

M Series Clutch Couplings



Standard Flexible Couplings

The "M" Series Clutch Couplings are for shaft to shaft connection on high speed overrunning applications, such as motor to large fan shaft.

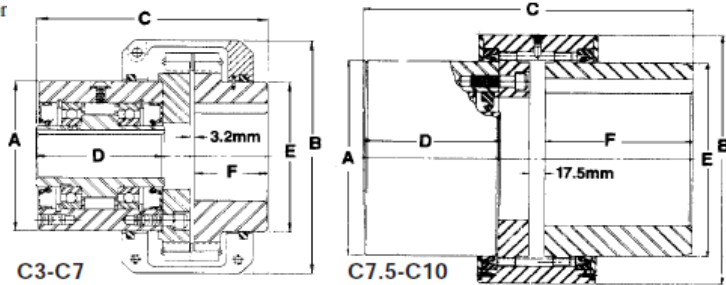
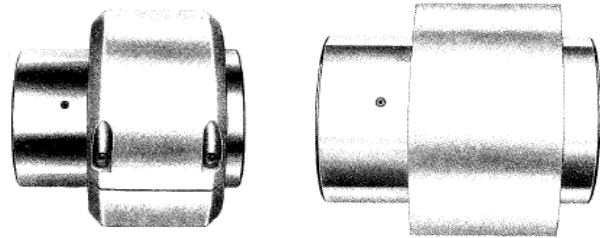
Couplings C3 to C7 use Morse silent chain flexible couplings. Couplings C7.5 to C10 are Morse Gear Couplings.

All couplings are fully sealed for grease lubrication. It is preferred to overrun on clutch shaft, as this permits removal of driving machinery by disconnection at flexible coupling, without driven equipment being stopped.

For clutch shaft overrunning select coupling with MG or MO clutch. If shaft diameters dictate that coupling will overrun select MR clutch.

Clutch Couplings accommodate up to 1/2 degree angular, and 0.25mm parallel misalignment plus end float as indicated in table.

- Specify direction of rotation of couplings •
- as viewed from clutch end
- Left hand is inner race driving CCW •
- Right Hand is inner race driving CW •



Dimensions

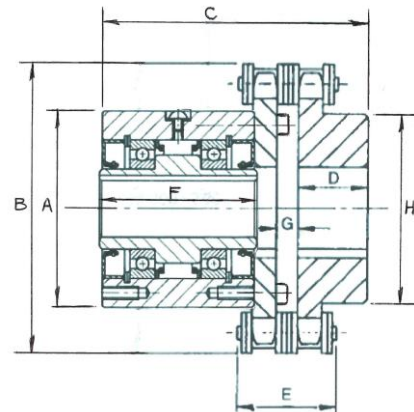
Coupling No	Clutch Model	Torque Capacity Nm	Max Overrun Speed		Maximum Bores		Dimensions mm						Max End Float mm	Coupling weight kg
			Clutch rpm	Coupling rpm	Clutch mm	Coupling mm	A	B	C	D	E	F		
C3	MG300	373	2900	800	19.1	51	76.2	124	125	63.5	76	46.0	+2.4 -0.0	3.6
	MO300		3600	800										
C4	MG400	542	2700	800	22.2	60	88.9	141	141	69.9	89	50.8	+4.8 -0.0	5.4
	MO400		3600	800										
C5	MG500	1590	2400	750	33.3	72	107.9	169	160	88.9	108	50.8	+4.8 0	8.6
	MO500		3000	750										
	MR500		750	2400										
C6	MG600	3050	1800	700	55.0	91	136.5	214	198	95.3	137	76.2	+6.3 +0	15.4
	MO600		2400	700										
	MR600		400	2100										
C7	MG700	6780	1200	400	82.5	120	181.0	248	237	127.0	181	82.6	+6.3 +0	23.6
	MO700		2000	400										
	MR700		400	1750										
C7.5	MR750	9500	1800	600	87.5	148	222.2	286	365	152.4	222	163.5	+6.3 -15.9	68
	MR750		525	2600										
C8	MG800	17625	1300	400	112.5	170	254.0	318	365	152.4	254	163.5	+6.3 -15.9	77
	MR800		475	2100										
C9	MG900	24400	1200	475	138	203	304.8	378	379	161.9	305	168.3	+6.3 -15.9	113
	MR900		400	1850										
C10	MG1000	33900	1200	325	163.5	203	381.0	448	410	177.8	305	184.1	+6.3 -15.9	136
	MR1000		325	1600										

*Refer to clutch tables for standard bore sizes. Coupling halves can be supplied to any recognised std bore up to max. indicated.

Roller Chain Flexible Couplings

A lower cost option to the Standard Coupling is the Roller Chain Coupling. These Couplings are suitable for slower speed drives, and the drive speed should not exceed the maximum Overrun Speed shown in the table for the Coupling half. The use of hardened tooth sprockets with Cross and Morse quality Chain means the Couplings can transmit torques well in excess of the Clutch capacity, providing a low initial cost per kW transmitted combined with a long service life. The Chain Coupling requires a guard, but optional Spun Aluminium covers are available, which both guard the rotating parts and retain the grease within the chain, so minimising maintenance.

The Couplings will provide up to 1/2 degree angular misalignment with radial misalignment equal to 0.3% of outside diameter 'B', and axial movement of 5% of dimension 'G'.



Dimensions

Coupling No	Clutch Model	Torque Capacity Nm	Max Overrun Speed		Maximum Bores		Dimensions mm								Coupling weight kg
			Clutch rpm	Coupling rpm	Clutch mm	Coupling mm	A	B	C	D	E	F	G	H	
CR3	MG300	373	2900	800	19.1	57	76.2	126	126	49	44	63.5	8	87	3.3
	MO300		3600	800											
CR4	MG400	542	2700	800	22.2	57	88.9	126	133	49	44	69.9	8	87	3.3
	MO400		3600	800											
CR5	MG500	1590	2400	750	33.3	80	107.9	167	178	60	71	88.9	16	117	7.7
	MO500		3000	750											
	MR500		750	2400											
CR6	MG600	3040	1800	700	55.0	90	136.5	183	189	66	71	95.3	16	136	12
	MO600		2400	700											
	MR600		400	2100											
CR7	MG700	6780	1200	400	82.5	120	181.0	278	247	77	105	127.0	24	178	43.5
	MO700		2000	400											

*Refer to clutch tables for standard bore sizes. Coupling halves can be supplied to any recognised std bore up to max. indicated.