MX

بلبرینگ قفلی

بلبرینگ علی

MX

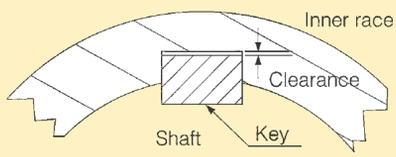
بلبرینگ قفلی (یک طرف گرد ، بک استاپ)

Model	Torque Capacity (N·m)	Max. Indexing (cycle/min)	Bore Size		A	B (h7)	C	PCD D	E	F	S	H-M No. of Tapped Holes ×Size×Pitch	Lubrication Filler Plug Size×Pitch	Inertia Inner Race (kg·m²)	Drag Torque (N·m)	Oil (ml)	Weight (kg)
			Dia. (H7)	Keyway													
MX22	78.4	1200	22	6×2.8	80	95	77	80	12	35	16	4×M 8×P1.25	M6×P1.0	0.000150	0.470	80	3.3
MX35	235	1200	35	10×3.3	90	125	87	110	12	50	16	4×M 8×P1.25	M6×P1.0	0.000625	1.36	110	6.4
MX50	441	1200	50	14×3.8	100	155	97	140	14	70	16	6×M 8×P1.25	M8×P1.25	0.00275	2.68	190	10.6
MX70	784	1200	70	20×4.9	127	200	124	180	15	100	20	6×M10×P1.5	M8×P1.25	0.0130	5.15	340	21.3

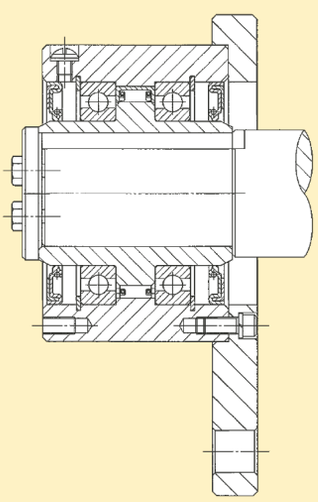
Note: Above torque is based on 10^8 times load cycles.

Installation and Usage

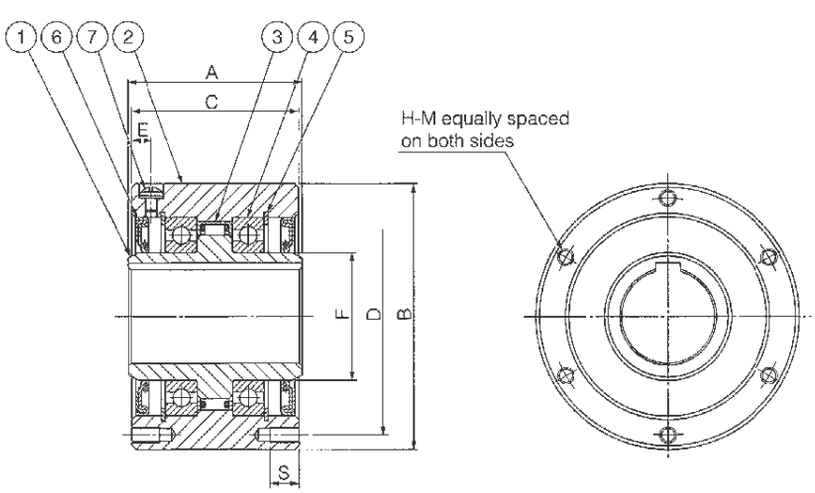
1. For installation, insert the clutch into the hub bore of a pulley, a gear, or a torque arm and screw the bolts (high tension) into the tapped holes in the end face of the clutch. See illustration on the right.
2. A press fit is required for MX Series clutches for indexing applications, but do not exceed 0.025 mm when press fitting.
3. Adjust the side of the key to fit the keyway tightly, but allow a clearance between the top of key and keyway.
4. When mounting the clutch on a shaft, apply pressure to the clutch inner race end, but never to the outer race.
5. Proper selection of the Cam Clutch provides accurate indexing performance. A braking device and a backstopping device may also be required for more accurate performance.
6. The tolerance of the hub bore should be H6 or H7.



Typical installation
MX Series



• See “Information for Selection” on page 77.
• See “Lubrication and Maintenance” on page 79.



① Inner race
② Outer race
③ Cam cage assembly
④ Bearing
⑤ Snap ring
⑥ Oil seal
⑦ Lubrication filler plug