



REPLACEMENT INSTRUCTIONS

VSD MOTOR

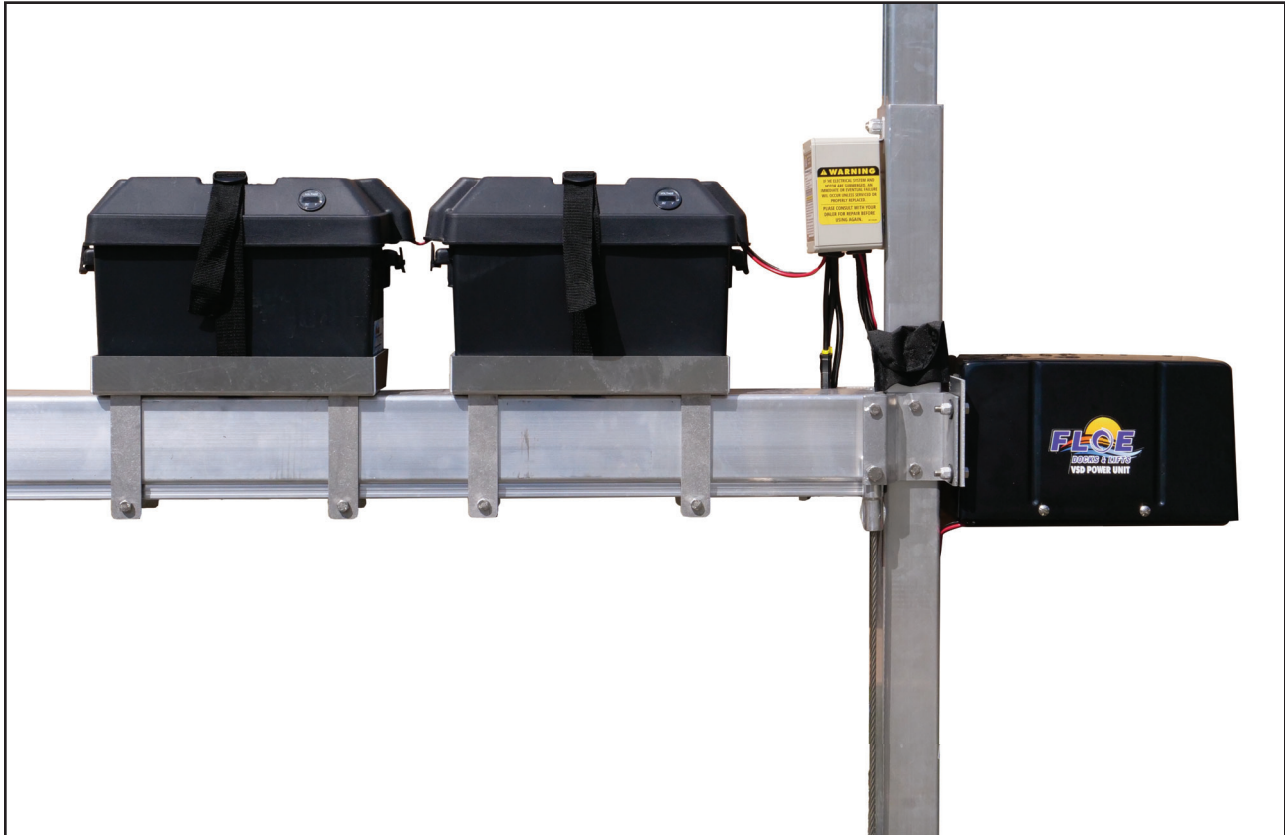
VSD3800-10,000 WIDE

VSD3800/5000 & VSD5000 PONTOON AC & DC

VSD6000/6500 & VSD6000/6500 PONTOON AC & DC

VSD8000 & VSD8000 PONTOON AC & DC

VSD10,000 STANDARD & VSD10,000 WIDE DC ONLY



For more information, go to the owner support tab on the FLOE website

*LIFT & BATTERIES NOT INCLUDED

NOTE:
**MOTOR REPLACEMENT SHOULD BE
COMPLETED BY DEALERS ONLY**

TOOLS REQUIRED

- (2) 9/16" SOCKETS/WRENCHES
- 5/16" FLAT TIP SCREWDRIVER
- 3/8" SOCKET DRIVE ADAPTER
- 5/16" SOCKET OR 5/8" SOCKET
- CORDLESS DRILL
- PRY BAR (IF MOTOR IS SEIZED INTO COUPLER)

BILL OF MATERIALS

VSD REPLACEMENT DRIVE MOTOR (INCLUDES ONE ANTI SEIZE PACKET & ONE OF THE FOLLOWING DRIVE MOTORS)	
PART NUMBER	DESCRIPTION
006-04000-00	ANTI-SEIZE
511-45016-02	DRIVE MOTOR, VSD3800-5000 120V AC
511-45018-02	DRIVE MOTOR, VSD3800-5000 24V DC
511-60025-02	DRIVE MOTOR, 6000/6500 24V DC
511-60035-02	DRIVE MOTOR, 6000/6500 120V AC
511-80025-02	DRIVE MOTOR, VSD8000 24V DC
511-80035-02	DRIVE MOTOR, VSD8000 120V AC
511-90005-03	DRIVE MOTOR, VSD10,000 24V DC

IMPORTANT NOTE

LOWER THE LIFT UNTIL THE CRADLE HAS REACHED THE LOWER LIMIT SWITCH AND THE WEIGHT OF THE BOAT IS NO LONGER ON THE LIFT.

IF THE MOTOR IS INOPERABLE, THIS WILL HAVE TO BE DONE MANUALLY WITH A CORDLESS DRILL, SOCKET ADAPTER & SOCKET (5/16" OR 5/8"). THERE MUST BE NO LOAD ON THE CRADLE/LIFT, AS THE DRIVE UNIT WILL BE REMOVED FROM THE LIFT.

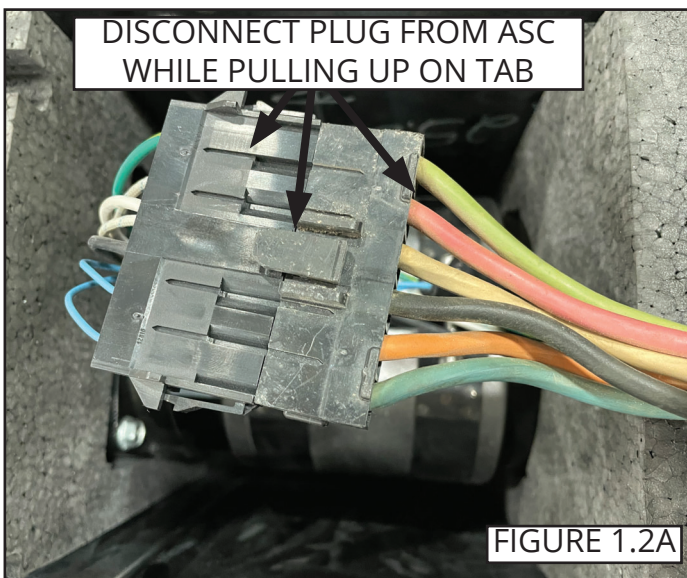
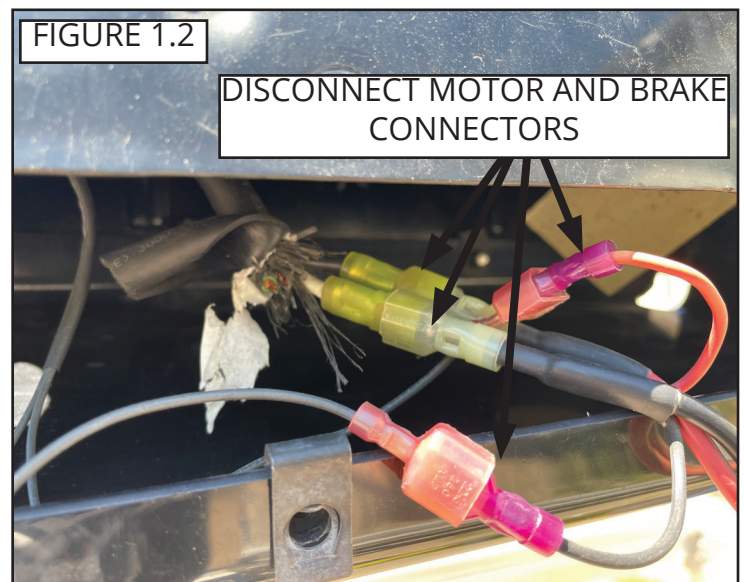
IDEALLY, THE BOAT WILL BE REMOVED FROM THE LIFT AND TIED TO THE DOCK.

IF THE LIFT IS NOT COMPLETELY LOWERED, THE DRIVE UNIT WILL SPIN EXTREMELY FAST UNTIL THE CRADLE REACHES THE FRAME BEAMS.

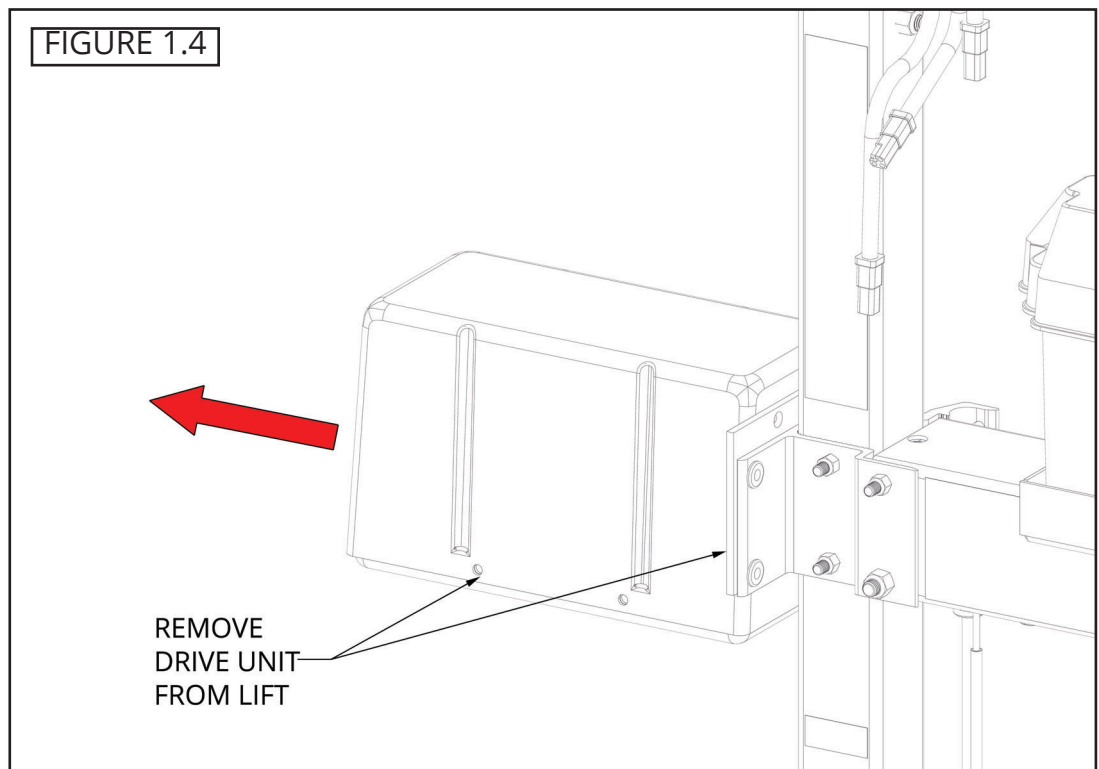
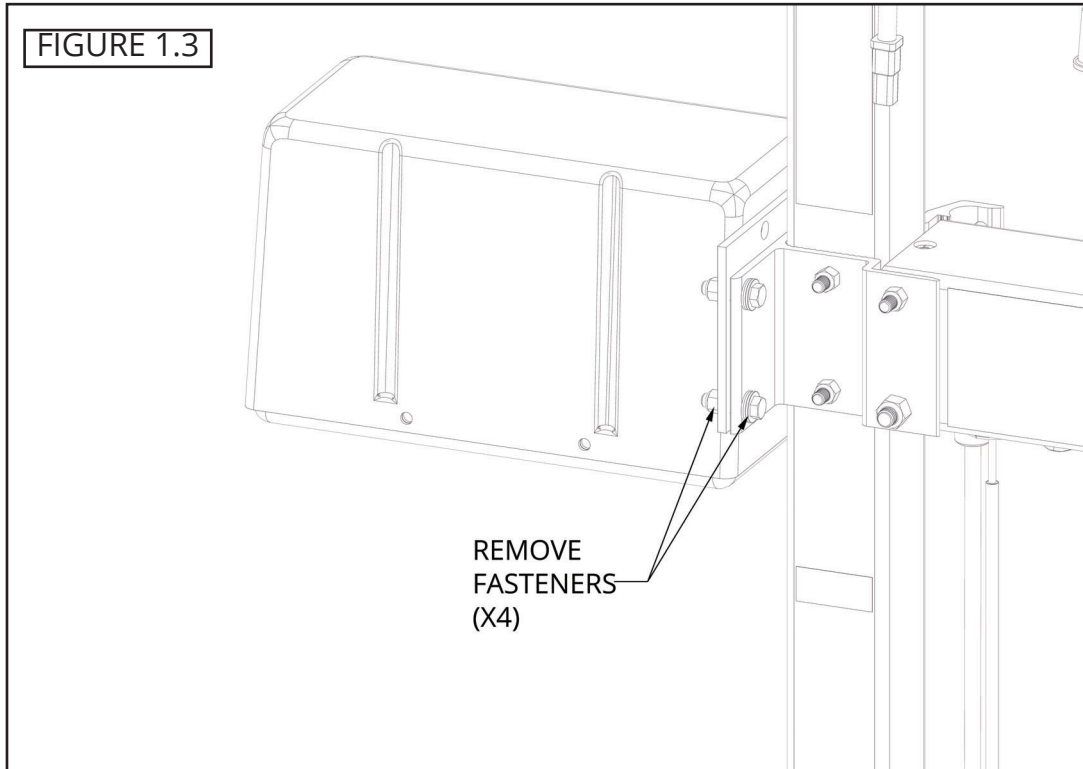
IMPORTANT (AC DRIVE MOTORS): UNPLUG THE POWER CORD FROM THE ASC BEFORE PROCEEDING.

STEP 1

REMOVE (2) SCREWS FROM THE BOTTOM OF THE MOTOR COVER (FIGURE 1.1). PULL THE COVER DOWN AND DISCONNECT THE MOTOR & BRAKE WIRES (FIGURE 1.2). FOR AC DRIVE UNITS, DISCONNECT THE PLUG THAT IS COMING FROM THE ASC (FIGURE 1.2A).

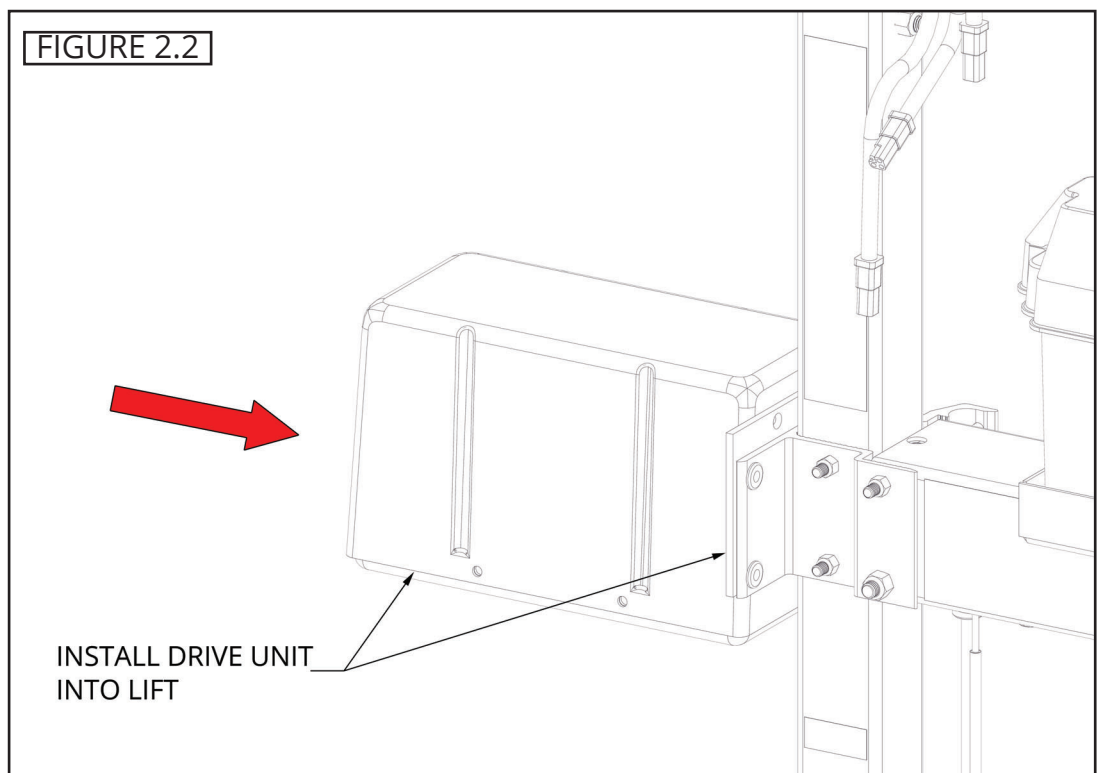
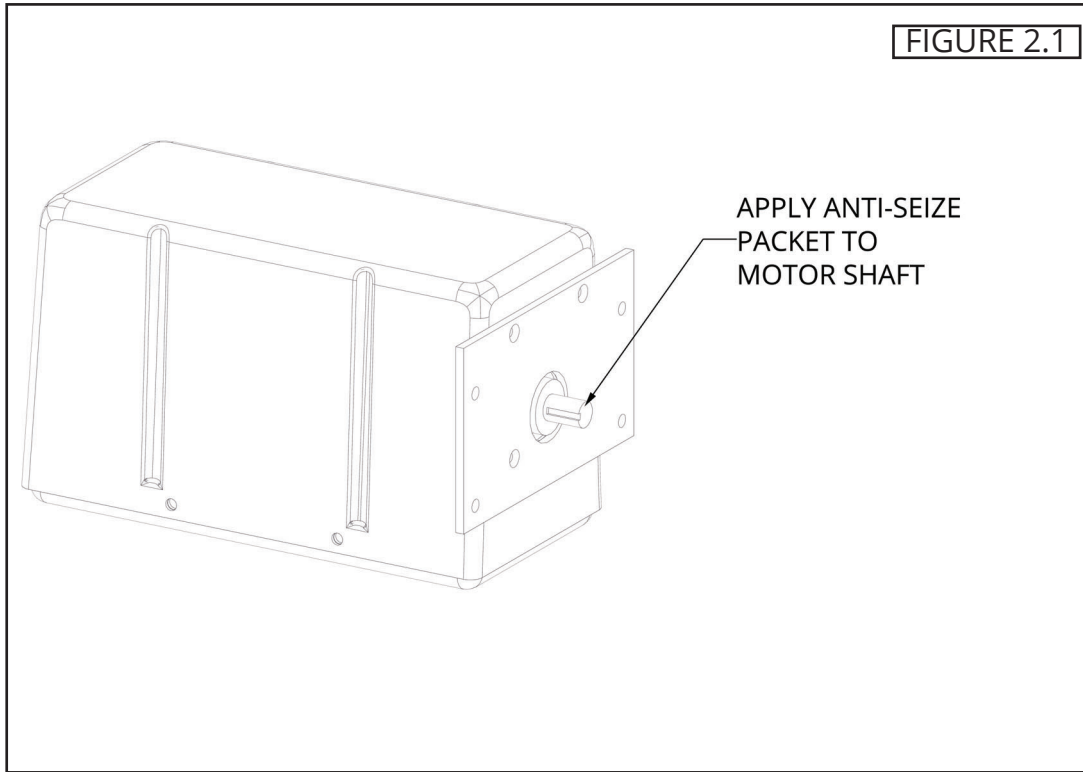


REMOVE THE FASTENERS SECURING THE DRIVE UNIT TO THE BALL SCREW CLAMP (FIGURE 1.3). PULL THE DRIVE UNIT OFF OF THE END OF THE BALL SCREW. IF THE DRIVE UNIT IS SEIZED INTO THE COUPLER ON THE BALL SCREW, USE A PRY BAR BETWEEN THE MOTOR MOUNTING PLATE AND THE BALL SCREW CLAMP TO PRY EVENLY ON ALL FOUR SIDES OF THE MOTOR MOUNTING PLATE, ALTERNATING FROM SIDE TO SIDE AND TOP TO BOTTOM (FIGURE 1.4).

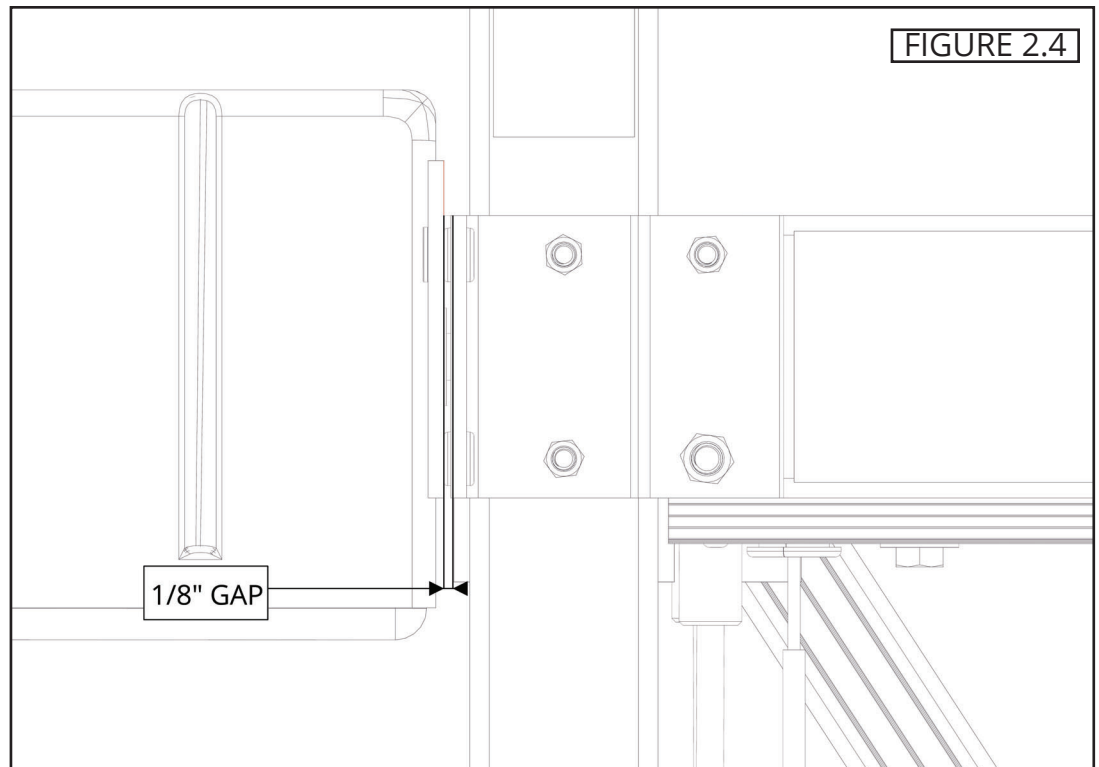
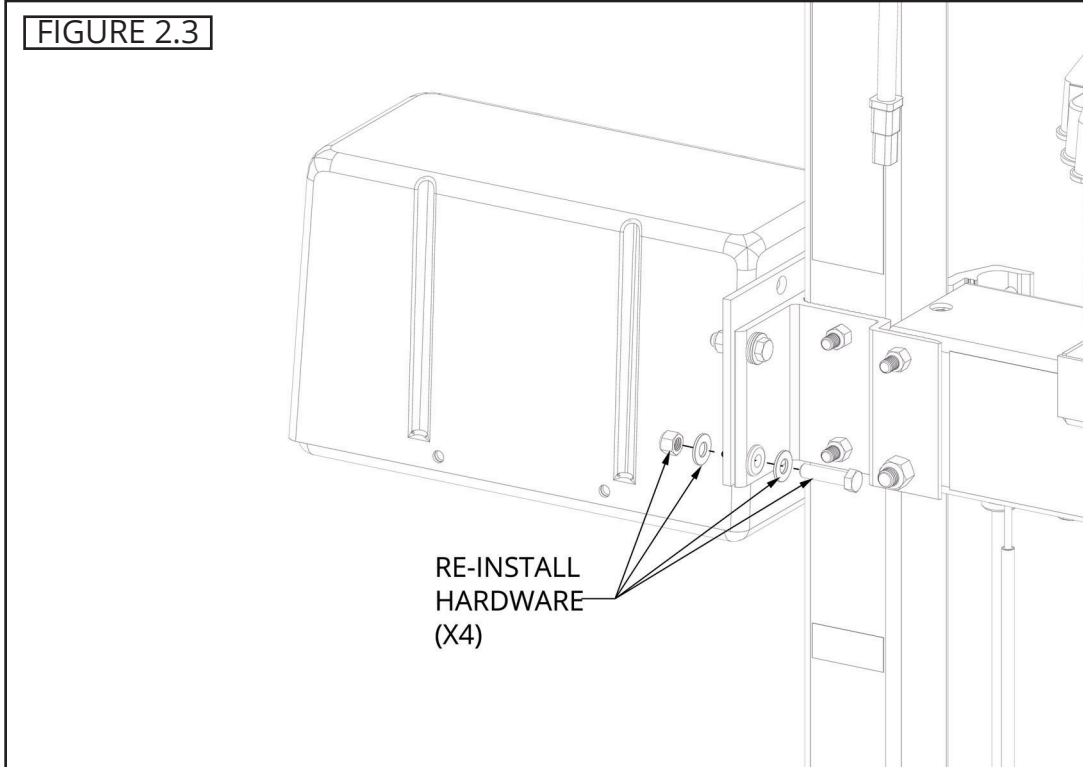


STEP 2

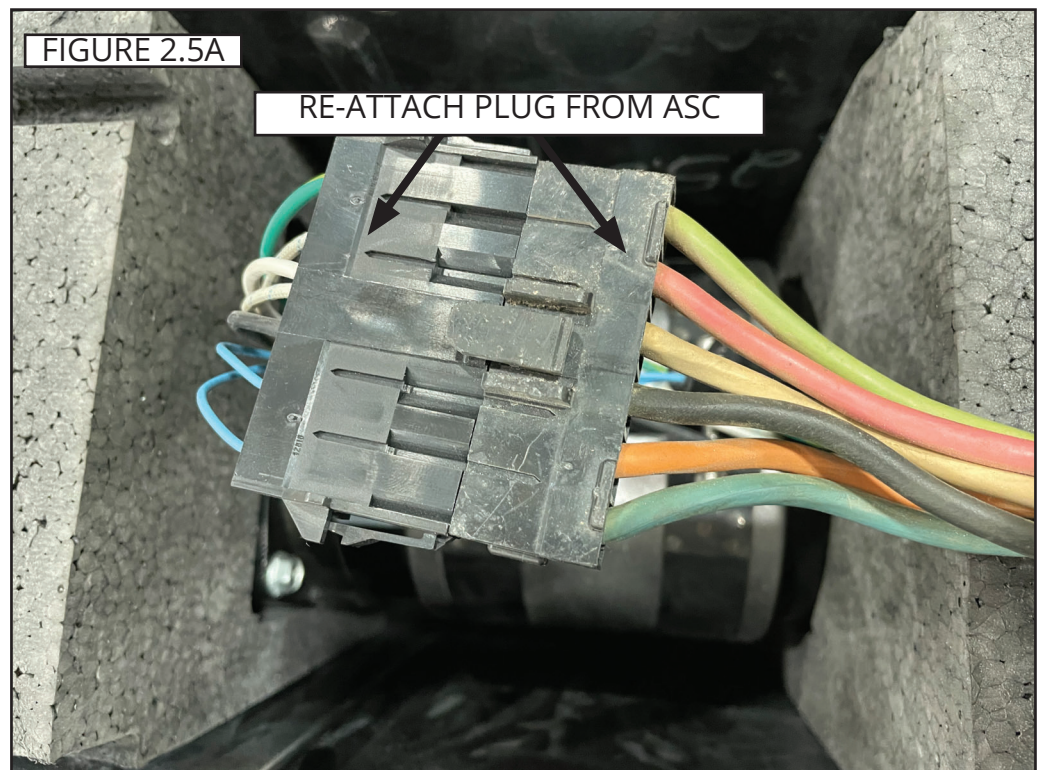
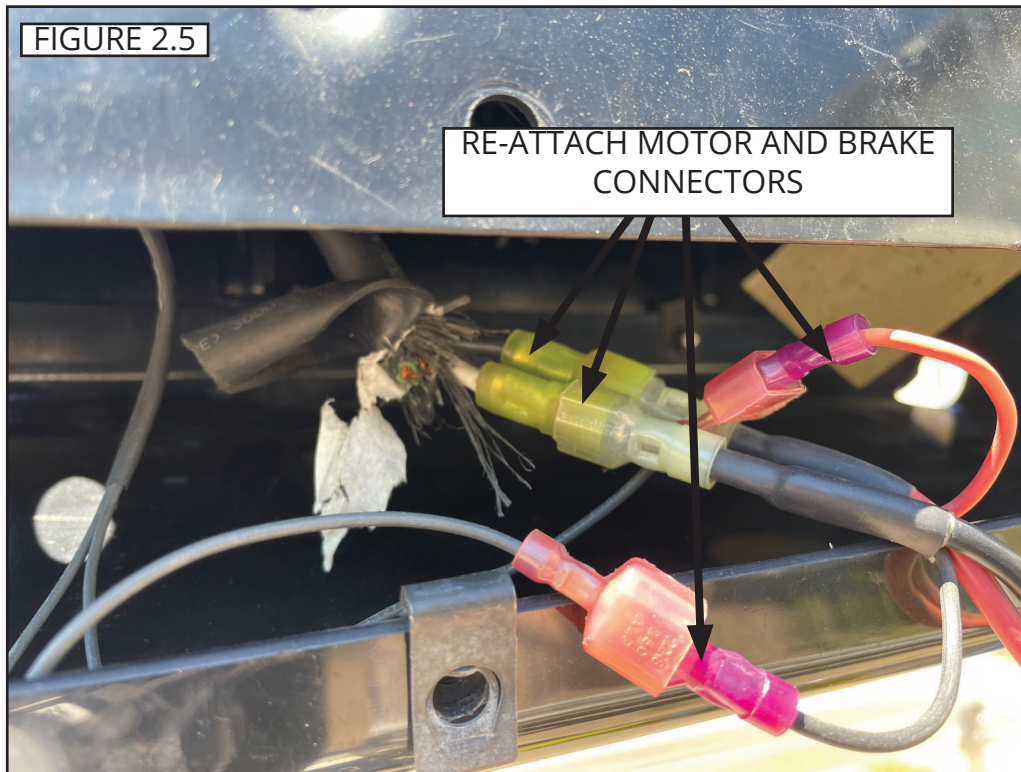
APPLY THE ENTIRE CONTENTS OF THE ANTI-SEIZE TO THE MOTOR SHAFT OF THE NEW DRIVE UNIT (FIGURE 2.1). INSTALL THE DRIVE UNIT ONTO THE END OF THE BALL SCREW. NOTE: THE MOTOR SHAFT AND THE RIGID COUPLER ON THE END OF THE BALL SCREW ARE KEYED AND MUST BE ALIGNED (FIGURE 2.2).



RE-INSTALL THE PREVIOUSLY REMOVED FASTENERS TO SECURE THE MOTOR TO THE BALL SCREW CLAMP (FIGURE 2.3). TIGHTEN FASTENERS UNTIL THERE IS A 1/8" GAP BETWEEN THE MOTOR PLATE AND BALL SCREW CLAMP (FIGURE 2.4).



WITH (2) SCREWS REMOVED FROM THE BOTTOM OF THE DRIVE UNIT COVER, RE-ATTACH THE WIRES COMING FROM THE ASC TO THE WIRES ON THE MOTOR (FOR DC DRIVE UNITS). NOTE THAT THE TWO LARGER GAUGE WIRES HAVE ONE MALE & ONE FEMALE CONNECTOR SO THEY CANNOT BE WIRED INCORRECTLY. THE TWO SMALLER GAUGE WIRES FROM THE ASC HAVE FEMALE SPADE CONNECTORS AND IT DOES NOT MATTER TO WHICH SMALL GAUGE WIRE ON THE VSD DRIVE UNIT THAT THEY CONNECT TO (FIGURE 2.5). FOR AC DRIVE UNITS, RE-ATTACH THE PLUG COMING FROM THE ASC TO THE PLUG ON THE MOTOR (FIGURE 2.5A).



RE-INSTALL THE TWO SCREWS THAT WERE REMOVED TO CONNECT THE DRIVE UNIT WIRES/PLUG (FIGURE 2.6).



NOTES

NOTES



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