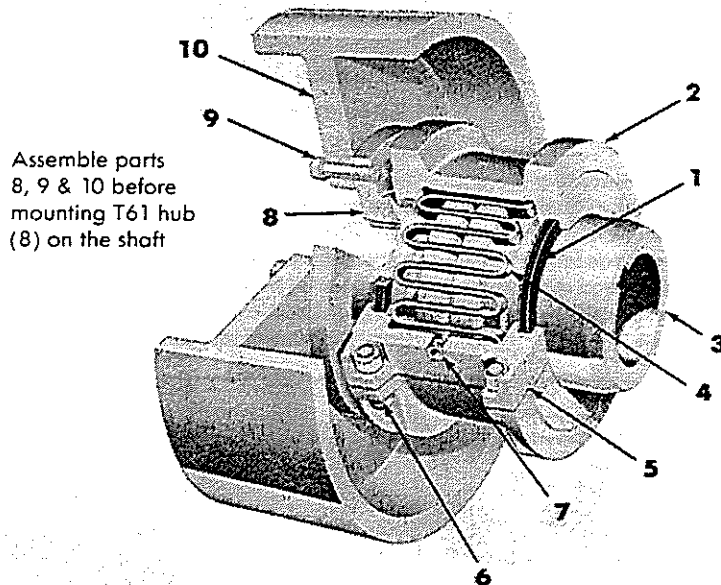
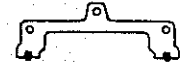


TYPE T61 BRAKEWHEEL COUPLINGS

COVER PROFILE
SIZES 150 and 160



Assemble parts
8, 9 & 10 before
mounting T61 hub
(8) on the shaft

PART NUMBERS

1. T10 Seal
2. T10 Cover
3. T Hub (Specify bore and keyway)
4. T Grid
5. T10 Gasket
6. T10 Cover Fasteners
7. Lube Plug
8. T61 Hub*
9. Flange Fasteners
10. T61 Brake Wheel*
11. T61 Hub/Brake Wheel*

Mount T61 hub/brakewheel (11) on shaft and then bolt on T61 hub (8)

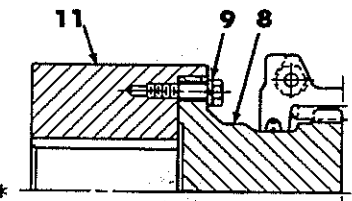


FIGURE 2

T61 hub/brakewheel design for small couplings and wheels

NOTE: Torque all fasteners to specifications in Table 1 on Page 2.

***WHEN ORDERING SPARE PARTS, SPECIFY TYPE T61 AND COUPLING SIZE AS SHOWN ON COUPLING COVER FOR T61 HUBS & BRAKEWHEELS, ALSO SPECIFY PART NUMBERS & M.O. OR COMPLETE DIMENSIONS**

INTRODUCTION — The Type T61 Brake Wheel Coupling is designed to operate in the horizontal position; consult Factory for vertical applications. The performance and life of the couplings depend largely on how you install and service them. Carefully follow the instructions in this manual for optimum performance and trouble free service.

IMPORTANT: The Brake Manufacturer is responsible for assembly and maintenance instructions for brake components.

PARTS IDENTIFICATION — All coupling parts have been assigned an identifying part number as shown above. When ordering parts, specify Type T61, the Coupling Size shown on the T10 Cover and the Part Number and Name specified above. Some covers have one external rib, others have two.

LIMITED END FLOAT — When electric motors, generators, engines, compressors and other machines are fitted with sleeve or straight roller bearings, limited axial end float kits are recommended for protecting the bearings. Falk Steelflex couplings are easily modified to limit end float; refer to Manual 428-820 for instructions.

LUBRICATION — Depending on the size of the coupling, cover halves have 1/8 or 3/8 NPT lube holes. Use a standard grease gun and lube fitting as instructed in Step 6 on Page 2. Adequate lubrication is essential for proper operation of the coupling. Check the coupling once a year and add lubricant if required. For extreme or unusual operating conditions, check more frequently.

LONG TERM GREASE (LTG) — Steelflex couplings initially lubricated with Falk LTG will not require re-lubrication until the connected equipment is stopped for servicing. Refer to Manual 428-010.

CAUTION

Consult applicable local and national safety codes for proper guarding of rotating members. Observe all safety rules when installing or servicing couplings. During assembly, seal keyways of oil lubricated couplings.

LUBRICANT SPECIFICATIONS — Refer to Manual 428-010 for recommended lubricants. The following specifications apply to lubricants for Falk couplings which are lubricated annually and operate within ambient temperatures of 0° to 150°F (–18° to +66°C). For temperatures beyond this range, consult the Factory.

Dropping Point — 300°F (149°C) or higher.

Consistency — NLGI No. 2 with worked penetration value in the range of 250° to 300°.

Separation and Resistance — Low oil separation rate and high resistance to separation from centrifuging.

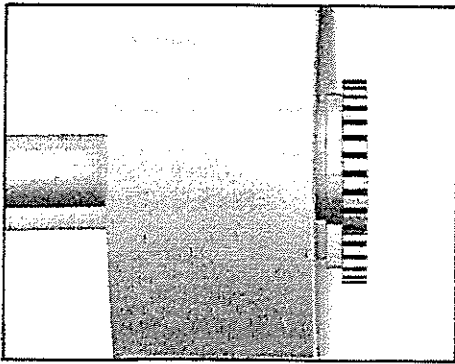
Liquid Constituent — To possess good lubrication properties ... equivalent to a high quality, well refined petroleum oil.

Inactive — Must not corrode steel or cause swelling or deterioration of synthetic seals.

Clean — Free from foreign inclusions.

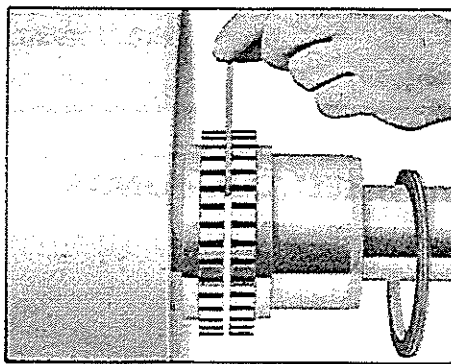
INSTALLATION — Lock out starting switch of prime mover. Clean all parts. It is recommended that the T61 Brake wheel be mounted on the DRIVEN SHAFT. All hubs are furnished for an INTERFERENCE FIT, without set screws. Heat hubs to a maximum of 275°F (135°C) to mount. If a torch is used, direct flame toward bore of hub. Do not apply flame directly to the grid-groove area. When using an oil bath, do not rest hub on bottom of container. Use an oil with a flash point of 350°F (177°C) or greater. Refer to Page 2 for detailed mounting instructions.

INSTALLATION OF TYPE T61 BRAKEWHEEL COUPLINGS



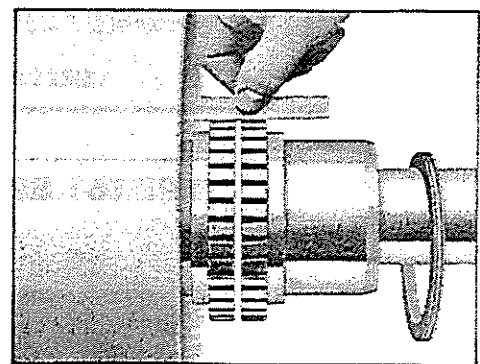
1 MOUNT HUBS, BRAKEWHEEL AND SEALS

Refer to Page 1 drawings for assembly instructions for Parts 8 thru 11. Heat interference fit shaft hubs per the installation instructions on Page 1 and then mount. After hubs cool, carefully stretch and roll the seal over the hub teeth into position.



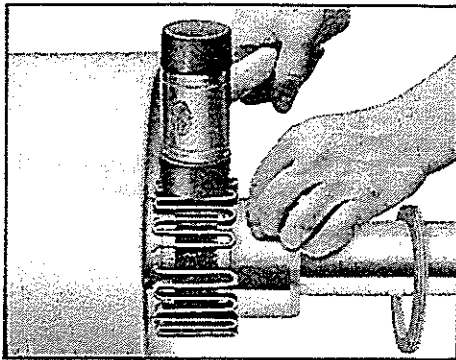
2 GAP AND ANGULAR ALIGNMENT

Use a spacer bar equal in thickness to the gap specified in Table 1. Insert bar, as shown above, to same depth at 90° intervals and measure clearance between bar and hub face with feelers. The difference in minimum and maximum measurements must not exceed the ANGULAR limit specified in Table 1.



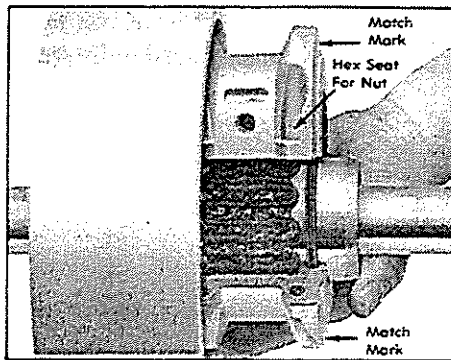
3 OFFSET ALIGNMENT

Align so that a straight edge rests squarely (or within the limits specified in Table 1) on both hubs as shown above and also at 90° intervals. Check with feelers. The clearance must not exceed the OFFSET limit specified in Table 1. Tighten all foundation bolts and repeat Steps 2 and 3. Realign coupling if necessary. NOTE: Use a dial indicator for more accurate alignment.



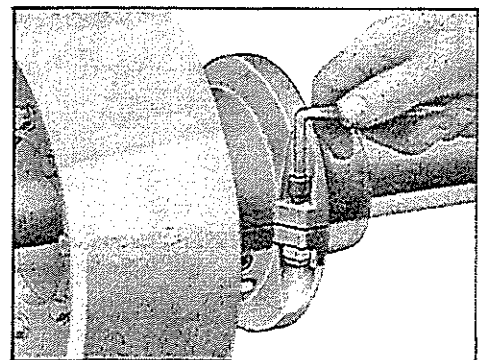
4 INSERT GRID

Pack gap and grooves with specified lubricant before inserting grid. When grids are furnished in two or more segments, install them so that all cut ends extend in the same direction; this will permit cover installation. Spread the grid slightly to pass it over the coupling teeth and seat with a soft mallet.



5 PACK WITH GREASE AND ASSEMBLE COVERS

Pack the spaces between and around the grid with as much lubricant as possible and wipe off excess flush with top of grid. Position seals on hubs to line up with grooves in cover. Position gaskets on flange of lower cover half (Sizes 150 and 160; block-up lower cover half into position) and assemble covers so that the match marks are on the same side. If coupling is to be used vertically, consult the Factory. Secure cover halves with fasteners and torque as specified in Table 1. Note that Sizes 20 thru 70 have a self-locking feature in the cover for the fastener nuts. For larger sizes, use two socket wrenches. CAUTION: Make certain lube plugs are installed before operating.



6 PERIODIC LUBRICATION — Remove lube plugs and insert lube fitting. Fill with recommended lubricant until an excess appears at an open hole. CAUTION: Make certain all plugs have been inserted after lubricating.

COUPLING DISASSEMBLY AND GRID REMOVAL

Whenever it is necessary to disconnect the coupling, remove the cover halves and grid. A round rod or screwdriver that will conveniently fit into the open loop ends of the grid is required. Begin at the open end of the grid section and insert the rod or screwdriver into the loop ends. Use the teeth adjacent to each loop as a fulcrum and pry the grid out radially in even, gradual stages, proceeding alternately from side to side.

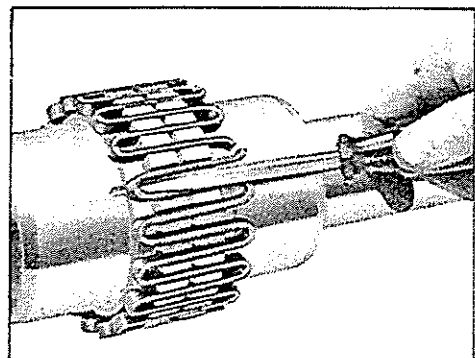


TABLE 1 INSTALLATION DATA* (Dimensions—Inches)

SIZE	GAP	Operating Alignment Limits*		Bolt Torque (lb-ft)		Lube Wt (lb)
		Offset (Max)	Angular (Max)	T10 Cover	Flange	
20T	.125	.005	.005	8	10	.06
30T	.125	.005	.005	8	10	.09
40T	.125	.005	.005	8	10	.12
50T	.125	.005	.005	17	21	.15
60T	.125	.010	.010	17	37	.19
70T	.125	.010	.010	17	37	.25
80T	.125	.010	.010	17	68	.38
90T	.125	.012	.012	17	137	.56
100T	.188	.012	.012	22	245	.94
110T	.188	.012	.012	22	245	1.1
120T	.250	.012	.012	54	380	1.6
130T	.250	.012	.012	54	567	2.0
140T	.250	.015	.015	54	742	2.5
150T	.250	.015	.015	54	330	4.2
160T	.250	.015	.015	54	330	6.2

* Align couplings within "Operating Alignment Limits" specified above. Exceeding these limits reduces coupling life.

* Refer to Bulletin 421-610 for maximum bores and Engineering 427-108 for re boring instructions.