



# SERVICE BULLETIN

Installation of the adjustment components for the MAG-9000  
ALL GENERATIONS



## WARNING

WHEN USING ELECTRIC TOOLS, BASIC SAFETY PRECAUTIONS SHOULD ALWAYS BE FOLLOWED TO REDUCE THE RISK OF FIRE, ELECTRIC SHOCK, AND PERSONAL INJURY.



## CAUTION

**TURN OFF AND UNPLUG BEFORE SERVICING**

### Associated part numbers

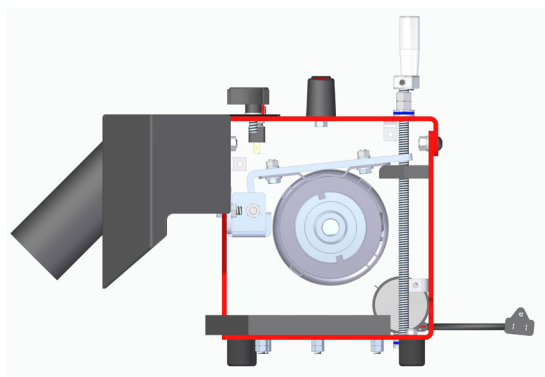
- 9000-13 Crank handle base
- 9000-14 Crank handle
- H-37N200KSS Shoulder bolt
- 9000-16 Threaded rod (two 3/8-16 nuts and one cotter pin included with rod)
- 9000-18 Nylon adjustment nut
- 9000-37 Thrust bearing (2)

### DISASSEMBLY OF OLD PARTS

1. Remove the front clear lexan guard, the grinding wheel, and remove the black rear cover.
2. Unhook the spring from the motor bracket
3. Remove the crank handle from the threaded rod, there is a set screw in the crank base
4. Remove the two 3/8-16 nuts from the threaded rod
5. Remove the cotter pin from under the MAG-9000
6. Unscrew the threaded rod from the old nylon adjustment block out the bottom of the MAG-9000

### ASSEMBLY OF NEW PARTS

1. Place the new nylon adjustment nut inside the MAG-9000. The wide side should contact the inside wall of the MAG-9000. The rounded corner should be facing upwards, as it is rounded to contact the motor bracket.
2. Insert the threaded rod with the end that has the milled flat into the bottom of the MAG-9000 - begin threading it into the nylon adjustment nut so that about 4 inches of threaded rod is coming out of the top of the nylon adjustment nut.
3. Push the threaded rod up through the top hole in the MAG-9000, and put one thrust bearing on the threaded rod and then thread one of the 3/8-16 nuts on the top of the threaded rod.
4. Place the thrust bearing on the threaded rod under the MAG-9000, and insert the cotter pin and bend the ends of the cotter pin to secure it.
5. From the top of the machine pull the threaded rod up as far as you can and tighten the nut down on to the thrust bearing so that the cotter pin and thrust bearing under the machine are tight to the red body.
6. Take the second 3/8-16 nut and thread it down on top of the first nut lightly
7. Install the crank handle - line up the set screw to the milled flat on the shaft.
8. Holding the crank handle in one hand and using one 9/16 wrench snug the first 3/8-16 nut down onto the thrust bearing - inspect the cotter pin under the MAG-9000 - DO NOT OVER TORQUE and shear the cotter pin. You will only need about a half turn.
9. With a second 9/16 wrench jam the two nuts together.
10. Reconnect the tension spring back to the motor bracket.
11. Test the raising and lowering of the motor, it should be smooth and take little force.
12. Re-install the black rear cover, the grinding wheel, and the front lexan cover.



*The spring has been completely been removed from the images.*

