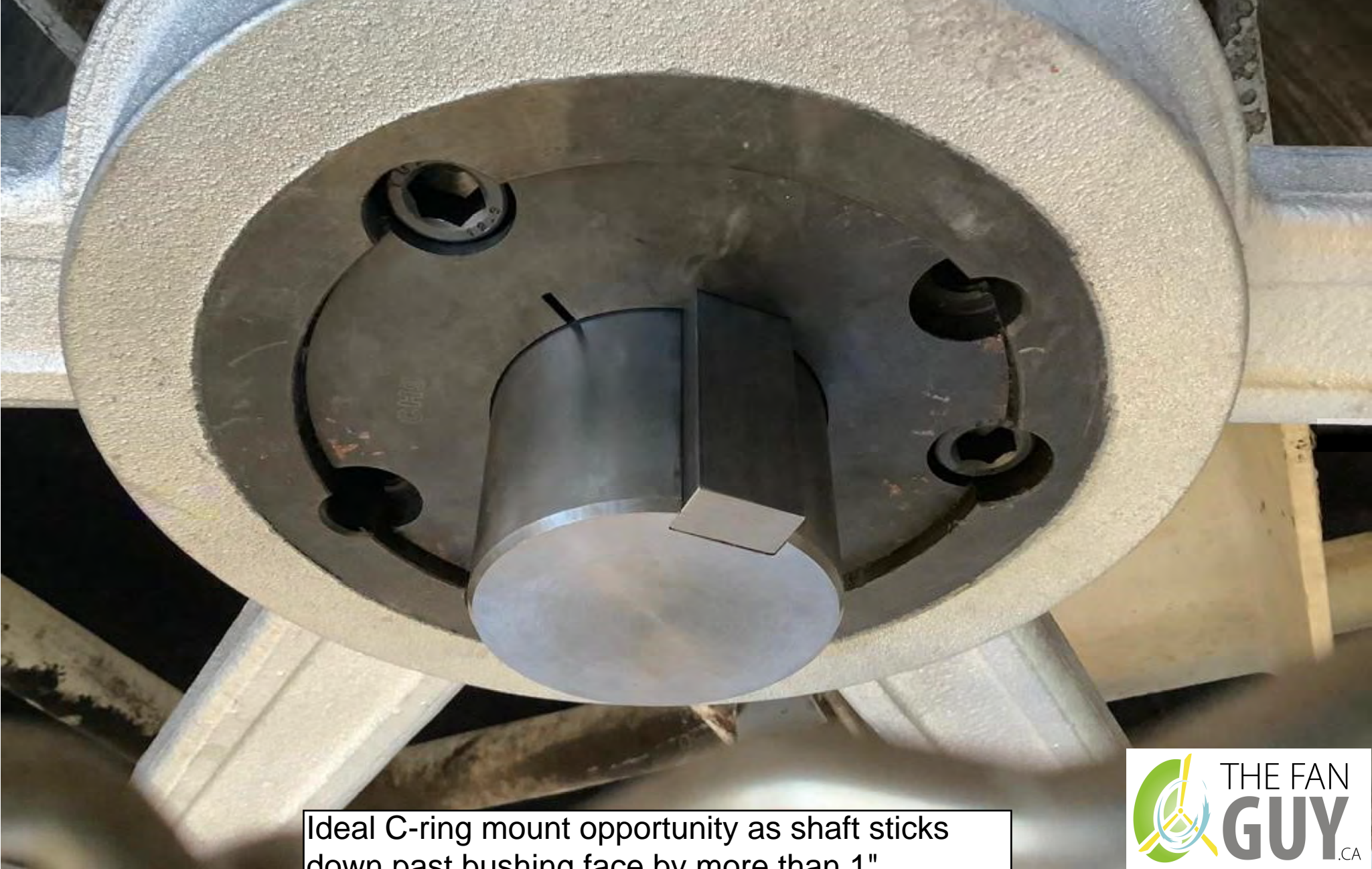
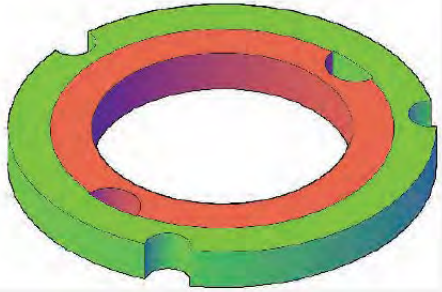


If this was my installation I would cut the extended key as it is not a good practice to have any key sticking down past pulley. The C-ring design will hold 100%-force without a key-way but if you elect to cut a key-way into C-ring make it opposite the band saw cut (see instructions to bore C-ring for your job page 3 of this file).



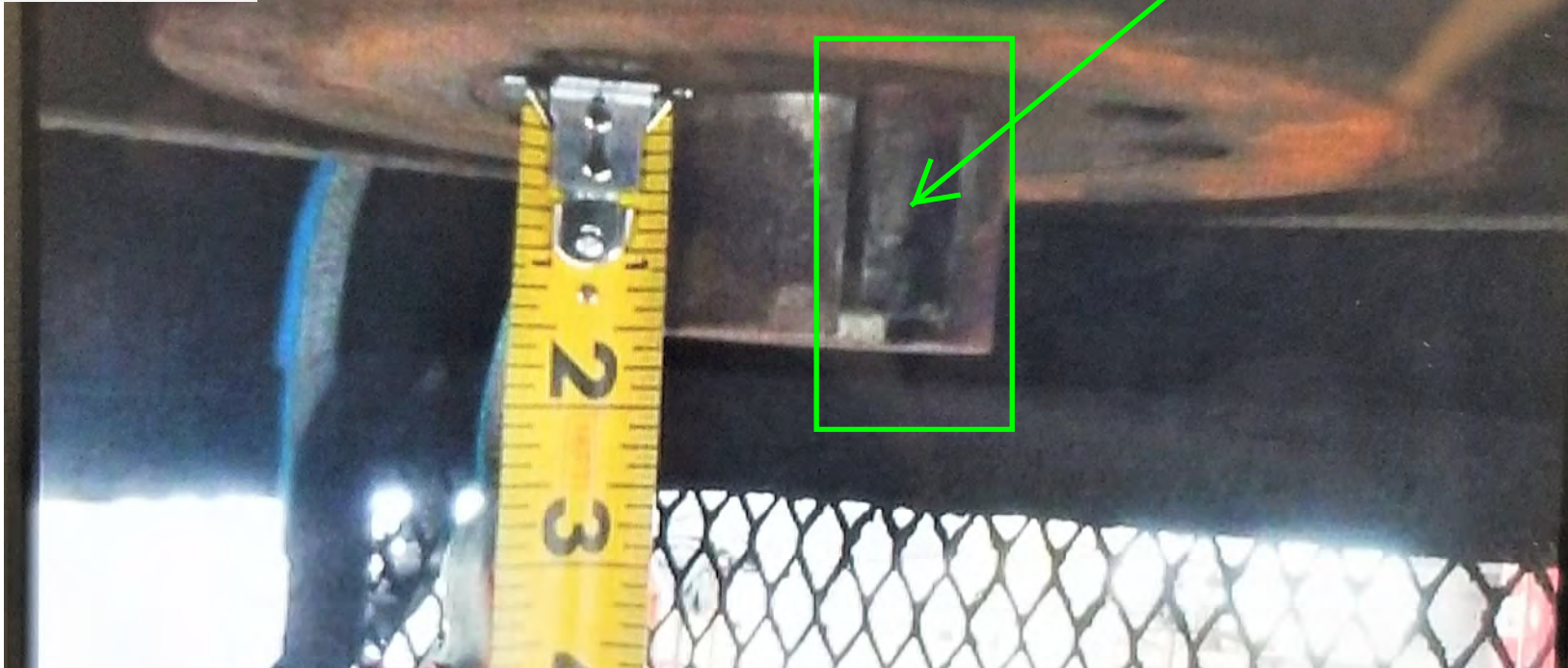
Ideal C-ring mount opportunity as shaft sticks down past bushing face by more than 1"

This page will help you decide how to mount the DG-II kit properly. This picture shows a fan pulley (bottom) with a taper lock (TL) bushing but the shaft extends past the bushing face by 3/4".



Patented Universal Spacer supplied in each DG-II kit. This "two-in-one" spacer is needed (only) when mounting to pulleys with TL style bushings.

If the actual key extends down past bushing face you either cut it off or check to see if it clears the counter bore of our DG-II and Universal spacer, which is 3 1/4" max.



With this style Taper-lock bushing you must use the **universal spacer** that comes in the kit as per instructions **if you plan to mount directly to the pulley bushing**. The DG-II kit has 1/2" counter bore and the Universal spacer is 1/2" so this 3/4" shaft extension is ideal for direct mounting **(no C-ring required)**.

Section "B": Installation with Optional Spigotted C-Ring Assembly

The Locking Ring Kit allows mounting of the DG-II Anti-Rotation Device to shafts where it is not possible to mount to the pulley bushing due to fan shafts sticking out far enough (> 1") to mount the C-ring directly onto the end of the fan shaft. Our standard C-ring is 1.5" wide but we also offer a .875" wide C-ring, if required

Required Items

- C-Ring Kit comes with;
- One piece locking ring bored to 1 ¼"
- 1 each 3/8-16 Socket Head Cap Screw
- 4 each 5/16-18 Socket Head Cap Screw

Installation Steps

1. Bore the Locking Ring to the shaft diameter within ± 0.001 inch. Keyway optional, but preferred on the 7/8" wide C-ring.
2. Cut the 0.050 inch wide slot as shown in Figure 2. A standard band saw can be used. Saw must follow path shown in figure 2 and stop at drilled hole opposite of 3/8" bolt.
3. Attach the finished C-Ring to the Stub Shaft with the (4) 5/16-18 SHCS finger tight.
4. Match the female spigot on the C-ring to the 3.25" male spigot on the stub shaft.
5. Install the C-Ring/Flange Plate with Stub Shaft assembly onto the shaft.
6. Apply Loctite 262 Thread locker to the 3/8-16 SHCS and torque to 250-300 lb-inch.
7. Apply Loctite 262 Thread locker to the 5/16-18 SHCS and torque one at a time to 100 lb-inch. Torque in the same sequence to 200-250 lb-inch.
8. Complete installation per the DG-11 Anti-Rotation Device Installation and Maintenance

DG-II Installation Video-2021
<https://youtu.be/CVn1W5XiakA?t=1>

Tip

Installation Tip: Pre-mount the clutch onto and torque arm onto the stub shaft so everything goes on as one unit with the C-ring already bolted onto the stub shaft.

NOTE: Do not torque each cap screw to the final torque value in one operation as it may cause misalignment between the Stub Shaft and the locking ring.

C-Ring Kit



Figure 1: Flange plate c/w stub shaft

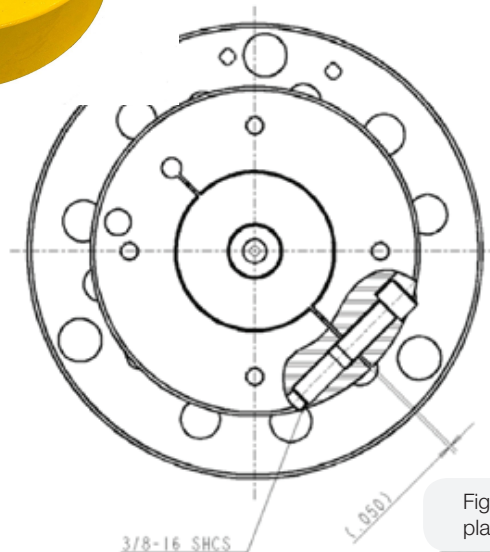


Figure 2: C-ring c/w flange plate stub shaft assembly