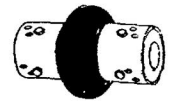




# PELLERIN MILNOR OMEGA COUPLING INSTALLATION INSTRUCTIONS



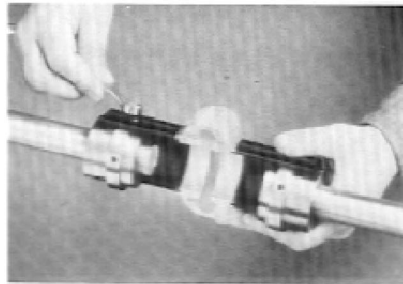
- Because of the possible danger to person(s) or property from accidents which may result from improper use or installation of products, it is extremely important to follow the proper installation and operational procedures.
- All rotating power transmission products are potentially dangerous and can cause serious injury. They must be properly guarded in compliance with OSHA standards for the speeds and applications in which they are used. It is the responsibility of the user to provide proper guarding.
- Failure to secure capscrews properly could cause coupling component(s) to become dislodged during operation; resulting in personal injury.
- Before installing this coupling on any system containing sleeve bearings, herringbone gear sets or other devices sensitive to axial thrust, consult Rexnord.

## STEP 1



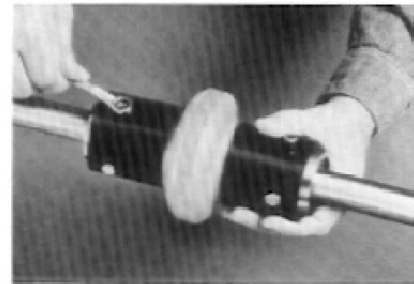
Inspect both driving and driven shafts and hub bores making sure they are free from dirt and burrs. Be sure the keys fit shafts properly. Mount both hubs to the shafts securing only one hub; the other hub should be loose for minor adjustment of spacing. Where tapered bushings are used, follow bushing manufacturer's instructions. If hub is bored for an interference fit, we recommend heating the hub in water, oil bath or an oven and quickly positioning it on the shaft. Do not spot heat hub as it may cause distortion.

## STEP 2



Place half of the elastomer element around hubs and secure with self-locking capscrews. The elastomer element will space the other hub. It is important to have capscrew properly tightened. See Table 1 below for recommended capscrew torques and instructions. Now secure the other hub.

## STEP 3

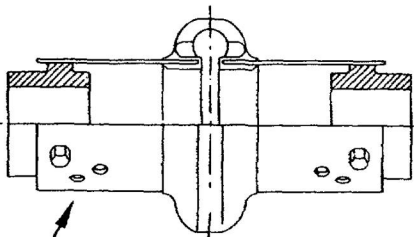


Mount other half of the elastomer element to hubs. Be sure to secure rings to the spacer element if provided. Tighten all capscrews to the recommended capcrew torques in Table 1 and your done!

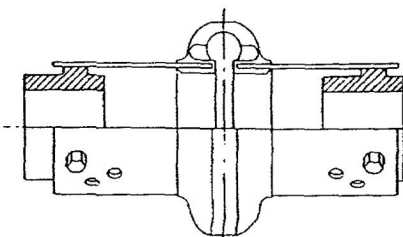
Spacer coupling installation is shown; the same procedure applies for the standard design coupling.

### — CAUTION —

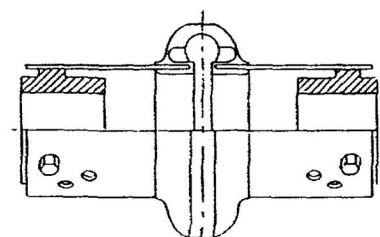
*Do not start motor or jog without the complete coupling being properly secured to driving and driven equipment shafts.*



**Standard Method**  
Both hubs mounted outward.



**Optional Method**  
One hub mounted inward; one hub mounted outward.



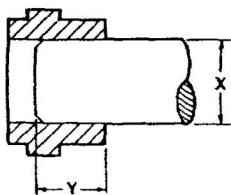
**Optional Method**  
Both hubs mounted inward.

Additional mounting positions are possible with the optional assembly holes on the spacer element. Select the combination which most closely matches the dimension desired between shaft ends.

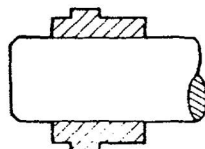
**TABLE 1**

## ALLOWABLE SHAFT ENGAGEMENTS

Shafts can be flush with the hub (not shown), recessed below the face of the hub, or extended beyond the hub face.



Dimension Y should be equal to, or greater than, .8 times dimension X.



The shaft may extend beyond the hub, as long as there is keyway length available.

* RECOMMENDED * CAPSCREW TORQUES FOR PELLERIN MILNOR	CAPSCREW SIZE	COUPLING SIZE	TORQUE - DRY		
			IN.-LBS.	FT.-LBS.	N.m
WITH THEIR SPECIAL LOCKING RING ATTACHMENT (CAPSCREWS WITHOUT THE NYLOCK PATCH OR SERRATED HEAD)	1/4 x 20	10	144	12	16