

# Idler Arm Kit

## Photo Instructions

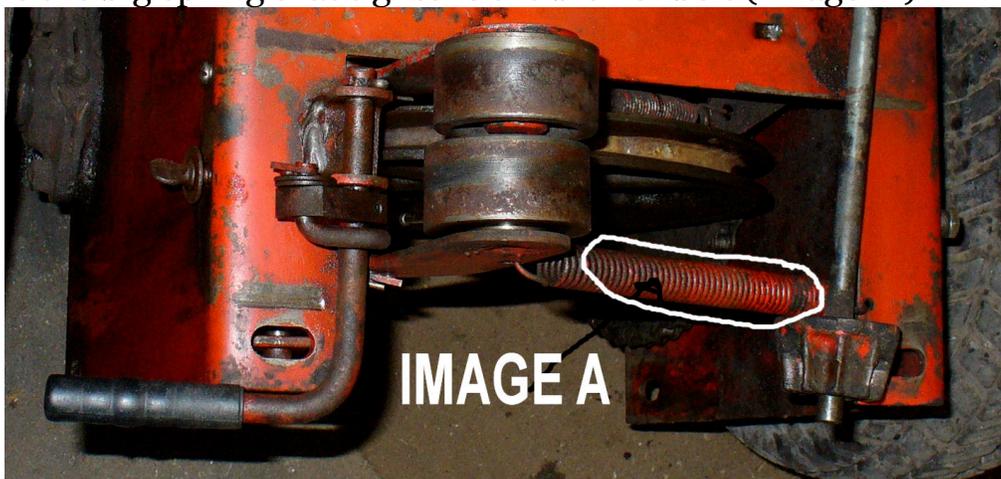
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**THE Gilson<sup>®</sup>**  
**SNOWBLOWER** SHOP

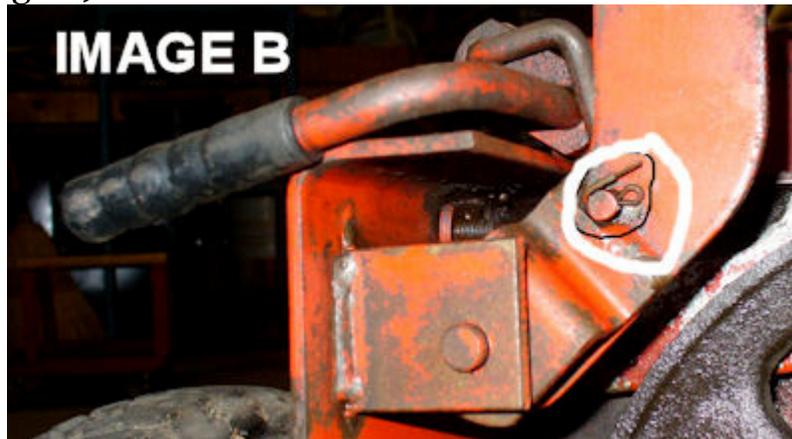
On the older 1 and 2 speed Gilson Gear Drive machines each belt tensioning idler arm pivots on 2 small flanged bushings. Somewhere along the way after 2, 3 or 4 decades of use your machine will begin to throw belts even though the belts are in good shape and nothing in the alignments has changed. Repairing this is not difficult but it does mean taking a few things apart and installing the parts in this kit.

If the arms have begun to waver and cause problems it's time to dig in a little. The procedure involves spitting the machine, extracting the arms, renewing the bushings and pivot shaft then reversing the process. The procedure is as follows:.

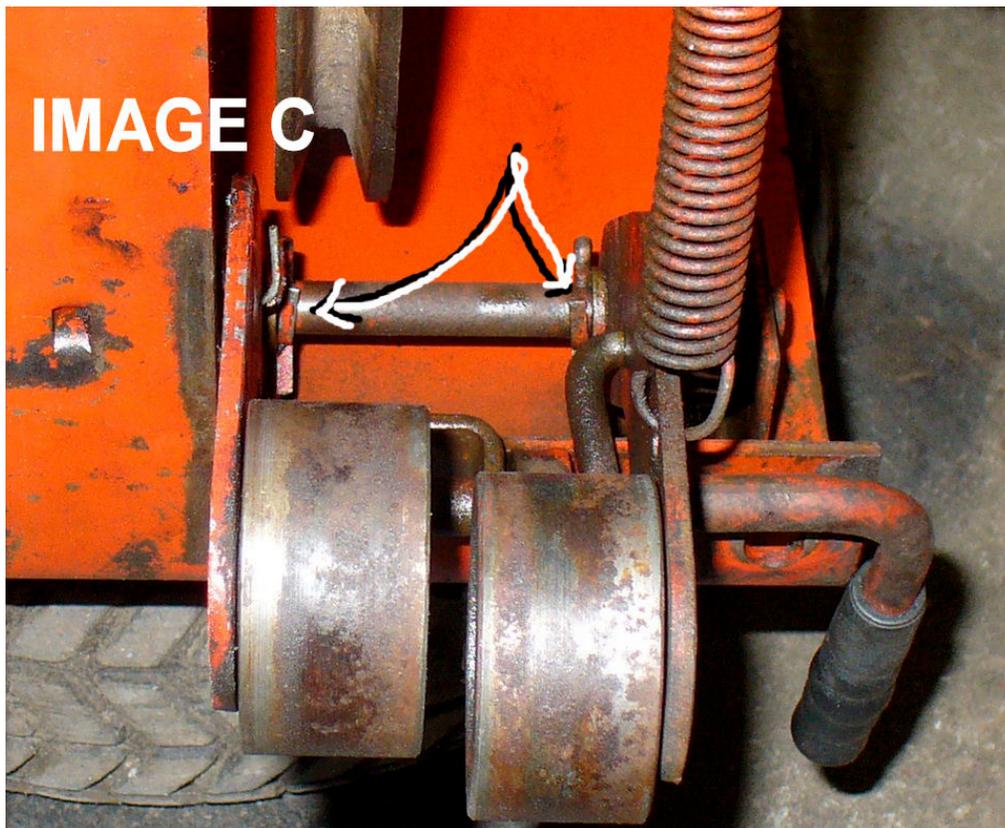
1. Remove the belt cover
2. Disengage belt tension idler rollers if they not already so.
3. Roll the blower belt off of the pulley. And remove the blower belt from the machine.
4. Remove the 2 acorn bolts down on the side of the machine where the blower is joined to the traction half.
5. Support the handles as you remove the 2 top acorn bolts and separate the 2 halves of the machine.
6. Get the blower half out of the way
7. Lay the traction half down to get good access to the bottom of the idler area.
8. Remove the traction belt
9. Remove the big spring that tightens the blower belt (Image A)



10. Disconnect the blower idler from the control linkage by removing the small cotter pin. (Image B)

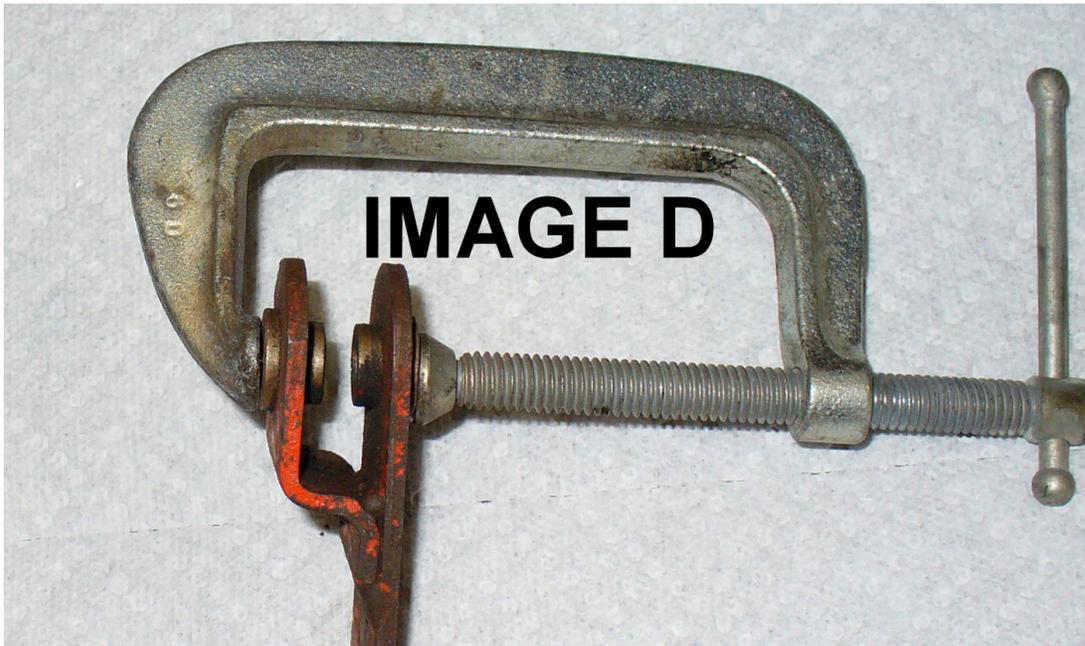


11. Look up under the idlers and find the shaft that they pivot on.
12. Note any spacer washers that may be on the shaft, make a sketch
13. Locate the 2 cotter pins that are installed in the shaft and remove them. This is the most tedious part of the whole project. (Image C)

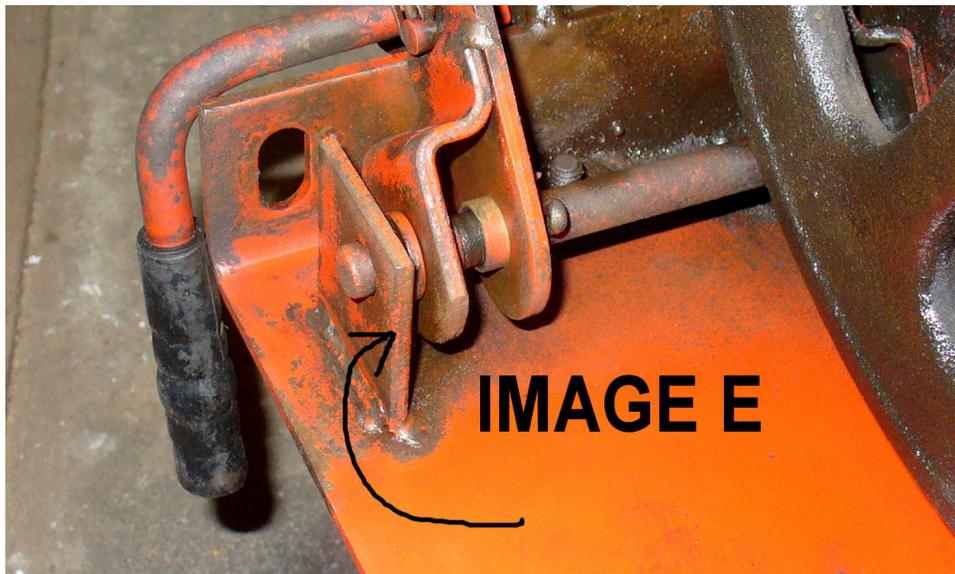


14. Remove the shaft and unhook the traction idler from the linkage that engages it.

15. Clean the area up.
16. Strip each of the idler rollers down. Remove the retaining rings and pull the rollers from the races. Tap the 2 flanged bushings from the base of the arms.
17. Clean everything. Make sure that the holes for the flanges bushings are perfectly clean and free of oil. Brake cleaner or some other powerful degreaser is suggested.
18. This is an excellent time to clean and grease the idler rollers. If there is any appreciable wear installing an Idler Rebuild Kit from my parts page is suggested.
19. Install the bushings from the Idler Arm Kit in the arm with supplied Loctite retaining compound. Clamp lightly from bushing to bushing and let it cure overnight. Since the arm offers little in the way of press fit surface doing a good job with the Loctite will really help tighten the fit. (IMAGE D)

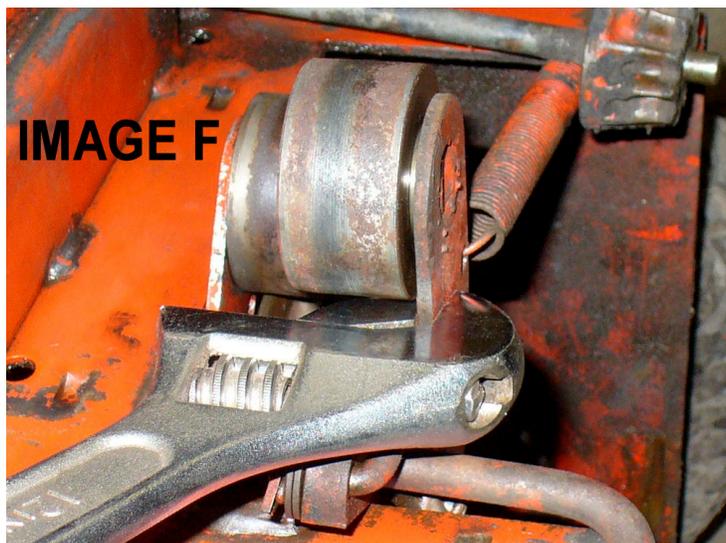


20. Inspect the tab that supports the front end of the pivot shaft. Sometimes they get bent. make sure it's square to the chassis. (Image E)



21. Reverse the project to put the machine back together. Pay particular attention to any washers that were on the idler shaft. You may find it possible to even add a washer to reduce side play on the shaft but don't make it too tight.

22. When you fire the unit up observe how the belts are tracking. If they are being pulled to a side you can twist (or untwist) the arm to correct the tracking. Use a large (12 inch) adjustable wrench set to hold the arm at the midpoint and apply gentle pressure. (Image F)



**END**