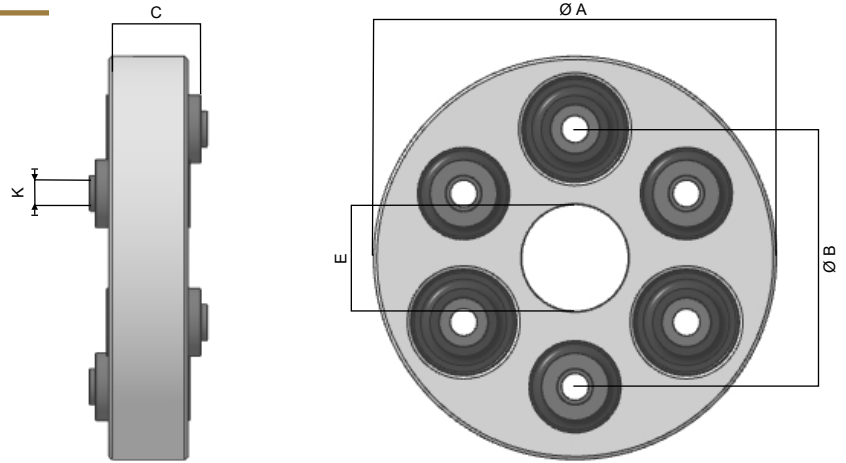


# 3/6 Series Couplings

## Typical Applications

- Generating Sets
- Dumper Trucks
- Compressor Sets
- Marine Maindrives and P.T.O.s
- Pump Sets
- Diesel Multiple Units
- Locomotives
- Automotive Transmissions and Pintos



Block Type	Maximum Torque Nm	* Normal Torque Nm	** Maximum Vibratory Torque $\pm$ Nm	Dynamic Torsional Stiffness MNm/RAD					† Static Axial Stiffness N/mm	† Static Radial Stiffness N/mm	† Dynamic Conical Stiffness Nm/deg	Inertia kg m <sup>2</sup>
				Natural Rubber				Neoprene 60/65				
				50/55	60/65	70/75	75/80					
70	1356	452	226	.012	.020	.035	.040	.028	470	2650	42	.025
80	2033	678	339	.016	.027	.047	.054	.038	600	2940	64	.059
90	3119	1040	1520	.028	.047	.082	.094	.066	706	3385	106	.092
100	4340	1447	723	.041	.068	.119	.136	.095	630	3090	141	.156
120	5831	1944	972	.032	.054	.094	.108	.076	1080	2940	205	.323
140	8140	2713	1357	.044	.074	.129	.148	.104	880	2500	265	.526

\*Normal torque based on a service factor of 3. \*\*Maximum vibratory torque base frequency of 450 vpm.

†All stiffness values are for natural rubber 60°/65° duro

Block Type	Maximum Coupling Angles		Maximum Extension or Compression per Coupling with $\theta_1^\circ$ and $\theta_2^\circ$ (mm)		Maximum Radial Mis-alignment of Single Couplings (Mm)	†† Maximum Speed of Single Couplings rev/min	DIMENSIONS (mm)					Basic Coupling Assembly Number	Fixing Kit Number	Weight Kg
	Continuous $\theta_1^\circ$	Momentary $\theta_2^\circ$	$\theta_1^\circ$	$\theta_2^\circ$			A	B	C	E	K			
70	2.5°	6.0°	2.4	6.4	0.3	3000	220	139.70	68.5	63.5	M16	LA21018	LA22016	4.6
80	2.5°	6.0°	3.2	7.9	0.4	3000	251	160.32	68.5	66.5	M16	LA21019	LA22017	7.8
90	2.5°	6.0°	3.2	7.9	0.4	3000	280	188.88	76.0	98.0	M16	LA21020	LA22018	9.1
100	2.0°	5.0°	3.2	7.9	0.5	2500	350	241.30	79.5	130.0	M20	LA21021	LA22019	11.2
120	2.5°	6.0°	3.2	7.9	0.5	2500	350	225.40	92.0	105.0	M24	LA21022	LA22020	18.1
140	2.5°	6.0°	3.2	7.9	0.6	2500	423	279.40	101.5	139.0	M24	LA21023	LA22021	26.0

††For speeds in excess of specified values or maximum shaft speeds, please consult our Engineering Department.