# Installation & Maintenance

## **Tork-Mor Standard Series Actuators**

## **Maintenance Instructions & Parts List**

Provide Model Number and Serial Number When Ordering Spare Parts.

The vane and stator should **NEVER** be used for a positive stop. See below Section #1 STOPS.

Tork-Mor Series actuators have been carefully designed to provide long, trouble-free life given that the unit has been correctly installed and operated within specifications.

The following lists factors relevant to service life and should be read before actuator installation.

#### 1. STOPS

The vane and stator should never be used as a positive stop. For light to medium loads a taper lock stop (TLS) option is available. Alternately, external stops mounted securely to machine framework are recommended. For high inertia or high speed loads, externally mounted valving should be used to minimize system shocks.

#### 2. SURGE PRESSURES

Surge or shock pressure in excess of the actuator rated pressure are detrimental to unit life and must be avoided. Crossover relief valves mounted adjacent to the actuator can help reduce these abnormal pressure peaks.

#### 3. ANGULAR VELOCITY

Angular velocity can be controlled by metering the flow into or out of the actuator ports. This is best accomplished by the use of flow control valves. The actuators are fitted with standard port sizes to provide optimum operating speeds with reasonable pressure drops.

### 4. DRAINS

The actuators are fitted with drain ports to minimize external leakage possibilities. These drain ports should be connected directly back to the oil reservoir with a minimum of back pressure.

#### 5. THRUST LOADS

External thrust bearings are required for actuators subjected to axial or thrust loads. These bearings are also recommended where large actuators are mounted in the vertical plane since for all practical purposes the shaft assembly is floating on the seals and can lead to accelerated seal wear.

Tork-Mor Series actuators are fitted with ball or roller bearings to support the shaft assembly, but they should not be subjected to external loads. External bearings should be used to support overhung or radial loads.

Supplementary Data

#### **FLUID MEDIUM**

For hydraulic usage a clean, filtered, mineral based oil with 150 to 400 SUS viscosity at 100°F is recommended for use with standard Buna seals. The correct filters can be provided by your Parker Distributor.

Air service units, including filter, regulator and lubricator will ensure correctly conditioned compressed air is available for pneumatically operated systems.

#### **VANE POSITION**

The vane is always positioned on the centerline of the keys with an "0" marking on the shaft end in line with a single vane.

#### **ACTUATOR SIZE**

Selection of the correct actuator is achieved by determining the available system pressure then selecting a unit with 20% to 50% reserve capacity of the application load requirements.

#### **SEALS**

Standard seal compound is nitrile for mineral based hydraulic fluid. Other seal materials can be provided for most operating fluids. To ensure correct seal compound please provide name and type of operating fluid.

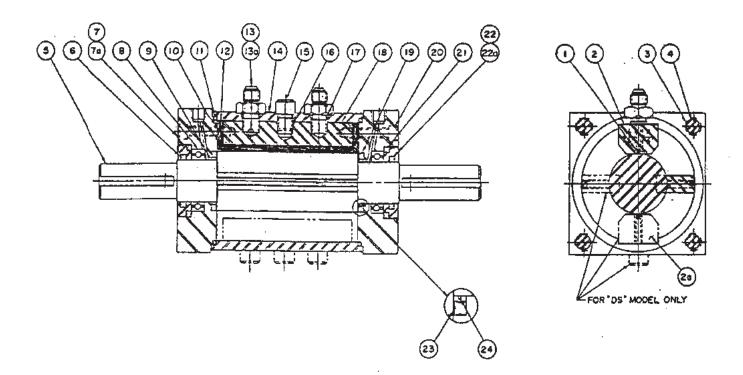
#### **SHAFT COUPLINGS**

Couplings should engage the full length of shaft keyway and should only be pressed on after support has been provided on the opposite end of the shaft.

#### 6. RADIAL LOADS

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## **Parts Identification**



Item																			
No.	Description	S33	DS33	S42	DS42	S44	DS44	S46	DS46	S74	DS74	S77	DS77	S105	DS105	S108	DS108	S112	DS112
• 1	PTFE Backup	4	8	4	8	4	8	4	8	4	8	4	8	4	8	4	8	4	8
2	Stator, Standard	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
2a	Stator, Dummy	_	1	_	1	_	1	_	1	_	1	_	1	_	1	_	1	_	1
3	Allen Nut	_	_	_	_	4	4	4	4	4	4	4	4	4	4	4	4	4	4
4	Tie Rod	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
5	Shaft Assembly	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
• 6	Seal, Retainer Nut Inner	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1
7	Head, Threaded	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
7a	Head, C'bored	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
8	Bearing	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
9	Thrust Bearing	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
<b>•</b> 10	Seal, Stator	4	4	4	4	4	4	4	4	4	4	4	4	4	10	5	12	7	14
• 11	Seal, Head	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
• 12	"U" Seal	2	4	2	4	2	4	2	4	2	4	2	4	2	4	2	4	4	4
13	Male Connector	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
13a	Female Conector	See Note 2																	
14	Body	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
15	Bolt, Stator	1	2	_	2	1	4	3	6	_	2	1	4	_	2	1	4	3	6
<ul><li>16</li></ul>	Seal, Stator Bolt	1	2	_	2	1	4	3	6	_	2	1	4	_	2	1	4	3	6
17	Seal, Connector	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
18	Gasket	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2	1	2
<ul><li>19</li></ul>	Seal, Shaft	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
20	Socket Head Cap Screw	4	4	4	4	4	4	4	4	4	4	4	4	4	8	4	8	4	8
<ul><li>21</li></ul>	Seal, Retainer Nut Outer	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
22	Retainer Nut, Standard <sup>1</sup>	2	2	2	2	2	2	2	2	1	1	1	1	1	1	1	1	1	1
22a	Retainer Nut, Solid <sup>1</sup>	_	_	_	_	_	_	_	_	1	1	1	1	1	1	1	1	1	1
23	Shaft, PTFE Glass Filled	_	_	_	_	_	_	_	-	2	2	2	2	2	2	2	2	2	2
• 24	Seal Thrust Bearing	_	_	_	_	_	_		_	2	2	2	2	2	2	2	2	2	2

- Recommended spare parts (seals)
- 1 On single end shaft units, (1) of Item #22 and (1) of Item #22a.
- $2\,$  On units with female connector, quantity for Item #13a is (2).



#### **Tork-Mor Series**

#### **GENERAL**

Tork-Mor Actuators, if properly installed, will give many thousand cycles of uninteruupted service. In due time the seals should be replaced and, if correctly installed, new actuator performance will be obtained. We recommend that Tork-Mor Actuators be returned to the factory for repairs. The cost is low and one-day service is our policy. Our trained personnel will see to it that "new actuator" performance is obtained.

In the event that field maintenance is required, the following steps outlined should be followed.

# A. DISASSEMBLY AND INSPECTION OF ACTUATOR

- 1. Remove Bearing Retainer Nuts (#22) from Heads (#7).
- 2. Remove Tie Rods (#4) from Heads (#7).
- 3. Remove Socket Head Screws (#20) from Heads (#7).
- 4. Remove Heads (#7) from Body (#14).
- 5. Remove Shaft (#5) from Body (#14).
- 6. Remove Ball Bearings (#8) from Heads (#7).
- Remove Stator Bolts (#15) from Body (#14) and Connector Fittings (#13). On OS models also remove Stator Bolts (#15) from bottom of unit.
- 8. Remove all seals and clean all parts.

# B. REPLACEMENT OF SEALS AND RE-ASSEMLYOFACTUATOR

It is recommended that a suitable oil or O-ring lube be used on all seals and mating parts to facilitate assembly.

- Install U-Seal (#12) and PTFE Back-Ups (#1) in Stator(s) (#2).
- Replace Stator(s) (#2) with Gasket (#18) and Stator Bolt Seal(s) (#16) into Body (#14).
- Replace Stator Bolt (#15) and Connectors (#13) with Seals (#17) but DO NOT tighten. (Stator bolts are not used on S-4-2 models.)

- Install Head Seals (#11) Shaft Seals (#19) and Stator Seals (#10) in Heads (#7). On S-7, S-10, DS-7 and DS-10 series models, install Shaft PTFE (#23) on top of Shaft Seals (#19). On S-7 and S-10 series models, also install Thrust Bearing Seals (#24).
- Place Body (#14) onto one Head (#17). Press lightly until body snaps into place. On DS models, install heads after shaft assembly is in place.
- Replace Socket Head Screws (#20) in Head (#7) but DO NOT tighten.
- 7. Install U-Seal (#12) and PTFE Back-Ups (#1) into Shaft (#5).
- 8. Replace Shaft (#5) in Body (#14) and Head (#7). Vane should be located opposite Stator (#2).
- 9. Replace other Head (#7) into Body (#14). Press lightly until head snaps into place.
- Replace Socket Head Screws (#20) in Head (#7) but DO NOT tighten.
- 11. Replace Tie Rods (#4) and tighten evenly.
- 12. Tighten Stator Bolt(s) (#15) and Socket Head Screws (#20).
- Replace Bearings (#8) into Heads (#7). At this point the actuator may be pressurized to check Head Seals (#11) and Shaft Seals (#19) for leakage.
- 14. Install Outer Seals (#6) into Retaining Nuts (#22).
- 15. Install Inner Seals (#6) into Retaining Nuts (#22).
- 16. Screw Retainer Nuts (#22), into Heads (#7).

Additional information may be obtained from Pneumatic Division, Wadsworth, Ohio or from the nearest Pneumatic Division Representative.

#### **Tightening Torques**

MODEL SIZE	TIE ROD BOLT (#4)
33	13 ft. lbs.
42	25 ft. lbs.
44	25 ft. lbs.
46	25 ft. lbs.
74	130 ft. lbs.
77	130 ft. lbs.
105	500 ft. lbs.
108	500 ft. lbs.
1012	500 ft. lbs.



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Parker Hannifin Corporation Pneumatic Division Pneumatic Division
135 Quadral Drive
Wadsworth, OH 44281 USA
Phone: 330 336 3511
Fax: 330 334 3335
Web site: www.parker.com/pneumatic
e-mail: pdnmktg@parker.com