

Dodge Tigear 2 Motor Rotation Instructions

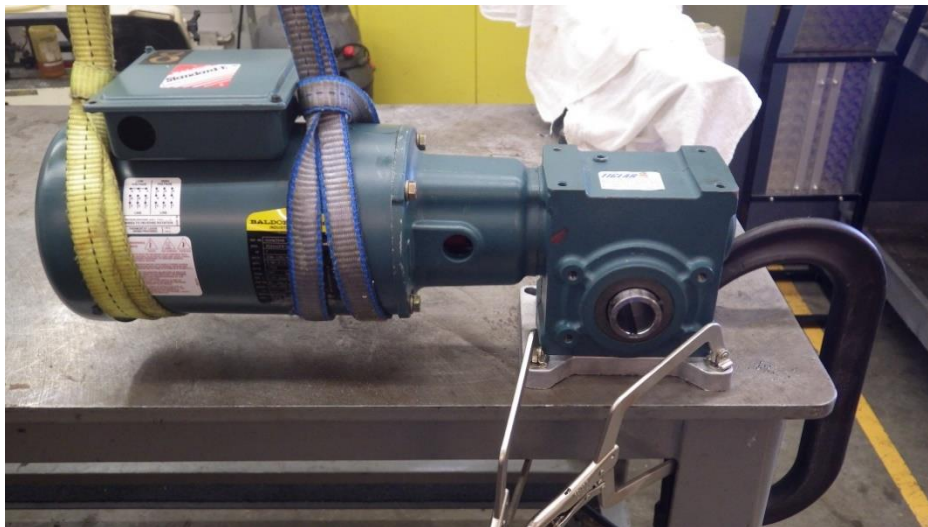
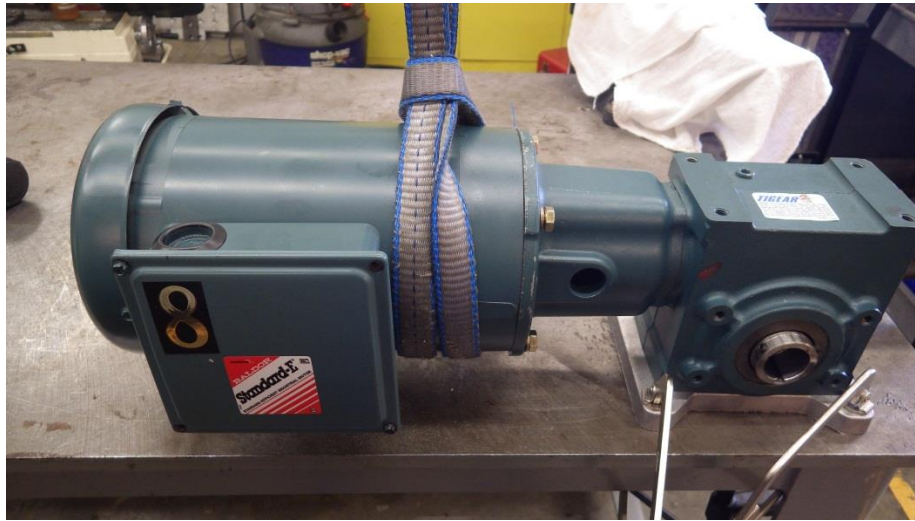
The “Dodge Tigear 2 Motor Rotation Instructions” were designed to assist in motor rotation for the purpose of repositioning the motor conduit box position.

The motor and reducer adapter tenons have a close tolerance fit to insure proper motor alignment. Due to this tight tolerance fit, it is sometimes difficult to rotate the motor without disengaging the motor tenon from the reducer motor adapter tenon. Dodge recommends disengaging the motor and reducer tenons to rotate the motor.

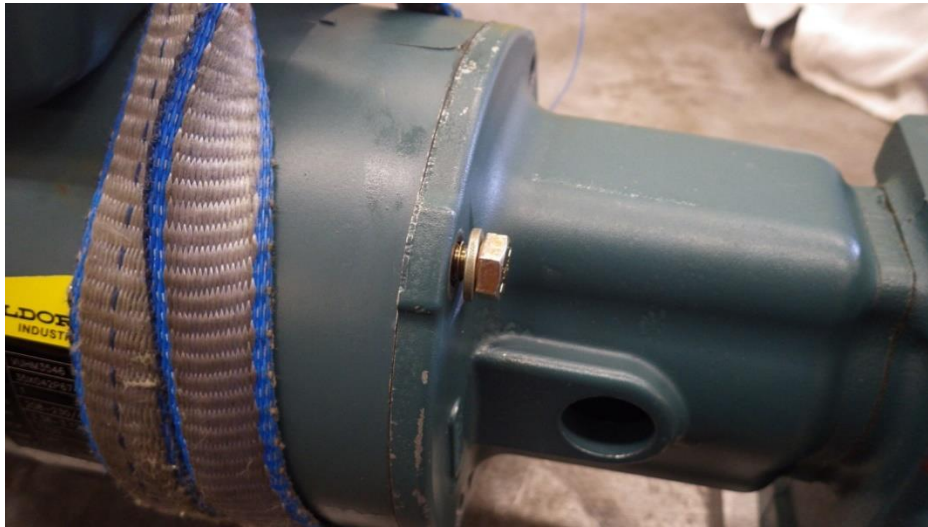
- Secure the reducer & motor in the horizontal position on a table or other suitable surface.



- Install a certified nylon lifting strap around the motor’s barrel. The strap should be installed using the choker method to safely secure the motor. The strap can be installed on either side of the conduit box. Installation on the shaft side of the conduit box normally works easier during motor rotation. On larger frame motors, two lifting straps should be installed. One strap on each side of the conduit box. Tighten the lifting strap / straps until snug. CAUTION: Do not over tighten strap / straps. This will cause the tenon joint to bind making separating the motor from the reducer difficult.



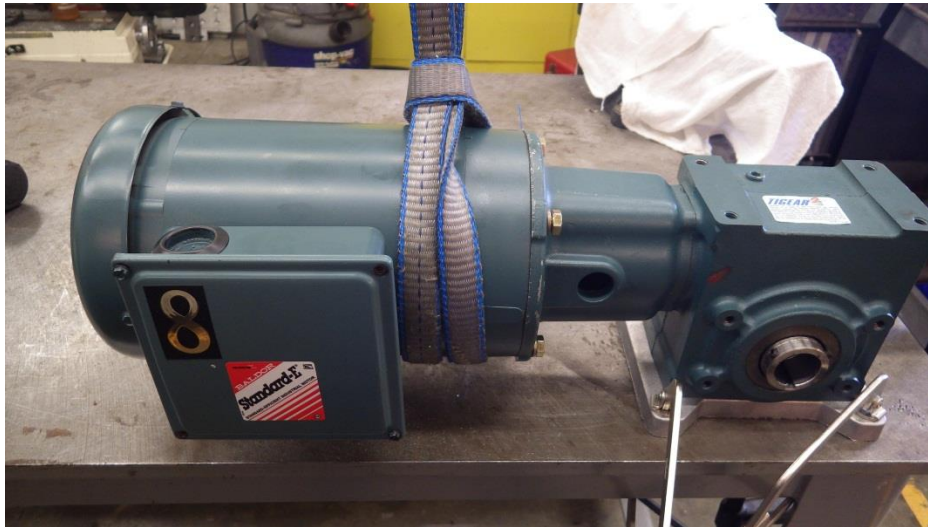
- Remove two of the four motor mounting capscrews and loosen the two remaining capscrews approximately .25". This distance allows the motor tenon to be separated from the reducer tenon without allowing the three piece coupling halves or quill shaft to disengage. Separate the motor tenon from the reducer tenon by lightly rapping the motor frame with a dead blow hammer while applying axial pressure opposite the motor shaft or by prying the tenon joint apart with two flat blade screwdrivers. Care should be used when using screwdrivers to separate the tenon joint. If the tenon surfaces are damaged, the motor and reducer will have to be completely separated to repair the damage.



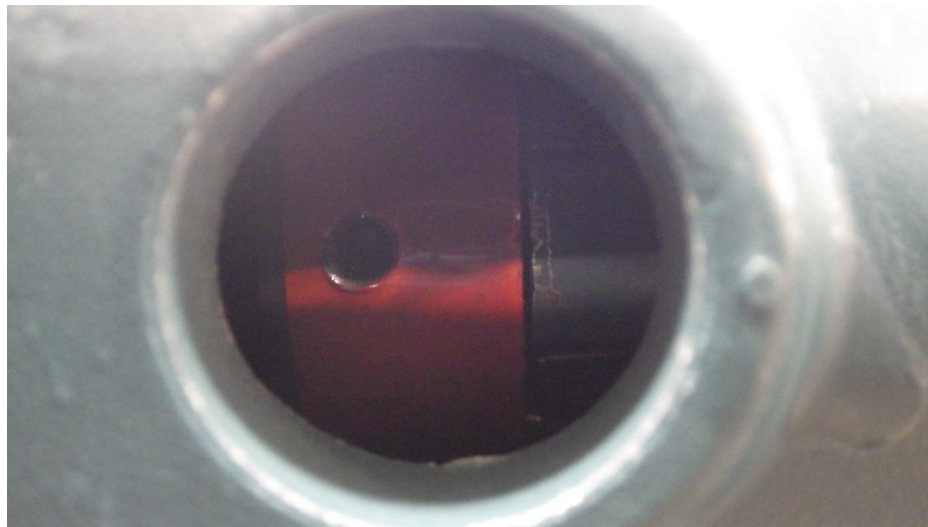
- Once the motor tenon has been separated from the reducer, support the motor fan end and keep constant axial pressure on the fan shroud towards the reducer. This pressure is required to keep the three piece coupling halves from disengaging and must be maintained throughout the motor rotation procedure. Remove the two remaining motor mounting capscrews.



- Slowly rotate the motor to the desired conduit box position. The lifting strap / straps may have to be manually rotated in the opposite direction once or twice during the rotation procedure. Verify the motor gasket is in its proper position to allow the motor mounting capscrews to be re-installed. Installed the four motor mounting capscrews and lock washers. Tighten the capscrews to their recommend to torque value.



- Look into the coupling access hole and verify the three piece coupling is properly engage.



- If the three piece coupling halves become disengaged during this procedure, rotate the motor to the desired conduit box position. Realign and engage the coupling halves and motor / reducer tenon joint. Install motor mounting capscrews and lock washers.
- Relocating the coupling on the motor shaft or re-torquing the coupling setscrew (setscrews) is not required unless the coupling setscrew (setscrews) has been loosened during the motor rotation procedure.