

PROTECH UC128-OBF Front-Mount Cylinder

Front-Mount Outboard Steering

304 electropolished and passivated stainless-steel link assembly



630 stainless-steel chrome-plated rod for seal wear protection

6000-series anodized-aluminum body for peak corrosion resistance

Adjustable fittings for optimal hose positioning

Heavy-Duty Construction for Greater Longevity

Recommended for Almost Every 2 or 4 Stroke Engine Up to 300hp

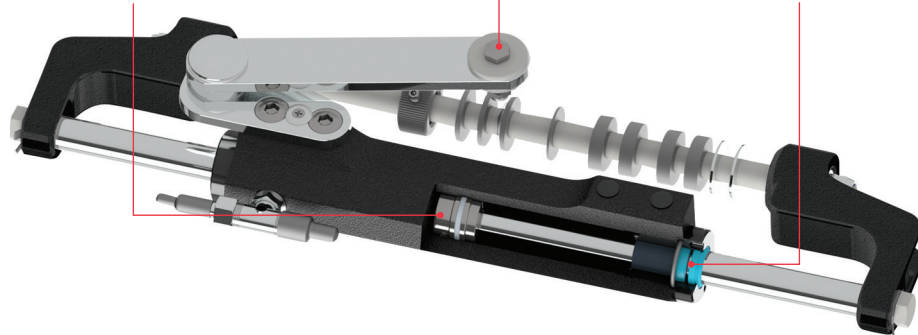
Durability and performance define the Protech front-mount outboard steering package. From the stainless-steel helm shaft and heavy-duty shaft seals to the carbon-steel piston and 304 electropolished and passivated stainless-link assemblies, the Protech is built for maximum longevity and peak performance. Adjustable boss-style fittings allow precise hose routing without the risk of breaking the fittings by over tightening or leaking fittings from loosening during installation — a common problem on competing cylinders.

Anatomy of a Better Cylinder

Carbon-steel piston for enhanced durability and performance

Ultrabolt high-strength stainless steel

Triple IGUS-sealed cartridge for increased longevity



"Uflex has the best marine steering components on the planet. Behind the scenes in the shop, the showroom and the people that make it all happen are all first class." — *Bill Booth, Bill Booth Outdoors*

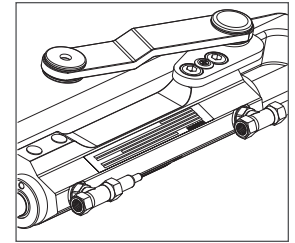
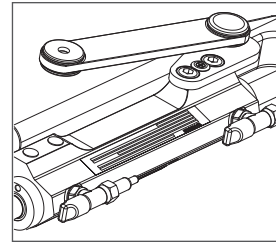
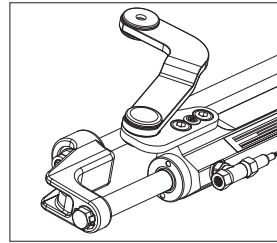
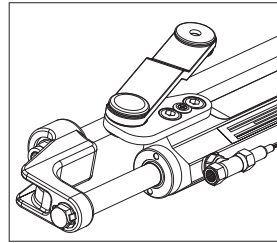
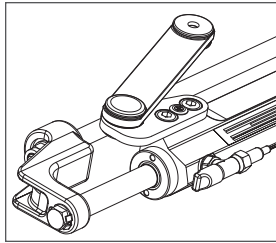
Key Features

- Designed for single or twin engine applications
 - > Up to 300hp in single engine
 - > Up to 500hp in single cylinder / dual engine (with counter rotating engines)
 - > Up to 600hp in dual cylinder / dual engine (with counter rotating engines)
- 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

- 304 electropolished and passivated link assembly for peak corrosion resistance
- Carbon steel piston allows less internal bypass within the cylinder and provides greater efficiency
- 1-3/4" end seals offer unparalleled cylinder structure for long lasting cylinder life





UC1280BF-1

UC1280BF-2

UC1280BF-3

UC1280BF-1P

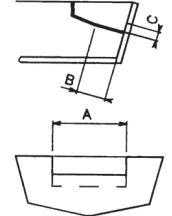
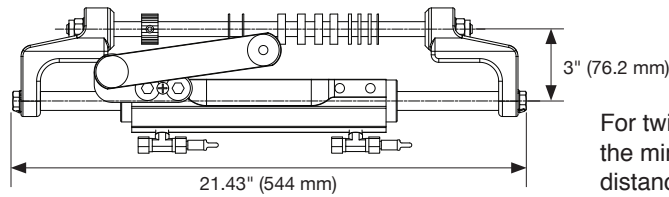
UC1280BF-2P

UC128-OBF Specifications

MODEL	UC1280BF-1, 2, 3, 1P, 2P
Volume	120 cc - 7.3 cu. in
Output Force	450 kg - 992 lbs
Internal Diameter	35 mm - 1.37"
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)



For twin engine applications the minimum engine center distance is 26" (661 mm)

UC128-OBF Front-Mount Cylinder Application Guide*

ENGINE	POWER	YEAR	SINGLE CYLINDER	PACKAGED KIT	TWIN ENGINE/ SINGLE CYLINDER TIE BAR	TWIN CYLINDER	TWIN ENGINE/ TWIN CYLINDER TIE BAR
Evinrude	E75-E90 2 Stroke	2004-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	E115-E130-E135 2 Stroke V4	1995-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	E150-E175-E200 2 Stroke V6	1995-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	E200 HO-E225-E250 -E300 2 Stroke V6	1995-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
Honda	BF75-90 4 Stroke	1995- to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
	BF115D	1998 - 2009	UC1280BF-3	Protech 3.0	A94	UC1280BF-1P	A90X__
	BF115A	2009-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
	BF130A	1998 - 2005	UC1280BF-3	Protech 3.0	A94	UC1280BF-1P	A90X__
	BF135-150 4 Stroke	2005-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
	BF90-BF150 V-TEC 4 Stroke	2008-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
	BF175-200-225 4 Stroke	2001-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
Johnson	BJ90-115-140 4 Stroke	2001 - 2007	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
	J90-115 V4 2 Stroke	1995 - 2007	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	J150-175 V6 2 Stroke	1995 - 2007	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	J200-225 V6 4 Stroke	2004 - 2007	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	Mercury Mariner	75-90-115-125 Optimax 2 Stroke	2004-to date	UC1280BF-3	Protech 3.0	A94	UC1280BF-1P
135-150-175 Optimax 2 Stroke		1999-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
200-225-250 Optimax 2 Stroke		1999-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
Racing 300 Optimax 2 Stroke		1999 - 2011	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
100-115-EFI 4 Stroke		2007-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
115-125-150 EFI 2 Stroke		1990 - 2007	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
225-250 EFI 2 Stroke		2000 - 2007	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
250 Saltwater EFI 4 Stroke		2007 - 2011	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
135 Verado L4 4 Stroke		2004 - 2006	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
150-175-200 Verado L4 4 Stroke		2004-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
Suzuki		DF70-80-90 4 Stroke	1998-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P
	DF100-115-140 4 Stroke	1998-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
	DF150-175 4 Stroke	2006-to 2016	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
	DF150-175-200 4 Stroke *	2017-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	DF200-DF225-DF250-DF300	2004-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
	Yamaha	75C-90 2 Stroke	1998-2008	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P
115C-130B 2 Stroke		1990-2008	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
150F-200F-250G 2 Stroke		1996-2007	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
150 HPDI VMAX 2 Stroke		2000-2008	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
175-200-225-250-300 HPDI VMAX 2 St		2000-2008	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
F70		2010-to date	UC1280BF-1P				
F90-F100-F115-F150 EFI 4 Stroke		1999-2007	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__
F200-F225-F250- F300 4 Stroke		2002-to date	UC1280BF-2	Protech 2.0	A94	UC1280BF-2P	A90X__
F115-F150		2004-to date	UC1280BF-1	Protech 1.0	A94	UC1280BF-1P	A90X__

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

WARNING: These recommendations should be used as a general reference only. Final selection should be made with the assistance of a qualified installation technician. For any further information please contact our technical service.

A94: Tie bars are also available in fixed lengths specific to your engine center. Available for engine centers of 26", 27", 28", 28.5", 29", 30", 32", 34", 36", and 39.5".

A90X__: Please enter your engine centers in the __ space. Available for engine centers of 26", 27", 28", 28.5", 29", 30", 32", 34", 36", and 39.5".