No. EX 271

TIMKEN® BEARING SERVICE

FOR TIMKEN® TAPERED ROLLER BEARINGS USED IN EQUIPMENT BUILT IN COUNTRIES OTHER THAN THE UNITED STATES AND CANADA

Applications in

- PASSENGER CARS
- PASSENGER BUSES
- TRUCKS
- TRAILERS
- INDUSTRIAL TRUCKS
- MOTOR CYCLES

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1961-1971

THE TIMKEN COMPANY

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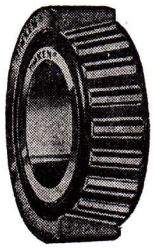
1961-1971

THE TIMKEN COMPANY

CONTENTS

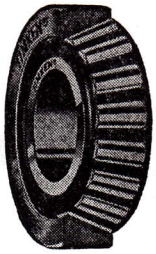
Every effort has been made to ensure that the data listed in this catalogue is correct. However, we cannot assume responsibility for possible error.

Timken Bearings, Single Row, Multiple Row and Thrust



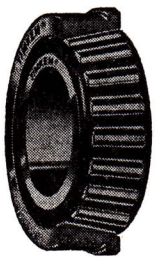
Type TS

Standard Single - Row Timken Bearing. This bearing carries both radial and thrust loads and is universally used throughout all industry "wherever wheels and shafts turn".



Type TSS

Steep Angle or High Thrust Rating Bearing. This bearing is used in applications where a thrust load predominates although there may be appreciable radial load.



Type TSF

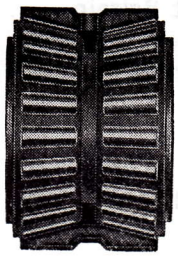
Flanged Cup Bearing. Developed for use in machine tools and used where it is extremely important to have precise alignment for the bearing seats.

Type TSG

Steering Gear Bearing. These bearings differ somewhat in that the cone is usually formed on the worm at the end of the steering column so that only a cup and roller assembly is needed.

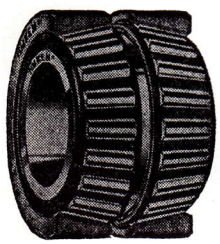
Type TDO

Two-Row Bearing. This assembly, consisting of a double cup and two single cones is used in heavily loaded positions. Adjustment is made through the cones.



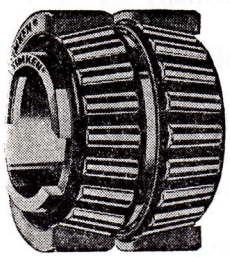
Type TNA

Two-Row Bearing. Similar to the TDO except the proper running clearance is established at the time of manufacture of the bearings. Non-adjustable.



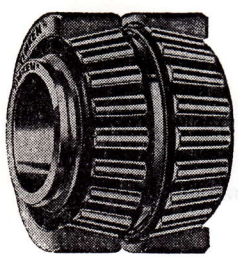
Type TDI

Two-Row Bearing. Used in positions where the capacity of a two-row bearing is required along with a simpler design than may be obtained with single-row bearings.



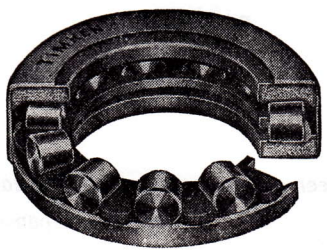
Type TDIKE

Two-Row Bearing. Slotted Double Cone. This bearing was developed for use with cold finished shafting, especially for light duty pillow blocks . . . Providing for a very economical bearing installation.



Type TDITP

Two-Row, Tapered Bore, Double Cone with Puller. Provided with flange on cone to facilitate removal. Used where it is necessary to remove component parts frequently.



Type TTSP

Thrust Bearing for Automobile Steering Pivots. Designed to meet the demand for a very inexpensive bearing for oscillating, or slowly rotating applications, such as steering knuckles or pivots.

Timken Spacer Bearings
Two Row "Factory-adjusted, Unit-Assembly"

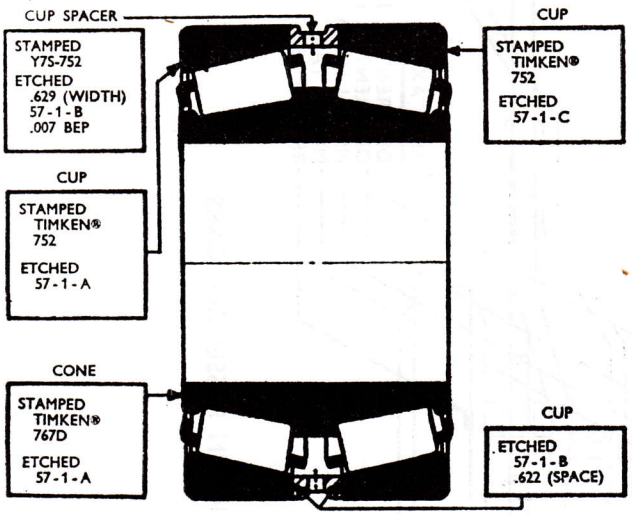


Figure A

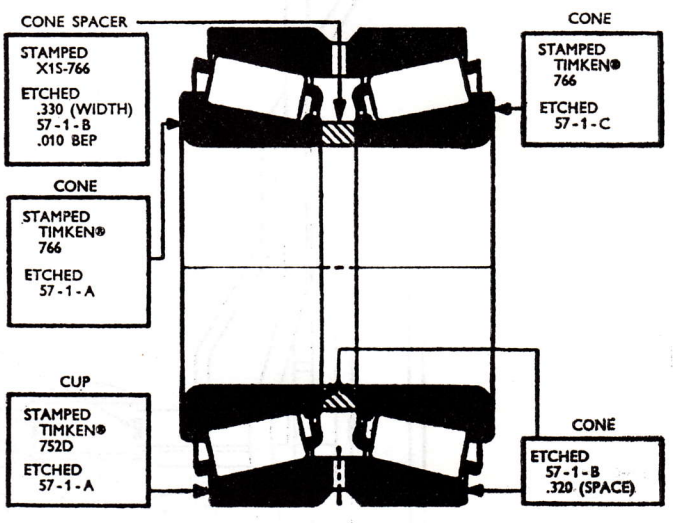


Figure B

Note—Complete face markings, above, are generally furnished on bearings over 10½″ outside diameter only. All assemblies under 4″ outside diameter are given a serial number ranging from 1 to 99,000 only. All others have a year symbol and serial number as shown above 57-1-A, etc. Bench End Play (BEP) is etched on spacer outside diameters for all bearing sizes. Spacer width and space values are etched on all bearings.

The primary purpose of spacers which are furnished with Timken bearings in the two types shown in the figures above is to permit their use in a machine without the need for bearing adjustment during their application.

Spacers are used between the cup front faces in the type TDI bearing in Figure A and between the cone front faces in the type TDO in Figure B. These spacers are ground for a "bench end play" (BEP) or "bench lateral" to a length as required to compensate for the following variations:

1. Space variation due to variations in manufacturing tolerance.
2. Minimum mounted end play required to assure satisfactory bearing performance for the specific service requirements.
3. End play removed when either outer or inner races or both are applied in or on their supporting members with interference fits.

PARTS NUMBERING SYSTEMS

The bearing race part numbers are made up of three, four, five, or six digit numbers. These can be combined in many cases with two-letter prefixes or two-letter suffixes which are just as important as the numbers themselves. On one numbering system the two letters EE may or may not be combined with the cone part numbers. In this system the cone spacers are identified such as X1S-766 as shown in Figure B. In Figure A the cup spacer number is Y7S-752. "X" and "Y" identify cone and cup spacers, respectively. The numbers 1 and 7 identify the spacer type or size. The letter "S" indicates a soft spacer. If the letter "H" is used it signifies a hard spacer. In the latest bearing part numbering system the prefixes LL, L, LM, M, HM, H or HH are used with the numbers. For cone spacer part numbers, suffixes "XA", "XB", "XC", etc. are added to the bearing cone number. Suffixes "EA", "EB", and "EC" are added to the cup number to give cup spacer numbers. "X" identifies the cone spacer numbers whereas "E" identifies the cup spacer numbers in this system.

Some spacers are solid and some are provided with either oil holes or grooves or both depending upon the requirements of the application.

IMPORTANT

When ordering replacement bearings include serial number of bearing being replaced if available and make, type and model number of machine in which the bearings are to be used.

Parts of one bearing assembly are **NOT** interchangeable with parts of another bearing assembly even though the parts carry the same part number. All parts in any one assembly must have the same serial number.

Always replace a unit assembly spacer bearing with another complete new assembly having the following:

1. Same cone and cup part numbers.
2. Same spacer part numbers.
3. Same lateral etched on cups on TDI or cones on TDO bearing.

Application	Cone	Cup	Manufacturers' No.

BROCKHOUSE
(J. BROCKHOUSE & CO. LTD.)
Trailers, etc.

1961-1963—Semi-Trailers (Interchangeable) 6 tons.
1961-1962—Semi-Trailers (Interchangeable) 10 tons.
1961-1963—
Semi-Trailers with SAE/SMMT coupling Car Transporter.

Wheels Inner and Outer	566	563	

1961-1963—Land Rover Trailer.

Wheels Inner	15123	15245	
Wheels Outer	09067	09195	

1963—Land Rover Trailer "Cross Country".

Wheels Inner and Outer	18590	18520	

1963-1971—
Semi-Trailer (Interchangeable) 10½, 12½ and 14½ tons. also with SAE/SMMT coupling.

Wheels Inner	580	572X	
Wheels Outer	566	563	

1964-1971—16¼ ton GTW Single Axle (8 stud hub) and Tandem Axle (10 stud hub) Semi-Trailers.

Hubs Inner	580	572X	
Hubs Outer	566	563	

1964-1971—
19½ ton GTW Single Axle (10 stud hub) Semi-Trailer.

Hubs Inner	749A	742	
Hubs Outer	566	563	
Optional Axle:			
Wheels Inner	594	592A	
Wheels Outer	663	653	

1964-1971—
27 ton GTW Tandem Axle (10 stud hub) Semi-Trailer.

Hubs Inner	748S	742	
Hubs Outer	566	563	
Optional Axle:			
Wheels Inner	665A	653	
Wheels Outer	641	632	

1968-1971—
17 ton Single Axle (10 stud) Semi-Trailer.

Wheels Inner	665A	653	
Wheels Outer	641	632	

BRUSH (CROMPTON LEYLAND ELECTRICARS LTD.)
Electric Trucks

1961-1971—Model RD1. 10 ton Tractor. 3-wheeler.

Front Wheel Inner and Outer	30207		*7456*
Steering Gear Upper	30207		*7456*
Steering Gear Lower	368A	362A	
Rear Wheel	14130	14276	
Differential R.H. and L.H.	24780	24721	
Pinion Head	31593	31520	
Pinion Tail	02872	02820	

Application	Cone	Cup	Manufacturers' No.

1961-1971—18 cwt. Pony 3-wheeler.

Rear Wheel Inner	30207		*7456*
Rear Wheel Outer	30207		*7456*

1961-1971—2 ton 3-wheeler Pallet Transporter.

Rear Wheel Inner and Outer	25580	25520	

1961-1971—2 ton 3-wheeler Industrial Truck.

Rear Wheel Inner	18590	18520	
Rear Wheel Outer	14138A	14276	

1961-1971—High Lift Truck. 2 ton. 3-wheeler.

Rear Wheel Inner	28580	28521	
Rear Wheel Outer	25580	25520	

1967-1969—Barrett Craven Electric Trucks.

P.G. Elevating Truck:			
Load Wheels Inner and Outer	15125	15245	
P.X.G. Pallet Truck:			
Load Wheels Inner and Outer	LM67048	LM67010	
S.G. Tractor:			
Load Wheels Inner and Outer	15100S	15245	
Power Transmission all models:			
Drive Axle Inner and Outer	3382	3339	
Turntable Upper and Lower	47896	47820	

B.S.A.
Motor Cycles

1961-1962—Motor Cycle 500 cc. S.V. M20. 500 cc. O.H.V. M33. 600 cc. S.V. M21.

Front Wheel Near and Off Side			
	1178X	1130NI	*24-6860*
Rear Wheel Near and Off Side			
	05079	05158S	*26-6890*
Rear Wheel Near and Off Side (Model M.33 Fixed Rear Wheel Only)			
	1178X	1130NI	*24-6860*

1961-1962—
Motor Cycle Sidecar (Automobile Association) only.

Wheel Inner	07087X	07210X	*3-1773*
Wheel Outer	05075X	05185S	*3-1774*

1961-1962—Motor Cycle Bantam 125 cc. Competition Model.

Front Wheel Near and Off Side			
	A2047	A2126	*90-5559*

1970-1971—Gold Star 250SS. Gold Star 500SS.
Victor 250. 500 Victor MX.
Fury. A65T Thunderbolt.
Fury SS. A65L Lightning.
Victor 500. A65FS Firebird.

Steering Head	LM11949L	LM11910	*PT97-4031*
		LM11900E Seal	