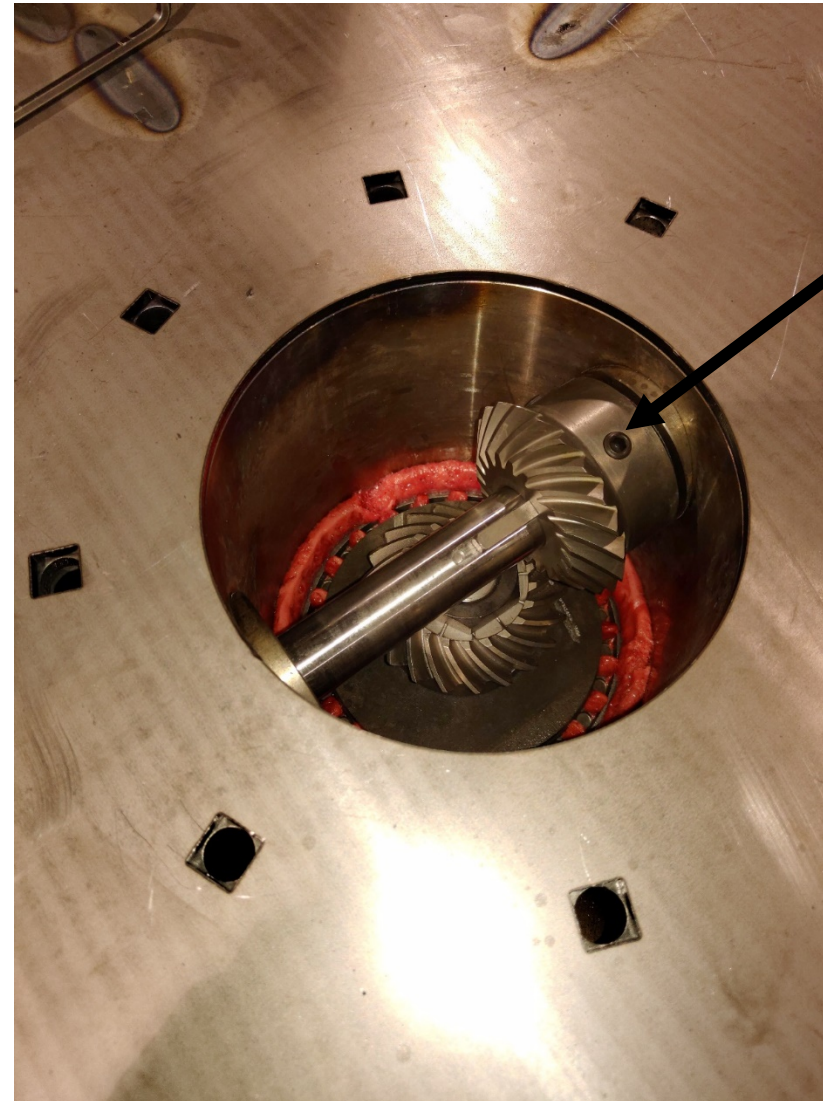


How to install mitter gears on individual wrappers



The first step is to remove the cover to get access to the central hub to then withdraw the mitter gear from the driving shaft so you can remove it completely from the table. To remove the gear, simply unscrew the two allen screws from it, you must turn the table in order to have access to both screws.

A detailed picture of the driving shaft and its components, also found in the parts manual, was added to the next page.

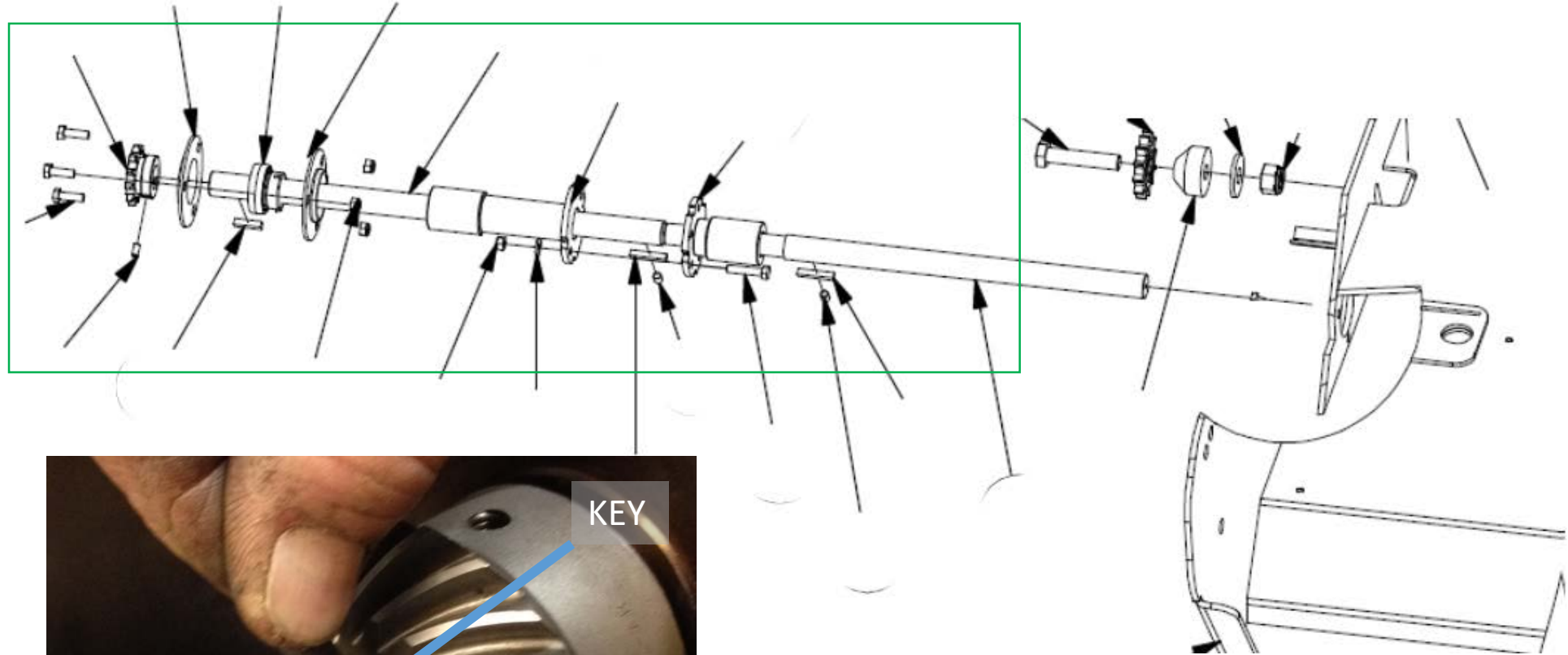


Allen Screw

How to install mitter gears on individual wrappers

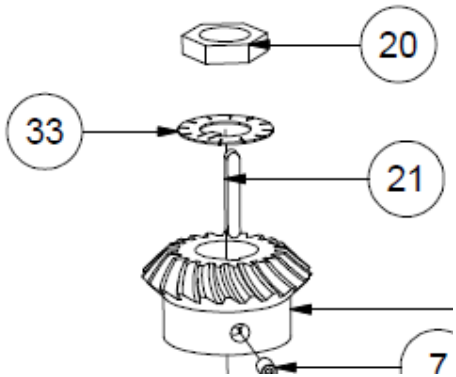


All the parts pointed by arrows in the rectangle must be removed to be able to pull off the driving shaft from the turning table. In order to remove the shaft completely, you have to pull off the key from the gear by pushing the driving shaft a little bit through the table, preferably using a little pipe and a hammer so you won't hit the shaft directly.



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To remove the second gear, you need to start by removing the half-nuts and the lock identified by the #20 and #33 on the illustration tool from a parts book. Ideally, you need to use the extractor tool especially designed by Anderson to pull the gears off smoothly.



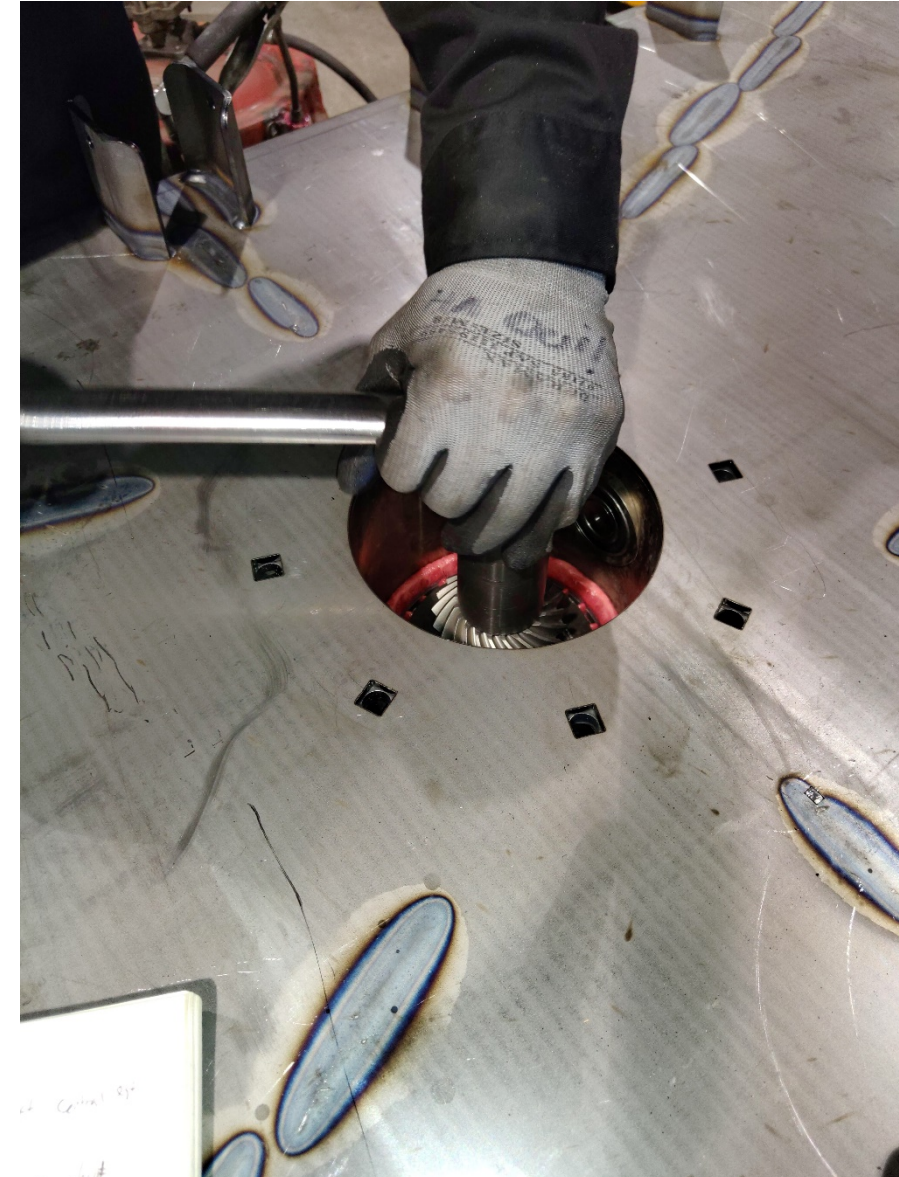
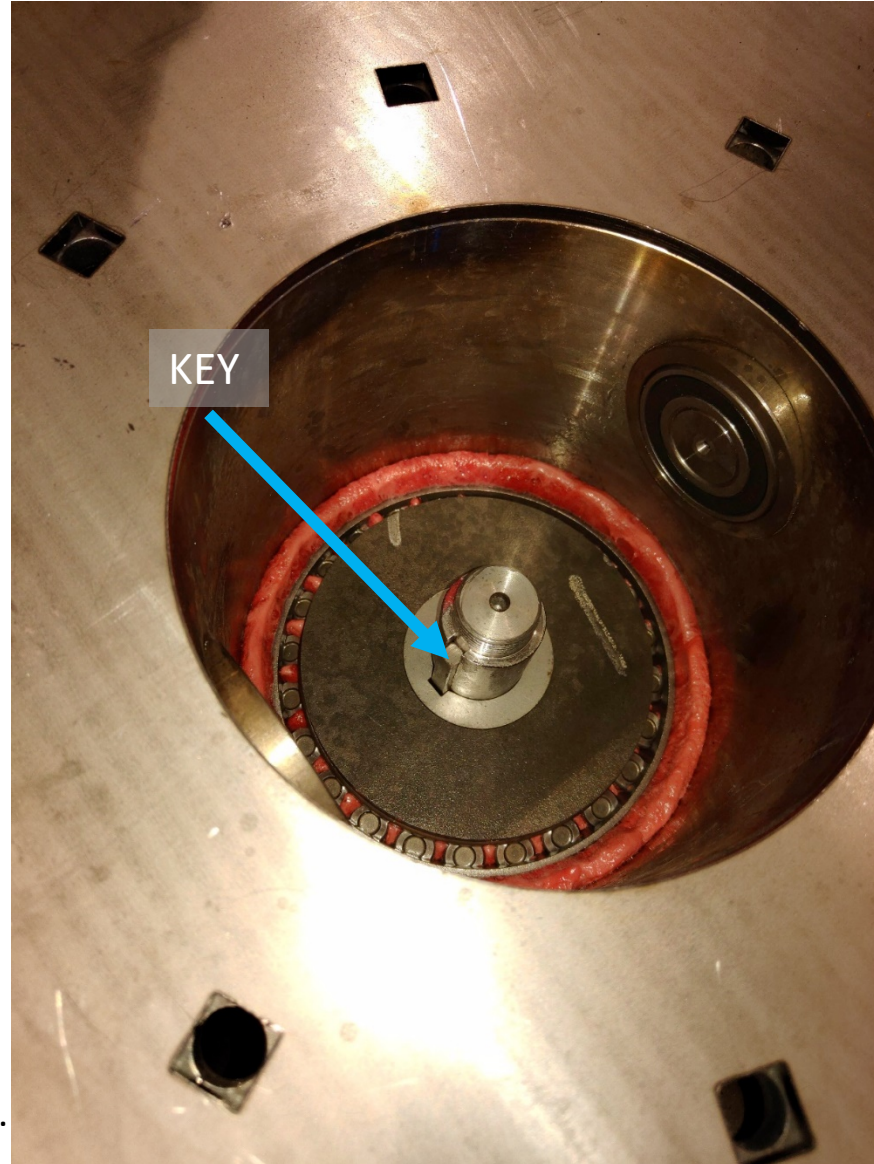
Extractor tool



How to install mitter gears on individual wrappers



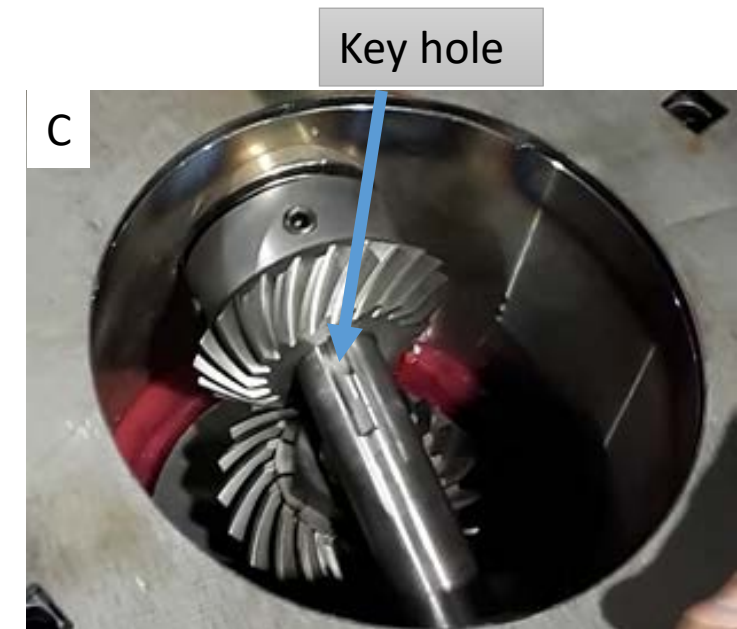
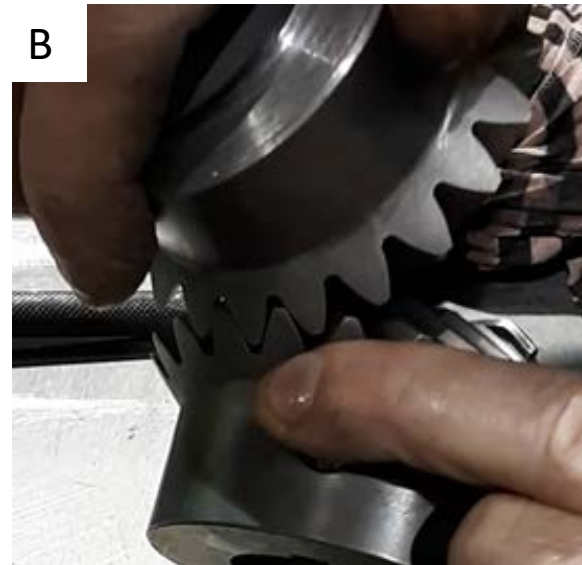
If the key that was in place is intact, you can leave it there. Before beginning the reinstallation of the mitter gears, thoroughly clean the hub of all metallic debris and grease. Start by putting the one on the central hub. In principle, there will be one spacer or two already in place, for now, let them there but you may have to change them eventually. At this moment, it is recommended to make sure that the gear can be put in place easily with your hand, it will be more convenient if you have to remove it later, so it is therefore possible to lightly sand the interior of the gear to help you put it in place. After the new gear has been put on the hub, tap on it with a rubber hammer to make sure it is in place. Then, put the lock back with one of the tabs bent so it can fit in the hole for the key, then the half-nut. The tightening torque for the nut is about 60 lb/ft. Turn the table to make sure that the gear is in place. Tighten the half-nut again if needed.



How to install mitter gears on individual wrappers



Reinsert the driving shaft in the table. Bring it out just enough in the center of the table so you can put a spacer on it (put a little bit of grease on it so it can stick and stay in place) (Diagram A). Once again, you may have to add or remove some spacers if the gears are not correctly adjusted. Place the second gear on the first one already installed (make sure that the hole for the key faces up). Push the shaft just enough so it will come out of the gear and at this time, check if the corners of the two gears are touching (photo B), that the gear on the top is practically not moving horizontally but that it can be rotated by hand about 1mm. It is really important that there is no free space between the teeth and that the edges are aligned well. Position the hole designed to hold the key with the one of the gear so you can put the key in it, to do so, you have to press in the shaft until you see the key hole (photo C).



How to install mitter gears on individual wrappers



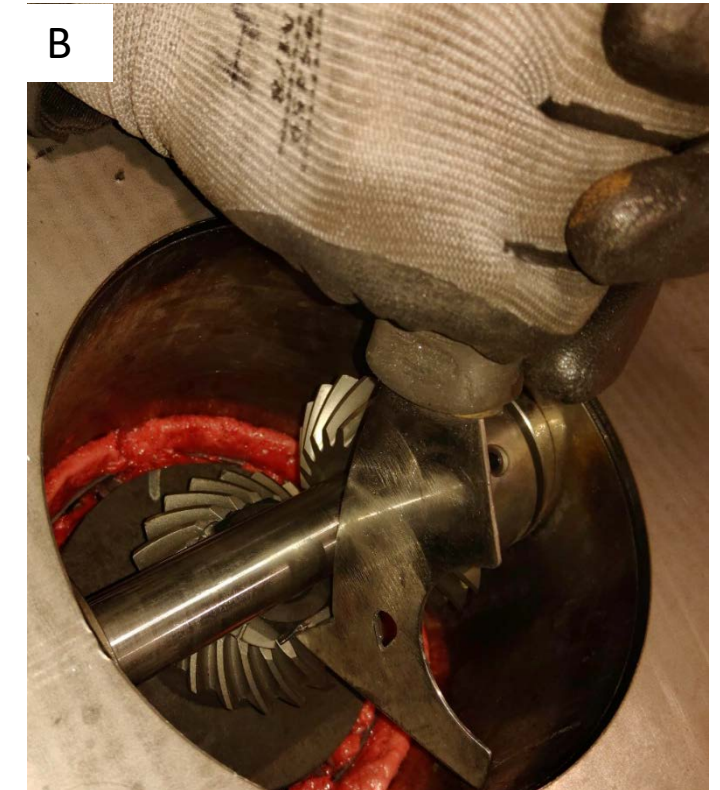
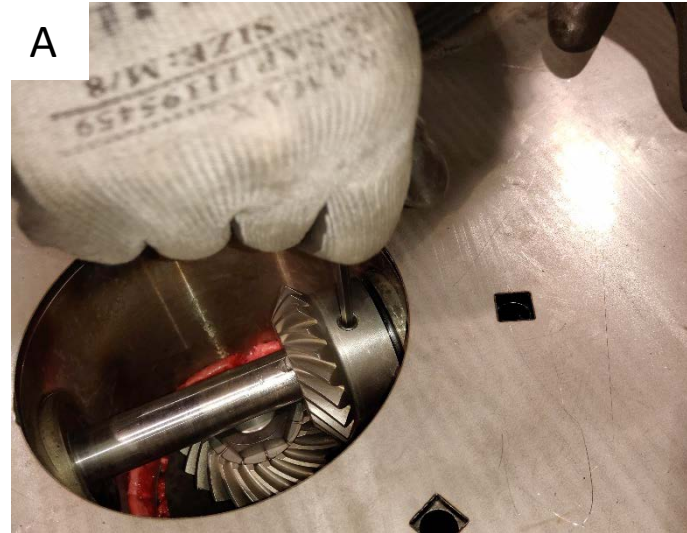
After making sure that the two mitter gears are properly installed that the key is inserted in its slot, the driving shaft will most likely be too far in through the bearing on the other side of the hub (Photo A). With the help of a punch and hammer, push back the shaft so it will be flush to the bearing (Photo B).



How to install mitter gears on individual wrappers



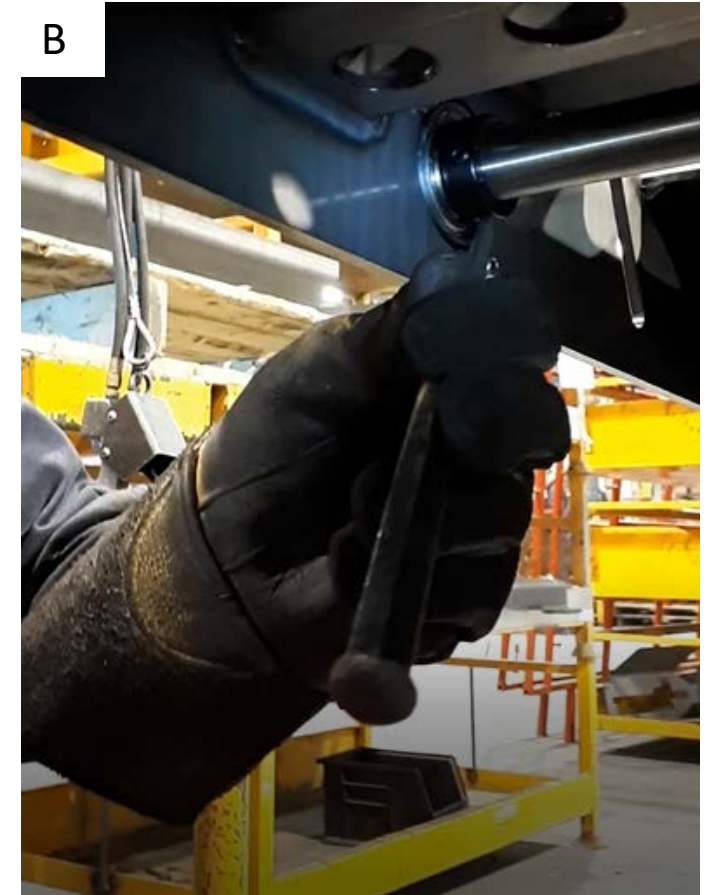
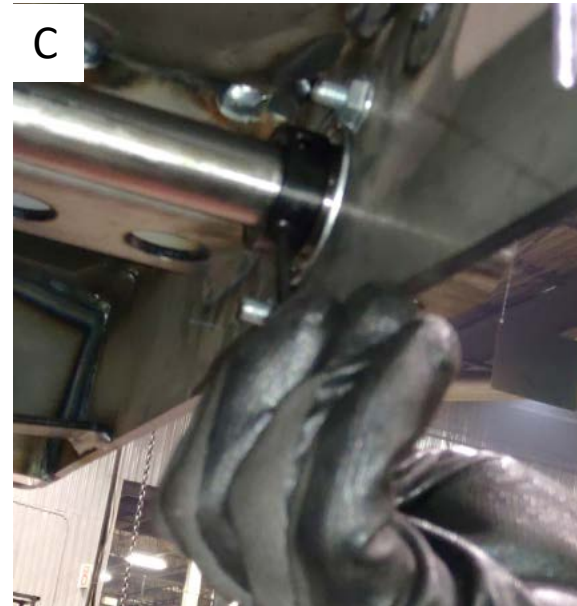
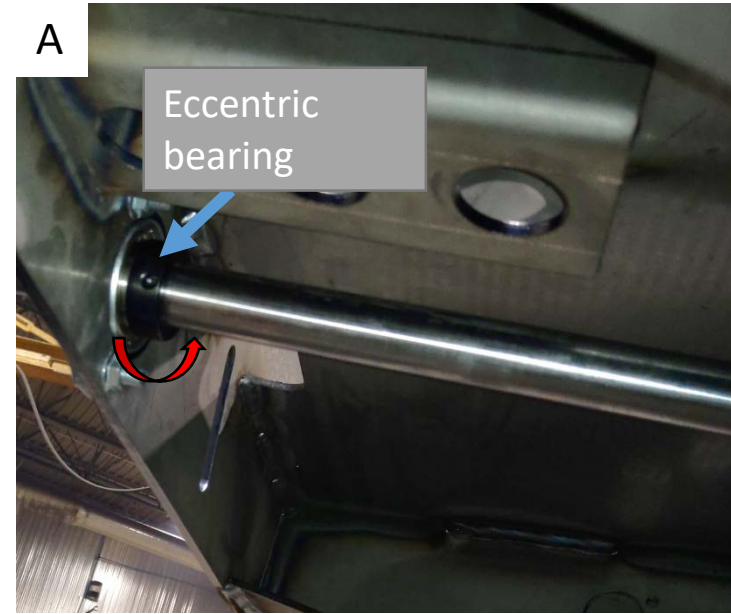
To finalize the installation of the mitter gears, it is recommended to tap on the top gear with a rubber hammer to be sure it is well placed and then screw the Allen screws (Photo A) (turn the table to have access to both screw). Then, lock the half-nut by lifting 2 or 3 tabs of the lock (Photo B)



How to install mitter gears on individual wrappers



You need then to tighten correctly the eccentric bearing of the driving shaft by rotating it counterclockwise (Photo A) until it can't turn anymore. With the help of a punch and a hammer, it is possible to rotate it a little bit more to really lock it in its location (Photo B). Proceed by tightening the Allen screws on the bearing (Photo C).



How to install mitter gears on individual wrappers



Before putting back the cover, recover all the hole of grease. Don't hesitate to put alot of grease, as shown in the picture.

