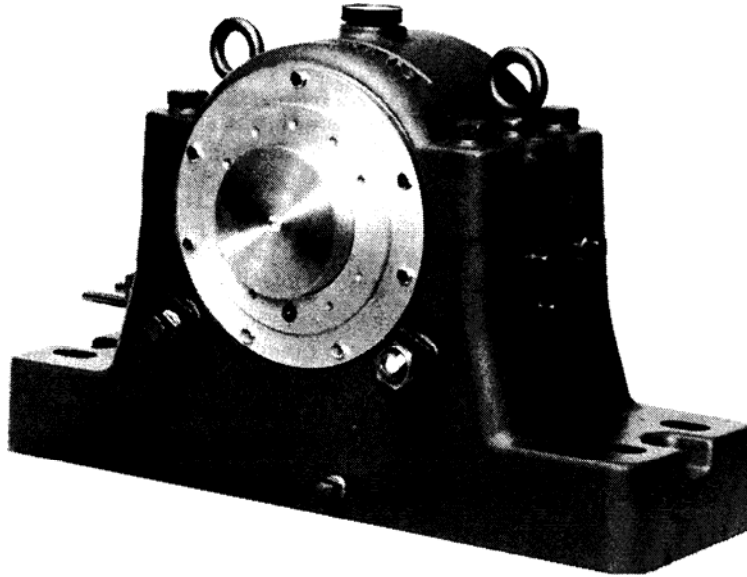


**DODGE®
SLEEVOIL® RXT
PILLOW BLOCKS**



**INSTRUCTION MANUAL
(ASSEMBLY INSTRUCTIONS)**

WARNING: Because of the possible danger to person(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed: Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided, and are neither provided by Baldor Electric Company nor are the responsibility of Baldor Electric Company. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a failsafe device must be an integral part of the driven equipment beyond the speed reducer output shaft.

CAUTION

DO NOT SCRAPE, REBABBITT OR OTHERWISE ALTER THIS PRODUCT. SUCH ACTION ADVERSELY AFFECTS BEARING PERFORMANCE AND MAY RESULT IN DAMAGE TO OR DESTRUCTION OF EQUIPMENT.

DANGER

ONLY QUALIFIED PERSONNEL FAMILIAR WITH THE CONSTRUCTION AND OPERATION OF THIS EQUIPMENT AND THE HAZARDS INVOLVED SHOULD INSTALL, ADJUST, OPERATE, AND/OR SERVICE IT. READ AND UNDERSTAND THIS MANUAL IN ITS ENTIRETY BEFORE PROCEEDING. FAILURE TO OBSERVE THIS PRECAUTION COULD RESULT IN SEVERE BODILY INJURY OR LOSS OF LIFE.

The modular design of this bearing allows the use of multiple types of liners and two bore sizes in the same housing.

Types of Liners

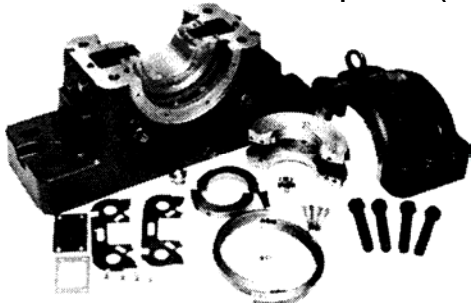
'S' — Standard liner (fixed or free); has symmetrical thrust faces for bidirectional rotation; made with DODGE high-lead babbitt.

'T' — High thrust, non-expansion (fixed) liner; has tapered land thrust faces (MUST be oriented with shaft rotation as this type of thrust surface is unidirectional); made with high-tin babbitt.

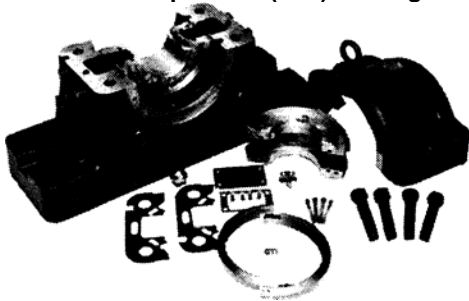
'TE' — Expansion (free) liner with high-tin babbitt.

PRE-ASSEMBLY INSTRUCTIONS

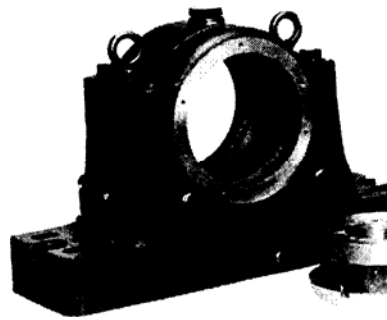
Disassembled view of non-expansion (fixed) bearing.



Disassembled view of expansion (free) bearing.

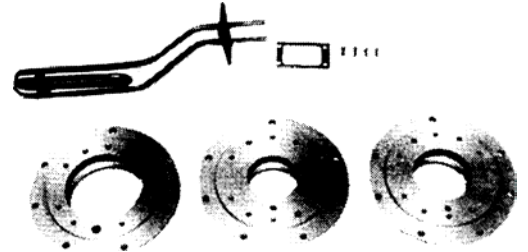


Sleeve bearing performance is dependent on proper installation, lubrication and maintenance. Before assembling the bearing, read ALL instructions in this manual and follow all equipment manufacturers' instructions.



The housing and its associated parts are in one package; the liner and its parts in another.

Seals, heat exchangers and other accessories are also packaged in individual boxes.



DODGE SLEEVOIL PILLOW BLOCK NAMEPLATES

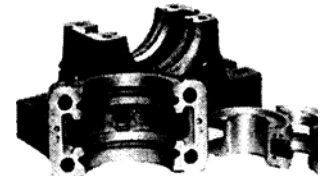
All SLEEVOIL housings and liners have nameplates attached as of June 1988. These nameplates give a six-digit part number which fully identifies the housing and/or liner with any and all modifications to that part. Liner nameplates are pinned to the SLEEVOIL upper liner near an oil ring inspection hole. Housing nameplates are pinned to the housing foot parallel to the shaft.

DODGE SLEEVOIL PILLOW BLOCK "MATCH MARKS"

All SLEEVOIL housings and liners have match marks permanently stamped above and below the joint as of June 1988. Use these match marks to ensure that parts stay paired and critical machined areas of an assembly are accurately maintained.

Refer to applicable contract/assembly drawings to verify all parts are available prior to assembly.

Disassemble and thoroughly clean all parts of the pillow block. The installer is the last person to inspect all parts for fit, damage and cleanliness. Care



MUST be taken to avoid contaminating the internal surfaces of the bearing. Housing caps and bases are match marked and MUST NOT be interchanged. Upper and lower liners are also match marked and MUST NOT be interchanged.

NOTE: DO NOT DISCARD SHIMS AT JOINT. THEY ARE USED LATER FOR A CONTROLLED FIT OF LINER IN HOUSING. (See page 6.)

CAUTION

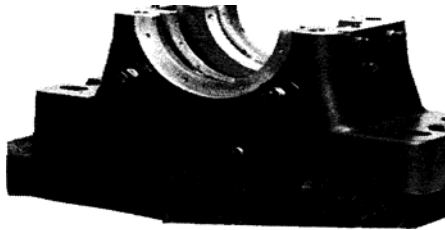
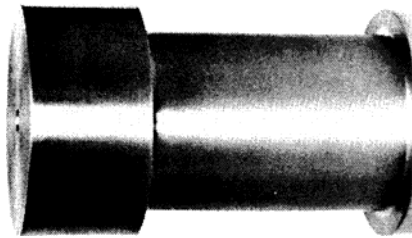
Liner assembly has critical machined surfaces which are easily damaged. Use care in handling to protect these surfaces. Liner parts should be placed on a soft, CLEAN surface. Failure to observe these precautions may result in damage to or destruction of the equipment.

WARNING

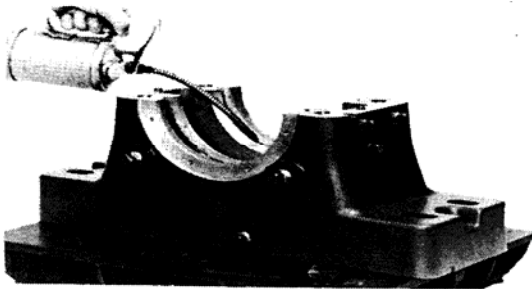
Rust preventives and solvents can be toxic and/or flammable. Follow directions and safety procedures recommended by their manufacturers. Failure to observe these precautions could result in bodily injury.

Check mounting structure to ensure it is rigid, level and well supported. Inspect shaft to ensure it is smooth (32 micro-finish or better), free of burrs or rough spots and clean.

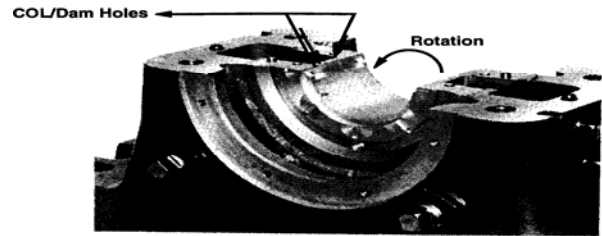
Position housing base on pedestal in the position specified on the construction drawing. Do NOT tighten the base to the pedestal.



INSTALLATION OF LOWER LINER AND SHAFT

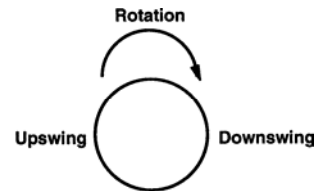


Apply oil to the spherical seats of the housing base and to the spherical seats of the lower liner half. The lower liner half is identified by its continuous babbitted surface; the upper liner half has an oil ring slot in the center of the babbitted bore.



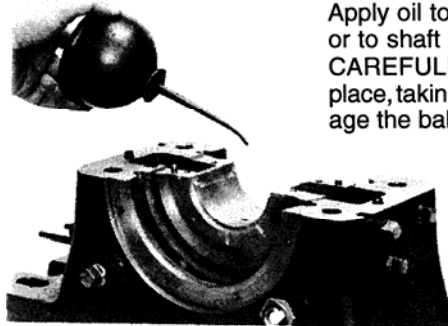
Set lower liner in housing base so spherical seats of liner are aligned with spherical seats of base. Horizontal split of liner MUST align with horizontal split of housing for anti-rotation pins in upper liner to engage holes in housing cap. Take care that circulating oil inlets and thermocouple holes in liner and housing base are aligned.

NOTE: 'T' liner is a non-expansion liner having machined thrust faces. This liner MUST be installed on fixed end of shaft where thrust collars are located.



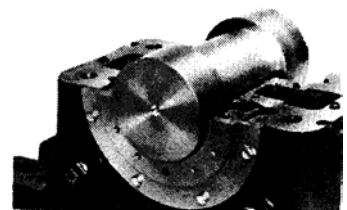
NOTE: 'T' liner must be installed in direct relationship with shaft rotation. The holes for the oil dam/COL must be on the downswing side of the shaft.

Sketch shows relationship of upswing and downswing sides of shaft to direction of rotation of shaft.



Apply oil to lower liner bore or to shaft in liner area and CAREFULLY set shaft in place, taking care not to damage the babbitted surface.

Attach lower half of each oil seal to housing base. Check possible alignment of oil seal by visually noting an equal clearance between seal and shaft at each end of the housing. The seals can be adjusted somewhat but MUST NOT contact the shaft at any point. Reshim pillow block, if necessary. Always shim under the bearing pedestal where possible; otherwise, use full length shims under base of pillow block. Alignment of pillow block should be accurate since the self-aligning feature of the bearing is to compensate for normal shaft deflection.



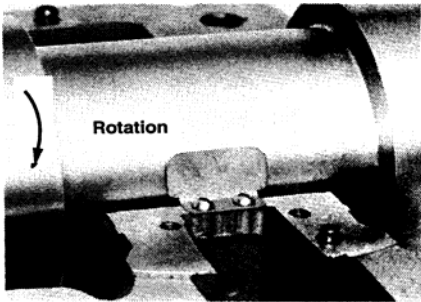
Remove lower half of each oil seal from housing after this preliminary alignment to avoid lip damage.

Attach oil dam(s) and COL(s).

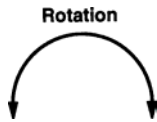
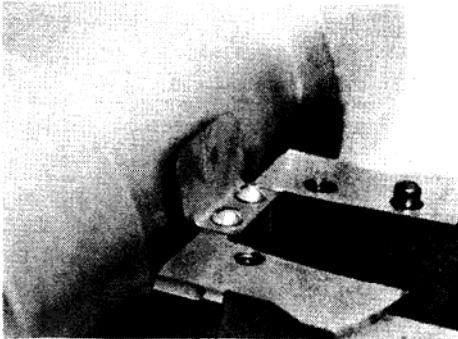
Oil dam – small rectangular piece of preformed sheet metal used to block off most of oil ring slot in upper liner; attaches to lower liner.

COL (Collector Oil Leaf) – oil dam with extended “finger” to stabilize oil rings; used for bores 6” and larger.

FOR BORES 2 15/16 THROUGH 5 7/16”

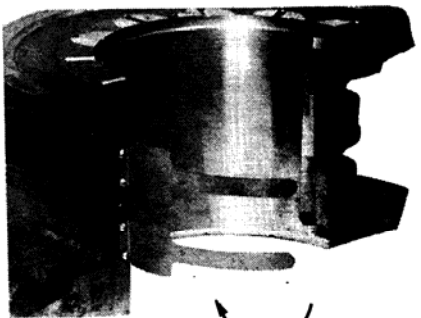


‘T’, ‘TE’ liners: one oil dam on downswing side of shaft.

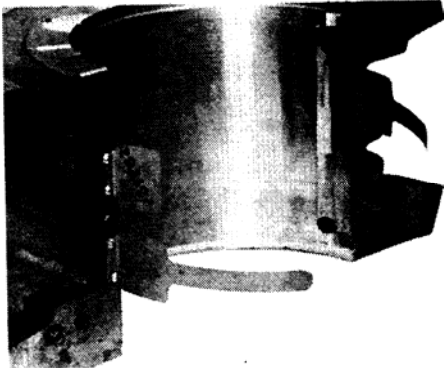


‘S’ liners: one oil dam on each side of shaft.

FOR BORES 6” AND LARGER



‘T’, ‘TE’ liners: two COLs; both on downswing side of shaft. ‘TE’ liner also has two (2) oil dams.



‘S’ liners: one oil dam and one COL on each side of shaft. COLs must be diagonally across from one another.

Shaft Diameter	2 15/16	3 7/16	3 15/16	4 7/16	4 15/16	5 7/16
Tip of oil dam to shaft	5/32	5/32	1/8	1/8	1/8	1/8
Shaft Diameter	6	7	8	9	10	12
Tip of oil dam to shaft	11/32	11/32	9/32	9/32	1/2	1/2
Tip of COL to shaft	1/4	5/16	5/16	5/16	5/16	13/32

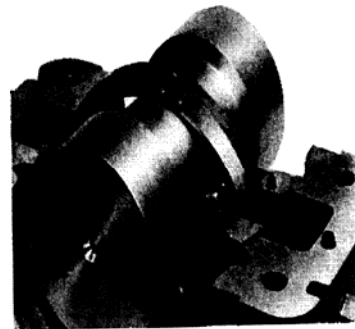
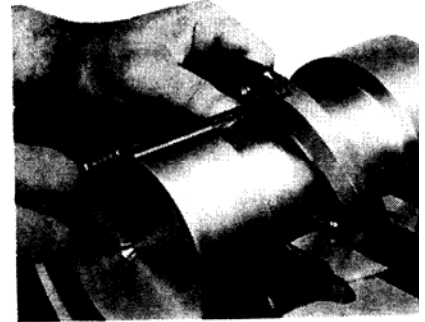
INSTALLATION OF OIL RINGS(S)



Each ring is match marked and **MUST NOT** be interchanged.

Place oil ring(s) around lower liner and shaft.

Install and tighten four screws in each oil ring. Use center punch to stake screws in place to resist backing out.



Oil dams can be adjusted, if necessary, to avoid contact with oil ring. Loosen screws and move dam; bend base of dam, if necessary, to obtain clearance in table.

Oil shaft under oil ring(s). Make sure oil ring(s) rotate freely.

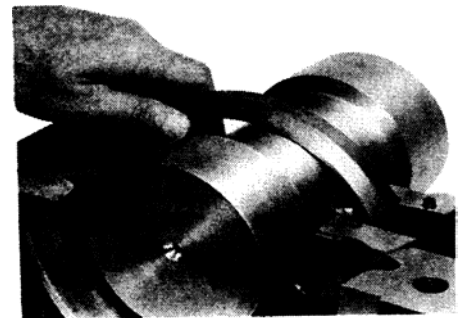
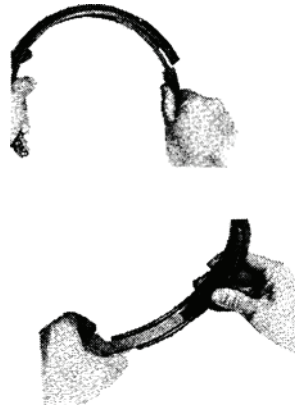


Table 1 – Oil Dam and COL to Shaft Clearance (inches)

FOR BORES 6" AND LARGER

Narrow leaf of COL will contact oil ring inside wide groove. COL can be adjusted to align leaf with wide oil ring groove. Loosen screws and move COL; do NOT bend or distort COL. Tighten screws.

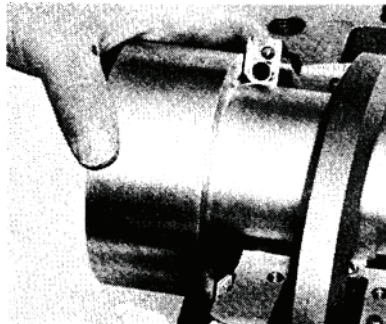


NON-EXPANSION BEARINGS WITH DODGE SPLIT THRUST COLLARS ('S' LINERS ONLY)

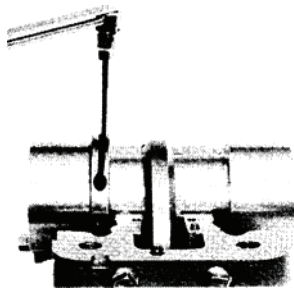
Split thrust collars are available for 'S' liners only. Remove clamp screws from collars. Remove jam set screws and back out set screws so they do not protrude into inside diameter of collar.



Place one half of collar on shaft with large chamfer next to shaft shoulder. Rotate collar half around shaft and place other half in position.



NOTE: Collar halves are match marked; do NOT assemble halves with different marks.



Tighten clamp screws to torque specified in Table 2. Collar faces MUST NOT be offset at split. Repeat for second collar.

Locate collars tight against shaft shoulders. This will allow .015 to .035 in. total running clearance between collars and liner thrust faces. Tighten set screws to torque specified in Table 2. Install and tighten jam screws on top of set screws.

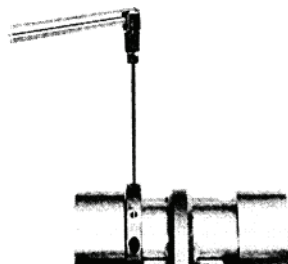
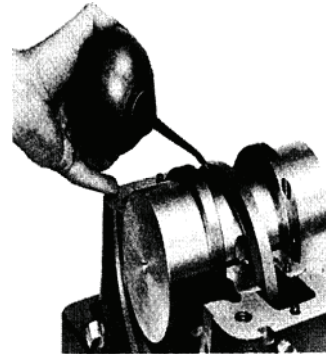


Table 2 – Torque Values for DODGE Split Thrust Collars (in.-lbs.) ft.-lbs.

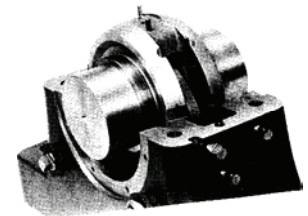
Shaft Size	215/16	37/16	315/16	47/16	415/16	57/16
Clamp Screw	(96) 8	(96) 8	(96) 8	(96) 8	(204) 17	(204) 17
Set Screw	(60) 5	(60) 5	(60) 5	(60) 5	(132) 11	(132) 11
Shaft Size	6	7	8	9	10	12
Clamp Screw	(360) 30	(360) 30	(900) 75	(900) 75	(1800) 150	(1800) 150
Set Screw	(264) 22	(264) 22	(264) 22	(264) 22	(1320) 110	(1320) 110

INSTALLATION OF UPPER LINER

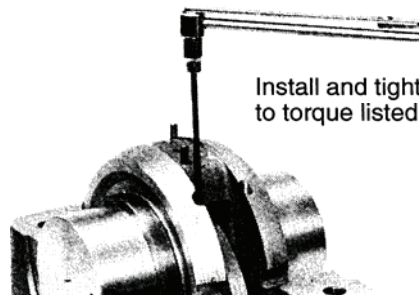


Apply oil to faces of thrust collars next to liner and to shaft in journal area and to journal surface of upper liner.

Locate upper liner in place on lower liner, taking care to align dowel pins and match marks. (The upper liner has a recess(es) for the oil ring.) Make sure oil ring(s) rotate freely.



NOTE: 'T' liners have a rotation direction arrow mounted to top of upper liner; arrow MUST point in same direction as rotation of top of shaft. If not, liner must be removed, reversed and reinstated so arrow points in proper direction.

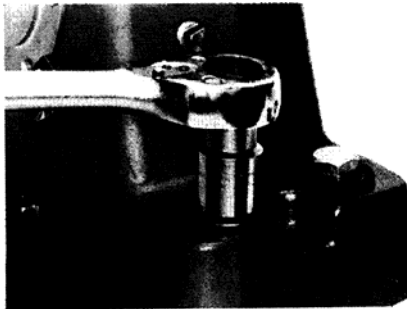
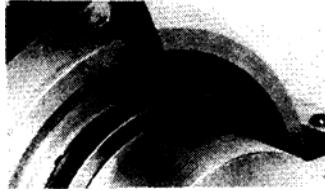


Install and tighten liner cap screws to torque listed in Table 3.

Table 3 – Torque Values for Liner Cap Screws (in.-lbs.) ft.-lbs.

Shaft Size	215/16	37/16	315/16	47/16	415/16	57/16
Liner Cap Screw	(58) 5	(58) 5	(58) 5	(58) 5	(114) 10	(114) 10
Shaft Size	6	7	8	9	10	12
Liner Cap Screw	(114) 10	(114) 10	(510) 43	(510) 43	(1050) 88	(1050) 88

Collars should run parallel to thrust faces of liner within .001.



Tighten housing base to pedestal. See Table 4 for torque.

Recheck clearance (.015 to .035 in. total) and parallelism (.002 in max.) of thrust collars to liner faces.

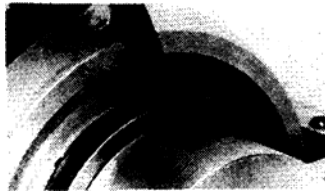


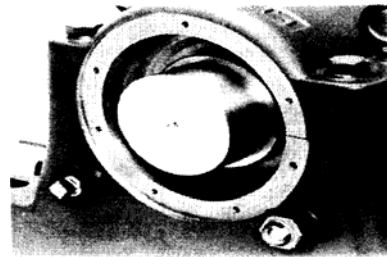
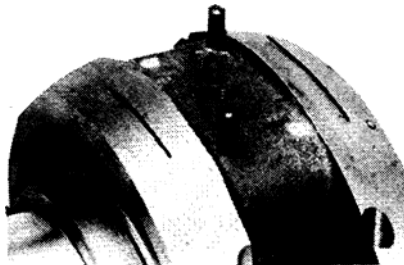
Table 4 – Torque Value for Housing Hardware (in.-ft.) ft.-lb.

Housing Size	3	4	5	6	8	10
Housing to Pedestal Bolts	(2000) 167	(3600) 300	(4600) 383	(8400) 700	(11500) 958	(15000) 1250
Housing to Cap Bolts	(1560) 130	(2280) 190	(2280) 190	(2280) 190	(3240) 270	(3240) 270
Heat Exchanger Screws	(40) 3	(40) 3	(40) 3	(40) 3	(40) 3	(40) 3

FITTING HOUSING TO LINER

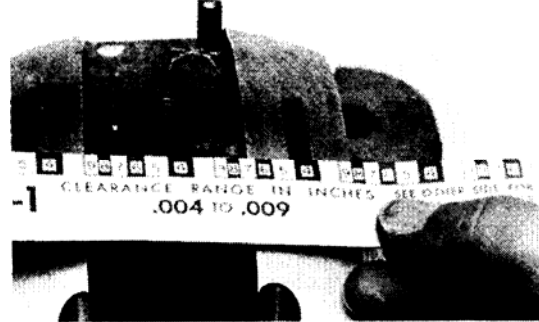
Position shims on each side of housing. Put a short strip of Plastigage (3 inches) on liner spherical ribs at top of each rib of liner and near the middle of spherical ribs.

NOTE: New housing shims are required with replacement liners. Snip shims to spherical seats for proper fit.



CAREFULLY set housing cap in place. NOTE: Check dowel pin and dowel pin hole relationship before lowering cap onto base.

Tighten housing cap bolts to torque specified in Table 4.



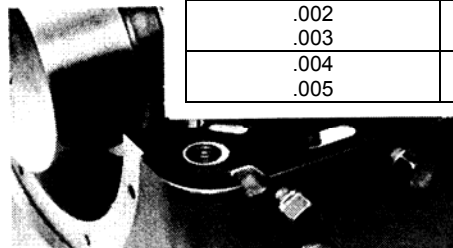
Remove cap bolts and housing cap. Compare the width of the deformed Plastigage with the inch scale on its wrapper. This indicates the clearance between housing and liner.



Shims provided are multiple layers of .002 inch thickness each. Separate and remove layers, per Table 5. Do this for both shims. This will provide a controlled interference fit between housing and liner (.003 to .004 in. crush desired).

Table 5

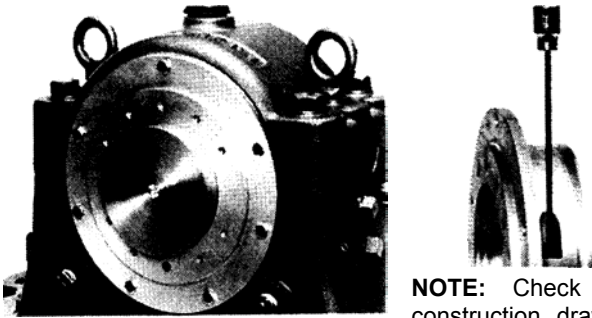
Clearance Measured	Shims Removed
.001	2
.002	3
.003	3
.004	4
.005	4



Align shims required. If circulating oil is required, make sure shims touch sphere to prevent circulating oil leakage between liner and sphere. CAREFULLY replace housing cap. Torque cap bolts to values specified in Table 4.

SEAL INSTALLATION

Assemble each seal around shaft and torque clamp screws to value specified in Table 6.



NOTE: Check the construction drawing for seal size and position as three different seal bore sizes can be used on any one housing. Seals can be reversed depending on shaft configuration and spacing.

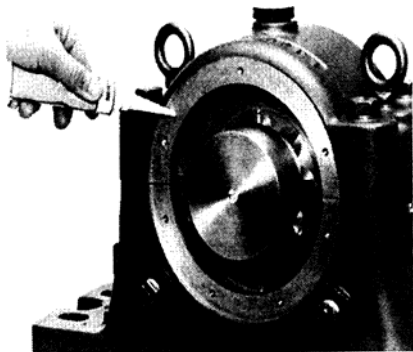
Table 6 – Shaft to Seal Clearance (inches)

Shaft Diameter	215/1 6	37/16	315/1 6	47/16	415/1 6	57/16
Bottom of Shaft to Seal	.001	.001	.001	.001	.001	.001
Side of Shaft to Seal	.003/ 006	.003 .006	.004/ 007	.004 .007	.005 .008	.005/ .008

Shaft Diameter	6	7	8	9	10	12	141/2
Bottom of Shaft to Seal	.002	.002	.002	.002	.003	.003	.003
Side of Shaft to Seal	.006 .009	.007 .010	.008 .011	.009 .012	.010 .013	.012 .015	.014 .018

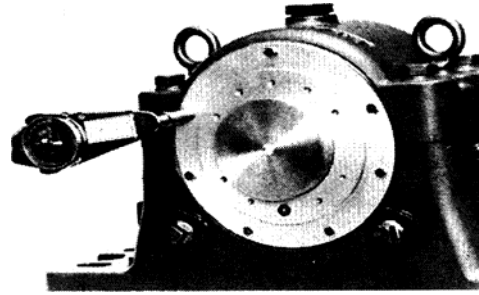
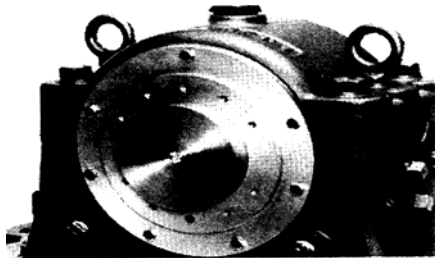
Torque Values for Seal Hardware (in.-lb.)

Housing Size	3	4	5	6	8	10
Clamp Screws	12	12	12	25	45	45
Mounting Screws	40	40	40	40	40	40



Apply sealant to seal mounting surfaces of housing.

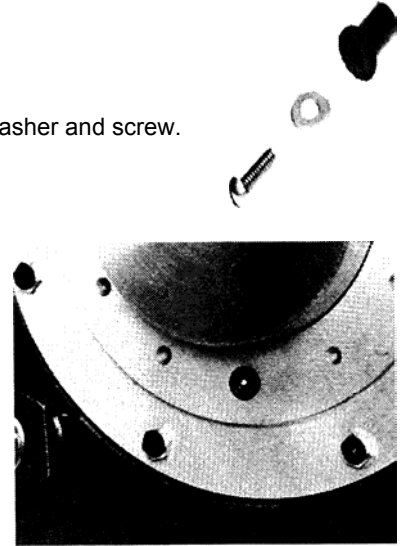
Align seals per values given in Table 6.



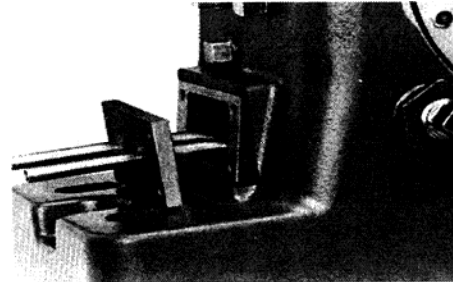
Torque seal mounting screws to value given in Table 6.

Assemble well-nut, washer and screw.

Install well-nut in drain hole on outer face of seal. Tighten screw until well-nut is tight in hole.

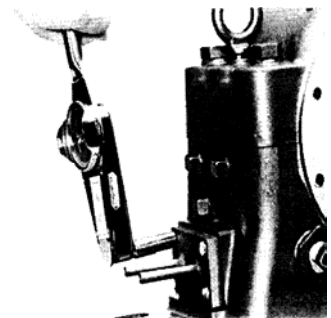


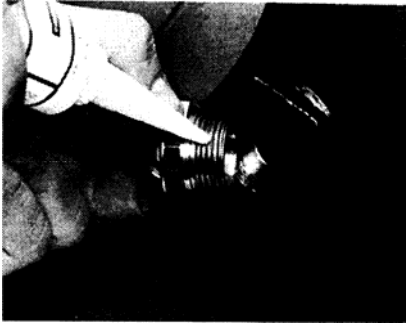
MISCELLANEOUS INSTRUCTIONS



If heat exchanger is specified, install using gasket and screws furnished with heat exchanger.

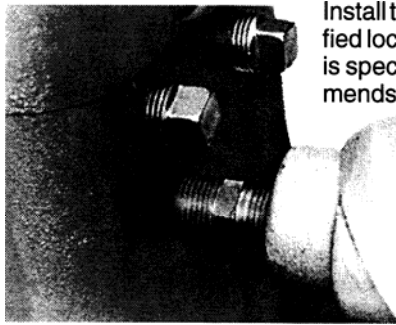
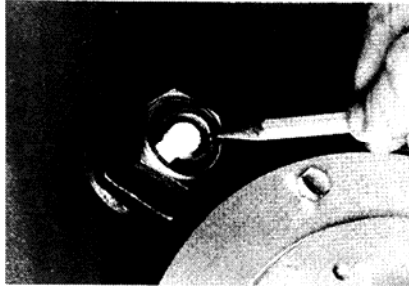
Torque heat exchanger screws to value given in Table 4.





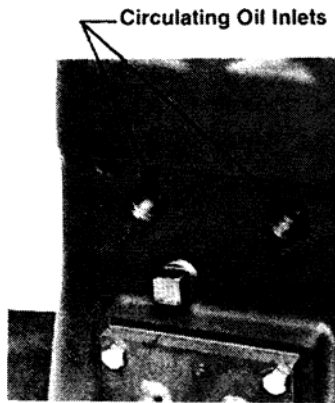
Remove all pipe plugs, apply sealant and replace. Tighten securely.

Install oil sight gauge in specified location.



Install thermocouple in specified location, if thermocouple is specified. DODGE recommends the thermocouple be installed on the thrust side of the fixed bearing and the fan side of the free bearing.

Each housing base has two predrilled holes for doweling housing to pedestal.



LUBRICATION AND OPERATION

Fill pillow block with the amount of oil specified in Table 7.

Table 7 – Housing Oil Sump Capacity

Housing Size	Oil Capacity (Gallons) Quarts
3	(1¼) 5
4	(17/8) 7½
5	(2½) 10
6	(3¼) 13
8	(51/8) 20½
10	(7¾) 31

Drain, flush and refill with oil after 2 to 3 weeks of operation and approximately every 3 months thereafter for 24-hours-a-day service and every 6 months for 8-hours-a-day service. Periodically check oil visually for contamination between oil changes.

CAUTION

If heaters are used, they must be turned OFF when oil is removed from the bearing. Failure to observe this precaution could result in equipment damage.

NOTE: Maintain oil level at center of oil sight gauge when bearing is operating.



After placing bearing into operation, remove the inspection cover(s) and make sure the oil rings are rotating and bringing oil into the journal.

Since the satisfactory operation of the pillow block depends almost entirely on the oil film being maintained between the shaft and bearing liner surface, the use of high quality oil from a reputable manufacturer cannot be overemphasized. **Use a high grade straight mineral oil with rust and oxidation (R & O) inhibitors and antifoam agents.** Oil viscosity is determined by the equipment manufacturer and normally specified on the construction drawing or in the operating manual, otherwise, see Table 8. Information regarding qualities and properties of specific oils should be referred to the lubricant manufacturer.

Table 8 – Recommended Oil Viscosity If not specified by equipment manufacturer.

Recommended Temp. Fahr. During Start Up	Speed	Oil Required
Below -10°	All	Consult Equip. Manufac.
-10° to 32°	All	SAE 10
32° to 70°	Low	SAE 20
	High	SAE 10
Above 70°	Low	SAE 30
	High	SAE 10 for Light Loads SAE 20 for Heavy Loads

Oil film temperature in liner during operation should not exceed 180°F. If in doubt, consult equipment manufacturer.

Use high grade, high quality, well refined petroleum oils of the straight mineral type, with rust and oxidation inhibitor and antifoam agent only.

Approximate viscosity:

- SAE 10 — 183 SUS at 100°F; 46 SUS at 210°F
- SAE 20 — 348 SUS at 100°F; 57 SUS at 210°F
- SAE 30 — 489 SUS at 100°F; 65 SUS at 210°F
- ISO 32 — 158 SUS at 100°F; 44 SUS at 210°F
- ISO 68 — 335 SUS at 100°F; 55 SUS at 210°F
- ISO 100 — 495 SUS at 100°F; 66 SUS at 210°F

CIRCULATING OIL

When pillow block is arranged for circulating oil, the pressurized oil is delivered to the 2 openings on the downswing side of the pillow block when the radial load is directed into the base and the upswing side when the radial load is directed into the cap. Inlet lines should have flow control valves and an oil flow indicator. Each inlet should receive an equal amount of oil.



Drain piping should be vented and of adequate size to drain oil from the bearing at the specified flow rate. The housing drain must be directed straight down into a return drain sloping away at a 15° or greater angle. Drain lines connect to the pillow block in the location used for the oil level gauge. The oiling system must have a means of filtering the oil to remove any contaminating particles. (DODGE recommends a 25 micron filter or better.) Use of both drain lines is recommended for non-expansion bearing.

The circulating oil unit should be run a minimum of 2 hours to clean the lines. Filters are to be changed and the unit restarted for another 2 hours. Check filter again and if clean proceed with fan start-up. **Make sure lube unit is running prior to starting the fan.**

HEAT EXCHANGER

When a heat exchanger is used to cool the oil in the bearing, lengths of flexible hose between the heat exchanger and rigid piping are recommended to avoid stressing the tubing. Slide flexible hose over tubing (minimum 1") and secure with adjustable hose clamp. A regulating valve should be placed on the water inlet.

CAUTION

The water pressure should never exceed 120 p.s.i. Water pressure greater than 120 p.s.i. may cause tubing to rupture. Install a failsafe pressure regulator on the water inlet to limit pressure to less than 120 p.s.i. Failure to follow this precaution could result in bodily injury.

NOTE: All plumbing (oil and water) should be cleaned and flushed before being connected to the pillow block. These systems should be tested before the bearing is put into operation.

NOTE: Bearings should NOT be stored outdoors before installation. For extended or outdoor storage, contact equipment manufacturer for special precautions against corrosion.

NOTE: Bearings (and shafts) allowed to set idle for extended periods after being run MUST be protected against corrosion. If the unit cannot be run for several minutes at least once a week, consult equipment manufacturer for special lubrication instructions.

Temperature: The bearing temperature will increase after start-up until its normal operating level is reached. Some fluctuation due to ambient temperature change is normal, but a drastic change MUST be investigated. Normal running temperature should not exceed **180°F**. (Check with equipment manufacturer to see if another operating temperature has been specified.) Low ambient and operating temperatures can be as harmful to the bearing as high temperatures. A heater and thermostat is required for such applications.

Minimum Temperature at Start-Up:

- SAE 10/ISO 32 oil, 45°F
- SAE 20/ISO 68 oil, 70°F
- SAE 30/ISO 100 oil, 85°F
- SAE 40/ISO 150 oil, 90°F
- SAE 50/ISO 220 oil, 95°F

Vibration: Any significant vibration or imbalance MUST be corrected. Check with equipment manufacturer for acceptable conditions.

Options Available:

- API approved heat exchanger
- Heater and thermostat
- Vibration detector kit

HEATER AND THERMOSWITCH

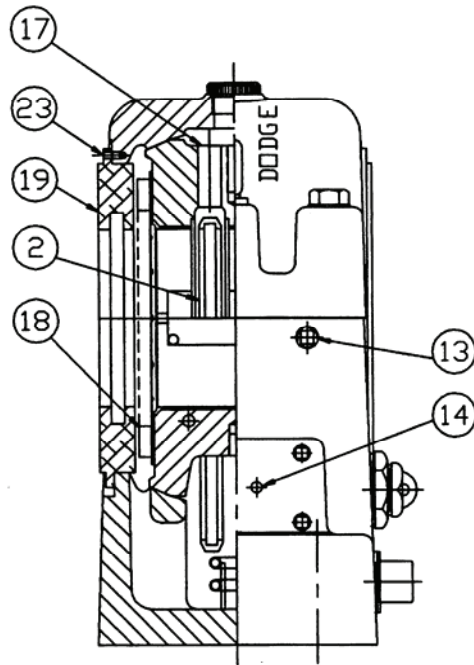
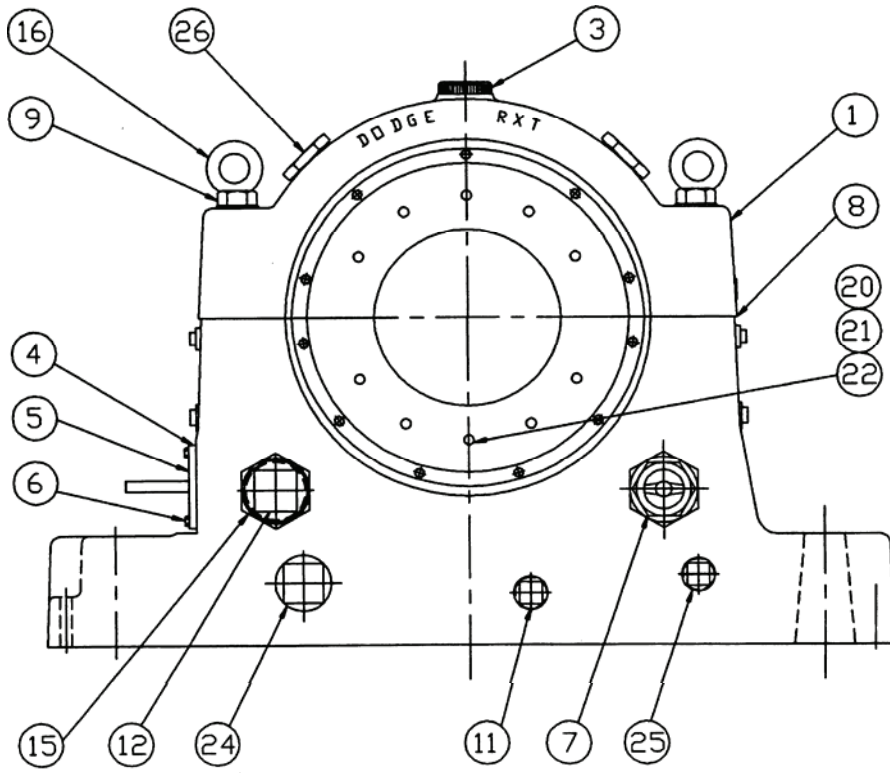
WARNING

When installing heater and thermostat, follow directions and safety procedures recommended by the manufacturer. Install wiring in accordance with the National Electrical Code and local codes. Failure to follow these precautions could result in bodily injury.

RXT REPLACEMENT PARTS

ITEM	DESCRIPTION	SIZE NO. REQ'D	3		4		5		6		8		10	
1	Modular Housing Assem.	1	134500		134501		134502		134503		134504		134505	
2	• Oil Ring	1,2	134796 (1)		134798 (1)		134800 (1)		134803 (2)		134806 (2)		134809 (2)	
3	• Inspection Cover	1	432197		432197		432197		405043		405043		405043	
4	• Cooler Gasket	1	134823		134823		134824		134824		134825		134825	
5	• Cooler Cover	1	134817		134817		134818		134818		134819		134819	
6	• Cover Screws	4, 6	411033 (4)		411033 (4)		411033 (4)		411033 (4)		411033 (6)		411033 (6)	
7	• Oil Gage	1	432197		432199		432199		432198		432198		432198	
8	• Housing Shim	2	134552		134558		134564		134570		134576		134582	
9	• Housing Bolt	4	411607		411305		411548		411205		411609		411226	
10	• Dowel Pin	2	420088		420088		420088		420144		420144		420144	
11	• Drain Plug	1	430012		430012		430012		430012		430012		430012	
12	• Oil Level Plug	2	430014		430014		430014		430014		430014		430014	
13	• Circulating Oil Plug	4	430017		430019		430019		430022		430022		430022	
14	• Thermocouple Plug	2	430012		430012		430012		430012		430012		430012	
15	• Reducer Bushing	1	-		-		-		430157		430157		430157	
16	• Eye Bolt	2	415138		415138		415138		415138		415138		415142	
	Liner Bore Size		0215 0307		0315 0407		0415 0507		0600 0700		0800 0900		1000 1200	
17	S Liner Assembly	1	134710 134711		134712 134713		134714 134715		134716 134717		134718 134719		134720 134721	
	• Liner Cap Screw	4	417064		417066		417092		417092		417210		417244	
	• Groov Pin	2	409080		409082		409081		409081		409081		409081	
	• Dowel Pin	2, 4	420042 (2)		420053 (2)		420053 (2)		420053 (4)		420066 (4)		420088 (4)	
	• Oil Dam	2	134850		134851		134851		134852		134852		134853	
	• COL	2	-		-		-		134840 134841		134842 134843		134844 134845	
	• Screw	4, 8	416517 (4)		416517 (4)		416517 (4)		416517 (8)		416517 (8)		416517 (8)	
17	T Liner Assembly Δ	1	134510 134511		134512 134513		134514 134515		134516 134517		134518 134519		134520 134521	
17	TE Liner Assembly	1	134525 134526		134527 134528		134529 134530		134531 134532		134533 134534		134535 134536	
	• Groov Pin	2	409080		409082		409081		409081		409081		409081	
	• Dowel Pin	2, 3	420042 (2)		420052 (2)		420052 (2)		420053 (2)		420064 (3)		420080 (3)	
	• Oil Dam Δ	1, 2	134850 (1)		134851 (1)		134851 (1)		134852 (2)		134852 (2)		134853 (2)	
	• COL	2	-		-		-		134840 134841		134842 134843		134844 134845	
	• Screw Δ	2, 8	416517 (2)		416517 (2)		416517 (2)		416517 (8)		416517 (8)		416517 (8)	
18	Thrust Collar (S Liner Only)	2	134880 134881		134882 134883		134884 134885		134886 134887		134888 134889		134890 134891	
	• Screw	4	417050 417050		417050 417053		417093 417093		417117 417117		417188 417188		417236 417236	
	• Dowel Pin	4	420040 420040		420040 420040		420043 420043		420043 420043		420043 420043		420080 420080	
	• Set Screw	4	400022 400022		400022 400022		400056 400056		400090 400090		400090 400090		400186 400186	
	• Jam Set Screw	4	415060 415060		415060 415060		400061 400061		400115 400115		400115 400115		400211 400211	
	Seal Bore Size		0215 0307 0407		0315 0407 0600		0415 0507 0800		0600 0700 1000		0800 0900 1200		1000 1200 1450	
19	SEAL	2	134860 134861 134862		134863 134864 134865		134866 134867 134868		134869 134870 134871		134872 134873 134874		134875 134876 134877	
	• Shoulder Screw	4	417043		417043		417043		411281		411103		417103	
20	• Well-Nut	2	465435		465435		465435		465435		465435		465435	
21	• Washer	2	419065		419065		419065		419065		419065		419065	
22	• Screw	2	416500		416500		416500		416500		416500		416500	
23	• Seal Screw		411035 (14)		411035 (18)		411035 (18)		411035 (22)		411035 (26)		411035 (30)	
24	Heater Plug	1	430017		430017		430017		430017		430017		430017	
25	Thermostat Plug	1	430012		430012		430012		430012		430012		430012	
26	Inspection Cover	2	-		-		-		432198		432199		432199	

Δ T Liners Sizes 6" through 12" — No Oil Dams Required.
Use (4) 416517 Screws to Mount COLs.



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MN3062 (Replaces 499952)



06/30/09