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Portable Power

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DOOSAN PORTABLE POWER TECHNICAL SERVICE BULLETIN

Bulletin #: CMP-TSB-2008-001 rev.02
Date: February 16, 2009
Product: COMPRESSORS
Subject: 7/71-12/56 Vulcan coupling

MODELS	SERIAL NUMBER
7/71-12/56 JD	ALL JD powered

Limitations:

NO limitations. All 7/71 and 12/56 John Deere powered compressors can be fitted with the new coupling.

Design Change:

LORD coupling as used until November 2008 will be replaced by the Vulcan coupling for aftermarket use. LORD cpn 54755087 will supersede to 23348097.

From November 2008 onwards JD was replaced by the Yanmar engine and coupling was also replaced by a new LORD type which cannot be installed on pre 11-2008 JD powered machines.

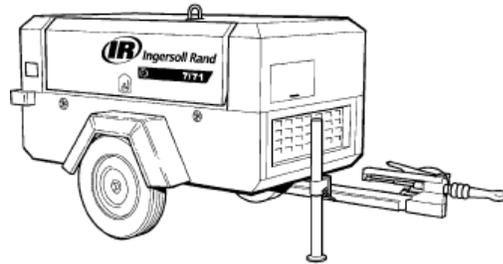


Fig.1



Fig.2



Parts:

Complete Coupling Install Kit 23348097			
Kit Content	Description	CPN	Qty.
A	→ Outer Member	23344047	1
B	→ Coupling	23344047	1
C	→ Taper Lock	23344047	1
D	→ Cap Screw	95993614	8
E	→ Set Screws	23344047	2
F	→ Instruction	23345044	1

Fig.3



Instruction:



High pressure air can cause severe injury or death from hot oil and flying parts. Always relieve pressure before removing caps, plugs, covers or other parts from pressurized air system.

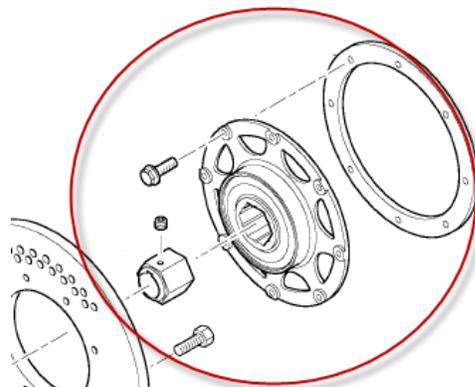


Isolate battery connection to avoid inadvertent startup of the compressor while carrying out maintenance work.

Coupling Removal:

1. Drain compressor oil.
2. Remove all hose connection to airend.
3. Support airend coupling side or use a sling to suspend.
4. Remove bolts securing airend adaptor to engine housing.
5. Disconnect airend from vibration mount.
6. Remove airend from unit or move backwards until sufficient space for coupling removal is achieved.
7. Remove LORD coupling from airend shaft. (Fig.4)
8. Clean airend shaft, inspect shaft key for damage. Replace when damaged.
9. Clean engine flywheel and mounting surface.

Fig.4



New Coupling Install:

1. Clean shaft, bore of bushing, outside of bushing and hub bore of all oil, paint and dirt. Remove all burrs.
2. Insert taper lock into coupling hub, match the hole pattern, not the threaded holes only.
3. Each complete hole will be threaded on one side only.
4. "LIGHTLY" oil set screws and thread into those half threaded holes indicated by O in (fig. 5)
Do not lubricate the bushing taper, bushing bore, hub taper or shaft.
Doing so could result in breakage of the part.



DO NOT USE LOCTITE ON SET SCREWS

5. Install key on shaft.
6. Position coupling assembly over the air end shaft as indicated in (Fig.7)
4.25mm from front of shaft to front of coupling. (- 3,15/+6,15mm)
7. Alternately torque the two set screws to **36 ft/lb or 48.8Nm**.



**Rubber coupling should fully engage with outer ring.
Double check measurement as coupling should not rub on engine housing.**

8. Install aluminum outer ring on engine flywheel housing using bolt (95993614) and torque to **41Nm** using **loctite 242**.
9. Align air end assembly with engine coupling ring, insert rubber element into aluminum outer ring.
Take care not to damage coupling when inserting into ring.

Fig.5

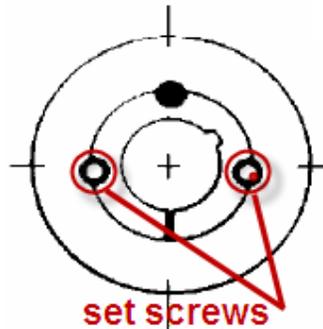


Fig.6

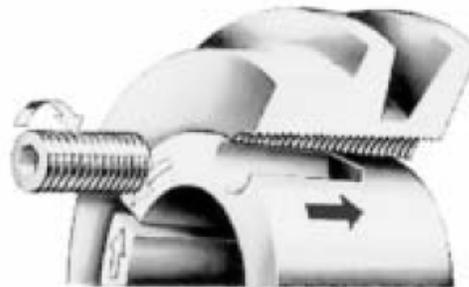
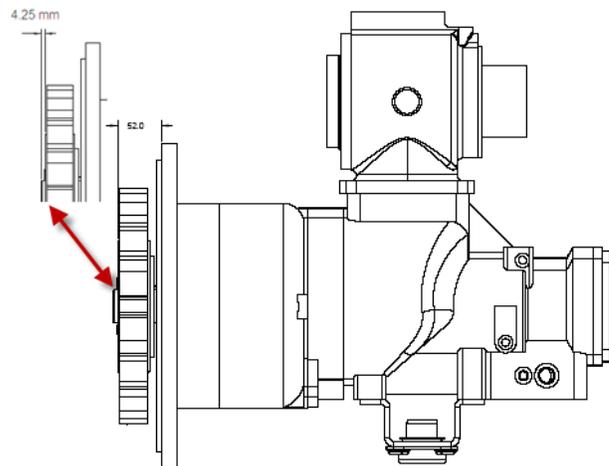
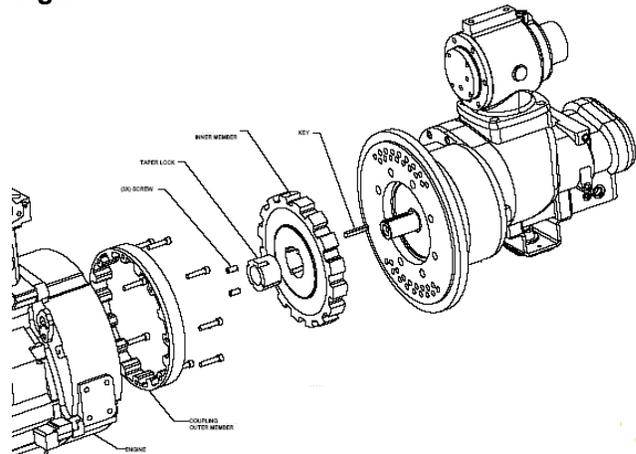


Fig.7 consult instruction drawing 23345044



10. Reinstall bolts securing airend adaptor to engine housing.
11. Re-attach airend vibration mount.
12. Connect all air and oil hoses.
13. Refill compressor oil to correct level.
14. Verify all connection and testrun the unit.
15. Check for leaks.

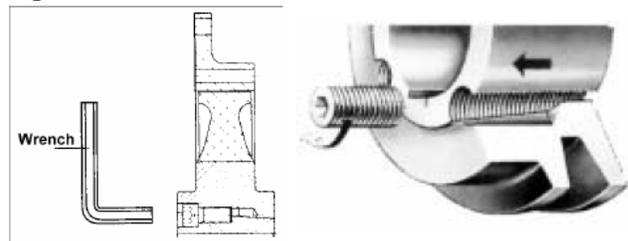
Fig.8



Disassembly new coupling:

1. Remove all set screws.
2. Insert the set screw in the hole indicated by ● in (Fig.5)
3. Loosen the bushing by tightening the set screw.
4. When the bushing is loosened, the element hub can be withdrawn from the shaft together with the bushing.

Fig.9



Warranty:

Published warranty conditions apply.