

TECHNICAL BULLETIN



Subject:

BLOWER CLEARANCE SPEC CHARTS

Bulletin #:

67866

Rev:

C

Created by:

RZV

Date:

March 7, 2013

ECR # 18671

CC: Production Service Sales

Product Lines: Transportation Equipment Agri-vac/Pneumatic Equipment

The given specs are the maximum and minimum clearances of the available blowers. The clearances are not to vary from these specs. This means that at no place in the blower should the clearance be less than the applicable minimum specification and likewise the maximum clearance of this same gap should not exceed the maximum specification. Shim paper can be used to increase the total end clearances however any other deviation will require certain parts to be discarded or assembled with appropriate mating parts.

Example :

When checking the top clearance of a standard 614 blower. At no point on either impeller should the .016 feeler gauge fit through. Likewise, at every spot along the top clearance the .013 feeler gauge should slide through with no more tension than the standard feeler gauge test.

NOTE: All blowers with a **TIGHT** specification are to be painted purple.

NOTE: **TIGHT** blowers are to be used on pressure only or vacuum only applications, they are not to be used on combined pressure vacuum applications.

NOTE: ALL PARTS MUST BE WITHIN 5 °C. OF EACH OTHER FOR MEASUREMENTS TO BE VALID.

510 Blower Specification Chart			
	Minimum	Maximum	Denoted Below
Top Clearance *	.008	.010	A
Middle Clearance *	.005	.008	B
Bottom Clearance *	.004	.006	C
Timing Clearance *	.009	.012	D
Total End Clearance	N/A	.021	E
Drive End Minimum Clearance	.009	N/A	F
Gear End Minimum Clearance	.005	N/A	G

* Within 1.5 inches of ends subtract .001 from minimum.

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510 TIGHT Blower Specification Chart			
	Minimum	Maximum	Denoted Below
Top Clearance *	.005	.007	A
Middle Clearance *	.004	.007	B
Bottom Clearance *	.004	.006	C
Timing Clearance *	.007	.010	D
Total End Clearance	N/A	.019	E
Drive End Minimum Clearance	.008	N/A	F
Gear End Minimum Clearance	.004	N/A	G

* Within 1.5 inches of ends subtract .001 from minimum.

614 Blower Specification Chart			
	Minimum	Maximum	Denoted Below
Top Clearance *	.013	.015	A
Middle Clearance *	.008	.011	B
Bottom Clearance *	.005	.007	C
Timing Clearance *	.011	.013	D
Total End Clearance	N/A	.022	E
Drive End Minimum Clearance	.012	N/A	F
Gear End Minimum Clearance	.005	N/A	G

* Within 1.5 inches of ends subtract .001 from minimum.

614 TIGHT Blower Specification Chart			
	Minimum	Maximum	Denoted Below
Top Clearance *	.010	.012	A
Middle Clearance *	.006	.009	B
Bottom Clearance *	.004	.006	C
Timing Clearance *	.009	.012	D
Total End Clearance	N/A	.020	E
Drive End Minimum Clearance	.010	N/A	F
Gear End Minimum Clearance	.005	N/A	G

* Within 1.5 inches of ends subtract .001 from minimum.

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816 Blower Specification Chart

	Minimum	Maximum	Denoted Below
Top Clearance *	.016	.018	A
Middle Clearance *	.012	.015	B
Bottom Clearance *	.007	.009	C
Timing Clearance *	.015	.017	D
Total End Clearance	N/A	.032	E
Drive End Minimum Clearance	.016	.022	F
Gear End Minimum Clearance	.007	.010	G

* Within 1.5 inches of ends subtract .001 from minimum.

1020 Blower Specification Chart

	Minimum	Maximum	Denoted Below
Top Clearance *	.021	.025	A
Middle Clearance *	.014	.018	B
Bottom Clearance *	.007	.011	C
Timing Clearance *	.019	.024	D
Total End Clearance	N/A	.036	E
Drive End Minimum Clearance	.021	N/A	F
Gear End Minimum Clearance	.006	N/A	G

* Within 1.5 inches of ends subtract .001 from minimum.

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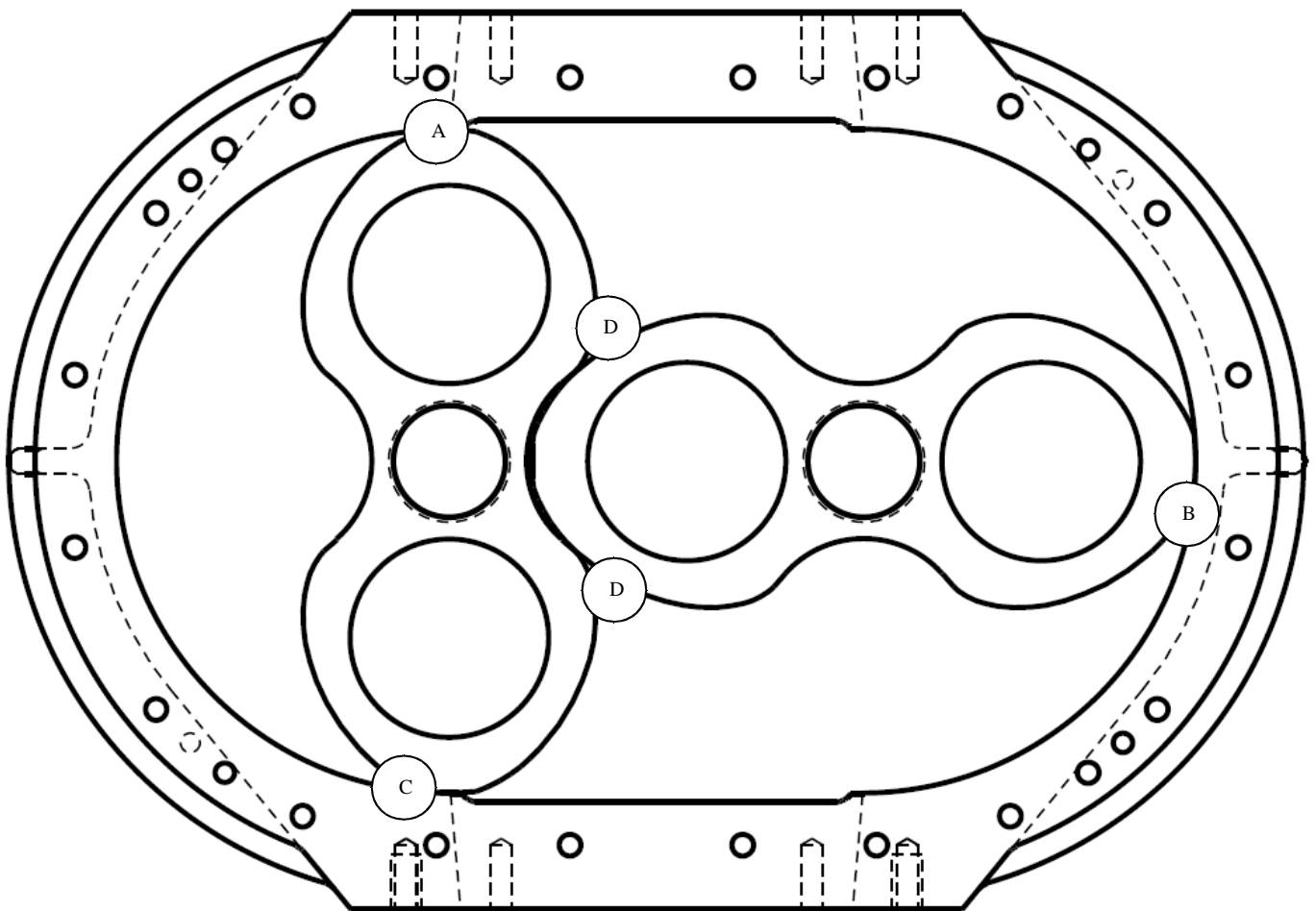
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The following drawing illustrates how to check the minimum end clearances at the drive and gear end of the blower. The hammer is used to ensure that the play that is inherent in the spherical bearings is to the appropriate side and the clearance measurement is truly a minimum clearance measurement. Once again this minimum spec should be taken at the tightest point. This means that when the shims and cartridges are tightened into place and each impeller is hit down toward the drive end that an .012 (614) feeler gauge should slide through with no more tension than the standard feeler gauge test everywhere between the headplate and impellers.

