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### Export Offices:

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G.T. Mascall, Director  
61, Boldmere Road,  
Sutton Coldfield, West Midlands  
B73 5XA, England  
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Telex 336859

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#### PERU (LIMA)

Oilfield Import, S. A.  
Apartado 5325  
Lima, Peru  
Telephone 406829  
Telex 21116 P. E.

#### PERU (TALARA)

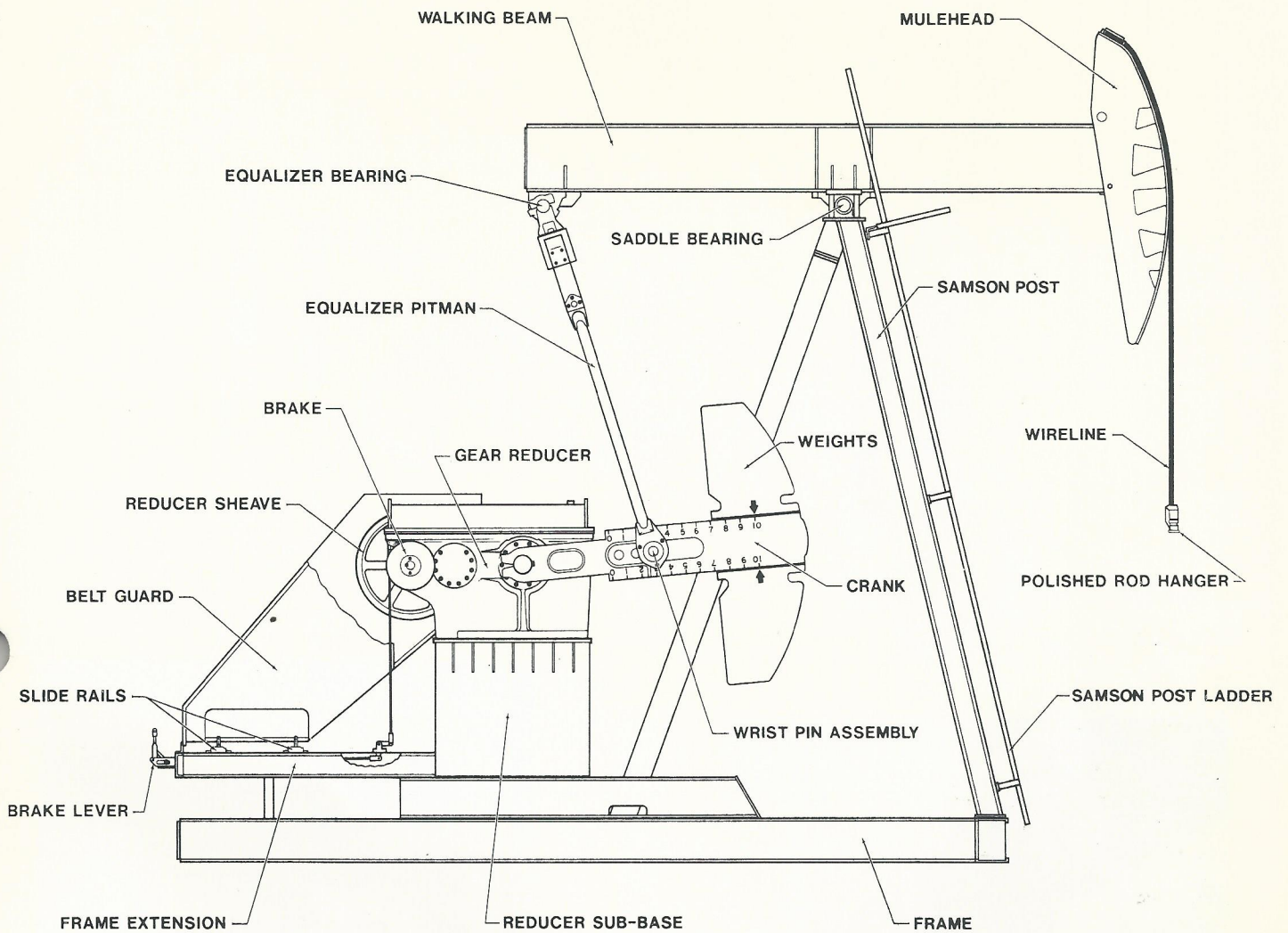
Oilfield Import, S. A.  
Casilla 1A  
Talara, Peru  
Telephone 765  
Telex 41518

#### TRINIDAD

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Telex 62346

#### VENEZUELA

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Telefonos (061) - 527161 - 527165  
Telex 62346 PETEC-VE  
Apartado 145  
El Tigrillo - Anzoategui - Venezuela  
Telefonos (083) 31852

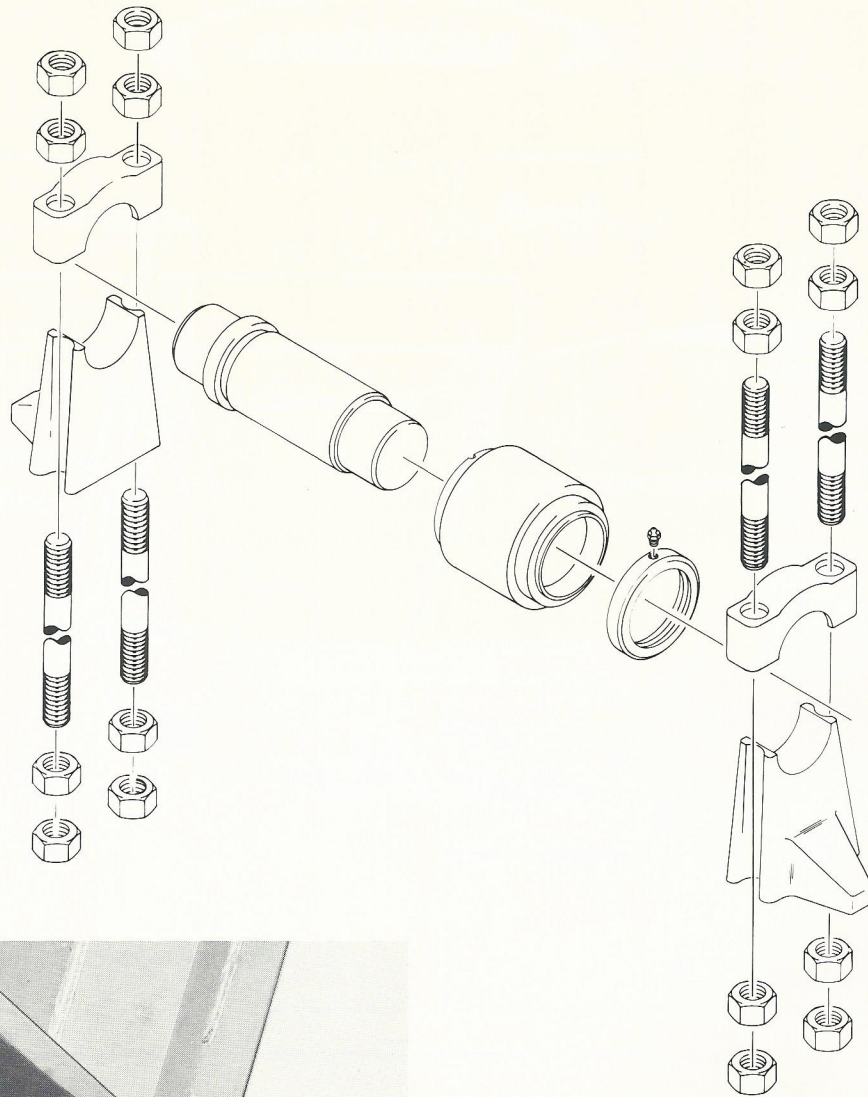


▶ **HIGH GEOMETRIC EFFICIENCY AND LOW TORQUE FACTORS ARE THE RESULT OF LONG WORKING CENTERS AND TALL SAMSON POSTS.**

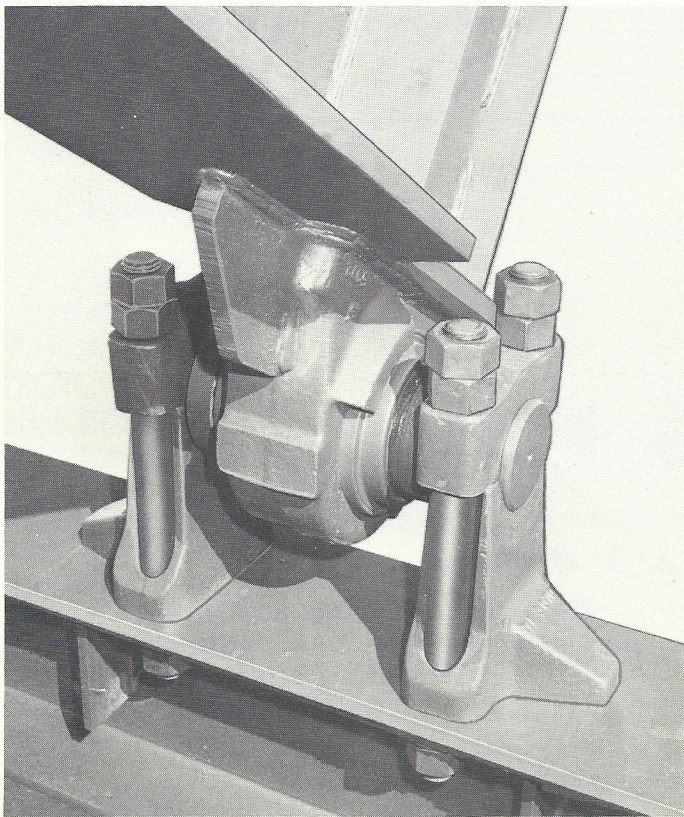
▶ **UNIT FRAMES ARE AVAILABLE IN WIDE PORTABLE AND STANDARD FRAMES INCLUDING HI PRIME. EXTENSIONS ARE AVAILABLE FOR ALL PRIME MOVERS.**

▶ **SAMSON POSTS ARE OF THE THREE LEG TRIPOD TYPE. WIDE LEG SPREAD ASSURES MAXIMUM STABILITY ON THE HIGHEST SAMSON POST.**

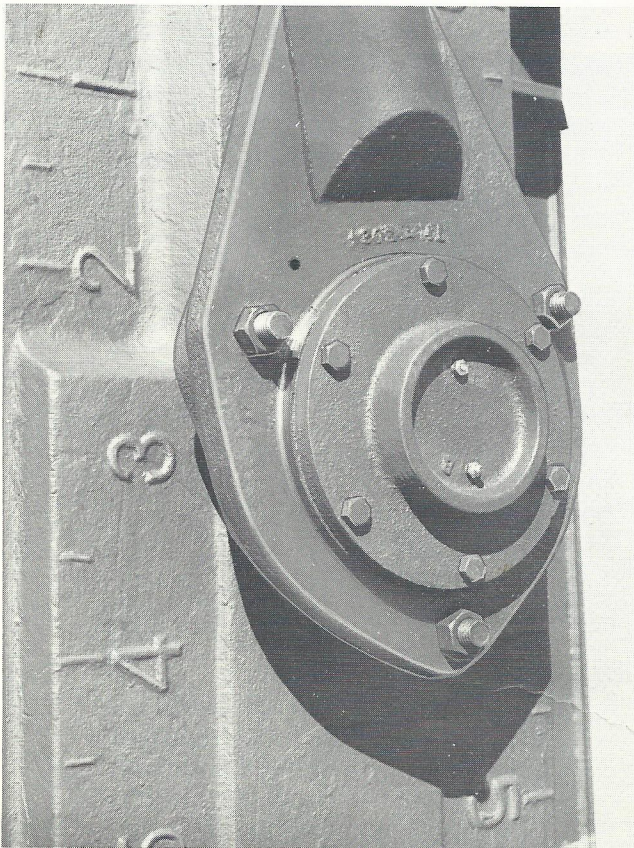
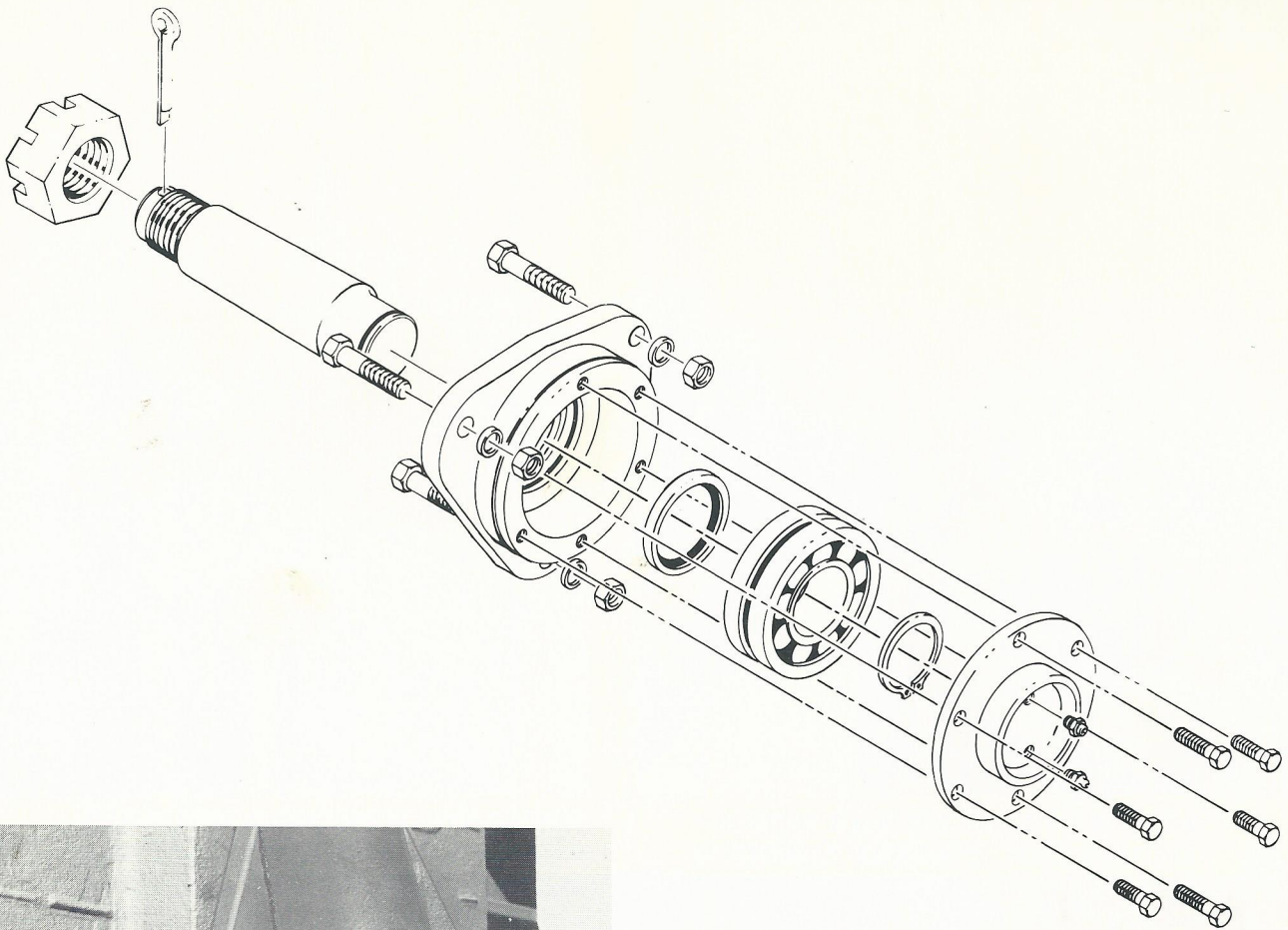
▶ **ALL AMERICAN PUMPING UNITS ARE SHIPPED PRE-ASSEMBLED WITHIN THE LIMITS OF TRANSPORTATION RESULTING IN MINIMUM ERECTION TIME.**



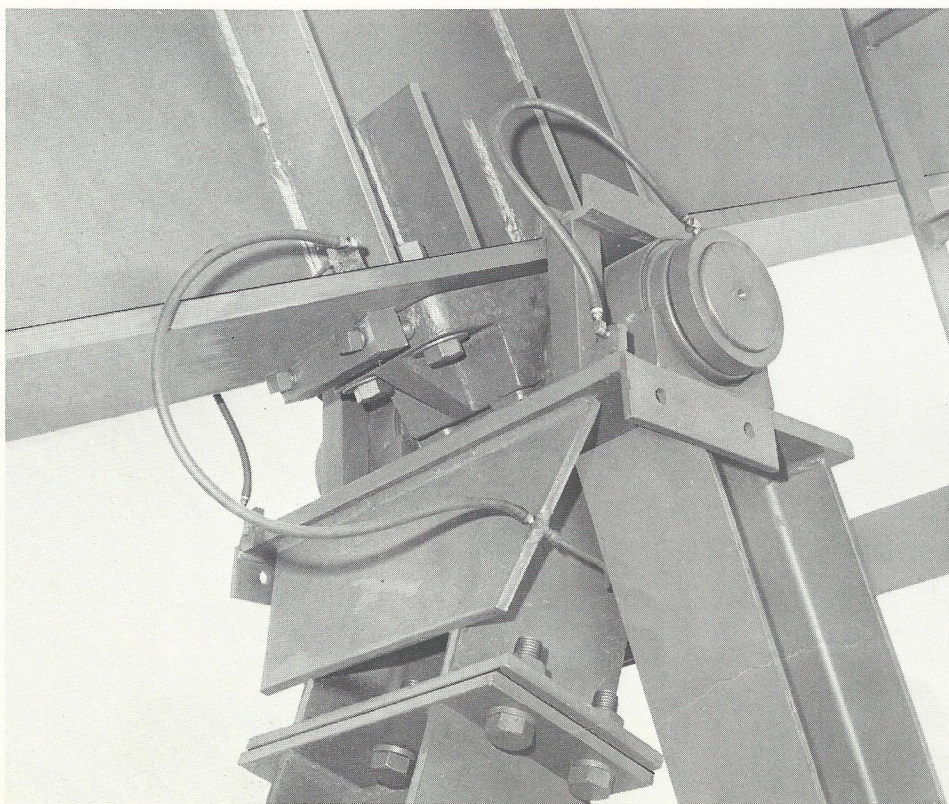
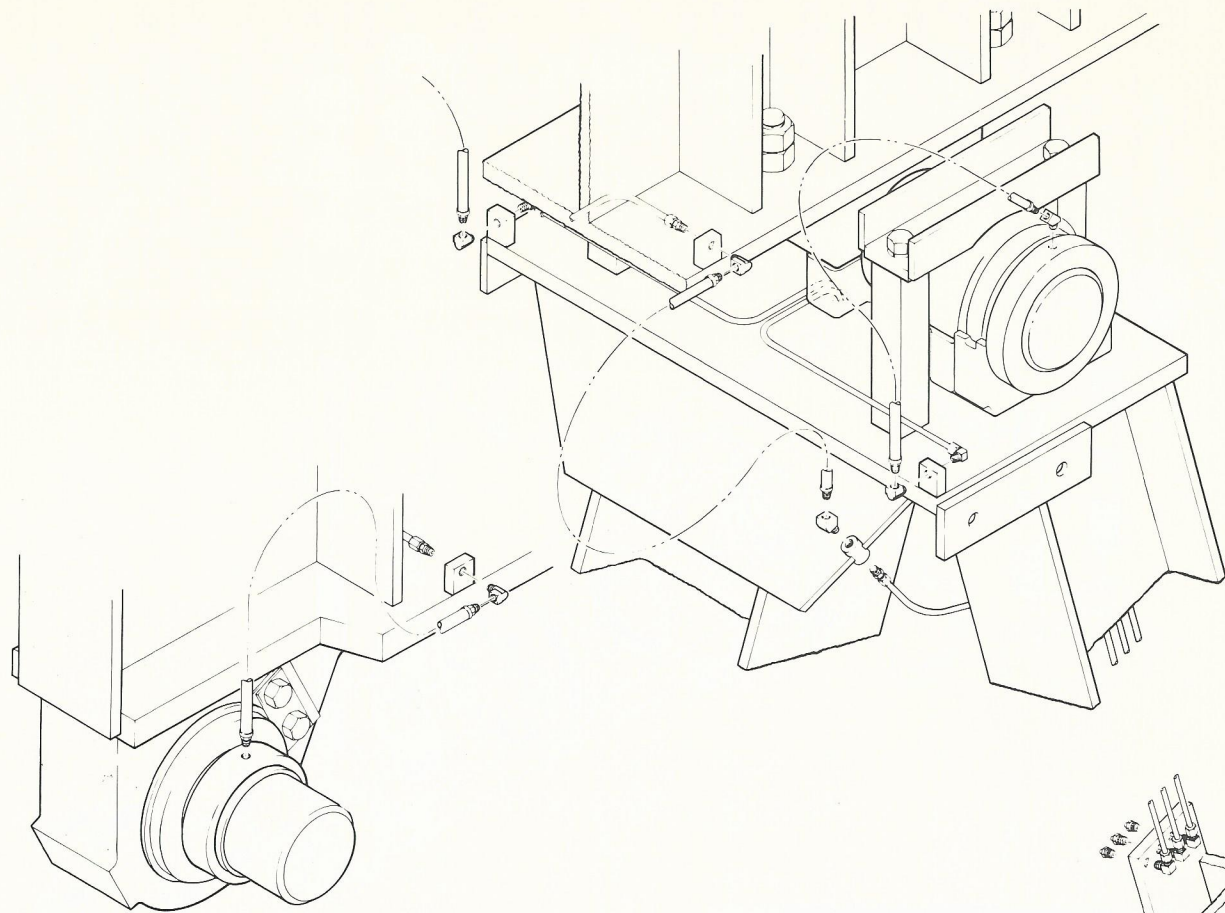
**EQUALIZER BEARING**



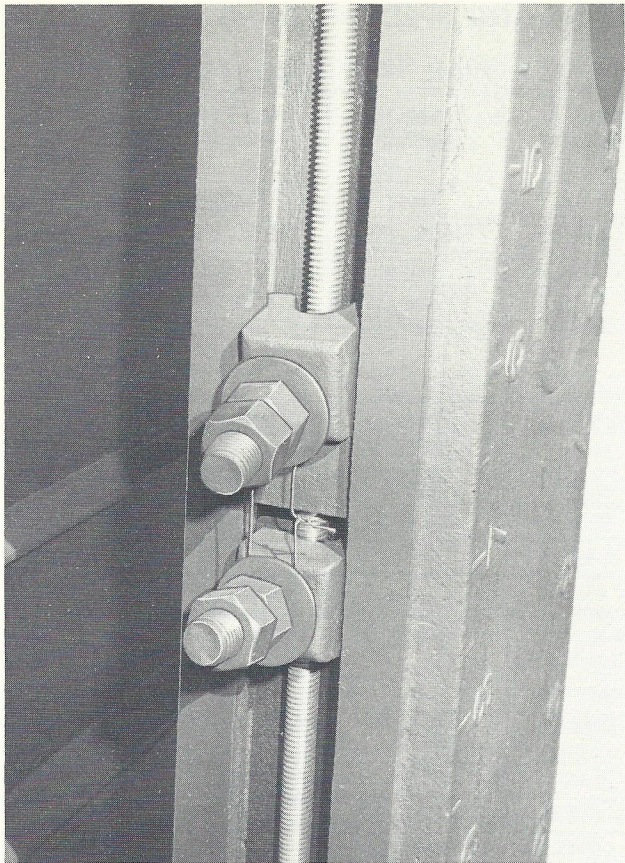
**SADDLE AND EQUALIZER BEARINGS USE TAPERED ROLLER BEARINGS ON UNIT T36F THROUGH T15F. UNITS T13F AND SMALLER USE NYLON BUSHINGS.**



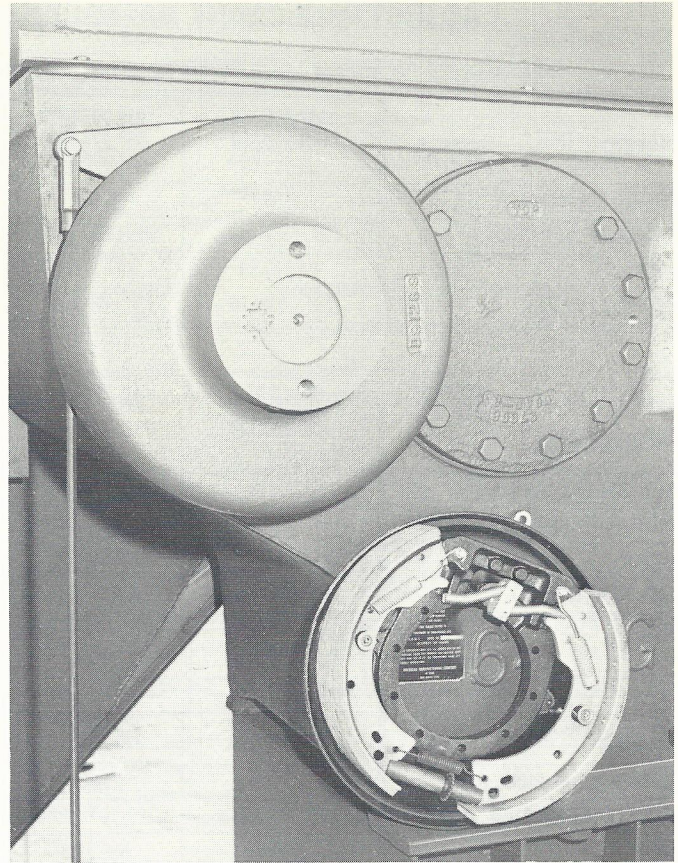
**WRIST PIN BEARINGS ON ALL AMERICAN PUMPING UNITS ARE SELF-ALIGNING SPHERICAL ROLLER BEARINGS. THESE BEARINGS HAVE A ONE PIECE OUTER RACE WHICH ELIMINATES FIELD ADJUSTMENT.**



**GROUND LUBRICATION SYSTEM IS STANDARD EQUIPMENT ON ALL UNITS WHERE THE SADDLE BEARING IS HIGHER THAN 72" FROM THE GROUND. LUBRICATION LINES ARE COPPER TUBING.**

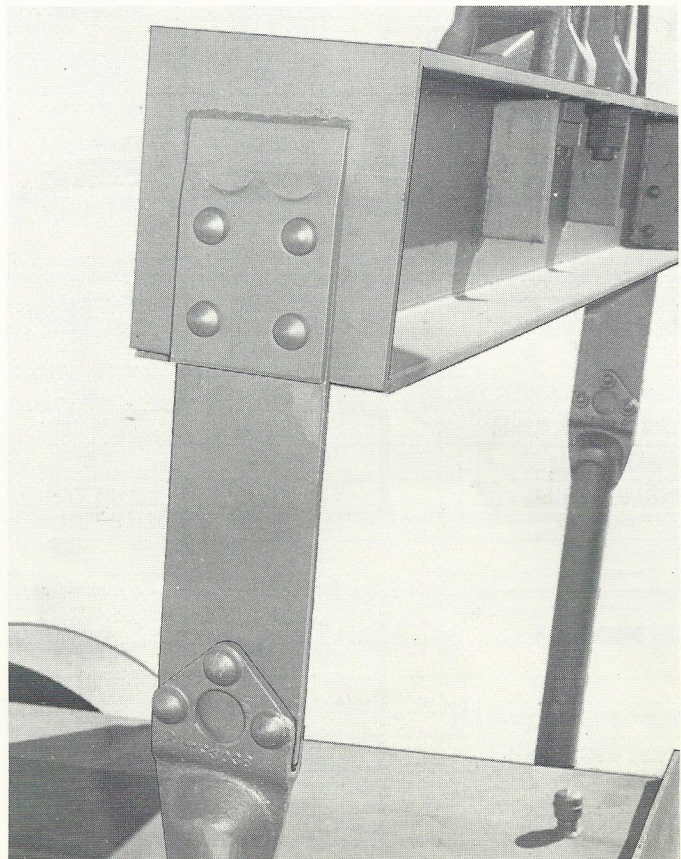


▶ **ADJUSTABLE COUNTERBALANCE CRANKS ARE FLOOR CLEARING. NO COMPLICATED ADJUSTING MECHANISMS ARE USED. LOOSEN TWO NUTS ON EACH WEIGHT AND TURN A ZINC ELECTRO-PLATED ACME THREAD ADJUSTING SCREW.**



▲ **AMERICAN D114 AND LARGER UNITS USE INTERNALLY EXPANDING HIGH CAPACITY INDUSTRIAL BRAKES.**

▶ **SPINGFLEX EQUALIZER ENDS (U.S. PAT. NO. 3005353) ARE USED ON ALL UNITS T9F THROUGH T36F. SPINGFLEX COMPLETELY ELIMINATES WEARING PARTS AND LUBRICATION IN THE CONNECTION OF EQUALIZER ENDS TO PITMANS. THE PATENTED CONSTRUCTION ELIMINATES BACKLASH FROM FLUID POUND WHICH IS CHARACTERISTIC OF PIN JOINTS.**



## ADJUSTABLE CRANK BALANCED PUMPING UNIT SPECIFICATIONS

UNIT DESIGNATION	912-365-168 640-365-168	912-305-168 640-305-168 456-305-168	912-365-144 640-365-144	640-305-144 456-305-144	640-256-144 456-256-144	320-256-144
POLISHED ROD CAPACITY, LBS.	36,500	30,500	36,500	30,500	25,600	25,600
STROKE LENGTH, INCHES	168, 143½, 120½	168, 143½, 120½	144, 123, 103¾	144, 123, 103¾	144, 123, 103¾	144, 125¼, 107¾
CRANKS	KA-117-53	KA-117-53	KA-117-53	KA-117-53	KA-117-53	K-99-43
WIRELINE X CENTERS	1¼" x 40' x 16"	1¼" x 40' x 16"	1¼" x 35' x 16"	1¼" x 35' x 16"	1¼" x 35' x 16"	1¼" x 31' x 16"

UNIT DESIGNATION	320-256-144	320-213-144	320-213-144	228-119-144 160-119-144	456-365-120	640-305-120 456-305-120
POLISHED ROD CAPACITY, LBS.	25,600	21,300	21,300	11,900	36,500	30,500
STROKE LENGTH, INCHES	144, 125¼, 107¾	144, 125¼, 107¾	144, 125¼, 107¾	144, 121, 101,	120, 102½, 86	120, 102½, 86
CRANKS	KL-99-43	K-99-43	KL-99-43	K-76-36	KA-117-53	KA-117-53
WIRELINE X CENTERS	1¼" x 31' x 16"	1¼" x 31' x 16"	1¼" x 31' x 16"	1¼" x 31' x 16"	1¼" x 35' x 16"	1¼" x 35' x 16"

UNIT DESIGNATION	456-256-120 320-256-120	456-256-120 320-256-120	320-213-120	320-213-120	228-213-120	228-143-120
POLISHED ROD CAPACITY, LBS.	25,600	25,600	21,300	21,300	21,300	14,300
STROKE LENGTH, INCHES	120, 104½, 89¾	120, 104½, 89¾	120, 104½, 89¾	120, 104½, 89¾	120, 104½, 89¾	120, 101, 84
CRANKS	K-99-43	KL-99-43	K-99-43	KL-99-43	KL-99-43	K-76-36
WIRELINE X CENTERS	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"

UNIT DESIGNATION	160-119-120 114-119-120	320-305-100	320-305-100	320-256-100	320-256-100	228-213-100
POLISHED ROD CAPACITY, LBS.	11,900	30,500	30,500	25,600	25,600	21,300
STROKE LENGTH, INCHES	120, 101, 84	100, 87, 74¾	100, 87, 74¾	100, 87, 74¾	100, 87, 74¾	100, 84¾, 70
CRANKS	K-76-36	K-99-43	KL-99-43	K-99-43	KL-99-43	K-76-36
WIRELINE X CENTERS	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"	1" x 25' x 12"

UNIT DESIGNATION	228-173-100 160-173-100 114-173-100	160-173-100 114-173-100	320-246-86	228-246-86	228-213-86	160-173-86
POLISHED ROD CAPACITY, LBS.	17,300	17,300	24,600	24,600	21,300	17,300
STROKE LENGTH, INCHES	100, 84¾, 70	100, 86, 71¾	86, 73, 60½	86, 73, 60½	86, 73, 60½	86, 73, 60½
CRANKS	K-76-36	C75	K-76-320	K-76-36	K-76-36	K-76-36
WIRELINE X CENTERS	1" x 25' x 12"	1" x 25' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"

UNIT DESIGNATION	160-119-86 114-119-86	320-246-74	228-200-74 160-200-74	228-173-74 160-173-74	160-143-74 114-143-74	160-143-74 114-143-74
POLISHED ROD CAPACITY, LBS.	11,900	24,600	20,000	17,300	14,300	14,300
STROKE LENGTH, INCHES	86, 74, 61¼	74, 63, 52¼	74, 63, 52¼	74, 63, 52¼	74, 63, 52¼	74, 63½, 52¾
CRANKS	C75	K-76-320	K-76-36	K-76-36	K-76-36	C75
WIRELINE X CENTERS	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"



## ADJUSTABLE CRANK BALANCED PUMPING UNIT SPECIFICATIONS — continued

UNIT DESIGNATION	160-173-64 114-173-64	160-143-64 114-143-64	160-143-64 114-143-64	80-119-64 57-119-64	80-90-64 57-90-64	114-133-54 80-133-54
POLISHED ROD CAPACITY, LBS.	17,300	14,300	14,300	11,900	9,000	13,300
STROKE LENGTH, INCHES	64, 54¾, 54½	64, 54¾, 45½	64, 55½, 46¼	64, 50, 36¼	64, 50, 36¼	54, 42, 30½
CRANKS	K-76-36	K-76-36	C75	C48	C48	C48
WIRELINE X CENTERS	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 19' x 12"	1" x 19' x 12"	¾" x 14' -6" x 8"

UNIT DESIGNATION	80-119-54 57-119-54	80-90-54 57-90-54	57-76-54	114-133-48 80-133-48	80-109-48 57-109-48	57-95-48
POLISHED ROD CAPACITY, LBS.	11,900	9,000	7,600	13,300	10,900	9,500
STROKE LENGTH, INCHES	54, 42, 30½	54, 42, 30½	54, 42, 30½	48, 37½, 27	48, 37½, 27	48, 37½, 27
CRANKS	C48	C48	C48	C48	C48	C48
WIRELINE X CENTERS	¾" x 14' -6" x 8"	¾" x 14' -6" x 8"	¾" x 14' -6" x 8"	¾" x 13' -6" x 8"	¾" x 13' -6" x 8"	¾" x 13' -6" x 8"

UNIT DESIGNATION	40-76-48	57-89-42 40-89-42	57-76-42 40-76-42	40-89-36		
POLISHED ROD CAPACITY, LBS.	7,600	8,900	7,600	8,900		
STROKE LENGTH, INCHES	48, 34	42, 30	42, 30	36, 25½		
CRANKS	C036	C036	C036	C036		
WIRELINE X CENTERS	¾" x 13' -6" x 8"	¾" x 13' -6" x 8"	¾" x 13' -6" x 8"	¾" x 13' -6" x 8"		

## BEAM BALANCED PUMPING UNIT SPECIFICATIONS

UNIT DESIGNATION	40-76-42	25-67-36	25-56-36	25-53-30
POLISHED ROD CAPACITY, LBS.	7600	6700	5600	5300
STROKE LENGTH, INCHES	42, 30	36, 32, 29	36, 32, 29	30, 27, 24
CRANKS	C033	TF-35	TF-35	TF-25
WIRELINE X CENTERS	¾" x 13' -6" x 8"	⅝" x 10' -9" x 7¾"	⅝" x 10' -6" x 7¾"	⅝" x 9' -4" x 7¾"

## MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

CRANK NUMBER	C033	TF-35	TF-35	TF-25
	T9D-64-2	T9D-64-2	T7D-48-2	TF-610-2
0	300	190	240	240
1	680	700	640	670
2	1060	1200	1040	1090
3	1420	1690	1420	1510
4	1780	2170	1790	1910
5	2130	2640	2160	2300
6	2480	3090	2520	2670
7	2510	3540	2860	3040
8	3140	3980	3200	3400
9	3450	4410	3520	3740
10	3760	4820	---	---
11	4060	5230	---	---
12	4360	5620	---	---

NUMBER OF BEAM WEIGHTS

## ADJUSTABLE BEAM BALANCED PUMPING UNIT SPECIFICATIONS

UNIT DESIGNATION	57-109-48 80-109-48	57-95-48 80-95-48	UNIT DESIGNATION	57-109-48 80-109-48	57-95-48 80-95-48
POLISHED ROD CAPACITY, LBS.	10,900	9,500	POLISHED ROD CAPACITY, LBS	10,900	9,500
STROKE LENGTH, INCHES	48, 37½	48, 37½	STROKE LENGTH, INCHES	48, 37½	48, 37½
CRANKS	C46	C46	CRANKS	C46	C46
WIRELINE X CENTERS	¾" x 12'6" x 8"	¾" x 12'6" x 8"	WIRELINE X CENTERS	¾" x 12'6" x 8"	¾" x 12'6" x 8"

### MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

CRANK NUMBER	C46	C46	CRANK NUMBER	C46	C46
1-SC Only	3440	3440	1-SE & 1-SF12	6000	6000
1-SC & 1-SF16	3830	3830	1-SE & 3-SF16	6390	6390
1-SC & 2-SF16	4220	4220	1-SE & 4-SF16	6770	6770
1-SC & 1-SF12	4220	4220	1-SE & 2-SF12	6770	6770
1-SC & 3-SF16	4610	4610	1-SG Only	6150	6150
1-SC & 4-SF16	4990	4990	1-SG & 1-SF16	6530	6530
1-SC & 2-SF12	4990	4990	1-SG & 2-SF16	6920	6920
1-SE Only	5220	5220	1-SG & 1-SF12	6920	6920
1-SE & 1-SF16	5610	5610	1-SG & 3-SF16	7310	7310
1-SE & 2-SF16	6000	6000	1-SG & 4-SF16	7700	7700
			1-SG & 2-SF12	7700	7700

## ADJUSTABLE CRANK COUNTERBALANCE DATA

### MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

UNIT	912-365-168 640-365-168 912-305-168 640-305-168 456-305-168	912-365-144 640-365-144 640-305-144 640-256-144 456-305-144 456-256-144	320-256-144	320-256-144 320-213-144	640-305-120 456-365-120 456-305-120	456-256-120 320-256-120 320-213-120	456-256-120 320-256-120 320-213-120 228-213-120	320-305-100 320-256-100	320-305-100 320-256-100
CRANK NUMBER	KA-117-53	KA-117-53	K-99-43	KL-99-43	KA-117-53	K-99-43	KL-99-43	K-99-43	KL-99-43
CRANKS ONLY	5510	7970	5420	3130	10460	7220	4480	9300	6010
4-B	7630	10460	7460	5170	13450	9660	6930	12240	8950
2-B, 2-D	8010	10900	7820	5530	13980	10090	7360	12760	9470
4-D	8400	11350	8180	5890	14520	10530	7800	13280	10000
2-D, 2-F	8790	11810	8550	6260	15070	10970	8240	13810	10520
4-F	9190	12270	8920	6630	15620	11420	8680	14340	11050
2-F, 2-H	9550	12690	9250	6960	16120	11820	9080	14820	11530
4-H	9910	13110	9580	7300	16630	12220	9480	15310	12020
2-H, 2-J	10360	13640	10010	7720	17260	12730	9990	15920	12630
4-J	10820	14170	10440	8150	17900	13240	10500	16530	13240
2-J, 2-L	11190	14600	10780	8490	18420	13650	10910	17020	13730
4-L	11570	15040	11120	8840	18950	14070	11330	17520	14230
2-L, 2-N	12300	15890	11780	9500	19970	14860	12120	18470	15190
4-N	13030	16750	12440	10170	20990	15660	12920	19430	16150
2-N, 1-PJ	13290	17060	12780	10500	21360	16060	13320	19910	16630
4-PJ	13560	17370	13120	10840	21740	16460	13720	20400	17110
2-PJ, 2-RJ	14420	18380	13960	11670	22950	17470	14730	21600	18310
4-RJ	15290	19390	14800	12510	24160	18480	15730	22810	19520
2-XJ, 2-L	16370	20640	15630	13300	25670	19480	16710	24020	20700
2-XJ, 2-PJ	17360	21810	16630	14330	27060	20680	17910	24970	22130
2-RJ, 2-XJ	18230	22820	17470	15170	28270	21690	18920	26660	23340
4-XJ	21170	26250	20140	17820	32390	24900	22100	30520	27160
2-XJ, 2-YJ	24480	30110	.....	.....	37030	.....	.....	.....	.....
4-YJ	27800	33980	.....	.....	41670	.....	.....	.....	.....

## ADJUSTABLE CRANK COUNTERBALANCE DATA — continued

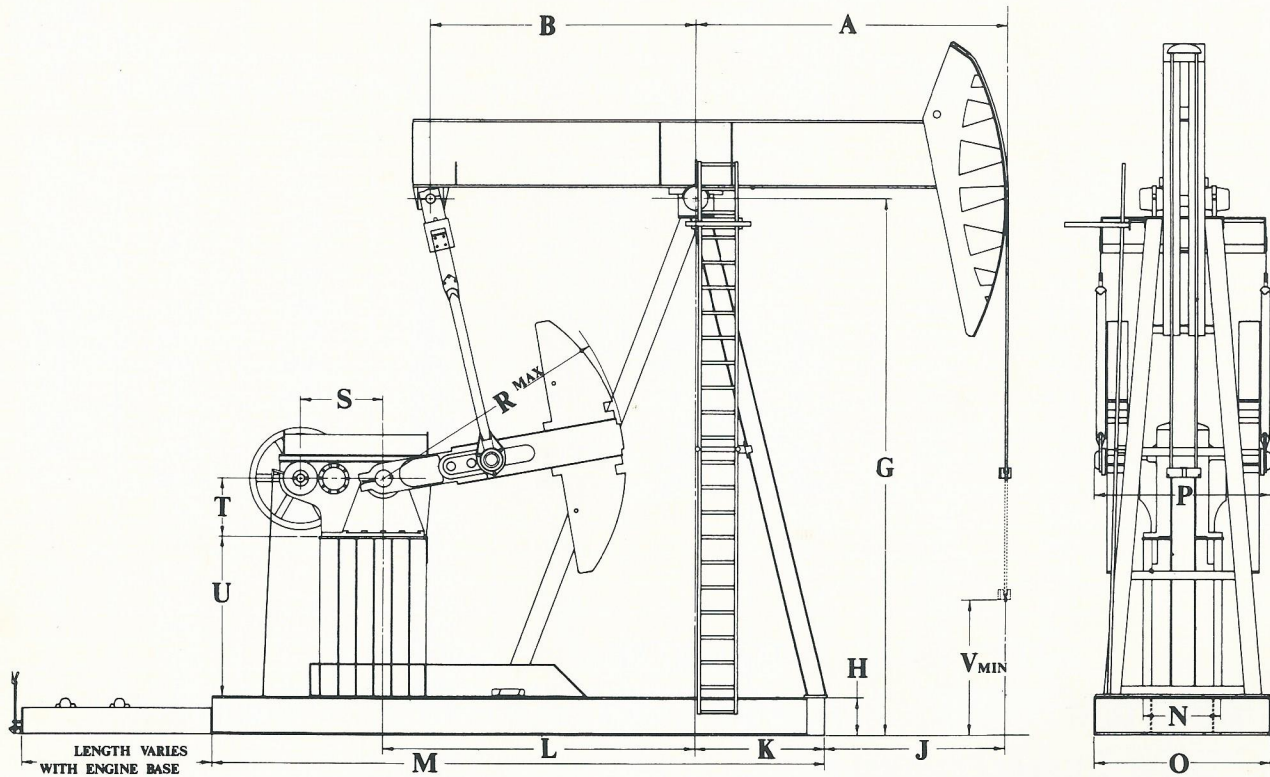
### MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

UNIT	228-119-144 160-119-144	228-143-120 160-119-120 114-119-120	228-213-100 228-173-100 160-173-100 114-173-100	160-173-100 114-173-100	320-246-86	228-246-86 228-213-86 160-173-86	160-119-86 114-119-86	320-246-74	228-200-74 160-200-74 228-173-74 160-173-74 160-143-74 114-143-74
CRANK NUMBER	K-76-36	K-76-36	K-76-36	C75	K-76-320	K-76-36	C75	K-76-320	K-76-36
CRANKS ONLY	1140	2410	3590	840	5290	4480	1290	5870	5030
4-A	.....	.....	.....	2020	.....	.....	2650	.....	.....
4-B	2620	4190	5740	2730	7790	6990	3470	8770	7940
2-B, 2-D	2880	4500	6110	3060	8230	7420	3850	9280	8440
4-D	3140	4810	6490	3390	8670	7860	4230	9790	8950
2-D, 2-F	3390	5120	6360	3700	9100	8290	4590	10290	9450
4-F	3650	5420	7230	4020	9520	8720	4960	10790	9950
2-F, 2-H	3900	5700	7560	4300	9910	9100	5280	11230	10390
4-H	4100	5970	7890	4580	10290	9480	5610	11680	10840
2-H, 2-J	4390	6320	8310	4940	10780	9970	6030	12250	11410
4-J	4690	6670	8740	5310	11280	10470	6450	12820	11990
2-J, 2-L	4920	6950	9075	5590	11670	10860	6770	13270	12440
4-L	5150	7230	9410	5880	12060	11250	7100	13730	12900
2-L, 2-N	5580	7750	10040	6400	12790	11980	7700	14580	13750
4-N	6020	8270	10670	6920	13520	12710	8360	15430	14600
2-N, 2-P	6240	8540	10990	.....	13900	13090	.....	15870	15040
4-P	6470	8810	11320	.....	14240	13470	.....	16310	15480
2-P, 2-R	7010	9460	12100	.....	15190	14380	.....	17370	16540
4-R	7550	10110	12890	.....	16110	15300	.....	18440	17610
2-R, 2-S	8350	11070	14260	.....	17460	16890	.....	20010	.....
4-S	9160	12040	15630	.....	18820	18480	.....	21590	.....

UNIT	160-143-74 114-143-74	160-173-64 114-173-64 160-143-64 114-143-64	160-143-64 114-143-64	80-119-64 57-119-64 80-90-64 57-90-64	114-133-54 80-133-54 80-119-54 57-119-54 80-90-54 57-90-54 57-76-54	114-133-48 80-133-48 80-109-48 57-109-48 57-95-48	40-76-48	57-89-42 40-89-42 57-76-42 40-76-42	40-89-36
CRANK NUMBER	C75	K-76-36	C75	C48	C48	C48	C036	C036	C036
CRANKS ONLY	1310	6410	1950	1440	2140	2530	1550	1890	2220
4-A	2910	.....	3790	2770	3710	4300	2850	3370	3940
2-A, 2-B	3390	.....	4350	3160	4180	4830	3240	3810	4460
4-B	3870	9790	4900	3560	4650	5360	3630	4250	4890
2-B, 2-D	4310	10370	5410	3910	5070	5830	3960	4630	5430
4-D	4750	10950	5920	4270	5500	6310	4290	5010	5880
2-D, 2-F	5180	11530	6410	4590	5880	6740	4570	5330	6250
4-F	5610	12110	6900	4920	6270	7170	4850	5650	6620
2-F, 2-H	5990	12620	7330	5200	6600	7540	5070	5910	6920
4-H	6370	13140	7770	5480	6930	7920	5300	6170	7220
2-H, 2-J	6860	13800	8340	5850	7370	8410	5620	6530	7640
4-J	7350	14460	8900	6230	7810	8910	5940	6890	8060
2-J, 2-L	7730	14980	9340	6500	8130	9270	.....	.....	.....
4-L	8120	15510	9780	6770	8460	9640	.....	.....	.....
2-L, 2-N	8830	16490	10600	7250	9030	10280	.....	.....	.....
4-N	9530	17480	11410	7730	9600	10920	.....	.....	.....
2-N, 2-P	.....	17990	.....	8000	9910	11270	.....	.....	.....
4-P	.....	18500	.....	8270	10230	11630	.....	.....	.....
2-P, 2-R	.....	19730	.....	8970	11100	12570	.....	.....	.....
4-R	.....	20960	.....	9680	11980	13520	.....	.....	.....
2-R, 2-S	.....	.....	.....	.....	.....	.....	.....	.....	.....
4-S	.....	.....	.....	.....	.....	.....	.....	.....	.....

# ADJUSTABLE CRANK PUMPING UNIT

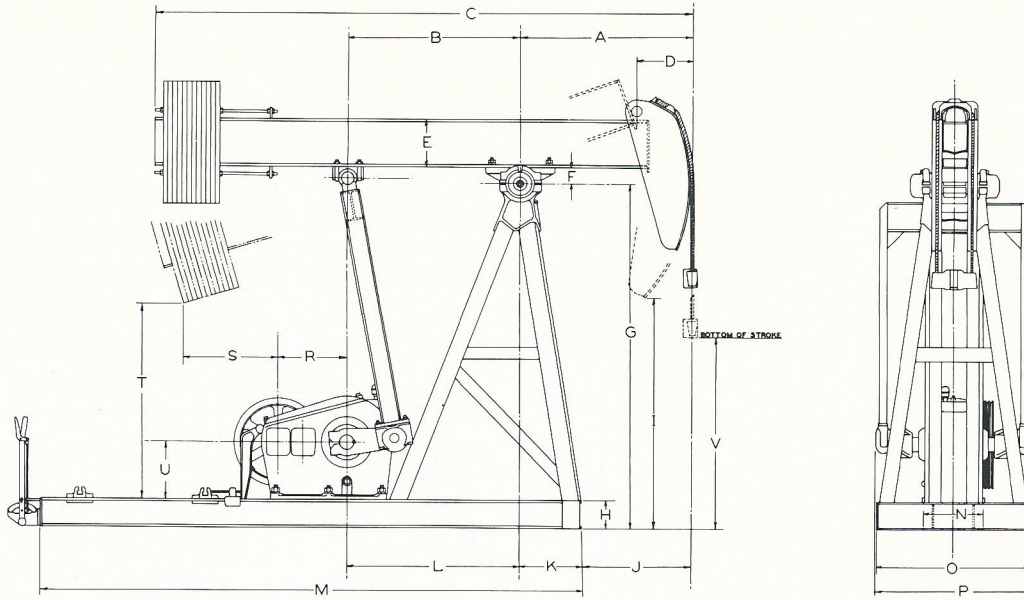
## OUTLINE DIMENSIONS



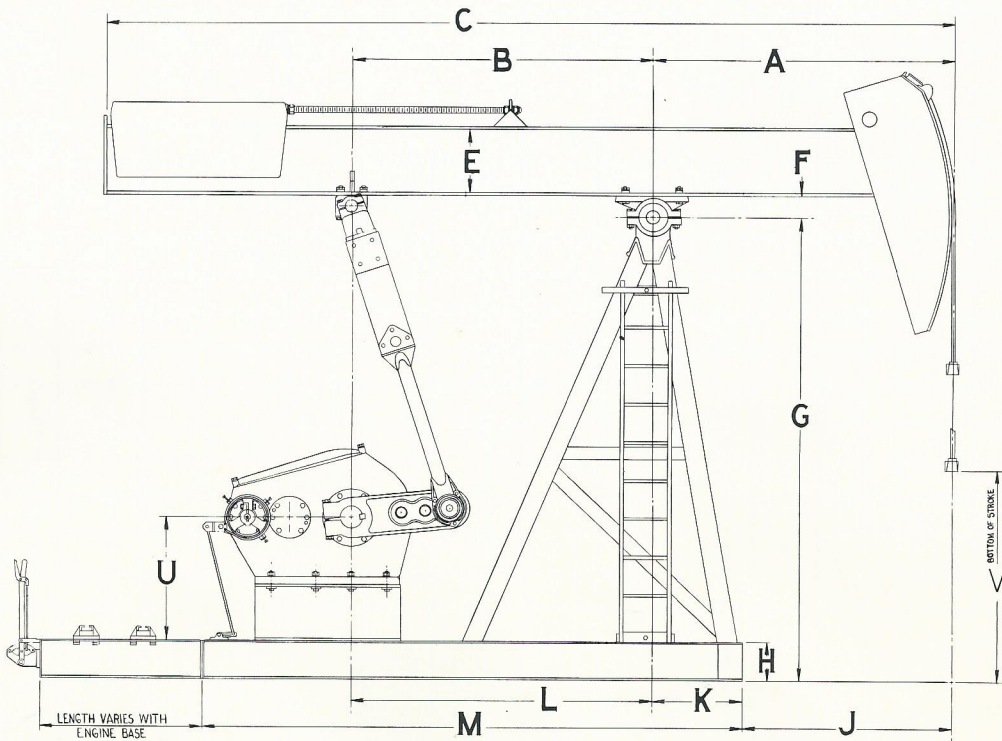
SIZE	A	B	G	H	J	K	L	M	N	O	P	R	S	T	U	V
912-365-168	15'4 3/4"	10'2 5/8"	22'1 5/8"	18"	10'3"	5'1 3/4"	11'0"	27'5 9/16"	37 1/4"	7'1"	8'6 1/2"	117"	45.750"	30"	5'10 5/8"	4'3"
912-305-168	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
912-365-144	13'2 3/8"	"	"	"	8'0 3/8"	"	"	"	"	"	"	"	"	"	"	6 1/2"
640-365-168	15'4 3/4"	"	"	"	10'3"	"	"	"	"	"	8'2 1/4"	"	"	"	"	4'3"
640-305-168	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
640-365-144	13'2 3/8"	"	"	"	8'0 3/8"	"	"	"	"	"	"	"	"	"	"	6'2"
640-305-144	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
640-265-144	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
640-305-120	11'0"	"	"	"	5'10 1/4"	"	"	"	"	"	"	"	"	"	"	6'8"
456-305-168	15'4 3/4"	"	"	"	10'3"	"	"	"	"	"	7'5 1/2"	"	39.933"	28"	6'0 5/8"	4'3"
456-305-144	13'2 3/8"	"	"	"	8'0 3/8"	"	"	"	"	"	"	"	"	"	"	6'2"
456-256-144	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
456-365-120	11'0"	"	"	"	5'10 1/4"	"	"	"	"	"	"	"	"	"	"	6'8"
456-305-120	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
456-256-120	"	8'4"	18'7"	16"	7'3 1/4"	3'8 3/4"	9'2"	22'10 3/4"	36 1/4"	6'2"	"	99"	"	4'9"	5'5"	
320-256-144	13'2 3/8"	"	"	"	9'5 3/8"	"	"	"	"	"	7'1 1/4"	"	35.167"	24"	5'1"	4'6"
320-213-144	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
320-256-120	11'0"	"	"	"	7'3 1/4"	"	"	"	"	"	"	"	"	"	"	5'5"
320-213-120	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
320-305-100	9'2"	"	"	"	5'5 1/4"	"	"	"	"	"	"	"	"	"	"	5'4"

SIZE	A	B	G	H	J	K	L	M	N	O	P	R	S	T	U	V
320-256-100	9'2"	8'4"	18'7"	16"	5'5 1/4"	3'8 3/4"	9'2"	22'10 3/4"	36 1/4"	6'2"	7'1 1/4"	99"	35.167"	24"	5'1"	5'4"
320-246-86	7'10 1/2"	6'11 3/8"	14'10 3/8"	"	4'4 3/4"	3'5 3/4"	7'6 1/8"	18'9"	"	5'8 3/4"	6'8 1/2"	76"	"	"	3'2 1/2"	5'0"
320-246-74	6'9 3/8"	"	"	"	3'3 3/8"	"	"	"	"	"	"	"	"	"	"	"
228-119-144	13'2 3/8"	"	18'7 1/8"	"	9'8 3/8"	"	"	"	"	"	6'1 1/4"	"	33.300"	"	"	5'4"
228-213-120	11'0"	8'4"	18'7"	"	7'3 1/4"	3'8 3/4"	9'2"	22'10 3/4"	"	6'2"	6'6"	99"	"	"	5'1"	5'5"
228-143-120	"	6'11 3/8"	18'7 1/8"	"	7'6 1/4"	3'5 3/4"	7'6 1/8"	18'9"	"	5'8 3/4"	6'1 1/4"	76"	"	"	3'2 1/2"	5'2"
228-213-100	9'2"	"	14'10 3/8"	"	5'8 1/4"	"	"	"	33 1/2"	5'9"	"	"	"	"	"	4'0"
228-173-100	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
228-246-86	7'10 3/8"	"	"	"	4'4 3/4"	"	"	"	"	"	"	"	"	"	"	5'0"
228-213-86	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
228-200-74	6'9 3/8"	"	"	"	3'3 3/8"	"	"	"	"	"	"	"	"	"	"	"
228-173-74	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
160-119-144	13'2 3/8"	"	18'7 1/8"	"	9'8 3/8"	"	"	"	"	"	5'4 1/4"	"	30.200"	20"	3'6 1/2"	5'4"
160-119-120	11'0"	8'4"	18'7 1/8"	"	7'6 1/4"	"	"	"	"	5'8 3/4"	"	"	"	"	"	5'2"
160-173-100	9'2"	6'11 3/8"	14'10 3/8"	"	5'8 1/4"	"	"	"	"	5'9"	"	"	"	"	"	4'0"
160-173-86	7'10 3/8"	"	"	"	4'4 3/4"	"	"	"	"	"	"	"	"	"	"	5'0"
160-119-86	"	"	"	"	"	"	"	"	"	"	"	66 3/4"	"	"	"	"
160-200-74	6'9 3/8"	"	"	"	3'3 3/8"	"	"	"	"	"	"	76"	"	"	"	"
160-173-74	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
160-143-74	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
160-173-64	"	7'10"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
160-143-64	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
114-119-120	11'0"	8'4"	18'7 1/8"	"	7'6 1/4"	"	"	"	"	5'8 3/4"	"	"	"	"	"	5'2"
114-173-100	9'2"	6'11 3/8"	14'10 3/8"	"	5'8 1/4"	"	"	"	"	5'9"	"	"	"	"	"	4'0"
114-119-86	7'10 3/8"	"	"	"	4'4 3/4"	"	"	"	"	"	"	66 3/4"	"	"	"	5'0"
114-143-74	6'9 3/8"	"	"	"	3'3 3/8"	"	"	"	"	"	"	76"	"	"	"	"
114-173-64	"	7'10"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
114-143-64	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
114-133-54	6'9"	6'0"	10'9 1/2"	10 1/8"	3'9 1/2"	2'11 1/2"	6'0"	14'9"	25 3/4"	4'1 1/2"	5'1 5/16"	52 1/4"	"	"	2'4 3/4"	4'7 1/4"
114-133-48	6'0"	"	"	"	3'0 1/2"	"	"	"	"	"	"	"	"	"	"	"
80-119-64	8'0"	"	"	"	5'0 1/2"	"	"	"	"	"	4'6 5/16"	"	25.500"	16"	"	"
80-90-64	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
80-133-54	6'9"	"	"	"	3'9 1/2"	"	"	"	"	"	"	"	"	"	"	"
80-119-54	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
80-90-54	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
80-133-48	6'0"	"	"	"	3'0 1/2"	"	"	"	"	"	"	"	"	"	"	"
80-109-48	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
57-90-64	8'0"	"	"	"	5'0 1/2"	"	"	"	"	"	"	"	"	"	"	"
57-119-54	6'9"	"	"	"	3'9 1/2"	"	"	"	"	"	"	"	"	"	"	"
57-90-54	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
57-76-54	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
57-109-48	6'0"	"	"	"	3'0 1/2"	"	"	"	"	"	"	"	"	"	"	"
57-95-48	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
57-89-42	5'3"	4'6"	8'2 3/4"	9 3/8"	3'4"	1'11"	4'6"	11'6"	24"	3'0"	"	41 3/8"	"	"	1'5 3/4"	2'6 1/2"
57-76-42	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
40-76-48	6'0"	"	"	"	4'1"	"	"	"	"	"	4'4 3/16"	"	17.250"	12"	1'9 3/4"	2'4 1/2"
40-89-42	5'3"	"	"	"	3'4"	"	"	"	"	"	"	"	"	"	"	2'6 1/2"
40-76-42	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
40-89-36	4'6"	"	"	"	2'7"	"	"	"	"	"	"	"	"	"	"	2'8 3/4"

# BEAM BALANCED PUMPING UNIT — OUTLINE DIMENSIONS



API SIZE	AMERICAN SIZE	A	B	C	G	H	J	K	L	M	N	O	P	U	V
40-76-42	T7F42-7B-D40G	63"	54"	13'3"	8'2 $\frac{3}{4}$ "	9"	40"	23"	54"	11'6"	24"	36"	52 $\frac{3}{16}$ "	33 $\frac{3}{8}$ "	30 $\frac{1}{2}$ "
25-67-36	T7F36-7B-D25A	54"	54"	13'7"	8'1"	8"	36 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "	54"	12'6 $\frac{1}{2}$ "	16 $\frac{1}{2}$ "	39"	35 $\frac{5}{8}$ "	27"	43 $\frac{1}{2}$ "
25-56-36	T5F36-5B-D25A	54"	54"	12'4 $\frac{1}{8}$ "	6'9"	"	39 $\frac{3}{4}$ "	14 $\frac{1}{4}$ "	54"	10'11 $\frac{3}{8}$ "	13 $\frac{3}{4}$ "	35"	"	19"	27 $\frac{1}{2}$ "
25-53-30	T5F30-5B-D25A	45"	45"	10'10 $\frac{1}{2}$ "	6'9"	"	30 $\frac{3}{4}$ "	14 $\frac{1}{4}$ "	45"	10'3 $\frac{1}{2}$ "	13 $\frac{3}{4}$ "	35"	"	13"	31 $\frac{3}{8}$ "



API SIZE	AMERICAN SIZE	A	B	C	G	H	J	K	L	M	U	V
80-109-48	T11F48-2BZ-D80G	72"	72"	17'3"	9'7 $\frac{7}{8}$ "	10"	50 $\frac{1}{2}$ "	21 $\frac{3}{4}$ "	72"	11'11 $\frac{3}{4}$ "	29"	4'6"
57-95-48	T9F48-2BZ-D57G	"	"	"	"	"	"	"	"	"	"	"
57-109-48	T11F48-2BZ-D57G	"	"	"	"	"	"	"	"	"	"	"

# HERRINGBONE GEAR SPEED REDUCERS



*Performance Proven!*



## GEAR DATA

### DOUBLE REDUCTION HERRINGBONE GEARS

REDUCER NUMBER	RATING*	RATIO OF GEARS	GEAR BOX OIL CAPACITY U.S. GALLONS	SHEAVE DIMENSIONS	CRANKSHAFT DIAMETER INCHES
D912G	912,000	29.25	100	4¼" Bore 44"-8C, 50"-8C, 27"-5D, 33"-5D, 40"-5D, 37.5-5V-8	7¼
D640G	640,000	29.25	100	4¼" Bore 30"-8C, 36"-6C, 44"-6C, 50"-6C, 27"-4D, 33"-4D, 40"-4D, 37.5-5V-6	7¼
D456G	456,000	29.78	60	3¾" Bore 30"-6C, 36"-6C, 44"-5C, 50"-5C, 27"-4D, 33"-4D, 37.5-5V-5	7¼
D320G	320,000	30.31	55	3½" Bore 24"-5C, 30"-5C, 36"-4C, 44"-4C, 22"-3D, 33"-3D, 27"-3D, 37.5-5V-4 28-5V-4	7¼
D228G	228,000	30.00	35	3¾" Bore 20"-4C, 24"-4C, 30"-4C, 36"-3C, 37.5-5V-3, 28-5V-3	6
D160G	160,000	29.02	25	2½/16" Bore 20"-3C, 24"-3C, 30"-3C, 36"-3C	6
D114G	114,000	29.02	25	2¾" Bore 18"-3C, 20"-3C, 24"-3C, 30"-2C, 36"-3C	6
D80G	80,000	29.93	12	2³/16" Bore 18"-2C, 20"-2C, 24"-2C, 30"-2C	5
D57G	57,000	29.93	12	1¹³/16" Bore 18"-2C, 20"-2C, 24"-2C, 30"-2C	5
D40G	40,000	27.71	7	1½" Bore 18.4"-3B, 20"-3B	3½
D25A	25,000	29.82	5	1¼" Bore 18"-3B	3¾

\*Rating in Inch-Lbs. API Peak Torque Capacity

## LUBRICATION INSTRUCTIONS

### GEAR REDUCER

For temperatures down to 0° F. use an SAE 90EP or an AGMA 5EP premium mild extreme pressure lubricant (preferably a sulphur-phosphorous type); with rust and oxidation inhibitors and an anti-foam agent. Pour point of the oil should be 5° or lower. For temperatures down to -30° F. use SAE 80EP or AGMA 4EP premium mild extreme pressure lubricant (preferably a sulphur-phosphorous type) with rust and oxidation inhibitors and anti-foam agent. Pour point of the oil should be -15° F. or less. For low temperature operation the oil should have sufficient fluidity to permit a free flow of oil into the bearings. The viscosity of oil decreases as the temperature increases. Loosen drain plug (lower 1" pipe plug), and check for water in reducer every 6 months.

In order to obtain long life from a pumping unit reducer it is necessary at all times that the oil be of suitable viscosity and free from foreign material, sludge, and water.

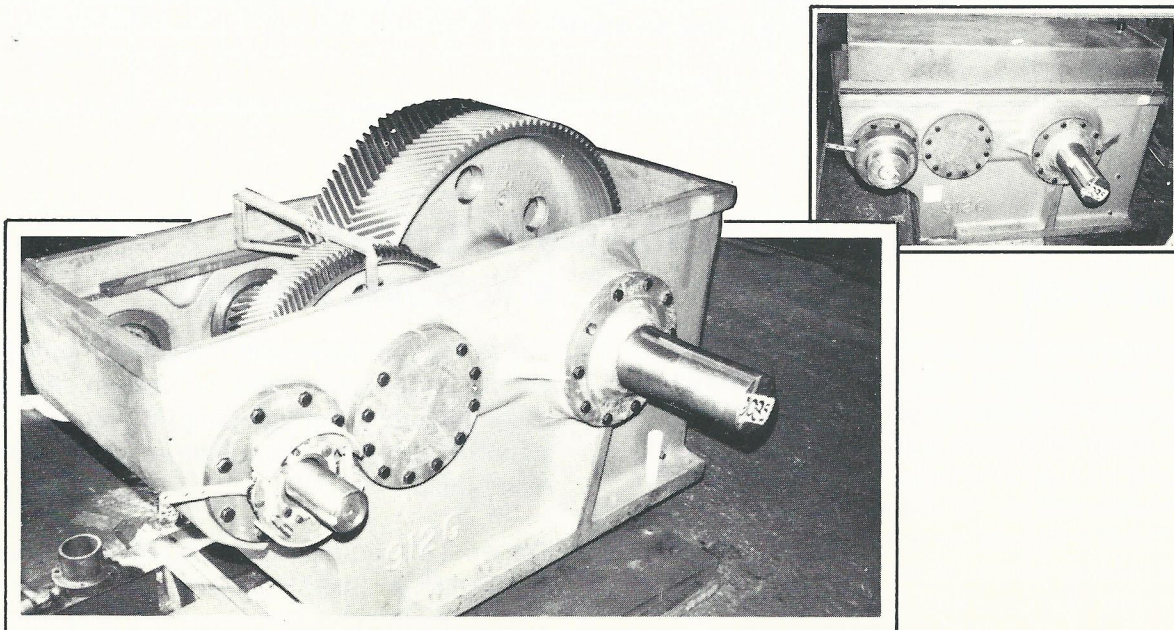
### STRUCTURAL BEARINGS

The life of your American Pumping Unit is dependent on proper care and lubrication. All bearing assemblies and the pumping unit reducer are designed to give years of troublefree service if properly maintained.

The wrist pin, equalizer and saddle bearings should be lubricated with AAR M-942 bearing grease. Do not use cup grease or heavy wheel bearing grease. Each bearing assembly is fitted with a hydraulic grease fitting so that the lubricant can be applied with a gun. They should be greased at 6 month intervals or more often, depending upon operating conditions, temperature and the condition of oil seals. Be sure that the plungers in the relief fittings are free so that the grease pressure will not damage the oil seals. Tapered roller type bearings have relief slots instead of relief fittings. **Pump grease slowly.**

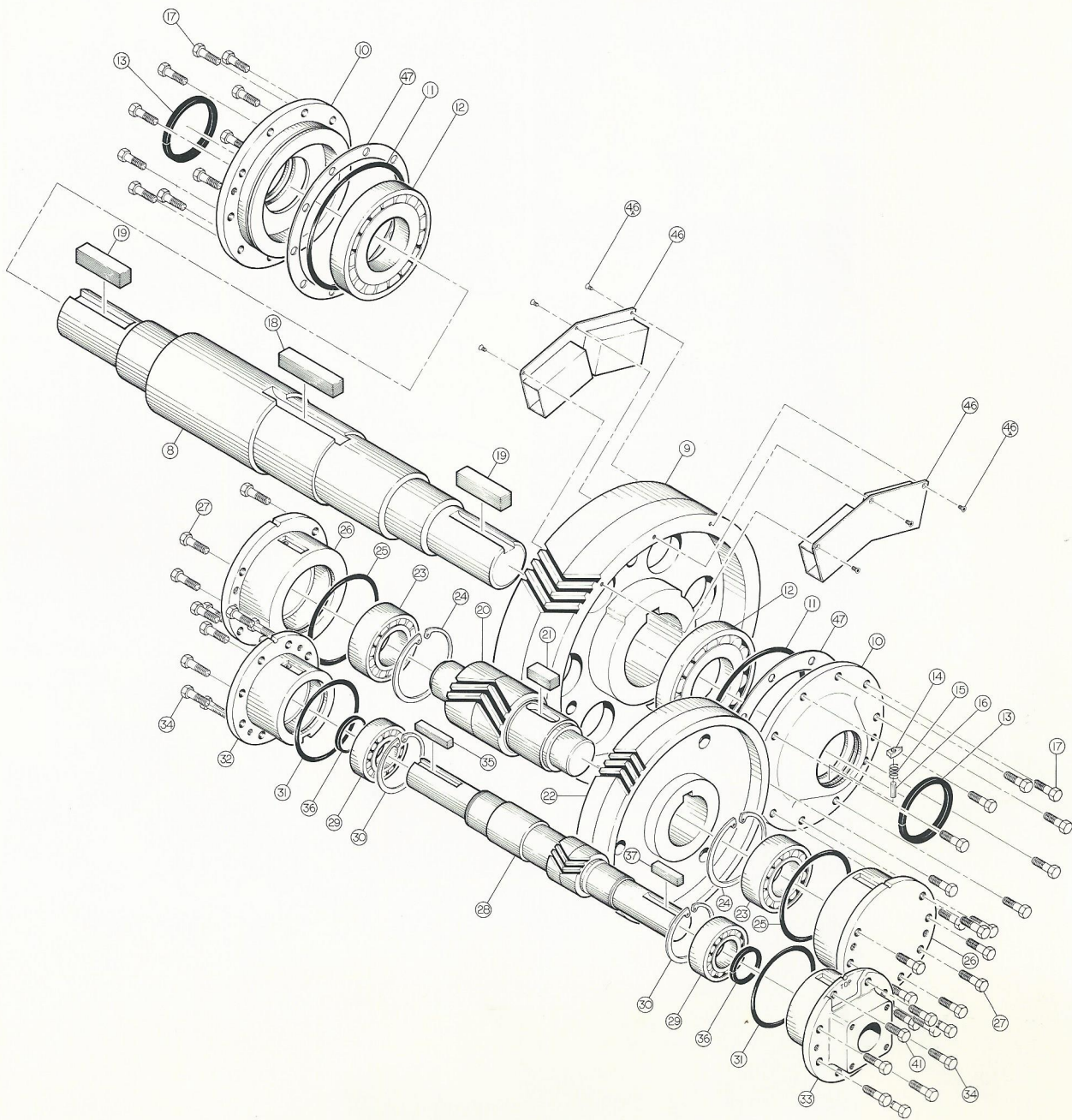
# GEAR REDUCERS

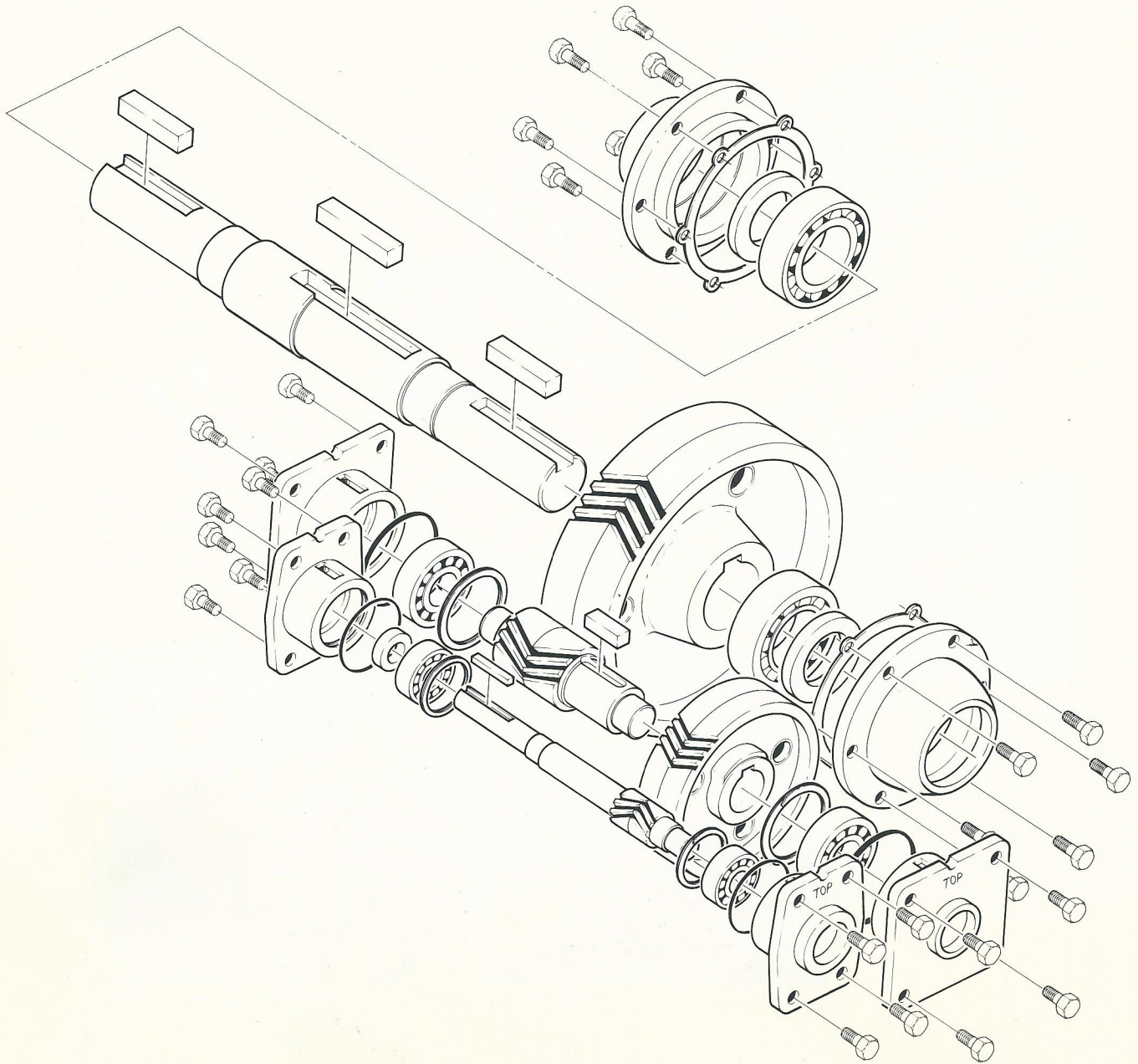
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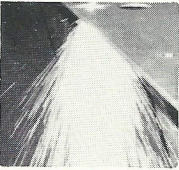
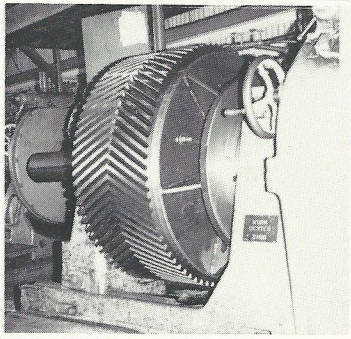
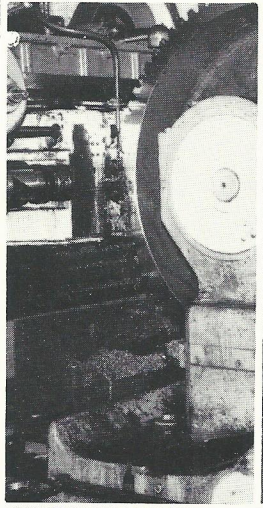
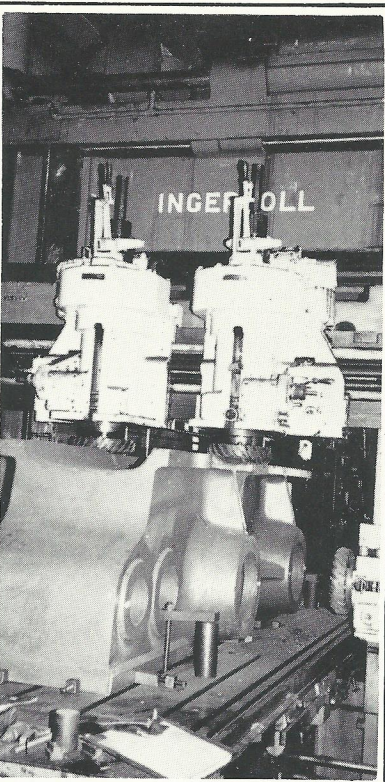
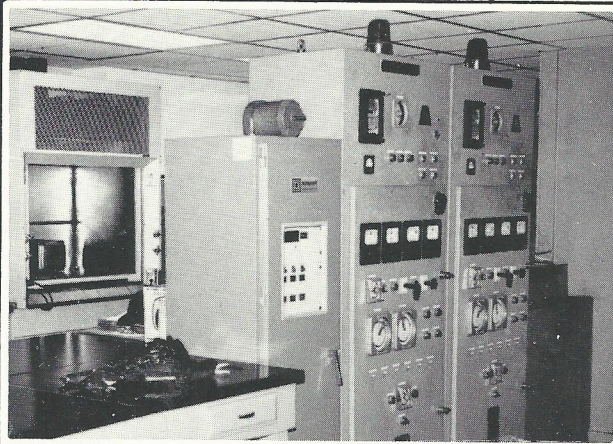
AMERICAN quality herringbone gear speed reducers have been in use on various jobs for 50 years. They have been in operation on foundry cranes, oil well pumping equipment and for supplying power to all types of machinery including rubber mill and sugar mill drives.




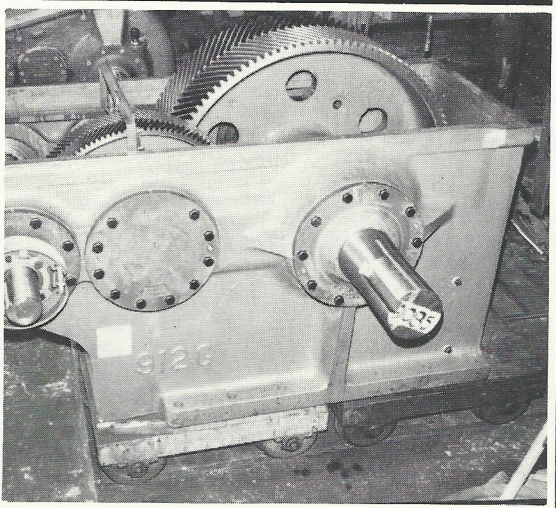
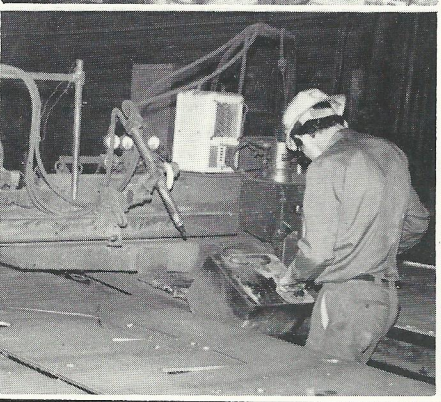




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