

WARNING

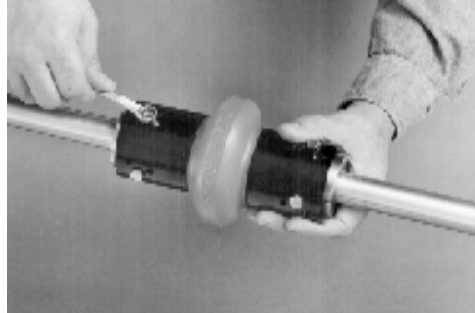
- Because of the possible danger to person(s) or property from accidents which may result from improper use or installation of products, it is extremely important to follow the proper selection, installation, maintenance and operational procedures.
- All rotating power transmission products are potentially dangerous and can cause serious injury. They must be properly guarded in compliance with OSHA and A.N.S.I. standards for the speeds and applications in which they are used. It is the responsibility of the user to provide proper guarding.
- Failure to secure capscrews properly could cause coupling component(s) to become dislodged during operation; resulting in personal injury. Both "Inch" and "Metric" capscrew/hub designs are in service worldwide. Do not attempt to install "Inch" capscrews into a "Metric" hub or visa versa.
- Do not start motor or jog without the complete coupling being properly secured to driver and driven equipment shafts.
- Do not use on turbine drives if the coupling cannot be protected from steam leakage or from speeds in excess of the couplings published speed ratings.
- Do not use on applications such as elevators, man lifts, or devises that transfer people. When the coupling fails, the lift device or people mover could fall resulting in serious injury or death.
- Before installing this coupling on any system containing sleeve bearings, herringbone gear sets or other devices sensitive to axial thrust, consult Rexnord.
- It is the responsibility of the user to consider the coupling's stiffness (available from Rexnord) as it relates to the drive system frequency.

STEP 1



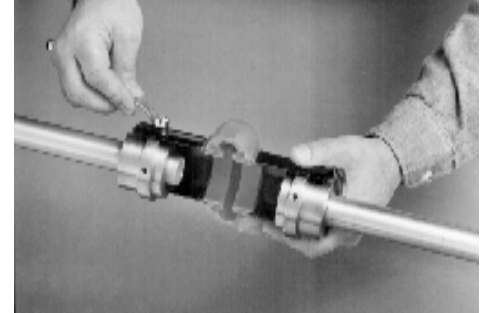
Inspect both driving and driven shafts making sure they are free from dirt and burrs. Be sure they keys fit shafts properly. Mount both hubs to the shafts securing only one hub; the other hub should be loose for minor adjustment of spacing. Where tapered bushings are used, follow bushing manufacturer's instructions. If hub is bored for an interference fit, we recommend heating the hub in water, oil bath or an oven and quickly positioning it on the shaft. Do not spot heat hub as it may cause distortion.

STEP 2



Place half of the elastomer element around hubs and secure with self-locking capscrews. The elastomer element will space the other hub. It is important to have capscrew properly tightened. See Table 1 below for recommended capscrew torques and instructions. Now secure the other hub to the shaft.

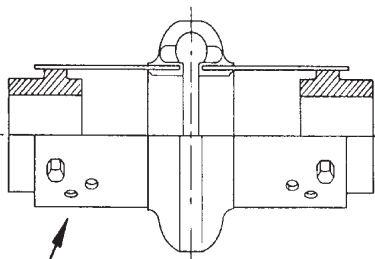
STEP 3



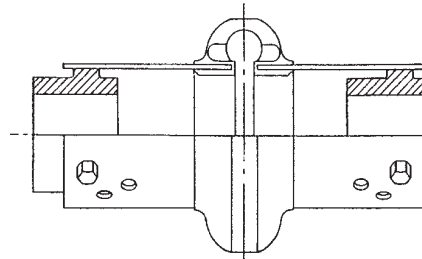
Mount other half of the elastomer element to hubs. Be sure to secure rings to the spacer element if provided. Tighten all capscrews to the recommended capscrew torques in Table 1 and your done!

Spacer coupling installation is shown; the same procedure applies for the standard design coupling.

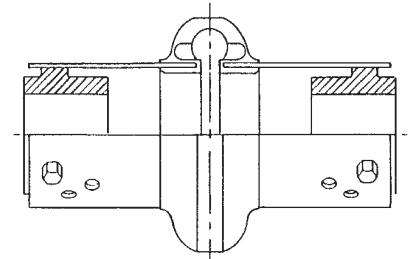
HELPFUL HINT: If the capscrew holes in the element do not line up properly with the hubs due to equipment misalignment, rotate the shafts (if possible) slightly as you install each capscrew. On larger coupling sizes, first install the capscrews that are located in the center of the half element.



Standard Method
Both hubs mounted outward.



Optional Method
One hub mounted inward; one hub mounted outward.

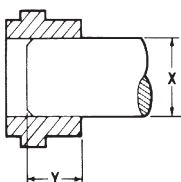


Optional Method
Both hubs mounted inward.

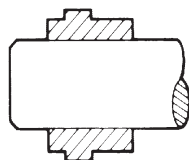
Additional mounting positions are possible with the optional assembly holes on the spacer element. Select the combination which most closely matches the dimension desired between shaft ends.

ALLOWABLE SHAFT ENGAGEMENTS

Shafts can be flush with the hub (not shown), recessed below the face of the hub, or extended beyond the hub face.



Dimension Y should be equal to, or greater than, .8 times dimension X. 100% shaft engagement is recommended for compression bushed hubs.



The shaft may extend beyond the hub, as long as there is sufficient keyway length available.

TABLE 1

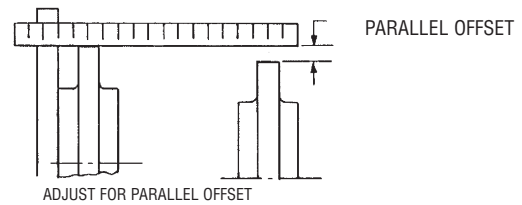
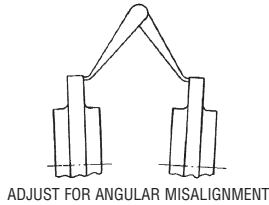
RECOMMENDED CAPSCREW TORQUES FOR PROPER INSTALLATION	CPLG SIZE	TORQUE - DRY		
		IN. LBS.	FT. LBS.	Nm
<p>- IMPORTANT - Capscrews have self-locking patches which should <i>not</i> be reused more than twice.</p> <p>Capscrews can be further used with application of a thread-locking adhesive.</p> <p><i>Do Not Lubricate Capscrew Threads</i></p>	2	204	17	23
	3			
	4			
	5			
	10			
	20	360	30	40
	30			
	40			
	50			
	60			
	70	900	75	100
	80			
	100			
	120	3240	270	370
140	7080			

EQUIPMENT ALIGNMENT

Coupling alignment is directly related to equipment and coupling life.

Although Omega couplings can withstand gross misalignment, care should be taken for best possible alignment to assure optimum performance. The caliper/straightedge alignment procedure is described below. If greater alignment accuracy is desired, a dial indicator method is recommended. There are occasions when equipment manufacturers require more specific alignment tolerances, in which case, the manufacturer's recommendations should be followed.

1. To correct for angular misalignment, use calipers to check the gap between hubs. Adjust or shim equipment until the gap is the same at all points around the hubs.
2. To correct parallel offset, place a straightedge across the hub flanges in two places at 90° to each other. Adjust or shim equipment until the straightedge lays flat on both sides.
3. Tighten down connected equipment and recheck alignment.
4. Install elastomer element, tightening all capscrews to the values shown in Table 1 as described on the reverse side.
5. If practical, recheck and tighten capscrews after several hours of operation.



DIMENSIONS AND PART NUMBERS

Factory Part Numbers

FLEXIBLE ELEMENT			CAPSCREWS*			
Size	Spacer	Standard	Carbon Steel	Stainless Steel	Size-in	Qty
2	7300075	7300005	7300910	7300938	1/4-20 x 3/8	8 + 8**
3	7300080	7300010	7300912	7300940	1/4-20 x 1/2	8 + 8**
4	7300085	7300015				8 + 8**
5	7300090	7300020				8 + 8**
10	7300095	7300025	7300918	7300946		12 + 12**
20	7300100	7300030	7300920	7300948	3/8-16 x 5/8	12
30	7300105	7300035				12
40	7300110	7300040	7300924	7300952		16
50	7300115	7300045				16
60	7300120	7300050	7300928	7300956		16
70	7300125	7300055			1/2-13 x 7/8	16
80	7300130	7300060				16
100	-	7300065	7300934	7300965		20
120	-	7300070	7300936	7300967	3/4-10 x 1-1/2	24
140	-	7300071	7385753	7385702		32

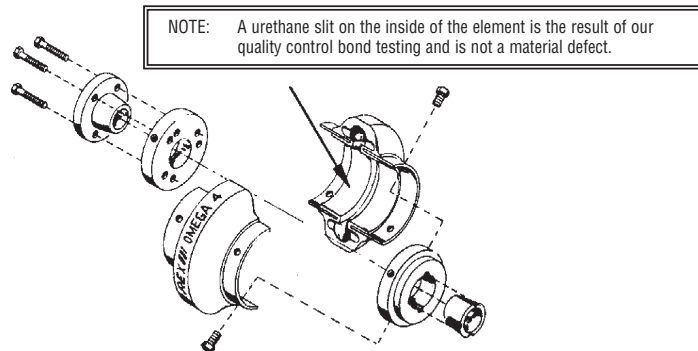
Hubs*

Size	Rough Bore		Stock Bore (Part & Ranges)		Taper-Lock® Hubs		Taper-Lock®	Q.D. Hubs	Q.D. Bush-	Standard Sleeve Ext.
	STD ††	Steel	STD ††	Steel	Iron	Steel	Bushing	Steel	ing †	Steel
2	7300215	7369822	7300220-7300235	-	-	-	-	-	-	-
3	7300240	7369823	00245-00265	-	-	7300730	731008	-	-	-
4	7300270	7369824	00275-00300	-	7300800	7300740	731008	7300860	JA	7369575
5	7300305	7369825	00310-00335	-	7300805	7300745	731108	7300865	SH	7369576
10	7300340	7369826	00345-00370	-	7300810	7300750	731310	7300870	SDS	7369577
20	7300650	7300375	00651-00659	7300380-7300400	7300815	7300755	731610	7300875	SK	7369578
30	7300660	7300405	00661-00668	7300408-7300425	7300820	7300760	732012	7300880	SF	7369579
40	7300670	7300430	00669-00679	7300431-7300455	7300825	7300765	732517	7300885	E	7369580
50	7300680	7300460	00681-00686	7300461-7300470	7300830	7300770	732517	7300890	E	7369581
60	7300690	7300475	00692-00698	7300480-7300495	7300835	7300775	733020	7300895	F	7369582
70	7300700	7300500	-	-	7300840	7300780	733535	7300900	J	7369583
80	7300710	7300525	-	-	7300845	7300785	734040	7300905	M	7369584
100	7300720	7300550	-	-	7300850	**	734545	**	M	7369834
120	7300725	7300575	-	-	7300855	**	735050	**	N	7369835
140	7300727	7300580	-	-	7300857	**	737060	7300908-***	P	-

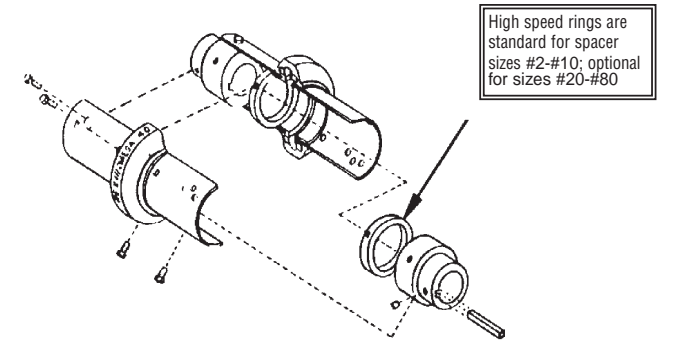
* Capscrews have self-locking patches which should not be lubricated or reused more than twice
 ** Extra capscrews provided for spacer couplings with rings.

* Hubs are interchangeable for both the spacer and the standard coupling.
 ** Consult Factory
 *** Iron
 † Not supplied by Rexnord.
 †† Standard hub material specifications: High strength sintered steel (Sizes #2 - #10), and Cast Iron (Sizes #20 and above).

REX OMEGA STANDARD COUPLING



REX OMEGA SPACER COUPLING



NOTE: Omega hubs are interchangeable with either standard or spacer flex elements; i.e., taper bushed hubs can be used with spacer elements and finished straight bore hubs can be used with standard elements.

ELEMENT REPLACEMENT: If element replacement is required, it is important to change both half elements, never replace just one half element. This is important because the element stiffness properties may change over time, and elements are packaged in weight matched pairs for better balance on high speed applications.

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