

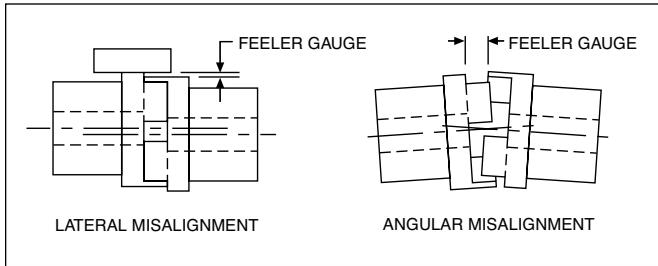
# Engineering Information

## Couplings

### Alignment

Alignment of Boston couplings should be performed by the following steps to meet lateral and angular misalignment specifications below.

1. Align shafts and supports to give minimum lateral and angular misalignment.
2. Assemble coupling halves to shaft.
3. Slide couplings together and check lateral misalignment using straight edge and feeler gauge over coupling outside diameter. (On BF Series couplings, spider must be removed.) This should be within specifications below.
4. Lock couplings on shaft and check distance using feeler gauges between drive lug on one half and space between on other coupling half. Rotate coupling and check gap at a minimum of 3 other coupling positions. The difference between any two readings should be within specifications below.



#### MISALIGNMENT TOLERANCES

Coupling Series	Lateral / Parallel	Angular
FC—Bronze Insert FC—Urethane Insert FC—Rubber Insert	.001 .002 .002	See Chart below
BF	.002	1-1/2°
BG (Shear Type)	1/32	2°
FA	.002	2°
FCP (Plastic)	.003	3°

#### FC Series ANGULAR MISALIGNMENT

Chart reflects maximum angular misalignment of 1-1/2° for rubber, 1° for urethane and 1/2° for bronze.

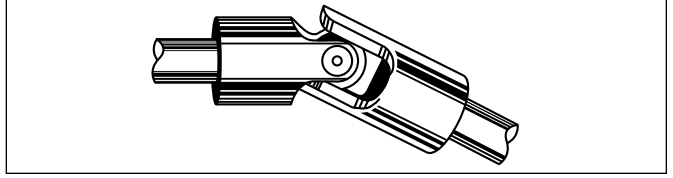
#### MAXIMUM READING DIFFERENTIAL

Size	Rubber	Insert Urethane	Bronze
FC12	.033	.022	.011
FC15	.039	.026	.013
FC20	.053	.035	.018
FC25	.066	.044	.022
FC30	.078	.052	.026
FC38	.097	.065	.032
FC45	.117	.078	.039

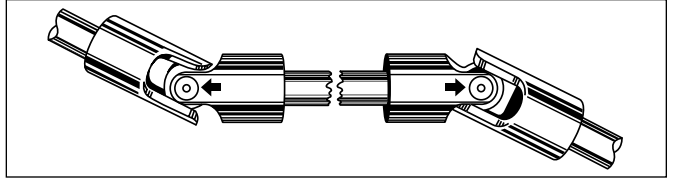
### Mounting

A single universal joint (rotating at uniform speed) operating at an angle will introduce periodic variations of angular velocity to the driven shaft. These cyclic speed fluctuations (two per revolution) cause vibration, higher shaft stresses and bearing loads which will be more severe with larger angles of operation.

## Universal Joints



The detrimental effects of these rotational deviations can be reduced, and uniform speed restored by using two joints (and an intermediate shaft) to connect shafts at an angle or misaligned in a parallel direction.



For connecting shafts in the same plane the joints should be arranged to operate at equal angles and with the bearing pins of the yokes on the intermediate shaft in line with each other.

### Lubrication

#### PIN and BLOCK TYPE

**These universal joints are not lubricated when shipped.**

Many applications are considered severe when in harsh environments and when a combination of speed, dirt contamination and inaccessible locations make it impractical to maintain proper lubrication.

It is in these instances when the Boot Kits become a desirable alternative. For satisfactory performance, all booted joints should be used with a LITH-EP-000 grease for an ambient temperature range of 40° to 225°F.

#### VOLUME OF LUBRICATION FOR BOOTED JOINTS

Size	Volume (Ozs.)	Size	Volume (Ozs.)	Size	Volume (Ozs.)
37	.4	100	2.0	250	25.0
50	.5	125	3.5	300	30.0
62	.75	150	4.5	400	50.1
75	1.0	175	7.0		
87	1.5	200	15.0		

NOTE: Joints should be initially lubricated with a 90 weight oil before being packed with grease.

#### UJAS/UJNL SERIES

**Universal joints are not lubricated when shipped.**

Lubricate these joints with a Lith EP-2 grease or equivalent. The center cross of these joints holds a generous supply of lubricant which is fed to the bearings by centrifugal action. Light-duty, low-angle operation may require only occasional lubrication. For high-angle, high-speed operation or in extreme dirt or moist conditions, daily regreasing may be required.