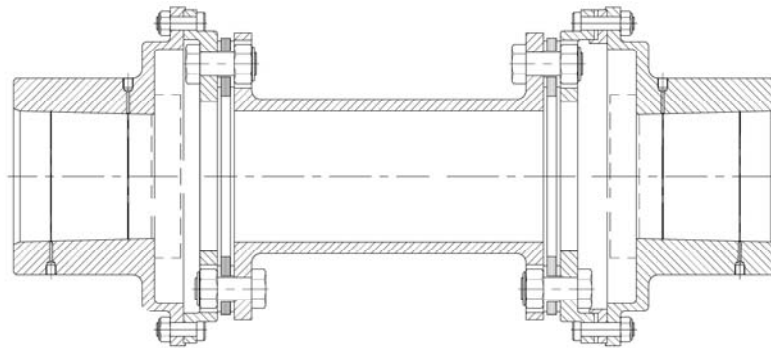


Installation Instructions For Standard Hub Design



1. General Notes

Any Warranty furnished by **Euroflex**, either expressed or implied, shall be, null and void, if any component of the Coupling of whatever kind, including nuts, bolts, washers, etc., not supplied, specified or agreed by **Euroflex**, is used in the Coupling assembly, OR any modification is made to any component of the Coupling, without express approval of **Euroflex**.

For general safety, alignment and maintenance instructions see relevant sections of this document.

2. Important

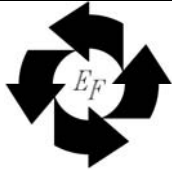
All tightening bolts/nuts and screws should be done evenly (cylinder head fashion) to 50% & then 100% of the stated torque. Threads should be lubricated with Molybdenum Disulphide grease or equivalent.

3. Installation Instructions

Important note– The main coupling bolts & nuts are tightened by **Euroflex** and need not be disturbed for installation. Under normal circumstances these should NOT BE TOUCHED since this may affect the balance of the unit.

- a) Dismantle both the coupling hubs, axial shims and Distance plate by removing the attachment bolts and nuts.
- b) Install the DRIVE / DRIVEN hub on the respective shaft.

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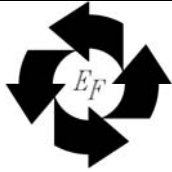


- c) Position the DRIVING and DRIVEN machinery and check the distance between the DRIVE hub face and DRIVEN hub face distance and Record this distance (reference this as dimension L) [The +/-of shims is the variation that can be accommodated by the axial adjustment shims. A more accurate initial alignment will assist if the drive rotor has to be changed in the future].
- d) Check the alignment of the shafts is within the limits defined in the alignment section of this document.
- e) Both ends of the coupling may have been shipped with the Gaggling Screws & Bushes fitted over the Element Assemblies. At this point remove the screws & bushes, store the bushes for future use and refit the screws.
- f) Tighten the Gaggling Screws at both ends of the coupling to compress each Element Assembly by around the value is shown in drawing.
- g) Place the transmission unit into the position between the hubs ensuring that the spigot on adaptors clears the locating diameter on the respective Distance plate.
- h) REMOVE ALL Gaggling Screws from BOTH ENDS of the Coupling and store for future use. As the screws are removed the compression of the Element Assemblies will be relieved and the adjacent flanges on hubs and adaptors will move together. It is important to ensure that as this happens the registers locate correctly.
- i) Fit the Attachment Bolts & Nuts to connect the remaining flanges of hubs and adaptors and Torque Tighten (Cylinder Head Fashion) to the value shown on the drawing, ensuring that the threads are correctly lubricated. Care will have to be when tightening these nuts to make sure that the registers are drawn together correctly.
- j) Fully tightened the attachment bolts and nuts up to rated torque shown in the drawing.
- k) Please refer coupling assembly drawing for tightening torque values of Attachment bolts & nuts.

4. Removal Instructions

Coupling removal is a reverse of the above installation procedure.

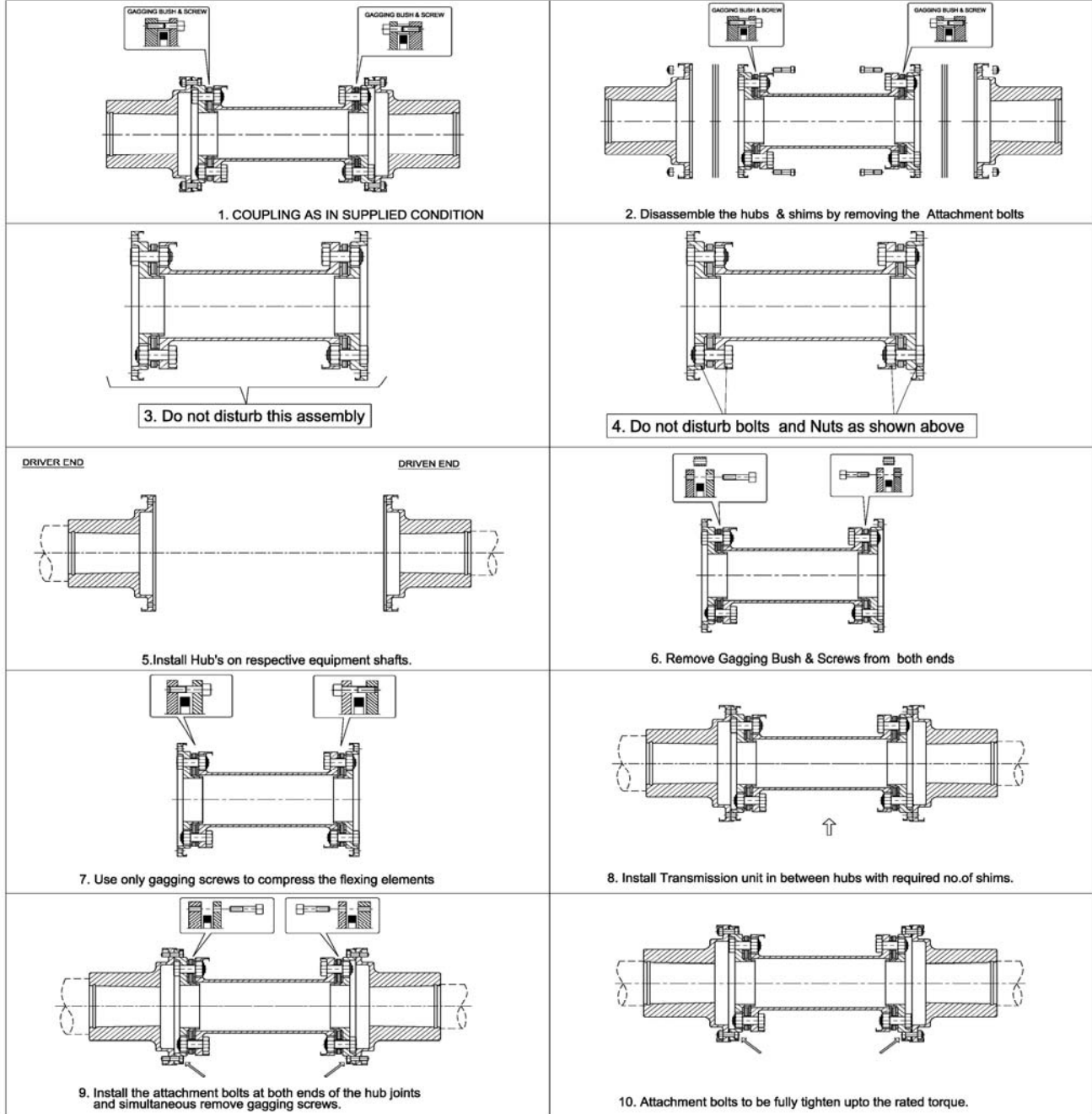
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INSTALLATION INSTRUCTION DIAGRAMS



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