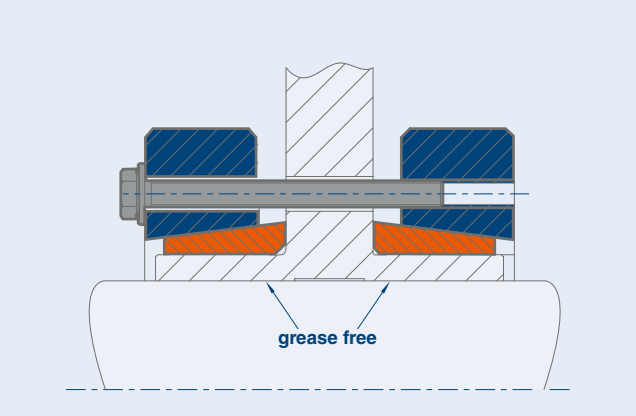
Mounting and Removal Instructions for

STÜWE® Shrink Disc Type SDG



Mounting

The STÜWE® shrink discs type SDG are supplied ready to be installed. The conical surfaces are greased with a solid lubricant with a coefficient of friction of μ = 0,04 (MoS_2).

1. If spacers are used between outer rings due to transporting reasons please remove.
2. Degrease hub bore and shaft.
3. Push shrink disc onto hub. The outer surface of the hub may be greased in the area of the shrink disc fit.

Do not tighten the tightening bolts before attaching the shaft.

4. Mount hub onto the shaft.
5. Tighten four bolts evenly distributed over the circumference by reduced torque (approx. 50 to 70 % of maximum tightening torque).
6. Afterwards tighten all tightening bolts uniformly, one by one, over several revolutions.
   Check the correct full tightening torque of all bolts by means of a torque wrench.
   When mounting shrink discs of type SDG, make sure that the outer ring faces remain parallel.

Dismounting

This is similar to mounting.

1. Loosen all locking bolts uniformly one by one, initially not more than a quarter turn per bolt, until it is observed that the outer ring has released from the inner ring.

Under no circumstances should the locking bolts be completely removed as this could be dangerous and result in injury.

2. Dismount shaft or draw off hub.
   Remove rust which may have formed on the shaft in front of the hub.
3. Remove shrink disc from hub.

Cleaning and greasing

Dismantled shrink discs do not have to be taken apart and regreased before remounting.

The shrink disc has to be cleaned and regreased only if employed in dirty environment.

Use a solid lubricant with a high content of MoS_2 and a coefficient of friction of μ = 0,04 for the conical surfaces. Usually a combination of bonded coating and paste is chosen.

Examples:

Lubricant	Source
Molykote D 321 R (bonded coating)	Dow Corning
Aema-Sol MO 84-K (bonded coating)	A.C. Matthes
Molykote G Rapid + (paste)	Dow Corning
Aema-Sol M 19 P (paste)	A.C. Matthes

The bolts have to be renewed if possible.
The bolts are lubricated with commercially availabe bolt lubricants (μ = 0,1).

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