

Cush-N-Aire Casters

Series 7000 — Cap. to 3,700 lbs.



#S-7008-PR Swivel

Hamilton *Cush-N-Aires* have become widely recognized as the leading pneumatic-tired casters in the industry. The quality that earned this reputation continues without compromise: all swivels are S.A.E. 1045 drop forged steel with an integrally forged kingpin and precision tapered thrust bearing to ensure easy swiveling and longer life.

These shock absorbing casters are popular for handling missile components, electronic equipment, ceramics, liquids, etc., as well as for use outdoors over rough surfaces. Pneumatic tires offer "variable flotation": reduce inflation pressure to improve cushioning for lighter loads, or inflate fully for optimum rollability and capacity loads. All wheels except the 4-ply 16" size have bolted hubs.

Rigid *Cush-N-Aire* models, offering overall height and template patterns to match the swivels, are constructed of plate steel legs welded inside and outside to steel mounting plate.

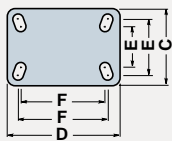
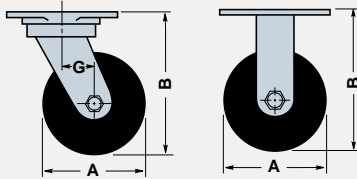
OPTIONAL ACCESSORIES

– see pages 18 & 19.

- Swivel Lock - 2 (-2SL) or 4 position (★-4SL), (8", 10" & 12").
- Wheel Brakes (-FCB [8" to 18" models], ★-IB/-IRB [8" to 12" models], -ZB [8" & 10" models], -B [8" to 12" models], -HB [16" & 18" models]).
- Special Overall Height.
- Foam Filled Wheels.



Swivel casters on this page feature Forged Steel Integral Kingpins guaranteed for life.



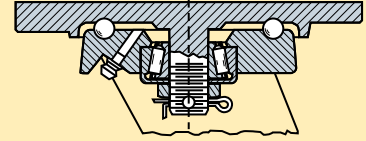
MOUNTING PLATE
bolt size 1/2" on 8" through 16" models, 3/8" on 18" through 25" models.



Optional gray non-marking tire available.

QUALITY FEATURES:

Swivel Construction – drop forged steel mounting plate and horn base. Legs 1/4" thick on 8" and 10" models; 3/8" on 12", 16", 21" and 25"; and 1/2" on 18" models, welded inside and outside.



Kingpin – integrally forged with mounting plate, 3/4" diameter on 8" and 10" models; 1" diameter on 12"-18" models; and 1 1/4" dia. on 21" and 25" models.

Main Load Bearing – large diameter raceway machined for hardened and polished steel balls.

Secondary Load Bearing – precision tapered roller bearing capped with grease retainer.

Axle – bolt and nut type: 1/2" diameter on 8" and 10" roller bearing models; 3/4" diameter on 10" tapered bearing models and all 12" models; 1" diameter on all 16" and 18" models; 1 1/4" on 21" and 25" models.

Wheel Bearings – 1 1/4" sealed precision tapered roller bearings in #S/R-70210-PR and #S/R-70250-PR; 1" sealed precision tapered roller bearings in #S/R-70166-PR and #S/R-70188-PR; 3/4" sealed precision tapered roller bearings in #S/R-70104-PR and #S/R-70124-PR. All others have straight roller bearings: 3/4" with spanner bushing in 8" and 10" models, 1" with bushing in 12" model, and 1" in #S/R-7016-PR.

Tires – 8", 10", 12" and #7016-PR are 4-ply rated; #70166-PR is 6-ply rated; #70188-PR is 8-ply rated; 21" and 25" models are 10-ply rated.

★ = available for 1-2 day **PRONTO**® shipment.

Dimensions in Inches

Nom. Dia. A	Wheel			Swivel Caster		Rigid Caster		Load Cap. Lbs.	Overall Height B [◇]	Swivel Offset G	Mounting Plate	
	Tire Size	Replacement Number	Max. Air Pressure	Catalog Number	Wt. Lbs.	Catalog Number	Wt. Lbs.				Size CxD	Holes ExF
8	2.80/2.50-4	W-8-PR-3/4	50	★S-7008-PR	12	★R-7008-PR	8 1/2	330	10%	2 3/4	4 1/2 x 6 1/2	2 7/16 x 4 9/16 slotted to 3 3/8 x 5 1/4
	3.40/3.00-5	W-10-PR-3/4	100	★S-7010-PR	14	★R-7010-PR	11	480	12 1/2	3		
10	3.40/3.00-5	W-10-PRT-3/4	100	S-70104-PR	14	R-70104-PR	11	480	12 1/2	3	6 3/8 x 7 1/2 (swivel)	4 3/8 x 6 1/8
	4.10/3.50-6	W-12-PR-1	50	★S-7012-PR	31	★R-7012-PR	24	625	15 1/2	3 1/2		
12	4.10/3.50-6	W-12-PRT-3/4	50	S-70124-PR	31	R-70124-PR	24	625	15 1/2	3 1/2	5 1/2 x 7 1/2 (rigid)	4 3/8 x 6 1/8
	4.80-8	W-164-PR-1	60	★S-7016-PR	36	★R-7016-PR	29	960	18%	4 1/2		
16	4.80-8	W-166-PRT-1	90	★S-70166-PR	39	★R-70166-PR	32	1220	18%	4 1/2	8 1/2 x 8 1/2	7 x 7
	5.70-8	W-188-PRT-1	115	S-70188-PR	50	R-70188-PR	44	1655	21 1/2	5		
18	6.90/9	W-210-PRT-1 1/4	125	S-70210-PR	90	R-70210-PR	73	2500	24 1/2	5	8 1/2 x 8 1/2	7 x 7
	7.50/10	W-250-PRT-1 1/4	100	S-70250-PR	112	R-70250-PR	95	3700	28 3/4	5		

◇ Approximate since O.D. of tires can vary, as will deflection with pressure and loading.