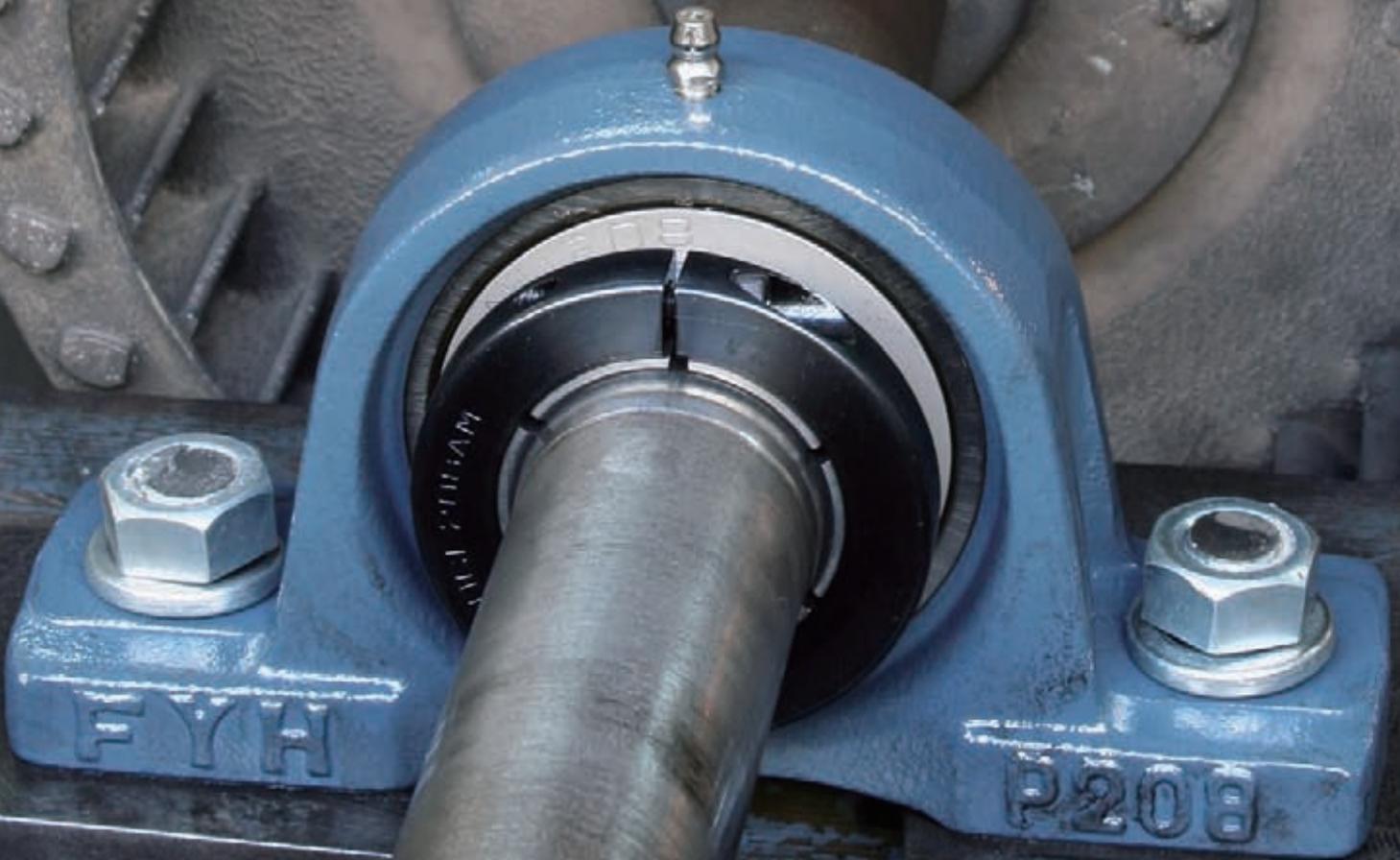


FYH[®]

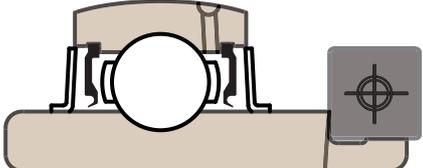
AIR HANDLING UNITS

AIR HANDLING
S3
STANDARD

AIR HANDLING
S5
NON CONTACT SEAL



The FYH Air Handling Series is designed for a wide variety of highly demanding HVAC and air handling applications.

SUFFIX																																															
P18	S3	P18 is the suffix code that designates smaller bore tolerance which allows for a tighter fit with the shaft. This, in turn, reduces vibration and noise and dramatically increases bearing life.																																													
		Tolerance and tolerance values of inner rings of P18 suffix (unit: μm) <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">Nominal bearing bore dia. d (mm)</th> <th colspan="2">Variation of tolerance of average bore dia. in plane Δd_{mp}</th> <th>Unequal bore dia. in plane V_{dp}</th> <th>Radial runout of inner ring K_{ia}</th> </tr> <tr> <th>Over</th> <th>Incl.</th> <th>Max.</th> <th>Min.</th> <th>Max.</th> <th>Max.</th> </tr> </thead> <tbody> <tr> <td>-</td> <td>10</td> <td>+13</td> <td>0</td> <td>6</td> <td>7</td> </tr> <tr> <td>10</td> <td>18</td> <td>+13</td> <td>0</td> <td>6</td> <td>8</td> </tr> <tr> <td>18</td> <td>31.75</td> <td>+13</td> <td>0</td> <td>10</td> <td>10</td> </tr> <tr> <td>31.75</td> <td>50.8</td> <td>+15</td> <td>0</td> <td>10</td> <td>10</td> </tr> <tr> <td>50.8</td> <td>80</td> <td>+18</td> <td>0</td> <td>14</td> <td>13</td> </tr> </tbody> </table>				Nominal bearing bore dia. d (mm)		Variation of tolerance of average bore dia. in plane Δd_{mp}		Unequal bore dia. in plane V_{dp}	Radial runout of inner ring K_{ia}	Over	Incl.	Max.	Min.	Max.	Max.	-	10	+13	0	6	7	10	18	+13	0	6	8	18	31.75	+13	0	10	10	31.75	50.8	+15	0	10	10	50.8	80	+18	0	14	13
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P11		The anti-rotation pin, in conjunction with the standard "J" fit housing, means very secure housing fit in high speed applications.																																													
C2		Internal bearing clearance is defined as the allowable space between the rolling elements and the raceways. C2 is smaller clearance than the standard, and it reduces the noise and vibration in high speed applications.																																													
G23		G23 is our original set screw called Bullet Point. The specialized design greatly reduces the potential for damage to both the setscrew and shaft from normal use to applications with severe vibration, shock load, and high speed.																																													
K3		Non contact lip seal is available for the lighter torque.																																													

NU-LOC



NUP208J

S3 Standard

UC-S3



UCP208JS3

S3 (P11, P18, C2, G23)

NA-S3



NAP208JS3

P18 is standard for NA
S3 (P11 and C2)

UK-P11



UKP208JP11

The clearance can be adjusted by
the adapter sleeve.
"Recommended torque" $\times 1.5$ (as a guide)