

Fitting:

Power is transmitted by means of contact pressure and friction between the functional surfaces. It is therefore very important to carefully check the condition of the contact surfaces (refer point 1) and to properly tighten the Locking Screws.

1. All contact surfaces, including threads and heads of the locking screws, have to be clean and are to be covered with an oil film. Shaft, hub and Locking Assembly are to be assembled in this condition.
2. Tighten locking screws lightly and position hub.
3. Tighten locking screws evenly crosswise up to the nominated tightening torque.
4. Re-check the tightening torque of the locking screws all the way round. When no screw can be tightened further with the torque wrench set to the tightening torque M_A , the fitting process is completed.

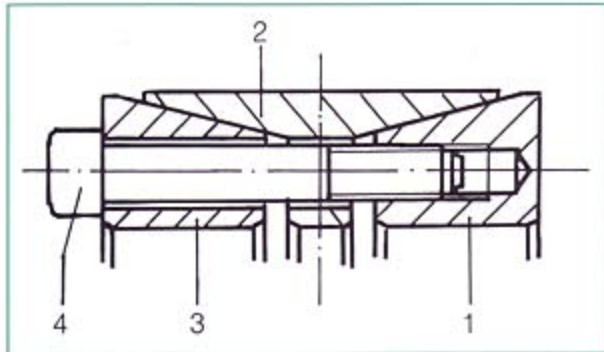


Fig. 1

- 1 = Rear thrust ring
- 2 = Outer ring
- 3 = Front thrust ring
- 4 = Locking screw

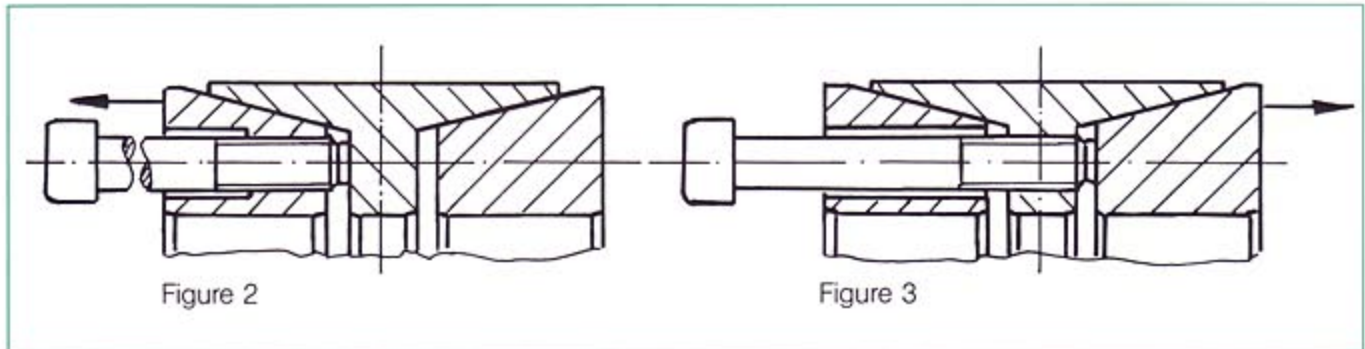
Prior to fitting, used Locking Assemblies have to be cleaned and lightly oiled and then to be re-assembled as shown in figure 1.

When re-assembling, it is important to make sure that the thrust rings and the outer ring are properly positioned to each other. All threaded holes of the rear thrust ring (1) are to be in line with the through holes of the web of the outer ring (2) and the front thrust ring (3).

Removal:

Sequence of removal:

1. Remove plugs.
 - 1.1 Loosen all screws several turns.
2. Remove screws adjacent to the puller threads and screw them into these threads.
 - 2.1 The front thrust ring is released by jacking the screws against the web of the outer ring (figure 2).
 - 2.2 Similarly the rear thrust ring is released as per figure 3.



3. Pull or push hub and Locking Assembly off the shaft. The jacking screws should only be taken out after the Locking Assembly has been removed completely.

Undamaged Locking Assemblies are to be dis-assembled and cleaned before being re-used.

Damaged Locking Assemblies can be re-used by completing them with appropriate spare-parts.