

NOTE: Satisfactory performance depends on correct installation, particularly in respect of shaft alignment and assembled length between flanges. Under no circumstances should any machine be started until coupling assembly is complete.

- 1 Thoroughly clean all components.
- 2 Fit flanges to the shafts after placing the external clamp rings on the shafts (where Taper Lock® flanges are used, see separate fitting instructions supplied with the Taper Lock Bushes). Locate flanges so that dimension 'M' is obtained (see Note 3). Flanges with internal clamping rings should then have the clamping rings fitted, engaging only two or three pitches of the screw threads at this time.
- 3 Bring shafts into line until dimension 'M' is obtained (Table 1). If shaft end float is to occur, locate the shafts at mid-position of end float when checking dimension 'M'. Note that shaft ends may project beyond the faces of the flanges if required. In this event, allow sufficient space between shaft ends for end float and misalignment.
- 4 Check parallel alignment by laying a straight edge across the flanges at several positions around the circumference. Check angular alignment by measuring gap between flanges

at several positions around circumference. It is desirable to align the coupling as accurately as possible, particularly on high speed applications.

- 5 Open out tyre and fit over coupling flanges ensuring that the tyre beads seat properly on the flanges. To ensure proper seating, it may be necessary to strike the outside diameter of the tyre with a small mallet. When seated there should be a gap between the ends of the tyre as shown in Table 2.

TABLE 2

COUPLING SIZE	F40 to F60	F70 to F120	F140 and F160	F180 to F250
Tyre Gap (mm)	2	3	5	6

- 6 Tighten clamping ring screws alternately and evenly (half turn at a time), working round each flange until the required screw torque is achieved (Table 1).

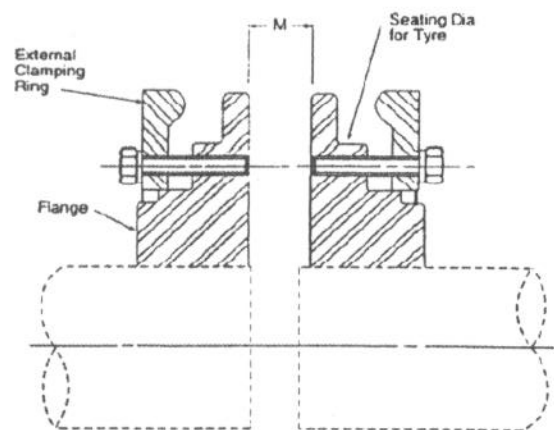
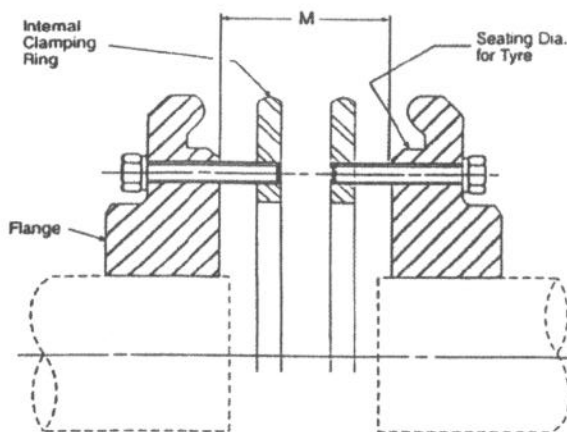
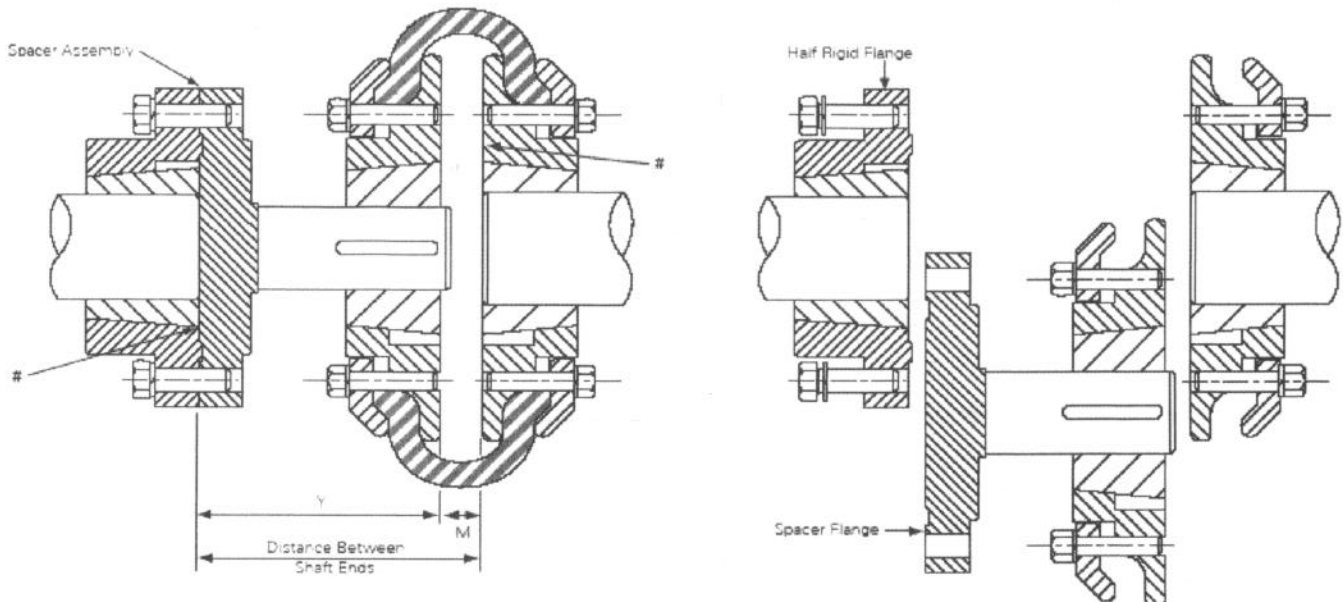


TABLE 1

Coupling Size	F40*	F50*	F60*	F70	F80	F90	F100	F110	F120	F140	F160	F180	F200	F220	F250
M mm	22	25	33	23	25	27	27	25	29	32	30	46	48	55	59
Screw Size	M6	M6	M6	M8	M8	M10	M10	M10	M12	M12	M16	M16	M16	M20	M20
Clamping Screw Torque Nm	15	15	15	24	24	40	40	40	50	55	80	105	120	165	165

* Hexagon Socket Caphead Clamping Screws on these sizes

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Important Note: Spacer flange assemblies comprise two components, selectively assembled to ensure accurate running. Before separating the components for assembly EITHER, locate the markings on the component rims, OR, if no markings are apparent, apply markings, such as to ensure re-assembly exactly as supplied. Do not mix components when working with multiple assemblies.

- 1 Thoroughly clean all components.
- 2 Place each cleaned Taper Lock® Bush in its respective flange and slide the flange onto its shaft. If keys are required, side fitting keys with top clearance should be used.
- 3 Using a straight edge line up the faces indicated (#) with the shaft ends. Using a dial gauge check the runout of the spacer flange.
- 4 Position Fenaflex flange on spacer shaft to dimension 'Y' shown in Table 3 and secure with Taper Lock Bush. This ensures that the distance between the flanges 'M' is maintained on assembly. For sizes F40, 50 & 60, ignore the internal clamping ring when measuring Y.
- 5 Locate spacer flange onto the half-rigid flange, engage spigot, align holes, insert screws and tighten to torques given in Table 4. See Important Note above.
- 6 Open out the tyre and fit over the coupling flanges ensuring that the tyre bead seats properly on the flanges. To ensure proper seating it may be necessary to strike the tyre with a small mallet. When seated there should be a gap in the tyre as shown in Table 2 (Sheet overleaf).
- 7 Tighten clamping ring screws alternately and evenly (half turn at a time), working around each flange until the required screw torque is achieved consistently, see Table 1 (Sheet overleaf).

To Dismantle

- 1 Remove clamping ring screws progressively and evenly (half turn at a time) to prevent distortion of the clamping rings.
- 2 Remove tyre.
- 3 Remove spacer flange screws and lift out spacer sub-assembly.

TABLE 3

	'Y' for nominal D.B.S.E.		
	100	140	180
F40	78	118	
F50	75	115	
F60	67	107	
F70	77	117	157
F80	75	115	155
F90	73	113	153
F100		113	153
F110		115	155
F120		111	151
F140		108	148

TABLE 4

Flange size	Screws	
	Size	Torque Nm
SM12	M8	15
SM16	M10	20
SM25	M12	25
SM30	M16	40
SM35	M16	90

Note: If necessary the DBSE may be extended. The maximum DBSE possible is achieved when the spacer shaft end and driven shaft end are flush with the face of their respective Taper Lock Bushes.

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