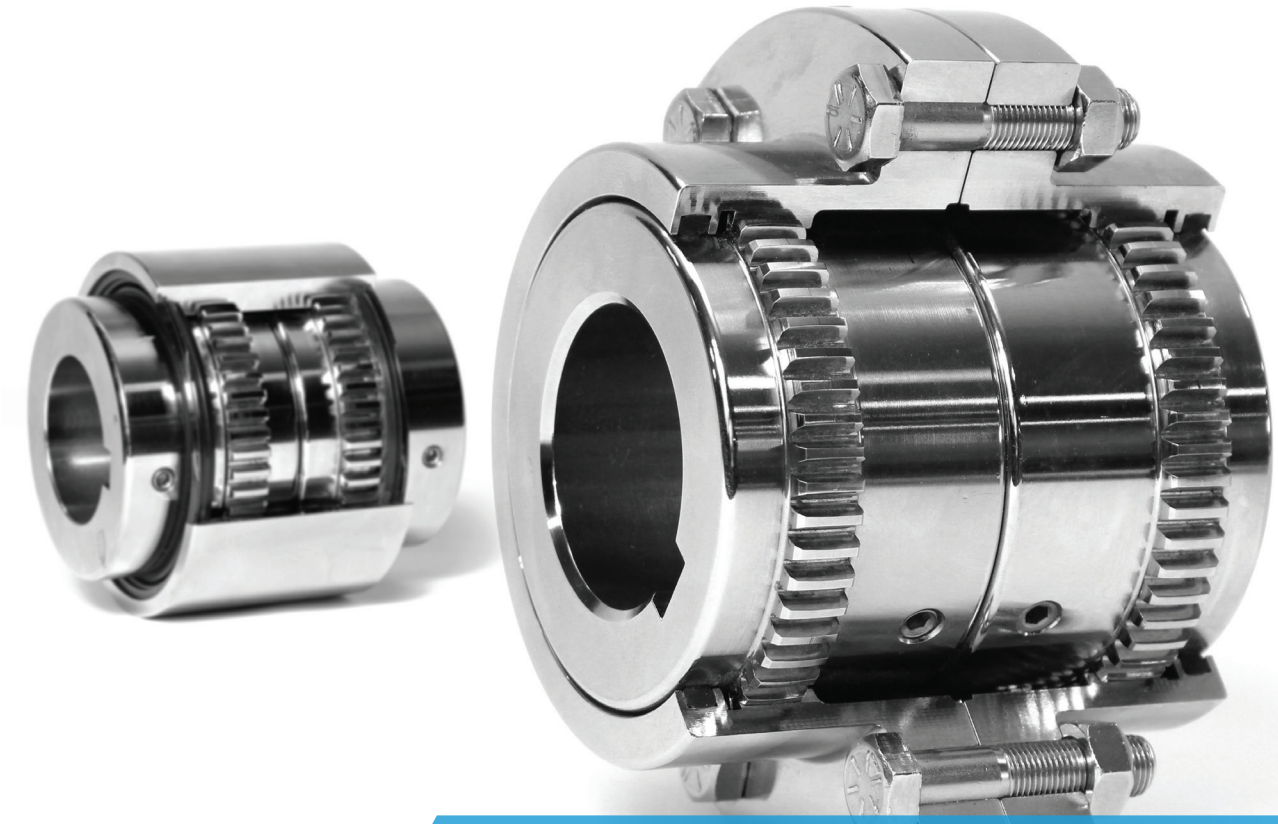
SYSTEM COMPONENTS, INC.



System Components, Inc. Couplings

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sci-couplings.com

An Introduction to System Components, Inc.

A Michigan USA, Privately Owned and Operated Manufacturer Since 1967

Since its founding, System Components, Inc. has been a relatively small-scale, specialty manufacturer of a select range of high quality coupling products for non-automotive power transmission applications.

System Components, Inc. is proudly registered as ISO 9001:2008 compliant, and we take that certification very seriously. We make quality inspection an integral part of the production process. Our investment in production quality is made evident by our state of the art inspection and measurement equipment. We pay strict attention to the details of our work—from planning, managing and administering the job to machining and finishing accuracy. All of our processes meet or exceed regulated quality standards; and by following ISO standards for our quality management system, we show our commitment to customer satisfaction with flawless products and service.

In this catalog, you will find our standard line of coupling products, as well as some specialty designs. This is by no means the limit of what System Components has to offer. We have the enthusiasm and ability to work with your team to modify our standard products or even custom engineer a special product to suit your specific application requirement.

We provide superior service and attention to customer requests for product information, technical assistance, design consultation, and quotations. System Components' staff proudly has a more intimate familiarity with the application of our products and the customers and industries that use them. Because of this, we dedicate more time into making sure all requests are handled in a prompt and highly accurate manner.

In addition to manufacturing couplings, System Components, Inc. has an entire division dedicated to general contract machining. We are familiar with all aspects of machining gray iron, aluminum, low-to-medium carbon and alloy steels, ductile iron, and many other materials.

System Components, Inc. is the only name to know for high-quality couplings, contract machining, and value added services including: special packaging, parts delivered in kits, special parts identification and more! From prototype engineering to ultra-precision machining to CMM verification, our complete services make us the best and most qualified source for quality couplings as well as contract machining. The evidence is in the stringent quality systems that are consistently followed by our experienced and valued employees.

We want to thank you for your interest in System Components, and invite you to also visit our website which has a wealth of valuable information, including this catalog in digital form.

Contact one of our sales representatives any time and let us show you how we live up to our company motto:

"Excellence in Design and Manufacture"

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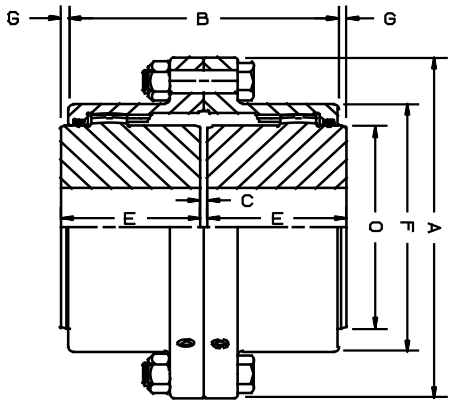
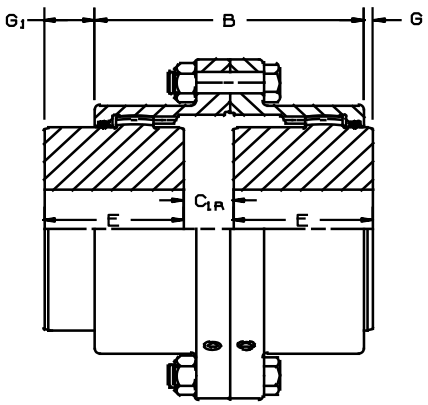
POWERTORK ®

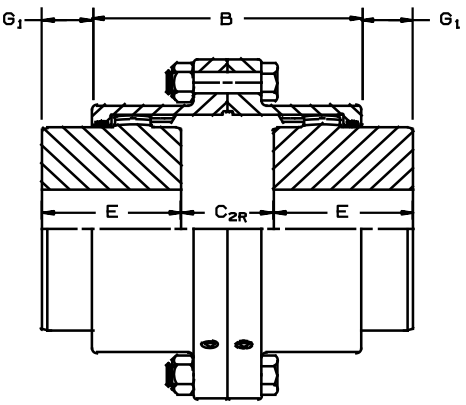
Series "F" Full Flex Flange Type Gear Coupling.



Full Flex
Standard Mount



Full Flex
One Hub Reversed



Full Flex
Two Hubs Reversed

Series F Size		1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Rating (HP/100 RPM)		15.5	31	51	90	152	240	380	500	710	925	1200	1850
Torque Capacity (IN·LBS x 10^3)		9.77	19.5	32.1	56.7	96	151	240	315	447	583	756	1166
Maximum Speed (RPM) (1)		10800	8800	8300	7670	7150	6330	5670	5160	4650	4350	3820	3150
Flex Hub	Maximum Bore	1.63	2.13	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
	Standard Keyway	3/8 x3/16	1/2 x 1/4	5/8 x 5/16	7/8 x 7/16	1 x 1/2	1 x 1/2	1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8
	Maximum Bore	1.75	2.31	2.88	3.75	4.38	5.00	5.88	6.50	7.13	8.00	9.00	10.63
	Reduced Depth Keyway	3/8 x 1/8	5/8 x 3/16	3/4 x 3/16	7/8 x 5/16	1 x 5/16	1-1/4 x 3/8	1-1/2 x 1/2	1-1/2 x 1/2	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
Maximum Metric Bore (mm)		42	57	73	95	110	127	150	166	186	206	230	275
Parallel Offset Capacity		.056	.069	.089	.108	.128	.153	.176	.201	.229	.256	.255	.301
A		4.56	6.00	7.00	8.38	9.44	11.00	12.50	13.63	15.31	16.75	18.00	20.75
B		3.31	3.88	4.84	6.00	6.94	8.38	9.34	10.50	11.81	13.13	13.31	15.25
C		.13	.13	.13	.19	.19	.25	.25	.31	.31	.31	.31	.38
C1R		.44	.72	.94	1.09	1.28	1.72	1.97	2.38	2.72	3.16	2.34	2.81
C2R		.75	1.31	1.75	2.00	2.38	3.19	3.69	4.44	5.13	6.00	4.38	5.25
E		1.69	1.94	2.44	3.03	3.59	4.19	4.75	5.31	6.03	6.63	7.41	8.69
F		3.11	3.91	4.88	5.91	6.88	7.91	9.25	10.31	11.56	12.59	13.88	16.09
G		.09	.07	.08	.13	.22	.13	.20	.22	.28	.22	.91	1.25
G1		.41	.66	.89	1.03	1.31	1.59	1.92	2.28	2.69	3.06	2.94	3.69
O		2.36	3.05	3.97	4.88	5.63	6.50	7.75	8.50	9.50	10.50	11.63	13.50
Rough Stock Bore		-	-	-	-	-	-	2.09	2.25	2.25	2.75	3.00	4.00
Weight Solid Hubs (LBS) (3)		9	18	30	59	83	131	200	268	386	465	645	988
Grease	Weight (LB-OZ.)	0-1.1	0-2.3	0-5	0-6.5	0-9.5	1-7	1-11	2-11	3-11	5-.5	7-12	10-.5
(4)	Volume (Pints)	.06	.06	.25	.60	.86	1.5	1.8	2.9	4.0	5.4	8.2	11.2

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

(3) Weights are for full flex couplings. Weights are approximate.

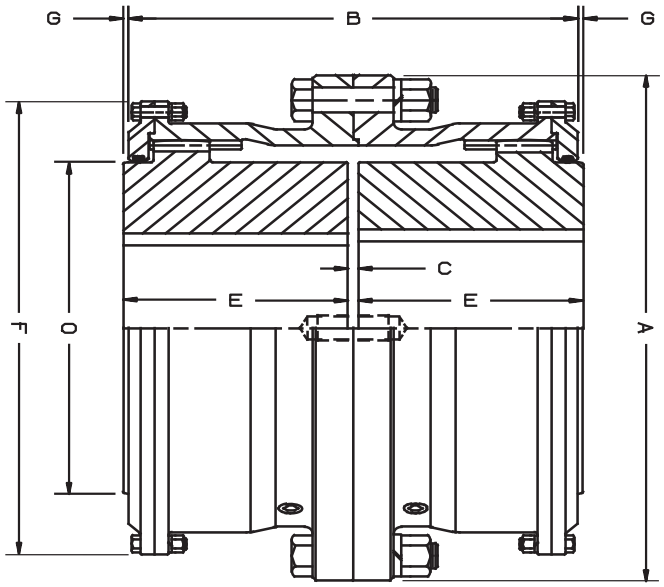
(4) Lubrication values are for full flex couplings.

(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should notexceed 3/4° per gear mesh. Application requirements in excess of 3/4°misalignment per flex half coupling should be referred to SCI.

(6) Sizes 5½, 6 and 7 not available in shrouded bolt.

POWERTORK®

Series "F" Full Flex Heavy Duty Flange Type Gear Coupling. (Sizes 8 to 12)



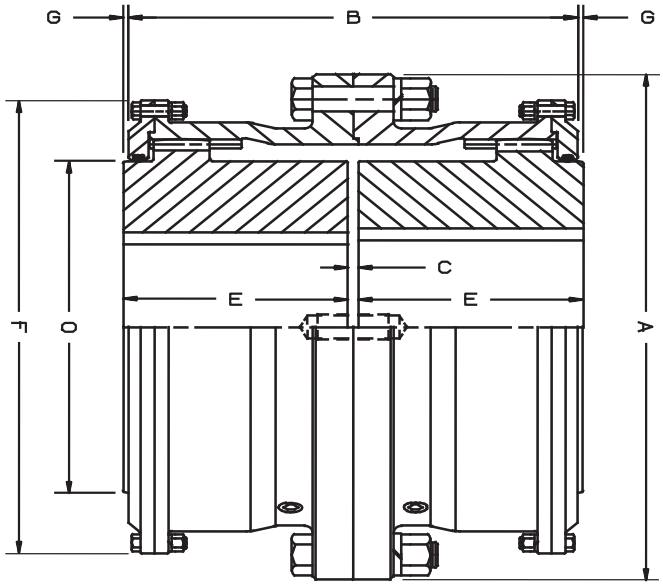
Series F Size		8	9	10	11	12
Rating (HP/100 RPM)		2250	3200	4375	5800	7200
Torque Capacity (IN·LBS x 10^3)		1418	2017	2757	3656	4538
Maximum Speed (RPM) (1)		1750	1625	1500	1375	1250
Flex Hub	Maximum Bore	10.75	12.25	13.50	15.00	16.50
	Standard Keyway	2-1/2 x 7/8	3 x 1	3-1/2 x 1-1/4	3-1/2 x 1-1/4	4 x 1-1/2
	Maximum Bore	11.00	12.75	14.13	16.00	17.50
	Reduced Depth Keyway	2-1/2 x 5/8	3 x 3/4	3-1/2 x 7/8	4 x 1	4 x 1
Maximum Metric Bore (mm)		280	315	356	395	432
Parallel Offset Capacity		.140	.155	.174	.190	.200
A		23.25	26.00	28.00	30.50	33.00
B		19.50	21.75	24.00	26.25	27.75
C		.38	.50	.50	.50	.50
E		9.81	10.88	12.00	13.13	13.88
F		20.50	23.00	25.13	27.31	29.81
G		.25	.25	.25	.25	.25
O		14.00	16.00	18.00	20.00	22.00
Rough Stock Bore (5)		5.0	6.0	7.0	8.0	9.0
Weight Solid Hubs (LBS) (2)		1650	2200	3000	3550	4500
Grease (3)	Weight (LB-OZ.)	14	24	28	38	43
	Volume (Pints)	15	26	30	41	46

Notes:

(1) Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.
(2) Weights are for full flex couplings. Weights are approximate.
(3) Lubrication values are for full flex couplings.
(4) Maximum angular misalignment 1/2° per gear mesh. Applications in excess of 1/2° misalignment per flex half coupling should be referred to SCI.
(5) For smaller minimum bore sizes consult SCI.
(6) Refer to Data Sheet DS110 for service factors.
(7) Refer to DS 108 Rev. 07 for sizes 14 to 20

POWERTORK ®

Series "F" Full Flex Heavy Duty Flange Type Gear Coupling. (Sizes 13 to 18)



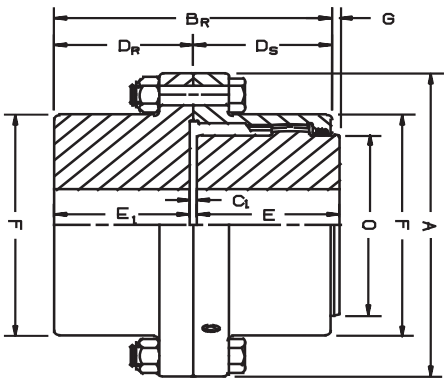
Series F Size		13	14	15	16	18
Rating (HP/100 RPM)		9050	11100	13500	16150	21150
Torque Capacity (IN·LBS x 10^3)		5704	6996	8508	10179	13330
Maximum Speed (RPM) (1)		1125	1000	875	750	500
Flex Hub	Maximum Bore	18.00	19.25	21.25	22.50	25.75
	Standard Keyway	4 x 1-1/2	5 x 1-3/4	5 x 1-3/4	6 x 2	6 x 2
	Maximum Bore	18.50	20.25	22.00	24.00	27.25
	Reduced Depth Keyway	5 x 1-1/4	5 x 1-1/4	5 x 1-1/4	6 x 1-1/4	6 x 1-1/4
Maximum Metric Bore (mm)		463	500	550	610	690
Parallel Offset Capacity		.209	.222	.235	.247	.256
A		35.75	38.00	40.50	43.00	47.25
B		29.50	31.25	33.13	35.00	36.13
C		.75	.75	.75	1.00	1.00
E		14.63	15.50	16.50	17.38	18.00
F		32.00	34.13	36.75	38.88	43.13
G		.25	.25	.31	.38	.44
O		23.50	25.50	27.50	29.50	33.50
Rough Stock Bore (5)		10.0	11.0	12.0	13.0	15.0
Weight Solid Hubs (LBS) (2)		5750	7000	8400	9600	12800
Grease (3)	Weight (LB-OZ.)	47	55	62	75	90
	Volume (Pints)	50	59	66	80	96

Notes:

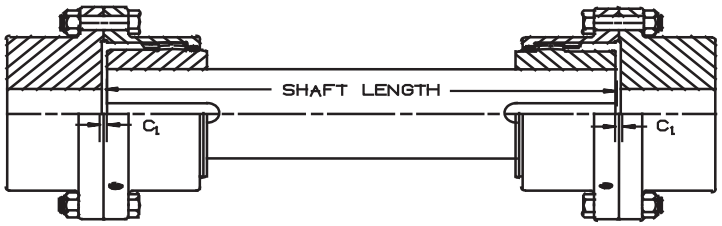
(1) Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.
(2) Weights are for full flex couplings. Weights are approximate.
(3) Lubrication values are for full flex couplings.
(4) Maximum angular misalignment 1/2° per gear mesh. Applications in excess of 1/2° misalignment per flex half coupling should be referred to SCI.
(5) For smaller minimum bore sizes consult SCI.
(6) Refer to Data Sheet DS110 for service factors.
(7) Refer to DS108 Rev. 06 for sizes 8 to 12.

POWERTORK ®

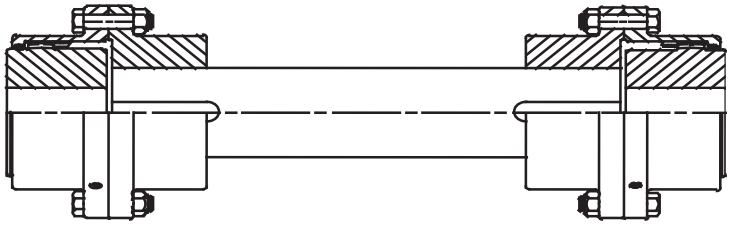
Series "F" Flex Rigid Flange Type Gear Coupling.
Series "F" Floating Shaft Flange Type Gear Coupling.



Flex Rigid Flange Type



Floating Shaft Flange Type - Rigids Outboard



Floating Shaft Flange Type - Rigids Inboard

Series F Size		1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Rating (HP/100 RPM) (2)		15.5	31	51	90	152	240	380	500	710	925	1200	1850
Torque Capacity (IN·LBS x 10^3)		9.77	19.5	32.1	56.7	96	151	240	315	447	583	756	1166
Maximum Speed (RPM) (1)		10800	8800	8300	7670	7150	6330	5670	5160	4650	4350	3820	3150
Flex Hub	Maximum Bore	1.63	2.13	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
	Standard Keyway	3/8 x3/16	1/2 x 1/4	5/8 x 5/16	7/8 x 7/16	1 x 1/2	1 x 1/2	1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8
	Maximum Bore	1.75	2.31	2.88	3.75	4.38	5.00	5.88	6.50	7.13	8.00	9.00	10.63
	Reduced Depth Keyway	3/8 x 1/8	5/8 x 3/16	3/4 x 3/16	7/8 x 5/16	1 x 5/16	1-1/4 x 3/8	1-1/2 x 1/2	1-1/2 x 1/2	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
Maximum Metric Bore (mm)		42	57	73	95	110	127	150	166	186	206	230	275
Rigid Hub	Maximum Bore	2.25	2.75	3.25	4.38	5.00	5.63	6.75	7.75	8.88	9.50	10.75	12.63
	Standard Keyway	1/2 x 1/4	5/8 x 5/16	3/4 x 3/8	1 x 1/2	1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8	2-1/2 x 7/8	3 x 1
	Maximum Bore	2.44	3.00	3.50	4.50	5.50	6.13	7.00	8.25	9.13	10.00	11.00	13.13
	Reduced Depth Keyway	5/8 x 3/16	3/4 x 3/16	7/8 x 1/4	1 x 3/8	1-1/4 x 3/8	1-1/2 x 1/2	1-3/4 x 5/8	2 x 1/2	2-1/2 x 5/8	2-1/2 x 5/8	2-1/2 x 5/8	3 x 3/4
Maximum Metric Bore (mm)		60	73	87	117	137	157	183	206	233	254	285	331
A		4.56	6.00	7.00	8.38	9.44	11.00	12.50	13.63	15.31	16.75	18.00	20.75
BR		3.32	3.87	4.84	6.00	6.94	8.38	9.34	10.50	11.82	13.12	14.32	16.63
C1		.16	.16	.16	.19	.19	.22	.31	.34	.34	.41	.41	.50
DR		1.66	1.93	2.42	3.00	3.47	4.19	4.67	5.25	5.91	6.56	7.66	9.00
DS		1.66	1.94	2.42	3.00	3.47	4.19	4.67	5.25	5.91	6.56	6.66	7.63
E		1.69	1.94	2.44	3.03	3.59	4.19	4.75	5.31	6.03	6.63	7.41	8.69
E1		1.56	1.84	2.33	2.91	3.38	4.10	4.48	5.06	5.72	6.31	7.41	8.69
F		3.11	3.91	4.88	5.91	6.88	7.91	9.25	10.31	11.56	12.59	13.88	16.09
G		.09	.06	.06	.13	.22	.13	.20	.22	.28	.22	.91	1.25
O		2.36	3.05	3.97	4.88	5.63	6.50	7.75	8.50	9.50	10.50	11.63	13.50
Rough Stock Bore		-	-	-	-	-	-	2.09	2.25	2.25	2.75	3.00	4.00
Weight Solid Hubs (LBS) (3)		9	18	30	59	83	131	200	268	386	465	645	988
Grease (4)	Weight (LB-OZ.)	0-.6	0-1.2	0-2.5	0-3.3	0-4.8	0-11.5	0-13.5	1-5.5	1-13.5	2-8.3	3-14	5-.3
	Volume (Pints)	.03	.03	.13	.30	.43	.75	.90	1.5	2.0	2.7	2.8	5.6

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Maximum speed values for floating shaft couplings and for speeds higher that those listed consult SCI.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

(3) Weights are for flex rigid couplings. Weights are approximate.

(4) Lubrication values are for flex rigid couplings.

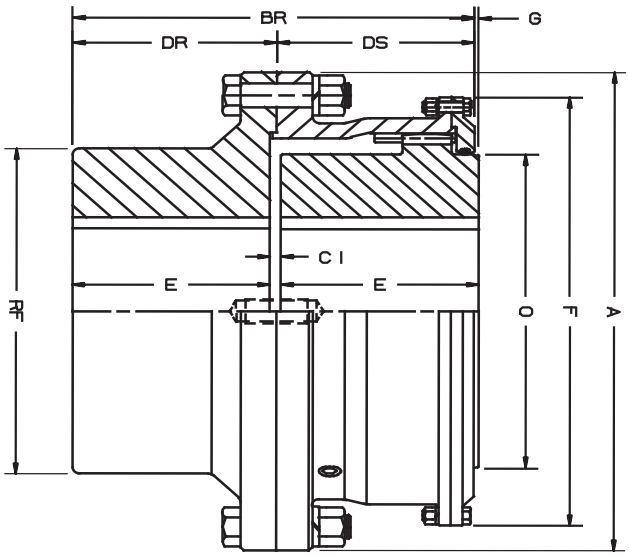
(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4°misalignment per flex half coupling should be referred to SCI.

(6) Floating shaft length=Distance between shaft ends - 2(C1)

(7) Sizes 5½, 6 and 7 not available in shrouded bolt.

POWERTORK ®

Series "F" Flex Rigid Heavy Duty Flange Type Gear Coupling. (Sizes 8 to 13)



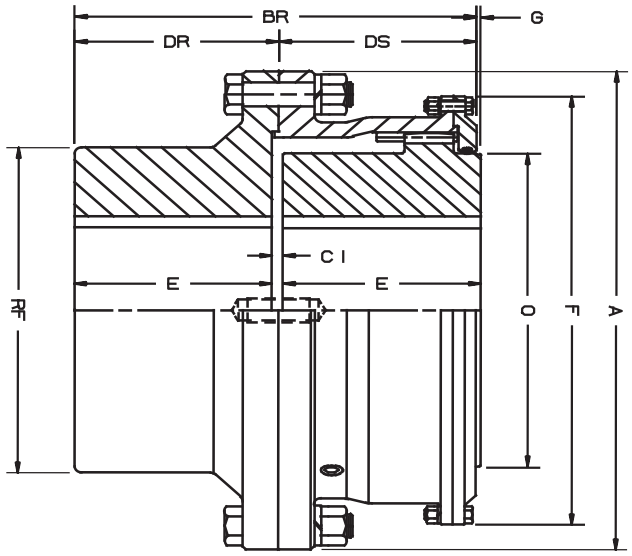
Series F Size		8	9	10	11	12	13
Rating (HP/100 RPM)		2250	3200	4375	5800	7200	9050
Torque Capacity (IN·LBS x 10^3)		1418	2017	2757	3656	4538	5704
Maximum Speed (RPM)	(1)	1750	1625	1500	1375	1250	1125
Flex Hub	Maximum Bore	10.75	12.25	13.50	15.00	16.50	18.00
	Standard Keyway	2-1/2 x 7/8	3 x 1	3-1/2 x 1-1/4	3-1/2 x 1-1/4	4 x 1-1/2	4 x 1-1/2
	Maximum Bore	11.00	12.75	14.13	16.00	17.50	18.50
	Reduced Depth Keyway	2-1/2 x 5/8	3 x 3/4	3-1/2 x 7/8	4 x 1	4 x 1	5 x 1-1/4
Maximum Metric Bore (mm)		280	315	356	395	432	463
Rigid Hub	Maximum Bore	11.00	13.00	14.00	15.00	16.50	18.00
	Standard Keyway	2-1/2 x 7/8	3 x 1	3-1/2 x 1-1/4	3-1/2 x 1-1/4	4 x 1-1/2	4 x 1-1/2
	Maximum Bore	11.50	13.25	14.25	15.75	17.50	19.00
	Reduced Depth Keyway	3 x 3/4	3-1/2 x 7/8	3-1/2 x 7/8	4 x 7/8	4 x 1	5 x 1
Maximum Metric Bore (mm)		280	315	356	395	432	463
A		23.25	26.00	28.00	30.50	33.00	35.75
BR		19.88	22.06	24.38	26.63	28.13	29.75
C1		.38	.50	.50	.50	.50	.75
DR		10.13	11.19	12.38	13.50	14.25	15.00
DS		9.75	10.88	12.00	13.13	13.88	14.75
E		9.81	10.88	12.00	13.13	13.88	14.63
F		20.50	23.00	25.13	27.31	29.81	32.00
G		.25	.25	.25	.25	.25	.25
O		14.00	16.00	18.00	20.00	22.00	23.50
RF		15.25	17.50	19.00	20.75	23.00	24.75
Rough Stock Bore	(5)	5.0	6.0	7.0	8.0	9.0	10.0
Weight Solid Hubs (LBS)	(2)	1580	2060	2850	3480	4400	5600
Grease (3)	Weight (LB-OZ.)	7	12	14	19	21-8	23-8
	Volume (Pints)	7.5	13	15	20.5	23	25

Notes:

(1) Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.
(2) Weights are for flex rigid couplings. Weights are approximate.
(3) Lubrication values are for flex rigid couplings.
(4) Maximum angular misalignment 1/2° per gear mesh. Applications in excess of 1/2° misalignment per flex half coupling should be referred to SCI.
(5) For smaller minimum bore sizes consult SCI.
(6) Refer to Data Sheet DS110 for service factors.
(7) Refer to reverse side of data sheet for sizes 13 to 18.

POWERTORK ®

Series "F" Flex Rigid Heavy Duty Flange Type Gear Coupling. (Sizes 14 to 18)



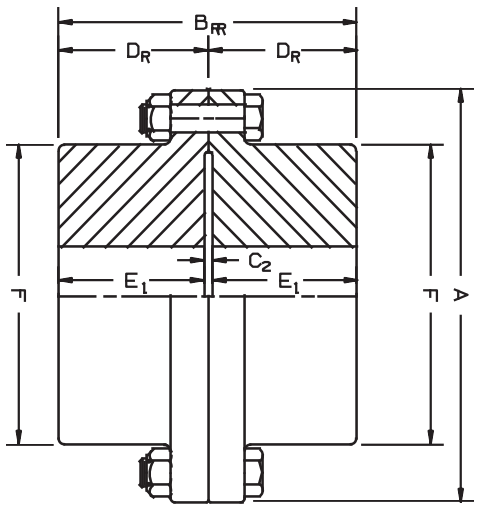
Series F Size		14	15	16	18
Rating (HP/100 RPM)		11100	13500	16150	21150
Torque Capacity (IN·LBS x 10^3)		6996	8508	10179	13330
Maximum Speed (RPM)	(1)	1000	875	750	500
Flex Hub	Maximum Bore	19.25	21.25	22.50	25.75
	Standard Keyway	5 x 1-3/4	5 x 1-3/4	6 x 2	6 x 2
	Maximum Bore	20.25	22.00	24.00	27.25
	Reduced Depth Keyway	5 x 1-1/4	5 x 1-1/4	6 x 1-1/4	6 x 1-1/4
Maximum Metric Bore (mm)		500	550	610	690
Rigid Hub	Maximum Bore	19.25	20.50	22.00	25.00
	Standard Keyway	5 x 1-3/4	5 x 1-3/4	5 x 1-3/4	6 x 2
	Maximum Bore	20.75	22.00	23.50	26.50
	Reduced Depth Keyway	5 x 1	5 x 1	6 x 1	7 x 1-1/4
Maximum Metric Bore (mm)		500	550	610	690
A		38.00	40.50	43.00	47.25
BR		31.50	33.44	35.38	36.56
C1		.75	.75	1.00	1.00
DR		15.88	16.88	17.88	18.50
DS		15.63	16.56	17.50	18.06
E		15.50	16.50	17.38	18.00
F		34.13	36.75	38.88	43.13
G		.25	.31	.38	.44
O		25.50	27.50	29.50	33.50
RF		26.50	28.00	30.00	34.00
Rough Stock Bore	(5)	11.0	12.0	13.0	15.0
Weight Solid Hubs (LBS)	(2)	6700	8000	9400	12400
Grease (3)	Weight (LB-OZ.)	27-8	31	37-8	45
	Volume (Pints)	29.5	33	40	48

Notes:

(1) Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.
(2) Weights are for flex rigid couplings. Weights are approximate.
(3) Lubrication values are for flex rigid couplings.
(4) Maximum angular misalignment 1/2° per gear mesh. Applications in excess of 1/2° misalignment per flex half coupling should be referred to SCI.
(5) For smaller minimum bore sizes consult SCI.
(6) Refer to Data Sheet DS110 for service factors.
(7) Refer to reverse side of data sheet for sizes 8 to 12.

POWERTORK ®

Series "F" Rigid Rigid Flange Type Gear Coupling.



Series F Size		1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Rating (HP/100 RPM)		15.5	31	51	90	152	240	380	500	710	925	1200	1850
Torque Capacity (IN · LBS x 10^3)		9.77	19.5	32.1	56.7	96	151	240	315	447	583	756	1166
Maximum Speed (RPM) (1)		10800	8800	8300	7670	7150	6330	5670	5160	4650	4350	3820	3150
Rigid Hub	Maximum Bore	2.25	2.75	3.25	4.38	5.00	5.63	6.75	7.75	8.88	9.50	10.75	12.63
	Standard Keyway	1/2 x 1/4	5/8 x 5/16	3/4 x 3/8	1 x 1/2	1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8	2-1/2 x 7/8	3 x 1
	Maximum Bore	2.44	3.00	3.50	4.50	5.50	6.13	7.00	8.25	9.13	10.00	11.00	13.13
	Reduced Depth Keyway	5/8 x 3/16	3/4 x 3/16	7/8 x 1/4	1 x 3/8	1-1/4 x 3/8	1-1/2 x 1/2	1-3/4 x 5/8	2 x 1/2	2-1/2 x 5/8	2-1/2 x 5/8	2-1/2 x 5/8	3 x 3/4
Maximum Metric Bore (mm)		60	73	87	117	137	157	183	206	233	254	285	331
A		4.56	6.00	7.00	8.38	9.44	11.00	12.50	13.63	15.31	16.75	18.00	20.75
BRR		3.31	3.86	4.84	6.00	6.94	8.38	9.34	10.50	11.82	13.12	15.32	18.00
C2		.19	.19	.19	.19	.19	.19	.38	.38	.38	.50	.50	.63
DR		1.66	1.93	2.42	3.00	3.47	4.19	4.67	5.25	5.91	6.56	7.66	9.00
E1		1.56	1.84	2.33	2.91	3.38	4.10	4.48	5.06	5.72	6.31	7.41	8.69
F		3.11	3.91	4.88	5.91	6.88	7.91	9.25	10.31	11.56	12.59	13.88	16.09
Rough Stock Bore		-	-	-	-	-	-	2.09	2.25	2.25	2.75	3.00	4.00
Weight Solid Hubs (LBS) (2)		9	18	30	59	83	131	200	268	386	465	645	988

Notes:

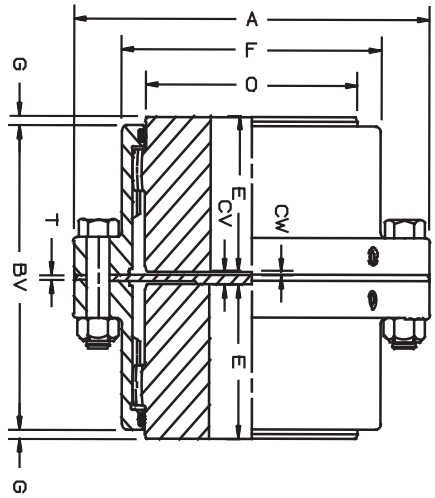
(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

(2) Weights are for rigid rigid couplings. Weights are approximate.

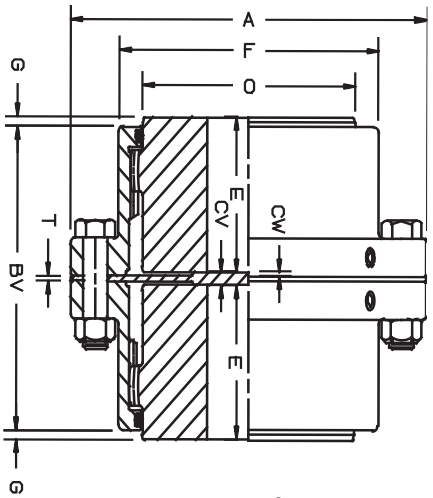
(3) Sizes 5½, 6 and 7 not available in shrouded bolt.

POWERTORK ®

Series "F" Full Flex Vertical Gear Coupling.



Non Supported Upper Shaft



Supported Upper Shaft

Series F Size		1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Rating (HP/100 RPM) (2)		15.5	31	51	90	152	240	380	500	710	925	1200	1850
Torque Capacity (IN·LBS x 10^3)		9.77	19.5	32.1	56.7	96	151	240	315	447	583	756	1166
Maximum Speed (RPM) (1)		10800	8800	8300	7670	7150	6330	5670	5160	4650	4350	3820	3150
Flex Hub	Maximum Bore	1.63	2.19	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
	Standard Keyway	3/8 x3/16	1/2 x 1/4	5/8 x 5/16	7/8 x 7/16	1 x 1/2	1 x 1/2	1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8
	Maximum Bore	1.75	2.31	2.88	3.75	4.38	5.00	5.88	6.50	7.13	8.00	9.00	10.63
	Reduced Depth Keyway	3/8 x 1/8	5/8 x 3/16	3/4 x 3/16	7/8 x 5/16	1 x 5/16	1-1/4 x 3/8	1-1/2 x 1/2	1-1/2 x 1/2	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
Maximum Metric Bore (mm)		42	57	73	95	110	127	150	166	186	206	230	275
Parallel Offset Capacity		.056	.069	.089	.108	.128	.153	.176	.201	.229	.256	.255	.301
A		4.56	6.00	7.00	8.38	9.44	11.00	12.50	13.63	15.31	16.75	18.00	20.75
BV		3.44	4.00	4.97	6.13	7.06	8.56	9.53	10.69	12.00	13.38	13.56	15.50
CV		.25	.25	.25	.31	.31	.44	.44	.50	.50	.56	.56	.69
CW		.06	.06	.06	.09	.09	.13	.13	.16	.16	.16	.16	.19
E		1.69	1.94	2.44	3.03	3.59	4.19	4.75	5.31	6.03	6.63	7.41	8.69
F		3.11	3.91	4.88	5.91	6.88	7.91	9.25	10.31	11.56	12.59	13.88	16.09
G		.09	.06	.06	.13	.22	.13	.20	.22	.28	.22	.91	1.25
O		2.36	3.05	3.97	4.88	5.63	6.50	7.75	8.50	9.50	10.50	11.63	13.50
T		.13	.13	.13	.13	.13	.19	.19	.19	.19	.25	.25	.31
Rough Stock Bore		-	-	-	-	-	-	2.09	2.25	2.25	2.75	3.00	4.00
Weight Solid Hubs (LBS) (3)		9.5	19	31.5	61	85.5	136.5	207	276.5	396.5	481.5	664	1014
Grease (4)	Weight (LB-OZ.)	0-1.1	0-2.3	0-5	0-6.5	0-9.5	1-7	1-11	2-11	3-11	5-.5	7-12	10-.5
	Volume (Pints)	.06	.06	.25	.60	.86	1.5	1.8	2.9	4.0	5.4	8.2	11.2

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

(3) Weights are for full flex couplings. Weights are approximate.

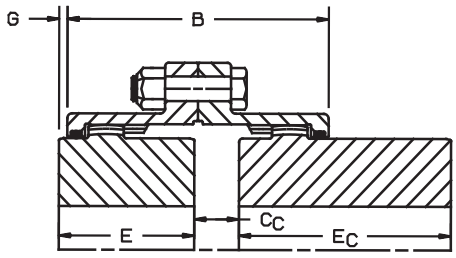
(4) Lubrication values are for full flex couplings.

(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4°misalignment per flex half coupling should be referred to SCI.

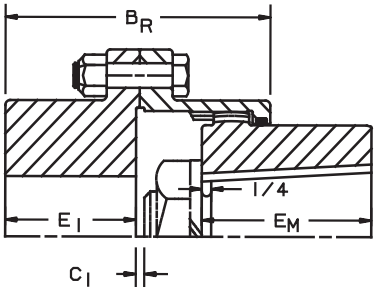
(6) Sizes 5½, 6 and 7 not available in shrouded bolt.

POWERTORK ®

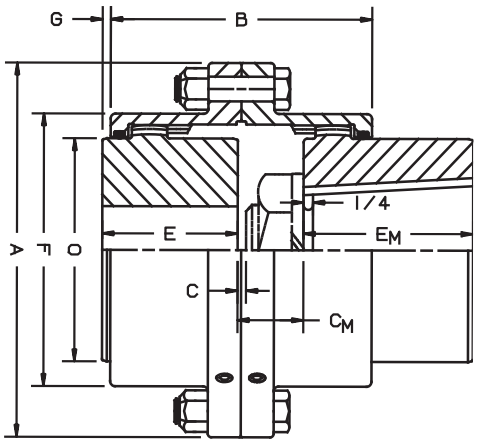
Series "F" Mill Motor Flange Type Gear Coupling.



Full Flex Mill Motor Coupling
With Rough Bored Composite Hub



Flex Rigid Mill Motor Coupling
For AISE Mill Motors



Full Flex Mill Motor Coupling
For AISE Mill Motors

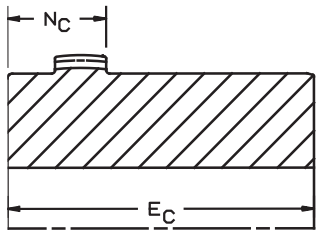
Series F Size	1½	2	2½	3	3½	4	4½	5	5½	6
A	6.00	7.00	8.38	9.44	11.00	12.50	13.63	15.31	16.75	18.00
B	3.88	4.84	6.00	6.94	8.38	9.34	10.50	11.81	13.13	13.31
BR	3.85	4.80	6.00	6.97	8.25	9.30	10.44	11.78	12.94	14.31
C	.13	.13	.19	.19	.25	.25	.31	.31	.31	.31
CC	.75	1.06	1.13	1.19	1.38	1.56	1.63	1.63	1.63	1.63
C1	.16	.16	.19	.19	.22	.31	.34	.34	.41	.41
E	1.94	2.44	3.03	3.59	4.19	4.75	5.31	6.03	6.63	7.41
EC	3.50	4.00	5.16	5.63	6.13	6.00	7.19	8.31	10.31	10.31
E1	1.84	2.28	2.91	3.41	3.97	4.44	5.00	5.69	6.05	7.41
F	3.91	4.88	5.91	6.88	7.91	9.25	10.31	11.56	12.59	13.88
G	.06	.06	.13	.22	.13	.20	.22	.28	.22	.91
NC	.88	.97	1.44	1.81	2.25	2.55	3.22	3.66	4.25	4.28
O	3.05	3.97	4.88	5.63	6.50	7.75	8.50	9.50	10.50	11.63
Rough Stock Bore	-	-	-	-	-	2.25	2.25	3.00	3.00	3.00

Notes:

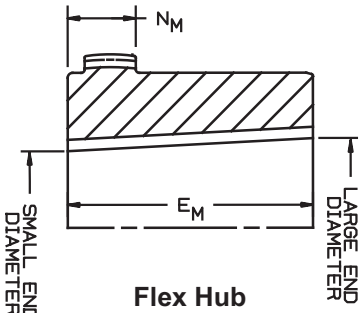
(1) All keyways parallel to the taper bore.
(2) All tapers are 1-1/4" per foot on diameter.
(3) Sizes 5½ and 6 not available in shrouded bolt.
(4) All ratings are the same as the standard series F couplings found on Data Sheet DS100.
(5) For dimension Cm, see reverse side of data sheet.

POWERTORK ®

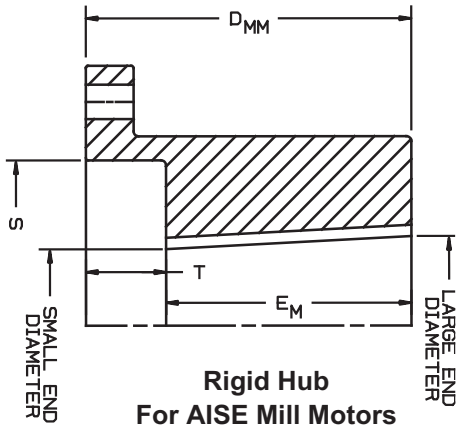
Series "F" Mill Motor Flange Type Gear Coupling.



Rough Bored Composite Hub



Flex Hub For AISE Mill Motors



Rigid Hub For AISE Mill Motors

CPLG Size	AISE Mill motor Frame Sizes	Composite Hub Ec	Composite Hub Nc	Flex Hub And Rigid Hub Bored For AISE Mill Motor Frame Em	Nm	Cm	Dmm	T	S	Large End Diameter	Small End Diameter	Keyway
1½	802	3.50	.88		.88	.75	3.72	.72	3.00			
2	602	4.00	.97	3.00	.97	1.06	4.03	1.03	4.00	1.749	1.4365	1/2 x 1/4
2½	AC1,2,3	5.16	1.44		1.44	1.13			5.00			
1½	803	3.50	.88		.88	.75	4.22	.72	3.00			
2	804	4.00	.97	3.50	.97	1.06	4.53	1.03	4.00	1.999	1.6344	1/2 x 1/4
2½	603	5.16	1.44		1.38	1.19	4.59	1.09	5.00			
3	604	5.63	1.81		1.81	1.19			6.00			
2	806	4.00	.97		.97	1.06	5.03	1.03	4.00			
2½	606	5.16	1.44	4.00	1.25	1.31			5.00	2.499	2.0823	1/2 x 1/4
3	AC8	5.63	1.81		1.69	1.31	5.22	1.22	6.00			
3½	AC12	6.13	2.25		2.25	1.38			7.00			
2½	808	5.16	1.44		1.28	1.28	5.69	1.19	5.00			
3	608	5.63	1.81	4.50	1.56	1.44	5.84	1.34	6.00	2.9985	2.5298	3/4 x 1/4
3½		6.13	2.25		2.13	1.50			7.00			
2½	810	5.16	1.44		1.28	1.28	5.69	1.19	5.00			
3	610	5.63	1.81	4.50	1.44	1.56	5.97	1.47	6.00	3.2485	2.7798	3/4 x 1/4
3½	AC18	6.13	2.25		2.00	1.63			7.00			
4		6.00	2.55		2.48	1.63	6.06	1.56	8.00			
2½	812	5.16	1.44		1.28	1.28	6.19	1.19	5.00			
3	612	5.63	1.81		1.31	1.69	6.59	1.59	6.00			
3½	AC25	6.13	2.25	5.00	1.88	1.75			7.00	3.623	3.1022	3/4 x 1/4
4	AC30	6.00	2.55		2.36	1.75	6.69	1.69	8.00			
4½		7.19	3.22		2.88	1.81			9.00			
3	814	5.63	1.81		1.19	1.69	6.72	1.72	6.00			
3½	614	6.13	2.25		1.75	1.88			7.00			
4	AC40	6.00	2.55	5.00	2.23	1.88			8.00	4.248	3.7272	1 x 3/8
4½	AC50	7.19	3.22		2.75	1.94	6.81	1.81	9.00			
5		8.31	3.66		3.34	1.94			10.00			
3½	816	6.13	2.25		1.63	2.00	7.34	1.84	7.00			
4	616	6.00	2.55		2.11	2.00			8.00			
4½		7.19	3.22	5.50	2.63	2.06	7.44	1.94	9.00	4.6225	4.0496	1-1/4 x 3/8
5		8.31	3.66		3.22	2.06			10.00			
5½		10.31	4.25		3.81	2.06	7.50	2.00	11.00			
6		10.31	4.28		3.84	2.06			11.00			
4	818	6.00	2.55		2.55	1.56			8.00			
4½	618	7.19	3.22		3.06	1.63	7.50	1.50	9.00			
5		8.31	3.66	6.00	3.66	1.63			10.00	4.9975	4.3725	1-1/4 x 1/2
5½		10.31	4.25		4.25	1.63	7.56	1.56	11.00			
6		10.31	4.28		4.28	1.63			11.00			
4½	620	7.19	3.22		2.63	2.06	8.69	1.94	9.00			
5		8.31	3.66	6.75	3.22	2.06			10.00	5.872	5.1689	1-1/2 x 3/4
5½		10.31	4.25		3.81	2.06	8.75	2.00	11.00			
6		10.31	4.28		3.84	2.06			11.00			
5	622	8.31	3.66		2.59	2.69	9.81	2.56	10.00			
5½		10.31	4.25	7.25	3.19	2.69	9.88	2.63	11.00	6.247	5.4918	1-1/2 x 3/4
6		10.31	4.28		3.22	2.69			11.00			
5½	624	10.31	4.25	9.25	3.19	2.69	11.88	2.63	11.00	6.9965	6.033	1-1/2 x 3/4
6		10.31	4.28		3.22	2.69			11.00			

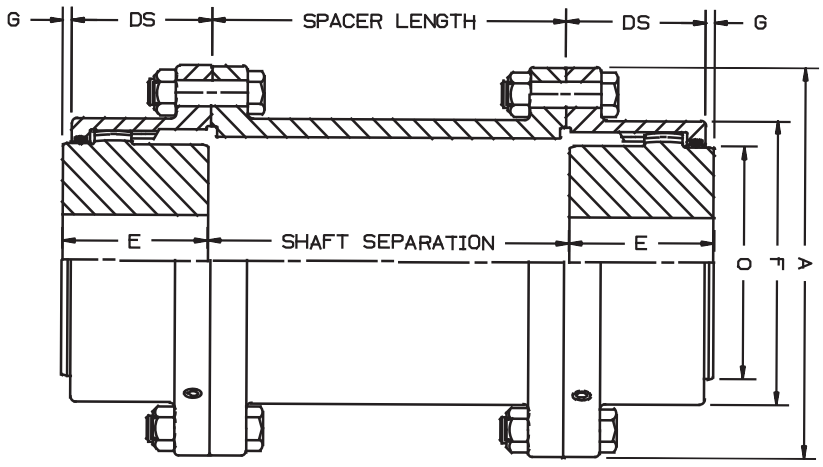
Notes:

(1) All keyways parallel to the taper bore.
(2) All tapers are 1-1/4" per foot on diameter.
(3) All ratings are the same as the standard series F couplings found on Data Sheet DS100.
(4) For dimensions not tabulated above, see reverse side of Data Sheet.

POWERTORK ®

Series "F" Full Flex Spacer Couplings.

Full Flex Spacer Coupling



Stock Spacers

Size			1	1½	2	2½	3	3½
End Float			.25	.25	.25	.38	.38	.50
SHAFT SEPERATION	3.50	SPACER LENGTH	3.38	3.38	3.38	-	-	-
	4.38		4.25	4.25	4.25	-	-	-
	5.00		4.88	4.88	4.88	4.81	4.81	4.75
	7.00		6.88	6.88	6.88	6.81	6.81	6.75
	10.00		9.88	9.88	9.88	9.81	9.81	9.75

Series F Size		1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Rating (HP/100 RPM) (2)		15.5	31	51	90	152	240	380	500	710	925	1200	1850
Torque Capacity (IN·LBS x 10^3)		9.77	19.5	32.1	56.7	96	151	240	315	447	583	756	1166
Maximum Speed (RPM) (1)		10800	8800	8300	7670	7150	6330	5670	5160	4650	4350	3820	3150
Flex Hub	Maximum Bore	1.63	2.19	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
	Standard Keyway	3/8 x3/16	1/2 x 1/4	5/8 x 5/16	7/8 x 7/16	1 x 1/2	1 x 1/2	1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8
	Maximum Bore	1.75	2.31	2.88	3.75	4.38	5.00	5.88	6.50	7.13	8.00	9.00	10.63
	Reduced Depth Keyway	3/8 x 1/8	5/8 x 3/16	3/4 x 3/16	7/8 x 5/16	1 x 5/16	1-1/4 x 3/8	1-1/2 x 1/2	1-1/2 x 1/2	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
Maximum Metric Bore (mm)		42	57	73	95	110	127	150	166	186	206	230	275
A		4.56	6.00	7.00	8.38	9.44	11.00	12.50	13.63	15.31	16.75	18.00	20.75
DS		1.66	1.94	2.42	3.00	3.47	4.19	4.67	5.25	5.91	6.57	6.66	7.63
C		.13	.13	.13	.19	.19	.25	.25	.31	.31	.31	.31	.38
E		1.69	1.94	2.44	3.03	3.59	4.19	4.75	5.31	6.03	6.63	7.41	8.69
F		3.11	3.91	4.88	5.91	6.88	7.91	9.25	10.31	11.56	12.59	13.88	16.09
G		.09	.06	.06	.13	.22	.13	.20	.22	.28	.22	.91	1.25
O		2.36	3.05	3.97	4.88	5.63	6.50	7.75	8.50	9.50	10.50	11.63	13.50
Rough Stock Bore		-	-	-	-	-	-	2.09	2.25	2.25	2.75	3.00	4.00
Grease (5)	Weight (LB-OZ.)	0-1.1	0-2.3	0-5	0-6.5	0-9.5	1-7	1-11	2-11	3-11	5-.5	7-12	10-.5
	Volume (Pints)	.06	.06	.25	.60	.86	1.5	1.8	2.9	4.0	5.4	8.2	11.2

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed. Maximum speed values for spacer couplings and for speeds higher than those listed consult SCI.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

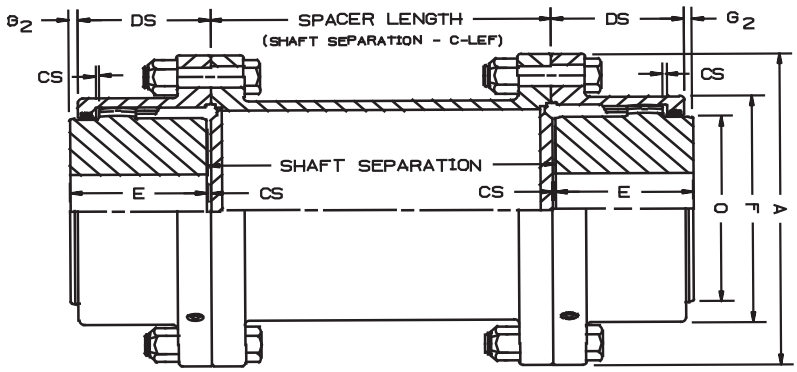
(3) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

(4) Sizes 5½, 6 and 7 not available in shrouded bolt.

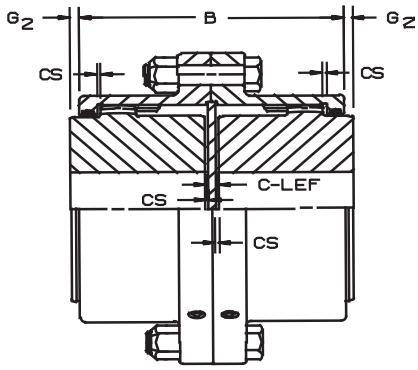
(5) Lubrication values are for full flex couplings. For spacer couplings, half of lubricant per half coupling.

POWERTORK ®

Series "F" Full Flex Limited End Float Couplings.



Full Flex
Limited End Float (L.E.F.)
Spacer Coupling



Full Flex
Limited End Float (L.E.F.)
Coupling

Series F Size		1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Rating (HP/100 RPM) (2)		15.5	31	51	90	152	240	380	500	710	925	1200	1850
Torque Capacity (IN·LBS x 10^3)		9.77	19.5	32.1	56.7	96	151	240	315	447	583	756	1166
Maximum Speed (RPM) (1)		10800	8800	8300	7670	7150	6330	5670	5160	4650	4350	3820	3150
Flex Hub	Maximum Bore	1.63	2.13	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
	Standard Keyway	3/8 x3/16	1/2 x 1/4	5/8 x 5/16	7/8 x 7/16	1 x 1/2	1 x 1/2	1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8
	Maximum Bore	1.75	2.31	2.88	3.75	4.38	5.00	5.88	6.50	7.13	8.00	9.00	10.63
	Reduced Depth Keyway	3/8 x 1/8	5/8 x 3/16	3/4 x 3/16	7/8 x 5/16	1 x 5/16	1-1/4 x 3/8	1-1/2 x 1/2	1-1/2 x 1/2	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
Maximum Metric Bore (mm)		42	57	73	95	110	127	150	166	186	206	230	275
A		4.56	6.00	7.00	8.38	9.44	11.00	12.50	13.63	15.31	16.75	18.00	20.75
B		3.31	3.88	4.84	6.00	6.94	8.38	9.34	10.50	11.81	13.13	13.31	15.25
DS		1.66	1.94	2.42	3.00	3.47	4.19	4.67	5.25	5.91	6.57	6.66	7.63
C-LEF		.19	.19	.19	.28	.28	.41	.41	.53	.53	.59	.59	.78
CS		.031	.031	.031	.047	.047	.047	.047	.047	.047	.047	.047	.047
Total End Float		.13	.13	.13	.19	.19	.19	.19	.19	.19	.19	.19	.19
E		1.69	1.94	2.44	3.03	3.59	4.19	4.75	5.31	6.03	6.63	7.41	8.69
F		3.11	3.91	4.88	5.91	6.88	7.91	9.25	10.31	11.56	12.59	13.88	16.09
G2		.13	.09	.11	.17	.27	.20	.28	.33	.39	.33	1.02	1.39
O		2.36	3.05	3.97	4.88	5.63	6.50	7.75	8.50	9.50	10.50	11.63	13.50
Rough Stock Bore		-	-	-	-	-	-	2.09	2.25	2.25	2.75	3.00	4.00
Grease (5)	Weight (LB-OZ.)	0-1.1	0-2.3	0-5	0-6.5	0-9.5	1-7	1-11	2-11	3-11	5-.5	7-12	10-.5
	Volume (Pints)	.06	.06	.25	.60	.86	1.5	1.8	2.9	4.0	5.4	8.2	11.2

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed. Maximum speed values for spacer couplings and for speeds higher than those listed consult SCI.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

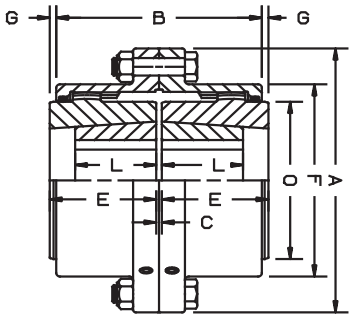
(3) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

(4) Sizes 5½, 6 and 7 not available in shrouded bolt.

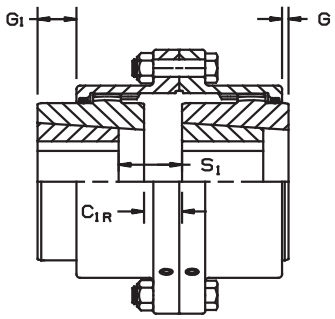
(5) Lubrication values are for full flex couplings. For spacer couplings, half of lubricant per half coupling.

POWERTORK ®

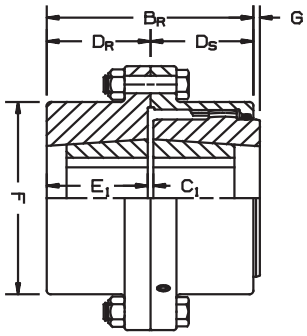
Series "F" Full Flex And Flex Rigid Couplings For TAPER-LOCK® Bushings



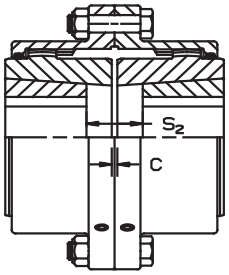
Full Flex - Standard Mount
Inboard - Inboard



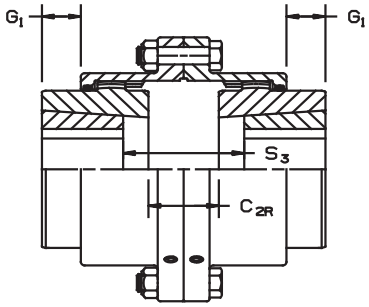
Full Flex - One Hub Reversed
Outboard - Inboard



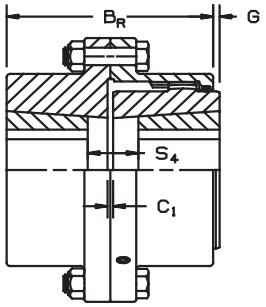
Flex Rigid - Standard Mount
Inboard - Inboard



Full Flex - Standard Mount
Outboard - Outboard



Full Flex - Both Hubs Reversed
Outboard - Outboard



Flex Rigid - Standard Mount
Outboard - Outboard

Series F Size	1	1½	2	2½	3	3½	4
Rating (HP/100 RPM) (2)	4	8	15	29	50	80	120
Torque Capacity (IN·LBS x 10^3)	2.5	5	9.5	18.3	31.5	50.4	75.6
Maximum Speed (RPM) (1)	6900	5660	4850	4100	3650	3180	2710
DTL Bushing Number	1215	1615	2012	2525	3030	3535	4040
Parallel Offset Capacity	.056	.069	.089	.108	.128	.153	.176
A	4.56	6.00	7.00	8.38	9.44	11.00	12.50
B	3.31	3.88	4.84	6.00	6.94	8.38	9.34
C	.13	.13	.13	.19	.19	.25	.25
C1R	.38	.72	.98	1.09	1.38	1.72	1.97
C2R	.75	1.31	1.84	2.00	2.56	3.19	3.69
E	1.69	1.94	2.44	3.03	3.59	4.19	4.75
F	3.11	3.91	4.88	5.91	6.88	7.91	9.25
G	.09	.06	.06	.13	.22	.13	.20
G1	.41	.66	.89	1.03	1.31	1.59	1.92
O	2.36	3.05	3.97	4.88	5.63	6.50	7.75
L	1.50	1.50	1.25	2.50	3.00	3.50	4.00
S1	.75	1.59	3.36	2.16	2.56	3.09	3.47
S2	.50	1.00	2.50	1.25	1.38	1.63	1.75
S3	1.13	2.19	4.22	3.06	3.56	4.56	5.19
S4	1.50	1.50	1.25	2.50	3.00	3.50	4.00

Consult engineering for larger sizes.

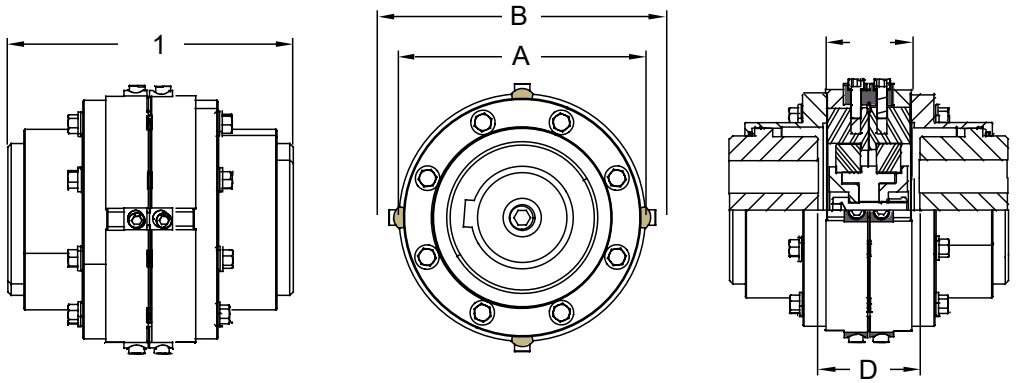
Flex hubs or rigid hubs can be provided with either inboard or outboard mount bores.

Unless otherwise specified standard mount with inboard - inboard hubs supplied.

Notes:

(1) Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.
(2) Load ratings / torque capacities are based on bushing size. Selection service factors are required. See Data Sheet DS110.
(3) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.
(4) TAPER-LOCK® is a registered trademark of DODGE®

WEDGEGARD® Torque Limiter
Gear Type Coupling - Manual Reset



Size		1	1 ½	2	2 ½	3	3 ½	4	4 ½	5	5 ½	6	7
Max Release/Shear (in-lbs)	Brass	30287	73744	85711	102474	202771	237890	268620	–	–	–	–	–
	Steel	41607	101270	117715	140727	278506	326734	368926	872462	991797	1124390	1766140	3385410
Max Release/Shear (ft-lbs)	Brass	2524	6145	7143	8539	16898	19824	22385	–	–	–	–	–
	Steel	3467	8439	9810	11727	23209	27228	30744	72705	82650	93699	147178	282117
Nominal Drive Torque (in-lbs)		9770	19,500	32,100	56,700	96,000	151,000	240,000	315,000	447,000	583,000	756,000	1,166,000
Wedgeslot Quantity		4 x	4 x	4 x	4 x	4 x	4 x	4 x	4 x	4 x	4 x	6 x	8 x
Wedgepin Type		W37	W50	W50	W50	W75	W75	W75	W100	W100	W100	W100	W120
Pin Working Radius (PWR) (mm)		60	77	90	107	116	136	153	165	187	212	222	255
Unbalanced Speed (RPM)		4320	3520	3320	3070	2860	2530	2270	2060	1860	1740	1530	1260
Maximum Bore With Standard Keyway		1.63	2.13	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
Outside Diameter (A)		4.921	6.299	7.283	8.661	9.843	11.417	12.795	13.976	15.748	17.717	18.504	21.26
Clearance Diameter (B)		5.709	7.48	8.268	9.646	11.417	12.992	14.173	15.354	17.323	19.291	20.079	23.425
Spacer Length (C)		2.126	2.913	2.913	2.913	4.094	4.094	4.094	4.094	4.921	4.921	4.921	4.921
Overall Length (C1)		5.63	6.929	7.913	9.173	11.476	12.736	13.839	15.039	17.283	18.504	20.039	22.677
Shaft Gap (D)		2.26	3.05	3.05	3.11	4.3	4.3	4.3	4.4	5.23	5.23	5.23	5.3
Cartridge Weight (lbs) Approx		10	21	28	41	73	99	128	154	233	293	321	438
Incl. RSB Gear Coupling (lbs) Approx.		19	38.5	58	100	154	231	328	423	622	758	970	1429

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

(3) Weights are for full flex couplings. Weights are approximate.

(4) Lubrication values are for full flex couplings.

(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should notexceed 3/4° per gear mesh. Application requirements in excess of 3/4°misalignment per flex half coupling should be referred to SCI.

(6) Sizes 5½, 6 and 7 not available in shrouded bolt.

WEDGEGARD® Torque Limiter

Gear Type Coupling - Torque Table

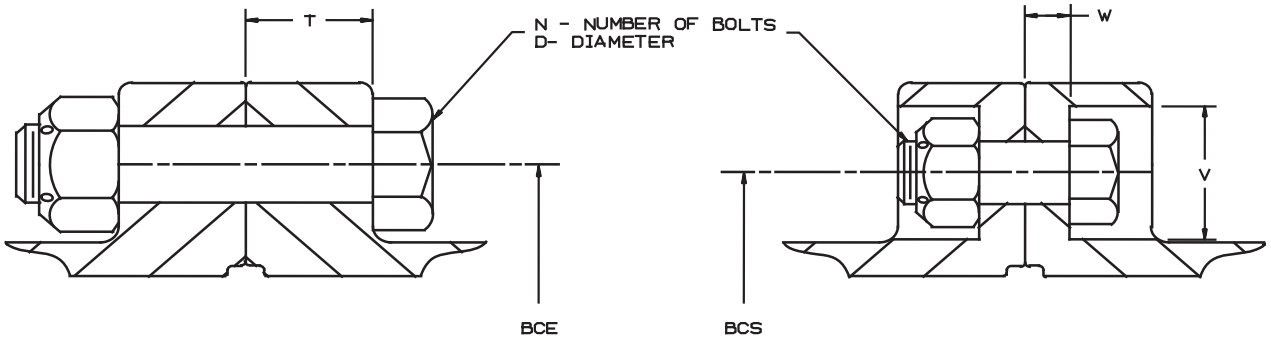
in/lbs

***RATINGS PER SINGLE WEDGEPIN**

CODES	Coupling	Size 1	Size 1½	Size 2	Size 2½	Size 3	Size 3½	Size 4	Size 4½	Size 5	Size 5½	Size 6	Size 7	COLOR CODES
	Wedgepin	W37	W50	W50	W50	W75	W75	W75	W100	W100	W100	W100	W120	WEDGEPIN
O	Brass	501	1193	1387	1658	-	-	-	-	-	-	-	-	ORANGE
	Steel	690	1636	1902	2273	-	-	-	-	-	-	-	-	
OW	Brass	696	1806	2100	2510	-	-	-	-	-	-	-	-	ORANGE/WHITE
	Steel	954	2590	3011	3599	-	-	-	-	-	-	-	-	
GD	Brass	938	-	-	-	-	-	-	-	-	-	-	-	GOLD
	Steel	1291	-	-	-	-	-	-	-	-	-	-	-	
W	Brass	1301	2597	3018	3609	8751	10266	11592	-	-	-	-	-	WHITE
	Steel	1786	3565	4143	4953	12012	14092	15912	47318	53791	60982	63859	-	
WY	Brass	1875	3524	4096	4897	12278	14404	16264	-	-	-	-	-	WHITE/YELLOW
	Steel	2575	4839	5625	6724	16868	19788	22344	70425	80057	90760	95041	-	
Y	Brass	2475	4607	5355	6402	15559	18253	20611	-	-	-	-	-	YELLOW
	Steel	3397	6666	7748	9264	21366	25065	28302	94753	107714	122114	127874	207639	
YB	Brass	3281	6734	7827	9357	21202	24873	28086	-	-	-	-	-	YELLOW/BLUE
	Steel	4508	9248	10750	12852	29114	34156	38567	118995	135271	153355	160589	232465	
BN	Brass	3397	-	-	-	-	-	-	-	-	-	-	-	BROWN
	Steel	-	-	-	-	-	-	-	-	-	-	-	-	
B	Brass	3866	9248	10750	12852	25393	29790	33638	-	-	-	-	-	BLUE
	Steel	5309	12704	14766	17653	34870	40908	46191	134093	152434	172813	180965	298594	
BG	Brass	4508	11552	13427	16053	29994	35187	39732	-	-	-	-	-	BLUE/GREEN
	Steel	6188	15866	18441	22047	41187	48319	54560	158437	180107	204186	213817	-	
G	Brass	5567	14121	16414	19623	37630	44146	49847	-	-	-	-	-	GREEN
	Steel	7642	19376	22521	26924	51686	60636	68467	189390	215294	244077	255590	343055	
RG	Brass	6731	17829	20723	24775	44162	51809	58500	-	-	-	-	-	RED/GREEN
	Steel	9248	24480	28454	34018	60314	70758	79896	-	-	-	-	-	
R	Brass	7573	18435	21428	25618	50694	59472	67153	-	-	-	-	-	RED
	Steel	10401	25318	29428	35183	69627	81683	92232	218116	247949	281098	294357	423177	
RK	Brass	-	-	-	-	-	-	-	-	-	-	-	-	RED/BLACK
	Steel	-	-	-	-	-	-	-	-	-	-	-	-	
K	Brass	-	19212	22331	26697	58811	68995	77905	-	-	-	-	-	BLACK
	Steel	-	26382	30664	36660	80759	94743	106979	230972	262564	297666	311707	530607	

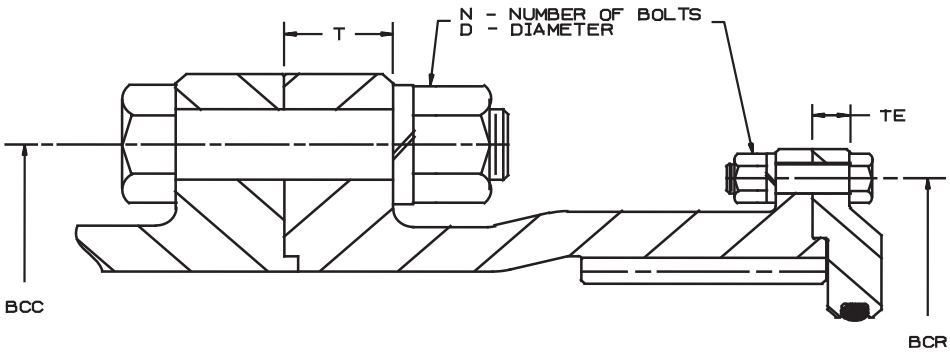
POWERTORK ®

Series "F" Flange Details.



Exposed Bolt Flange **Shrouded Bolt Flange**

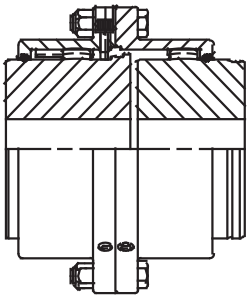
Series F	Size	1	1½	2	2½	3	3½	4	4½	5	5½	6	7
	T	.56	.75	.75	.88	.88	1.13	1.13	1.13	1.50	.94	1.00	1.13
Exposed Bolt	BCE	3.750	4.813	5.875	7.125	8.125	9.500	11.000	12.000	13.500	14.500	15.750	18.250
	N	6	8	6	6	8	8	8	10	8	14	14	16
	D	1/4"	3/8"	1/2"	5/8"	5/8"	3/4"	3/4"	3/4"	7/8"	7/8"	7/8"	1"
Shrouded Bolt	BCS	3.750	4.813	5.813	7.000	8.000	9.281	10.625	11.750	13.188	-	-	-
	N	6	8	10	10	12	12	14	14	14	-	-	-
	D	1/4"	3/8"	3/8"	1/2"	1/2"	5/8"	5/8"	5/8"	3/4"	-	-	-
	V	.64	.88	.88	1.06	1.06	1.31	1.31	1.31	1.56	-	-	-
	W	.25	.25	.25	.31	.31	.38	.38	.38	.56	-	-	-



Series F	Size	8	9	10	11	12	13	14	15	16	18	20	22
Center Flange	T	1.31	1.44	1.75	2.00	2.13	2.19	2.25	2.25	2.38	2.50	2.75	2.88
	BCC	20.750	23.250	25.250	27.500	30.000	32.250	34.500	36.750	39.000	43.250	48.750	53.500
	N	16	18	18	18	18	18	18	20	20	22	22	22
	D	1-1/8"	1-1/4"	1-3/8"	1-1/2"	1-1/2"	1-5/8"	1-3/4"	1-3/4"	2"	2"	2-1/4"	2-1/2"
End Ring Flange	TE	.56	.69	.69	.69	.81	.81	.81	.88	.88	.88	1.25	1.25
	BCR	19.375	21.750	23.875	26.063	28.313	30.500	32.625	35.000	37.125	41.375	46.250	50.750
	N	10	12	12	12	12	12	14	14	14	14	16	16
	D	1/2"	5/8"	5/8"	5/8"	3/4"	3/4"	3/4"	7/8"	7/8"	7/8"	1"	1"

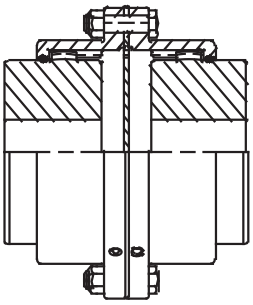
OTHER COUPLINGS AVAILABLE

SERIES "F"



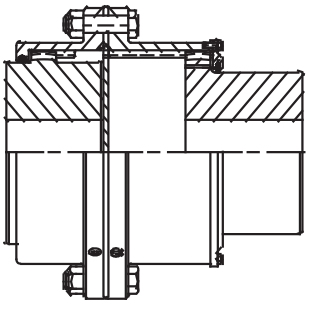
o Cutout Couplings.

Pairs of cutout couplings are commonly used on dual drives, having an auxiliary prime mover (usually an engine or turbine) for emergency use. The changeover is performed at standstill by disengaging the coupling on the primary driver and engaging the coupling on the standby drive. With one cutout coupling, a unidirectional drive can be disconnected to permit partial system reversal. The first unit of a tandem drive can be similarly cut out.



o Slide Couplings

Slide couplings are an inexpensive exposed bolt coupling with varying slide capacities. They are commonly used on applications such as disc refiners in the pulp and paper industry, bridge drives on overhead traveling cranes and where the magnitude of thermal shaft growth precludes use of standard Series "F" couplings.

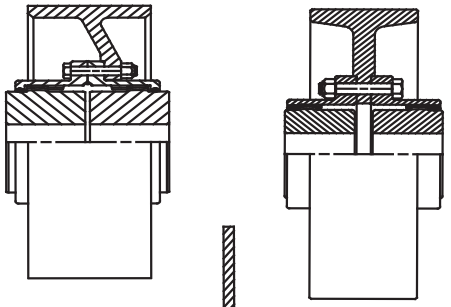


o Short Slide

o Medium Slide and Long Slide Types

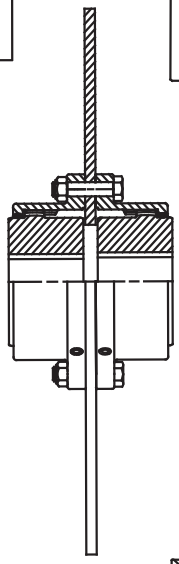
OTHER COUPLINGS AVAILABLE

SERIES "F"



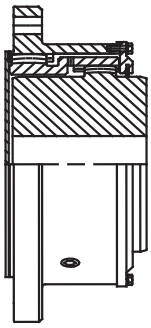
o Brakewheel Types

Brakewheel couplings accommodate misalignment between connected equipment and eliminate the need for double shaft extensions on motors and gear units for applications requiring shoe-type brakes.
Available in centered and offset style.



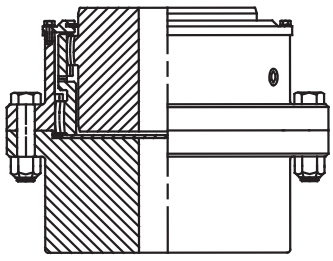
o Brakedisc Types

Brakedisc couplings accommodate misalignment between connected equipment and eliminate the need for double shaft extensions on motors and gear units for applications requiring caliper brakes.



o Double Engagement

Double engagement couplings are used in four-bearing systems to compensate for the angular, offset and axial (end float) misalignment that usually exists. Ideal for all horizontal, close applications including fans, overhead cranes, conveyors, steel and paper mill equipment.



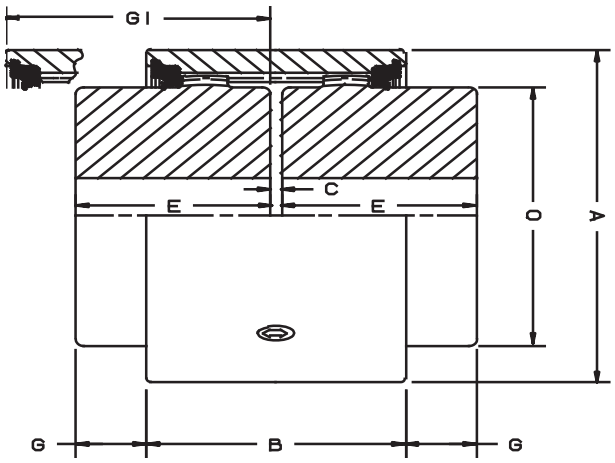
o Vertical Double Engagement

Vertical double engagement couplings are standard horizontal double engagement gear couplings with hubs and sleeves remachined to receive the sleeve centering components. Vertical applications require the addition of a sleeve centering assembly to avoid back tooth contact at the top of the mesh. Refer to the Factory for applications where thrust loads between shafts are to be transmitted by the coupling.

POWERTORK ®

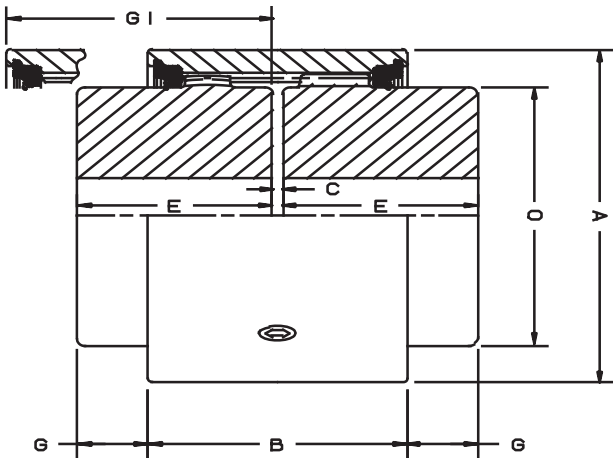
Series "S" Continuous Sleeve Type Gear Coupling.

Clearance to Align Coupling



Full Flex

Clearance to Align Coupling



Flex Rigid (5)

Series S Size		6	8	10	12	15	20	25	30	35	40	45
Rating (HP/100 RPM) (3)		4.5	7.0	15.5	22	31	51	90	152	240	360	530
Torque Capacity (IN·LBS x 10^3)		2.84	4.41	9.77	13.9	19.5	32.1	56.7	96	151	227	334
Maximum Speed (RPM) (1)		19000	16000	12600	11500	11000	8800	7500	6600	5800	4900	4400
Flex or Rigid Hub	Maximum Bore	1.06	1.31	1.63	1.94	2.13	2.75	3.25	3.75	4.25	5.00	5.50
	Standard Keyway	1/4 x 1/8	5/16 x 5/32	3/8 x 3/16	1/2 x 1/4	1/2 x 1/4	5/8 x 5/16	3/4 x 3/8	7/8 x 7/16	1 x 1/2	1-1/4 x 5/8	1-1/4 x 5/8
	Maximum Bore	1.13	1.38	1.75	2.06	2.31	2.88	3.38	3.88	4.50	5.25	5.75
	Reduced Depth Keyway	1/4 x 3/32	5/16 x 1/8	3/8 x 1/8	1/2 x 3/16	5/8 x 3/16	3/4 x 3/16	7/8 x 5/16	1 x 3/8	1 x 3/8	1-1/4 x 7/16	1-1/2 x 1/2
Maximum Metric Bore (mm)		25	33	42	51	57	73	87	100	114	137	150
Parallel Offset Capacity		.009	.009	.015	.015	.039	.045	.057	.065	.078	.082	.094
A		2.38	2.81	3.44	3.94	4.13	5.13	6.03	6.84	7.88	9.13	10.41
B		1.41	1.41	1.84	1.84	2.78	3.23	3.88	4.53	5.41	5.59	6.66
C		.09	.09	.09	.09	.13	.13	.19	.19	.25	.25	.31
E		1.18	1.41	1.57	1.77	1.94	2.44	3.03	3.59	4.19	4.75	5.31
G		.52	.75	.69	.90	.61	.89	1.19	1.42	1.61	2.08	2.14
G1		1.50	1.50	1.88	1.94	2.91	3.31	4.06	4.72	5.66	5.84	6.97
O		1.58	1.97	2.36	2.80	3.05	3.97	4.65	5.20	5.91	7.09	7.87
Rough Stock Bore		-	-	-	-	-	-	-	-	-	2.09	2.25
Weight Solid Hubs (LBS) (2)		2.0	3.3	6.1	8.7	11.5	21.5	38	57	90	137	196
Grease (4)	Weight (LB-OZ.)	0-.09	0-.31	0-.34	0-.38	0-.88	0-1.63	0-2.81	0-4.63	0-6.44	0-9.5	1-3
	Volume (Pints)	.006	.019	.020	.022	.063	.13	.19	.31	.41	.56	1.03

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown.

(2) Weights are for full flex or flex rigid couplings. Weights are approximate.

(3) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

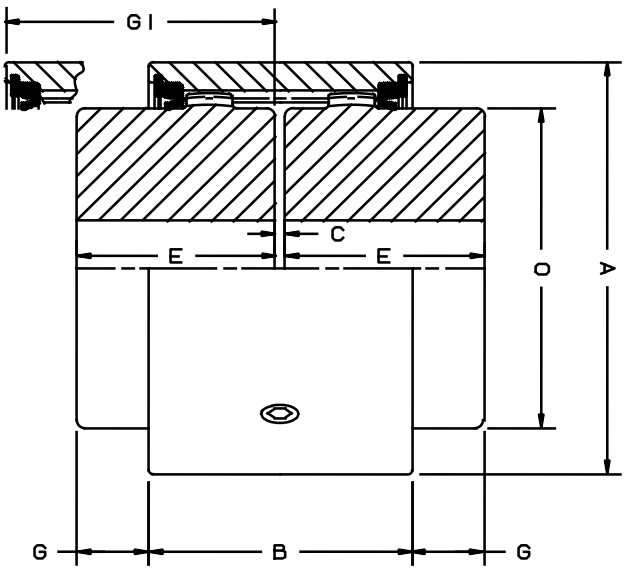
(4) Lubrication values are for full flex or flex rigid couplings. Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

(5) Flex rigid configuration should be purchased as an assembly from SCI to ensure proper fit.

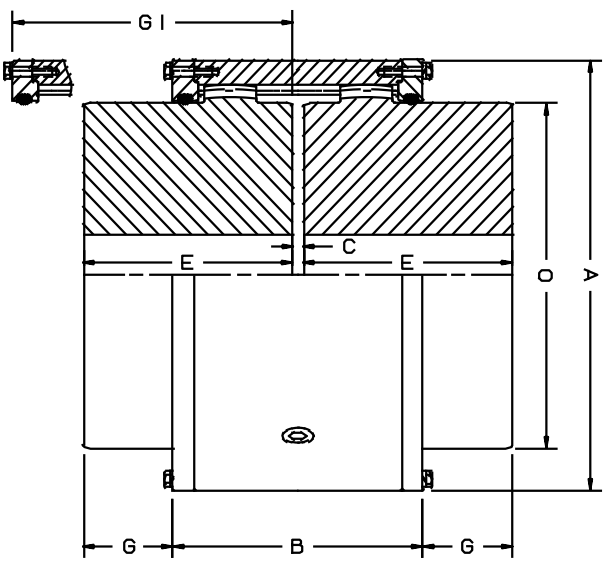
(6) Larger sizes available upon request.

POWERTORK ®

Series "S" Continuous Sleeve Type Gear Coupling.



Standard Seal Type



Bolt on End Ring Type

Series S Size		50	55	60	70
Rating (HP/100 RPM) (3)		710	925	1200	1850
Torque Capacity (IN·LBS x 10^3)		447	583	756	1166
Maximum Speed (RPM) (1)		3950	3700	3250	2680
Flex or Rigid Hub	Maximum Bore	6.88	7.75	8.75	10.38
	Standard Keyway	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8
	Maximum Bore	7.13	8.00	9.00	10.63
	Reduced Depth Keyway	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
Maximum Metric Bore (mm)		186	206	230	275
Parallel Offset Capacity		.069	.072	.100	.116
A		11.56	12.59	13.88	16.94
B		7.75	8.13	10.38	11.63
C		.31	.31	.31	.38
E		6.03	6.63	7.41	8.69
G		2.31	2.72	2.38	3.06
G1		8.06	8.44	10.69	12.01
O		9.50	10.50	11.50	13.50
Rough Stock Bore		2.25	2.75	3.00	4.00

40	45	50	55	60	70
380	500	710	925	1200	1850
240	315	447	583	756	1166
4820	4390	3950	3700	3250	2680
5.50	6.00	6.88	7.75	8.75	10.38
1-1/4 x 5/8	1-1/2 x 3/4	1-3/4 x 3/4	2 x 3/4	2 x 3/4	2-1/2 x 7/8
5.88	6.50	7.13	8.00	9.00	10.63
1-1/2 x 1/2	1-1/2 x 1/2	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
137	150	186	206	230	275
.051	.062	.069	.072	.100	.116
9.25	10.56	11.88	12.75	14.00	17.25
5.90	6.57	7.20	7.52	9.25	10.41
.25	.31	.31	.31	.31	.38
4.75	5.31	6.03	6.63	7.41	8.69
1.93	2.18	2.59	3.02	2.94	3.67
6.15	6.88	7.51	7.83	9.56	10.79
7.75	8.50	9.50	10.50	11.63	13.50
2.09	2.25	2.25	2.75	3.00	4.00

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown.

(2) Weights are for full flex or flex rigid couplings. Weights are approximate.

(3) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

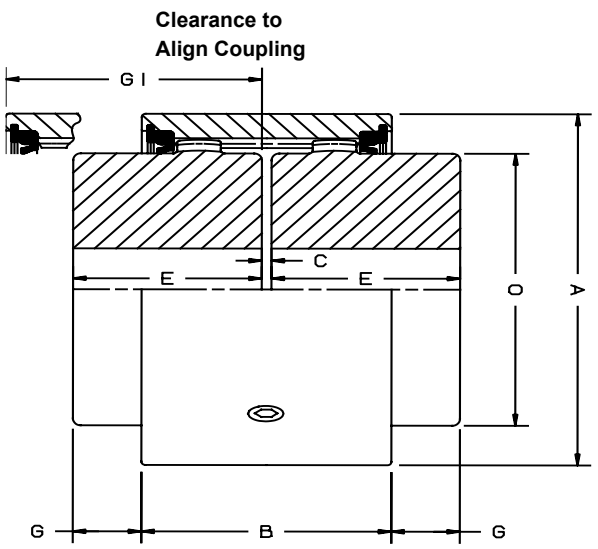
(4) Lubrication values are for full flex or flex rigid couplings. Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

(5) Flex rigid configuration should be purchased as an assembly from SCI to ensure proper fit.

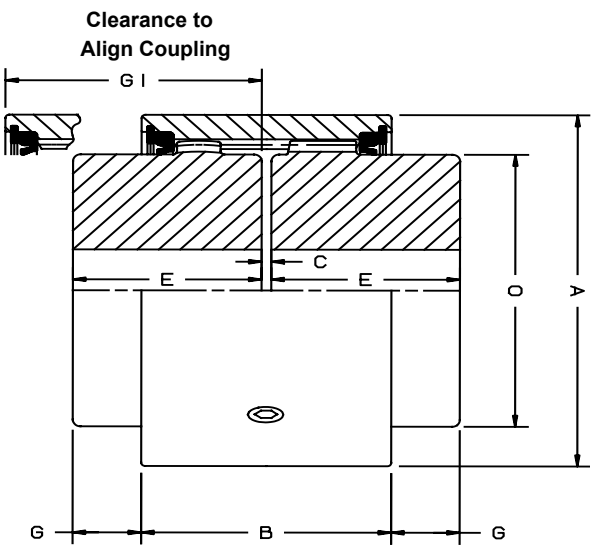
(6) Larger sizes available upon request.

POWERTORK ®

Series "S" Continuous Sleeve Stainless Steel Type Gear Coupling.



Full Flex



Flex Rigid (5)

Series S Size		6	8	10
Rating (HP/100 RPM) (3)		2.9	4.5	9.9
Torque Capacity (IN·LBS x 10^3)		1.82	2.82	6.25
Maximum Speed (RPM) (1)		19000	16000	12600
Flex or Rigid Hub	Maximum Bore	1.06	1.31	1.63
	Standard Keyway	1/4 x 1/8	5/16 x 5/32	3/8 x 3/16
	Maximum Bore	1.13	1.38	1.75
	Reduced Depth Keyway	1/4 x 3/32	5/16 x 1/8	3/8 x 1/8
Parallel Offset Capacity		.009	.009	.015
A		2.38	2.81	3.44
B		1.41	1.41	1.84
C		.09	.09	.09
E		1.19	1.41	1.56
G		.53	.75	.69
G1		1.50	1.50	1.88
O		1.56	1.97	2.38
Rough Stock Bore		-	-	-
Weight Solid Hubs (LBS) (2)		2.0	3.3	6.1
Grease (4)	Weight (LB-OZ.)	0-.09	0-.31	0-.34
	Volume (Pints)	.006	.019	.020

Ratings Based on 316 Stainless Steel

Larger Sizes

Available

Upon Request.

Contact SCI

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown.

(2) Weights are for full flex or flex rigid couplings. Weights are approximate.

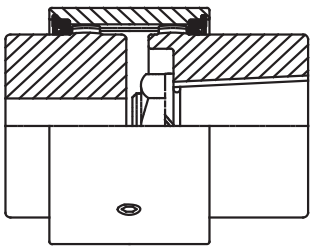
(3) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

(4) Lubrication values are for full flex or flex rigid couplings. Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

(5) Flex rigid configuration should be purchased as an assembly from SCI to ensure proper fit.

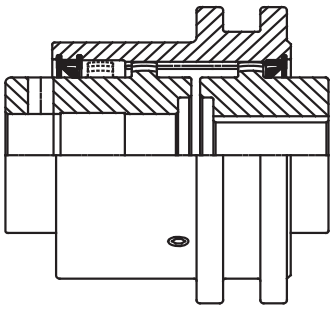
OTHER COUPLINGS AVAILABLE

SERIES "S"



o Mill Motor Couplings

Used frequently in many mill applications, taper bored mill motor hubs allow for rapid mounting and removal without damaging the shaft or bore. Hubs are available to suit standard AISE mill motor frames or can be produced to suit non standard tapers.

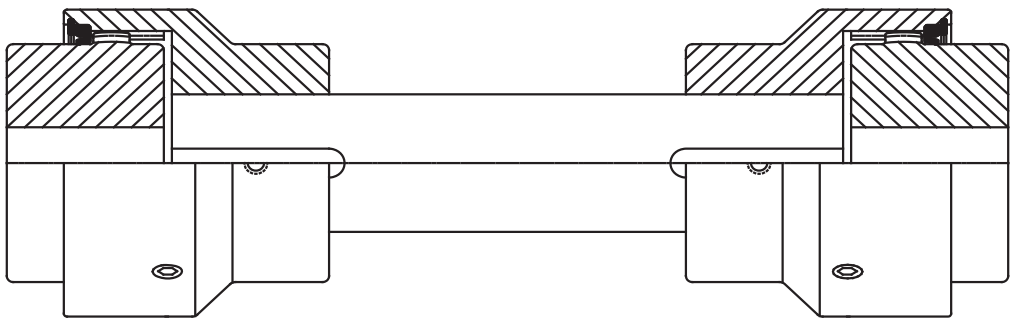


o Cutout Couplings

Pairs of cutout couplings are commonly used on dual drives, having an auxiliary prime mover (usually an engine or turbine) for emergency use. The changeover is performed at standstill by disengaging the coupling on the primary driver and engaging the coupling on the standby drive. With one cutout coupling, a unidirectional drive can be disconnected to permit partial System reversal. The first unit of a tandem drive can be similarly cut out.

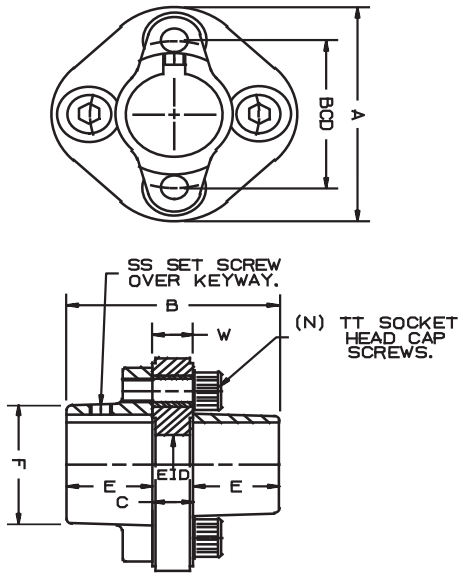
o Floating Shaft Couplings

Floating shaft couplings accommodate applications having an increased distance between shaft ends. The offset misalignment capacity of the coupling increases proportionately with the increased shaft separation. Removal of the shaft is performed by removing the seals and sliding the rigid hub further on the shaft.

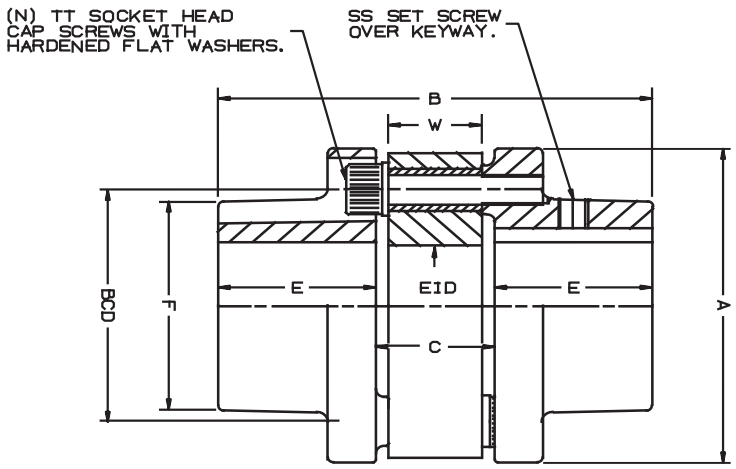


FLEXTORK ®

Series "EL" Elastomeric Coupling - Straight Bore.



Size 5 EL Only



Size 20 EL And Larger

Series EL Size	5-5	20-20	20-40	30-75	30-115	30-150	40-250	50-350
Rating (HP/100 RPM)	.28	1.11	2.22	4.60	6.39	8.33	13.89	19.70
Rating (HP@1800RPM)	5	20	40	75	115	150	250	354
Torque Capacity (IN LBS x 10^3)(3)	.175	.700	1.40	2.63	4.03	5.25	8.75	12.38
Maximum Speed (RPM) (4)	12900	9400	9400	7050	7050	7050	6200	4750
Maximum Bore (5)	1.13	1.63	1.63	2.25	2.25	2.25	2.63	3.50
Standard Keyway (5)	1/4 x 1/8	3/8 x 3/16	3/8 x 3/16	1/2 x 1/4	1/2 x 1/4	1/2 x 1/4	5/8 x 5/16	7/8 x 7/16
Maximum Metric Bore (mm)	27	42	42	58	58	58	70	95
A	2.85	4.00	4.00	5.16	5.16	5.16	5.91	7.31
B	2.47	4.42	4.73	5.69	5.69	5.89	6.73	7.38
C	.47	.92	1.23	1.56	1.56	1.76	2.00	1.88
E	1.00	1.75	1.75	2.06	2.06	2.06	2.37	2.75
EID	.77	1.54	1.54	1.97	1.97	1.77	2.16	2.75
F	1.65	2.75	2.75	3.60	3.60	3.60	4.18	5.30
BCD	1.982	2.953	2.953	3.780	3.780	3.780	4.331	5.512
SS	M4	M6	M6	M8	M8	M8	M8	M12
N	4	6	6	6	6	6	6	6
TT	M8	M10	M10	M10	M12	M12	M14	M18
W	.47	.63	.94	1.18	1.18	1.38	1.57	1.30
Rough Stock Bore	-	-	-	-	-	-	-	1.90
Weight Solid Hubs (LBS)	1.25	6.5	6.5	14.5	14.5	14.5	22	39
Bolt Tightening Torque (FT LBS)	15	31	31	31	58	58	88	188

Notes:

(1) Maximum angular misalignment : Size 5 EL 8°, Size 20 EL and larger 3°.

(2) Maximum offset misalignment up to .04"

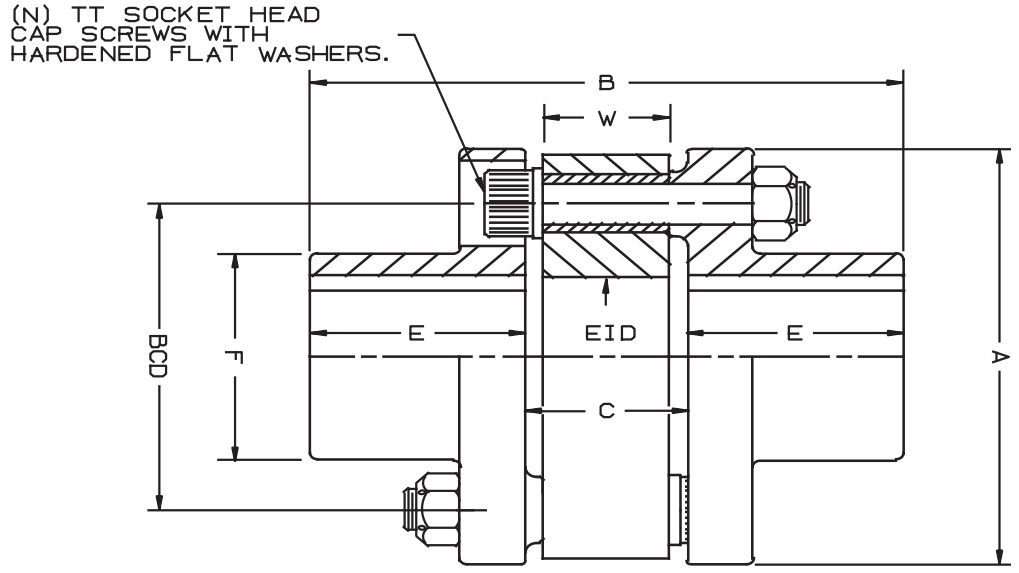
(3) Continuous load rating is based on a 1.0 x Safety factor.
Maximum peak load rating is 4.0 x continuous load rating.

(4) Maximum speed 60% of value shown without dynamic balancing.

(5) Coupling furnished with Class 1 clearance fit bores with one keyway and one set screw over the keyway per hub unless otherwise specified.
Finish bores and keyways are per AGMA 9002-A86 commercial standards.

FLEXTORK®

Series "EL" Couplings - Sizes 60 thru 130



Series EL Size	60-463	65-560	70-910	80-1441	90-2095	100-2908	110-3793	120-4804	130-6068
Rating (HP/100 RPM)	25.72	31.10	50.57	80.07	116.41	161.55	210.71	266.9	337.14
Rating (HP@1800 RPM)	463	560	910	1441	2095	2908	3793	4804	6068
Torque Capacity (IN·LBS x 10^3)(2)	16.20	19.60	31.86	50.45	73.34	101.78	132.75	168.15	212.40
Maximum Speed (RPM) (3)	3600	3600	3000	2400	2100	1800	1650	1450	1350
Maximum Bore (4)	4.00	5.00	5.50	8.25	10.00	12.50	13.75	16.00	18.00
Standard Keyway (4)	1 x 1/2	1-1/4 x 5/8	1-1/4 x 5/8	2 x 3/4	2-1/2 x 7/8	3 x 1	3-1/2 x 1-1/4	4 x 1-1/2	4 x 1-1/2
Maximum Metric Bore (mm)	142	186	200	210	255	318	350	406	458
A	10.25	11.00	12.75	15.25	17.68	20.19	22.63	25.16	27.75
B	10.44	10.44	13.44	13.94	13.94	14.19	14.19	14.69	15.19
C	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19	2.19
E	4.13	4.13	5.63	5.88	5.88	6.00	6.00	6.25	6.50
EID	4.40	4.92	6.61	9.25	11.85	14.44	16.93	19.49	22.00
F	6.00	6.78	8.00	Dependant on shaft sizes - Per Order Basis.					
BCD	7.874	8.661	10.276	12.756	15.197	17.717	20.157	22.677	25.157
N	6	6	8	10	12	14	16	18	20
TT	M24	M24	M24	M24	M24	M24	M24	M24	M24
W	1.42	1.46	1.46	1.46	1.46	1.46	1.46	1.46	1.46
Rough Stock Bore	1.95	1.95	2.38	Dependant on shaft sizes - Per Order Basis.					
Max. Angular Misalignment (DEG)	3	3	3	2	2	2	1	1	1
Bolt Tightening Torque (FT·LBS)	450	450	450	500	500	500	500	500	500

Notes:

(1) Maximum offset misalignment up to .04"

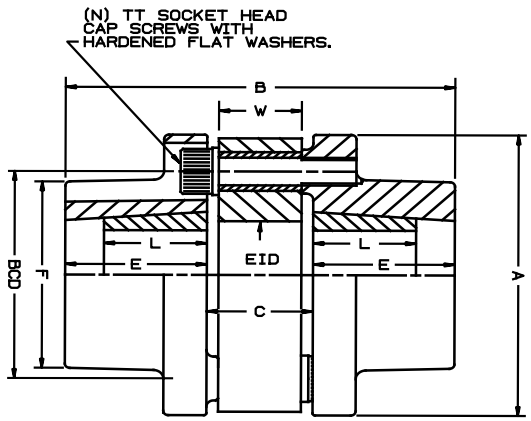
(2) Continuous load rating is based on a 1.0 x Safety factor. Maximum peak load rating is 4.0 x continuous load rating.

(3) Maximum speed 60% of value shown without dynamic balancing.

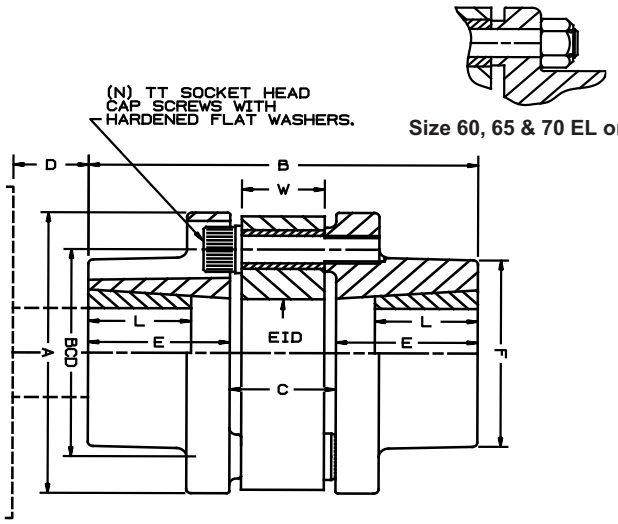
(4) Customer to specify if coupling is to be furnished with interference fit or furnished with Class 1 clearance fit bores with one keyway and one set screw over the keyway per hub unless otherwise specified. Finish bores and keyways are per AGMA 9002-A86 commercial standards.

FLEXTORK ®

Series "EL" Elastomeric Coupling - Bored for TAPER-LOCK® Bushing



Inboard Mount



Outboard Mount

Series EL Size	20-20	20-40	30-75	30-115	30-150	40-250	50-350	60-463	65-560	70-936
Rating (HP/100 RPM)	1.11	2.22	4.60	6.39	8.33	13.89	19.70	25.72	31.10	52.00
Rating (HP@1800RPM)	20	40	75	115	150	250	354	463	560	936
Torque Capacity (IN LBS x 10^3)(3)	.700	1.30	2.63	3.55	3.55	4.30	12.38	16.20	19.60	32.77
Maximum Speed (RPM) (4)	9400	9400	7050	7050	7050	6200	4750	3600	3600	3000
TAPER-LOCK® Bushing number	1108	1108	1215	1215	1215	1615	2012	3030	3535	4040
Bushing Bore Range	1/2 to 1-1/8	1/2 to 1-1/8	1/2 to 1-1/4	1/2 to 1-1/4	1/2 to 1-1/4	1/2 to 1-5/8	1/2 to 2	15/16 to 3	1-3/16 to 3-1/2	1-7/16 to 4
A	4.00	4.00	5.16	5.16	5.16	5.91	7.72	10.25	11.00	12.75
B	4.42	4.73	5.69	5.69	5.89	6.73	7.69	10.44	10.44	13.44
C	.92	1.23	1.56	1.56	1.76	2.00	1.89	2.19	2.19	2.19
E	1.75	1.75	2.06	2.06	2.06	2.37	2.75	4.13	4.13	5.63
EID	1.54	1.54	1.97	1.97	1.77	2.16	2.75	4.40	4.92	6.61
F	2.75	2.75	3.60	3.60	3.60	4.18	5.30	6.00	6.78	8.00
L	.88	.88	1.50	1.50	1.50	1.50	1.25	3.00	3.50	4.00
BCD	2.953	2.953	3.780	3.780	3.780	4.331	5.512	7.874	8.661	10.276
N	6	6	6	6	6	6	6	6	6	8
TT	M10	M10	M10	M12	M12	M14	M18	M24	M24	M24
W	.63	.94	1.18	1.18	1.38	1.57	1.30	1.42	1.46	1.46
Weight Solid Hubs (LBS)	6.5	6.5	14.5	14.5	14.5	22	39	107	116	260
Bolt Tightening Torque (FT LBS)	25	25	25	42	42	68	150	300	300	300

Notes:

(1) Maximum angular misalignment : 3°.

(2) Maximum offset misalignment up to .04"

(3) Continuous load rating is based on a 1.0 x Safety factor.
Maximum coupling peak load rating is 4.0 x continuous load rating.
For maximum bushing peak load rating refer to bushing manufacturer.
Refer to bushing manufacturers service factor guide.

(4) Maximum speed 60% of value shown without dynamic balancing.

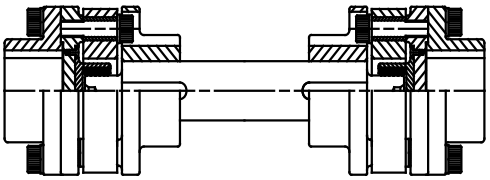
(5) TAPER-LOCK® is a registered trademark of DODGE®

(6) Space required to remove bushing with short key.

(7) Coupling supplied less bushing.

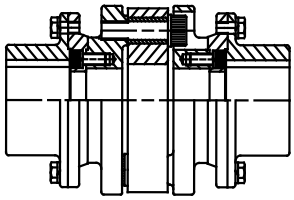
OTHER COUPLINGS AVAILABLE

SERIES "EL"



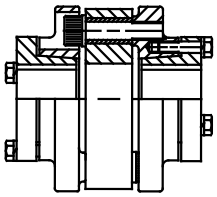
o Floating Shaft Couplings

Floating shaft couplings accommodate applications having an increased distance between shaft ends. The offset misalignment capacity of the coupling increases proportionately with the increased shaft separation. Removal of the shaft is performed by unbolting the hubs mounted on the equipment shafts and dropping out the center section of the shaft.



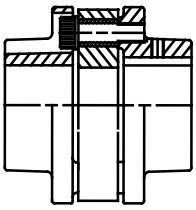
o Drop-Out Spacer Couplings

Applications requiring spacer type couplings such as motor driven back-pull-out pumps, AVS pumps, process pumps, etc. This coupling allows for easy removal of the center drop out section, enabling routine pump back-pull-out section maintenance with a minimal amount of downtime.
The coupling design allows for replacement of drop out sections from other manufacturers without replacing the existing outboard hubs.



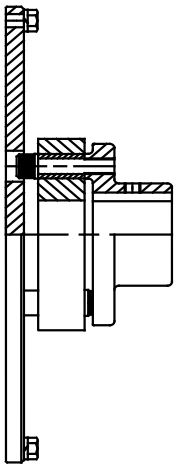
o Couplings Bored For Bushings

The couplings can be bored to suit several styles of bushings.



o Pin Style Couplings

The element is fastened to one coupling hub with the standard fasteners, while the other hub contains drive pins which connect the hub to the element. This feature allows for simple and quick removal of the connected equipment, or for blind assembly applications.

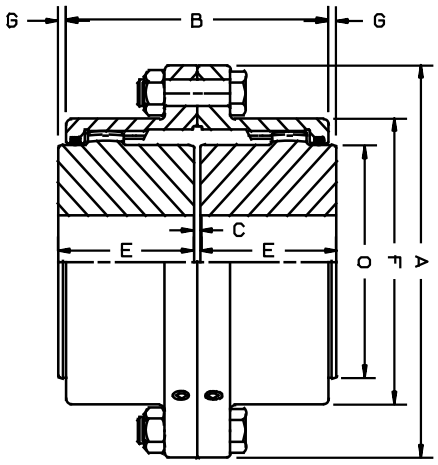


o Flywheel Mount Couplings

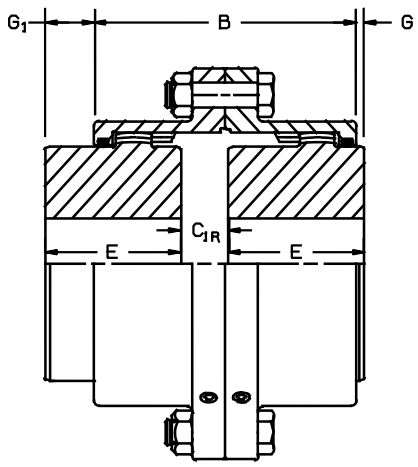
Mounting plates to suit flywheel mounts of several motor and flywheel types.

POWERTORK ®

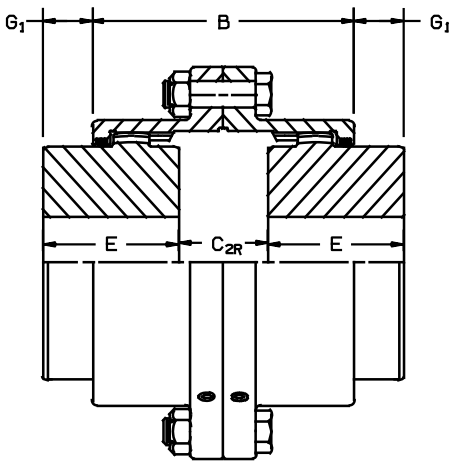
Series "F" Full Flex Flange Type Gear Coupling.



Full Flex
Standard Mount



Full Flex
One Hub Reversed

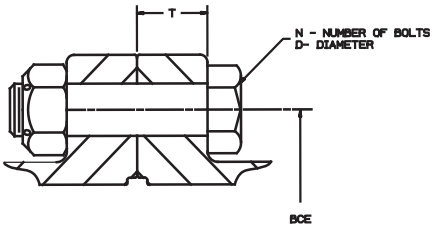


Full Flex
Two Hubs Reversed

Series F Size		5/8	3/4
Rating (HP/100 RPM)		3.3	7.5
Torque Capacity (IN·LBS x 10^3)		2.08	4.73
Maximum Speed (RPM) (1)		14000	12500
Flex Hub	Maximum Bore	1.06	1.31
	Standard Keyway	1/4 x 1/8	5/16 x 5/32
	Maximum Bore	1.13	1.38
	Reduced Depth Keyway	1/4 x 3/32	5/16 x 1/8
Maximum Metric Bore (mm)		25	33
Parallel Offset Capacity		.035	.042
A		3.00	3.39
B		2.35	2.50
C		.13	.13
C1R		.21	.24
C2R		.28	.36
E		1.19	1.28
F		2.10	2.42
G		.08	.09
G1		.16	.20
O		1.58	1.97
Rough Stock Bore		-	-
Weight Solid Hubs (LBS) (3)		6	7
Grease (4)	Weight (LB-OZ.)	0-.04	0-.09
	Volume (Pints)	.020	.050

NOT AVAILABLE IN SHROUDED BOLT.

EXPOSED BOLT ONLY



FLANGE DETAILS

SIZE	5/8	3/4
T	.44	.44
BCE	2.625	2.906
N	4	6
D	1/4"	1/4"

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

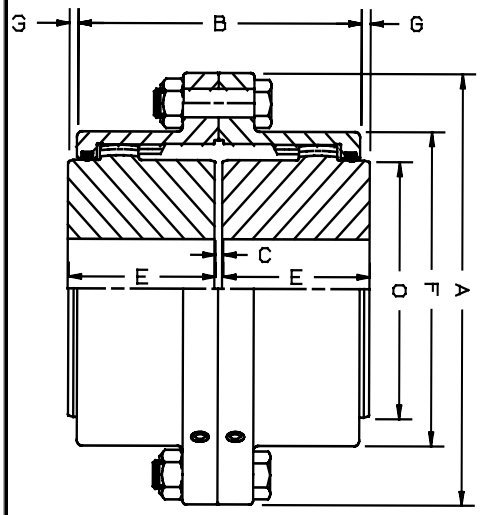
(3) Weights are for full flex couplings. Weights are approximate.

(4) Lubrication values are for full flex couplings.

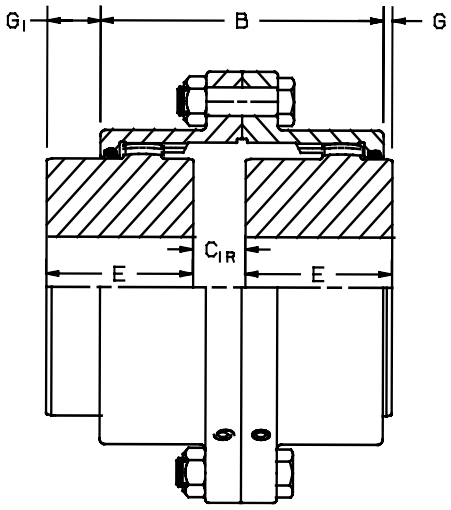
(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

POWERTORK ®

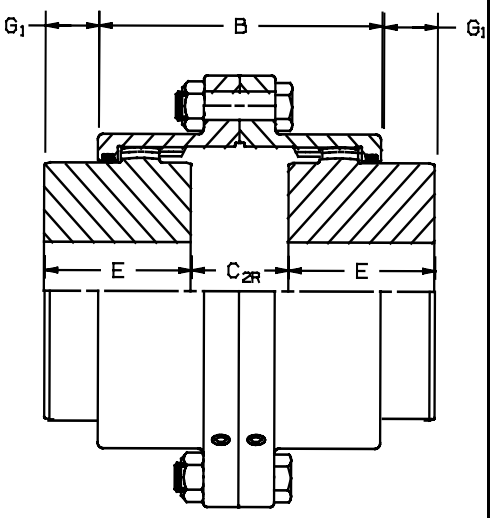
Series "F" Full Flex Flange Stainless Steel Type Gear Coupling.



Full Flex
Standard Mount



Full Flex
One Hub Reversed

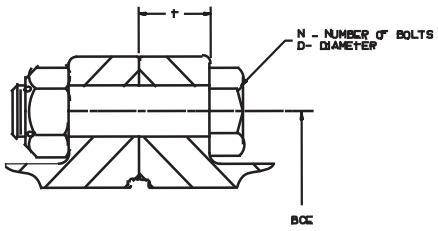


Full Flex
Two Hubs Reversed

Series F Size		5/8	3/4	1
Rating (HP/100 RPM)		2.1	4.8	9.9
Torque Capacity (IN·LBS x 10^3)		1.33	3.03	6.25
Maximum Speed (RPM) (1)		14000	12500	10800
Flex Hub	Maximum Bore	1.06	1.31	1.63
	Standard Keyway	1/4 x 1/8	5/16 x 5/32	3/8 x3/16
	Maximum Bore	1.13	1.38	1.75
	Reduced Depth Keyway	1/4 x 3/32	5/16 x 1/8	3/8 x 1/8
Maximum Metric Bore (mm)		25	33	42
Parallel Offset Capacity		.035	.042	.056
A		3.00	3.39	4.56
B		2.35	2.50	3.31
C		.13	.13	.13
C1R		.21	.24	.38
C2R		.28	.36	.75
E		1.19	1.28	1.69
F		2.10	2.42	3.11
G		.08	.09	.09
G1		.16	.20	.41
O		1.58	1.97	2.36
Rough Stock Bore		-	-	-
Weight Solid Hubs (LBS) (3)		6	7	9
Grease (4)	Weight (LB-OZ.)	0-.04	0-.09	0-1.1
	Volume (Pints)	.020	.050	.06

Ratings Based on 316 Stainless Steel

Larger Sizes Available Upon Request. Contact SCI



FLANGE DETAILS

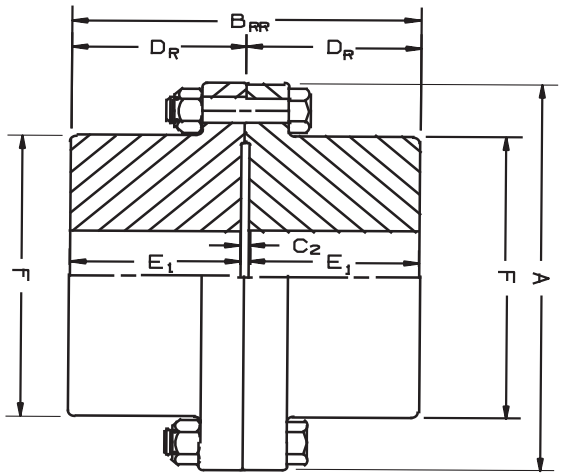
SIZE	5/8	3/4	1
T	.44	.44	.44
BCE	2.625	2.906	3.750
N	4	6	6
D	1/4"	1/4"	1/4"

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.
(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.
(3) Weights are for full flex couplings. Weights are approximate.
(4) Lubrication values are for full flex couplings.
(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

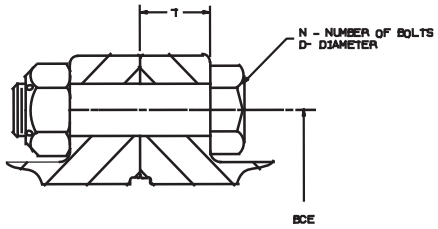
POWERTORK ®

Series "F" Rigid Rigid Flange Type Gear Coupling.



Series F Size		5/8	3/4
Rating (HP/100 RPM)		3.3	7.5
Torque Capacity (IN · LBS x 10^3)		2.08	4.73
Maximum Speed (RPM)	(1)	14000	12500
Rigid Hub	Maximum Bore	1.50	1.69
	Standard Keyway	3/8 x 3/16	3/8 x 3/16
	Maximum Bore	1.63	1.75
	Reduced Depth Keyway	3/8 x 5/32	3/8 x 5/32
Maximum Metric Bore (mm)		33	42
A		3.00	3.39
BRR		2.50	2.68
C2		.19	.19
DR		1.25	1.34
E1		1.16	1.25
F		2.10	2.42
Rough Stock Bore		-	-
Weight Solid Hubs (LBS)	(2)	6	7

EXPOSED BOLT ONLY



FLANGE DETAILS

SIZE	5/8	3/4
T	.44	.44
BCE	2.625	2.906
N	4	6
D	1/4"	1/4"

NOT AVAILABLE IN SHROUDED BOLT.

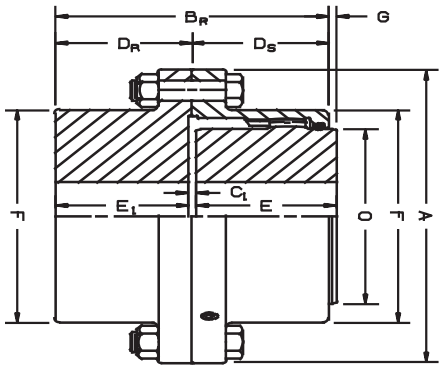
Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

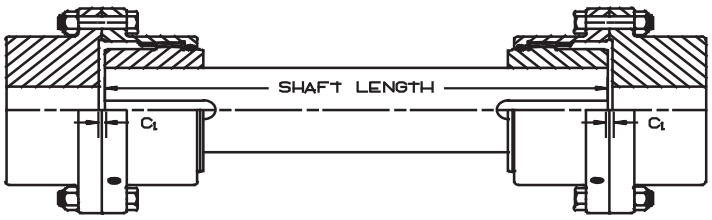
(2) Weights are for rigid rigid couplings. Weights are approximate.

POWERTORK ®

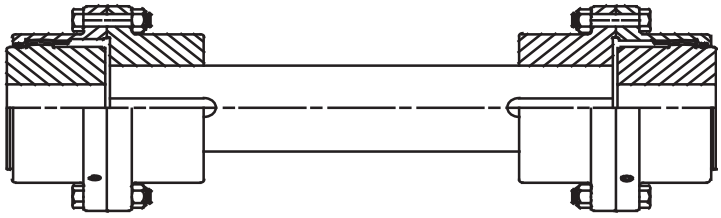
Series "F" Flex Rigid Flange Type Gear Coupling.
Series "F" Floating Shaft Flange Type Gear Coupling.



Flex Rigid Flange Type



Floating Shaft Flange Type - Rigids Outboard

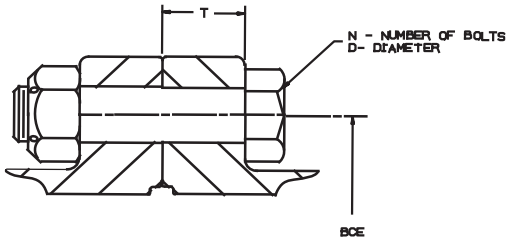


Floating Shaft Flange Type - Rigids Inboard

Series F Size		5/8	3/4
Rating (HP/100 RPM) (2)		3.3	7.5
Torque Capacity (IN·LBS x 10^3)		2.08	4.73
Maximum Speed (RPM) (1)		14000	12500
Flex Hub	Maximum Bore	1.06	1.31
	Standard Keyway	1/4 x 1/8	5/16 x 5/32
	Maximum Bore	1.13	1.38
	Reduced Depth Keyway	1/4 x 3/32	5/16 x 1/8
	Max. Metric Bore (mm)	25	33
Rigid Hub	Maximum Bore	1.50	1.69
	Standard Keyway	3/8 x 3/16	3/8 x 3/16
	Maximum Bore	1.63	1.75
	Reduced Depth Keyway	3/8 x 5/32	3/8 x 5/32
	Max. Metric Bore (mm)	33	42
A		3.00	3.39
BR		2.42	2.59
C1		.16	.16
DR		1.25	1.34
DS		1.17	1.25
E		1.19	1.28
E1		1.16	1.25
F		2.10	2.42
G		.08	.09
O		1.58	1.97
Rough Stock Bore		-	-
Weight Solid Hubs (LBS) (3)		6	7
Grease (4)	Weight (LB-OZ.)	0-.4	0-.09
	Volume (Pints)	.020	.050

NOT AVAILABLE IN SHROUDED BOLT.

EXPOSED BOLT ONLY



FLANGE DETAILS

SIZE	5/8	3/4
T	.44	.44
BCE	2.625	2.906
N	4	6
D	1/4"	1/4"

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Maximum speed values for floating shaft couplings and for speeds higher that those listed consult SCI.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

(3) Weights are for flex rigid couplings. Weights are approximate.

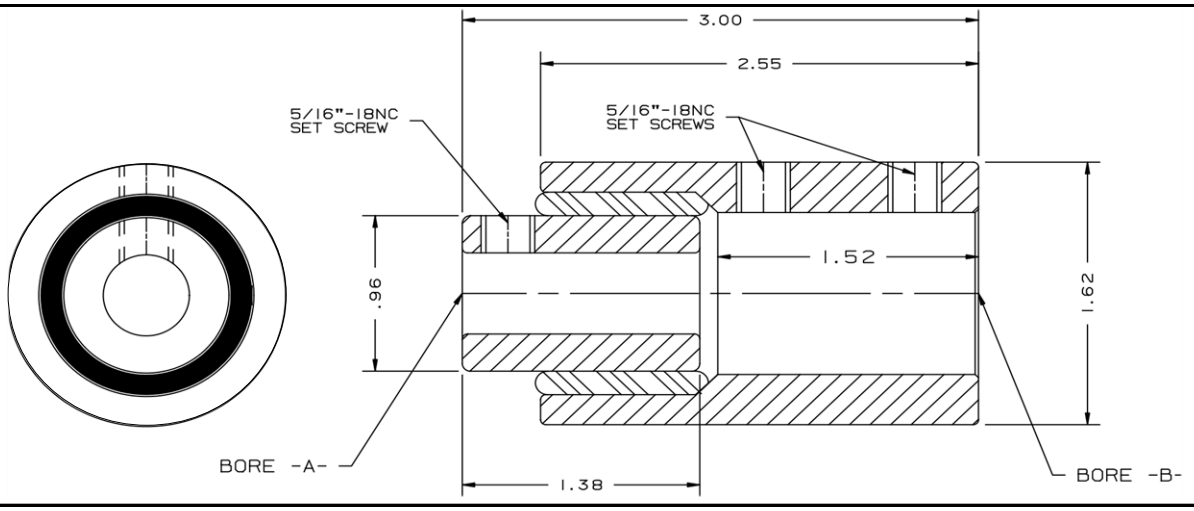
(4) Lubrication values are for flex rigid couplings.

(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should not exceed 3/4° per gear mesh. Application requirements in excess of 3/4° misalignment per flex half coupling should be referred to SCI.

(6) Floating shaft length=Distance between shaft ends-2(C1)

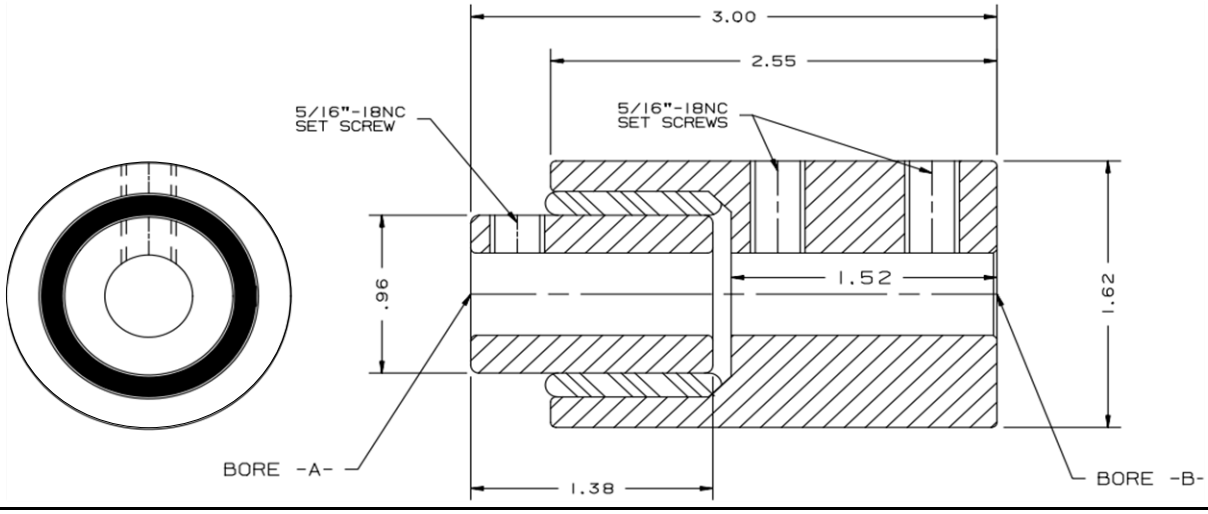
POWERTORK ®

XL-100 Shaft Coupling STEEL



Part Number	Bore -A-	Bore -B-	Rating	Torque Capacity	Angular Misalignment
360500	.5005 / .5015	.7500 / .7515	1 HP/1800 RPM	35 IN-LBS	1°
360625	.6255 / .6265	.7500 / .7515	1 HP/1800 RPM	35 IN-LBS	1°
361500	.5005 / .5015	1.0000 / 1.0020	1 HP/1800 RPM	35 IN-LBS	1°
361625	.6255 / .6265	1.0000 / 1.0020	1 HP/1800 RPM	35 IN-LBS	1°
362500	.5005 / .5015	1.2500 / 1.2515	1 HP/1800 RPM	35 IN-LBS	1°
362625	.6255 / .6265	1.2500 / 1.2515	1 HP/1800 RPM	35 IN-LBS	1°
High Torque (Splined)					
364500	.5005 / .5015	1.2500 / 1.2515	2 HP/1800 RPM	70 IN-LBS	2°

XL-100 Shaft Coupling ALUMINUM

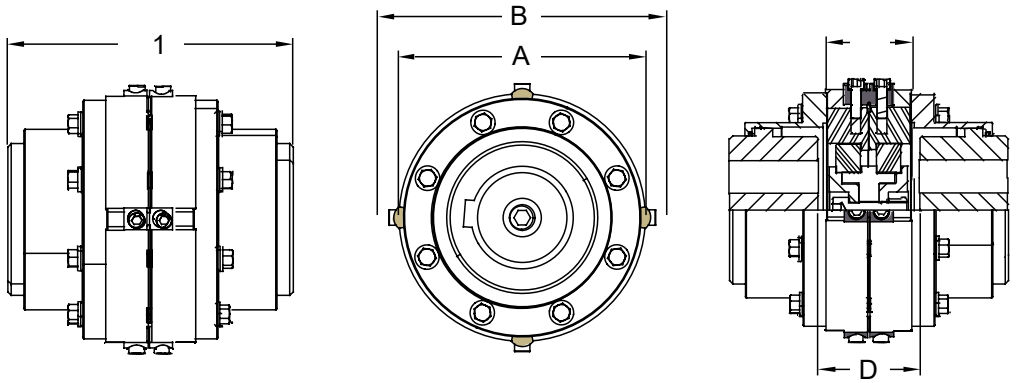


Part Number	Bore -A-	Bore -B-	Rating	Torque Capacity	Angular Misalignment
359625	.6255 / .6265	.6255 / .6265	2 HP/1800 RPM	70 IN-LBS	2°

For Other Available Sizes Contact SCI

WEDGEGARD® Torque Limiter

Gear Type Coupling - Manual Reset



Size		1	1 ½	2	2 ½	3	3 ½	4	4 ½	5	5 ½	6	7
Max Release/Shear (in-lbs)	Brass	30287	73744	85711	102474	202771	237890	268620	–	–	–	–	–
	Steel	41607	101270	117715	140727	278506	326734	368926	872462	991797	1124390	1766140	3385410
Max Release/Shear (ft-lbs)	Brass	2524	6145	7143	8539	16898	19824	22385	–	–	–	–	–
	Steel	3467	8439	9810	11727	23209	27228	30744	72705	82650	93699	147178	282117
Nominal Drive Torque (in-lbs)		9770	19,500	32,100	56,700	96,000	151,000	240,000	315,000	447,000	583,000	756,000	1,166,000
Wedgeslot Quantity		4 x	4 x	4 x	4 x	4 x	4 x	4 x	4 x	4 x	4 x	6 x	8 x
Wedgepin Type		W37	W50	W50	W50	W75	W75	W75	W100	W100	W100	W100	W120
Pin Working Radius (PWR) (mm)		60	77	90	107	116	136	153	165	187	212	222	255
Unbalanced Speed (RPM)		4320	3520	3320	3070	2860	2530	2270	2060	1860	1740	1530	1260
Maximum Bore With Standard Keyway		1.63	2.13	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
Outside Diameter (A)		4.921	6.299	7.283	8.661	9.843	11.417	12.795	13.976	15.748	17.717	18.504	21.26
Clearance Diameter (B)		5.709	7.48	8.268	9.646	11.417	12.992	14.173	15.354	17.323	19.291	20.079	23.425
Spacer Length (C)		2.126	2.913	2.913	2.913	4.094	4.094	4.094	4.094	4.921	4.921	4.921	4.921
Overall Length (C1)		5.63	6.929	7.913	9.173	11.476	12.736	13.839	15.039	17.283	18.504	20.039	22.677
Shaft Gap (D)		2.26	3.05	3.05	3.11	4.3	4.3	4.3	4.4	5.23	5.23	5.23	5.3
Cartridge Weight (lbs) Approx		10	21	28	41	73	99	128	154	233	293	321	438
Incl. RSB Gear Coupling (lbs) Approx.		19	38.5	58	100	154	231	328	423	622	758	970	1429

Notes:

(1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

(2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.

(3) Weights are for full flex couplings. Weights are approximate.

(4) Lubrication values are for full flex couplings.

(5) Maximum angular misalignment 1 1/2° per gear mesh. For optimum performance, combined angular and offset misalignment should notexceed 3/4° per gear mesh. Application requirements in excess of 3/4°misalignment per flex half coupling should be referred to SCI.

(6) Sizes 5½, 6 and 7 not available in shrouded bolt.

WEDGEGARD® Torque Limiter

Gear Type Coupling - Torque Table

in/lbs

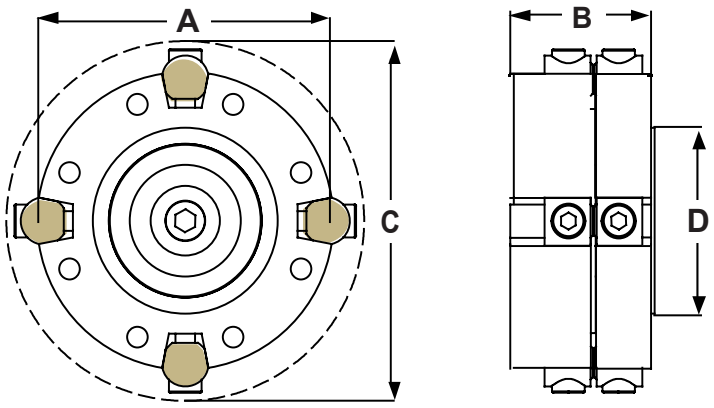
***RATINGS PER SINGLE WEDGEPIN**

CODES	Coupling	Size 1	Size 1½	Size 2	Size 2½	Size 3	Size 3½	Size 4	Size 4½	Size 5	Size 5½	Size 6	Size 7	COLOR CODES
	Wedgepin	W37	W50	W50	W50	W75	W75	W75	W100	W100	W100	W100	W120	WEDGEPIN
O	Brass	501	1193	1387	1658	-	-	-	-	-	-	-	-	ORANGE
	Steel	690	1636	1902	2273	-	-	-	-	-	-	-	-	
OW	Brass	696	1806	2100	2510	-	-	-	-	-	-	-	-	ORANGE/WHITE
	Steel	954	2590	3011	3599	-	-	-	-	-	-	-	-	
GD	Brass	938	-	-	-	-	-	-	-	-	-	-	-	GOLD
	Steel	1291	-	-	-	-	-	-	-	-	-	-	-	
W	Brass	1301	2597	3018	3609	8751	10266	11592	-	-	-	-	-	WHITE
	Steel	1786	3565	4143	4953	12012	14092	15912	47318	53791	60982	63859	-	
WY	Brass	1875	3524	4096	4897	12278	14404	16264	-	-	-	-	-	WHITE/YELLOW
	Steel	2575	4839	5625	6724	16868	19788	22344	70425	80057	90760	95041	-	
Y	Brass	2475	4607	5355	6402	15559	18253	20611	-	-	-	-	-	YELLOW
	Steel	3397	6666	7748	9264	21366	25065	28302	94753	107714	122114	127874	207639	
YB	Brass	3281	6734	7827	9357	21202	24873	28086	-	-	-	-	-	YELLOW/BLUE
	Steel	4508	9248	10750	12852	29114	34156	38567	118995	135271	153355	160589	232465	
BN	Brass	3397	-	-	-	-	-	-	-	-	-	-	-	BROWN
	Steel	-	-	-	-	-	-	-	-	-	-	-	-	
B	Brass	3866	9248	10750	12852	25393	29790	33638	-	-	-	-	-	BLUE
	Steel	5309	12704	14766	17653	34870	40908	46191	134093	152434	172813	180965	298594	
BG	Brass	4508	11552	13427	16053	29994	35187	39732	-	-	-	-	-	BLUE/GREEN
	Steel	6188	15866	18441	22047	41187	48319	54560	158437	180107	204186	213817	-	
G	Brass	5567	14121	16414	19623	37630	44146	49847	-	-	-	-	-	GREEN
	Steel	7642	19376	22521	26924	51686	60636	68467	189390	215294	244077	255590	343055	
RG	Brass	6731	17829	20723	24775	44162	51809	58500	-	-	-	-	-	RED/GREEN
	Steel	9248	24480	28454	34018	60314	70758	79896	-	-	-	-	-	
R	Brass	7573	18435	21428	25618	50694	59472	67153	-	-	-	-	-	RED
	Steel	10401	25318	29428	35183	69627	81683	92232	218116	247949	281098	294357	423177	
RK	Brass	-	-	-	-	-	-	-	-	-	-	-	-	RED/BLACK
	Steel	-	-	-	-	-	-	-	-	-	-	-	-	
K	Brass	-	19212	22331	26697	58811	68995	77905	-	-	-	-	-	BLACK
	Steel	-	26382	30664	36660	80759	94743	106979	230972	262564	297666	311707	530607	

WEDGEGARD® Torque Limiter

DSWG107 REV. 01

Type DIN Cartridge - Manual Reset



Fits standard DIN Universal Joint companion flanges.

Release torque is adjustable by Wedgepin ratings.

The maximum release torque is based on maximum Wedgepin capacity and not Universal Joint shaft capacity- Check your Universal Joint manufacturer's max load rating.

Adaptor Flange may be required when mating to PTO Gear Box Flange.

Pilot diameters may change on higher rated Universal Joint shafts.

Sizes 150 and above are supplied with face keyways.

When selecting high overloads always limit the release torque to 90% of Universal Joint shaft manufacturers full load rating.

Non Standard units can be made to order.

All dimensions in inches unless otherwise specified.

Higher Release/Shear Torques may be available.

Size - DIN		90	100	120	150	180	180	225	250	285	315	350	390	435
U-Joint Shaft Size		90	100	120	150	180	180	225	250	285	315	350	390	435
Max Release/Shear Torque (in-lbs)	Brass	17949	17949	54582	68947	83312	141328	–	–	–	–	–	–	–
	Steel	24649	24649	74965	94694	114422	194105	530369	596670	689478	769037	1145059	1194845	1344200
Max Release/Shear (ft-lbs)	Brass	1496	1496	4549	5746	6943	11777	–	–	–	–	–	–	–
	Steel	2054	2054	6247	7891	9535	16175	44198	49723	57457	64087	95422	99571	112017
Wedgeslot Quantity & Wedgepin Type		3 x W37	3 x W37	4 x W50	4 x W50	4 x W50	4 x W75	4 x W100	4 x W100	4 x W100	4 x W100	4 x W120	4 x W120	4 x W120
Pin Working Radius (PWR) (mm)		45	45	57	72	87	80	100	113	130	145	172	180	202
Outside Diameter (A)		3.93	3.93	4.72	5.90	7.08	7.08	8.85	9.84	11.22	12.40	14.76	15.35	17.12
Length (B)		1.45	1.41	2.28	2.87	2.87	2.87	3.22	3.50	4.52	4.72	5.90	5.90	7.67
Clearance Diameter (C)		4.52	4.52	5.51	7.08	8.26	8.26	10.43	11.41	12.79	14.17	16.92	17.71	18.89
Pilot Diameter (D)		1.85	2.24	2.95	3.54	4.33	4.33	4.13	4.13	5.70	6.89	8.66	6.69	7.48
Bolt Quantity & Size		4 x M8	6 x M8	6 x M8	8 x M12	8 x M14	8 x M14	8 x M16	8 x M18	8 x M20	10 x M22	10 x M22	10 x M24	16 x M27
Bolt Circle Dia. (BCD) (mm)		75	84	102	130	156	156	196	218	245	280	310	345	385

***All dimensions in Inches unless otherwise specified**

***Dimensions and specifications may change for improvement without notice.**

WEDGEGARD® Torque Limiter
Type DIN Cartridge - Manual Reset

DSWG108 REV. 01

in/lbs

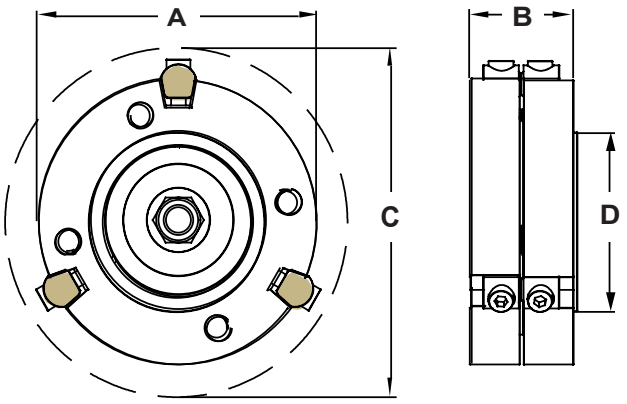
***RATINGS PER SINGLE WEDGEPIN**

Wedgepin QTY	3		3		4		4		4		4		4	4	4	4	4	4	4	
CODES	DIN 90		DIN 100		DIN 120		DIN 150		DIN 180				DIN 225	DIN 250	DIN 285	DIN 315	DIN 350	DIN 390	DIN 435	COLOR CODES
	W37		W37		W50		W50		W50		W75		W100	W100	W100	W100	W120	W120	W120	
	B	S	B	S	B	S	B	S	B	S	B	S	S	S	S	S	S	S	S	Brass = B / STEEL = S
O	396	545	396	545	883	1211	1116	1530	1348	1848	–	–	–	–	–	–	–	–	–	ORANGE
OW	549	753	549	753	1337	1917	–	–	–	–	–	–	–	–	–	–	–	–	–	ORANGE/WHITE
GD	741	1019	741	1019	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	GOLD
W	1028	1411	1028	1411	1922	2639	2428	3333	2934	4028	6099	8372	28765	32361	37395	41710	–	–	–	WHITE
WY	1481	2035	1481	2035	2609	3582	3295	4525	3981	5467	8557	11756	42811	48163	55655	62076	–	–	–	WHITE/YELLOW
Y	1955	2683	1955	2683	3411	4934	4308	6233	5206	7531	10844	14891	57601	64801	74881	83521	140462	146569	164890	YELLOW
YB	2592	3561	2592	3561	4985	6846	6296	8648	7608	10449	14777	20292	72338	81379	94039	104889	157256	164093	184605	YELLOW/BLUE
BN	2683	–	2683	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	BROWN
B	3054	4193	3054	4193	6846	9404	8648	11879	10449	14353	17699	24303	81516	91705	105970	118198	201990	210772	237118	BLUE
BG	3561	4888	3561	4888	8552	11745	10802	14836	13052	17926	20905	28706	96314	108353	125208	139655	–	–	–	BLUE/GREEN
G	4397	6036	4397	6036	10453	14343	13204	18117	15955	21892	26227	36024	115131	129522	149670	166940	232067	242157	272426	GREEN
RG	5317	7305	5317	7305	13198	18122	16671	22891	20144	27659	30780	42037	–	–	–	–	–	–	–	RED/GREEN
R	5982	8216	5982	8215	13647	18742	17238	23674	20829	28606	35333	48528	132593	149168	172371	192260	286267	298713	336052	RED
RK	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	–	RED/BLACK
K	–	–	–	–	14222	19529	17965	24668	21707	29808	40990	56287	140409	157960	182531	203592	358940	374546	421364	BLACK

WEDGEGARD® Torque Limiter

DSWG109 REV. 01

Type SAE Cartridge - Manual Reset



Fits standard DIN Universal Joint companion flanges.

Release torque is adjustable by Wedgepin ratings.

The maximum release torque is based on maximum Wedgepin capacity and not Universal Joint shaft capacity- Check your Universal Joint manufacturer's max load rating.

Pilot diameters may change on higher rated U-Joint shafts.

When selecting high overloads always limit the release torque to 90% of U-Joint shaft manufacturer's full load rating.

All dimensions in inches unless otherwise shown.

Higher Release/Shear Torques may be available.

Size – SAE		14	31	35	41	51	60	70	80
U-Joint Shaft Size		1140	1310	1350	1410	1510	1600	1700 / 1800	1800
Max Release/Shear Torque (in-lb)	**Brass**	17949	17949	21764	21764	52432	80444	168544	168544
	Steel	24649	24649	29898	29898	72009	110483	231481	231481
Max Release/Shear Torque (lb-ft)	**Brass**	1496	1496	1814	1814	4369	6704	14045	14045
	Steel	2054	2054	2491	2491	6001	9207	19290	19290
Wedgeslot Quantity & Wedgepin Type		3 x W37	3 x W37	3 x W37	3 x W37	3 x W50	4 x W50	4 x W75	4 x W75
Pin Working Radius (PWR) (mm)		45	45	56	56	73	84	96	96
Outside Diameter (A)		3.937	3.937	4.724	4.724	5.906	6.890	8.071	8.071
Length (L)		1.417	1.417	1.575	1.575	2.165	2.165	2.661	2.480
Clearance Diameter (C)		4.528	4.528	5.315	5.315	6.890	7.874	9.843	9.843
Pilot Diameter (D)		2.250	2.375	2.750	2.750	3.748	6.622	7.748	7.749
Bolt Quantity & Size		4 x M8	4 x 3/8" UNC	4 x M10 / M12	4 x M10 / M12	4 x M12	8 x 3/8" UNC	12 x 7/17" UNC	12 x 7/17" UNC
Bolt Circle Diameter (BCD)		2.748	3.128	3.750	3.750	4.752	6.124	7.252	7.252

***All dimensions in Inches unless otherwise specified**

***Dimensions and specifications may change for improvement without notice.**

WEDGEGARD® Torque Limiter
Type SAE Cartridge - Manual Reset

in/lbs

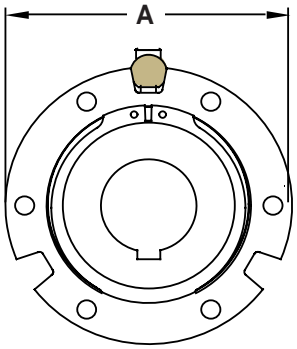
***RATINGS PER SINGLE WEDGEPIN**

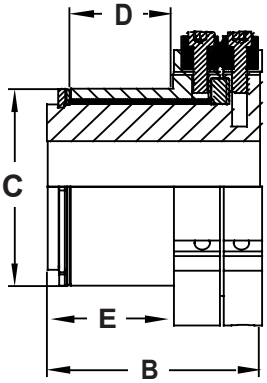
CODES	SAE 14		SAE 31		SAE35		SAE 41		SAE 51		SAE60		SAE 70		SAE 80		COLOR CODES
	W37		W37		W37		W37		W50		W50		W50		W75		WEDGEPIN
	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	Brass = B / STEEL = S
O	1186	1635	1186	1635	1438	1983	1438	1983	3392	4652	5204	7137	–	–	–	–	ORANGE
OW	1647	2259	1647	2259	1998	2739	1998	2739	–	–	–	–	–	–	–	–	ORANGE/WHITE
GD	2221	3057	2221	3057	2694	3708	2694	3708	–	–	–	–	–	–	–	–	GOLD
W	3082	4231	3082	4231	3738	5131	3738	5131	7385	10137	11330	15553	29093	39935	29093	39935	WHITE
WY	4443	6103	4443	6103	5388	7401	5388	7401	10021	13762	15375	21114	40818	56078	40818	56078	WHITE/YELLOW
Y	5865	8049	5865	8049	7113	9762	7113	9762	13103	18957	20103	29084	51728	71033	51728	71033	YELLOW
YB	7775	10682	7775	10682	9429	12955	9429	12955	19151	26303	29382	40355	70489	96795	70489	96795	YELLOW/BLUE
BN	8049		8049		9762		9762								--		BROWN
B	9160	12579	9160	12579	11109	15256	11109	15256	26303	36130	40355	55433	84423	115929	84423	115929	BLUE
BG	10682	14663	10682	14663	12955	17783	12955	17783	32854	45124	50407	69231	99717	136933	99717	136933	BLUE/GREEN
G	13191	18108	13191	18108	15997	21961	15997	21961	40162	55106	61618	84547	125106	171838	125106	171838	GREEN
RG	15949	21914	15949	21914	19342	26577	19342	26577	50706	69624	77796	106821	146823	200522	146823	200522	RED/GREEN
R	17946	24647	17946	24647	21764	29891	21764	29891	52431	72008	80443	110479	168541	231485	168541	231485	RED
RK																--	RED/BLACK
K				--					54641	75032	83833	115118	195526	268496	195526	268496	BLACK

WEDGEGARD® Torque Limiter

DSWG111 REV. 01

Type S Hub - Manual Reset





Type S Wedgegard Units can be supplied with Sprocket, Pulley or Gear.

NOTE - Some units may have extra Wedgeslots for increased Torque Capacity, these should only be used in accordance with your drives maximum overload requirements and shaft keyway stresses.

Units S250 to S950 supplied from stock, S1000 to S1600 are built to order, thus dimensions can be adjusted to customer requirements.

Systems to switch off motor automatically must be used for drives with shaft speed above 120 RPM.

For speeds over 500 RPM, please consult SCI

Higher Release/Shear Torques may be available.

Size		S250	S350	S500	S700	S800	S950	S1000	S1200	S1400	S1600
Max Release/Shear Torque (in/lb)	Brass	–	17949	20808	51715	60760	138912	–	–	–	–
	Steel	4293	24649	28588	71018	83454	190796	6738984	888376	1194851	1311017
Max Release/Shear Torque (lb ft)	Brass	–	1496	1734	4310	5063	11576	–	–	–	–
	Steel	358	2054	2382	5918	6954	15900	561580	74031	99571	109251
Wedgeslot Quantity & Wedgepin Type		2 x W25	3 x W37	3 x W37	3 x W50	3 x W50	3 x W75	4 x W100	4 x W100	4 x W120	4 x W120
Pin Working Radius (PWR) (mm)		36.5	47	54.5	72	84.5	105.5	128	147	160	197.5
Maximum Bore		0.984	1.378	1.969	2.756	3.346	3.937	4.724	5.906	7.087	7.874
Outside Diameter		3.150	3.937	4.528	5.906	6.890	9.055	11.024	14.173	15.354	16.732
Overall Length (B)		1.968	2.755	3.031	4.409	4.566	6.102	7.874	12.008	12.598	12.795
Spigot Diameter (C)		2.165	2.756	2.953	4.213	4.724	6.496	6.693	10.315	11.417	12.008
Spigot Length (D)		0.708	0.944	1.417	2.126	1.574	2.677	4.094	5.866	5.827	5.827
Spigot Length inc Overhang (E)		0.984	1.318	1.811	2.598	2.165	3.386	4.567	N/A	N/A	N/A
Bolt Fixing Quantity & Size		6 x M5	6 x M6	6 x M8	6 x M10	6 x M12	6 x M16	8 x M20	8 x M20	8 x M24	12 x M24
Bolt Circle Diameter (BCD)		2.677	3.346	3.622	5.118	5.748	7.874	9.449	12.598	13.780	14.567
Weight Approx (lbs) Un-bored.		2.65	6.26	8.58	21.14	33.47	73.37	–	–	–	–

***All dimensions in Inches unless otherwise specified**

***Dimensions and specifications may change for improvement without notice.**

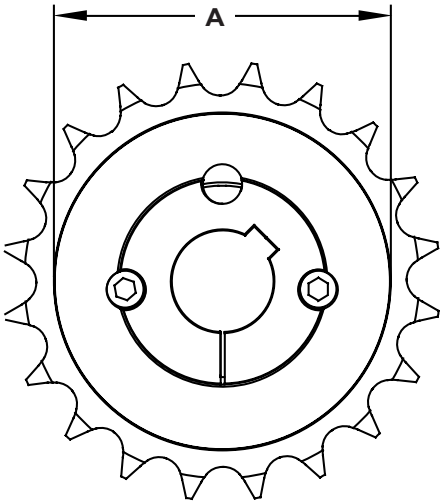
WEDGEGARD® Torque Limiter
Type S Hub - Manual Reset Torque Table

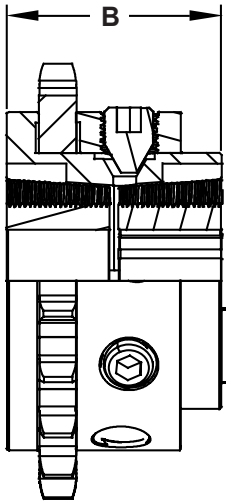
in/lbs

***RATINGS PER SINGLE WEDGEPIN**

CODES	S250		S350		S500		S700		S800		S950		S1000		S1200		S1400		S1600		COLOR CODES
	W25		W37		W37		W50		W50		W75		W100		W100		W120		W120		WEDGEPIN
	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	Brass = B / STEEL = S
O	-	-	396	545	459	632	1116	1530	1311	1797	-	-	-	-	-	-	-	-	-	-	ORANGE
OW	-	-	549	753	637	873	1689	2421	1985	2846	-	-	-	-	-	-	-	-	-	-	ORANGE/WHITE
GD	-	-	741	1019	859	1182	-	-	-	-	-	-	-	-	-	-	-	-	-	-	GOLD
W	-	343	1028	1411	1192	1636	2428	3333	2853	3916	7993	10972	-	36676	-	48182	-	-	-	-	WHITE
WY	-	519	1481	2035	1718	2359	3294	4525	3871	5317	11215	15407	-	54584	-	71709	-	-	-	-	WHITE/YELLOW
Y	-	1052	1955	2683	2267	3112	4308	6232	5062	7323	14212	19515	-	73441	-	96481	-	146569	-	160818	YELLOW
YB	-	-	2592	3561	3005	4129	6296	8648	7398	10161	19366	26593	-	92230	-	121164	-	-	-	-	YELLOW/BLUE
BN	-	-	2683	-	3111	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BROWN
B	-	973	3054	4193	3541	4862	8648	11879	10161	13957	23195	31850	-	103932	-	136539	-	210772	-	231264	BLUE
BG	-	-	3561	4888	4129	5668	10802	14836	12692	17431	27397	37621	-	122800	-	161326	-	-	-	-	BLUE/GREEN
G	-	1737	4397	6036	5099	6999	13204	18117	15515	21288	34372	47211	-	146792	-	192844	-	242157	-	265700	GREEN
RG	-	-	5317	7305	6165	8470	16671	22890	19588	26896	40338	55092	-	-	-	-	-	-	-	-	RED/GREEN
R	-	2147	5982	8216	6937	9527	17238	23674	20255	27817	46305	63598	-	169056	-	222094	-	298713	-	327755	RED
RK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	RED/BLACK
K	-	-	-	-	-	-	17965	24698	21108	28985	53719	73766	-	179021	-	235184	-	374546	-	410960	BLACK

Phasing Hubs





Phasing Hubs are manufactured to accept Taper Lock Bushings.

Adjust timing sequence with clamp screw loosened, allowing sprocket to rotate freely.

Save time threading chain through complex machine layouts.

Suitable for timing pulleys, gears and cams.

Designs to suit special drive requirements are available.

Phasing Hubs can be supplied with Howdon “Wedgepin” overload protection for backlash-free indexing, combined with drive adjustment.

Hubs for A Plate or B Sprockets.

Unit Size	252	352	502
Outside Diameter (A)	2.7559	3.2677	4.7244
Length (B)	1.5748	1.8110	2.2146
Taper Lock Bushing	1108	1310	2012
Max Bore	1.125 ♦	1.375	2.000 ♦
Sprocket Bore	2.022 H8	2.480 H8	3.740 H8
Minimum Number of Sprocket Teeth 1/2” Chain Size	21 BS	24 BS	N/A
	21 AS	25 AS	N/A
Minimum Number of Sprocket Teeth 5/8” Chain Size	18 BS	20 BS	28 BS
	18 AS	20 AS	28 AS
Minimum Number of Sprocket Teeth 3/4” Chain Size	N/A	18 BS	24 BS
	N/A	18 AS	24 AS
Minimum Number of Sprocket Teeth 1” Chain Size	N/A	N/A	19 BS
	N/A	N/A	19 AS

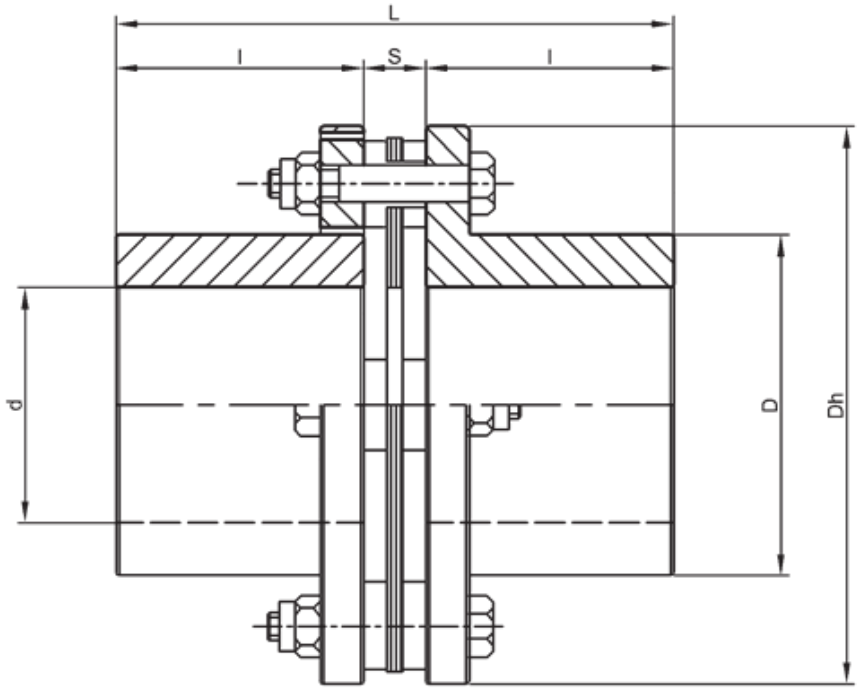
♦ Denotes a more shallow key depth than standard

***All dimensions in Inches unless otherwise specified**

***Dimensions and specifications may change for improvement without notice.**

DISC COUPLING

RS - 4 Bolt Range Without Spacer



Up to 2.5

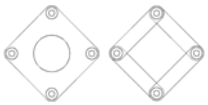
Size	Torque *in-lbs*	Max RPM	Max Bore	Dh	D1	L	l	S	Weight *lb.*	WR^2 lb.-in.^{2}
RS X	123	5,000	0.7	2.36	1.02	2.28	0.98	0.31	1.4	0.6
RS Z	238	5,000	0.98	2.75	1.37	2.75	1.18	0.39	2.4	1.3
RS 0	522	5,000	1.49	3.54	2.16	3.54	1.57	0.39	5.5	5.1
RS 1	1079	5,000	1.77	4.13	2.55	3.93	1.77	0.39	9.038	12.3
RS 2	2327	5,000	1.96	4.92	2.75	4.40	1.96	0.47	13	24.2
RS 2.5	3761	5,000	2.36	5.43	3.34	5.17	2.36	0.45	20	37.9
RS 3	4487	5,000	2.36	5.90	3.34	5.31	2.36	0.5	22	61
RS 5	5903	5,000	2.95	6.88	4.25	6.61	2.95	0.70	32	116
RS 7	7461	4,500	3.14	7.48	4.64	7.00	3.14	0.70	42	189
RS 12	11,187	4,500	3.54	8.46	4.96	7.87	3.54	0.78	60	347
RS 20	17,568	4,500	4.52	10.03	6.37	9.84	4.52	0.78	111	895

RSG Rendering with rubber flexible elements (patent 940-78)

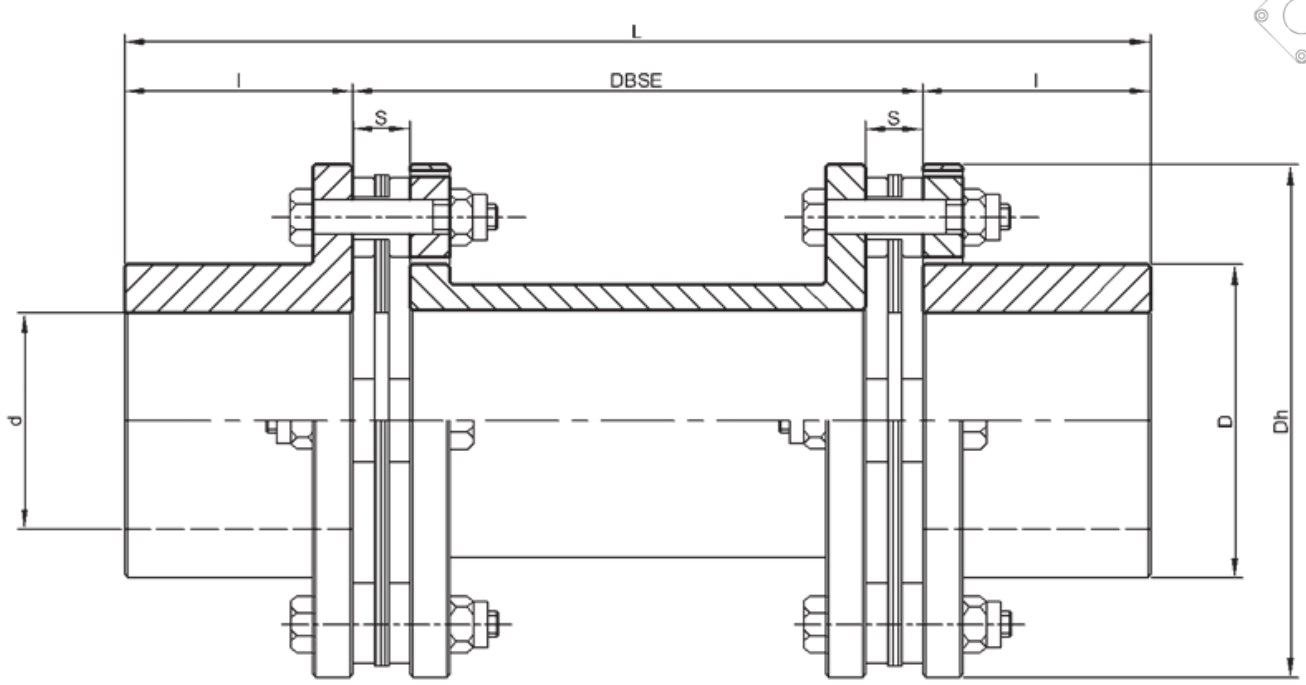
*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RSD - 4 Bolt Range With Spacer



Up to 2.5



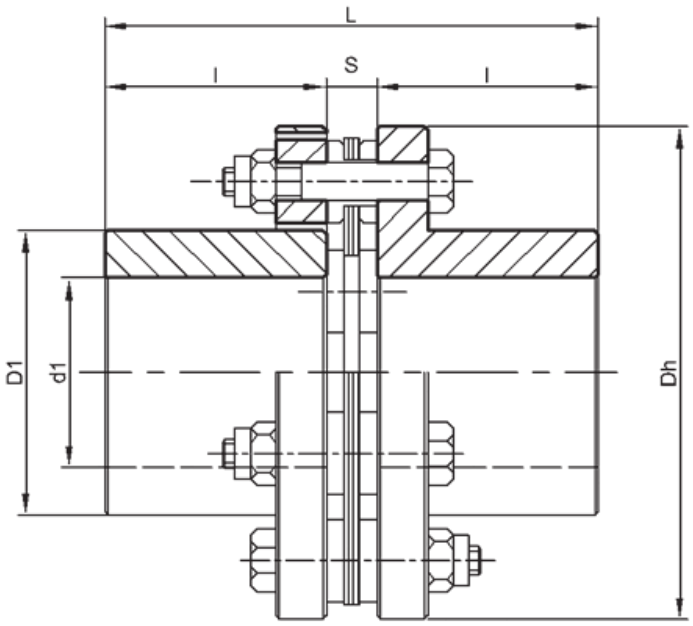
Size	Torque *in-lbs*	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight *lb.*	WR^2 lb.-in.^{2}
RSD X	124	5,000	0.70	2.36	1.02	5.47	0.98	3.5	0.31	2	1.3
RSD Z	239	5,000	0.98	2.75	1.37	7.36	1.18	5	0.39	4	2.3
RSD 0	522	5,000	1.49	3.54	2.16	8.15	1.57	5	0.39	8	8.2
RD 1	1,080	5,000	1.77	4.13	2.55	8.54	1.77	5	0.39	13	21.5
RSD 2	2,328	5,000	1.96	4.92	2.75	8.94	1.96	5	0.47	18	43.1
RSD 2.5	3,762	5,000	2.36	5.43	3.34	9.72	2.36	5	0.45	29	73
RSD 3	4,487	5,000	2.36	5.90	3.34	9.72	2.36	5	0.59	31	109
RSD 5	5,903	5,000	2.95	6.89	4.25	12.91	2.95	7	0.70	43	188
RSD 7	7,461	4,500	3.15	7.48	4.64	13.30	3.15	7	0.70	57	316
RSD 12	11,187	4,500	3.54	8.46	4.96	14.09	3.54	7	0.78	86	596
RSD 20	17,569	4,000	4.52	10.03	6.37	16.06	4.52	7	0.78	147	1448

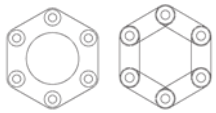
RSGD Rendering with rubber flexible elements (patent 940-78)

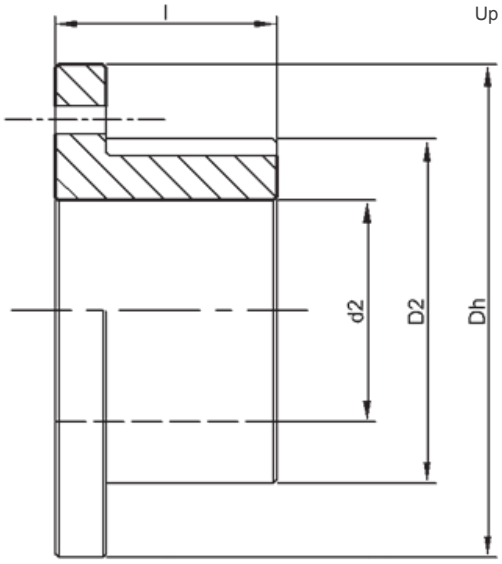
*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RP - 6 Bolt Range Without Spacer







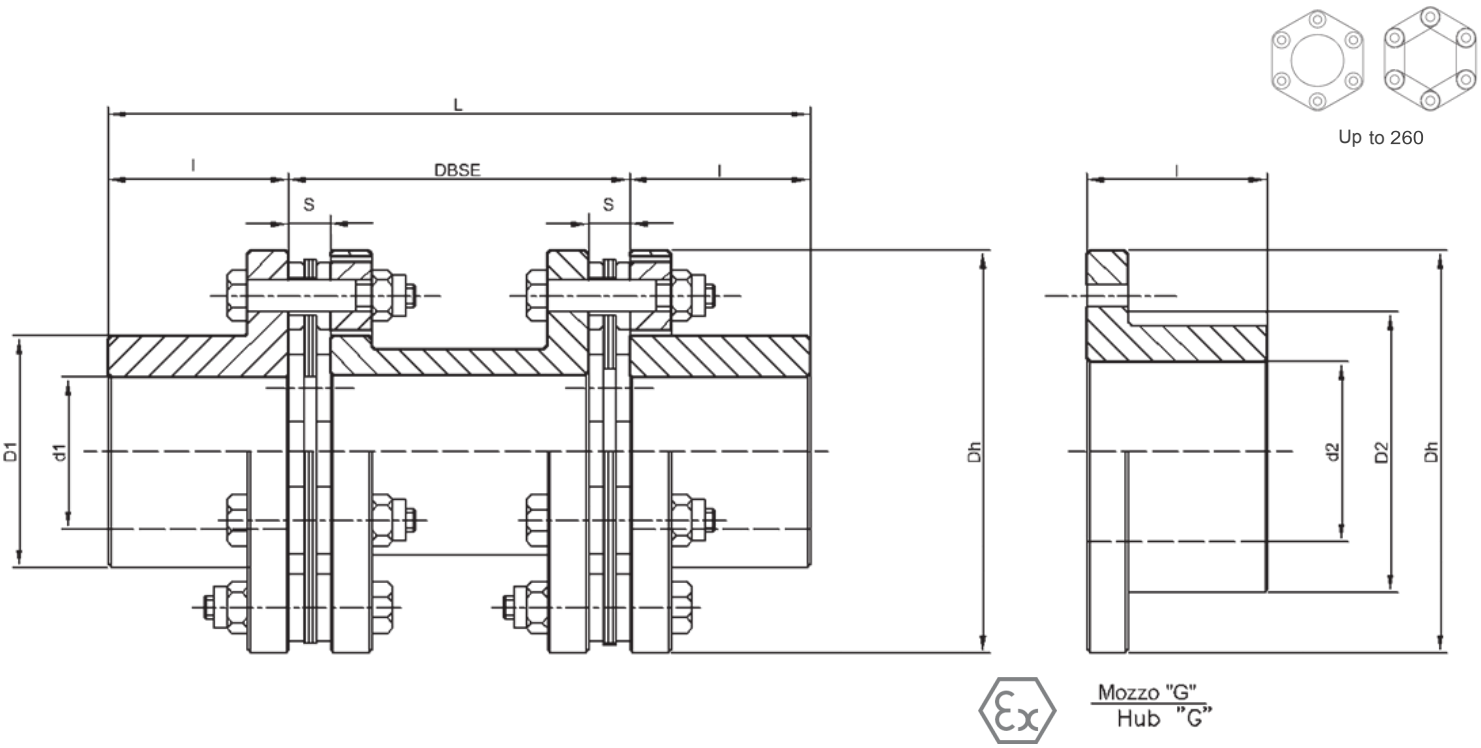
Mozzo "G"
Hub "G"

Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	I	S	Weight lb.	WR^2 lb.-in.^{2}	Hub "G"	
											d2 max	D2
RP 10	867	11,000	1.18	3.07	1.77	3.07	1.37	0.31	2.64	2.28	1.37	2.04
RP 15	1,301	10,800	1.49	3.54	2.16	3.46	1.57	0.31	5.07	5.53	1.73	2.51
RP 30	2,602	10,600	1.73	4.33	2.55	3.93	1.77	0.39	8.37	14.07	1.96	2.95
RP 70	6,080	10,300	1.96	5.31	2.95	4.80	2.16	0.47	13.44	31.81	2.28	3.46
RP 110	9,549	10,000	2.44	6.29	3.62	5.39	2.44	0.51	21.82	38.61	2.75	4.13
RP 170	14,763	9,800	2.95	7.08	4.40	6.06	2.75	0.55	32.62	132.89	3.34	4.92
RP 260	22,578	9,500	3.34	8.07	5.11	7.67	3.54	0.5	54.01	279.35	3.74	5.7
RP 400	34,730	9,000	3.54	8.85	5.31	9.52	4.33	0.86	77.16	478.88	4.13	6.1
RP 700	60,778	8,500	4.13	9.84	6.10	10.03	4.52	0.98	97	912.04	4.72	7.08
RP 900	78,143	7,500	4.52	11.64	6.69	10.55	4.72	1.10	145.5	1603.02	5.11	7.67
RP 1200	104,190	6,500	5.11	12.40	7.67	12.28	5.51	1.25	205.03	2581.87	5.91	8.85
RP1500	130,238	6,000	5.70	13.18	8.26	13.07	5.90	1.25	249.12	3805.36	6.49	9.64

*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RPD - 6 Bolt Range With Spacer

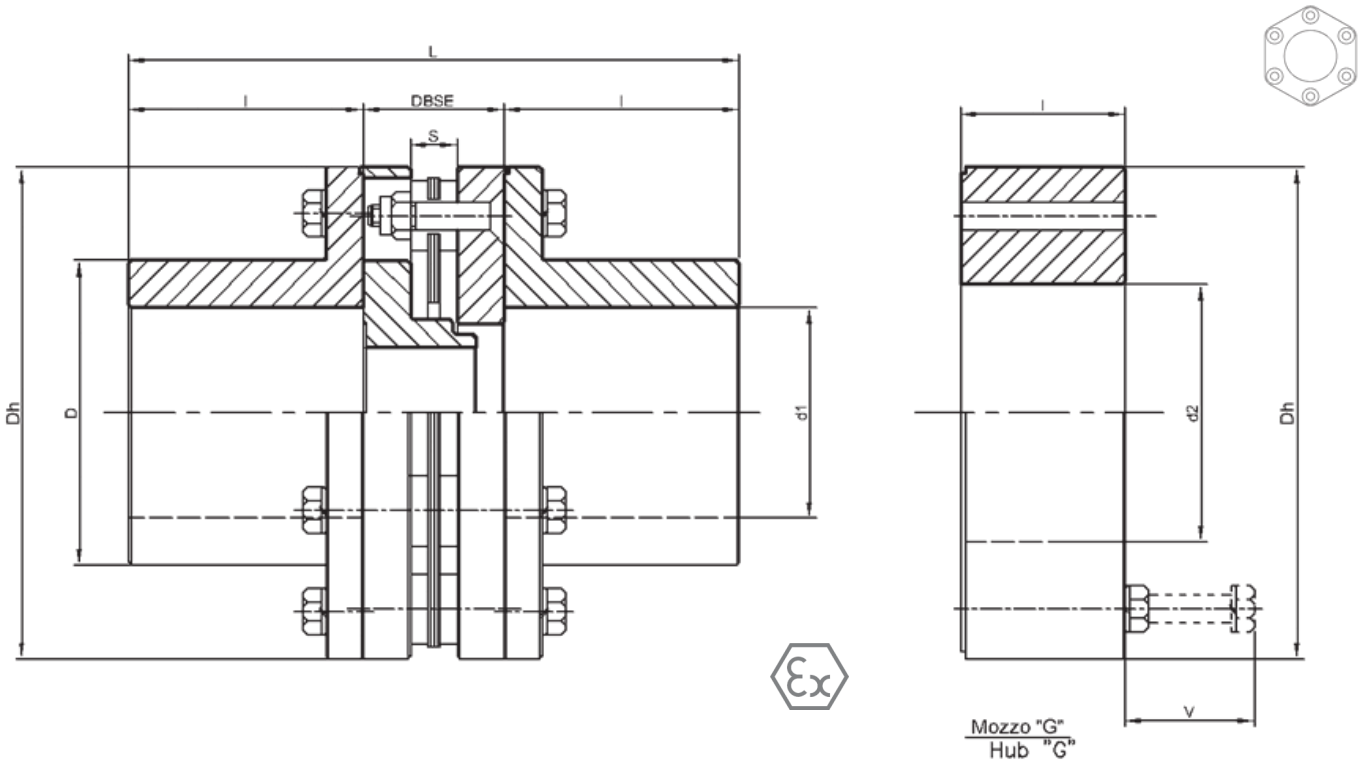


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight lb.	WR^2 lb.-in.^{2}	Hub "G"	
												d2 max	D2
RPD 10	867	11,000	1.18	3.07	1.77	6.26	1.37	3.5	0.31	4	3.17	1.38	2.05
RPD 15	1,301	10,800	1.49	3.54	2.16	8.15	1.57	5	0.31	7	9.70	1.73	2.52
RPD 30	2,602	10,600	1.73	4.33	2.55	7.04	1.77	3.5	0.39	13	25.28	1.97	2.95
RPD 70	6,080	10,300	1.96	5.31	2.95	9.33	2.16	5	0.47	20	57.40	2.28	3.47
RPD 110	9,550	10,000	2.44	6.29	3.62	11.88	2.44	7	0.51	32	60.51	2.76	4.13
RPD 170	14,763	9,800	2.95	7.08	4.40	10.51	2.75	5	0.55	46	222.35	3.35	4.92
RPD 260	22,578	9,500	3.34	8.07	5.11	14.09	3.54	7	0.59	73	450.31	3.74	5.71
RPD 400	34,730	9,000	3.54	8.85	5.31	15.66	4.33	7	0.86	106	807.81	4.13	6.1
RPD 700	60,778	8,500	4.13	9.84	6.10	16.06	4.52	7	0.98	139	1571.72	4.72	7.09
RPD 900	78,143	7,500	4.52	11.61	6.69	16.45	4.72	7	1.10	211	2799.55	5.12	7.68
RPD 1200	104,191	6,500	5.11	12.40	7.67	19.02	5.51	8 OR 9	1.26	290	4329.55	5.91	8.86
RPD 1500	130,239	6,000	5.70	13.18	8.26	20.81	5.90	9 OR 10	1.26	359	6475.54	6.5	9.65

*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RPA - API 6 Bolt Range With Adaptors

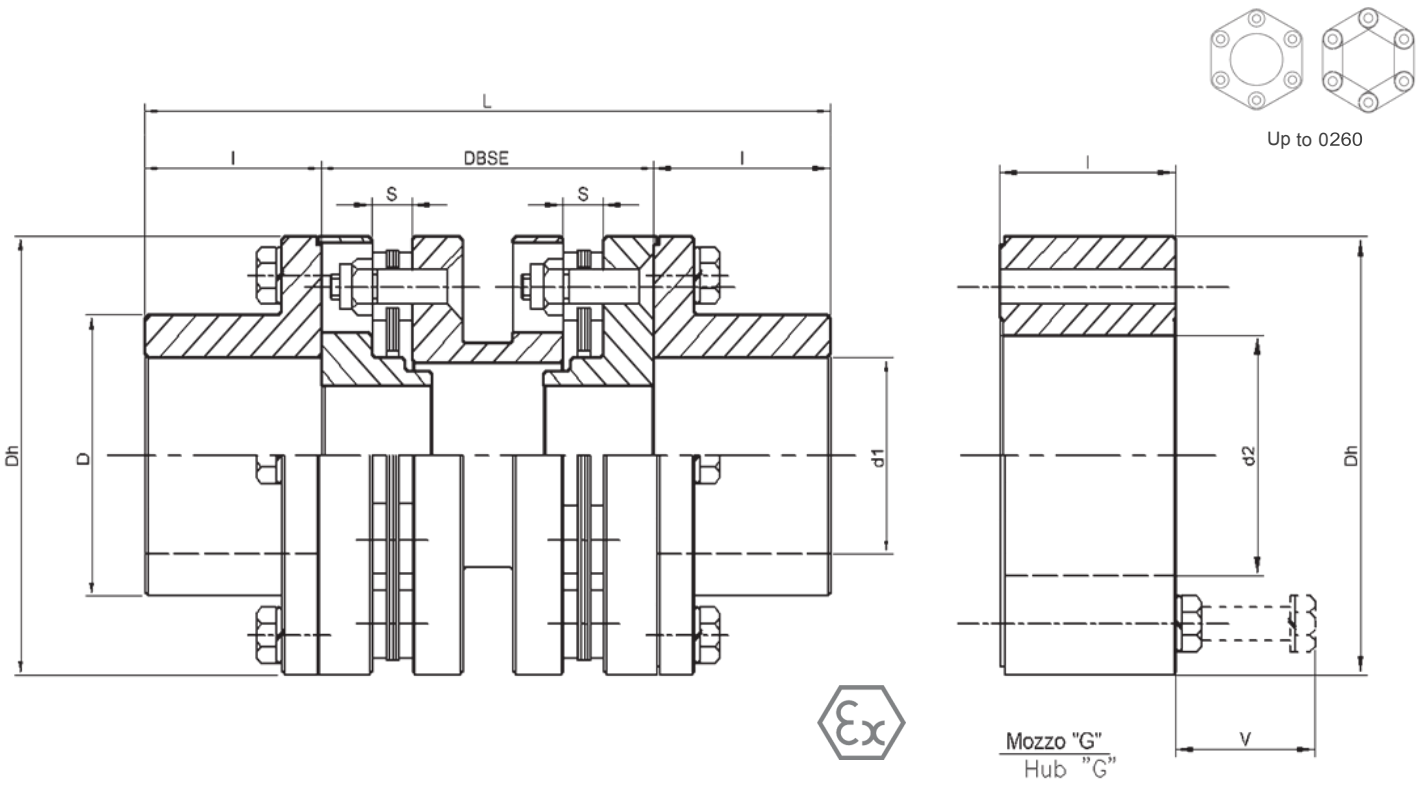


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight lb.	WR^2 lb.-in.^{2}	Hub "G"	
												d2 max	D2
RPA 0010	867	11,000	1.37	3.07	1.96	3.85	1.37	1.1	0.31	5.5	6.49	1.89	1.96
RPA 0015	1301	10,800	1.65	3.54	2.36	4.25	1.57	1.1	0.31	6.6	8.88	2.17	2.17
RPA 0030	2602	10,600	1.88	4.33	2.75	4.88	1.77	1.33	0.39	10.14	23.3	2.95	2.59
RPA 0070	6080	10,300	2.55	5.31	3.54	5.9	2.16	1.57	0.47	19.18	62.02	3.62	2.99
RPA 0110	9549	10,000	3.14	6.29	4.41	6.73	2.4	1.85	0.51	28.2	124.89	4.13	3.46
RPA 0170	14,763	9,800	3.7	7.08	5.19	7.4	2.75	1.88	0.55	44.5	257.21	4.72	3.85

*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RSP - API 6 Bolt Range With Spacer & Adaptors

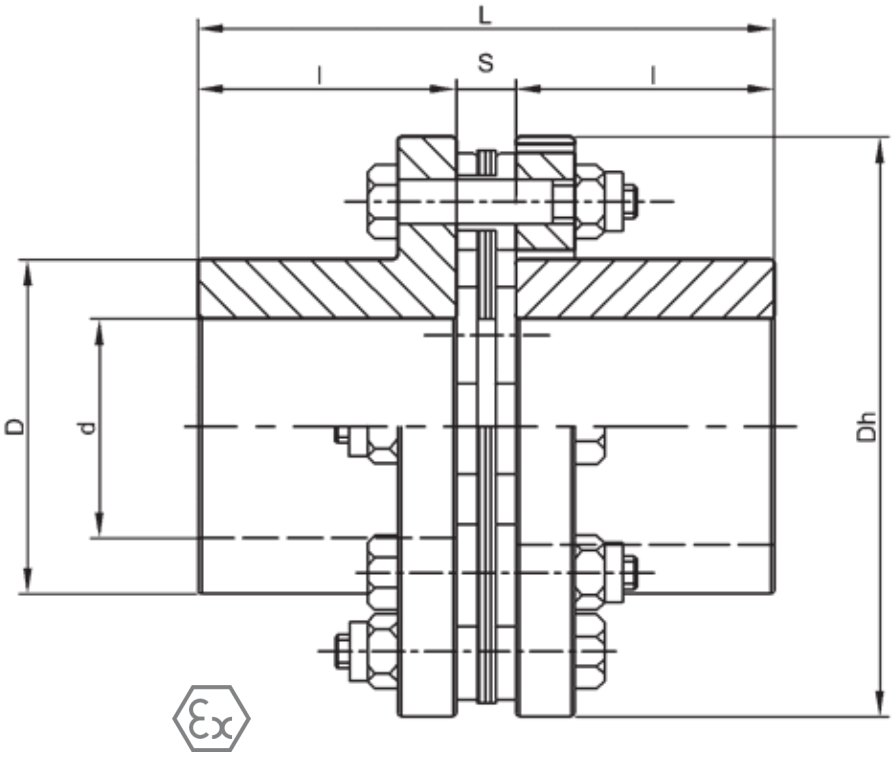


Size	Torque *in-lbs*	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight *lb.*	WR^2 lb.-in.^{2}	Hub "G" d2 max	Hub "G" D2
RSP 0010	867	11,000	1.378	3.071	1.97	7.76	1.378	5	0.315	6	4.681	1.89	1.97
RSP 0015	1,301	10,800	1.654	3.543	2.36	8.15	1.575	5	0.315	9	12.814	2.17	2.17
RSP 0030	2,602	10,600	1.89	4.331	2.76	8.54	1.772	5	0.394	16	35.436	2.95	2.59
RSP 0070	6,080	10,300	2.559	5.315	3.54	9.33	2.165	5 OR 7	0.472	30	92.161	3.62	2.99
RSP 0110	9,550	10,000	3.15	6.299	4.41	9.88	2.441	5 OR 7	0.512	51	219.553	4.13	3.46
RSP 0170	14,763	9,800	3.701	7.087	5.2	10.51	2.756	5 OR 7	0.551	69	380.57	4.72	3.86
RSP 0260	22,578	9,500	4.331	8.071	6.1	12.09	3.543	5 OR 7	0.591	108	778.67	-	-
RSP 0400	34,730	9,000	4.646	8.858	6.5	15.66	4.331	7 OR 8	0.866	151	1247.267	-	-
RSP 0700	60,778	8,500	4.921	9.843	6.89	16.06	4.528	7 OR 8	0.984	187	2342.471	-	-
RSP 0900	78,143	7,500	5.512	11.614	7.8	16.45	4.724	7 OR 8	1.102	257	3140.039	-	-
RSP 1200	104,191	6,500	6.102	12.402	8.86	19.02	5.512	8 OR 9	1.26	334	5855.324	-	-
RSP 1500	130,239	6,000	6.693	13.189	9.45	20.81	5.906	9 OR 10	1.26	394	7938.09	-	-

*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RP - 8 Bolt Range Without Spacer

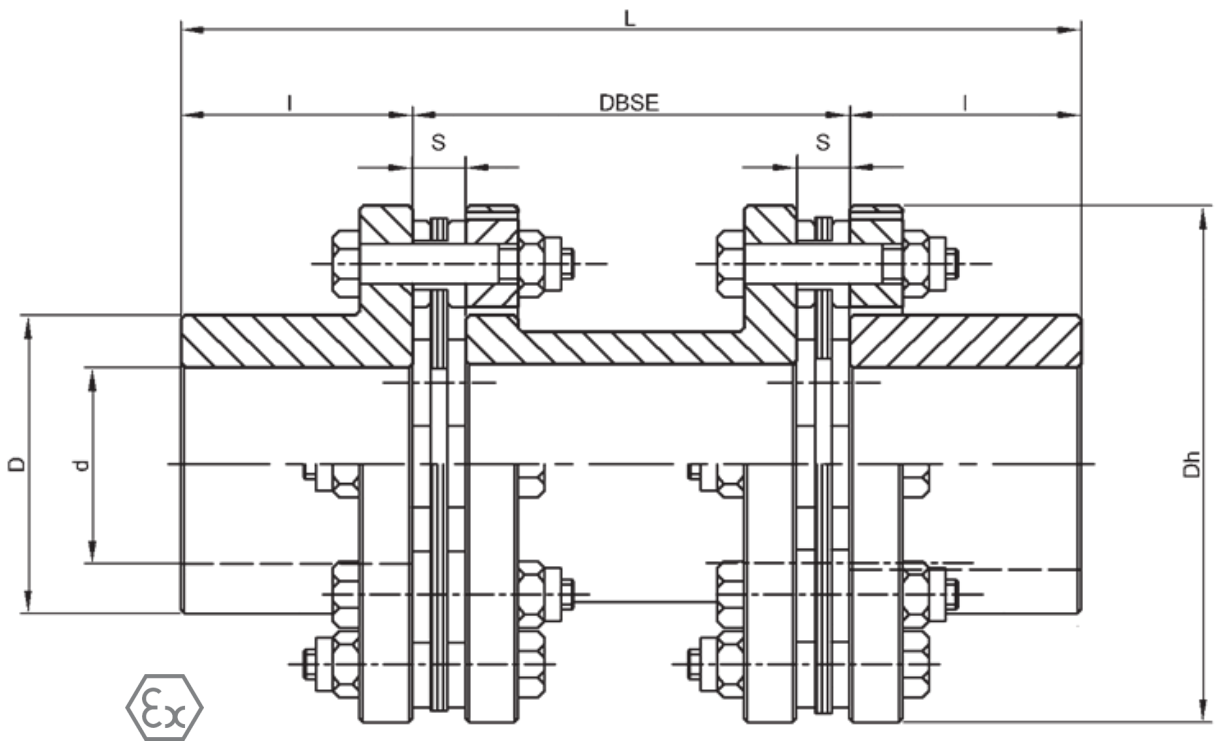


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	l	S	Weight lb.	WR^2 lb.-in.^{2}
RP 2000	173,651	5,800	5.31	12.59	7.48	13.07	5.90	1.25	214	2,613
RP 2500	217,064	5,500	6.10	13.77	8.58	13.93	6.29	1.33	282	4,184
RP 3500	303,890	5,000	6.88	15.15	9.84	15.62	7.08	1.45	351	6,657
RP 5000	434,129	4,500	7.48	16.73	10.62	16.41	7.48	1.45	463	10,631
RP 6500	564,367	4,000	8.07	17.91	11.41	17.40	7.87	1.65	573	15,070
RP 8000	694,606	3,900	8.66	18.7	12.20	18.97	8.66	1.65	730	21,754
RP 10000	868,258	3,700	9.64	20.66	13.77	19.76	9.05	1.65	981	34,179
RP 13000	1,128,735	3,400	10.82	22.44	15.35	21.49	9.84	1.81	1268	51,688
RP 16000	1,389,213	3,100	12.20	25.19	18.30	23.07	10.62	1.81	1539	76,326
RP 20000	1,736,516	2,900	12.79	26.18	18.50	24.01	11.02	1.96	1753	91,539
RP 25000	2,170,645	2,800	14.17	28.34	20.47	24.80	11.41	1.96	1944	104,285
RP 30000	2,604,774	2,600	15.74	32.48	23.42	26.69	12.20	2.28	2189	130,433

*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RPD - 8 Bolt Range With Spacer

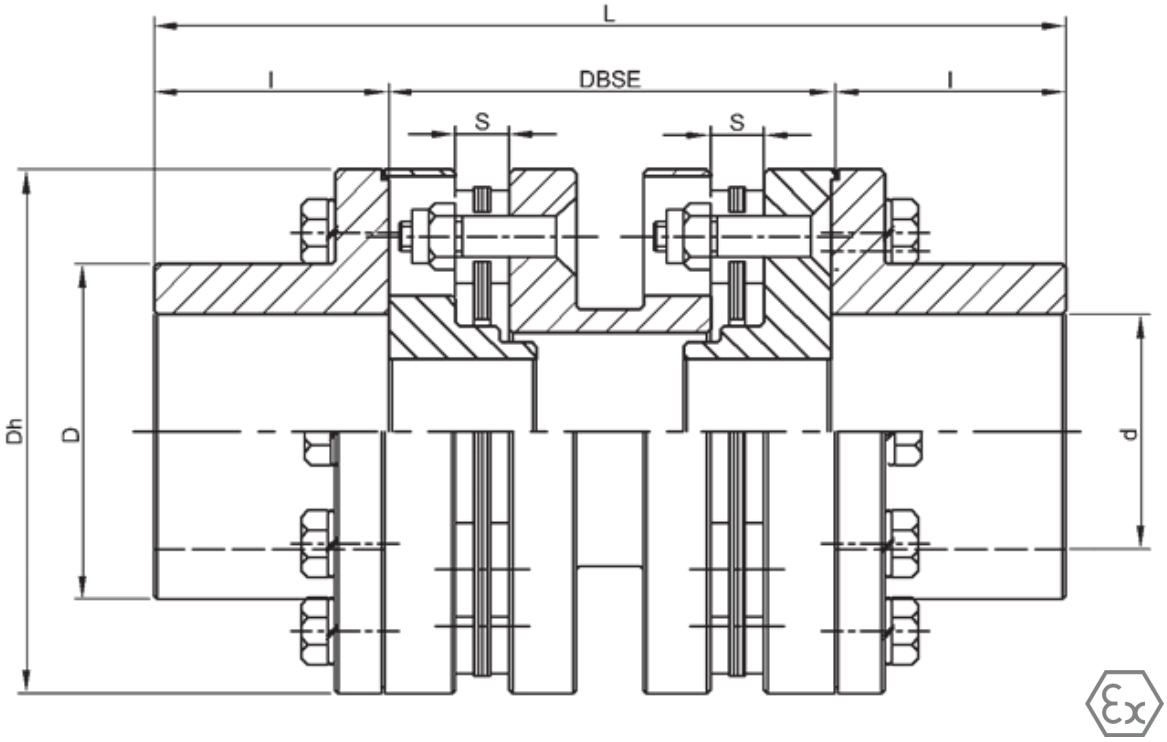


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D	L	I	DBSE	S	Weight lb.	WR^2 lb.-in.^{2}
RPD 2000	173,652	5,800	5.31	12.59	7.48	20.81	5.90	9	1.26	304	4,349
RPD 2500	217,065	5,500	6.10	13.78	8.58	21.59	6.29	9	1.33	385	6,745
RPD 3500	303,891	5,000	6.89	15.15	9.84	24.17	7.08	10	1.45	462	10,487
RPD 5000	434,129	4,500	7.48	16.73	10.63	24.96	7.48	10	1.45	607	16,621
RPD 6500	564,368	4,000	8.07	17.91	11.42	27.74	7.87	12	1.65	750	23,609
RPD 8000	694,607	3,900	8.66	18.70	12.2	29.32	8.66	12	1.65	900	33,468
RPD 10000	868,259	3,700	9.64	20.66	13.78	30.11	9.05	12	1.65	1203	51,213
RPD 13000	1,128,736	3,400	10.82	22.44	15.35	33.68	9.84	14	1.81	1483	75,355
RPD 16000	1,389,214	3,100	12.20	25.19	18.31	35.26	10.63	14	1.81	1753	106,602
RPD 20000	1,736,517	2,900	12.79	26.18	18.5	36.04	11.02	14	1.96	1978	126,654
RPD 25000	2,170,646	2,800	14.17	28.34	20.47	36.83	11.41	14	1.96	2167	143,962
RPD 30000	2,604,776	2,600	15.74	32.48	23.43	40.77	13.38	14	2.28	2488	180,354

*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING

RSP - API 8 Bolt Range With Spacer & Adaptors

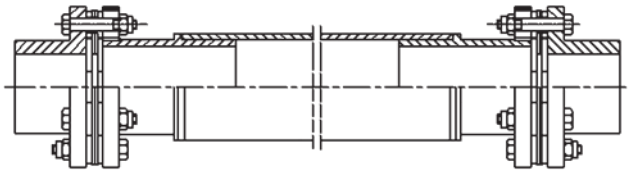


Size	Torque *in-lbs*	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight *lb.*	WR^2 lb.-in.^{2}
RSP 2000	173,652	5800	6.29	12.59	8.85	20.81	5.90	9	1.26	348	5,658
RSP 2500	217,065	5500	7.08	13.78	9.64	21.59	6.29	9	1.33	464	8,747
RSP 3500	303,891	5000	7.48	15.15	10.63	24.17	7.08	10	1.45	574	13,771
RSP 5000	434,129	4500	8.07	16.73	11.41	24.96	7.48	10	1.45	752	21,948
RSP 6500	564,368	4000	9.05	17.91	12.79	27.74	7.87	12	1.65	728	30,587
RSP 8000	694,607	3900	10.23	18.70	14.17	29.32	8.66	12	1.65	1085	43,510
RSP 10000	868,259	3700	11.22	20.66	15.74	30.11	9.05	12	1.65	1406	64,857
RSP 13000	1,128,736	3400	12.40	22.44	17.32	33.68	9.84	14	1.81	1729	95,643
RSP 16000	1,389,214	3100	14.17	25.19	19.88	35.26	10.63	14	1.81	2152	136,529
RSP20000	1,736,517	2900	14.76	26.18	20.47	36.04	11.02	14	1.96	2405	161,768
RSP 25000	2,170,646	2800	15.94	28.34	22.63	36.83	11.41	14	1.96	2622	183,638
RSP 30000	2,604,776	2600	17.32	32.48	25.98	40.77	13.38	14	2.28	3276	243,852

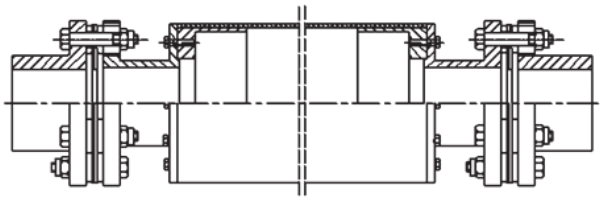
*ALL DIMENSIONS IN INCHES UNLESS OTHERWISE SPECIFIED

DISC COUPLING
SPECIAL DESIGNS

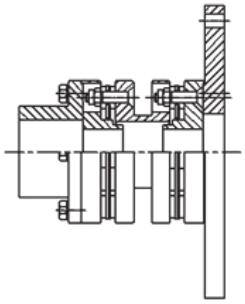
Steel spacer design, fit to any applications. Also available in stainless steel AISI 304, AISI 316. These designs may be achieved with the RPD, RSP and RSL series.



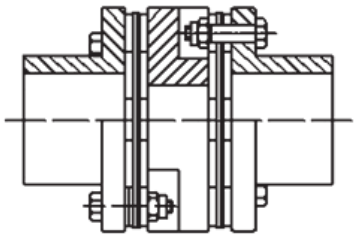
Steel spacer in carbon fiber style, especially suitable to applications in cooling towers. Requested applications are provided in stainless steel AISI 304, AISI 316, too. Such designs may be achieved with the RPD, RSP and RSL series.



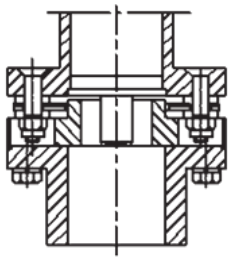
Coupling flange style. These are achieved with RPD and RSP series.



Compact style with a milled spacer allowing the assembly of two flexible elements limiting the distance between the shaft-ends. Such an application is available in the RPD and RSP series.

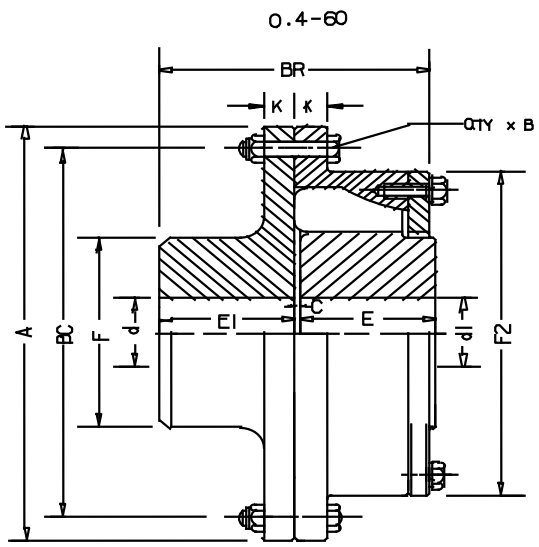


Vertically mounted styles can be found in the RPD and RSP series.



FLEXTORK

Series 'RI' Rubber Industrial Coupling



"RI" Coupling Size		0.4	0.7	1.3	3	6	8	12	18	27	40	60
Rating (HP/100 RPM (5)		6	9.4	18.2	42.1	84.3	112.4	168.6	252.8	379.3	561.6	842.8
Torque Capacity (IN·LBS x 10^3)		3.78	5.9	11.5	26.5	53.1	70.8	106.2	159.3	238.9	353.8	531
Maximum Speed - RPM (1)		7200	6300	5400	4500	4480	3860	3450	2975	2650	2380	2050
(mm)	Max Bore 'd' (4)	41	51	64	73	85	95	109	125	143	162	186
	Min Bore 'd'	27	27	35	37	50	62	68	80	90	105	120
	Max Bore 'd1'	41	51	64	73	85	95	109	125	143	162	186
	Min Bore 'd1'	27	27	37	40	50	55	65	70	85	105	110
Parallel Misalignment (2)		0.8	0.8	0.8	1.2	1.5	1.6	1.6	1.6	1.9	2.1	2.4
Axial Misalignment		0.8	1.2	1.2	1.2	1.25	1.5	1.75	2	2.25	2.5	2.75
A		161.9	187.3	215.9	260.3	260	302	338	392	440	490	568
BR		103	110	130	143	175	193	221.5	254	290.5	329	377.5
C		1	2	2	3	3	3	3.5	4	4.5	5	5.5
E		51	54	64	70	86	95	109	125	143	162	186
E1		51	54	64	70	86	95	109	125	143	162	186
F		76	92	108	122	135	148	168	195	220	252	288
BC		146	171.4	196.8	235	240	276	312	360	407	458	528
F2		133	157	181	221	222	245	280	320	367	418	479
K		9.5	11	12	14.5	11	13.5	14	16	18.5	21	24
QTY		8	8	8	8	12	12	12	12	12	16	12
B		M8	M8	M8	M8	M8	M12	M12	M16	M16	M16	M20
Coupling Weight - kg (3)		6.7	10	15.7	22.9	26.3	37.7	54.8	84.6	123.3	179.3	271.9
Rubber Blocks	Per Cavity	1	1	1	1	1	1	1	1	1	1	1
	Per Coupling	10	10	12	12	16	16	16	16	16	16	16

Notes:

(1) It is recommended that the coupling be dynamically balanced at 80% of the Speed values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.

(2) Recommended initial installation is 25% of misalignment values shown. Angular misalignment is 0.5 degrees for all sizes

(3) Weights are approximate

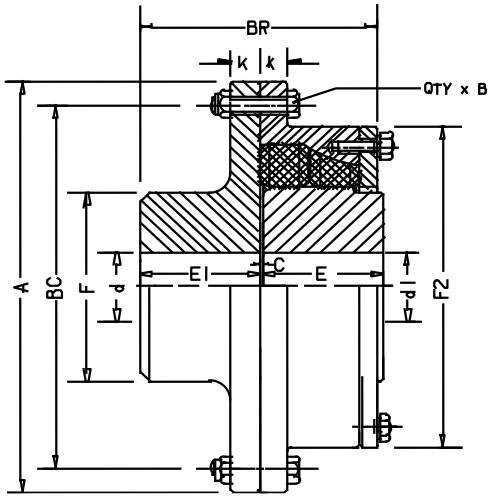
(4) Larger bores are available with increased hub diameter in the driving flange (dimension "F" on the drawing above)

(5) Ratings shown as HP/100 RPM and IN-LB are at 1.0 Service Factor

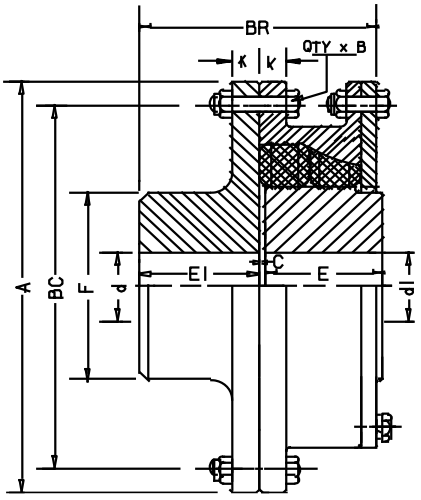
FLEXTORK

Series 'RI' Rubber Industrial Coupling

90-130



180-600



"RI" Coupling Size		90	130	180	270	400	600
Rating:HP/100 RPM (5)		1264	1825	2528	3792	5618	8426
Torque Capacity (IN·LBS x 10^3)		796	1150	1593	2389	3539	5308
Maximum Speed: RPM (1)		1830	1600	1460	1260	1090	975
(mm)	Max. Bore 'd' (4)	213	240	268	307	350	400
	Min. Bore 'd'	140	160	167	182	232	285
	Max. Bore 'd1'	213	240	268	307	350	400
	Min. Bore 'd1'	140	160	170	195	235	285
Parallel misalignment (2)		2.8	3.3	3.5	3.9	4.6	5.2
Axial misalignment		3.25	3.5	4	4.5	5.25	6
A		638	728	798	925	1065	1195
BR		432.5	487	544	623	710.5	812
C		6.5	7	8	9	10.5	12
E		213	240	268	307	350	400
E1		213	240	268	307	350	400
F		330	373	415	475	542	620
BC		598	680	750	865	992	1122
F2		548	620	-	-	-	
K		26.5	31	33.5	36	43	52
QTY		16	16	20	20	20	24
B		M20	M24	M24	M30	M36	M36
Coupling Weight - kg. (3)		395.7	578.7	826.5	1240.3	1847	2669
Rubber Blocks	Per Cavity	2	2	2	2	2	2
	Per Coupling	32	32	32	32	32	32

Notes:

(1) It is recommended that the coupling be dynamically balanced at 80% of the speed values shown. Speed limits are recommendations based on experience and are intended as a guide only.

(2) Recommended initial installation is 25% of misalignment values shown. Angular misalignment is 0.5 degrees for all sizes.

(3) Weights are approximate

(4) Larger bores are available with increased hub diameter in the driving flange (dimension "F" on the above drawing)

(5) Ratings shown as HP/100 RPM and IN-LB are at 1.0 Service Factor

SELECTION GUIDE

1) Compute HP / 100 RPM or torque to be transmitted.

Determine HP / 100 RPM as follows:

$$\text{HP / 100 RPM} = \frac{\text{HP Transmitted x 100 x Service Factor}}{\text{RPM}}$$

or determine torque (inch pounds) as follows

$$\text{Torque} = \text{HP / 100 x 630.25 x Service Factor}$$

or

$$\text{Torque} = \frac{\text{HP Transmitted x 63025 x Service Factor}}{\text{RPM}}$$

Now determine the coupling type from section 2.

2) Important considerations for selection of coupling type:

a. Maximum permissible diameter.
b. Maximum allowable speed (RPM).
c. Max. allowable misalignment (angular and parallel).
d. Affect of inertia values.
e. Backlash limitations.
f. Noise considerations.
g. Electrical isolation.
h. Ease of service (i.e. replacement of wear elements without disturbing the alignment of driving or driven equipment).
i. Ease of installation.
j. Shock absorption capability.
k. Torsional tuning [a must for internal combustion engines (especially diesel engines) and reciprocating compressors]
l. Environmental requirements (low or high ambient temperatures no lubricant allowed, oil or chemical environment).
m. Tradition (on certain types of equipment the use of specific types of couplings has become customary).
n. Price.

3) Having now determined the required HP / 100 RPM rating and the type of coupling (gear type - sleeve or flange, elastomeric) the coupling size can now be selected from the appropriate catalog page. Compare its listed maximum bore with the specified shaft sizes of the driving and driven equipment. If one or both shaft sizes are larger than the maximum allowed bore, select a larger size coupling.

EXAMPLE:

Selection - Gear type Coupling.

Hoist application, reversing main hoist drive. Motor rating 250 HP at 1800 RPM with a 3 3/8" shaft diameter, driven shaft 2 3/4" diameter.

The service factor guide shows a value of 2.0 for main hoist drives with reversing, therefore:

$$\text{HP / 100 RPM} = \frac{250 \times 100 \times 2}{1800} = 28 \text{ HP / 100 RPM}$$

Main hoist drives traditionally employ gear couplings. Using the required HP / 100 RPM figure of 28 we could select a size 1 1/2 coupling but the maximum allowable bore is unacceptable. Therefore, a size 2 1/2 must be selected which allows a maximum bore of 3.50".

The proper choice is therefore a size 2 1/2 series F flange type, full flex double engagement coupling.

EXAMPLE:

Selection - Elastomeric Coupling.

Diesel engine driving a centrifugal blower. Engine: 4 cyl., turbocharged, rated 40 HP at 3200 RPM, with a 1 1/2" diameter flywheel stubshaft and a minimum operating speed of 1200 RPM.
Driven equipment: centrifugal blower, with a 1 3/4" shaft diameter.

The service factor guide advises to consult the factory for the proper value. A service factor of 2.0 was obtained. Therefore:

$$\text{HP / 100 RPM} = \frac{40 \times 100 \times 2}{1200} = 6.7 \text{ HP / 100 RPM.}$$

For optimum life of the engine and the driven equipment components, an elastomeric coupling should be used. Normally the diesel engine manufacturer or other capable institutions will run a torsional analysis of the system to determine the required stiffness range of the coupling. In the above case a stiffness rate of .08 x 10^6 to .6 x 10^6 IN·LBS/Radian was considered desirable.

The FLEXTORK size 40 EL elastomeric coupling fits the above application perfectly. The coupling is rated for 10.1 HP / 100 RPM, which is above the minimum required rating of 6.7 HP / 100 RPM and the maximum bore of 2.63" is well above the required 1 3/4". The stiffness rate also falls within the specified range.

FORM FM200 REV. 01

SYSTEM COMPONENTS, INC. - INQUIRY / ORDER FORM

CUSTOMER DATA

Date: _____

Customer: _____

Billing Address: _____

City: _____

State: _____ Zip: _____

Contact Name: _____

Phone: _____ Fax: _____

Purchase Order Number: _____

SHIPPING DETAILS:

Ship Via: _____

Required to ship date: _____

Address: _____

_____

City: _____

State: _____ Zip: _____

Tag: _____

APPLICATION DATA

Existing Coupling Manufacturer: _____ Description: _____

Driving Unit: _____ S.F.: _____

Driven Unit: _____ S.F.: _____

Maximum HP: _____ at: _____ RPM. Total S.F.: _____

Application Rating: _____ (HP x 100 / RPM x S.F.)

Shaft Separation: _____

Shaft Sizes: Driving: _____ Keyway: _____

Driven: _____ Keyway: _____

Taper Bore Frame: Driving: _____ Driven: _____

Type of Fit: Rough Bore ☐ Clearance Fit: ☐ Interference Fit: ☐

Misalignment: Angular: _____ Offset: _____

Comments: _____

_____

_____

COUPLING DATA

Type And Description: _____

_____

Rating: _____ HP / 100 RPM. Torque Capacity: _____ IN·LBS

Bore Capacity: _____ Both Halves ☐ Flex Half ☐ Rigid Half ☐

_____ Flex Half ☐ Rigid Half ☐

Price Each: _____ Qty: _____ Delivery: _____

Quote Number: _____

Quoted By: _____

F.O.B.: South Haven, Mi.

Notes: _____

_____

_____

_____

APPLICATION SERVICE FACTORS

The values listed below are intended only as a general guide. For systems which frequently use the peak torque capacity of the power source, check that this peak torque does not exceed the normal torque capacity of the coupling.

APPLICATION	SERVICE FACTOR
Agitators	
Pure Liquids	1.0
Liquids, Variable Density	1.25
Barge Puller	2.0
Beaters	1.5
Blowers	
Centrifugal	1.0
Lobe	1.5
Vane	1.25
Can Filling Machinery	1.0
Car Dumpers	2.5
Car Pullers-Intermittent Duty	1.5
Compressors	
Centrifugal	1.25
Lobe	1.5
Reciprocating (consult factory)	
Conveyors, Uniformly Loaded	
Assembly	1.0
Belt	1.0
Screw	1.5
Bucket	1.5
Live roll, shaker and reciprocating	3.0
Conveyors (Heavy Duty), Not Uniformly Loaded	
Assembly	1.25
Belt	1.25
Oven	1.5
Reciprocating	2.5
Screw	1.5
Shaker	2.5
Cranes and Hoists	
Main Hoists	2.0
Reversing	2.0
Skip	1.75
Trolley Drive	1.75
Bridge Drive	1.75
Slope	1.5
Crushers	
Ore	2.75
Stone	2.75
Dredges	
Cable Reels	1.75
Conveyors	1.5
Cutter Head Jig Drives	2.25
Maneuvering Winches	1.75
Pumps	1.75
Screen Drives	1.75
Stackers	1.75
Utility Winches	1.5
Elevators	
Bucket	1.75
Escalators	1.25
Freight	2.0
Evaporators	1.0
Fans	
Centrifugal	1.0
Cooling Towers	2.0
Forced Draft	1.5
Induced Draft without Damper Control	2.0
Propeller	1.5
Induced Draft with Damper Control	1.25
Feeders	
Belt, Apron, Disc	1.25
Screw	1.25
Reciprocating	2.5
Generators	
Not Welding	1.0
Welding	2.0
Hoist	1.5
Hammer Mills	2.0
Kilns	1.5
Laundry Washers	
Reversing	2.0
Line Shafting	
Any Processing Machinery	1.5
Lumber Machinery	
Barkers - Drum Type	2.0
Edger Feed	2.0
Live Rolls	2.0
Log Haul	2.0
Planer	1.75
Slab Conveyor	1.75
Sorting Table	1.5
Trimmer Feed	1.75
Machine Tools	
Bending Roll	2.0
Plate Planer	1.5
Punch Press Gear Driven	2.0
Tapping Machinery	2.5
Man Lifts NOT APPROVED	
Other Machine Tools	
Main Drive	1.5
Aux. Drives	1.25
Metal Forming Machines	
Draw Bench Carriage	2.0
Draw Bench Main Drive	2.0
Extruder	2.0
Forming Machinery	2.0
Slitters	1.5
Table Conveyors	
Non Reversing	2.25
Reversing	2.5
Wire Draw	1.5
Wire Winding	1.75
Coilers	1.5
Metal Rolling Mills	
Blooming Mills (Consult Factory)	
Coilers, hot mill	2.0
Coilers, cold mill	1.5
Cold Mills	2.0
Cooling Beds	1.75
Door Openers	2.0
Draw Benches	2.0
Edger Drives	1.75
Feed Rolls, Reversing Mills	3.5
Furnace Pushers	2.5
Hot Mills	3.0
Ingot Cars	2.5
Kick-outs	2.5
Manipulators	3.0
Merchant Mills	3.0
Piercers	3.0
Pusher Rams	2.5
Reel Drives	1.75
Reel Drums	2.0
Reelers	3.0
Rod and Bar Mills	3.0
Roughing Mill Delivery Table	3.0
Runout Tables	2.5
Saws , hot & cold	2.5
Screwdown Drives	3.0
Skelp Mills	3.0
Slitters	3.0
Slabbing Mills	3.0
Soaking Pit Cover Drives	3.0
Straighteners	2.5
Tables, transfer & runout	2.5
Thrust Block	3.0
Traction Drive	3.0
Tube Conveyor Rolls	2.5
Unscramblers	2.5

Application Service Factors - continued

APPLICATION	SERVICE FACTOR	APPLICATION	SERVICE FACTOR	APPLICATION	SERVICE FACTOR
Wire Drawing	1.5	Conveyors	1.25	Screens	
Mills, Rotary Type		Dryers	1.75	Air Washing	1.0
Ball	2.25	Jordans	1.75	Rotary Stone or Gravel	1.5
Cement Kilns	2.0	Log Haul	2.0	Traveling Water Intake	1.25
Dryer Coolers	2.0	Reel	1.5	Vibrating	2.5
Kilns	2.0	Winder	1.5	Sewage Disposal Equipment	
Pebble	2.0	Printing Presses	1.5	Bar Screens	1.25
Rolling	2.0	Puller (Barge Haul)	2.0	Chemical Feeders	1.25
Tube	2.0	Pumps		Dewatering Screens	1.25
Tumbling	2.0	Centrifugal	1.0	Grit Collectors	1.25
Mixers		Gear, Rotary or Vane	1.5	Scum Breakers	1.25
Concrete, Cont.	1.75	Reciprocating		Slow or Rapid Mixers	1.25
Muller	1.5	1 cyl., single or		Sludge Collectors	1.25
Oil Industry		Double Acting	2.0	Thickeners	1.25
Chillers	1.25	2 cyl., single acting	2.25	Vacuum Filters	1.25
Paraffin Filter Press	1.75	2cyl., double acting	2.0	Shredders	1.5
Oil Well Pumping	2.0	3 or more cyl.	1.75	Steering Gear	1.0
Paper Mills		Rubber Machinery		Stokers	1.0
Agitators (Mixers)	1.25	Mixer	2.5	Textile Machinery	
Barker, Mechanical	2.0	Rubber Calender	2.0	Dryers	1.5
"Barking" Drum Spur Gear	2.25	Rubber Mill (2 or more)	2.25	Dyeing Machinery	1.25
Beater and Pulper	1.75	Sheeter	2.0	Tumbling Barrel	1.75
Chippers	2.5	Tire Building Machines	2.5	Winch	1.5
Calenders	2.0	Tire & Tube Press Openers	1.0	Windlass	1.75
Calenders, Super	2.0	Tubers & Strainers	2.0	Woodworking Machinery	1.0
Converting Machines	1.5				

TYPE OF DRIVER

- **Electric Motor - Use Service factors as listed above.**
- **Hydraulic Drive - add .25 to above Service Factors.**
- **Internal Combustion Engine - add .5 to above Service factors.**
- **Diesel Engines - consult with engine manufacturer or System Components.**

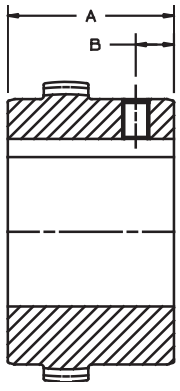
Standard Inch Series Bores And Keyways

Finished Straight Bores For Standard AGMA Class 1 Clearance Fit

Nominal Shaft Diameter	Bore Diameter	Keyway (Width x Depth)	Keyway Radius
1/2	.500 / .501	1/8 x 1/16	1/64
9/16	.5625 / .5635		
5/8	.625 / .626	3/16 x 3/32	1/64
3/4	.750 / .751		
13/16	.8125 / .8135		
7/8	.875/ .876		
15/16	.9375 / .9385	1/4 x 1/8	1/64
1	1.000 / 1.001		
1-1/16	1.0625 / 1.0635		
1-1/8	1.125 / 1.126		
1-3/16	1.1875 / 1.1885		
1-1/4	1.250 / 1.251		
1-5/16	1.3125 / 1.3135	5/16 x 5/32	1/32
1-3/8	1.375 / 1.376		
1-7/16	1.4375 / 1.4385	3/8 x 3/16	1/32
1-1/2	1.500 / 1.501		
1-5/8	1.625 / 1.626		
1-11/16	1.6875 / 1.6885		
1-3/4	1.750 / 1.751		
1-7/8	1.875 / 1.876	1/2 x 1/4	1/32
1-15/16	1.9375 / 1.9385		
2	2.000 / 2.001		
2-1/8	2.125 / 2.126		
2-3/16	2.1875 / 2.189		
2-1/4	2.250 / 2.2515		
2-3/8	2.375 / 2.3765	5/8 x 5/16	1/16
2-7/16	2.4375 / 2.439		
2-1/2	2.500 / 2.5015		
2-5/8	2.625 / 2.6265		
2-3/4	2.750 / 2.7515		
2-7/8	2.875 / 2.8765	3/4 x 3/8	1/16
2-15/16	2.9375 / 2.939		
3	3.000 / 3.0015		
3-1/8	3.125 / 3.1265		
3-3/16	3.1875 / 3.189		
3-1/4	3.250 / 3.2515		
3-3/8	3.375 / 3.3765	7/8 x 7/16	1/16
3-7/16	3.4375 / 3.439		
3-1/2	3.500 / 3.5015		
3-5/8	3.625 / 3.6265		
3-3/4	3.750 / 3.7515		
3-7/8	3.875 / 3.8765	1 x 1/2	1/16
4	4.000 / 4.0015		
4-1/4	4.250 / 4.2515		
4-3/8	4.375 / 4.377		
4-1/2	4.500 / 4.502		
4-3/4	4.750 / 4.752	1-1/4 x 5/8	1/8
5	5.000 / 5.002		
5-1/4	5.250 / 5.252		
5-3/8	5.375 / 5.377		

Finished Straight Bores For Standard AGMA Interference Fit

Nominal Shaft Diameter Over to Including	Bore Dia. Equals Nominal Shaft Diameter minus	Bore Tolerance	Keyway (Width x Depth)	Keyway Radius
9/16 to 7/8	.001	+.0005	3/16 x 3/32	1/64
7/8 to 1-1/4	.001	+.0005	1/4 x 1/8	1/64
1-1/4 to 1-3/8	.001	+.0005	5/16 x 5/32	1/32
1-3/8 to 1-1/2	.001	+.0005	3/8 x 3/16	1/32
1-1/2 to 1-3/4	.002	+.001		
1-3/4 to 2-1/4	.002	+.001	1/2 x 1/4	1/32
2-1/4 to 2-3/4	.002	+.001	5/8 x 5/16	1/16
2-3/4 to 3	.002	+.001	3/4 x 3/8	1/16
3 to 3-1/4	.003	+.0015		
3-1/4 to 3-3/4	.003	+.0015	7/8 x 7/16	1/16
3-3/4 to 4	.003	+.0015	1 x 1/2	1/16
4 to 4-1/2	.0035	+.0015		
4-1/2 to 5	.0035	+.0015	1-1/4 x 5/8	1/8
5 to 5-1/2	.004	+.0015		
5-1/2 to 6	.004	+.0015	1-1/2 x 3/4	1/8
6 to 6-1/2	.005	+.002		
6-1/2 to 7	.005	+.002	1-3/4 x 3/4	1/8
7 to 7-1/2	.0055	+.002		
7-1/2 to 8	.0055	+.002	2 x 3/4	1/8
8 to 9	.006	+.002		
9 to 10	.0065	+.002	2-1/2 x 7/8	1/8
10 to 11	.0075	+.002		
11 to 12	.008	+.002	3 x 1	3/16
12 to 13	.009	+.0025		
13 to 14	.0095	+.0025	3-1/2 x 1-1/4	3/16
14 to 15	.010	+.0025		
15 to 16	.0105	+.0025	4 x 1-1/2	(Note 3)
16 to 17	.011	+.0025		
17 to 18	.0115	+.0025		
18 to 19	.012	+.0025	5 x 1-3/4	(Note 3)
19 to 20	.0125	+.0025		



Set Screw Sizes For Clearance Fit Bores

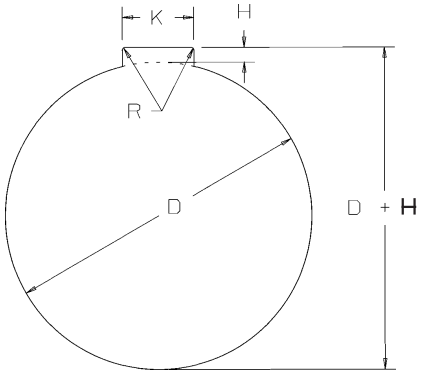
Hub Size	A	B	Set Screw
6 S	1.19	.38	1/4"-20 UNC
8 S	1.41	.38	
10 S	1.56	.38	
1 F	1.69	.38	
12 S	1.78	.50	3/8"-16 UNC
1½ F or 15 S	1.94	.38	
2 F or 20 S	2.44	.50	
2 ½ F or 25 S	3.03	.63	
3 F or 30 S	3.59	.75	1/2"-13 UNC
3 ½ F or 35 S	4.19	.88	5/8"-11 UNC
4 F or 40 S	4.75	1.63	
4 ½ F or 45 S	5.31	1.63	3/4"10 UNC
5 F	6.03	2.06	
5 ½ F	6.63	2.38	

Notes:

1) Unless specified by the customer:
   - Series S couplings supplied with clearance fit bores with set screws.
   - Series F couplings supplied with interference fit bores without set screws over the keyways.
   - Series EL couplings supplied with clearance fit bores with set screws.
2) Actual shaft fit will vary depending on actual shaft diameters.
3) Keyway fillet radius to be specified by customer.
4) All dimensions per AGMA 9002-A86 commercial standards. Non standard bores and keyways available upon request.

Standard Metric Bores And Keyways

Bore Dia. (D) Over	To/Incl.	Bore Tol.	Keyway Width (K)		Keyway Depth (H)		Fillet Radius (R)		Key Size (Ref)
6	8	+.015 -.000	2	-.006 -.031	1.0		.08	+.08 -.00	2 x 2
8	10		3		1.4				3 x 3
10	12		4		1.8	+.1 -.0			4 x 4
12	17	+.018 -.000	5	-.012 -.042	2.3		.16	+.09 -.00	5 x 5
17	18		6		2.8				6 x 6
18	22	+.021 -.000	6		2.8				6 x 6
22	30		8	-.015 -.051	3.3				8 x 7
30	38	+.025 -.000	10		3.3				10 x 8
38	44		12		3.3				12 x 8
44	50		14	-.018 -.061	3.8		.25	+.15 -.00	14 x 9
50	58		16		4.3				16 x 10
58	65	+.030 -.000	18		4.4				18 x 11
65	75		20		4.9	+.2 -.0			20 x 12
75	80		22	-.022 -.074	5.4				22 x 14
80	85		22		5.4				22 x 14
85	95	+.035 -.000	25		5.4		.40	+.20 -.00	25 x 14
95	110		28		6.4				28 x 16
110	120		32		7.4				32 x 18
120	130		32		7.4				32 x 18
130	150	+.040 -.000	36	-.026 -.088	8.4				36 x 20
150	170		40		9.4				40 x 22
170	180		45		10.4		.70	+.30 -.00	45 x 25
180	200	+.046 -.000	45		10.4				45 x 25
200	230		50		11.4				50 x 28
230	250		56		12.4				56 x 32
250	260	+.052 -.000	56		12.4	+.3 -.0			56 x 32
260	290		63	-.032 -.106	12.4		1.20	+.40 -.00	63 x 32
290	315		70		14.4				70 x 36
315	330	+.057 -.000	70		14.4				70 x 36
330	380		80		15.4				80 x 40
380	400		90	-.037 -.124	17.4		2.00	+.50 -.00	90 x 45
400	440	+.063 -.000	90		17.4				90 x 45
440	500		100		19.5				100 x 50



Notes:

1. **Bore tolerances per BS 4500 H7 fit.**
2. **Keyway width tolerances per BS 4235 P9 fit.**
3. **Keyway depth and fillet radius per BS 4235.**
4. **All dimensions are in millimeters.**
5. **Actual shaft fit will vary depending on actual shaft diameters.**

POWERTORK ®

SERIES "F" - COUPLING INSTALLATION AND MAINTENANCE INSTRUCTIONS.

INSTALLATION

1) Make sure that all the proper coupling parts, keys, etc. are on hand.
2) Make sure that the prime mover is disconnected from the power source so that it cannot be started accidentally during installation.
3) Remove dirt and burrs from the shafts and coat with a suitable anti-galling lubricant.
4) Pack sleeve teeth and coat seals with coupling grease and insert coupling seals in the grooves. (See listing on back of sheet for recommended greases.)
5) Insert keys in shaft keyways. Keys should have a snug fit to the sides of the keyways with slight clearance top to bottom.
6) Place sleeves over the shafts with the flanges facing each other.
7) Mount hubs on the shafts.
8) Align the shafts by placing the machines in their approximate positions. (Refer to Table No. 1 on back of sheet for the correct shaft separation.) Best coupling performance is obtained when the alignment is checked with dial indicators.

   NOTE: Always rotate the hub on which the indicator is mounted.

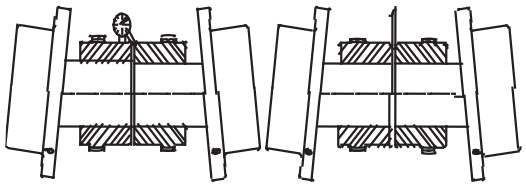


Figure 1.

Figure 2.

A. Angular Alignment.
Check by mounting indicator on the body of one hub and placing the pointer on the end face of the other hub. (See Figure 1.) Adjust machines until the best possible alignment is obtained. As an alternate method, insert a feeler gage between the hubs at four points approximately 90° apart and adjust the machines. (See Figure 2.)

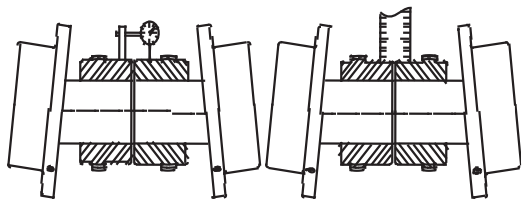


Figure 3.

Figure 4.

B. Parallel Alignment.
Mount the indicator on the body of one hub and place the pointer on the body of the other hub. (See Figure 3.) Adjust machines until the indicator reading is the same at four points approximately 90° apart. As an alternate method, place a straight edge across one hub body and adjust the machines until the straight edge rests squarely on the other hub body. (See Figure 4.) This should be done at 90° intervals around the hub.

Securely tighten foundation bolts and recheck the alignment. Adjust the machines again, if necessary.

9) Assemble Coupling.
Coat hub teeth and body with coupling grease. Make sure flanges are free of dirt and burrs. Slide sleeves in until they mesh with hub teeth. Lube holes should be at about 90° on the opposite sleeve. Insert the gasket and then bolt sleeves together, tighten to torques shown in Table No. 1. Use only the bolts furnished in the accessory kit, as these bolts have a special body diameter to assure proper alignment.

10) Lubricate.
Remove pipe plugs from one flange with the position of the pipe plugs approximately 45° above and below horizontal and pump grease into the hole that is above horizontal until the grease flows from the hole that is below horizontal. Replace the pipe plugs making sure they are tightened firmly.

Note: 1) Do not attempt to pump grease into the coupling by removing only one pipe plug.

2) Do not fill the interior of spacer. The correct amount of coupling grease is shown in Table No. 1. One-half of this amount should be put into each coupling sleeve.

CAUTION: INSTALL GUARDS AROUND COUPLING ACCORDING TO LOCAL AND NATIONAL CODES.

MAINTENANCE

1) Use only greases from the approved grease listing or equivalent.

2) Frequency of relubrication varies with application and ambient conditions. Six month relubrication is satisfactory for average operation. Other conditions such as slow speed, reversing drives or severe environments may require more frequent inspection and relubrication.

3) For optimum coupling performance, alignment should be checked periodically. A well-aligned installation may change by the settling of foundations, shifting of machines, etc. Disassemble the coupling sleeves, clean the coupling hubs, inspect the gear teeth and follow Steps 8, 9 and 10.

TABLE No.1

Series F Size	1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Lube Capacity - Full Flex (1)												
Grease Weight (LBS-OZ)	0-1.1	0-2.3	0-5	0-6.5	0-9.5	1-7	1-11	2-11	3-11	5-.5	7-12	10-.5
Volume (Pints)	.06	.06	.25	.60	.86	1.5	1.8	2.9	4.0	5.4	8.2	11.2
Lube Capacity - Flex Rigid (1)												
Grease Weight (LBS-OZ)	0-.6	0-1.2	0-2.5	0-3.3	0-4.8	0-11.5	0-13.5	1-5.5	1-13.5	2-8.3	3-14	5-.3
Volume (Pints)	.03	.03	.13	.30	.43	.75	.90	1.5	2.0	2.7	4.1	5.6
(1) Lubrication capacities shown are with hubs mounted normally. Capacities will be more when hubs are reversed.												

Shaft Separation												
Full Flex - Standard Mount	.13	.13	.13	.19	.19	.25	.25	.31	.31	.31	.31	.38
Full Flex - One Hub Reversed	.44	.72	.94	1.09	1.28	1.72	1.97	2.38	2.72	3.16	2.34	2.81
Full Flex - Both Hubs Reversed	.75	1.31	1.75	2.00	2.38	3.19	3.69	4.44	5.13	6.00	4.38	5.25
Flex Rigid - Standard Mount	.16	.16	.16	.19	.19	.22	.31	.34	.34	.41	.41	.50
Flex Rigid - One Hub Reversed	.47	.75	.97	1.09	1.28	1.69	2.03	2.41	2.75	3.26	2.44	2.94
Rigid - Rigid	.19	.19	.19	.19	.19	.19	.38	.38	.38	.50	.50	.63

Bolts / Lube Plugs													
Exposed	No.	6	8	6	6	8	8	8	10	8	14	14	16
	Dia.	1/4	3/8	1/2	5/8	5/8	3/4	3/4	3/4	7/8	7/8	7/8	1
Shrouded	No.	6	8	10	10	12	12	14	14	14	-	-	-
	Dia.	1/4	3/8	3/8	1/2	1/2	5/8	5/8	5/8	3/4	-	-	-
Lube Plug	Dia.	1/8	1/8	1/8	1/8	1/4	1/4	1/4	1/4	1/4	1/4	1/4	1/4
	Thread	27 NPT	27 NPT	27 NPT	27 NPT	18 NPT	18 NPT	18 NPT	18 NPT	18 NPT	18 NPT	18 NPT	18 NPT

Bolt Tightening Torque (FT·LBS)												
Exposed Bolt	8	30	65	160	160	300	300	300	485	485	485	725
Shrouded Bolt	8	30	30	65	65	160	165	165	300	-	-	-

APPROVED GREASES

The following greases (or equivalents from other manufacturers) are suitable for most industrial applications with ambient temperatures up to 150°F. For higher temperatures, reciprocating machines, recurrent reverse loading and other unusual applications, consult SCI.

Amoco	Coupling Grease
Texaco	1912 Coupling Grease

CAUTION: INSTALL GUARDS AROUND COUPLING ACCORDING TO LOCAL AND NATIONAL CODES.

POWERTORK ® SIZE 8 - 18

SERIES "F" - COUPLING INSTALLATION AND MAINTENANCE INSTRUCTIONS.

INSTALLATION

1) Make sure that all the proper coupling parts, keys, etc. are on hand.
2) Make sure that the prime mover is disconnected from the power source so that it cannot be started accidentally during installation.
3) Remove dirt and burrs from the shafts and coat with a suitable anti-galling lubricant.
4) Pack sleeve teeth and coat seals with coupling grease and insert coupling seals in the grooves. (See listing on back of sheet for recommended greases.)
5) Insert keys in shaft keyways. Keys should have a snug fit to the sides of the keyways with slight clearance top to bottom.
6) Place end rings over the shafts.
7) Mount hubs on the shafts. Place o-ring, end ring gasket and sleeves over hubs and bolt end ring to sleeve.
8) Align the shafts by placing the machines in their approximate positions. (Refer to Table No. 1 on back of sheet for the correct shaft separation.) Best coupling performance is obtained when the alignment is checked with dial indicators.

   NOTE: Always rotate the hub on which the indicator is mounted.

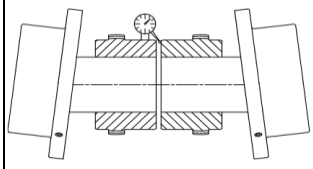


Figure 1.

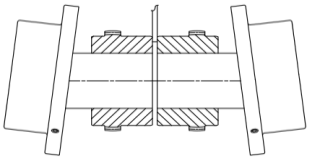


Figure 2.

A. Angular Alignment.
Check by mounting indicator on the body of one hub and placing the pointer on the end face of the other hub. (See Figure 1.) Adjust machines until the best possible alignment is obtained. As an alternate method, insert a feeler gage between the hubs at four points approximately 90° apart and adjust the machines. (See Figure 2.)

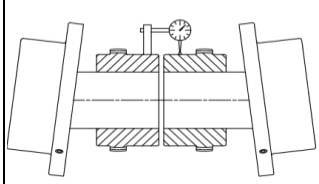


Figure 3.

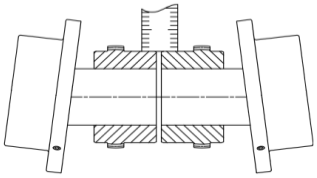


Figure 4.

B. Parallel Alignment.
Mount the indicator on the body of one hub and place the pointer on the body of the other hub. (See Figure 3.) Adjust machines until the indicator reading is the same at four points approximately 90° apart. As an alternate method, place a straight edge across one hub body and adjust the machines until the straight edge rests squarely on the other hub body. (See Figure 4.) This should be done at 90° intervals around the hub.

Securely tighten foundation bolts and recheck the alignment. Adjust the machines again, if necessary.

9) Assemble Coupling.
Coat hub teeth and body with coupling grease. Make sure flanges are free of dirt and burrs. Slide sleeves in until they mesh with hub teeth. Lube holes should be at about 90° on the opposite sleeve. Insert the gasket and then bolt sleeves together, tighten to torques shown in Table No. 1. Use only the bolts furnished in the accessory kit, as these bolts have a special body diameter to assure proper alignment.

10) Lubricate.
Remove pipe plugs from one flange with the position of the pipe plugs approximately 45° above and below horizontal and pump grease into the hole that is above horizontal until the grease flows from the hole that is below horizontal. Replace the pipe plugs making sure they are tightened firmly.

Vertical coupling installation requires removal of one pipe plug per coupling half and the loosening of the end ring mounting bolts to allow for air to vent during greasing. Once the grease has filled the coupling teeth, tighten the end ring mounting bolts to the torques shown in Table No. 1.

Note: 1) Do not attempt to pump grease into the coupling by removing only one pipe plug.

2) Do not fill the interior of spacer. The correct amount of coupling grease is shown in Table No. 1. One-half of this amount should be put into each coupling sleeve.

CAUTION: INSTALL GUARDS AROUND COUPLING ACCORDING TO LOCAL AND NATIONAL CODES.

MAINTENANCE

1) Use only greases from the approved grease listing or equivalent.

2) Frequency of relubrication varies with application and ambient conditions. Six month relubrication is satisfactory for average operation. Other conditions such as slow speed, reversing drives or severe environments may require more frequent inspection and relubrication.

3) For optimum coupling performance, coupling alignment should be checked periodically. A well aligned installation may change by the settling of foundations, shifting of machines, etc. Disassemble the coupling sleeves, clean the coupling hubs, inspect the gear teeth and follow Steps 8, 9 and 10.

TABLE No.1

Series F Si e		8	9	10	11	12	13	14	15	16	18
Lube apacity - Full Flex (1)											
Grease Weight (LBS-O)		14	24	28	38	43	47	55	62	75	90
Volume (Pints)		15	26	30	41	46	50	59	66	80	96
Lube apacity - Flex Rigid (1)											
Grease Weight (LBS-O)		7	12	14	19	21-8	23-8	27-8	31	37-8	45
Volume (Pints)		7.5	13	15	20.5	23	25	29.5	33	40	48
Shaft Separation											
Full Flex		.38	.50	.50	.50	.50	.75	.75	.75	1.00	1.00
Flex Rigid		.38	.50	.50	.50	.50	.75	.75	.75	1.00	1.00
Flange Details											
enter	B	20.750	23.250	25.250	27.500	30.000	32.250	34.500	36.750	39.000	43.250
Flange	No.	16	18	18	18	18	18	18	20	20	22
	Dia.	1-1/8"	1-1/4"	1-3/8"	1-1/2"	1-1/2"	1-5/8"	1-3/4"	1-3/4"	2"	2"
End Ring	B R	19.375	21.750	23.875	26.063	28.313	30.500	32.625	35.000	37.125	41.375
Flange	No.	10	12	12	12	12	12	14	14	14	14
	Dia.	1/2"	5/8"	5/8"	5/8"	3/4"	3/4"	3/4"	7/8"	7/8"	7/8"
Bolt Tightening Torque (FT LBS)											
enter Flange Bolt		350	500	660	870	870	1100	1370	1370	2060	2060
End Ring Flange Bolt		50	100	100	100	175	175	175	185	185	185
Lube plug		350									

APPROVED GREASES

The following greases (or equivalents from other manufacturers) are suitable for most industrial applications with ambient temperatures up to 150°F. For higher temperatures, reciprocating machir recurrent reverse loading and other unusual applications, consult SCI.

Amoco	**Coupling Grease**
Texaco	**1912 Coupling Grease**

CAUTION: INSTALL GUARDS AROUND COUPLING ACCORDING TO LOCAL AND NATIONAL CODES.

POWERTORK ®

SERIES "S" - COUPLING INSTALLATION AND MAINTENANCE INSTRUCTIONS.

INSTALLATION

1) Make sure that all the proper coupling parts, keys, etc. are on hand.
2) Make sure that the prime mover is disconnected from the power source so that it cannot be started accidentally during installation.
3) Remove dirt and burrs from the shafts and coat with a suitable anti-galling lubricant.
4) Place one (1) snap ring and one (1) seal on each shaft. Be sure that the groove in the seals face out of the coupling, the mold mark will not be visible after the seals are installed in the coupling.
5) Insert keys in shaft keyways. Keys should have a snug fit to the sides of the keyways with slight clearance top to bottom.
6) Mount hubs on the shafts.
7) Slide the sleeve over the hub mounted on the longest shaft.
8) Align the shafts by placing the machines in their approximate positions. (Refer to Table No. 1 on back of sheet for the correct shaft separation.) Best coupling performance is obtained when the alignment is checked with dial indicators.

   NOTE: Always rotate the hub on which the indicator is mounted.

Figure 1.

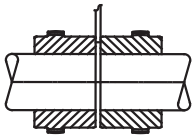


Figure 2.

A. Angular Alignment.
   Check by mounting indicator on the body of one hub and placing the pointer on the end face of the other hub. (See Figure 1.) Adjust machines until the best possible alignment is obtained. As an alternate method, insert a feeler gage between the hubs at four points approximately 90° apart and adjust the machines. (See Figure 2.)

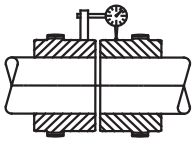


Figure 3.

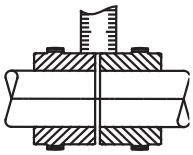


Figure 4.

B. Parallel Alignment.
   Mount the indicator on the body of one hub and place the pointer on the body of the other hub. (See Figure 3.) Adjust machines until the indicator reading is the same at four points approximately 90° apart. As an alternate method, place a straight edge across one hub body and adjust the machines until the straight edge rests squarely on the other hub body. (See Figure 4.) This should be done at 90° intervals around the hub.

Securely tighten foundation bolts and recheck the alignment. Adjust the machines again, if necessary.

9) Assemble Coupling.
   Coat hub teeth and body with coupling grease. Be sure sleeve teeth are free of dirt and burrs. Coat sleeve teeth with grease and lightly coat both seals with grease. Slide sleeve over hubs and center. Press seals in with a blunt tool until they are firmly seated against sleeve shoulders. Snap ring grooves should be completely visible. If the grooves are not visible, remove sleeve and carefully repeat steps 8 and 9. Insert snap rings in the grooves using a winding motion. Recheck to ensure that snap rings are positively seated and setscrews and lube plugs are tight.
10) Lubricate.
   Remove pipe plugs from the sleeve with the position of the pipe plugs approximately 45° above and below horizontal and pump grease into the hole that is above horizontal until the grease flows from the hole that is below horizontal. Replace the pipe plugs making sure they are tightened firmly.

   Note: Do not attempt to pump grease into the coupling by removing only one pipe plug.

CAUTION: INSTALL GUARDS AROUND COUPLING ACCORDING TO LOCAL AND NATIONAL CODES.

POWERTORK ®

MAINTENANCE

1) Use only greases from the approved grease listing or equivalent.

2) Frequency of relubrication varies with application and ambient conditions. Six month relubrication is satisfactory for average operation. Other conditions such as slow speed, reversing drives or severe environments may require more frequent inspection and relubrication.

3) For optimum coupling performance, alignment should be checked periodically. A well-aligned installation may change by the settling of foundations, shifting of machines, etc. Disassemble thecoupling sleeve, clean the coupling hubs, inspect the gear teeth and follow Instruction Installations Steps 8, 9 and 10.

4) To disassemble coupling, remove one snap ring, slide sleeve off the hubs. The seal will be forced out of one end during this operation. Clean out old lubricant and inspect the seals and gear teeth. Reassemble starting at Installation Instructions Step 9.

TABLE No. 1

Series "S" Size		6	8	10	12	15	20	25	30	35	40	45
Lube Capacity												
Greas Weight (LBS-OZ)		0-.1	0-.3	0-.3	0-.4	0-.9	0-1.6	0-2.8	0-4.5	0-6.5	0-10	1-3
Volume (Pints)		.006	.019	.020	.022	.06	.13	.19	.31	.41	.56	1.03
Parallel Offset Capacity		.009	.009	.015	.015	.039	.045	.057	.065	.078	.082	.094
Shaft Separation		.09	.09	.09	.09	.13	.13	.19	.19	.25	.25	.31
Lube Plug	Dia.	1/16	1/8	1/8	1/8	1/8	1/8	1/8	1/8	1/4	1/4	1/4
2/sleeve	Thread	27 NPTF	27 NPTF	27 NPTF	27 NPTF	27 NPT	27 NPT	27 NPT	27 NPT	18 NPT	18 NPT	18 NPT

APPROVED GREASES

The following greases (or equivalents from other manufacturers) are suitable for most industrial applications with ambient temperatures up to 150°F. For higher temperatures, reciprocating machines, recurrent reverse loading and other unusual applications, consult SCI.

Amoco	Coupling Grease
Texaco	1912 Coupling Grease

CAUTION: INSTALL GUARDS AROUND COUPLING ACCORDING TO LOCAL AND NATIONAL CODES.

CLOCKWISE ROTATION DRIVES

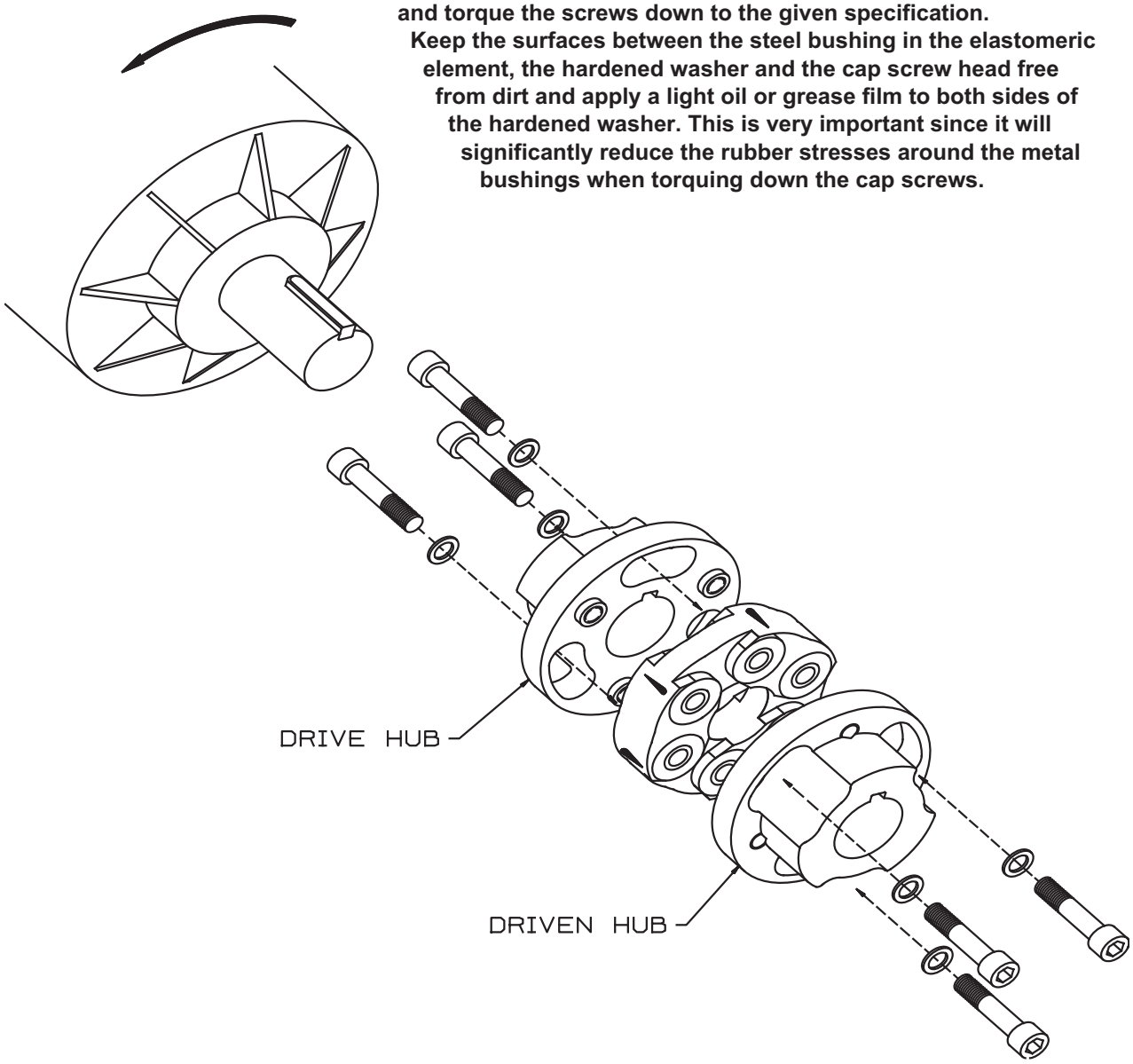
1) This assembly instruction sheet describes the assembly position of the element when used on clockwise rotation drives, as shown. Note the arrows on the element are to point towards the threaded holes in the hubs.

2) Elements with non-uniform cross sections must be mounted such that the thicker cross section is worked in compression and the thinner section is in tension, otherwise the torque carrying capacity of the element is greatly reduced.

   Elements with uniform cross sections can be mounted to the hubs in any manner desired. (Sizes 5, 20, 30, 50, 60 and 70)

Rotation view from back side of motor.

3) Place the supplied hardened washers under the cap screw heads and torque the screws down to the given specification. Keep the surfaces between the steel bushing in the elastomeric element, the hardened washer and the cap screw head free from dirt and apply a light oil or grease film to both sides of the hardened washer. This is very important since it will significantly reduce the rubber stresses around the metal bushings when torquing down the cap screws.



COUNTER-CLOCKWISE ROTATION DRIVES

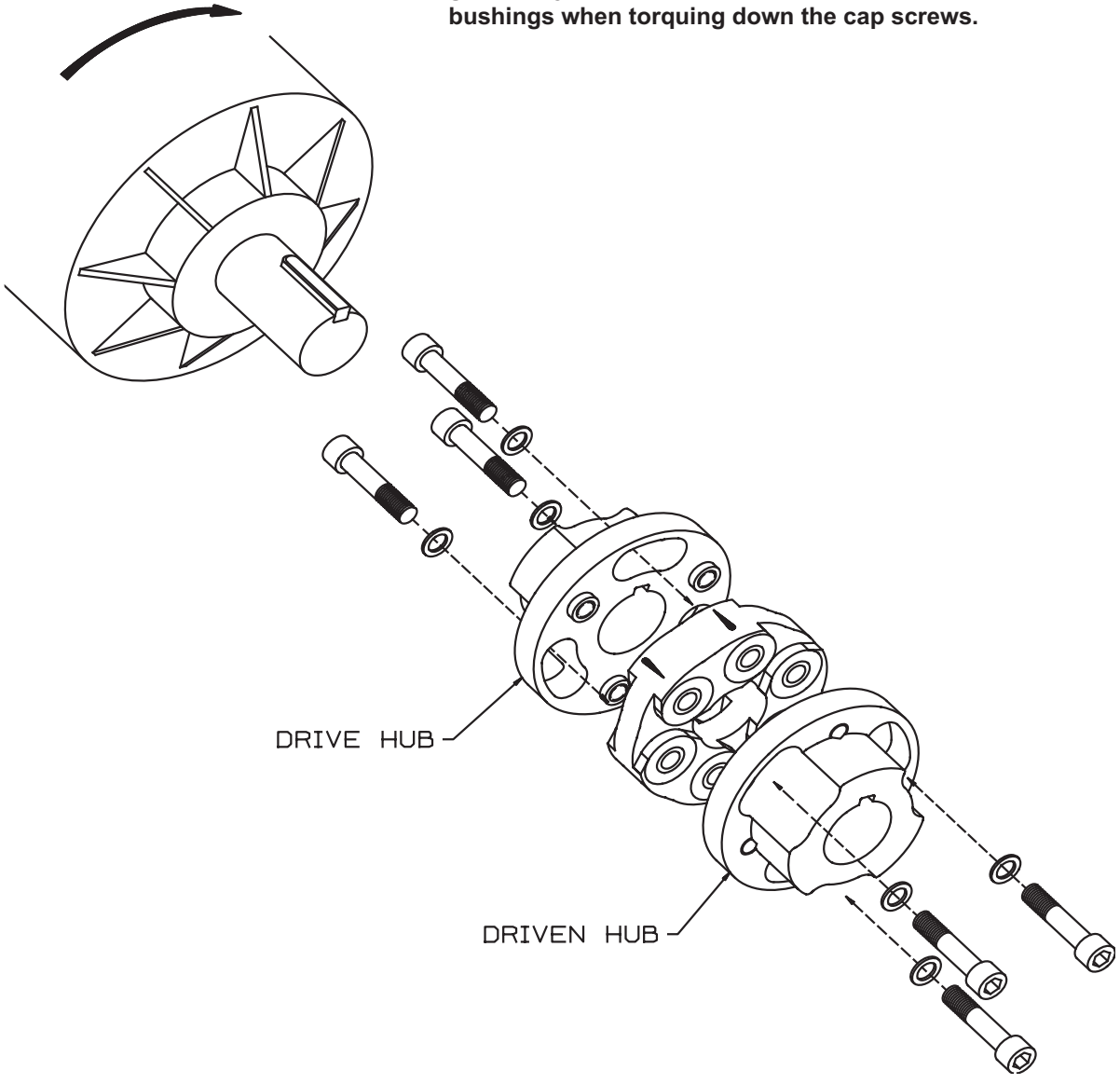
1) This assembly instruction sheet describes the assembly position of the element when used on counter-clockwise rotation drives, as shown. Note the arrows on the element are to point towards the bolt heads.

2) Elements with non-uniform cross sections must be mounted such that the thicker cross section is worked in compression and the thinner section is in tension, otherwise the torque carrying capacity of the element is greatly reduced.

   Elements with uniform cross sections can be mounted to the hubs in any manner desired. (Sizes 5, 20, 30, 40, 50, 60 and 70)

Rotation view from back side of motor.

3) Place the supplied hardened washers under the cap screw heads and torque the screws down to the given specification.
   Keep the surfaces between the steel bushing in the elastomeric element, the hardened washer and the cap screw head free from dirt and apply a light oil or grease film to both sides of the hardened washer. This is very important since it will significantly reduce the rubber stresses around the metal bushings when torquing down the cap screws.



FLEXTORK ®

SERIES "EL" - COUPLING INSTALLATION AND MAINTENANCE INSTRUCTIONS.

INSTALLATION

1) Make sure that all the proper coupling parts, keys, etc. are on hand.

2) Make sure that the prime mover is disconnected from the power source so that it cannot be started accidentally during installation.

3) Remove dirt and burrs from the shafts and coat with a suitable anti-galling lubricant.

4) Insert keys in shaft keyways. Keys should have a snug fit to the sides of the keyways with slight clearance top to bottom. Mount hubs on the shafts and snug up the set screws over the keyways and/or TAPER-LOCK® bushings.

5) Align the shafts by placing the machines in their approximate positions. (Refer to Table No. 1 for the correct shaft separation.) It is possible to make the shaft separation smaller than the width of the elastomeric element, provided the shaft sizes are not larger than the inside diameter of the element. Doing so is not recommended as it will not allow replacement of the elastomeric element without unbolting the driving or driven equipment, thereby disturbing the alignment.

6) Align the shafts. Best coupling performance is obtained when the alignment is checked with dial indicators.

NOTE: Always rotate the hub on which the indicator is mounted.

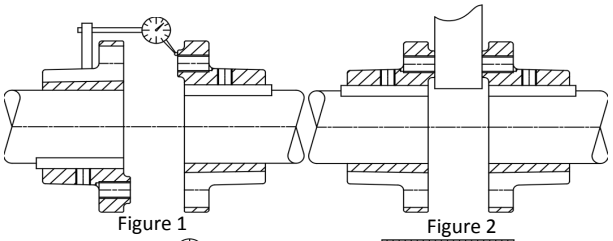


Figure 1

Figure 2

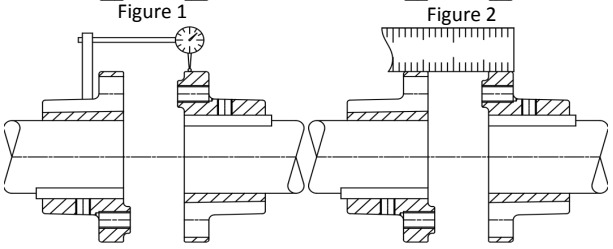


Figure 3

Figure 4

A. Angular Alignment.

Check by mounting indicator on the body of one hub and placing the pointer on the raised pad face of the other hub. (See Figure 1.) Adjust machines until the best possible alignment is obtained. As an alternate method, insert a feeler gage between the hubs at 4 points approximately 90° apart and adjust the machines. (See Figure 2.) When checking the angular alignment, both hubs may need to be rotated simultaneously.

B. Parallel Alignment.

Mount the indicator on the body of one hub and place the pointer on the flange of the other hub. (See Figure 3.) Adjust machines until the indicator reading is the same at 4 points approximately 90° apart. As an alternate method, place a straight edge across one hub flange and adjust the machines until the straight edge rests squarely on the other hub flange. (See Figure 4.) This should be done at 90° intervals around the hub.

Securely tighten foundation bolts and recheck the alignment. Adjust the machines again, if necessary.

7) Assemble Coupling.

Loosen the set screws over the keyways or loosen the lock screws on the TAPER-LOCK® bushings and place the elastomeric element between the hub flanges. (See reverse side for element mounting procedure) Place the supplied hardened washers under the cap screw heads and torque the screws down to the given specification. Keep the surfaces between the steel bushing in the elastomeric element, the hardened washer and the cap screw head free from dirt and apply a light oil or grease film to both sides of the hardened washer. This is very important since it will significantly reduce the rubber stresses around the metal inserts when torqueing down the cap screws. Tighten the set screws over the keyways or tighten the lock screws on the TAPER-LOCK® bushings.

MAINTENANCE

1) It is advisable to keep excessive grease and oil away from the elastomeric element, unless special highly oil resistant elements have been requested.

2) When severe operating conditions are encountered, especially when the prime movers are diesel engines with 4 or fewer cylinders, the tension on the bolts should be checked every 6 months with a torque wrench. The same applies to the set screws over keyways or to TAPER-LOCK® bushings.

3) When bolts have been removed more than 10 times, the self-locking nylon coating could wear off, therefore, it is recommended that new bolts be installed to avoid the possibility of bolts loosening and backing out during severe operating condition.

Series "EL" Size	5	20-20	20-40	30-75	30-115	30-150	40-250	50-350	60-463	65-560	70-910
Shaft Separation	.47	.92	1.23	1.56	1.56	1.76	2.00	1.89	2.19	2.19	2.19
Bolt Torque FT LBS	17	26	26	26	49	49	74	160	300	450	450

CAUTION: INSTALL GUARDS AROUND COUPLING ACCORDING TO LOCAL AND NATIONAL CODES.

WEDGEGARD®

TORQUE LIMITER SELECTION

1. **Decide the position of the Wedgegard i.e. the preferred position is on the low speed or final drive shaft, confirm there is adequate accessibility to change Wedgepins.**

2. **Using this simple formula, calculate the theoretical driving torque for the position chosen :**

   Torque (in-lbs) = H.P. multipied by 63025 divided by r.p.m.
   Torque (Nm) = kW multiplied by 9550 divided by r.p.m.

3. **If the Wedgegard™ is to be fitted to a Universal Joint Drive Shaft, using the shaft reference select the size of the Wedgegard™ spacer from the Data Sheet.**
   For Chain or Coupling Drives choose the Wedgegard™ from the specific Data sheet checking the shafts/sprocket or pulley/coupling can be accommodated.

4. **If the release (overload) torque is not known the following points need to be considered:**
   - the weakest component of the drive system to be protected
   - the product or system to be protected

5. **Using the torque table for the Wedgegard™ Torque Limiter select the release torque required, this will indicate the Wedgepin or pins to be fitted.**
   If there is uncertainity regarding the release torque, select a release torque below the driving torque and, with these Wedgepin or pins fitted, install the Wedgegard™

6. **The wide range of Wedgepins makes changing the release torque simple, but when increasing the torque always ensure the drive system/product/machinery can accept the higher limit.**

7. **Install guards around coupling and Wedgegard according to local and national codes.**

8. **For quotation or other sales-related inquiries, please contact System Components Inc.**

sales@sci-couplings.com or 800-866-1290

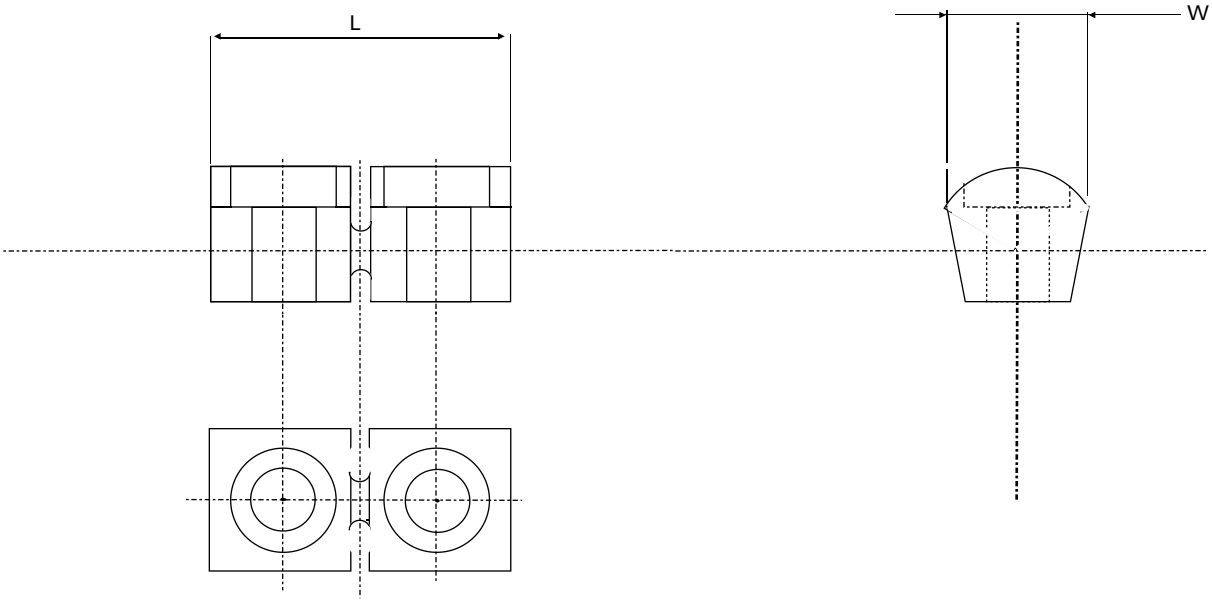
WEDGEGARD

IDENTIFY THE HOWDON™ WEDGEPIN

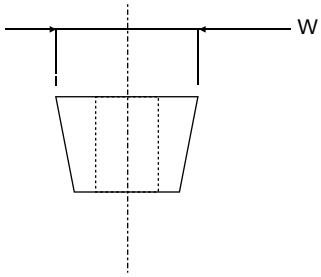
WEDGEPINS ARE CODED BY SIZE, MATERIAL AND COLOR AS FOLLOWS

W50 - B - GREEN

SIZE — **MATERIAL (BRASS OR STEEL)** — **COLOR**



ORIGINAL WEDGEPIN DESIGN (END VIEW)



SIZE	L (mm)	W (mm)
W18	17	8
W25	20	11
W37	30	12.7
W50	40	19.05
W50L	50	19.05
W75	60	25.4
W100	70	31.75
W120	110	40
W125	90	38.10

WEDGEGARD

INSTALLATION & MAINTENANCE NOTES

TIGHTENING TORQUES FOR ISO METRIC SOCKET HEAD CAP SCREWS. (GRADE 12.9 PLAIN & PLATED.)

THREAD SIZE	THREAD PITCH	MAX. TIGHTENING TORQUE in-lbs PLAIN	MAX. TIGHTENING TORQUE in-lbs PLATED
M3	0.50	156.6	124.8
M4	0.70	352.2	273.4
M5	0.80	743.4	555.8
M6	1.0	1253.2	939.9
M8	1.25	3054.1	2271.1
M10	1.50	6031.7	4543.0
M12	1.75	10574.8	7911.6
M14	2	16842.0	12612.3
M16	2.0	25851.2	19427.3
M18	2.5	35643.7	26712.4
M20	2.5	50919.2	38228.1
M22	2.5	68153.4	51075.8
M24	3.0	86171.7	64628.1

DO NOT OVER-TIGHTEN SCREWS.
THESE FIGURES ARE FOR GRADE 12.9 SOCKET HEAD CAP SCREWS.
CHECK THE GRADE BEFORE TIGHTENING
CHECK IF THEY ARE PLAIN OR PLATED.

DISC COUPLING
COUPLING SELECTION

For the choice of the coupling size it is advisable to use the actual available power of the driving machine rather than the calculated adsorbed power of the driven machine, unless this latter is know not to be exceeded. After having determined the maximum HP that should be transmitted, these ones are brought back to 1 RPM of speed. Comparing the resulting values to the dates showed on the column "N/n" it had a first selection.

A) Determination of the coupling size with the choice of the values at 1 RPM

$$\text{Nominal Power} = \frac{\text{HP}}{\text{RPM (of operation)}} \times \text{service factor}$$

Alternative always using the maximum power and the RPM is possible find the coupling's nominal torque ad compare the resulting values to the dates showed on the column "nominal torque".

B) Determination of the coupling size with the choice of the nominal torque in in-lb.

$$\text{Nominal Torque} = \frac{\text{HP} \times 63025}{\text{RPM (of operation)}} \times \text{service factor}$$

The couplings listed in the catalog support a starting torque equal to twice the nominal torque, if it is higher than 2 the coupling must be chosen as follows:

Like A)

$$\text{Nominal Power} = \frac{\text{HP}}{\text{RPM (of operation)}} \times \frac{\text{starting torque}}{2 \text{ nominal torque}} \times \text{service factor}$$

Like B)

$$\text{Starting Torque} = \frac{\text{HP} \times 63025}{\text{RPM (of operation)}} \times \frac{\text{starting torque}}{2 \text{ nominal torque}} \times \text{service factor}$$

For direct in-line start motors, where the starting torque does not exceed twice the nominal torque, a service factor such as 1.5 must be selected. For higher starting torque use the above formulas.

A final check should be made to ensure that the maximum bore/hub bore dimension is adequate for the shaft .

	SERVICE FACTOR	Electric motor— Steam gas or turbine	Steam Engine Water turbine	Internal Combustion Engine
UNIFORM	**CONSTANT TORQUE** Centrifugal pump, light conveyors, alternators, centrifugal compressor	1.0	1.25	2.0
LIGHT	**SLIGHT TORQUE FLUCTUATION** Machine tools, screw compressors, screw pumps, liquid ring compressors	1.5	2.0	2.5
MEDIUM	**TORQUE FLUCTATION** Reciprocating pumps, low viscosity mixers, cranes	2.0	2.5	3.0
HIGH	**EXCEPTIONALLY HIGH TORQUE FLUCTUACTIONS** Rotary presses, reciprocating compressors, high viscosity mixers	2.5	3.0	4.0

The table gives a rough guide to service factors of general applications. For more specific figures it is recommended that AGMA 922-A96 or similar reference should be consulted, or reference made to our technical department.

DISC COUPLING

ASSEMBLY & ALIGNMENT GUIDELINES

Precise alignments, when assembling the coupling, will allow for variations of conditions during operation and thus ensure a long, trouble free, working life for the coupling.

Straight bored hubs should be fitted so that the shaft end is flush with the flanges' faces: the distance between the flanges will match with the "S" value for one-flexible element couplings, and with the complete "DBSE" value with two-flexible elements couplings. Once the machines are ready to start, it is necessary to begin with a first alignment placing a line on the hubs' flanges every 90°. (fig.1). Doing so both a vertical and an horizontal alignment is approximately obtained. After that, it is suggested to check the axial alignment which must be within the limits below.

Axial alignment

One flexible-element couplings:

4 Bolt couplings: -0\+0.020 "S" value

6 Bolt couplings: -0\+0.016 "S" value

8 Bolt couplings: -0\+0.010 "S" value

Two-flexible elements couplings:

4 Bolt couplings:-0\+0.040"DBSE" value

6 Bolt couplings: -0\+0.032 "DBSE" value

8 Bolt couplings: -0\+0.020 "DBSE" value

Radial and angular alignment

At this point it is important to mount the flexible element assembly, or the flexible elements and spacer for couplings with large "DBSE", making sure to tighten the nuts to their corresponding bolts.

Use a dial indicator in order to achieve the minimum distance between the flanges' faces, then reset it, note the maximum distance, divide results by the flange's diameter. These results should not exceed the limits below.

4 Bolt couplings: 0.00015'' / inch. of the flange's diameter

6 Bolt couplings: 0.00012'' / inch. of the flange's diameter

8 Bolt couplings: 0.00008'' / inch. of the flange's diameter

Alternatively, carefully note using a centesimal gauge the distance between the flanges' internal surfaces (fig.3) obtaining the maximum distance A and the minimum distance B. With

the D flange's diameter:

Maximum Misalignment in mm, must be within the values above. (Being sure to convert units)

When working with two-element couplings repeat the operation on both coupling's sides, or, alternatively, block one side of the coupling by inserting a grinding gauge equal to "S" value, tighten that side with hardware completely stiffening one side.

Now proceed, as indicated above, checking the other side of the coupling, noting that the values should be double.

Such procedures allow both an angular and a parallel misalignment's checks, but they shouldn't be regarded as assembly or maintenance instructions whatsoever.

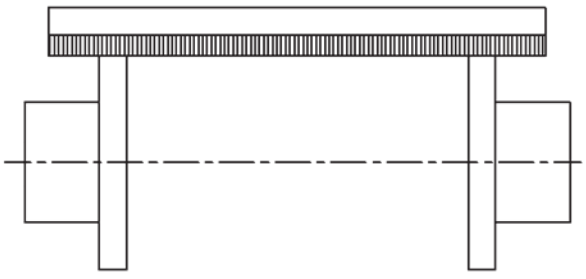


FIGURE 1

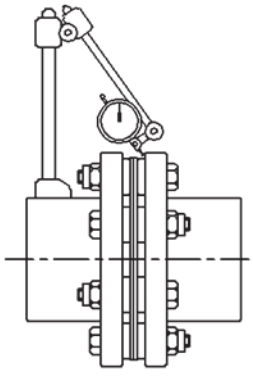


FIGURE 2

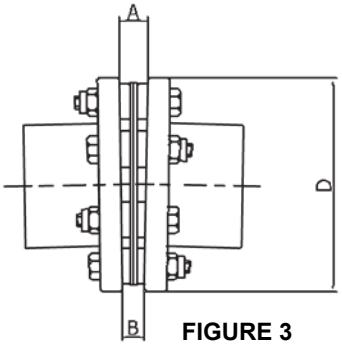
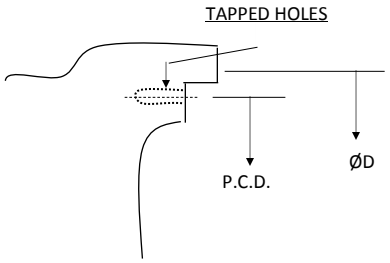


FIGURE 3

System Components Rubber Industrial Couplings

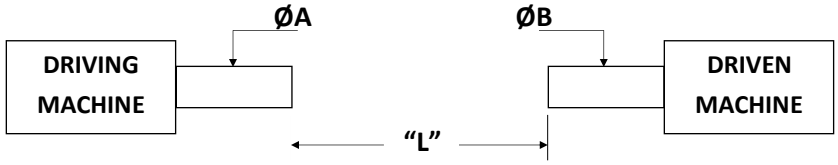
Application Information Sheet

Flywheel Details



Engine Make		
DIA. 'D' -	**(MM)**	
P.C.D-	**(MM)**	
NO. OF HOLES-		
TAPPED HOLE THREAD SIZE-	**(MM)**	

Shaft Details



TYPE OF DRIVE (ELECTRIC MOTOR/DIESEL ENGINE/TURBINE, ETC)		
POWER OF DRIVING MACHINE	**(KW/HP)**	
SPEED OF DRIVING MACHINE	**(RPM)**	
SHAFT LENGTH	**(MM)**	
SHAFT DIA. OF DRIVING MACHINE ØA (STRAIGHT SHAFT OR TAPER)	**(MM)**	
DRIVEN MACHINE (GEAR BOX/FAN/PUMP, ETC)		
SHAFT DIA. OF DRIVEN MACHINE ØB	**(MM)**	
DISTANCE BETWEEN SHAFT ENDS "L"	**(MM)**	
ARE BOTH DRIVING AND DRIVEN MACHINES AXIALLY LOCATED?		
IF NOT, L.E.F. REQUIRED (LIMITED END FLOAT)		

IF COUPLING IS BETWEEN OUTPUT SIDE OF GEARBOX & DRIVEN MACHINE:

—WHAT IS OUTPUT SPEED?	**(RPM)**	
—WHAT IS SHAFT DIAMETER?	**(MM)**	
—WHAT IS OUTPUT SHAFT LENGTH?	**(MM)**	

NOTE:

1) **LARGE BOSS DRIVING FLANGE AVAILABLE ON REQUEST**
2) **BRAKE DRUM ARRANGEMENT AVAILABLE**
3) **CARDAN SHAFT DRIVES AVAILABLE**

SYSTEM COMPONENTS, INC.
sales@sci-couplings.com