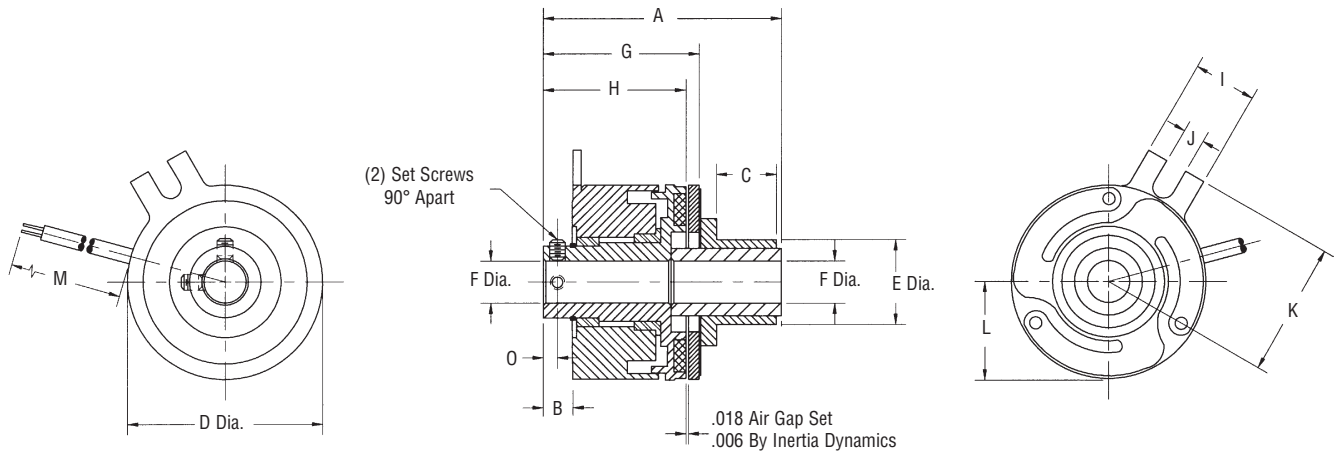


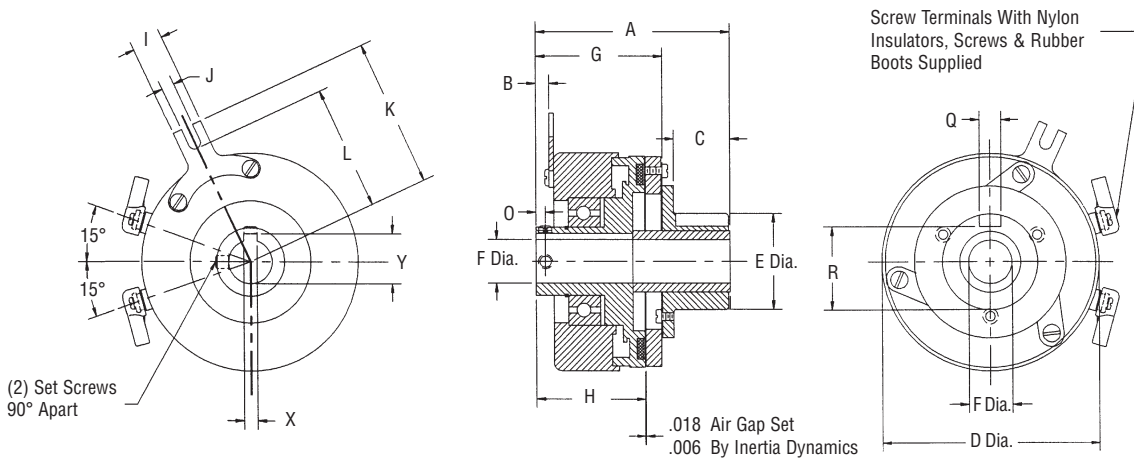
Shaft Mounted Clutches – Type SL

Electromagnetic Friction Clutches & Brakes

SL/BSL series power-on clutches are used to couple two parallel shafts. The armature hub assembly is mounted to the same shaft as the rotor assembly. The armature hub accommodates a pulley, gear, sprocket, etc., to transmit torque to the second shaft. The field assembly is mounted on the shaft and retained by a loose-fitting pin or bracket through the anti-rotation tab.



Model SL08 Through SL26



Model SL30 through SL42

Customer Shall Maintain:

a loose-fitting pin through the anti-rotation tab to prevent preloading the bearings.

Mechanical

MODEL NO.	STATIC TORQUE LB. – IN.	INERTIA LB. – IN. ²		WGT. OZ.
		ROTOR	ARM & HUB	
SL08	2.5	.002	.0015	2.0
SL11	6	.0058	.0029	3.2
SL15	10	.060	.0031	3.8
SL17	15	.061	.036	11
SL19	25	.082	.047	12
SL22	50	.215	.079	20
SL26	80	.362	.292	28
SL30	125	.610	.561	50
SL42	250	2.50	2.30	85

Electrical

MODEL NO.	90 VDC		24 VDC		12 VDC	
	AMPS	OHMS	AMPS	OHMS	AMPS	OHMS
SL08	.046	1977	.117	205	.246	48.8
SL11	.047	1930	.198	121	.447	26.8
SL15	.042	2150	.183	132	.380	31.6
SL17	.066	1369	.289	83	.561	21.4
SL19	.074	1213	.294	81.6	.574	20.9
SL22	.079	1140	.322	74.6	.628	19.1
SL26	.092	980	.374	64.2	.760	15.8
SL30	.091	988	.378	65.3	.729	16.5
SL42	.124	722	.468	51.2	.934	12.84

Lead wire is UL recognized style 1213, 1015 or 1430, 22 gage.

Insulation is .050" O.D. on 08, 11, 15 units; .064" or .095" O.D. on all other units.

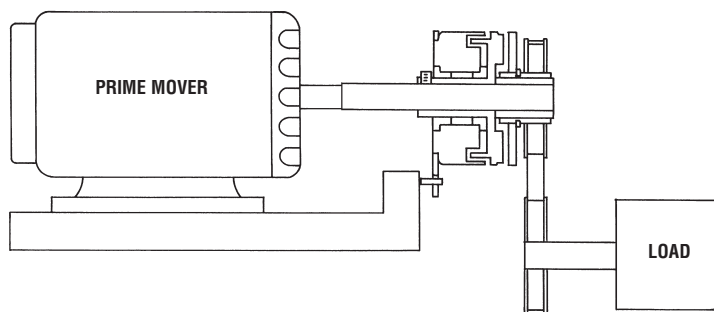
Dimensions

MODEL NO.	A MAX.	B NOM.	C MAX.	D MAX.	E ± .002	F NOM.	G NOM.	H NOM.	I MAX.	J MIN.	K NOM.	L NOM.	M ± .500	O NOM.	ROTOR KEYWAY		
															BORE	NOMINAL KEYWAY	
																X	Y
SL08	1.370	.191	.410	.903	.507	$\frac{1}{8}$ $\frac{3}{16}$ $\frac{1}{4}$	.874	.763	.305	.094	.625	.445	12.00	.080	N.A.	SET SCREWS ONLY	
SL11	1.409	.147	.396	1.160	.506	$\frac{3}{16}$ $\frac{1}{4}$ $\frac{5}{16}$	.935	.777	.380	.122	.875	.585	12.00	.087	N.A.	SET SCREWS ONLY	
SL15	1.695	.275	.303	1.500	.630	$\frac{1}{4}$ $\frac{5}{16}$ $\frac{3}{8}$	1.255	1.075	.520	.180	1.120	.750	12.00	.125	N.A.	SET SCREWS ONLY	
SL17	1.823	.279	.382	1.780	.630	$\frac{1}{4}$ $\frac{5}{16}$ $\frac{3}{8}$	1.316	1.060	.505	.184	1.325	.975	12.00	.125	N.A.	SET SCREWS ONLY	
SL19	1.948	.279	.465	2.000	.756	$\frac{5}{16}$ $\frac{3}{8}$ $\frac{1}{2}$	1.329	1.060	.505	.184	1.325	.975	12.00	.125	$\frac{5}{16}$ $\frac{3}{8}$ $\frac{1}{2}$	.0625 – .0655 .094 – .097 SET SCREWS	.347 – .352 .417 – .427
SL22	2.160	.281	.432	2.260	.756	$\frac{3}{8}$ $\frac{1}{2}$	1.578	1.423	.442	.170	1.515	1.160	18.00	.117	$\frac{3}{8}$ $\frac{1}{2}$	.094 – .097 .125 – .128	.417 – .427 .560 – .567
SL26	2.454	.280	.472	2.645	.999	$\frac{3}{8}$ $\frac{1}{2}$ $\frac{5}{8}$	1.740	1.437	.510	.190	1.750	1.465	18.00	.154	$\frac{3}{8}$ $\frac{1}{2}$ $\frac{5}{8}$	.094 – .097 .125 – .128 .1885 – .1905	.417 – .427 .560 – .567 .709 – .716
SL30	2.800	.250	.830	3.268	1.374	$\frac{1}{2}$ $\frac{5}{8}$ $\frac{3}{4}$	1.815	1.390	.442	.170	2.050	1.695	SCREW TERMINALS	.135	$\frac{1}{2}$ $\frac{5}{8}$ $\frac{3}{4}$	.125 – .128 .1885 – .1905 .1885 – .1905	.560 – .567 .709 – .716 .836 – .844
SL42*	3.820	.320	1.560	4.270	1.374	$\frac{1}{2}$ $\frac{5}{8}$ $\frac{3}{4}$ $\frac{7}{8}$ 1	2.050	1.625	.645	.190	2.500	2.312	SCREW TERMINALS	.187	$\frac{1}{2}$ $\frac{5}{8}$ $\frac{3}{4}$ $\frac{7}{8}$ 1*	.125 – .128 .1885 – .1905 .1885 – .1905 .251 – .253	.560 – .567 .709 – .716 .836 – .844 1.113 – 1.121

* $\frac{7}{8}$ and 1 inch bore in rotor only.

Notes:

- 08 units have set screws 120° apart
- 08 and 19 units have retaining collar
- 30 and 42 units have single ball bearing between field and rotor
- 26 units have (3)-#8-32 tapped holes on 1.375 in. B.C. in armature hub face instead of knurl
- 30 and 42 units have keyway instead of knurl (O=.312/.314, R=1.198/1.193)
- $\frac{7}{8}$ and 1 inch bore in rotor only for 42 unit



See page 3 for ordering information

PART NUMBERING SYSTEM FOR PRODUCTS ON PAGES 3 TO 35 OF THIS CATALOG

						A		A		B		B-C		D		E		F	
DIGIT	DIGIT	MODEL NO.	DIGIT	DIGIT	SIZE	DIGIT	VOLTS	DIGIT	BORE	DIGIT	DRIVE	DIGIT	CONNECTION						
1	7	FSB	0	1	001	1	90 VDC	1	1/8	1	ZERO BACKLASH	1	LEAD WIRES						
1	9	FSBR	0	2	003	2	24 VDC	2	3/16	2	HEX/SQUARE	2	SCREW TERMINALS						
2	1	FSBR (MANUAL RELEASE)	0	3	007	3	12 VDC	3	1/4	3	DYNAMIC (MANUAL RELEASE BRAKE ONLY)	3	SWITCH (MANUAL RELEASE BRAKE ONLY)						
			0	4	015	4	120 VAC	4	5/16	4	STATIC (MANUAL RELEASE BRAKE ONLY)	4	CONDUIT BOX						
			0	5	035			5	3/8	5	SPLINE								
			0	6	050			6	1/2										
			0	7	100			7	5/8										
			0	8	200			8	3/4										
0	1	SL	0	9	08			9	7/8										
0	3	BSL	1	0	11			0	1										
0	5	FL	1	1	15			11	1 1/8										
0	7	SO	1	2	17			12	1 1/4										
0	9	FO	1	3	19			13	1 3/8										
1	1	FB	1	4	22			14	1 1/2										
1	3	SLB	1	5	26														
1	5	SOB	1	6	30														
			1	7	42														
1	8	SAB	1	8	20														
			1	9	90														
			2	1	180														
			2	3	400														
			2	5	1200														

How To Order

- Select the model number from the product guide.
- Select the size of the clutch or brake.
- Select the voltage.
- Select the bore diameter.
- For all power-on clutches and brakes, select 1. For model FSBR and SAB-20, & 90, select 2. For model FSB spring applied brakes, select 1 or 2. For manual release brakes, select 3 or 4. For SAB-180, 400, & 1200, select 5.
- For all clutches and brakes, refer to the product guide and specify 1 or 2. For manual release brakes, if a switch is desired, select 3, otherwise use a 1.

Example

SL11 clutch, 24 volts, 1/4" bore

Part No. 0110-2311

FSB050 brake, 90 volts, 3/8" bore, Hex drive

Part No. 1706-1521