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CRAFT CANNING SYSTEM

Swapping A Seamer Motor

In this guide we are going to cover dropping the seamer motor, as well as installing a new one in its place.

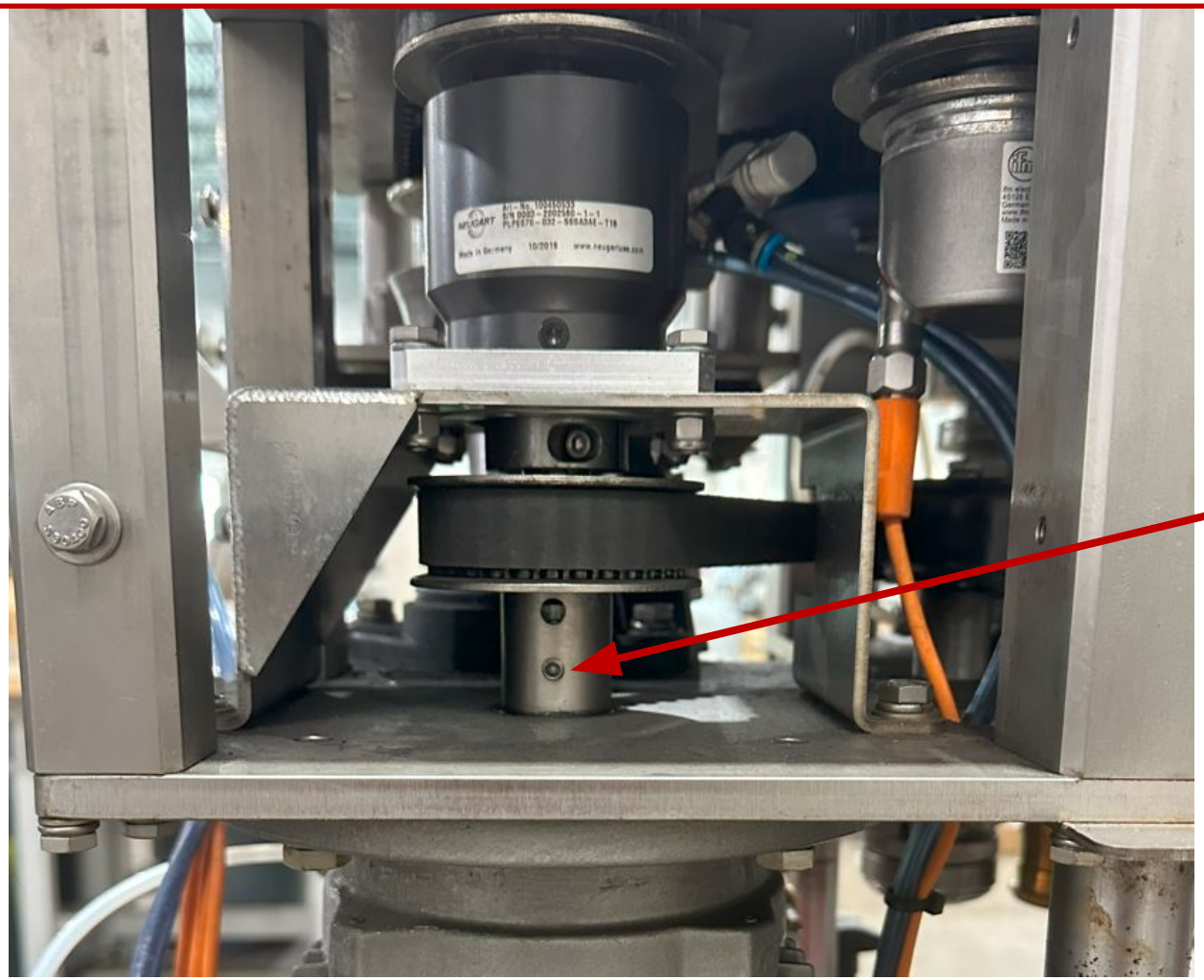
Tools Needed

Allen: 4mm, 1/8”, 3/16”

Wrenches: 7mm, 8mm, 7/16”, 1/2”, 9/16”

Other: PB Blaster

Motor Removal



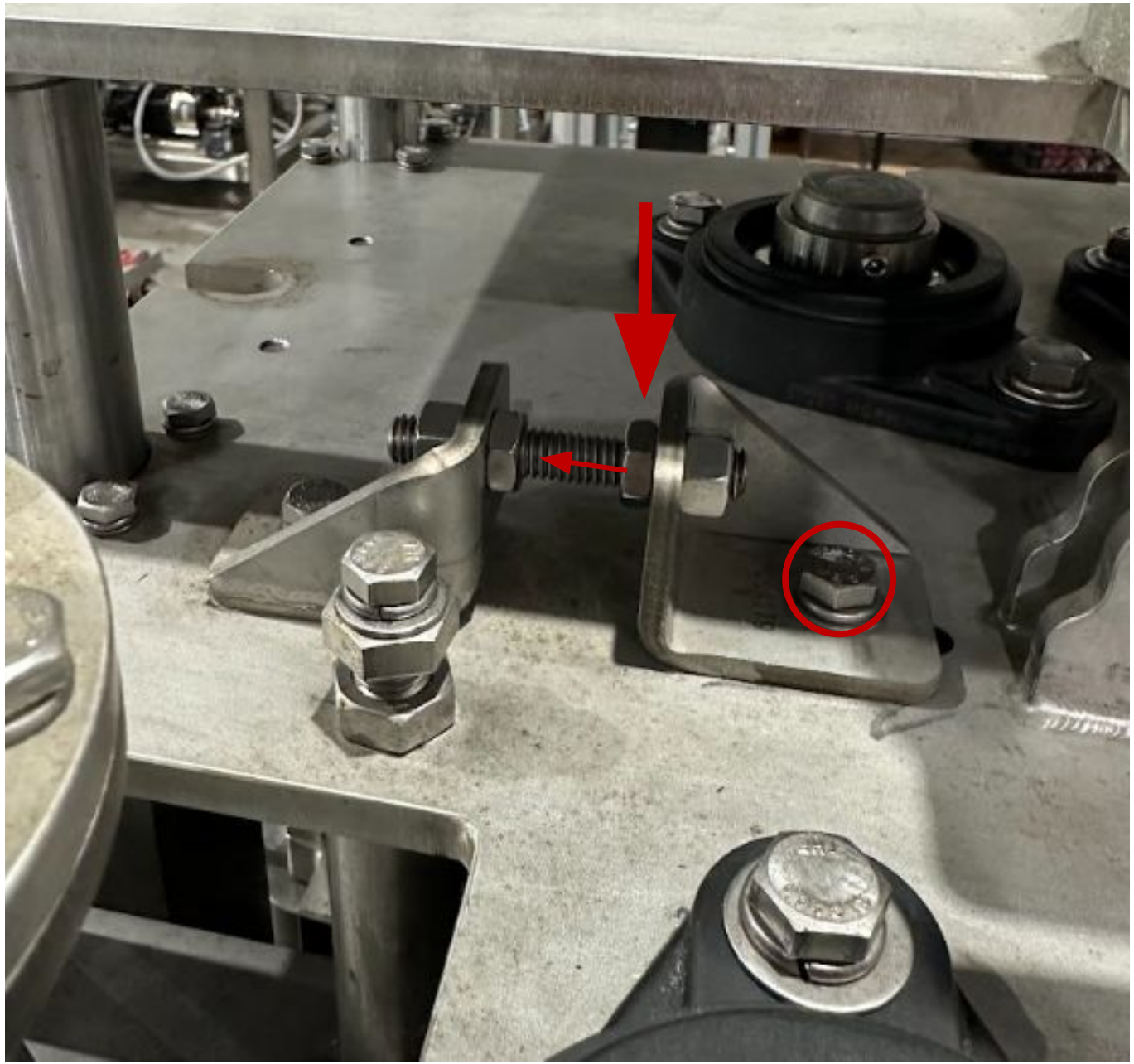
Start by fully removing the grub/set screw from the stub shaft under the planetary gearbox.

If you opted to buy a new stub shaft, skip this step.

Remove tension on the very top belt.

To do so, start by loosening the bolt circled and then threading the locknut back on the the all thread to allow the L bracket assembly to slide toward the other.

Some machines will have this assembly mounted inside the seamer instead of on top



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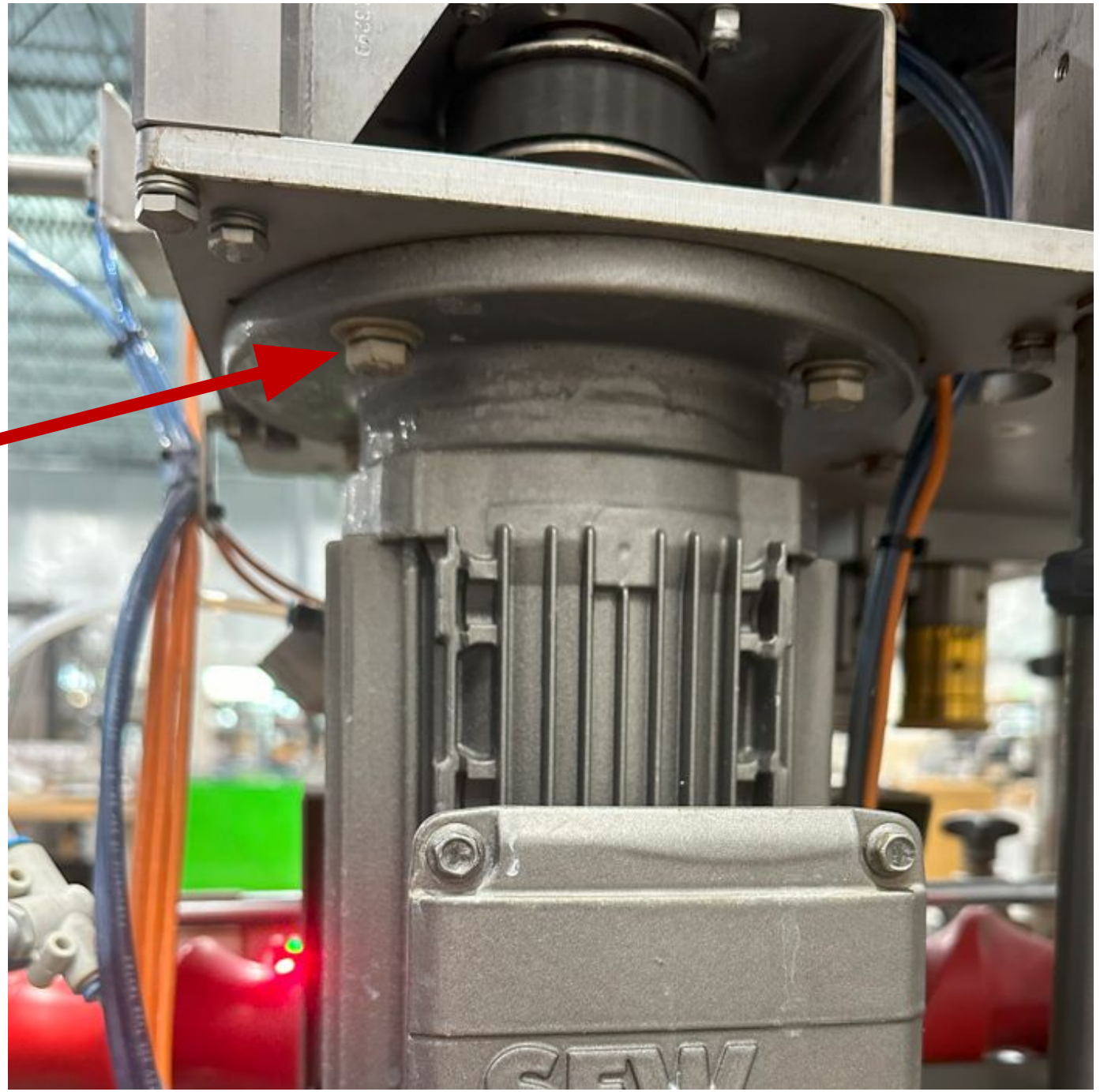
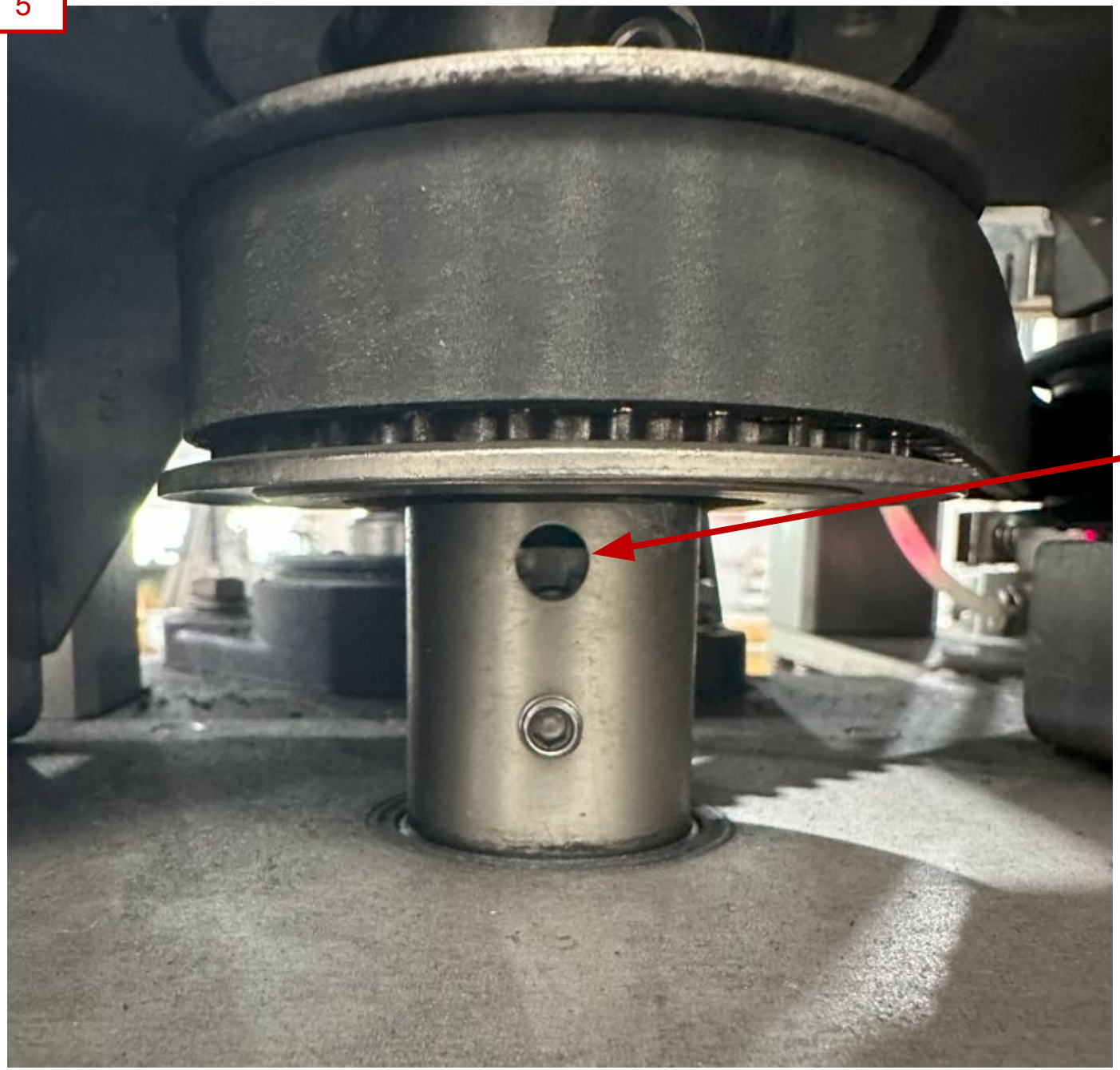
Remove tension on the chuck shaft belt by loosening the bolt underneath the mid plate and sliding the pulley back in the slot.

Loosen, but do not fully remove the 4 bolts holding the motor to the mid plate. As we start to loosen everything up top, we don’t want the motor to fall.





The motor shaft can have a tendency to get a bit stuck inside the stub shaft. You can spray some penetrating lube in above the set screw into an access hole to help break it free. Allow the lubricant to really creep in there.

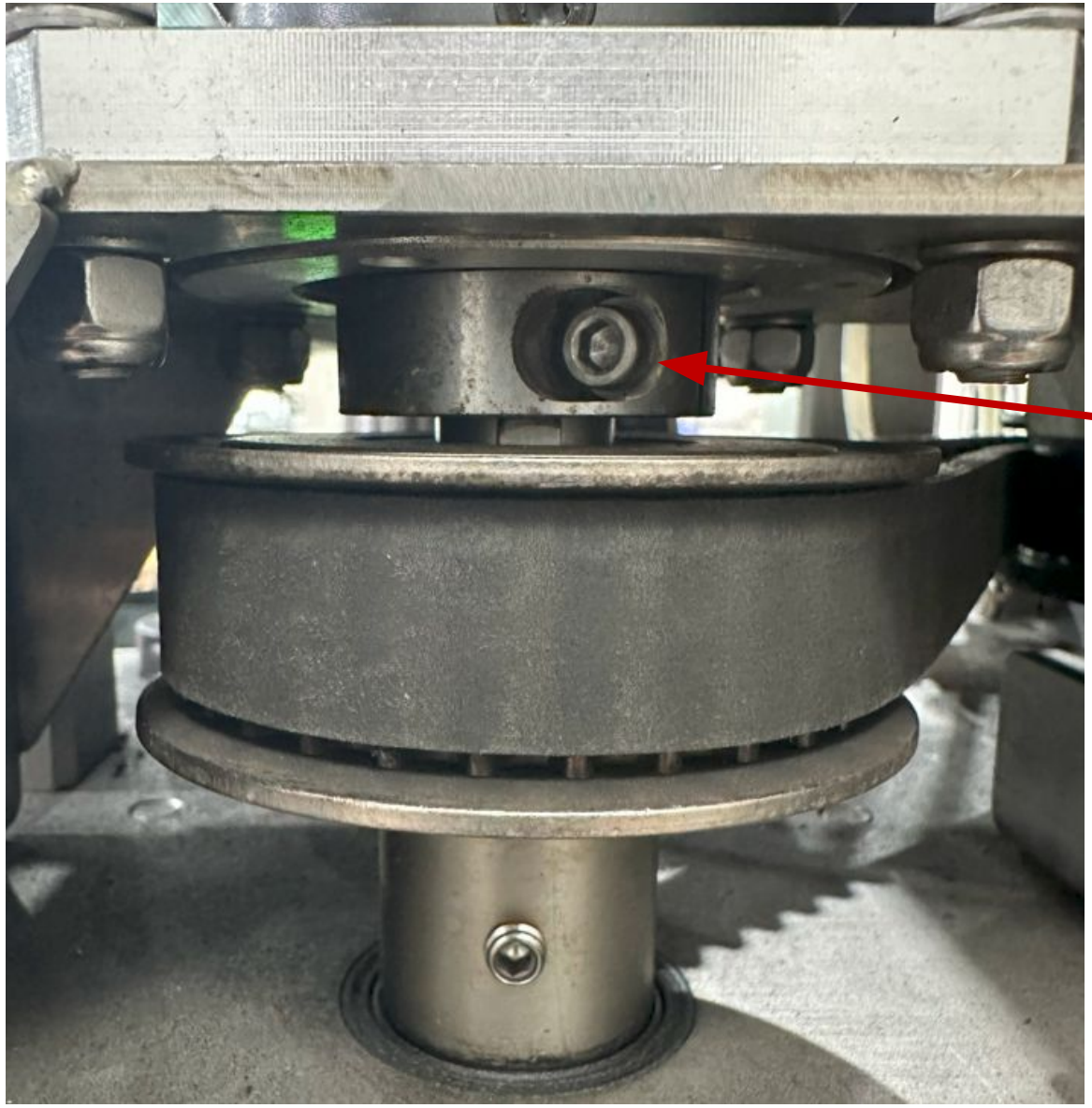
This also acts as a small access hole for a pry bar to help pop that motor shaft down and out of there.

Once the stub shaft comes free, skip ahead to disconnecting power on slide 8. If it is still being a jerk, head to the next slide.

If the stub shaft really does not want to come free from the motor shaft, then we will need to remove the 2 set screws from the lower sprocket of the planetary gearbox. The internal taper will slide down and out of the sprocket.

The taper and sprocket have 3 holes, yet only utilizes 2 set screws. This is because, as the 2 outside screws tighten down they pinch the assembly together.

To seperate, you will remove the 2 side set screws, then take one of those set screws and thread it into the center hole, which will drive the 2 away from each other, freeing them from the shaft.



With the sprocket free and floating, we can then loosen the collar above the lower sprocket allowing us to remove the motor with the stub shaft attached and remove it from the motor shaft when off of the machine.

At this point, the 4 motor bolts should still be loosely threaded in place with the weight of the motor sitting on those bolts. Let's leave the motor there until we disconnect wiring.

Disconnecting Power

*****THIS PROCESS MUST BE DONE WITH THE MACHINE COMPLETELY POWERED DOWN WITH NO POWER RUNNING INTO THE MAIN PANEL.*****

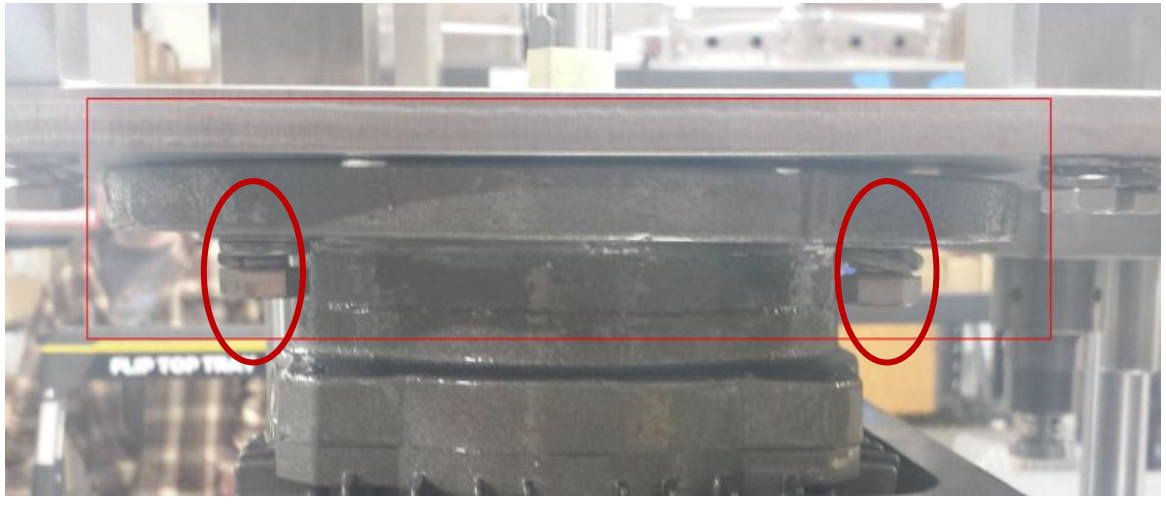
Take photos of your current wiring before removing the old motor to make reinstallation more fluid. The motor pictured here was wired for 230v, with the jumper on the right side.

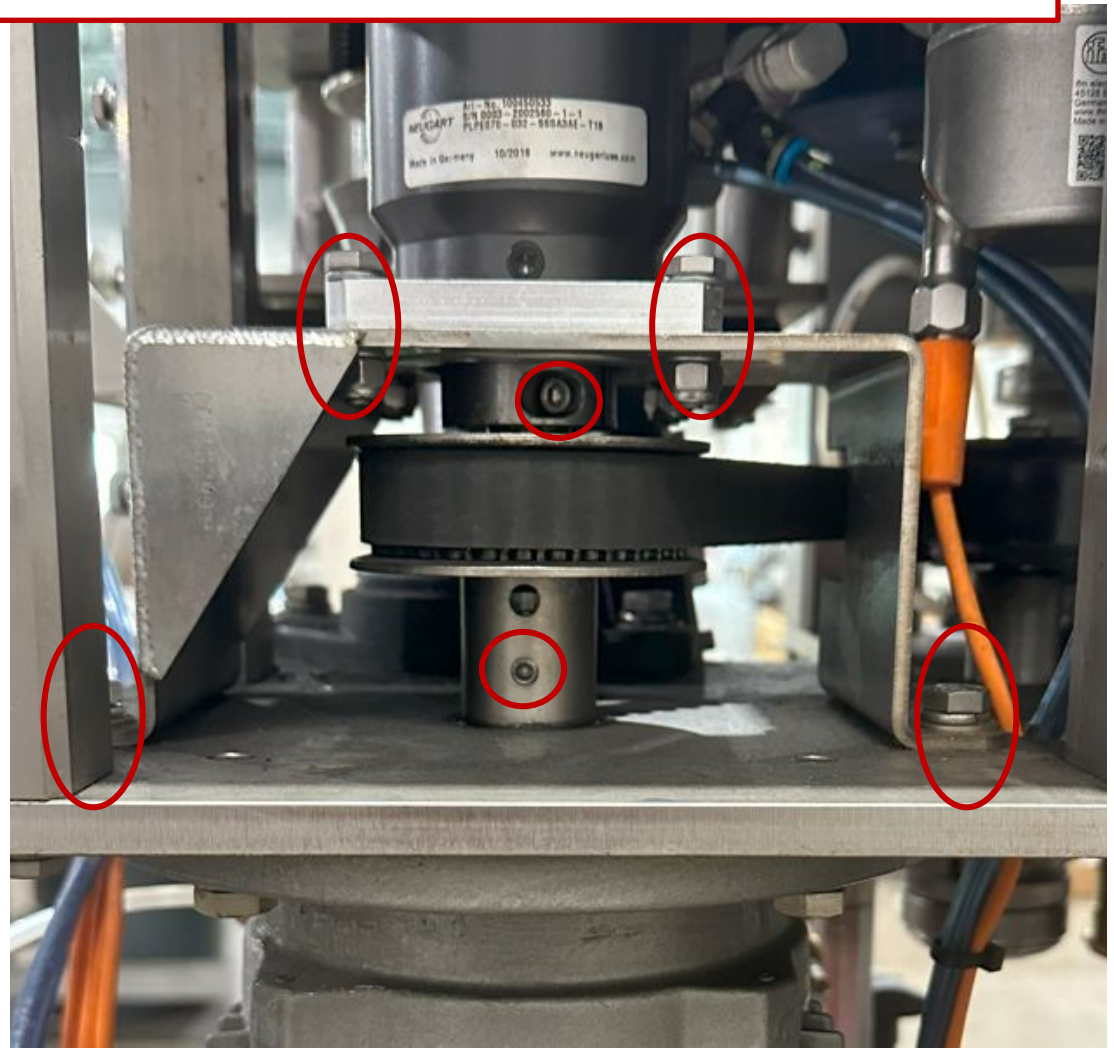
Once the wiring is fully disconnected, feel free to drop the motor out. If you still need to remove the stub shaft you can do so at a workbench much easier.

Reinstallation

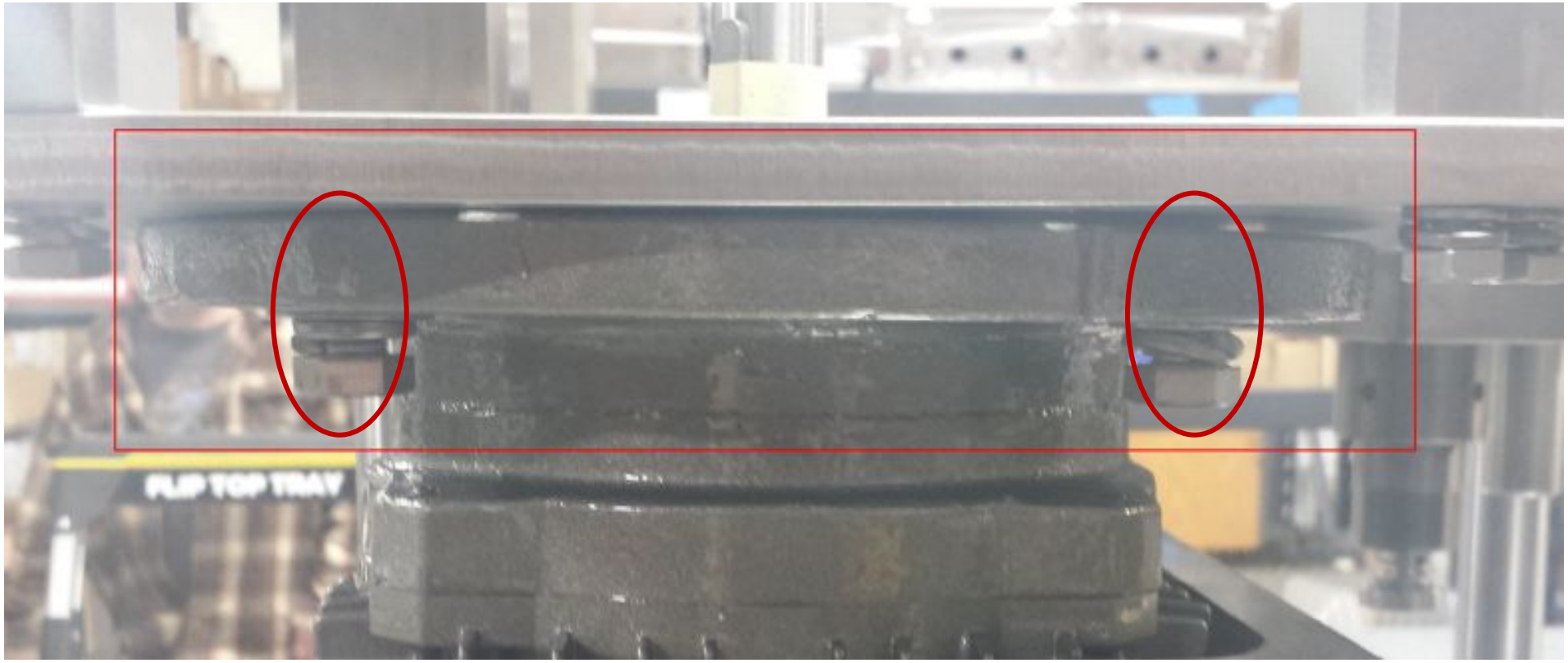
In order to make sure that we have perfect alignment, we are going to leave all hardware circled loose and tighten down in a very specific order. The motor shaft is going to be our true north for everything to tighten down to.

Misalignment of the assembly can result in almost immediate failure of the motor shaft snapping in half upon startup.





Step 1: Start by tightening the 4 bolts of the Motor flange.

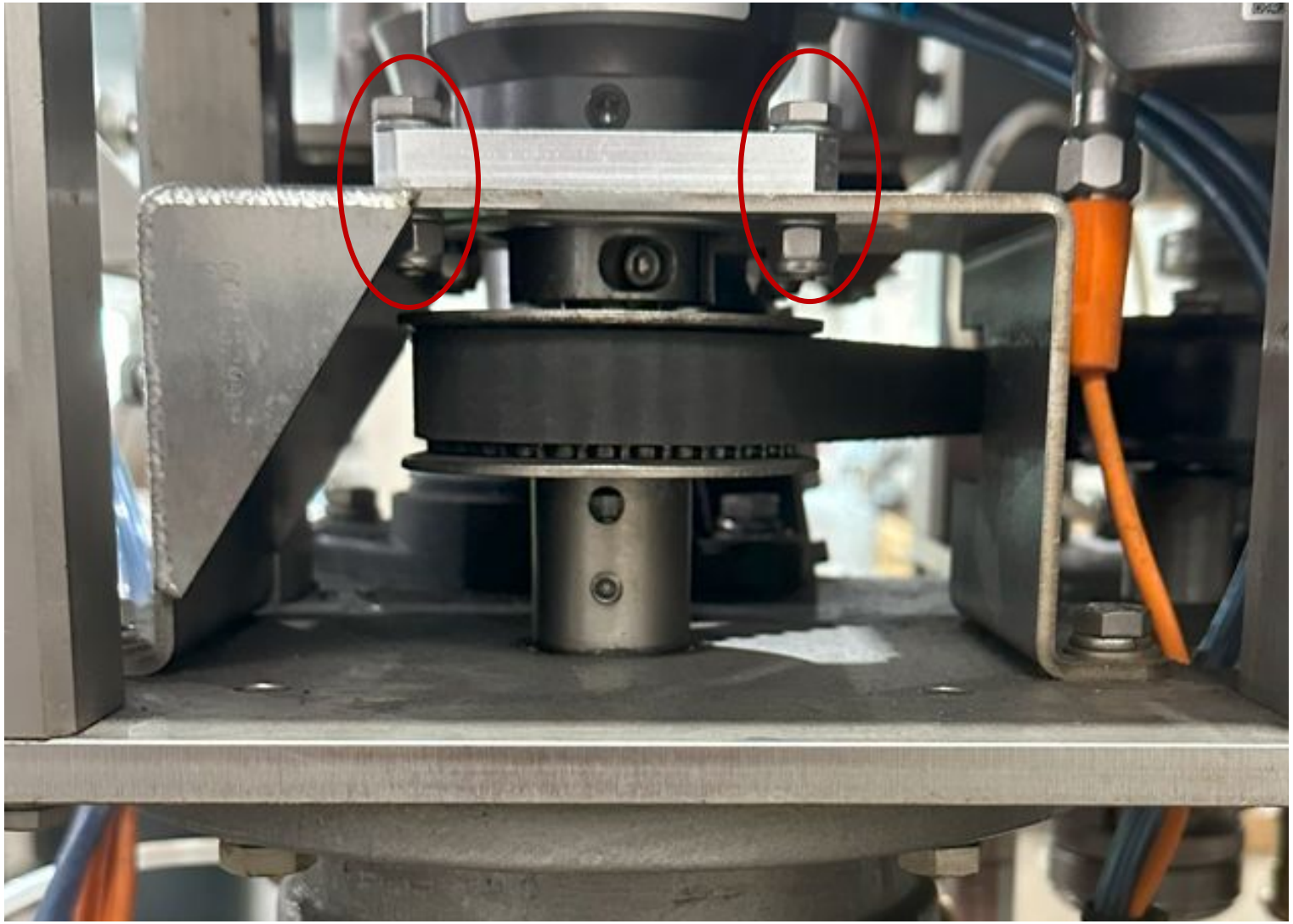


Step 2: Tighten the set screw in the stub shaft.

Step 3: Tighten the set collar above the sprocket.

Step 4: Tighten the 4 bolts holding the gearbox bracket.

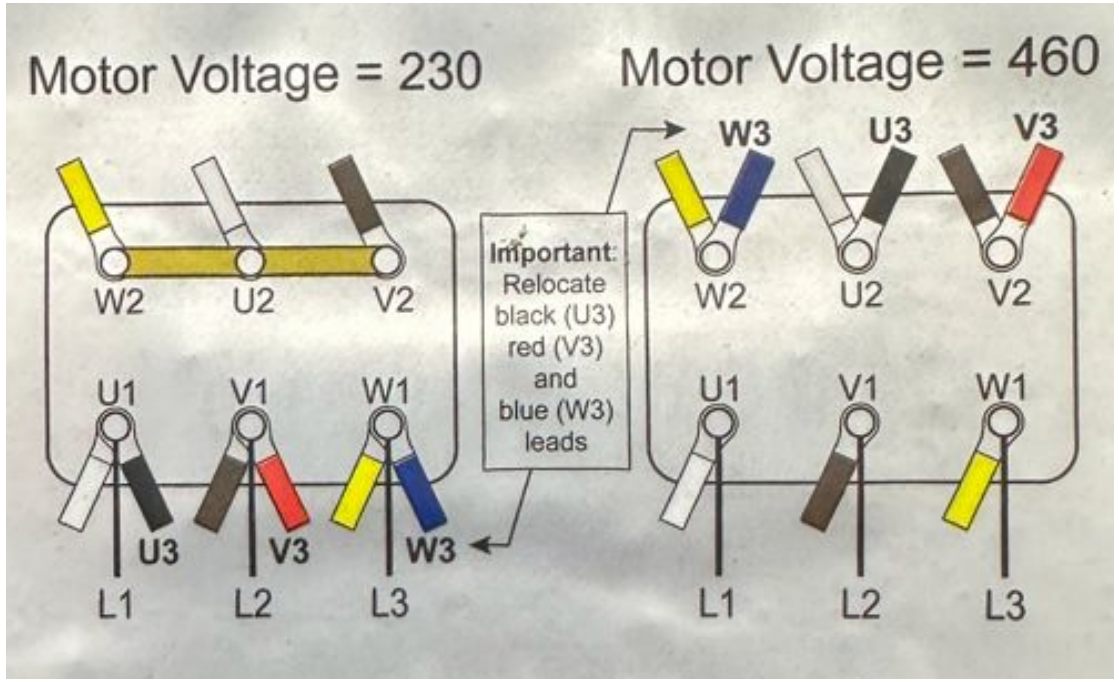
Step 5: Tighten the 4 bolts holding the gearbox to the bracket.



Reconnecting Power

The inside of the motor cover will have a diagram for the voltage of your machine. It is imperative that this is closely followed and all wires land in their precise location.

*****AGAIN, THIS PROCESS MUST BE DONE WITH THE MACHINE POWERED DOWN WITH NO POWER RUNNING INTO THE MAIN PANEL.*****



Closing Statements and Notes

- Once everything is assembled, turn the seamer on at 2 rpm and listen very carefully for any “knocking” noises from the motor shaft, by “knocking” I mean any element of cyclical sound as the shaft rotates. If the motor shaft is misaligned to the planetary gearbox, it can shear the shaft. If no sound is present, go up to 5 rpm, then 7, then 10, and so on until you get to full speed, listening intently along the way for any noises that could lead you to believe that the shaft is being stressed as it rotates.

- The wiring of the old motor, mainly the jumper wires needs to be mirrored on the new motor before sending any power. Many times brand new motors are not set to the machine’s needs. There is a wiring diagram inside the cover that will assist with this.

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If you have any further questions, please email: service@codimfg.com or call (303) 277-1542. For parts email: orders@codimfg.com