




Installation Instructions

PART NUMBER	158-8401A	
PART DESCRIPTION	OIL PUMP MOTOR ASSEMBLY	
REV DATE	4/21/2020	
MACHINE MODELS	IKON, KW A-B, ION A-B	

TOOLS NEEDED		PARTS
7/16" wrench	3/32 Allen wrench	
1/2" wrench	Phillips screwdriver	
Pliers	Shop towels	

TECHNICAL NOTE

Please thoroughly read the instructions prior to performing the installation of this assembly. To avoid any potential problems, if at any time during the process you have a question, stop, and contact our Tech Support department at the numbers listed below.

STEPS



Within USA - 1-800-280-2695
Outside USA - +1 863-734-0200
www.kegel.net
E-Mail: tech@kegel.net

Rev. 9/20



TO PREVENT OIL SPILLS, IT IS BEST TO DO THIS JOB WHEN THE OIL TANK IS EMPTY OR AT LEAST BELOW THE ELBOW FITTING ON THE SIDE OF THE TANK!

IKON LANE MACHINES ONLY

You must first remove the rear guard before continuing.

1. With the machine in the transport position, locate the two screws that are on the inside front panel and below the buffer brush assembly as shown to the left. After removing these, set the machine down into the operating position.



2. Locate the single mounting screw that is under the cleaner splash guard and above the cleaner supply tank, as shown in the image to the right. Remove this screw along with the hardware and set aside.



3. Remove all four of the transport casters including the attaching hardware. Unplug the wiring for the tank lights and set aside for reassembly.



OIL PUMP MOTOR REMOVAL

1. With the machine lying down in the operating position. Place some shop towels or cardboard under the machine to catch any oil that may drip.
2. Locate the Molex plug connector for the oil pump motor and disconnect.
3. With the ½-inch wrench or socket, remove the two bolts on the outside of the front panel that mount the bracket assembly to the frame.
4. Disconnect the ½-inch elbow fitting coming from the oil tank to the assembly.
5. Remove the oil pump motor assembly bracket from the machine and set on a workbench to perform the next few steps.

OIL PUMP MOTOR CHANGE

1. With the motor lying on the workbench, take the cover off by removing the two Phillip screws.

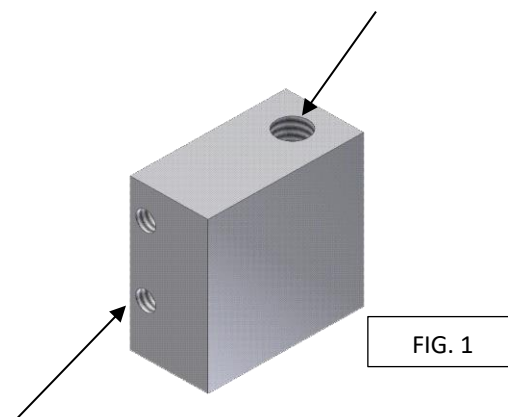
2. Remove the screws that mount the oil motor to the bracket. This will allow the necessary play to remove the belt.
3. Remove the pulley from the oil pump motor shaft by loosening the two 3/32 set screws and slide it off. Keep the pulley as this will be used again.
4. Take the new oil pump motor and put into place but do not screw it in just yet. Take the pulley and slide it onto the shaft with the hub facing down towards the bracket. Make sure that the pulley will be in line with the other one once the motor is in place. Tighten the set screws to the shaft.
5. Route the motor belt around both pulleys.
6. With the sticker on the oil pump motor facing up and the wires for the motor facing down, tighten the motor to the bracket.
7. Replace the cover with the Phillips screws.

LDS ADJUSTMENT BLOCK CHANGE

THIS ADDITIONAL MODIFICATION IS NECESSARY FOR ALL MACHINES WITH SERIAL NUMBERS GREATER THAN *ION-0805* AND *KW-17931*

1. On the outside of the rear wall, you will need to remove the two bolts that hold the adjusting block and bolt for the LDS.
2. Once off the machine, remove the adjusting bolt and jam nut that is threaded through the block.
3. Locate the new LDS adjustment block that came with the kit.
4. With the threads of the block facing up, thread the adjusting bolt with the jam nut, into the block. (fig. 1)
5. Fasten the adjustment block back onto the panel and adjust the LDS bolt back down to the LDS block.

THE ADJUSTING BOLT WILL THREAD THROUGH THE TOP



THESE WILL MOUNT THE BLOCK TO THE FRAME

OIL PUMP MOTOR ASSEMBLY INSTALLATION

1. Set the motor assembly into the machine. Before bolting the assembly into the machine, it is easier to connect the elbow fitting from the oil tank at this time.
2. Secure the oil pump motor bracket assembly into place. Be careful not to pinch any tubing or wires that may be in the way.
3. Fasten the Molex plug to the motor.
4. Check the operation of the motor by going into your Test Outputs to conduct a test.

NOTE: Once you have completed all the above steps, fill the conditioner tank up & run a few oil calibration tests to verify that all is working accurately and the oil volume is correct. If changing from a Bison or Dayton motor, calibration is necessary due to the slower RPMs of this motor.