



The INKOMA-Inkoflex coupling is a machine element for the transmission of torque between shafts where absolute alignment cannot be guaranteed, due to manufacture or assembly limitations, or where due to operating conditions an ideal alignment cannot be achieved.

The INKOMA Inkoflex coupling compensates for both radial and angular misalignment, occurring during operation, up to the permitted designed limits.

Patents for the INKOMA Inkoflex coupling have been applied for in all leading industrial countries.

The INKOMA-Inkoflex coupling has the following important features:

- Torsionally stiff shaft connection with compensation for radial and angular misalignment.
- no loss of synchronicity
- dynamically balanced
- short length
- no reactive loads on related bearings
- accommodates a few millimeters of radial misalignment and up to 5° of angular misalignment
- maintenance free
- all-steel construction

The INKOMA-Inkoflex coupling IFK is available in the following versions:

A1 = Basic version:

Both outer discs have tapped holes for connecting components. The number of tapped holes on pitch circle "C".

- 3 flexing drive module= 3 x 120°
- 4 flexing drive module= 4 x 90°
- 5 flexing drive module= 5 x 72°
- 6 flexing drive module= 6 x 60°

A2 = Hub version:

Both outer discs have finished bores in outward facing hubs and keyways to BS 4235 (DIN 6885).

A3 = Tension hub version:

Basic version A1 with additional shrink disc. The shrink disc allows keyless fitting to the shaft.

A4 = Separable hub version:

Basic version A1 with additional adaptor flanges. These flanges have hubs for shaft fitting.

A5 = Hub version with inward facing integral hubs:

Both outer discs have finished bores in inward facing hubs.

A6 = Separable hub version with inward facing integral hubs:

Basic version A1 with additional inward facing adaptor flanges.

A7 = Split hub version:

This hub version has two components - a fixed and a removable part allowing radial clamping to the shaft. This version requires no axial displacement of the shaft for assembly and disassembly.

Combinations:

Each coupling can combine any of these versions. E.g. A1/A2 - one disc with tapped holes and the other with outward facing bored hub.

Special versions:

In addition to basic versions, customer specific executions are also possible e.g. incorporating sprocket, gears, shaft, etc. in the outer discs.

INKOMA-Inkoflex single disc coupling IFE:

The INKOMA Inkoflex single disc coupling is for use with compatible PK (Parallel offset) coupling and has the same number of flexing modules as the the PK coupling has links. I.e. 3, 4, 5, or 6 flexing modules. These flexing modules connect directly with the flanged outer disc of the PK coupling.

Order code	Radial offset	Angular misalignment	Power	Torque	Inertia ¹⁾	max. speed ²⁾
	±R [mm]	±α [°]	$\frac{P}{n}$ [kW / 1/min]	T _{stat} [Nm]	J [kg cm ²]	n [1/min]
IFK 42.50/3	0,5	5	0,008	66	3	3000
IFK 42.70/4	0,5	5	0,014	206	5	3000
IFK 64.70/3	0,5	5	0,026	252	13	3000
IFK 64.90/4	1	5	0,051	490	35	3000
IFK 64.120/4	1	5	0,071	686	118	2500
IFK 78.120/4	1	5	0,109	1044	218	2500
IFK 78.140/4	1	5	0,134	1275	324	2500
IFK 78.160/4	1	5	0,158	1508	562	2500
IFK 104.140/4	1	4	0,272	2600	402	2500
IFK 104.160/4	1	4	0,330	3120	679	2500
IFK 124.160/4	1	4	0,385	3680	778	2000
IFK 124.180/4	1	3	0,452	4320	1194	1800
IFK 124.200/4	1	3	0,509	4860	1927	1800
IFK 146.200/4	1	3	0,628	6000	3037	1800
IFK 146.200/5	1	3	0,785	7500	3037	1800
IFK 146.250/4	1	3	0,837	8000	6296	1800
IFK 146.250/5	1	3	1,047	10000	6296	1800
IFK 146.250/6	1	3	1,256	12000	6296	1800
IFK 146.310/5	1	3	1,361	13000	12585	1800
IFK 146.310/6	1	3	1,633	15600	12585	1800
IFK 146.310/8	1	3	2,170	20800	12585	1800
IFK 220.350/4	1	2	1,983	19040	39456	1700
IFK 220.350/5	1	2	2,492	23800	39456	1700
IFK 220.400/5	1	2	3,518	33600	74542	1700
IFK 220.400/6	1	2	4,617	44100	74542	1700
IFK 340.480/4	1	2	7,454	71225	211350	1000
IFK 340.560/4	1	2	9,158	87505	357240	1000
IFK 340.560/5	1	2	11,453	109384	357240	1000
IFK 340.620/6	1	2	15,547	148500	573088	1000

¹⁾ for version A1

²⁾ for speeds exceeding 1500 1/min the coupling, in all designs, must be dynamically balanced.



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