
Siemens 7lf4 110 Manual

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Note that they are the RER 7 or 7R, or the RFS 7 or 7R, or the RYS 7 or 7R (I see no. 7LF in the 8th RYS, though, or the RXY 7 or 7R.) Siemens made the Nippon Daishiki (7LF) in 1949 and they had 2 inch motor or a 3 inch motor. I do not have the figure on this but it will be a number below 35,000 DC. This is the one Siemens made in the U.S. and sold them in the U.K., and Germany. I think that the RER 7 had a tachometer, 6 inch diameter, as did the RYS/RXY. Siemens 7LF4 or Nippon Daishiki Type 7LF4 with a motor of 6 inch diameter would probably have a motor number 7LF6, which would be equivalent to a 36,500DC motor. The 6 inch tachometer is NOT the same as the motor. There was also the base B7 (48,073 DC) and the base B9 (83,153 DC) Nippon Daishiki versions. However you are right that the motor numbers usually were in the 7xxxx or 88xxxx format. I have found references to engines of the Siemens 7LF4 type (6 inch diameter, 25 hp or 50 HP) in the U.S. (Modern Machinery Magazine, March 1947, pages 30-31, courtesy of the U.S. Navy) and they could go down to 42,700 DC. They made some electricals, 7LF4, 7LF6, 7LF8, 7LF10, and 7LF12 to go with the motors. The 7LF4 was the domestic electrical for the tachometer, 4 volt dc, 110 volt ac. The motor was always the 7LF6 or 7LF8, or 7LF10. The 7LF12 was the 110 volt electrical, I am not sure about. I know that in the U.S. for a factory to give a motor number they would go down to the motor size, then add a 2, then add 4. This would give you the motor size and motor number. But I am not sure if that is standard. As for the motor numbers, I have found that the 7LF6

