

Installation Instructions for Dodge Taper-Lock® Rigid Couplings

These instructions must be read thoroughly before installation or operation. This instruction manual was accurate at the time of printing. Please see dodgeindustrial.com for updated instruction manuals.

WARNING: To ensure the drive is not unexpectedly started, turn off and lock-out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury.

WARNING: All products over 25 kg (55 lbs) are noted on the shipping package. Proper lifting practices are required for these products.

INSTALLATION ON SHAFT:

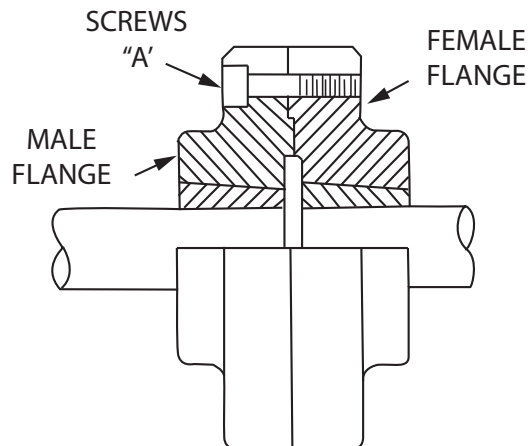


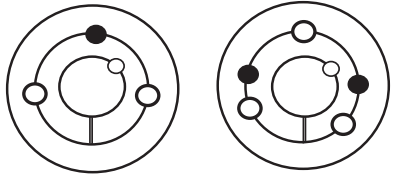
Figure 1 - Cut Away View

WARNING: Because of the possible danger to person(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed. Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided, and are neither provided by Dodge nor are the responsibility of Dodge. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

1. Read "To Install Bushing," steps 1 thru 3. Mount the female flange on the shaft end having the least length available. This leaves the longest shaft end for the male flange which requires more room to tighten the bushing.
2. Locate large end of bushing in female flange flush with end of shaft. Tighten bushing per steps 4 thru 6 under "To Install Bushing."
3. Mount male flange on the other shaft. Locate the small end of the bushing flush with the end of the shaft. Tighten bushing per steps 4 thru 6 under "To Install Bushing."
4. Locate and align shafts to bring coupling halves together. Pilot diameters and flange surfaces should mate fully against each other before bolting the flanges together.
5. A gap between the mating surfaces anywhere around the flanges indicates angular misalignment. Difficulty in mating the pilot diameter indicates parallel misalignment. Shafts should be aligned with a dial indicator to eliminate misalignment.
6. Insert and tighten screws "A" to the recommended torque given in Table 1. The screws are supplied with the male flange assembly. It is necessary that the shafts be free to move endwise when tightening screws. Using the screw to pull the flange together or into alignment without end float may pre-load the system and cause bearing problems or damage to the coupling.

Table 1 - Torque Values Screw "A"

Coupling No.	Qty.	Socket Head Capscrews	Part No.	Recommended Torque (in.-lbs.)
R16	4	3/8-16 × 1-1/4	417108	400
R25	5	1/2-13 × 1-1/2	417171	900
R30	6	5/8-11 × 1-3/4	417214	2000
R35	6	5/8-11 × 2-1/4	417223	2000
R40	6	3/4-10 × 2-1/4	417251	3350
R45	6	7/8-9 × 2-1/2	417273	5500
R50	7	7/8-9 × 2-3/4	417276	5500
R60	8	7/8-9 > × 2-3/4	417276	5500



1008 to 3030 3535 to 6050

- Insert Screws to Install
- Insert Screws to Remove

Figure 2 - Setscrew insertion

TO INSTALL BUSHING:

1. Clean shaft, bore and outside of bushing, and hub bore of all oil, paint and dirt. File away any burrs.
2. Insert bushing in hub. Match the hole pattern, not threaded holes (each hole will be threaded on one side only).
3. "LIGHTLY" oil setscrews and thread into those half-threaded holes indicated by ○ on Figure 2.
4. Alternately torque setscrews to recommended torque setting in Table 2.
5. To increase gripping force hammer face of bushing using drift or sleeve. (Do Not Hit Bushing Directly With Hammer) Re-torque Screws After Hammering.
6. Recheck screw torque after initial run-in, and periodically thereafter Repeat steps 4 & 5 if loose.

NOTE: Do not use worn hex key wrenches.

Coupling No.	Bushing No.	Qty.	Screws	Part No.	Recommended Torque (in.- lbs.)
R16	1615	2	3/8" Set Screws	400544	175
R25	2517	2	1/2" Set Screws	400548	430
R30	3030	2	5/8" Set Screws	400550	800
R35	3535	3	1/2" Cap Screws	417171	1,000
R40	4040	3	5/8" Cap Screws	417214	1,700
R45	4545	3	3/4" Cap Screws	417248	2,450
R50	5050	3	7/8" Cap Screws	417270	3,100
R60	6050	3	1 1/4" Cap Screws	411220	7,820

TO REMOVE BUSHING:

1. Remove all setscrews.
2. Insert setscrews in holes indicated by ● on Figure 2. Loosen bushing by alternately tightening setscrews.
3. To reinstall, complete all six (6) installation steps.

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