

Swing Bearing Preparation & Installation

Clean the Swing bearing and the mounting structure

Remove extraneous material from supporting structures

(including paint residues, rust, welding beads and burr formations).

In doing this, ensure that:



- Cleaning material does not penetrate into the Swing bearing
- Applicable provisions are observed (e.g. manufacturer directions, protection of workers, environmental protection etc.)
- Cleaning solvents that attacks the sealing material is not used

Lubricating the Swing Bearing

Swing bearings are supplied fully lubricated but should be greased again prior to initial operation.

- Inject grease into all grease nipples one after the other while rotating the Swing Bearing until a bead of grease forms at least on one sealing lip.

Mounting Bolts and Tightening Torques

YOU MUST USE ALL NEW HARDWARE. FAILURE TO USE NEW HARDWARE VOIDS WARRANTY!

- DYCO offers hardware kits for most applications. Your local dealer can also supply hardware.
- Follow your service manual for torque specifications.

Positioning the Swing Bearing

- Determine the main load-carrying zone.
- The soft spot of the Swing bearing is designated by a stamped "S" on the inner ring. The soft spot is to be placed over the track frame which is 90° to the maximum load zone.
- The white paint on the swing bearing tooth is the position to match the swing pinion gear to upon installation.

Operating Test

If the mounting bolts are tightened properly then the Swing bearing should rotate uniformly. Deviations of the mounting structure and the effect of external loads can strongly impact frictional torque.

- Rotate the mounted Swing bearing several times.
- Check whether the Swing bearing runs smoothly without binding.
- Perform further test runs under full load.

After the operating test, recheck the tightening torques of the mounting bolts

