

removing shaper lift shaft?

Expand Messages

- jerdal

Message 1 of 5 , Aug 2, 2003

- Has anyone removed the S7-70 lift shaft from their Atlas shaper?

I have to remove it, because the S7-43 lift screw had its nut and gear fall off, behind the S7-70, so to put it back together, the shaft must come out. Of course I took off the nut, but the gear is the problem.

For some reason, it has resisted all efforts, the gear seems to be frozen in place, although it is saturated with oil.

There isn't anything to hold onto on the shaft, no room to tap on it, and nothing flat to lever against. I think this is supposed to be easy, but as usual.....

Jerrold

Reply

- kindroy

Aug 3, 2003

- Move ram to rear position. You have to remove cross rail s7-4. I took the gibs off to do this so I'm not sure if it will slide out top w/o removing them. turn machine on it's side and remove base. This will expose the gears. Screw holding gear on is a jam screw so it may be hard to remove. I used locktight when replacing.

I had to check replace shims to the screw so gears would not bind (10-255a-c). They go between base and screw on the base.

Examine gears and make sure they are not damaged. Mine were abused but I used a small file to clean them up.

Good luck,
Dave

--- jerdal <[jerdal@...](#)> wrote:

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> Atlas shaper?
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> Jerrold
>
>
>

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Reply

- jerdal

Aug 3, 2003

- Thanks....

So I discovered.....I had got it done OK later after posting, and you are perfectly correct. One cannot get it re-assembled effectively w/o removing base, although dis-assembly is OK.

Turns out it was just plain out stuck, would not go over the threads without persuasion, and then suddenly gave up and slid off.

BTW, this one was not a jam nut/screw, they assemble freely. Manual calls for a star lock washer on both nuts, which the P.O. or other moron had not re-used, although the marks on the nut were there for any idjit to see.....

They had also got the exterior washer thickness wrong by 90 thous.....the key was rubbing the inner bearing surface, and had already chipped it. There was no way they could have got it tight, and they didn't punch-lock the nut. A replacement has fixed the washer, and the nut cinched down nicely with a bit of play left.

Thanks
Jerrold

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Reply

- timkentim

Aug 7, 2003

- I had something similar, the nut had closed the bronze down onto the shaft threads making it a real tight fit.

BTW I had to make a new lift shaft for my 7B as the original had corroded badly at the top end. One modification I made to it was to incorporate a 1/2" thrust ball race at the base of the shaft to reduce the friction. I just dropped off the 5/32" collar and cut back the shaft the difference between the collar and the thickness of the ball race ($5/32 - 1/4 = 3/32$ "). Hopefully it will make the table lift a little less strenuous!

Tim

--- In

Atlsshaperandmillingmachineusersgroup@yahoo.com, "jerdal"

<jerdal@b...> wrote:

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Show message history

Reply

• jerdal

Message 5 of 5 , Aug 7, 2003

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Sounds like a good plan, although It hasn't been that bad to turn the
existing shaper (this is #2).

I just lube most anything that slides or has a leadscrew and nut with way
oil. Solves many problems.

I already had to make new bevel gears for this one, the old ones had
disintegrated and I refused to adjust by hand when I could learn how to make
gears.

The shaft for the crank was very long. After banging into it several times

moving the unit, when I had to pull it out anyhow, I went ahead and cut it shorter by a bit over an inch and a third, and cut a new 3/8 square end. Should be less likely to get bent, and will still stick out over the stand. The old really long one was very original-looking, but my first shaper (7B #2208) had a short one that I kept a socket extension on.

Jerrold

Reply