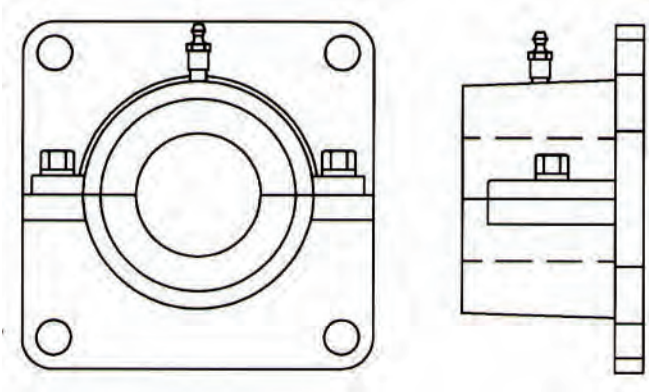


KEEP THE HOUSING REPLACE THE INSERT.



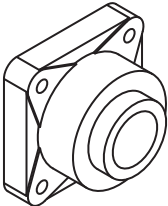
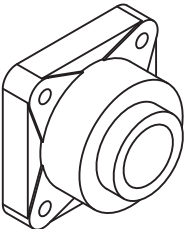
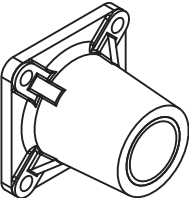
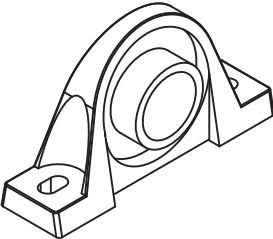
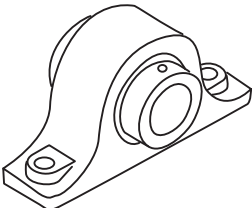
TEBH- Split Bearing Housings will help cut down on a plant's repair parts inventory, as well as the cost of the bearing. The rugged cast iron housing is not subject to wear, only the Style 220 Hanger bearing insert needs to be replaced.

The housings match CEMA standard ball bearing bolt pattern, so they can be used with most seals.

Split bearing housings are stocked in all *Martin* stocking facilities. Call your *Martin* distributor for more information.

TROUGH END BEARING HOUSINGS

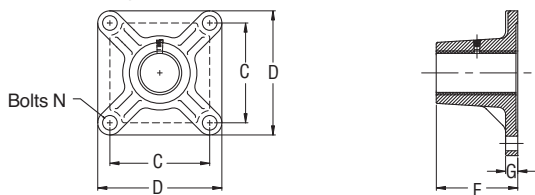
Martin Split Bearing Housings utilize *Martin* Style 220 Hanger Bearings.

FLANGE UNITS	Mounted on trough end plate.		Ball Bearing Flange Unit
			Roller Bearing Flange Unit
			Bronze Sleeve Bearing Flange Unit
PILLOW BLOCKS	Mounted on pedestal of outboard bearing trough end.		Ball Bearing Pillow Block
			Roller Bearing Pillow Block

End Bearings

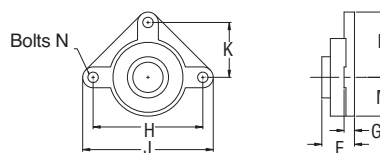
Martin

Bronze Flange Unit



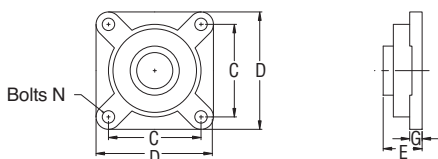
Bore	Part Number	C	D	E	G	N
1	TEB2BR	2 $\frac{3}{4}$	3 $\frac{3}{4}$	2	$\frac{7}{16}$	$\frac{3}{8}$
1 $\frac{1}{2}$	TEB3BR	4	5 $\frac{5}{8}$	3 $\frac{3}{4}$	$\frac{3}{4}$	$\frac{1}{2}$
2	TEB4BR	5 $\frac{1}{8}$	6 $\frac{1}{2}$	4 $\frac{1}{8}$	$\frac{7}{8}$	$\frac{5}{8}$
2 $\frac{1}{8}$	TEB5BR	5 $\frac{1}{2}$	7 $\frac{1}{8}$	4 $\frac{15}{16}$	1	$\frac{5}{8}$
3	TEB6BR	6	7 $\frac{3}{4}$	5 $\frac{1}{16}$	1 $\frac{1}{8}$	$\frac{3}{4}$
3 $\frac{1}{16}$	TEB7BR	6 $\frac{3}{4}$	9 $\frac{1}{4}$	6 $\frac{1}{4}$	1 $\frac{1}{4}$	$\frac{3}{4}$

Ball Bearing Discharge Unit



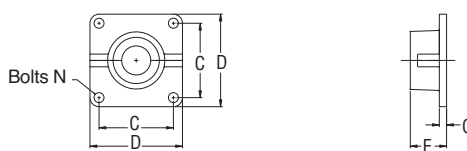
Bore	Part Number	E	G	H	J	K	L	M	N
1	TDB2BB	1 $\frac{1}{8}$	$\frac{1}{2}$	3 $\frac{3}{8}$	5 $\frac{3}{8}$	1 $\frac{15}{16}$	2 $\frac{11}{16}$	2	$\frac{3}{8}$
1 $\frac{1}{2}$	TDB3BB	2	$\frac{9}{16}$	5 $\frac{5}{8}$	7 $\frac{1}{4}$	2 $\frac{13}{16}$	3 $\frac{3}{8}$	2 $\frac{1}{2}$	$\frac{1}{2}$
2	TDB4BB	2 $\frac{1}{4}$	$\frac{5}{8}$	7 $\frac{1}{4}$	8	3 $\frac{3}{8}$	4	3	$\frac{5}{8}$
2 $\frac{1}{8}$	TDB5BB	2 $\frac{1}{2}$	$\frac{11}{16}$	8	9 $\frac{1}{8}$	4	4 $\frac{19}{16}$	3 $\frac{1}{2}$	$\frac{5}{8}$
3	TDB6BB	3 $\frac{1}{2}$	$\frac{7}{8}$	8 $\frac{1}{2}$	11	4 $\frac{1}{4}$	5 $\frac{1}{2}$	4	$\frac{3}{4}$
3 $\frac{1}{16}$	TDB7BB	4	1	9 $\frac{1}{2}$	12	4 $\frac{3}{4}$	6	4 $\frac{1}{2}$	$\frac{3}{4}$

Ball Bearing Flange Unit



Bore	Part Number	C	D	E	G	N
1	TEB2BB	2 $\frac{3}{4}$	3 $\frac{3}{4}$	1 $\frac{1}{8}$	$\frac{1}{2}$	$\frac{3}{8}$
1 $\frac{1}{2}$	TEB3BB	4	5 $\frac{5}{8}$	2	$\frac{9}{16}$	$\frac{1}{2}$
2	TEB4BB	5 $\frac{1}{8}$	6 $\frac{1}{2}$	2 $\frac{3}{8}$	1 $\frac{1}{16}$	$\frac{5}{8}$
2 $\frac{1}{8}$	TEB5BB	5 $\frac{1}{2}$	7	2 $\frac{1}{2}$	1 $\frac{1}{16}$	$\frac{5}{8}$
3	TEB6BB	6	7 $\frac{3}{4}$	3 $\frac{1}{2}$	$\frac{7}{8}$	$\frac{3}{4}$
3 $\frac{1}{16}$	TEB7BB	6 $\frac{3}{4}$	8 $\frac{1}{16}$	4	1	$\frac{3}{4}$

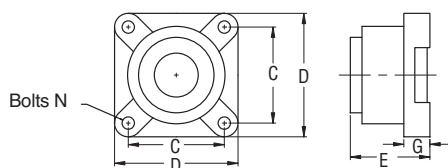
Trough End Bearing Housing



Bore	Part Number	C	D	E	G	N
1 $\frac{1}{2}$	TEBH3	4	5 $\frac{1}{4}$	2 $\frac{1}{2}$	$\frac{1}{2}$	$\frac{1}{2}$
2	TEBH4	5 $\frac{1}{8}$	6 $\frac{1}{8}$	2 $\frac{1}{2}$	$\frac{1}{2}$	$\frac{5}{8}$
2 $\frac{1}{8}$	TEBH5	5 $\frac{1}{2}$	6 $\frac{1}{8}$	3 $\frac{1}{8}$	$\frac{9}{16}$	$\frac{5}{8}$
3	TEBH6	6	7 $\frac{3}{4}$	3 $\frac{1}{2}$	$\frac{5}{8}$	$\frac{3}{4}$
3 $\frac{1}{16}$	TEBH7	6 $\frac{3}{4}$	9 $\frac{1}{4}$	4 $\frac{1}{4}$	$\frac{3}{4}$	$\frac{3}{4}$

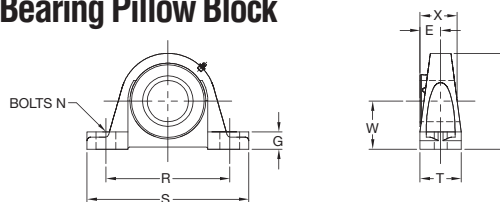
Use #220 Type Hanger Bearings, See Page H-92.

Roller Bearing Flange Unit



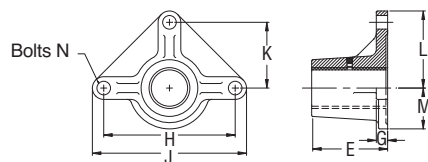
Bore	Part Number	C	D	E	G	N
1 $\frac{1}{2}$	TEB3R	4 $\frac{1}{8}$	5 $\frac{1}{8}$	3 $\frac{1}{2}$	1 $\frac{1}{16}$	$\frac{1}{2}$
2	TEB4R	4 $\frac{3}{4}$	5 $\frac{1}{2}$	3 $\frac{3}{8}$	1 $\frac{1}{16}$	$\frac{1}{2}$
2 $\frac{1}{8}$	TEB5R	5 $\frac{1}{8}$	6 $\frac{1}{8}$	4 $\frac{1}{8}$	1 $\frac{1}{2}$	$\frac{5}{8}$
3	TEB6R	6	7 $\frac{3}{4}$	4 $\frac{1}{16}$	1 $\frac{1}{8}$	$\frac{3}{4}$
3 $\frac{1}{16}$	TEB7R	7	9 $\frac{1}{4}$	5 $\frac{1}{4}$	1 $\frac{1}{8}$	$\frac{3}{4}$

Ball Bearing Pillow Block



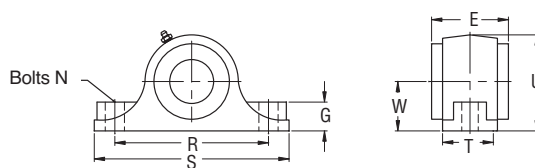
Bore	Part Number	E	G	N	R	S	T	U	W	X
1	TPB2BB	$\frac{49}{64}$	$\frac{37}{64}$	$\frac{3}{8}$	4 $\frac{1}{8}$	5 $\frac{1}{2}$	1 $\frac{13}{32}$	2 $\frac{29}{32}$	1 $\frac{1}{16}$	1 $\frac{1}{16}$
1 $\frac{1}{2}$	TPB3BB	1 $\frac{1}{32}$	1 $\frac{15}{16}$	$\frac{1}{2}$	5 $\frac{1}{2}$	7 $\frac{1}{4}$	1 $\frac{15}{16}$	4 $\frac{1}{16}$	2 $\frac{1}{8}$	1 $\frac{11}{16}$
2	TPB4BB	1 $\frac{1}{32}$	$\frac{3}{4}$	$\frac{5}{8}$	6 $\frac{1}{8}$	8 $\frac{1}{4}$	2 $\frac{1}{4}$	4 $\frac{17}{32}$	2 $\frac{1}{4}$	1 $\frac{3}{4}$
2 $\frac{1}{8}$	TPB5BB	1 $\frac{1}{16}$	$\frac{7}{8}$	$\frac{3}{4}$	7 $\frac{1}{8}$	9 $\frac{1}{2}$	2 $\frac{3}{8}$	5 $\frac{13}{32}$	2 $\frac{3}{4}$	1 $\frac{63}{64}$
3	TPB6BB	1 $\frac{1}{2}$	1 $\frac{1}{4}$	$\frac{7}{8}$	9	11 $\frac{1}{4}$	3	6 $\frac{1}{32}$	3 $\frac{1}{2}$	2 $\frac{11}{32}$
3 $\frac{1}{16}$	TPB7BB	1 $\frac{1}{16}$	1 $\frac{1}{16}$	$\frac{7}{8}$	11	14	3 $\frac{3}{8}$	8	4	2 $\frac{31}{64}$

Bronze Discharge Unit

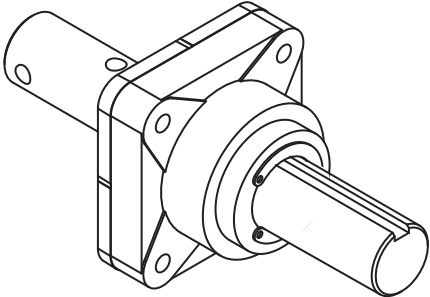
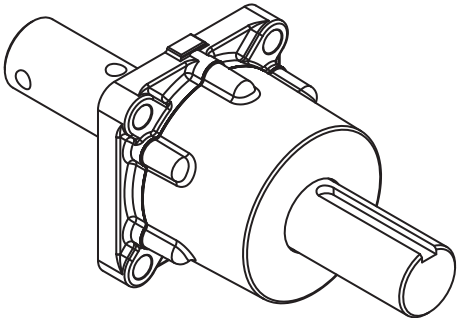
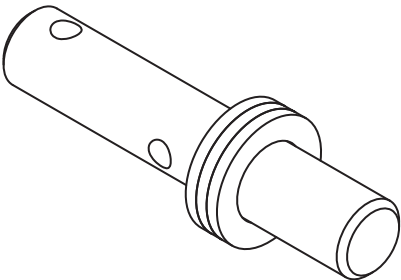


Bore	Part Number	E	G	H	J	K	L	M	N
1	TDB2BR	2	$\frac{1}{2}$	3 $\frac{3}{8}$	5 $\frac{1}{8}$	1 $\frac{15}{16}$	2 $\frac{11}{16}$	1	$\frac{3}{8}$
1 $\frac{1}{2}$	TDB3BR	3 $\frac{3}{4}$	$\frac{9}{16}$	5 $\frac{1}{2}$	7 $\frac{1}{4}$	2 $\frac{13}{16}$	3 $\frac{3}{8}$	1 $\frac{1}{4}$	$\frac{1}{2}$
2	TDB4BR	4 $\frac{3}{8}$	$\frac{5}{8}$	7 $\frac{1}{4}$	8	3 $\frac{3}{8}$	4	1 $\frac{1}{8}$	$\frac{5}{8}$
2 $\frac{1}{8}$	TDB5BR	4 $\frac{15}{16}$	1 $\frac{1}{16}$	8	9 $\frac{1}{8}$	4	4 $\frac{15}{16}$	1 $\frac{1}{8}$	$\frac{5}{8}$
3	TDB6BR	5 $\frac{1}{16}$	$\frac{7}{8}$	8 $\frac{1}{2}$	11	4 $\frac{1}{4}$	5 $\frac{1}{2}$	2 $\frac{1}{4}$	$\frac{3}{4}$
3 $\frac{1}{16}$	TDB7BR	6 $\frac{1}{4}$	1	9 $\frac{1}{2}$	12	4 $\frac{3}{4}$	6	2 $\frac{1}{2}$	$\frac{3}{4}$

Roller Bearing Pillow Block



Bore	Part Number	E	G	N	R	S	T	U	W
1 $\frac{1}{2}$	TPB3R	3 $\frac{3}{8}$	1 $\frac{1}{4}$	$\frac{1}{2}$	6 $\frac{1}{4}$	7 $\frac{1}{8}$	2 $\frac{1}{8}$	4 $\frac{1}{4}$	2 $\frac{1}{8}$
2	TPB4R	3 $\frac{1}{2}$	1 $\frac{3}{8}$	$\frac{5}{8}$	7	8 $\frac{1}{8}$	2 $\frac{1}{2}$	4 $\frac{1}{2}$	2 $\frac{1}{4}$
2 $\frac{1}{8}$	TPB5R	4	1 $\frac{1}{8}$	$\frac{3}{4}$	8 $\frac{1}{2}$	10 $\frac{1}{2}$	2 $\frac{1}{4}$	5 $\frac{1}{2}$	2 $\frac{3}{4}$
3	TPB6R	4 $\frac{1}{2}$	1 $\frac{1}{8}$	$\frac{3}{4}$	9 $\frac{1}{2}$	12	3 $\frac{1}{8}$	6 $\frac{1}{4}$	3 $\frac{1}{8}$
3 $\frac{1}{16}$	TPB7R	5	2 $\frac{1}{4}$	$\frac{7}{8}$	11	14	3 $\frac{3}{8}$	7 $\frac{1}{2}$	3 $\frac{3}{4}$

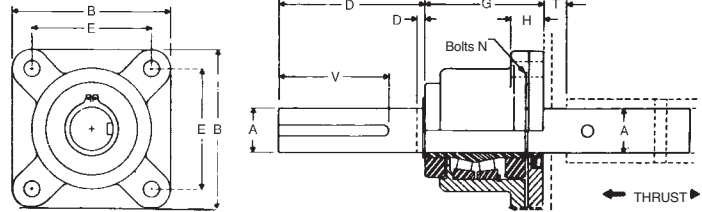
<p>TYPE E THRUST BEARINGS</p>		<p>Most common and economical thrust unit when a screw conveyor type drive is not being used.</p>
<p>TYPE H THRUST BEARINGS</p>		<p>For heavy duty thrust requirements.</p>
<p>BRONZE WASHER</p>		<p>Light duty applications only. Used inside the trough and when screw used in compression.</p>

Thrust Bearings

Martin

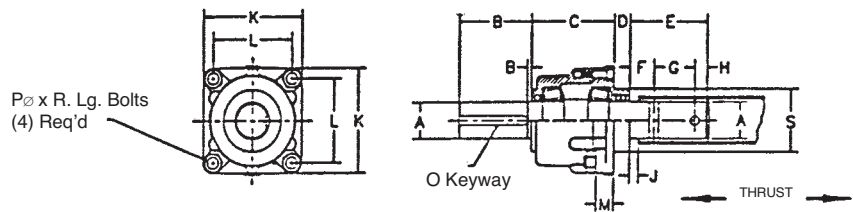
Type E Thrust Assembly

Type E roller thrust bearings are designed to carry thrust in both directions and carry radial load under normal conditions. This double roller bearing is furnished with a lip type seal plate and either drive or tail shaft whichever is applicable to conveyor design.



A Shaft Diameter	Part Number		B	D		E	G	H	N	T	V	Weight	
	Drive Shaft	End Shaft		Drive Shaft	End Shaft							Drive Shaft	End Shaft
1½	CT3D	CT3E	5⅝	4¼	¾	4⅞	4	1⅞	½	1¼	4	22	20
2	CT4D	CT4E	5⅝	5	¾	4⅞	4⅞	1⅞	½	1¼	4½	32	29
2⅞	CT5D	CT5E	6⅝	5½	¾	5⅝	4⅞	2	¾	1⅞	5	50	44
3	CT6D	CT6E	7⅝	6½	¾	6	5⅞	2⅞	¾	1⅞	6	73	60
3⅞	CT7D	CT7E	9¼	7½	¾	7	6	2⅞	¾	2⅞	7	111	88

Heavy Duty RB End Thrust Bearings

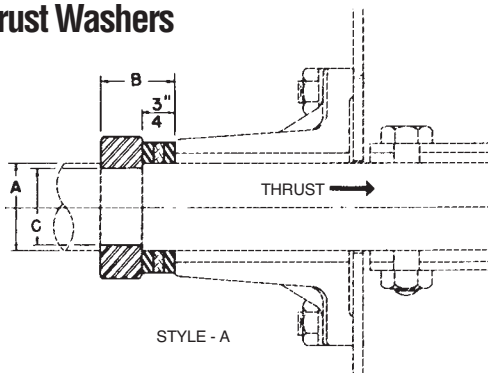


Dimensions in inches and average weight in pounds

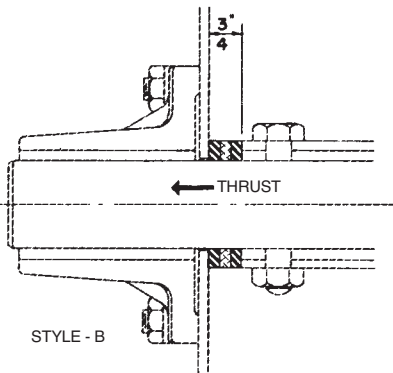
A Shaft Dia.	With Drive Shaft		With Tail Shaft		B		C	D	E	F	G	H	J	K	L	M	O Keyway	P	R	S
	Part No.	Weight	Part No.	Weight	Drive Shaft	End Shaft														
1½	CTH3D	60	CTH3E	52	4½	¼	6¼	1½	4⅞	1	3	⅞	⅞	7¼	5¼	1⅞	¾ x 4¼	¾	2½	4¾
2	CTH4D	65	CTH4E	56	4½	¼	6¼	1½	4⅞	1	3	⅞	⅞	7¼	5¼	1⅞	½ x 4¼	¾	2½	4¾
2⅞	CTH5D	80	CTH5E	66	5⅞	¾	6¼	1¼	5⅞	1½	3	1⅞	¾	8	6¼	1½	¾ x 5¼	¾	3	5½
3	CTH6D	145	CTH6E	119	6⅞	¼	8¼	1½	5⅞	1⅞	3	1	¾	10	8	1¼	¾ x 5¼	1	3½	6
3⅞	CTH7D	170	CTH7E	140	7⅞	¾	8¼	1½	7⅞	2⅞	4	1¼	¾	10	8	1¼	¾ x 6¼	1	3½	6

Other shaft sizes available are 3⅞", 4⅞" & 4⅞". Please consult factory.

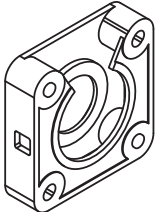
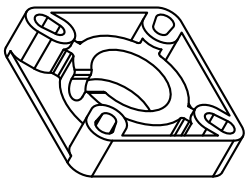
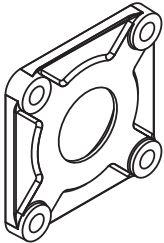
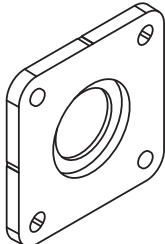
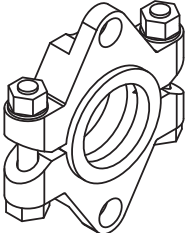
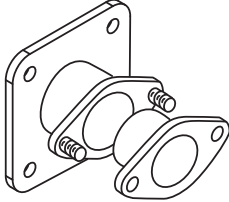
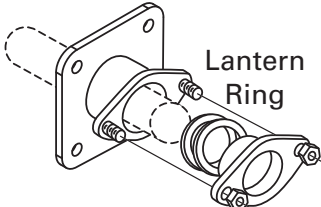
Thrust Washers



Thrust washers are designed for use where light thrust loads prevail. Style A or B mounting may be used depending on direction of thrust. This unit consists of two steel washers separated by one bronze washer, and Style B is not recommended for use in conveyors handling abrasive materials.



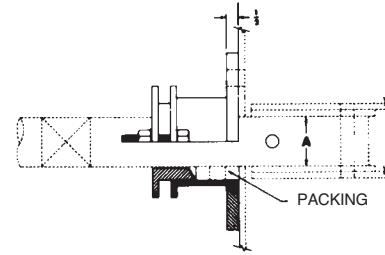
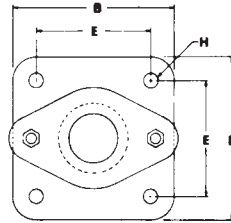
A Size Shaft	Washers & Collar Style A		Washer Set Style B		B	C
	Part No.	Weight	Part No.	Weight		
1½	CTCW3	2.4	CTW3	1	1¼	1¼
2	CTCW4	2.8	CTW4	1.25	1⅞	1¼
2⅞	CTCW5	3.9	CTW5	1.5	1⅞	2⅞
3	CTCW6	4.6	CTW6	2	1½	2¼
3⅞	CTCW7	6.1	CTW7	3	1⅞	3¼

WASTE PACK SEAL		Waste pack seals can be furnished with waste packing or in combination with lip seal. This type seal is normally installed between the trough end and bearing, but may be used separately on pedestal type trough ends. An opening is provided at top for repacking without removing seal from trough end. Can be used with flanged ball, roller or other standard 4-bolt bearings.
<i>Martin</i> SUPER PACK SEAL		<i>Martin</i> Super Pack Seal combines the heavy duty waste pack housing with the superior sealing characteristics of a Super Pack Seal. Seal may also be air or grease purged for difficult sealing applications.
PRODUCT DROP OUT SEAL		This flange type dust seal is designed for insertion between trough end and flanged ball bearing. The cast iron housing is open on all four sides for exit of material that might work past seal or lubricant from bearing.
PLATE SEAL		Plate seals are the most common and economical seal. It is normally furnished with a lip seal. This type seal is normally installed between the trough end and bearing, but may be used separately on pedestal type trough ends. Can be used with flanged ball, roller or other standard 4-bolt bearings.
SPLIT GLAND SEAL		Split gland compression type seals provide for easy replacement and adjustment of packing pressure on the shaft without removal of the conveyor. These seals can be installed inside or outside the end plates.
COMPRESSION TYPE PACKING GLAND SEAL		Flanged packing gland seals consist of an external housing and an internal gland which is forced into the housing to compress the packing. This is the most positive type shaft seal and may be used where minor pressure requirements are desired.
AIR PURGED SEAL	 Lantern Ring	Air purge shaft seals are arranged for attaching to standard or special trough ends. A constant air pressure is maintained to prevent material from escaping from the trough along the shaft. The air purge seal is desirable for sealing highly abrasive materials. May be purged with grease or water.

Shaft Seals

Martin

Compression Type Packing Gland Seal

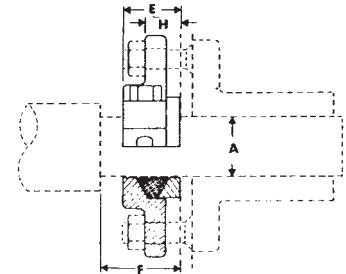
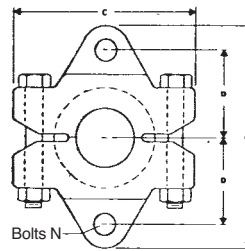


A Shaft Diameter	Part Number	B	E	H Bolts	Weight
1½	PGC3	5¼	4	½	14
2	PGC4	7½	5½	⅝	18
2⅞	PGC5	7½	5½	⅝	21
3	PGC6	8½	6	¾	27
3⅞	PGC7	9¼	6¾	¾	30

*Braided rope graphite packing is standard. Other types available on request.

Flanged gland seals consist of an external housing and an internal gland which is forced into the housing to compress the packing. This is the most positive type shaft seal and may be used where pressure requirements are desired.

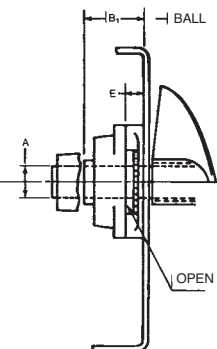
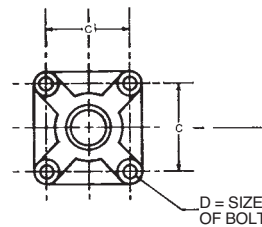
Split Gland Seal



A Shaft Diameter	Part Number	C	D	E	F	G	H	N	Weight
1½	CSS3	4¾	2⅞	1⅞	2½	5⅞	⅞	½	5
2	CSS4	6¼	2⅞	1½	2½	6½	⅞	½	10
2⅞	CSS5	6¾	3⅞	1¾	3¼	7¾	1	¾	15
3	CSS6	7½	3⅞	1¾	3¼	8¾	1	¾	22
3⅞	CSS7	8¾	4¾	2½	3¾	10¼	1¼	¾	30

Split gland compression type seals provide for easy replacement and adjustment of packing pressure on the shaft without removal of the conveyor. These seals are normally installed inside the end plates.

Flanged Product Drop-Out Seal

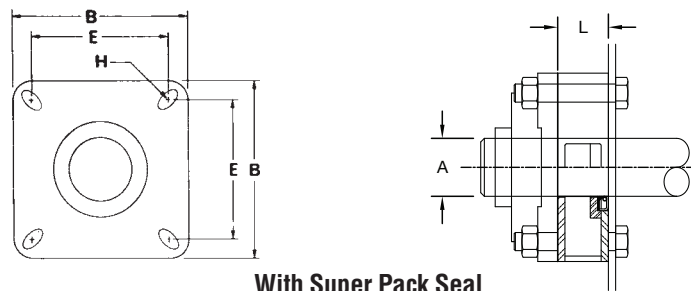


Dimensions in inches and average weight in pounds

A Shaft Diameter	Part Number	Weight	B ₁	C	E	D
1	CSFP2	1.75	2⅞	2¼	1⅞	¾
1½	CSFP3	3.4	2 ⁵⁷ / ₆₄	4	⅞	½
2	CSFP4	5.3	3⅞	5⅞	⅞	¾
2⅞	CSFP5	5.8	3⅞	5⅞	⅞	¾
3	CSFP6	7.2	4¾	6	⅞	¾
3⅞	CSFP7	10.3	4 ³¹ / ₃₂	6¾	1	¾

This flange type dust seal is designed for insertion between trough end and flanged bearing. The cast iron housing is open on all four sides for exit of material that might work past seal or lubricant from bearing.

Super Pack Seal

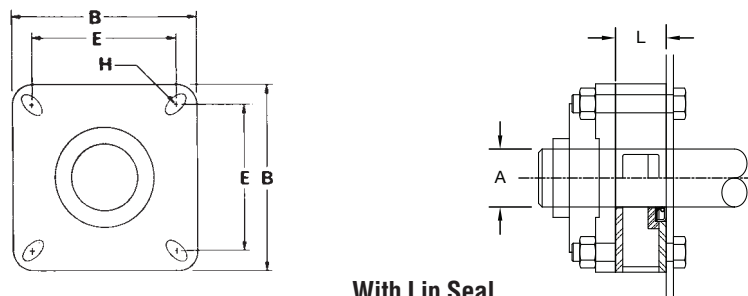


With Super Pack Seal

A Shaft	Part Number	B	L	E		H Bolts		Weight
				(-B)	(-R)	(-B)	(-R)	
1½	MSP3	5⅝	1¾	4	4⅞	½	½	6
2	MSP4	6⅞	1¾	5⅝	4⅞	¾	½	8
2⅞	MSP5	7⅞	1¾	5⅝	5⅞	¾	¾	10
3	MSP6	7⅞	1¾	6	6	¾	¾	13
3⅞	MSP7	9⅞	2¼	6⅞	7	¾	¾	16

Martin Super Pack Seal combines the heavy duty waste pack housing with the superior sealing characteristics of a Super Pack Seal. Seal may also be air or grease purged for difficult sealing applications.

Waste Pack Seal



With Lip Seal

A Shaft	Part Number	B	L	E		H Bolts		Weight
				(-B)	(-R)	(-B)	(-R)	
1½	CSW3	5⅝	1¾	4	4⅞	½	½	6
2	CSW4	6⅞	1¾	5⅝	4⅞	¾	½	8
2⅞	CSW5	7⅞	1¾	5⅝	5⅞	¾	¾	10
3	CSW6	7⅞	1¾	6	6	¾	¾	13
3⅞	CSW7	9⅞	2¼	6⅞	7	¾	¾	16

Waste pack seals are furnished with waste packing in combination with lip seal. This type seal is normally installed between the trough end and bearing, but may be used separately on pedestal type trough ends. An opening is provided at top for repacking without removing seal from trough end.

Plate Seal

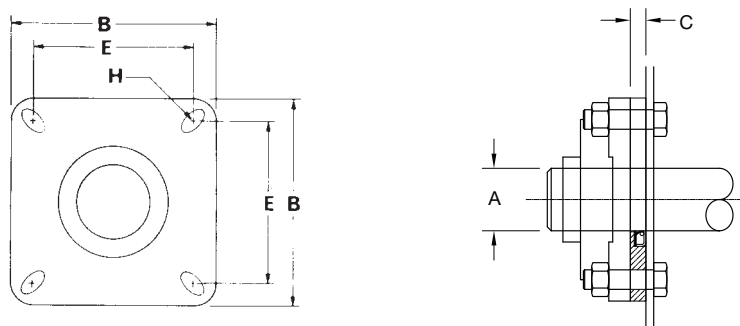


Plate seals are the most common and economical seal. They are furnished with a lip seal. This type seal is normally installed between the trough end and bearing, but may be used separately on pedestal type trough ends. Slotted mounting holes allow use with both ball and roller flanged bearings.

A Shaft Diameter	Part Number	B	C	E		H Bolts		Weight
				(-B)	(-R)	(-B)	(-R)	
1½	CSP3	5⅝	½	4	4⅞	½	½	2
2	CSP4	6⅞	½	5⅝	4⅞	¾	½	3
2⅞	CSP5	7⅞	½	5⅝	5⅞	¾	¾	4
3	CSP6	7⅞	½	6	6	¾	¾	5
3⅞	CSP7	9⅞	¾	6⅞	7	¾	¾	8