



IEC B14 • NEMA C
MOTOR MOUNTING INSTRUCTIONS
 All PLE gearboxes with UNIVERSAL INPUT FLANGE
 [*MOTOR* mounting holes are *THREADED*]

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1. BEFORE STARTING !
 IT IS IMPERATIVE THAT RUST INHIBITING PRESERVATIVES ON MOTOR SHAFT, GEARBOX INPUT BORE, AND BUSHING (I.D. & O.D.) BE THOROUGHLY REMOVED WITH A SOLVENT THAT LEAVES NO OILY RESIDUE.

NOTE:

For PLE (inline) gearboxes, *Most* IEC B14 / NEMA C motor mounting will *usually* require one adapter.

2. BE SURE:

Correct motor?

Correct Gearbox?

For 1-piece B14 mount, adapter is **FIRST** mounted to **MOTOR** so it is shipped **NOT** attached to **GEARBOX**.

3.

Clean all mating surfaces. File nicks, dents, etc.

4.

If the motor has a key, remove it. Remove access hole screw.

Mount adapter to MOTOR - tighten bolts diagonally.

5. Line up motor adapter & gearbox input flange faces as shown. Loosen clamping ring bolt & insert bushing (if required) into GEARBOX input.

Rotate clamping ring (1) to align bolt head (white arrow) w / access hole. When alignment (2) appears to be correct, proceed to next step.

6.

Motor mounting best in vertical position.

Fit motor shaft into gearbox input.

Reach thru access hole w / hex wrench to check alignment of clamping ring bolt.

TIP: Leave hex wrench engaged with bolt head socket to maintain alignment until step 8.

7.

Be sure mating surfaces contact with "0" clearance.

Tighten bolts diagonally.

8.

1 Use torque wrench to tighten clamping ring bolt - see table for torque specs.

2 Replace access hole screw - lightly hand tighten only.

GEARBOX ►	PLE 40	PLE 60; 60/70 PLFE 64	PLE 80; 80/90 PLFE 90	PLE 120; 120/115 PLFE 110	PLE 160
Input diameter mm	8	14	19	24	35
Torque Nm (lb. In.)	2 (18)	4.5 (40)	9.5 (84)	16.5 (146)	40 (354)
Hex wrench size	2.5mm	3mm	4mm	5mm	6mm