Coupling

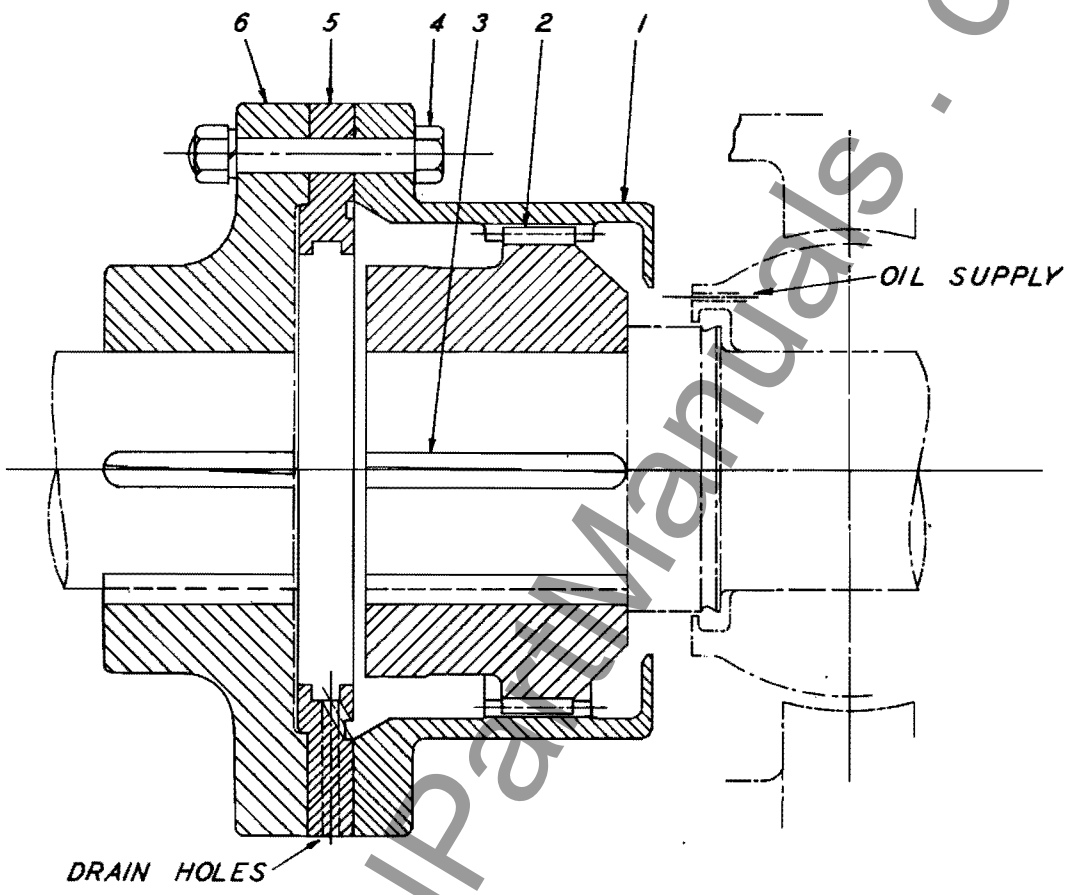

Fig. 1

Item No.	Name	Item	Name
1.	Sleeve	4.	Bolt (Fitted)
2.	Hub (with gear)	5.	Spacer Ring
3.	Split Key	6.	Hub (with flange)

This coupling is of the "Fast's single engagement" type and consists primarily of a spur gear on one shaft end, which meshes with an internal spur gear cut in a sleeve which in turn is bolted to the other shaft hub. The Figure shows a sectional assembly. The coupling hubs "2" and "6" are pressed on the shafts and keyed securely. On the hub "2" is machined the spur gear which meshes with the internal spur gear cut in the sleeve "1". The sleeve is connected to the other shaft hub "6" by the fitted bolts "4" and is held concentrically by these bolts and a spigot fit of the spacer ring "5".

Lubrication of the various parts is accomplished as follows: Oil under pressure is supplied through passages drilled in the adjacent bearing shell and is caught by the projecting lip on the coupling sleeve. It then passes through the gear teeth and escapes through the oil discharge holes in the spacer ring into the pedestal. By noting the relative radial distances to the inlet and discharge holes, it will be seen that the centrifugal force maintains a certain amount of oil in the sleeve which immerses the driving teeth at all times. The centrifugal force also insures a continuous circulation of oil through the coupling parts.

The following list has been compiled to facilitate ordering spare or renewal parts by item number and name together with the serial number of the turbine(Under Fig. 1 above).