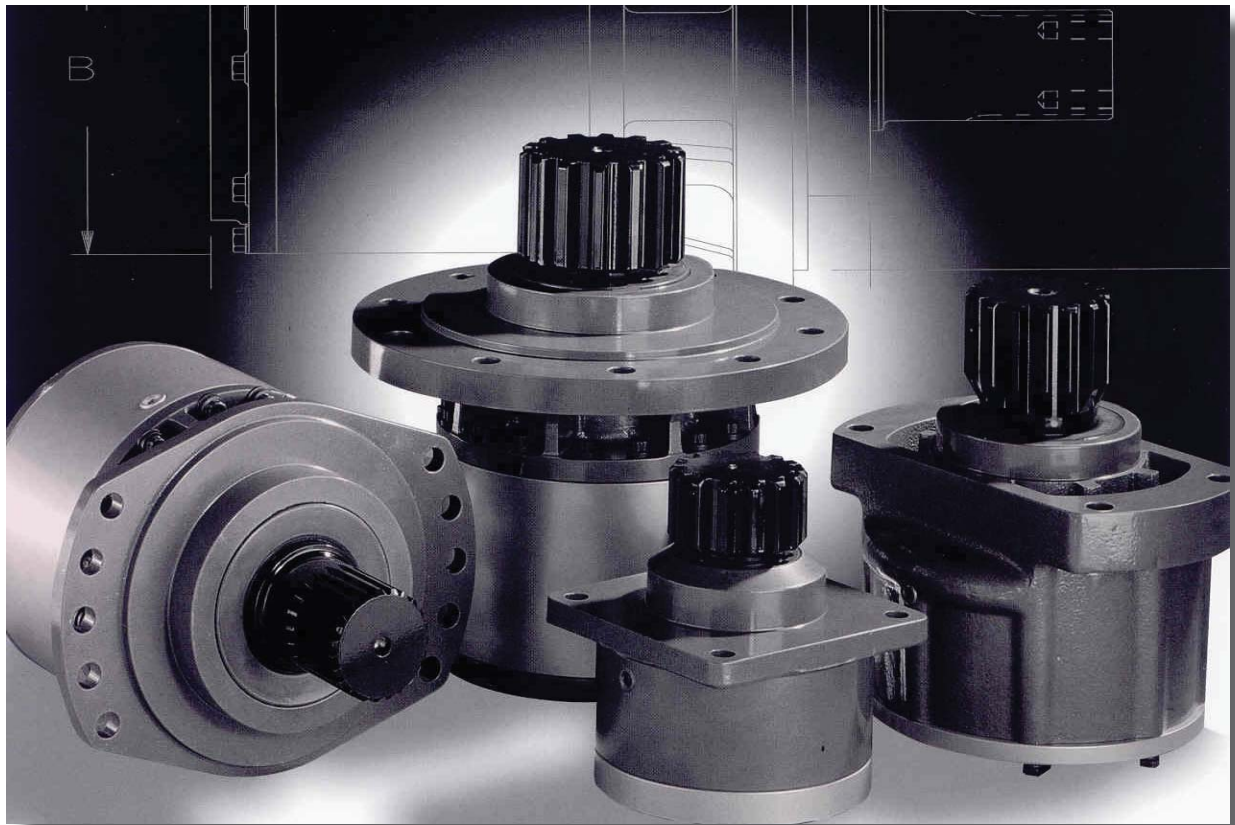




## MODEL 1000 PLANETARY GEAR DRIVE SERVICE MANUAL



**WARNING:** While working on this equipment, use safe lifting procedures, wear adequate clothing and hearing, eye and respiratory protection.

**THIS SERVICE MANUAL IS EFFECTIVE:**  
S/N: 25000# TO CURRENT  
DATE: 02/01/1996 TO PRESENT  
VERSION: SM1000KD2-AD

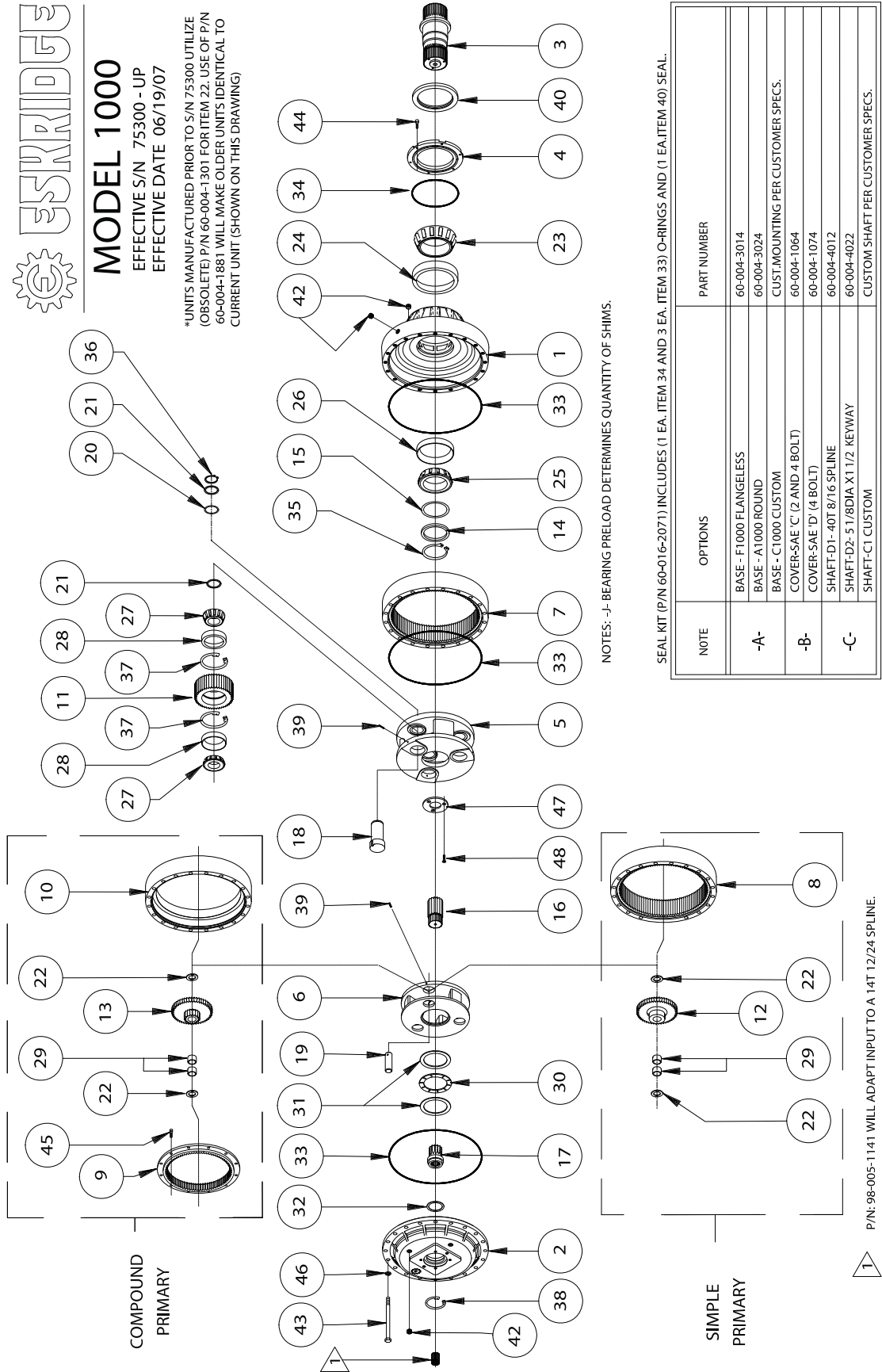
**NOTE:** Individual customer specifications (mounting case, output shaft, brake assembly, etc.) may vary from exploded drawing and standard part numbers shown. If applicable, refer to customer drawing for details.



# MODEL 1000

EFFECTIVE S/N 75300 - UP  
EFFECTIVE DATE 06/19/07

\*UNITS MANUFACTURED PRIOR TO S/N 75300 UTILIZE (OBSOLETE) P/N 60-004-1301 FOR ITEM 22. USE OF P/N 60-004-1881 WILL MAKE OLDER UNITS IDENTICAL TO CURRENT UNIT (SHOWN ON THIS DRAWING)



NOTES: -J- BEARING PRELOAD DETERMINES QUANTITY OF SHIMS.

SEAL KIT (P/N 60-016-2071) INCLUDES (1 EA. ITEM 34 AND 3 EA. ITEM 33) O-RINGS AND (1 EA. ITEM 40) SEAL.

NOTE	OPTIONS	PART NUMBER
-A-	BASE - F1000 FLANGELESS	60-004-3014
	BASE - A1000 ROUND	60-004-3024
	BASE - C1000 CUSTOM	CUST.MOUNTING PER CUSTOMER SPECS.
-B-	COVER-SAE 'C' (2 AND 4 BOLT)	60-004-1064
	COVER-SAE 'D' (4 BOLT)	60-004-1074
-C-	SHAFT-D1 - 40T 8/16 SPLINE	60-004-4012
	SHAFT-DD- 51/8DIA X1 1/2 KEYWAY	60-004-4022
	SHAFT-C1 CUSTOM	CUSTOM SHAFT PER CUSTOMER SPECS.

SIMPLE PLANETARY				MODEL 1000	COMPOUND PLANETARY			
26.48:1 RATIO		41.41:1 RATIO			ITEM	QTY.	75.60:1 RATIO	96.00:1 RATIO
PART NUMBER	PART NUMBER	QTY.	ITEM	DESCRIPTION	ITEM	QTY.	PART NUMBER	PART NUMBER
-A-	-A-	1	1	BASE	1	1	-A-	-A-
-B-	-B-	1	2	COVER	2	1	-B-	-B-
-C-	-C-	1	3	OUTPUT SHAFT	3	1	-C-	-C-
←	60-004-1333	1	4	SEAL CARRIER	4	1	60-004-1333	→
←	60-004-1044	1	5	CARRIER-SECONDARY	5	1	60-004-1044	→
60-004-1014	60-004-1024	1	6	CARRIER-PRIMARY	6	1	60-004-1024	→
←	60-004-1243	1	7	RING GEAR - SECONDARY	7	1	60-004-1243	→
←	60-004-1193	1	8	RING GEAR - SIMPLE PRIMARY	8	-	-	→
-	-	-	9	RING GEAR - COMPOUND PRIMARY	9	1	60-004-1213	→
-	-	-	10	RING SPACER - PRIMARY	10	1	60-004-1253	→
←	60-004-1232	3	11	PLANET GEAR-SECONDARY	11	3	60-004-1232	→
60-004-1132	60-004-1152	3	12	PLANET GEAR-PRIMARY	12	-	-	→
-	-	-	13	CLUSTER GEAR	13	3	60-004-1162	60-004-1182
←	60-004-1281	1	14	SUPPORT RING - SHAFT BEARING	14	1	60-004-1281	→
←	60-004-1311	-J-	15	SHIM(S) - SHAFT	15	-J-	60-004-1311	→
←	60-004-1222	1	16	SUN GEAR	16	1	60-004-1222	→
60-004-1122	60-004-1142		17	INPUT GEAR (13T 8/16 SPLINE)	17	1	60-004-1142	60-004-1172
60-004-1402	60-004-1492			INPUT GEAR (16T 8/16 SPLINE)			60-004-1492	60-004-1452
←	60-004-1262	3	18	PLANET SHAFT-SECONDARY	18	3	60-004-1262	→
←	60-004-1272	3	19	PLANET SHAFT-PRIMARY	19	3	60-004-1272	→
←	60-004-1321	-J-	20	SHIM(S) - SECONDARY PLANET	20	-J-	60-004-1321	→
←	60-004-1291	6	21	WASHER - SECONDARY PLANET	21	6	60-004-1291	→
←	60-004-1881	6	22	WASHER - PRIMARY PLANET	22	6	60-004-1881	→
←	01-102-0190	1	23	BEARING CONE - SHAFT OUTER	23	1	01-102-0190	→
←	01-103-0190	1	24	BEARING CUP - SHAFT OUTER	24	1	01-103-0190	→
←	01-102-0220	1	25	BEARING CONE - SHAFT INNER	25	1	01-102-0220	→
←	01-103-0220	1	26	BEARING CUP - SHAFT INNER	26	1	01-103-0220	→
←	01-102-0210	6	27	CONE - SEC.PLANET	27	6	01-102-0210	→
←	01-103-0210	6	28	CUP - SEC.PLANET	28	6	01-103-0210	→
←	01-105-0510	6	29	BRG-PRIMARY PLANET	29	6	01-105-0510	→
←	01-112-0340	1	30	BRG-PRI. CARR. THRUST	30	1	01-112-0340	→
←	01-112-0350	2	31	RACE-PRI. CARR. THRUST	31	2	01-112-0350	→
←	01-112-0060	1	32	RACE -INPUT THRUST	32	1	01-112-0060	→
←	01-402-0660	3	33	O-RING - RING GEAR	33	3	01-402-0660	→
←	01-402-0670	1	34	O-RING - SEAL CARRIER	34	1	01-402-0670	→
←	01-160-0480	1	35	RETAINING RING - SHAFT	35	1	01-160-0480	→
←	01-160-0490	3	36	RETAINING RING -SEC. PIN	36	3	01-160-0490	→
←	01-160-0500	6	37	RETAINING RING-SEC. PLANET	37	6	01-160-0500	→
←	01-160-0510	1	38	RETAINING RING - INPUT	38	1	01-160-0510	→
←	01-153-0150	6	39	ROLL PIN - 1/4 X 1 3/8	39	6	01-153-0150	→
←	01-405-0630	1	40	SEAL-SHAFT	40	1	01-405-0630	→
←	01-207-0100	6	42	PIPE PLUG 3/4 NPT MAGNETIC	42	6	01-207-0100	→
←	01-150-1580	20	43	H.H.C.S 3/4-10 X 10.5 GRD 8	43	20	01-150-1580	→
←	01-150-1110	6	44	S.H.C.S 3/8-16 X 1 GRD 8	44	6	01-150-1110	→
-	-	-	45	S.H.C.S 1/2-13 X 1.5 GRD 8	45	12	01-150-0570	→
←	01-166-0350	20	46	HARDWASHER - 3/4	46	20	01-166-0350	→
←	60-004-1352	1	47	RING-SEC. CARR. RETAINER	47	1	60-004-1352	→
←	01-150-1590	3	48	FLAT HD SOC C.S. 3/8-24 X 1 GR8	48	3	01-150-1590	→

E.C.N. 2681  
X1000KD2-AE DATE 6-13-07

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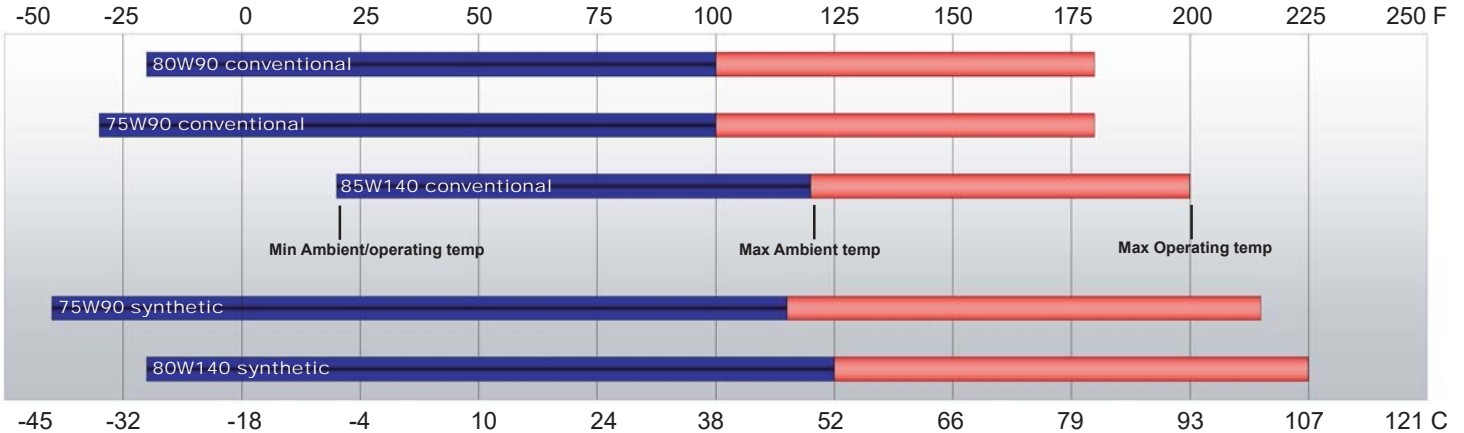
Effective date 02/01/1996

Effective serial # 25000

# LUBRICATION & MAINTENANCE

Using the chart below, determine an appropriate lubricant viscosity. Use only EP (extreme pressure) or API GL-5 designated lubricants. Change the lubricant after the first 50 hours of operation and at 500 hour intervals thereafter. The gear drive should be partially disassembled to inspect gears and bearings at 1000 hour intervals.

## Recommended ambient and operating temperatures for conventional and synthetic gear lubricants



**Note:** Ambient temperature is the air temperature measured in the immediate vicinity of the gearbox. A Gearbox exposed to the direct rays of the sun or other radiant heat sources will operate at higher temperatures and therefore must be given special consideration. The max operating temp must not be exceeded under any circumstances, regardless of ambient temperature.

If your unit was specified “shaft up” or with a “-Z” option, a grease zerk was provided in the base housing. For shaft-up operation, the output bearing will not run in oil and must be grease lubricated. Use a lithium based or general purpose bearing grease sparingly every 50 operating hours or at regular maintenance intervals. Over-greasing the output bearing should be avoided as it tends to fill the housing with grease and thicken the oil

## ESKRIDGE MODEL 1000 OIL CAPACITIES

Operating Position	Oil Capacity			Oil Level
	Single stage	Double stage	Triple stage	
Horizontal Shaft	-	16 qts	-	To horizontal centerline of gear drive
Vertical Shaft (Pinion Up)	-	25 qts	-	To side port on gear drive base
Vertical Shaft (Pinion Down)	-	27 qts	-	To midway on upper/primary gear set

## ESKRIDGE PART NUMBER INTERPRETATION

**Note:** All non custom Eskridge Geardrives are issued a descriptive part number which includes information regarding the Model, means of shaft retention, base style, shaft style, input mounting, input shaft size, overall ratio and various available options. For a detailed breakdown of this information, please refer to Eskridge product specification sheets found at: <http://www.eskridgeinc.com/geardrives/gearprodspecs.html>

# Unit Teardown

- 1) Scribe a diagonal line across the outside of the unit from the cover (2) to the base (1) before disassembly to aid in the proper positioning of pieces during reassembly.
- 2) Remove drain plugs (42) and drain oil from unit. The oil will drain out more quickly and completely if warm.
- 3) Remove the 20 3/4-10 capscrews (43) and lockwashers (46) retaining the cover (2).
- 4) Remove the cover (2), thrust washer(s)/bearing(s) (30,31,32), and input gear (17). Inspect o-ring (33); discard if damaged or deformed.
- 5) Lift the planet carrier assembly out of the unit .
- 6) Remove ring gear(s)/spacer (8/10pri, 7sec) and subsequent carrier assemblies. Inspect gear to gear and gear to base O-ring(s) (33); as before, discard if damaged or deformed.
- 7) The unit is now disassembled into groups of parts. The area(s) requiring service should be identified by thorough inspection of the individual components after they have been cleaned and dried.

## Carrier Assembly Teardown

Rotate planet gears (12/13 pri;11 sec) to check for abnormal noise or roughness in bearings. If further inspection or replacement is required, proceed as follows.

- 1) *Primary:* Drive roll pins (39) completely into the planet shafts (19). *Secondary:* Remove planet shaft retaining rings (36), spacers (21) and preload shims (20)
- 2) Slide planet shafts (19 pri/18 sec) out of carrier.
- 3) Remove planet gears (12/13 pri; 11 sec), washers (22 pri/21 sec) and bearings (29 pri;27/28 sec) from carrier (6).
- 4) Inspect the planet gear (12/13 pri; 11 sec), bearing bore and planet shaft (19 pri/18 sec) and bearings (29 pri; 27/28 sec). Check for spalling, bruising or other damage and replace components as necessary.
- 5) *Primary only:* Remove roll pins (39) from planet shafts (19) using a 1/4 inch pin punch.

## Carrier Reassembly

- 1) *Primary:* Planet shafts(19) should be installed with chamfered end of 3/16 inch roll pin hole towards outside diameter of carrier (6); this will ease alignment of holes while inserting roll pins (39). *Secondary:* Planet shafts must be installed aligning the slot in the large end of the shaft with the roll pin protruding into the shaft bore.
- 2) *Primary:* Drive roll pin (39) into the carrier hole and into planet shaft to retain parts. *Secondary:* Install the first planet washer (21) to the small end of the planet shaft, the appropriate number of preload shims (20) and then the second planet washer (21) and retaining ring (36) Repeat for remaining planet gears.

## Base Subassembly Teardown

- 1) Remove output shaft retaining ring (35), spacer (14) and shims (15)

- 2) Remove the six 3/8-16 x 1 (44) hex head capscrews from the seal carrier and remove seal carrier (4) and sealing o-ring (34) from unit. Inspect the shaft seal (40) for wear or damage and replace as necessary.

**Caution: Since the shaft is no longer positively retained, care should be taken to avoid personal injury. Care should also be taken not to damage/drop the shaft while pressing through base.**

- 3) Place assembly external side down, supported by base (1). Press output shaft from base by applying a load to internal end of shaft until it passes through the inner shaft bearing cone (25).
- 4) A gear puller may be used to remove the outer bearing cone (23) from the shaft if replacement is necessary. If reusing old bearing cone, do not pull on or damage roller cage. (5) Lubricate inner lip of shaft seal (40) and slide seal carrier assembly (34, 4, 40) onto the shaft (3). **Note: Press bearing cone onto output shaft by pressing on inner race only. DO NOT press on roller cage, as doing so will damage the bearing.**
- 6) Inspect inner and outer bearing cups (26 & 24). If cups are damaged they must be replaced, they may be driven out using a brass drift and utilizing the bearing knock-out notches in the base (1)

## Base Reassembly

- 1) Clean all foreign material from the magnetic oil plugs located on the base (1).
- 2) Place the base with exterior side up on work table.
- 3) Apply a layer of lithium or general purpose bearing grease to the roller contact surface of outer bearing cup (24).
- 4) If previously removed, press outer bearing cone (23) onto the shaft until it seats against the shoulder.
- 5) Place the shaft (3) with the bearing (23) into the base (1) then install seal carrier (4) using the six 3/8-16 (grade 8) hex head capscrews (44) and torque to 45 ft-lbs (dry) or 35 ft-lbs (wet)
- 6) Flip shaft/base assembly, and apply lithium or general purpose bearing grease to roller contact surface of the inner cup (26), then press inner bearing cone (25) onto shaft (3) until it seats against inner bearing cup (26).
- 7) Neglecting the friction which results from the installation of the shaft seal (40), bearing preload should result in a rolling torque which varies between 200 to 300 in-lb. Preload should be tailored to your application; a low-speed application may warrant a high pre-load, while high-speed applications usually benefit from low pre-load. Adding shims (15) will increase the pre-load on the bearing set. Determine your pre-load requirement and install shims to obtain the desired bearing pre-load.
- 8) Place shaft spacer washer (14) over shims (15), then install shaft retaining ring (35)

**All subassembly service or repairs should be complete at this time. Continue to Unit Assembly to complete buildup..**



# Unit Reassembly

- 1) Install the secondary carrier assembly onto the output shaft; aligning the splines of the carrier (5) with the output shaft (3) splines and centering the three threaded holes in the output shaft between the planet gears. Once aligned slide the carrier onto the shaft.
- 2) Install carrier retaining plate (47) & secure using provided 3/8-24 Flathead capscrews (48). If using thread locking compound to assist in screw retention, apply only a small amount to internal threads. Use of excess thread lock may cause screws to be irremovable once compound has cured.
- 3) Lubricate o-ring (33) and install on the ring gear (7) pilot.

**Caution: Hold ring gear by outside diameter or use lifting device to prevent injury.**

- 4) Align gear teeth of secondary ring gear (7) with the gear teeth of the planet gears (11) and place ring gear on base aligning mounting holes of ring gear with holes in base. Use the scribed line made during disassembly for reference. With carrier in place, install secondary sun gear.

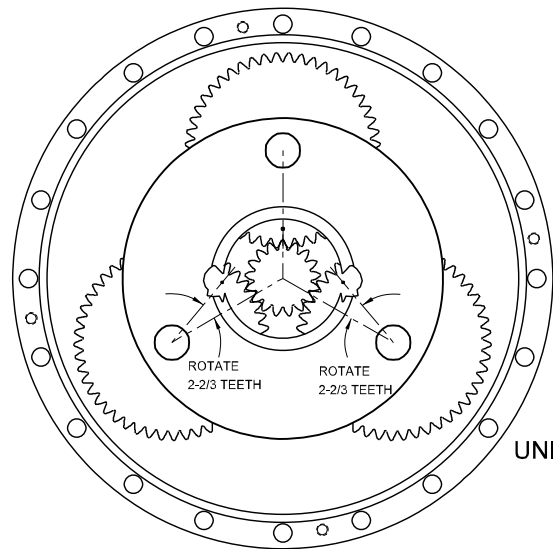
*Simple Planetary Primary, for compound primary skip to step 5C*

- 5S) Install primary ring gear (with lubricated o-ring in place), aligning gear teeth of ring gear with those of the planet gears and place on base. Align mounting holes of ring gear with holes in base, using the scribed line made during disassembly for reference. Install the primary carrier assembly and the input gear.

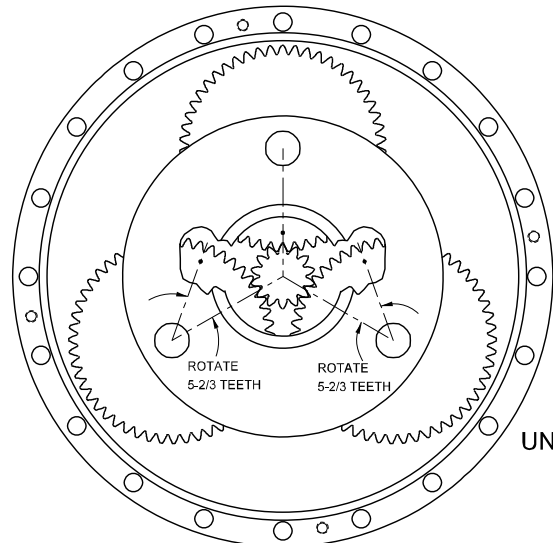
*Compound primary (76:1 ratio and up):*

- 5C) a) The planet gears will now need to be timed. Refer to the diagram appropriate for your unit's gear ratio (above, right). The planet gears each have a timing mark, usually a round punch mark stamped into the surface which is shown as a circle on the diagram.
  - b) As seen from above, start with the top planet gear with its timing mark pointing straight down. Next, rotate the lower left planet gear counterclockwise as indicated in the timing diagram. Then rotate the lower right planet gear clockwise as indicated.
  - c) Set the input gear (17) and the input thrust race (32) into the center of the primary planet carrier assembly.
  - d) If compound primary ring gear (9) was not removed during disassembly, then skip to step 7. Otherwise, bolt to the inside of the cover (2) with twelve bolts (45). Use a removable thread locking compound on the threads of the bolts (45). Tighten to 110 ft.-lbs. dry or 80 ft.-lbs. lubricated.
  - e) Install primary ring spacer (10) w/ O-ring (33) in place.
- 6) Install the input to cover thrust washer (32) and carrier to cover thrust washers (31, 2ea; 30, 1ea) Refer to exploded view for details.
  - 7) Noting the scribed line made during disassembly, (with lubricated o-ring in place) align and install the cover (2).
  - 8) Install and torque the 20 3/4-10 hex-head capscrews (43) with lockwashers (46). The torque for the

## PRIMARY CARRIER TIMING DIAGRAMS



UNIT RATIO  
76:1



UNIT RATIO  
96:1

cap-screws: 380 ft-lb dry, 280 ft-lb if the fasteners are lubricated.

- 9) Using a splined shaft to drive the input gear (17) ensure that the unit spins freely.
- 10) Fill the unit to the proper level, as specified, with recommended gear oil (refer to chart, page 4) after unit is sealed with brake and/or motor.

**The gearbox is now ready to use.**