

BAUM

Replacing the cross carrier belt on the 2020, 2018, and 2015 folders

- Instructions
- Parts Order form

Before working on the folder, DISCONNECT ALL ELECTRICAL POWER SUPPLY TO THE FOLDER to prevent the accidental start of the folder. Check to be sure you have the correct tools to complete the job.

For reasons of safety, long hair must be tied back or otherwise secured, garments must be close fitting and no jewelry, such as rings or necklaces, may be worn while adjusting or setting up equipment. Injury may result from being caught up in the machinery or jewelry catching in moving parts. Take all necessary steps so this doesn't happen.

For more information or to order parts phone Baum at 1-800-543-6107

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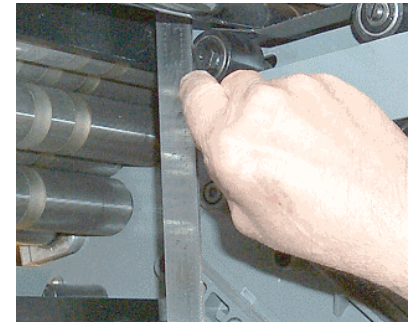
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Replacing the cross carrier belt on the 2020, 2018 and 2015 folders

Please note: The tension adjustment for the 2015 is different than the 2020 and the 2018. We will describe the installation of the 2020 and 2018 first, then the difference in the 2015 last.

1. Remove the number two and four fold plates.
2. Before removing the old belt, hold the end of a metal ruler against the front taper plate and across the 5/8 idler angled pulley stud. Scribe a line for a reference so you know where to start when you tighten the new belt. When you turn this stud, it sets the alignment of the new belt. If you do not have a reference mark, you have no idea where to start and it will be very difficult to set.



NOTE: this pulley does not have to be loosened on the 2015.

3. Use a 5/8" (or a 16mm) wrench and number 8mm Allen wrench and loosen the tension pulley.
4. Slide the flat cross carrier belt off the tension pulley and off of the other idler pulleys under the cross carrier rolls.



5. Slide the belt off the bottom idler pulleys and turn them side ways to get the belt above the side plate on the guard. The belt should be free to remove.



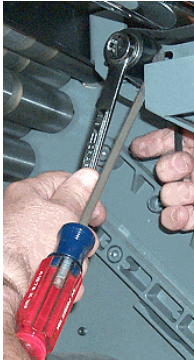
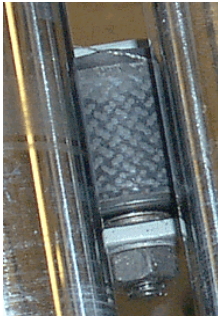
6. To install the new belt, slide part of the belt between the side plate of the guard and the pulleys and around the last pulley in the back of the cross carrier.



(continued)



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7. Continue to thread the belt between the idler pulleys and the cross carrier rolls except the last three idler pulleys.
 8. Turn the belt side ways and fish them down and under the bottom idler pulley and up over the pulley on the cross carrier drive shaft back down under the other bottom pulley. (As pictured on step 5.)
 9. Slide the belt over the last three idler pulleys and around the tension pulley.
 10. It is best to use a box end wrench to align the reference mark on the angle stud as shown in the picture. Place a screwdriver against the side plate of the guard and against the tension pulley to tension the belt. You can rest the screwdriver against your hand as shown. Use the 8mm Allen wrench to tighten the tension pulley. →
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11. Turn the hand wheel on the unit in the forward direction and watch the pulleys between the cross carrier rolls to make sure they track as → shown in picture.
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12. If the belt moves toward the idler pulley bar, turn the 5/8 stud to the left. A slight turn makes a big difference, so don't move it very much. If the belt tracks away from the idler pulley bar, then turn the 5/8 stud for the tension pulley to the right.
 13. After the belt seems to run true, turn the power on and run the unit while watching the belt. You will probably have to make a minor adjustment. If you make any changes, be sure all power to the unit is disconnected.
 14. Insert the number two and number four fold plates.
 15. To apply tension against the cross carrier roll if needed, loosen the two 10mm nuts on the back of the idler pulley bar and press toward the cross carrier rolls with light pressure. Then tighten the two nuts.

On the 2015 cross carrier:

You do not have to loosen the front pulley stud. The tension is made on the rear pulley. This is not an angle stud so all you have to do is tighten it. The front pulley is still used to align the belt.

** End of Document **

