

MARK V SERVICE POINTERS

Troubleshooting Idler Shaft Problems

There are two power take-offs on the back end of your MARK V's Headstock. The lower of these two is called the *Idler Shaft*. This shaft rotates at 1.6 times the speed of the *drive* (upper) shaft and is used to operate the MARK V-mounted Joints. On some older MARK V models, it was also used to power the compressor and sprayer accessories.

Inside the headstock, the control sheave assembly is mounted on the end of the Idler Shaft. Every ten hours of running time, this assembly needs oil. You'll find the oil hole in the sheave hub. It can be reached by removing the nameplate.

Behind the sheaves, a Poly-V-Belt runs up to the main drive shaft. The idler shaft is mounted on an eccentric bushing which can be turned to adjust the tension of the Poly-V-Belt. So, as you can see, the Idler Shaft is an integral part of your MARK V's drive train...and one that deserves some periodic attention.

Problem	Possible Cause(s)	Remedy
Idler shaft heats up	<p>Allen head bolt that holds eccentric bushing is too tight</p> <p>Setscrew in bushing is too tight</p> <p>Poly-V-Belt is too tight</p>	<p>Using a 1/4" Allen wrench, loosen the bolt slightly so that it's tightened to no more than 18 foot-pounds of torque</p> <p>This will pinch the bearing. Simply loosen the screw a bit – it should only be snug in the bearing groove.</p> <p>Loosen the belt slightly so you have just 1/8" to 1/4" of deflection when you press on the belt</p>
Idler shaft sticks out of the back of the headstock	Allen setscrews in the bushing are not in the bearing groove	Loosen the Allen head bolt and turn the eccentric bushing to loosen the Poly-V-Belt. Turn the slot to the 6-O'clock position and loosen the setscrew in the bushing. Move the Idler shaft until you feel the screw in the groove, snug tight.
Idler Shaft moves in and out when changing to low speed	Allen head bolt is not tight	Tighten bolt