



# Dura-Flex® Coupling Metric Installation Instructions

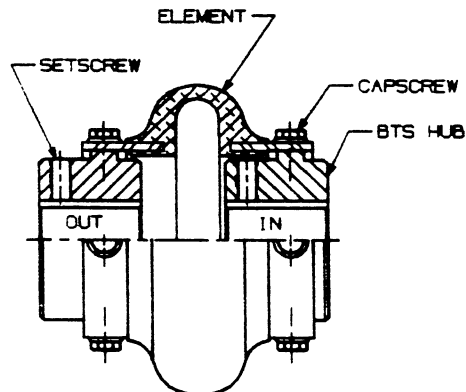
## WARNING

Coupling **must** be guarded, both to prevent any contact with the rotating parts and to contain the coupling components should they fail. Failure to use adequate guards may result in injury to personnel in the area of the coupling.

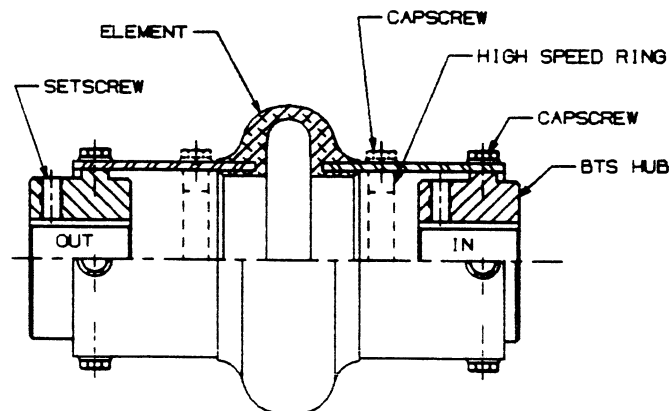
**TABLE 1- Fastener Torque Values and Maximum RPM**

Basic Size	Element Cap Screw Torque (Nm)	Maximum RPM	
		Standard	Spacer*
WE2	23	7500	7500
WE3		7500	7500
WE4		7500	7500
WE5		7500	7500
WE10		7500	7500
WE20	40	6600	4800
WE30		5800	4200
WE40		5000	3600
WE50		4200	3100
WE60	100	3800	2800
WE70		3600	2600
WE80		2000	1800

\*Maximum spacer RPM = Maximum standard RPM if using optional high speed rings



**Typical Standard**

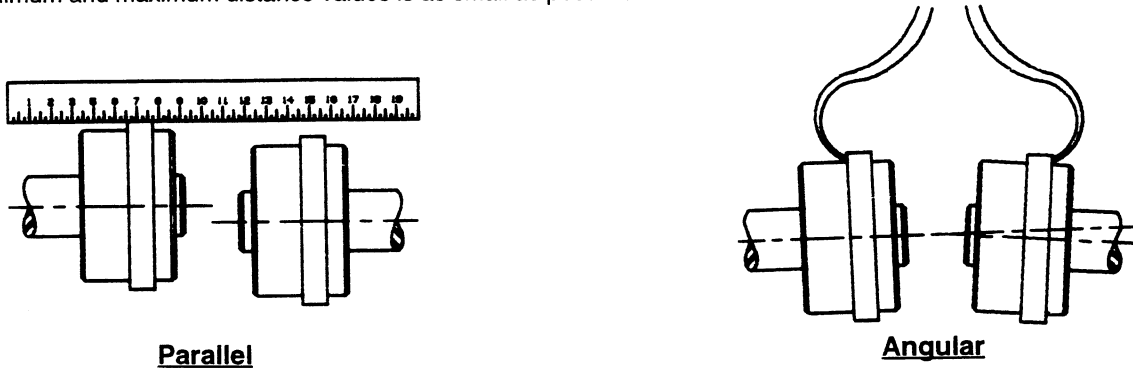


**Typical Spacer**

(over)

1. Determine the size and type of coupling being used. Use maximum RPM values in Table 1 to verify that your coupling will be operating at a safe speed.
2. Check the driveR and driveN shafts and remove any paint, burrs, rust, etc. Slide hubs (and bushings, QD or Taper-Lock style) on the shafts with keys.
3. When high speed rings are to be used for spacer couplings, loosely install one ring on each half element.
4. Hold one half element on the hubs to determine the appropriate hub spacing. If using spacer elements with high speed rings, hold both half elements on hubs to make sure that the hubs do not interfere with the rings. The hubs may be installed with hub extension facing in or out. Make sure that the shaft extends into the hubs at least .8 times the shaft diameter.
5. **Lightly** fasten hubs to shafts to prevent them from moving during alignment.
6. The hubs should be aligned according to equipment manufacturer's recommendations. If these recommendations are unknown, alignment should be as good as prudently possible and better than values shown in Figure 2 for allowable misalignments. Alignment may be done with lasers, dial indicators, or with a straight edge and calipers. The latter can be done as follows:

Angular misalignment may be checked by using a caliper to gage the distance between the two hubs at various points around the circumference. **Do not rotate shafts.** Reposition equipment until the difference between the minimum and maximum distance values is as small as possible.



Parallel alignment may be checked by placing a straight edge across the two hubs and measuring the maximum offset at various points around the periphery of the hubs. **Do not rotate shafts.** Reposition equipment until offset is as small as possible.

7. You must re-check the hubs to be certain both angular and parallel alignments are still within values given in Figure 2.

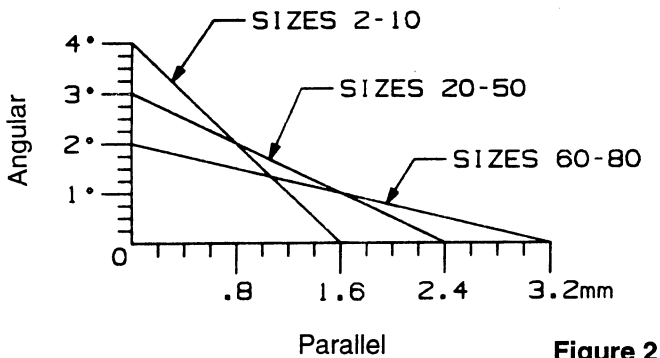


Figure 2

Hub Size	Degrees			
	1	2	3	4
WE2	0.82	1.64	2.46	3.28
WE3	1.03	2.06	3.08	4.11
WE4	1.15	2.30	3.46	4.61
WE5	1.38	2.77	4.16	5.55
WE10	1.61	3.24	4.85	6.47
WE20	1.98	3.97	5.96	
WE30	2.40	4.80	7.20	
WE40	2.93	5.88	8.81	
WE50	3.59	7.21	10.81	
WE60	3.87	7.76		
WE70	4.09	8.20		
WE80	4.97	9.97		

Angular - mm Gap

8. Loosen setscrew on driveN hub. Loosely install one half element opposite hub set screws. Torque both hub set screws. For QD or Taper-Lock hubs, follow instructions supplied with bushings. Loosely install other half element on to hubs. Install capscrews on high speed rings. If the capscrew holes in the elements do not line up properly due to hub misalignment, rotate the shafts slightly. Torque all element and high speed ring capscrews to values shown in Table 1. If possible, re-check angular and parallel alignments.
9. Install coupling guard.

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