



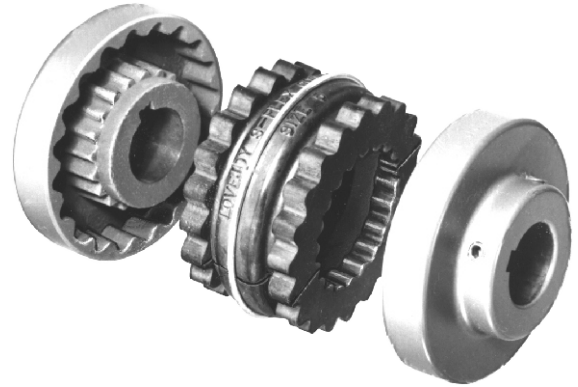
## S-FLEX COUPLING

### S-FLEX

The simple design of the S-Flex coupling ensures ease of assembly and reliable performance. No special tools are needed for installation or removal. S-Flex couplings can be used in a wide variety of applications. The S-Flex coupling is comprised of three parts:- two flanges with internal teeth which engage an elastomeric flexible sleeve with external teeth. It is available in pilot bore, taper bore and also as a spacer coupling.

- No metal to metal contact.
- Resistant to oil, dirt, sand, moisture and grease.
- Dampens vibrations and controls shock.
- Torsionally soft.

### PERFORMANCE DATA



Part No.	Max Bore	Power at 100 RPM kW	Nominal Torque (Nm)			Normal Maximum Speed (RPM)
			EDPM	Neoprene	Hytrel	
3J	22.2	0.071	6.8	6.8	-	9200
4J	25.4	0.142	13.6	13.6	-	7600
5S	30.2	0.284	27.1	27.1	-	7600
6S/TF/TR	36.5	0.532	50.8	50.8	203.4	6000
7S/TF/TR	41.3	0.858	81.9	81.9	324.8	5250
8S/TF/TR	49.2	1.343	128.2	128.2	511.8	4500
9S/TF/TR	60.3	2.130	203.4	203.4	813.5	3750
10S/TF/TR	69.9	3.401	324.8	324.8	1282.4	3600
11S/TF/TR	85.7	5.359	511.8	511.8	2033.7	3600
12S/TF/TR	98.4	8.518	813.5	813.5	3559.0	2800
13S	114.3	13.428	1282.4	1282.4	5340.6	2400
14S	127.0	21.296	2033.7	2033.7	8189.2	2200
16S	139.7	55.901	5338.5	-	-	1500

Power at 100 RPM rating is based on EPDM Sleeve.  
Normal Maximum Speed is identical for all element materials.

### SLEEVE MATERIALS

**EPDM** - EPDM has good resistance to commonly used chemicals and is generally not affected by dirt or moisture. Normally standard. 15° wind up at the rated torque. Colour is black.

**NEOPRENE** - Neoprene provides very good performance characteristics for most applications and offers a very good resistance to chemical and oil conditions. 15° wind up at the rated torque. Colour is black with a green dot.

**HYTREL** - Hytrel is a polyester elastomer designed for high torque and high temperature applications and offers excellent resistance to chemical and oil conditions. 7° wind up at the rated torque. Colour is orange.

### SLEEVE TYPES

**JE, JN, JES, JNS** - These sleeves feature a one-piece design molded in EDPM & Neoprene rubber. In the case of JES & JNS Types, the one-piece design is split to provide for ease of installation and removal.

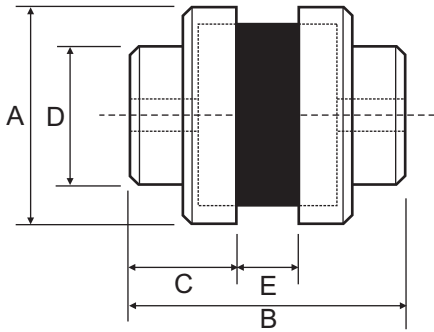
**E, N** - These sleeves feature a two-piece design with retaining ring. The E Type is molded in EDPM rubber and the N Type is molded in Neoprene. The two-piece design is ideal for applications where there is difficulty in separating the shafts of the driver and driven

**H, HS** - These sleeves feature both a one-piece solid (H) and two-piece split (HS) design and are molded in Hytrel. The sleeves in Hytrel material are designed to transmit power for high torque applications. Because of the design and the properties of the Hytrel molded sleeve, the H and HS sleeves should not be used as direct replacements for EDPM or Neoprene sleeves, and can only be used with S, TF, or SC flanges.

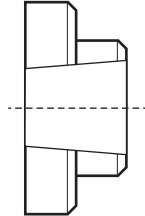


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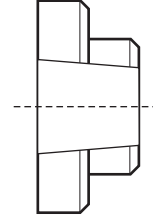
### DIMENSIONAL DATA



STANDARD TAPER



REVERSE TAPER



Part No.	Bore		Taper Bores		A	B	C	D	E
	Min	Max	Standard	Reverse					
3J	9.5	22.2	-	-	52.4	50.8	20.8	38.1	9.7
4J	12.7	25.4	-	-	62.5	60.5	22.4	41.4	16.0
5S	12.7	30.2	-	-	82.6	71.4	26.4	47.8	19.1
6S/TF/TR	15.9	36.5	1215	1008	101.6	88.9	33.3	63.5	22.4
7S/TF/TR	15.9	41.3	1215	1108	117.5	100.1	37.3	71.4	25.4
8S/TF/TR	19.1	49.2	1615	1215	138.4	111.5	41.4	82.6	28.7
9S/TF/TR	22.2	60.3	2012	1615	161.3	128.5	46.0	92.2	36.6
10S/TF/TR	28.6	69.9	2517	1615	190.5	144.5	51.6	111.3	41.4
11S/TF/TR	31.8	85.7	2517	2525	219.1	181.1	66.8	133.4	47.8
12S/TF/TR	38.1	98.4	3030	2517	254.0	209.6	75.4	124.0	58.7
13S	50.8	114.3	-	-	298.5	235.0	83.3	171.5	68.3
14S	50.8	127.0	-	-	352.4	251.0	84.1	190.5	82.6
16S	50.8	139.7	-	-	479.4	368.3	120.7	203.2	120.7

E = Gap between hubs not element length.

## SPACER TYPE

### SC SPACER COUPLING

Specially designed for the pump industry, this coupling accommodates industry standard as well as special pump/motor shaft separation. This shaft separation facilitates easy repair of pump packing, bearings and seals without disturbing pump or motor mounting and alignment. The SC coupling consists of two flanges, a sleeve and two shaft hubs,

