

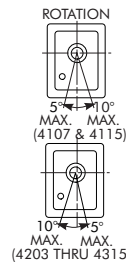
Instructions

For non-standard mountings, modify drives as illustrated below and on Page 2 to assure satisfactory lubrication. For applications that exceed the limits shown, drives that are both rotated AND tilted and drives with backstops, consult Factory.

CAUTION: *Inadequate lubrication will cause damage.*

When replacing a pipe plug (P) with a street elbow (E), insert the plug in the elbow (E/P). When replacing a pipe plug (P) with a street elbow (E), pipe nipple (N) and a pipe cap (C), discard the pipe plug. Kits consist of parts for an oil expansion chamber. Pipe fittings and kits tabulated on Page 2 are available from Rexnord. Pipe fittings may also be purchased locally. Use galvanized pipe fittings.

Remove all pipe plugs and coat them and the added parts, with Permatex #3 or equivalent to prevent leakage. Install parts as illustrated to suit the mounting position. The air vent must be in the top of the drive or in the kit standpipe. Fill drives with oil to the level indicated by the letter "L" in the following drawings.



Standard Drive Mounting Limits

The standard drive rotation limits from the basic 3, 6, 9 & 12 o'clock mounting positions are shown at left. For higher limits, follow the instructions at the left and the drawings below. (6 o'clock illustrated)

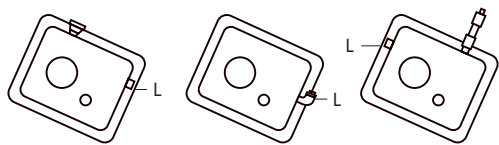
CODE

- | | |
|------------------|------------------------|
| B — Bushing | N — Nipple |
| C — Cap | P — Pipe Plug |
| E — Street Elbow | STD — No Modifications |
| L — Oil Level | |

Horizontal Drive Modifications 20° Max. Drive Rotation

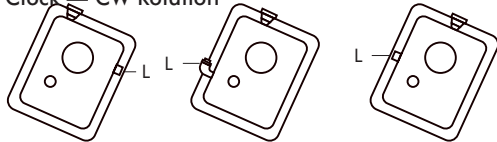
5 to 20° CW Rotation – Sizes 5107 & 5115
10 to 20° CW Rotation – Sizes 5203 thru 5315

3 O'Clock — CW Rotation



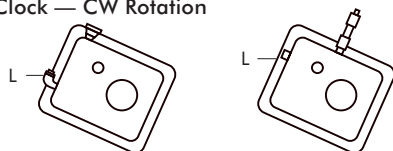
5107 = STD 5115 = .375 E/P 5203 & 5207 = KIT 0786775
5215 thru 5315 = KIT 0786776

6 O'Clock — CW Rotation



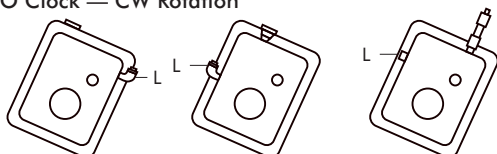
5107 = STD 5115 = .375 E/P 5203 thru 5315 = STD

9 O'Clock — CW Rotation



5107 = 5-12° STD 5203 & 5207 = KIT 0786775
5107 = 13-20° .375 E/P 5215 thru 5315 = KIT 0786776
5115 = .375 E/P

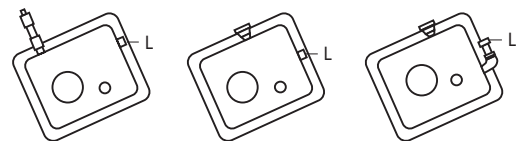
12 O'Clock — CW Rotation



5107 = .375 E/P 5115 = .375 E/P 5203 & 5207 = KIT 0786775
5215 thru 5315 = KIT 0786776

5 to 20° CCW Rotation – Sizes 5203 thru 5315
10 to 20° CCW Rotation – Sizes 5107 & 5115

3 O'Clock — CCW Rotation



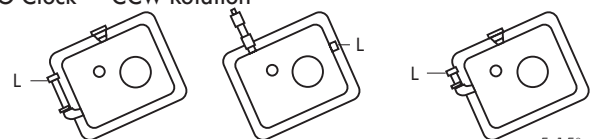
5107 = KIT 0738540 5115 = STD 5203 = .375 E/C & .375 X 1.00N
5207 = .375 E/C & .375 X 2.00N
5215 = .500 E/C & .500 X 2.00N
5307 = .500 E/C & .500 X 2.50N
5315 = .500 E/C & .500 X 2.50N

6 O'Clock — CCW Rotation



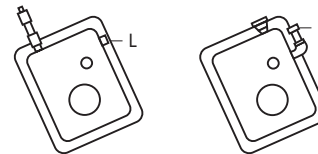
5107 & 5115 = STD 5203 = .375 E/C & .375 X 1.00N
5207 = .375 E/C & .375 X 1.50N
5215 = .500 E/C & .500 X 1.12N
5307 & 5315 = .500 E/C & .500 X 2.00N

9 O'Clock — CCW Rotation



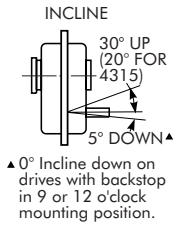
5107 = .375 E/C & .375 X 3.00N 5115 = KIT 0786775 5203 = .375 E/C & .375 X 1.00N 1.50N
5207 = .375 E/C & .375 X 1.00N 1.50N
5215 = .500 E/C & .500 X 1.12N 1.50N
5307 = .500 E/C & .500 X 1.50N 2.00N
5315 = .500 E/C & .500 X 1.50N 2.00N

12 O'Clock — CCW Rotation



5107 & 5115 = KIT 0738540 5203 = .375 E/C & .375 X 1.50N
5207 = .375 E/C & .375 X 2.00N
5215 = .500 E/C & .500 X 2.00N
5307 = .500 E/C & .500 X 2.50N
5315 = .500 E/C & .500 X 2.50N

Modifications for Non-Standard Mounting Positions



Standard Drive Mounting Limits

The standard drive incline limits from the basic 3, 6, 9 & 12 o'clock mounting positions are shown at left. For higher limits, follow the instructions on Page 1 and the drawings below. (6 o'clock illustrated)

CODE

- C — Cap
- E — Street Elbow
- L — Oil Level
- N — Nipple
- P — Pipe Plug
- STD — No Modifications

Standard Pipe Fittings ★ — Inches

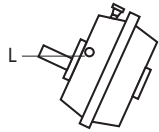
.375-18 NPT	Falk No.	.500-14 NPT	Falk No.
.375 Street Elbow	0915252	.500 Street Elbow	0915251
.375 Cap	0914802	.500 Cap	0914803
.375 x 1 Nipple	0915724	.500 x 1.12 Nipple	0915734
.375 x 1.5 Nipple	0915725	.500 x 1.5 Nipple	0915735
.375 x 2 Nipple	0915722	.500 x 2 Nipple	0915736
.375 x 3 Nipple	0915727	.500 x 2.5 Nipple	0915723
		.500 x 3 Nipple	0915737
		.500 x 4 Nipple	0915739

★ Kits: Falk Nos. 0786775 & 0786776 . . . Oil expansion chamber parts. All pipe fittings are galvanized.

Horizontal Drive Modifications for Inclined H.S. Shaft

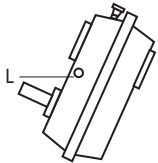
H.S. Shaft Inclined 20 to 30° Up

3 O'Clock H.S.S. Up



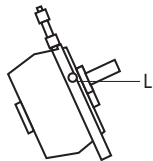
5107 THRU 5315 = STD

6 O'Clock H.S.S. Up



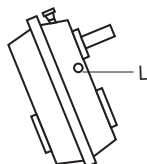
5107 THRU 5315 = STD

9 O'Clock H.S.S. Up



5107 THRU 5307 = STD
5315 = KIT 0786776

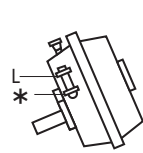
12 O'Clock H.S.S. Up



5107 THRU 5315 = STD

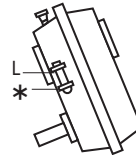
H.S. Shaft Inclined 5 to 30° Down

3 O'Clock H.S.S. Down



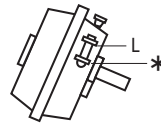
5107 = 5-25° .375 E/P
5107 = 26-30° .375 E/C, .375 X 1.00N & KIT 0786775
5115 = 5-20° .375 E/C & .375 X 1.00N
5115 = 21-30° .375 E/C, .375 X 2.00N & KIT 0786775
5203 = 5-30° .375 E/C & .375 X 1.50N
5207 = 5-15° .375 E/P
5207 = 16-30° .375 E/C & .375 X 2.00N
5215 = 5-30° .500 E/C & .500 X 2.50N
5307 = 5-30° .500 E/C & .500 X 2.50N
5315 = 5-30° .500 E/C & .500 X 2.50N

6 O'Clock H.S.S. Down



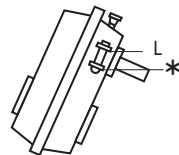
5107 = .375 E/P
5115 = .375 E/C & .375 X 2.00N
5203 = .375 E/C & .375 X 1.50N
5207 = .375 E/C & .375 X 2.00N
5215 = .500 E/C & .500 X 2.50N
5307 = .500 E/C & .500 X 2.50N
5315 = .500 E/C & .500 X 2.50N

9 O'Clock H.S.S. Down



5107 = 5-15° STD
5107 = 16-30° .375 E/P & KIT 0786775
5115 = 5-15° .375 E/P
5115 = 16-30° .375 E/C, .375 X 2.00N & KIT 0786775
5203 = 5-20° .375 E/P
5203 = 21-30° .375 E/C, .375 X 1.50N & KIT 0786775
5207 = 5-20° .375 E/C
5207 = 21-30° .375 E/C, .375 X 2.00N & KIT 0786775
5215 = 5-15° .500 E/P
5215 = 16-30° .500 E/C, .500 X 2.00N & KIT 0786776
5307 = 5-20° .500 E/P
5307 = 21-30° .500 E/C, .500 X 2.00N & KIT 0738471
5315 = 5-30° .500 E/C, .500 X 4.00N & KIT 0738471

12 O'Clock H.S.S. Down



5107 = 5-15° .375 E/P
5107 = 16-30° .375 E/C, .375 X 1.00N & KIT 0786775
5115 = 5-15° .375 E/P
5115 = 16-30° .375 E/C, .375 X 2.00N & KIT 0786775
5203 = 5-30° .375 E/C & .375 X 1.50N
5207 = 5-30° .375 E/C & .375 X 2.00N
5215 = 5-30° .500 E/C & .500 X 2.50N
5307 & 5315 = 5-30° .500 E/C & .500 X 2.50N

* This oil level applies when only a street elbow with a pipe plug is used.

L — Always locate at high side plug.
KIT — Install at standard air vent location.