(A) -Timing of two-piece unloading auger.

To prevent damage to flighting, or excessive horsepower consumption when unloading, care must be taken to properly time the auger flighting between the front & rear augers.

1. To properly time the flighting start with the front (gearbox) auger.
2. Turn the auger until the trailing edge, (nearest the bearing support) is at the 12 o’clock position, as viewed from the discharge end.
3. Next install the outer auger with the leading edge at, or very near the 10 o’clock Position. (See figure 1.)

On unloading augers that have not been updated to the floating hex shaft style system some modification may be required.

(B) -Replacement of front auger.

Additional items required
1. 220040A1 Hex shaft, (Qty 1.)
2. 439-1548 Pin, (Qty 1.)
3. 1277949C1 Spacer, (Qty as required.)

1. On rear auger, measure approximately ¼" behind the hex receiver hub and drill a 5/16" hole. (See figure 2.)
2. Install pin 439-1548 and weld in place.
3. Time and install auger. (Refer to paragraph (A)
4. Check for clearance between the flighting and the carrier bearing support leg. Install spacer 1277949C1 between auger and bearing carrier to gain clearance if needed, but use as few as needed.

(C) -Replacement of rear auger.

1. Time and install auger. (Refer to paragraph (A)
2. Check for excessive clearance between auger end and spacer. (See figure 3.) Also an auger with excessive clearance will appear to be too long when trying to install the end cap on the unloading tube.
3. If required you can shorten the hex shaft on the front auger shaft by up to 7/8".