FITTING AND REMOVAL OF TAS 3012, 3015 AND 3015.1 LOCKING ASSEMBLIES

Fitting:

Power is transmitted by means of pressure and friction between the functional surfaces. Therefore, make a particular check of the locking screw torques and the condition of the contact surfaces (see point 1).

1. All contact surfaces, including the threads and surfaces on which the locking screw heads rest, must be clean and provided with a film of oil. Fit shaft, hub and locking assembly having been oiled.
2. Unscrew all locking screws several turns and screw at least three screws into the threads of Parts 3 and 2, so that they press against the stop and hold Parts 1 and 3 away from Part 2.
3. Place locking assembly in hub bore. Take screws from the lifting screw holes and screw back into the threaded holes of Part 1.
4. Tighten screws evenly to the given torque, M_A, crosswise covering the circumference several times. (Tighten the screws on the two sides of the slot one after the other.) When none of the screws can be tightened any further with the torque wrench, fitting is complete.

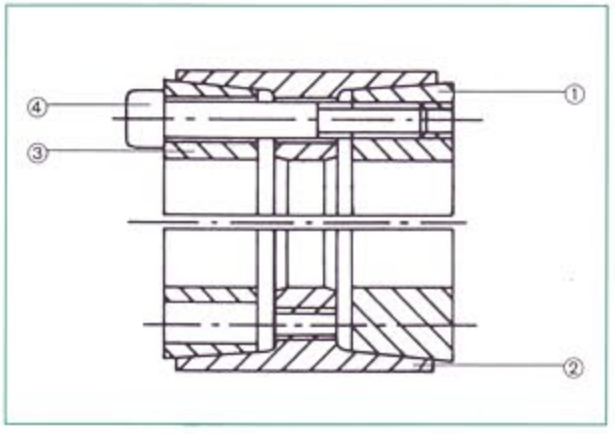

Fig. 1

1 = Back thrust ring
2 = Internal bush
3 = Front thrust ring
4 = Locking screws DIN 912 12.9

Used locking assemblies must be cleaned, lightly oiled and put together as in Fig. 1. When being fitted together it should be ensured that the thrust rings and the internal bush are correctly arranged together, i. e. all threaded holes in the back thrust ring must be opposite through-holes in the arm of the bush and front thrust ring.

Removal:

1. Remove sealing plugs.
2. Loosen all screws several turns.
3. Insert screws into all lifting screw holes in the front thrust ring and the arm of the internal bush, which are screwed out of the back thrust ring.
4. By tightening the screws in the lifting screw holes evenly (the screws on the two sides of the slot one after the other), the connection is loosened.

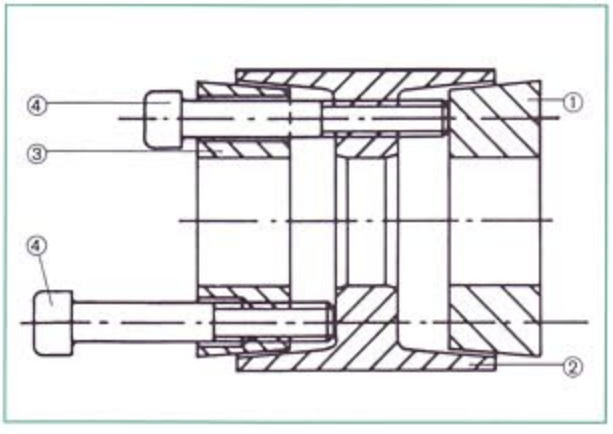

Fig. 2

1 = Back thrust ring
2 = Internal bush
3 = Front thrust ring
4 = Locking screws DIN 912 12.9