

# Core Chuck Maintenance SPECIFICATION

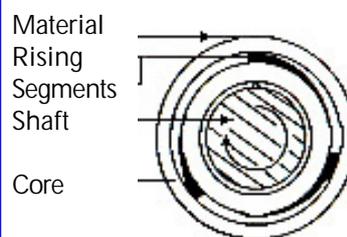
<b>SIZES</b>	76mm	76mm Narrow Width	High and Low Tension Types
		Full Width	
		150 mm Full Width	
<b>SHAFT DIAMETER</b>		45mm (76mm Type)	
		55mm (150mm Type)	
<b>EXPANSION RANGE</b>	74-78mm (76mm Type)		
		148-154mm (150mm Type)	
<b>CHUCK WIDTHS</b>		47 and 76mm (76mm Type)	
		76mm (150mm Type)	
<b>CAM ACTION</b>	90° ROTATION TO FULL EXPANSION		
<b>AIR PRESSURE</b>	To 100 PSI.		
<b>TENSION RANGE</b>	<b>76mm Type</b>		
	(Based on 10 PSI/100mm Diameter)		
	Narrow/Low Tension	2 kg	Wide/Low Tension 4 kg
	Narrow/High Tension	6 kg	Wide/High Tension 12kg
	<b>150mm Type</b>		
	(Based on 6 PSI/100 mm Diameter)		
	Low Tension Type	4 kg	High Tension Type 12kg
<b>RESIDUAL TENSION</b> (Based on Nominal Core Diameter)			
	0.2kg (76mm Type)		0.3kg (150mm Type)



**DIFFERENTIAL CORE CHUCKS**

## OPERATION

1. Mount core chuck on the shaft as shown below, so that rotation of the shaft expands the rising segments to grip the core. The arrows on the inner bladder show correct direction of rotation.



2. Ensure the correct length key is inserted in the shaft keyway under the core chuck.
3. Install a plastic spacer on the shaft either side of the chuck to ensure a good air seal along the shaft.
4. To avoid air leaks, examine the core chuck and spacer ends for damage before assembly.
5. fit the rubber O ring seal on the shaft before fitting the compression spring assembly and locking nuts. ensure enough spacers have been fitted to cover the keyway so that the o ring is not damaged.
6. For best results, use 2 core chucks for each core, and mount at either end of the core. For narrow width winding, 1 chuck may be used, but the core should not be more than twice the chuck width.
7. Different chuck widths and tension ratings may be used on the same shaft to provide different tensions when winding uneven programmes.

## MAINTENANCE

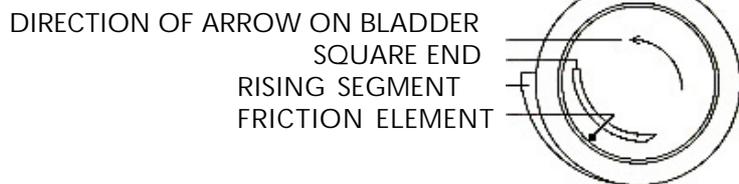
### GENERAL MAINTENANCE

Use a compressed air line to blow out core dust from the outer segments and the segment rising cams. Insert a small amount of grease as a lubricant for the rising cams. Ensure the chuck centre end faces are not damaged, and that they protrude about 1mm from the black end caps. The chuck bearings are greased for life, and require no attention.

### FRICTION ELEMENT REPLACEMENT

Remove the 2 inner bladder clips. This is achieved by pushing one part of the clip towards the centre of the chuck so that the clip rotates through 90° degrees. Be careful not to damage the bladder. the clip may then be withdrawn. Remove the bladder to expose the 4 friction elements. Low tension chucks have 4 grey elements, whilst high tension chucks have 2 grey and 2 brown elements. Each element has a square and a tapered end.

### THE SQUARE END MUST FIT INTO THE RECESS IN THE CHUCK AS SHOWN



Replace the bladder with the arrow direction as shown above. Replace the bladder clips in the reverse sequence of removal.

### BEARING REPLACEMENT.

- 1 Open the corelock by turning the centre section to open the segments as if to grip a core.
- 2 Using four (M3) jacking screws at each end of the corelock, gently tighten in sequence until the end cap is pushed off. Remove the two retaining circlips.
- 3 Gently tap out the centre section with a soft faced drift (Nylon/Wood etc..) and when half way out, secure centre section with a rubber band to retain segments. Remove the centre section.
- 4 Replace the bearing that is retained on the centre sections.
- 5 Reinsert the centre section with the bladder, insuring that the arrow inside the bladder is pointing towards the square end of the opened expanding segments, as shown above.
- 6 Replace the bearing in the end section and replace circlips and end caps - Secure using releasable locking agent (Locktite).



**Note! the spring seal opening on 6" chucks should be arranged about the keyway**