



## INSTALLATION TIPS

### **Samson Post**

- When erecting the samson post assembly, it is best to use "spud bars" to assist in lining up all the bolt holes in the three leg flanges. If samson post leg flange holes do not line up exactly with the main base frame bolt holes, it is recommended to loosen the upper samson post rear leg bolts, re-align the flange holes, then re-tighten the upper samson post rear leg bolts. This recommendation is lieu of using a pry bar to force the rear leg to fit the main base pedestal bolt holes. Forcing any structural member into place creates structural stress.
- Insure that unit is level about its foundation, side to side, and front to back.

### **Gearbox**

- Check that gearbox is filled with gear oil. Oil should be filled to the top oil-level hole in the gearbox.
- Do not lift the gearbox with top lifting hooks cast into top lid section. These lifting hooks are intended to pick up ONLY the lid itself, not the entire gearbox.

### **Brake**

- Brake must be adjusted very carefully to insure that the brake shoes do not wear against brake drum.
- For brake swivel installation on high-prime motor-mount units, the short lever arm faces the unit outside and connects to the horizontal brake pull rod, which connects to the brake handle assembly. The long lever arm faces the unit inside and connects to the vertical brake pull rod, which connects to the brake shoe assembly.

### **Center Bearing**

- Center bearing is to be positioned on walking beam such that the lubrication port on the center bearing shaft is pointed to the "brake-hub" side of the pumping unit when the walking beam is installed atop the samson post.
- The middle center-bearing-trunion to samson-post bolts must be installed with the bolt heads up and the nuts down, to allow for clearance of the center bearing housing during operation.
- Insure that the adjusting bolt on the center bearing shaft is tight and that the locking washer tab is bent down in slot to hold the nut secure in place.

### **Equalizer**

- Equalizer pin clamps are to be positioned on the equalizer beam such that the side of the clamp with the greater angle is positioned to the outside, away from the equalizer bearing housing.
- Equalizer beam is to be assembled on the equalizer pin clamps so the lubrication line is on the same side as the lubrication port on the equalizer bearing shaft.

### **Pitman arm & crank pin**

- The Pitman arm with the lubrication line is to be assembled on the end of the equalizer beam with the lubrication hose clamps.
- The upper Pitman arm bolts should be installed with the nuts pointed away from the unit. If the nuts are on the inside, the Pitman arms will not properly pass-by the equalizer beam when they are spread.
- The Pitman arm "banjo" section that fits around the crank pin assembly has a tapered bore. Insure that pitman arms are installed with the larger diameter bore on the inside, toward the unit.
- Crank pin sleeve shoulder must be set against the outside face of crank before crank pin is pushed in.