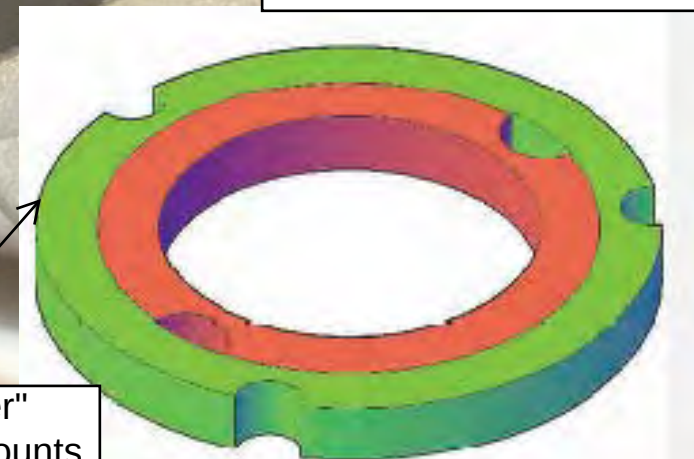


Option one: If this was my installation I would cut the extended key as it is not a good practice to have any key sticking down past pulley. The C-ring design will hold 100%-force without a key-way but if you elect to cut a key-way into C-ring make it opposite the band saw cut (see instructions to bore C-ring for your job page 2 of this file).



TL (taper lock)
bushing style,
needs "Universal
spacer" supplied
in every DG-II Kit.



"Universal Spacer"
needed for TL mounts.

Option two: Adjust fan shaft up (or pulley down) so fan shaft extension is < 1 ", then you can use the "Universal spacer" and no C-Ring will be 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

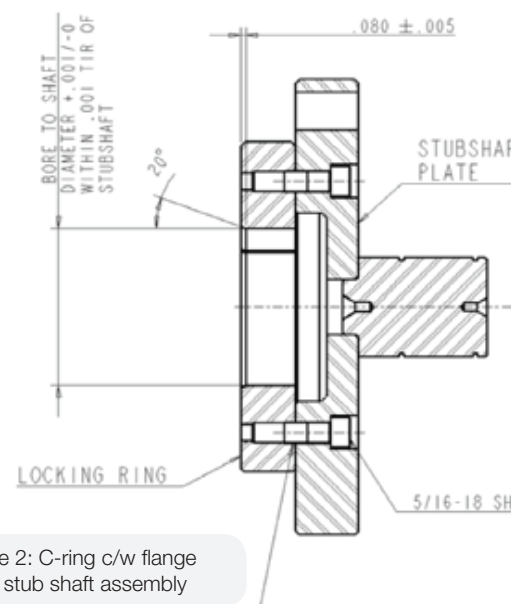
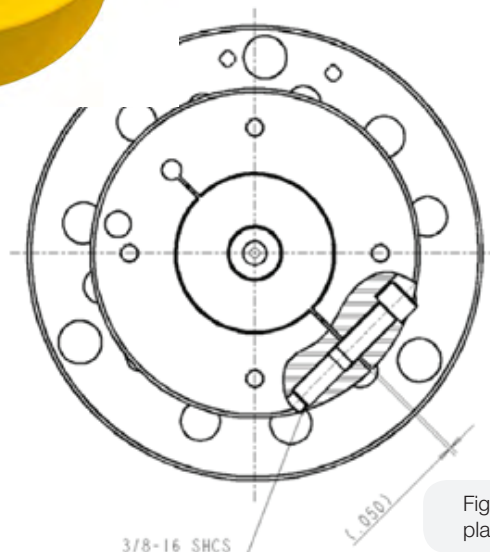


Figure 2: C-ring c/w flange plate stub shaft assembly