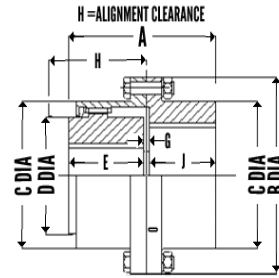


**UNIQUE SLEEVE GEAR COUPLINGS
SIZE SG420**

- Curved teeth for reduced wear
- Piloted on tooth OD for better Dynamic Balance
- Compact
- Higher Bore Capacity
- Higher ratings

GENERAL ASSEMBLY DRAWING**DIMENSIONS AND STANDARD SIZES**

Size	HP/100 RPM	Nominal Torque Nm	Peak Torque Nm	Max Speed RPM	Max Bore Gear mm	Max Bore rigid mm	A mm	B Dia mm	C Dia mm	D Dia mm	E mm	G mm
SG 115	10	710	1420	10000	42	60	87	115	85	60	42	3
SG 150	24	1710	3420	7400	55	75	103	150	106	78	50	3
SG 180	50	3560	5800	5900	70	90	127	180	132	100	62	3
SG 195	65	4630	7730	5600	80	100	155	195	145	113	75	5
SG 210	90	6410	10700	5000	90	110	165	210	160	126	80	5
SG 240	150	10685	16400	4300	100	125	185	240	180	140	90	5
SG 250	185	13180	21100	4300	110	140	185	250	192	155	90	5
SG 290	230	16380	25200	3900	125	150	226	290	212	170	110	6
SG 320	428	30500	45750	3500	140	160	246	320	240	190	120	6
SG 350	587	41800	62700	3200	165	185	278	350	270	216	135	8
SG 390	793	56500	84750	2900	180	205	318	390	295	240	155	8
SG 420	1032	73500	116000	2700	200	230	348	420	325	265	170	8

Mass and Inertia MR² are at pilot bore. Limited End Float , Extra end Float on request . Dimension H is alignment Clearance..



UNIQUE SLEEVE GEAR COUPLINGS

SIZE SG420

ENGINEERING DATA

Size	Pilot Bore mm	H mm	J mm	Whight Kg	MR ² Kg.m ²	Max Misalignment			Grease required Kg	Bolt Torque Nm
						Parallel mm	Angular mm	Axial +- mm		
SG 115	15	53	39	0.4	0.006	1.1	1.5	3	0.03	0.9
SG 150	15	60	47	8.6	0.019	1.3	1.5	3	0.06	40
SG 180	20	75	57	15.5	0.043	1.7	1.5	3	0.08	70
SG 195	20	75	57	0.19	0.062	1.7	1.5	3	00.1	70
SG210	30	90	74	24.5	000.1	2.1	1.5	5	0.15	70
SG 240	40	103	85	0.36	0.192	2.4	1.5	5	0.23	180
SG 250	40	103	85	0.42	00.25	2.4	1.5	5	0.24	180
SG 290	50	119	98	0.59	0.435	0.3	1.5	6	0.26	360
SG 320	50	152	113	0.84	000.9	0.4	1.5	6	0.45	350
SG 350	50	180	127	116	01.41	4.5	1.5	8	00.8	350
SG 390	60	192	146	170	002.7	0.5	1.5	8	01.1	600
SG 420	75	210	155	220	000.4	5.5	1.5	8	01.5	600

Mass and Inertia MR² are at pilot bore. Limited End Float , Extra end Float on request . Dimension H is alignment Clearance.

