

# FEATURES/BENEFITS



## TORQUE-TAMER®

### DODGE TORQUE-TAMER Clutches

Low cost overload protection that's a cinch to adjust.

Intermittent shock loads or drive overload conditions can stress reducers to a point of premature failure. DODGE TORQUE-TAMER clutches provide a simple, economical solution. When an overload occurs, the TORQUE-TAMER clutch is designed to slip, protecting the valuable reducer and other components in the drive train. Once the overload is cleared, the TORQUE-TAMER clutch automatically picks up the load.

A DODGE TORQUE-TAMER clutch is easily set to the required slip-protection torque level, using standard wrenches.

### QUALITY FEATURES

- Non-asbestos friction discs
- Long-life bushing

New keyed bushing will not slip on the hub. Provides improved bearing surface for sprocket to ride on during overload slip. NOTE: Because of the possibility of excessive heat build-up, the TORQUE-TAMER clutch is not recommended for continuous slip duty.

### EXCLUSIVE "EASY SET" ADJUSTMENT

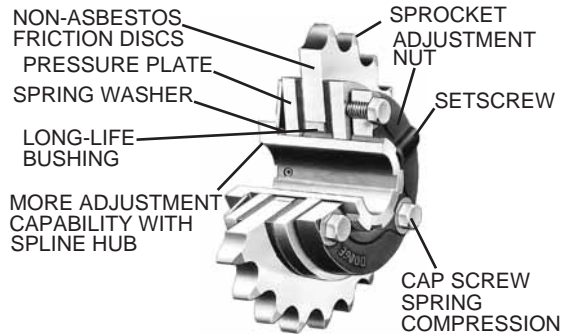
Torque adjustment is a simple matter, accomplished quickly! The need for hammer and block, brute strength and spanner wrenches is eliminated. No sweat. No wasted time.

For maximum torque, tighten the adjusting nut to finger tight and use a small wrench to tighten the three cap screws until the heads bottom out. For less torque, loosen the cap screws and set screws. Then back off the adjusting nut from one to seven spline notches, depending on the torque desired. Then retighten set screw and cap screws. Please consult Instruction Manual 499966 for complete details.

### AUTOMATIC RESET

The DODGE TORQUE-TAMER clutch gives machinery permanent protection against overloads during starting, reversing or driving-by slipping at the desired load.

When an overload occurs, the driven member slips between long-life, clutch-type friction discs. After slipping has started, it will continue at approximately 90% of the torque setting, due to the lower coefficient of friction when slipping, until the overload condition has been corrected. It resumes driving without resetting when the overload is relieved.



### HIGHER TORQUE RATINGS

Spring design provides higher torque ratings for No. 35 and No. 50 TORQUE-TAMER clutches. This results in more uniform coverage between minimum and maximum torque range of the TORQUE-TAMER clutch.

### APPLICATION VERSATILITY

DODGE TORQUE-TAMER clutches may be used with stock or special sprockets, gears, sheaves, flange or other driven members. It is recommended that the rubbing sides of the driven member be ground to provide a smooth rubbing surface of 65 to 125 micro-inches.

Higher torque ratings can be obtained by the use of a second spring nested within the original spring. (See torque rating table on page PT5-4.)

### MINIMUM MAINTENANCE

The DODGE TORQUE-TAMER clutch is simple in design, compact, efficient, and built for long life. It provides low cost torque limiting service for a wide variety of applications. No lubrication. . . minimum maintenance.

TORQUE-TAMER clutches are supplied complete with friction discs and one spring. The following are ordered separately:

**SPROCKET**-Stock sizes shown on page PT5-6. Non-stock sizes can be furnished as reworked A-Plate sprockets listed in the sprocket section of the DODGE Engineering Catalog.

**BUSHINGS**-Specify size and width and/or part no. as tabulated.

**EXTRA SPRING**-Provides higher torque rating as tabulated. Second spring is nested into first spring.