



# IMPORTANT OPERATIONAL GUIDELINES

## DO NOT LEAVE GRIT SALT IN THE HOPPER OF THIS MACHINE

Salt being hygroscopic, will take in moisture  
and then set hard like 'concrete'!

Trying to push the machine with this 'concrete' in the hopper will result in:-

- The red pulley belt coming off or snapping.
- The actuating arms bending resulting in the machine not spreading on the lower settings.
- The main drive belt snapping.

Salt in solution with water is incredibly corrosive and will attack metalwork and seize bearings. It is very important after each use to empty the hopper and apply maintenance spray to all bearings and metal surfaces as outlined in the attached instructions. Maintenance spray drives out saltwater and then protects and lubricates. Regular use will prolong the life of the gritter and also reduce the likelihood of expensive maintenance.

### IMPORTANT NOTE

This machine is designed to spread a wide range of wet and dry gritting materials. IT IS QUITE NORMAL FOR WET/STICKY (Brown rock salt) OR LIGHTWEIGHT MATERIALS (Glasdon Icemelt™) NOT TO SPREAD ON THE LOWER SETTINGS. These are required to spread dry granular materials such as white salt.

# MAINTENANCE INSTRUCTIONS

ALL SALT SHOULD BE REMOVED FROM THE HOPPER.

Clean machine.

Apply maintenance spray to all metal surfaces and particularly to the bearings as indicated by the lubrication point diagrams below.

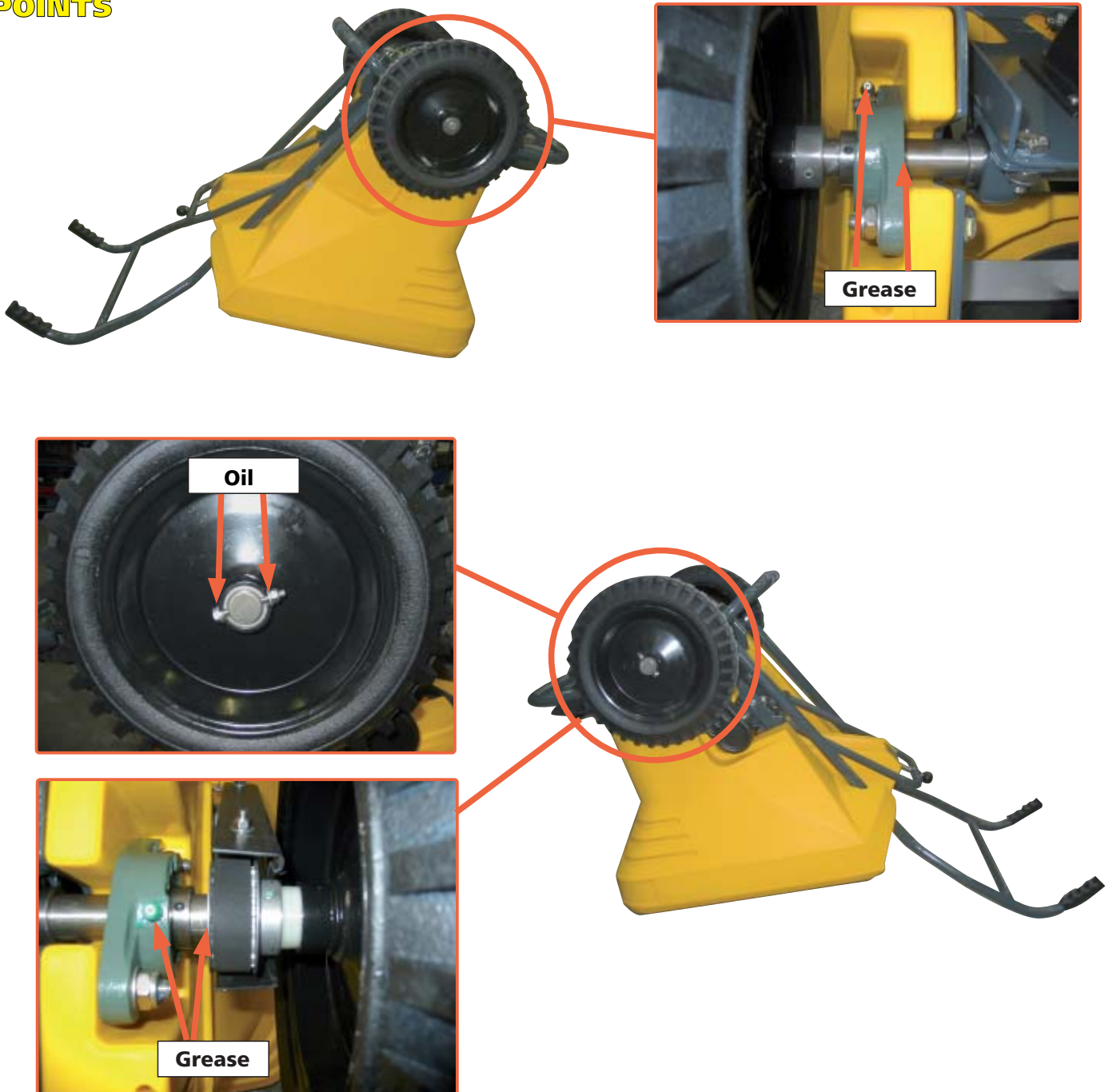
If the machine is to be left outside it should be covered.

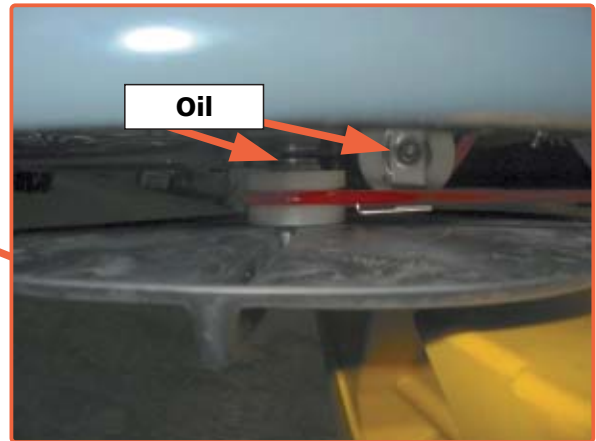
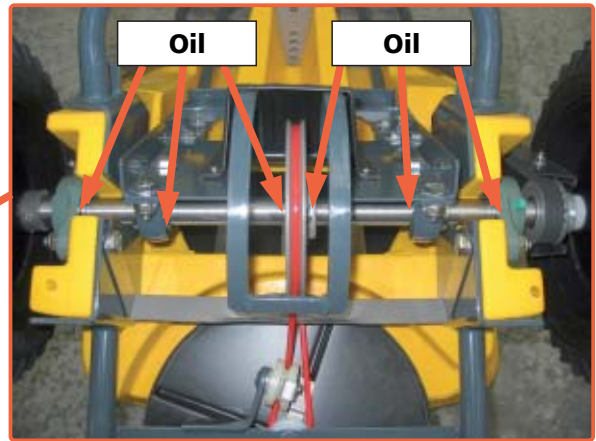
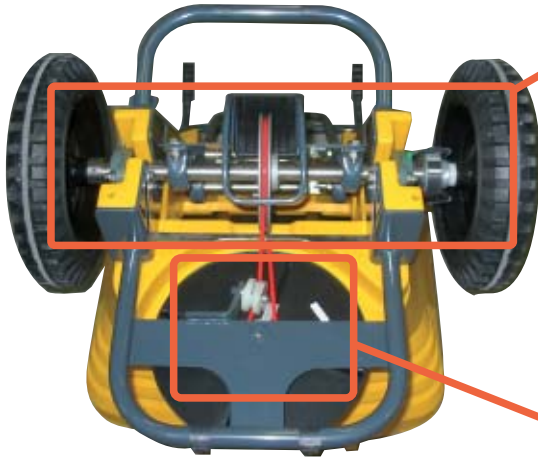
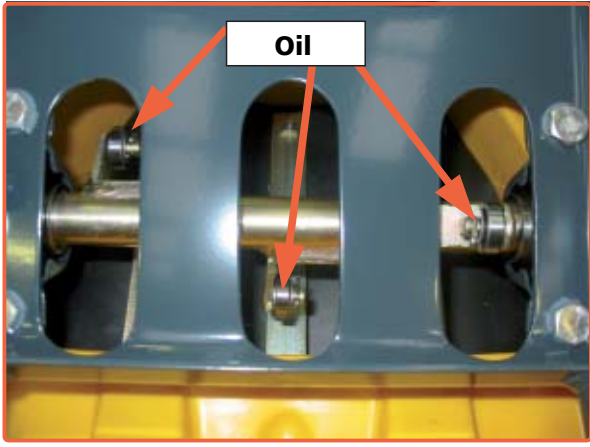
## BELT PREPARATION

All the moving parts shown in the diagram below should be lubricated after every week of operation. A grease gun is required for the 2 main axle bearings. Particular attention should be paid to the lubrication of the cam bearings (top of page 3) and the pulley bearings (middle of page 3).

Maintenance spray should be used after gritting operation to dispel any highly corrosive salt from metal parts and specifically bearings shown in the 'lubrication points' diagrams below.

## LUBRICATION POINTS





**FITTING / RESIZING YOUR SPINNER DRIVE BELT**

The spinner drive belt acts as a fail safe, this helps prevent other main components on the machine becoming damaged.

If you are experiencing problems with the belt failing please ensure all pulleys are moving freely and are well lubricated.

**RESIZING**

If the belt does not drive the spinner plate, i.e. the belt is slipping, it can be resized by cutting 15mm off the belt at the end with no connector.

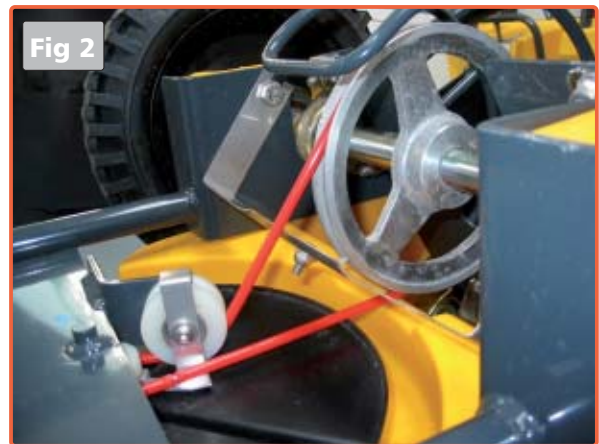
**BELT PREPARATION**

Immerse belt in warm water for approximately 5 minutes to ease assembly.

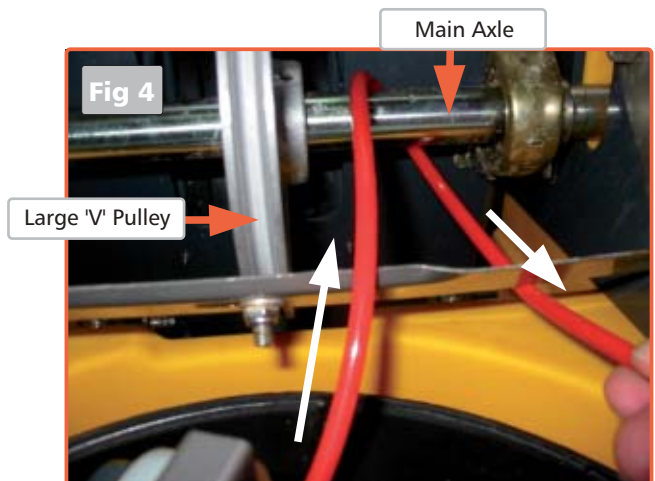
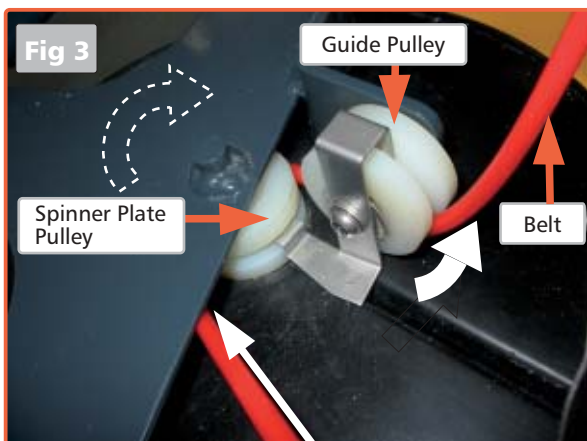


Maintenance Position

Turn your Cruiser Turbocast 300 upside down onto its maintenance position, to allow access to the pulleys (fig 1).



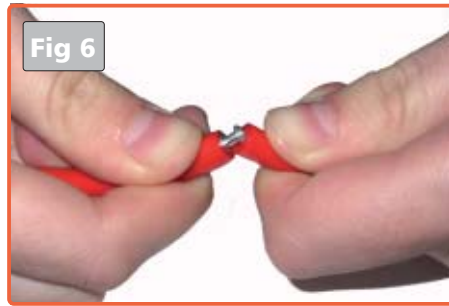
The belt will be positioned as shown (fig 2).



This is done by feeding the belt around the spinner plate pulley, underneath the guide pulley, over then under the main axle. (NOT AROUND THE LARGE PULLEY) (fig 3 and 4).



Position the metal connector at a right angle to the hole at the end of the belt.



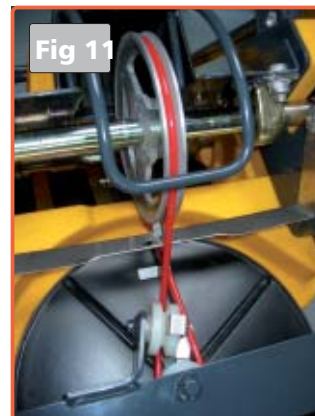
Whilst applying firm pressure rotate the metal connector into the hole.



Once inserted firmly, push both ends together.



Roll the belt under the large 'V' pulley and hold near the top. (fig 8 and 9)



While holding the belt turn the drive wheel to roll the belt into the groove. Ensure that the belt is seated in the pulley. (fig 10 and 11)  
Check the orientation of the belt with fig 2 and 3.

- Replacement components are available direct from GLASDON.
- GLASDON cannot be held responsible for claims arising from incorrect installation, unauthorised modifications or misuse of the product.

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