



STERLING INSTRUMENT offers a wide choice of Standard Gearheads and Speed Reducers in three standard sizes. However, in many applications a special unit is required. Below is a listing of some of the Special Applications Gearheads and Speed Reducers that **Sterling Instrument** can produce and for which designs exist:

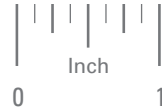
- **Zero-Backlash Gearheads and Speed Reducers** for applications which require absolutely no lost motion throughout the Gear Train. Consult **Sterling Instrument** Engineering for the Gearhead & Speed Reducer sizes, ratios, and output loads where Zero Backlash is applicable.
- **Splined Shaft Gearheads and Speed Reducers** for applications which require direct meshing with other component parts of the Gear Train. Consult **Sterling Instrument** Engineering for the applicable Diametral Pitches and numbers of teeth.
- **Low-Backlash Gearheads and Speed Reducers** for applications which do not require Zero Backlash, but do require lower Backlash than standard units. Consult **Sterling Instrument** Engineering for the applicable Backlash Specifications and output loads.
- **Tandem Gearheads and Speed Reducers** for applications which require reduction ratios higher than shown in the tables of this catalog.
- **Exact Ratio Gearheads and Speed Reducers** for applications which require reduction ratios which are even integers.
- **Integral Slip Clutch Gearheads and Speed Reducers** for applications which require a built-in Torque Limiting Device.
- **Heavy-Duty Gearheads and Speed Reducers** for applications which require two to three times the available output Torque of standard Gearheads and Speed Reducers, available as a special order.

Sterling Instrument also builds Speed Increaseers.



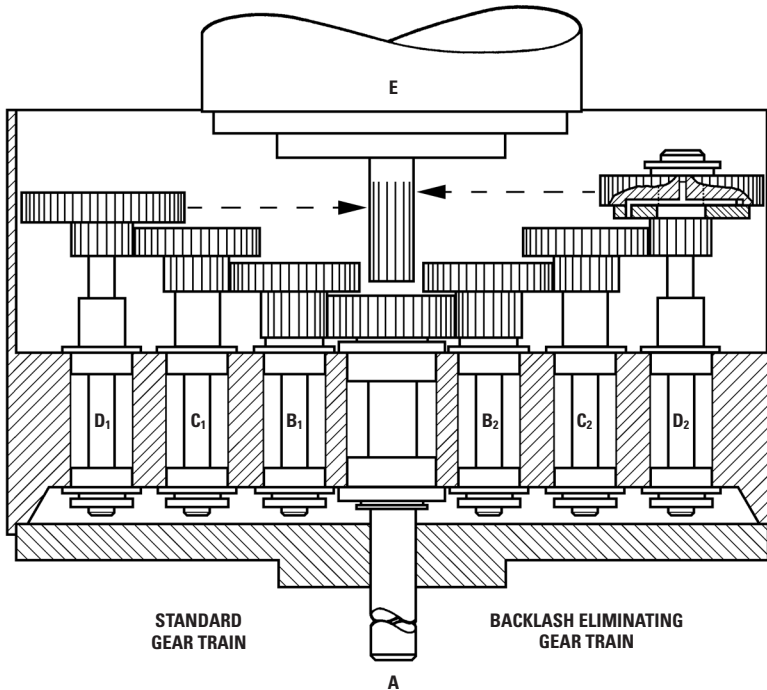
Speed Reducers
MGX T-Series 1.4375" O.D.
S9115A-T6...

For entire product line, technical information, 3D models and online buying, visit <https://shop.sdp-si.com/catalog/>



In many electromechanical instruments it is often necessary to use, as a component part of a system, a gear train which contributes a minimum amount of backlash or lost motion to the system in order to obtain maximum system accuracy. With this need in mind, **STERLING INSTRUMENT** has designed a gear train arrangement which completely eliminates backlash and lost mo-

tion from the entire gear train. At the same time, this gear system allows unusually high torque loads at the gear train output without overriding the spring loading of the system. The drawing below illustrates the application of this zero-backlash system to a gearhead or speed reducer.



The standard gear train (A, B₁, C₁, D₁, E) is identical to that which is found in our standard catalog gearheads & speed reducers. Pinion & gear clusters B₂ & C₂, in the backlash eliminating gear train, are duplicates of pinion & gear clusters B₁ & C₁, in the standard gear train. The pinion of pinion & gear cluster D₂ is identical to the pinion of pinion & gear cluster D₁ with the addition of the torsion spring retaining slot in the end of the D₂ pinion. As per normal practice, the gear & pinion on the D₁ cluster are fastened together via press fitting & staking. The gear on the D₂ cluster is a slip fit on the mounting diameter of the D₂ pinion and axially retained on the mounting diameter by the torsion spring. Input pinion E and output gear A are common to both halves of the train.

In assembling the gearhead to a servomotor or to the input pinion of a speed reducer, the gear of cluster D₁ is restrained from rotation by inserting a wedge of a soft material (e.g., aluminum, nylon, etc.) thru the access

hole provided in the housing and into a tooth space. The gear of cluster D₂ is then rotated, in a direction which winds the torsion spring the desired number of teeth and restrained from rotating, using a second wedge thru the second access hole. Since all speed reducer input pinions and motor pinions have an odd number of teeth, it is easier to install the motor pinion or input pinion, if the D₁ & D₂ gears are held by the wedges in a position where a tooth space on one of the gears is opposite a tooth on the other gear. Once the pinion is meshed with the D₁ & D₂ gears and the pilot diameter of the motor or speed reducer input is seated within the gearhead shell, the wedges are released, completing the zero-backlash path.

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STERLING INSTRUMENT gearheads and speed reducers are made to the highest exacting standards of craftsmanship. The gearheads are attachable to the U.S. Bureau of Ordnance (Bu-Ord for short) frame size servomotors without modifications to the input pinions and without complicated adapters, screw threads, etc. by the versatile mounting clamps supplied. Mounting dimensions are identical to Bu-Ord OP 1755 motor dimensions.



INCH COMPONENT

Catalog Series	O.D. in.	Input Pinion		Description		Max. Weight oz.
		D.P.	Teeth	Backlash	Shaft Orientation	
Gearhead Selection Guide						
S9105A-T608	.50	120	13	LOW	IN-LINE OUTPUT	.5
S9108A-T612	.75					.95
S9111A-T617	1.0625			ZERO		1.5
S9115A-T623				1.4375		2.5
S9118A-T628	1.75	96	15	LOW	4.0	

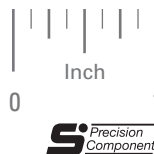
Catalog Series	O.D. in.	Description			Max. Weight oz.
		Backlash	Shaft Termination	Shaft Orientation	
Speed Reducer Selection Guide					
S9105A-T6008	.50	LOW	DOUBLE-ENDED	IN-LINE OUTPUT	1.2
S9111A-T6017	1.0625				ZERO
S9115A-T6023		1.4375			LOW
S9118A-T6028	1.75				

Catalog Series	Design Style	Integrated Position Error
Transducer Gearhead Selection Guide		
S9111A-T640	Standard	40 arc minutes maximum
S9111A-T641	Anti-Backlash	30 arc minutes maximum
S9111A-T642	Zero-Backlash	15 arc minutes maximum



INLINE MINIATURE SPUR GEARHEAD
 BU-ORD SIZE 11
 PAT. NO. 2,892,357

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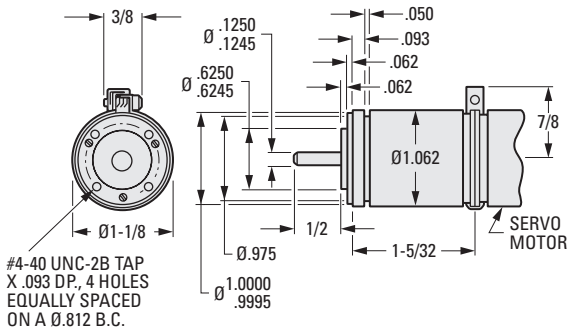
> SPECIFICATIONS:

- Input Pinion (Motor):** 13 Teeth-120 Pitch
- Maximum Backlash:** 0° 30'
- Maximum Starting Torque:** .01 ozf in.
- Rated Output Torque:** 30 ozf in.



Zero backlash, lower backlash, exact ratios, etc., are available on special order.

For additional information, see preceding technical data and special gearhead pages.



INCH COMPONENT CATALOG NUMBER
S9111A-T617-

Insert Model No. from table below.

Example: S9111A-T617-16 has a 40.15: 1 ratio.

Model No.	Ratio To 1	Rotation
01	5.29	S
02	6.83	
06	13.80	R
07	15.38	
08	17.84	
09	20.25	
10	23.50	S
11	27.27	
12	26.76	
13	31.05	
14	34.59	
15	36.04	
16	40.15	R
17	45.56	
19	52.88	
22	60.21	
23	69.87	
24	77.84	
25	81.08	

Model No.	Ratio To 1	Rotation
26	90.33	R
27	94.10	
29	104.83	
30	118.97	
31	121.65	
32	138.06	
33	160.22	
34	185.94	
37	175.13	
38	182.44	
39	203.24	
40	211.72	
41	230.66	
42	235.86	
43	245.70	
44	267.68	
45	273.71	
46	310.64	S
47	317.64	

Model No.	Ratio To 1	Rotation
49	418.35	S
50	485.50	
52	353.72	
53	394.04	
54	410.49	R
55	457.29	
56	476.37	
57	518.99	
58	530.68	
60	602.28	
61	615.85	
62	641.55	
64	714.69	
65	811.12	
66	829.39	
67	941.30	
68	1092.37	

NOTES: 1. "S" indicates output rotates in the same direction as input; "R" denotes opposite rotation.
 2. Ball bearings used throughout.

