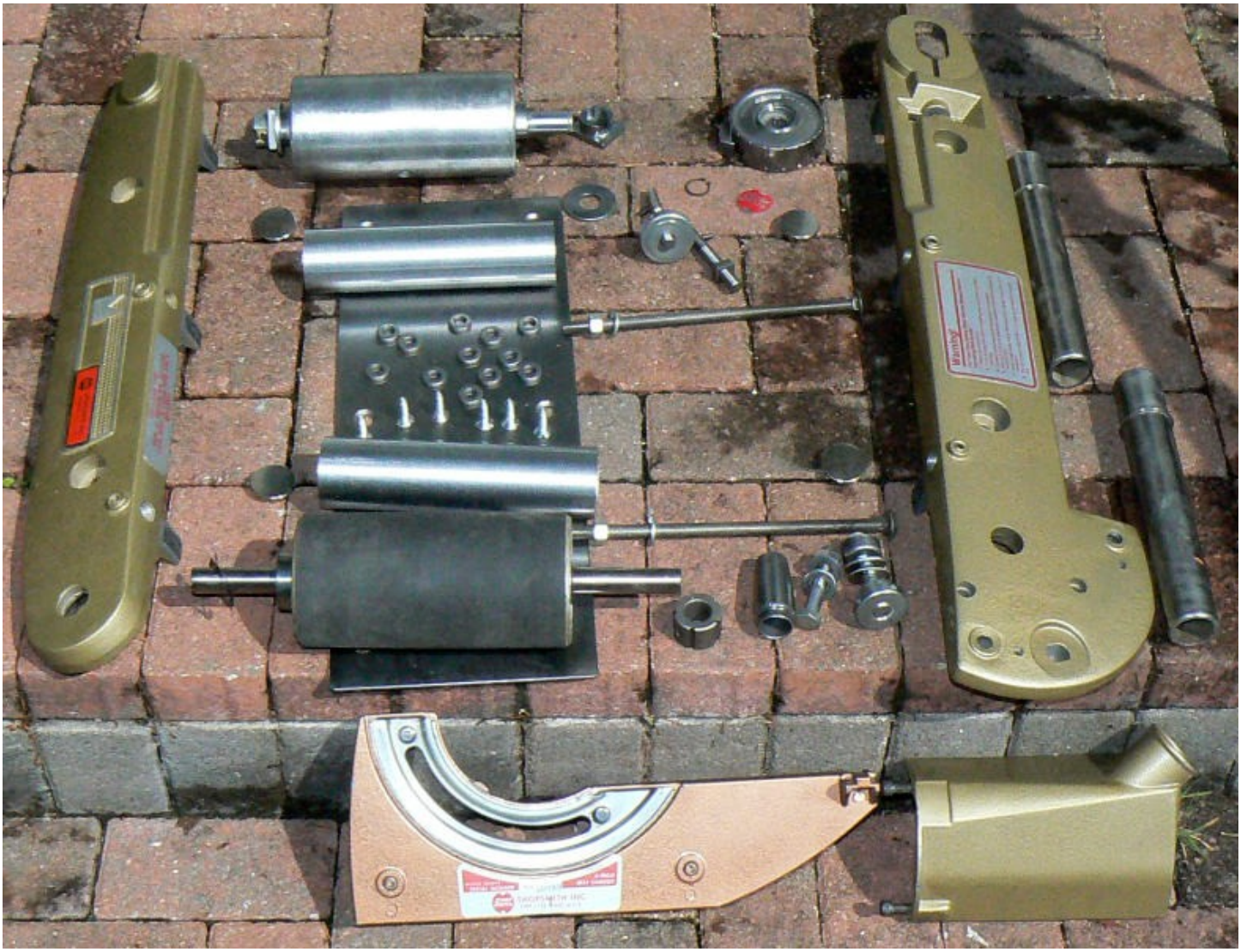
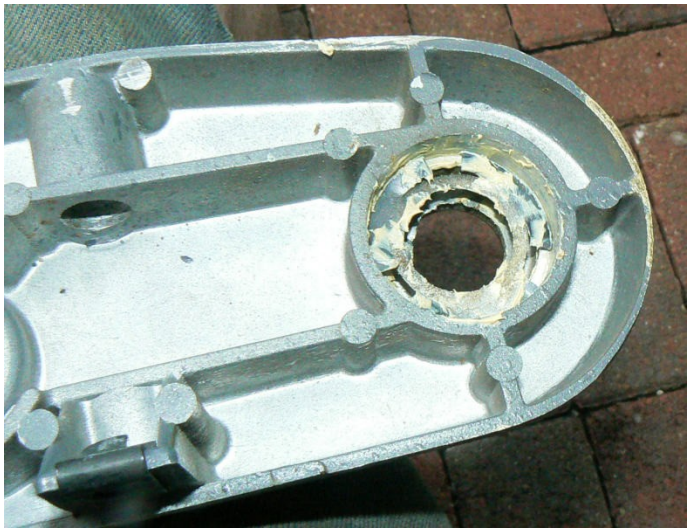
As Rob has pointed out, it is not **completely** disassembled, but further than most will take it down. This thread is intended to illustrate one method of putting it back together. I have attempted to identify and illustrate where potential problems reside. It is possible to assemble it incorrectly and become quite frustrated when it does not go together smoothly(see Nick's Sawdust Session!;)).

The unit illustrated is an early Shopsmith Inc. gray version with the older Magna castings. The stickers are original and were carefully removed then reattached after painting. There are two other differences between this unit and newer vintage, and those will be pointed out below. The new paint colors are my personal preference - gold and coppertone from Rustoleum(hammered).



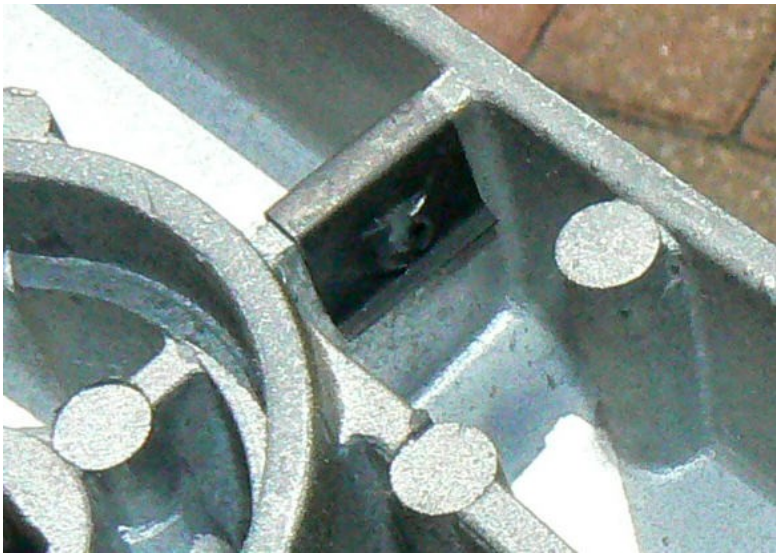
Before reassembling. The table is not shown. I did not take pix of the table unassembled, but will take a couple showing the parts removed.



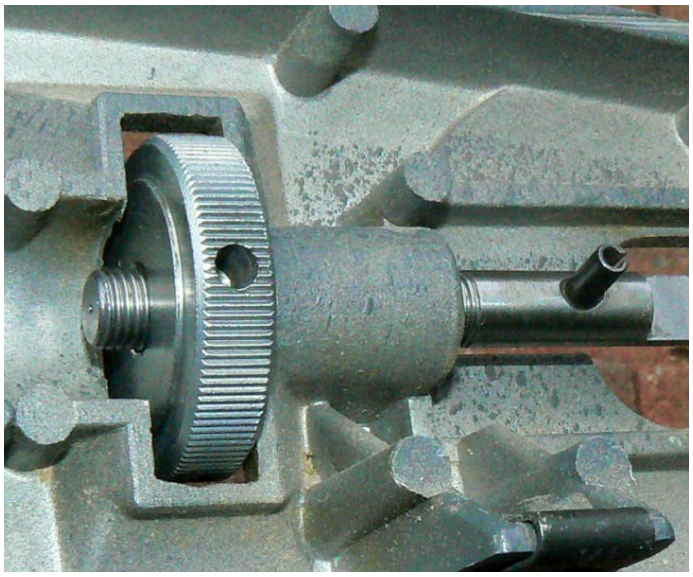
A word about the bearing cavities in the side castings. There is a spring clip in the bottom that is **installed with the fingers facing the bearing(flat side to the bottom**). That white stuff is lithium grease(both sides of the clip). It has been pointed out that SS CS says the reverse when asked. So flat side s/b against the bearing, and the fingers towards the bottom of the hole. Mine were the other way when I disassembled it???

THE BEARINGS ARE 5/8" x 35mm x 11mm shielded 6202-10-ZZ

On the back side of both castings there are two clips on each that serve as sacrificial lambs when the belt tracks too close to either side. The hardened tinnerman clips will last longer than the softer aluminum casting.

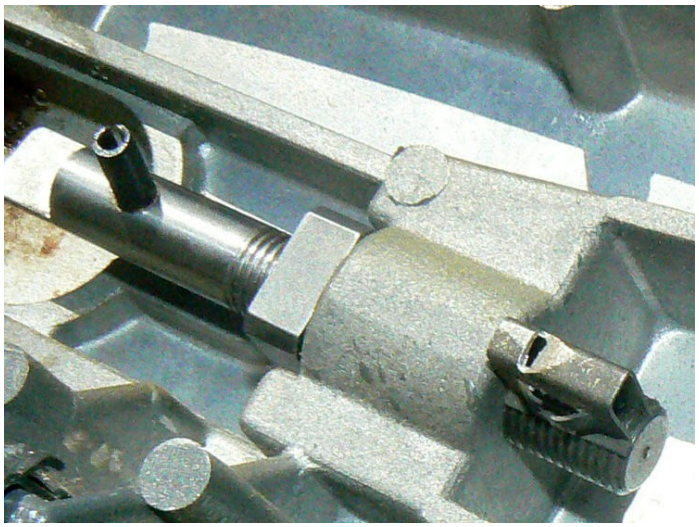


I pried the originals off and replaced them with new clips.



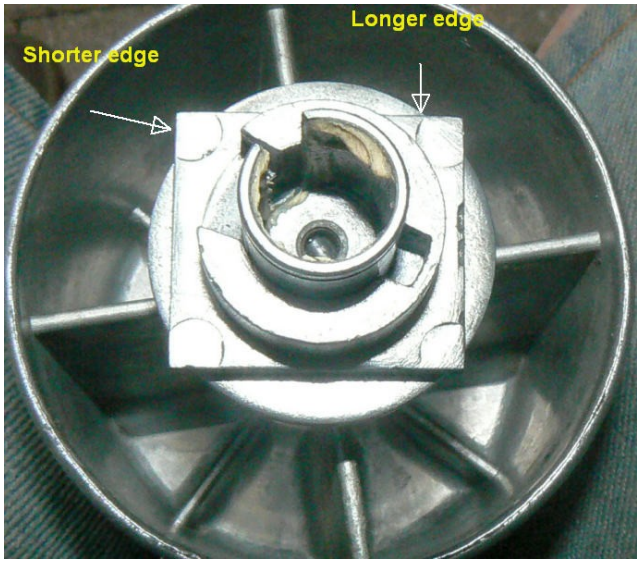
The tracking adjustment knob and screw is inserted in the hole and pre-adjusted to about 1/2" thread sticking out the rear(that includes the knob thickness). More about that 1/2" later! See post #5. This is not critical since it can easily be adjusted even with a belt installed. Note the side of the tracking adjustment knob with the raised center faces towards the center.

Both this pix and the 'fixed' screw on the opposite side are shown with the roll pin sticking out towards the camera. This is not correct. The roll pins must be facing outward and ride in a groove in the casting. This **will** be shown later.



The other side has a fixed(but still adjustable with the belt off) tracking screw and it also should be installed with 1/2" exposed threads towards the rear. The tinnerman clip removed is 1/2" wide so it is a good gauge. More about that 1/2" later See post #5

The 'knob' end of the idler drum has two or three parts to put back on. The large flat washer goes on first. Then on newer versions, a curved washer followed finally by the 'guide bushing'. The idler drum was cleaned out of old original grease and replaced with lithium grease. Not easy to do, but the ends will pull out(under spring tension) and provide access to the grease and each end of the shaft where the bearing bushings contact the shaft. Need extra hands or vise to do that.!



A word about the 'guide bushing'. Notice it is not square, but rectangular. The long side runs front to rear. Only the shorter sides will fit into the slots they ride in.

As promised a pix showing the fixed tracking screw roll pin properly inserted with the roll pin facing out into its groove.

Finally the idler drum etc. installed in the casting. Notice the tracking screw is inside of the large flat washer so as to properly contact the tension cam. The guide bushing is riding in its slot and the tension pin is in its groove.

Not shown, but the drive drum bearing was never removed from the non-adjustable side casting we have been working with.(see 1st pix post #1). With that casting positioned so that the both drums(the drive drum is also inserted into its bearing) face up, we will now address the 'other' end of the idler drum.

Insert both spacers in their bores and position the guide bushing so that the long sides run front to rear(so it will fit into the slot in the second casting).

After sliding the casting onto the drive drum shaft and the two spacers and the guide bushing, the idler shaft etc. should look like this.(Yes all that at once is a bit of a challenge, but perseverance will get it done) Notice the tracking screw roll pin, the tracking screw end and the guide bushing are all in the proper place.(Just like the other side).

If the bolt is held vertical over the square hole in the casting and the assembly is positioned correctly, the bolt will drop straight down into the hole on the opposite casting.

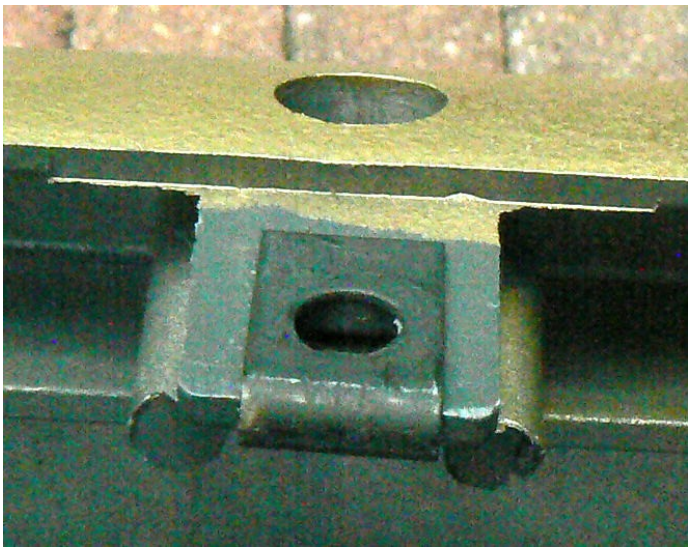
Pretty obvious, but the lock washer goes on first followed by the nut. At this time only finger tighten the two nuts.

The tension release knob slips onto the idler drum shaft, but make sure the knob is oriented to the slot in the shaft.

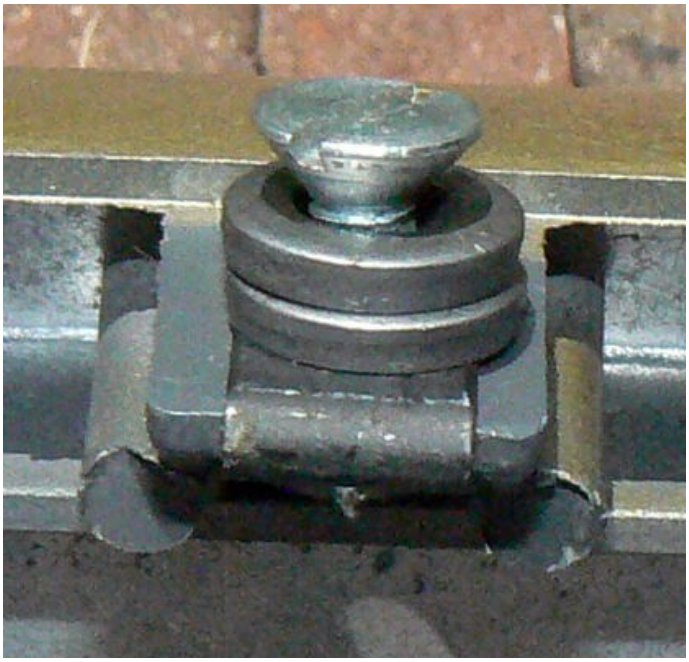
The knob is retained onto the shaft by an external ring that fits into a shallow groove near the end of the shaft.

I think it a good idea to position the open end of the ring away from the open slot on the shaft.

This pix is of a newer version and shows the platen mounting tabs are raised above the side of the casting. This eliminates the need for the 12 spacer washers(shown below) used in this older version. Yes the rust indicates it resides in the 'to do' pile.



The older version has platen mounting tabs that are below the edge of the casting which requires the use of 2 thick spacing washers under each of the six platen mounting screws.



This pix is of a newer version and shows the platen mounting tabs are raised above the side of the casting. This eliminates the need for the 12 spacer washers(shown below) used in this older version. Yes the rust indicates it resides in the 'to do' pile.

I did not take a pix of fastening the 6 platen screws. I only snugged them up at this time.