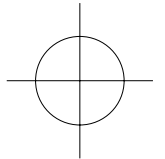


# AIR CHAMP® PRODUCTS

User Manual



## Flange Mounted Enclosed Clutch-Brakes

FMCBE Models 625, 875, and 1125 with Locking Key

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  
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[www.nexengroup.com](http://www.nexengroup.com)



# DANGER

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 can damage your system or cause injury or death.

Comply with all applicable codes.

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

ISO 9001 Certified



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## INSTALLATION

### CAUTION

**This unit is not intended for foot mounting. Flange mount the FMCBE with Locking Key only.**

1. Coat the threads of the Bar (Item 38) with Loctite® 242; then, thread the Bar into the Stub Shaft (Item 23) until the end of the Bar is visible in the keyway slot of the Stub Shaft (See Figure 1).
2. Apply a thin film of Never-Seez® to Key (Item 25) (See Figure 1).
3. Place the Key (Item 25) into the keyway of the Stub Shaft (Item 23) (See Figure 1).
4. Slide the FMCBE output shaft into the gear reducer (See Figure 2).
5. Secure the FMCBE to the gear reducer, using customer supplied socket head cap screws, lock washers, and nuts (See Figure 2).
6. Tighten the Bar (Item 38) to 5 Ft. Lbs. [6.8 N•m] on Models 625 and 875 or 11 Ft. Lbs. [14.9 N•m] on Model 1125 to firmly seat the Key (Item 25) in the gear reducer (See Figures 1 and 2).

### NOTE

**Model 625 does not have a Female Pilot; proceed with Step 8 for this model.**

7. On the Models 875 and 1125, first remove the Socket Head Cap Screws (Item 27) and Female Pilot (Item 26); then, secure the Female Pilot to the motor face using Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) and tighten them to the recommended torque (See Table 1 and Figure 3).
8. Insert the customer supplied key into the motor shaft keyway (See Figure 2).
9. On Model 625, secure the FMCBE to the motor using Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) and tighten them to the recommended torque (See table 1 and Figure 2).

On Model 875, secure the Housing (Item 1) to the Female Pilot (Item 26) using Socket Head Cap Screws (Item 27) and tighten them to 8.7 Ft. Lbs. [11.8 N•m] torque (See Figure 3).

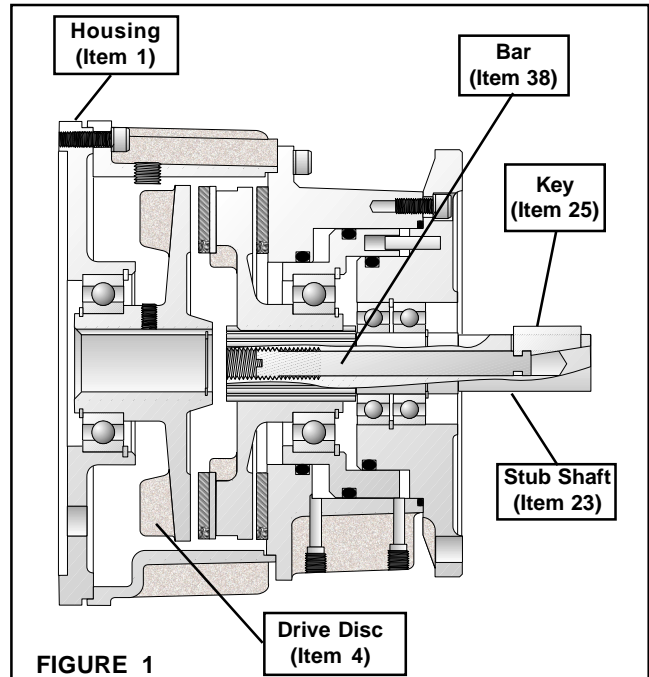
10. Align the tapped hole in the Drive Disc (Item 4) with the hole in the Housing (Item 1) (See Figure 1).

### NOTE

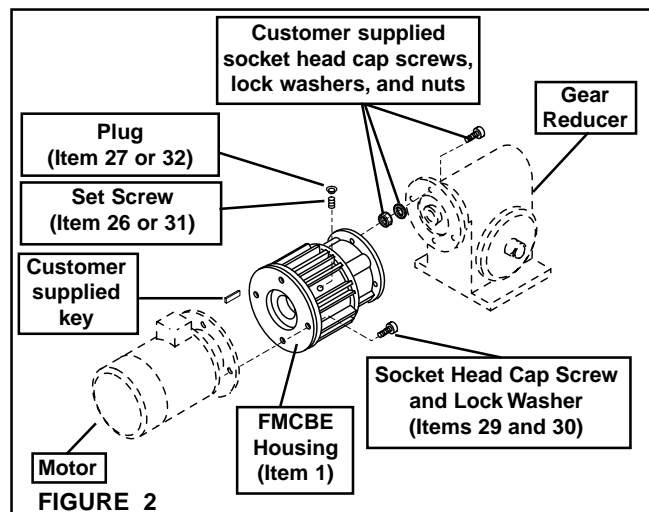
**On Model 625, the Set Screw is Item 26. On Models 875 and 1125, the Set Screw is Item 31.**

**On Model 625 the Plug is Item 27. On Models 875 and 1125, the Plug is Item 32.**

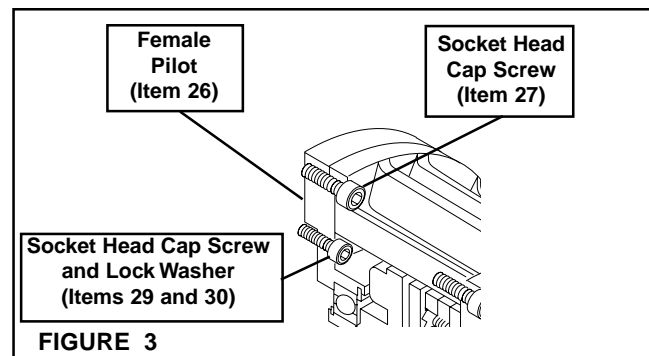
11. Tighten the Set Screw and install the Plug (See Figure 2).



**FIGURE 1**



**FIGURE 2**



**FIGURE 3**

MODEL	RECOMMENDED TIGHTENING TORQUE
FMCBE-625	48.3 Ft. Lbs. [63.5 Nm]
FMCBE-875	48.3 Ft. Lbs. [63.5 Nm]
FMCBE-1125	118 Ft. Lbs. [161.0 Nm]

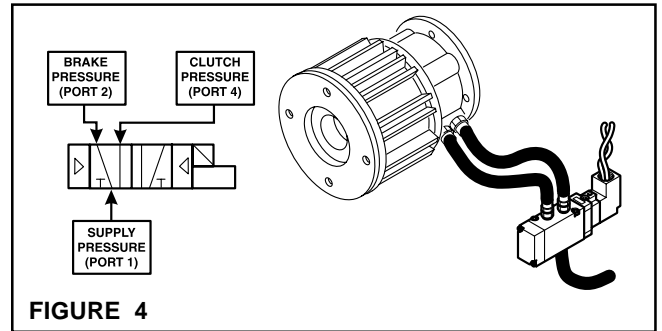
**TABLE 1**

**AIR CONNECTIONS**

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

**4-WAY CONTROL VALVE**

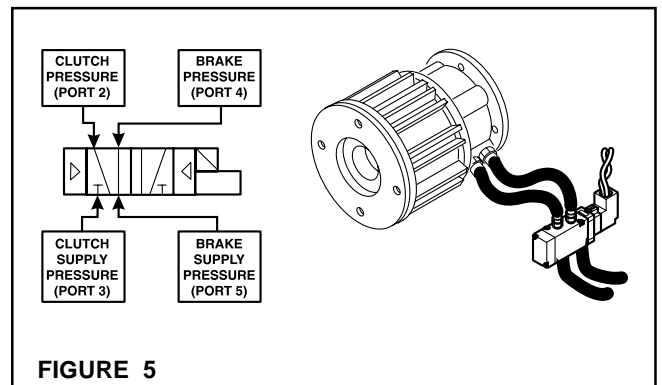
1. If the brake is to be set when the solenoid is de-energized, connect the port marked **2** to the brake and the port marked **4** to the clutch (See Figure 4).
2. Connect the air supply line to the port marked **1** (See Figure 4).



**FIGURE 4**

**5-WAY CONTROL VALVE**

1. If the brake is to be set and the clutch is to be **OFF** when the solenoid is de-energized, connect the port marked **4** to the brake and the port marked **2** to the clutch (See Figure 5).
2. Connect the Brake air supply line to the port marked **5** and the Clutch air pressure supply line to the port marked **3** (See Figure 5).



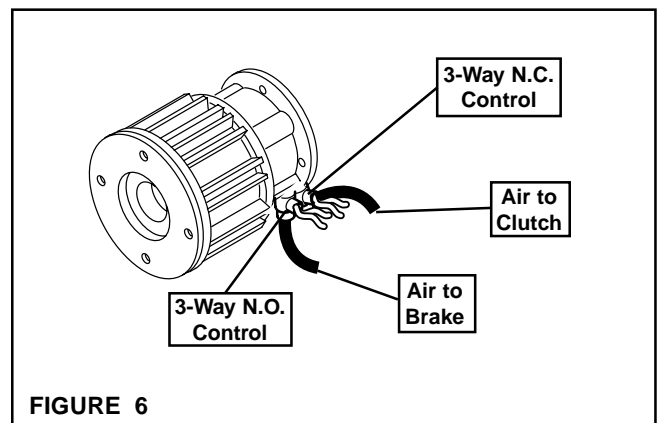
**FIGURE 5**

**3-WAY CONTROL VALVES**

**3-Way Normally Open (N.O.) and Normally Closed (N.C.) Control Air Inlet Mounts**

1. Install a 3-Way N.O. Control into the brake inlet port and a 3-Way N.C. Control into the clutch inlet port (See Figure 6).
2. Connect an air supply line to the inlet port (marked **IN**) on top of the 3-Way N.O. Control and an air supply line to the inlet port (marked **IN**) on the side of the 3-Way N.C. Control (See Figure 6).

**NOTE**  
 When a 3-Way N.O. Control is de-energized, air flows directly to the brake. When a 3-Way N.O. Control is energized, air exhausts from the brake.  
 When a 3-Way N.C. Control is de-energized, air exhausts from the clutch. When a 3-Way N.C. Control is energized, air flows to the clutch.



**FIGURE 6**

## 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 Clutch/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/Brake, and use a low viscosity oil such as SAE-10.

Synthetic lubricants are not recommended.

## LUBRICATOR DRIP RATE SETTINGS

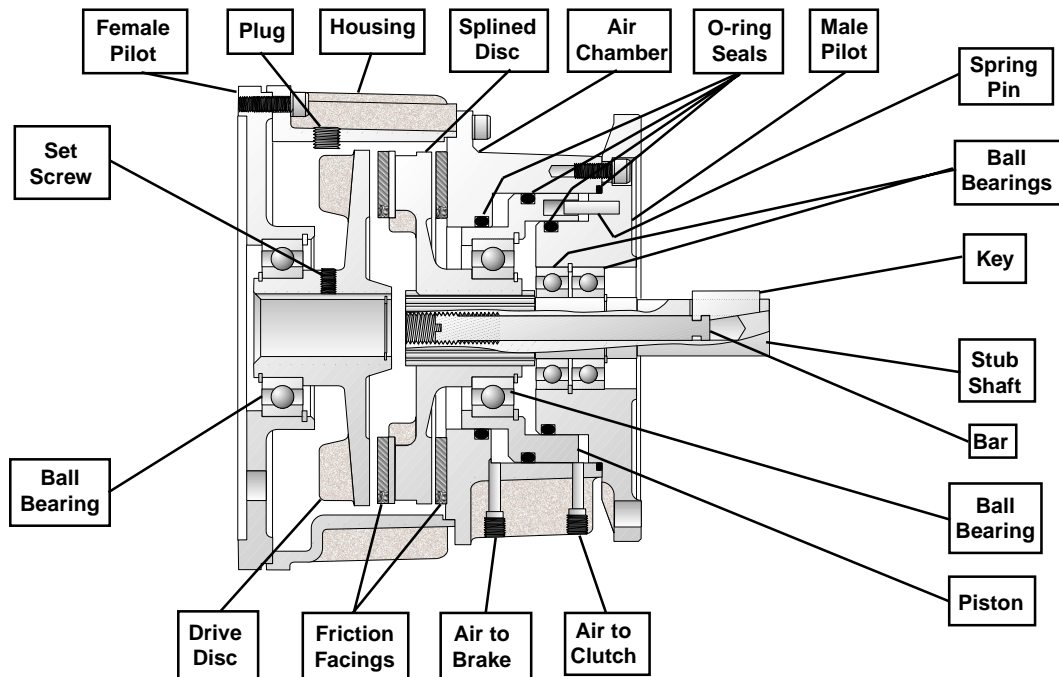
### NOTE

These settings are for Nexen supplied lubricators. If you are not using a Nexen lubricator, calibration must replicate

the following procedure.

- |   |  |
|---|--|
| <ol style="list-style-type: none"> <li>1. Close and disconnect the air line from the unit.</li> <li>2. Turn the Lubricator Adjustment Knob clockwise three complete turns.</li> <li>3. Open the air line.</li> <li>4. Close the air line to the unit when a drop of oil forms in</li> </ol> | <p style="text-align: center;">the Lubricator Sight Gage.</p> <ol style="list-style-type: none"> <li>5. Connect the air line to the unit.</li> <li>6. Turn the Lubricator Adjustment Knob counterclockwise until closed.</li> <li>7. Turn the Lubricator Adjustment Knob clockwise one-third turn.</li> <li>8. Open the air line to the unit.</li> </ol> |
|---|--|

## TROUBLESHOOTING



**FIGURE 7**

SYMPTOM	PROBABLE CAUSE	SOLUTION
Failure to engage.	Air not getting to the FMCBE due to a control valve malfunction.	Check for a control valve malfunction or low air pressure and replace the control valve if necessary.
	Air leaks around the O-ring Seals.	Replace the O-ring Seals.
Failure to disengage.	Unexhausted air due to a control valve malfunction.	Check for a control valve malfunction and replace the control valve if necessary.
Loss of torque.	Air leaks around the O-ring Seals.	Replace the O-ring Seals.
	Worn or dirty Friction Facings.	Replace the Friction Facings.

## FMCBE REMOVAL

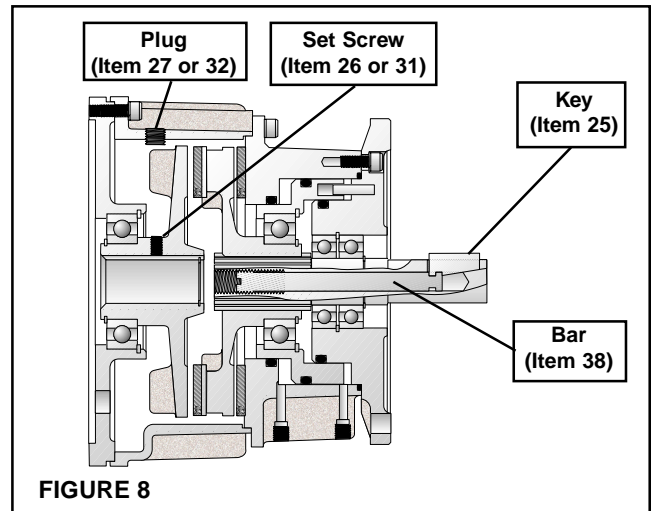
1. Remove the Plug (Item 27 or 32) and loosen the Set Screw (Item 26 or 31) securing the FMCBE to the motor or Input Unit (See Figure 8).
2. On Model 625, remove the Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) that secure the FMCBE to the motor or Input Unit; then, slide the motor or Input Unit off the FMCBE.

On Models 875 and 1125, remove the Socket Head Cap Screws (Item 27) that secure the FMCBE Housing (Item 1) to the Female Pilot (Item 26); then, remove the Socket Head Cap Screws (Item 29) and Lock Washers (Item 30) to remove the Female Pilot from the motor or Input Unit.

**CAUTION**

**Unscrewing the Bar (Item 38) more than one-half turn will damage the bar.**

3. Slowly unscrew the Bar (Item 38) one-half turn to release the Key (Item 25).
4. Remove the FMCBE from the gear reducer.

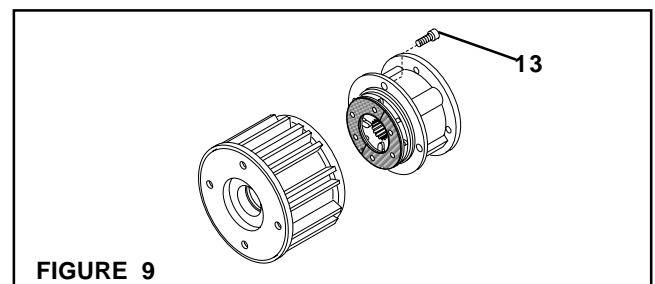


## PARTS REPLACEMENT—FRICTION FACINGS

**NOTE**

**If an Input Unit is installed on the FMCBE, it must be removed before servicing the FMCBE.**

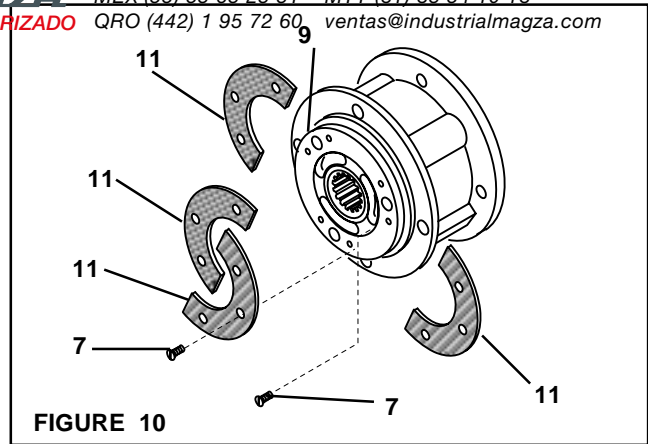
1. Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 9).



**NOTE**

The Flat Head Machine Screws (Item 7) are assembled with an anaerobic locking compound. Inserting a properly fitting screwdriver into the head of the Flat Head Machine Screw and striking the end of the screwdriver with a hammer will break the crystalline structure of the locking compound and allow removal of the Flat Head Machine Screws. Never use an impact wrench to remove the Flat Head Machine Screws.

2. Remove the six old Flat Head Machine Screws (Item 7) and the first old split Friction Facings (Item 11) (See Figure 10).
3. Align the holes in the Splined Disc (Item 9) with the Flat Head Machine Screws (Item 7) that secure the second split Friction Facing (Item 11) (See Figure 10).
4. Remove the six old Flat Head Machine Screws (Item 7) and the second old split Friction Facing (Item 11) (See Figure 10).
5. Install the first new split Friction Facings (Item 11) and new Flat Head Screws (Item 7) (See Figure 10).
6. Tighten the six new Flat Head Machine Screws to the recommended torque (See Table 2)
7. Install the second new split Friction Facings (Item 11) and six new Flat Head Machine Screws (Item 7) (See Figure 10).
8. Tighten the six new Flat Head Machine Screws to the recommended torque (See Table 2).



**FIGURE 10**

**RECOMMENDED TIGHTENING TORQUE**

MODEL	ITEM 7	ITEM 13
FMCBE-625	20 In. Lbs. [2.25 Nm]	10.5 Ft. Lbs [14.24 Nm]
FMCBE-875	20 In. Lbs. [2.25 Nm]	24.5 Ft. Lbs. [33.22 Nm]
FMCBE-1125	36 In. Lbs. [48.80 Nm]	24.5 Ft. Lbs. [33.22 Nm]

**TABLE 2**

9. Apply a drop of Loctite® 242 to the threads of the four Socket Head Cap Screws (Item 13) (See Figure 9).
10. Install and tighten the four Socket Head Cap Screws (Item 13) securing the two halves of the FMCBE to the recommended torque (See Table 2).

## PARTS REPLACEMENT–INPUT BEARING

**NOTE**

The following sections are arranged by model. Verify that you are in the correct section for your model.

If an Input Unit is installed on the FMCBE, it must be removed before servicing the FMCBE.

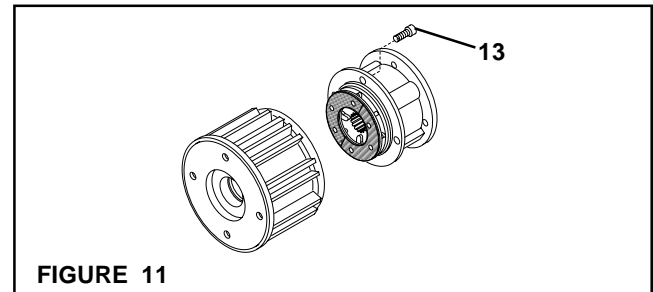
### MODEL 625

1. Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 11).

**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 6) and press the Drive Disc (Item 4) out of Housing (Item 1) (See Figure 12).
3. Remove the Retaining Ring (Item 3) (See Figure 12).



**FIGURE 11**

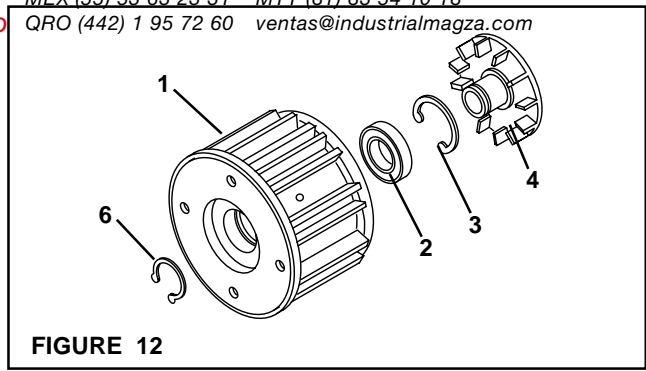


- Fully supporting the Housing (Item 1) and pressing the old Ball Bearing (Item 2) out of the Housing (See Figure 12).

**NOTE**

**Do not reuse the bearing. Applying force on inner bearing race to remove bearing held by outer race causes damage to the bearing.**

- Clean the bearing bore of the Housing (Item 1) with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 12).
- Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 2) (See Figure 12).
- Carefully align the outer race of the new Ball Bearing (Item 2) with the bore of the Housing (Item 1) (See Figure 12).
- Supporting the Housing (Item 1) and pressing on the outer race of the new Ball Bearing (Item 2), press the new Ball Bearing into the Housing (See Figure 12).



**FIGURE 12**

- Reinstall the Retaining Ring (Item 3) (See Figure 12).
- Support the inner race of the new Ball Bearing (Item 2) and press the Drive Disc (Item 4) into the new Ball Bearing and Housing (Item 1) (See Figure 12).
- Reinstall the Retaining Ring (Item 6) (See Figure 12).

**NOTE**

**Proceed with PARTS REPLACEMENT-BEARINGS AND O-RING SEALS.**

### MODEL 875 AND 1125

- Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 13).
- Remove the four Socket Head Cap Screws (Item 27) (See Figure 14).
- Remove the Female Pilot (Item 26) from the Housing (Item 1) (See Figure 14).

**WARNING**

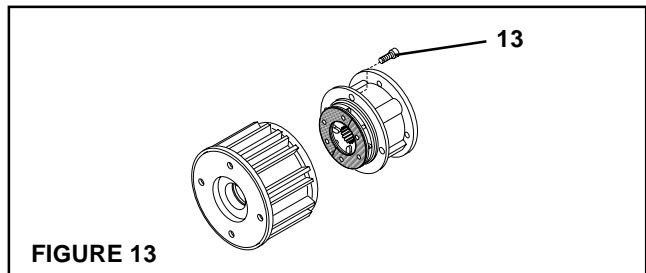
**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

- Remove the Retaining Ring (Item 6) and press the Drive Disc (Item 4) out of Female Pilot (Item 26) (See Figure 14).
- Remove the Retaining Ring (Item 3) (See Figure 14).
- Fully supporting the Female Pilot (Item 26), press the old Ball Bearing (Item 2) out of the Female Pilot (See Figure 14).

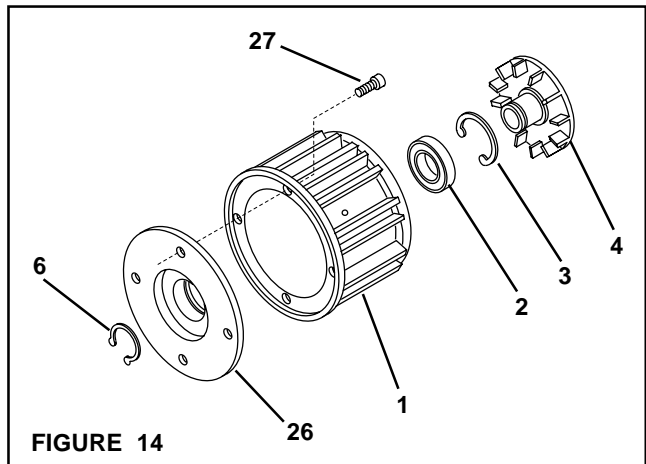
**NOTE**

**Do not reuse bearing. Applying force on inner bearing race to remove bearing held by outer race causes damage to bearing.**

- Clean the bearing bore of the Female Pilot (Item 26) with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 14).
- Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 2) (See Figure 14).



**FIGURE 13**



**FIGURE 14**

9. Supporting the Female Pilot (Item 26) and pressing on the outer race of the new Ball Bearing (Item 2), press the new Ball Bearing into the Female Pilot (See Figure 14).
10. Reinstall the Retaining Ring (Item 3) (See Figure 14).
11. Support the inner race of the new Ball Bearing (Item 2) and press the Drive Disc (Item 4) into the new Ball Bearing and Female Pilot (Item 26) (See Figure 14).
12. Reinstall the Retaining Ring (Item 6) (See Figure 14).
13. Using the four Socket Head Cap Screws (Item 27), secure the Female Pilot (Item 26) to the Housing (Item 1) (See Figure 14).

**Do not tighten the four Socket Head Cap Screws (Item 27).**

**Proceed with PARTS REPLACEMENT-BEARINGS AND O-RING SEALS.**

## PARTS REPLACEMENT-BEARINGS AND O-RING SEALS

### ALL MODELS

1. Remove the four Socket Head Cap Screws (Item 13) and separate the two halves of the FMCBE (See Figure 15).
2. Remove the four remaining Socket Head Cap Screws (Item 13) and slide the Male Pilot (Item 20), Stub Shaft (Item 23), and the two Ball Bearings (Item 19) out of the Air Chamber (Item 12) (See Figure 16).
3. Remove the old O-ring Seals (Items 21 and 22) from the Male Pilot (Item 20) (See Figure 16).

**NOTE**

**Ensure the Key (Item 25) is removed from Stub Shaft (Item 23).**

**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 Retaining Ring (Item 24) and press the Stub Shaft (Item 23) out of the Male Pilot (Item 20) (See Figure 17).

**NOTE**

**The two old Ball Bearings (Item 19) are removed from opposite ends of the Male Pilot (Item 20). Do not remove the Retaining Ring(s) (Item 18) (See Figure 17).**

5. Remove one of the old Ball Bearings (Item 19) from the Stub Shaft (Item 23) (See Figure 17).
6. Remove the other old Ball Bearing (Item 19) from the Male Pilot (Item 20) (See Figure 17).
7. Clean the bearing bore of the Male Pilot (Item 20) with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 17).

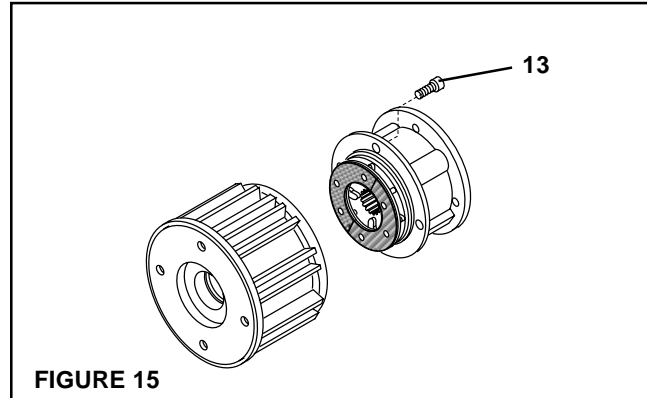


FIGURE 15

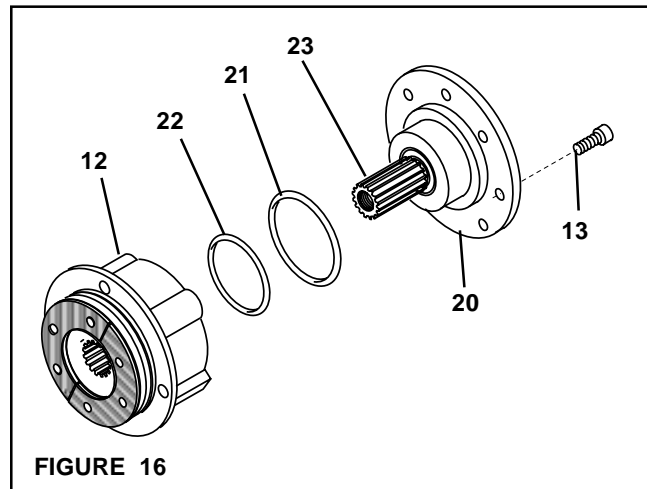


FIGURE 16

8. Press one new Ball Bearing (Item 19) onto the Shaft (Item 23) (See Figure 17).
9. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the second new Ball Bearing (Item 19) and press it into the output side of the Male Pilot (Item 20) until it is seated against the Retaining Ring (Item 18) inside the Male Pilot (See Figure 17).

**NOTE**

**Model 625 FMCBE does not have a Second Retaining Ring (Item 18).**

10. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 19) pressed onto the Stub Shaft (Item 23). Then, press the new Ball Bearing and Stub Shaft into the Male Pilot (Item 20) until the Ball Bearing is seated against the Retaining Ring (Item 18) (See Figure 17).

11. Reinstall the Retaining Ring (Item 24) (See Figure 17).

12. Remove the Retaining Ring (Item 6) and press the Splined Disc (Item 9) out of the Air Chamber (Item 12) (See Figure 18).

13. Slide the Piston (Item 16) out of the Air Chamber (Item 12) (See Figure 18).

14. Remove the O-ring Seals (Items 14 and 15) from the Piston (Item 16) and the Air Chamber (Item 12) (See Figure 18).

15. Remove the Retaining Ring (Item 3) from the Piston (Item 16) (See Figure 18).

16. Press the old Ball Bearing (Item 2) out of the Piston (Item 16) (See Figure 18).

17. Clean the bearing bore of the Piston (Item 16) with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 18).

18. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the new Ball Bearing (Item 2); then, press the new Ball Bearing (Item 2) into the Piston (Item 16) and reinstall the Retaining Ring (Item 3) (See Figure 18).

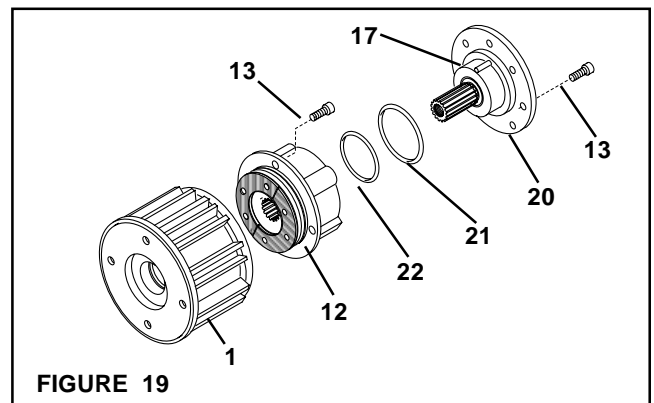
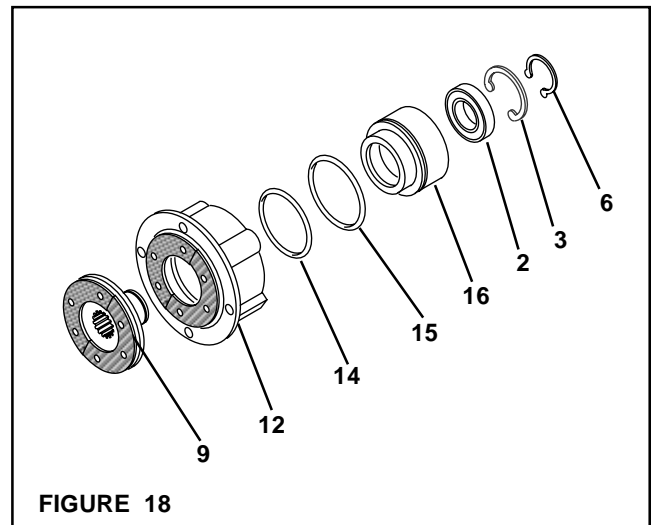
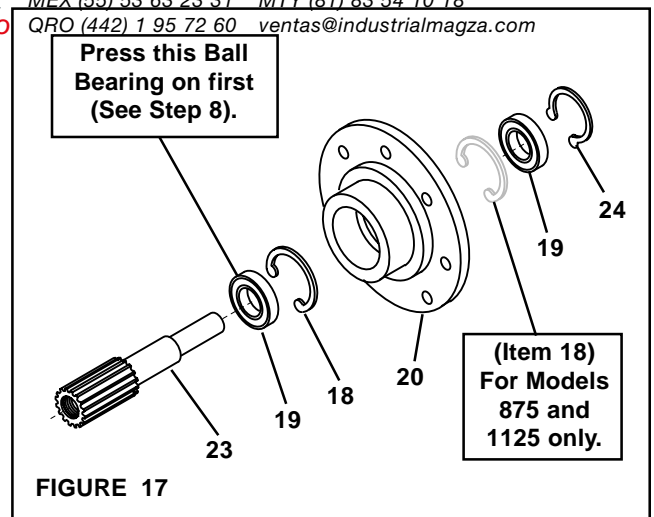
19. Lubricate the new O-ring Seals (Items 14 and 15) and the contact surfaces on the Piston (Item 16) and Air Chamber (Item 12) with a thin film of fresh o-ring lubricant (See Figure 18).

20. Install the new O-ring Seals (Items 14 and 15) (See Figure 18).

21. Slide the Piston (Item 16) back into the Air Chamber (Item 12) (See Figure 18).

22. Support the inner race of the Ball Bearing (Item 2) located inside the Piston (Item 16) and press the Splined Disc (Item 10) into the Air Chamber (Item 12) and Piston (Item 16) (See Figure 18).

23. Reinstall the Retaining Ring (Item 6) (See Figure 18).



MODEL	RECOMMENDED TIGHTENING TORQUE (ITEM 13)
FMCBE-625	10.5 Ft. Lbs. [14.17 Nm]
FMCBE-1125	24.5 Ft. Lbs. [33.06 Nm]
FMCBE-1375	24.5 Ft. Lbs. [33.06 Nm]

**TABLE 3**

24. Lubricate the new O-ring Seals (Items 21 and 22) and the contact surfaces on the Male Pilot (Item 20) and Air Chamber (Item 12) with a thin film of fresh o-ring lubricant (See Figure 19).
25. Install the new O-ring Seals (Item 21 and 22) (See Figure 19).
26. Align the Spring Pin (Item 17) on the Male Pilot (Item 20) with the hole in the Piston (Item 16) and slide the Male Pilot into the Piston and Housing (Item 1) (See Figure 19).
27. Apply a drop of Loctite® 242 to the threads of four Socket Head Cap Screws (Item 13) and secure the Male Pilot (Item 20) to the Air Chamber (Item 12) (See Figure 19).
28. Tighten the four Socket Head Cap Screws to the recommended torque (See Table 2).
29. Apply a drop of Loctite® 242 to the threads of four Socket Head Cap Screws (Item 13) and secure the Male Pilot (Item 20) and Air Chamber (Item 12) to the Housing (Item 1) (See Figure 19).
30. Tighten the four Socket Head Cap Screws to the recommended torque (See Table 3).

## PARTS REPLACEMENT-INPUT UNIT

### ALL MODELS

#### WARNING

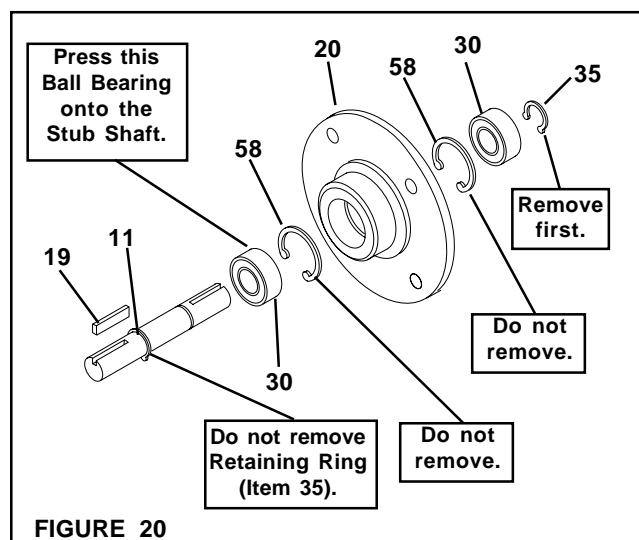
**Special attention should be exercised when working with retaining rings. Always wear safety goggles when working with spring or tension loaded fasteners or devices.**

1. Remove the Retaining Ring (Item 35) from the output end of the Input Unit (See Figure 20).
2. Press the Stub Shaft (Item 11) out of the Bearing Flange (Item 20) (See Figure 20).

#### NOTE

**One old Ball Bearing (Item 30) will come out of the Bearing Flange (Item 20) with the Stub Shaft (Item 11).**

3. Press the first old Ball Bearing (Item 30) off the Stub Shaft (Item 11) (See Figure 20).
4. Press the first new Ball Bearing (Item 30) onto the Stub Shaft (Item 11) until it is seated against the Retaining Ring (Item 35) (See Figure 20).
5. Press the second old Ball Bearing (Item 30) out of the Bearing Flange (Item 20) (See Figure 20).
6. Clean the bearing bore of the Bearing Flange (Item 20) with fresh safety solvent, making sure all old Loctite® residue is removed (See Figure 20).
7. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the first new Ball Bearing (Item 30) on the Stub Shaft (Item 11) and press the first new Ball Bearing and Stub Shaft into the Bearing Flange (Item 20) until the Ball Bearing is seated against the Retaining Ring (Item 58) (See Figure 20).

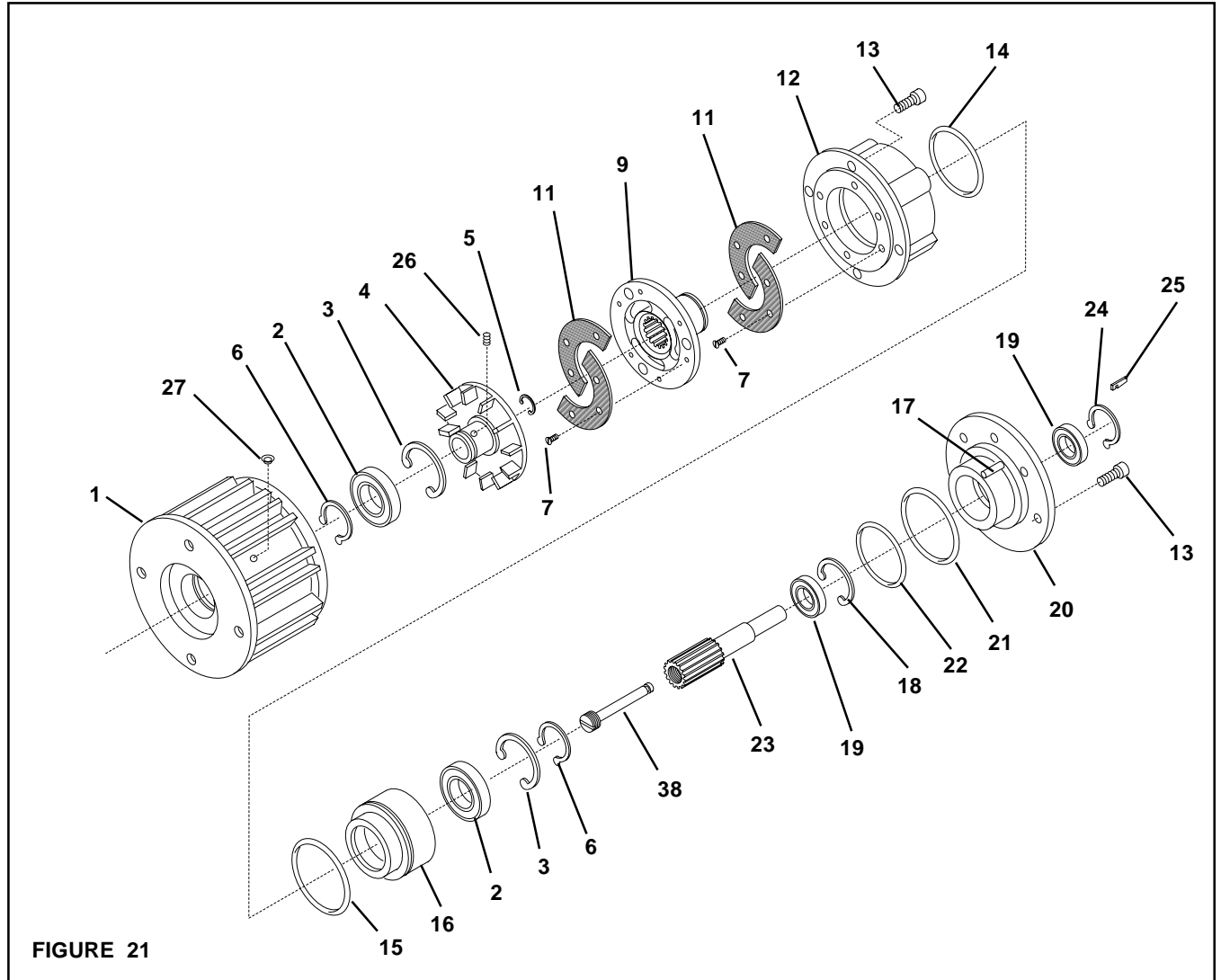


**FIGURE 20**

8. Apply an adequate amount of Loctite® 680 to evenly coat the outer race of the second new Ball Bearing (Item 30) and press the second new Ball Bearing onto the Stub Shaft and into the Bearing Flange (Item 20) until the Ball Bearing is seated against the Retaining Ring (Item 58) (See Figure 20).
9. Reinstall the Retaining Ring (Item 35) (See Figure 20).

**PARTS LIST**

FMCBE-625



**FIGURE 21**

ITEM	DESCRIPTION	QTY
1	Housing	1
2 <sup>1</sup>	Ball Bearing	2
3	Retaining Ring (Int.)	2
4	Drive Disc	1
5	Retaining Ring (Int.)	1
6	Retaining Ring (Ext.)	2
7 <sup>2</sup>	Flat Head Machine Screw	12
9	Splined Disc	1
11 <sup>2</sup>	Friction Facing	2
12	Air Chamber	1
13	Socket Head Cap Screw	8
14 <sup>1</sup>	O-ring Seal	1
15 <sup>1</sup>	O-ring Seal	1
16	Piston	1

ITEM	DESCRIPTION	QTY
17	Spring Pin	1
18	Retaining Ring (Int.)	1
19 <sup>1</sup>	Ball Bearing	2
20	Male Pilot	1
21 <sup>1</sup>	O-ring Seal	1
22 <sup>1</sup>	O-ring Seal	1
23	Stub Shaft	1
24	Retaining Ring (Ext.)	1
25	Key	1
26	Set Screw	1
27	Plug	1
29	Socket Head Cap Screw (Not Shown)	4
30	Lock Washer (Not Shown)	4
38	Bar	1

<sup>1</sup> Denotes Repair Kit item.  
 Repair Kit No. 801447.

<sup>2</sup> Denotes Facing Kit item.  
 Facing Kit No. 801448 (two kits required per unit).

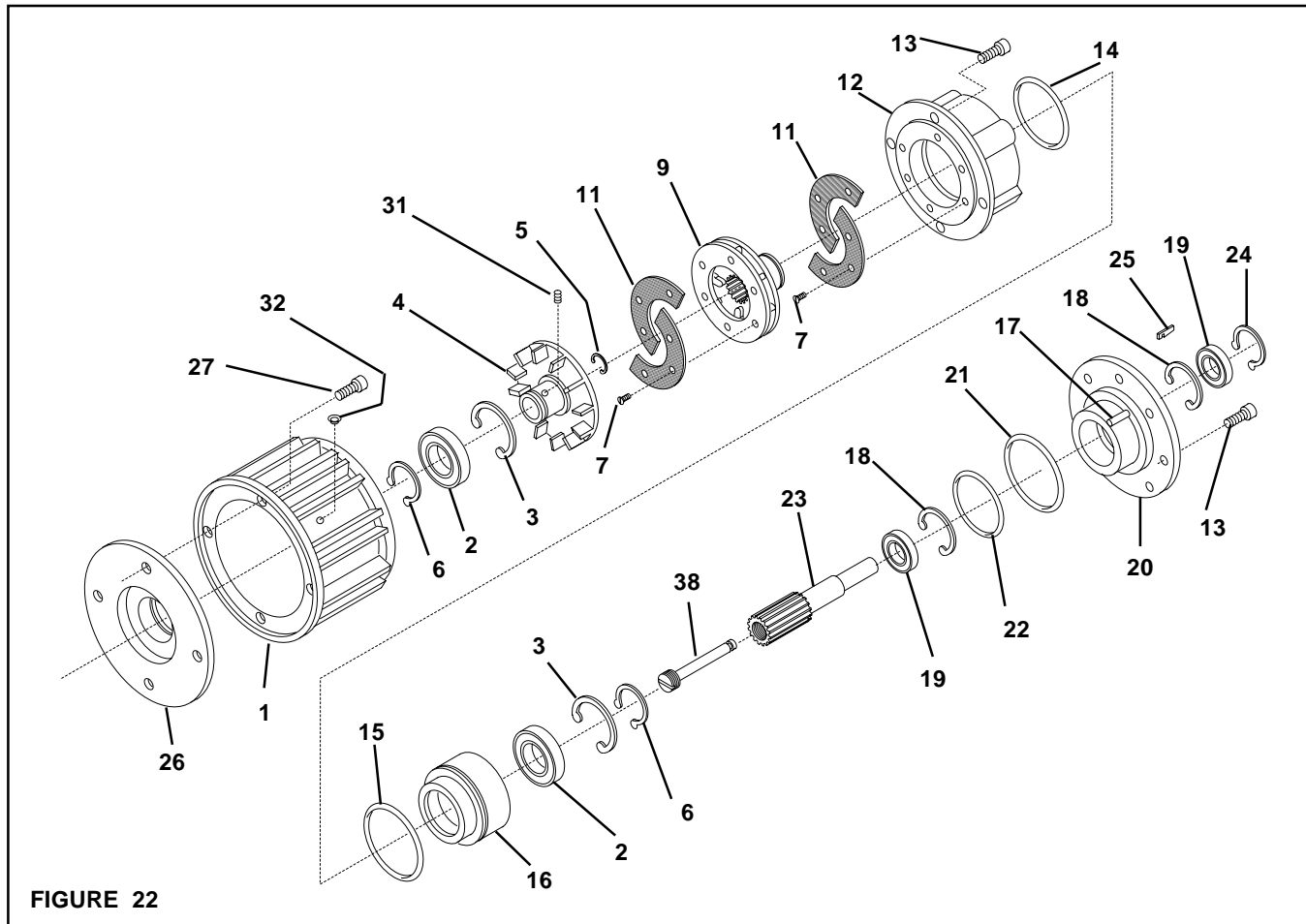


FIGURE 22

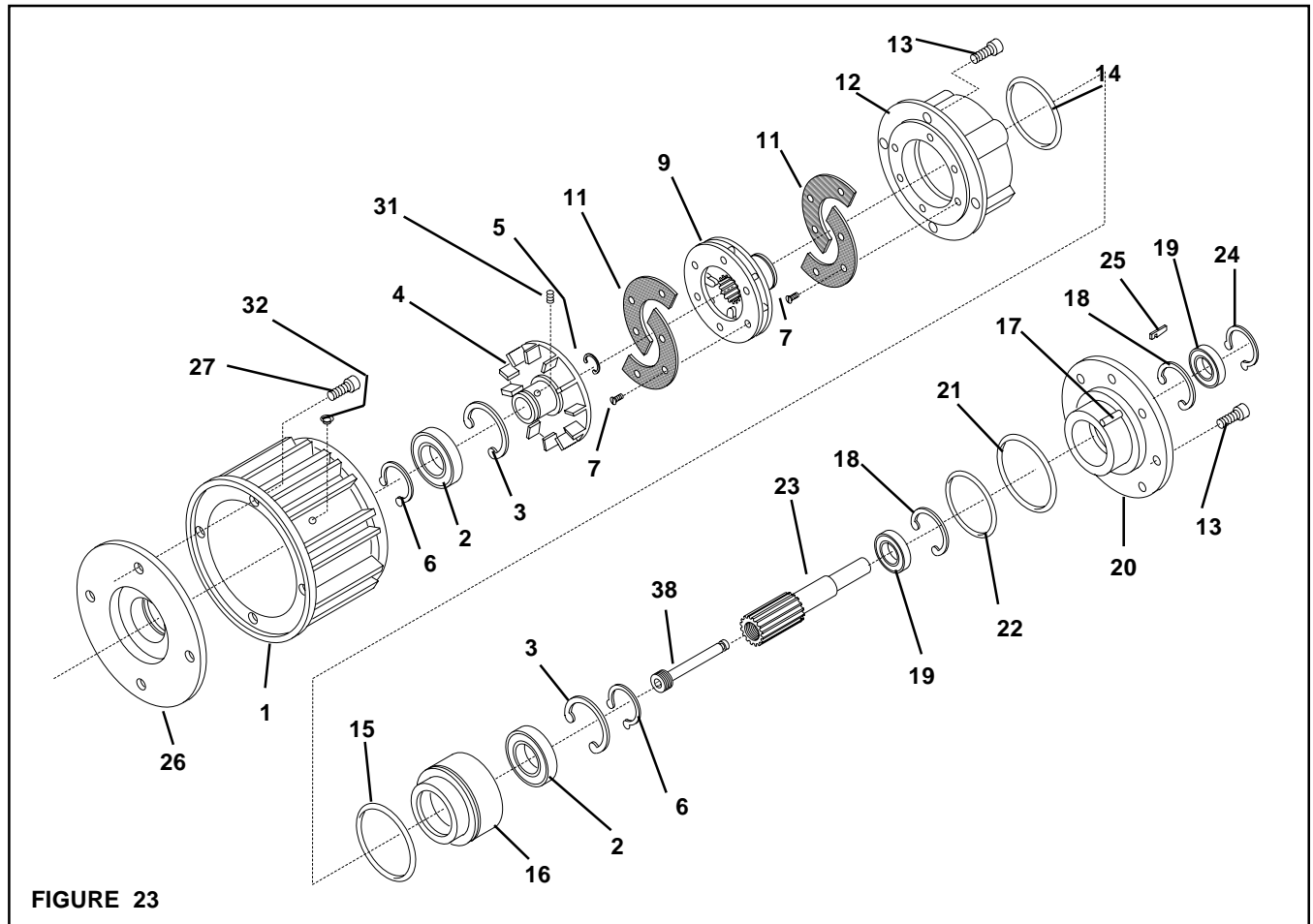
ITEM	DESCRIPTION	QTY
1	Housing	1
2 <sup>1</sup>	Ball Bearing	2
3	Retaining Ring (Int.)	2
4	Drive Disc	1
5	Retaining Ring (Int.)	1
6	Retaining Ring (Ext.)	2
7 <sup>2</sup>	Flat Head Machine Screw	12
9	Splined Disc	1
11 <sup>2</sup>	Friction Facing	2
12	Air Chamber	1
13	Socket Head Cap Screw	8
14 <sup>1</sup>	O-ring Seal	1
15 <sup>1</sup>	O-ring Seal	1
16	Piston	1
17	Spring Pin	1

ITEM	DESCRIPTION	QTY
18	Retaining Ring (Int.)	2
19 <sup>1</sup>	Ball Bearing	2
20	Male Pilot	1
21 <sup>1</sup>	O-ring Seal	1
22 <sup>1</sup>	O-ring Seal	1
23	Stub Shaft	1
24	Retaining Ring (Ext.)	1
25	Key	1
26	Female Pilot	1
27	Socket Head Cap Screw	4
29	Socket Head Cap Screw (Not Shown)	4
30	Lock Washer (Not Shown)	4
31	Set Screw	1
32	Plug	1
38	Bar	1

<sup>1</sup> Denotes Repair Kit item.  
 Repair Kit No. 801428.

<sup>2</sup> Denotes Facing Kit item.  
 Facing Kit No. 801430 (two kits required per unit).





**FIGURE 23**

ITEM	DESCRIPTION	QTY
1	Housing	1
2 <sup>1</sup>	Ball Bearing	2
3	Retaining Ring (Int.)	2
4	Drive Disc	1
5	Retaining Ring (Int.)	1
6	Retaining Ring (Ext.)	2
7 <sup>2</sup>	Flat Head Machine Screw	12
9	Splined Disc	1
11 <sup>2</sup>	Friction Facing	2
12	Air Chamber	1
13	Socket Head Cap Screw	8
14 <sup>1</sup>	O-ring Seal	1
15 <sup>1</sup>	O-ring Seal	1
16	Piston	1
17	Spring Pin	1

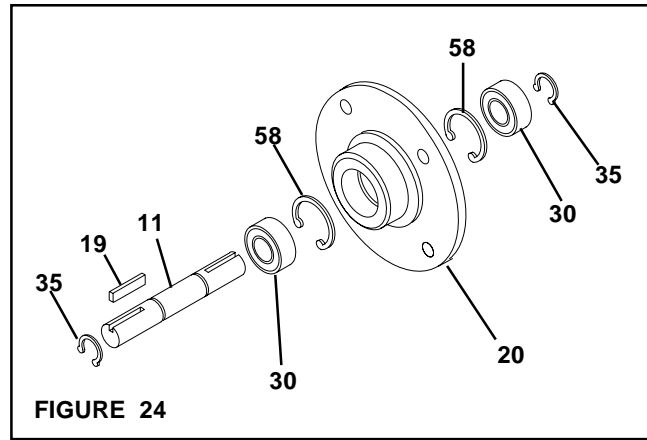
ITEM	DESCRIPTION	QTY
18	Retaining Ring (Int.)	2
19 <sup>1</sup>	Ball Bearing	2
20	Male Pilot	1
21 <sup>1</sup>	O-ring Seal	1
22 <sup>1</sup>	O-ring Seal	1
23	Stub Shaft	1
24	Retaining Ring (Ext.)	1
25	Key	1
26	Female Pilot	1
27	Socket Head Cap Screw	4
29	Socket Head Cap Screw (Not Shown)	4
30	Lock Washer (Not Shown)	4
31	Set Screw	1
32	Plug	1
38	Bar	1

<sup>1</sup> Denotes Repair Kit item.  
 Repair Kit No. 801604.

<sup>2</sup> Denotes Facing Kit item.  
 Facing Kit No. 801605 (two kits required per unit).

**INPUT UNIT**

ITEM	DESCRIPTION	QTY
11	Stub Shaft	1
19	Key	2
20	Bearing Flange	1
30	Ball Bearing	2
35	Retaining Ring	2
45	Hex. Head Jam Nut (Not Shown)	4
58	Retaining Ring	2



**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.





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Nexen warrants that the Products will be free from any defects in material or workmanship for a period of 12 months from the date of shipment. NEXEN MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, AND ALL IMPLIED WARRANTIES, INCLUDING WITHOUT LIMITATION, IMPLIED WARRANTIES OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE ARE HEREBY DISCLAIMED. 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) Buyer has given written notice of the alleged defect to Nexen, and delivered the allegedly defective Product to Nexen, within one year of the date of shipment.

### **Exclusive Remedy**

The exclusive remedy of the Buyer for any breach of the warranties set out above will be, at the sole discretion of Nexen, a repair or replacement with new, serviceably used or reconditioned Product, or issuance of credit in the amount of the purchase price paid to Nexen by the Buyer for the Products.

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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 whom the Product was purchased from and deliver the Product to same within one year of the date on which the alleged defect first became apparent.

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