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**Flywheels For Industrial Engines Used  
With Industrial Power Take-Offs Equipped  
With Driving-Ring Type  
Overcenter Clutches and Engine Mounted  
Marine Gears—SAE J620d**

SAE Standard  
Last Revised June 1976

THIS IS A PREPRINT AND WILL  
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**PREPRINT**

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**FLYWHEELS FOR INDUSTRIAL ENGINES USED WITH INDUSTRIAL POWER TAKE-OFFS EQUIPPED WITH DRIVING-RING TYPE OVERCENTER CLUTCHES AND ENGINE MOUNTED MARINE GEARS—SAE J620d**

**SAE Standard**

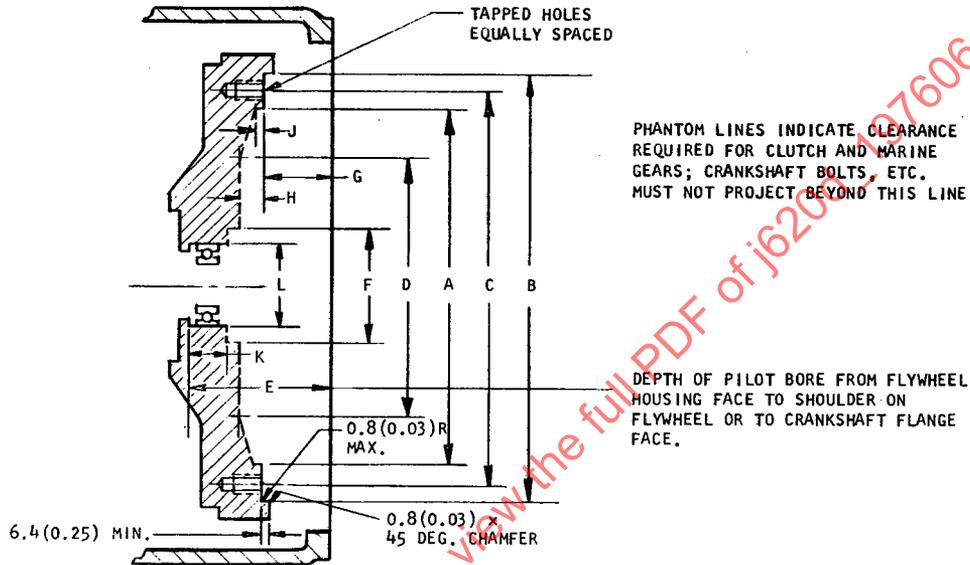
Report of Construction and Industrial Machinery Technical Committee and Engine Committee approved January 1953 and last revised by Construction Machinery Technical Committee June 1976.

**Scope**—This SAE standard defines flywheel configuration for industry standardization, interchangeability, and compatibility.

For dimensions of industrial power take-offs with driving-ring type over-center clutches, see SAE J621.

Table 1 and the figure give the dimensions for the flywheels.

For flywheel dimensions for engine mounted torque converters without front disconnect clutch, see SAE J927.



**TABLE 1—DIMENSIONS OF FLYWHEELS, mm (in)**

Clutch No.	A	B <sup>a,b</sup>	C	D	E	Tapped Holes <sup>d</sup>	
						No.	Size
6 1/2	184.2 ( 7.25)	215.90 ( 8.500)	200.02 ( 7.875)	127.0 ( 5.00)	71.4 (2.81)	6	5/16-18
7 1/2	206.2 ( 8.12)	241.30 ( 9.500)	222.25 ( 8.750)	—	71.4 (2.81)	8	5/16-18
8	225.6 ( 8.88)	263.52 (10.375)	244.48 ( 9.625)	—	100.1 (3.94)	6	3/8 -16
10	276.4 (10.88)	314.32 (12.375)	295.28 (11.625)	196.8 ( 7.75)	100.1 (3.94)	8	3/8 -16
11 1/2	314.5 (12.38)	352.42 (13.875)	333.38 (13.125)	203.2 ( 8.00)	100.1 (3.94)	8	3/8 -16
14	409.4 (16.12)	466.72 (18.375)	438.15 (17.250)	222.2 ( 8.75)	100.1 (3.94)	8	1/2 -13
16	460.2 (18.12)	517.52 (20.375)	488.95 (19.250)	254.0 (10.00)	100.1 (3.94)	8	1/2 -13
18	498.3 (19.62)	571.50 (22.500)	542.92 (21.375)	—	100.1 (3.94)	6	5/8 -11
21	584.2 (23.00)	673.10 (26.500)	641.35 (25.250)	—	100.1 (3.94)	12	5/8 -11
24	644.7 (25.38)	733.42 (28.875)	692.15 (27.250)	—	100.1 (3.94)	12	3/4 -10

NOTE: Suggested tolerances are to be measured on assembled engine; for measuring procedure, see SAE J1033.

<sup>a</sup>Diameter tolerance of driving-ring pilot bore 'B' is plus 0.13 (0.005), minus 0.000; maximum eccentricity is 0.13 (0.005) total indicator reading (see footnote b); face runout maximum total indicator reading is 0.0005 times the measured diameter. Diameter tolerance for mating driving ring, etc. pilot diameter is plus 0.000, minus 0.13 (0.005).

<sup>b</sup>Eccentricity between driving-ring pilot bore 'B' and pilot bearing bore 'L' is not to exceed 0.20 (0.008) total indicator reading.

<sup>c</sup>'K' is length of bore for pilot bearing; 'L' is nominal diameter of bearing. Diameter and fit are to suit installation. Maximum eccentricity is 0.13 (0.005) total indicator reading. (See footnote b.)

<sup>d</sup>Tapped holes shall be threaded in accordance with UNC Class 2B tolerances of ANSI B1.1 screw threads, and the minimum length of thread engagement shall be 1.5 times the nominal diameter.