

*Installatie instructies*  
*Installation instructions*  
*Installationsvorschriften*  
*Instructions d'installation*  
*Instrucciones de instalación*  
*Istruzioni per l'installazione*

<b>NEDERLANDS</b>	<b>2</b>
<b>ENGLISH</b>	<b>4</b>
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<b>ESPAÑOL</b>	<b>10</b>
<b>ITALIANO</b>	<b>12</b>



**Flexibele schroefkoppeling**

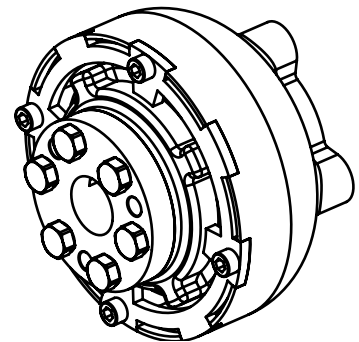
**Flexible propeller shaft coupling**

**Flexible Schraubenwellenkupplung**

**Accouplement flexible d'arbre porte-hélice**

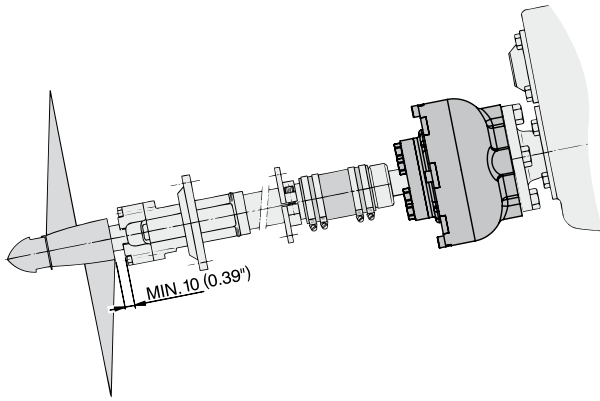
**Acoplamiento flexible del árbol porta-hélice**

**Giunto di accoppiamento flessibile dell'albero dell'elica**



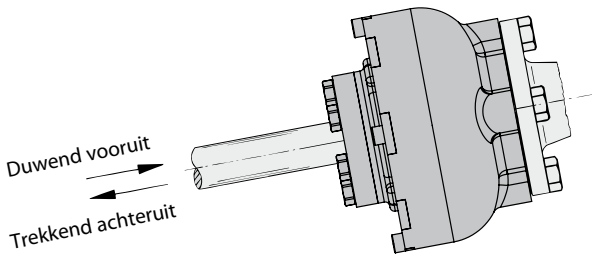
**Uniflex 13**  
**16**

## Opstelling

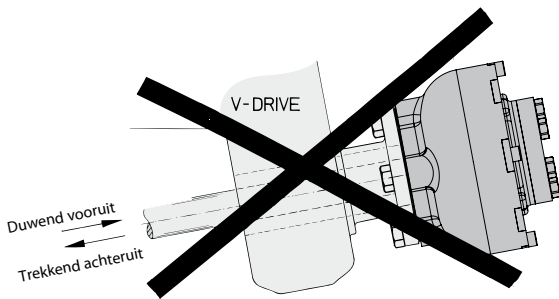


In verband met de axiale beweging van de schroefas moet er tussen het buitenlager en de naaf van de scheepsschroef een minimale vrije ruimte zijn. ◀

## Stuwkracht

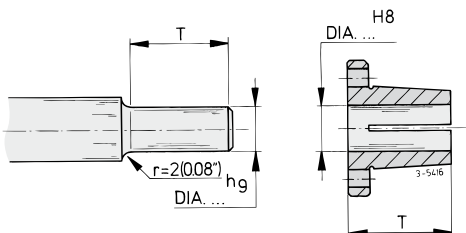


N.B. Bij vooruit varen moet het rubberdeel worden ingedrukt. ◀



Toepassing van de Uniflex in combinatie met een V-drive keerkoppeling is niet toegestaan! ◀

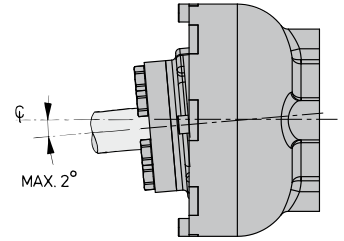
## Afwijkende (grotere) schroefas diameter



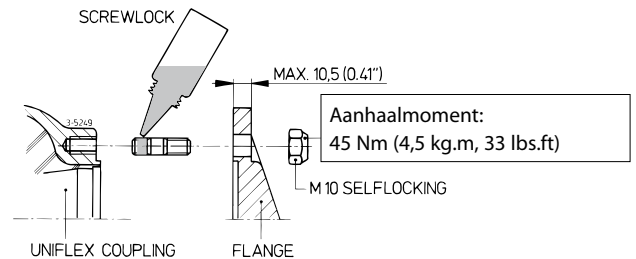
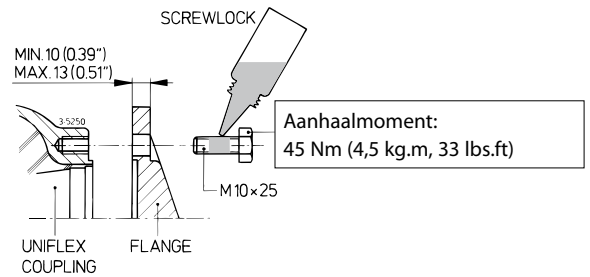
Verklein de schroefas diameter over de lengte van de klembus (afmeting 'T') naar afmeting 'd' van de koppeling, zie 'Hoofdafmetingen'. Radius 'r' minimaal 2 mm. ◀

## Uitlijnfout

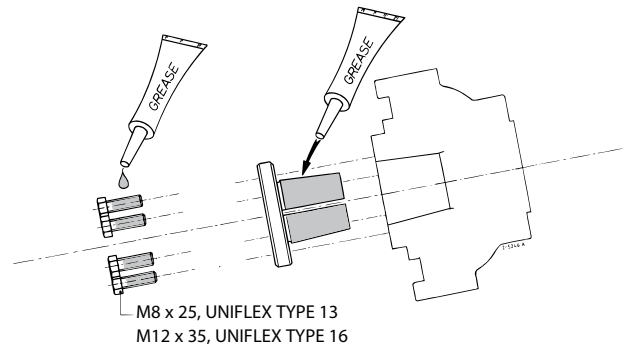
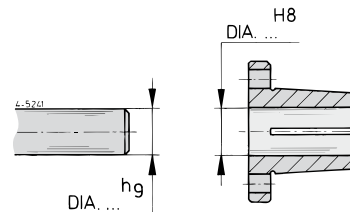
De maximaal toelaatbare uitlijnfout van de schroefas is 2°. ◀

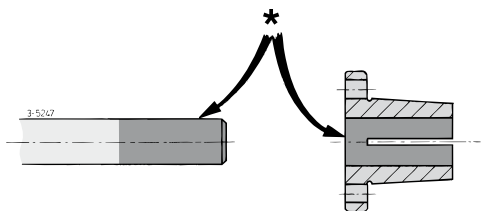


## Montage algemeen



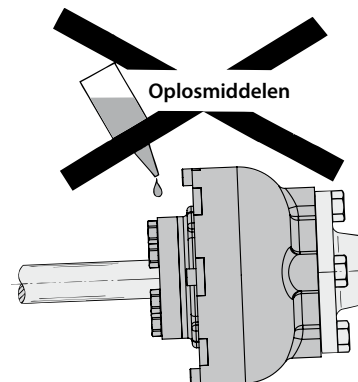
Om een betrouwbaar functionerende koppeling te verkrijgen dienen alle bouten en moeren met de opgegeven momenten te worden aangebracht. Gebruik hiervoor een momentsleutel; het 'op gevoel' aantrekken leidt niet tot bevredigende resultaten. ◀  
Vet de buitenzijde van de klemconus en de bouten in. ◀



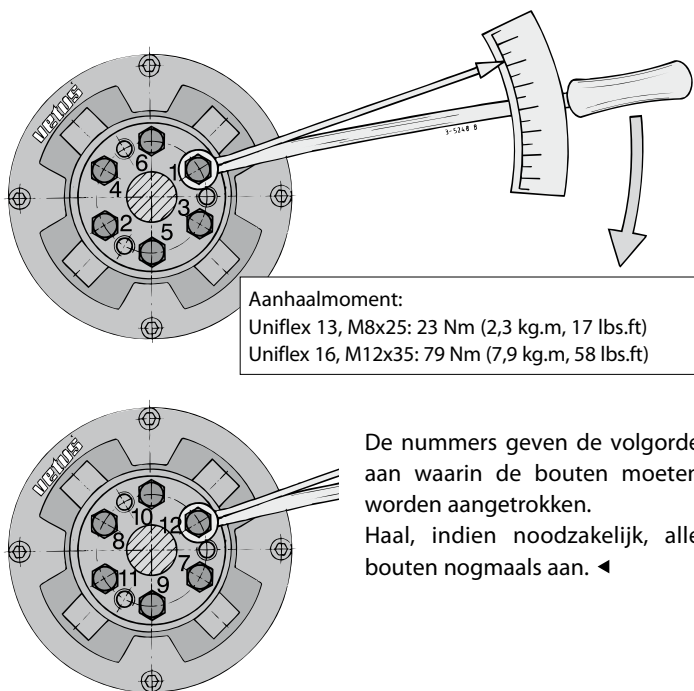


Om slip tussen de klemnaaf en de schroefas te voorkomen dienen deze vrij van vet en vuil (\*) te zijn. ◀

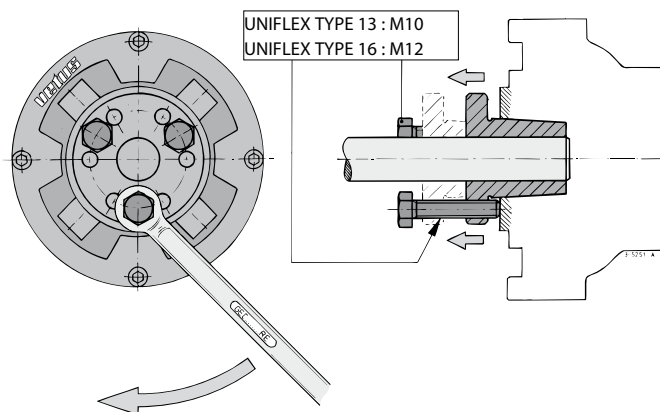
Zorg er voor dat de rubberdelen niet worden aangetast door oplosmiddelen. ◀



## Demontage



De nummers geven de volgorde aan waarin de bouten moeten worden aangetrokken. Haal, indien noodzakelijk, alle bouten nogmaals aan. ◀



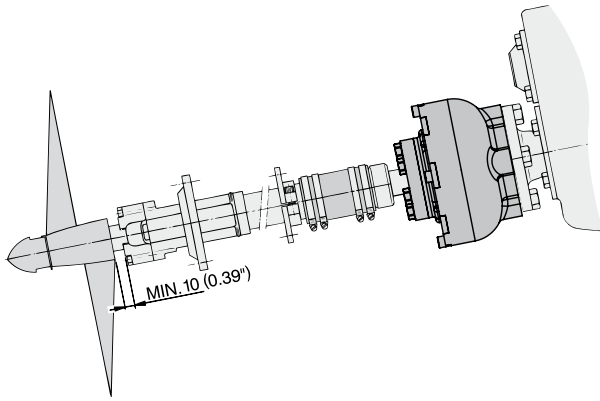
## Technische gegevens

Uniflex	:	13	16
Gewicht	:	2,4 kg	6,9 kg
Max. koppel volg. DIN6270B	:	250 N.m	500 N.m
		25 kgf.m	50 kgf.m
Max. koppel volg. DIN6270A	:	212 N.m	425 N.m
		21,7 kgf.m	42,3 kgf.m
Max. vermogen volg. DIN6270B *	:	2,6 kW/100 min <sup>-1</sup>	5,2 kW/100 min <sup>-1</sup>
		3,6 pk/100 omw/min	7,1 pk/100 omw/min
Max. vermogen volg. DIN6270A *	:	2,2 kW/100 min <sup>-1</sup>	4,5 kW/100 min <sup>-1</sup>
		3,0 pk/100 omw/min	6,0 pk/100 omw/min
Massatraagheidsmoment	J	364 . 10 <sup>-5</sup> kg.m <sup>2</sup>	1728 . 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,015 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Dyn. torsiestijfheid	:	900 N.m/rad	1900 N.m/rad
		6,37 %/100 N.m	3,02 %/100 N.m
Axiale trekstijfheid	:	1,7 kN/mm	1,9 kN/mm
		170 kgf/mm	190 kgf/mm
Axiale drukstijfheid	:	2,8 kN/mm	5,3 kN/mm
		280 kgf/mm	530 kgf/mm
Max. toerental bij	2° **	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
	0°	4500 min <sup>-1</sup>	3500 min <sup>-1</sup>
		1500 omw/min	1500 omw/min
		4500 omw/min	3500 omw/min

\* Max. vermogen  $m_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  is het max. koppel en n het toerental)

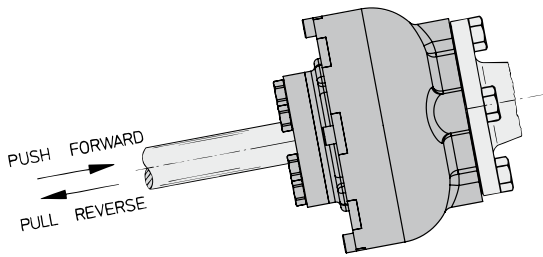
\*\* Maximale hoekverplaatsing voor beide types Uniflex is 2°.

## Mounting

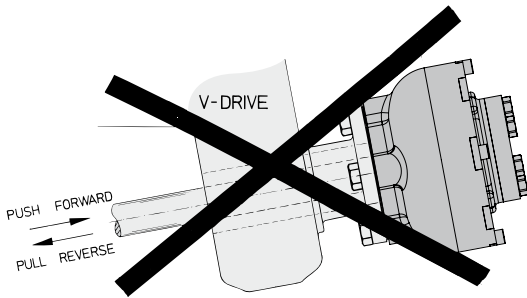


In connection with the axial movement of the propeller shaft a minimum free space between outer bearing and propeller hub is required. ◀

## Propeller-thrust

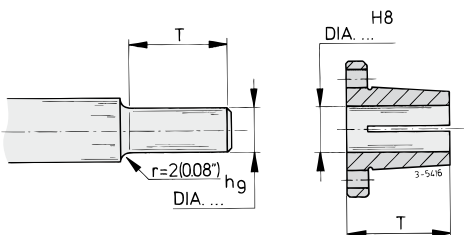


N.B. When sailing in forward direction the rubber part must be compressed. ◀



Using the Uniflex in combination with a V-drive type gearbox is not allowed! ◀

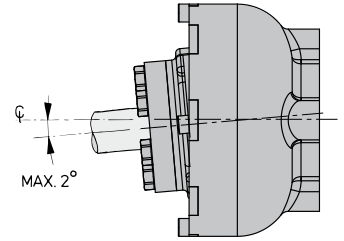
## Over-size (larger) propeller shaft diameter



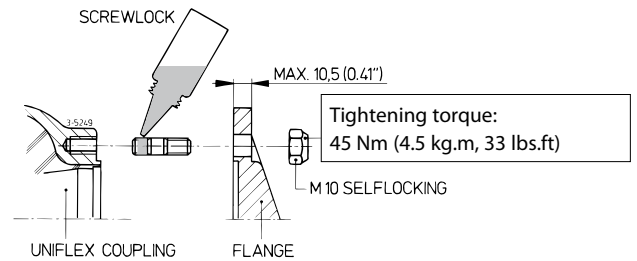
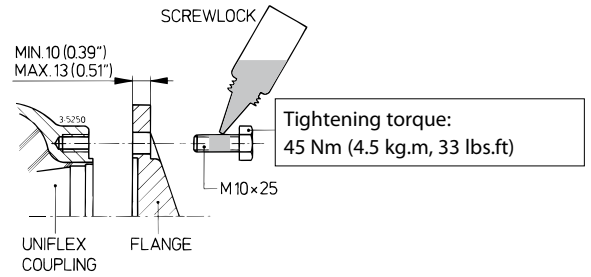
Reduce the propeller shaft diameter for the taper length (dimension 'A') to the given dimension 'd' of the coupling, see 'Overall dimensions'. Radius 'r' minimal 2 mm (0.08"). ◀

## Misalignment

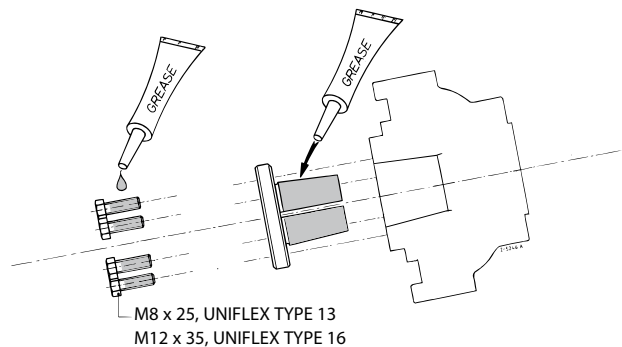
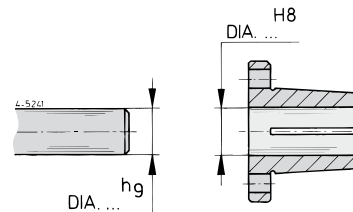
The maximum allowable misalignment of the propeller shaft is 2°. ◀



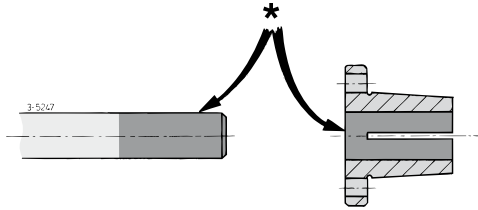
## General assembly



To achieve a reliably operating coupling all the bolts and nuts must be tightened with the torques given. Use a torque wrench; tightening it 'in the blind' will not lead to satisfying results. ◀

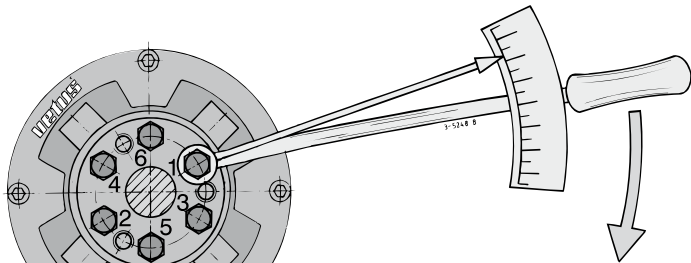
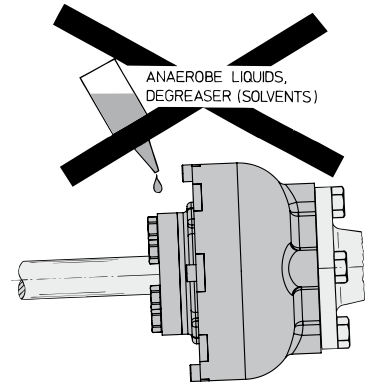


Grease the outside of the taper and the bolts. ◀

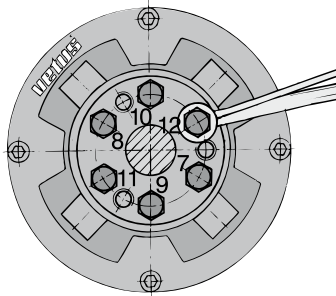


To prevent slipping between the clamping-joint and the propeller shaft, they must be free of grease and dirt (\*). ◀

Take care that the rubber parts are not affected by solvents. ◀

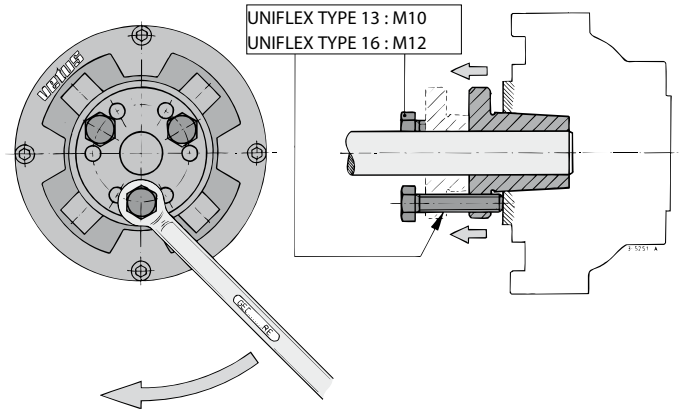


Tightening torque:  
Uniflex 13, M8x25: 23 Nm (2.3 kg.m, 17 lbs.ft)  
Uniflex 16, M12x35: 79 Nm (7.9 kg.m, 58 lbs.ft)



The numbers indicate the sequence in which the bolts have to be tightened. If necessary, tighten the bolts again. ◀

### Disassembling



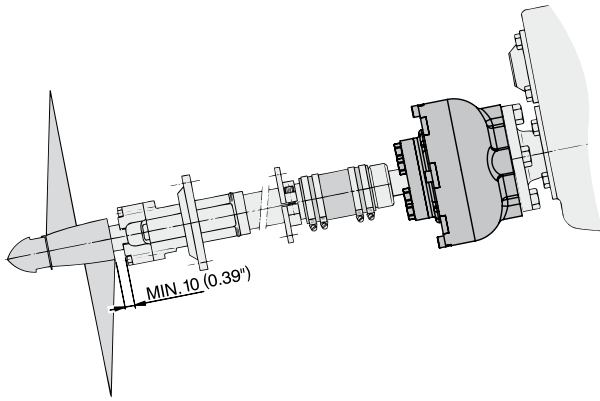
### Technical data

Uniflex	:	13		16	
Weight	:	2.4 kg	5.3 lbs	6.9 kg	15.2 lbs
Max. torque to DIN6270B	:	250 N.m	184.4 lbs.ft	500 N.m	368.8 lbs.ft
Max. torque to DIN6270A	:	212 N.m	156,3 lbs.ft	425 N.m	313.5 lbs.ft
Max. power to DIN6270B *	:	2.6 kW/100 min <sup>-1</sup>	3.6 hp/100 RPM	5.2 kW/100 min <sup>-1</sup>	7.1 hp/100 RPM
Max. power to DIN6270A *	:	2.2 kW/100 min <sup>-1</sup>	3.0 hp/100 RPM	4.5 kW/100 min <sup>-1</sup>	6.0 hp/100 RPM
Mass moment of inertia	J	364 . 10 <sup>-5</sup> kg.m <sup>2</sup>		1728 . 10 <sup>-5</sup> kg.m <sup>2</sup>	
	GD <sup>2</sup>	0,015 kgf.m <sup>2</sup>		0,069 kgf.m <sup>2</sup>	
Dyn. torsional stiffness	:	900 N.m/rad	8.63 °/100 lbs.ft	1900 N.m/rad	4.09°/100 lbs.ft
Axial pull stiffness	:	1,7 kN/mm	0.0105 "/100 lbs	1,9 kN/mm	0.0094 "/100 lbs
Axial push stiffness	:	2,8 kN/mm	0.0064 "/100 lbs	5,3 kN/mm	0.0034 "/100 lbs
Max. rpm at	2° **	1500 min <sup>-1</sup>	1500 RPM	1500 min <sup>-1</sup>	1500 RPM
	0°	4500 min <sup>-1</sup>	4500 RPM	3500 min <sup>-1</sup>	3500 RPM

\* Max. Power  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  is the max. torque and n the RPM)

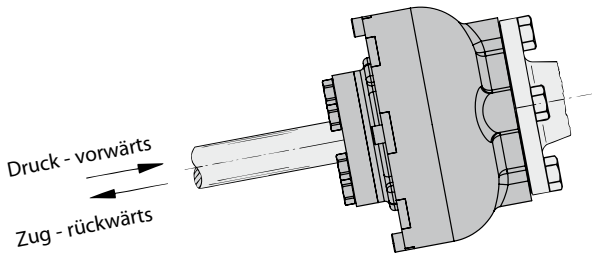
\*\* Maximum angular displacement for both Uniflex models is 2°.

## Aufstellung

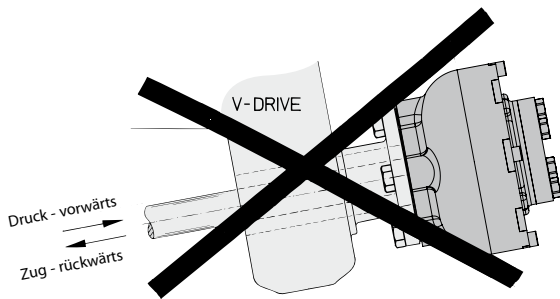


Aufgrund der Axialbewegung der Schraubenwelle muß zwischen dem äußeren Wellenlager und der Nabe der Schiffsschraube ein minimaler freier Raum sein. ◀

## Schubkraft

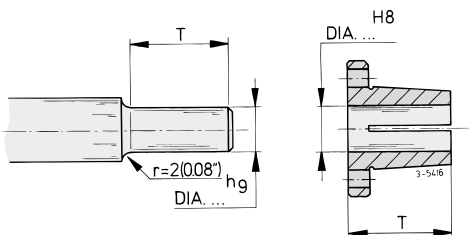


Achtung: Beim Vorwärtsfahren soll das Gummiteil zusammengedrückt werden. ◀



Der Einsatz der Uniflex in Kombination mit einem Vdrive-Wendegetriebe ist nicht gestattet! ◀

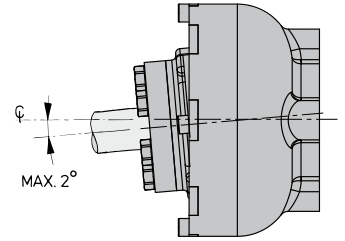
## Abweichender (größerer) Durchmesser der schraubenwelle



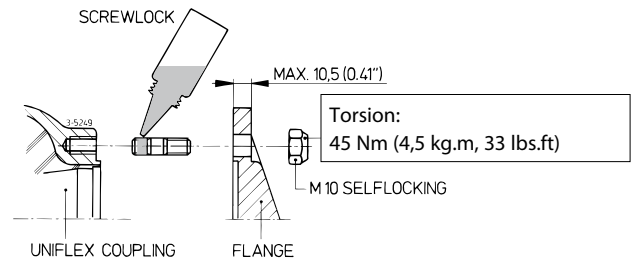
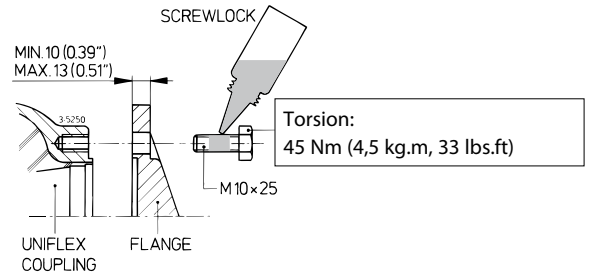
Den Durchmesser der Schraubenwelle über die Länge der Klemmbuchse (Maß 'A') auf Maß 'd' der Kupplung verkleinern, siehe 'Hauptabmessungen'. Radius 'r' sollte mindestens 2 mm betragen. ◀

## Versatz

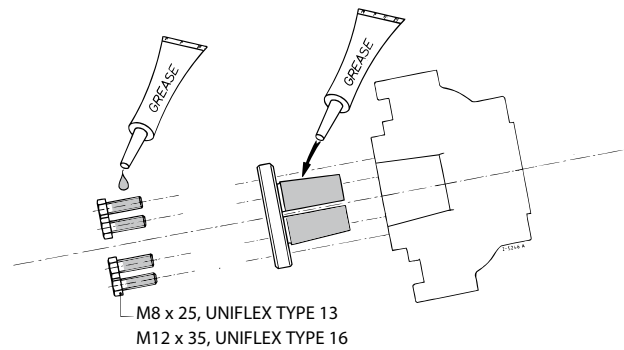
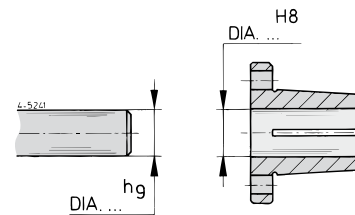
Der max. zulässiger Versatz der Schraubenwelle beträgt 2°. ◀



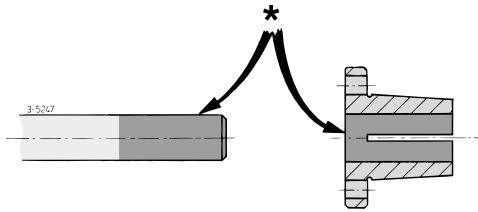
## Montage allgemein



Damit eine zuverlässig funktionierende Kupplung erreicht wird, sollten alle Bolzen und Muttern nach den angegebenen Drehmomenten angezogen werden. Verwenden Sie dazu einen Drehmomentschlüssel; das 'Anziehen nach Gefühl' führt nicht zu befriedigenden Ergebnissen. ◀

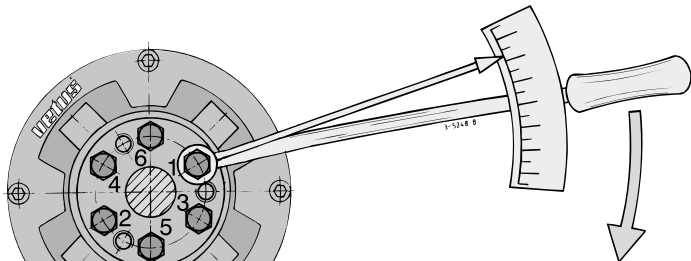
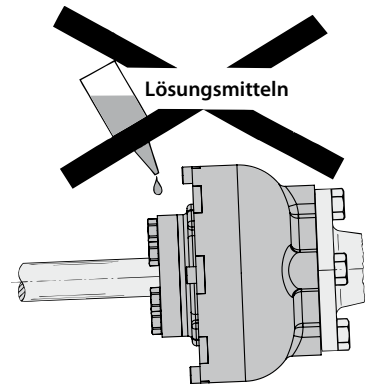


Fetten Sie die Außenseite der Klemmbuchse und der Bolzen ein. ◀

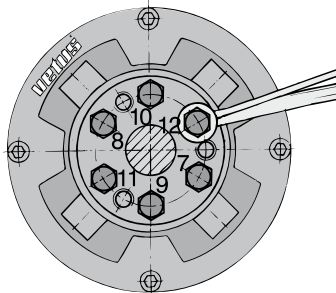


Um Schlupf zwischen Klemmnabe und Schraubenwelle zu verhindern, müssen diese schmutz- und fettfrei (\*) sein. ◀

Sorgen Sie dafür, daß die Gummiteile nicht von Lösungsmitteln angegriffen werden. ◀

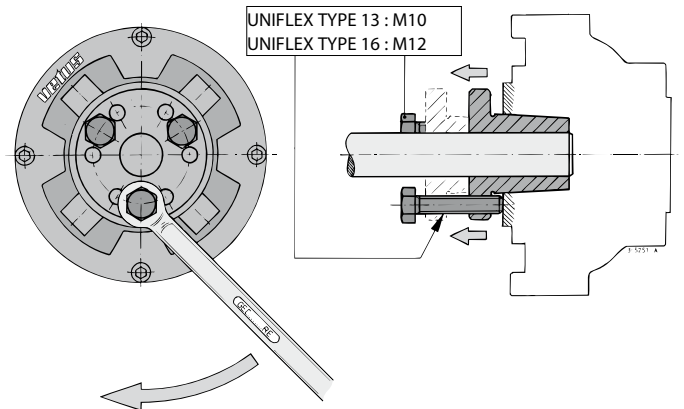


Torsion:  
Uniflex 13, M8x25: 23 Nm (2,3 kg.m, 17 lbs.ft)  
Uniflex 16, M12x35: 79 Nm (7,9 kg.m, 58 lbs.ft)



Die Nummern geben die Reihenfolge an, in die Bolzen angezogen werden müssen. Wenn nötig, alle Bolzen nochmals nachziehen. ◀

### Ausbauen



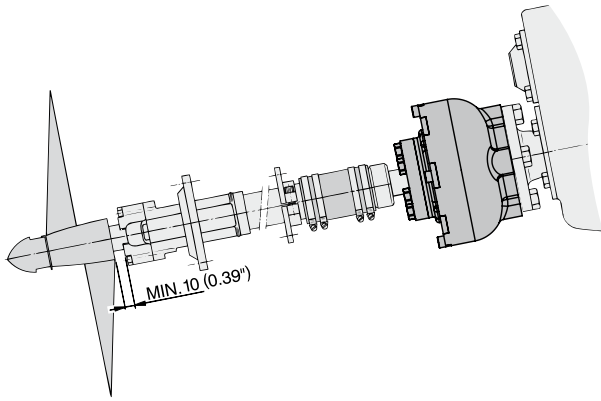
### Technische Daten

Uniflex	:	13	16
Gewicht	:	2,4 kg	6,9 kg
Max. Drehmoment gem. DIN6270B	:	250 N.m	500 N.m
		25 kgf.m	50 kgf.m
Max. Drehmoment gem. DIN6270A	:	212 N.m	425 N.m
		21,7 kgf.m	42,3 kgf.m
Max. Leistung gem. DIN6270B *	:	2,6 kW/100 min <sup>-1</sup>	5,2 kW/100 min <sup>-1</sup>
		3,6 PS/100 U/min	7,1 PS/100 U/min
Max. Leistung gem. DIN6270A *	:	2,2 kW/100 min <sup>-1</sup>	4,5 kW/100 min <sup>-1</sup>
		3,0 PS/100 U/min	6,0 PS/100 U/min
Massenträgheitsmoment	J	364 · 10 <sup>-5</sup> kg.m <sup>2</sup>	1728 · 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,015 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Dyn. Drehsteifigkeit	:	900 N.m/rad	1900 N.m/rad
		6,37 °/100 N.m	3,02 °/100 N.m
Axiale steifigkeit zug	:	1,7 kN/mm	1,9 kN/mm
		170 kgf/mm	190 kgf/mm
Axiale steifigkeit druck	:	2,8 kN/mm	5,3 kN/mm
		280 kgf/mm	530 kgf/mm
Max. Drehzahl bei	2° **	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
	0°	4500 min <sup>-1</sup>	4500 min <sup>-1</sup>
		1500 U/min	1500 U/min
		4500 U/min	3500 U/min

\* Max. Leistung  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  ist das max. Drehmoment und  $n$  die Drehzahl)

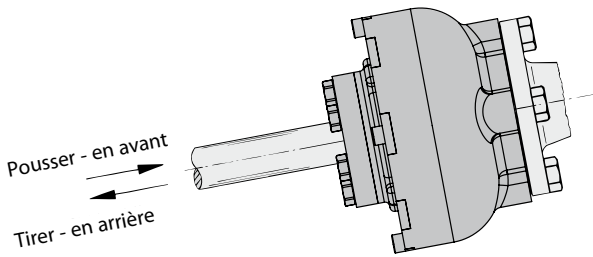
\*\* Maximale Winkelverschiebung für beide Typen Uniflex ist 2°.

## Montage

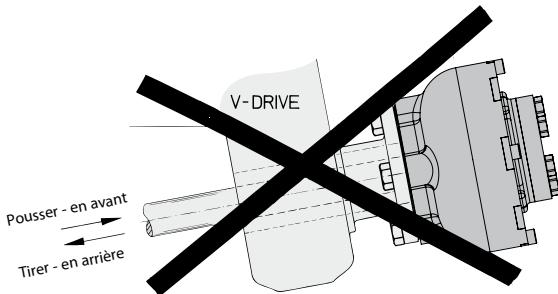


Etant donné le mouvement axial de l'arbre porte-hélice, il est nécessaire de laisser un espace libre minimum entre le support extérieur et le moyeu de l'hélice. ◀

## Force de propulsion

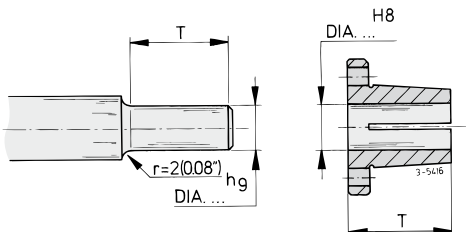


N.B. Lors de la marche avant, la partie caoutchouc doit être comprimée. ◀



Il est interdit d'utiliser le Uniflex en combinaison avec un inverseur à entraînement en V! ◀

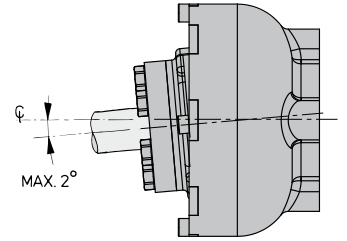
## Autre diamètre (plus grand) de l'arbre porte-hélice



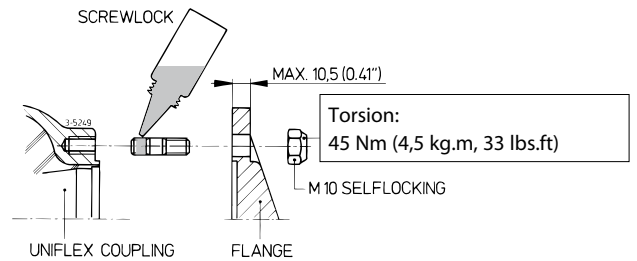
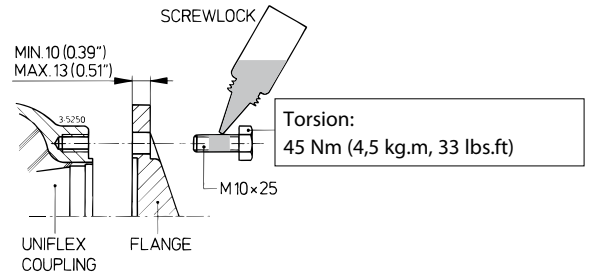
Réduire, sur la longueur de la bague de serrage (dimension 'A'), le diamètre de l'arbre porte-hélice à la dimension 'd' du couplage. Voir les 'dimensions principales'. Rayon 'r' minimum 2 mm. ◀

## Desalignement

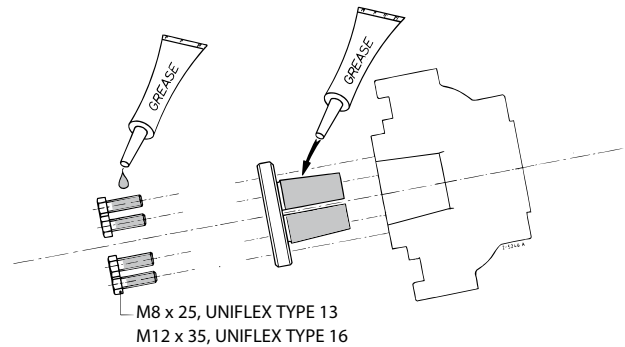
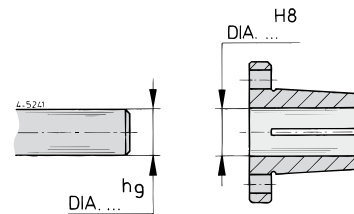
Le désalignement maximum autorisé de l'arbre porte-hélice est de 2°. ◀



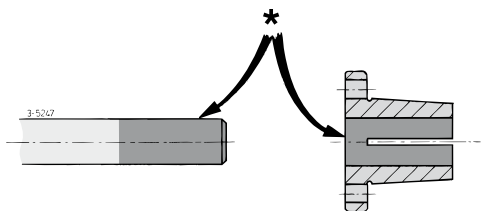
## Assemblage generalites



Pour obtenir un accouplement au fonctionnement fiable, il est nécessaire de serrer tous les boulons et écrous selon les moments indiqués. Utiliser pour cela une clef dynamométrique; un serrage approximatif ne donne pas de résultats satisfaisants. ◀  
Graisser la partie extérieure du cône de serrage et des boulons. ◀

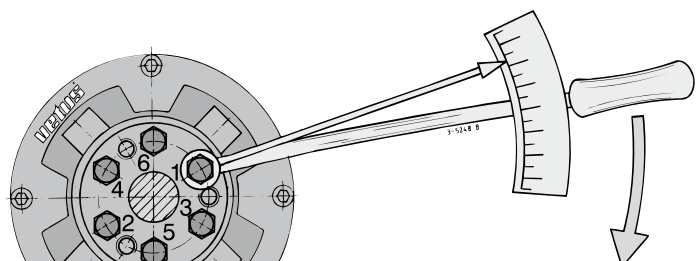
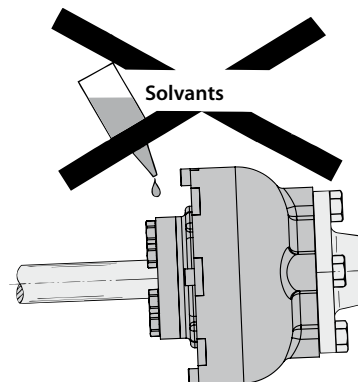




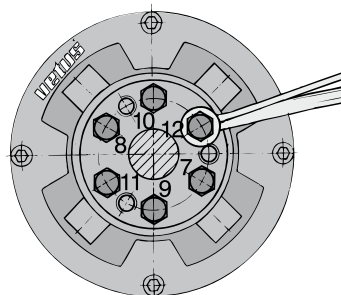


Pour éviter tout glissement entre le moyeu de serrage et l'arbre porte-hélice, veiller à ce que ceux-ci soient exempts de graisse et de saleté (\*). ◀

Veiller à ce que les parties caoutchouc ne soient pas attaquées par des solvants. ◀

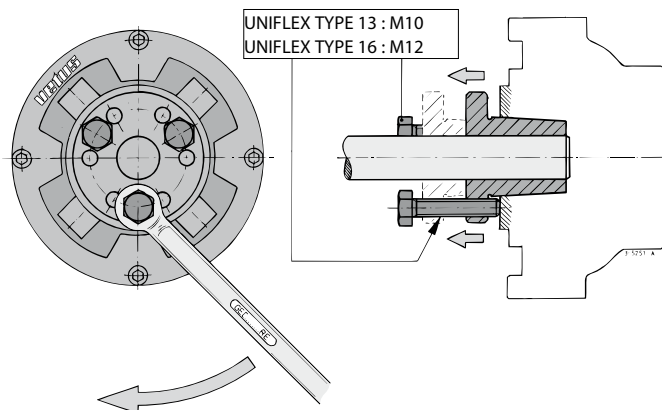


Torsion:  
Uniflex 13, M8x25: 23 Nm (2,3 kg.m, 17 lbs.ft)  
Uniflex 16, M12x35: 79 Nm (7,9 kg.m, 58 lbs.ft)



Les numéros indiquent l'ordre dans lequel les boulons doivent être serrés.  
Serrer encore une fois tous les boulons si nécessaire. ◀

### Demontage



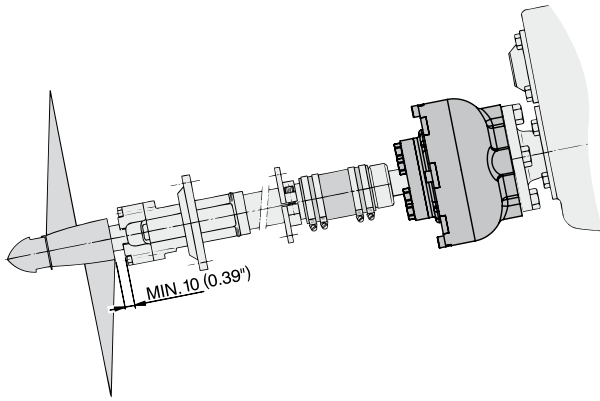
### Specifications techniques

Uniflex	:	13	16
Poids	:	2,4 kg	6,9 kg
Couple max. selon DIN6270B	:	250 N.m	500 N.m
		25 kgf.m	50 kgf.m
Couple max. selon DIN6270A	:	212 N.m	425 N.m
		21,7 kgf.m	42,3 kgf.m
Puissance max. selon DIN6270B *	:	2,6 kW/100 min <sup>-1</sup>	5,2 kW/100 min <sup>-1</sup>
		3,6 cv/100 t.p.m.	7,1 cv/100 t.p.m.
Puissance max. selon DIN6270A *	:	2,2 kW/100 min <sup>-1</sup>	4,5 kW/100 min <sup>-1</sup>
		3,0 cv/100 t.p.m.	6,0 cv/100 t.p.m.
Moment d'inertie	J :	364 . 10 <sup>-5</sup> kg.m <sup>2</sup>	1728 . 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup> :	0,015 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Rigidite dyn. a la torsion	:	900 N.m/rad	1900 N.m/rad
		6,37 °/100 N.m	3,02 °/100 N.m
Rigidité axial de tracción	:	1,7 kN/mm	1,9 kN/mm
		170 kgf/mm	190 kgf/mm
Rigidité axial de compresión	:	2,8 kN/mm	5,3 kN/mm
		280 kgf/mm	530 kgf/mm
Nombre de tours max. á	2° ** :	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
	0° :	4500 min <sup>-1</sup>	3500 min <sup>-1</sup>
		1500 t.p.m.	1500 t.p.m.
		4500 t.p.m.	3500 t.p.m.

\* Puissance max.  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  ( $M_{max}$  est le couple max. et n le nombre de tours)

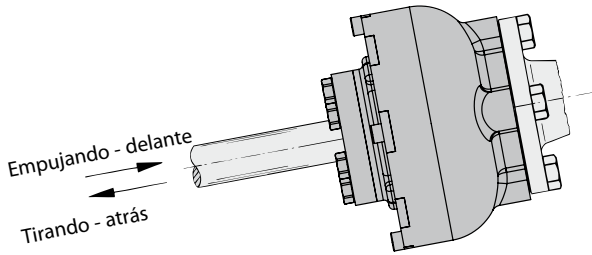
\*\* Le déplacement angulaire maximum pour les deux types Uniflex est de 2°.

## Montaje

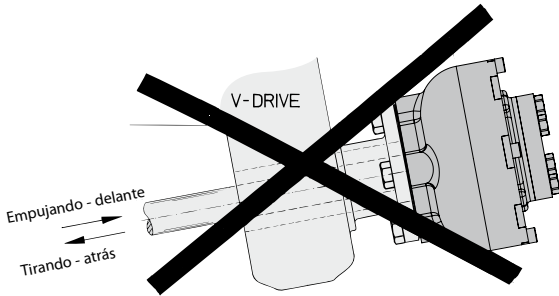


Dado el movimiento axial del árbol porta-hélice, es necesario dejar un espacio libre mínimo entre el soporte exterior y el cubo de hélice. ◀

## Fuerza de propulsión

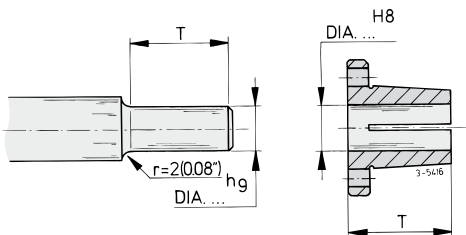


Nota: ¡Navegando hacia delante la parte de caucho se debe comprimir! ◀



¡No se permite aplicar el Uniflex en combinación con la caja de velocidades del tipo de transmisión en V! ◀

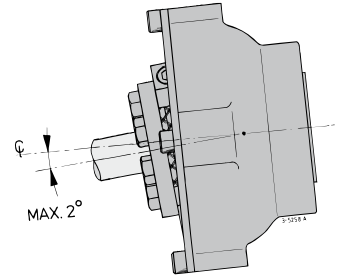
## Otro diámetro (mayor) del árbol porta-hélice



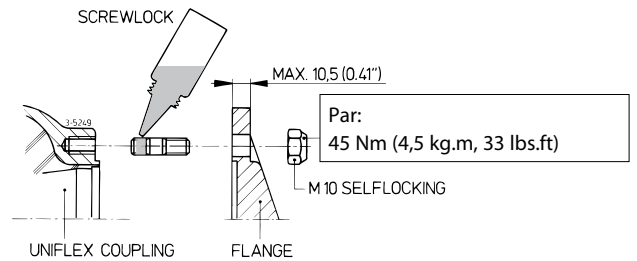
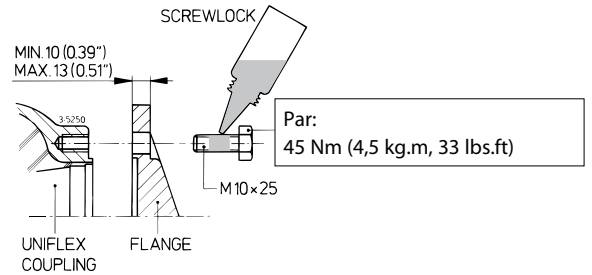
Redúzcase el diámetro del árbol porta-hélice a lo largo del cono (dimensión 'A') hacia dimensión 'd' del acoplamiento, véanse las 'Dimensiones Principales'. El radio 'r' será de 2 mm como mínimo. ◀

## Mal alineamiento

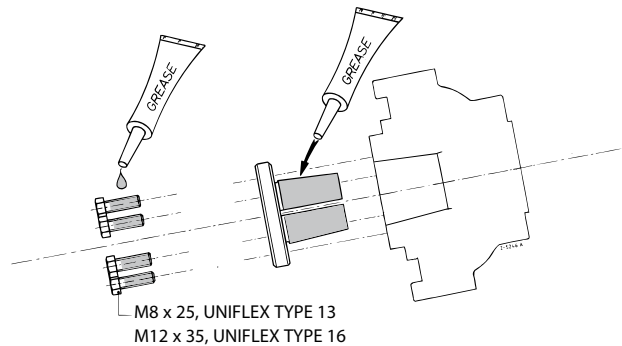
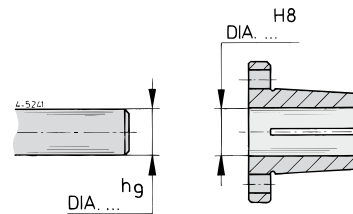
Se admite un mal alineamiento máximo de 2° del árbol porta-hélice. ◀



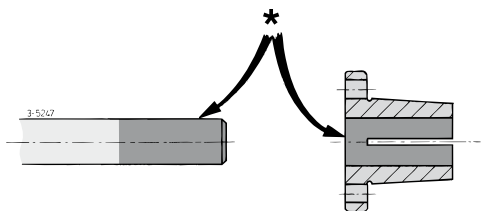
## Montaje en general



Para obtener una acoplamiento de funcionamiento fiable se apretarán todos los tornillos y tuercas según los pares indicados. Utilizar para ello una llave de torsión; apretar 'a tuestas' no dará resultados satisfactorios. ◀

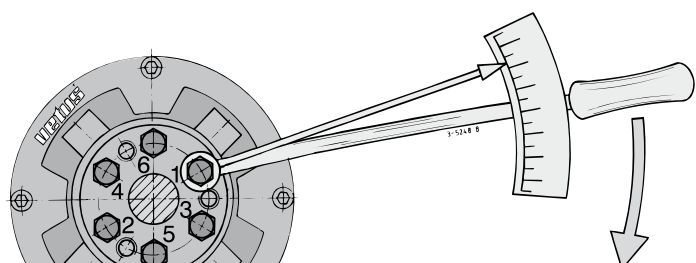
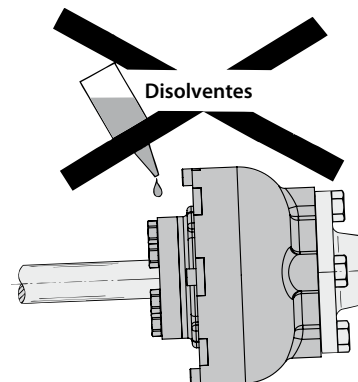


Engrase el exterior del cono de sujeción y de los tornillos. ◀

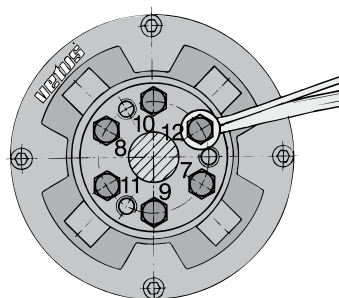


Para evitar holgura entre el cubo de sujeción y el eje de hélice, los mismos han de estar sin grasa y suciedad (\*). ◀

Asegurar que las partes de caucho no sean afectadas por disolventes. ◀

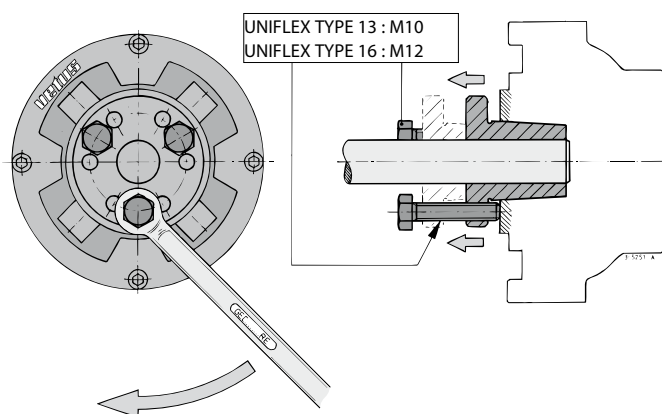


Par:  
Uniflex 13, M8x25: 23 Nm (2,3 kg.m, 17 lbs.ft)  
Uniflex 16, M12x35: 79 Nm (7,9 kg.m, 58 lbs.ft)



Los números indican el orden de apriete de los tornillos.  
Si fuera necesario, vuelva a apretar todos los tornillos. ◀

### Desmontaje



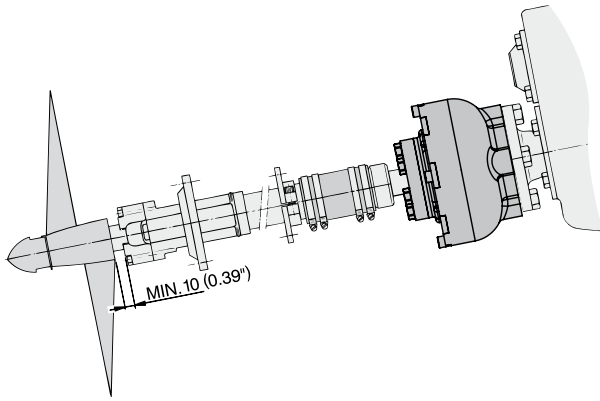
### Especificaciones técnicas

Uniflex	:	13	16
Peso	:	2,4 kg	6,9 kg
Pár máximo según DIN6270B	:	250 N.m	500 N.m
		25 kgf.m	50 kgf.m
Pár máximo según DIN6270A	:	212 N.m	425 N.m
		21,7 kgf.m	42,3 kgf.m
Potencia máxima según DIN6270B *	:	2,6 kW/100 min <sup>-1</sup>	5,2 kW/100 min <sup>-1</sup>
		3,6 hp/100 v/min	7,1 hp/100 v/min
Potencia máxima según DIN6270A *	:	2,2 kW/100 min <sup>-1</sup>	4,5 kW/100 min <sup>-1</sup>
		3,0 hp/100 v/min	6,0 hp/100 v/min
Momento de inercia	J	364 . 10 <sup>-5</sup> kg.m <sup>2</sup>	1728 . 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,015 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Rigidez dyn. de torsión	:	900 N.m/rad	1900 N.m/rad
		6,37 °/100 N.m	3,02 °/100 N.m
Rigidite axiale a la traction	:	1,7 kN/mm	1,9 kN/mm
		170 kgf/mm	190 kgf/mm
Rigidite axiale a la compression	:	2,8 kN/mm	5,3 kN/mm
		280 kgf/mm	530 kgf/mm
Número de revoluciones máx. con	2° **	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
	0°	4500 min <sup>-1</sup>	3500 min <sup>-1</sup>
		1500 v/min	1500 v/min
		4500 v/min	3500 v/min

\* Potencia máxima:  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  (siendo 'M<sub>max</sub>' el par máximo y 'n' el número de revoluciones)

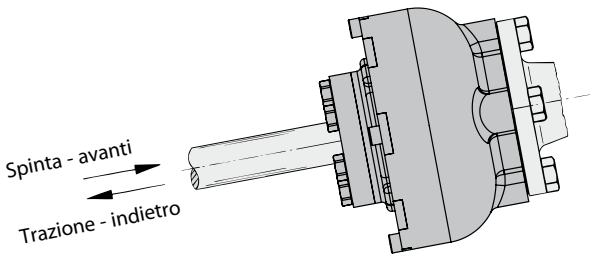
\*\* El desplazamiento máximo de ángulo para ambos tipos de Uniflex es de 2°.

## Montaggio

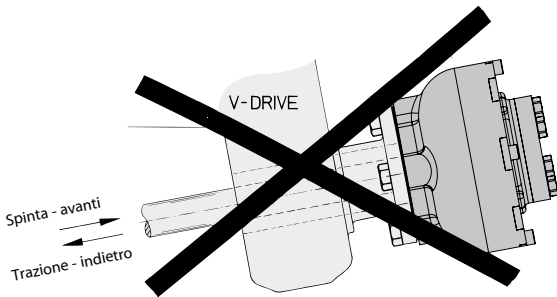


Tenendo conto del movimento assiale dell'albero dell'elica, è necessario lasciare uno spazio libero minimo fra la sospensione esterna e il mozzo dell'elica. ◀

## Forza di propulsione

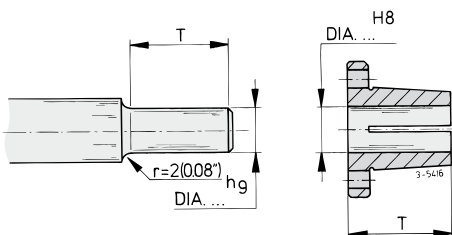


N.B. Durante la marcia in avanti la parte in gomma deve essere premeuta! ◀



L'uso del Uniflex in combinazione con una trasmissione tipo V-drive non è permesso! ◀

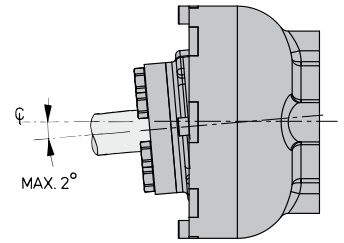
## Diametro diverso (più grande) dell'albero dell'elica



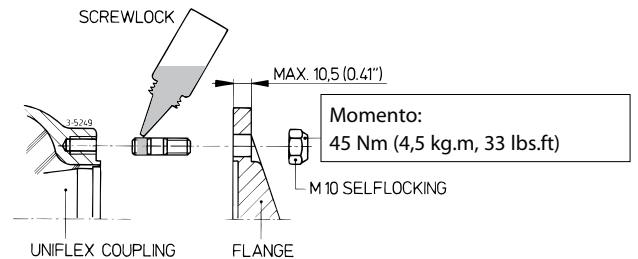
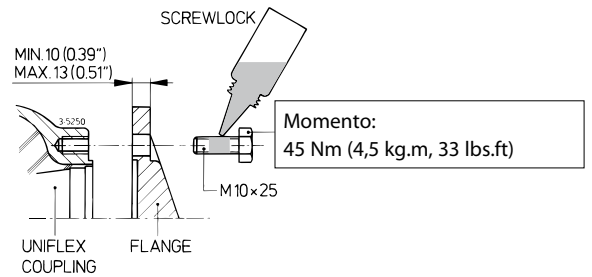
Ridurre il diametro dell'albero dell'elica sulla lunghezza del fermo (dimensione 'A') fino a raggiungere la dimensione 'd' dell'accoppiamento, vedi 'Dimensioni Principali'. Raggio 'r' minimo 2 mm. ◀

## Errore di allineamento

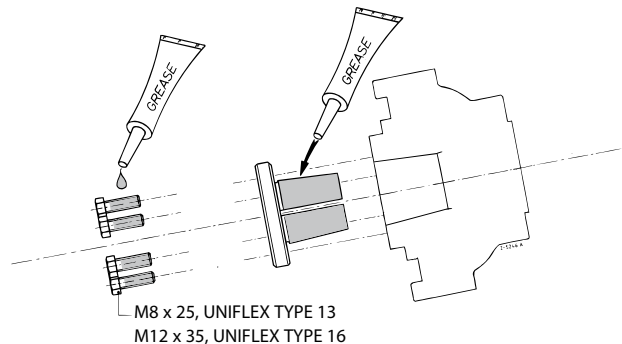
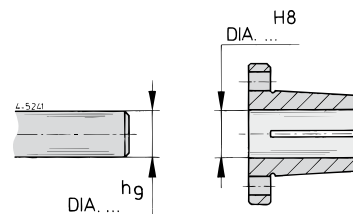
L'errore di allineamento massimo consentito dell'albero dell'elica è di 2°. ◀



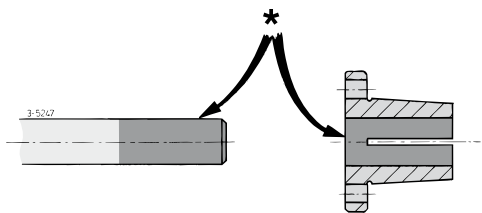
## Montaggio, generalità



Per ottenere un giunto di accoppiamento che funzioni in modo affidabile, tutti i bulloni e tutti i dadi devono essere avvitati con il momento indicato. A questo scopo utilizzare una chiave dinamometrica; avvitando in modo approssimativo non si ottengono risultati soddisfacenti. ◀

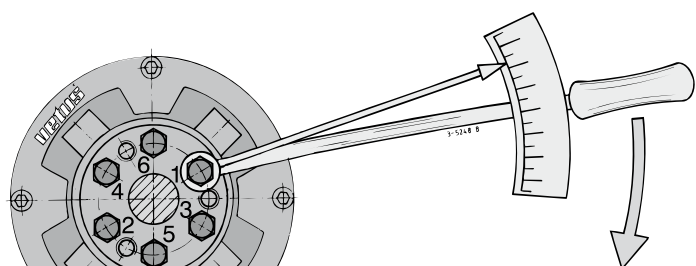
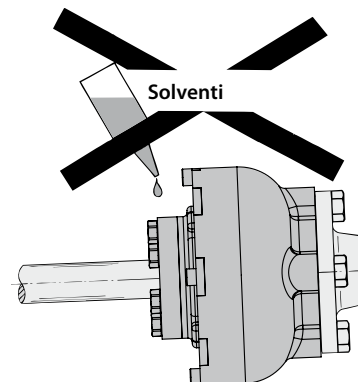


Lubrificare la superficie esterna del cono di bloccaggio e dei bulloni. ◀



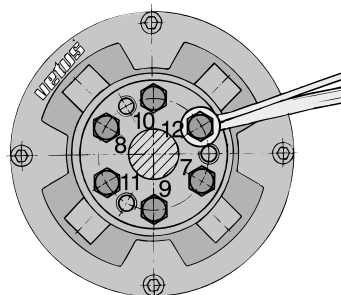
Il mozzo e l'albero dell'elica devono essere privi di grasso e sporco (\*), onde evitare che slittino tra loro. ◀

Assicurarsi che le parti in gomma non vengano corrose dai solventi. ◀

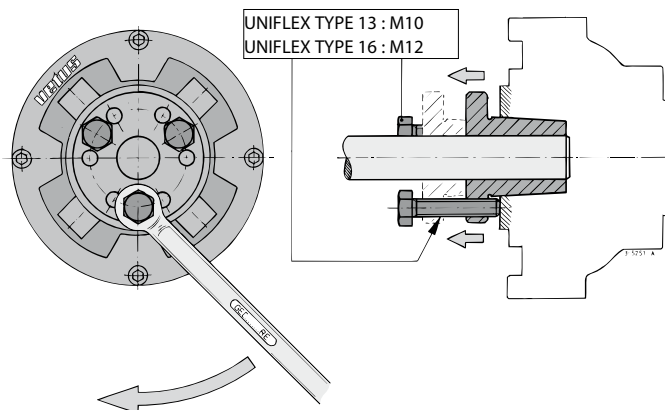


Momento:  
Uniflex 13, M8x25: 23 Nm (2,3 kg.m, 17 lbs.ft)  
Uniflex 16, M12x35: 79 Nm (7,9 kg.m, 58 lbs.ft)

Smontaggio



I numeri indicano la sequenza di serraggio dei bulloni. Se necessario, serrare tutti i bulloni una seconda volta. ◀



Dati tecnici

Uniflex	:	13	16
Peso	:	2,4 kg	6,9 kg
Momento max. secondo DIN6270B	:	250 N.m	500 N.m
Momento max. secondo DIN6270A	:	212 N.m	425 N.m
Potenza max. secondo DIN6270B *	:	3,6 hp/100 giri	7,1 hp/100 giri
Potenza max. secondo DIN6270A *	:	3,0 hp/100 giri	6,0 hp/100 giri
Momento d'inerzia	J	364 . 10 <sup>-5</sup> kg.m <sup>2</sup>	1728 . 10 <sup>-5</sup> kg.m <sup>2</sup>
	GD <sup>2</sup>	0,015 kgf.m <sup>2</sup>	0,069 kgf.m <sup>2</sup>
Rigidità torsionale din.	:	900 N.m/rad	1900 N.m/rad
Rigidità assiale alla trazione	:	1,7 kN/mm	1,9 kN/mm
Rigidità assiale alla compressione	:	2,8 kN/mm	5,3 kN/mm
Numero max. di giri a	2° **	1500 min <sup>-1</sup>	1500 min <sup>-1</sup>
	0°	4500 min <sup>-1</sup>	3500 min <sup>-1</sup>

\* Potenze massima:  $P_{max} = M_{max} \cdot 2 \cdot \pi \cdot n$  (dove  $M_{max}$  indica la coppia massima ed 'n' il numero di giri)

\*\* Lo spostamento angolare massimo per entrambi i modelli Uniflex è 2°

Hoofdafmetingen

Hauptabmessungen

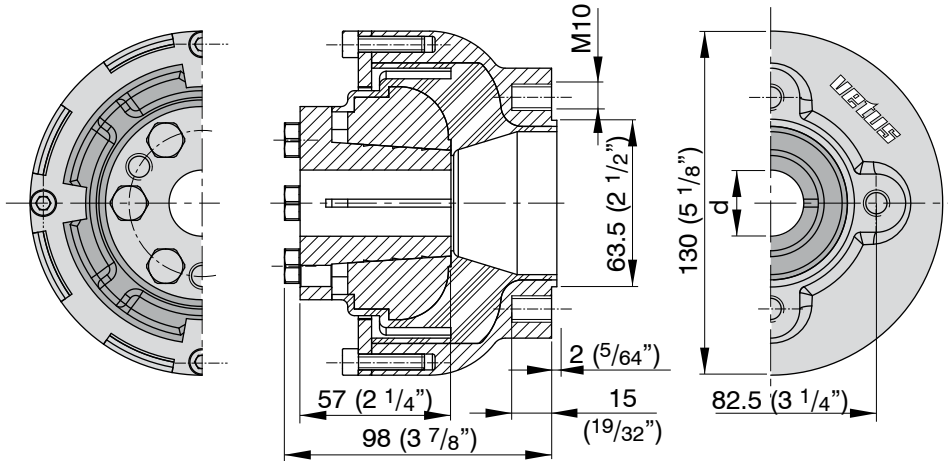
Dimensiones principales

Overall dimensions

Dimensions principales

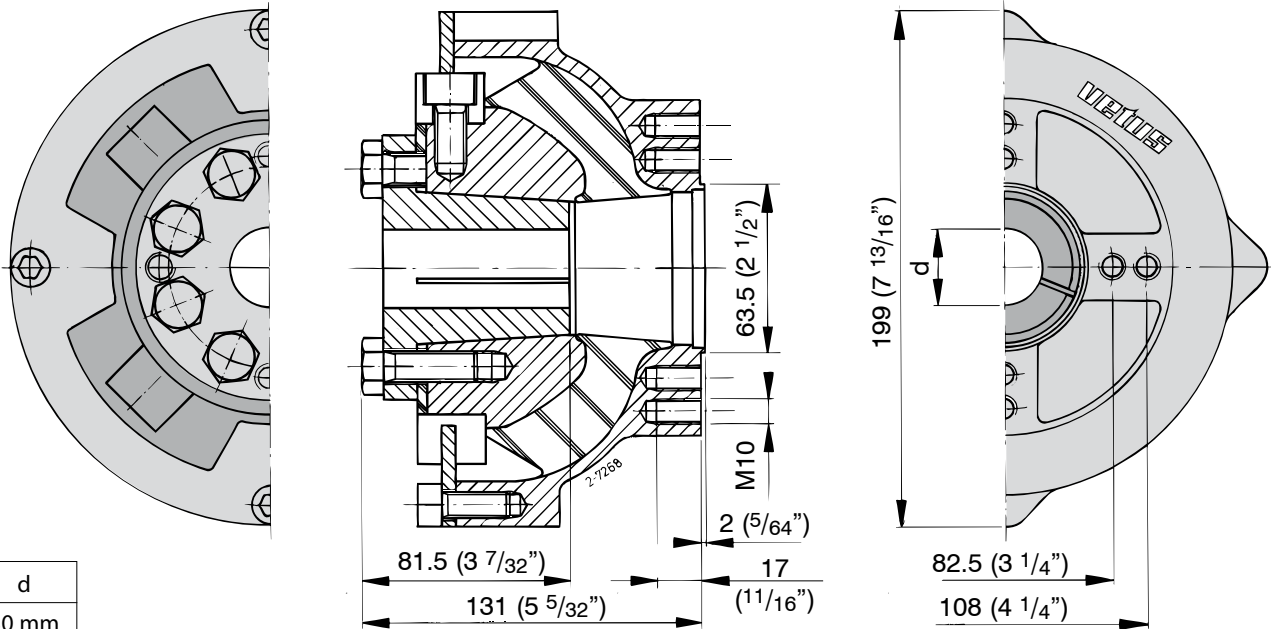
Dimensioni principali

### UNIFLEX13



d
20 mm
25 mm
30 mm

### UNIFLEX16



d
30 mm
35 mm
40 mm

Verloopflenzen

Zwischenflanschen

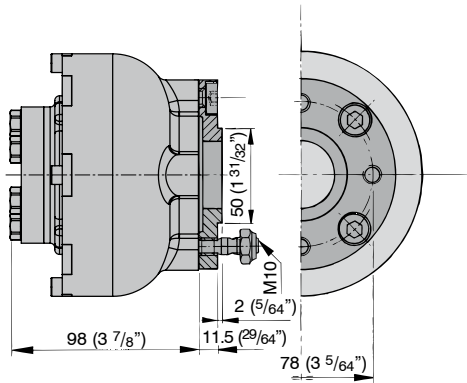
Bridas de adaptación

Adapter flanges

Brides d'adaptation

Flange di adattamento

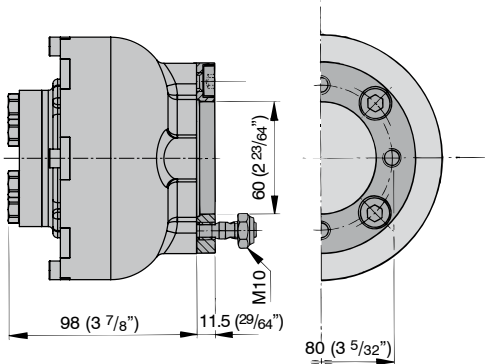
**FLANGE1**



- KANZAKI KC30  
KC45  
KC100
- YANMAR KM2C  
KM2P  
KM3A  
KM3P

UNIFLEX13

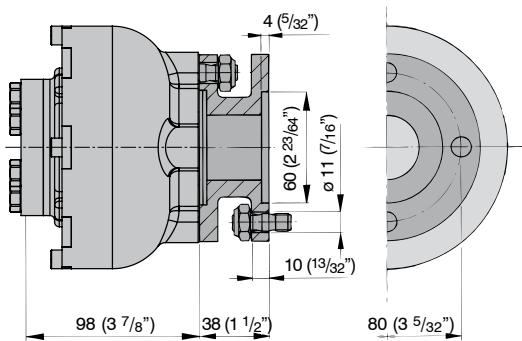
**FLANGE2**



- VOLVO MS10A MS10L  
MS15A MS15L  
MS25A MS25L

UNIFLEX13

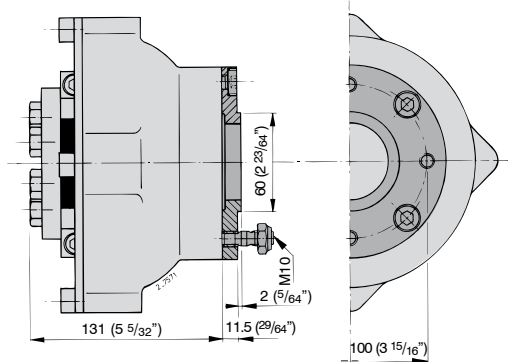
**FLANGE2A**



- VOLVO MS  
MSB  
MS2

UNIFLEX13

**FLANGE3**



- KANZAKI KC180
- YANMAR KM4A  
KM4A1  
KMH4A  
KBW20-1  
KBW21

UNIFLEX16



FOKKERSTRAAT 571 - 3125 BD SCHIEDAM - HOLLAND  
TEL.: +31 0(0)88 4884700 - sales@vetus.nl - www.vetus.com