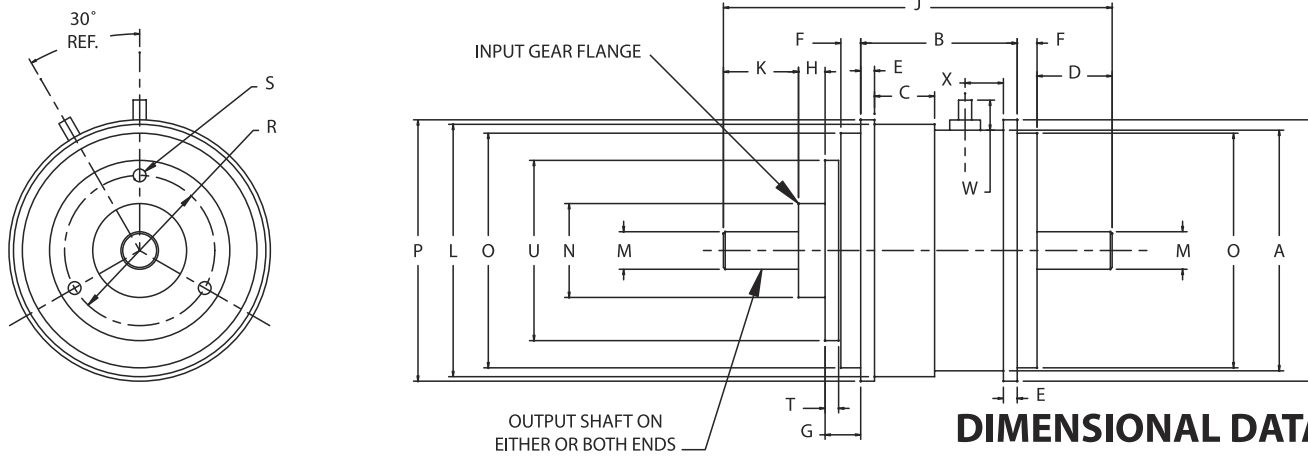


SPECIFICATIONS

		CF-26	CF-28	CF-30	CF-32	CF-34
Weight (Nominal)	<i>Oz.</i>	1.2	2.0	4.2	7.9	10.9
Volts	<i>D.C.</i>	24 to 28	24 to 28	24 to 28	24 to 28	24 to 28
Coil Resistance $\pm 10\%$	<i>Ohms</i>	275.0	169.0	165.0	151.0	138.0
Clutch Torque Minimum	<i>Oz. In.</i>	5.0	12.0	16.0	32.0	100.0
Response Time @ 28 V.D.C. (Energize)	<i>MS Nom.</i>	7.0	7.0	10.0	14.0	20.0
Maximum No Load Torque (Drag) Energized	<i>Oz. In.</i>	.20	.20	.30	.40	.50
Maximum No Load Torque (Drag) De-energized	<i>Oz. In.</i>	.20	.20	.40	.60	.80
Polar Moment of Inertia - Input Gear Flange (Eng)	<i>In. Lb. Sec²</i>	2.6×10^{-6}	4.7×10^{-6}	11.5×10^{-6}	35.4×10^{-6}	56.7×10^{-6}
Polar Moment of Inertia - Output Shaft (Eng)	<i>In. Lb. Sec²</i>	2.6×10^{-6}	8.5×10^{-6}	21.0×10^{-6}	56.5×10^{-6}	109.4×10^{-6}
Polar Moment of Inertia - Output Shaft (De-Eng)	<i>In. Lb. Sec²</i>	3.9×10^{-6}	10.0×10^{-6}	22.0×10^{-6}	65.0×10^{-6}	120.8×10^{-6}



	A	B	C	D	E	F	G	H	J	K	L	M*	N*	O*	P	P'	R	S	T	U	W	X
Model	$\pm .010$	$\pm .015$	$\pm .010$	$\pm .020$	$+ .003$ $- .000$	$\pm .005$	$\pm .005$	$\pm .005$	$\pm .015$	$\pm .020$	$\pm .005$	$+ .0000$ $- .0005$	$+ .0000$ $- .0005$	$+ .0000$ $- .0005$	$+ .000$ $- .005$	$+ .000$ $- .005$	$\pm .005$	2B THD	$\pm .002$	$\pm .005$	REF	REF
CF-26	.800	.532	.270	.300	.047	.100	.175	.120	1.527	.300	.845	.1248	.3750	.7500	.877	.920	.625	#2-56	.061	.740	.220	.065
CF-28	1.025	.532	.252	.300	.060	.100	.175	.120	1.527	.300	1.105	.1248	.3750	1.0000	1.115	1.195	.625	#2-56	.061	.740	.230	.065
CF-30	1.250	.659	.349	.375	.060	.125	.203	.177	1.914	.375	1.350	.1873	.5000	1.2500	1.370	1.470	.750	#2-56	.064	.934	.218	.065
CF-32	1.500	.801	.441	.500	.060	.125	.230	.177	2.333	.500	1.600	.2498	.6250	1.5000	1.620	1.718	1.000	#2-56	.090	1.200	.210	.065
CF-34	1.650	1.042	.400	.500	.090	.125	.230	.177	2.574	.500	1.745	.2498	.6250	1.5620	1.740	1.853	1.000	#2-56	.090	1.200	.200	.255

* Concentric within .0015 T.I.R.