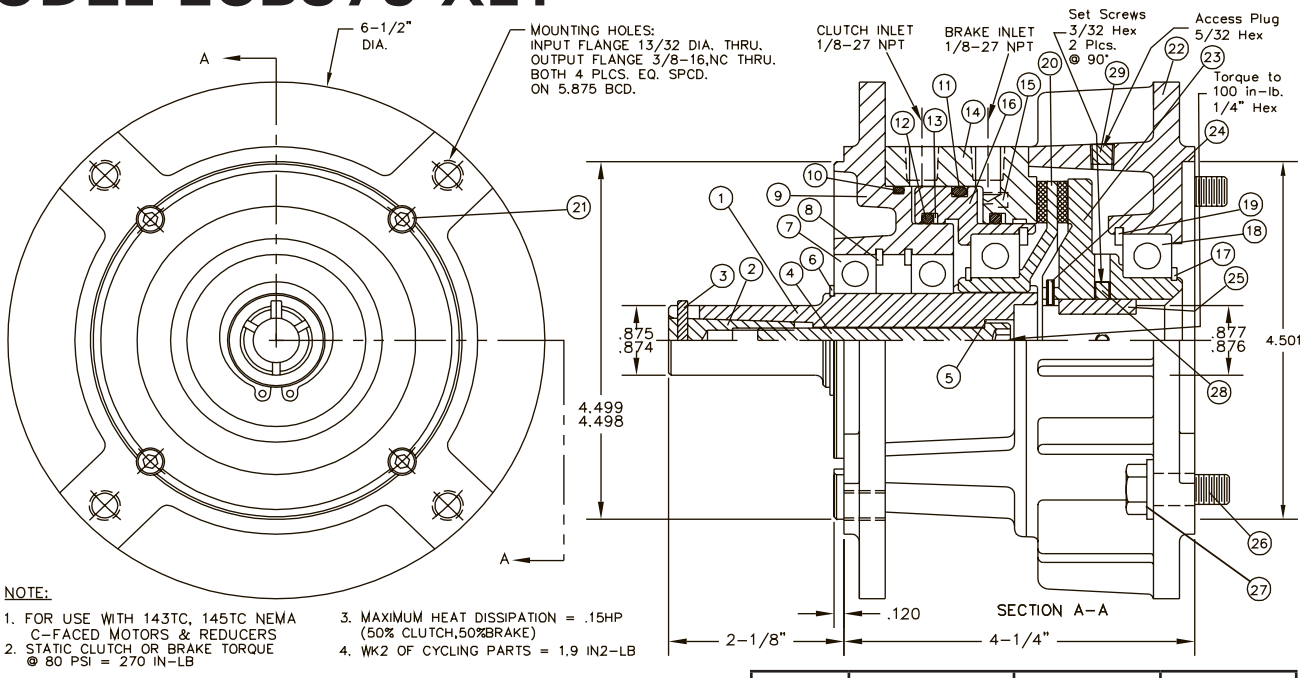
MODEL ECB875-XLT



GENERAL DESCRIPTION

The model ECB875-XLT is a totally enclosed pneumatic clutch/brake. Use 20-80psi air pressure applied selectively to each port to engage the clutch or the brake. The single piston design prevents any overlap between clutch and brake. This model is made with a female c-face on the input side and a male c-face on the output side. The unit is assembled and ready for use as shipped.

INSTALLATION

Before installing the unit in the female c-face mounting, be sure the hollow shaft is clean and free of burrs. Coat the unit's output shaft with anti-seize to prevent corrosion. Install the unit with the shaft dowel pin inside the bore keyway. Slide the unit into the mounting and bolt 4 places with the appropriate length capscrews. Final tighten these bolts. Insert a 1/4" hex driver into the input bore of the unit and back into the socket-head of the draw-bolt. Tighten this drawbolt to 100 In-Lb. The reaction torque can be held by putting 80psi air pressure to the brake port or by preventing the rotation of the downstream drive line. Install the 3/16x7/8Lg key provided in the motor shaft. Slide the key all the way toward the motor so the key is at least 1/2" back from the end of the motor shaft. Apply anti-seize to the motor shaft to prevent corrosion. Install the motor into the unit's input bore and slide it in until the flanges meet. Install and tighten the 4 capscrews and lockwashers. Final tighten these bolts. Remove the access plug and insert a 3/32" allen wrench to tighten the hub set-screws to the motor shaft. Rotate the motor shaft while feeling with the allen wrench until it drops into the tapped hole. There are (2) set-screws 90° apart. Reinstall the access plug. Install the air lines to the 1/8"NPT ports. Use a dryer and a lubricator in the air line to prevent internal rust and promote long life. Check the unit several times after put into use to be sure it is not running hot. The maximum case temperature should be 180F°.

MAINTENANCE

This model clutch/brake has no items requiring maintenance or adjustment. Items which have limited life and may eventually need replacing include: rotor, orings, and bearings. These items are available in a repair kit as shown on the parts list.

REMOVAL

Remove the access plug from the housing and insert a 3/32"allen wrench. Rotate the motor shaft while feeling the allen wrench until it drops into the setscrew hole. There are (2) setscrews, one over the key and one at 90°. Loosen both about 2 turns. Remove the (4) capscrews fastening the motor to the input flange and slide the motor out. Insert a 1/4" hex driver into the input bore and back into the socket-head of the drawbolt. Apply 80psi to the brake port or tie down the downstream drive so the drawbolt can be loosened. Back-out the drawbolt 2 turns and remove the hex driver. Insert a 3/8" dia. drift into the bore and back against the drawbolt head and hit it sharply with a heavy hammer to release the taper. Remove the air lines. Remove the (4) capscrews fastening the clutch/brake to the driven c-face. Slide the clutch/brake out of the c-face.

ITEM	DESCRIPTION	PART NO.	Qty.
1.	Shaft	5510	1
2.	Taper	5546	1
3.	Dowel Pin	3937	1
4.	Capscrew	1726-10	1
5.	Washer	4994	1
6.	Snap Ring*	3587	1
7.	Bearing*	2747	2
8.	Snap Ring*	3842	2
9.	Output Flange	5512	1
10.	0 Ring*	3955	1
11.	0 Ring*	3890	1
12.	0 Ring*	3846	2
13.	Scraper Ring*	5520	2
14.	Housing	5513	1
15.	Spring*	5402	8
16.	Piston	5514	1
17.	Snap Ring*	3760	2
18.	Bearing*	3950	2
19.	Snap Ring*	3759	2
20.	Rotor*	5516	1
21.	Capscrew	1656-11	4
22.	Input Flange	5517	1
23.	Input Plate	5518	1
24.	Roll Pin	5462	1
25.	Key*	5437	1
26.	Capscrew	1357-3	4
27.	Lock Washer	1019-6	4
28.	Set Screw	5433-2	2
29.	Plug	2596	1
	Repair Kit 5509K (includes* items)		

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