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Waranty, Errors & Omissions
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### Part Numbering System

**Example:** SS RI 418 ZZ H A5 P25 L02

<table>
<thead>
<tr>
<th>BASIC PART NUMBER</th>
<th>ADDITIONAL SPECIFICATIONS</th>
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<tr>
<td>GROUP 1 MATERIAL</td>
<td>GROUP 2 TYPE</td>
</tr>
<tr>
<td>SS</td>
<td>RI-</td>
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</table>

- **SS** = AISI stainless steel (440C)
- **No Code** = Chrome alloy steel (52100)
- **SE** = AISI stainless steel rings (440C) with ceramic balls
- **DD™** = NMB 400 Series martensitic stainless steel
- **S** = 400 Series martensitic stainless steel (Std. Ref.)
- **DS™** = 400 Series high performance stainless steel and 440C balls

### Inch Series
- **RI, R, L** = Radial
- **RIF, RF, LF** = Flanged radial
- **F** = Flanged, tapered O.D.
- **MBR, MBF, MBL** = Inner ring relieved and separable

### Metric Series
- **MGBRIF, MGBRF, MGBLF** = Inner ring relieved and separable, flanged outer ring
- **MEDR, MDF, MDL** = Inner ring relieved and non-separable, flanged outer ring
- **MERI, MER, MEL** = Outer ring relieved and non-separable
- **MERIF, MERF, MELF** = Outer ring relieved, flanged and non-separable
- **MBF** = Inner ring relieved and separable, outer ring flanged and O.D. tapered
- **MDF** = Inner ring relieved and non-separable, outer ring flanged and O.D. tapered

### Enclosures
- **Z** = Single metallic shield-removable
- **ZZ** = Double metallic shield-removable
- **ZO** = Single shield on side opposite flange
- **D** = Single rubber seal
- **DD** = Double rubber seal
- **2RS** = Two rubber seals
- **D1** = Single Viton® seal
- **DD1** = Double Viton® seal
- **L** = Single glass-reinforced PTFE seal
- **LL** = Double glass-reinforced PTFE seal
- **LO** = Single seal on side opposite flange
- **ZL** = Glass reinforced PTFE seal and shield with seal on flange side

### Extended Inner Ring
- **EE** = Both sides
- **E** = One side

### Special External Dimension
- **A_ _ _ _** = Larger than standard D.O.
- **A_ _ _** = Larger than standard O.D.
- **A** = Semi-standard, larger width and O.D. bearing

### Special Design
- **SD** = Special design bearing

---

**Note:**
- Radial Load Ratings shown are for 52100 chrome steel.
- DD™ is a Trademark of NMB Corporation.
- DS™ is a Trademark of the NHBB Corporation.
- Viton® is a Registered Trademark of DuPont Corporation.
<table>
<thead>
<tr>
<th>GROUP 6 FEATURE</th>
<th>GROUP 7 CAGE</th>
<th>GROUP 8 ABEC TOLERANCE</th>
<th>GROUP 9 RADIAL PLAY</th>
<th>GROUP 10 TORQUE</th>
<th>GROUP 11 LUBRICANT</th>
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<tbody>
<tr>
<td>MC= Premium ball &amp; race finish for specific applications</td>
<td>H</td>
<td>A5</td>
<td>P25</td>
<td>L02</td>
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<tr>
<td>MT= Noiseless motor quality</td>
<td>CR= Ribbon PTFE coated</td>
<td>A1= ABEC 1*</td>
<td>P= Followed by two, three, or four numbers indicates the radial play limits in ten thousandths of an inch. Example: P25 indicates radial play of .0002&quot; to .0005&quot;.</td>
<td>T= Followed by a number that indicates maximum starting torque in hundreds of mg. mm. Example: T15 indicates a maximum starting torque of 1500 mg. mm.</td>
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<td>F= Full ball complement</td>
<td>A3= ABEC 3, 3P</td>
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</tr>
<tr>
<td></td>
<td>H= Crown, land piloted</td>
<td>A5= ABEC 5, 5P</td>
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</tr>
<tr>
<td></td>
<td>J= Crown, acetal</td>
<td>A7= ABEC 7, 7P, 7T</td>
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<tr>
<td></td>
<td>KB= Crown phenolic, paper base</td>
<td>A9= ABEC 9, 9P</td>
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<tr>
<td></td>
<td>KC= Crown phenolic, linen base</td>
<td>Note: Selected ABEC 9 tolerances are available on all sizes. Please consult NPB.</td>
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<tr>
<td></td>
<td>KF= Crown phenolic, linen, non keyhole type, outer land piloting</td>
<td>* A1 miniature and instrument bearings of both the metric and inch configurations meet the tolerances of ABMA Standard 20 for ABEC 1 metric series bearings.</td>
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<td></td>
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<tr>
<td></td>
<td>KM= Full type, phenolic, linen base</td>
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<td>KN= Full type, phenolic, paper base</td>
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<td></td>
<td>M4= Full type, polyimide</td>
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<td>M5= Crown, polyimide</td>
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<td>R= Ribbon, land piloted</td>
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<td></td>
<td>RD= Ribbon, ball piloted</td>
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<td></td>
<td>SF= Composite metal polymer retainer “silver”</td>
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<td></td>
<td>T1= Crown, specialty material</td>
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</table>

Lubricant letter codes are followed by a number to indicate specific type. 
BC= Following lubricant code indicates barrier coating
LB= Mixture of oil and solvent
LD= Dry, no lubricant
LF= Dry film
LG= Greases
LM= Mixture of oil and grease
LO= Oils
LY= Expanded list of oils and greases

**Grease Plate Code** (follows lubricant code)

GPL= Light
GPM= Medium
GPH= Heavy

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**NOTE:**
The National Precision Bearing numbering system identifies ball bearing size and design. This system is not a guide to create a customized ball bearing. Please use the numbering system to decipher the basic bearing numbers listed in the catalog, or to define a number given to you by a representative of National Precision Bearing. Please consult a member of the National Precision Bearing sales or engineering staff to help you design a new bearing or to interchange another manufacturer’s part number.
### Interchange Chart

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<thead>
<tr>
<th>NHBB</th>
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<th>GRW</th>
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This chart is intended as a reference only. The users should consult with the listed manufacturers’ catalogs to establish dimensional interchangeability. Ball complements and load ratings may differ although dimensionally equivalent. NPB cannot be held responsible for any errors contained herein.
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This chart is intended as a reference only. The users should consult with the listed manufacturers' catalogs to establish dimensional interchangeability. Ball complements and load ratings may differ although dimensionally equivalent. NPB cannot be held responsible for any errors contained herein.
### Basic Dimension Data

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**Notes:**
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- SSRF: Shielded Stainless Steel Radial Flanged
- FLANGED WIDTH includes BEARING WIDTH and additional flange.
- BEARING WIDTH: The width of the bearing itself.
- FLANGED WIDTH: The total width including the flanges.

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- Ref. to Bearing Width
- Ref. to Bearing Width

**Dimensions:**
- Basic Bearing Width
- Basic Bearing Width
- Basic Bearing Width

**Dimensions:**
- Basic Bearing Width
- Basic Bearing Width
- Basic Bearing Width

**Contact Information:**
- 800.426.8038
- Fax: 425.222.5950
- Email: minisales@nationalprecision.com
- www.nationalprecision.com

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- Specialty Products
- Engineering
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Extended Inner Ring Radial Open Bearings
Radial Flanged Shielded Bearings
Radial Flanged Open Bearings
Radial Open Bearings

Extended Inner Ring Radial Shielded Bearings

INCH SERIES
### Radial Open Bearings

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**800.426.8038**
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Email: minisales@nationalprecision.com
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**Part Numbering System**

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Email: minisales@nationalprecision.com
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**Notes:**
- The table includes dimensions for both 1 and 2 shields.
- Load ratings are provided for dynamic (DYN) and static (STATIC) conditions.

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**Images:**
- Two diagrams showing the difference between 1 shield and 2 shields.
- One diagram illustrating the dimensions of the bearings, including bore diameter “d”, outside diameter “D”, and shielded width “B”.

**Contact Information:**
- Phone: 800.426.8038
- Fax: 425.222.5950
- Email: minisales@nationalprecision.com
- Website: www.nationalprecision.com
# Extended Inner Ring Radial Open Unflanged & Flanged Bearings

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**Diagram:**

![Diagram of Extended Inner Ring Radial Open Unflanged & Flanged Bearings](image-url)

**Contact Information:**

800.426.8038  
Fax: 425.222.5950  
Email: minisales@nationalprecision.com  
www.nationalprecision.com
# Inch Series

## Extended Inner Ring Radial Shielded Unflanged & Flanged Bearings

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<th>FLANGE WIDTH &quot;Bf&quot;</th>
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**Engineering**
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**Bore Diameter**

- “d” represents the bore diameter of the bearing.

**Outside Diameter**

- “D” represents the outside diameter of the bearing.

**Width 2 Shields**

- “B” and “C” represent the width of the shields.

**Basic Part No.**

- SSF-2ZZ, SSF-3ZZ, SSF-4ZZ, SSF-5ZZ represent different part numbers for various sizes.

**Flange Diameter**

- “Df” represents the flange diameter.

**Flange Width**

- “Bf” represents the flange width.

**Ball Complement**

- Indicates the number of balls in the bearing.

**Load Ratings**

- “Lbs” represents the load ratings for dynamic and static loads.
L SERIES

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Radial Shielded Unflanged & Flanged Bearings 5-3

R SERIES

Radial Open Unflanged & Flanged Bearings 5-4
Radial Shielded Unflanged & Flanged Bearings 5-5
# Metric Series

## Radial Open Unflanged & Flanged Bearings

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**5-2**

### Precision Miniature Bearings

[Image of precision miniature bearings]

**800.426.8038**

Fax: 425.222.5950

Email: minisales@nationalprecision.com

www.nationalprecision.com
### Metric Series

**Radial Shielded Unflanged & Flanged Bearings**

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**Diagram:**

- **D:** Outside Diameter
- **d:** Bore Diameter
- **B:** Width
- **Df:** Flange Diameter
- **Bf:** Flange Width

800.426.8038  
Fax: 425.222.5950  
Email: minisales@nationalprecision.com  
www.nationalprecision.com
## METRIC R SERIES

### Radial Open Unflanged & Flanged Bearings

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**Diagram:**

- **D**: Outside Diameter
- **d**: Bore Diameter
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- **Df**: Flange Diameter
- **Bf**: Flange Width

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**Contact Information:**

- **Phone:** 800.426.8038
- **Fax:** 425.222.5950
- **Email:** minisales@nationalprecision.com
- **Website:** www.nationalprecision.com
## Metric Series

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**Note:** The table above provides data for various bearing configurations, including bore diameter, outside diameter, width, and load ratings. Each row represents a specific bearing variant with its corresponding specifications and load ratings. The columns highlight different specifications and load capacities, aiding in the selection process for specific applications.
## Modified Dimension

### Radial Shielded

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<td>1/16</td>
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</table>
Technical Information

Shield and Seal Types

Dimensional Control

Lubrication

Table of Recommended Fits

Table of Recommended Shoulder Diameter
**Bearing Selection**

To ensure optimal speed and load carrying capacity, several factors must be considered when choosing the proper bearing for your application. These factors include the ring material, design, shields & seals, cage, ABEC grade, radial play, and lubricant.

**Materials**

Miniature and instrument bearings are normally made of either stainless steel or chrome alloy steel. National Precision Bearing offers stainless steel for applications that require corrosion resistance, and 52100 chrome steel for maximum fatigue life. These materials are heat-treated to achieve optimum hardness and dimensional stability, and are suitable for most applications.

**Design**

The design of a bearing is critical in determining its load-carrying capability and maximum operating speed – factors which directly impact the bearing’s operating life. Various types of bearings have been designed to meet the operating parameters of your application.

The radial or conrad bearing (also referred to as deep groove) is the most popular type due to its ability to handle radial and thrust loads in either direction. This type is offered with various seal or shield options.

The angular contact bearing is designed with a relieved shoulder to allow for a greater number of balls, thereby increasing its load-carrying capability. The angular contact design also allows for the use of a full section cage which is desirable for high speed applications. This type of bearing can handle thrust loads in one direction only.

**Shields and Seals**

Shields and seals are used in ball bearings to retain lubricants and prevent particulate contamination from reaching the critical surfaces. Shields are popular for most applications; seals are used where minimal clearance to light contact is required. Seals offer greater deterrence to particulate contamination, but increase torque and limit operating speed.

**Cages**

The cage, also referred to as the retainer or separator, is the component that separates and positions the balls at approximately equal intervals around the bearing raceway. Proper selection of a bearing cage is critical for meeting the load, speed and temperature requirements of your applications.

**ABEC Grade**

When choosing the ABEC grade, the factors to be considered are: radial and axial runout requirements, bore and O.D. fits, and audible noise level. The table below shows the bore and O.D. size tolerances and the radial runout limits for each ABEC grade. Grades 3 and 7 are preferred for most standard applications. Normally, race finish and race geometry are superior in ABEC 5 and higher. National Precision Bearing recommends these grades for precision assemblies where low noise (mechanical or audible), minimal runout and long life are important considerations.

**Radial Play**

Radial Play is the free internal radial looseness between the balls and the races with no load applied to the bearing in any direction. Radial play is necessary to accommodate differential thermal expansions, the effects of interference fits, and to control axial play and deflection. The chart on page 7-3 of the Engineering Section shows the suggested radial play for some typical applications.

**Lubricant**

There are literally hundreds of lubricants available for ball bearings; selecting the optimal one is critical. Each has a particular characteristic which makes it suitable for a specific application. Unless torque is a problem, grease is preferred for prelubrication since it is less susceptible to migration and leakage. Grease can increase bearing torque by a factor of 1.2 to 5.0 depending on the grease type and quantity used.

<table>
<thead>
<tr>
<th>ABEC Grade</th>
<th>O.D. Size</th>
<th>Radial Runout</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Bore</td>
<td>Outer Ring</td>
</tr>
<tr>
<td>1P</td>
<td>0 - 18mm</td>
<td>.00040 .00060</td>
</tr>
<tr>
<td></td>
<td>(0 - .7086 in.)</td>
<td>+.0000 .0000</td>
</tr>
<tr>
<td></td>
<td>over 18 - 30mm</td>
<td>.00090 .00090</td>
</tr>
<tr>
<td></td>
<td>(over .7086 - 1.1811 in.)</td>
<td>+.0003 +.0003</td>
</tr>
<tr>
<td>3P</td>
<td>0 - 30mm</td>
<td>.00020 .00040</td>
</tr>
<tr>
<td></td>
<td>(0 - 1.1811 in.)</td>
<td>+.0000 +.0000</td>
</tr>
<tr>
<td>5P</td>
<td>0 - 30mm</td>
<td>.00015 .00020</td>
</tr>
<tr>
<td></td>
<td>(0 - 1.1811 in.)</td>
<td>+.0000 +.0000</td>
</tr>
<tr>
<td>7P</td>
<td>0 - 30mm</td>
<td>.00010 .00015</td>
</tr>
<tr>
<td></td>
<td>(0 - 1.1811 in.)</td>
<td>+.0000 +.0000</td>
</tr>
<tr>
<td>9P</td>
<td>0 - 18mm</td>
<td>.00005 .00005</td>
</tr>
<tr>
<td></td>
<td>(0 - .7086 in.)</td>
<td>+.0000 +.0000</td>
</tr>
<tr>
<td></td>
<td>over 18 - 30mm</td>
<td>.00001 .00001</td>
</tr>
<tr>
<td></td>
<td>(over .7086 - 1.1811 in.)</td>
<td>+.0000 +.0000</td>
</tr>
</tbody>
</table>

Note: ABEC 1 miniature and instrument bearings of both the metric and inch configurations meet the tolerances of ABMA Standard 20 for ABEC 1 metric series bearings.
Radial & Axial Play

When a ball bearing is running under a load, force is transmitted from one bearing ring to the other through the balls. Since the contact area between each ball and the rings is relatively small, moderate loads can produce stresses of tens, even hundreds of thousands of pounds per square inch. These internal stresses have a significant impact on bearing life and performance. Thus the internal geometry of a bearing—its radial play, raceway curvature and contact angle—must be carefully chosen so loads can be distributed for optimal performance.

Radial and Axial Play
Most ball bearings are assembled in such a way that a slight amount of looseness exists between the balls and the raceways. This looseness is referred to as radial play and axial play. Radial play is the maximum distance that one bearing ring can be displaced with respect to the other, in a direction perpendicular to the bearing axis when the bearing is in an unmounted state. Axial play, or end play, is the maximum relative displacement, in a direction parallel to the bearing axis, between the two rings of an unmounted ball bearing.

Since radial play and axial play are both consequences of the same degree of looseness between the components, they bear a mutual dependence. Yet their values are usually quite different in magnitude. Radial play can often vary between .0002 and .0020, while axial play may range from .001 to .010. The suggested radial play ranges for typical applications should always be consulted when a device is in the initial design phase.

In most ball bearing applications, radial play is functionally more critical than axial play. While radial play has become the standard purchasing specification, you may also specify axial play requirements. Keep in mind, however, the values of radial play and axial play for any given bearing design are mathematically interdependent, and that radial play is affected by any interference fit between the shaft and bearing I.D. or between the housing and bearing O.D.

SUGGESTED RADIAL PLAY

<table>
<thead>
<tr>
<th>Typical Applications</th>
<th>Suggested Radial Play*</th>
</tr>
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<tbody>
<tr>
<td>Small Precision High Speed Electric Motors</td>
<td>.0005 to .0008</td>
</tr>
<tr>
<td>Tape Guides, Belt Guides, Low Speed</td>
<td>.0002 to .0005</td>
</tr>
<tr>
<td>Tape Guides, Belt Guides, High Speed</td>
<td>.0005 to .0008</td>
</tr>
<tr>
<td>Gyro Gimbals, Horizontal Axis</td>
<td>.0002 to .0005</td>
</tr>
<tr>
<td>Gyro Gimbals, Vertical Axis</td>
<td>.0005 to .0008</td>
</tr>
<tr>
<td>Precision Gear Trains, Low Speed Electric Motors, Synchros and Servos</td>
<td>.0002 to .0005</td>
</tr>
<tr>
<td>Gyro Spin Bearings, Ultra-High Speed Turbines and Spindles</td>
<td>Consult NPB</td>
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</tbody>
</table>

STANDARD RADIAL PLAY RANGES

<table>
<thead>
<tr>
<th>Description</th>
<th>Radial Play Range*</th>
<th>NPB Code</th>
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</thead>
<tbody>
<tr>
<td>Tight</td>
<td>.0001 to .0003</td>
<td>P13</td>
</tr>
<tr>
<td>Normal</td>
<td>.0002 to .0005</td>
<td>P25</td>
</tr>
<tr>
<td>Loose</td>
<td>.0005 to .0008</td>
<td>P58</td>
</tr>
<tr>
<td>Extra Loose</td>
<td>.0008 to .011</td>
<td>P811</td>
</tr>
</tbody>
</table>

* In inches
Non-standard ranges may be specified.
Shields and seals are protective closures which retain lubricants and assist in preventing contaminants from reaching internal surfaces. In torque-sensitive applications, it may be advantageous to use shields rather than seals because there are no contacting surfaces to create drag. The following chart illustrates the more common type of shields and seals. Consideration should be given to the compatibility of cage and shield type designs to allow for appropriate clearance. Consult with NPB for availability.

<table>
<thead>
<tr>
<th>DESCRIPTION</th>
<th>TYPE</th>
<th>DESIGN</th>
<th>MATERIAL</th>
<th>OPERATING TEMP MAX</th>
</tr>
</thead>
<tbody>
<tr>
<td>Shield–Removable with snap wire.</td>
<td>Z</td>
<td>+</td>
<td>Stainless Steel 300 Series</td>
<td>600°F.</td>
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<tr>
<td>Minimal clearance.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Most popular.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seal–Removable with snap wire.</td>
<td>L</td>
<td>+</td>
<td>Glass-reinforced Teflon</td>
<td>400°F.</td>
</tr>
<tr>
<td>Minimal clearance to light contact.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Low torque.</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seal–Excellent sealing characteristics.</td>
<td>D</td>
<td>+</td>
<td>Buna-N Bonded to Steel Insert</td>
<td>250°F.</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seal–Excellent sealing characteristics.</td>
<td>D1</td>
<td>+</td>
<td>Viton® Bonded to Steel Insert</td>
<td>400°F.</td>
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<tr>
<td>High cost.</td>
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Tolerances

**Miniature and Instrument Ball Bearings Inner Ring**

The ABEC tolerances listed are current at this catalog’s printing. These tolerances are reviewed regularly and updated as required. The ABMA standards may be obtained by contacting: 1101 Connecticut Ave. N.W., Suite 700, Washington, DC 20036.

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<th>CHARACTERISTIC</th>
<th>ABEC 1</th>
<th>ABEC 3P</th>
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<th>ABEC 7P</th>
<th>ABEC 9P</th>
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<td>Bore Tolerance Limits</td>
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<td>−.0002</td>
<td>−.0002</td>
<td>−.0002</td>
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<tr>
<td>Bore 2 pt. out of Roundness</td>
<td>−</td>
<td>−</td>
<td>.0001</td>
<td>.0001</td>
<td>.00005</td>
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<tr>
<td>Bore Taper</td>
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<td>−</td>
<td>.0001</td>
<td>.0001</td>
<td>.00005</td>
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<td>.0002(1)</td>
<td>.00015</td>
<td>.0001</td>
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<td>.0001</td>
<td>.00005</td>
</tr>
<tr>
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<td>−</td>
<td>.0003</td>
<td>.0001</td>
<td>.00005</td>
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<tr>
<td>Race Runout with Face</td>
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<td>−</td>
<td>.0003</td>
<td>.0001</td>
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* In inches.

(1) Add .0001 to the tolerance if bore is over 10mm (.3937 inch)
# Dimensional Control

## OUTER RING*

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<th>ABEC 5P</th>
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<th>ABEC 9P</th>
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<td>(.7086 - 1.1181)</td>
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<td>−.0002</td>
<td>−.0002</td>
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<td>+.0005</td>
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<td>+.0005</td>
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<td>.0004</td>
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<td>.00015</td>
<td>.00005</td>
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<td>O.D. Runout with Face</td>
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<td>–</td>
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<td>.0003</td>
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<td>.00005</td>
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<td></td>
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<td>–</td>
<td>+.0003</td>
<td>.0002</td>
<td>.00005</td>
</tr>
<tr>
<td></td>
<td>Flanged</td>
<td>0 - 30mm</td>
<td>–</td>
<td>–</td>
<td>+.0003</td>
<td>.0003</td>
<td>–</td>
</tr>
<tr>
<td>Flange Width Tolerance Limits</td>
<td>–</td>
<td>–</td>
<td>+.0000</td>
<td>+.0000</td>
<td>+.0000</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td></td>
<td>–</td>
<td>–</td>
<td>−.0020</td>
<td>−.0020</td>
<td>−.0020</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td>Flange Diameter Tolerance Limits</td>
<td>–</td>
<td>–</td>
<td>+.0050</td>
<td>+.0000</td>
<td>+.0000</td>
<td>–</td>
<td></td>
</tr>
<tr>
<td></td>
<td>–</td>
<td>–</td>
<td>−.0020</td>
<td>−.010</td>
<td>−.010</td>
<td>–</td>
<td></td>
</tr>
</tbody>
</table>

* In inches, unless otherwise indicated.

## RING WIDTH*

<table>
<thead>
<tr>
<th>CHARACTERISTIC</th>
<th>CONFIGURATION</th>
<th>ABEC 1</th>
<th>ABEC 3P</th>
<th>ABEC 5P</th>
<th>ABEC 7P</th>
<th>ABEC 9P</th>
</tr>
</thead>
<tbody>
<tr>
<td>Width</td>
<td>Single Bearing</td>
<td>+.000</td>
<td>+.000</td>
<td>+.000</td>
<td>+.000</td>
<td>+.000</td>
</tr>
<tr>
<td></td>
<td>Duplex Pair</td>
<td>−.005</td>
<td>−.005</td>
<td>−.011</td>
<td>−.011</td>
<td>−.011</td>
</tr>
</tbody>
</table>

* In inches, unless otherwise indicated.

---

*ABEC 1, ABEC 3P, ABEC 5P, ABEC 7P, ABEC 9P are precision grades indicating the level of tolerance on dimensional characteristics.*
**Lubrication**

Standard lubricants are L01 Windsor Lube L-245X oil and LG68 Royco 27 grease. The standard quantity of oil varies with bearing size, but is approximately one drop (3 - 6mg) per bearing up to R-2 size and two drops (6 - 12mg) for larger sizes. The standard quantity of grease is 30% ±5% of the bearing’s internal free volume.

<table>
<thead>
<tr>
<th>CODE</th>
<th>BRAND NAME</th>
<th>BASIC TYPE</th>
<th>OPERATING TEMP. °F</th>
<th>USES</th>
</tr>
</thead>
<tbody>
<tr>
<td>L01</td>
<td>Anderson Oil Co. Windsor L-245X (MIL-L-6085)</td>
<td>Synthetic Oil</td>
<td>−65 to +300</td>
<td>Light general purpose oil. Low torque.</td>
</tr>
<tr>
<td>LY115</td>
<td>Dupont Krytox 143AC</td>
<td>Fluorinated Oil</td>
<td>−30 to +550</td>
<td>High temperature. Hostile chemical environments and low pressure.</td>
</tr>
<tr>
<td>LG20</td>
<td>Exxon Beacon 325</td>
<td>Synthetic Grease</td>
<td>−65 to +250</td>
<td>General purpose grease. Low torque.</td>
</tr>
<tr>
<td>LG68</td>
<td>Royal Royco 27 (MIL-G-23827)</td>
<td>Synthetic Grease</td>
<td>−100 to +275</td>
<td>Corrosion resistant. Heavy loads and high speed.</td>
</tr>
<tr>
<td>L01</td>
<td>NYE Rheotemp 500</td>
<td>Synthetic (Non-silicone) Grease</td>
<td>−65 to +350</td>
<td>Oxidation inhibitor. High temperature and high speed.</td>
</tr>
<tr>
<td>L01</td>
<td>Mobil Mobil 28 (MIL-G-81322)</td>
<td>Synthetic Hydrocarbon Grease</td>
<td>−65 to +350</td>
<td>Low torque. Low speed oscillation.</td>
</tr>
<tr>
<td>L01</td>
<td>Chevron SRI-2</td>
<td>Mineral Grease</td>
<td>−20 to +350</td>
<td>Long life. Water resistant. High speed and high temperature.</td>
</tr>
<tr>
<td>L01</td>
<td>Dupont Krytox 240AC</td>
<td>Fluorinated Grease</td>
<td>−30 to +550</td>
<td>High temperature.</td>
</tr>
<tr>
<td>L01</td>
<td>Kyodo SRL</td>
<td>Synthetic Grease</td>
<td>−40 to +300</td>
<td>Very quiet. Low torque.</td>
</tr>
<tr>
<td>L01</td>
<td>Castrol Braycote Micronic 601EF</td>
<td>Perfluorinated Polyether Grease</td>
<td>−112 to +400</td>
<td>Low pressure/vacuum environments. Hostile chemical environments.</td>
</tr>
<tr>
<td>L01</td>
<td>Royal Royco 13 (MIL-G-25013)</td>
<td>Silicone Grease</td>
<td>−100 to +450</td>
<td>Light loads. High temperatures. Water resistance.</td>
</tr>
<tr>
<td>L01</td>
<td>Exxon Mobil Polyrex EM</td>
<td>Channeling Mineral Grease</td>
<td>−20 to +350</td>
<td>Heavy loads. Minimum migration.</td>
</tr>
<tr>
<td>L01</td>
<td>Nig Ace WS</td>
<td>Synthetic Hydrocarbon</td>
<td>−50 to +300</td>
<td>High speed, rapid oscillation.</td>
</tr>
</tbody>
</table>
### Table of Recommended Fits*

<table>
<thead>
<tr>
<th>Typical Applications</th>
<th>Shaft Fit</th>
<th>Shaft Diameter</th>
<th>Housing Fit</th>
<th>Housing Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inner ring rotation</td>
<td>.0000 - .0004T</td>
<td>d+.0000</td>
<td>.0000 - .0004L</td>
<td>D+.0002</td>
</tr>
<tr>
<td>(Inner ring press fit, outer ring loose fit)</td>
<td></td>
<td>d+.0002</td>
<td></td>
<td>D+.0000</td>
</tr>
<tr>
<td>Outer ring rotation</td>
<td>.0000 - .0004L</td>
<td>d+.0002</td>
<td>.0000 - .0004T</td>
<td>D–.0002</td>
</tr>
<tr>
<td>(Inner ring loose fit, outer ring press fit)</td>
<td></td>
<td>d–.0004</td>
<td></td>
<td>D–.0004</td>
</tr>
<tr>
<td>Tape guide roller, pulley, cam</td>
<td>.0000 - .0004L</td>
<td>d–.0002</td>
<td>.00001L - .0003T</td>
<td>D–.0001</td>
</tr>
<tr>
<td>follower, outer ring rotation</td>
<td></td>
<td>d–.0004</td>
<td></td>
<td>D–.0003</td>
</tr>
<tr>
<td>Drive motor (spring preload)</td>
<td>.0001T - .0003L</td>
<td>d–.0001</td>
<td>.0000 - .0004L</td>
<td>D+.0002</td>
</tr>
<tr>
<td>Precision synchro or servo</td>
<td>.0001T - .0003L</td>
<td>d–.0001</td>
<td></td>
<td>D+.0000</td>
</tr>
<tr>
<td>Potentiometer</td>
<td>.0001T - .0003L</td>
<td>d–.0001</td>
<td>.0000 - .0004L</td>
<td>D+.0002</td>
</tr>
<tr>
<td>Encoder spindle</td>
<td>.0001T - .0003L</td>
<td>d–.0001</td>
<td></td>
<td>D+.0000</td>
</tr>
</tbody>
</table>

* In inches  
L = Loose Fit  
F = Fit  
D = Bearing O.D. as listed  
T = Tight Fit  
**Bearing must be purchased with bore and O.D. coding  
d = Bearing Bore as listed  
Example: To use SSR-2 bearing in a potentiometer the shaft diameter should be .1250 - .0001 to .1250 - .0003 or .1248 to .1247. The housing should be .3750 + .0002 to .3750 - .0000 or .3752 to .3750.

### Table of Recommended Shoulder Diameter*

<table>
<thead>
<tr>
<th>Basic Size</th>
<th>Minimum Shaft Shoulder Diameter</th>
<th>Maximum Housing Shoulder Diameter</th>
</tr>
</thead>
<tbody>
<tr>
<td>SSRI-2</td>
<td>.060</td>
<td>.105</td>
</tr>
<tr>
<td>SSRI-2 1/2</td>
<td>.071</td>
<td>.132</td>
</tr>
<tr>
<td>SSRI-3</td>
<td>.079</td>
<td>.164</td>
</tr>
<tr>
<td>SSRI-4</td>
<td>.102</td>
<td>.226</td>
</tr>
<tr>
<td>SSRI-3332</td>
<td>.114</td>
<td>.168</td>
</tr>
<tr>
<td>SSRI-5</td>
<td>.122</td>
<td>.284</td>
</tr>
<tr>
<td>SSRI-418</td>
<td>.148</td>
<td>.226</td>
</tr>
<tr>
<td>SSRI-518</td>
<td>.153</td>
<td>.284</td>
</tr>
<tr>
<td>SSRI-618</td>
<td>.153</td>
<td>.347</td>
</tr>
<tr>
<td>SSRI-2</td>
<td>.179</td>
<td>.325</td>
</tr>
<tr>
<td>SS-2A</td>
<td>.179</td>
<td>.466</td>
</tr>
<tr>
<td>SSRI-5532</td>
<td>.180</td>
<td>.288</td>
</tr>
<tr>
<td>SS-1640X</td>
<td>.210</td>
<td>.580</td>
</tr>
<tr>
<td>SSRI-5632</td>
<td>.210</td>
<td>.288</td>
</tr>
<tr>
<td>SSRI-6632</td>
<td>.216</td>
<td>.347</td>
</tr>
<tr>
<td>SSRI-3</td>
<td>.244</td>
<td>.446</td>
</tr>
<tr>
<td>SSRI-614</td>
<td>.272</td>
<td>.352</td>
</tr>
<tr>
<td>SSRI-1812</td>
<td>.625</td>
<td>1.025</td>
</tr>
<tr>
<td>SSRI-1458</td>
<td>.665</td>
<td>.835</td>
</tr>
<tr>
<td>SSRI-1634</td>
<td>.790</td>
<td>.960</td>
</tr>
<tr>
<td>SSRI-1218</td>
<td>.160</td>
<td>.710</td>
</tr>
</tbody>
</table>

* In inches
Ball Bearings
- Inch and Metric Sizes
- Sealed, Shielded and Open Configurations
- R Series and 1600 Series
- 6000, 6200, and 6300 Series
- Ceramic Hybrids
- High Temperature Specials

Spherical Plain Bearings
- Inch and Metric Sizes
- Open and Sealed
- Standard and Heavy Duty Series
- Extended Inner Race Series
- Self Lubricating Series
- Angular Contact Series

Bearing Assemblies
- Bearing Assemblies
- Rod End Assemblies
- Custom Designed Parts
- Prototype Samples
- Engineering/Testing Capability
- Forgings

Self Lubricating and Prelubricated Bearings
- Inch and Metric Sizes
- Straight and Flanged
- Thrust Washers
- Self Lubricating
- High Load Capacity
- Low Friction

Aerospace Bearings
- Track Roller and Cam Followers
- Airframe Control Bearings
- NAS/MIL Spec Bearings and Bushings
- Rod End and Spherical Bearings
- Avionic and Instrument Bearings
- Journal Bearings
- Slotted Entry Type

Thin Section Bearings
- Angular Contact
- Radial Contact
- Four Point Contact
- Plating
- 440 Stainless
- Sealed and Open Configurations
- USA Manufactured

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