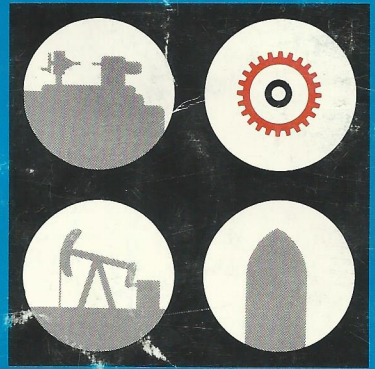




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2950 North Loop West
Suite 290
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Telephone (713) 681-6434
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#14 Foote Court
Odessa, Texas 79762
Residence Telephone (915) 367-5513

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Steve Mareschal
#14 Foote Court
Odessa, Texas 79762
Residence Telephone (915) 367-5513

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E. E. (Shorty) Goings
2950 North Loop West
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Telephone (713) 681-6434
Telex 792166
Residence Telephone (713) 468-0518

ARGENTINA

George Fort
Petro Sistemas, C. A.
Apartado Postal (P. O. Box) 1265
Maracaibo, Venezuela
Telephone 061-527161
Telex 62346

CANADA

Clare Allen
P. O. Box 209
Nisku, Alberta, Canada T0C2G0
Telephone (403) 955-2646

COLOMBIA

George Fort
Petro Sistemas, C. A.
Apartado Postal (P. O. Box) 1265
Maracaibo, Venezuela
Telephone 061-527161
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Apartado 5325
Lima, Peru
Telephone 406829
Telex 21116 P. E.

PERU (TALARA)

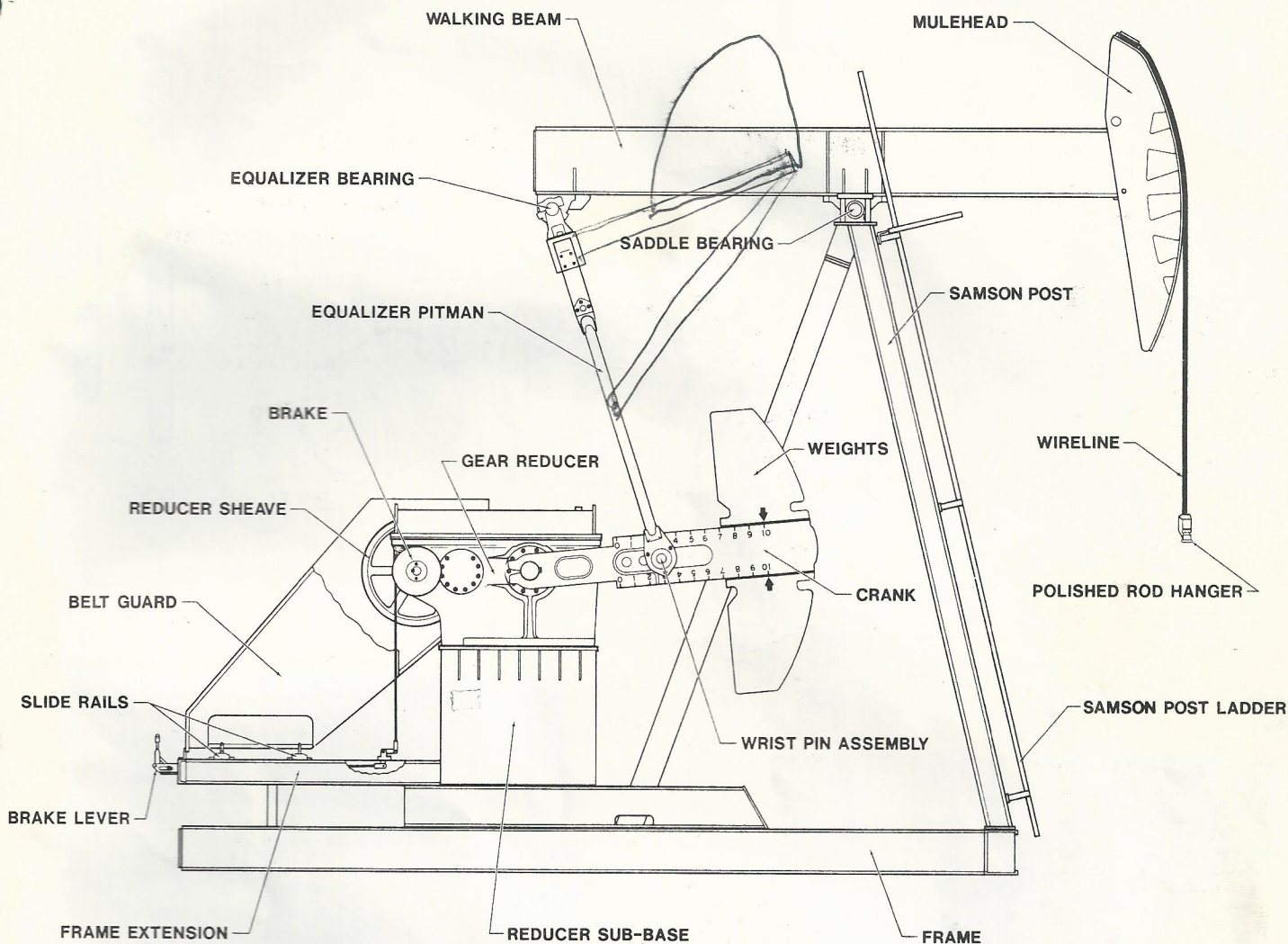
Oilfield Import, S. A.
Casilla 1A
Talara, Peru
Telephone 765
Telex 41518

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Petro Sistemas, C. A.
Apartado Postal (P. O. Box) 1265
Maracaibo, Venezuela
Telephone 061-527161
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▶ ALL PUMPING UNITS IN THIS BULLETIN CONFORM TO THE API SPECIFICATIONS FOR PUMPING UNITS. EACH STRUCTURE AND REDUCER NAME PLATE IS MARKED WITH THE OFFICIAL API MONOGRAM.

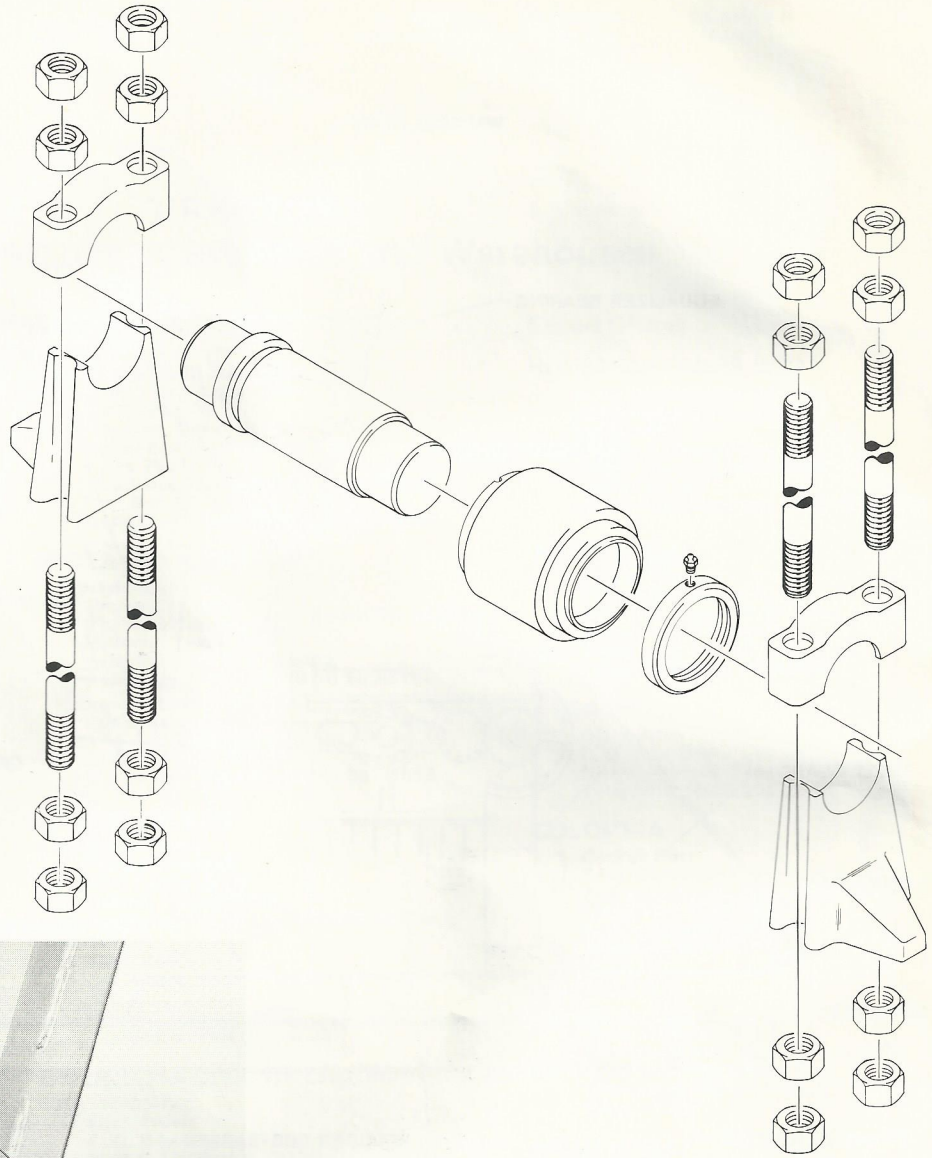
▶ HIGH GEOMETRIC EFFICIENCY AND LOW TORQUE FACTORS ARE THE RESULT OF LONG WORKING CENTERS AND TALL SAMSON POSTS.

▶ SAMSON POSTS ARE OF THE THREE LEG TRIPOD TYPE. WIDE LEG SPREAD ASSURES MAXIMUM STABILITY ON THE HIGHEST SAMSON POST.

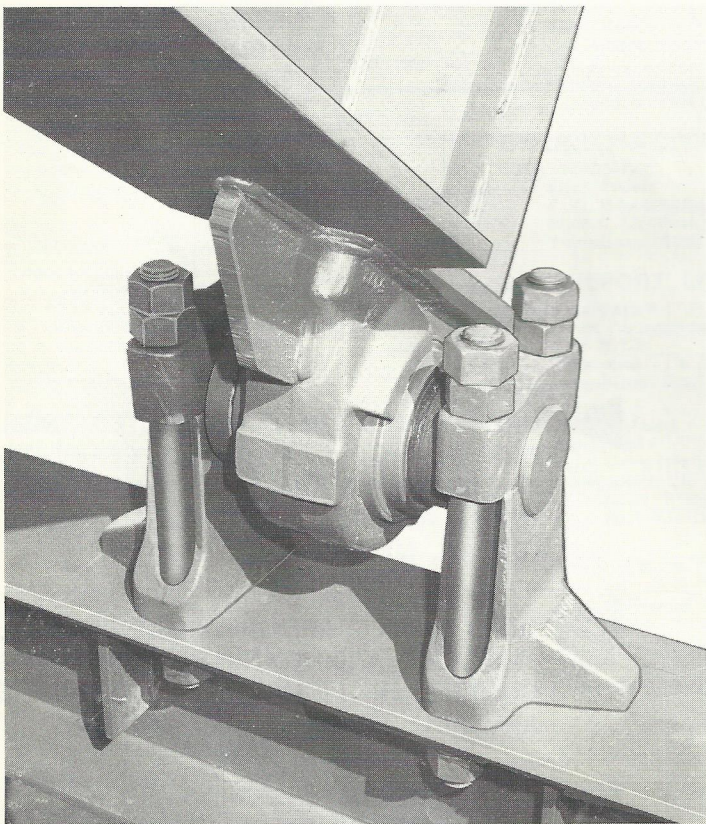
▶ UNIT FRAMES ARE CONSTRUCTED FROM WIDE FLANGE BEAMS. THE COMPLETE FRAME IS CUT FROM THE SAME BEAM WHICH ASSURES EQUAL BEAM HEIGHT FOR ALL MEMBERS.

▶ UNIT FRAMES ARE AVAILABLE IN WIDE PORTABLE AND STANDARD FRAMES INCLUDING HI PRIME. EXTENSIONS ARE AVAILABLE FOR ALL PRIME MOVERS.

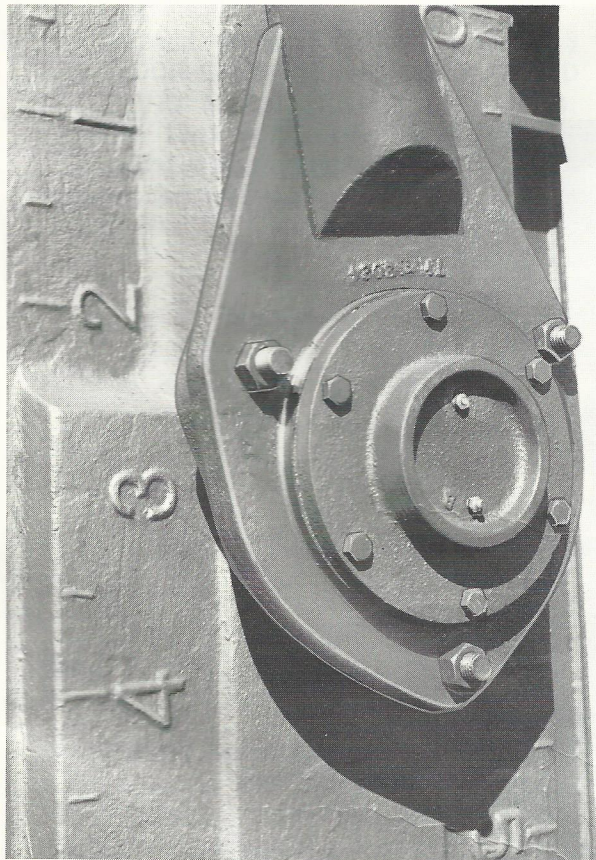
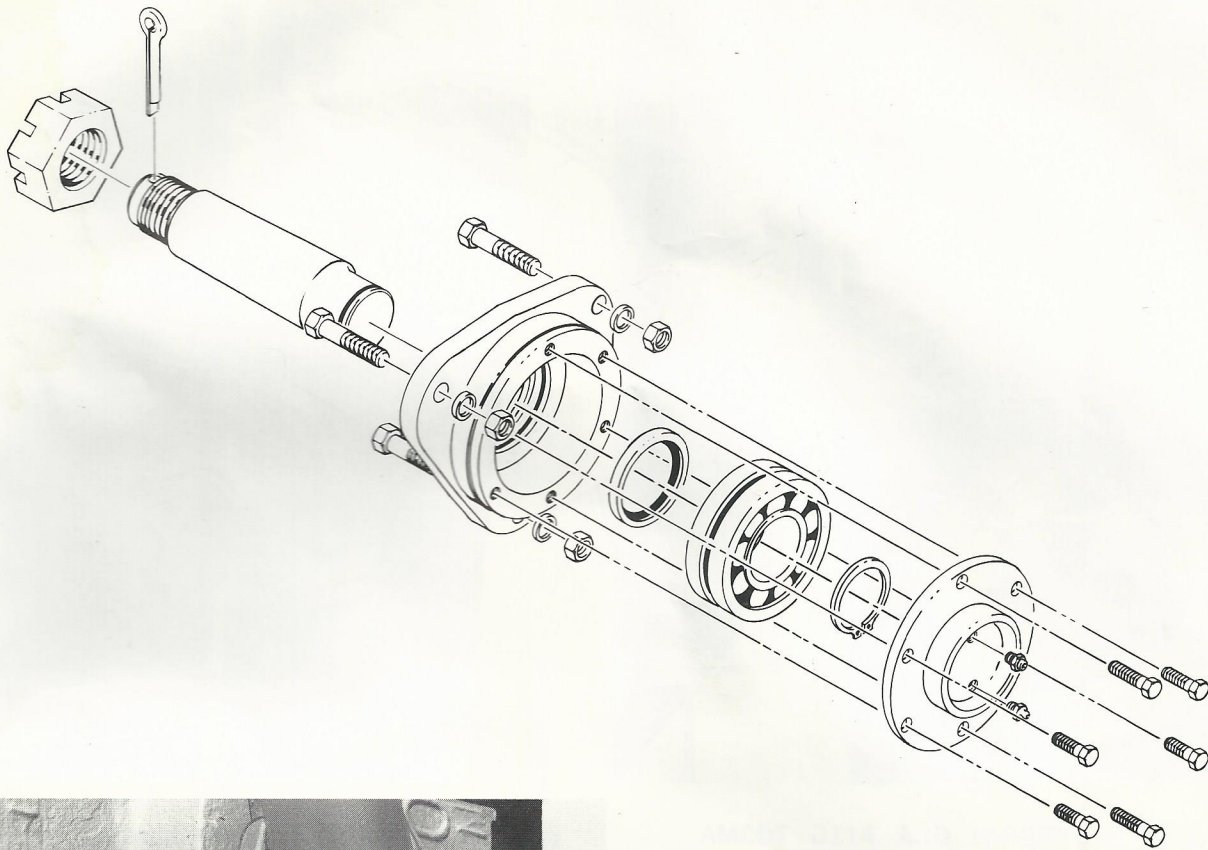
▶ ALL AMCOT PUMPING UNITS ARE SHIPPED PRE-ASSEMBLED WITHIN THE LIMITS OF TRANSPORTATION RESULTING IN MINIMUM ERECTION TIME.



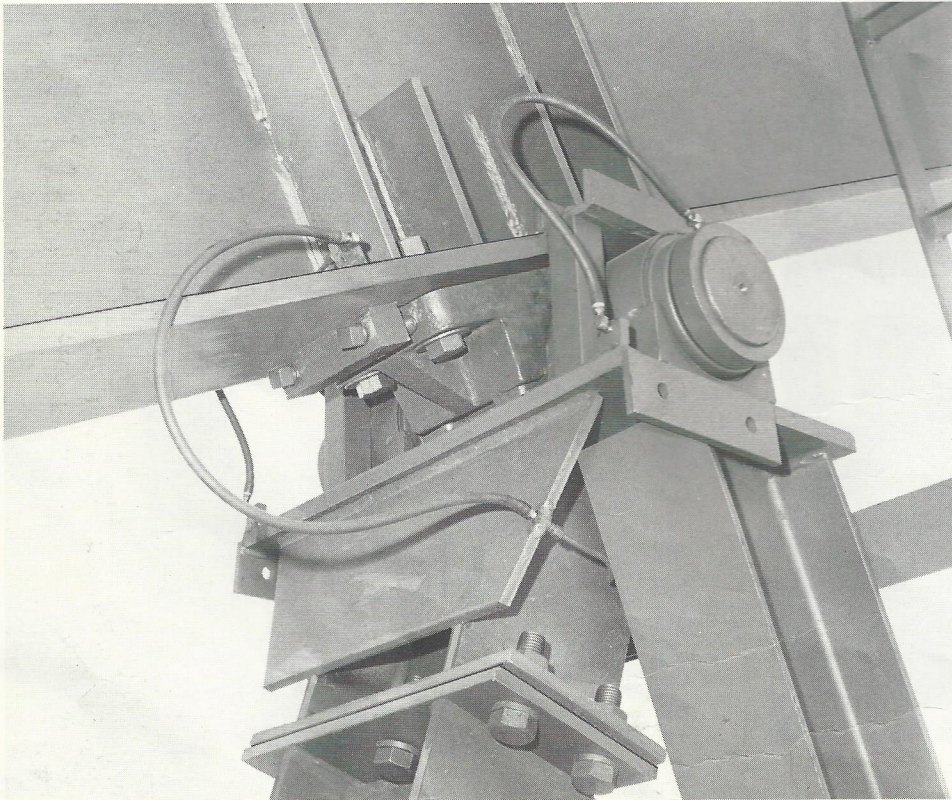
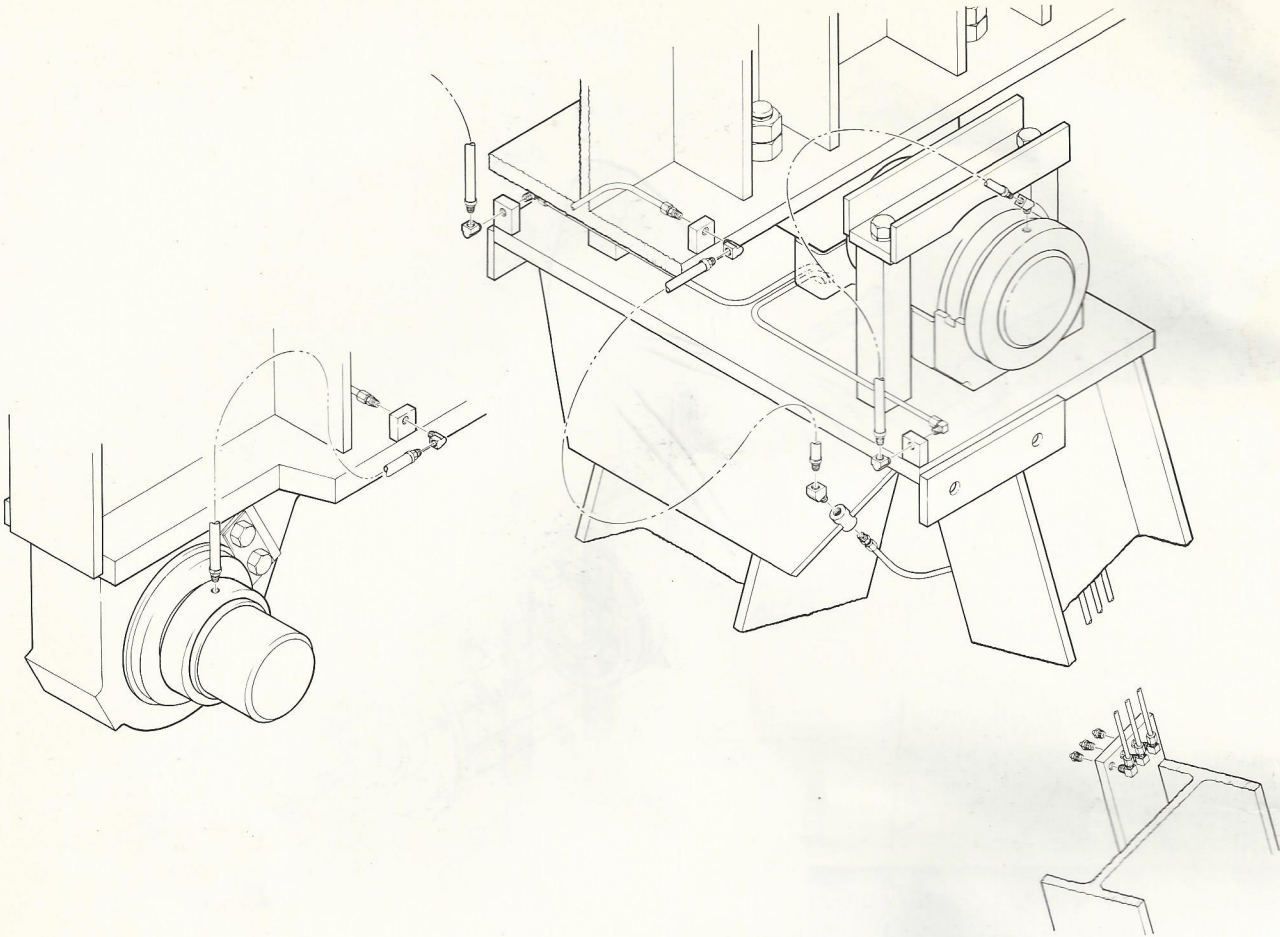
EQUALIZER BEARING



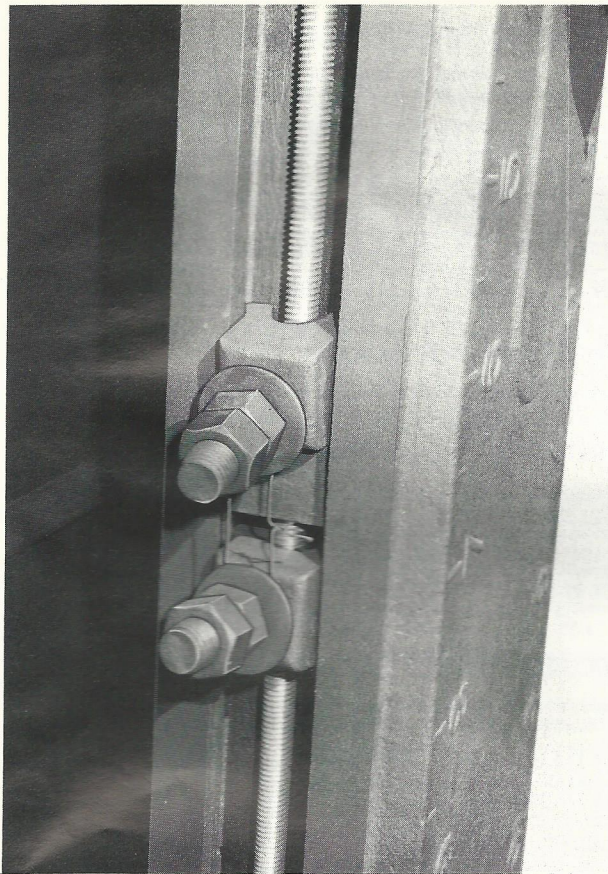
SADDLE AND EQUALIZER BEARINGS USE TAPERED ROLLER BEARINGS ON UNIT T36F THROUGH T15F. UNITS T13F AND SMALLER USE NYLON BUSHINGS.



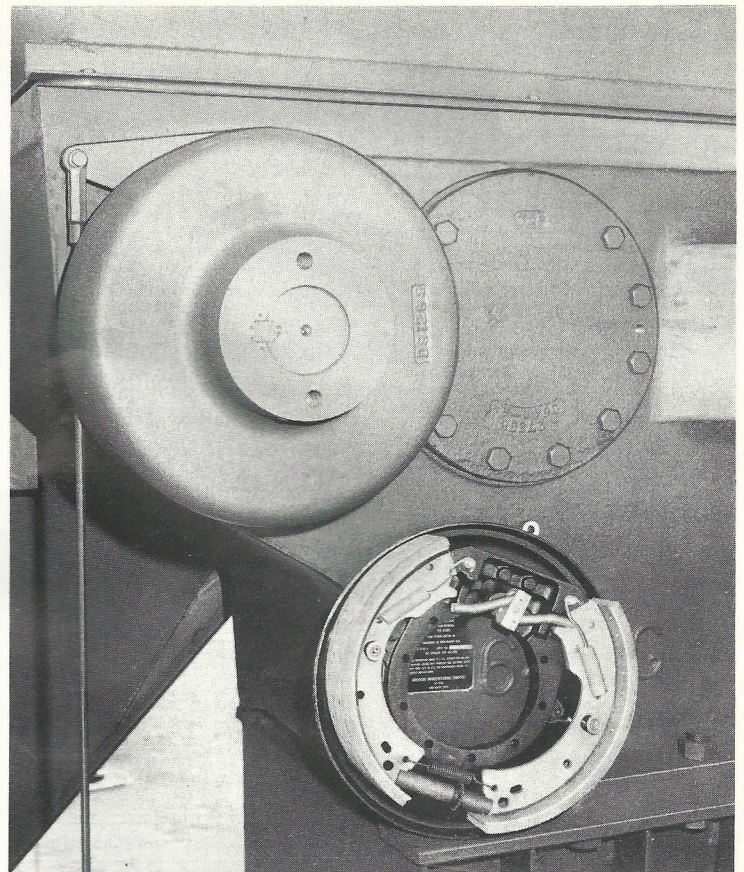
WRIST PIN BEARINGS ON ALL AMCOT PUMPING UNITS ARE SELF-ALIGNING SPHERICAL ROLLER BEARINGS. THESE BEARINGS HAVE A ONE PIECE OUTER RACE WHICH ELIMINATES FIELD ADJUSTMENT.



GROUND LUBRICATION SYSTEM IS STANDARD EQUIPMENT ON ALL UNITS WHERE THE SADDLE BEARING IS HIGHER THAN 72" FROM THE GROUND. LUBRICATION LINES ARE COPPER TUBING.

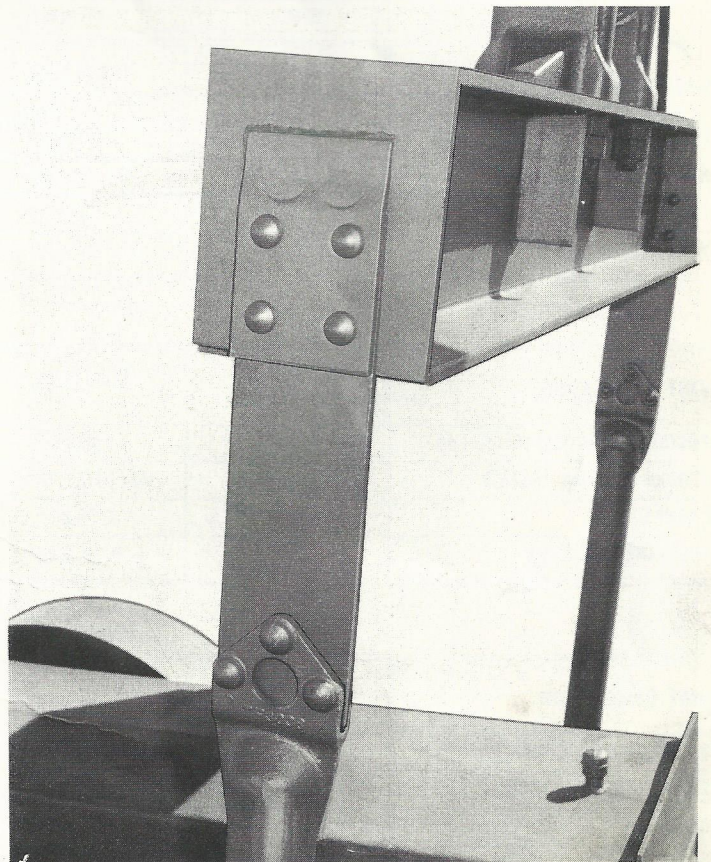


▶ ADJUSTABLE COUNTERBALANCE CRANKS ARE FLOOR CLEARING. NO COMPLICATED ADJUSTING MECHANISMS ARE USED. LOOSEN TWO NUTS ON EACH WEIGHT AND TURN A ZINC ELECTRO-PLATED ACME THREAD ADJUSTING SCREW.



▶ AMCOT D114 AND LARGER UNITS USE INTERNALLY EXPANDING HIGH CAPACITY INDUSTRIAL BRAKES.

▶ SPRINGFLEX EQUALIZER ENDS (U.S. PAT. NO. 3005353) ARE USED ON ALL UNITS T9F THROUGH T36F. SPRINGFLEX COMPLETELY ELIMINATES WEARING PARTS AND LUBRICATION IN THE CONNECTION OF EQUALIZER ENDS TO PITMANS. THE PATENTED CONSTRUCTION ELIMINATES BACKLASH FROM FLUID POUND WHICH IS CHARACTERISTIC OF PIN JOINTS.





ADJUSTABLE CRANK BALANCED PUMPING UNIT SPECIFICATIONS

UNIT DESIGNATION	912-365-168 912-305-168 640-305-168 465-305-168	912-365-144 640-365-144	640-305-144 456-305-144	640-256-144 456-256-144	320-256-144	456-365-120
POLISHED ROD CAPACITY, LBS.	30,500	36,500	30,500	25,600	25,600	36,500
STROKE LENGTH, INCHES	168, 143½, 120½	144, 123, 103¼	144, 123, 103¼	144, 123, 103¼	144, 125, 108	120, 102½, 86
CRANKS	KA-117-53	KA-117-53	KA-117-53	KA-117-53	K-99-43	KA-117-53
WIREFINE X CENTERS	1¼" x 40' x 16"	1¼" x 35' x 16"	1¼" x 35' x 16"	1¼" x 35' x 16"	1¼" x 31'-0" x 16"	1¼" x 35' x 16"

UNIT DESIGNATION	640-305-120 456-305-120	456-256-120 320-256-120	320-213-120	228-213-120	320-305-100
POLISHED ROD CAPACITY, LBS.	30,500	25,600	21,300	21,300	30,500
STROKE LENGTH, INCHES	120, 102½, 86	120, 104½, 89¾	120, 104½, 89¾	120, 104½, 89¾	100, 87, 74¾
CRANKS	KA-117-53	K-99-43	K-99-43	KL-99-43	K-99-43
WIREFINE X CENTERS	1¼" x 35' x 16"	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"	1¼" x 30' x 12"

UNIT DESIGNATION	320-256-100	228-213-100	228-173-100 160-173-100 114-173-100	228-246-86	228-213-86
POLISHED ROD CAPACITY, LBS.	25,600	21,300	17,300	24,600	21,300
STROKE LENGTH, INCHES	100, 87, 74¾	100, 84¾, 70	100, 84¾, 70	86, 73, 60½	86, 73, 60½
CRANKS	K-99-43	K-76-36	K-76-36	K-76-36	K-76-36
WIREFINE X CENTERS	1¼" x 30' x 12"	1" x 25' x 12"	1" x 25' x 12"	1" x 23' x 12"	1" x 23' x 12"

UNIT DESIGNATION	160-173-86	114-119-86	228-200-74 160-200-74	228-173-74 160-173-74	160-143-74 114-143-74
POLISHED ROD CAPACITY, LBS.	17,300	11,900	20,000	17,300	14,300
STROKE LENGTH, INCHES	86, 73, 60½	86, 74, 61	74, 62¾, 52	74, 62¾, 52	74, 62¾, 52
CRANKS	K-76-36	C75	K-76-36	K-76-36	K-76-36
WIREFINE X CENTERS	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"	1" x 23' x 12"

UNIT DESIGNATION	160-173-64 114-173-64	114-143-64	80-119-64	114-133-54 80-133-54	80-119-54
POLISHED ROD CAPACITY, LBS.	17,300	14,300	11,900	13,300	11,900
STROKE LENGTH, INCHES	64, 54¾, 45½	64, 54¾, 45½	64, 50, 36	54, 42, 30	54, 42, 30
CRANKS	K-76-36	K-76-36	C48	C48	C48
WIREFINE X CENTERS	1" x 23' x 12"	1" x 23' x 12"	1" x 19' x 12"	⅞" x 14'6" x 8"	⅞" x 14'6" x 8"

UNIT DESIGNATION	57-76-54	80-133-48	80-109-48 57-109-48	57-95-48
POLISHED ROD CAPACITY, LBS.	7,600	13,300	10,900	9,500
STROKE LENGTH, INCHES	54, 42, 30	48, 37, 27	48, 37, 27	48, 37, 27
CRANKS	C48	C48	C48	C48
WIREFINE X CENTERS	⅞" x 14'6" x 8"	⅞" x 13'6" x 8"	⅞" x 13'6" x 8"	⅞" x 13'6" x 8"

ADJUSTABLE CRANK BALANCED PUMPING UNIT SPECIFICATIONS — continued 

UNIT DESIGNATION	40-76-48	57-89-42 40-89-42	57-76-42 40-76-42	40-89-36
POLISHED ROD CAPACITY, LBS.	7,600	8,900	7,600	8,900
STROKE LENGTH, INCHES	48, 34	42, 30	42, 30	36, 25½
CRANKS	C036	C036	C036	C036
WIRELINE X CENTERS	7/8" x 13'6" x 8"	7/8" x 13'6" x 8"	7/8" x 13'6" x 8"	7/8" x 13'6" x 8"

BEAM BALANCED PUMPING UNIT SPECIFICATIONS

UNIT DESIGNATION	40-76-42	25-67-36	25-56-36	25-53-30
POLISHED ROD CAPACITY, LBS.	7600	6700	5600	5300
STROKE LENGTH, INCHES	42, 30	36, 32, 29	36, 32, 29	30, 27, 24
CRANKS	C033	TF-35	TF-35	TF-25
WIRELINE X CENTERS	7/8" x 13'-6" x 8"	5/8" x 10'-9" x 7 3/8"	5/8" x 10'-6" x 7 3/8"	5/8" x 9'-4" x 7 3/8"

MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

CRANK NUMBER		C033	TF-35	TF-35	TF-25
BEAM WT. NO.		T9D-64-2	T9D-64-2	T7D-48-2	TF-610-2
NUMBER OF BEAM WEIGHTS	0	300	190	240	240
	1	680	700	640	670
	2	1060	1200	1040	1090
	3	1420	1690	1420	1510
	4	1780	2170	1790	1910
	5	2130	2640	2160	2300
	6	2480	3090	2520	2670
	7	2510	3540	2860	3040
	8	3140	3980	3200	3400
	9	3450	4410	3520	3740
	10	3760	4820	—	—
	11	4060	5230	—	—
	12	4360	5620	—	—



ADJUSTABLE BEAM BALANCED PUMPING UNIT SPECIFICATIONS

UNIT DESIGNATION	57-109-48 80-109-48	57-95-48 80-95-48	UNIT DESIGNATION	57-109-48 80-109-48	57-95-48 80-95-48
POLISHED ROD CAPACITY, LBS.	10,900	9,500	POLISHED ROD CAPACITY, LBS.	10,900	9,500
STROKE LENGTH, INCHES	48, 37½	48, 37½	STROKE LENGTH, INCHES	48, 37½	48, 37½
CRANKS	C46	C46	CRANKS	C46	C46
WIRELINE X CENTERS	7/8" x 12'6" x 8"	7/8" x 12'6" x 8"	WIRELINE X CENTERS	7/8" x 12'6" x 8"	7/8" x 12'6" x 8"

MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

CRANK NUMBER	C46	C46	CRANK NUMBER	C46	C46
1-SC Only	3440	3440	1-SE & 1-SF12	6000	6000
1-SC & 1-SF16	3830	3830	1-SE & 3-SF16	6390	6390
1-SC & 2-SF16	4220	4220	1-SE & 4-SF16	6770	6770
1-SC & 1-SF12	4220	4220	1-SE & 2-SF12	6770	6770
1-SC & 3-SF16	4610	4610	1-SG Only	6150	6150
1-SC & 4-SF16	4990	4990	1-SG & 1-SF16	6530	6530
1-SC & 2-SF12	4990	4990	1-SG & 2-SF16	6920	6920
1-SE Only	5220	5220	1-SG & 1-SF12	6920	6920
1-SE & 1-SF16	5610	5610	1-SG & 3-SF16	7310	7310
1-SE & 2-SF16	6000	6000	1-SG & 4-SF16	7700	7700
			1-SG & 2-SF12	7700	7700

ADJUSTABLE CRANK COUNTERBALANCE DATA

MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

UNIT	912-365-168 912-305-168 640-305-168 456-305-168	912-365-144 640-365-144 640-305-144 640-256-144 456-305-144 456-256-144	320-256-144	640-305-120 456-365-120 456-305-120	456-256-120 320-256-120 320-213-120	320-305-100 320-256-100
CRANK NUMBER	KA-117-53	KA-117-53	K-99-43	KA-117-53	K-99-43	K-99-43
CRANKS ONLY	5510	7970	5420	10460	7220	9300
4-B	7630	10460	7460	13450	9660	12240
2-B, 2-D	8010	10900	7820	13980	10090	12760
4-D	8400	11350	8180	14520	10530	13280
2-D, 2-F	8790	11810	8550	15070	10970	13810
4-F	9190	12270	8920	15620	11420	14340
2-F, 2-H	9550	12690	9250	16120	11820	14820
4-H	9910	13110	9580	16630	12220	15310
2-H, 2-J	10360	13640	10010	17260	12730	15920
4-J	10820	14170	10440	17900	13240	16530
2-J, 2-L	11190	14600	10780	18420	13650	17020
4-L	11570	15040	11120	18950	14070	17520
2-L, 2-N	12300	15890	11780	19970	14860	18470
4-N	13030	16750	12440	20990	15660	19430
2-N, 2-PJ	13290	17060	12780	21360	16060	19910
4-PJ	13560	17370	13120	21740	16460	20400
2-PJ, 2-RJ	14420	18380	13960	22950	17470	21600
4-RJ	15290	19390	14800	24160	18480	22810
2-XJ, 2-L	16370	20640	15630	25670	19480	24020
2-XJ, 2-PJ	17360	21810	16630	27060	20680	24970
2-RJ, 2-XJ	18230	22820	17470	28270	21690	26660
4-XJ	21170	26250	20140	32390	24900	30520
2-XJ, 2-YJ	24480	30110	.....	37030	.....	.....
4-YJ	27800	33980	.....	41670	.....	.....

ADJUSTABLE CRANK COUNTERBALANCE DATA — continued



MAXIMUM EFFECTIVE COUNTERBALANCE @ THE POLISHED ROD @ MAXIMUM STROKE

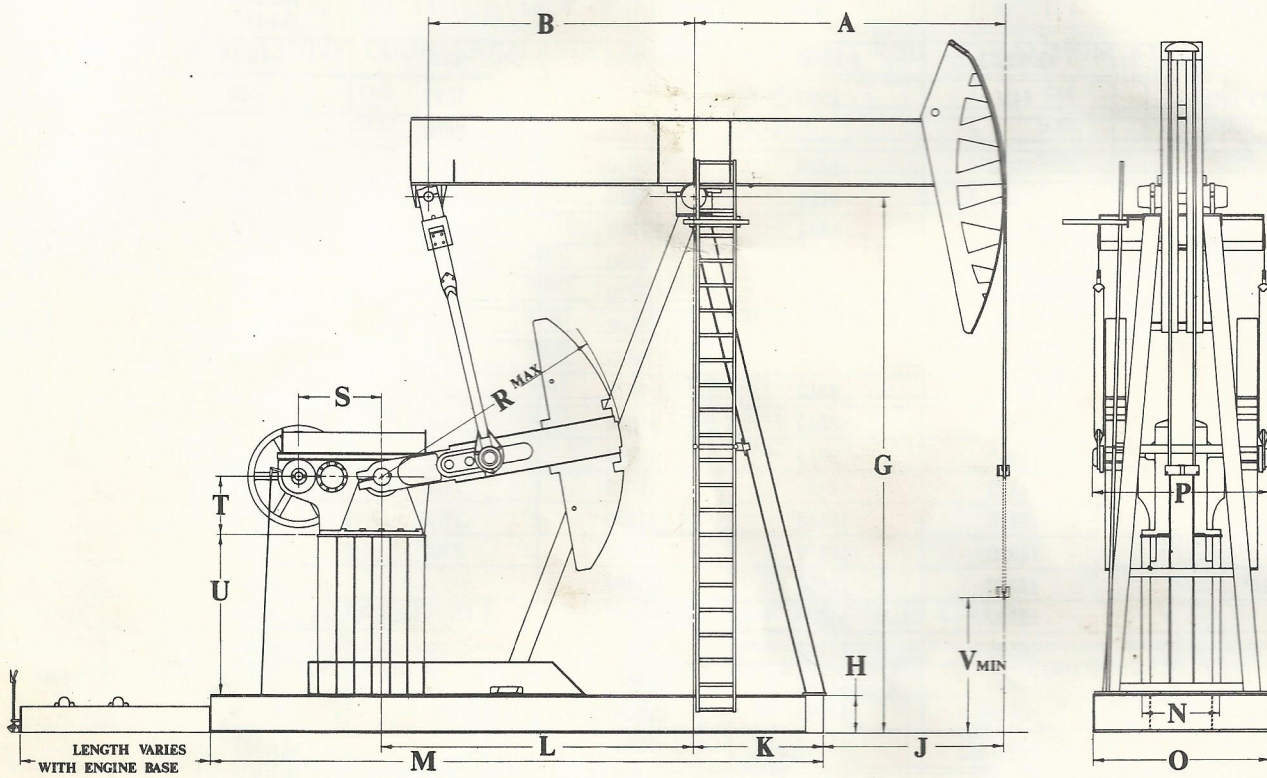
UNIT	228-213-120	228-213-100 228-173-100 160-173-100 114-173-100	228-246-86 228-213-86 160-173-86	114-119-86	228-200-74 228-173-74 160-200-74 160-173-74 160-143-74 114-143-74	160-173-64 114-173-64 114-143-64
CRANK NUMBER	KL-99-43	K-76-36	K-76-36	C75	K-76-36	K-76-36
CRANKS ONLY	4480	3590	4480	1290	5030	6410
4-A	.....	.....	.....	2650	.....	.....
4-B	6930	5740	6990	3470	7940	9790
2-B, 2-D	7360	6110	7420	3850	8440	10370
4-D	7800	6490	7860	4230	8950	10950
2-D, 2-F	8240	6360	8290	4590	9450	11530
4-F	8680	7230	8720	4960	9950	12110
2-F, 2-H	9080	7560	9100	5280	10390	12620
4-H	9480	7890	9480	5610	10840	13140
2-H, 2-J	9990	8310	9970	6030	11410	13800
4-J	10500	8740	10470	6450	11990	14460
2-J, 2-L	10910	9075	10860	6770	12440	14980
4-L	11330	9410	11250	7100	12900	15510
2-L, 2-N	12120	10040	11980	7700	13750	16490
4-N	12920	10670	12710	8300	14600	17480
2-N, 2-P	13320	10990	13090	.....	15040	17990
4-P	13730	11320	13470	.....	15480	18500
2-P, 2-R	14660	12100	14380	.....	16540	19730
4-R	15590	12890	15300	.....	17610	20960
2-R, 2-S	16760	14260	16890	.....	.....	.....
4-S	17930	15630	18480	.....	.....	.....

UNIT	80-119-64	114-133-54 80-133-54 80-119-54 57- 76-54	80-133-48 80-109-48 57-109-48 57- 95-48	40-76-48	57-89-42 57-76-42 40-89-42 40-76-42	40-89-36
CRANK NUMBER	C48	C48	C48	C036	C036	C036
CRANKS ONLY	1440	2140	2530	1550	1890	2220
4-A	2770	3710	4300	2850	3370	3940
2-A, 2-B	3160	4180	4830	3240	3810	4460
4-B	3560	4650	5360	3630	4250	4890
2-B, 2-D	3910	5070	5830	3960	4630	5430
4-D	4270	5500	6310	4290	5010	5880
2-D, 2-F	4590	5880	6740	4570	5330	6250
4-F	4920	6270	7170	4850	5650	6620
2-F, 2-H	5200	6600	7540	5070	5910	6920
4-H	5480	6930	7920	5300	6170	7220
2-H, 2-J	5850	7370	8410	5620	6530	7640
4-J	6230	7810	8910	5940	6890	8060
2-J, 2-L	6500	8130	9270	.....	.....	.....
4-L	6770	8460	9640	.....	.....	.....
2-L, 2-N	7250	9030	10280	.....	.....	.....
4-N	7730	9600	10920	.....	.....	.....
2-N, 2-P	8000	9910	11270	.....	.....	.....
4-P	8270	10230	11630	.....	.....	.....
2-P, 2-R	8970	11100	12570	.....	.....	.....
4-R	9680	11980	13520	.....	.....	.....



ADJUSTABLE CRANK PUMPING UNIT

OUTLINE DIMENSIONS



API SIZE	AMCOT SIZE	A	B	G	H	J	K	L	M	N	O	P	R	S	T	U	V
912-365-168	T36F168-4AL-D912GZKA	15'4 3/4"	10'2 3/4"	22'1 3/4"	18"	10'3"	5'1 3/4"	11'0"	27'5 3/4"	37 1/4"	7'1"	8'6 1/2"	117"	45.750"	30"	5'10 3/8"	4'3"
912-305-168	T36F168-4A-D912GZKA	15'4 3/4"	10'2 3/4"	22'1 3/4"	18"	10'3"	5'1 3/4"	11'0"	"	37 1/4"	7'1"	8'6 1/2"	117"	45.750"	30"	5'10 3/8"	4'3"
912-365-144*	T36F144-4A-D912GZKA	13'2 3/4"	"	"	"	8' 3/4"	"	"	"	"	"	"	"	"	"	"	6 1/2"
640-305-168	T36F168-4A-D640GZKA	15'4 3/4"	10'2 3/4"	22'1 3/4"	18"	10'3"	5'1 3/4"	11'0"	"	37 1/4"	7'1"	8'2 1/4"	117"	45.750"	30"	5'10 3/8"	4'3"
640-365-144	T36F144-4A-D640GZKA	13'2 3/4"	"	"	"	8' 3/4"	"	"	"	"	"	"	"	"	"	"	6'2"
640-305-144	T30F144-4A-D640GZKA	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
640-256-144	T25F144-4A-D640GZKA	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
640-305-120	T30F120-4A-D640GZKA	11'0"	"	"	"	5'10 1/4"	"	"	"	"	"	"	"	"	"	"	6'8"
456-305-168	T36F168-4A-D456GZKA	15'4 3/4"	10'2 3/4"	22'1 3/4"	18"	10'3"	5'1 3/4"	11'0"	"	37 1/4"	7'1"	7'5 1/2"	117"	39.933"	28"	6'0 3/8"	4'3"
456-305-144	T30F144-4A-D456GZKA	13'2 3/4"	"	"	"	8' 3/4"	"	"	"	"	"	"	"	"	"	"	6'2"
456-256-144	T25F144-4A-D456GZKA	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	6'2"
456-365-120	T36F120-4A-D456GZKA	11'0"	"	"	"	5'10 1/4"	"	"	"	"	"	"	"	"	"	"	6'8"
456-305-120	T30F120-4A-D456GZKA	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	6'8"
456-256-120	T30F120-4AL-D456GZK	"	8'4"	18'7"	16"	7'3 1/4"	3'8 3/4"	9'2"	22'10 3/4"	36 1/4"	6'2"	7'5 1/2"	99"	"	"	4'9"	5'5"

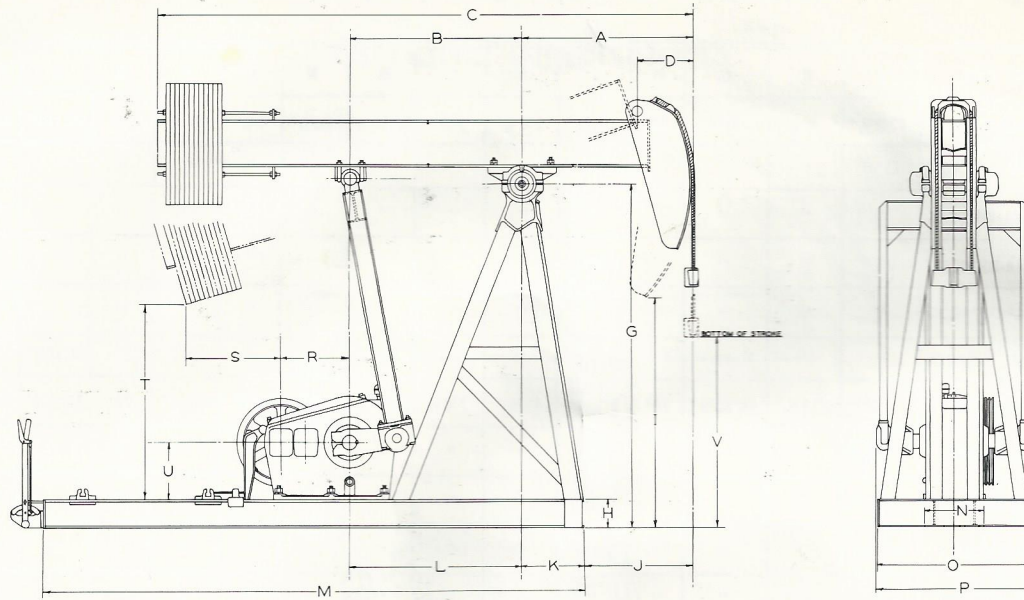
OUTLINE DIMENSIONS – continued



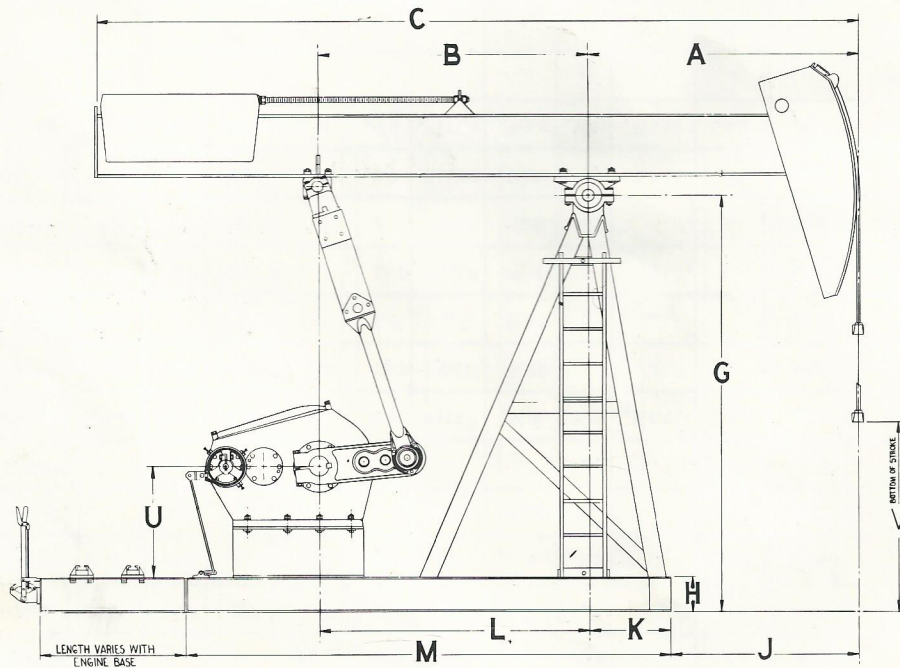
API SIZE	AMCOT SIZE	A	B	G	H	J	K	L	M	N	O	P	R	S	T	U	V
320-256-144	T25F144-4AX-D320GZK	13'2 3/8"	8'4"	18'7"	16"	9'5 5/8"	3'8 3/4"	9'2"	22'10 3/4"	36 1/4"	6'2"	7'1 1/4"	99"	35.167"	24"	5'1"	4'6"
320-256-120	T30F120-4AL-D320GZK	11'0"	"	"	"	7'3 1/4"	"	"	"	"	"	"	"	"	"	"	5'5"
320-213-120	T25F120-4AL-D320GZK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
320-305-100	T30F100-4A-D320GZK	9'2"	"	"	"	5'5 1/4"	"	"	"	"	"	"	"	"	"	"	5'4"
320-256-100	T25F100-4A-D320GZK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
228-213-120	T25F120-4AL-D228GZK	11'0"	"	"	"	7'3 1/4"	"	"	"	"	"	6'6"	"	33.300"	"	"	5'5"
228-173-100	T17F100-3A-D228GZK	9'2"	6'11 3/8"	14'10 3/8"	16"	5'8 1/4"	4 1/4"	7'6 1/8"	18'9"	33"	5'9"	6'1 1/4"	76"	33.300"	24"	38 1/8"	4'0"
228-246-86	T25F86-3A-D228GZK	7'10 3/8"	"	"	"	4'4 7/8"	"	"	"	"	"	"	"	"	"	"	5'0"
228-213-86	T20F86-3A-D228GZK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
228-200-74	T20F74-3A-D228GZK	6'9 3/8"	"	"	"	3'3 5/8"	"	"	"	"	"	"	"	"	"	"	"
228-173-74	T17F74-3A-D228GZK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
160-173-86	T17F86-3A-D160GZK	7'10 3/8"	6'11 3/8"	14'10 3/8"	16"	4'4 7/8"	3'5 3/4"	7'6 1/8"	18'9"	33"	5'9"	5'4 1/4"	76"	30.200"	20"	3'6 1/8"	5'0"
160-200-74	T20F74-3A-D160GZK	6'9 3/8"	"	"	"	3'3 5/8"	"	"	"	"	"	"	"	"	"	"	"
160-173-74	T17F74-3A-D160GZK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
160-143-74	T15F74-3A-D160GZK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
160-173-64	T17F64-3B-D160GZK	"	7'10"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
114-119-86	T15F86-3A-C75-D114GZ	7'10 3/8"	6'11 3/8"	14'10 3/8"	16"	4'4 7/8"	3'5 3/4"	7'6 1/8"	18'9"	34"	5'9"	5'4 1/4"	66 5/8"	30.200"	20"	3'6 1/8"	5'0"
114-143-74	T15F74-3A-D114GZK	6'9 3/8"	"	"	"	3'3 5/8"	"	"	"	"	"	"	76"	"	"	"	"
114-173-64	T17F64-3B-D114GZK	"	7'10"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
114-143-64	T15F64-3B-D114GZK	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
114-133-54	T13F54-2-D114GZK	6'9"	6'0"	10'9 1/8"	10 1/8"	3'9 1/2"	2'11 1/2"	6'0"	14'9"	25 3/4"	4'1 1/2"	5'1 3/8"	52 1/4"	30.200"	20"	2' 1/4"	4'7 1/4"
80-133-54	T13F54-2-D80GZ	6'9"	6'0"	10'9 1/8"	10 1/8"	3'9 1/2"	2'11 1/2"	6'0"	14'9"	25 3/4"	4'1 1/2"	54 3/8"	52 1/4"	25.500"	16"	2' 1/4"	4'7 1/4"
80-133-48	T13F48-2-D80GZ	6'0"	"	"	"	3' 1/2"	"	"	"	"	"	"	"	"	"	"	"
80-119-64	T11F64-2-D80GZ	8'0"	"	"	"	5' 1/2"	"	"	"	"	"	"	"	"	"	"	3' 1/2"
80-119-54	T11F54-2-D80GZ	6'9"	"	"	"	3'9 1/2"	"	"	"	"	"	"	"	"	"	"	4'7 1/4"
80-109-48	T11F48-2-D80GZ	6'0"	"	"	"	3' 1/2"	"	"	"	"	"	"	"	"	"	"	"
57-109-48	T11F48-2-D57GZ	6'0"	6'0"	10'9 1/8"	10 1/8"	3' 1/2"	2'11 1/2"	6'0"	14'9"	25 3/4"	4'1 1/2"	54 3/8"	52 1/4"	25.500"	16"	2' 1/4"	4'7 1/4"
57-95-48	T9F48-2-D57GZ	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
57-76-54	T9F54-2L-D57GZ	6'9"	"	"	"	3'9 1/2"	"	"	"	"	"	"	"	"	"	"	"
57-89-42	T9F42-2-D57GZ	5'3"	4'6"	8'2 3/4"	9 3/8"	3'4"	23"	4'6"	11'6"	24"	3'0"	"	41 3/8"	"	"	17 3/8"	2'6 1/2"
57-76-42	T7F42-2-D57GZ	5'3"	4'6"	"	"	"	"	"	"	"	"	"	"	"	"	"	"
40-76-42	T7F42-2-D40GZ	5'3"	4'6"	8'2 3/4"	9 3/8"	3'4"	23"	4'6"	11'6"	24"	3'0"	52 3/8"	41 3/8"	17.250"	12"	21 3/8"	2'6 1/2"
40-76-48	T9F48-2L-D40GZ	6'0"	"	"	"	4'1"	"	"	"	"	"	"	"	"	"	"	2'4 1/2"
40-89-36	T9F36-2-D40GZ	4'6"	"	"	"	2'7"	"	"	"	"	"	"	"	"	"	"	2'8 3/4"
40-89-42	T9F42-2-D40GZ	5'3"	"	"	"	3'4"	"	"	"	"	"	"	"	"	"	"	2'6 1/2"



BEAM BALANCED PUMPING UNIT - OUTLINE DIMENSIONS



API SIZE	AMCOT SIZE	A	B	C	G	H	J	K	L	M	N	O	P	U	V
40-76-42	T7F42-7B-D40G	63"	54"	13'3"	8'2 $\frac{3}{4}$ "	9 $\frac{7}{8}$ "	40"	23"	54"	11'6"	24"	36"	52 $\frac{3}{16}$ "	33 $\frac{3}{8}$ "	30 $\frac{1}{2}$ "
25-67-36	T7F36-7B-D25A	54"	54"	13'7"	8'1"	8"	36 $\frac{1}{2}$ "	17 $\frac{1}{2}$ "	54"	12'6 $\frac{1}{2}$ "	16 $\frac{1}{2}$ "	39"	35 $\frac{5}{8}$ "	27"	43 $\frac{1}{2}$ "
25-56-36	T5F36-5B-D25A	54"	54"	12'4 $\frac{1}{8}$ "	6'9"	"	39 $\frac{3}{4}$ "	14 $\frac{1}{4}$ "	54"	10'11 $\frac{3}{8}$ "	13 $\frac{3}{4}$ "	35"	"	19"	27 $\frac{1}{2}$ "
25-53-30	T5F30-5B-D25A	45"	45"	10'10 $\frac{1}{2}$ "	6'9"	"	30 $\frac{3}{4}$ "	14 $\frac{1}{4}$ "	45"	10'3 $\frac{1}{2}$ "	13 $\frac{3}{4}$ "	35"	"	13"	31 $\frac{3}{8}$ "



API SIZE	AMCOT SIZE	A	B	C	G	H	J	K	L	M	U	V
80-109-48	T11F48-2BZ-D80G	72"	72"	17'3"	9'7 $\frac{5}{8}$ "	10 $\frac{1}{8}$ "	50 $\frac{1}{4}$ "	21 $\frac{3}{4}$ "	72"	11'11 $\frac{3}{4}$ "	29"	4'6"
57-95-48	T9F48-2BZ-D57G	"	"	"	"	"	"	"	"	"	"	"
57-109-48	T11F48-2BZ-D57G	"	"	"	"	"	"	"	"	"	"	"

HERRINGBONE GEAR SPEED REDUCERS



Performance Proven!



GEAR DATA

DOUBLE REDUCTION HERRINGBONE GEARS

REDUCER NUMBER	RATING*	RATIO OF GEARS	GEAR BOX OIL CAPACITY U.S. GALLONS	SHEAVE DIMENSIONS	CRANKSHAFT DIAMETER INCHES
D912G	912,000	29.25	100	4 1/4" Bore 44"-8C, 50"-8C, 27"-5D, 33"-5D, 40"-5D, 37.5-5V-8	7 1/4
D640G	640,000	29.25	100	4 1/4" Bore 30"-8C, 36"-6C, 44"-6C, 50"-6C, 27"-4D, 33"-4D, 40"-4D, 37.5-5V-6	7 1/4
D456G	456,000	29.78	60	3 5/8" Bore 30"-6C, 36"-6C, 44"-5C, 50"-5C, 27"-4D, 33"-4D, 37.5-5V-5	7 1/4
D320G	320,000	30.31	55	3 1/2" Bore 24"-5C, 30"-5C, 36"-4C, 44"-4C, 22"-3D, 33"-3D, 27"-3D, 37.5-5V-4 28-5V-4	7 1/4
D228G	228,000	30.00	35	3 1/8" Bore 20"-4C, 24"-4C, 30"-4C, 36"-3C, 37.5-5V-3, 28-5V-3	6
D160G	160,000	29.02	25	2 5/8" Bore 20"-3C, 24"-3C, 30"-3C, 36"-3C	6
D114G	114,000	29.02	25	2 5/8" Bore 18"-3C, 20"-3C, 24"-3C, 30"-2C, 36"-3C	6
D80G	80,000	29.93	12	2 3/16" Bore 18"-2C, 20"-2C, 24"-2C, 30"-2C	5
D57G	57,000	29.93	12	1 9/16" Bore 18"-2C, 20"-2C, 24"-2C, 30"-2C	5
D40G	40,000	27.71	7	1 1/2" Bore 18.4"-3B, 20"-3B	3 1/2
D25A	25,000	29.82	5	1 1/4" Bore 18"-3B	3 3/8

*Rating in Inch-Lbs. API Peak Torque Capacity

LUBRICATION INSTRUCTIONS

GEAR REDUCER

For temperatures down to 0° F. use an SAE 90EP or an AGMA 5EP premium mild extreme pressure lubricant (preferably a sulphur-phosphorous type); with rust and oxidation inhibitors and an anti-foam agent. Pour point of the oil should be 5° or lower. For temperatures down to -30° F. use SAE 80EP or AGMA 4EP premium mild extreme pressure lubricant (preferably a sulphur-phosphorous type) with rust and oxidation inhibitors and anti-foam agent. Pour point of the oil should be -15° F. or less. For low temperature operation the oil should have sufficient fluidity to permit a free flow of oil into the bearings. The viscosity of oil decreases as the temperature increases. Loosen drain plug (lower 1" pipe plug), and check for water in reducer every 6 months.

In order to obtain long life from a pumping unit reducer it is necessary at all times that the oil be of suitable viscosity and free from foreign material, sludge, and water.

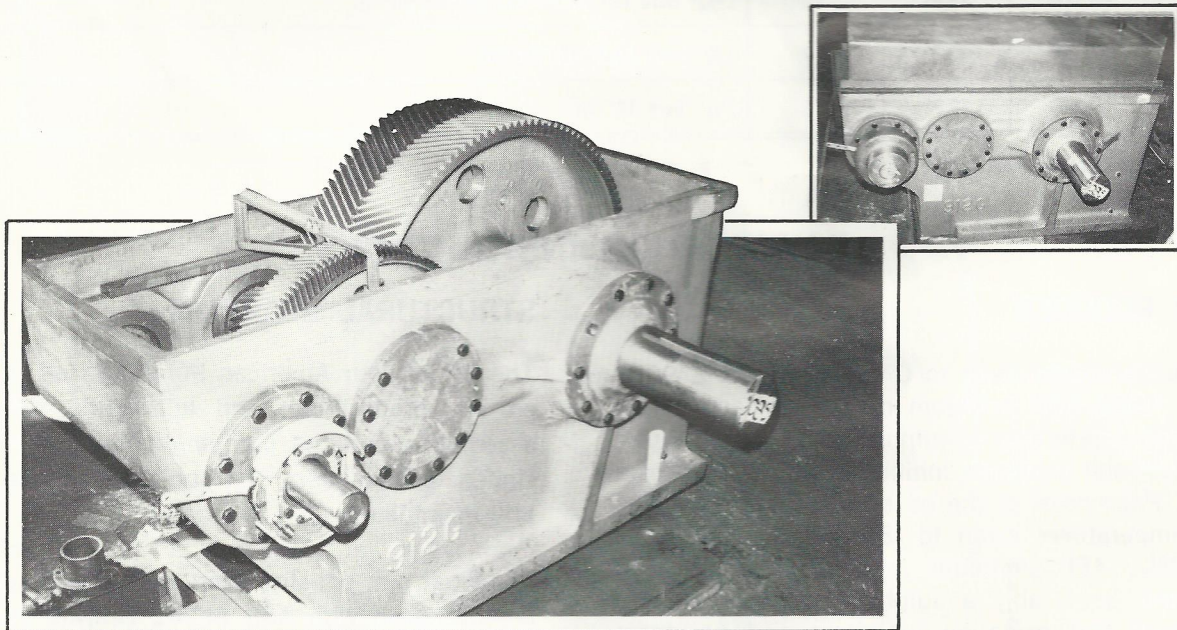
STRUCTURAL BEARINGS

The life of your American Pumping Unit is dependent on proper care and lubrication. All bearing assemblies and the pumping unit reducer are designed to give years of troublefree service if properly maintained.

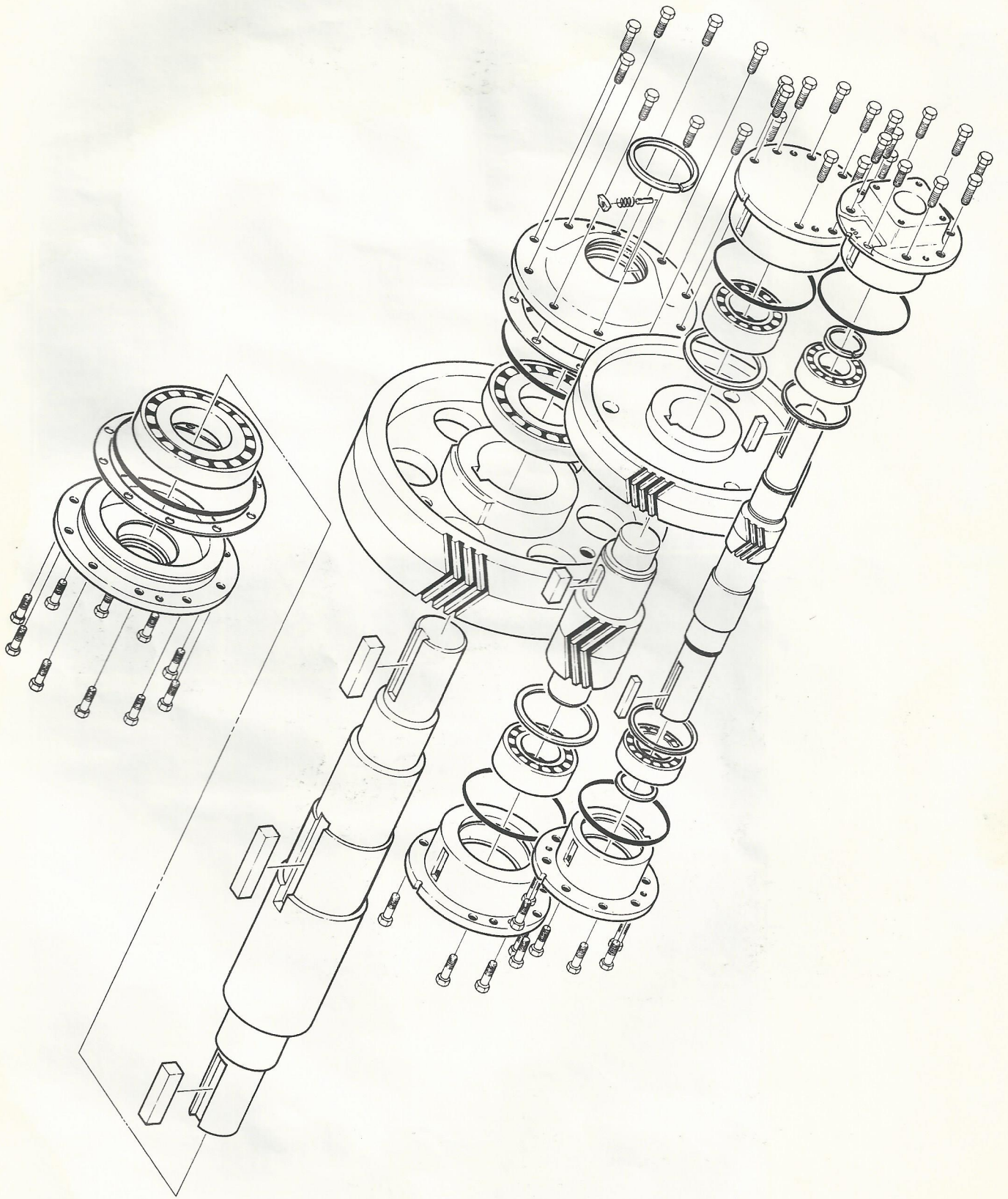
The wrist pin, equalizer and saddle bearings should be lubricated with AAR M-942 bearing grease. Do not use cup grease or heavy wheel bearing grease. Each bearing assembly is fitted with a hydraulic grease fitting so that the lubricant can be applied with a gun. They should be greased at 6 month intervals or more often, depending upon operating conditions, temperature and the condition of oil seals. Be sure that the plungers in the relief fittings are free so that the grease pressure will not damage the oil seals. Tapered roller type bearings have relief slots instead of relief fittings. **Pump grease slowly.**

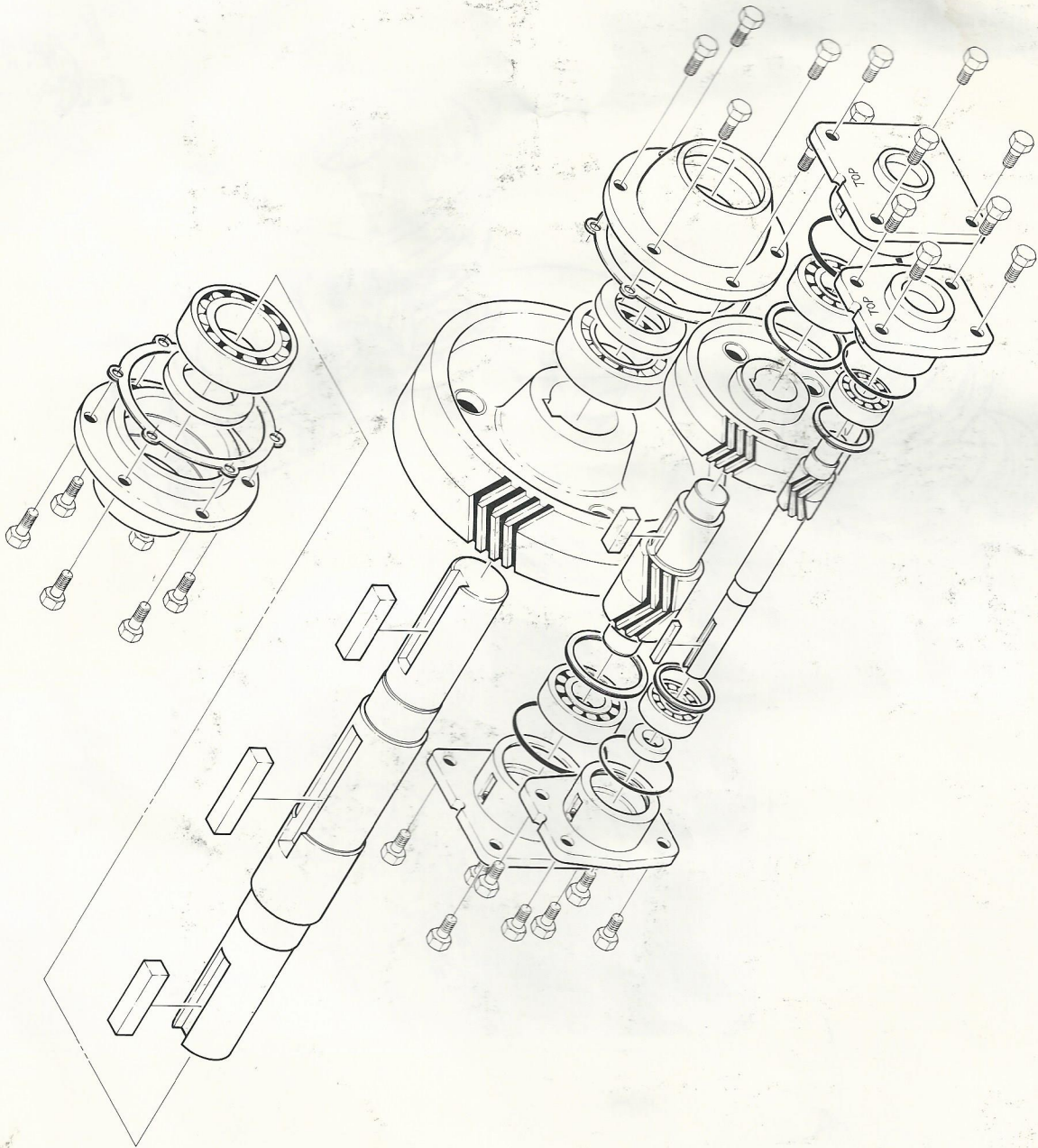
GEAR REDUCERS

TYPE G

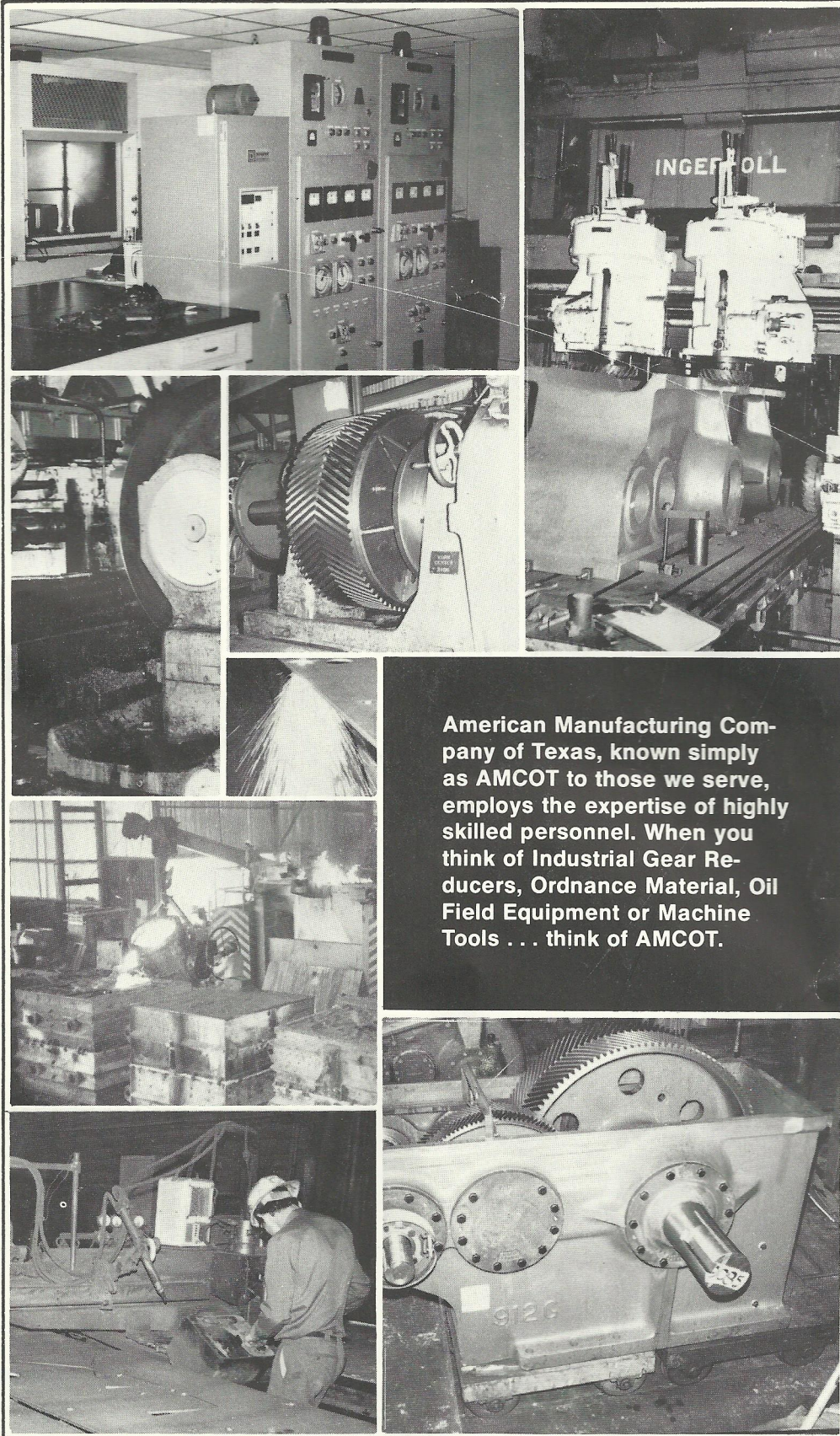


AMCOT quality herringbone gear speed reducers have been in use on various jobs for 50 years. They have been in operation on foundry cranes, oil well pumping equipment and for supplying power to all types of machinery including rubber mill and sugar mill drives.





FACILITIES



American Manufacturing Company of Texas, known simply as AMCOT to those we serve, employs the expertise of highly skilled personnel. When you think of Industrial Gear Reducers, Ordnance Material, Oil Field Equipment or Machine Tools . . . think of AMCOT.



AMERICAN MANUFACTURING COMPANY OF TEXAS

Fort Worth, Texas 76111