Boston Gear
QC 700 Series
NEMA
Flanged
Reducer
Coupling Style
THE FASTEST MOTOR-REDUCER ASSEMBLY IN THE WEST (AND THE EAST)

Many maintenance engineers and industrial OEM's choose couplings to connect their motors and gearboxes together. The advantages can be many, but the disadvantages can quickly add up. That's because a slot must be cut in the gearbox flange to allow an Allen wrench to align the coupling… the same slot that lets in caustic washdown solution, water, and other particles, also makes it challenging to see what you need when connecting the motor.

That's why Boston Gear developed the QC 700 Series, featuring a completely self-aligning coupling that eliminates the need for a slot in the flange and allows for quick motor and reducer assembly. Fretting corrosion is eliminated, which means your motor comes off when you want it to – with hand tools, not a jackhammer. The QC 700 Series is truly the first quick connecting NEMA coupling-mount speed reducer in its class.

### QC Compared To RF

<table>
<thead>
<tr>
<th>CD/Reduction</th>
<th>J-NEMA Mounting</th>
<th>Design Space Savings</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>NEMA QC RF</td>
<td></td>
</tr>
<tr>
<td>Single</td>
<td>Double</td>
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<tr>
<td>710</td>
<td>W713 42CZ 4.15</td>
<td>4.76 0.61</td>
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<td>W718 56C 5.01</td>
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<td>W721 56C 5.46</td>
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<td>W726</td>
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<td>715</td>
<td>56C 6.11</td>
<td>7.34 1.23</td>
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<td></td>
<td>140TC</td>
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<tr>
<td>718</td>
<td>W730 56C 6.29</td>
<td>7.53 1.24</td>
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<td>W732 140TC</td>
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<td>721</td>
<td>W738 56C 6.76</td>
<td>8.31 1.55</td>
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<td>724</td>
<td>56TC 6.95</td>
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<td>180TC 7.81</td>
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<td>726</td>
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<td>180TC 8.31</td>
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<td>730</td>
<td>56TC 7.84</td>
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<td></td>
<td>180TC 8.77</td>
<td>10.88 2.11</td>
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<td>732</td>
<td>W760 56TC 8.20</td>
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<td></td>
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<tr>
<td></td>
<td>180TC 9.13</td>
<td>11.25 2.12</td>
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<td>738</td>
<td>140TC 8.70</td>
<td>11.81 3.11</td>
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<td></td>
<td>180TC</td>
<td></td>
</tr>
<tr>
<td></td>
<td>210TC 10.28</td>
<td>12.88 2.60</td>
</tr>
</tbody>
</table>

Dimensions in inches

Reducer Express

We guarantee same day shipment by air if we receive your order by 2pm EST or we guarantee next business day shipment by air if your order is received after 2pm EST… or the air freight is free!
Super-finished oil seal diameters on both input and output shafts provide extended seal life.

High pressure angle on worm provides greater operating efficiency.

Integral input worm and shaft design made from high-strength case-hardened alloy steel. Reducer sizes 710 through 730 have pre-lubricant ball bearings; 732 through 760 have tapered roller bearings. Double lip oil seals are standard.

Double bearing input design on all QC 700 sizes along with optional double seals.

The small seal diameter reduces seal wear and extends seal life.

The elimination of the coupling alignment hole ensures that debris and bacteria will not collect on this reducer.

Double bearing input design on all QC 700 sizes along with optional double seals.

Unique patent pending coupling design eliminates fretting corrosion and allows for blind assembly of NEMA motors.

Large oil reservoir provides highly efficient heat dissipation and lubrication for longer operating life.

Rugged housing of fine-grained, gear-quality cast iron provides maximum strength and durability. Greater rigidity and one-piece construction ensure precise alignment of the worm and gear. This housing construction also provides superior resistance to caustic washdown solutions, plus high heat dissipation and reduced noise level. Pipe plugs allow easy fill, level and drain in any mounting position.

High-strength bronze worm gear is straddle mounted between heavy-duty tapered roller bearings to increase thrust and overhung load capacities, sizes 713-760.

PosiVent® option provides a completely sealed gearbox ready for installation in any mounting position.

This smooth, BISSC® approved clean motor flange dramatically improves any washdown application.

The enclosed flange keeps the input seal cleaner and extends life.

High strength steel output shaft assures capacity for high torque and overhung loads.
### 700 Series Right Angle Worm Gearbox - Single Reduction

**Input Shaft Style**
- Blank – Solid Projecting Input Shaft
- F – Dull Style Motor Flange
- RF – Coupling Style Motor Flange (close coupled)
- QC – Quick Connect Motor Flange

**Output Shaft Style**
- Blank – Solid Output Shaft
- H – BostMount Hollow Output (setscrews both sides, bore size selectable)
- S – BostMount Hollow Output (setscrews one side, bore size fixed)

**Center Distance**
- (inches)
  - 7: 10 – 1.00
  - 38: 13 – 1.33
  - B: 15 – 1.54
  - 40: 18 – 1.75
  - K: 21 – 2.06
  - E: 24 – 2.38
  - Z: 26 – 2.62
  - T: 30 – 3.00
  - B7: 32 – 3.25
  - – 38: 38 – 3.75
  - – 52: 52 – 5.13
  - – 60: 60 – 6.00

**Reducer Material/Paint**
- Blank – Cast Iron, Std. Gray paint
- SBKC – Cast Iron, White BostKleen paint
- BKC – Cast Iron, Stainless BostKleen paint
- SS – Stainless Steel material — no paint

**Base/Mounting Attachment**
- Blank – No Base
- A – Horizontal base – Top Mount
- B – Horizontal base – Bottom Mount
- BRB – Riser Block – Top Mount
- C – Vertical High base – Right Mount
- D – Vertical Low base – Right Mount
- E – Vertical High base – Left Mount
- F – Vertical Low base – Left Mount
- R – BostMount Bracket – Right Mount
- L – BostMount Bracket – Left Mount
- M – Conveyor Flange Adptr – Right Mount
- N – Conveyor Flange Adptr – Left Mount
- V – Hollow Output Flange – Right Mount
- W – Hollow Output Flange – Left Mount
- X – Vertical Base – Rear Mount
- Y – Vertical Base – Front Mount

**Lubrication**
- Blank – No lubrication
- K – Klubersynth UH1 6-460
- S – Mobil SHC 634
- X – Mobil 600W

**Oil Seal**
- Blank – Standard Seal
- T – Two Standard Input Seals
- C – High pressure washdown output seals and double input seals (stainless products only)

**Gear Ratio**
- Ratio to 1
  - 5: 25
  - 7: 30
  - 7.5: 40
  - 10: 50
  - 12: 80
  - 15: 80
  - 20: 100

**Endcap or Fan**
- Blank – Standard Endcap
- E – Endcap (standard)
- F – Fan

**Vent**
- Blank – Standard Vent
- P – Pressure Vent (5 psi)
- Z – Posivent (sealed)

**NEMA Motor Mounting**

<table>
<thead>
<tr>
<th>BORE</th>
<th>NEMA CODE</th>
<th>INPUT</th>
<th>KEYWAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>B4</td>
<td>42CZ</td>
<td>.500</td>
<td>1/8 x 1/16</td>
</tr>
<tr>
<td>B5</td>
<td>56C</td>
<td>.625</td>
<td>3/16 x 3/32</td>
</tr>
<tr>
<td>B7</td>
<td>140TC/180C</td>
<td>.875</td>
<td>3/16 x 3/32</td>
</tr>
<tr>
<td>B9</td>
<td>180TC/210C</td>
<td>1.125</td>
<td>1/4 x 1/8</td>
</tr>
<tr>
<td>B11</td>
<td>210TC/250UD</td>
<td>1.375</td>
<td>5/16 x 5/32</td>
</tr>
<tr>
<td>B13</td>
<td>250TC</td>
<td>1.625</td>
<td>3/8 x 3/16</td>
</tr>
</tbody>
</table>

**Blank** Solid Input Shaft (No Flange)
**Output Shaft**

- **G** - Carbon Steel Output Projection – Left
- **H** - Carbon Steel Double Output Projection
- **J** - Carbon Steel Output Projection – Right
- **GS** - Stainless Output Projection – Left
- **HS** - Stainless Double Output Projection
- **JS** - Stainless Output Projection – Right

---

**BostMount Output Bore Code**

For H Series Only Specified in 1/16" increments.

Example: 1 1/4" = P20

<table>
<thead>
<tr>
<th>Code</th>
<th>5/8</th>
<th>3/4</th>
<th>7/8</th>
<th>15/16</th>
<th>1</th>
<th>1-1/16</th>
<th>1-1/8</th>
<th>1-3/16</th>
<th>1-1/4</th>
<th>1-5/16</th>
<th>1-3/8</th>
<th>1-7/16</th>
</tr>
</thead>
<tbody>
<tr>
<td>P10</td>
<td>P12</td>
<td>P14</td>
<td>P15</td>
<td>P16</td>
<td>P17</td>
<td>P18</td>
<td>P19</td>
<td>P20</td>
<td>P21</td>
<td>P22</td>
<td>P23</td>
<td></td>
</tr>
</tbody>
</table>

**Mounting Positions**

- **Blank** - No Lubrication Supplied
- **1** - Standard Mounting (Worm over)
- **2-6** - Refer to Mounting Positions in Catalog

---

**Clutch/Brake**

- **CMBA140TR-6**

**Common C-Face Brakes Installed**

<table>
<thead>
<tr>
<th>Description</th>
<th>115/230 VAC 60Hz</th>
<th>Ft-Lb</th>
<th>Bore Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMBA56R-3</td>
<td>3</td>
<td>B5</td>
<td></td>
</tr>
<tr>
<td>CMBA56R-6</td>
<td>6</td>
<td>B5</td>
<td></td>
</tr>
<tr>
<td>CMBA140TR-6</td>
<td>6</td>
<td>B7</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Description</th>
<th>208-230/460 VAC 60Hz</th>
<th>Ft-Lb</th>
<th>Bore Code</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMBA56U-3</td>
<td>3</td>
<td>B5</td>
<td></td>
</tr>
<tr>
<td>CMBA56U-6</td>
<td>6</td>
<td>B5</td>
<td></td>
</tr>
<tr>
<td>CMBA140TU-6</td>
<td>6</td>
<td>B7</td>
<td></td>
</tr>
</tbody>
</table>

Other sizes available. See catalog P-1485-BG for more information.

---

**Motor**

- **HUTF-IDB**

**Motor Conduit box Orientation**

(When looking at fan end of motor and gearbox is in mounting position #1)

- **0** – 12 O’clock (standard)
- **3** – 3 O’clock (standard for G & H shaft assemblies)
- **6** – 6 O’clock
- **9** – 9 O’clock (standard for J shaft assemblies)

---

**Common C-Face Motors Installed**

<table>
<thead>
<tr>
<th>HP Rating</th>
<th>Bore Code</th>
<th>Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4 HP</td>
<td>B5</td>
<td>115/208-230-1-60</td>
</tr>
<tr>
<td>1/3 HP</td>
<td>B5</td>
<td>208-230/460-3-60</td>
</tr>
<tr>
<td>1/2 HP</td>
<td>B5</td>
<td>DRTFB</td>
</tr>
<tr>
<td>3/4 HP</td>
<td>B5</td>
<td>ERTFB</td>
</tr>
<tr>
<td>1 HP</td>
<td>B5</td>
<td>GRTFB</td>
</tr>
<tr>
<td>1.5 HP</td>
<td>B7</td>
<td>HRTF-5/8B</td>
</tr>
<tr>
<td>2 HP</td>
<td>B5</td>
<td>HUTF5/8B</td>
</tr>
<tr>
<td>3 HP</td>
<td>B9</td>
<td>HUTF5/8-IDB</td>
</tr>
<tr>
<td>5 HP</td>
<td>B9</td>
<td>HUTF5/8-IDB</td>
</tr>
<tr>
<td>10 HP</td>
<td>B9</td>
<td>HUTF5/18-IDB</td>
</tr>
</tbody>
</table>

Other motors available, please see catalog P-1485-BG

T – Totally enclosed non-ventilated
TF – Totally enclosed fan cooled
SS – Stainless
IDB – Inverter Duty (10:1 turn down constant torque)
B5 – 56C
B7 – 140TC
B9 – 180TC

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www.bostongear.com
### 700 Series Right Angle Worm Gearbox - Double Reduction

**Reducer Material/Paint**
- **Blank**: Cast Iron, Std. Gray paint
- **BKC**: Cast Iron, White BostKleen paint
- **SBKC**: Cast Iron, Stainless BostKleen paint
- **SS**: Stainless Steel material - no paint

**Input Shaft Style**
- **Blank**: Solid Projecting Input Shaft
- **F**: Quill Style Motor Flange
- **RF**: Coupling Style Motor Flange
- **QC**: Quick Connect Motor Flange (close coupled)

**Output Shaft Style**
- **Blank**: Solid Output Shaft
- **H**: BostMount Hollow Output (setscrews both sides, bore size selectable)
- **S**: Hollow Output (setscrews one side, bore size fixed)

**Reduction Type**
- **WA**: Double Reduction Parallel Shafts
- **WB**: Double Reduction Parallel Shafts
- **WC**: Double Reduction Right Angle Shafts
- **WD**: Double Reduction Right Angle Shafts
- **HMA**: Helical Multiplier 12 O’clock
- **HMB**: Helical Multiplier 6 O’clock
- **HMC**: Helical Multiplier 3 O’clock
- **HMD**: Helical Multiplier 9 O’clock
- **WP**: Planetary Torque Multiplier

**Lubrication**
- **Blank**: No lubrication
- **K**: Klubersynth UH1 6-460
- **S**: Mobil SHC 634
- **X**: Mobil 600W

**Oil Seal**
- **Blank**: Standard Seal
- **T**: Two Standard Input Seals
- **C**: High pressure washdown output seals and double input seals (stainless products only)

**Endcap**
- **Blank**: Standard Endcap
- **E**: Endcap (standard)

**Base/Mounting Attachment**
- **Blank**: No base kit required
- **A & B**: Horizontal bases
- **C & E**: Vertical High bases
- **D & F**: Vertical Low bases
- **R/L**: BostMount Output Bracket
- **X**: Input Vertical Up
- **Y**: Input Vertical Down
- **V/W**: Hollow O/P with base
- **M/N**: Hollow O/P with CFA

*See catalog P-1485-BG for mounting configurations

**Check Catalog – Or consult factory for availability**

<table>
<thead>
<tr>
<th>Center Distance (inches)</th>
<th>13</th>
<th>1.33</th>
<th>18</th>
<th>1.75</th>
<th>21</th>
<th>2.06</th>
<th>26</th>
<th>2.62</th>
<th>30</th>
<th>3.00</th>
<th>32</th>
<th>3.25</th>
<th>38</th>
<th>3.75</th>
<th>52</th>
<th>5.13</th>
<th>60</th>
<th>6.00</th>
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**Base/Mounting**

<table>
<thead>
<tr>
<th>BORE</th>
<th>NEMA CODE</th>
<th>MOUNTING</th>
<th>BORE</th>
<th>KEYWAY</th>
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<tbody>
<tr>
<td>B4</td>
<td>42CZ</td>
<td></td>
<td>500°</td>
<td>1/8 x 1/16</td>
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<tr>
<td>B5</td>
<td>56C</td>
<td></td>
<td>625</td>
<td>3/16 x 3/32</td>
</tr>
<tr>
<td>B7</td>
<td>140TC/180C</td>
<td></td>
<td>875</td>
<td>3/16 x 3/32</td>
</tr>
<tr>
<td>B9</td>
<td>180TC/210C</td>
<td></td>
<td>1125</td>
<td>1/4 x 1/8</td>
</tr>
<tr>
<td>B11</td>
<td>210TC/250UC</td>
<td></td>
<td>1375</td>
<td>5/16 x 5/32</td>
</tr>
<tr>
<td>B13</td>
<td>250TC</td>
<td></td>
<td>1625</td>
<td>3/8 x 3/16</td>
</tr>
</tbody>
</table>

**Blank**: Solid Input Shaft (No Flange)
### Clutch/Brake

**BostMount Output Bore Code**

For H Series Only Specified in 1/16” increments.

Example: 1 1/4” = P20

| 1/8” | 1-1/2 | P01 |
| 1/8” | 1-7/8 | P15 |
| 1/4” | 1-5/8 | P17 |
| 1/4” | 1-15/16 | P31 |
| 1/2” | 1-1/8 | P18 |
| 1/2” | 2-1/8 | P34 |
| 5/16” | 2-3/16 | P35 |
| 3/8” | 2-1/4 | P36 |
| 7/16” | 2-3/8 | P39 |
| 1/2” | 3-7/16 | P55 |

See catalog P-1485-BG for availability by center distance.

### Motor Conduit box Orientation

(When looking at fan end of motor and gearbox is in mounting position #1)

- 0 – 12 O’clock
- 3 – 3 O’clock (standard for G & H shaft assemblies)
- 6 – 6 O’clock
- 9 – 9 O’clock (standard for J shaft assemblies)

### Motor

**Common C-Face Motors Installed**

<table>
<thead>
<tr>
<th>HP Rating</th>
<th>Bore Code</th>
<th>AC Voltage</th>
</tr>
</thead>
<tbody>
<tr>
<td>1/4 HP</td>
<td>B5</td>
<td>115/208-230-1-60</td>
</tr>
<tr>
<td></td>
<td>DRTFB</td>
<td>208-230/460-3-60</td>
</tr>
<tr>
<td>1/3 HP</td>
<td>B5</td>
<td>DUTFB</td>
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<tr>
<td>1/2 HP</td>
<td>B5</td>
<td>ERTFB</td>
</tr>
<tr>
<td></td>
<td>FRTFB</td>
<td>EUTFB</td>
</tr>
<tr>
<td></td>
<td>FUTFB</td>
<td>FUTF-IDB</td>
</tr>
<tr>
<td></td>
<td>GUTFB</td>
<td>GUTF-IDB</td>
</tr>
<tr>
<td>3/4 HP</td>
<td>B5</td>
<td>GRTFB</td>
</tr>
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<td>GUTF-IDB</td>
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<td>1 HP</td>
<td>B7</td>
<td>HRTF-5/8B</td>
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<td>HUTF5/8B</td>
<td>HUTF5/6-IDB</td>
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<td>1.5 HP</td>
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<td>HUTF5/8B</td>
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<tr>
<td></td>
<td>JUTFB</td>
<td>JUTF-IDB</td>
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<td>2 HP</td>
<td>B9</td>
<td>KUTF5/8B</td>
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<tr>
<td></td>
<td>KUTFB</td>
<td>KUTF-SS</td>
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<td>KUTF-IDB</td>
<td>KUTF-IDB</td>
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<td>3 HP</td>
<td>B9</td>
<td>LUTFB</td>
</tr>
<tr>
<td></td>
<td>LUTF-SS</td>
<td>LUTF-IDB</td>
</tr>
<tr>
<td></td>
<td>LUTF-IDB</td>
<td>LUTF-IDB</td>
</tr>
<tr>
<td>5 HP</td>
<td>B9</td>
<td>MUTFB</td>
</tr>
</tbody>
</table>

Other motors available, please see catalog P-1485-BG.

| T – | Totally enclosed non-ventilated |
| TF – | Totally enclosed fan cooled |
| SS – | Stainless |
| IDB – | Inverter Duty (10:1 turn down constant torque) |
| B5 – | 56C |
| B7 – | 140TC |
| B9 – | 180TC |

### Output Shaft Assembly

**Double Reduction WA and WB**

- G: Output Projection Opposite Input
- H: Double Output Projection
- J: Output Projection Same Side as Input
- GS: Stainless Output Projection Opposite Input
- HS: Stainless Double Output Projection
- JS: Stainless Output Projection Same Side as Input

**Double Reduction VA and WD Mirrored Design**

- K: Output Projection Opposite Input
- L: Double Output Projection
- M: Output Projection Same Side as Input
- KS: Stainless Output Projection Opposite Input
- LS: Stainless Double Output Projection
- MS: Stainless Output Projection Same Side as Input

**Double Reduction WC and WD (When facing Input)**

- G: Output Projection Down
- H: Double Output Projection
- J: Output Projection Upward
- GS: Stainless Output Projection Down
- HS: Stainless Double Output Projection
- JS: Stainless Output Projection Upward

**Double Reduction WC and WD (When facing Input) Mirrored Design**

- K: Output Projection Down
- L: Double Output Projection
- M: Output Projection Upward
- KS: Stainless Output Projection Down
- LS: Stainless Double Output Projection
- MS: Stainless Output Projection Upward

**Common C-Face Brakes Installed**

<table>
<thead>
<tr>
<th>Model</th>
<th>Horsepower</th>
</tr>
</thead>
<tbody>
<tr>
<td>CMBA56R-3</td>
<td>1/4</td>
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<tr>
<td>CMBA56R-6</td>
<td>3/4</td>
</tr>
<tr>
<td>CMBA140TR-6</td>
<td>1</td>
</tr>
</tbody>
</table>

Other sizes available. See catalog P-1485-BG.
Boston Gear Facilities

North America
701 Carrier Drive
Charlotte, NC 28216 - USA
704-588-5610

Enclosed and Open Gearing,
Electrical and Mechanical
PT. Components

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