Rev. 1/2010

INSTALLATION AND REMOVAL INSTRUCTIONS FOR MAV LOCKING ASSEMBLY SERIES 1071 - 1072

MAV 1071 and 1072 Locking Assemblies are supplied ready for installation. If the units should be dismantled before installation, make sure that re-assembling is made as originally delivered (keep position of slits unchanged, if applicable). The torque capacity of these devices is based on a coefficient of friction of μ=0.12, for lightly oiled screws, tapers, shaft and hub contact areas.

Therefore, it is important NOT to use Molybdenum Disulfide (e.g., Molykote, Never-Seeze or similar lubricants) in any Locking Assembly installation.

Recommended shaft / hub bore tolerances: h8 / H8

Recommended shaft / hub bore surface roughness: Ra ≤ 3.2 μm

INSTALLATION

1. Make sure that locking screws, rings, shaft and hub contact surfaces are clean and lightly oiled.

2. Loosen all screws by minimum 2 turns and transfer at least 2 screws to push-off threads in the inner ring item [1]. Lightly tighten these screws, in order to disengage tapers for easy installation of locking assembly (fig.1). For series MAV 1072, it is recommended to locate the unit completely (whole length) inside of hub bore.

3. After installation of locking assembly, relocate locking screws used for separation of collars.

4. Hand tighten locking screws. For series MAV 1071 make sure that inner ring item [1] is parallel and in full contact with face of part to be attached to the shaft.

5. Use torque wrench and set it approximately 5% higher than specified tightening torque (Ma). Torque screws in a crosswise pattern, using only 1/4 turns for several passes until 1/4 turns can no longer be achieved.

6. Still apply overtorque for 1-2 more passes. This is required to compensate for a system-related relaxation of locking screws since tightening of a given screw will always relax adjacent screws. Without overtorquing an infinite number of passes would be needed to reach specified tightening torque.

7. Reset torque wrench to specified torque (Ma) and check all locking screws. No screw should turn at this point, otherwise repeat step 6 for 1 or 2 more passes. It is not necessary to re-check tightening torque after equipment has been in operation.

***NOTE**: for installation subjected to extreme corrosion, the slits in collars item [1] and [2] should be sealed with a suitable caulking compound or equivalent. Likewise, push-off threads should also be protected with set screws or plastic plugs.*

REMOVAL

(fig.2)

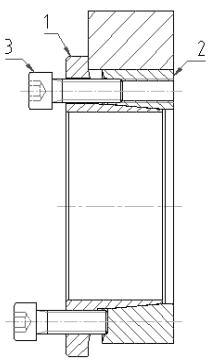
Prior to initiating the following removal procedure, check to ensure that no torque or thrust loads are acting on the Locking Assembly, shaft or any mounted components.

***IMPORTANT!** The final user must ensure that ends of locking screws used for removal are ground flat and slightly chamfered to prevent damage to screws and collar threads during push-off. Screws with ground flat and chamfered end are not supplied by MAV. The final user has to take charge of machining of end of screws.*

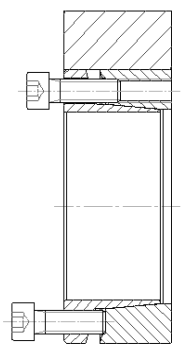
1. Check to ensure that axial movement of collars – necessary for release of connection – is not restricted. Likewise, ensure that push-off threads are in good conditions.

2. Remove all locking screws and transfer some into all push-off threads located in flange of inner ring item [1].

3. Release outer ring item [2] by tightening all push-off screws in a crosswise pattern, not exceeding 1/4 turns for several passes.

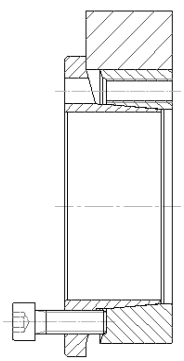


MAV 1071

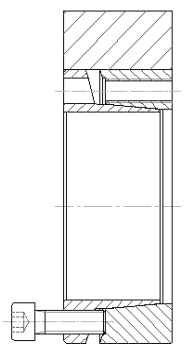


MAV 1072

Fig. 1



MAV 1071



MAV 1072

Fig. 2