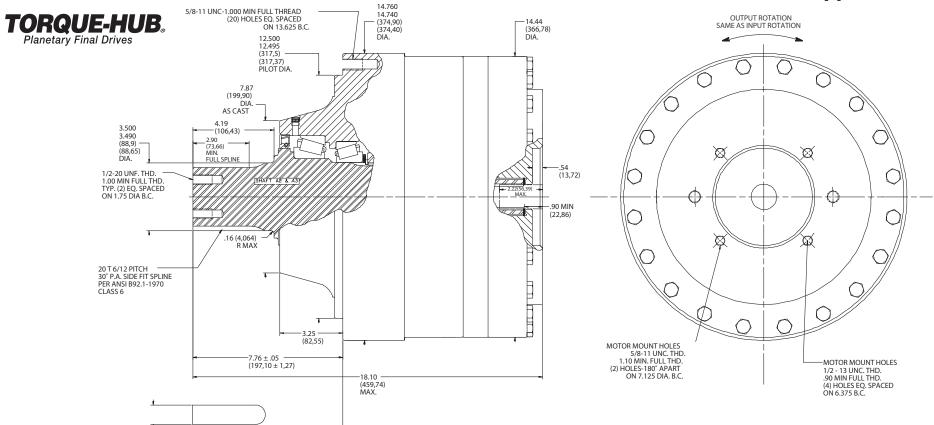
# S7A1/A2 Application Sheet





1.003 1.000 (25,48) (25,40) 1.003 (25,48) 1.000 (25,4) KEYWAY WIDTH

> 3.182 3.172 (80,82) (80,57)

3.558 DIA. 3.546 GROOVE (90,37) (90,07)

3.750 3.748

(95,25) (95,20) DIA.

1.00 MIN FULL THD. TYP (2) EQ. SPACED AS SHOWN ON 1.75 B.C. DIA.

1/2 - 20 UNF. THD.

7.760 + 050

(106,43) -3.25 (82,55) MIN. FULL KEYWAY

SHAFT A1-8-A5

.16 (4,064)R MAX

3.790 (96,27) 3.770 (95,78) (197,10 ± 1,27)

## S7A1/A2

#### Performance Data Continuous Intermittent Peak 75,000 lb-in 150,000 lb-in 200,000 lb-in 6,250 lb-ft 12,500 lb-ft 16,600 lb-ft 8,468 Nm 16,936 Nm 22,600 Nm 1,728 kg-m 2,304 kg-m 864 kg-m

For ultimate torque and horsepower capacities, contact a Torque-Hub® representative.

#### **Speed Limitations**

Input Speed: 3,000 RPM Maximum Intermittent

### Weight

www.fairfieldmfg.com

Approximately 430 lbs. (194 kg)

Note: Specific models will change weights.

#### Oil

Fill to half full with 90 weight gear lube with EP additive on most applications.

Approximate Volume 85 oz. (2,515 cm<sup>3</sup>)

Note: Oil level and type will vary with specific model and application.

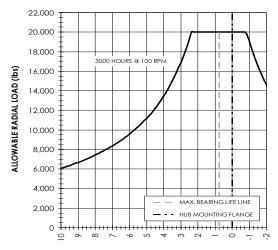
## **Conditions of Bearing Curve**

Life = 3,000 hours B-10 Speed = 100 RPM output

To adjust for loads and speeds other than shown on curve:

Adjusted Life (hrs) = 3,000 
$$\left(\frac{100 \text{ RPM}}{\text{Speed (Adjusted)}}\right) \times \left(\frac{\text{Load (Curve)}}{\text{Load (Adjusted)}}\right)^{10/3}$$

#### **Bearing Curve**



DISTANCE FROM HUB MOUNTING FACE (in)

#### **S7A1 Model Formula A1** 95 S - Torque-Hub® Shaft Output Reduction **27** - 27.4:1 45 - 45.2:1 **59** - 58.8:1 7 - Series **73** – 72.5:1 **95** - 94.7:1 Input 4 - 14T, 12/24 Spline Shaft Hub Hub Flange Flange B.C. Configuration Thickness **œrlikon** 3.75" Dia. No Flange (20) 5/8-11 Holes 1" Keyway 13.625 B.C. 3.50" Dia. (20) 5/8-11 Holes **Motor Mount** fairfield No Flange 20T, 6/12 Spline 13.625 B.C. 4 - S.A.E. "C" (5.005/5.001) Pilot [2 & 4 bolt] Fairfield Manufacturing Company, Inc. First in Custom Gears and Drive Systems

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