

SILVERSTEER™ UC130-SVS Front-Mount Cylinder

High-Performance Outboard Steering

Electro-polished link assemblies



Keyed shaft increases strength

Cast-aluminum bullhorns



Heavy-duty stainless-steel rod

Higher Efficiency Reduces Hand Wheel Effort

Recommended for Bass Boats, Flats Boats, and Tournament Fishing Boats

Specially designed for high performance and torque applications, the SilverSteer™ UC130-SVS is built to last. Constructed of top-grade materials, this cylinder is simple to install and fits almost every two and four stroke outboard engine in the market.



Shown below with optional A90 tie bar and Kit OB hoses.



The Cross Porting of the UC130 is particularly ideal for twin engine applications. The hoses can enter the cylinder from the port or starboard side and run in series between the cylinders. The result is a clean look that is easy to install and purge. Specifically designed for today's thicker transoms the UC130 also provides for greater trim range.

"I have used Uflex steering on my boats for years and love the performance and quality!"

Robert Helmick, Ocean 1 Yachts

Key Features

- Cross-ported design for:
 - › Optimal hydraulic efficiency
 - › Cleaner look
 - › Easier to rig
 - › Increased tilt range
 - › Easy to purge
- Replaceable shaft seals
- Hard-anodized cylinder body
- Heavy-duty cast aluminum bullhorns
- Heavy-duty cylinder rod
- Carbon steel piston
- UltraBolt high-strength tiller bolt

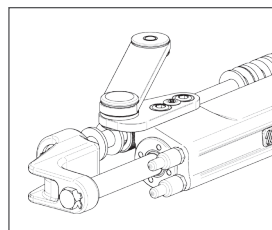
Key Advantages

- Increased bore/displacement for reduced hand wheel effort and higher efficiency
- 304 electropolished and passivated link assembly for peak corrosion resistance
- Keyed main cylinder shaft and bullhorns for peak resistance to torque loads

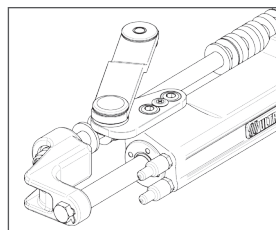
6442 Parkland Drive | Sarasota, FL 34243 | 941.351.2628
Sales@uflexUSA.com | www.UflexUSA.com



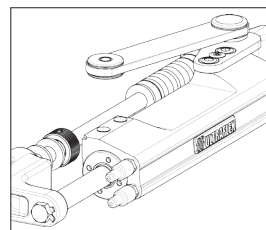
The Version 1 link assembly is applicable to the majority of engines. The application guide below provides a reference by engine make, model and year.



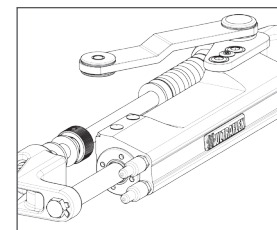
UC130-SVS 1



UC130-SVS 2



UC130-SVS 1P



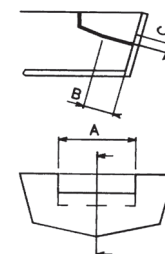
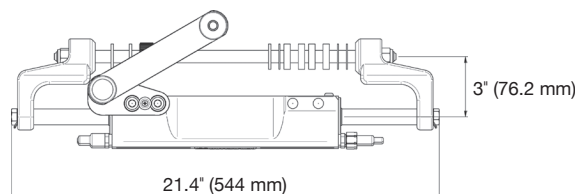
UC130-SVS 2P

UC130-SVS Specifications

MODEL	UC130/1- /2- /3-SVS
Volume	130 cc - 7.93 cu. in
Output Force	492 kg - 1085 lbs
Internal Diameter	36 mm - 1.42"
Stroke	185 mm - 7.28"
3/8" (9.5 mm) Fittings	For high-pressure flex hose
Bleed Fittings	DN5 Quick Connect

Splashwell Dimensions Requirements

ENGINE NO.	A	B	C
1	22.05" (560 mm)	5.98" (152 mm)	5.98" (152 mm)
2	43.70" (1110 mm)	5.98" (152 mm)	5.98" (152 mm)



UC130-SVS Front-Mount Cylinder Application Guide*

ENGINE	POWER	YEAR	SINGLE CYLINDER	PACKAGED KIT
Evinrude®	E75-E90 2 Stroke	2004-to date	UC130-SVS 2	SilverSteer2XP
	E115-E130-E135 2 Stroke V4	1995-to date	UC130-SVS 2	SilverSteer2XP
	E150-E175-E200 2 Stroke V6	1995-to date	UC130-SVS 2	SilverSteer2XP
	E200 HO-E225-E250-E300 2 Stroke V6	1995-to date	UC130-SVS 2	SilverSteer2XP
Honda®	BF75-90 4 Stroke	1995-to date	UC130-SVS 1	SilverSteer1XP
	BF115A	2009-to date	UC130-SVS 1	SilverSteer1XP
	BF135-150 4 Stroke	2005-to date	UC130-SVS 1	SilverSteer1XP
	BF90-BF150 V-TEC 4 Stroke	2008-to date	UC130-SVS 1	SilverSteer1XP
	BF175-200-225 4 Stroke	2001-to date	UC130-SVS 1	SilverSteer1XP
Johnson®	BJ90-115-140 4 Stroke	2001-2007	UC130-SVS 1	SilverSteer1XP
	J90-115 V4 2 Stroke	1995-2007	UC130-SVS 2	SilverSteer2XP
	J150-175 V6 2 Stroke	1995-2007	UC130-SVS 2	SilverSteer2XP
	J200-225 V6 4 Stroke	2004-2007	UC130-SVS 2	SilverSteer2XP
Mercury® Mariner®	135-150-175 Optimax 2 Stroke	1999-to date	UC130-SVS 1	SilverSteer1XP
	200-225-250 Optimax 2 Stroke	1999-to date	UC130-SVS 1	SilverSteer1XP
	Racing 300 Optimax 2 Stroke	1999-2011	UC130-SVS 1	SilverSteer1XP
	100-115-EFI 2 Stroke	2007-to date	UC130-SVS 1	SilverSteer1XP
	115-125-150 EFI 2 Stroke	1990-2007	UC130-SVS 1	SilverSteer1XP
	225-250 EFI 2 Stroke	2000-2007	UC130-SVS 1	SilverSteer1XP
	250 Saltwater EFI 4 Stroke	2007-2011	UC130-SVS 1	SilverSteer1XP
	135 Verado L4 4 Stroke	2004-2006	UC130-SVS 1	SilverSteer1XP
150-175-200 Verado L4 4 Stroke	2004-to date	UC130-SVS 1	SilverSteer1XP	
Suzuki®	DF70-80-90 4 Stroke	1998-to date	UC130-SVS 2	SilverSteer2XP
	DF100-115-140 4 Stroke	1998-to date	UC130-SVS 1	SilverSteer1XP
	DF150-175 4 Stroke	2006-2016	UC130-SVS 1	SilverSteer1XP
	DF150-175-200 4 Stroke†	2017-to date	UC130-SVS 2	SilverSteer2XP
	DF200-DF225-DF250-DF300	2004-to date	UC130-SVS 2	SilverSteer2XP
Tohatsu®	115-120-140 2 Stroke	2004-to date	UC130-SVS 2	SilverSteer2XP
	70-90-115 TLDI 4 Stroke	2004-to date	UC130-SVS 1	SilverSteer1XP
Yamaha®	75C-90 2 Stroke	1998-2008	UC130-SVS 2	SilverSteer2XP
	115C-130B 2 Stroke	1990-2008	UC130-SVS 2	SilverSteer2XP
	150F-200F-250G 2 Stroke	1996-2007	UC130-SVS 2	SilverSteer2XP
	150 HPDI VMAX 2 Stroke	2000-2008	UC130-SVS 2	SilverSteer2XP
	175-200-225-250-300 HPDI VMAX 2 Stroke	2000-2008	UC130-SVS 2	SilverSteer2XP
	F90-F100-F115-F150 EFI 4 Stroke	1999-2007	UC130-SVS 2	SilverSteer1XP
	F200-F225-F250-F300-F350 4 Stroke	2002-to date	UC130-SVS 2	SilverSteer2XP
	F115-F150	2004-to date	UC130-SVS 2	SilverSteer1XP

* Call for triple and quad engine application details

† Note: 2017 to date DF 150, 175 and 200 require two cylinders for twin engine applications.