MARINE . MINING . DEFENCE . INDUSTRIAL . COMMERCIAL . AUTOMOTIVE

Poly Flex AUSTRALIA

ADVANCED POLYMER TECHNOLOGY FOR VIBRATION CONTROL

Quality & Performance that is Second to None.

MOUNTING SYSTEMS

Better By Design

Poly Flex AUSTRALIA

EXCELLENCE IN THE MAKING

Poly Flex Group Pty Ltd is an Australian company and since commencing in 1981 we have continued to expand both in product range and areas of export. Poly Flex manufactures Engine Mounting Systems, Flexible Disc Couplings & Steel Shaft Couplings which are available with DNV Type Approval. Det Norske Veritas (DNV) is a Norwegian based classification society, a respected leader of manufacturing procedures and standards that is accepted by class approval societies and approving bodies worldwide.

Poly Flex Flexible Disc Couplings are designed to act as a dampener between gearbox and driveshaft while still maintaining strength, rigidity and performance. We have over 200 models (10 - 2500 HP) and are continually expanding our range to meet your requirements. All our couplings are tested and most are available with DNV Type Approval.

Resilient mountings are necessary to reduce the transmission of vibration developed from an engine to the vessel or equipment. Poly Flex have over 1600 models (10 - 2000 Kg) of Engine Mount Systems that cater for Marine, Defence, Agricultural, Mining, Industrial & Commercial applications. Our products are moulded from heat cured polymer alloys which are long lasting and oil/fuel resistant. We have a selection of core hardnesses to meet every job requirement in the industry whether it be a light or heavy duty application.

Our Steel Half Couplings are used to join the Flexible Disc Coupling to the propeller shaft and like all our componentry, are CNC machined and engineered to a high standard. All metal components are plated in Cobalt Zinc (SA5) which has very good wear and corrosion resistance. We are proud to say that all products are designed & manufactured in-house.

Poly Flex's ability to respond quickly to our customers requirements together with our extensive product range has created the worldwide distribution network it has today. We target excellence in product design and development in which we are continually expanding our product range and growing our company. We look forward to giving you the customer, a solution for your application.

MAKING GOOD BOATS "BETTER"

INTRODUCTION

There are a large variety of materials and contruction methods used in the marine industry today. For this reason it is important to understand what noise, vibration and acoustics are, what is an acceptable level and how to control it. Marine diesels are always a big contributor to noise, often above 110 decibels (dB). These noises are then bounced around off the construction materials which are usually timber, aluminium, GRP or steel and amplified through hard bulkheads and the steel engines themselves.

Adding weight and thickness to the bulkheads with insulation is one of several ways to reduce engine noise. Reducing the hardness and modifying the texture of the bulkhead surfaces is another. Softer materials will absorb noise, reducing the amplification and vibration caused by the sound bouncing around. It has been proven that if you cocoon the engine room with insulation you can reduce airborne noise by as much as 85% and transform the comfort of all onboard because noise contributes to fatigue, seasickness and overall wellbeing.

Vibration of the propeller shaft is also a noise issue and stems from two directions, firstly from the propeller and secondly from the engine. Traditionally, marine engines have been coupled directly to the propeller shaft with no flexible coupling to absorb vibration. Therefore the majority of the vibration from the propeller is sent straight down the shaft, and the engine mounts cannot do their job properly because they are constantly under strain from the forward thrust of the propeller. This causes vibration to get into the hull which causes noise.

Understanding Noise

Sound is made up of alternating pressure waves in the air. The number of waves per second is known as the frequency. The human ear has the ability to hear a range from 16 Hertz (Hz) to 16,000 Hz. The smaller the value Hz the lower pitched the sound is, so in simple terms we can hear from a low rumble to a high shreak only a bat would appreciate. In relation to sound, noise is not necessarily random. Sounds, particularly loud ones, that disturb people or make it difficult to hear wanted sounds, are noise. For example, conversations of other people may be called noise by people not involved in any of them; any unwanted sound such as domesticated dogs barking, neighbours playing loud music, portable mechanical saws, road traffic sounds, or a distant aircraft in the quiet countryside, is called noise. The loudness of the noise is something quite different from the frequency and is measured in dBA (A weighted decibel loudness) and is a logarithmic scale. This means that a noise at 110 dBA is much much louder that a noise at 100 dBA and not only 10% louder as one would assume.

What Noise is Acceptable?

What sources of noise and at what levels are they acceptable on a boat? Technically speaking most noises in a boat would range between 60 Hz and 2.000 Hz and are either carried by the vessels structure or airborne.

These frequencies can vary depending on the size and structure of the vessel. For example, on big ships the crew's quarters often range from 45 - 60 dBA and in a recreational boat 70 - 80 dBA is

acceptable. Noise dampening is an expensive exercise as there are a lot of variables to take into consideration such as noise from the engine, transmission, driveline and propeller. Another type of noise with different characteristics would derive from the wind and waves. These 2 types of noise and vibration must be assessed and controlled in different ways.

Finding the Source

The first step to controlling noise and vibration is to quieten the source of the sound before the receiving end. This is generally done by calling in an accoustics expert. You can also try to acheive this yourself by establishing what kind of noise it is. Is it noise coming from the engine, transmission, driveline, propeller and some other accessory? If the sound is engine-based it will be prominent whether the boat is in motion or stationary. Run the engine up in neutral, gradually going through the rev. range and see when the noise and vibration starts. The next point of attack would be the transmission. Engage to transmission and find a nice smooth stretch of water to run through the rev. range again and see when the noise or vibration starts.

If still not successful try to get in the space over the propeller. The usual suspect area is right above the tip of the propeller. If the shaft is bent or the propeller is out of balance, you would pick this up on the strut bolts. Also try the tiller arms, rudder stocks and tie rods.

Where Poly Flex comes in

Resilient engine mounts will stop most of the engines inherent shakes and shudders from being transmitted through the hull. Our mounting systems are designed as true marine propulsion engine mounts with sufficient vertical deflection to obtain proven vibration isolation. They have controlled minimum thrust and lateral deflection under propulsion load and inertia due to sea conditions.

If you are planning a new vessel, take into consideration that if the thrust bearing is incorporared into an engine mounted gearbox, all of the propeller thrust must be resisted by the engine mounts. If however a seperate thrust bearing is used, the engine mounts can be more flexible and a softer mount will transmit less vibration reducing noise into the hull structure.

Poly Flex flexible disc transmission couplings provides a damper between the gearbox and propeller shaft to isolate torsional vibration from the engine and gearbox. It also reduces the shock of forward and reverse gear changes. Our couplings should be considered as an essential part of any noise/vibration control system on vessels of all types. They are designed to work in conjunction with the engine mounts by providing the softest element in the shaft assembly to improve performance.

All our mounts and couplings are moulded from engineering heat cured polymer alloys, long lasting and resistant to oil, fuel and most other chemicals. They are manufactured and tested by Poly Flex Group - established in 1981 giving us many years of experience and hands on control of all stages of the manufacturing process. All mounts and couplings are covered with DNV (Det Norske Veritas) Type Approval.

WHY INSTALL POLY FLEX FLEXIBLE DISC TRANSMISSION COUPLINGS ?

All Poly Flex flexible disc couplings are designed, manufactured and tested in-house. Established in 1981 we have many years of experience and hands on control at all stages. We are proud of our acheivements and have successfully distributed our range of products worldwide. We use only high quality engineering heat cured polymer alloys that are long lasting and resistant to oil, fuel and most other chemicals.
Our in-house testing facility has gained us recognition and certification with DNV (Det Norske Veritas) Type Approval.

Poly Flex flexible disc transmission couplings:

- Provides a damper between the gearbox and propeller shaft to isolate vibration from engine & gearbox.
- Dampens the noise and vibration from the propeller shaft.
- Reduces the shock of forward and reverse gear changes.
- Works in conjunction with the engine mounts by providing the softest element in the shaft assembly to improve performance.
- Acts when overloaded by running aground or knotting a rope around the shaft by shearing at a designed point to protect the engine/gearbox and vessel.
- Manufactured and tested by Poly Flex with extensive experience and hands on control at all stages of the manufacturing processes.
- Available with DNV (Det Norske Veritas) Type Approval upon request for vessels in survey.

MARINE . MINING . DEFENCE . INDUSTRIAL . COMMERCIAL . AUTOMOTIVE

Poly Flex AUSTRALIA

ADVANCED POLYMER TECHNOLOGY FOR VIBRATION CONTROL

Quality & Performance that is Second to None.

DNV

AIMEX AUSTRALIAN MARINE EXPORTS

Poly Flex Group Pty Ltd is and Australian Company and since commencing in 1981 we have continued to expand both in our product range and areas of export. Manufacturers of engine mounting systems, flexible disc couplings and steel shaft couplings.

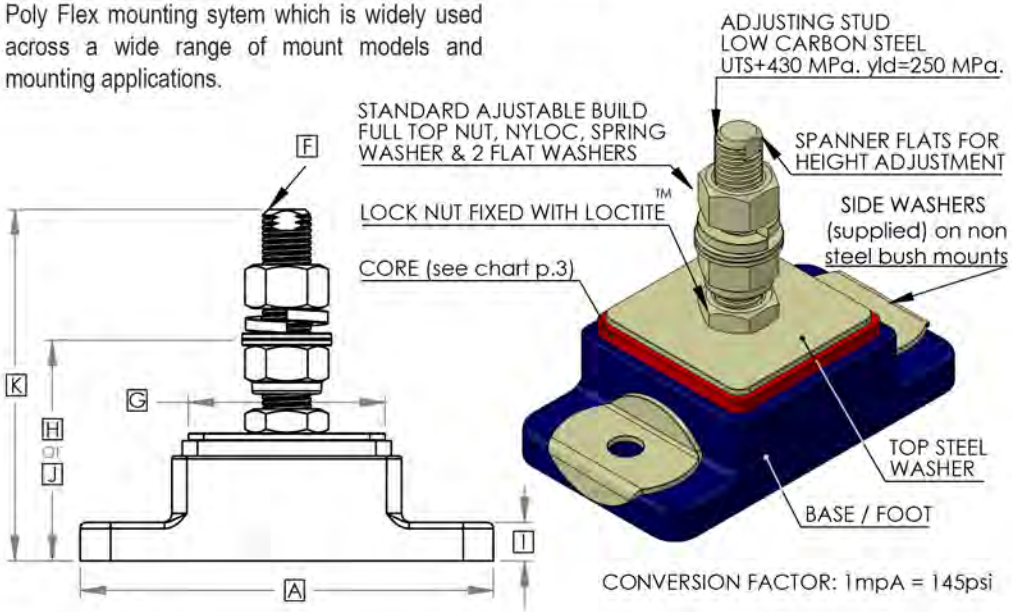
For more information visit us at

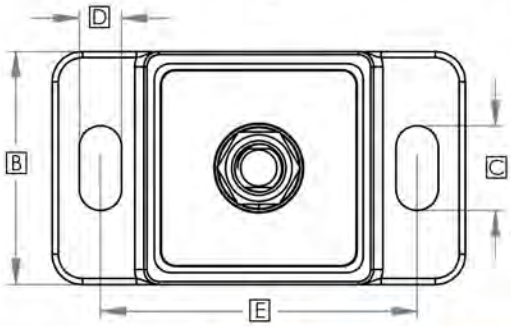
polyflex.com.au

CONTENTS

MOUNT SPECS

This is a typical example of our standard build Poly Flex mounting sytem which is widely used across a wide range of mount models and mounting applications.





CONVERSION FACTOR: 1mpA = 145psi

- A BASE / FOOT LENGTH
- B BASE / FOOT WIDTH
- C SLOT LENGTH
- D SLOT WIDTH
- E HOLE CENTRES
- F STUD SIZE
- G TOP WASHER DIAMETER
- H MINIMUM HEIGHT
- I BASE / FOOT THICKNESS
- J MINIMUM ADJUSTABLE HEIGHT
- K OVERALL HEIGHT

	Base	Core					
Polymer Code	75D	50A	60A	70A	80A	90A	95A
Shore Hardness Scale	75-D	50-A	60-A	70-A	80-A	90-A	95-A
Tensile Strength - psi	7542	4482	5076	4786	4786	6092	6527

POLY FLEX MOUNTS
THE HISTORY

The Poly Flex Mounting System as we know it today all started here with the design of the PD, PM, PH & PF Series (page 29). These were the original mount that allowed a bolt down from the top or stud assembly fitted to service the heavy cast iron diesel engines that were common during the 1980's.
The fully moulded polymer alloy mount system are very strong and the range covers small engines up to Detroit 6V53-71 series high HP diesels.

After the success acheived by these mounts we looked at how we could improve on the design & created the P FLUSH Series (page 3) of engine mounts. It was time that the marine industry had a safer, and more durable option of mount and something that was environmentally friendly. The added safety feature was the fact that these mounts have a rebound washer acting as a failsafe in the event of a capsize preventing the engine tearing from its bearers.

We have also added innovation by making an interchangeable core system which runs throughout our mount range making them more environmetally friendly.

With the design of the P FLUSH system there was a demand for a lower profile mount to suit and replace existing and new installations with greater thrust control.

The Point 5 Series (page 5) anti-vibration mount system is designed as a true marine propulsion engine mount with sufficient vertical deflection to obtain proven vibration isolation. They have controlled minimum thrust and lateral deflection under propulsion load and inertia due to sea conditions. These mounts are supplied with an adjustable nyloc nut for precision adjustment and alignment. This nyloc nut also stops migration of the adjustment under working conditions.

The development of the Point 5 CTF Series allows or increased isolation of vibration for high power and efficient marine diesel engines, where the overall mass of the engine is much lighter and the demands of the strong, light weight construction methods of modern boat building come together. Thrust and lateral deflection is controlled within the mount build and is strong in all directions. The vertical deflection is achieved by the style and engineering of the top core and washer assembly.

Following the improved vibration control offered by the Poly Flex 'CTF' mount series, a request was received from a large engine company and their major boat builder customer to design a vibration control mount system for their 650 horse power engines.

The design brief required a 6 point mount capacity with the ease of 4 adjusting studs, the results are the P#8.4 'CTF' fitted to the front of the engine and the P##8.4 'CTF' (Bridge) mount fitted at the gearbox end.
Sea trials have confirmed that this mounting system is very effective and is being specified and fitted as standard equipment in these luxury motor cruisers.

Our Ci Series Mounting System is in a class of it's own giving high performance and rigidity in high performance marine diesel engines with increased control of thrust and lateral deflection. This is acheived by the chevron core design within the mount. These are true marine mounts to isolate vibration across the rev range without compromising the alignment of the driveline. All metal components are plated in SA5 Cobalt Zinc for maximum corrosion resistance and durability.

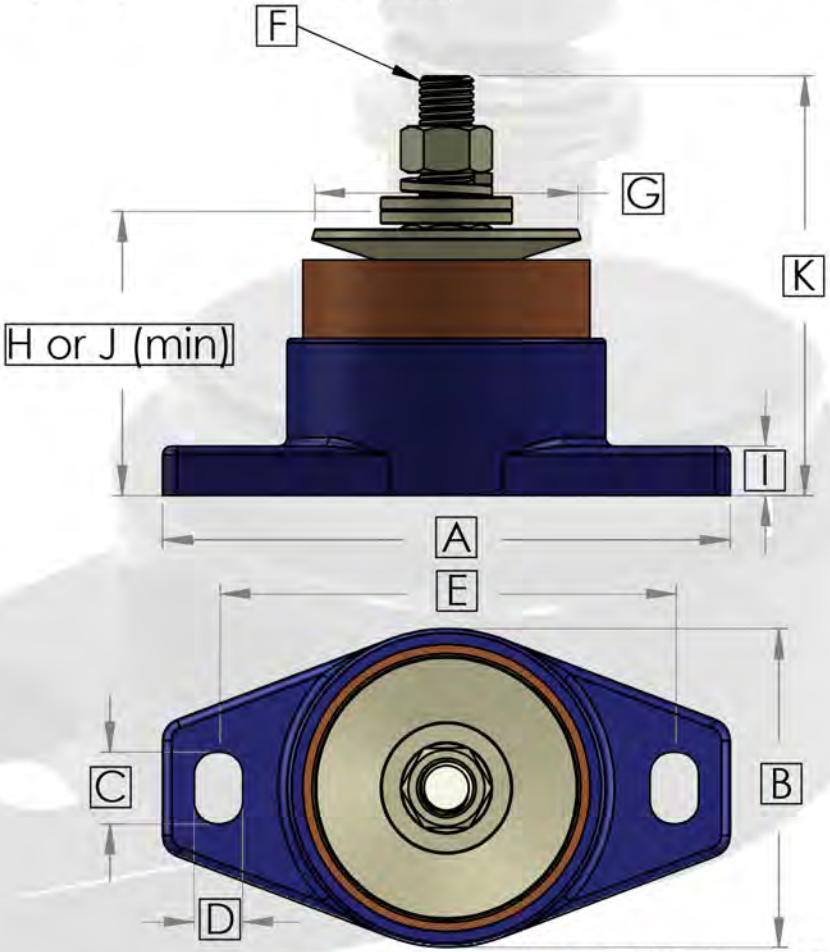
All moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.

POLY FLEX MOUNTS

P FLUSH SERIES

The Poly Flex Mounting System as we know it today all started here with the design of the P FLUSH Series of engine mounts. It was time that the marine industry had a safer, more durable option of mount and something that was environmentally friendly. The saftey was the fact that these mounts have a rebound washer acting as a failsafe in the event of a capsize preventing the engine tearing from its bearers.

We have also added innovation by making an interchangeable core system which runs throughout our mount range making them more environmetally friendly.



P#4F64-17-12 Mount (Seawasp Build) Illustrated

POLY FLEX MOUNTS

P FLUSH

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#2.5F 50-11-12	35-125	100.0	59	13	9.0	76.2 (3")	M12	50	-	11	54	94	0.32
P#2.5F 50-11-14	35-125	100.0	59	13	9.0	76.2 (3")	M14	50	-	11	55	105	0.36
P#2.5F 50-11-16	35-125	100.0	59	13	9.0	76.2 (3")	M16	50	-	11	60	104	0.43
P#3.5F 60-11-12	50-150	114.0	65	-	10.0	90(3 1/2")	M12	60	-	11	54	94	0.37
P#3.5F 60-11-14	50-150	114.0	65	-	10.0	90(3 1/2")	M14	60	-	11	56	105	0.40
P#3.5F 60-11-16	50-150	114.0	65	-	10.0	90(3 1/2")	M16	60	-	11	60	104	0.49
P#3.5F 60-11-16EXT	50-150	114.0	65	-	10.0	90(3 1/2)	M16	60	-	11	60	122	0.50
P#4.5F 60-11-12	50-150	138.0	73	15	10.5	101.6(4")	M12	60	-	11	53	97	0.45
P#4.5F 60-11-14	50-150	138.0	73	15	10.5	101.6(4")	M14	60	-	11	56	105	0.49
P#4.5F 60-11-16	50-150	138.0	73	15	10.5	101.6(4")	M16	60	-	11	60	104	0.57
P#4.5F 60-11-16 EXT	50-150	138.0	73	15	10.5	101.6(4")	M16	60	-	11	60	122	0.58
P#4.5F 62-11-12	135-250	138.0	73	15	10.5	101.6(4")	M12	62	-	11	53	97	0.45
P#4.5F 62-11-14	135-250	138.0	73	15	10.5	101.6(4")	M14	62	-	11	56	105	0.49
P#4.5F 62-11-16	135-250	138.0	73	15	10.5	101.6(4")	M16	62	-	11	60	104	0.57
P#4.5F 62-11-16 EXT	135-250	138.0	73	15	10.5	101.6(4")	M16	62	-	11	60	122	0.58
P#4.6F 60-11-12	50-150	139.0	72	16	10.0	110.0	M12	60	-	11	52	94	0.41
P#4.6F 60-11-14	50-150	139.0	72	16	10.0	110	M14	60	-	11	55	105	0.44
P#4.6F 60-11-16	50-150	139.0	72	16	10.0	110	M16	60	-	11	59	104	0.52
P#4.6F 60-11-16 EXT	50-150	139.0	72	16	10.0	110	M16	60	-	11	59	122	0.53
P#5.5F 65-11-12	75-150	132.0	78	23	11.0	105(4 1/8")	M12	65	-	15	64	98	0.54
P#5.5F 65-11-16	75-150	132.0	78	23	11.0	105(4 1/8")	M16	65	-	15	71	126	0.65
P#5.5F 65-11-16 EXT	75-150	132.0	78	23	11.0	105(4 1/8")	M16	65	-	15	71	144	0.66
P#5.5f 65-11-20	75-150	132.0	78	23	11.0	105(4 1/8")	M20	65	-	15	78	142	0.92
P#5.5RF 65-11-12	75-150	139.0	85	23	11.0	105(4 1/8")	M12	65	-	27	75	108	0.60
P#5.5RF 65-11-16	75-150	139.0	85	23	11.0	105(4 1/8")	M16	65	-	27	82	137	0.72
P#5.5RF 65-11-16 EXT	75-150	139.0	85	23	11.0	105(4 1/8")	M16	65	-	27	82	155	0.73
P#5.5RF 65-11-20	75-150	139.0	85	23	11.0	105(4 1/8")	M20	65	-	27	88	152	0.98
P#6.5F 73-11-12	100-200	160.0	84	20	13.0	127(5")	M12	73	-	15	66	98	0.68
P#6.5F 73-11-16	100-200	160.0	84	20	13.0	127(5")	M16	73	-	15	72	125	0.80
P#6.5F 73-11-20	100-200	160.0	84	20	13.0	127(5")	M20	73	-	15	80	145	1.05
P#7.5F 73-11-12	100-200	191.0	85	25	13.0	140(5 1/2")	M12	73	-	15	67	99	0.83
P#7.5F 73-11-16	100-200	191.0	85	25	13.0	140(5 1/2")	M16	73	-	15	73	124	0.95
P#7.5F 73-11-20	100-200	191.0	85	25	13.0	140(5 1/2")	M20	73	-	15	80	144	1.20
P#8.5F 90-12-12	175-300	186.0	104	25	13.5	140(5 1/2")	M12	90	-	15	75	102	1.36
P#8.5F 90-12-16	175-300	186.00	104	25	13.50	140(5 1/2")	M16	90	-	15	80.00	129	1.45
P#8.5F 90-12-20	175-300	186.00	104	25	13.50	140(5 1/2")	M20	90	-	15	86.00	146	1.69
P#8.5F 90-12-20 EXT	175-300	186.00	104	25	13.50	140(5 1/2")	M20	90	-	15	86.00	166	1.69
P#8.5F 90-12-24	175-300	186.00	104	25	13.50	140(5 1/2")	M24	90	-	15	89.00	166	1.92
P#8.5F 90-12-1"	175-300	186.00	104	25	13.50	140(5 1/2")	1"	90	-	15	82.00	138	1.89
P#8.5F (5") 90-12-12	175-300	185.00	104	20	13.00	127 (5")	M12	90	-	15	75.00	102	1.35
P#8.5F (5") 90-12-16	175-300	185.00	104	20	13.00	127 (5")	M16	90	-	15	80.00	130	1.45
P#8.5F (5") 90-12-20	175-300	185.00	104	20	13.00	127 (5")	M20	90	-	15	86.00	146	1.68
P#8.5F (5") 90-12-20 EXT	175-300	185.00	104	20	13.00	127 (5")	M20	90	-	15	86.00	166	1.70
P#8.5F (5") 90-12-24	175-300	185.00	104	20	13.00	127 (5")	M24	90	-	15	89.00	166	1.91
P#8.5F (5") 90-12-1"	175-300	185.00	104	20	13.00	127 (5")	1"	90	-	15	82.00	140	1.88

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.

2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

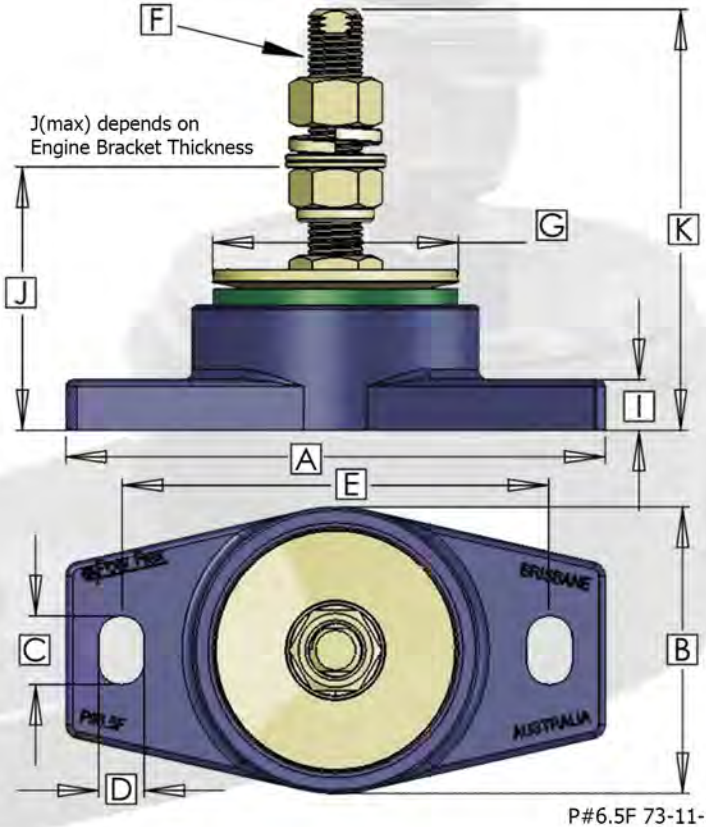
POINT 5F

SERIES

After the success of the P FLUSH system there was a demand for a lower profile mount to suit and replace existing and new installations with greater thrust control.

The Point 5 Series anti-vibration mount system is designed as a true marine propulsion engine mount with sufficient vertical deflection to obtain proven vibration isolation. They have controlled minimum thrust and lateral deflection under propulsion load and inertia due to sea conditions. These mounts are supplied with an adjustable nyloc nut for precision adjustment and alignment. This nyloc nut also stops migration of the adjustment under working conditions. These can also be used in stationery, industrial, power generation & many other applications where a highly efficient isolator mount is required.

The moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.



P#6.5F 73-11-16 (80)
Illustrated

POLY FLEX MOUNTS

POINT 5F

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#2.5F 50-11-12	35-125	100.0	59	13	9.0	76.2 (3")	M12	50	-	11	54	94	0.32
P#2.5F 50-11-14	35-125	100.0	59	13	9.0	76.2 (3")	M14	50	-	11	55	105	0.36
P#2.5F 50-11-16	35-125	100.0	59	13	9.0	76.2 (3")	M16	50	-	11	60	104	0.43
P#3.5F 60-11-12	50-150	114.0	65	-	10.0	90(3 1/2")	M12	60	-	11	54	94	0.37
P#3.5F 60-11-14	50-150	114.0	65	-	10.0	90(3 1/2")	M14	60	-	11	56	105	0.40
P#3.5F 60-11-16	50-150	114.0	65	-	10.0	90(3 1/2")	M16	60	-	11	60	104	0.49
P#3.5F 60-11-16EXT	50-150	114.0	65	-	10.0	90(3 1/2)	M16	60	-	11	60	122	0.50
P#4.5F 60-11-12	50-150	138.0	73	15	10.5	101.6(4")	M12	60	-	11	53	97	0.45
P#4.5F 60-11-14	50-150	138.0	73	15	10.5	101.6(4")	M14	60	-	11	56	105	0.49
P#4.5F 60-11-16	50-150	138.0	73	15	10.5	101.6(4")	M16	60	-	11	60	104	0.57
P#4.5F 60-11-16 EXT	50-150	138.0	73	15	10.5	101.6(4")	M16	60	-	11	60	122	0.58
P#4.5F 62-11-12	135-250	138.0	73	15	10.5	101.6(4")	M12	62	-	11	53	97	0.45
P#4.5F 62-11-14	135-250	138.0	73	15	10.5	101.6(4")	M14	62	-	11	56	105	0.49
P#4.5F 62-11-16	135-250	138.0	73	15	10.5	101.6(4")	M16	62	-	11	60	104	0.57
P#4.5F 62-11-16 EXT	135-250	138.0	73	15	10.5	101.6(4")	M16	62	-	11	60	122	0.58
P#4.6F 60-11-12	50-150	139.0	72	16	10.0	110.0	M12	60	-	11	52	94	0.41
P#4.6F 60-11-14	50-150	139.0	72	16	10.0	110	M14	60	-	11	55	105	0.44
P#4.6F 60-11-16	50-150	139.0	72	16	10.0	110	M16	60	-	11	59	104	0.52
P#4.6F 60-11-16 EXT	50-150	139.0	72	16	10.0	110	M16	60	-	11	59	122	0.53
P#5.5F 65-11-12	75-150	132.0	78	23	11.0	105(4 1/8")	M12	65	-	15	64	98	0.54
P#5.5F 65-11-16	75-150	132.0	78	23	11.0	105(4 1/8")	M16	65	-	15	71	126	0.65
P#5.5F 65-11-16 EXT	75-150	132.0	78	23	11.0	105(4 1/8")	M16	65	-	15	71	144	0.66
P#5.5f 65-11-20	75-150	132.0	78	23	11.0	105(4 1/8")	M20	65	-	15	78	142	0.92
P#5.5RF 65-11-12	75-150	139.0	85	23	11.0	105(4 1/8")	M12	65	-	27	75	108	0.60
P#5.5RF 65-11-16	75-150	139.0	85	23	11.0	105(4 1/8")	M16	65	-	27	82	137	0.72
P#5.5RF 65-11-16 EXT	75-150	139.0	85	23	11.0	105(4 1/8")	M16	65	-	27	82	155	0.73
P#5.5RF 65-11-20	75-150	139.0	85	23	11.0	105(4 1/8")	M20	65	-	27	88	152	0.98
P#6.5F 73-11-12	100-200	160.0	84	20	13.0	127(5")	M12	73	-	15	66	98	0.68
P#6.5F 73-11-16	100-200	160.0	84	20	13.0	127(5")	M16	73	-	15	72	125	0.80
P#6.5F 73-11-20	100-200	160.0	84	20	13.0	127(5")	M20	73	-	15	80	145	1.05
P#7.5F 73-11-12	100-200	191.0	85	25	13.0	140(5 1/2")	M12	73	-	15	67	99	0.83
P#7.5F 73-11-16	100-200	191.0	85	25	13.0	140(5 1/2")	M16	73	-	15	73	124	0.95
P#7.5F 73-11-20	100-200	191.0	85	25	13.0	140(5 1/2")	M20	73	-	15	80	144	1.20
P#8.5F 90-12-12	175-300	186.0	104	25	13.5	140(5 1/2")	M12	90	-	15	75	102	1.36
P#8.5F 90-12-16	175-300	186.00	104	25	13.50	140(5 1/2")	M16	90	-	15	80.00	129	1.45
P#8.5F 90-12-20	175-300	186.00	104	25	13.50	140(5 1/2")	M20	90	-	15	86.00	146	1.69
P#8.5F 90-12-20 EXT	175-300	186.00	104	25	13.50	140(5 1/2")	M20	90	-	15	86.00	166	1.69
P#8.5F 90-12-24	175-300	186.00	104	25	13.50	140(5 1/2")	M24	90	-	15	89.00	166	1.92
P#8.5F 90-12-1"	175-300	186.00	104	25	13.50	140(5 1/2")	1"	90	-	15	82.00	138	1.89
P#8.5F (5") 90-12-12	175-300	185.00	104	20	13.00	127 (5")	M12	90	-	15	75.00	102	1.35
P#8.5F (5") 90-12-16	175-300	185.00	104	20	13.00	127 (5")	M16	90	-	15	80.00	130	1.45
P#8.5F (5") 90-12-20	175-300	185.00	104	20	13.00	127 (5")	M20	90	-	15	86.00	146	1.68
P#8.5F (5") 90-12-20 EXT	175-300	185.00	104	20	13.00	127 (5")	M20	90	-	15	86.00	166	1.70
P#8.5F (5") 90-12-24	175-300	185.00	104	20	13.00	127 (5")	M24	90	-	15	89.00	166	1.91
P#8.5F (5") 90-12-1"	175-300	185.00	104	20	13.00	127 (5")	1"	90	-	15	82.00	140	1.88

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.

2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

POINT 5F

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#9.5F 100-12-12	200-350	210.0	115	25	17.0	160.0	M12	100	-	16	74	103	1.38
P#9.5F 100-12-16	200-350	210.0	115	25	17.0	160	M16	100	-	16	79	130	1.48
P#9.5F 100-12-20	200-350	210.0	115	25	17.0	160	M20	100	-	16	83	147	1.71
P#9.5F 100-12-24	200-350	210.0	115	25	17.0	160	M24	100	-	16	88	163	1.94
P#9.5F 100-12-1"	200-350	210.0	115	25	17.0	160	1"	100	-	16	81	138	1.91
P#10.5F 105-12-12	200-500	233.0	121	25	17.0	182	M12	105	-	16	75	102	1.72
P#10.5F 105-12-16	200-500	233.0	121	25	17.0	182	M16	105	-	16	80	130	1.82
P#10.5F 105-12-20	200-500	233.0	121	25	17.0	182	M20	105	-	16	84	147	2.05
P#10.5F 105-12-24	200-500	233.0	121	25	17.0	182	M24	105	-	16	90	164	2.28
P#10.5F 105-12-1"	200-500	233.0	121	25	17.0	182	1"	105	-	16	82	139	2.20
P#10.5F 105-12-12	200-500	238.0	127	34	17.0	182	M12	105	-	42	100	128	2.14
P#10.5F 105-12-16	200-500	238.0	127	34	17.0	182.0	M16	105	-	42	104	154	2.24
P#10.5F 105-12-20	200-500	238.0	127	34	17.0	182.0	M20	105	-	42	109	172	2.48
P#10.5F 105-12-24	200-500	238.0	127	34	17.0	182.0	M24	105	-	42	113	191	2.69
P#10.5F 105-12-1"	200-500	238.0	127	34	17.0	182.0	1"	105	-	42	107	164	2.68
P#12.5F 125-12-12	250-900	228.0	142	25	17.0	180 (7")	M12	125	-	16	76	103	2.11
P#12.5F 125-12-16	250-900	228.0	142	25	17.0	180 (7")	M16	125	-	16	80	128	2.20
P#12.5F 125-12-20	250-900	228.0	142	25	17.0	180 (7")	M20	125	-	16	85	143	2.44
P#12.5F 125-12-24	250-900	228.0	142	25	17.0	180 (7")	M24	125	-	16	89	163	2.67
P#12.5F 125-12-1"	250-900	228.0	142	25	17.0	180 (7")	1"	125	-	16	83	137	2.63
P#14.5F 160-20-20	200-1075	333.0	201	-	22.0	270x135	M20	160	-	38	115	165	6.58
P#14.5F 160-20-24	200-1075	333.0	201	-	22.0	270x135	M24	160	-	38	110	186	6.90
P#14.5F 160-20-30	200-1075	333.0	201	-	22.0	270x135	M30	60	-	38	122	214	7.80

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POINT 5F DOUBLE

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P##8.5F 90-12-12	350-600	314.0	104	25	13.5	140 (5 1/2")	M12	90	-	15	75	102	2.46
P##8.5F 90-12-16	350-600	314.0	104	25	13.5	140 (5 1/2")	M16	90	-	15	79	129	2.66
P##8.5F 90-12-20	350-600	314.0	104	25	13.5	140 (5 1/2")	M20	90	-	15	84	146	3.12
P##8.5F 90-12-24	350-600	314.0	104	25	13.5	140 (5 1/2")	M24	90	-	15	89	165	3.58
P##8.5F 90-12-1"	350-600	314.0	104	25	13.5	140 (5 1/2")	1"	90	-	15	83	140	3.51
P##10.5F 105-12-12	400-1000	412.0	119	34	17.0	182	M12	105	-	15	76	102	3.20
P##10.5F 105-12-16	400-1000	412.0	119	34	17.0	182	M16	105	-	15	79	129	3.41
P##10.5F 105-12-20	400-1000	412.0	119	34	17.0	182	M20	105	-	15	83	146	3.87
P##10.5F 105-12-24	400-1000	412.0	119	34	17.0	182	M24	105	-	15	87	165	4.34
P##10.5F 105-12-1"	400-1000	412.0	119	34	17.0	182	1" UNF	105	-	15	81	139	4.27
P##12.5F 125-12-12	500-1800	407.0	141	25	16.0	180 (7")	M12	125	-	15	77	104	4.16
P##12.5F 125-12-16	500-1800	407.0	141	25	16.0	180 (7")	M16	125	-	15	86	144	4.85
P##12.5F 125-12-20	500-1800	407.0	141	25	16.0	180 (7")	M20	125	-	15	82	128	4.35
P##12.5F 125-12-24	500-1800	407.0	141	25	16.0	180 (7")	M24	125	-	15	90	164	5.29
P##12.5F 125-12-1"	500-1800	407.0	141	25	16.0	180 (7")	1"	125	-	15	83	137	5.21

Working loads stated are at 2.5mm static deflection for the range of hardness available.

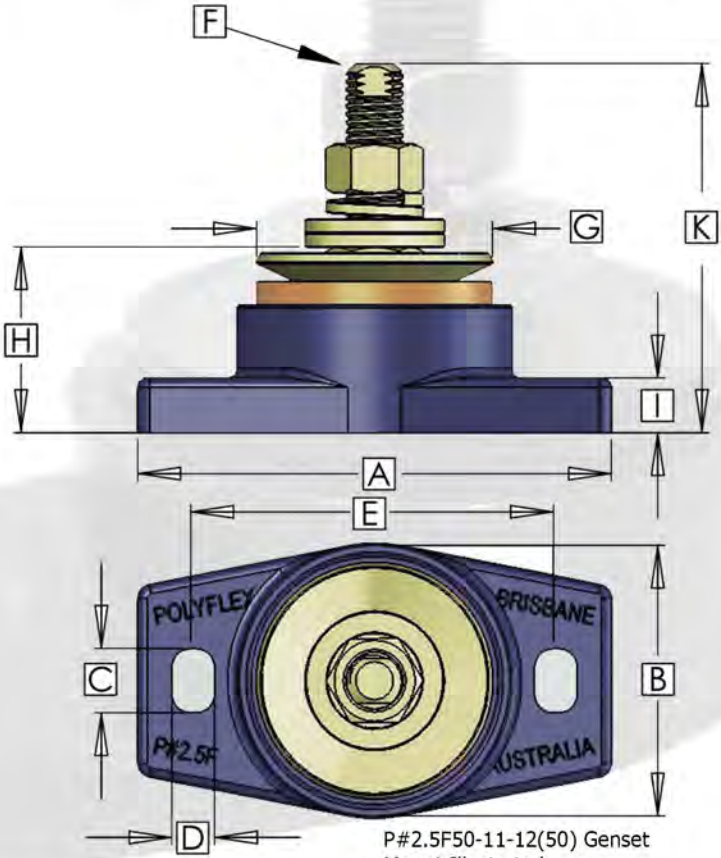
Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

POINT 5F GEN SERIES

The development of the GEN Series allows for increased isolation of vibration for high power and efficient marine generators, where the overall mass of the engine is much lighter and the demands of the strong, light weight construction methods of modern boat building come together. Thrust and lateral deflection is controlled within the mount build and is strong in all directions. The vertical deflection is achieved by the style and engineering of the top core and washer assembly. All metal components are plated in SA5 Cobalt Zinc for maximum corrosion resistance and durability. These can also be used in stationery, industrial, power generation & many other applications where a highly efficient isolator mount is required.

The moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.



P#2.5F50-11-12(50) Genset Mount Illustrated

POLY FLEX MOUNTS

POINT 5F GEN

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#2.5F 50-11-12 GEN	35-125	100.0	59	13	9.0	76.2 (3")	M12	50	44	11	-	75	0.29
P#2.5F 50-11-16 GEN	35-125	100.0	59	13	9.0	76.2 (3")	M16	50	44	11	-	90	0.38
P#3.5F 60-11-12 GEN	50-150	114.0	65	-	10.0	90 (3 1/2")	M12	60	42	11	-	70	0.34
P#3.5F 60-11-16 GEN	50-150	114.0	65	-	10.0	90 (3 1/2")	M16	60	44	11	-	90	0.43
P#4.5F 60-11-12 GEN	50-150	138.0	73	15	10.5	101.6 (4")	M12	60	42	11	-	75	0.42
P#4.5F 60-11-16 GEN	50-150	138.0	73	15	10.5	101.6 (4")	M16	60	45	11	-	90	0.51
P#4.5F 62-11-12 GEN	135-250	138.0	73	15	10.5	101.6 (4")	M12	62	42	11	-	75	0.42
P#4.5F 62-11-16 GEN	135-250	138.0	73	15	10.5	101.6 (4")	M16	62	45	11	-	90	0.51
P#4.6F 60-11-12 GEN	50-150	139.0	72	16	10.0	110	M12	60	41	11	-	73	0.38
P#4.6F 60-11-16 GEN	50-150	139.0	72	16	10.0	110	M16	60	44	11	-	89	0.47
P#5.5F 65-11-12 GEN	75-150	132.0	78	23	11.0	105 (4 1/8")	M12	65	52	15	-	77	0.51
P#5.5F 65-11-16 GEN	75-150	132.0	78	23	11.0	105 (4 1/8")	M16	65	55	15	-	95	0.59
P#5.5f 65-11-20 GEN	75-150	132.0	78	23	11.0	105 (4 1/8")	M20	65	59	15	-	122	0.83
P#6.5F 73-11-12 GEN	100-200	160.0	84	20	13.0	127 (5")	M12	73	54	15	-	79	0.65
P#6.5F 73-11-16 GEN	100-200	160.0	84	20	13.0	127 (5")	M16	73	58	15	-	93	0.72
P#6.5F 73-11-20 GEN	100-200	160.0	84	20	13.0	127 (5")	M20	73	61	15	-	123	0.96
P#7.5F 73-11-12 GEN	100-200	191.0	85	25	13.0	140 (5 1/2")	M12	73	55	15	-	79	0.80
P#7.5F 73-11-16 GEN	100-200	191.0	85	25	13.0	140 (5 1/2")	M16	73	58	15	-	94	0.87
P#7.5F 73-11-20 GEN	100-200	191.0	85	25	13.0	140 (5 1/2")	M20	73	60	15	-	123	1.11
P#8.5F 90-12-12 GEN	175-300	186.0	104	25	13.5	140 (5 1/2")	M12	90	60	15	-	101	1.33
P#8.5F 90-12-16 GEN	175-300	186.0	104	25	13.5	140 (5 1/2")	M16	90	64	15	-	97	1.38
P#9.5F 90-12-20 GEN	175-300	186.0	104	25	13.5	140 (5 1/2")	M20	90	64	15	-	125	1.59
P#8.5F 90-12-24 GEN	175-300	186.0	104	25	13.5	140 (5 1/2")	M24	90	64	15	-	144	1.77
P#8.5F 90-12-1" GEN	175-300	186.0	104	25	13.5	140 (5 1/2")	1"	90	67	15	-	138	1.89
P#8.5F(5") 90-12-12 GEN	175-300	185.0	104	20	13.0	127 (5")	M12	90	61	15	-	102	1.32
P#8.5F(5") 90-12-16 GEN	175-300	185.0	104	20	13.0	127 (5")	M16	90	61	15	-	98	1.38
P#8.5F(5") 90-12-20 GEN	175-300	185.0	104	20	13.0	127 (5")	M20	90	65	15	-	126	1.59
P#8.5F(5") 90-12-24 GEN	175-300	185.0	104	20	13.0	127 (5")	M24	90	64	15	-	146	1.76
P#8.5F(5") 90-12-1" GEN	175-300	185.0	104	20	13.0	127 (5")	1"	90	68	15	-	140	1.84
P#9.5F 100-12-12 GEN	200-350	210.0	115	25	17.0	160	M12	100	60	16	-	103	1.36
P#9.5F 100-12-16 GEN	200-350	210.0	115	25	17.0	160	M16	100	63	16	-	98	1.41
P#9.5F 100-12-20 GEN	200-350	210.0	115	25	17.0	160	M20	100	64	16	-	125	1.62
P#9.5F 100-12-24 GEN	200-350	210.0	115	25	17.0	160	M24	100	64	16	-	145	1.79
P#9.5F 100-12-1" GEN	200-350	210.0	115	25	17.0	160	1"	100	67	16	-	138	1.87
P#10.5F 105-12-12 GEN	200-500	233.00	121	25	17.00	182.00	M12	105	61	16	-	102	1.70
P#10.5F 105-12-16 GEN	200-500	233.00	121	25	17.00	182.00	M16	105	64	16	-	98	1.75
P#10.5F 105-12-20 GEN	200-500	233.00	121	25	17.00	182.00	M20	105	65	16	-	126	1.96
P#10.5F 105-12-24 GEN	200-500	233.00	121	25	17.00	182.00	M24	105	66	16	-	145	2.14
P#10.5F 105-12-1" GEN	200-500	233.00	121	25	17.00	182.00	1"	105	67	16	-	139	2.17
P#12.5F 125-12-12 GEN	250-900	228.00	142	25	17.00	180 (7")	M12	125	62	16	-	103	2.08
P#12.5F 125-12-16 GEN	250-900	228.00	142	25	17.00	180 (7")	M16	125	64	16	-	96	2.13
P#12.5F 125-12-20 GEN	250-900	228.00	142	25	17.00	180 (7")	M20	125	65	16	-	123	2.34
P#12.5F 125-12-24 GEN	250-900	228.00	142	25	17.00	180 (7")	M24	125	67	16	-	143	2.52
P#12.5F 125-12-1" GEN	250-900	228.00	142	25	17.00	180 (7")	1"	125	69	16	-	143	2.60
P#14.5F 160-20-20 GEN	200-1075	333.00	201	-	22.00	270x135	M20	160	87	38	-	144	6.49
P#14.5F 160-20-24 GEN	200-1075	333.00	201	-	22.00	270x135	M24	160	85	38	-	165	6.75
P#14.5F 160-20-30 GEN	200-1075	333.00	201	-	22.00	270x135	M30	60	94	38	-	214	7.58

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

POINT 5F GEN DOUBLE DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P##8.5F 90-12-12 GEN	350-600	314.0	104	25	13.5	140 (5 1/2")	M12	90	61	15	-	101	2.41
P##8.5F 90-12-16 GEN	350-600	314.0	104	25	13.5	140 (5 1/2")	M16	90	61	15	-	98	2.52
P##8.5F 90-12-20 GEN	350-600	314.0	104	25	13.5	140 (5 1/2")	M20	90	65	15	-	126	2.94
P##8.5F 90-12-24 GEN	350-600	314.0	104	25	13.5	140 (5 1/2")	M24	90	65	15	-	146	3.27
P##8.5F 90-12-1" GEN	350-600	314.0	104	25	13.5	140 (5 1/2")	1"	90	69	15	-	139	3.42
P##10.5F 105-12-12 GEN	400-1000	412.0	119	34	17.0	182	M12	105	61	15	-	102	3.16
P##10.5F 105-12-16 GEN	400-1000	412.0	119	34	17.0	182	M16	105	61	15	-	98	3.26
P##10.5F 105-12-20 GEN	400-1000	412.0	119	34	17.0	182	M20	105	65	15	-	126	3.68
P##10.5F 105-12-24 GEN	400-1000	412.0	119	34	17.0	182	M24	105	64	15	-	145	4.02
P##10.5F 105-12-1" GEN	400-1000	412.0	119	34	17.0	182	1"	105	67	15	-	139	4.18
P##12.5F 125-12-12 GEN	500-1800	407.0	141	25	16.0	180 (7")	M12	125	63	15	-	104	4.11
P##12.5F 125-12-16 GEN	500-1800	407.0	141	25	16.0	180 (7")	M16	125	63	15	-	98	4.21
P##12.5F 125-12-20 GEN	500-1800	407.0	141	25	16.0	180 (7")	M20	125	67	15	-	123	4.63
P##12.5F 125-12-24 GEN	500-1800	407.0	141	25	16.0	180 (7")	M24	125	66	15	-	144	4.97
P##12.5F 125-12-1" GEN	500-1800	407.0	141	25	16.0	180 (7")	1"	125	69	15	-	137	5.13

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.

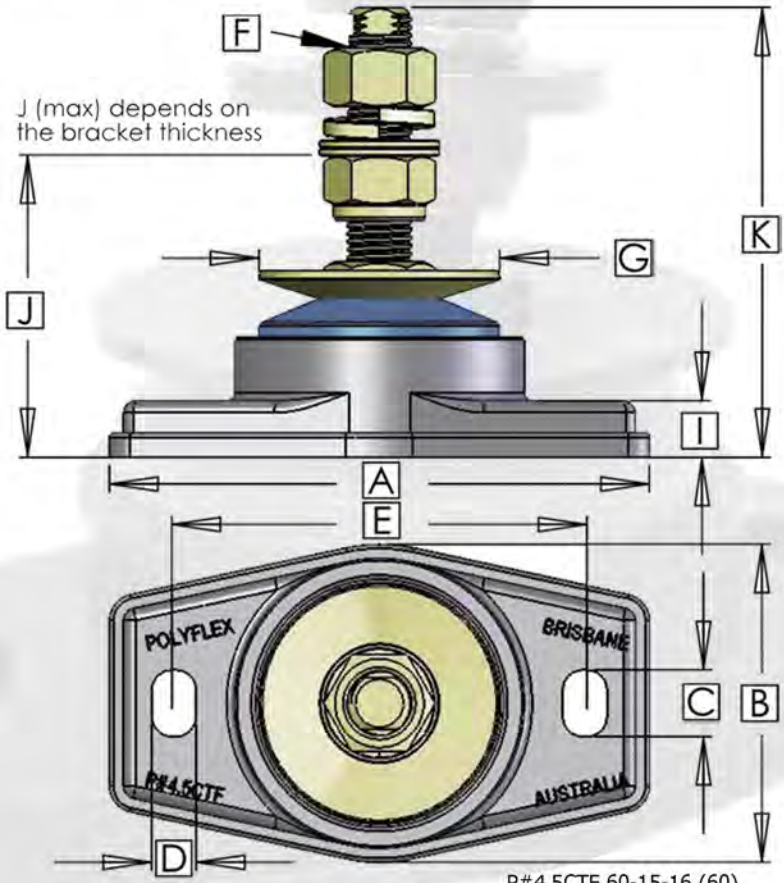
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

POINT 5CTF SERIES

The development of the Point 5 CTF Series allows for increased isolation of vibration for high power and efficient marine diesel engines, where the overall mass of the engine is much lighter and the demands of the strong, light weight construction methods of modern boat building come together. Thrust and lateral deflection is controlled within the mount build and is strong in all directions. The vertical deflection is achieved by the style and engineering of the top core and washer assembly.

The moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.



P#4.5CTF 60-15-16 (60)
Mount Illustrated

POLY FLEX MOUNTS

POINT 5CTF

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#2.5CTF 50-15-12	35-125	106.0	65	13	9.0	76.2 (3")	M12	50	-	14	62	104	0.36
P#2.5CTF 50-15-14	35-125	106.0	65	13	9.0	76.2 (3")	M14	50	-	14	64	113	0.39
P#2.5CTF 50-15-16	35-125	106.0	65	13	9.0	76.2 (3")	M16	50	-	14	69	113	0.46
P#3.5CTF 60-15-12	50-150	120.0	72	-	10.0	90 (3 1/2")	M12	60	-	14	61	104	0.41
P#3.5CTF 60-15-14	50-150	120.0	72	-	10.0	90 (3 1/2")	M14	60	-	14	63	112	0.44
P#3.5CTF 60-15-16	50-150	120.0	72	-	10.0	90 (3 1/2")	M16	60	-	14	68	112	0.52
P#3.5CTF 60-15-16EXT	50-150	120.0	72	-	10.0	90 (3 1/2)	M16	60	-	14	68	129	0.53
P#4.5CTF 60-15-12	50-150	141.0	75	16	10.5	101.6 (4")	M12	60	-	14	61	105	0.50
P#4.5CTF 60-15-14	50-150	141.0	75	16	10.5	101.6 (4")	M14	60	-	14	63	113	0.54
P#4.5CTF 60-15-16	50-150	141.0	75	16	10.5	101.6 (4")	M16	60	-	14	71	110	0.61
P#4.5CTF 60-15-16 EXT	50-150	141	75	16	10.5	101.6 (4")	M16	60	-	14	71	130	0.64
P#4.9CTF 60-15-12	50-150	156.0	77	16	10.5	125.0	M12	60	-	14	86	130	0.50
P#4.9CTF 60-15-14	50-150	156.0	77	16	10.5	125.0	M14	60	-	14	89	138	0.54
P#4.9CTF 60-15-16	50-150	156.0	77	16	10.5	125.0	M16	60	-	14	93	135	0.61
P#5.5CTF 65-20-12	75-150	135.0	80	23	11.0	105 (4 1/8")	M12	65	-	18	77	113	0.61
P#5.5CTF 65-20-16	75-150	135.0	80	23	11.0	105 (4 1/8")	M16	65	-	18	83	131	0.71
P#5.5CTF 65-20-20	75-150	135.0	80	23	11.0	105 (4 1/8")	M20	65	-	18	90	145	0.97
P#6.5CTF 73-20-12	100-200	164.0	89	20	13.0	127 (5")	M12	73	-	18	78	113	0.76
P#6.5CTF 73-20-16	100-200	164.0	89	20	13.0	127 (5")	M16	73	-	18	84	132	0.88
P#6.5CTF 73-20-20	100-200	164.0	89	20	13.0	127 (5")	M20	73	-	18	90	140	1.12
P#7.5CTF 73-20-12	100-200	194.0	88	25	13.5	140 (5 1/2")	M12	73	-	19	78	113	0.94
P#7.5CTF 73-20-16	100-200	194.0	88	25	13.5	140 (5 1/2")	M16	73	-	19	85	132	1.04
P#7.5CTF 73-20-20	100-200	194.0	88	25	13.5	140 (5 1/2")	M20	73	-	19	91	145	1.30
P#8.5CTF 90-30-12	175-300	189.0	108	25	13.5	140 (5 1/2")	M12	90	-	18	89	136	1.59
P#8.5CTF 90-30-16	175-300	189.0	108	25	13.5	140 (5 1/2")	M16	90	-	18	94	151	1.68
P#8.5CTF 90-30-20	175-300	189.0	108	25	13.5	140 (5 1/2")	M20	90	-	18	102	168	1.92
P#8.5CTF 90-30-24	175-300	189.0	108	25	13.5	140 (5 1/2")	M24	90	-	18	105	169	2.10
P#8.5CTF 90-30-1"	175-300	189.0	108	25	13.5	140 (5 1/2")	1"	90	-	18	100	169	2.17
P#8.5CTF (5") 90-30-12	175-300	189.0	108	20	13.5	127 (5")	M12	90	-	18	94	151	1.59
P#8.5CTF (5") 90-30-16	175-300	189.0	108	20	13.5	127 (5")	M16	90	-	18	102	168	1.68
P#8.5CTF (5") 90-30-20	175-300	189.0	108	20	13.5	127 (5")	M20	90	-	18	102	168	1.92
P#8.5CTF (5") 90-30-24	175-300	189.0	108	20	13.5	127 (5")	M24	90	-	18	105	169	2.10
P#8.5CTF (5") 90-30-1"	175-300	189.0	108	20	13.5	127 (5")	1"	90	-	18	100	169	2.17
P#9.5CTF 100-25-12	200-350	211.0	117	25	17.0	160	M12	100	-	19	92	125	1.77
P#9.5CTF 100-25-16	200-350	211.00	117	25	17.00	160.00	M16	100	-	19	97	152	1.87
P#9.5CTF 100-25-20	200-350	211.00	117	25	17.00	160.00	M20	100	-	19	101	169	2.11
P#9.5CTF 100-25-24	200-350	211.00	117	25	17.00	160.00	M24	100	-	19	105	169	2.28
P#9.5CTF 100-25-1"	200-350	211.00	117	25	17.00	160.00	1"	100	-	19	99	169	2.34
P#10.5CTF 105-25-12	200-500	236.00	124	25	17.00	182.00	M12	105	-	19	92	125	1.96
P#10.5CTF 105-25-16	200-500	236.00	124	25	17.00	182.00	M16	105	-	19	97	152	2.06
P#10.5CTF 105-25-20	200-500	236.00	124	25	17.00	182.00	M20	105	-	19	102	170	2.29
P#10.5CTF 105-25-24	200-500	236.00	124	25	17.00	182.00	M24	105	-	19	105	170	2.46
P#10.5CTF 105-25-1"	200-500	236.00	124	25	17.00	182.00	1"	105	-	19	99	169	2.54
P#12.5CTF 125-30-12	250-900	232.00	143	26	17.00	180 (7")	M12	125	-	19	92	125	2.32
P#12.5CTF 125-30-16	250-900	232.00	143	26	17.00	180 (7")	M16	125	-	19	97	152	2.42
P#12.5CTF 125-30-20	250-900	232.00	143	26	17.00	180 (7")	M20	125	-	19	108	169	2.67
P#12.5CTF 125-30-24	250-900	232.00	143	26	17.00	180 (7")	M24	125	-	19	112	168	2.84
P#12.5CTF 125-30-1"	250-900	232.00	143	26	17.00	180 (7")	1"	125	-	19	106	183	2.97

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.

2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

POINT 5CTF DOUBLE

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P##8.5CTF 90-30-12	350-600	320.0	109	25	13.5	140 (5 1/2")	M12	90	-	18	89	136	1.59
P##8.5CTF 90-30-16	350-600	320.0	109	25	13.5	140 (5 1/2")	M16	90	-	18	94	151	1.68
P##8.5CTF 90-30-20	350-600	320.0	109	25	13.5	140 (5 1/2")	M20	90	-	18	101	170	3.48
P##8.5CTF 90-30-24	350-600	320.0	109	25	13.5	140 (5 1/2")	M24	90	-	18	106	170	3.84
P##8.5CTF 90-30-1"	350-600	320.0	109	25	13.5	140 (5 1/2")	1"	90	-	18	100	168	4.08
P##10.5CTF 105-12-12	400-1000	420.0	125	34	17.0	182	M12	105	-	19	98	132	3.70
P##10.5CTF 105-12-16	400-1000	420.0	125	34	17.0	182	M16	105	-	19	99	159	3.91
P##10.5CTF 105-12-20	400-1000	420.0	125	34	17.0	182	M20	105	-	19	100	169	4.34
P##10.5CTF 105-12-24	400-1000	420.0	125	34	17.0	182	M24	105	-	19	105	169	4.69
P##10.5CTF 105-12-1"	400-1000	420.0	125	34	17.0	182	1"	105	-	19	100	169	4.78
P##12.5CTF 125-12-12	500-1800	407.0	141	25	16.0	180 (7")	M12	125	-	19	106	104	4.96
P##12.5CTF 125-12-16	500-1800	407.0	141	25	16.0	180 (7")	M16	125	-	19	110	144	5.12
P##12.5CTF 125-12-20	500-1800	407.0	141	25	16.0	180 (7")	M20	125	-	19	109	128	5.29
P##12.5CTF 125-12-24	500-1800	407.0	141	25	16.0	180 (7")	M24	125	-	19	113	164	5.65
P##12.5CTF 125-12-1"	500-1800	407.0	141	25	16.0	180 (7")	1"	125	-	19	107	137	5.78

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.

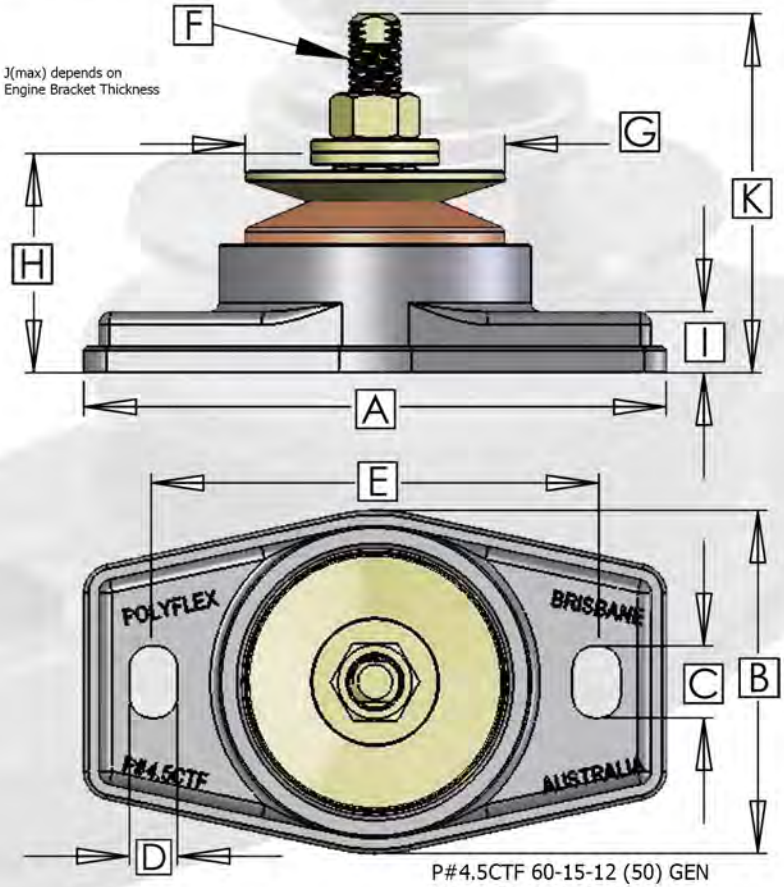
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

POINT 5CTF GEN SERIES

The development of the GEN Series allows for increased isolation of vibration for high power and efficient marine generators, where the overall mass of the engine is much lighter and the demands of the strong, light weight construction methods of modern boat building come together. Thrust and lateral deflection is controlled within the mount build and is strong in all directions. The vertical deflection is achieved by the style and engineering of the top core and washer assembly. All metal components are plated in SA5 Cobalt Zinc for maximum corrosion resistance and durability.

The moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.



P#4.5CTF 60-15-12 (50) GEN
Mount Illustrated

POLY FLEX MOUNTS

POINT 5CTF GEN

DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#2.5CTF 50-15-12 GEN	35-125	106	65	13	9.0	76.2 (3")	M12	50	50	14	-	79	0.33
P#2.5CTF 50-15-16 GEN	35-125	106	65	13	9.0	76.2 (3")	M16	50	53	14	-	99	0.40
P#3.5CTF 60-15-12 GEN	50-150	120	72	-	10.0	90 (3 1/2")	M12	60	49	14	-	84	0.38
P#3.5CTF 60-15-16 GEN	50-150	120	72	-	10.0	90 (3 1/2")	M16	60	52	14	-	98	0.46
P#4.5CTF 60-15-12 GEN	50-150	141	75	16	10.5	101.6 (4")	M12	60	50	14	-	83	0.47
P#4.5CTF 60-15-16 GEN	50-150	141	75	16	10.5	101.6 (4")	M16	60	52	14	-	98	0.55
P#5.5CTF 65-20-12 GEN	75-150	135	80	23	11.0	105 (4 1/8")	M12	65	65	18	-	93	0.58
P#5.5CTF 65-20-16 GEN	75-150	135	80	23	11.0	105 (4 1/8")	M16	65	68	18	-	100	0.64
P#5.5CTF 65-20-20 GEN	75-150	135	80	23	11.0	105 (4 1/8")	M20	65	71	18	-	125	0.88
P#6.5CTF 73-20-12 GEN	100-200	164	89	20	13.0	127 (5")	M12	73	66	18	-	93	0.73
P#6.5CTF 73-20-16 GEN	100-200	164	89	20	13.0	127 (5")	M16	73	69	18	-	99	0.80
P#6.5CTF 73-20-20 GEN	100-200	164	89	20	13.0	127 (5")	M20	73	72	18	-	125	1.03
P#7.5CTF 73-20-12 GEN	100-200	194	88	25	13.5	140 (5 1/2")	M12	73	66	19	-	93	0.91
P#7.5CTF 73-20-16 GEN	100-200	194	88	25	13.5	140 (5 1/2")	M16	73	69	19	-	100	0.98
P#7.5CTF 73-20-20 GEN	100-200	194	88	25	13.5	140 (5 1/2")	M20	73	73	19	-	128	1.21
P#8.5CTF 90-30-12 GEN	175-300	189	108	25	13.5	140 (5 1/2")	M12	90	78	18	-	105	1.63
P#8.5CTF 90-30-16 GEN	175-300	189	108	25	13.5	140 (5 1/2")	M16	90	82	18	-	102	1.68
P#8.5CTF 90-30-20 GEN	175-300	189	108	25	13.5	140 (5 1/2")	M20	90	82	18	-	130	1.79
P#8.5CTF 90-30-24 GEN	175-300	189	108	25	13.5	140 (5 1/2")	M24	90	82	18	-	150	1.93
P#8.5CTF 90-30-1" GEN	175-300	189	108	25	13.5	140 (5 1/2")	1"	90	80	18	-	144	2.00
P#8.5CTF (5") 90-30-12 GEN	175-300	189	108	20	13.5	127 (5")	M12	90	78	18	-	105	1.63
P#8.5CTF (5") 90-30-16 GEN	175-300	189	108	20	13.5	127 (5")	M16	90	82	18	-	102	1.68
P#8.5CTF (5") 90-30-20 GEN	175-300	189	108	20	13.5	127 (5")	M20	90	82	18	-	130	1.79
P#8.5CTF (5") 90-30-24 GEN	175-300	189	108	20	13.5	127 (5")	M24	90	82	18	-	150	1.93
P#8.5CTF (5") 90-30-1" GEN	175-300	189	108	20	13.5	127 (5")	1"	90	80	18	-	144	2.00
P#9.5CTF 100-25-12 GEN	200-350	211	117	25	17.0	160	M12	100	78	19	-	105	1.69
P#9.5CTF 100-25-16 GEN	200-350	211	117	25	17.0	160	M16	100	82	19	-	102	1.74
P#9.5CTF 100-25-20 GEN	200-350	211	117	25	17.0	160	M20	100	82	19	-	130	1.95
P#9.5CTF 100-25-24 GEN	200-350	211	117	25	17.0	160	M24	100	82	19	-	149	2.10
P#9.5CTF 100-25-1" GEN	200-350	211	117	25	17.0	160	1"	100	84	19	-	142	2.25
P#10.5CTF 105-25-12 GEN	200-500	236	124	25	17.0	182	M12	105	79	19	-	127	1.94
P#10.5CTF 105-25-16 GEN	200-500	236	124	25	17.0	182	M16	105	83	19	-	123	1.99
P#10.5CTF 105-25-20 GEN	200-500	236	124	25	17.0	182	M20	105	83	19	-	150	2.19
P#10.5CTF 105-25-24 GEN	200-500	236	124	25	17.0	182	M24	105	83	19	-	150	2.30
P#10.5CTF 105-25-1" GEN	200-500	236	124	25	17.00	182.00	1"	105	85	19	-	144	2.38
P#12.5CTF 125-30-12 GEN	250-900	232	143	26	17.00	180 (7")	M12	125	85	19	-	126	2.32
P#12.5CTF 125-30-16 GEN	250-900	232	143	26	17.00	180 (7")	M16	125	89	19	-	122	2.37
P#12.5CTF 125-30-20 GEN	250-900	232	143	26	17.00	180 (7")	M20	125	89	19	-	149	2.57
P#12.5CTF 125-30-24 GEN	250-900	232	143	26	17.00	180 (7")	M24	125	89	19	-	148	2.68
P#12.5CTF 125-30-1" GEN	250-900	232	143	26	17.00	180 (7")	1"	125	93	19	-	158	2.81

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.

2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

POINT 5CTF GEN DOUBLE DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P##8.5CTF 90-30-12 GEN	350-600	320	109	25	13.5	140 (5 1/2")	M12	90		18	-	105	1.69
P##8.5CTF 90-30-16 GEN	350-600	320	109	25	13.5	140 (5 1/2")	M16	90		18	-	102	1.74
P##8.5CTF 90-30-20 GEN	350-600	320	109	25	13.5	140 (5 1/2")	M20	90	83	18	-	130	3.21
P##8.5CTF 90-30-24 GEN	350-600	320	109	25	13.5	140 (5 1/2")	M24	90	82	18	-	150	3.52
P##8.5CTF 90-30-1" GEN	350-600	320	109	25	13.5	140 (5 1/2")	1"	90	85	18	-	143	3.70
P##10.5CTF 105-12-12 GEN	400-1000	420	125	34	17.0	182	M12	105		19	-	127	1.94
P##10.5CTF 105-12-16 GEN	400-1000	420	125	34	17.0	182	M16	105		19	-	123	1.99
P##10.5CTF 105-12-20 GEN	400-1000	420	125	34	17.0	182	M20	105	82	19	-	131	4.07
P##10.5CTF 105-12-24 GEN	400-1000	420	125	34	17.0	182	M24	105	82	19	-	149	4.38
P##10.5CTF 105-12-1" GEN	400-1000	420	125	34	17.0	182	1"	105	85	19	-	143	4.53
P##12.5CTF 125-12-12 GEN	500-1800	407	141	25	16.0	180 (7")	M12	125		19	-	126	2.32
P##12.5CTF 125-12-16 GEN	500-1800	407	141	25	16.0	180 (7")	M16	125		19	-	122	2.37
P##12.5CTF 125-12-20 GEN	500-1800	407	141	25	16.0	180 (7")	M20	125	90	19	-	128	5.29
P##12.5CTF 125-12-24 GEN	500-1800	407	141	25	16.0	180 (7")	M24	125	90	19	-	164	5.65
P##12.5CTF 125-12-1" GEN	500-1800	407	141	25	16.0	180 (7")	1"	125	93	19	-	137	5.78

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

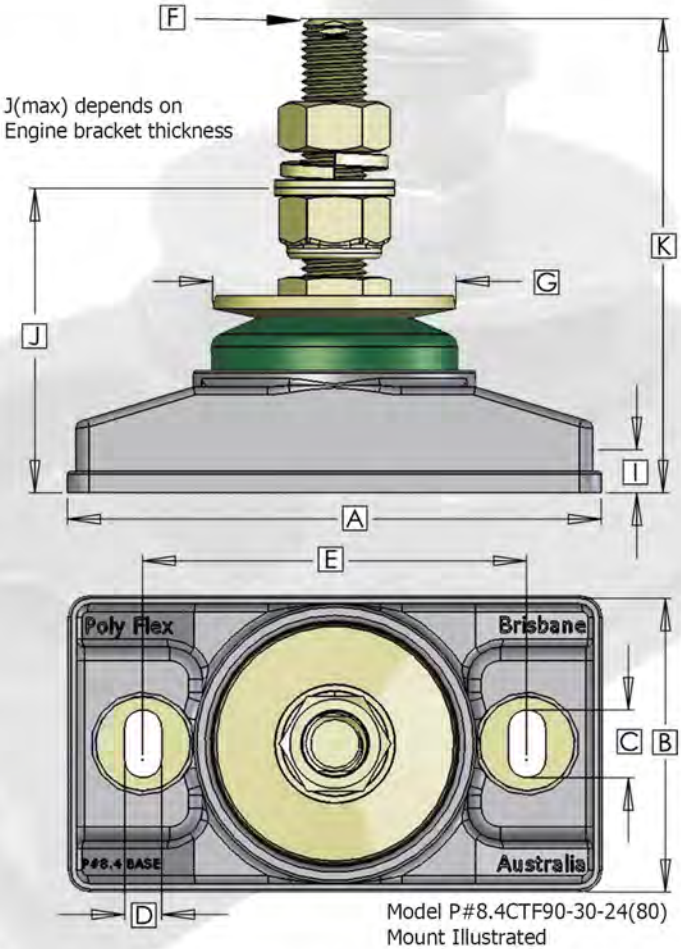
POLY FLEX MOUNTS

POINT 4CTF

SERIES

Following the improved vibration control offered by the Poly Flex 'CTF' mount series, a request was received from a large engine company and their major boat builder customer to design a vibration control mount system for their 650 horse power engines. These can also be used in stationery, industrial, power generation & many other applications where a highly efficient isolator mount is required.

The design brief required a 6 point mount capacity with the ease of 4 adjusting studs, the results are the P#8.4 CTF fitted to the front of the engine and the P##8.4 CTF (Bridge) mount fitted at the gearbox end. Sea trials have confirmed that this mounting system is very effective and is being specified and fitted as standard equipment in these luxury motor cruisers.



Model P#8.4CTF90-30-24(80)
Mount Illustrated

POLY FLEX MOUNTS

POINT 4CTF

DIMENSIONS

Metric	(mm)												
MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#5.4CTF 65-20-16	75-150	150	80	16	10.5	105 (4 1/8")	M16	65	-	18	83	131	0.87
P#5.4CT 65-20-20	75-150	150	80	16	10.5	105 (4 1/8")	M20	65	-	18	89	144	1.13
P#6.4CTF 73-20-16	100-200	181	97	20	13.5	127 (5")	M16	73	-	18	86	130	1.30
P#6.4CTF 73-20-20	100-200	181	97	20	13.5	127 (5")	M20	73	-	18	93	148	1.52
P#7.4CTF 73-20-16	100-200	193	96	20	13.5	140 (5 1/2")	M16	73	-	19	86	134	1.23
P#7.4CTF 73-20-20	100-200	193	96	20	13.5	140 (5 1/2")	M20	73	-	19	93	148	1.46
P#8.4CTF 90-30-20	175-300	195	109	25	13.5	140 (5 1/2")	M20	90	-	18	101	170	2.09
P#8.4CTF 90-30-24	175-300	195	109	25	13.5	140 (5 1/2")	M24	90	-	18	105	170	2.28
P#8.4CTF 90-30-24Yw	175-300	195	109	25	13.5	140 (5 1/2")	M24	90	-	18	105	198	2.33
P#8.4CTF 90-30-1"	175-300	195	109	25	13.5	140 (5 1/2")	1"	90	-	18	99	168	2.36
P#9.4CTF 100-25-20	200-350	230	120	25	17.0	160	M20	100	-	19	100	168	2.48
P#9.4CTF 100-25-24	200-350	230	120	25	17.0	160.0	M24	100	-	19	104	167	2.68
P#9.4CTF 100-25-1"	200-350	230	120	25	17.0	160.0	1"	100	-	19	98	166	2.71
P#10.4CTF 105-25-20	200-500	253	120	25	17.0	182.0	M20	105	-	19	99	168	2.60
P#10.4CTF 105-25-24	200-500	253	120	25	17.0	182.0	M24	105	-	19	103	168	2.80
P#10.4CTF 105-25-1"	200-500	253	120	25	17.0	182.0	1"	105	-	19	98	166	3.20
P#12.4CTF 125-30-20	250-900	276	148	25	17.0	200 (7.874")	M20	125	-	19	105	166	3.20
P#12.4CTF 125-30-24	250-900	276	148	25	17.0	200 (7.874")	M24	125	-	19	110	165	3.39
P#12.4CTF 125-30-1"	250-900	276	148	25	17.0	200 (7.874")	1"	125	-	19	103	180	3.53

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POINT 4CTF DOUBLE

DIMENSIONS

Metric	(mm)												
MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P##8.4CTF 90-30-20	350-600	307	111	25	13.5	110 (9.843"/4.	M20	90	-	18	101	170	3.78
P##8.4CTF 90-30-24	350-600	307	111	25	13.5	110 (9.843"/4.	M24	90	-	18	105	170	4.14
P##8.4CTF 90-30-1"	350-600	307	111	25	13.5	110 (9.843"/4.	1"	90	-	18	99	168	4.32
P##8.4CTF 90-30-20 BRIDGE	350-600	307	111	25	13.5	250 (9.843")	M20	90	-	18	122	212	3.60
P##8.4CTF 90-30-24 BRIDGE	350-600	307	111	25	13.5	250 (9.843"/)	M24	90	-	18	129	198	3.85
P##8.4CTF 90-30-1" BRIDGE	350-600	307	111	25	13.5	250 (9.843")	1"	90	-	18	134	207	3.95

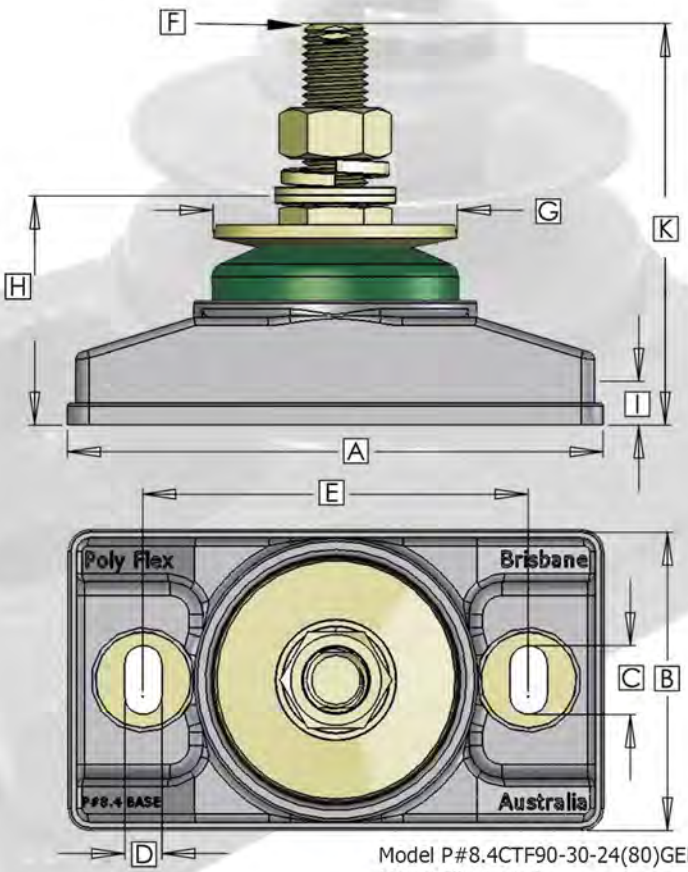
Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS
POINT 4CTF GEN SERIES

The development of the GEN Series allows for increased isolation of vibration for high power and efficient marine generators, where the overall mass of the engine is much lighter and the demands of the strong, light weight construction methods of modern boat building come together. Thrust and lateral deflection is controlled within the mount build and is strong in all directions. The vertical deflection is achieved by the style and engineering of the top core and washer assembly. All metal components are plated in SA5 Cobalt Zinc for maximum corrosion resistance and durability.

The moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.



Model P#8.4CTF90-30-24(80)GEN
Mount Illustrated

POLY FLEX MOUNTS

POINT 4CTF GEN DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P#5.4CTF 65-20-16 GEN	75-150	150	80	16	10.5	105 (4 1/8")	M16	65	68	18	-	100	0.80
P#5.4CT 65-20-20 GEN	75-150	150	80	16	10.5	105 (4 1/8")	M20	65	71	18	-	125	1.04
P#6.4CTF 73-20-16 GEN	100-200	181	97	20	13.5	127 (5")	M16	73	69	18	-	99	1.22
P#6.4CTF 73-20-20 GEN	100-200	181	97	20	13.5	127 (5")	M20	73	72	18	-	125	1.43
P#7.4CTF 73-20-16 GEN	100-200	193	96	20	13.5	140 (5 1/2")	M16	73	69	19	-	100	1.15
P#7.4CTF 73-20-20 GEN	100-200	193	96	20	13.5	140 (5 1/2")	M20	73	73	19	-	125	1.37
P#8.4CTF 90-30-20 GEN	175-300	195	109	25	13.5	140 (5 1/2")	M20	90	82	18	-	130	1.96
P#8.4CTF 90-30-24 GEN	175-300	195	109	25	13.5	140 (5 1/2")	M24	90	82	18	-	146	2.10
P#8.4CTF 90-30-1" GEN	175-300	195	109	25	13.5	140 (5 1/2")	1"	90	85	18	-	142	2.17
P#9.4CTF 100-25-20 GEN	200-350	230	120	25	17.0	160	M20	100	82	19	-	129	2.31
P#9.4CTF 100-25-24 GEN	200-350	230	120	25	17.0	160	M24	100	82	19	-	145	2.45
P#9.4CTF 100-25-1" GEN	200-350	230	120	25	17.0	160.0	1"	100	84	19	-	141	2.53
P#10.4CTF 105-25-20 GEN	200-500	253	120	25	17.0	182.0	M20	105	83	19	-	130	2.45
P#10.4CTF 105-25-24 GEN	200-500	253	120	25	17.0	182.0	M24	105	83	19	-	144	2.62
P#10.4CTF 105-25-1" GEN	200-500	253	120	25	17.0	182.0	1"	105	85	19	-	140	2.65
P#12.4CTF 125-30-20 GEN	250-900	276	148	25	17.0	200 (7.874")	M20	125	87	19	-	145	3.09
P#12.4CTF 125-30-24 GEN	250-900	276	148	25	17.0	200 (7.874")	M24	125	86	19	-	146	3.23
P#12.4CTF 125-30-1" GEN	250-900	276	148	25	17.0	200 (7.874")	1"	125	88	19	-	155	3.35

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POINT 4CTF GEN DOUBLE DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P##8.4CTF 90-30-20 GEN	350-600	307	111	25	13.5	110 (9.843"/4.	M20	90	83	18	-	130	3.51
P##8.4CTF 90-30-24 GEN	350-600	307	111	25	13.5	110 (9.843"/4.	M24	90	82	18	-	146	3.80
P##8.4CTF 90-30-1" GEN	350-600	307	111	25	13.5	110 (9.843"/4.	1"	90	85	18	-	142	3.96

Working loads stated are at 2.5mm static deflection for the range of hardness available.

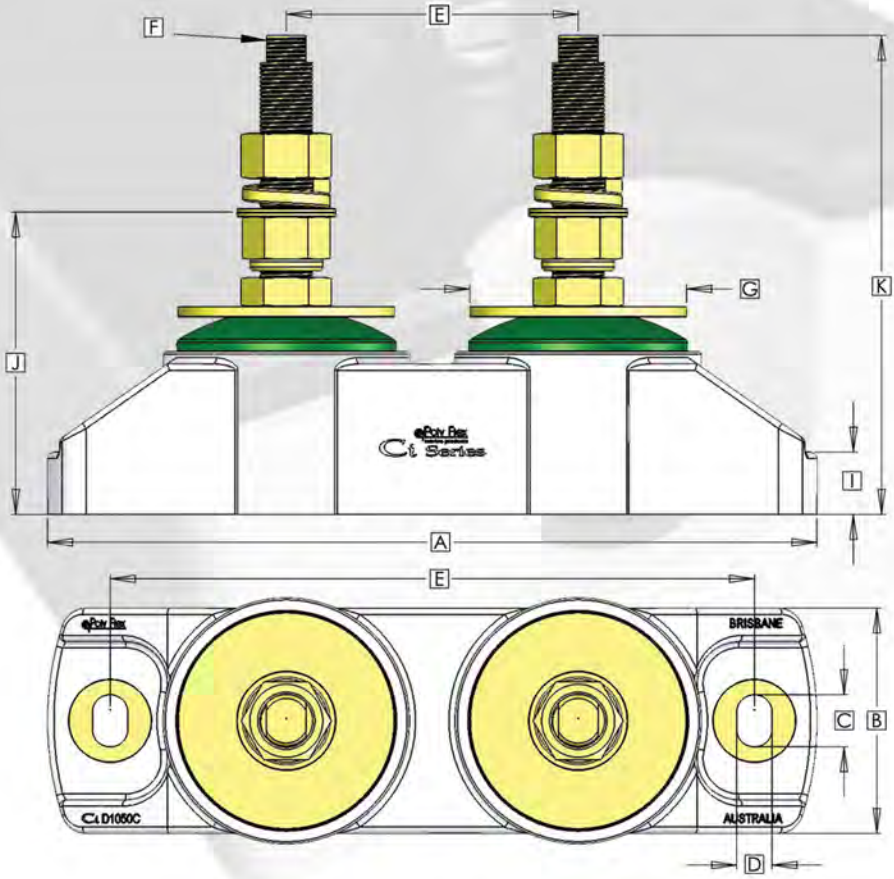
Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

Ci SERIES

Our Ci Series Mounting System is in a class of it's own giving high performance and rigidity in high performance marine diesel engines with increased control of thrust and lateral deflection. This is acheived by the chevron design within the mount. These are true marine mounts to isolate vibration across the rev range without compromising the alignment of the driveline. All metal components are plated in SA5 Cobalt Zinc for maximum corrosion resistance and durability.

The moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.



POLY FLEX MOUNTS

Ci DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
Ci1050C-1	100-500	229	118	25	17.5	166 (6.535")	UNF 1"	105	-	30	142	230	3.30
Ci165SQ	800-2000	225	190	-	22.2	165/60 (6.496" / 2.362")	M16	-	112	38	-	130	7.30

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

Ci DOUBLE DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
CiD1050C-1	150-1000	369	118	25	17.5	309/140 (12.165"/5.512")	UNF 1"	105	-	30	142	230	5.90

Working loads stated are at 2.5mm static deflection for the range of hardness available.

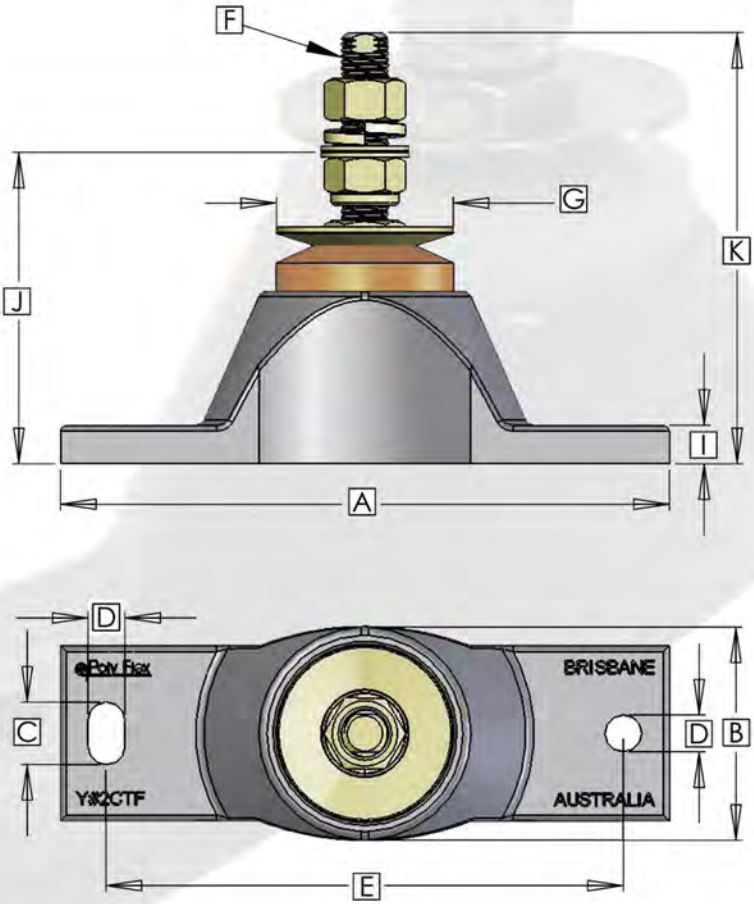
Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

Y SERIES

The Y Series was specifically designed as a replacement for the original Yanmar mounts on the smaller Yanmar engines. All metal components are plated in SA5 Cobalt Zinc for maximum corrosion resistance and durability.

The moulded components are manufactured from Polénite™ a special range of engineering heat cured polymer alloys. All our components are proudly designed and manufactured by Poly Flex.



POLY FLEX MOUNTS

Y DIMENSIONS

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
Y#1CTF 50-11-14	35-125	174.0	63	20	12.5	127 (5.000")	M14	50	-	13	83	133	0.62
Y#2CTF 60-20-16	50-150	223.0	73	20	12.5	174 (6.850")	M16	60	-	13	101	141	0.90
Y#3CTF 60-20-16	50-150	233.0	72	20	12.5	184 (7.244")	M16	60	-	13	101	140	0.90
P#8.8CTF 90-30-24(Yw)	175-300	223.0	108	25	18.0	170 (6.693")	M24	90	-	30	128	192	2.62

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

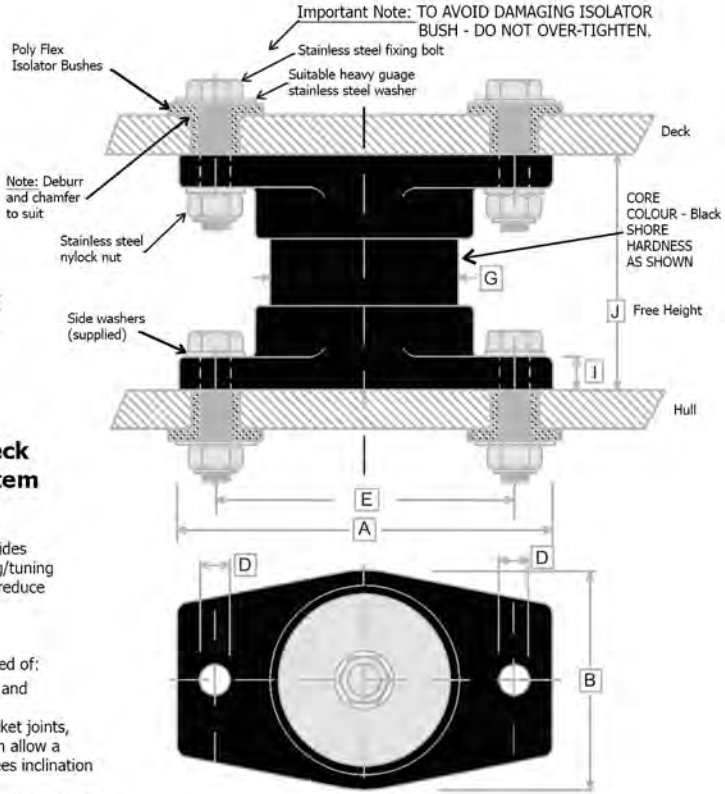
Y CROSS REFERENCE

Model	Suitable for YANMAR Diesel Engines	Mounts Required
Y#1CTF50-11-14(50)	IGM10	4
Y#1.5CTF50-15-14(50)	IGM10	4
Y#2CTF60-20-16(50)	2GM20, 2GM20F, 3GM30, 3GM30F, 3JH2BE, 3JH2TBE,3JH2TE, 4JH2BE	4
Y#2CTF60-20-16(60)	4JH2TBE, 4JH2HTE, 4JH2DTE	4
Y#2.5CTF60-24-16(50)	2GM20, 2GM20F, 3GM30, 3GM30F, 3JH2BE, 3JH2TBE,3JH2TE, 4JH2BE	4
Y#2CTF60-20-16(70)	4JH2UTBE, 4JH2UTE, 4LHTE	4
Y#2.5CTF60-24-16(60)	4JH2TBE, 4JH2HTE, 4JH2DTE	4
Y#3CTF60-20-16(70)	4LHHTE, 4LHDTE	4

Note: Table shown is a guide only - contact Poly Flex for mount selection.

Mount Core Hardness				
Hardness A-Scale	50	60	70	80

POLY FLEX MOUNTS
HULL TO DECK
SERIES



ALL METAL PARTS ARE
316 STAINLESS STEEL

Resilient Deck Support System

This new system provides a means of supporting/tuning the deck structure to reduce the effects of vibrationharmonics.

The design is comprised of:
- polymer flanges top and bottom
- ball and resilient socket joints, top and bottom, which allow a maximum of 15 degrees inclination each.
- a stainless steel adjusting stud and locking nuts
-the aluminium tube is supplied by the installer, as its length is application dependent.

Model H/D6.8 illustrated

Note: STAINLESS STEEL FIXING BOLTS & NYLOCK NUTS NOT SUPPLIED.

Data sheets on Axial and Thrust load versus deflection are available on request from Poly Flex or any authorised dealer.

Metric (mm)

MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
HD6.8	200 - 550	160.0	94	-	13.0	127 (5")	-	80	-	15	100	-	1.21
HD12.5	1000 - 2000	226.0	138	-	17.0	180 (7")	-	125	-	16	112	-	2.85

Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

POLY FLEX MOUNTS

Instrument MOUNT SERIES

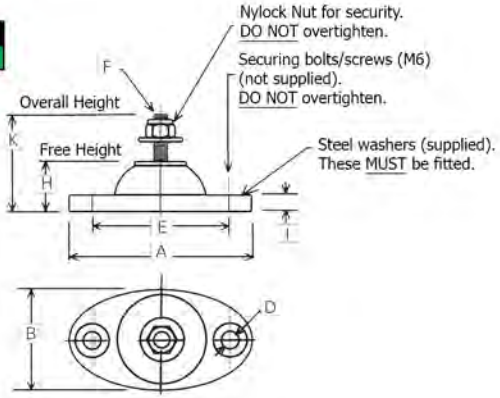
EL SERIES STANDARD

Metric	(mm)												
MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
EL2-50-6	4 - 8	67.0	37.0	~	6.0	50	M6	~	18	6	~	36	30.00
EL2-65-6	6 - 10	85.0	48.5	~	6.0	65	M6	~	20	7	~	38	48.00
EL2-75-8	8 - 12	95.0	53.0	~	6.0	75	M8	~	20	7	~	38	66.00

Working loads stated range between 2.5mm - 3.0mm static deflection for the range of hardness available.
The working load per mount corresponding to 3.0mm static deflection should be regarded as the MAXIMUM allowable load.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 1.5 x Working Load.

Mount Core Hardness				
Hardness A-Scale	50	60	70	80



EL SERIES HD

Metric	(mm)												
MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
EL2-50-6 HD	6 - 10	67.0	37.0	~	6.0	50	M6	~	18	6	~	36	35.00
EL2-65-6 HD	8 - 12	85.0	48.5	~	6.0	65	M6	~	20	7	~	38	53.00
EL2-75-8 HD	10 - 14	95.0	53.0	~	6.0	75	M8	~	20	7	~	38	71.00

Working loads stated range between 2.5mm - 3.0mm static deflection for the range of hardness available.
The working load per mount corresponding to 3.0mm static deflection should be regarded as the MAXIMUM allowable load.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 1.5 x Working Load.

- Engineering grade heat cured polymer alloy.
- All metal components: 316 A4 Stainless Steel.
- Tee Nuts are zinc plated mild steel to avoid thread binding.

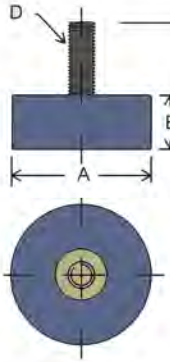
POLY FLEX MOUNTS

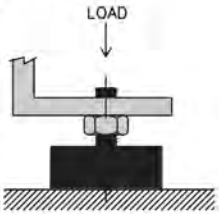
Machinery MOUNT SERIES

B SERIES SMALL

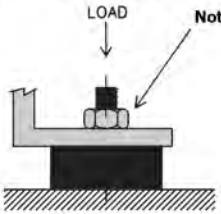
Metric	(mm)						
MODEL	WORK LOAD TYPE (1) (kg)	WORK LOAD TYPE (2) (kg)	A	B	C	D	WEIGHT (kg)
B20-10(50)	20.00	20.00	20	10	30	M5	
B20-10(60)	35.00	40.00	20	10	30	M5	
B30-12(50)	40.00	50.00	30	12	32	M6	
B30-12(60)	55.00	75.00	30	12	32	M6	
B40-15(50)	50.00	60.00	40	15	35	M8	
B40-15(60)	70.00	85.00	40	15	35	M8	
B50-20(50)	60.00	65.00	50	20	45	M10	
B50-20(60)	90.00	95.00	50	20	45	M10	

Working loads stated are at 1.5mm static deflection for the range of hardness available.





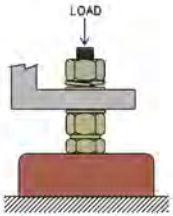
LOADING TYPE (1)



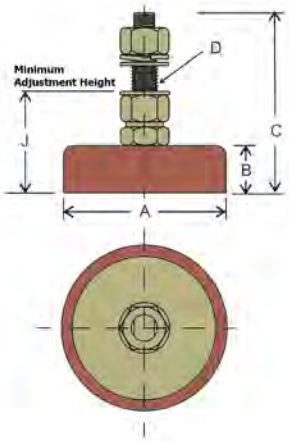
LOADING TYPE (2)

Note: Nuts are not supplied as standard.

B SERIES LARGE



LOADING TYPE (1)



Metric	(mm)	Type (1) Loading					
MODEL	WORK LOAD (kg)	J(min)	A	B	C	D	WEIGHT (kg)
B60-25-12	100-220	47.00	60	25	88	M12	
B70-25-12	150-300	47.00	70	25	88	M12	
B80-30-16	220-900	58.00	80	30	100	M16	
B90-30-16	300-1650	58.00	90	30	100	M16	
B100-35-16	300-1650	63.00	100	35	105	M16	
B110-35-20	900-2200	75.00	110	35	135	M20	
B120-35-20	700-1900	75.00	120	35	135	M20	
B140-40-20	800-1850	80.00	140	40	140	M20	

Working loads stated are at 1.5mm static deflection for the range of hardness available.

- Engineering grade heat cured polymer alloy.
- All metal components: SA5 cobalt zinc plated.
- Stainless steel nuts and studs @ varying stud lengths are available to order (min quantities apply).

POLY FLEX MOUNTS
Instrument MOUNT SERIES

P SERIES CORE MOUNTS

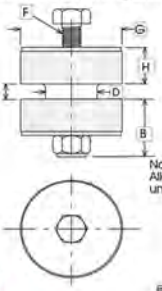
Metric	(mm)												
MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J(min)	K	WEIGHT (kg)
P40-10-3-8	25-100	~	21	~	19	~	M8	40	~	3	~	~	0.069
P50-12-12	48-182	~	26	~	38	~	M12	50	~		~	~	0.260
P50-20-12	48-182	~	26	~	38	~	M12	50	~	8	~	~	0.260
P60-12-19-12	50-150	~	26	~	38	~	M12	60	~	19	~	~	0.315
P60-20-12(S)	70-190	~	22	~	38	~	M12	60	~	8	43	54	0.310
P65-22-16(S)	68-314	~	19	~	38	~	M16	65	~	8	52	89	0.490
P75-22-16(S)	98-305	~	19	~	38	~	M16	75	~	8	52	89	0.540
P75-25-14	98-305	~	43	~	38	~	M14	75	~	12	~	~	0.665
P80-20-16(S)	100-400	~	20	~	59	~	M16	80	~	12	52	92	0.852
P80-20-20(S)	100-400	~	20	~	59	~	M20	80	~	12	58	102	0.962
P95-20-16(S)	225-650	~	20	~	59	~	M16	95	~	12	52	92	1.100
P95-20-20(S)	225-650	~	20	~	59	~	M20	95	~	12	58	102	1.170
P100-20-20(S)	275-550	~	20	~	79	~	M20	100	~	12	58	102	1.616
P100-20-24(S)	275-550	~	20	~	79	~	M24	100	~	12	65	127	1.866
P125-20-20(S)	380-700	~	20	~	79	~	M20	125	~	12	58	102	1.790
P125-20-24(S)	380-700	~	20	~	79.0	~	M24	125	~	12	65	124	2.040

(S) Denotes height adjustable Stud type.

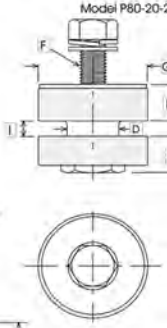
Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

Model P75-25-12-9/16" illustrated

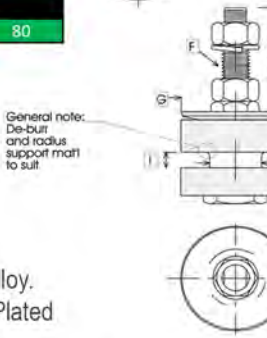


Model P80-20-20 illustrated



Mount Core Hardness				
Hardness A-Scale	50	60	70	80

Data Sheets of Axial Load versus Deflection are available on request from Poly Flex or any Authorised Distributor.



General note:
De-burr and radius support matl to suit

Model P80-20-20(S) illustrated

- Engineering grade heat cured polymer alloy.
- All metal components: SA5 Cobalt Zinc Plated

POLY FLEX MOUNTS

Machinery MOUNT SERIES

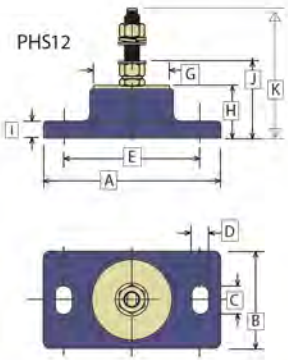
PD, PM, PH, PF SERIES

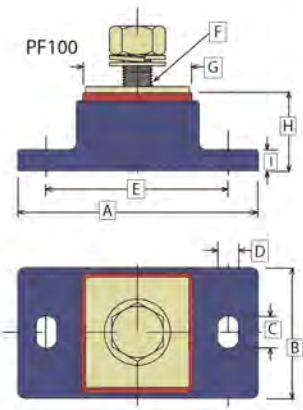
Metric	(mm)												
MODEL	WORK LOAD (kg)	A	B	C	D	E	F	G	H	I	J (min-max)	K(S)	WEIGHT (kg)
PD10-50	50-250	98	64	-	10.0	76.2	M10	50	35	11	-	-	0.24
PD12-50	50-250	98	64	16	8.5	75	M12	50	35	11	-	-	0.25
PM12	50-70	127	65	15	9.5	101.6	M12	35	32	9.5	45	-	0.26
PM12 (S)	50-70	127	65	15	9.5	101.6	M12	35	32	9.5	73	92	0.29
PH12	65-85	127	65	15	9.5	101.6	M12	52	36	9.5	55	-	0.34
PH12 (S)	65-85	127	65	15	9.5	101.6	M12	52	36	9.5	93	96	0.37
PH12-58	65-85	127	65	15	9.5	101.6	5/8"UNF	52	36	9.5	55	-	0.43
PH12-58 (S)	65-85	127	65	15	9.5	101.6	5/8"UNF	52	36	9.5	90	102	0.46
PF12	65-225	127	70	19	10.5	101.6	M12	54	39	11.1	58	-	0.44
PF12 (S)	65-225	127	70	19	10.5	101.6	M12	54	39	11.1	93	96	0.47
PF12-58	65-225	127	70	19	10.5	101.6	5/8"UNF	54	39	11.1	60	-	0.55
PF12-58 (S)	65-225	127	70	19	10.5	101.6	5/8"UNF	54	39	11.1	90	107	0.58
PF58	100-460	137	77	28	13.0	105.0	5/8"UNF	68	40	12.0	66	-	0.79
PF58 (S)	100-460	137	77	28	13.0	105.0	5/8"UNF	68	40	12.0	97	115	0.82
PF34	100-460	137	77	28	13.0	105.0	3/4"UNF	68	40	12.0	66	-	0.91
PF34 (S)	100-460	137	77	28	13.0	105.0	3/4"UNF	68	40	12.0	97	115	0.94
PF100	225-1000	184	98	25	16.0	140.5	1"UNF	83	60	15.9	96	-	1.85
PF100 (S)	225-1000	184	98	25	16.0	140.5	1"UNF	83	60	15.9	130	155	1.89

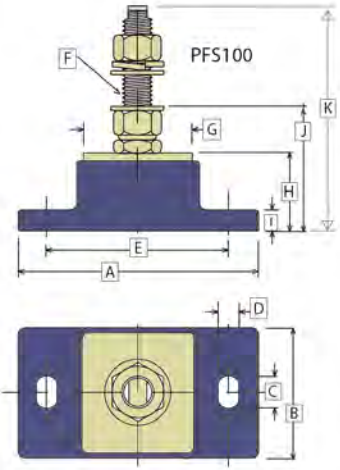
Working loads stated are at 2.5mm static deflection for the range of hardness available.

Note: 1. An increased load will produce a large static deflection.
2. In general the maximum capacity of the mounts = 4 x Working Load.

(S) Denotes Stud type Mount.







- Engineering grade heat cured polymer alloy.
- All metal components: SA5 cobalt zinc plated.
- Stainless steel nuts and studs @ varying stud lengths are available to order (min quantities apply).

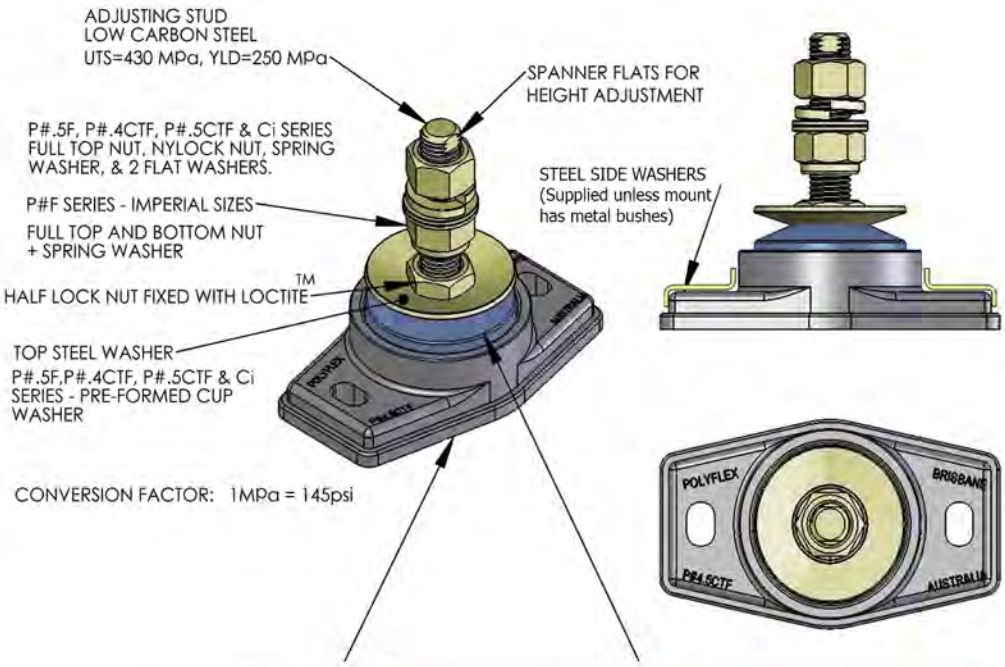
POLY FLEX MOUNTS

Exhaust MOUNT SERIES

POLY FLEX MOUNTS

Installation INSTRUCTIONS

MATERIAL SPECIFICATION



	Base	Core					
Polymer Code	75D	50A	60A	70A	80A	90A	95A
Shore Hardness Scale	75-D	50-A	60-A	70-A	80-A	90-A	95-A
Tensile Strength - psi	7542	4482	5076	4786	4786	6092	6527

Installation OF POLY FLEX MOUNTS

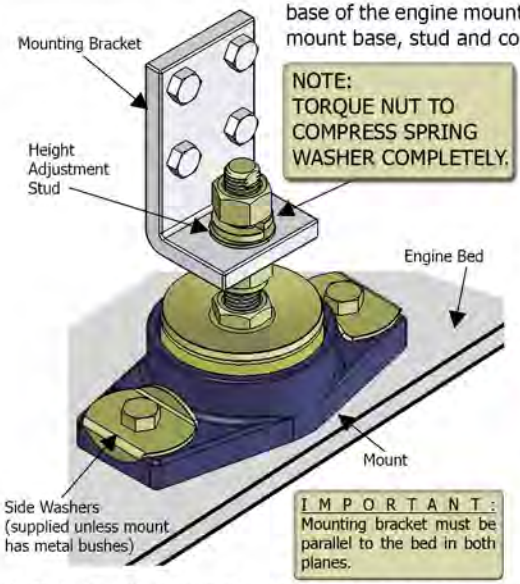
'INSTALLATION NOTE I'

MOUNTS WITH OR WITHOUT BASE BUSHES

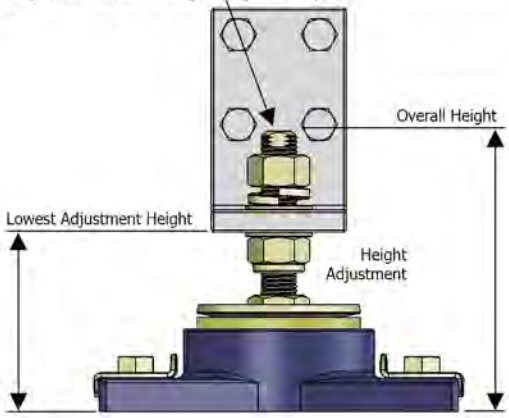
PLEASE NOTE:

Poly Flex mounts are designed as true MARINE PROPULSION ENGINE MOUNTS; with sufficient vertical deflection to obtain the desired vibration isolation, combined with minimum fore, aft and lateral deflection under the propulsion load and inertial loads due to sea conditions.

Therefore it is IMPERATIVE that the top of the engine bed is parallel to the base of the engine mounting bracket in all planes to avoid any pre-load on the mount base, stud and core assembly.



NOTE: Flats machined in top of stud to allow the stud to be held in place with a spanner while the nyloc nut is adjusted for the correct height, and for the final tightening of the top nut.



To check the above, simply remove the spring washer from the engine mount stud. Using the bottom adjusting nut and the top retaining nut, secure the mount to the engine mounting bracket in a fixed position. Ensure that the base of the mount is approximately 0.005" (0.127mm) above the engine bed. Check with a feeler gauge that there is an even 0.005" (0.127mm) gap around the base of the mount.

If so, release the mount, replace the spring washer and simply bolt the mount into position using the recommended torque settings, as shown in the table below.

If not, it is necessary to modify the engine bed in accordance with the above requirements, making sure that the bed strength is not effected.

DO use large heavy guage washers for the bolts on the mount base side fixing lugs. Side washers are proved except where there are metal inserts in which case you MUST provide washers.

DO keep the bottom adjusting nut (and therefore the mounting bracket), as close as possible to the lock nut while still maintaining the range of adjustment to permit correct alignment of the engine.

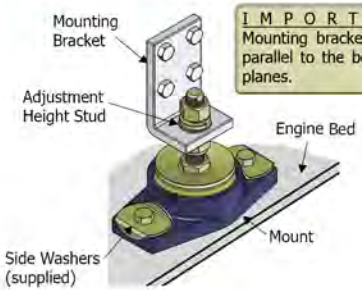
DO NOT over torque the side bolts (see table) or the centre stud hex nuts. (Bolts broken by stress fractures are not covered under warranty)

DO NOT wind the stud out of the mount to maximise length, as the stud is factory assembled with Loctite 243. (The warranty is void if the mount and stud assembly is dismantled in any way)

- if required, it may be necessary to modify the engine bed or mounting bracket in accordance with the above requirements to allow the proper position on the mount stud to be obtained.

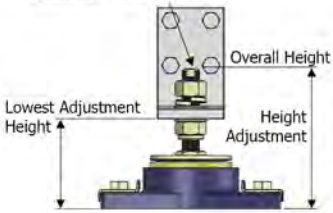
SIDE MOUNTING BOLT (not supplied) Recommended tightening torque settings	
BOLT SIZE	**TORQUE SETTINGS Min - Max (lbf-ft)**
M8	5 - 10
M10 (3/8")	10 - 15
M12 (1/2")	15 - 20
M16 (5/8")	35 - 40
M20	40 - 45

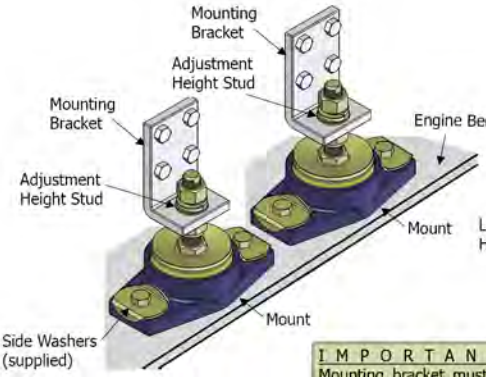
Installation OF POLY FLEX MOUNTS



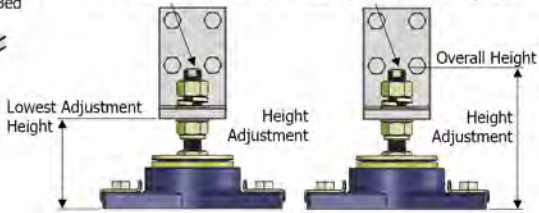
IMPORTANT: Mounting bracket must be parallel to the bed in both planes.

NOTE: Flats machined in top of stud to allow the stud to be held in place with a spanner while the nyloc nut is adjusted for the correct height, and for the final tightening of the top nut.

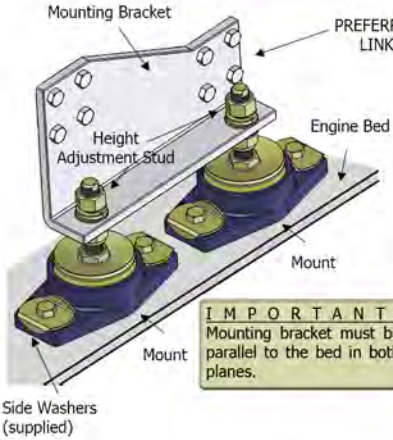




NOTE: Flats machined in top of stud to allow the stud to be held in place with a spanner while the nyloc nut is adjusted for the correct height, and for the final tightening of the top nut.

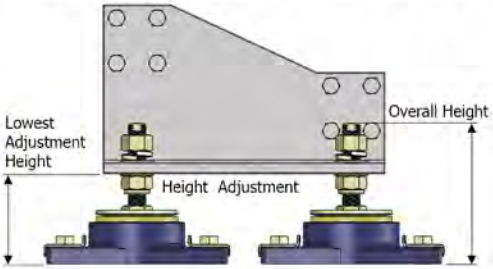


IMPORTANT: Mounting bracket must be parallel to the bed in both planes.



PREFERRED METHOD OF MOUNTING 2X MOUNTS WITH LINKING PLATE BETWEEN THE ENGINE AND THE MARINE GEAR. (REFER TO MANUAL)

NOTE: Flats machined in top of stud to allow the stud to be held in place with a spanner while the nyloc nut is adjusted for the correct height, and for the final tightening of the top nut.

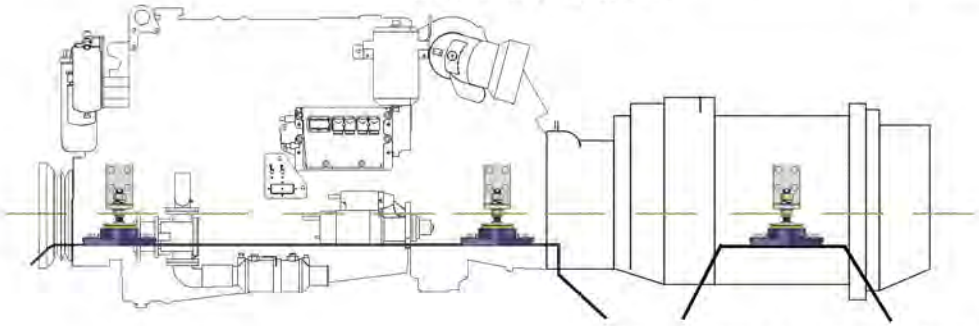


Installation OF POLY FLEX MOUNTS

'INSTALLATION NOTE 2'

POSITION OF MOUNTS RELATIVE TO CRANKSHAFT HEIGHT

FOR ALL APPLICATIONS INCLUDING MARINE PROPULSION AND GENSET TYPES. GENSET SHOWN IN THIS EXAMPLE.



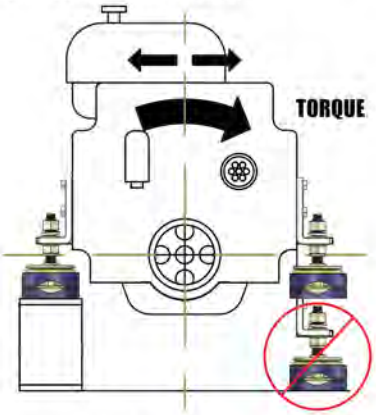
IMPORTANT NOTE

The mounts should always be placed as close as possible to the crankshaft centre line height (as shown)

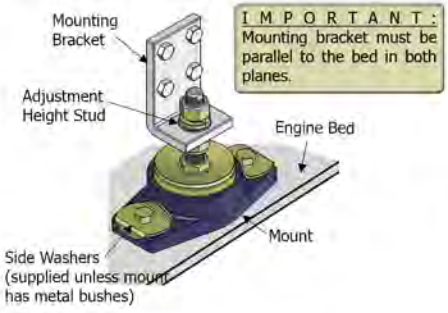
If the engine needs to be raised up from the hull, the engine beds should be raised by the corresponding height to obtain the necessary relationship with the crankshaft.

FAILURE TO ACHIEVE THE ABOVE REQUIREMENTS WILL RESULT IN OVER-STRESSING THE MOUNTS AND THEREFORE REDUCING THE EFFECTIVE SERVICE LIFE OF THE PRODUCT.

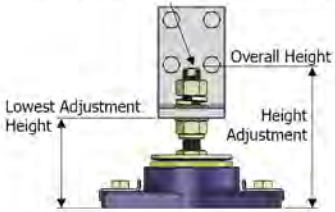
INERTIAL FORCES DUE TO ROLLING MOTION IF ENGINE ALIGNED FORE & AFT OR DUE TO PITCHING MOTION IF ALIGNED ATHWARTSHIPS.



INSTALLATION OF POLY FLEX MOUNTS:



NOTE: Flats machined in top of stud to allow the stud to be held in place with a spanner while the nyloc nut is adjusted for the correct height, and for the final tightening of the top nut.

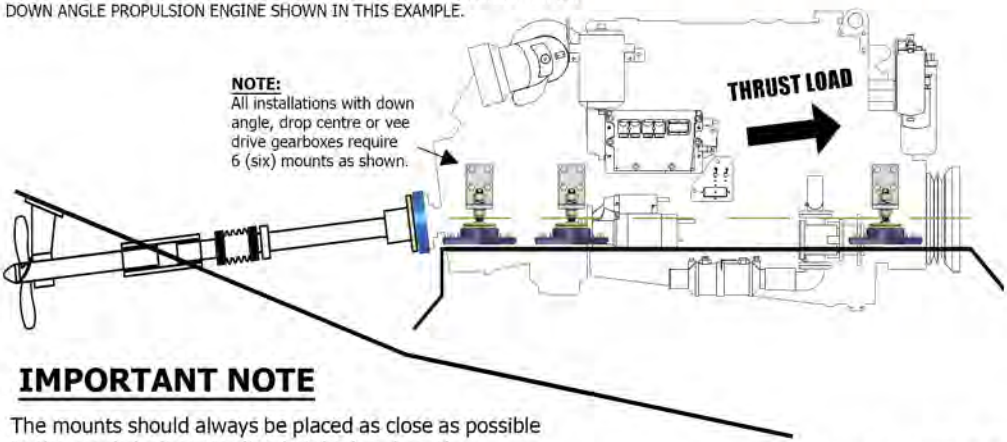


Installation OF POLY FLEX MOUNTS

'INSTALLATION NOTE 2'

POSITION OF MOUNTS RELATIVE TO CRANKSHAFT HEIGHT

FOR ALL APPLICATIONS INCLUDING MARINE PROPULSION AND GENSET TYPES.
DOWN ANGLE PROPULSION ENGINE SHOWN IN THIS EXAMPLE.



IMPORTANT NOTE

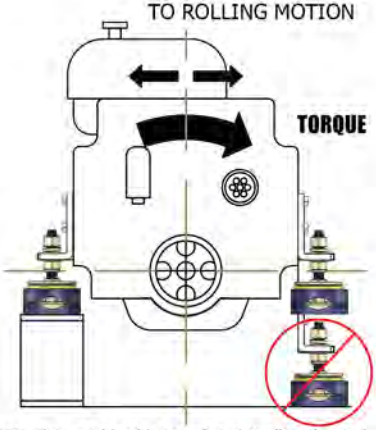
The mounts should always be placed as close as possible to the crankshaft centre line height (as shown)

If the engine needs to be raised up from the hull, the engine beds should be raised by the corresponding height to obtain the necessary relationship with the crankshaft.

Correct alignment of the propeller shaft with the gearbox output flange is of critical importance and should be carried out by experienced persons.

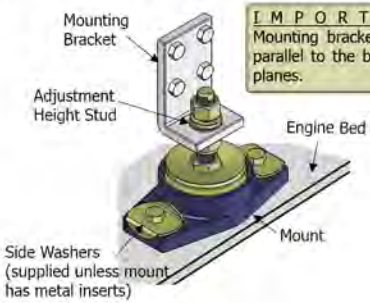
FAILURE TO ACHIEVE THE ABOVE REQUIREMENTS WILL RESULT IN OVER-STRESSING THE MOUNTS AND THEREFORE REDUCING THE EFFECTIVE SERVICE LIFE OF THE PRODUCT.

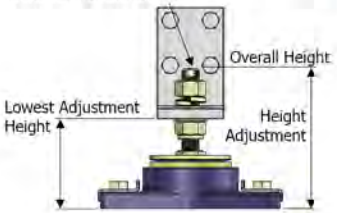
INERTIAL FORCES DUE TO ROLLING MOTION



NOTE: Flats machined in top of stud to allow the stud to be held in place with a spanner while the nyloc nut is adjusted for the correct height, and for the final tightening of the top nut.

INSTALLATION OF POLY FLEX MOUNTS:





NOTES

NOTES

Poly Flex AUSTRALIA

MANY YEARS OF EXCELLENCE

DNV
TYPE APPROVED PRODUCT

MARINE . MINING . DEFENCE . INDUSTRIAL . COMMERCIAL . AUTOMOTIVE

MOUNT REPLACEMENT FORM

Vessel:

LOA: _____ Construction: _____

Hull Type: Displacement ___ Planning ___ Multi ___

Engine(s):

Number: ___ Make & Model: _____

Rated HP _____ @ _____ rpm . Weight _____ kg/lbs

Gear Box(es):

Number: ___ Make & Model: _____

Reduction Ration ___ : 1 . Weight _____ kg/lbs

Engine Gearbox Configuration:

Inline ___ Down Angle ___ Drop Centre ___ V Drive ___ Stern Drive ___

Sail Drive ___ Other: _____

Vessel Use:

Pleasure ___ Charter ___ Ferry ___ Trawler ___

Defence ___ Commercial ___

A: _____

B: _____

C: _____

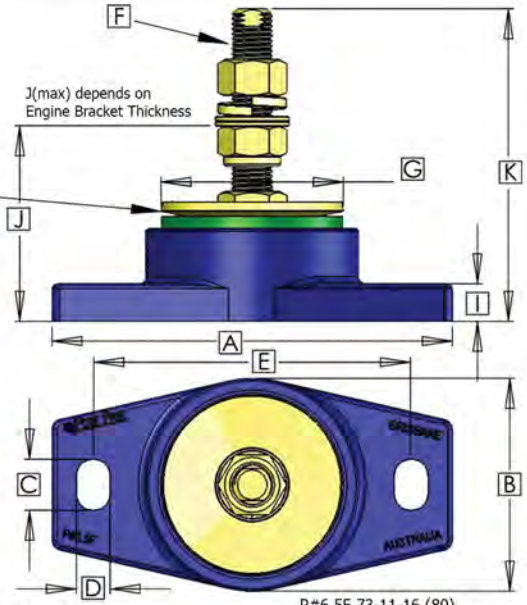
D: _____

E: _____

F: _____

J: _____

K: _____



P#6.5F 73-11-16 (80)
Illustrated

Number of Mounts Required ___ per engine installation.


Better By Design

ADVANCED POLYMER TECHNOLOGY FOR VIBRATION CONTROL

Distributing to the world

Poly Flex Group Pty Ltd

26 - 28 Tubbs Street, Clontarf Queensland 4019, AUSTRALIA

Phone: +61 (07) 3284 2799 . Fax: +61 (07) 3284 2672

Email: info@polyflex.com.au . Web: polyflex.com.au

Poly Flex AUSTRALIA

Distributed By:

ausmarine 2012 BEST ENGINE MOUNT SUPPLIER

ausmarine 2013 BEST ENGINE MOUNT SUPPLIER

ausmarine 2014 BEST ENGINE MOUNT SUPPLIER

ausmarine 2015 BEST ENGINE MOUNT SUPPLIER

Designed & Printed by: olstadesigns.com.au

Better By Design