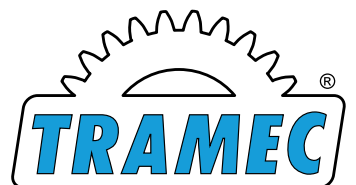
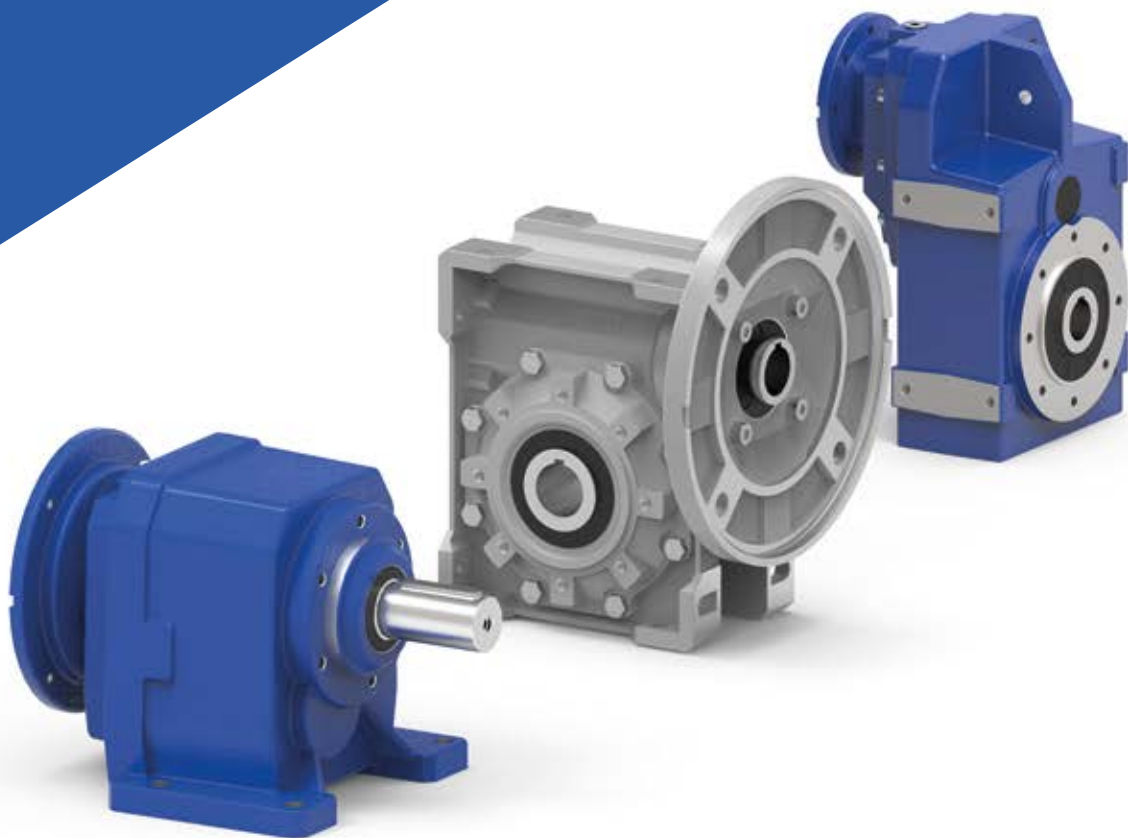


Worm Gear, In-line and Shaft Mounted Reducers

NEMA / INCH SERIES



ADDITIVES

All mineral oils contain additives to protect against wear, EP (more or less strong), anti-oxidizing and anti-frothing. It is advisable to make sure that the action of such additives is bland and not too aggressive on the seals.

OIL BASE

May be mineral or synthetic.

Synthetic oil compensates for the higher cost with a series of advantages :

- lower friction coefficient (consequently improved efficiency)
- better stability over time (possible life lubrication)
- better viscosity index (more adaptable to various temperatures).

Mineral-base oils offer the advantages of costing less and performing better during the running-in period.

ADITIVOS

Todos los aceites minerales contienen aditivos antidesgaste, EP (mas o menos energéticos), antioxidantes y antiespumantes. Es conveniente asegurarse de que estos sean blandos y no agresivos ya que podrían dañar las juntas.

BASE DEL ACEITE

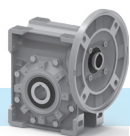
Puede ser sintético o mineral.

El aceite sintético compensa su mayor coste con una serie de ventajas:

- Menor coeficiente de fricción (por consecuencia mayor rendimiento)
- Mejor estabilidad en el tiempo (posible lubricación de por vida)
- Mejor índice de viscosidad (mejor adaptabilidad a varias temperaturas).

El aceite de base mineral es ventajoso por tener un menor coste y un mejor comportamiento en rodaje.

ISO VG		MINERAL OIL / ACEITE MINERAL			SYNTHETIC OIL / ACEITE SINTÉTICO			
		460	320	220	460	320	220	150
Amb.Temp. Temperatura ambiente Ta (°C)		5° a 45°	0° a 40°	-5° a 35°	-15° a 60°	-20 a 50°	-25° a 45°	-30° a 40°
MANUFACTURER / PROVEEDOR	MINER. / MINERAL	MINERAL / MINERAL						
		SHELL		Omala OIL 460	Omala OIL 320	Omala OIL 220		
		BP		Energol GRXP 460	Energol GRXP 320	Energol GRXP 220		
		TEXACO		Meropa 460	Meropa 320	Meropa 220		
		CASTROL		Alpha SP 460	Alpha SP 320	Alpha SP 220		
		KLUBER		Lamora 460	Lamora 320	Lamora 220		
		MOBIL		Mobilgear 634	Mobilgear 632	Mobilgear 630		
	PAG	PAG Technology (polyalkyleneglycol) / PAG (polialkileneglicol)						
		SHELL					Omala S4 WE 460	Omala S4 WE 320
		BP					Energol SGXP460	Energol SGXP320
		TEXACO					Synlube CLP 460	Synlube CLP 320
	PAO	PAO Technology (polialphaolefin) / PAO (polialfaolefina)						
		SHELL					Omala OIL RL/HD 460	Omala OIL RL/HD 320
		CASTROL					Alpha Synt 460	Alpha Synt 320
		KLUBER					Synteso D460 EP	Synteso D320 EP
		MOBIL					SHC 634	SHC 632
							Omala S4 WE 220	Omala S4 WE 150
							Energol SGXP220	Energol SGXP150
							Synlube CLP 220	Synlube CLP 150
							Agip Blasias S 320	Agip Blasias S 220
							Omala OIL RL/HD 220	Omala OIL RL/HD 150
							Alpha Synt 220	Alpha Synt 150
							Synteso D220 EP	Synteso D150 EP
							SHC 630	SHC 629



Worm gear reducers

XN

2.1 Characteristics

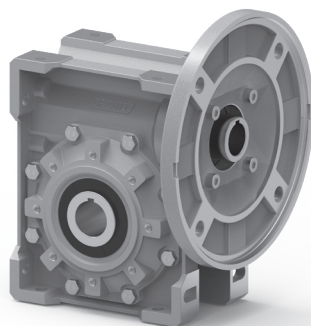
- X series worm gear reducers are available in the following versions: XF (only size 40) and XC (all sizes except 40) suitable for motor mounting assembling.
- The XF version (bell + joint) suits a wider range of applications and provides higher efficiency than the XC compact version, which actually offers reduced space requirement.
- The enbloc housing is in cast-iron for size 90, in die-cast aluminium for sizes 40, 50, 63, 75 and 89.
- The worm shaft is in case-and quenchhardened alloy steel and ground.
- The worm wheel has a cast-iron hub provided with inserted cast-bronze ring.
- The cast-iron housings are painted BLUE RAL5010 whereas the aluminium housings are sandblasted.
- The hollow output shaft is supplied as standard. A broad range of accessories is available: second input, tapered roller bearings on the worm wheel, output flange, single or double-extended output shaft, torque limiter with through output bore, torque arm, output bore protection kit, torque limiter protection kit.

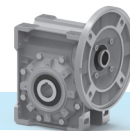
Reductores sinfin corona

XN

2.1 Características

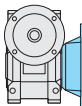
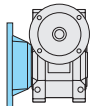
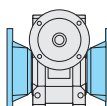
- Los reductores de sinfin corona de la serie X están disponibles en las versiones: XF (solo tamaño 40) y XC (todos los tamaños excepto 40) adecuados para el montaje del motor.
- La versión XF (campana + junta), caracterizada por una amplia versatilidad en los distintos tipos de aplicaciones, presenta un mayor rendimiento con respecto a la serie XC, que a su vez, tiene la ventaja de ocupar un espacio menor.
- La carcasa monobloque es de hierro fundido para el tamaño 90 y para los tamaños inferiores de aluminio fundido bajo presión.
- Los tornillos sin fin son de acero aleado cementado templado y son rectificadas.
- Los dientes de los engranajes realizados en hierro fundido y el anillo en bronce.
- Las carcasas en hierro fundido pintadas de AZUL RAL 5010 mientras que las de aluminio pulidas a chorro de arena.
- Está incluido el eje de salida hueco de serie, con una amplia disponibilidad de accesorios: segunda entrada, cojinetes de bolas sobre el engranaje, brida de salida, eje lento con 1 y dos salidas, limitador de par con agujero pasante, brazo de reacción, kit de protección eje hueco, kit protección limitador de par.





2.2 Designation

2.2 Nomenclatura

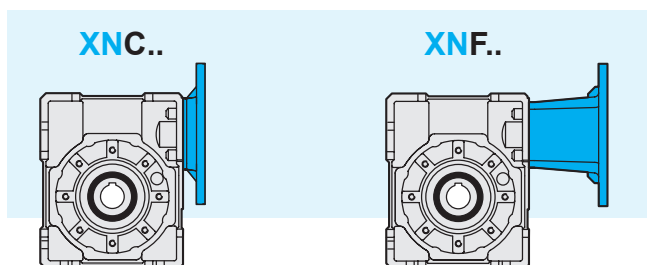
Gear reducer Reductores	Input type Tipo entrada	Size Tamaño	Ratio Relación redu.	Motor coupling Enganche motor.	Mounting position Posición montaje	Hollow output shaft Eje hueco de salida	Output flange Brida de salida
XN	C	50	10/1	NEMA	B3	H25	F1S
Worm gear reducer Reductores de sinfin corona	 C	 Aluminium Aluminio 40 ⁽¹⁾ 50 ⁽²⁾ 63 ⁽²⁾ 75 ⁽²⁾ 89 ⁽²⁾	5 7.5 10 15 20 25 30 40 50 65 80 100	56C 143 TC 145 TC 182 TC 184 TC	B3, B6 B7, B8 V5, V6	see tables ver tablas	 F1D-F2D-F3D  F1S-F2S-F3S  F12-F22-F32
	 F	 Cast iron Hierro fundido 90 ⁽²⁾					

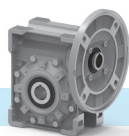
(1): only with input type F
(2): only with input type C

(1): solo con entrada tipo F
(2): solo con entrada tipo C

Input type

Tipo entrada





2.3 Lubrication

XN series worm gear reducers are supplied with synthetic lubricant, PAG base, viscosity index ISO VG320. Mounting position always to be specified when ordering.

For more details, see page A5, paragraph 1.7.

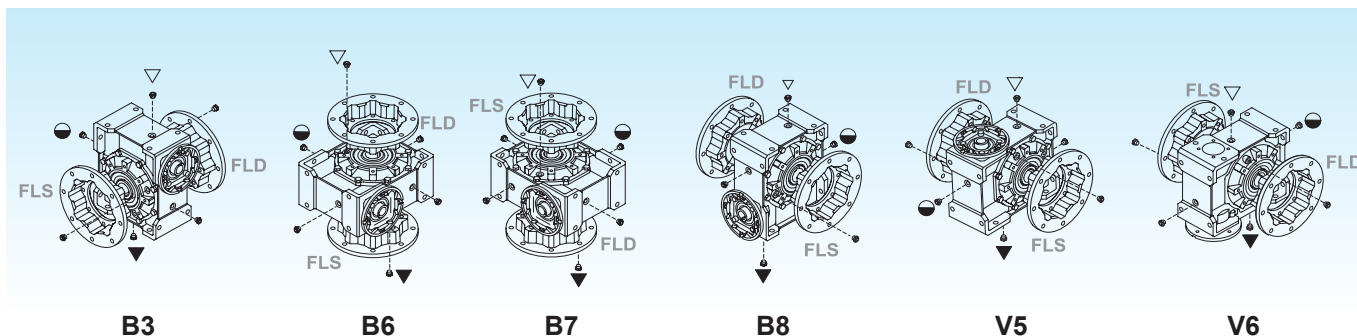
2.3 Lubricación

Los reductores de la serie XN se entregan completos de lubricante sintético a base PAG con viscosidad ISO VG320. Se ruega precisar la posición de montaje deseada a la hora de realizar el pedido.

Para más detalles ver página A5 párrafo 1.7

Mounting positions

Posición de montaje



- ▽ Filling and breather / Carga y respiradero
- Level / Nivel
- ▼ Drain / Descarga

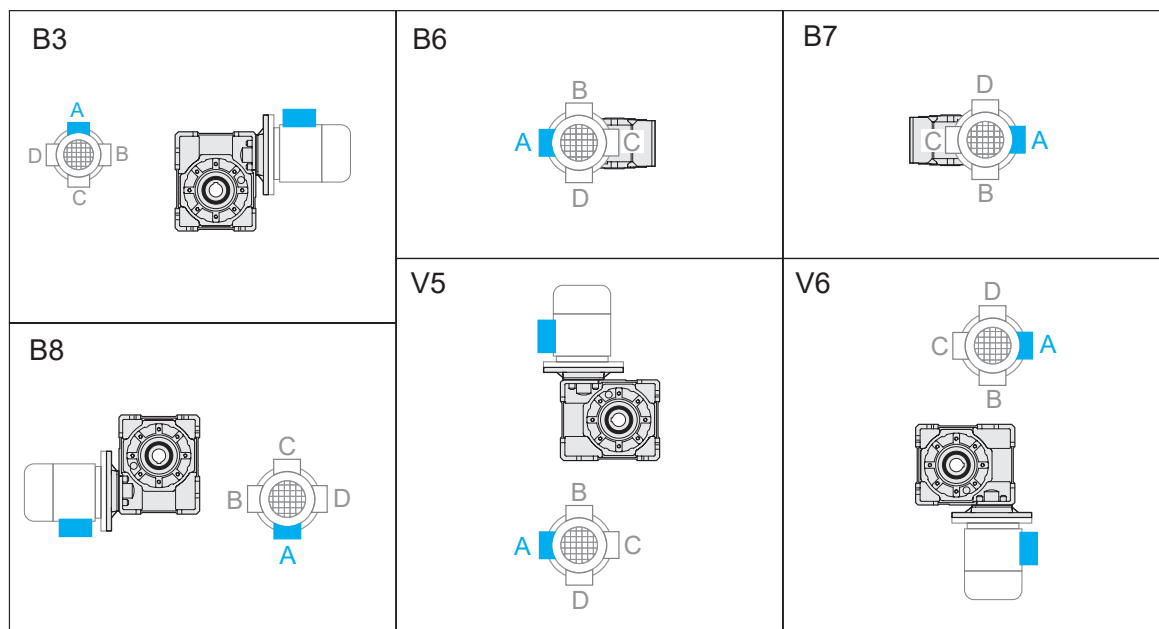
30, 40, 50, 63, 75 and 89 aluminium housings have one oil filling plug only.

Los cuerpos de aluminio 30, 40, 50, 63, 75 tiene solamente un tapón de llenado para aceite.

gal [lt]		Oil quantity / Cant. de aceite			
		Mounting position / Posición de montaje			
		B3	B6 - B7	B8	V5 - V6
XN	40	0.011 [0.04]	0.016 [0.06]	0.011 [0.04]	
	50	0.021 [0.08]	0.032 [0.12]	0.021 [0.08]	
	63	0.042 [0.16]	0.058 [0.22]	0.042 [0.16]	
	75	0.069 [0.26]	0.090 [0.34]	0.069 [0.26]	
	89	0.119 [0.45]	0.198 [0.75]	0.119 [0.45]	
	90	0.290 [1.1]	0.238 [0.9]	0.264 [1]	0.396 [1.5]

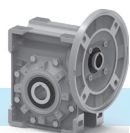
2.4 Terminal board position

2.4 Posición borne



Mounting position always to be specified when ordering. Terminal board position see page B11 (PM=1)

A la hora de realizar el pedido se ruega precisar la posición de montaje y la posición de la caja de bornes. Posición borne v. pág. B11 (PM=1)



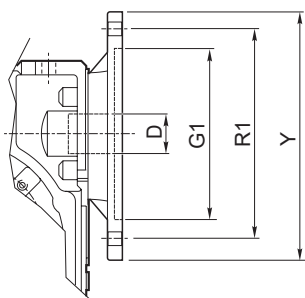
2.6 Technical data

2.6 Datos técnicos

40	$n_1 = 1750$				XNF					NEMA 56 C
	i_n	n_2 [min ⁻¹]	Rd	P_{10} [Hp]	T_2 [Ft·lb]	T_2 [Nm]	P_1 [Hp]	P_1 [kW]	FS'	
	5	350	0.87	1.1	10	13	0.75	0.55	2.6	
	7.5	233	0.85	1.1	14	19	0.75	0.55	2.1	
	10	175	0.83	0.9	18	25	0.75	0.55	1.6	
	15	117	0.79	0.7	18	24	0.50	0.37	1.8	
	20	88	0.76	0.7	23	31	0.50	0.37	1.3	
	25	70	0.72	0.5	18	25	0.33	0.25	1.4	
	30	58	0.68	0.5	21	28	0.33	0.25	1.5	
	40	44	0.64	0.4	18	25	0.25	0.18	1.5	
	50	35	0.59	0.4	21	29	0.25	0.18	1.3	

50	$n_1 = 1750$				XNC					NEMA 56 C
	i_n	n_2 [min ⁻¹]	Rd	P_{10} [Hp]	T_2 [Ft·lb]	T_2 [Nm]	P_1 [Hp]	P_1 [kW]	FS'	
	5	350	0.87	1.6	10	13	0.75	0.55	4.8	
	7.5	233	0.86	1.6	14	19	0.75	0.55	3.7	
	10	175	0.84	1.3	18	25	0.75	0.55	2.9	
	15	117	0.80	1.1	27	36	0.75	0.55	2.1	
	20	88	0.78	0.9	35	47	0.75	0.55	1.6	
	25	70	0.74	0.8	27	37	0.50	0.37	1.8	
	30	58	0.71	0.8	32	43	0.50	0.37	1.5	
	40	44	0.67	0.7	40	54	0.50	0.37	1.3	
	50	35	0.62	0.5	31	42	0.33	0.25	1.7	
	65	27	0.58	0.5	38	51	0.33	0.25	1.3	
	80	22	0.54	0.5	31	42	0.25	0.18	1.4	

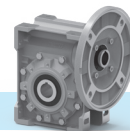
63	$n_1 = 1750$				XNC					NEMA		
	i_n	n_2 [min ⁻¹]	Rd	P_{10} [Hp]	T_2 [Ft·lb]	T_2 [Nm]	P_1 [Hp]	P_1 [kW]	FS'			
	5	350	0.88	2.4	27	36	2.0	1.5	3.1	56 C	143 TC	145 TC
	7.5	233	0.87	2.4	39	53	2.0	1.5	2.3			
	10	175	0.85	2.1	51	70	2.0	1.5	1.8			
	15	117	0.81	1.6	73	99	2.0	1.5	1.3			
	20	88	0.80	1.6	70	96	1.5	1.1	1.5			
	25	70	0.77	1.3	58	79	1.0	0.75	1.5			
	30	58	0.73	1.2	67	90	1.0	0.75	1.6			
	40	44	0.69	1.1	83	112	1.0	0.75	1.3			
	50	35	0.65	0.9	72	98	0.75	0.55	1.2			
	65	27	0.61	0.8	59	80	0.50	0.37	1.5			
	80	22	0.58	0.8	46	63	0.33	0.25	1.8	—	—	—
	100	18	0.53	0.7	52	70	0.33	0.25	1.5			



		NEMA	
		56C	143TC - 145TC
G1	in [mm]	4 1/2" [110.25]	
R1	in [mm]	5 7/8" [149.225]	
Y	in [mm]	6 1/2" [165.10]	
D	in [mm]	5/8" [15.875]	7/8" [22.225]

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor : $T_{2M} = T_2 \times FS'$

* **ATENCION:** el par máximo utilizable $[T_{2M}]$ deberá calcularse con respecto al factor de servicio: $T_{2M} = T_2 \times FS'$



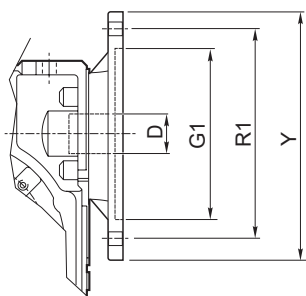
2.6 Technical data

2.6 Datos técnicos

75	n ₁ = 1750				XNC											
	i _n	n ₂ [min ⁻¹]	Rd	P ₁₀ [Hp]	T ₂		P ₁		FS'	NEMA						
					[Ft•lb]	[Nm]	[Hp]	[kW]								
	7.5	233	0.87	3.4	94	128	5.0	3.6	1.4		143 TC	145 TC	182 TC	184 TC		
	10	175	0.86	3.1	76	103	3.0	2.2	1.9							
	15	117	0.83	2.5	110	149	3.0	2.2	1.4							
	20	88	0.81	2.3	97	132	2.0	1.5	1.7							
	25	70	0.78	2.0	118	160	2.0	1.5	1.3							
	30	58	0.74	1.6	99	134	1.5	1.1	1.6	56 C						
	40	44	0.71	1.5	125	170	1.5	1.1	1.4							
	50	35	0.67	1.3	101	137	1.0	0.75	1.5							
	65	27	0.63	1.2	91	123	0.75	0.55	1.6							
	80	22	0.60	1.1	106	143	0.75	0.55	1.3							
	100	18	0.56	0.9	120	163	0.75	0.55	1.0		—	—				

89	n ₁ = 1750				XNC									
	i _n	n ₂ [min ⁻¹]	Rd	P ₁₀ [Hp]	T ₂		P ₁		FS'	NEMA				
					[Ft·lb]	[Nm]	[Hp]	[kW]						
	7.5	233	0.88	4.0	96	130	5.0	3.6	2.2	—	—	—	182 TC	184 TC
	10	175	0.86	3.4	125	169	5.0	3.6	1.8					
	15	117	0.84	3.0	111	151	3.0	2.2	2.1					
	20	88	0.82	2.7	145	196	3.0	2.2	1.8					
	25	70	0.80	2.4	177	240	3.0	2.2	1.4					
	30	58	0.76	2.0	203	275	3.0	2.2	1.3	56 C	143 TC	145 TC	—	—
	40	44	0.72	1.7	173	234	2.0	1.5	1.6					
	50	35	0.69	1.5	208	282	2.0	1.5	1.3					
	65	27	0.65	1.3	187	253	1.5	1.1	1.3					
	80	22	0.63	1.3	151	205	1.0	0.75	1.5					
	100	18	0.58	1.1	125	169	0.75	0.55	1.6					

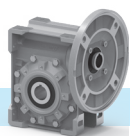
90	n ₁ = 1750				XNC									
	i _n	n ₂ [min ⁻¹]	Rd	P ₁₀ [Hp]	T ₂		P ₁		FS'	NEMA				
					[Ft·lb]	[Nm]	[Hp]	[kW]						
	7.5	233	0.88	4.0	96	130	5.0	3.6	2.2	—	—	—	182 TC	184 TC
	10	175	0.86	3.4	125	169	5.0	3.6	1.8					
	15	117	0.84	3.0	111	151	3.0	2.2	2.1					
	20	88	0.82	2.7	145	196	3.0	2.2	1.8					
	25	70	0.80	2.4	177	240	3.0	2.2	1.4					
	30	58	0.76	2.0	203	275	3.0	2.2	1.3	56 C	143 TC	145 TC	—	—
	40	44	0.72	1.7	173	234	2.0	1.5	1.6					
50	35	0.69	1.5	208	282	2.0	1.5	1.3						
65	27	0.65	1.3	187	253	1.5	1.1	1.3						
80	22	0.63	1.3	151	205	1.0	0.75	1.5						
100	18	0.58	1.1	125	169	0.75	0.55	1.6						



		NEMA		
		56C	143TC - 145TC	182TC - 184 TC
G1	in [mm]	4 1/2" [110.25]		8 1/2" [215.9]
R1	in [mm]	5 7/8" [149.225]		7 1/4" [184.15]
Y	in [mm]	6 1/2" [165.10]		9" [228.6]
D	in [mm]	5/8" [15.875]	7/8" [22.225]	1 1/8" [28.575]

* **WARNING:** Maximum allowable torque $[T_{2M}]$ must be calculated using the following service factor : $T_{2M} = T_2 \times FS'$

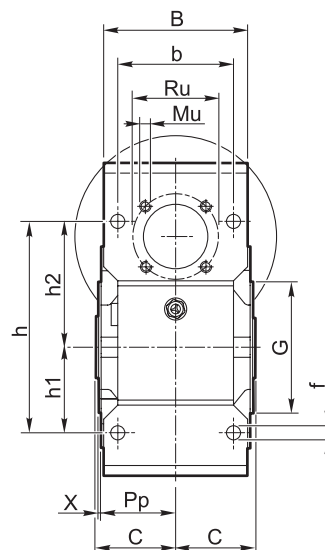
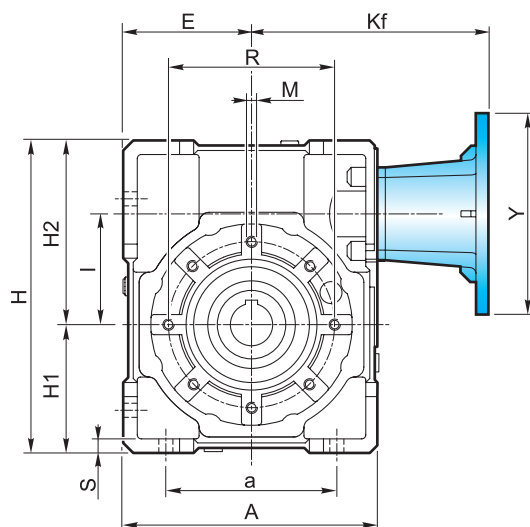
* **ATENCION:** el par máximo utilizable $[T_{2M}]$ deberá calcularse con respecto al factor de servicio: $T_{2M} = T_2 \times FS'$



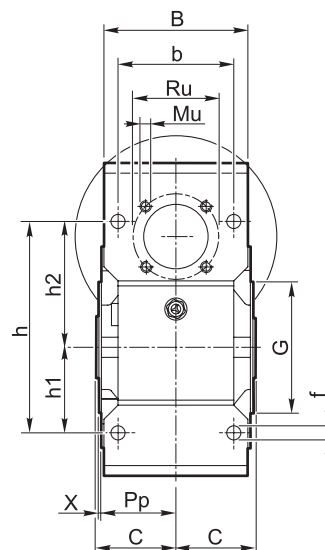
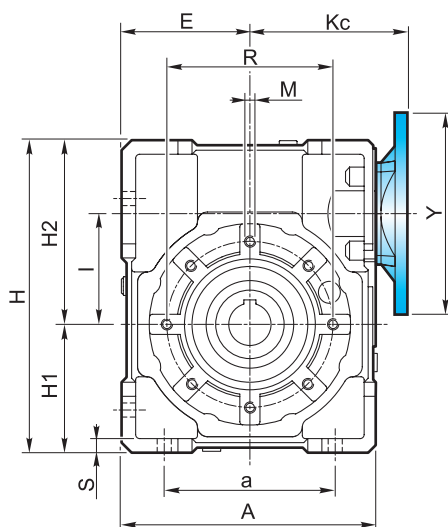
2.7 Dimensions

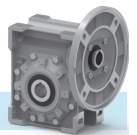
2.7 Dimensiones

XNF



XNC



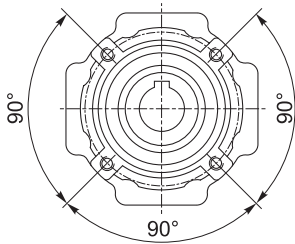


2.7 Dimensions

2.7 Dimensiones

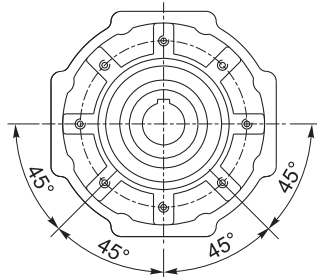
Shaft-mounted flange / Brida pendular

40 - 50



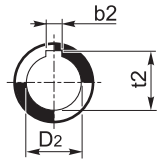
4 Holes / Agujeros

63 - 75 - 89 - 90



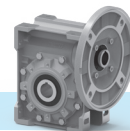
8 Holes / Agujeros

Output hollow shaft
Eje hueco de salida



XN		A	a	B	b	b ₂	C	D ₂ H8	E	f	G h8	H	H ₁	H ₂	h	h ₁	h ₂
40	in [mm]	4.134 [105]	2.756 [70]	2.795 [71]	2.362 [60]	3/16" [4.762]	1.535 [39]	3/4" [19.05]	1.969 [50]	0.256 [6.5]	2.362 [60]	4.921 [125]	1.969 [50]	2.953 [75]	3.543 [90]	1.378 [35]	2.165 [55]
50	in [mm]	4.921 [125]	3.150 [80]	3.346 [85]	2.756 [70]	1/4" [6.35]	1.811 [46]	1" [25.4]	2.362 [60]	0.335 [8.5]	2.756 [70]	5.906 [150]	2.362 [60]	3.543 [90]	4.094 [104]	1.575 [40]	2.520 [64]
63	in [mm]	5.787 [147]	3.937 [100]	4.055 [103]	3.346 [85]	1/4" [6.35]	2.205 [56]	1" [25.4]	2.835 [72]	0.354 [9]	3.150 [80]	7.165 [182]	2.835 [72]	4.331 [110]	5.118 [130]	1.969 [50]	3.150 [80]
75	in [mm]	6.929 [176]	4.724 [120]	4.409 [112]	3.543 [90]	1/4" [6.35]	2.362 [60]	1 1/4" [31.75]	3.386 [86]	0.433 [11]	3.740 [95]	8.642 [219.5]	3.386 [86]	5.256 [133.5]	6.024 [153]	2.362 [60]	3.661 [93]
89	in [mm]	7.992 [203]	5.512 [140]	5.118 [130]	3.937 [100]	5/16" [7.938]	2.756 [70]	1 3/8" [34.925]	4.055 [103]	0.512 [13]	4.331 [110]	9.783 [248.5]	4.055 [103]	5.728 [145.5]	6.772 [172]	2.756 [70]	4.016 [102]
90	in [mm]	7.992 [203]	5.512 [140]	5.118 [130]	3.937 [100]	5/16" [7.938]	2.756 [70]	1 3/8" [34.925]	4.055 [103]	0.512 [13]	4.331 [110]	9.783 [248.5]	4.055 [103]	5.728 [145.5]	6.772 [172]	2.756 [70]	4.016 [102]

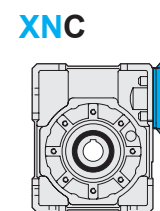
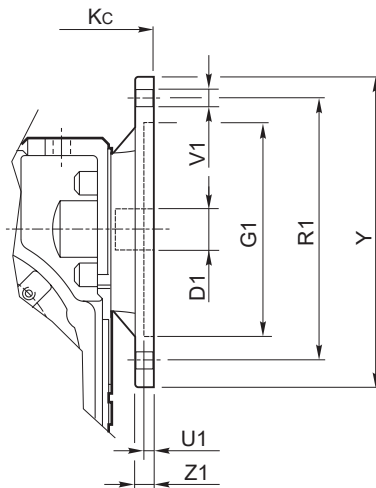
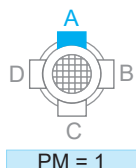
XN		I	K _c	Kf	L	M	M _u	N	P _p	R	Ru	S	t ₂	X
40	in [mm]	1.575 [40]	-	5.287 [134.3]	0.787 [20]	M6x0.394 M6x10	M5x0.394 M5x10	2.264 [57.5]	1.437 [36.5]	2.953 [75]	1.669 [42.4]	0.236 [6]	0.837 [21.26]	0.059 [1.5]
50	in [mm]	1.969 [50]	see page ver pag. B11	-	0.984 [25]	M8x0.394 M8x10	M6x0.394 M6x10	2.657 [67.5]	1.713 [43.5]	3.346 [85]	2.114 [53.7]	0.276 [7]	1.114 [28.3]	0.059 [1.5]
63	in [mm]	2.480 [63]		-	1.181 [30]	M8x0.551 M8x14	M6x0.472 M6x12	3.051 [77.5]	2.087 [53]	3.740 [95]	2.394 [60.8]	0.315 [8]	1.114 [28.3]	0.079 [2]
75	in [mm]	2.953 [75]		-	1.575 [40]	M8x0.551 M8x14	M8x0.472 M8x12	3.740 [95]	2.244 [57]	4.528 [115]	2.783 [70.7]	0.394 [10]	1.367 [34.72]	0.079 [2]
89	in [mm]	3.543 [90]		-	—	M10x18 M10x18	M8x0.551 M8x14	—	2.638 [67]	5.118 [130]	2.783 [70.7]	0.472 [12]	1.518 [38.56]	0.079 [2]
90	in [mm]	3.543 [90]		-	1.575 [40]	M10x0.709 M10x18	M8x0.551 M8x14	4.134 [105]	2.638 [67]	5.118 [130]	2.783 [70.7]	0.472 [12]	1.518 [38.56]	0.079 [2]



2.7 Dimensions

2.7 Dimensiones

Input flange / Brida de entrada



XNC	NEMA		G ₁	PM	R ₁	U ₁	V ₁		Y	Z ₁	K _c
				1			∅				
50	56 C	inch [mm]	4 1/2" [114.3]	•	5 7/8" [149.22]	0.236 [6]	0.394 [10]	4	6 1/2" [165.1]	0.472 [12]	3.583 [91]
63	56 C	inch [mm]	4 1/2" [114.3]	•	5 7/8" [149.22]	0.197 [5]	0.394 [10]	4	6 1/2" [165.1]	0.472 [12]	3.819 [97]
	143 / 145 TC	inch [mm]	4 1/2" [114.3]	•	5 7/8" [149.22]	0.197 [5]	0.394 [10]	4	6 1/2" [165.1]	0.472 [12]	3.819 [97]
75	56 C	inch [mm]	4 1/2" [114.3]	•	5 7/8" [149.22]	0.197 [5]	0.394 [10]	4	6 1/2" [165.1]	0.433 [11]	4.409 [112]
	143 / 145 TC	inch [mm]	4 1/2" [114.3]	•	5 7/8" [149.22]	0.197 [5]	0.394 [10]	4	6 1/2" [165.1]	0.433 [11]	4.409 [112]
	182 / 184 TC	inch [mm]	8 1/2" [215.9]	•	7 1/4" [184.15]	0.216 [5.5]	0.551 [14]	4	9 [228.6]	0.650 [16.5]	4.547 [115.5]
89 90	56 C	inch [mm]	4 1/2" [114.3]	•	5 7/8" [149.22]	0.197 [5]	0.394 [10]	4	6 1/2" [165.1]	0.433 [11]	4.803 [122]
	143 / 145 TC	inch [mm]	4 1/2" [114.3]	•	5 7/8" [149.22]	0.197 [5]	0.394 [10]	4	6 1/2" [165.1]	0.433 [11]	4.803 [122]
	182 / 184 TC	inch [mm]	8 1/2" [215.9]	•	7 1/4" [184.15]	0.216 [5.5]	0.551 [14]	4	9 [228.6]	0.650 [16.5]	4.941 [125.5]

XNC	NEMA		D1 - Holes diameter NEMA / Diámetro orificios NEMA											
			5	7.5	10	15	20	25	30	40	50	65	80	100
50	56 C	inch [mm]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	/
63	56 C	inch [mm]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]
	143 / 145 TC	inch [mm]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	/	/	/
75	56 C	inch [mm]	/	/	/	/	/	/	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]
	143 / 145 TC	inch [mm]	/	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	/	/
	182 / 184 TC	inch [mm]	/	1 1/8" [28.575]	1 1/8" [28.575]	1 1/8" [28.575]	1 1/8" [28.575]	/	/	/	/	/	/	/
89 90	56 C	inch [mm]	/	/	/	/	/	/	/	/	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]	5/8" [15.875]
	143 / 145 TC	inch [mm]	/	/	/	/	/	/	/	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	7/8" [22.225]	/
	182 / 184 TC	inch [mm]	/	1 1/8" [28.575]	1 1/8" [28.575]	1 1/8" [28.575]	1 1/8" [28.575]	1 1/8" [28.575]	1 1/8" [28.575]	/	/	/	/	/

N.B.: STD mounting of P_M=1
N.B.: El montaje STD de P_M=1