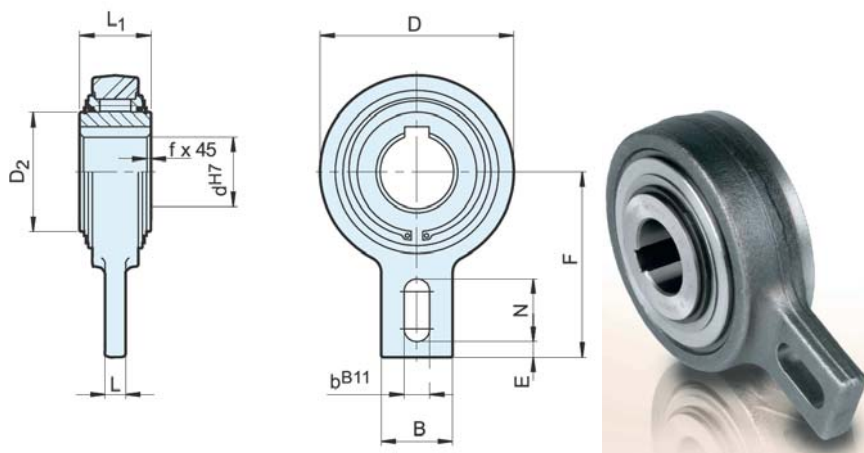


Installation and Maintenance Instructions Freewheel Type AV

To avoid premature failure of the freewheel or possible machine malfunction, installation of the freewheel should be carried out by suitably qualified personnel and according to the following instructions.

STIEBER will not accept liability in cases of non-compliance with these instructions!



Type	Size	Overrunning speed											Weight	Drag torque	
		d_{H7}^a (mm)	T_{Rk}^b (Nm)	n_{max} (min ⁻¹)	D	D ₂	L ₁	L	B	F	b ^{B11}	N			E
AV	20	265	450	83	42	35	12	40	90	15	35	5	0.8	1.3	18
	25	265	450	83	42	35	12	40	90	15	35	5	0.8	1.3	18
	30	1200	320	118	60	54	15	40	110	15	35	8	1	3.5	130
	35	1200	320	118	60	54	15	40	110	15	35	8	1	3.4	130
	40	1200	320	118	60	54	15	40	110	15	35	8	1	3.3	130
	45	2150	280	155	90	54	20	80	140	18	47	10	1	5.5	240
	50	2150	280	155	90	54	20	80	140	18	47	10	1	5.4	240
	55	2150	280	155	90	54	20	80	140	18	47	10	1	5.3	240
	60	2150	280	155	90	54	20	80	140	18	47	10	1	5.2	240
	70	2150	280	155	90	54	20	80	140	18	47	10	1	5.0	240
	80	2900	200	190	110	64	20	80	155	20	40	10	1.5	8.7	360
	90*	7125	150	260	160	90	25	120	220	-	-	-	3	24.5	360
	100*	7125	150	260	160	90	25	120	220	-	-	-	3	23.5	360
	110*	7125	150	260	160	90	25	120	220	-	-	-	3	22.5	360
	120*	11000	130	300	180	110	30	140	260	-	-	-	3	42	600

Prior to Installation:

The freewheels should be unpacked, and installed in a clean dry working environment.

The freewheeling direction should be checked prior to installation. (Reverse unit on shaft to change freewheeling direction.)

The inner race should be fitted to a shaft of h6 or j6 tolerance. Avoid axial loading of the outer race during fitting.

Installation:

Use a key to DIN 6885 sheet 1. The key must be the full length of the freewheel hub.

When installing the backstop, the inner race should be pressed on to the shaft.

Apply load evenly across the inner race to avoid distortion of the race.

During installation, apply load exclusively to the inner race. Avoid any axial loading of the outer race during fitting.

The torque is transmitted at the outer race by a reaction pin passing through the slot in the torque arm.

Ensure the torque reaction pin is correctly located.

The torque reaction pin must have a clearance of 1% to 2% of the pin diameter on each side of the pin.

After Installation:

After installation, ensure the unit freewheels in the required direction.

Lubrication and Maintenance:

Maximum stocking life: 1 year in a dry atmosphere. Should a unit be sitting on stock for more than 1 year, it should be re-lubricated.

The backstop is factory lubricated with Klüber Polyub WH 2 grease.

In dirty environment the backstop should be dismantled every two years, thoroughly cleaned with flushing oil and relubricated.

When re-lubricating, approximately 35% of the internal volume of the backstop should be filled with grease.

Excessive grease may inhibit the backstopping function.

Bearing grease with corrosion inhibitors and anti-ageing additives are acceptable.

Avoid grease with EP additives.

Grease should be of class 0 to 2.