

**SERVICE INSTRUCTIONS FOR THE WR [251 & 252] SERIES MOTORS**

For Use With Seal Kit: 251222001

dimensions: mm [in]

**IMPORTANT NOTE:** The WR (251/252) series motors depend on the correct orientation of parts as well as correct internal timing for proper motor operation. Before disassembling the motor, it is highly recommended that paint or a marker be used to make a “V” shaped set of lines from the endcover to the housing. This will aid in reassembling the motor components properly. It is also important that the steps involving internal parts timing be followed carefully to insure proper motor operation.

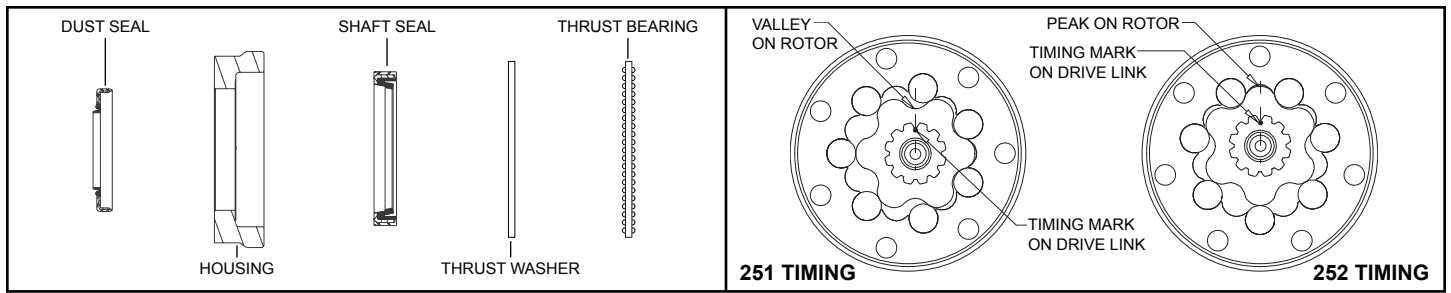
- A)** Remove all shaft related components from shaft (15) (i.e. keys, nuts). To aid in reassembly of the motor, make a “V” shaped set of lines from the endcover (11) to the housing using either paint or a marker. With shaft facing down, secure motor in vise by clamping on to the housing (5).
- B)** Loosen and remove seven bolts (14) with washers (13) holding motor assembly together. Remove endcover (11), rotorset (9) and spacer (10). **NOTE: Not all WR 251 and 252 series will use a spacer.** Remove body seals (4) from rotorset (9) and discard seals. Remove wear plate (8) and drive link (7) then remove the body seal (4) from housing (5) and discard seal.
- C)** Gently tap shaft (15) upward through housing (5) and remove through rear of housing. Remove housing (5) from vise. Collect thrust bearing (6) and thrust washer (3) from the rear of the housing while turning the housing over and discard thrust washer (3). Secure the housing in the vise with the flange end facing up. Gently pry dust seal (1) from housing using a small screwdriver and a hammer. Gently remove shaft seal (2) with a small screwdriver and discard it.

At this point, all parts should be cleaned in an oil-based solvent and dried using compressed air (For safety, observe all OSHA safety guidelines). All new seals should be lightly coated in clean oil prior to installation.

- D)** Place shaft (15) on a clean flat surface with output end facing up. Place thrust bearing (6) then thrust washer (3) on the shaft. Install shaft seal (2) down onto shaft (15) making sure that lip on seal faces down. (See Figure 1 for shaft component orientation).

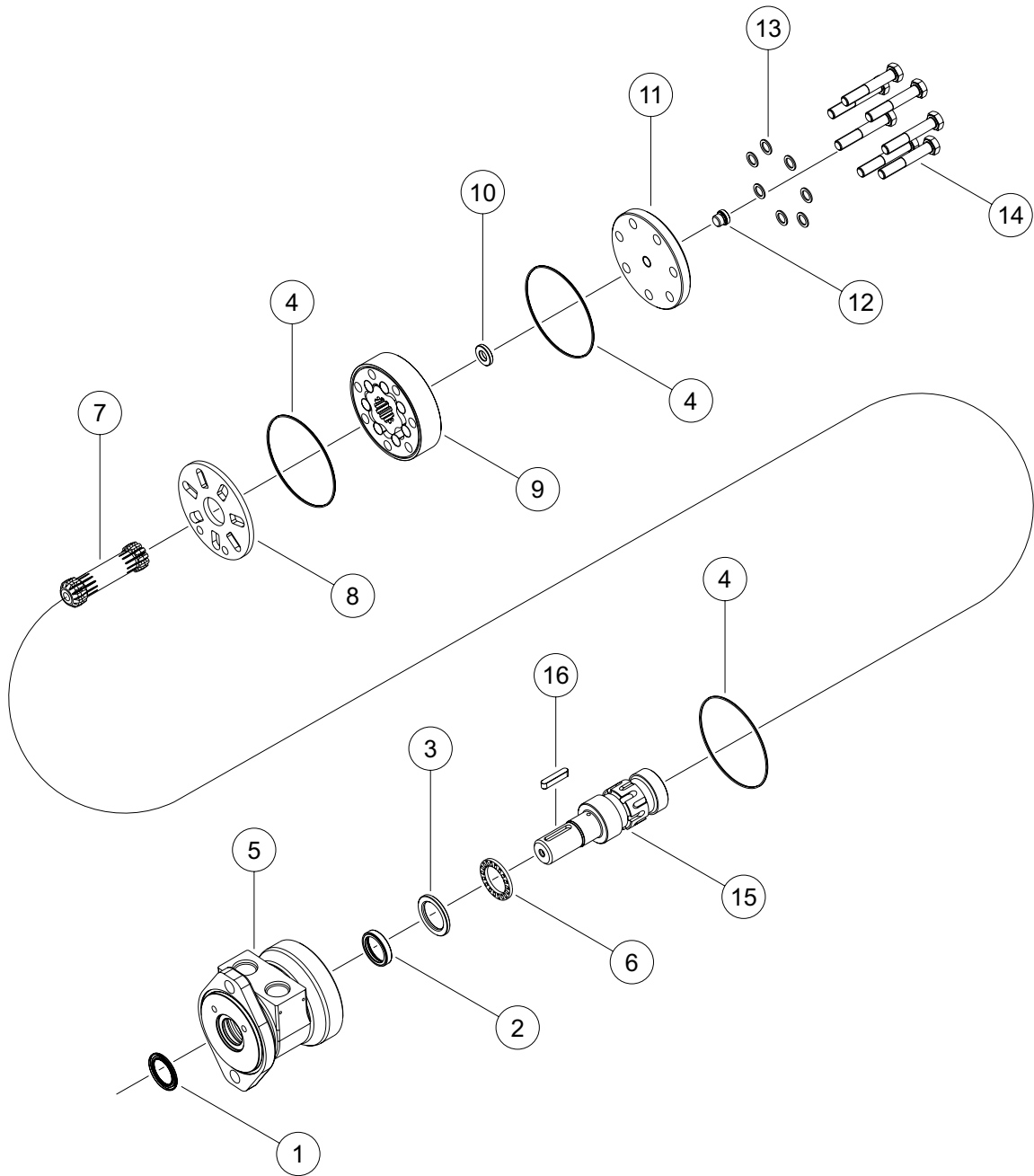
**NOTE:** To ensure the unit operates properly, the rotation code of the motor must be known. The 251 (standard) 252 (reverse timed) – the first 3 digits of the model code. If the rotational code is not known, and if port ‘A’ is pressurized, motors that are to have the shafts turning clockwise (as viewed from the shaft end) should be timed using the “251” series and motors that are to have the shafts turning counterclockwise (as viewed from shaft end) should be timed using the “252” series.

- E)** Turn shaft (15) over so that output end of the shaft faces down. Lower drive link (7) into shaft making sure that the timing mark end of drive link faces up and that the timing mark on the end of the drive link (7) is aligned to the left of any short, open cutter slot on shaft (15).
- F)** Turn housing (5) over so that the pilot of housing faces down and secure in a vise. Without disturbing the shaft seal (2), and drive link (7), carefully lower shaft assembly into housing. Apply pressure using an arbor press or a rubber mallet to make sure that the shaft end is flush or slightly lower than the housing bolt hole surface.
- G)** Place a body seal (4) in groove in the rear surface of the housing (5). Place wear plate (8) on housing. Make sure that the seven valving slots on the wear plate line up with the seven bolt holes on the housing (5).
- H)** Place a body seal (4) in both grooves in the face of the rotor assembly (9). With the chamfer side of the rotor assembly facing the wear plate (8), lower rotor assembly (9) onto drive link (7) making sure that the timing mark on drive link is aligned with a peak on the rotor (9) for 252 series, or with a valley on the rotor (9) for 251 series (See Figure 2). After assembling the rotor assembly on the drive link rotate the rotor assembly to line up the assembly bolt holes. If the unit came with a spacer (10), place the spacer inside the rotor assembly (9) on top of the drive link (7).
- I)** Place endcover (11) onto motor.
- J)** Install one washer (13) on each bolt (14) from the threaded end side. Insert seven assembly bolts (14) with washers (13) into bolt holes and pre-torque to 13.6 Nm [10 ft. lb.]. Using a crisscross pattern, final torque bolts to 55-65 Nm [41-48 ft. lb.].
- K)** Remove motor from vise and place on work surface with shaft (15) facing up. Making sure that lip on dust seal (1) faces up, place dust seal over shaft. Using a sleeve and hammer, carefully drive dust seal into place.



**FIGURE 1**

**FIGURE 2**



- |                     |                   |                              |
|---------------------|-------------------|------------------------------|
| 1. * Dust Seal      | 7. Drive Link     | 13. Assembly Bolt Washer (7) |
| 2. * Shaft Seal     | 8. Wear Plate     | 14. Assembly Bolt (7)        |
| 3. * Thrust Washer  | 9. Rotor Assembly | 15. Shaft                    |
| 4. * Body Seals (3) | 10. Spacer        | 16. Shaft Key                |
| 5. Housing          | 11. Endcover      |                              |
| 6. Thrust Bearing   | 12. Endcover Plug |                              |
- \* Contained in Seal Kit 251222001