

# FFX Tyre Couplings

## FFX Tyre Coupling Data

Coupling Size	Bush Size	Max Bore		A	B	C	E¶	G	Types F & H		Type B		Clamping Screw	Weight# (kg)	Inertia# (kgm <sup>2</sup> )
		Metric	Inch						F	D	F	D			
040B	–	32	–	104	–	82	11.0	29	–	–	33.0	22	M5	0.8	0.00074
040F	1008	25	1"	104	–	82	11.0	29	33.0	22	–	–	–	0.8	0.00074
040H	1008	25	1"	104	–	82	11.0	29	33.0	22	–	–	–	0.8	0.00074
050B	–	38	–	133	79	100	12.5	38	–	–	45.0	32	M5	1.2	0.00115
050F	1210	32	1.1/4"	133	79	100	12.5	38	38.0	25	–	–	–	1.2	0.00115
050H	1210	32	1.1/4"	133	79	100	12.5	38	38.0	25	–	–	–	1.2	0.00115
060B	–	45	–	165	70	125	16.5	38	–	–	55.0	38	M6	2.0	0.0052
060F	1610	42	1.5/8"	165	103	125	16.5	38	42.0	25	–	–	–	2.0	0.0052
060H	1610	42	1.5/8"	165	103	125	16.5	38	42.0	25	–	–	–	2.0	0.0052
070B	–	50	–	187	80	144	11.5	–	–	–	47.0	35	M10	3.1	0.009
070F	2012	50	2"	187	80	144	11.5	42	44.0	32	–	–	–	3.1	0.009
070H	1610	42	1.5/8"	187	80	144	11.5	38	42.0	25	–	–	–	3.0	0.009
080B	–	60	–	211	98	167	12.5	–	–	–	55.0	42	M10	4.9	0.018
080F	2517	60	2.1/2"	211	97	167	12.5	48	58.0	45	–	–	–	4.9	0.018
080H	2012	50	2"	211	98	167	12.5	42	45.0	32	–	–	–	4.6	0.017
090B	–	70	–	235	112	188	13.5	–	–	–	63.5	49	M12	7.1	0.032
090F	2517	60	2.1/2"	235	108	188	13.5	48	59.5	45	–	–	–	7.0	0.031
090H	2517	60	2.1/2"	235	108	188	13.5	48	59.5	45	–	–	–	7.0	0.031
100B	–	80	–	254	125	216	13.5	–	–	–	70.5	56	M12	9.9	0.055
100F	3020	75	3"	254	120	216	13.5	55	65.5	51	–	–	–	9.9	0.055
100H	2517	60	2.1/2"	254	113	216	13.5	48	59.5	45	–	–	–	9.4	0.054
110B	–	90	–	279	128	233	12.5	–	–	–	75.5	63	M12	12.5	0.081
110F	3020	75	3"	279	134	233	12.5	55	63.5	51	–	–	–	11.7	0.078
110H	3020	75	3"	279	134	233	12.5	55	63.5	51	–	–	–	11.7	0.078
120B	–	100	–	314	143	264	14.5	–	–	–	84.5	70	M16	16.9	0.137
120F	3525	100	4"	314	140	264	14.5	67	79.5	65	–	–	–	16.5	0.137
120H	3020	75	3"	314	140	264	14.5	55	65.5	51	–	–	–	15.9	0.13
140B	–	130	–	359	178	311	16.0	–	–	–	110.5	94	M20	22.2	0.254
140F	3525	100	4"	359	178	311	16.0	67	81.5	65	–	–	–	22.3	0.255
140H	3525	100	4"	359	178	311	16.0	67	81.5	65	–	–	–	22.3	0.255
160B	–	140	–	402	187	345	15.0	–	–	–	117.0	102	M20	35.8	0.469
160F	4030	115	4.1/2"	402	197	345	15.0	80	92.0	77	–	–	–	32.5	0.38
160H	4030	115	4.1/2"	402	197	345	15.0	80	92.0	77	–	–	–	32.5	0.38
180B	–	150	–	470	200	398	23.0	–	–	–	137.0	114	M20	49.1	0.871
180F	4535	125	5"	470	205	398	23.0	89	112.0	89	–	–	–	42.2	0.847
180H	4535	125	5"	470	205	398	23.0	89	112.0	89	–	–	–	42.2	0.847
200B	–	150	–	508	200	429	24.0	–	–	–	138.0	114	M20	58.2	1.301
200F	4535	125	5"	508	205	429	24.0	89	113.0	89	–	–	–	53.6	1.281
200H	4535	125	5"	508	205	429	24.0	89	113.0	89	–	–	–	53.6	1.281
220B	–	160	–	562	218	474	27.5	–	–	–	154.5	127	M20	79.6	2.142
220F	5040	125	5"	562	223	474	27.5	92	129.5	102	–	–	–	72.0	2.104
220H	5040	125	5"	562	223	474	27.5	92	129.5	102	–	–	–	72.0	2.104
250B	–	190	–	628	254	532	29.5	–	–	–	161.5	132	M20	104.0	3.505

### Notes

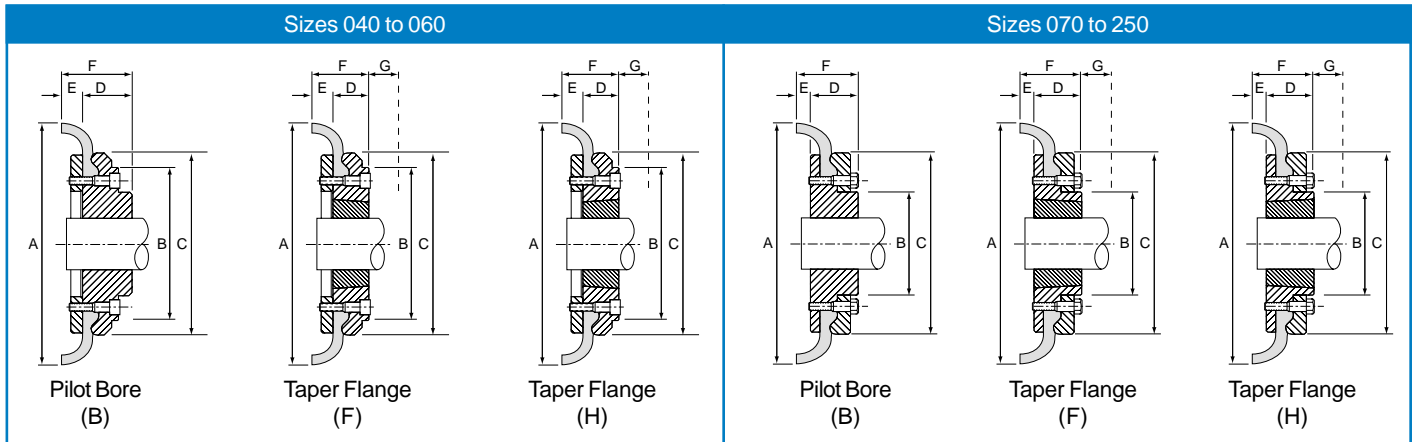
G = Wrench clearance needed to allow for the tightening or loosening of the bush on the shaft as well as the tyre clamping screws.

E¶ = Half the distance required between flanges faces

# = Weight and inertia figures are for a single flange including mid range bore, clamping ring, screws and half tyre.

# FFX Tyre Couplings

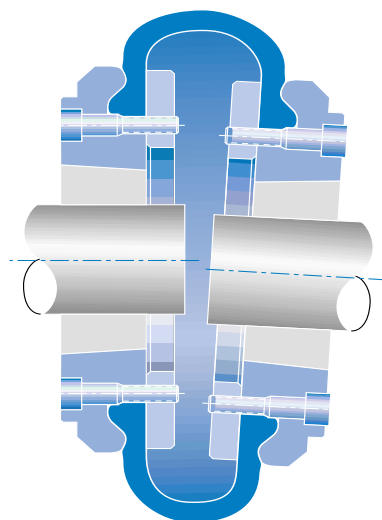
## FFX Tyre Coupling Data



## FFX Coupling Installation and Operational Data

Coupling Size	Flange Face Spacing (mm)	Gap Between Tyre Ends (mm)	Nominal Torque (Nm)	Max Speed (rev/min)	Max Par Mis (mm)	Max End Float (mm)	Clamping Screw Size	Clamping Screw Torque (Nm)
40	22	2	24	4500	1.1	1.3	M6	15
50	25	2	66	4500	1.3	1.7	M6	15
60	33	2	127	4000	1.6	2.0	M6	15
70	23	3	250	3600	1.9	2.3	M8	24
80	25	3	375	3100	2.1	2.6	M8	24
90	27	3	500	3000	2.4	3.0	M10	40
100	27	3	675	2600	2.6	3.3	M10	40
110	25	3	875	2300	2.9	3.7	M10	40
120	29	3	1330	2050	3.2	4.0	M12	50
140	32	5	2325	1800	3.7	4.6	M12	55
160	30	5	3770	1600	4.2	5.3	M16	80
180	46	6	6270	1500	4.8	6.0	M16	105
200	48	6	9325	1300	5.3	6.6	M16	120
220	55	6	11600	1100	5.8	7.3	M20	165
250	59	6	14675	1000	6.6	8.2	M20	165

NB. All flexible tyres have an angular misalignment capacity up to 4 deg.



Accommodate simultaneous maximum misalignment in all planes.