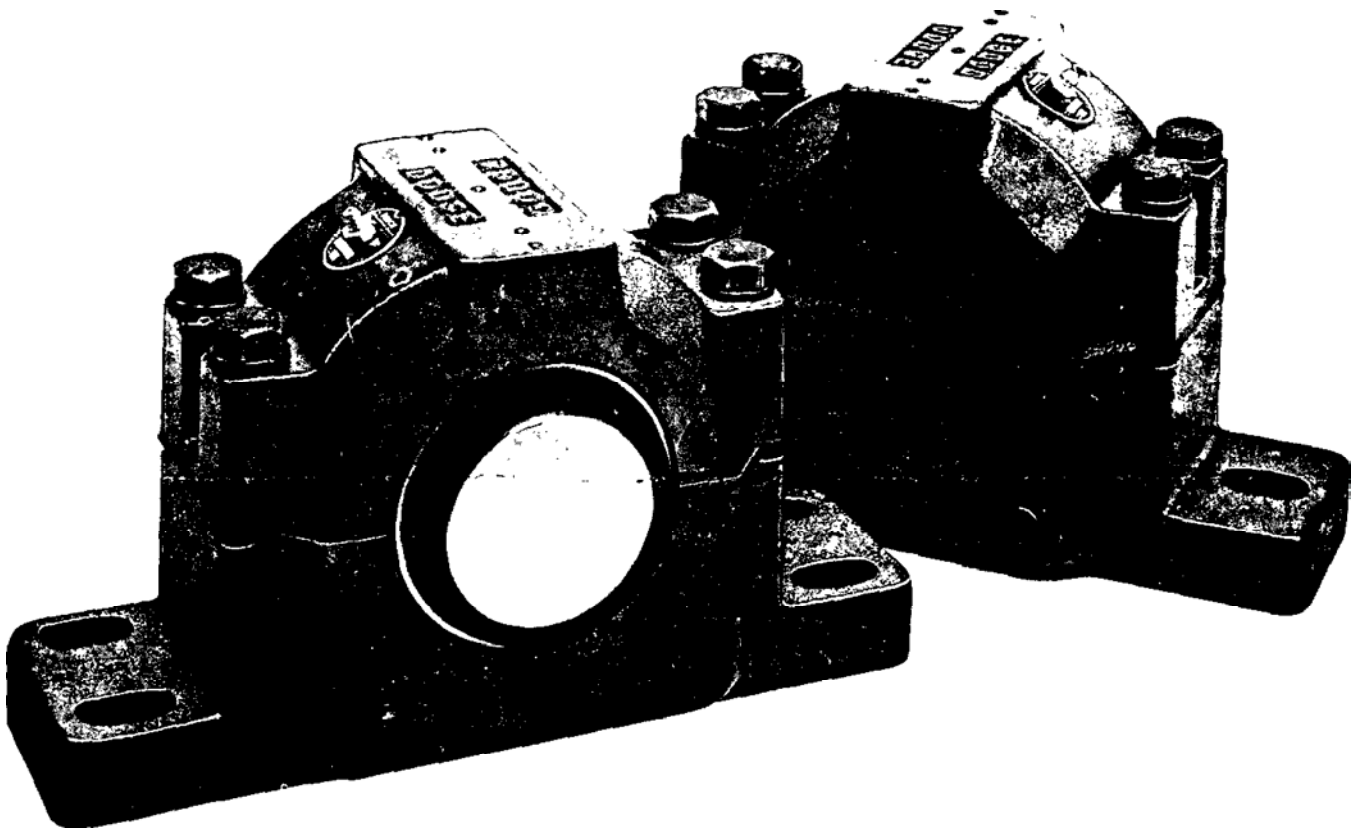


Instruction Manual for **DODGE® USN 600 Series** **Adaptor Mounted & 300 Series** **Direct Mounted Plummer Blocks**



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.

INSPECTION

GENERAL INFORMATION

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. Read all instructions thoroughly before beginning.

DODGE USN™ bearings conform with all appropriate ISO standards. They are available in either adaptor or direct mounting styles. A wide variety of seals is available including Standard metallic LER, TRIPLE-TECT™ non-metallic seal with V-ring, Drop-in TRIPLE-TECT seal with neoprene V-ring, Auxiliary Taconite or Split non-metallic. TRIPLE-TECT seal is provided as standard on complete assemblies. DODGE USN housings provide you with maximum application flexibility. Cast in dimples allow for easy field modification for vents, lube ports and sensors. Oversized drains and an oil equalization hole make USN bearings ready for circulating oil systems off the shelf. For hostile environments, USN offers optional.

cast closed end housings, stainless hardware kits, and nylon coating. Complete installation, maintenance and modification instructions are provided in this manual.

Inspect shaft — Ensure that the shaft is smooth, straight, clean, and within commercial tolerances.

Inspect bearing — Do not allow bearing to be exposed to any dirt or moisture. Do not remove slushing compound as it acts as both a protectant and lubricant and is also compatible with standard greases.

Note: Housing caps and bases are not interchangeable. They must be matched with mating half. Install non-expansion bearing first.

Note: For seal types other than TRIPLE TECT such as drop-in TRIPLE TECT, LER, auxiliary seals and split seals follow seal instruction manual 499665 supplied with the seals.

Note: For an explanation of the various dimples and tapped holes found on the USN housings, see Table 11, page 7.

INSTALLATION (USN 600 SERIES) ADAPTOR MOUNTED

1. Apply a coating of light oil or other rust inhibitor to the adaptor area of the shaft.

2. Measure the internal clearance of the bearing before mounting. Place the bearing in an upright position as shown in Figure 1. Seat the inner ring and roller elements by pressing down firmly on the inner ring bore while rotating the inner ring a few times. Position the roller assemblies so that a roller is at the top most position on both sides. Using a feeler gauge measure the clearance for both sides by inserting as far as possible and sliding over top of roller (Figure 1). Write down the measured clearance for use in step 3e.

Note: Do not rotate bearing when moving feeler between roller and outer ring.



Figure 1 — Internal Clearance

3. Install the bearing parts in the following sequence: (refer to parts drawing):

a) **V-ring Seal** — Slide one of the V-ring seals onto the shaft, making sure lip is toward the bearing. **Note:** Do not install V-ring seal on seal ring until housing cap has been set in place and tightened.

b) **Seal Ring** — Install a seal ring on shaft with largest O.D. toward bearing.

c) Adaptor Sleeve — Slide adaptor sleeve onto the shaft, threaded end outboard to the approximate location of the bearing. Apply light coating of oil to sleeve O.D. **Do Not Use Grease.**

d) Bearing — Make sure that the internal clearance has been written down. Install bearing on adaptor sleeve, large end of tapered bore first. Locate bearing in proper position on shaft.

e) Lockwasher and Locknut — Install the lock-washer on the adaptor sleeve with inner prong located in the slot of the sleeve and pointing towards the bearing. Install locknut, chamfered face toward bearing as follows:

For 100 mm diameter shafts and smaller — Tighten locknut using a spanner wrench and hammer until clearance noted in Step 2 is reduced by amount shown in Table 1. During this step shaft should be supported so all weight is off of the bearing.

Loosen all screws until they are snug at large end of nut. Screws have been staked at factory to prevent removal, however, restake if necessary. Tighten locknut until it is tight against bearing (use drift pin and hammer).

Now find a lockwasher tab that aligns with a locknut slot and bend tab into slot. If slot is past tab then tighten, not loosen, locknut to meet a washer tab.

Steps f) and g) are not necessary if pillow block housing is a cast closed end style.

f) Seal Ring — Install second seal ring with large O.D. toward locknut.

g) V-ring Seal — Slide second V-ring seal onto the shaft, again making certain lip is toward bearing. Do not install V-ring seal on seal ring until housing cap has been set in place and tightened. For assistance in installing seals, use seal instruction manual 499665 supplied with the seals.

4. Remove any paint, dirt or burrs from the mating surfaces of the housing halves. Thoroughly clean seal grooves on both sides. Set lower half of housing on base and apply oil to the bearing seats.

5. Apply grease to the bearing and seal rings. The lubricant should be smeared between the rolling elements (see Grease Lubrication section). **This step and the first sentence of step 9 do not apply for oil-lubricated bearings.**

6. Place shaft with bearing into lower half while carefully guiding the seal rings into the housing grooves.

7. Bolt lower half of the non-expansion bearing to the base. Move shaft endwise so that spacer ring can be inserted as shown on Sketch 1. Center all other bearings on same shaft in their housing seats. **Note: Only one bearing per shaft is**

Table 1 — Adaptor Mounted Bearings Only

Shaft Diameter, MM	Reduction in* Internal Clearance (MM)
35, 40	.020-.025
45, 50	.025-.030
55, 60, 65	.030-.038
70, 75	.038-.051
85, 90, 100	.046-.064
110, 115	.051-.066

* Amount of clearance to be removed from clearance measured in Step 2.

For larger than 100 mm diameter shafts — Tighten locknut by hand followed by light tapping on a bar inserted in notches on O.D. of locknut. Tighten all MICRO-MOUNT® screws evenly in sequence and in small increments 10° to 15° turns until clearance is reduced.

non-expansion, other bearings should be expansion. When plummer block is subjected to heavy cap loads use property torqued metric grade 10,9 base bolts to mount to structure.

8. When closed end is required and the block is not a cast closed, an optional end plug may be fit into the center seal ring groove of the housing. Shaft extension should not be beyond adaptor end to ensure no rubbing with end plug or housing on cast closed end.

9. Grease the bearing seal grooves in the housing cap and place over the bearing after wiping the mating surfaces (**does not apply for oil-lubricated bearings**). The two dowel pins will align the cap with the lower housing half. **Note:** Each cap must be matched with its mating lower half, as these parts are not interchangeable. Cap and base have serial number stamped at joint. The serial numbers should line up for proper match. If the blocks are mounted other than in the horizontal position, a sealer must be applied at the cap and base mating surfaces.

10. Tighten cap bolts to the recommended torque shown on Table 2.

11. Assure that there is running clearance at seal rings, then install V-ring onto the seal rings as shown on Sketch 2. Coat V-ring seal with grease to protect against ozone attack.

12. Misalignment of plummer blocks must not exceed $\pm \frac{1}{2}^\circ$ (one-half degree).

Table 2 — Recommended Torque Values Nm

Bolt Size, mm	10	12	16	20	24
Grade 8.8	47-51	81-89	203-215	415-420	720-725
Stainless Steel A2/A4 Class 70	24	40	110	170	—

INSTALLATION (USN 300 SERIES) DIRECT MOUNTED

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. Read instructions thoroughly before beginning.

1. Measure the internal clearance of the bearing before mounting. Place the bearing in an upright position as shown in Figure 1. Seat the inner ring and roller elements by pressing down firmly on the inner ring bore while rotating the inner ring a few times. Position the roller assemblies so that a roller is at the top most position on both sides, using a feeler gauge measure the clearance for both sides by

inserting as far as possible and sliding over top of roller (Figure 1). Write down the measured clearance and compare with specifications Table 3. **Note:** Do not rotate bearing when moving feeler between roller and outer ring.

Note: For assistance in installing seals, follow seal instruction manual 499665 supplied with the seals.

2. Install the bearing parts in the following sequence (refer to parts drawing):

a) **V-ring Seal** — Slide one of the V-ring seals onto the shaft, making sure lip is toward the bearing. **Note:** Do not install V-ring seal on seal ring until housing cap has been set in place and tightened.

b) **Seal Ring** — Install a seal ring on shaft with largest O.D. toward bearing.

Table 3 — Radial Internal Clearance of 300 Series Spherical Roller Bearings (Straight Bore)

Basic Bearing No.	C3 Radial Clearance In. (MM)	
	Min.	Max.
22209	.055	.075
22210	.055	.075
22211	.065	.090
22212	.065	.090
22213	.065	.090
22214	.080	.110
22215	.080	.110
22216	.080	.110
22217	.100	.135
22218	.100	.135
22219	.100	.135
22220	.100	.135
22222	.120	.160
22224	.120	.160
22226	.145	.190
22228	.145	.190

Table 4 — Shaft Bearing Seat Diameters For Cylindrical Bore Mounted Plummer Blocks (See Figure 2)

Bearing Bore			Normal Load			High Load		
MM	MM		MM		Mean	MM		Mean
Nom.	Max.	Min.	Max.	Min.	Fit	Max.	Min.	Fit
40	40.000	39.988	40.025	40.009	.023	40.033	40.017	.031
45	45.000	24.988	45.025	40.009	.023	45.033	45.017	.031
50	50.000	29.988	45.025	40.009	.023	50.033	50.017	.031
55	55.000	54.985	55.030	55.011	.023	55.039	55.020	.037
60	60.000	59.985	60.030	60.011	.023	60.039	60.020	.037
65	65.000	64.985	60.030	60.011	.023	60.039	60.020	.037
70	70.000	69.985	70.030	70.011	.023	70.039	70.020	.037
75	75.000	74.985	75.030	75.011	.023	75.039	75.020	.037
80	80.000	79.985	80.030	80.011	.023	80.039	80.020	.037
85	85.000	84.980	85.035	85.013	.034	85.045	85.023	.044
90	90.000	89.980	90.035	90.013	.034	90.045	90.023	.044
100	100.000	99.980	100.035	100.013	.034	100.045	100.023	.044
110	110.000	109.980	110.035	110.013	.034	110.045	110.023	.044
120	120.000	119.980	120.035	120.013	.034	120.045	120.023	.044
130	130.000	129.975	130.040	130.015	.040	130.052	130.027	.052

These fits apply to roller bearings with inner ring rotation under radial and thrust loads.

Bearing Bore Diameter **Normal Load** **High Load**
Up to 160 mm P/C = 0.10 to 0.18 P/C > 0.18

Where

P = Equivalent Dynamic Load on the Bearing (N) } For these values see
C = Basic Dynamic Load Rating of Bearing (N) } appropriate rating tables.

Table 5 – Tolerance

Shaft Diameter (S-2)		(MM)
Over	Including	Tolerance
35 mm	100 mm	+.000" to -.102
100 mm	150 mm	+.000" to -.127

c) **Bearing** — Make sure that the internal clearance has been written down. Install bearing. Bearings with cylindrical bore up to 70 mm may be cold mounted on the shaft. Apply coat of light oil to the shaft and bearing bore, then press on the bearing by mechanical or hydraulic device or use the mounting nut to drive the bearing onto the shaft.

The use of proper safety equipment including heat resistant gloves is required for all steps.

Bearings with cylindrical bore above 70 mm are heated for mounting on shaft. Bearings, heated in oil between

93°C and 102°C, should have the bore wiped dry with a clean cloth and while bearings are still in a heated condition, they should be rapidly pushed on the shaft and positioned squarely against the shoulder. A slight screwing motion during fitting facilitates the mounting. Large bearings are generally handled with a hoist or crane.

Note: For cylindrical bore direct mounted bearings, it is not necessary to check internal clearance after mounting. It is, however, important to verify the shaft diameters (Tables 4, 5, and 6) and to measure the unmounted internal clearance to ensure conformance to specifications (Table 3).

d) **Install Sleeve** — Item 31 replacement parts table. This sleeve must be supplied by the equipment manufacturer. The O.D. of the sleeve must conform to S-2 dimensions (see Tables 5 and 6). For closed end applications, the locknut and lockwasher must also be supplied by the equipment manufacturer.

Table 6 — Shaft Diameter, S-2 (See Fig. 2)

Bearing Bore Diameter, MM (Inches)	S-2 Inches (MM)
40	50
45	55
50	60
55	65
60	70
65	75
70	80
75	85
80	90
85	95
95	110
100	115
110	125
120	135
130	145

3. Remove any paint, dirt or burrs from the mating surfaces of the housing halves. Thoroughly clean seal grooves on both sides. Set lower half of housing on mounting base and apply oil to the bearing seats.

4. Apply grease to the bearing and seal rings. The lubricant should be smeared between the rolling elements (**see Grease Lubrication section**). **This step and the first sentence of step 8 do not apply for oil lubricated bearings.**

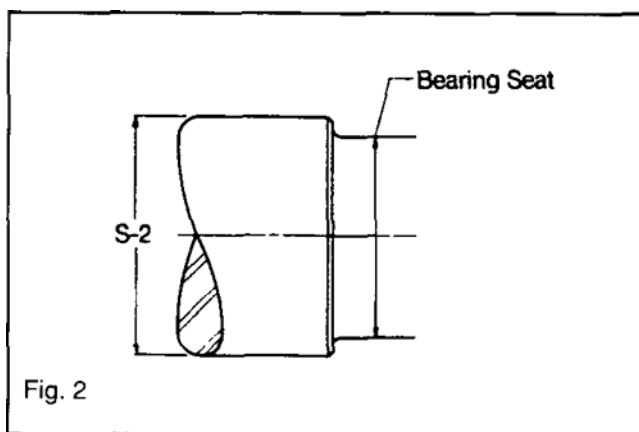
5. Place shaft with bearing into lower half while carefully guiding the seal rings into the housing grooves.

6. Bolt lower half of the non-expansion bearing to the base. Move shaft endwise so that spacer ring can be inserted as shown on Sketch 3. Center all other bearings on same shaft in their housing seats. **Note:** Only one bearing per shaft is non-expansion, other bearings should be expansion.

7. When closed end is required and the block is not a cast closed, the end plug supplied should be fit into the center seal ring groove of the housing. Shaft should not extend beyond locknut end to ensure no rubbing with end plug or housing on cast closed end.

8. Grease the bearing seal grooves in the housing cap and place over the bearing after wiping the mating surfaces (**does not apply for oil-lubricated bearings**). The two dowel pins will align the cap with the lower housing half. **Note:** Each cap must be matched with its mating lower half, as these parts are not interchangeable. Cap and base have serial number stamped at joint. The serial numbers should line up for roper match.

9. Tighten cap bolts to the recommended torque shown on Table 2.



e) Seal Ring — Install second seal ring with large O.D. toward bearing.

f) V-ring Seal — Slide second V-ring seal onto the shaft, again making certain lip is toward bearing. Do not install V-ring seal on seal ring until housing cap has been set in place and tightened.

Steps **e)** and **f)** are not necessary if pillow block housing is a cast closed end style.

10. Assure that there is running clearance at seal rings, then install V-ring seals onto the seal rings as shown on Sketch 2. Coat V-ring seals with grease to protect against ozone attack.

11. Misalignment of plummer blocks must not exceed $\pm \frac{1}{2}^\circ$ (one-half degree).

MAINTENANCE

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.

Remove the housing cap in order to inspect bearing and grease. Before reassembly it is important that the V-ring seals be removed if TRIPLE TECT seal installation tools are not available. If available, do not remove V-ring seals and follow cap installation outlined in the seals instruction manual 499665.

GREASE LUBRICATION (ADAPTOR MOUNT AND DIRECT MOUNT)

USN bearings are specifically designed for dirty, dusty or wet environments. In order to properly protect bearings during installation pack the bearing insert 100% full immediately after having properly mounted bearing on the shaft.

WARNING

Regreasing requires rotating parts to be exposed. Exercise extreme care during such operations. Failure to observe these precautions could result in bodily injury.

Table 7 — Viscosity of Oil in the Grease

DN	Viscosity for Loads Up To 18% of Dyn. Cap* (Cst @ Oper. Temp.)	DN	Viscosity for Loads Up To 18% of Dyn. Cap* (Cst @ Oper. Temp.)
2500	700	35000	125
5000	650	40000	100
7500	580	45000	85
10000	500	50000	75
12500	425	75000	62
15000	390	100000	42
17500	325	125000	30
20000	280	150000	27
22500	235	175000	22
25000	200	200000	20

DN = Bore Diameter (MM) x RPM

* = For loads above 18% of dynamic capacity an EP grease with the above viscosity oil is recommended.

If the RPM of the application falls between 20% and 80% of maximum RPM (Table 9 for adaptor mount, Table 10 for direct mount), pack the lower half of the housing one-third to one-half full, if the RPM of the application is less than 20% of maximum RPM, pack bearing housing cavity 100% full. If the RPM exceeds 80% of maximum RPM, do not add grease in the lower half of the housing nor in the cap.

At each regreasing cycle, for applications up to 80% of maximum RPM, slowly add grease until fresh grease is seen purging at the seals. Regreasing should be done while running. Remote regreasing lines should be added to avoid endangering personnel.

If the RPM is greater than 30% of maximum RPM, add 4 strokes of a handgun at each regreasing cycle for bores up to 50 mm. For bores greater than 50 mm

Table 8 — Regreasing Intervals (Months)*
(Based on 12 Hours Per Day — 66°C Max.)

Size, MM	RPM*									
	250	500	750	1000	1250	1500	2000	2500	3000	3500
35–60	8	6	4	3	2	1	.5	.5	.25	.25
65	7	5	3	2	1	1	.5	.25	.25	
70–85	6	4	3	2	1	.5	.25	.25		
90–100	5	3	2	1	.5	.5	.25			
110–130	4	3	2	1	.5	.25				
140–160	3	2	1	.5	.25					

Table 9 — Maximum RPM (Adaptor Mount)

Shaft Size, MM	Basic Bearing Description	Maximum RPM	
		Grease	Oil
35	22308K C3	4300	5300
40	22309K C3	3800	4800
45	22310K C3	3400	4300
50	22311K C3	3200	4000
55	22312K C3	2800	3600
60	22313K C3	2600	3400
65	22315K C3	2200	3000
70	22316K C3	2200	3000
75	22317K C3	2000	2800
85	22319K C3	1700	2200
90	22320K C3	1700	2200
100	22322K C3	1500	1900
110	22324K C3	1400	1800
115	22326K C3	1300	1700

up to 130 mm add 8 strokes of handgun at each regreasing cycle. For bores greater than 130 mm add 16 strokes of a handgun at each regreasing cycle. For units running above 80% of maximum RPM, running temperature should be monitored. If a drastic change in running temperature is noted, it is recommended to remove the used grease completely and recharge with fresh grease per the above instructions.

Select a grease with a viscosity at operating temperature which will provide full film lubrication (See Table 7). Use a 30°C–55°C increase in bearing temperature above ambient, depending on RPM and load. Use Table 8 as a general guide for regreasing the bearings. A small amount of grease at frequent intervals is preferable to a large amount of grease at infrequent intervals. For special applications involving high speeds or high temperatures consult DODGE.

LONG-TERM STORAGE OF PRE-ASSEMBLED BEARINGS

Applications such as conveyor pulleys and fans are shipped to a job site with bearings already mounted to the shafts. Since these units may be stored for long periods of time in unprotected areas subject to rain, dust, etc. bearings should be packed 100% full and so tagged at bearing assembly to prevent contamination or corrosion of the bearings.

OIL LUBRICATION (ADAPTOR MOUNT OR DIRECT MOUNT)

USN bearings are specifically designed to handle both grease and oil lubrication. Oil lubrication is normally required at high speeds as well as high loads or whenever heat from an external source is flowing into the bearing. Oil lubrication may be static or circu-

lating. With static oil, fill the bearing cavity with oil up to the centerline of the lower roller. The dimension is identified as "w" and is shown on Table 12. Mount an oil sight gauge on the drilled and tapped drain hole on the side of the plummer block for visual indication of this level. The oil level may drop or rise during operation depending on the rotation of the bearing. Oil should only be added when the bearing is not operating. Both the static oil level and the running oil level should be marked on the oil sight gauge and properly identified.

Prior to installation on the structure, if the application RPM is greater than 20% of catalog maximum speed, excess grease must be removed to the levels outlined previously. Removal of excess grease must be done in a clean, protected environment.

For circulating oil, the flow rate and size of return drains are shown in Table 12. Consult DODGE application engineering for recommendations.

Table 10 — Maximum RPM (Direct Mount)

Brg. Seat Size, MM	Basic Bearing Description	Maximum RPM	
		Grease	Oil
40	22308 C3	4300	5300
45	22309 C3	3800	4800
50	22310 C3	3400	4300
55	22311 C3	3200	4000
60	22312 C3	2800	3600
65	22313 C3	2600	3400
70	22314 C3	2400	3200
75	22315 C3	2200	3000
80	22316 C3	2200	3000
85	22317 C3	2000	2800
95	22319 C3	1700	2200
100	22320 C3	1700	2200
110	22322 C3	1500	1900
120	22324 C3	1400	1800
130	22326 C3	1300	1700

Table 11 — USN PLUMMER BLOCK — Dowel Pin, Lubrication & Mounting Hole Position

USN Housing	AA	BB	CC	GG1	GG2	G MAX DIA.	JJ1	JJ2	J	
									HOLE SIZE	BOLT SIZE
608/308	39	22.5	6.5	135	23	6	160	34	11	M10
609/309	42	25.5	7	170	27	8	200	40	14	M12
610/310	47	25.5	8.5	172	27	8	200	40	14	M12
611/311	47	32.5	8.5	190	32	8	220	48	14	M12
612/312	47.5	31	9	190	32	8	220	48	14	M12
613/313	51.5	35	8	218	35	8	252	52	18	M16
314	52.5	37.5	10.5	218	35	8	252	52	18	M16
615/315	60.5	38	11	240	37	8	280	58	18	M16
616/316	64.5	41.5	13.5	240	37	8	280	58	18	M16
617/317	68.5	43.5	13.5	260	41	8	300	66	18	M16
619/319	71.5	49	15	280	45	8	320	74	18	M16
620/320	79.5	48.5	17.5	290	45	8	330	74	18	M16
622/322	82.5	53	19	325	52	12	370	80	22	M20
624/324	97.5	64.5	20.5	375	60	12	430	100	26	M24
626/326	104	65	23	395	60	12	450	100	26	M24

NOTE: All dimensions are in millimeters

- Item Description
- A Optional seal grease location
- B Optional location for vent, vibration pickup and/or grease location for non W33 grooved bearing
- C Position for thermocouple location
- D Position for lubrication of bearing with W33 groove
- E Lubrication port for W33 groove, bearing drilled standard on plummer blocks
- F Drilled and tap location for vent or side lubrication for bearing without W33 groove
- G Dowel pin location for metric plummer blocks
- J Drilling location for four bolt mounting or optional dowel pin location

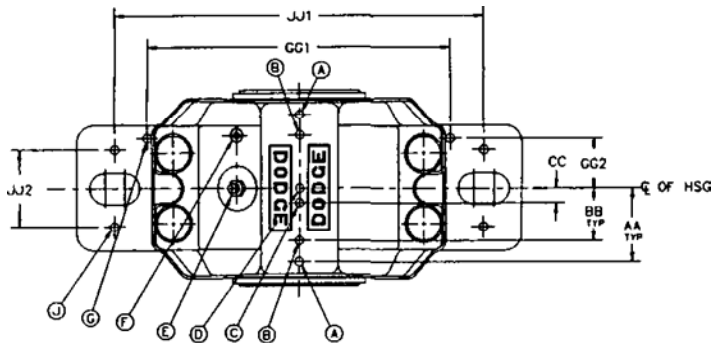
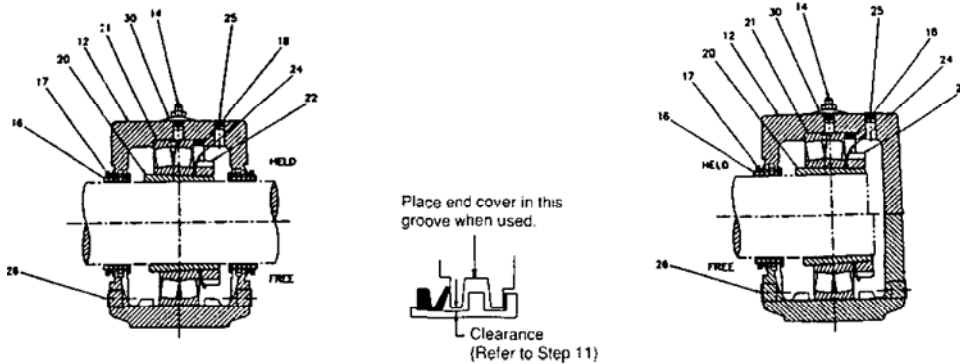


Table 12 — USN Circulating Oil Chart

Block Size	Circulating Oil Flow*		Static Oil Level/MM	Drain Holes Size (BSPP)
	Amount Sufficient For Normal Lubrication	Maximum Amount For Heat Dissipation Due to External Heat Source		
	Liters/Min.	Liters/Min.	W**	
608/308	.011	.340	26.5	¹ / ₈ -28
609/309	.015	.378	32.5	¹ / ₈ -28
610/310	.017	.454	28.5	¹ / ₈ -28
611/311	.019	.567	40.5	¹ / ₈ -28
612/312	.023	.662	30.5	¹ / ₄ -19
613/313	.025	.738	42	¹ / ₄ -19
314	.028	.757	37	³ / ₈ -19
615/315	.030	.946	42	³ / ₈ -19
616/316	.038	1.135	47	³ / ₈ -19
617/317	.042	1.324	42	³ / ₈ -19
619/319	.057	1.590	45	³ / ₈ -19
620/320	.066	1.816	58	¹ / ₂ -14
622/322	.072	2.080	58.5	¹ / ₂ -14
624/324	.095	2.830	60	¹ / ₂ -14
626/326	.113	3.030	62	¹ / ₂ -14

SKETCH 1

REPLACEMENT PARTS FOR USN PLUMMER BLOCKS



SKETCH 2

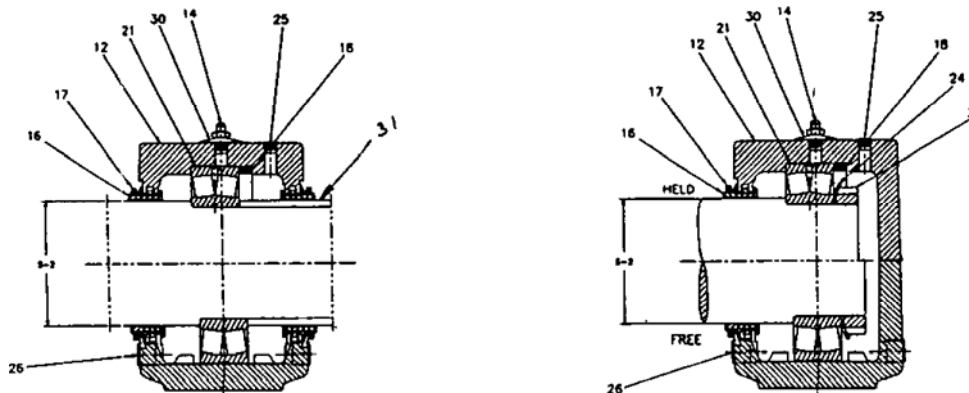
USN 600 Adaptor Mounted Plummer Blocks

Ref.	Name of Part	Style	Qty.	(608) 35	(609) 40	(610) 45	(611) 50	(612) 55	(613) 60	(615) 65	(616) 70	(617) 75	(619) 85	(620) 90	(622) 100	(624) 110	(626) 115
12	2-Bolt Base Housing	Standard	1	035792	035795	035797	035799	035801	035803	035805	035807	035809	035812	035814	035816	035818	035820
12	2-Bolt Base Housing	Closed End	1	035794	035796	035798	035800	035802	035804	035806	035808	035810	035813	035815	035817	035819	035821
21	Roller Bearing		1	423375	423100	423372	423102	423376	423104	423373	423106	423374	423110	423112	422140	423114	
16	Seal Ring*		2	046546	046335	046336	046179	046547	046181	046338	046183	046184	046548	046341	046188	046189	046190
17	V-Ring*		2	042243	042224	040972	042225	042226	042226	045994	042228	042229	042230	045965	042231	042233	042233
20	Adaptor Sleeve		1	046652	046653	046654	046655	046656	046657	046658	046659	046660	046661	046662	046663	046664	046665
22	Nut		1	046492	046285	046286	046287	046487	046288	046289	046290	046291	046488	046293	046294	046295	046296
24	Lockwasher		1	046493	046304	046305	046306	046489	046307	046308	046309	046310	046490	046312	046313	046314	046315
26	Drain Plug	Std. & Closed End	2	415480	415480	415480	415480	415481	415481	415482	415482	415482	415482	415483	415483	415483	415483
14	Lube Fitting		1	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601
18	Non-Expansion Spacer		1	042335	042315	046642	042316	460886	460887	460889	046643	460890	460891	460892	460635	042341	460896
25	Top Plug		1	415479 (All Sizes)													

*Closed end housings take only one seal ring and one V-ring.

SKETCH 3

REPLACEMENT PARTS FOR USN PLUMMER BLOCKS



USN 300 Direct Mounted Plummer Blocks

Ref.	Name of Part	Style	Qty.	(308) 40	(309) 45	(310) 50	(311) 55	(312) 60	(313) 65	(314) 70	(315) 75	(316) 80	(317) 85	(319) 95	(320) 100	(322) 110	(324) 120	(326) 130
12	2-Bolt Base Housing	Standard	1	035822	035824	035826	035828	035830	035832	035834	035836	035838	035840	035842	035844	035846	035848	035850
12	2-Bolt Base Housing	Closed End	1	035823	035825	035827	035829	035831	035833	035835	035837	035839	035841	035843	035845	035847	035849	035851
21	Roller Bearing		1	423124	423125	423123	423126	423127	423128	423129	423130	423144	423131	423145	423132	423133	423134	423135
16	Seal Ring*		2	046179	035743	046181	046338	046183	046340	046549	039518	046341	046342	046189	046190	046191	046192	045990
17	V-ring*		2	042225	040972	042226	045994	042228	042229	042230	042230	045965	042231	042232	042233	042234	042235	042236
22	Nut		1	046492	046285	046286	046287	046487	046288	046238	046289	046290	046291	046488	046293	046294	046295	046296
24	Lockwasher		1	046493	046304	046305	046306	046489	046307	046239	046308	046309	046310	046490	046312	046313	046314	046315
26	Drain Plug	Std. & Closed End	2	415480	415480	415480	415480	415481	415481	415482	415482	415482	415482	415483	415483	415483	415483	415483
14	Lube Fitting		1	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601	405601
18	Non-Expansion Spacer		1	042335	042315	046642	042316	460886	460887	460888	460889	046643	460890	460891	460892	046635	042341	460896
25	Top Plug		1	415479 (All Sizes)														
31	Sleeve																	

(See Paragraph 2d on page 4)

* Closed end housings take only one seal ring and one V-ring.



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