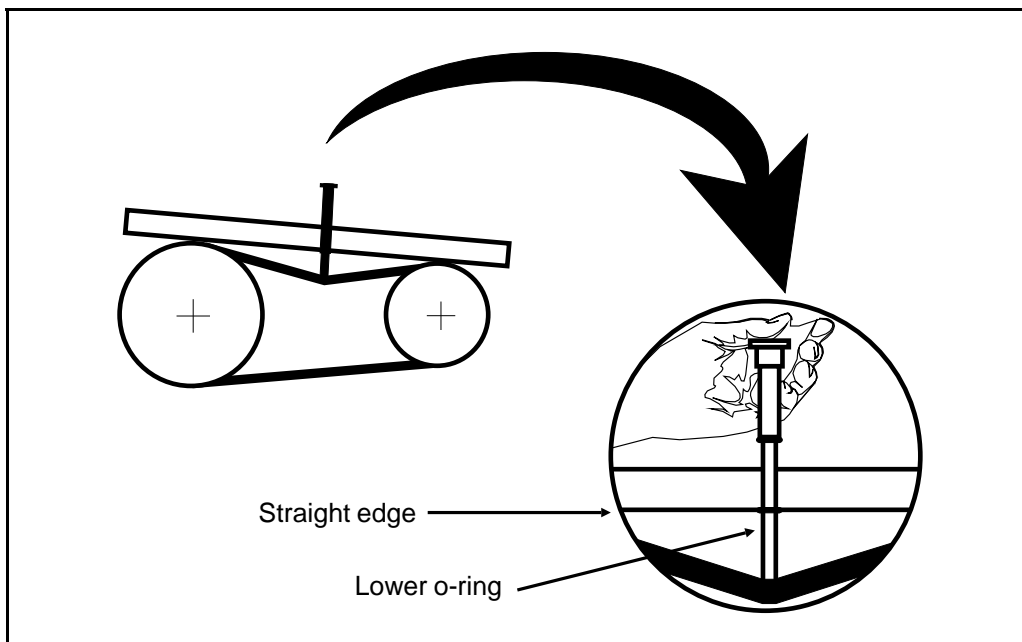


FIGURE 2 (MSSMA405AE)
Measuring Belt Tension

Tensioning Banded Belts

48032BHE, BTG, BTH

48036QHE, QTG, QT

	Belt Deflect. (inches)	Initial Tension		Initial Tension		Belt Deflect (in.)	Initial Tension		Initial Tension	
		(lbs.)	(ref.)	(lbs.)	(ref.)		(lbs.)	(ref.)	(lbs.)	(ref.)
WASH/ 2 SPEED WASH	9/32	6.6 - 9.2	KP3	5.1 - 7.1	KN	5/16	5.7 - 7.6	JP3	4.4 - 5.9	JN
DRAIN	5/32	5.7 - 7.6	JP3	4.4 - 5.9	JN	5/32	6.6 - 9.2	KP3	5.1 - 7.1	KN
MAIN	50C 35/64	10.5 - 14.3	NP3	8.1 - 11.0	NN	17/32	10.5 - 14.3	NP3	8.1 - 11.0	NN
	60C 17/32									
LOW SPEED EXTRACT	13/64	6.6 - 9.2	KP3	5.1 - 7.1	KN	3/16	9.62 - 13.0	MP3	7.4 - 10.0	MN

52038WE1, WTF, WTB, WTG, WTH

60036 + 60044WE2 + WE3

	Belt Deflect. (inches)	Initial Tension		Initial Tension		Belt Deflect (in.)	Initial Tension		Initial Tension	
		(lbs.)	(ref.)	(lbs.)	(ref.)		(lbs.)	(ref.)	(lbs.)	(ref.)
WASH/ 2 SPEED WASH	25/64	10.5 - 14.3	NP3	8.1 - 11.0	NN	3/16	5.7 - 7.6	JP3	4.4 - 5.9	JN
DRAIN	5/32	10.5 - 14.3	NP3	8.1 - 11.0	NN	13/32	6.6 - 9.2	KP3	5.1 - 7.1	KN
E1	1/4	6.6 - 9.2	KP3	5.1 - 7.1	KN	17/64	6.6 - 9.2	KP3	5.1 - 7.1	KN
E2	1/2	6.6 - 9.2	KP3	5.1 - 7.1	KN	11/32	6.6 - 9.2	KP3	5.1 - 7.1	KN
MAIN	50C 11/16	18.2 - 26.0	SP3	14.0 - 20.0	SN	43/64	16.9 - 20.8	RP3	13.0 - 16.0	RN
	60C 23/32	16.9 - 20.8	RP3	13.0 - 16.0	RN	45/64				

48032BHE, BTG, BTH

48036QHE, QTG, QT

	Belt Deflect. (inches)	Initial Tension		Initial Tension		Belt Deflect (in.)	Initial Tension		Initial Tension	
		(lbs.)	(ref.)	(lbs.)	(ref.)		(lbs.)	(ref.)	(lbs.)	(ref.)
WASH/ 2 SPEED WASH	1/4	5.7 - 7.6	JP3	4.4 - 5.9	JN	17/64	5.7 - 7.6	JP3	4.4 - 5.9	JN
DRAIN	3/64	6.6 - 9.2	KP3	5.1 - 7.1	KN	33/64	6.6 - 9.2	KP3	5.1 - 7.1	KN
E-1	9/32	6.6 - 9.2	KP3	5.1 - 7.1	KN	17/64	6.6 - 9.2	KP3	5.1 - 7.1	KN
E-2	39/64	6.6 - 9.2	KP3	5.1 - 7.1	KN	5/8	6.6 - 9.2	KP3	5.1 - 7.1	KN
UPPER JACK TO LOWER JACK LOWER JACK TO UPPER JACK	BANDED BELTS NEED SPECIAL INSTRUCTIONS					BANDED BELTS NEED SPECIAL INSTRUCTIONS				

52038WE1, WTF, WTB, WTG, WTH

60036 + 60044WE2 + WE3

	Belt Deflect. (inches)	Initial Tension		Initial Tension		Belt Deflect (in.)	Initial Tension		Initial Tension		
		(lbs.)	(ref.)	(lbs.)	(ref.)		(lbs.)	(ref.)	(lbs.)	(ref.)	
WASH/ 2 SPEED WASH	15/64	5.7 - 7.6	JP3	4.4 - 5.9	JN	15/64	5.7 - 7.6	JP3	4.4 - 5.9	JN	
DRAIN	13/32	6.6 - 9.2	KP3	5.1 - 7.1	KN	25/64	6.6 - 9.2	KP3	5.1 - 7.1	KN	
E1	17/64	6.6 - 9.2	KP3	5.1 - 7.1	KN	17/64	6.6 - 9.2	KP3	5.1 - 7.1	KN	
E2	5/16	6.6 - 9.2	KP3	5.1 - 7.1	KN	5/16	6.6 - 9.2	KP3	5.1 - 7.1	KN	
MAIN	50C	45/64	16.9 - 20.8	RP3	13.0 - 16.0	RN	3/4	16.9 - 20.8	RP3	13.0 - 16.0	RN
	60C	11/16	16.9 - 20.8	RP3	13.0 - 16.0	RN	23/32	16.9 - 20.8	RP3	13.0 - 16.0	RN