

MEDIUM AIR CLUTCHES**MODEL PO – SIZES 8, 10 AND 11.38 INCHES**

- AVAILABLE IN 1, 2 OR 3 PLATE CONSTRUCTION
- MOLDED NON-ASBESTOS GEAR-TOOTH DRIVING PLATES FURNISHED AS STANDARD
- AMPLE DIAPHRAGM TRAVEL ELIMINATES NEED FOR WEAR ADJUSTMENT
- CARTRIDGE-TYPE DIAPHRAGM ASSEMBLY ELIMINATES LEAKAGE PROBLEMS
- INSULATOR PLATE SHIELDS DIAPHRAGM FROM SOURCE OF HEAT
- DIAPHRAGM FORMED FROM NEOPRENE REINFORCED WITH NYLON
- THREADED NUT PROVIDES QUICK DISASSEMBLY
- GENEROUS RELEASE SPRINGS PROVIDE FAST, POSITIVE RELEASE

**CAPACITY DATA**

Clutch Model	Application Duty Classification				Maximum Slip Torque @ 130 PSI Nm (lb-ft)	Maximum Safe Operating Speed		Air Volume to Engage (fully worn) cubic inches
	Class I Work Torque Nm (lb-ft)	Maximum rating – kW (hp)				Solid Plates	Split Plates	
		Class II	Class III	Class IV				
PO-108	526 (388)	45 (61)	31 (41)	23 (31)	702 (518)	3600	3050	6
PO-208	1068 (788)	92 (123)	61 (82)	45 (61)	1406 (1037)	4200	3650	11
PO-308	1581 (1166)	137 (184)	92 (123)	69 (92)	2108 (1555)	4250	3650	13
PO-110	892 (658)	72 (96)	48 (64)	36 (48)	1189 (877)	3100	2650	9
PO-210	1786 (1317)	143 (192)	95 (128)	72 (96)	2381 (1756)	3600	2900	16
PO-310	2678 (1975)	215 (288)	143 (192)	107 (144)	3570 (2633)	3650	2950	19
PO-111	1569 (1157)	92 (124)	61 (82)	206 (62)	2092 (1543)	2850	2200	14
PO-211	3137 (2314)	184 (247)	123 (165)	92 (124)	4183 (3085)	2850	2200	25
PO-311	4706 (3471)	277 (371)	184 (247)	139 (186)	6275 (4628)	3250	2720	31

For best clutch performance when used as:

Master or Operating Clutch – limit use to 75% of maximum input torque and derate for apply pressures less than 130 psi.

Class I = Disconnect, Class II = Light Duty, Class III = Normal Duty, Class IV = Heavy Duty.

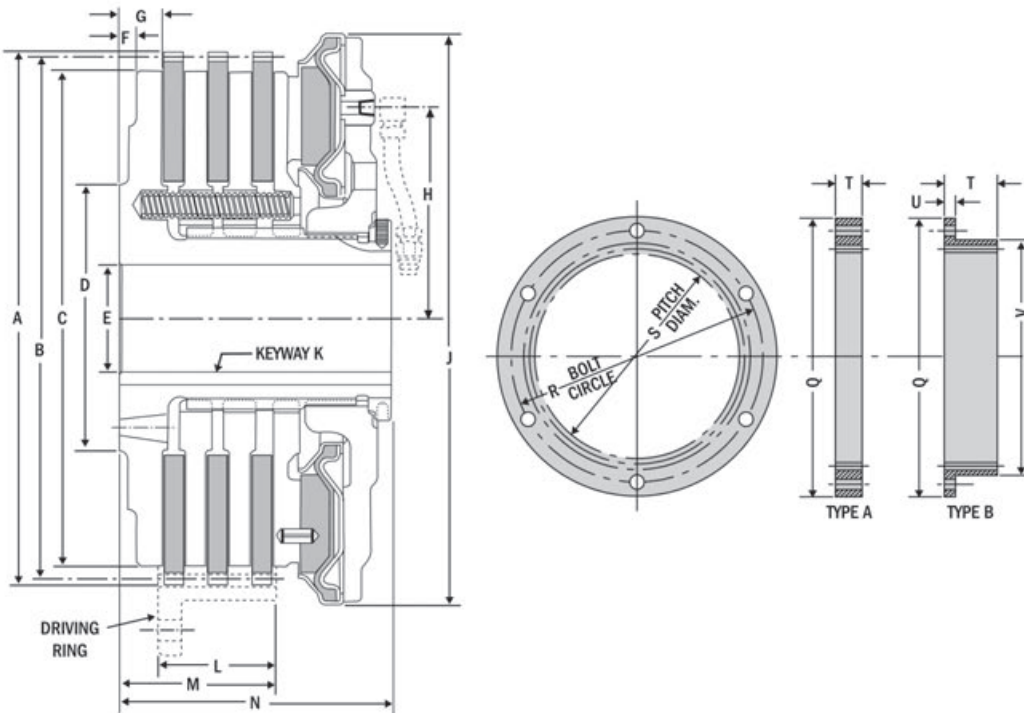
Maximum Speeds – The maximum speeds listed in this bulletin are safe permissible speeds possible with cast iron driving rings.

The driving ring is normally the most critical member because it has the largest diameter. It should be remembered that the maximum speed listed is usually set considerably above the desired operating speed in the average installation.

DIMENSIONAL DATA

Model	Weight kg (lbs)	A	B	C	D	E (max.)	F	G	H	J	K	L	M	N
PO-108	15 (32)	8.75	8.50	8.00	6.00	2.4375 2.4365	.06	.50	3.66	10.06	.50 x .25	.62	1.09	3.54
PO-208	16 (35)											1.44	1.95	4.39
PO-308	20 (43)											2.38	2.80	5.24
PO-110	24 (52)	10.75	10.50	10.00	6.25	2.4375 2.4365	.18	.71	4.31	11.69	.50 x .25	.88	1.36	3.89
PO-210	28 (62)											1.88	2.22	4.74
PO-310	33 (72)											2.38	3.07	5.60
PO-111	32 (70)	12.25	12.00	11.37	6.12	2.500 2.499	.37	.93	4.88	13.18	.50 x .25	.88	1.58	4.11
PO-211	39 (85)											1.88	2.57	5.09
PO-311	45 (100)											2.62	3.48	6.07

For accessories such as air unions and air control valves, contact Twin Disc, Incorporated.



CLUTCH DRIVING RINGS

Model	Type Ring	Q +.000 -.005	R	S	T	U	V	Holes No. Size	Teeth 20° PA.
PO-108	A	10.38	9.63	8.50	.63	—	—	6 - .41	51 - .75 P.
PO-208	B	11.25	10.25		1.44	.38	9.25		
PO-308	B	11.25	10.25		2.38	.38	9.25		
PO-110	A	12.38	11.63	10.50	.88	—	—	8 - .41	63 - .75 P.
PO-210	B	13.25	12.50		1.88	.38	11.38		
PO-310	B	13.25	12.50		2.38	.38	11.38		
PO-111	A	13.88	13.13	12.00	.88	—	—	8 - .41	72 - .75 P.
PO-211	A	13.88	13.13		1.88	—	—		
PO-311	B	15.50	14.38		2.63	.50	13.00		

USE A CERTIFIED PRINT FOR INSTALLATION

Twin Disc, Incorporated reminds users of these products that their safe operation depends on use in compliance with engineering information provided in our catalog. Users are also reminded that safe operation depends on proper installation, operation and routine maintenance and inspection under prevailing conditions. It is the responsibility of users (and not Twin Disc, Incorporated) to provide and install guards or safety devices which may be required by recognized safety standards or by the Occupational Safety and Health Act of 1970 and its subsequent provisions.

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