

Parts Replacement Manual For DODGE[®] TORQUE-ARM[™]

**Speed Reducers
Straight Bore & Taper Bushed**

**TXT/HXT 609A - 615A - 625A
TXT/HXT 709A - 715A - 725A**

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 risks to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

INSTALLATION

1. Use eyebolts or lifting lugs to lift reducer.
2. Determine the running positions of the reducer. (See Fig. 1) Note that the reducer is supplied with either 4 or 7 plugs; 4 around the sides for horizontal installations and 1 on each face for vertical installations. These plugs must be arranged relative to the running positions as follows:

Horizontal Installations - Install the magnetic drain plug in the hole closest to the bottom of the reducer. Throw away the tape that covers the filter/ventilation plug in shipment and install plug in topmost hole. Of the 3 remaining plugs on the sides of the reducer, the lowest one is the minimum oil level plug.

Vertical Installations - Install the filter/ventilation plug in the hole provided in the top face of the reducer housing. Use the hole in the bottom face for the magnetic drain plug. Of the 5 remaining holes on the sides of the reducer, use a plug in the upper housing half for the minimum oil level plug.

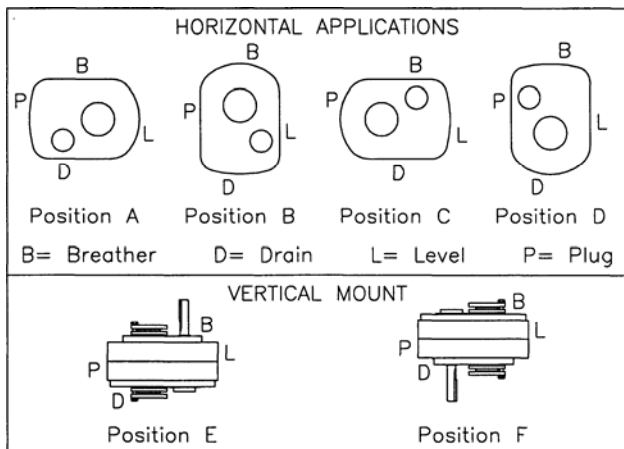


Fig. 1 - Mounting Positions

The running position of the reducer in a horizontal application is not limited to the four positions shown in Fig. 1. However, if running position is over 20° in position "B" & "D" or 5° in position "A" & "C", either way from sketches, the oil level plug cannot be used safely to check the oil level, unless during the checking, the torque arm is disconnected and the reducer is swung to within 20° for position "A" & "C" or 5° for position "B" & "D" of the positions shown in Fig. 1. Because of the many possible positions of the reducer, it may be necessary or desirable to make special adaptations using the lubrication filling holes furnished along with other standard pipe fittings, stand pipes and oil level gauges as required.

3. Mount reducer on driven shaft as follows:

WARNING: To ensure that drive is not unexpectedly started, turn off and lock out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury.

For Straight Bore: Mount reducer on driven shaft as close to bearing as practical. If bushings are used, assemble bushings in reducer first. A set of bushings for one reducer consists of one keyseated bushing and one plain bushing. Extra length setscrews are furnished with the reducer. Driven shaft should extend through full length of speed reducer. Tighten both setscrews in each collar.

For Taper Bushed: Mount reducer on driven shaft per instruction sheet No. 499629 packed with tapered bushings.

4. Install sheave on input shaft as close to reducer as practical. (See Fig. 2)
5. Install motor and V-belt drive so belt will approximately be at right angles to the center line between driven and input shaft. (See Fig. 3) This will permit tightening the V-belt with the torque arm.
6. Install torque arm and adapter plates using the long reducer bolts. The bolts may be shifted to any of the holes on the input end of the reducer.
7. Install torque arm fulcrum on a flat and rigid support so that the torque arm will be approximately at right angles to the center line through the driven shaft and the torque arm anchor screw. (See Fig. 4) Make sure that there is sufficient take-up in the turnbuckle for belt tension adjustment when using V-belt drive.

CAUTION: Unit is shipped without oil. Add proper amount of recommended lubricant before operating. Failure to observe this precaution could result in damage to or destruction of the equipment.

8. Fill gear reducer with recommended lubricant. See page 3, table 1.

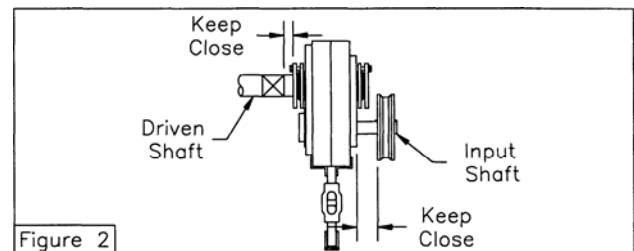


Figure 2

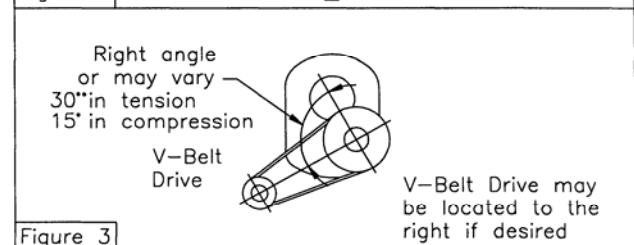


Figure 3

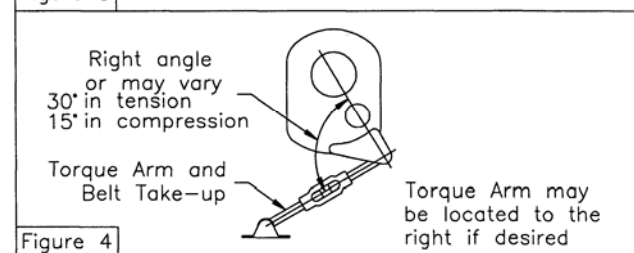


Figure 4

LUBRICATION

IMPORTANT: Because reducer is shipped without oil, it is necessary to add the proper amount of oil before running. Use a high-grade petroleum base rust and oxidation inhibited (R&O) gear oil—see tables. Follow instructions on reducer warning tags, and in the installation manual.

Under average industrial operating conditions, the lubricant should be changed every 2500 hours of operating or every 6 months, whichever occurs first. Drain reducer and flush with kerosene, clean magnetic drain plug and refill to proper level with new lubricant.

CAUTION: Extreme pressure (EP) lubricants are not recommended for average operating conditions. Failure to observe these precautions could result in bodily injury.

CAUTION: Too much oil will cause overheating and too little will result in gear failure. Check oil level regularly. Failure to observe this precaution could result in bodily injury.

Under extreme operating conditions, such as rapid rise and fall of temperature, dust, dirt, chemical particles, chemical fumes, or oil sump temperatures above 200°F, the oil should be changed every 1 to 3 months, depending on severity of conditions.

CAUTION: Do not use EP oils containing slippery additives such as graphite or molybdenum disulfide in the reducer when backstop is used. These additives will destroy sprag action.

Table 1 – Oil Volumes

Reducer Size TXT/HXT	Approximate Volume of Oil Required to Fill Reducer to Oil Level Plug																	
	† Position A			† Position B			† Position C			† Position D			† Position E			† Position F		
	Oz.	▲ Qt.	L	Oz.	▲ Qt.	L	Oz.	▲ Qt.	L	Oz.	▲ Qt.	L	Oz.	▲ Qt.	L	Oz.	▲ Qt.	L
609A 615A 625A	136	4.25	4.0	160	5	4.7	136	4.25	4.0	160	5	4.7	276	8.63	8.2	292	9.13	8.6
709A 715A 725A	208	6.50	6.1	256	8	7.6	232	7.25	6.9	296	9.25	8.7	492	15.38	14.6	524	16.38	15.5

† Refer to Figure 1 on page 2 for mounting positions.

▲ U.S. Measure: 1 quart = 32 fluid ounces = .94646 liters.

Note: If reducer position is to vary from those shown in figure 1, either more or less oil may be required. Consult Dodge.

If output is less than 15 RPM, consult Dodge.

Table 2 – Oil Recommendations
ISO Grades for Average Operating Conditions

Ambient Temperatures of 15°F thru 60°F	
Output RPM	Reducer Size
	TXT6A–7A HXT6A–7A
151–200	150
126–150	150
101–125	150
81–100	150
41–80	150
11–40	220
1–10	220

Ambient Temperatures of 50°F thru 125°F	
Output RPM	Reducer Size
	TXT6A–7A HXT6A–7A
151–200	220
126–150	220
101–125	220
81–100	220
41–80	220
11–40	320
1–10	320

Guidelines for Torque-Arm Reducer Long-Term Storage

During periods of long storage, or when waiting for delivery or installation of other equipment, special care should be taken to protect a gear reducer to have it ready to be in the best condition when placed into service.

By taking special precautions, problems such as seal leakage and reducer failure due to lack of lubrication, improper lubrication quantity, or contamination can be avoided. The following precautions will protect gear reducers during periods of extended storage:

Preparation

1. Drain the oil from the unit. Add a vapor phase corrosion inhibiting oil (VCI-105 oil by Daubert Chemical Co.) in accordance with Table 3.

2. Seal the unit airtight. Replace the vent plug with a standard pipe plug and wire the vent to the unit.

3. Cover the shaft extension with a waxy rust preventative compound that will keep oxygen away from the bare metal. (Non-Rust X-110 By Daubert Chemical Co.)
4. The instruction manuals and lubrication tags are paper and must be kept dry. Either remove these documents and store them inside or cover the unit with a durable waterproof cover which can keep moisture away.
5. Protect reducer from dust moisture, and other contaminants by storing the unit in a dry area.
6. In damp environments, the reducer should be packed inside a moisture-proof container or an envelope of polyethylene containing a desiccant material. If the reducer is to be stored outdoors, cover the entire exterior with a rust preventative.

When placing the reducer into service:

1. Assemble the vent plug into the proper hole.
2. Clean the shaft extensions with petroleum solvents.
3. Fill the unit to the proper oil level using a recommended lubricant. The VCI oil will not affect the new lubricant.
4. Follow the installation instructions provided in this manual

Table 3 – Quantities of VCI #105 Oil

Size	Ounces
TXT / HXT6A	2
TXT / HXT7A	2

VCI #105 & #10 are interchangeable.

VCI #105 is more readily available.

MOTOR MOUNTS

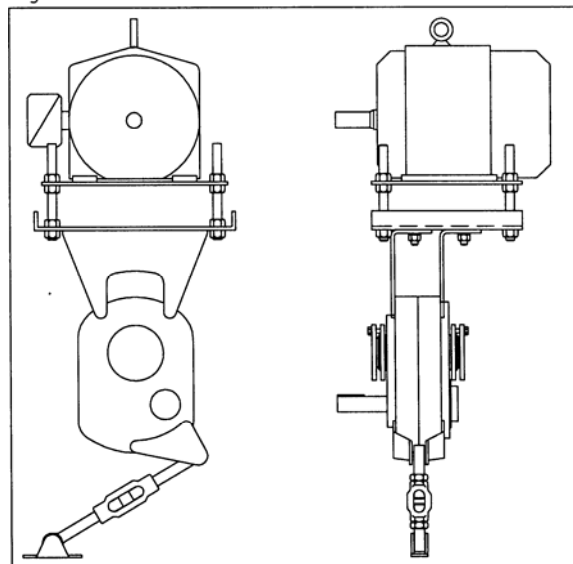
The motor mount must be installed on output end of reducer as shown in Figure 5.

Remove two or three (as required) housing bolts on output end of reducer. Place the motor mount in position and install the longer housing bolts supplied with the motor mount. Tighten bolts to torque specified in Table 4.

Install motor, drive sheave, and driven sheave so that the driven sheave is as close to the reducer housing as practical. Install V-belt and tension with the four adjusting screws provided on the T-A M motor mount.

Check all bolts to see that they are securely tightened.

Figure 5



WARNING: Belt guard removed for illustration purposes. Do not operate if belt guard is not in place.

REPLACEMENT OF PARTS

IMPORTANT: Using tools normally found in a maintenance department, a DODGE TORQUE-ARM speed reducer can be disassembled and reassembled by careful attention to the instructions following.

Cleanliness is very important to prevent the introduction of dirt into the bearings and other parts of the reducer. A tank of clean solvent, an arbor press, and equipment for heating bearings and gears (for shrinking these parts on shafts) should be available.

Our factory is prepared to repair reducers for customers who do not have proper facilities or who, for any reason, desire factory service.

The oil seals are of the rubbing type and considerable care should be used during disassembly and reassembly to avoid damage to the surface which the seals rub on.

The keyseat in the input shaft, as well as any sharp edges on the output hub should be covered with tape or paper before disassembly or reassembly. Also, be careful to remove any burrs or nicks on surfaces of the input shaft or output hub before disassembly or reassembly.

Ordering Parts: When ordering parts for reducer, specify reducer size number, reducer serial number, part name, part number, and quantity.

It is strongly recommended that, when a pinion or gear is replaced, the mating pinion or gear is replaced also.

If the large gear on the output hub must be replaced, it is recommended that an output hub assembly of a gear assembled on a hub be ordered to secure undamaged surfaces on the output hub where the output seals rub. However, if it is desired to use the old output hub, press the gear and bearing off and examine the rubbing surface under the oil seal carefully for possible scratching or other damage resulting from the pressing operation. To prevent oil leakage at the shaft oil seals, the smooth surface of the output hub must not be damaged.

If any parts must be pressed from a shaft or from the output hub, this should be done before ordering parts to make sure that none of the bearings or other parts are damaged in removal. Do not press against outer race of any bearing.

Because old shaft oil seals may be damaged in disassembly, it is advisable to order replacements for these parts.

Removing Reducer from Shaft

CAUTION: Remove all external loads from drive before removing or servicing drive or accessories.

WARNING: To ensure that drive is not unexpectedly started, turn off and lock out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury.

Straight Bore: Loosen screws in both output hub collars. Remove the collar next to the end of the shaft. This exposes three puller holes in the output hub to permit the use of a wheel puller. In removing the reducer from the shaft, be careful not to damage the ends of the hub.

Taper Bushed:

1. Remove bushing screws.
2. Place the screws in the threaded holes provided in the bushing flanges. Tighten the screws alternately and evenly until the bushings are free on the shaft. For ease of tightening screws, make sure screw threads and threaded holes in bushing flanges are clean.
3. Remove the outside bushing, the reducer, and then the inboard bushing.

Disassembly:

1. Position the reducer on its side and remove all housing bolts. Drive dowel pins from housing. Gently tap the output hub and input shaft with a soft hammer (rawhide, not a lead hammer) to separate the housing halves. Open housing evenly to prevent damage to the parts inside.
2. Lift shaft, gear, and bearing assemblies from housing.
3. Remove seals from housing.

Reassembly:

1. Output Hub Assembly: Heat gear to 325°F to 350°F to shrink onto hub. Heat bearings to 270°F to 290°F to shrink onto hub. Any injury to the hub surfaces where the oil seals rub will cause leakage, making it necessary to use a new hub.
2. Countershaft Assembly: Shaft and pinion are integral. Press gear and bearings on shaft. Press against inner (not outer) race of bearings.
3. Input Shaft Assembly: Shaft and pinion are integral. Press bearings on shaft. Press against inner (not outer) race of bearings.
4. Drive the two dowel pins into place in the right-hand housing half.

5. Place R.H. housing half on blocks to allow for protruding end of output hub.

6. Install bearing cups in right-hand housing half, making sure they are properly seated.

7. Mesh output hub gear and small countershaft gear together and set in place in housing. Set input shaft assembly in place in the housing. Make sure bearing rollers (cones) are properly seated in their cups. Set bearing cups for left-hand housing half in place on their rollers.

8. Clean housing flange surfaces on both halves, making sure not to nick or scratch flange face. Place a 1/8" bead of RTV732 sealant on flange face. (make sure RTV is placed between bolt holes and inside of flange face) Place other housing half into position and tap with a soft hammer (rawhide, not lead hammer) until housing bolts can be used to draw housing halves together. Torque housing bolts per torque values listed in table 4.

Table 4 – Recommended Torque Values

Reducer Size	Dry Torque (lb.-ft.)	
	Housing Bolts	Output Hub Seal Carrier Screws
TXT / HXT 6A	75–68	30–27
TXT / HXT 7A	150–135	50–45

Reducer Size	Dry Torque (lb.-ft.)	
	C'shaft Bearing Cover Screws	Input Shaft Seal Carrier Screws
TXT / HXT 6A	30–27	30–27
TXT / HXT 7A	50–45	50–45

9. Place output hub seal carrier in position without shims and install two carrier screws diametrically opposed. Torque each screw to 25 in.-lbs. Rotate the output hub to roll in the bearings and then torque each screw to 50 in.-lbs. Again turn output hub to roll in the bearings. With a feeler or taper gage, measure the gap between the housing and the carrier flange. To determine the required shim thickness, take the average of the two feeler gage readings. Remove carrier and install the required shims plus .002. Install carrier with shims and torque bolts per table 4. Rotate hub assy, tap lightly with rawhide mallet on end of hub, while rotating, to ensure bearings are seated. Using a dial indicator check end play of hub bearings, endplay should be .001-.003. Repeat this process as necessary to obtain proper end play. Place a 1/8" diameter bead of RTV732 sealant inside the carrier at the shim I.D. and install carrier on reducer housing. Torque carrier bolts to value shown in Table 4.

10. Adjust the countershaft bearings using the same method as in step 8 above. The axial end play should be .001" to .003".

11. Again, using the same procedure as in step 8, adjust the input shaft bearings, except the axial end play should be .002" to .004".

11. Install input and output seals. Extreme care should be used when installing seals to avoid damage due to contact with sharp edges on the input shaft or output hub. The possibility of damage and consequent oil leakage can be decreased by covering all sharp edges with tape prior to seal installation. Fill cavity between seal lips with grease. Seals should be pressed or tapped with a soft hammer evenly into place in the carrier, applying pressure only on the outer edge of the seals. A slight oil leakage at the seals may be evident during initial running, but should disappear unless seals have been damaged.

12. Install bushing backup plates and snap rings on Taper Bushed reducers or hub collars on straight bore reducers.

Table 5 – Manufacturers' Part Numbers for Replacement Output Hub Bearings

Torque-Arm Reducer Drive Size	Output Bearing	
	Dodge Part No.	Timken Part No.
TXT/HXT 609A TXT/HXT 615A TXT/HXT 625A	402050 403140	JM822049 JM822010
TXT/HXT 709A TXT/HXT 715A TXT/HXT 725A	402058 403111	48290 48220

Table 6 – Manufacturers' Part Numbers for Replacement Countershaft Bearings

Torque-Arm Reducer Drive Size	Countershaft Bearing Input Side	
	Dodge Part No.	Timken Part No.
TXT/HXT 609A TXT/HXT 615A TXT/HXT 625A	402054 403159	HM807040 HM807010
TXT/HXT 709A TXT/HXT 715A TXT/HXT 725A	402256 403053	JHM807045 JHM807012

Table 6 cont'd – Manufacturers' Part Numbers for Replacement Countershaft Bearings

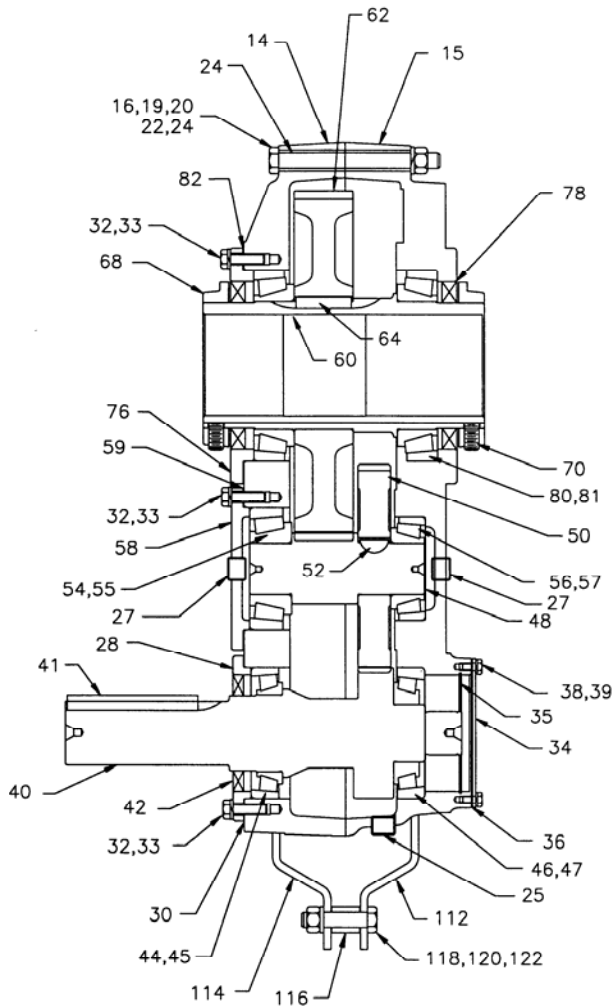
Torque-Arm Reducer Drive Size	Countershaft Bearing Input Side	
	Dodge Part No.	Timken Part No.
TXT/HXT 609A TXT/HXT 615A TXT/HXT 625A	402052 403142	HM803149] HM803110
TXT/HXT 709A TXT/HXT 715A TXT/HXT 725A	402256 403053	JHM807045 JHM807012

Table 7 – Manufacturers' Part Numbers for Replacement Input Bearings

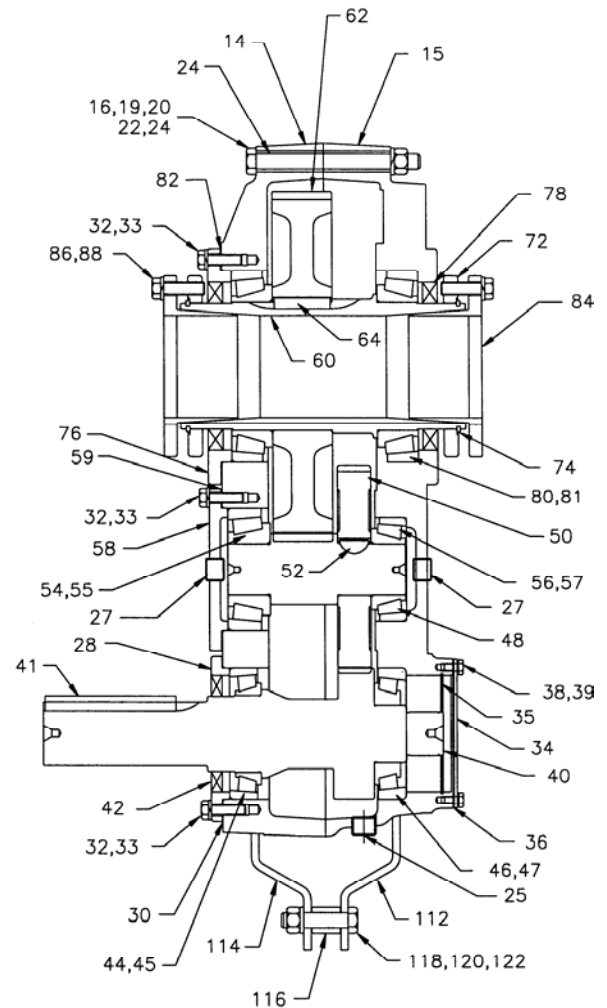
Torque-Arm Reducer Drive Size	Input Bearings Input Side	
	Dodge Part No.	Timken Part No.
TXT/HXT 609A TXT/HXT 615A TXT/HXT 625A	402196 403091	395A 3920
TXT/HXT 709A TXT/HXT 715A TXT/HXT 725A	402150 403106	39590 39520

Torque-Arm Reducer Drive Size	Input Bearings Input Side	
	Dodge Part No.	Timken Part No.
TXT/HXT 609A TXT/HXT 615A TXT/HXT 625A	402197 403091	396 3920
TXT/HXT 709A TXT/HXT 715A TXT/HXT 725A	402088 403047	455 452

Parts for TXT / HXT 6A & 7A Straight Bore and Taper Bushed Speed Reducers

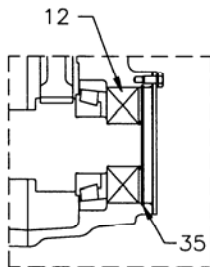


STRAIGHT BORE

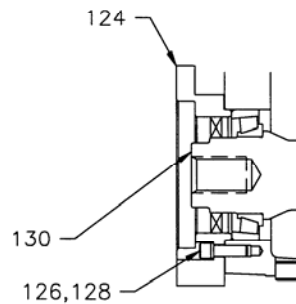


TAPER BUSHED

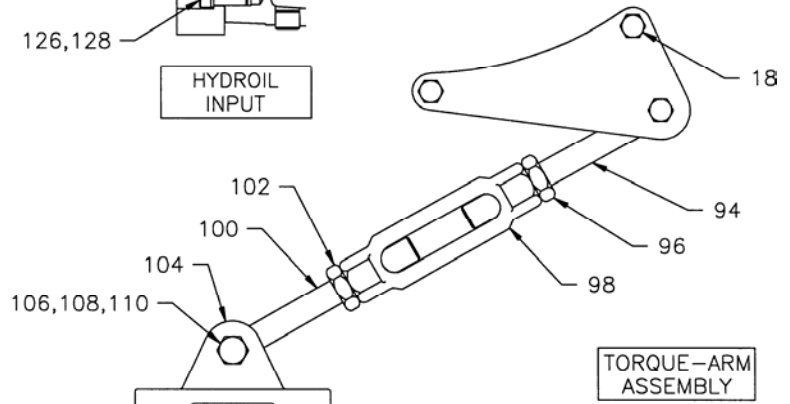
NOTE: THE TWO DIGIT NUMBERS ARE FOR REFERENCE ONLY. ORDER PARTS BY THE SIX DIGIT NUMBER IN THE PARTS LIST. EACH SIX DIGIT NUMBER IS A COMPLETE IDENTIFICATION OF THE PART OR ASSEMBLY.



BACKSTOP ASSEMBLY



HYDROIL INPUT



TORQUE-ARM ASSEMBLY

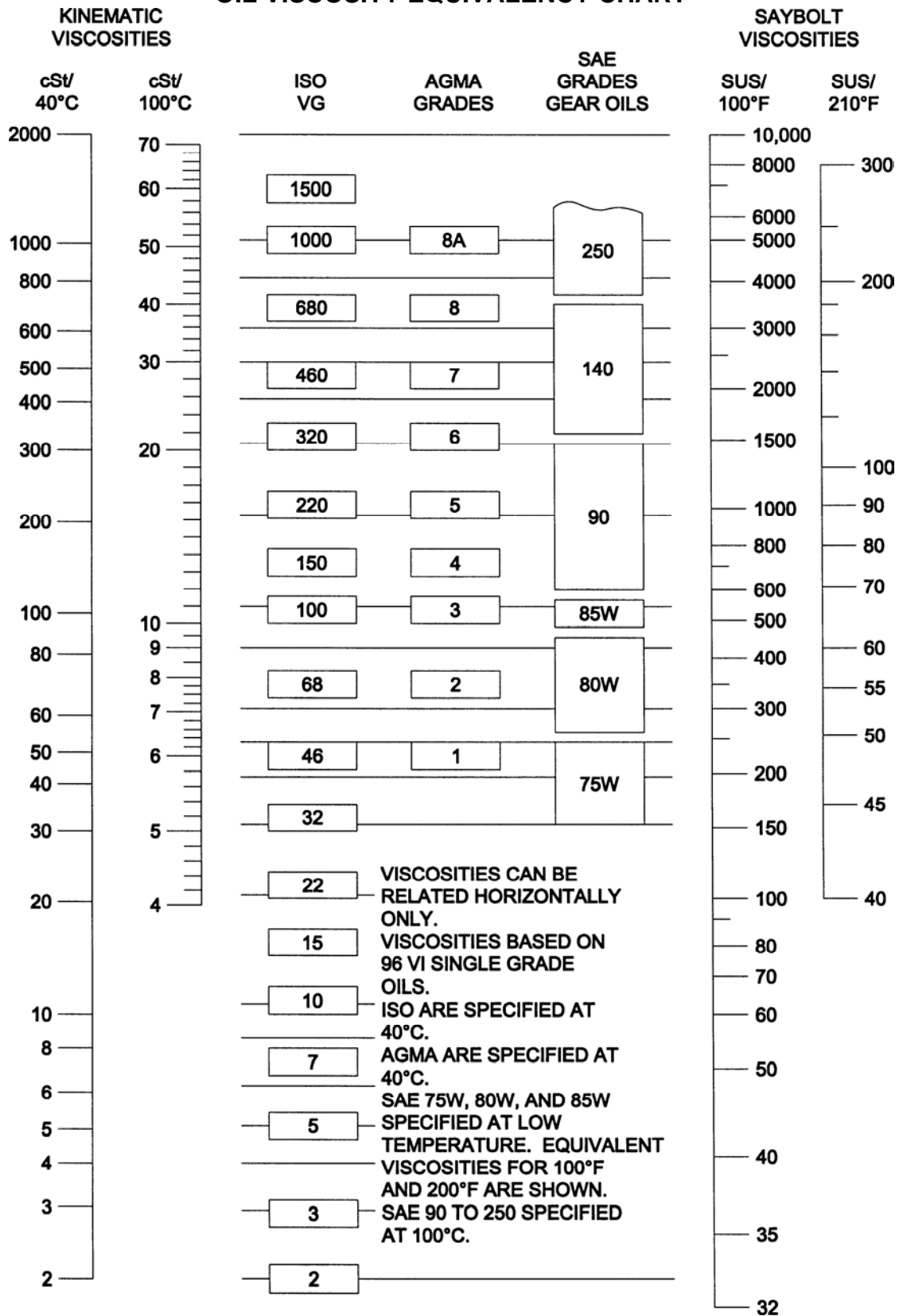
Ref.	Name of Part	No. Req'd	TXT6A HXT6A	TXT7A HXT7A
12	Backstop Assembly	1	246092	247260
	Housing			
14	LH Housing	1	246358	247358
15	RH Housing	1	246359	247359
§	Air Vent	1	245237	390061
16	Housing Bolt	6	411466	411498
18	Adapter Housing Bolt	2	411468	411499
19	Washer	2	419096	419082
20	Lock Washer	8	419013	419016
22	Hex Nut	8	407091	407095
24	Dowel Pin	2	420112	420128
27	Pipe Plug	5	430033	430035
25	Magnetic Plug	1	430062	430064
28	Input Shaft Seal Carrier	1	246184	247320
30*	Inp Shft Brg Shim Pack	2	391164	390420
32	Carrier/Cover Screws	+	411408	411433
33	Lock Washer	+	419011	419012
34	Backstop Cover	1	246226	246226
35	Backstop Retaining Ring	1	421029	421029
38	Backstop Cover Screw	6	411394	411394
39	Lock Washer	6	419009	419009
40*	Input Shaft 9:1 Ratio	1	246481	247479
	with Pinion 15:1 Ratio	1	246290	247370
	25:1 Ratio	1	246291	247371
41	Input Shaft Key	1	443113	443127
44*	Input Shaft Brg Cone	1	402196	402150
45*	(Input Side) Cup	1	403091	403106
46*	Input Shaft Brg Cone	1	402197	402088
47*	(Backstop Side) Cup	1	403091	403047
	Countershaft 9:1 Ratio	1	392140	392141
	Assembly ★ 15:1 Ratio	1	391171	391196
	25:1 Ratio	1	391186	391197
48	▲ C'shaft with Pinion	1	246294	247002
50*	▲ First 9:1 Ratio	1	246482	247478
	Reduction 15:1 Ratio	1	246292	247008
	Gear 25:1 Ratio	1	246293	247005
52*	▲ Key	1	245218	247218
54*	Countershaft Brg Cone	1	402054	402256
55*	(Input Side) Cup	1	403159	403053
56*	Countershaft Brg Cone	1	402052	402256
57*	(Backstop Side) Cup	1	403142	403053
58	C'shaft Brg Cover (Input Shaft)	1	246185	247194
59*	C'shaft Brg Shim Pack	2 ‡	391165	390429
	Output Hub Straight	1	390988	390990
	Assembly ★ Tapered	1	390935	390941
60*	▲ Output Hub Straight	1	246338	247338
	Tapered	1	246269	272137
62*	▲ Output Gear	1	246295	247215
64*	▲ Output Gear Key	2	245217	245217
68	Output Hub Collar □	2	246309	247309
70	Collar Screw □	4	400154	400190
72	Bushing Backup Plate ■	2	246270	272138
74	Retaining Ring ■	2	421055	421099
76	Output Hub Seal Carrier (Input Side)	1	246187	247315
80*	Output Hub Cone	2	402050	402058
81*	Bearing Cup	2	403140	403111

- ★ Includes parts listed immediately below marked Bushing assembly includes 2 bushings.
▲ Makes up assembly under which it is listed.
§ Not shown on drawing.

Ref.	Name of Part	No. Req'd	TXT6A HXT6A	TXT7A HXT7A
82*	Output Hub Bearing Shim Pack	2 ‡	391187	390444
	Seal Kit ★	1	246340	247345
36*	▲ Backstop Cvr Gasket	1	246220	246220
42*	▲ Input Shaft Seal	1	242210	242210
78*	▲ Output Hub Seal	2	246310	247310
§	RTV Sealant, Tube	1	465044	465044
	Bushing Assembly ★			
	2-3/16" Bore	1	246261	--
	2-1/4" Bore	1	246262	--
	2-7/16" Bore	1	246263	272125
	2-1/2" Bore	1	246264	272149
	2-11/16" Bore	1	246265	272147
	2-13/16" Bore	1	--	272130
	2-7/8" Bore	1	246266	272131
	2-15/16" Bore	1	246267	272132
	3" Bore	1	246283	272133
	3-3/16" Bore	1	--	272134
	3-7/16" Bore	1	246268	272135
	3-15/16" Bore	1	--	272136
86	▲ Bushing Screw	6	411435	411456
88	▲ Lock Washer	6	419012	419013
	2-3/16" Bore	1	443211	--
	2-1/4" Bore	1	443211	--
	Key, ▲ 2-7/16" Bore	1	443214	443248
	Bushing 2-1/2" Bore	1	443214	443248
	to 2-11/16" Bore	1	443238	443248
	Shaft 2-13/16" Bore	1	--	443199
	2-7/8" Bore	1	443236	443199
	2-15/16" Bore	1	443237	443199
	3" Bore	1	443252	443216
	3-3/16" Bore	1	--	443235
	3-7/16" Bore	1	443213	443217
	3-15/16" Bore	1	--	443218
§	Key, ▲ 2-3/16" Bore	1	443212	--
	Bushing 2-1/2" Bore	1	443212	--
	to 2-7/16" Bore	1	--	443198
	Output 3" Bore	1	--	443198
	Torque-Arm Assembly ★	1	246097	247098
94	▲ Rod End	1	245245	247239
96	▲ Hex Nut	1	407097	407099
98	▲ Turnbuckle	1	245246	247246
100	▲ Extension	1	245247	247240
102	▲ LH Hex Nut	1	407246	407248
104	▲ Fulcrum	1	247248	247248
106	▲ Fulcrum Screw	1	411489	411489
108	▲ Lock Washer	1	419014	419014
110	▲ Hex Nut	1	407093	407093
	Adapter Assembly ★	1	259156	259157
112	▲ RH Adapter Plate	1	246242	247242
114	▲ LH Adapter Plate	1	246241	247241
116	▲ Adapter Bushing	1	245243	247244
118	▲ Adapter Bolt	1	411460	411489
120	▲ Lock Washer	1	419013	419014
122	▲ Hex Nut	1	407091	407093
124	Motor Adapter	1	246465	247464
126	Adapter Screw	6	417108	417141
128	Lock Washer	6	419013	419014
130*	Input Shaft 15:1 Ratio	1	246230	247463
	with Pinion 25:1 Ratio	1	246286	247462

- ‡ See last paragraph under "Ordering Parts".
□ Straight Bore only.
■ Taper Bushed only.
+ 18 req'd on TXT6A; 20 req'd on TXT7A.
* Recommended spare parts.

OIL VISCOSITY EQUIVALENCY CHART





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