

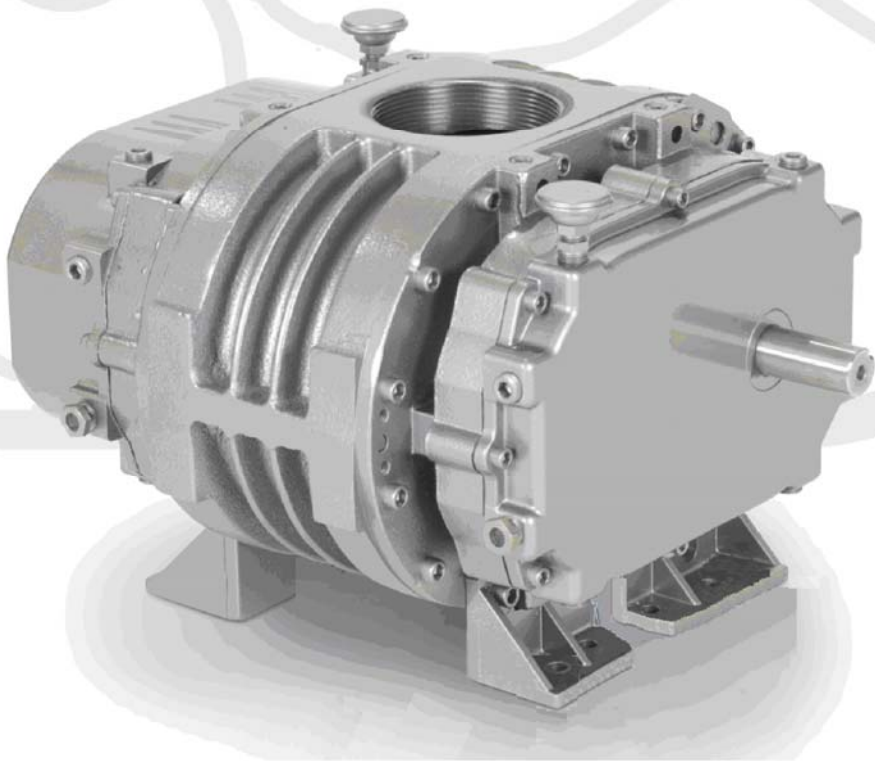


# PARTS LIST OPERATING AND SERVICE MANUAL

## LEGEND "R" SERIES BLOWERS

6" GEAR  
DIAMETER

Models  
GAF\_\_R\_\_



SB-7-633  
Version 00  
February 27, 2009



**MAINTAIN BLOWER RELIABILITY AND PERFORMANCE  
WITH GENUINE GARDNER DENVER  
PARTS AND SUPPORT SERVICES**

Factory genuine parts, manufactured to design tolerances, are developed for optimum dependability - - - specifically for your blower. Design and material innovations are born from years of experience with hundreds of different blower applications. When you specify factory genuine parts you are assured of receiving parts that incorporate the most current design advancements manufactured in our state-of-the-art blower factory under exacting quality standards.

Your AUTHORIZED DISTRIBUTOR offers all the backup you require. A worldwide network of authorized distributors provides the finest product support in the blower industry.

1. Trained technical representatives to assist you in selecting the correct replacement parts.
2. Complete inventory of new machines and new, genuine factory parts.
3. A full line of factory tested AEON<sup>®</sup> PD blower lubricants, specifically formulated for optimum performance in all blowers.
4. Authorized distributor service technicians are factory-trained and skilled in blower maintenance and repair. They are ready to respond and assist you by providing fast, expert maintenance and repair service.

**INSTRUCTIONS FOR DETERMINING BLOWER CONFIGURATION**

1. Face the blower drive shaft.
2. In a **VERTICAL** configuration, air flow is horizontal.
3. In a **HORIZONTAL** configuration, air flow is vertical.
4. In a vertical configuration, a **BOTTOM HAND** exists when the drive shaft is below the horizontal center line of the blower. A **TOP HAND** exists when the drive shaft is above the horizontal center line of the blower.
5. In a horizontal configuration, a **RIGHT HAND** exists when the drive shaft is to the right of the vertical center line of the blower. A **LEFT HAND** exists when the drive shaft is to the left of the vertical center line of the blower.

**INSTRUCTIONS FOR ORDERING REPAIR PARTS**

For pricing, and ordering information contact your nearest AUTHORIZED FACTORY DISTRIBUTOR. When ordering parts, specify Blower **MODEL** and **SERIAL NUMBER** (see nameplate on unit).

Rely upon the knowledge and experience of your AUTHORIZED DISTRIBUTOR and let them assist you in making the proper parts selection for your blower.

**For the location of your local authorized Gardner Denver blower distributor refer to the yellow pages of your phone directory, check the Web at [www.gardnerdenver.com](http://www.gardnerdenver.com) or contact:**

Gardner Denver Compressor Division  
1800 Gardner Expressway  
Quincy, IL 62305  
Phone: (217) 222-5400  
Fax: (217) 221-8780

## GARDNER DENVER LUBRICANT ORDER INFORMATION

Re-order Part Numbers for Factory Recommended Lubricants.

### Gear and Drive End

AEON PD Synthetic Lubricant, AEON PD-XP—Extreme Duty Synthetic Lubricant or  
AEON PD-FG—Food Grade Synthetic Lubricant

#### AEON PD Synthetic Lubricant

<u>Description</u>	<u>Part Number</u>
1 Quart	28G23
Case/12Quarts	28G24
1 Gallon Container	28G40
Case/6 Gallons	28G41
5 Gallon Pail	28G25
55 Gallon Drum	28G28

#### AEON PD-XD – Extreme Duty Synthetic Lubricant

<u>Description</u>	<u>Part Number</u>
1 Quart	28G46
Case/12Quarts	28G47
1 Gallon Container	28G42
Case/6 Gallons	28G43
5 Gallon Pail	28G44
55 Gallon Drum	28G45

#### AEON PD-FG – Food Grade Synthetic Lubricant

<u>Description</u>	<u>Part Number</u>
1 Quart	28H97
Case/12Quarts	28H98
1 Gallon Container	28H333
Case/6 Gallons	28H334
5 Gallon Pail	28H99
55 Gallon Drum	28H100

### Drive End

AEON PD Grease

<u>Description</u>	<u>Part Number</u>
Case/10 Tubes (14oz/Tube)	28H283

**Call your local Gardner Denver Distributor to place your order for Gardner Denver lubricants.  
Your Authorized Gardner Denver Distributor is:**

---

---

---

## FOREWORD

Sutorbilt® blowers are the result of advanced engineering and skilled manufacturing. To be assured of receiving maximum service from this machine, the owner must exercise care in its operation and maintenance. This manual is written to give the operator and maintenance department essential information for day-to-day operation, maintenance and adjustment. Careful adherence to these instructions will result in economical operation and minimum downtime.



**Danger is used to indicate the presence of a hazard which will cause severe personal injury, death, or substantial property damage if the warning is ignored.**



**Warning is used to indicate the presence of a hazard which can cause severe personal injury, death, or substantial property damage if the warning is ignored.**



**Caution is used to indicate the presence of a hazard which will or can cause minor personal injury or property damage if the warning is ignored.**

## NOTICE

**Notice is used to notify people of installation, operation or maintenance information which is important but not hazard-related.**

## SAFETY PRECAUTIONS

Safety is everybody's business and is based on your use of good common sense. All situations or circumstances cannot always be predicted and covered by established rules. Therefore, use your past experience, watch out for safety hazards and be cautious. Some general safety precautions are given below:



Failure to observe these notices could result in injury to or death of personnel.

- **Keep fingers and clothing away** from revolving fan, drive coupling, etc.
- **Do not use the air discharge** from this unit for breathing – not suitable for human consumption.
- **Do not loosen or remove the oil filler plug, drain plugs, covers or break any connections, etc.,** in the blower air or oil system until the unit is shut down and the air pressure has been relieved.
- **Electrical shock** can and may be fatal.
- **Blower unit must be grounded** in accordance with the National Electrical Code. A ground jumper equal to the size of the equipment ground conductor must be used to connect the blower motor base to the unit base.
- **Open main disconnect switch,** tag and lockout before working on the control.
- **Disconnect the blower** from its power source, tag and lockout before working on the unit – this machine may be automatically controlled and may start at any time.



Failure to observe these notices could result in damage to equipment.

- **Stop the unit** if any repairs or adjustments on or around the blower are required.
- **Disconnect the blower** from its power source, tag and lockout before working on the unit – this machine maybe automatically controlled and may start at any time.
- **Do not exceed** the rated maximum speed shown on the nameplate.
- **Do not operate unit** if safety devices are not operating properly. Check periodically. **Never bypass safety devices.**

## TABLE OF CONTENTS

Maintain Blower Reliability And Performance .....	2
Lubricant Order Information.....	3
Foreword.....	4
Safety Precautions.....	5
Sutorbilt Legend Series Blowers Matrix/Menu .....	8
Introduction .....	9
Section 1, Equipment Check .....	10
Section 2, Installation.....	12
Section 3, Lubrication .....	17
Section 4, Operation .....	22
Section 5, Special Tools Required .....	25
Section 6, Disassembly Instructions.....	27
Section 7, Assembly Instructions.....	31
Section 8, Parts List.....	39
Warranty .....	47

## INDEX

<p>Air Filters And Filter Silencers ..... 16</p> <p>Assembly Instructions, Section 7.....31</p> <p>Blower Startup Checklist .....23</p> <p>Disassembly Instructions, Section 6.....27</p> <p>Disassembly Instructions .....27</p> <p>Drive End Lubrication ..... 17, 18</p> <p>Drive Installation ..... 13</p> <p>Equipment Check, Section 1 ..... 10</p> <p>Foundations ..... 12</p> <p>Gear End Lubrication..... 18</p> <p>Installation, Section 2 ..... 12</p> <p>Installing The Timing Gears.....36</p> <p>Introduction .....9</p> <p>Limitations.....22</p> <p>Location ..... 12</p> <p>Lubrication Instructions..... 19</p>	<p>Lubrication, Section 3 ..... 17</p> <p>Mechanical Seals Only ..... 31, 32</p> <p>Mounting Configurations ..... 12</p> <p>Operation, Section 4 ..... 22</p> <p>Parts List, Section 8..... 39</p> <p>Piping ..... 14</p> <p>Recommended Lubricant..... 20</p> <p>Removing Protective Materials ..... 10</p> <p>Repositioning The Mounting Feet..... 12</p> <p>Safety Precautions..... 5</p> <p>Safety Precautions..... 24</p> <p>Section 7 - Assembly Instructions..... 31</p> <p>Setting Impeller End Clearance ..... 35</p> <p>Special Tools Required Section 5..... 25</p> <p>Storage ..... 10</p> <p>Trouble Shooting..... 24</p> <p>Warranty ..... 47</p>
---	---

### LIST OF ILLUSTRATIONS

FIGURE 2-1 – BLOWER MOUNTING CONFIGURATION.....	13
FIGURE 2-2 – BELT DRIVE OVERHUNG LOAD CALCULATIONS.....	15
FIGURE 3-1 - LUBRICATION.....	17
FIGURE 3-2 – APPROXIMATE OIL CAPACITIES.....	18
FIGURE 3-3 – AEON PD SYNTHETIC LUBRICANT.....	20
FIGURE 3-4 – SYNTHETIC LUBRICANT CHART.....	20
FIGURE 3-5 – LUBRICATION RECOMMENDATION.....	21
FIGURE 4-1 – MAXIMUM OPERATING LIMITATIONS.....	22
FIGURE 4-2 - MINIMUM OPERATING LIMITATIONS.....	22
FIGURE 5-1 – PULLER PLATE.....	25
FIGURE 5-2 – SEAL DRIVE.....	25
FIGURE 5-3 – MECHANICAL SEAL INSTALLATION TOOL.....	26
FIGURE 5-4 – BEARING PRESS TOOL – MECHANICAL SEAL UNITS.....	26
FIGURE 6-2 – DISASSEMBLY ILLUSTRATIONS.....	27
FIGURE 6-2 – DISASSEMBLY ILLUSTRATIONS.....	27
FIGURE 6-3 – DISASSEMBLY ILLUSTRATIONS.....	28
FIGURE 6-4 – DISASSEMBLY ILLUSTRATIONS.....	28
FIGURE 6-5 – DISASSEMBLY ILLUSTRATIONS.....	28
FIGURE 6-6 – DISASSEMBLY ILLUSTRATIONS.....	29
FIGURE 7-1 – ASSEMBLY ILLUSTRATIONS.....	31
FIGURE 7-2 – ASSEMBLY ILLUSTRATIONS.....	32
FIGURE 7-3 – ASSEMBLY ILLUSTRATIONS.....	32
FIGURE 7-4 – ASSEMBLY ILLUSTRATIONS.....	33
FIGURE 7-5 – ASSEMBLY ILLUSTRATIONS.....	34
FIGURE 7-6 – ASSEMBLY ILLUSTRATIONS.....	34
FIGURE 7-7 – ASSEMBLY ILLUSTRATIONS.....	34
FIGURE 7-8 – ASSEMBLY ILLUSTRATIONS.....	37
FIGURE 7-9 – TORQUE FT LBS.....	38



## SUTORBILT LEGEND SERIES BLOWERS MATRIX/MENU

NOTICE TO CUSTOMER – To find the construction options for Your blower unit, FILL IN THE BALANCE OF LETTERS OR NUMBERS FROM YOUR UNIT NAMEPLATE

G    A                    R

COLUMN NUMBER:    1    2    3    4    5    6    7

FOLLOW THE LINE DOWN AND OVER FROM EACH SPACE THUS FILLED IN TO FIND THE APPROPRIATE CONSTRUCTION OPTION WITH WHICH YOUR MACHINE IS EQUIPPED.

COLUMN 1 – BASIC DESIGNATOR

COLUMN 2 – PRODUCT FAMILY

COLUMN 3 – GEAR DIAMETER

F	6"
---	----

COLUMN 4 – CASE LENGTH

- L - Low Pressure
- M - Medium Pressure
- H - High Pressure

COLUMN 5 – CONFIGURATION

- A Vertical-Top Hand -Central Timed
- B Vertical-Bottom Hand – Central Timed
- C Horizontal – Left Hand – Central Timed
- D Horizontal – Right Hand – Central Timed

COLUMN 6 – DESIGN VERSION

COLUMN 7 – ADDITIONAL DESCRIPTION

	<u>SEALS</u>	<u>CLEARANCES</u>	<u>LUBRICATION</u>
A.	Lip	Standard	Grease-Splash
B.	Mechanical	Standard	Grease-Splash
C.	Lip	High Temperature	Grease-Splash
D.	Lip	Standard	Dual-Splash
E.	Mechanical	Standard	Dual-Splash
F.	Lip	High Temperature	Dual-Splash
G.	Mechanical	High Temperature	Dual-Splash

## **INTRODUCTION**

### **YOUR KEY TO TROUBLE FREE SERVICE**

---

Thank you for investing in Gardner Denver quality. The Gardner Denver reputation for rugged dependability has been earned by over 50 years of service in demanding, industrial operations where downtime cannot be tolerated and efficient blower performance is expected.

Your Gardner Denver Sutorbilt blower is a precision engineered blower that has been carefully manufactured and thoroughly tested at the state-of-the-art Gardner Denver Blower Factory in Sedalia, Missouri.

As with other precision machinery, there are several relatively simple installation, operation and maintenance procedures that you must observe to assure optimum blower performance. There is no guesswork in the manufacture of your highly advanced Sutorbilt blower and there must be none in preparing the blower to get the job done in the field.

The purpose of this manual is to help you properly install, operate and maintain your Sutorbilt blower. It is essential that you review all sections of this manual in preparation for installing your blower. Follow the instructions for installing your blower. Follow the instructions carefully and you will be rewarded with trouble-free Gardner Denver Sutorbilt service year in and year out.

## SECTION 1 EQUIPMENT CHECK

Before uncrating, check the packing slip carefully to be sure all the parts have been received. All accessories are listed as separate items on the packing slip, and small important accessories such as relief valves can be overlooked or lost. After every item on the packing slip has been checked off, uncrate carefully.

### NOTICE

**Register a claim with the carrier for lost or damaged equipment.**



**Customers are cautioned to provide adequate protection, warning and safety equipment necessary to protect personnel against hazards involved in installation and operation of this equipment in the system or facility.**

## STORAGE

Your Gardner Denver Blower was packaged at the factory with adequate protection to permit normal storage for up to six (6) months.

If the unit is to be stored under adverse conditions or for extended periods of time, the following additional measures should be taken to prevent damage.

1. Store the blower in a clean, dry, heated (if possible) area.
2. Make certain inlet and discharge air ports are tightly covered to prevent foreign material from entering the air box.
3. All exposed, non-painted surfaces should be protected against rust and corrosion.
4. Provide adequate protection to avoid accidental mechanical damage.
5. In high humidity or corrosive environments, additional measures may be required to prevent rusting of the blower internal surfaces.
6. To prevent rusting of gears, bearings, etc., the oil reservoirs may be filled with normal operating oil.



**Before running the blower, drain the oil and replace to the proper operating level with clean, fresh lubricant.**

7. Rotate the blower shaft (10 to 25 turns) weekly during storage. Inspect the blower shaft (near the shaft seal area) monthly and spray with rust inhibitor if needed.
8. For long term storage (over six (6) months), contact Gardner Denver Compressor Division Customer Service for recommendations.

## REMOVING PROTECTIVE MATERIALS

The shaft extension is protected with rust inhibitor which can be removed with any standard solvent.



**Follow the safety directions of the solvent manufacturer.**

Blower inlet and outlet are temporarily capped to keep out dirt and other contaminants during shipment. These covers must be removed before start-up.

The internal surfaces of all Sutorbilt units are mist sprayed with a rust preventative to protect the machine during shipment. Remove this film upon initial startup, using any commercial safety solvent. Position the blower so that the inlet and discharge connections are in the vertical position (vertical airflow). On vertically mounted units, it will be necessary to lay the unit on its side supporting the ends of the unit so as not to restrict the port on the bottom side. Place a shallow pan on the under side of the unit. With the blower disconnected from power, spray the solvent in the top port, rotating the impellers by spinning the shaft manually. Continue this procedure until the unit is visibly clean.



**Rotating components will cause severe injury in case of personal contact. Keep hands and loose clothing away from blower inlet and discharge ports.**

## **SECTION 2 INSTALLATION**

---

### **LOCATION**

Install the blower in a well lit, clean dry place with plenty of room for inspection and maintenance.

### **FOUNDATIONS**

For permanent installation we recommend concrete foundations be provided, and the equipment should be grouted to the concrete. It is necessary that a suitable base be used, such as a steel combination base under blower and motor, or a separate sole plate under each. Before grouting, equipment must be leveled, free of all strains, and anchored so no movement will occur during setting of grout. After grout has completely hardened, a recheck is necessary to compensate for shrinkage, etc. If required, add shims under blower feet after final tightening of foundation anchor bolts to remove strain from the blower housing.

Where jack screws or wedges are used during grouting, they must be backed off and wedges removed before final tightening of anchor bolts. Refer to grouting instructions.

Where a concrete foundation is not feasible, care must be taken to insure that equipment is firmly anchored to adequate structural members, restricting movement and vibration.

### **MOUNTING CONFIGURATIONS**

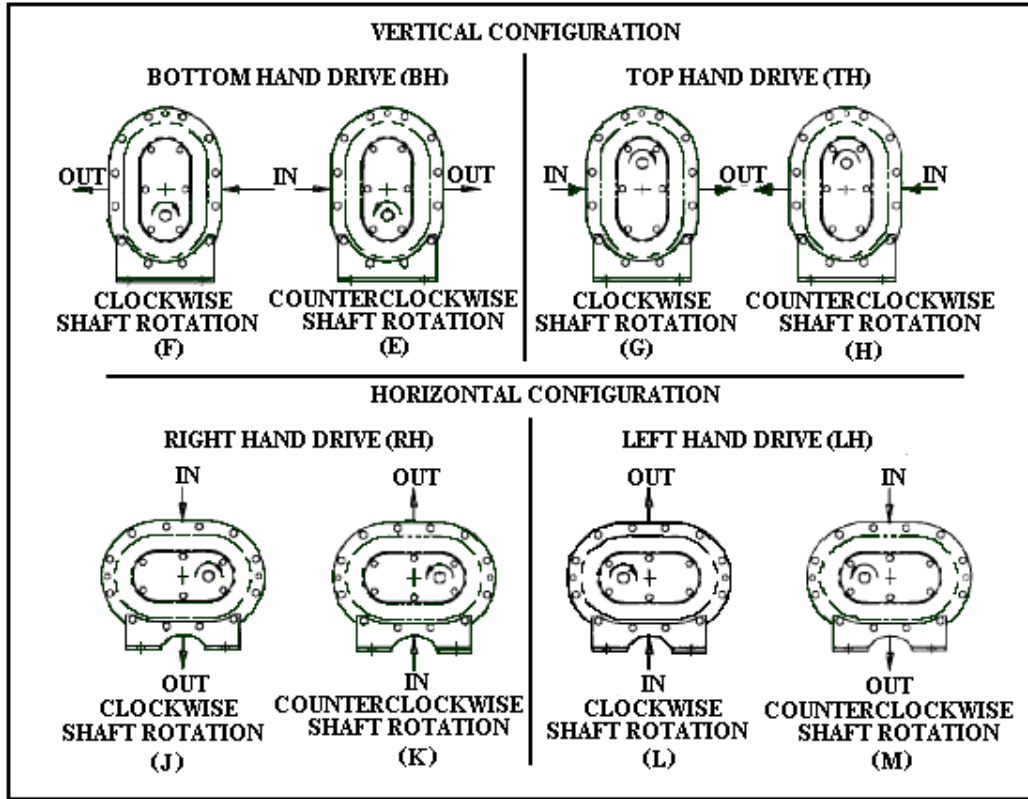
The blower flex-mount design enables horizontal and vertical mounting configurations with top or bottom hand, right or left hand shaft positioning. The units are center timed allowing rotation in either direction (refer to Figure 2-1).

### **REPOSITIONING THE MOUNTING FEET.**

1. Position the mounting feet to the desired location and snug the capscrew.
2. Place the blower on its feet on a flat surface.
3. Loosen mounting feet capscrews and level unit up. The bench or blower base flatness should be within .002 of an inch.

<b>NOTICE</b>
---------------

<b>If the unit is not flat within .002 of an inch, it will be necessary to shim the blower feet at installation.</b>
--



**FIGURE 2-1 – BLOWER MOUNTING CONFIGURATIONS**

4. Secure the mounting feet capscrews to the torque value in Figure 7-9, page 38.

### **NOTICE**

**When changing mounting configuration, it may be necessary to reposition breather/oil fill (B), oil level gauge (H) and drain plug (A). Refer to Figure 3-1, page 17, for correct location.**

### **DRIVE INSTALLATION**

When selecting a V-belt drive, check to be sure the shaft overhung load limitation is not exceeded. Refer to FIGURE 2-2, page 15, for overhung load calculations and limitations.

Belt drives must be carefully aligned. Motor and blower pulleys must be parallel to each other and in the same plane within 1/32 inch. Belt tension should be carefully adjusted to the belt manufacturer's recommendation using a belt tension gauge. Check tension frequently during the first day of operation.

### **⚠ WARNING**

**Over tightening belts leads to heavy bearing loads and premature failure.**

On the direct connected units, alignment and lubrication of couplings to specifications of the coupling manufacturer is very important. When mounted drives are supplied from the factory proper alignment has been established before shipment. However, during shipping, handling and installation, it is likely that the alignment has been disturbed and final adjustment must be made before startup.



**Exceeding overhung load limitations leads to unwarrantable premature bearing failure and shaft breakage.**

The location of the sheave on the blower shaft greatly affects the stress in the shaft. The optimum blower sheave positioning is as close as possible to the blower drive cover, not to exceed dimension "C" in Drive Shaft Illustration, FIGURE 2-2, page 15

The calculated shaft moment must not exceed the maximum allowable moment listed in Maximum Allowable Moment Chart, FIGURE 2-2 page 15. If the calculated shaft moment exceed the maximum allowable moment:

- Increase Sheave Diameters to Reduce Belt Pull
- Use Jackshaft Drive
- Use Direct Coupled or Gearbox Drive

To calculate shaft moment for a given V-Belt Drive Arrangement:

1. Use the formula for Calculation of Belt Pull, FIGURE 2-2, page 15, to calculate belt pull. Refer to Arc of Contact Factor Chart, Figure 2-2, page 15.
2. Insert the calculated belt pull into the formula for Calculation of Shaft Moment, FIGURE 2-2, page 15 to arrive at the calculated shaft moment.

### **PIPING**

Inlet and discharge connections on all blowers are large enough to handle maximum volume with minimum friction loss. Reducing the pipe diameter on either inlet or discharge will only create additional line loss and increase the overall pressure differential. Excessive weight of piping and fittings will cause internal misalignment and premature wear. Never allow the blower to carry the weight of the pipe. If possible, a spool or sleeve-type expansion joint should be installed between the unit and the piping. Where a flexible connection is not practical, the weight of the rigid connection must be separately supported.

All system piping must be cleaned internally before connecting to the blower.

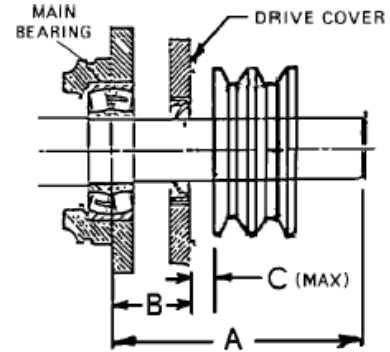


**Sutorbilt blowers are shipped dry from the factory. Do not attempt to operate the blower before following proper lubrication instructions. Permanent damage to the gears, bearings and seals will occur.**

Gear Diameter (Inches)	GREASE SPLASH Dimensions (Inches)			Maximum Allowable Moment (LB-IN)
	A	B	C (Max)	
6	4.08	1.14	.38	1788

**MAXIMUM ALLOWABLE MOMENT**

Gear Diameter (Inches)	DUAL SPLASH LUBE Dimensions (Inches)			Maximum Allowable Moment (LB-IN)
	A	B	C (Max)	
6	4.08	1.14	.38	1788



**MAXIMUM ALLOWABLE MOMENT**

Z	Ac	Z	Ac	Z	Ac	Z	Ac	Z	Ac	Z	Ac
0.000	1.000	0.250	0.966	0.500	0.926	0.750	0.879	1.000	0.823	1.250	0.751
0.025	0.997	0.275	0.962	0.525	0.922	0.775	0.874	1.025	0.816	1.275	0.742
0.050	0.994	0.300	0.958	0.550	0.917	0.800	0.869	1.050	0.810	1.300	0.734
0.075	0.990	0.325	0.954	0.575	0.913	0.825	0.864	1.075	0.803	1.325	0.725
0.100	0.987	0.350	0.951	0.600	0.908	0.850	0.858	1.100	0.796	1.350	0.716
0.125	0.983	0.375	0.947	0.625	0.904	0.875	0.852	1.125	0.789	1.375	0.706
0.150	0.980	0.400	0.943	0.650	0.899	0.900	0.847	1.150	0.782	1.400	0.697
0.175	0.977	0.425	0.939	0.675	0.894	0.925	0.841	1.175	0.774	1.425	0.687
0.200	0.973	0.450	0.935	0.700	0.889	0.950	0.835	1.200	0.767		
0.225	0.969	0.475	0.930	0.725	0.884	0.975	0.829	1.225	0.759		

**ARC OF CONTACT FACTORS**

Belt Pull =  $\frac{2.5 - A_c}{A_c} \times \frac{125954 \times H_p \times S.F.}{D \times RPM}$

Key:

- A<sub>c</sub> = Arc of Contact Factor (Refer to Arc of Contact Factor Chart above)
- H<sub>p</sub> = Blower Horsepower for Operating Conditions
- S.F. = Actual Drive Service Factor
- D = Blower Sheave Pitch Diameter in Inches
- RPM = Blower Sheave Speed
- Z =  $\frac{\text{Large Sheave Pitch Diameter (in)} - \text{Small Sheave Pitch Diameter (in)}}{\text{Sheave Center Distance (in)}}$

**CALCULATION OF BELT PULL**

$$\text{Shaft Moment (LB-IN)} = \text{Belt Pull} \times \left[ B + C + \left( \frac{\text{Sheave Width}}{2} \right) \right]$$

**CALCULATION OF SHAFT MOMENT**

**FIGURE 2-2 – BELT DRIVE OVERHUNG LOAD CALCULATIONS**



## AIR FILTERS AND FILTER SILENCERS



**Servicing the air filters is one of the most important maintenance operations to be performed to insure long blower life.**

Servicing frequency of filter elements is not time predictable. A differential pressure indicator, with a continuous gauge reading, should be installed across the inlet filter. It will tell how much of the service life of the filter element has been used. It will also eliminate both premature filter servicing and premature blower failure due to a plugged filter when the filter pressure drop is used to establish maintenance points. In all cases refer to the filter manufacturer's service instructions. Due to the many types of filters, it is not practical to give specific instructions covering all models.

### NOTICE

**No matter what type of filter is used, always make sure all seats, gaskets, clamps and hose connections on the filter and inlet line are absolutely air tight. Each time the filter is serviced, inspect interior of the blower for dirt.**

### SECTION 3 LUBRICATION

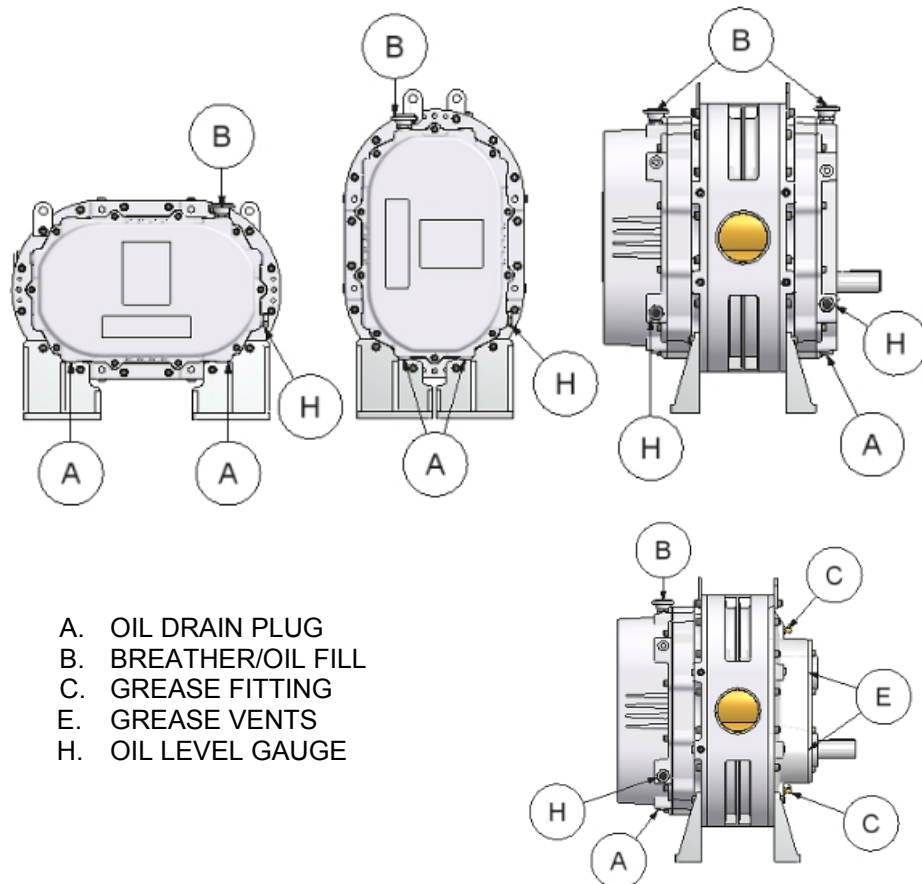


FIGURE 3-1 - LUBRICATION

#### DRIVE END LUBRICATION (For Grease – Splash Lube Blowers)

Drive end bearings are grease lubricated at the factory with Lithium Complex based grease. **For relubrication, use Gardner Denver AEON PD Grease, Part Number 28H283.** AEON PD Grease is a high temperature, high performance grease that is formulated with antiwear additives to provide superior service under the severe operating conditions of positive displacement blowers. It contains rust inhibitors which provide excellent protection against rust and corrosion.

If you choose not to use AEON PD Grease, select compatible base grease. The grease should be NLGI Grade 2 EP, contain rust inhibitors, and be suitable for blower discharge temperatures up to 350° F (177° C). Completely clean or purge the factory--filled grease from the blower. **Do not mix different types of grease as they may not be compatible. Substitutions may cause early bearing failure.**

Re-grease bearings every 500 hours of operation. Lubricate each bearing through the grease fittings located at C in FIGURE 3-1 (2 places). When re-greasing, the old grease will be forced out of the vents (E in FIGURE 3-1). To prevent damage to seals, these vents must be open at all times.



**Do not over--grease bearings as this could cause premature bearing failure.**

**DRIVE END LUBRICATION (For Dual Splash Lube Blowers)**

At the drive end, the bearings are lubricated by the slinger, which must be on the lowest rotor when in a vertical configuration.

Approximate oil sump capacities are listed in Figure 3-2.

<b>NOTICE</b>
<b>Machines are shipped without oil in the sump. Do not operate before adding lubricant.</b>

**Lubrication Instructions**

Filling procedure

Refer to Figure 3-1, page 17. Remove the breather (B) from the drive cover. Add oil to the drive sump until oil reaches the center of the oil level gauge (H). Secure breather (B) in the drive cover.

Add fresh oil as required to maintain proper level. The oil level should be at the middle of the sight glass when the machine is not operating. Refer to Figure 3-2, for approximate oil capacities.

**Legend “R” Series, Grease-Splash Lube Blower Oil Capacities**

Approximate Sump capacity in pints or ounces							
		Vertical Configuration			Horizontal Configuration		
Series	Gear Diameter (in)	Gear End	Drive End	Total	Gear End	Drive End	Total
6	6	1.8PT (29oz)	grease	1.8PT (29oz)	4.3PT (68 oz)	grease	4.3PT (68 oz)

Note: Quantities are for purchase estimates only.

**Legend “R” Series, Dual Splash Lube Blower Oil Capacities**

Approximate Sump capacity in pints or ounces							
		Vertical Configuration			Horizontal Configuration		
Series	Gear Diameter (in)	Gear End	Drive End	Total	Gear End	Drive End	Total
6	6	1.8PT (29oz)	1.1PT (17 oz)	2.9PT (46 oz)	4.3PT (68 oz)	2PT (32 oz)	6.3PT (100 oz)

Note: Quantities are for purchase estimates only.

**FIGURE 3-2 – APPROXIMATE OIL CAPACITIES**

**GEAR END LUBRICATION (For Grease – Splash Lube and Dual Splash Lube Blowers)**

At the gear end, the timing gear teeth are lubricated by being partially submerged in oil. The gear teeth serve as oil slingers for gear end bearings.

Approximate oil sump capacities are listed in Figure 3-2.



**Do not overfill as this will tend to cause excessive heating of the gears and may damage the unit.**

### **NOTICE**

**Machines are shipped without oil in the sump. Do not operate before adding lubricant.**

### **LUBRICATION INSTRUCTIONS**

**Filling procedure** Refer to FIGURE 3-1, page 17. Remove the breather (B) from the gear cover. Add oil to the gear case until oil reaches the center of the oil level gauge (H). Secure breather (B) in the gear cover.

Add fresh oil as required to maintain proper level. The oil level should be at the middle of the sight glass when the machine is not operating. Refer to Figure 3-2, page 18, for approximate oil capacities.

**RECOMMENDED LUBRICANT**

AEON PD Synthetic Blower Lubricant is recommended. Refer to FIGURE 3-3, for AEON PD, AEON PD-FG (Food Grade) and AEON PD-XD (Extreme Duty) part numbers. Order AEON PD from your Gardner Denver Distributor or call Gardner Denver directly.

Convenient Package Sizes	AEON PD Part No.	AEON PD-FG Part No.	AEON PD-XD Part No.
1 quart	28G23	28H97	28G46
Case 12 quarts	28G24	28H98	28G47
1 gallon	28G40	28H333	28G42
Case 6 gallons	28G41	28H334	28G43
5 gallon pail	28G25	28H99	28G44
55 gallon drum	28G28	28H100	28G45

**FIGURE 3-3 – AEON PD SYNTHETIC LUBRICANT**

AEON PD is formulated especially for positive displacement blower service to provide maximum blower protection at any temperature. One fill of AEON PD will last a minimum of 4 times longer than a premium mineral oil. Refer to FIGURE 3-4.

		Ambient Temperatures			
		Less than 10° F	10°F to 32°F	32°F to 90°F	Greater than 90°F
Blower Discharge Temperature	Less than 32°F	AEON PD AEON PD-FG	AEON PD AEON PD-FG		
	32° F to 100° F	AEON PD AEON PD-FG	AEON PD AEON PD-FG	AEON PD AEON PD-FG	
	100° F to 225°F	AEON PD AEON PD-FG	AEON PD AEON PD-FG	AEON PD AEON PD-FG	AEON PD AEON PD-FG
	225° F to 300° F	AEON PD AEON PD-FG	AEON PD AEON PD-FG	AEON PD AEON PD-FG	AEON PD XD
	Greater than 300°F			AEON PD XD	AEON PD XD

**FIGURE 3-4 – SYNTHETIC LUBRICANT CHART**

AEON PD Synthetic Lubricant should be drained after 6000 hours of operation. Re-fill with fresh AEON PD oil. If mineral oil is used, perform the above oil change maintenance every 1500 hours. Recommended service intervals are for normal blower operating conditions. Severe operating conditions may warrant more frequent oil changes. Laboratory analysis of lubricant should be used to help determine the optimum oil change interval.

For best performance and equipment protection, use AEON PD Synthetic Lubricant, which has been specifically formulated for positive displacement blowers. If you choose not to use AEON PD Synthetic Blower Lubricant, select an oil with rust and oxidation inhibitors, anti-foam additives, and the viscosities listed in FIGURE 3-5. Do not use an oil that contains EP additives.

<b>NOTICE</b>
<b>Flush the oil whenever a change is made from one type of oil to another.</b>

Drain the current lubricant as thoroughly as possible. Refill with the new lubricant. Fill to normal level of the blower, which is at the middle of the sight glass when the machine is not operating. Run the blower for one hour. Shut off the blower and drain the lubricant completely. Refill the blower again with the new lubricant.

Blower Discharge Temperature	Ambient Temperature			
	Less than 10° F*	10° F to 32° F**	32° F to 90° F	Greater than 90° F
Less than 32° F (0° C)	ISO 100	ISO 100		
32° F to 100° F (0° C to 38° C)	ISO 100	ISO 100	ISO 150	
100° F to 225° F (38° C to 105° C)	ISO 100	ISO 100	ISO 150	ISO 220
225° F to 300° F (105° C to 149° C)	ISO 150	ISO 150	ISO 220	ISO 220
Greater than 300° F (149° C)			***	***

\* For ambient temperatures less than 10° F, but not less than -20° F, the use of oil sump heaters, heated enclosures or synthetic lubricant is required.

\*\* For ambient temperatures 10° F to 32° F, the use of oil sump heaters, heated enclosures or synthetic lubricant is recommended.

\*\*\* The lubricant viscosity must be 70 SUS minimum at the lubricant operating temperature.

The pour point of the lubricant should be at least 5° to 10° F below the minimum expected ambient temperature.

For continuous operation, where the lubricant temperature exceeds 200° F, synthetic lubricant is recommended.

**FIGURE 3-5 – LUBRICATION RECOMMENDATION**

## SECTION 4 OPERATION

Future operating problems can be avoided if proper precautions are observed when the equipment is first put into service.

Before starting under power, the blower should be turned over by hand to make certain there is no binding or internal contact.

Each size blower has limits on pressure differential, running speed and discharge temperature which must not be exceeded. These limits are shown in "Maximum Operating Limitations", FIGURE 4-1, below.

<b>⚠ WARNING</b>
<b>Operating beyond the specified operating limitations will result in damage to the unit.</b>

It is important that the pressures and temperatures are measured directly at the ports of the blower to avoid error that may be caused by intervening pipe runs, fittings, etc.

Relief valves must be used to protect against excessive pressure or vacuum conditions. These valves should be tested at initial startup to be sure they are adjusted to relieve at or below the maximum pressure differential rating of the blower.

<b>NOTICE</b>
<b>Relief valves should be placed as close as possible to the blower inlet or discharge.</b>

In some instances, pressure may be relieved at a lower point than the blower maximum in order to protect the motor or the equipment served by the blower.

Discharge temperature switches are recommended to protect against excessive inlet restriction or inlet temperatures. Check valves in the discharge line on pressure blowers and in the inlet line on vacuum blowers are recommended to protect the blower from motoring backwards when shut down under load.

### LIMITATIONS

For information regarding limitations, refer to FIGURE 4-1 and FIGURE 4-2, below.

MAXIMUM OPERATING LIMITATIONS					
SIZE	RPM	PRESSURE PSI	VAC IN HG	TEMPERATURE RISE ° F	DISCHARGE TEMPERATURE ° F
6LR	2350	7	14	160	260
6MR	2350	14	16	225	325
6HR	2350	15	16	240	340

**DO NOT EXCEED THESE LIMITS**

<b>NOTICE</b>
<b>Blower speed, line losses, elevation, and increased inlet temperatures will affect the maximum operating limitations.</b>

**FIGURE 4-1 – MAXIMUM OPERATING LIMITATIONS**

The minimum RPMs for the blowers are based on lubrication only. The blowers may only be operated down to the minimum RPMs when the temperature rise and discharge temperature are below the maximum limitations as shown in Figure 4-1.		
SIZE	CONFIGURATION	MINIMUM RPM
6LR, 6MR, 6HR	VERTICAL	891
6LR, 6MR, 6HR	HORIZONTAL	637

**FIGURE 4-2 – MINIMUM OPERATING LIMITATIONS**

## BLOWER STARTUP CHECKLIST

This startup procedure should be followed during the initial installation and after any shutdown periods or after the blower has been worked on or moved to new location. It is suggested that the steps be followed in sequence and checked off (✓) in the boxes provided.

1. Check the unit and all piping for foreign material and clean if required.
2. Check the flatness of the feet and the alignment of the drive. Feet that are bolted down in a bind can cause housing distortion and internal rubbing. Misaligned V-drives can cause the rotors to rub against the headplates and cause a reduction in the volumetric efficiency of the unit. Misaligned couplings can ruin bearings.
3. If the blower is V-belt driven, check the belt tension and alignment. Over-tensioned belts create heavy bearing/shaft loads which lead to premature failure.
4. Be sure adequate drive guards are in place to protect the operator from severe personal injury and incidental contact.
5. Check the unit for proper lubrication. Proper oil level cannot be over-emphasized. Too little oil will ruin bearings and gears. Too much oil will cause overheating and can ruin gears and cause other damage. Insure that grease lubricated bearings are properly lubricated.
6. With motor electrical power locked out and disconnected, turn the drive shaft by hand to be certain the impellers do not bind.
7. "Jog" the unit with the motor a few times to check that rotation is in the proper direction, and to be certain it turns freely and smoothly.
8. The internal surfaces of all Sutorbilt units are mist sprayed with a rust preventive to protect the machine during the shipping and installation period. This film should be removed upon initial startup.
9. Start the unit and operate 15 minutes at no load. During this time, check for hot spots and other indications of interference.
10. Apply the load and observe the operation of the unit for one hour. Check frequently during the first day of operation.
11. If malfunctions occur, do not continue to operate. Problems such as knocking rotors can cause serious damage if the unit is operated without correction.



## SAFETY PRECAUTIONS

1. Do not operate blower with open inlet or outlet port.
2. Do not exceed specified vacuum or pressure limitations.
3. Do not operate above or below recommended blower speed range.
4. Blower is not to be used where non-sparking equipment is specified.
5. Do not operate without belt guard or coupling shield.



**Do not exceed sheave or coupling manufacturer's rim speed limit.**

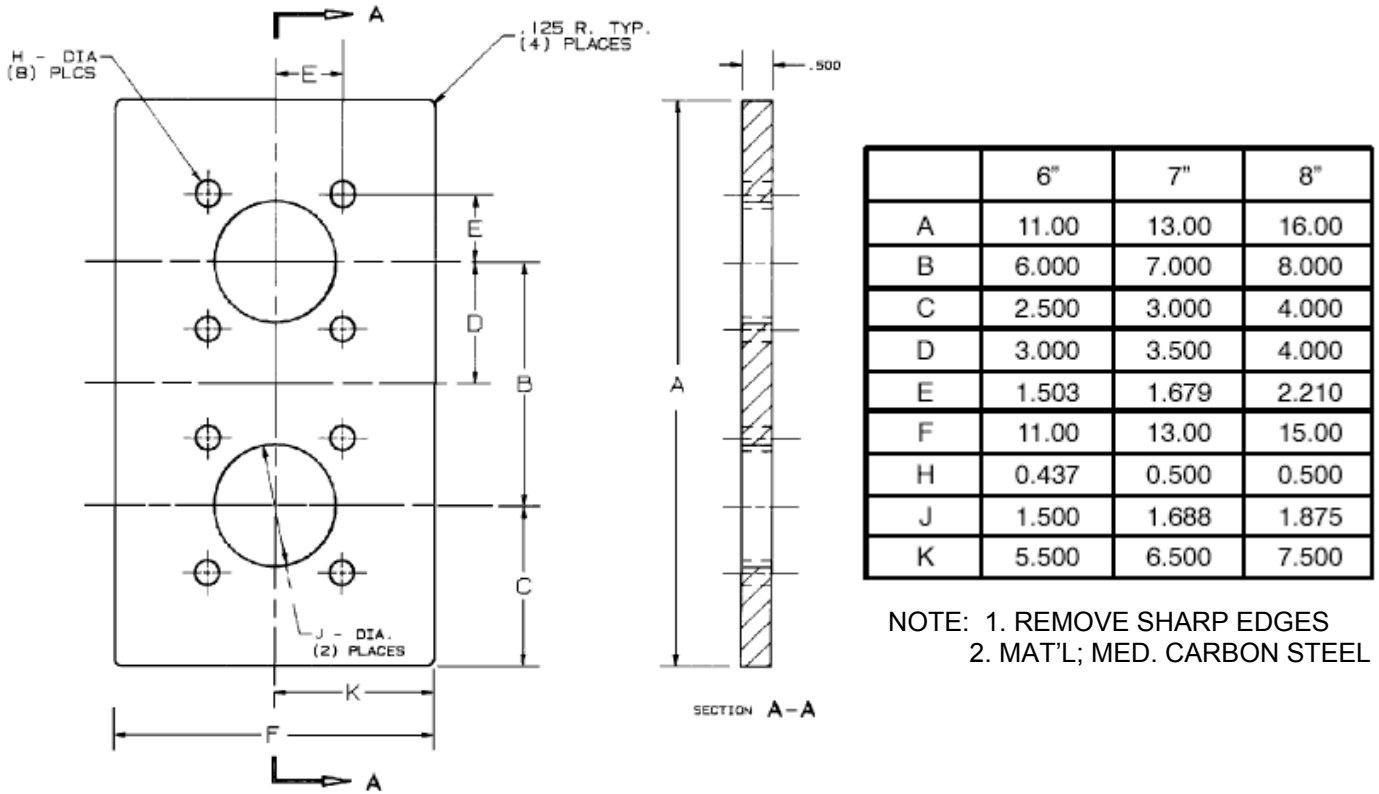
6. The blower and blower discharge piping may be extremely hot and cause skin burns on contact.

## TROUBLE SHOOTING

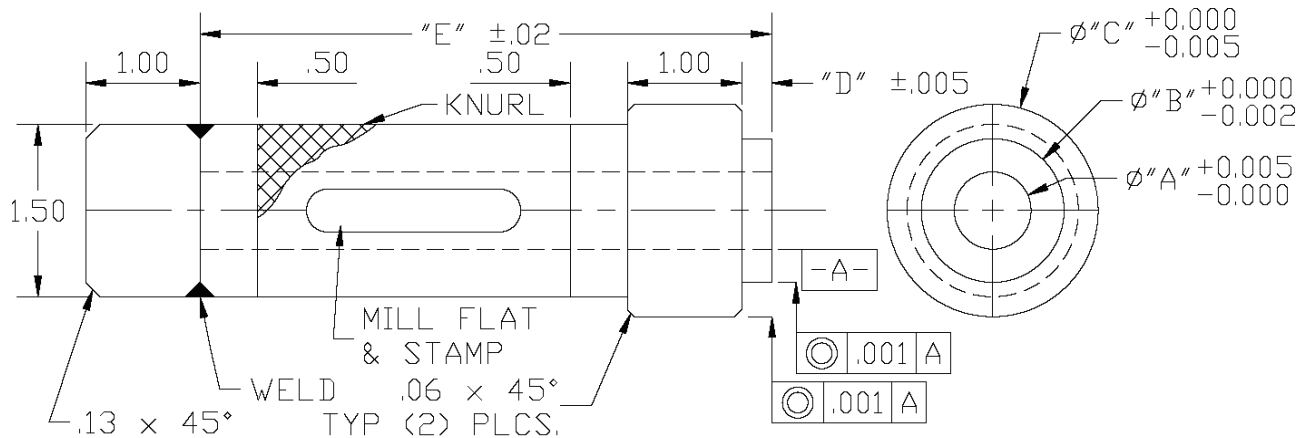
No matter how well the equipment is designed and manufactured, there may be times when servicing will be required due to normal wear, the need for adjustment, or various external causes. Whenever equipment needs attention, the operator or repairman should be able to locate the cause and correct the trouble quickly. The Trouble Shooting Chart below is provided to assist the mechanic in those respects.

PROBLEM	POSSIBLE CAUSES	SOLUTION
Knocking	<ol style="list-style-type: none"> <li>1. Unit out of time.</li> <li>2. Distortion due to improper mounting or pipe strains.</li> <li>3. Excessive pressure differential.</li> <li>4. Worn gears.</li> <li>5. Worn bearings.</li> </ol>	<ol style="list-style-type: none"> <li>1. Re-time impellers</li> <li>2. Check mounting alignment and relieve pipe strains.</li> <li>3. Reduce to manufacturer's recommended pressure. Examine relief valve, re-set if necessary.</li> <li>4. Replace timing gears.</li> <li>5. Replace bearings.</li> </ol>
Excessive blower temperature.	<ol style="list-style-type: none"> <li>1. Too much oil in gear case.</li> <li>2. Too low operating speed.</li> <li>3. Dirty air Filter.</li> <li>4. Clogged filter or muffler.</li> <li>5. Excessive pressure differential.</li> <li>6. Worn impeller clearances.</li> <li>7. Internal contact.</li> </ol>	<ol style="list-style-type: none"> <li>1. Reduce oil level.</li> <li>2. Increase blower speed.</li> <li>3. Clean or replace air filter</li> <li>4. Remove cause of obstruction.</li> <li>5. Reduce pressure differential across the blower.</li> <li>6. Replace impeller.</li> <li>7. Correct clearances.</li> </ol>
Impeller end or tip drag.	<ol style="list-style-type: none"> <li>1. Insufficient assembled clearances.</li> <li>2. Case or frame distortion.</li> <li>3. Excessive operating pressure.</li> <li>4. Excessive operating temperature.</li> </ol>	<ol style="list-style-type: none"> <li>1. Correct clearances.</li> <li>2. Check mounting and pipe strain.</li> <li>3. Remove cause.</li> <li>4. Remove cause</li> </ol>
Lack of volume.	<ol style="list-style-type: none"> <li>1. Slipping belts.</li> <li>2. Worn clearances.</li> <li>3. Dirty air filter</li> </ol>	<ol style="list-style-type: none"> <li>1. Tighten belts.</li> <li>2. Re-establish proper clearances.</li> <li>3. Clean or replace air filter.</li> </ol>
Excessive bearing or gear wear.	<ol style="list-style-type: none"> <li>1. Improper lubrication.</li> </ol>	<ol style="list-style-type: none"> <li>1. Correct lubrication level. Replace dirty oil.</li> </ol>
Loss of oil.	<ol style="list-style-type: none"> <li>1. Headplate, gear case or drive cover vents plugged.</li> <li>2. Worn Seal.</li> </ol>	<ol style="list-style-type: none"> <li>1. Clean vents.</li> <li>2. Replace seals.</li> </ol>

**SECTION 5  
SPECIAL TOOLS REQUIRED**

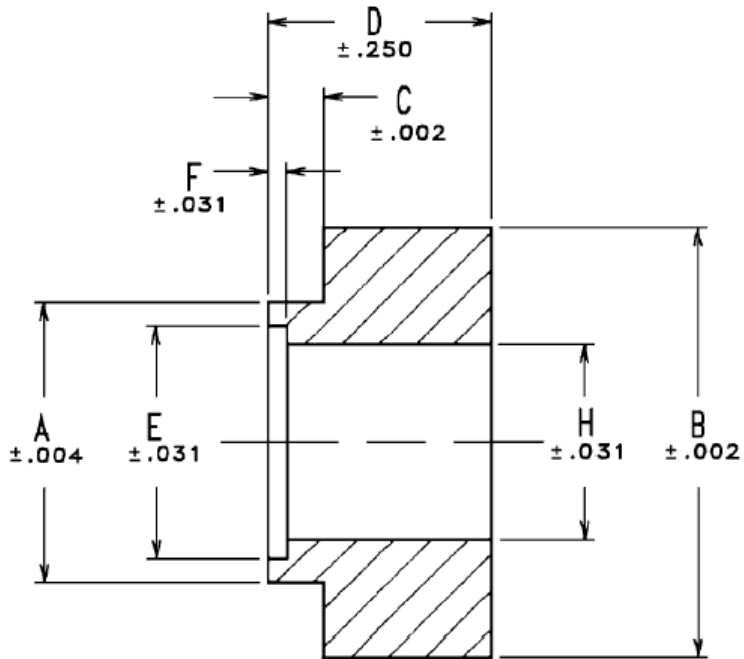


**FIGURE 5-1 – PULLER PLATE**



SIZE	"A"	"B"	"C"	"D"	"E"
6"	1.375	2.245	3.125	.125	5.63

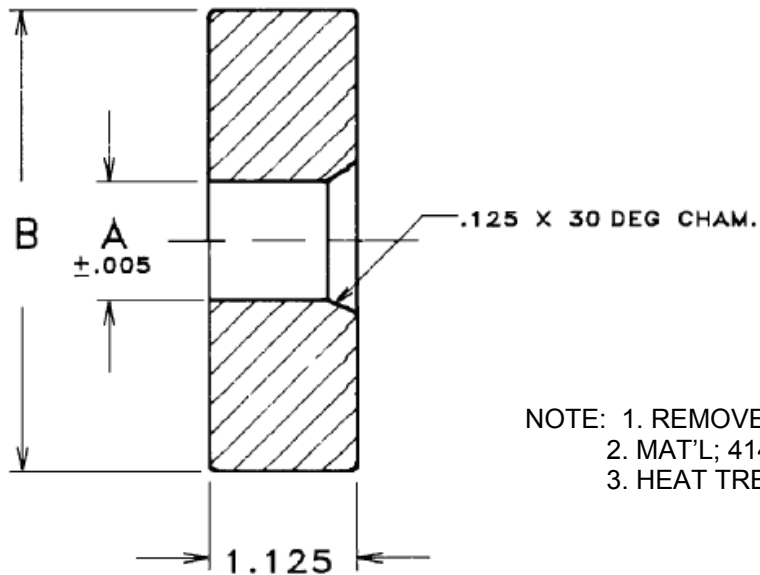
**FIGURE 5-2 – SEAL DRIVE**



NOTE: 1. REMOVE SHARP EDGES  
 2. MAT'L; 4140  
 3. HEAT TREAT TO RC 48 – 52

UNIT SIZE	A	B	C	D	E	F	H
6"	2.748	3.150	0.515	1.890	2.450	0.125	1.400
7"	3.00	3.543	0.424	1.863	2.423	0.150	1.616
8"	3.250	3.938	0.407	2.000	2.800	0.150	1.813

FIGURE 5-3 – MECHANICAL SEAL INSTALLATION TOOL



NOTE: 1. REMOVE SHARP EDGES  
 2. MAT'L; 4140  
 3. HEAT TREAT TO RC 52 – 56

Unit Size	A	B
6"	1.900	5.000
7"	2.087	5.500
8"	2.406	6.000

FIGURE 5-4 – BEARING PRESS TOOL – MECHANICAL SEAL UNITS

## SECTION 6 DISASSEMBLY INSTRUCTIONS

### NOTICE

Numbers in parentheses ( ) refer to key numbers in assembly drawings on pages 39 and 43.

1. Drain oil from gear case by removing drain plug (2).
2. Remove the socket head bolts (5) from the gear cover (3).
3. Remove the gear cover from the gear headplate.

### NOTICE

The cover and gear headplate gasket tends to bond tightly to both surfaces. After socket head bolt removal, it is sometimes necessary to take a ball peen hammer and a blunt chisel and drive off the cover.

### IMPORTANT:

MARK ALL PARTS WITH A CENTER PUNCH SO THEY CAN BE REASSEMBLED IN THE SAME POSITION (IMPELLERS, HEADPLATES, AND GEARS).

4. If the timing gears appear undamaged, the gear backlash must be checked to see if the gears can be salvaged.
  - A. Mount a magnetic base dial indicator on the gear headplate (see FIGURE 6-1).
  - B. Lock one impeller stationary by wedging a feeler gauge between the impeller and the headplate.
  - C. The tip of the indicator should be placed at the center of the contact surface on a tooth of the gear on the free shaft.
  - D. Rock the impeller back and forth by hand and read the total rotational movement to the nearest .0005 inches. Do this at four gear mesh positions 90 degrees apart.
  - E. Permissible gear backlash is shown below.

GEAR DIA.	GEAR BACKLASH
6"	.002 - .003



FIGURE 6-1



FIGURE 6-2



FIGURE 6-3

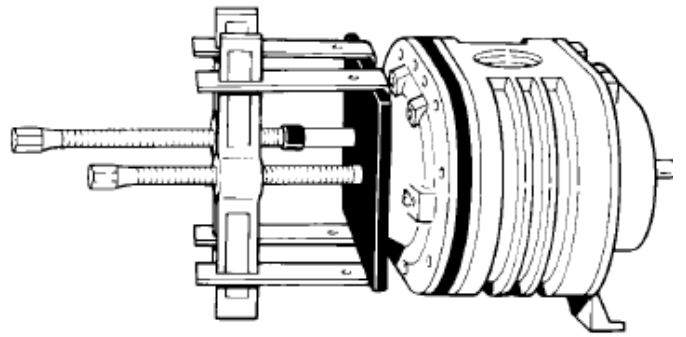


FIGURE 6-4

**NOTICE**

**If backlash is above the specified limit, the gears are not necessarily unusable. Excessive play could be caused by worn bearings.**

5. If timing gears appear to be reusable, match mark timing gear toothmesh by making small punch marks on the ends of meshing gear teeth with a pin punch and hammer (see FIGURE 6-2, page 27). The impeller tip to valley (throat) and the case to headplates should also be matchmarked to facilitate blower reassembly.
6. Remove all cap screws from both gear locking assemblies (see FIGURE 6-3). Thread 3 of these cap screws into the threaded holes in the outer ring of each locking assembly. Tighten the screws evenly to remove the locking assembly from each gear. Remove the gears (9) from both rotor shafts.

**NOTICE**

**Blowers with mechanical seals have two wavy washers (28) located between the bearings and the cover on the drive end of grease version or between the bearings and the wavy spring retainer plate on dual splash version.**

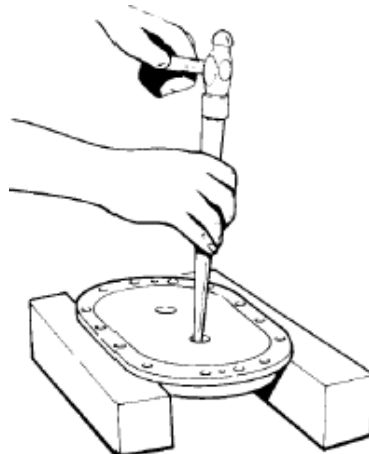


FIGURE 6-5

7. Remove the socket head cap screws (30) from the drive end bearing cover (29) and remove the cover. Support the external surface of the drive end cover near the oil seal with blocks of wood. Drive the oil seal from the cover using a hammer and punch. Discard the seal as it will not be reused. Replace oil seals each time the drive end cover is removed.

For Dual Splash Version

Remove the socket cap screws (84) from each slinger and remove slingers. Remove flat head cap screws (86) from wavy spring retainer plates and remove retainer plate and wavy spring.

8. Remove mounting foot (17) from the drive headplate (24) by removing the capscrews (16).
9. Remove the capscrews (21) which secure the drive headplate (24) to the impeller case (22).
10. Using the puller plate shown on page 25, bolt to the drive headplate using the tapped holes on used to secure the drive cover.
11. Install a gear puller to each shaft and attach puller arms to the plate. Turn each puller only half a revolution at a time keeping the advance of the shafts as uniform as possible (see Figure 6-4). After the headplate has been removed, detach the puller plate.
12. Remove the two drive end bearings (35 for dual splash lube) or (14 and 35 for grease) from the drive headplate (24) using a ball peen hammer and punch (see Figure 6-5, page 28).

**CAUTION**

**Exercise care not to damage the headplate bearing bores when removing bearings.**

13. The oil seals can now be driven out of the drive headplate with hammer and punch (see Figure 6-5, page 28). Discard the seals as they will not be reused. Replace oil seals each time the headplate is removed.

For Mechanical Seal Version

Remove mechanical seal from the drive headplate.

**NOTICE**

**Seals and bearings should be replaced during overhaul as a matter of service policy.**

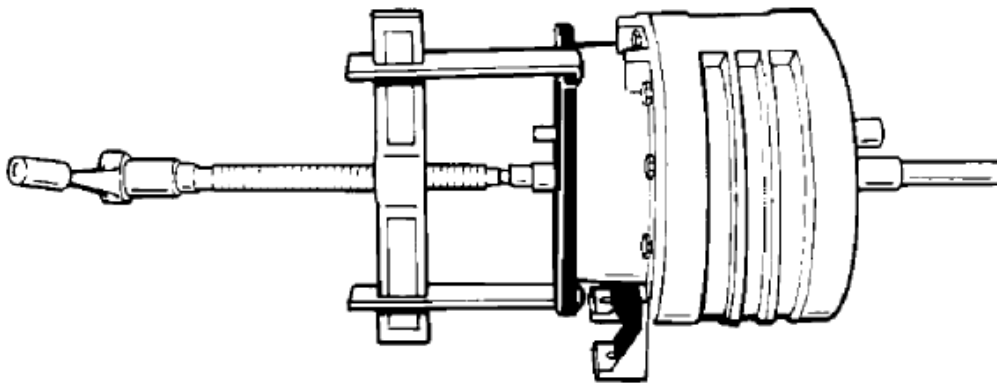


FIGURE 6-6

14. Remove bearing retainer plate by removing 8 screws.
15. Attach puller plate to the gear headplate using the tapped holes on the bearing housing.
16. Install a gear puller to one of the shafts and attach puller arms to the plate (see Figure 6-6).
17. Remove mounting foot (17) from the gear headplate by removing 4 capscrews (16).
18. Push the impeller shaft through the gear headplate and remove the impeller assembly (23) (see Figure 6-6). Remove the other impeller assembly following the same procedure.
19. Remove the cap screws (21) securing the gear headplate to the impeller case. Located near each dowel pin on the headplate is a threaded hole. Insert a 5/16-18 UNC capscrew into each of the threaded holes. Tighten the screws evenly until the headplate separates from the impeller case.
20. Remove the two gear end bearings (14) from the gear headplate (18) as done in step 12.
21. Remove the oil seals (15) from gear headplate (18) as done in step 13.

## SECTION 7 ASSEMBLY INSTRUCTIONS

### NOTICE

Numbers in parentheses ( ) refer to key numbers in assembly drawings on pages 39 and 43 for lip seal units and pages 41 and 45 for mechanical seal units.

1. Make sure all metallic parts are clean and free of any nicks or burrs.
2. Lubricate the outside diameter of the lip seal (15) with a light oil or grease. Install seals in both the drive headplate (24) and gear headplate (18). Use the seal driver (Figure 5-2). The seal lip should always face towards the bearing or lubricant. New seals should be installed each time the headplate is removed.

### NOTICE

**Make sure seals are fully seated. Use extreme care when installing.**

### MECHANICAL SEALS ONLY

- A. Lightly coat the headplate bores with assembly lubricant.
- B. Refer to Figure 7-1. Install mechanical seal (A) into the headplate bore (C) using a press and the correct driver shown on page 26. Drive the seal securely on to its seat.

### CAUTION

Use extreme care when installing seals in the headplate bores. Do not attempt to install the mechanical seals without the use of a press. Blows from a hammer or mallet can damage the fragile seal surface. Too much force can crush the seal casing. Make certain the seal is properly seated and undamaged before proceeding.

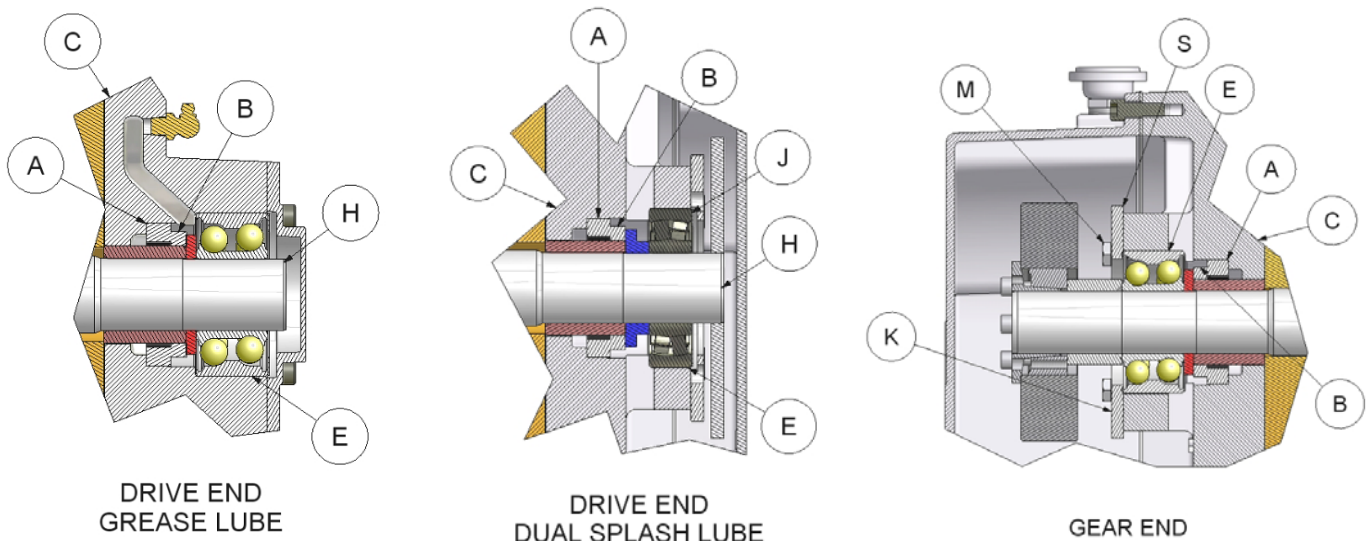
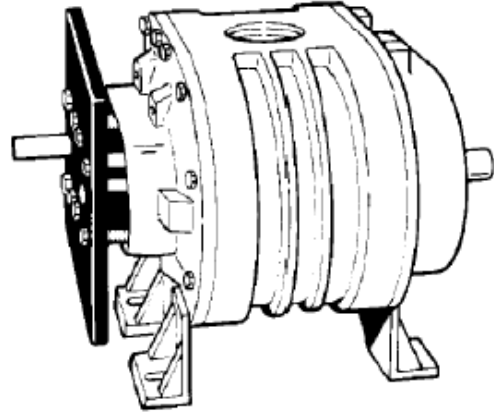


FIGURE 7-1





**FIGURE 7-2**



**FIGURE 7-3**

3. Assemble gear headplate (18) and mounting foot (17) to the impeller case with cap screws (21) and where the mounting foot is secured to the headplate use capscrews (16). The two positioning dowel pins (19) will ensure proper alignment of the headplate and impeller case. Also secure lifting lugs using capscrews (21) (see exploded assembly drawing on page 39. Refer to Figure 7-9, page 38, for torque specifications.

**⚠ CAUTION**

**Seals are delicate; use extreme care when installing impeller shafts in the headplate bores. A piece of light shim stock wrapped around the shaft keyway will prevent cutting the seal lip.**

4. Apply a light oil or grease on the shaft seal areas and the bearing areas. Insert impellers into the gear headplate using the same headplate bores as used in the original assembly.
5. Position blower so that impellers are vertical, with the drive end on top. It will be necessary to use blocks in order for the unit to set level. Measure the total end clearance using a depth micrometer (see Figure 7-2).

**NOTICE**

**If more than .007" shim is required, put .007" on the drive end and the remaining on the gear end.**

If total clearance is not within the limits specified in Figure 7-4, page 33, it may be necessary to shim the case to obtain the proper total end clearance. The shim should be placed between the drive headplate and impeller case.

6. Assemble drive headplate (24) to impeller case as in step 3 with the gear headplate. If shims were required, place shims between drive headplate and impeller case.
7. **FOR GREASE VERSION** – Insert bearing-seal spacers (34), (41) into the drive shaft headplate bore and spacer (33) into the remaining bores (see exploded view on page 39).
7. **FOR DUAL SPLASH VERSION** – Insert bearing-seal spacers into the drive headplate bore and spacer (33) into the gear headplate bores (see exploded view on page 43).

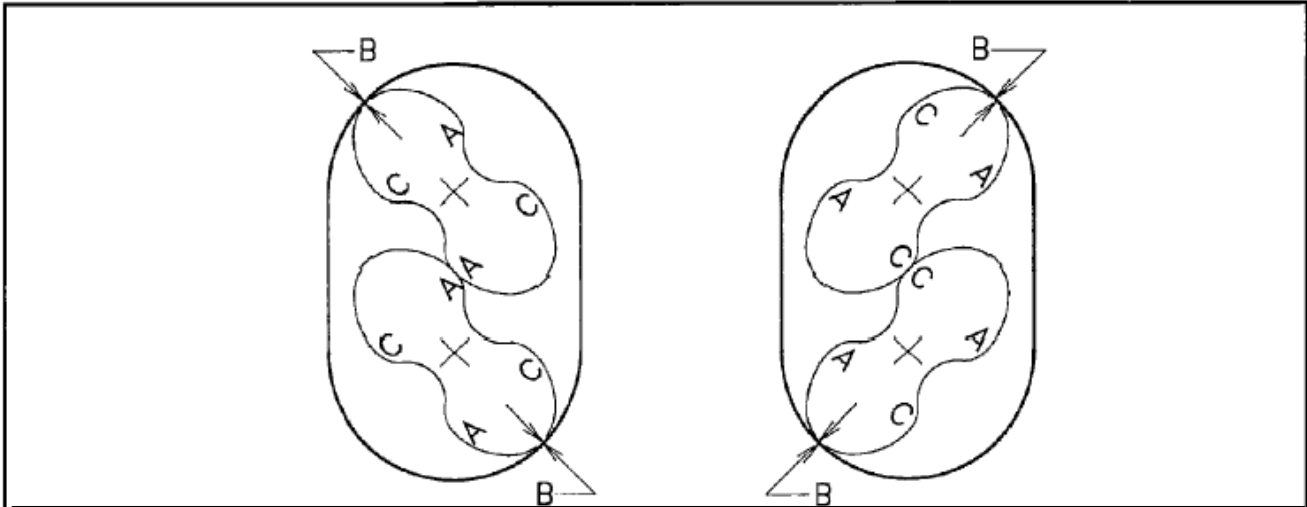
**MECHANICAL SEALS ONLY**

- a. Refer to Figure 7-1, page 31. Lightly coat the impeller shaft (H) and the inside diameter of the mating ring (B) with assembly lubricant.
- b. Install the mating ring (B) on the shaft only far enough to get the bearing (E) started on the shaft.

**⚠ CAUTION**

**Do not drive the mating ring down to the mechanical seal, as this can damage the seal.**

- c. Lightly lubricate the bearing inner race (E) with a light oil or grease.
- d. Using a press, install the bearing on the shaft with the bearing driver shown on page 26.



INTERNAL CLEARANCES FOR STANDARD UNITS ONLY

	6H	6M	6L
TOTAL END CLEARANCE	0.009-0.014		
IMPELLER TO GEAR HEADPLATE	0.004-0.006		
IMPELLER TIMING (A-A) (C-C)	.0010-.0013		
TIP TO CASE CLEARANCE (B-B)	0.004 min.		

FIGURE 7-4

The bearing driver will position the mating ring (B) to the correct depth with respect to the mechanical seal (A).

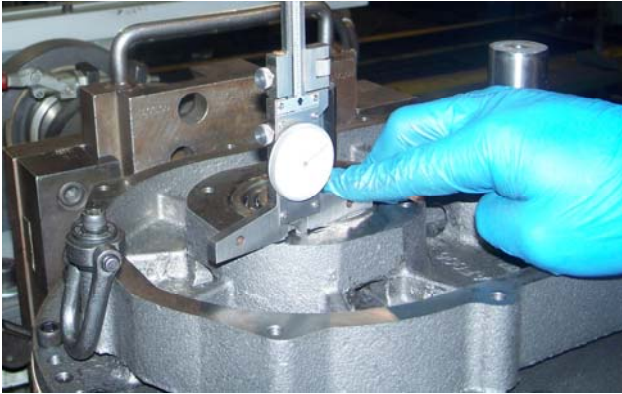
7. Apply a light oil to the drive headplate bearing bore, bearing inside diameter, and shaft seat. Install the drive end bearings (14 and 35 for grease) or (35 for dual splash lube) as far as possible without force.
8. Attach the puller plate shown on page 25, to the drive headplate using the tapped holes used on the drive headplate (see FIGURE 7-3, page 32). Tighten the bolts so that the advance of the bearings stay as uniform as possible. Bearings should be pressed until flush with the drive headplate.
9. Lubricate the gear end bearing fits with a light oil as described previously. Install gear end bearings (14) as far as possible without force. Use the plate, used to install the drive end bearings, to press the bearings on the shafts as described in Step 8. Press bearings into the gear headplate until completely seated in the bearing bore.

### NOTICE

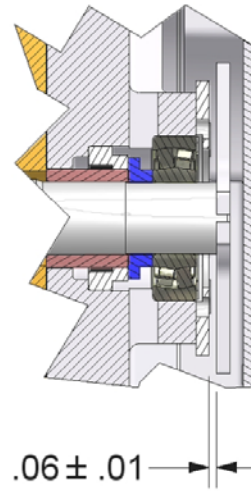
**Bearings will not be flush with gear headplate bores when completely seated.**

10. Impellers should now be checked for free axial movement by hitting the ends of the impeller shafts with the palm of your hand.
11. Push the impellers against the gear headplate and recheck the total end clearance between the drive headplate and the impellers (see FIGURE 7-4).
  - A. If total end clearance is insufficient, loosen impeller case to headplate bolts on either headplate, and move the headplate away from the case far enough to insert a paper shim in the amount equal to the insufficient clearance. Retighten case bolts and again check the total end clearance. Refer to FIGURE 7-4 for correct clearance.
  - B. Excessive end clearances normally will require new impeller assemblies, but in some circumstances the impeller case can be removed and reduced in width by machining off the amount of excess clearance.

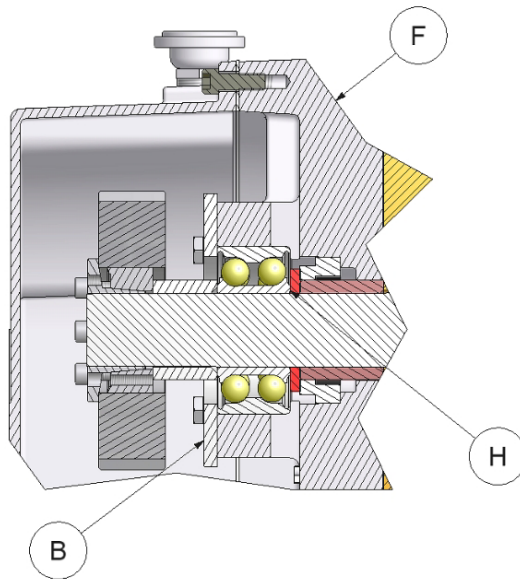
C. Install 8 bearing retaining screws and washers into the gear bearing retainer plates. Tighten screws evenly.



**Figure 7-5**



**Figure 7-6**



**Figure 7-7**

## 12. SETTING IMPELLER END CLEARANCE GREASE VERSION

Refer to FIGURE 7-1, page 31. The gear end bearings are held in position by the force created by the wavy spring (J) on the drive end and the bearing retainer (K) on the gear end. This is referred to as the fixed end. The interference fit between the shaft (H) and the bearing inner race (E) keeps the shaft from moving axially.

End clearance adjustment is by movement of the bearing retainer (K). Tightening the bearing retainer screws (M) moves the bearing to load the wavy spring (J), and the impeller is forced toward the drive end. Relaxing the screws allows the wavy spring to return the impeller toward the gear end.

- A. Replace the drive shaft grease seal (31) in the drive end cover (29). The seal lip should always face toward the bearing or lubricant. Pack the bearing cavities with recommended grease. Secure drive cover (29) and wavy spring (28) to drive headplate using capscrews (30). Refer to Figure 7-9, page 38, for torque specifications.
- B. Back out retainer screws (M) until both impellers are tight against the gear headplate.
- C. With feeler gauge, measure the clearance between each impeller and the drive headplate. This value is the total end clearance.
- D. Measure the height difference between the gear headplate and bearing outer race (E) at point (S). Refer to Figure 7-5, page 34.
- E. Subtract 1/3 of the total end clearance from the clearance measured at point (S). This value is the amount of shim (13) that should be placed between the retainer and the headplate at point (S).
- F. Tighten the bearing retainer screws (M) to the torque value given in FIGURE 7-9, page 38. With the retainer screws secure, approximately 1/3 of the total end clearance should be on the gear end and the remaining 2/3 on the drive end.

## SETTING IMPELLER END CLEARANCE DUAL SPLASH VERSION

Refer to FIGURE 7-1, page 31. The gear end bearings are held in position by the force created by the wavy spring (J) on the drive end and the bearing retainer (K) on the gear end. This is referred to as the fixed end. The interference fit between the shaft (H) and the bearing inner race (E) keeps the shaft from moving axially.

End clearance adjustment is by movement of the bearing retainer (K). Tightening the bearing retainer screws (M) moves the bearing to load the wavy spring (J), and the impeller is forced toward the drive end. Relaxing the screws allows the wavy spring to return the impeller toward the gear end.

- A. Assemble wavy spring retainer plate and wavy spring to the drive headplate using with flat head screws. Apply Loctite 246 on the screws. Refer to Figure 7-9, page 38 for torque specification.
- B. Back out retainer screws (M) until both impellers are tight against the gear headplate.
- C. With feeler gauge, measure the clearance between each impeller and the drive headplate. This value is the total end clearance.
- D. Measure the height difference between the gear headplate and bearing outer race (E) at point (S). Refer to Figure 7-5, page 34.
- E. Subtract 1/3 of the total end clearance from the clearance measured at point (S). This value is the amount of shim (13) that should be placed between the retainer and the headplate at point (S).
- F. Tighten the bearing retainer screws (M) to the torque value given in FIGURE 7-9, page 38. With the retainer screws secure, approximately 1/3 of the total end clearance should be on the gear end and the remaining 2/3 on the drive end.

13. Install slingers on both shafts. Hold .06" + .01" gap between wavy spring retainer plates and back of the slingers. Rotate slingers approximately 90 degree apart, apply Loctite 246 on the socket cap screw and tighten. Recommended torque is 3-3.5 FT-LBS. (See FIGURE 7-6, page 34).

#### 14. INSTALLING THE TIMING GEARS

If reusing the timing gears, the gears should be returned to their original positions.

- A. Obtain 2 gear locking assemblies. Clean the inside and outside diameters of both locking assemblies. Clean the inside diameter of 2 gears. Clean the outside diameter of the both rotor shafts. Lightly oil the surfaces that have been cleaned. Note: DO NOT USE MOLYBDENUM DISULFIDE, MOLYKOTOE, OR ANY OTHER SIMILAR LUBRICANTS.
- B. Slide a locking assembly into a gear. Slide spacer on the idler shaft. Install the gear and locking ring assembly onto the idler rotor shaft. Push the locking assembly firmly until flush with the end of the idler rotor shaft and hand tighten the 9 cap screws. Align and adjust the connections.
- C. Use a torque wrench to tighten the screws to 75 in. lbs. in a diametrically opposite sequence. Ensure that none of the screws will turn when 75 in. lbs. is applied to them a second time.
- D. Tighten the screws further to 150 in. lbs. in a diametrically opposite sequence. Ensure that none of the screws will turn when 150 in. lbs. is applied to them a second time.
- E. Slide the second locking assembly into a gear. Slide spacer on the drive rotor shaft. Install the gear and locking ring assembly onto the drive rotor shaft. Note the circular mark on each gear indicates the position of the largest runout. These marks must be 180 degrees apart when the gears are installed.
- F. Push the locking assembly firmly until flush with the end of drive rotor shaft and hand tighten all cap screws but leave them loose enough that the gear can be rotated on the shaft.
- G. The first step in setting the interlobe clearance is to measure the total clearance between two meshing lobes. This is accomplished by determining the maximum feeler gauge thickness that will fit between the rotor lobes near the pitch diameter. The clearance should be measured along the entire length of the meshing lobes. This measurement should be taken for each of the 2 interlobe meshes. The location of the smallest total interlobe clearance should be marked on the rotor lobes. Refer to diagram in FIGURE 7-4, page 33. Use feeler gauges to check clearances between impeller lobes at positions A—A and C—C. Add the clearances, and divide the total clearance evenly between A—A and C—C.
- H. Rotate the rotors until the two lobes that have the smallest total interlobe clearance (as determined in step G) are visible through the discharge port. Lock the idler rotor from turning by wedging a shop rag between the tip of a lobe and the air cylinder. Insert feeler gauges with a thickness equal to the half clearance (determined in step G) between the drive rotor and the idler rotor lobe. Pull the drive rotor tight against the feeler gauges (drive rotor, feeler gauges, and idler rotor must be tight against each other). While holding the drive rotor tight against the feeler gages rotate (in the direction that the rotor turns) the gear on the drive rotor until a tooth on it contacts a tooth on the gear on the idler rotor. Hand tighten the 9 capscrews in the drive gear locking assembly. Align and adjust the connection.
- I. Use a torque wrench to tighten the screws to 75 in. lbs in a diametrically opposite sequence. Ensure that none of the screws will turn when 75 in. lbs is applied to them a second time.
- J. Tighten the screws further to 150 in. lbs in a diametrically opposite sequence. Ensure that none of the screws will turn when 150 in. lbs is applied to them a second time.
- K. Check gear backlash four places at 90 degree intervals as described in the disassembly procedure (Item 4, page 27).

**CAUTION**

These impeller-to-impeller and impeller-to-case clearances are extremely critical. Even though the blower may turn freely by hand when cold, under operating conditions, the parts expand, and the rotors are subject to slight deflection.

If the clearances are not sufficient, the impellers may contact each other or the housing with destructive results. If the clearances are too great, the blower may not develop the pressure or airflow that is required to perform its function.

15. Impeller tip to case clearance should be checked at this time by inserting the correct thickness feeler gauge between the tip and the case and rotating the impeller (see FIGURE 7-4, page 33). Repeat the procedure on both impellers.

**NOTICE**

When checking the tip to case clearance, move the feeler gauge over the entire length of the impeller to ensure that the tips do not bind along their length.

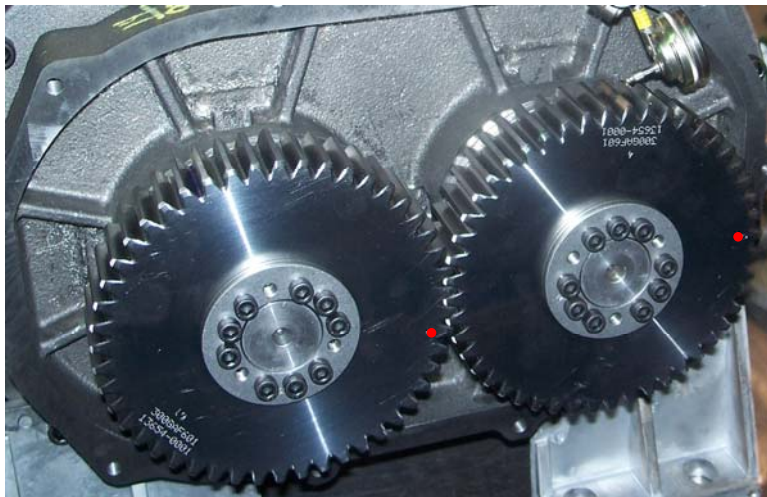


FIGURE 7-8

**NOTICE**

Replacement gears have minimum backlash marks on the outside diameter of the gear face. These marks should be located 180 degrees from each other (see FIGURE 7-8).

**NOTICE**

The gear used for adjustment should be flush with its mate on completion of the timing.

**NOTICE**

If any of the four gear backlash readings are not within the specified limits, the gears must be replaced.

**DUAL SPLASH UNITS**

16. Replace drive shaft oil seal (31) in the drive end cover (29). The seal lip should always face towards the bearing or lubricant.

Install drive end gasket. Gently slide the drive end cover over the drive shaft and tap cover down over dowel pins until flush. Install and tighten drive cover bolts.

Refer to FIGURE 7-9, page 38, for torque specifications.

**CAUTION**

**Exercise care not to damage the seal lip as it passes over the shaft keyway.**

17. Assemble the gear cover (3) and gasket (7) to the gear headplate (18) using socket head screw (5). Tighten the capscrews alternately and evenly. Refer to FIGURE 7-9 for torque specifications.
18. Place the blower on its feet on a flat surface. Loosen cap screws (16) and level the unit up. The bench or blower base flatness should be within .002 of an inch. Re-tighten cap screws (16) to the specification in FIGURE 7-9.

**NOTICE**

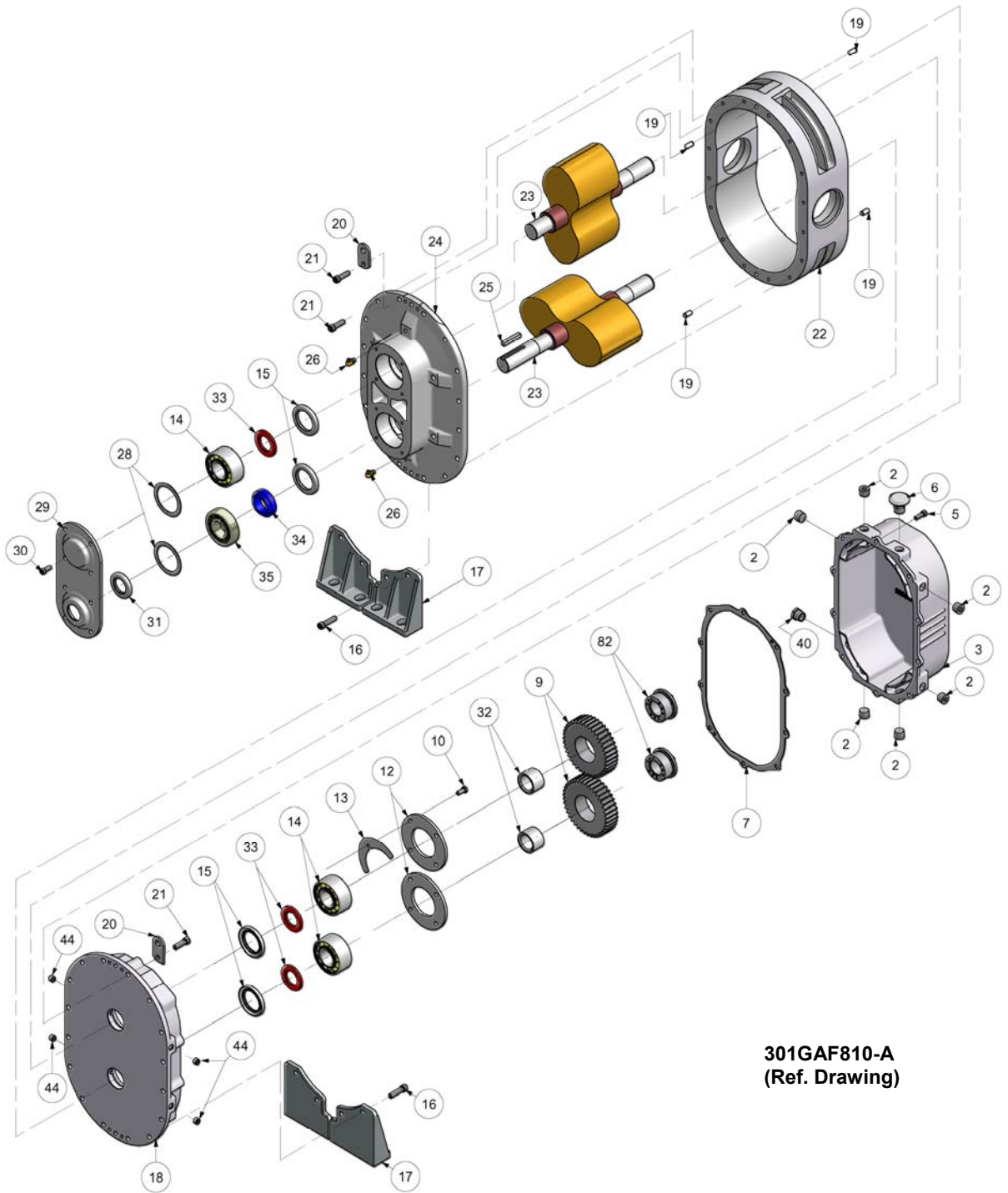
**If the unit is not flat within .002 of an inch, it will be necessary to shim the blower feet at installation.**

FASTENERS	GEAR DIAMETER		
	6		
CAPSCREW (21)	42 – 45		
CAPSCREW (16)	42 – 45		
SOCKET HD CAPSCREW (5)	17 – 18		
SOCKET HD CAPSCREW (30)	17 – 18		
CAPSCREW (10)	17 – 18		
FLAT SCREW (86)	17 – 18		

**NOTE: ( ) DENOTES ITEMS IN EXPLODED VIEW DRAWINGS ON PAGES 39, 41, 43 AND 45.**

**FIGURE 7-9 – TORQUE (FT-LBS)**

**SECTION 8  
PARTS LIST**



**301GAF810-A  
(Ref. Drawing)**

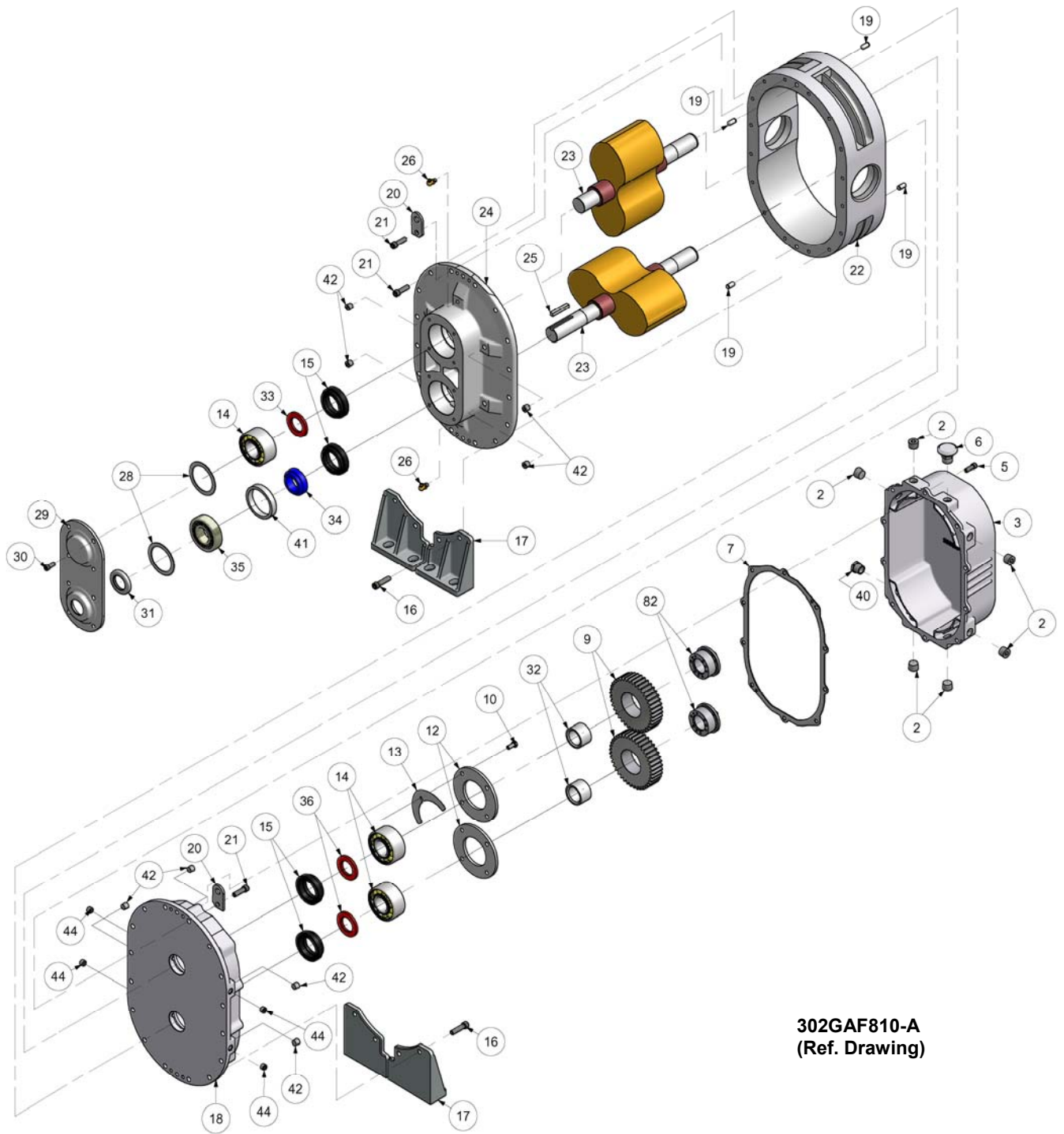


Order by Part Number and Description. Reference Numbers are for your convenience only.

Ref. No.	Model GAF	Lip Seal	No. Req'	Grease Splash Lube		
	Description			Size – 6H GAFH_R $\Delta$	Size – 6M GAFM_R $\Delta$	Size -- 6L GAFL_R $\Delta$
2	PLUG .....		6	64AC4	64AC4	64AC4
3	GEAR CASE .....		1	301GAF602	301GAF602	301GAF602
5	SCREW .....		10	75P40	75P40	75P40
6	BREATHER.....		1	5L223	5L223	5L223
* 7	GASKET .....		1	300GAF715	300GAF715	300GAF715
9	GEAR KIT .....		1	300GAF6008	300GAF6008	300GAF6008
*10	SCREW .....		8	75A33P	75A33P	75A33P
12	BEARING RETAINER.....		2	900883065501	900883065501	900883065501
*13	SHIM SET .....		1	900881065400	900881065400	900881065400
13	THRUST SHIM .020" .....		4	900881065408	900881065408	900881065408
*14	MAIN BEARING .....		3	900639080506	900639080506	900639080506
*15	OIL SEAL .....		4	60DD657	60DD657	60DD657
16	SCREW.....		8	75P57	75P57	75P57
17	FOOT GROUP .....		1	306GAF166	306GAF166	306GAF166
18	HOUSING, GEAR END BEARING.....		1	302GAF006	302GAF006	302GAF006
19	DOWEL PIN .....		4	62M48	62M48	62M48
20	LUG.....		2	201GAF451	201GAF451	201GAF451
21	SCREW.....		24	75P56	75P56	75P56
22	CYLINDER.....		1	900883063901	900883064001	900883064101
23	ROTOR GROUP					
	6" Standard Clearance.....		1	305GAF4028	306GAF4028	307GAF4028
	6" High Temperature Clearance.....		1	TO BE	TO BE	TO BE
24	HOUSING, DRIVE END BEARING .....		1	900883064901	900883064901	900883064901
25	SQUARE KEY .....		1	900639910406	900639910406	900639910406
26	PIPE FITTING .....		2	40E9	40E9	40E9
27	CAP.....		2	40P58	40P58	40P58
*28	WAVY SPRING .....		2	900669170506	900669170506	900669170506
29	DRIVE COVER .....		1	900883064601	900883064601	900883064601
30	SCREW .....		8	75P189	75P189	75P189
*31	OIL SEAL .....		1	60DD658	60DD658	60DD658
32	SPACER .....		2	300GAF144	300GAF144	300GAF144
33	SEAL SPACER .....		3	900881066201	900881066201	900881066201
34	SPACER .....		1	900881066401	900881066401	900881066401
*35	BEARING .....		1	900811060801	900811060801	900811060801
40	OIL LEVEL GAUGE .....		1	40P31	40P31	40P31
44	SCREW.....		4	76F92	76F92	76F92
45	PAINT, BULK, GDP188, ALUM.....		0.125	28H284	28H284	28H284
*54	SHIM .003".....		1	200GAF732	200GAF732	200GAF732
55	SHIM .010".....		1	201GAF732	201GAF732	201GAF732
*56	SHIM .0015/.002".....		1	202GAF732	202GAF732	202GAF732
82	LOCKING ASSEMBLY.....		2	22G39	22G39	22G39
**105	KIT – OVERHAUL 6" R VERS LS GRS-SPL .....		1	301GAF6010	301GAF6010	301GAF6010
**900	GRP – IDENT & INSTRUCTION.....		1	202GAF4011	202GAF4011	202GAF4011

\* INCLUDED IN OVERHAUL KIT.

\*\* NOT SHOWN ON ILLUSTRATION.

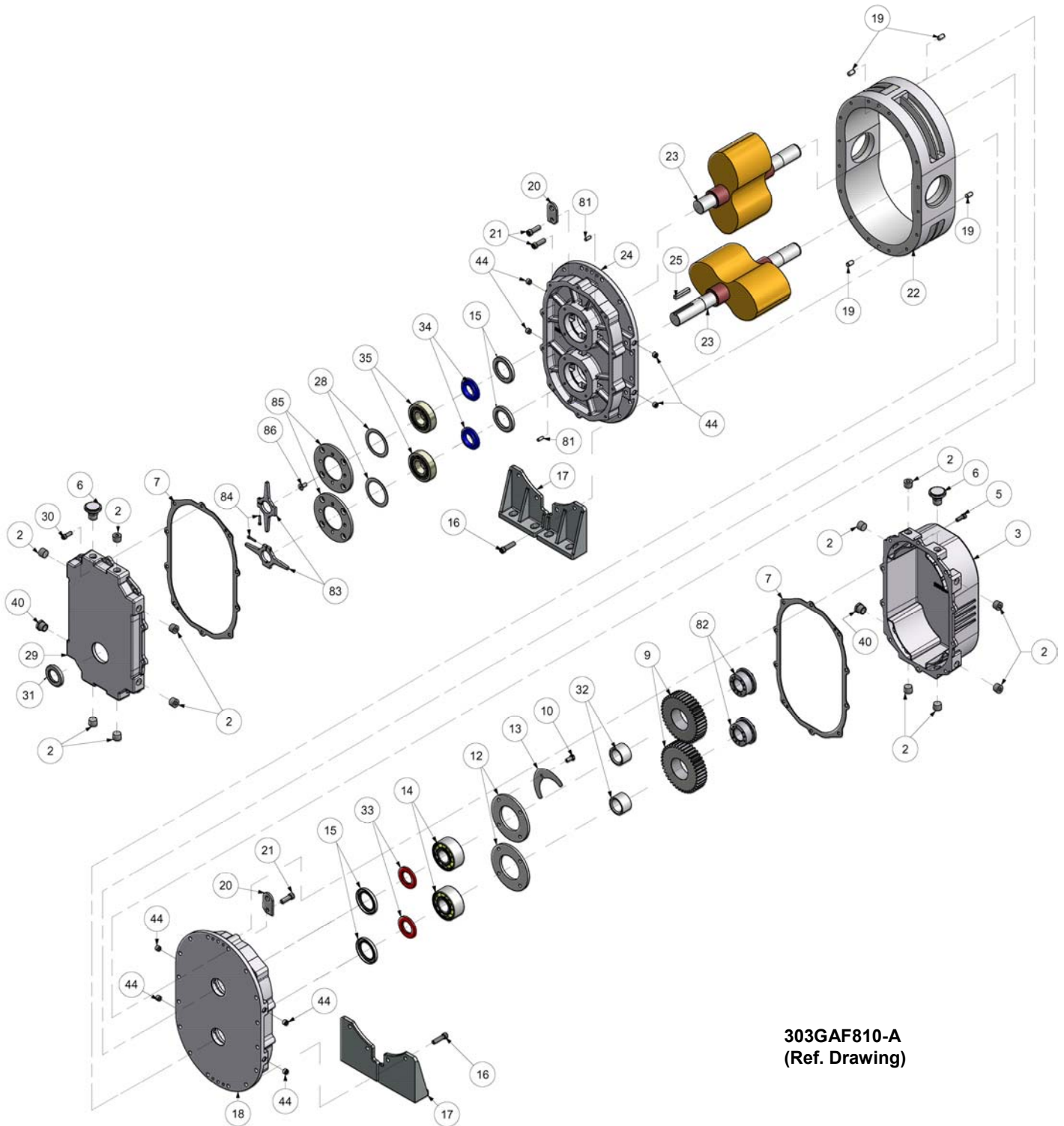


**302GAF810-A**  
**(Ref. Drawing)**

Order by Part Number and Description. Reference Numbers are for your convenience only.

Ref. No.	Model GAF Description	Mechanical Seal No. Req <sup>1</sup>	Grease Splash Lube		
			Size – 6H GAFH_RB	Size – 6M GAFM_RB	Size -- 6L GAFL_RB
2	PLUG .....	6	64AC4	64AC4	64AC4
3	GEAR CASE .....	1	301GAF602	301GAF602	301GAF602
5	SCREW .....	10	75P40	75P40	75P40
6	BREATHER.....	1	5L223	5L223	5L223
*7	GASKET.....	1	300GAF715	300GAF715	300GAF715
9	GEAR KIT .....	1	300GAF6008	300GAF6008	300GAF6008
*10	SCREW.....	8	75A33P	75A33P	75A33P
12	BEARING RETAINER.....	2	900883065501	900883065501	900883065501
13	THRUST SHIM .020" .....	4	900881065408	900881065408	900881065408
*13	SHIM SET .....	1	900881065400	900881065400	900881065400
*14	MAIN BEARING .....	3	900639080506	900639080506	900639080506
15	MECHANICAL SEAL.....	4	900871020006	900871020006	900871020006
16	SCREW.....	8	75P57	75P57	75P57
17	FOOT GROUP .....	1	306GAF166	306GAF166	306GAF166
18	HOUSING-BEARING GEAR END .....	1	304GAF006	304GAF006	304GAF006
19	DOWEL PIN .....	4	62M48	62M48	62M48
20	LUG.....	2	201GAF451	201GAF451	201GAF451
21	SCREW.....	24	75P56	75P56	75P56
22	CYLINDER.....	1	900883063901	900883064001	900883064101
23	ROTOR .....	1	305GAF4028	306GAF4028	307GAF4028
24	HOUSING-BEARING DRIVE END.....	1	305GAF006	305GAF006	305GAF006
25	SQUARE KEY .....	1	900639910406	900639910406	900639910406
26	PIPE FITTING .....	2	40E9	40E9	40E9
27	CAP.....	2	40P58	40P58	40P58
*28	WAVY SPRING.....	2	900669170506	900669170506	900669170506
29	DRIVE COVER .....	1	900883064601	900883064601	900883064601
30	SCREW.....	8	75P189	75P189	75P189
*31	OILSEAL .....	1	60DD658	60DD658	60DD658
32	SPACER .....	2	300GAF144	300GAF144	300GAF144
33	SEAL SPACER .....	3	900881066201	900881066201	900881066201
34	SPACER .....	1	900881066401	900881066401	900881066401
*35	BEARING .....	1	900811060801	900811060801	900811060801
40	OIL LEVEL GAUGE .....	1	40P31	40P31	40P31
41	SPACER-DRIVE END.....	1	900881066301	900881066301	900881066301
42	PLUG .....	8	64AC2	64AC2	64AC2
44	SCREW.....	4	76F92	76F92	76F92
45	PAINT, BULK GDP188, ALUM.....	1	28H284	28H284	28H284
53	PLUG .....	2	8503064	64EB750	200GDF6015
*54	SHIM .003".....	1	200GAF732	200GAF732	200GAF732
55	SHIM .0010".....	1	201GAF732	201GAF732	201GAF732
*56	SHIM .0015/.002".....	1	202GAF732	202GAF732	202GAF732
82	LOCKING ASSEMBLY.....	2	22G39	22G39	22G39
**105	KIT-OVERHAUL 6" R VERSION MS GRS-SPL.....	1	302GAF6010	302GAF6010	302GAF6010
**900	GRP-IDENT & INSTR .....	1	202GAF4011	202GAF4011	202GAF4011

\* INCLUDED IN OVERHAUL KIT  
 \*\* NOT SHOWN ON ILLUSTRATION

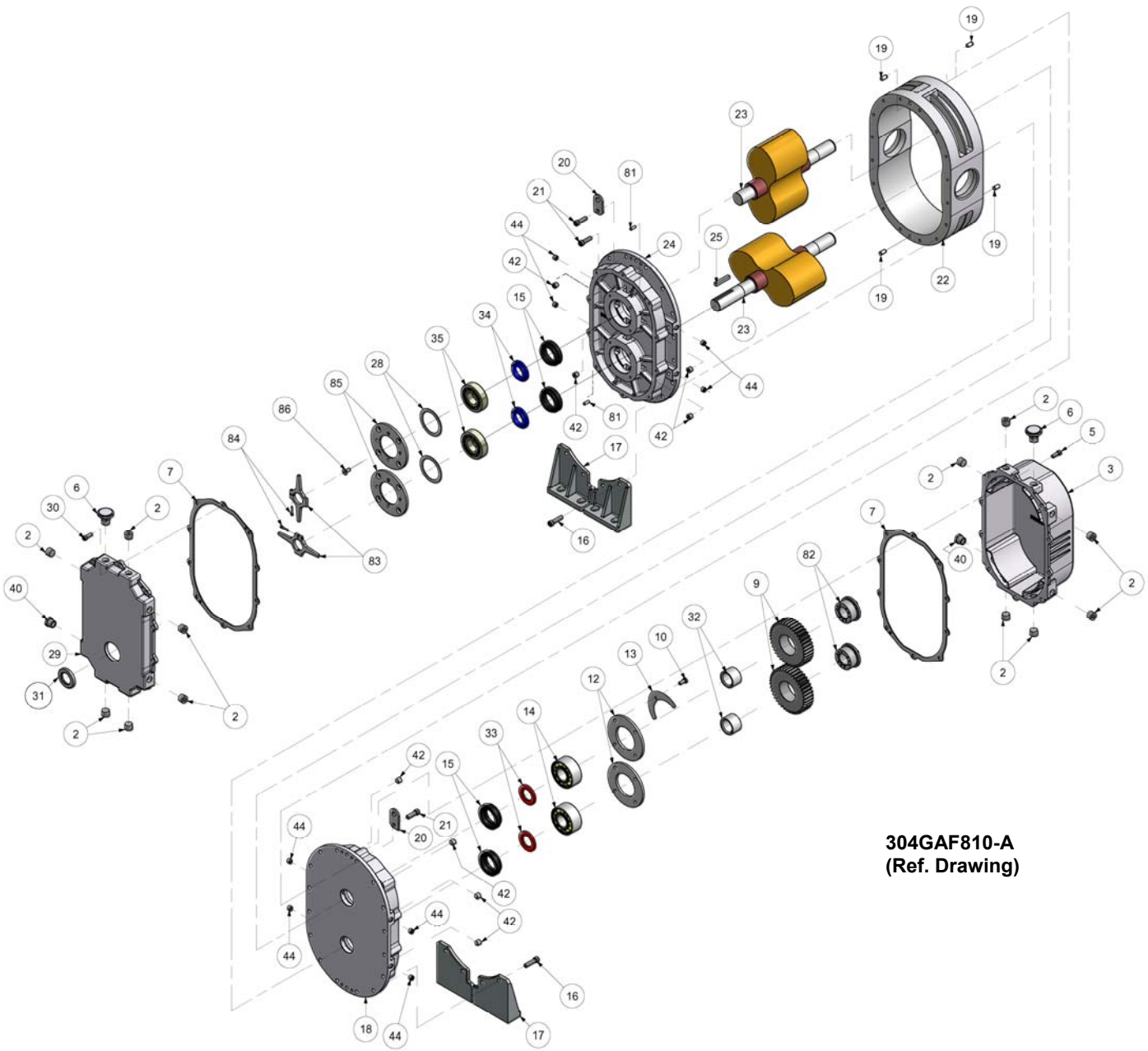


**303GAF810-A**  
**(Ref. Drawing)**

**Order by Part Number and Description. Reference Numbers are for your convenience only.**

Ref. No.	Model GAF Description	Lip Seal	No. Req'	Dual Splash Lube		
				Size – 6H GAFH_R Δ	Size – 6M GAFM_R Δ	Size -- 6L GAFL_R Δ
2	PLUG.....		12	64AC4	64AC4	64AC4
3	GEAR CASE.....		1	301GAF602	301GAF602	301GAF602
5	SCREW.....		10	75P40	75P40	75P40
6	BREATHER.....		2	5L223	5L223	5L223
* 7	GASKET.....		2	300GAF715	300GAF715	300GAF715
9	GEAR KIT.....		1	300GAF6008	300GAF6008	300GAF6008
*10	SCREW.....		8	75A33P	75A33P	75A33P
12	BEARING RETAINER.....		2	900883065501	900883065501	900883065501
*13	SHIM SET.....		1	900881065400	900881065400	900881065400
13	THRUST SHIM .020".....		4	900881065408	900881065408	900881065408
*14	MAIN BEARING.....		2	900639080506	900639080506	900639080506
*15	OIL SEAL.....		4	60DD657	60DD657	60DD657
16	SCREW.....		8	75P57	75P57	75P57
17	FOOT GROUP.....		1	306GAF166	306GAF166	306GAF166
18	HOUSING, GEAR END BEARING.....		1	302GAF006	302GAF006	302GAF006
19	DOWEL PIN.....		4	62M48	62M48	62M48
20	LUG.....		2	201GAF451	201GAF451	201GAF451
21	SCREW.....		24	75P56	75P56	75P56
22	CYLINDER.....		1	900883063901	900883064001	900883064101
23	ROTOR GROUP					
	6" Standard Clearance.....		1	305GAF4028	306GAF4028	307GAF4028
	6" High Temperature Clearance.....		1	TO BE	TO BE	TO BE
24	HOUSING, DRIVE END BEARING.....		1	303GAF006	303GAF006	303GAF006
25	SQUARE KEY.....		1	900639910406	900639910406	900639910406
*28	WAVY SPRING.....		2	900669170506	900669170506	900669170506
29	DRIVE COVER.....		1	900883065501	900883065501	900883065501
30	SCREW.....		10	75P40	75P40	75P40
*31	OIL SEAL.....		1	60DD658	60DD658	60DD658
32	SPACER.....		2	300GAF144	300GAF144	300GAF144
33	SPACER.....		2	900881066201	900881066201	900881066201
34	SPACER.....		2	301GAF144	301GAF144	301GAF144
*35	BEARING.....		2	900811060801	900811060801	900811060801
40	OIL LEVEL GAUGE.....		2	40P31	40P31	40P31
44	SCREW.....		8	76F92	76F92	76F92
45	PAINT,BULK, GDP188, ALUM.....		0.125	28H284	28H284	28H194
*54	SHIM .003".....		1	200GAF732	200GAF732	200GAF732
55	SHIM .010".....		1	201GAF732	201GAF732	201GAF732
*56	SHIM .0015/.002".....		1	202GAF732	202GAF732	202GAF732
76	ADHESIVE.....		1	25BC885	25BC885	25BC885
81	DOWEL PIN.....		2	62M22	62M22	62M22
82	LOCKING ASSEMBLY.....		2	22G39	22G39	22G39
83	SLINGER.....		2	300GAF173	300GAF173	300GAF173
84	SCREW.....		2	75LM14	75LM14	75LM14
85	RETAINER.....		2	300GAF205	300GAF205	300GAF205
86	SCREW.....		8	75LM214	75LM214	75LM214
**105	KIT OVERHAUL – 6" R VERS LS DUAL-SPL.....		1	300GAF6010	300GAF6010	300GAF6010
**900	IDENT & INSTR GROUP.....		1	202GAF4011	202GAF4011	202GAF4011

\* INCLUDED IN OVERHAUL KIT.  
 \*\* NOT SHOWN ON ILLUSTRATION



**304GAF810-A**  
**(Ref. Drawing)**

**Order by Part Number and Description. Reference Numbers are for your convenience only.**

Ref. No.	Model GAF Description	Mechanical Seal No. Req'd	Dual Splash Lube		
			Size – 6H GAFH_R Δ Δ= (E or G)	Size – 6M GAFH_R Δ Δ= (E or G)	Size – 6L GAFH_R Δ Δ= (E or G)
2	PLUG .....	12	64AC4	64AC4	64AC4
3	GEAR CASE .....	1	301GAF602	301GAF602	301GAF602
5	SCREW .....	10	75P40	75P40	75P40
6	BREATHER .....	2	5L223	5L223	5L223
*7	GASKET .....	2	300GAF715	300GAF715	300GAF715
9	GEAR KIT .....	1	300GAF6008	300GAF6008	300GAF6008
*10	SCREW .....	8	75A33P	75A33P	75A33P
12	BEARING RETAINER .....	2	900883065501	900883065501	900883065501
13	THRUST SHIM .020" .....	4	900881065408	900881065408	900881065400
*13	SHIM SET .....	1	900881065400	900881065400	900881065408
*14	MAIN BEARING .....	2	900639080506	900639080506	900639080506
*15	MECHANICAL SEAL .....	4	900871020006	900871020006	900871020006
16	SCREW .....	8	75P57	75P57	75P57
17	GRP-FOOT, LEFT/RIGHT .....	1	306GAF166	306GAF166	306GAF166
18	HOUSING-BEARING GEAR END .....	1	304GAF006	304GAF006	304GAF006
19	DOWEL PIN .....	4	62M48	62M48	62M48
20	LUG .....	2	201GAF451	201GAF451	201GAF451
21	SCREW .....	24	75P56	75P56	75P56
22	CYLINDER .....	1	900883063901	900883064001	900883064101
23	ROTOR GROUP .....				
	6" Standard Clearance .....	1	305GAF4028	306GAF4028	307GAF4028
	6" High Temperature Clearance .....	1	TO BE ASSIGNED	TO BE ASSIGNED	TO BE ASSIGNED
24	HOUSING-BEARING DRIVE END .....	1	305GAF006	305GAF006	305GAF006
25	SQUARE KEY .....	1	900639910406	900639910406	900639910406
*28	WAVY SPRING .....	2	900669170506	900669170506	900669170506
29	DRIVE COVER .....	1	300GAF477	300GAF477	300GAF477
30	SCREW .....	10	75P40	75P40	75P40
*31	OIL SEAL .....	1	60DD658	60DD658	60DD658
32	GEAR SPACER .....	2	300GAF144	300GAF144	300GAF144
33	SEAL SPACER .....	2	900881066201	900881066201	900881066201
34	SPACER .....	2	301GAF144	301GAF144	301GAF144
*35	BEARING .....	2	900811060801	900811060801	900811060801
40	OIL LEVEL GAUGE .....	2	40P31	40P31	40P31
42	PLUG .....	8	64AC2	64AC2	64AC2
44	SCREW .....	8	76F92	76F92	76F92
45	PAINT,BULK,GDP188, ALUMINUM .....	0.125	28H284	28H284	28H284
53	PLUG .....	2	8503064	64EB750	200GDF6015
*54	SHIM .003" .....	1	200GAF732	200GAF732	200GAF732
55	SHIM .010" .....	1	201GAF732	201GAF732	201GAF732
*56	SHIM .0015/.002" .....	1	202GAF732	202GAF732	202GAF732
76	ADHESIVE-LOCTITE .....	1	25BC885	25BC885	25BC885
81	DOWEL PIN .....	2	62M22	62M22	62M22
82	LOCKING ASSEMBLY .....	2	22G39	22G39	22G39
83	SLINGER .....	2	300GAF173	300GAF173	300GAF173
84	SCREW .....	2	75LM14	75LM14	75LM14
85	RETAINER BEARING .....	2	300GAF205	300GAF205	300GAF205
86	SCREW .....	8	75LM214	75LM214	75LM214
**105	KIT-OVERHAUL – 6" R VERSION MS DUAL SPLASH ....	1	303GAF6010	303GAF6010	303GAF6010
**900	GROUP-IDENT & INSTR .....	1	202GAF4011	202GAF4011	202GAF4011

\* INCLUDED IN OVERHAUL KIT.  
 \*\* NOT SHOWN ON ILLUSTRATION

## **GENERAL PROVISIONS AND LIMITATIONS**

Gardner Denver (the "Company") warrants to each original retail purchaser ("Purchaser") of its products from the Company or its authorized distributor that such products are, at the time of delivery to the Purchaser, made with good material and workmanship. No warranty is made with respect to:

1. Any product which has been repaired or altered in such a way, in the Company's judgment, as to affect the product adversely.
2. Any product which has, in the Company's judgment, been subject to negligence, accident, improper storage, or improper installation or application.
3. Any product which has not been operated or maintained in accordance with the recommendations of the Company.
4. Components or accessories manufactured, warranted and serviced by others.
5. Any reconditioned or prior owned product.

Claims for items described in (4) above should be submitted directly to the manufacturer.

## **WARRANTY PERIOD**

The Company's obligation under this warranty is limited to repairing or, at its option, replacing, during normal business hours at an authorized service facility of the Company, any part which in its judgment proved not to be as warranted within the applicable Warranty Period as follows.

## **BARE BLOWERS**

Basic grease lubricated bare blowers, consisting of all parts within, are warranted for 18 months from date of initial use or 24 months from date of shipment to the first purchaser, whichever occurs first. Basic dual splash lubricated bare blowers, consisting of all parts within, are warranted for 24 months from date of initial use or 30 months from date of shipment to the first purchaser, whichever occurs first. Any disassembly or partial disassembly of the blower, or failure to return the "unopened" blower per Company instructions, will be cause for denial of warranty.

## **OTHER COMPONENTS**

All other components are warranted for 12 months from date of initial use or 18 months from date of shipment to first purchaser, whichever comes first. The Company reserves the right to withdraw the Warranty where evidence indicates application outside the stated performance area, or where there is evidence of abuse.

## **LABOR TRANSPORTATION AND INSPECTION**

The Company will provide labor, by Company representative or authorized service personnel, for repair or replacement of any product or part thereof which in the Company's judgment is proved not to be as warranted. Labor shall be limited to the amount specified in the Company's labor rate schedule.

Labor costs in excess of the Company rate schedules caused by, but not limited to, location or inaccessibility of equipment, or labor provided by unauthorized service personnel is not provided by this warranty.

All costs of transportation of product, labor or parts claimed not to be as warranted and, of repaired or replacement parts to or from such service facilities shall be borne by the Purchaser. The Company may require the return of any part claimed not to be as warranted to one of its facilities as designated by the Company, transportation prepaid by Purchaser, to establish a claim under this warranty. Replacement parts provided under the terms of the warranty are warranted for the remainder of the Warranty Period of the product upon which installed to the same extent as if such parts were original components.

## **DISCLAIMER**

THE FOREGOING WARRANTY IS EXCLUSIVE AND IT IS EXPRESSLY AGREED THAT, EXCEPT AS TO TITLE, THE COMPANY MAKES NO OTHER WARRANTIES, EXPRESSED, IMPLIED OR STATUTORY, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY.

THE REMEDY PROVIDED UNDER THIS WARRANTY SHALL BE THE SOLE, EXCLUSIVE AND ONLY REMEDY AVAILABLE TO THE PURCHASER AND IN NO CASE SHALL THE COMPANY BE SUBJECT TO ANY OTHER OBLIGATIONS OR LIABILITIES. UNDER NO CIRCUMSTANCES SHALL THE COMPANY BE LIABLE FOR ANY SPECIAL, INDIRECT, INCIDENTAL OR CONSEQUENTIAL DAMAGES, EXPENSES, LOSSES OR DELAYS HOWSOEVER CAUSED.

No statement, representation, agreement, or understanding, oral or written, made by any agent, distributor, representative, or employee of the Company which is not contained in this Warranty will be binding upon the Company unless made in writing and executed by an officer of the Company.

This warranty shall not be effective as to any claim which is not presented within 30 days after the date upon which the product is claimed not to have been as warranted. Any action for breach of this warranty must be commenced within one year after the date upon which the cause of action occurred.

Any adjustment made pursuant to this warranty shall not be construed as an admission by the Company that any product was not as warranted.





www.GardnerDenverProducts.com  
[pd.blowers@gardnerdenver.com](mailto:pd.blowers@gardnerdenver.com)  
Gardner Denver, Inc.  
1800 Gardner Expressway,  
Quincy, IL 62305  
Customer Service Department  
Telephone: (800) 682-9868 FAX: (217) 221-8780

© 2009 Gardner Denver, Inc. Litho in U.S.A.



Member

