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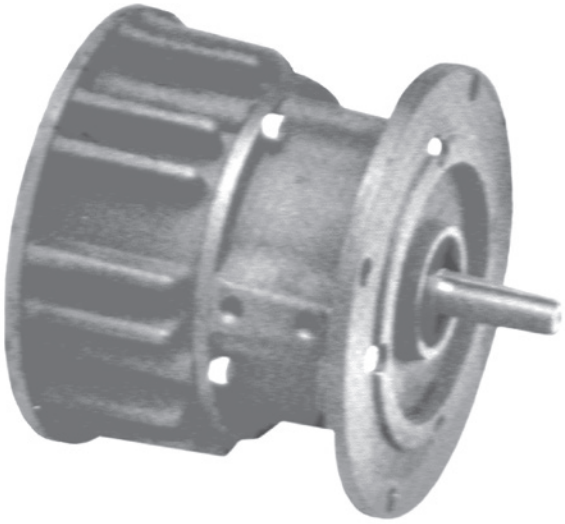
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nexen

AIR CHAMP® PRODUCTS

User Manual



Flange Mounted Enclosed Clutch-Brakes

Models 625, 875, 1125 and 1375

CE

RoHS compliant

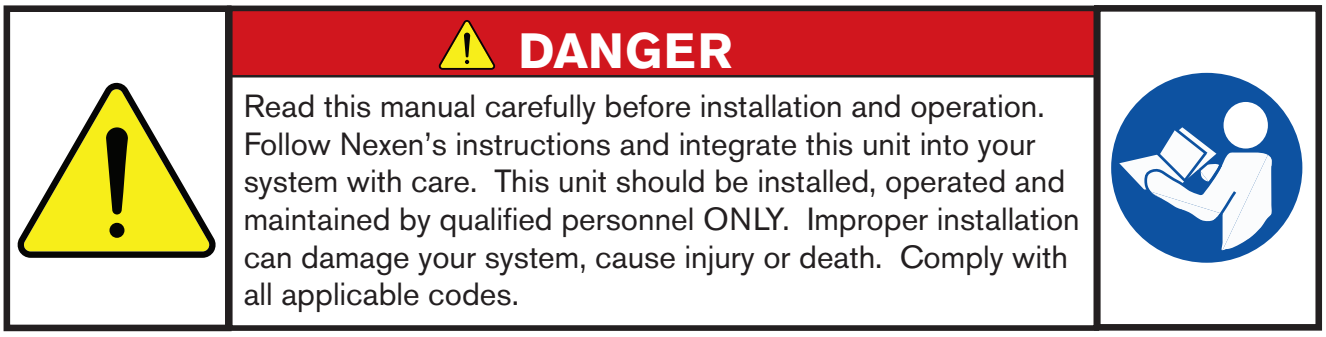
FORM NO. L-20150-W-0414

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In accordance with Nexen's established policy of constant product improvement, the specifications contained in this manual are subject to change without notice. Technical data listed in this manual are based on the latest information available at the time of printing and are also subject to change without notice.

Technical Support: 800-843-7445
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www.nexengroup.com



This document is the original, non-translated, version.

Conformity Declaration: In accordance with Appendix II B of CE Machinery Directive (2006/42/EC):

A Declaration of Incorporation of Partly Completed Machinery evaluation for the applicable EU directives was carried out for this product in accordance with the Machinery Directive. The declaration of incorporation is set out in writing in a separate document and can be requested if required.

This machinery is incomplete and must not be put into service until the machinery into which it is to be incorporated has been declared in conformity with the applicable provisions of the Directive.

Nexen Group, Inc.
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GENERAL SPECIFICATIONS

Specifications	
Torque:	Clutch: 190-2000 in-lbs Brake: 210-2400 in-lbs
Actuation Pressure:	1-80 psi
Service Temperature:	4.5-104C (40-220F)
Approximate Weight:	Up to 155 lbs.

GENERAL SAFETY PRECAUTIONS



⚠ CAUTION

Use lifting aids and proper lifting techniques when installing, removing, or placing this product in service.



⚠ CAUTION

The temperature limits for the product are 4.5-100 degree Celsius (40-220 degree F).



⚠ CAUTION

This product has possible pinch points. Care should be taken when interacting with this product.



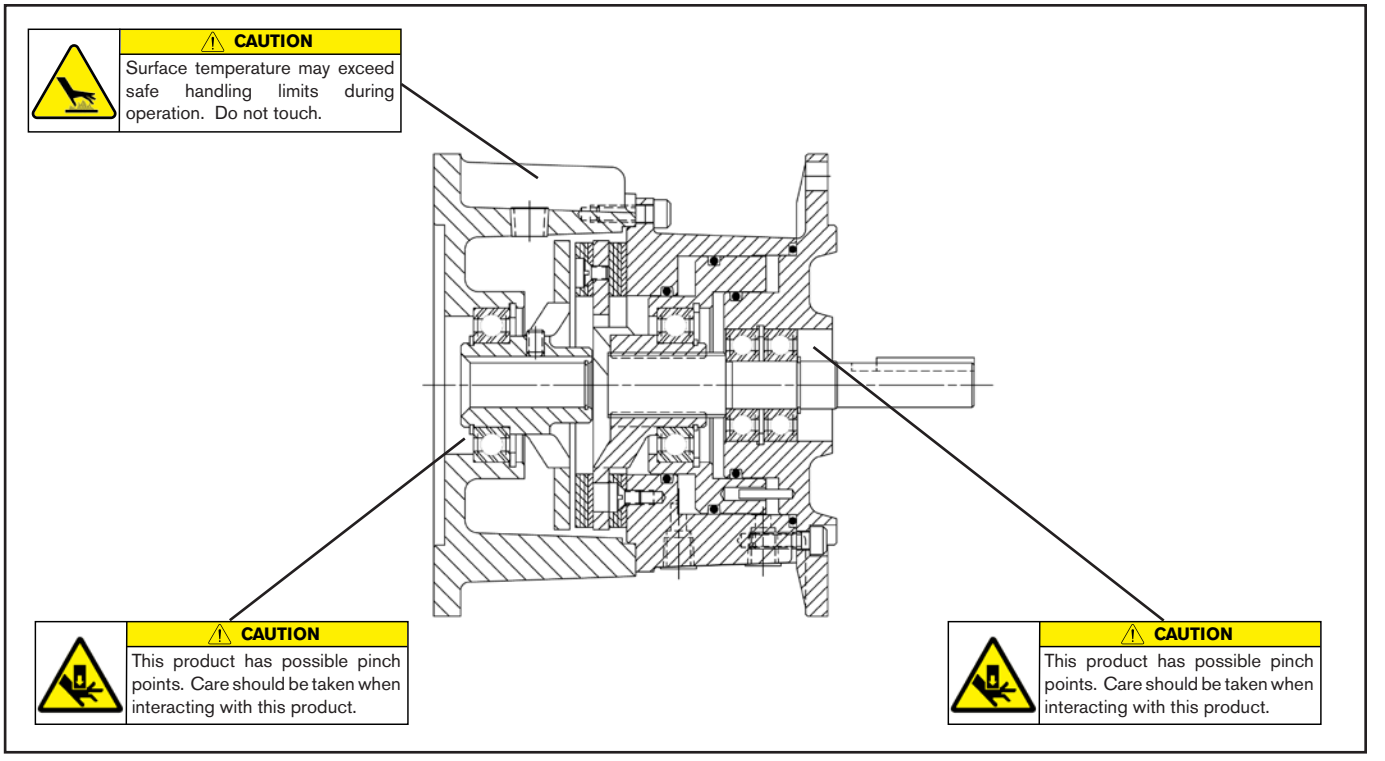
⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.



⚠ WARNING

Ensure proper guarding of the product is used. Nexen recommends the machine builder design guarding in compliance with OSHA 29 CFR 1910 “Occupational Safety and Health Hazards”.



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INSTALLATION

MOUNTING ON THE SHAFT END OF A MOTOR

NOTE: Model 625 does not have a Female Pilot (Item 26); proceed with Step 2 for this model.

1. On Models 875, 1125, and 1375, first remove Socket Head Cap Screws (Item 27 on Models 875 and 1125 or Item 13 on Model 1375) and Female Pilot (Item 26); then, secure Female Pilot to the motor face using Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) and tighten them to the recommended torque (See Figure 1 and Table 1).

2. Insert the customer supplied key into the motor shaft keyway (See Figure 2).

3. Slide the FMCBE onto the motor shaft (See Figure 2).

4. On Model 625, secure the FMCBE to the motor using Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) and tighten them to the recommended torque (See Figure 2 and Table 1).

   Apply a drop of Loctite® 242 to the threads of the Socket Head Cap Screws (Item 27 on Models 875 and 1125 or Item 13 on Model 1375).

   On Models 875, 1125, and 1375, secure the FMCBE Housing (Item 1) to the Female Pilot (Item 26) using Socket Head Cap Screws (Item 27 on Models 875 and 1125 or Item 13 on Model 1375) and tighten them to the recommended torque (See Figure 1 and Table 1).

5. Align the hole in the FMCBE Housing (Item 1) with the tapped hole in the Drive Disc (See Figure 2).

6. Insert and tighten the Set Screw; then, install the Plug (See Figure 2).

   NOTE: On Model 625, the Set Screw is Item 26. On Models 875 and 1125, the Set Screw is Item 31. On Model 1375, the Set Screw is Item 27.

   On Model 625, the Plug is Item 27. On Models 875 and 1125, the Plug is Item 32. On Model 1375, the Plug is Item 28.

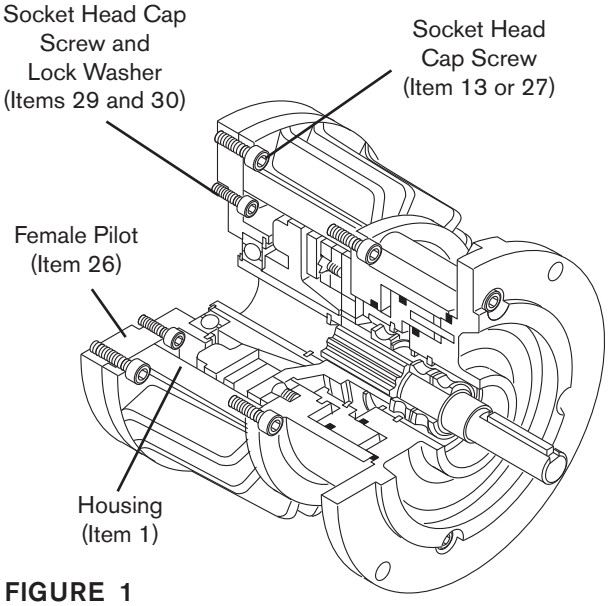


FIGURE 1

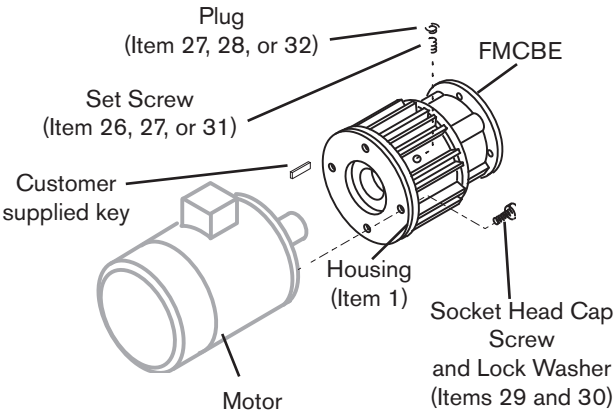


FIGURE 2

TABLE 1
Recommended Tightening Torques

MODEL	ITEM 13	ITEM 27	ITEM 29
625	—	—	580 In. Lbs. [65.5 Nm]
875	—	157 In. Lbs. [17.7 Nm]	580 In. Lbs. [65.5 Nm]
1125	—	267 In. Lbs. [30.2 Nm]	1425 In. Lbs. [161 Nm]
1375	384 In. Lbs. [43.4 Nm]	—	1425 In. Lbs. [161 Nm]

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INSTALLATION

MOUNTING BETWEEN A GEAR REDUCER AND A MOTOR

1. Insert the Key (Item 25) into the output shaft of the FMCBE (See Figure 3).

2. Slide the FMCBE output shaft into the gear reducer (See Figure 3).

3. Secure the FMCBE to the gear reducer, using customer supplied socket head cap screws, lock washers, and nuts (See Figure 3).

   NOTE: Model 625 does not have a Female Pilot; proceed with Step 5 for this model.

4. On Models 875, 1125, and 1375, first remove the Socket Head Cap Screws (Item 27 on Models 875 and 1125 or Item 13 on Model 1375) and Female Pilot (Item 26); then, secure Female Pilot to the motor face using Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) and tighten them to the recommended torque (See Figure 1 and Table 1).

5. Insert the customer supplied key into the motor shaft keyway (See Figure 3).

6. Slide the FMCBE 625 onto the motor shaft (See Figure 3).

7. On Model 625, secure the FMCBE to the motor using Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) and tighten them to the recommended torque (See Figure 2 and Table 1).

   Apply a drop of Loctite® 242 to the threads of the Socket Head Cap Screws (Item 27 on Models 875 and 1125 or Item 13 on Model 1375).

   On Models 875, 1125, and 1375, secure the FMCBE Housing (Item 1) to the Female Pilot (Item 26) using Socket Head Cap Screws (Item 27 on Models 875 and 1125 or Item 13 on Model 1375) and tighten them to the recommended torque (See Figure 1 and Table 1).

8. Align the hole in the FMCBE Housing (Item 1) with the tapped hole in the Drive Disc (See Figure 3).

9. Insert and tighten the Set Screw and then install the Plug (See Figure 3).

   NOTE: On Model 625, the Set Screw is Item 26. On Models 875 and 1125, the Set Screw is Item 31. On Model 1375, the Set Screw is Item 27.

   On Model 625, the Plug is Item 27. On Models 875 and 1125, the Plug is Item 32. On Model 1375, the Plug is Item 28.

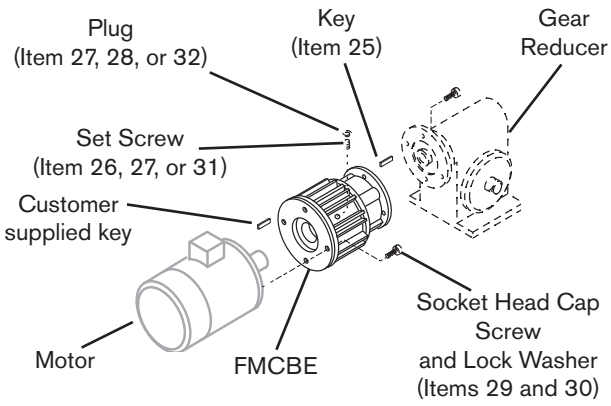


FIGURE 3

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LUBRICATION

NOTE

Nexen pneumatically actuated devices require clean, pressure regulated air for maximum performance and life. All seals in Nexen Pneumatically operated devices are lubricated for life and do not require additional lubrication.

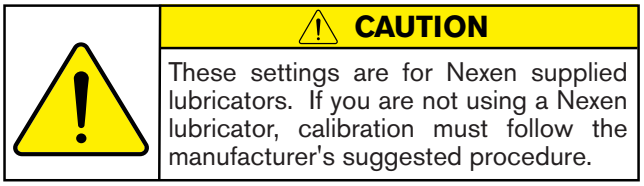
However, some customers prefer to use an air line lubricator, which injects oil into the pressurized air, forcing an oil mist into the air chamber. This is acceptable, but care must be taken to ensure once an air mist lubrication system is used, it is continually used over the life of the product as the oil mist may wash free the factory installed lubrication.

Locate the lubricator above and within ten feet of the product, and use low viscosity oil such as SAE-10.

Synthetic lubricants are not recommended.

Nexen product's bearings are shielded and pre-lubricated, and require no further lubrication.

LUBRICATOR DRIP RATE SETTINGS



1. Close and disconnect the air line from the unit.
2. Turn the Lubricator Adjustment Knob counterclockwise three complete turns.
3. Open the air line.
4. Close the air line to the unit when a drop of oil forms in the Lubricator Sight Gage.
5. Connect the air line to the unit.
6. Turn the Lubricator Adjustment Knob clockwise until closed.
7. Turn the Lubricator Adjustment Knob counterclockwise one-third turn.
8. Open the air line to the unit.

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AIR CONNECTIONS

All Nexen pneumatically actuated devices require clean and dry air, which meet or exceeds ISO 8573.1:2001 Class 4.4.3 quality.

NOTE

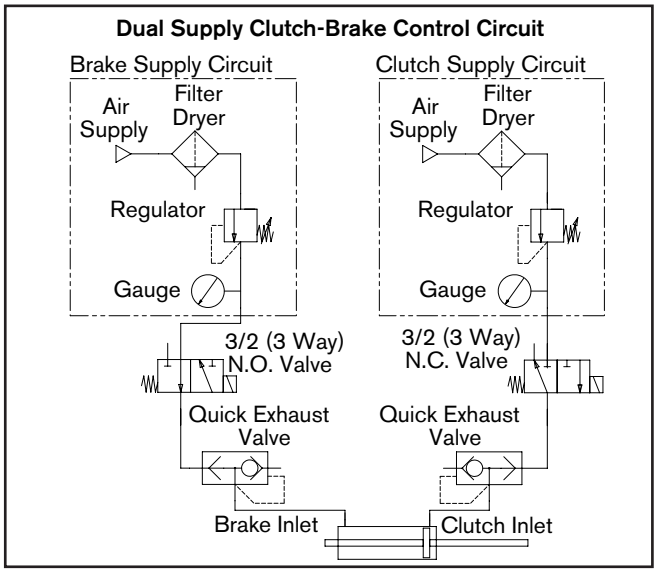
For quick response, Nexen recommends a quick exhaust valve and short air lines between the Control Valves and the product. Align the air inlet ports to a down position to allow condensation to drain out of the air chambers of the product.

The following are common air supply schemes used with this product. These are examples and not an all-inclusive list. All air circuits to be used with this product must be designed following ISO-4414 guidelines.

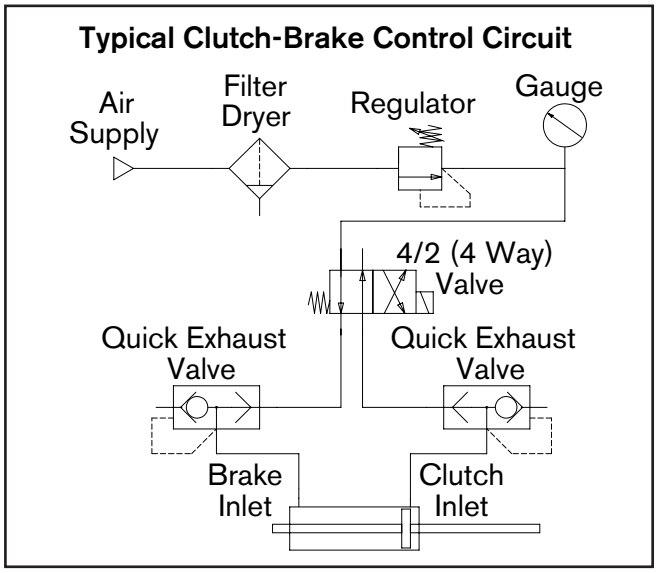
⚠ CAUTION

Low air pressure will cause slippage and overheating. Excessive air pressure will cause abrupt starts and stops, reducing product life.

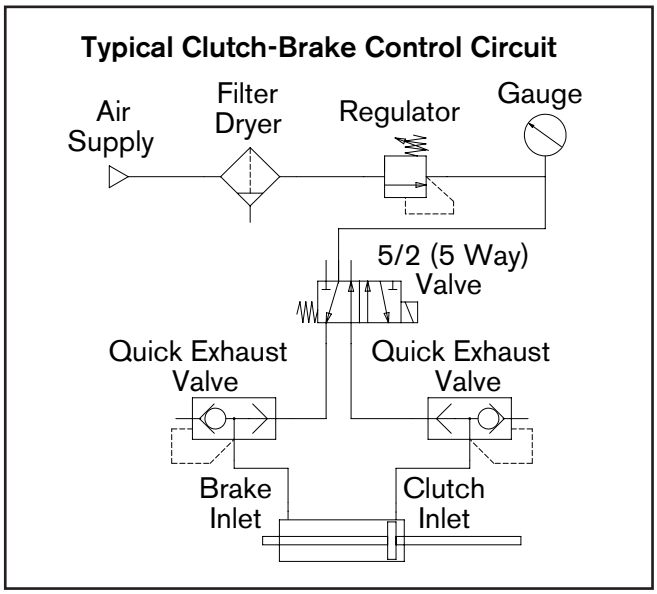
Air Pressure (Gage) Limits
6.9 Bar (100 PSI) Absolute Max.
0 Bar (0 PSI) Absolute Min.



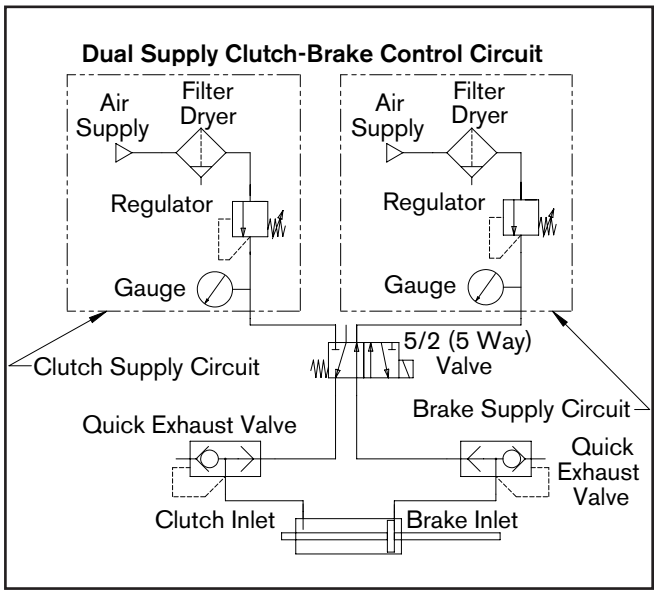
3/2 (3 Way)



4/2 (4 Way)



5/2 (4 Way)



5/2 (5 Way)

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TROUBLESHOOTING

SYMPTOM	PROBABLE CAUSE	SOLUTION
Failure to engage.	Air not getting to the FMCBE due to a control valve malfunction.	Check for a control valve malfunction or low air pressure and replace the control valve if necessary
	Air leaks around the O-ring Seals.	Replace the O-ring Seals.
Failure to disengage.	Unexhausted air due to a control valve malfunction.	Check for a control valve malfunction and replace the control valve if necessary.
Loss of torque.	Air leaks around the O-ring Seals.	Replace the O-ring Seals.
	Worn or dirty Friction Facings.	Replace the Friction Facings.

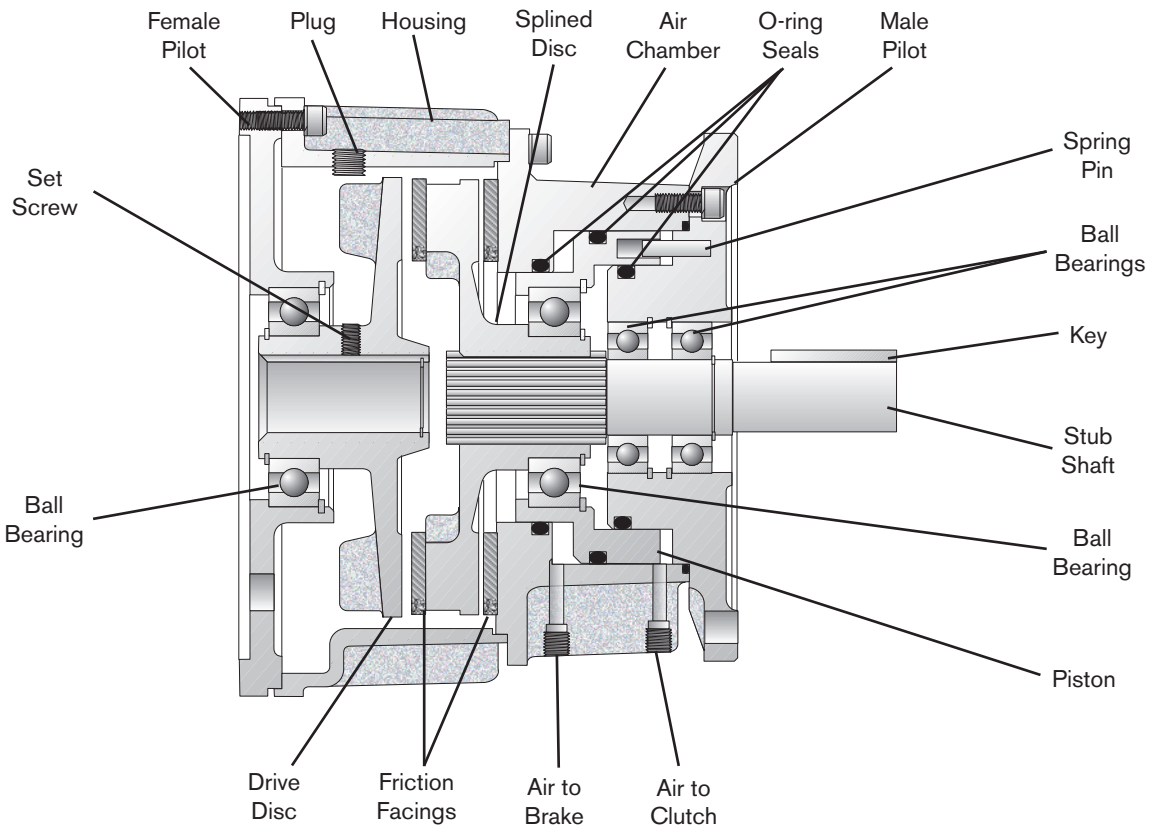


FIGURE 7

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MODELS 625, 875, 1125, AND 1375

1. Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 8).



⚠ CAUTION

Some product assemblies can exceed 90 lbs. Use lifting aids and proper lifting techniques when installing, removing, or placing in service.

2. Remove the six old Flat Head Machine Screws (Item 7) and the first old split Friction Facing (Item 11) (See Figure 9).

3. Align the holes in the Splined Disc (Item 9) with the Flat Head Machine Screws (Item 7) that secure the second split Friction Facing (Item 11) (See Figure 9).

4. Remove the six old Flat Head Machine Screws (Item 7 and the second old split Friction Facing (Item 11) (See Figure 9).

5. Clean the friction surfaces and facing mounting surfaces with fresh safety solvent.

6. Install the first new split Friction Facing (Item 11) and new Flat Head Machine Screws (Item 7) (See Figure 9).

7. Tighten the six new Flat Head Machine Screws. See Table 2 for torque values.

8. Install the second new split Friction Facing (Item 11) and six new Flat Head Machine Screws (Item 7) (See Figure 9).

9. Tighten the six new Flat Head Machine Screws. See Table 2 for torque values.

10. Apply a drop of Loctite® 242 to the threads of the four Socket Head Cap Screws (Item 13) (See Figure 8).

11. Install and tighten the four Socket Head Cap Screws (Item 13) securing the two halves of the FMCBE to the recommended torque (See Figure 8 and Table 2).

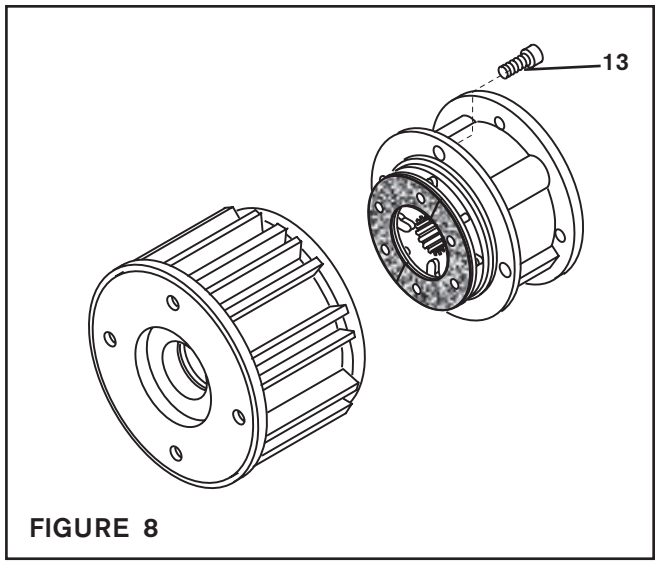


FIGURE 8

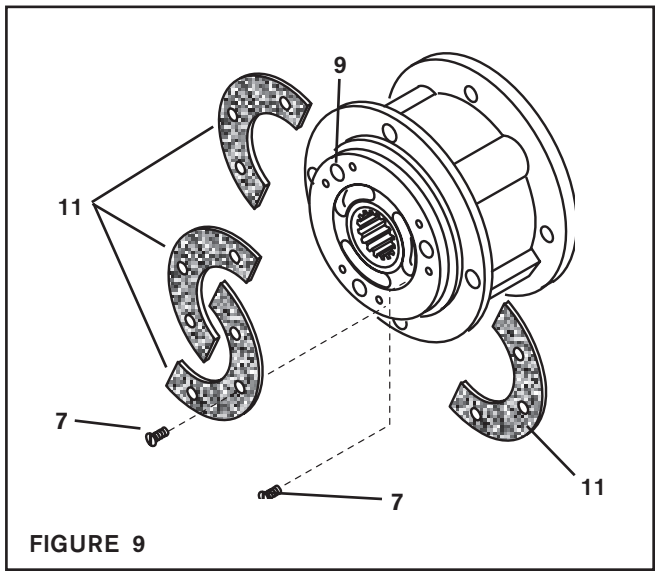


FIGURE 9

TABLE 2

FMCBE Model	RECOMMENDED TIGHTENING TORQUE (ITEM13)	FACING SCREW TORQUE (ITEM 7)
625	157 In. Lbs. [17.7 Nm]	26 In. Lbs. (2.9 Nm)
875	267 In. Lbs. [30.2 Nm]	26 In. Lbs. (2.9 Nm)
1125	267 In. Lbs. [30.2 Nm]	71 In. Lbs. (8.0 Nm)
1375	594 In. Lbs. [67.1 Nm]	71 In. Lbs. (8.0 Nm)

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PARTS REPLACEMENT / BALL BEARING

NOTE: The following sections are arranged by model. Verify that you are in the correct section for your model.

MODEL 625 HOUSING

NOTE: If an Input Unit is installed on the FMCBE, it must be removed before servicing the FMCBE. Remove Cap Screws and the Plug (Item 27) and loosen the Set Screw (Item 26) to release the FMCBE from the Input Unit (See Figure 11).

1. Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 10).

2. Remove the Plug (Item 27) and Set Screw (Item 26) (See Figure 11).



⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.

3. Remove the Retaining Ring (Item 6) and press the drive Disc (Item 4) out of Housing (Item 1) (See Figure 11).

4. Remove the Retaining Ring (Item 3) (See Figure 11).

5. Fully supporting the Housing (Item 1), press the old Ball Bearing (Item 2) out of the Housing (See Figure 11).

   NOTE: Do not reuse the bearing. Applying force on inner bearing race to remove bearing held by outer race causes damage to the bearing.

6. Clean the bearing bore of the Housing (Item 1) with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 11).

7. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 2) (See Figure 11).

8. Carefully align the outer race of the new Ball Bearing (Item 2) with the bore of the Housing (Item 1).

9. Supporting the Housing (Item 1) and pressing on the outer race of the new Ball Bearing (Item 2), press the new Ball Bearing into the Housing (See Figure 11).

10. Reinstall the Retaining Ring (Item 3) (See Figure 11).

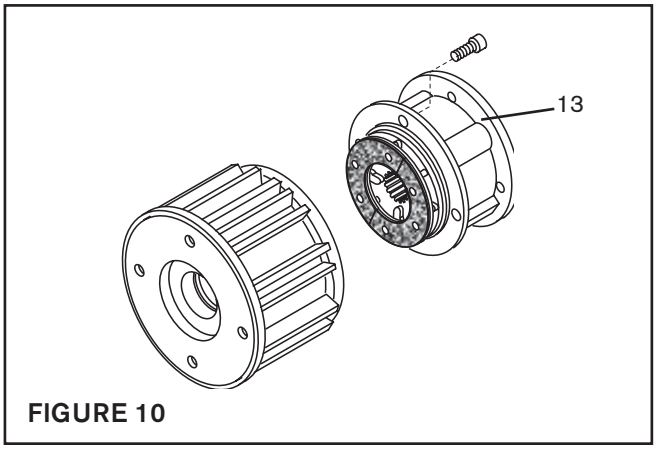


FIGURE 10

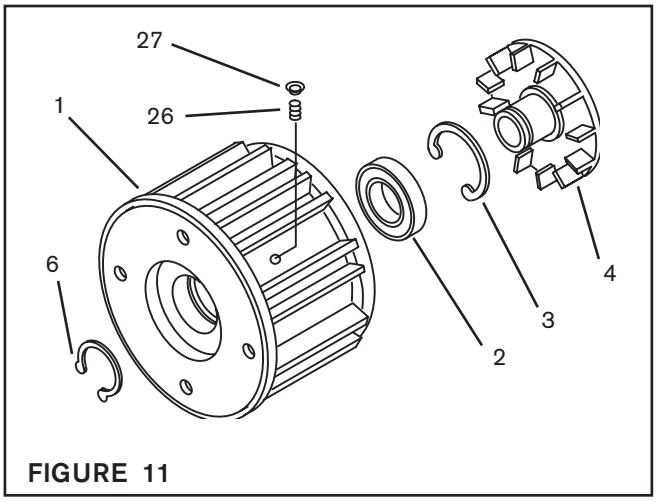


FIGURE 11

11. Support the inner race of the new Ball Bearing (Item 2) and press the Drive Disc (Item 4) into the new Ball Bearing (Item 2) and Housing (Item 1) (See Figure 11).

12. Reinstall the Retaining Ring (Item 6) (See Figure 11).

    NOTE: If you are replacing all the Ball Bearings and O-ring Seals in the FMCBE Model 625, proceed with PARTS REPLACEMENT–BEARINGS AND O-RING SEALS; otherwise, proceed with next step.

13. Apply a drop of Loctite® 242 to the threads of the four Socket Head Cap Screws (Item 13) and secure the two halves of the FMCBE together (See Figure 10).

14. Tighten the four Socket Head Cap Screws (Item 13) to 10.5 Ft. Lbs. [14.2 Nm] torque (See Figure 10).

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MODELS 875, 1125, AND 1375 FEMALE PILOT

NOTE: If an Input Unit is installed on the FMCBE, it must be removed before servicing the FMCBE. Remove Cap Screws and the Plug and loosen the Set Screw to release the FMCBE from the Input Unit (See Figure 13).

On Models 875 and 1125, the Set Screw is Item 31. On Model 1375, the Set Screw is Item 27.

On Models 875 and 1125, the Plug is Item 32. On Model 1375, the Plug is Item 28.

1. Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 12).

2. Remove the Plug and Set Screw (See Figure 13).

   NOTE: On FMCBE Models 875 and 1125 the Socket Head Cap Screws are Item 27.

   On FMCBE Model 1375 the Socket Head Cap Screws are Item 13.

3. Remove the four Socket Head Cap Screws (See Figure 13).

4. Remove the Female Pilot (Item 26) from the Housing (Item 1) (See Figure 13).



⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.

5. Remove the Retaining Ring (Item 6) and press the Drive Disc (Item 4) out of Female Pilot (Item 26) (See Figure 13).

6. Remove the Retaining Ring (Item 3) (See Figure 13).

7. Fully supporting the Female Pilot (Item 26), press the old Ball Bearing (Item 2) out of the Female Pilot (See Figure 13).

   NOTE: Do not reuse bearing. Applying force on inner bearing race to remove bearing held by outer race causes damage to bearing.

8. Clean the bearing bore of the Female Pilot (Item 26) with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 13).

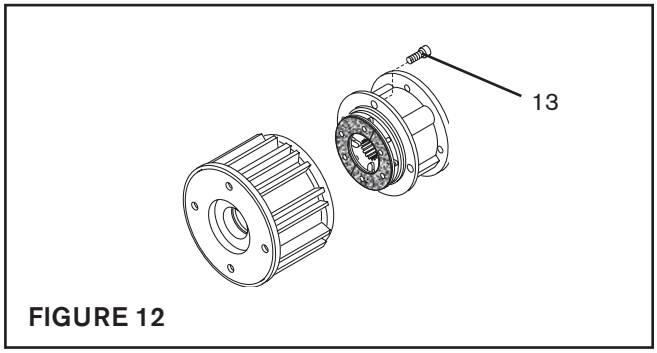


FIGURE 12

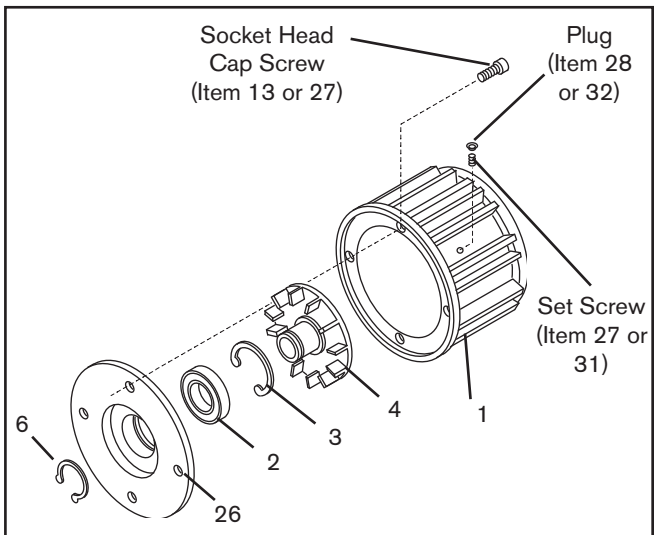


FIGURE 13

TABLE 3

FMCBE MODEL	RECOMMENDED TIGHTENING TORQUE (ITEM 13 or 27)
825	267 In. Lbs. [30.2Nm]
1125	267 In. Lbs. [30.2Nm]
1375	594 In. Lbs. [67.1Nm]

9. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 2) (See Figure 13).

10. Supporting the Female Pilot (Item 26) and pressing on the outer race of the new Ball Bearing (Item 2), press the new Ball Bearing into the Female Pilot (See Figure 13).

11. Reinstall the Retaining Ring (Item 3) (See Figure 13).

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12. Support the inner race of the new Ball Bearing (Item 2) and press the Drive Disc (Item 4) into the new Ball Bearing (Item 2) and Female Pilot (Item 26) (See Figure 13).

13. Reinstall the Retaining Ring (Item 6) (See Figure 13).



⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.

14. Using the four Socket Head Cap Screws, secure the Female Pilot (Item 26) to the Housing (Item 1) (See Figure 13).

NOTE: On FMCBE Models 875 and 1125, the Socket Head Cap Screws are Item 27. On FMCBE Model 1375, the Socket Head Cap Screws are Item 13.

If you are replacing all the Ball Bearings and O-ring Seals in the FMCBE, proceed with PARTS REPLACEMENT–BEARINGS AND O-RING SEALS; otherwise, proceed with next step.

15. Apply a drop of Loctite® 242 to the threads of the four Socket Head Cap Screws (Item 13) and secure the two halves of the FMCBE together (See Figure 12).

16. Tighten the four Socket Head Cap Screws (Item 13) to the recommended torque (See Figure 12 and Table 3).

PARTS REPLACEMENT / PISTON, DRIVE DISC, BEARINGS, AND O-RING SEALS

ALL MODELS

1. Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 14).

2. Remove the four remaining Socket Head Cap Screws (Item 13) and slide the Male Pilot (Item 20), Stub Shaft (Item 23), and the two Ball Bearings (Item 19) out of the Air Chamber (Item 12) (See Figure 15).

3. Remove the old O-ring Seals (Items 21 and 22) from the Male Pilot (Item 20) (See Figure 15).



⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.

4. Remove the Retaining Ring (Item 24) and press the Stub Shaft (Item 23) out of the Male Pilot (Item 20) (See Figure 16).

NOTE: The two old Ball Bearings (Item 19) are removed from opposite ends of the Male Pilot (Item 20). Do not remove the Retaining Rings (Item 18) (See Figure 16).

5. Remove the two old Ball Bearings (Item 19) from the Male Pilot (Item 20). One Ball Bearing will stay with the Stub Shaft (Item 23) when pressed out (See Figure 16).

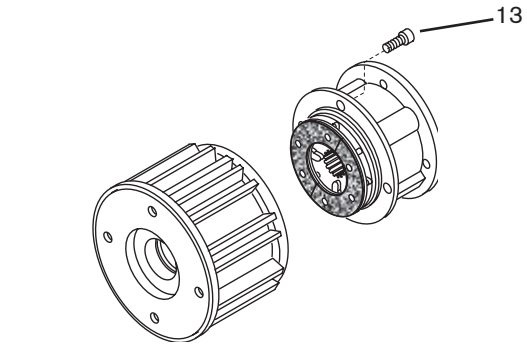


FIGURE 14

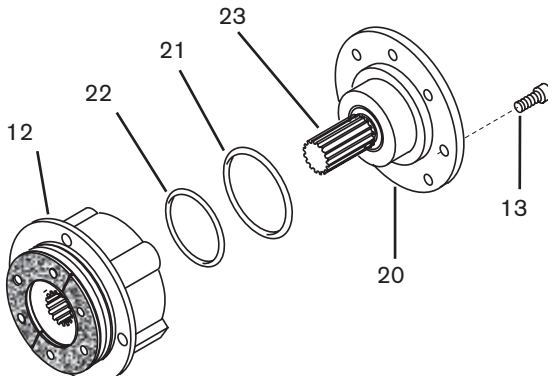


FIGURE 15

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PARTS REPLACEMENT / PISTON, DRIVE DISC, BEARINGS, AND O-RING SEALS (continued)

6. Clean the bearing bore of the Male Pilot (Item 20) with fresh safety solvent, making sure all old Loctite® residue is removed.

7. Press one new Ball Bearing (Item 19) onto the Stub Shaft (Item 23) (See Figure 16).

8. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 19) pressed onto the Stub Shaft (Item 23) and press the new Ball Bearing and Stub Shaft into the Male Pilot (Item 20) until the Ball Bearing is seated against the Retaining Ring (Item 18) (See Figure 16).

9. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the second new Ball Bearing (Item 19) and press it onto the Stub Shaft (Item 23) and into the Male Pilot (Item 20) until it is seated against the Retaining Ring (Item 18) (See Figure 16).

10. Reinstall the Retaining Ring (Item 24) (See Figure 16).



⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.

11. Remove the Retaining Ring (Item 6) and press the Splined Disc (Item 9) out of the Air Chamber (Item 12) (See Figure 17).

12. Slide the Piston (Item 16) out of the Air Chamber (Item 12) (See Figure 17).

13. Remove the O-ring Seals (Items 14 and 15) from the Piston (Item 16) and the Air Chamber (Item 12) (See Figure 17).

14. Remove the Retaining Ring (Item 3) from the Piston (Item 16) (See Figure 17).

15. Press the old Ball Bearing (Item 2) out of the Piston (Item 16) (See Figure 17).

16. Clean the bearing bore of the Piston (Item 16) with fresh safety solvent, making sure all old Loctite® residue is removed.

17. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 2); then, press the new Ball Bearing (Item 2) into the Piston (Item 16) and install the Retaining Ring (Item 3) (See Figure 17).

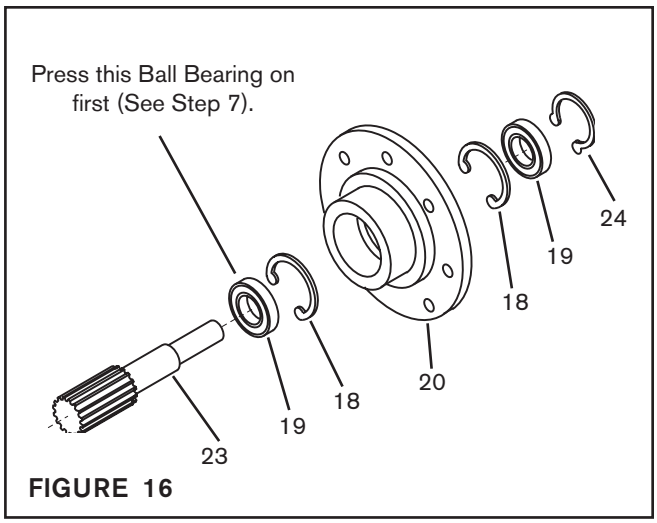


FIGURE 16

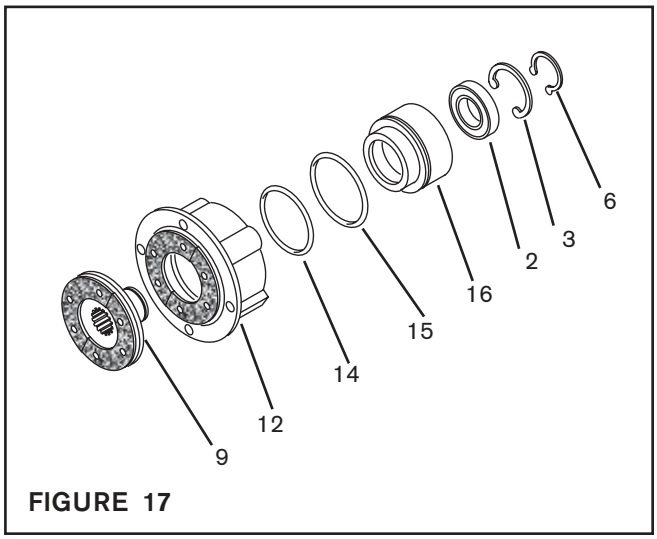


FIGURE 17

18. Lubricate the new O-ring Seals (Items 14 and 15) and the contact surfaces on the Piston (Item 16) and Air Chamber (Item 12) with a thin film of fresh O-ring lubricant (See Figure 17).

19. Install the new O-ring Seals (Items 14 and 15) (See Figure 17).

20. Slide the Piston (Item 16) back into the Air Chamber (Item 12) (See Figure 17).

21. Support the inner race of the Ball Bearing (Item 2), located inside the Piston (Item 16), and press the Splined Disc (Item 9) into the Air Chamber (Item 12) and Piston (Item 16) (See Figure 17).

22. Reinstall the Retaining Ring (Item 6) (See Figure 17).

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PARTS REPLACEMENT / PISTON, DRIVE DISC, BEARINGS, AND O-RING SEALS (continued)



⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.

23. Lubricate the new O-ring Seals (Items 21 and 22) and the contact surfaces on the Male Pilot (Item 20) and Air Chamber (Item 12) with a thin film of fresh O-ring lubricant (See Figure 18).

24. Install the new O-ring Seals (Items 21 and 22) (See Figure 18).

25. Align the Spring Pin (Item 17) on the Male Pilot (Item 20) with the hole in the Piston (Item 16) and slide the Male Pilot into the Air Chamber (Item 12) (See Figure 18).

26. Apply a drop of Loctite® 242 to the threads of four Socket Head Cap Screws (Item 13) and secure the Male Pilot (Item 20) to the Air Chamber (Item 12) (See Figure 18).

27. Tighten the four Socket Head Cap Screws (Item 13) to the recommended torque (See Figure 18 and Table 4).

28. Apply a drop of Loctite® 242 to the threads of four Socket Head Cap Screws (Item 13) and secure the Male Pilot (Item 20) and Air Chamber (Item 12) to the Housing (Item 1) (See Figure 18).

29. Tighten the four Socket Head Cap Screws (Item 13) to the recommended torque (See Figure 18 and Table 4).

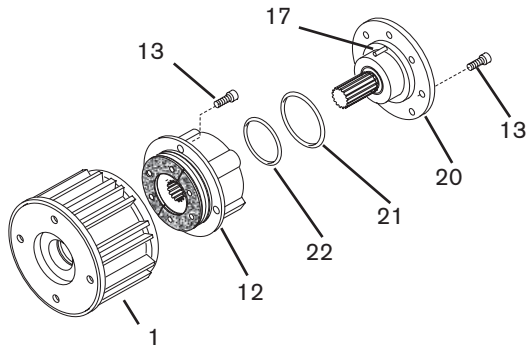


FIGURE 18

TABLE 4

FMCBE MODEL	RECOMMENDED TIGHTENING TORQUE (ITEM 13)
625	157 In. Lbs. [17.7 Nm]
875	267 In. Lbs. [30.2Nm]
1125	267 In. Lbs. [30.2Nm]
1375	594 In. Lbs. [67.1 Nm]

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PARTS REPLACEMENT–INPUT UNIT

ALL MODELS



⚠ CAUTION

Working with spring loaded or tension loaded fasteners and devices can cause injury. Wear safety glasses and take the appropriate safety precautions.

1. Remove the Retaining Ring (Item 35) from the output end of the Input Unit (See Figure 19).

2. Press the Stub Shaft (Item 11) out of the Bearing Flange (Item 20) (See Figure 19).

   NOTE: One old Ball Bearing (Item 30) will come out of the Bearing Flange (Item 20) with the Stub Shaft (Item 11).

3. Press the first old Ball Bearing (Item 30) off the Stub Shaft (Item 11) (See Figure 19).

4. Press the first new Ball Bearing (Item 30) onto the Stub Shaft (Item 11) until it is seated against the Retaining Ring (Item 35) (See Figure 19).

5. Press the second old Ball Bearing (Item 30) out of the Bearing Flange (Item 20) (See Figure 19).

6. Clean the bearing bore of the Bearing Flange with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 19).

7. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the first new Ball Bearing (Item 30) on the Stub Shaft (Item 11) and press the first new Ball Bearing and Stub Shaft into the Bearing Flange (Item 20) until the Ball Bearing is seated against the Retaining Ring (Item 58) (See Figure 19).

8. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the second new Ball Bearing (Item 30) and press the second new Ball Bearing onto the Stub Shaft and into the Bearing Flange (Item 20) until the Ball Bearing is seated against the Retaining Ring (Item 58) (See Figure 19).

9. Reinstall the Retaining Ring (Item 35) (See Figure 19).

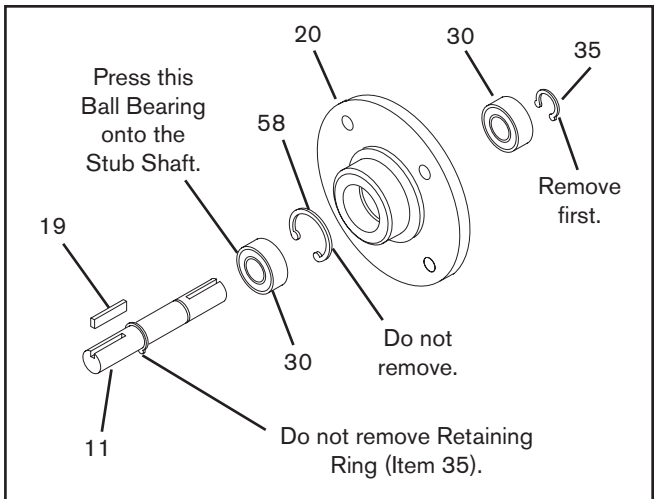


FIGURE 19

REPLACEMENT PARTS

The item or balloon number for all Nexen products is used for part identification on all product parts lists, product price lists, unit assembly drawings, bills of materials, and instruction manuals.

When ordering replacement parts, specify model designation, item number, part description, and quantity. Purchase replacement parts through your local Nexen Distributor.

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PARTS LIST

FMCBE-625

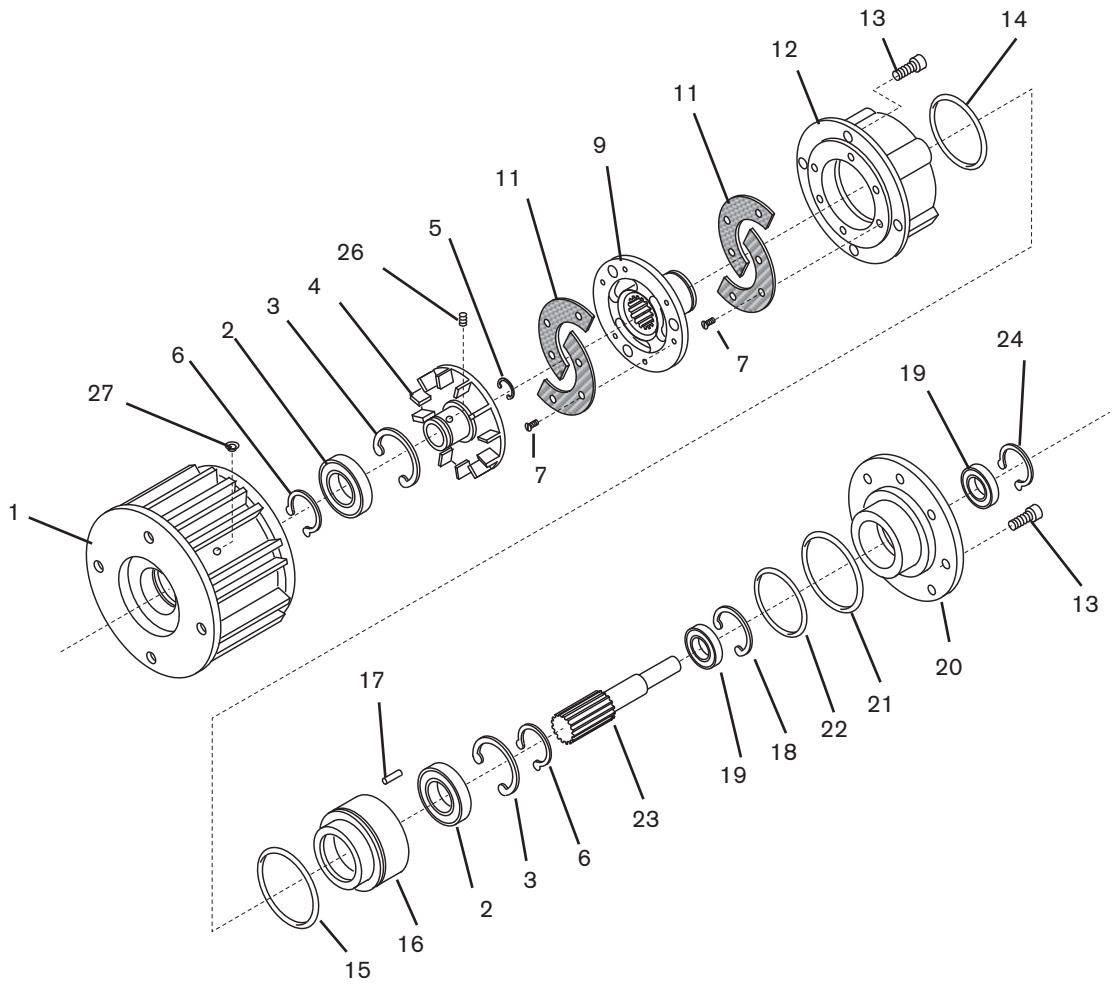


FIGURE 20

ITEM	DESCRIPTION	QTY
1	Housing	1
2[1]	Ball Bearing	2
3	Retaining Ring (Int.)	2
4	Drive Disc	1
5	Retaining Ring (Int.)	1
6	Retaining Ring (Ext.)	2
7[2]	Flat Head Machine Screw	12
9	Splined Disc	1
11[2]	Friction Facing	2
12	Air Chamber	1
13	Socket Head Cap Screw	8
14[1]	O-ring Seal	1
15[1]	O-ring Seal	1
16	Piston	1

[1] Denotes Repair Kit item.
Repair Kit No. 801447.

ITEM	DESCRIPTION	QTY
17[3]	Spring Pin	1
18[3]	Retaining Ring (Int.)	1
19[1]	Ball Bearing	2
20	Male Pilot	1
21[1]	O-ring Seal	1
22[1]	O-ring Seal	1
23	Stub Shaft	1
24	Retaining Ring (Ext.)	1
25	Key (Not Shown)	1
26	Set Screw	1
27	Plug	1
29	Socket Head Cap Screw (Not Shown)	4
30	Lock Washer (Not Shown)	4

[2] Denotes Facing Kit item.
Facing Kit No. 801448 (two kits required per unit).

[3] Items 17 and 18 are part of sub-assembly #20.

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PARTS LIST

FMCBE-875

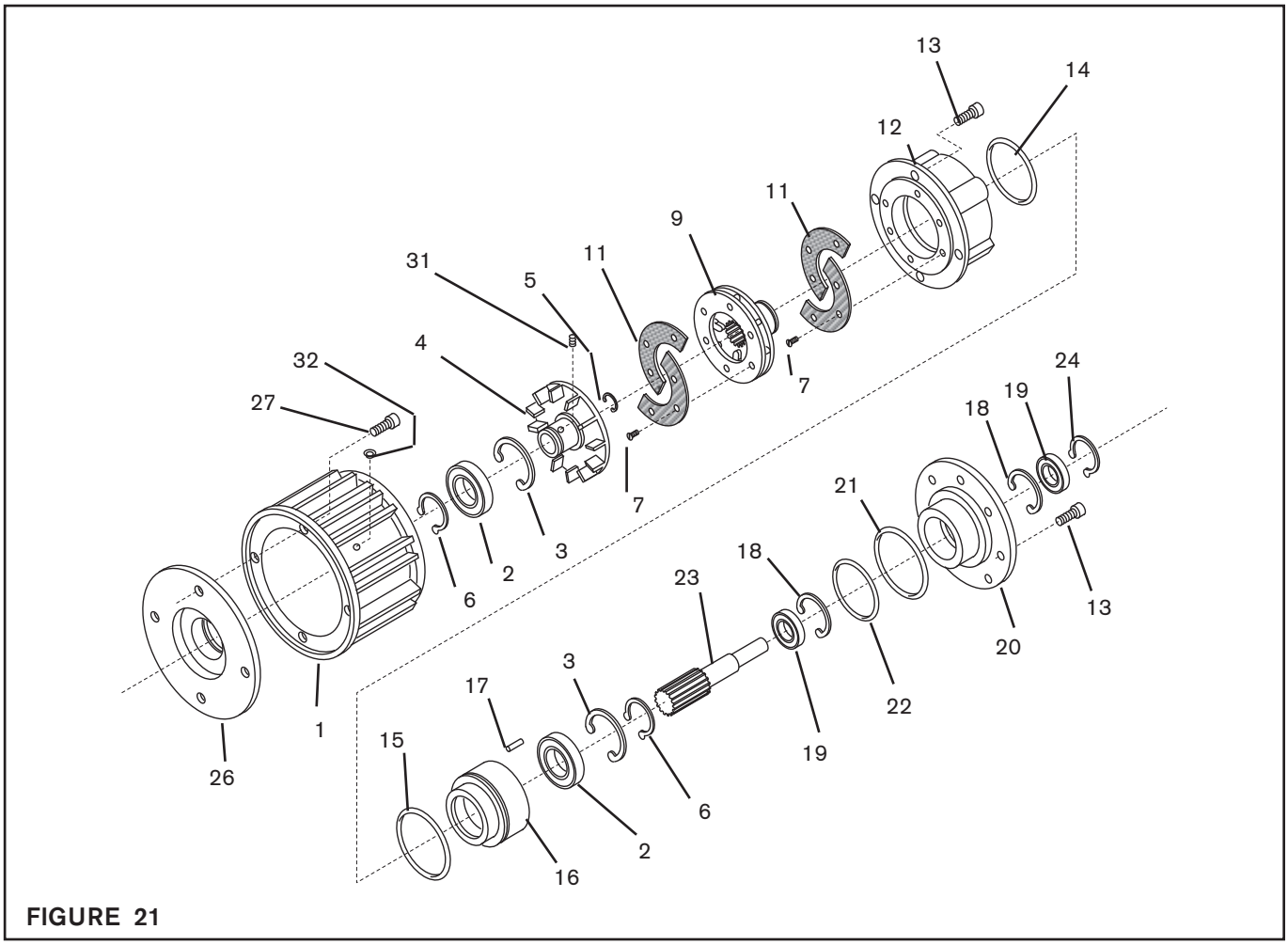


FIGURE 21

ITEM	DESCRIPTION	QTY
1	Housing	1
2[1]	Ball Bearing	2
3	Retaining Ring (Int.)	2
4	Drive Disc	1
5	Retaining Ring (Int.)	1
6	Retaining Ring (Ext.)	2
7[2]	Flat Head Machine Screw	12
9	Splined Disc	1
11[2]	Friction Facing	2
12	Air Chamber	1
13	Socket Head Cap Screw	8
14[1]	O-ring Seal	1
15[1]	O-ring Seal	1
16	Piston	1
17[3]	Spring Pin	1

ITEM	DESCRIPTION	QTY
18[3]	Retaining Ring (Int.)	2
19[1]	Ball Bearing	2
20	Male Pilot	1
21[1]	O-ring Seal	1
22[1]	O-ring Seal	1
23	Stub Shaft	1
24	Retaining Ring (Ext.)	1
25	Key (Not Shown)	1
26	Female Pilot	1
27	Socket Head Cap Screw	4
29	Socket Head Cap Screw (Not Shown)	4
30	Lock Washer (Not Shown)	4
31	Set Screw	1
32	Plug	1

[1] Denotes Repair Kit item.
Repair Kit No. 801428.

[2] Denotes Facing Kit item.
Facing Kit No. 801430 (two kits required per unit).

[3] Items 17 and 18 are part of sub-assembly #20.

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PARTS LIST

FMCBE-1125

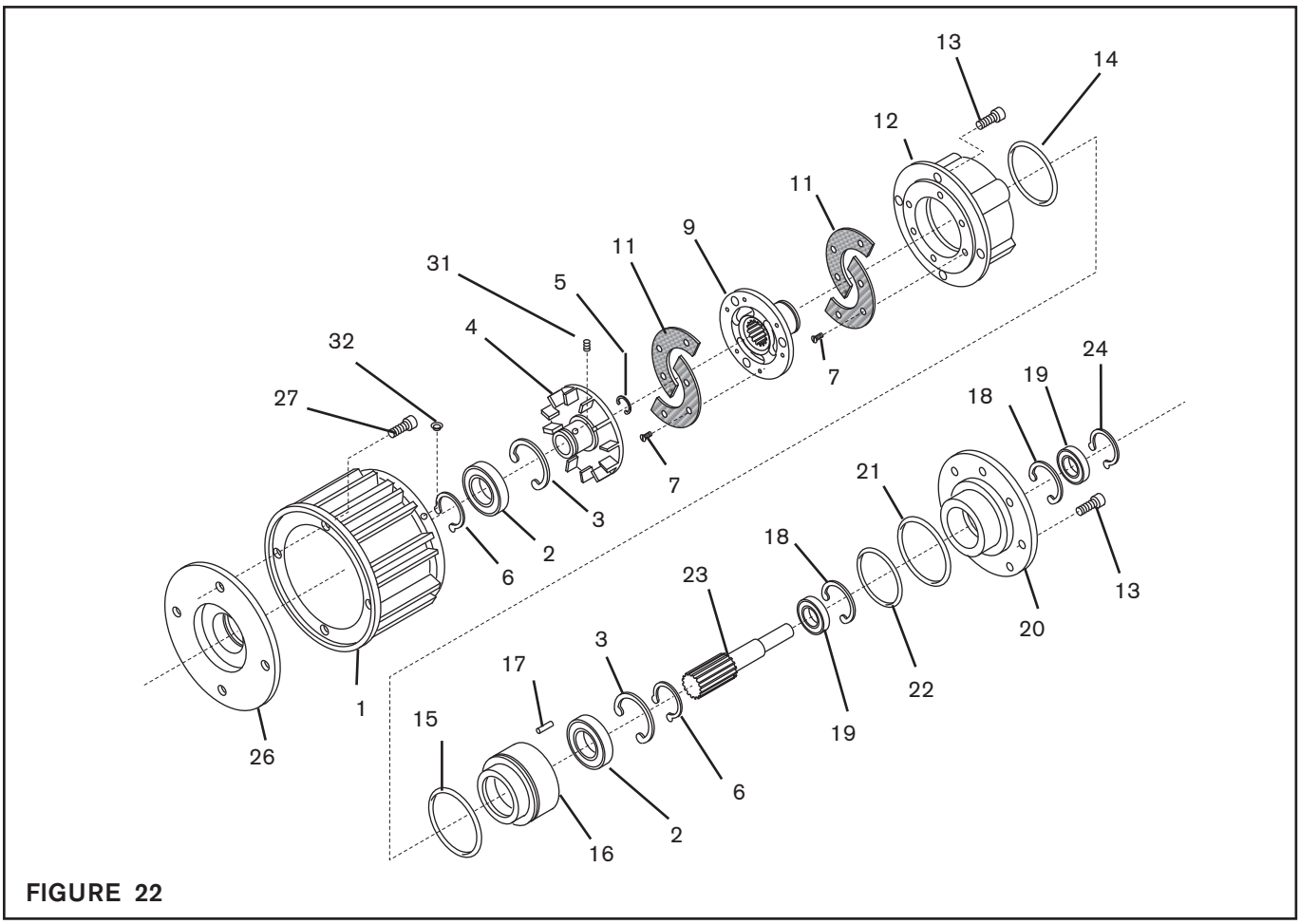


FIGURE 22

ITEM	DESCRIPTION	QTY
1	Housing	1
2[1]	Ball Bearing	2
3	Retaining Ring (Int.)	2
4	Drive Disc	1
5	Retaining Ring (Int.)	1
6	Retaining Ring (Ext.)	2
7[2]	Flat Head Machine Screw	12
9	Splined Disc	1
11[2]	Friction Facing	2
12	Air Chamber	1
13	Socket Head Cap Screw	8
14[1]	O-ring Seal	1
15[1]	O-ring Seal	1
16	Piston	1

[1] Denotes Repair Kit item.
Repair Kit No. 801604.

ITEM	DESCRIPTION	QTY
17[3]	Spring Pin	1
18[3]	Retaining Ring (Int.)	2
19[1]	Ball Bearing	2
20	Male Pilot	1
21[1]	O-ring Seal	1
22[1]	O-ring Seal	1
23	Stub Shaft	1
24	Retaining Ring (Ext.)	1
25	Key (Not Shown)	1
26	Female Pilot	1
27	Socket Head Cap Screw	4
29	Socket Head Cap Screw (Not Shown)	4
30	Lock Washer (Not Shown)	4
31	Set Screw	1
32	Plug	1

[2] Denotes Facing Kit item.
Facing Kit No. 801605 (two kits required per unit).

[3] Items 17 and 18 are part of sub-assembly #20.

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PARTS LIST

FMCBE-1375

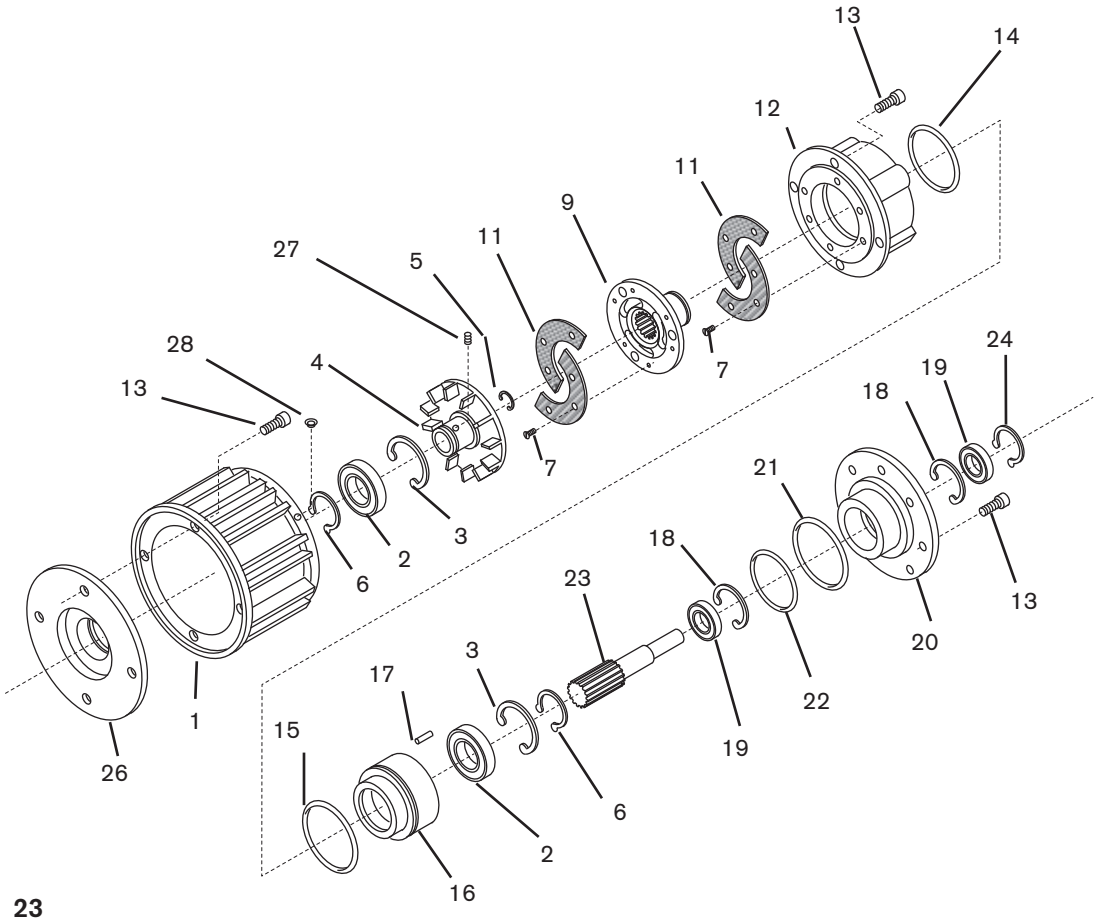


FIGURE 23

ITEM	DESCRIPTION	QTY
1	Housing	1
2[1]	Ball Bearing	2
3	Retaining Ring (Int.)	2
4	Drive Disc	1
5	Retaining Ring (Int.)	1
6	Retaining Ring (Ext.)	2
7[2]	Flat Head Machine Screw	12
9	Splined Disc	1
11[2]	Friction Facing	2
12	Air Chamber	1
13	Socket Head Cap Screw	12
14[1]	O-ring Seal	1
15[1]	O-ring Seal	1
16	Piston	1

ITEM	DESCRIPTION	QTY
17[3]	Spring Pin	1
18[3]	Retaining Ring (Int.)	2
19[1]	Ball Bearing	2
20	Male Pilot	1
21[1]	O-ring Seal	1
22[1]	O-ring Seal	1
23	Stub Shaft	1
24	Retaining Ring (Ext.)	1
25	Key (Not Shown)	1
26	Female Pilot	1
27	Set Screw	1
28	Plug	1
29	Socket Head Cap Screw (Not Shown)	4
30	Lock Washer (Not Shown)	4

[1] Denotes Repair Kit item.
Repair Kit No. 801651.

[2] Denotes Facing Kit item.
Facing Kit No. 801647 (two kits required per unit).

[3] Items 17 and 18 are part of sub-assembly #20.

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PARTS LIST

INPUT UNIT

ITEM	DESCRIPTION	QTY
11	Stub Shaft	1
19	Key	2
20	Bearing Flange	1
30	Ball Bearing	2
35	Retaining Ring	2
45	Hex. Head Jam Nut (Not Shown)	4
58	Retaining Ring	1

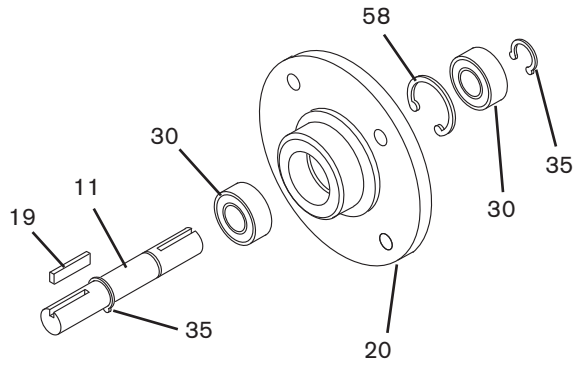


FIGURE 24

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