

Parts Replacement Manual
For
DODGE® TORQUE-ARM™
Speed Reducers
Straight Bore & Taper Bushed



TXT815A - TXT825A
SIZES: TXT915A - TXT926A
TXT1015A - TXT1024A

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 holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

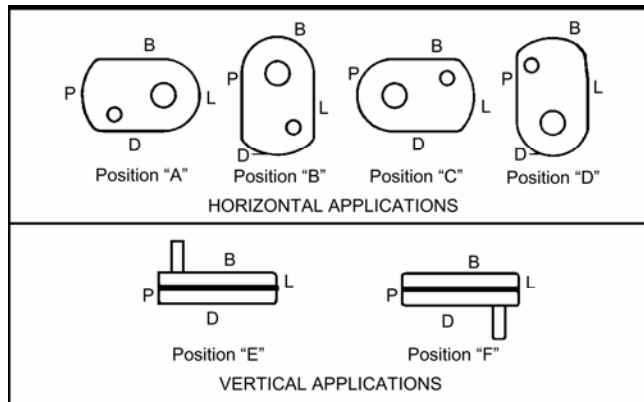
INSTALLATION

1. Replace the plastic plugs that protect the threaded holes in the reducer housing with the eyebolt supplied with the reducer.

2. Determine the running position 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 filler/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. If output rpm is lower than 10, consult factory for oil level.

Vertical Installations—Install the filler/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.



B: Breather; D: Drain; L: Oil Level Plug; P: Plug

Fig. 1 – Mounting Positions

The running position of the reducer in a horizontal application is not limited to the four positions shown in Figure 1. However, if running position is over 20° in positions “B” and “D” or 5° in positions “A” and “C” either way from sketches, the oil level plug cannot be safely used to check the oil level, unless during the checking the torque arm is disconnected and the reducer is swung to within 20° of the positions shown in Figure 1. Because of the many possible positions of the reducer, it may be necessary or

desirable to make special adaptations using the lubrication fitting holes furnished along with other standard pipe fittings, stand pipes and oil level gages 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 bushing 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 pull 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 drive 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 rigid support so that the torque arm will be approximately at right angles ($\pm 30^\circ$) 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.

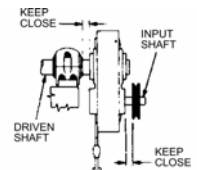


Fig. 2

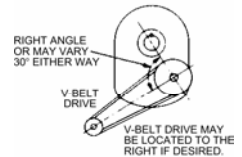


Fig. 3

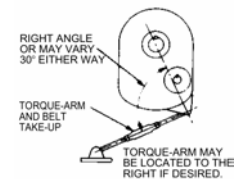


Fig. 4

LUBRICATION

Caution: Reducer is shipped without oil. 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 nameplate, warning tags, and in the installation manual.

Under average industrial operating conditions, the lubricant should be changed every 2500 hours of operation 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: Too much oil will cause overheating and too little will result in gear failure. Check oil level regularly.

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.

WARNING

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

CAUTION

Extreme pressure (EP) lubricants are not recommended for average operating conditions.

Table 1 – Oil Volumes

Reducer Size	Volume of Oil Required to Fill Reducer to Oil Level Plug																	
	† Position A			† Position B			† Position C			† Position D			† Position E			† Position F		
	Fluid Ounces (Approx)	Quarts (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts (Approx)	Liters (Approx)	Fluid Ounces (Approx)	Quarts (Approx)	Liters (Approx)
TXT815A	272	8½	8.0	352	11	10.41	336	10½	9.9	272	8½	8.0	612	19⅞	18.10	612	19⅞	18.10
TXT825A																		
TXT915A	416	13	12.2	416	13	12.30	400	12½	11.8	456	14¼	13.5	812	25⅜	24.01	812	25⅜	24.01
TXT926A																		
TXT1015A	736	23	21.8	448	14	13.25	504	15½	14.9	600	18¾	17.7	1312	41	38.80	1312	41	38.80
TXT1024A																		

† Refer to Fig. 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 described in paragraph 2, either more or less oil may be required. Consult factory.

Table 2 – Minimum Oil Recommendations for Average Operating Conditions

Lubrication Recommendations – ISO Grades for Ambient Temperatures of 15° to 60°															
Output RPM	Reducer Size														
	1	2	3	4	5	6	7	8	9	10	12	13	14	15	
301–400	220	220	150	150	150	150	150	150	150	150	150	150	150	150	
201–300	220	220	150	150	150	150	150	150	150	150	150	150	150	150	
151–200	220	220	150	150	150	150	150	150	150	150	150	150	150	150	
126–150	220	220	220	150	150	150	150	150	150	150	150	150	150	150	
101–125	220	220	220	220	150	150	150	150	150	150	150	150	150	150	
81–100	220	220	220	220	220	150	150	150	150	150	150	150	150	150	
41–80	220	220	220	220	220	150	150	150	150	150	150	150	150	150	
11–40	220	220	220	220	220	220	220	220	220	220	150	150	150	150	
1–10	220	220	220	220	220	220	220	220	220	220	220	220	220	220	

Below – 23°F call application engineering.

Lubrication Recommendations – ISO Grades for Ambient Temperatures of 50° to 125°															
Output RPM	Reducer Size														
	1	2	3	4	5	6	7	8	9	10	12	13	14	15	
301–400	320	320	220	220	220	220	220	220	220	220	220	220	220	220	
201–300	320	320	220	220	220	220	220	220	220	220	220	220	220	220	
151–200	320	320	220	220	220	220	220	220	220	220	220	220	220	220	
126–150	320	320	320	220	220	220	220	220	220	220	220	220	220	220	
101–125	320	320	320	320	220	220	220	220	220	220	220	220	220	220	
81–100	320	320	320	320	320	220	220	220	220	220	220	220	220	220	
41–80	320	320	320	320	320	220	220	220	220	220	220	220	220	220	
11–40	320	320	320	320	320	320	320	320	320	320	320	320	320	220	
1–10	320	320	320	320	320	320	320	320	320	320	320	320	320	320	

20°F to -22°F use Mobil SHC 627.

Above 125°F use Mobil SHC 634.

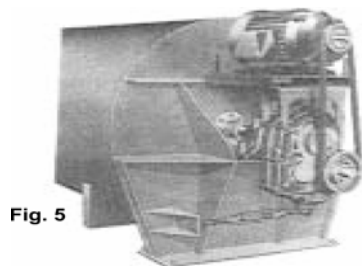


Fig. 5

Note: Belt guard removed for Photographic purposes

Warning: Do not operate if belt guard is not in place

MOTOR MOUNTS

The motor mount must be installed on output end of reducer as shown in Figure 5. Note: The T-A motor mount cannot be used in applications requiring the use of TRIMATIC® overload release.

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 3.

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

Check all bolts to see that they are securely tightened.

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 the 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 (VC1–105 oil by Daubert Chemical Co.) in accordance with Table 3.
2. Seal the unit air tight. 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 the 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 envelop 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 a suitable solvent.
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.

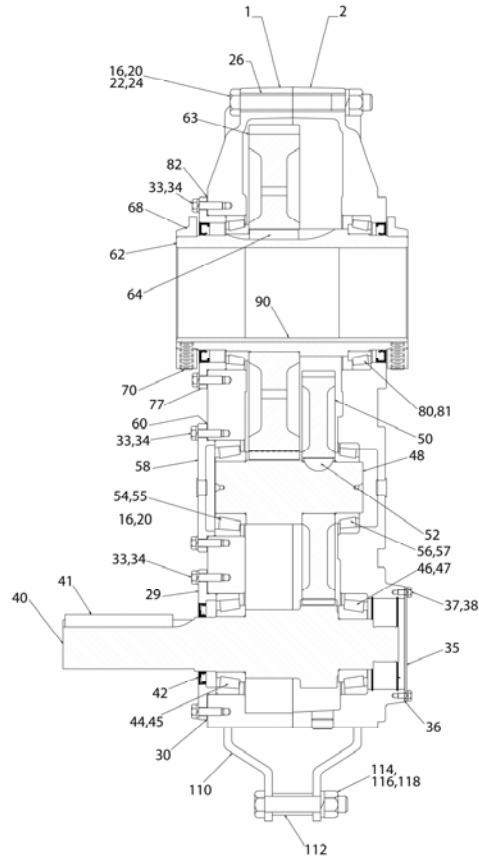
Table 3 – Quantities of VCI #105 Oil

Case Size	Ounces
TXT8A	3
TXT9A	4
TXT10A	6

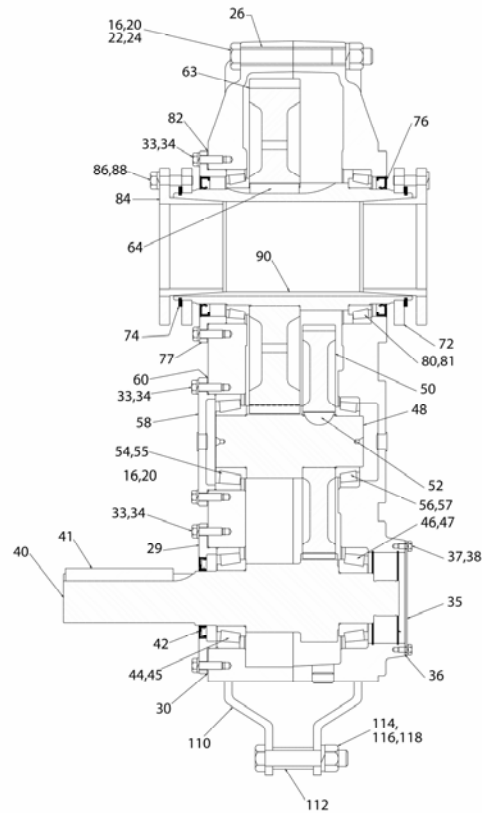
VCI #105 & #10 are interchangeable.

VCI #105 is more readily available.

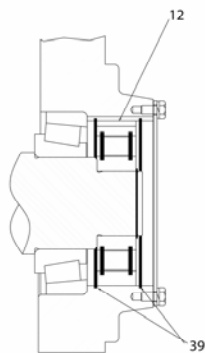
PARTS FOR TXT8A thru TXT10A STRAIGHT BORE & TAPER BUSHED SPEED REDUCERS



Straight Bore

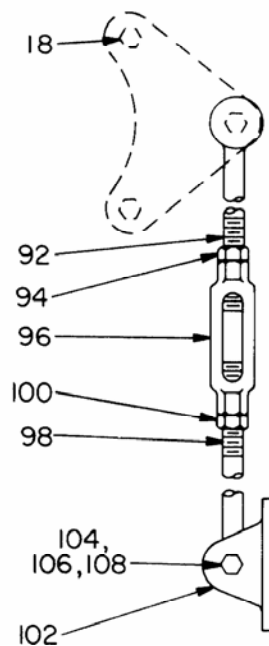


Taper Bushed



TXT8A, TXT9A, & TXT10A

Backstop Assembly



Note: The two-digit numbers are for reference only. Order parts by the six-digit numbers in the Parts List. Each six-digit number is a complete identification of the part or assembly.

Reference	Name of Part	No. Req'd.	TXT8A Part No.	TXT9A Part No.	TXT10A Part No.	Reference	Name of Part	No. Req'd.	TXT8A Part No.	TXT9A Part No.	TXT10A Part No.		
12	Backstop Assembly	1	249260	249260	250260	62*	OUTPUT HUB ASSEMBLY★						
1	LH Housing	1	248358	249358	250358		Straight Bore	1	390993	390159	390160		
2	RH Housing	1	248359	249359	250359		Taper Bushed	1	390944	390949	390954		
♣	Air Vent with Bushing	1	390061	390061	390061		▲Output Hub—						
16	Housing Bolt		411499	411500	411502		Straight Bore	1	248332	250090	250008		
18	Housing Bolt—Adapter	2	411502	411502	411506		Taper Bushed	1	272036	249140	272241		
20	Lockwasher	Ⓡ	419016	419016	419016		▲Output Gear	1	248215	021784	250007		
22	Plain Washer	2	419082	419082	419082		64* ▲Output Gear Key	2	248217	443413	250017		
							Max Bore Key	1	246258	249255	250270		
24	Hex Nut	Ⓡ	407095	407095	407095		68	Output Hub Collar◆	2	248209	249209	250009	
26	Dowel Pin	2	420128	420128	420132	70	Collar Screw◆	4	400190	400194	400194		
♣	Pipe Plug	+	430035	430035	430035	72	Bushing Back-up Plate■	2	272037	272082	272242		
♣	Magnetic Plug	1	430064	430064	430064	74	Retaining Ring■	2	421098	421097	421069		
29	Input Shaft Seal Carrier	1	258023	249211	249211		Output Hub Seal Carrier—						
30*	Input Shaft Bearing Shim Pack	1	390038	390168	390168	77	Input Side	1	258021	249221	250011		
32	Backstop Carrier Gasket	1	248216	248216		Output Hub Bearing						
33	Carrier and Cover Screws	24	411408	411408	411408	80*	Cone	2	402147	402160	402168		
34	Lockwasher	24	419011	419011	419011	81*	Cup	2	4031 05	4031 1 0	4031 1 6		
35	Backstop Cover	1	248226	248226	248226	82*	Output Hub Shim Pack	1	390048	390171	390172		
37	Backstop Cover Screw	6	411394	411394	411394		SEAL KIT★*	1	248340	249340	272460		
38	Lockwasher	6	419009	419009	419009	36*	▲Backstop Cover Gasket	1	248220	248220	248220		
39●	Retaining Ring	2	421034	421034	421034	42*	▲Input Shaft Seal	1	248211	248211	248211		
40*	Input Shaft 15:1 Ratio	1	248370	272074	250300	76*	▲Output Hub Seal	2	258019	249210	250010		
	with Pinion β Ratio	1	248371	272106	250004	♣	RTV Sealant, Tube	1	485044	465044	465044		
41*	Input Shaft Key	1	443133	443123	443123	84	BUSHING ASSEMBLY★■	2 15/16" Bore	1	272048	
	Input Shaft Bearing—							3 3/16" Bore	1	272045	
	Input Side							3 7/16" Bore	1	272032	272056	
44*	Cone	1	402098	402114	402114			3 15/16" Bore	1	272033	272077	272214	
45*	Cup	1	403072	403080	403080			4 3/16" Bore	1	272034	272078	272237	
	Input Shaft Bearing—							4 7/16" Bore	1	272035	272079	272238	
	Backstop Side							4 15/16" Bore	1	272080	272239	
46*	Cone	1	402097	402107	402112			5 7/16" Bore	1	272240	
47*	Cup	1	403072	403076	403080	86	▲Bushing Screw	6	411457	411484	411484		
48	COUNTERSHAFT 15:1 Ratio	1	391184	390124	390983	88	▲Lockwasher	6	419013	419014	419014		
	ASSEMBLY★ β Ratio	1	391185	390139	390998	90	▲Key, Bushing to Shaft	2 15/16" Bore	1	443247	
	▲Countershaft with Pinion	1	248002	249006	272249			3 3/16" Bore	1	443247	
	▲First Reduction 15:1 Ratio	1	248213	249008	250301			3 7/16" Bore	1	443171	443249	
50*	▲Gear β Ratio	1	248214	249005	250005			3 15/16" Bore	1	443173	272119	443192	
52*	▲Key	2	248218	248218	248218			4 3/16" Bore	1	443174	272108	443192	
	Countershaft Bearing—							4 7/16" Bore	1	443196	272066	443193	
	Input Side							4 15/16" Bore	1	443161	443194	
54*	Cone	1	402057	402109	402232	♣	▲Key, Bushing to Output Hub	5 7/16" Bore	1	443195	
55*	Cup	1	403143	403078	402231			1	○	443162	443121	443191	
	Countershaft Bearing—												
	Backstop Side												
56*	Cone	1	402148	402109	402232	92	TORQUE-ARM ASSEMBLY★	1	390129	390129	390129		
57*	Cup	1	4031 06	403078	402231	94	▲Rod End	1	271050	271050	271050		
						96	▲Hex Nut	1	407104	407104	407104		
58	Countershaft Bearing Cover—	1	248223	249225	272251	98	▲Turnbuckle	1	271051	271051	271051		
	Input Side						▲Extension	1	271052	271052	271052		
60*	Countershaft Bearing Shim Pack—	—	391182	390168	390575	100	▲L.H. Hex Nut	1	407250	407250	407250		
	Input Side					102	▲Fulcrum	1	271054	271054	271054		
						104	▲Fulcrum Screw	1	411516	411516	411516		
						106	▲Lockwasher	1	419020	419020	419020		
						108	▲Hex Nut	1	407099	407099	407099		
							ADAPTER ASSEMBLY★	1	248110	249110	250110		
						110	▲Adapter Plate	2	272053	249241	250041		
						112	▲Adapter Bushing	1	271046	271046	211046		
						114	▲Adapter Bolt	1	411510	411512	411512		
						116	▲Lockwasher	1	419020	419020	419020		
						118	▲Hex Nut	1	407099	407099	407099		

★ Includes parts listed immediately below marked ▲. Housing assembly also includes a two-piece housing. Bushing assembly includes 2 bushings.
▲ Parts Marked ▲ make up the assemblies under which they are listed.
♣ Not shown on drawing.
β Ratios are 24:1 on TXT10A; 25:1 on TXT8A; 26:1 on TXT9A.
~ 9 required for sizes TXT8A & TXT9A; 11 required for size TXT10A.
Ⓡ 11 required for sizes TXT8A & TXT9A; 13 required for TXT10A.
+ 6 required for size TXT8A; 6 required for size TXT9A; 6 required for size TXT10A.
*Recommended spare parts.

See last paragraph under "ORDERING PARTS."
◆ Straight bore only.
■ Taper bushed only.
○ Size TXT8A for 2 15/16" thru 3 7/16" bores only; size TXT9A for 3 7/16" thru 4 3/16" bores only; size TXT10A for 3 15/16" thru 4 7/16" bores only.
● With backstop only

REPLACEMENT OF PARTS

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 should be available for shrinking these parts on shafts.

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 exercised during disassembly and reassembly to avoid damage to surfaces on which the seals rub.

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 gear or pinion also be replaced.

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 oil 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 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:

WARNING: 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 end of shaft. This exposes three puller holes in output hub to permit use of wheel puller. In removing reducer from shaft be careful not to damage ends of 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. Remove retaining rings from output hub. Remove bushing back-up plates.
2. Remove all bolts from housing. Open housing evenly to prevent damage to parts inside.
3. Lift shaft, gear, and bearing assemblies from housing.
4. Remove seals, bearing covers, seal carriers, and bearing cups from housing.

REASSEMBLY:

1. **Output Hub Assembly:** Heat gear to 325 °F to 350 °F to shrink onto hub. Heat bearing cones 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:** Heat gear to 325 °F to 350 °F and bearing cones to 270 °F to 290 °F to shrink on shaft.
3. **Input Shaft Assembly:** Heat bearing cones to 270 °F to 290 °F to shrink on shaft.
4. Place bearing cups in right-hand housing half. Make certain the cups are properly seated in housing and are pressed against carriers and cover. Place housing half on blocks to allow for protruding end of output hub.
5. Mesh output hub assembly and countershaft assemblies together and place in housing half. Place input shaft assembly in housing half. Tap lightly with a soft hammer (rawhide, not a lead hammer) until bearings are properly seated in the housing.
6. Place a 1/8" dia. bead of Dow Corning RTV732 on the flange of the housing half. Place other half of housing (without covers or carriers installed), insert dowel pins, and draw together evenly to prevent damage to parts. The final wrench torque should be per Table 4.
7. Place output bearing cup in housing and tap in place. Install output seal carrier and draw down with two (2) bolts 180° apart to 50 inch pounds of torque, loosen bolts and retighten finger tight. Measure clearance between housing

and carrier flange at each bolt and average. Add .010 to average and make-up shim pack. Install shim pack and torque down all seal carrier bolts to 360 in-lb. Use dial indicator to check end play. Add or remove shims until indicator reads .001" to .003".

8. Adjust the countershaft bearings using the same method as in step 7. The axial end play should be .001" to .003".

9. Again using the same procedure as in step 7, adjust the input shaft bearings to an end play of .002" to .003".

10. Total shim thickness per carrier or cover should not include more than .009" plastic shims. All other shims should be metal and each plastic shim should be inserted between two metal shims. Place #1/8" dia. bead of Dow Corning RTV732 sealant on face around the I.D. of the last shim and install the carriers or covers in the reducer housings. Torque carrier bolts to torque values in Table 4.

11. Extreme care should be used in installing seals to avoid damage due to contact with sharp edges of the keyseat in the input shaft and holes in the output hub. This danger of damage and consequent oil leakage can be decreased by covering the keyseat and the holes with paper or tape which can be removed after seals are in place. Chamfer or burr housing bore if end of bore is sharp or rough. Fill cavity between lips of seal with grease. Seals should be pressed or tapped with a soft hammer evenly into place in the housing, applying force only on the outer corner of the seals. A slight oil leakage at the seal may be evident during initial running in, but will disappear unless the seals have been damaged.

Table 4 — Torque Values

Reducer Size	Recommended Torque (lb.-ins.)			
	Housing Bolts	Ctrshft. Carrier Screws	Output Hub Seal Carrier Screws	Input Brg. Cover Screws
TXT8A	1620	360	360	120
TXT9A	1620	360	360	120
TXT10A	1650	360	360	120

Table 5 — Manufacturers Part Numbers For Replacement Output Hub Bearings

TORQUE-ARM Reducer Drive Size	Output Hub Bearing	
	DODGE Part Number	Timken Part Number
TXT815A	402147	36690
TXT825A	403105	36620
TXT915A	402160	46790
TXT925A	403110	46720
TXT1015A	402168	67790
TXT1025A	403116	67720

Timken Brg. Cone
Cup

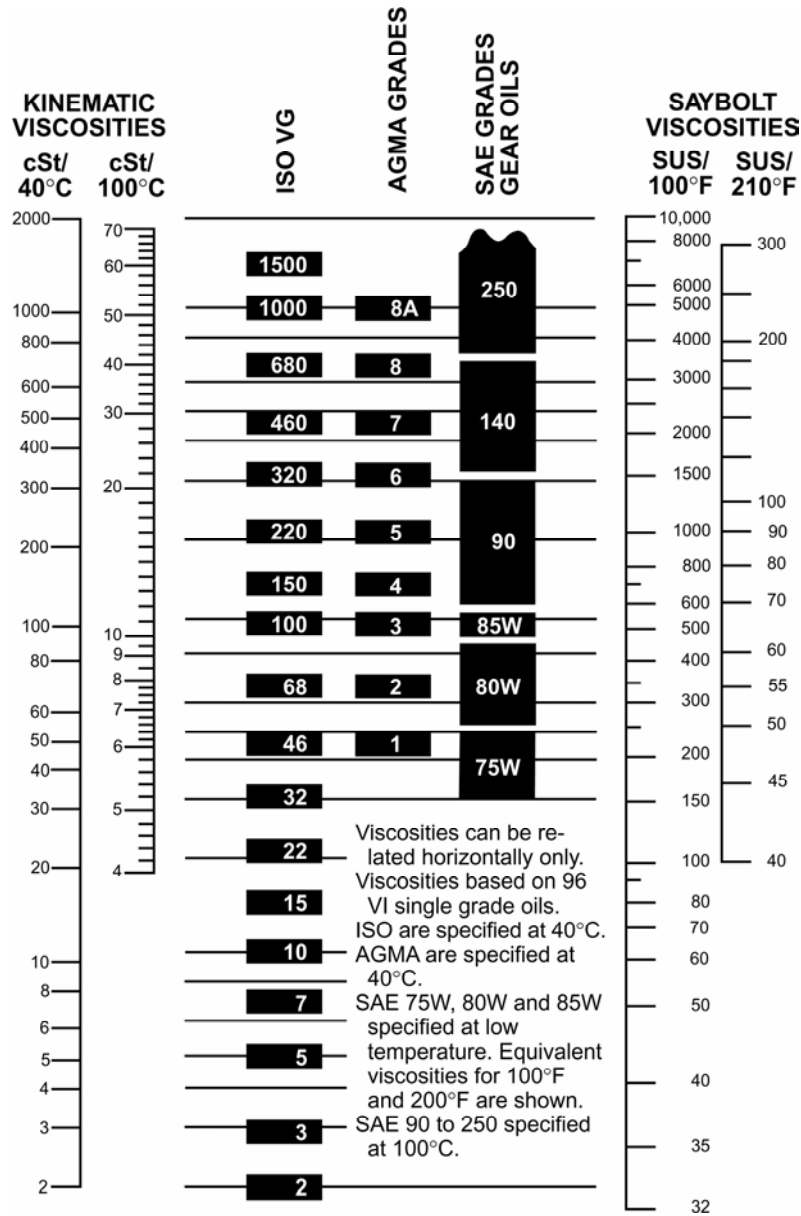
Table 6 — Manufacturers Part Numbers For Replacement Countershaft Bearings

TORQUE-ARM Reducer Drive Size	Countershaft Bearing Input Side		Countershaft Bearing Adapter Side	
	DODGE Part No.	Timken Part No.	DODGE Part No.	Timken Part No.
TXT815A	402057	JH211749	402148	39585
TXT825A	403143	JH211710	403106	39520
TXT915A	402109	655	402109	655
TXT925A	403078	652A	403078	652A
TXT1015A	402232	JH415647	402232	JH415647
TXT1025A	402231	JH415610	402231	JH415610

Table 7 — Manufacturers Part Numbers For Replacement Input Shaft Bearings

TORQUE-ARM Reducer Size	Input Bearing Input Side		Input Bearing Adapter Side	
	DODGE Part No.	Timken Part No.	DODGE Part No.	Timken Part No.
TXT815A	402098	566	402097	565
TXT825A	403072	563	403072	563
TXT915A	402114	745A	402107	639
TXT925A	403080	742	403076	633
TXT1015A	402114	745A	402112	745S
TXT1025A	403080	742	403080	742

Viscosity Classification Equivalents



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