

Shaft Mount Removal Instructions:

Support the reducer by lifting lug. Lifting lug only to be used to lift weight of reducer. Disconnect motor/v-belt drive.
Note – Browning patented seal design is grease packed at assembly – some purging of grease is normal and expected.

Standard Steps:

- 1) Loosen the setscrew in endcap. Remove the endcap from output quill
- 2) Remove all the capscrews from the bushing and install them in the tapped holes in bushing flange
- 3) Tighten the capscrews uniformly until the reducers releases from the bushing taper.
- 4) Remove the reducer (note: a slight rocking movement may be req'd to release unit from brass ring seal (if used)).

Additional “Tips & Tricks” (Remember – Follow all safety procedures, including Lock Out Tag Out, Fall restraints, etc.)

(1) Confirm the use of the “back off” holes in the bushing

- a. Seems basic but these should be used...all bushing bolts must be removed
- b. Confirm the unit is a **SMTP**.... not an **SMFP**.

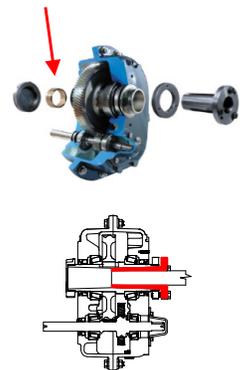


(2) In Order

- a. Clean up/grind down the exposed portion of the shaft. Corrosion and debris will make the shaft oversized and difficult to slide the reducer off
- b. Soak the bore with a penetrating lubricant & let it soak for a couple of hours and reapply
- c. Support the reducer with a hoist or crane from above / Take the weight of the reducer off the bushing & restrain the reducer assembly from rotating
- d. Remove the torque arm assembly
- e. Don't use the Port-A-Power on one side of the flange – this puts the reducer in a bind/twist...rather than shoving straight & increases the risk of breaking the housing casting
- f. Use the Port-A-Power as a modified puller
 - i. Put the Port-A-Power on the shaft
 - ii. Run U-channel across the Port-A-Power and extending beyond the flanges
 - iii. Drill holes in the U-channel directly above a flange bolt on both sides / Better if multiple flange holes can be used
 - iv. Put all thread in the holes and through the housing flange holes
 - v. Put a nut and jam nut (4 per all thread) on each side of the flange and U-channel
 - vi. Please note this may break the housing casting
- g. May have to use Dry Ice on the shaft

(3) Use of Brass Seal Ring

- a. In the past we have seen millwrights try to force the reducer off of the shaft without removing this brass ring. By doing that the tapered brass ring is driven further into the quill of the reducer making it harder to remove. If this is of concern, recommend NOT using this brass ring seal in installation and consider a short shaft installation.
- b. A shortened shaft installation does and no seal ring requires only that the bushing needs to be engaged with the shaft (~50% thru the quill of the gearbox. Refer to specific mounting instructions in catalogue.



- (4) Last resort.... disassemble the reducer on the shaft. Use the Port-A-Power modified puller on the Low Speed Gear. (It has drilled and tapped holes in it.)

Browning SMTP Features: a) Longest warranty in the industry (2 years std; 3 years when used with Browning v-belt drive) b) Patented Barrier Seal System c) Tapered bearings on all shafts across all sizes d) Carburized & Ground Gearing