



Curved Jaw Couplings GS Clamp Style Installation Guide

1.0 INTRODUCTION:

The following document is intended for the explicit use of Lovejoy customers to aid in the installation of Lovejoy power transmission products. The information may be considered privileged and should only be disseminated as an active part of conducting business with Lovejoy, Inc.

Although the coupling may have been properly specified during the design and selection process before the coupling was ordered, operational conditions could possibly have changed prior to installation. Lovejoy, Inc. provides the information and technical support necessary to ensure the appropriate coupling selection was made relative to the product specifications and limitations of Lovejoy's power transmission products. The end user is ultimately responsible for verifying the suitability of the final coupling selection based on the actual service conditions at the time of the coupling installation.

Correct installation and alignment practices will ensure longer coupling life, trouble free operation, and a safer operating environment for the coupling. Please thoroughly review all of the following instructions prior to installing this coupling and placing it in operation. Proper safety guidelines and practices should always be followed during every phase of the installation.

This installation document is considered part of the purchased product and should be retained for future reference.

2.0 SAFETY:

Accidents involving rotating equipment may result in loss of life, serious bodily harm, or property damage. The purchaser of this equipment must assure that the equipment is properly assembled, installed, safeguarded, operated, and maintained. The coupling or equipment should never be operated under or subjected to conditions that exceed manufacturers' specifications.

Consult all applicable Federal, State, and local laws and regulations covering the safe operation and maintenance of equipment, including, without limitation, the USDOL-OSHA "Lockout / Tag-out" procedure set forth in 29 CFR 1910.147.

Because of the possible danger to persons or property from accidents which may result from the improper use or unapproved modifications of the product, this product must be installed, maintained and operated in accordance with the procedures, standards, and engineering specifications specified in the product literature. To assure safe operation, this product should be inspected in accordance with the instructions described in this document. Proper guards and any suitable safety equipment or procedures as may be necessary, or as may be specified in safety codes, should be installed by the user. Safety equipment, coupling guards, and shields are not provided by, nor are they the responsibility of Lovejoy, Inc.

Symbols and text format used in this document may contain safety information and will appear similar to the following:



Warning!

This symbol indicates safety measures which must be observed to avoid **personal injury**.

Caution!

This symbol indicates safety measures which must be observed to avoid **damage to coupling**.



3.0 PRODUCT INSPECTION:

Prior to installation, the coupling should be examined for signs of damage resulting from shipping or handling. Refer to the following chart to ensure all the ordered parts are present.

Table 1 - Components List (GS Style)

Standard Coupling Type/Size	Hubs	Spider
GS 14 - GS 65/75	2	1

For maximum protection, the coupling and all components should be stored in the original packaging. All parts should be measured prior to installation to ensure correctness of parts to meet the application requirements; such as the hub bore diameter, shaft diameter, shaft separation, key sizes, etc. The BSE (shaft separation) dimension should be measured from the end of one shaft to the end of the other shaft, not to hub faces or pilots.

Lovejoy manufactures couplings based on the shaft details provided by the purchaser. Lovejoy will not be responsible for inaccurate or incomplete information supplied by the purchaser. Check all shaft dimensions.

It is the responsibility of the purchaser to assure the interface connections (flanges, bolts, keys, hydraulic fits, etc.) between the coupling and connected equipment are capable of handling the anticipated loads.



Warning!

Before beginning the coupling installation, make sure the machinery is made safe. Disconnect and lock out all power to the equipment. No part of the installation should be performed on moving or unstable equipment.

4.0 REQUIRED TOOLS:

- Calibrated Torque Wrench and Allen sockets
- Alignment Equipment (dial indicator, laser, straight edge)
- Appropriate tooling for repositioning equipment

5.0 COUPLING AND COMPONENT PREPARATION:

5.1 All exposed surfaces of the coupling and components, including hubs, spiders, spacers, collars, and any other Lovejoy supplied subassemblies should be thoroughly cleaned prior to installation to remove any protective coatings that may have been applied by Lovejoy as corrosion protection for the coupling surfaces during shipping. All coupling parts, equipment components, shafts, and keyways must be clean and free of any foreign materials prior to attempting assembly or installation. A clean cloth dampened with a nonflammable solvent should be sufficient for this cleaning.

5.2 All hub bores, shafts, keys, and keyways must be checked for raised metal, nicks, burrs, dents, gouges, etc., and should be dressed or repaired accordingly prior to installation.

5.3 Prior to removing any existing coupling, establish and record the Distance Between Shaft Ends (BSE), or Gap (G) between the driver and driven and compare this value with the 'G' dimension for Lovejoy GS Style Curved Jaw Couplings in Table-3 to verify fit of the coupling.

5.4 Once all necessary measurements have been taken and all components are verified as correct, remove any existing coupling and dress the shafts on the driver and driven equipment.

5.5 If the actual shaft BSE is the same as the specified gap for the Lovejoy GS Style Curved Jaw coupling (see Table-3), then the hubs can be mounted flush with the ends of the driver and driven shafts.

5.6 If the actual shaft BSE is different than the specified gap for the Lovejoy GS Style Curved Jaw coupling, then the hubs must be mounted on the driver and driven shafts so that the dimension between the hub faces matches the 'G' dimension, or gap as specified in Table-3.

5.7 Lovejoy machines the bore in all Lovejoy GS Style Curved Jaw style hubs with 'inch' dimensioned straight bores and keyways to meet the industry accepted **ANSI/AGMA 9002-B04** Standards' tolerance for common keyways and clearance fit bores unless otherwise specified. Tapered and spline bores will require the use of a standard curved jaw hub without the clamping feature.

5.8 Lovejoy machines the bore in all Lovejoy GS Style Curved Jaw style hubs with 'metric' dimensioned straight bores and keyways to meet the industry accepted **ANSI/AGMA 9112-A04** Standards' tolerance for common keyways and clearance fit bores unless otherwise specified. Tapered and spline bores will require the use of a standard curved jaw hub without the clamping feature.

5.9 Lovejoy machines the bore in all Lovejoy Curved Jaw style hubs with splines, based on information provided by the customer. Standard spline meet specifications set forth in ANSI B92.1A for Class 5 fits, and DIN 5480 for metric splines. Splines will require the use of standard curved jaw style hubs without GS style clamping.

5.10 For all Lovejoy Curved Jaw style hubs with taper bores and taper bores with keyways, Lovejoy manufactures these hubs with bores using tolerances and specifications as supplied by the

customer. All tapered bores require use of standard curved jaw style hubs without the GS clamping feature. All taper bores are tested with plug gauges supplied by the customer or included in the cost of the coupling.

6.0 CURVED JAW COUPLING INSTALLATION:

6.1 Before beginning the coupling installation, make sure the machinery is made safe. Disconnect and lock out all power to the equipment. No part of the installation should be performed on moving or unstable equipment.

6.2 If using keyways, and prior to mounting the hubs, place the keys in the shaft keyways. The key should fit snugly in the keyway with minimal side to side movement. Standard keys should be the same length or slightly longer than the keyway in the hub. Clamp style hubs without keys may not transmit the same amount of torque. See Table-2 for transmissible torque without a keyway.

6.3 Slide the appropriate hub on each of the shafts over the keys and align the face of the hub with the end of the shaft. Lovejoy curved jaw coupling hubs are manufactured with a clearance, or slip fit and should slide onto the shaft with little or no difficulty. Using a calibrated torque wrench, tighten the clamp screw on one hub to the torque value specified in Table-2. Lightly tighten the second clamp screw to allow for possible axial adjustments after the equipment has been moved.

Note: Hubs must be mounted on the driver and driven shafts with the jaws facing each other.

6.4 Insert the spider into one hub at this time. GS style spiders are closed center style spiders and the shaft will not be able to extend into the center of the spider. Consider using a standard curved jaw coupling if either shaft needs to extend into the center of the spider.

6.5 Move the equipment into the proper location to achieve the 'G' gap dimension between hub faces as specified in Table-3. The hubs could be overhung off the shaft slightly to compensate for discrepancies in shaft separation. Ideally, the amount of hub engagement on the shaft should be equal to or greater than the diameter of the shaft. When the hubs are tightened in place, the hubs should be touching the raised dots on the side of the spider without any excess pressure. If the hubs are pressed together too tightly against the spider, the coupling could lose some of its capability to accommodate misalignment.

6.6 Check alignment using either "straight edge method" or a dial indicator taking measurements at four locations 90° apart to ensure alignment does not exceed the allowable misalignment as specified in Table-3.

6.7 Using a calibrated torque wrench, tighten the clamp screw in the second hub to the torque specified in Table-2

6.8 Remove any tooling and material away from the shafting and coupling. Install the appropriate coupling guard per OSHA requirements and remove the Lockout / Tagout kit from the power supply. The equipment can then be started up and tested. The coupling and equipment should run smoothly. If vibration is detected it could indicate there is an issue with alignment or other problems. These problems could point to problems related to the motor, coupling, or driven equipment and should be resolved prior to placing this coupling into operation.

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Table 2 - GS Style Clamp Screw Torque

Coupling Size	Clamp Screws			Holding Torque	
	Bolt Size	Tightening Torque		(without keyway)	
		in-lbs	Nm	in-lbs	Nm
14	M3	11.4	1.3	35	4.0
19/24	M6	92.9	10.5	50	5.6
24/32	M6	92.9	10.5	301	34.0
28/38	M8	221.2	25.0	720	81.4
38/45	M8	221.2	25.0	820	92.7
42/55	M8	221.2	25.0	2,100	237.3
48/60	M10	610.6	69.0	3,500	395.5
55/70	M12	1,062.0	120.0	4,200	474.6
65/75	M16	2,610.7	295.0	5,500	621.5

Table 3. Curved Jaw GS Series Allowable Misalignment

Size	Spider 'G' Gap		CL ¹ in	Misalignment Maximum Displacement (offset)		
	in	mm		Angular Degrees	Axial in	Parallel in (+/-)
14	0.51	13.0	0.06	1	-0.0 / +0.040	0.007
19/24	0.63	16.0	0.08	1	-0.0 / +0.047	0.008
24/32	0.70	17.8	0.08	1	-0.0 / +0.055	0.009
28/38	0.79	20.1	0.10	1	-0.0 / +0.060	0.010
38/45	0.94	23.9	0.12	1	-0.0 / +0.070	0.011
42/55	1.02	25.9	0.12	1	-0.0 / +0.079	0.012
48/60	1.10	27.9	0.14	1	-0.0 / +0.082	0.014
55/70	1.18	30.0	0.16	1	-0.0 / +0.087	0.014
65/75	1.38	35.1	0.18	1	-0.0 / +0.102	0.016
75/90	1.57	39.9	0.20	1	-0.0 / +0.120	0.018
90/100	1.77	45.0	0.22	1	-0.0 / +0.133	0.019
100	1.97	50.0	0.24	1	-0.0 / +0.150	0.020
110	2.17	55.1	0.26	1	-0.0 / +0.165	0.021
125	2.36	59.9	0.28	1	-0.0 / +0.180	0.024
140	2.56	65.0	0.30	1	-0.0 / +0.190	0.024
160	2.95	74.9	0.35	1	-0.0 / +0.220	0.025
180	3.35	85.1	0.41	1	-0.0 / +0.250	0.027

Notes: 1. CL (Clearance) is the distance between the jaws on one hub and the face of the second hub

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