

FRANKLIN MOTOR DATA BOOKLET

“We Keep You In The Game!”

**QubicaAMF Aftermarket
8100 AMF Drive Mechanicsville, VA 23111
1-866-460-QAMF (7263)**



FRANKLIN MOTOR PARTS - QubicaAMF PART NUMBERS

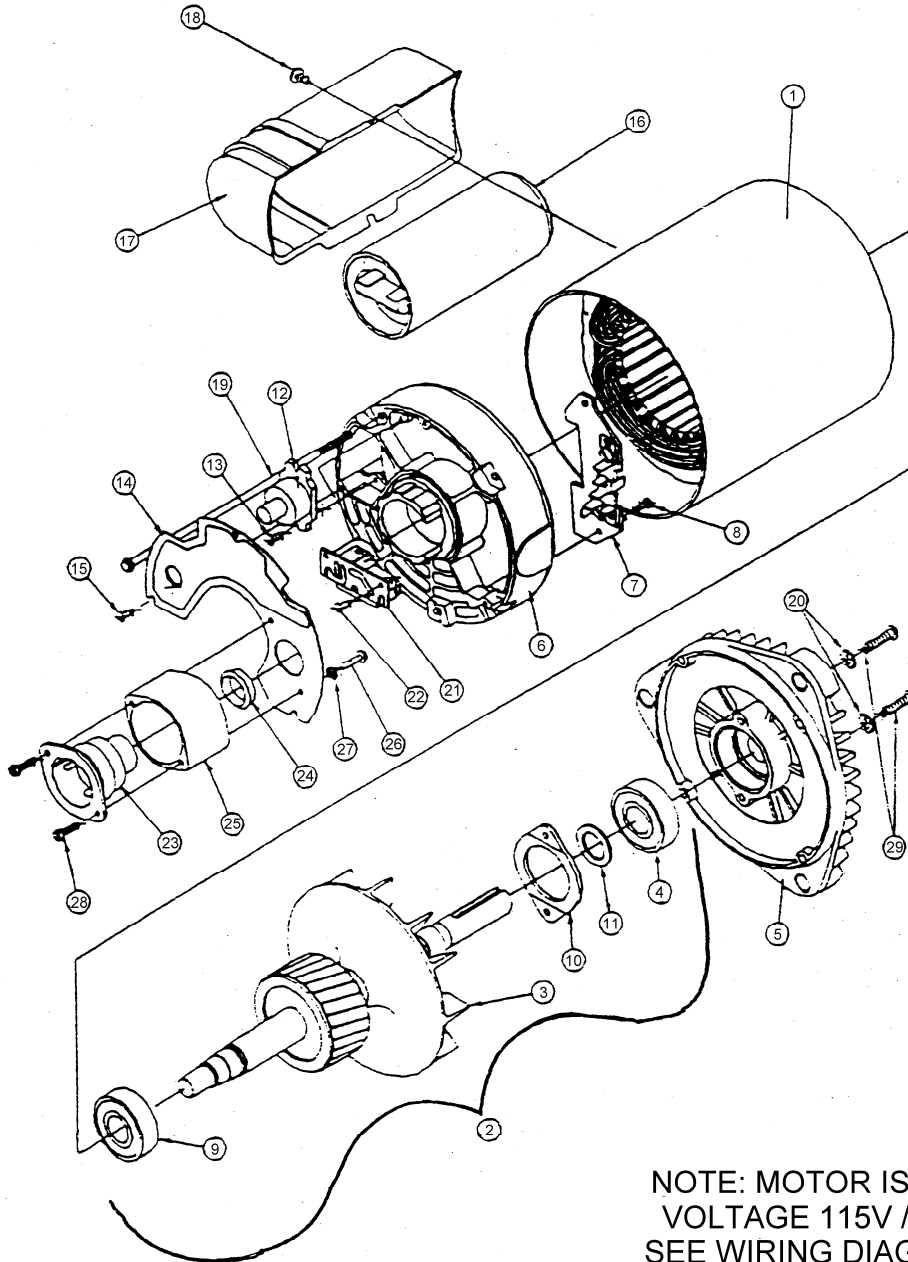
Item	Qty	Description	785 502 261	785 502 260	785 502 259	785 502 258
			60Hz Combo	50 Hz Combo	60 Hz Backend	50 Hz Backend
1	1	Stator Assembly	n/a	n/a	n/a	n/a
2	1	Rotor Assembly	n/a	n/a	n/a	n/a
3	1	Fan, Internal	n/a	n/a	n/a	n/a
4	1	Bearing	785 501 607	785 501 607	785 501 607	785 501 607
5	1	End Frame, Shaft End	785 501 595	785 501 595	785 501 595	785 501 595
6	1	End Frame, Opp Shaft End	n/a	n/a	n/a	n/a
7	1	Terminal Board Assy	n/a	n/a	n/a	n/a
8	2	Screw, Terminal Board	n/a	n/a	n/a	n/a
9	1	Bearing	785 501 607	785 501 607	785 501 607	785 501 607
10	1	Retainer Bearing	n/a	n/a	n/a	n/a
11	1	Washer, Spacer	070 006 121	070 006 121	070 006 121	070 006 121
12	1	Overload	090 003 630	090 003 630	090 003 630	090 003 630
13	2	Screw, Overload	n/a	n/a	n/a	n/a
14	1	Cover, Conduit Cavity	785 501 599	785 501 599	785 501 599	785 501 599
15	3	Screw, Conduit Cover	n/a	n/a	n/a	n/a
16	1	Capacitor / Resistor Assy	090 003 634	090 003 634	090 003 634	090 003 634
17	1	Cover, Capacitor	n/a	n/a	785 501 601	785 501 601
18	2	Screw, Capacitor Cover	n/a	n/a	812 833 062	812 833 062
19	4	Thrubolt	n/a	n/a	n/a	n/a
20	2	Lockwasher, Brg Retainer	951 138 000	951 138 000	951 138 000	951 138 000
21	1	Solid State Switch Assy	090 004 560	090 004 560	090 004 560	090 004 560
22	1	Screw, Solid State Switch	n/a	n/a	n/a	n/a
23	1	Receptacle	000 027 655	000 027 655	000 027 655	000 027 655
24	1	Bushing	n/a	n/a	n/a	n/a
25	1	Extrusion, Receptacle	090 004 521	090 004 521	090 004 521	090 004 521
26	2	Screw, Extrusion	824 126 103	824 126 103	824 126 103	824 126 103
27	2	Lockwasher, Extrusion	n/a	n/a	n/a	n/a
28	2	Screw, Receptacle	823 126 062	823 126 062	823 126 062	823 126 062
29	2	Screw, Bearing Retainer	808 839 160	808 839 160	808 839 160	808 839 160
30	1	Load Spring (Not Shown)	n/a	n/a	n/a	n/a



NATIONAL REPLACEMENT BACKEND MOTOR - RH & LH

50 Hz VERSION - 785 502 258

60 Hz VERSION - 785 502 259



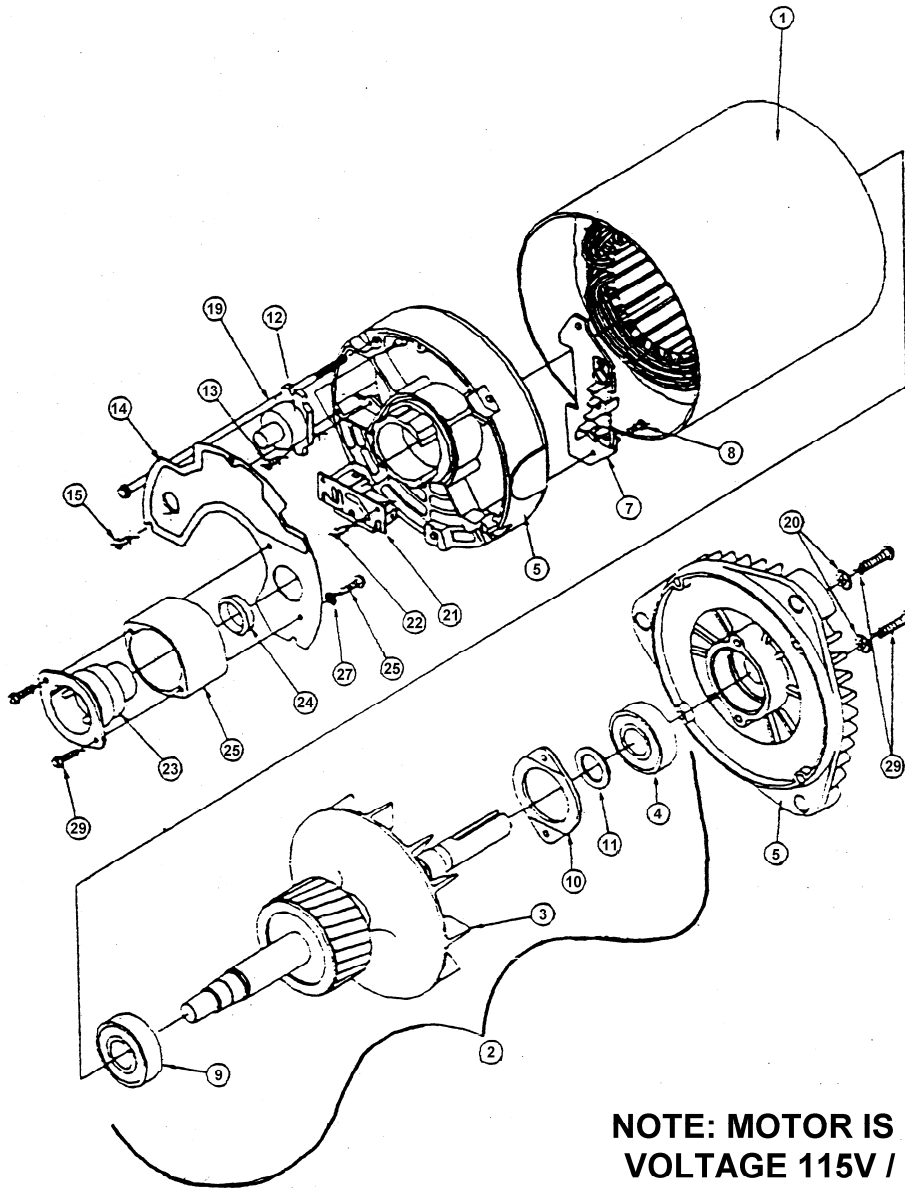
NOTE: MOTOR IS DUAL
VOLTAGE 115V / 230V
SEE WIRING DIAGRAMS



NATIONAL REPLACEMENT COMBO MOTOR

50 Hz VERSION - 785 502 260

60 Hz VERSION - 785 502 261



**NOTE: MOTOR IS DUAL
VOLTAGE 115V / 230V
SEE WIRING DIAGRAMS**

FIELD INSTALLATION INSTRUCTIONS

Part number 090 003 550 is a *Wrapped Spring Drag Brake* for the reduction of front end motor drift when using a Franklin Combo Motor (either part # 785 502 260 or 785 502 261).

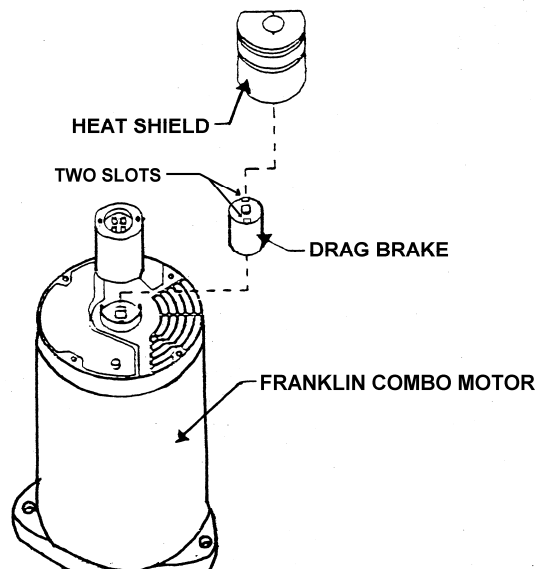
HISTORY:

The Franklin Combination Motors are to be used as replacements for the National Combination Motors when a new motor is needed. The old National Combo Motors used spring loaded carbon brushes along with regenerative braking to stop motor drift. The drag brake mentioned above provides the same resistance to the Franklin Motors that the carbon brushes provided to the National Motors.

INSTALLATION PROCEDURE:

The drag brake is placed on the open end of the motor shaft as shown in the drawing below.

- 1). Disconnect the power cable to the motor.
- 2). Place the drag brake on the top end of the motor shaft and press it down as far as it will go. Rotate the outer barrel until the two key slots are as shown in the drawing.
- 3). Place the heat shield over the brake so that the flat portion is against the plug housing as in the drawing. The two keying roll pins in the heat shield *need to engage* into the slots at the top of the drag brake barrel.



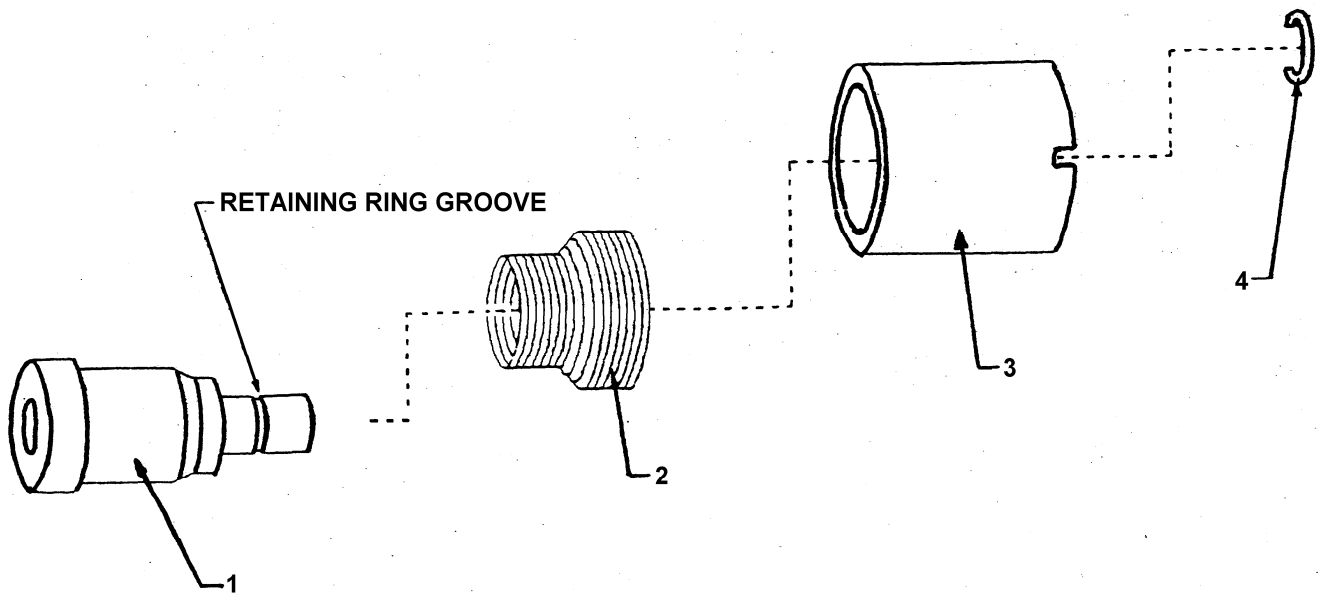
OPERATION:

The flat portion of the heat shield is unable to rotate because of the plug housing. When the roll pins of the heat shield are engaged with the outer drum of the brake, the outer drum is also unable to rotate. A spring is wrapped between the outer drum of the brake and the inner drum assembly. The spring inside the brake offers an additional 8 in-lbs of stopping resistance to the rotor shaft to reduce motor drift.

MAINTENANCE:

As with carbon brushes, the spring will eventually wear out and need to be replaced. To replace the spring...

- 1). Remove the drag brake assembly from the motor.
- 2). Separate the heat shield from the brake.
- 3). Remove the snap ring on the inner side of the brake.
- 4). Using a combination of a pulling and twisting motion, separate the outer drum from the inner drum assembly.
- 5). Pull the old spring off and replace it with a new spring, part # 090 003 554.



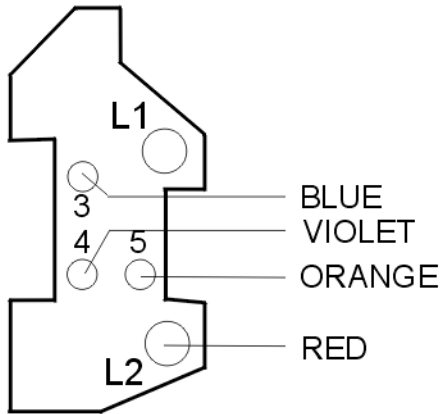
WIRING BETWEEN TERMINAL BOARD AND RECEPTACLE FOR 785 502 258/259

BLACK — L1

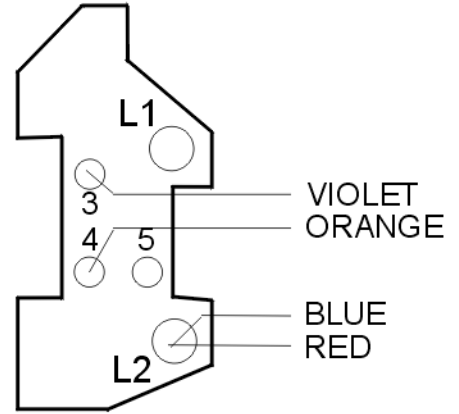
WHITE — L2

WIRING DIAGRAM FOR 785 502 244/245 AT THE TERMINAL BOARD VARIES DEPENDING ON APPLICATION TO REVERSE MOTOR. INTERCHANGE ORANGE AND RED WIRES

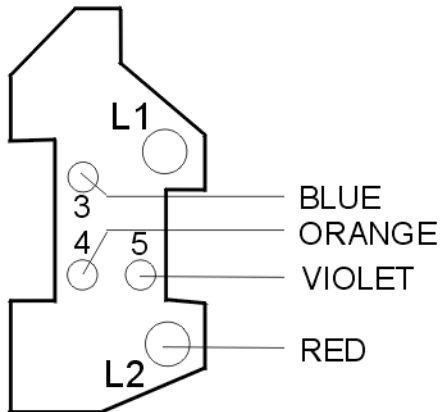
230V / 50Hz



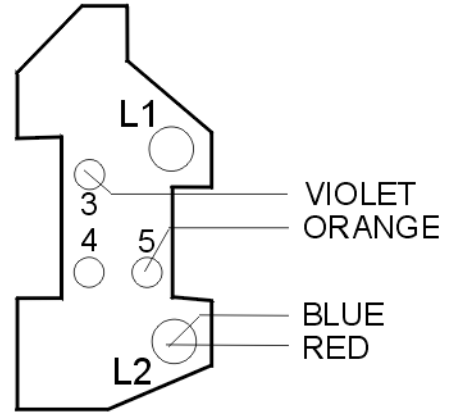
115V / 50Hz








230V / 60Hz



115V / 60Hz

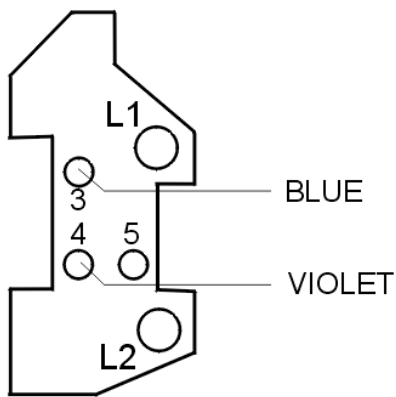


WIRING BETWEEN TERMINAL BOARD AND RECEPTACLE FOR 785 502 260/261

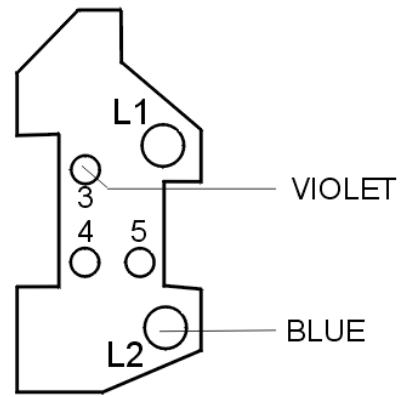
- X  L1
- Y  ORANGE
- CT  4
- Z  RED
- NIL  L2

WIRING DIAGRAM FOR 785 502 246/247 AT THE MOTOR TERMINAL BOARD VARIES DEPENDING ON APPLICATION.

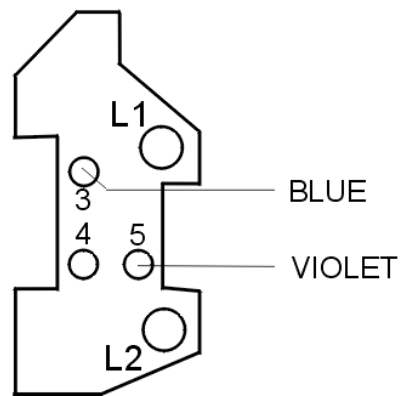
230V / 50Hz



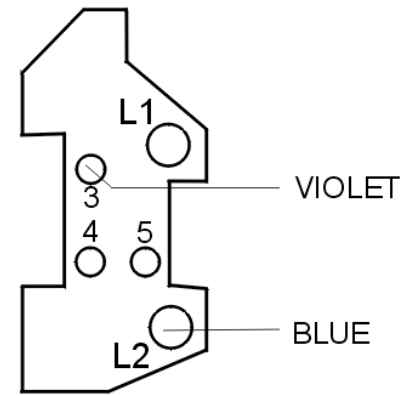
115V / 50Hz



230V / 60Hz



115V / 60Hz



WIRING DIAGRAM

