

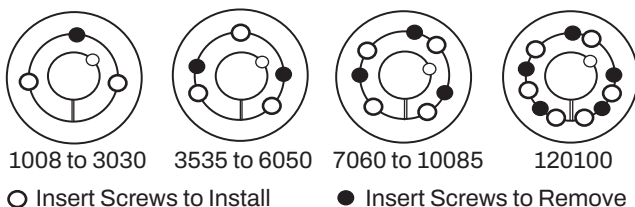
Taper-Lock® Bushing

These instructions must be read thoroughly before installation or operation. This instruction manual was accurate at the time of printing. Please see dodgeindustrial.com for updated instruction manuals.

WARNING: To ensure the drive is not unexpectedly started, turn off and lock-out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury.

WARNING: All products over 25 kg (55 lbs) are noted on the shipping package. Proper lifting practices are required for these products.

INSTALLATION



1. Clean shaft, bore of bushing, outside of bushing and hub bore of all oil, paint and dirt. File away burrs.
2. Insert bushing into hub. Match the hole pattern, non-threaded half holes with threaded half holes (each complete hole will be threaded on one side only).
3. "Lightly" oil setscrews and thread into those half-threaded holes indicated by ○ on above diagram.

CAUTION: Do not lubricate the bushing taper, bushing bore, hub taper or the shaft. Doing so could result in breakage of the product.

4. Position assembly onto shaft allowing for the small axial movement which will occur during lightening procedure.
5. Alternately torque setscrews to recommended torque setting in chart below.

CAUTION: Do not use worn hex key wrenches. Doing so may result in a loose assembly or may damage screws.

WARNING: Because of the possible danger to person(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed. Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided, and are neither provided by Dodge® nor are the responsibility of Dodge. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

- To increase gripping force, lightly hammer face of bushing using drift or sleeve. (Do not hit bushing directly with hammer.)
 - Re-torque screws after hammering.
- CAUTION: Where bushing is used with lubricated products such as chain, gear or grid couplings be sure to seal all pathways (where lubrication could leak) with RTV or similar material.**
- Recheck screw torques after initial run-in, and periodically thereafter. Repeat steps 5, 6 and 7 if loose.

TO REMOVE

- Remove all screws.
- Insert screws in holes indicated by ● on drawing. Loosen bushing by alternately tightening screws.

NOTE: If two bushings are used on the same component and shaft, fully tighten one bushing before working on another. When installing bushing in sintered steel product (sheave,coupling, etc.) follow torque recommendation shown on product hub if present.

Recommended Installation Wrench Torque		
Bushing No.	Lb.-In.	Nm
1008	55	6,2
1108	55	6,2
1210	175	19,9
1215	175	19,9
1310	175	19,9
1610	175	19,9
1615	175	19,9
2012	280	31,8
2517	430	48,8
2525	430	48,8
3020	800	90,8
3030	800	90,8
3525	1000	114
3535	1000	114
4030	1700	193
4040	1700	193
4535	2450	278
4545	2450	278
5040	3100	352
5050	3100	352
6050	7820	888
7060	7820	888
8065	7820	888
10085	13700	1556
12010	13700	1556

NOTE: When using Taper-Lock bushings with conveyor pulleys, refer to the Dodge Instruction Manual for Taper-Lock, H.E. , and QD Conveyor Pulley Bushings.

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