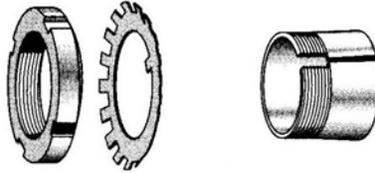
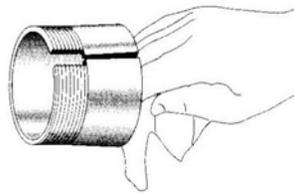


- **BEARING REPLACEMENT - INSTALLING A NEW BEARING**

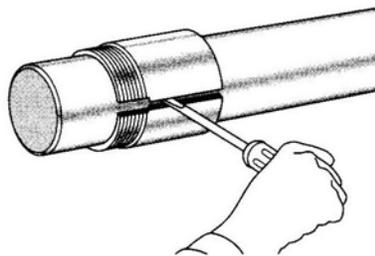
1. Clean the shaft thoroughly and remove any rough spots with either a file or an emery cloth.
2. Screw off the nut and remove the locking washer.



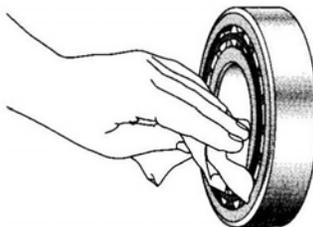
3. Wipe the preservative from the surface of the sleeve and then oil the bore surface lightly. Use a thin mineral oil.



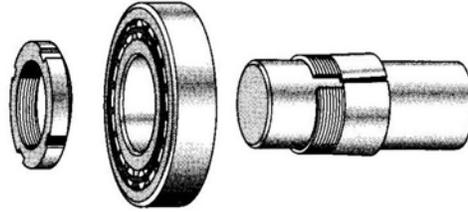
4. Slide the inner bearing housing seal onto the shaft prior to sliding on the adapter.
5. Open up the sleeve by inserting a screwdriver in the slit; then slide the sleeve along the shaft to the correct position.



6. Wipe the preservative from the bore of the bearing and then oil the surface lightly. Use a thin mineral oil.



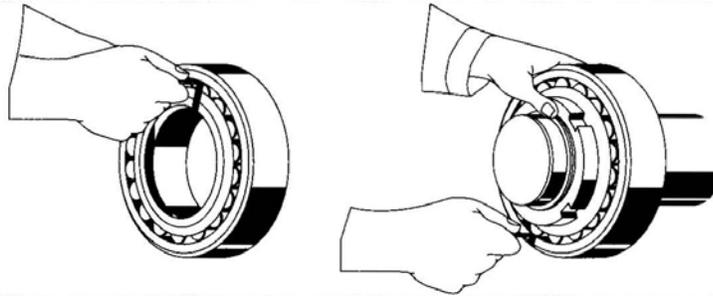
- Place the bearing on the sleeve. Screw on the nut with its chamfer facing the bearing, but do not mount the locking washer. Do not push the inner ring up on the taper.



- The bearing unit is secured on the shaft by tightening the lock nut with a spanner wrench or with a blunt chisel and hammer. Turn the nut sufficiently to ensure that the shaft makes proper contact (self-locking) with the sleeve, but do not drive the bearing any further up the sleeve until you begin checking the mounted clearance.



- While continuing to tighten the nut, keep checking the clearance between the top roller and outer race with a feeler gauge until the proper clearance is reached. Refer to Schedule "A" below for clearance requirements, based on the bearing manufacturer's recommendations.

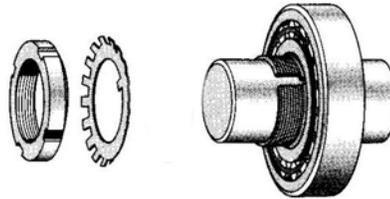


SCHEDULE "A" (SKF Bearings)

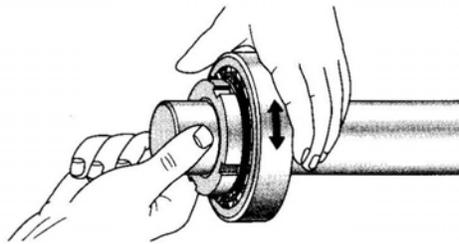
Shaft Journal	Bearing	Bore (mm)	Unmounted Clearance	Reduction In Internal Clearance	Mounted Clearance
2.9375	22217CCK/C3W33	85	0.0043 - 0.0055	0.0018 - 0.0025	0.0025 - 0.0030
3.9375	22222CCK/C3W33	110	0.0053 - 0.0067	0.0020 - 0.0028	0.0033 - 0.0039
4.4375	22226CCK/C3W33	130	0.0063 - 0.0079	0.0025 - 0.0035	0.0038 - 0.0044
4.9375	22328CCK/C3W33	140	0.0063 - 0.0079	0.0025 - 0.0035	0.0038 - 0.0044
5.4375	22232CCK/C3W33	160	0.0071 - 0.0091	0.0030 - 0.0040	0.0041 - 0.0051

NOTE: Values are in inches unless noted. The above clearances are based on a Class-3 fit.

10. Once the proper mounted clearance is achieved, unscrew the nut, place the locking washer in position, and tighten the nut firmly again.

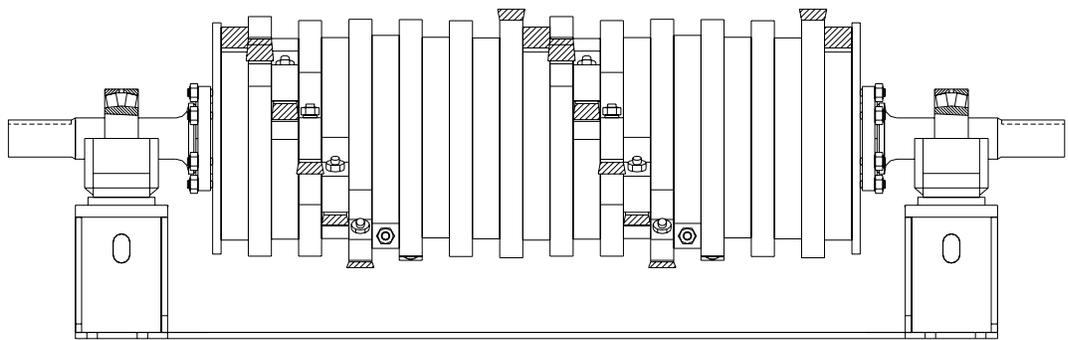


11. Check that the shaft or outer ring can be rotated easily by hand.

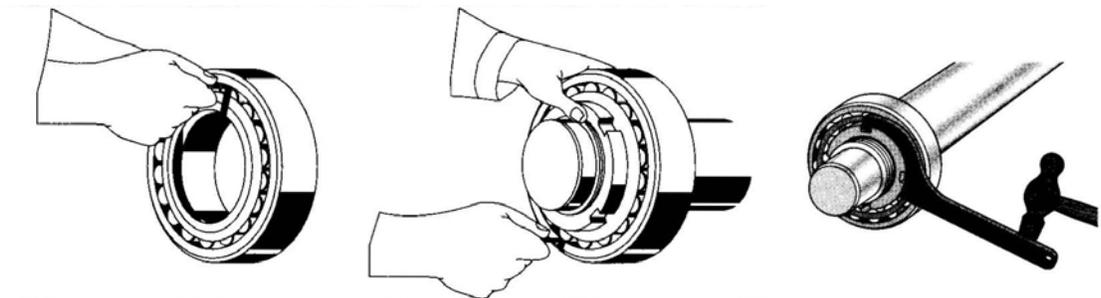


CAUTION: A loose adapter sleeve can lead to the inner ring turning on the adapter sleeve and/or the adapter sleeve turning on the shaft. To insure that the nut is not excessively tight, make certain the outer ring of the bearing rotates freely. For a C3 fit bearing, the outer ring will swivel freely.

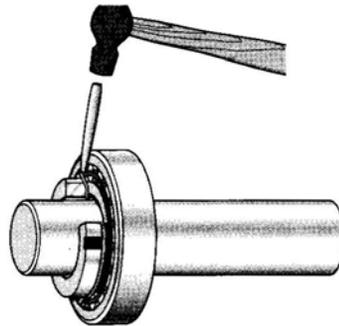
12. Allow rotor and bearing unit to rest in the bottom half of the housing for final tightening.



13. Verify mounted clearance and tighten further as needed. Refer to Schedule "A" above for clearance requirements, based on the bearing manufacturer's recommendations.



14. Lock the lock nut in place by bending one of the locking washer tabs down into one of the slots in the nut. Do not bend it to the bottom of the slot.



15. Apply lubrication.
16. Slide the outer bearing housing seal onto the shaft and insert the stabilizing ring, if applicable.

The HOG uses only one stabilizing ring per set of bearings, customarily installed on the drive end. The stabilizing ring is a partial ring that can be installed around the shaft and located inside the bearing housing after the bearing has been attached.