Fig 1 – Standard 5-gear setup

Fig 2 close-up.

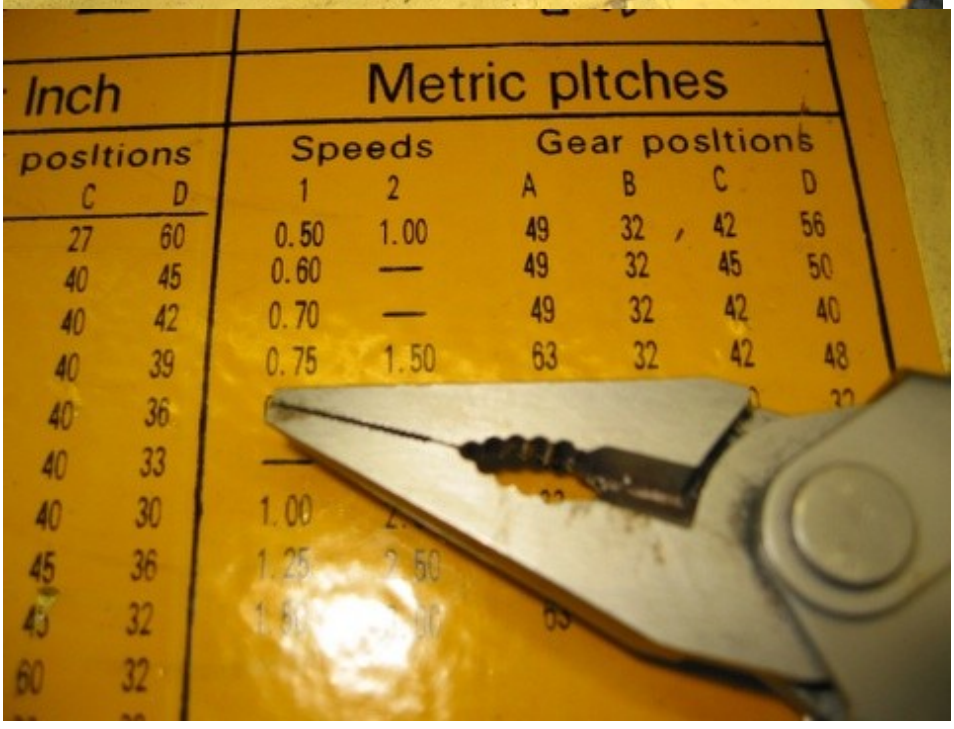

Fig 3 Choosing a metric pitch.

M0.75 or M1.5
A = 63
B = 32
C = 42
D = 48

Fig 4 – Remove all the gears. Loosen the socket head cap screw and allow the mounting plate to move.

Fig 5 – The plate will move in the radius slot and will bring the A and B gears together when they are installed.

Fig 6 – B/C gears mounting shaft has a t-slot back. When the shaft is loosened, it will slide left and right and allow the B/C gear to mesh with the D gear.

Fig 7 – The spline hub, C30081, goes on the shaft. Finger is pointing to the B/C shaft

Fig 8 – The E gear shaft is above the B/C gear shaft. It allows LH threading and bridges some gear combinations.

Fig 9 – The E gear shaft moves like the B/C gear shaft. The upper corner of the mounting plate may require some grinding to fit past the A gear shaft.

Fig 10 – E gear shaft run all the way up and locked in place. Splined hub, C30081S is installed.

Fig 11 – Install the D gear first and put the C-clip in place. The D gear requires a splined hub to mount on the shaft. Use C30081S or C30081S-1.

Fig 12 – Install the C gear on the B/C gear shaft.

Fig 13 – Slide the C gear so it meshes with the D gear.

Fig 14 – Install the B gear on top of the C gear. The B gear can be larger than the C gear and can hide it when installed.

Fig 15 – B and C gears are installed, shaft locked in place and C-clip installed. It is often easier to install the C-clip. then mesh the gears, then lock the shaft in place.

Fig 16 – Tighten the B/C shaft to lock the gears in place.

Fig 17 – If the E gear shaft interferes with the gears, slide it to the end of its travel and lock in place.

Fig 18 – Install the A gear and install the C-clip to keep it in place.

Fig 19 – Install the A gear and then the C-clip. Rotate the mounting plate until the A and B gears mesh.

Fig 20 – Tighten the socket head cap screw to lock the gears in place

Fig 21 – **E-gear install.** At times you may need to install the E-gear to bridge between the D gear and the C gear.

Fig 22 – Since the E gear is simply acting as a bridge, the number of teeth is not critical. Use a gear that fits well in the space.

Fig 23 – Once the E gear is locked in place, lock the B/C gear shaft and rotate the mounting plate to mesh A and B. Tighten the socket head cap screw.

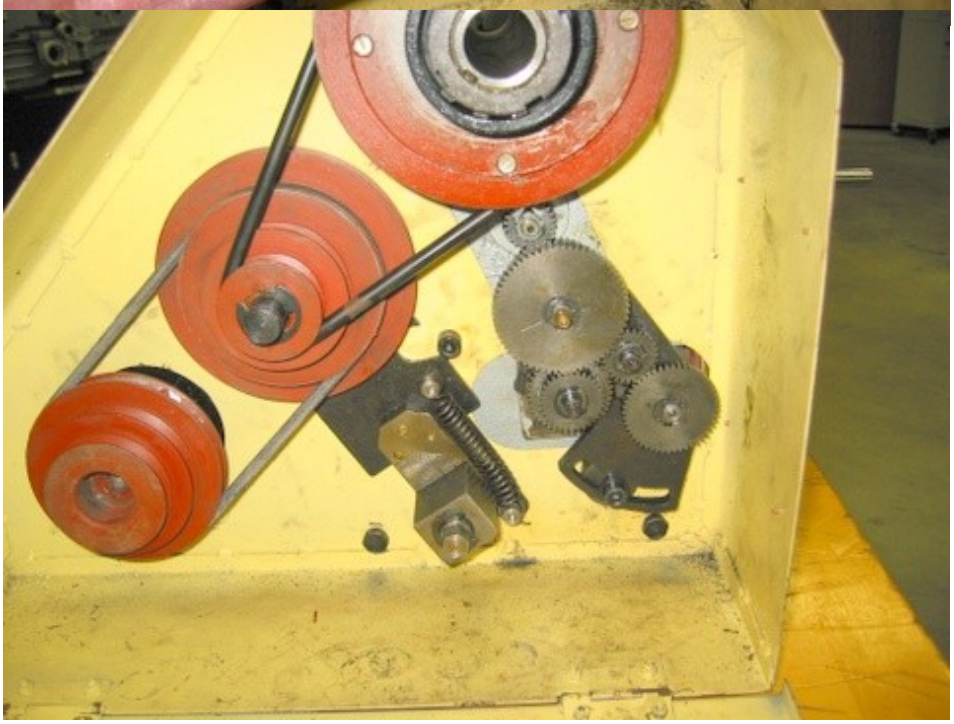

Fig 24 – The gears are installed.