How To Use This Manual

This manual provides detailed instructions on maintenance, installation, and parts identification. Use the table of contents below to locate required information.

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CAREFULLY FOLLOW THE INSTRUCTIONS IN THIS MANUAL FOR OPTIMUM PERFORMANCE AND TROUBLE FREE SERVICE.

Introduction

This manual applies to Falk Sizes 2R thru 80R Wrapflex couplings in Types R10, R31, and R35.

CAUTION: Consult applicable local and national safety codes for proper guarding of rotating members. Observe all safety rules when installing or servicing couplings.

WARNING: Lockout starting switch of prime mover and remove all external loads from drive before installing or servicing couplings.

WARNING: Operating temperature range is: -40°C (-40°F) to 95°C (200°F). Consult Factory on any application where the operating temperature is lower than 0°C (32°F) or greater than 65°C (150°F). Chemical and fluid exposure may also impact coupling performance. Consult Factory for chemical and fluid compatibility or refer to Manual 497-110.

Installation of Type R Wrapflex Couplings

Installation

Falk Wrapflex couplings require only standard mechanics tools for installation. Specifically, hex keys or hex head sockets, torque wrench, straight edge, and feeler gauges or dial indicator are required. Coupling Sizes 2R thru 50R are generally furnished for clearance fit with two setscrews, one over keyway and one at 90 degrees from the keyway. Coupling Sizes 60R thru 80R are furnished for interference fit with keyway and no setscrew as standard.

1 — Mounting Hubs

Lock out starting switch of prime mover. Clean all metal parts using a nonflammable solvent. Check hubs, shafts and keyways for burns. Deburr, if necessary.

IMPORTANT: Prior to mounting an R10 hub, place the cover on one shaft on which the R10 hub will be mounted.

CLEARANCE FIT HUBS — Do not heat clearance fit hubs. Install keys. Mount hubs with the hub flange face (R10 hubs) or hub register face (R31/R35 shaft hubs) flush with the shaft end, or as otherwise specified. Tighten the hub setscrew(s) to the specified torque (See Table 1 on Page 2). Position drives for approximate hub gap (R10 hubs — see Table 4 on Page 5) or distance between shaft ends (R31 or R35 spacer coupling) with minimum angular and offset alignment.

INTERFERENCE FIT HUBS — Heat hubs to a maximum of 135°C (275°F) using an oven, torch, induction heater or oil bath.

When an oxy-acetylene or blow torch is used, use an excess acetylene mixture. Mark hubs near the center of their length in several places on hub body with a temperature sensitive crayon, 135°C (275°F) melt temperature. Direct flame towards hub bore using constant motion to avoid overheating an area.

WARNING: If an oil bath is used, the oil must have a flash point of 177°C (350°F) or higher. Do not rest hubs on the bottom of the container. Do not use an open flame in a combustible atmosphere or near combustible materials.

Heat hubs as instructed above. Mount hubs as quickly as possible with the hub flange face (R10 hubs) or hub register face (R31/R35 shaft hubs) flush with the shaft end, or as otherwise specified. Allow hubs to cool before proceeding. Insert setscrew(s), if required, and tighten to specified torque (see Table 1). Position drives for approximate hub gap (R10 hubs – see Table 4) or distance between shaft ends (R31 or R35 spacer coupling) with minimum angular and offset alignment.
2 — Install Spacer Hub(s) (R31/R35 only)

Carefully position spacer hub(s) on register of shaft hub and fasten parts together. Torque flange fasteners to specification in Table 1.

Alignment — Maximizing Performance & Life

The performance and life of the coupling depends largely upon how it is installed and maintained. Before installing the coupling, check for soft foot and make certain that foundations of equipment to be connected meet manufacturer’s requirements. The use of stainless steel shims is recommended. Alignment is shown using spacer bar and straight edge. This practice has proven to be adequate for many industrial applications. However, for superior final alignment, the use of dial indicators, lasers, alignment computers or graphical analysis is recommended. Measuring misalignment and positioning equipment within alignment tolerances is simplified with an alignment computer. These calculations can also be done graphically or mathematically.

Falk’s Type R10, R31, and R35 Wrapflex couplings are not appropriate for limited end-float applications.

3 — Gap & Angular Alignment

Use a spacer bar equal in thickness to the gap specified in Table 4. Insert bar between hub teeth, as shown, to same depth at 90° intervals and measure clearance between bar and hub tooth face with feelers. The difference in minimum and maximum gap measurements must not exceed the ANGULAR installation limits specified in Table 4.
If a dial indicator is used, place it on one hub or shaft and take readings from the tooth gap face or other parallel face of the second hub. Both hubs MUST be rotated together to obtain accurate readings in this manner.

4 — Offset Alignment

Align so that a straight edge rests squarely (or within the limits specified in Table 4) on both hubs as shown at 90° intervals. Check with feelers. The clearance must not exceed the PARALLEL offset installation limits specified in Table 4.

If a dial indicator is used, place it on one hub and rotate that hub through 360° while taking readings from the flange outside diameter of the other hub. Best results are achieved by rotating both hubs together. Total indicator reading (TIR) must not exceed two times the installation limit specified in Table 4.

Tighten all foundation bolts and repeat the parallel offset, gap and angular alignment checks. Realign the coupling, if necessary.

5 — Combined Angular & Offset Alignment

The amount of angular misalignment will limit parallel offset misalignment capacity, and vice-versa. Refer to the “combined misalignment limits” graph on Page 6.

6 — Element Installation

Rotate one hub so that the teeth of both hubs are aligned axially. Spread apart the element so that it will fit over the hub teeth and “wrap” the element between the two hubs.

7 — Cover Installation

Move the cover alongside the element with the fastener hole of the cover approximately aligned with the locating slot on the element. A soft mallet may be needed to install the cover on larger size couplings.

If using a nylon cover, the cover’s locating key will engage the slot in the element when cover and element are properly aligned — this will aid in blind assembly. Push or tap the cover onto the element until it is centered axially on the element.

If using a steel cover, push or tap the cover onto the element and center the cover axially while making sure that the fastener holes on the cover and element are aligned. For the 2R-50R steel covers, use the flats on the O. D. of the steel cover as a visual aid to align the cover’s threaded hole with the slot and clearance hole of the element.

Install and tighten cover fasteners. DO NOT exceed tightening torque values specified in Table 1. For nylon covers, install fasteners until “snug tight” only. For steel covers, install fasteners until “snug tight” plus 1/8 turn.

CAUTION: Do not operate the coupling without the cover fasteners installed.

8 — Removal of R31/R35 Spacer Hub

Remove cover fasteners and slide cover off element to one side. Remove element. Remove all but two flange fasteners, opposite each other, on each shaft hub. While supporting one spacer hub (with slings or other device), loosen the remaining two fasteners about 6 mm (1/4-inch), no more. Tap the fasteners with a mallet to disengage the Wrapflex spacer hub from the shaft hub. Remove the final two fasteners, while still supporting the spacer hub, and lift out the spacer hub. Repeat for second spacer hub.

CAUTION: Spacer hub must be supported while removing flange fasteners to prevent it from falling.
9 — Installation Instructions For Hub With QD Bushing

For mounting of QD bushing and Falk Type R hub, refer to manufacturer’s installation instructions supplied with the QD Bushing.

Use factory supplied hardware (hex head cap screws and lock washers) only for mounting the QD bushing in the Falk Type R coupling hub. DO NOT use the hardware supplied with the QD Bushing.

**TABLE 2 — Type R10 Recommended Tightening Torque for QD Bushings (Inch Fasteners)**

<table>
<thead>
<tr>
<th>Coupling Size</th>
<th>QD Bushing</th>
<th>Hex Head Cap Screw</th>
<th>Tightening Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>5R</td>
<td>JA</td>
<td>#10-24 UNC x 1.00</td>
<td>60</td>
</tr>
<tr>
<td>10R</td>
<td>JA</td>
<td>#10-24 UNC x 1.00</td>
<td>60</td>
</tr>
<tr>
<td>20R</td>
<td>SD</td>
<td>.250-20 UNC x 1.00</td>
<td>108</td>
</tr>
<tr>
<td>30R</td>
<td>SD</td>
<td>.250-20 UNC x 1.00</td>
<td>108</td>
</tr>
<tr>
<td>40R</td>
<td>SF</td>
<td>.275-16 UNC x 1.25</td>
<td>360</td>
</tr>
<tr>
<td>50R</td>
<td>E</td>
<td>.500-13 UNC x 1.75</td>
<td>720</td>
</tr>
<tr>
<td>60R</td>
<td>J</td>
<td>.625-11 UNC x 2.50</td>
<td>1620</td>
</tr>
<tr>
<td>70R</td>
<td>J</td>
<td>.625-11 UNC x 2.50</td>
<td>1620</td>
</tr>
<tr>
<td>80R</td>
<td>M</td>
<td>.750-10 UNC x 3.00</td>
<td>2700</td>
</tr>
</tbody>
</table>

* Fasteners are SAE Grade 5.

**TABLE 3 — Type R10 Recommended Tightening Torque for QD Bushings (Metric Fasteners)**

<table>
<thead>
<tr>
<th>Coupling Size</th>
<th>QD Bushing</th>
<th>Hex Head Cap Screw †</th>
<th>Tightening Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>5R</td>
<td>JA</td>
<td>M5 x 0.8 x 25mm</td>
<td>7</td>
</tr>
<tr>
<td>10R</td>
<td>JA</td>
<td>M5 x 0.8 x 25mm</td>
<td>7</td>
</tr>
<tr>
<td>20R</td>
<td>SD</td>
<td>M6 x 1.0 x 25mm</td>
<td>12</td>
</tr>
<tr>
<td>30R</td>
<td>SD</td>
<td>M6 x 1.0 x 25mm</td>
<td>12</td>
</tr>
<tr>
<td>40R</td>
<td>SF</td>
<td>M10 x 1.5 x 35mm</td>
<td>41</td>
</tr>
<tr>
<td>50R</td>
<td>E</td>
<td>M12 x 1.75 x 45mm</td>
<td>81</td>
</tr>
<tr>
<td>60R</td>
<td>J</td>
<td>(Refer to the Factory)</td>
<td></td>
</tr>
<tr>
<td>70R</td>
<td>J</td>
<td>(Refer to the Factory)</td>
<td></td>
</tr>
<tr>
<td>80R</td>
<td>M</td>
<td>(Refer to the Factory)</td>
<td></td>
</tr>
</tbody>
</table>

† Fasteners are ISO 8,8 DIN 933. Washers are DIN 1278.

10 — Blind Assembly

The term blind assembly refers to the ability to complete the assembly or connection of the coupling components without being able to actually see the coupling. Wrapflex couplings may be blind or axially assembled within motor adapters or bell housings.

**Instructions**

1. Mount both hubs on their respective shafts with the shaft ends flush with the end of the hub faces, unless instructed otherwise. Double-check the spacing of the assembly to be sure the required coupling hub face gap will be achieved when assembled.

2. Mount the cover onto the flexible element, making certain to tighten both cover fasteners. Make certain the element split is not overlapping, and position the assembled cover/element assembly onto the lower of the two hubs if a vertical assembly, or on the hub within the bell housing or motor adapter for horizontal arrangements.

3. Bring the motor shaft hub axially into engagement with the element until the teeth seat within the element and the motor or bell housing adapter pilot is properly seated. Wrapflex hubs have a slightly tapered lead to facilitate this engagement. Complete the assembly by torquing the motor to the bell housing or motor adapter with the proper fasteners.
11 — Preventive Maintenance & Element Replacement

A periodic visual inspection of the element should be performed with the equipment shut down and locked out. Without removing the cover, check for element wear debris or cracks in the side of the element just underneath the cover. If wear debris or cracks are noted, the following maintenance procedure should be performed.

1. Remove the cover and element and inspect the element for wear. Replace the element if wear exceeds 10% of the tooth thickness or cracks have appeared with one of the following characteristics:
   a. One or more cracks have broken through to the O.D. of the element, such that splitting or separation of the element web is imminent.
   b. One or more cracks extend the full thickness of a tooth.

2. Check the alignment before re-installing or replacing the element. Excessive or rapid element wear is generally an indication of coupling misalignment. If alignment is not within the installation limits specified in Table 4, re-align the coupling according to the alignment instructions.

3. Check the tightening torque of all fasteners.

If it is not possible to perform a periodic visual inspection, the user should consider removing and inspecting the element on an annual basis or other schedule, depending on the need to avoid unscheduled breakdowns or work stoppages.

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**TABLE 4 — Alignment, Installation, & Operating Limits ★**

<table>
<thead>
<tr>
<th>SIZE</th>
<th>Distance Between Shaft Ends (BE)</th>
<th>Installation Limits</th>
<th>Operating Limits</th>
<th>Allow Speed (rpm)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>mm</td>
<td>Inch</td>
<td>Max</td>
<td>Max</td>
</tr>
<tr>
<td>2R</td>
<td>16.5</td>
<td>.65</td>
<td>.025</td>
<td>.010</td>
</tr>
<tr>
<td>3R</td>
<td>18.5</td>
<td>.73</td>
<td>.025</td>
<td>.010</td>
</tr>
<tr>
<td>4R</td>
<td>19.5</td>
<td>.77</td>
<td>.025</td>
<td>.010</td>
</tr>
<tr>
<td>5R</td>
<td>20.0</td>
<td>.78</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>10R</td>
<td>24.0</td>
<td>.94</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>20R</td>
<td>32.0</td>
<td>1.26</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>30R</td>
<td>36.0</td>
<td>1.42</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>40R</td>
<td>47.0</td>
<td>1.85</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>50R</td>
<td>61.0</td>
<td>2.39</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>60R</td>
<td>75.4</td>
<td>2.97</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>70R</td>
<td>94.4</td>
<td>3.71</td>
<td>.050</td>
<td>.020</td>
</tr>
<tr>
<td>80R</td>
<td>96.8</td>
<td>3.82</td>
<td>.050</td>
<td>.020</td>
</tr>
</tbody>
</table>

★ Angular misalignment is dimension “X” minus “Y”. Parallel misalignment is distance “P” between the hub center lines.

★ BE” dimension tolerance is 10% of “Normal Gap” listed. Hubs can be mounted for shorter than standard BE lengths, as long as shaft ends do not extend into “Gap” and keys do not extend beyond barrel of hub into tooth space. Stake key(s) in place for an interference fit without setscrew. Overhanging hubs is not recommended.
Parts Identification

All coupling parts have identifying part numbers as shown below.

PART NUMBER LOCATION

**TYPE R10**

ORDER INFORMATION

1. Identify part(s) required by name above.
2. Furnish the following information.
   
   **EXAMPLE:**
   
   Coupling Size: 30
   Coupling Type: R10
   Model:
   Cover Type:
   Nylon (Std.)
   Steel/Epoxy
   Bore: 2.000
   Keyway: .500 x .250

PART DESCRIPTION

1. Cover
2. Hubs (2) – Specify bore and keyway
3. Element
4. Cover Fasteners (2) — Supplied with Element
Parts Identification
All coupling parts have identifying part numbers as shown below.

PART NUMBER LOCATION

ORDER INFORMATION
1. Identify part(s) required by name above.
2. Furnish the following information.

EXAMPLE:
Coupling Size: 30
Coupling Type: R31
Model:
Cover Type: Nylon (Std.)
Steel/Epoxy
Bore: 2.000
Keyway: .500 x .250
Distance between Shaft Ends (BE): 7.250
Spacer Hub “C” Length: 2.9663
(Specify two “C” length values if spacer hubs are not equal length)

PART DESCRIPTION
1. Cover
2. Shaft Hubs (2) — Specify bore and keyway
3. Element
4. Cover Fasteners (2) — Supplied with element
5. Spacer Hubs (2) — Specify BE & “C” length
6. Flange Fasteners & Lock Washers
Parts Identification

All coupling parts have identifying part numbers as shown below.

PART NUMBER LOCATION

TYPE R35

ORDER INFORMATION

1. Identify part(s) required by name above.
2. Furnish the following information.

   EXAMPLE:
   - Coupling Size: 30
   - Coupling Type: R35
   - Model:
     - Cover Type:
       - Nylon (Std.)
       - Steel/Epoxy
   - Bore: 2.000
   - Keyway: .500 x .250
   - Distance between Shaft Ends (BE): 5.000
   - Spacer Hub "C" Length: 3.6327

PART DESCRIPTION

1. Cover
2. Shaft Hub (1) – Specify bore & keyway
3. R10 Hub (1) – Specify bore and keyway
4. Element
5. Cover Fasteners (2) — Supplied with Element
6. Spacer Hub (1) – Specify BE & "C" Length
7. Flange Fasteners & Lock Washers