

# Instruction Manual for Sleevoil® STL Pillow Blocks and Sleevoil® SSL\* Pillow Blocks Sizes 9" thru 12" XC and Plain

These instructions must be read thoroughly before installation or operation.

\*Short Series

**CAUTION:** Do not scrape, rebabbit or otherwise alter this product. Such action adversely affects bearing performance and may result in damage to or destruction of equipment.

**NOTE:** Liner has been machined to close tolerances. Scraping of bore is not recommended. It may be necessary to bolt housing base down to seat liner as noted in Step 3.

## INSTALLATION:

Before mounting the pillow block read all instructions in this manual to become familiar with the mounting procedure and pillow block parts nomenclature.

All instructions in this manual pertain to both standard (STL) and short series (SSL) pillow blocks with the exception of step 8 following which does not apply to SSL style bearing.

1. Check mounting structure making sure it is rigid, level and well supported. Inspect shaft to insure it is smooth (32 micro-inch finish or better), free of burrs or rough spots. Clean shaft in the bearing area. Standard shaft tolerance should be  $+.000 / -.002$  on all sizes unless otherwise specified on shaft detail.
2. Disassemble and thoroughly clean all parts of the pillow block. Housing caps and liner caps are matched to their bases and should not be interchanged. Housing and liners should be interchanged as assemblies only.

**ATTENTION:** Liner assembly has critical machined surfaces which are easily damaged. Use care in handling to protect these surfaces. Liner parts should be placed on a soft, CLEAN surface.

**WARNING:** Rust preventatives and solvents can be toxic and/or flammable. Follow directions and safety procedures recommended by their manufacturers.

3. Position housing base on pedestal so that oil gage is in the position specified on the construction drawing. Also check construction drawings for special modifications on housing and/or liner. Do not tighten housing base to pedestal. Apply oil to the spherical seats in the housing base. Because of the closely controlled liner to housing fit, it may be necessary to bolt the housing base down to allow the lower liner to slip into the housing seat in Step 4. Therefore, do a preliminary alignment check at this point. (See Step 6)
4. Note location of thermocouple holes in liner base. Set liner base in housing base so that thermocouple holes in housing align with holes in liner. Thermocouple holes in housing base are opposite the side of housing marked "X". Apply oil to liner bearing surface.

**WARNING:** Because of the possible danger to persons(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.

**ATTENTION:** Care should be taken when reinstalling coolant pipes. use pipe sealant and tighten securely. Over tightening may result in liner damage.

5. Apply oil to shaft in the bearing area and set shaft in place.
6. Check alignment of pillow block by noting clearance between housing and shaft at each end of the housing—clearance should be uniform within  $1/32"$ . Shim bearing pedestal where possible, otherwise use full length shims under base as required. Alignment of pillow block should be as accurate as possible. The self-alignment feature of the unit is to compensate for normal shaft deflection and possible settling of the supports.
7. Place oil rings around outside of lower liner and over shaft. Peen screws to insure that they are secure. Make sure rings rotate freely on shaft.

**NOTE:** If pillow block is to be arranged for circulating oil, read section headed "Circulating Oil".

8. Step 8 does not apply to short series (SSL) style pillow blocks or where integral collars are used.

Thrust collars in a fixed unit should now be installed. Remove clamp screws from thrust collars and clean cracked joint with wire brush. Back off set screws to clear inside of collar. Place one collar half on shaft so that flinger groove is next to liner base in the nonexpansion (fixed) bearing. Rotate collar half around shaft and place other half in position. Bring halves together at joint, making sure match at joint is perfect and insert clamp screws. There should be no offset at collar face. Tap halves together and tighten clamp screws. Repeat above operation for opposite end of bearing. Assemble two collars on one bearing only. Tap collar up to face of liner allowing a total of  $.012"$  to  $.018"$  running clearance and tighten set screws on both collars to recommended torque.. Collar should run parallel to end face of liner within  $.002"$ .

9. Apply oil to bearing surface of liner cap. Locate cap in place on lower liner making sure oil rings are in their cavities and are free to rotate. Install and torque liner cap screws given on page 5.

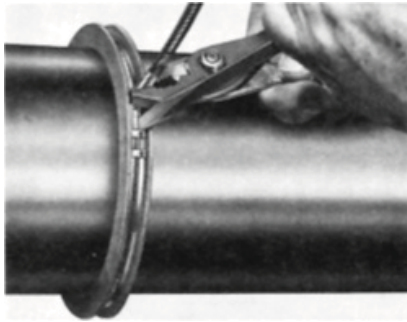
**NOTE:** If liner cap does not seem to fit properly, ensure match marks are aligned and try again.

These Sleeveoil liners have match marks permanently stamped at the joint near one end. These match marks permanently ensure parts stay paired and critical orientation of assemblies is maintained.

10. Tighten housing base to pedestal. Torque bolts to value given on page 5.



11. Thread dust seal and seal retainer into groove at end of housing base and around shaft. Slide free end of seal retainer thru clasp and pull tightly. Hold clasp with screwdriver and pull free end of retainer as tightly as possible with pliers. After tightening, it should be difficult to move seal from side to side. Cut off excess material.



Aluminum seals, when specified for the application, are packaged separately. When using aluminum seals, discard standard (cork) seals and seal retainers packaged with the housing. To install aluminum seals, wrap the O-ring (rubber cord), around the shaft in the seal area and cut it to fit the shaft. Disassemble one seal and place one half on shaft. Locate O-ring in seal groove and rotate seal half around shaft into housing base groove. For most effective sealing the ends of the O-ring must meet. Cementing ends together is recommended. Install other half of seal and tighten screws. Install second seal in same manner. If using End Closure install neoprene disc(s) at this time. Consult construction drawing for type of seal recommended.

12. We have replaced Sleeveoil housing gaskets with 515 Gasket Eliminator. Apply gasket eliminator to Sleeveoil housing base along outer contour of joint.

**NOTE: Special care should be taken at grommet area.**

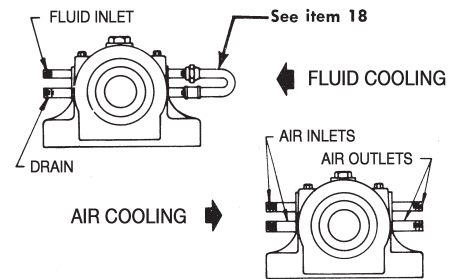
Back off plunger screw completely and locate housing cap on base taking care not to damage dust seals or gasket material. Tighten housing bolts to torque value on page 5. To reduce chances for leakage a non-hardening sealant may be used under cap bolts. The plunger screw must be loose until the housing bolts have been tightened. Tighten plunger screw to value given on page 4. These Sleeveoil housings have match marks permanently stamped near the joint area. These match marks permanently ensure parts stay paired and critical orientation of assemblies is maintained.

**Cap Loaded Bearings:** If shaft must be held down to install cap, tighten plunger screws tightly with shaft held down. Mark position of plunger screw. Loosen plunger screw one complete turn and loosen shaft hold down. Then tighten plunger screw while tightening shaft hold-down until plunger screw is tightened to the mark. Do not over-tighten shaft hold-down as this can misalign the bearing. Remove shaft hold-down and tighten plunger screw locknut. Note: Do not tighten plunger screw on accompanying base loaded bearing until cap loaded bearing has been installed and hold down removed.

**Base Loaded Bearings:** Tighten plunger screw locknut.

**IMPORTANT: Check and re-torque plunger screw to the specified torque after 24 hours of initial start-up and then check & re-torque periodically as required.**

13. **Plain Liner:** When using a Plain Liner (without coolant pipes), install grommet and grommet plate over openings in the sides of the housing. To reduce chances for oil leakage, a non-hardening sealant may be used.



**Externally Cooled Liner:** For XC (Water Cooled Liners with coolant pipes), cut out 2 holes in each neoprene grommet to match coolant pipes in liner. Note that pipe sizes are shown on the grommet. Use a sharp knife or small hand held grinder and be sure to remove all burrs. Install grommet and grommet plate over pipes and tighten screws. To reduce chances for oil leakage a non hardening sealant may be used on pipes and housing faces.

14. The oil level gauge may be located any distance from the pillow block by the use of a coupling and pipe of the desired length. The extended pipe must be supported so that it remains straight and perfectly level. Use a spirit level—Do not guess. Use pipe sealer on all connections.

**NOTE: If bearing is to be arranged for circulating oil, discard oil level gauge.**

15. Remove all pipe plugs and reinstall using pipe sealer. Tighten securely.
16. Check construction drawing and/or equivalent manual whether coolant pipes are to be connected. If no connection is required, pipes can remain open. Otherwise, make pipe connections required for coolant, making sure that all pipe lengths are correct and unions are well aligned.

Careless fitting will result in serious preloading of bearing. Lengths of flexible hose between pillow block and rigid piping are recommended to avoid preloading of bearing. If water or glycol is used for coolant, the flexible hose can be of reduced size. A regulating valve should be placed ahead of the inlet and a sight drain at the outlet for liquid coolants. The recommended method of pipe connection for liquid coolants is to connect the inlet to one pipe and the outlet to the other pipe on the same side of the bearing. A return is then used to connect the two pipes on the other side of the bearings. (See illustration). Adjust coolant flow rate specified on construction drawing or to suit conditions (See table on page 3). When using air as the cooling medium, connect an inlet to each pipe on one side of the bearing and an outlet to the pipes on the other side.

17. Each housing base has predrilled holes for doweling bearing to base plate.
18. Crossover hose can be reduced to either 1/2" hose for 6 g.p.m. or less or 3/4" hose for 6 to 14 g.p.m. based on a max. flow velocity of 10 ft./sec.

## LUBRICATION and OPERATION

Since the satisfactory operation of the pillow block depends almost entirely on the oil film being maintained between the shaft and liner bearing surface, it is recommended that a high grade straight mineral oil with rust and oxidation (R&O) inhibitors and anti-foam agents be used. Check equipment specifications for specific recommendation of oil viscosity by equipment manufacturer. If no viscosity is recommended, the following chart can be used as a guide. Information regarding qualities and properties of specific oils should be referred to the lubricant manufacturer.

Recommended Oil Viscosity If not specified by equipment manufacturer.		
Room Temp. Fahr. During Start Up	Speed	Oil Required
Below—10°	All	Consult Equipment Manufacturer
—10° to 32°	All	SAE 10 / ISO32
32° to 70°	Low High	SAE 20 / ISO68 SAE10 / ISO32
Above 70°	Low	SAE 30 / ISO100
	High	SAE 10 / ISO32 for Light Loads SAE 20 / ISO68 for Heavy Loads

Use high grade, high quality, well refined petroleum oils of the straight mineral type, with rust and oxidation inhibitor and anti-foam agent only.

Approximate viscosity:

SAE 10—183 SUS at 100°F; 46 SUS at 210°F  
SAE 20—348 SUS at 100°F; 57 SUS at 210°F  
SAE 30—489 SUS at 100°F; 65 SUS at 210°F  
ISO32—158 SUS at 100°F; 44 SUS at 210°F  
ISO68—335 SUS at 100°F; 55 SUS at 210°F  
ISO100—495 SUS at 100°F; 66 SUS at 210°F

Oil film temperature in liner during operation should not exceed 180°F. If in doubt consult equipment manufacturer. Low ambient and operating temperatures can be as harmful to the bearing as high temperatures. A heater and thermoswitch would be required for such applications. Fill the pillow block with oil to the top of the center circle in the oil gage. After placing into operation, remove inspection covers and check to make sure oil rings are bringing

up oil. Operation should be checked frequently during the first few days. After some running of base loaded bearings only, loosen plunger screw 1/4 turn, then retighten. This will allow the liner to align with the shaft. For cap loaded bearings follow installation procedure. If noise develops, check alignment of housing, collar runout, plunger screw and all operating parts. Check all points and make sure all screws and nuts are tightened after several days operation.

**Maintain oil level at center of oil gauge at all times while unit is in operation.**

### Oil Maintenance Schedule

Drain, flush, and refill with oil after 2 or 3 weeks of initial break-in operation. Since the satisfactory operation of the bearing depends entirely on an oil film being maintained between the shaft and the bearing liner surface, it is recommended that an oil analysis be performed at these regular intervals.

- Every 3 months for 24 hour/day service
- Every 6 months for 8 hour/day service

Acceptability of oil should be referred to the lubricant manufacture. If oil quality is acceptable then repeat this procedure in 3 month intervals. Visually check oil for contamination between oil analysis checks. Oil service life depends upon several factors such as ambient conditions, operating temperatures and frequency of bearing starts and stops. It is recommended that the oil be changed at least once per year for unfiltered static applications. Removing contaminants through the use of either the OLF (Oil Level and Filtration) Unit or a circulating oil system can extend oil service life. Consult equipment manufacturer for more information.

Check construction drawing for proper coolant flow rate. If not given, use flow rate shown in the following table as a general starting point for proper cooling. Lower coolant inlet temperature and (or) lower ambient temperature require less flow. If the coolant inlet temperature exceeds 90°F additional coolant will be required. The interior pressure of the liner should never exceed 120 psi. Unless specially ordered. Anti-freeze type additives may be used with the water in cold operating environments, otherwise purge all coolant from the liner by blowing out with compressed air or steam anytime bearing coolant is subject to freezing.

Any questions on installation, maintenance, or arrangement of coolant connection inlets and outlets should be referred to the equipment manufacturer

**CAUTION: The fluid or air pressure should never exceed 120 p.s.i.**

Coolant Flow Rate											
Pillow Block Size	Max. Speed for Ring Oiling (R.P.M.) ①	Normal Water Flow Rate (G.P.M.) ②	Normal Air Flow Rate (C.F.M.) ③	Pressure Drop Req'd for Air Cooling (P.S.I.)④	Oil Flow Rate for Circ. Oil (G.P.M.)⑤	Oil Volume⑥					
						Fl. Oz. ⑦		Qts. Approx. ⑦		Liters Approx. ⑦	
						Plain	XC	Plain	XC	Plain	XC
9	1273	8.00	225	.90	8.5	320	320	10	10	9.50	9.50
10	1146	9.00	207	.35	9.0	320	640	10	20	9.50	19
12	955	10.00	277	.18	11.5	640	704	20	22	19	21

① Converted from 3000 F.P.M. Speeds above 3000 require Circulating Oil.

② Based on 90°F ambient temperature and 90°F water inlet temperature. Cooler ambient and (or) water inlet temperatures require less flow. Pressure drop across bearing—Approx. 1 P.S.I.

③ Based on 90°F ambient and 90°F are inlet temperatures. Cooler ambient and (or) air inlet temperatures require less flow.

④ Minimum back pressure required for proper air circulation thru the liner coolant chambers.

⑤ Flow rate required at 120°F oil inlet temperature, 90°F ambient temperature and at 6000 fpm shaft speed under maximum radial load. Slower speeds and lighter loads require less flow.

⑥ Volume of oil required to fill pillow block to top of center circle in oil gage. Applies to both XC and Plain Pillow Blocks.

⑦ 32 fl. oz=1 qt.=.94636 liters.

## OPTIONS

**Thermocouple.** A thermocouple is used to sense the temperature of the pillow block liner in the shaft area and if a pre-set thermal limit is exceeded it can trigger a warning or, if desired, send a signal to disconnect electrical power to the motor.

Two 1/2-14 N.P.S.F. threaded holes on the side opposite the "X" marking have been provided as a standard means of thermocouple mounting. Also furnished with the pillow block is a 1/2"x1/8" adapter bushing to allow adaption of thermocouples from several manufacturers. Spring loaded thermocouples are recommended for positive contact.

Install the thermocouple in the location shown on the construction drawing. Make certain the probe extends into the liner thermocouple hole. For non-expansion bearing, the thermocouple should be located in the hole nearest to the end carrying the thrust load. When the direction of the thrust load is not known, two thermocouples are recommended. For expansion bearings, the thermocouple can be located at either end. Depending on thermocouple and bearing size it may be necessary to employ a system of pipe nipples and couplings to achieve proper probe penetration and housing clearance. Use sealant on all threaded connections including thermocouple mounting thread. Apply sealant to the pipe plug furnished and install it in the other hole.

**Thermostat and Immersion Heater.** An immersion heater is used to maintain a minimum oil temperature in the pillow block. The thermostat, used in conjunction with the heater, monitors oil temperature in the pillow block and regulates the immersion heater.

If the pillow block has been machined for a heater and thermostat the threaded mounting holes are usually located in the end face of the housing base. Install heater and thermostat using sealant on all threaded connections to prevent oil leakage.

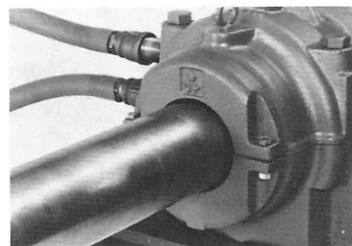
**CAUTION:** Before filling and draining oil from pillow block be sure heater is off or it will overheat when not submerged in oil.

**WARNING:** When installing heater and thermostat, follow directions and safety procedures recommended by manufacturer. Install wiring in accordance with **National Electric Code** and local codes.

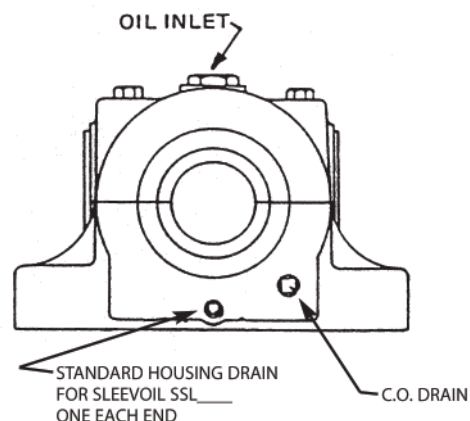
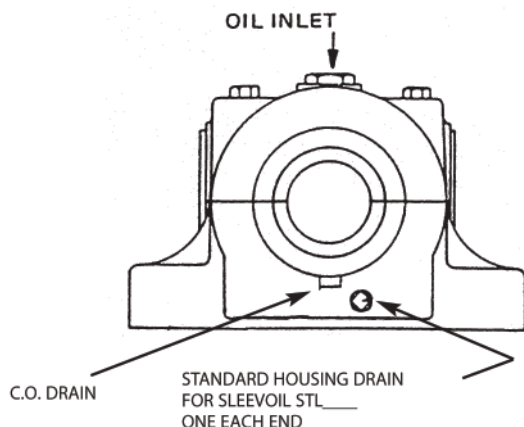
**Circulating Oil.** If the housing has been arranged for circulating oil, the inlets are located in the housing cap. Pipes extend through the housing cap and are directed toward the inspection holes in the liner. The standard drain arrangements are shown. Consult manufacturers drawing for exact dimensions and location of drain(s).

Install oil supply lines to the 1/4" N.P.T. external (male) threaded inlets so that each inlet will receive an equal amount of oil. Make sure that the oil flows from the pipes directly into the inspection holes. Drain piping should be vented and of adequate size to drain oil from the bearing at the specified flow rate. The housing drain must be directed straight down into a return drain sloping away at a 15 degree or greater angle from the horizontal. The oiling system must have a means of filtering the oil to remove any contaminating particles. A 25 micron filter or better is recommended.

When baffles are installed in oil ring grooves of upper liner, oil rings cannot be used and should be discarded. Bend baffle so that free end rests on lower liner joint. Since the housing drain is arranged to maintain the proper oil level, then oil rings may be used as a safety measure of back-up oiling system without oil baffles.



**End Closure Kits and Auxiliary Seal Kits** are available and may be added at any time without any machining to the pillow block. Refer to the instructions packaged with the kits for installation details.



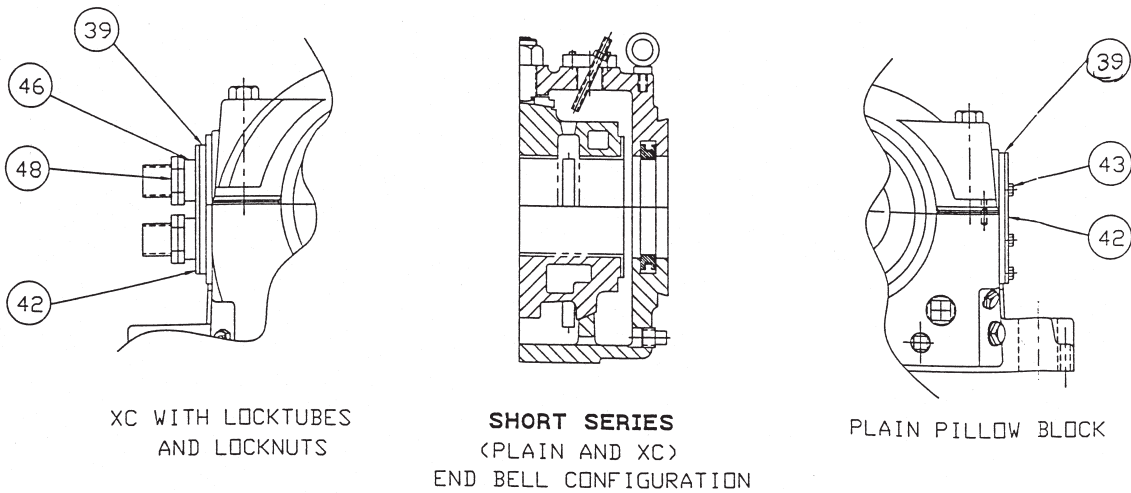


Collar, Liner, Plunger Screw, and Cap Bolts Torque Values												
Standard Sleeveoil Size	COLLAR				LINER		PLUNGER SCREW		HOUSING			
	Clamp Screw		Set Screw		Cap Bolt		Wrench Size (Soc. Hex)	Wrench Torque (in.-lb)	Cap Bolts		Mounting Bolts	
	Screw Size (Soc. Hex)	Wrench Torque (in. lb.)	Screw Size (Soc. Hex)	Wrench Torque (in.-lb)	Screw Size (Soc. Hex)	Wrench Torque (in.-lb)			Bolt Size	Wrench Torque (in. lb)	Bolt Size	Wrench Torque (in. lb)
9 Plain	3/4-10 NC	5000	1-8 NC	5000	1/2-13 NC	600	5/8	2500	1-1/8-7 NC	3600	1-3/4	11500
9 XC	3/4-10 NC	5000	1-8 NC	5600	1/2-13 NC	600	3/4	3600	1-1/4-7 NC	5040	1-3/4	11500
10 Plain	1/2-13 NC	1425	3/4-10 NC	1750	1/2-13 NC	600	5/8	2500	1-1/8-7 NC	3600	1-3/4	11500
10 XC	3/4-10 NC	5000	1-8 NC	5600	1/2-13 NC	600	3/4	3600	1-1/4-7 NC	5040	2	15000
12 Plain	1/2-13 NC	1425	1-8 NC	5600	1/2-13 NC	600	3/4	3600	1-1/4-7 NC	5040	2	15000
12 XC	1-8 NC	12100	1-8 NC	5600	3/4-10 NC	2100	3/4	4800	1-1/2-6 NC	8880	2	15000

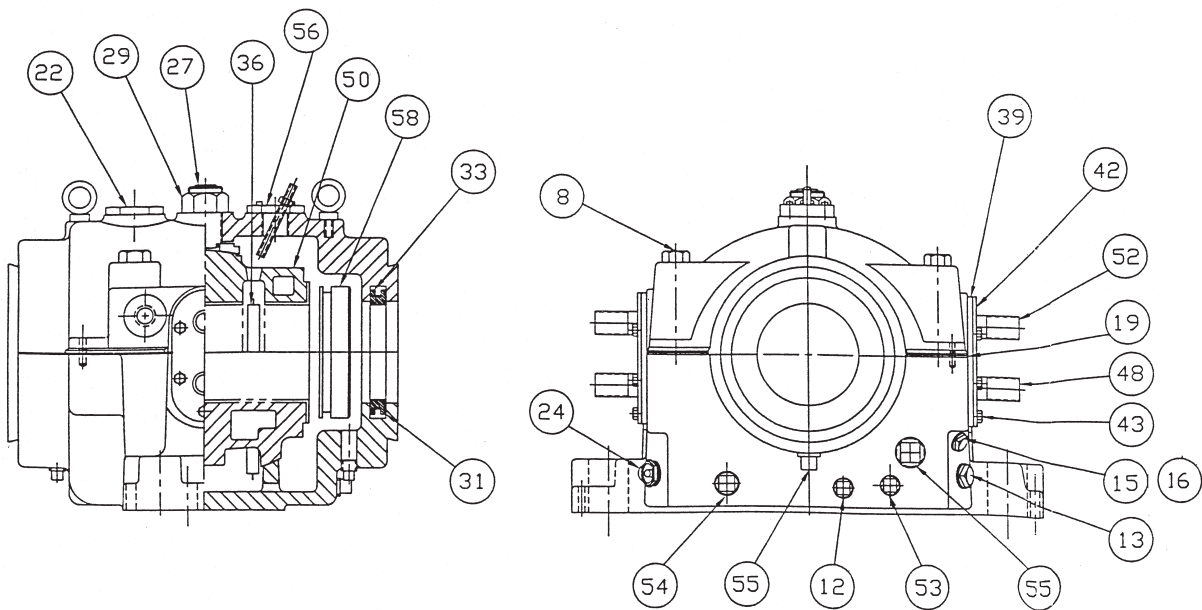
**NOTE:** The two-digit numbers are for reference only. Order parts by the six-digit part numbers listed in the Parts List. Each six-digit number is a complete identification of the part or assembly.

These Sleeveoil pillow blocks and liners are identified by a six-digit part number which fully identifies the housing and / or liners. Liner nameplates are pinned to the Sleeveoil liner cap near an oil ring inspection hole. Housing nameplates are pinned to the housing foot parallel to the shaft. Refer to these part numbers when ordering replacement parts.

PLAIN PILLOW BLOCKS



XC PILLOW BLOCK



REPLACEMENT PARTS								
ITEM	DESCRIPTION	QTY	PART NUMBERS					
			9"	10"	12"	9"	10"	12" ①
			PLAIN	PLAIN	PLAIN	XC	XC	XC
	STL NON-EXP. PIL BLK ⑧		134229	134230	134231	134233	134234	134235
	STI EXP. PIL BLK ⑨		132766	132767	132768	132538	132539	132559
	SSL EXP. PIIBLK ⑨		132924	132925	132926	133565	133566	–
	②STL MODULAR HOUSING ①		134236	134237	134238	134244	134245	134246
	②SSL MODULAR HOUSING ①		134240	134241	134242	134247	134248	–
	STL HOUSING MACH.		132773	132774	132775	132540	132541	133893
8	HOUSING BOLT	4	411227	411227	411230	411228	411228	411230
	SSL HOUSING MACH.		132934	132935	132936	133473	133477	–
8	HOUSING BOLT	4	411227	411227	411229	411228	411229	–
12	③DRAIN PLUG	1	430012	430012	430012	430012	430012	430019
13	③OIL LEVEL PLUG	1	430014	430014	430014	430014	430014	430014
15	③THERMOCOUPLE PLUG	2	430012	430012	430012	430012	430012	430012
16	③THERMOCOUPLE ADAPTOR	1	430081	430081	430081	430081	430081	430081
19	③GASKET ELIMINATOR-515	2	427359	427359	427359	427359	427359	427359
22	③INSPECTION COVER	2	432199	432199	432199	432199	432199	432199
24	③OIL GAGE	1	430135	430135	430135	430135	430135	430135
27	③PLUNGER SCREW ASSY ⑦	1	390573	390573	390574	390574	390574	391607
29	③PLUNGER SCREW LOCKNUT	1	133369	133369	133370	133370	133370	133371
31	③DUST SEAL	2	133599	133619	133620	133599	133619	133620
33	③SEAL RETAINER	⑤	133579	133579	133579	133579	133579	133579
36	③OIL RING	2	130066	130066	130070	130067	130068	130073
39	③GROMMET	2	132632	132632	–	133007	133008	133009
42	③GROMMET PLATE	2	132635	132635	–	133140	133141	133144
43	③GROMMET SCREWS	10	411003	411003	–	–	–	–
46	③LOCK TUBE	4	–	–	–	133172	133177	132210
48	③LOCKNUT	8	–	–	–	460965	463495	463617
52	③WATER PIPES	4	–	–	–	430177	430185	430191
	③DOWEL PIN	2	420080	420080	420080	420080	420080	420118
	③LINER CAP SCREW	4	417181	417181	417184	417184	417184	417260
53	③THERMOSTAT PLUG	1	430012	430012	430012	430012	430012	–
54	③HEATER PLUG	1	430017	430017	430017	430017	430017	–
50	LINER ASSEMBLY	1	133550	133669	133392	132591	132594	132597
55	CIRC OIL DRAIN PLUG	2	430017	430017	430018	430018	430018	–
56	CIRC OIL GROM KIT	1	430155	430155	430155	430155	430155	–
	AUXILLARY SEAL KIT	2	132814	132816	132819	132814	132816	132819
	HOUSING END CAP KIT	1	132564	132565	132566	132564	132565	132566
	DUST SEAL KIT	1	369835	389836	389837	369835	389836	389837
58	THRUST COLLAR ⑩	2	133959	133960	133961	133303	133304	133305
	THERMOSTAT	1	133116	133116	133116	133116	133116	–
	HEATER	1	132839	132839	132840	132840	132840	–

① 12" XC DOES NOT INCLUDE MACHINING FOR VIBRATION DETECTOR, HEATER, THERMOSTAT. OR CIRCULATING OIL.

② THESE PARTS ARE ASSEMBLIES AND INCLUDE THE PARTS LISTED BELOW THEM MARKED -!::..

③ THESE PARTS MAKE UP THE ASSEMBLIES UNDER WHICH THEY ARE LISTED.

④ NOT SHOWN ON DRAWING

⑤ 2 REQUIRED ON 9', 4 REQUIRED ON 10' AND 12"

⑥ 2 REQUIRED FOR NON EXPANSION (FIXED) PILLOW BLOCK. INCLUDES ALL HARDWARE REQUIRED FOR MOUNTING. CANNOT BE USED WITH SSL STYLE PILLOW BLOCKS.

⑦ PLUNGER SCREW ASSEMBLY CONSISTS OF PLUNGER SCREW, 1 WASHER, AND 1 BUTTON ASSEMBLED TOGETHER.

⑧ INCLUDES MODULAR HOUSING, LINER ASSEMBLY, AND TWO SPLIT THRUST COLLARS

⑨ INCLUDES MODULAR HOUSING AND LINER ASSEMBLY.





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