

REV	DATE	CHANGE DESCRIPTION	MOD.BY	CK1	CK2

P/N 123845-05
SAE #5 HOUSING MOUNT
(8) 27/64 DRILL THRU EQUALLY
SPACED ON 13.13 B.C.
SAE "B" PUMP MOUNT 4.00 PILOT
(2) 1/2-13 TAPPED HOLES EQ.
SPACED ON 5.75 B.C.
(4) 1/2-13 TAPPED HOLES EQ.
SPACED ON 5.00 B.C.

B-065
S.A.E. 6 1/2 FIBERGLASS REINFORCED
NYLON DRIVE PLATE
(6) .343 HOLES EQ.
SPACED ON A 7.88 B.C.
"B" SERIES DRIVE

(2) 3/8" SET SCREWS
TORQUE BOTH TO 25 FT. LBS
USING TORQUE WRENCH AT
FINAL INSTALLATION

HB1-41
7/8" SHAFT
1/4" KEY

IMPORTANT INSTALLATION NOTE!!!!

IMPROPER INSTALLATION OF HUB COULD CAUSE
PREMATURE WEAR AND OR FAILURE.

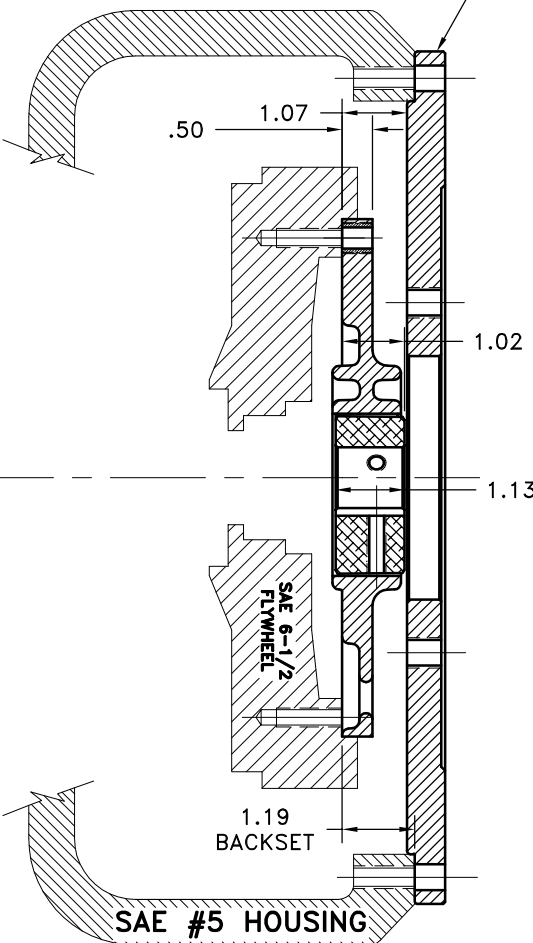
IF YOU HAVE QUESTIONS CONCERNING LOCATION
OF METAL HUB ON PUMP SHAFT PLEASE CONTACT
DISTRIBUTOR OR FACTORY FOR FURTHER
INFORMATION.

**BOTH HUB SET SCREWS MUST BE PROPERLY
TORQUED TO 25 FT.LBS. USING TORQUE WRENCH .
PLEASE CONTACT DISTRIBUTOR OR FACTORY FOR
ANY FURTHER QUESTIONS.**

**B TORQUE RANGE
(30-75 HP)**

3	123845-05	PUMP MOUNT PLATE	1
2	HB1-41	B SERIES HEX~FLX HUB	1
1	B-065	SAE 6 1/2 HEX~FLX DRIVE PLATE	1

DET.	PART NUMBER	DESCRIPTION	QTY.
SYMBOLS FLATNESS STRAIGHTNESS ANGULARITY PERPENDICULARITY PARALLELISM CONCENTRICITY TRUE POSITION ROUNDNESS CIRCULAR RUN OUT TOTAL RUN OUT CYLINDRICITY FINISH DO NOT SCALE DRAWING TOLERANCES UNLESS OTHERWISE SPECIFIED 1/32" MAXIMUM ANGLE ±1/2" FRACTION ±1/32 DECIMAL .00 ±.01 .000 ±.005 .0000 ±.0005			
HAYES MANUFACTURING INC. ® TITLE HEX~FLX COUPLING ASS'Y MATERIAL			
UNLESS OTHERWISE SPECIFIED - REMOVE FIRST THREAD ON ALL TAPPED HOLES BREAK ALL SHARP CORNERS .010 TO .020 STAMP OR MARK DRAWING NO.		DRAWN BY LAWSON CHECKED BY RJH	DATE 5-27-08 SCALE DRAWING NO. B-065-HB1-41-G024 SHEET OF REV.



NOTE: REMOVE HUB FROM ASS'Y, PRESET HUB ON SHAFT
AS SHOWN. **TORQUE BOTH SET SCREWS TO 25 FT.LBS.
USING TORQUE WRENCH.** SHAFT SHOULD HAVE A
MINIMUM OF 3/4" OF ENGAGEMENT IF NOT CONTACT
FACTORY FOR RECOMMENDATIONS (231) 879-3372 TO
GET HUB PRESET USE THIS EQUATION:

PERFORM CALCULATION BELOW:

1.74 - SHAFT LENGTH - HUB PRESET

IF YOUR ANSWER IS (+) SHAFT IS INSIDE OF HUB, IF
YOUR ANSWER IS (-) SHAFT STICKS OUT OF HUB.
(SEE BOXES)

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**NOTE: THIS STEP IS IMPORTANT TO
ENSURE FULL SHAFT ENGAGEMENT.**

