



# HYDRAULIC PUMP DRIVE KITS FOR DIESEL ENGINES

## FLEXILOCK has torsional vibration control and spline locking security.

**LARGEST RANGE AVAILABLE IN THE WORLD TODAY.**  
With over 300 combinations we offer by far the largest standard range of direct hydraulic pump drive kits for diesel engines in the world today. The application versatility of our system is unique, covering SAE & DIN configurations.

**A COMPLETE ENGINEERED PRODUCT.**  
Using a FLEXILOCK kit permits the customer to make a reliable pre-engineered connection between the engine and hydraulic pump without the necessity of designing a special adaptation.

**WIDE POWER RANGE, UP TO 300 HP.**  
63 Series with capacity to 47 HP (35 kW) at 2500 RPM.  
101 Series with capacity to 142 HP (106 kW) at 2500 RPM.  
127 Series with capacity to 209 HP (156 kW) at 2200 RPM &  
195 Series with capacity to 300 HP (223 kW) at 2200 RPM.

**WIDE RANGE OF ENGINE HOUSING ADAPTORS.**  
We have been manufacturing engine housing adaptors since 1977 and can provide a wide range of high quality adaptors from stock. Housing adaptors have UNC tapped holes for pump mounting.

**LONG TROUBLE FREE LIFE.**  
Our special polymer flywheel driveplate elements are formulated for optimum elasticity at engine operating temperature and will continue to absorb engine torsional vibration over a very long life cycle. Unlike rubber drive connections, our elements do not harden and fret with continued engine heat exposure, but remain effective over long periods.

**STEEL DRIVEPLATE.**  
Outer driveplate is steel with special polymer element riveted or bolted in place. The use of a steel drive plate eliminates dimensional instability often experienced with the full plastic style drives.

**SUPERIOR SPLINE LOCKING SECURITY.**  
The CL and SL type CLAMPLOCK spline locking mechanisms in our all steel coupling hubs provide the highest level of spline locking security currently available from any source. Pump spline shaft wear or fretting is eliminated by simply tightening the screws provided. Material is high carbon steel not sintered metal as used by some competitors.

TABLE 1

ENGINE ADAPTOR INTERFACING AND PUMP COMPATIBILITY CHART  
Series By Performance.

63 Series Code 90		Engine Interfacing	EAI Codes	Pump Size	Stand Off Distance "T"
Torque - 135 Nm	34hp (25kW) @1800 RPM	SAE 5 x 6 1/2"	C	A,B	0.24"(6mm)
Torque - 100 ft.lbs.	38hp (28kW) @2000RPM	SAE 5 x 7 1/2"	E	A,B	0.24"(6mm)
M=2.5" (63mm)	41hp (30kW) @2200RPM	SAE 5 x 8"	G	A,B	0.24"(6mm)
N=1.46" (37mm)	47hp (35kW) @2500RPM	SAE 4 x 6 1/2"	A	A,B	0.31"(8mm)
		SAE 4 x 7 1/2"	H	A,B	0.31"(8mm)
		SAE 4 x 8"	J	A,B	0.31"(8mm)

101 Series Code 91		Engine Interfacing	EAI Codes	Pump Size	Stand Off Distance "T"
Torque - 406 Nm	102hp (76kW) @1800RPM	SAE 5 x 6 1/2"	D	B,C	1.57"(40mm*)
Torque - 300 ft.lbs.	114hp (85kW) @2000RPM	SAE 5 x 7 1/2"	F	B,C	1.57"(40mm*)
M=4"(101.5)	125hp (93kW) @2200RPM	SAE 5 x 8"	G	B,C	0.24"(6mm)
N=2.54" (64.5mm)	142hp (106kW) @2500RPM	SAE 5 x 8"	R#	B,C	0.24"(6mm)
		SAE 4 x 7 1/2"	Z	B,C	1.57"(40mm*)
		SAE 4 x 8"	J	B,C	0.31"(8mm)
		SAE 4 x 10"	K	B,C	0.31"(8mm)
		SAE 3 x 10"	M	B,C	0.31"(8mm)
		SAE 3 x 11 1/2"	P	B,C	0.31"(8mm)
		SAE 2 x 11 1/2"	S	C,D	0.43"(12mm)

127 Series Code 92		Engine Interfacing	EAI Codes	Pump Size	Stand Off Distance "T"
Torque - 678 Nm	152hp (113kW) @1600RPM	SAE 4 x 10"	K	B,C	0.31"(8mm)
Torque - 500 ft.lbs.	170hp (127kW) @1800RPM	SAE 3 x 10"	M	B,C	0.31"(8mm)
M=5" (126.7mm)	190hp (142kW) @2000RPM	SAE 3 x 11 1/2"	P	B,C	0.31"(8mm)
N=2.54" (64.5mm)	209hp (156kW) @2200RPM	SAE 2 x 11 1/2"	S	C,D	0.43"(12mm)
		SAE 1 x 11 1/2"	B	C,D,E	0.43"(12mm)
		SAE 1 x 14"	W	D,E,F	2"(51mm)

195 Series Code 95		Engine Interfacing	EAI Codes	Pump Size	Stand Off Distance "T"
Torque - 969 Nm	217hp (162kW) @1600RPM	SAE 3 x 11 1/2"	P	C,D	0.31"(8mm)
Torque - 715 ft.lbs.	245hp (183kW) @1800RPM	SAE 2 x 11 1/2"	S	C,D	0.43"(12mm)
M=7.66" (194.5mm)	272hp (202kW) @2000RPM	SAE 1 x 11 1/2"	B	C,D,E	0.43"(12mm)
N=2.54" (64.5mm)	300hp (223kW) @2200RPM	SAE 1 x 14"	W	D,E,F	2"(51mm)

TABLE 2

PUMP SIZES & FLANGE INTERFACING

Size	"P"	Code
SAE A 2	3.25"	01
SAE B 2/4	4.00"	02
SAE C 2/4	5.00"	03
SAE D 4	6.00"	04
SAE E 4	6.50"	05
SAE F 4	7.00"	06
DIN Gp2	36.5mm	07
DIN Gp3	50.8mm	08
M100 4	100mm	09
M125 2/4	125mm	10
M140 4	140mm	11
M160 2/4	160mm	12
M180 4	180mm	13
M200 4	200mm	14

$$P(\text{HP}) = \frac{T(\text{ft.lbs}) \times \text{RPM}}{5252}$$

$$P(\text{kW}) = \frac{T(\text{Nm}) \times \text{RPM}}{9549}$$

$$\text{lbf ft} = \text{Nm} \times 0.7376$$

$$\text{Nm} = \text{lbf ft} \times 1.356$$

\* Spacer used on this model - see drawing next page

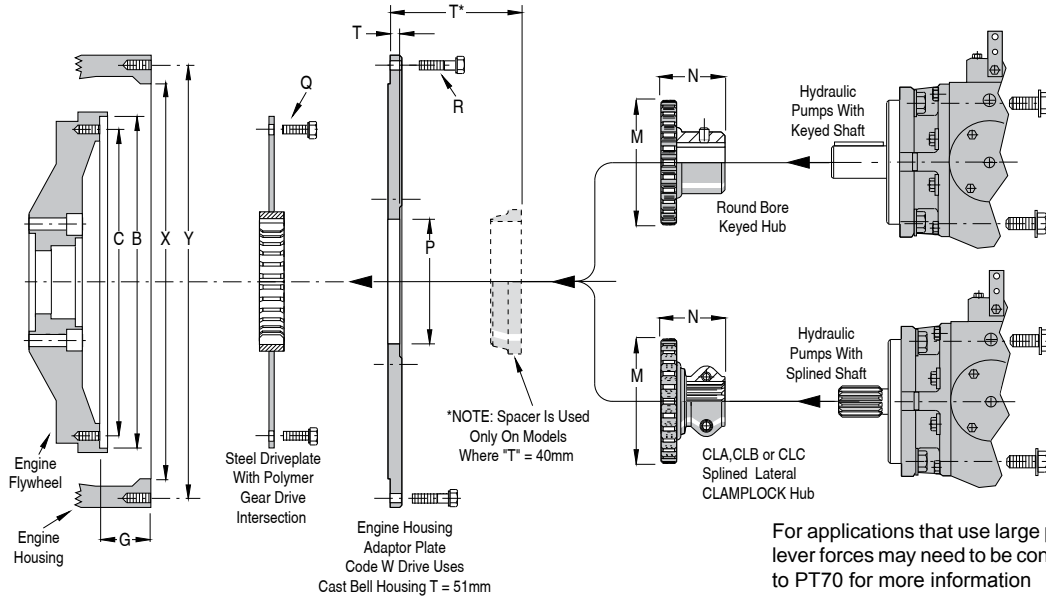
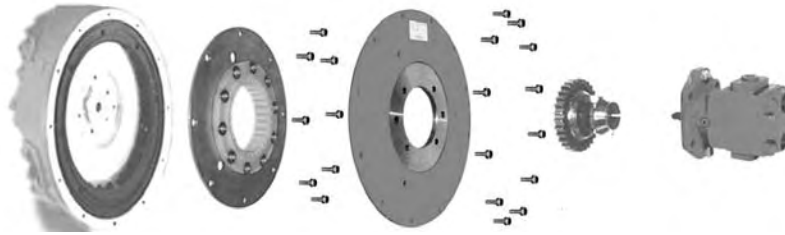
# EAI Code 'R' used on Hatz Diesel engines where the "G" dimension is 23mm. Refer to PT112 for full details.

For Diesel engine flywheel and engine housing industry standards refer to page 21.

Series 195- Number of teeth on element equals 44 teeth



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For applications that use large pumps cantilever forces may need to be considered. Refer to PT70 for more information

**TABLE 3**

SPLINED PUMP SHAFT OPTIONS				
No Of Teeth	Spline Type	Nominal Spline OD	Specifications of Spline	Shaft Code
9	SAE A	0.625"	16/32 INV CL5	01
11	SAE AH	0.750"	16/32 INV CL5	02
13	SAE B	0.875"	16/32 INV CL5	03
15	SAE BB	1.000"	16/32 INV CL5	04
18	DIN 5480	25mm	1.25 Module INV	20
14	DIN 5480	30mm	2 Module INV	10
14	SAE C	1.250"	12/24 INV CL5	06
21	SAE CS	1.375"	16/32 INV CL5	07
16	DIN 5480	35mm	2 Module INV	11
17	SAE CC	1.500"	12/24 INV CL5	32
23	IMP ANSI	1.500"	16/32 INV CL5	43
18	DIN 5480	40mm	2 Module INV	41
13	SAE D-E	1.750"	8/16 INV CL5	08
27	IMP ANSI	1.750"	16/32 INV CL5	09
21	DIN 5480	45mm	2 Module INV	42
24	DIN 5480	50mm	2 Module INV	45
15	SAE F	2.000"	8/16 INV CL5	37

ROUND BORE KEYED PUMP SHAFT OPTIONS					
Bore	Keyway	Code	Bore	Keyway	Code
0.625"	0.156"	12	1.500"	0.375"	60
0.750"	0.187"	13	40mm	12mm	52
0.875"	0.187"	14	1.750"	0.437"	61
1.000"	0.250"	15	45mm	14mm	54
1.250"	0.312"	24	50mm	14mm	56
35mm	10mm	50	55mm	16mm	57

\* Also has 0.250" Keyway. Other sizes available contact sales

DIN 1 IN 8 TAPER			
18mm	DIN 2	16	24mm DIN 3 17

**FLYWHEEL IDENTIFICATION - SAEJ620D**

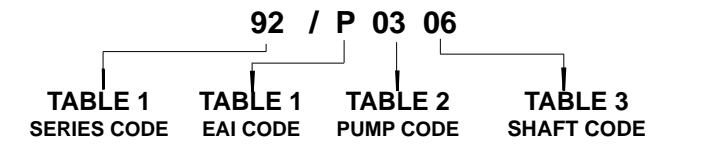
FW No	"C"	"B"	"G"	Bolts	"Q"
6 1/2	7.875" (200.02)	8.500" (215.90)	1.187" (30.2)	6	5/16"
7 1/2	8.750" (222.25)	9.500" (241.30)	1.187" (30.2)	8	5/16"
8	9.625" (244.48)	10.375" (263.52)	2.441" (62.0)	6	3/8"
10	11.625" (295.28)	12.375" (314.32)	2.118" (53.8)	8	3/8"
11 1/2	13.125" (333.38)	13.875" (352.42)	1.559" (39.6)	8	3/8"
14	17.250" (438.15)	18.375" (466.72)	1.000" (25.4)	8	1/2"

**ENGINE HOUSING IDENTIFICATION - SAE J607C**

Hsg No	"X" (mm)	"Y" (mm)	Bolts	"R"
SAE 5	12.375" (314.32)	13.125" (333.38)	8	3/8"
SAE 4	14.250" (361.95)	15.000" (381.00)	12	3/8"
SAE 3	16.125" (409.58)	16.875" (428.62)	12	3/8"
SAE 2	17.625" (447.68)	18.375" (466.72)	12	3/8"
SAE 1	20.125" (511.18)	20.875" (530.22)	12	7/16"

**ORDERING CODE (Complete Kit)**

Bolt kits are supplied with UNC threads unless otherwise advised when ordered.



**Example:** 92/P0306 would be a 127 Series with Adaptor Plate to suit an SAE 3 Engine Housing and Driveplate to suit an 11 1/2" Flywheel. Adaptor Plate has a SAE C Pump mount and hub takes a 14 tooth Ø1.25" 12/24 DP shaft.

- SEE DIESEL ENGINE STANDARDS, PAGE 4
- NOTE :- NOT ALL SIZES AND COMBINATIONS ARE AVAILABLE OR POSSIBLE

DRIVE KITS FOR DIESEL ENGINES