



NOMENCLATURE



PX **40** **FBX**
 PARA-FLEX —————
 X = Standard —————
 S = Spacer
 H = High Speed
 F = Flywheel

 Size (PX, PS only) ex.: Approx. 4" O.D. —————

 GFB = Greater Finished Bore —————
 GT = GRIP TIGHT Bushing
 GTL = Greater TAPER-LOCK Bushing
 FBX = Straight Bore, Extra Capacity
 FBS = Straight Bore, Short Series
 TL = TAPER-LOCK®
 BBS = Bored-To-Size, Steel
 TBS = One Taper Bored, one Bored-To-size, Steel
 BBPS = BBS, Piloted for Floating Shaft
 TBPS = TBS, Piloted for Floating Shaft

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D-FLEX

SPECIFICATION

D-FLEX Couplings employ a molded, non-lubricated elastomeric flexing sleeve loaded in shear. The flexible sleeve shall be of EPDM, Neoprene, or Hytrel. The compound of EPDM shall be suitable for operation in ambient temperature from -30°F to +275°F, Neoprene 0°F to +200°F, and Hytrel -65°F to +250°F. Both EPDM and Neoprene sleeves shall have torsional flexing capability of 15° and accommodate 1° of angular misalignment. Hytrel sleeves, suitable to transmit four times the power of EPDM or Neoprene, has torsional flexing capability of 7° and 1/4° of angular misalignment.

The flexible sleeve is connected with external and internal gear teeth that engage with mating teeth in each flange. The coupling assemblies have optional methods of attachment to the shaft including but not limited to: clearance fit or QD Bushings. Clearance fits are supplied with an industry standard keyway and two set screws, one over the key and one at 65°.

Spacer Couplings consist of two hubs and a center assembly consisting of two spacer hubs and one flexible element. The center assembly is readily removable to facilitate maintenance on pumps or other connected equipment and must be replaceable without disturbing the coupled equipment and without realignment.

D-FLEX couplings are static conductive except the ones with Hytrel element.

HOW TO ORDER

Standard couplings consist of:
 (2) Flange Assemblies
 (1) Flexible Sleeve

Spacer Couplings consist of:
 (2) Shaft Hubs
 (2) Spacer Flanges
 (1) Flexible Sleeve

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6 JE / 2 - 6J X 7/8

SIZE _____

SLEEVE _____
 (JE, JES, E, JN, JNS, N, H, HS)

FLANGE QTY. _____

FLANGE SIZE AND TYPE _____
 (J, S, B, SC-H)

FLANGE BORE _____

For selection method, please refer to page PT1-83

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SPECIFICATION/HOW TO ORDER/NOMENCLATURE



GRID-LIGN

HOW TO ORDER

<p>Standard couplings consist of:</p> <ul style="list-style-type: none"> (2) Shaft Hubs (1) Grid & Cover Assembly (T10 or T20) 	<p>Spacer couplings consists of:</p> <p>T31 Spacer</p> <ul style="list-style-type: none"> (2) "T" Shaft Hubs (2) Spacer Hubs (1) T10 Grid & Cover Assembly <p>T35 Half Spacer</p> <ul style="list-style-type: none"> (1) Shaft Hub (1) Spacer Hub (1) "T" Shaft Hub (1) T10 Grid & Cover Assembly
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	<p>Size _____ <u>1020</u> _____ <u>T10</u></p>
	<p>Coupling Type _____</p> <p>T10 = Horizontal Split Cover T20 = Vertical Split Cover T31 = Full Spacer T35 = Half Spacer</p>

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SPECIFICATION/HOW TO ORDER/NOMENCLATURE



Gear Couplings

SPECIFICATION

DODGE GEAR COUPLINGS are power dense and capable of transmitting high torque at high speeds while still remaining inherently well balanced. Gear Couplings transmit torque by the mating of two hubs with external gear teeth that are joined by flanged sleeves with internal gear teeth.

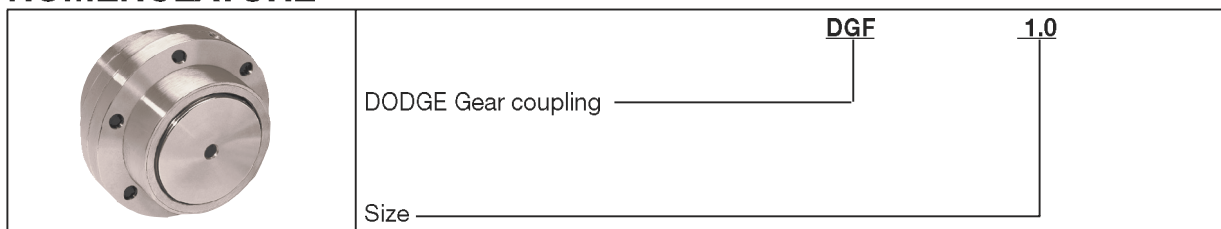
Gear Couplings will be provided with interference fit bores unless otherwise specified. The hubs and sleeves will be manufactured of high quality steel.

HOW TO ORDER

Standard couplings consist of:

- (2) Flex Hubs
- (2) Sleeves
- (1) Hardware Kit

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COMPETITOR INTERCHANGE

DODGE DGF	FALK LIFELIGN	KOP-FLEX KOPPERS SERIES H	AMERIGEAR ZURN F SERIES	LOVEJOY/ SIER-BATH
1	1010G20 *	1	201	-
1.5	1015G20	1-1/2	201-1/2	1.5
2	1020G20	2	202	2
2.5	1025G20	2-1/2	202-1/2	2.5
3	1030G20	3	203	3
3.5	1035G20	3-1/2	203-1/2	3.5
4	1040G20	4	204	4
4.5	1045G20	4-1/2	204-1/2	4.5
5	1050G20	5	205	5
5.5	1055G20	5-1/2	205-1/2	5.5
6	1060G20	6	206	6
7	1070G20	7	207	-

* G20 - FLEX-FLEX
G52 - FLEX-RIGID

NOTE: Instruction manual for Gear Couplings available on www.dodge-pt.com

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Chain Couplings

SPECIFICATION

Chain Couplings transmit torque through two hubs with hardened sprocket teeth and a double width roller chain. The chain is wrapped around the sprocket and connected with a link or pin for easy installation or removal. The Chain Coupling allows for misalignment through the clearances between chain and sprocket teeth. The coupling allows 2° angular misalignment, .015" parallel misalignment and up to .300" shaft end float. The temperature range is -30°F to +225°F.

The coupling hubs have optional methods of attachment to the shaft including but not limited to: clearance fit, interference fit or TAPER-LOCK bushings. Clearance fits and interference fits are supplied with an industry standard keyway. Clearance fits are supplied with one set screw over the keyway.

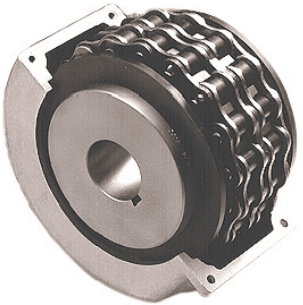
Aluminum covers with elastomeric seals contain lubricant and protect the chain and teeth in an abrasive or corrosive atmosphere.

HOW TO ORDER

Standard couplings consist of:

- (2) Flanges
- (1) Chain Assembly
- (1) Cover (check RPM requirements on page PT1-68)

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FB 60 18

FB = Finished Bore

B = Reborable

Blank = TAPER-LOCK

Chain Size

Number of Teeth

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POLY-DISC

SPECIFICATION

POLY-DISC Couplings are a pin type coupling using a molded polyurethane disc. The physical properties of the disc allow for the cushioning of shock loads and the resistance to most common chemicals such as acids, alkalis and petroleum products. The disc has an operating range of -90°F to +170°F.

The flexible disc is captured through metallic pins, utilizing a light press fit over the pins to prevent the accumulation of abrasive particles between the disc and pins. The pin holes are barreled to allow 2° angular misalignment and the flexible disc allows 1/32" parallel misalignment. The disc has spacer buttons to achieve automatic flange spacing which speeds up installation. Both flanges are machined all over and are taper bored to receive TAPER-LOCK bushings to permit quick and easy installation on shafts of equal or different diameters.

HOW TO ORDER

Consist of:

- (2) TAPER-LOCK Flanges
- (1) Disc

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Size _____	3-1/4	-	H
(O.D. of Coupling)			
Type of T-L Flange _____			
H-Bushing installs from hub side			
F-Bushing installs from flange size			

Other Couplings -

RIGID SPECIFICATION

Rigid Couplings provide a connection between two perfectly aligned shafts. Flanged Rigid Couplings consist of two flanges joined by bolts and taper bored for TAPER-LOCK bushings to connect shafts of the same or different diameters. Ribbed Rigid Couplings are axially split to clamp on shafts of the same diameter and held together by bolts. The coupling uses one key over the entire length and permits quick and easy installation and removal.

HOW TO ORDER

TAPER-LOCK consist of:

- (1) Male Flange Assembly
- (1) Female Flange

NOMENCLATURE

T-L Rigid _____	R	35	Ribbed Rigid _____	2-3/4
Size _____			Bore Size of Coupling _____	
(Designated size of T-L Bushing)				

NOTE: Instruction manuals for POLY-DISC Couplings and TAPER-LOCK Bushings available on www.dodge-pt.com

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SPECIFICATION/HOW TO ORDER/NOMENCLATURE

POWERPLUS



SPECIFICATION

DODGE POWERPLUS couplings are hybrid jaw style coupling which utilize elastomeric inserts held in compression between interlocking teeth of male and female flanges. The flanges are offered as a finished bore design and are machined all over, in order to offer a coupling which is inherently well balanced design and suitable for operation at high speeds.

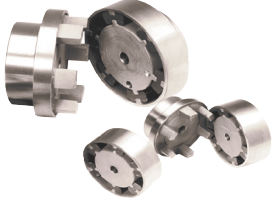
With interlocking metallic teeth, the flanges provide positive drive and negate the potential for catastrophic failure. Additionally, the rubber inserts are protected from exposure to contaminants as a result of the flange engagement design. The inserts are suitable for operation from -30° C to +80° C (-22° F to +176° F) and are readily replaced by disengaging the male flange from the female flange.

HOW TO ORDER

Complete coupling consist of:

- (1) Male flange (1 piece or 2 piece design)
- (1) Female flange (Includes 1 set of inserts)

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	DPP	58
	DODGE POWERPLUS _____ Size _____	_____

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SPECIFICATION/HOW TO ORDER/NOMENCLATURE



Motor Brakes

SPECIFICATION

D-Series Motor Brakes are designed with a single* non-asbestos friction disc for fewer adjustments, reduced replacement parts, and extended life. They are released when power is applied to the brake coil. The friction disc hub assembly and ultimately the load are free to turn. However, when power is taken away, intentionally or accidentally, an internal wave spring clamps the friction disc to stop and hold the load. The single* disc design has significantly fewer parts than competitive brakes and provides a dramatic improvement in brake friction disc life. Just as dramatic is the quiet operation compared to solenoid type brakes. DODGE D-Series motor brakes are available as stock off-the-shelf units in 2 configurations. DBSC C-Face brakes mount on the fan end (non-driving end) of a motor. DBSS double C-Face brakes are generally used as a coupler between standard C-Face motors and C-Face gear reducers.

* 35/50 ft.-lb motor brakes employ two friction discs

HOW TO ORDER

Motor Brakes are ordered by specifying the unit size, the motor frame size, and the voltage. Part numbers are found on the selection pages for each type of unit. Refer to the part number when ordering.

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	56	DBSS	-	3	-	MA	-	115/230 VAC	60 HZ
NEMA C-Face Designation _____	56 = 56C (5/8" shaft) 140 = 143TC/145TC (7/8" shaft) 180 = 180TC/210TC (1-1/8" shaft)								
DODGE Brakes _____									
Housing Enclosure _____	S = Standard Enclosure/Drip-Proof E = E-Z KLEEN (Food Duty/NEMA 4X)								
Mounting Configuration _____	C = C-face (single)/Fan End Mounting S = Shaft-out (Double C-Face) Coupler								
Static Torque Rating (Ft.-Lbs) _____									
Wear Adjustment Method _____	MA = Manually Adjusted								
Coil Voltage _____	115/230 VAC 230/460 VAC Others As Noted On Brake Label								
Frequency _____	60 Hz 50 Hz Blank If DC Voltage Only								

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SPECIFICATION/HOW TO ORDER/NOMENCLATURE



CLUTCH/BRAKE MODULES

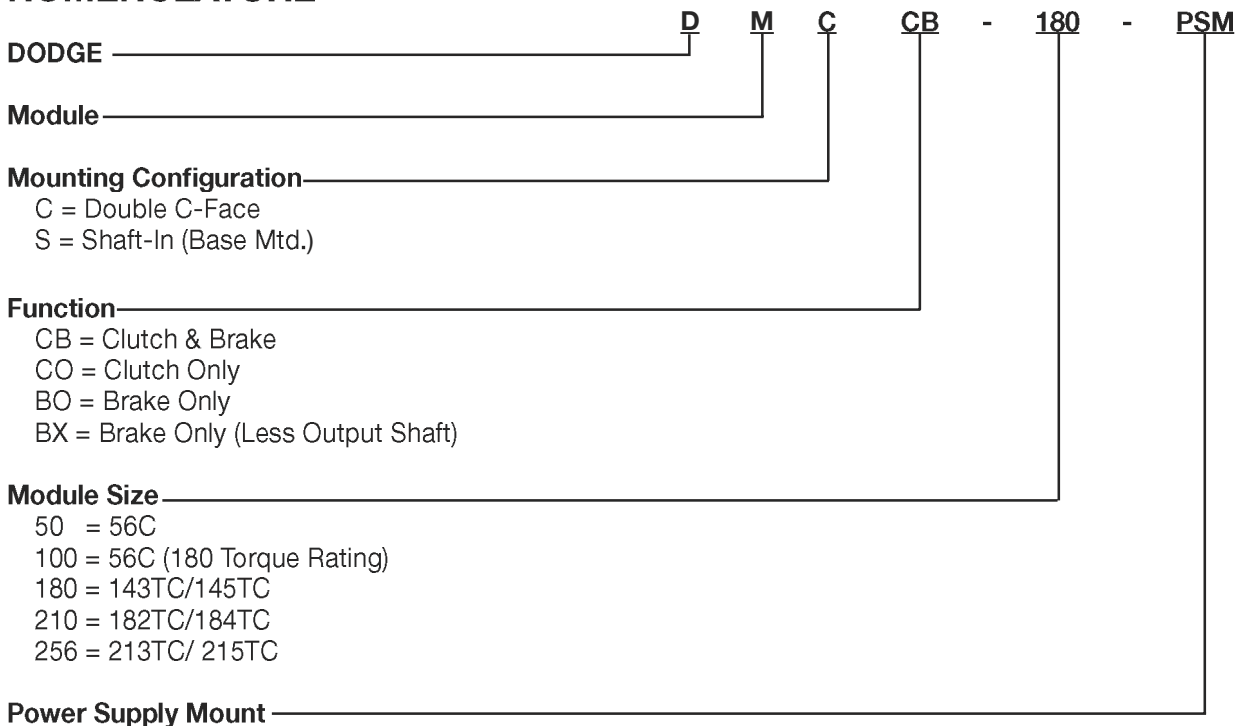
SPECIFICATION

Clutch/Brake Modules mount directly to NEMA C-face motors and reducers or can be used with separate base mount frames. These modules are completely factory assembled, tested, and pre-burnished for easy installation and long maintenance free operation. The units are designed with large ball-bearings to provide greater over-hung load capacity and longer life. They use larger armatures for high torque transmission.

HOW TO ORDER

Clutch/Brake Modules are ordered by specifying the type of unit, size and voltage. Part numbers are found on the selection pages for each type of unit. Refer to the part number when ordering.

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SPECIFICATION/HOW TO ORDER/NOMENCLATURE



Shaft Mounted Clutches & Brakes

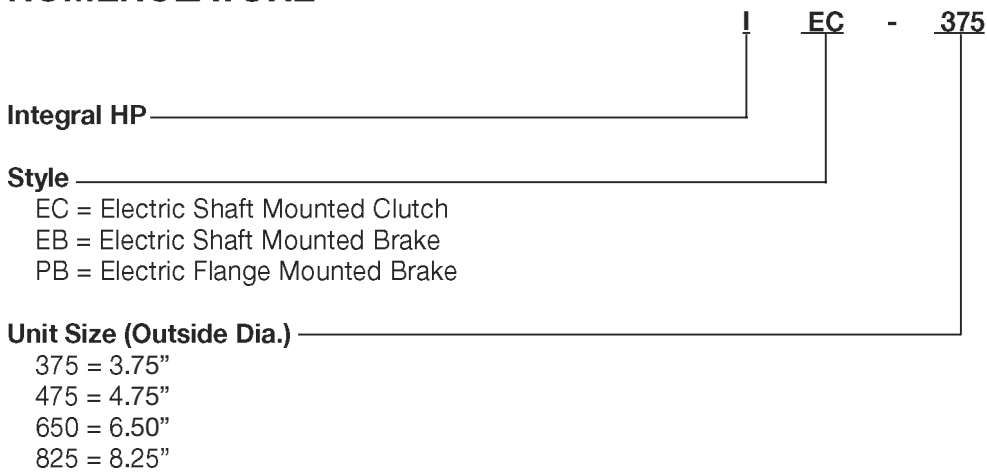
SPECIFICATION

The Shaft Mounted Series of Clutches and Brakes are factory assembled, tested, and pre-burnished. They are engineered and ready to mount on standard motor shafts or thru shafts. The IPB brake is flange mounted on a bulkhead, suitable frame, or on the motor. They are long life and minimal maintenance with an integral splined armature with fan designed for maximum cooling.

HOW TO ORDER

Shaft Mounted Clutches & Brakes are ordered by specifying the unit size, bore size (or bushing size if Taper-Lock), and voltage. Part numbers are found on the selection pages for each type of unit. Refer to the part number when ordering.

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SPECIFICATION/HOW TO ORDER/NOMENCLATURE



Fractional HP Clutches & Brakes

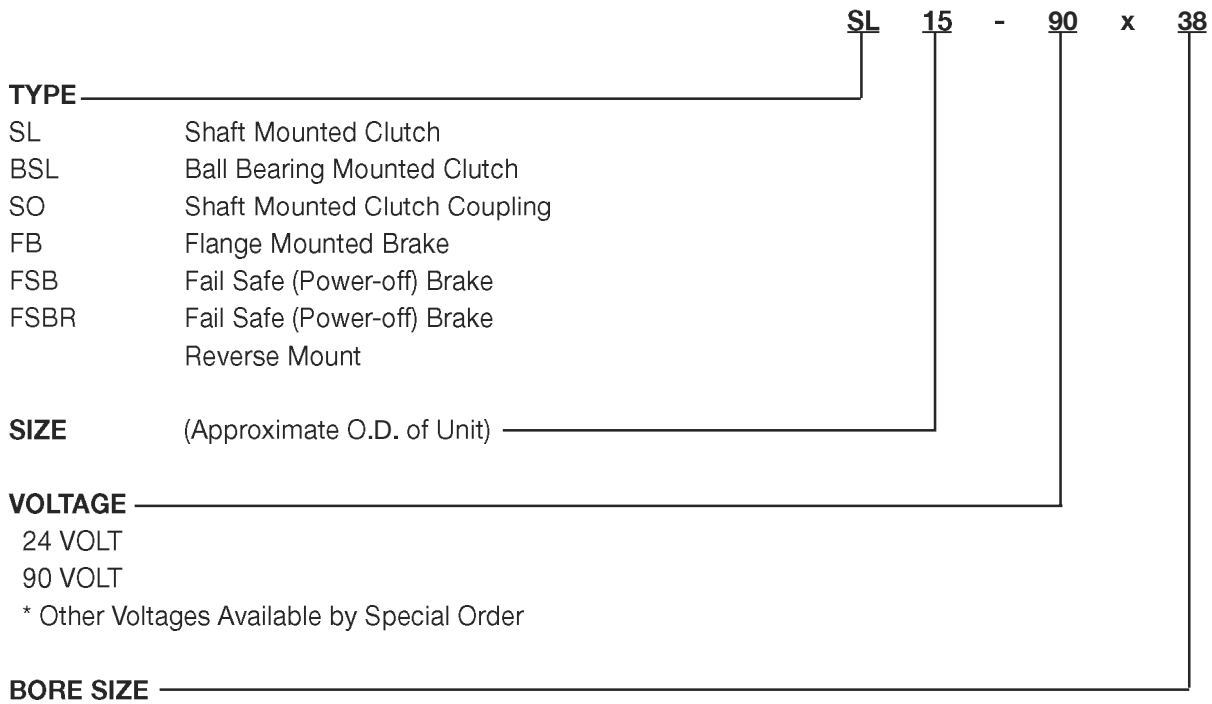
SPECIFICATION

The Fractional HP product offerings include three shaft mounted clutches and three flange mounted brakes. In the shaft mounted line, the SL and BSL series are used to couple two parallel shafts, and the SO series is used to couple two in-line shafts. They are engineered for easy installation, and incorporate a zero backlash armature hub assembly. In the flange mounted line, the FB series is “power-on” and the FSB and FSBR series are “power-off”.

HOW TO ORDER

Fractional HP Clutches and Brakes are ordered by specifying the type of unit, size, voltage and bore size. Part numbers are found on the selection pages for each type of unit. Refer to the part number when ordering.

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FLEXIDYNE

SPECIFICATION

FLEXIDYNE is available in three designs: Drives, Couplings, and C-Flex Modules to meet most system needs. The Drive style is designed to mount directly on the motor shaft to provide an extremely compact unit for belted service. The Coupling style provides a versatile solution for transmitting torque between in-line shafts. The C-Flex Module style provides all of the benefits of regular FLEXIDYNE in a compact package that readily mounts between C-Face motors and reducers.

HOW TO ORDER

DRIVE STYLE

Specify mechanism size and bore size. Select a sheave from the selection tables found in the Modifications/Accessories section. Refer to the part number when ordering.

COUPLING STYLE

On size 5C - specify bore size. A complete coupling consists of (1) output hub and (1) mechanism.

On larger sizes - specify coupling size, and bore size. A complete coupling consists of (1) mechanism, including flexible disc, (1) Poly-Disc flange, and (2) bushings.

Type PH Couplings - specify coupling size, bore size of the driven end and the motor end. A complete coupling consists of (1) mechanism, (1) Taper-Lock or Bored-To-Size flange assembly, and (1) element.

Refer to the part numbers when ordering.

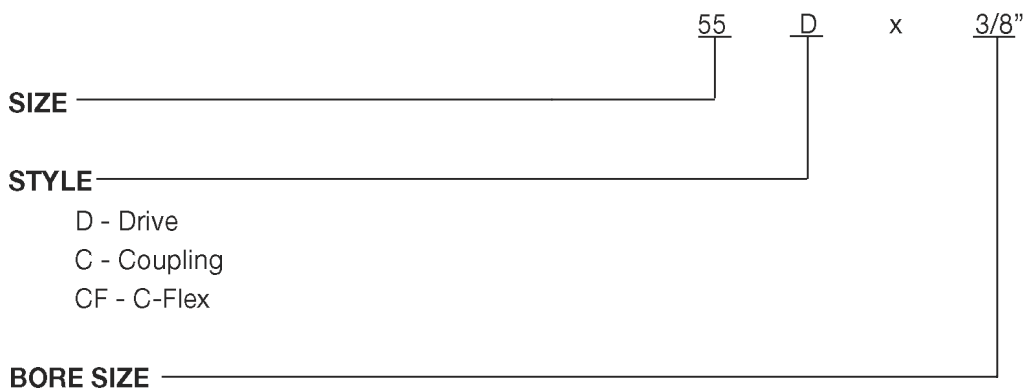
C-FLEX MODULE STYLE

Specify the C-Flex unit size and the FLEXIDYNE mechanism. Refer to the part numbers when ordering.

FLOW CHARGE

Determine the amount of flow charge to be ordered by referring to the Flow Charge tables in the Modifications/Accessories section. Choose between cast steel and stainless. Refer to the part number when ordering.

NOMENCLATURE

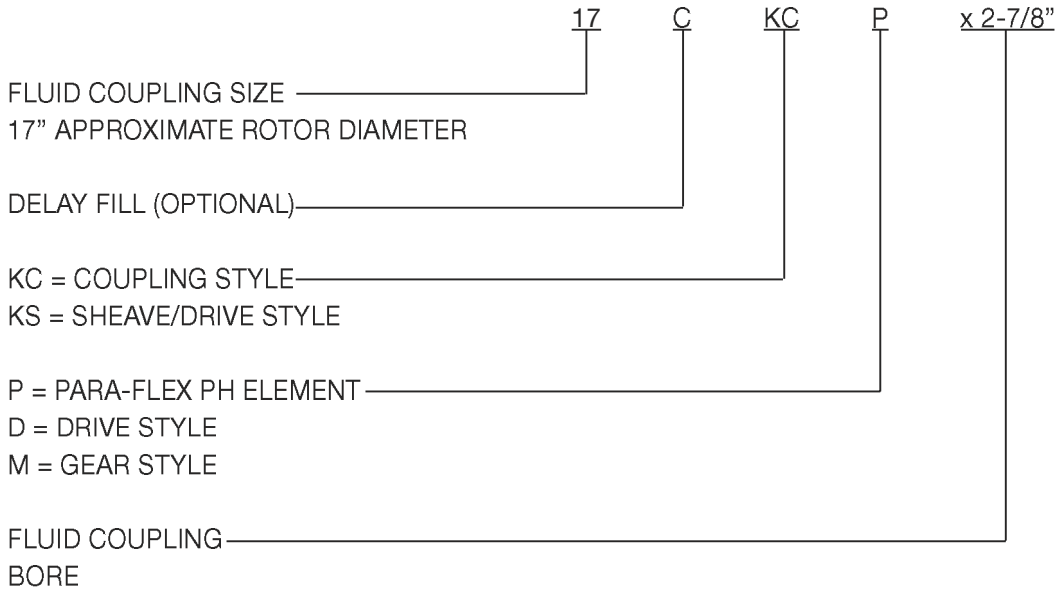




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Fluid Coupling

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SELECTION

Fluid Coupling

Fluid Coupling Selection

HP	RPM		
	1800	1500	1200
5	8	8	9
7.50	8	9	11
10	8	9	12
15	9	11	12
20	11	12	13
25	11	12	13
30	11	12	15
40	12	13	15
50	13	15	17
60	13	15	17
75	15	15	17
100	15	17	19
125	17	19	21
150	17	19	21
200	19	21	24
250	21	21	24
300	21	24	27
350	21	24	27
400	24	24	27
500	24	27	29

SPECIFICATION HOW TO ORDER NOMENCLATURE



TORQUE-TAMER

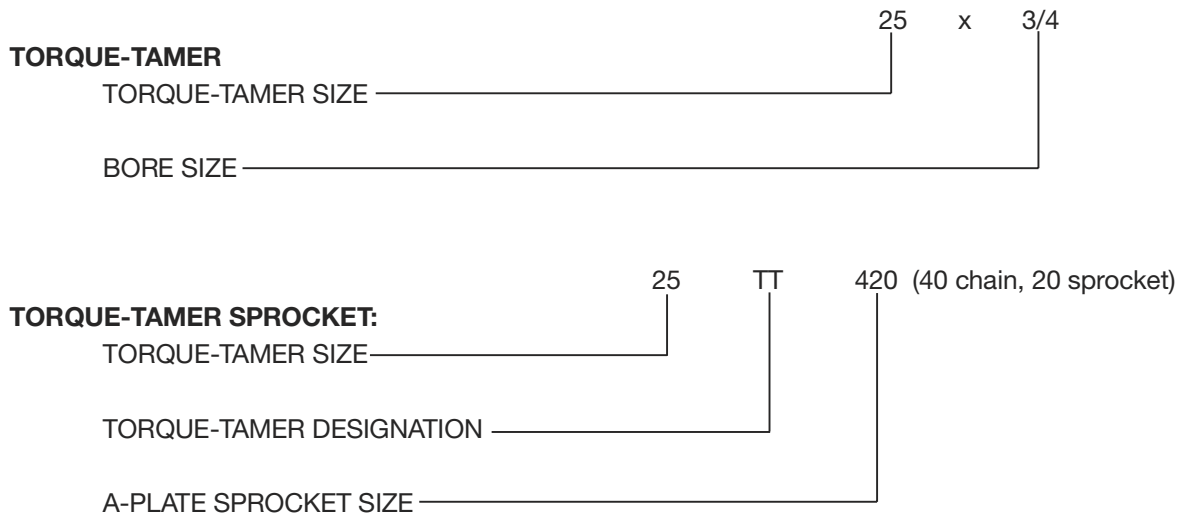
SPECIFICATION

The DODGE TORQUE-TAMER is a protective device that is designed to slip when overloaded, thus protecting the valuable reducer and other components in the drive train. Once the overload is cleared, the TORQUE-TAMER clutch will automatically re-engage. No resetting is required.

HOW TO ORDER

TORQUE-TAMER clutches are ordered by the size of the TORQUE-TAMER, the bore size of the unit, and the sprocket and bushing width required. The DODGE TORQUE-TAMER is supplied with the friction discs and one spring. The sprocket, bushings, and additional spring (if needed) must be ordered separately.

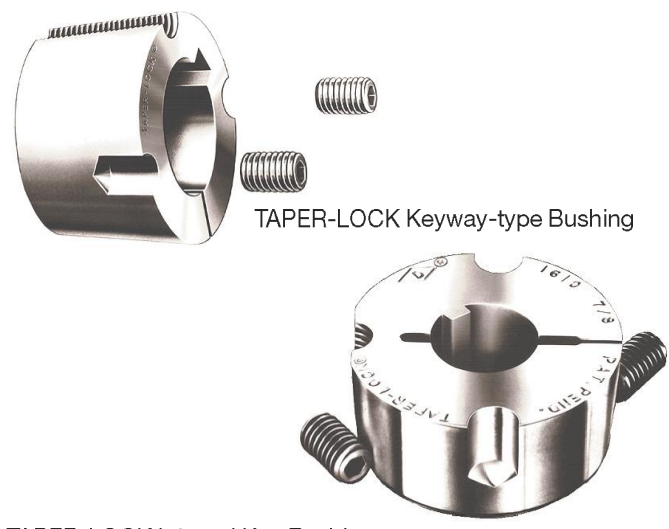
NOMENCLATURE





FEATURES/BENEFITS

TAPER-LOCK Bushings



TAPER-LOCK Keyway-type Bushing

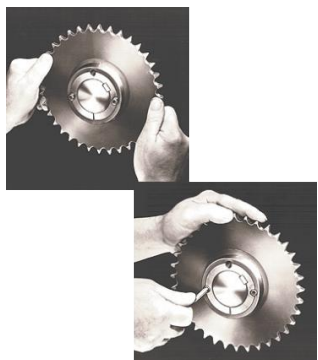
TAPER-LOCK Integral Key Bushing

- Clean, Compact Design
- An Industry Standard for over 40 years
- Easy-on, Easy-off
- 8° Taper-Grips Tight, Holds Tight, Runs True, No Wobble
- Total System Concept: Bushings, Hubs, Adapters and Products
- World-Wide Acceptance and Availability
- Flush Mounting-No Protruding Parts
- Diamond Integral Key for Added Value and Convenience

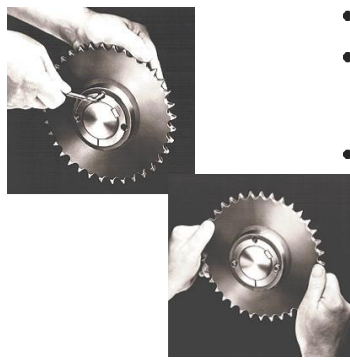
DODGE TAPER-LOCK BUSHING WITH INTEGRAL KEY

- Popular bore sizes, 1008 thru 2517
- Capitalizes on proven DODGE sintered steel technology
- Convenience: No more fumbling with a separate key and setscrew over the key. Integral key cannot work loose or fall out.
- More Secure fit: Clearances between key and bushing are automatically eliminated, providing a more precise fit. Provides full key even in maximum bore sizes. . . No more "shallow keyseat" compromise.
- Cost Reduction: Eliminates labor cost associated with installing key and separate key, and associated inventory expense.
- Engineered and Tested Design: Integral key concept thoroughly analyzed, including computerized Finite Element Analysis (FEA), for stress evaluation. Extensive laboratory testing included static and dynamic loading on customized machinery. Results demonstrated in successful field applications.

Simple Mounting



- Easy On**
- Insert bushing into sprocket
 - Match holes (not threads).
 - Put screws into holes that are farthest apart
 - Slip entire unit onto shaft
 - Set drive alignment and tighten screws

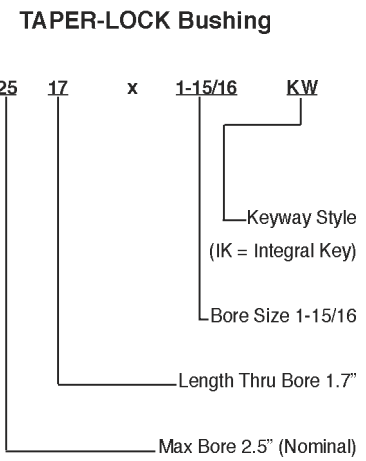


- Easy Off**
- Take both screws out entirely
 - Insert one screw into hole that is threaded in the bushing only
 - Use as jackscrew to disengage bushing

IMPORTANT!

Do not use lubricants or anti-seize compounds on tapered bore, bushing suitcase, shaft or screws. Complete installation instructions are available on www.dodge-pt.com.

Example Nomenclature





ENGINEERING/TECHNICAL

Dimensions, Tolerances, etc.

Warning - Do not use DYNA-SYNC Pulleys with belt speed exceeding 6500 fpm. May cause pulleys to fragment resulting in personal injury or property damage.

Concentricity and Face Run-Out Tolerances

Runout (T.I.R.Ø)	O.D.	Tol.
Radial	8" & under	.005"
	For each add'l. inch of O.D. add .0005"	
Axial	1" & Under	.001"
	For each add'l. inch of O.D. thru 10" add .001"	
	For each add'l. inch of O.D. over 10" add .0005"	

∅Total Indicator Reading

Reborable Pulley Bore Tolerances

Bore Size	Tol.
15/16" & Under	.0010" - .0000"
1" to 1-15/16"	.0015" - .0000"
2" to 2-15/16"	.0020" - .0000"
3" & Over	.0025" - .0000"

Rebore Charges—Reborable pulley alteration charges are shown in MLP Price Book. TAPER-LOCK pulleys accommodate all common tolerance variations found in commercial shafting.

Balancing—All DYNA-SYNC Pulleys have been given a careful static balance for operation up to 6500 FPM. When vibration is a problem, dynamic balancing is recommended – Consult price book MLP. (See Warning above)

Special Pulleys—In 1/5 thru 1-1/4" pitches, pulleys can be made to suit customer's specifications and may be furnished in sizes not listed on previous pages. Send us your inquiry.

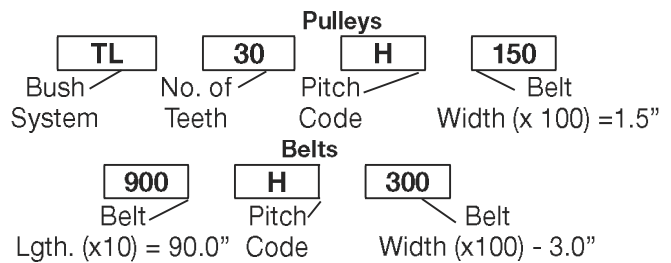
Standard Keyways

Bore Range	Keyway
5/16 - 7/16 Incl.	3/32 x 3/64
Over 7/16 - 9/16 Incl.	1/8 x 1/16
Over 9/16 - 7/8 Incl.	3/16 x 3/32
Over 7/8 - 1-1/4 Inc.	1/4 x 1/8
Over 1-1/4 - 1-3/8 Inc.	5/16 x 5/32
Over 1-3/8 - 1-3/4 Incl.	3/8 x 3/16
Over 1-3/4 - 2-1/4 Inc.	1/2 x 1/4
Over 2-1/4 - 2-3/4 Incl.	5/8 x 5/16
Over 2-3/4 - 3-1/4 Incl.	3/4 x 3/8

Pulley Outside Diameter/Diameter Over Belt

Pitch	Pulley O.D.	Diameter Over Belt
XL	P.D.- 0.02"	P.D.+0.08"
L	P.D.- 0.03"	P.D.+0.11"
H	P.D.- 0.054"	P.D.+0.11"
XH	P.D.- 0.11"	P.D.+0.27"
XXH	P.D.- 0.12"

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1/5" pitch (XL)	3/8" pitch (L)	1/2" pitch (H)	7/8" pitch (XH)	1-1/4" pitch (XXH)
Typical uses are shown below the Tooth Dimensions Sketches				
Business machines, instrumentation, sound equipment	FHP applications such as home appliances, small tools, pumps, blowers.	Machine tools, pumps, fans presses, motor-generator sets.	Medium-torque applications - such as heavy industrial equipment.	High torque applications - such as heavy industrial equipment

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FEATURES/BENEFITS

DODGE HT200 Drives



HT TAPER-LOCK Sprockets

- **Torque Rated:** Shaft gripping strength to meet the higher demands of the 200% rating of HT200 Belts.
- **Compatible:** Accepts HT200 or standard HTD belts.
- **Compact:** Save shaft space with compact TAPER-LOCK design.
- **Reduce Overhung Load:** Compact design allows closer mounting to motor or reducer bearings. Improves bearing life, reduces maintenance costs.

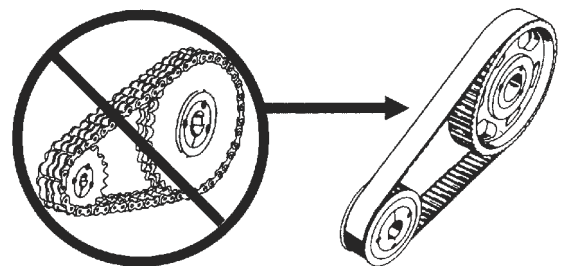


DODGE QD HTD Sprockets

- Rated for capacity of standard HTD belts.
- Compatible for standard HTD belts.
- Can run HT200 belts at HTD rating.
- Use HT200 belts for quieter operation than with HTD belts.

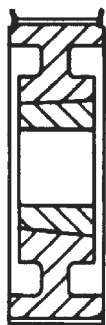
Caution: Standard QD style HTD sprockets manufactured by DODGE or by others may not have the torque capacity for the higher rated HT200 belts. HT TAPER-LOCK sprockets from DODGE are designed to handle the higher loads.

Upgrade Roller Chain Drives to DODGE HT200

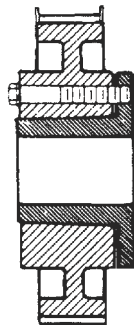


- **Clean:** No lubrication required. No messy oil drips or spills.
- **Quiet:** No metal-to-metal contact.
- **Smooth Operation:** No chordal action of chain drive that results in vibration and speed variation.
- **Economical Drive Guard:** Basic enclosed or ventilated guard will suffice. Oil seals, filler and drain plugs not required.

TAPER-LOCK THE Compact Synchronous Drive



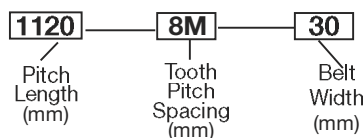
TAPER-LOCK HT



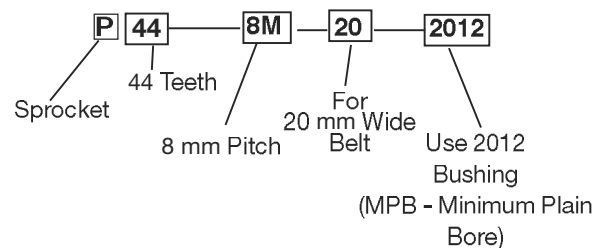
FLANGE-BUSHED SPROCKET

Compact TAPER-LOCK design takes up less shaft space than narrow width belts or products using flanged style bushing. The result is a more compact, economical synchronous drive.

BELT NOMENCLATURE



SPROCKET NOMENCLATURE



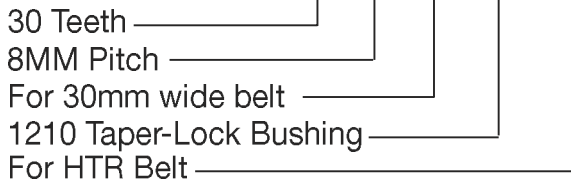


FEATURES/BENEFITS

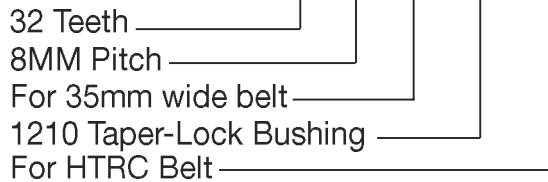
HTR & HTRC Sprocket Nomenclature

Sprocket Designation

D30-8M-30-1210 HTR SPKT

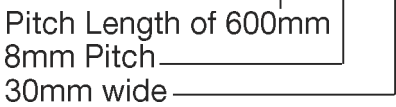


D32-8M-35-1210 HTRC SPKT

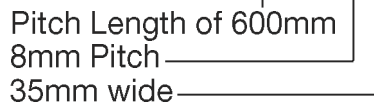


Belt Designation

600-8M-30 HTR Belt (Tracker)



600-8M-35 HTRC Belt (Tracker)



NOMENCLATURE



Pulleys

(QTY) Diameter X Face Width • Face Type • Pulley Type • Hub Type & Size • Class

(QTY) Lagging Thickness and Material • Pattern

(QTY) Bushing Size & Bore

Diameter:	6"-60" (Other diameters available upon request)
Face Width:	8"-100" (Other face widths available upon request)
Face Type:	CR – Crown Face ST – Straight Face
Pulley Type:	DR – Drum WI – Wing
Hub Type & Size:	HE – (High Endurance) and Size (HE25) TL – (TAPER-LOCK) and Size (K25, F30, K35) QD – (Quick Disconnect) and Size (SF, E, F) Keyless Locking Device and Size (200mm)
Class:	CEMA (Heavy Duty) MD (Mine Duty) MDX (Mine Duty Extra) ENG (Engineered)
Lagging Thickness:	1/4", 3/8", 1/2", 3/4", 1" (Standard) Other Thicknesses Available on Request
Lagging Material & (Durometer):	SBR (60/45/70), D-LAG (60), Neoprene (60/45/70), Ceramic, Holz, Holz SOF
Lagging Pattern:	Plain, Herringbone, Chevron, Diamond, Concentric, Parallel
Bushing Size:	HE25 (Max. Bore 2-1/2") F30 (Max. Bore 3") E (Max. Bore 3-1/2")
Examples:	1-12 x 26 CR DR HE25 MDX 3/8" Herringbone Lagging 2-HE25 x 2-7/16" Bushings 1-14 x 42 CR WI W25 2-2517 x 2-7/16" TAPER-LOCK Bushings 1-16 x 44 ST DR QD F 2-F x 3-7/16" QD Bushings

Shafting

Diameter x Length • # of Keyseats • # of Turndowns x Turndown Diameters

Examples:	2-7/16" x 63"
	3-7/16" x 84" x 3KS
	3-15/16" x 76", 3KS, 2TD x 3-7/16"

NOTE: All shafts require a drawing which indicates the location of keyseats, length of turndowns, bearing centers, turn down radii and location of the pulley on the shaft.

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