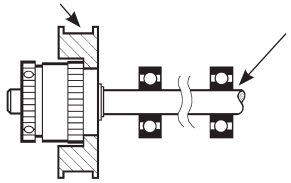
Adjustable Friction Clutches

How to install Vari-Tork

BASIC CLUTCH – REFS. 271, 279, 401 & 409

Controlled slip occurs between pulley and shaft.

Pulley (or gear, etc.) bonded to register. Press fits not permissible.

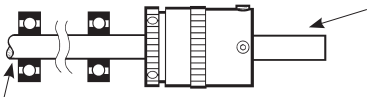


Motor, gearbox, or other externally supported shafts can pass thro' hollow hub.

Please enquire for clutch/pulley assemblies.

BASIC CLUTCH + SLEEVE ADAPTOR – REFS. 273, 281, 403 & 411

Controlled slip occurs between LH & RH shafts. Clutch orientation not important, supported shaft may be entered either end.

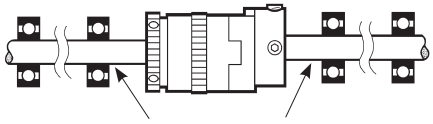


Small spools, paddles, knobs, etc. can be attached after fitting a suitable stub shaft. Side loads must be minimal. Avoid connecting both ends of this clutch to externally supported shafts.

Motor, gearbox, or other externally supported shaft

BASIC CLUTCH + FLEXIBLE COUPLING - REFS. 267, 269, 277, 285, 397, 399, 407 & 415

Controlled slip occurs between LH & RH shafts.



Motor, gearbox, or other externally supported shafts

Vari-Tork characteristics

The characteristics of dry plate clutches favour those applications which can tolerate relatively imprecise drag torques. Three tendencies should be noted:

BREAKAWAY TORQUE

After a period during which no slipping has taken place, the breakaway torque can be up to $2^{1}/_{2}$ times the set value.

TORQUE DECAY

There is an inverse relationship between clutch temperature and slipping torque. The slipping torque reduces from the set value as the power being dissipated causes the clutch temperature to rise. When slipping continuously, torque settles at approximately 70% of the value set on a new clutch and at approximately 80% of the value set on a used clutch. This characteristic is not speed-dependent.

SPEED RELATED TORQUE FLUCTUATIONS

Variations in slipping speed cause a momentary increase in the prevailing output torque. The clutches behave more consistently at high speed/low torque than at low speed/high torque. High speed in this instance starts at approximately 500 rpm.

Where applications call for sustained slipping, the housing temperature should be maintained below 80°C. Clutches mounted concentrically within pulleys, gear wheels, etc. will be more effective at dissipating heat generated during slipping.

CALCULATING FOR POWER DISSIPATION

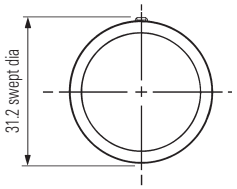
Given the slipping speed in rpm and the drag torque in Nm, the following equation can be used for calculating the power dissipation in watts (W).

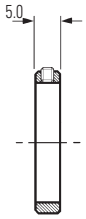
$$W = \frac{Nm \bullet rpm}{9.55}$$

Locking ring

In some circumstances it is possible for the adjuster ring to unscrew during operation. The adjuster ring can be secured by fitting locking ring ref. **294.25**.

Locking ring

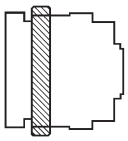




order ref.

294.25

size 25 only



Fit locking ring flush with end of housing as shown. Lightly tension locking screw to secure the adjuster.
Wrench size 1.5

Removing the adjuster ring

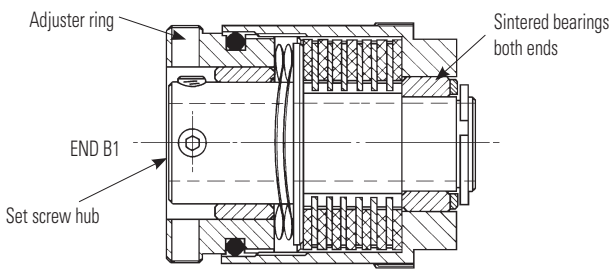
1) If this should be necessary, be sure to replace the pressure plate first, then the spring washers. Ensure that the topmost friction ring is fully engaged with the splines. *A disengaged friction ring will cause the clutch to malfunction.*

2) To remove the adjuster ring, first remove the clamp. With set screw hubs the adjuster ring cannot be removed if the set screws protrude above the hub diameter. Flatting or dimpling of shafts is recommended and may be necessary with shafts larger than Ø6.35 to avoid the screws fouling the adjuster ring.

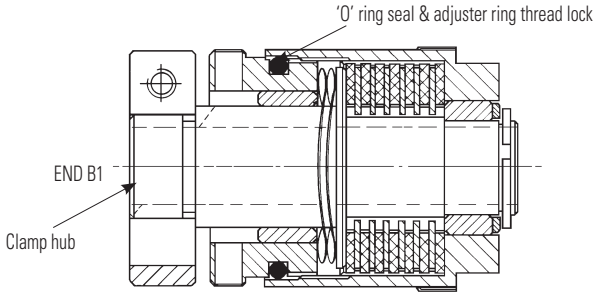
Waved washers

Two waved washers are fitted to these clutches. In some instances, better torque control may result from removing one of them, particularly when working in the lower torque ranges.

Construction - Size 25 Vari-Tork



Sectional view of 6-plate Vari-Tork Ref. 279.25 Shafts are secured by set screws accessed through radial holes in the adjuster ring.



Sectional view of 6-plate Vari-Tork Ref. 409.25 Shafts are secured by a split hub and ring clamp method which does not score the shafts.