

Introduction

The following instructions are provided to familiarize the user with the insulated hub option and its designated use.

IMPORTANT These instructions must be used in conjunction with the TLKS fitting and maintenance instructions (IOM-TLKS), and applied whenever work is carried out on the coupling.

This document should be retained for future reference whenever work is carried out on the coupling.

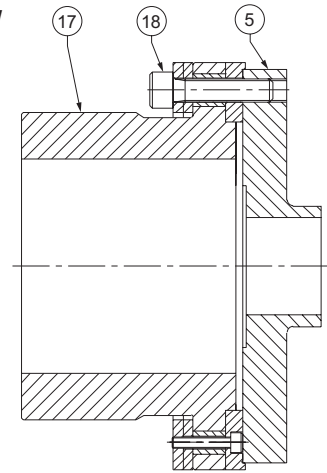
NOTE: Data given on general arrangement drawings takes precedence over these instructions.

Scope of supply

The TLKN insulated coupling assembly comprises a transmission unit plus one conventional hub and one special insulated hub assembly (refer to Figure 1). The TLKN insulated hub is supplied as a fully-assembled, ready-to-fit unit that has been factory tested for electrical resistance.

FIGURE 1. Hub Assembly

- 5 – Guard ring
- 17 – Insulated hub assembly
- 18 – Hub bolt (for insulated hub assembly only)



Installation



Transmission unit must be adequately supported during installation to avoid accidental damage should it slip.

Please refer to the fitting and maintenance instructions (IOM-TLKS) for installation of the hubs, transmission unit and hub bolt-tightening torques.

ATTENTION The electrical insulation must not be immersed in an oil bath or any other liquid as part of the installation process.

If it is necessary to heat the insulated hub to install onto the mating shaft with an interference fit, then it is recommended that the hub is heated using a wrap around type electrical heating element or induction heater. If a warm oil bath is the only option, then great care must be taken not to submerge the insulated flange in oil, as this may lead to a breakdown of the electrical insulating properties. The maximum temperature of the hub must not exceed 140°C (284°F).

Additional notes on installation:

- The locating spigot on the insulated hub assembly needs to be handled with special care, particularly when fitting the transmission unit.
- Clean off any oily deposits from the insulated hub assembly before and after fitting the transmission unit. Deposits of oil, dirt and sludge may conduct current across the insulated interface.
- Always use the longer supplied hub bolts (ref. 18) at the insulated hub end.



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