

## Safety Instructions:

Rotating machine parts can cause serious injury. When assembling and disassembling the locking assembly it is vital that the entire drive train is secured against unintentional engagement.

Assembly and disassembly is only to be performed by a suitably qualified person who has read and understood all the instructions.

## Fitting:

1. Clean the hub bore and shaft and oil them using a thin-bodied oil. Do not use oils/greases with molybdenum disulphide, high pressure additions or slide grease pastes.
2. Slip locking assembly into place, over the shaft and into the hub. Lightly tighten the locking bolts and position the hub.
3. With a torque wrench, tighten the bolts using a crosswise pattern to the nominated tightening torque (progressively tightening in 2-3 stages).
4. Re-check all bolts to ensure they are at the nominated tightening torque  $M_A$ .
5. Fitting is now complete

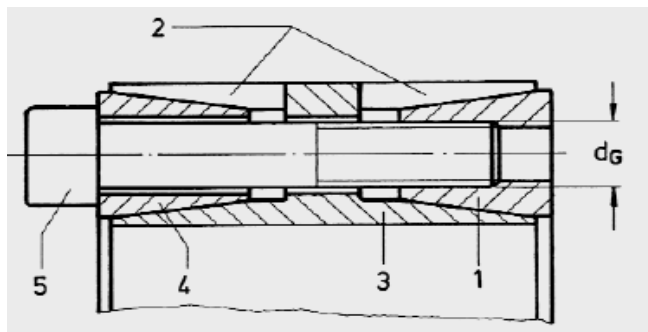


Fig. 1

1. Rear thrust ring
2. Outer ring
3. Inner ring
4. Front thrust ring
5. Locking screw

Dirty or used locking assemblies must be disassembled, cleaned and oiled with a thin-bodied oil prior to assembly. When reassembling the locking assembly, make sure that the front thrust ring and the web of the inner ring both have through holes which align with the threaded holes in the rear thrust ring.

### Removal:

1. Loosen all bolts several turns
2. Remove bolts adjacent to the jacking threads. The front thrust ring is released by jacking the bolts against the web of the inner ring (figure 2)
3. Similarly the rear thrust ring is released as per figure 3.
4. Pull or push the locking assembly off the shaft. The jacking bolts should only be removed after the locking assembly has been completely removed.

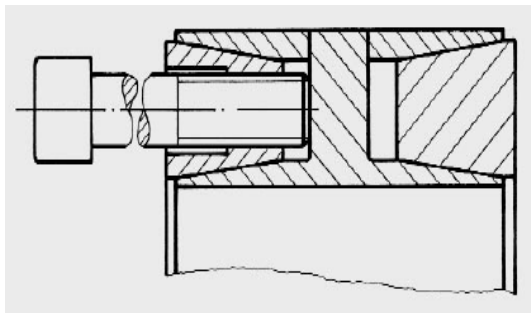


Fig. 2

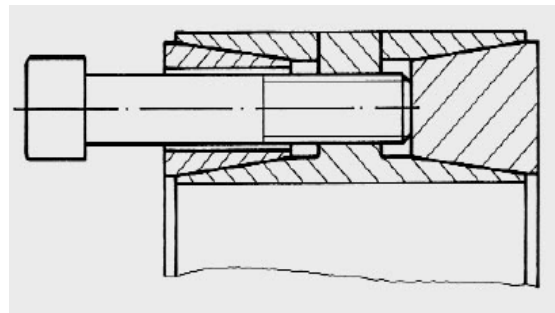


Fig. 3

Undamaged locking assemblies can be re-used as per above instruction.

Damaged locking assemblies can be re-used by replacing damaged components.