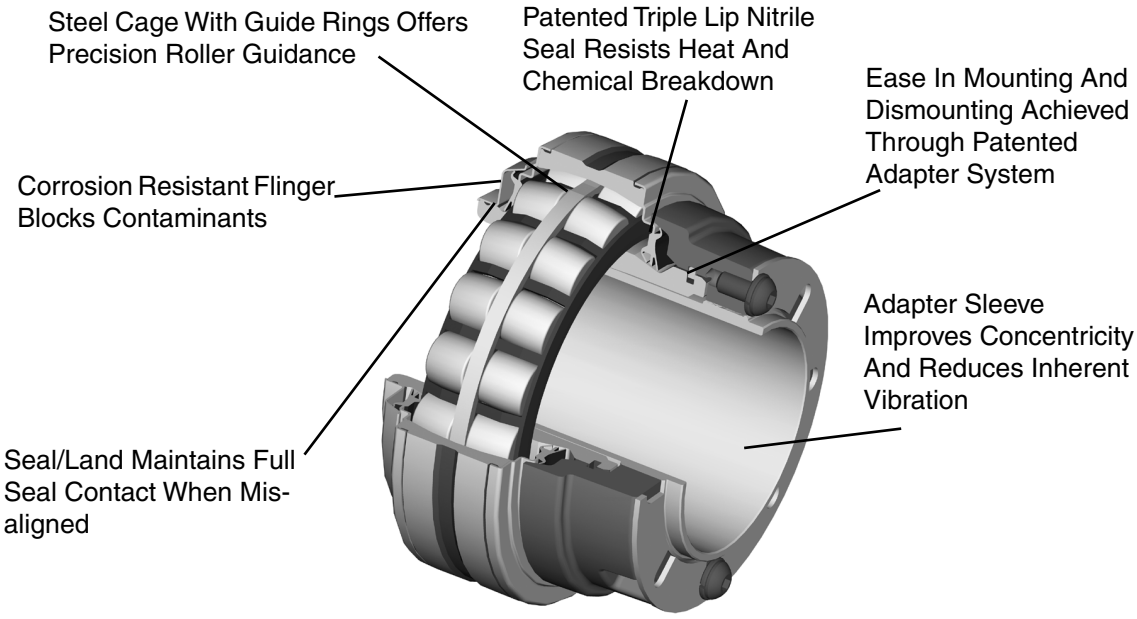
IMPERIAL

Patented Adapter System Offers Quick Installation And Removal

The DODGE IMPERIAL bearing uses a thin wall push-pull adapter system that achieves clearance setting without the use of feeler gauges. The IMPERIAL bearing is installed by turning the locknut clockwise and removed by a counterclockwise rotation. Installation and removal of an IMPERIAL bearing can be accomplished in 15 minutes or less.



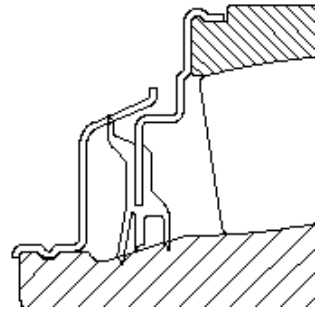
Installation and Removal Savings . . .

- Factory lubed, sealed and adjusted, ready to slip onto the shaft
- IMPERIAL adapter sleeve concentricity virtually eliminates fretting corrosion
- Field convertible from non-expansion to expansion and expansion to non-expansion
- Elongated pillow block bolt holes to facilitate mounting

IMPERIAL Bearings Offer Patented Seal Options To Maximize Bearing Life . . .

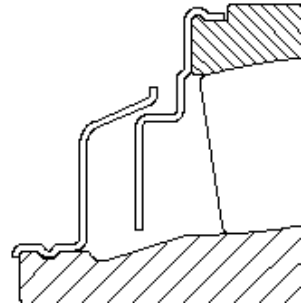
TRIDENT™ seals for low to medium speed

- Face rubbing triple lip seal
- Flinger to shield seal and bearing from contamination/damage
- Seal/land positive contact up to ± 1 degree of misalignment
- Patented design



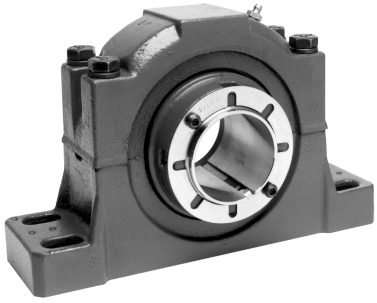
Labyrinth seals for higher speeds or high temperatures

- High speed for relatively clean or hot environments
- 15% increase in maximum speed over standard SAF adapter mounted sphericals of the same shaft size
- Flinger to shield seal and bearing from contamination/damage
- Seal/land positive contact up to ± 1 degree of misalignment
- Patented design



FEATURES/BENEFITS

IMPERIAL - IP







- Push-pull adapter mount
- Operating temperatures are 25% lower than setscrew mounted products
- Grease limiting speeds 30% higher than set-screw mounts
- Same rolling element as the S-2000 bearing
- Pillow blocks are interchangeable with S-2000 dimensions on all sizes
- All housings are Class 30 Gray Iron
- 2 bolt pillow blocks, 4 bolt flange bearings piloted flange and take-ups 1-1/8 “to 4”
  4 bolt pillow blocks in sizes 2-3/8” to 5”
- Jackscrew holes standard on piloted flanges
- Can replace 300 series ball bearings in many applications
- Patented adapter mounting system
- Superior holding power reduces the fretting corrosion caused by vibration
- Shaft ready installation
- No special tools required for installation
- DODGE TRIDENT seal provides superior sealing system
- Seal/land on OD of inner ring maintains full contact pressure even when misaligned
- Less shaft damage vs. setscrew mounts
- Reduced vibration damage vs. setscrew mounts