

# Instruction Manual for Dodge® Ribbed Rigid Couplings

These instructions must be read thoroughly before installation or operation.

**WARNING: To ensure that 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.**

1. Shaft diameters should be within commercial tolerances, straight, smooth and clean  
Butt and align the shafts that are to be connected.
2. Remove bolts from coupling and **discard temporary separators.**
3. Clean bore of coupling. Then with key in place install coupling so that it is centered over the junction of the shafts.
4. Insert bolts and tighten evenly until all are tight. Tighten each bolt to the torque specified in Table 1.

**NOTE: The coupling halves will not touch each other when the bolts are tightened to the torque specified. This is normal. Exceeding the specified torque may cause the castings to fracture, resulting in failure.**

Table 1 - Recommended Wrench Torque	
Shaft Size	Wrench Torque (Pound – Inches)
1 to 1-1/4	240
1-3/8 to 2	600
2-3/16 to 2-3/4	1200
2-15/16 to 3	2100
3-3/16 to 3-3/4	1980
3-15/16 to 4	3000
4-7/16 to 5-1/2	4200
5-15/16 to 7-1/16	6000

**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.

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