

Z5-Z6 FITTING AND REMOVAL OF Z-LOCK LOCKING ASSEMBLIES

Fitting:

1. All contact surfaces, including the threads and heads of locking screws, have to be clean and are covered with an oil film. Shaft, hub and Locking Assembly are to be assembled in this condition.
2. Unscrew all locking screws several turns and screw at least three screws into the threads of Parts 2 and 3, 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 jacking screw holes in Part 3 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 both sides of the slot one after the other). When no screw can be tightened any further with the torque wrench set to the tightening torque M_a , the fitting process is complete.

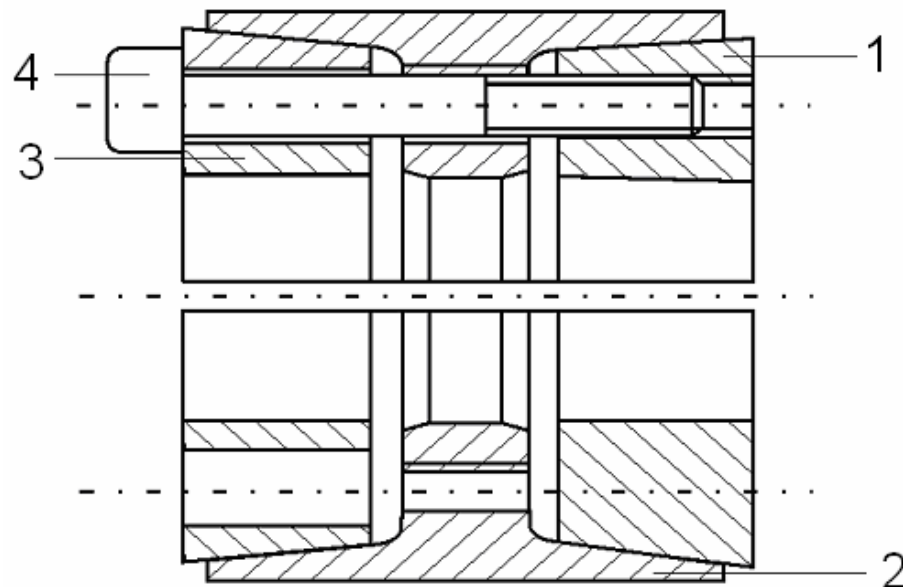


Fig 1

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

Note:

Used locking assemblies, prior to fitting, must be cleaned and lightly oiled, then re-assembled as shown in figure 1. On assembly, ensure that both front and back thrust rings and also internal bush have correct orientation, ie: all threaded holes in back thrust ring are opposite through holes in the web of the internal bush and front thrust ring.

Removal:

1. Loosen all screws several turns.
2. Insert screws into all jacking screw holes in the front thrust ring and the web of the internal bush, which are screwed out of the back thrust ring.
3. Tighten the screws in the jacking screw holes evenly (the screws on both sides of the slot one after the other), the assembly is then loosened.

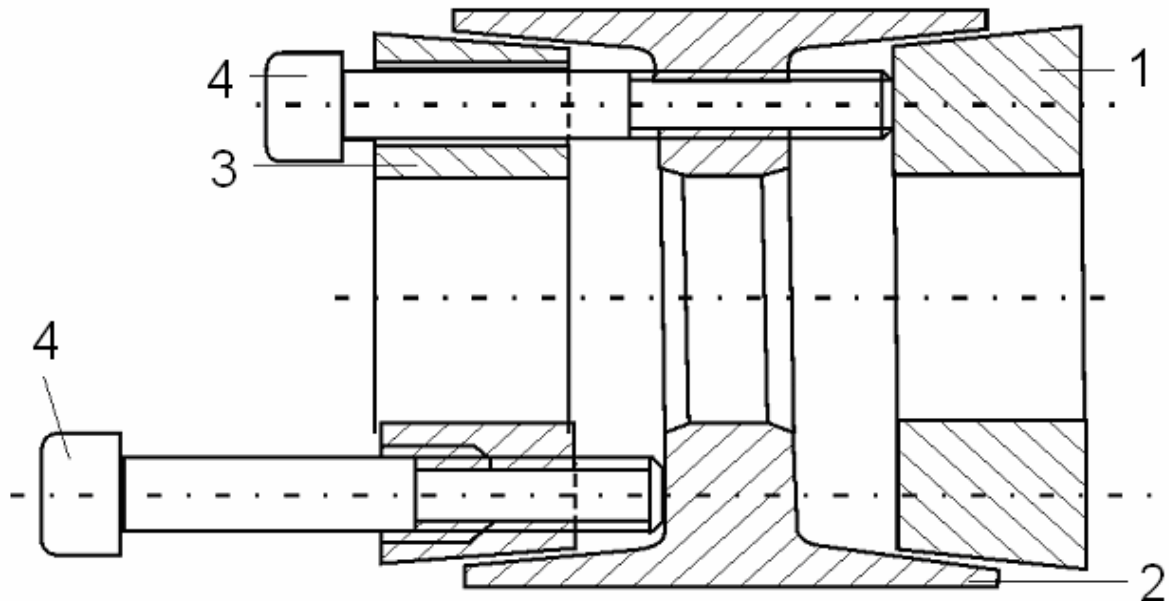


Fig 2

1 = Back thrust ring

2 = Internal bush

3 = Front thrust ring

4 = Locking screws

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