

1. Place sleeve (2) on driver and driven shaft respectively, with seals and buffer rings installed , then insert keys in shaft keyseats.
2. Install hubs (1) on the shafts with faces flush with the shaft ends, and longer ends of the hubs facing each other. Use plastic oil proof sealing compound to prevent leakage of lubricant around key.
3. Bring shafts together and check gap between hubs at quarter points (90 degrees apart). This can be done with a tapered gage or flat stock. Check factory for specific gap setting.
4. Align coupling using proper alignment equipment.
5. Apply a small amount of grease to both seals (11) so they will slide easily over the hub surface. Make sure seals are not crimped or bent over, otherwise leakage of lubricant may occur.
6. Clean flanges of sleeve (2) and spacers (3) and (4).
7. Smear grease in and around the gear hub teeth (1).
8. Install spacer plate assembly (3,4,5,6,7,8,9,10,17 and 18) between sleeves and hubs. Make sure O-rings (10) are properly seated in their recess. Line up bushing holes in the sleeves and the spacer plates. When holes are aligned, install and tighten capscrews (12).
9. Install dowel pins (13) in sleeves. Drive pins in until flush with outside surface of the sleeve.
10. Install shear pins (15) with plate washers (19) so that necked down section of the pin is in the center between spacer plates. Tighten with locknuts (14). Install shear pin hole covers (16).
11. Remove lube plug and fill coupling with recommended lubricant. Recommended amounts of lubricant are listed in the table. After filling replace lube plugs.

Warning: OSHA regulations require that an approved coupling guard be installed before equipment is operated.

Bolt Size (Inches)	Tightening Torque (Ft. Lbs.)
1/4	6
5/16	12
3/8	20
1/2	50
5/8	95
3/4	190
7/8	300
1	360

Size	Lube Req'd.
1	1 1/2 oz.
1 1/2	2 oz.
2 1/2	6 oz.
3	8 oz.
4	1 lb.
4 1/2	1 3/8 lb.
5	2 1/8 lb.
5 1/2	2 3/4 lb.
6	3 lb.
7	4 3/4 lb.

