

Worm Gear Speed Reducers

Installation and Operation

P-3009-BG
Doc. No. 57746

700 Series
Single and Double
Reductions



 BOSTON GEAR™
A REGAL REXNORD BRAND



⚠ WARNING: Cancer and Reproductive Harm –
www.P65Warnings.ca.gov

Inadequate lubrication is by far the largest contributor to premature failures of worm gear drives, applied within proper selection practice.

While lubricant selection is important to all gear reducers, it is critical for the worm gear type. Sliding action at the tooth mesh dictates use of a relatively high viscosity oil with special characteristics. A recent survey indicated improper lubricants were used in two-thirds of the applications. Although lightly loaded drives may survive, optimum performance is not obtained.

Boston Gear now offers Klübersynth UH1 6-460 Synthetic Lubricating Oil as a premium lubricant with many outstanding benefits for worm gear applications.

- Reduction in maintenance costs due to extended time between oil changes.
- Increased ratings providing for smaller drive selection or longer gear life.
- Lower energy consumption from improved efficiency.
- Broad ambient temperature range due to high viscosity temperature.
- Longer seal life, based on lower operating temperature.
- Multi-purpose application, including most other types of gear drives.
- Oil Type is PAG (polyalkylene Glycol)

⚠ WARNING Different oil types must not be mixed. For Example: PAG types such as Kluber UH1 6-460 must not be mixed with PAO types such as Mobil SHC products.

Lubrication Instructions



Scan to Watch
Adding or Replacing Lubrication in a
Boston Gear 700 Series Right Angle
Single Reduction Worm Gearbox
<https://p.widencdn.net/uwrkij/V-0113-BG>

⚠ WARNING Boston Gear speed reducers are commonly shipped without lubricant. They must be filled to the proper level with the recommended lubricant for your application before operation. Please review the catalog number on the product nameplate (pages 26-29) to determine if the unit is prelubricated and verify the mounting position is correct. Different mounting positions require different oil levels and seal configurations.

The recommended lubricant table indicates the type and viscosity of lubricant suitable for reducers operating at various temperatures.

Lubrication and maintenance instructions are provided with each speed reducer. These instructions should be followed for best results. It is important that the proper type of oil be used since many oils are not suitable for the lubrication of worm gears. Various types of gearing require different types of lubricants.

The lubricant must remain free from oxidation and contamination by water or debris, since only a very thin film of oil stands between efficient operation and failure. To assure long service life, the reducer should be periodically drained (preferably while warm) and refilled to the proper level with a recommended lubricant. Under normal environmental conditions oil changes are suggested after the initial 250 hours or every 6 months.

Synthetic lubricants will allow extended lubrication intervals due to its increased resistance to thermal and oxidation degradation. It is suggested that the initial

oil change be made at 1500 hours and, thereafter, at 5000 hour intervals.

During the initial period of operation, higher than normal operating temperatures may be seen. This is due to the initial break-in of the worm gear set. The temperature of Double Reduction Worm Gear Reducers may reach 160°F and Single Reduction Worm Gear Reducers approximately 225°F.

These instructions must be read thoroughly before installing or operating speed reducers. File instructions for future reference and for ordering of replacement parts.

General Instructions

1. Align all shafts accurately. Improper alignment can result in failure. Use of flexible couplings is recommended to compensate for slight misalignment.
2. When mounting, use maximum possible bolt size and secure reducer to a rigid foundation. Periodic inspection of all bolts is recommended.
3. Auxiliary drive components (such as sprockets, gears and pulleys) should be mounted on the shafts as close as possible to the housing to minimize effects of overhung loads. Avoid force fits that might damage bearings or gears.
4. For hollow-shaft speed reducers, place speed reducer as close as possible to supporting bearing on drive shaft. Spot-drill driven shaft for setscrews in severe applications. See kit instructions for reaction rod assembly.
5. Check and record gear backlash at installation and again at regular intervals. This should be done by measuring the rotary movement of the output shaft (rotating alternately clockwise and counterclockwise) at a suitable radius while holding the input shaft stationary. Gears should be replaced when the backlash exceeds four times the measurement taken at installation.
6. Gear drives are rated for 1750 input RPM and Class I Service (Service Factor 1.0), using Klubersynth UH1 6-460 synthetic lubricant. For lower input speeds or for different service classes or lubricants, see catalog selection pages for rating information.
7. Initial operating temperatures may be higher than normal during the break-in period of the gear set. FOR MAXIMUM LIFE, DO NOT ALLOW THE SPEED REDUCER TO OPERATE

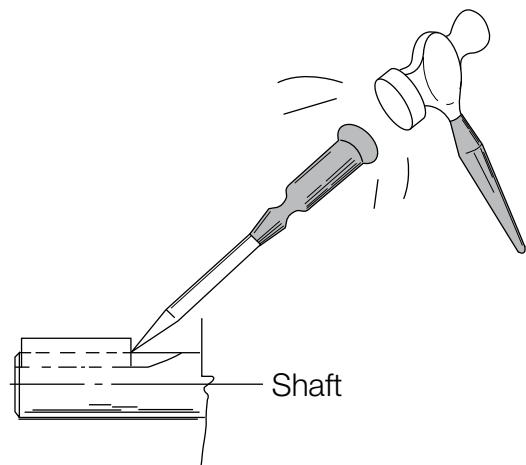
CONTINUOUSLY ABOVE 225°F AT THE GEAR CASE. In the event of overheating, check for overloads or high ambient temperatures.

8. Keep shafts and vent plugs clean to prevent foreign particles from entering seals or gear housing.
9. All reducers should be checked to see if they have been lubricated. Prelubed 700 Series reducers will have a solid plug in the vent hole which must be replaced by the vent plug at time of installation unless the unit has a Posivent.

CAUTION If the motor does not readily seat itself, check to determine if key has moved axially along motor shaft, causing interference. Staking of the keyway adjacent to the motor key will facilitate this procedure.

Key Staking Instructions

Lightly tap area of keyway adjacent to key. This will upset material and not allow key to move axially when assembling to speed reducer.



CAUTION

- For safe operation of any gear drive, all rotating shafts and auxiliary components must be shielded to conform with applicable safety standards. You must consider overall operational system safety at all times.
- When using a speed reducer to raise or lower a load, such as in hoisting applications, provision must be made for external braking. Under no conditions should a speed reducer be considered self-locking.
- Mounting of speed reducers in overhead positions may be hazardous. Use of external guides or supports is strongly recommended for overhead mounting.

Instructions for Flanged Models

F700 (Quill Type Input)

1. Coat input bore with anti-seize compound. Do not apply anti-seize compound to the motor shaft or the reducer shaft. Some anti-seize compounds are very abrasive and can accelerate seal wear.
2. Assemble the key to the motor shaft. Insert the motor shaft into the reducer bore. Do not move the motor side-to-side during assembly.
3. Verify the motor is seated completely against the gearbox flange. If the motor is not completely seated remove the motor and identify the obstruction. Do not force the motor into the gearbox.
4. Rotate the motor to proper position and firmly secure to flange with four hex-head cap screws



Scan to view
Proper Motor Installation Video
<https://p.widencdn.net/rqaygh>

RF700 (Coupling Input – 3-Jaw Type)

1. Coat both coupling bores with anti-seize compound. Remove excess anti-seize compound.
2. Position coupling half on input shaft with shaft flush to end of coupling bore.
3. Locate remaining half on motor shaft, with 1/32" clearance between jaw surfaces.
4. Tighten setscrews securely. For reversing applications, a thread-locking compound is recommended.
5. Install coupling insert and position motor. Rotate the motor to the correct clock position and confirm the motor mounting face contacts the gearbox flange face completely. Secure motor to the flange with the supplied motor bolts.

QC700 (Coupling Input-3-Jaw Quick Connect Type)

1. Coat both coupling bores with anti-seize compound. Remove excess anti-seize compound.
2. Install motor coupling half onto motor shaft. Use a straight edge to align coupling jaw top end flush with motor shaft except QC738 units with B9 bore codes - or - QC738 units with NEMA 180TC/210C motor frames which will be flush with bottom of jaw. Secure set screw and torque per table below:

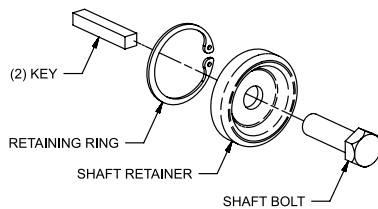
QC/BF COUPLING HUB SET SCREW TORQUE VALUES

COUPLING	SET SCREW	DRY SEATING TORQUE (IN-LBS)
BF7	#10-32	36
BF10	5/16-18	165
BF13	5/16-18	165
BF18	3/8-16	290

3. Install urethane spider insert on motor coupling half.
4. Insert D-Bore coupling half into urethane spider element.
5. Rotate reducer input shaft so "milled flats" are either vertical or parallel. Rotate motor coupling D-Bore to match the reducer milled flats.
6. Insert motor assembly into reducer flange assembly. Minor rotating of the motor may be necessary to facilitate D-Bore alignment.
7. Once aligned, push motor towards reducer until properly seated against the face of the reducer flange.
8. Confirm the motor face is completely seated against the gearbox flange. If it does not seat completely adjust the position of the motor coupling half.
9. Insert (4) hex head cap screws into the designated locations and securely tighten.

Hollow bore mounting of AP shaft for 7180, 7210, 7240 sizes

1. Install internal snap ring into the outboard side of the hollowbore.
2. Verify the solid head shaft chamfer is less than .025" for proper contact with the snap ring and thread hole accepts 1/2-13 bolt 1.50" deep minimum.
3. Slide gearbox onto the shaft and thread bolt and washer/retainer into the end of the solid shaft as shown.
4. Torque 1/2-13 bolt to 46 lb-ft.
5. Complete gearbox installation.



"AP" Hollow Output Shaft Kit Mounting Arrangement from Either End of Output Shaft

Installation of TP Tapered Bushings for 7180, 7210, 7240 sizes

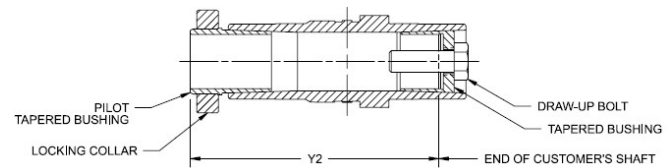
Note the head shaft must be free to float axially during the mounting of this gearbox.

1. Mark the Y2 dimension on the solid head shaft based on the unit size and chart below.
2. Align tapered pilot bushing and lock collar with the Y2 location and torque per chart below.
3. Verify Y2 dimension is accurate within $\pm .015$ "
4. Verify the solid headshaft freely accepts the 1/2-13 bolt a minimum of 1.5" deep
5. Slide gearbox assembly onto the head shaft and securely engage the pilot tapered bushing.
6. Insert the tapered bushing and torque the shaft bolt per chart below.

Unit Size	Distance Y2 $\pm .015$ "	Pilot Bushing Cap Screw Torque (-0 / +1 lbs-ft)	Draw -Up Bolt Size	Draw-Up Bolt Torque (-0 / +1 lbs-ft)
7180	5 – 11/16"	14.2 lbs-ft	1/2 -13	46 lbs-ft
7210	6 – 3/8"	28.4 lbs-ft	1/2 -13	54.2 lbs-ft
7240	6 – 3/8"	28.4 lbs-ft	1/2-13	54.2 lbs-ft

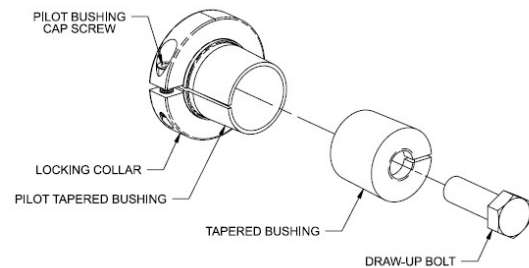
Note: Components to be clean and dry. Position

Y2 is critical to prevent the tapered bushing from bottoming out on machine shaft. The customer's shaft must be allowed to float axially during the gearbox mounting procedure.



Removal of TP Tapered Bushings

1. Remove draw up bolt.
2. Thread 5/8 bolt into tapered bushing and tighten until the bushing is forced from the bore.
3. Move gearbox side to side until it is free from the pilot bushing.
4. Remove pilot bushing by loosening the clamp collar bolt.



Closed Cover Installation for 7180, 7210, 7240

1. Remove the outer seal by puncturing with a sharp tool. Once the outer seal is penetrated, increase the angle and be careful not to damage the inner seal.
2. Clean the outer seal cavity and verify the inner seal is perpendicular to the machined face within .010 inches. Adjust the inner seal if needed.
3. Slide O-ring onto cover pilot.
4. Install closed cover with a mallet. Insure cover is fully seated 360 degrees by checking contact with housing face.
5. Remove cover via the pry slot if needed.

Shaft Covers for SS700 Series

(Sold separately. Field installable and removable.)

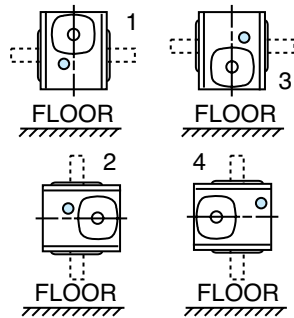
Size	Catalog Number
7180	XHSS7180-33-KIT
7210	XHSS7210-33-KIT
7240	XHSS7240-33-KIT

Oil Capacities

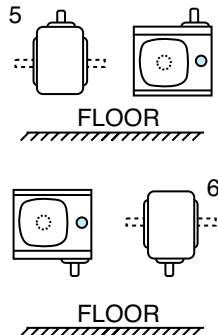
Single Reduction Models Only

Oil Levels for typical mounting positions

HORIZONTAL INPUT SHAFT



VERTICAL INPUT SHAFT



Double input seals are recommended for mounting positions 2,3,4,6 for the longest seal life. See catalog nomenclature on pages 28 and 30 for the “T” designation required for double input seals.

⚠CAUTION Avoiding those positions where the high speed oil seal is immersed in oil will provide greater security against high speed input seal wear.

Cast Iron Oil Capacity in Fluid Ounces

Unit Size	Positions				
	1	2	3	4	5 & 6
710	2.2	3.3	3.3	3.3	3.3
713	5.5	7.0	7.0	7.0	5.5
715	10.0	15.0	15.0	15.0	13.5
718	12.0	16.0	18.5	16.0	16.0
721	15.0	20.5	20.5	20.5	19.0
724	18.0	24.5	28.5	24.5	24.5
726	28.0	36.0	43.0	36.0	36.0
730	44.0	60.0	67.0	60.0	60.0
732	58.0	84.0	90.0	84.0	80.0
738	85.0	120.0	130.0	120.0	107.0
752	204.0	240.0	245.0	240.0	215.0
760	330.0	400.0	415.0	400.0	370.0

Stainless Steel Oil Capacity in Fluid Ounces

Unit Size	Positions				
	1	2	3	4	5 & 6
713	3.2	3.2	4.8	3.2	3.2
715	11.2	13.6	17.6	13.6	13.6
718	14.4	17.6	20.8	17.6	17.6
721	17.6	20.8	22.4	20.8	20.8
724	21.0	22.5	25.5	22.5	22.5
726	37.0	37.0	41.5	37.0	37.0
732	81.5	85.0	93.0	85.0	85.0

Double Reduction Models

The variety of mounting possibilities for double reduction drives makes it impractical to illustrate all mounting positions for these models. The common positions are found on page 6. In general, the vent filler is at the uppermost plug position, and the drain plug at the lowest possible position. The oil level must be at the approximate centerline of both gearboxes. In non stainless steel gearboxes the oil will flow between both gearboxes, so if one gearbox is above the other the lower gearbox must be 100% full. See pages 6 and 7 for more information on the proper lubrication level for each standard mounting position.

Recommended Lubricants

Enclosed Worm Gear Reducers

Recommended Oil (or equivalent)	Viscosity Range SUS @ 100°F	Oil Type	ISO Viscosity Grade No. +
Klubersynth* UH1 6-460 Synthetic	1950/2500	PAG	460
Mobil SHC634 Synthetic	1950/2500	PAO	320/460

Ambient temperature range of -20F to +125F is suitable for standard configured products and ratings. Contact technical support for operating conditions beyond this range.

Worm Gear Lubricants Available from Boston Gear

Order By Item Code

Type	Klubersynth	Mobil SHC634	
Size	QT.	QT.	Gallon
Item Code	65159	51493	51494

⚠CAUTION Relubricate more frequently if drive operated in high ambient temperatures or unusually contaminated atmosphere. High loads and operating temperatures will also require more frequent lubrication.

*Food Grade Synthetic recommendation is exclusively for Klubersynth UH1 6-460.

+Other lubricants corresponding to AGMA/ISO numbers are available from all major oil companies.

**The synthetic lubricant will perform at temperatures considerably higher than 175°F. However, the factory should always be consulted prior to operating at higher temperatures as damage may occur to oil seals and other components.

Lubricant Interchange

Lubricants are compounded for use in worm gears. Some contain non-corrosive, extreme pressure additives. DO NOT USE lubes that contain sulphur and/or chlorine which are corrosive to bronze gears. Extreme pressure lubes, in some cases contain materials that are toxic. Avoid use of these lubes where they can result in harmful effects. If in doubt, consult your lube supplier.

Manufacturer	Lubricant Name	AGMA Rating
Getty Refining Co.	Veedol Asreslube 98	8 EP
Getty Refining Co.	Veedol Asreslube 95	7 EP
Getty Refining Co.	Veedol Asreslube 90	6 EP
Lubrication Engr. Inc.	Almasol 609	8
Lubrication Engr. Inc.	Almasol 608	7
Mobil Oil Corp.	Mobilgear 634	8 EP
Mobil Oil Corp.	Mobil Extra Hecla Super	8
Mobil Oil Corp.	Mobil Cylinder 600W	7
Shell Oil Co.	Omala 460	7 EP
Shell Oil Co.	Valvala J460	7
Shell Oil Co.	Omala 680	8 EP
Shell Oil Co.	Valvala J680	8
Texaco Inc.	Meropa 680	8 EP
Texaco Inc.	Meropa 460	7 EP

PosiVent® Option

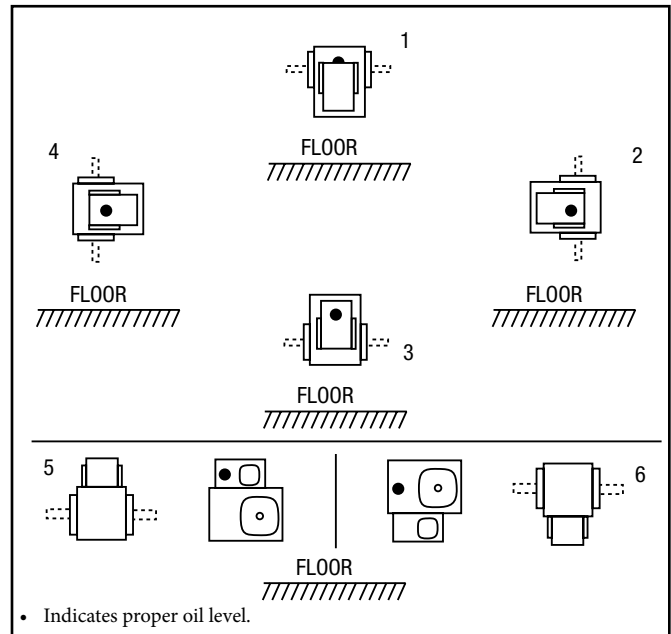
Units supplied with this option are sealed from the environment.

To ensure that the system operates properly, DO NOT REMOVE THE VENT PLUG FOR ANY REASON.

Oil Level/ Mounting Positions

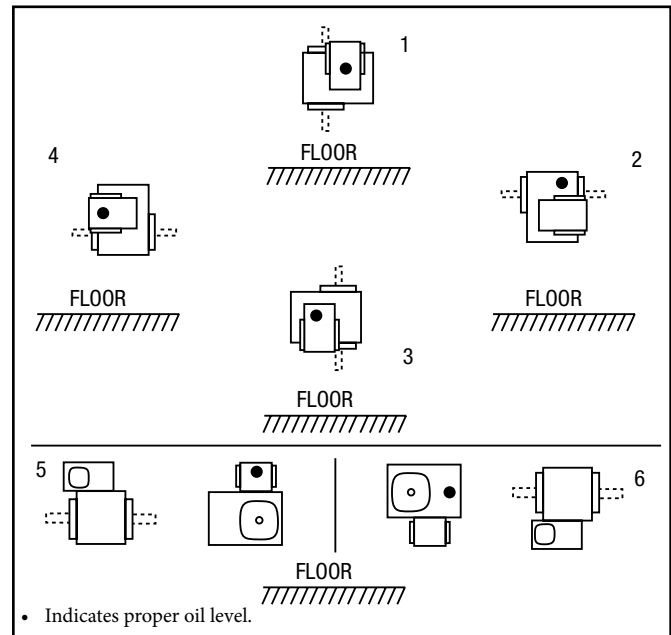
SFWA700 Series

Oil Level/Mounting Position Chart



SFWC700 Series

Oil Level/Mounting Position Chart



CAUTION

When ordering speed reducers pre-lubricated, the Mounting Position must be indicated to ensure proper oil level.

Lubrication Ports

The gearbox lubrication level is critical for gearbox performance. Once the gearbox part number and mounting position have been identified the port guide below will help achieve the proper lubrication level.

Single Reduction

			Mounting Position					
	Port	Port Location	1	2	3	4	5	6
	Port A	G-side	Fill/Vent	Fill/Vent	Oil Drain	Oil Drain	Oil Level	Oil Level
	Port B	Motor-side	Oil Drain	-	Fill/Vent	Oil Level	Fill/Vent	Oil Drain
	Port C	J-side	Fill/Vent	Oil Drain	Oil Drain	Fill/Vent	Oil Level	Oil Level
	Port D	Nameplate-side	Oil Level	Oil Level	Oil Level	-	Oil Drain	Fill/Vent

Double Reduction for WA/WB (Parallel Input and Output)

			Mounting Position					
	Port	Port Location	1	2	3	4	5	6
Secondary (Large)	Port A	G-side	Oil Drain	Oil Drain	Fill #2/Vent	Fill #2/Vent	-	Oil Level
	Port B	Motor-side	Fill #2/Vent	Oil Level	Oil Drain	-	Fill #1	Oil Drain
	Port C	J-side	Oil Drain	Fill #2/Vent	Fill #2/Vent	Oil Drain	-	Oil Level
	Port D	Nameplate-side	Oil Level	-	-	Oil Level	Oil Drain	Fill #2/Vent
Prefix (Small)	Port E	Top	Fill #1	Fill #1	Oil Drain	-	Oil Level	-
	Port F	Cover side	-	-	Oil Level	-	Fill #2/Vent	Oil Drain
	Port G	Bottom	Oil Drain	-	Fill #1/Vent	Fill #1	-	Fill #1

Double Reduction for WC/WD (Perpendicular Input and Output)

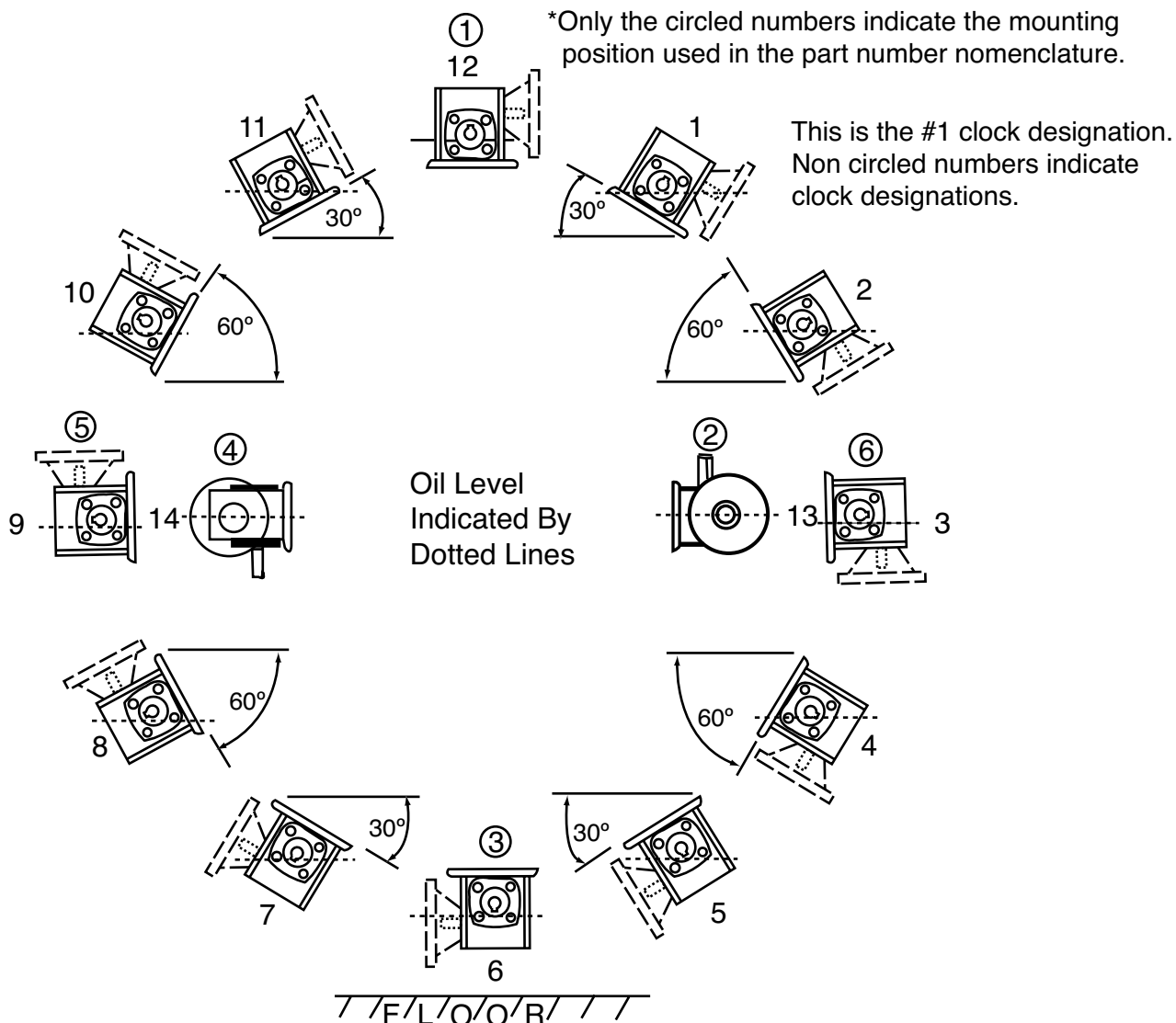
			Mounting Position					
	Port	Port Location	1	2	3	4	5	6
Secondary (Large)	Port A	G-side	-	Oil Drain	Oil Drain	Fill #1/Vent	-	Oil Level
	Port B	Motor-side	Fill #2/Vent	Fill #2/Vent	Oil Level	Oil Drain	Fill #1	Oil Drain
	Port C	J-side	Oil Drain	Oil Drain	Fill #2/Vent	Fill #1/Vent	-	Oil Level
	Port D	Nameplate-side	Oil Level	Oil Level	-	-	Oil Drain	Fill #2/Vent
Prefix (Small)	Port A	Top	Fill #1/Vent	Fill #1	Oil Drain	Oil Drain	Level	-
	Port B	Cover side	-	-	-	Oil Level	Fill #2/Vent	Oil Drain
	Port C	Bottom	Oil Drain	Oil Drain	Fill #1	Fill #2	-	Fill #1

Notes:

- Oil Drain** Plugged from factory. Port used during regular maintenance intervals for draining used oil. Re-plug prior to oil-fill. There may be more than one Drain port.
- Oil Level** Plugged from factory. Port used during regular maintenance intervals. Defines recommended oil-level during operation for both gear housings.
- Vent** Plugged from factory except when Reducer is shipped Dry. Port used during regular maintenance intervals to fill Reducer with new oil after draining. Defines optional location for installation of a blue pressure vent, that is supplied uninstalled with each Reducer.
- Fill #1** Add lubrication via this port first
- Fill #2** Add lubrication via this port second

For stainless steel double reduction reducer, fill each reducer independently using the single reduction guidelines for each.

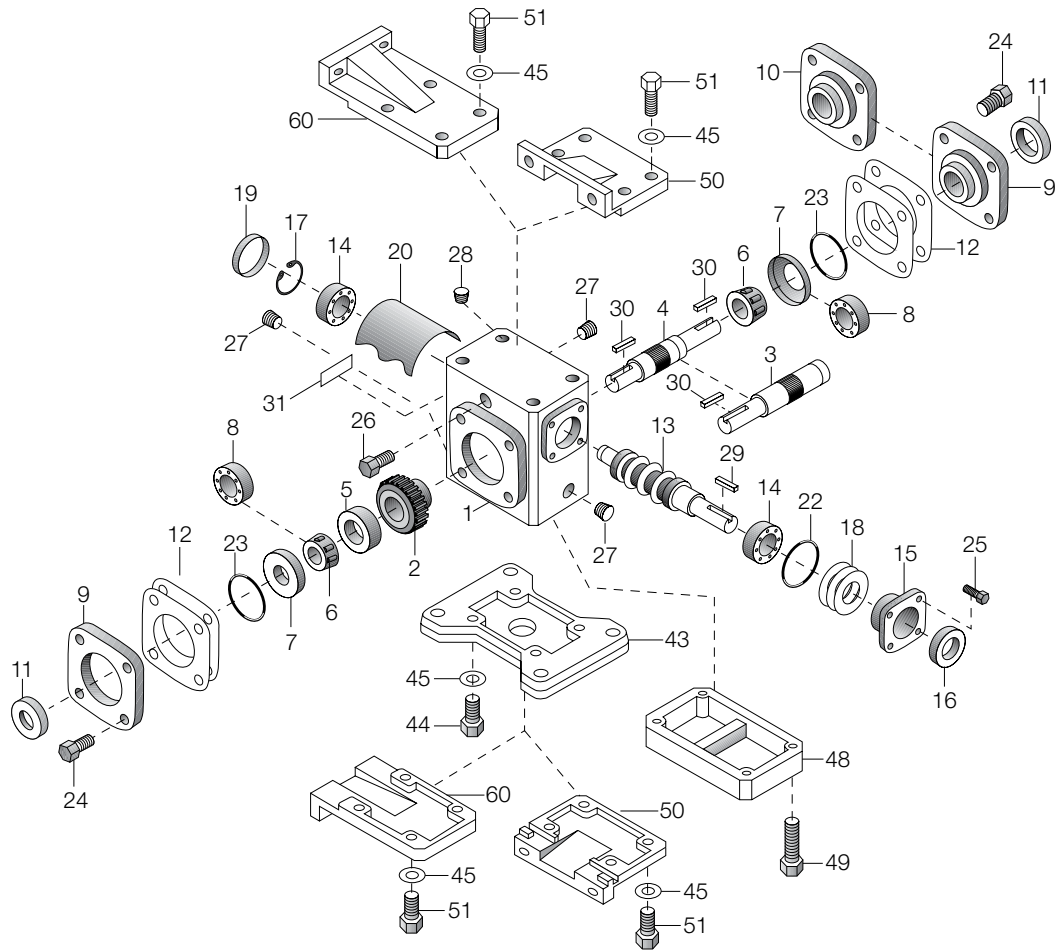
Lubrication Instructions for Non-Standard Mounting Positions



For Single Reduction Cast Iron Units Only: Refer To Lubrication & Installation Instructions
Please note the clock designations (1 through 12) do not correlate with the part number nomenclature.

Unit Size													
Oil Capacity In Ounces	Clock Designation	710	713	715	718	721	724	726	730	732	738	752	760
	1	3.00	6.37	9.30	12.85	14.04	16.97	28.50	42.60	56.80	71.60	162.0	255.7
	2	3.30	7.16	9.25	15.04	16.81	19.93	32.00	50.00	67.30	79.70	195.2	265.9
	3	3.30	5.50	13.50	16.00	19.00	24.50	36.00	60.00	80.00	107.0	215.0	370.0
	4	3.55	7.98	12.06	18.00	20.28	24.95	37.70	57.00	77.10	102.0	209.5	321.7
	5	3.98	8.18	12.30	18.69	21.45	26.95	40.00	60.40	80.90	106.7	192.0	357.0
	6	3.30	7.00	15.00	18.50	20.50	28.50	43.00	67.00	90.00	130.0	245.0	415.0
	7	3.98	8.18	12.30	18.69	21.45	26.95	40.00	60.40	80.90	106.7	192.0	357.0
	8	3.55	7.96	12.06	18.00	20.28	24.95	37.70	57.00	77.10	102.0	209.5	321.7
	9	3.30	5.50	13.50	16.00	19.00	24.50	36.00	60.00	80.00	107.0	215.0	370.0
	10	3.31	7.16	9.25	15.04	16.81	19.93	32.00	50.00	67.30	79.70	195.2	265.9
	11	3.00	6.37	9.30	12.85	14.04	16.97	28.50	42.60	56.80	71.60	162.0	255.7
	12	2.20	5.50	10.00	12.00	15.00	18.00	28.00	44.00	58.00	85.00	204.0	330.0
	13	3.30	7.00	15.00	16.00	20.00	24.50	36.00	60.00	84.00	120.0	240.0	400.0
	14	3.30	7.00	13.50	16.00	19.00	24.50	36.00	60.00	80.00	120.0	240.0	400.0

Parts List – Single Reduction Models, Cast Iron Units

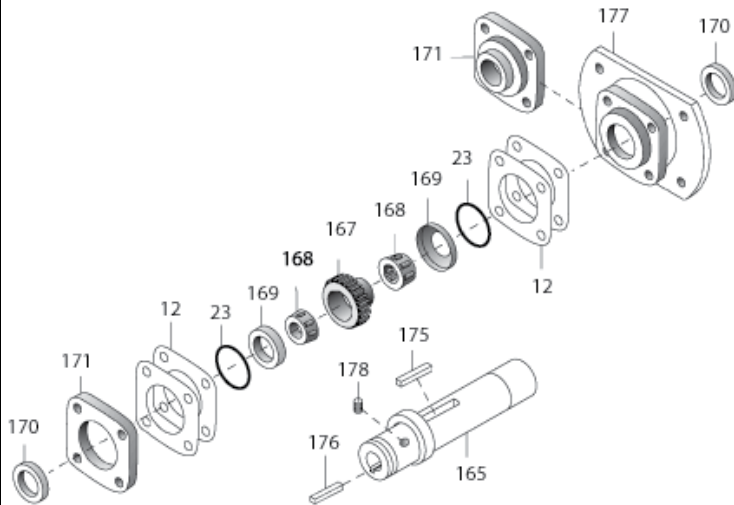


Part No.	Description	Part No.	Description	Part No.	Description
1	HOUSING	26	VENT PLUG	51	HEX HEAD CAP SCREW
2*	WORM GEAR	27	PIPE PLUG	60	VERTICAL BASE (X & Y ASSEMBLY)
3*	SINGLE PROJECTING OUTPUT SHAFT	28	PROTECTIVE CAP PLUG	101	FAN
4*	DOUBLE PROJECTING OUTPUT SHAFT	29	INPUT KEY	102	SPACER
5*	GEAR SPACER	30	OUTPUT KEY	103	HEX HEAD CAP SCREW
6*	OUTPUT BEARING (CONE) – MODELS 713-760	31	NAMEPLATE	104	FAN GUARD
7	OUTPUT BEARING (CUP) – MODELS 713-760	32	INPUT BEARING (CUP) MODELS 732-760	105	HEX HEAD CAP SCREW
8	OUTPUT BEARING – MODEL 710 ONLY	33	INPUT BEARING (CONE) – MODELS 732-760	106	WASHER
9	BEARING CARRIER (OPEN)	34	GREASE CUPS – MODELS 732-760	165	HOLLOW OUTPUT SHAFT (S VERSION ONLY)
10	BEARING CARRIER (CLOSED)	35	HEX HEAD CAP SCREW	166	HOLLOW OUTPUT SHAFT (H VERSION ONLY)
11*	OUTPUT OIL SEAL	37	OUTPUT SHAFT KEY – MODELS 730-760	167	WORM GEAR
12*	ADJUSTMENT SHIMS	38	RETAINING RING – MODELS 710-738	168	OUTPUT BEARING (CONE)
13	INPUT WORM SHAFT	39	MOTOR SHAFT – MODELS 710-738	169	OUTPUT BEARING (CUP)
14	INPUT BEARING – MODELS 710-730	40	MOTOR FLANGE – MODELS 710-738	170	OIL SEAL
15	INPUT BEARING RETAINER	41	OIL SEAL – MODELS 710-738	171	BEARING CARRIER
16	INPUT OIL SEAL – MODELS 710-760	42	HEX HEAD CAP SCREW	172	HOLLOW SHAFT MTG. BRACKET
17	RETAINING RING	43	HORIZONTAL BASE	173	HEX HEAD CAP SCREW
18	ADJUSTMENT SHIMS	44	HEX HEAD CAP SCREW	174	LOCKWASHER
19	BORE PLUG – MODELS 710-730	45	LOCKWASHER	175	KEY (INTERNAL)
20	INTERNAL BAFFLE – MODELS 713-732	46	2 PIECE FC COUPLING – WITH INSERT	176	KEY (EXTERNAL)
22	INPUT “O” RING	47	RETAINING MOTOR FLANGE	177	“V” TYPE BASE-MODEL (718, 721, 726, 732)
23*	OUTPUT “O” RING	48	RISER BLOCK	178	SOCKET SETSCREW
24	HEX HEAD CAP SCREW	49	HEX HEAD CAP SCREW	179	FAN GUARD DUCT PLATE
25	HEX HEAD CAP SCREW	50	VERTICAL BASE (HIGH OR LOW)		

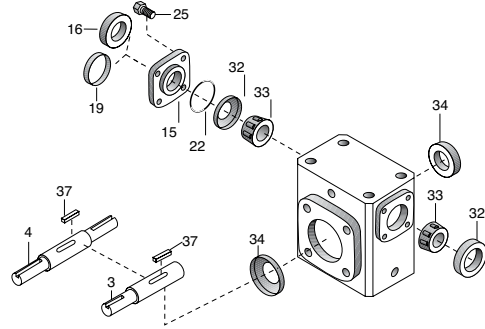
*For Models 710 to 726, these parts are available as complete assemblies. See Part Ordering Information, page 9.

Options & Accessories – Single Reduction Models, Cast Iron Units

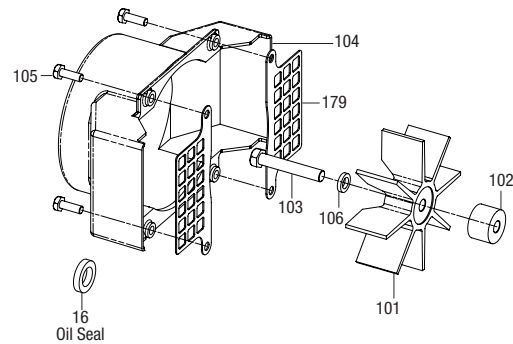
Hollow Output Shaft Models S and SF718-732*



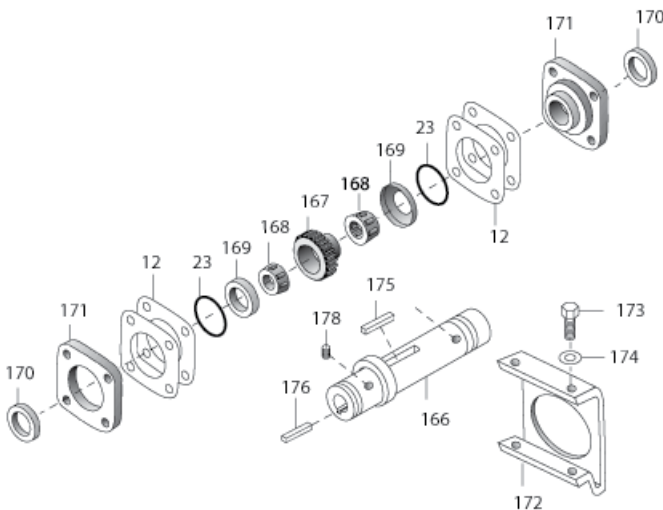
Models 732-760



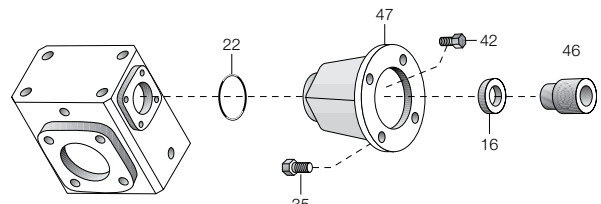
Fan kit for models 732-760



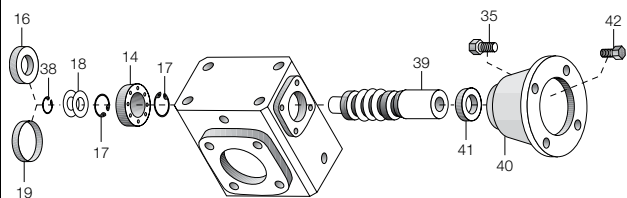
HOLLOW OUTPUT Shaft Models H, HF, and HQC713-738



Models QC710-QC738, RF752-RF760



Models F710-F738

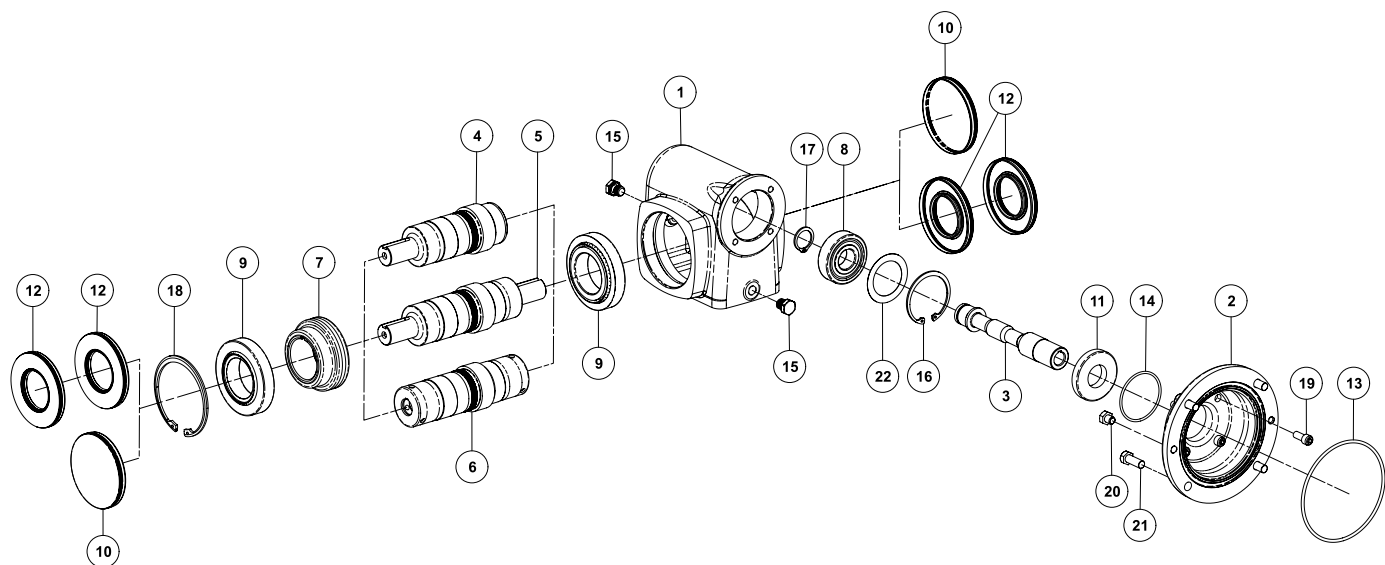


Part ordering information

1. Be sure to provide complete Boston Gear catalog number from speed reducer nameplate, along with part description and number. For example, "One output oil seal, Part No. 11, for RF718-30-B5-G".
2. Output shaft components for Boston Gear models 710 through 726 are available only as complete assemblies that include Parts 2, 3, 5, 6, 11, 12 and 23 for single projecting shafts; and Parts 2, 4, 5, 6, 11, 12 and 23 for double projecting shafts. When ordering, specify "output shaft assembly" and full Boston Gear catalog number from nameplate.

** Not available in the 730 or 724 Center distance, See H series.

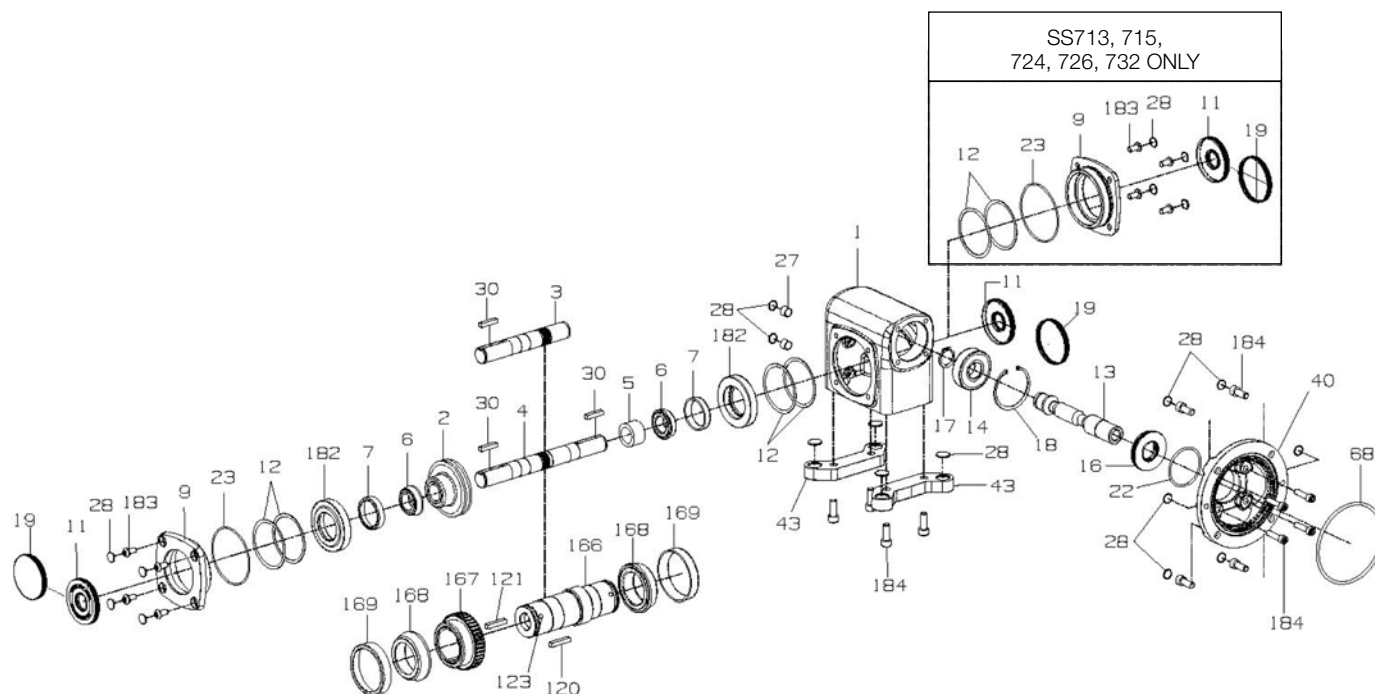
Parts List - Stainless SS7180, SS7210, SS7240 Units



Part No.	Description	Part No.	Description
1	HOUSING, BASIC	12	OUTPUT OIL SEAL
2	MOTOR FLANGE	13	INPUT O-RING, MOTOR FLANGE
3	IPUT SHAFT	14	INPUT O-RING, HOUSING
4	OUTPUT SHAFT, SOLID, SINGLE PROJECTION	15	PLUG, OIL FILL/DRAIN
5	OUTPUT SHAFT, SOLID, DOUBLE PROJECTION	16	INPUT RETAINING RING, HOUSING
6	OUTPUT SHAFT, HOLLOW	17	INPUT RETAINING RING, SHAFT
7	WORM GEAR	18	OUTPUT RETAINING RING
8	INPUT BEARING	19	SCREW, CAP, HEX SOCKET HEAD, SS, 5/16-18 X 3/4 LG
9	OUTPUT BEARING	20	SCREW, CAP, HEX HEAD, SS, 3/8-16 X 3/8 LG
10	BOREPLUG	21	SCREW, CAP, HEX HEAD, SS, 3/8-16 X 1" LG
11	INPUT OIL SEAL	22	SHIM, INPUT (.003 THK)

PARTS LIST - STAINLESS STEEL MODELS SSF AND SSHF 700 Series (Gen 1) Units

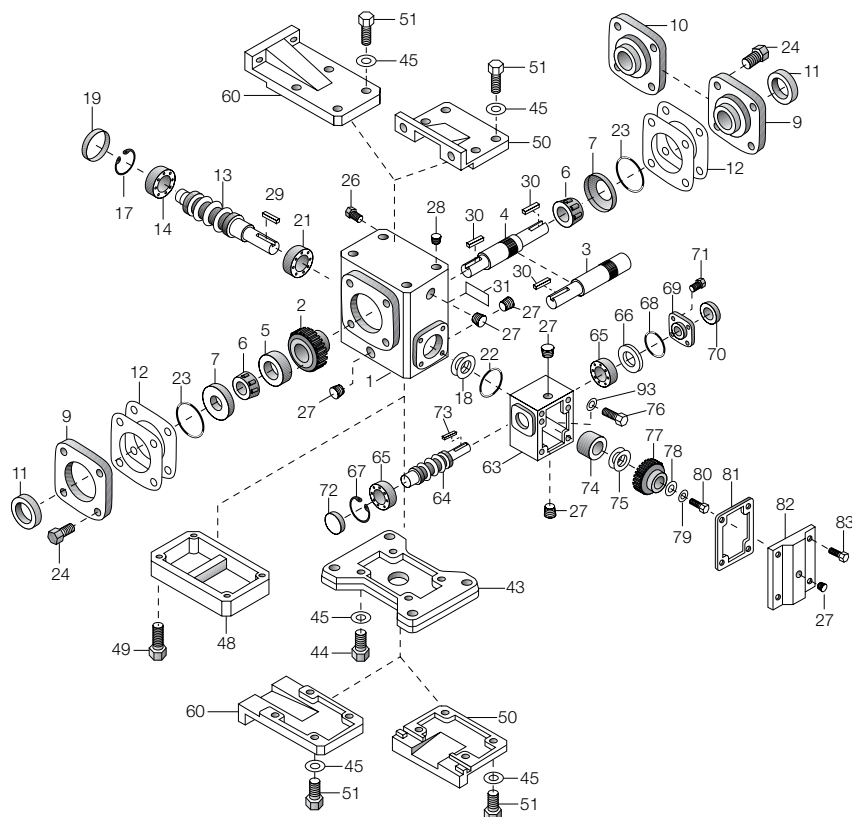
The original Domed Crown™ Design



Part No.	Description
1	HOUSING
2	WORM GEAR
3	SINGLE PROJECTING OUTPUT SHAFT
4	DOUBLE PROJECTING OUTPUT SHAFT
5	GEAR SPACER
6	OUTPUT BEARING (CONE)
7	OUTPUT BEARING (CUP)
9	BEARING CARRIER (OPEN)
11	OUTPUT OIL SEAL
12	ADJUSTMENT SHIMS
13	INPUT WORM SHAFT
14	INPUT BEARING
16	INPUT OIL SEAL
17	RETAINING RING (EXTERNAL)
18	RETAINING RING (INTERNAL)
19	BORE PLUG
22	INPUT "O" RING
23	OUTPUT "O" RING
27	PIPE PLUG

Part No.	Description
28	PROTECTIVE CAP PLUG
30	OUTPUT KEY
40	MOTOR FLANGE
43	HORIZONTAL BASE
68	MOTOR FLANGE "O" RING
120	KEY (EXTERNAL)
121	KEY (INTERNAL)
123	SOCKET SETSCREW
166	HOLLOW OUTPUT SHAFT (H) VERSION ONLY
167	WORM GEAR
168	OUTPUT BEARING (CONE)
169	OUTPUT BEARING (CUP)
182	REDUCER BUSHING (MODELS 718 & 721 SOLID SHAFT ONLY)
183	HSBHCS
184	SHCS

Parts List – Double Reduction Models , Cast Iron Units

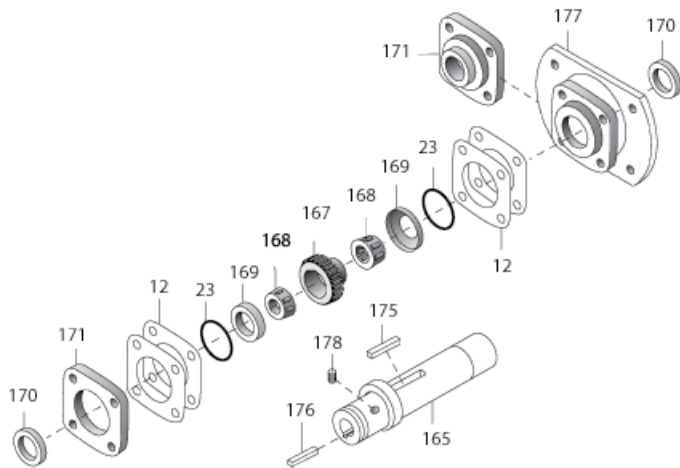


Part No.	Description	Part No.	Description	Part No.	Description
1	HOUSING	31	NAMEPLATE	78	WASHER
2*	WORM GEAR	32	INTER. BEARING (CUP) –MODELS 732-W760	79	LOCKWASHER
3*	SINGLE PROJECTING OUTPUT SHAFT	33	INTER. BEARING (CONE) – MODELS 732-W760	80	HEX HEAD CAP SCREW
4*	DOUBLE PROJECTING OUTPUT SHAFT	34	GREASE CUPS – MODELS W732-W760	81	ATTACHMENT COVER GASKET
5*	GEAR SPACER	35	HEX HEAD CAP SCREW	82	ATTACHMENT COVER
6*	OUTPUT BEARING (CONE)	37	OUTPUT SHAFT KEY – MODELS W730-W760	83	HEX HEAD CAP SCREW
7	OUTPUT BEARING (CUP)	43	HORIZONTAL BASE	84	INPUT BEARING (CONE) – MODEL W760 ONLY
9	BEARING CARRIER (OPEN)	44	HEX HEAD CAP SCREW	85	INPUT BEARING (CUP) – MODEL W760 ONLY
10	BEARING CARRIER (CLOSED)	45	LOCKWASHER	86	TWO PIECE FC COUPLING WITH INSERT
11*	OUTPUT OIL SEAL	48	RISER BLOCK	87	MOTOR FLANGE
12*	ADJUSTMENT SHIMS	49	HEX HEAD CAP SCREW	88	HEX HEAD CAP SCREW
13	INTERMEDIATE WORM SHAFT	50	VERTICAL BASE (HIGH OR LOW)	89	MOTOR FLANGE
14	INTERMEDIATE BEARING–MODELS W713-W730	51	HEX HEAD CAP SCREW	90	INPUT WORM SHAFT
15	INTER. BEARING RETAINER–MODELS W732-W760	60	VERTICAL BASE (ASSEMBLY X & Y)	91	EXTERNAL RETAINING RING
16	INTER. OIL SEAL – MODELS W732-W760	63	ATTACHMENT HOUSING	92	OIL SEAL – MODELS FW713-FW738
17	RETAINING RING – MODELS W713-W730	64	INPUT WORM SHAFT	93	WASHER
18	ADJUSTMENT SHIMS	65	INPUT BEARING	165	HOLLOW OUTPUT SHAFT (S VERSION ONLY)
19	BORE PLUG – MODELS W713-W730	66	ADJUSTMENT SHIMS	166	HOLLOW OUTPUT SHAFT (H VERSION ONLY)
21	INTERMEDIATE BEARING	67	RETAINING RING	167	WORM GEAR
22	INTERMEDIATE “O” RING	68	“O” RING	168	OUTPUT BEARING (CONE)
23*	OUTPUT “O” RING	69	BEARING RETAINER	169	OUTPUT BEARING (CUP)
24	HEX HEAD CAP SCREW	70	OIL SEAL	170	OIL SEAL
25	HEX HEAD CAP SCREW	71	HEX HEAD CAP SCREW	171	BEARING CARRIER
26	VENT PLUG – 2 PIECE	72	BORE PLUG – MODELS W713-W738	172	HOLLOW SHAFT MTG. BRACKET
27	PIPE PLUG	73	INPUT WORM SHAFT KEY	173	HEX HEAD CAP SCREW
28	PROTECTIVE CAP PLUG	74	GEAR SPACER	174	LOCKWASHER
29	INTERMEDIATE KEY	75	ADJUSTMENT SHIMS	175	KEY (INTERNAL)
30	OUTPUT KEY	76	HEX HEAD CAP SCREW	176	KEY (EXTERNAL)
		77	INTERMEDIATE WORM GEAR	177	“V” TYPE BASE MODEL (718, 721, 726, 732)
				178	SOCKET SETSCREWS

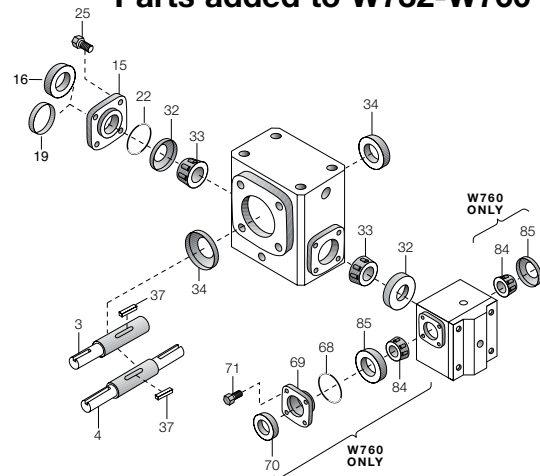
*For Models 710 to 730, these parts are available as complete assemblies. See Part Ordering Information, Page 11.

Options & Accessories – Double Reduction Models, Cast Iron Units

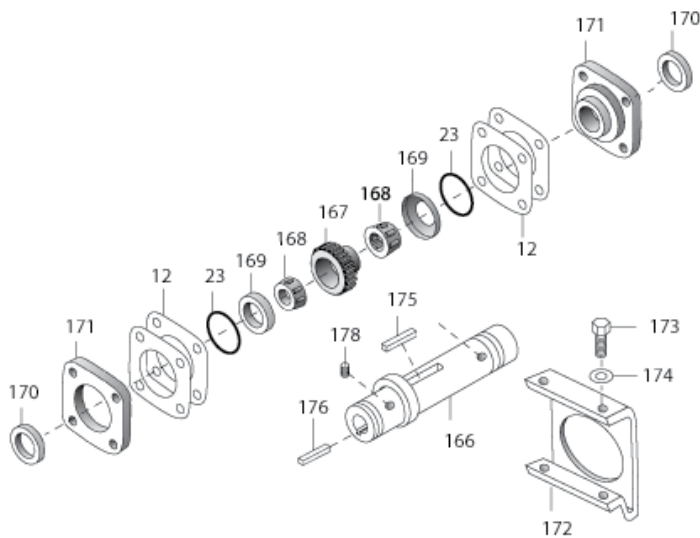
Hollow Output Shaft Models SW, SFW, and SRFW718-732*



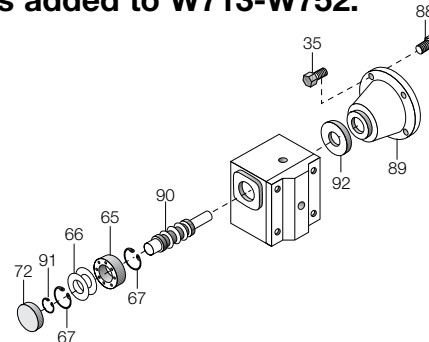
Models W732-W760 Parts added to W732-W760



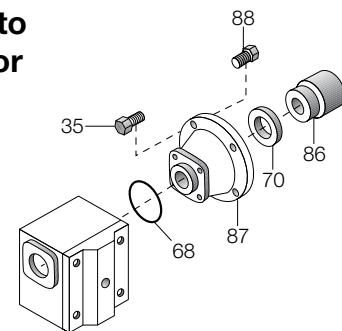
Hollow Output Shaft Models HW, HFW, and HQCW713-738



Models FW713-FW752 Parts added to W713-W752.



Models QCW713-QCW760 Parts added to W713-W726 or W732-W760. These parts available in kit form.



Part ordering information

1. Be sure to provide complete Boston Gear catalog number from speed reducer nameplate, along with part description and number. For example, "One output oil seal, Part No. 11, for W713-150-G".
2. Output shaft components for Boston Gear models 710 through 726 are available only as complete assemblies that include Parts 2, 3, 5, 6, 11, 12 and 23 for single projecting shafts; and Parts 2, 4, 5, 6, 11, 12 and 23 for double projecting shafts. When ordering, specify "output shaft assembly" and full Boston Gear catalog number from nameplate.

* Not available in 730 center distance, see H series.

F700 Series

Disassembly and Reassembly Procedures

(For Item Identification, Refer To Exploded View)

Output Shaft Disassembly

1. Remove vented filler (Item 26), and the most convenient pipe plug (Item 27) and completely drain oil.
2. Remove bearing carrier screws (Item 24) from projecting shaft bearing carrier (Item 9). Remove carrier by CAREFULLY sliding it over the projecting shaft diameter. Carrier removal is improved by rotating it 30 to 45 degrees and prying on the exposed edges.
3. Output shaft assembly (Items 2, 3, 5 & 6) can now be removed from the unit. Exercise care not to nick or scratch worm gear or shaft diameters.
4. Visually examine the output shaft assembly. Check tapered roller bearings (Item 6) for signs of pitting or metallic contamination or discoloration. Rollers should have continuously smooth action and should not bind or exhibit "flat-spots".
5. Note that replacement parts for output gear (Item 2) will include an output shaft assembly (Items 3 OR 4) for sizes F710 through F726. Also included are items 5, 6, 11, 12 and 23.

Input Shaft Disassembly

Models F710 through F730

1. With a screwdriver or suitable tool, pierce the bore plug (Item 19) and remove from the housing bore.

Models F732 and F738 only

2. Remove fan guard (Item 104). Remove fan retaining screw (Item 103), fan (Item 101) and spacer. With a screw-driver or suitable tool, pierce fan end oil seal or end cap (item 16 or 19) and remove from the housing bore.
3. Remove the outboard retaining ring (Item 17) from the housing bore. Remove the metal shims (Item 18), located between the retaining ring and the ball bearing (Item 14).
4. Remove four (4) screws (Item 42) from the

motor flange (Item 40) and remove the flange from the housing.

5. Remove the input worm assembly (Items 14, 38 and 39) through the bore opposite the flange side. Remove the oil seal (Item 41) from the housing.
6. Check the condition of the ball bearing (Item 14). The bearing should roll smoothly and not bind. If the bearing needs replacement, remove the snap ring (Item 38) and press the shaft through the bearing. Install new bearing onto the shaft and re-assemble the snap ring. If the bearing is not pre-packed with grease, pack at least 50% full with Mobilux EP #2 All Purpose Grease or equivalent.

Input Shaft Reassembly

Models F710 through F738

1. Insert input worm assembly in the housing. Seat the ball bearing against the inner retaining ring (Item 17).
2. Install the metal shims (Item 18) and assemble outboard snap ring (Item 17).
3. Clean the housing bore(s) in the area where oil seals will be installed.
4. Install the oil seals as follows:

Oil Seals - Apply ALL-PURPOSE grease (NLGI #2 consistency) to the seal lip area.

5. Insert the new oil seal (Item 41) over the shaft until it contacts the housing. CARE MUST BE TAKEN NOT TO DAMAGE THE OIL SEAL LIP. For best performance, cover the shaft with a seal leader or greased paper to prevent seal lip damage.



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6. With a small hammer, tap around the face of the oil seal casing - near the outside diameter. Locate the seal as shown in Figure 2 Page 24. Use a suitable driving tool that contacts the full seal face. Once the seal is fully seated, verify the seal is not cocked in the bore. For best seal performance they should be installed perpendicular within .010" of the machined surface.

Model F710 through F730

7. Install a new bore plug (Item 19). Using a small hammer, lightly tap around the plug face near the outside diameter. CAUTION should be exercised not to distort or cock the bore plug.

Model F732 and F738

8. Install new oil seal on the fan end (Item 16). With a small hammer, tap around the face of the oil seal casing - near the outside diameter. Use a suitable tool to assure squareness of the seal to the bore. Drive the seal flush to 1/16th inch projection. Reinstall fan spacer, fan, washer, lockwasher, and bolt. Verify the seal is not cocked in the bore. Tighten the bolt per the chart in Figure 5, Page 25. Reinstall the fan guard and tighten the screws per chart in Figure 5.

Worm Gear Replacement

Model F710 through F726

1. Replace the entire output assembly.

Model F730 through F760

2. Place the output gear assembly into a pressing fixture and remove the worm gear from the shaft.
3. With the gear key assembled in the shaft key, press the new gear onto the shaft to the dimension shown in Figure 1, Page 24.
4. Install the shaft spacer (Item 5) and grease cups (Item 34).
5. Press the bearing cones (Item 6) onto the shaft making sure that the assembly is tight (no space between items).
6. Remeasure from the end of the shaft to the gear face as shown in Figure 1, Page 24. Readjust, if necessary, by pressing on the bearing cone until desired dimension is achieved.
7. Where grease cups are used, pack with Mobilux EP #2 All Purpose Grease or equivalent.

Output Shaft Reassembly into Housing

1. Remove the existing oil seal (Item 11) from the bearing carrier (Item 9).
2. Coat the gear teeth with blue or red Dykme mixture or similar coating and install the output assembly into the housing.

3. Slide the bearing carrier over the projecting shaft and bolt the carrier to the housing, making sure the metal shims (Item 12) are between the carrier and the housing. Rotate the input shaft to properly seat the tapered bearings.
4. Shim adjustment must be made at this time. If the output shaft is excessively loose, measure the endplay of the output shaft and remove shims evenly from BOTH carriers until the endplay is within the limits shown in Figure 3, Page 25.

If the carrier does NOT meet the housing face, measure the gap and add shims evenly to BOTH carrier locations until the endplay is within the limits specified.

5. ASSEMBLE THE MOTOR TO THE UNIT. Check the worm gear centrality. Apply a slight load on the output shaft then rotate the input shaft for one to two minutes. Remove the bearing carrier and remove the gear shaft assembly. Check the gear teeth for correct contact pattern as shown in Figure 6, Page 26.
6. If adjustment is required, all adjustments MUST be made to the carrier which is located on the side OPPOSITE the GEAR HUB. All adjustment for centrality must be made from the TOTAL shim pack which has already been determined.

Example: If a shim is REMOVED from the centralized side, it must be ADDED to the opposite side.

7. When a good contact pattern has been established, assemble carrier(s) to the unit. Replace all O-rings (Item 23) where required. (Install all shims on the carriers BEFORE installing O-rings.)
8. Install a new oil seal (Item 11) into the carrier bore. Use procedures as described above. Install the carrier over the projecting shaft (recommend placing masking tape over the sharp edges of the shaft keyseat to prevent cutting the oil seal lip).



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9. Tighten all screws as shown in Figure 5, Page 25.
10. Fill the unit to the proper oil level with the recommended lubricant.
11. Install the vent plug (Item 26) and the drain pipe plug (Item 27).

700 and RF700 and QC700 Series

Disassembly and Reassembly Procedures

(For Item Identification, Refer To Exploded View)

Output Shaft Disassembly

1. Remove vented filler (Item 26) and the most convenient pipe plug (Item 27) and completely drain oil.
2. Remove bearing carrier screws (Item 24) from projecting shaft bearing carrier (Item 9). Remove carrier by CAREFULLY sliding it over the projecting shaft diameter.
3. Output shaft assembly (Items 2, 3, 5 & 6) can now be removed from the unit. Exercise care not to nick or scratch worm gear or shaft diameters.
4. Visually examine the output shaft assembly. Check tapered roller bearings (Item 6) for signs of metallic contamination or discoloration. Rollers should have continuously smooth action and should not bind or exhibit "flat-spots".
5. Note that replacement parts for output gear (Item 2) will include an output shaft (Items 3 OR 4) for sizes RF/710 through RF/726.

Input Shaft Disassembly

Model RF/710 through RF/730

1. With a screwdriver or suitable tool, pierce the bore plug (Item 19) and remove from the housing.
2. Remove the snap ring (Item 17) from the housing. Remove the retainer at the projecting shaft (Item 15) and the shims (Item 18).
3. With a soft mallet, tap lightly on the projecting shaft, removing the shaft assembly from the bore plug end.
4. Check the condition of the ball bearings (Item 14). The bearing should roll smoothly and not bind. If the bearing needs replacement, press the shaft through the bearing. Install new bearings on the shaft. Install bearings so that the shields face inward. If the bearing is not prepacked with grease, pack at least 50% full with Mobilux EP #2 All Purpose Grease or equivalent.

End Cap Instructions

Model RF/732 through RF/760

5. Remove the fan guard (Item 104). Remove the fan retaining screw (Item 103), fan (Item 101), and spacer. Remove the retainer(s) (Item 15) at both ends, if applicable or remove the motor flange (Item 47) and shims (Item 18) and O-ring (Item 22).
6. With a soft mallet, tap lightly on the projecting shaft, removing the bearing cup and input shaft through the fan end.
7. Remove the bearing cup from the projecting shaft end.
8. Check the conditions of the bearing cones and cups (Items 32 and 33). The rollers should not exhibit pitting. The cage should show no wear or distortion. The bearings, when supported in the cups, should run smoothly with no binding.
9. If the bearings need replacement, press the shaft through the bearing. Hand-pack the new cones with grease and install onto the shafts.

Input Shaft Reassembly

Model RF/710 through RF/730

1. Install the retaining ring (Item 17) in the outboard housing groove. Install the input shaft assembly through the projecting shaft end of the housing. Tap lightly to seat the bearing against the snap ring retainer.
2. Remove the old oil seal (Item 16) from the bearing retainer (Item 15). Using a small hammer, install a new oil seal by tapping around the face of the seal casing - near the outside diameter. The seal should be flush to 1/16th inch projection above the retainer surface. Verify the seal is not cocked in the bore.
3. Install the bearing cup (Item 32) and shims (Item 18), the bearing retainer (Item 15) and the O-ring (Item 22). It is recommended to protect the oil seal lip by using masking tape on the keyseat edges.



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Model RF/732 through RF/760

4. Install a new oil seal in the far retainer (Item 16). With a small hammer, tap around the face of the oil seal casing - near the outside diameter. Use a suitable tool to assure squareness of the seal to the bore. Drive the seal flush to 1/16th inch projection. Verify the seal is not cocked in the bore.
5. Repack the roller bearings (Items 32 and 33) or replace if required.
6. Reinsert the input shaft assembly, assuring that the far bearing cup (Item 32) is in place. Lightly tap the end of the projecting shaft to seat the bearing.
7. Insert the front bearing cup (Item 32) and the shim pack. Replace the front oil seal in the retainer as per step #4 above.
8. Reinstall the front retainer using the O-ring. Tighten all bolts per table Figure 5, Page 25.
9. Rotate the shaft several times to seat the bearings and check for shaft endplay per Figure 4, Page 25. Adjust if required.
10. Replace fan and fan guard. Tighten bolts per Figure 5, Page 25.

Worm Gear Replacement

Model RF/710 through RF/726

1. Replace the entire output assembly.

Model RF/730 through RF/760

2. Place the output gear assembly into a pressing fixture and remove the worm gear from the shaft.
3. With the gear key assembled in the shaft key seat, press the new gear onto the shaft to the dimension shown in Figure 1, Page 24.
4. Install the shaft spacer (Item 5) and grease cups (Item 34).
5. Press the bearing cones (Item 6) onto the shaft making sure that the assembly is tight (no space between items).
6. Remeasure from the end of the shaft to the gear face as shown in Figure 1, Page 24. Readjust, if necessary, by pressing on the bearing cone until desired dimension is achieved.

7. Where grease cups are used, pack with Mobilux EP #2 All Purpose Grease or equivalent.

Output Shaft Reassembly into Housing

1. Remove the existing oil seal (Item 11) from the bearing carrier (Item 9).
2. Coat the gear teeth with blue or red Dykme mixture or similar coating and install the output assembly into the housing.
3. Slide the bearing carrier over the projecting shaft and bolt the carrier to the housing, making sure the metal shims (Item 12) are between the carrier and the housing. Rotate the input shaft to properly seat the tapered bearings.
4. Shim adjustment must be made at this time. If the output shaft is excessively loose, measure the endplay of the output shaft and remove shims evenly from BOTH carriers until the endplay is within the limits shown in Figure 4. If the carrier does NOT meet the housing face, measure the gap and add shims evenly to BOTH carrier locations until the endplay is within the limits specified.
5. Check the worm gear centrality. Apply a slight load on the output shaft and rotate the input shaft for one to two minutes. Remove the bearing carrier and remove the gear shaft assembly. Check the gear teeth for correct contact pattern as shown in Figure 6, Page 26.
6. If adjustment is required, all adjustments MUST be made to the carrier which is located on the side OPPOSITE the GEAR HUB. All adjustment for centrality must be made from the TOTAL shim pack which has already been determined.

Example: If a shim is REMOVED from the centralized side, it must be ADDED to the opposite side.

7. When a good contact pattern has been established, assemble carrier(s) to the unit. Replace all O-rings (Item 23) where required. (Install all shims on the carriers BEFORE installing O-rings).
8. Install a new oil seal (Item 11) into the carrier bore. Use procedures as described above. Press the seal flush to 1/16th inch projecting. Install the carrier over the projecting shaft



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(recommend placing masking tape over the sharp edges of the shaft keyseat to prevent cutting the oil seal lip). Verify the seal is not cocked in the bore.

9. Tighten all screws as shown in Figure 5, Page 23.
10. Fill the unit to the proper oil level with the recommended lubricant.
11. Install the vent plug (Item 26) and the drain pipe plug (Item 27).

W700, RFW 700 and QCW700 Series

Disassembly and Reassembly Procedures

(For item identification, refer to exploded view)

FW713 - FW752 Series

Output Shaft Disassembly

1. Remove vented filler (Item 26), and the most convenient pipe plug (Item 27) and completely drain oil.
2. Remove bearing carrier screws (Item 24) from both bearing carriers (Items 9 & 10). Remove both carriers.

Note: Carefully slide open carrier (Item 9) over projecting shaft diameter.

3. Output shaft assembly (Items 2, 3, 5 & 6) can now be removed from unit. Exercise care not to nick or scratch worm gear or shaft diameters.
4. Output shaft assembly can now be visually examined. Check tapered roller bearings (Item 6) for signs of any metallic contamination or discoloration. Rollers should have continuously smooth action and should not bind or exhibit "flat-spots".

Intermediate Worm Shaft Disassembly

Models FW713 - FW730

1. With a screwdriver or other similar tool, pierce input bore plug (Item 19) and remove from housing bore.

Models FW732 - FW752

Remove bearing retainer screws (Item 25) and remove bearing retainer (Item 15).

Models FW713 - FW752

2. Remove outboard retaining ring (Item 17) from housing bore.

Models FW713 - FW738

3. Remove four (4) screws (Item 83) from attachment cover (Item 82) and remove from housing.
4. Remove screw (Item 80), lock washer (Item 79) and washer (Item 78).

5. Remove intermediate worm assembly (Item 13) through bore opposite attachment housing.

Models FW713 - FW730

6. Check condition of ball bearings (Items 14 & 21). Bearings should roll smoothly and not bind. If bearings need replacement, press shaft through bearings. Install new bearings onto shaft. If not already packed with grease, bearings should be packed at least 50% full with Mobilux EP #2 All Purpose Grease or equivalent.

Models FW732 - FW752

Check tapered roller bearings (Items 32 & 33) for signs of any metallic contamination or discoloration. Rollers should have continuously smooth action and should not bind or exhibit "flat-spots". Repack bearings with Mobilux EP #2 All Purpose or equivalent.

Intermediate Worm Gear

Now that intermediate shaft has been removed, intermediate gear (Item 77) may be removed from attachment housing. Shims (Item 75) and gear spacer (Item 74) should be set aside for reassembly.

Note: Do not attempt to remove intermediate worm gear (Item 77) prior to removal of intermediate shaft as gear teeth will be damaged from being pried out from under the engaged worm threads.

Input Shaft Disassembly

1. With a screwdriver or other similar tool, pierce input bore plug (Item 72) and remove from housing bore.
2. Remove outboard retaining ring (Item 67) from housing bore. Remove metal shims (Item 66) located between snap ring and ball bearing (Item 65).
3. Remove four (4) screws (Item 88) from motor flange (Item 89) and remove flange from housing.
4. Remove input worm assembly (Item 90) through bore opposite flange side. Remove oil seal (Item 92) from housing bore. Inboard retaining ring (Item 67) will remain in housing.

5. Check condition of ball bearing (Item 65). Bearing should roll smoothly and not bind. If bearings need replacement, remove snap ring (Item 91) and press shaft through bearing.

Install new bearing onto shaft and reassemble snap ring (Item 91). If not already packed with grease, bearing should be packed at least 50% full with Mobilux EP #2 All Purpose Grease or equivalent.

Input Shaft Reassembly

1. Insert input worm shaft assembly (Item 90) into housing with retaining ring (Item 67) used to seat ball bearing.
2. Install metal shims (Item 66) and assemble outboard snap ring (Item 67).
3. Clean housing bore(s) in area where oil seal is to be inserted.
4. Oil Seal Assembly:

Oil Seal - Apply All Purpose Grease (NLGI #2 consistency) to seal lip area.
5. Insert new oil seal (Item 92) over the shaft (care must be taken not to damage oil seal lip) until it contacts the housing.



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<https://p.widencdn.net/bbgndd/V-0116-BG>

6. With small hammer, tap around the face of seal casing near the outside diameter. Oil seal location as follows:

Flange end oil seal - Refer to Figure 2, Page 24 (use suitable driving tool to recess seal).

7. Install new bore plug (Item 72). If rubber clad O.D. no sealant is required. Using small hammer, lightly tap around plug face near the outside diameter. Caution should be exercised not to distort or cock plug during installation.
8. Assemble motor flange (Item 89).

Intermediate Worm Reassembly

1. Insert intermediate worm assembly (Item 13) through bore opposite attachment housing.

Note: Spacer (Item 74) and shims (Item 75) should be put on shaft and worm gear (Item 77) held in mesh with input worm (Item 90) while sliding intermediate worm assembly into position.

2. Assemble attachment cover (Item 82).

Models FW713 - FW730

3. Install new bore plug (Item 19). Using small hammer, lightly tap around plug face near the outside diameter. Caution should be exercised not to distort or cock plug during installation.

Models FW732 - FW752

Assemble intermediate bearing retainer (Item 15).

Worm Gear Replacement

Models FW713 - FW726

1. Replace entire output assembly.

Models FW730 - FW752

1. Place output gear assembly (Item 2) into a pressing fixture and remove worm gear from shaft.
2. With gear key assembled in shaft keyseat, press new gear onto shaft to dimension shown in Figure 1, Page 24.
3. Install shaft spacer (Item 5) and grease cups (Item 34) when applicable.
4. Press bearing cones (Item 6) onto shaft making sure the assembly is tight.
5. Remeasure from end of shaft to worm gear face as shown in Figure 1, Page 24. If adjustment is necessary, press bearing cone (Item 6) until required dimension is achieved.
6. Where grease cups are used, pack with Mobilus EP #2 All Purpose Grease or equivalent.

Output Shaft Reassembly into Housing

1. Remove existing oil seal (Item 11) from bearing carrier (Item 9).
2. Coat gear teeth (Item 3) with red-lead mixture or similar coating and install output gear assembly into housing.
3. Slide bearing carrier (Item 9) over projecting shaft (Item 4) diameter and bolt carrier to housing. Make sure metal shims (Item 12) are between carrier and housing face. Rotate input shaft to properly seat tapered roller bearings.
4. Adjustments of shims (Item 12) must be made at this time. If output shaft is excessively loose, measure endplay of output shaft and remove shims (Item 12) evenly from both carriers (Items 9 and 10) until endplay is within limits specified on Figures 3 or 4, Page 25.

If bearing carrier (Item 9) does not meet housing face, measure gap and add shims (Item 12) evenly to each side (Items 9 and 10).

5. Assemble motor to unit. Check worm gear centrality. Apply slight load to output shaft and rotate input shaft for 1 or 2 minutes. Remove output bearing carrier (Item 9) and remove output gear assembly. Check gear teeth for contact pattern. Optimum bearing pattern is shown in Figure 3, Page 25.

If gear requires adjustment for centrality, all adjustments must be made from side opposite gear hub.

Note: All adjustment for gear centrality to be made from the already established total shim pack (Ref. - Step 4). For example - If a shim is removed from centralized side, it must be added to the opposite side.

6. When good contact pattern or gear teeth is established, assemble carriers(s) to unit. Install new oil seal (Item 12) into bearing carrier bore. Seal assembly same as shown in "Input Shaft Reassembly" - Steps 4, 5 and 6. (Recommend masking tape over sharp keyseat edges so seal lip is not cut or damaged.) Oil seal to be flush with carrier face. Verify the seal is not cocked in the bore.



Scan to Watch

**Replacing the Radial Lip Seal on a
Boston Gear Speed Reducer.**

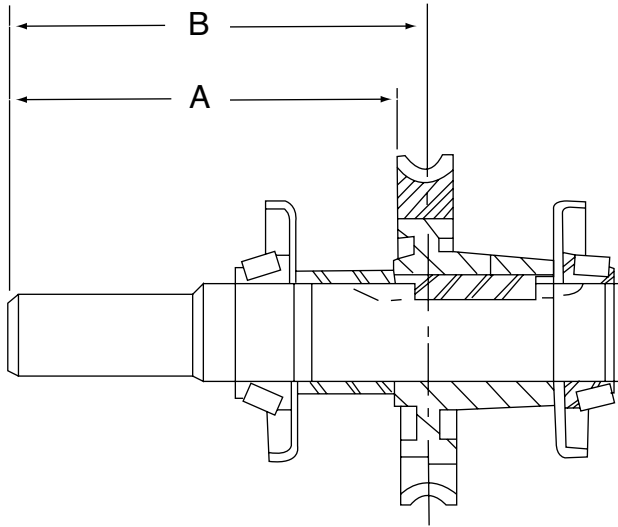
<https://p.widencdn.net/bbgndd/V-0116-BG>

7. Fill unit to proper level with recommended gear lubrication. (Ref. Pages 5-8.)

8. Install vent (Item 26) and pipe plug (Item 27).

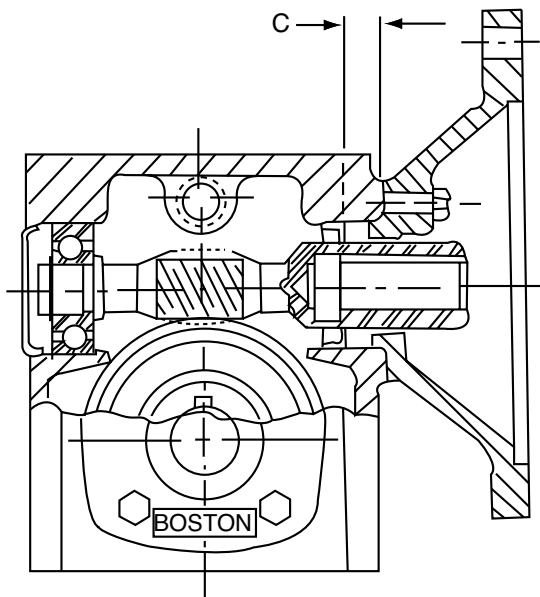
Important: All screw tightening torques listed in Figure 5, Page 25.

Note: For RFW and W700 Series Ref. to Single Reduction Instructions for 700/RF Series Input Disassembly and reassembly Page 18.



Unit	"A" $\pm 1/64$	"B" Ref. Only
730	6.310	6-3/4
732	7.469	7-1/16
738	7.25	7-3/4
752	8.44	9-1/16
760	9.28	10

Figure No. 1



Unit Size	"C" Dimension
F710/FW713 FW718	5/16
F713/FW721 FW726	3/8
F715	3/8
F718/FW732	3/8
F721/FW738	3/8
F724	3/8
F726	3/8
F730	3/8
F732	5/8
F738	5/8

Figure No. 2

Note: "C" Dimensions shown are original oil seal locations. When seal is replaced add or subtract 1/16th of an inch to dimension shown. This will allow seal to wear on a new surface for extended life.

ENDPLAY - FLANGED REDUCTOR

UNIT SIZE	INPUT SHAFT ENDPLAY	OUTPUT SHAFT ENDPLAY
F710, F713	.0005 to .0075 Max.	.0005 to .003 Max.
F715 Through F730	.0005 to .009 Max.	.0005 to .003 Max.
F715 Through F730	.0005 to .003 Max.	.0005 to .003 Max.

Figure No. 3

ENDPLAY - REDUCTOR & RF & QC TYPE

UNIT SIZE	INPUT SHAFT ENDPLAY	OUTPUT SHAFT ENDPLAY
710, 713	.0005 to .002 Max.	.0005 to .003 Max.
715 Through 730	.0005 to .003 Max.	.0005 to .003 Max.
732 Through 738	.0005 to .005 Max.	.0005 to .003 Max.

Figure No. 4

Note: Endplays adjusted by:

1. Input Shaft - Adding or subtracting metal shims (Item 18)
2. Output Shaft - Adding or subtracting metal shims (Item 12)

SCREW TIGHTENING TORQUES* (IN-LBS.)

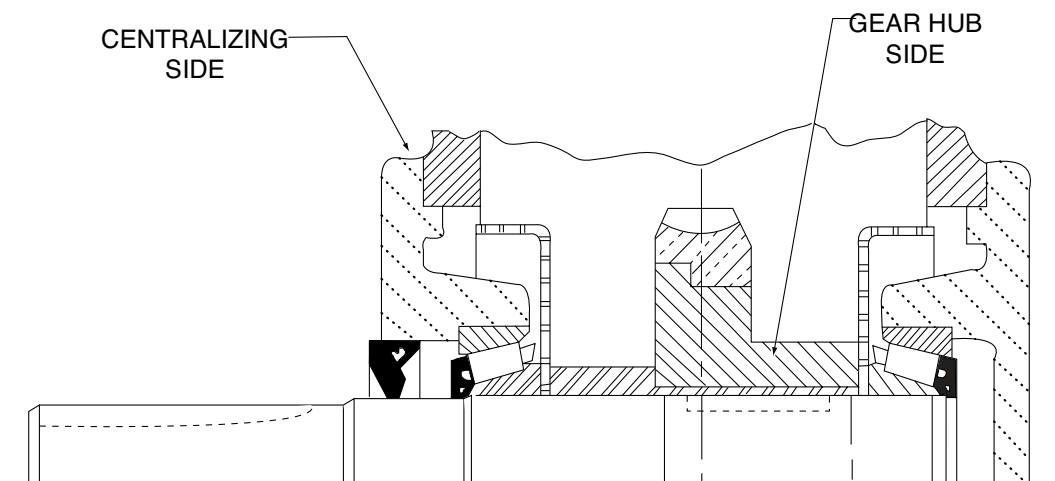
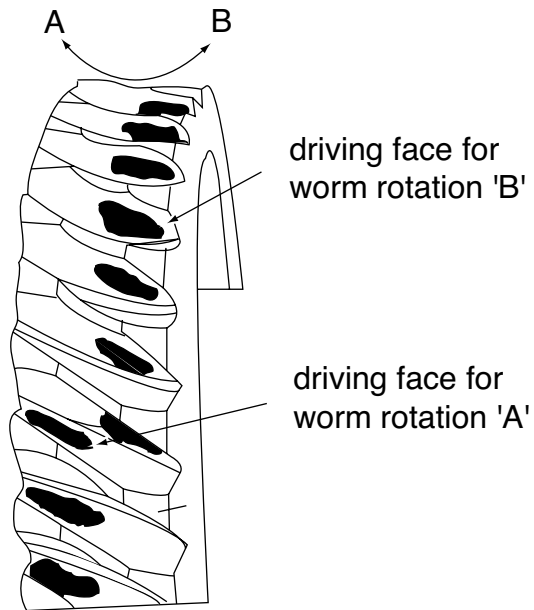
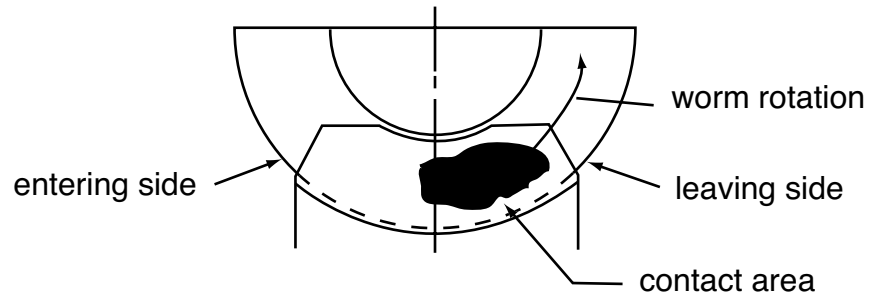
UNIT SIZE	CARRIER SCREW	FLANGE SCREW	FAN GUARD SCREW	FAN ATTACH. SCREW
F710	39-58	39-58		
F713	83-125	83-125		
F715	169-253	169-253		
F718	169-253	169-253		
F721	169-253	169-253		
F724	169-253	169-253		
F726	169-253	169-253		
F730	169-253	169-253		
F732	169-253	169-253	83-125	140-160
F738	296-444	169-253	83-125	140-160
F752	473-709	473-709	83-125	140-160
F760	716-1074	473-709	83-125	140-160

Figure No. 5

Note: Does not apply to SSF or SSHF reducers

IDEAL POSITIONING OF WORM GEAR CONTACT

Figure No. 6



Notes

[illegible]

700 Series Right Angle Single Reduction Worm Speed Reducer

Example: SBKCHQC738B-40KEZT-B7-HS1-P24-CMBA140TR-HUTF-IDB-3

SBKC **H** **QC** **7** **38** **B** **-** **40** **K** **E** **Z** **T** **-** **B7** **-**

Input Shaft Style

Blank—Solid Projecting Input Shaft
F— Quill Style Motor Flange
RF— Coupling Style Motor Flange
QC— *Quick Connect* Motor Flange (close coupled)

Output Shaft Style

Blank—Solid Output Shaft
H— *BostMount* Hollow Output (setscrews both sides, bore size selectable)
S— Hollow Output (setscrews one side, bore size fixed)

Reducer Material/Paint

Blank—Cast Iron, Std. Gray paint
BKC— Cast Iron, White *BostKleen* paint
SBKC—Cast Iron, Stainless *BostKleen* paint

See below for Stainless Steel material/ no paint

7 – 700 Series

Center Distance (inches)

10 – 1.00
13 – 1.33
15 – 1.54
18 – 1.75
21 – 2.06
24 – 2.38
26 – 2.62
30 – 3.00
32 – 3.25
38 – 3.75
52 – 5.13
60 – 6.00

Base/Mounting Attachment*

Blank—No Base
A— Horizontal base – Top Mount
B— Horizontal base – Bottom Mount
BRB— Riser Block – Top Mount
C— Vertical High base – Right Mount
D— Vertical Low base – Right Mount
E— Vertical High base – Left Mount
F— Vertical Low base – Left Mount
R— *BostMount* Bracket – Right Mount
L— *BostMount* Bracket – Left Mount
M— Conveyor Flange Adptr – Right Mount
N— Conveyor Flange Adptr – Left Mount
V— Hollow Output Flange – Right Mount
W— Hollow Output Flange – Left Mount
X— Vertical Base – Rear Mount
Y— Vertical Base – Front Mount

*Projection of Base/Flange/Bracket assumes one is always looking into the input shaft in the #1 mounting position

Exact Gear Ratio

Ratio to 1

5	25
7	30
7.5	40
10	50
12	60
15	80
20	100

Or Consult Factory for Availability

Lubrication

Blank—No lubrication
K— Klubersynth UH1 6-460
S— Mobil SHC 634
X— Mobil 600W

Vent

Blank—Standard Vent
P— Pressure Vent (5 psi)
Z— Posivent (sealed)

Endcap or Fan
(732-760 only)
E— Endcap (standard)
F— Fan

Oil Seal

Blank—Standard Seal
T— Two Standard Input Seals

See Stainless Steel below for high pressure washdown output seals and double input seals.

NEMA Motor Mounting

BORE CODE	NEMA MOUNTING	INPUT BORE	KEYWAY
B4	42CZ	.500"	1/8 x 1/16
B5	56C	.625	3/16 x 3/32
B7	140TC/180C	.875	3/16 x 3/32
B9	180TC/210C	1.125	1/4 x 1/8
B11	210TC/250UC	1.375	5/16 x 5/32
B13	250TC	1.625	3/8 x 3/16

Blank Solid Input Shaft (No Flange)

SS700 Stainless Steel Single Reduction Worm Speed Reducer

Example: SSHF7180B-40KC-B5-HS1-P20-FUTSS-3

SS **H** **F** **7** **180** **B** **-** **40** **K**

Style

Blank—Solid Output Shaft
H— *BostMount* Hollow Output

SS—Stainless Steel Material

Motor Flange

F— Quill Style Motor Flange
QC— Quick Connect Motor Flange (Close Coupled)

700 Series

Center Distance (Inches)

13 – 1.33
15 – 1.54
180 – 1.75
210 – 2.06
240 – 2.38
26 – 2.62
32 – 3.25

Base

Blank—No Base
B— Horizontal Base
V— Output Flange - Right Mount
W— Output Flange - Left Mount

Reduction Ratio To 1

5
10
15
20
25
30
40
50
60
80
100

Lubrication

K— Klubersynth UH1-6-460 (PAG)
H1 Food-Grade
D— Mobil Cibus
SHC 460 (PAO)
H1 Food-Grade

Clutch/Brake

Motor

HS 1 - P24 -

BostMount Output Bore Code

For H Series Only Specified in 1/16" increments.

Example: 1 1/4" = P20

5/8 - P10	1-1/2 - P24
3/4 - P12	1-5/8 - P26
7/8 - P14	1-11/16 - P27
15/16 - P15	1-3/4 - P28
1 - P16	1-7/8 - P30
1-1/16 - P17	1-15/16 - P31
1-1/8 - P18	2 - P32
1-3/16 - P19	2-1/8 - P34
1-1/4 - P20	2-3/16 - P35
1-5/16 - P21	2-1/4 - P36
1-3/8 - P22	2-7/16 - P39
1-7/16 - P23	3-7/16 - P55

See catalog P-1485-BG for availability by center distance.
Consult Factory for Metric Bores

Mounting Positions

Blank - No Lubrication Supplied

For Factory Prelubrication Indicate Mounting Position

- 1 - Standard Mounting (Worm over)
2-6 - Refer to Mounting Positions in Catalog P-1485-BG

Output Shaft

(When facing Input and worm on top)

- G - Carbon Steel Output Projection - Left
H - Carbon Steel Double Output Projection
J - Carbon Steel Output Projection - Right
GS - Stainless Output Projection - Left
HS - Stainless Double Output Projection
JS - Stainless Output Projection - Right

CMBA140TR-6

Common C-Face Brakes Installed

115/230 VAC 60hz	Ft-Lb	Bore Code
CMBA56R-3	3	B5
CMBA56R-6	6	B5
CMBA140TR-6	6	B7

208-230/460 VAC 60hz	Ft-Lb	Bore Code
CMBA56U-3	3	B5
CMBA56U-6	6	B5
CMBA140TU-6	6	B7

Other sizes available. See catalog P-1485-BG.

HUTF-IDB - 3

Motor Conduit box Orientation (When looking at fan end of motor and gearbox is in mounting position #1)

- 0 - 12 O'clock
3 - 3 O'clock (standard for G & H shaft assemblies)
6 - 6 O'clock
9 - 9 O'clock (standard for J shaft assemblies)

Common C-Face Motors Installed

HP Rating	Bore Code	AC Voltage	
		115/208-230-1-60	208-230/460-3-60
1/4 HP	B5	DRTFB	DUTFB
1/3 HP	B5	ERTFB	EUTFB
1/2 HP	B5	FRTFB	FUTFB
	B5		FUT-SS
	B5		FUTF-IDB
3/4 HP	B5	GRTFB	GUTFB
	B5		GUT-SS
	B5		GUTF-IDB
1 HP	B5	HRTF-5/8B	HUTF5/8B
	B5		HUT5/8-SS
	B5		HUTF5/8-IDB
	B7		HUTFB
	B7		HUT-SS
	B7		HUTF-IDB
1.5 HP	B7		JUTFB
	B7		JUTF-SS
	B7		JUTF-IDB
2 HP	B5		KUTF5/8B
	B7		KUTFB
	B7		KUTF-SS
	B7		KUTF-IDB
3 HP	B9		LUTFB
	B9		LUTF-SS
	B9		LUTF-IDB
5 HP	B9		MUTFB

Other motors available, please see catalog P-1485-BG.

- T - Totally enclosed non-ventilated
TF - Totally enclosed fan cooled
SS - Stainless
IDB - Inverter Duty (10:1 turn down constant torque)
B5 - 56C
B7 - 140TC
B9 - 180TC

C

B5

HS

1

P20

FUTSS

3

Seal Options

- Blank - Standard Seals (Gen 1 only)
C - High pressure washdown output seals and double input seals (Standard for Gen 2)
CT - C option plus Double Input Seals

IP69K

NEMA Motor Mounting

BORE CODE	NEMA MOUNTING	INPUT BORE	KEYWAY SIZES
B4	42CZ	.500	1/8 x 1/16
B5	56C	.625	3/16 x 3/32
B7	140TC/180C	.875	3/16 x 3/32
B9	180TC/210C	1.125	1/4 x 1/8

Output Shaft

303 Stainless Steel (when facing input)

- GS - Stainless Output Projection - Left
HS - Stainless Double Output Projection
JS - Stainless Output Projection - Right

Mounting Positions

- 1 - Standard Mounting (Worm Over)
2-6 - Refer to Mounting Positions on page 7*

BostMount Output Bore Code

- Blank - Solid Output Shaft
Pxx see Table 1*
APxx see Table 3*
TPxx see Table 4*
Catalog P-1998-BG (Page 7)
Specified in 1/16" increments
Ex: xx = 20 for 1-1/4" (APxx, TPxx for sizes 7180, 7210, 7240 only)
PMxx and APMxx are metric and specified in mm

Motor C-Face Motor

- Blank - No Motor
See Table 2* on Page 7

Motor Conduit Box Orientation

(When looking at fan end of motor and gearbox is in mounting position #1)

- 0 - 12 O'clock
3 - 3 O'clock (standard for G & H shaft assemblies)
6 - 6 O'clock
9 - 9 O'clock (standard for J shaft assemblies)

* Refer to P-1998-BG Stainless Steel Power Transmission Products Catalog
Visit www.bostongear.com

700 Series Right Angle Double Reduction Worm Speed Reducer

Example: SBKCHQCHMA738B-300KEZT-B5-HS1-P24-CMBA56U-6-HTUF5/8-IDB-3

SBKC **H** **QC** **HMA** **7** **38** **B** **-** **300** **K** **E** **Z** **T** **-** **B5** **-**

Input Shaft Style

Blank – Solid Projecting Input Shaft
F – Quill Style Motor Flange
RF – Coupling Style Motor Flange
QC – *Quick Connect* Motor Flange (close coupled)

Output Shaft Style

Blank – Solid Output Shaft
H – *BostMount* Hollow Output (setscrews both sides, bore size selectable)
S – Hollow Output (setscrews one side, bore size fixed)

Reducer Material/Paint

Blank – Cast Iron, Std. Gray paint
BKC – Cast Iron, White *BostKleen* paint
SBKC – Cast Iron, Stainless *BostKleen* paint

See below for Stainless Steel material/ no paint

Reduction Type

WA – Double Reduction Parallel Shafts
WB – Double Reduction Parallel Shafts
WC – Double Reduction Right Angle Shafts
WD – Double Reduction Right Angle Shafts

HMA – Helical Multiplier 12 O'clock
HMB – Helical Multiplier 6 O'clock
HMC – Helical Multiplier 3 O'clock
HMD – Helical Multiplier 9 O'clock
WP – Planetary Torque Multiplier

Center Distance (inches)

13 – 1.33
18 – 1.75
21 – 2.06
26 – 2.62
30 – 3.00
32 – 3.25
38 – 3.75
52 – 5.13
60 – 6.00

Exact Gear Ratio Ratio to 1

100	1200
150	1800
200	2000
300	2400
400	3000
600	3600
900	

Check Catalog P-1485-BG – Or consult factory for availability

Lubrication

Blank – No lubrication
K – Klubersynth UH1 6-460
S – Mobil SHC 634
X – Mobil 600W

Base/Mounting Attachment**

Blank – No base kit required
A & B – Horizontal bases
C & E – Vertical High bases
D & F – Vertical Low bases
R/L – *BostMount* Output Bracket
X – Input Vertical Up
Y – Input Vertical Down
V/W – Hollow O/P with base
M/N – Hollow O/P with CFA

**See catalog P-1485-BG for mounting configurations

Vent

Blank – Standard Vent
P – Pressure Vent (5 psi)
Z – Posivent (sealed)

Endcap (732-760 only)

E – Endcap (standard)

Oil Seal

Blank – Standard Seal
T – Two Standard Input Seals

See Stainless Steel below for high pressure washdown output seals and double input seals.

NEMA Motor Mounting

BORE CODE	NEMA MOUNTING	INPUT BORE	KEYWAY
B4	42CZ	.500"	1/8 x 1/16
B5	56C	.625	3/16 x 3/32
B7	140TC/180C	.875	3/16 x 3/32
B9	180TC/210C	1.125	1/4 x 1/8
B11	210TC/250UC	1.375	5/16 x 5/32
B13	250TC	1.625	3/8 x 3/16

Blank Solid Input Shaft (No Flange)

SS700 Stainless Steel Double Reduction Worm Speed Reducer

Example: SSHFWB732B-3600KT-B5-LS1-P20

SS **H** **F** **WB** **7** **32** **B** **-** **3600**

Style

Blank – Solid Output Shaft
H – *BostMount* Hollow Output

SS – Stainless Steel Material

Input & Output Style

WB – Double Reduction Parallel Shafts
WD – Double Reduction Right Angle Shafts

Center Distance (Inches)

13 – 1.33
15 – 1.54
180 – 1.75
210 – 2.06
240 – 2.38
26 – 2.62
32 – 3.25

Base

Blank – No Base
B – Horizontal Base
V – Output Flange - Right Mount
W – Output Flange - Left Mount

Reduction Ratio To 1

100
150
200
300
400
600
900
1200
1800
2000
2400
3000
3600

Clutch/Brake

Motor

HS 1 - P24 -

CMBA56U-6 -

HUTF5/8-IDB - 3

BostMount Output Bore Code

For H Series Only Specified in
1/16" increments.

Example: 1 1/4" = P20

5/8 - P10	1-1/2 - P24
3/4 - P12	1-5/8 - P26
7/8 - P14	1-11/16 - P27
15/16 - P15	1-3/4 - P28
1 - P16	1-7/8 - P30
1-1/16 - P17	1-15/16 - P31
1-1/8 - P18	2 - P32
1-3/16 - P19	2-1/8 - P34
1-1/4 - P20	2-3/16 - P35
1-5/16 - P21	2-1/4 - P36
1-3/8 - P22	2-7/16 - P39
1-7/16 - P23	3-7/16 - P55

See catalog P-1485-BG for availability
by center distance.

Mounting Positions

Blank - No Lubrication Supplied

For Factory Prelubrication Indicate Mounting Position

- 1 - Standard Mounting (Worm over)
2-6 - Refer to Mounting Positions in catalog P-1485-BG

Common C-Face Brakes Installed

115/230 VAC 60hz	Ft-Lb	Bore Code
CMBA56R-3	3	B5
CMBA56R-6	6	B5
CMBA140TR-6	6	B7

208-230/460 VAC 60hz	Ft-Lb	Bore Code
CMBA56U-3	3	B5
CMBA56U-6	6	B5
CMBA140TU-6	6	B7

Other sizes available. See catalog P-1485-BG

Motor Conduit box Orientation (When looking at fan end of motor and gearbox is in mounting position #1)

- 0 - 12 O'clock
3 - 3 O'clock (standard for G & H shaft assemblies)
6 - 6 O'clock
9 - 9 O'clock (standard for J shaft assemblies)

Common C-Face Motors Installed

HP Rating	Bore Code	AC Voltage	
		115/208-230-1-60	208-230/460-3-60
1/4 HP	B5	DRTFB	DUTFB
1/3 HP	B5	ERTFB	EUTFB
1/2 HP	B5	FRTFB	FUTFB
	B5		FUT-SS
3/4 HP	B5	GRTFB	GUTFB
	B5		GUT-SS
	B5		GUTF-IDB
1 HP	B5	HRTF-5/8B	HUTF5/8B
	B5		HUT5/8-SS
	B5		HUTF5/8-IDB
	B7		HUTFB
	B7		HUT-SS
1.5 HP	B7		HUTF-IDB
	B7		JUTFB
	B7		JUTF-SS
2 HP	B7		JUTF-IDB
	B7		KUTF5/8B
	B7		KUTFB
	B7		KUTF-SS
3 HP	B9		KUTF-IDB
	B9		LUTFB
	B9		LUTF-SS
5 HP	B9		LUTF-IDB

Other motors available, please see catalog P-1485-BG.

- T - Totally enclosed non-ventilated
TF - Totally enclosed fan cooled
SS - Stainless
IDB - Inverter Duty (10:1 turn down constant torque)
B5 - 56C
B7 - 140TC
B9 - 180TC

Output Shaft Assembly

Double Reduction WA and WB

G	Output Projection Opposite Input
H	Double Output Projection
J	Output Projection Same Side as Input
GS	Stainless Output Projection Opposite Input
HS	Stainless Double Output Projection
JS	Stainless Output Projection Same Side as Input

Double Reduction WA and WB Mirrored Design

K	Output Projection Opposite Input
L	Double Output Projection
M	Output Projection Same Side as Input
KS	Stainless Output Projection Opposite Input
LS	Stainless Double Output Projection
MS	Stainless Output Projection Same Side as Input

Double Reduction WC and WD (When facing Input)

G	Output Projection Down
H	Double Output Projection
J	Output Projection Upward
GS	Stainless Output Projection Down
HS	Stainless Double Output Projection
JS	Stainless Output Projection Upward

Double Reduction WC and WD (When facing Input) Mirrored Design

K	Output Projection Down
L	Double Output Projection
M	Output Projection Upward
KS	Stainless Output Projection Down
LS	Stainless Double Output Projection
MS	Stainless Output Projection Upward

K

Lubrication

- Blank - No Lubrication Provided
K - Klubersynth UH1-6-460 (PAG)
H1 Food-Grade
D - Mobil Cibus SHC 460 (PAO)
H1 Food-Grade

T

Seal Options

- Blank - Standard Seals
C - High pressure washdown output seals and double input seals
CT - C option plus Double Input Seals

IP69K

NEMA Motor Mounting

Bore Code	NEMA Mounting	Input Bore	Keyway Sizes
B4	42CZ	.500	1/8 x 1/16
B5	56C	.625	3/16 x 3/32
B7	140TC/180C	.875	3/16 x 3/32

B5

LS

Output Shaft

- 303 Stainless Steel (when facing input of base housing)
MS - Stainless Output Projection - Left
LS - Stainless Double Output Projection
KS - Stainless Output Projection - Right

1

P20

BostMount Output Bore Code

- Blank - Solid Output Shaft
Pxx see Table 1*
APxx see Table 3*
TPxx see Table 4* (Page 7)
Specified in 1/16" increments
Ex: xx = 20 for 1-1/4" (APxx, TPxx for sizes 7180, 7210, 7240 only)

PMxx and APxx are metric and specified in mm

Motor C-Face Motor

- Blank - No Motor
See Table 2* on Page 7

Motor Conduit Box Orientation

- (When looking at fan end of motor and gearbox is in mounting position #1)
0 - 12 O'clock
3 - 3 O'clock (standard for M & L shaft assemblies)
6 - 6 O'clock
9 - 9 O'clock (standard for K shaft assemblies)

Mounting Positions

- 1 - Standard Mounting (Worm Over)
2-6 - Refer to Mounting Positions on Page 7*

* Refer to P-1998-BG Stainless Steel Power Transmission Products Catalog
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Warranty

The Company warrants that all 700 Series speed reducers will be free from defects in material and workmanship over the lifetime of the product.

Oil seals are considered to be replaceable maintenance items.

Any products which shall be proved to the Company's satisfaction to have been defective at the time of delivery in these respects will be replaced or repaired by the Company at its option. Freight is the responsibility of the customer. The Company's liability under this warranty is limited to such replacement or repair and it shall not be held liable in any form of action for direct or consequential damages to property or person. THE FOREGOING WARRANTY IS EXPRESSLY MADE IN LIEU OF ALL OTHER WARRANTIES WHATSOEVER, EXPRESS, IMPLIED AND STATUTORY AND INCLUDING WITHOUT LIMITATION THE IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS. No employee, agent, distributor, or other person is authorized to give additional warranties on behalf of Boston Gear, nor to assume for Boston Gear any other liability in connection with any of its products, except an officer of Boston Gear by a signed writing.



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