Fenner®

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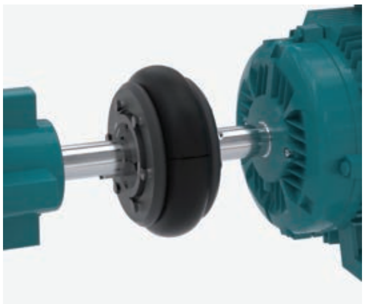
INSTALLATION GUIDE

Fenaflex® Tyre Coupling



Fenaflex tyres are available in natural rubber compounds for use in ambient temperatures between –50ºC and +50ºC. Chloroprene rubber compounds are available for use in adverse operating conditions (e.g. oil or grease contamination) and can be used in temperatures of –15ºC to +70ºC. The chloroprene compound should also be used when fire-resistance and anti-static (FRAS) properties are required, and it is this tyre material that is used with specific flange modifications in the ATEX approved variant.

A full set fo Fenaflex shaft to shaft coupling using flexible tyre consists of:

- 1 x Fenaflex Tyre Element
- 2 x Fenaflex Flanges
- 2 x Taper Lock Bushes
- Flanges are also available finish bored and keywayed

Table 1

Coupling Size	F40*	F50*	F60*	F70	F80	F90	F100	F110	F120	F140	F160	F180	F200	F220	F250
M (mm)	22	25	33	23	25	27	27	25	29	32	30	46	48	55	59
Screw Size	M6	M6	M6	M8	M8	M10	M10	M10	M12	M12	M16	M16	M16	M20	M20
Clamping Screw Torque (Nm)	15	15	15	24	24	40	40	40	50	55	80	105	120	165	165

* Hexagon Socket Caphead Clamping Screws on these sizes

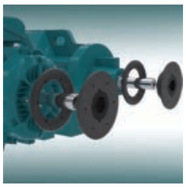
Table 2

Coupling Size	F40*	F50*	F60*	F70
Tyre Gap (mm)	2	3	5	6

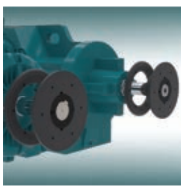
TO INSTALL

1. Thoroughly clean all components with a lint-free cloth. Where the Taper Lock® flanges are used, place each cleaned Taper Lock bush in its respective flange.

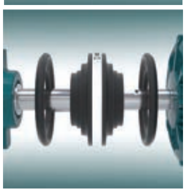
2. Loosely fit the grub screws and slide the flange onto its shaft.



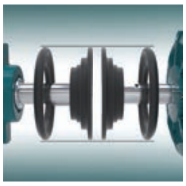
3. Fit Flanges to the shafts after placing the external clamp rings on the shafts (where the Taper Lock® flanges are used, see separate fitting instructions supplied with the Taper Lock bushes).



4. Locate flanges so that dimension 'M' is obtained. Flanges with internal clamping rings should then have the clamping rings fitted, engaging only two or three pitches of the screw threads at this time.



5. Bring shafts into line until dimension 'M' is obtained (Table 1). If shaft end float is to occur, locate the shafts at mid-position of end float when checking dimension 'M'. Note that shaft ends may project beyond the faces of the flanges if required in this event, allow space between shaft ends for end floats and misalignment.



6. Check parallel alignment by laying a straight edge across the flanges at several positions around the circumference.

7. Check angular alignment by measuring gap between flanges at several positions around the circumference. It is desirable to align the coupling as accurately as possible, particularly on high speed applications.

8. Open out tyre and fit over coupling flanges ensuring that the tyre beads seat properly on the flanges.

9. To ensure proper seating, it may be necessary to strike the outside diameter of the tyre with a small mallet. When seated there should be a gap between the ends of the tyre as shown in Table 2.

10. Tighten clamping ring screws alternately and evenly (half turn at a time), working round each flange until the required screw torque is achieved (Table 1).

NOTE: Satisfactory performance depends on the correct installation, particularly in respect of shaft alignment and assembled length between flanges. Under no circumstances should any machine be started until coupling assembly is complete.

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