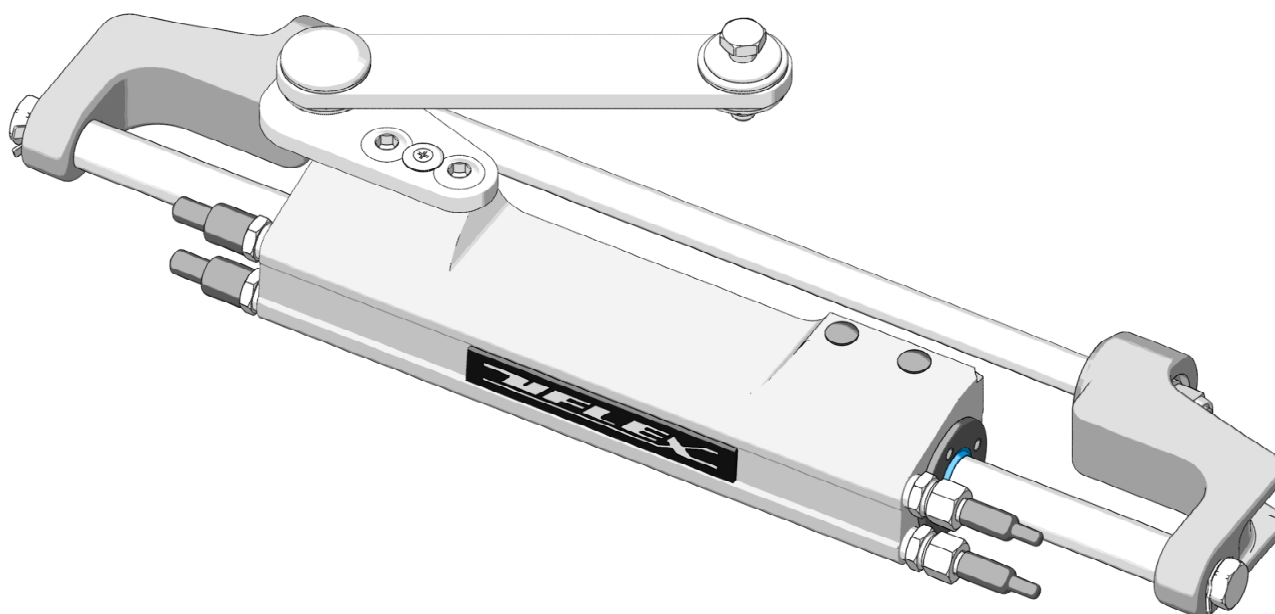


# Installation and Maintenance Manual

HYDRAULIC CYLINDER FOR  
OUTBOARD ENGINES

UC 130



CE

# WFLUX





Dear Customer,

We would like to thank you for choosing an **ULTRAFLEX** SpA product.

**ULTRAFLEX** SpA has been a leader in steering systems for pleasure and professional boats for many years.

All **ULTRAFLEX** SpA products are designed and manufactured to ensure the best performance. To ensure your safety and to maintain a high quality level, **ULTRAFLEX** SpA products are guaranteed only if they are used with original spare parts (see attached document "Application Spare Parts").

The quality management system involves all the company resources and processes starting from the design, in order to:

- ensure product quality to the customer;
- maintain and improve the quality standards constantly;
- pursue a continuous process improvement to meet the market needs and to increase the customer satisfaction;
- constantly test the products to verify their conformity with the 2013/53/EU.



"Established in 1989 **UFLEX** USA is a leader in steering and control systems for the marine industry. With full manufacturing capabilities in Sarasota, Florida, **UFLEX** USA can support all sectors of the marine industry regardless of volume and/or product requirements. And, as an affiliate of the **ULTRAFLEX** Group, **UFLEX** USA has tremendous resources to draw upon for new product development in hydraulics, electronics and many other technologies.

Innovative product design and unparalleled dedication to quality customer service and products continue to be cornerstone of **UFLEX** USA's growth. Today our products can be found as originally installed equipment on many of the most widely known and respected boat brands in the world. Aftermarket parts can be sourced from trained and experienced distributor network throughout North and South America.

Our dedication to providing the highest quality products and service is only matched by our commitment to developing new products employing the latest materials and technology to enhance our customer's boating experience. From steering wheels to sophisticated electronic controls, **UFLEX** USA has everything you need to make sure that your boat looks and perform it's best for many, many years."

**UFLEX USA**

Sarasota, FL 34243 - 6442 Parkland Drive

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**IMPORTANT:**

The additional documents "Application Guide" and "Spare Parts List" are attached to this manual.

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## DOCUMENT REVISIONS

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Rev.	Date	Revision description
0	15/01/2019	First edition
1	24/06/2019	Addition of washer

## MANUAL USE AND SYMBOLS USED

THE INSTALLATION AND MAINTENANCE MANUAL is the document accompanying the product from its sale to its replacement and discharge. The manual is an important part of the product itself. It is necessary to read carefully the manual, before ANY ACTIVITY involving the product, handling and unloading included.

In this manual the following symbols are used to ensure the user safety and to guarantee the correct operation of the product:

 **DANGER**

Immediate hazards which CAUSE severe personal injury or death.

 **WARNING**

Denotes that a hazard exists which can result in injury or death if proper precautions are not taken.

 **CAUTION**

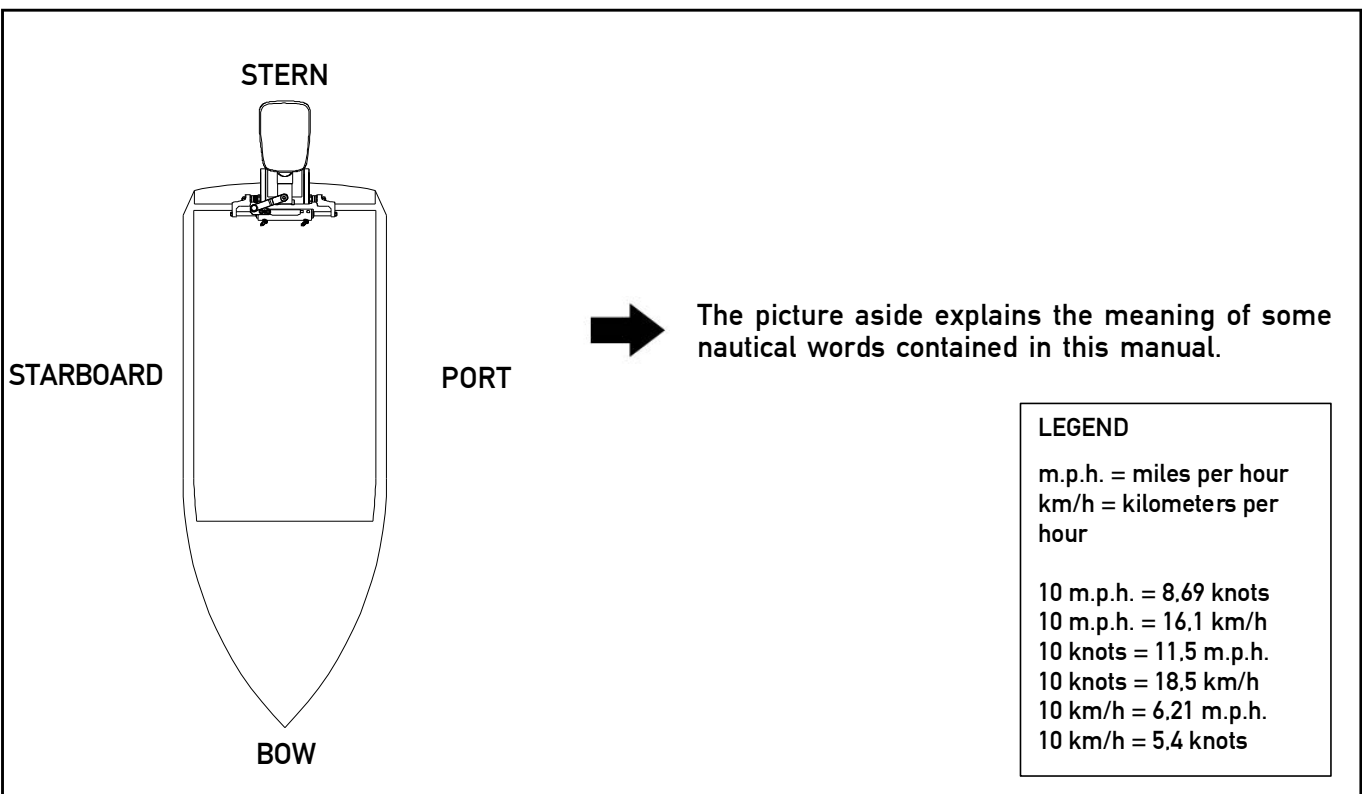
Denotes a reminder of safety practices or directs attention to unsafe practices which could result in personal injury or damage to the craft or components or to the environment.

 **NOTICE**

Important information for the correct installation and for maintenance, that does not cause any damage.



The symbol aside indicates all the operations which must be carried out by qualified or skilled staff, in order to avoid hazards. We recommend training the staff in charge of the product installation and checking their knowledge.



## INTRODUCTION

This installation and maintenance manual represents an important part of the product and must be available to the people in charge of its use and maintenance.

The user must know the content of this manual.

**UFLEX** declines all responsibility for possible mistakes in this manual due to printing errors.

Apart from the essential features of the described product, **UFLEX** reserves the right to make those modifications, such as descriptions, details and illustrations, that are considered to be suitable for its improvement, or for design or sales requirements, at any moment and without being obliged to update this publication.

ALL RIGHTS ARE RESERVED. Publishing rights, trademarks, part numbers and photographs of **UFLEX** products contained in this manual are **UFLEX** property.

Great care has been taken in collecting and checking the documentation contained in this manual to make it as complete and comprehensible as possible. Nothing contained in this manual can be interpreted as warranty either expressed or implied - including, not in a restricted way, the suitability warranty for any special purpose. Nothing contained in this manual can be interpreted as a modification or confirmation of the terms of any purchase contract.

### **⚠ WARNING**

To ensure the correct product and component operation, the product must be installed by qualified staff. In case of part damage or malfunction, please contact the qualified staff or our Technical Assistance Service.

#### TECHNICAL ASSISTANCE SERVICE

##### North - South - Central America:

##### **UFLEX USA**

6442 Parkland Drive

Sarasota, FL 34243

Tel: +1.941.351.2628

Fax: +1.941.360.9171

Email: [sales@uflexusa.com](mailto:sales@uflexusa.com)

[www.uflexusa.com](http://www.uflexusa.com)

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[www.ultraflexgroup.it](http://www.ultraflexgroup.it)

## WARRANTY

- 1. Two Year Limited Warranty.** **UFLEX** USA, Inc. warrants that all products manufactured by **UFLEX** USA, Inc. or **UFLEX** S.p.A. and sold by **UFLEX** USA to the retail purchaser ("Purchaser") that for two (2) years after the date of manufacture to be free from defects due to material or workmanship, subject to the exclusions below. Improper installation **VOIDS** this warranty. Installation should only be attempted by a trained and qualified technician.
- 2. Exclusions.** This limited warranty does not cover and does not extend to any of the following:
  - (a) Failure caused by normal wear and tear, climatic conditions, misuse, neglect, lack of proper maintenance, accident, fire or other casualty damage, racing, overloading, negligence, modification, beaching or grounding of vessel, collision, impact, towing, acts of war or hostilities;
  - (b) components not manufactured by **UFLEX** USA, Inc., or its affiliates;
  - (c) cost of removal or reinstallation of any component (including components manufactured by **UFLEX** USA, Inc.) or disassembly or reassembly of the unit containing the component;
  - (d) components not manufactured by **UFLEX** USA, Inc. or **UFLEX** S.p.A., whether or not warranted by the other manufacturer;
  - (e) any product which has not been properly installed.



3. **Limitations.** THE REPAIR OR REPLACEMENT OF DEFECTIVE PARTS SHALL BE PURCHASER'S SOLE AND EXCLUSIVE REMEDY AND **UFLEX USA, INC.**'S SOLE AND EXCLUSIVE LIABILITY UNDER THIS WARRANTY. LABOR FOR REPLACEMENT IS NOT INCLUDED. **UFLEX USA, Inc.**'s obligation under this warranty is limited to the repair or replacement (at **UFLEX USA, Inc.**'s sole election) of any covered item found to be defective, when delivered by Purchaser pursuant to written authorization and instructions from **UFLEX USA, Inc.**, shipping prepaid to **UFLEX USA, Inc.**'s plant or other designated repair facility. Repaired or replaced items are warranted as provided herein for the unexpired portion of the applicable warranty period. THIS WARRANTY, AND THE RIGHTS AND REMEDIES UNDER IT, IS EXCLUSIVE AND IS GIVEN IN PLACE OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE, WHETHER ARISING BY LAW, CUSTOM, CONDUCT OR USAGE OF TRADE. PURCHASER'S REMEDIES SHALL BE LIMITED AS STATED HEREIN AND **UFLEX USA, INC.** SHALL NOT BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL OR INDIRECT DAMAGES OR LOSSES RESULTING FROM DEFECTS. THE RETAIL SELLER IS NOT A CO-WARRANTOR AND IS NOT AUTHORIZED BY **UFLEX USA, INC.** TO AMEND OR MODIFY THIS LIMITED WARRANTY IN ANY MANNER.
4. **Transferability of Warranty.** This limited warranty may not be transferred to subsequent purchasers.
5. **Miscellaneous.** **UFLEX USA, Inc.** is an affiliate of **UFLEX S.p.A.** **UFLEX, USA, Inc.**, reserves the right to make changes in the design and construction of its products at any time, without notice and without any obligation to incorporate such changes into products of prior manufacture. This limited warranty applies to new components sold by **UFLEX USA, Inc.**. This limited warranty contains the entire agreements between **UFLEX USA, Inc.** and Purchaser and supersedes all prior agreements, discussions, negotiations, commitments and representations, whether oral or written, between them regarding **UFLEX USA, Inc.**'s warranty. If any provision of this limited warranty, or the application of it, is determined to be invalid or unenforceable for any reason, the remainder of this limited warranty and the application of it shall not be affected.

All communications and notices from Purchaser regarding this limited warranty should be sent to: **UFLEX USA, INC.**, 6442 Parkland Drive, Sarasota, FL 34243; (941) 351-2628.

## Return policy

Any product that is presumed defective should be reported to **UFLEX USA** within 48 hours of receipt or discovery in the field. Upon notification **UFLEX USA** will attempt to troubleshoot the problem with our customer over the phone. If we are unable to resolve the problem **UFLEX** will issue a Return Goods Authorization number and we require that the product in question be returned to **UFLEX** with all its parts in its original packaging. The product should be returned freight prepaid to:

**UFLEX USA**  
RGA Department - RGA #  
6442 Parkland Drive  
Sarasota, Florida 34243

Upon receipt **UFLEX** will examine the product to determine the cause of the defect. If the product is determined to have a defect in workmanship or material, it will be repaired at our discretion.

Our warranty does not cover labor, towing or other expenses. Further, it does not cover products that have been improperly installed, damaged in installation, misapplied, or misused.

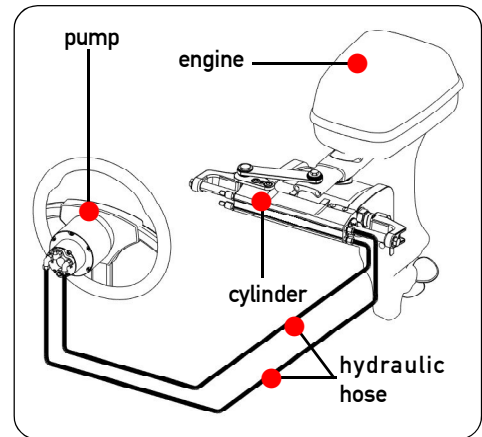
Our products are not intended for use in racing applications.



# 1 PRODUCT DESCRIPTION

## 1.1 Hydraulic steering system operation

All **UFLEX** hydraulic steering systems are designed in conformity with UNI-EN-ISO 10592 and A.B.Y.C. P21 regulations. All **UFLEX** steering systems can operate at temperatures between  $-18^{\circ}\text{C}$  ( $0^{\circ}\text{F}$ ) and  $+77^{\circ}\text{C}$  ( $+170^{\circ}\text{F}$ ). All the components are made for the marine environment, using materials and working processes which offer long life and safety under the most extreme conditions. A hydraulic steering system consists of a steering pump, a cylinder tied to the rudder or to the outboard or sterndrive engine and the connecting hoses (see picture). Under normal operating conditions, a turn of the steering wheel will pump the oil, which flows in through the hoses to the cylinder, according to the turn direction. With the consequent cylinder movement the oil will flow to the pump through the hoses and at the same time moves the engine or the helm which are connected to the cylinder. The pumps are equipped with a valve, which prevents outgoing fluid from returning along the same hose. It also allows the operation of the steering systems with two or more steering stations. The cylinders are double acting and may be balanced or unbalanced. In the unbalanced cylinders the two chambers have different volumes and so they need a different number of turns of the steering wheel and a different rotation effort. The balanced cylinders have same number of steering wheel turns in order to move the helm from the center to the end stroke in the two opposite directions. A well balanced steering system needs a correct choice of the pump for the cylinder. **UFLEX** produces different pump models, which have different capacity ( $\text{cm}^3$  of oil moved each steering wheel turn) and for each type of installation. While choosing the pump it is important to consider the cylinder volume. The number of starboard and port turns is determined by the ratio between the cylinder volume and the pump capacity.



**Example:** if the pump has a capacity of  $28 \text{ cm}^3$  [ $1.7 \text{ cu.in.}$ ] and the cylinder has a volume of  $120 \text{ cm}^3$  [ $7.3 \text{ cu.in.}$ ], the formula looks like this:  $120/28=4.2$ . Accordingly, the steering wheel will turn 4.2 times before the cylinder will completely turn from one side to the other. In case of installations with double cylinders connected in parallel the cylinder volume must be added. Applications with less than 4 turns are not recommended, as they need a higher effort, also applications with more than 8 turns are also not recommended, as the response of the boat to steer is slowly. The maximum operating pressure is  $7.0 \text{ MPa}$  ( $70 \text{ bar}$ ) ( $1000 \text{ PSI}$ ).

## 1.2 Warnings for the product correct use

### WARNING

Before beginning the installation, check the mounting compatibility of the UC130 cylinder to the engine by consulting the attached document "Application Guide" contained in the packaging.

### DANGER

Do not modify the steering cylinder in any way to fit it to your engine application, otherwise the cylinder will no longer operate in safety and it will endanger the boat and the occupants.

### WARNING

All **UFLEX** steering systems must not be installed on boats equipped with engines whose maximum horsepower is higher than the horsepower rating approved by boat manufacturer.

### WARNING

**UFLEX** hydraulic steering systems should not be used in racing applications.

### DANGER

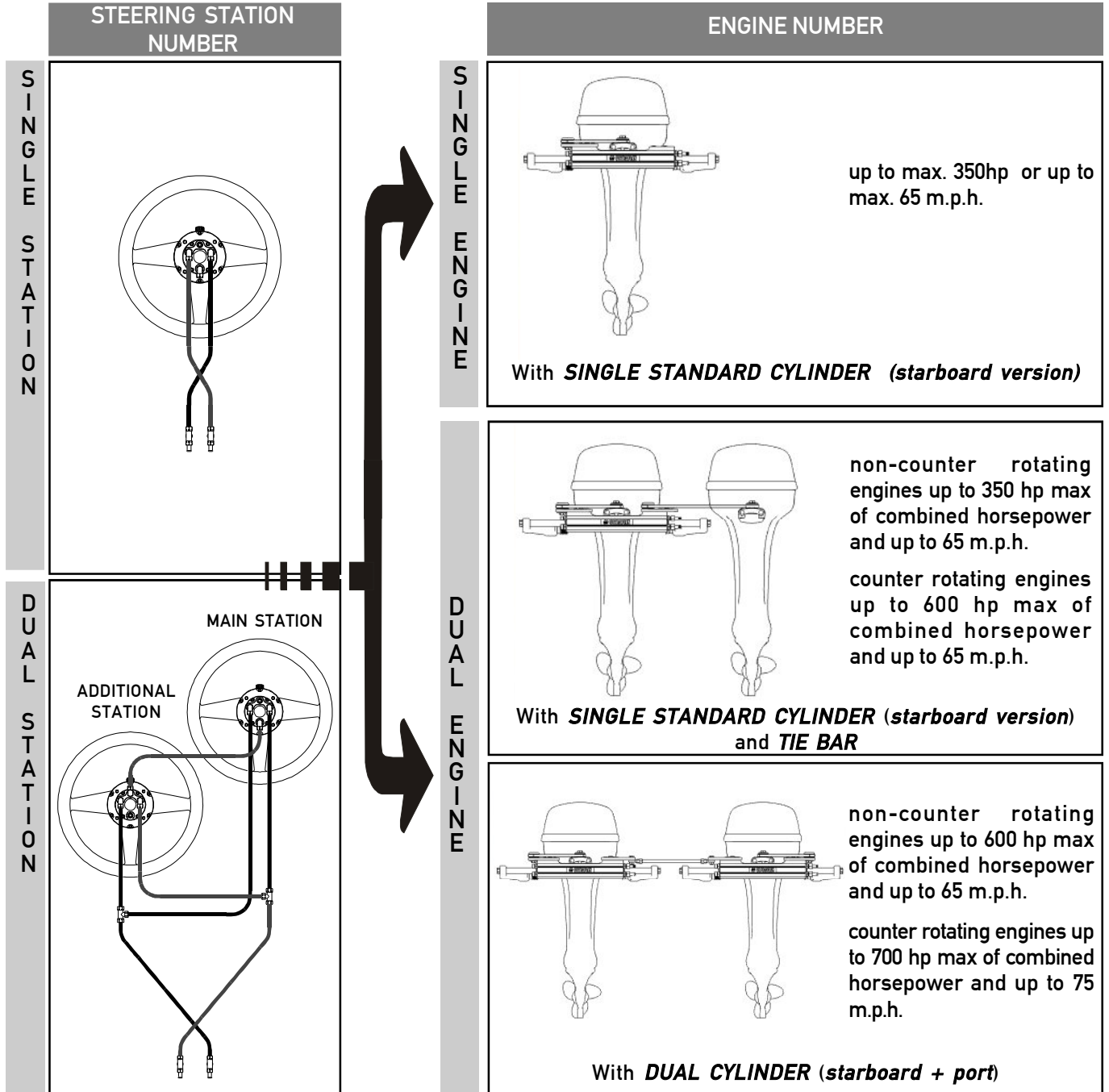
To avoid product damage, do not disassemble pre-assembled components.





### 1.3 Configurations

The hydraulic cylinder for outboard engine UC130 model can be installed with different configurations according to the number and the type of engines used with a single or dual engine steering system. The possible configurations are:



**NOTICE**

On request, triple outboard engine applications are available. For detailed information, please contact **UFLEX** Assistance Service.

**⚠ DANGER**

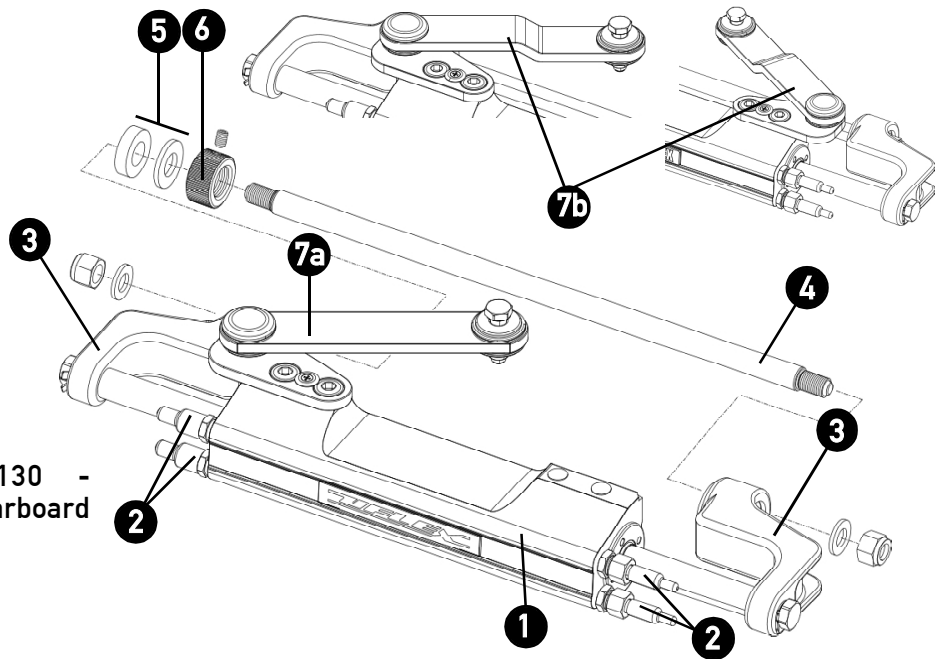
Dual engine installations require the use of a tie bar.



### 1.4 UC130 cylinder description

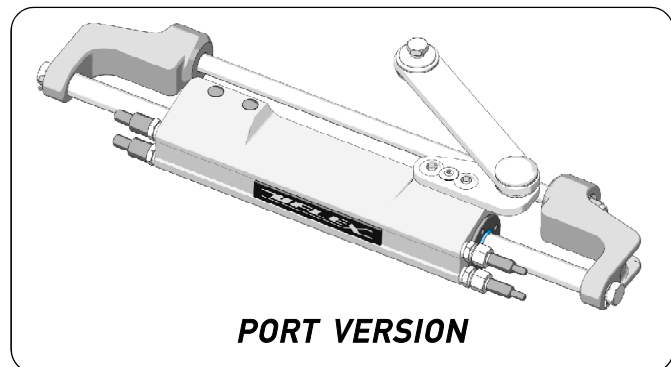
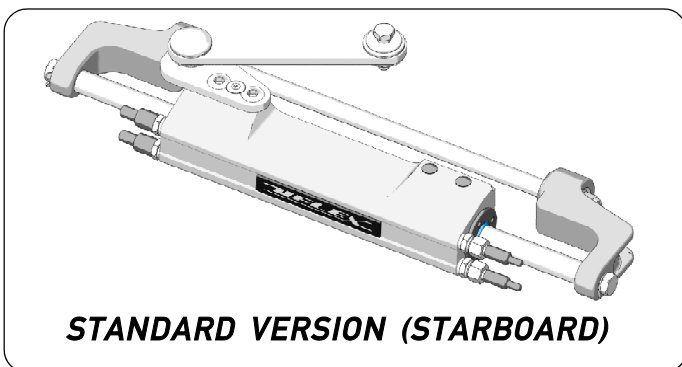
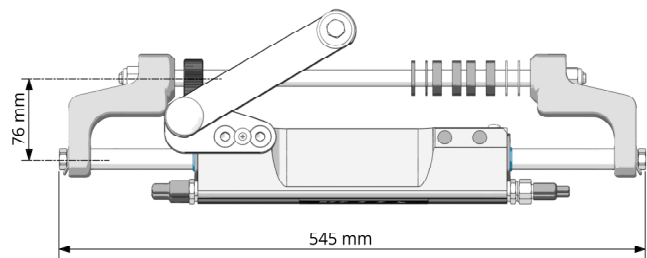
UC130 is a hydraulic outboard front mount cylinder which has been designed and manufactured to be used as a component in the hydraulic steering systems, as described in the previous paragraph. The cylinder is installed to the tilt tube rod of the available engines on the market as shown in the attached document "Application guide". It is possible to meet all the different cylinder applications due to the three different link arms and a proper spacer kit. For the dual engine application, the single cylinder must be mounted with a tie bar (see par. 1.3) or two cylinders (standard + port) connected by a tie bar can be used. In the standard version the link arm is mounted on the starboard side, while in the port version it is mounted on the port side (see picture in par. 1.5). The following picture shows the main cylinder components:

- 1 Cylinder body
- 2 Bleeders
- 3 Bull horns
- 4 Tilt tube rod
- 5 Spacers
- 6 Adjustment collar
- 7a Straight link arm
- 7b Shaped link arm (UC130 - represented in both versions, starboard and port)



### 1.5 Technical features

SPECIFICATIONS	UC 130
Volume	130 cm <sup>3</sup>
Output force*	7.39kN @105bar (1500PSI)
Inside diameter	Ø36mm
Stroke	185 mm
Oil	OL150 Ultraflex



**⚠ CAUTION**

\*The cylinder output force is a theoretical force with a system pressure of 105 bar. This force does not correspond to the one normally used by the system but it represents the limiting conditions of use.



## 2 TRANSPORT

### 2.1 General warnings

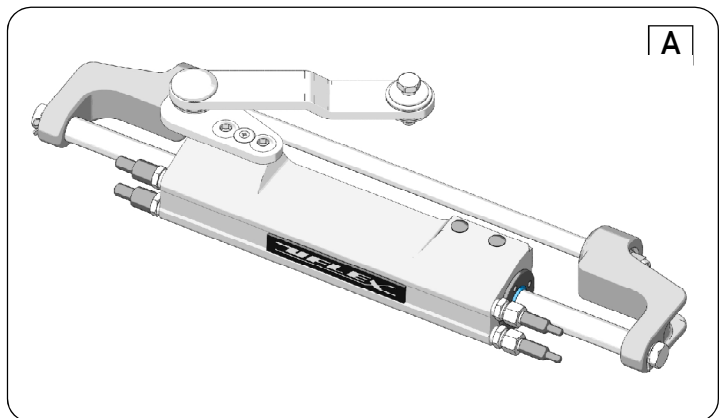
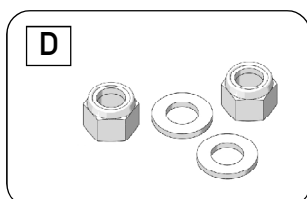
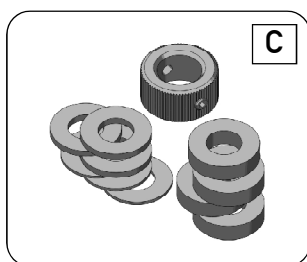
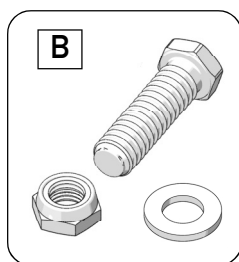
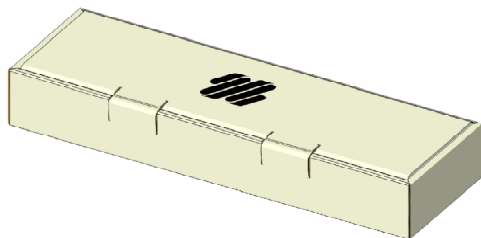
The product weight with its packaging is 8kg (18 pounds) and so it can be handled manually.

**⚠ WARNING**

The staff in charge of handling must operate with protective gloves and safety shoes.

### 2.2 Packaging contents

Before using the equipment check that the product has not been damaged during transport. Also make sure that all the standard components are in the packaging (see list). In case of damage, notify the claim to the forwarder and inform the supplier.



**CONTENTS OF THE STANDARD PACKAGING:**

- A) No.1 cylinder body with rod, fittings, bull horns and link arm;
- B) No.1 bolt + nut + washer;
- C) No. 1 spacer kit composed of:
  - No.8 plastic spacers;
  - No.2 steel spacers;
  - No.1 ring nut for adjustment collar;
- D) No.2 locknuts + n°2 washers;

**⚠ CAUTION**

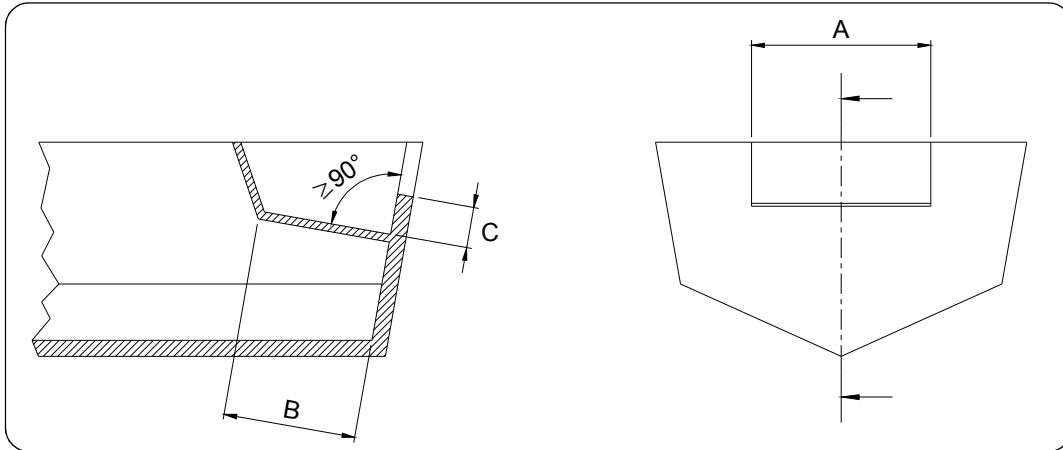
The packaging must be disposed of according to the existing laws.



# 3 INSTALLATION

## 3.1 Minimum transom requirements

The following picture shows the minimum splash well dimensions. These dimensions must be respected in order to prevent the cylinder from being damaged when the outboard engine is completely tilted upwards. The picture shows also the minimum transom dimensions, needed for the installation and the correct operation of the engine steering cylinder.



MINIMUM SPLASH WELL DIMENSION REQUIREMENTS			
Engine No.	A	B	C
1	560 mm - 21.25"	152 mm - 5.98"	152 mm - 5.98"
2	1110 mm - 43.70"	152 mm - 5.98"	152 mm - 5.98"

**⚠ WARNING**

**ENGINE JACK PLATE APPLICATION TO THE TRANSOM.**

A jack plate installation will change all the application clearances. A new clearance check must be completed with the tilting of the engine in conjunction with the vertical movement of the jack plate in all the possible positions. If the steering cylinder comes into contact with the splash well, transom and/or jack plate, **stop the installation immediately!** Use the jack plate manufacturer's instructions to limit the upper or lower direction in which the interference occurs. If this is not possible please contact specialized staff.

## 3.2 Necessary tools



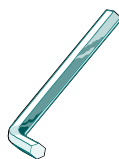
Open end wrench  
9/16"



Open end wrench  
16mm



Open end wrench  
3/4"



Allen wrench  
[1/8"]



Torque wrench



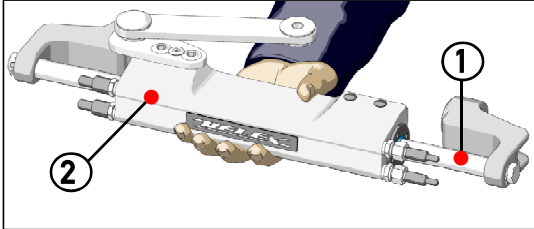
MOLYKOTE® 1000



### 3.3 Standard (starboard) cylinder installation



**1** After removing the protective caps of the fittings, manually center the rod (1) on the cylinder body (2).

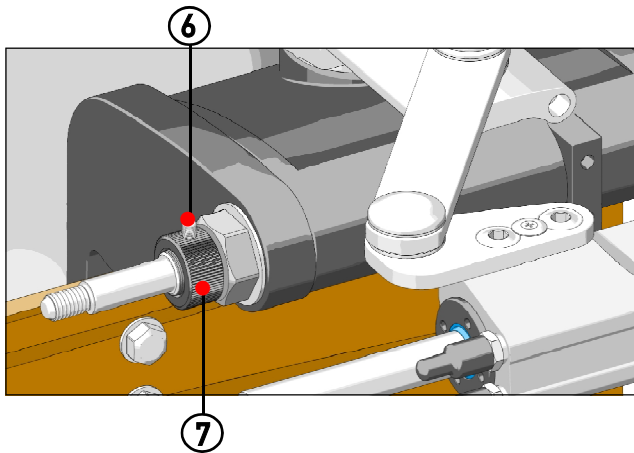


**⚠ CAUTION**

During this phase an oil leak from the fittings can occur. This oil must not be discharged into the sea in any case.

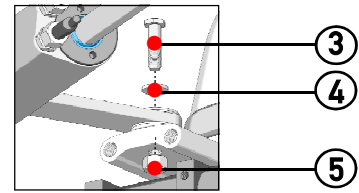
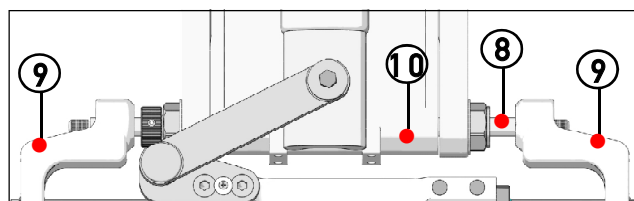
**2** Position the engine straight so that its arm is perpendicular to the transom.

**4** Fit the set screw (6) on the adjustment collar (7) and screw it to the right side of the tilt tube until it comes into contact with the tilt tube stop nut, even in case of port applications.



**6** Grease the tilt tube rod (8), by using marine grease.

**7** Insert the tilt tube rod (8) through the right and left bull horns (9) and the tilt tube (10) as shown in the picture.



**3** With reference to the application instructions contained in the Application Guide, position screw (3) and washer (4), connect the link arm to the tiller arm, tighten screw (3) by using a 14mm wrench with a torque of 54[Nm] (40 [lb<sub>ft</sub>]). Tighten the self-locking nut (5) by using a 9/16" wrench with a torque of 27[Nm] (20 [lb<sub>ft</sub>]). After tightening locknut (5), check for the right torque 54[Nm] (40 [lb<sub>ft</sub>]) of screw (3).

**⚠ WARNING**

In order to tighten screw (3) and the self-locking nut (5) on the tiller arm, ask your mechanic the maximum allowed torque. If it is lower than that shown in this manual, always use the torque indicated by your mechanic.

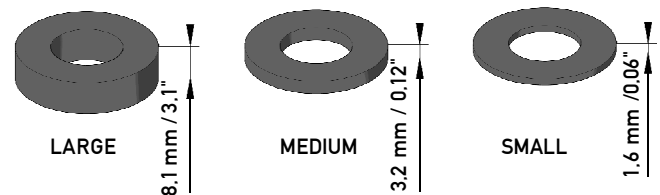
**⚠ CAUTION**

If the self-locking nut (5) is disassembled, replace it. (Contact our technical assistance service, see page 6).

**⚠ WARNING**

It is important to check periodically, at least every 3 months (or every month for professional uses), the right torque of this screw (3) and of the locknut (5).

**5** With reference to the "Application Guide" choose the spacers for the tilt tube rod.



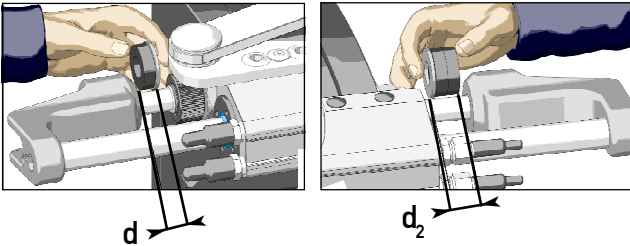
**NOTICE**

In this phase ensure that the cylinder body is centered on the rod and that the engine is perpendicular to the transom.

The number and position of the spacers shown in the Application guide are indicative only.



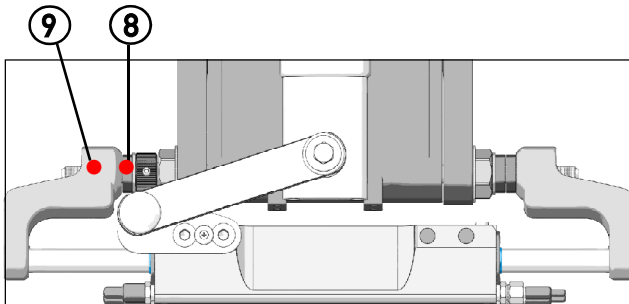
8 Choose and check the spacers to fill the gap between ring nut and bullhorn  $d$  and  $d_2$  between tilt tube and bull horn considering the thickness of the stainless washer.



**⚠ WARNING**

Always leave a minimum clearance between spacers and bull horn in order to allow the rod tilting in the tilt tube.

11 Make the tilt tube rod (8) come out of the bull horn (9).

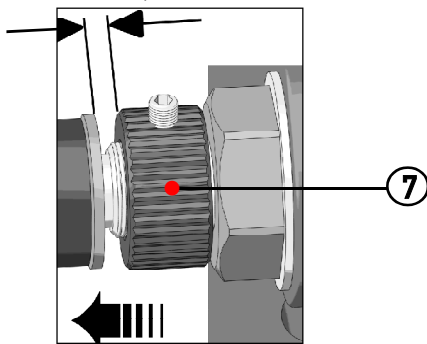


13 Make sure the engine can tilt.

**⚠ WARNING**

If while tilting the engine is blocked, reduce the overall dimensions of the spacers.

14 Unscrew the adjustment collar (7) and bring it into contact with the stainless washer, until the clearance is eliminated.



**NOTICE**

Do not use any tool for this operation.

9 Once the correct spacers have been chosen, remove the tilt tube rod.

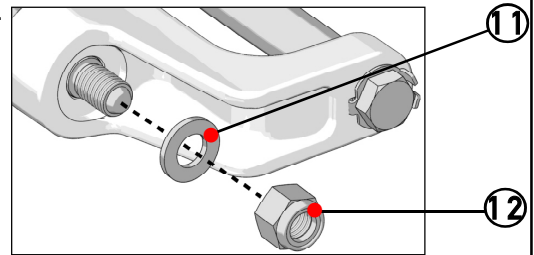
10 Insert the tilt tube rod through a bull horn, then position the spacers chosen between the bull horn and the tilt tube.

Insert the tilt tube rod by making it come out on the opposite side of the tilt tube and position the spacers.

**NOTICE**

Both the stainless steel spacers must be positioned towards the tilt tube on the opposite side of the bull horns to avoid their wear during engine lifting and lowering.

12 Insert the washers (11) on the two ends of the tilt tube rod, grease the locknut thread (12) with some anti-seize grease type MOLYKOTE® 1000 or a similar one. Then screw them by using a 3/4" wrench and tighten them with a torque of 70[Nm] (52[lb·ft]).



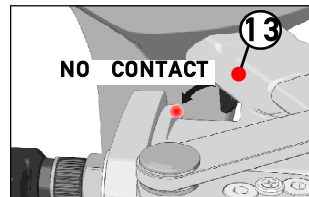
**⚠ CAUTION**

If the locknuts are disassembled, replace them. (Contact our assistance service, see page 6).

15 Check the correct cylinder installation by moving manually the engine on the right and on the left.

**NOTICE**

The rotation must be as symmetric as possible between port and starboard so that the steering angle is the same on both sides.



**⚠ WARNING**

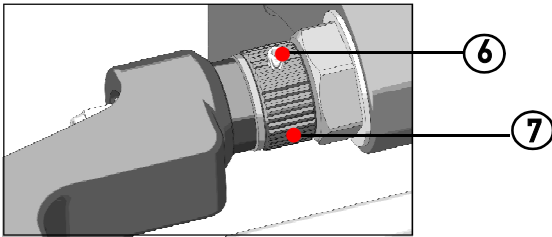
The engine must stop through the cylinder end stroke without coming into contact with the mechanical stop (13) on the engine.

**NOTICE**

Otherwise it is necessary to modify the installation, by changing the thickness of the spacers and by repeating the procedure from point 9.



18 Tighten the set screw (6) on the adjustment collar (7) by using an 1/8" wrench with a torque of 3[Nm] (2 [lb.ft]).

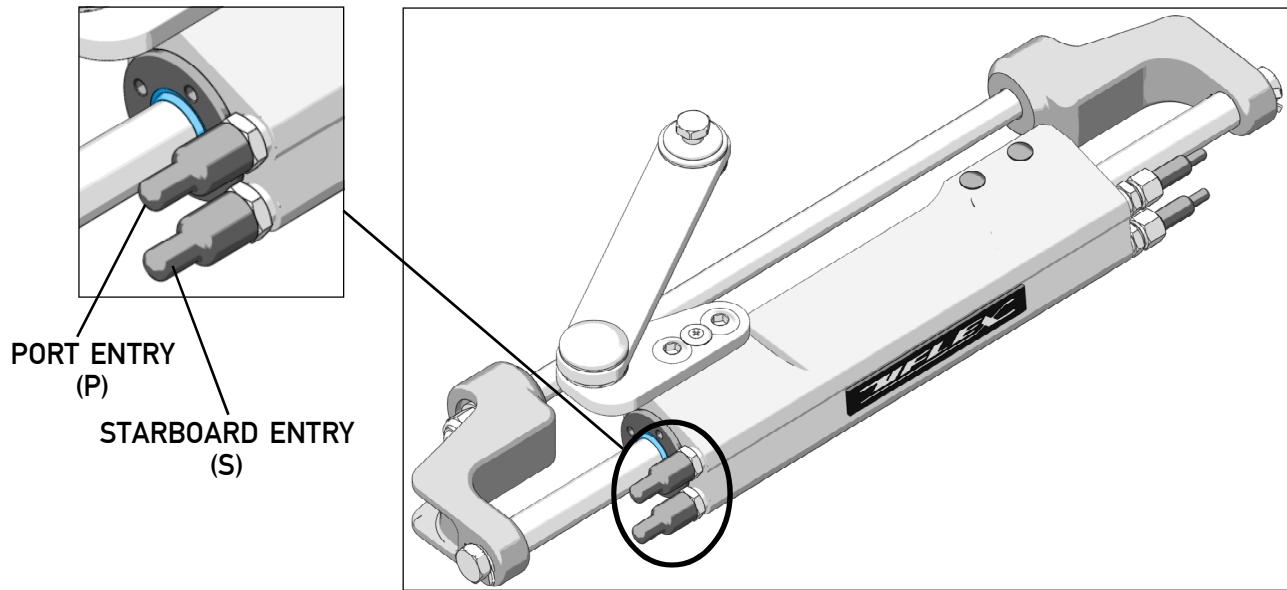


#### NOTICE

Check periodically the clearance absence between the ring nut and the tilt tube otherwise eliminate the clearance through the adjustment collar (7).

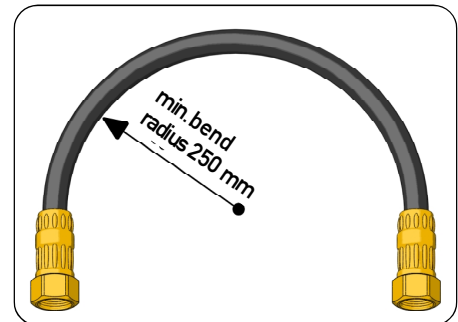


**3.4 Hose installation**



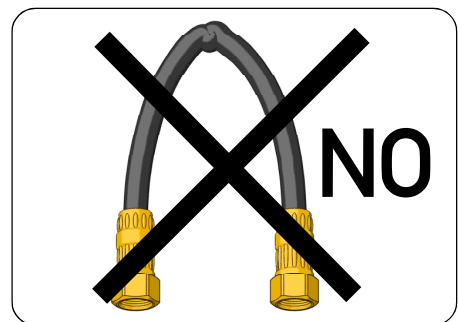
Screw the hoses on the cylinder fittings with a torque of 20[Nm] (15[lb.ft]) according to the following instructions:

- minimum hose bend radius 250 mm;
- no interference during engine tilting;
- no interference with the transom;



**⚠ WARNING**

An excessive hose bend could result in its internal breaking which will cause a bad operation of the system. In this case it is necessary to replace the damaged hose.





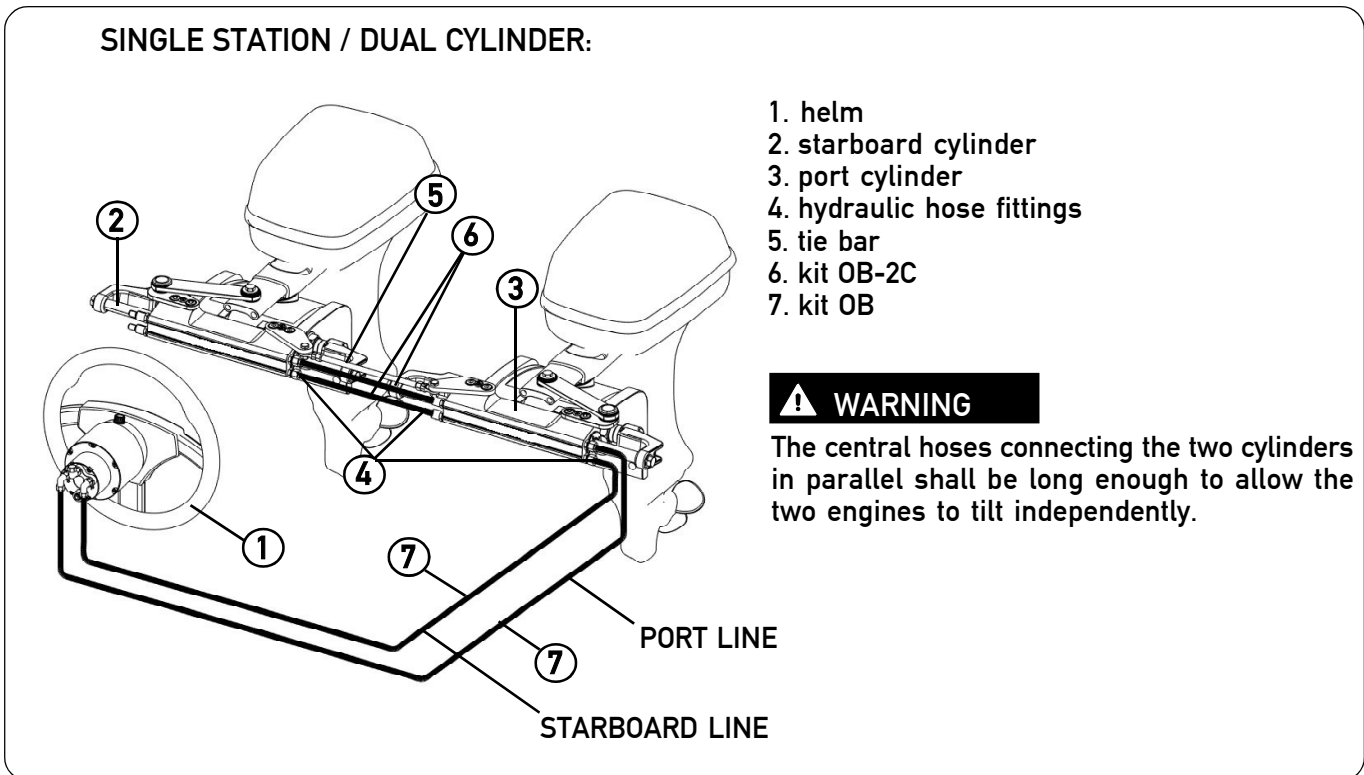
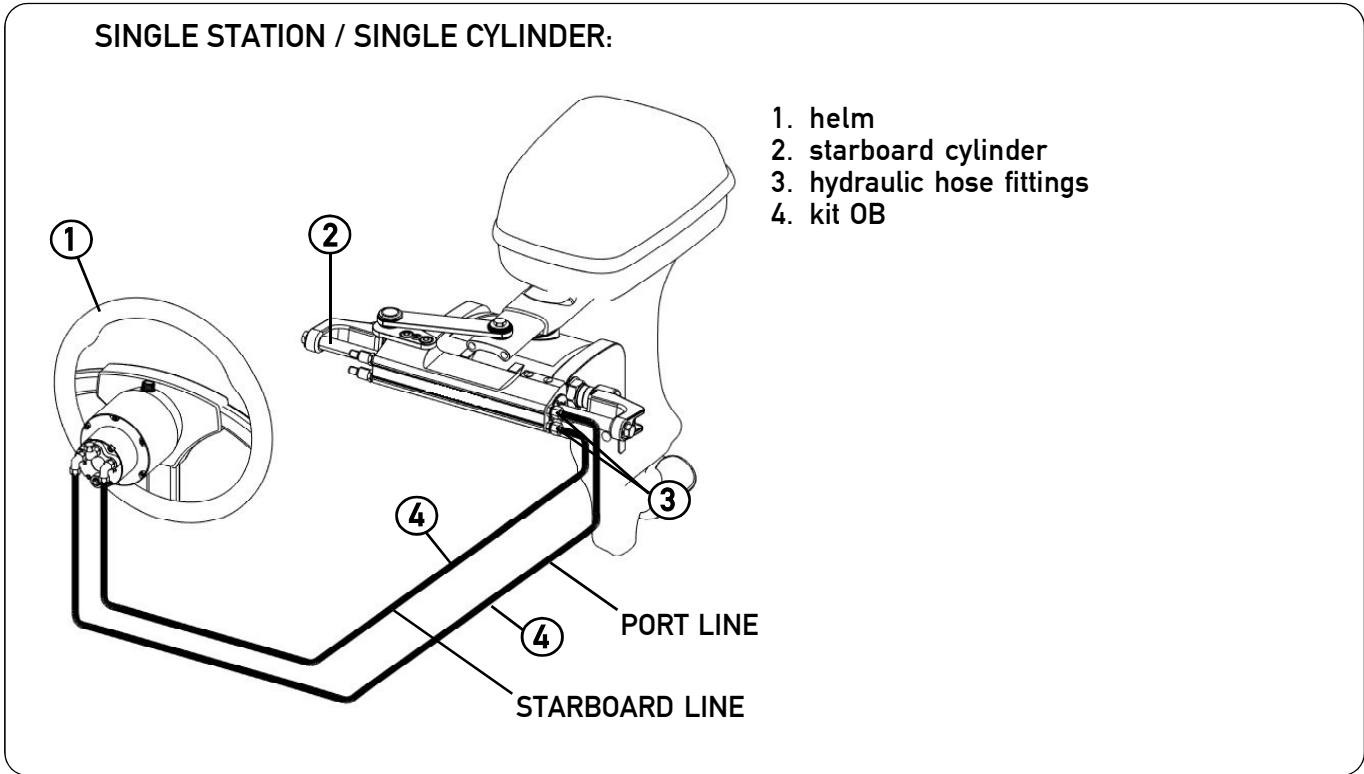
### 3.5 Type of installation



The UC130 hydraulic cylinder for outboard engines can be installed with different configurations according to the number and the type of engines used with a single or dual steering system. The possible configurations are:

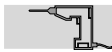
**⚠ CAUTION**

Connect hoses as shown in the following pictures:

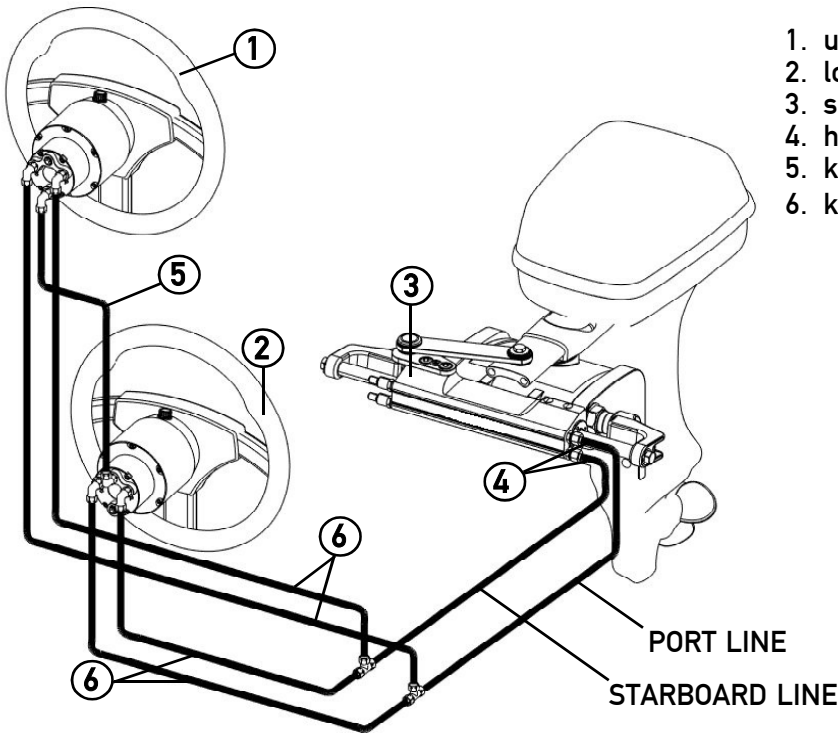


**⚠ WARNING**

The central hoses connecting the two cylinders in parallel shall be long enough to allow the two engines to tilt independently.

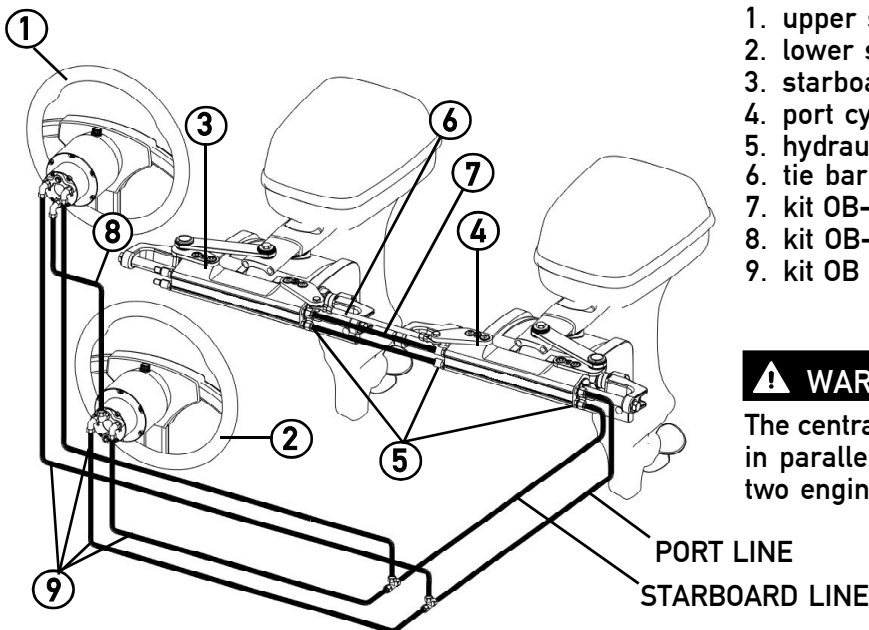


**DUAL STATION / SINGLE CYLINDER:**



- 1. upper station helm
- 2. lower station helm
- 3. starboard cylinder
- 4. hydraulic hose fittings
- 5. kit OB-2S
- 6. kit OB

**DUAL STATION / DUAL CYLINDER:**



- 1. upper station helm
- 2. lower station helm
- 3. starboard cylinder
- 4. port cylinder
- 5. hydraulic hose fittings
- 6. tie bar
- 7. kit OB-2C
- 8. kit OB-2S
- 9. kit OB

**⚠ WARNING**

The central hoses connecting the two cylinders in parallel shall be long enough to allow the two engines to tilt independently.





### 3.6 Filling and purging

After the first installation and after maintenance operations it is necessary to fill the system with hydraulic oil. This operation must avoid the air in the system, to ensure the good system operation. The hydraulic system must be filled from the highest point of the system, which means from the upper steering station.

#### **⚠ CAUTION**

To avoid air bubbles in the oil, it is necessary to fill the tank slowly.

#### **⚠ WARNING**

The filling and bleeding operations must be carried out at least by two operators

#### **NOTICE**

The filling and purging operations can be facilitated by using the automatic purging equipment BUBBLE BUSTER (supplied separately).

#### **⚠ DANGER**

Use **UFLEX** oil or other compatible oils.

Hydraulic oil OIL15 has been specifically formulated for **UFLEX** to ensure high quality performance level of **UFLEX** products throughout time.

The special mix of anti-wear and stabilizing components of OIL15 allow ensuring great results as far as the product duration and performances are concerned in several environmental conditions. **UFLEX** is not to be held responsible for any damages or performance deterioration if oils different from OIL15 are used.

#### **⚠ DANGER**

Do NOT use ATF Dexron II transmission oils or brake oils which could cause the steering system seizing.

Oils which are compatible with OIL15 **UFLEX** are:

- Shell Tellus T15 and Shell Tellus T22
- Mobil DTE 11M

#### **NOTICE**

**UFLEX** will not be able to ensure the compatibility of the above mentioned oils with OIL15 if the oil manufacturers vary their formulation. Under no circumstances **UFLEX** is to be held responsible for any damages or performance deterioration.

In the days after the filling, check the oil level; if necessary top off the system.

At the beginning the oil level can lower, as small amounts of air can be released in a homogeneous way. According to the types of installation, it is necessary to carry out the different bleeding procedures, as it follows.



### 3.6.1 Positioning of the oil bottle

To carry out this operation, it is necessary to use the oil filling kit (1 needle, 1 transparent pipe, 1 pipe connection and 1 spout for the oil bottle). This kit is NOT supplied.

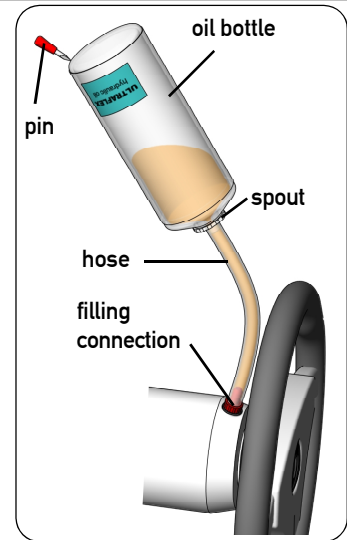
- Remove the pump cap and insert the fittings.
- Attach the spout to a new bottle of hydraulic oil and connect the hose to the fittings and the bottle spout.
- Turn the bottle upside down and pierce it with the pin, as shown in the picture, to ease the oil passage towards the pump.  
Fill the pump until no air bubbles are visible in the hose.

**⚠ WARNING**

While replacing the oil bottle, during the filling process, close all the bleed valves of the cylinder/s. To bleed the system, check that oil is always present in the filling hose. If some air is in the system during the bleeding process, the whole bleeding process must be started again.

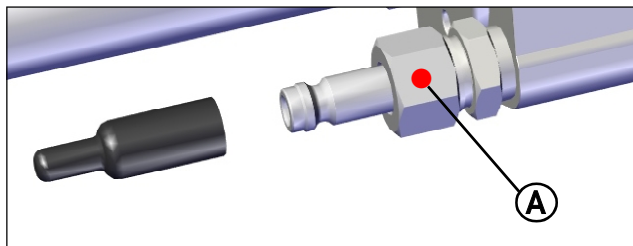
**⚠ CAUTION**

Replace the bottle before it empties and use recovered oil only after 24 hours.



### 3.6.2 Single steering station/ single cylinder

- Unscrew the two bleed valve protections and loosen 1.5 turns max. the nuts "A" of the two bleed valves.

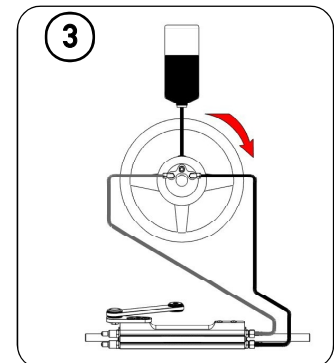
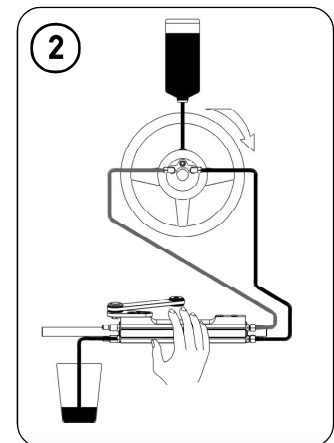
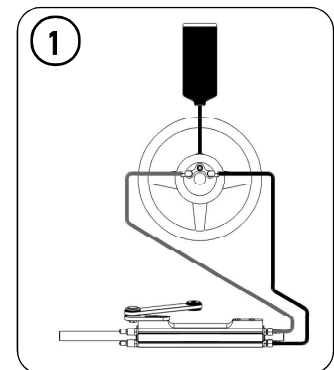


- Unscrew the two bleed valves and manually push the cylinder body to one side until it stops as shown in picture 1.
- Position the oil bottle as explained in paragraph 3.6.1.
- Close the bleed valve on the cylinder end stroke side and put a purged oil tank near the other bleed valve (as shown in picture 2).
- Turn the steering wheel slowly (as shown in picture 2) so that the oil can come out of hoses.

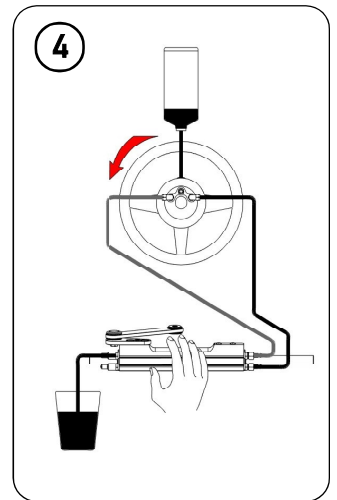
**NOTICE**

Hold the cylinder body with the hand to prevent movements caused by the air present in the cylinder chamber (picture 2).

- When the oil comes out of the bleed valve (without air bubbles), close the bleed valve and continue to turn the steering wheel in the same direction to fill the cylinder chamber (picture 3).  
During this phase the cylinder body will move to the opposite direction up to the end stroke.



- Open the other bleed valve and move purged oil tank to the other side. Holding the cylinder body in this position, turn the steering wheel as shown in picture 4, until oil without air bubbles comes out of the bleed valve. Then close the bleed valve.
- Repeat the entire procedure to ensure the absence of air in the system.

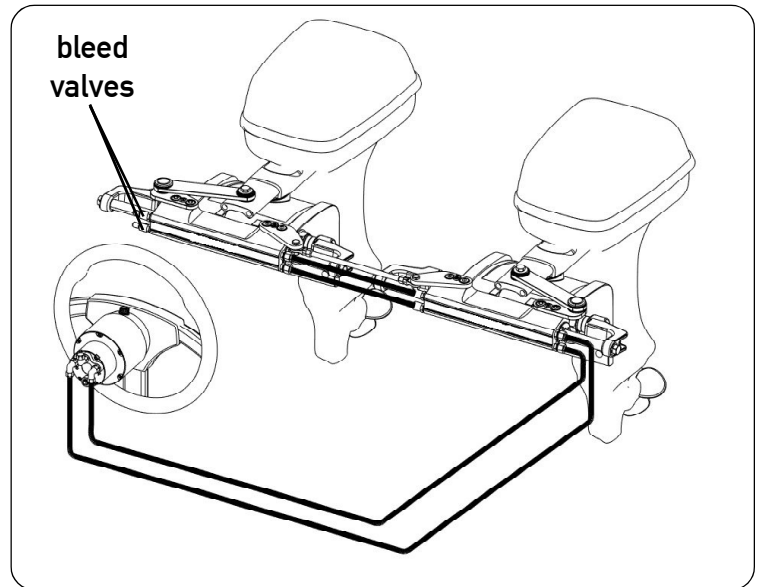


**NOTICE**

The described procedure is the same even in case of single station, dual engine, single cylinder and tie bar.

**3.6.3 Single steering station/ dual cylinder**

- Manually unscrew the two bleed valves on the hydraulic hose fittings and push the cylinders to one side up to the end stroke.
- Position the oil bottle as described in paragraph 3.6.1.
- Follow the same bleeding procedure described for the single steering station / single cylinder (paragraph 3.6.2). While turning the steering wheel be careful because both cylinders move.
- Repeat the entire procedure several times to ensure the air absence in the system.



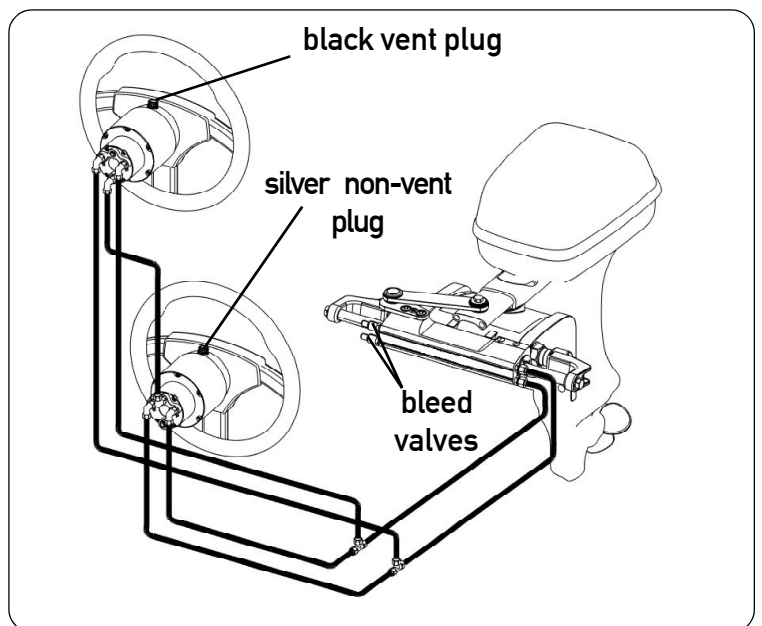
**3.6.4 Dual steering station/ single cylinder**

- Manually unscrew the two bleed valves on the hydraulic hose fittings and push the cylinder to one side up to the end stroke.
- Position the oil bottle near the main steering station (upper) according to what is described in paragraph 3.6.1.

**⚠ WARNING**

Wait until the oil reaches the lower tank and both tanks are filled.

- Follow the same bleeding procedure described in paragraph 3.6.2 starting from the lower station and repeat it for the upper station.



**⚠ WARNING**

For the additional steering station (lower) tank use only the silver non-vent plug (supplied with the "kit OB-2S"). For the main steering station (upper) tank use only the black vent plug.

- Repeat the procedure at least 3 times to ensure the absence of air in the system.

**NOTICE**

The purging procedure is the same for dual station, dual motor, single cylinder and tie bar.

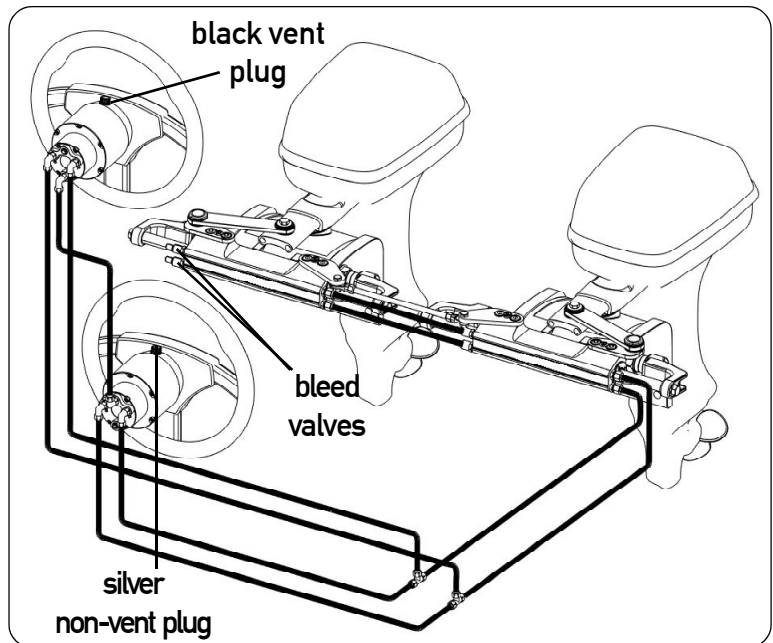
**3.6.5 Dual steering station/dual cylinder**

- Manually unscrew the two bleed valves on the hydraulic hose fittings and push the cylinders to one side up to the end stroke.
- Position the oil bottle near the main steering station (upper) according to what is described in paragraph 3.6.1.

**⚠ WARNING**

Wait until the oil reaches the lower tank and both tanks are filled.

- Follow the same purging procedure described in paragraph 3.6.2 starting from the lower station and repeat it for the upper station.



**⚠ WARNING**

For the additional steering station (lower) tank use only the silver non-vent plug (supplied with the "kit OB-2S"). For the main steering station (upper) tank use only the black vent plug.

- Repeat the entire procedure at least 4 times to ensure the absence of air in the system.

**3.7 General recommendation**

**⚠ WARNING**

It is very important to check the absence of air in the system before using the boat! We recommend trying to manually move the engine towards port and starboard, making sure that there is no movement of the cylinder body on the main cylinder shaft.

If the cylinder body moves more than 1/6 inches (15mm), there is still air in the system. The air presence in the system can cause bad responses to the controls and so it can cause damage, injuries or death.



## 4 SAFETY WARNINGS

This section shows the safety rules which must be followed for the correct equipment operation. We recommend reading carefully this section and also the other manuals supplied with the steering system components.

### 4.1 Safety warnings during use and installation

RESPECT STRICTLY the following safety rules:

**UFLEX** declines all responsibility in case the user does not follow these rules and it is not responsible for negligence during the use of the system.

#### DANGER

- **DO NOT PUT HANDS BETWEEN THE MOVING PARTS.**
- Do not disable the safety devices.
- Do not modify or add devices to the system, without **UFLEX** written authorization or technical intervention which will prove the modification.
- Do not use the equipment for a purpose different from the one it has been designed for, which is specified in the installation and maintenance manual.
- Do not let non-specialized staff perform the installation.
- Do not disassemble the hydraulic connections before bleeding the oil in the system completely. The hoses can contain high pressure oil.

#### WARNING

- Do not put the feet on the cylinder.
- Check the system after the installation and the purging but before operating the vessel. Turn the steering wheel until the cylinder/s reaches/reach the end stroke. Turn the steering wheel to the opposite direction. Repeat on each installed helm to verify the correct installation and the system operation.
- Carefully use sealing fluid (such as Loctite). If it reaches the hydraulic system, it may cause damage and mechanical failure.
- Do not use teflon tape or adhesive tape to seal the fittings, as this material may be ingested, by causing the system fail.
- During the system installation, prevent foreign matters from entering the system. Even a little object may cause lasting damage that are not detected immediately.
- Avoid too narrow bend radius of hoses.
- Avoid the hose contact with edges or sharp corners.
- Avoid the hose contact with heat sources.

### 4.2 Clothing

#### WARNING

During installation, inspection or maintenance,

IT IS STRICTLY FORBIDDEN to wear necklaces, bracelets or clothes which could get caught in the moving parts.



## 5 MAINTENANCE

### 5.1 Ordinary maintenance

#### **⚠ WARNING**

Poor installation and maintenance may result in loss of steering and cause property damage and/or personal injury. Maintenance requirements change according to climate, frequency and the use. Inspections are necessary at least every year and must be carried out by specialized marine mechanics. Check the cylinder fittings and the seals and the helm gaskets to prevent leaks. Replace them if necessary. To keep a suitable oil level in the tank, fill and bleed the system as described in this manual in paragraph 3.6. Check the hose and the entire system wear, the nut and bolt tightening every six months and make sure that they are not damaged. Clean the system using water and non-abrasive soap.

#### **⚠ WARNING**

Use only compatible hydraulic oils, indicated in the paragraph "technical features" and "filling and bleeding ". Do not use brake oils or automatic transmission fluid (ATF) in any case.

#### **⚠ WARNING**

After the first 10 hours of use and then periodically check the connection integrity and tightening.

#### **⚠ CAUTION**

If the self-locking nuts are disassembled, replace them. (Contact our assistance service, see page 6).

### 5.2 Head replacement

If, after some time, oil leakages due to normal wear or poor maintenance are detected from head gaskets, replace them.

#### **⚠ WARNING**

If worn heads are not replaced, the cylinder cannot work properly, thus jeopardizing the safety of the user.

**UFLEX** supplies a proper kit containing the components to be used for replacement.

#### **NOTICE**

The kit is supplied with the replacement instructions.





## 5.3 Troubleshooting

### **WARNING**

Whenever the following checks need the removal and/or disassembly of the steering system components, such work must be carried by specialized staff. **UFLEX** offers general information only and is not responsible for any consequences resulting from incorrect disassembly.

PROBLEM	CAUSE	SOLUTION
During the filling, the steering system becomes completely jammed.	<ul style="list-style-type: none"> <li>Blockage in the hoses between steering system and cylinder.</li> </ul>	<ul style="list-style-type: none"> <li>Replace hoses.</li> </ul> <p> <b>WARNING</b></p> <p>The damaged hose must be replaced, otherwise it may cause loss of steering and severe personal injury or property damage.</p>
The system is very difficult to fill. Air keeps bubbling at the top of the steering system tank even after filling the system completely.	<ul style="list-style-type: none"> <li>Air in the system.</li> </ul>	<ul style="list-style-type: none"> <li>Repeat the filling and the bleeding procedure of the system.</li> <li>Install horizontally the hoses and in any case with a maximum inclination of 3cm each meter.</li> </ul>
	<ul style="list-style-type: none"> <li>Leaks from the cylinder bleeder.</li> </ul>	<ul style="list-style-type: none"> <li>Tighten the bleeder on the cylinder.</li> </ul>
	<ul style="list-style-type: none"> <li>Coiled hose.</li> </ul>	<ul style="list-style-type: none"> <li>Uncoil and straighten the hose.</li> </ul>
	<ul style="list-style-type: none"> <li>Helm has been mounted upside down.</li> </ul>	<ul style="list-style-type: none"> <li>Mount the helm with the filling hole in up position.</li> </ul>
The steering system is stiff and hard to turn, even when the boat is not moving.	<ul style="list-style-type: none"> <li>Restrictions in hoses or fittings.</li> </ul>	<ul style="list-style-type: none"> <li>Look for and remove the restriction.</li> </ul>
	<ul style="list-style-type: none"> <li>Air in oil</li> </ul>	<ul style="list-style-type: none"> <li>Repeat the filling and the bleeding procedure of the system.</li> </ul>
The steering system is stiff and hard to turn, even when the boat is not moving.	<ul style="list-style-type: none"> <li>Wrong oil has been used.</li> </ul>	<ul style="list-style-type: none"> <li>Drain the filling and bleeding system.</li> </ul> <p> <b>WARNING</b></p> <p><b>UFLEX</b> is not responsible for damage caused by fluids that are not recommended in this manual and so the warranty is cancelled.</p>
The steering system is stiff and hard to turn, even when the boat is not moving, if unbalanced cylinders are used.	<ul style="list-style-type: none"> <li>Dirt in the valve.</li> </ul>	<p> <b>WARNING</b></p> <p>Do not use the boat and contact a specialized technician for the valve cleaning.</p>

<p>The steering system is easy to turn at the dock but becomes hard to turn when the boat is in motion.</p>	<ul style="list-style-type: none"> <li>The steering wheel is too small.</li> </ul>	<ul style="list-style-type: none"> <li>Replace the steering wheel with a bigger one.</li> </ul> <p><b>⚠ WARNING</b> Only within the maximum dimensions allowed by the helm.</p>
	<ul style="list-style-type: none"> <li>Incorrect setting of the torque tab.</li> </ul>	<ul style="list-style-type: none"> <li>Adjust the torque tab.</li> </ul>
	<ul style="list-style-type: none"> <li>Air in oil.</li> </ul>	<ul style="list-style-type: none"> <li>Check the oil level and repeat the bleeding procedure as explained in this manual.</li> </ul>
<p>When the steering wheel is turned, the rod (movable rod cylinders) or the body (fixed cylinder rod) of the cylinder do not move.</p>	<ul style="list-style-type: none"> <li>Air in the system.</li> </ul>	<ul style="list-style-type: none"> <li>Repeat the filling and bleeding procedure of the system.</li> </ul>
	<ul style="list-style-type: none"> <li>Oil leak.</li> </ul>	<ul style="list-style-type: none"> <li>Look for the leak and contact specialized staff.</li> </ul>
	<ul style="list-style-type: none"> <li>Helm mounted upside down.</li> </ul>	<ul style="list-style-type: none"> <li>Mount the helm with the filling hole in up position.</li> </ul>
<p>Leaks from steering system fittings.</p>	<ul style="list-style-type: none"> <li>Bad tightening or low torque of the fittings.</li> </ul>	<ul style="list-style-type: none"> <li>Tighten the fittings with a maximum torque of 20Nm (15 in.lbs).</li> </ul>
	<ul style="list-style-type: none"> <li>Lack of fitting sealant.</li> </ul> <p><b>⚠ WARNING</b> Never use teflon tape or adhesive tape on any fitting.</p>	<ul style="list-style-type: none"> <li>Drain and disassemble the steering system. Remove the fittings and remove the oil from threads. Put the sealant on the fittings and tighten them, install the helm.</li> </ul> <p><b>⚠ WARNING</b> After this operation it is necessary to carry out another bleeding.</p>
<p>Leaks from the tank plug.</p>	<ul style="list-style-type: none"> <li>Bad tightening of the plug.</li> </ul>	<ul style="list-style-type: none"> <li>Tighten the plug.</li> </ul>
	<ul style="list-style-type: none"> <li>The vent plug (black) on the additional helm is in the lower position.</li> </ul>	<ul style="list-style-type: none"> <li>Replace the vent plug (black) with the plug for the additional helm kit (silver).</li> </ul>
	<ul style="list-style-type: none"> <li>Worn and damaged seal.</li> </ul>	<ul style="list-style-type: none"> <li>Replace the plug.</li> </ul>
	<ul style="list-style-type: none"> <li>Too high oil level.</li> </ul>	<ul style="list-style-type: none"> <li>Follow the procedure to maintain the suitable oil level, which is described in the pump manual.</li> </ul>



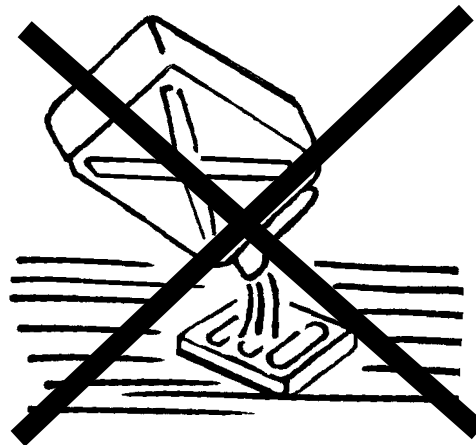
## 6 DISMANTLING

### 6.1 Dismantling

When for any reason, the steering system is put out of service, it is necessary to follow some rules in order to respect the environment.

Sheaths, pipelines, plastic or non-metallic components must be disassembled and disposed of separately.

*The steering system **CONTAINS POLLUTING OILS**  
which must be disposed of according to the rules in force in the country.*



**UFLEX USA**

Sarasota, FL 34243 - 6442 Parkland Drive

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# Installation instructions

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## HEAD REPLACEMENT KIT UC 130 CYLINDER

# WFLEx





Dear Customer,

We would like to thank you for choosing an ULTRAFLEX SpA product.

ULTRAFLEX SpA has been a leader in steering systems for pleasure and professional boats for many years.

All ULTRAFLEX SpA products are designed and manufactured to ensure the best performance. To ensure your safety and to maintain a high quality level, ULTRAFLEX SpA products are guaranteed only if they are used with original spare parts (see attached document "Application Spare Parts").

The quality management system involves all the company resources and processes starting from the design, in order to:

- ensure product quality to the customer;
- maintain and improve the quality standards constantly;
- pursue a continuous process improvement to meet the market needs and to increase the customer satisfaction;
- constantly test the products to verify their conformity with the 2013/53/EU.



"Established in 1989 UFLEX USA is a leader in steering and control systems for the marine industry. With full manufacturing capabilities in Sarasota, Florida, UFLEX USA can support all sectors of the marine industry regardless of volume and/or product requirements. And, as an affiliate of the ULTRAFLEX Group, UFLEX USA has tremendous resources to draw upon for new product development in hydraulics, electronics and many other technologies.

Innovative product design and unparalleled dedication to quality customer service and products continue to be cornerstone of UFLEX USA's growth. Today our products can be found as originally installed equipment on many of the most widely known and respected boat brands in the world. Aftermarket parts can be sourced from trained and experienced distributor network throughout North and South America.

Our dedication to providing the highest quality products and service is only matched by our commitment to developing new products employing the latest materials and technology to enhance our customer's boating experience. From steering wheels to sophisticated electronic controls, UFLEX USA has everything you need to make sure that your boat looks and perform it's best for many, many years."

**UFLEX USA**

Sarasota, FL 34243 - 6442 Parkland Drive

## INTRODUCTION

This installation and maintenance manual represents an important part of the product and must be available to the people in charge of its use and maintenance.

The user must know the content of this manual.

UFLEX USA declines all responsibility for possible mistakes in this manual due to printing errors.

Apart from the essential features of the described product, UFLEX USA reserves the right to make those modifications, such as descriptions, details and illustrations, that are considered to be suitable for its improvement, or for design or sales requirements, at any moment and without being obliged to update this publication.

ALL RIGHTS ARE RESERVED. Publishing rights, trademarks, part numbers and photographs of UFLEX USA products contained in this manual are UFLEX USA property.

Great care has been taken in collecting and checking the documentation contained in this manual to make it as complete and comprehensible as possible. Nothing contained in this manual can be interpreted as warranty either expressed or implied - including, not in a restricted way, the suitability warranty for any special purpose. Nothing contained in this manual can be interpreted as a modification or confirmation of the terms of any purchase contract.

### WARNING

To ensure the correct product and component operation, the product must be installed by qualified staff. In case of part damage or malfunction, please contact the qualified staff or our Technical Assistance Service.

### TECHNICAL ASSISTANCE SERVICE

#### North - South - Central America:

UFLEX USA  
6442 Parkland Drive  
Sarasota, FL 34243  
Tel: +1.941.351.2628  
Fax: +1.941.360.9171  
Email: [sales@uflexusa.com](mailto:sales@uflexusa.com)  
[www.uflexusa.com](http://www.uflexusa.com)

UFLEX S.r.l.  
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Email: [service@ultraflexgroup.it](mailto:service@ultraflexgroup.it)  
[www.ultraflexgroup.it](http://www.ultraflexgroup.it)

## WARRANTY

1. Two Year Limited Warranty. UFLEX USA, Inc. warrants that all products manufactured by UFLEX USA, Inc. or ULTRAFLEX S.p.A. and sold by UFLEX USA to the retail purchaser ("Purchaser") that for two (2) years after the date of manufacture to be free from defects due to material or workmanship, subject to the exclusions below. Improper installation AVOIDS this warranty. Installation should only be attempted by a trained and qualified technician.
2. Exclusions. This limited warranty does not cover and does not extend to any of the following:
  - (a) Failure caused by normal wear and tear, climatic conditions, misuse, neglect, lack of proper maintenance, accident, fire or other casualty damage, racing, overloading, negligence, modification, beaching or grounding of vessel, collision, impact, towing, acts of war or hostilities;
  - (b) components not manufactured by UFLEX USA, Inc., or its affiliates;
  - (c) cost of removal or reinstallation of any component (including components manufactured by UFLEX USA, Inc.) or disassembly or reassembly of the unit containing the component;
  - (d) components not manufactured by UFLEX USA, Inc. or ULTRAFLEX S.p.A., whether or not warranted by the other manufacturer;
  - (e) any product which has not been properly installed.

3. **Limitations.** THE REPAIR OR REPLACEMENT OF DEFECTIVE PARTS SHALL BE PURCHASER'S SOLE AND EXCLUSIVE REMEDY AND UFLEX USA, INC.'S SOLE AND EXCLUSIVE LIABILITY UNDER THIS WARRANTY. LABOR FOR REPLACEMENT IS NOT INCLUDED. UFLEX USA, Inc.'s obligation under this warranty is limited to the repair or replacement (at UFLEX USA, Inc.'s sole election) of any covered item found to be defective, when delivered by Purchaser pursuant to written authorization and instructions from UFLEX USA, Inc., shipping prepaid to UFLEX USA, Inc.'s plant or other designated repair facility. Repaired or replaced items are warranted as provided herein for the unexpired portion of the applicable warranty period. THIS WARRANTY, AND THE RIGHTS AND REMEDIES UNDER IT, IS EXCLUSIVE AND IS GIVEN IN PLACE OF ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, INCLUDING ANY IMPLIED WARRANTY OF MERCHANTABILITY OR FITNESS FOR PARTICULAR PURPOSE, WHETHER ARISING BY LAW, CUSTOM, CONDUCT OR USAGE OF TRADE, PURCHASER'S REMEDIES SHALL BE LIMITED AS STATED HEREIN AND UFLEX USA, INC. SHALL NOT BE LIABLE FOR ANY INCIDENTAL, CONSEQUENTIAL OR INDIRECT DAMAGES OR LOSSES RESULTING FROM DEFECTS. THE RETAIL SELLER IS NOT A CO-WARRANTOR AND IS NOT AUTHORIZED BY UFLEX USA, INC. TO AMEND OR MODIFY THIS LIMITED WARRANTY IN ANY MANNER.
4. **Transferability of Warranty.** This limited warranty may not be transferred to subsequent purchasers.
5. **Miscellaneous.** UFLEX USA, Inc. is an affiliate of ULTRAFLEX S.p.A. UFLEX, USA, Inc., reserves the right to make changes in the design and construction of its products at any time, without notice and without any obligation to incorporate such changes into products of prior manufacture. This limited warranty applies to new components sold by UFLEX USA, Inc.. This limited warranty contains the entire agreements between UFLEX USA, Inc. and Purchaser and supersedes all prior agreements, discussions, negotiations, commitments and representations, whether oral or written, between them regarding UFLEX USA, Inc's warranty. If any provision of this limited warranty, or the application of it, is determined to be invalid or unenforceable for any reason, the remainder of this limited warranty and the application of it shall not be affected.

All communications and notices from Purchaser regarding this limited warranty should be sent to: UFLEXUSA, INC., 6442 Parkland Drive, Sarasota, FL 34243; (941) 351-2628.

## Return policy

Any product that is presumed defective should be reported to UFLEX USA within 48 hours of receipt or discovery in the field. Upon notification UFLEX USA will attempt to troubleshoot the problem with our customer over the phone. If we are unable to resolve the problem UFLEX will issue a Return Goods Authorization number and we require that the product in question be returned to UFLEX with all its parts in its original packaging. The product should be returned freight prepaid to:

UFLEX USA  
RGA Department - RGA #  
6442 Parkland Drive  
Sarasota, Florida 34243

Upon receipt UFLEX will examine the product to determine the cause of the defect. If the product is determined to have a defect in workmanship or material, it will be repaired at our discretion.

Our warranty does not cover labor, towing or other expenses. Further, it does not cover products that have been improperly installed, damaged in installation, misapplied, or misused.

Our products are not intended for use in racing applications.



**⚠ CAUTION**

This kit must be used with hydraulic cylinders for outboard engines UC 130 only.

**⚠ CAUTION**

During each disassembly phase, put the cylinder in a suitable position to prevent Loctite ® residues from falling into it.

**NECESSARY TOOLS**

Open end wrench 3/4"



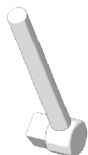
Open end wrench 9/16"



Open end wrench 14 mm



2x Open end wrench 19 mm



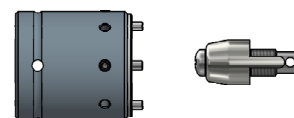
Square wrench 19 mm



Allen wrench 8 mm



Torx TX30 screwdriver

Equipment for unscrewing /  
screwing heads (CODE 43386V)

Workbench with vice



Pliers

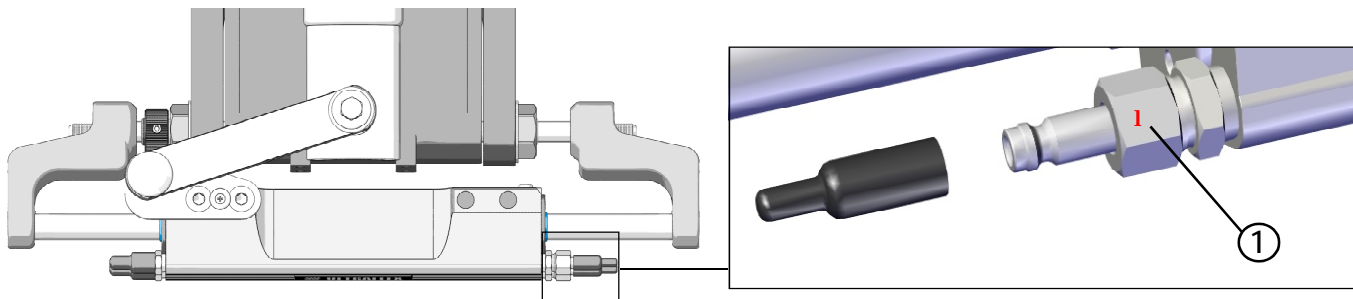


Loctite ® 222

**SYSTEM DRAINING**

Before removing the cylinder from the tilt tube, it is necessary to completely drain the oil from the system. This operation must be carried out by skilled staff.

- 1 Unscrew the two bleed valve protections "1".



- 2 While turning the steering wheel, push the cylinder body to one side until it stops as shown in picture A on the following page.

3 Open bleed valve "1" and put a tank to collect oil (refer to picture B on the following page).

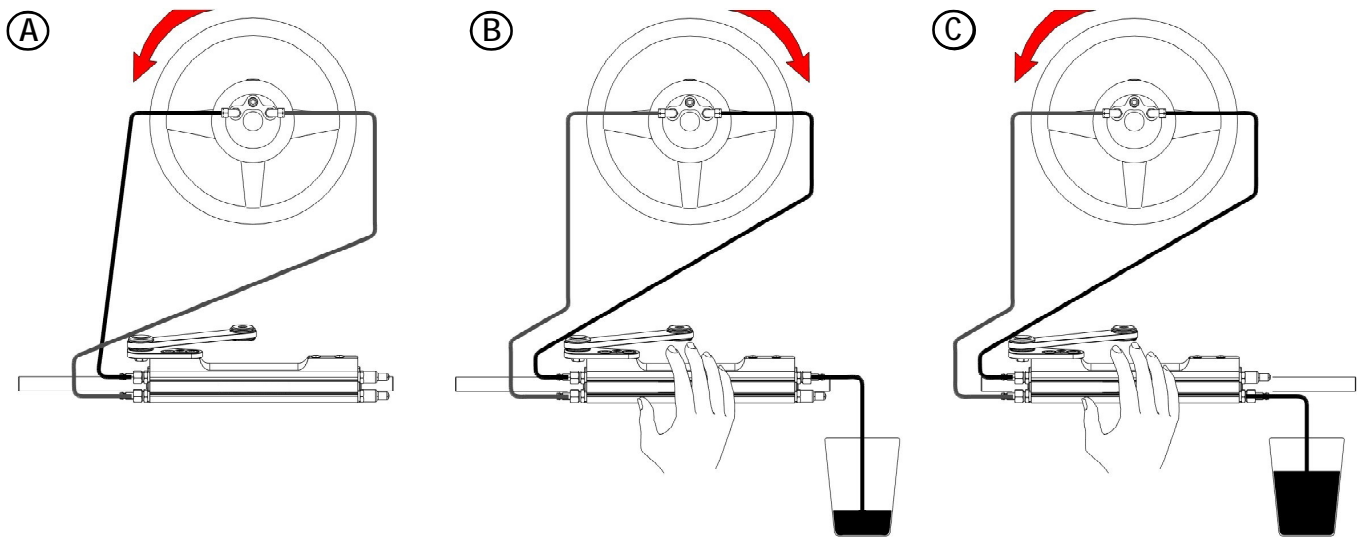
Turn the steering wheel slowly (as shown in the picture) so that the oil can come out through the hoses and the bleed valve.

**! NOTE**

Hold the cylinder body with the hand to prevent movements.

4 Close bleed valve "1", open the other valve and move the purged oil tank to the other side. Holding the cylinder body in this position, turn the steering wheel slowly as shown in the picture, until the oil contained in the whole circuit is completely drained through the bleed valve.

Then close the bleed valve.



Repeat the entire procedure to ensure the absence of oil in the system.

**! CAUTION**

Never pour the oil into the sea.

Now proceed with the head disassembly.

## CYLINDER REMOVAL

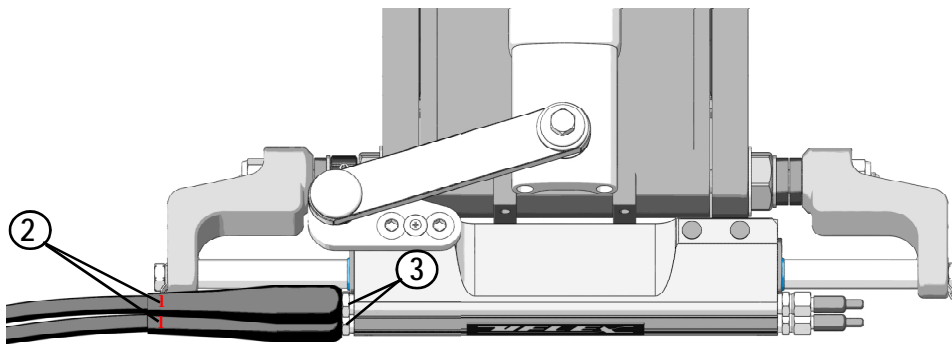
### ⚠ CAUTION

Before replacing heads, remove the cylinder from the engine then carry out the necessary operations on a workbench.

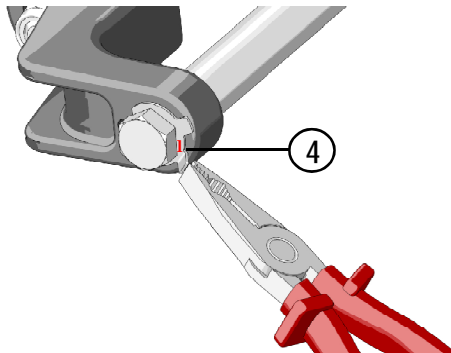
### ⚠ CAUTION

During removal, any worn and unusable component must be replaced.  
Undamaged components or parts in good conditions can be reused.

- 5 Remove hoses "2" from fittings "3" on the cylinder and put the caps supplied with the kit (2 on the cylinder and 2 on the hoses).



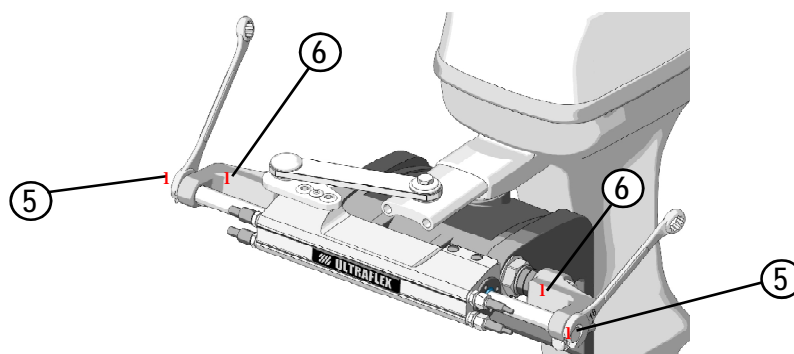
- 6 Open lock washers "4".



- 7 By using a 18mm wrench, loosen screws "5" fastening bullhorns "6" to the rod.

### ⚠ NOTE

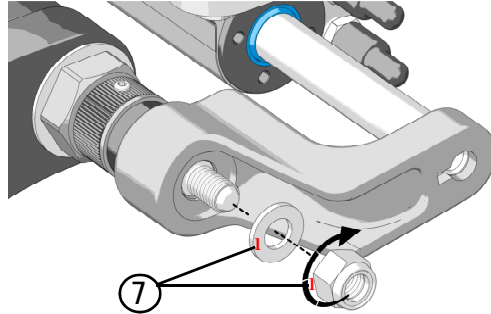
In case it is necessary to replace only one head, remove just a bullhorn from the rod.



- 8 By using a 3/4" wrench, remove nuts and their washers "7" on the two ends of the tilt tube rod.

**⚠ NOTE**

Eliminate the nuts and washers which will be replaced by those supplied with the kit.



## HEAD REPLACEMENT

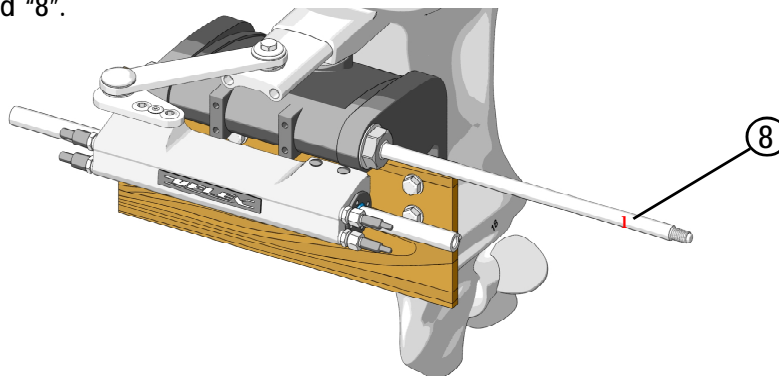
**⚠ NOTE**

Heads must be replaced on a workbench provided with suitable vice.

**⚠ CAUTION**

Replace one head at a time to prevent the piston from coming out of its seat and subsequently from damaging its gasket irreparably.

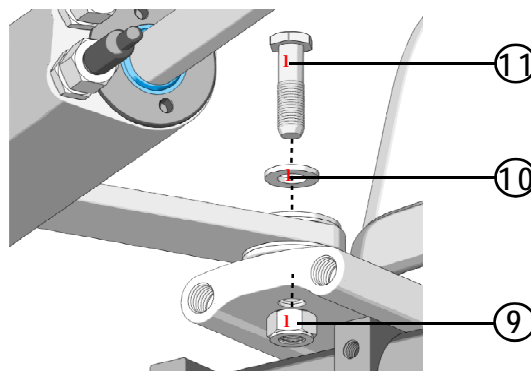
- 9 Remove tilt tube rod "8".



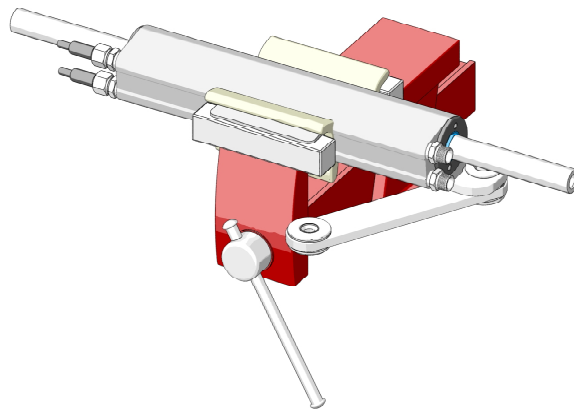
- 10 By means of a 9/16" wrench, remove nut "9" connecting the arm to the engine, then remove washer "10" and screw "11" with a 16mm wrench.

**⚠ NOTE**

Hold the cylinder to prevent its falling.



11 Fasten the cylinder to the vice protecting its body conveniently (for example, by using plastic parts).



12 Move piston "12" to one head side until it stops.

**! CAUTION**

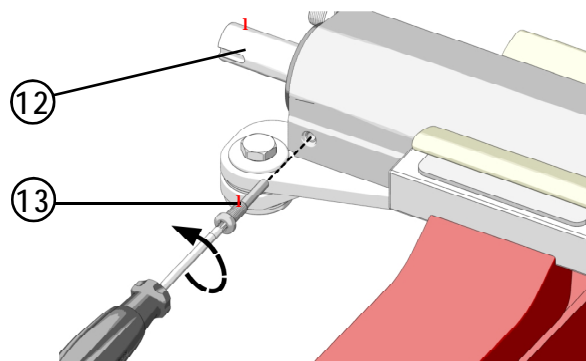
This will allow the removal of the head on the opposite side only.  
Remove the safety screw "13" by using a TORX TX30 screwdriver.

**! NOTE**

Eliminate the safety screw that will be replaced by the one supplied with the kit.

**! CAUTION**

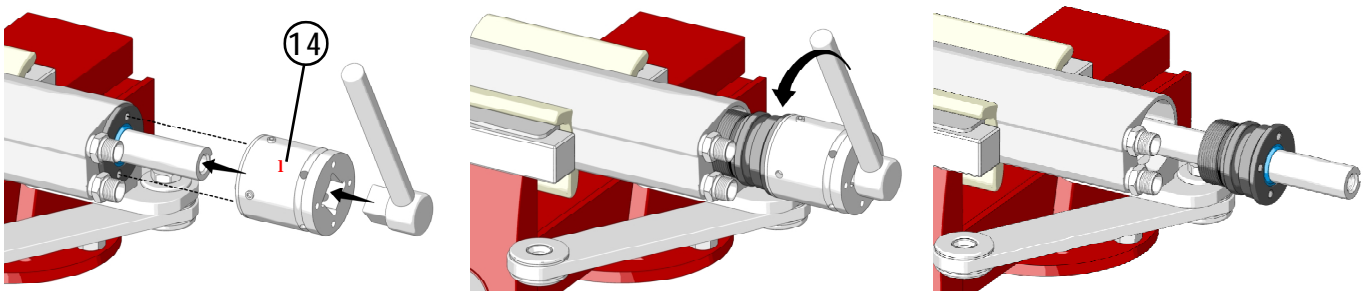
When removing the safety screw, make sure that Loctite ® residues do not fall into the cylinder.



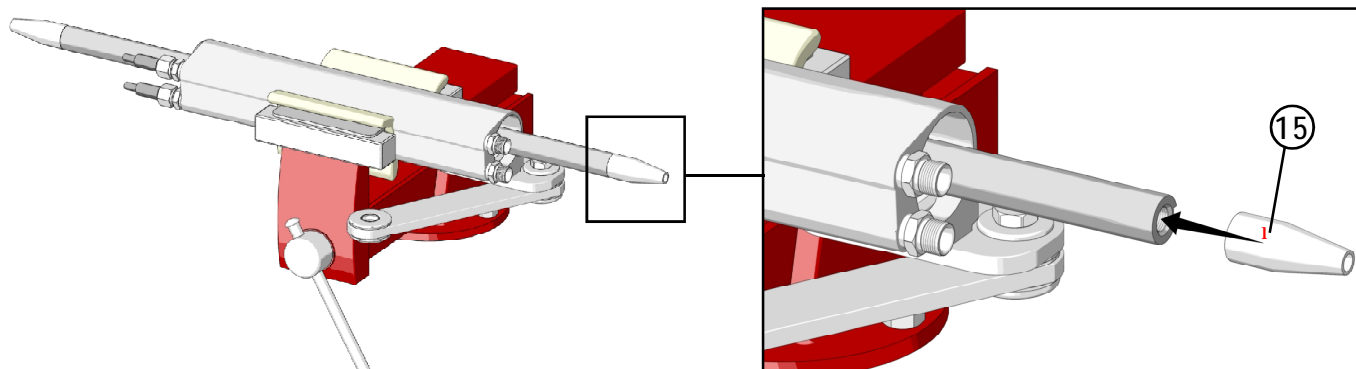
**! CAUTION**

In order to remove the head and install the new one, only use kit Ultraflex code no. 43386V, which is NOT SUPPLIED WITH THE "HEAD REPLACEMENT KIT".

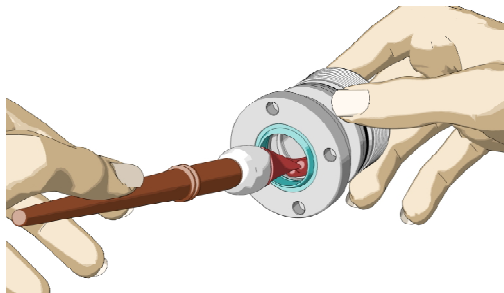
13 Place the proper tool "14", taking care to insert the 4 pivots of the head into the front holes. By means of a 19 mm square wrench, unscrew the head to be replaced.



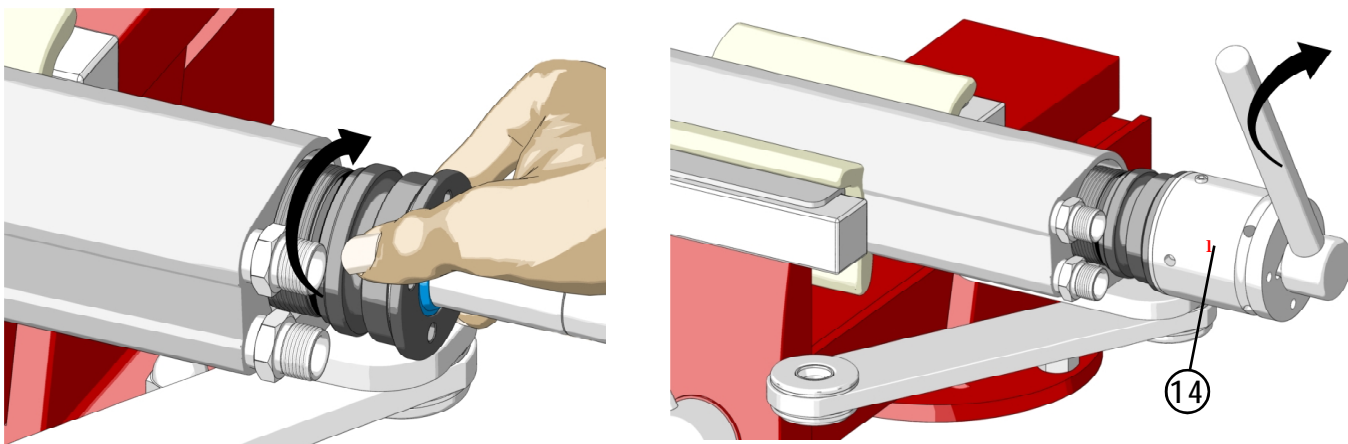
- 14 Put the cone-shaped tool "15" on the end of the rod. The aim is avoiding the gaskets to be damaged while inserting the head.



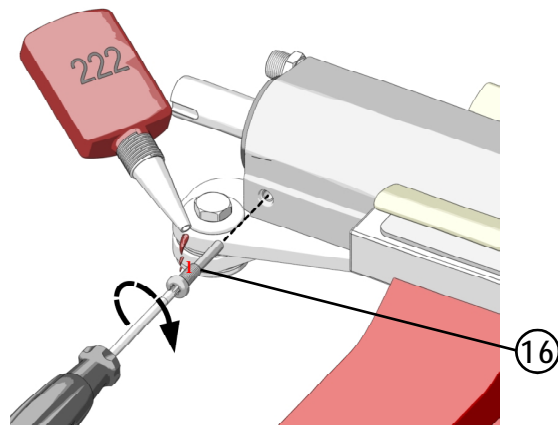
- 15 Apply marine grease in the internal part of the new head by using a brush.



- 16 Tighten the head manually, then tighten it with a torque of 90 [Nm] (66,38 [lb ft]), by means of the proper tool "14".



- 17 Pour a drop of Loctite® 222 on the new safety screw "16" supplied with the kit and tighten it in its seat by using a TORX TX30 screwdriver with a torque of 4-5 [Nm] (3.7 [lb ft]).



**! NOTE**

Remove the special tool for the head insertion from the rod.

- 18 Move the piston to the other side until it stops and repeat the operations described from point 9 to point 15 to replace the second head.
- 19 Install the cylinder following the instructions provided in paragraph 3.3 of the UC 130 manual.
- 20 Carry out the system filling and draining procedure as described in paragraph 3.6 of the UC 130 manual.

**UFLEX USA**

Sarasota, FL 34243 - 6442 Parkland Drive