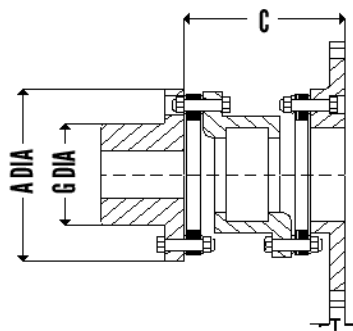




UNIQUE METAFLEX COUPLINGS
Series CMR Coupling

Type CMR Couplings are similar to the Type AMR except that one hub is substituted by a flange adaptor plate. This makes the coupling specially suitable for direct attachment to the Flywheel of engines, reciprocating compressors etc without an extension shaft.

GENERAL ASSEMBLY DRAWING



Type	Adaptar		Bolting Light Duty SAE		Bolting Unique Heavy Duty			
	OD Inch		PCD Inch	No of Holes	Size Inch	PCD Inch	No. of Holes	Size Inch
A	8.500/8.498		7.875	6	11/32	7.500	8	13/32
B	9.500/9.498		8.750	8	11/32	8.625	8	15/32
C	10.375/10.37		9.625	6	13/32	9.500	8	15/32
D	12.375/12.37		11.625	8	13/32	11.500	8	17/32
E	13.875/13.87		13.125	8	13/32	12.500	8	21/32
F	16.000/15.99		-	-	-	14.375	8	25/32
G	18.375/18.37		17.250	8	17/32	16.750	8	25/32
H	20.375/20.37		19.250	8	17/32	18.500	8	29/32
I	22.500/22.49		21.375	6	21/32	20.500	8	1/1/1932
J	26.500/26.49		25.250	12	21/32	24.500	12	1/1/1932
K	28.875/28.87		27.250	12	25/32	26.875	12	1/1/1932

DIMENSIONS AND STANDARD SIZES

Size	Nominal HP/100	Rating Torque	Peak Torque Rating	Max Speed	Max Bore	A	E	C	G	T
	RPM	NM	NM	RPM	MM	MM	MM	MM	MM	MM
162	6.9	490	590	2500	42	117	44	85	70	8
200	13.5	960	1150	2500	55	146	54	100	84	10
225	19.0	1350	1620	2500	60	153	64	100	95	10
262	24.3	1730	2075	2500	70	175	73	115	114	11
312	34.1	2425	2910	2500	85	206	86	135	138	13
350	76.2	5420	6505	2300	90	232	95	150	152	13
375	99.7	7095	8515	2200	100	256	102	170	165	14
425	127.0	9035	1084	2200	110	279	108	180	177	18
450	157.0	11170	13405	1900	115	302	114	195	189	16
500	232.0	16505	19805	1800	130	341	127	222	213	19
550	300.0	21345	25615	1800	150	381	140	250	240	22
600	414.0	29455	35345	1800	160	425	153	276	262	25
700	659.0	46890	56270	1500	180	481	178	316	298	25
750	846.0	60190	72230	1500	200	524	184	343	321	29
800	1087.0	77340	92810	1200	215	568	197	375	349	32
850	1297.0	92280	110735	1100	225	603	210	400	368	32
925	1651.0	117470	140965	1000	250	654	229	438	403	35





UNIQUE METAFLEX COUPLINGS
Series CMR Coupling

ENGINEERING DATA

Size	Mass KG	Inertia KG.M ²	Maximum Misalignment		Torsional Stiffness MNM/Rad	F. Wheel STD Adaptars MM	Bolt Torque MM
			Axial MM	Radial RPM			
162	4	0.01	0.91	0.58	0.30	A,B,C,D	24
200	6	0.02	0.91	0.66	0.51	A,B,C,D,E	48
225	8	0.04	0.91	0.66	0.97	A,B,C,D,E	48
262	12	0.06	1.09	0.77	1.49	A,B,C,D,E,F,G	48
312	19	0.11	1.30	0.92	2.69	B,C,D,E,F,G,H	80
350	26	0.19	1.42	1.01	4.0	D,E,F,G,H,I	200
375	35	0.30	1.57	1.13	4.9	D,E,F,G,H,I	200
425	46	0.52	1.70	1.23	7.1	E,F,G,H,I	400
450	58	0.73	1.83	1.32	8.3	F,G,H,I,J	400
500	82	1.4	2.08	1.51	12.5	F,G,H,I,J,K	400
550	112	2.3	2.33	1.70	18.6	G,H,I,J,K	540
600	150	3.6	2.59	1.88	19.3	H,I,J,K	700
700	230	6.9	2.92	2.14	31.6	H,I,J,K	900
750	280	10.0	3.18	2.33	39.0	J,K	1130
800	365	17.2	3.45	2.52	58.0	J,K	1500
850	445	21.5	3.65	2.69	ON REQ	ON REQ	1900
925	540	31.4	4.00	2.94	ON REQ	ON REQ	2500

Weight & Inertia figures are at maximum bore and minimum adaptor diameter. Maximum speed corresponds to smallest standard adaptor .
 Standard construction has hubs in close grain cast iron for all sizes.Centre spacer are cast iron upto size 600 and cast steel for larger sizes.
 Flywheel adaptars are of steel. Disc packs are of stainless steel for all sizes. Alternative materials including forged steel for hubs with larger bore capacity available on request.

