

Installation, Service and Repair Manual

For

DODGE APG Size 1

DANGER

High voltage and rotating parts can cause serious or fatal injury and property damage. The use of electrical machinery, like all other utilization of concentrated power and rotating equipment, can be hazardous. Installation, operation and maintenance should be performed only by qualified electrical and mechanical maintenance personnel familiar with NEMA safety standards, the National Electrical Code and sound local practices. The manual is to be studied thoroughly by personnel responsible for the installation and maintenance of this equipment before installation is begun. Personnel must be familiar with the potential hazards involved. If this warning is not observed, personal injury and/or property damage may result. Keep this document for future reference.

GENERAL

Please read these instructions carefully. They contain vital information on proper installation, operation, maintenance and service for the DODGE APG Size 1 gear reducer.

Each DODGE gear reducer is thoroughly inspected and tested at the factory prior to shipment. Care is taken in packing of each gear reducer. However, each gear reducer should be thoroughly inspected before it is accepted from the transportation company. If any of the goods called for in the bill of lading are damaged or missing, do not accept the shipment until the freight agent makes appropriate notation on your freight bill. If any loss or damage is discovered later, notify the agent at once and request an inspection. Though DODGE will be happy to assist you with claims for loss or damage in shipment, the transportation company is responsible for reimbursing you for such claims. Claims for loss or damage in shipment must not be deducted from the DODGE invoice, nor should payment of the DODGE invoice be withheld awaiting claims adjustment. The carrier, not DODGE, guarantees safe delivery. If considerable damage or shortage has occurred and the situation is urgent, contact the nearest DODGE Sales Office.

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.

WARRANTY

NOTE: SERVICE AND REPAIR UNDER WARRANTY SHOULD BE PERFORMED ONLY BY A DODGE AUTHORIZED SERVICE SHOP. CALL CUSTOMER SOLUTIONS CENTER AT 864-284-5777 FOR ASSISTANCE.

The DODGE APG is warranted under the DODGE "Standard Terms and Conditions of Sale." Warranty claims must be submitted to DODGE within one year from the date of installation or within three years from the date of manufacture, whichever comes first. The warranty does not extend to failures induced by misuse, improper storage or handling, abuse or misapplication.

LUBRICATION OF THE DODGE APG Size 1 GEAR REDUCER

The DODGE APG Size 1 Gear Reducer is filled at the factory with Mobil SHC 634 oil to the correct oil level for the specified mounting position. The correct oil level is specified by the RED oil level plug. Changes in the mounting position will require relocation of the oil level and vent plugs. Oil may have to be added or drained to get to the correct oil level in the new mounting position. See the Mounting Position Diagrams on page 5 for the correct plug locations for various mounting positions of the APG Size 1. The oil level should be checked before startup and frequently thereafter, preferably with the gearbox at operating temperature.

Mobil SHC 634 is factory supplied in the DODGE APG and is suitable for use at all output speeds and in ambient temperatures from -10°F to $+110^{\circ}\text{F}$. No initial oil change after break in is needed. The initial factory oil fill is good for up to 20,000 hours or 4 years of service, whichever comes first, in normal industrial environments. For extremely hot, wet, or dirty conditions please consult Application Engineering at 812-376-1100.

BALDOR

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Though Mobil SHC 634 is highly recommended, it is recognized that some users may prefer other lubricants. If a change to another type of oil is made, the Mobil SHC 634 should be drained and the gearcase flushed with clean mineral spirits to avoid any possible compatibility problems between the SHC 634 and the new oil. Flushing is not required if changing to Mobil SHC 629 for low temperature applications, nor is the oil change interval affected. Oil changes every 10,000 hours under normal operating conditions are strongly recommended for all lubricants other than the Mobil SHC series and equivalent synthetics. Again, for extremely hot, wet, or dirty conditions please consult Application Engineering for recommended lubricants and change intervals. To order factory approved lubricants in small quantities, contact your local DODGE distributor and order by the following part numbers.

VOLUME	PART NUMBER (SHC 634)
12 OZ.	41170966AB
1QT.	41170966AE
1 GAL.	41170966AF
VOLUME	PART NUMBER (SHC 629)
1 QT.	41170966AG
1 GAL.	41170966AH

Use only AGMA R & O oils as alternate lubricants. The proper grades of oil for various temperature ranges are listed below:

AMBIENT TEMPERATURE (degrees F)	AGMA GRADE
60 to 110	7
35 to 60	6
10 to 35	5
-30 to 10	Mobil SHC 629

NOTE: For ambient temperatures below -30°F special oil seals are required. Consult Applications Engineering.

LONG TERM STORAGE

NOTE: Unless an extended warranty has been negotiated prior to sale, time in storage is considered time in service for warranty purposes.

If the drive is not installed immediately, it should be stored in a clean, dry, protected area. During periods of long term storage (six months or longer) special procedures must be followed. The gearbox should be filled to the highest oil level hole with an approved lubricant blended with 2%, by volume, of Daubert Chemical Co. Nox-Rust VCI-105 oil. Apply a thick coating of rust preventative on all unpainted surfaces including threads, bores, keyways, and shafts. Apply a thick coating of chassis-type grease to all exposed shaft seals. If the unit is to be stored outdoors or in a damp, unheated area indoors, cover the entire exterior with a rust preventative. Seal the unit in a moisture proof container or

wrapping with a dessicant inside. Shade the enclosure from direct sunlight. Rotate the input shaft at least 60 revolutions once a month to redistribute the lubricant and prevent brinnelling of bearings and drying of seals.

Upon removal from storage, remove all protective coatings applied for protection during storage. Check all hardware for proper tightness. Drain and refill the gear reducer with a recommended lubricant. If the gear reducer has been stored for more than three years or in an area with high ambient temperatures, replace the oil seals.

INSTALLATION AND OPERATION

Install the oil level plug and breather plug in the correct location for the appropriate mounting position using the mounting position diagram shown on page 5. Add or drain oil to get to the correct oil level for the mounting position used.

Review the data plates on the reducer and drive motor to verify that the drive is correct for the intended loads, speeds and electric power supply.

The gear reducer should be installed in a location that meets the following requirements:

- Ambient temperatures below 100°F (40°C).
- Free flow of air around the motor.
- Good access to gear reducer and motor for maintenance.
- A flat, level, rigid steel mounting surface.
- All four feet of the foot mounted unit must be evenly supported.
- The flange mounted unit must have even support at the flange face.
- Units supported by both flange and feet must be shimmed to avoid housing stress.
- Good alignment to both input and output devices.

INSTALLATION OF COMPONENTS ON GEAR REDUCER SHAFTS

Use care when installing couplings, sprockets and sheaves (pulleys) on the DODGE APG Size 1 input and output shafts. Such components should not be hammered into place. Damage to shafts and bearings may result. If parts do not slip into place easily, check for dirt or burrs that may be binding the assembly. Very tightly fitted parts may need to be heated to get them onto the shafts. Keys should be located for maximum engagement between the shaft and the associated part. Sprockets and sheaves should be mounted as close to the gearcase as possible to minimize overhung loads. Retaining hardware (setscrews, etc.) for couplings, sprockets and sheaves should be tightened as recommended by the component manufacturer. Chain and belt drives must be aligned to run true. Tighten chains and belts according to the chain or belt manufacturer's instructions. Excessive tension results in rapid chain and belt wear and reduces the bearing life of the DODGE APG Size 1.

MOUNTING MOTORS TO C-FACE REDUCERS

FOR 3-PIECE COUPLED INPUT REDUCERS			FOR CLAMP COLLAR INPUT REDUCERS		
Prepare the motor by checking the motor shaft extension for dirt or damage. Remove any anti-rust coating that may be on the shaft. Apply a thin even coating of anti-seize compound to the entire motor shaft extension.			Prepare the motor by checking the motor shaft extension for dirt or damage. Remove any anti-rust coating that may be on the shaft. Apply a thin even coating of anti-seize compound to the entire motor shaft extension.		
Insert the coupling key into the motor shaft keyway. Slip the motor coupling half onto the motor shaft such that the motor shaft extends the complete length of the coupling bore. Tighten the coupling setscrew enough to hold the coupling half in this position during the remainder of the motor mounting procedure.			Check the input bore for dirt or damage.		
Check that the reducer coupling half, with its key in place, is mounted on the reducer input shaft inside the C-face adapter. Make sure this coupling half is mounted on the reducer shaft such that the shaft extends the complete length of the coupling bore. Insert the coupling spider properly into the coupling jaws.					
The DODGE APG Size 1 C-Face reducer should be firmly anchored to prevent sliding as the motor is mounted. The motor should be rotated on its axis so the motor flange holes line up with the C-Face adapter holes. Check to be sure the motor conduit box, grease fittings and condensate drains (where fitted) will be oriented as needed by the reducer mounting position. Motor end shields may have to be removed and rotated in some installations to permit proper positioning.			The DODGE APG#1 C-Face reducer should be firmly anchored to prevent sliding as the motor is mounted. The motor should be rotated on its axis so the motor flange holes line up with the reducer input flange (bell) holes. Check to be sure the motor conduit box, grease fittings and condensate drains (where fitted) will be oriented as needed by the reducer mounting position. Motor end shields may have to be removed and rotated in some installations to permit proper positioning.		
Hoist motor level and in line with reducer input shaft.			Hoist motor level and in line with reducer input shaft.		
Align the motor coupling half such that its jaws are aligned with the gaps between the spider and the reducer coupling half jaws. Push the motor into place. Motor flange to C-face adapter clearances must be tight and good alignment is essential.			Align the motor shaft with the gear reducer input bore making sure that the motor shaft keyway is in line with the input bore key. Push the motor into place. Motor shaft to input bore clearances must be tight and good alignment is essential.		
Insert and tighten the motor retaining bolts. Tighten to the correct torque value listed below:			Insert and tighten the motor retaining bolts. Tighten to the correct torque value listed below:		
Motor	Motor Bolt	Torque	Motor	Motor Bolt	Torque
56-140 Frame	3/8 - 16	276 INCH-LB.	56-140 Frame	3/8 - 16	276 INCH-LB.
180 Frame	1/2 - 13	660 INCH-LB.	180 Frame	1/2 - 13	660 INCH-LB.
View the coupling assembly through the access holes in the C-face adapter. Make sure the motor coupling half jaws fully engage the spider. If they do not, loosen the setscrew in the motor coupling half and slide it forward until full jaw engagement is achieved. Reaching through the access holes in the C-face adapter with a hex key, tighten the coupling setscrews on both the motor coupling and reducer coupling halves to the recommended torque given below.			View the clamp collar through the access holes in the C-face adapter. Reaching through the access holes in the C-face adapter with a hex key, tighten the clamp collar bolt to the correct torque value given below.		
Replace the access hole plugs in the C-face adapter.			Replace the access hole plugs in the C-face adapter.		
NOTE: A TEE handle hex key wrench is not stiff enough to properly tighten the coupling set screws. A large diameter socket wrench extension with a short hex key insert must be used in conjunction with a torque wrench. Failure to tighten the set screws to the proper torque may result in movement between shafts and coupling components and cause premature wear on the shafts, coupling and keys.			NOTE: A TEE handle hex key wrench is not stiff enough to properly tighten the clamp collar bolt. A large diameter socket wrench extension with a short hex key insert must be used in conjunction with a torque wrench. Failure to tighten the clamp collar to the proper torque may result in movement between motor and reducer shafts and cause premature wear on the shafts and key.		
Shaft	Set Screw	Torque	Motor	Clamping Bolt	Torque
56-140 Frame Motor Shaft	1/4-20 x .31"	78-87 INCH-LB.	56-140 Frame	1/4 - 28	168 INCH-LB.
180 Frame Motor Shaft	5/16-18 x 0.44"	150-165 INCH-LB.	180 Frame	5/16 - 24	324 INCH-LB.
19 mm Reducer Input Shaft	M6 x 8 mm	59-62 INCH-LB.			
Note: The M6 x 1 setscrew in the reducer shaft coupling half requires a 3 mm hex key.					

WARNING

The DODGE APG and its connected equipment and accessories must be guarded. Rotating parts such as couplings, pulleys, fans and unused shaft extensions must be permanently guarded by the user against accidental contact with personnel and their clothing. The surface temperature of the DODGE APG enclosure may reach temperatures which can cause discomfort or injury to personnel accidentally coming into contact with hot surfaces. The user should provide guards to prevent accidental contact with hot surfaces. Guards must be sufficiently rigid to maintain adequate guarding in normal service.

WARNING

Threaded hardware used to mount the DODGE APG must be SAE Grade 5 or Metric Class 8.8 or better. **DO NOT USE HARDWARE OF A LOWER GRADE.**

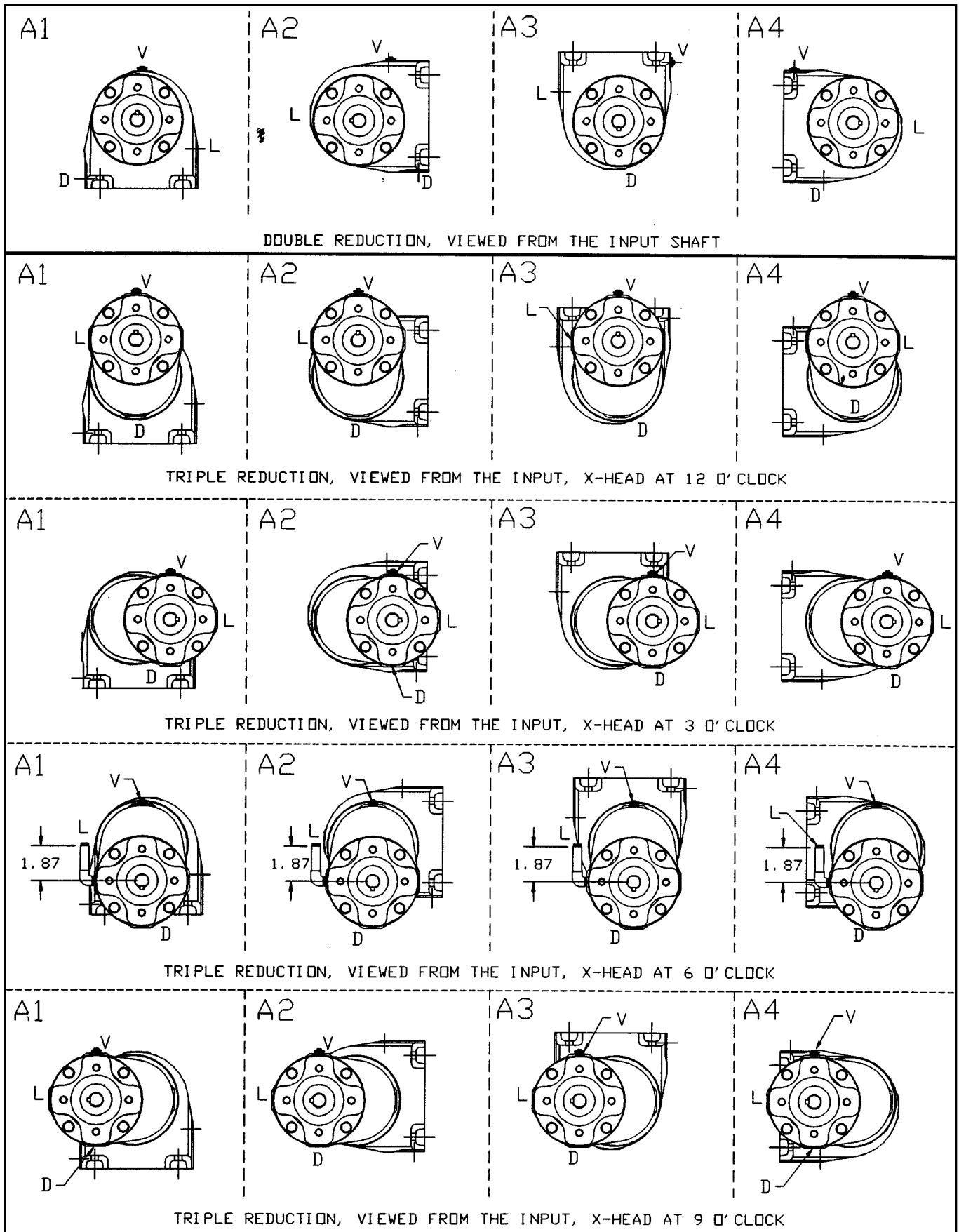
MAINTENANCE

Check oil levels and oil quality regularly. Change oil at the intervals specified in the Lubricants section of this document. Check alignments of drive components regularly. Check chain and belt tensions and hardware tightness periodically too.

IMPORTANT DODGE CONTACTS

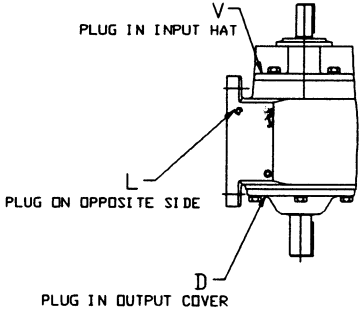
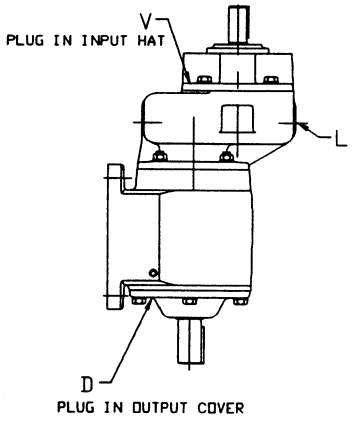
DODGE Applications Engineering	812-376-1100
DODGE Customer Solutions Center	812-376-1100
DODGE Renewal Parts	864-297-4160 or 864-281-2364

MOUNTING POSITIONS AND LUBRICATION CHART



Note: On all triple reduction units shown above, vent, oil level and drain positions are for the triple module only. Triple reduction units also have vent, oil level and drain plugs in the main gear case as shown in the double reduction views.

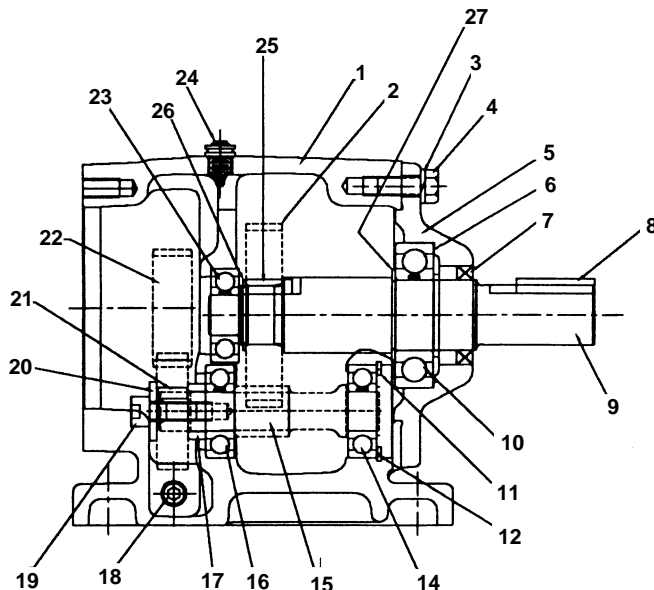
MOUNTING POSITIONS AND LUBRICATION CHART

<p>A5</p>  <p>DOUBLE REDUCTION, INPUT SHAFT UP</p>	<p>A6</p> <p style="text-align: center;">NOT AVAILABLE</p> <p>DOUBLE REDUCTION, OUTPUT SHAFT UP</p>
<p>A5</p>  <p>TRIPLE REDUCTION, INPUT SHAFT UP</p>	<p>A6</p> <p style="text-align: center;">NOT AVAILABLE</p> <p>TRIPLE REDUCTION, OUTPUT SHAFT UP</p>

Note: There is only one oil sump for the triple reduction units shown above. Please remove the oil seal in the triple module before mounting. This will allow oil to flow from the main gear case through the triple module during operation or maintenance.

BASIC PARTS

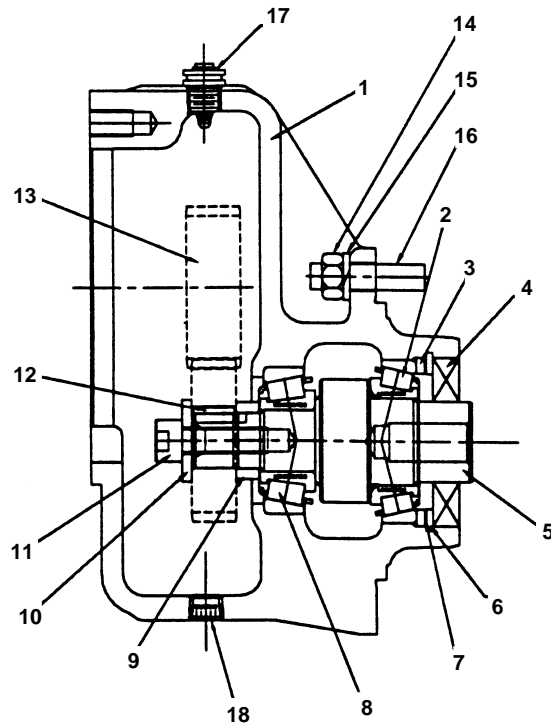
DOUBLE REDUCTION SIZE 1



Ref. No.	Description	Qty.	Part Number
1	Gearcase	1	335271
2	2nd Stage Gear	1	See Gear Chart
3	Spring Washer	4	304602
4	Hex Hd Cap Screw	4	304518
5	Output Cover	1	335272
6*	Shim Kit	1	41164246CL
7*	Output Seal	1	278920
8	O/S Key	1	338036
9	Output Shaft	1	334672
10*	Bearing	1	07914702AB
11	Snap Ring	1	338318
12*	Shim Kit	1	41164246D
14,16, 23*	Bearing	3	07914702H
15	2nd Stage Pinion	1	See Gear Chart
17	Y-Gear Spacer	1	338007
18	Pipe Plug	2	278898
19	Soc Hd Cap Screw	1	60245202F
20	Retaining Washer	1	338033
21	Gear Key	1	338079
22	1st Stage Pinion	1	See Gear Chart
24	Vent Plug	1	338081
25	Output Gear Key	1	338050
26	Snap Ring	1	278712
27	Snap Ring	1	338323

*Recommended spare parts for minimum protection.

DODGE APG REDUCER
TRIPLE ADAPTER ASSEMBLY
SIZE 1

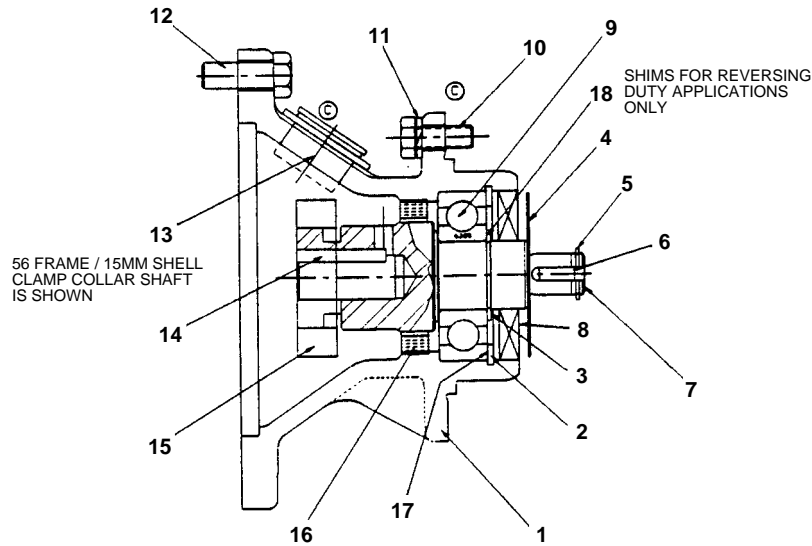


Ref. No.	Description	Qty.	Part Number
1	Triple Adapter	1	335224
2*	Bearing, Roller Assm.	1	41162601C
3	Support Washer	1	338003
4*	Seal	1	338221
5	Head Shaft	1	334663
6	Snap Ring	1	278709
7*	Shim Kit	1	41164246CM
8*	Bearing, Roller Assm.	1	41162601E
9	Gear Spacer	1	338007
10	Retaining Washer	1	338033
11	Soc Hd Cap Screw	1	60245202F
12	Gear Key	1	338079
13	Gear Set	1	See Gear Chart
14	Hex Nut	4	304586
15	Spring Washer	4	304602
16	Stud	4	338265
17	Vent Plug	1	338081
18	Hex Soc Pipe Plug	3	278898

*Recommended spare parts for minimum protection.

C-FACE CLAMP COLLAR INPUT ASSEMBLY

SIZE 1



Ref. No.	Description	Qty.	Part Number
1	56/140 Motor Adapter	1	335225
2	Snap Ring	1	278711
3	Snap Ring	1	278712
4 (1)	Oil Slinger	1 or 0	338001
5 (1)	Snap Ring	1 or 0	338321
6 (1)	Key, Shell Pinion	1 or 0	338079
7	Input Shaft 56C	1 or 0	334675 (1.00 - 2.76:1)
	Input Shaft 140TC	1 or 0	334677 (1.00 - 2.76:1)
	Input Shaft 56C	1 or 0	334674 (3.38 - 7.59:1)
	Input Shaft 140TC	1 or 0	334676 (3.38 - 7.59:1)
8*	Seal	1	278917
9*	Bearing	1	07914703DD
10	Hex Hd Cap Screw	4	60245207C
11	Spring Washer	4	50253
12	Hex Hd Cap Screw	4	51929
13	Hole Plug Cap	1	41170965N
	Hole Plug	1	41170965H
14	Key, Motor Shaft	1	41510437J
15	Clamp collar	1	41510116P
16*	Felt Seal	1	338000
17*	Shim Kit	1	41164246CP
18 (2)	Shim .004"	AS REQ'D	338110
	Shim .008"		338111
	Shim .012"		338112

*Recommended spare parts for minimum protection.

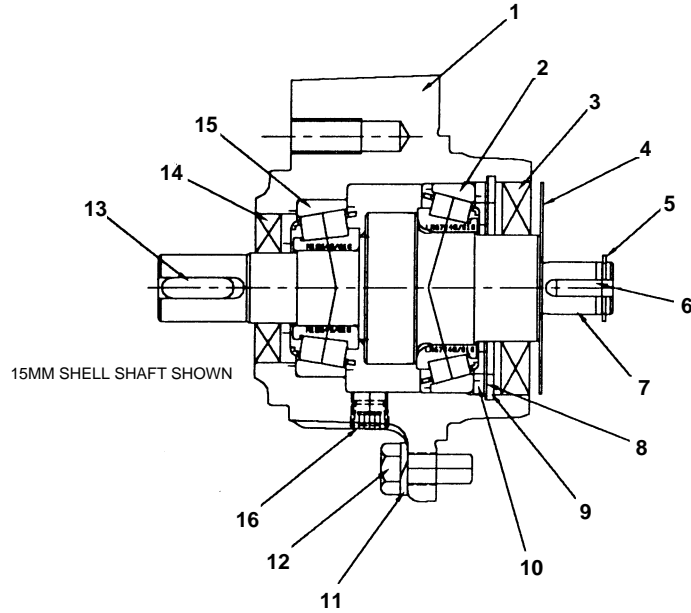
(1) Used with Shell Pinion 1st stage ratios 1.00 through 2.76 only.
Not used for ratios 3.38 through 7.59.

(2) Used for reversing duty applications only.

C-FACE INPUT MODULE 3-PIECE COUPLED

SIZE 1

NOTE: Motor adapter bracket and couplings not shown.
See C-Face adapter drawing for these items.



Ref. No.	Description	Qty.	Part Number
1	Adapter, Reducer	1	335222
2*	Bearing, Roller Assm.	1	41162601A
3*	Seal (Internal)	1	338223
4 (1)	Oil Slinger	1 or 0	338001
5 (1)	Snap Ring	1 or 0	338321
6 (1)	Shell Pinion Key	1 or 0	338079
7	Input Shaft (1) Input Shaft (2)	1 or 0 1 or 0	334502 334501
8*	Shim Kit	1	41164246CN
9	Snap Ring	1	338324
10	Support Washer	1	338006
11	Spring Washer	4	50253
12	Hex Hd Cap Screw	4	60245207C
13	Metric Key	1	338032
14*	Seal (External)	1	338220
15*	Bearing, Roller Assm.	1	41162601B
16	Pipe Plug	2	278898

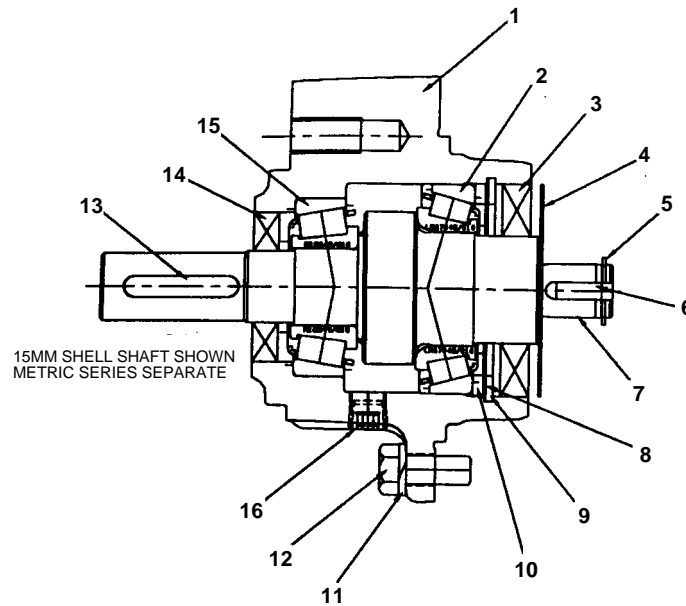
*Recommended spare parts for minimum protection.

(1) Used with Shell Pinion 1st stage ratios 1.00 through 2.76 only.

(2) For use with Shank Style Pinions, ratios 3.38 through 7.59 only.

SEPARATE INPUT ASSEMBLY

APG SIZE 1



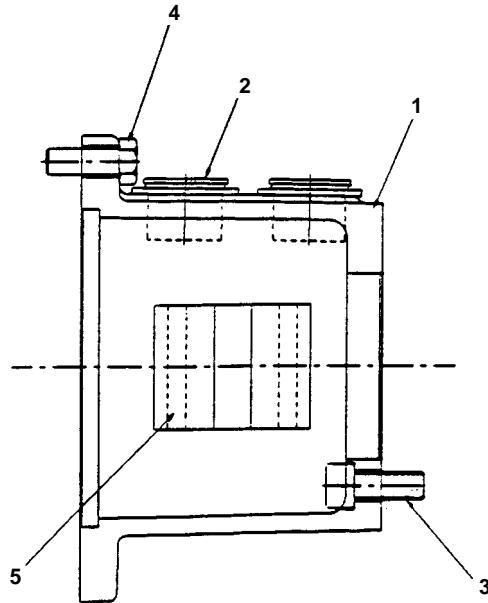
Ref. No.	Description	Qty.	Part Number
1	Adapter	1	335222
2*	Bearing, Roller Assm.	1	41162601A
3*	Seal	1	338223
4 (1)	Oil Slinger	1 or 0	338001
5 (1)	Snap Ring	1 or 0	338321
6 (1)	Shell Pinion Key	1 or 0	338079
7	Input Shaft Metric	1 or 0	334592 (1.00 - 2.76:1)
	Input Shaft Inch	1 or 0	334547 (1.00 - 2.76:1)
	Input Shaft Metric	1 or 0	334591 (3.38 - 7.59:1)
	Input Shaft Inch	1 or 0	334546 (3.38 - 7.59:1)
8*	Shim Kit	1	41164246CN
9	Snap Ring	1	338324
10	Support Washer	1	338006
11	Spring Washer	4	50253
12	Hex Hd Cap Screw	4	60245207C
13	Metric Key	1 or 0	338040
	Inch Key	1 or 0	338053
14*	Seal	1	338220
15*	Bearing, Roller Assm.	1	41162601B
16	Pipe Plug	2	278898

*Recommended spare parts for minimum protection.

- (1) Used with Shell Pinion 1st stage ratios 1.00 through 2.76 only.
Not used for ratios 3.38 through 7.59.

C-FACE MOTOR ADAPTOR 3-PIECE COUPLED

SIZE 1



56C MOTOR FRAME

Kit Part No.	Consists of:			
	Ref. No.	Description	Qty.	Part Number
41164251A	1	56/140 Adapter	1	335300
	2	Hole Plug Cap	1	41170965N
		Hole Plug	1	41170965H
	3	Sckt Hd Cap Screw	4	60245202A
	4	Hex Hd Cap Screw	4	51929
	5	Cpling Hub Red 19MM	1	278903
		Cpling Hub Motor 5/8"	1	278900
		Coupling Spider	1	278911

180TC MOTOR FRAME

Kit Part No.	Consists of:			
	Ref. No.	Description	Qty.	Part Number
41164251B	1	56/140 Adapter	1	335300
	2	Hole Plug Cap	1	41170965N
		Hole Plug	1	41170965H
	3	Sckt Hd Cap Screw	4	60245202A
	4	Hex Hd Cap Screw	4	51929
	5	Cpling Hub Red 19MM	1	278903
		Cpling Hub Motor 7/8"	1	278901
		Coupling Spider	1	278911

180TC MOTOR FRAME

Kit Part No.	Consists of:			
	Ref. No.	Description	Qty.	Part Number
41164251C	1	180 Motor Adapter	1	335301
	2	Hole Plug Cap	1	41170965N
		Hole Plug	1	41170965H
	3	Sckt Hd Cap Screw	4	60245202A
	4	Hex Hd Cap Screw	4	54230
	5	Cpling Hub Red 19MM	1	278906
		Cpling Hub Motor 1-1/8"	1	278905
		Coupling Spider	1	278912

IEC 71 MOTOR FRAME

Kit Part No.	Consists of:			
	Ref. No.	Description	Qty.	Part Number
41164251D	1	IEC 71 Motor Adapter	1	335307
	2	Hole Plug Cap	1	41170965M
		Hole Plug	1	41170965J
	3	Sckt Hd Cap Screw	4	60245202A
	4	Hex Hd Cap Screw	4	304518
		Spring Washer	4	304602
		Hex Nut	4	304586
	5	Cpling Hub Red 19MM	1	278903
		Cpling Hub Motor 14MM	1	338300
		Coupling Spider	1	278911

GEAR CHART APG 1

DOUBLE REDUCTION

Total Ratio	Ratio Y-Stage	Ratio Z-Stage	Description	Y-Stage	Z-Stage
2.25	1.00	2.25	Pinion Gear	334000 334012	334216 334217
2.76	1.23	2.25	Pinion Gear	334001 334013	334216 334217
3.38	1.50	2.25	Pinion Gear	334002 334014	334216 334217
4.13	1.84	2.25	Pinion Gear	334003 334015	334216 334217
5.06	1.23	4.13	Pinion Gear	334001 334013	334218 334219
6.20	1.50	4.13	Pinion Gear	334002 334014	334218 334219
7.59	1.84	4.13	Pinion Gear	334003 334015	334218 334219
9.30	2.25	4.13	Pinion Gear	334004 334016	334218 334219
11.4	2.76	4.13	Pinion Gear	334005 334017	334218 334219
14.0	3.38	4.13	Pinion Gear	334006 334018	334218 334219
17.1	4.13	4.13	Pinion Gear	334007 334019	334218 334219
20.9	5.06	4.13	Pinion Gear	334008 334020	334218 334219
25.6	6.20	4.13	Pinion Gear	334009 334021	334218 334219
31.4	7.59	4.13	Pinion Gear	334220 334221	334218 334219

TRIPLE REDUCTION

Total Ratio	Ratio X-Stage	Ratio Y-Stage	Ratio Z-Stage	Description	X-Stage	Y-Stage	Z-Stage
31.4	1.23	6.20	4.13	Pinion Gear	334001 334013	334009 334021	334218 334219
38.4	1.50	6.20	4.13	Pinion Gear	334002 334014	334009 334021	334218 334219
47.1	1.84	6.20	4.13	Pinion Gear	334003 334015	334009 334021	334218 334219
57.7	2.25	6.20	4.13	Pinion Gear	334004 334016	334009 334021	334218 334219
70.6	2.76	6.20	4.13	Pinion Gear	334005 334017	334009 334021	334218 334219
86.5	3.38	6.20	4.13	Pinion Gear	334006 334018	334009 334021	334218 334219
106	4.13	6.20	4.13	Pinion Gear	334007 334019	334009 334021	334218 334219
130	5.06	6.20	4.13	Pinion Gear	334008 334020	334009 334021	334218 334219
159	6.20	6.20	4.13	Pinion Gear	334009 334021	334009 334021	334218 334219
195	7.59	6.20	4.13	Pinion Gear	334220 334221	334009 334021	334218 334219
238	7.59	7.59	4.13	Pinion Gear	334220 334221	334220 334221	334218 334219

BEARING KITS

A kit consists of a complete set of reducer bearings.

Description	Kit Part Number
Double Reduction – Clamp Collar Style	41164245BB
Triple Reduction – Clamp Collar Style	41164245BC
Double Reduction – 3 PC CPLD & SEPERATE	41164245BD
Triple Reduction – 3 PC CPLD & SEPERATE	41164245BE

SEAL KITS

A kit consists of required lip seals, felt seal and liquid gasket.

Description	Kit Part Number
Double Reduction – C-Face Clamp Collar Style	41164246CJ
Double Reduction – C-Face 3-Piece Cpld & Separate Style	41164246CK
Triple Reduction – C-Face Clamp Collar Style	41164246CR
Triple Reduction – C-Face 3-Piece Cpld & Separate Style	41164246CS

DODGE APG Reducers are factory-filled with a synthesized hydrocarbon lubricant.
Use of non-approved gear oil may affect performance and compromise warranty.

DOUBLE REDUCTION

Mtg. Position	Lube Capacity		Part Number (Qts.)	Quantity
	Oz.	Quarts		
A1	13	.41	41170966AE	1
A2	21	.66	41170966AE	1
A3	30	.94	41170966AE	1
A4	21	.66	41170966AE	1

TRIPLE REDUCTION

Mtg. Position*		Lube Capacity		Part Number (Qts.)	Quantity
		Oz.	Quarts		
12:00	A1	20	.63	41170966AE	1
3:00	A1	24	.75	41170966AE	1
6:00	A1	30	.94	41170966AE	1
9:00	A1	24	.75	41170966AE	1
12:00	A2	28	.88	41170966AE	1
3:00	A2	32	1.0	41170966AE	1
6:00	A2	38	1.2	41170966AE	2
9:00	A2	32	1.0	41170966AE	1
12:00	A3	37	1.2	41170966AE	2
3:00	A3	41	1.3	41170966AE	2
6:00	A3	47	1.5	41170966AE	2
9:00	A3	41	1.3	41170966AE	2
12:00	A4	28	.88	41170966AE	1
3:00	A4	32	1.0	41170966AE	1
6:00	A4	38	1.2	41170966AE	2
9:00	A4	32	1.0	41170966AE	1

*Position of Triple Adapter indicated in clock references.