

- PARTS LIST**
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|-------------------|----------------------------|
| 1. HUBS (2) | 4. SPACER SUB ASSEMBLY (1) |
| 2. BOLTS/NUTS (8) | 5. FEMALE RING (2) |
| 3. WASHERS (2) | 6. COUPLING ELEMENT (16) |

FIGURE 1.

Proper care in installing and aligning will permit couplings to operate to full capacity, compensate for angular misalignment, and provide very good service life.

Shafts may become misaligned as a result of many natural and unavoidable causes. Heat, vibration, bearing wear, settling of foundations, etc., all tend to alter initial misalignment. To ensure long life, re-check alignment and nut torque after a short period or actual running.

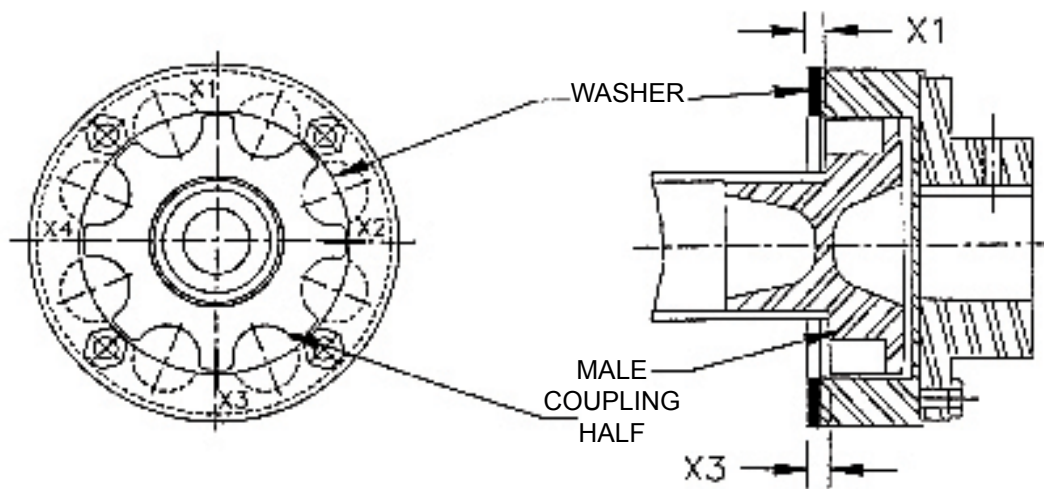
In general, coupling life is increased when shafts are initially aligned carefully. The closer the alignment, the better the service life of the coupling.

INSTALLATION

1. Coupling comes fully assembled. (Figure 1)
2. Remove the hubs (Item 1) from the coupling assembly by removing the assembly bolts (Item 2), leaving the rest of the assembly intact.
(Note: The washers (Item 3) will rest on the spacer tube (Item 4).)
3. Inspect shafts and hub bore for burrs. Mount the hubs on the shafts so that they are flush with the hub flange face, tighten set screws.
4. "Drop-in" the remaining coupling assembly between the hub flanges and replace the coupling assembly bolts and washers.
5. Check axial end float by moving spacer between shafts, this distance should be between .06 and .10 inches.
(Note: some axial float is required for coupling to operate.)
(Note: adjusting the alignment at one end of the coupling may affect the other end. Recheck both ends after any adjustments.)

Figure 2.





ALIGNMENT PROCEDURE: (REPEAT FOR EACH END OF COUPLING.)

- 1) BLOCK THE FAN SO THAT THE DRIVE SHAFT CAN NOT ROTATE.
- 2) MEASURE DEPTH "X" FROM THE WASHER TO THE TOOTH ON THE MALE COUPLING HALF. USE A DEPTH MICROMETER, DIAL CALIPER OR PRECISION SCALE TO TAKE MEASUREMENTS AT THE FOUR LOCATIONS (X1, X2, X3, X4) SHOWN.
- 3) THE DIFFERENCE BETWEEN THE LARGEST AND SMALLEST MEASUREMENT SHOULD NOT EXCEED 0.07".

OTHER NOTES:

ASSUME X1 AND X3 ARE ON THE VERTICAL PLANE AND X2 AND X4 ARE ON THE HORIZONTAL PLANE.

[LET $X1 - X3 = XV$] [LET $X2 - X4 = XH$]

- 1) SIMILAR READINGS OF "XH" ON BOTH ENDS OF THE COUPLING INDICATES HIGH PARALLEL (SIDE TO SIDE) MISALIGNMENT BETWEEN THE MOTOR AND GEARBOX.
- 2) SIMILAR READINGS OF "XV" ON BOTH ENDS OF THE COUPLING INDICATES HIGH PARALLEL OFFSET OF THE MOTOR TO THE GEARBOX. THE LOWER ONE SHOULD BE RAISED AND SHIMMED.
- 3) HIGH "XV" OR "XH" READINGS ON ONE END ONLY INDICATES A HIGH ANGULAR MISALIGNMENT WHICH SHOULD BE CORRECTED ON THAT END ONLY. FOR EXAMPLE, RIGHT ANGLE GEARBOXES TEND TO ROTATE IN OPERATION IF THEY ARE NOT DOWELLED OR HELD WITH ADJUSTING SCREWS. THIS WILL CAUSE A HIGH "XH" READING ON THE GEARBOX END.



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