

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”

TABLE OF CONTENTS

o	Sheet	Page
o POWERORK® Series "F" Flange Type Gear Couplings		
o Features And Advantages		
o Full Flex Couplings (1-F through 7-F)	DS100	F-1
o Full Flex Heavy Duty Couplings (8-F through 18-F)	DS108	F-2, 3
o Flex Rigid And Floating Shaft Couplings (1-F through 7-F)	DS101	F-4
o Flex Rigid Heavy Duty Couplings (8-F through 18-F)	DS109	F-5, 6
o Rigid Rigid Couplings (1-F through 7-F)	DS102	F-7
o Vertical Couplings	DS118	F-8
o Mill Motor Couplings	DS112	F-9, 10
o Spacer Couplings	DS115	F-11
o Limited End Float (L.E.F.) Couplings	DS116	F-12
o Couplings bored for TAPER-LOCK® Bushings	DS142	F-13
o Wedgegard™ Gear Type Coupling & Torque Table	DSWG105-106	F-14, 15
o Flange Details	DS114	F-16
o Other Couplings Available (Series F)	DS119	F-17, 18
o POWERORK® Series "S" Continuous Sleeve Type Couplings		
o Full Flex & Flex Rigid Couplings (6-S through 45-S)	DS104	S-1
o Full Flex & Flex Rigid Couplings (50-S through 70-S)	DS124	S-2
o Flex Rigid Couplings (6-S through 45-S)	DS104SS	S-3
o Other Couplings Available	DS121	S-4
o FLEXTORK® Series "EL" Elastomeric Type Couplings		
o Features And Advantages		
o Straight Bore Couplings (5-EL through 50-EL)	DS106	EL-1
o Straight Bore Couplings (Sizes 60-EL thru 130-EL)	DS141	EL-2
o Couplings bored for TAPER-LOCK® Bushings (20-EL through 70-EL)	DS107	EL-3
o Other Couplings Available	DS123	EL-4
o POWERORK® Small Couplings		
o Series "F" Full Flex Couplings (5/8 F through 3/4 F)	DS099	SC-1
o Series "F" Stainless Steel Couplings (5/8 F through 1 F)	DS100SS	SC-2
o Series "F" Rigid Rigid Couplings (5/8 F through 3/4 F)	DS098	SC-3
o Series "F" Flex Rigid & Floating Shaft Couplings (5/8 F through 3/4 F)	DS097	SS-4
o XL-100 Couplings	DS050	SS-5

TABLE OF CONTENTS

	<u>Sheet</u>	<u>Page</u>
o Wedgegard™ Torque Limiters		
o Wedgegard™ Positioning	DSWG103	WG-1
o Wedgegard™ Gear Type Coupling	DSWG105	WG-2
o Wedgegard™ Gear Type Coupling Torque Table	DSWG106	WG-3
o Wedgegard™ Type DIN Cartridge	DSWG107	WG-4
o Wedgegard™ Type DIN Cartridge Torque Table	DSWG108	WG-5
o Wedgegard™ Type SAE Cartridge	DSWG109	WG-6
o Wedgegard™ Type SAE Cartridge Torque Table	DSWG110	WG-7
o Wedgegard™ Type S Hub	DSWG111	WG-8
o Wedgegard™ Type S Hub Torque Table	DSWG112	WG-9
o Wedgegard™ Phasing Hubs	DSWG113	WG-10
o Ru-Steel Disc Couplings		
o RS - 4 Bolt Range Without Spacer	DS205	D-1
o RSD - 4 Bolt Range With Spacer	DS200	D-2
o RP - 6 Bolt Range Without Spacer	DS206	D-3
o RPD - 6 Bolt Range With Spacer	DS201	D-4
o RPA - API 6 Bolt Range with Adaptors	DS207	D-5
o RSP - API 6 Bolt Range With Spacer & Adaptors	DS202	D-6
o RP - 8 Bolt Range Without Spacer	DS208	D-7
o RPD - 8 Bolt Range with Spacer	DS204	D-8
o RSP - API 8 Bolt Range With Spacer & Adaptors	DS203	D-9
o Special Designs		D-10
o FLEXTORK® Series "RI" Rubber Industrial Couplings		
o Sizes 0.4 through 60	DSRI	R-1
o Sizes 90 through 600	DSRI	R-2
o Engineering Data		
o Selection Guide	DS105	E-1
o System Components, Inc. Inquiry/Order Form	FM200	E-2
o Application Service Factors	DS110	E-3, 4
o Standard Inch Series Bores & Keyways	DS103	E-5
o Standard Metric Bores & Keyways	DS103	E-6
o POWERORK® Series "F" Installation & Maintenance	DS120	E-7, 8
o POWERORK® Series "F" Heavy Duty Installation & Maintenance	DS140	E-9, 10
o POWERORK® Series "S" Installation & Maintenance	DS122	E-11, 12
o FLEXTORK® Series "EL" Install & Maintenance	DS203	E-13-15
o Wedgegard™ Selection	DSWG101	E-16
o Wedgegard™ Identify the Howdon™ Wedgepin	DSWG102	E-17
o Wedgegard™ Installation & Maintenance Notes	DSWG114	E-18
o Disc Coupling Selection	DS209	E-19
o Disc Coupling Assembly & Alignment Guidelines	DS210	E-20
o Rubber Industrial Application Information Form	FM201	E-21

POWERTORK® SERIES F FLANGE TYPE GEAR COUPLINGS

POWERTORK® Series F flange type gear couplings are available in standard Full Flex, Flex Rigid, and Rigid-Rigid designs as well as special designs, including but certainly not limited to Vertical, Floating Shaft, Mill Motor, Spacer, Limited End Float, and couplings bored for Taper-Lock® bushings.

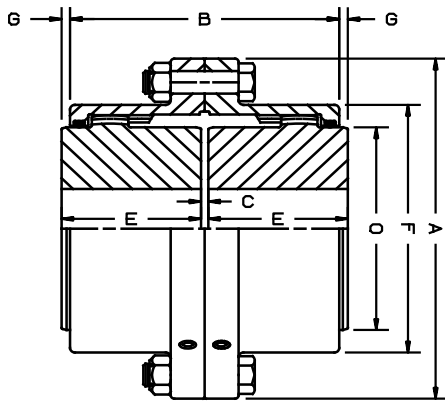
System Components keeps a large inventory for sizes 1F through 10F (for bores up to 14-1/8"), and has the capability of machining up to a size 18F (bores up to 27-1/4"), to accommodate a quick turn-around time for customers.

- * Up to 3° angular misalignment
- * Manufactured from higher-quality steel
- * Higher grade bolts (grade 8 vs grade 5)
- * Manufactured to tighter critical and dimensional standards
- * Manufactured from forgings for increased strength, durability and longer life
- * Flanges made to industry standards permitting flange to flange interchangeability with other manufacturers.

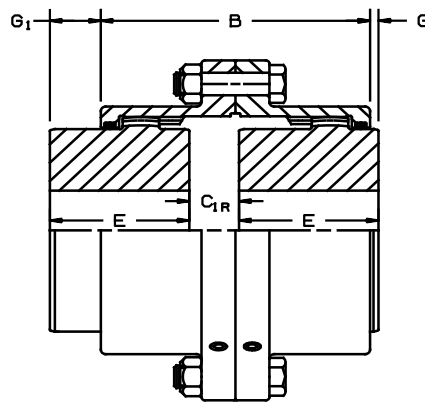
POWERTORK®

DATA SHEET DS100 REV. 05

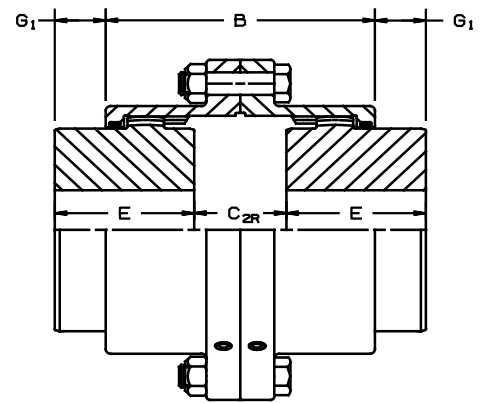
Series "F" Full Flex Flange Type Gear Coupling.



**Full Flex
Standard Mount**



**Full Flex
One Hub Reversed**

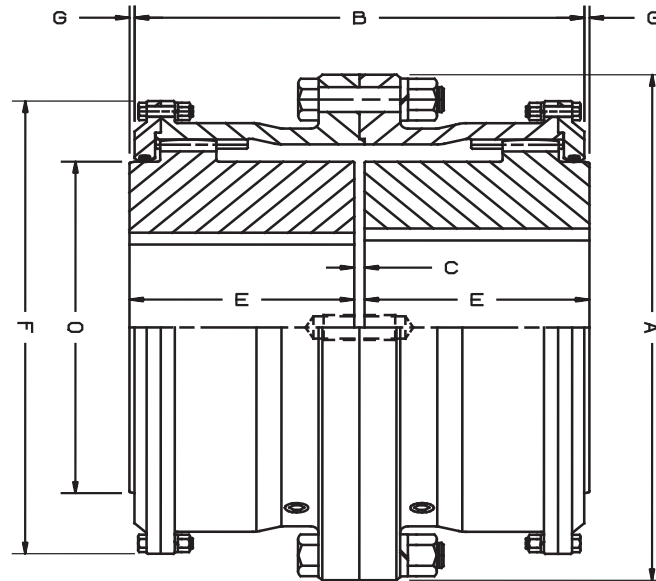


**Full Flex
Two Hubs Reversed**

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 10³)		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 x 3/16	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
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 (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" Full Flex Heavy Duty Flange Type Gear Coupling. (Sizes 8 to 12)**

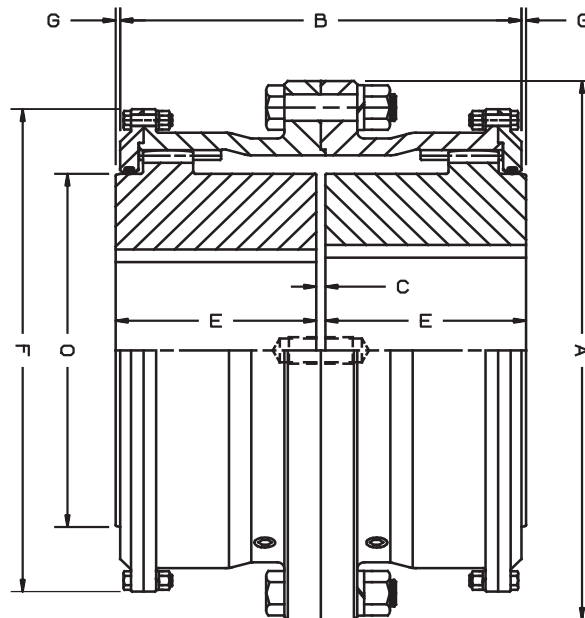
Series F		Size	8	9	10	11	12
Rating (HP/100 RPM)			2250	3200	4375	5800	7200
Torque Capacity (IN·LBS x 10 ³)			1418	2017	2757	3656	4538
Maximum Speed (RPM)		(1)	1750	1625	1500	1375	1250
Flex Hub	Maximum Bore		10.75	12.25	13.50	15.00	16.50
	Standard Keyway		2-1/2 x 7/8	3 x 1	3-1/2 x 1-1/4	3-1/2 x 1-1/4	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
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 reverse side of data sheet for sizes 13 to 18.

POWERTORK[®]

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

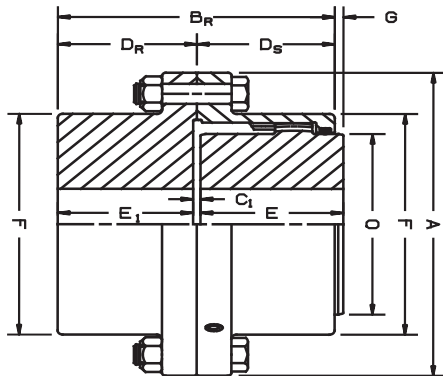
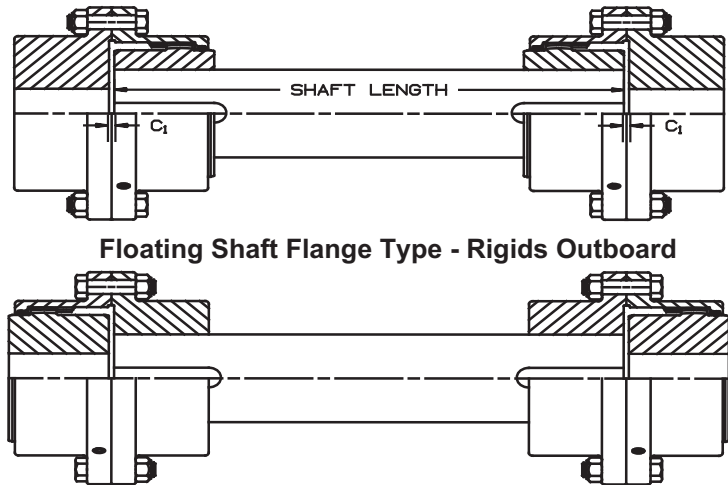


Series F	Size	13	14	15	16	18
Rating (HP/100 RPM)		9050	11100	13500	16150	21150
Torque Capacity (IN·LBS x 10 ³)		5704	6996	8508	10179	13330
Maximum Speed (RPM) (1)		1125	1000	875	750	500
Flex Hub	Maximum Bore	18.00	19.25	21.25	22.50	25.75
	Standard Keyway	4 x 1-1/2	5 x 1-3/4	5 x 1-3/4	6 x 2	6 x 2
	Maximum 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
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 reverse side of data sheet for sizes 8 to 12.

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 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 x 3/16	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
	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	1-3/4 x 5/8	2 x 5/8	2 x 5/8	2 x 5/8	2-1/2 x 3/4
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
	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
	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	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:

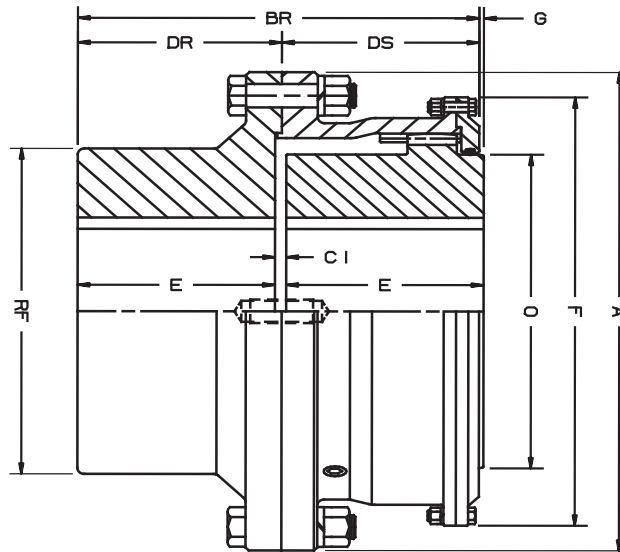
- (1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Maximum speed values for floating shaft couplings and for speeds higher than those listed consult SCI.
- (2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.
- (3) 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®

DATA SHEET DS109 REV. 03

Series "F" Flex Rigid Heavy Duty Flange Type Gear Coupling.

(Sizes 8 to 12)



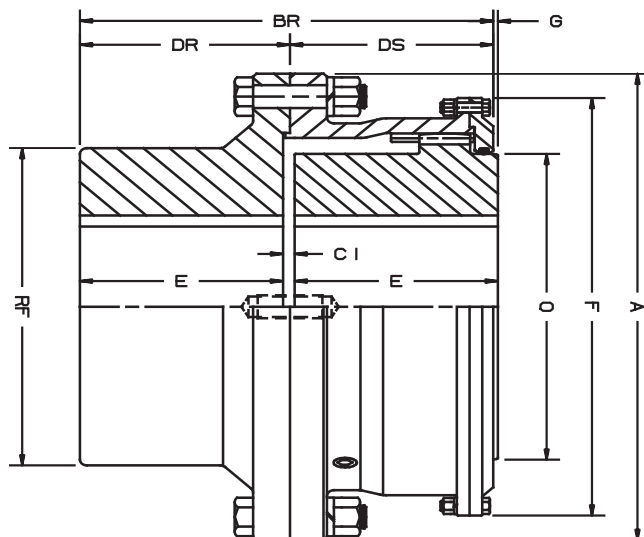
Series F	Size	8	9	10	11	12
Rating (HP/100 RPM)		2250	3200	4375	5800	7200
Torque Capacity (IN·LBS x 10 ³)		1418	2017	2757	3656	4538
Maximum Speed (RPM) (1)		1750	1625	1500	1375	1250
Flex Hub	Maximum Bore	10.75	12.25	13.50	15.00	16.50
	Standard Keyway	2-1/2 x 7/8	3 x 1	3-1/2 x 1-1/4	3-1/2 x 1-1/4	4 x 1-1/2
	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
Rigid Hub	Maximum Bore	11.00	13.00	14.00	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	11.50	13.25	14.25	15.75	17.50
	Reduced Depth Keyway	3 x 3/8	3-1/2 x 7/8	3-1/2 x 7/8	4 x 7/8	4 x 1
A		23.25	26.00	28.00	30.50	33.00
BR		19.88	22.06	24.38	26.63	28.13
C1		.38	.50	.50	.50	.50
DR		10.13	11.19	12.38	13.50	14.25
DS		9.75	10.88	12.00	13.13	13.88
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
RF		15.25	17.50	19.00	20.75	23.00
Rough Stock Bore (5)		5.0	6.0	7.0	8.0	9.0
Weight Solid Hubs (LBS) (2)		1580	2060	2850	3480	4400
Grease (3)	Weight (LB-OZ.)	7	12	14	19	21-8
	Volume (Pints)	7.5	13	15	20.5	23

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.

Series "F" Flex Rigid Heavy Duty Flange Type Gear Coupling.

(Sizes 13 to 18)

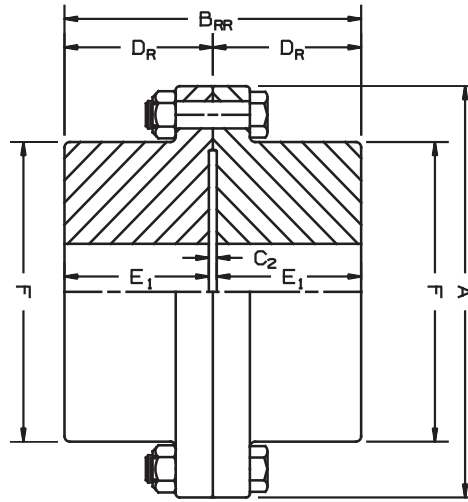


Series F		Size	13	14	15	16	18
Rating (HP/100 RPM)			9050	11100	13500	16150	21150
Torque Capacity (IN·LBS x 10 ³)			5704	6996	8508	10179	13330
Maximum Speed (RPM)		(1)	1125	1000	875	750	500
Flex Hub	Maximum Bore		18.00	19.25	21.25	22.50	25.75
	Standard Keyway		4 x 1-1/2	5 x 1-3/4	5 x 1-3/4	6 x 2	6 x 2
	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
Rigid Hub	Maximum Bore		18.00	19.25	20.50	22.00	25.00
	Standard Keyway		4 x 1-1/2	5 x 1-3/4	5 x 1-3/4	5 x 1-3/4	6 x 2
	Maximum Bore		19.00	20.75	22.00	23.50	26.50
	Reduced Depth Keyway		5 x 1	5 x 1	5 x 1	6 x 1	7 x 1-1/4
A			35.75	38.00	40.50	43.00	47.25
BR			29.75	31.50	33.44	35.38	36.56
C1			.75	.75	.75	1.00	1.00
DR			15.00	15.88	16.88	17.88	18.50
DS			14.75	15.63	16.56	17.50	18.06
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
RF			24.75	26.50	28.00	30.00	34.00
Rough Stock Bore		(5)	10.0	11.0	12.0	13.0	15.0
Weight Solid Hubs (LBS)		(2)	5600	6700	8000	9400	12400
Grease (3)	Weight (LB-OZ.)		23-8	27-8	31	37-8	45
	Volume (Pints)		25	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.

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
Hub	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
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

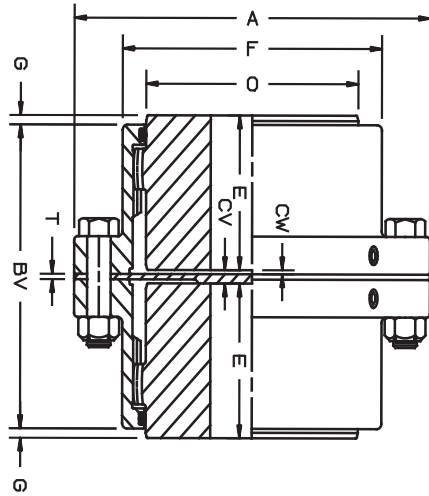
Notes:

- (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

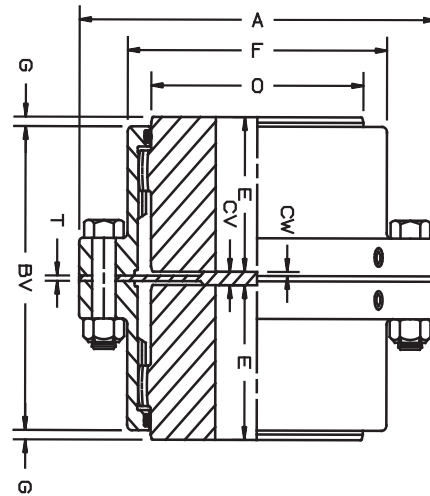
POWERTORK®

DATA SHEET DS118 REV. 04

Series "F" Full Flex Vertical Gear Coupling.



**Non Supported
Upper Shaft**



**Supported
Upper Shaft**

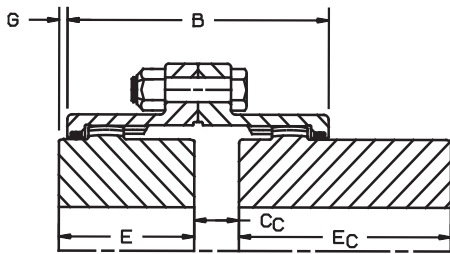
Series F	Size	1	1½	2	2½	3	3½	4	4½	5	5½	6	7
Rating (HP/100 RPM)	(2)	15.5	31	51	90	152	240	380	500	710	925	1200	1850
Torque Capacity (IN-LBS x 10³)		9.77	19.5	32.1	56.7	96	151	240	315	447	583	756	1166
Maximum Speed (RPM)	(1)	10800	8800	8300	7670	7150	6330	5670	5160	4650	4350	3820	3150
Flex Hub	Maximum 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 x 3/16	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
Flex Hub	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
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	1014
Grease	Weight (LB-OZ.)	(4)	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
	Volume (Pints)		.06	.06	.25	.60	.86	1.5	1.8	2.9	4.0	5.4	8.2

Notes:

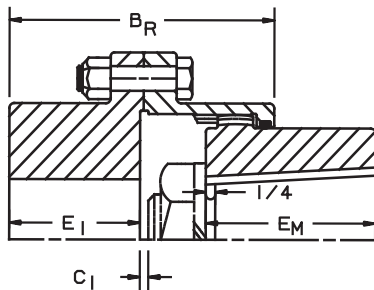
- (1) Maximum speed without dynamic balancing 60% of values shown. Speed limits are recommendations based on experience and are intended as a guide only. Consult SCI for speeds higher than those listed.
- (2) Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection 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.

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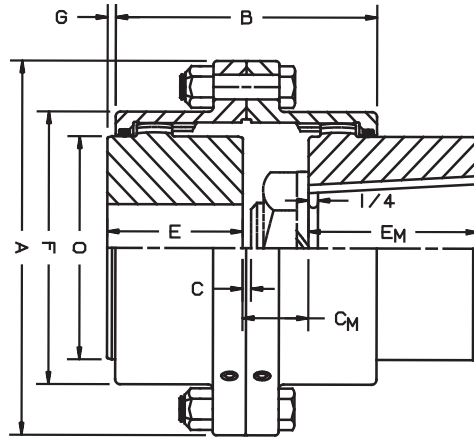
Series "F" Mill Motor Flange Type Gear Coupling.



Full Flex Mill Motor Coupling
With Rough Bored Composite Hub



Flex Rigid Mill Motor Coupling
For AISE Mill Motors



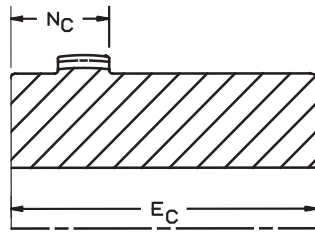
Full Flex Mill Motor Coupling
For AISE Mill Motors

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

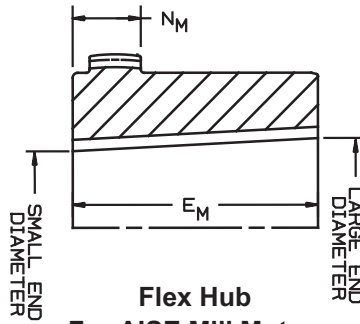
Notes:

- (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 dimensions CM and DM, see reverse side of data sheet.

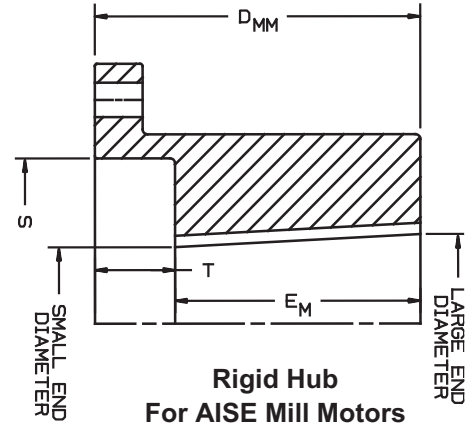
Series "F" Mill Motor Flange Type Gear Coupling.



**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		Flex Hub And Rigid Hub Bored For AISE Mill Motor Frame								
		Ec	Nc	Em	Nm	Cm	Dmm	T	S	Large End Diameter	Small End Diameter	Keyway
1½	802	3.50	.88	3.00	.88	.75	3.72	.72	3.00	1.749	1.4365	1/2 x 1/4
2	602	4.00	.97		.97	1.06	4.03	1.03	4.00			
2½	AC1,2,3	5.16	1.44		1.44	1.13			5.00			
1½	803	3.50	.88	3.50	.88	.75	4.22	.72	3.00	1.999	1.6344	1/2 x 1/4
2	804	4.00	.97		.97	1.06	4.53	1.03	4.00			
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	4.00	.97	1.06	5.03	1.03	4.00	2.499	2.0823	1/2 x 1/4
2½	606	5.16	1.44		1.25	1.31			5.00			
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	4.50	1.28	1.28	5.69	1.19	5.00	2.9985	2.5298	3/4 x 1/4
3	608	5.63	1.81		1.56	1.44	5.84	1.34	6.00			
3½		6.13	2.25		2.13	1.50			7.00			
2½	810	5.16	1.44	4.50	1.28	1.28	5.69	1.19	5.00	3.2485	2.7798	3/4 x 1/4
3	610	5.63	1.81		1.44	1.56	5.97	1.47	6.00			
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	5.00	1.28	1.28	6.19	1.19	5.00	3.623	3.1022	3/4 x 1/4
3	612	5.63	1.81		1.31	1.69	6.59	1.59	6.00			
3½	AC25	6.13	2.25		1.88	1.75			7.00			
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	5.00	1.19	1.69	6.72	1.72	6.00	4.248	3.7272	1 x 3/8
3½	614	6.13	2.25		1.75	1.88			7.00			
4	AC40	6.00	2.55		2.23	1.88			8.00			
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	5.50	1.63	2.00	7.34	1.84	7.00	4.6225	4.0496	1-1/4 x 3/8
4	616	6.00	2.55		2.11	2.00			8.00			
4½		7.19	3.22		2.63	2.06	7.44	1.94	9.00			
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	6.00	2.55	1.56			8.00	4.9975	4.3725	1-1/4 x 1/2
4½	618	7.19	3.22		3.06	1.63	7.50	1.50	9.00			
5		8.31	3.66		3.66	1.63			10.00			
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	6.75	2.63	2.06	8.69	1.94	9.00	5.872	5.1689	1-1/2 x 3/4
5		8.31	3.66		3.22	2.06			10.00			
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	7.25	2.59	2.69	9.81	2.56	10.00	6.247	5.4918	1-1/2 x 3/4
5½		10.31	4.25		3.19	2.69	9.88	2.63	11.00			
6		10.31	4.28		3.22	2.69			11.00			
5½	624	10.31	4.25		3.19	2.69	11.88	2.63	11.00			
6		10.31	4.28		2.69			11.00				

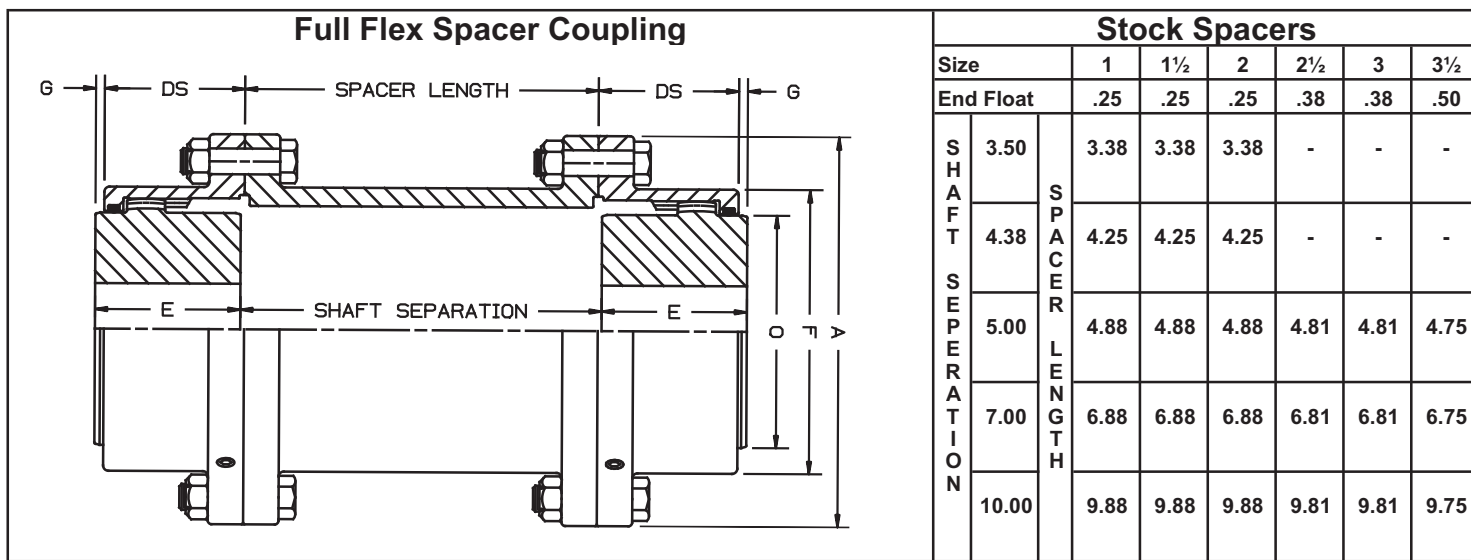
Notes:

- (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.

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DATA SHEET DS115 REV. 04

Series "F" Full Flex Spacer Couplings.



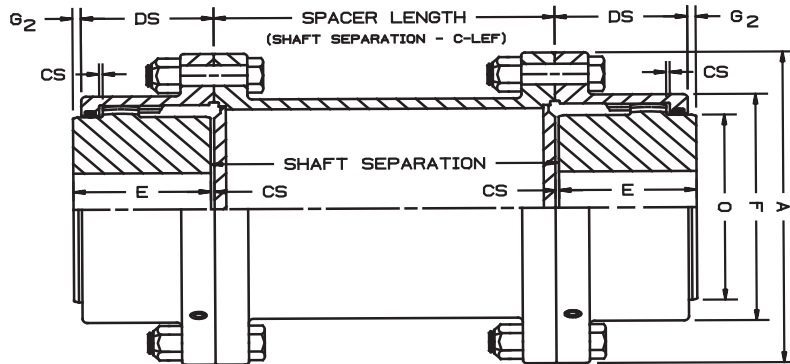
		Stock Spacers					
Size		1	1½	2	2½	3	3½
End Float		.25	.25	.25	.38	.38	.50
S H A F T S E P A R A T I O N	3.50	3.38	3.38	3.38	-	-	-
	4.38	4.25	4.25	4.25	-	-	-
	5.00	4.88	4.88	4.88	4.81	4.81	4.75
	7.00	6.88	6.88	6.88	6.81	6.81	6.75
	10.00	9.88	9.88	9.88	9.81	9.81	9.75

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	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 x 3/16	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
Hub	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
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	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

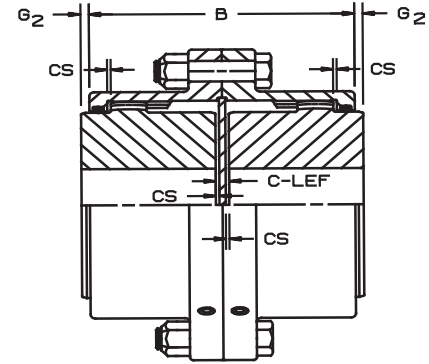
Notes:

- (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.

Series "F" Full Flex Limited End Float Couplings.



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



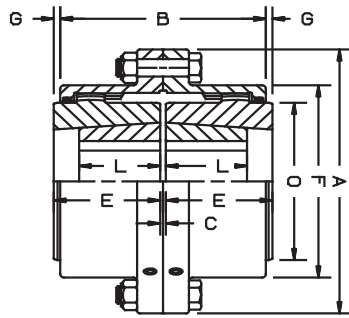
**Full Flex
Limited End Float (L.E.F.)
Coupling**

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	2.19	2.75	3.50	4.00	4.50	5.50	6.00	6.88	7.75	8.75	10.38
	Standard Keyway	3/8 x 3/16	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
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

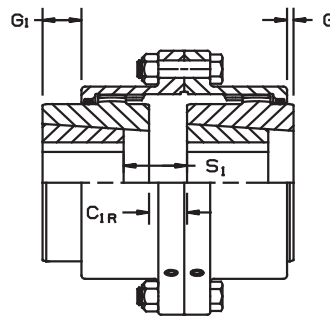
Notes:

- (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.

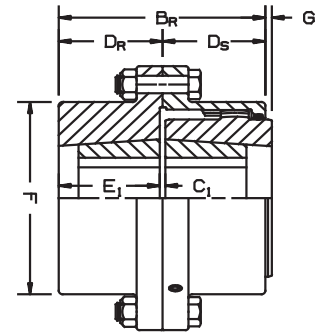
Series "F" Full Flex And Flex Rigid Couplings For TAPER-LOCK® Bushings



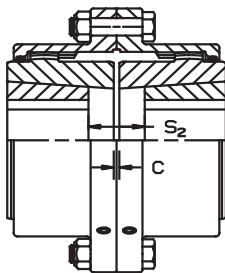
Full Flex - Standard Mount
Inboard - Inboard



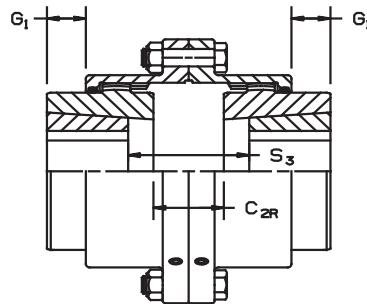
Full Flex - One Hub Reversed
Outboard - Inboard



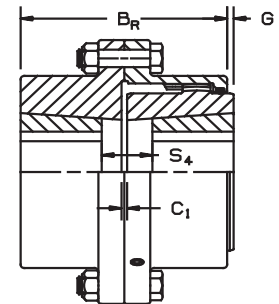
Flex Rigid - Standard Mount
Inboard - Inboard



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.

WEDGEgard™

Gear Type Coupling - Manual Reset

DATA SHEET DSWG105

Gear Type Wedgegard™ Couplings are supplied bored and keyed to customer requirements.

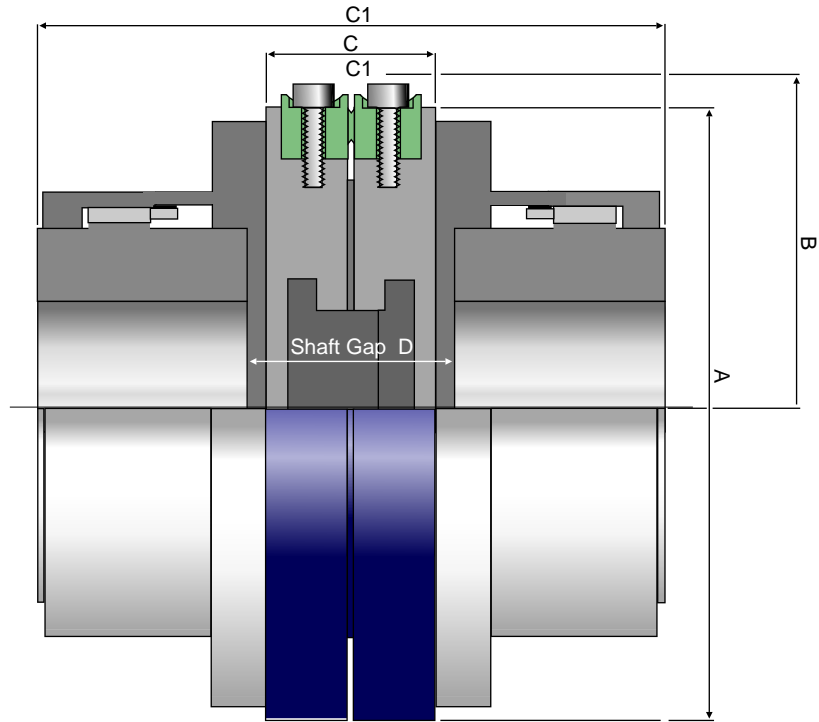
All Couplings manufactured to AGMA standards.

Designs to suit special drive requirements are available.

For speeds higher than listed, please consult SCI

All dimensions in inches unless otherwise shown.

All figures are approximate.



Size		1	1 ½	2	2 ½	3	3 ½	4	4 ½	5	5 ½	6	7
Max Release/Shear (in-lbs)	Brass	24,425	48,750	80,250	141,750	240,000	377,500	600,000	–	–	–	–	–
	Steel	24,425	48,750	80,250	141,750	240,000	377,500	600,000	787,500	1,117,500	1,457,500	1,890,000	2,915,000
Max Release/Shear (ft-lbs)	Brass	2035	4062	6687	11,812	20,000	31,457	50,000	–	–	–	–	–
	Steel	2035	4062	6687	11,812	20,000	31,457	50,000	65,625	93,125	121,457	157,500	242,915
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
Nominal Drive Torque (ft-lbs)		814	1625	2675	4725	8000	12,583	20,000	26,250	37,250	48,583	63,000	97,166
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)		2.343	2.933	3.425	4.114	4.547	5.335	6.024	6.476	7.362	8.346	8.74	10.039
Unbalanced Speed (RPM)		4320	3520	3320	3070	2860	2530	2270	2060	1860	1740	1530	1260
Maximum Bore (Gear Coupling Hubs)		1.654	2.244	2.874	3.74	4.331	5	5.906	6.535	7.323	8.11	9.055	10.827
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	21.260
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
Bolt Fixing Quantity		6 x	8 x	6 x	6 x	8 x	8 x	8 x	10 x	8 x	14 x	14 x	16 x
Bolt Fixing Size (UNF)		1/4"	3/8"	1/2"	5/8"	5/8"	3/4"	3/4"	3/4"	7/8"	7/8"	7/8"	1"
Flange Bolt P.C.D.		3.75	4.813	5.875	7.125	8.125	9.5	11	12	13.5	14.5	15.75	18.25
Cartridge Weight (lbs) Approx		10	21	27.5	41	73	99	128	154	233	293	322	439
Incl Gear Coupling (lbs) Approx		19	38.5	58	100	154	231	328	423	622	758	970	1429

*All dimensions in Inches unless otherwise specified

*Dimensions and specifications may change for improvement without notice.

WEDGE GARD™

Gear Coupling Standard Torque Table

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
	WEDGE PIN	W37	W50	W50	W50	W75	W75	W75	W100	W100	W100	W100	W120	
O	BRASS	495	1150	1345	1619	-	-	-	-	-	-	-	-	ORANGE
	STEEL	690	1584	1840	2221	-	-	-	-	-	-	-	-	
OW	BRASS	694	1743	2035	2451	-	-	-	-	-	-	-	-	ORANGE / WHITE
	STEEL	955	2504	2929	3513	-	-	-	-	-	-	-	-	
GD	BRASS	938	-	-	-	-	-	-	-	-	-	-	-	GOLD
	STEEL	1292	-	-	-	-	-	-	-	-	-	-	-	
W	BRASS	1301	2513	2929	3522	8753	10,267	11,594	-	-	-	-	-	WHITE
	STEEL	1787	3451	4027	4832	12,010	14,090	15,905	47,317	53,787	60,983	63,859	-	
WY	BRASS	1876	3407	3982	4779	12,275	14,400	16,259	-	-	-	-	-	WHITE / YELLOW
	STEEL	2575	4682	5469	6567	16,869	19,790	22,339	70,427	80,057	90,758	95,042	-	
Y	BRASS	2478	4460	5204	6248	15,559	18,250	20,613	-	-	-	-	-	YELLOW
	STEEL	3398	6452	7531	9045	21,365	25,066	28,305	94,758	107,716	122,117	127,879	207,644	
YB	BRASS	3283	6514	7602	9133	21,197	24,871	28,084	-	-	-	-	-	YELLOW / BLUE
	STEEL	4505	8948	10,443	12,550	29,110	34,156	38,563	118,992	135,269	153,361	160,592	232,471	
BN	BRASS	3398	-	-	-	-	-	-	-	-	-	-	-	BROWN
	STEEL	-	-	-	-	-	-	-	-	-	-	-	-	
B	BRASS	3867	8948	10,443	12,550	25,392	29,792	33,633	-	-	-	-	-	BLUE
	STEEL	5310	12,293	14,382	17,241	34,871	40,909	46,184	134,092	152,440	172,815	180,967	298597	
BG	BRASS	4505	11178	13054	15674	29995	35182	39732	-	-	-	-	-	BLUE / GREEN
	STEEL	6186	15356	17922	21533	41182	48317	54557	158441	180108	204192	213822	-	
G	BRASS	5567	13665	15957	19161	37625	44148	49848	-	-	-	-	-	GREEN
	STEEL	7638	18745	21887	26295	51689	60638	68471	189393	215300	244084	255599	343064	
RG	BRASS	6726	17250	20144	24197	44166	51813	58505	-	-	-	-	-	RED / GREEN
	STEEL	9249	23693	27658	33225	60310	70754	79897	-	-	-	-	-	
R	BRASS	7576	17834	20825	25021	50698	60354	67152	-	-	-	-	-	RED
	STEEL	10399	24498	28605	34358	69630	81685	92236	218124	247951	281107	285515	423184	
RK	BRASS	-	-	-	-	-	-	-	-	-	-	-	-	RED / BLACK
	STEEL	-	-	-	-	-	-	-	-	-	-	-	-	
K	BRASS	-	18586	21702	26074	58814	68993	77915	-	-	-	-	-	BLACK
	STEEL	-	25525	29809	35801	80756	94741	106982	230975	262573	297676	311714	530617	

*Ratings are per single Wedgepin fitted.

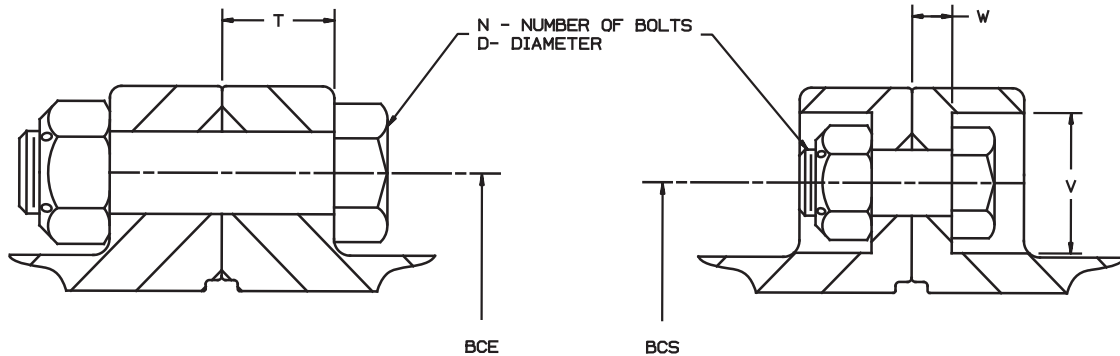
*Ratings are in IN-LBS and approximate.

*Dimensions and specifications may change for improvement without notice.

POWERTORK®

DATA SHEET DS114 REV. 04

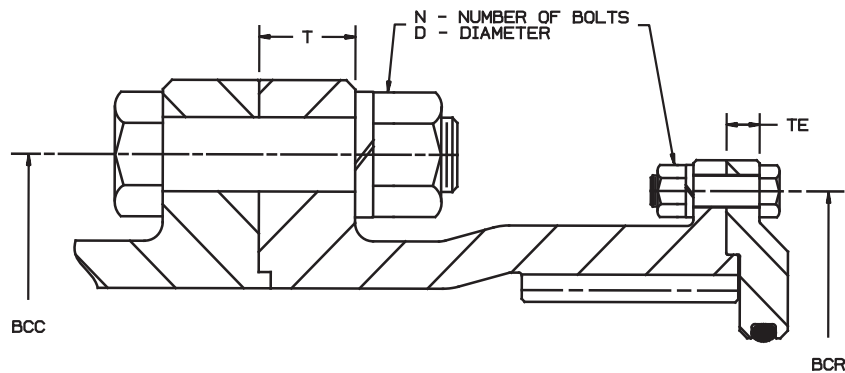
Series "F" Flange Details.



Exposed Bolt Flange

Shrouded Bolt Flange

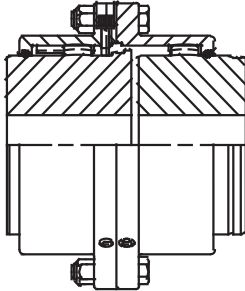
Series F	Size	1	1½	2	2½	3	3½	4	4½	5	5½	6	7
	T	.56	.75	.75	.88	.88	1.13	1.13	1.13	1.50	.94	1.00	1.13
Exposed Bolt	BCE	3.750	4.813	5.875	7.125	8.125	9.500	11.000	12.000	13.500	14.500	15.750	18.250
	N	6	8	6	6	8	8	8	10	8	14	14	16
	D	1/4"	3/8"	1/2"	5/8"	5/8"	3/4"	3/4"	3/4"	7/8"	7/8"	7/8"	1"
Shrouded Bolt	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
Center Flange	T	1.31	1.44	1.75	2.00	2.13	2.19	2.25	2.25	2.38	2.50
	BCC	20.750	23.250	25.250	27.500	30.000	32.250	34.500	36.750	39.000	43.250
	N	16	18	18	18	18	18	18	20	20	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"
End Ring Flange	TE	.56	.69	.69	.69	.81	.81	.81	.88	.88	.88
	BCR	19.375	21.750	23.875	26.063	28.313	30.500	32.625	35.000	37.125	41.375
	N	10	12	12	12	12	12	14	14	14	14
	D	1/2"	5/8"	5/8"	5/8"	3/4"	3/4"	3/4"	7/8"	7/8"	7/8"

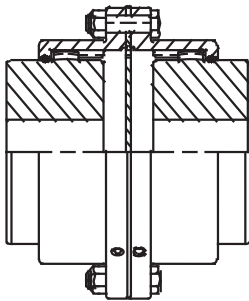
OTHER COUPLINGS AVAILABLE

SERIES "F"



o Cutout Couplings.

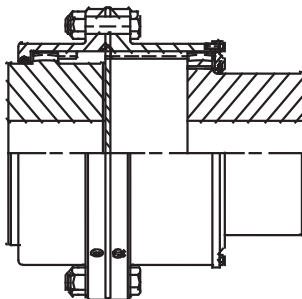
Pairs of cutout couplings are commonly used on dual drives, having an auxiliary prime mover (usually an engine or turbine) for emergency use. The changeover is performed at standstill by disengaging the coupling on the primary driver and engaging the coupling on the standby drive. With one cutout coupling, 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.

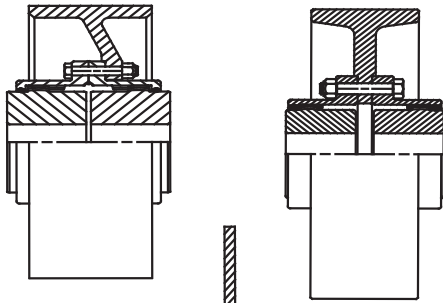
o Short Slide



o Medium Slide and Long Slide Types

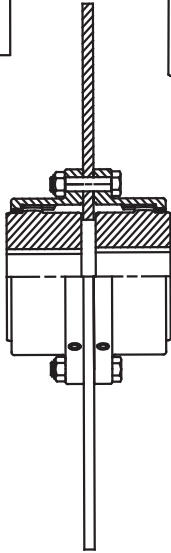
OTHER COUPLINGS AVAILABLE

SERIES "F"



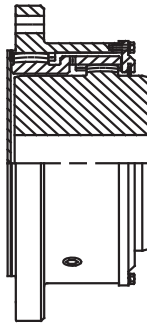
o Brakewheel Types

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.



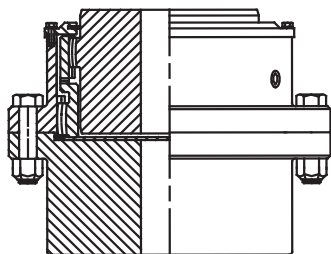
o Brakedisc Types

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.

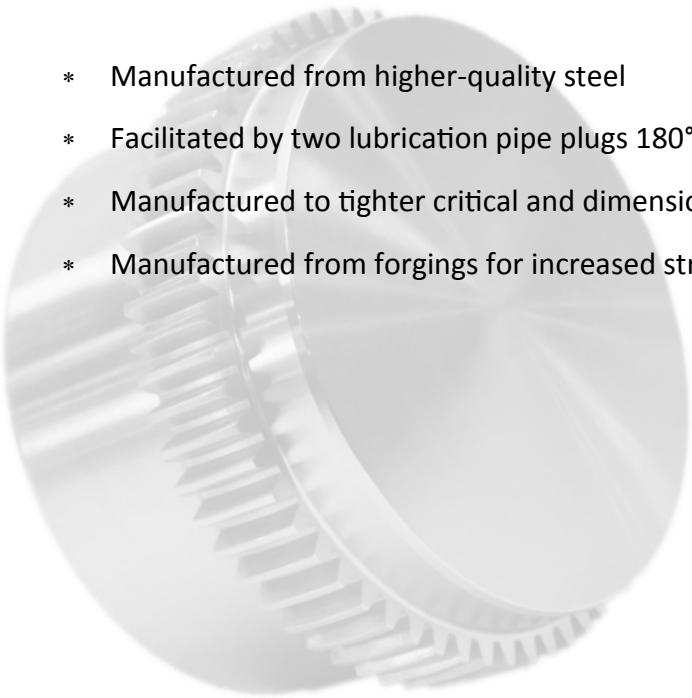


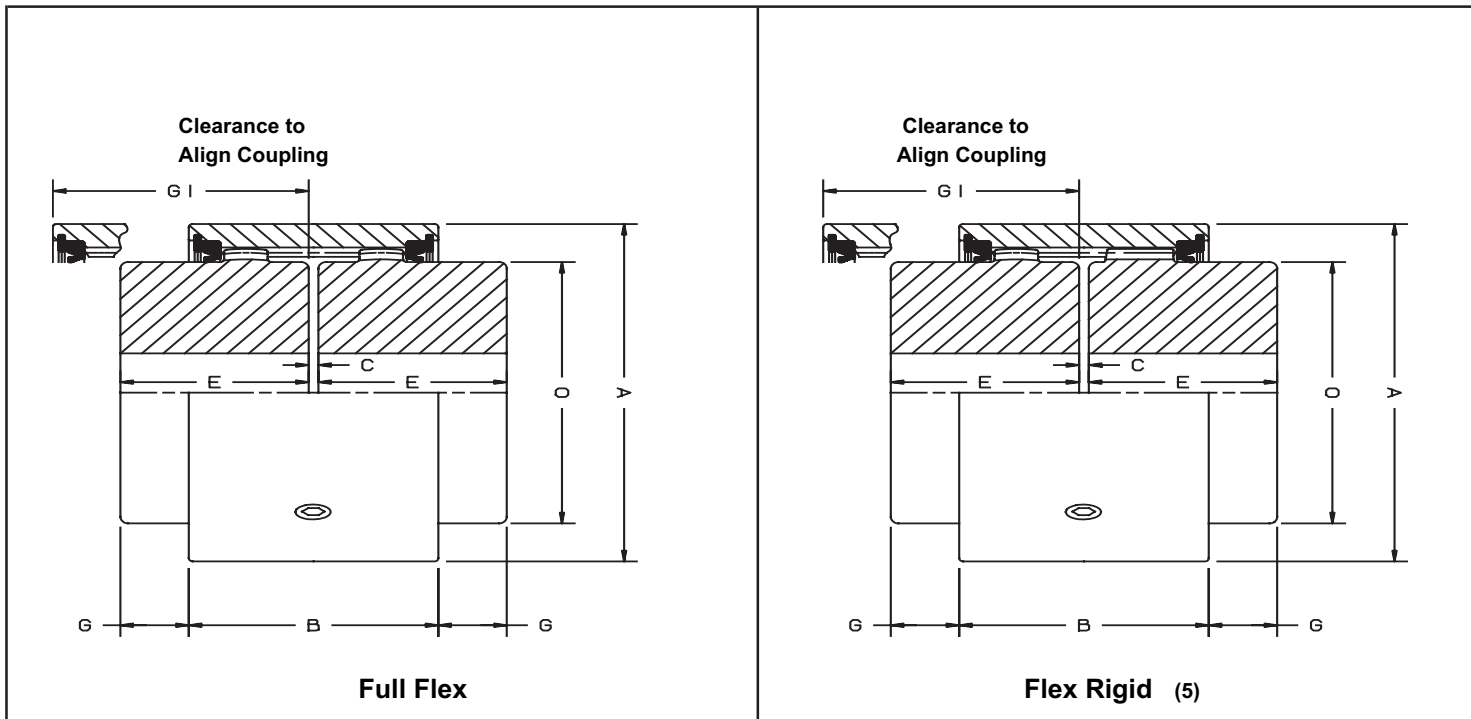
POWERTORK® SERIES S CONTINUOUS SLEEVE TYPE GEAR COUPLINGS

POWERTORK® Series S Continuous Sleeve type gear couplings are a lightweight and smaller diameter gear coupling option. This coupling consists of a one piece splined sleeve and two hubs with triple-crowned gear teeth.

System Components maintains Full Flex and Flex Rigid stock available in sizes 6S through 45S accommodating bore sizes up to 5-3/4”.

Sizes larger than 45S are available upon request, along with several special designs, including but not limited to Mill Motor, Cutout, and Floating Shaft.

- 
- * Manufactured from higher-quality steel
 - * Facilitated by two lubrication pipe plugs 180° apart in the sleeve
 - * Manufactured to tighter critical and dimensional standards
 - * Manufactured from forgings for increased strength, durability and longer life

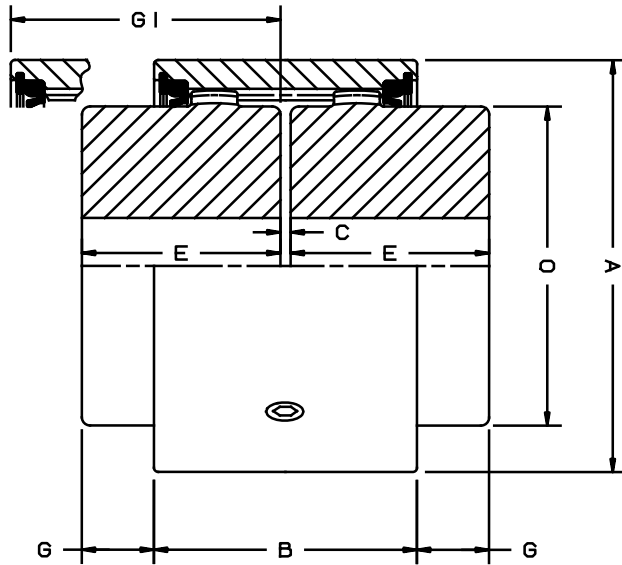
POWERTORK[®]**Series "S" Continuous Sleeve Type Gear Coupling.**

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	
Rigid Hub	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	
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		1.19	1.41	1.56	1.78	1.94	2.44	3.03	3.59	4.19	4.75	5.31	
G		.53	.75	.69	.91	.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		1.56	1.97	2.38	2.78	3.05	3.97	4.66	5.19	5.91	7.09	7.88	
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	

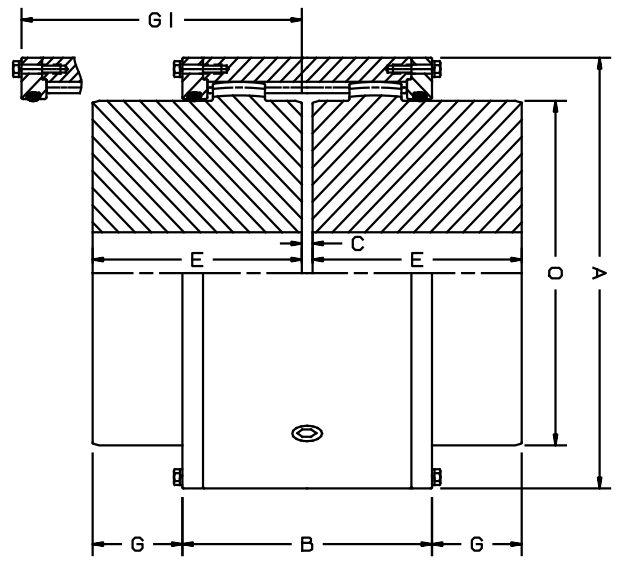
Notes:

- (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.

Series "S" Continuous Sleeve Type Gear Coupling.



Standard Seal Type



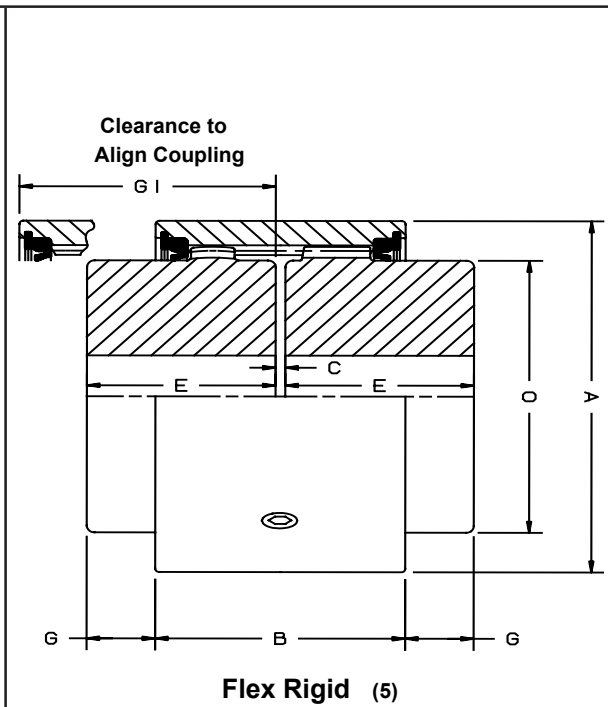
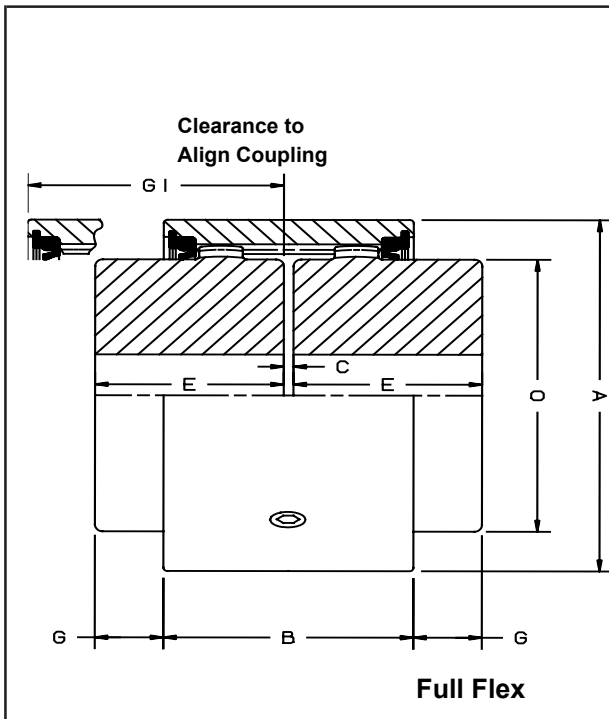
Bolt on End Ring Type

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
Flex or Rigid Hub	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
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
.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.**

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
Rigid Hub	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

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.

Ratings Based on 316 Stainless Steel

Larger Sizes

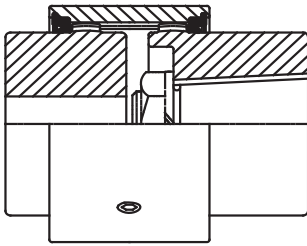
Available

Upon Request.

Contact SCI

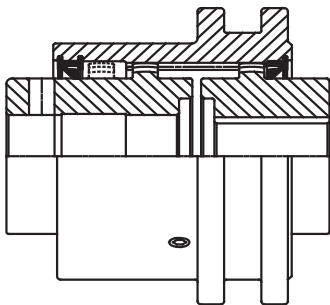
OTHER COUPLINGS AVAILABLE

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.

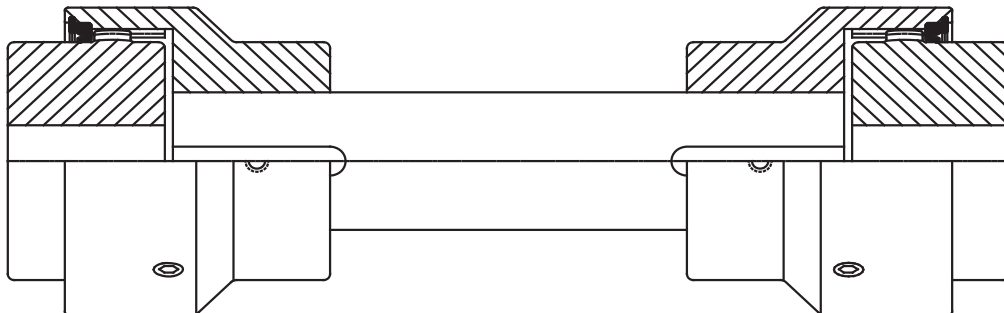


o Cutout Couplings

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.

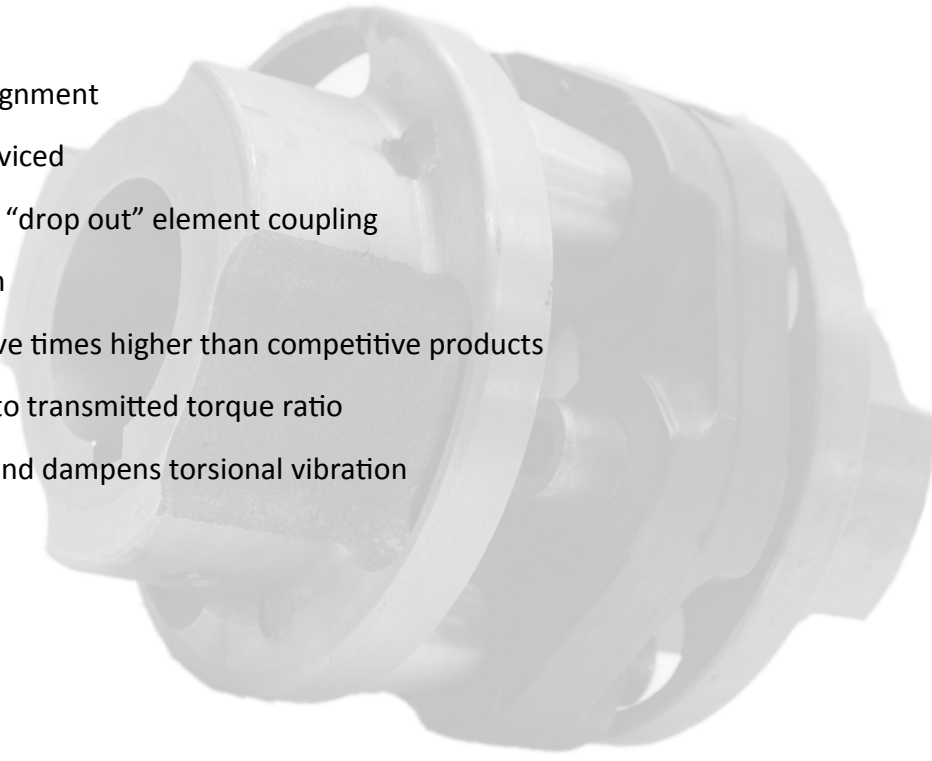




FLEXTORK® SERIES EL ELASTOMERIC TYPE COUPLINGS

FLEXTORK® elastomeric couplings are a unique answer to drivetrain misalignment, shock loads, and torsional vibration challenges. This coupling line offers the highest speed and torque rating for their size of any coupling on the market.

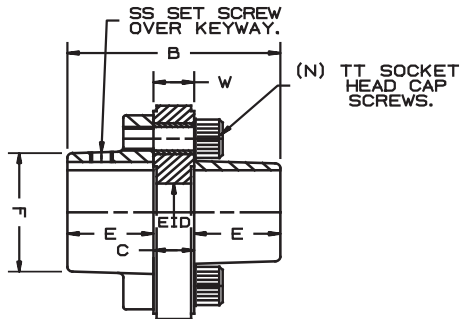
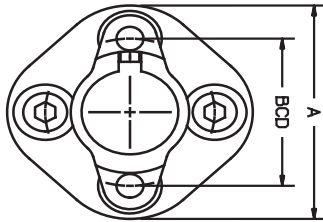
System Components maintains a large inventory of hubs and elastomeric elements in house (up to 18" bore) to provide customers a quick turnaround time.

- 
- * Up to 8° angular misalignment
 - * Easily installed and serviced
 - * Designed to be a TRUE "drop out" element coupling
 - * Requires no lubrication
 - * Torque ratings up to five times higher than competitive products
 - * Extremely low weight to transmitted torque ratio
 - * Cushions shock loads and dampens torsional vibration
 - * Electrically insulated

FLEXTORK®

DATA SHEET DS106 REV. 08

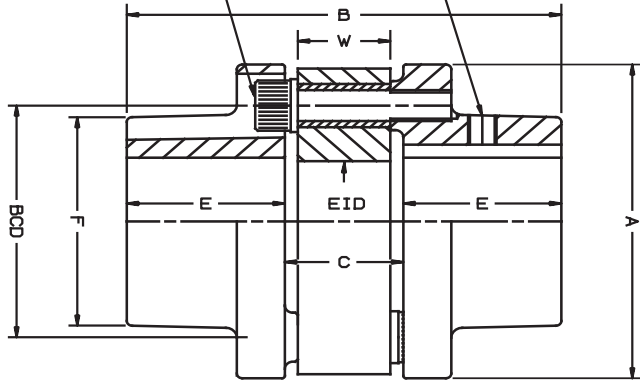
Series "EL" Elastomeric Coupling - Straight Bore.



Size 5 EL Only

(N) TT SOCKET HEAD CAP SCREWS WITH HARDENED FLAT WASHERS.

SS SET SCREW OVER KEYWAY.



Size 20 EL And Larger

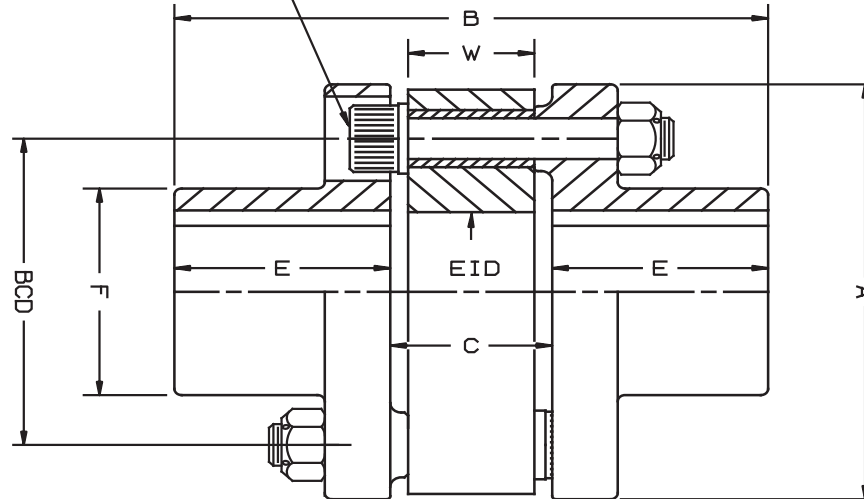
Series EL	Size	5-5	20-20	20-40	30-75	30-115	30-150	40-250	50-350
Rating (HP/100 RPM)		.28	1.11	2.22	4.60	6.39	8.33	13.89	19.70
Rating (HP@1800RPM)		5	20	40	75	115	150	250	354
Torque Capacity (IN LBS x 10 ³)(3)		.175	.700	1.40	2.63	4.03	5.25	8.75	12.38
Maximum Speed (RPM)	(4)	12900	9400	9400	7050	7050	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
A		2.85	4.00	4.00	5.16	5.16	5.16	5.91	7.72
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.

Series "EL" Couplings - Sizes 60 thru 130

(N) TT SOCKET HEAD
CAP SCREWS WITH
HARDENED FLAT WASHERS.



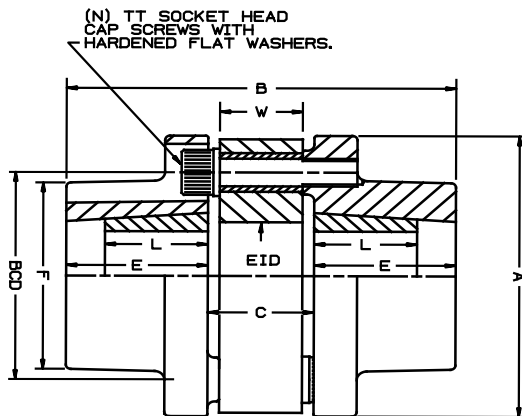
Series EL	Size	60-463	65-560	70-910	80-1441	90-2095	100-2908	110-3793	120-4804	130-6068
Rating (HP/100 RPM)		25.72	31.10	50.57	80.07	116.41	161.55	210.71	266.9	337.14
Rating (HP@1800 RPM)		463	560	910	1441	2095	2908	3793	4804	6068
Torque Capacity (IN·LBS x 10 ³)(2)		16.20	19.60	31.86	50.45	73.34	101.78	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
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:

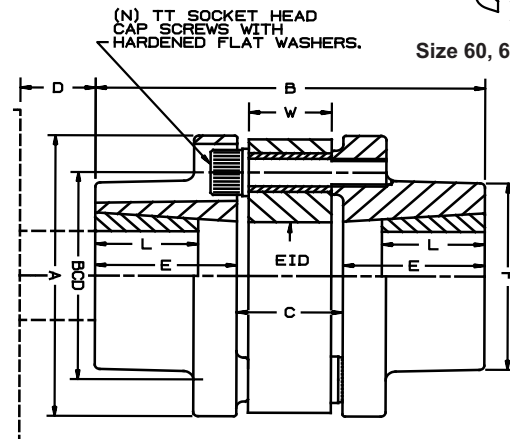
- (1) Maximum offset misalignment up to .04"
- (2) Continuous load rating is based on a 1.0 x Safety factor
Maximum peak load rating is 4.0 x continuous load rating
- (3) Maximum speed 60% of value shown without dynamic balancing.
- (4) Customer to specify if coupling is to be furnished with interference 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®

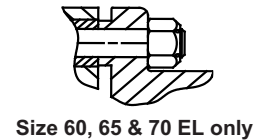
Series "EL" Elastomeric Coupling - Bored for TAPER-LOCK® Bushing



Inboard Mount



Outboard Mount



Size 60, 65 & 70 EL only

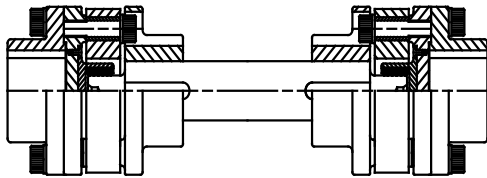
Series EL	Size	20-20	20-40	30-75	30-115	30-150	40-250	50-350	60-463	65-560	70-936
Rating (HP/100 RPM)		1.11	2.22	4.60	6.39	8.33	13.89	19.70	25.72	31.10	52.00
Rating (HP@1800RPM)		20	40	75	115	150	250	354	463	560	936
Torque Capacity (IN LBS x 10 ³)(3)		.700	1.30	2.63	3.55	3.55	4.30	12.38	16.20	19.60	32.77
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/Reliance Electric Co.
- (6) Space required to remove bushing with short key.
- (7) Coupling supplied less bushing.

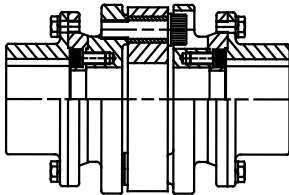
OTHER COUPLINGS AVAILABLE

SERIES "EL"



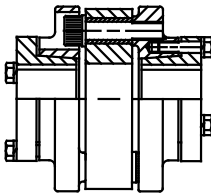
o Floating Shaft Couplings

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.



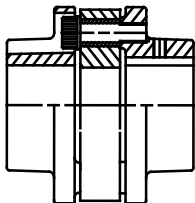
o Drop-Out Spacer Couplings

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.



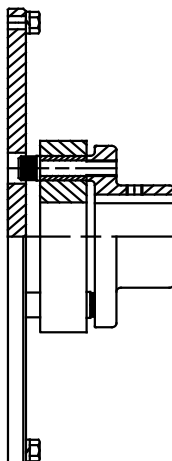
o Couplings Bored For Bushings

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

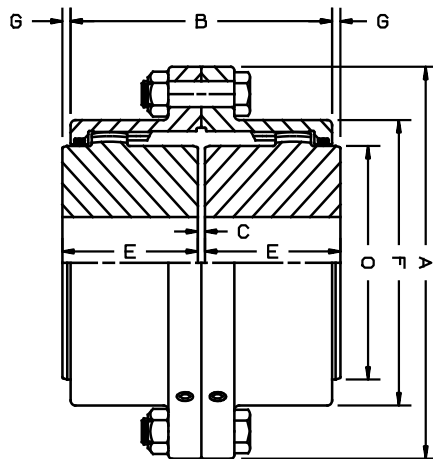
Mounting plates to suit flywheel mounts of several motor and flywheel types.



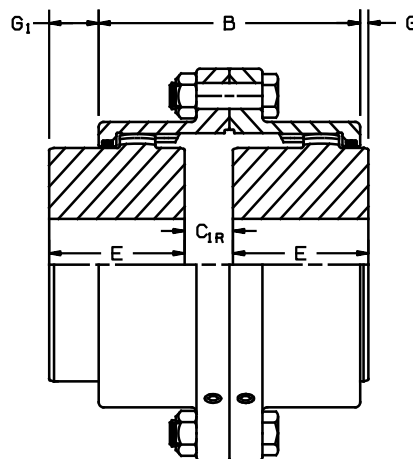
POWERTORK® SMALL COUPLINGS FLANGE TYPE GEAR COUPLINGS

POWERTORK® Series F Small Couplings are available in standard Full Flex, Flex Rigid, and Rigid-Rigid designs as well as special designs, including floating shafts. This series is manufactured to the same tighter tolerances as our larger couplings.

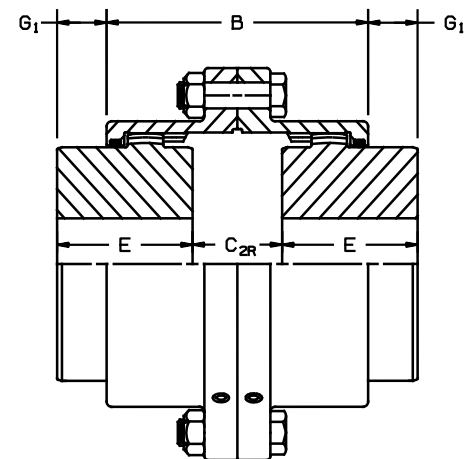
- * Up to 3° angular misalignment
- * Manufactured from higher-quality steel
- * Higher grade bolts (grade 8 vs grade 5)
- * Manufactured to tighter critical and dimensional standards
- * Manufactured from forgings for increased strength, durability and longer life

POWERTORK[®]**Series "F" Full Flex Flange Type Gear Coupling.**

**Full Flex
Standard Mount**



**Full Flex
One Hub Reversed**

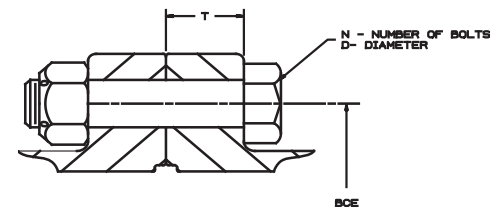


**Full Flex
Two Hubs Reversed**

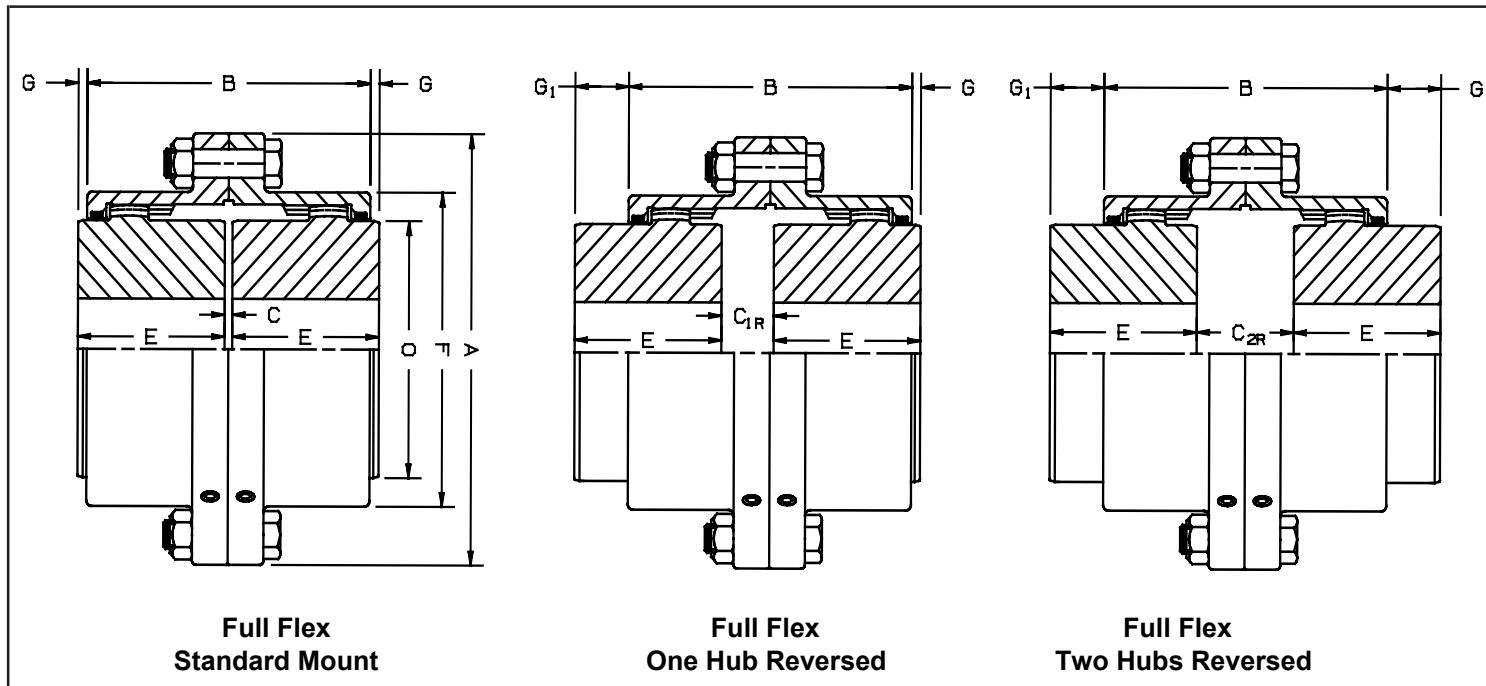
Series F	Size	5/8	3/4
Rating (HP/100 RPM)		3.3	7.5
Torque Capacity (IN·LBS x 10³)		2.08	4.73
Maximum Speed (RPM) (1)		14000	12500
Flex Hub	Maximum Bore	1.06	1.31
	Standard Keyway	1/4 x 1/8	5/16 x 5/32
	Maximum Bore	1.13	1.38
	Reduced Depth Keyway	1/4 x 3/32	5/16 x 1/8
Parallel Offset Capacity		.035	.042
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.**Notes:**

- 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.
- Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.
- Weights are for full flex couplings. Weights are approximate.
- Lubrication values are for full flex 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.

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"

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

Series F	Size	5/8	3/4	1
Rating (HP/100 RPM)		2.1	4.8	9.9
Torque Capacity (IN·LBS x 10³)		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 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		.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.)	0-0.04	0-0.09	0-1.1
	Volume (Pints)	.020	.050	.06

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) Size 5/8 and 3/4 are supplied with socket head cap screws.

**Ratings Based on
316 Stainless Steel**

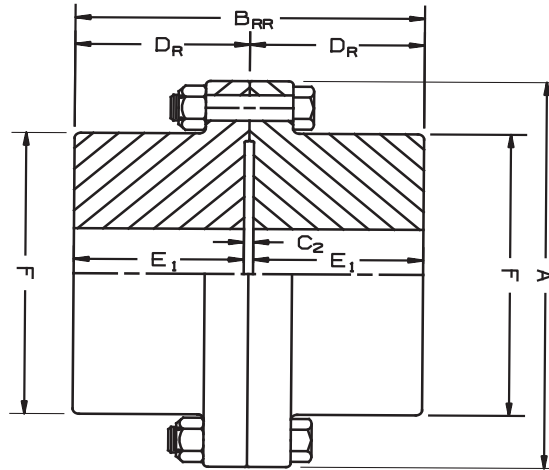
Larger Sizes

Available

Upon Request.

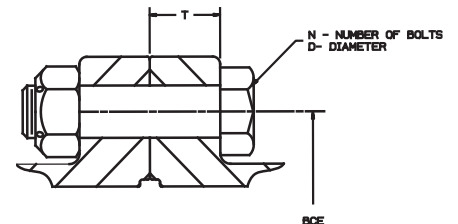
Contact SCI

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
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

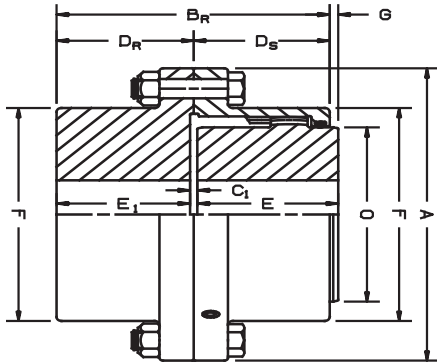
SIZE	5/8	3/4
T	.44	.44
BCE	2.625	2.906
N	4	6
D	1/4"	1/4"

NOT AVAILABLE IN SHROUDED BOLT.

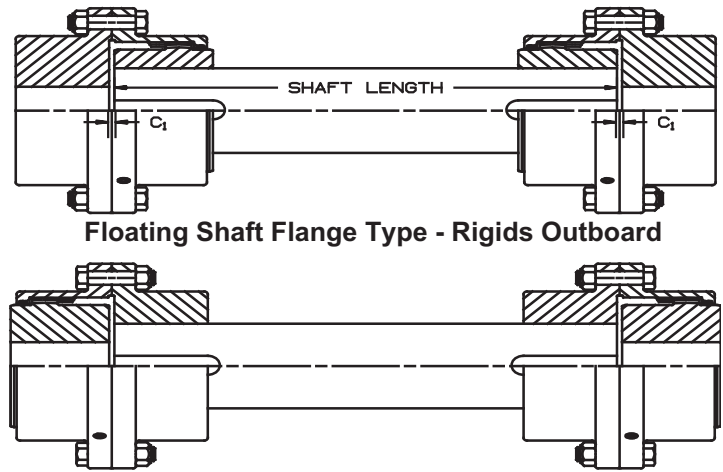
Notes:

- (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

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



Flex Rigid Flange Type

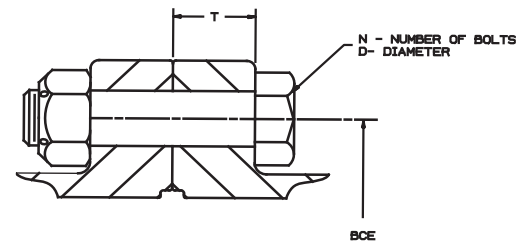


Floating Shaft Flange Type - Rigids Outboard

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
Rigid Hub	Reduced Depth Keyway	1/4 x 3/32	5/16 x 1/8
	Maximum Bore	1.50	1.69
	Standard Keyway	3/8 x 3/16	3/8 x 3/16
Rigid Hub	Maximum Bore	1.63	1.75
	Reduced Depth Keyway	3/8 x 5/32	3/8 x 5/32
	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 Weight (LB-OZ.)	(4)	0-.4	0-.09
	Volume (Pints)	.020	.050

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"

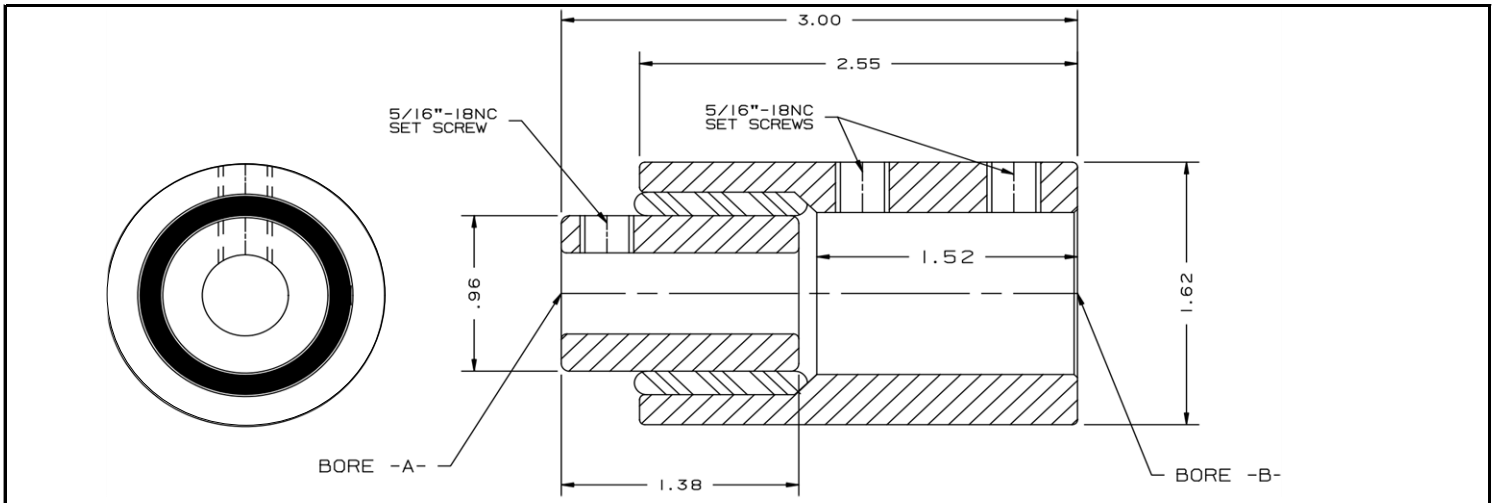
NOT AVAILABLE IN SHROUDED BOLT.

Notes:

- 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 than those listed consult SCI.
- Load ratings / torque capacities are based on full 1° misalignment per gear mesh. Selection service factors are required. See Data Sheet DS110.
- Weights are for flex rigid couplings. Weights are approximate.
- Lubrication values are for 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.
- Floating shaft length=Distance between shaft ends-2(C1)

XL-100 Shaft Coupling

STEEL



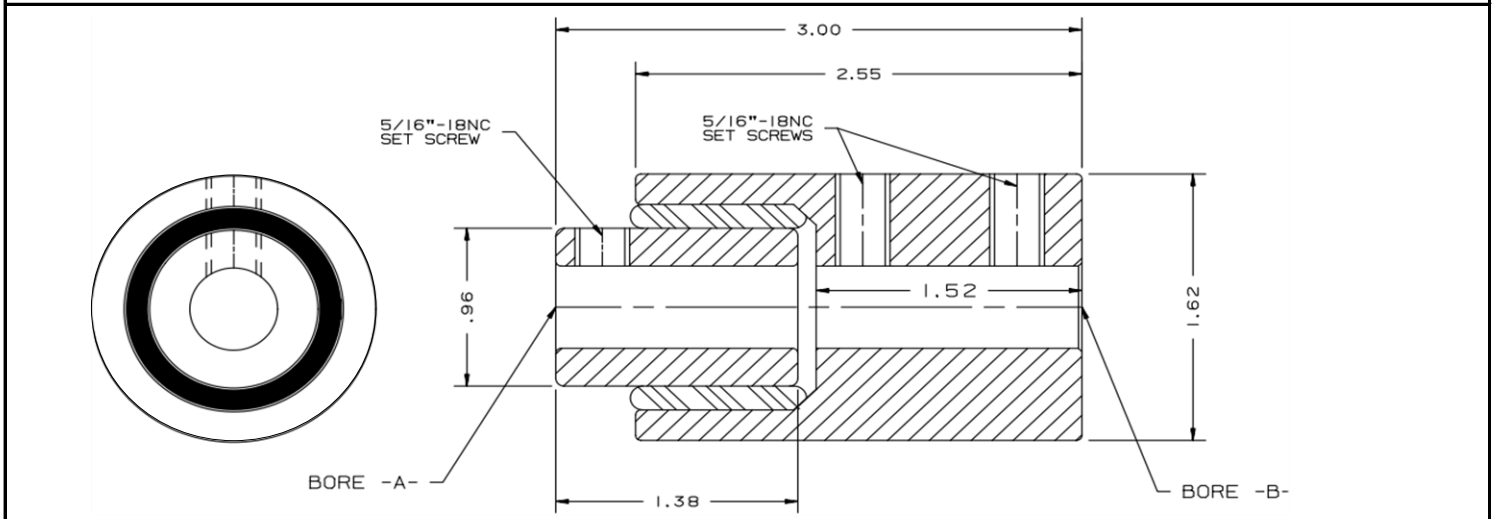
Part Number	Bore -A-	Bore -B-	Rating	Torque Capacity	Angular Misalignment
360500	.5005 / .5015	.7500 / .7515	1 HP/1800 RPM	35 IN-LBS	1°
360625	.6255 / .6265	.7500 / .7515	1 HP/1800 RPM	35 IN-LBS	1°
361500	.5005 / .5015	1.0000 / 1.0020	1 HP/1800 RPM	35 IN-LBS	1°
361625	.6255 / .6265	1.0000 / 1.0020	1 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°
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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



TORQUE LIMITER

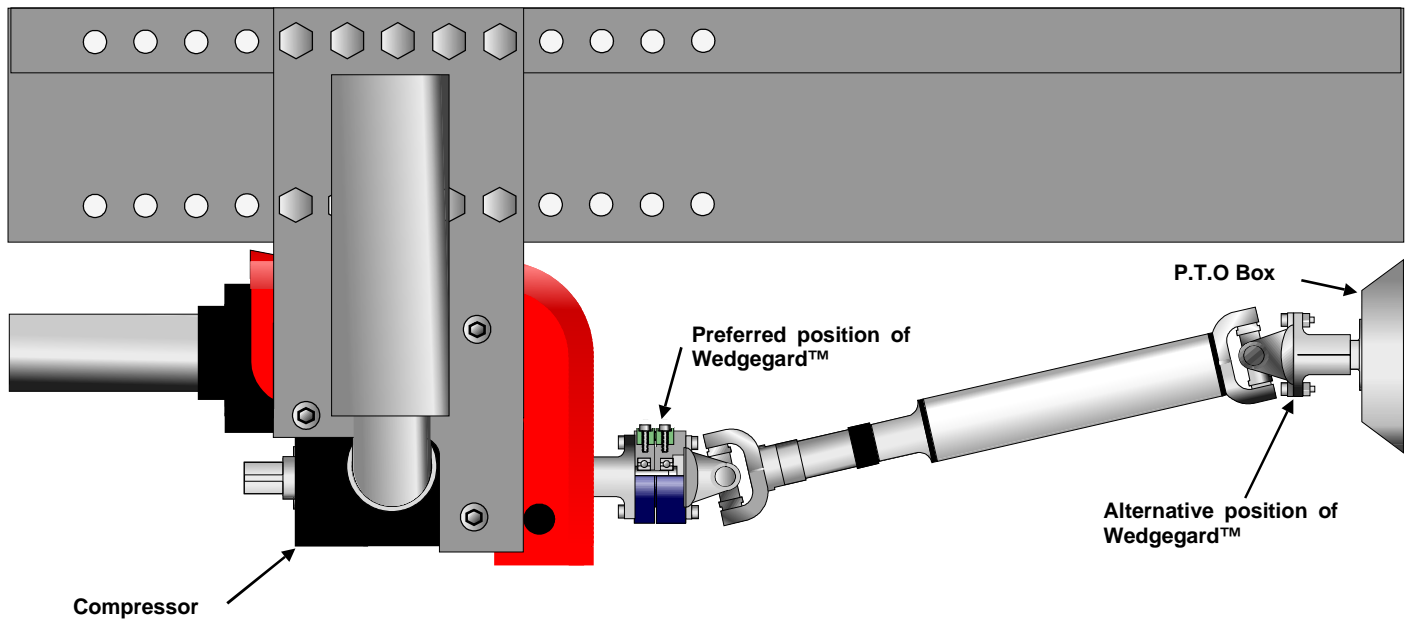
The most effective method of protecting rotating machinery from overload is a simple shearpin. Proven to be reliable for long term protection on slow running/high torque drives, a shearpin gives full strength directly as a frictionless drive load.

However the conventional round shearpin has its drawbacks with the removal of the broken halves and the necessary clearance for fitting which allows pin fatigue, fretting, and uncertainty in load sharing.

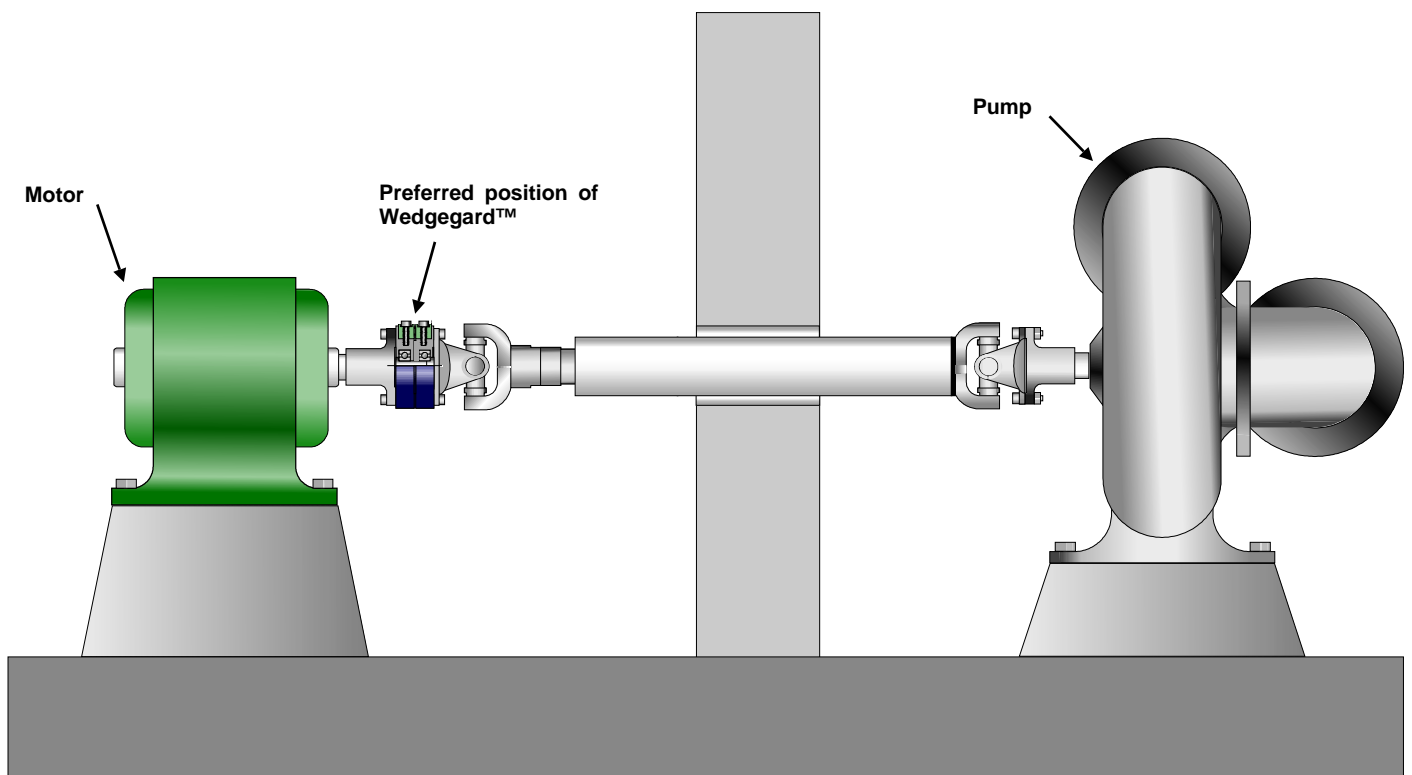
The Wedgegard™ system's wedge-shaped pin was designed to overcome these problems and also to meet the increasing demands for safety and minimum downtime required by today's process plant.

- * Easy access—drive reset in minutes
- * Wedge construction gives maximum rigidity with no backlash. Ideal for indexing or reversing drives
- * Clamping screws give positive axial location. Shear neck can not be displaced from correct position between flanges
- * Equal load sharing with multiple pins on high torque drives. Very high capacity within compact dimensions
- * Shear necks are standardized and color coded, giving safe, tamper-proof repeatability
- * Spare Wedgepins are extremely economical making it convenient to keep them in stock
- * “Fail-Safe” under all conditions. Not affected by changes in temperature or humidity
- * Ability to release not dependent on mechanism lubrication

Bulk Transport Vehicle - Typical Mechanical PTO Drive



Industrial Plant - Typical UJ Shaft Drive



WEDGEgard™

DATA SHEET DSWG105

Gear Type Coupling - Manual Reset

Gear Type Wedgegard™ Couplings are supplied bored and keyed to customer requirements.

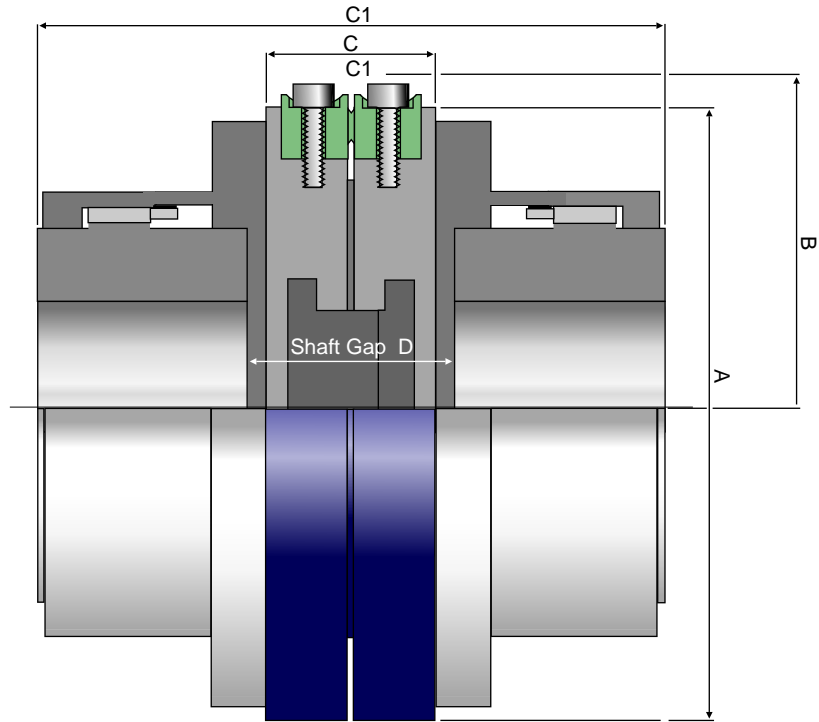
All Couplings manufactured to AGMA standards.

Designs to suit special drive requirements are available.

For speeds higher than listed, please consult SCI

All dimensions in inches unless otherwise shown.

All figures are approximate.



Size		1	1 ½	2	2 ½	3	3 ½	4	4 ½	5	5 ½	6	7
Max Release/Shear (in-lbs)	Brass	24,425	48,750	80,250	141,750	240,000	377,500	600,000	–	–	–	–	–
	Steel	24,425	48,750	80,250	141,750	240,000	377,500	600,000	787,500	1,117,500	1,457,500	1,890,000	2,915,000
Max Release/Shear (ft-lbs)	Brass	2035	4062	6687	11,812	20,000	31,457	50,000	–	–	–	–	–
	Steel	2035	4062	6687	11,812	20,000	31,457	50,000	65,625	93,125	121,457	157,500	242,915
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
Nominal Drive Torque (ft-lbs)		814	1625	2675	4725	8000	12,583	20,000	26,250	37,250	48,583	63,000	97,166
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)		2.343	2.933	3.425	4.114	4.547	5.335	6.024	6.476	7.362	8.346	8.74	10.039
Unbalanced Speed (RPM)		4320	3520	3320	3070	2860	2530	2270	2060	1860	1740	1530	1260
Maximum Bore (Gear Coupling Hubs)		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	21.260
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
Bolt Fixing Quantity		6 x	8 x	6 x	6 x	8 x	8 x	8 x	10 x	8 x	14 x	14 x	16 x
Bolt Fixing Size (UNF)		1/4"	3/8"	1/2"	5/8"	5/8"	3/4"	3/4"	3/4"	7/8"	7/8"	7/8"	1"
Flange Bolt B.C.E.		3.75	4.813	5.875	7.125	8.125	9.5	11	12	13.5	14.5	15.75	18.25
Cartridge Weight (lbs) Approx		10	21	27.5	41	73	99	128	154	233	293	322	439
Incl Gear Coupling (lbs) Approx		19	38.5	58	100	154	231	328	423	622	758	970	1429

*All dimensions in Inches unless otherwise specified

WEDGE GARD™

Gear Coupling Standard Torque Table

DATA SHEET DSWG106

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
	WEDGE PIN	W37	W50	W50	W50	W75	W75	W75	W100	W100	W100	W100	W120	
O	BRASS	495	1150	1345	1619	-	-	-	-	-	-	-	-	ORANGE
	STEEL	690	1584	1840	2221	-	-	-	-	-	-	-	-	
OW	BRASS	694	1743	2035	2451	-	-	-	-	-	-	-	-	ORANGE / WHITE
	STEEL	955	2504	2929	3513	-	-	-	-	-	-	-	-	
GD	BRASS	938	-	-	-	-	-	-	-	-	-	-	-	GOLD
	STEEL	1292	-	-	-	-	-	-	-	-	-	-	-	
W	BRASS	1301	2513	2929	3522	8753	10,267	11,594	-	-	-	-	-	WHITE
	STEEL	1787	3451	4027	4832	12,010	14,090	15,905	47,317	53,787	60,983	63,859	-	
WY	BRASS	1876	3407	3982	4779	12,275	14,400	16,259	-	-	-	-	-	WHITE / YELLOW
	STEEL	2575	4682	5469	6567	16,869	19,790	22,339	70,427	80,057	90,758	95,042	-	
Y	BRASS	2478	4460	5204	6248	15,559	18,250	20,613	-	-	-	-	-	YELLOW
	STEEL	3398	6452	7531	9045	21,365	25,066	28,305	94,758	107,716	122,117	127,879	207,644	
YB	BRASS	3283	6514	7602	9133	21,197	24,871	28,084	-	-	-	-	-	YELLOW / BLUE
	STEEL	4505	8948	10,443	12,550	29,110	34,156	38,563	118,992	135,269	153,361	160,592	232,471	
BN	BRASS	3398	-	-	-	-	-	-	-	-	-	-	-	BROWN
	STEEL	-	-	-	-	-	-	-	-	-	-	-	-	
B	BRASS	3867	8948	10,443	12,550	25,392	29,792	33,633	-	-	-	-	-	BLUE
	STEEL	5310	12,293	14,382	17,241	34,871	40,909	46,184	134,092	152,440	172,815	180,967	298597	
BG	BRASS	4505	11178	13054	15674	29995	35182	39732	-	-	-	-	-	BLUE / GREEN
	STEEL	6186	15356	17922	21533	41182	48317	54557	158441	180108	204192	213822	-	
G	BRASS	5567	13665	15957	19161	37625	44148	49848	-	-	-	-	-	GREEN
	STEEL	7638	18745	21887	26295	51689	60638	68471	189393	215300	244084	255599	343064	
RG	BRASS	6726	17250	20144	24197	44166	51813	58505	-	-	-	-	-	RED / GREEN
	STEEL	9249	23693	27658	33225	60310	70754	79897	-	-	-	-	-	
R	BRASS	7576	17834	20825	25021	50698	60354	67152	-	-	-	-	-	RED
	STEEL	10399	24498	28605	34358	69630	81685	92236	218124	247951	281107	285515	423184	
RK	BRASS	-	-	-	-	-	-	-	-	-	-	-	-	RED / BLACK
	STEEL	-	-	-	-	-	-	-	-	-	-	-	-	
K	BRASS	-	18586	21702	26074	58814	68993	77915	-	-	-	-	-	BLACK
	STEEL	-	25525	29809	35801	80756	94741	106982	230975	262573	297676	311714	530617	

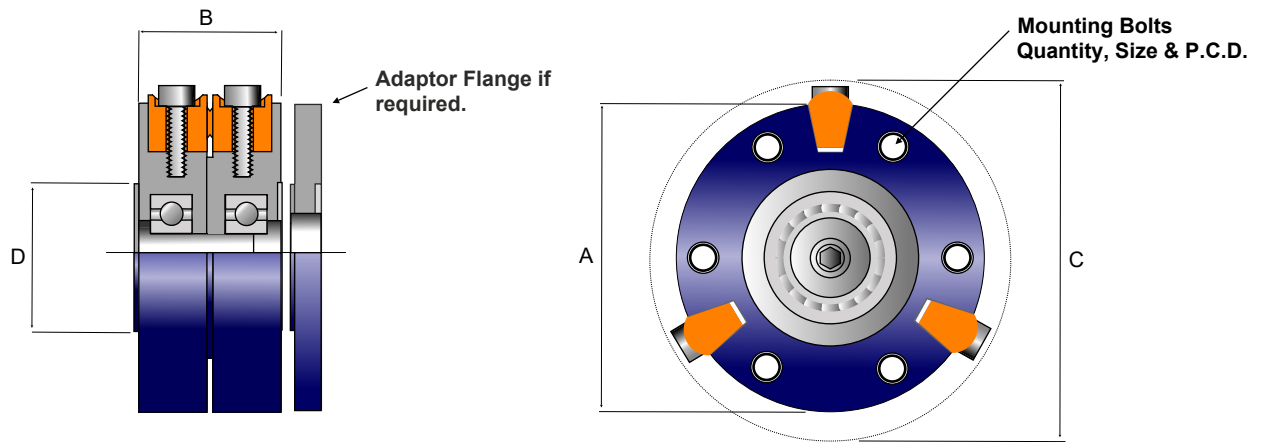
*Ratings are per single Wedgepin fitted.

*Ratings are in IN-LBS and approximate.

WEDGE GARD™

DATA SHEET DSWG107

Type DIN Cartridge - Manual Reset



Size - DIN	90	100	120	150	180	225	250	285	315	350	390	435
UJ Shaft Size	90	100	120	150	180	225	250	285	315	350	390	435
Max Release/Shear Torque (IN-LBS)	Brass	17,179	17,179	51,688	66,026	80,364	-	-	-	-	-	-
	Steel	23631	23631	70982	90808	110457	442537	495641	575298	761164	1132895	1327611
Max Release/Shear Torque (FT-LBS)	Brass	1430	1430	4300	5500	6700	-	-	-	-	-	-
	Steel	1970	1970	5915	7565	9200	36880	41300	47950	63430	94400	99495
Wedgeslot Quantity & Wedgepin Type	3 x W37	3 x W37	4 x W50	4 x W50	4 x W50	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)	45	45	54	69	84	100	112.5	130	145	171.5	180	202
Outside Diameter (A)	100	100	120	150	180	225	250	285	315	375	390	435
Length (B)	37	36	58	73	73	82	89	115	120	150	150	195
Clearance Diameter (C)	115	115	140	180	210	265	290	325	360	430	450	480
Spigot Diameter (D)	57.1	57	75	90	110	105	105	145	175	220	170	190
Bolt Fixing Quantity & Size	4 x M8	6 x M8	8 x M8	8 x M12	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 Fixing P.C.D. (in.)	3	3.3	3.99	5.11	6.12	7.71	8.58	9.64	11.02	12.2	13.58	15.15

*Dimensions and specifications may change for improvement without notice.

Fits standard DIN UJ (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 shaft manufacturers max load rating.

Adaptor Flange maybe required when fitting to PTO Gear Box Flange.

Pilot diameters may change on higher rated Universal Joints

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 mm unless otherwise specified.

WEDGEgard™

DIN Torque Table

DATA SHEET DSWG108

COLOR 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		W100	W100	W100	W100	W120	W120	W120	WEDGEPIN
	B	S	B	S	B	S	B	S	B	S	S	S	S	S	S	S	S	S
O	1141	1593	1141	1593	3363	4602	4248	5841	5310	7080	-	-	-	-	-	-	-	ORANGE
OW	1593	2177	1593	2177	-	-	-	-	-	-	-	-	-	-	-	-	-	ORANGE / WHITE
GD	2124	2920	2124	2920	-	-	-	-	-	-	-	-	-	-	-	-	-	GOLD
W	2920	4035	2920	4035	7257	10089	9381	12745	11328	15577	115059	129442	149577	166836	-	-	-	WHITE
WY	4248	5841	4248	5841	9912	13630	12568	17347	15400	21064	171244	192645	222613	248298	-	-	-	WHITE / YELLOW
Y	5575	7700	5575	7700	12922	18763	16462	23897	20179	29030	230402	259202	299518	334080	558588	586273	657929	YELLOW
YB	6770	10222	6770	10222	18940	26021	24074	33101	29384	40359	289348	325512	376147	419551	625376	656371	736594	YELLOW / BLUE
BN	7700	-	7700	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BROWN
B	8762	12054	8762	12054	26021	35580	33101	45492	40359	55405	326061	366819	423879	472789	803275	843086	946127	BLUE
BG	10222	14072	10222	14072	32393	44607	41421	56821	50449	69212	385255	433412	500828	558614	-	-	-	BLUE / GREEN
G	12612	17391	12612	17391	39651	54343	50626	69389	61601	84613	460522	518087	598673	667753	722884	968625	1087013	GREEN
RG	15267	20976	15267	20976	50095	68681	63902	87710	77886	106917	-	-	-	-	-	-	-	RED / GREEN
R	17197	23631	17197	23631	51688	70982	66026	90808	80364	110457	530372	596664	689481	769032	1138427	1194850	1340887	RED
RK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	RED / BLACK
K	-	-	-	-	53989	73992	68858	94525	83728	13000	561632	631837	730124	814365	1427430	1498183	1681296	BLACK

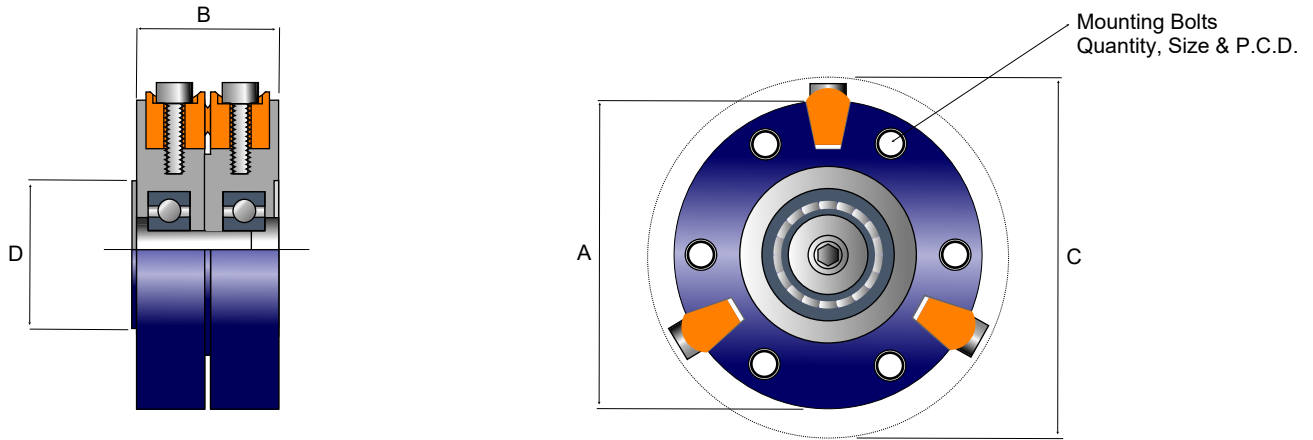
*Ratings are for full complement of Wedgepins fitted.

*Ratings are in IN-LBS and approximate

WEDGEGARD™

DATA SHEET DSWG109

Type SAE Cartridge - Manual Reset



Size - SAE		14	31	35	41	51	60	70	80
UJ Shaft Size		1140	1310	1350	1410	1510	1600	1700	1800
Max Release/Shear Torque (IN-LBS)	Brass	23292	23292	28980	28980	72000	108960	129840	238080
	Steel	32040	32040	39840	39840	99000	149760	178320	326880
Max Release/Shear Torque (FT-LBS)	Brass	1430	1430	1780	1780	4425	6700	7980	14630
	Steel	1970	1970	2450	2450	6085	9200	10960	20000
Wedgeslot Quantity & Wedgepin Type		3 x W37	3 x W37	3 x W37	3 x W37	3 x W50	4 x W50	4 x W50	4 x W75
Pin Working Radius (PWR)		45	45	56	56	74	84	100	100
Outside Diameter (A)		100	100	120	120	150	175	205	205
Length (B)		36	36	40	40	55	55	55	63
Clearance Diameter (C)		115	115	135	135	175	200	230	250
Spigot Diameter (D)		57.15	60.32	69.85	69.85	95.2	168.2	196.8	196.82
Bolt Fixing 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	8 x 3/8" UNC	12 x M10
Bolt Fixing P.C.D. (in)		2.71	3.12	3.75	3.75	4.75	6.12	7.25	7.25

Fits standard SAE UJ (Universal Joint) companion flanges.

Release torque is adjustable by Wedgepin ratings.

The maximum release torque is based on maximum Wedgepin capacity and not UJ shaft capacity- Check your UJ shaft manufacturers max load rating.

Pilot diameters may change on higher rated UJ shafts.

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

All dimensions in mm.

WEDGE GARD™

SAE Torque Table

DATA SHEET DSWG110

CODES	SAE 14		SAE 31		SAE 35		SAE 41		SAE 51		SAE 60		SAE 70		SAE 80		COLOR CODES
	W37		W37		W37		W37		W50		W50		W50		W75		WEDGE PIN
	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	BRASS = B / STEEL = S
O	1150	1593	1150	1593	1416	1947	1416	1947	3451	4726	5310	7080	6195	8496	-	-	ORANGE
OW	1593	2177	1593	2177	1947	2655	1947	2655	-	-	-	-	-	-	-	-	ORANGE / WHITE
GD	2124	2920	2124	2920	2920	3628	2920	3628	-	-	-	-	-	-	-	-	GOLD
W	2920	4035	2920	4035	3673	5044	3673	5044	7434	10435	11328	15577	13453	18586	30304	41598	WHITE
WY	4248	5841	4248	5841	5310	7257	5310	7257	10222	13939	15400	21064	18409	25136	42483	58414	WHITE / YELLOW
Y	5575	7700	5575	7700	6992	9558	6992	9558	13276	19250	20179	29030	23897	34694	53812	73992	YELLOW
YB	6770	10222	6770	10222	9249	12745	9249	12745	19383	26684	29384	40359	35048	48148	73461	100898	YELLOW / BLUE
BN	7700	-	7700	-	9603	-	9603	-	-	-	-	-	-	-	-	-	BROWN
B	8762	12054	8762	12054	10930	15002	10930	15002	26684	36642	40359	55405	48148	66026	87976	120724	BLUE
BG	10222	14072	10222	14072	12745	17480	12745	17480	33323	45669	50449	69212	60008	82488	103907	142674	BLUE / GREEN
G	12612	17391	12612	17391	15710	21595	15710	21595	40757	55759	61601	84613	73284	100721	130282	178962	GREEN
RG	15267	20976	15267	20976	19029	26109	19029	26109	51378	70628	77886	106917	92578	127096	152940	208877	RED / GREEN
R	17179	23631	17179	23631	21374	29384	21374	21374	53104	73018	80364	110457	95765	131522	175598	241094	RED
RK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	RED / BLACK
K	-	-	-	-	-	-	-	-	55361	76072	83728	115059	99836	137009	203744	279683	BLACK

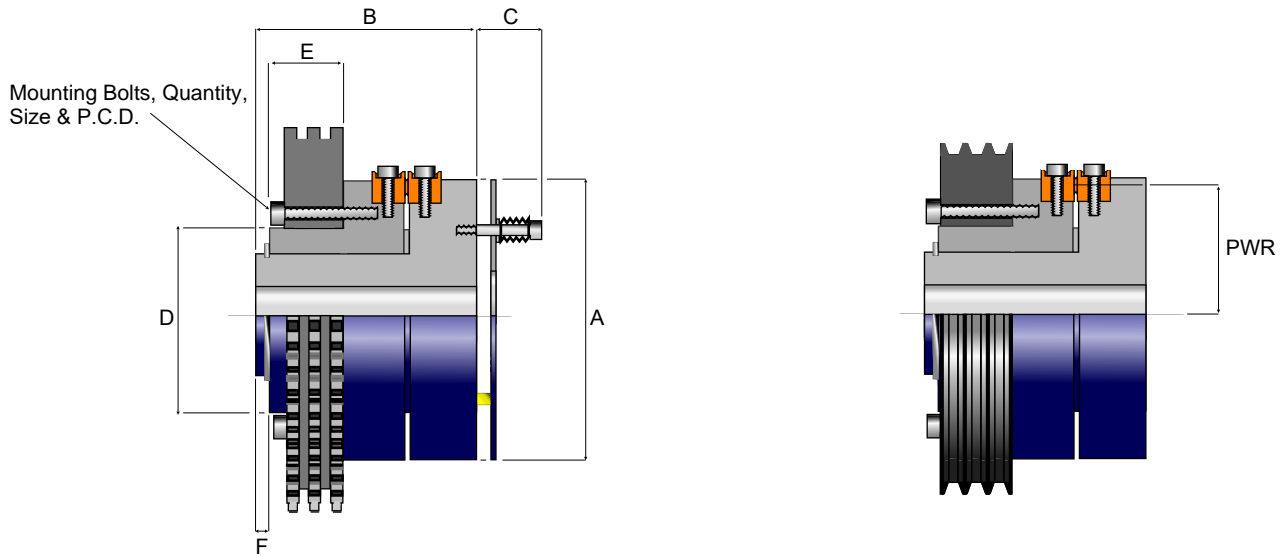
*Ratings are for full complement of Wedgepins fitted.

*Ratings are in IN-LBS and approximate.

WEDGEgard™

Type S Hub - Manual Reset

DATA SHEET DSWG111



Size		S250	S350	S500	S700	S800	S950	S1000	S1200	S1400	S1600
Max Release/Shear (IN-LBS)	Brass	-	17940	20799	48679	61070	138956	-	-	-	-
	Steel	4168	24649	28587	68150	83197	190777	566447	654955	885074	1079790
Max Release/Shear (FT-LBS)	Brass	-	1494	1733	4000	5000	11570	-	-	-	-
	Steel	347	2052	2382	5680	7000	15890	47200	54500	73700	90000
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)		36.5	47	54.5	66	81	105.5	128	147	160	197.5
Maximum Bore		25	35	50	70	85	100	115	150	180	200
Outside Diameter (A)		80	100	115	150	175	230	280	320	350	425
Overall Length (B)		50	70	76	110	115.5	150	200	260	295	325
Overall Length inc Monitor (C)		-	-	-	-	-	-	226	286	321	351
Spigot Diameter (D)		55	70	75	107	120	165	170	240	255	305
Spigot Length (E)		20	26	36	54	41	70	104	150	145	148
Spigot Length inc Overhang (F)		25	33.5	45	64	54.5	86	116	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
Fixing Bolt P.C.D.		68	85	92	130	146	200	240	270	300	360

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

Standard Units for release torques up to 1,079,790 in-lbs. Torque is adjustable by Wedgepin ratings.

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.

Monitor Trip Plate supplied as an optional extra on some unit sizes for Limit or Proximity Switch shutdown.

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 System Components, Inc

All dimensions in mm.

WEDGE GARD™

S250 - S1600 Standard Torque Table

DATA SHEET DSWG112

CODES	S250		S350		S500		S700		S800		S950		S1000		S1200		S1400		S1600		COLOR CODES
	W37		W37		W37		W50		W50		W75		W100		W100		W120		W120		WEDGE PIN
	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B	S	B = BRASS / S = STEEL
O	0	-	309	398	460	628	1017	1416	1239	1770	-	-	0	-	-	-	-	-	-	-	ORANGE
OW	-	0	398	531	637	876	-	-	-	-	-	-	-	-	-	-	-	-	-	-	ORANGE / WHITE
GD	-	-	531	752	858	1186	-	-	-	-	-	-	-	-	-	-	-	-	-	-	GOLD
W	-	221	752	1062	1194	1637	2212	3053	2743	3717	7346	10090	-	30712	-	35226	-	-	-	-	WHITE
WY	-	354	1106	1504	1717	2354	3009	4159	3717	5045	10311	14161	-	45671	-	52397	-	-	-	-	WHITE / YELLOW
Y	-	708	1460	1991	2265	3115	3938	5708	4868	6992	13055	17967	-	61425	-	70542	-	108336	-	135420	YELLOW
YB	-	-	1770	2434	3009	4133	5753	7930	7080	9736	17790	24428	-	77180	-	88510	-	-	-	-	YELLOW / BLUE
BN	-	-	1991	-	3115	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	BROWN
B	-	973	2301	3142	3540	4859	7965	10886	9736	13276	21242	29208	-	86916	-	99839	-	156043	-	195076	BLUE
BG	-	-	2655	3628	4133	5664	9913	13586	12125	16639	25225	34518	-	102760	-	117983	-	-	-	-	BLUE / GREEN
G	-	1194	3274	4514	5098	7001	12125	16595	14869	20357	31863	43369	-	122851	-	140996	-	179144	-	223930	GREEN
RG	-	-	3982	5443	6169	8470	15312	20976	18764	25667	37174	50450	-	-	-	-	-	-	-	-	RED / GREEN
R	-	1504	4425	6107	6939	9523	15799	21684	19472	26553	42484	58416	-	141438	-	162415	-	221225	-	276505	RED
RK	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	RED / BLACK
K	-	-	-	-	-	-	16462	22614	20180	27703	49565	67710	-	149758	-	171974	-	277390	-	346782	BLACK

*Ratings are per single Wedgepin fitted.

*Ratings are in IN-LBS and approximate

WEDGEGARD™

Phasing Hubs

DATA SHEET DSWG113

Phasing Hubs are manufactured to accept Taper Lock Bushings.

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

Save time with threading chain through complex machine layouts.

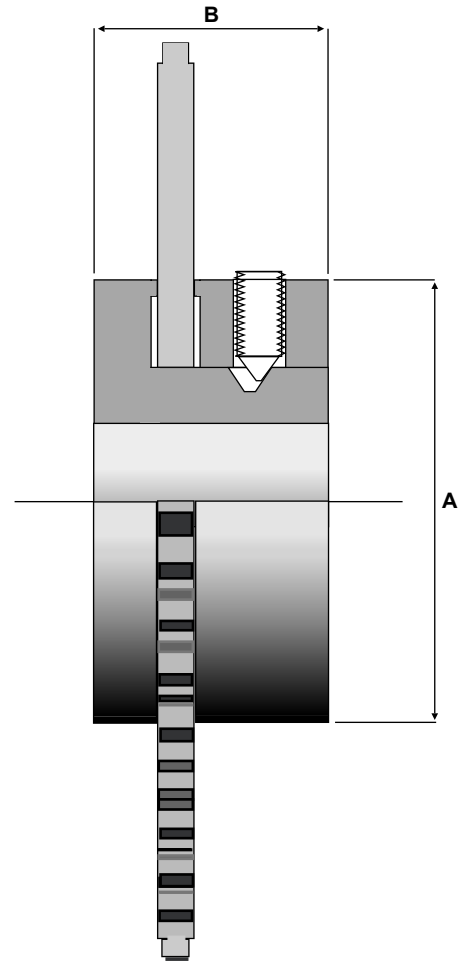
Hubs for B.S or A.S plate wheels.

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.

All dimensions in mm.



Unit Size	252	352	502
Outside Diameter A (mm)	70	83	120
Length B (mm)	40	46	56.25
Taper Lock Bush	1108	1310	2012
Max Bore (mm)	28 SK	35	50 SK
Plate Wheel Bore (mm)	51.35 H8	63.00 H8	95.00 H8
Minimum Number of Plate Wheel Teeth 1/2" Pitch	21 BS	24 BS	N/A
	21 AS	25 AS	N/A
Minimum Number of Plate Wheel Teeth 5/8" Pitch	18 BS	20 BS	28 BS
	18 AS	20 AS	28 AS
Minimum Number of Plate Wheel Teeth 3/4" Pitch	N/A	18 BS	24 BS
	N/A	18 AS	24 AS
Minimum Number of Plate Wheel Teeth 1" Pitch	N/A	N/A	19 BS
	N/A	N/A	19 AS

*All figures are approximate.

*Dimensions in mm unless otherwise shown.

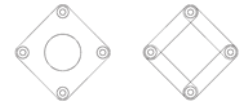
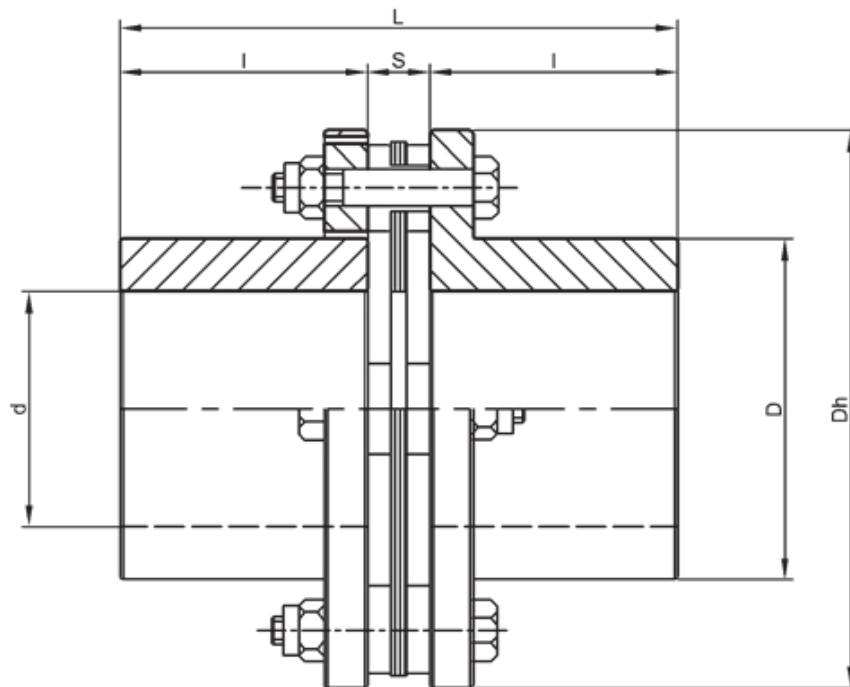


DISC COUPLINGS

- * High torque capacity with low weight
- * Complete metallic construction
- * Available in AISI 304 & AISI 316 Stainless Steel (by request)
- * Accommodates axial misalignment with the possibility to adjust the axial stroke
- * Limited axial thrust
- * Torsionally Rigid and Torque Reversal
- * Operates in both directions
- * Operates in adverse environmental conditions
- * High-temperature operation
- * Accommodates for angular misalignment
- * No lubrication required
- * No maintenance required
- * Long working life
- * Manufactured to API 610 or 671 by request
- * Non-Sparking design available upon request
- * Balancing to ISO 1940-73 upon request

DISC COUPLING

RS - 4 Bolt Range Without Spacer



Up to 2.5

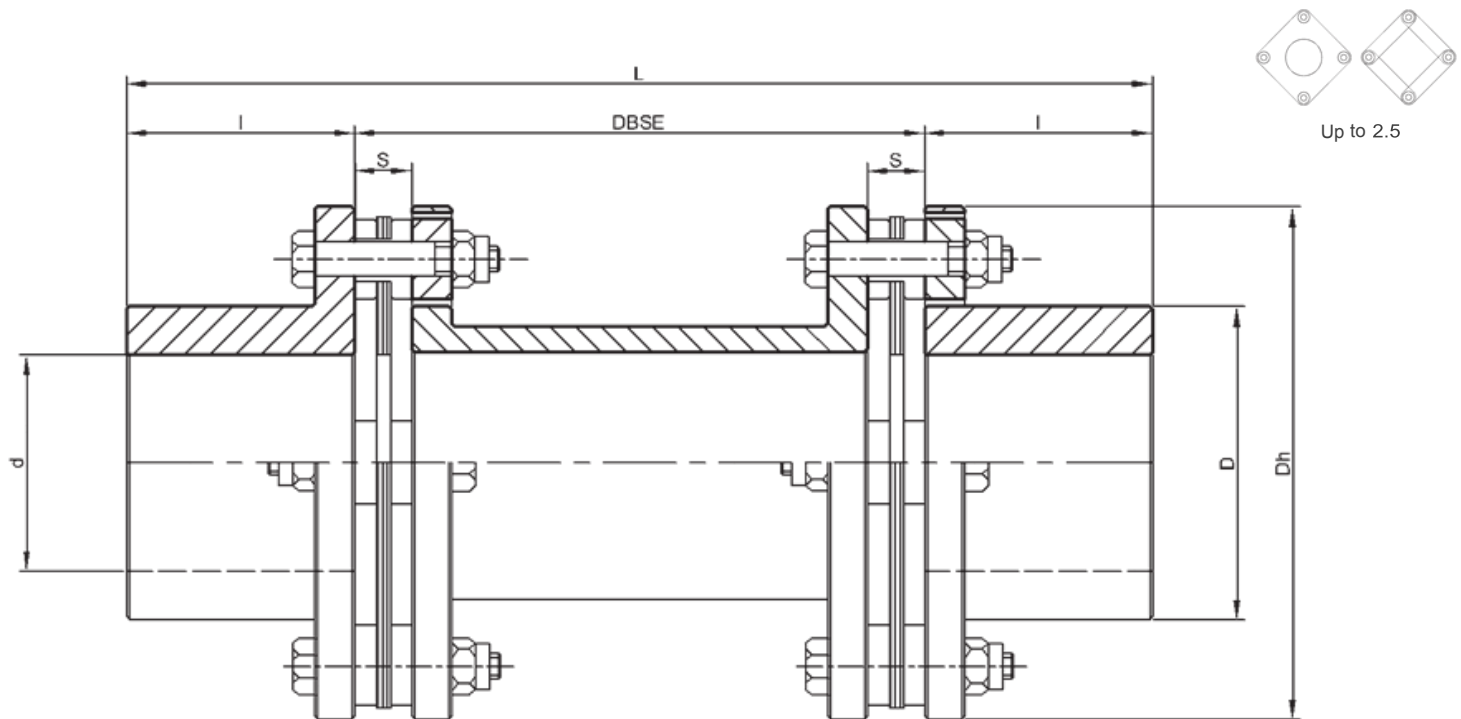
Size	Torque <i>in-lbs</i>	Max RPM	Max Bore	Dh	D1	L	l	S	Weight <i>lb.</i>	WR ² <i>lb.-in.²</i>
RS X	123	5,000	0.7	2.36	1.02	2.28	0.98	0.31	1.4	0.6
RS Z	238	5,000	0.98	2.75	1.37	2.75	1.18	0.39	2.4	1.3
RS 0	522	5,000	1.49	3.54	2.16	3.54	1.57	0.39	5.5	5.1
RS 1	1079	5,000	1.77	4.13	2.55	3.93	1.77	0.39	9.038	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



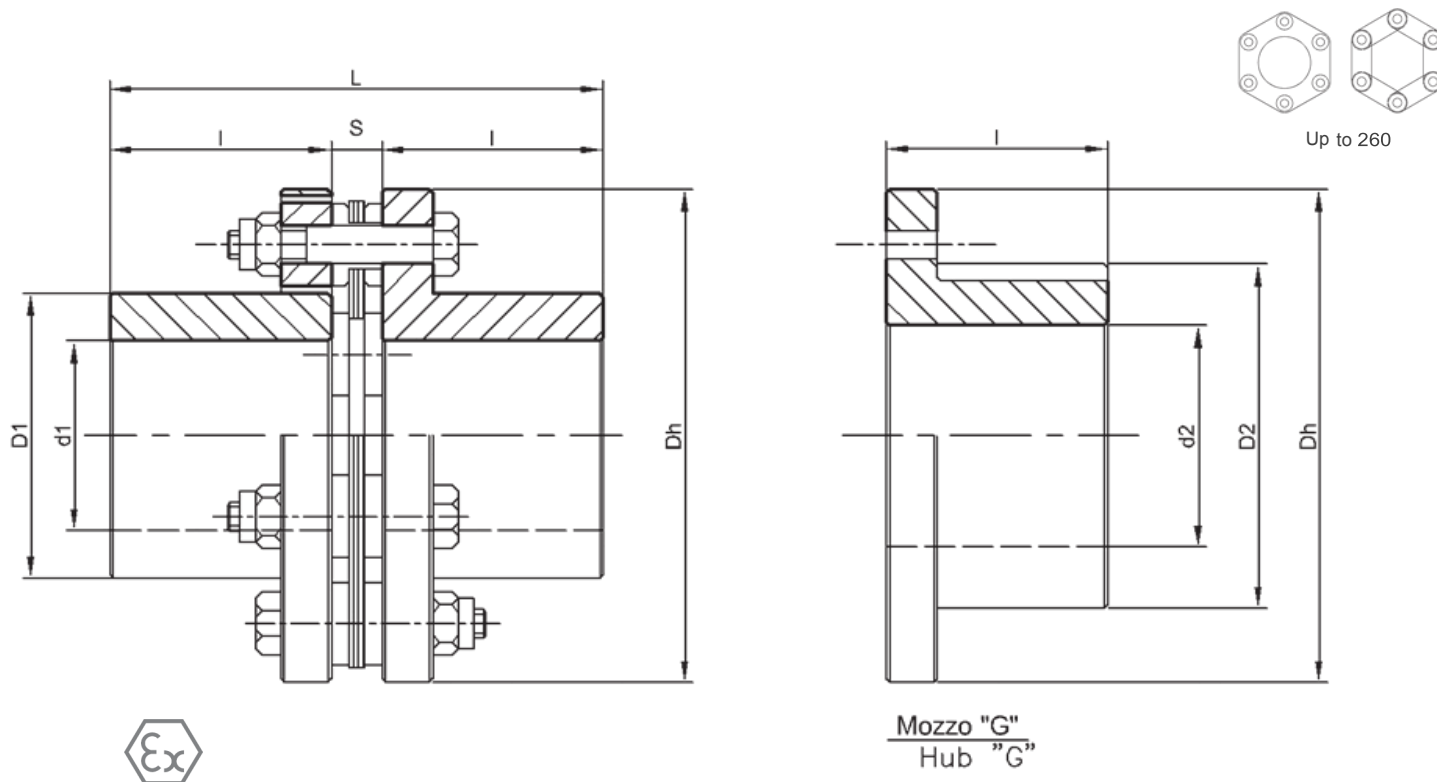
Size	Torque <i>in-lbs</i>	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight <i>lb.</i>	WR ² <i>lb.-in.²</i>
RSD X	124	5,000	0.70	2.36	1.02	5.47	0.98	3.5	0.31	2	1.3
RSD Z	239	5,000	0.98	2.75	1.37	7.36	1.18	5	0.39	4	2.3
RSD 0	522	5,000	1.49	3.54	2.16	8.15	1.57	5	0.39	8	8.2
RD 1	1,080	5,000	1.77	4.13	2.55	8.54	1.77	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

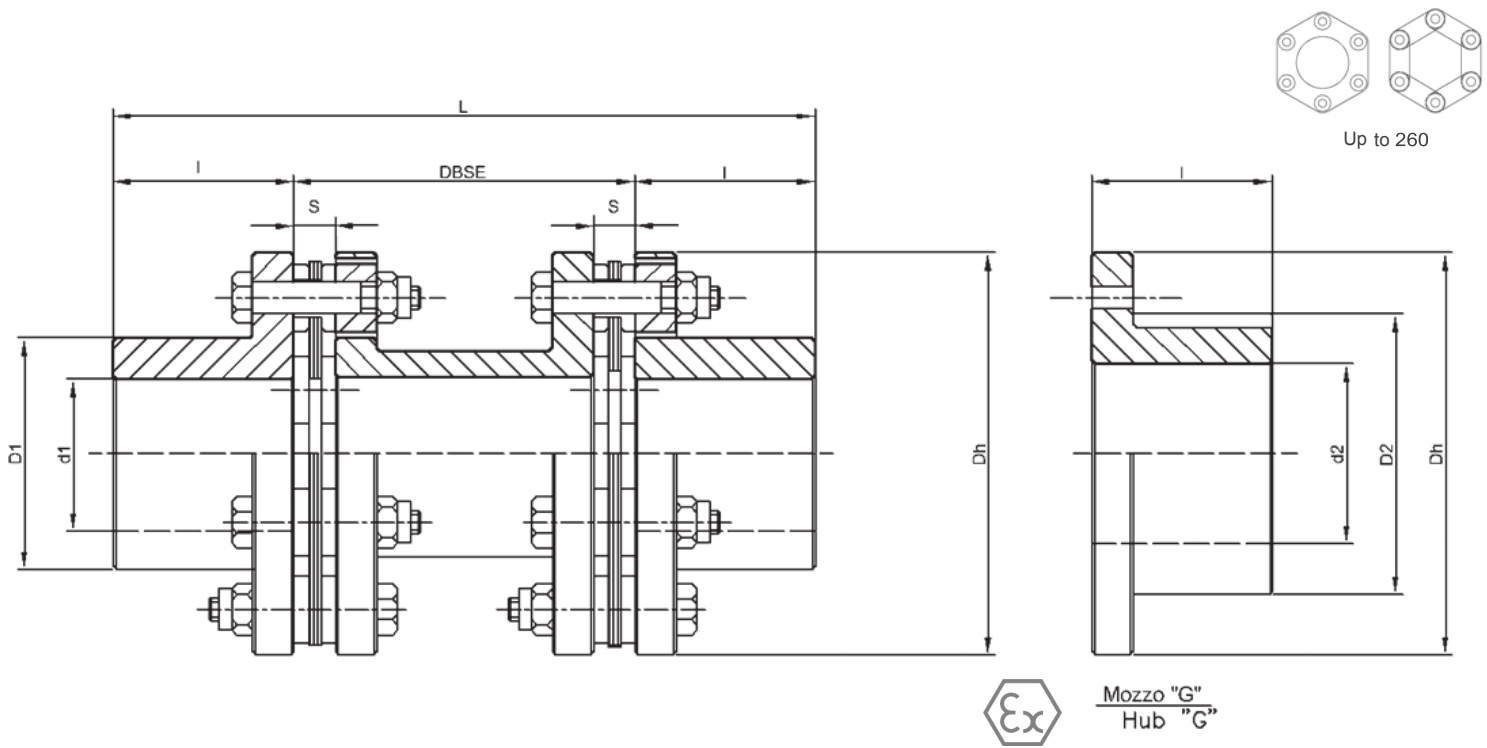


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	l	s	Weight lb.	WR ² lb.-in. ²	Hub "G"	
											d2 max	D2
RP 10	867	11,000	1.18	3.07	1.77	3.07	1.37	0.31	2.64	2.28	1.37	2.04
RP 15	1,301	10,800	1.49	3.54	2.16	3.46	1.57	0.31	5.07	5.53	1.73	2.51
RP 30	2,602	10,600	1.73	4.33	2.55	3.93	1.77	0.39	8.37	14.07	1.96	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

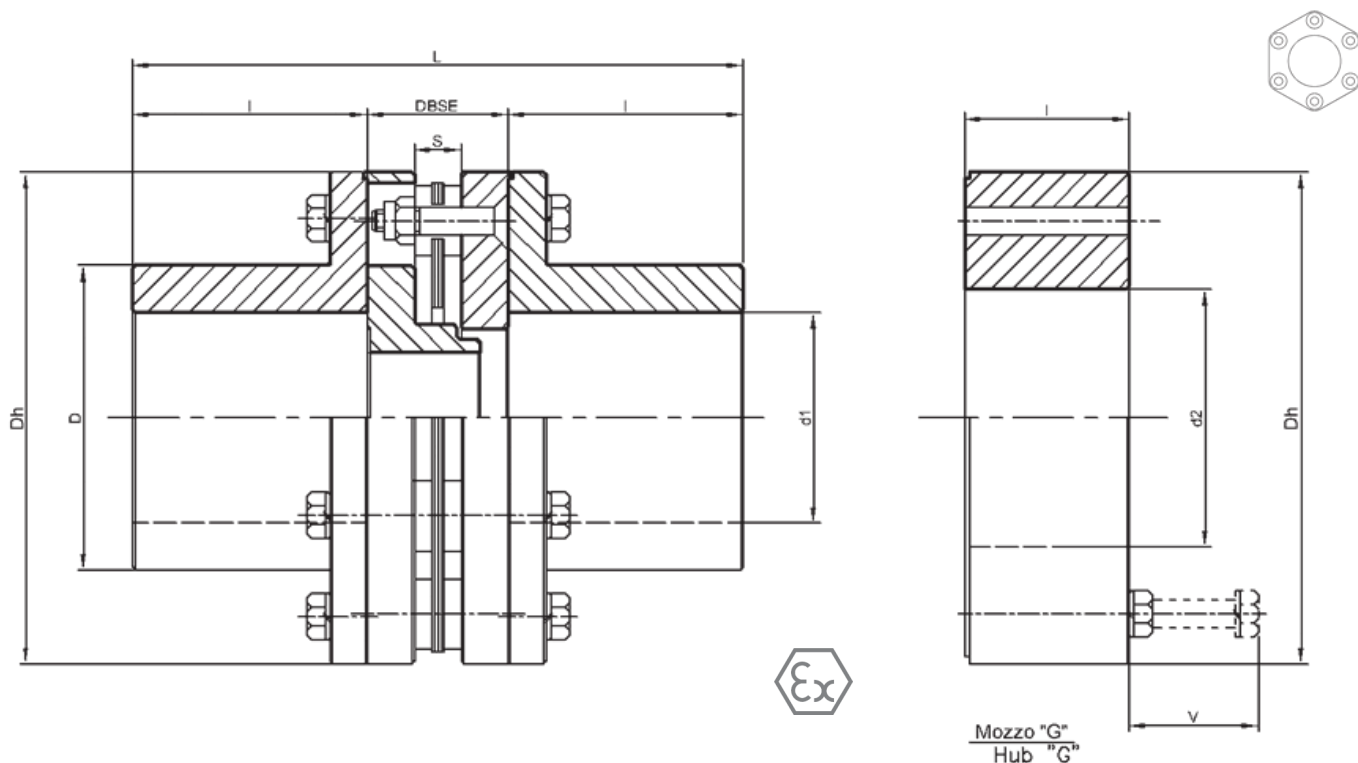


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	l	DBSE	S	Weigh t lb.	WR ² lb.-in. ²	Hub "G"	
												d2 max	D2
RPD 10	867	11,000	1.18	3.07	1.77	6.26	1.37	3.5	0.31	4	3.17	1.38	2.05
RPD 15	1,301	10,800	1.49	3.54	2.16	8.15	1.57	5	0.31	7	9.70	1.73	2.52
RPD 30	2,602	10,600	1.73	4.33	2.55	7.04	1.77	3.5	0.39	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

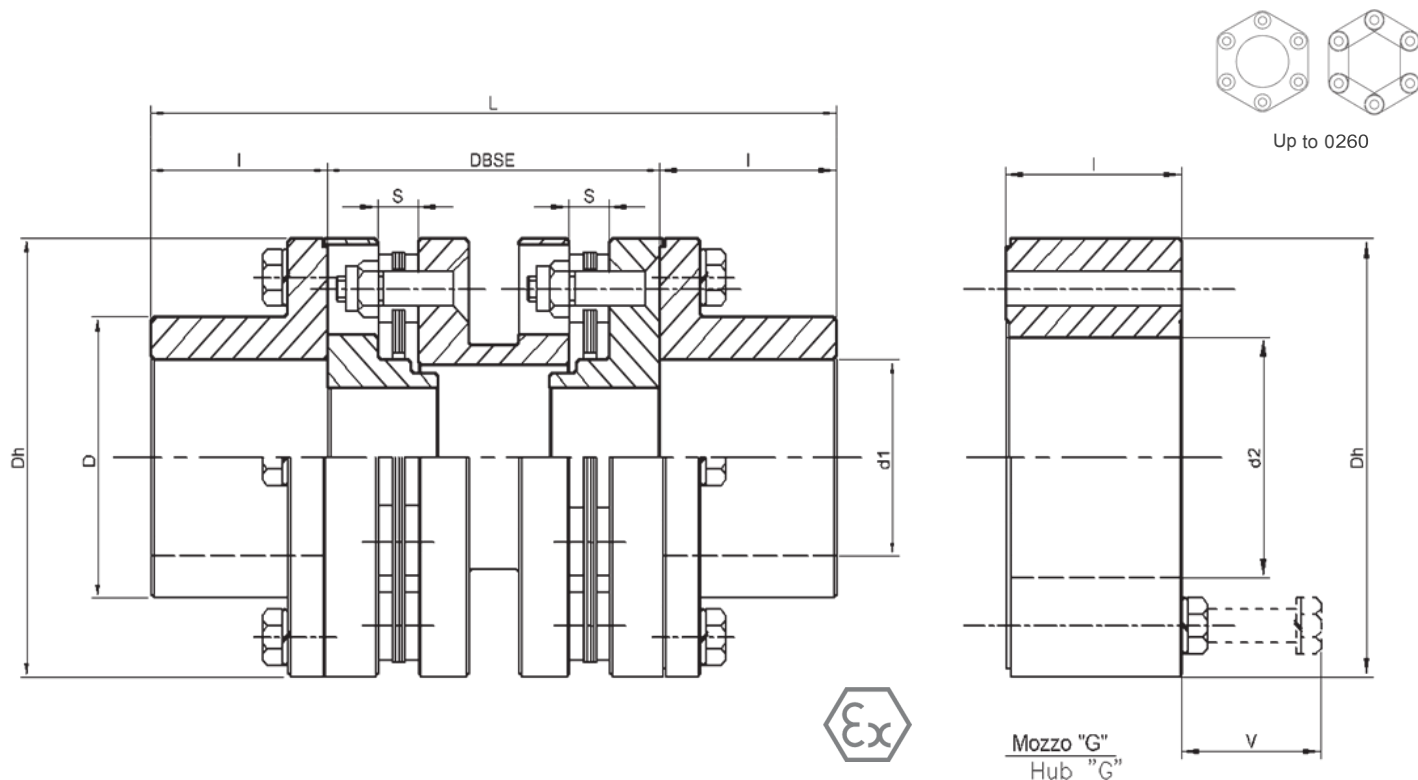


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight lb.	WR ² lb.-in. ²	Hub "G"	
												d2 max	D2
RPA 0010	867	11,000	1.37	3.07	1.96	3.85	1.37	1.1	0.31	5.5	6.49	1.89	1.96
RPA 0015	1301	10,800	1.65	3.54	2.36	4.25	1.57	1.1	0.31	6.6	8.88	2.17	2.17
RPA 0030	2602	10,600	1.88	4.33	2.75	4.88	1.77	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

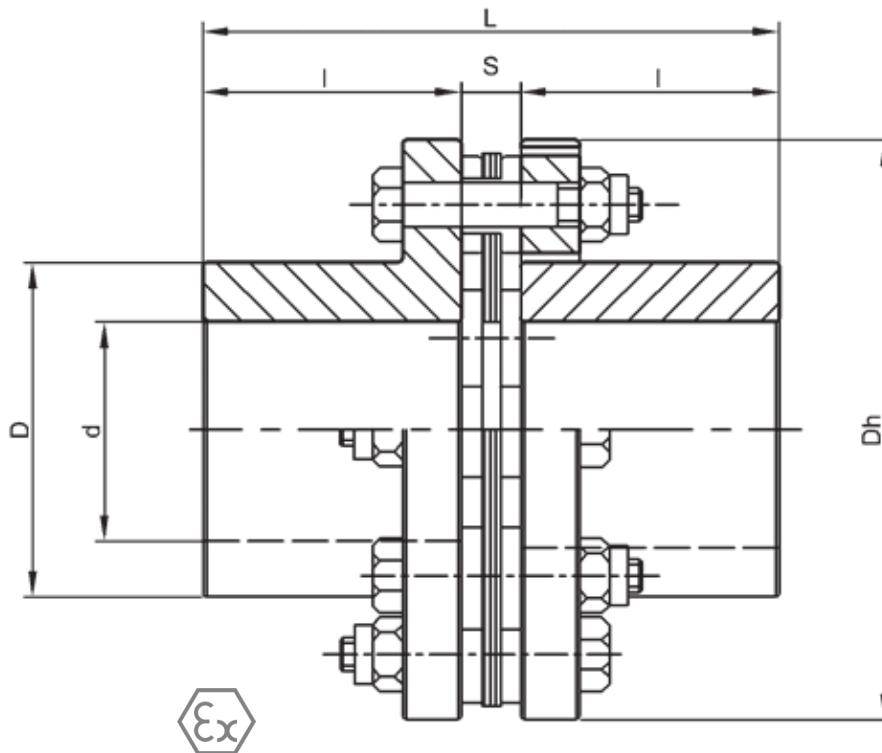


Size	Torque <i>in-lbs</i>	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight <i>lb.</i>	WR ² <i>lb.-in.²</i>	Hub "G"	
												d2 max	D2
RSP 0010	867	11,000	1.378	3.071	1.97	7.76	1.378	5	0.315	6	4.681	1.89	1.97
RSP 0015	1,301	10,800	1.654	3.543	2.36	8.15	1.575	5	0.315	9	12.814	2.17	2.17
RSP 0030	2,602	10,600	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

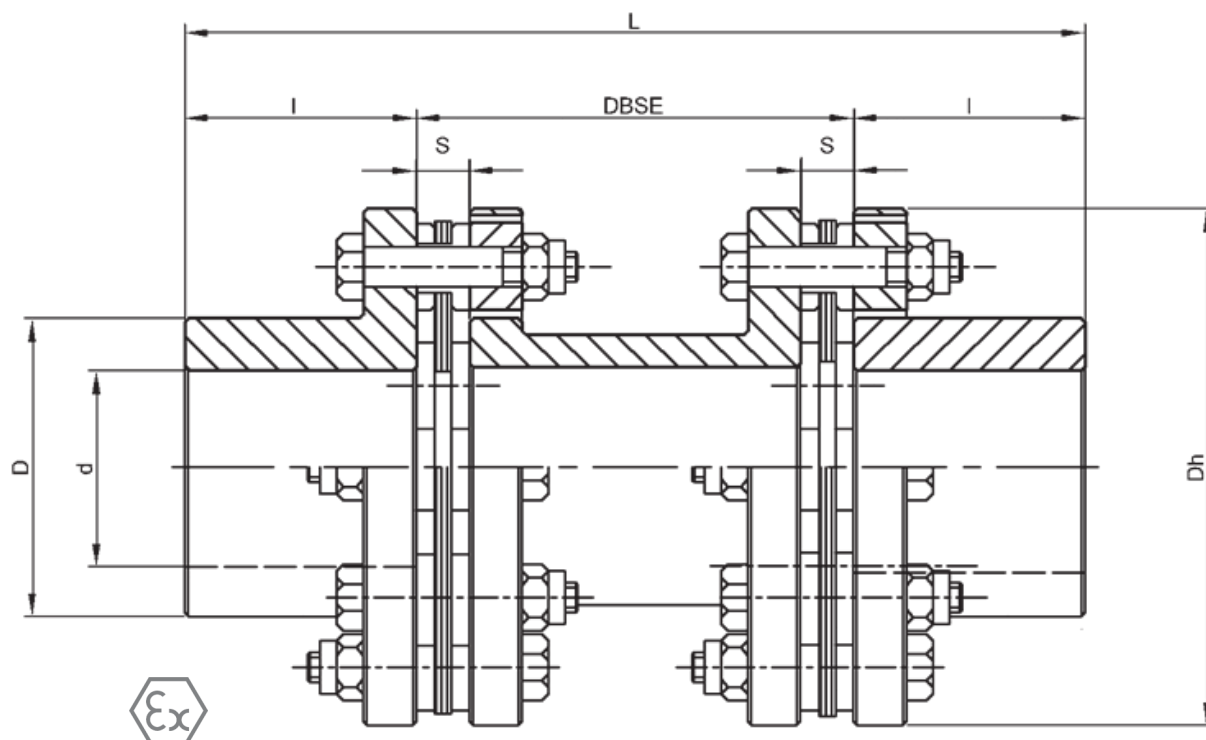


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D1	L	I	S	Weight lb.	WR ² lb.-in. ²
RP 2000	173,651	5,800	5.31	12.59	7.48	13.07	5.90	1.25	214	2,613
RP 2500	217,064	5,500	6.10	13.77	8.58	13.93	6.29	1.33	282	4,184
RP 3500	303,890	5,000	6.88	15.15	9.84	15.62	7.08	1.45	351	6,657
RP 5000	434,129	4,500	7.48	16.73	10.62	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

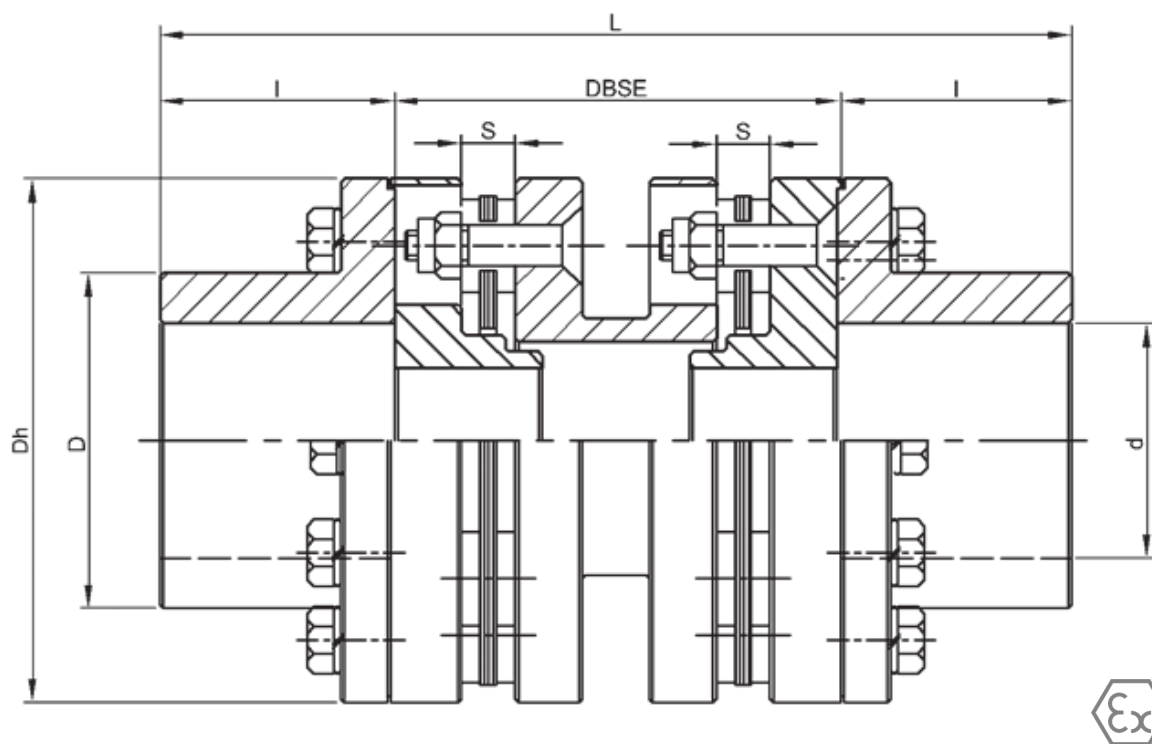


Size	Torque in-lbs	Max RPM	Max Bore	Dh	D	L	I	DBSE	S	Weight lb.	WR ² lb.-in. ²
RPD 2000	173,652	5,800	5.31	12.59	7.48	20.81	5.90	9	1.26	304	4,349
RPD 2500	217,065	5,500	6.10	13.78	8.58	21.59	6.29	9	1.33	385	6,745
RPD 3500	303,891	5,000	6.89	15.15	9.84	24.17	7.08	10	1.45	462	10,487
RPD 5000	434,129	4,500	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



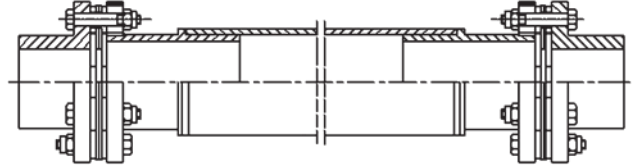
Size	Torque <i>in-lbs</i>	Max RPM	Max Bore	Dh	D1	L	I	DBSE	S	Weight <i>lb.</i>	WR ² <i>lb.-in.²</i>
RSP 2000	173,652	5800	6.29	12.59	8.85	20.81	5.90	9	1.26	348	5,658
RSP 2500	217,065	5500	7.08	13.78	9.64	21.59	6.29	9	1.33	464	8,747
RSP 3500	303,891	5000	7.48	15.15	10.63	24.17	7.08	10	1.45	574	13,771
RSP 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

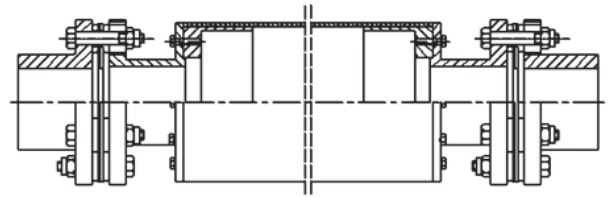
DISC COUPLING

SPECIAL DESIGNS

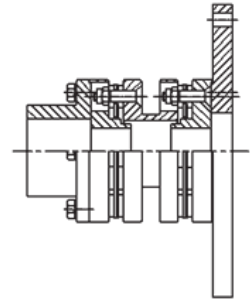
Steel spacer design, fit to any applications. Also available in stainless steel AISI 304, AISI 316. These designs may be achieved with the RPD, RSP and RSL series.



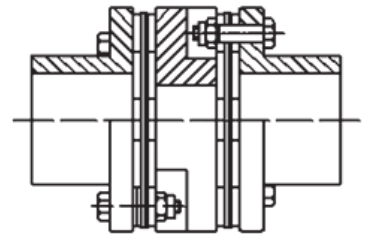
Steel spacer in carbon fiber style, especially suitable to applications in cooling towers. Requested applications are provided in stainless steel AISI 304, AISI 316, too. Such designs may be achieved with the RPD, RSP and RSL series.



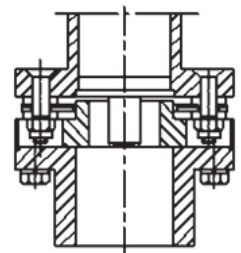
Coupling flange style. These are achieved with RPD and RSP series.



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.



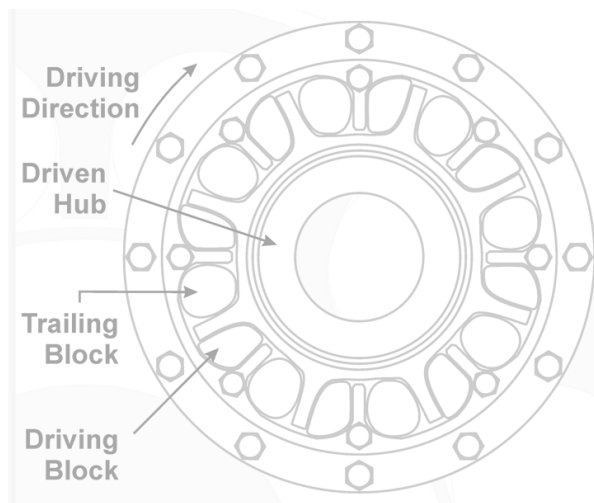
Vertically mounted styles can be found in the RPD and RSP series.



SERIES RI RUBBER INDUSTRIAL COUPLINGS

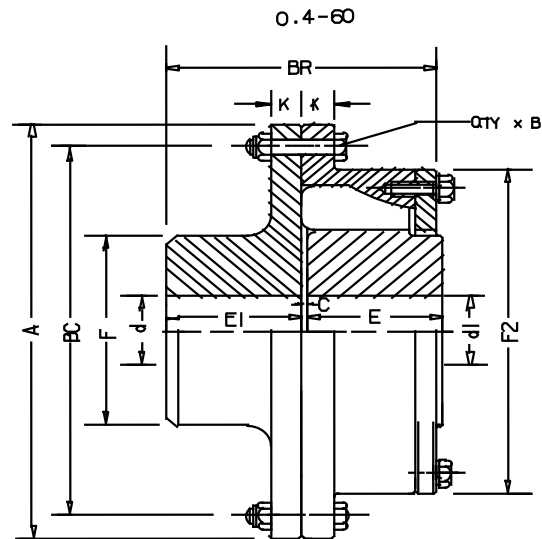
Series RI, Rubber Industrial Couplings are yet another quality flexible coupling offered by System Components, Inc.

- * Low Maintenance, Low Stress, Robust design
- * Zero Backlash
- * No Lubrication required
- * Rubber Blocks in compression
- * Absorbs Shock Loads & Dampens Vibrations
- * Reduces Peak Stress in shafts, bearings & gearing
- * Accommodates all three misalignment parameters
- * Rubber elements are simple to inspect and replace



FLEXTORK

Series 'RI' Rubber Industrial Coupling



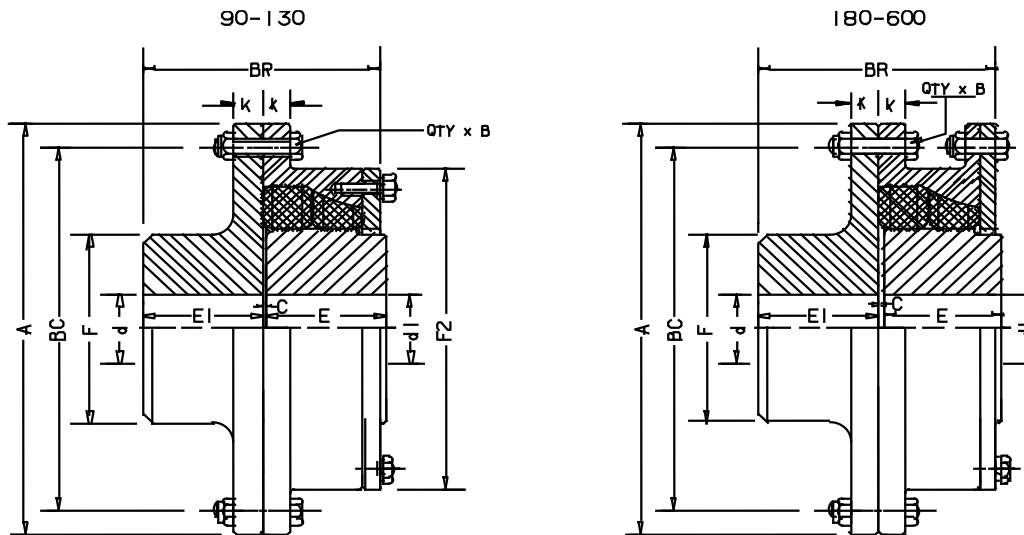
"RI" Coupling Size		0.4	0.7	1.3	3	6	8	12	18	27	40	60
Rating (HP/100 RPM (5))		6	9.4	18.2	42.1	84.3	112.4	168.6	252.8	379.3	561.6	842.8
Torque Capacity (IN·LBS x 10 ³)		3.78	5.9	11.5	26.5	53.1	70.8	106.2	159.3	238.9	353.8	531
Maximum Speed - RPM (1)		7200	6300	5400	4500	4480	3860	3450	2975	2650	2380	2050
(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



"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	Per Cav ty	2	2	2	2	2	2
Blocks	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:

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

or determine torque (inch pounds) as follows

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

or

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

Now determine the coupling type from section 2.

2) Important considerations for selection of coupling type:

- | | |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> 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). | <ul style="list-style-type: none"> 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 10⁶ to .6 x 10⁶ 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.

SYSTEM COMPONENTS, INC. - INQUIRY / ORDER FORM

CUSTOMER DATA	SHIPPING DETAILS:
Date: _____	Ship Via: _____
Customer: _____	Required to ship date: _____
Billing Address: _____	Address: _____
City: _____	City: _____
State: _____ Zip: _____	State: _____ Zip: _____
Contact Name: _____	Tag: _____
Phone: _____ Fax: _____	
Purchase Order Number: _____	

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 <input type="checkbox"/>	Clearance Fit: <input type="checkbox"/> Interference Fit: <input type="checkbox"/>
Misalignment: Angular: _____	Offset: _____
Comments: _____	

COUPLING DATA	
Type And Description: _____	
Rating: _____ HP / 100 RPM.	Torque Capacity: _____ IN-LBS
Bore Capacity: _____	Both Halves <input type="checkbox"/> Flex Half <input type="checkbox"/> Rigid Half <input type="checkbox"/>
_____	Flex Half <input type="checkbox"/> Rigid Half <input type="checkbox"/>
Price Each: _____ Qty: _____	Delivery: _____
	Quote Number: _____
	Quoted By: _____
F.O.B.: South Haven, Mi.	
Notes: _____	

APPLICATION SERVICE FACTORS

DATA SHEET DS110 REV.03

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

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

Standard Inch Series Bores And Keyways

DATA SHEET DS103 REV. 03

Finished Straight Bores For Standard AGMA Class 1 Clearance Fit

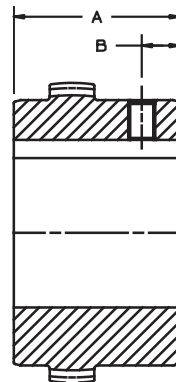
Nominal Shaft Diameter	Bore Diameter	Keyway (Width x Depth)	Keyway Radius
1/2	.500 / .501	1/8 x 1/16	1/64
9/16	.5625 / .5635		
5/8	.625 / .626	3/16 x 3/32	1/64
3/4	.750 / .751		
13/16	.8125 / .8135		
7/8	.875 / .876		
15/16	.9375 / .9385	1/4 x 1/8	1/64
1	1.000 / 1.001		
1-1/16	1.0625 / 1.0635		
1-1/8	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	+0.0005	3/16 x 3/32	1/64
7/8 to 1-1/4	.001	+0.0005	1/4 x 1/8	1/64
1-1/4 to 1-3/8	.001	+0.0005	5/16 x 5/32	1/32
1-3/8 to 1-1/2	.001	+0.0005	3/8 x 3/16	1/32
1-1/2 to 1-3/4	.002	+0.001		
1-3/4 to 2-1/4	.002	+0.001	1/2 x 1/4	1/32
2-1/4 to 2-3/4	.002	+0.001	5/8 x 5/16	1/16
2-3/4 to 3	.002	+0.001	3/4 x 3/8	1/16
3 to 3-1/4	.003	+0.0015		
3-1/4 to 3-3/4	.003	+0.0015	7/8 x 7/16	1/16
3-3/4 to 4	.003	+0.0015	1 x 1/2	1/16
4 to 4-1/2	.0035	+0.0015		
4-1/2 to 5	.0035	+0.0015	1-1/4 x 5/8	1/8
5 to 5-1/2	.004	+0.0015		
5-1/2 to 6	.004	+0.0015	1-1/2 x 3/4	1/8
6 to 6-1/2	.005	+0.002		
6-1/2 to 7	.005	+0.002	1-3/4 x 3/4	1/8
7 to 7-1/2	.0055	+0.002		
7-1/2 to 8	.0055	+0.002	2 x 3/4	1/8
8 to 9	.006	+0.002		
9 to 10	.0065	+0.002	2-1/2 x 7/8	1/8
10 to 11	.0075	+0.002		
11 to 12	.008	+0.002	3 x 1	3/16
12 to 13	.009	+0.0025		
13 to 14	.0095	+0.0025	3-1/2 x 1-1/4	3/16
14 to 15	.010	+0.0025		
15 to 16	.0105	+0.0025	4 x 1-1/2	(Note 3)
16 to 17	.011	+0.0025		
17 to 18	.0115	+0.0025		
18 to 19	.012	+0.0025	5 x 1-3/4	(Note 3)
19 to 20	.0125	+0.0025		

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
1 1/2 F or 15 S	1.94	.38	
2 F or 20 S	2.44	.50	
2 1/2 F or 25 S	3.03	.63	
3 F or 30 S	3.59	.75	1/2"-13 UNC
3 1/2 F or 35 S	4.19	.88	5/8"-11 UNC
4 F or 40 S	4.75	1.63	
4 1/2 F or 45 S	5.31	1.63	3/4"-10 UNC
5 F	6.03	2.06	
5 1/2 F	6.63	2.38	

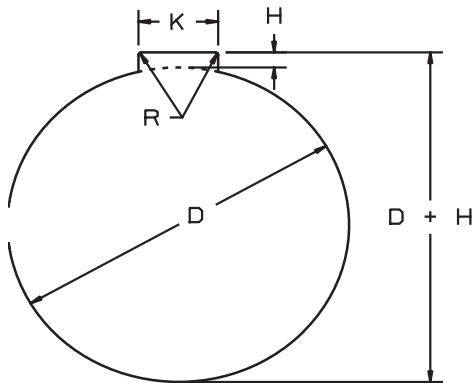


Notes:

- 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		Fillet Radius (R)	Key Size (Ref)
		Width (K)	Depth (H)		
6 8	+0.015	2 -0.006	1.0	.08 +.08 -.00	2 x 2
8 10	-0.000	3 -0.031	1.4		3 x 3
10 12	+0.018 -0.000	4	1.8 +.1		4 x 4
12 17		5 -0.012	2.3 -0	5 x 5	
17 18	-0.000	6 -0.042	2.8	.16 +.09 -.00	6 x 6
18 22	+0.021	6	2.8		6 x 6
22 30	-0.000	8 -0.015	3.3	.25 +.15 -.00	8 x 7
30 38	+0.025 -0.000	10 -0.051	3.3		10 x 8
38 44		12	3.3		12 x 8
44 50	14 -0.018	3.8	14 x 9		
50 58	+0.030 -0.000	16 -0.061	4.3	.40 +.20 -.00	16 x 10
58 65		18	4.4		18 x 11
65 75		20	4.9 +.2 -.0		20 x 12
75 80	-0.000	22 -0.022	5.4 -0	.70 +.30 -.00	22 x 14
80 85	+0.035 -0.000	22 -0.074	5.4		22 x 14
85 95		25	5.4	25 x 14	
95 110	-0.000	28	6.4	1.20 +.40 -.00	28 x 16
110 120	+0.040 -0.000	32	7.4		32 x 18
120 130		32	7.4	32 x 18	
130 150	+0.040 -0.000	36 -0.026	8.4	2.00 +.50 -.00	36 x 20
150 170		40 -0.088	9.4		40 x 22
170 180	-0.000	45	10.4	+.30 -.00	45 x 25
180 200	+0.046	45	10.4		45 x 25
200 230	-0.000	50	11.4	+.40 -.00	50 x 28
230 250	+0.052 -0.000	56	12.4		56 x 32
250 260		56	12.4 +.3 -.0	56 x 32	
260 290	-0.000	63 -0.032	12.4 -0	+.40 -.00	63 x 32
290 315	+0.057 -0.000	70 -0.106	14.4		70 x 36
315 330		70	14.4	70 x 36	
330 380	-0.000	80	15.4	+.50 -.00	80 x 40
380 400	+0.063 -0.000	90 -0.037	17.4		90 x 45
400 440		90 -0.124	17.4	90 x 45	
440 500	-0.000	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.

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.

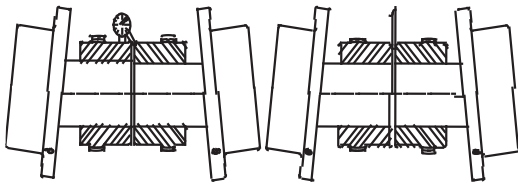


Figure 1.

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.)

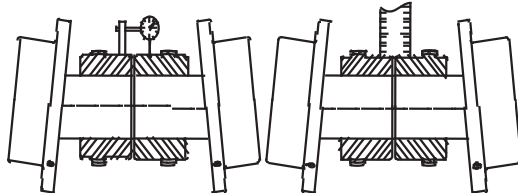


Figure 3.

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)													
Greas. 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)													
Greas. 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
Texaco

Coupling Grease
1912 Coupling Grease

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

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.

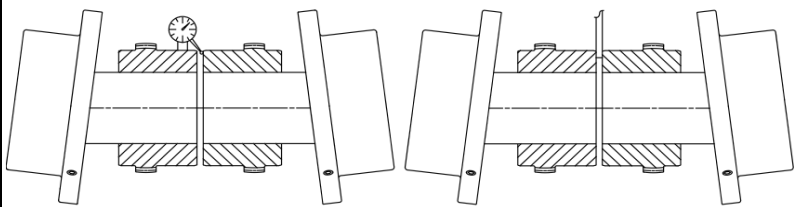


Figure 1.

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.)

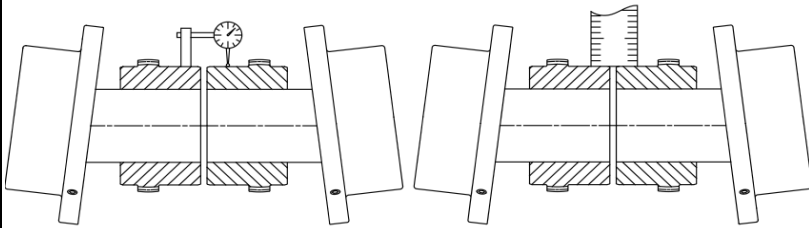


Figure 3.

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	Size	8	9	10	11	12	13	14	15	16	18
Lube Capacity - Full Flex (1)											
Grease Weight (LBS-OZ)		14	24	28	38	43	47	55	62	75	90
Volume (Pints)		15	26	30	41	46	50	59	66	80	96
Lube Capacity - Flex Rigid (1)											
Grease Weight (LBS-OZ)		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											
Center Flange	BCC	20.750	23.250	25.250	27.500	30.000	32.250	34.500	36.750	39.000	43.250
	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 Flange	BCR	19.375	21.750	23.875	26.063	28.313	30.500	32.625	35.000	37.125	41.375
	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)											
Center 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 machines, recurrent reverse loading and other unusual applications, consult SCI.

Amoco
Texaco

Coupling Grease
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.

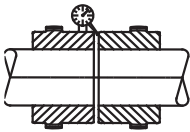


Figure 1.

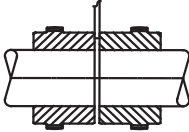


Figure 2.

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.)

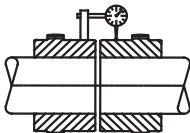


Figure 3.

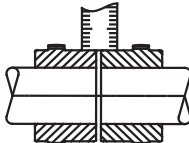


Figure 4.

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.

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 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 sleeve, clean the coupling hubs, inspect the gear teeth and follow Instruction Installation Steps 8, 9 and 10.
- 4) To disassemble coupling, remove one snap ring, slide sleeve off the hubs. The seal will be forced off 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												
Grease 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	1/16	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.

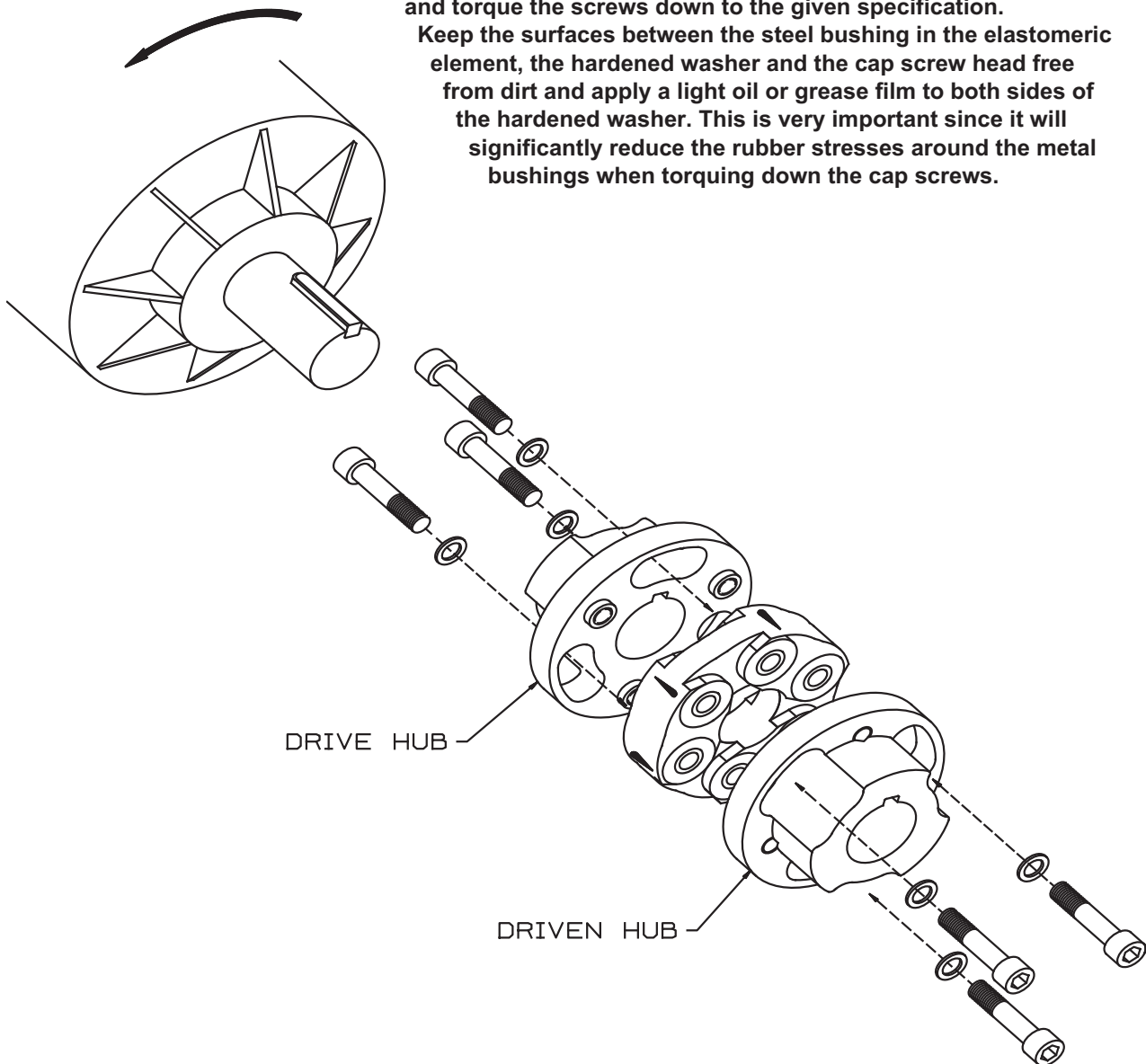
2) Elements with non-uniform cross sections must be mounted such that the thicker cross section is worked in compression and the thinner section is in tension, otherwise the torque carrying capacity of the element is greatly reduced.

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

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.

Rotation view from
back side of motor.



COUNTER-CLOCKWISE ROTATION DRIVES

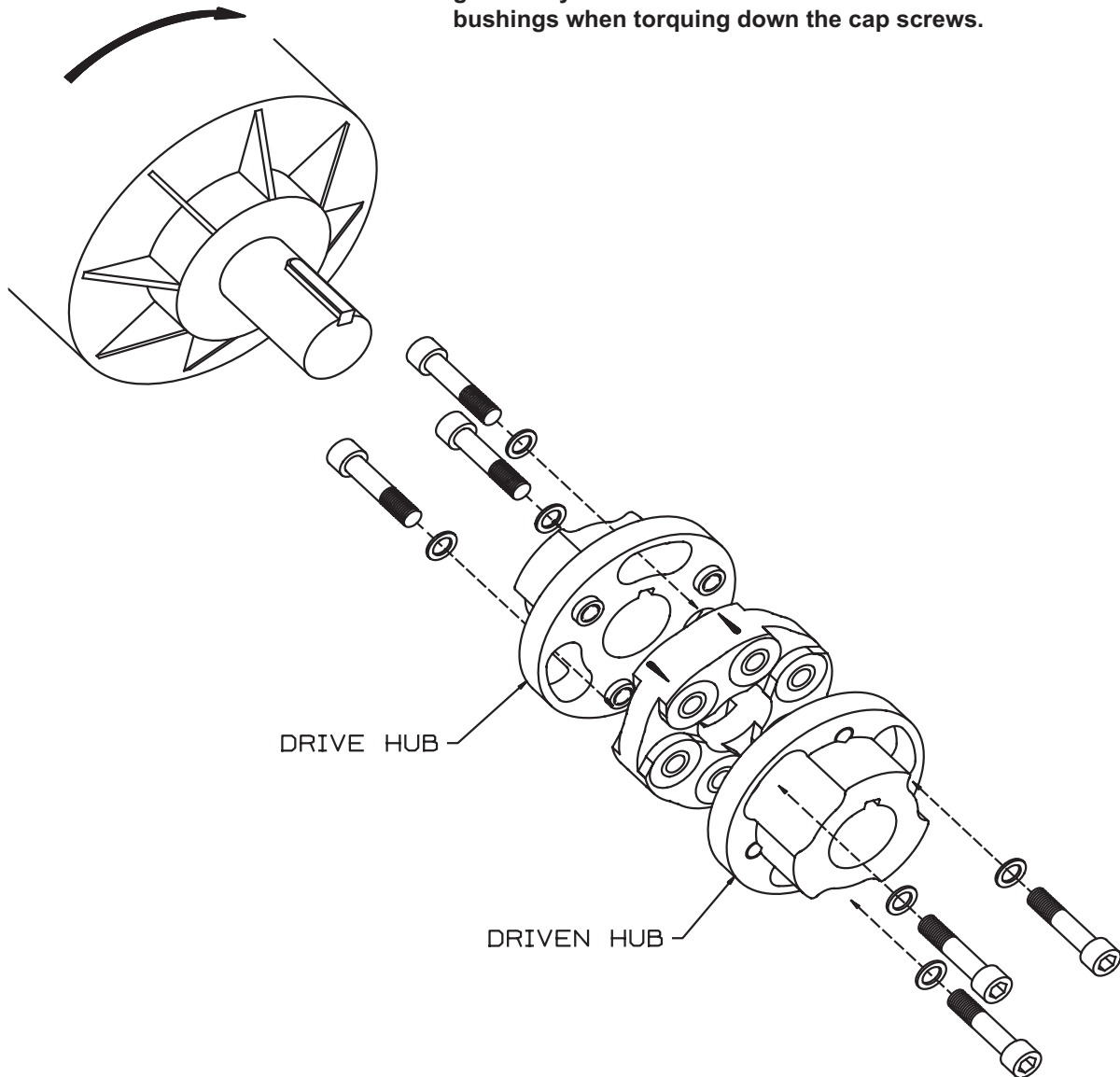
- 1) This assembly instruction sheet describes the assembly position of the element when used on counter-clockwise rotation drives, as shown. Note the arrows on the element are to point towards the bolt heads.
- 2) Elements with non-uniform cross sections must be mounted such that the thicker cross section 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)

- 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.

Rotation view from
back side of motor.

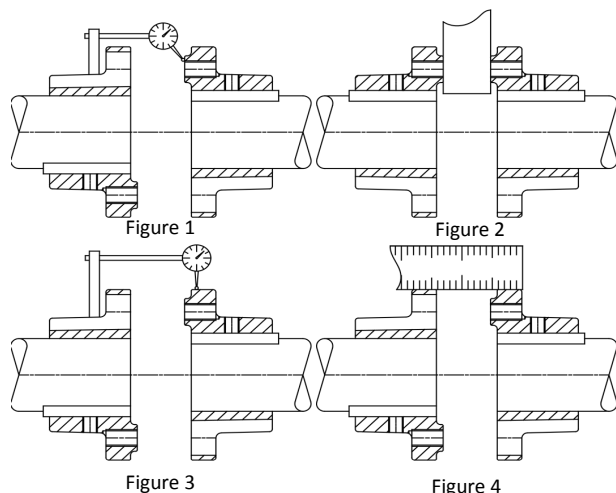


SERIES "EL" - COUPLING INSTALLATION AND MAINTENANCE INSTRUCTIONS.

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.



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 torquing 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.

TAPER-LOCK® is a registered trademark of DODGE / Reliance Electric Co.

WEDGEGARD

TORQUE LIMITER SELECTION

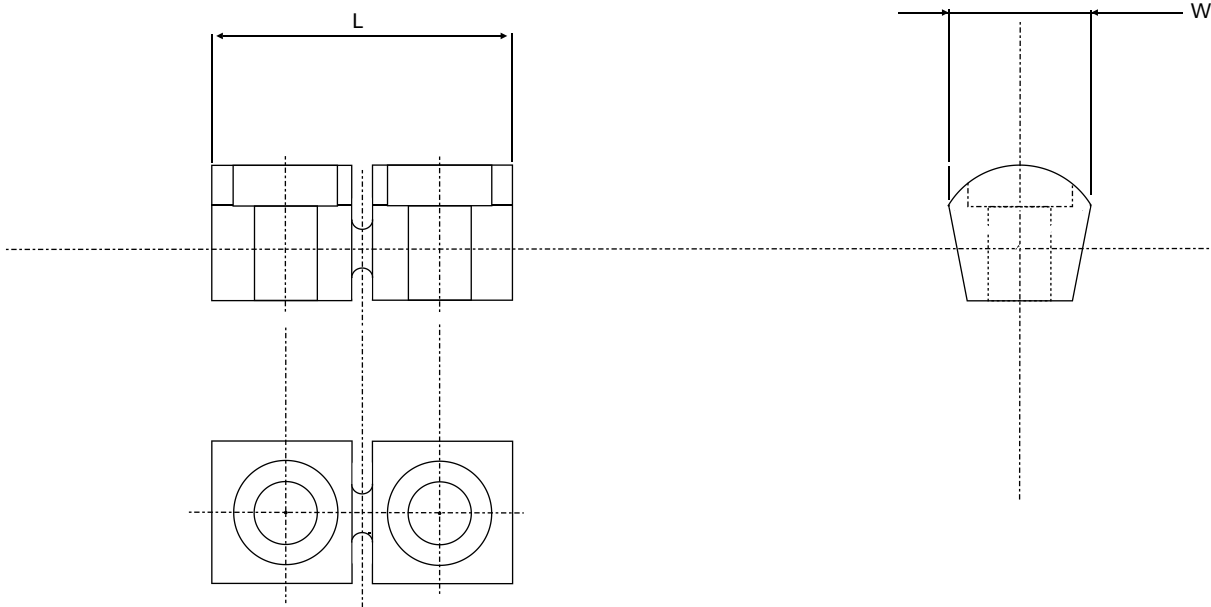
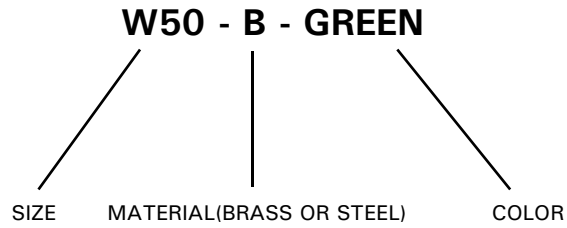
1. Decide the position of the Wedgegard™ i.e. the preferred position is on the low speed or final drive shaft, confirm there is adequate accessibility to change Wedgepins.
2. Using this simple formula, calculate the theoretical driving torque for the position chosen :

Torque (in-lbs) = H.P. multiplied 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 uncertainty 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

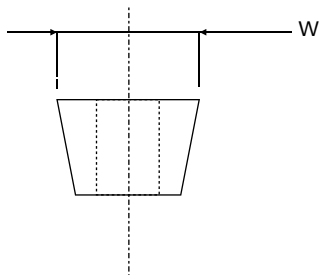
WEDGE GARD

IDENTIFY THE HOWDON™ WEDGE PIN

WEDGE PINS ARE CODED BY SIZE, MATERIAL AND COLOR AS FOLLOWS



ORIGINAL WEDGE PIN 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

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WEDGEgard

INSTALLATION & MAINTENANCE NOTES

**SUBJECT: 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 FLUCTUATION 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: $-0\backslash+0.020$ "S" value

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

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

Two-flexible elements couplings:

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

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

8 Bolt couplings: $-0\backslash+0.020$ "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.

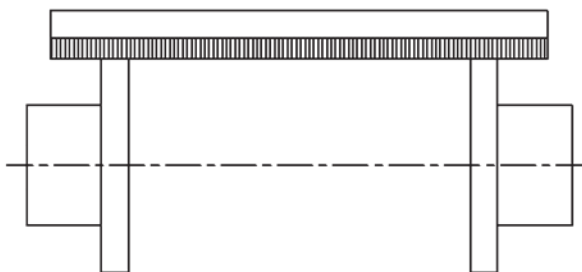


FIGURE 1

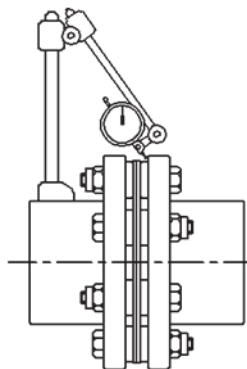


FIGURE 2

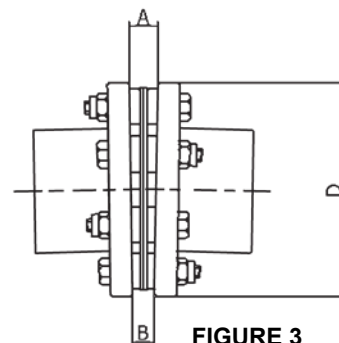


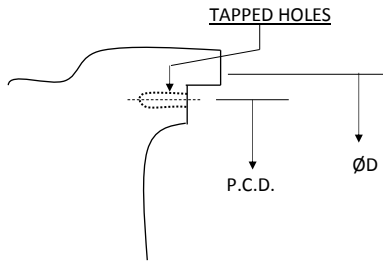
FIGURE 3

System Components Rubber Industrial Couplings

Application Information Sheet

Flywheel

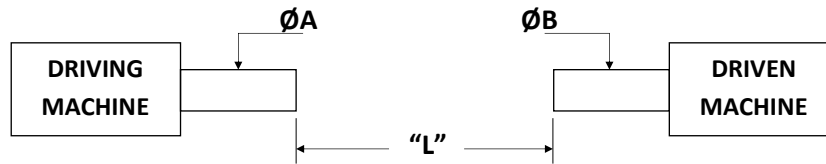
Details



Engine Make	<input style="width: 95%;" type="text"/>
DIA. 'D' -	(MM) <input style="width: 95%;" type="text"/>
P.C.D.-	(MM) <input style="width: 95%;" type="text"/>
NO. OF HOLES-	<input style="width: 95%;" type="text"/>
TAPPED HOLE THREAD SIZE-	(MM) <input style="width: 95%;" type="text"/>

Shaft

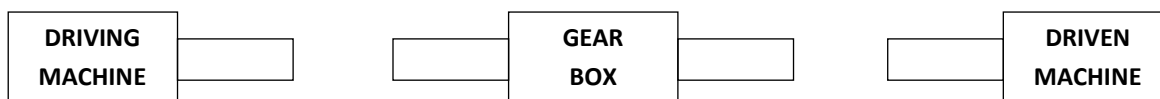
Details



TYPE OF DRIVE (ELECTRIC MOTOR/DIESEL ENGINE/TURBINE, ETC)	<input style="width: 95%;" type="text"/>
POWER OF DRIVING MACHINE	(KW/HP) <input style="width: 95%;" type="text"/>
SPEED OF DRIVING MACHINE	(RPM) <input style="width: 95%;" type="text"/>
SHAFT LENGTH	(MM) <input style="width: 95%;" type="text"/>
SHAFT DIA. OF DRIVING MACHINE ØA (STRAIGHT SHAFT OR TAPER)	(MM) <input style="width: 95%;" type="text"/>
DRIVEN MACHINE (GEAR BOX/FAN/PUMP, ETC)	<input style="width: 95%;" type="text"/>
SHAFT DIA. OF DRIVEN MACHINE ØB	(MM) <input style="width: 95%;" type="text"/>
DISTANCE BETWEEN SHAFT ENDS "L"	(MM) <input style="width: 95%;" type="text"/>
ARE BOTH DRIVING AND DRIVEN MACHINES AXIALLY LOCATED?	<input style="width: 95%;" type="text"/>
IF NOT, L.E.F. REQUIRED (LIMITED END FLOAT)	<input style="width: 95%;" type="text"/>

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

—WHAT IS OUTPUT SPEED?	(RPM) <input style="width: 95%;" type="text"/>
—WHAT IS SHAFT DIAMETER?	(MM) <input style="width: 95%;" type="text"/>
—WHAT IS OUTPUT SHAFT LENGTH?	(MM) <input style="width: 95%;" type="text"/>



NOTE:

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

fold out x-ref