

Mounting instruction and alignment tolerances for MULTI CROSS FORTE shaft and flange couplings

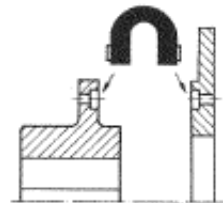
To ensure a proper function of the coupling, the following assembly directions have to be followed:

When the hub or the flange is fitted, the counterbores of the mounting holes for the rubber elements must be on the correct side. (pict. 1)

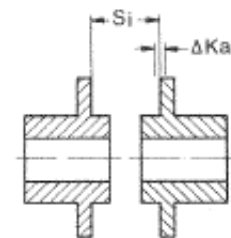
It is advisable to align the coupling parts as precisely as possible, even as the MULTI CROSS FORTE coupling permits a relative large shaft misalignment, so that there are more reserves for operational displacements.

After assembly of the coupling, the following measures should be checked with suitable instruments (straight edge, vernier caliper, depth gauge, precision dial etc.) – if possible at four locations, shifted by 90°.

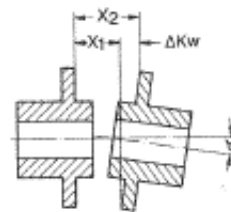
For a speed range of approx. 600 – 1500 rpm, the measured misalignments should not exceed the recommended max. alignment tolerances.



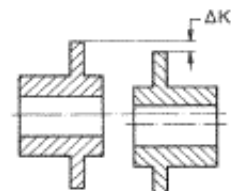
(pict. 1)



axial alignment



angular alignment



radial alignment

Recommended maximum alignment tolerances

MCF size	53	54	55	56	58	510	65	66	68	69	610	75	76	78	710	
Si±ΔKa [mm]			75±2					116±3					200±5			
ΔKr [mm]			0.6					1.0					1.5			
ΔKw [mm]			1.5					2.0					3.0			
α [°]	0.75	0.6	0.5	0.5	0.4	0.35	0.5	0.4	0.3	0.3	0.25	0.4	0.35	0.3	0.25	

Larger shaft misalignments which may occur momentarily are permissible. For equipment with changing shaft misalignments during operation the coupling should be installed with an offset of the permissible misalignment in the opposite direction of the occurring misalignment. If the machine is flexibly supported, a possible bagging of the support should be considered during the alignment.

The speed and torque of the system induce an axial force in the coupling which must be absorbed by suitable bearings of the shafts. Information is available upon request.

Assembly of the rubber elements

The assembly of the rubber elements follows the alignment of the coupling halves. Here each element has to be pushed in sequence from the outside so far between the hub flanges, until the guide jackets snap - conclusively to the form - into the counter bores of the hub flanges. After that the bolts must be tightened accordingly to the specified torques.

Safety precautions

It is the customer's and user's responsibility to observe the national and international safety rules and laws. Check all bolted connections for proper fit preferably after the test run.