

ELASTIC COUPLING KIT  
KGS8  
NEMA180, NEMA140, NEMA100,  
NEMA210, NEMA250  
RD52, RD53, RD62, RD63  
RNS2, RNS3, RNB2, RNB3  
ROV53, ROV63



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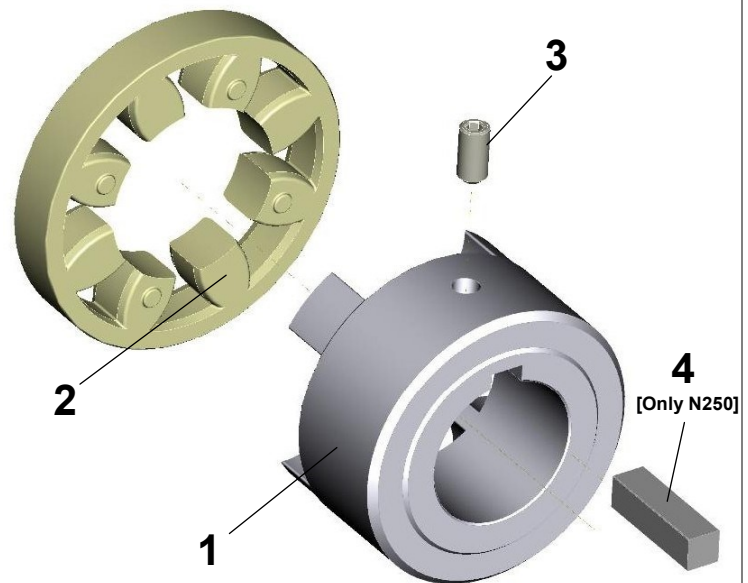
- Utilizzare la linguetta del motore elettrico; solo nel caso N250 sostituire la linguetta motore con la linguetta corta (4) in dotazione.
- Inserire il semi-giunto fornito con il kit sull'albero motore con posizionamento secondo le quote P1 o X2 di Tabella A.
- Serrare il grano (3) con chiave dinamometrica e coppia di serraggio di Tabella B.
- Ingrassare leggermente i denti ed i vani dell'elemento elastico (2).
- Inserire l'elemento elastico sul semi-giunto del riduttore.
- Allineare verticalmente un dente del semi-giunto motore con un vano del semi-giunto riduttore.
- Serrare a fondo le viti di fissaggio del motore.



- Fit the original motor key but replace with the supplied short-key (4) only for N250.
- Fit the half-coupling included in the kit on the motor shaft and position according to dimensions P1 or X2 of Table A.
- Tighten the grub screw (3) by using a dynamometric wrench set at the appropriate tightening torque of Table B.
- Slightly grease teeth and tooth spaces of the spider (2).
- Fit the spider into the gearbox half-coupling.
- Align vertically one tooth of motor half-coupling with one tooth space of gearbox half-coupling.
- Close and tighten the motor fixing screws.



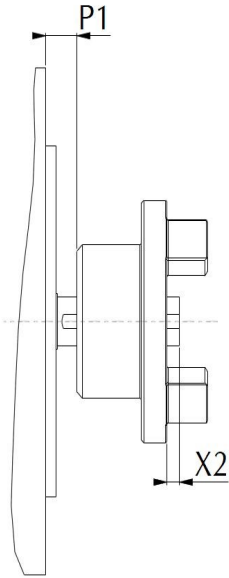
- Utilizar la chaveta original del motor; sólo en el caso Nema 250 sustituir la chaveta motor por la chaveta corta (4) que se incluye.
- Insertar el semi-acoplamiento incluido en el kit sobre el eje motor con posicionamiento según las dimensiones P1 o X2 de la Tabla A.
- Apretar el tornillo de fijación (3) con llave dinamométrica y par de fijación según la Tabla B.
- Engrasar ligeramente los dientes y el espacio entre dientes del elemento elástico (2).
- Insertarlo sobre el semi-acoplamiento reductor.
- Alinear verticalmente un diente del semi-acoplamiento motor con un espacio entre dientes del semi-acoplamiento reductor.
- Cerrar y apretar a fondo los tornillos de fijación del motor.



- Utiliser la clavette moteur; seulement pour Nema 250 remplacer la clavette moteur par la petite clavette fournie (4).
- Insérer le semi-accouplement fourni dans le kit sur l'arbre moteur avec positionnement selon les côtes P1 ou X2 de la Table A.
- Serrer la vis (3) par clé dynamométrique avec couple de serrage selon Table B.
- Graisser légèrement les dents et les entredents de l'élément élastique (2).
- Insérer l'élément élastique (2) sur le semi-accouplement reducteur.
- Aligner verticalement un dent du semi-accouplement moteur avec un entredent du semi-accouplement reducteur.
- Fermer et serrer à fond les vis de fixation du moteur.



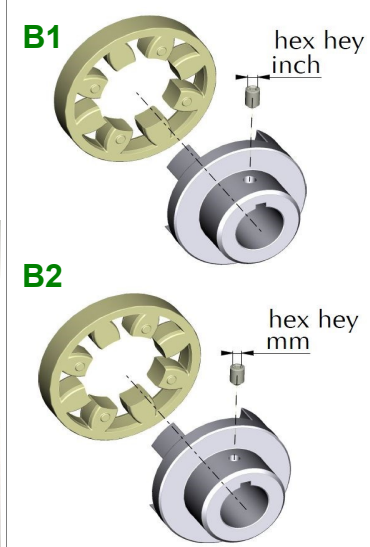
**A** - Posizionamento giunto  
 - Coupling positioning  
 - Posicionamiento del acoplamiento  
 - Positionnement de l'ac-couplement



| GS8<br>[in] | N56  |       | N140 |       | N180 |      | N210 |      | N250 |      |
|-------------|------|-------|------|-------|------|------|------|------|------|------|
|             | P1   | X2    | P1   | X2    | P1   | X2   | P1   | X2   | P1   | X2   |
| RD52        | 0.93 | -0.24 | 0.93 | -0.18 | 0.89 | 0.36 | 0.89 | 0.86 | -    | -    |
| RD53        | 0.93 | -0.24 | 0.93 | -0.18 | 0.89 | 0.36 | 0.89 | 0.86 | -    | -    |
| RD62        | 0.96 | -0.28 | 0.96 | -0.22 | 0.93 | 0.33 | 0.93 | 0.83 | -    | -    |
| RD63        | 0.96 | -0.28 | 0.96 | -0.22 | 0.93 | 0.33 | 0.93 | 0.83 | -    | -    |
| RN52        | 0.95 | -0.27 | 0.95 | -0.21 | 0.92 | 0.33 | 0.92 | 0.83 | -    | -    |
| RN53        | 0.95 | -0.27 | 0.95 | -0.21 | 0.92 | 0.33 | -    | -    | -    | -    |
| RO/RV53     | 0.96 | -0.28 | 0.96 | -0.22 | 0.93 | 0.33 | 0.93 | 0.83 | -    | -    |
| RN62        | 0.94 | -0.26 | 0.94 | -0.20 | 0.91 | 0.34 | 0.91 | 0.84 | 0.91 | 1.46 |
| RN63        | 0.94 | -0.26 | 0.94 | -0.20 | 0.91 | 0.34 | 0.91 | 0.84 | -    | -    |
| RO/RV63     | 0.96 | -0.28 | 0.96 | -0.22 | 0.93 | 0.33 | 0.93 | 0.83 | 0.93 | 1.45 |

| GS8<br>[mm] | N56   |       | N140  |       | N180  |      | N210  |       | N250  |       |
|-------------|-------|-------|-------|-------|-------|------|-------|-------|-------|-------|
|             | P1    | X2    | P1    | X2    | P1    | X2   | P1    | X2    | P1    | X2    |
| RD52        | 23.50 | -6.18 | 23.50 | -4.65 | 22.65 | 9.15 | 22.65 | 21.85 | -     | -     |
| RD53        | 23.50 | -6.18 | 23.50 | -4.65 | 22.65 | 9.15 | 22.65 | 21.85 | -     | -     |
| RD62        | 24.35 | -7.03 | 24.35 | -5.50 | 23.50 | 8.30 | 23.50 | 21.00 | -     | -     |
| RD63        | 24.35 | -7.03 | 24.35 | -5.50 | 23.50 | 8.30 | 23.50 | 21.00 | -     | -     |
| RN52        | 24.25 | -6.93 | 24.25 | -5.40 | 23.40 | 8.40 | 23.40 | 21.10 | -     | -     |
| RN53        | 24.25 | -6.93 | 24.25 | -5.40 | 23.40 | 8.40 | -     | -     | -     | -     |
| RO/RV53     | 24.35 | -7.03 | 24.35 | -5.50 | 23.50 | 8.30 | 23.50 | 21.00 | -     | -     |
| RN62        | 24.00 | -6.68 | 24.00 | -5.15 | 23.15 | 8.65 | 23.15 | 21.35 | 23.15 | 37.10 |
| RN63        | 24.00 | -6.68 | 24.00 | -5.15 | 23.15 | 8.65 | 23.15 | 21.35 | -     | -     |
| RO/RV63     | 24.35 | -7.03 | 24.35 | -5.50 | 23.50 | 8.30 | 23.50 | 21.00 | 23.50 | 36.75 |

**B** - Coppie di serraggio  
 - Tightening torques  
 - Pares de fijación  
 - Couples de serrage



| NEMA | B1                   |                            | B2                   |                         |
|------|----------------------|----------------------------|----------------------|-------------------------|
|      | Chiave Key<br>[ in ] | Coppia Torque<br>[ in-lb ] | Chiave Key<br>[ mm ] | Coppia Torque<br>[ Nm ] |
| 56   | 5/32                 | 203.57                     | 4                    | 23                      |
| 140  | 5/32                 | 203.57                     | 4                    | 23                      |
| 180  | 5/32                 | 203.57                     | 4                    | 23                      |
| 210  | 5/32                 | 203.57                     | 4                    | 23                      |
| 250  | 5/32                 | 203.57                     | 4                    | 23                      |

IT - In caso di ripetuti avviamenti, inversioni o notevoli vibrazioni, si consiglia l'applicazione di frena filetti Loctite 242 o Loxeal 55-03 sulla vite oppure da sostituzione del dado standard con un dado auto-bloccante.

GB - In case of repeated start/stops of significant vibrations, it is recommended to apply Loctite 242 or Loxeal 55-03 liquid sealant on the screw or to replace the standard nut with a self-locking nut.