nexen™

*formerly Horton Industrial Products*

# **AIR CHAMP** PRODUCTS

USER MANUAL



## Modular Units: MDU, MOU, MBU, and MIU

## Modular Combinations: MDO, MDB, MIDO,MIDB, and MIB

## Models: 625, 875, 1125, and 1375

FORM NO. L-20134-F-0200

In accordance with Nexen's established policy of constant product improvement, the specifications contained in this manual are subject to change without notice. Technical data listed in this manual are based on the latest information available at the time of printing and are also subject to change without notice.

Technical Support: 800-843-7445
(651) 484-5900

www.nexengroup.com

Nexen Group, Inc.
560 Oak Grove Parkway
Vadnais Heights, Minnesota 55127

**ISO 9001 Certified**

# WARNING

Read this manual carefully before installation and operation.

Follow Nexen's instructions and integrate this unit into your system with care.

This unit should be installed, operated and maintained by qualified personnel ONLY.

Improper installation may cause injury or death.

Comply with all applicable codes.

# Table of Contents

# -NOTES-

## CONNECTING UNITS TO FORM COMBINATIONS

### MODULAR CLUTCH (MDO)

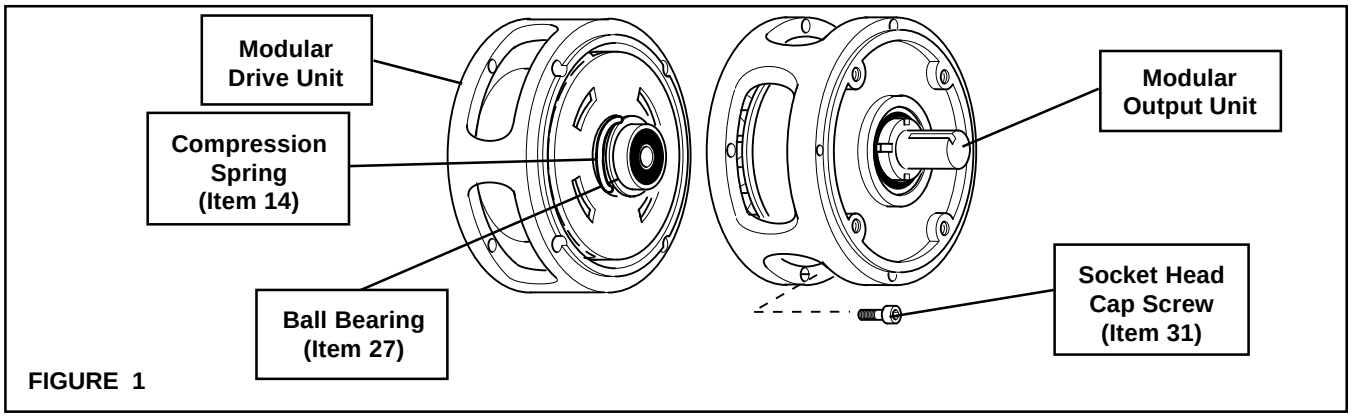


**FIGURE 1**

**NOTE**

**The Modular Drive Unit (MDU) Ball Bearing (Item 27) is loose fitting by design. Do not allow this Ball Bearing to fall off the MDU.**

1. Place the Modular Drive Unit (MDU) on a table with the Ball Bearing (Item 27) facing up and properly seated against the Retaining Ring on Models 625, 875, and 1375 or the Hub on Model 1125 (See Figure 1).

2. Set the Modular Output Unit (MOU) onto the MDU, making sure the Ball Bearing (Item 27) is fully seated into the bore of the MOU (See Figure 1).

3. Rotate the MOU until the four clearance holes are aligned with the four MDU tapped holes (See Figure 1).

4. Press the MOU down against the Compression Spring (Item 14) until the faces of both units are flush (See Figure 1).

**WARNING**

**Never substitute Hex. Head Cap Screws for the Socket Head Cap Screws (Item 31).**

**NOTE**

**Make sure the air inlet ports are properly aligned for your mounting requirements.**

5. Using the four Socket Head Cap Screws (Item 31), secure the MOU to the MDU (See Figure 1).

6. Alternately and evenly tighten the four Socket Head Cap Screws (Item 31) to 50 Ft. Lbs. [69 N•m] torque (See Figure 1).

### MODULAR CLUTCH-BRAKE (MDB)

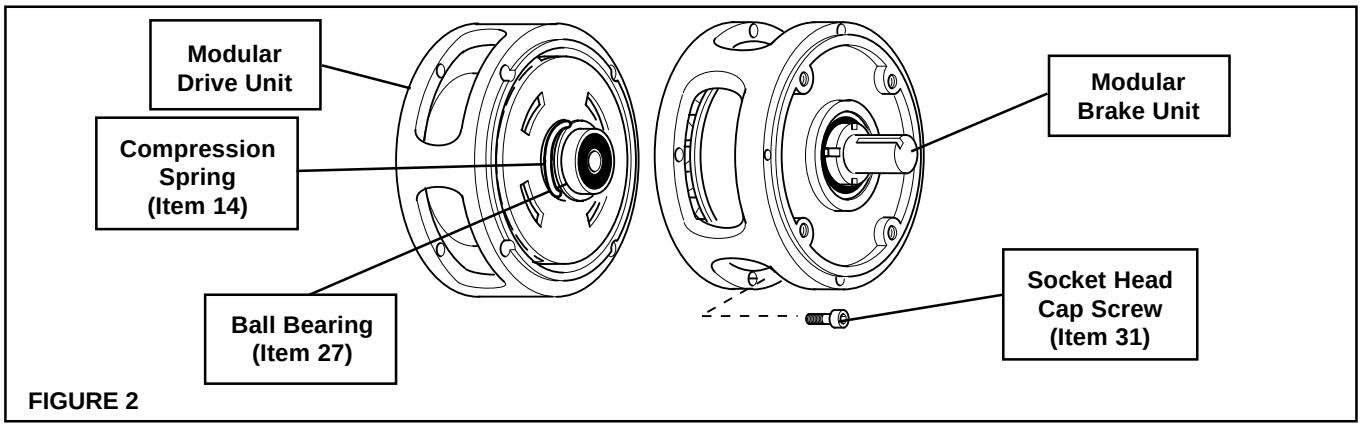


**FIGURE 2**

**NOTE**

**The Modular Drive Unit (MDU) Ball Bearing (Item 27) is loose fitting by design. Do not allow this Ball Bearing to fall off the MDU.**

1. Place the Modular Drive Unit (MDU) on a table with the Ball Bearing (Item 27) facing up and properly seated against the Retaining Ring on Models 625, 875, and 1375 or against the Hub on Model 1125 (See Figure 2).

2. Set the Modular Brake Unit (MBU) onto the MDU, making sure the Ball Bearing (Item 27) is fully seated into the bore of the MBU (See Figure 2).

3. Rotate the MBU until the four clearance holes are aligned with the four tapped holes in the MDU (See Figure 2).

4. Press the MBU down against the Compression Spring (Item 14) until the faces of both units are flush (See Figure 2).

**WARNING**

**Never substitute Hex. Head Cap Screws for the Socket Head Cap Screws (Item 31).**

**NOTE**

**Make sure the air inlet ports are properly aligned for your MBU mounting requirements.**

5. Using the four Socket Head Cap Screws (Item 31), secure the MBU to the MDU (See Figure 2).

6. Alternately and evenly tighten the four Socket Head Cap Screws (Item 31) to 50 Ft. Lbs. [69 N•m] torque (See Figure 2).

## MODULAR INPUT CLUTCH (MIDO)

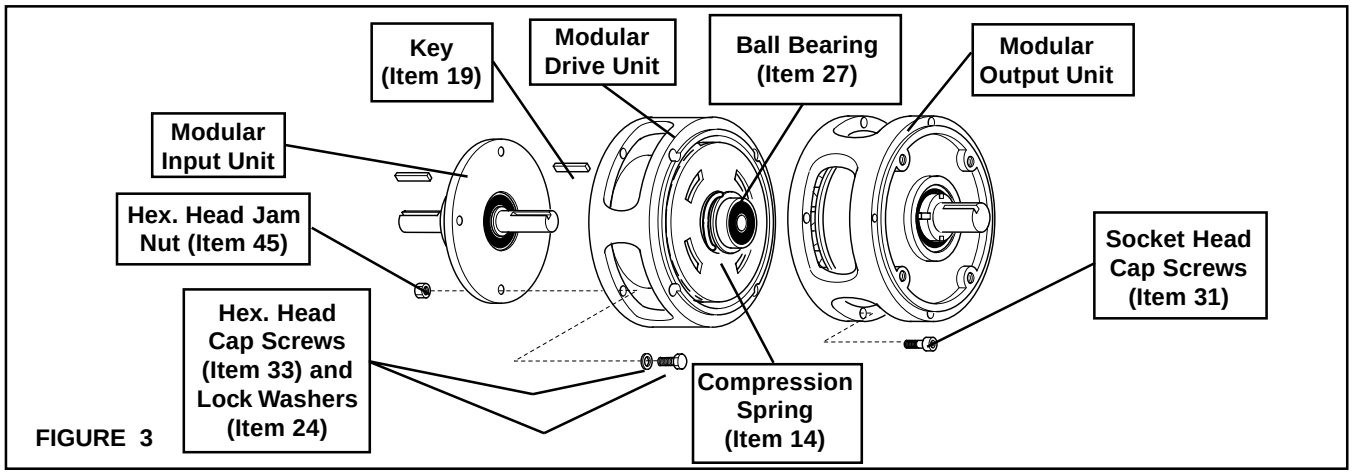


**FIGURE 3**

**NOTE**

**The Modular Drive Unit (MDU) Ball Bearing (Item 27) is loose fitting by design. Do not allow this Ball Bearing to fall off the MDU.**

1. Place the Modular Drive Unit (MDU) on a table with the Ball Bearing (Item 27) facing up and properly seated against the Retaining Ring on Models 625, 875, and 1375 or against the Hub on Model 1125 (See Figure 3).

2. Set the Modular Output Unit (MOU) onto the MDU, making sure the Ball Bearing (Item 27) is fully seated into the bore of the MOU (See Figure 3).

3. Rotate the MOU until the four clearance holes are aligned with the four MDU tapped holes (See Figure 3).

4. Press the MOU down against the Compression Spring (Item 14) until the faces of both units are flush (See Figure 3).

**WARNING**

**Never substitute Hex. Head Cap Screws for the Socket Head Cap Screws (Item 31).**

**NOTE**

**Make sure the air inlet ports are properly aligned for your mounting requirements.**

5. Using the four Socket Head Cap Screws (Item 31), secure the MOU to the MDU (See Figure 3).

6. Alternately and evenly tighten the four Socket Head Cap Screws (Item 31) to 50 Ft. Lbs. [69 N•m] torque (See Figure 3).

7. Place the Key (Item 19) into the shaft of the Modular Input Unit (MIU); then, slide the MIU shaft into the MDU (See Figure 3).

8. Using the four Hex. Head Jam Nuts (Item 45), Hex. Head Cap Screws (Item 33), and Lock Washers (Item 24), secure the MIU to the MDU (See Figure 3).

9. Alternately and evenly tighten the four Hex. Head Jam Nuts (Item 45) to 20 Ft. Lbs. [27 N•m] torque (See Figure 3).

## MODULAR INPUT CLUTCH-BRAKE (MIDB)

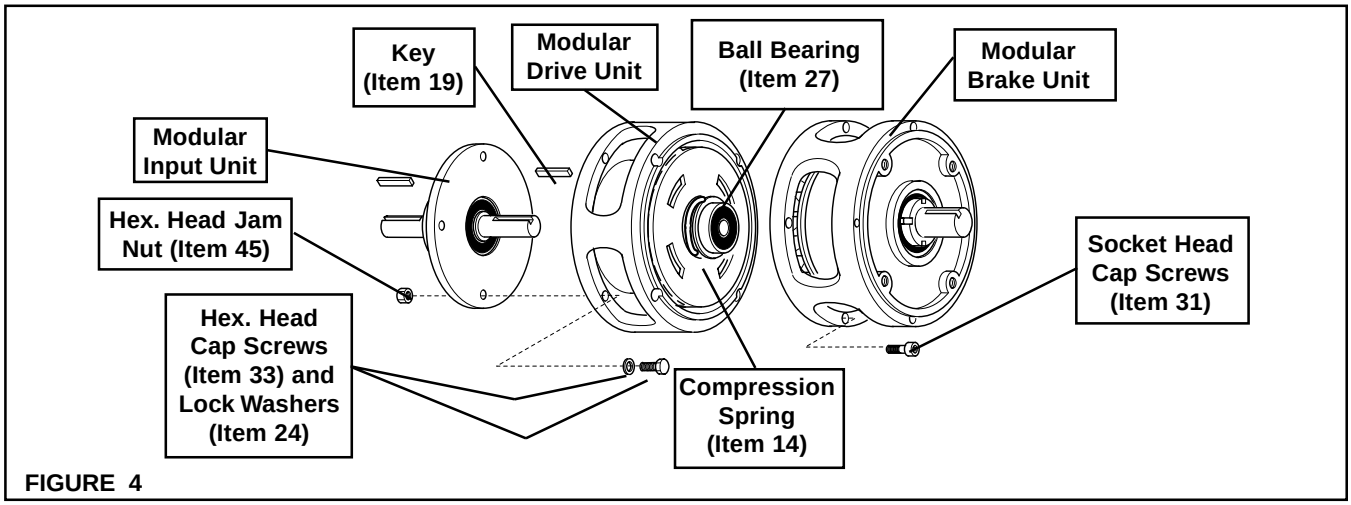


**FIGURE 4**

**NOTE**

**The Modular Drive Unit (MDU) Ball Bearing (Item 27) is loose fitting by design. Do not allow this Ball Bearing to fall off the MDU.**

1. Place the Modular Drive Unit (MDU) on a table with the Ball Bearing (Item 27) facing up and properly seated against the Retaining Ring on Models 625, 875, and 1375 or against the Hub on Model 1125 (See Figure 4).

2. Set the Modular Brake Unit (MBU) onto the MDU, making sure the Ball Bearing (Item 27) is fully seated into the bore of the MBU (See Figure 4).

3. Rotate the MBU until the four clearance holes are aligned with the four MDU tapped holes (See Figure 4).

4. Press the MBU down against the Compression Spring (Item 14) until the faces of both units are flush (See Figure 4).

**WARNING**

**Never substitute Hex. Head Cap Screws for the Socket Head Cap Screws (Item 31).**

**NOTE**

**Make sure the air inlet ports are properly aligned for your mounting requirements.**

5. Using the four Socket Head Cap Screws (Item 31), secure the MBU to the MDU (See Figure 4).

6. Alternately and evenly tighten the four Socket Head Cap Screws (Item 31) to 50 Ft. Lbs. [69 N•m] torque (See Figure 4).

7. Place the Key (Item 19) into the shaft of the Modular Input Unit (MIU); then, slide the MIU shaft into the MDU (See Figure 4).

8. Using the four Hex. Head Jam Nuts (Item 45), Hex. Head Cap Screws (Item 33), and Lock Washers (Item 24), secure the MIU to the MDU (See Figure 4).

9. Alternately and evenly tighten the four Hex. Head Jam Nuts (Item 45) to 20 Ft. Lbs. [27 N•m] torque (See Figure 4).

## MODULAR INPUT BRAKE (MIB)

**Models 625 and 875**

1. Remove the six Machine Screws (Item 25) that secure the Friction Facing (Item 9) to the MBU Disc Journal (Item 8) and save the Machine Screws and Friction Facing as spare parts (See Figure 5).

2. Place the Key (Item 19) into the shaft of the Modular Input Unit (MIU); then, slide the MIU shaft into the Modular Brake Unit (MBU) (See Figure 5).

3. Using the four Hex. Head Jam Nuts (Item 45), Hex. Head Cap Screws (Item 33), and Lock Washers (Item 24), secure the MIU to the MBU (See Figure 5).

4. Alternately and evenly tighten the four Hex. Head Jam Nuts (Item 45) to 20 Ft. Lbs. [27 N•m] torque (See Figure 5).

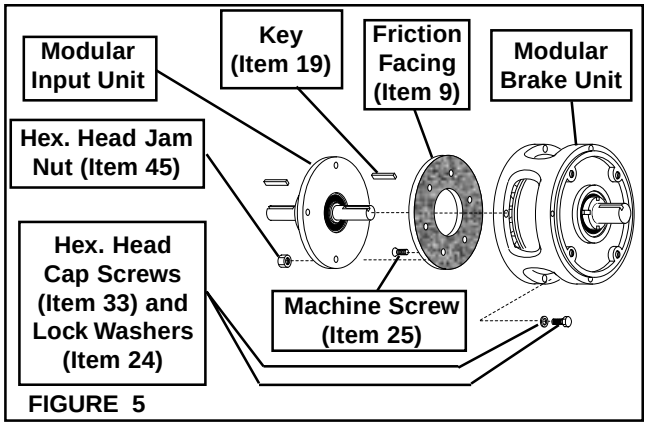


**FIGURE 5**

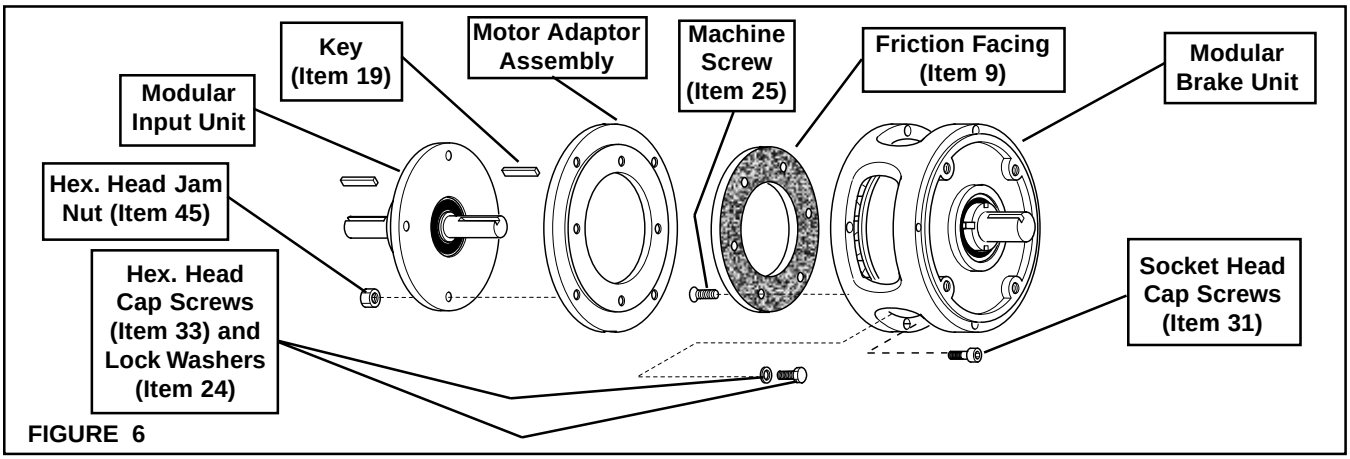


**FIGURE 6**

**Models 1125 and 1375**

1. Remove the six Machine Screws (Item 25) that secure the Friction Facing (Item 9) to the Disc Journal (Item 8) and save the Machine Screws and Friction Facing as spare parts (See Figure 6).

2. Place the Motor Adaptor Assembly (Product No. 937000) on the mounting surface of the Modular Brake Unit (MBU) (See Figure 6).

3. Using the four Socket Head Cap Screws (Item 31), secure the (MBU) to the Motor Adaptor Assembly (See Figure 6).

4. Alternately and evenly tighten the four Socket Head Cap Screws (Item 31) and to 50 Ft. Lbs. [69 N•m] torque (See Figure 6).

5. Place the Key (Item 19) into the shaft of the Modular Input Unit (MIU); then, slide the MIU shaft into the MBU and Motor Adaptor Assembly (See Figure 6).

6. Using the four Hex. Head Jam Nuts (Item 45), Hex. Head Cap Screws (Item 33), and Lock Washers (Item 24), secure the MIU to the Motor Adaptor Assembly (See Figure 6).

7. Alternately and evenly tighten the four Hex. Head Jam Nuts (Item 45) to 20 Ft. Lbs. [27 N•m] torque (See Figure 6).



## MOUNTING MODULAR BRAKE UNITS (MBU)

MODELS 625 AND 875 TO A MOTOR

1. Remove the six Machine Screws (Item 25) that secure the Friction Facing (Item 9) to the MBU Disc Journal (Item 8) and save the Machine Screws and Friction Facing as spare parts (See Figure 5).

2. Place the Key (Item 19) into the motor shaft; then, slide the motor shaft into the Modular Unit (See Figure 7).

3. Rotate the Modular Unit until the clearance holes in the Modular Unit are aligned with the tapped holes in the Motor; then, using the four Hex. Head Cap Screws (Item 33) and Lock Washers (Item 24), secure the motor to the Modular Unit (See Figure 7).

4. Alternately and evenly tighten the four Hex. Head Cap Screws to 20 Ft. Lbs. [27 N•m] torque.

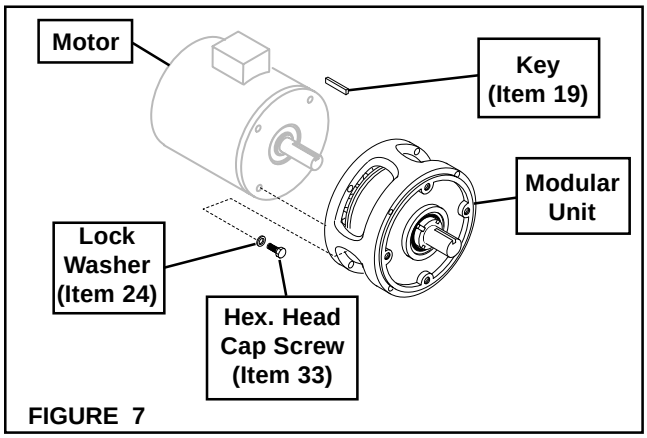


**FIGURE 7**

## MODELS 1125 AND 1375 TO A MOTOR

1. Remove the six Machine Screws (Item 25) that secure the Friction Facing (Item 9) to the Disc Journal (Item 8) and save the Machine Screws and Friction Facing as spare parts (See Figure 6).

2. Place the Motor Adaptor Assembly (Product No. 937000) on the mounting surface of the Modular Unit (See Figure 8).

3. Using the four Socket Head Cap Screws (Item 31), secure the Motor Adaptor Assembly to the Modular Unit (See Figure 8).

4. Alternately and evenly tighten the four Socket Head Cap Screws (Item 31) to 50 Ft. Lbs. [69 N•m] torque (See Figure 8).

5. Place the Key (Item 19) into the motor shaft; then, slide the motor shaft into the Modular Unit (See Figure 8).

6. Rotate the Modular Unit until the holes in the Modular Unit are aligned with the tapped holes in the motor; then, using the four Hex. Head Cap Screws (Item 33) and Lock Washers (Item 24), secure the motor to the Modular Unit (See Figure 8).

7. Alternately and evenly tighten the four Hex. Head Cap Screws to 20 Ft. Lbs. [27 N•m] torque.

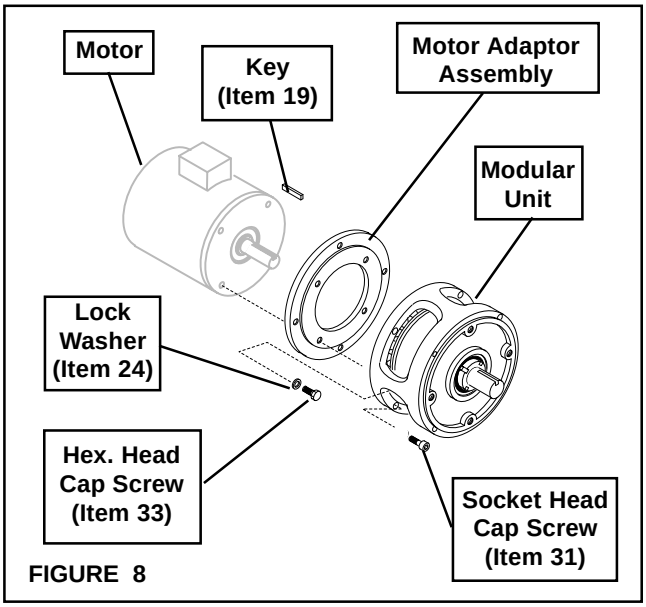


**FIGURE 8**

## ALL MODELS AND MOTOR TO A REDUCER

**CAUTION**

**When mounting sheaves or sprockets, refer to Table 1 for overhung load data. Exceeding the data in Table 1 will result in premature failure to the Modular Unit.**

1. Place the Key (Item 19) into the output shaft of the Modular Unit and slide the output shaft of the Modular Unit and motor into the reducer.

2. Rotate the Modular Unit and motor until the holes in the Modular Unit are aligned with the holes in the reducer flange, and the air inlet ports of the Modular Unit are facing down.

3. Using four Hex. Head Cap Screws, secure the Modular Unit and motor to the reducer.

4. Alternately and evenly tighten the four Hex. Head Cap Screws, making sure the Modular Unit and reducer faces are flush with each other.

| OVERHUNG LOAD DATA | | | | | |
|---|---|---|---|---|---|
| MODEL | RPM | * Load 1" [25.4 mm] from Pilot Face | | | |
| | | 625 | 875 | 1125 | 1375 |
| MBU | 1200 | 281 Lbs. | 281 Lbs. | 544 Lbs. | 610 Lbs. |
| | 1800 | 321 Lbs. | 321 Lbs. | 636 Lbs. | 700 Lbs. |
| MOU | 1200 | 281 Lbs. | 281 Lbs. | 544 Lbs. | 610 Lbs. |
| | 1800 | 321 Lbs. | 321 Lbs. | 636 Lbs. | 700 Lbs. |
| MIU | 1200 | 244 Lbs. | 244 Lbs. | 570 Lbs. | 570 Lbs. |
| | 1800 | 279 Lbs. | 279 Lbs. | 655 Lbs. | 655 Lbs. |
| * Based on 10,000 hrs. average life and using 50 psi air. | | | | | |

**TABLE 1**

## HOUSING GUARD INSTALLATION

**WARNING**

**Always have the Housing Guard in place when operating Modular Units (See Figure 9).**

Each Modular Unit is provided with a Housing Guard. After combining the Modular Units, install the Housing Guard so one of the ribs of the Modular Unit housing is directly beneath the clamp on the Housing Guard.

Waterproof guards are also available. Purchase waterproof guards from your local Nexen Distributor.

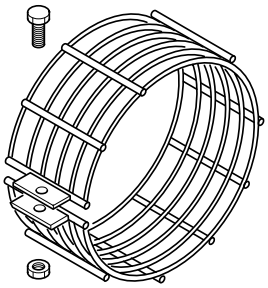

**FIGURE 9**
**HOUSING GUARD**



## MOUNTING MODULAR UNITS ONTO MOUNTING FEET

### U-SHAPED MOUNTING FOOT

1. Depending upon the desired air inlet orientation, remove two Hex. Head Jam Nuts, Bolts, and Lock Washers from the Modular Input Unit.
2. Set the Modular Unit onto the U-Shaped Mounting Foot (See Figure 10).
3. Secure the Modular Input Unit to the U-Shaped Mounting Foot using the Hex. Head Bolts supplied with the Mounting Foot (See Figure 10).

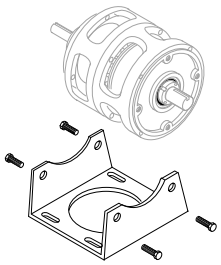

**FIGURE 10**
**U-SHAPED FOOT MOUNT**

### L-SHAPED MOUNTING FOOT

1. Set the Modular Unit onto the L-Shaped Mounting Foot (See Figure 11).
2. Secure the Modular Unit to the Mounting Foot using the Hex. Head Bolts supplied with the L-Shaped Mounting Foot (See Figure 11).

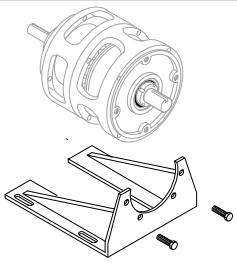

**FIGURE 11**
**L-SHAPED FOOT MOUNT**

## LUBRICATION

**NOTE**

**Pneumatically actuated devices require clean, pressure regulated, and lubricated air for maximum performance and long life. The most effective and economical way to lubricate Nexen Clutches and Brakes is with an Air Line Lubricator, which injects oil into the pressurized air, forcing an oil mist into the air chamber.**

**Locate the lubricator above and within ten feet of the Clutch or Brake, and use a low viscosity oil such as SAE-10.**

**Synthetic lubricants are not recommended.**

LUBRICATOR DRIP RATE SETTINGS

**NOTE**

**These settings are for Nexen supplied lubricators. If you are not using a Horton lubricator, calibration must replicate the following procedure.**

1. Close and disconnect the air line from the unit.
2. Turn the Lubricator Adjustment Knob clockwise three complete turns.
3. Open the air line.
4. Close the air line to the unit when a drop of oil forms in the Lubricator Sight Gage.
5. Connect the air line to the unit.
6. Turn the Lubricator Adjustment Knob counterclockwise until closed.
7. Turn the Lubricator Adjustment Knob clockwise one-third turn.
8. Open the air line to the unit.

## AIR CONNECTIONS

**NOTE**

**For quick response, Nexen recommends a quick exhaust valve and short air lines between the Control Valves and the Modular Units. Align the air inlet ports to a down position to allow condensation to drain out of the the air chambers of the Modular Units.**

Adjust the air pressure to approximately 50 psi [3.45 bar] when the Modular Unit is installed between a motor and gear reducer.

When the Modular Unit is mounted using sheaves or sprockets, the air pressure may be regulated between 10 psi [0.7 bar] to 80 psi [5.5 bar] to ensure air pressure is adequate for torque requirements.

**CAUTION**

**Low air pressure will cause slippage and overheating. Excessive air pressure will cause abrupt starts and stops, reducing Modular Unit life.**

## TROUBLESHOOTING

| MODEL | SYMPTOM | PROBABLE CAUSE | SOLUTION |
|---|---|---|---|
| MIU (Modular Input Unit) | Bearing noise. | Damaged Ball Bearings. | Replace the Ball Bearings. |
| MDU (Modular Drive Unit) | Failure to engage. | Leaking O-ring Seals. | Replace the O-ring Seals. |
| | | Lack of lubrication on the Hub spline. | Lubricate the Hub spline with Never-Seezfi . |
| | | Damaged Ball Bearings. | Replace the Ball Bearings. |
| | | Improper air pressure settings or faulty controls. | Adjust the air pressure setting or replace the controls. |
| | Failure to disengage. | Lack of lubrication on the Hub spline. | Lubricate the Hub spline with Never-Seezfi . |
| | | Damaged Ball Bearings. | Replace the Ball Bearings. |
| | | Broken or damaged Spring. | Replace the Spring. |
| MBU (Modular Brake Unit) | Failure to engage. | Leaking O-ring Seals. | Replace the O-ring Seals. |
| | | Damaged Ball Bearings. | Replace the Ball Bearings. |
| | | Improper air pressure settings or faulty controls. | Adjust the air pressure setting or replace the controls. |
| | | Worn or contaminated Friction Facings. | Replace the Friction Facings. |
| | Failure to disengage. | Lack of lubrication on the Hub spline. | Lubricate the Hub spline with Never-Seezfi . |
| | | Damaged Ball Bearings. | Replace the Ball Bearings. |
| | | Broken or damaged Springs. | Replace the Springs. |
| MOU (Modular Output Unit) | Failure to engage. | Damaged Ball Bearings. | Replace the Ball Bearings. |
| | | Worn or contaminated Friction Facings. | Replace the Friction Facings. |

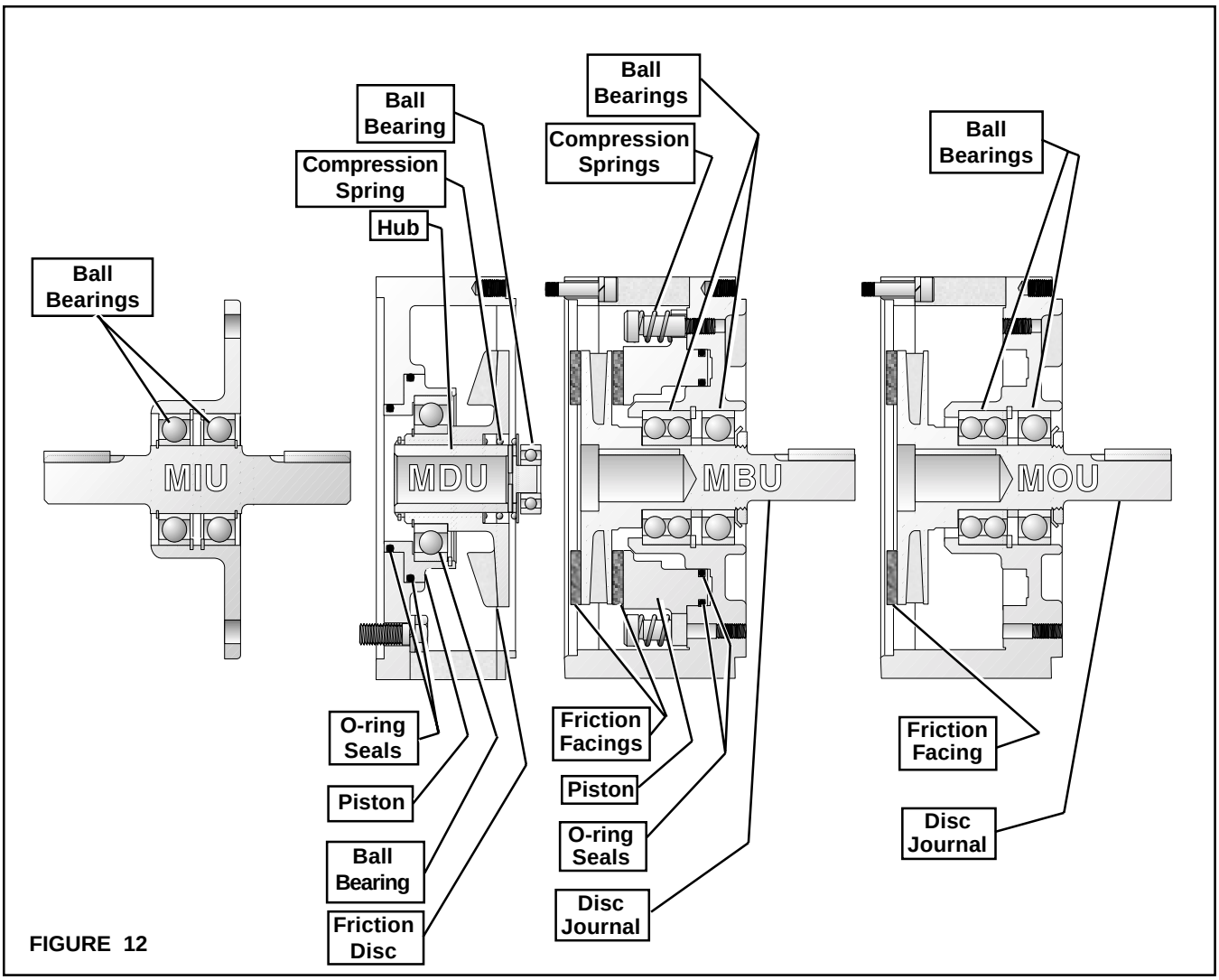


FIGURE 12

**NOTE**

**Modular Units must be unmounted and separated into individual components prior to maintenance or repair. Make sure you are in the correct section for the size and model of the Modular Unit you are repairing.**

## MODULAR INPUT UNIT (MIU)

**Models 625, 875, 1125, and 1375**

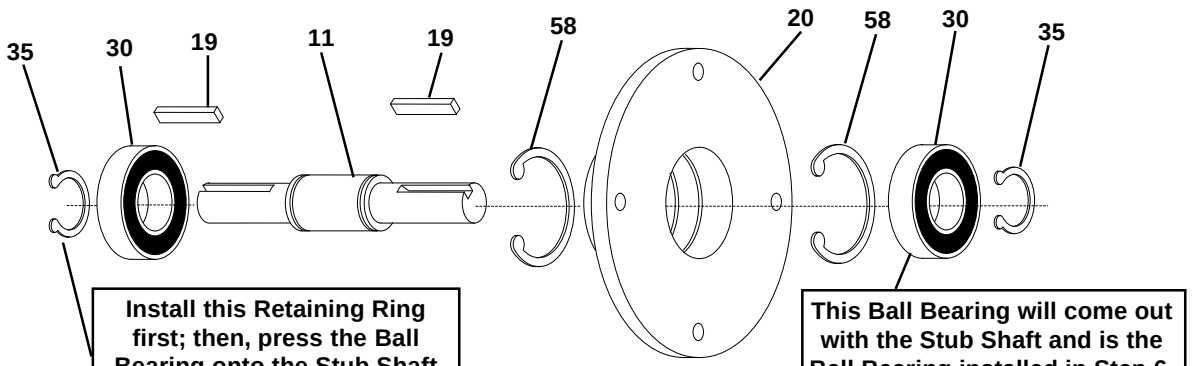


**FIGURE 13**

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

1. Remove both Retaining Rings (Item 35) (See Figure 13).

2. With face of Bearing Flange (the side without ribs) (Item 20) facing down and fully supported, press Stub Shaft (Item 11) down and out of the Bearing Flange (See Figure 13).

**NOTE**

**One Ball Bearing (Item 30) will come out with the Stub Shaft (Item 11).**

3. Remove the first old Ball Bearing (Item 30) from Stub Shaft (Item 11) (See Figure 13).

**NOTE**

**Do not remove the two Retaining Rings (Item 58) from the Bearing Flange (Item 20) (See Figure 13).**

4. Press the second old Ball Bearing (Item 30) out of the Bearing Flange (Item 20) (See Figure 13).

5. Clean the bore of the Bearing Flange (Item 20) with fresh solvent, making sure all old Loctite® residue is removed (See Figure 13).

6. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the first new Ball Bearing (Item 30); then, press this Ball Bearing into the Bearing Flange (Item 20) until it is seated against the Retaining Ring (Item 58) (See Figure 13).

7. Reinstall the first Retaining Ring (Item 35) on Stub Shaft (Item 11) (See Figure 13).

8. Fully support the inner bearing race of the second new Ball Bearing (Item 30) and press it onto the Stub Shaft (Item 11) until it is seated against the Retaining Ring (Item 35) (See Figure 13).

9. Apply an adequate amount of Loctite 680 to evenly coat the outer race of the second new Ball Bearing (Item 30).

10. Supporting the inner race of the Ball Bearing located in the Bearing Flange (Item 20), press the second new Ball Bearing (Item 30) and Stub Shaft (Item 11) into the Bearing Flange and Ball Bearing until the second new Ball Bearing is seated against the Retaining Ring (Item 58) (See Figure 13).

11. Reinstall the second Retaining Ring (Item 35) (See Figure 13).

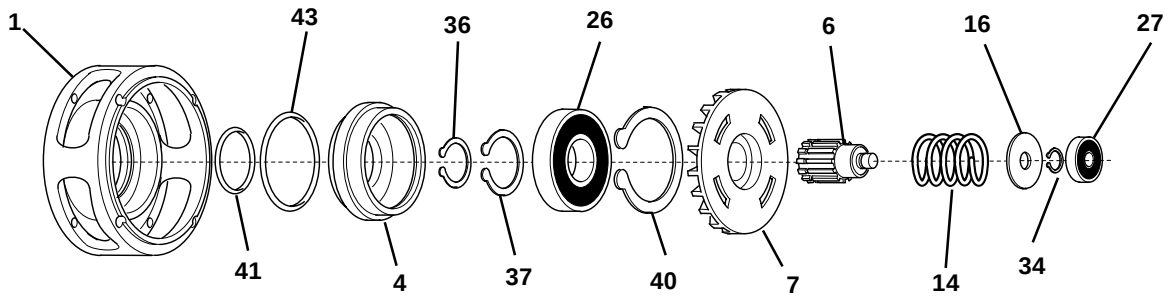


**FIGURE 14**

**Models 625 and 875**

1. Remove the old Ball Bearing (Item 27) (See Figure 14).

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

2. Remove the Retaining Ring (Item 36) from the Hub (Item 6) (See Figure 14).

3. Slide the Hub (Item 6), Compression Spring (Item 14), Spring Retainer Washer (Item 16) and Retaining Ring (Item 34) out of the Friction Disc (Item 7) (See Figure 14).

4. Press the Piston (Item 4), Friction Disc (Item 7), and Ball Bearing (Item 26) out of the Housing (Item 1) (See Figure 14).

5. Remove the old O-ring Seals (Items 41 and 43) from the Piston (Item 4) and Housing (Item 1) (See Figure 14).

6. Remove the Retaining Ring (Item 37) from the Friction Disc (Item 7); then, using a bearing puller, remove the Piston (Item 4) and old Ball Bearing (Item 26) from the Friction Disc (Item 7) (See Figure 14).

7. Remove the Retaining Ring (Item 40) from the Piston (Item 4) and press the old Ball Bearing (Item 26) out of the Piston (See Figure 14).

8. Clean the bearing bore of the Piston (Item 4) with fresh solvent, making sure all old Loctite® residue is removed (See Figure 14).

9. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 26) and press the new Ball Bearing into the Piston (Item 4) (See Figure 14).

10. Reinstall the Retaining Ring (Item 40) (See Figure 14).

11. Support the inner race of the new Ball Bearing (Item 26); then, press the Friction Disc (Item 7) into the Piston (Item 4) and new Ball Bearing (Item 26) (See Figure 14).

12. Reinstall the Retaining Ring (Item 37) (See Figure 14).

13. Lubricate the new O-ring Seals (Items 41 and 43) and the o-ring contact surfaces of the Piston (Item 4) and Housing (Item 1) with a thin film of fresh o-ring lubricant (See Figure 14).

14. Install the new O-ring Seals (Items 41 and 43); then, slide the Piston (Item 4) and Friction Disc (Item 7) into the Housing (Item 1) (See Figure 14).

15. Inspect the Compression Spring (Item 14) for signs of fatigue and replace it if necessary (See Figure 14).

16. Apply a thin film of Never-Seez® to the splines of the Hub (Item 6); then, slide the Hub, Compression Spring (Item 14), Spring Retainer Washer (Item 16) and Retaining Ring (Item 34)into the Friction Disc (Item 7) (See Figure 14).

17. Reinstall the Retaining Ring (Item 36) (See Figure 14).

18. Slide a new Ball Bearing (Item 27) onto the Hub (Item 6) (See Figure 14).

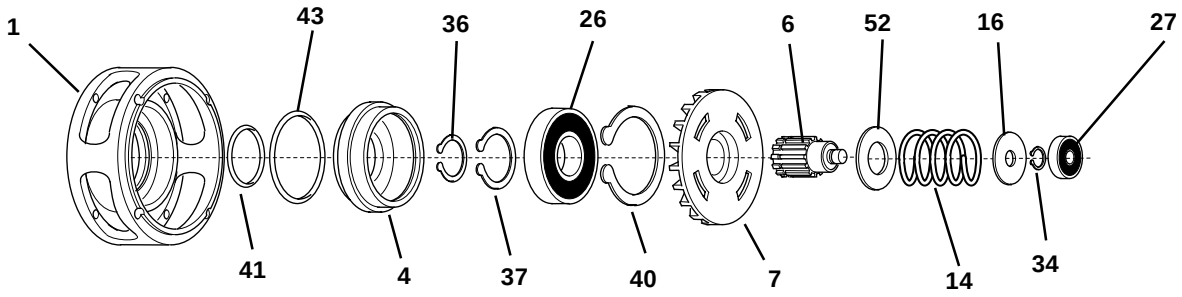


**FIGURE 15**

**Model 1125**

1. Remove the old Ball Bearing (Item 27) (See Figure 15).

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

2. Remove the Retaining Ring (Item 36) from the Hub (Item 6) (See Figure 15).

3. Slide the Hub (Item 6), Compression Spring (Item 14), Spring Back-Up Washer (Item 52), Spring Retainer Washer (Item 16), and Retaining Ring (Item 34) out of the Friction Disc (Item 7) (See Figure 15).

4. Press the Piston (Item 4), Friction Disc (Item 7), and Ball Bearing (Item 26) out of the Housing (Item 1) (See Figure 15).

5. Remove the old O-ring Seals (Items 41 and 43) from the Piston (Item 4) and Housing (Item 1) (See Figure 15).

6. Remove the Retaining Ring (Item 37) from the Friction Disc (Item 7); then, using a bearing puller, remove the Piston (Item 4) and old Ball Bearing (Item 26) from the Friction Disc (Item 7) (See Figure 15).

7. Remove the Retaining Ring (Item 40) from the Piston (Item 4) and press the old Ball Bearing (Item 26) out of the Piston (See Figure 15).

8. Clean the bearing bore of the Piston (Item 4) with fresh solvent, making sure all old Loctite® residue is removed (See Figure 15).

9. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 26) and press the new Ball Bearing into the Piston (Item 4) (See Figure 15).

10. Reinstall the Retaining Ring (Item 40) (See Figure 15).

11. Support the inner race of the new Ball Bearing (Item 26); then, press the Friction Disc (Item 7) into the Piston (Item 4) and new Ball Bearing (Item 26) (See Figure 15).

12. Reinstall the Retaining Ring (Item 37) (See Figure 15).

13. Lubricate the new O-ring Seals (Items 41 and 43) and the o-ring contact surfaces of the Piston (Item 4) and Housing (Item 1) with a thin film of fresh o-ring lubricant (See Figure 15).

14. Install the new O-ring Seals (Items 41 and 43); then slide the Piston (Item 4) and Friction Disc (Item 7) into the Housing (Item 1) (See Figure 15).

15. Remove the Retaining Ring (Item 34), Spring Retainer Washer (Item 16) and the Compression Spring (Item 14) from the Hub (Item 6) (See Figure 15).

16. Inspect the Compression Spring (Item 14) for signs of fatigue and replace it if necessary (See Figure 15).

17. Slide the Compression Spring (Item 14), and Spring Retainer Washer (Item 16) onto the Hub (Item 6); then, reinstall the Retaining Ring (Item 34) (See Figure 15).

18. Apply a thin film of Never-Seez® to the splines of the Hub (Item 6); then, slide the Hub and Compression Spring (Item 14) into the Friction Disc (Item 7) (See Figure 15).

19. Reinstall the Retaining Ring (Item 36) (See Figure 15).

20. Slide a new Ball Bearing (Item 27) onto the Hub (Item 6) (See Figure 15).

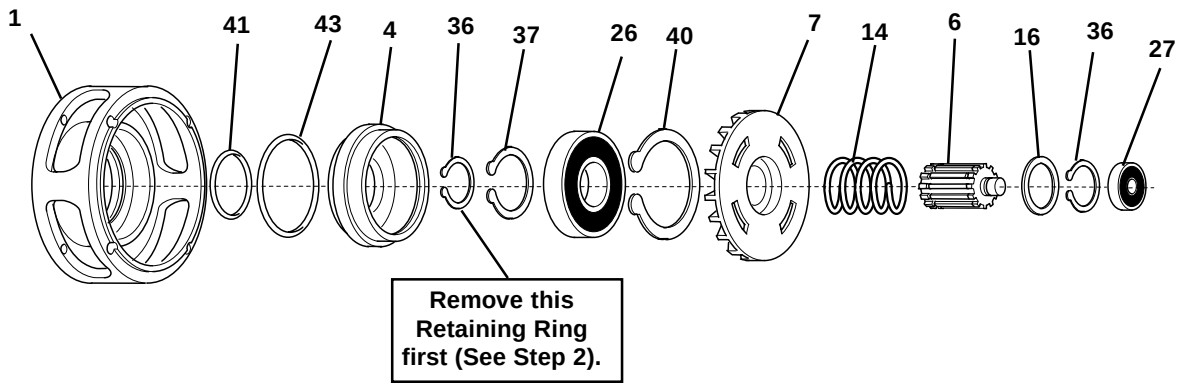


**FIGURE 16**

**Model 1375**

1. Remove the old Ball Bearing (Item 27) (See Figure 16).

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

2. Remove the Retaining Ring (Item 36) from the Hub (Item 6) (See Figure 16).

3. Slide the Hub (Item 6), Compression Spring (Item 14), Spring Retainer Washer (Item 16), and second Retaining Ring (Item 36) out of the Friction Disc (Item 7) (See Figure 16).

4. Press the Piston (Item 4), Friction Disc (Item 7), Retaining Ring (Item 40), and Ball Bearing (Item 26) out of the Housing (Item 1) (See Figure 16).

5. Remove the old O-ring Seals (Items 41 and 43) from the Piston (Item 4) and Housing (Item 1) (See Figure 16).

6. Remove the Retaining Ring (Item 37) from the Friction Disc (Item 7); then, using a bearing puller, remove the Piston (Item 4) and old Ball Bearing (Item 26) from the Friction Disc (Item 7) (See Figure 16).

7. Remove the Retaining Ring (Item 40) from the Piston (Item 4) and press the old Ball Bearing (Item 26) out of the Piston (See Figure 16).

8. Clean the bearing bore of the Piston (Item 4) with fresh solvent, making sure all old Loctite® residue is removed (See Figure 16).

9. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 26) and press the new Ball Bearing into the Piston (Item 4) (See Figure 16).

10. Reinstall the Retaining Ring (Item 40) (See Figure 16).

11. Support the inner race of the new Ball Bearing (Item 26); then, press the Friction Disc (Item 7) into the Piston (Item 4) and new Ball Bearing (Item 26) (See Figure 16).

12. Reinstall the Retaining Ring (Item 37) (See Figure 16).

13. Lubricate the new O-ring Seals (Items 41 and 43) and the o-ring contact surfaces of the Piston (Item 4) and Housing (Item 1) with a thin film of fresh o-ring lubricant (See Figure 16).

14. Install the new O-ring Seals (Items 41 and 43); then, slide the Piston (Item 4) and Friction Disc (Item 7) into the Housing (Item 1) (See Figure 16).

15. Inspect the Compression Spring (Item 14) for signs of fatigue and replace it if necessary (See Figure 16).

16. Apply a thin film of Never-Seez® to the splines of the Hub (Item 6); then, slide the Hub, Compression Spring (Item 14), and Retaining Ring (Item 36) into the Friction Disc (Item 7) (See Figure 16).

17. Reinstall the Retaining Ring (Item 36) removed from the Hub (Item 6) in Step **2** (See Figure 16).

18. Slide a new Ball Bearing (Item 27) onto the Hub (Item 6) (See Figure 16).

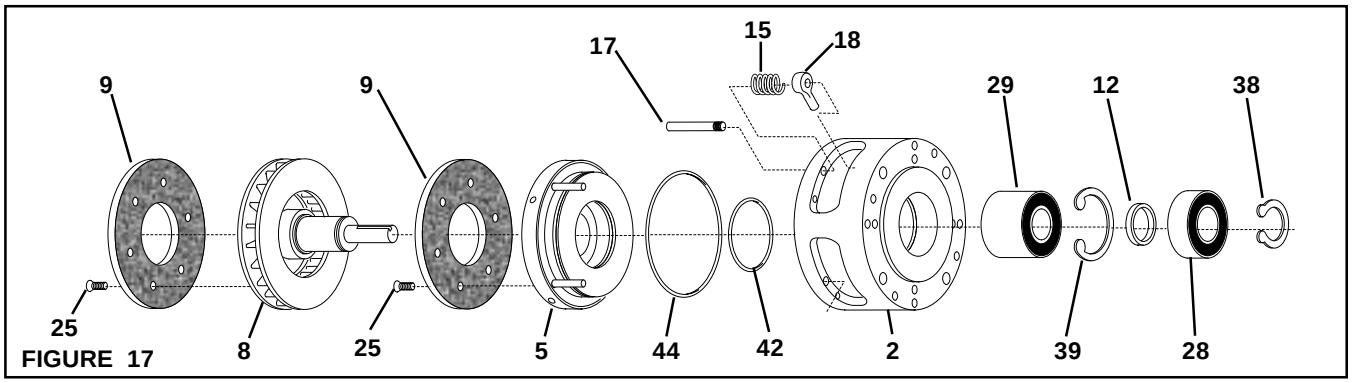


FIGURE 17

**Models 625 and 875**

**WARNING**

**The four Guide Spring Guide Pins (Item 17) hold the four Compression Springs (Item 15) in place. Always wear safety goggles when working with spring or tension loaded devices.**

1. Using a screw driver inserted through the holes in the back side of the Housing (Item 2), remove the four Spring Guide Pins (Item 17); then, remove the Compression Springs (Item 15) and Eye Pins (Item 18) through the openings in the Housing (Item 2) (See Figure 17).

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

2. Remove the Retaining Ring (Item 38) (See Figure 17).
3. Fully support the Housing (Item 2) and press the Disc Journal (Item 8) out of the Housing (See Figure 17).
4. Using a bearing puller, remove the old Ball Bearing (Item 28) from the Housing (Item 2) (See Figure 17).
5. Remove the Spacer (Item 12) and Retaining Ring (Item 39) from the Housing (Item 2) (See Figure 17).
6. Press the old Ball Bearing (Item 29) out of the Housing (Item 2) (See Figure 17).
7. Slide the Piston (Item 5) out of the Housing (Item 2) (See Figure 17).
8. Remove the old O-ring Seals (Items 42 and 44) from the Piston (Item 5) (See Figure 17).
9. Remove the six old Flat Head Screws (Item 25) securing the old Friction Facing (Item 9) to the Piston (Item 5) and remove the old Friction Facing (See Figure 17).
10. Using six new Flat Head Screws (Item 25), secure a new Friction Facing (Item 9) to the Piston (Item 5) (See Figure 17).
11. Tighten the six flat Head Screws to 22 In. Lbs. [2.50 N•m] torque.
12. Remove the six old Flat Head Screws (Item 25) securing the old Friction Facing (Item 9) to the Disc Journal (Item 8) and remove the old Friction Facing (See Figure 17).
13. Using six new Flat Head Screws (Item 25), secure a new Friction Facing (Item 9) to the Disc Journal (Item 8) (See Figure 17).
14. Tighten the six flat Head Screws to 22 In. Lbs. [2.50 N•m] torque.
15. Clean the Bearing Bore of the Housing (Item 2) with fresh solvent, making sure all old Loctite® residue is removed (See Figure 17).
16. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 29) and press the new Ball Bearing into the Housing (Item 2) (See Figure 17).
17. Reinstall the Spacer (Item 12) and the Retaining Ring (Item 39) (See Figure 17).
18. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 28) and press the new Ball Bearing into the Housing (Item 2) (See Figure 17).
19. Lubricate the new O-ring Seals (Items 42 and 44) and the o-ring contact surfaces of the Housing (Item 2) and Piston (Item 5) with a thin film of fresh o-ring lubricant (See Figure 17).
20. Reinstall the new O-ring Seals (Items 42 and 44) onto the Piston (Item 5); then, align the pins on the Piston with the holes in the Housing (Item 2) and slide the Piston into the Housing (See Figure 17).
21. Support the inner race of the new Ball Bearing (Item 28) and press the Disc Journal (Item 8) into the Ball Bearings (Items 28 and 29) and Housing (Item 2) (See Figure 17).
22. Reinstall the Retaining Ring (Item 38) (See Figure 17).
23. Install a Compression Spring (Item 15) on each Spring Guide Pin; then, compress the Compression Springs and insert the four Eye Pins (Item 18) into the four holes in the Piston (Item 5), aligning the Compression Springs with the holes in the Housing (Item 2) (See Figure 17).
24. Slide the Spring Guide Pins (Item 17) through the Compression Springs (Item 15) and the holes in the Eye Pins (Item 18), screwing each Spring Guide Pin into the Housing (See Figure 17).

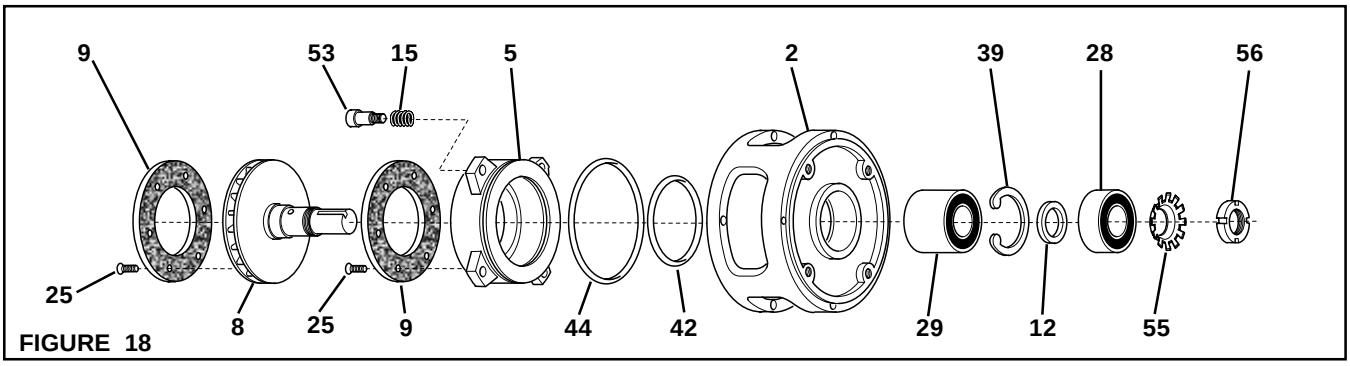


FIGURE 18

**Models 1125 and 1375**

1. Bend back the tabs on the old Keyed Washer (Item 55) and remove the Lock Nut (Item 56) and Keyed Washer (See Figure 18).

2. Fully support the Housing (Item 2) and press the Disc Journal (Item 8) out of the Housing (See Figure 18).

**WARNING**

**The four Socket Head Shoulder Screws (Item 53) are spring loaded. Always wear safety goggles when working on spring or tension loaded fasteners or devices.**

3. Alternately and evenly remove the four Socket Head Shoulder Screws (Item 53) and Compression Springs (Item 15) (See Figure 18).

4. Slide the Piston (Item 5) out of the Housing (Item 2) (See Figure 18).

5. Remove the old O-ring Seals (Items 42 and 44) from the Piston (Item 5) (See Figure 18).

6. Remove the six old Flat Head Screws (Item 25) securing the old Friction Facing (Item 9) to the Piston (Item 5) and remove the old Friction Facing (See Figure 18).

7. Using six new Flat Head Screws (Item 25), secure a new Friction Facing (Item 9) to the Piston (Item 5) (See Figure 18).

8. Tighten the six flat Head Screws to 22 In. Lbs. [2.50 N•m] torque.

9. Remove the six old Flat Head Screws (Item 25) securing the old Friction Facing (Item 9) to the Disc Journal (Item 8) and remove the old Friction Facing (See Figure 18).

10. Using six new Flat Head Screws (Item 25), secure a new Friction Facing (Item 9) to the Disc Journal (Item 8) (See Figure 18).

11. Tighten the six Flat Head Screws to 22 In. Lbs. [2.50 N•m] torque.

12. Using a bearing puller, remove the old Ball Bearing (Item 28) from the Housing (Item 2) (See Figure 18).

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

13. Remove the Spacer (Item 12) and Retaining Ring (Item 39) from the Housing (Item 2) (See Figure 18).

14. Press the old Ball Bearing (Item 29) out of the Housing (Item 2) (See Figure 18).

15. Clean the Bearing Bore of the Housing (Item 2) with fresh solvent, making sure all old Loctite residue is removed (See Figure 18).

16. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 29) and press the new Ball Bearing into the Housing (Item 2) (See Figure 18).

17. Reinstall the Spacer (Item 12) and the Retaining Ring (Item 39) (See Figure 18).

18. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 28) and press the new Ball Bearing into the Housing (Item 2) (See Figure 18).

19. Lubricate the new O-ring Seals (Items 42 and 44) and the o-ring contact surfaces of the Housing (Item 2) and Piston (Item 5) with a thin film of fresh o-ring lubricant (See Figure 18).

20. Reinstall the new O-ring Seals (Items 42 and 44) onto the Piston (Item 5) and slide the Piston into the Housing (See Figure 18).

21. Slide a Compression Spring (Item 15) onto each of the four Socket Head Shoulder Screws (Item 53) and secure the Piston (Item 5) to the Housing (Item 2) (See Figure 18).

22. Alternately and evenly tighten the Socket Head Shoulder Screws (Item 53) to 23 Ft. Lbs. [31 N•m] torque (See Figure 18).

23. Supporting the inner race of the new Ball Bearing (Item 28 and press the Disc Journal (Item 8) into the Ball Bearings (Items 28 and 29) and Housing (Item 2) (See Figure 18).

24. Slide a new Keyed Washer (Item 55) onto the Disc Journal (Item 8) and reinstall the Lock Nut (Item 56) (See Figure 18).

25. Bend down the tabs of the new Keyed Washer (Item 55) to lock the Lock Nut (Item 56) (See Figure 18).

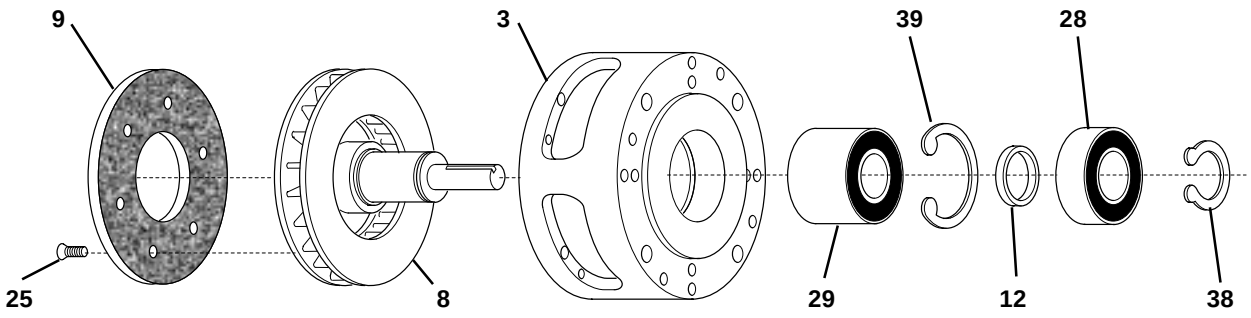


**FIGURE 19**

**Models 625 and 875**

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

1. Remove the Retaining Ring (Item 38) (See Figure 19).
2. Fully supporting the Housing (Item 3), press the Disc Journal (Item 8) out of the Housing (See Figure 19).
3. Using a bearing puller, remove the old Ball Bearing (Item 28) from the Housing (Item 3) (See Figure 19).
4. Remove the Spacer (Item 12) and Retaining Ring (Item 39) from the Housing (Item 3) (See Figure 19).
5. Press the old Ball Bearing (Item 29) out of the Housing (Item 3) (See Figure 19).
6. Remove the six old Flat Head Screws (Item 25) securing the old Friction Facing (Item 9) to the Disc Journal (Item 8) and remove the old Friction Facing (See Figure 19).
7. Using six new Flat Head Screws (Item 25), secure a new Friction Facing (Item 9) to the Disc Journal (Item 8) (See Figure 19).
8. Tighten the six Flat Head Screws to 22 In. Lbs. [2.50 N•m] torque.
9. Clean the Bearing Bore of the Housing (Item 3) with fresh solvent, making sure all old Loctite® residue is removed (See Figure 19).
10. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 29) and press the new Ball Bearing into the Housing (Item 3) (See Figure 19).
11. Reinstall the Spacer (Item 12) and the Retaining Ring (Item 39) (See Figure 19).
12. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 28) and press the new Ball Bearing into the Housing (Item 3) (See Figure 19).
13. Support the inner race of the new Ball Bearing (Item 28) and press the Disc Journal (Item 8) into the Ball Bearings (Items 28 and 29) and Housing (Item 3) (See Figure 19).
14. Reinstall the Retaining Ring (Item 38) (See Figure 19).

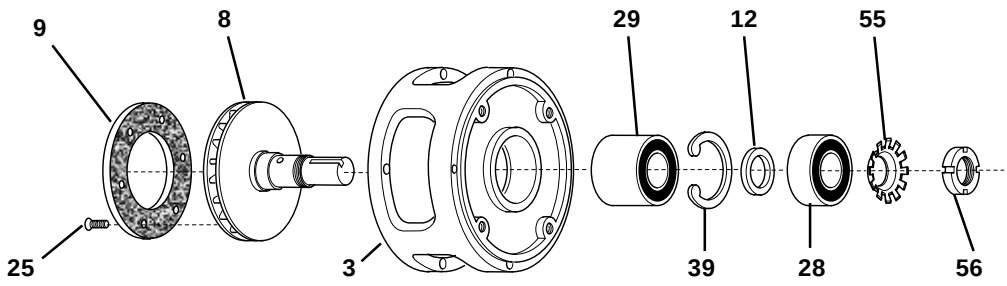


**FIGURE 20**

**Models 1125 and 1375**

1. Bend back the tabs on the old Keyed Washer (Item 55) and remove the Lock Nut (Item 56) and Keyed Washer (See Figure 20).

2. Fully support the Housing (Item 3) and press the Disc Journal (Item 8) out of the Housing (See Figure 20).

3. Using a bearing puller, remove the old Ball Bearing (Item 28) from the Housing (Item 3) (See Figure 20).

**WARNING**

**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

4. Remove the Spacer (Item 12) and Retaining Ring (Item 39) from the Housing (Item 3) (See Figure 20).

5. Press the old Ball Bearing (Item 29) out of the Housing (Item 3) (See Figure 20).

6. Remove the six old Flat Head Screws (Item 25) securing the old Friction Facing (Item 9) to the Disc Journal (Item 8) and remove the old Friction Facing (See Figure 20).

7. Using six new Flat Head Screws (Item 25), secure a new Friction Facing (Item 9) to the Disc Journal (Item 8) (See Figure 20).

8. Tighten the six flat Head Screws to 22 In. Lbs. [2.50 Nm] torque.

9. Clean the Bearing Bore of the Housing (Item 3) with fresh solvent, making sure all old Loctite® residue is removed (See Figure 20).

10. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 29) and press the new Ball Bearing into the Housing (Item 3) (See Figure 20).

11. Reinstall the Spacer (Item 12) and the Retaining Ring (Item 39) (See Figure 20).

12. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 28) and press the new Ball Bearing into the Housing (Item 3) (See Figure 20).

13. Support the inner race of the new Ball Bearing (Item 28) and press the Disc Journal (Item 8) into the Ball Bearings (Items 28 and 29) and Housing (Item 3) (See Figure 20).

14. Slide a new Keyed Washer (Item 55) onto the Disc Journal (Item 8) and reinstall the Lock Nut (Item 56).

15. Bend down the tabs of the Keyed Washer (Item 55) to lock the Lock Nut (Item 56) (See Figure 20).

## REPLACEMENT PARTS

The item or balloon number for all Nexen products is used for part identification on all product parts lists, product price lists, unit assembly drawings, bills of materials, and instruction manuals.

When ordering replacement parts, specify model designation, item number, part description, and quantity. Purchase replacement parts through your local Nexen Distributor.

## PARTS LIST

**NOTE**

**Make sure you are in the correct section for the size and model of your Modular Unit.**

MODULAR INPUT UNIT (MIU)

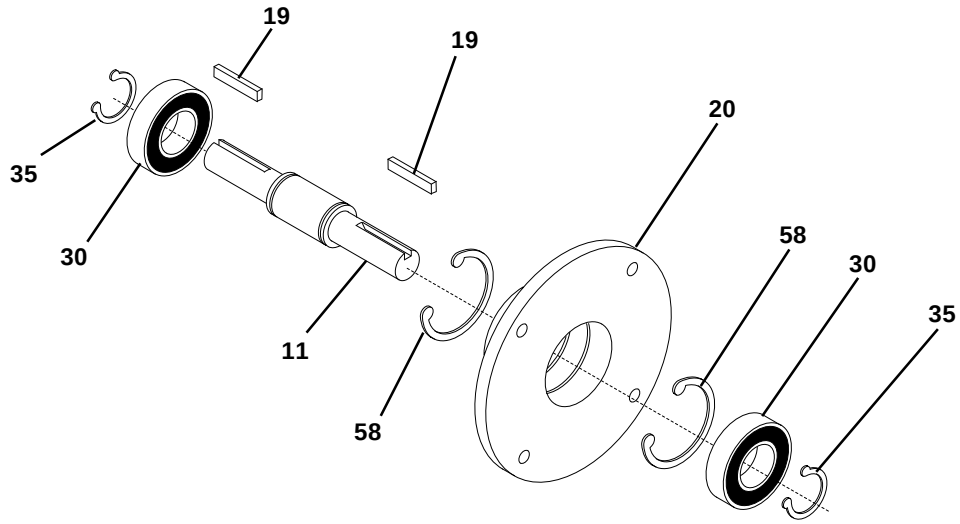


**FIGURE 21**
**MODELS 625, 875, 1125, AND 1375**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 11 | Stub Shaft | 1 |
| 19 | Key | 2 |
| 20 | Bearing Flange | 1 |
| 30[1] | Ball Bearing | 2 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 35 | Retaining Ring (Ext.) | 2 |
| 45 | Hex. Head Jam Nut (Not Shown) | 4 |
| 58 | Retaining Ring (Int.) | 2 |

[1] Denotes Repair Kit item.
MIU 625 and 875 Repair Kit No. 930000.
MIU 1125 and 1375 Repair Kit No. 937100.

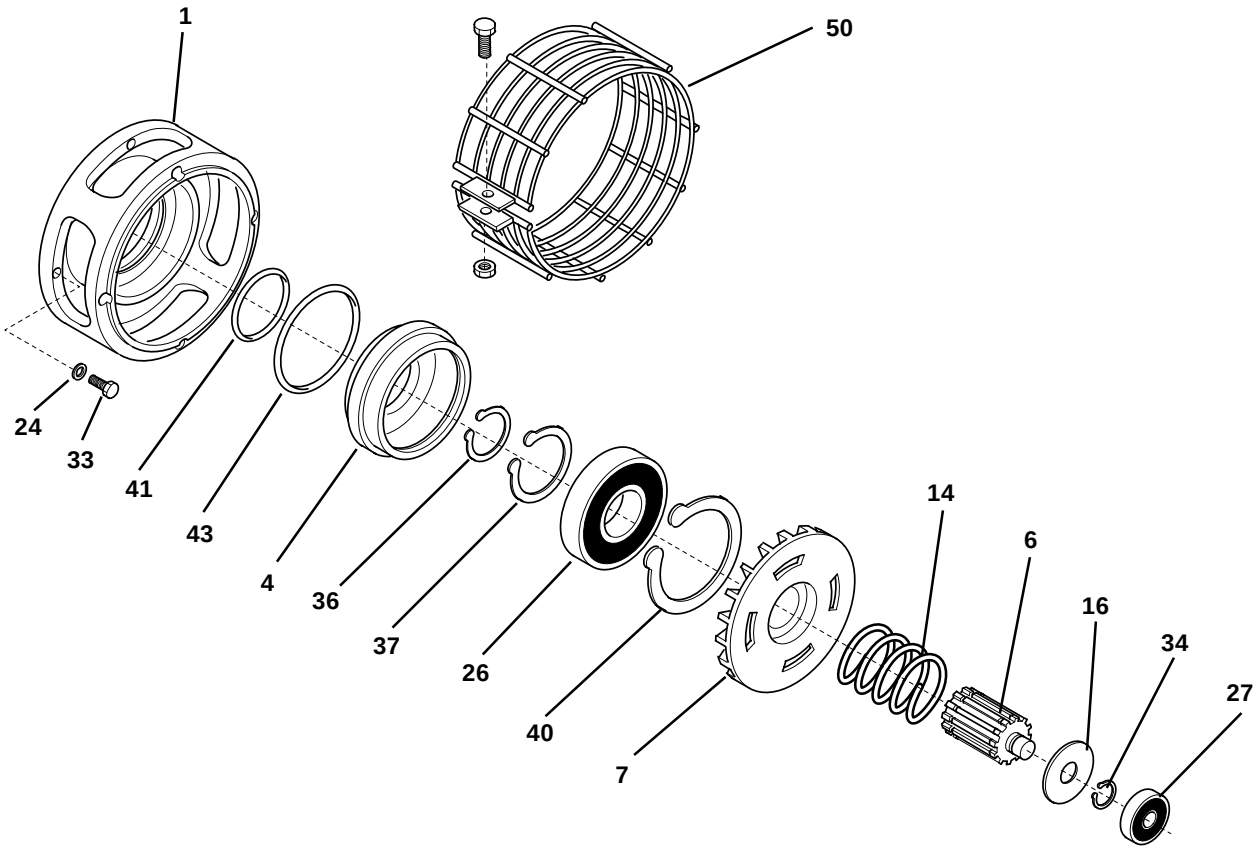


**FIGURE 22**
**MODELS 625 AND 875**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 1 | Housing | 1 |
| 4 | Piston | 1 |
| 6 | Hub | 1 |
| 7 | Friction Disc | 1 |
| 14[1] | Compression Spring | 1 |
| 16 | Spring Retainer Washer | 1 |
| 19 | Key (Not Shown) | 1 |
| 24 | Lock Washer | 4 |
| 26[1] | Ball Bearing | 1 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 27[1] | Ball Bearing | 1 |
| 33 | Hex. Head Cap Screw | 4 |
| 34 | Retaining Ring (Ext.) | 1 |
| 36 | Retaining Ring (Ext.) | 1 |
| 37 | Retaining Ring (Ext.) | 1 |
| 40 | Retaining Ring (Int.) | 1 |
| 41[1] | O-ring Seal | 1 |
| 43[1] | O-ring Seal | 1 |
| 50 | Housing Guard | 1 |

[1] Denotes Repair Kit item.
MDU 625 and 875 Repair Kit No. 930100.

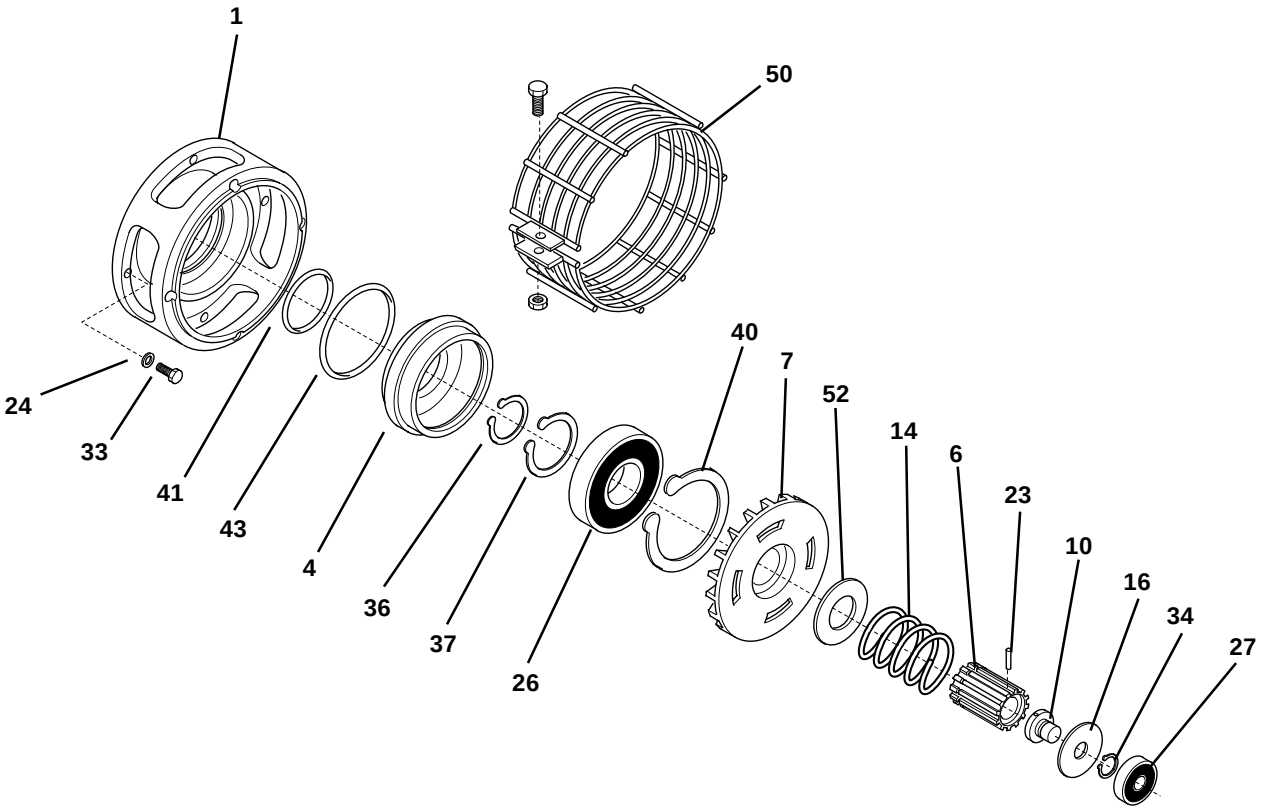


**FIGURE 23**
**MODEL 1125**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 1 | Housing | 1 |
| 4 | Piston | 1 |
| 6 | Hub | 1 |
| 7 | Friction Disc | 1 |
| 10 | Pilot Shaft | 1 |
| 14[1] | Compression Spring | 1 |
| 16 | Spring Retainer Washer | 1 |
| 19 | Key (Not Shown) | 1 |
| 23 | Slotted Spring Pin | 1 |
| 24 | Lock Washer | 4 |
| 26[1] | Ball Bearing | 1 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 27[1] | Ball Bearing | 1 |
| 33 | Hex. Head Cap Screw | 4 |
| 34 | Retaining Ring (Ext.) | 1 |
| 36 | Retaining Ring (Ext.) | 1 |
| 37 | Retaining Ring (Ext.) | 1 |
| 40 | Retaining Ring (Int.) | 1 |
| 41[1] | O-ring Seal | 1 |
| 43[1] | O-ring Seal | 1 |
| 50 | Housing Guard | 1 |
| 52 | Back-Up Washer | 1 |

[1] Denotes Repair Kit item.
MDU 1125 Repair Kit No. 937200.

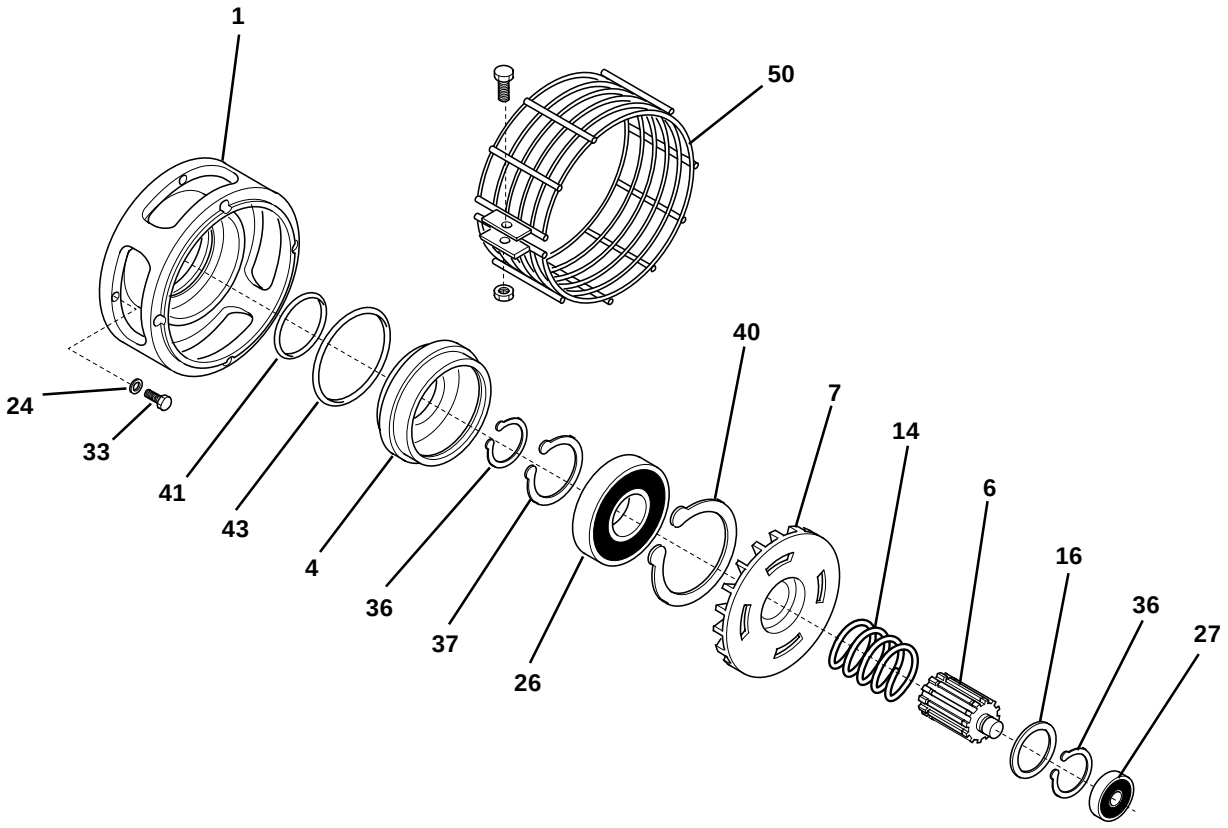


**FIGURE 24**
**MODEL 1375**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 1 | Housing | 1 |
| 4 | Piston | 1 |
| 6 | Hub | 1 |
| 7 | Friction Disc | 1 |
| 10 | Pilot Shaft | 1 |
| 14[1] | Compression Spring | 1 |
| 16 | Spring Retainer Washer | 1 |
| 19 | Key (Not Shown) | 1 |
| 24 | Lock Washer | 4 |
| 26[1] | Ball Bearing | 1 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 27[1] | Ball Bearing | 1 |
| 33 | Hex. Head Cap Screw | 4 |
| 34 | Retaining Ring (Ext.) | 1 |
| 36 | Retaining Ring (Ext.) | 1 |
| 37 | Retaining Ring (Ext.) | 1 |
| 40 | Retaining Ring (Int.) | 1 |
| 41[1] | O-ring Seal | 1 |
| 43[1] | O-ring Seal | 1 |
| 50 | Housing Guard | 1 |

[1] Denotes Repair Kit item.
MDU 1375 Repair Kit No. 937500.

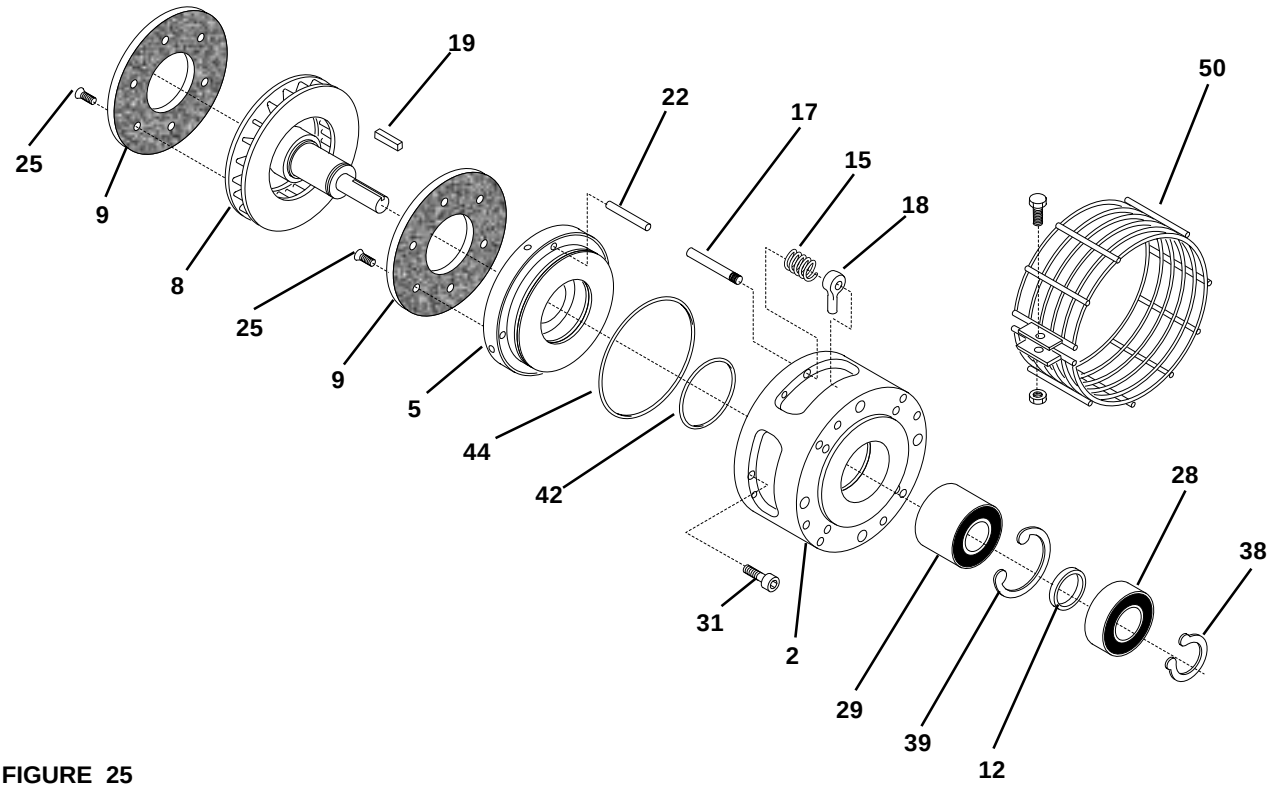


**FIGURE 25**
**MODELS 625 AND 875**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 2 | Housing | 1 |
| 5 | Piston | 1 |
| 8 | Disc Journal | 1 |
| 9[1,2] | Friction Facing | 2 |
| 12 | Spacer | 1 |
| 15[1] | Compression Spring | 4 |
| 17 | Spring Guide Pin | 4 |
| 18 | Eye Pin | 4 |
| 19 | Key | 1 |
| 22 | Spring Pin | 4 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 25[1,2] | Flat Head Screw | 12 |
| 28[1] | Ball Bearing | 1 |
| 29[1] | Ball Bearing | 1 |
| 31 | Socket Head Cap Screw | 4 |
| 38 | Retaining Ring (Ext.) | 1 |
| 39 | Retaining Ring (Int.) | 1 |
| 42[1] | O-ring Seal | 1 |
| 44[1] | O-ring Seal | 1 |
| 50 | Housing Guard | 1 |

[1] Denotes Repair Kit item.
MBU 625 and 875 Repair Kit No. 930200.

[2] Denotes Friction Facing Kit item.
MBU 625 and 875 Friction Facing Kit No. 930276.

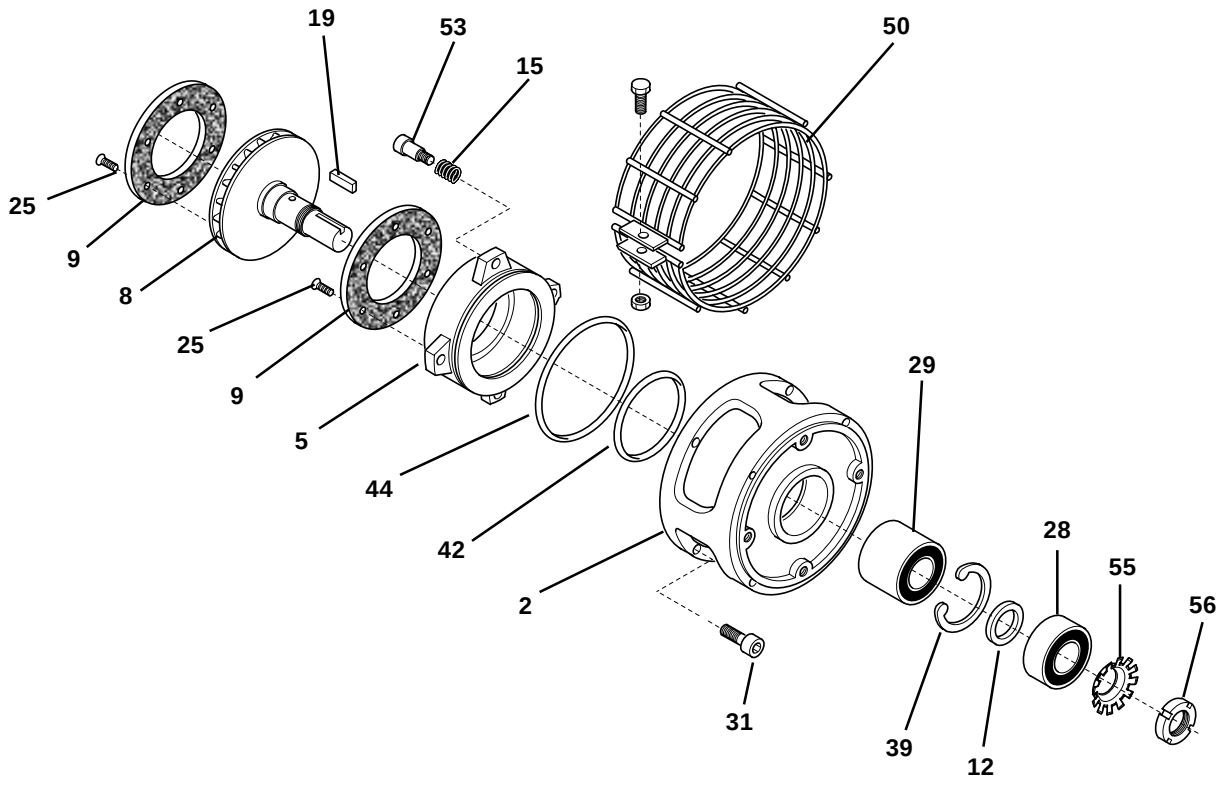


**FIGURE 26**
**MODELS 1125 AND 1375**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 2 | Housing | 1 |
| 5 | Piston | 1 |
| 8 | Disc Journal | 1 |
| 9[1,2] | Friction Facing | 2 |
| 12 | Spacer | 1 |
| 15 | Compression Spring | 4 |
| 19 | Key | 1 |
| 25[1,2] | Flat Head Screw | 12 |
| 28[1] | Ball Bearing | 1 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 31 | Socket Head Cap Screw | 4 |
| 39 | Retaining Ring | 1 |
| 42[1] | O-ring Seal | 1 |
| 44[1] | O-ring Seal | 1 |
| 50 | Housing Guard | 1 |
| 53 | Socket Head Shoulder Screw | 4 |
| 55 | Keyed Washer | 1 |
| 56 | Lock Nut | 1 |
| 29[1] | Ball Bearing | 1 |

[1] Denotes Repair Kit item.
MBU 1125 Repair Kit No. 937300.
MBU 1375 Repair Kit. No. 937600.

[2] Denotes Friction Facing Kit item.
MBU 1125 Friction Facing Kit No. 930277.
MBU 1375 Friction Facing Kit No. 930278.

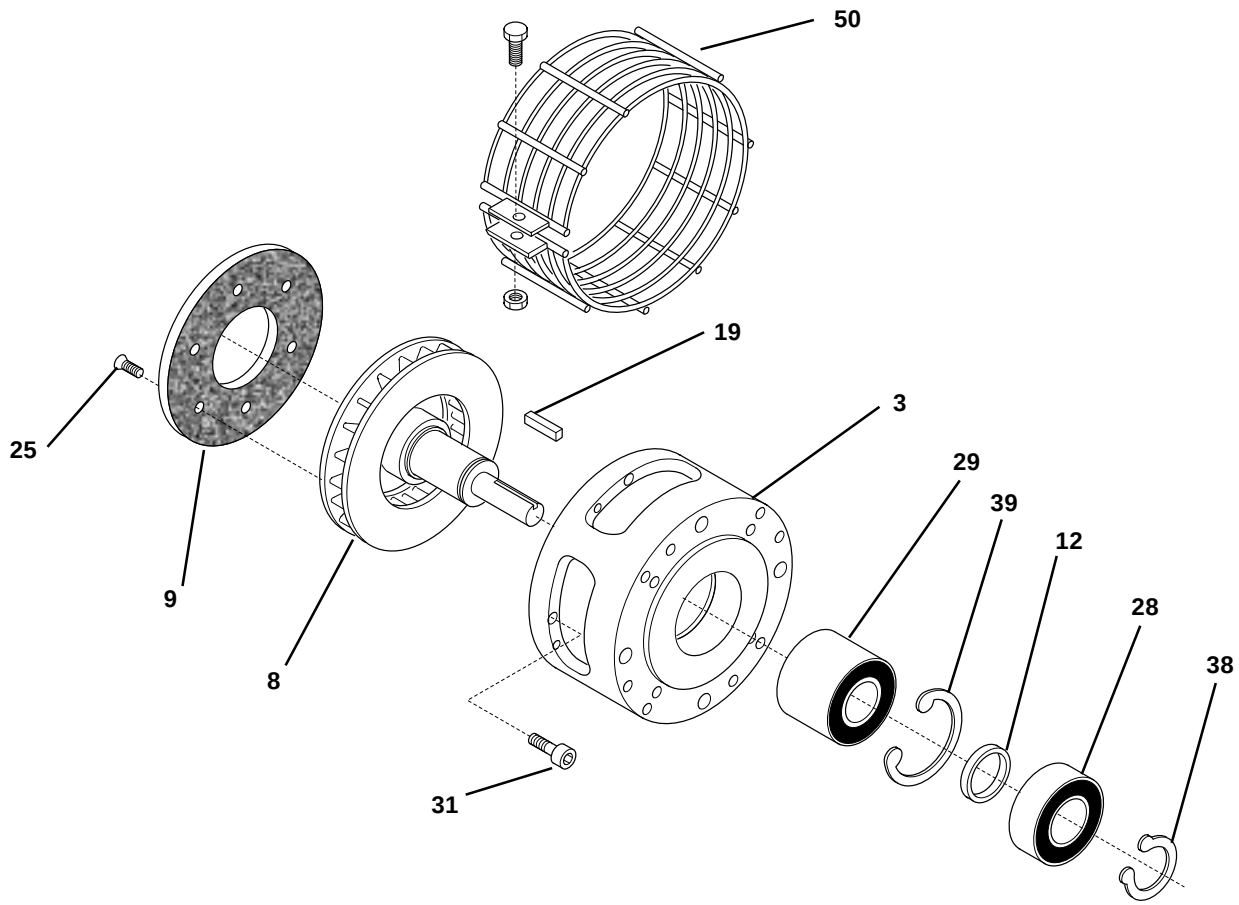


**FIGURE 27**
**MODELS 625 AND 875**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 3 | Housing | 1 |
| 8 | Disc Journal | 1 |
| 9[1,2] | Friction Facing | 1 |
| 12[1] | Spacer | 1 |
| 19 | Key | 1 |
| 25[1,2] | Flat Head Machine Screw | 6 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 28[1] | Ball Bearing | 1 |
| 29[1] | Ball Bearing | 1 |
| 31 | Socket Head Cap Screw | 4 |
| 38 | Retaining Ring | 1 |
| 39 | Retaining Ring | 1 |
| 50 | Housing Guard | 1 |

[1] Denotes Repair Kit item.
MOU 625 and 875 Repair Kit No. 930300.

[2] Denotes Friction Facing Kit item.
MBU 625 and 875 Friction Facing Kit No. 930276.

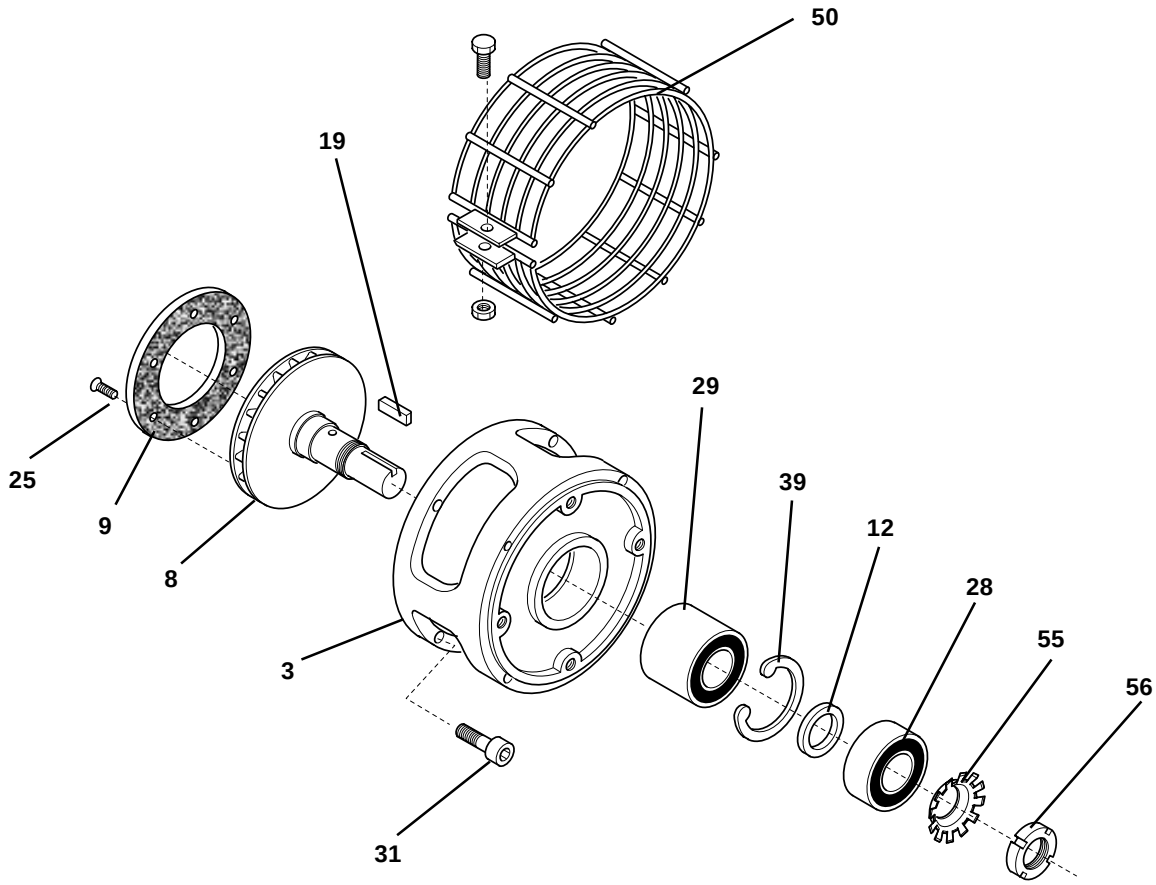


**FIGURE 28**
**MODEL 1125 AND 1375**

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 3 | Housing | 1 |
| 8 | Disc Journal | 1 |
| 9[1,2] | Friction Facing | 1 |
| 12[1] | Spacer | 1 |
| 19 | Key | 1 |
| 25[1,2] | Flat Head Screw | 6 |
| 28[1] | Ball Bearing | 1 |

| ITEM | DESCRIPTION | QTY |
|---|---|---|
| 29[1] | Ball Bearing | 1 |
| 31 | Socket Head Cap Screw | 4 |
| 39 | Retaining Ring (Int.) | 1 |
| 50 | Housing Guard | 1 |
| 55 | Keyed Washer | 1 |
| 56 | Lock Nut | 1 |

[1] Denotes Repair Kit item.
MOU 1125 and 1375 Repair Kit No. 937400.

[2] Denotes Friction Facing Kit item.
MBU 1125 and 1375 Friction Facing Kit No. 930277.

## ACCESSORIES

| MODULAR HOUSING GUARDS | | |
|---|---|---|
| **TYPE** | **MODELS** | **PRODUCT NUMBER** |
| Ring Guard | All 625 and 875 | 929500 |
| | All 1125 and 1375 | 935900 |
| Waterproof Guard (Not Shown) | MBU 625 and 875 | 929502 |
| | MBU 1125 and 1375 | 935902 |
| | MDU 625 and 875 | 929501 |
| | MDU 1125 and 1375 | 935901 |

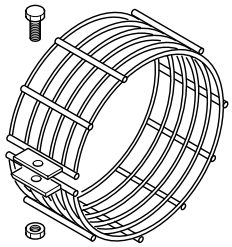

**FIGURE 29**
**HOUSING GUARD**

| MODULAR FOOT MOUNTS | | |
|---|---|---|
| **TYPE** | **MODELS** | **PRODUCT NUMBER** |
| U-Shaped Foot Mount | All 625 and 875 | 929300 |
| | All 1125 and 1375 | 936900 |
| L-Shaped Foot Mount | MBU 625 and 875 | 931000 |

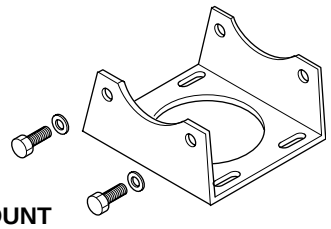

**FIGURE 30**
**U-SHAPED FOOT MOUNT**

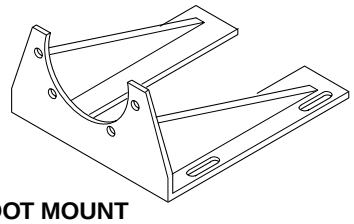

**FIGURE 31**
**L-SHAPED FOOT MOUNT**



In accordance with Nexen's policy of product improvement, the specifications and technical data contained in this manual are subject to change without notice and are based on the latest information available at the time of printing.

# WARRANTY

Nexen Group, Inc. (Nexen) warrants its product(s) [the Product(s)] will be free from defects in materials and workmanship under normal use and service conditions for a period of 12 months from the date of shipment. NO OTHER WARRANTIES, WHETHER EXPRESS, IMPLIED, OR STATUTORY, INCLUDING WITHOUT LIMITATION WARRANTIES OF MERCHANTABILITY, OR OF FITNESS FOR A PARTICULAR PURPOSE, ARE GIVEN, AND ALL SUCH OTHER WARRANTIES ARE HEREBY EXPRESSLY DISCLAIMED.

**Conditions**
This warranty applies only if: (a) the Product has been installed, used, and maintained in accordance with any applicable Nexen installation or maintenance manual for the Product; (b) the alleged defect is not attributable to normal wear and tear; (c) the Product has not been altered, misused, or used for purposes other than those for which it was intended; and (d) the claimant has complied with the warranty claim procedures set out below in Warranty Claim Procedures.

**Exclusive Remedy**
The sole and exclusive remedy for a breach of this warrant shall be, at Nexen's sole election, repair or replacement with new, serviceably used or reconditioned Product, or issuance of a credit in the amount of the current Nexen discounted price for the Product.

**Limitation of Damages**
In no event shall Nexen be liable for any consequential, indirect, incidental, or special damages of any nature whatsoever, including without limitation, lost profits arising from the sale or use of the Products.

**Warranty Claim Procedures**
To make a claim under this warranty, the claimant must give written notice of the alleged defect to Nexen and deliver the Product to Nexen within one year of the date on which the alleged defect first became apparent.

nexen™
*formerly Horton Industrial Products*

Nexen Group, Inc.
560 Oak Grove Parkway
Vadnais Heights, MN 55127

800.843.7445
Fax: 651.286.1099
www.nexengroup.com

ISO 9001 Certified