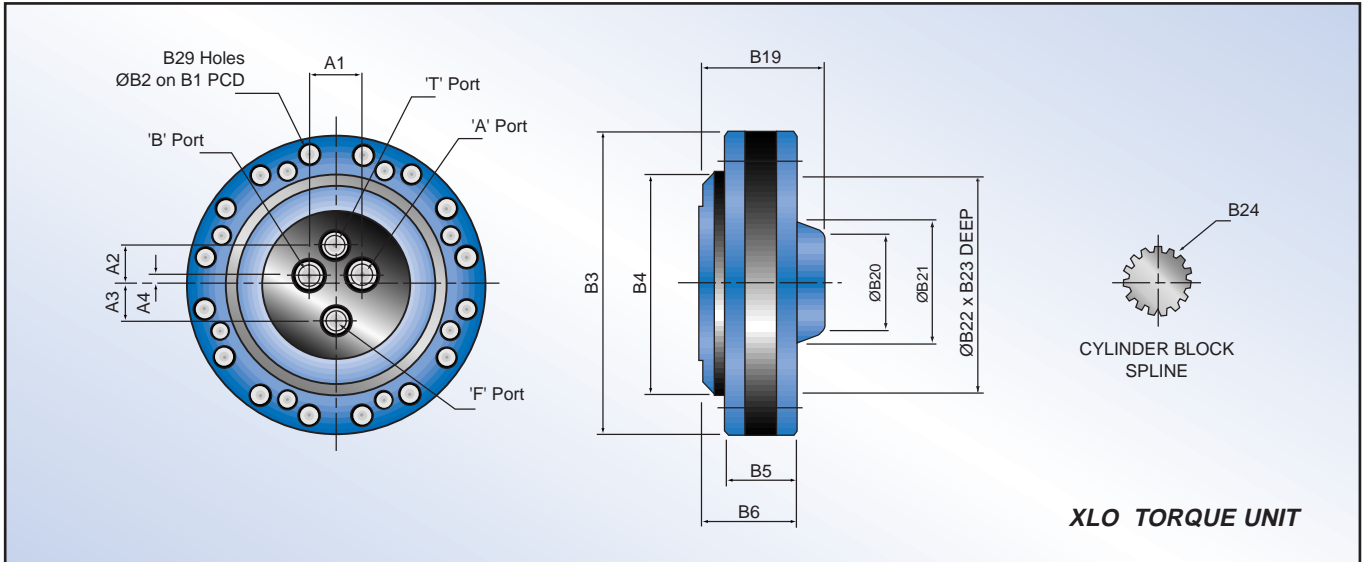


XLO TORQUE UNIT



INSTALLATION

General

Do not remove protective plugs from main ports and drain connections until immediate connection into the system is to be made. Always examine the motor externally to check that damage has not been caused in transit.

Flange Mounting XLA, XLB, XLC

Provision is made for locating the motor by means of a machined spigot and four bolt flange (see installation details for dimensions) situated towards the shaft end of the output housing.

Case Mounting XLA, XLB, XLC, XLE

Provision is made for locating the motor by means of a machined spigot diameter on the front (for XLE only) and rear of the main casing assembly. If the front mounting is used a minimum of 8 bolts must be used. If the rear mounting is used a minimum of 12 bolts must be used for sizes upto 560 cc/rev. For larger motors a minimum of 10 bolts should be used for front mounting and 16 bolts for rear mounting.

Mounting XLA, XLB, XLC, XLE

The unit should be mounted on a flat machined face using the appropriate size bolts. The mounting surface pilot diameter should be machined to the nominal spigot diameter $+0.000$ " to $+0.027$ " ($+0.0$ " to $+0.05$ "). Clearance should be made for the fillet radius between the motor location spigot and the motor mounting face.

Mounting Shaft Details XLA, XLB, XLC

Various standards of splined, keyed and tapered shafts are offered on the XL range. Check installation details for dimensions. Motor drives should be designed to eliminate unnecessary axial and radial loads, and thus prolong bearing life.

A keyed shaft is recommended for a flexible coupling output connection and a splined shaft when the driven shaft and motor are

rigidly mounted. Splines should at least be assembled and regularly lubricated with Molybdenum Dysphide grease or preferably run in oil. Alignment of the two shafts should be where the driven shaft and motor are rigidly mounted. Alignment of the two shafts should be maintained within 0.05mm T.I.R.

Mounting Torque Unit XLO

Please contact Rotary Power for detailed recommendations.

Case Drain

A case drain line returned directly to tank should be connected to the "T" port located on the rear face of the motor. The "T" port should be positioned so that it is the uppermost port on the rear face of the motor. The bore size of the drain line should be big enough to allow leakage flow shown on page 4 without causing a back pressure at the motor case of more than that shown in performance data on page 2.

FLUSHING FLOW

High Speed/Temperature/Difference/Freewheel

A flushing flow will be required for high speed operation - see page 4 for details. If high temperature differentials of over 40°C (between motor temperature and bulk oil temperature) are envisaged, a case warming flow should be provided.

If freewheeling is part of your duty cycle, a case pressure needs to be developed by adding flow to the motor case using the "F" port and creating a back pressure in the drain line. The case pressure required above system pressure (port A and B) is given on page 4.

Case drain lines should be adequately sized (see case drain section above).

Please contact ROTARY POWER for detailed recommendations.