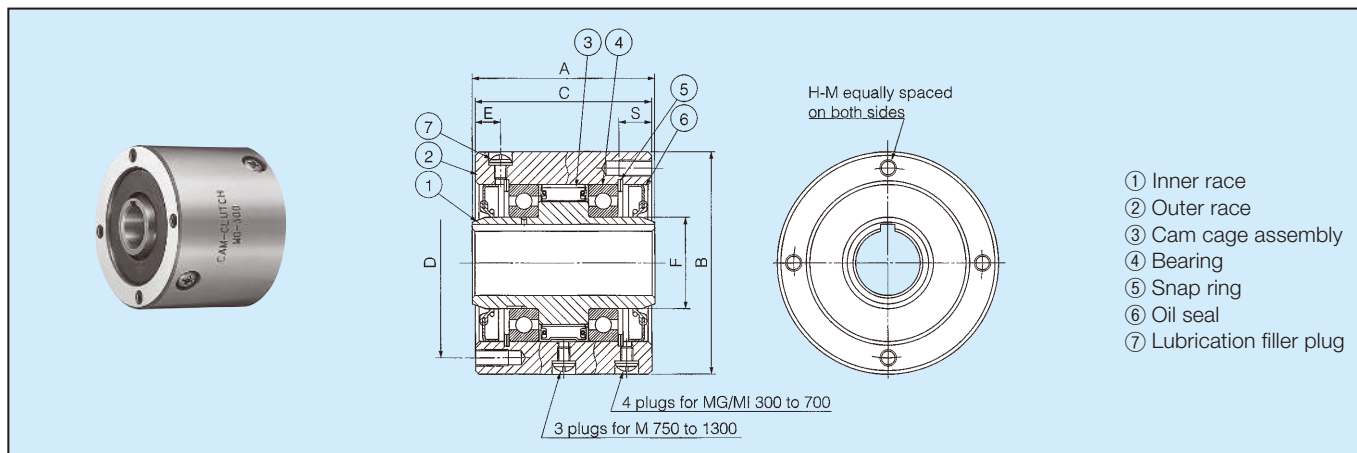


MG, MI SERIES CAM CLUTCH

MODELS MG300 TO MG1300/MI300 TO MI1300

For General Applications



Dimensions and Capacities

Dimensions in mm

Model	Torque Capacity (N·m)	Drag Torque (N·m)	Max. Overrunning (r/min)		Max. Indexing (cycle/min)	Bore Size		A	B (h7)	C	PCD D	E	F	S	H-M No. of Tapped Holes×Size ×Pitch	Lubrication Filler Plug Size×Pitch	Oil (ml)	Weight (kg)
			Inner Race	Outer Race		Dia. (H7)	Keyway											
MG 300 MI 300	314	0.23 0.31	2800 50	900 —	— 300	19	5× 2	63	77	60	66	10.4	28.5	13	4×M 6×P1.0	M 6×P1.0	25 50	1.8
MG 400 MI 400	539	0.29 0.38	2600 50	800 —	— 300	22	5× 2	70	88	67	73	10.7	31.7	16	4×M 8×P1.25	M 6×P1.0	30 60	2.7
MG 500 MI 500	1620	0.51 0.68	2400 50	800 —	— 300	31.5	7× 3	89	108	86	92	12.3	44.4	16	4×M 8×P1.25	M 6×P1.0	50 100	5.0
MG 600 MI 600	3140	0.85 1.54	2100 30	700 —	— 300	50	12× 3.5	95	136	92	120	12.8	69.8	16	6×M 8×P1.25	M 6×P1.0	80 160	8.6
MG 700 MI 700	5880	1.70 2.63	1500 30	500 —	— 300	70	18× 6	127	180	124	160	19.8	101.5	20	6×M10×P1.5	M 6×P1.0	135 260	19.5
MG 750 MI 750	9500	3.43 4.12	1800 30	600 —	— 300	85	24× 6	153	200	150	175	75	110	25	8×M14×P2.0	M 8×P1.25	400 800	37.0
MG 800 MI 800	17600	5.39 8.33	1300 20	475 —	— 300	110	28× 7	158	250	155	220	77.5	140	25	8×M16×P2.0	M 8×P1.25	500 1000	46.5
MG 900 MI 900	24500	6.77 9.41	1200 20	400 —	— 300	135	35× 9	165	300	160	265	80	170	32	10×M16×P2.0	M 8×P1.25	620 1240	70.5
MG1000 MI 1000	33800	8.14 12.74	1200 20	325 —	— 300	160	38×10	188	370	180	325	90	200	32	12×M16×P2.0	M 8×P1.25	850 1700	108.5
MG1100 MI 1100	78400	15.00 22.15	350 20	— 150	— 150	185	45×14	260	470	250	415	125	260	40	12×M20×P2.5	M12×P1.75	2900 5800	250
MG1200 MI 1200	95100	17.64 27.54	300 20	— 150	— 150	200	45×14	260	500	250	440	125	280	45	12×M24×P3.0	M12×P1.75	3000 6000	280
MG1300 MI 1300	176000	18.72 28.13	250 20	— 150	— 150	250	56×17.5	280	600	260	530	130	340	50	12×M30×P3.5	M12×P1.75	3800 7600	410

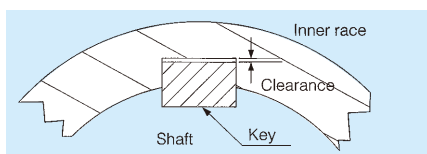
Note: If the inner race overrunning speed is above 400 r/min please consider BR-P series for long life high speed operation if application is Backstopping.

Installation and Usage

1. MG Series Cam Clutch is used for inner race overrunning applications. MI Series Cam Clutch is used for indexing applications.
2. For attaching a pulley, a gear, or sprocket to the clutch, insert the clutch into the hub of the device, and screw the bolts (high tension) into the tapped holes on the clutch end. The tolerance bore of the hub should be H6 or H7 of JIS standard. See the installation illustration on page 68.
3. Recommended shaft tolerances is H6 or H7.
4. The key should be in accordance with JIS B1301-1959. However, for M750 and above models, a key is attached.
5. Align the key to slide through the keyway smoothly before installation.
6. Use only a parallel key to secure the clutch. Never use a tapered key.
7. If the clutch receives shock loads or is designed for use at full torque

capacity, it is better to use a hardened key and shaft.

8. Allow for a clearance between the top of the clutch keyway and the top of the key for pressure ventilation of the clutch in the case of MG Series. A pressure ventilation hole is provided on the keyway of the clutch inner race.
9. When mounting the clutch on a shaft, apply pressure to the inner race, but never to the outer race.
10. Thrust load should be taken up by other devices, not by the Cam Clutch.
11. When using MG Series at medium and high speeds, pay attention to heating. Life is shortened if the temperature of Cam Clutch outer race rises to over



70°C. In case of continuous over running Please contact Tsubaki. In this case, use a different model or provide an oil bath or forced lubrication. During continuous overrunning, generally use MG Series at approximately 1/3 or less of the maximum overrunning rotation speed.

12. Oil is not sealed in at the time of shipment. Supply an appropriate amount of oil before use.
13. When placing an order for MG Series Cam Clutch model MG 750 and above, please inform TSUBAKI of the overrunning speed you use.
14. For vertical mounting, please consult TSUBAKI.
15. When using MG series at lower than 200r/min rotation speed please contact Tsubaki. The vent hole is removed to avoid oil leakage.

- See "Information for Selection" on page 77.
- See "Lubrication and Maintenance" on page 79.



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