



Split-Barrel Bushing Installation Instructions

Maurey Split-Barrel Bushings are tapered to “Clamp” the shaft when mounted properly. They have an external key that aligns the bolts with the threaded holes in the hub providing easy installation. **CAUTION: WHEN MOUNTING SPLIT BARREL BUSHINGS THE TIGHTENING FORCE OF THE CAP SCREWS IS MULTIPLIED MANY TIMES BY THE WEDGING ACTION OF THE TAPERED SURFACE. IF EXTREME TIGHTENING FORCE OR USE OF LUBRICANTS ARE APPLIED TO THE BUSHING OR ANY SURFACE, BURSTING PRESSURES WILL BE CREATED IN THE HUB AND CAN CAUSE IT TO CRACK. DO NOT USE LUBRICANTS ON INSTALLATION IN THE BORE, THE BARREL OF THE BUSHING OR ON THE CAP SCREWS OR MOUNTING HOLES. THE USE OF LUBRICANTS WILL CAUSE DAMAGE TO THE SHEAVE OR MOUNTING COMPONENT AND WILL VOID ANY WARRANTY. DISCONNECT POWER TO EQUIPMENT PRIOR TO ANY INSTALLATION AND MAINTENANCE OF ANY DRIVE. FAILURE TO DO SO CAN RESULT IN INJURY OR DEATH. FOLLOW ALL OSHA AND SAFETY PROCEDURES.**

INSTALLATION

1. Make sure the bore of the sheave (or product bushing is being mounted into) and the tapered cone surface of the bushing are free of all foreign substances such as paint, lubricants, etc. **ANY USE OF LUBRICANTS WILL VOID THE WARRANTY.**
2. Make sure that the external key (Type 1 products) is securely and completely seated in the external key slot on the bushing (Style 2 bushings are provided with special keystock that is to be used between the shaft keyway and the hub of the product that the bushing is being mounted into).
3. Align the key on the outside of the bushing with the keyway of the hub in the sheave (or product bushing is being mounted into) and insert the bushing into the hub. Tighten the three cap screws “finger tight” until snug against the bushing face. Do not over tighten as this will collapse the bushing and make it hard to put onto the shaft. For Type 2 bores where the keystock goes through the bushing barrel, the bushing and product will be mounted onto the shaft and then the keystock will be installed on the shaft.
4. Insert the keystock on the shaft (not provided for Type 1 bushings), slide the assembly over the keystock to its desired position on the shaft. Cap screws must be accessible with a wrench. If the bushing has a setscrew, tighten it to the installation torque in the table.
5. Align the assembly with the mating sheave (or other component) and tighten the cap screws **provided** evenly and progressively to the torque value listed below. Never allow the bushing flange to make contact with the hub face. There should always be a gap. If there is no gap, remove the assembly for inspection.

REMOVAL

1. Remove all of the cap screws.
2. Insert cap screws into threaded holes.
3. Tighten the cap screws evenly and progressively until the bushing is loose on the shaft.
4. Remove bushing assembly from shaft.

INSTALLATION TORQUE			
BUSHING SIZE	CAP SCREW SIZE	CAP SCREW TORQUE (in-lb.)	SS TORQUE (in-lb)
P1, P2	5/16 x 1	192	----
Q1,Q2	3/8 x 1-1/4	348	----
R1, R2	3/8 x 1-3/4	348	165
S1, S2	1/2 x 2-1/4	840	290

UNDERSIZED SHAFTS WILL CAUSE THE BUSHING TO FAIL TO CLAMP PROPERLY. CONSULT MAUREY FOR TOLERANCES

NOTE: THE DRIVE MUST BE GUARDED ACCORDING TO ALL OSHA STANDARDS. REPLACE ALL GUARDS PRIOR TO RECONNECT POWER AND OPERATING THE DRIVE

