

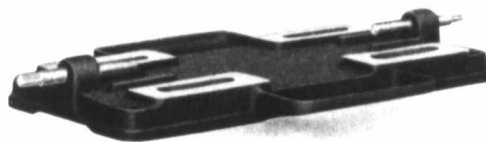
Lubrication. Each split bearing has two oil rings and each solid bearing one. The lower part of the housing forms an oil well from which the oil is carried by the rings to the top of the shaft, whence it is distributed through grooves in the lining to all parts of the bearing. While the motor is operating, the bearing is thus kept flooded with oil.

The oil well can be filled through a covered opening in the side of the housing. The lower edge of this opening is low enough to prevent filling the bearing too full. A split bearing has a threaded hole and an oil plug in the outer end of the upper bearing housing. By removing the plug the bearing can be inspected, and oil poured directly on to the shaft. On the smaller motors the opening in the side of the bearing answers the same purpose.

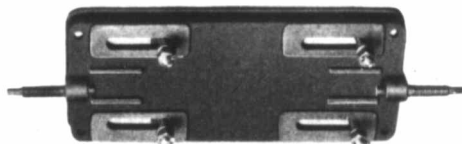
Outboard Bearing. When a large CCL motor is geared or when it drives by chain, an extended shaft and an extra pedestal type bearing is supplied. The pedestal can be mounted on the driven machine, and the motor bearing is thereby relieved from excessive stress. Each large belted motor also usually has an extra bearing mounted outside the pulley on an extension of the bedplate.

Pulleys. Paper pulleys are supplied with CCL motors using frames not larger than No. 13 (standard 75 h.p.), and iron pulleys with larger sizes. Paper pulleys, having a better adhering surface than iron pulleys, permit the use of smaller diameters and relatively lower belt speeds for given motor speeds, making paper pulleys often of considerable advantage with the smaller motors.

Bedplates. Cast iron bedplates for floor mounting with screws for adjusting the belt tension are regularly supplied with all sizes of CCL motors. Floor mounting bedplates for frames No. 6 to



Bedplate for Floor Mounting



Bedplate for Ceiling Mounting