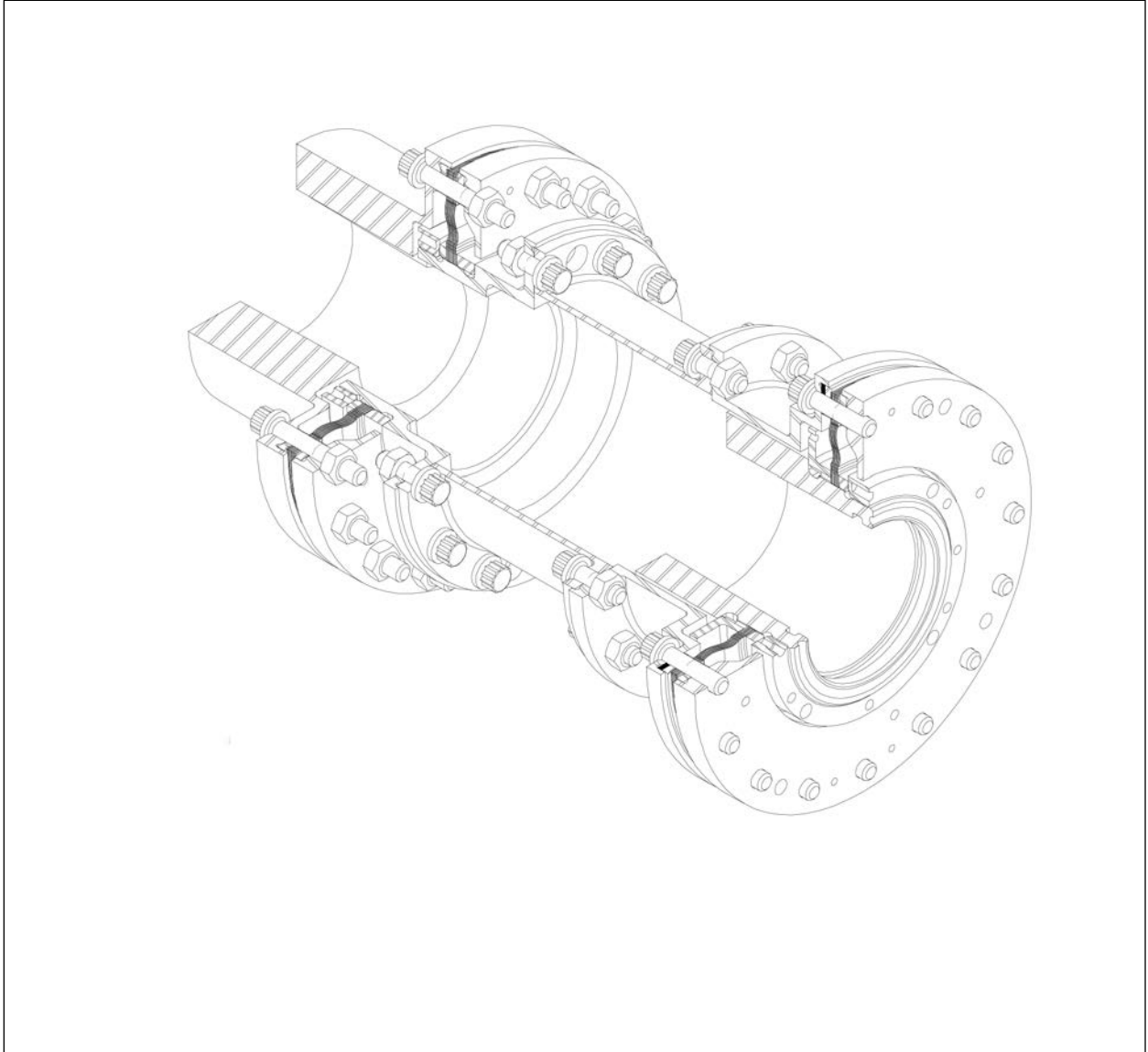


# Ameriflex High Performance Coupling

## Installation and Maintenance Instructions

367-SH



**Ameriflex Installation and Maintenance Manual**

TABLE OF CONTENTS

SECTION	TITLE	PAGE
1	Introduction.....	3
2	Description of Terminology.....	3
3	General Information.....	7
4	Coupling Installation and Removal.....	8
5	Overspeed Test / Solo Operation.....	33
6	Maintenance.....	36
7	Field Service .....	36
8	Ordering Information .....	36

**WARNING**

ACCIDENTS INVOLVING ROTATING EQUIPMENT MAY RESULT IN LOSS OF LIFE, SERIOUS BODILY INJURY OR PROPERTY DAMAGE. THE PURCHASER OF THIS EQUIPMENT MUST ASSURE THAT THE EQUIPMENT IS PROPERLY ASSEMBLED, INSTALLED, SHIELDED, OPERATED AND MAINTAINED. THIS EQUIPMENT MUST NOT BE OPERATED AT CONDITIONS THAT EXCEED MANUFACTURER’S SPECIFICATIONS.

PURCHASER MUST FOLLOW ALL FEDERAL, STATE AND LOCAL LAWS AND REGULATIONS COVERING THE SAFE OPERATION AND MAINTENANCE OF THE EQUIPMENT, INCLUDING, WITHOUT LIMITATION, THE USDOL-OSHA “LOCKOUT/TAGOUT” PROCEDURE SET FORTH IN 29 CFR 1910.147.

IT IS THE PURCHASERS RESPONSIBILITY TO IMPLEMENT AND FOLLOW ITS OWN SAFETY, MAINTENANCE, AND EMPLOYEE TRAINING PROGRAM REGARDING THE SAFE AND PROPER OPERATION AND MAINTENANCE OF THE EQUIPMENT.

WARNING: THIS PRODUCT CONTAINS CHEMICALS KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER AND/OR BIRTH DEFECTS OR OTHER REPRODUCTIVE HARM.

NOTE: THIS DOCUMENT SUPERSEDES IM3-001, IM3-005, IM3-006, IM3-008, IM3-010, AND IM3-014.

## 1. INTRODUCTION

This Installation Manual is intended to be used as a guide for the installation and maintenance of Ameriflex diaphragm couplings. For specific operating capacities and coupling data, refer to the Ameridrives Sales Drawing. The Sales Drawing Number along with other important information has been electro-etched on the coupling spacer at the factory.

## 2. DESCRIPTION OF TERMINOLOGY

This section is intended to assist anyone not familiar with the terms used to describe the components of an Ameriflex coupling. Refer to the following Figures for the coupling type specified on the Ameridrives Sales Drawing. These Figures identify components and terms referred to in this manual.

Figure 2-1 Components and terms described are common to both the Reduced Ratio (RR) and the High Performance (HP) series couplings.

Figure 2-2 RR and HP Diaphragm Pack Sub-Assemblies.

Figure 2-3 Reduced Moment (RM) series coupling.

Figure 2-4 RM Diaphragm Pack Sub-Assembly.

Figure 2-5 Components and terms described are common to both the Reduced Ratio Short (RS) and the High Performance Short (HP Short) design couplings.

Figure 2-6 RS and High Performance Short Diaphragm Pack Sub-Assemblies.

Figure 2-7 Split series Ameriflex coupling (i.e., RR/RM).

Split series couplings are used when application requirements can not be met with a single series coupling (i.e., envelope limitations, over-hung moment requirements, etc.). When this style of coupling is used, the appropriate sections of this manual should be used for the different ends of the coupling.

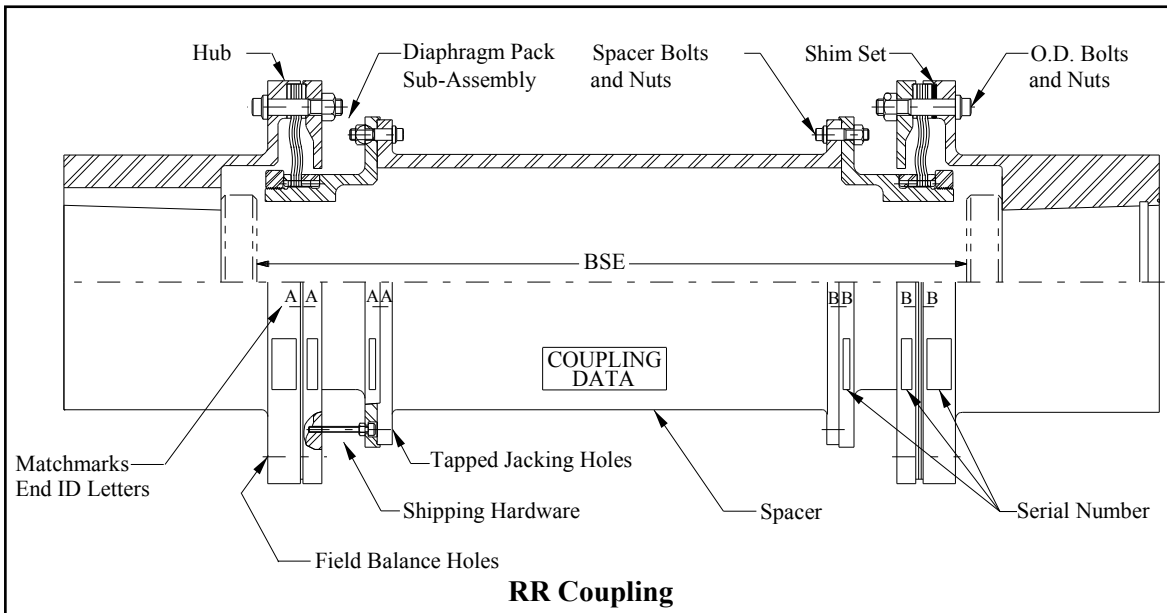


Figure 2-1

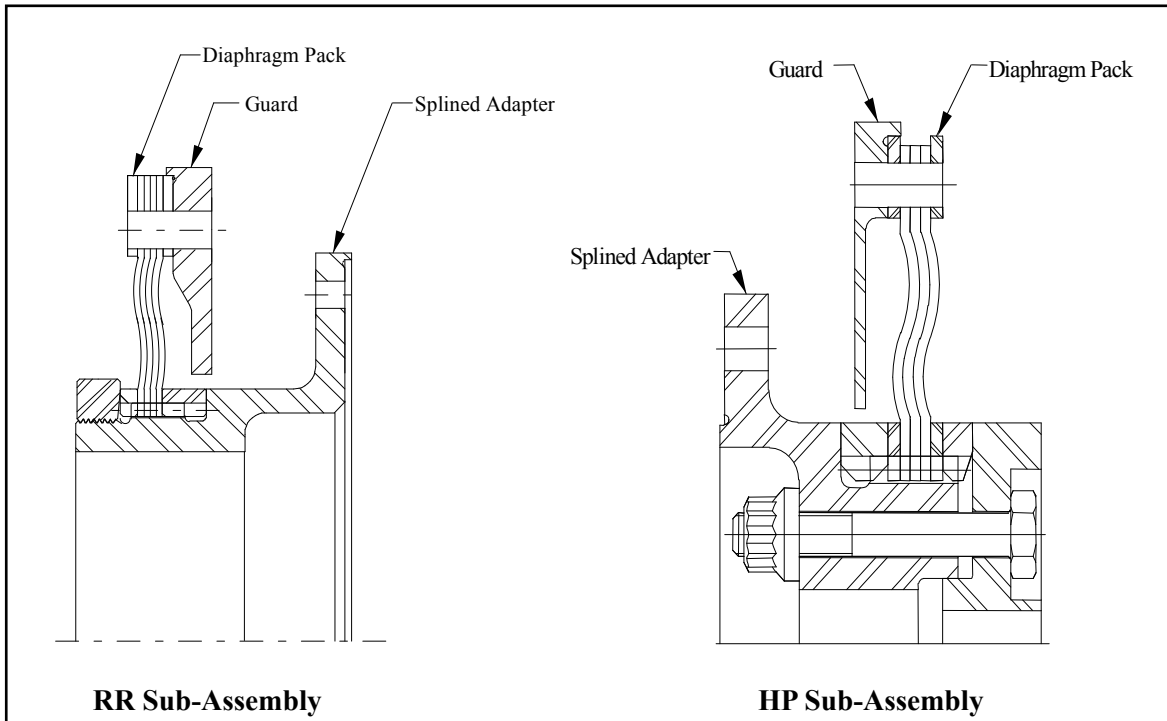


Figure 2-2

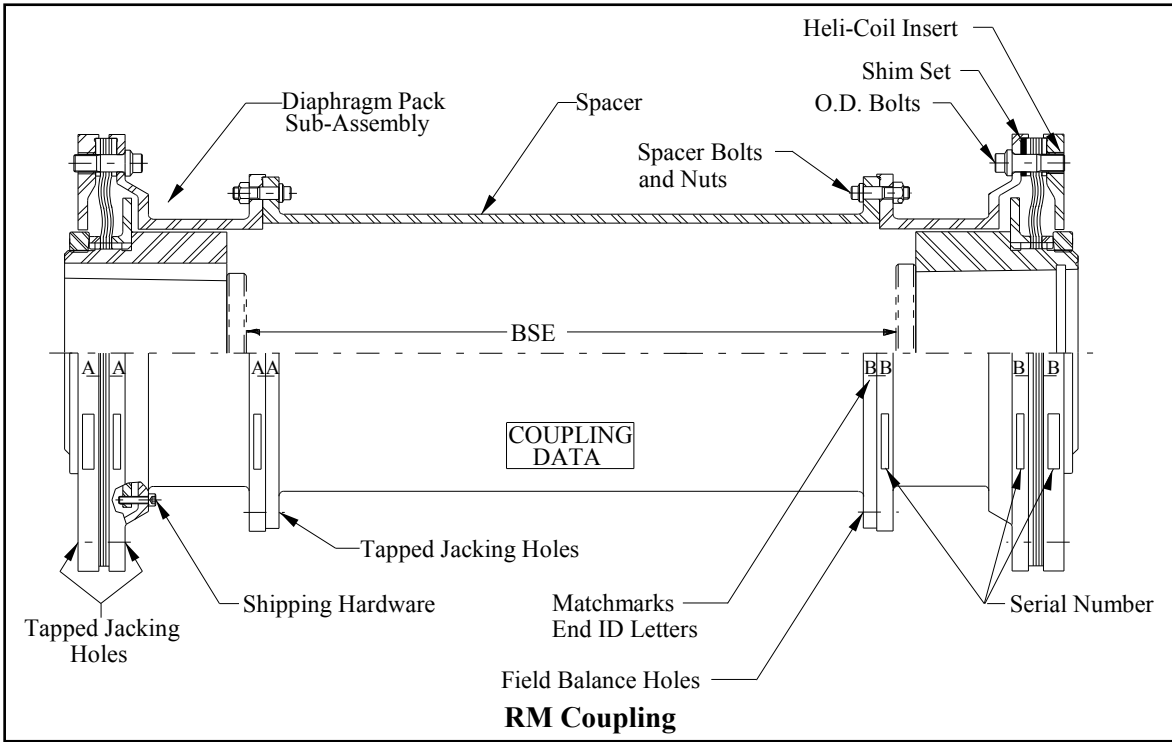


Figure 2-3

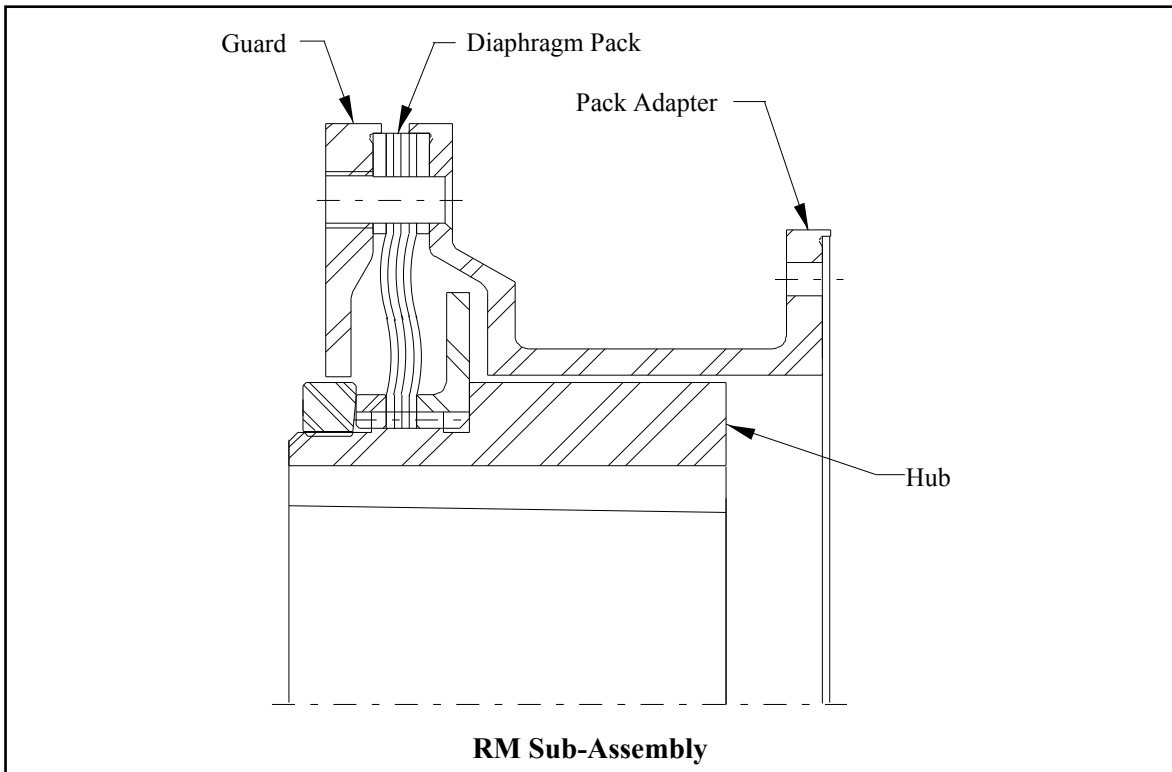


Figure 2-4

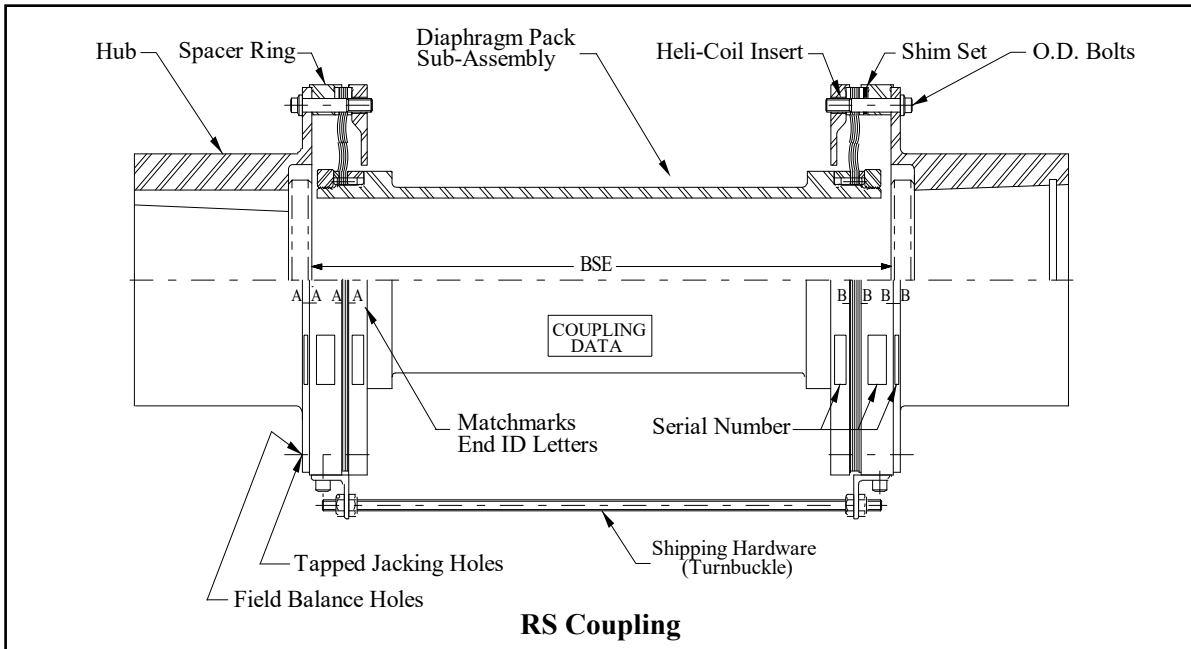


Figure 2-5

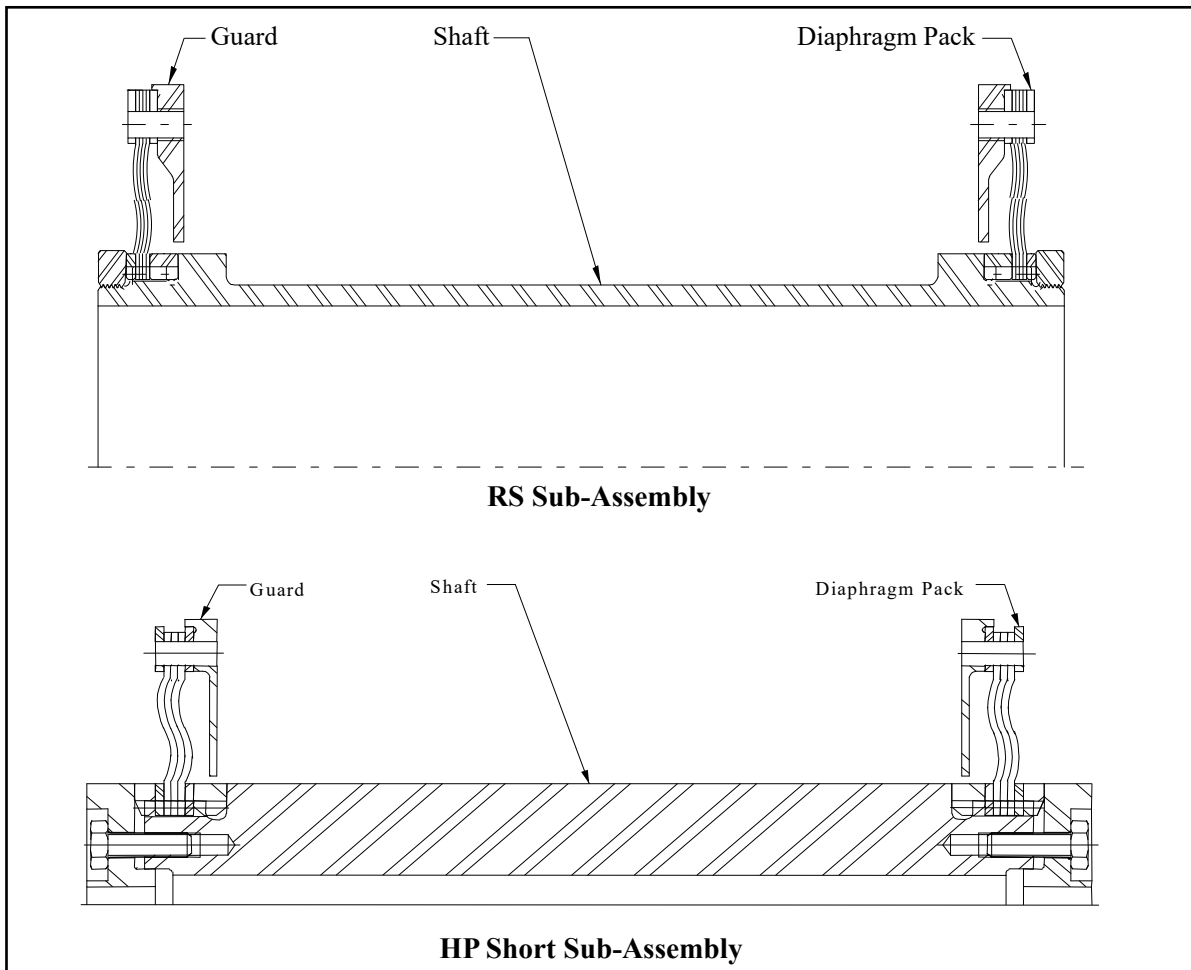


Figure 2-6

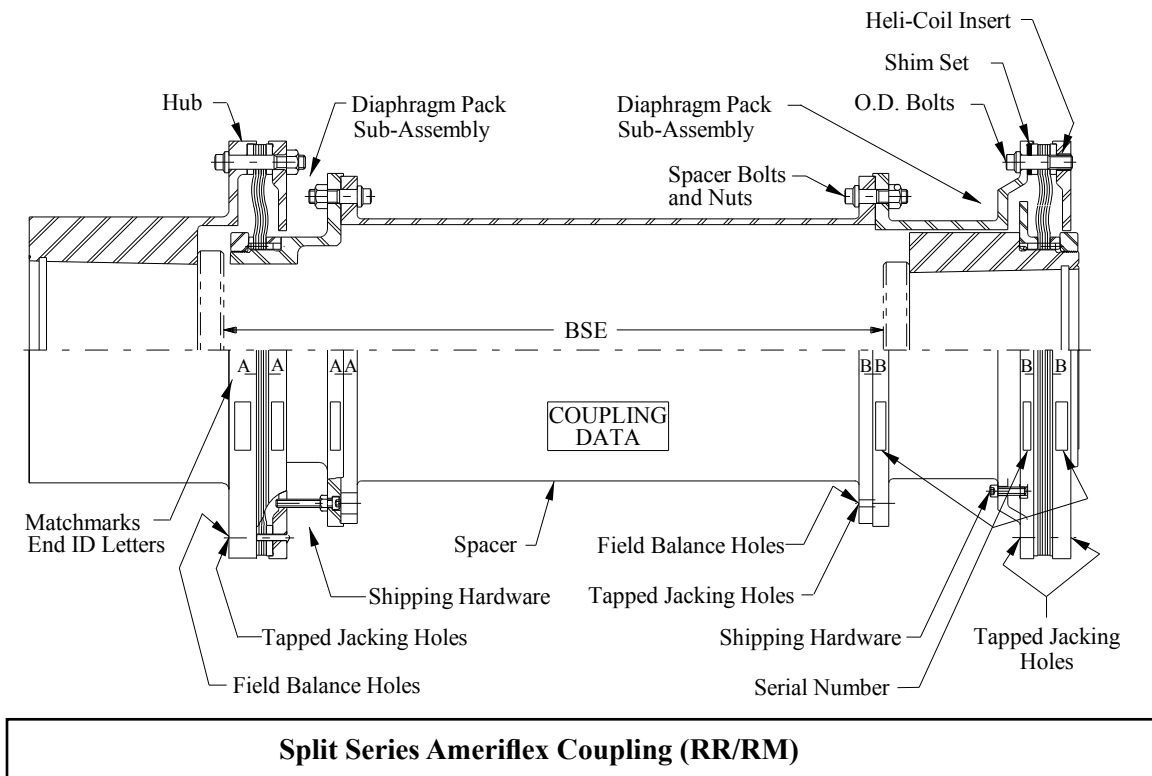


Figure 2-7

### 3. GENERAL INFORMATION

Ameriflex couplings are shipped from the factory assembled with one shim set installed and a minimal number of bolts and nuts in each flange. The remaining shim set and fasteners are shipped in the same crate as the coupling

As soon as possible after receipt of a new Ameriflex coupling, check for damaged or missing parts. The “List of Materials” on the Ameridrives Sales Drawing should be used as a check list when taking inventory of the coupling parts.

Refer to the Ameridrives Sales Drawing for recommended spare parts and part interchangeability.

Each coupling is assigned a unique Serial Number at the factory. The Serial Number is etched on all major components of the coupling assembly. This number should be referenced whenever contacting the factory with any questions or problems. Refer to the Ameridrives Sales Drawing for serial number locations.

The end identification letters and matchmarks are marked on each mating flange and should be aligned at assembly to assure proper assembly and balance (all “A’s” in line on one end and all “B’s” in line on the other end).

Shipping hardware is provided to rigidize the coupling during shipping and handling and to prevent the coupling from being damaged. The shipping hardware is also used to compress the diaphragm packs during installation and removal of the coupling.

The standard bolt is a 12-point external wrenching design. The equivalent strength Grade C all-metal prevailing torque hex locknuts should retain their locking feature after being tightened and loosened up to 5 times. The bolts and nuts are provided in weigh balanced sets as to size, length and weight. This allows any OD bolt to be placed in any OD hole and any OD nut to be placed on any OD bolt, similarly with the spacer bolts and nuts. Replacement fastener sets are also weight balanced and are intended to be replaced in sets. These sets cannot be interchanged with individual fasteners from a similar set or coupling.

Heli-coil inserts are used on all RM and RS designs since 1993. These inserts have a locking feature design which complies with MIL-I-8846. Heli-coil inserts should be reusable for up to 15 times.

Tapped holes located in the hub or spacer flanges provide a location for field trim balance weights and are provided upon request. These series of holes are drilled and tapped in the axial direction between the OD bolt holes on the hub or between the spacer bolt holes on the spacer.

Tapped jacking holes are provided (typically four) at every flange interface to allow for uniform disengagement of the pilot. The thread size used is that of a bolt that is provided with the coupling, usually an OD bolt or spacer bolt or in some cases the shipping hardware.

**CAUTION: STEEL STAMPING OF THE COUPLING SURFACE MAY WEAKEN THE COUPLING AND CREATE A STRESS RISER THAT COULD ULTIMATELY LEAD TO COUPLING FAILURE.**

#### 4. COUPLING INSTALLATION

This manual is intended as a general guide only. Check with the equipment manufacturer for special instructions and recommended procedures. In the event of a conflict between the Sales Drawing and this manual, follow the Sales Drawing or call Ameridrives Customer Service.

Prior to installation, check that the following items are on hand:

- A. A print of the Ameridrives Sales Drawing.
- B. A copy of the drive and driven equipment manufacturer installation manual.
- C. All coupling components (Reference the Ameridrives Sales Drawing for quantities).
- D. Hub installation tooling (if required).
- E. Suitable means to uniformly heat the hubs, i.e., electric oven, induction heater, or both etc. (if required). Heating with a torch is not recommended.
- F. Alignment equipment.
- G. Measuring instruments.
- H. Torque wrench.
- I. C-clamps.
- J. Miscellaneous hand tools.
- K. Ameridrives Customer Service Telephone Number (814) 480-5000.

##### 4.1 PRE-INSTALLATION PROCEDURE

- 4.1.1 Thoroughly clean and prepare the shaft ends. Remove any raised metal, nicks, burrs, dents, gouges, etc., prior to coupling installation.



4.1.2 Disassemble the coupling by removing all bolts and nuts from the OD and spacer flanges (do not remove any heli-coils). Using the tapped jacking holes provided in the hubs, spacer rings, or flange adapters, remove the hubs, spacer rings, or flange adapters from the OD of the RR/HP/RS/HP Short diaphragm pack sub-assemblies. Remove the RM diaphragm pack sub-assemblies from the pack adapters using the tapped jacking holes provided in the pack adapter. Remove the RR/HP sub-assemblies, or RM pack adapters from each end of the spacer using the tapped jacking holes provided.

**CAUTION: ANY SCRATCH, DENT, OR ANY OTHER MARK ON THE DIAPHRAGM SURFACE MAY CAUSE COUPLING FAILURE.**

4.1.3 Thoroughly clean the exposed surfaces of all components, hubs, flange adapters, spacer rings, sub-assemblies, and spacer to remove the protective coating applied at the factory. Do not immerse the diaphragm pack sub-assemblies in cleaning solvent. Use a damp cloth to wipe clean the protective coating from the exposed surfaces.

**CAUTION: DO NOT IMMERSE THE DIAPHRAGM PACK SUB-ASSEMBLIES IN CLEANING SOLVENT OR ANY OTHER ABRASIVE CLEANER. THIS MAY CAUSE DETERIORATION OF THE DIAPHRAGM SURFACE AND MAY LEAD TO COUPLING FAILURE. ONLY USE A CLEAN CLOTH DAMPENED WITH A CLEANING SOLVENT TO WIPE THE PROTECTIVE COATING FROM THE EXPOSED DIAPHRAGM SURFACES**

**CAUTION: REMOVAL OF THE LPS 3 PROTECTIVE COATING IS CRITICAL IN THE BORE OF A NEW COUPLING. THIS IS BEST ACCOMPLISHED USING A SOLVENT SUCH AS LPS PRESOLVE OR LPS A-151, ALTHOUGH MINERAL SPIRITS WILL WORK, IT MAY REQUIRE MORE THAN ONE APPLICATION TO REMOVE**

4.1.4 Set the distance between the shaft ends (BSE) to the dimension shown on the Ameridrives Sales Drawing. The between shaft end dimension (Figure 4-1) is the distance between the very ends of the drive and driven equipment shafts. In the case of a flanged connection it is the distance to the face at the bolt circle diameter.

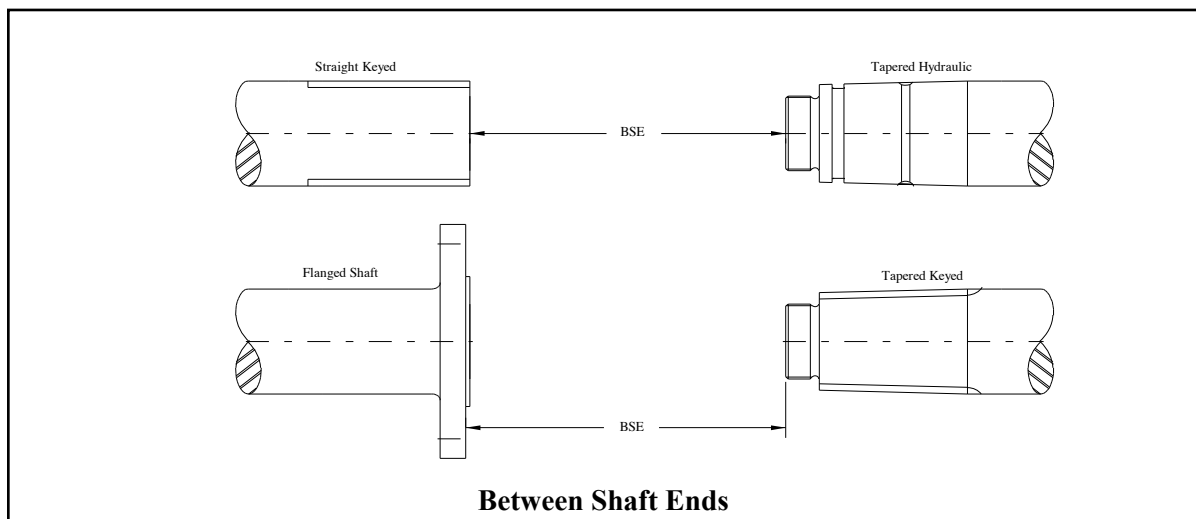


Figure 4-1

## 4.2 HUB MOUNTING PROCEDURE

### 4.2.1 Straight Bore with Keyway(s)

**CAUTION: AMERIDRIVES MANUFACTURED THE COUPLING INTERFACE BASED ON THE SHAFT DATA SUPPLIED BY THE PURCHASER. AMERIDRIVES IS NOT RESPONSIBLE FOR INACCURATE OR INCOMPLETE INFORMATION SUPPLIED BY THE PURCHASER.**

**IT IS THE PURCHASERS RESPONSIBILITY TO ASSURE THAT THE INTERFACE CONNECTIONS (FLANGES, BOLTS, KEYS, HYDRAULIC FITS, ETC.) BETWEEN THE COUPLING AND THE CONNECTED EQUIPMENT ARE CAPABLE OF HANDLING THE ANTICIPATED LOADS.**

- 4.2.1.1 Measure the shaft diameter and the bore diameter to determine the interference fit. If the measured interference differs from the value on the Ameridrives Sales Drawing, contact Ameridrives Customer Service or the equipment manufacturer.
- 4.2.1.2 Verify that the engagement length between the bore and shaft is correct.
- 4.2.1.3 Check the key(s) and keyway(s) for proper fit. Key(s) should be fitted to the keyway(s) to minimize their effect on balance. Refer to AGMA-9002-A86 or other industry standard for recommended key fits.
- 4.2.1.4 Install the key(s) into the shaft and measure the shaft to key or key to key dimension. Compare this measurement with the measurement of the bore to keyway or keyway to keyway dimension of the hub to assure proper fit. If an interference exists between key(s), and hub, correct the situation or contact the equipment manufacturer or Ameridrives Customer Service.
- 4.2.1.5 Expand the bore with a uniform heat source (oven, induction heater, etc.) taking care not to exceed 550° F (288° C). The following equations will help determine the temperature required to expand the bore to install the hub onto the shaft.

BORE EXPANSION:

E = BORE EXPANSION (IN.)	
e = BORE EXPANSION (MM)	$T = \frac{E}{BX.0000064}$
B = BORE DIAMETER (IN.)	
b = BORE DIAMETER (MM)	
T = TEMPERATURE RISE ABOVE AMBIENT (° F)	$t = \frac{e}{bX.0000115}$
t = TEMPERATURE RISE ABOVE AMBIENT (°C)	

**CAUTION: DO NOT EXCEED 550° F (288° C) DURING THE HEATING OR INSTALLATION OF THE HUB. EXCESSIVE HEAT MAY SOFTEN THE HUB AND REDUCE THE STRENGTH OF THE STEEL. EXCESSIVE HEAT MAY ALSO AFFECT THE PERFORMANCE CHARACTERISTICS OF THE HUB.**

4.2.1.6 Position the hub and key as shown on the Ameridrives Sales Drawing, typically flush with the shaft end (see Figure 4-2).

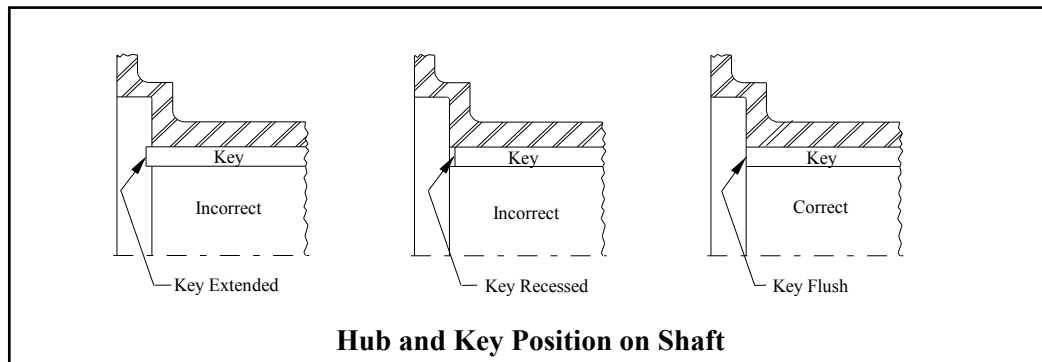


Figure 4-2

#### 4.2.2 Tapered Bore With Keyway(s)

**CAUTION: AMERIDRIVES MANUFACTURED THE COUPLING INTERFACE BASED ON THE SHAFT DATA SUPPLIED BY THE PURCHASER. AMERIDRIVES IS NOT RESPONSIBLE FOR INACCURATE OR INCOMPLETE INFORMATION SUPPLIED BY THE PURCHASER.**

**IT IS THE PURCHASERS RESPONSIBILITY TO ASSURE THAT THE INTERFACE CONNECTIONS (FLANGES, BOLTS, KEYS, HYDRAULIC FITS, ETC.) BETWEEN THE COUPLING AND THE CONNECTED EQUIPMENT ARE CAPABLE OF HANDLING THE ANTICIPATED LOADS.**

- 4.2.2.1 Verify that the engagement length between the bore and tapered shaft end is correct.
- 4.2.2.2 Check the key(s) and keyway(s) for proper fit. Key(s) should be fitted to the keyway(s) to minimize their affect on balance. Refer to AGMA-9002-A86 or other industry standard for recommended key fits.
- 4.2.2.3 Install the key(s) into the shaft and measure the shaft to key or key to key dimension. Compare this measurement with the measurement of the bore to keyway or keyway to keyway dimension of the hub to assure proper fit. If an interference exists between key(s), and hub, correct the situation or contact the equipment manufacturer or Ameridrives Customer Service.
- 4.2.2.4 With the key(s) installed in the shaft, perform a blue contact check between the bore and tapered shaft end. Refer to the Ameridrives Sales Drawing for the recommended contact area per API-671.
- 4.2.2.5 Remove the bluing from the shaft and bore.

- 4.2.2.6 Install the hub, hand tight, onto the shaft. Using feeler gages, install a positive stop onto the shaft corresponding to the draw-up specified on the Ameridrives Sales Drawing (see Figure 4-3).

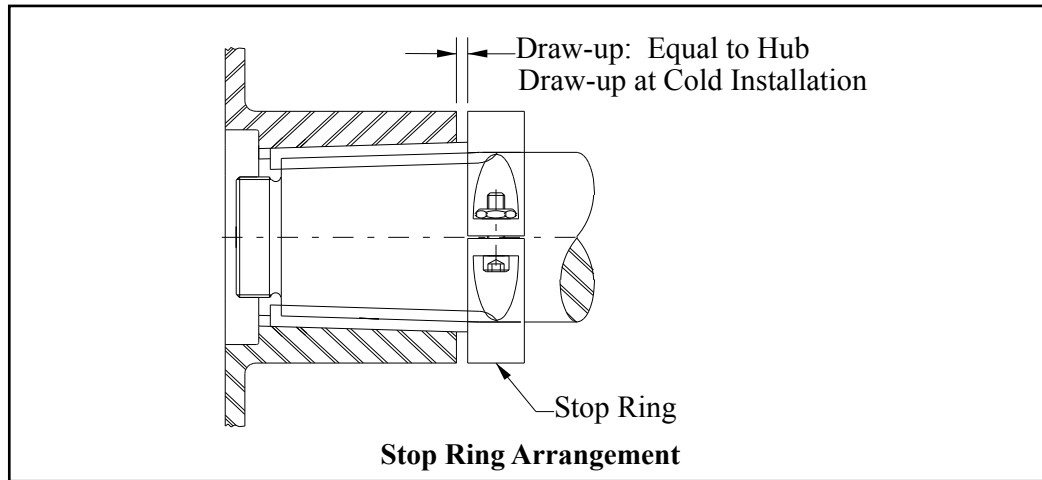


Figure 4-3

- 4.2.2.7 Remove the hub from the shaft and expand the bore with a uniform heat source (oven, induction heater, etc.) taking care not to exceed 550° F (288° C). The following equations will help determine the temperature required to expand the bore to install the hub on the shaft.

BORE EXPANSION:

E = BORE EXPANSION (IN.)	
e = BORE EXPANSION (MM)	
B = BORE DIAMETER (IN.)	$T = \frac{E}{BX.0000064}$
b = BORE DIAMETER (MM)	
T = TEMPERATURE RISE ABOVE AMBIENT (° F)	$t = \frac{e}{bX.0000115}$
t = TEMPERATURE RISE ABOVE AMBIENT (°C)	

**CAUTION: DO NOT EXCEED 550° F (288° C) DURING THE HEATING OR INSTALLATION OF THE HUB. EXCESSIVE HEAT MAY SOFTEN THE HUB AND REDUCE THE STRENGTH OF THE STEEL. EXCESSIVE HEAT MAY ALSO AFFECT THE PERFORMANCE CHARACTERISTICS OF THE HUB.**

- 4.2.2.8 Install the hub flush against the positive stop and install the shaft nut hand tight to retain the hub in this position.
- 4.2.2.9 After the hub has cooled, tighten the shaft nut and lock it in place. Remove the stop ring.

### 4.2.3 Hydraulic Bore

**CAUTION: AMERIDRIVES MANUFACTURED THE COUPLING INTERFACE BASED ON THE SHAFT DATA SUPPLIED BY THE PURCHASER. AMERIDRIVES IS NOT RESPONSIBLE FOR INACCURATE OR INCOMPLETE INFORMATION SUPPLIED BY THE PURCHASER.**

**IT IS THE PURCHASERS RESPONSIBILITY TO ASSURE THAT THE INTERFACE CONNECTIONS (FLANGES, BOLTS, KEYS, HYDRAULIC FITS, ETC.) BETWEEN THE COUPLING AND THE CONNECTED EQUIPMENT ARE CAPABLE OF HANDLING THE ANTICIPATED LOADS.**

- 4.2.3.1 Verify that the engagement length between the bore and tapered shaft end is correct.
- 4.2.3.2 Without o-rings or back-up rings, perform a blue contact check between the bore and the tapered shaft end. Refer to the Ameridrives Sales Drawing for the recommended contact area.
- 4.2.3.3 Clean the bluing from the shaft and bore.
- 4.2.3.4 Install the hub, hand tight, onto the shaft without o- rings and back-up rings. Using feeler gages, position a positive stop onto the shaft corresponding to the draw-up dimension specified on the Ameridrives Sales Drawing (see Figure 4-4).

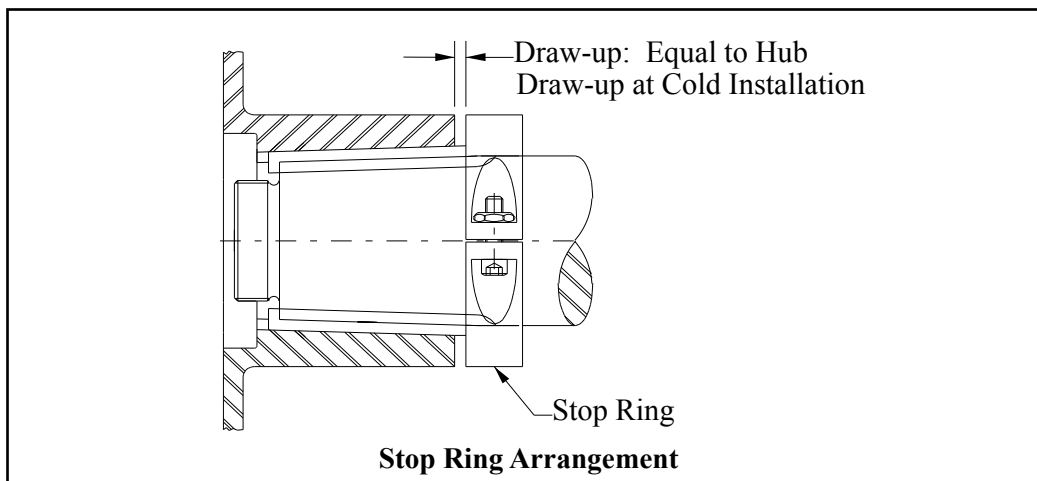


Figure 4-4

- 4.2.3.5 Lubricate the o-rings and back-up rings with hydraulic fluid or other light oil. Install the o-rings and back-up rings into the hub and onto the shaft.

- 4.2.3.6 Mount the hub onto the shaft using a hydraulic mounting device until the hub bottoms against the positive stop. Refer to AGMA 9003-A91 or other industry standard for more information about hydraulic mounting (see Figure 4-5).

**WARNING: DO NOT APPLY EXCESSIVE HYDRAULIC PRESSURE DURING THE INSTALLATION OF THE HUB ON THE SHAFT. ACCIDENTS RESULTING FROM THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE COULD RESULT IN LOSS OF LIFE, SERIOUS BODILY INJURY OR PROPERTY DAMAGE. THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE DURING HUB INSTALLATION COULD FORCE THE HUB FROM THE SHAFT, DESTROY SEALS, AND HYDRAULIC LINES, AND/OR SPLIT THE HUB.**

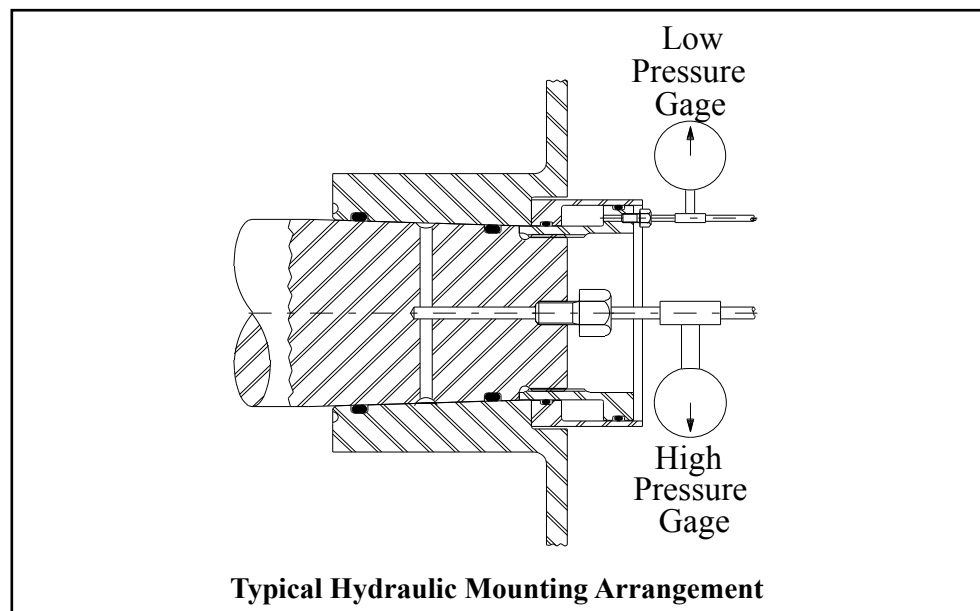


Figure 4-5

- 4.2.3.7 Heat mounting may also be used. However, if o-rings are used, care must be taken not to exceed the maximum temperatures allowed by the o-ring manufacturer. If o-rings are not used, do not exceed 550° F (288° C).
- 4.2.3.8 After a sufficient waiting period to allow the hydraulic oil to drain from the interface (a minimum of one (1) to two (2) hours), remove the hydraulic mounting equipment and stop ring. Install the shaft nut and lock it in place. Adequate time must elapse before applying torque to the coupling to permit any remaining trapped oil to drain.

#### 4.2.4 FLANGE ADAPTERS

**CAUTION: AMERIDRIVES MANUFACTURED THE COUPLING INTERFACE BASED ON THE SHAFT DATA SUPPLIED BY THE PURCHASER. AMERIDRIVES IS NOT RESPONSIBLE FOR INACCURATE OR INCOMPLETE INFORMATION SUPPLIED BY THE PURCHASER.**

**IT IS THE PURCHASERS RESPONSIBILITY TO ASSURE THAT THE INTERFACE CONNECTIONS (FLANGES, BOLTS, KEYS, HYDRAULIC FITS, ETC.) BETWEEN THE COUPLING AND THE CONNECTED EQUIPMENT ARE CAPABLE OF HANDLING THE ANTICIPATED LOADS.**

- 4.2.4.1 Measure the mating pilots to verify the proper interference fit according to the original equipment manufacturers recommendation.
- 4.2.4.2 Check both the equipment flange and the mating adapter flange. Remove any dirt, dents, raised metal or any other condition that might prevent the mating faces and pilot from seating properly.
- 4.2.4.3 Install a minimum of four (4) bolts approximately 90° apart through both flanges and tighten the bolts evenly in a crisscross pattern to seat the pilot. Refer to the Ameridrives Sales Drawing for proper bolt and nut orientation and also to check if the bolts are supplied by Ameridrives.
- 4.2.4.4 Install the remaining fasteners and torque all fasteners in a crisscross pattern to the value specified on the Ameridrives Sales Drawing. If the flange interface fasteners are not supplied by Ameridrives, consult the fastener supplier for the proper tightening torque.

#### 4.3 ALIGNMENT

- 4.3.1 All Ameriflex couplings are designed to transmit 100% of the ratings stated on the Ameridrives Sales Drawing for normal torque, axial and angular misalignment simultaneously. However, if the exact amount of axial and angular movement from “cold” to “hot” running condition is not known, we recommend not exceeding 25% of the combined axial and angular capacities at installation.
- 4.3.2 All measurements taken during alignment should be made with the equipment shafts in their normal running position (i.e., thrust bearings against their active faces, motor rotors on their magnetic centers, etc.).

**CAUTION: FAILURE TO TAKE MEASUREMENTS DURING ALIGNMENT WITH THE EQUIPMENT SHAFTS IN THEIR NORMAL RUNNING POSITION MAY RESULT IN COUPLING DAMAGE OR FAILURE DUE TO OVER EXTENSION OR COMPRESSION OF THE DIAPHRAGMS (SEE PARAGRAPH 4.3.2).**

- 4.3.3 Equipment alignment should be accomplished in the manner specified by the equipment manufacturer.
- 4.3.4 The Ameriflex coupling is capable of operating at 100% of the axial and angular capacity stated on the Ameridrives Sales Drawing. If installed such that during normal “hot” operation the axial and angular misalignments are at or near zero, the loads induced by the coupling are further reduced, thereby increasing equipment bearing life.

#### 4.4 MEASURING FOR INSTALLATION AND SETTING SHIM THICKNESS

Shims are provided to adjust the length of the coupling at installation to accommodate variations in flange-to-flange dimensions (“I” dimension as shown in Figure 4-7 through 4-10) within the limits specified on the Ameridrives sales drawing. The coupling spacer is intentionally made short by the thickness of one shim set. This allows for flange-to-flange adjustability equivalent to the thickness of one shim set in either direction. Two shim sets are normally provided (see Figure 4-6). Refer to the Ameridrives Sales Drawing for location and quantity of shims.

**NOTE: THE ADJUSTABLE SHIM SET MAY INCLUDE EITHER A PEELABLE SHIM OR MULTIPLE SHIMS OF VARIOUS THICKNESS.**

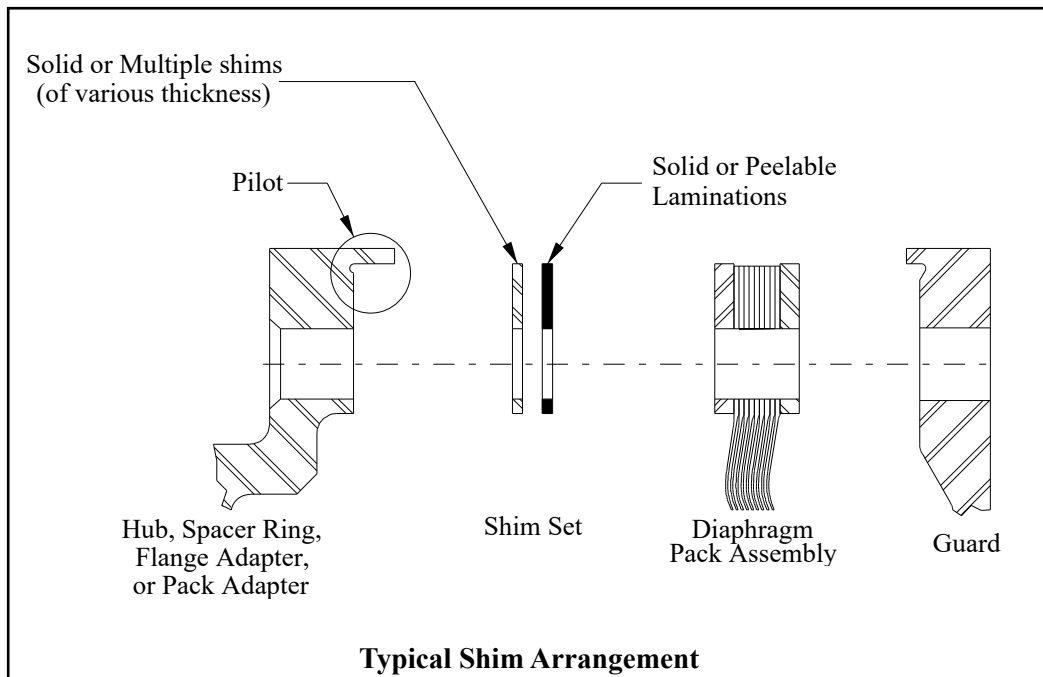


Figure 4-6

**NOTE: WORKSHEETS ARE PROVIDED IN THIS MANUAL FOR RECORDING THE DIMENSIONS AND PERFORMING THE CALCULATIONS REQUIRED TO DETERMINE THE PROPER THICKNESS OF SHIM REQUIRED (REFERENCE PARAGRAPH 4.4.5). A SAMPLE HAS ALSO BEEN INCLUDED FOR YOUR CONVENIENCE (REFERENCE PARAGRAPH 4.4.6). WHEN A COMPLETE COUPLING IS SHIPPED FROM THE FACTORY, THE “G” DIMENSION IS MEASURED AND RECORDED ON A TAG ATTACHED TO THE COUPLING. SPARE COMPONENTS WILL NOT BE MARKED IN THIS MANNER AND MUST BE MEASURED AS DESCRIBED IN THIS SECTION.**



#### 4.4.1 RR and HP Series Couplings

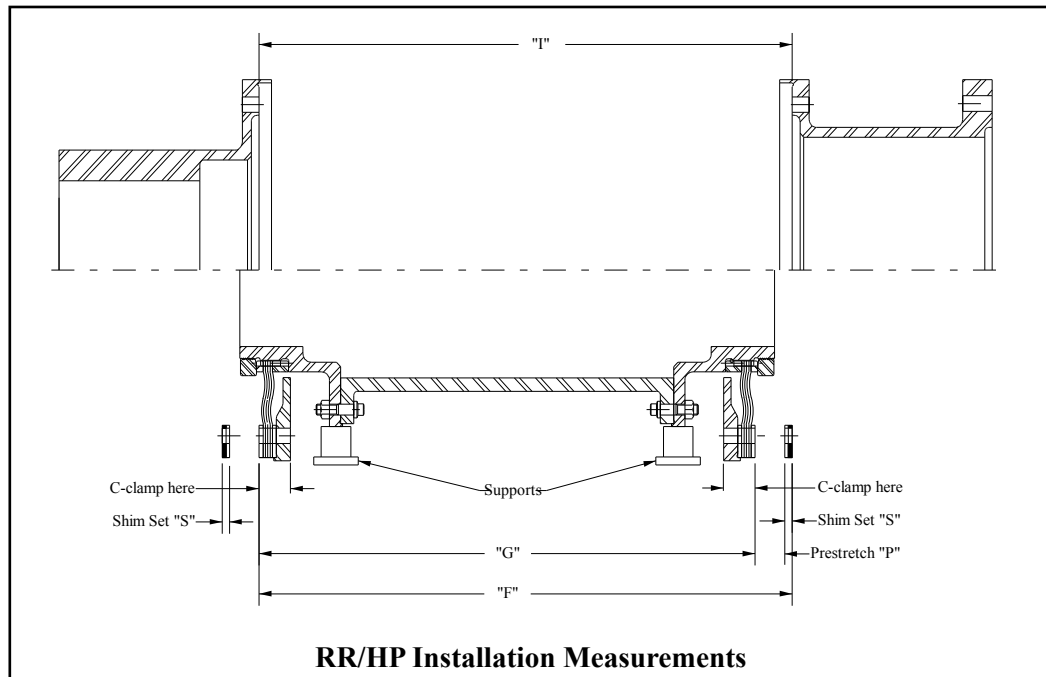


Figure 4-7

- 4.4.1.1 Measure and record, on the worksheet in Paragraph 4.4.5, the installation Length "I" (distance between mounted flange faces) at four (4) places approximately 90° apart (see Figure 4-7).
- 4.4.1.2 Assemble the diaphragm pack sub-assemblies onto the spacer taking care to realign the matchmarks and end identification letters. Install a minimum of four (4) bolts approximately 90° apart through each flange and tighten the bolts evenly in a crisscross pattern to seat the pilots. Support as shown in Figure 4-7.
- 4.4.1.3 Loosen the jam nuts on the shipping hardware and relax, but do not remove, the cap screws on both sub-assemblies.  
**NOTE: DOUBLE CHECK TO ASSURE THAT THE SHIPPING HARDWARE IS NOT COMPRESSING OR EXTENDING THE DIAPHRAGM PACK SUBASSEMBLIES.**
- 4.4.1.4 Measure and record, on the worksheet in Paragraph 4.4.5, the coupling free length "G" (distance between diaphragm pack sub-assembly outer diaphragm pack faces) at four (4) places approximately 90° apart. It is recommended that C-clamps be used to compress the diaphragm pack at the location the measurements are being taken (see Figure 4-7).
- 4.4.1.5 Refer to the Ameridrives Sales Drawing for one shim set thickness "S" and the amount of pre-stretch "P". Record those values on the worksheet provided in Paragraph 4.4.5.
- 4.4.1.6 Calculate the thickness of shim required using the worksheet in Paragraph 4.4.5.
- 4.4.1.7 Proceed to Paragraph 4.5.1.

#### 4.4.2 RM Series Couplings

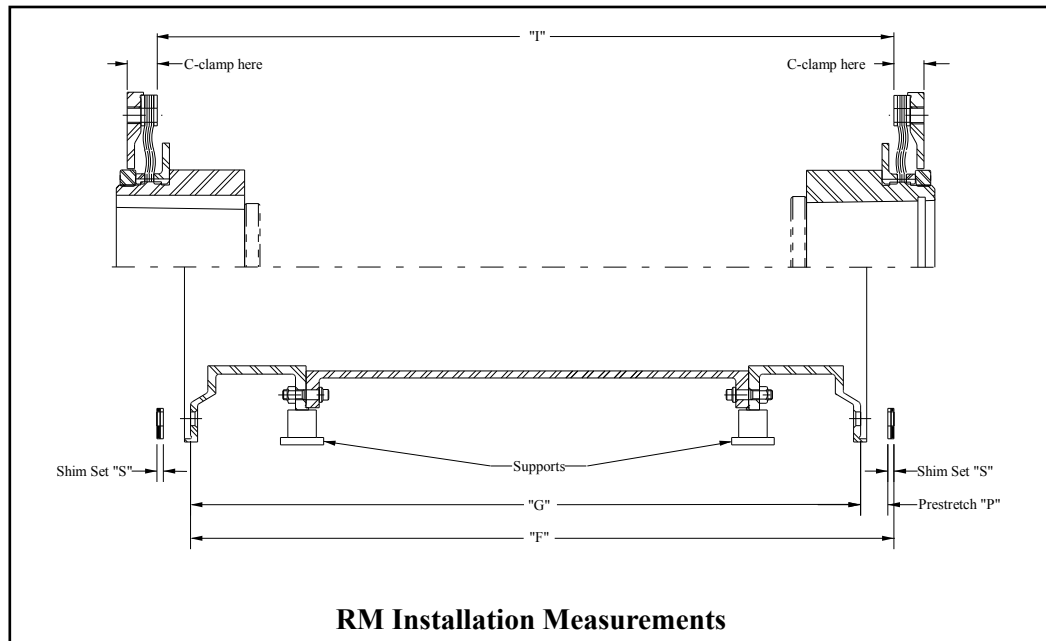


Figure 4-8

- 4.4.2.1 Measure and record, on the worksheet in Paragraph 4.4.5, the installation length "I" (distance between mounted diaphragm pack faces) at four (4) places approximately 90° apart. It is recommended that C-clamps be used to compress the diaphragm pack at the location the measurements are being taken (see Figure 4-8).
- 4.4.2.2 Assemble the pack adapters onto the spacer taking care to re-align the matchmarks and end identification letters. Install a minimum of four (4) bolts approximately 90° apart through each flange and tighten the bolts evenly in a crisscross pattern to seat the pilots. Support as shown in Figure 4-8.
- 4.4.2.3 Measure and record, on the worksheet in Paragraph 4.4.5, the coupling free length "G" (distance between pack adapter outer flange faces) at four (4) places approximately 90° apart (see Figure 4-8).
- 4.4.2.4 Refer to the Ameridrives Sales Drawing for one shim set thickness "S" and the amount to prestretch "P". Record these values on the work sheet provided in Paragraph 4.4.5.
- 4.4.2.5 Calculate the thickness of shim required using the worksheet in Paragraph 4.4.5.
- 4.4.2.6 Proceed to Paragraph 4.5.2.

#### 4.4.3 RS/HP Short Series Couplings.

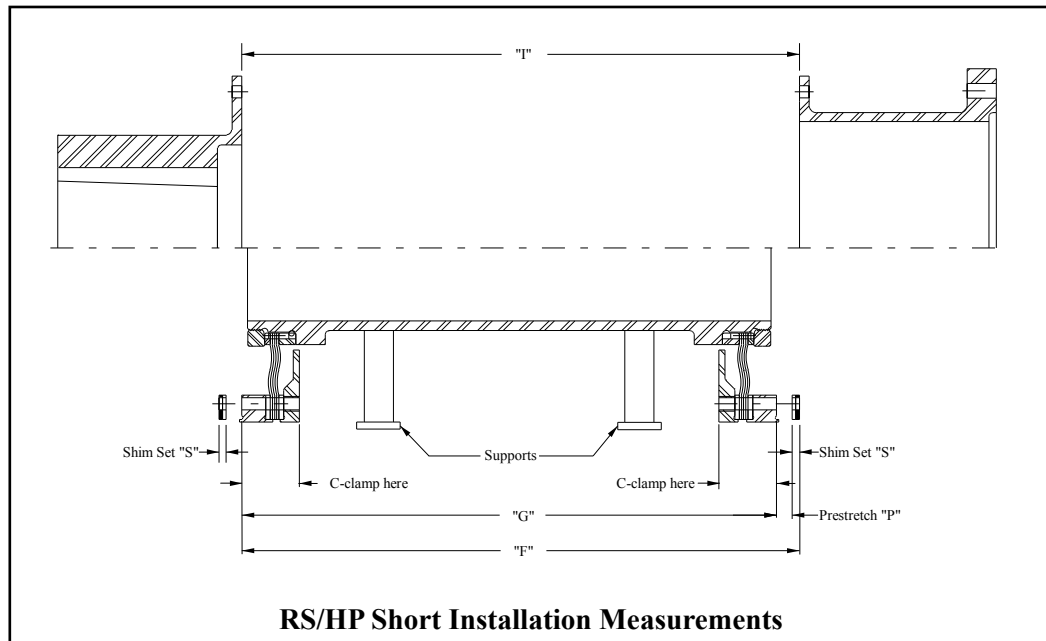


Figure 4-9

4.4.3.1 Measure and record , on the worksheet provided in Paragraph 4.4.5, the installation length “I” (distance between mounted flange faces) at four (4) places approximately 90° apart (see Figure 4-9).

4.4.3.2 Assemble the spacer rings, as shown on the Ameridrives Sales Drawing, onto both ends of the diaphragm pack sub-assembly taking care to re-align the matchmarks and end identification letters. Install a minimum of four (4) bolts approximately 90° apart through each spacer ring and tighten the bolts evenly in a crisscross pattern to seat the pilots. On some size couplings the grip length of the bolts is too long to allow seating of the pilots in this manner. When this condition exists, a spacer plate, washers, shorter bolts, or C-clamps (not supplied) may be required to seat the pilots. Support as shown in Figure 4-9).

**NOTE: REFER TO THE AMERIDRIVES SALES DRAWING FOR SPACER RING PILOT ORIENTATION.**

4.4.3.3 Measure and record, on the worksheet in Paragraph 4.4.5, the coupling free length “G” (distance between spacer ring outer flange faces) at four (4) places approximately 90° apart. It is recommended that C-clamps be used to compress the diaphragm pack at the location the measurements are being taken (see Figure 4-9).

4.4.3.4 Refer to the Ameridrives Sales Drawing for one shim set thickness “S” and the amount of prestretch “P”. Record these values on the worksheet provided in Paragraph 4.4.5.

4.4.3.5 Calculate the thickness of shim required using the worksheet in Paragraph 4.4.5.

4.4.3.6 Proceed to Paragraph 4.5.3.

#### 4.4.4 Split Series Couplings (i.e., RR/RM)

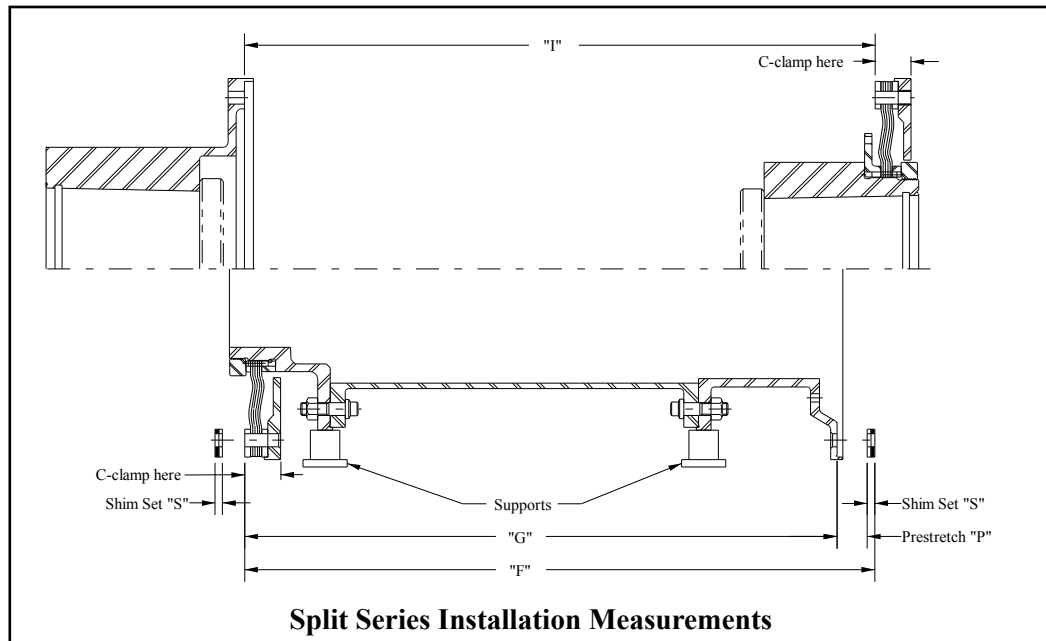


Figure 4-10

4.4.4.1 When installing and servicing a split series coupling, refer to the relative section for each series involved. For example, an RR/RM coupling: refer to Paragraphs 4.4.1, 4.5.1, and 4.7.1 for information relating to the RR end and refer to Paragraphs 4.4.2, 4.5.2, and 4.7.2 for information relating to the RM end (see Figure 4-10).



#### 4.4.6 Work Sheet for Determining Shim Requirements

1. Installation Dimension "I". Measured four (4) places at 90° apart.

	I <sub>1</sub> <u>16.458 IN.</u>		
	I <sub>2</sub> <u>16.461 IN.</u>		
	I <sub>3</sub> <u>16.458 IN.</u>		
	I <sub>4</sub> <u>16.463 IN.</u>		
TOTAL	<u>65.840 IN.</u>	=	"I" = <u>16.460 IN.</u>
	4		

2. Coupling Free Length "G". Measured four (4) places at 90° apart.

	G <sub>1</sub> <u>16.289 IN.</u>		
	G <sub>2</sub> <u>16.237 IN.</u>		
	G <sub>3</sub> <u>16.294 IN.</u>		
	G <sub>4</sub> <u>16.224 IN.</u>		
TOTAL	<u>65.044 IN.</u>	=	"G" = <u>16.261 IN.</u>
	4		

3. Calculate the coupling installation length "F" by adding the following:

<b>NOTE:</b> Refer to the Installation	"G" <u>16.261 IN.</u>
Section of the Ameridrives Sales	+ "S" <u>.125 IN.</u>
Drawing for Shim Set Thickness	+ "P" <u>.035 IN.</u>
"S" and Prestretch "P" Dimensions.	
	"F" = <u>16.421 IN.</u>

4. Solve for "I" minus "F":

<b>NOTE:</b> Refer to the Installation	"I" <u>16.460 IN.</u>
Section of the Ameridrives Sales	- "F" <u>16.421 IN.</u>
Drawing for Acceptable	
Values for "I" minus "F".	

shim adjustment = .039 IN.

5. "I" minus "F" equals positive 0.039 IN. (add or subtract shim to obtain a value within +/- 0.005 IN. of the calculated shim adjustment) so an additional shim 0.040 IN. thick along with a full shim set (0.125 IN. thick) is required.

## 4.5. SUB-ASSEMBLY AND SPACER MOUNTING

### 4.5.1 RR and HP Series Coupling

- 4.5.1.1 Separate the diaphragm pack sub-assemblies from the spacer using the tapped jacking holes provided.
- 4.5.1.2 Inspect the mating flange faces and pilots. Remove any dirt, dents, raised metal or any other condition that might prevent the mating faces and pilot from seating properly.
- 4.5.1.3 Install the diaphragm pack sub-assembly by aligning the end identification letters and matchmarks. Install a minimum of four (4) bolts approximately 90° apart through the flange, shim(s) (if required) and diaphragm pack. Refer to the Ameridrives Sales Drawing for proper bolt and nut orientation. Pilots are an interference fit. Tighten the bolts evenly in a crisscross pattern to seat the pilots properly.
- 4.5.1.4 Repeat Paragraph 4.5.1.3 at the opposite end making sure the end identification letters and matchmarks are aligned.
- 4.5.1.5 Install all remaining OD fasteners and torque evenly in a crisscross pattern to the value specified on the Ameridrives Sales Drawing. Repeat the bolt tightening procedure to verify that all fasteners are torqued to the proper value.
- 4.5.1.6 Loosen the shipping screw jam nuts and tighten the shipping screws evenly to draw-up both diaphragm pack sub-assemblies to the dimension specified on the Ameridrives Sales Drawing. The use of two dial indicators at 180° apart or determining the number of screw turns required based on thread pitch (refer to Table 4-1) are common ways of measuring draw-up. The shipping screw head and corresponding tapped hole in the guard are color coded at the factory to maintain proper screw lengths within a coupling. If the original screws are lost, refer to the Ameridrives Sales Drawing for the correct size and length or call Ameridrives customer service for assistance.

DRAW-UP FOR ONE (1) FULL TURN OF SHIPPING HARDWARE							
THREAD SIZE	#5-40	#8-32	#10-32	1/4-28	5/16-24	3/8-24	1/2-20
DRAW-UP (IN.)	0.025	0.031	0.031	0.036	0.042	0.042	0.050
DRAW-UP (MM.)	0.635	0.794	0.794	0.907	1.058	1.058	1.270

Table 4-1

**CAUTION: DO NOT EXCEED THE RECOMMENDED DRAW-UP STATED ON THE AMERIDRIVES SALES DRAWING. EXCEEDING THE RECOMMENDED DRAW-UP MAY DAMAGE THE DIAPHRAGM PACK.**

**THE USE OF SCREWS LONGER THAN ORIGINALLY SHIPPED WITH DIAPHRAGM PACK SUB-ASSEMBLY MAY DAMAGE THE DIAPHRAGM PACK AND CAUSE COUPLING FAILURE.**

- 4.5.1.1 Position and support the spacer between the two diaphragm pack sub-assemblies. Align the matchmarks and end identification letters. This may require rotation of the equipment shafts. Do not use coupling components as a leverage point for equipment rotation.
  - 4.5.1.8 Install, but do not tighten, a minimum of four (4) bolts approximately 90° apart through the spacer and diaphragm pack sub-assembly flanges at each end of the coupling. Refer to the Ameridrives Sales Drawing for proper bolt and nut orientation.
  - 4.5.1.9 Loosen and remove the shipping hardware. **Do not discard - save for future coupling removal and installation.**
  - 4.5.1.10 Pilots are an interference fit. Tighten the bolts evenly in a crisscross pattern to seat the pilots properly.
  - 4.5.1.11 Install all remaining spacer hardware and torque evenly in a crisscross pattern to the value specified on the Ameridrives Sales Drawing. Repeat the bolt tightening procedure to verify that all fasteners are torqued to the proper value.
  - 4.5.1.12 Remove the spacer support.
  - 4.5.1.13 Proceed to Paragraph 4.6.
- 4.5.2 RM Series Couplings
- 4.5.2.1 Separate the pack adapters from the spacer using the tapped jacking holes provided.
  - 4.5.2.2 Inspect the mating flange faces and pilots. Remove any dirt, dents, raised metal or any other condition that might prevent the mating faces and pilots from seating properly.
  - 4.5.2.3 Install the pack adapter onto the diaphragm pack sub-assembly by aligning the end identification letters and matchmarks. Install a minimum of four (4) bolts approximately 90° apart through the pack adapter flange, shim(s) (if required) and diaphragm pack. Refer to the Ameridrives Sales Drawing for proper bolt orientation. Pilots are an interference fit. Tighten the bolts evenly in a crisscross pattern to seat the pilots properly.
  - 4.5.2.4 Repeat Paragraph 4.5.2.3 at the opposite end making sure the end identification letters and matchmarks are aligned.
  - 4.5.2.5 Install all remaining OD fasteners and torque evenly in a crisscross pattern to the value specified on the Ameridrives Sales Drawing. Repeat the bolt tightening procedure to verify that all fasteners are torqued to the proper value



- 4.5.2.6 Install the shipping screws through the pack adapters into the tapped holes in the back-up rings. Tighten the shipping screws evenly to draw-up both pack adapters to the dimension specified on the Ameridrives Sales Drawing. The use of two dial indicators at 180° apart or determining the number of screw turns required based on thread pitch (refer to Table 4-1) are common ways of measuring draw-up. The shipping screw head and corresponding clearance hole in the pack adapter are color coded at the factory to maintain proper screw lengths within a coupling. If the original screws are lost, refer to the Ameridrives Sales Drawing for the correct size and length or call Ameridrives customer service for assistance.

**CAUTION: DO NOT EXCEED THE RECOMMENDED DRAW-UP STATED ON THE AMERIDRIVES SALES DRAWING. EXCEEDING THE RECOMMENDED DRAW-UP MAY DAMAGE THE DIAPHRAGM PACK.**

**THE USE OF SCREWS LONGER THAN ORIGINALLY SHIPPED WITH DIAPHRAGM PACK SUB-ASSEMBLY MAY DAMAGE THE DIAPHRAGM PACK AND CAUSE COUPLING FAILURE.**

- 4.5.2.7 Position and support the spacer between the two diaphragm pack sub-assemblies. Align the matchmarks and end identification letters. This may require rotation of the equipment shafts. Do not use coupling components as a leverage point for equipment rotation.
- 4.5.2.8 Install but do not tighten, a minimum of four (4) bolts approximately 90° apart through the spacer and pack adapter flanges at each end of the coupling. Refer to the Ameridrives Sales Drawing for proper bolt and nut orientation.
- 4.5.2.9 Loosen and remove the shipping screws. **Do not discard - save for future coupling removal and installation.**
- 4.5.2.10 Pilots are an interference fit. Tighten the bolts evenly in a crisscross pattern to seat the pilots properly.
- 4.5.2.11 Install all remaining spacer fasteners and torque evenly in a crisscross pattern to the value specified on the Ameridrives Sales Drawing.
- 4.5.2.12 Remove the spacer support.
- 4.5.2.13 Proceed to Paragraph 4.6.
- 4.5.3 RS/HP Short Series Couplings
- 4.5.3.1 If shimming is required, disassemble the spacer rings from the diaphragm pack assembly using the tapped jacking holes in the spacer rings.
- 4.5.3.2 Inspect the mating flange faces and pilots. Remove any dirt, dents, raised metal or any other condition that might prevent mating faces and pilots from seating properly.

- 4.5.3.3 Assemble the diaphragm pack sub-assembly, spacer rings, and shim(s) (if required) making sure the end identification letters and matchmarks are aligned.

**CAUTION: WHEN SHIMS, ARE USED, THEY MUST BE INSTALLED BETWEEN THE SPACER RINGS AND DIAPHRAGM PACKS. REFER TO THE AMERIDRIVES SALES DRAWING FOR THE MAXIMUM SHIM THICKNESS AND SPACER RING PILOT ORIENTATION AT EACH END.**

- 4.5.3.4 Install four (4) turnbuckles evenly on the OD of the spacer rings. Refer to the Ameridrives Sales Drawings for location.

- 4.5.3.5 Tighten the turnbuckles evenly to compress (draw-up) the diaphragm pack subassembly to the dimension specified on the Ameridrives Sales Drawing. The use of two dial indicators at 180° apart or determining the number of screw turns required based on thread pitch (refer to Table 4-1) are common ways of measuring draw-up.

**CAUTION: DO NOT EXCEED THE RECOMMENDED DRAW-UP STATED ON THE AMERIDRIVES SALES DRAWING. EXCEEDING THE RECOMMENDED DRAW-UP MAY DAMAGE THE DIAPHRAGM PACK.**

- 4.5.3.6 Position and support the diaphragm pack sub-assembly between the two (2) mounted flanges. Align the matchmarks and end identification letters. This may require rotation of the equipment shafts. Do not use coupling components as a leverage point for equipment rotation.

- 4.5.3.7 Install but do not tighten a minimum of four (4) bolts approximately 90° apart through the hub flanges, spacer rings, and shim(s) (if required) into the diaphragm pack sub-assembly at each end of the coupling.

- 4.5.3.8 Loosen and remove the turnbuckle assemblies. **Do not discard - save for future coupling removal and installation.**

- 4.5.3.9 Pilots are an interference fit. Tighten the bolts evenly in a crisscross pattern to seat the pilots properly.

- 4.5.3.10 Install all remaining bolts and torque evenly in a crisscross pattern to the value specified on the Ameridrives Sales Drawing.

- 4.5.3.11 Remove the sub-assembly support.

- 4.5.3.12 Proceed to Paragraph 4.6.

#### 4.6. ASSEMBLY CHECK LIST

A thorough inspection of the coupling and its connected equipment is recommended prior to operation.

- 4.6.1 Check the drive and driven equipment to be sure they are ready for operation. Refer to the original equipment manufacturers operating manual.

- 4.6.2 Recheck and verify that the alignment values for axial, angular, and parallel offset are within the limits specified on the Ameridrives Sales Drawing.
- 4.6.3 Check that all fasteners are tightened to the proper values specified on the Ameridrives Sales Drawing.
- 4.6.5 Check that all shipping hardware has been removed from both ends of the coupling.
- 4.6.6 Check that all tools, mounting equipment, and supports used during installation are removed and the coupling and equipment are free to turn. A coupling guard should be in place to prevent personnel from accessing the rotating coupling and shafts during operation.

**CAUTION: EXCESSIVE VIBRATION DURING INITIAL START-UP IS AN INDICATION THAT THERE IS A POTENTIAL PROBLEM WITH INSTALLATION OF THE COUPLING OR THE CONNECTED EQUIPMENT. SHUT THE SYSTEM DOWN IMMEDIATELY AND DETERMINE THE SOURCE OF THE VIBRATION.**

#### 4.7. COUPLING DISASSEMBLY

Successful removal depends heavily on the care and good judgment of those performing the work. Ameridrives will not be held liable for any personal injury or equipment damage that may occur during or as a result of removing a coupling or hub..

##### 4.7.1 RR and HP Series Couplings

- 4.7.1.1 Install but do not draw-up the shipping hardware. Refer to the Ameridrives Sales Drawing for size and location. The shipping screw head and mating tapped hole in the guard are color coded at the factory to maintain proper screw lengths within a coupling.

**CAUTION: USE ONLY THE ORIGINAL SHIPPING HARDWARE SHIPPED WITH THE COUPLING OR EXACT REPLACEMENTS. USE OF INCORRECT HARDWARE MAY DAMAGE THE DIAPHRAGM PACK. REFER TO THE AMERIDRIVES SALES DRAWING FOR THE CORRECT SIZE AND LENGTH OR CALL AMERIDRIVES CUSTOMER SERVICE FOR ASSISTANCE.**

- 4.7.1.2 Remove the spacer flange bolts at one end of the spacer. Support the spacer and, using the tapped jacking holes provided, disengage the pilot at that end to obtain a clearance of .005 - .010 IN. (.127 - .254 mm) between the spacer and the splined adapter pilots (see Figure 4-11).
- 4.7.1.3 Tighten the shipping hardware at that end of the coupling to retain the compression of the diaphragm pack sub-assembly obtained in Paragraph 4.7.1.2.

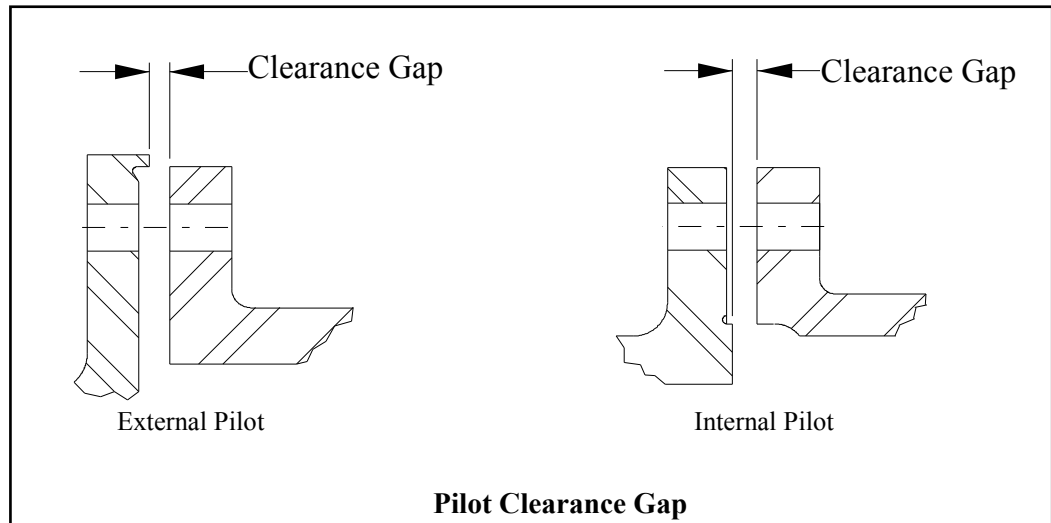


Figure 4-11

4.7.1.4 Repeat Paragraphs 4.7.1.2 and 4.7.1.3 for the opposite end.

4.7.1.5 Remove the spacer.

4.7.1.6 Remove the OD fasteners. Support the diaphragm pack sub-assembly. Using the tapped jacking holes provided in the hub or flange adapter, disengage the diaphragm pack pilot and remove the diaphragm pack sub-assembly.

4.7.1.7 Repeat Paragraph 4.7.1.6 for the opposite end.

4.7.1.8 If diaphragm pack inspection is required, remove the two (2) rivets retaining the guards (see Figure 4-12). Using the tapped jacking holes provided in the guard, disengage the guard to diaphragm pack pilot. Pull the guard back to inspect the outer diaphragms for any cracks, dents, distress areas or other abnormalities.

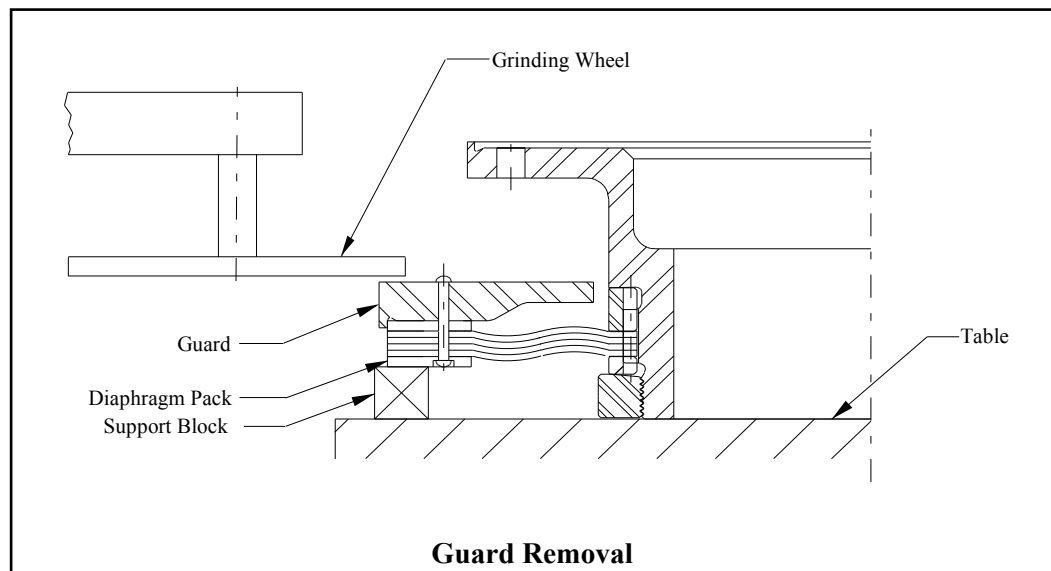


Figure 4-12

**CAUTION: DO NOT DISASSEMBLE THE DIAPHRAGM PACK SUBASSEMBLY BEYOND WHAT IS DESCRIBED IN PARAGRAPH 4.7.1.8. THE SAFE OPERATION OF THE DIAPHRAGM PACK SUB-ASSEMBLY IS DEPENDENT UPON SPECIFIC CLAMP FORCES OBTAINED AT THE FACTORY DURING ASSEMBLY. ANY REDUCTION IN THESE CLAMP FORCES MAY CAUSE COUPLING FAILURE.**

4.7.1.9 If the inspection performed in Paragraph 4.7.1.8 does not identify a problem and the diaphragm pack sub-assembly is to be returned to service, re-attach the guard to the diaphragm pack using two (2) new rivets. The rivet should extend above the guard approximately 3/16-1/4 in. to allow for peening. Proper support must be provided for the diaphragm pack during riveting to avoid possible damage (see Figure 4-13). The rivet head must not protrude beyond the face of the diaphragm pack.

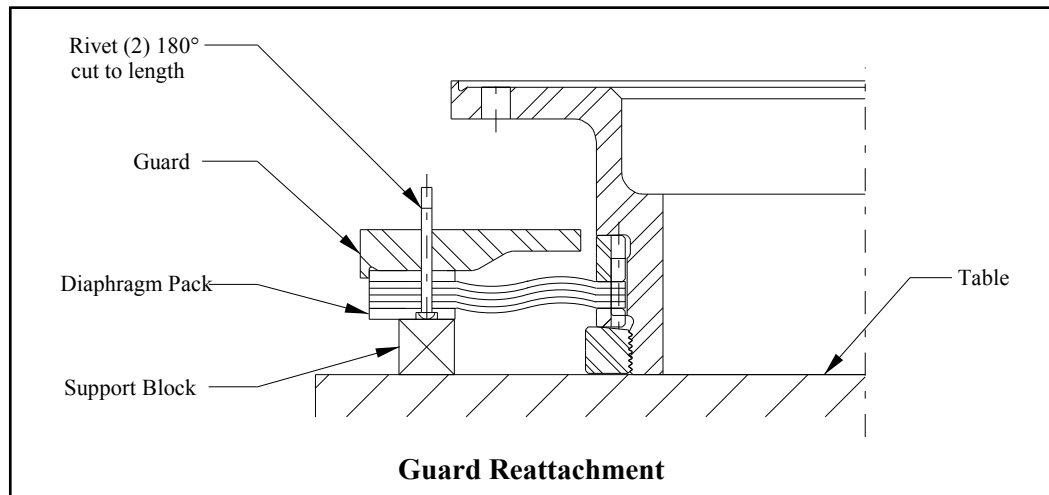


Figure 4-13

**CAUTION: IF THE CONDITION OF THE OUTER DIAPHRAGMS IS QUESTIONABLE, DO NOT USE THAT DIAPHRAGM PACK SUB-ASSEMBLY. REPLACE THE QUESTIONABLE UNIT WITH A NEW ONE AND RETURN THE QUESTIONABLE DIAPHRAGM PACK SUB-ASSEMBLY TO AMERIDRIVES FOR EVALUATION.**

4.7.1.10 Hub Removal.

4.7.1.10.1 Hydraulic hubs may be removed by using hydraulic mounting equipment to expand the bore. The shaft nut or some other similar device should be used to retain the hub once it breaks free from the shaft. Refer to AGMA 9003-A91 or other industry standard for further information. Support the hub prior to removal.

**WARNING: DO NOT APPLY EXCESSIVE HYDRAULIC PRESSURE DURING THE REMOVAL OF THE HUB FROM THE SHAFT. ACCIDENTS RESULTING FROM THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE COULD RESULT IN LOSS OF LIFE, SERIOUS BODILY INJURY OR PROPERTY DAMAGE. THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE DURING HUB REMOVAL COULD UNEXPECTEDLY FORCE THE HUB FROM THE SHAFT, DESTROY SEALS, AND HYDRAULIC LINES, AND/OR SPLIT THE HUB.**

**PURCHASER SHOULD REFER TO THE OPERATOR'S MANUAL SUPPLIED BY THE HYDRAULIC DEVICE MANUFACTURER FOR INSTRUCTIONS ON THE SAFE OPERATION OF THE HYDRAULIC EQUIPMENT.**

4.7.1.10.2 Keyed hubs may be removed by uniformly heating the hub barrel to expand the bore and using a hub puller or similar device to pull the hub off the shaft. Support the hub prior to removal. An induction heater of sufficient capacity to heat the hub rapidly is the preferred method. However, if not available, two (2) torches at 180° apart with flame spreader (rose bud) tips may be used. If using torches, a hub puller should be attached prior to heating the hub and the torches or hub must be continuously rotated to avoid localized hot spots. Do not exceed 550° F (288° C) surface temperature.

#### 4.7.2 RM Series Couplings

4.7.2.1 Install but do not tighten the shipping hardware. Refer to the Ameridrives Sales Drawing for size location. The shipping screw head and mating clearance hole in the pack adapter are color coded at the factory to maintain proper screw lengths within a coupling.

**CAUTION: USE ONLY THE ORIGINAL SHIPPING HARDWARE SHIPPED WITH THE COUPLING OR EXACT REPLACEMENTS. USE OF INCORRECT HARDWARE MAY DAMAGE THE DIAPHRAGM PACK. REFER TO THE AMERIDRIVES SALES DRAWING FOR THE CORRECT SIZE AND LENGTH OR CALL AMERIDRIVES CUSTOMER SERVICE FOR ASSISTANCE.**

4.7.2.2 Remove the spacer flange bolts at one end of the spacer. Support the spacer and using the tapped jacking holes provided, disengage the pilot at that end to obtain a clearance of .005 - .010 IN (.127 - .254 mm) between the spacer and the pack adapter pilots (see Figure 4-11).

4.7.2.3 Tighten the shipping hardware at that end of the coupling to retain the compression of the diaphragm pack sub-assembly obtained in Paragraph 4.7.2.2.

- 4.7.2.4 Repeat Paragraphs 4.7.2.2 and 4.7.2.3 for the other end.
- 4.7.2.5 Remove the spacer.
- 4.7.2.6 Remove the OD fasteners and the shipping hardware.
- 4.7.2.7 Support the pack adapter prior to removal. Using the tapped jacking hole provided, disengage the pilot and remove the pack adapter from the diaphragm pack.

4.7.2.8 Repeat Paragraph 4.7.2.7 for the other end.

#### 4.7.2.9 Hub Removal

- 4.7.2.9.1 Hydraulic hubs may be removed by using hydraulic mounting equipment to expand the bore. The shaft nut or some other similar device should be used to retain the hub once it breaks free from the shaft. Refer to AGMA 9003-A91 or other industry standard for further information. Support the hub prior to removal.

**WARNING: DO NOT APPLY EXCESSIVE HYDRAULIC PRESSURE DURING THE REMOVAL OF THE HUB FROM THE SHAFT. ACCIDENTS RESULTING FROM THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE COULD RESULT IN LOSS OF LIFE, SERIOUS BODILY INJURY OR PROPERTY DAMAGE. THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE DURING HUB REMOVAL COULD UNEXPECTEDLY FORCE THE HUB FROM THE SHAFT, DESTROY SEALS, AND HYDRAULIC LINES, AND/OR SPLIT THE HUB.**

**PURCHASER SHOULD REFER TO THE OPERATOR'S MANUAL SUPPLIED BY THE HYDRAULIC DEVICE MANUFACTURER FOR INSTRUCTIONS ON THE SAFE OPERATION OF THE HYDRAULIC EQUIPMENT.**

- 4.7.2.9.2 Keyed hubs may be removed by uniformly heating the hub barrel to expand the bore and using a hub puller or similar device to pull the hub off the shaft. Support the hub prior to removal. An induction heater of sufficient capacity to heat the hub rapidly is the preferred method. However, if not available, two (2) torches at 180° apart with flame spreader (rose bud) tips may be used. If using torches, a hub puller should be attached prior to heating the hub and the torches or hub must be continuously rotated to avoid localized hot spots. Do not exceed 550° F (288° C) surface temperature. Support the hub prior to removal.

**CAUTION: DO NOT USE A TORCH FOR HUB REMOVAL UNLESS THE ENTIRE DIAPHRAGM PACK HAS BEEN COVERED WITH A HEAT RESISTANT COVER (WELDERS BLANKET, KOA-WOOL OR EQUIVALENT). DIAPHRAGMS WILL HEAT UP RAPIDLY WHEN EXPOSED TO AN OPEN FLAME AND THIS MAY CAUSE DAMAGE AND/OR PREVENT PROPER HUB EXPANSION.**

4.7.2.9.3 After the diaphragm pack sub-assembly has been removed from the shaft end, inspect the diaphragms for cracks, dents, distress areas, heat discoloration (localized blue or purple spots) or any other abnormalities.

**CAUTION: IF THE CONDITION OF THE OUTER DIAPHRAGMS IS QUESTIONABLE, DO NOT USE THAT DIAPHRAGM PACK SUBASSEMBLY. REPLACE THE QUESTIONABLE UNIT WITH A NEW ONE AND RETURN THE QUESTIONABLE DIAPHRAGM PACK SUBASSEMBLY TO AMERIDRIVES FOR EVALUATION.**

#### 4.7.3 RS/HP Short Series Couplings

4.7.3.1 Remove the OD fasteners.

4.7.3.2 Install but do not tighten the shipping hardware (turnbuckles). Refer to the Ameridrives Sales Drawing for location.

4.7.3.3 Support the diaphragm pack sub-assembly.

4.7.3.4 Using the tapped jacking holes provided in the flanges, disengage the spacer ring to flange pilots at both ends of the coupling to obtain a clearance of .005 - .010 IN. (.127 - .254 mm) between the spacer ring pilot and the flange at both ends of the coupling (see Figure 4-11).

4.7.3.5 Tighten the turnbuckles to retain the compression of the diaphragm pack subassembly obtained in Paragraph 4.7.3.4.

4.7.3.6 Remove the diaphragm pack sub-assembly.

4.7.3.7 If inspection of the diaphragm pack is required, disengage the guard to diaphragm pack pilots using the tapped jacking holes provided in the guards. Pull the guards back to inspect the outer diaphragms for any cracks, dents, distress areas or other abnormalities.

**CAUTION: IF THE CONDITION OF THE OUTER DIAPHRAGMS IS QUESTIONABLE - DO NOT USE THAT DIAPHRAGM PACK SUB-ASSEMBLY. REPLACE THE QUESTIONABLE UNIT WITH A NEW ONE AND RETURN THE QUESTIONABLE DIAPHRAGM PACK SUB-ASSEMBLY TO AMERIDRIVES FOR EVALUATION.**



#### 4.7.3.8 Hub Removal

4.7.3.8.1 Hydraulic hubs may be removed by using hydraulic mounting equipment to expand the bore. The shaft nut or some other similar device should be used to retain the hub once it breaks free from the shaft. Refer to AGMA 9003-A91 or other industry standard for further information. Support the hub prior to removal.

**WARNING: DO NOT APPLY EXCESSIVE HYDRAULIC PRESSURE DURING THE REMOVAL OF THE HUB FROM THE SHAFT. ACCIDENTS RESULTING FROM THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE COULD RESULT IN LOSS OF LIFE, SERIOUS BODILY INJURY OR PROPERTY DAMAGE. THE APPLICATION OF EXCESSIVE HYDRAULIC PRESSURE DURING HUB REMOVAL COULD UNEXPECTEDLY FORCE THE HUB FROM THE SHAFT, DESTROY SEALS, AND HYDRAULIC LINES, AND/OR SPLIT THE HUB.**

**PURCHASER SHOULD REFER TO THE OPERATOR'S MANUAL SUPPLIED BY THE HYDRAULIC DEVICE MANUFACTURER FOR INSTRUCTIONS ON THE SAFE OPERATION OF THE HYDRAULIC EQUIPMENT.**

4.7.3.8.2 Keyed hubs may be removed by uniformly heating the hub barrel to expand the bore and using a hub puller or similar device to pull the hub off the shaft. Support the hub prior to removal. An induction heater of sufficient capacity to heat the hub rapidly is the preferred method. However, if not available, two (2) torches at 180° apart with flame spreader (rose bud) tips may be used. If using torches, a hub puller should be attached prior to heating the hub and the torches or hub must be continuously rotated to avoid localized hot spots. Do not exceed 550° F (288° C) surface temperature.

### 5. OVERSPEED TEST / SOLO OPERATION

#### 5.1 RR/HP Series Coupling

5.1.1 Remove the spacer and diaphragm pack sub-assemblies as described in Section 4 Paragraph 4.7.1.1 through 4.7.1.7.

5.1.2 Check the hub, key(s), shaft nut, etc. to assure they are secure. If any loose parts are found, they must be secured before solo operation.

5.1.3 Equipment is now ready for solo operation.

#### 5.2 RM Series Couplings

5.2.1 Remove the spacer as described in Section 4 Paragraph 4.7.2.1 through 4.7.2.5.

5.2.2 Loosen the shipping hardware until the diaphragm pack is no longer compressed.

5.2.3 Tighten the shipping hardware evenly to draw-up the pack adapter on the overspeed trip end only to the dimensions specified on the Ameridrives Sales Drawing. The use of two (2) dial indicators at 180° apart (see Figure 5-1) or determining the number of screw turns required based on thread pitch (see Table 5-1) are common ways of measuring draw-up.

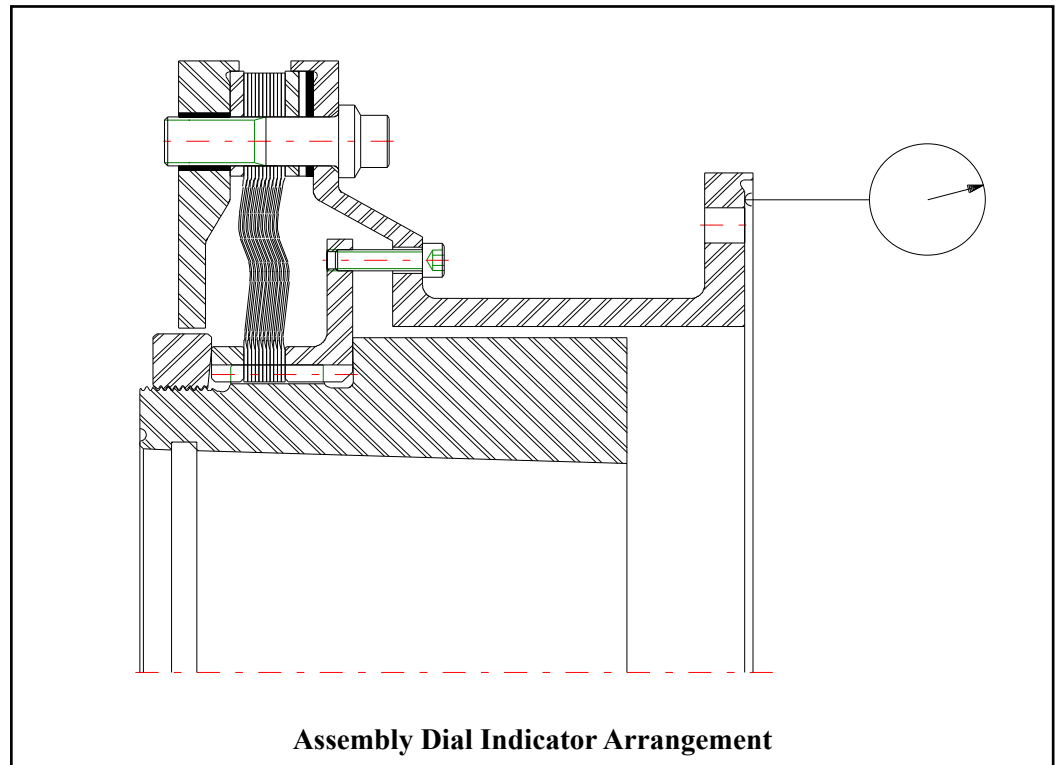


Figure 5-1

DRAW-UP FOR ONE (1) FULL TURN OF SHIPPING HARDWARE							
THREAD SIZE	#5-40	#8-32	#10-32	1/4-28	5/16-24	3/8-24	1/2-20
DRAW-UP (IN.)	0.025	0.031	0.031	0.036	0.042	0.042	0.050
DRAW-UP (MM.)	0.635	0.794	0.794	0.907	1.058	1.058	1.270

Table 5-1

**CAUTION: DO NOT EXCEED THE RECOMMENDED DRAW-UP STATED ON THE AMERIDRIVES SALES DRAWING. EXCEEDING THE RECOMMENDED DRAW-UP MAY DAMAGE THE DIAPHRAGM PACK.**

**THE USE OF SCREWS LONGER THAN ORIGINALLY SHIPPED WITH DIAPHRAGM PACK SUB-ASSEMBLY MAY DAMAGE THE DIAPHRAGM PACK AND CAUSE COUPLING FAILURE.**

- 5.2.4 Place a dial indicator on the spacer connecting flange of the pack adapter and loosen the shipping hardware screws as needed to achieve a pack runout of less than .001 IN. (4) places at 90° apart on the pack adapter flange O.D. and face (see Figure 5-2).

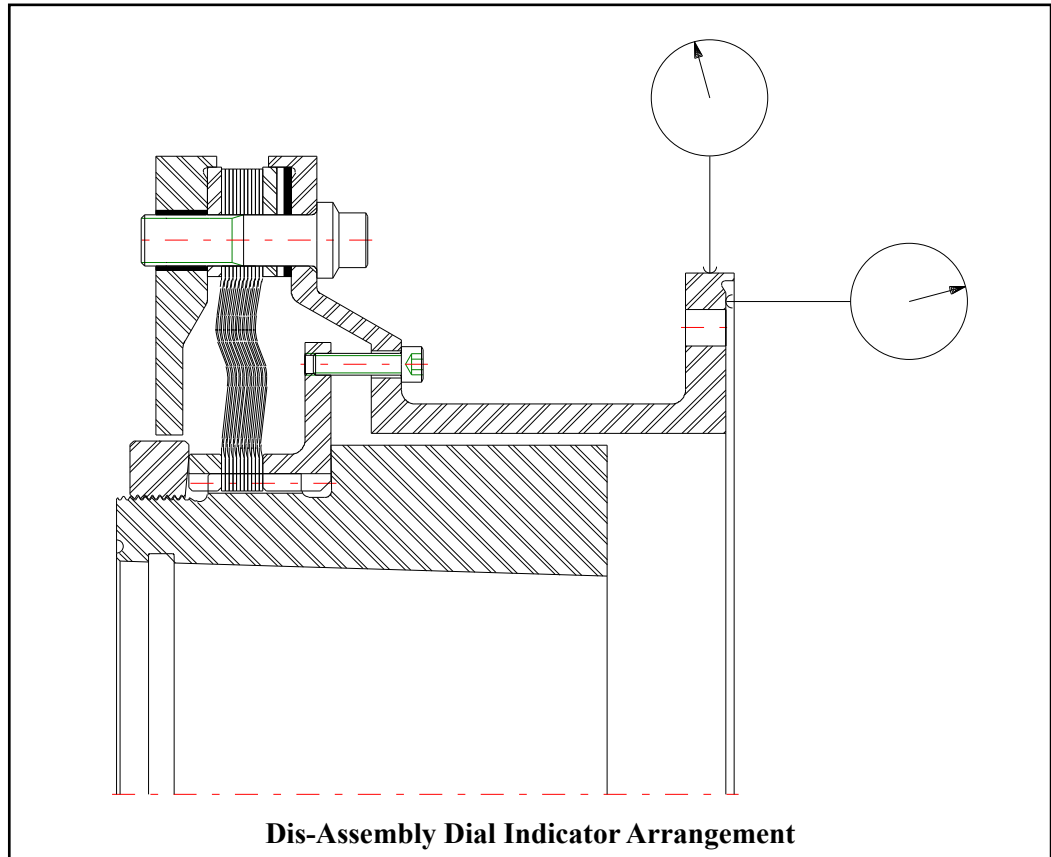


Figure 5-2

- 5.2.5 Check the hub, key(s), shaft nut, etc. to assure they are secure. If any loose parts are found, they must be secured before solo operation.

- 5.2.6 Equipment is now ready for solo operation.

### 5.3 RS/HP Short Series Couplings

- 5.3.1 Remove the diaphragm pack sub-assembly and spacer rings as described in section 4 Paragraph 4.7.3.1 through 4.7.3.6.

- 5.3.2 Check the hub, key(s), shaft nut, etc. to assure they are secure. If any loose parts are found, they must be secured before solo operation.

- 5.3.3 Equipment is now ready for solo operation.

## 6. MAINTENANCE

The Ameriflex coupling has been designed to be maintenance free. However, inspection of the following items during normal equipment maintenance is recommended.

- 6.1 Inspect for loose fasteners, keys, hubs, flange adapters and pilot joints.
- 6.2 Inspect the tightening torque of the fasteners. Refer to the Ameridrives Sales Drawing for the proper fastener tightening torque.
- 6.3 An alignment check is recommended to determine any shift in equipment foundations or if bearing wear is excessive.
- 6.4 Slowly rotate the equipment and listen for any abnormal noises. Cracked diaphragms have an audible clicking sound.

**CAUTION: IF ANY OF THE CHECKS LISTED ABOVE IDENTIFY A PROBLEM, THEN DO NOT OPERATE THE EQUIPMENT UNTIL THE CONDITION HAS BEEN CORRECTED.**

- 6.5 Fastener sets should be replaced after repeated use (5 times for bolts and nuts, 15 times for bolts and heli-coils).
- 6.6 Component balanced and assembly check balanced couplings permit field replacement of components without adversely affecting the final coupling unbalance. Assembly balanced couplings do not. Refer to the Ameridrives Sales Drawing or contact Ameridrives Customer Service for part interchangeability.
- 6.7 Ameridrives diaphragm couplings are designed without the need for lubrication and do not contain wearing parts. If installed and operated within the couplings' capacities, they will operate for extended periods of time and not require maintenance. However, during regular maintenance periods for the connected equipment, or if there has been a change in vibration levels, it is recommended that the coupling be returned to Ameridrives for inspection and repair if required. In the event of required repairs the coupling will carry the same warranty as a new coupling.

## 7. FIELD SERVICE TECHNICIAN

Should you desire assistance during installation of our couplings, Field Service Technicians are available for on-site technical support. For further information contact Ameridrives Customer Service at 814/480-5000.

## 8. ORDERING INFORMATION

- 8.1 When ordering replacement or spare parts for your Ameriflex coupling, please include the following:
  - 8.1.1 Coupling size and series.
  - 8.1.2 Serial Number (etched on all major components).
  - 8.1.3 Part Number and name of part (Refer to Ameridrives Sales Drawing).
  - 8.1.4 Sales Drawing Number (etched on the spacer).





A REGAL REXNORD BRAND

---

[www.ameridrives.com](http://www.ameridrives.com)

1802 Pittsburgh Avenue  
Erie, PA 16502  
814-480-5000