

# BALDOR

## BALDOR ELECTRIC COMPANY

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## REDUCER INSTALLATION, MAINTENANCE AND LUBRICATION

**BALDOR 900 SERIES REDUCERS** will achieve maximum performance and life, by following these instructions.

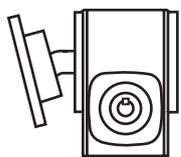
### INSTALLATION

BALDOR 900 SERIES REDUCERS are ready for installation as removed from the carton. These reducers incorporate an integral expansion chamber, which eliminates the traditional requirement for a breather. Each reducer has been filled with Mobil SHC634 synthetic lubricant at the factory. The oil quantity is sufficient for any mounting position.

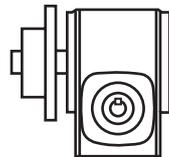
Mount the reducer on a flat surface, to assure proper bolt tension and to prevent damage to the mounting base.

When direct coupling the reducer to the driven machine, carefully align the reducer output shaft to the input shaft of the driven machine. These shafts must be connected with a flexible coupling.

Power transmission components, such as sprockets, gears, or sheaves, mounted on the reducer shafts produce overhung loads. Mount these components as close as possible to the reducer with the hub facing outward. This mounting minimizes the load on the reducer shaft and bearings and increases life. Carefully align these components with their counterparts on the driven machine.



INCORRECT



CORRECT

### MAINTENANCE

BALDOR 900 SERIES REDUCERS require no periodic maintenance. Visual inspection for leakage, accumulation of dirt, and general operating condition is recommended.

Accumulation of material on the reducer can lead to overheating and reduced life.

### LUBRICATION

Oil changes are not required. Oil should only be replaced when maintenance is performed that requires disassembly. If the oil is replaced, use only Mobil SHC634. This oil has long life and is suitable for ambient temperatures as low as -10°F.

A packet of Fel-Pro C5-A Anti-Seize Lubricant is supplied with the reducer. Lubricate the motor shaft and key with the anti-seize lubricant before installing the motor onto the reducer.

### MOUNTING POSITIONS

For maximum seal life, the reducer should be mounted with the input shaft as high as possible.

***Mounting the reducer with the input seal vertically down is not recommended.*** If a vertically down input shaft position is required, consult the factory.

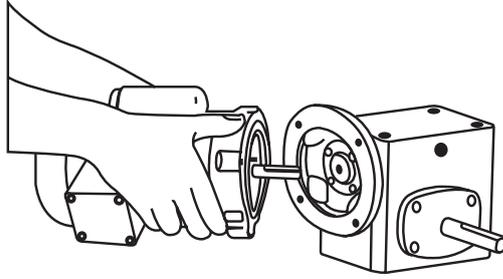
### OPERATING ENVIRONMENT

Baldor Reducers are designed to operate in ambient temperatures of -10°F to 100°F. The oil sump temperature of the reducer must not exceed 200°F. Consult the factory for applications requiring ambient operating temperature outside this range.

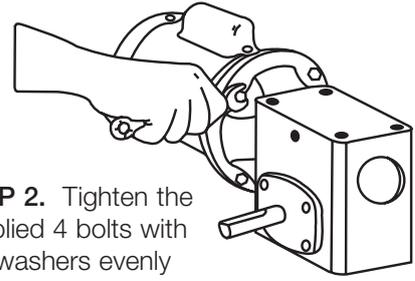
Baldor Speed Reducers are available in a Wash Down version for those applications requiring frequent cleaning or for those applications operating in wet or humid conditions. Baldor Wash Down Reducers incorporate white epoxy paint, stainless steel output shafts and stainless steel hardware.

## “C” FLANGE – HOLLOW BORE WORM STYLE:

**STEP #1.** Position key in reducer worm bore. Apply anti-seize compound to the motor shaft. Line up the key with the keyslot and slip the motor shaft in the reducer worm bore.



**STEP 2.** Tighten the supplied 4 bolts with lockwashers evenly for a solid fit between motor and “C” flange.



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## EXTENDED “C” FLANGE WITH FLEXIBLE COUPLING STYLE:

**STEP #1:** Mount one coupling half on motor shaft so that the coupling half and end of key are flush with end of motor shaft. (See Drawing A)

**STEP #2:** Tighten coupling setscrews. Thread locking compound is recommended on all coupling setscrews. Measure distance from inner face of coupling to motor mounting surface. (See Drawing A)

**STEP #3:** Mount other coupling half on the reducer input shaft so the coupling end measures the same distance to the mounting surface of the “C” flange. (See Drawing B) Tighten setscrews. Key should be flush with shaft end. Use pipe plug opening in side of “C” flange to loosen, tighten or make any adjustments in coupling position.

**STEP #4:** Align coupling halves and install motor.

**STEP #5:** Rotate motor to required position and tighten the supplied four bolts and lockwashers evenly for a solid fit between motor and “C” flange. Re-install and tighten the pipe plug in the flange access hole.

Follow the lubrication directions.

