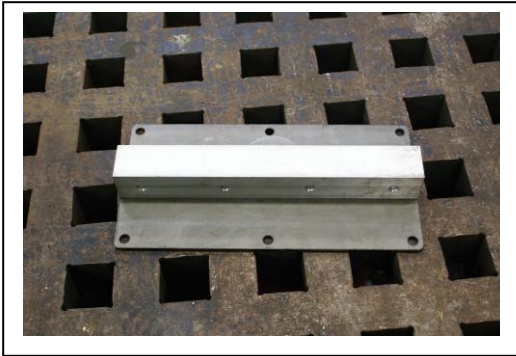
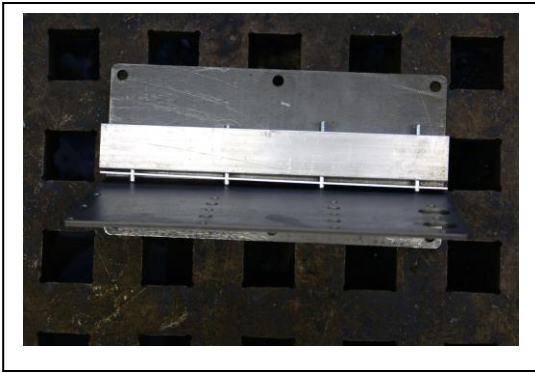


Little Buddy Assembly manual

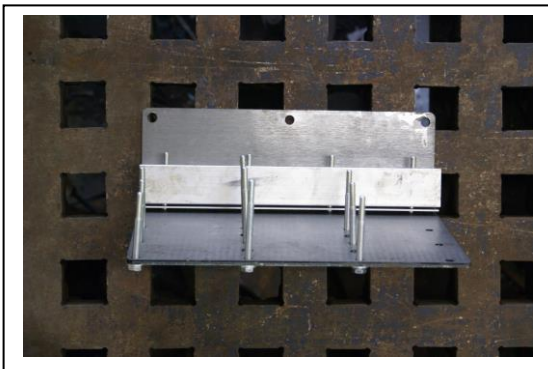
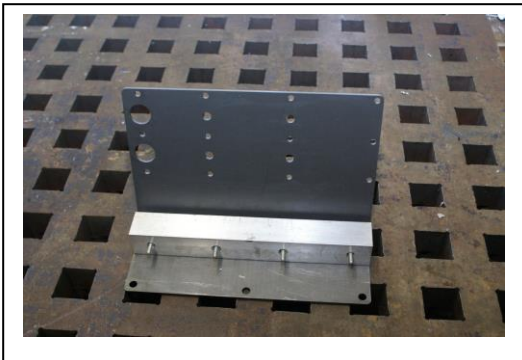


Start by attaching the baseplate and the aluminum solid bar as in photo 1 using 5ea $\frac{1}{4}$ -20 x $\frac{5}{8}$ flat head bolts, Machine shop messed up one hole location. I put a setscrew in that hole (Dont use)

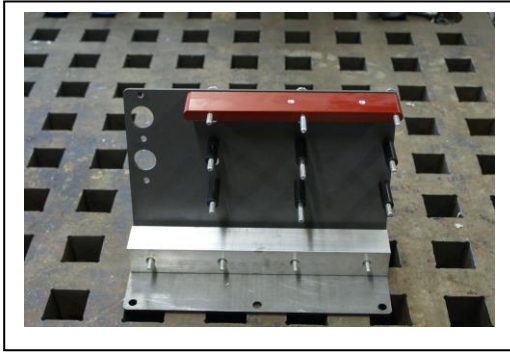
If you have newer plated LB go to middle of second page now.



Next you will attach the right side plate using 4each $\frac{1}{4}$ -20x2 $\frac{1}{2}$ bolts with washers. In the photo you will notice the shim plate between the right plate and the baseplate block.

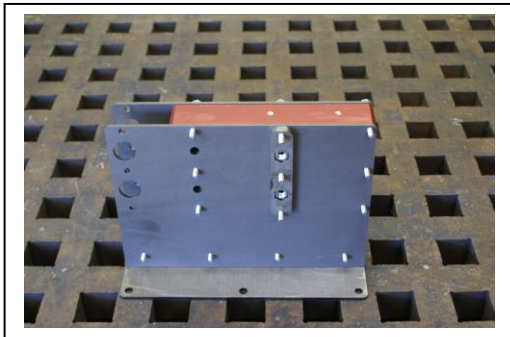


Next make your little buddy look like the next three photos. Take note the bolts in the *middle of this plate* are 3" long not 2.5" long like the others.



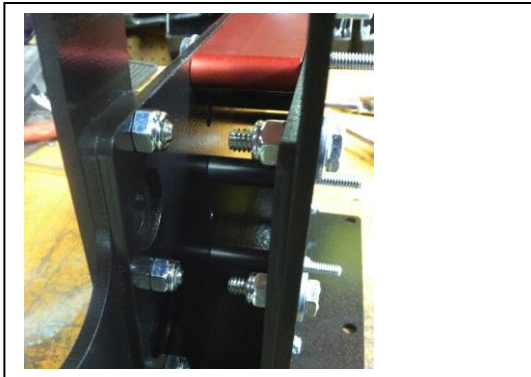
Just about ready for the left panel. Notice the Top red spacer has the threaded holes for the gas shock

The six bolts underneath the red spacer should have the black tubes slid over them.

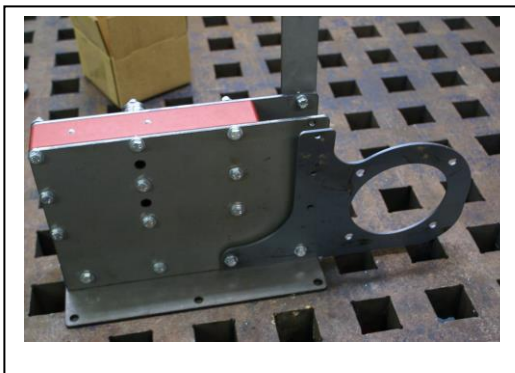


Place the left panel on and the two nut plates that house the 3/8 nuts. Place the two 3/8 nuts in the hex pockets as in the photo.

Put the nut cover plate on next, and using washers put 1/4-20 nyloc nuts on and tighten them all up.



Put the left upright vertical on next using 1" long 1/4-20 hex bolts. Ensure you **do not** have washers on the inside under the nut.



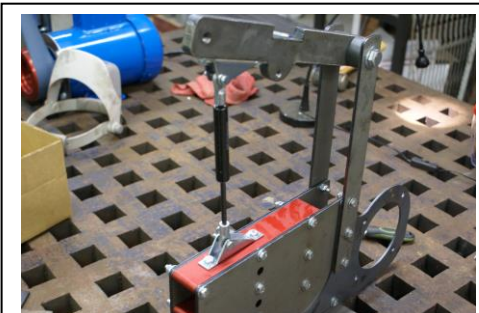
Now undo the bottom two rear screws and attach the motor mount plate. Next attach the other vertical upright on the outside of the motor mount plate



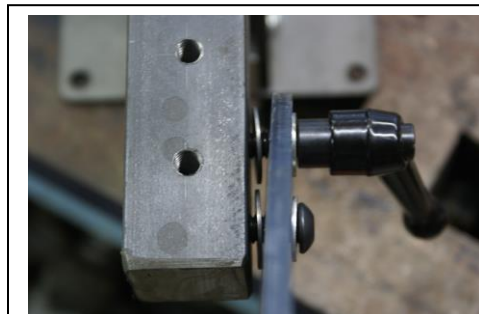
Next using a 3 1/4 " long bolt and two nylon spacers attach the upper pivoting arm as in the photo. Tighten the nyloc nut until the pivoting arm will not swing freely and slowly loosen until it just moves freely.



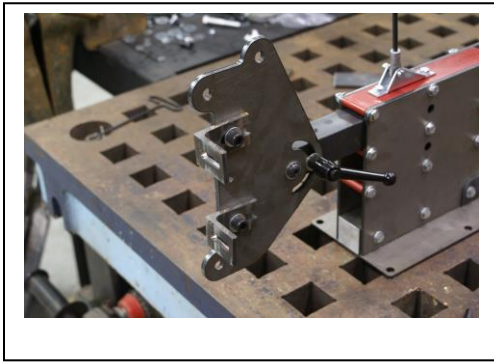
Next attach the two gas shock mounts as in the photo using the 1/4-20 x 1/2" long hex bolts and washers.



Next attach the threaded eye pieces to the gas shock and then mount the gas shock as in the photo. Ensure the small diameter sliding part of the gas shock is facing down.



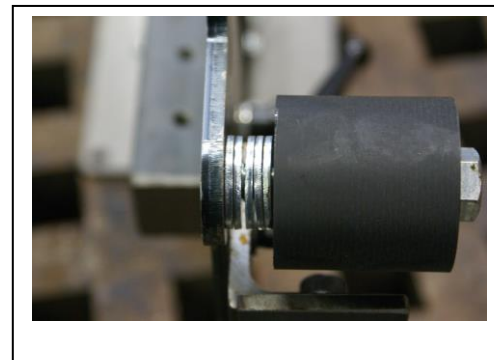
Place large diameter 3/8 washers which are called fender washers between the flat platen and the flat platen arm.



Next attach the flat platen to the arm using the provided 3/8 button head bolt and the 3/8-16 x 3/4" adjustable handle. Ensure you place a 3/8 washer between the bolts and the flat platen. Also attach the angle to the flat platen using 1/2-13 x 5/8 Allen headed bolts with a washer.



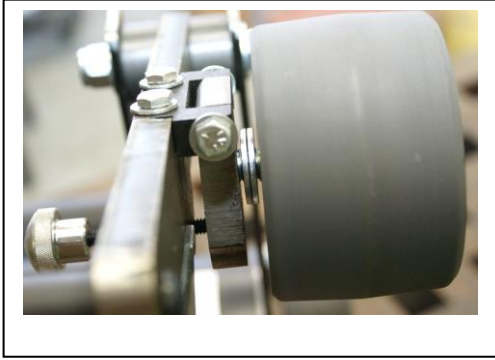
Ensure you place 1ea 3/8 washers on the bolt going through the angle brackets holding on the flat platen plate.



Using a 3/8-16 x 3" bolts place 6 washers between the 2" wheels and the flat platen. Do this on both 2" wheels.



Ensure the flat platen plate is on the same plane as the wheels. I am using a rule to ensure they are all lined up. If not adjust the flat platen plate in or out. Do this also on the ends of the 2" wheels to ensure the 2" wide plate is centered on the wheels



Using a ½-13x3” bolt emplace three washers under the head of the bolt and **two** between the tracking wheel and tracking wheel plate. Tighten the bolt.

Next attach the pull down handle using the included 3/8 Bolt



Next thread in the tracking knob with a spring and Washer between the spring and body of the grinder.



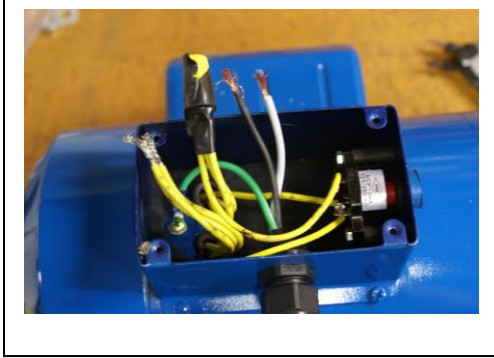
Lastly attach the toolrest to the bottom of the flat platen arm using 3/8-16 x3/4 allen headed socket bolts



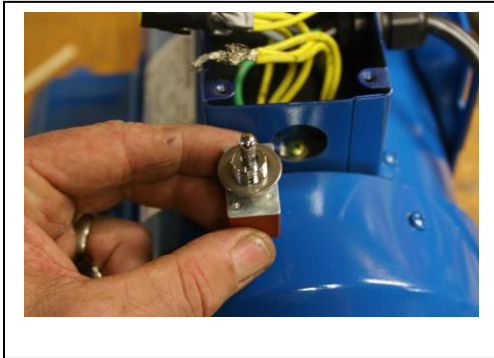
All wiring in the next several steps is done with power cord UNPLUGGED Next remove the electrical box cover from the motor, and pop out the center bottom cutout for the Electrical wire gland.

You can see in the photo I use a wooden dowel to remove metal cutout, A screwdriver will work in a pinch as well.

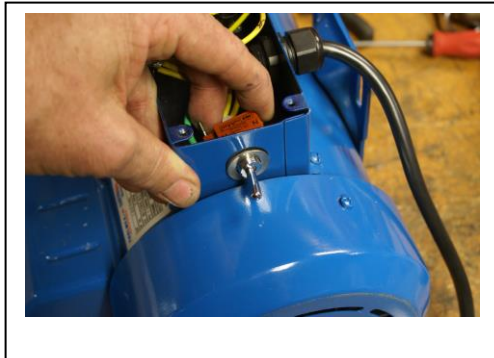
Next install the strain relief gland in the hole you just created.



You can see in this photo the waterproof gland was placed in the hole that was created earlier and a 120V cable with a black/white/green wire was introduced into and through the wire clamp. Next tighten the nut on the outside to clamp onto the wire. Next remove the screw on the inside of this enclosure and attach the green wire coming from the power wire through it and tighten it back down.

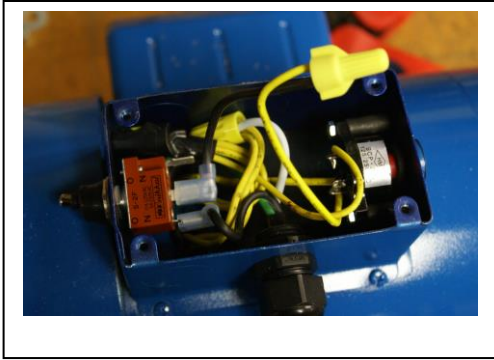


Next knockout the knockout at the end of the electrical box for your power switch. Remove the round nut and washer that is currently on the switch and dispose of them, and ensure the hex shaped nut is threaded all the way down on the bottom of the shaft. Next place the included smaller diameter 1/2 washer on as pictured.



Next place another larger 1/2 washer on the outside of the switch after it has been placed through the hole from the inside, and then thread on the waterproof boot. The waterproof boot consists of a boot and a nut. The boot must be placed over the nut to create a waterproof/dustproof seal.





Next take the black wire coming from the 120 cord and place it on the bottom of the switch. Using the included short black wire attach it to the middle position of the switch and then to the T1,T3 and T5 wires using a wire nut included.

Lastly attach the white wire coming from the 120V cord to the T2,T4 and T8 wires and wire nut all four together using included wire nut

Your electrical connections are done, Place the cover back on to the electrical box of the motor and Tape the key onto the shaft so it does not fly off and hurt you and then test the motor. If it works as it should attach it to the sander as stated below.

Next attach the 56C face mount motor to the motor mount plate using the included 3/8-16 x 5/8 hex head bolts and washers. Next place on the drive wheel, You will need to unscrew the set screw slightly before it will go on Motor shaft. Never hammer drive wheel on shaft. If it's a tight fit remove key from motor shaft and sand slightly with very fine sandpaper until wheel slides on easily. Then next add key and if still tight slightly sand top of key until it fits easily, take your time here, if you hammer on your drive wheel you will never get it off. Lastly tighten the set screw to the drive wheel.

To align all the wheels just turn on the grinder with a sanding belt in place and adjust the tracking knob until the belt is centered on the tracking wheel. Once its centered turn the grinder off, look at the drive wheel if the belt is not centered then move drive wheel in or out and retest. The two inch wheels can be shimmed in or out using ½ washers, feel free to shim them in or out to center on the belt when its centered on the tracking wheel. Although always have at least one washer between a wheel and a plate. One of the first places to look if a grinder has poor tracking is the belt tension, Ensure you have adequate belt tension and are not under tensioning the belt when operating the grinder. To increase tension just move the flat platen out slightly more.

If you have any questions feel free to shoot me an email services@wilmontgrinders.com

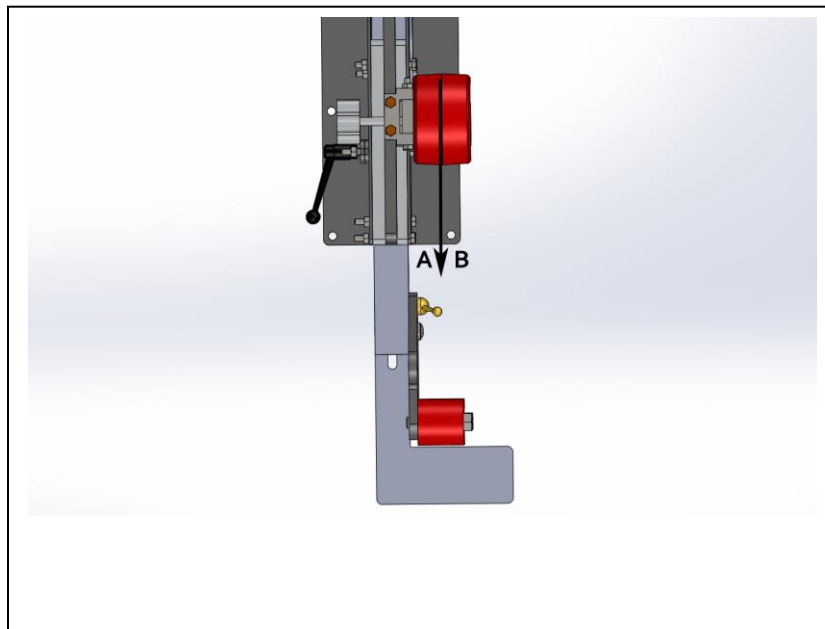
Chris W.

LB Troubleshooting

One of the first places to look if a grinder has poor tracking is the belt tension, Ensure you have adequate belt tension and are not under tensioning the belt when operating the grinder. To increase tension just move the flat platen out slightly more.

Sometimes the grinder has a belt that has a tendency to want to run to the right off of the wheels of the grinder (**Towards A**) or to the left towards the body of the grinder (**Towards B**). If your grinder favors one side or the other its most probably the tracking wheel is not pointing exactly straight ahead. In order for a grinder to track efficiently all wheels must be parallel to each other, If your tracking wheel is canted just a few degrees to the right (Towards A) it will shoot the belt off of the grinder, to the left (Towards B) it will put the belt into the body of the grinder. This is easily adjusted by just loosening the two bolts that holds the two parts that house the tracking wheel and twisting the opposite way that the belt seems to be wandering.

Below is a top view of the LB1000 grinder. I created a video on LB troubleshooting, go to Youtube and search Wilmont Grinders and find my video on LB1000 Troubleshooting on my channel.



If your tracking wheel is pointed more towards **A** as in the photo above your sanding belt will want to go left and into the body of the grinder. If your grinding wheel is pointed more towards **B** then it will favor the right and want to run off of the grinder. If you can not easily track the belt ¼ off the right and left side of the flat platen plate then it is favoring one side or the other.

The belt should be in the center of the tracking wheel when the tracking wheel is level and not tilted up or down. To adjust the tracking wheel just loosen the two ¼-20 bolts that holds the two parts that the tracking wheel is attached to and twist the correct direction to correct the problem and retighten. If you find you can not twist enough removing a slight amount of material to help accommodate may be necessary as well as enlarging the two holes.