



ELECTRICAL MOTOR REPAIR COMPANY

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elevatormotor.com

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Mod Conversion Kits

Is Your New Mod Noisy?

If you're not using this coupling it is!

Custom Coupling

Saves 8 to 16 Team Hours on Mod Installation

Removes end thrusting and overloading of motor bearings



Patent #6,315,080

NOTE:

Hoist Machines have 100 TIMES the internal clearance of a 2 ball Bearing Motor. If you direct couple, the motor will carry the Entire Load of the Hoist machine with end thrusting! The Bearing Will Fail.

IMPERIAL
ELECTRIC



LS LEROY
SOMER

IMO
IMO Pump Division

Part Numbers



| Machine Type | Coupler PART # | Flange Part# |
|--------------|----------------|--------------|
| ARMOR #2 | AMC2 | AMC2/FLG |
| ARMOR #3 | AMC3 | AMC3/FLG |
| ARMOR #4 | AMC4 | |
| DOVER GD45 | DMC45 | |
| DOVER GD105 | DMC105 | DMC105/FLG |
| DOVER GD109 | DMC109 | |
| DOVER GD240 | DMC240 | |
| GURNEY D35 | GMC35 | GMC/FLG |

Machine Type
HAUGHTON E
HAUGHTON EK
HAUGHTON H

Coupler #
HMCE
HMCEK
HMCH

HOLISTER WHITNEY44
HOLISTER WHITNEY53
HOLISTER WHITNEY54
HOLISTER WHITNEY64
HOLISTER WHITNEY74

HWMC44
HWMC53
HWMC54
HWMC64
HWMC74



| Machine Type | Coupler# | Flange# |
|----------------|----------|---------|
| MONTGOMERY 203 | MMC203 | |
| MONTGOMERY 207 | MMC207 | |
| MONTGOMERY 208 | MMC208 | |

| | | |
|-----------|-------|-----------|
| OTIS 17CT | OMC17 | OMC17/FLG |
| OTIS 22CT | OMC22 | OMC22/FLG |
| OTIS 29CT | OMC29 | OMC29/FLG |
| OTIS 7" | 7D | |
| OTIS 9" | 9D | |
| OTIS 11" | 11D | |
| OTIS 12" | 12D | |



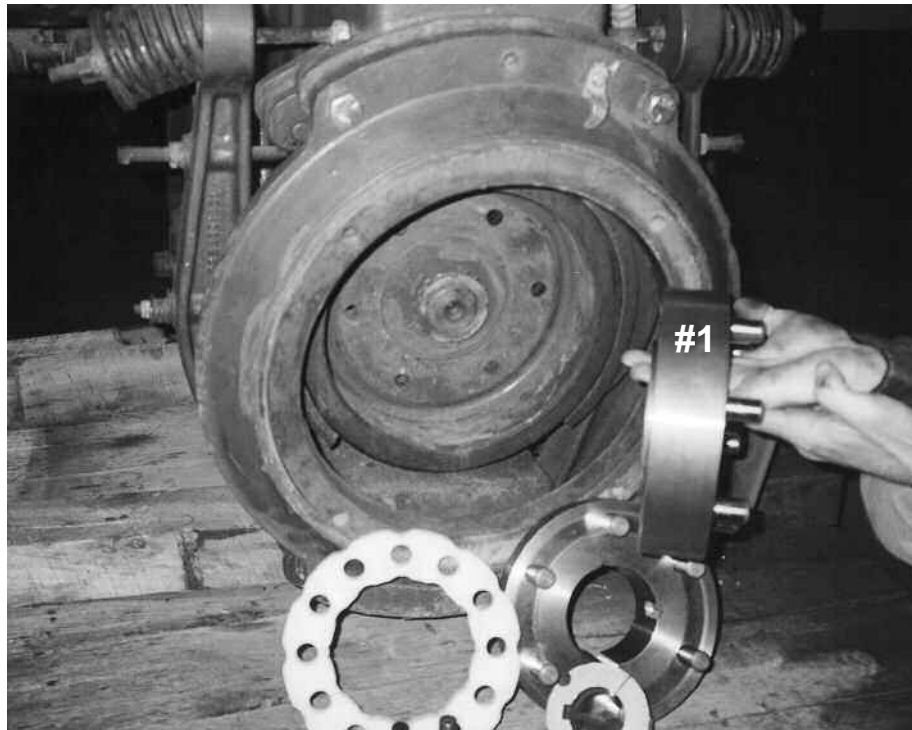
Machine Type
WESTINGHOUSE 18
WESTINGHOUSE 27
WESTINGHOUSE 28
WESTINGHOUSE 38
WESTINGHOUSE 57
WESTINGHOUSE 58
WESTINGHOUSE 61

Coupler
WMC18
WMC27
WMC28
WMC38
WMC57
WMC58
WMC61

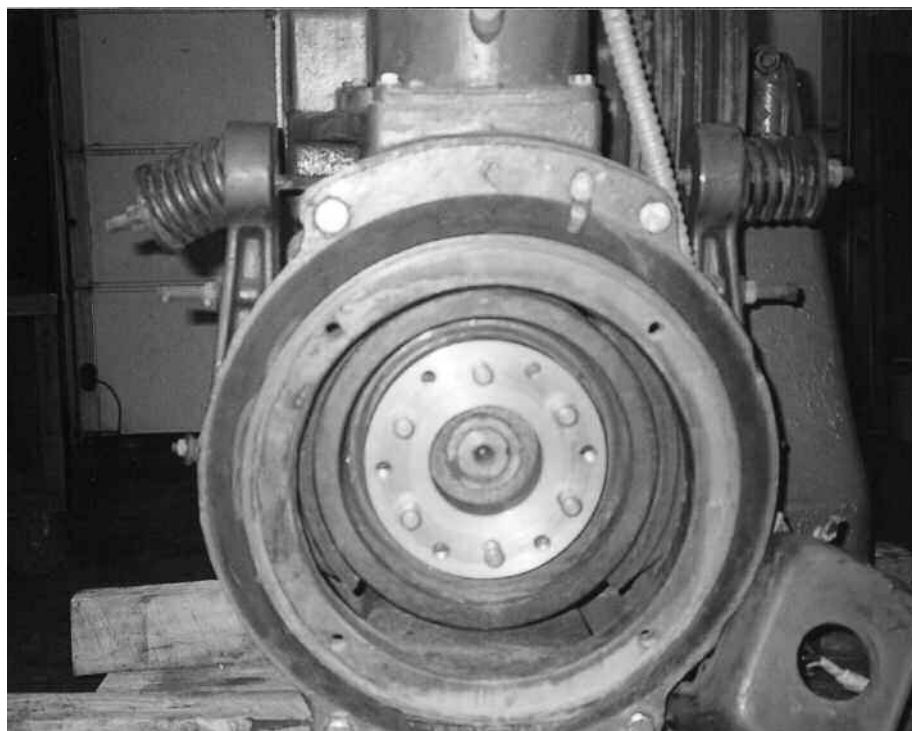
Flange
WMC18/FLG
WMC27/FLG
WMC28/FLG
WMC38/FLG
WMC57/FLG
WMC58/FLG
WMC61/FLG



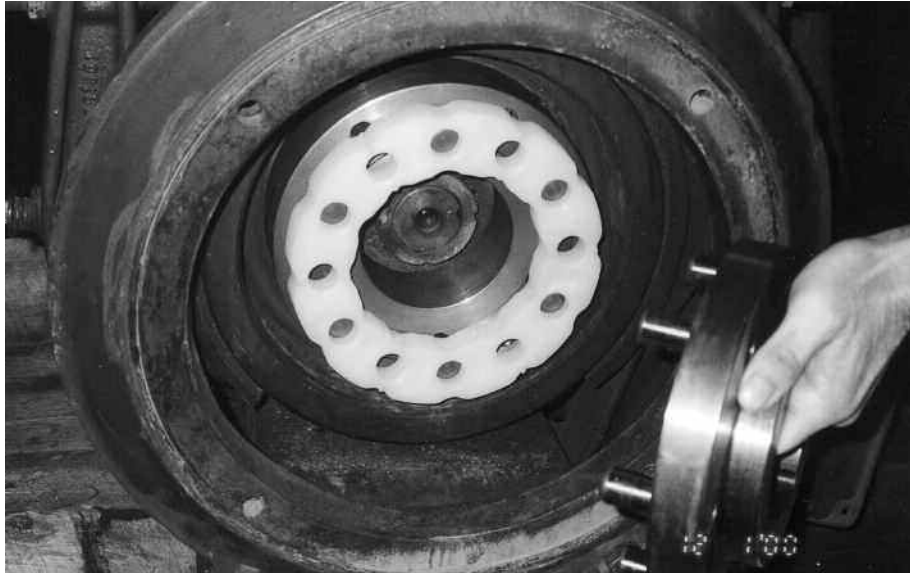
- 1) Remove existing Motor from hoist machine. Keep bolts, for reuse or samples if not in good condition.



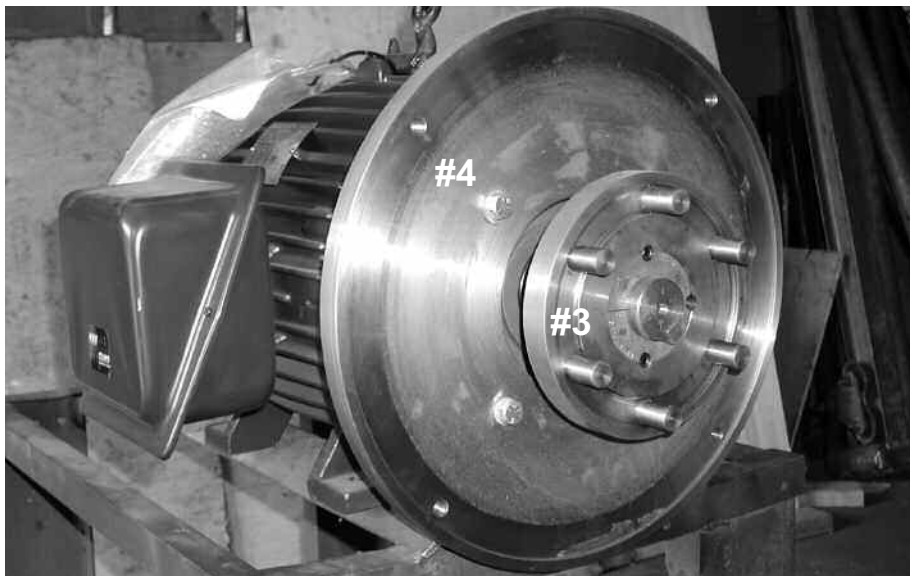
Mount #1 Drum mount flange to brake drum.



2) Place Polydisc on pins



3) Bolt #4 Adapter plate to C face of motor



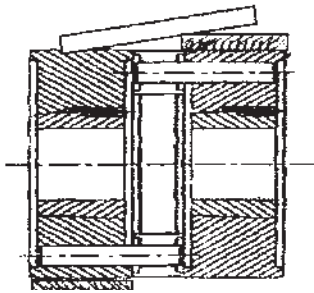
4) Mount #3 flange to motor with Taper-Lock bushing loosely on shaft. Apply motor to hoist Machine, inserting pins completely into poly-disc with Motor up Flush to Machine, Mark on shaft where the coupling will remain.

Remove Motor and Tighten Allen screws on Taper-Lock (Follow instructions for mounting Taper-Lock)

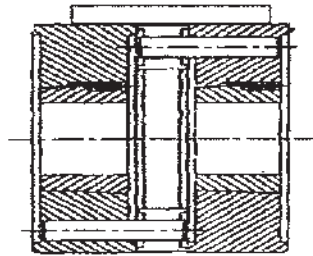
5) Re-apply Motor to Hoist machine and bolt up.

Footmount Motor Coupling Motor Alignment Save 4 Team Hours in Alignment Time Alone.

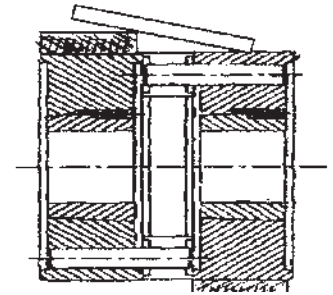
LAY KEY ACROSS COUPLING



MOTOR TOO HIGH

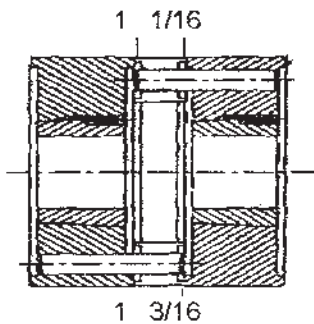


CORRECT HEIGHT

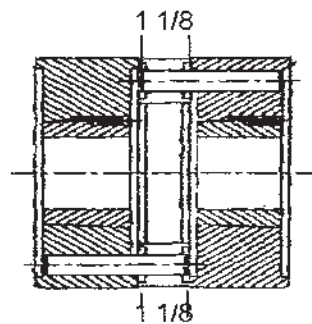


MOTOR TOO LOW

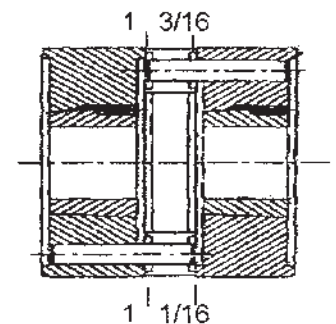
MEASURE TOP AND BOTTOM GAP BETWEEN COUPLING HALVES



MOTOR HIGH IN BACK

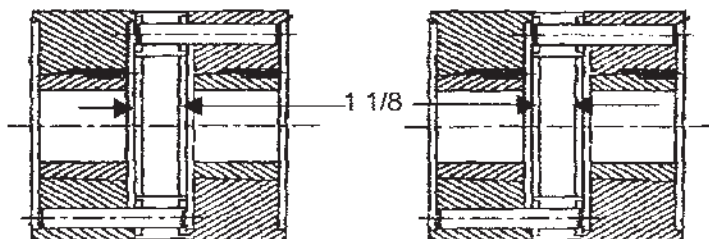


MOTOR LEVEL



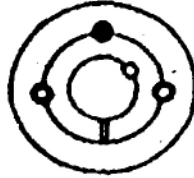
MOTOR LOW IN BACK

MEASURE SIDE-TO-SIDE OF COUPLING GAP TO ALIGN BACK OF MOTOR SIDE-TO-SIDE (THE SAME MEASUREMENT AS TOP AND BOTTOM TO LEVEL MOTOR)



- NOTE: 1) DON'T PINCH POLYDISC MAKE GAP 1 1/8 INCH OR LARGER**
2) PROPERLY TIGHTEN TAPER-LOCK ON SHAFT
A.) TORQUE ALLEN SCREWS TO 35 FOOT POUNDS, B.) SEAT TAPER-LOCK IN COUPLING WITH DRIFT PUNCH. C.) RETORQUE TO 35 FOOT LBS, MINIMUM TOOL: REQUIRED 3/8" ALLEN DRIVE SOCKET.

Taper-Lock® Bushing



1008 to 3030

○ INSERT SETSCREWS TO INSTALL ● INSERT SETSCREWS TO REMOVE

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.

TO INSTALL

1. Clean shaft, bore of bushing, outside of bushing and hub bore of all oil, paint and dirt. File away burrs.
2. Insert bushing in hub. Match the hold pattern, not threaded holes (each complete hole will be threaded on one side only). ▲
3. "LIGHTLY" oil setscrews and thread into those half-threaded holes indicated by ○ on above diagram.

CAUTION

Do not lubricate the bushing taper, bushing bore, hub taper or the shaft. Doing so could result in breakage of the product.

4. Position assembly onto shaft allowing for the small axial movement which will occur during tightening procedure.
5. Alternately torque setscrews to recommended torque setting in chart below.

CAUTION

Do not use worn hex key wrenches. Doing so may result in a loose assembly or may damage screws.

6. To increase gripping force, hammer face of bushing using drift or sleeve. (Do not hit bushing directly with hammer.)
7. Re-torque screws after hammering.

CAUTION

Where bushing is used with lubricated products such as chain, gear or grid couplings be sure to seal all pathways (where lubrication could leak) with RTV or similar material.

TO REMOVE

1. Remove all screws.
2. Insert screws in holes indicated by ● on drawing. Loosen bushing by alternately tightening screws.

Recommended Installation Wrench Torque

| Bushing No. | Lb.-In.* | Nm* |
|------------------|----------|------|
| 1008, 1108 | 55 | 6,2 |
| 1210, 1215, 1310 | 175 | 19,9 |
| 1610, 1615 | 175 | 19,3 |
| 2012 | 280 | 31,8 |
| 2517, 2525 | 430 | 48,8 |
| 3020, 3030 | 800 | 90,8 |

▲ If two bushings are used on same component and shaft, fully tighten one bushing before working on the other.

* When installing bushing in sintered steel product (sheave, coupling, etc.) follow torque recommendation shown on product hub if present.

**VERY
IMPORTANT
SEAT
BUSHING**

**VERY
IMPORTANT
SEAT
BUSHING**

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 manuals must be followed. Inspections should be made as necessary to assume safe operation under prevailing conditions. Proper guards 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 Rockwell Automation nor are the responsibility of Rockwell Automation. 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.

Stocking: Flexible Mod Coupling with Mounting Bracket

| MACHINE | HORSEPOWER (SPEED 900, 1200, 1800 RPM) | | | | | | |
|-------------------|--|-----|-----|-----|-----|-----|-----|
| | 10 | 15 | 20 | 25 | 30 | 40 | 50 |
| MANUFACTURER | | | | | | | |
| ARMOUR | | | | | | | |
| #2 | XXX | XXX | XXX | XXX | XXX | | |
| #2 | XXX | XXX | XXX | XXX | XXX | | |
| #3 | XXX | XXX | XXX | XXX | XXX | XXX | |
| #4B | | | XXX | XXX | XXX | XXX | XXX |
| DOVER | | | | | | | |
| GD45 | XXX | XXX | XXX | XXX | | | |
| GD-105 | | XXX | XXX | XXX | XXX | | |
| GD109 | | | XXX | XXX | XXX | | |
| GD240 | | | | | XXX | XXX | |
| GURNEY | | | | | | | |
| ALL | XXX | XXX | XXX | XXX | XXX | | |
| Haughton | | | | | | | |
| E | | | XXX | XXX | XXX | | |
| EK | | | XXX | XXX | XXX | | |
| H | | | XXX | XXX | XXX | XXX | |
| HOLISTER WHITNETY | | | | | | | |
| 43 | XXX | XXX | XXX | XXX | XXX | | |
| 44 | XXX | XXX | XXX | XXX | XXX | | |
| 53 | | XXX | XXX | XXX | XXX | | |
| 54 | | XXX | XXX | XXX | XXX | | |
| 63 | | | XXX | XXX | XXX | XXX | |
| 64 | | | XXX | XXX | XXX | XXX | |
| 73 | | | XXX | XXX | XXX | XXX | XXX |
| 74 | | | XXX | XXX | XXX | XXX | XXX |
| NORTHERN | | | | | | | |
| 240 | XXX | XXX | XXX | XXX | XXX | | |
| 280 | | XXX | XXX | XXX | XXX | | |
| WESTINGHOUSE | | | | | | | |
| 18 | XXX | XXX | XXX | XXX | | | |
| 28 | XXX | XXX | XXX | XXX | XXX | | |
| 37 | XXX | XXX | XXX | XXX | XXX | XXX | |
| 38 | | | XXX | XXX | XXX | XXX | |
| 57 | | | | XXX | XXX | XXX | XXX |
| 58 | | | | XXX | XXX | XXX | XXX |
| 61 | | | | | XXX | XXX | XXX |
| OTIS | | | | | | | |
| #1 FOOT | XXX | XXX | XXX | | | | |
| #2 FOOT | | XXX | XXX | XXX | | | |
| #3 FOOT | | | XXX | XXX | XXX | XXX | XXX |
| 17CT | | XXX | XXX | XXX | XXX | | |
| 22 CT | | | XXX | XXX | XXX | XXX | |
| 29 CT | | | | | XXX | XXX | XXX |
| MONTGOMERY | | | | | | | |
| 203 | | XXX | XXX | XXX | | | |
| 207E | | | XXX | XXX | XXX | XXX | XXX |
| 208 | | | | XXX | XXX | XXX | XXX |
| 209 | | | | XXX | XXX | XXX | XXX |
| 210 | | | | | XXX | XXX | XXX |
| 214 | | | | | XXX | XXX | XXX |

ORDER BY: MACHINE TYPE
AND EXISTING MOTOR DATA TAG COMPLETE



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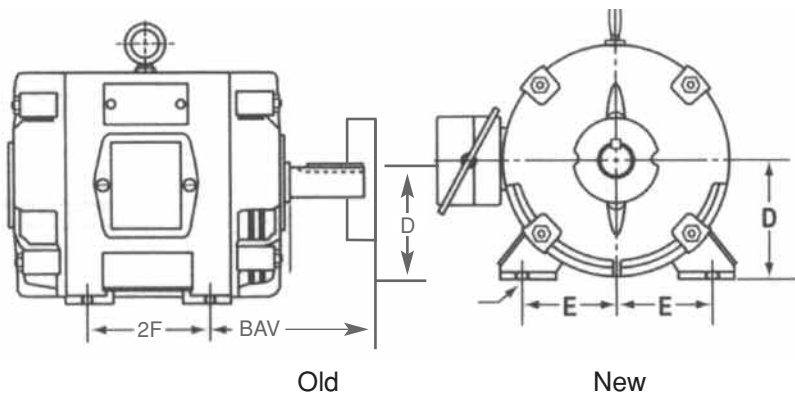
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Mounting Plates



| | | |
|---------|--|--|
| BAV | | |
| D | | |
| 2E | | |
| 2F | | |
| Frame # | | |
| A | | |
| B | | |
| C | | |

