

1. MOUNTING ON SHAFT

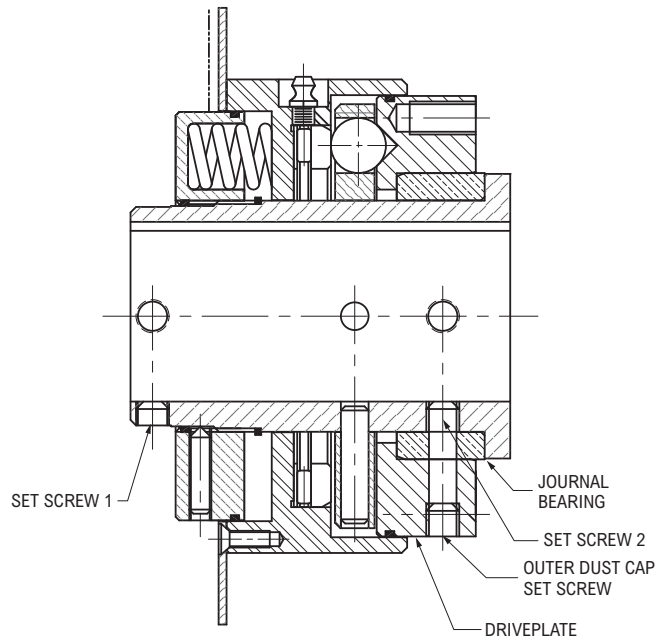
1a. (see Fig. 1)

Unless otherwise specified by customer, standard-bore units are furnished for clearance fit. The clearance allows for easy installation and positioning by carefully pushing or lightly tapping the unit in place on the shaft (Note: Use soft hammer only). We recommend applying an anti-seize agent to the shaft to aid in installation and future removal.

When properly positioned and aligned, secure the unit to the shaft by tightening either or both of the two (2) sets of set screws. Engagement of shaft with the torque limiter hub dictates which set of set screws to use. Although total penetration of shaft through the hub isn't necessary, safely transmitting maximum torque of the unit requires shaft and shaft key engagement with a length of at least one-and-one-half times the shaft diameter.

Special note for two (2) set screws accessed through drive plate: the outer set screws threaded into the drive plate act as a dust cap to exclude dirt and contaminants. It is imperative that the inner set screws threaded into the hub be tight and should not be replaced by one of longer length. Failure to meet these conditions could cause damage to the journal bearing or prevent the torque limiter disengagement. These set screws should be removed if not used.

Fig. 1 — Mounting Components

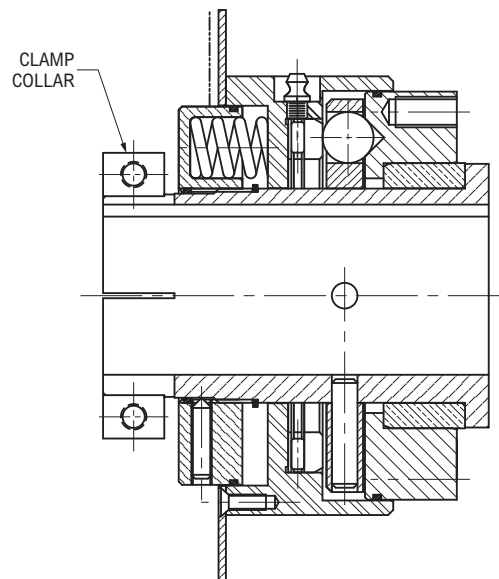


1b. (see Fig. 2)

Unless specified otherwise by customer, standard-bore units are furnished for clearance fit. The clearance allows for easy installation and positioning by carefully pushing or lightly tapping the unit in place on the shaft (Note: Use soft hammer only). We recommend applying an anti-seize agent to the shaft to aid in installation and future removal.

When properly positioned and aligned, secure the unit to the shaft by tightening either or both of the two-piece clamp collars. Engagement of shaft with the torque limiter hub dictates which clamp collar to use. Although total penetration of shaft through the into hub isn't necessary, safely transmitting maximum torque of the unit requires shaft and shaft key engagement length of at least one-and-one-half times the shaft diameter.

Fig. 2 — Mounting Components



Clamp collars also available on drive or both ends.

2. TORQUE SETTING ADJUSTMENT

Units that have a torque setting specified by the customer at the time of ordering are shipped from the factory calibrated to that setting. Units supplied for torque setting "By Customer" may be field calibrated after installation by use of the following trial-and error method (Units may also be adjusted to a quantitative set point using a bench-test method. Consult factory for details).

Loosen the set screws in the adjusting nut. Using a spanner wrench or properly fitted round bar, back off the adjusting nut to decrease the spring force. This action will place the torque at a minimum setting. Be careful not to lose the inner o-ring seal from its seating while turning the adjusting nut. Now attempt to start the drive. The torque limiter should disengage, indicating that the unit is adjusted below the required setting. Now begin a series of torque adjustments by tightening the adjusting nut a fraction of a turn followed by attempting to start the drive. You will eventually reach a point where the machine will run without disengaging the torque limiter. Tighten the adjusting nut set screws. The torque limiter is now set to transmit the starting torque (normally the highest torque the machine must endure) as well as to protect the machine from damaging torque overloads.

Note: Adjusting torque to a high setting may require removing the sensor actuating plate temporarily to access the barring holes. Also, before calibration, you may need to remove the adjusting nut to add or subtract springs depending on the required torque range. Consult factory for assistance.

3. MAINTENANCE

The torque limiter is supplied with the proper amount of synthetic grease applied and therefore requires no initial lubrication by the customer. All units include a grease fitting and may be re-lubricated at intervals corresponding with other components and bearings in the drive train. Any commercial grade of synthetic grease is acceptable and compatible. External corrosion of steel components may be inhibited by application of grease or light oil to their phosphated surfaces.

The information given in this brochure is believed to be correct at the time of printing, but due to continuing development of our products we reserve the right to make changes at any time, without prior notice.

Fig. 3 — Torque Setting Components

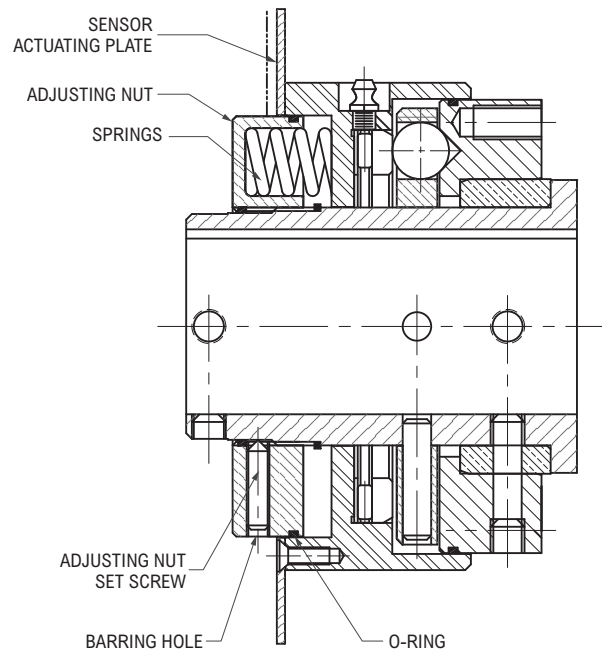


Fig. 4 — Maintenance Procedures

