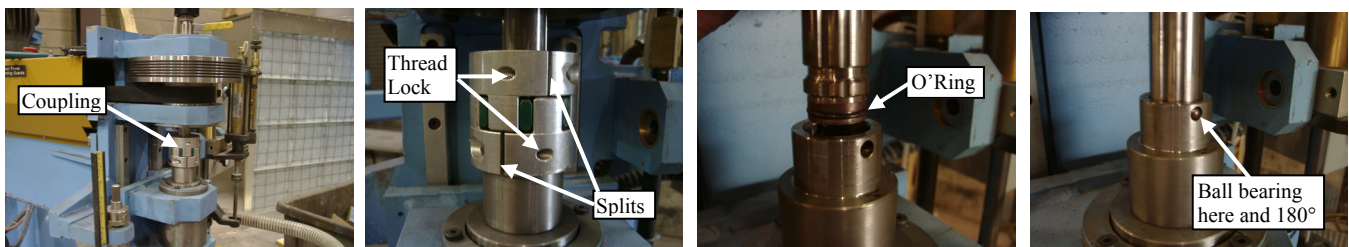


Technical Service Bulletin 05T07
5RP Shaft Coupling

APPLY THREAD LOCKER TO SHAFT COUPLING SCREWS.

There is a potential for the clamping screws to come loose in the shaft coupling that joins the spindle shaft to the spline shaft. We recommend you snug these screws and apply a medium strength thread locker (for small screws) to prevent them from loosening. If you use Loctite 290, which is a wicking type threadlocker, you don't need to remove the screws. Other compounds of thread locker will likely require you to remove the screws so you can apply the compound to the screw threads.

You can see the coupling if you lower the spindle to the bottom of its 4" vertical travel and open the front belt guard door. The coupling is SSI PN SA-5000-281. It can be found on assembly drawing E-4044-15A, Sht 2 of 2, "Assembly, Spindle and Front Arm", item 25. To access the screws in the coupling, remove the entire front guard.



If for some reason you must remove the coupling and separate the shafts, be aware that there are two ball bearings in the top of the spindle shaft which are retained by the lower half of the shaft coupling. Loosen the clamp screws and raise the coupling up. A magnet is handy to reliably extract and retain the balls. The bearings serve as locking pins to retain the spline shaft in the spindle shaft.

The two shafts make a socket fit that includes an O'Ring seal for the coolant water. Be careful if separating the two shafts to not damage the O'Ring when re-making the socket fit. Apply petroleum jelly to the O'Ring and twist the shafts slightly as you ease them together.

The shaft coupling is a precision balanced high speed unit and should you separate the two halves, be sure to reassemble them with the collar splits of the two halves in the same relative position. Apply petroleum jelly to the ball bearings to help stick them in place while you slide the coupling back in place.