

# DODGE® Type K Flange, Wide Slot Take-Up, Top Angle Take-Up Bearings and B-1 Units

These instructions must be read thoroughly before installation or operation.

**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.**

## INSTALLATION INSTRUCTIONS

- Clean bore of bearing. Lubricate with light oil or antiseize compound.
- Slip bearing in position noting step 3.
- Flange Expansion Bearings: Bolt outer housing to support. Loosen assembly bolts in outer housing a little as well as top half of flange mounting bolts so inner unit is free to align. Expansion-type outer housing should be located so inner unit can move freely in either direction. Outer housing shims provide a proper fit and must not be removed. Flange Non-Expansion Bearings: Loosen housing assembly bolts in outer housing as little as well as top half mounting housing bolts so inner unit is free to align in outer housing. Outer housing shims provide a proper fit and must not be removed.
- Turn shaft several times or run with assembly bolts loose to allow inner units to align.
- Retighten housing assembly bolts per Table 2.
- Tighten setscrews to the torque values shown on Table 1.
- The effort required to turn the shaft should be the same before and after bolting bearings to the support.

## REPLACING A UNIT

- Match mark housing halves for flange units before disassembly. When reassembling make sure match marks match.
- Fit each unit to its outer housing before putting on shaft.
- Add or remove shims between housing halves as required to obtain "snug" fit of unit in outer housing with cap bolts drawn down securely.
- Check fit by prying against lubrication stud in unit through the lubrication hole in housing cap with a screwdriver or small pinch bar depending upon the size of the pillow blocks.
- The "snug" fit becomes a matter of judgement. A "loose or sloppy" fit may allow a unit mount to move in its outer housing thus wearing the mating surfaces. Too "tight" a fit will not allow the unit to move and compensate for misalignment and for shaft deflection caused by belt pull and dead weight.
- Install bearings per steps 1 to 4 above.

## LUBRICATION GUIDELINE

**Storage or Special Shutdown** – If exposed to wet or dusty conditions or to corrosive vapors, extra protection is necessary. Add grease until it shows at the seals, rotate the bearing to distribute grease; cover the bearing. After storage or idle period, add a little fresh grease before running.

**High Speed Operation** – In the higher speed ranges too much grease will cause overheating. The amount of grease that the bearing will take for particular high speed application can only be determined by experience—see "Operating Temperature" below. If excess grease in the bearing causes overheating, it

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

will be necessary to remove grease fitting (also drain plug when furnished) to permit excess grease to escape. When establishing a relubrication schedule, not that a small amount of grease at frequent intervals is preferable to a large amount at infrequent intervals.

**Operation in Presence of Dust, Water or Corrosive Vapors**—Under these conditions the bearing should contain as much grease as speed will permit, since a full bearing with consequent slight leakage is the best protection against entrance of foreign material. In the higher speed ranges too much grease will cause overheating—see "High Speed Operation" above. In the lower speed ranges it is advisable to add extra grease to a new bearing before putting into operation. Bearings should be greased as often as necessary (daily if required) to maintain a slight leakage at the seals.

**Average Operation**—This bearing has been greased at the factory and is ready to run. The following table is a general guide for relubrication. However, certain conditions may require a change of lubricating periods as dictated by experience. See "High Speed Operation" and "Operating in Presence of Dust, Water or Corrosive Vapors" above.

**Operating Temperature**—Abnormal bearing temperature may indicate faulty lubrication. Normal temperature may range from "cool to warm to the touch" up to a point "too hot to touch for more than a few seconds," depending on bearing size and speed, and surrounding conditions. Usually high temperature accompanied by excessive leakage of grease indicates too much grease. High temperature with no grease showing at the seals, particularly if the bearing seems noisy, usually indicates too little grease. Normal temperature and a slight showing of grease at the seals indicate proper lubrication.

Table 1

Setscrew Torque		
Shaft Size	Size	In.-Lbs
1-3/16 - 1-11/16	5/16	165
1-3/4 - 2-1/2	3/8	290
2-11/16 - 3-1/2	1/2	620
3-15/16 - 5	5/8	1325

Table 2

Outer Housing Bolt	
Shaft Size	Torque, In.-Lbs.
1-3/16 - 1-7/16	240
1-1/2 - 2 - 3/16	600
2-1/4 - 3	1200
3-3/16 - 3-1/2	2100
3-15/16 - 5	2040

## LUBRICATION GUIDE

Read Preceding Paragraphs Before Establishing Lubrication Schedule.

Hours Run Per Day	Suggested Lubrication Period in Weeks							
	1 to 250 RPM	251 to 500 RPM	501 to 750 RPM	751 to 1000 RPM	1001 to 1500 RPM	1501 to 2000 RPM	2001 to 2500 RPM	2501 to 3000 RPM
8	12	12	10	7	5	4	3	2
16	12	7	5	4	2	2	2	1
24	10	5	3	2	1	1	1	1

**Kind of Grease**—Many ordinary cup greases will disintegrate at speeds far below those at which DODGE bearings will operate successfully if proper grease is used. DODGE bearing has been lubricated at the factory with an NLGI #2 lithium complex base grease. Relubricate with lithium complex-base grease or a grease which is compatible with the original lubricant and suitable for roller bearing service. In unusual or doubtful cases the recommendation of a reputable grease manufacturer should be secured.

**Special Operating Conditions**—Refer acid, chemical, extreme or other special operating conditions to Baldor Electric.



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