



Removing a Torsional Coupling on a DX Series Dynamometer - Video Part One

! NOTE: The torsional coupling should be serviced once a year.

Remove it completely from the dynamometer or disassemble on the dynamometer.

1. Loosen the nut. Use a hammer on a spanner wrench, or with a socket (2 ½ in.) and impact depending on the style of nut.
2. Coupling should be popped off with a special bar tool.

! NOTE: This is easier to do on the dynamometer. Make a tool out of bar stock that has two holes drilled in and fit it over the nuts on the coupling to make removal easier.

3. Remove the tool when the coupling loosens from the shaft.
4. Rebuilding the coupling will be easier if you use a center punch to mark the drive plate. Make matching punches on the sleeve, on the back part of the sleeve and on the end plate. This will serve as a reminder of how the coupling goes back in place correctly.
5. Use an impact wrench (3/4 in.) to remove the bolts. If there are locking hub bolts on the end plate remove them, too.
6. Use a drift to carefully knock off the drive plate from the coupling. The sleeve might come with it. Have a bin under to collect the 24 neoprene balls.

! NOTE: This will be messy. The balls will be full of grease. If the balls are oval shaped or cracked it's time to replace them.

8. Gently tap the drive plate.
9. We can separate the sleeve from the end plate or pull the hub off the shaft. Leave the nut on if you separate the sleeve from the end plate.
10. Remove the nut. Pull off the hub. It's heavy, approximately 50 lb and full of grease. Slide it off; put to the side. Let the remaining balls fall off.

11. Remove the sleeve. It's heavy, approximately 50 lb and full of grease. Separate the end plate if you have not done this already.
12. Put all the parts through a parts cleaner.

If you have any questions or need further support with your dynamometer and/or equipment, please contact Taylor Dynamometer (414) 755-0040 or email: service@taylordyno.com.

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