BALDOR • MASKA

MASKA " STARFLEX " JAW COUPLING INSTALLATION

DANGER!

Before proceeding to assembly, operation and maintenance of the coupling you have to be made sure that the entire drive train is protected against unintentional engagement. You can be seriously hurt by rotating parts.

Jaw hubs and elastomers come in many sizes and types. First, determine the size and type of components being used. Remove all components from their boxes and loosely assemble the coupling on any convenient surface. Also, check the maximum RPM values in table 2.

1. Inspect all coupling components and remove any protective coating or lubricants from bores, mating surfaces and fasteners. Remove any existing burr, etc., from the shafts.

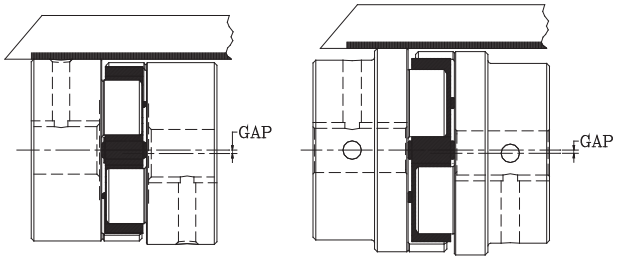
2. Slide one coupling hub onto each shaft, using keys where required. Keys should fit snugly.

3. Position the hubs on the shafts to approximately achieve the "C" dimension shown in table 2. refer to figure 3. It is usually best to have an equal length of shaft extending into each hub. Tighten one hub in its final position using the set screw tightening torque given in table 1.

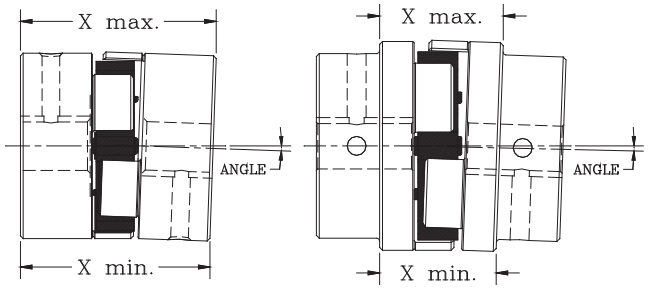
4. If possible, slide the other hub far enough back on the shaft to install the elastomer. If hub cannot be slide back, or if "blind" assembly is required, tighten second hub on shaft and bring equipment together approximately achieving the "C" dimension shown in table 2.

5. Check parallel alignment by placing a straight edge across the two coupling hubs, and measuring the maximum offset at various points around the periphery of the coupling without rotating the coupling. If the maximum offset exceeds the value in table 2, realign the shafts. See figure 1.

6. Check angular alignment with a micrometer, vernier or caliper. Measure "X" from one hub to the other at intervals around the coupling. See "X" in figure 2. Determine the maximum and minimum dimensions without rotating the coupling, the difference of these two measurements must be less than the angular value in table 2. If a correction is necessary, be sure to recheck the parallel alignment.



PARALLEL MISALIGNMENT
FIGURE 1



ANGULAR MISALIGNMENT
FIGURE 2

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Table 1 Tightening Torque for set screw.

Part No.	Set Screw		
	Qty.	Size & Length	Tightening Torque in.-lbs
L035	1	#6-32UNC x 1/8“	7
L050	1	¼-20UNC x 3/16“	45
L070	1	¼-20UNC x 1/4“	78
L075	1	¼-20UNC x 3/8“	78
L090	1	¼-20UNC x 3/8“	78
L095	2	5/16-18UNC x ¼“	80
L099	2	5/16-18UNC x 3/8“	150
L100	2	5/16-18UNC x 3/8“	150
L110	2	3/8-16UNC x 5/16“	225
L150	2	3/8-16UNC x 1/2“	260
L190	2	1/2-13UNC x 1/2“	540
L225	2	1/2-13UNC x 1/2“	540

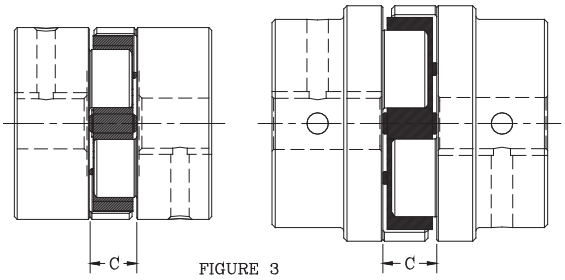

FIGURE 3

Table 2 Maximum RPM and allowable misalignment

Part No.	Type	Max.[1] RPM	C Inch	Allowable Misalignment, inch (at 3600 RPM or lower)					
				NBR or Urethane		Hytrel		Bronze	
				Parallel	Angular[2]	Parallel	Angular[2]	Parallel	Angular[2]
L035	1	31000	0,281	0,015	0,01	N/A	N/A	N/A	N/A
L050	1	18000	0,469	0,015	0,018	0,015	0,012	0,01	0,012
L070	1	14000	0,5	0,015	0,022	0,015	0,012	0,01	0,012
L075	1	11000	0,5	0,015	0,03	0,015	0,015	0,01	0,015
L090	1	9000	0,5	0,015	0,035	0,015	0,018	0,01	0,018
L095	1	9000	0,5	0,015	0,035	0,015	0,018	0,01	0,018
L099	1	7000	0,75	0,015	0,04	0,015	0,022	0,01	0,022
L100	1	7000	0,75	0,015	0,04	0,015	0,022	0,01	0,022
L110	1	5000	0,875	0,015	0,055	0,015	0,03	0,01	0,03
L150	1	5000	1	0,015	0,065	0,015	0,033	0,01	0,033
L190	2	5000	1	0,015	0,075	0,015	0,04	0,01	0,04
L225	2	4200	1	0,015	0,085	0,015	0,044	0,01	0,044

1. Maximum RPM for bronze spiders is 250 RPM regardless. Maximum speed for hytrel spiders size L070 -L100 is 3600 RPM.
2. Angular misalignment is the difference between X and X max.(Refer to figure 1 and 2)