

# ENGINEERING INFORMATION

## GENERAL

### MOUNTING

#### SPUR & HELICAL

For proper functioning gears, gears must be accurately aligned and supported by a shaft and bearing system which maintains alignment under load. Deflection should not exceed .001 inch at the tooth mesh for general applications. The tolerance on Center Distance normally should be positive to avoid possibility of gear teeth binding. Tolerance value is dependent on acceptable system backlash. As a guide for average application, this tolerance might vary from .002 for Boston Gear's fine pitch gears to .005 for the coarsest pitch.

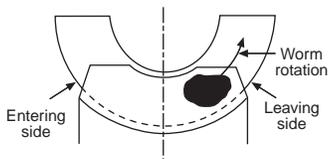
#### WORMS AND WORM GEAR

It is important that the mounting assures the central plane of the Worm gear passes essentially through the axis of the Worm. This can be accomplished by adjusting the Worm Gear axially. Boston Worm Gears are cut to close tolerancing of the Center Line of the Gear tooth to the flush side of the Gear. When properly mounted Worm Gears will become more efficient after initial break-in period.

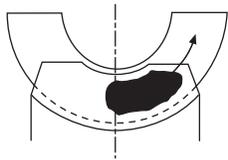
#### HOW WORM GEARS "ADJUST" THEMSELVES

The gear in a worm gear reducer is made of a soft bronze material. Therefore, it can cold-work and wear-in to accommodate slight errors in misalignment.

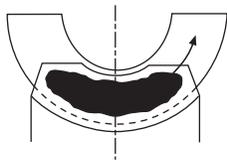
#### Evolution of Contact in a Worm Gear



*Initially, contact is concentrated on the leaving side of the worm.*



*After several hours or running under load, gear has cold-worked to spread area of contact.*



*After many hours of operation, contact has spread to cover the entire working area of the tooth.*

### ALTERATIONS

Boston Gear Service Centers are equipped to alter catalog sprockets (rebore, keyway, setscrew, etc.). For customers, choosing to make their own alterations, the guidelines listed below should be beneficial. Alterations to hardened gears should not be made without consultation with factory.

In setting up for reboring the most important consideration is to preserve the accuracy of concentricity and lateral runout provided in the original product. There are several methods for accomplishing this. One procedure is: mount the part on an arbor, machine hub diameter to provide a true running surface, remove from arbor and chuck on the hub diameter, check face and bore runout prior to reboring. As a basic rule of thumb, the maximum bore should not exceed 60% of the Hub Diameter and depending on Key size should be checked for minimum wall thickness. A minimum of one setscrew diameter over a keyway is considered adequate.

Boston Gear offers a service for hardening stock sprockets. This added treatment can provide increased horsepower capacity with resultant longer life and/or reduction in size and weight.

Customers wishing to do the hardening operation should refer to "Materials" below for information.

### LUBRICATION

The use of a straight mineral oil is recommended for most worm gear applications. This type of oil is applicable to gears of all materials, including non-metallic materials.

Mild E.P. (Extreme Pressure) lubricants may be used with Iron and Steel Gears. E.P. lubricants normally should be selected of the same viscosity as straight mineral oil. E.P. lubricants are not recommended for use with brass or bronze gears.

SAE80 or 90 gear oil should be satisfactory for splash lubricated gears. Where extremely high or low speed conditions are encountered, consult a lubricant manufacturer. Oil temperature of 150°F should not be exceeded for continuous duty applications. Temperatures up to 200°F can be safely tolerated for short periods of time.

Many specialty lubricants have been recently developed to meet the application demands of today's markets, including synthetics and both high and low temperature oils and greases. In those instances where Bath or Drip Feed is not practical, a moly-Disulphide grease may be used successfully, for low speed applications.