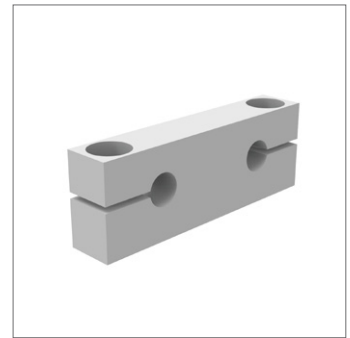
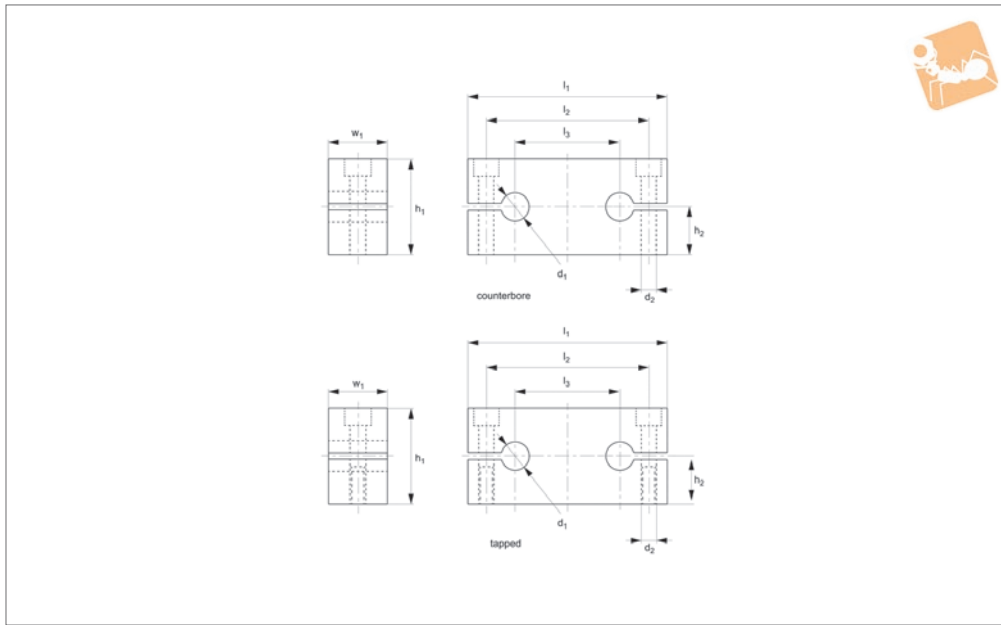




End Blocks for Twin Shafts

clearance and tapped hole fixing



L1760

LINEAR BEARINGS

Material

Aluminium alloy.

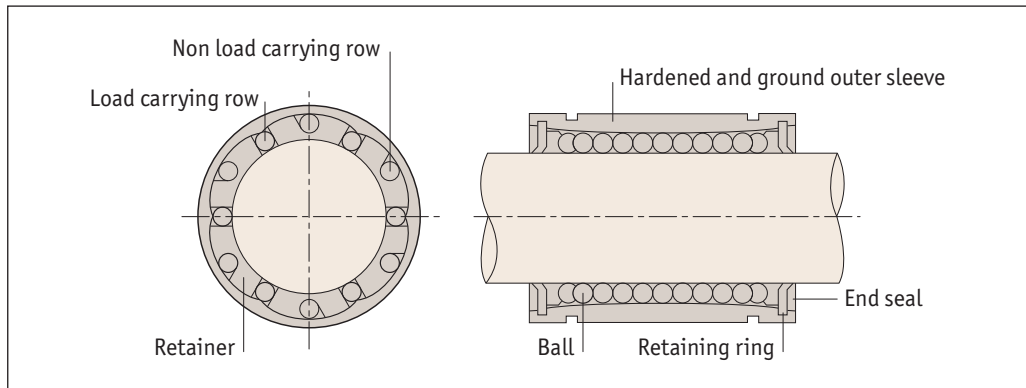
Technical Notes

For use with parts L1758 and L1759.

Order No.	Type	d ₁	d ₂	w ₁	h ₁	h ₂ ±0.015	l ₁	l ₂	l ₃	Weight kg
L1760.008-C	Clearance	8	5.5	12	23	12.5	65	52	32	0.04
L1760.012-C	Clearance	12	6.6	14	32	18.0	85	70	42	0.07
L1760.016-C	Clearance	16	9.0	18	36	20.0	100	82	54	0.13
L1760.020-C	Clearance	20	11.0	20	46	25.0	130	108	72	0.22
L1760.025-C	Clearance	25	13.5	25	56	30.0	160	132	88	0.44
L1760.030-C	Clearance	30	13.5	25	64	35.0	180	150	96	0.56
L1760.040-C	Clearance	40	17.5	30	80	44.0	230	190	122	1.00
L1760.008-T	Tapped	8	M 5	12	22	11	65	52	32	0.04
L1760.012-T	Tapped	12	M 6	14	28	14	85	70	42	0.07
L1760.016-T	Tapped	16	M 8	18	32	16	100	82	54	0.13
L1760.020-T	Tapped	20	M10	20	42	21	130	108	72	0.22
L1760.025-T	Tapped	25	M12	25	52	26	160	132	88	0.44
L1760.030-T	Tapped	30	M12	25	58	29	180	150	96	0.56
L1760.040-T	Tapped	40	M16	30	72	36	230	190	122	1.00



Linear ball bushings



Applications

- Computers and peripheral equipment.
- Recording equipment.
- Linear motion systems.
- Multi-axis drilling machine.
- Printing machines.
- Food packaging machines.
- Punching presses.
- Tool grinders.
- Assembly systems.
- Card selectors.

Interchangeability

Our linear bushing systems are designed to have full interchangeability, with other manufacturers' parts. **For shafting see part numbers L1770 to L1785.**

High precision retainer

The single body retainer guides 4-6 ball circuits. It precisely guides the balls with a smooth motion.

Tolerance of housing bore

Normal fit is standard, pressed fit is for without clearance.

Type	Case	
	Normal fit	Pressed fit
Part no.		
L1706 to L1733	H7	K6, J6
L1706... ⁻¹ to L1733... ⁻¹	H7	J7

Rigid outer sleeve

The hardened and precisely ground outer sleeve is made of bearing steel.

L1750 bushing carriages

Consists of light aluminium case and L1706 type linear bushing, so the installation can be finished simply by bolting. Longer life can be obtained by adjusting the orientation of the ball circuits in the linear carriage element against the direction of load.

Tolerance of shaft

Type	Shaft	
	Normal fit	Tight fit
Part no.		
L1706 to L1733	h6	k6
L1706... ⁻¹ to L1733... ⁻¹	f6, g6	h6



Technical Information

Load rating important information



Basic dynamic load rating C

The basic dynamic load rating is defined as the constant load both in direction and magnitude under which a group of identical linear bushings are individually operated. 90% of the units can travel 50KM without failing due to rolling contact fatigue.

Basic static load rating C₀

If a linear bushing is subject to an excessive load or impact, a permanent deformation occurs between the raceway and the rolling element. The basic static load rating is defined as the static load that gives a prescribed constant contact stress at the centre of the contact area between the rolling element and raceway receiving the maximum load.

Relationships between load ratings and the position of ball circuits

Load ratings of linear bushing are affected by the position of the ball circuits as shown below.

Load ratings and orientation of balls.

No of ball rows	Orientation of balls	
	Maximum load rating	Minimum load rating
4		
	$F = 1.41 \times C$	$F = C$
5		
	$F = 1.46 \times C$	$F = C$
6		
	$F = 1.26 \times C$	$F = C$



When designing a linear motion system it is necessary to consider how the application will affect performance. The following examples demonstrate how the position of the load and the centre of gravity can influence product selection. When evaluating your application, review each of the forces acting on your system and determine the product that best suits your needs.

Horizontal application

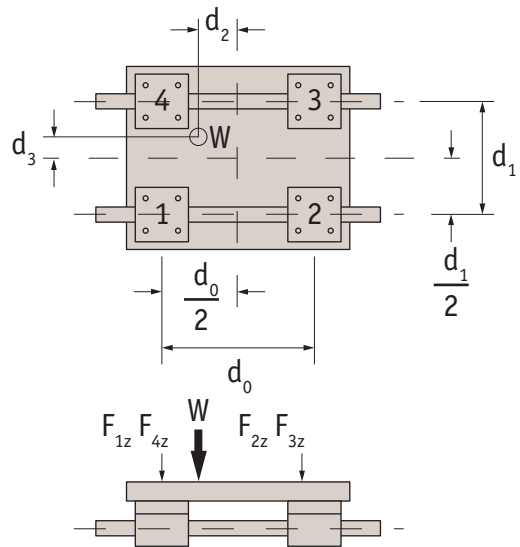
For uniform speed or when stopped.

$$F_{1z} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{2z} = \frac{W}{4} - \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{3z} = \frac{W}{4} - \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) + \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{4z} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) + \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$



Horizontal application

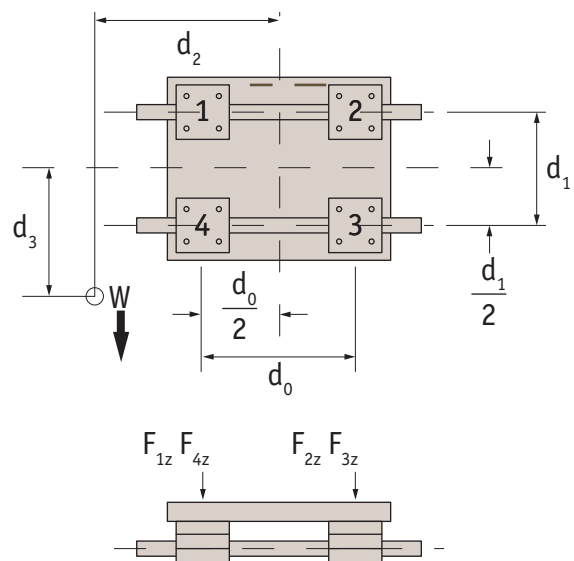
For uniform speed or when stopped.

$$F_{1z} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{2z} = \frac{W}{4} - \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) - \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{3z} = \frac{W}{4} - \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) + \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$

$$F_{4z} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right) + \left(\frac{W}{2} \cdot \frac{d_3}{d_1} \right)$$





Side mounted application

For uniform speed or when stopped.

$$F_{1Y} \sim F_{4Y} = \left(\frac{W}{2} \cdot \frac{d_3}{d_0} \right)$$

$$F_{1Z} = F_{4Z} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right)$$

$$F_{2Z} = F_{3Z} = \frac{W}{4} + \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right)$$

Vertical application

For uniform speed or when stopped. On start up/stop the load varies due to inertia in the system.

$$F_{1X} \sim F_{4X} = \left(\frac{W}{2} \cdot \frac{d_2}{d_0} \right)$$

$$F_{1Y} \sim F_{4Y} = \left(\frac{W}{2} \cdot \frac{d_3}{d_0} \right)$$

$$F_{1X} + F_{4X} \sim F_{2X} + F_{3X}$$

$$F_{1Y} + F_{4Y} \sim F_{2Y} + F_{3Y}$$

ov-linear-ball-bushings-load-rating-c-rmh - Updated - 22-02-2023