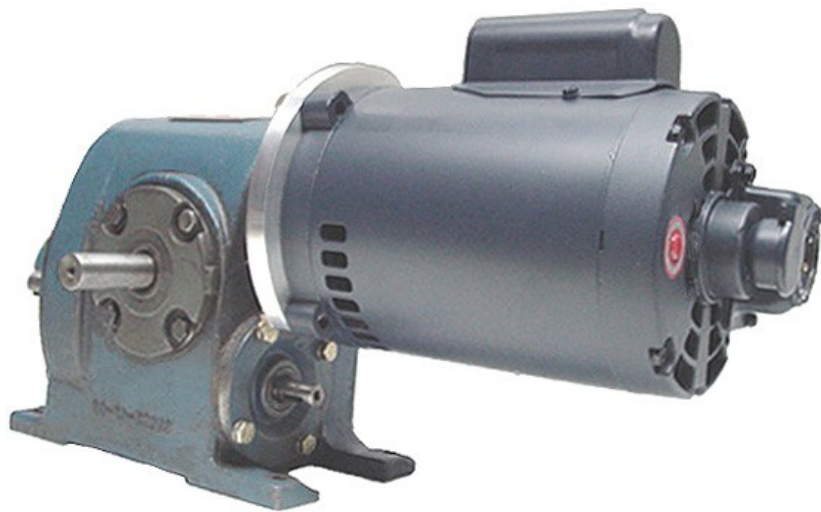


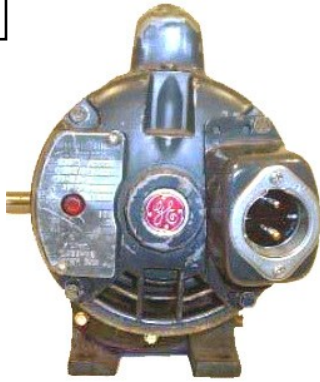
Conversions by Heartland



GE-Westinghouse Backend Motor Gearbox Conversion Kit Installation Guide

Stator Disassembly

1



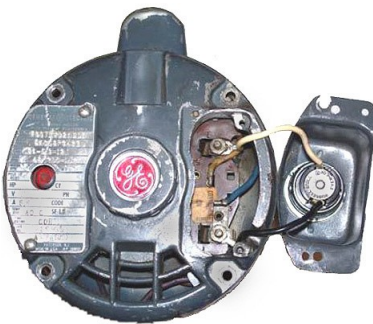
Using a 1/4" nut driver, remove four [4] through bolts and carefully remove *stator* from *gearbox*.

2



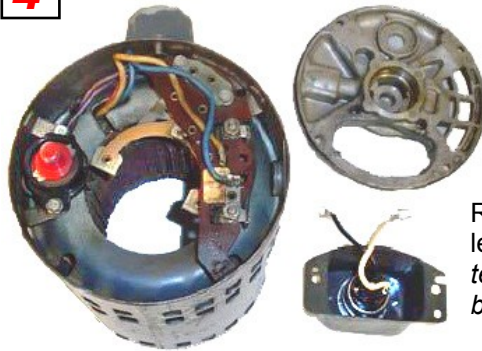
Stator removed and separated from *gearbox*.

3



To reuse *plug*, remove two screws securing *receptacle* to *end bell* to expose internal wiring.

4



Remove *plug* leads from *terminal board*.

GE-Westinghouse Backend - Gearbox Disassembly

1

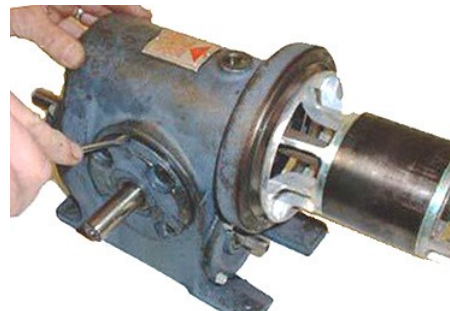
Drain oil from *gearbox*.

Remove four [4] cap screws from *side cover*.



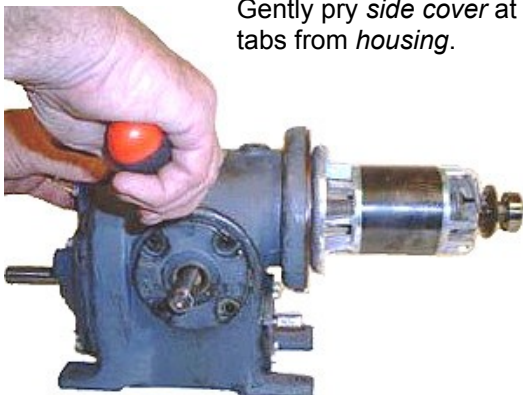
2

Scribe *side cover* before removal to ensure proper alignment during re-assembly.



3

Gently pry *side cover* at tabs from *housing*.



4

Remove *shims* gently - for reuse in assembly.



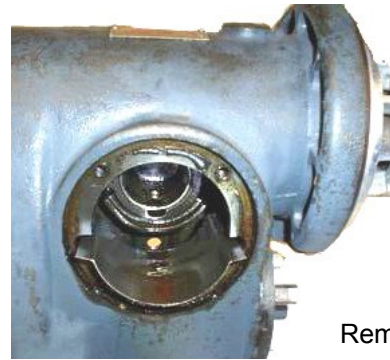
GE-Westinghouse Backend - Gearbox Disassembly - Continued

5



Remove wheel output shaft and cover assembly.

6



Remove Oil Tray.

7

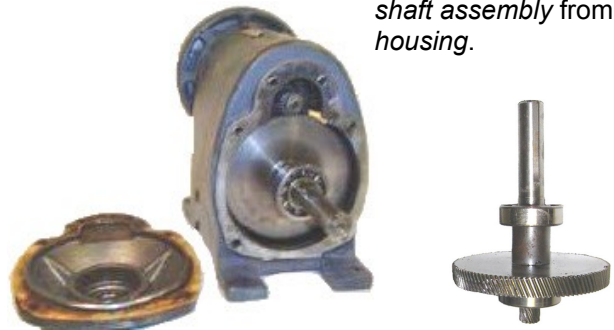
Remove six [6] cap screws from offset cover.



Gently pry offset cover at tabs from gearbox housing.

8

Remove offset cover, then pull offset output shaft assembly from housing.



9

Remove offset pinion keeper-nut.



10

Protect worm shaft threads, during removal, by installing thick-wall heavy jam nut [3/8-24] to half thread depth.



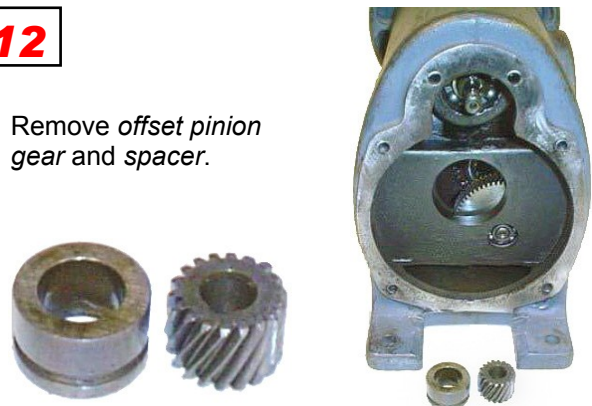
11



Using a 5/16" roll pin punch, gently tap the worm shaft through the offset pinion gear. Loosen jam nut as necessary until gear can be safely removed.

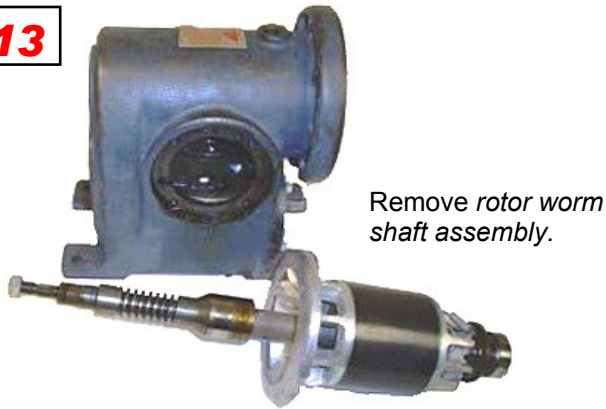
12

Remove offset pinion gear and spacer.



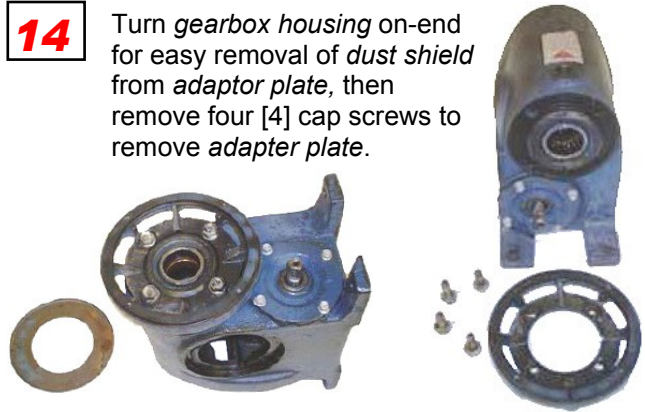
GE-Westinghouse Backend - Gearbox Disassembly - Continued

13



14

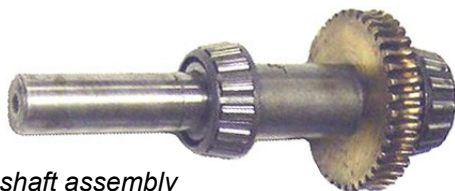
Turn gearbox housing on-end for easy removal of dust shield from adaptor plate, then remove four [4] cap screws to remove adaptor plate.



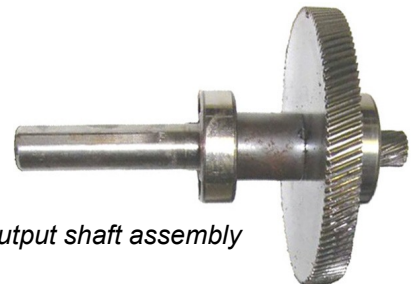
Inspection of gearbox parts

Before gearbox re-assembly, now is the perfect time to inspect and replace any worn or broken parts.

1. *Wheel output shaft assembly* - Check bearings for excessive wear and play and gear for excessive wear or damaged teeth. Replace as needed.
2. *Offset output shaft assembly* - Check bearings for excessive wear and play and gear for excessive wear or damaged teeth. Replace as needed.
3. *Inboard worm shaft bearing* - Check for excessive wear and scoring. Replace as needed.
4. *Rear worm shaft bearing* - Check for excessive wear. Replace as needed.
5. *Offset pinion gear* - Check for excessive wear, cracked or missing teeth. Replace as needed.
6. Replace worn or cracked *worm shaft seal*.



Wheel output shaft assembly



Offset output shaft assembly



Rear worm shaft bearing



Inboard worm shaft bearing and seal



Offset pinion gear

GE-Westinghouse Backend Gearbox - Conversion Assembly

To keep future gearbox maintenance to a minimum, inspect and replace any damaged worn or cracked seals, shims, and gaskets during re-assembly.

1



Install *Conversion Adaptor Plate* using four [4] cap screws.

Gently install new keyed *Worm Shaft Assembly* into *housing* using care not to damage threads.

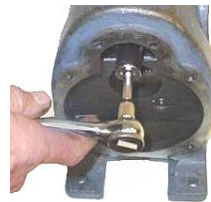
Using Special tool [BLCT] makes installation easy.

2

Install *New Spacer* with tapered side towards rear *Worm Shaft bearing*. Aligned on key, install *offset pinion gear* onto *Worm Shaft*.



Secure *offset pinion gear* keeper-nut.



3

Carefully install *offset output shaft assembly* ensuring proper gear and bearing alignment.



4

Seal and install *offset output shaft cover* using six [6] cap screws.



Install Oil Tray

5

Install shims aligning mounting bolt holes for ease of install.



6

Install *wheel output shaft cover* with four [4] cap screws.

Before securing bolts, check *output shaft* shim-tolerance. Adjust as needed.



Fill gearbox with recommended, 1 pint, 150W oil.

GE-Westinghouse Backend Motor Gearbox Conversion

Installation of your new backend Conversion Motor onto *Converted Gearbox Assembly* is all that is left.



Fill gearbox with recommended, 1 pint, 150W oil before installing onto pinspotter