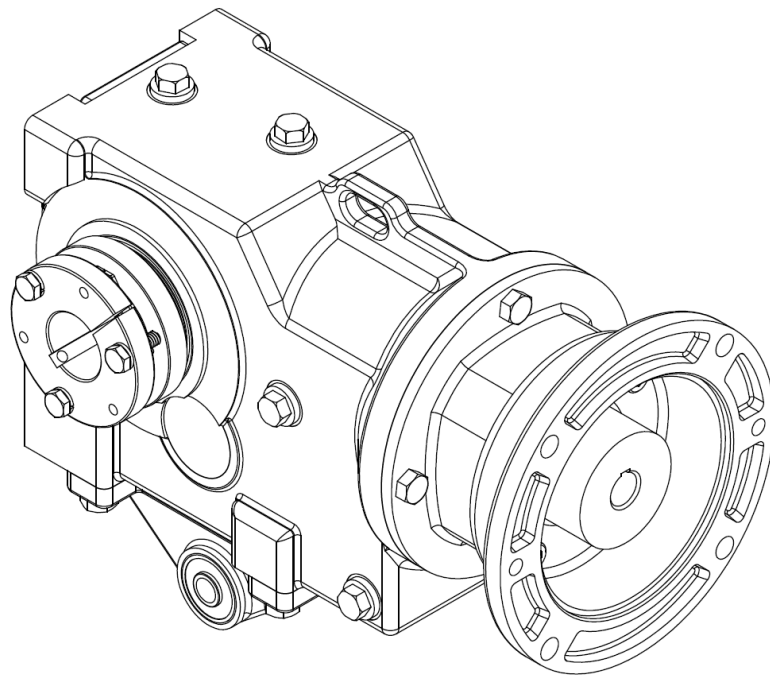




HELICAL BEVEL GEAR REDUCER



INSTALLATION AND MAINTENANCE MANUAL

May 1st, 2025

HELICAL BEVEL GEAR REDUCER INSTRUCTION MANUAL

SELECTION INFORMATION

Read ALL instructions prior to operating unit. Improper maintenance or operation may cause injury to personnel or reducer failure.

Written authorization from PartsXpress is required to operate or use this unit in man lift or people moving devices.

Check to make certain application does not exceed the allowable load capacities published in the current catalog.

Buyer shall be solely responsible for determining the adequacy of the product for any and all uses to which buyer shall apply the product. The application by buyer shall not be subject to any implied warranty of fitness for a particular purpose. Information contained in this manual is considered correct at the time of publication and is subject to change without notice.

SAFETY ALERT

WARNING: For safety, purchaser or user should provide protective guards over all shaft extensions and any moving apparatus mounted thereon. The user is responsible for checking all applicable safety codes in his area and providing suitable guards. Failure to do so may result in bodily injury and/or damage to equipment.

WARNING: Lifting devices supplied with reducers are for lifting and placing the reducer only. Do not use lifting devices to lift any other objects or additional weight such as motors, pumps, skids, etc. Using lifting devices to lift other objects or additional weight may cause lifting devices to fail and resulting in death, serious personal injury or property damage.

WARNING: Hot oil or gear units can cause severe burns. Use extreme care when removing lubrication plugs and vents.

WARNING: Make certain that the power supply is disconnected before attempting to service or remove any components. Lock out the power supply and tag it to prevent unexpected application of power.

WARNING: Any brakes that are used in conjunction with this unit must be sized or positioned in such a way as to not subject the unit to loads beyond the catalog rating.

CAUTION: Test run unit to verify operation. If the unit tested is a prototype, that unit must be of current production.

CAUTION: If the unit cannot be located in a clear and dry area with access to adequate cooling air supply, then precautions must be taken to avoid the ingestion of contaminants such as water and the reduction in cooling ability due to exterior contaminants. Units located in confined spaces may require forced air-cooling.

IMPORTANT INFORMATION

In the event of the resale of any of the goods, in whatever form, Resellers/Buyers will include the following language in a conspicuous place and in a conspicuous manner in a written agreement covering such sale:

The manufacturer makes no warranty or representations, expressed or implied, by operation of law or otherwise, as to the merchantability or fitness for a particular purpose of the good sold hereunder. Buyer acknowledges that it alone has determined that the goods purchased hereunder will suitably meet the requirements of their intended use. In no event will manufacturer be liable for consequential, incidental or other damages.

Resellers/Buyers agree to also include this entire document including the warnings above in a conspicuous place and in a conspicuous manner in writing to instruct users on the safe usage of the product.

This instruction manual should be read together with all other printed information such as catalogs, supplied by PartsXpress.

GENERAL OPERATION

1. Run the motor, which drives the unit, and check the direction of unit output rotation. Consult motor nameplates for instructions to reverse the direction of rotation.
2. Attaching the load: On direct-coupled installations, check shaft and coupling alignment between unit and loading mechanism. On chain/sprocket and belt/pulley installation, locate the sprocket or pulley as close to the oil seal as possible to minimize overhung load. Check to verify that the overhung load does not exceed specifications published in the catalog.
3. High momentum loads: If coasting to a stop is undesirable, a braking mechanism should be provided to the unit output or the driven mechanism.

CAUTION: The system of connected rotating parts must be free from critical speed, torsional or other type vibration, no matter how induced. The responsibility for this system analysis lies with the purchaser of the speed reducer.

INSTALLATION – FOOT MOUNTED

The following procedure is recommended for all foot mounted units with solid output shafts.

1. Clean shaft extensions.
2. Mount the unit using grade 5 or higher fasteners.
3. The ground footing, foundation, or base plate on which unit is installed must be rigid and stable and not susceptible to vibration from surrounding equipment or distortion which may cause premature failure of the unit.
4. Align unit with driven shaft and install flexible coupling – **DO NOT USE** rigid couplings.

5. Check angular alignment by using a feeler gauge between coupling hubs at four points, 90 degrees apart. Position the unit to obtain best possible alignment and correct coupling hub separation. Consult factory, equipment supplier, or coupling manufacturer for proper values.
6. Check the offset alignment between the two shafts. Use a dial indicator mounting on one hub (unit side, for example), with the dial indicator button contacting the alignment surface of the opposite hub. Rotate the opposite shaft slowly by hand and take a reading on at least four equally spaced points. Move unit until the indicator movement does not exceed 0.002 in. Transfer indicator to opposite hub and recheck. Recheck angular alignment as described above.
7. Fit guards in accordance with the relevant state and local safety regulations.
8. Check the oil level and install the breather vent (if required) as described in **LUBRICATION**.
9. Install the motor as described in **MOTOR INSTALLATION**.

INSTALLATION – SHAFT MOUNT

The following procedure is recommended for all straight bore shaft mounted units with standard torque arm. Refer to the Helical Bevel catalog for torque arm mounting and customer shaft dimensions when using the straight bore shaft mounting option.

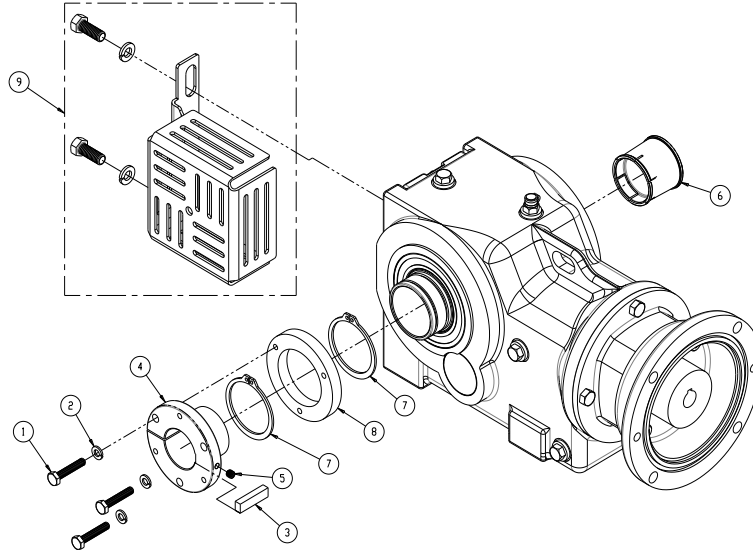
1. Clean driven shaft extension and output bore of the unit.
2. Apply anti-seize or anti-fretting compound (not supplied) to the hollow bore of the unit to aid removal at a later date.
3. Locate the unit in position onto the driven shaft by the most convenient method using good engineering practices; ensuring it is as close as possible to the bearing on the driven equipment.
4. Anchor the unit to a secure point on the structure by means of the torque arm or other flexible device.

WARNING: DO NOT RIGID MOUNT UNIT. Mounting should be such to allow freedom of movement of the reducer to pivot around the driven shaft centerline without imposing excessive loads than can lead to driven shaft breakage, premature reducer bearing failure, cracking of the conveyor structure, and leaks. Consult factory if needed.

5. Fit guards in accordance with the relevant state and local safety regulations.
6. Check the oil level and install the breather vent (if required) as described in **LUBRICATION**.
7. Install supplied shaft cover (shaft cover sold separately for tapered bushing units).
8. Install the motor as described in **MOTOR INSTALLATION**

INSTALLATION – UNIVERSAL TAPER LOCK BUSHING

The following procedure is recommended for all shaft mounted units using the universal taper lock bushing and standard torque arm. All taper lock bushing kits are supplied with bushing, pull-up ring, mounting hardware, snap-in centering ring, retaining rings, and shaft key. Refer to the Helical Bevel catalog for torque arm mounting and customer shaft dimensions when using the universal taper lock bushing mounting option. Refer to illustration below when installing units with universal taper lock bushings. Note that the shaft cover kit is sold separately.



Item No.	Description	Qty	Item No.	Description	Qty
1	Hex Head Screw	3	6	Snap-In Centering Ring	1
2	Lock Washer	3	7	External Retaining Ring	2
3	Shaft Key	1	8	Pull-up Ring	1
4	Taper Lock Bushing	1	9	Shaft Cover Kit (sold separately)	1
5	Set Screw	1			

1. Clean driven shaft extension and output bore of the unit.
2. Determine which side of the unit is to be the location of the taper lock bushing and which side is going to be the location of the snap-in centering ring.
3. Install the snap-in centering ring.

WARNING: Once the snap-in centering ring is installed, it cannot be removed without destroying it and a new one must be obtained from the factory.

4. Install the external retaining ring in the groove closest to the housing on the side that is to be the location of the taper lock bushing. Install the pull-up ring. Install the second external retaining ring so that the pull-up ring is located between the two retaining rings.
5. Install the supplied shaft key.

CAUTION: Taper lock bushings are meant to be dry mounted. **DO NOT USE** lubricants, anti-seize, or anti-fretting compounds on the bushing and shaft mounting area.

6. Align tapped holes in pull-up ring with the through holes in tapered bushing.

7. Insert hex head screws (supplied) through the holes in the tapered bushing and thread loosely into tapped holes in pull-ring.
8. Position assembly on driven shaft. Make sure the key is in contact with the full length of the tapered busing. Tighten hex head screws in a progressively and uniformly manner to the torque value listed below.

Unit size	Screw Size	Tightening Torque
HB3/HB4	1/4-20	9 ft-lbs
HB6	5/16-18	15 ft-lbs
HB7	3/8-16	30 ft-lbs

WARNING: The tightening force on the hex head screws is multiplied many times by the wedging action of the tapered surface. If extreme tightening force is applied, or if a lubricant is used, bursting pressures will be created in the hollow shaft hub of the mating part.

9. Install set screw over shaft key and tighten.
10. Anchor the unit to a secure point on the structure by means of the torque arm.
11. Fit guards in accordance with the relevant state and local safety regulations.
12. Check the oil level and install the breather vent (if required) as described in **LUBRICATION**.
13. Install the shaft cover (sold separately).
14. Install the motor as described in **MOTOR INSTALLATION**.

REMOVAL – UNIVERSAL TAPER LOCK BUSHING

WARNING: Hot oil or gear units can cause severe burns. Use extreme care when removing lubrication plugs and vents.

WARNING: Make certain that the power supply is disconnected before attempting to service or remove any components. Lock out the power supply and tag it to prevent unexpected application of power.

1. Remove shaft cover (if installed).
2. To remove the unit, loosen set screw over the shaft key.
3. Loosen and remove hex head screws. These will be used as jack screws in the tapped holes in the taper lock bushing.
4. Insert hex head screws in the tapped holes in the taper lock bushing making sure the pull-up ring is oriented such that the hex head screws push against it. Progressively tighten each one until the taper bushings comes loose form the reducer output shaft.
5. Remove the taper lock bushing.
6. Remove unit using caution and proper lifting techniques.

MOTOR INSTALLATION

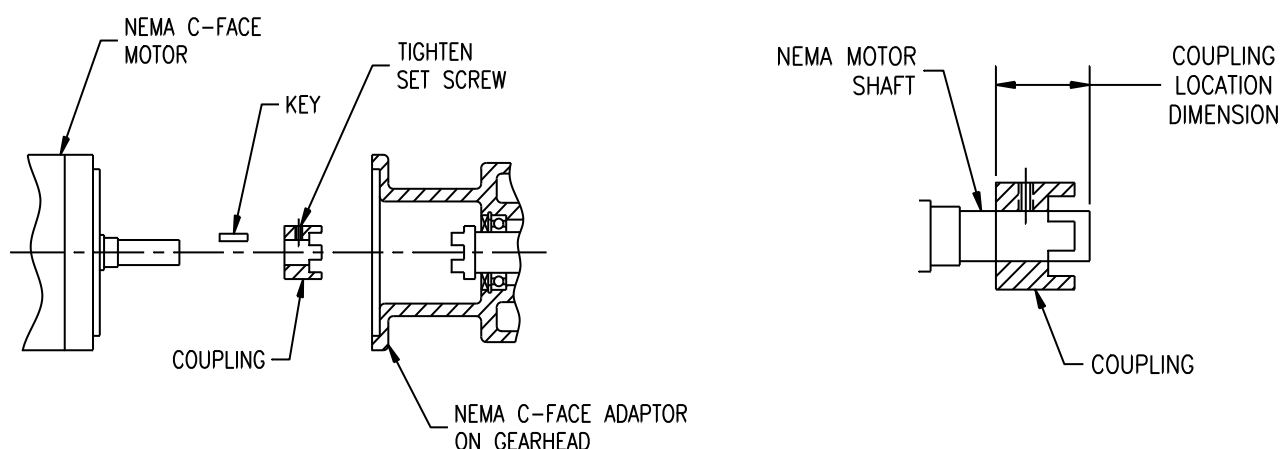
1. Mount the motor using the hardware supplied.

NOTE: With every C-face input bevel reducer, PartsXpress supplies the motor coupling half, a key, and a flexible coupling spider. To aid removal at a later date, anti-seize compound (not supplied) can be applied to the motor shaft and C-face pilot diameter.

NOTE: The motor coupling must be mounted with the supplied parts. Failure to use the supplied parts could void the PartsXpress Warranty.

2. Remove any dirt or adhesive residue from the motor shaft.
3. The supplied key is to be placed in the motor keyway and should be located under the motor coupling.
NOTE: the key is not to extend beyond the coupling bore on EITHER side.
4. The motor coupling is to be mounted on the motor shaft and is to be located accordingly to the dimension specified in **NEMA ADAPTER COUPLING LOCATION**.
5. Tighten the setscrew located on the motor coupling.
6. Place the flexible motor spider between the jaws of the motor coupling. Align the motor coupling so that the jaws on the reducer coupling mesh with the motor coupling. The motor shaft will extend into the bore of the reducer coupling. Secure the flanged motor to the C-face adapter with the supplied hardware unless otherwise specified by the motor manufacturer.

NEMA ADAPTER COUPLING LOCATION



NEMA Frame Size	*Coupling location Dimension (in)		
	HB3/HB4	HB6	HB7†
56C	1.79	1.90	
143TC / 145TC	1.85	1.97	1.79
182TC / 184TC	2.31	2.03	2.29
213TC / 215TC		N/A**	N/A**
254TC / 256TC			N/A**

*Coupling Location Dimension Tolerance is $-0.0/+0.031$

** Quill style input, only special key required.

† No special key required on R0702.

7. For shipment, pipe plugs are installed in the unit and a vent plug is packed separately. After mounting the unit in position, remove the appropriate pipe plug and install the vent plug in the location shown in the chart under **LUBRICATION**. Failure to vent the unit can cause premature seal wear or loss of seal and oil. These conditions are not covered by warranty. Check for correct oil level. Contact the factory for level and vent recommendations on non-standard mounting positions.

WARNING: Prior to startup, verify that the unit is filled with the proper amount of oil based on the mounting position shown in the LUBRICATION section. Failure to do so will void the warranty.

CAUTION: Do not operate the unit without making sure it contains the correct amount of oil. Do not overfill or underfill with oil, or injury to personnel, reducer or other equipment may result.

CAUTION: A unit cannot be used as an integral part of a machine superstructure which would impose additional loads on the unit other than those imposed by the torque being transmitted either through a shaft-mounted arrangement, and any shaft mounted power transmitting device. (e.g. *sprockets, pulleys, couplings*)

CAUTION: For safe operation and to maintain the unit warranty, when changing a factory installed fastener for any reason, it becomes the responsibility of the person making the change to properly account for fastener grade, thread engagement, load, tightening torque and the means of torque retention.

LUBRICATION

All standard helical bevel gear reducers ordered from the factory are shipped with standard compounded lubricant and is good for ambient temperature ranges of 30° F to 104° F.

All washdown and stainless steel helical gear reducers ordered from the factory are shipped with synthetic NSF H1 Food Grade lubricant and is good for ambient temperature ranges of -10° F to 105° F. Position M1 is considered standard.

CAUTION: Use of synthetics can cause problems if they are not compatible with the seals or the conventional lubes they replace.

CAUTION: If the ambient temperature is outside the range for the lubricant installed at the factory, drain and refill the reducer with the proper viscosity lubricant prior to use.

RECOMMENDED LUBRICATION OILS

Mineral Oils

Manufacturer	ISO Viscosity / AGMA No.		
	220 / 5EP	320 / 6EP	460 / 7EP
	Ambient Temperature Range		
	-5 to 25 °C (23 to 77 °F)	0 to 40 °C (32 to 104 °F)	10 to 50 °C (50 to 122 °F)
Chevron USA, Inc.	Gear Compound EP220	Gear Compound EP320	Gear Compound EP460
Exxon CO. USA	Spartan EP220	Spartan EP320	Spartan EP460
Mobil Oil Co.	Mobilgear 630X	Mobilgear 632X	Mobilgear 634X
Shell Oil Co.	Omala 220	Omala 320	Omala 460

Synthetic Oils

Manufacturer	ISO Viscosity / AGMA No.		
	220 / 5EP	320 / 6EP	460 / 7EP
	Ambient Temperature Range		
	-5 to 25 °C (23 to 77 °F)	0 to 40 °C (32 to 104 °F)	10 to 50 °C (50 to 122 °F)
Chevron USA, Inc.	Tegra Synthetic EP220	Tegra Synthetic EP320	Tegra Synthetic EP460
Exxon CO. USA	Spartan SEP220	Spartan SEP320	Spartan SEP460
Mobil Oil Co.	Mobil Cibus SHC630	Mobil Cibus SHC632	Mobil Cibus SHC 634
Shell Oil Co.	Omala HD220	Omala HD320	Omala HD460
Summit Industrial	Syngear SH-7220	Syngear SH-7320	Syngear SH-7460

OIL CAPACITIES (FLUID OUNCE)

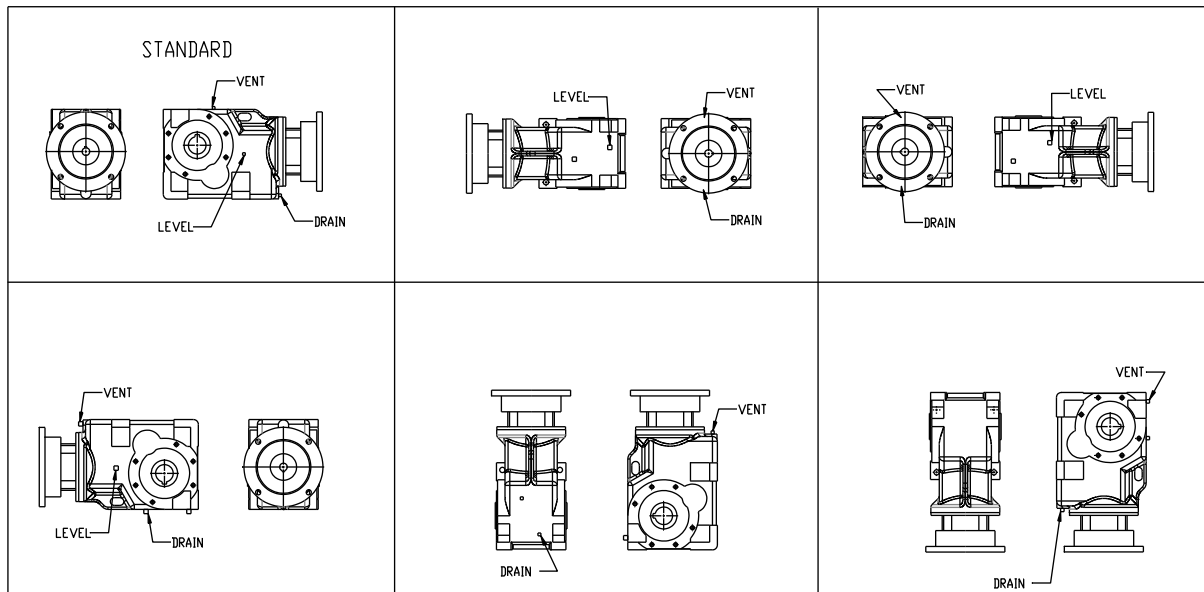
Mounting Position	Unit Size			
	HB3	HB4	HB6	HB7
M1	31	34	58	118
M2	34	44	95	196
M3	34	44	95	196
M4	44	58	112	230
M5	58	75	142	294
M6	41	44	98	196

16 fl-oz = 1 pint

2 pints = 1 quart

4 quarts = 1 US gallon

VENT / LEVEL / DRAIN LOCATIONS



NOTE: The unit is filled at the factory with the proper amount of oil for the **STANDARD** mounting position. A level plug is provided for this position only so the unit can be checked for proper oil level prior to installation and start-up. All other mounting positions will require the oil level to be measured out prior to filling the unit based on the values in the table labeled **OIL CAPACITIES** above.

VENT PLUG LOCATION

Before putting the unit into operation, substitute the vent plug for the solid plug at the position desired. Arrows indicate the recommended vent plug locations. For washdown and stainless steel units with PAO synthetic oil, a vent is recommended but not required for normal operating conditions.

Change Intervals: Standard compounded lubricants should be changed every 10,000 operating hours. Synthetic lubricants should be changed every 20,000 operating hours.

CAUTION: Oil should be changed more often if the unit is used in a severe environment. (*i.e. dusty, humid*)

CAUTION: In the Food and Drug Industry (including animal food), consult the lubrication supplier for recommendation of lubricants which are acceptable to the Food and Drug Administration and/or other authoritative bodies having jurisdiction.

MAINTENANCE

Your PartsXpress unit has been tested and adjusted at the factory. Dismantling or replacement of components must be done by PartsXpress to maintain the warranty.

Frequently check the oil level of the unit. If oil level is low, (refer to the vent and level position chart) add proper lubrication through the filler plug until it comes out the oil level plug.

Inspect vent plug often to insure it is clean and operating.

CAUTION: Mounting bolts should be routinely checked to ensure that the unit is firmly anchored for proper operation.

Seals: The PartsXpress line of speed reducers utilizes premium quality Viton® seals which are the state-of-the-art in sealing technology. Seals are, however, a wear item and eventually need to be replaced. Replacement of the seals can be easily accomplished by following the steps below:

1. Remove the worn seal without damaging the shaft surface or the seal bore. This can be done by drilling a .062 diameter hole in the seal casing (being careful not to drill into the bearing behind the seal). Screw a #10 sheet metal screw into the hole and pry out the seal.
2. Clean the seal bore of sealant.
3. Before installing the new seal, use electrical tape to cover any keyways or sharp edges on the shaft to prevent seal lip damage.
4. Grease the seal lips with bearing grease and apply a sealant to the seal bore.
5. Slide the seal into the shaft being careful not to fold the inner lip over on any shaft steps.
6. Press the seal into its bore with a sleeve that presses on the seal casing, being careful to keep the seal square in its bore.

CLASS OF SERVICE

All capacity ratings are based on American Gear Manufacturers Association (AGMA) Standards. Load conditions must be within cataloged ratings published in the current PartsXpress Catalog (available upon request).

LONG-TERM STORAGE (6 MONTHS UP)

Units must be stored indoors, in a dry, warm temperature.

Completely fill the unit with oil.

Rotate the input shaft so that the output shaft rotates at least one revolution per month.

Completely cover the input and output shaft with grease.

At the time of start up, drain the storage oil, install the breather, and fill to the proper oil level with correct lubricant for the operating condition.

WARRANTY (LIMITED)

The warranty will cover all the parts in the gearmotor or reducer unit for 12 months from the date of shipment.

The warranty is only for parts and labor. In no event shall our liability exceed the original price of the unit, nor does it cover cost of on-site repair, installation, or freight.

Contact the service department for a complete explanation as to the full warranty policies and conditions of sale.

All dimensions, designs and specifications are subject to change without notice.

SEAL AND BEARING SIZES

Input Bearings

(Item #17)

Unit Size	Bearing Part Number and Size			
	Series	OD (mm)	ID (mm)	Width (mm)
HB3	6207LLC3	72	35	17
HB4	6207LLC3	72	35	17
HB6	6208LLC3	80	40	18
HB7	6211LLC3	100	55	21

(Item #22)

Unit Size	Bearing Part Number and Size			
	Series	OD (mm)	ID (mm)	Width (mm)
HB3	6305	62	25	17
HB4	6305	62	25	17
HB6	6306	72	30	19
HB7	6307LLC3	80	35	21

Intermediate Bearings

(Item #2)

Unit Size	Bearing Part Number and Size			
	Series	OD (mm)	ID (mm)	Width (mm)
HB3	30203	40	17	13.25
HB4	32004	42	20	15
HB6	32205	52	25	19.25
HB7	32206	62	30	21.25

Output Bearings

(Item #25)

Unit Size	Bearing Part Number and Size			
	Series	OD (mm)	ID (mm)	Width (mm)
HB3	6910	72	50	12
HB4	6011	90	55	18
HB6	6014	110	70	20
HB7	6016			

Input Seal

(Item #19)

Unit Size	Bearing Part Number and Size		
	Shaft (mm)	Bore (mm)	Width (mm)
HB3	35	62	7
HB4	35	62	7
HB6	40	72	7
HB7	35	55	8

End Cap Seal

(Item #10)

Unit Size	Bearing Part Number and Size		
	Shaft (mm)	Bore (mm)	Width (mm)
HB3	-	40	7
HB4	-	42	7
HB6	-	52	7
HB7	-	62	10

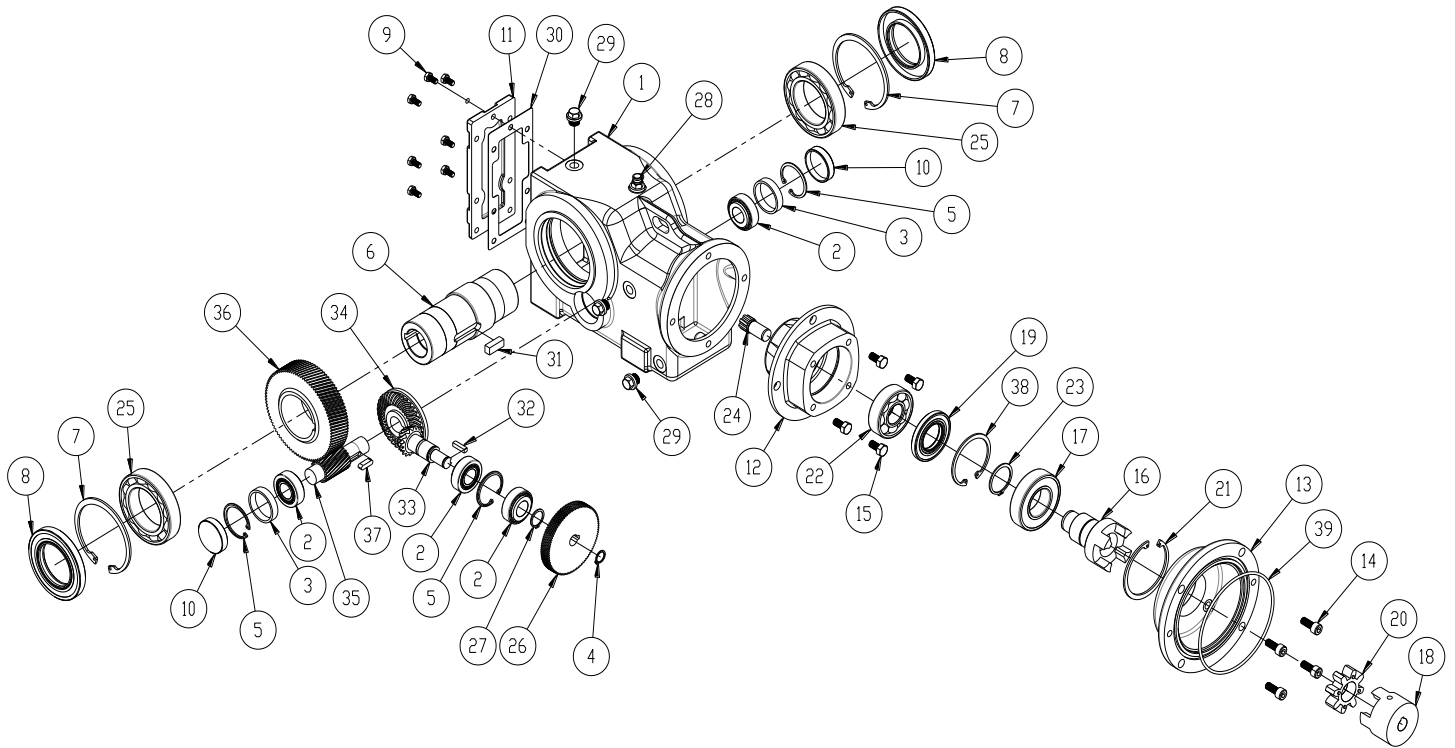
Output Seal

(Item #8)

Unit Size	Bearing Part Number and Size		
	Shaft (mm)	Bore (mm)	Width (mm)
HB3	50	72	7
HB4	55	90	10
HB6	70	110	10
HB7	80	125	10

TRIPLE REDUCTION UNIT

Parts List



Item No.	Description	Qty	Item No.	Description	Qty	Item No.	Description	Qty
1	Gear Case Housing	1	14	Socket Head Screw	4	27	External Snap Ring	1
2	Tapered Roller Baring	4	15	Hex Head Screw	4	28	Breather / Vent	1
3	Spacer Ring	2	16	Input Shaft	1	29	NPT Plug	4
4	External Snap Ring	1	17	Double Sealed Ball Bearing	1	30	Cover Plate Gasket	1
5	Internal Bevel Ring	3	18	Motor Coupling Half	1	31	Key	1
6	Hollow Output	1	19	Input Seal	1	32	Key	1
7	Internal Snap Ring	2	20	Coupling Spider	1	33	Bevel Pinion	1
8	Output Seal	2	21	Internal Snap Ring	1	34	Bevel Gear	1
9	Hex Head Screw	7	22	Ball Bearing	1	35	Final Pinion Shaft	1
10	End Cap Seal	2	23	External Snap Ring	1	36	Final Gear	1
11	Cover Plate	1	24	Primary Pinion	1	37	Key	1
12	Input Adapter	1	25	Ball Bearing	2	38	Internal Snap Ring	1
13	Input Motor Flange	1	26	Primary Gear	1	39	Input O-ring Seal	1

NOTES: REPLACEMENT GEARS ARE AVAILABLE IN SETS ONLY. FOR EXAMPLE, A FINAL GEAR KIT WILL CONTAIN THE FINAL GEAR AND FINAL PINION SHAFT. A PRIMARY GEAR KIT WILL CONTAIN A PRIMARY GEAR AND A PRIMARY PINION. CONSULT FACTORY FOR PART NUMBERS. ALL BEVEL SETS MUST BE SHIMMED TO SET MOUNTING DISTANCE AND BEARING PRE-LOAD.



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