

## Clarifier Drive Installation Instructions

### For Drives with E-Type or F-Type Primary Speed Reducers

1. Read the operation and maintenance manual. Follow clarifier manufacturers installation instructions.
2. Ensure the mounting location holes on mating surfaces match dimensions and orientation on the DBS drive drawing.
3. Position the drive on mounting surface by crane or lift. Bolt up rake cage to the drive drum pads or drive shaft. Shim the drive so one rake will run in plane with the tank floor. Adjust second rake arm to run in plane with the first rake arm. Running a DBS drive "out of plane" will not hurt the drive, but may cause damage to the rake mechanism. Fill all the gaps with shims, and tighten the drive to mounting surface.
4. Hook up electric controls to the motors and alarm/cutoff switches. Refer to the electrical controls manufacturer for controls installation instructions. Information on the switches and motors are contained in the Electrical Section of this manual.
5. Fill all the gearboxes with oil as recommended in this manual. Lubrication information is also provided in the warranty information envelope packed inside the torque gauge box.
6. For "F" type drives, the electric motor must rotate clockwise viewed from the fan end. Manually test the alarm and cutoff circuits by slowly closing the test valve, which is located inside the torque gauge box. When finished, return the test valve to its open position.
7. For "E" type drives, manually test the alarm and cutoff circuits by pushing on the electric motor to compress the reaction cylinder, thus creating a "torque reaction" on the worm gearbox.
8. Observe the rake mechanism for smoothness of operation. Any irregular motions, springing action and binding or rubbing must be adjusted out of the rake assembly before placing the clarifier in service.
9. Do not attempt to adjust alarm or cut off switches. These settings are factory set and should require no further adjustments.
10. After installation is complete, touch up any spots on drive or mechanism where the coating has been scratched or rubbed off.