



TAPER-LOCK BUSHING

INSTALLATION

1. Before installing the bushing, polish the following components:
 - a. Surface of shaft
 - b. Bore of the bushing
 - c. Tapered inside diameter of the Taper-Lock hub
 - d. Tapered outside diameter of the Taper-Lock bushing

Remove all burrs and foreign material. Any particles left on the mating surfaces may cause improper installation.

Note: Do not lubricate mating surfaces.

2. Being careful not to damage bore or hubs, slip shaft into pulley.
3. Slide bushings onto shaft and into hubs. Oil thread point of set screws or thread and under head of capscrews. Place screws loosely in the holes that are threaded on the hub side.
4. Locate shaft in position desired and hand tighten screws in each bushing slightly so that bushings are snug in hubs.
5. Select one bushing and tighten the screw furthest from the bushing split line to approximately 25-50% of the recommended torque. Similarly tighten remaining screws in an alternating pattern while checking that the bushing surface at the split line remains even. After partially tightening all screws, repeat this process tightening screws to the full recommended torque.

Bushings require impact drifting to achieve full clamping force to the shaft. Drifting is accomplished by holding a blunt metal bar perpendicular to the bushing face while briskly striking the bars opposite end with a hammer. To avoid bushing damage, do not directly strike the bushing with the hammer and position the bar away from bushing edges. The first strike should be opposite the bushing split, then a strike on both sides 90 degrees away and finally strikes near both sides of the bushing split line. Hammer weight should increase with bushing size. A typical 16oz hammer is recommended up to 3030 bushings. 3535 to 5050 bushings a 32oz hammer is recommended. Larger bushings a 3lb sledge hammer is recommended.

After drifting, retorque all screws to recommended torque. If screws require more than a quarter turn during retorquing repeat the drifting and retorque process. Check to make sure the surface on both sides of the split is even. Fill the other holes with grease to exclude dirt.

6. Tighten the second bushing per Step 5.

REMOVAL

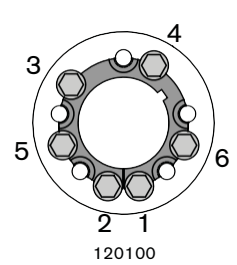
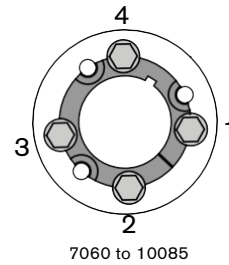
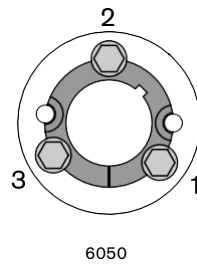
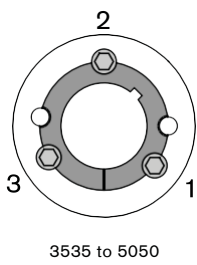
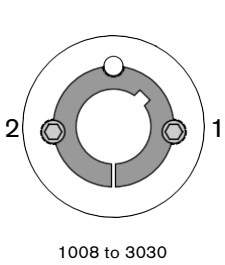
1. Remove all capscrews.
2. Insert screws in holes that are threaded on bushing side. In sizes where washers are found under screw heads, be sure to use these washers. Note that one screw in each hub is left over and is not used for removal.
3. Tighten screws alternately until bushings are loosened in hubs. If bushing does not loosen immediately, tap on bushing with soft hammer.

MAINTENANCE

For the first month of operation, inspect bushings and capscrews for proper seating at least once a week and thereafter during periodic shutdowns.

RECOMMENDED WRENCH TORQUE

HUB	BUSHING #	NUMBER OF SCREWS	CAP SCREW SIZE	SET SCREW SIZE	WRENCH TORQUE (IN-LBS)
W12	1008	2	½-	1/4 - 20NC x 1/2	55
W16	1610	2	-	3/8 - 16NC x 5/8	175
W16	1615	2	-	3/8 - 16NC x 5/8	175
SZ06	2012	2	-	7/16 - 14NC x 7/8	280
W25	2517	2	-	1/2 - 13NC x 1	430
W25	2525	2	-	1/2 - 13NC x 1	430
F30	3020	2	-	5/8 - 11NC x 1-1/4	800
WA30	3030	2	-	5/8 - 11NC x 1-1/4	800
K35	3535	3	1/2 - 13NC x 1-1/2	-	1,000
K40	4040	3	5/8 - 11NC x 1-3/4	-	1,700
K45	4545	3	3/4 - 10NC x 2	-	2,450
K50	5050	3	7/8 - 9NC x 2-1/4	-	3,100
K60	6050	3	1-1/4 - 7NC x 3-1/2	-	7,820
K70	7060	4	1-1/4 - 7NC x 3-1/2	-	7,820
K80	8065	4	1-1/4 - 7NC x 3-1/2	-	7,820
K100	10085	4	1-1/2 - 6NC x 4-1/2	-	13,700
K120	120100	6	1-1/2 - 6NC x 4-1/2	-	13,700



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