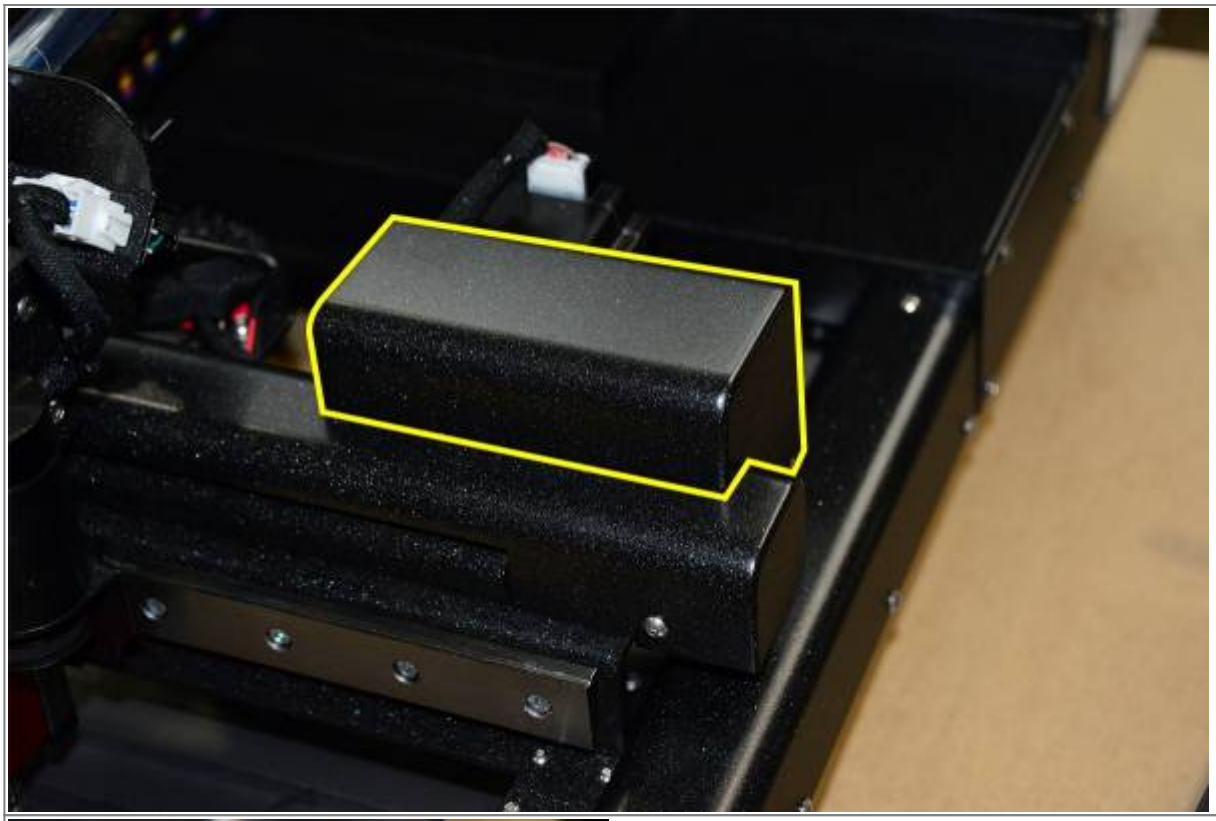
Removing the machine cover

Step 1 - Removing the X axis motor cover



Remove the X axis motor cover on the right hand side of the gantry.





In order to do so, you need to remove 3 button head screws.

	After removing those 3 button head screws, the X axis motor cover can easily be lifted.

Step 2

- Move the gantry to the front of the engraving table and the spindle carriage more or less to the middle of the X axis.
- Push the Z-down key on the virtual pendent to lower the spindle until the nose cone touches the engraving table.
- Remove 8 of the 10 M4x6 allen screws (indicated in yellow) and keep them apart. **Do not** remove the outer two screws, indicated in red.
- To remove these 8 screws, first unscrew the ones you have access to, then move the spindle carriage to the side, in order access the screws which are hidden behind the carriage.
- Before loosening the two outer screws (indicated in red), the spindle carriage has to be separated from the X axis movement bracket. (see next page)

Step 3

- Before continuing, remove the timing belt from between the motor pulley and the spindle pulley.
- Having lowered the spindle carriage using the **Z down** key on the virtual pendent, the two screws(indicated in yellow) should be visible and accessible.
- Remove them with a hex wrench and put them in a safe place.
- After having removed those 2 screws you can move the spindle carriage away to the left from the X movement bracket.

Step 4

- Remove the 4 button head screws which hold the gantry cover on the gantry (indicated with yellow arrows in the 4 images below).

Step 5

- Remove the 2 remaining screws which still hold the X axis linear bearing to the gantry. (these screws are indicated with a red arrow in the image on the right).
- You can then take the linear bearing with thespindle carriage in your hand and move them away from the gantry (see the image below).

It is extremely important to hold the spindle carriage and the X axis linear bearing firmly in your hand and to make absolutely sure that the linear bearing cannot slide out of the bearing car, as it is almost impossible to slide it in again without sacrificing 1 or more bearing balls.

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