maurey

HI-FLEX COUPLING
INSTALLATION INSTRUCTIONS

FLANGE AND BUSHING INSTALLATION

Make sure the bore and tapered cone surface of the bushing and flanges are free of all foreign substances such as paint or dirt.

1. Place *QD bushing on the shaft over the key with flange end first. The end of the bushing should be flush with the end of the shaft for best results.
   NOTE: If shaft ends project beyond the bushing, be sure to allow for end float and misalignment.

2. Either loosen flange asembly screws as much as possible or disassemble. Slip flange over the *QD bushing and assemble in the following manner:

A. OUTSIDE MOUNT (50JA thru 140E)
Align the clearance holes in the *QD bushing with the tapped holes of the flange assembly. Assemble pull-up bolts and lock washers as shown in Fig. 1. Tighten pull-up bolts progressively and evenly to the *QD bushing bolt torque specified in Table 1.

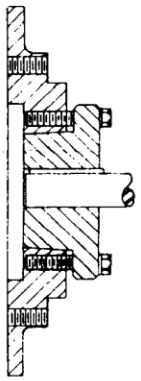


FIGURE 1
OUTSIDE MOUNT

B. INSIDE MOUNT (70SH thru 140E)
Align clearance holes in the flange assembly with the tapped holes in the *QD bushing. Assemble pull-up bolts and the lock washers as shown in Fig. 2. Tighten pull-up bolts progressively and evenly to the *QD bushing bolt torque specified in Table 1.

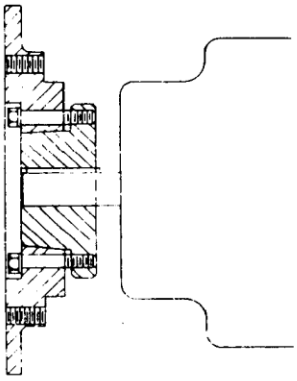


FIGURE 2
INSIDE MOUNT

CAUTION: NEVER ALLOW THE FLANGE ASSEMBLY TO BE DRAWN IN CONTACT WITH THE FLANGE OF THE *QD BUSHING. THERE SHOULD BE A GAP FROM 1/8" TO 1/4" BETWEEN THEM. IF THE GAP IS CLOSED, THE SHAFT IS SERIOUSLY UNDERSIZE.

TABLE 1

HI-FLEX COUPLING	*QD BUSHING		BUSHING BOLT SIZE	BUSHING BOLT TORQUE (In-lb)	FLANGE ASSEMBLY BOLT SIZE	FLANGE ASSEMBLY BOLT TORQUE (In-lb)
	PART NO	LENGTH				
50JA	JA	1	10-24	60	1/4-20	120
60SH	SH	1-1/4	1/4-20	108	5/16-18	300
70SH	SH	1-1/4	1/4-20	108	5/16-18	300
80SDS	SDS	1-5/16	1/4-20	108	5/16-18	300
90SK	SK	1-7/16	5/16-18	180	3/8-16	400
100SF	SF	2	3/8-16	360	3/8-16	400
110SF	SF	2	3/8-16	360	3/8-16	400
120E	E	2-3/4	1/2-13	720	1/2-13	900
140E	E	2-5/8	1/2-13	720	1/2-13	900

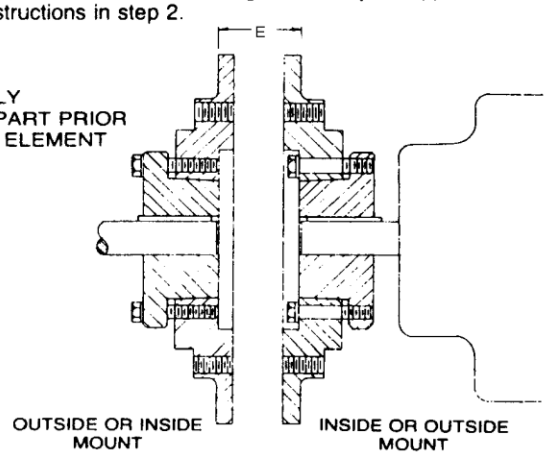
*QD BUSHING BOLTS ARE GRADE 5 ⬡ FLANGE ASSEMBLY BOLTS ARE GRADE 8 ⬡
50 JA and 60SH ARE SUPPLIED WITH SOCKET HEAD CAP SCREWS EQUIVALENT TO GRADE 8 BOLTS

3. The second *QD bushing is placed on the other shaft as described in step 1 and the second flange assembly is slipped over the bushing and assembled to it "E" distance (Table 2) apart following the instructions in step 2.

TABLE 2

PART NO.	E ± 1/16
50JA	7/8
60SH	1-1/8
70SH	1-3/8
80SDS	1-1/2
90SK	1-5/8
100SF	1-3/4
110SF	1-9/16
120E	1-3/4
140E	2-1/8

FIGURE 3
FLANGE ASSEMBLY
MOUNTED "E" DISTANCE APART PRIOR
TO INSTALLING FLEXIBLE ELEMENT



*REG. TM

4. **FOR PARALLEL SHAFTS:** Using a scale or straight edge, check the flange spacing and angular misalignment at four places 90° apart around the coupling without rotating the flanges. The flanges should be aligned so that the dimensions at all four places do not vary more than 1/32" for best results. Check parallel misalignment by laying the straight edge across the flange O.D. several places around the circumference of the coupling. Parallel misalignment not to exceed 1/32" for best results.

   FOR PARALLEL AND NON PARALLEL SHAFTS: For the longest coupling life it is always best to align couplings as accurately as possible upon the initial installation.

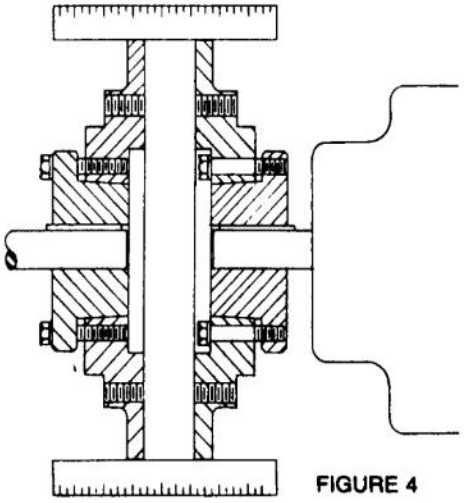


FIGURE 4

INSTALLATION OF FLEXIBLE ELEMENT

5. You may loosen the flange asembly screws as much as possible without disassembly of cover or you may remove the screws completely thus disassembling the cover. In either case wrap the flexible element around the flange assemblies as shown in Fig. 5. Make sure the beads of the element are fully worked down upon the seats of covers. To insure proper seating, rap on the tire O.D. with a small mallet until the split is closed.

   Important: Split must be closed after assembly is completed.

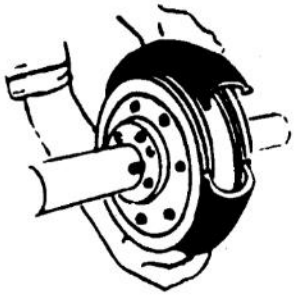


FIGURE 5

6. Hold split of the flexible element closed as shown in Fig. 6. Tighten (finger tight) one or two screws directly opposite the split. Using both hands knead the tire pulling it toward the split. Repeat the procedure on all remaining screws. Retighten each screw, in succession, with a torque wrench to the torque specified in Table 1 under the column entitled "FLANGE ASSEMBLY BOLT TORQUE".

NOTE: The metal pieces of the coupling that clamp the rubber element will operate properly only if tightly clamped by the screws. Over tightening cannot damage the rubber element, but being too loose may damage the coupling.

FIGURE 6

TO REPLACE TIRE

Loosen all flange assembly screws completely to disengage the covers of the flange assemblies. Grasp one end of the flexible element at the split and peel it off the flange assemblies. Remove any foreign substances, such as dirt, off both sides of the flange assemblies and install the new flexible element according to steps 5 and 6. If necessary to replace flange assembly screws, use only Grade 8 or equivalent.

IMPORTANT NOTICE: Because of the possible danger to person(s) or property from accidents which may result in the use of products, it is important that the Hi-Flex coupling be used in accordance with the engineering information specified in the catalog and in these instructions. Proper installation, maintenance and operating procedures must be observed. Proper guards and other safety devices that may be needed or specified in safety codes should be provided and used, but are neither provided by, nor the responsibility of the manufacturer.