Cromartie

Replacing Drive Rings – Potters Mate Wheels

Pull the plug out from the electricity, lay the wheel over on its side, and pedal side up.

1. Roll old drive ring out of groove in large wheel, and leave. Examine point of cone for rough surface or damage. If in doubt, temporarily reconnect to the power and polish with a medium grade, say 180-250 hundred wet and dry emery till smooth. The safest way to do this is to get help holding the pedal at full speed, holding a piece of the emery between forefinger and thumb. This is perfectly safe as long as you KEEP FINGERS away from the large wheel. Remove mains plug again before moving onto part 2.
2. Remove the two small hexagonal nuts at the centre of the big wheel. Push the wheel upward until there is room to remove the old ring and slip in the new one.
3. Do not attempt to put the new ring on yet but replace the screws, to a little more than finger tight.
4. Roll the new drive ring into the groove of the big wheel. Most models have two holes near the perimeter, nails can be placed through these to prevent the ring peeling off behind you.
5. With the ring in place it is necessary to un-spiral the seam line of the ring. When straight, take the ring between forefinger and thumb and pull it away from its seat while you rotate the big wheel. This will bed it down.
6. The two screws with hexagonal nuts fit through over-sized holes which form the basis for optimal adjustment. **Troubling to get the correct adjustment is critical. That is the distance between the big wheel and the cone.**
7. The side of the point of the cone should just bear upon the ring. Tighten the screws, not excessively, stand the wheel up, re-connect to the electricity and try out. It should run smoothly with adequate torque - turning power.
8. If about right, run for several minutes, disconnect, turn over. Run until there is a black deposit of build-up on the surface of the orange ring. This must be removed using undiluted washing up liquid and dried thoroughly.
9. The optimum setting is just sufficient pinch so as to not quite slip at top speed while centering. This gives optimum ring life.
10. Fine adjustment: the two nuts should be tight enough to hold the bearing in place. Using a small hammer, move the bearing , one end at a time by tapping gently closer or further away in no more than millimetre steps. This may seem time consuming but is worth it in extended life.
11. When you are finally satisfied adjustment is optimum, tighten the two hexagonal nuts. For a couple of weeks or so, depending on use, check regularly in case you haven't got it right and re-adjust before much ware takes place. Symptoms of too much pinch are shredding of the belt and sometimes, a tendency to momentarily bulk or want to start in reverse.

Early PM models (brown bodies) are adjusted by moving the cone up or down the shaft of the motor. Table and wheelchair models: The drive ring can be removed and replaced by upwards removing the wheel head. Ensure ring is free of grease.

Please note: Older types will differ in detail but the same principles apply.

Please contact Cromartie Hobbycraft Ltd for further help or information.

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