1.0 INTRODUCTION:

The following document is intended for the explicit use of Lovejoy customers to aid in the installation of Lovejoy power transmission products. The information may be considered privileged and should only be disseminated as an active part of conducting business with Lovejoy, Inc.

Although the coupling may have been properly specified during the design and selection process before the coupling was ordered, operational conditions could possibly have changed prior to installation. Lovejoy, Inc. provides the information and technical support necessary to ensure the appropriate coupling selection was made relative to the product specifications and limitations of Lovejoy’s power transmission products. The end user is ultimately responsible for verifying the suitability of the final coupling selection based on the actual service conditions at the time of the coupling installation.

Correct installation and alignment practices will ensure longer coupling life, trouble free operation, and a safer operating environment for the coupling. Please thoroughly review all of the following instructions prior to installing this coupling and placing it in operation. Proper safety guidelines and practices should always be followed during every phase of the installation.

This installation document is considered part of the purchased product and should be retained for future reference.

2.0 SAFETY:

Accidents involving rotating equipment may result in loss of life, serious bodily harm, or property damage. The purchaser of this equipment must assure that the equipment is properly assembled, installed, safeguarded, operated, and maintained. The coupling or equipment should never be operated under or subjected to conditions that exceed manufacturers’ specifications.

Consult all applicable Federal, State, and local laws and regulations covering the safe operation and maintenance of equipment, including, without limitation, the USDOL-OSHA “Lockout / Tag-out” procedure set forth in 29 CFR 1910.147.

Because of the possible danger to persons or property from accidents which may result from the improper use or unapproved modifications of the product, this product must be installed, maintained and operated in accordance with the procedures, standards, and engineering specifications specified in the product literature. To assure safe operation, this product should be inspected in accordance with the instructions described in this document. Proper guards and any suitable safety equipment or procedures as may be necessary, or as may be specified in safety codes, should be installed by the user. Safety equipment, coupling guards, and shields are not provided by, nor are they the responsibility of Lovejoy, Inc.

Symbols and text format used in this document may contain safety information and will appear similar to the following:

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><img src="warning.png" alt="Warning!" /></td>
<td>This symbol indicates safety measures which must be observed to avoid personal injury.</td>
</tr>
<tr>
<td><img src="caution.png" alt="Caution!" /></td>
<td>This symbol indicates safety measures which must be observed to avoid damage to coupling.</td>
</tr>
</tbody>
</table>

3.0 PRODUCT INSPECTION:

Prior to installation, the coupling should be examined for signs of damage that may have occurred as a result of shipping or handling. Refer to the following chart to ensure all the ordered parts are present.

<table>
<thead>
<tr>
<th>Table 1 - Components List</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard Coupling</strong></td>
</tr>
<tr>
<td><strong>Type / Size</strong></td>
</tr>
<tr>
<td>L/AL/SS 035 - L/AL/SS 276</td>
</tr>
<tr>
<td>C 226 – C 295</td>
</tr>
<tr>
<td>C 2955</td>
</tr>
<tr>
<td>H 3067 – H 4567</td>
</tr>
</tbody>
</table>

For maximum protection, the coupling and all components should be stored in the original packaging. All parts should be measured prior to installation to ensure correctness of parts to meet the application requirements; such as the hub bore diameter, shaft diameter, shaft separation, key sizes, etc. The BSE (shaft separation) dimension should be measured from the end of one shaft to the end of the other shaft, not to hub faces or pilots.

Lovejoy manufactures couplings based on the shaft data provided by the purchaser. Lovejoy will not be responsible for inaccurate or incomplete information supplied by the purchaser. Check all shaft dimensions.

It is the responsibility of the purchaser to assure the interface connections (flanges, bolts, keys, hydraulic fits, etc.) between the coupling and connected equipment are capable of handling the anticipated loads.
4.0 REQUIRED TOOLS:

- Calibrated Torque Wrench and Allen sockets
- Phillips head screw driver (C and H)
- Alignment Equipment (dial indicator, laser, straight edge)
- Appropriate tooling for repositioning equipment

5.0 COUPLING AND COMPONENT PREPARATION:

5.1 All exposed surfaces of the coupling and components, including hubs, spiders, cushions, spacers, collars, and any other Lovejoy supplied subassemblies should be thoroughly cleaned prior to installation to remove any protective coatings that may have been applied by Lovejoy as corrosion protection for the coupling surfaces during shipping. All coupling parts, equipment components, shafts, and keyways must be clean and free of any foreign materials prior to attempting assembly or installation. A clean cloth dampened with a nonflammable solvent should be sufficient for this cleaning.

5.2 All sleeves, seals, hub bores, shafts, keys, and keyways must be checked for raised metal, nicks, burrs, dents, gouges, etc., and should be dressed or repaired accordingly prior to installation.

5.3 Prior to removing any existing coupling, establish and record the Distance Between Shaft Ends (BSE), or Gap (G) between the driver and driven and compare this value with the ‘G’ dimension for Lovejoy Jaw Couplings in Table-4 to verify fit of the coupling.

5.4 Once all necessary measurements have been taken and all components are verified as correct, remove any existing coupling and dress the shafts on the driver and driven equipment.

5.5 If the actual shaft BSE is the same as the specified gap for the Lovejoy Jaw coupling (see Table-4), then the hubs can be mounted flush with the ends of the driver and driven shafts.

5.6 If the actual shaft BSE is different than the specified gap for the Lovejoy Jaw coupling, then the hubs must be mounted on the driver and driven shafts so that the dimension between the hub faces matches the ‘G’ dimension, or gap as specified in Table-4.

Note: Hubs must be mounted on the driver and driven shafts with the jaws facing each other.

5.7 Lovejoy machines the bore in all Lovejoy Jaw style hubs with ‘inch’ dimensioned straight bores and keyways to meet the industry accepted ANSI/AGMA 9002-B04 Standards’ tolerance for common keyways and clearance fit bores unless otherwise specified. Tapered and spline bores may require special manufacturing and installation consideration.

5.8 Lovejoy machines the bore in all Lovejoy Jaw style hubs with ‘metric’ dimensioned straight bores and keyways to meet the industry accepted ANSI/AGMA 9112-A04 Standards’ tolerance for common keyways and clearance fit bores unless otherwise specified. Tapered and spline bores may require special manufacturing and installation consideration.

5.9 Lovejoy machines the bore in all Lovejoy Jaw style hubs with splines based on information provided by the customer. Standard spline meet specifications set forth in ANSI B92.1A for Class 5 fits, and DIN 5480 for metric splines. If the spline utilizes the L-LOC shaft locking feature, see section 7.0 for assistance in installing hubs with this feature.

5.10 For all Lovejoy Jaw style hubs with taper bores and taper bores with keyways, Lovejoy manufactures these hubs with bores using tolerances and specifications as supplied by the customer. Taper bores will be tested with plug gauges usually supplied by the customer or included in the cost of the coupling.

6.0 COUPLING INSTALLATION (L, AL, SS, C, and H):

6.1 Identify if the spider is a standard L-style spider, C or H style cushions, or a Snap Wrap style wrap around spider. All three types are shown in the photo to the right.

6.2 Couplings with Snap Wrap style spiders are provided with either retaining rings or collars. Please review the specific installation guide for either Snap Wrap (SW Style) or Collar Style (LC Style) couplings found at [http://www.lovejoy-inc.com](http://www.lovejoy-inc.com).

6.3 For C-Style and H-Style couplings, identify which of the hubs has threaded holes for the screws that will hold the cushion retaining collar in place. Slide the cushion retaining collar onto the shaft where this hub will be mounted.

6.4 Prior to mounting the hubs, place the keys in the shaft keyways. The key should fit snugly in the keyway with minimal side to side movement. Standard keys should be the same length or slightly longer than the keyway in the hub. Woodruff keys are usually shorter and may not transmit the same amount of torque. For hubs with splines and the L-LOC spline clamping feature, see section 7.0 for instructions on installing hubs with splines.

6.5 Slide the appropriate hub on each of the shafts over the keys and align the face of the hub with the end of the shaft. Lovejoy jaw coupling hubs are machined with a clearance, or slip fit and should slide onto the shaft with little or no difficulty. Using a calibrated torque wrench, tighten the set screw in one hub to the torque value specified in Table-2. Lightly tighten the second set screw to allow for possible axial adjustments after the equipment has been moved.

6.6 If using a spider, insert the spider into one of the hubs at this time. If either shaft needs to extend into the center of an open center spider, the hub may not align with the end of the shaft. If using cushions, they will be installed after the equipment has been moved into position. If the shaft will extend into the spider, check Table-6 to ensure the shaft will fit in the open center in the spider.

6.7 Move the equipment into the proper location to achieve the ‘G’ gap dimension between hub faces as specified in Table-4. The hubs could be moved back on the shafts or overhung slightly to compensate for discrepancies in shaft separation. Ideally, the amount of hub engagement on the shaft should be equal to the diameter of the shaft. When the hubs are tightened in place, the hubs should be touching the side of the spider or cushions without any excess pressure. If the hubs are pressed too together tightly against the spider, the coupling could lose some of its capability to accommodate misalignment.

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Version Date: 23-July-2012
6.8 Check alignment using either “straight edge method” or a dial indicator taking measurements at four locations 90° apart to ensure alignment does not exceed the allowable misalignment as specified in Table-4.

6.9 If installing a C-Style or H-Style coupling, the cushions can be inserted between the jaws in each hub. Any tightness in the inserts should be between the jaws, not between the faces of the hubs. If the hubs are pressed too tightly against the spider or cushions, the coupling could lose some of its capability to accommodate misalignment. Again, check the gap between the faces of the hubs to ensure that dimension matches the “G” or Gap dimension in Table-4.

6.10 Using a calibrated torque wrench, tighten set screw in the second hub to the torque specified in Table-2. If one or both of the hubs contains a spline with the Lovejoy L-LOC feature, see section 7.0 regarding Splined Hub Installation for the specified set screw torque.

6.11 Recheck axial, parallel, and angular alignment for accuracy.

6.12 Remove any tooling and material away from the shafting and coupling. Install the appropriate coupling guard per OSHA requirements and remove the Lockout / Tagout kit from the power supply. The equipment can then be started up and tested. The coupling and equipment should run smoothly. If vibration is detected it could indicate there is an issue with alignment or other problems. This could point to problems related to the motor, coupling, or driven equipment and should be resolved prior to placing this coupling into operation.

### Table 2 - Set Screw Size and Tightening Torque (for L, AL, SS, C, and H Hubs)

<table>
<thead>
<tr>
<th>CPLG Size</th>
<th>Inch Set Screws</th>
<th>Metric Set Screws</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>Set Screw - inch</td>
<td>Tightening Torque</td>
</tr>
<tr>
<td>L 035</td>
<td>6-32</td>
<td>3/32</td>
</tr>
<tr>
<td>L 050</td>
<td>1/8</td>
<td>7-8</td>
</tr>
<tr>
<td>L 075</td>
<td>3/16 &amp; up</td>
<td>9-10</td>
</tr>
<tr>
<td>L 090</td>
<td>1/4-20</td>
<td>45-50</td>
</tr>
<tr>
<td>L 095</td>
<td>1/4</td>
<td>78-87</td>
</tr>
<tr>
<td>L 100</td>
<td>1/4 &amp; up</td>
<td></td>
</tr>
<tr>
<td>L 110</td>
<td>5/16-18</td>
<td>80-90</td>
</tr>
<tr>
<td>L 150</td>
<td>5/16 &amp; up</td>
<td>150-160</td>
</tr>
<tr>
<td>L 190</td>
<td>5/16 &amp; up</td>
<td>180-2000</td>
</tr>
<tr>
<td>L 225</td>
<td>3/4-10</td>
<td>180-2000</td>
</tr>
<tr>
<td>L 276</td>
<td>3/4 &amp; up</td>
<td>203-226</td>
</tr>
<tr>
<td>C 226</td>
<td>1/2-13</td>
<td>540-600</td>
</tr>
<tr>
<td>C 276</td>
<td>1/2 &amp; up</td>
<td>540-600</td>
</tr>
<tr>
<td>C 280</td>
<td>1/2-13</td>
<td>540-600</td>
</tr>
<tr>
<td>C 285</td>
<td>5/8-11</td>
<td>1100-1200</td>
</tr>
<tr>
<td>C 295</td>
<td>5/8-11</td>
<td>1100-1200</td>
</tr>
<tr>
<td>C 2955</td>
<td>5/8-11</td>
<td>1100-1200</td>
</tr>
<tr>
<td>H 3067</td>
<td>5/8-11</td>
<td>1100-1200</td>
</tr>
<tr>
<td>H 3567</td>
<td>5/8-11</td>
<td>1100-1200</td>
</tr>
<tr>
<td>H 3667</td>
<td>5/8-11</td>
<td>1100-1200</td>
</tr>
<tr>
<td>H 4067</td>
<td>3/4-10</td>
<td>1800-2000</td>
</tr>
<tr>
<td>H 4567</td>
<td>3/4 &amp; up</td>
<td>1800-2000</td>
</tr>
</tbody>
</table>

Notes:
1. Coupling types include aluminum and stainless steel hubs
2. In some countries, set screws may be referred to as "Grub screws"
### 7.0 SPLINE HUB INSTALLATION (L and C):

7.1 When installing a hub with a spline and L-LOC (see holes next to the spline in the photo to the right), **ensure the spline shaft is fully engaged and extends completely under BOTH L-LOC set screws.** Some hubs may only have a single set screw and the spline MUST extend completely under that set screw.

**Warning!** If the spline shaft does not extend fully under one of the L-LOC set screws, **DO NOT** tighten that set screw.

7.2 Identify if the hub is a standard powder metal hub, or a hub manufactured from steel (1045, 1018, or equivalent) and tighten the set screws as specified in Table-3 below. If assistance is required to confirm the hub is powder metal, feel free to contact Lovejoy Customer Service.

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**Table 3 - LLOC Set Screw Tightening Torque**

<table>
<thead>
<tr>
<th>CPLG</th>
<th>PM Hubs 2</th>
<th>Steel Hubs 2</th>
<th>Tightening Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>Size</td>
<td>Set Screw Size (inch)</td>
<td>Tightening Torque</td>
<td>Set Screw Size (inch)</td>
</tr>
<tr>
<td>L 090</td>
<td>3/8 - 16</td>
<td></td>
<td>5/16 - 18</td>
</tr>
<tr>
<td>L 095</td>
<td>3/8 - 16</td>
<td></td>
<td>5/16 - 18</td>
</tr>
<tr>
<td>L 099</td>
<td>5/16 - 18</td>
<td></td>
<td>3/8 - 16</td>
</tr>
<tr>
<td>L 100</td>
<td>3/8 - 16</td>
<td></td>
<td>3/8 - 16</td>
</tr>
<tr>
<td>L 110</td>
<td>3/8 - 16</td>
<td></td>
<td>1/2 - 13</td>
</tr>
<tr>
<td>L 150</td>
<td>3/8 - 16</td>
<td></td>
<td>1/2 - 13</td>
</tr>
<tr>
<td>L 190</td>
<td>1/2 - 13</td>
<td></td>
<td>1/2 - 13</td>
</tr>
<tr>
<td>L 225</td>
<td>1/2 - 13</td>
<td></td>
<td>48</td>
</tr>
<tr>
<td>L 276</td>
<td>1/2 - 13</td>
<td></td>
<td>48</td>
</tr>
</tbody>
</table>

**Cast Iron Hubs**

<table>
<thead>
<tr>
<th>CPLG</th>
<th>Tightening Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>C 226</td>
<td>5/8 - 11</td>
</tr>
<tr>
<td>C 276</td>
<td>5/8 - 11</td>
</tr>
<tr>
<td>C 280</td>
<td>5/8 - 11</td>
</tr>
<tr>
<td>C 285</td>
<td>5/8 - 11</td>
</tr>
<tr>
<td>C 295</td>
<td>5/8 - 11</td>
</tr>
</tbody>
</table>

**Steel Hubs**

<table>
<thead>
<tr>
<th>Tightening Torque</th>
</tr>
</thead>
<tbody>
<tr>
<td>96</td>
</tr>
<tr>
<td>96</td>
</tr>
<tr>
<td>96</td>
</tr>
<tr>
<td>96</td>
</tr>
<tr>
<td>96</td>
</tr>
</tbody>
</table>

**Notes:**

1. Contact Lovejoy Technical Support for Metric LLOC set screws.
2. PM = Powder Metal. Most hubs thru size L276 are PM (Powder Metal) by default.

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Table 4 - Jaw Couplings Allowable Misalignment

<table>
<thead>
<tr>
<th>Size</th>
<th>Style</th>
<th>Gap 'G' (BSE) Width in</th>
<th>Parallel NBR or Urethane up to L225 in</th>
<th>Angular Degrees</th>
<th>Δ 'G' in</th>
<th>Parallel Hytrel in</th>
<th>Angular Degrees</th>
<th>Δ 'G' in</th>
<th>Parallel Bronze 1 in</th>
<th>Angular Degrees</th>
<th>Δ 'G' in</th>
</tr>
</thead>
<tbody>
<tr>
<td>L035</td>
<td>1</td>
<td>0.281</td>
<td>0.015</td>
<td>1°</td>
<td>0.010</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>L/AL 050</td>
<td>1</td>
<td>0.469</td>
<td>0.015</td>
<td>1°</td>
<td>0.018</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.012</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.012</td>
</tr>
<tr>
<td>L/AL 070</td>
<td>1</td>
<td>0.500</td>
<td>0.015</td>
<td>1°</td>
<td>0.022</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.012</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.012</td>
</tr>
<tr>
<td>L/AL 075</td>
<td>1</td>
<td>0.500</td>
<td>0.015</td>
<td>1°</td>
<td>0.030</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.015</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.015</td>
</tr>
<tr>
<td>L/AL 090</td>
<td>1</td>
<td>0.500</td>
<td>0.015</td>
<td>1°</td>
<td>0.035</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.018</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.018</td>
</tr>
<tr>
<td>L/AL 095</td>
<td>1</td>
<td>0.500</td>
<td>0.015</td>
<td>1°</td>
<td>0.035</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.018</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.018</td>
</tr>
<tr>
<td>L/AL 099</td>
<td>1</td>
<td>0.750</td>
<td>0.015</td>
<td>1°</td>
<td>0.040</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.022</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.022</td>
</tr>
<tr>
<td>L/AL 100</td>
<td>1</td>
<td>0.750</td>
<td>0.015</td>
<td>1°</td>
<td>0.040</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.022</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.022</td>
</tr>
<tr>
<td>L/AL 110</td>
<td>1</td>
<td>0.875</td>
<td>0.015</td>
<td>1°</td>
<td>0.055</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.030</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.030</td>
</tr>
<tr>
<td>L150</td>
<td>1</td>
<td>1.000</td>
<td>0.015</td>
<td>1°</td>
<td>0.065</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.033</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.033</td>
</tr>
<tr>
<td>AL 150 ²</td>
<td>1</td>
<td>1.000</td>
<td>0.015</td>
<td>1°</td>
<td>0.070</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>L 190</td>
<td>2</td>
<td>1.000</td>
<td>0.015</td>
<td>1°</td>
<td>0.075</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.040</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.040</td>
</tr>
<tr>
<td>L 225</td>
<td>2</td>
<td>1.000</td>
<td>0.015</td>
<td>1°</td>
<td>0.085</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.044</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.044</td>
</tr>
<tr>
<td>L 276</td>
<td>2</td>
<td>1.625</td>
<td>0.015</td>
<td>1°</td>
<td>0.100</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>--</td>
<td>1/2°</td>
<td>--</td>
</tr>
<tr>
<td>C 226</td>
<td>3</td>
<td>1.500</td>
<td>0.015</td>
<td>1°</td>
<td>0.090</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.046</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.046</td>
</tr>
<tr>
<td>C 276</td>
<td>3</td>
<td>1.625</td>
<td>0.015</td>
<td>1°</td>
<td>0.100</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.054</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>C 280</td>
<td>3</td>
<td>1.625</td>
<td>0.015</td>
<td>1°</td>
<td>0.130</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.065</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>C 285</td>
<td>3</td>
<td>1.625</td>
<td>0.015</td>
<td>1°</td>
<td>0.145</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.075</td>
<td>--</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>C 295</td>
<td>3</td>
<td>1.875</td>
<td>0.015</td>
<td>1°</td>
<td>0.160</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.080</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.080</td>
</tr>
<tr>
<td>C 2955</td>
<td>3</td>
<td>1.875</td>
<td>0.015</td>
<td>1°</td>
<td>0.160</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.080</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.080</td>
</tr>
<tr>
<td>H 3067</td>
<td>3</td>
<td>2.125</td>
<td>0.015</td>
<td>1°</td>
<td>0.180</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.090</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.090</td>
</tr>
<tr>
<td>H 3567</td>
<td>3</td>
<td>2.375</td>
<td>0.015</td>
<td>1°</td>
<td>0.195</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.100</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.100</td>
</tr>
<tr>
<td>H 3667</td>
<td>3</td>
<td>2.625</td>
<td>0.015</td>
<td>1°</td>
<td>0.210</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.105</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.105</td>
</tr>
<tr>
<td>H 4067</td>
<td>3</td>
<td>2.875</td>
<td>0.015</td>
<td>1°</td>
<td>0.235</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.120</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.120</td>
</tr>
<tr>
<td>H 4567</td>
<td>3</td>
<td>3.125</td>
<td>0.015</td>
<td>1°</td>
<td>0.265</td>
<td>0.015</td>
<td>1/2°</td>
<td>0.135</td>
<td>0.010</td>
<td>1/2°</td>
<td>0.135</td>
</tr>
</tbody>
</table>

Notes
1. Maximum speed for all L-Line Hytrel L050 through L276 is 3,600 RPM. See catalog for larger sizes.
2. Maximum speed for all Bronze spiders or cushions is 250 RPM regardless of size.
3. AL150 couplings are dimensionally larger in size than the standard L150. AL150 spiders have more legs than L150.
### Table 5 - Performance Details for Jaw Couplings

<table>
<thead>
<tr>
<th>Size L / AL / SS RRS / RRC</th>
<th>Maximum Bore RPM in NBR</th>
<th>Maximum SOX (NBR) in-lbs</th>
<th>Torque Capacity by Spider Material</th>
<th>Hytrel in-lbs</th>
<th>Urethane in-lbs</th>
<th>Bronze in-lbs</th>
</tr>
</thead>
<tbody>
<tr>
<td>L 035</td>
<td>0.375 10 mm</td>
<td>31,000</td>
<td>3.5</td>
<td>0.4</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>L/AL 050</td>
<td>0.625 3 16 mm</td>
<td>18,000</td>
<td>26.3</td>
<td>3.0</td>
<td>50</td>
<td>39 5.6</td>
</tr>
<tr>
<td>L/AL 070</td>
<td>0.750 19 mm</td>
<td>14,000</td>
<td>43.2</td>
<td>4.9</td>
<td>114</td>
<td>12.9 65</td>
</tr>
<tr>
<td>L/AL 075</td>
<td>0.875 22 mm</td>
<td>11,000</td>
<td>90</td>
<td>10.2</td>
<td>227</td>
<td>25.6 135</td>
</tr>
<tr>
<td>L/AL 090</td>
<td>1.000 25 mm</td>
<td>9,000</td>
<td>144</td>
<td>16.3</td>
<td>401</td>
<td>45.3 216</td>
</tr>
<tr>
<td>L/AL 095</td>
<td>1.125 28 mm</td>
<td>9,000</td>
<td>194</td>
<td>21.9</td>
<td>561</td>
<td>63.4 291</td>
</tr>
<tr>
<td>L/AL 099</td>
<td>1.188 30 mm</td>
<td>7,000</td>
<td>318</td>
<td>35.9</td>
<td>792</td>
<td>89.5 477</td>
</tr>
<tr>
<td>L/AL 100</td>
<td>1.375 35 mm</td>
<td>7,000</td>
<td>417</td>
<td>47.1</td>
<td>1,134</td>
<td>128 626</td>
</tr>
<tr>
<td>L/AL 110</td>
<td>1.625 42 mm</td>
<td>5,000</td>
<td>792</td>
<td>89.5</td>
<td>2,268</td>
<td>256 1,188</td>
</tr>
<tr>
<td>L 150</td>
<td>1.875 48 mm</td>
<td>5,000</td>
<td>1,240</td>
<td>140.0</td>
<td>3,708</td>
<td>419 1,860</td>
</tr>
<tr>
<td>AL 150 2</td>
<td>1.875 48 mm</td>
<td>5,000</td>
<td>1,450</td>
<td>163.8</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>L 190</td>
<td>2.125 55 mm</td>
<td>5,000</td>
<td>1,728</td>
<td>195.0</td>
<td>4,680</td>
<td>529 2,592</td>
</tr>
<tr>
<td>L 225</td>
<td>2.625 65 mm</td>
<td>4,200</td>
<td>2,340</td>
<td>264.0</td>
<td>6,228</td>
<td>704 3,510</td>
</tr>
<tr>
<td>L 276</td>
<td>2.875 73 mm</td>
<td>1,800</td>
<td>4,716</td>
<td>533.0</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>C 226</td>
<td>2.500 64 mm</td>
<td>4,800</td>
<td>2,988</td>
<td>338</td>
<td>5,940</td>
<td>671 5,940</td>
</tr>
<tr>
<td>C 276</td>
<td>2.875 73 mm</td>
<td>4,200</td>
<td>4,716</td>
<td>533</td>
<td>9,432</td>
<td>1,066 9,432</td>
</tr>
<tr>
<td>C 280</td>
<td>3.000 76 mm</td>
<td>3,500</td>
<td>7,560</td>
<td>854</td>
<td>13,866</td>
<td>1,567 13,866</td>
</tr>
<tr>
<td>C 285</td>
<td>4.000 102 mm</td>
<td>3,200</td>
<td>9,182</td>
<td>1,038</td>
<td>16,680</td>
<td>1,882 16,680</td>
</tr>
<tr>
<td>C 295</td>
<td>3.500 89 mm</td>
<td>2,300</td>
<td>11,340</td>
<td>1,281</td>
<td>22,680</td>
<td>2,563 22,680</td>
</tr>
<tr>
<td>C 2955</td>
<td>4.000 102 mm</td>
<td>2,300</td>
<td>18,900</td>
<td>2,136</td>
<td>37,800</td>
<td>4,271 37,800</td>
</tr>
<tr>
<td>H 3067 NBR</td>
<td>4.500 114 mm</td>
<td>2,300</td>
<td>33,335</td>
<td>3,774</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>H 3067 Hytrel</td>
<td>4.000 102 mm</td>
<td>2,300</td>
<td>--</td>
<td>--</td>
<td>47,196</td>
<td>5,333 47,196</td>
</tr>
<tr>
<td>H 3567 NBR</td>
<td>5.000 127 mm</td>
<td>2,100</td>
<td>46,632</td>
<td>5,269</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>H 3567 Hytrel</td>
<td>4.500 114 mm</td>
<td>2,100</td>
<td>--</td>
<td>--</td>
<td>63,000</td>
<td>7,119 63,000</td>
</tr>
<tr>
<td>H 3667 NBR</td>
<td>5.625 143 mm</td>
<td>1,900</td>
<td>64,812</td>
<td>7,323</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>H 3667 Hytrel</td>
<td>5.000 127 mm</td>
<td>1,900</td>
<td>--</td>
<td>--</td>
<td>88,200</td>
<td>9,966 88,200</td>
</tr>
<tr>
<td>H 4067 NBR</td>
<td>6.250 159 mm</td>
<td>1,800</td>
<td>88,224</td>
<td>9,969</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>H 4067 Hytrel</td>
<td>5.500 140 mm</td>
<td>1,800</td>
<td>--</td>
<td>--</td>
<td>126,000</td>
<td>14,237 126,000</td>
</tr>
<tr>
<td>H 4567 NBR</td>
<td>7.000 178 mm</td>
<td>1,500</td>
<td>119,700</td>
<td>13,525</td>
<td>--</td>
<td>--</td>
</tr>
<tr>
<td>H 4567 Hytrel</td>
<td>6.000 152 mm</td>
<td>1,500</td>
<td>--</td>
<td>--</td>
<td>170,000</td>
<td>19,209 170,000</td>
</tr>
</tbody>
</table>

**Notes:**
1. Maximum speed is for closed center spiders - NBR (SOX) Spiders Only
   - Maximum speed for all open center spiders is 1,800 RPM
   - Maximum speed for all Hytrel spiders, size L050 - L276 is 3,600 RPM
   - Maximum speed for all Bronze spiders is 250 RPM with no exceptions
2. The AL 150 coupling has a unique SOX (NBR) spider that is not interchangeable with standard L150 couplings
3. Maximum bore is without a keyway (L/AL 050 hubs)
### Table 6 - Standard Spider Dimensions

<table>
<thead>
<tr>
<th>Size</th>
<th>A - Diameter</th>
<th>W - Width</th>
<th>H &amp; HH - Center Hole Diameter</th>
<th>DC - NBR Solid Center</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Std (A)</td>
<td>SW (AA)</td>
<td>width</td>
<td>Std Spiders (H)</td>
</tr>
<tr>
<td></td>
<td>in (mm)</td>
<td>in (mm)</td>
<td>in (mm)</td>
<td>in (mm)</td>
</tr>
<tr>
<td>L 035</td>
<td>0.62 (16)</td>
<td>--</td>
<td>0.28 (7.1)</td>
<td>--</td>
</tr>
<tr>
<td>L/AL 050</td>
<td>1.07 (27)</td>
<td>--</td>
<td>0.42 (10.7)</td>
<td>0.31 (7.9)</td>
</tr>
<tr>
<td>L/AL 070</td>
<td>1.38 (35)</td>
<td>--</td>
<td>0.42 (10.7)</td>
<td>0.50 (12.7)</td>
</tr>
<tr>
<td>L/AL 075</td>
<td>1.75 (44)</td>
<td>--</td>
<td>0.44 (11.2)</td>
<td>0.75 (19.1)</td>
</tr>
<tr>
<td>L/AL 090</td>
<td>2.12 (54)</td>
<td>2.56 (65)</td>
<td>0.44 (11.2)</td>
<td>0.88 (22.4)</td>
</tr>
<tr>
<td>L/AL 095</td>
<td>2.12 (54)</td>
<td>2.56 (65)</td>
<td>0.44 (11.2)</td>
<td>0.88 (22.4)</td>
</tr>
<tr>
<td>L/AL 099</td>
<td>2.54 (65)</td>
<td>3.08 (78)</td>
<td>0.61 (15.5)</td>
<td>1.03 (26.2)</td>
</tr>
<tr>
<td>L/AL 100</td>
<td>2.54 (65)</td>
<td>3.08 (78)</td>
<td>0.61 (15.5)</td>
<td>1.03 (26.2)</td>
</tr>
<tr>
<td>L/AL 110</td>
<td>3.31 (84)</td>
<td>3.87 (98)</td>
<td>0.75 (19.1)</td>
<td>1.18 (30.0)</td>
</tr>
<tr>
<td>L 150</td>
<td>3.75 (95)</td>
<td>4.56 (116)</td>
<td>0.88 (22.4)</td>
<td>1.25 (31.8)</td>
</tr>
<tr>
<td>AL 150 ^3</td>
<td>4.25 (108)</td>
<td>--</td>
<td>0.88 (22.4)</td>
<td>1.25 (31.8)</td>
</tr>
<tr>
<td>L 190</td>
<td>4.50 (114)</td>
<td>5.18 (132)</td>
<td>0.88 (22.4)</td>
<td>1.38 (35.1)</td>
</tr>
<tr>
<td>L 225</td>
<td>4.98 (126)</td>
<td>5.44 (138)</td>
<td>0.88 (22.4)</td>
<td>1.75 (44.5)</td>
</tr>
<tr>
<td>L 276</td>
<td>6.19 (157)</td>
<td>--</td>
<td>1.45 (36.8)</td>
<td>1.75 (44.5)</td>
</tr>
</tbody>
</table>