

PTO Bearing Buddy Instructions

Installation of PTO Buddy on Rev and XP-600/800 models: revised Oct 2013

- Remove the primary clutch with clutch tools or (see on U-tube how there is a way to "pop" clutch off with water/Teflon tape & your clutch bolt!)
- Remove original 4-allen head screws on retainer plate-(hint- to loosen 4 screws-use a flat round punch-and tap screw heads with punch/hammer-some may require heating to remove -and then remove the seal
- do not remove/clean out existing OEM grease in bearing- do note approx amount of grease you see.
- twist open end of polytube onto PTOBB nipple fitting and affix 2 smallest zip ties ½" from capped end with their 'heads' opposite each other-to have something to grip between fingers for later injecting grease.
- gently push/slide the PTO BB over the crankshaft at 90 angle(straight)-hint-a tiny bit of grease on inner surface of the seal where it contacts the shaft helps it slide to install seal over crank end to set in case.
- (see WHIMIS safety warnings re: Isoflex grease & avoid any direct skin contact)- wear latex gloves
- Re-install the same 4 allen head OEM screws and secure tightly(threadlocker can be used)
- Route(bend/turn) clear poly-tube at PTO BB fill fitting back& well away from any clutch/starter gear ring contact-and then up in behind starter bracket(if no starter-install a 2"x 8MM bolt to secure polytube)
- Orient capped end back over top of starter bracket (keep safety cap on to avoid any contamination) and to make it easy to grab the capped end to be able to connect injector to fill it
- use 2 larger Zip-ties around poly tube to hold it **VERY FIRMLY onto starter bracket /8mm bolt.**
- Polytube - should never contact clutch/gear ring-or it could cut through -(hint-push clutch on by hand-and put a sliver of cardboard in between clutch- & poly-tube-there should be no friction-ie- so you know there's a gap space between polytube and clutch/starter gear).
- you can cut 7" polytube a bit shorter if you want-but remember you will need to be able to hold it
- To fill-remove cap(s) from polytube and injector and firmly push & twist end of injector clockwise onto the end of polytube-(the injector has threads at end to help grip it onto the end of polytube).
- with one hand -hold end of polytube between two fingers with 2 small zipties for gripping-and- keep it held up tightly into and onto end of injector
- with the other hand -hold injector between two fingers and with plunger on inside of palm.
- while (always) holding end of polytube tightly into end of injector-slowly- firmly push grease down polytube and into PTO BB and inject 5 to 10 ml for first initial fill of (outer) PTO bearing.
- If you saw your bearing had little or no grease-use all 10 ML. If you saw some grease in it only use 5ML
- note-**completely filling the bearing cavity is not recommended**-even with pressure release valve on unit
- tightly twist cap(s) fully onto end of Polytube to minimize contamination/moisture/loss of grease
- re-inject 2-5ML Isoflex grease periodically-ie- we suggest it may be appropriate at approx every 2-3000kms usage or according to your own amount of extreme or normal usage& at your own discretion.

Also note-check often for any signs of leakage of grease coming out behind clutch - and-if you suspect the reason your grease was mostly (or all) gone originally due to possible unknown failure and/or excessive wear of the inner crank PTO seal we recommend you remove the PTO BB and do a quick re-check of the grease in the bearing after a short amount of use to make sure the new grease you have injected is still there in the PTO end outer bearing doing it's job lubricating it under high RPMs stress and heat.

Due to the many unknown factors about your engine condition and usage any installation and use of PTO bearing Buddy is completely at your own risk.
No engine or performance warranty is or can be expressed or in any way implied- whatsoever. Manufactured for Kingstream Inc- Patent pending 2013