



## TORC-PAC O.B.I. EXCHANGE INSTALLATION

This is an oil-wet clutch and brake unit designed specially for press drives. Lubrication of the various moving components and cooling of the brake and clutch plates are accomplished by oil.

### REFERENCE IS MADE TO DRAWING R-8201

The flywheel (21) of the unit is belt driven and rotates continuously on the input shaft (20). The input shaft (20) is connected to the clutch friction disc (26) through drive pin (10). The clutch driven disc (26) is connected to the drive spider (64). The pinion gear (53) is connected to the drive spider through a spline. The pinion gear (53) drives the cluster gear (39).

There is one air cylinder (55) mounted on top of Torc-Pac transmission. The purpose of this cylinder is to release the brake and engage the clutch when air is applied. Air from the solenoid valve enters at the port in the cylinder cover plate (1) and exerts pressure against the piston (3). This forces the piston shaft downward against the clevis (50). The pin (49) links the clevis (50) to the bell crank (48), through thrust collar (47), bearing (46) and tie rod (44). The spring loaded brake (8) is released and the clutch (26) is engaged. When air is exhausted from the cylinder (55), the spring action of the brake (8) through the tie rod (44) forces the piston (3) back upward, releasing the clutch and engaging the brake.

### INSTALLATION OF REPLACEMENT UNITS

The drive is shipped less flywheel and with no oil in the unit. Using the gasket supplied, install the unit on the press. Install the flywheel before filling with oil. Vibration during shipping may cause the input shaft (20) to loosen in the bearings. The following procedures must be adhered to when installing the flywheel.

The flywheel (21) is a slip fit to input shaft (20). Do not force the flywheel on the shaft as this can result in early bearing failure. After sliding the flywheel on to the input shaft as far as it will go without forcing, line up the keyway by inserting the taper key loosely into the keyway. Use threaded rod and the retainer (19) to pull the flywheel on until no further movement is observed. Lubricate the key with anti-seize and drive it until it is even with the retainer. Secure it with the retainer (19).

Fill the unit with DTE 10 EXCEL 46 to the halfway point in the sight gauge.

Connect air inlet pipe and adjust regulator pressure to the setting indicated on the tag located near the regulator.



In some cases It may be necessary to remove the air cylinder for handling. Set screw (6) must be loosened and the entire cylinder unscrewed until all threads are disengaged. Because the snap ring (51) offers considerable resistance it may be necessary to pry up. Be sure to do this evenly under both sides of the cylinder so as not to bend the shaft (62).

When installing the air cylinder, be sure that the clevis (50) is lined up properly before inserting the piston shaft (62). Push down until snap ring (51) clicks into place. Screw the cylinder down until it is flush against the transmission case (34). Install nylon plug (5) and set screw (6).

There is enough travel in the piston to allow full wear of both the clutch and brake disc.

### CARE AND MAINTENANCE OF TORC-PAC OPERATING FLUIDS

1. Fluid Specification – DTE 10 EXCEL 46
2. Operating Temperature – 70 to 180 degrees F recommended. Operating at temperatures exceeding 200 degrees will reduce useful life of operating fluid.
3. Oil Change Period – It is recommended that the operating fluid be changed at the following intervals.

Average service: 3 million intermittent cycles or 1 year.

Severe service: 1 ½ million intermittent cycles or 6 months.

The above is intended as a guide only. Operating period of fluid may be reduced or extended beyond the recommended period after fluid analysis and the advice of your vendor.

The unit comes sealed from the factory, and is covered by a warranty against defects in material and workmanship for 1 year from date of shipment. **CAUTION:** Do not tamper with this unit. It has been properly set and adjusted at the factory. Breaking the seal automatically voids the warranty.

Should a Torc-Pac Transmission require replacement, a remanufactured unit is available from the factory. Please consult the Aftermarket Sales Department for pricing and delivery.