

QD* Bushings

These instructions must be read thoroughly before installation or operation. This instruction manual was correct at the time of printing. Please see www.dodgeindustrial.com for updated instruction manual.

WARNING: To ensure that drive is not unexpectedly started, turn off and lock out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury. All products over 25 Kg (551 lbs) are noted on the shipping package. Proper lifting practices are required for these products.

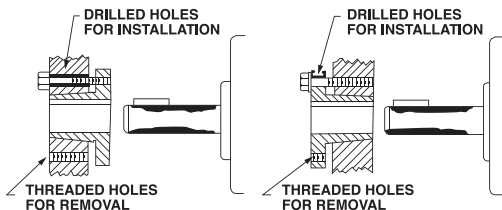


Figure 1 - Conventional Mounting

Figure 2 - Reverse Mounting

INSTALLATION:

1. Clean shaft, product bore, bushing, tapered surface and bushing bore of oil, paint dirt, etc.

CAUTION: DO NOT USE LUBRICANTS. The use of lubricants can cause product breakage during installation.

2. QD bushing sizes JA thru W (see table on page 2) may be assembled in either conventional or reverse mounting. Size H must be assembled in conventional mounting position only.

CAUTION: When mounting a product on size M thru S bushings, the hub jack holes should be positioned away from the bushing saw slot to reduce the possibility of bushing breakage and insert cap screws through drilled holes in hub.

Conventional Mounting (Fig. 1): Place bushing in hub. Tighten cap screws finger tight into threaded holes in bushing flange.

Reverse Mounting (Fig. 2): Place bushing in hub and insert cap screws thru drilled holes in bushing flange. Tighten cap screws finger tight into threaded holes in hub.

3. With key on shaft, slide loosely assembled unit onto shaft so that cap screw heads are on the outside. Locate unit in desired position on shaft. When using conventional mounting for large or heavy parts, it may be easier to mount the key and bushing on the shaft first, then place the product on the bushing aligning the holes and installing the cap screws.

WARNING: When mounting on a vertical shaft, insure that the products and/or bushing do not drop during installation.

4. Tighten cap screws alternately and evenly to the wrench torque specified in the table on page 2.

Note: When tightened there will be a 1/8" to 1/4" gap between bushing flange and hub. Should this gap close, then either undersize shafting or wrong bushing shaft size is indicated.

CAUTION: Excessive screw torque may cause damage to either bushing and/or product.

5. Tighten setscrew over key to torque value listed below.

Warning: Because of the possible danger to person(s) or property from accidents, which may result from the improper use of products. It is important that correct procedures be followed. Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manual must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guard and other suitable safety devices or procedures as may be desirable or as may be specified in safety codes should be provided and are neither provided by Dodge nor are the responsibility of Dodge or the manufacturer of this component. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risk to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

REMOVAL

1. Remove all cap screws.
2. Install cap screws into threaded jack holes.
3. Tighten all jackscrews alternately and evenly, beginning with screw farthest from bushing saw slot, until bushing grip is released. Slide unit off shaft.

CAUTION: Excessive screw torque may cause damage to either bushing and/or product. Uneven pressure on jackscrews may also damage the bushing flange making removal difficult without damage to the product.

Recommended Torque - English					Recommended Torque - Metric				
Cap Screws			Key Seat Set Screws		Cap Screws			Key Seat Set Screws	
Bushing	Size	lb-in	Size	lb-in	Bushing	Size	N-m	Size	N-m
QT	1/4-20 × 7/8	90	#10-24	36	QT	M6 × 1 × 25	5.6	—	—
JA	#10-24 × 1	60	#10-24	36	JA	M5 × 0.8 × 22	9.6	—	—
SH	1/4-20 × 1-3/8	108	1/4-20	87	SH	M6 × 1 × 35	11.5	M6 × 1	7.7
SDS	1/4-20 × 1-3/8	108	1/4-20	87	SDS	M6 × 1 × 35	11.5	M6 × 1	7.7
SD	1/4-20 × 1-7/8	108	1/4-20	87	SD	M6 × 1 × 50	11.5	M6 × 1	7.7
SK	5/16-18 × 2	180	1/4-20	87	SK	M8 × 1.25 × 50	20.5	M6 × 1	7.7
SF	3/8-16 × 2	360	5/16-18	165	SF	M10 × 1.5 × 50	34	M10 × 1.5	35
E	1/2-13 × 2-3/4	720	3/8-16	290	E	M12 × 1.75 × 70	77	M10 × 1.5	35
F	9/16-12 × 3-5/8	900	3/8-16	290	F	M14 × 2 × 100	100	M10 × 1.5	35
J	5/8-11 × 4-1/2	1620	3/8-16	290	J	M16 × 2 × 120	194.5	M12 × 1.75	55
M	3/4-10 × 7	2700	3/8-16	290	M	M20 × 2.5 × 180	256	M12 × 1.75	55
N	7/8-9 × 8	3600	1/2-13	620	N	—	—	—	—
P	1-8 × 9-1/2	5400	5/8-11	1325	P	—	—	—	—
W	1-1/8-7 × 11-1/2	7200	1-8	5000	W	—	—	—	—
S	1-1/4-7 × 15-1/2	9000	1-1/4-7	7600	S	—	—	—	—

Bag of Hardware (Includes 3 cap screws and 3 washers)			
Bushing	Part Numbers - English	Bushing	Part Numbers - Metric
QT	411682	QT	411801
JA	411683	JA	411802
SH	411684	SH	411803
SDS	411684	SDS	411803
SD	411685	SD	411805
SK	411686	SK	411806
SF	411687	SF	411807
E	411688	E	411808
F	411689	F	411809
J	411690	J	411810
M	411691	M	411811
N	411692	N	411812
P	411693	P	411813

*QD is a registered trademark of EMERSON

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