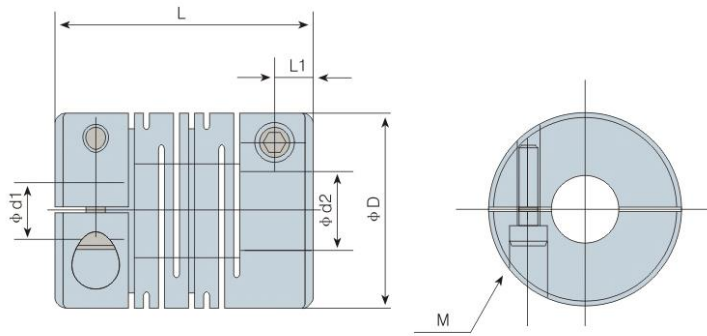


## Parallel : LK2 Series Clamp Type



- One-piece metallic spring coupling
- Zero backlash
- Absorption of parallel, angular misalignment and shaft end-play by spring action
- Identical clockwise and anticlockwise rotational characteristics
- Material: Aluminium alloy and stainless steel



#### Dimensions (mm)

Part No.	d1-d2		$\Phi D$	L	L1	M	Tightening Torque (N.m)
	Min Bore	Max Bore					
LK2-C075	4	6.35	19.1	22.9	3.1	M2.5	1.0-1.1
SLK2-C075	4	6.35	19.1	22.9	3.1	M2.5	1.0-1.1
LK2-C100	5	10	25.4	31.8	4.15	M3	1.5-1.9
SLK2-C100	5	10	25.4	31.8	4.15	M3	1.5-1.9
LK2-C112	6	12.7	28.6	38.1	5.0	M4	3.4-4.1
SLK2-C112	6	12.7	28.6	38.1	5.0	M4	3.4-4.1
LK2-C150	8	15	38.1	41.3	5.9	M5	7.0-8.5
SLK2-C150	8	15	38.1	41.3	5.9	M5	7.0-8.5
LK2-C200	12	19	50.8	51.0	6.7	M6	14-15
SLK2-C200	12	19	50.8	51.0	6.7	M6	14-15

#### Note :

- 1.For other bore sizes which are not listed above, customized ones are available, please consult us.
- 2.Standard bore tolerance is for the shaft with tolerance h7 or h8, if other tolerance is required, please consult us.

## Specifications

Part No.	Rated Torque (N.m)	Max. Rotational Frequency (rpm)	Moment of Inertia (Kg.m <sup>2</sup> )	Static Torsional Stiffness (N.m/rad)	Errors of Eccentricity (mm)	Errors of Angularity (°)	Errors of Angularity (mm)	N.W. (g)
LK2-C075	0.5	8000	6.9x10 <sup>-7</sup>	110	0.1	1.5	±0.15	14
LK2-C100	1.4	6000	3.0x10 <sup>-6</sup>	170	0.1	1.5	±0.15	32
LK2-C112	1.6	5000	5.7x10 <sup>-6</sup>	260	0.1	1.5	±0.15	48
LK2-C150	4.2	4500	1.98x10 <sup>-5</sup>	330	0.1	1.5	±0.15	94
LK2-C200	9.0	4500	7.68x10 <sup>-5</sup>	560	0.1	1.5	±0.15	210
SLK2-C075	1.0	8000	1.88x10 <sup>-6</sup>	230	0.1	1.5	±0.15	38
SLK2-C100	2.2	6000	9.0x10 <sup>-6</sup>	320	0.1	1.5	±0.15	91
SLK2-C112	3.1	5000	1.6x10 <sup>-5</sup>	790	0.1	1.5	±0.15	134
SLK2-C150	7.5	4500	5.59x10 <sup>-5</sup>	980	0.1	1.5	±0.15	266
SLK2-C200	14.0	4500	2.29x10 <sup>-4</sup>	1450	0.1	1.5	±0.15	600

### Note:

1. Moment of inertia and weight are based on the maximum size bores.
2. Dynamic balance is not accounted for in calculating maximum speed.