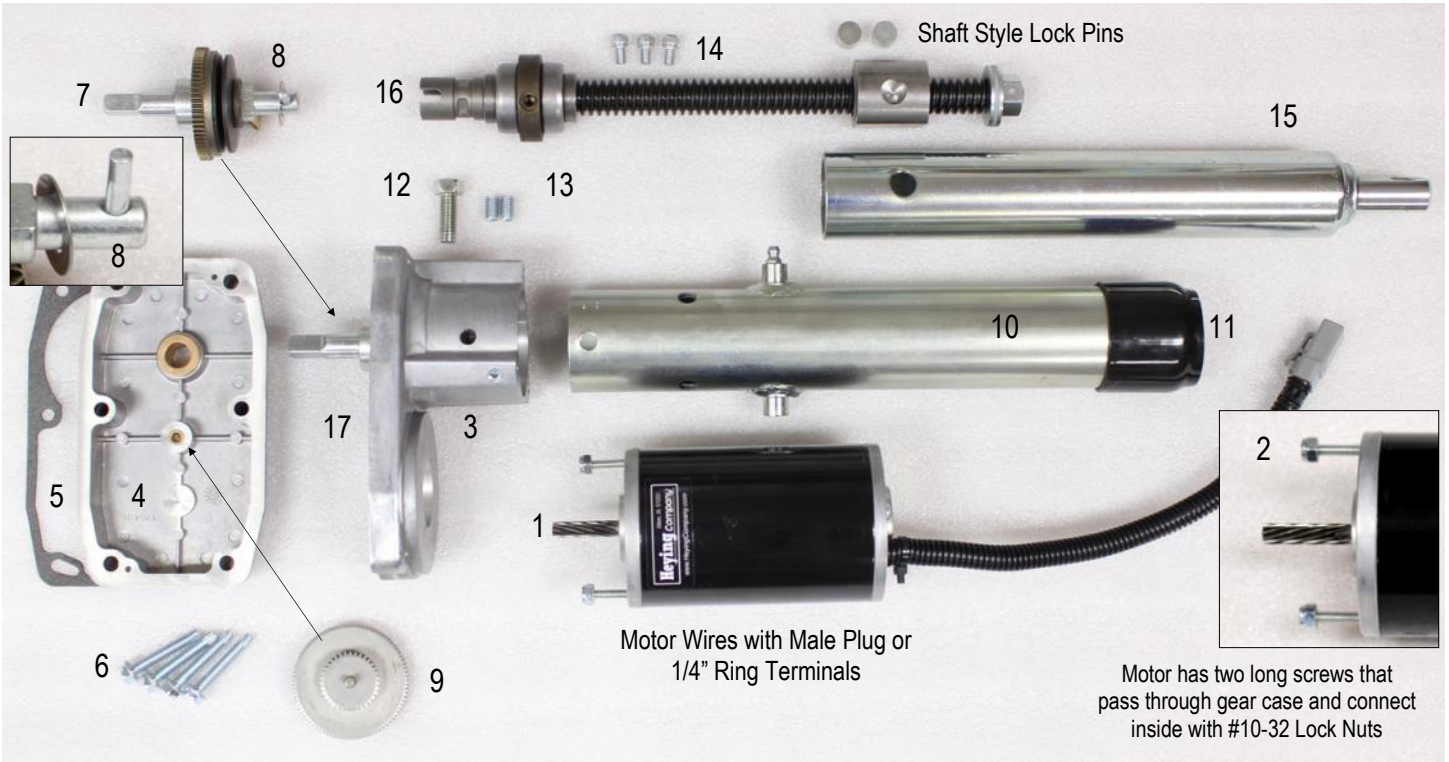


Model 600 Electric Actuator (Cylinder)



1	AL-E-530	Motor with Male Sealed Plastic Plug	130.00
1	AL-E-531	Motor with 1/4" Ring Terminals	130.00
2	AL-E-048	Lock Nut, Hex Nylon Insert Lock Nut, #10-32 Thread	.25
3	See AL-E-063	Gear Case (NO - Not Sold Separately. See Assembly AL-E-063). Note (1)	n/a
4	AL-E-057	Cover for Gear Case	35.00
5	AL-E-051	Gasket	5.00
6	AL-E-058	Bolts for Gear Case Cover	1.00
7	See AL-E-063	Torque Gear (NO - Not Sold Separately. See Assembly AL-E-063). Note (1)	n/a
8	See AL-E-063	Groove Drive Pin (NO - Not Sold Separately. Assembly AL-E-063). Note (1)	n/a
9	AL-E-050	Drive Gear	40.00
10	AL-E-059	Outer Tube Assembly	40.00
11	AL-E-060	Wiper, Rubber on Outer Tube	7.50
12	AL-E-055	Hex Bolt, 3/8-16 x 1" along with set screws hold outer tube to gear case	1.00
13	AL-E-053	Set Screw, Hex Style, .312 - 18 thread x .50 long (holds outer tube to case)	.40
14	AL-E-052	Shoulder Bolt Screw	.40
15	AL-E-061	Inner Tube Assembly with Clevis End	65.00
16	AL-E-062	Screw Assembly (Acme) with Shaft Style Lock Pins	170.00
17	AL-E-063	Gear Case (Lower) and Torque Gear Assembly (No Gear Case Cover)	70.00

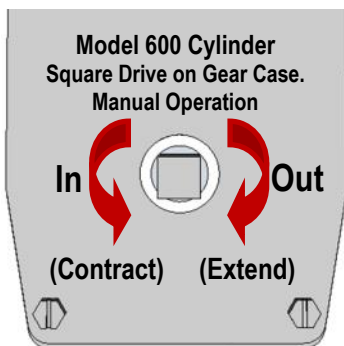
Factory
Direct
Prices

(Shpg.
Extra)

Note (1). Due to difficulty installing the Groove Drive Pin we do not sell the Gear Case, Torque Gear and Groove Drive Pin individually. They are sold as an Assembly. See Assembly AL-E-063.



Model 600 Electric Actuator (Cylinder)



Entire Cylinder Part Number depends on Wire Connectors.

AL-E-502 (Sealed Male Plug on Wires).
AL-E-542 (1/4" Ring Terminals on Wires).



Moving Parts "How it Works" (Model 600 Electric Actuator / Cylinder)

Motor Shaft turns the Drive Gear. Drive Gear Turns the Torque Gear. Torque Gear shaft has a Groove Drive Pin that turns the Screw Assembly. As the Screw Assembly turns the "Power Nut" moves up and down the Screw. The power nut is locked to the inner tube with shaft style lock pins. As the power nut rides up and down the screw it pushes the inner tube out or pulls it in.

Power Nut is locked to the inner tube with shaft style lock pins. The nut moves down the screw to extend the inner tube and moves up the screw to contract the inner tube.

This Collar does not move.

Clevis end of Inner Tube connects to the groomer.

Power Nut shown all the way down the screw which pushes the inner tube out.

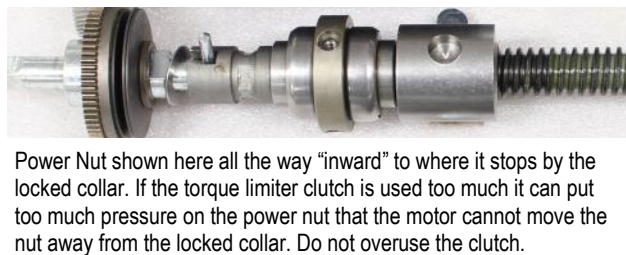
The lower nut and washer on the screw serve as a stop for the power nut at

Collar is locked to the Outer Tube with Shoulder Bolt Screws. Collar and Outer Tube do not move.

Inner Shaft locks to Power Nut with Shaft Pins.

Outer shaft does not move. It's locked to the Gear Case with the 3/8"-16 Hex Bolt and 2 Hex Style Set Screws.

The "ratcheting sound" heard when the inner tube reaches full inward or outward movement is the sound of the **torque limiter clutch**. These clutch parts are inside the torque assembly. Overusing the clutch can apply too much pressure at the ends of the screw that it will cause the "power nut" to lock in place. This results in the clutch not being able to move the power nut away from the end stop on the screw. A manual tool must be used to turn the square shaft on the gear case to loosen, or free, the power nut.



Power Nut shown here all the way "inward" to where it stops by the locked collar. If the torque limiter clutch is used too much it can put too much pressure on the power nut that the motor cannot move the nut away from the locked collar. Do not overuse the clutch.

