

BRUKSANVISNING / USER MANUAL

92N 92R Series Air Motors

Operation and Maintenance

03528635

Ingersoll Rand 92RA008 · 92RA011 · 92RA014 · 92RA017 · 92RA022 · 92RB029 ·
+3

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Service · Kalibrering · Originalreservdelar

Service · Calibration · Genuine spare parts



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Nonreversible and Reversible MULTI-VANE® Geared Motors

Series 92N and 92R

Operation and Maintenance Information

EN Operation and Maintenance Information

ZH 操作和维护信息



Save These Instructions

 **Ingersoll Rand**

WARNING**General Product Safety Information**

- **Read and understand this manual before operating this product.**
- **It is your responsibility to make this safety information available to others that will operate this product.**
- **Failure to observe the following warnings could result in injury.**

WARNING

- Always operate, inspect and maintain this motor in accordance with American National Standards Institute Safety Code for Portable Air Tools (ANSI B186.1).
- For safety, top performance and maximum durability of parts, operate this motor at 90 psig (6.2 bar/620 kPa) air pressure at the inlet with 1 1/4" (32 mm) air supply hose.
- Always turn off the air supply and disconnect the air supply hose before installing, removing or adjusting any accessory on this motor or before performing any maintenance on this motor.
- Keep hands, loose clothing and long hair away from rotating end of motor.
- Anticipate and be alert for sudden changes in motion during start up and operation of any motor.
- Motor shaft may continue to rotate briefly after throttle is released.
- Do not lubricate motor with flammable or volatile liquids such as kerosene, diesel or jet fuel.
- Do not remove any labels. Replace any damaged label.
- Use accessories recommended by **Ingersoll Rand**.
- This motor is not designed for working in explosive atmospheres.
- This motor is not insulated against electric shock.
- When installing one of these Motors for operation on compressed air, refer to the schematic diagram Drawing TPB-491.

NOTICE

- The use of other than genuine **Ingersoll Rand** replacement parts may result in safety hazards, decreased tool performance and increased maintenance, and may invalidate all warranties.
- **Ingersoll Rand** is not responsible for customer modification of tools for applications on which **Ingersoll Rand** was not consulted.
- Repairs should be made only by authorized, trained personnel. Consult your nearest **Ingersoll Rand** Authorized Servicenter.
- It is the responsibility of the employer to place the information in this manual into the hands of the operator.

Safety Symbol Identification

Wear Respiratory Protection



Wear Eye Protection



Wear Hearing Protection



Read Manuals Before Operating Product

(Dwg. MHP2598)

Safety Information - Explanation of Safety Signal Words

 DANGER	Indicates an imminently hazardous situation which, if not avoided, will result in death or serious injury.
 WARNING	Indicates a potentially hazardous situation which, if not avoided, could result in death or serious injury.
 CAUTION	Indicates a potentially hazardous situation which, if not avoided, may result in minor or moderate injury or property damage.
NOTICE	Indicates information or a company policy that relates directly or indirectly to the safety of personnel or protection of property.

Lubrication

Always use an air line lubricator with these motors. We recommend the following Filter-Regulator-Lubricator Unit: **No. C31-08-600**. Install the Unit as close to the Motor as practical. Keep the Lubricator filled with **Ingersoll Rand No. 50 Oil**.

NOTICE

If a **sight feed lubricator is used**, adjust the lubricator to feed 60 drops per minute for continuous duty operation. **Whenever the power unit is disassembled**, work some **Ingersoll Rand No. 28 Grease** into the Rear Rotor Bearing (5). Use a good quality SAE 90 Gear Lubricant in the gear box. The amount of lubricant required is dependent upon the size of gear box and the mounting position of the Motor.

When lubricating the gear box, refer to Drawing TPB490 showing the various mounting positions and the fill plugs, vent plug and drain

plug. In each case, fill the gear chamber up to the "Level" plug. If the Vent Plug (40) is not located at the position indicated for a given mounting, relocate the Vent Plug by interchanging it with the pipe plug at that location.

Whenever a Series 92NB or 92RB Motor is mounted with the Motor Shaft (36) pointing toward the floor or ceiling, you must install a gravity feed lubrication to make certain the gears in the upper portion of the gear box get adequate lubrication. To do this, remove one of the pipe plugs other than the Vent plug from the upper side of the motor and connect an oil line from a gravity feed reservoir. Connect an overflow line to the Level Plug opening and run it to a pump to return the lubricant to the gravity feed reservoir.

If the Motor is mounted in any position other than that illustrated, contact an **Ingersoll Rand Representative** for oil level and venting recommendations.

Direction of Shaft Rotation

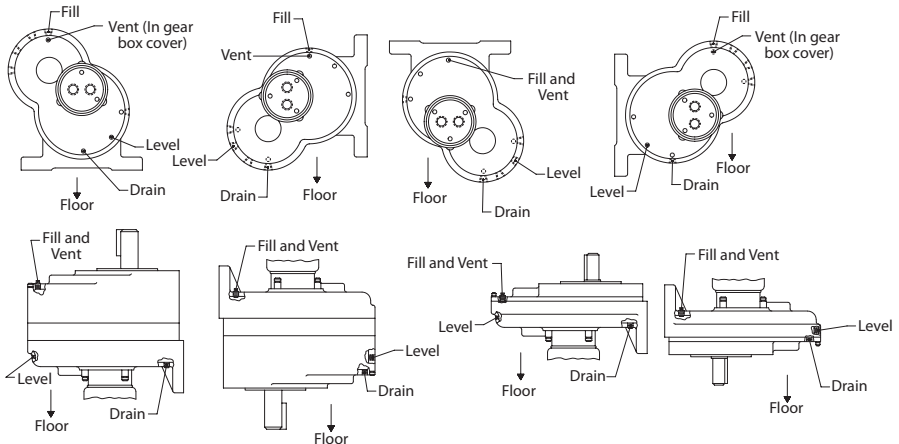
Series 92N Non-reversible Motors are assembled at the factory so that the Motor Shaft (36) rotates counterclockwise when facing the end of the Shaft. When desired, the direction of the shaft rotation can be changed as follows:

1. Stand the Motor upright on a workbench with the Motor Housing Cover (1) upward and secure it in position by clamping the base with a C-clamp.
2. Remove the four Housing Cover Cap Screws (2).
3. Being careful not to damage the Cylinder Seals (8A), pull the Motor Housing Cover and the Motor Housing (11) off the Gear Box (18).
4. Grasp the Cylinder (8) with both hands and carefully work the motor from the Gear Box.
5. While holding the Cylinder with one hand, drive against the splined end of the Rotor (12) with a soft hammer until the Front Rotor Bearing (13) comes free from the rotor shaft.
6. Withdraw the Front Rotor Bearing, Front Rotor Bearing Spacer Assembly (14) and Front End Plate (7).
7. Withdraw the Cylinder (8), turn it end-for-end, and slide it back over the Rotor.
8. Install the Front End Plate, Front Rotor Bearing Spacer Assembly and Front Rotor Bearing.

NOTICE

Press against the inner ring of the Bearing when pressing the Front Rotor Bearing on the rotor shaft.

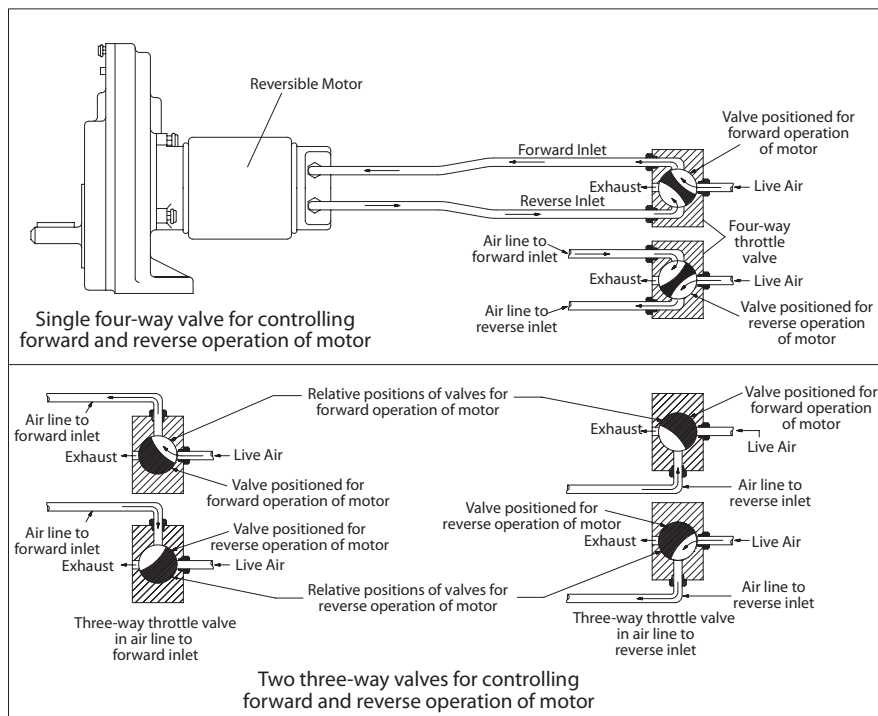
9. Align the dowel hole in both End Plates and Cylinder, and insert the Cylinder Dowel (9) so that it protrudes from the Rear End Plate.
10. Place the Housing Cover Gasket (4) in the recess in the Housing Cover so that the dowel notch in the Gasket is aligned with the dowel hole in the Cover.
11. Set the motor assembly in the Cover so that the Cylinder Dowel enters the dowel hole.
12. Slide the Motor Housing (11) over the Cylinder and against the Motor Housing Cover.
13. Place the Gear Box Gasket (17) on the face of the Front End Plate.
14. Pick up the entire assembly and being careful not to damage the Cylinder Seals, work it into the pilot recess in the gear box.
15. Install the Housing Cover Cap Screws and, with the **Motor** running at a slow speed using air pressure of 30 to 40 psig (2.07 to 2.76 bar/207 to 276 kPa), alternately tighten the Screws to 28 to 31 ft.-lb. (38.0 to 42.0 Nm) torque.



(Dwg. TPB490)

NOTICE

When these motors are used on applications requiring a reversible motor, a 4-way throttle valve or two 3-way throttle valves must be used in the air supply line in accordance with the following schematic diagram (TPB491). When the application requires a non-reversible motor, a 2-way inline valve can be used in the air supply line. In either case, the inlet and outlet of the valve must be equal in size, and preferably one size larger, than the inlet of the motor.



(Dwg. TPB491)

警告

通用产品安全信息

- 使用产品前请阅读并理解本手册。
- 您有责任为其他操作该产品的人员提供本安全手册。
- 不按照以下警告进行操作将可能导致人员受伤。

警告

- 请始终按照美国国家标准协会移动式空气工具安全标准 (ANSI B186.1) 使用、检查和维护该马达。
- 为了工具的使用安全、最大性能、以及最长使用寿命。请确保马达的进气口压力为90psig(6.2巴/620kPa)，并使用规格为1.25英寸（32毫米）的进气软管。
- 请务必在安装、移动或更换马达部件、或进行任何维修之前关闭并切断气源。
- 保持手、宽松的衣服、长头发远离马达旋转端。
- 请留心并注意马达启动和旋转过程中出现的运转异常变化。
- 气阀松开后马达轴可能还会短暂旋转。
- 请勿使用易燃易爆液体如煤油、柴油或喷气机燃料来润滑马达。
- 请勿撕掉任何标签。请更换任何受损的标签。
- 使用 **Ingersoll Rand** 推荐配件。
- 该马达的设计决定了其不适用于爆炸性气体。
- 该马达没有防电击的绝缘装置。
- 当在压缩空气下安装这些马达中的任何一种，请参考TPB-491示意图。

注意

- 使用非 **Ingersoll Rand** 原装零部件将可能导致安全事故、工具性能降低、维护工作增加，并将丧失所有的质量保证。
- 用户若没有咨询 **Ingersoll Rand** 而擅自对工具应用进行改动，**Ingersoll Rand** 将不对其产生的后果负任何责任。
- 维修须由授权并经过培训的专业人员进行。咨询您最近的 **Ingersoll Rand** 授权维修中心。
- 卖家有责任将本手册交到用户手中。

安全标识识别。



戴呼吸保护
装置



戴防护
眼镜



戴听力保护
装置



在操作产品前请阅
读手册

(图: MHP2598)

安全信息: 安全信号文字解释

 危 险	即将发生的危险情况，若不可避免，则将导致严重的伤害或死亡。
 警 告	潜在的危险情况，若不可避免，则将导致严重的伤害或死亡。
 小 心	潜在的危险情况，若不可避免，则将导致轻微或中度的伤害或财产损失。
注 意	与人身安全或财产安全直接或间接有关联的信息及公司政策。

润滑

请使用空气管路润滑器对马达进行润滑。我们推荐下面过滤、调压和润滑为一体的三联件：编号为：**C31-08-600**。请尽可能将三联件安装在靠近马达的地方。确保润滑器内使用的是**Ingersoll Rand 50#油**。

注 意

若使用可视润滑器，为了连续使用，将润滑器设置到每分钟60滴。无论什么时候拆下动力部件，在转子后轴承 (5) 中加入 28 号润滑脂。在齿轮箱中使用优质的 SAE90 齿轮润滑剂。润滑剂的用量取决于齿轮箱的尺寸和马达的安装位置。

当润滑齿轮箱时，请参照 TPB490 图纸，该图纸上显示各种安装位置和进口、出口及排污口。不管在什么情况下，请添加至“液位”插口位置。若出口塞 (40) 不在指定的安装位置上，将其与在该位置上的管塞调换位置。

轴转动方向

92N 系列不可逆转马达在出厂时已经安装好，所以从轴端来看时，马达轴 (36) 逆时针旋转。若需要，可以按照以下方法改变轴的转动方向：

1. 把马达垂直摆放在工作台上，马达罩 (1) 向上，用卡钳夹紧底部以定位。
2. 拆下四个马达罩帽螺钉 (2)。
3. 将马达罩和马达盖 (11) 从齿轮箱 (18) 拿出来，小心不要损坏气缸密封圈。
4. 双手抓住气缸 (8)，小心从齿轮箱上拆下马达。
5. 用一只手抓住气缸，用软锤子敲打转子 (12) 的花键端，直到转子前轴承 (13) 从转轴上脱开。
6. 取下转子前轴承、转子前轴承垫圈组件 (14) 和前端板 (7)。
7. 取出气缸 (8)，调换一头，然后再套回到转子上。
8. 安装前端板，转子前轴承垫圈组件和转子前轴承。

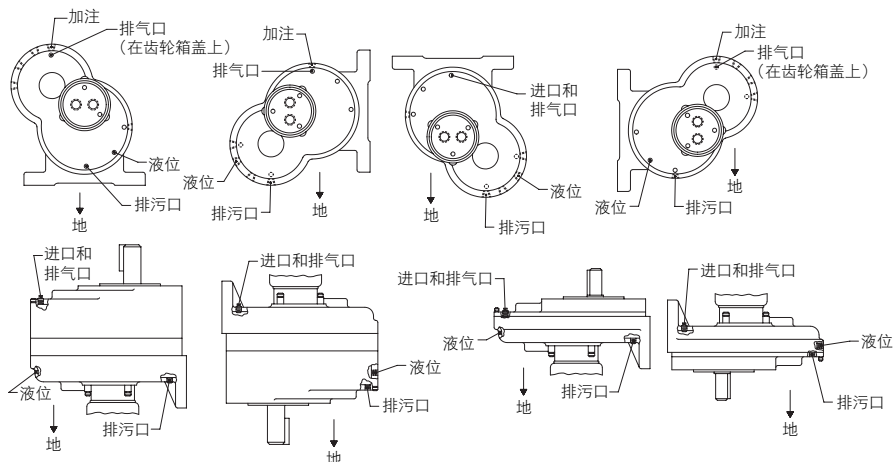
注 意

当将转子前轴承压在转子轴上时，请压在轴承的内环上。

9. 将端板和气缸的销孔对齐，插入气缸销，销子会从后端板露出来。
10. 把马达罩垫圈 (4) 放回到马达罩凹槽中，以使垫圈的槽接口和盖子的销孔对齐。

无论什么时候安装 **92NB** 或 **92RB** 系列马达，并且马达轴 (36) 指向地或者天花板时，为确保齿轮箱上部得到良好润滑，必须安装一个重力式润滑系统。为此，拆下一个管塞，而不是从马达上端拆下孔塞，并且从重力式加油箱连接一根油管。从水平塞开口引一根溢流管到油泵，以使润滑油返回到重力加油箱。若马达安装在图示位置以外的其它位置，请联系 **Ingersoll Rand** 代表咨询油位和出口推荐位置。

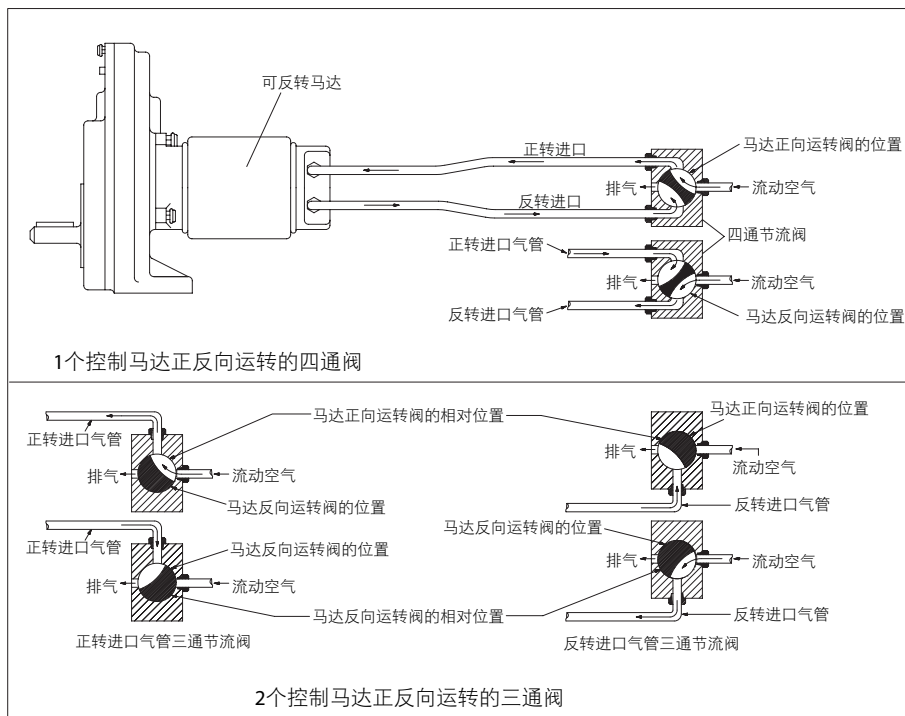
11. 在马达罩中放置好马达组件，以便气缸销子准确落入销孔中。
12. 从气缸上滑动马达盖 (11)，与马达罩对好。
13. 将齿轮箱垫圈 (17) 放在前端板上。
14. 拿起整个组件，小心把它装到齿轮箱的导向槽中，注意不要将气缸密封垫损坏。
15. 安装马达罩帽螺钉时，使用30到40psig (2.07到2.76巴/207到276kPa)的气压，将马达保持在一个低速运转的状态，交替地将各个螺钉拧紧到扭矩为28到31英尺磅 (38到42牛米)。



(图: TPB490)

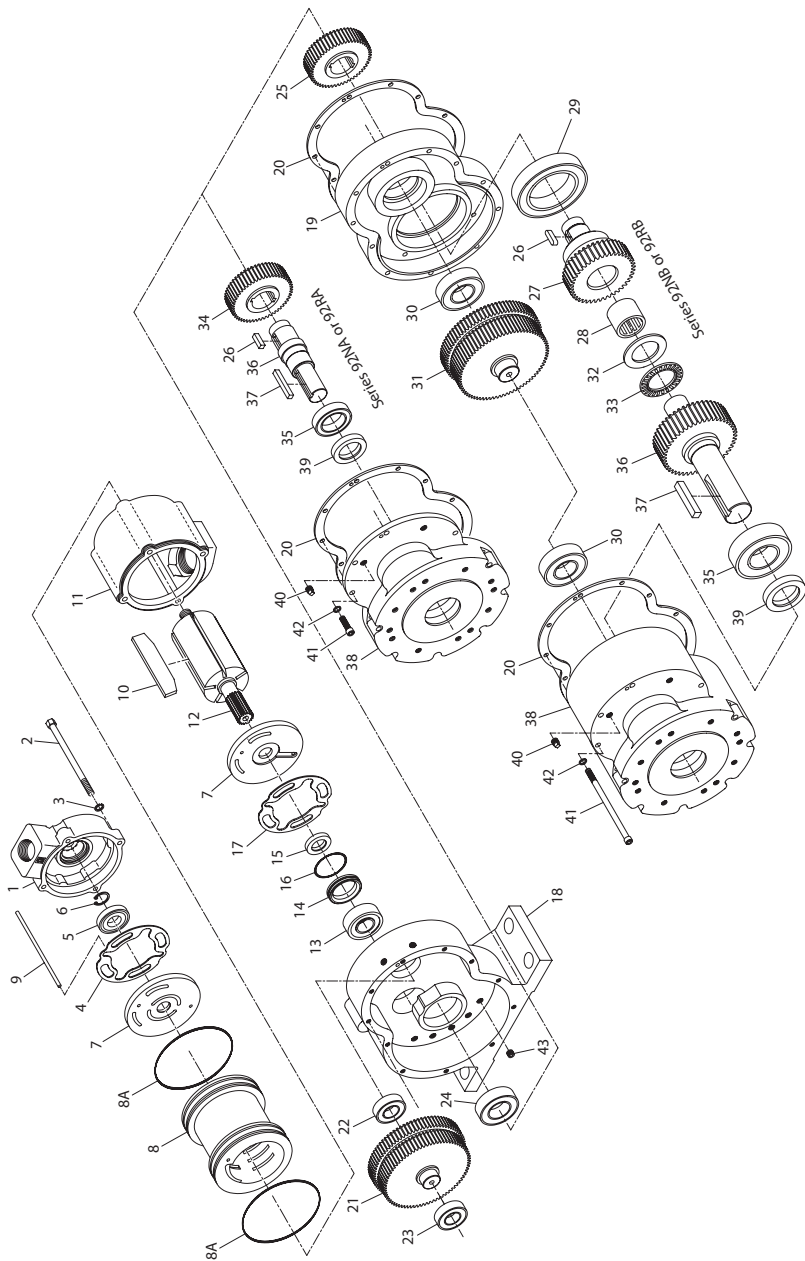
注 意

当这些马达在应用被要求可反转时，必须按照下面示意图 (TPB491) 所示在气路上使用一个4通节流阀或两个3通节流阀。当马达需要不可反转时，可以在气路上使用一个2通阀。以下两种情况均可行：阀出口和进口尺寸必须相等，或出口尺寸大于进口尺寸更好。



(图: TPB491)

92N and 92R Series Exploded Diagram



92N and 92R Series Parts List

Item	Description	Part Number	Item	Description	Part Number
1	Motor Housing Cover			for Model 92NA008 or 92RA008	48NA-755-008
	for Series 92N	92N-102		for Model 92NA011 or 92NA011	48NA-755-011
	for Series 92R	92R-102		for Model 92NA014 or 92RA014	48NA-755-014
2	Short Housing Cover Cap Screw (4 for 92N; 2 for 92R)	12BMP-634		for Model 92NA017 or 92RA017	48NA-755-017
*	Long Housing Cover Cap Screw (2 for 92R)	107-25		for Model 92NA022 or 92RA022	48NA-755-022
3	Copper Seal Washer (4)	D02-504		for Series 92NB or 92RB	
• 4	Motor Housing Cover Gasket	92R-283	• 22	First Stage Intermediate Gear Rear Bearing	R1AP-97
• 5	Rear Rotor Bearing	92RMG10-22		First Stage Intermediate Gear Front Bearing	R38P-97
6	Rear Rotor Bearing Retainer	R380Q-6	• 24	Motor Shaft Rear Bearing or Intermediate Gear Pinion Rear Bearing	48NA-510
7	End Plate (2)	92RMG10-11		Second Stage Intermediate Gear (for Series 92NB or 92RB)	48NA-756-022
8	Cylinder Assembly			Second Stage Intermediate Gear Key or Motor Shaft Gear Key (2)	R4H-410
	for Series 92N	92RMG10-A3	27	Intermediate Gear Pinion	
	for Series 92R	92R-A3		for Model 92NB029 or 92RB029	48NB-760-029
8A	Cylinder Seal (2)	92RMG10-103		for Model 92NB036 or 92RB036	48NB-760-036
9	Cylinder Dowel	92R-98		for Model 92NB045 or 92RB045	48NB-760-078
• 10	Vane Packet (set of 5 Vanes)	R5H-42-5		for Model 92NB078 or 92RB078	48NB-760-078
11	Motor Housing	92N-40	• 28	Intermediate Gear Pinion Roller Bearing (for Series 92NB or 92RB)	48NB-765
12	Rotor	92N-53	• 29	Intermediate Gear Pinion Front Bearing (for Series 92NB or 92RB)	48NB-764
• 13	Front Rotor Bearing	T02-33	• 30	Third Stage Intermediate Gear Bearing (for Series 92NB or 92RB) (2)	C6H20A-518
14	Front Rotor Bearing Spacer Assembly	92N-A65	31	Third Stage Intermediate Gear	
• 15	Front Rotor Seal	48N-758		for Model 92NB029 or 92RB029	48NB-761-029
• 16	Bearing Spacer Seal	AF160-294		for Model 92NB036 or 92RB036	48NB-761-036
• 17	Gear Case Gasket	92R-283		for Model 92NB045 or 92RB045	48NB-761-045
	Gear Box Assembly			for Model 92NB078 or 92RB078	48NB-761-078
	for Model 92NA005 or 92RA005	92NA-A750-005		Motor Shaft Thrust Bearing Race	
	for Model 92NA008 or 92RA008	92NA-A750-008		for Series 92NB or 92RB	48NB-767
	for Model 92NA011 or 92RA011	92NA-A750-011			
	for Model 92NA014 or 92RA014	92NA-A750-014			
	for Model 92NA017 or 92RA017	92NA-A750-017			
	for Model 92NA022 or 92RA022	92NA-A750-022			
	for Model 92NB029 or 92RA029	92NB-A750-029			
	for Model 92NB036 or 92RA036	92NB-A750-036			
18	Gear Box	92NA-750			
19	Gear Box Frame (for Series 92NB or 92RB)	48NB-763			
• 20	Gear Box Gasket	48NA-752			
21	First Stage Intermediate Gear				
	for Model 92NA005 or 92RA005	48NA-755-005			

92N and 92R Series Parts List (Continued)

Item	Description	Part Number	Item	Description	Part Number
• 33	Motor Shaft Thrust Bearing		37	Motor Shaft Key	
	for Series 92NB or 92RB	48NB-769		for Series 92NA or 92RA	107-54
34	Motor Shaft Gear			for Series 92NB or 92RB	R5H51-768
	for Model 92NA005 or 92RA005	48NA-756-005	38	Gear Box Cover Assembly	
	for Model 92NA008 or 92RA008	48NA-756-008		for Series 92NA or 92RA	48NA-A751
	for Model 92NA011 or 92RA011	48NA-756-011		for Series 92NB or 92RB	48NB-A751
	for Model 92NA014 or 92RA014	48NA-756-014	• 39	Motor Shaft Seal	
	for Model 92NA017 or 92RA017	48NA-756-017		for Series 92NA or 92RA	48NA-759
	for Model 92NA022 or 92RA022	48NA-756-022		for Series 92NB or 92RB	48NB-759
• 35	Motor Shaft Front Bearing		40	Vent Plug	48NA-368
	for Series 92NA or 92RA	C6H20A-518	41	Gear Box Cover Cap Screw (11)	
	for Series 92NB or 92RB	48NB-766		for Series 92NA or 92RA	ROH-354-4
36	Motor Shaft			for Series 92NB or 92RB	48NB-354
	for Series 92NA or 92RA	48NA-757-4	42	1/4 Lock Washer (11)	8U-58
	for Model 92NB029, 92RB029 92NB036, 92RB036, 92NB045 or 92RB045	48NB-762-029	43	Oil Plug (12 for Series 92NB or 92RB; 11 for others)	R2-227
				Nameplate	92N-301
	for Model 92NB078 or 92RB078	48NB-762-078	*	Nameplate Screw (3)	20BM-302

- * Not illustrated
- To keep downtime to a minimum, it is desirable to have on hand certain repair parts. We recommend that you stock one (pair or set) of each part indicated by a bullet (•) for every four motors in service.

Maintenance Section

Disassembly

General Instructions

- Do not disassemble the motor any further than necessary to replace or repair damaged parts.
- Do not disassemble the motor unless you have a complete set of new gaskets and O-rings for replacement.
- When grasping a motor or part in a vise, always use leather-covered or copper-covered vise jaws to protect the surface of the part or motor and help prevent distortion. This is particularly true of threaded members and housings.
- Do not remove any part which is a press fit in or on a sub-assembly unless the removal of that part is necessary for repairs or replacement.
- Do not press any needle bearing from a part unless you have a new needle bearing on hand for installation. Needle bearings are always damaged during the removal process.

Disassembly of the Motor

- Remove the Vent Plug (40) and positioning the Drain Plug (43) over a container, remove the Drain Plug and drain the lubricant from the Gear Box (18). Clamp the mounting foot of the Gear Box to the work bench.
- Remove the Housing Cover Cap Screws (2) and Washers (3).
- Grasp the Motor Housing (11) and Motor Housing Cover (1) and separate the motor parts from the Gear Box.
- Separate the Motor Housing Cover from the Motor Housing and being careful not to damage the Cylinder Seals (8A), grasp the spline end of the Rotor (12) and pull the assembled motor out of the Motor Housing.
- Pull the Front Rotor Bearing (13), Front Rotor Bearing Spacer Assembly (14) and Front End Plate (7) off the hub of the Rotor.
- Peel the Gear Case Gasket (17) from the End Plate. If portions of the Gasket remain adhered to the End Plate, use a scraper made from a non-damaging material such as nylon, to scrap the Gasket and adhesive from the End Plate.
- Pull the Cylinder (8) and Cylinder Dowel (9) off the Rotor and remove the Vanes (10) from the vane slots in the Rotor.
- Remove the two Cylinder Seals (8A) from the grooves in the large flanges of the Cylinder.
- Using snap ring pliers, remove the Rear Rotor Bearing Retainer (6)

- and pull the Rear Rotor Bearing (5) and End Plate off the rear hub of the Rotor.
- Peel the Motor Housing Cover Gasket (7) from the End Plate. If portions of the Gasket remain adhered to the End Plate, use a scraper made from a non-damaging material such as nylon, to scrap the Gasket and adhesive from the End Plate.

Disassembly of Series 92NA and 92RA Gearing

- Unscrew and remove the eleven Gear Box Cover Cap Screws (41) and Lock Washers (42).
- Remove the Motor Shaft Key (37) and lay the assembled gear box on a workbench with the Motor Shaft (36) upward.
- Carefully separate the Gear Box Cover Assembly (38) from the Gear Box (18) and set it aside. If the Intermediate Gear (21) remains with the Gear Box Cover, make certain it does not drop onto any hard surfaces or other gearing.
- Remove the Gear Box Gasket (20).
- Lift the Intermediate Gear out of the Gear Box. Pull the First Stage Intermediate Gear Rear Bearing (22) and First Stage Intermediate Gear Front Bearing (23) off the hubs of the Intermediate Gear. If the Bearings are frozen on the hubs, use a bearing puller to remove them.
- Push the assembled Motor Shaft out of the Gear Box Cover Assembly.
- Pull the Motor Shaft Rear Bearing (24) off the rear hub of the Motor Shaft.
- Pull the Motor Shaft Front Bearing (35) off the front hub of the Motor Shaft.
- Using a gear puller, pull the Motor Shaft Gear (34) off the rear of the Motor Shaft. Remove the two Shaft Keys (26).
- Using a hooked tool, pull the Motor Shaft Seal (39) out of the Gear Box Cover.

Disassembly of Series 92NB and 92RB Gearing

- Unscrew and remove the eleven Gear Box Cover Cap Screws (41) and Lock Washers (42).
- Remove the Motor Shaft Key (37) and lay the assembled gear box on a workbench with the Motor Shaft (36) upward.

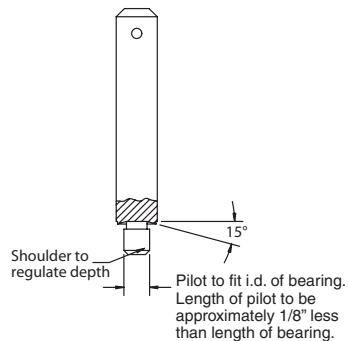
- Grasp the Gear Box Frame (19) and carefully separate the assembled Frame and Gear Box Cover Assembly (38) from the Gear Box (18) and set it aside. If the First Stage Intermediate Gear (21) remains with the Gear Box Frame, make certain it does not drop onto any hard surfaces or other gearing.
- Remove the Gear Box Gasket (20).
- Lift the First Stage Intermediate Gear out of the Gear Box. Pull the First Stage Intermediate Gear Rear Bearing (22) and First Stage Intermediate Gear Front Bearing (23) off the hubs of the Intermediate Gear. If the Bearings are frozen on the hubs, use a bearing puller to remove them.
- Carefully separate the Gear Box Cover Assembly from the Gear Box Frame and remove the Gear Case Gasket. Be careful not to allow the Motor Shaft Thrust Bearing Race (32) or the Motor Shaft Thrust Bearing (33) to slide off the Motor Shaft and become damaged.
- Remove the Third Stage Intermediate Gear (31) and the two Third Stage Intermediate Gear Bearings (30) from either the Gear Box Frame or the Gear Box Cover Assembly. Pull the two Bearings from the shafts of the Gear. If the Bearings are frozen on the shafts, use a bearing puller to remove them.
- Pull the Intermediate Gear Pinion Rear Bearing (24) off the rear hub of the Intermediate Gear Pinion (27).
- Using a gear puller, pull the Second Stage Intermediate Gear (25) from the rear hub of the Intermediate Gear Pinion. Remove the two Shaft Keys (26).
- Push the Intermediate Gear Pinion out the motor shaft end of the Gear Box Frame.
- Pull the Intermediate Gear Pinion Front Bearing (29) off the Pinion and if the Intermediate Gear Pinion Roller Bearing (28) must be replaced, pull it from the Pinion.
- If the Motor Shaft Thrust Bearing and Bearing Race have not been removed, remove them from the Shaft.
- Push the assembled Motor Shaft out of the Gear Box Cover Assembly.
- Pull the Motor Shaft Front Bearing (35) off the front hub of the Motor Shaft.
- Using a hooked tool, pull the Motor Shaft Seal (39) out of the Gear Box Cover.

Assembly

General Instructions

- Always press on the inner ring of a ball-type bearing when installing the bearing on a shaft.
- Always press on the outer ring of a ball-type bearing when pressing the bearing into a bearing recess.
- Whenever grasping a tool or part in a vise, always use leather-covered or copper-covered vise jaws. Take extra care not to damage threads or distort housings.
- Except for bearings, clean every part and wipe every part with a thin film of oil before installation.
- Check every bearing for roughness. If an open bearing must be cleaned, wash it thoroughly clean suitable solution and dry with a clean cloth. Sealed or shielded bearings should not be cleaned. Work grease into every bearing before installation.
- Apply a film of O-ring lubricant to every O-ring before installation.
- Unless otherwise noted, always press on the stamped end of a needle bearing when installing a needle bearing into a recess. Use a bearing inserting tool similar to the one shown in Dwg. TPD786.

Needle Bearing Inserting Tool



(Dwg. TPD786)

Assembly of Series 92NB and 92RB Gearing

- Using a bearing inserting tool, press the Intermediate Gear Pinion Roller Bearing (28) into the Intermediate Gear Pinion (27).
- Using a piece of tubing that contacts the outer ring of the Intermediate Gear Pinion Bearing (29), press the Bearing into the large bearing recess in the spindle side of the Gear Box Frame (19).
- Insert the shaft of the Intermediate Gear Pinion through the Bearing and Frame, and rest the assembly on the table of an arbor press with the pinion shaft upward and the gear end face of the pinion supported.
- Insert the two Second Stage Intermediate Gear Keys (26) into the slots in the shaft and press the Second Stage Intermediate Gear (25) onto the pinion shaft capturing the Gear Box Frame within the assembly.
- Using a piece of tubing that contacts the inner ring of the Third Stage Intermediate Gear Bearing (30), press a Bearing onto each shaft of the Third Stage Intermediate Gear (31).
- Place the assembled Gear Box Frame on a workbench with the roller bearing end of the Pinion upward.
- Position the Bearing nearest the large spline on the shaft of Third Stage Intermediate Gear above the bearing recess in the Gear Box Frame. Engage the large spline of the Gear with the spline of the Pinion while pushing the Bearing into the recess.
- Using a piece of tubing that contacts the inner ring of the Motor Shaft Front Bearing (35), press the Bearing onto the output end of the Motor Shaft (36).
- Install the Motor Shaft Thrust Bearing (33) followed by the Motor Shaft Thrust Bearing Race (32) onto the opposite end of the Motor Shaft and insert the assembled Shaft, Bearing Race leading, into the Pinion Roller Bearing.
- Place one of the Gear Box Gaskets (20) onto the Gear Box Frame making certain the Gasket fits over the alignment pin in the Frame and fits well around the large, raised alignment hub.
- Using a dowel, push the Motor Shaft Seal (39), small opening leading, into the recess in the Gear Box Cover Assembly (38).
- Position the Cover over the Box Frame and install the Seal on the Motor Shaft by bringing the Cover down against the Gasket. Make certain the alignment pin and hub on the Frame enter the hole and recess in the Cover.
- Turn the assembly over so that the output end of the Motor Shaft is downward.
- Using a piece of tubing that contacts the inner ring of the First Stage Intermediate Gear Front Bearing (23), press the Bearing onto the shaft adjacent to the small spline of the First Stage Intermediate Gear (21).
- Using a piece of tubing that contacts the inner ring of the First Stage Intermediate Gear Rear Bearing (22), press the Bearing onto the shaft adjacent to the large spline of the First Stage Intermediate Gear (21).

16. Position the Bearing nearest the smaller spline on the shaft of the First Stage Intermediate Gear above the bearing recess in the Gear Box Frame. Engage the smaller spline of the Gear with the spline of the Second Stage Intermediate Gear while pushing the Bearing into the recess.
17. Using a piece of tubing that contacts the inner ring of the Intermediate Gear Pinion Rear Bearing (24), press a Bearing onto the shaft of the Intermediate Gear Pinion.
18. Place the remaining Gear Box Gasket onto the Gear Box Frame making certain the Gasket fits over the alignment pin in the Frame and fits well around the large, raised alignment hub.
19. Position the Gear Box (18) over the assembly and bring the Gear Box down against the Gasket while making sure the Bearings enter the bearing recesses in the Gear Box. Make certain the alignment pin and hub on the Frame enter the hole and recess in the Gear Box.
20. While keeping the assembly together, turn it over and insert the eleven Gear Box Cover Cap Screws (41) with their Lock Washers (42) through the holes of the Cover and Frame and into the Gear Box. Tighten the Screws evenly, a little at a time, using an alternating pattern. Use the Screws to draw the assembly together without distortion and without binding.

Assembly of Series 92NA and 92RA Gearing

1. Insert the two Motor Shaft Gear Keys (26) into the slots in the Motor Shaft (36) and press the Motor Shaft Gear (34) onto the Motor Shaft.
2. Using a dowel, push the Motor Shaft Seal (39), small opening leading, into the recess in the Gear Box Cover Assembly (38).
3. Using a piece of tubing that contacts the inner ring of the Motor Shaft Front Bearing (35), press the Bearing onto the output end of the Motor Shaft.
4. Using a piece of tubing that contacts the inner ring of the Motor Shaft Rear Bearing (24), press a Bearing onto the motor end of the Motor Shaft.
5. Insert the output end of the Motor Shaft through the Motor Shaft Seal and push it into the into the Gear Box Cover Assembly until the Motor Shaft Front Bearing seats in the bearing recess.
6. Using a piece of tubing that contacts the inner ring of the First Stage Intermediate Gear Front Bearing (23), press the Bearing onto the shaft adjacent to the small spline of the First Stage Intermediate Gear (21).
7. Using a piece of tubing that contacts the inner ring of the First Stage Intermediate Gear Rear Bearing (22), press the Bearing onto the shaft adjacent to the large spline of the First Stage Intermediate Gear (21).
8. Place the Gear Box Cover Assembly on a workbench with the output end of the Motor Shaft downward.
9. Position the Bearing nearest the smaller spline on the shaft of the First Stage Intermediate Gear above the bearing recess in the Gear Box Cover. Engage the smaller spline of the Gear with the spline of the Motor Shaft Gear while pushing the Bearing into the recess.
10. Place the Gear Box Gasket (20) onto the Gear Box Cover making certain the Gasket fits over the alignment pin in the Cover and fits well around the large, raised alignment hub.
11. Position the Gear Box (18) over the assembly and bring the Gear Box down against the Gasket while making sure the Bearings enter the bearing recesses in the Gear Box. Make certain the alignment pin and hub on the Frame enter the hole and recess in the Gear Box.
12. While keeping the assembly together, turn it over and insert the eleven Gear Box Cover Cap Screws (41) with their Lock Washers (42) through the holes of the Cover into the Gear Box. Tighten the Screws evenly, a little at a time, using an alternating pattern. Use the Screws to draw the assembly together without distortion and without binding.

Motor Assembly

1. The Gear Case Gasket (17) has adhesive on one side of the Gasket. Place one End Plate (7) flat on a clean surface with the face having the channel going from the central opening to the outer edge upward. Orient the Gasket to the End Plate, making certain the cylinder dowel hole openings align, and attach it to the End Plate by bringing the gasket adhesive into contact with the face of the End Plate. Press it flat onto the face.
2. Slip the End Plate, gasket face trailing, onto the spline end of the Rotor (12).
3. Install the Front Rotor Bearing Spacer Assembly (14) and the Front Rotor Bearing (13) onto the splined shaft of the Rotor and against the End Plate. If the Bearing is a tight fit on the shaft, use a piece of tubing that contacts the inner ring of the Bearing and clears the rotor shaft to press the Bearing onto the shaft.
4. While holding the Rotor in a vertical position, grasp the spline in copper-covered vise jaws.
5. Place a Vane (10) in each vane slot.
6. Install new Cylinder Seals (8A) in the grooves in the large hubs of the Cylinder (8).
7. For Series 92N Non-reversible Motors, the direction of rotation of the Motor depends on the relationship of the Cylinder and End Plates. To obtain desired shaft rotation, proceed as follows:
 - a. Rotate the End Plate until the 17/64" (6.75 mm) through hole (dowel hole) is facing you. Note there is a similar hole extending lengthwise through the Cylinder, and at about 40 to one side of the hole is an air port.
 - b. Hold the Cylinder upright, facing the dowel hole and with the air port to the right for clockwise shaft rotation, to the left for counterclockwise shaft rotation. Then place it over the Rotor so that the dowel hole in the Cylinder and End Plate are in alignment. For Series 92R Reversible Motors, place the Cylinder over the Rotor so that the dowel hole in the Cylinder and End Plate are in alignment.
8. The Gear Case Gasket has adhesive on one side of the Gasket. Place the remaining End Plate flat on a clean surface with the face having the channel going from the central opening to the outer edge upward. Orient the Gasket to the End Plate, making certain the cylinder dowel hole openings align, and attach it to the End Plate by bringing the gasket adhesive into contact with the face of the End Plate. Press it flat onto the face.
9. Install the End Plate, Gasket side trailing, onto the short hub of the Rotor. Rotate it so that the cylinder dowel hole is aligned with the corresponding hole in the Cylinder. Insert the Cylinder Dowel (9) to maintain the alignment with the Dowel protruding through the Rear End Plate.
10. Slide the Rear Rotor Bearing (5) on the short hub of the Rotor and against the End Plate. Using snap ring pliers, install the Rear Rotor Bearing Retainer (6) to keep the Bearing and End Plate in position.
11. Position the Motor Housing Cover (1) over the Rear Rotor Bearing and End Plate. Make certain the cylinder dowel holes and ports are aligned correctly. Remove the assembly from the vise jaws.
12. Carefully slide the Motor Housing (11) over the assembled motor and position it against the Motor Housing Cover.
13. Position the assembled Gear Box (18) against the face of the Motor Housing. Make certain the spline of the Rotor engages the teeth of the First Stage Intermediate Gear (21) properly.
14. Install the Housing Cover Cap Screws (2) along with the Washers (4). With the motor running at a slow speed (30 to 40 psig) (267 to 276 kPa) alternately tighten the Screws to 28 to 31 ft-lb. (38.0 to 42.0 Nm) torque.

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