

IDLER WHEEL & BEARING KIT



A new idler wheel has been developed to be quieter in operation and more reliable in extended service. The tread (width) of the wheel has been increased from 15/32 to 9/16 of an inch. The use of the wider wheel requires a spacer on the idler fork assembly bracket to limit its maximum travel. Without it the idler wheel will contact the base casting when the distributor tester is “cranked up” to the maximum RPM range (above maximum meter reading).

INSTALLATION INSTRUCTIONS

1. Remove the distributor drive unit from the tester case.
2. Remove the idler fork assembly from the drive unit.
3. Remove the brass speed screw from the idler fork assembly.
4. Remove and discard old idler wheel and bolt.
5. Remove the two bearing cap screws from idler fork assembly. With a small punch, push the spacer, which is between the bearings, to one side. Tap the bearings out of the fork assembly. Retain the long and short spacers. lock washer. and nut.
6. Clean the idler fork surface as indicated in Figure 1.
7. Apply a small amount of adhesive (JB WELD KWIK) to the end of the casting and to one side of the spacer. Install spacer and properly align with idler fork casting. Allow 10 minutes for adhesive to harden. Figure 2
8. Install new bearings in the idler fork assembly. Use long spacer between bearings. Reattach bearing cap with two screws. Figure 4
9. Assemble the new idler wheel to the fork assembly using the new bolt, washers, and bearings provided in the kit. Use the short spacer between idler fork assembly and idler wheel.
10. In very rare instances, you may need a longer or shorter bolt on models MDT, MD1, MD50 & SDT.
11. Replace the idler fork assembly and reassemble the distributor tester.
12. To insure low speed operation, make sure that the drive cone tip is properly rounded. Figure 3

FIGURE 1

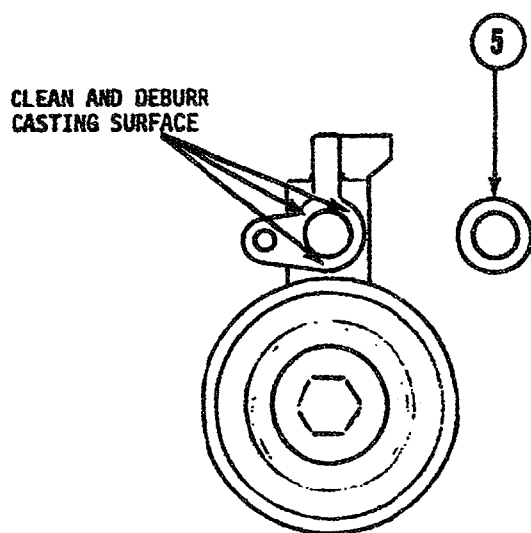


FIGURE 2

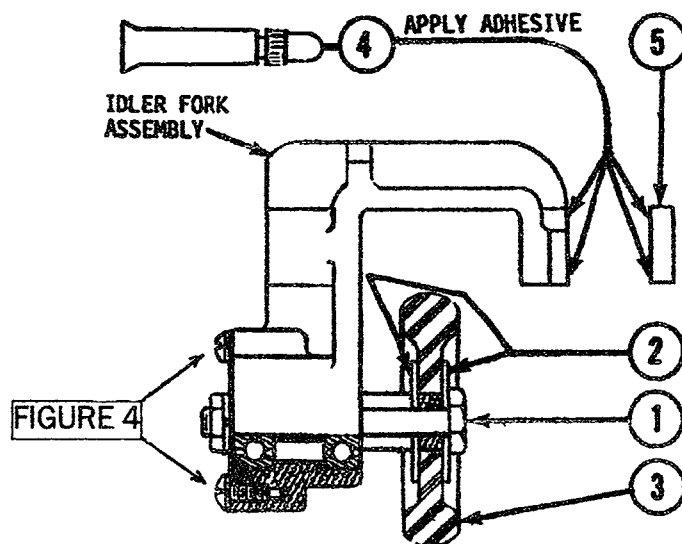
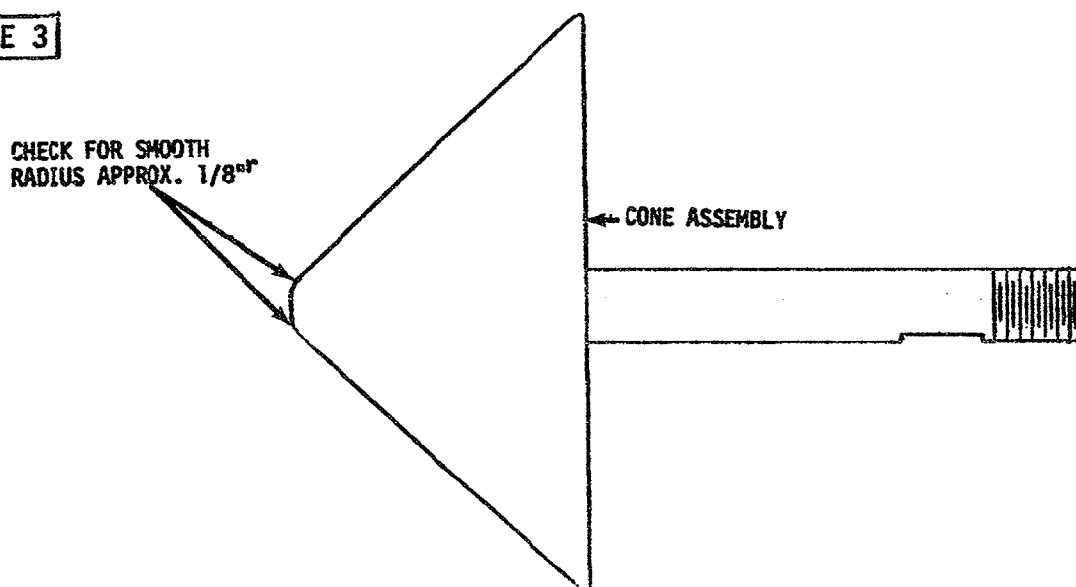


FIGURE 3



<u>Item</u>	<u>Description</u>	<u>Qty.</u>
1.	Idler Bolt	1
2.	Washers (Drive Wheel Support)	2
3.	Idler Wheel (New Style)	1
4.	Adhesive (JB Weld or Equivalent, Not Included)	-
5.	Spacer (Position Limiter)	1

DRIVE CONE ADJUSTMENT:

Adjustment of the drive cone governs the tension the rubber idler wheel exerts on the drive disc. If the adjustment is incorrect, short idler wheel life or slippage may occur. This adjustment must be checked each time a drive unit is repaired.

1. Remove drive unit from head frame and place on workbench.
2. With drive cone and light housing assemblies installed adjust the speed control so that the idler wheel is about an inch or better in on the drive disc.
3. Grasp the light housing assembly with both hands, and lift it up to compress the springs located inside the light housing.
4. Hold the light housing in this raised position with one hand. Using the other hand, press the idler wheel bracket towards the drive disc so that the idler wheel comes into contact with disc. There should be a clearance of 1/8" to 3/16" between the idler wheel and drive cone surfaces. If not, adjust as follows:
 - A. To increase clearance - loosen pulley set screw and turn pulley retaining nut CW.
 - B. To decrease clearance - loosen pulley set screw and turn pulley retaining nut CCW. It may be necessary to tap the end of the drive cone shaft lightly.
 - C. Recheck clearance by compressing light housing springs.
 - D. When proper clearance has been obtained, tighten the set screw securely and then tighten the nut.