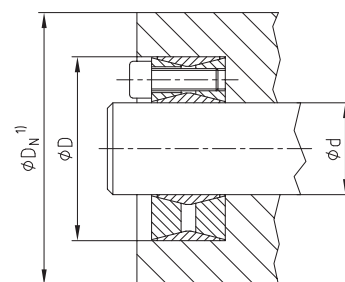
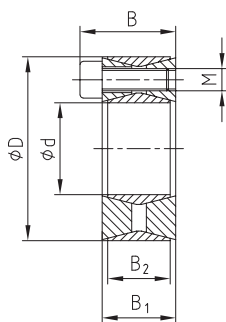


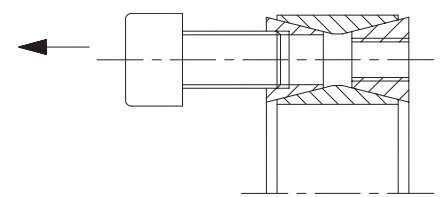
**KTR 100 (not self-centering)**



- „Typical clamping set“
- Axial fastening of the hub
- Torque factor
  - 1 off 1 x T
  - 2 off 1,9 x T
  - 3 off 2,7 x T
  - 4 off 3,6 x T
- KTR 114 for higher torques (Please order dimension sheet M448436.)
- Mounting instructions at [www.ktr.com](http://www.ktr.com)



Assembly with centering of hub



Accessory thread for disassembly

<sup>1)</sup> Dimension  $D_N$ : for calculation see page 304/305.

**Assembly**

Clean the contact surfaces of the clamping set as well as the shaft and the hub and afterwards apply thin-bodied oil. Insert the clamping set into the hub fit and push it onto the shaft. Tighten the chromated screws until the internal ring is in contact with the shaft and the external ring is in contact with the hub. Afterwards tighten the clamping screws crosswise by degrees and evenly until the tightening torque  $T_A$  mentioned in the table is achieved. The figures T and  $F_{ax}$  mentioned in the table were calculated for an assembly with oil.

**Please note:** Oils and greases containing molybdenum disulphide additives, additives of teflon and silicone as well as sliding grease paste reducing the coefficient of friction considerably must not be used. For an assembly of the clamping set tapers free from oil the figures mentioned in the table deviate from the calculated figures.

**Disassembly**

Unscrew all clamping screws. In normal cases the clamping element releases automatically. Otherwise lightly strike with a hammer onto the detached screws in order to push back the rear taper ring. By using the accessory threads the detached clamping set can be pulled-off.

**Please note:** The accessory threads for the disassembly only have approx. 3 - 5 supporting turns and are not cut. These are no threads for forcing screws.

**Tolerances, surfaces**

One accurate turning process is sufficient:  
 $RZ \leq 16\mu m$

Maximum permissible tolerances:  
**h11 for the shaft - H11 for the hub**

**Axial displacement**

During the tightening of the screws there is no axial displacement of the hub towards the shaft.

**Centering**

The clamping element KTR 100 is not self-centering. The concentricity of the hub towards the shaft merely depends on the fit and the length of the pilot.

<b>Ordering example:</b>	KTR 100	50	x	80
	Type	Size of inside diameter d		Size of outside diameter D

**KTR 100 (not self-centering) – Technical data**

CLAMPEX® – KTR 100													
d x D [mm]	Dimensions [mm]			Clamping screws DIN EN ISO 4762 - 12.9 $\mu_{ges.}=0,14$			Transmittable torque or axial force		Surface pressure between clamping set		Weight [-kg]	Stock programme	
	B	B <sub>1</sub>	B <sub>2</sub>	M	z number	T <sub>A</sub> [Nm] <sup>1)</sup>	T [Nm]	F <sub>ax</sub> [kN]	Shaft P <sub>W</sub> [N/mm <sup>2</sup> ]	Hub P <sub>N</sub> [N/mm <sup>2</sup> ]			
18 x 47	26	20	17	M6	8	15	240	27	289	111	0,24	●	
19 x 47	26	20	17	M6	8	15	254	27	274	111	0,24	●	
20 x 47	26	20	17	M6	8	15	267	27	260	111	0,23	●	
22 x 47	26	20	17	M6	8	15	294	27	237	111	0,23	●	
24 x 50	26	20	17	M6	8	15	320	27	217	104	0,26	●	
25 x 50	26	20	17	M6	8	15	334	27	208	104	0,25	●	
28 x 55	26	20	17	M6	12	15	560	40	279	142	0,30	●	
30 x 55	26	20	17	M6	12	15	600	40	260	142	0,29	●	
32 x 60	26	20	17	M6	12	15	641	40	244	130	0,34	●	
35 x 60	26	20	17	M6	12	15	701	40	223	130	0,32	●	
38 x 65	26	20	17	M6	15	15	951	50	257	150	0,36	●	
40 x 65	26	20	17	M8	15	15	1001	50	244	150	0,34	●	
42 x 75	32	24	20	M8	12	37	1506	72	283	159	0,60	●	
45 x 75	32	24	20	M8	12	37	1614	72	264	159	0,57	●	
48 x 80	32	24	20	M8	12	37	1721	72	248	149	0,60	●	
50 x 80	32	24	20	M8	12	37	1793	72	238	149	0,60	●	
55 x 85	32	24	20	M8	15	37	2465	90	270	175	0,63	●	
60 x 90	32	24	20	M8	15	37	2690	90	248	165	0,69	●	
65 x 95	32	24	20	M8	15	37	2914	90	229	156	0,73	●	
70 x 110	38	28	24	M10	15	70	4992	143	282	179	1,26	●	
75 x 115	38	28	24	M10	15	70	5349	143	263	171	1,33	●	
80 x 120	38	28	24	M10	15	70	5705	143	246	164	1,40	●	
85 x 125	38	28	24	M10	15	70	6092	143	232	158	1,49	●	
90 x 130	38	28	24	M10	15	70	6418	143	219	152	1,53	●	
95 x 135	38	28	24	M10	18	70	8130	171	249	175	1,62	●	
100 x 145	44	32	26	M12	15	127	10881	218	278	191	2,01	●	
110 x 155	44	32	26	M12	15	127	11969	218	252	179	2,15	●	
120 x 165	44	32	26	M12	16	127	13927	232	247	179	2,35	●	
130 x 180	50	38	34	M12	20	127	18860	290	218	157	3,51	●	
140 x 190	50	38	34	M12	22	127	22341	319	222	164	3,85	●	
150 x 200	50	38	34	M12	24	127	26113	348	226	170	4,07	●	
160 x 210	50	38	34	M12	26	127	30175	377	230	175	4,30	●	
170 x 225	58	44	38	M14	22	195	35710	420	216	163	5,78	●	
180 x 235	58	44	38	M14	24	195	41248	458	222	170	6,05	●	
190 x 250	66	52	46	M14	28	195	50796	535	203	154	8,25	●	
200 x 260	66	52	46	M14	30	195	57289	573	206	159	8,65	●	
220 x 285	72	56	50	M16	26	300	74838	680	205	158	11,22	●	
240 x 305	72	56	50	M16	30	300	94202	785	217	171	12,20	●	
260 x 325	72	56	50	M16	34	300	115659	890	227	182	13,20	●	
280 x 355	84	66	60	M18	32	410	139261	995	196	155	19,20	●	
300 x 375	84	66	60	M18	36	410	167860	1119	206	165	20,50	●	
320 x 405	98	78	72	M20	36	590	240190	1501	216	171	29,60	●	
340 x 425	98	78	72	M20	36	590	255201	1501	203	163	31,10	●	
360 x 455	112	90	84	M22	36	790	328186	1823	200	158	42,20	●	
380 x 475	112	90	84	M22	36	790	346419	1823	189	152	44,00	●	
400 x 495	112	90	84	M22	36	790	364651	1823	180	145	46,00	●	
420 x 515	112	90	84	M22	40	790	371953	1771	196	160	50,00	●	
440 x 545	130	102	96	M24	40	1000	453797	2063	188	152	64,60	●	
460 x 565	130	102	96	M24	40	1000	467548	2033	180	146	67,40	●	
480 x 585	130	102	96	M24	42	1000	512270	2134	181	148	71,00	●	
500 x 605	130	102	96	M24	44	1000	559025	2236	182	150	72,60	●	
520 x 630	130	102	96	M24	45	1000	603344	2321	179	148	80,00	●	
540 x 650	130	102	96	M24	45	1000	626549	2321	172	143	82,00	●	
560 x 670	130	102	96	M24	48	1000	683027	2439	177	148	85,00	●	
580 x 690	130	102	96	M24	50	1000	736897	2541	178	150	88,00	●	
600 x 710	130	102	96	M24	50	1000	773517	2578	172	145	91,00	●	

● Clamping sets available from stock.

<sup>1)</sup> These are the maximum screw tightening torques. They can be reduced by a maximum of 40 % of the aforementioned figures, with T, F<sub>ax</sub>, P<sub>W</sub> and P<sub>N</sub> being reduced proportionally.