



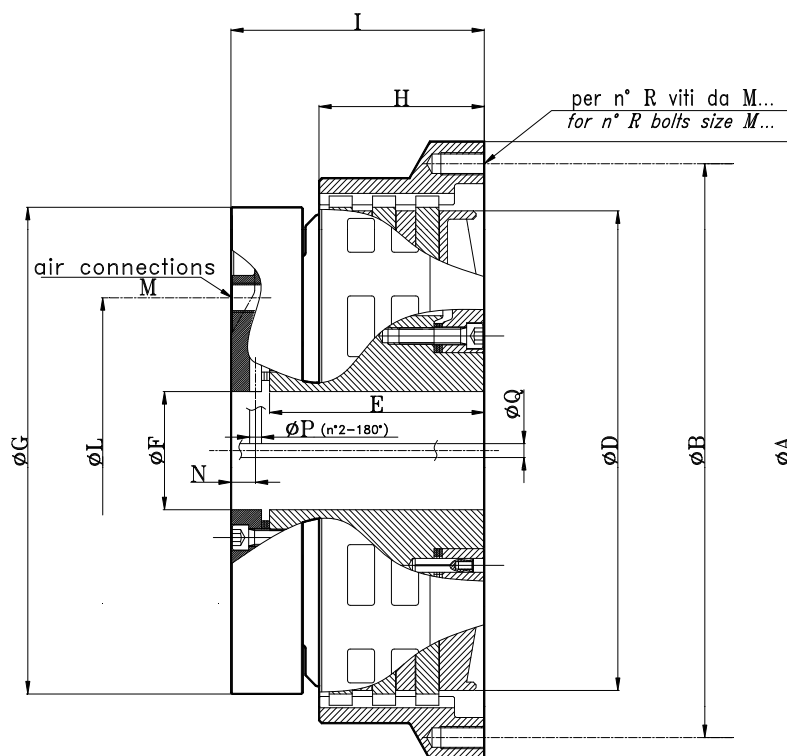
*Serie/Series*

# CK

**Frizione multidisco a comando pneumatico  
Funzionamento a secco**

*Air Actuated, Multi-Plate Clutch (Dry Running)*



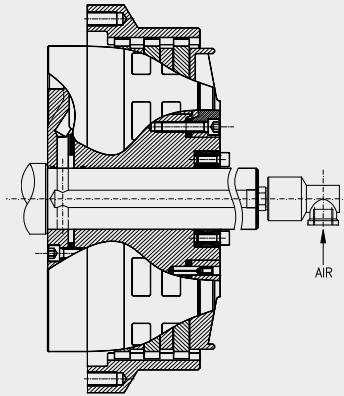


	CK 0405	CK 0455	CK 0505	CK 0590	CK 0670	CK 0740
<i>Grandezza/Size</i>	mm	mm	mm	mm	mm	mm
A	445,0	508,0	558,8	635,0	706,5	787,4
B	413,0	476,0	527,0	603,25	679,4	755,6
C	384,0	444,5	493,5	571,0	642,6	721,0
D	345,0	384,0	432,0	513,0	582,0	645,0
E	158,5	166,0	181,0	207,0	215,5	219,5
F	85,0	85,0	80,0	120,0	170,0	170,0
G	350,0	384,0	432,0	488,0	576,0	612,0
H	122,0	128,5	148,0	165,0	173,0	181,0
I	187,0	200,5	222,5	255,0	263,5	270,0
L	220,0	278,0	294,0	340,0	412,0	412,0
N	16,5	20,0	26,0	29,0	29,0	31,5
P	15,0	15,0	16,0	18,0	18,0	23,0
Q <i>Per attacco giunto rotante For rotating union conn.</i>	24,0	24,0	24,0	30,0	30,0	30,0
M	n°	n°	n°	n°	n°	n°
M	2	2	3	3	3	3
R	M16	M16	M16	M16	M16	M16
<i>Peso / Weight</i>	Kg	Kg	Kg	Kg	Kg	Kg
<i>Peso / Weight</i>	96	130	191	266	355	444
<i>Coppia statica a 7 bar / Static torque at 7 bar</i>	Nm	Nm	Nm	Nm	Nm	Nm
<i>Coppia statica a 7 bar / Static torque at 7 bar</i>	14150	18920	26900	39850	59600	76770
<i>Coppia dinamica a 7 bar / Dynamic torque at 7 bar</i>	12150	16250	23000	34150	51100	65800
<i>Volume Cilindro (nuovo) / It Cylinder Capacity (new) in^3</i>	lit	lit	lit	lit	lit	lit
<i>Volume Cilindro (nuovo) / It Cylinder Capacity (new) in^3</i>	0,54	0,58	0,78	1,38	1,47	1,65
<i>Massima velocità (RPM) / Max speed (RPM)</i>	rpm	rpm	rpm	rpm	rpm	rpm
<i>Massima velocità (RPM) / Max speed (RPM)</i>	1200	1100	1000	750	700	650
<i>Inerzia (J) Corpo / Body Inertia (J)</i>	kg/m²	kg/m²	kg/m²	kg/m²	kg/m²	kg/m²
<i>Inerzia (J) Corpo / Body Inertia (J)</i>	0,89	1,39	2,63	5,46	10,12	14,59

1

Montaggio con  
chiavette e con  
passaggio aria di  
comando attraverso  
tubi esterni

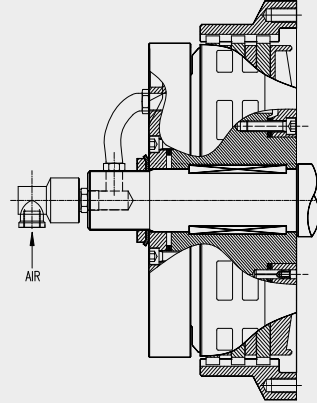
*Mounting with  
keyways and drive  
air flow through  
external pipes*



2

Montaggio con  
calettatore e  
passaggio aria di  
comando attraverso  
l'albero

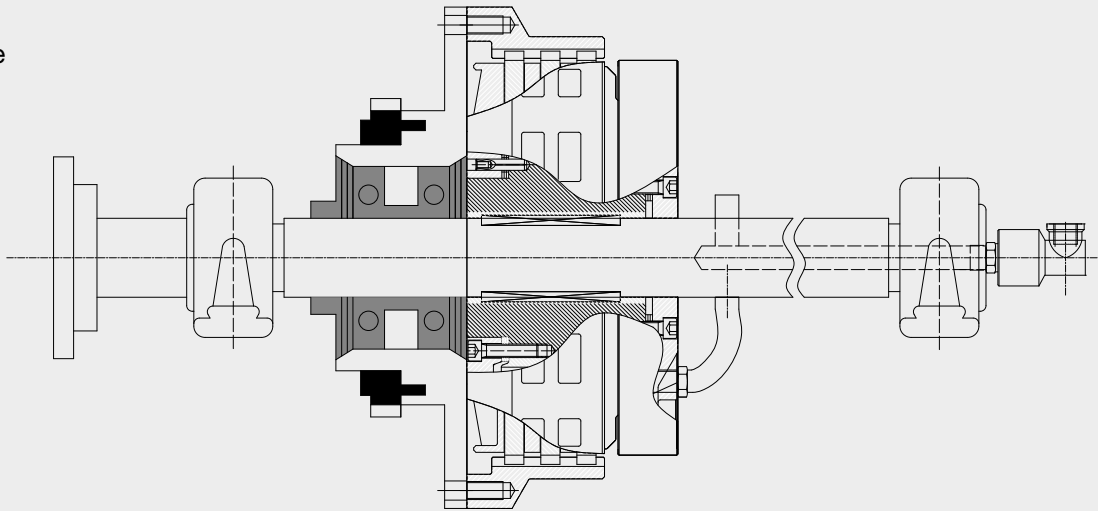
*Mounting with  
locking device  
and air drive flow  
through the shaft*



3

Montaggio con  
albero passante

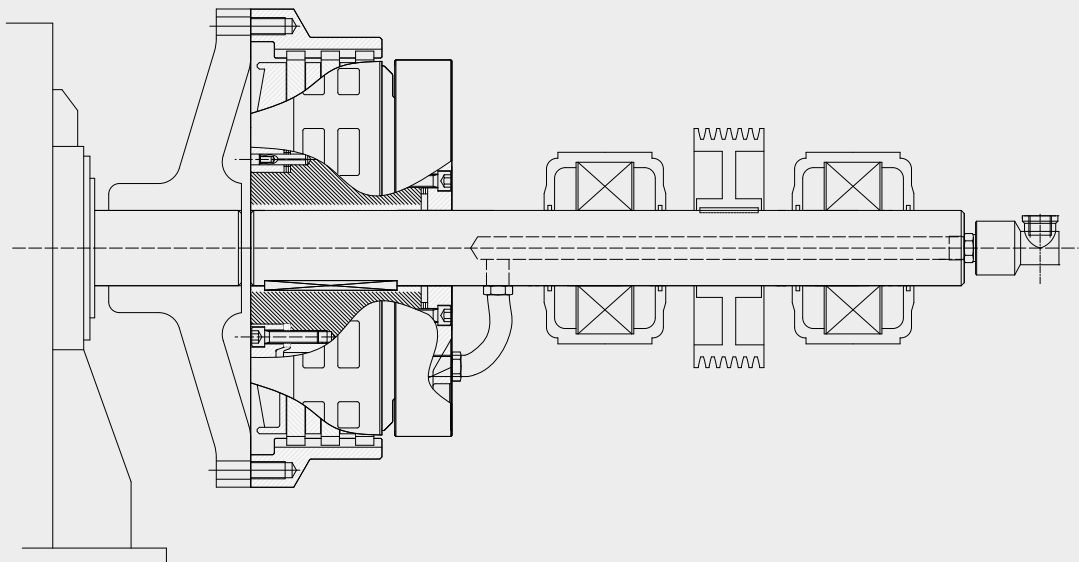
*Through Shaft,  
Inboard Mount  
Clutch*



4

Montaggio su  
contralbero in  
linea

*Shaft-to-Shaft  
In-line (clutch-  
coupling)*



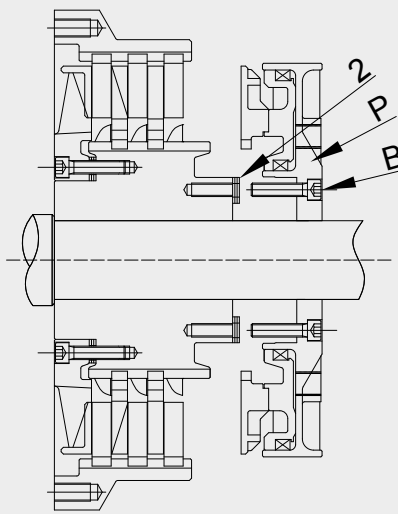
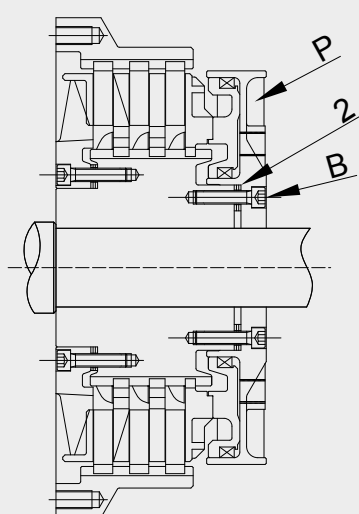
Quando si deve riprendere l'usura delle guarnizioni di attrito, si può intervenire senza dover smontare la frizione dall'albero con le seguenti modalità:

*Whenever the air gap due to the friction linings wear has to be reduced, it is possible to intervene without disassembling the clutch from the shaft as follows:*

**1**

**Frizione montata con il lato anelli in battuta (accesso operativo dal lato pistone)**  
**Clutch with the discs side on the shaft shoulder (operation on the piston side)**

- 1) Togliere le viti B  
*Unscrew the bolts B*
- 2) Allontanare il pistone P  
*Detach the piston P*
- 3) Sfilare gli spessori di compensazione 2  
*Slip off the compensating spacers 2*
- 4) Riavvicinare il pistone P e riavvitare le viti B  
*Close the piston P and tight the bolts B*



**2**

**Frizione montata con il lato pistone in battuta (accesso operativo dal lato anelli)**  
**Clutch with the piston side on the shaft shoulder (operation on the discs side)**

- 1) Togliere le viti A  
*Unscrew the bolts A*
- 2) Allontanare il flangia F  
*Detach the flange F*
- 3) Sfilare gli spessori di compensazione 1  
*Slip off the compensating spacers 1*
- 4) Riavvicinare la flangia F e riavvitare le viti A  
*Close the flange F and tight the bolts A*

