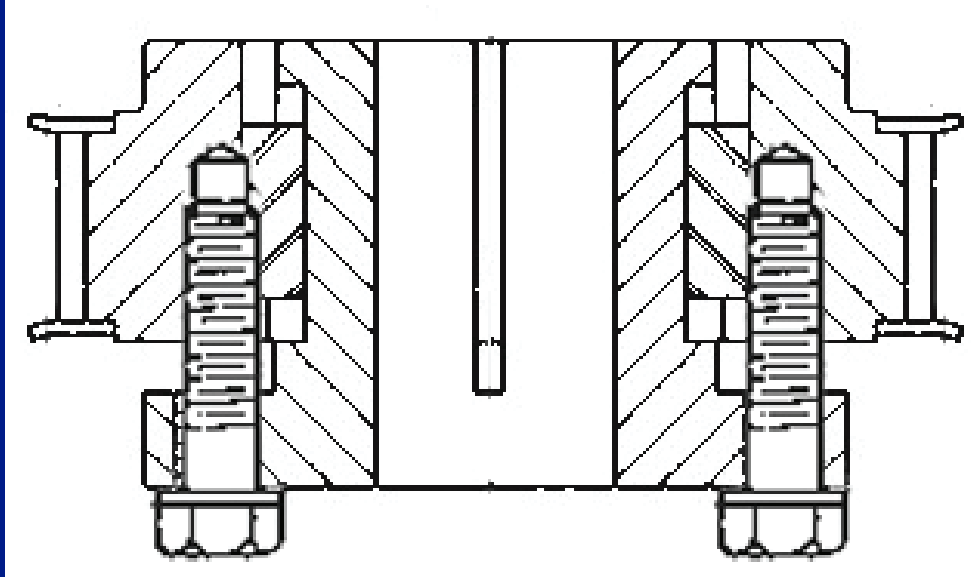




Double Split Taper Lock Bushings



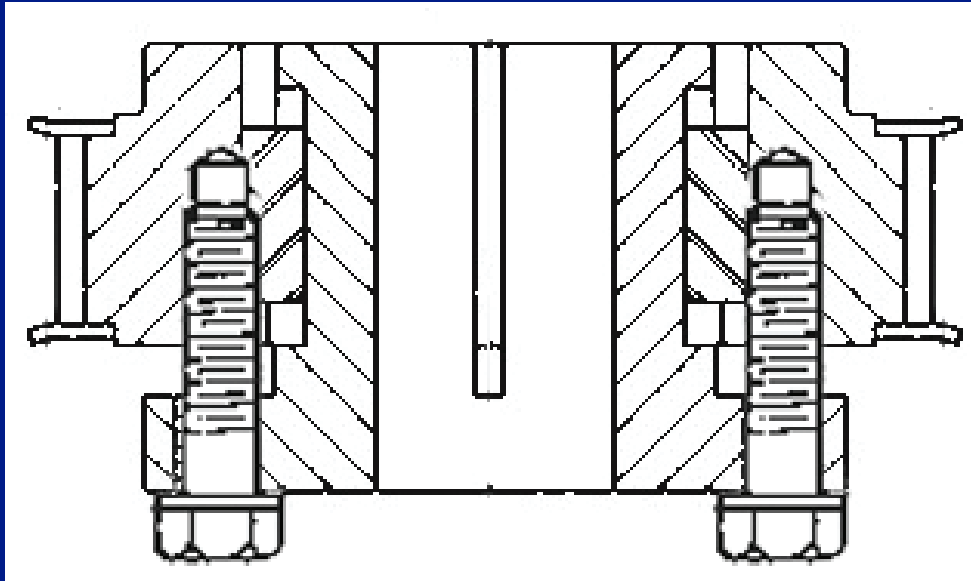
Mounting

1. Be sure all components are clean and free of debris (remove any oil, lacquer, or dirt). Assemble component (sheave, sprocket, pulley, etc.) with bolts inserted (but not tightened) through drilled holes in bushing flange into tapped holes in component.
2. With key stock in the shaft keyseat, slide assembly into approximate position on shaft with flange end of bushing away from bearing. Make sure external key is placed in external bushing barrel and lines up with keyway in bore of component.
3. Position split taper bushing on shaft by tightening set screw over key "hand tight" with standard Allen wrench only. Do not use excessive force.
4. Tighten pull-up bolts alternately and evenly to specified torque rating indicated in torque table. Do not use mechanical advantage or "cheater bar" on wrench handles. There should be a gap between the face of the component hub and the flange of the split taper bushing to insure satisfactory barrel/cone grip and press fit. **CAUTION: THIS GAP MUST NOT BE CLOSED.**

CAUTION

1. Be sure cone surfaces are free of paint, grease, and dirt.
2. Tighten pull-up bolts alternately similarly to mounting a tire and evenly per bolt torque table.
3. Never close gap between component and flange of split taper bushing.

WARNING: Use of Anti-seize or lubricants on tapered barrel/cone surfaces when mounting sheaves voids all manufacturer warranties.



Dismounting

1. Remove pull-up bolts and screw them into tapped holes in bushing flange and against hub of component to break barrel/cone grip.
2. Loosen set screw in bushing flange and slide bushing from shaft.

Bushing Installation Torque When a wrench or mechanical advantage/"cheater bar" is used to increase leverage in tightening bushing screws, it is imperative to adhere to the wrench torque values given in the chart below.

This adherence is important because, in mounting the bushing, the tightening force of the screw is multiplied many times by the wedging action of the tapered surface. This action compresses the bushing for a snug fit on the shaft. The bushing bolts should always be tightened alternately and progressively, similar to mounting a tire on a car.

Split Taper Bushing Size	Wrench Torque (lbs)	Qty of Screws	Size of Cap Screw (Inch)
G	95	2	1/4" X 5/8"
H	95	2	1/4" X 3/4"
P1	192	3	5/16" X 1"
P2	192	3	5/16" X 1"
P3	192	3	5/16" X 1"
B	192	3	5/16" X 1-1/4"
Q1	348	3	3/8" X 1-1/4"
Q2	348	3	3/8" X 1-1/4"
Q3	348	3	3/8" X 1-1/4"
R1	348	3	3/8" X 1-3/4"
R2	348	3	3/8" X 1-3/4"
S1	840	3	1/2" X 2-1/4"
S2	840	3	1/2" X 2-1/4"
U0	1680	3	5/8" X 2-3/4"
U1	1680	3	5/8" X 2-3/4"
U2	1680	3	5/8" X 2-3/4"
W1	3000	4	3/4" X 3"
W2	3000	4	3/4" X 3"

