Installing Couplings

Flexible Coupling Types

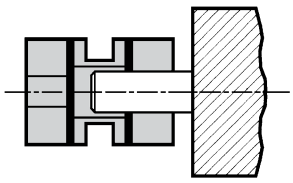
General instructions

1. Ensure that shafts are free of burrs, damage, or foreign matter, and can penetrate the bores.

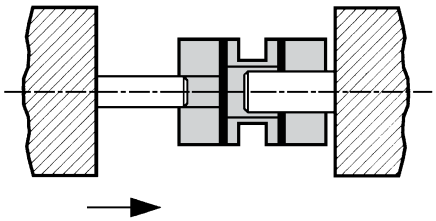
2. Install the coupling by holding the shaft and the related hub, rotating it back and forth as you progress it along the shaft.

3. Do not apply any forces that cause extension, compression or lateral displacement of the coupling beyond its permissible offsets.

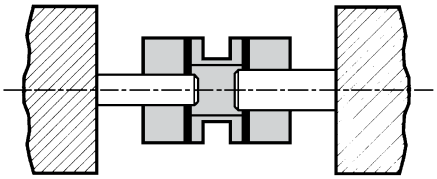
Normal installation



a) Position and secure the larger of the 2 shafts (if different) and progress the coupling onto it.



b) Progress the second shaft into the bore, taking care not to lever either shaft against the inner wall of the spacer.



c) Progress the coupling along the shafts to a position midway between the shaft terminations. Rotate the coupling to ensure it is not binding and is in its natural state, ie., neither extended nor compressed.

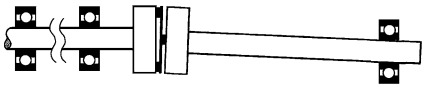
d) Align the second shaft with the first using a straight edge and feeler gauges or a dial indicator.

e) Secure the second shaft and re-check alignment. Final alignment must be within the permissible offsets.

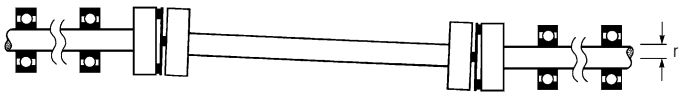
f) Secure one hub, tightening each screw alternately. Repeat for the second hub.

When to use single & two-stage couplings

Single-stage



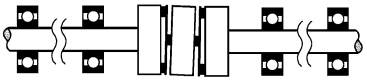
Example 1. With partially supported (1 bearing) shafts.



Example 2. With unsupported intermediate shafts.

Single-stage couplings are radially supportive and function as supplementary bearings. They are used when the connected shaft lacks a full complement of bearings.

Two-stage



Two-stage couplings are radially compliant and are used when both shafts are fully supported by bearings.

CAUTION

These are precision high couplings that have a limited range of permissible flexure. They can be damaged through careless handling. Avoid gratuitous flexure in any direction.

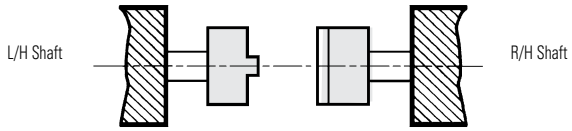
No axial forces are permitted across the membranes when fitting Huco-Flex M couplings. Keyways with interference fits are not recommended.

Bellows couplings are more tolerant of axial motion, but flexure beyond the permissible limits should be avoided.

Note: Bellows couplings do not provide the same level of radial support as Flex M when used with partially or wholly unsupported shafts. When essential for reasons of greater axial motion, use the 3-convolution type for these purposes.

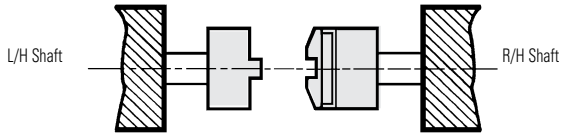
Sliding Disc type (Oldham)

Blind hub

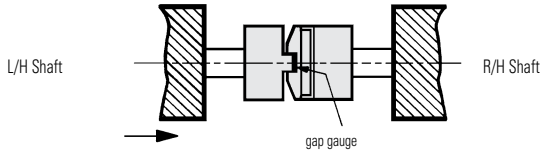


a) Slide hubs on to both shafts until fully seated and tighten screws.

b) Position and secure R/H shaft.



c) Seat disc fully on R/H hub.



d) Place a gap gauge flat against the bottom of the exposed slot in the disc and push the L/H hub into full engagement by manipulating the L/H shaft.

e) Align shafts within the permissible offsets and secure L/H shaft.

f) Check alignment and correct if necessary.

g) Remove gap gauge.

To fit a new disc, withdraw L/H shaft complete with hub and remove old disc. Repeat steps c) to g).

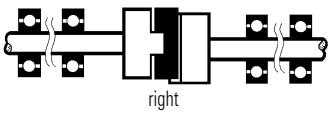
Gap gauges for all hub types

Coupling size		Gap gauge
	06, 09 & 13	0.05
	19 & 25	0.10
	33 & 41	0.15
	50 & 57	0.20

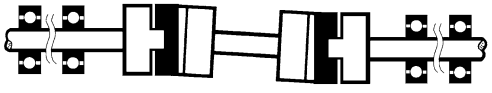
Clearances are set to allow for thermal shaft growth and / or end-float. Gaps may be increased, but total shaft movement should not exceed the values shown under *Axial Compensation* in the Performance Table.

Radial support

Shafts must be fully supported by 2 bearings and have minimal overhang. Oldham couplings cannot be used in pairs.

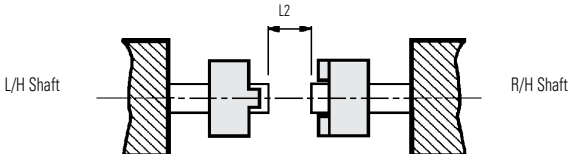


right



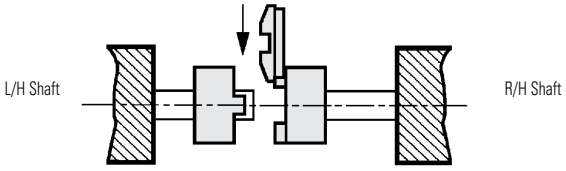
wrong

Thro' hub



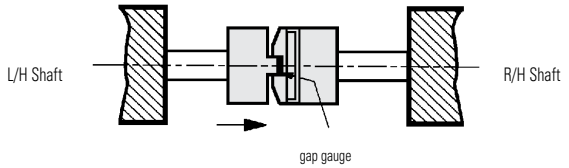
a) Slide hubs on to both shafts.

b) Align shafts to within the permissible offsets and position to leave *minimum* gap 2 between terminations. Secure both shafts, check alignment and correct if necessary.



c) Position R/H hub with inboard face flush with shaft termination and tighten screws.

d) Slide disc radially on to the tenons of the R/H hub. Ensure the disc is fully seated.



e) Place a gap gauge flat against the bottom of the exposed slot in the disc and push the L/H hub into full engagement.

f) Tighten fastening screws and remove gap gauge.

To fit a new disc, slacken the fastening screws on one hub and retract it along the shaft. Slide the old disc out radially and replace with the new. Repeat steps d) to f).

To retain shaft phasing, withdraw L/H shaft and repeat steps c) to g) as for Blind hub couplings.

Over-penetration of shafts can impair function of coupling with solid disc. Min shaft gap L2 must be observed. Specify thro' bored disc for near-butted shafts.

Coupling size	19	25	33	41	50	57
L2 min	7.2	9.2	12.0	15.3	18.4	21.2

Clamp hubs

To improve clamp action, apply a little grease under the head of the clamp screw.

Note: It is important that installed couplings are not end-loaded. To help avoid this, thro' bored hubs are recommended for shafts which have fixed axial locations such as face-mounted motors.

Installing Couplings

Beam Type

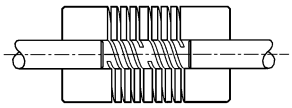
Relief Under The Beams

Most Multi-Beam couplings can be supplied with or without relief under the beams as shown in the diagrams below. When the drive or driven shafts extend under the beams relief is essential to ensure that the coupling remains flexible. Where non-relieved versions are used, shafts must not be allowed to penetrate under the beamed section of the coupling. Unless otherwise specified, relieved versions will be supplied.

Pilot Bores

Couplings can be supplied 'pilot bored' for opening out by the customer. Pilot bores are plain drilled holes, which are not produced with the same accuracy as finished machined bores. The largest bore provided in a pilot bored product is that needed to make the coupling flexible and this will always be larger than the minimum possible bore size 'B1' shown in the bore tables. For sizes 13 to 25, the pilot bore is also larger than the 'B2' minimum shown in the bore tables. Further details are available on request.

Non-Relieved



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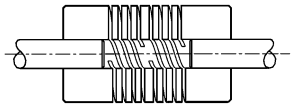

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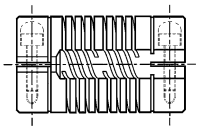

Relieved