

WING-LAG™ LAGGING INSTALLATION

These instructions must be read thoroughly before installation or operation.

WARNING: To ensure that drive is not unexpectedly started, turn off and lock out or tag power source before proceeding. Failure to observe these precautions could result in bodily injury.

WARNING: Because of the possible danger to person(s) or property from accidents which may result from the improper use of products, it is important that correct procedures be followed. Products must be used in accordance with the engineering information specified in the catalog. Proper installation, maintenance and operation procedures must be observed. The instructions in the instruction manuals must be followed. Inspections should be made as necessary to assure safe operation under prevailing conditions. Proper guards and other suitable safety devices or procedures, as may be desirable, or as may be specified in safety codes should be provided, and are neither provided by Baldor Electric Company, nor are the responsibility of Baldor Electric Company. This unit and its associated equipment must be installed, adjusted and maintained by qualified personnel who are familiar with the construction and operation of all equipment in the system and the potential hazards involved. When risks to persons or property may be involved, a holding device must be an integral part of the driven equipment beyond the speed reducer output shaft.

INSTALLATION:

1. Cut WING-LAG lagging to lengths equal to one half of pulley face width plus 1/16".
2. Using file or grinder, chamfer ends of wing tips.
3. Lubricate wing tips and WING-LAG lagging with soapy water. Do not use silicone or other permanent lubricant.
4. Using hammer and wood block or plastic/rubber hammer, drive WING-LAG lagging onto wing tips from both sides of pulley.
5. On long face width pulleys the WING-LAG lagging may buckle during installation. To eliminate this problem, fabricate a stiffening tube from 2" i.d. tubing. Cut a 3/8" wide slot the full length of the tubing. Slide the stiffening tube over the WING-LAG lagging and drive on per Step 4.



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