Please remember that safety is the number one priority. Use caution during all phases of the assembly process. Wear proper PPE (personal protective equipment) and follow the safety recommendations included in the manual provided with your equipment.

REPLACEMENT SPOUT (PART NO. 1047420)
for
13” SWING-AWAY AUGERS

The replacement spout is shipped with all necessary hardware for reassembly. Installation of the new spout will require the removal of the existing spout, and the upper gearbox and u-joint. The gearbox and u-joint will then be installed into the new replacement spout. The Owner’s & Operator’s manual shipped with your unit can also be used for assistance if necessary.

Before beginning assembly it is suggested to read through these instructions and lay out all items from the kit to ensure all parts are accounted for. This not only helps you become familiar with the parts and assembly procedures, but also makes you aware of what tools, equipment or materials you may need to complete the installation process.

Remove Existing Spout, Gearbox & U-Joint

1. Remove the hardware securing the existing spout to the inlet hopper as shown in Fig. 1 below.

2. Using a sling, raise the spout and incline tube high enough to allow clearance so the spout, gearbox and u-joint can be removed from the incline tube.

3. Open the access panels on the spout and disconnect the incline flight from the gearbox shaft.

4. Remove the hardware securing the spout to the incline tube and slide spout, gearbox and u-joint off the incline flight and away from the incline tube (See Fig. 2 below).

5. Remove the gearbox and u-joint from the spout.
Install Replacement Spout

1. Raise the hinged door on front of the spout assembly and temporarily remove the side access door. Remove the bolt kit from inside the spout.

2. Mount the gearbox into the spout and secure using the 3/8” x 1” bolts and lock washers provided. Torque the bolts to 35-40 ft. lbs. (47.5 N·m - 54.4 N·m).

3. Reposition the u-joint. **It is important for the u-joint to be flush with the end of the gearbox shaft.** The gearbox shaft and u-joint may already have had anti-seize compound applied, if not, remove the u-joint and apply anti-seize compound, reinstall so it is flush with the end of the shaft (See illustration below). If the u-joint did not have to be removed, loosen the setscrew and position the u-joint so it is flush with the end of the shaft (See illustration below). Tighten setscrew.

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Reinstall Spout and Incline Tube to Inlet Hopper

1. Apply anti-seize compound to the output shaft on the gearbox. Attach the incline flight to the shaft (align the keyway in the flight with the woodruff key and slide flight onto shaft). Use a 1/2” x 3 3/4” bolt and locknut to secure flight to shaft (See illustration on following page).

2. Place a 7/8” (22 mm) long spacer bushing onto each of the threaded studs welded to the spout. Slide the tube ring onto the studs and secure using flat washers and nylon locknuts.

**IMPORTANT!** Be sure to install the bushings between the spout and tube ring, the spout must be able to swivel on the tube.
3. Apply anti-seize compound to the splined shaft on the lower gearbox inside the inlet hopper.

4. Place the two 1" O.D. x 13/32" I.D. x 1/4" thick flat washers over the threaded studs on top of the main inlet hopper as shown below.

5. Using a sling, position the spout assembly directly over the opening in the main inlet hopper and carefully lower the spout while aligning the u-joint with the splined shaft on the lower gearbox. Completely lower the incline tube and spout until the spout flange sits flat against the top of the hopper (the spout flange will be on the inside of the 1" O.D. washers previously installed over the studs).

6. Secure the spout flange to the top of the inlet hopper using four 2 1/4" O.D. flat washers and locknuts (See illustration below). IMPORTANT! Do Not tighten down the 2 1/4" O.D. washers completely, the spout must be able to rotate freely on top of the hopper.

7. Make sure the hinged door and side access door are securely closed before beginning auger operation.