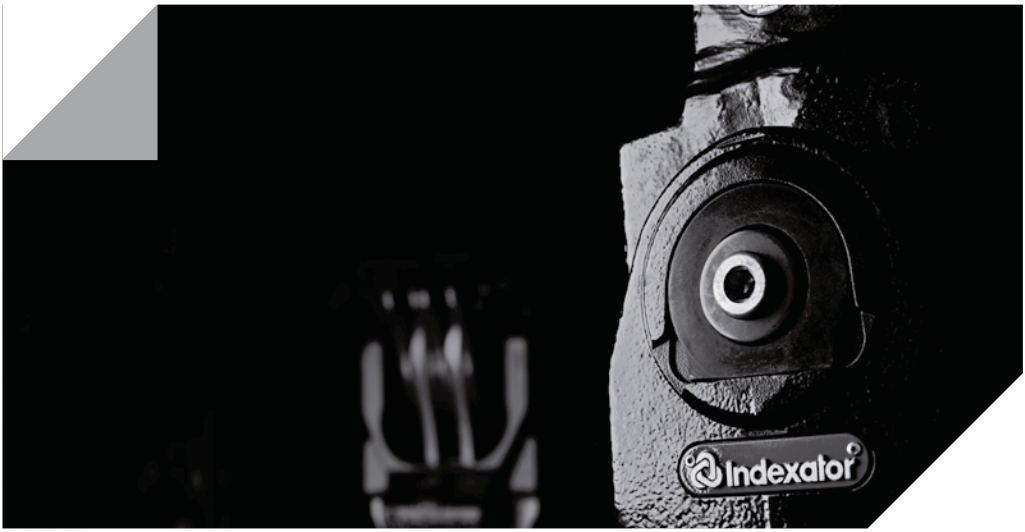
Indexator
Rotator Systems

# User manual




# LINKSET

-80 KPL
-80 L150 KPL
-Z2 KPL
-71/30 KPL
S-80 KPL
S-100 KPL
S-100/50 KPL
Swingdamper -80 KPL
Swingdamper -65 HD KPL
Swingdamper -80 HD KPL
Swingdamper -100 HD KPL
Swingdamper S-80 KPL
Swingdamper S-100 KPL
Swingdamper S-80 HD KPL
Swingdamper S-100 HD KPL
Swingdamper S-125 HD KPL
Dual Swingdamper -80/30 HDM52 KPL
Dual Swingdamper -80/35 HDM52 KPL
Dual Swingdamper -80/40 HDM52 KPL
Dual Swingdamper -80/45 HDM52 KPL
Dual Swingdamper S-80/40 HDM52 KPL
Dual Swingdamper S-80/45 HDM52 KPL
Dual Swingdamper -80/30 HD KPL
Dual Swingdamper -80/45 HD KPL
Dual Swingdamper S-CRC HD KPL
Dual Swingdamper S-80/45 HD •
Dual Swingdamper S-100/45 HD •
Dual Swingdamper S-100/45C HD KPL •



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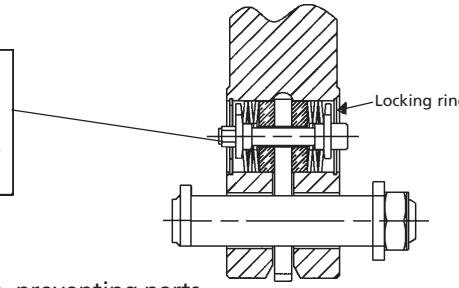
**Description**

This product is designed for the suspension of a freely hanging load.
Adapted for use in combination with Indexator's rotators.

**1.0 Braking**

The brake unit is designed to damp the oscillating action of the pivot concerned. The disc should be kept free of grease and oil to ensure the best braking effect.

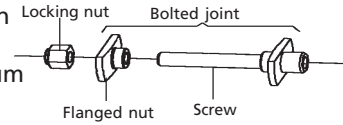



**1.1 Warning**

The locking rings are a safety feature, preventing parts from being ejected from the spring-action brake assembly in the event of bolt fracture. It is therefore essential that the locking ring is always in place when adjusting/tightening. The locking rings may only be removed when the brake springs are not compressed (loosely adjusted), eg, when replacing the brake lining.

**1.2 Adjustment**

For safety reasons, allow the locking rings to remain in place. Unscrew the lock nut before tightening. Hold the flange-nut and tighten the screw. Maximum tightening torque for the bolted joint is 30 Nm.
NOTE! Must be 75 Nm on linksets HDM52.
NOTE! Must be 50 Nm on linksets marked with • on the first page.
Greater tightening torque will result in greater wear.
Secure the bolted joint with the lock nut after adjusting.




**1.3 Changing the brake lining**

Unscrew the lock nut. Unscrew the bolted joint. Remove the locking rings and change the lining.

It is important when refitting that the cup springs are mounted according to Fig. 1 or Fig. 2. Note that the number of cup springs varies depending on the model (Fig. 1 and Fig. 2). If fitting is done in any other way it is possible that parts of the brake assembly will protrude and be damaged by the rotator/loader tip.

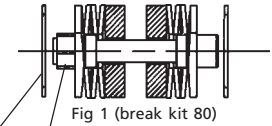


Fig 1 (break kit 80)

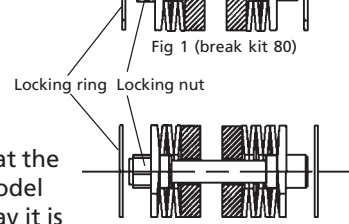
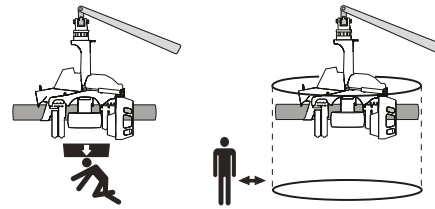


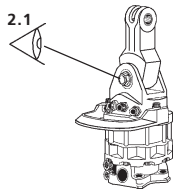

Fig 2 (break kit 100)

Remember to fit back the locking rings before tightening.
Position the locking rings so that they are easily accessible for tools/pliers.
It is important that linings are replaced in time to prevent the steel plate that is glued to the lining from chafing/damaging the brake disc.

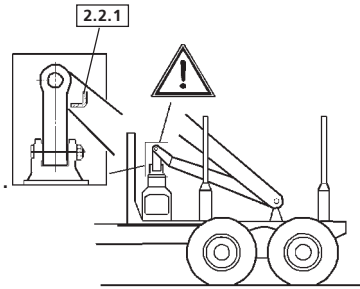
## 2.0 Safety instructions



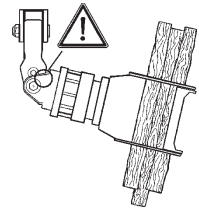
**2.1** Check that the locking nut is tightened 120 Nm (89 lbft)



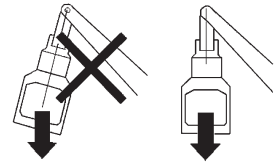

**2.2** Make sure that the parking position of the crane does not subject the link or rotator to damaging bending moment. The link must not be allowed to come into contact with the oscillation stop. 2.2.1.




**2.3** Avoid oscillating the link to the stop position.



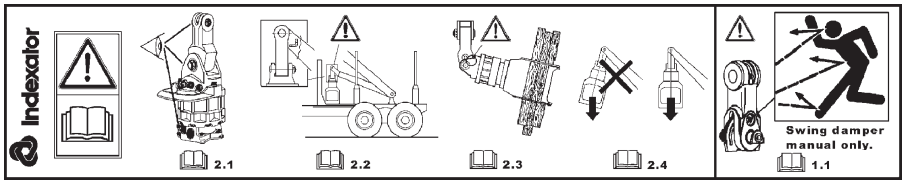
**2.4** Ensure that working with the loader does not subject the link and rotator to detrimental bending moment. Loading work that hinders freely hanging load should be avoided



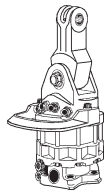
## 3.0 Safety sticker

**3.1** The safety sticker shall be placed so that it is plainly visible to the driver but without impeding his view.

**3.2** The sticker is of self-adhesive type. The surface on which it is to be attached must be carefully cleaned.



## 4.0 Mounting instructions



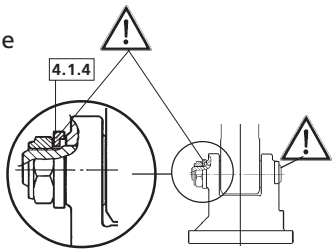
**4.1** Ensure that:

4.1.1 The link has sufficiently high load capacity.

4.1.2 The bushings are fitted correctly.

4.1.3 There are adequate lubrication holes.

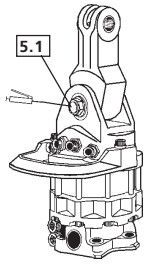
4.1.4 The pin between rotor/link is fitted from the correct side and that the spacer faces the right way as illustrated.




**4.2** The pin in the loader tip is to be fitted according to recommendations by the maker of the loader.
Indexator recommends:

| | |
|---|---|
| Surface roughness Ra | ≤ 1.25 µm |
| Surface roughness | ≥ 50 HRC |

## 5.0 Maintenance instructions

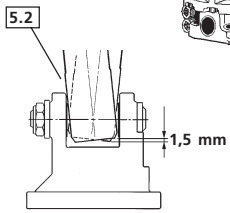


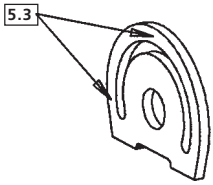

**5.1** Inspect the link bearings regularly and lubricate as required.

Ensure that:

**5.2** There is no abnormal play in the link bearing.
Difference greater than 1.5 mm must attended to.

**5.3** Wear limit – thickness difference.




If thickness difference due to wear is greater than 1 mm then replacement with new brake disc is recommended.

If there is any problem with items 5.2 and 5.3, consult your dealer in order to replace the worn out components.

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