



## How to: Cone Burr Replacement

Maestro, Maestro Plus, Encore, Virtuoso, Virtuoso+

Time: 20 min

Difficulty: Moderate

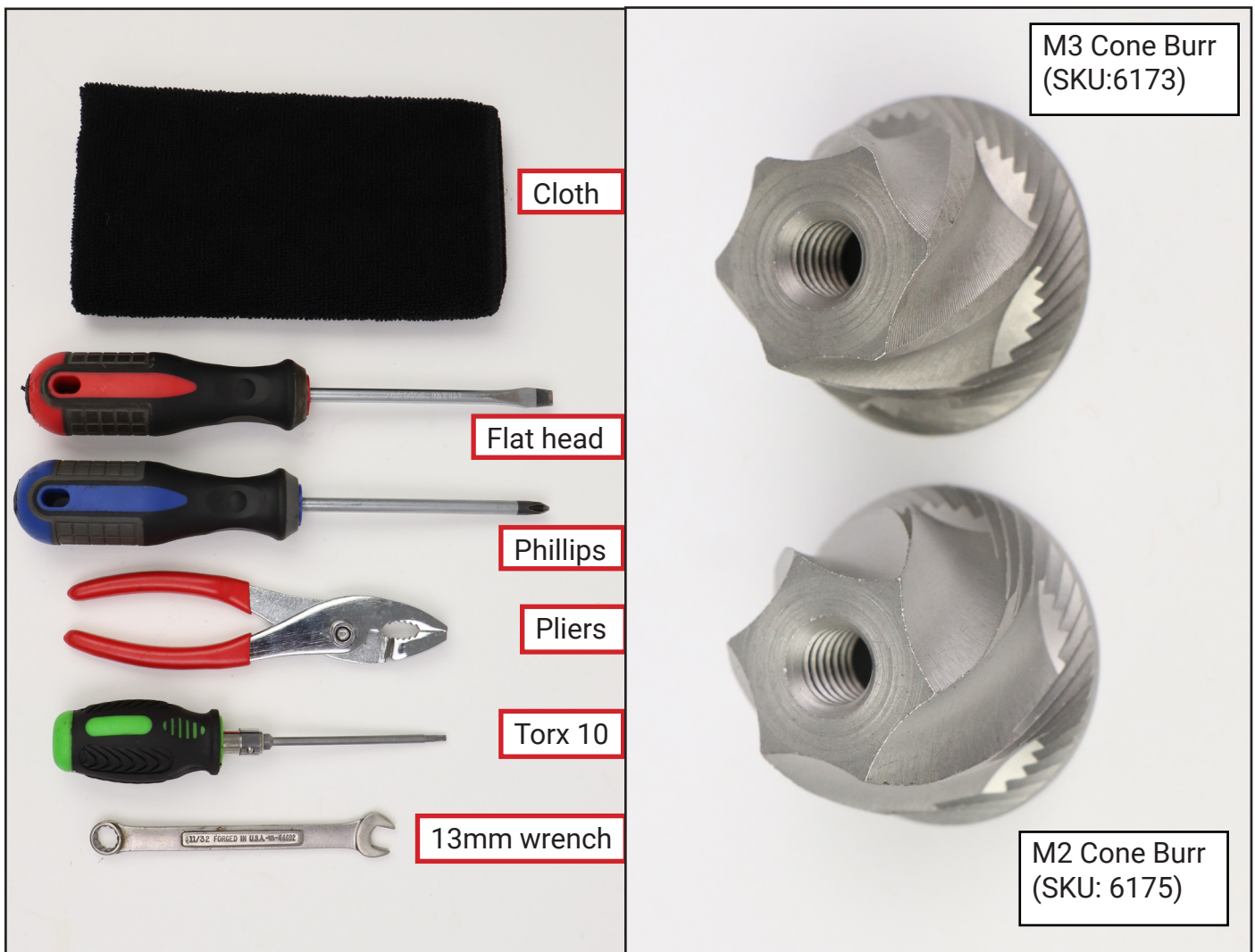
Tools/supplies: Flat head screwdriver. Phillips screwdriver. T10 screwdriver. Box wrench (11/32 or 9mm)/Adjustable wrench. Vise grips, bench vise, or pliers.

Parts: M2 Cone Burr (SKU: 6175) or M3 Cone Burr (SKU: 6173)

Additional Resources: Case Removal (PDF/video). GB2.0 (PDF/video). Adjustment Ring Removal (PDF/Video)

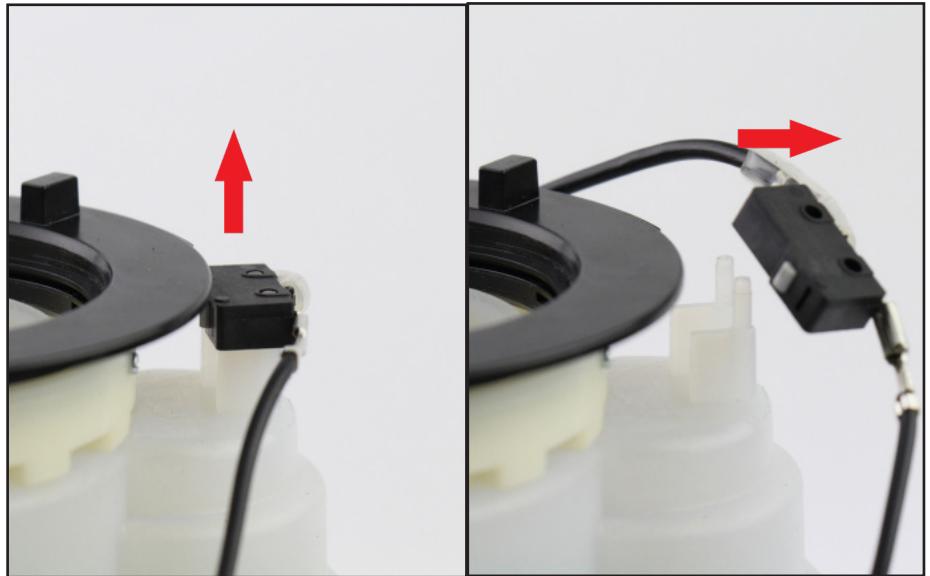
**\*\*\* Unplug the grinder from power supply \*\*\***

Remove the case using our Case Removal Guide.

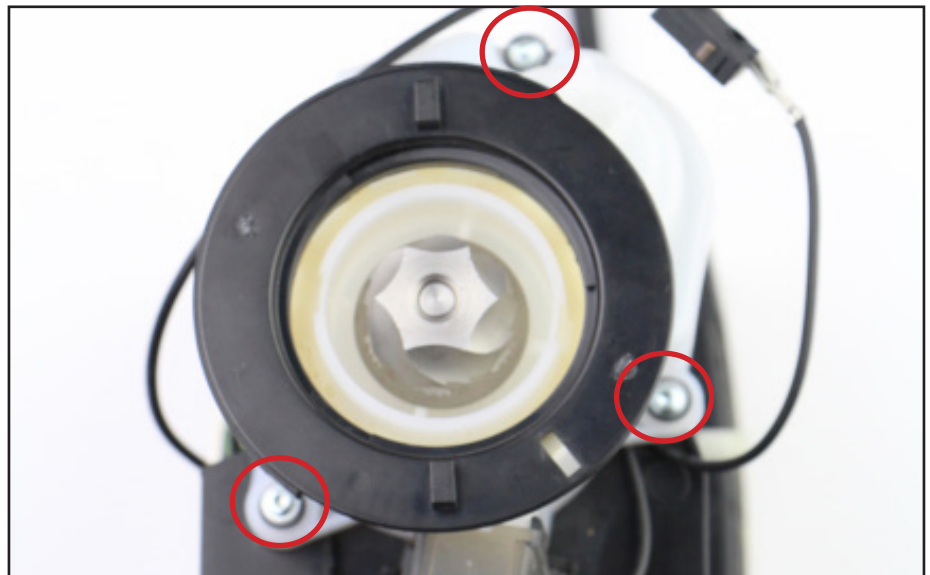




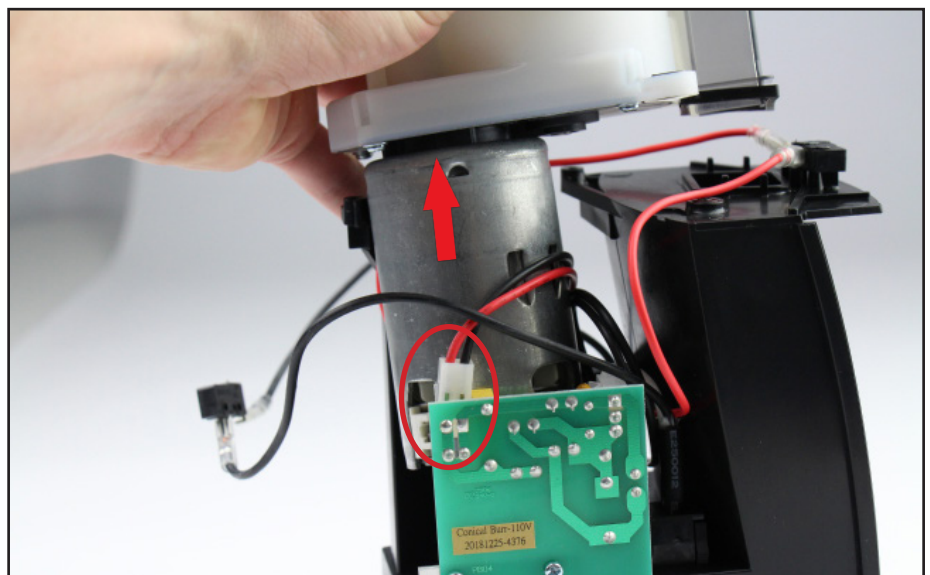
Lift the safety interlock switch up off its posts and let it hang away from the grinder.



Remove the three screws securing the gearbox/motor assembly to the chassis



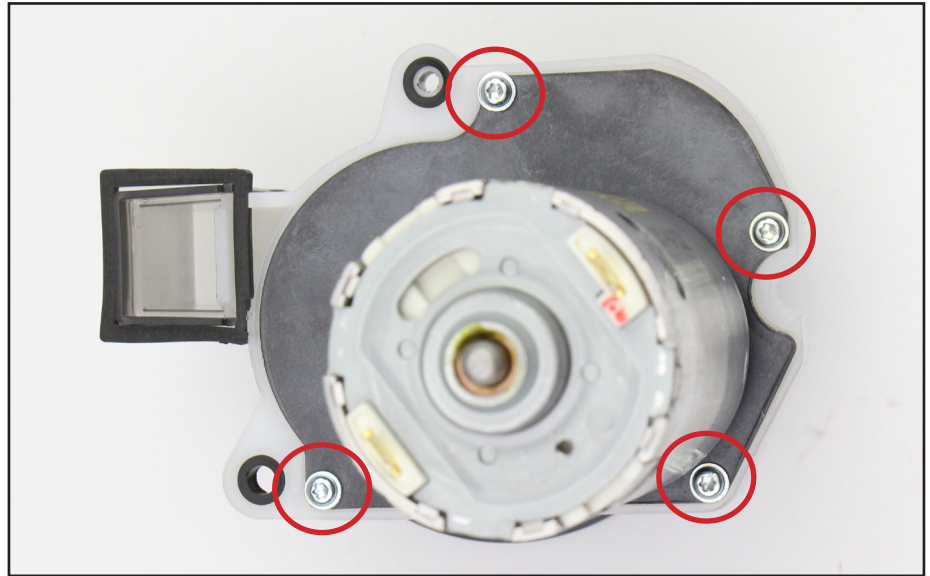
Lift the gearbox/motor assembly up and away from the chassis. Unplug the motor cable from the board.







Remove the four screws securing the motor plate to the gearbox



Remove the 13mm gear nut.

\*If your gear nut is 10mm, it is a reverse thread and must be rotated clockwise to loosen\*



Push the driveshaft through the gear. A screwdriver handle generally works to hammer the shaft down and out of the gearbox.

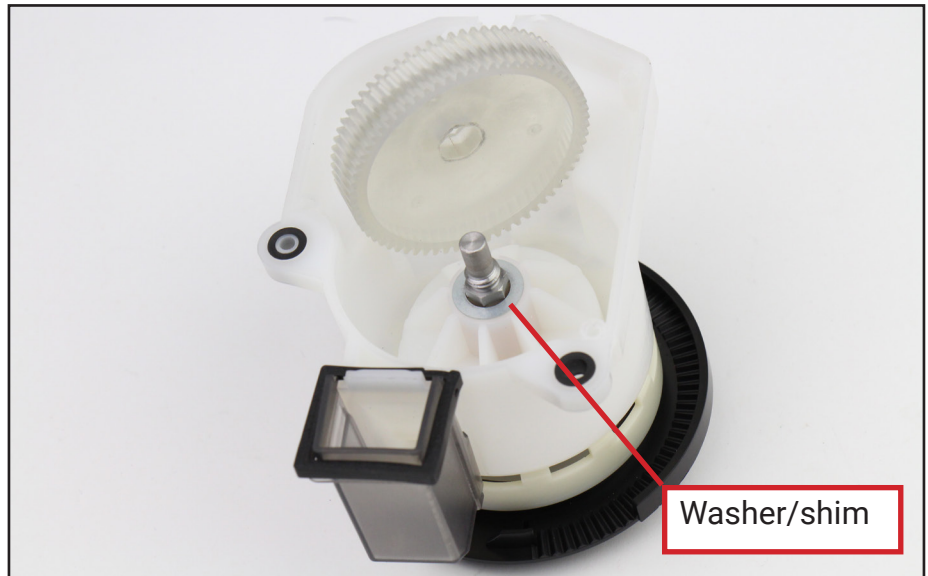


\*Do not use a metal object, or the tip of the driveshaft will be damaged and require replacement. \*

Keep hand beneath assembly to catch cone burr.



There will be one or more washers between the drive gear and gearbox housing. Place these in a safe place with the drive gear.



There will be several washers between the paddle wheel and gearbox housing. Remove the washers and paddle wheel. Keep them in a safe place separate from the drive gear/gearbox housing washers to avoid confusion.

Number and arrangement of shims will vary by grinder.



\*If the various shims were not kept separate, reference the GB2.0 guide for help re-arranging them\*

Assuming the old burr will be discarded after replacement, hold the cone burr with large pliers, a bench vise, vise grips, etc. (wrap with a rag or use wooden jaws if cone burr will be reused).





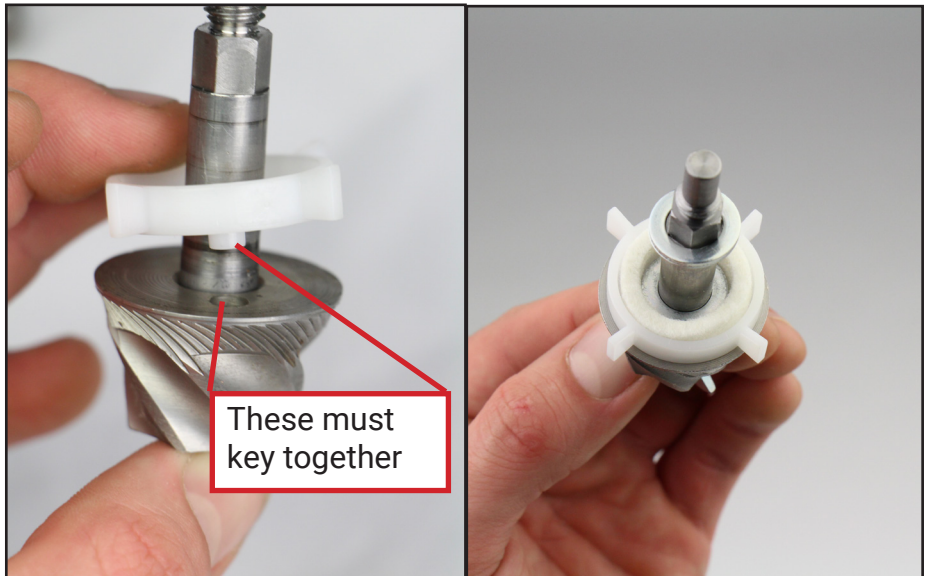
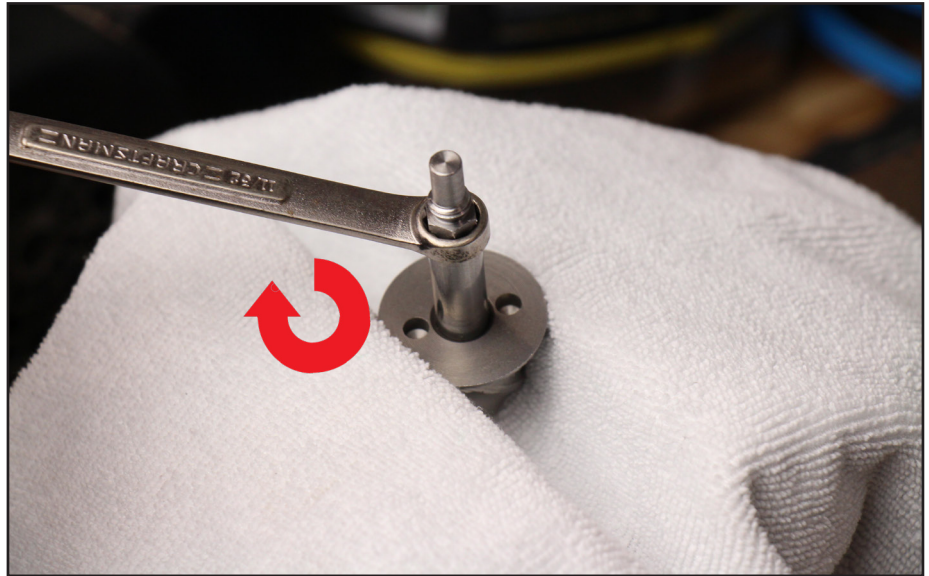
Use a 11/32" or 9mm box wrench to remove the reverse-thread driveshaft.

\*An adjustable wrench can be used as well but if the parts are very tight a box wrench may be necessary\*

Thread the new burr on by hand (the burr is reverse-threaded). Do not tighten with wrenches – the burr will self-tighten with use.

Install the paddle wheel and index the two pegs into the bottom of the cone burr.

Install the paddle wheel felt and washers.

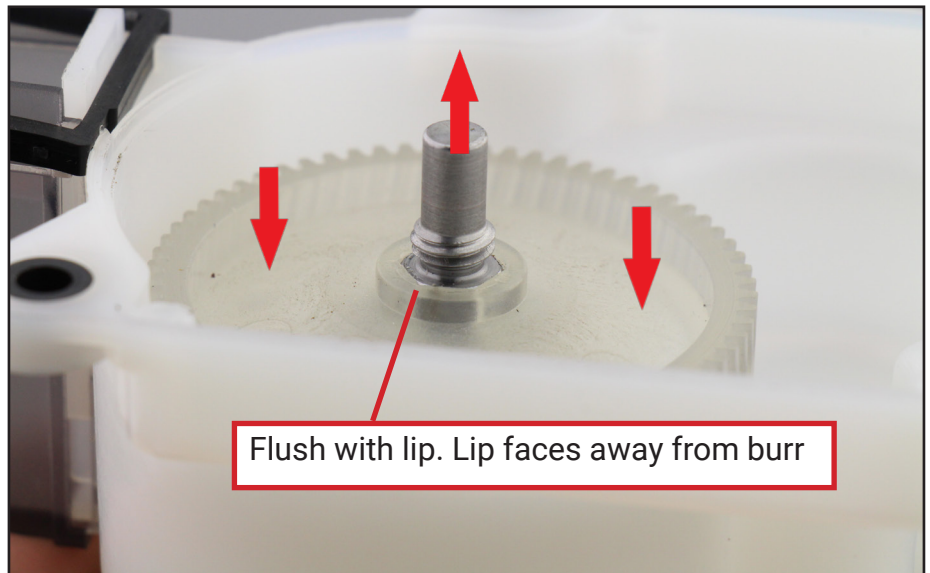




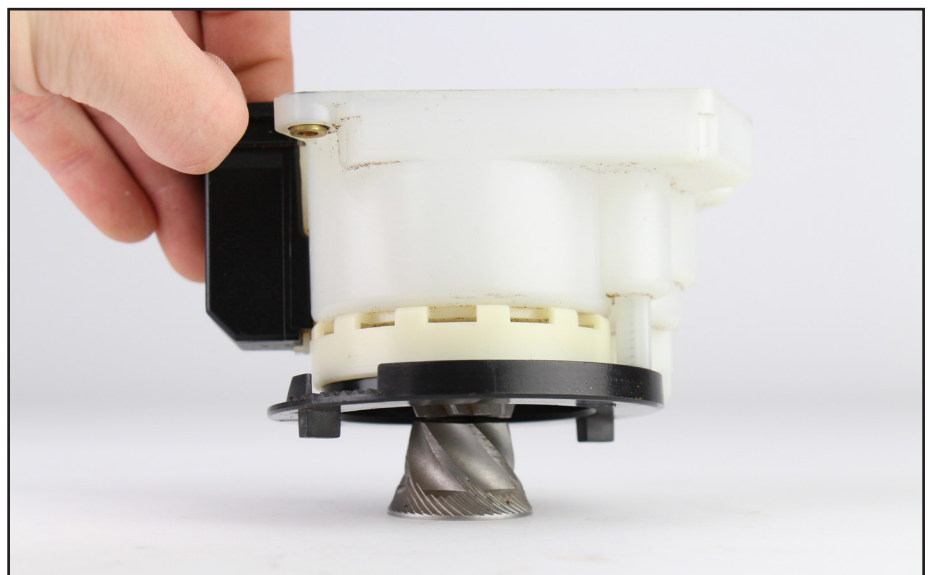
Slide the cone burr/  
driveshaft/paddlewheel/  
washers assembly  
through the gearbox.

Install the washers  
between the drive gear  
and gearbox housing.

Press the drive gear into  
place until flush. The lip  
side of the gear should  
be visible and flush with  
the hex portion of the  
shaft.



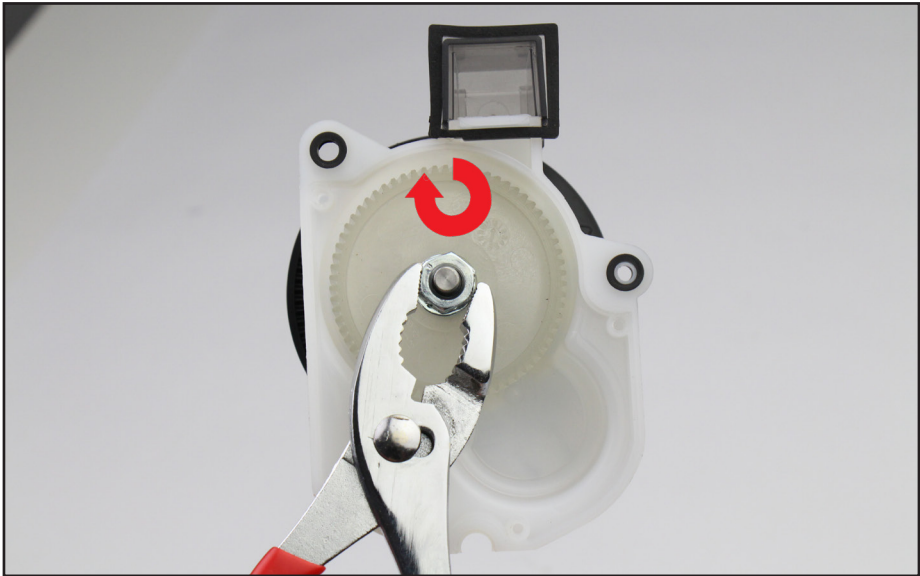
\*If having difficulty  
getting flush, make sure  
paddle wheel pegs are  
still indexed into cone  
burr. You can use your  
old cone burr as a block  
to help apply pressure  
with two hands to the  
drive gear if needed\*



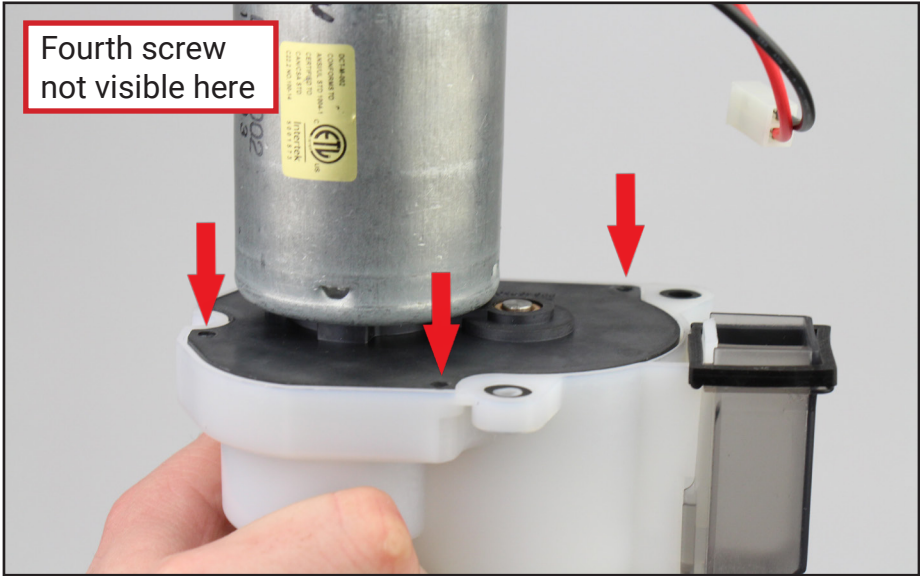




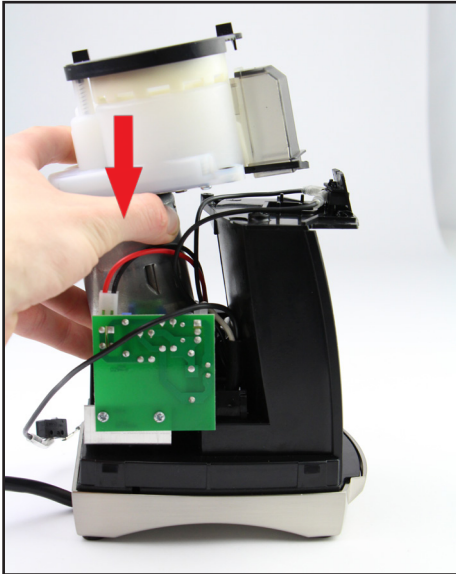
Install the washer and nut. The nut should be finger-tight.



Attach the motor/motor plate to the gearbox. Tighten screws in a X pattern.



Install the gearbox/motor assembly back into the chassis. Plug motor cable into board.

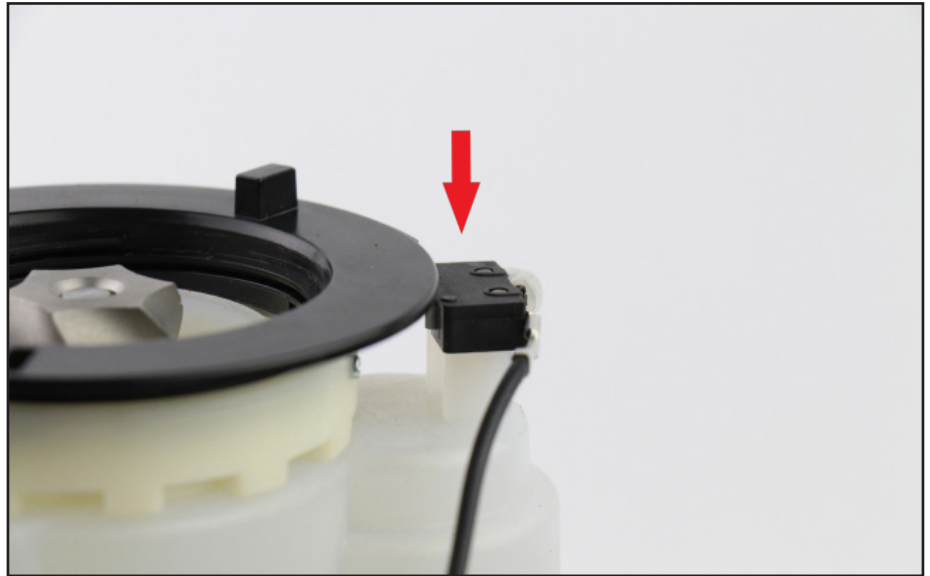


Route the safety interlock cable under the right chassis screw mount as pictured. Secure the three chassis screws.





Set the safety interlock switch onto its posts.



Reinstall the case to return the unit to operation.



If you have any questions, or encounter issues with this guide, contact [support@baratza.com](mailto:support@baratza.com)