



Flywheel Replacement Kit

ProCore® 660 & 880 Aerators

Part No. 108-6756

Form No. 3352-835 Rev. A

Installation Instructions

1. Loosen the jam nut securing the idler tube to the tensioner arm (Fig. 1).
2. Rotate the hex on top of the idler arm until all the spring tension is removed (Fig. 1).

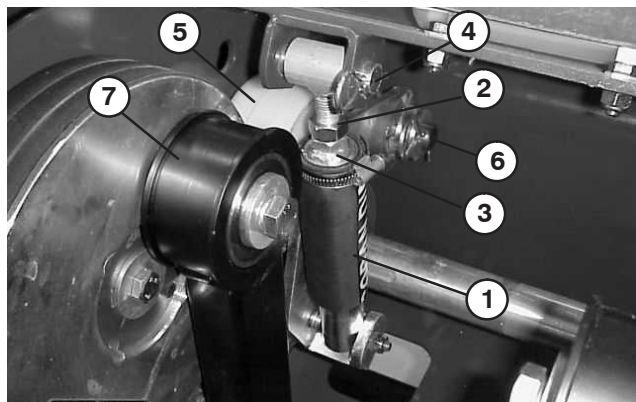


Figure 1

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|-------------------------------|---------------------------------|
| 1. Idler spring boot | 5. Idler pulley |
| 2. Jam nut | 6. Hairpin cotter & idler shaft |
| 3. Adjusting nut | 7. Tine arm assembly |
| 4. Idler pin & hairpin cotter | |

3. Remove the hair pin cotter and the idler pin securing the top of the spring assembly to the frame (Fig. 1).
4. Remove the hair pin cotter securing the idler pulley assembly to the idler shaft (Fig. 1). Remove the idler assembly from the shaft.
5. Remove the screw, lock washer and flat washer securing the top of the tine arm to the pulley (Fig. 1).
6. Remove the fasteners securing the bottom of the tine arm or roto-link arm to the bottom links (Fig. 2). Align the tine arm with the slot in the frame and slide off the crank pin.
7. Repeat steps 5-6 for the opposite arm of the crankarm assembly.

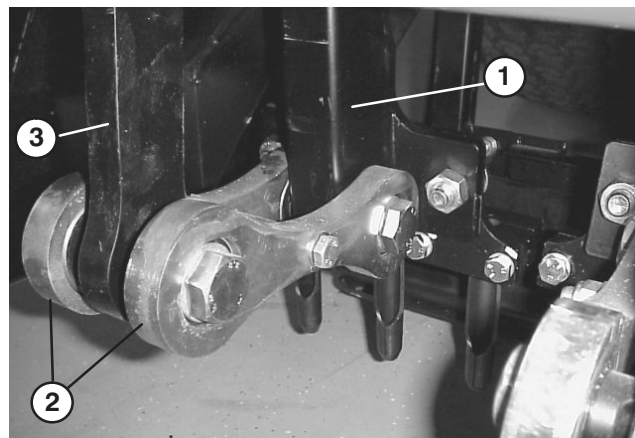


Figure 2

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|----------------|-----------------|
| 1. Tine arm | 3. Rotalink arm |
| 2. Bottom link | |

8. Remove the M12 bolt and the thin assembly washer securing the taper lock assembly to the opposing crank arm (Fig. 3). Discard.

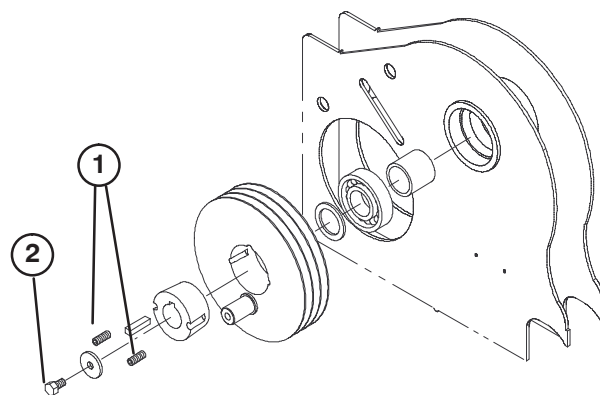


Figure 3

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|-----------------------|---------------|
| 1. Bushing set screws | 2. Bolt (M12) |
|-----------------------|---------------|

9. Remove the taper lock bushing set screws from the bushing. Install the set screw in the removal hole and tighten until the taper lock bushing is free from the pulley (loose assembly). Remove the setscrew from the removal hole (Fig. 3).
10. Remove the pulley, taper lock bushing, and key from the assembly and retain for later assembly.

11. Use a spare shaft or punch to slide inside the bearing housing while removing the crankarm assembly out of the bearing housing. This will prevent the inside bearing spacer from falling out of position.
12. Inspect both bearings. Replace if damaged.
13. Install the new crankarm assembly from the same direction as the previous assembly (Fig. 4).

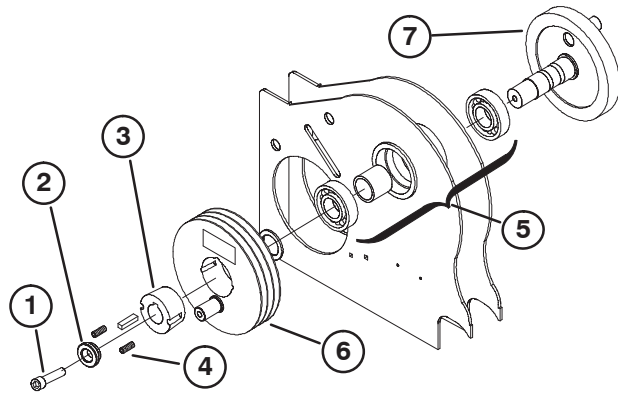


Figure 4

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|--|-----------------------|
| 1. Capscrew (M16 Thd., M14 Allen Wrench) | 4. Bushing set screws |
| 2. Retainer | 5. Bearing/Housing |
| 3. Taper lock bushing | 6. Pulley |
| | 7. Crankarm |

14. Clean the taper lock bushing and pulley taper of all dust, rust, and lubricants. The tapered joint should be completely dry.
15. Loosely install the original pulley, taper lock bushing, and key (Fig. 4). Start the taper lock setscrews in place but do not secure.
16. Install the M16 socket head capscrew and retainer and draw the taper lock into position by tightening the M16 socket head capscrew to 7–15 ft–lb (10–20 Nm) (Fig. 4).
17. Secure the taper lock bushing setscrews in an alternating method until both reach 37 ft–lb. (50 Nm) (Fig. 4). This may require several torque applications.
18. Complete the assembly by tightening the M16 socket head capscrew to 151–170 ft–lb (205–230 Nm) (Fig. 4). This torque will overcome the clamp load applied to the shaft by the taper lock bushing and insure the proper clamp load on the crankarm bearings.
19. Reinstall the belts on pulley.
20. Install the tine arm onto the crank pin.
21. Reinstall the bottom of the tine arms to the bottom links or to the roto-link arm with the fasteners removed (Fig. 2).
22. Reinstall the top of the tine arm to the pulley with the screw, lock washer and flat washer. Torque the screw to 166 ft–lb (225 Nm) (Fig. 1).

23. Secure the idler pulley assembly to the idler pivot shaft with the hair pin cotter (Fig. 1).
24. Secure the tip of the spring assembly to the frame with the idler pin and hair pin cotter (Fig. 1).
25. Adjust the belt tension. Refer Adjusting Belt Tension in the Operators Manual.