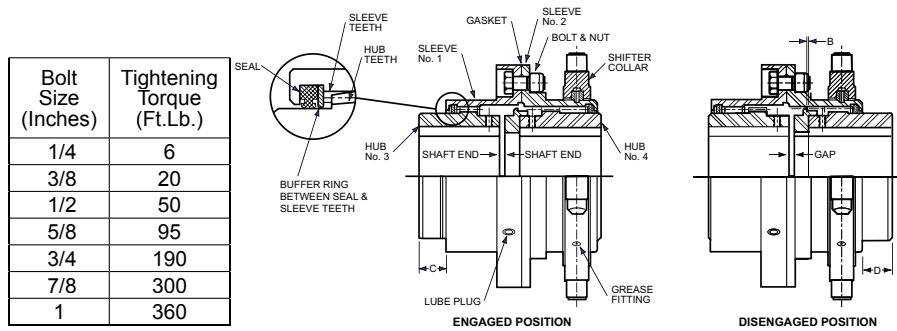


1. **Place Sleeve No. 1** over shaft which will be running when coupling is disengaged. Place Sleeve No. 2 with shifter collar over other shaft.
2. **Insert keys** in place.
3. **Install Hub No. 3** on shaft with Sleeve No. 1. Install hub with face flush with shaft end and shorter end of hub towards end of shaft.
4. **Install Hub No. 4** on shaft with face flush with short end and shouldered end of hub toward end of shaft.
5. **Use plastic oil-proof seating compound** to prevent leakage of lubricant around keys.
6. **Bring shafts together** and check gap between hubs at quarter points (90° apart). This can be done with tapered gauge or flat stock. It is important that this dimension be held and should be checked with shafts in the center of their total axial movement. For gap measurement refer to table.
7. **Align coupling** using a straight edge across hub diameters. (Also at quarter points.)
8. **Apply a small amount of grease** to both seals so they will slide easily over hub surface. Make sure seals are not crimped or bent over otherwise leakage of lubricant may occur.
9. **Smear grease** in and around hub teeth. Wood's suggests a grease complying to AGMA9001-B97.
10. **Clean flanges** thoroughly and install gasket.
11. **Draw sleeves together** making sure seals are properly seated.
12. **Insert bolts and tighten** to insure a tight seal between the flanges. See table for tightening torque.
13. **Yoke and lever assembly** is not normally furnished with coupling. These parts have to be fabricated by user and installed around shifter collar.
14. **Move sleeve assembly into position** shown on sketch and check dimension "C" given in table. Coupling is now in the engaged position. Shifter lever should be locked to hold this position.
15. **Unlock shifter lever** and move sleeve assembly until faces "B" butt together. Coupling is now in the disengaged position and should be locked to hold in place. With coupling disengaged dimension "D" should be shown in table. Rotate Hub No. 3 to insure coupling is properly disengaged.
16. **Yoke and lever assembly** should be firmly supported to avoid any binding action with shifter collar. Coupling should rotate freely with relation to shifter collar.
17. **Remove both lube plugs and fill coupling** with required amount of lubricant shown in table. Install lube plugs and tighten.
18. **Apply grease** thru grease fitting in shifter collar.



Bolt Size (Inches)	Tightening Torque (Ft.Lb.)
1/4	6
3/8	20
1/2	50
5/8	95
3/4	190
7/8	300
1	360

Size	1W	1½ W	2W	2½ W	3W	3½ W	4W	4½ W	5W	5½ W
Gap (Inches)	1/8	1/8	1/8	3/16	3/16	1/4	1/4	5/16	5/16	5/16
Lube Required	1.5 oz	2 oz	4 oz	6 oz	8 oz	12 oz	16 oz	22 oz	34 oz	44 oz
C (Inches)	3/4	1	1	1	1¼	1⅞	1¾	2⅞	2¼	2⅞
D (Inches)	11/16	7/8	15/16	1	1¼	1⅞	1¾	2⅞	2¼	2⅞

NOTE: COUPLINGS ARE POTENTIALLY DANGEROUS AS ARE ALL ROTATING BODIES AND SHOULD THEREFORE BE PROPERLY GUARDED.