Load Ratings and Life

Life Calculations

The L10 (rating) life for any given application and bearing selection can be calculated in terms of millions of revolutions by using the bearing Basic Dynamic Rating and applied radial load (or, equivalent radial load in the case of radial bearing applications having combined radial and thrust loads). The L10 life for any given application can be calculated in terms of hours, using the bearing Basic Dynamic Rating, applied load (or equivalent radial load) and suitable speed factors, by the following equation:

$$L_{10} = \left(\frac{C}{P}\right) x \frac{1{,}000{,}000}{60 \times n} = \left(\frac{C}{P}\right)^{10/3} x \frac{16667}{n}$$

Where:

L_{10} = The # of hours that 90% of identical bearings under ideal conditions will operate at a specific speed and condition before fatigue is expected to occur.

C = Basic Dynamic Rating (lbs) 1,000,000 Revolutions

P = Constant Equivalent Radial Load (lbs)

n = Speed (RPM)

Additionally, the ABMA provides application factors for all types of bearings which need to be considered to determine an adjusted Rated Life (Lna). L10 life rating is based on laboratory conditions yet other factors are encountered in actual bearing application that will reduce bearing life. Lna life rating takes into account reliability factors, material type, and operating conditions.

$$L_{na} = a_1 \times a_2 \times a_3 \times L_{10}$$

Where:

L_{na} = Adjusted Rated Life.

a_1 = Reliability Factor. Adjustment factor applied where estimated fatigue life is based on reliability other than 90% (See Table No 1).

Table No. 1 Life Adjustment Factor for Reliability

Reliability %	L_{na}	a_1
90	L10	1
95	L5	0.62
96	L4	0.53
97	L3	0.44
98	L2	0.33
99	L1	0.21
50	L50	5

a_2 =Material Factor. Life adjustment for bearing race material. Power Transmission Solutions bearing races are manufactured from bearing quality steel. Therefore the a_2 factor is 1.0.

a_3 = Life Adjustment Factor for Operating Conditions. This factor should take into account the adequacy of lubricant, presence of foreign matter, conditions causing changes in material properties, and unusual loading or mounting conditions. Assuming a properly selected and mounted bearing having adequate seals and lubricant, the a3 factor should be 1.0.

Load Ratings and Life Continued

Vibration and shock loading can act as an additional loading to the steady expected applied load. When shock or vibration is present, an a3 Life Adjustment Factor can be applied. Shock loading has many variables which often are not easily determined. Typically, it is best to rely on one's experience with the particular application. Consult Application Engineering for assistance with applications involving shock or vibration loading.

The a3 factor takes into account a wide range of application and mounting conditions as well as bearing features and design. Accurate determination of this factor is normally achieved through testing and in-field experience. Power Transmission Solutions offers a wide range of options which can maximize bearing performance. Consult Application Engineering for more information.

Variable Load Formula

Root mean load (RML) is to be used when a number of varying loads are applied to a bearing for varying time limits. Maximum loading still must be considered for bearing size selection.

$$\text{RML}^{*} = \sqrt[10/3]{\frac{(L_1^{10/3} N_1) + (L_2^{10/3} N_2) + (L_3^{10/3} N_3)}{100}}$$

Where:
RML = Root Mean Load (lbs.)
L_1, L_2, etc. = Load in pounds
N_1, N_2, etc. = Percent of total time operated at loads L_1, L_2, etc.

* Apply RML to rating at mean speed to determine resultant life.

Mean Speed Formula

The following formula is to be used when operating speed varies over time.

$$\text{Mean Speed} = \frac{S_1N_1 + S_2N_2 + S_3N_3}{100}$$

S_1S_2, etc = Speeds in RPM
N_1N_2, etc = Percentage of total time operated at speeds S_1S_2, etc

Load Ratings and Life Continued

Bearing Life In Oscillating Applications

The equivalent rotative speed (ERS) is used in life calculations when the bearing does not make complete revolutions during operation. The ERS is then used as the bearing operating speed in the calculation of the L10 (Rating) Life. The formula is based on sufficient angular rotation to have roller paths overlap.

ERS = Equivalent Rotative Speed
N = Total number of degrees per minute through which the bearing will rotate.

$$ERS = \frac{N}{360}$$

In the above formula, allowance is made for the total number of stress applications on the weakest race per unit time, which, in turn, determines fatigue life and the speed factors. The theory behind fretting corrosion is best explained by the fact that the rolling elements in small angles of oscillation retrace a path over an unchanging area of the inner or outer races where the lubricant is prevented by inertia from flowing in behind the roller as the bearing oscillates in one direction. Upon reversal, this small area of rolling contact is traversed by the same roller in the dry state. The friction of the two unlubricated surfaces causes fretting corrosion and produces failures which are unpredictable from a normal life standpoint.

With a given bearing selected for an oscillating application, the best lubrication means is a light mineral oil under positive flow conditions. With a light oil, there is a tendency for all areas in the bearing load zone to be immersed in lubricant at all times. The full flow lubrication dictates that any oxidized material which may form is immediately carried away by the lubricant, and since these oxides are abrasive, further wear tends to be avoided. If grease lubrication must be used, it is best to consult with either the bearing manufacturer or the lubricant manufacturer to determine the best possible type of lubricant. Greases have been compounded to resist the detrimental effect of fretting corrosion for such applications.

Static Load Rating

The “static load rating” for rolling element bearings is that uniformly distributed static radial load acting on a non-rotating bearing, which produces a contact stress of 580,000 psi (roller bearings) or 607,000 psi (ball bearings) at the center of the most heavily loaded rolling element. At this stress level, plastic deformation begins to be significant. Experience has shown that the plastic deformation at this stress level can be tolerated in most bearing applications without impairment of subsequent bearing operation. In certain applications where subsequent rotation of the bearing is slow and where smoothness and friction requirements are not too exacting, a higher static load limit can be tolerated. Where extreme smoothness is required or friction requirements are critical, a lower static load limit may be necessary.

Minimum Bearing Load

Skidding, or sliding, of the rolling elements on the raceway instead of a true rolling motion can cause excessive wear. Applications with high speeds and light loading are particularly prone to skidding. As a general guideline, rolling element bearings should be radially loaded at least 2% of Basic Dynamic Rating. For applications where load is light relative to the bearings dynamic load rating, consult Application Engineering for assistance.

Load Ratings and Life Continued

Bushing Type Cam Follower/ Yoke Roller

Because bushing type bearings operate with sliding motion instead of rolling motion, they do not follow standard bearing life theory. Instead, life is based on an acceptable wear rate based on operating load and speed for the given bearing size. The following chart and examples are provided to aid in selection of bushing type cam followers

To determine maximum bearing capacity at a given speed, read vertical load scale under basic bearing size under consideration at proper speed.

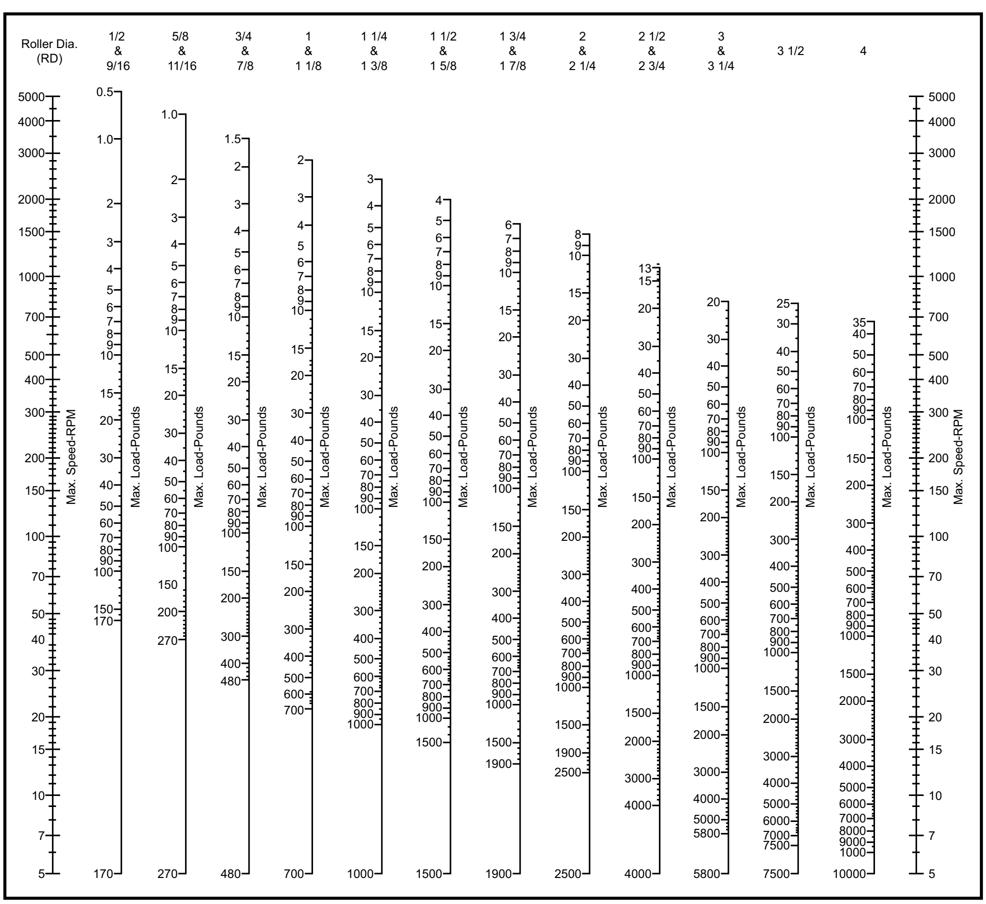
Example:

Determine load capacity of BCF-3/4-S at 100 RPM. Read down vertical load scale under basic 3/4 size to intersection of horizontal line for maximum speed of 100 RPM. Load rating would be 100 pounds.

To determine minimum bearing size required for application, draw horizontal line through application speed until application load can be read on one of the vertical load scales. The basic bearing size can then be read at the top of the column.

Example:

Application speed = 200 RPM
Application load = 50 pounds
Minimum basic bearing size required would be a BCF or BCYR - 11/4-S.



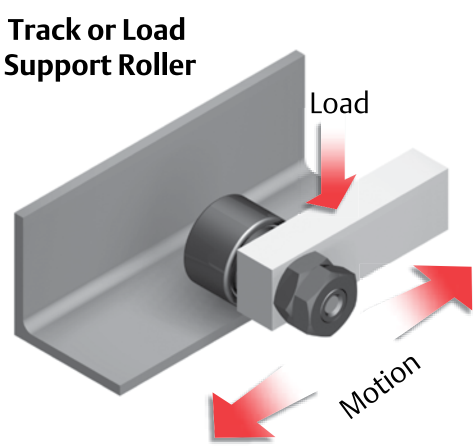
Values based on continuous rotation and no lubrication

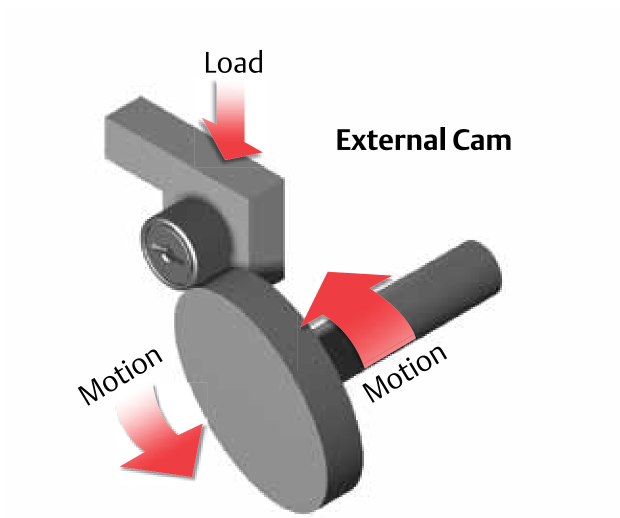
Cam Follower Engineering Section

Load Ratings

ABMA and ISO Dynamic and Static Load Ratings, when listed, follow standard calculations as accepted by ABMA and ISO. These ratings are based on a bearing that is fully supported within a rigid housing. Cam follower and track roller bearings generally operate with an unsupported outer ring in rolling contact with a cam or track. As such, these standard ratings cannot be applied. ABMA and ISO dynamic and static load ratings when listed in the dimension tables for cam follower and track roller bearings are therefore provided for comparison only.

When listed, Track Roller Dynamic Load Rating is to be used for the purpose of bearing size selection or theoretical bearing life calculation. The track roller rating considers the unsupported outer ring condition of the cam follower or track roller bearing design. The Maximum Permissible Load as listed considers stud strength. Static loads should not exceed the Maximum Permissible Load.





Track Roller Static Load Rating as listed considers internal rolling element contact stress. Static loads greater than the Static Rating may impair subsequent dynamic operations.

Load Considerations

In any bearing application, radial, shock and thrust loads must be taken into consideration to help assure successful performance.

Radial Load

Maximum dynamic radial load should not exceed 50% of Basic Dynamic Rating. If radial load and/or root mean load exceed 50% of Basic Dynamic Rating, life calculations must be reviewed by Application Engineering. If dynamic radial loads exceed 25% of Basic Dynamic Rating, consideration should be given to use of heavy stud option (CFH series) or yoke type (CYR, CYR-CR, CYRD, MCYR, MCYRD series). Applications involving reversing radial loads should be reviewed by Application Engineering.

Cam Follower Engineering Section continued

Shock Load

The load ratings in this catalog are based on uniform and steady loading. When the loading is of a shock nature and/or vibration is present, or the loading is indeterminate, a bearing of greater rating must be selected. If such conditions exist, it is advisable to use the Load Factor as shown in the table below. The actual bearing load should be multiplied by the appropriate load factor and the resultant value used to calculate the bearing life or to determine the required Basic Dynamic Rating as described in the General Engineering Section.

Type of Load	Load Factor
Uniform and Constant	1.0
Light Shock	1.5
Moderate Shock	2.0
Heavy Shock	3.0

Thrust Load Series CF, CFH, CYR, BCF, BCYR, CF-CR, CYR-CR, SDCF, SDMCF, MCF, MCYR

Designed for radial loads, these series' bearings do not have design features that help them to support thrust loading. Therefore, these cam followers and track rollers should be mounted to minimize, or preferably eliminate, the possibility of any thrust loading on the outer ring.

Series CFD, CYRD, MCFD, MCYRD

These series provide improved thrust capability versus the above needle rolling element and bushing type designs. They are designed using a double row of full complement cylindrical rolling elements. Their construction helps to support incidental thrust sometimes associated with cam follower and track roller applications.

Series PCF, FCF, VCF, PCYR, FCYR, VCYR

These series use radial ball and tapered roller bearing assemblies. These constructions make possible successful bearing operation with various combinations of radial and thrust loads. Refer to dimension tables for specific thrust load ratings.

Track Design

Since either cam followers or cam yoke rollers are merely one component of a two-piece bearing construction involving (1) the cam follower or cam yoke roller and (2) the track or cam on which it operates, some consideration must be given to selection of track or cam materials, since they must be considered bearing components and have a direct effect upon ultimate life and performance of the cam roll application. From the standpoint of track design where bearings are used as support or guide rollers, it is often difficult to obtain high hardness and tensile strength values for the machine members against which the bearings operate. In most applications, in the interest of economy, relatively soft structural materials can be applied. Where dimensional accuracy is not extremely critical, the work hardening of ferrous, low carbon track materials, accompanied by relatively small amounts of wear-in of the bearing into the track surface generally results in satisfactory bearing performance. It is common, for instance, in the application of cam follower or cam yoke roller bearings as lift truck mast rollers to employ formed structural steel sections as bearing track support members. The wearing-in and work hardening of the track surface generally results in a satisfactory bearing application, providing loads are not excessive.

Cam Follower Engineering Section continued

Track Capacity

Track capacity of all cam followers and cam yoke roller bearings is the load which a steel track of a given tensile strength will withstand without plastic deformation or brinelling of the track surface. The following tables list track capacities and track capacity factors for steel tracks, as applied to all cam follower and cam yoke roller bearings except crowned O.D. versions. For the crowned O.D. versions, multiply by 0.8 to obtain the track capacity ratings.

To obtain track capacities for a track hardness other than 40 Rockwell "C" scale (180,000 psi or 1242 Mpa tensile strength), multiply the track capacity by the track capacity factor in Table 1. Regardless of the resulting track capacity, dynamic load should not exceed 50% of the dynamic rating as a track roller and static load should not exceed the static rating as a track roller for that bearing.

Table 1 - Track Capacity Factor

Track Tensile Strength, psi	Track Tensile Strength, MPa	Track Hardness Rockwell "C"	Track Capacity Factor
60,000		69	0.111
80,000		85	0.198
100,000		95	0.309
120,000	828	26	0.445
140,000	966	32	0.607
160,000	1104	36	0.792
180,000	1242	40	1.000
200,000	1380	44	1.237
220,000	1518	47	1.495
240,000	1656	50	1.775
260,000	1794	53	2.090
280,000	1932	56	2.420
300,000	2070	58	2.780

Table 2 - Track Capacity, Inch Series Bearings

Basic Bearing Number	Track Capacity Lbs.	Basic Bearing Number	Track Capacity Lbs.
1/2-N	485	1 7/8	5,415
1/2	530	2	7,350
5/9	595	2 1/4	8,260
5/8-N	725	2 1/2	11,100
5/8	785	2 3/4	12,250
2/3	865	3	15,050
3/4	1,085	3 1/4	16,300
7/8	1,260	3 1/2	20,200
1	1,835	4	26,200
1 1/8	2,060	5	38,600
1 1/4	2,660	6	55,600
1 3/8	2,920	7	75,600
1 1/2	3,760	8	94,000
1 5/8	4,065	9	118,000
1 3/4	5,060	10	145,000

Table 3 - Track Capacity, Metric Series Bearings

Basic Bearing Number	Track Capacity Newtons	Basic Bearing Number	Track Capacity Newtons
M CFR-13-X	2390	M CFR-52-X	24000
M CFR-16-X	3675	M CYRR-25-X	24000
M CYRR-5-X	3675	M CFD-52-X	24000
M CFR-19-X	4360	M CYRD-25-X	24000
M CYRR-16	4360	M CFR-62-X	35500
M CFR-22-X	5340	M CYRR-30-X	34250
M CYRR-8-X	6875	M CFD-62-X	35500
M CFR-26-X	6310	M CYRD-30-X	34250
M CFR-30-X	7940	M CFR-72-X	39750
M CYRR-10-X	7940	M CYRR-35-X	38125
M CFR-32-X	8475	M CFD-72-X	39750
M CYRR-12-X	8475	M CYRD-35-X	38125
M CFR-35-X	12300	M CFR-80-X	54750
M CYRR-15-X	12300	M CYRR-40-X	45875
M CFD-35-X	12300	M CFD-80-X	54750
M CYRD-15-X	12300	M CYRD-40-X	45875
M CFR-40-X	15000	M CFR-85-X	58000
M CYRR-17-X	15000	M CYRR-45-X	48750
M CFD-40-X	15000	M CYRD-45-X	48750
M CYRD-17-X	15000	M CFR-90-X	61500
M CFR-47-X	21750	M CYRR-50-X	51625
M CYRR-20-X	21750	M CFD-90-X	61500
M CFD-47-X	21750	M CYRD-50-X	51625
M CYRD-20-X	21750		

Cam Follower Engineering Section continued

Cam Design

Most cam applications are similar in many respects to the track or support roller applications; however, usually bearing speeds are higher due to the multiplication of cam revolutions per minute by the ratio of the cam O.D. to the cam follower O.D. For cam applications, oil lubrication is preferred due to the tendency towards higher speeds noted above. Where such lubrication methods are not possible, frequent replacement of grease should be followed.

In the application of box or drum cams, it is possible to obtain differential rotation of the cam follower outer race as well as associated load reversals. Unless proper cam hardness and materials are employed as well as ample lubrication, excessive cam or cam follower wear may result. In box cams of this nature, the cam rise and cam fall should be watched closely, since the load reversal encountered can cause shock loads in excess of the capacity of the stud or the bearing.
The above precaution would also apply to ordinary circular cams, and instantaneous loads due to rapid cam rise should be carefully calculated and kept below the maximum recommended load or static capacity as listed for the bearing.

In ordinary cam design it is possible to employ the most efficient materials for best resistance to fatigue and brinelling. Attainment of high track surface hardnesses associated with good wear resistance are quite feasible. The same general precautions with regard to tensile strength versus hardness, as listed under track design above, should be followed for cam design; and applications involving high marginal bearing or cam loading should be referred to Application Engineering for review.

Cam Follower and Track Roller Bearing Lubrication

Standard series cam followers and track rollers as listed are factory filled with an NLGI 2 grease suitable for operating temperatures of -20°F to +250°F. Consult Application Engineering regarding grease compatibility issues.

Series	Type
CF, CFH, CYR, CFD, CYRD, MCF, MCYR, MCFD, MCYRD,	Lithium Soap
SDCF, SDMCF	Lithium Complex Soap
PCF, PCYR, FCF, FCYR, VCF, VCYR (Ball Bearing)	Lithium Soap
PCF, PCYR, FCF, FCYR, VCF, VCYR (Tapered Roller Bearing)	Polyurea
BCF, BCYR	Not grease lubricated, coated with preservative oil.
CF-CR, CYR-CR	Aluminum Complex Soap USDA H-1 Authorized*

*Authorized by USDA for use in federally inspected meat and poultry plants. USDA H-1 authorized lubricants may be used on equipment as a lubricant or anti-rust film in locations in which there is exposure of the lubricated part to the edible product.

Frequency of lubrication depends primarily upon the speed of rotation of the bearing, the type of lubrication employed and the amount of contamination present in the application. It is possible to achieve extended operating life without lubrication where speeds are low and contamination is not excessive. This is primarily true in track support applications where bearing rotation is intermittent.

For continuously rotating applications, it is necessary to either provide continuous oil lubrication or else frequent grease lubrication, depending upon the severity of service. Automatic lubrication devices are ideal for intermittent lubrication, since accurate metering of grease and consistent relubrication is maintained through the use of these devices. In applications involving paper dust and other similar abrasive contaminants, relubrication must be resorted to at more frequent intervals and Application Engineering should be consulted for these critical applications.
In LUBRI-DISC® sealed cam followers and track rollers, small vents or reliefs are provided in each seal to enable relubrication of the bearing. To avoid loss of seal efficiency, these seal vents are kept as small as possible, and for this reason the rate of relubrication should be kept at lower levels to avoid seal displacement.

Cam Follower Engineering Section continued

Reduced Maintenance Cam Followers and Track Rollers

Series CFD, CYRD, SDCF, SDMCF, PCF, FCF, VCF cam followers and track rollers are designed for use without relubrication and are not provided as standard with provisions for relubrication. These types of bearings may be limited by the life of the original grease fill and the ability of the seals to protect the bearing from contamination.

Lubrication of Stud-Type Cam Followers and Track Rollers

Series CF, CFH, CF-CR, MCF and MCFD cam followers and track rollers with integral studs are supplied with potential for 3 alternate means of lubrication; namely, through either end of the stud with an appropriate grease fitting or through the radial hole in the stem of the stud.

- The four smallest sizes in inch series CF, CFH, CF-CR (1/2, 9/16, 5/8 and 11/16) and the three smallest sizes in metric series MCF (13, 16 and 19) are an exception to the above information, since they contain neither the radial oil hole in the stem nor the axial hole at the threaded end of the stud. Therefore, these bearings may only be lubricated from the flange end of the stud in the screwdriver slot type only.
- The radial oil hole is not present in metric series MCF sizes through 26 mm OD.
- Bearings utilizing the hex hole feature, unless noted otherwise on the dimension tables, do not have the axial lubrication hole present at that end.
  Since in most cam followers two axial lubrication holes are provided, it is necessary to plug one or both of the holes, depending upon the type of relubrication means employed. For this purpose, oil hole plugs are provided in the bearing wrapping and may be press fitted in the reamed lubrication fitting hole. They are designed to withstand normal relubrication pressures. If the stem radial oil hole is present but not used for relubrication, it should be covered by the housing; therefore, no plug is supplied for this hole.

Grease Lubrication Fittings

Series CF, CFH, CF-CR

Basic Bearing No. Bearing Size	Drive Fitting Size	Ref. Alemite No.	Fitting Included
1 /2 to 11/16 incl.	1/8”	3019	No
3 /4 to 2 3/4 incl.	3/16”	1728-B	No
3 to 4 incl.	1/4”	1743-B	Yes*
5 to 10 incl.	1/4” NPT	1627-B	No
* For hex hole option only.			

Series MCF, MCFD

Basic Bearing No. Bearing Size	Drive Fitting Size	Fitting Included mm
13	3.1	Yes
16 to 26 incl.	4	Yes
30 to 40 incl.	6	Yes
47 to 90 incl.	8	Yes

Lubrication of Yoke-Type Cam Followers and Track Rollers

The relubrication of yoke-type cam follower and track roller bearings is straight forward and is accomplished by means of a radial oil hole and annular lubrication groove found on the inner race of the bearing series. The mounting pin for this bearing series must be drilled axially and radially to properly line up with the groove and hole of the CYR bearing inner race to effect proper lubrication.

Cam Follower Engineering Section continued

Mounting Details - Stud Type Cam Followers and Track Rollers Series CF, CFH, BCF, CF-CR, CFD, MCF, MCFD

Proper mounting of stud type cam follower and track roller bearings require a close fit between the bearing stud and the housing hole. The endplate must be backed up by the housing member face. Likewise the face of the housing adjacent to the bearing endplate face should be square to the housing bore. The following are some general guidelines and details to bear in mind when installing the above series' bearings.

1. Inspect housing.

- Clean, remove burrs and sharp edges.
- Check housing bore diameter. The stud diameter should have a tight fit in the housing bore. Refer to the recommended housing bore diameters given in the dimensional tables.

2. Press stud into housing.

- For best bearing performance, bearing should be mounted with raceway radial lubrication hole in the unloaded portion of the raceway. Raceway radial hole is oriented in line with stem radial hole.
- Direct pressure against solid end of stud, not against the flanged portion.
- Do not apply pressure against outer ring face.
- Use arbor press whenever possible.
- Do not hammer on bearing faces.

3. Install nut and lock washer.

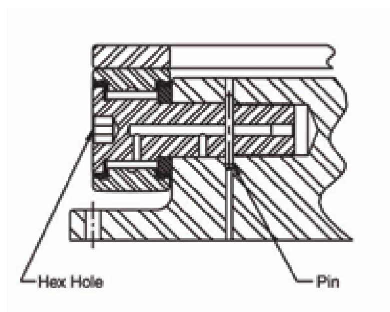
- Follow recommended clamping torque on dimensional table. Do not over tighten, otherwise undue stress may be set up in stud. Overtightening nut can also cause stretching of the stud diameter with consequent loosening of the stud in the housing member.
- A screwdriver slot is provided at the flanged end of the stud for the purpose of preventing the stud from turning when the nut is tightened. The bottom of the screwdriver slot is rounded and in some cases it may be necessary to use a special screwdriver having a rounded edge to hold the stud securely.
- An optional hexagonal hole is provided in the stud face on selected sizes for use with applications requiring greater than average thread torque or for ease of installation. In this modification, the ability to relubricate through the flange end of the stud, unless otherwise noted in the dimension tables, is eliminated.

Cam Follower Engineering Section continued

Blind Hole Mounting

Sometimes a stud type follower must be mounted where a nut and lock-washer cannot be used on the threaded portion. In such blind hole mountings, special care must be given to the fit-up of the stem in the housing.

- The drilling diameter used for tapping will generally result in a loose fit between the stud and housing hole. This can lead to premature fatigue fracture of the stud in applications with varying or reverse radial load. Press fitting the stud into a reamed hole without tapped threads would be better for these applications. The non-hardened stud can be retained by drilling and pinning, or by using a set screw to bear against the stud.
- Certain applications require blind hole mounting into tapped threads. The hex hole option should be used in these cases so that adequate torque can be applied to provide good endplate support.

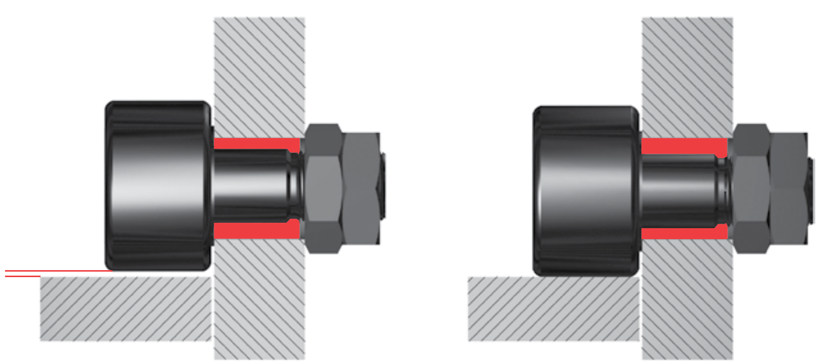


Blind Hole Mounting

Eccentric Bushing Mounting
Series CFE, BCFE, CFE-CR, SDCFE, SDMCFE, CFDE, MCFE, MCFDE, PCFE, FCFE, VCFE

In addition to the mounting details listed above, the following should be considered for proper mounting of stud type followers with the eccentric bushing option.

- The eccentric bushing diameter should have a .001” to .005” loose fit in the housing bore. Refer to dimensional table for specific housing bore diameter.



Cam Follower Engineering Section continued

- For proper end-wise clamping, housing width must be .010” wider than bushing length.
- Lock-nut or lock washer and nut is sufficient to hold the bearing at the desired position for most applications.
- Where a more positive means of holding a given position is required, the bushing and stem can be drilled for pinning. Bushing and exposed stem area is unhardened steel.
- Hex hole option allows more positive grip for adjustment and locking.

Series PCF, FCF, VCF, SDCF, SDMCF

These series cam followers and track rollers do not have an exposed stud face at the roller end. That face is enclosed by a metal plug assembled into the outer ring face. A loose stud fit in the housing is recommended so that minimal pressure is required to drive stud into the housing bore.

• Recommended housing bore fit for these series is .0005” to .0025” loose. Refer to dimensional table for specific housing bore diameter.

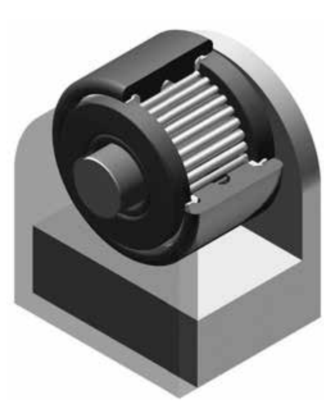
• A hex hole is provided at the threaded end of the stud for the purpose of holding the stud from turning when the nut is tightened.

• These series can not be tightened into a blind drilled and tapped hole.

Mounting Details - Yoke Type Cam Followers and Track Rollers
Series CYR, CYR-CR, CYRD, MCYR, MCYRD

Endplate support is critical when mounting yoke-type series cam followers and track rollers. If the endplates are not properly backed up, they can be displaced from the inner ring. The preferred mounting method is to provide complete axial clamping of the endplates.

If the endplates can not be clamped end-wise, it is essential to have a close fit axially in the yoke in which the bearing is mounted to prevent the bearing endplates displacing axially.



Cam Follower Engineering Section continued

The following are some general guidelines and details when installing yoke type followers.

1. **Inspect housing.**
- Clean, remove burrs and sharp edges.
2. **Check shaft diameter size.**
- Follow recommended shaft fits per table below. Refer to dimensional table for specific shaft diameter and tolerance.
3. **Press shaft through bearing within yoke housing**.
- For best bearing performance, mount follower with lubrication hole in the unloaded portion of the raceway.
- Apply pressure towards center or below on endplate face if pressing bearing onto shaft.
- Do not apply pressure against outer ring face.
- Use abor press whenever possible.
- Do not hammer on bearing faces.

Shaft Fit Selection - Inch Series CYR, CYR-CR, CYRD

Load	End-Wise Clamped	Fit	Shaft Condition
Light	Yes	Push	Not Hardened
Medium	Yes	Push	Hardened
Heavy	Yes	Drive or Press	Hardened
Light	No	Press	Not Hardened
Medium	No	Press	Hardened
Heavy	No	Press	Hardened

Shaft Fit Selection - Metric Series MCYR, MCYRD

Load	End-Wise Clamped	Fit	Shaft Condition
Light	Yes	g6	Not Hardened
Medium	Yes	g6	Hardened
Heavy	Yes	h6 or j6	Hardened
Light	No	j6	Not Hardened
Medium	No	j6	Hardened
Heavy	No	j6	Hardened

Special Modified Cam Follower and Track Roller Bearings

McGill offers certain options for the CF, CFH and MCF series cam follower and track roller bearings with low minimum order quantity and short order lead time. Contact customer service for price and delivery information, 1-800-626-2120.

Threaded Axial Lubrication Holes

Standard reamed axial hole is tapped to accommodate threaded lubrication fitting. This option is popular when using automatic lubrication systems.

Cam Follower Engineering Section continued

Specifications - Inch Series

Bearing OD Size	Thread Size
1/2 thru 11/16	Not Available
3/4 thru 1 3/8	1/4-28 UNF
1 1/2 thru 4	1/8 NPT

Specifications - Metric Series

Bearing OD Size	Thread Size
13	Not Available
16 thru 26	M6 X 0.75
35 thru 90	1/8 NPT

Axial Lubrication Holes Plugged

Options include threaded end, flange end or both ends of stud. Plugs are normally supplied loose in box. If the bearing is not to be lubricated in service, plugging the holes helps prevent entry of contamination. Bearings supplied with plugs installed saves user's time and provides a bearing ready to install.

Hex Hole or Screwdriver Slot at Threaded End of Stud

These options are typically selected when roller end of stud is not accessible at installation.

Annular Lubrication Groove at Stem Radial Hole

This option helps entry of lubricant through stud radial hole so that alignment of stem and housing lubrication holes is not critical

Hex Wrench Sizes

Basic Bearing No.	Hex Wrench Sizes	Basic Bearing No.	Hex Wrench Sizes
1/2	1/8	1 7/8	5/16
9/16	1/8	2	7/16
5/8	1/8	2 1/4	7/16
11/16	1/8	2 1/2	1/2
3/4	3/16	2 3/4	1/2
7/8	3/16	3	3/4
1	1/4	3 1/4	3/4
1 1/8	1/4	3 1/2	3/4
1 1/4	1/4	4	3/4
1 3/8	1/4	5	7/8
1 1/2	5/16	6	1
1 5/8	5/16	7, 8, 9, 10	1 1/4
1 3/4	5/16	-	-