

Introduction

The following instructions are provided to familiarize the user with the limited-end float option and its designated use.

IMPORTANT These instructions must be used in conjunction with the TLKS fitting and maintenance instructions (IOM-TLKS), and applied whenever work is carried out on the coupling.

This document should be retained for future reference whenever work is carried out on the coupling.

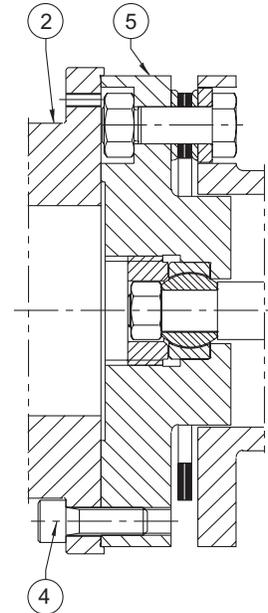
NOTE: Data given on general arrangement drawings takes precedence over these instructions.

Scope of supply

The TLKB coupling is designed to limit axial movement while still allowing angular and parallel misalignment to take place. Axial force imposed on the coupling is transmitted through a 'boneshaft', which is supported at each end by a self-lubricating spherical bearing (see Figure 1). The design can be constructed to totally eliminate all coupling axial deflection under the influence of axial forces or to permit a predetermined amount of axial movement. The amount of axial movement is preset at the factory and must not be disturbed.

FIGURE 1

- 2 – Hub
- 4 – Hub bolt
- 5 – Guard ring



Limited-End Float Assembly

Please refer to the fitting and maintenance instructions (IOM-TLKS) for installation of hubs, transmission unit, shaft alignment and distance between shaft ends (DBSE). The 'boneshaft' and self-lubricating spherical bearing assembly are factory assembled to the transmission unit and must not be disturbed.

Installation of the Transmission Unit



Transmission unit must be adequately supported during installation to avoid accidental damage should it slip.

Please refer to the fitting and maintenance instructions (IOM-TLKS) for installation of the transmission unit and hub bolt tightening torques. Note however, that the limited-end float feature precludes the use of the installation bolts to compress the membrane packs as an aid to installation. Most applications for limited-end float designs are on unlocated rotor-motor (sleeve-bearing motor) installations, and the transmission unit can be installed by pushing the rotor motor back against its end stops to increase the shaft-end separation.

Refurbishment of the transmission unit

The refurbishment of the limited-end float transmission unit requires special tools and equipment. To arrange for refurbishment, please contact your nearest John Crane Service Center.



North America
United States of America
Tel: 1-847-967-2400
Fax: 1-847-967-3915

Europe
United Kingdom
Tel: 44-1753-224000
Fax: 44-1753-224224

Latin America
Brazil
Tel: 55-11-3371-2500
Fax: 55-11-3371-2599

Middle East & Africa
United Arab Emirates
Tel: 971-481-27800
Fax: 971-488-62830

Asia Pacific
Singapore
Tel: 65-6518-1800
Fax: 65-6518-1803

If the products featured will be used in a potentially dangerous and/or hazardous process, your John Crane representative should be consulted prior to their selection and use. In the interest of continuous development, John Crane Companies reserve the right to alter designs and specifications without prior notice. It is dangerous to smoke while handling products made from PTFE. Old and new PTFE products must not be incinerated. ISO 9001 and ISO14001 Certified, details available on request.