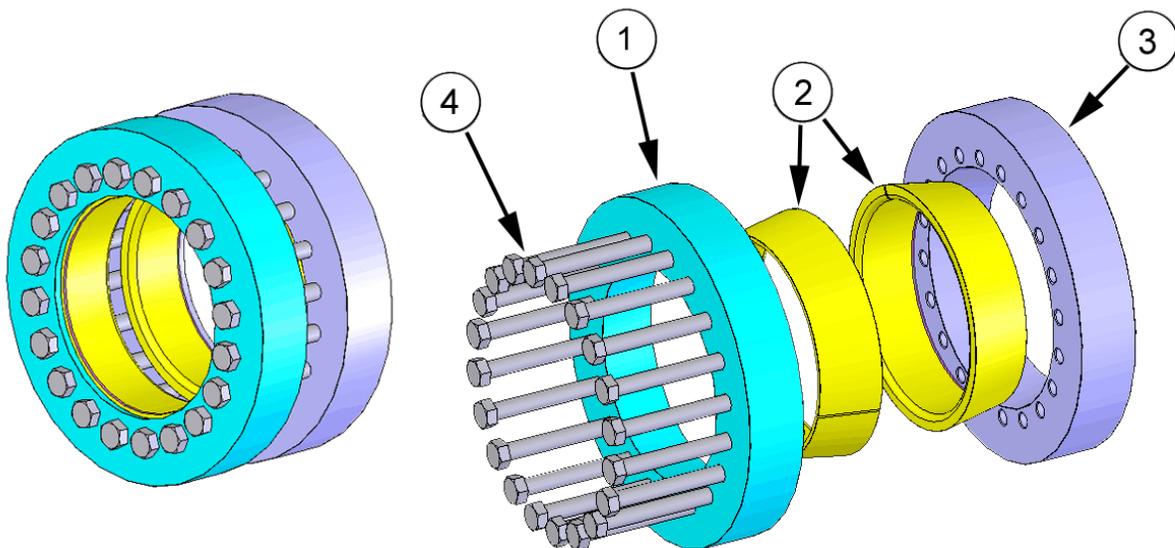


SSTC20/30 SPLIT ASSEMBLY INSTALLATION INSTRUCTIONS

1. Remove any burrs or raised metal from the shaft and or hub surfaces. Clean and remove all contamination and lubricant from the shaft, hub and from the hub facing surfaces of the STC Inner sleeves, **ITEM 2**. **DO NOT** remove the Dry Film Molly lubricant from between the Drill Ring **ITEM 1**, Tap Ring **ITEM 3** and Sleeves **ITEM 2**.
2. Position the sleeves **ITEM 2** on the hub leaving the necessary gap as specified on the Assembly Drawing. Apply a moderate coating of Molly lubricant to the outside surface of both sleeves **ITEM 2** after they are in positioned.
3. Position Drill Ring **ITEM 1** and Tap Ring **ITEM 3** by sliding them onto the Sleeve **ITEM 2**. *Be careful not to damage the mating surfaces during the positioning, This can reduce overall torque capacity!*
4. Apply Molly lubricant (**do not substitute with other lubricants**) to screw threads and back face of fastener head (this is the area that will contact **ITEM 1** when tightened).
5. Loosen all installation fasteners **ITEM 4** a minimum of two (2) revolutions. Make certain the 2-outer Rings **ITEM 1 and 3** are loose on the sleeves **ITEM 2** and not prematurely tightened or bound-up.



6. **By hand**, begin to snug four fasteners **ITEM 4** in a cross style pattern. Snug the fasteners evenly but do not torque the fasteners at this time or over-tighten them! Snug all remaining screws to the Outer Ring **ITEM 1** but do not tighten.
7. Verify that all items are in the correct position per the supplied Assembly Drawing

Note: In the initial stages of the tightening procedure, it is essential to maintain parallelism or an equal gap between the two (2) outer rings of the coupling. This will insure even contact pressure against the Inner sleeves **ITEM 2** and also against both sides of the Hub.

8. Set the torque wrench at **50% of the “Final Torque”** value shown on the drawing. Start at the 12 o’clock position and begin to evenly tighten, in a clockwise sequence, each fastener **ITEM 4** a maximum of 1/1 revolution. Several passes will be required to achieve the specified fastener torque. Note that as the next screw is tightened, the previous fastener tightened, will relax. Continue to make complete passes around the STC coupling with this torque wrench setting until the torque wrench turns less than 1/8 revolution.
9. Increase the setting on the torque wrench to the **“Over-Torque”** shown on the drawing (Final Torque plus 5%). This will compensate for the relaxing of the neighboring fastener. Once again, start at the 12 o’clock position and begin to evenly tighten, in a clockwise sequence, each fastener **ITEM 4**, a maximum of 1/4 revolution. Continue this procedure until the fasteners do not move.
10. Let the fasteners relax for about 2 hours. Set the torque wrench at the **“Final Torque”** value and begin retorquing the fasteners **ITEM 4** in the sequence outlined in step 7 above. If any of the fasteners move more than 1/32, repeat step #'s 8 and 9 above until none of the fasteners move.

Removal, Rebuilding & Re-Assembly:

1. Using a “Star” Pattern, loosen the fasteners **ITEM 4** one (1) turn at a time. Continue this procedure until all the fasteners are loose.
2. If the unit is still not released after all the fasteners are loose, a light tapping on the head of the fasteners can help the coupling unit release. The two (2) Outer Rings **ITEM 1 and 3** must be loose from the sleeves **ITEM 2**, before the Hub can be moved.
3. Clean the Hub & Sleeves **ITEM 2**, Outer Rings **ITEM 1 and 3** of all dirt, grease and Moly-Cote. *Never reuse fasteners*, throw them away!
4. Apply Moly-Cote to the outside surface of the Sleeves only **ITEM 2**, fastener threads and back face of fastener head **ITEM 4** as show in assembly drawing.
WARNING: DO NOT APPLY MOLY TO ANY SHAFT or HUB CONTACT SURFACE
5. Reassemble with the new fasteners per assembly drawing.