



BALDOR ELECTRIC COMPANY

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REDUCER INSTALLATION, MAINTENANCE AND LUBRICATION

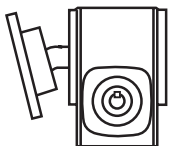
Baldor reducers achieve maximum performance and life when installed properly. Please follow these instructions carefully.

INSTALLATION

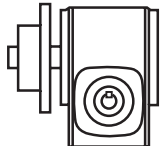
Baldor reducers filled with Kluber Klubersynth UH1-6-460 synthetic lubricant are ready for immediate use. These reducers are completely sealed and require no breather vents. The design and synthetic lubrication allow efficient operation to reduce operating temperature and minimize internal pressure build up. The reducer has been filled with the correct amount of oil for all approved mounting positions. Do not add or remove any oil during installation or after the break-in period.

Mount the reducer on a flat surface, to assure proper bolt tension and 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 for increased life. Carefully align these components with their counterparts on the driven machine.



INCORRECT



CORRECT

MAINTENANCE

Baldor reducers require no periodic maintenance. Visual inspection (for oil leakage and general operating condition) and a simple cleaning to remove dirt build up is recommended.

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

LUBRICATION

Klubersynth UH1-6-460 is suitable for USDA Class H1 environments. This synthetic lubrication does not require periodic changing. The lubrication should only be replaced when maintenance is performed that requires disassembly. Use only Klubersynth UH1-6-460. This lubrication is suitable for a wide temperature range (-13° to 320° F). However, refer to “**Operating Environment**” section for the ambient operating temperature for Baldor speed reducers.

MOUNTING POSITIONS

Because Baldor speed reducers do not require a breather vent, they are suitable for mounting in a wide variety of mounting positions without modification.

Avoiding those positions where the high-speed (input) oil seal is immersed in oil, will provide greater security against high-speed (input) seal wear. For maximum seal life, the reducer should be mounted with the high-speed (input) shaft as high as possible above the low-speed (output) shaft. Since the high-speed (input) oil seal experiences more revolutions than the output, it will also experience more heat and more wear. When the speed reducer is mounted in a manner where the high-speed (input) seal is below the oil level, and the seal is nearing the end of its useful life, the steady head of oil on the seal will result in a leak. If the reducer is mounted with the high-speed (input) seal above the oil level it may not leak even when the seal has reached the end of its useful life.

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.

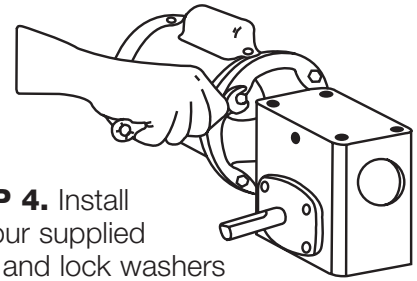
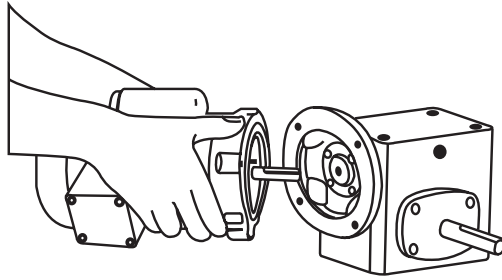
The input horsepower rating shown on the nameplate of each Baldor speed reducer is the continuous mechanical rating of 1.0 service factor at 1750 RPM. Before placing the reducer into service, confirm that its horsepower rating is consistent with the motor horsepower and desired service factor. Service factor and speed reducer ratings can be found in your Baldor Gear Product brochure, BR1600.

“C” FLANGE – HOLLOW BORE WORM STYLE:

STEP 1. Position key in reducer worm bore.

STEP 2. Apply anti-seize compound to the motor shaft.

STEP 3. Line up the key with the key slot and slip the motor shaft in the reducer worm bore.



STEP 4. Install the four supplied bolts and lock washers and tighten bolts evenly for a solid fit between motor and “C” flange.

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).

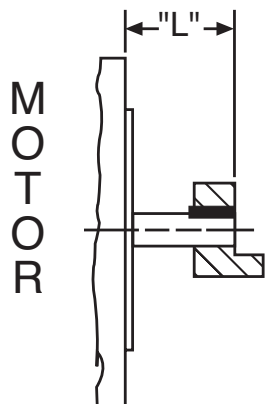
STEP 2. Tighten coupling setscrews. (Thread locking compound is recommended on all coupling setscrews.)

STEP 3. Measure the distance from inner face of coupling to motor mounting surface. (See Drawing A “L”).

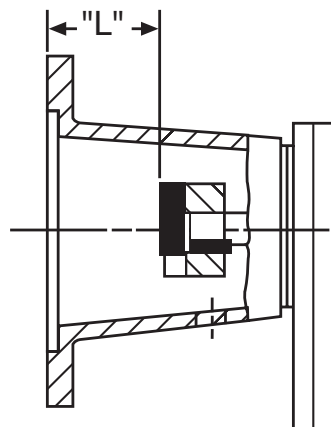
STEP 4. Mount other coupling half on the reducer input shaft so the coupling end measures the same distance “L” to the mounting surface of the “C” flange. (See Drawing B “L”)

STEP 5. Tighten setscrews.

Follow the lubrication directions.



Drawing A



Drawing B