

MORFLEX® COUPLINGS



The MORFLEX® coupling should be installed where considerable dimensional misalignment may result, or is expected. It also cushions shock loads and absorbs vibration. The MORFLEX® coupling can compensate for misalignment and is torsionally flexible.

All drive and reaction forces are accommodated by displacement of the flexible Neoprene biscuits. Spring rates (lb-ft/degree) are low, which accounts for the efficient compensation of misalignment and prolonged bearing life of equipment coupled by MORFLEX®. The Center member “floats” between the two flanges, and the two sets of Neoprene biscuits share the misalignment.

Cases of extreme misalignment call for the use of the **Double MORFLEX® Series “CC”** coupling. By employing two center members, four sets of Neoprene biscuits share the misalignment. Spring rates are exceptionally low and reactions at bearings are reduced to a minimum.

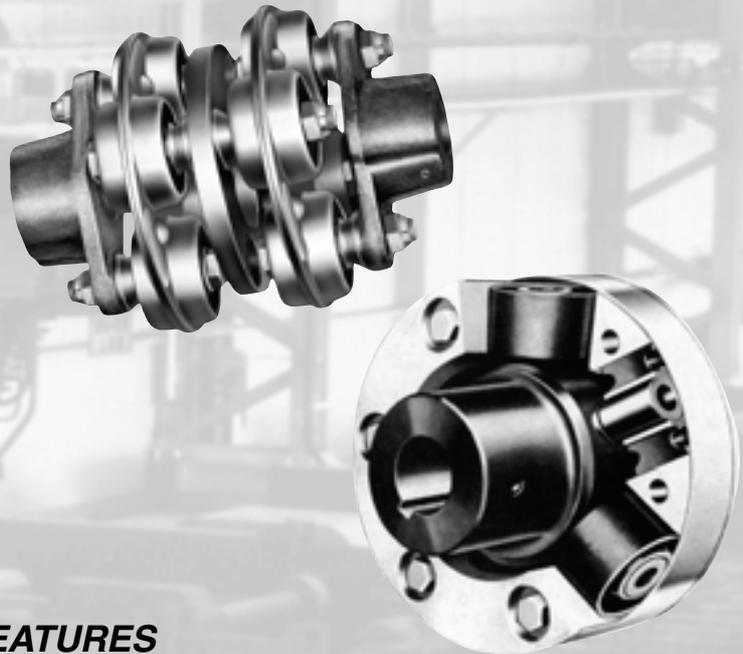
Hub and Block Assemblies are some of the many special drive and accessories that we can manufacture. They allow for flexibility in design, and are adaptable to many special conditions and applications.

Round steel flanges are normally used, and a large assortment of finished bore sizes are stocked. They are available with a minimum bore from stock, and are easily rebored as required to fit the shaft. Lining up shaft centers may be better facilitated and higher operation speeds permissible with the MORFLEX® Round Flanged coupling.



MORFLEX® Couplings

Double or “C” Type
Radial
Industrial Radial
Marine Radial



MORFLEX® COUPLING FEATURES

- Maintenance-Free
- 50 Year Reliable Field History
- High Misalignment - Up to 10 Degrees
- Low Cost
- Absorbs Vibration - Thrust and Torsional
- Easy Assembly
- Fail-safe, Resilient Design

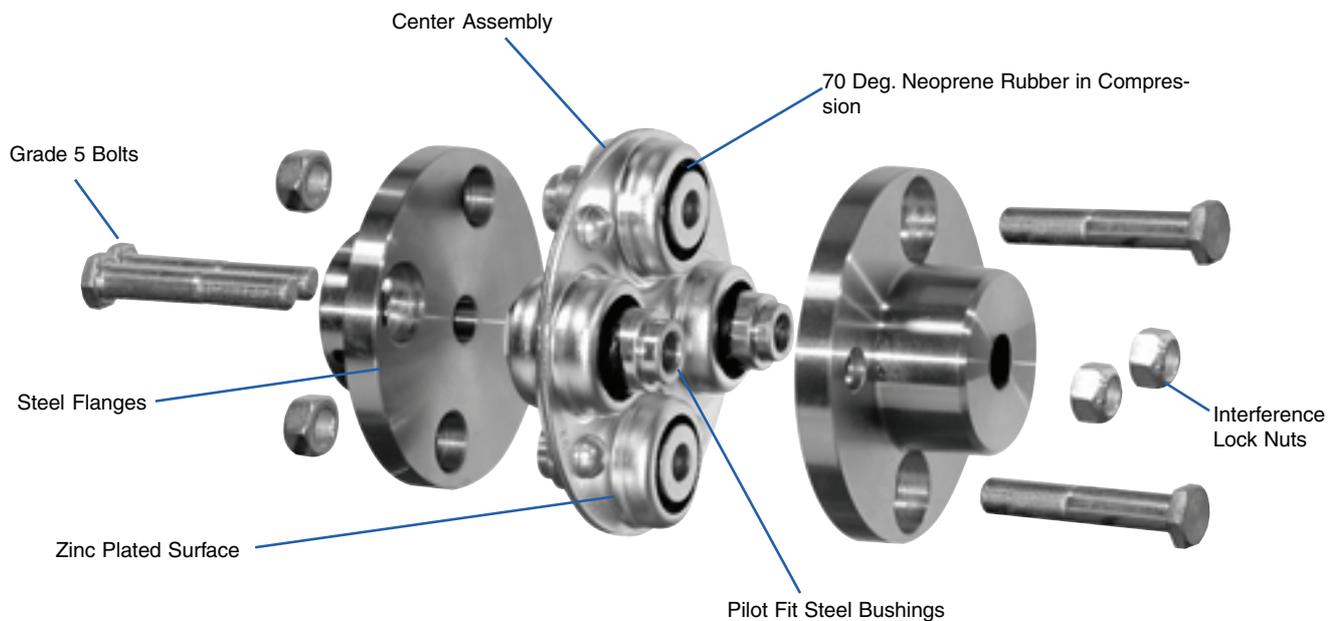
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*The No Maintenance, Easy Assembly, Resilient Coupling
with High Angular Misalignment up to 10 degrees*



50 years of Reliable Field History

The MORFLEX® coupling, a proven winner, can compensate for high angular misalignment and is torsionally flexible. Misalignment working angles range from 1.5 to 10 degrees, making the MORFLEX® a unique resilient coupling.

The MORFLEX® Center Assembly with specially developed neoprene biscuits is responsible for the flexibility of the coupling. Preloading the biscuits in assembly permits them to allow considerable deflection, even with light loads. It also cushions shock loads and absorbs vibration. The Center Assembly design prolongs bearing life of equipment and is failsafe in operation.

The MORFLEX® Coupling also has a Universal Driveshaft Series for greater shaft separations with a slipjoint construction, allowing universal action to accommodate angular or parallel misalignment. The shaft members are full spline connections, and slide freely under load.

Applications for the MORFLEX® coupling are abundant, from Small Engines to Fire Truck Pumps, including:

- Commercial Lawn and Garden Equipment
- Hydraulic Pumps & Compressors
- HVAC Units
- PTO Units
- Diesel Engine Drives
- Marine Drives



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MORFLEX® Couplings

Coupling Comments

The coupling is available:

- Sizes 252 through 1202.
- Ranging from 2" to 12" in diameter.
- Off-the-shelf bore range from 1/2" to 2 7/8" with standard keyways and setscrews.

MORFLEX® is **competitively** priced to the OEM Market competing against the TB WOODS* SUREFLEX, REXNORD* OMEGA and DODGE* PARAFLEX couplings. See the OEM Price List and Interchange Guide.

Maximum 3.50" bore capacity.

- Torque capacity up to 13,300 lb-in.
- Custom bores available in 24 hours or less.

Major customers include:

- Carrier Air
- Steiner Turf Equipment
- General Electric
- CNH Global

NEMA MOTOR FRAME @ 1750 RPM	H.P.	Shaft Dia.	KOP-FLEX® BRAND MORFLEX		KOP-FLEX® BRAND Drop Out		WOODS* SURE FLEX		FALK* T31		REX* OMEGA		DODGE* PARAFLEX	
			Size	Max. Bore	Size	Max. Bore	Size	Max. Bore	Size	Max. Bore	Size	Max. Bore	Size	Max. Bore
143T	1/2	7/8	252	7/8	20	1 3/8	4JSC	1 1/8	20TD31	1 1/8	ES2	1.13	PS50	1 1/4
143T	3/4	7/8	252	7/8	20	1 3/8	4JSC	1 1/8	20TD31	1 1/8	ES2	1.13	PS50	1 1/4
143T	1	7/8	252	7/8	20	1 3/8	4JSC	1 1/8	20TD31	1 1/8	ES2	1.13	PS50	1 1/4
145T	1 1/2	7/8	252	7/8	20	1 3/8	4JSC	1 1/8	20TD31	1 1/8	ES2	1.13	PS50	1 1/4
145T	2	7/8	252	7/8	20	1 3/8	4JSC	1 1/8	20TD31	1 1/8	ES2	1.13	PS50	1 1/4
182T	3	1 1/8	352	1 1/8	20	1 3/8	5SC	1 1/8	20TD31	1 1/8	ES2	1.13	PS50	1 1/4
184T	5	1 1/8	352	1 1/8	20	1 3/8	5SC	1 1/8	20TD31	1 1/8	ES2	1.13	PS60	1 5/8
213T	7 1/2	1 3/8	402	1 3/8	30	1 5/8	6SC	1 3/8	20T31	1 3/8	ES3	1.38	PS60	1 5/8
215T	10	1 3/8	402	1 3/8	30	1 5/8	6SC	1 3/8	30T31	1 5/8	ES3	1.38	PS60	1 5/8
254T	15	1 5/8	502	1 5/8	40	1 3/4	7SC	1 5/8	30T31	1 5/8	ES4	1.6	PS60	1 5/8
256T	20	1 5/8	502	1 5/8	40	1 3/4	7SC	1 5/8	30T31	1 5/8	ES5	1.88	PS70	2
284T	25	1 7/8	602	1 7/8	50	2 3/8	8SC	1 7/8	40T31	2 1/8	ES5	1.88	PS70	2
286T	30	1 7/8	602	1 7/8	50	2 3/8	8SC	1 7/8	40T31	2 1/8	ES5	1.88	PS80	2 1/2
324T	40	2 1/8	702	2 1/4	60	2 5/8	9SC	2 1/8	50T31	2 3/8	ES10	2.13	PS80	2 1/2
326T	50	2 1/8	702	2 1/4	60	2 5/8	9SC	2 1/8	50T31	2 3/8	ES20	2.38	PS80	2 1/2
364T	60	2 3/8	802	2 5/8	70	3	10SC	2 3/8	60T31	2 7/8	ES20	2.38	PS80	2 1/2
365T	75	2 3/8	802	2 5/8	70	3	10SC	2 3/8	60T31	2 7/8	ES30	2.88	PS120	3
404T	100	2 7/8	902	2 7/8	70	3	11SC	2 7/8	70T31	3 1/8	ES30	2.88	PS120	3
405T	125	2 7/8	902	2 7/8	70	3	11SC	2 7/8	70T31	3 1/8	ES40	3.38	PS120	3
444T	150	3 3/8	1002	3 3/8	80	3 7/8	13SC	3 3/8	80T31	3 1/2	ES40	3.38	PS120	3
445T	200	3 3/8	1002	3 3/8	80	3 7/8	13SC	3 3/8	80T31	3 1/2	ES50	3.38	PS120	3
445TS	250	2 3/8	1202	3 7/8	90	4 1/2	13SC	3 3/8	80T31	3 1/2	ES60	4	PS120	3
447TS	300	2 3/8	1202	3 7/8	90	4 1/2	13SC	3 3/8	90T31	4	ES60	4	PS140	3 1/2

For any assistance call customer service or engineering at 410-768-2000 or email our coupling specialists at coupling-engineering@emerson-ept.com.

*WOODS is a trademark of TB Wood's Incorporated.

*FALK is a trademark of The Falk Corporation.

*REX is a trademark of Rexnord Industries Inc.

*DODGE is a trademark of Reliance Electric Company.

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THE MORFLEX® PRINCIPLE

Specially developed, resilient, non-cold-flow neoprene biscuits are responsible for the flexibility of the MORFLEX® coupling. Relative movement between shafts is confined to the controlled displacement of the neoprene. Preloading the biscuits in assembly permits them to allow considerable deflection, even with light load. The shape of the neoprene biscuit has been carefully designed for uniform stress and deflection—an important operational advantage and one which contributes greatly to the life of the coupling. MORFLEX® couplings can be used in ambient temperatures ranging from 0°F to 200°F.

Fig. 1 — Preloading of the neoprene trunion block

A Diameter of biscuit in free state.

B Diameter of biscuit after insertion into the housing showing the biscuit in a preloaded condition. This preloaded condition and the special shape of the biscuit accommodated any movement through the controlled internal displacement of the neoprene.

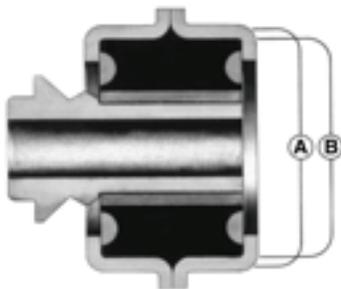
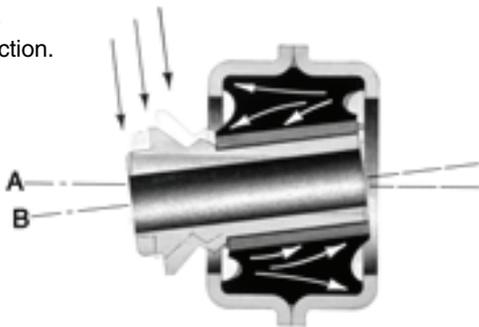


Fig. 3 — Angular deflection

A Centerline of biscuit before angular deflection.



B Displacement of the neoprene, as indicated by arrows, compensates for angular misalignment of the connected shafts.

Fig. 2 — Axial displacement resulting from thrust loads

A Position of biscuit prior to imposition of thrust load.

B Position of biscuit after thrust load has been imposed. The flow of the neoprene permits controlled end float. Thrust loading is transmitted smoothly and uniformly.

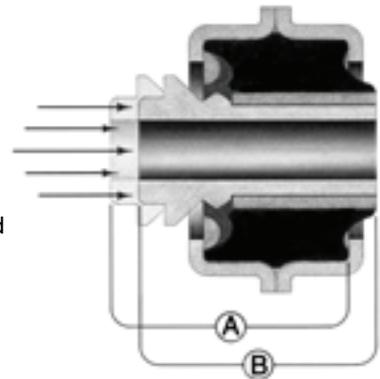
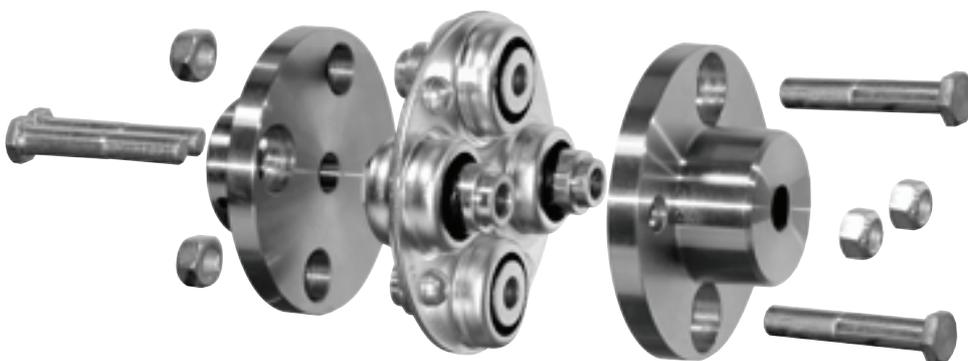
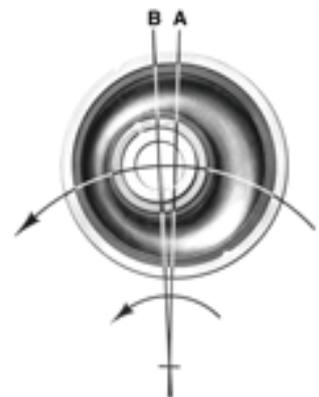


Fig. 4 — Torsional deflection resulting from torque loads and torsional vibration

A Centerline of biscuit before application of horizontal load.

B Imposition of a torque load increases pressure in the direction of the load, and reduces pressure in the opposite direction. Because of the initial preloaded condition, the neoprene biscuit is still under compression throughout its volume even at maximum torque load.



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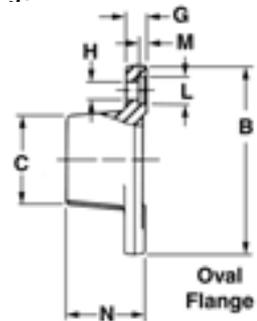


Round Flange

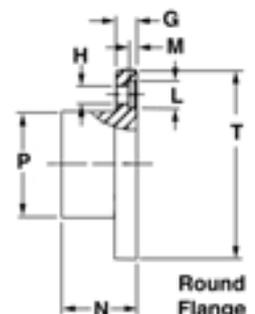
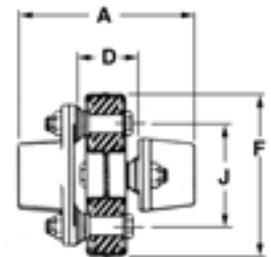


Oval Flange

Catalog No.	Capacity		Max. RPM	Working Angle	Parallel Misalign.	Stock Min. Plain Bores	Maximum Bore w/Std. KW		Approx. Weight of Coupling
	HP per 100 RPM	Torque lb. ft.					w/SS Over KW	w/SS at 180°	
252-O	.25	13	6500	1.5°	.010	3/8	9/16	3/4	3/4
302-O	.38	20	6000	2°	.010	3/8	11/16	7/8	1 1/4
352-O	.60	32	5500	3°	.015	3/8	7/8	1	2
402-R	1.00	53	5500	4°	.015	1/2	1	1 1/4	4
502-R	1.60	84	5300	5°	.020	1/2	1 1/4	1 1/2	7
602-R	3.25	171	5000	5°	.030	3/4	1 5/8	1 3/4	12
702-R	5.40	284	4600	5°	.035	7/8	1 3/4	2 1/8	20
802-R	7.40	389	4400	5°	.040	1	2 1/4	2 1/2	30
902-R	10.00	525	4200	4°	.040	1	2 3/8	2 3/4	48
1002-R	13.80	725	4000	4°	.045	1 1/4	2 3/4	3 1/4	67
1202-R	21.10	1110	3800	2°	.050	2	3	3 1/2	106



Catalog No.	Stock Finished Bores marked "X"																			
	1/2	5/8	3/4	7/8	1	1 1/8	1 3/16	1 1/4	1 3/8	1 7/16	1 1/2	1 5/8	1 3/4	1 7/8	1 15/16	2	2 1/8	2 3/8	2 5/8	2 7/8
252-O	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
302-O	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
352-O	-	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
402-R	-	-	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-
502-R	-	-	-	x	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-
602-R	-	-	-	-	x	-	x	x	x	x	-	-	-	-	-	-	-	-	-	-
702-R	-	-	-	-	-	-	x	x	x	x	x	x	x	x	-	-	-	-	-	-
802-R	-	-	-	-	-	-	-	-	-	-	x	x	x	-	x	x	-	-	-	-
902-R	-	-	-	-	-	-	-	-	-	-	-	-	x	-	x	x	x	x	x	-
1002-R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	x	x
1202-R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-



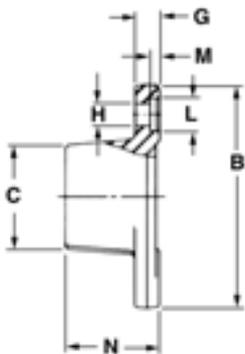
Dimensions

Size	A	B	C	D	F	G	H	J	L		M	N	P	T	
									Min.	Max.				Min.	Max.
252	2 1/4	2 1/4	15/16	3/4	2 5/8	5/32	1/4	1 5/8	-	-	-	3/4	-	-	-
302	2 3/4	2 9/16	1 3/16	1	3 1/8	3/16	1/4	1 15/16	-	-	-	7/8	-	-	-
352	3 1/8	3	1 3/8	1 1/8	3 5/8	1/4	5/16	2 1/4	-	-	-	1	-	-	-
402	4 1/8	3 5/8	1 1/2	1 5/8	4 1/8	3/8	25/64	2 9/16	.625	.627	7/32	1 1/4	1 3/4	3.563	3.573
502	4 7/8	4 3/8	1 7/8	1 7/8	5 1/16	3/8	29/64	3 3/16	.750	.752	3/16	1 1/2	2 1/4	4.190	4.200
602	6 3/8	5 1/4	2 5/16	2 1/4	6 1/16	1/2	33/64	3 13/16	.750	.752	3/16	2 1/16	2 3/4	5.063	5.073
702	7 5/16	5 7/8	2 3/4	2 7/16	7	5/8	37/64	4 5/16	.875	.877	3/16	2 7/16	3 1/8	5.813	5.823
802	8 1/4	6 5/8	3 3/16	2 11/16	8	5/8	37/64	4 15/16	.875	.877	3/16	2 25/32	3 3/4	6.563	6.573
902	9 3/4	7 5/8	3 1/2	3	9	3/4	21/32	5 9/16	1.125	1.127	7/32	3 3/8	4 1/4	7.563	7.573
1002	11	8 1/2	3 7/8	3 1/8	10	15/16	25/32	6 3/16	1.250	1.252	7/32	3 15/16	4 3/4	8.438	8.448
1202	12 1/2	-	-	3 5/8	12	1 1/4	1 1/32	7 3/8	1.500	1.502	9/32	4 7/16	5 1/4	9.750	9.750

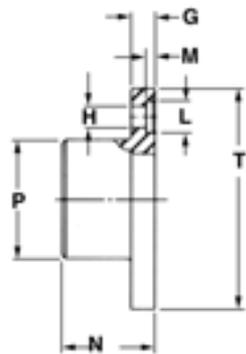
STANDARD BORE TOLERANCES		
Nominal Diameter		
Over	Thru	Tolerance
-	3"	+0.02 - .000
3"	4"	+0.03 - .000
4"	5"	+0.04 - .000

Catalog No.	Capacity		Max. RPM	Working Angle	Used in Double Morflex Couplings, "CC" 2 single centers, spacer plate and required hardware	Stock Min. Plain Bores	Maximum Bores		Approx. Weight Lbs.
	HP per 100 RPM	Torque lb. ft.					w/SS over KW	w/SS at 180°	
252CC	.25	13	6500	3°	3/4	3/8	9/16	3/4	1 1/8
302CC	.38	20	6000	4°	1 1/4	3/8	11/16	7/8	1 7/8
352CC	.60	32	5500	6°	2	3/8	7/8	1	3
402CC	1.00	53	5000	8°	3 1/4	1/2	15/16	1 1/4	4 7/8
502CC	1.60	84	4800	10°	5	1/2	1 1/4	1 1/2	7 7/8
602CC	3.25	171	4500	10°	8 1/4	3/4	1 1/2	1 3/4	15 1/4
702CC	5.40	284	4200	10°	15 1/2	7/8	1 3/4	2 1/8	25 1/2
802CC	7.40	389	4000	10°	20 1/4	1	2	2 1/2	36
902CC	10.00	525	3800	10°	30	1	2 1/4	2 3/4	51 1/2
1002CC	13.80	725	3400	10°	35 1/2	1 1/4	2 3/4	3 1/4	64 1/2

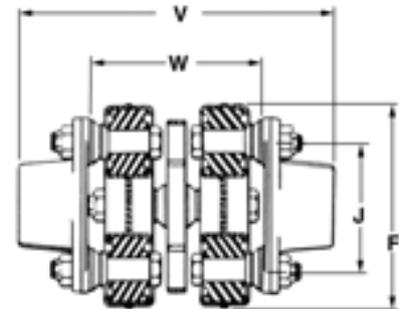
Catalog No.	Stock Bores w/Std. Keyway and Setscrew marked "x"																				
	1/2	5/8	3/4	7/8	1	1 1/8	1 3/16	1 1/4	1 3/8	1 7/16	1 1/2	1 5/8	1 3/4	1 7/8	1 15/16	2	2 1/8	2 3/8	2 5/8	2 7/8	
252CC	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
302CC	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
352CC	-	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
402CC	-	-	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
502CC	-	-	-	x	x	x	x	x	x	-	-	-	-	-	-	-	-	-	-	-	-
602CC	-	-	-	-	-	x	-	x	x	x	x	x	-	-	-	-	-	-	-	-	-
702CC	-	-	-	-	-	-	-	x	x	x	x	x	x	x	x	-	-	-	-	-	-
802CC	-	-	-	-	-	-	-	-	-	-	-	x	x	x	-	x	x	-	-	-	-
902CC	-	-	-	-	-	-	-	-	-	-	-	-	-	x	-	x	x	x	x	-	-
1002CC	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	x	x	-	x



Oval Flange



Round Flange



Double or "CC" Type Couplings

Dimensions

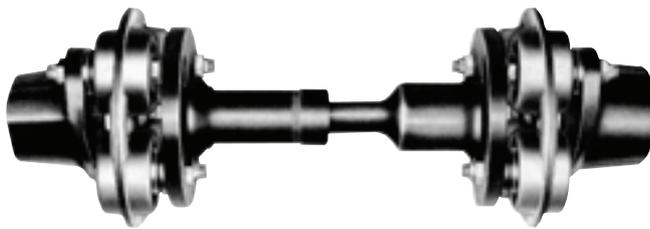
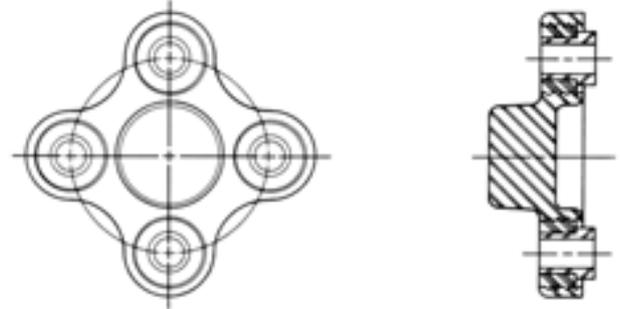
Catalog No.	B	C	F	G	H	J	L		M	N	P	T		V	W
							Min.	Max.				Min.	Max.		
* 252CC	2 1/4	15/16	2 5/8	5/32	1/4	1 5/8	-	-	-	3/4	-	-	-	3 1/4	1 3/4
* 302CC	2 9/16	1 3/16	3 1/8	3/16	1/4	1 15/16	-	-	-	7/8	-	-	-	3 15/16	2 3/16
* 352CC	3	1 3/8	3 5/8	1/4	5/16	2 1/4	-	-	-	1	-	-	-	4 1/2	2 1/2
** 402CC	3 5/8	1 1/2	4 1/8	3/8	25/64	2 9/16	.625	.627	7/32	1 1/4	1 3/4	3.563	3.573	6 1/8	3 5/8
** 502CC	4 3/8	1 7/8	5 1/16	3/8	29/64	3 3/16	.750	.752	3/16	1 1/2	2 1/4	4.100	4.200	7 1/8	4 1/8
** 602CC	5 1/4	2 5/16	6 1/16	1/2	33/64	3 3/16	.750	.752	3/16	2 1/16	2 3/4	5.063	5.073	9 1/8	5
** 702CC	5 7/8	2 3/4	7	5/8	37/64	4 5/16	.875	.877	3/16	2 7/16	3 1/8	5.813	5.823	10 1/4	5 3/8
** 802CC	6 5/8	3 3/16	8	5/8	37/64	4 15/16	.875	.877	3/16	2 25/32	3 3/4	6.563	6.573	11 7/16	5 7/8
** 902CC	7 5/8	3 1/2	9	3/4	21/32	5 9/16	1.125	1.127	7/32	3 3/8	4 1/4	7.563	7.573	13 3/8	6 5/8
** 1002CC	8 1/2	3 7/8	10	15/16	25/32	6 3/16	1.250	1.252	7/32	3 15/16	4 3/4	8.438	8.448	14 3/4	6 7/8

* Oval Flanges Supplied.
** Round Flanges Supplied.

MORFLEX® DRIVE SHAFTS

Hub and Block Assembly

Manufacturers of Fork Lift Trucks, Front End Loaders, Backhoes and various types of Farm Equipment normally use a coupling between the engine and hydraulic pump. This coupling is required to take angular and parallel misalignment, have provision for end float, and be able to dampen engine vibrations. Variations of our standard MORFLEX® Coupling have been used in these applications.



MORFLEX® Universal Driveshaft Series S and ST

The important feature of this series of MORFLEX® Coupling Universal shafts is the slipjoint construction, which makes it provide for applications requiring end float and full universal action to accommodate angular or parallel misalignment. The shaft members are full spline construction, slide freely under load, and have provisions for sealing lubricant in the spline joint. No maintenance is required. MORFLEX® Coupling Driveshafts are quiet and do not transmit noise or vibration.

Long coupled connections, series ST, are made by welding a tubular shaft between hub and male splined member.

MORFLEX® Coupling Universal Driveshaft Series T

These driveshafts provide full universal action for applications requiring a cushion drive between units of remote or angular location. This combination has the structural advantages of the double MORFLEX® Coupling, plus additional capacity for offset and parallel misalignment, which is directly proportional to the length of the floating shaft. Another distinct advantage over conventional driveshafts is that MORFLEX® Coupling Driveshafts do not require maintenance or lubrication. They are commonly used with gas or diesel power plants where they contribute greatly toward smooth, quiet operation and long life.



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MORFLEX® Radial Couplings provide a lubrication and maintenance-free means of transmitting combined torque and thrust loads.

In addition to its torsional flexibility, this heavy-duty coupling:

- Dampens vibration increasing engine life and decreasing wear and strain on the bearings
- Cushions peak loads and helps keep noise level low
- Absorbs thrust and torsional loads entirely through the neoprene biscuits
- Needs no lubrication or maintenance, eliminating the need to stop the machinery to lubricate the coupling

On marine applications the Marine Radial from MORSE® brand couplings offers all of the above design features plus . . . a quieter drive with less propeller noise and greater passenger comfort and less electrolytic action which causes corrosion of bearings and shafts

This neoprene biscuit is scientifically designed for uniform stress, linear deflection and for the absorption of vibration.



The trunnion pins are fitted into the outer diameter of the hub and welded, thus becoming an integral part of the unit. The neoprene biscuits are pressed over the trunnion blocks, and are retained by snap rings.

A two-piece housing is clamped around the neoprene biscuits.

- 1 - Follow selection procedure on page 92 and refer to capacity curves.
- 2 - Locate Design Torque on vertical scale.
- 3 - Determine the THRUST on coupling and locate on the horizontal scale.
- 4 - Extend both values until they cross. The curve immediately above represents the proper coupling.

Ratings

Catalog No.			Capacity		Working Angle	Parallel Misalign.	Max. RPM
Indus.	Marine	Flywheel	Torque (lb.-ft.)	†HP Per 100 RPM			
480	48	48F	158	3.00	1/2°	.010	4000
620	62	62F	276	5.25	1/2°	.015	3700
770	77	77F	551	10.50	1/2°	.015	3500
870	87	87F	1103	21.00	1/2°	.020	3200
1070	107	107F	2127	40.50	1/2°	.020	2600
1270	127	127F	2915	55.50	1/2°	.020	2200
1470	147	147F	4727	90.00	1/4°	.020	1900
1670	167	167F	7878	150.00	1/4°	.020	1680
2000	200	200F	13760	262.00	1/4°	.020	1480

† With no thrust. If thrust present, see "Selection."

Important

Special attention must be given in machining and installing these couplings. We recommend that the customer do his own machining whenever possible. If large quantities are ordered, it is feasible to do the machining at the factory. Prices for special machining of the case, adapter plate or bore, will be quoted upon request.

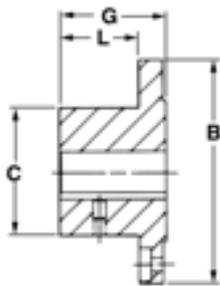
STANDARD BORE TOLERANCES		
Nominal Over	Diameters Through	Tolerance
-	3"	+.002 - .000
3"	4"	+.003 - .000
4"	5"	+.004 - .000

The Industrial Radial Coupling is specifically designed for shaft-to-shaft connection of driver and driven equipment. The large horsepower and torque capacity, combined with its unique thrust carrying ability, make it suited for tough, demanding industrial applications.

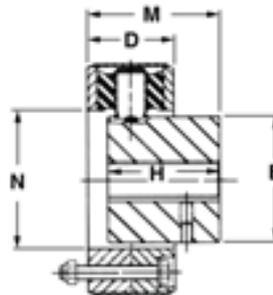
No maintenance requirement, vibration dampening, and misalignment capability help to reduce down-time and give longer, more reliable service of driving and driven machinery.



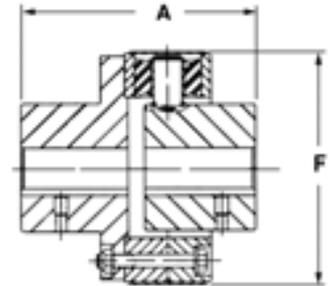
Flange end view



Flange



Hub and Case Assembly



Coupling Assembly

Dimensions

Catalog No.	Stock Min. Plain Bore	Max. Bore		A	B	C	D	E	F	G	H	J	L	M	N		Assy. Wt.
		Flange	Hub												Min.	Max.	
* 480	3/4	1 3/8	1 3/8	5	4 1/2	2 3/16	2 1/4	2 3/16	4 7/8	2 3/32	2 3/8	3 1/4	1 13/32	3	1.9965	1.9975	11 3/4
* 620	3/4	2	1 1/2	6 9/16	5 1/2	3 1/16	2 3/4	2 13/16	6 3/32	2 13/32	3 1/2	4 1/8	1 23/32	4 1/4	2.2465	2.2475	25
770	1	2 3/4	2 3/4	7 1/2	7 1/2	4 1/4	2 3/4	4 1/4	7 3/4	3 11/32	3 1/2	6 1/4	2 17/32	4 1/4	4.6235	4.6250	38
870	1	3	3	8 13/16	8 7/16	4 13/16	3 1/4	4 3/4	8 3/4	4	4 3/16	7	3	4 15/16	5.2485	5.2500	60
1070	1	4	3 1/2	10 3/4	10 1/2	6	4 3/16	5 7/8	10 3/4	4 7/8	4 15/16	8 15/16	3 19/32	6 1/32	6.250	6.251	126
1270	1 3/8	5 1/2	4 3/4	12 3/4	12 1/4	8 3/4	4 5/8	7 1/2	12 3/4	6 1/16	5 11/16	10 1/2	4 9/16	6 15/16	7.9985	8.0005	223
1470	2	6 1/2	6	17 7/8	14 1/4	10	4 5/8	9 1/2	14 3/4	8 1/2	8 1/4	12 3/8	7	9 9/16	10.000	10.002	411
1670	2	6 3/4	5	16 5/16	15 1/4	11	5	8	16 3/4	8	7 1/2	13 1/8	6 5/16	8 1/2	8.500	8.502	415
200	2	8	6	19	17 3/4	13	5	10 3/8	19	9 3/16	9	15 1/2	7 1/4	10	10.875	10.877	674

* Do not have covers.

ORDERING PROCEDURE

Specify –

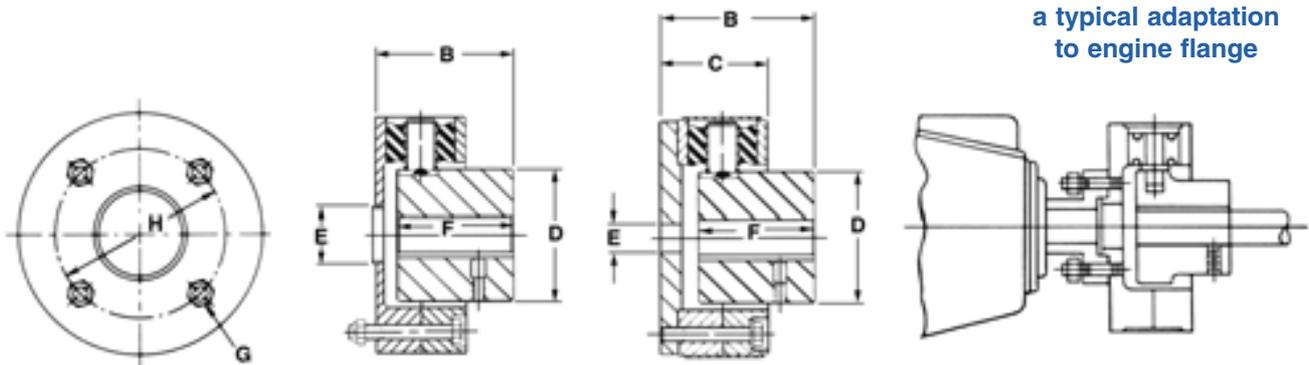
1. Coupling Catalog Number
2. Quantity
3. Flange Bore & Keyway Size
4. Hub Bore & Keyway Size



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The Marine Radial Coupling is especially designed to replace the propeller shaft half of the rigid-type coupling which normally connects the engine to the propeller shaft on marine installations. Engine and propeller

vibration is isolated and absorbed by the coupling, and prevented from reaching the hull, thereby allowing smooth, quiet operation. Electrolysis is halted, and bearing and shaft life increased.



Dimensions

Catalog No.	Bore		DIMENSIONS										Wt. Lbs.
	Stock	Max.	A	B	C	D	E		F	G		H	
							Min.	Max.		No.	Size		
** 48	3/4	1 3/8	4 7/8	3	2 1/4	2 3/16	1.998	1.999	2 3/8	4	3/8-24	3 1/4	9
** 62	3/4	1 1/2	6 3/32	4 1/4	2 3/4	2 13/16	2.248	2.249	3 1/2	4	3/8-24	4 1/8	17
77	1	2 3/4	7 3/4	4 27/32	3 11/32	4 1/4	1	1	3 1/2	6	3/8-24	6 1/4	* 28
87	1	3	8 3/4	5 5/8	3 7/8	4 3/4	1	1	4 3/16	6	1/2-20	7	* 42
107	1	3 1/2	10 3/4	6 25/32	4 15/16	5 7/8	1	1	4 15/16	6	1/2-20	8 15/16	* 75
127	1 3/8	4 3/4	12 3/4	7 11/16	5 5/8	7 1/2	1 1/2	1 1/2	5 11/16	6	5/8-18	10 1/2	* 120
147	2	6	14 3/4	10 5/16	5 3/8	9 1/2	2	2	8 1/4	8	5/8-18	12 3/8	* 234
167	2	5	16 3/4	9 1/2	6	8	2	2	7 1/2	8	3/4-16	13 1/8	* 205
200	2	6	19	11	6	10 3/8	2	2	9	10	3/4-16	15 1/2	* 345

** Do not have covers.

* Standard adapter plate furnished.

Ordering Procedure

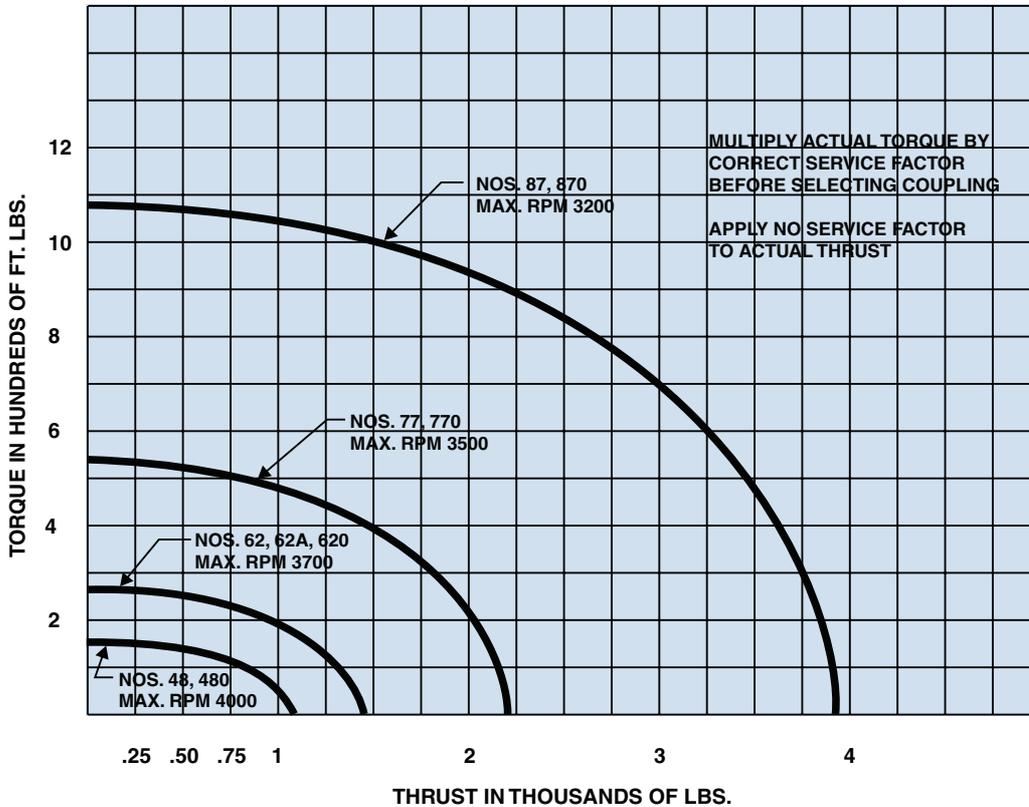
Specify –

1. Coupling Catalog Number
2. Quantity
3. Bore & Keyway Size
4. Adapter plate
 - a. Flange bolt circle diameter
 - b. Number and diameter of bolt holes—if tapped, size & number of threads
 - c. Flange pilot diameter—male or female



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CAPACITY CURVES FOR INDUSTRIAL AND MARINE RADIAL COUPLINGS 480 TO 870



CAPACITY CURVES FOR INDUSTRIAL AND MARINE RADIAL COUPLINGS 1070 TO 2000

