



HT Series Clutches Installation and Lubrication Instructions

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FORM
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⚠ WARNING

- Read and follow all instructions carefully.
- Disconnect and lock-out power before installation and maintenance. Working on or near energized equipment can result in severe injury or death.
- Do not operate equipment without guards in place. Exposed equipment can result in severe injury or death.

⚠ CAUTION

- Periodic inspections should be performed. Failure to perform proper maintenance can result in premature product failure and personal injury.

A. Preinstallation

1. The HT Series Clutches are designed primarily as indexing clutches but can be used as general duty or backstop clutches.
2. The HT Clutch is used with a snap ring type ball bearing (preferably sealed), which is mounted in the counterbored end of the clutch. The snap ring ball bearing is not furnished with the clutch.

Clutch #	Clutch Bore Range	Recommended Bearing	Bearing ID
HT-10	.4250 to .6250	6200 NR 2RS	0.3937
HT-20	.4875 to 1.3125	6304 NR 2RS	0.7874
HT-30	.6125 to 2.0000	6205 NR 2RS	0.9843
		6306 NR 2RS	1.1811
		6207 NR 2RS	1.378

B. Installation

To install the HT Clutch: (see illustration)

1. Push the clutch onto the shaft and insert a hardened key (apply pressure on the face of the inner race). The counter bore of the clutch is outboard.
2. If a snap ring type ball bearing is used, place the bearing in the clutch and onto the shaft. Refer to the ball bearing manufacturer's recommendations for pressure on the bearing. Insert the bearing in until the retaining ring used with the bearing is against the clutch outer race.
3. Install bearing retainer and nut on the shaft. Tighten the bearing in place snugly.
4. Mount the indexing arm, overrunning sprocket, or backstop sprocket on the clutch using the mount holes which are in the clutch.
5. Fill the clutch with multi-purpose automatic transmission fluid until it runs out between the end cap and hub.

C. Lubrication:

1. The HT Clutches are prelubricated with multi-purpose automatic transmission fluid when they are assembled to prevent corrosion and rusting during shipment and storage. They are drained before shipment and most must be lubricated prior to use.

2. After initial lubrication, the clutch must be lubricated as follows:

Notice: The following are general lubrication recommendations based on our experience and are intended as suggested or starting points only. For best results, specific applications should be monitored regularly and lubrication intervals and amounts adjusted accordingly.

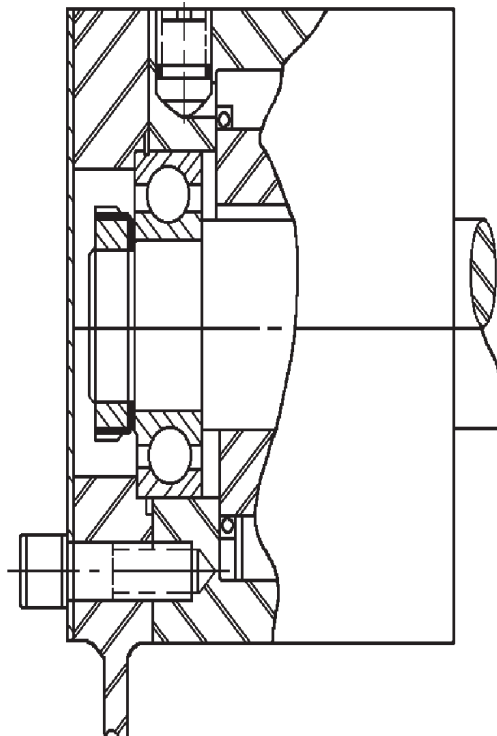
a. Indexing Clutches:

1. Add multi-purpose automatic transmission fluid every 2 weeks until it runs out between the end cap and hub.
2. Drain the clutch and refill every four months.

b. General Duty and Overrunning Clutches:

1. Add multi-purpose automatic transmission fluid once every month until it runs out between the end cap and hub.
2. Drain and refill the clutch once every four months.

Notice. Do not use any lubricants which contain EP additives or those containing slippery additives such as molybdenum disulfide and graphite.



D. General Information

1. Do not use the clutch above its torque or speed ratings.
2. Do not attempt to take this clutch apart.
3. Application Engineering: 1-800-626-2093.