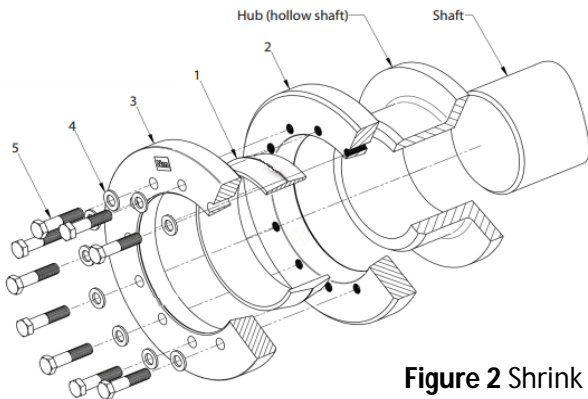


HUB ATTACHMENT TO THE SHAFT – SHRINK DISC

1. Inspect the shaft and hub bores that they are clean and free of burrs. DO NOT place any grease on the shaft or inside of the hub as this will not allow the needed coefficient of friction between the hub and shaft. The contact surface between the hub and inner ring of the shrink disc can be lightly oiled for assembly. For larger shrink discs, the inner ring is protected with oiled paper, which must be removed before assembly. Make a quick inspection that the Shrink Disc screw threads /head and tapered inner ring are coated with grease. If not, please lubricate these surfaces only with Molykote Grease.
2. Place the shrink disc onto the hub before installing the hub on the shaft.
3. Assemble the shrink disc/hub onto the shaft. Slide the hub far enough onto the shaft so the shaft end is even with the hub face or to the minimum recommended shaft depth per the supplied coupling assembly drawing. The minimum shaft depth should not be changed without consulting Reich USA. The distance between shaft hubs will then be the width of the recommended space between the assembled coupling halves for the HBSX-RH configuration (see dimension L2 in Figure 1 and Table 1).
4. Hand-tighten the clamping screws (figure 2, item 5) until the shrink disc sits on the hub and the gap between the pressure rings (figure 2, items 2 and 3) are even.
5. Set the torque wrench to the recommended shrink disc screw torque. Begin torquing the screws in a clockwise or counterclockwise manner. Do not turn any screws more than 90 degrees at one time. This will help insure that the gap between the outer rings remains as even as possible. Installation is complete when all screws are at the recommended shrink disc bolt torque.
6. After following the coupling instructions for axial alignment, use the correct 'Hub Installation instructions' for the second hub.



Part	Quantity	Description
1	1	Inner ring
2	1	Pressure ring with threaded bore
3	1	Pressure ring with through bore
4	See assembly drawing	Washer - only as needed
5	See assembly drawing	Clamping screw

Figure 2 Shrink disc components

MACHINERY ALIGNMENT

Reich USA R-flex couplings can tolerate misalignments that vary with the number of disc pack bolts. For example, a 4-bolt coupling allows a maximum angular misalignment of 1°, whereas an 8-bolt coupling allows a maximum angular misalignment of 0.5°. Misalignment under working conditions can change due to many factors, such as thermal growth, magnetic centering, and settling of the coupled components. Careful initial alignment will permit the coupling to operate at full capacity and allow for some future operational misalignments. The initial misalignment values in Table 1 are for general use and can vary in specific cases. After having properly aligned the coupling, make sure that all the bolts and nuts are tightened to their proper torque. If possible, it is a good idea to check the torque after some hours of operation as well.