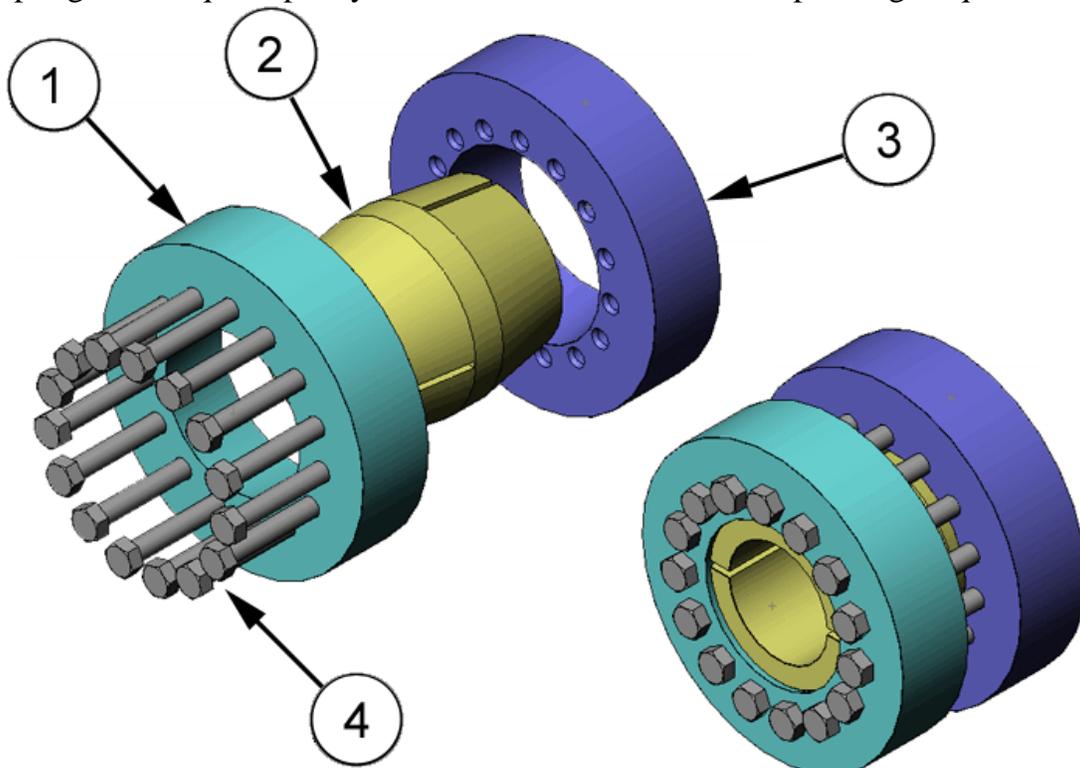


XWSTC20 INSTALLATION INSTRUCTIONS

Warning: Never tighten fasteners before mounting the XWSTC20 Unit on the shafts. The sleeve, **ITEM 2** can be permanently damaged by even low fastener torques.

- 1.) Remove any burrs or raised metal from the straight shaft and or spline surfaces. Clean and remove all contamination and lubricant from the straight shaft or spline surfaces and from the inside surfaces of the XWSTC20 Inner sleeve, **ITEM 2**. **DO NOT** remove the Molly lubricant from between the Tap Ring **ITEM 3** Drill Ring **ITEM 1** and sleeve **ITEM 2**.
- 2.) Loosen all installation fasteners **ITEM 4** a minimum of two (2) revolutions. Make certain the 2-outer Rings **ITEM 1 and 2** are loose on the sleeve **ITEM 2** and not prematurely tightened or bound-up.
- 3.) Slide the complete XWSTC20 coupling onto the straight shaft of the hydraulic motor. Align the shaft of the hydraulic motor to the straight, solid shaft. Slide the solid shaft into the XWSTC20 coupling. Leave a maximum of 1/8" gap between the ends of the two (2) shafts, **NO MINIMUM..**
- 3.) **Make certain** both shafts are lined-up within 0.002 and that the weight of the hydraulic motor has been neutralized and not cantilevered against the coupling and straight shaft. A cantilevered condition will produce a false fastener torque which in turn will result in a significant reduction of coupling/unit torque capacity or failure to transmit desired operating torque!



Continued on next page-

- 4.) **By hand**, begin to snug four (4) fasteners **ITEM 4** in a cross style pattern. Snug the 4-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.
- 5.) Verify that both shafts are in the correct position per the Assembly Drawing, With the respective specified shaft engagements shown on the 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 sleeve **ITEM 2** and also against both shafts.

- 6.) 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 1/4 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 XWSTC20 coupling with this torque wrench setting until the torque wrench turns less that 1/8 revolution.
- 7.) 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.
- 8.) 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 7 and 8 above until none of the fasteners move.

Removal, Rebuilding & Re-Assembly:

- 1.) Using a “Star” Pattern, loosen the fasteners **ITEM 4** 1/4 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 sleeve **ITEM 2**, before the shafts can be removed.
- 3.) Clean the Shaft & Sleeve **ITEM 2**, Outer Rings **ITEM 1 and 3** of all dirt, grease and Moly-Cote. Never reuse fasteners, throw away old fasteners.
- 4.) Apply Moly-Cote to inside surface of the outer rings only, **ITEM 1 and 3**. fastener threads and back face of fastener head as show in assembly drawing.

WARNING: DO NOT APPLY MOLY TO ANY SHAFT CONTACT SURFACE

- 5.) Reassemble with the new fasteners per assembly drawing.