

INTRODUCTION

From start-up . . . thru service . . . and during shut-downs . . . enclosed gear drives encounter ambient and operating temperature changes which induce air transfer to-or-from the unit housing. Breathers, and their location, allow this action to take place at a desirable point in the enclosed system. And, in large drives, where relatively large volumes of air are circulated, filters are incorporated to clean the air.

Since 1938, this vent has been the standard breather used on large Falk™ Drives . . . it will continue to be used on Type G Drives and certain Specials.


OLD

COVER

BODY

SCREEN

FOAM

STEEL WOOL

The cover and main body are easily disassembled for cleaning by turning-out one set screw. A void in the body receives a screen and a filter element.

Over a period of time, 2 different filter materials have been used . . . earlier models contained steel wool . . . present models use a fitted polyurethane foam element.


NEW

This vent is our new standard breather. It is more in keeping with the trim design of our relatively new Type Y Line of Gear Drives.

The cover and main body are easily disassembled for cleaning by turning-out one set screw. Deflector-baffles eliminate direct contact between internal oil spray and breather filter elements.

Filtering is provided by 2 fitted polyurethane foam elements . . . one is placed in a void in the body . . . another goes under the cover.


COVER

BODY

FILTERS

INTERCHANGEABILITY

The 2 breathers above are directly interchangeable on Falk Catalog Standard Speed Reducers. Both have 1 1/4," NPT threads. However, the new breather protrudes down into the reducer housing about 7/8" beyond the old one. When using the new as a replacement for the old, internal clearance should be checked. Both vents are zinc die castings.

All standard and modified Type Y, YB and YBX units are furnished with the new breather.



SERVICE

Both breathers can be serviced with the same procedure. Every 6 months . . . remove the cover, filter elements and /or screen . . . wash in kerosene . . . dry thoroughly . . . and replace. The area around the breather should be cleaned before disassembly. Also, place a temporary protective cover over the open hole in the housing. Inspect the main body of the breather and clean as required.

For a period, some Type Y drives were furnished with a unitized vent as described on the next page.



OTHER STANDARD FALK™ BREATHERS FOR SMALL SPEED REDUCERS

MOTOREDUCERS and SPEED REDUCERS (Sizes 7 and 8, for horizontal mounting, use a unitized (steel wool filled) breather which was also used on early Type Y Drives.



MOTOREDUCERS and SPEED REDUCERS (Sizes 1 thru 6), for horizontal mounting, use a pipe plug breather . . . Pipe plugs with a 90° drilled vent. Plug sizes vary with drive size.



ROUND HOUSING SHAFT MOUNTS for horizontal mounting, use the pipe plug breather . . . Pipe plugs with a 90° drilled vent. Plug sizes vary with drive size.



MOTOREDUCERS and SPEED REDUCERS with the right angle head, use the same breathers as above . . . Sizes 1 thru 6 use the pipe plug breather . . . Sizes 7 and 8 use the unitized vent.



VERTICAL SHAFT MOUNTED DRIVES in either the round or rectangular housing, use the pipe plug breather . . . an NPT threaded hole on the up-side of the drive housing receives the plug.



RECTANGULAR HOUSING SHAFT MOUNTS for horizontal mounting, use a dip stick breather. The oil level dip stick has a felt filter element in its cover and fits into a thru-drilled pipe plug on the up-side of the drive.

VERTICAL MOUNTED MOTOREDUCERS with the LLS down, use a cap screw breather . . . screw with 90° drilled vent which replaces one of the bracket bolt circle studs.

Other tilted or special mounting drives use a pipe plug or cap screw breather, whichever best suits the mounting position.

