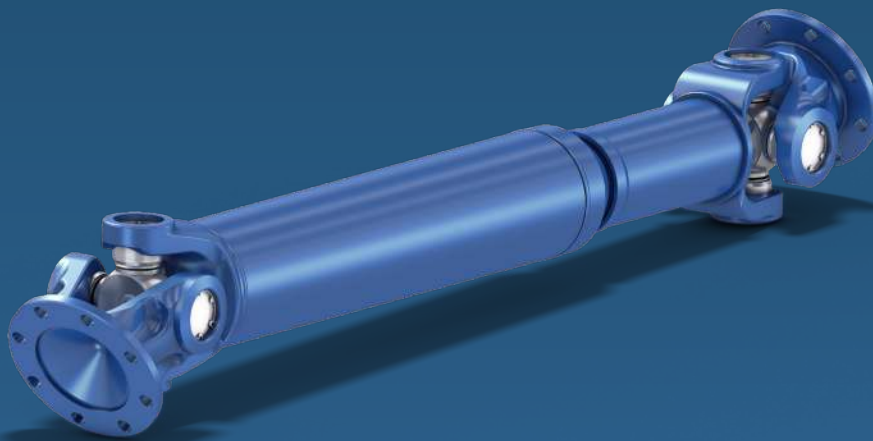




# Round Bearing Cardan Components





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Our products and technology deliver the power to harvest crops, move earth, mine resources and handle material. Increasingly there is a need to focus on energy efficiency, increased productivity and safety as well as enabling operators to be continually connected and well informed to avoid downtime.

The Walterscheid Powertrain Group is committed to providing products and services that support these requirements, and to demonstrating our position in developing technologies and solutions for the challenges of tomorrow, supporting our customers in meeting the demands of a crowded planet.



**The Walterscheid Powertrain Group is a truly global business with 10 manufacturing facilities and 22 service centres in 16 countries across five continents.**

### This strong global presence positions us to:

- ▶ Be well placed to access fast-growing markets
- ▶ Build partnerships with market-leading customers
- ▶ Deliver product and service suited to the local markets
- ▶ Optimise our position in supply chains
- ▶ Develop technologies in partnership with global customers

### Key facts

**Number of employees:** 2,200  
**Locations:** 10 manufacturing plants and 22 service locations across 16 countries

**The Walterscheid Powertrain Group** – the global supplier of power management products, systems and service solutions for the world's leading off-highway and industrial equipment manufacturers.

### Technology and services at the heart of our success

- ▶ We are continuously developing new technologies and customer solutions which deliver efficiency in the agricultural, construction, mining, utility vehicle and industrial markets
- ▶ We service all powertrain products and systems between power source and power applied



# DRIVESHAFTS PRODUCT RANGE

## CARDAN SHAFTS

Our application-matched cardan shafts are rugged assemblies that withstand the requirements of today's more powerful engines and transmissions. Precision balancing assures smooth, vibration-free operation.

Our wide range of cardan shafts are backed by years of proven performance in some of the most extreme applications. They have set the industry standard for quality for years, and are backed by the technology, systems and people to meet even the highest expectations.



## DOUBLE UNIVERSAL JOINT (DUJ) SHAFTS

The DUJ range for the off-highway sector include DUJ shafts for vehicles with driven steering axles, DUJ shafts for sterndrives for boats and Universal-joint shafts for special applications.

## CONSTANT VELOCITY (CV) SHAFTS

The CV-sideshafts with Constant Velocity ball joints are used in vehicles with independent suspension. These driveshafts represent an alternative to conventional sideshafts with centered double cardan joints. A wide range of different joint sizes are available.

## CENTRED DOUBLE CARDAN (CDC) SHAFTS

The sideshafts with centered double cardan joints are especially developed for extreme working conditions and allow high continuous angles at high speed. The joints are robustly designed, and also have a maximum deflection angle of 50°, thereby guaranteeing maneuverability of the vehicle. These shafts are predestined for the use in all-terrain vehicles.

## PTO SHAFTS

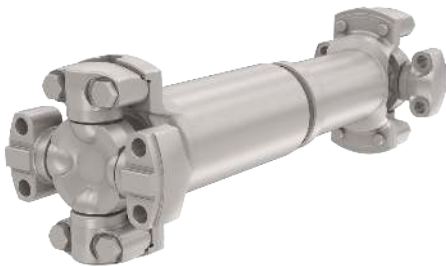
We also design and manufacture an extensive range of Power Take Off (PTO) shafts for the agricultural industry under the Walterscheid brand.



Cardan Shafts are available in a complete range of sizes for off-highway and industrial applications. We take pride in working closely with customers to understand the demands of the end product and develop shafts optimised to the true requirements.

Alongside a wide variety of industry standard sizes and connections, we also have the ability to deliver shafts with custom flange and stub end configurations, ensuring that all components in the power transmission system can be linked. The quality of our driveshafts and components, alongside understanding of customers applications, add real value and integrity to the product offering.

With a global manufacturing footprint, we can supply Cardan Shaft products worldwide. Aftermarket support is a key element to the service offering and full assemblies can be supplied for the complete product range. In addition, an extensive network of service facilities allows for the repair and remanufacture of all Cardan Shaft products.



**MECHANICS® / C-TYPE** Genuine Mechanics® Universal Joints have set the industry standard for over 40 years. Each is specially designed to facilitate field or shop servicing, making U-joint removal and replacement simpler, faster and cleaner.

Mechanics® C-Type U-Joints are available in wing-style, block-style and combination configurations, and can be either service free or re-lubeable. Many designs offer a patented “Interlock” feature, and precision, close tolerance dust shields keep out dirt, debris and contaminants, virtually eliminating the greatest cause of internal bearing wear. Our unique dual-profile seal retains lubrication, and assures a balanced purge and lube of all bearings during lubrication. Mechanics® Universal Joints offer value to the end user that becomes more apparent day after day over the products’ extended service life.



**SAE ROUND BEARING** We offer a complete line of conventional round bearing driveshafts and components available as maintenance free, permanently lubricated or fully re-lubeable configurations. These versatile, heavy-duty, off-highway u-joints and components are directly interchangeable with common industry sizes.

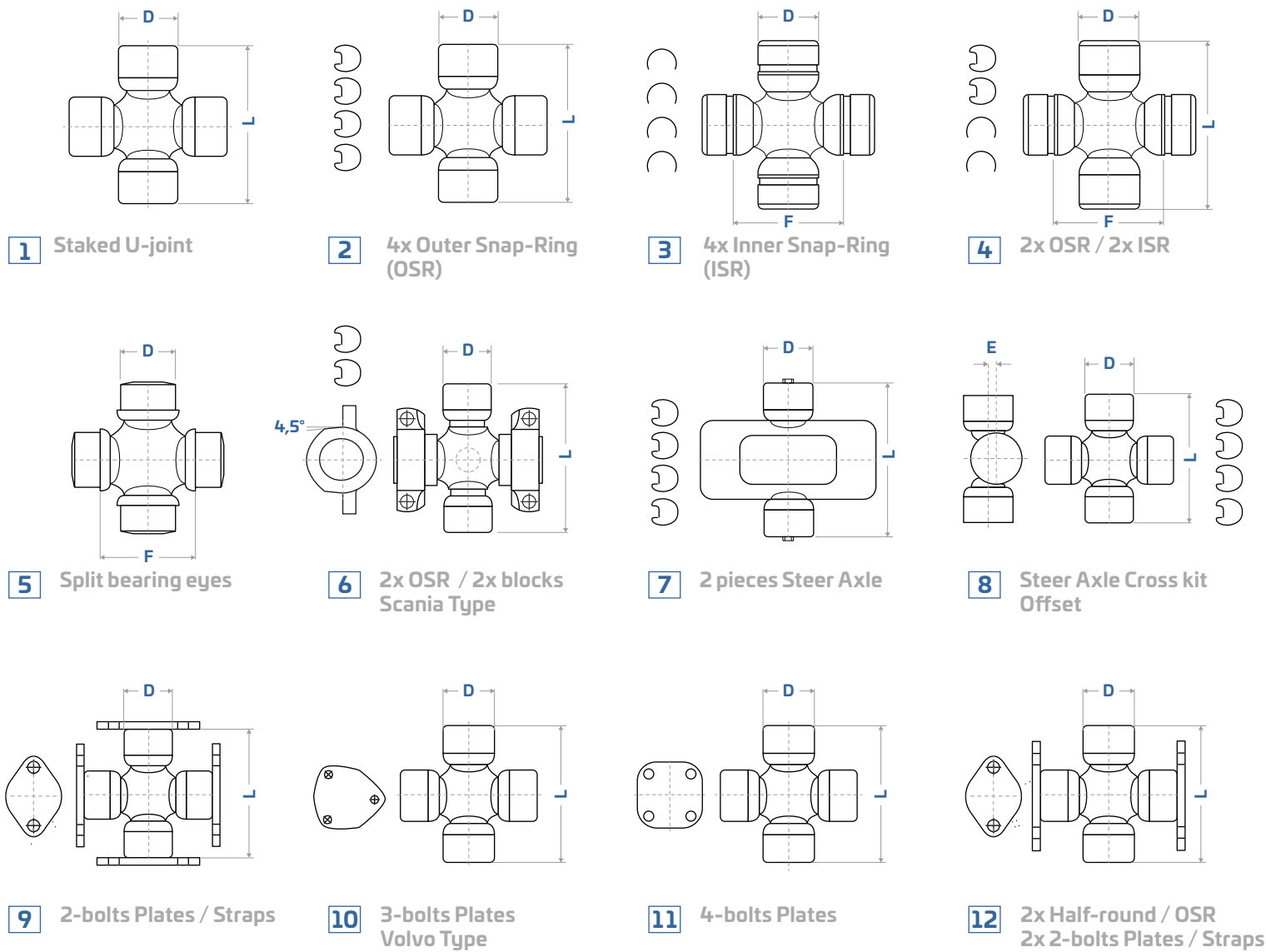


**DIN / XS / SAE FLANGED SHAFTS** We offer a variety of shafts over a wide range of torques that are configured for standard DIN and XS flanges. Shafts are available in either service free or re-lubeable configurations, and are directly interchangeable with industry standard products.

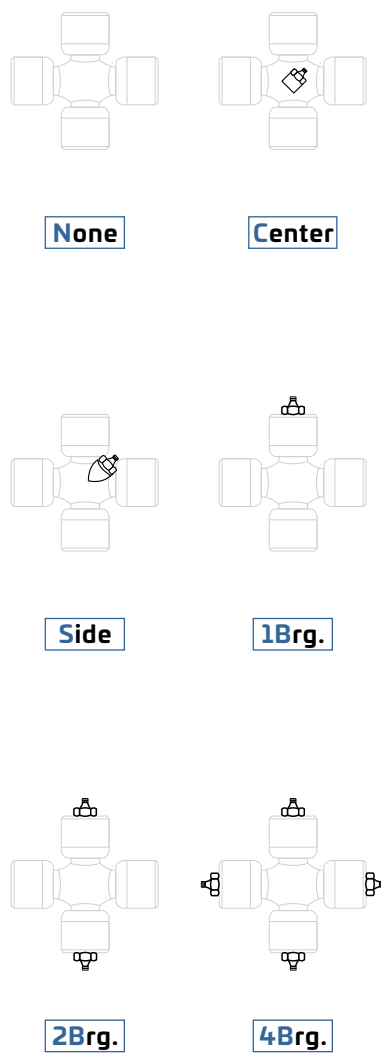



# Round bearing Universal Joints

## U-joint Types



## Lubricator Types



Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
13788	2	14,0	0,551	36,0	1,417					C	ELBE 204
16518	2	14,0	0,551	36,0	1,417					1B	ELBE 204
18057	1	15,0	0,591	38,0	1,496					N	STEERING JOINT
18058	1	15,0	0,591	40,0	1,575					N	STEERING JOINT
14418	2	15,0	0,591	40,2	1,583					N	473.10
14071	2	15,0	0,591	40,2	1,583					C	473.10
11717	1	16,0	0,630	38,0	1,496					N	STEERING JOINT
16167	1	16,0	0,630	38,9	1,531					N	
17660	1	16,0	0,630	40,0	1,575					N	STEERING JOINT
11715	3	16,0	0,630			24,5	0,965			N	KAWASAKI QUAD BIKE
13789	2	17,0	0,669	41,0	1,614					C	ELBE 105
16105	2	17,0	0,669	41,0	1,614					2B	ELBE 105
16751	2	18,0	0,709	47,0	1,850					C	Replaced by 18059
18059	2	18,0	0,709	47,0	1,850					C	WAL 2000 - IAM Std Quality
13131	1	19,0	0,748	44,0	1,732					N	STEERING JOINT
4042010	2	19,0	0,748	44,0	1,732					N	BMW
11954	1	19,0	0,748	44,4	1,748					N	BMW
13777	2	19,0	0,748	48,0	1,890					N	473.20
12990	1	19,0	0,748	48,0	1,890					N	STEERING JOINT
18901	2	19,0	0,748	48,0	1,890					C	473.20
16104	2	19,0	0,748	48,0	1,890					C	ELBE 106 - Replaced by 18901
15357	2	19,0	0,748	48,0	1,890					2B	473.20
13776	2	19,0	0,748	48,0	1,890					1B	473.20
4485236	1	19,0	0,748	55,7	2,193					N	DACIA DUSTER
13869	2	20,0	0,787	44,0	1,732					N	MOTO GUZZI 850cc
15200	2	20,0	0,787	44,0	1,732					N	Replaced by 13869
17792	1	20,0	0,787	52,8	2,079					N	NISSAN
18035	2	20,0	0,787	54,8	2,157					N	DAIHATSU
16290	2	20,0	0,787	54,8	2,157					1B	DAIHATSU (GUD-81/GUD-86)
13058	2	20,0	0,787	54,8	2,157					1B	Replaced by 16290



U-joint Types

Lubricator Types

**1** Staked U-joint

**2** 4x Outer Snap-Ring (OSR)

**3** 4x Inner Snap-Ring (ISR)

**4** 2x OSR / 2x ISR

**5** Split bearing eyes

**6** 2x OSR / 2x blocks Scania Type

**7** 2 pieces Steer Axle

**8** Steer Axle Cross kit Offset

**9** 2-bolts Plates / Straps

**10** 3-bolts Plates Volvo Type

**11** 4-bolts Plates

**12** 2x Half-round / OSR  
2x 2-bolts Plates / Straps

**None**

**Center**

**Side**

**1Brg.**

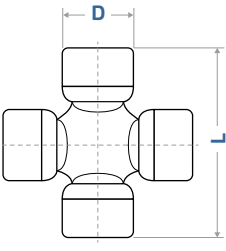
**2Brg.**

**4Brg.**

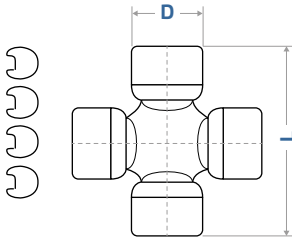
Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
18180	2	20,0	0,787	57,0	2,244					N	TOYOTA
18181	3	20,0	0,787			35,0	1,378			1B	NISSAN
11955	3	20,0	0,787			37,0	1,457			N	YAMAHA
11721	1	20,1	0,790	59,8	2,354					N	SUZUKI
11722	2	20,5	0,807	56,5	2,224					S	ISUZU
11740	2	22,0	0,866	49,0	1,929					N	MOTO GUZZI SPADA 900
15190	2	22,0	0,866	50,3	1,980					C	DAF, MOTO GUZZI
11959	2	22,0	0,866	52,0	2,047					C	
18052	2	22,0	0,866	54,0	2,126					C	BONDIOLI P 01.41 - IAM
13060	2	22,0	0,866	54,0	2,126					C	BONDIOLI P 01.41 - IAM
11960	2	22,0	0,866	54,8	2,157					N	WAL 2100 - IAM
13870	2	22,0	0,866	55,0	2,165					C	Replaced by 12979
12979	2	22,0	0,866	55,0	2,165					C	WAL 2100 - IAM Std Quality
10081	2	22,0	0,866	55,6	2,189					C	
14252	1	22,0	0,866	57,0	2,244					N	TOYOTA
11961	2	22,0	0,866	57,0	2,244					C	
4083198	2	22,0	0,866	58,0	2,283					N	ELBE 107
11965	2	22,0	0,866	58,0	2,283					C+2B	ELBE 107 - IAM
16101	2	22,0	0,866	58,0	2,283					C	ELBE 107
11743	2	22,0	0,866	58,0	2,283					1B	ELBE 107 - IAM
17198	2	22,0	0,866	58,2	2,291					N	473.33 - NG24
17216	2	22,0	0,866	58,7	2,311					N	
14450	2	22,0	0,866	58,9	2,319					N	473.30
4485234	2	22,0	0,866	58,9	2,319					C+4B	473.30
14292	2	22,0	0,866	58,9	2,319					C	473.30
14449	2	22,0	0,866	58,9	2,319					2B	473.30
14448	2	22,0	0,866	58,9	2,319					1B	473.30
18780	2	22,0	0,866	59,0	2,323					C	
18033	1	22,0	0,866	64,0	2,520					N	FORD UK, VAUXHALL, LEYLAND
10082	1	22,0	0,866	64,0	2,520					N	Replaced by 18033

U-joint Types

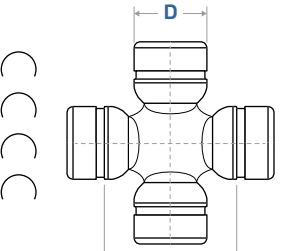
Lubricator Types



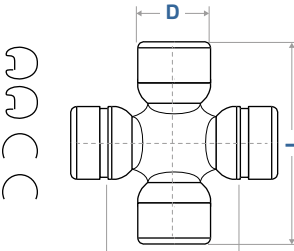
**1** Staked U-joint



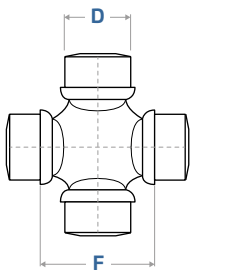
**2** 4x Outer Snap-Ring (OSR)



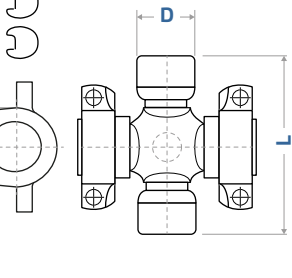
**3** 4x Inner Snap-Ring (ISR)



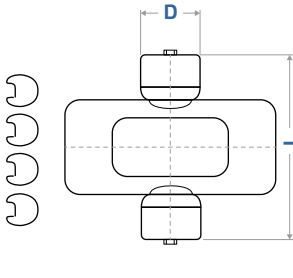
**4** 2x OSR / 2x ISR



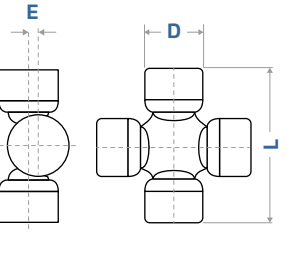
**5** Split bearing eyes



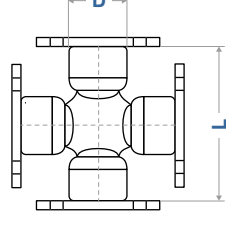
**6** 2x OSR / 2x blocks Scania Type



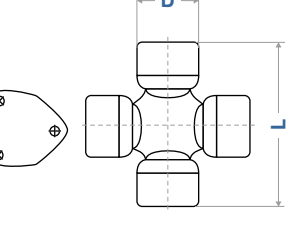
**7** 2 pieces Steer Axle



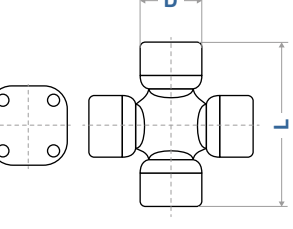
**8** Steer Axle Cross kit Offset



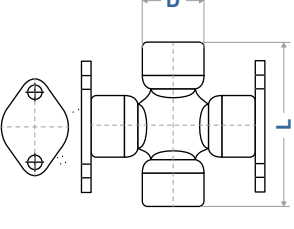
**9** 2-bolts Plates / Straps



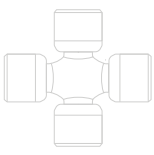
**10** 3-bolts Plates Volvo Type



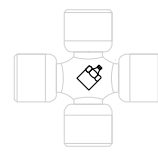
**11** 4-bolts Plates



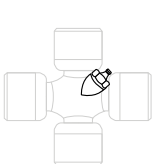
**12** 2x Half-round / OSR 2x 2-bolts Plates / Straps



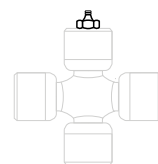
**None**



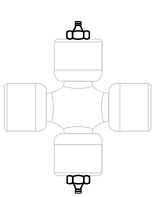
**Center**



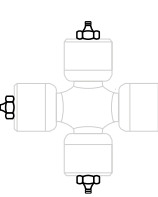
**Side**




**1Brg.**



**2Brg.**

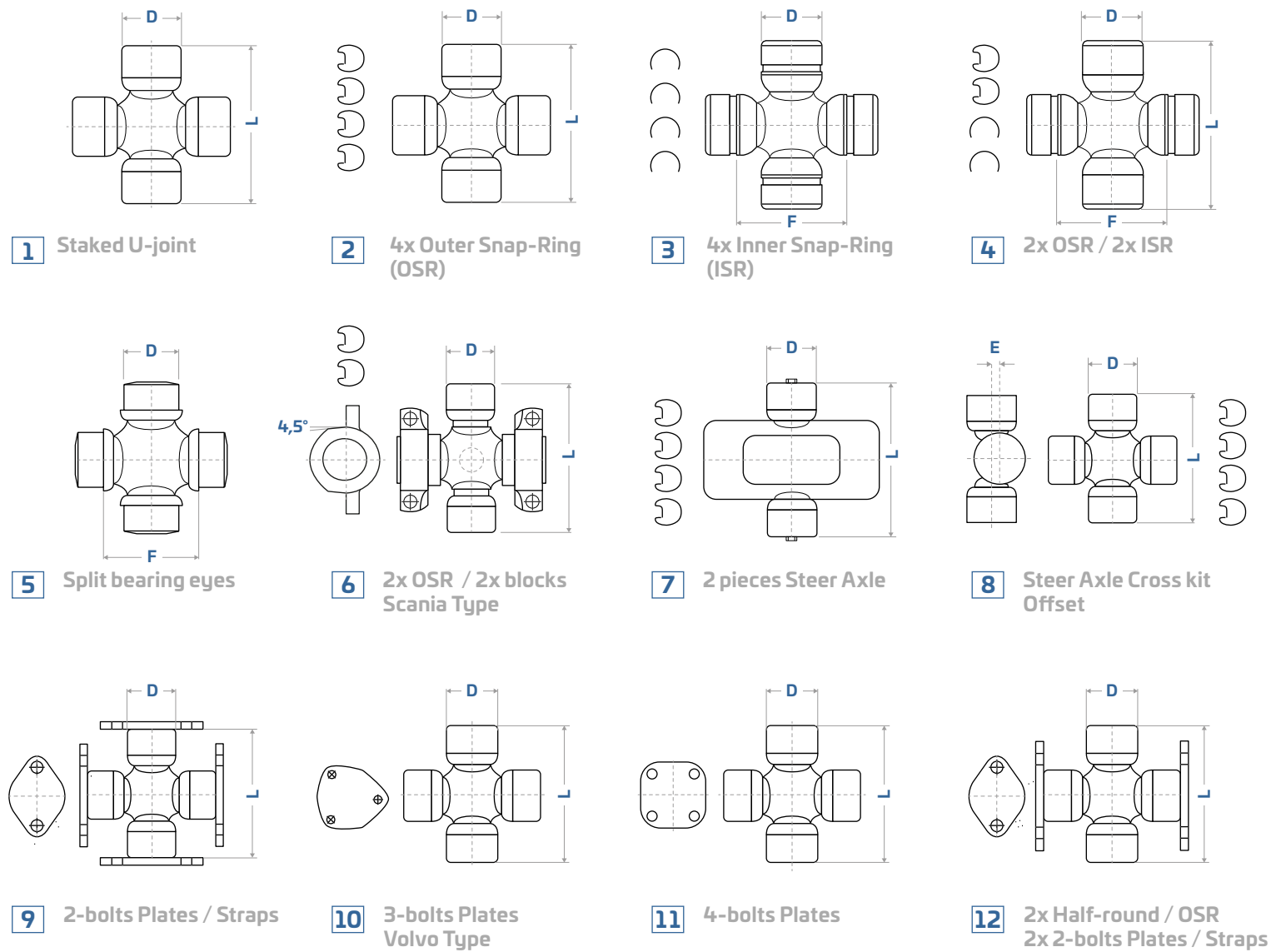


**4Brg.**

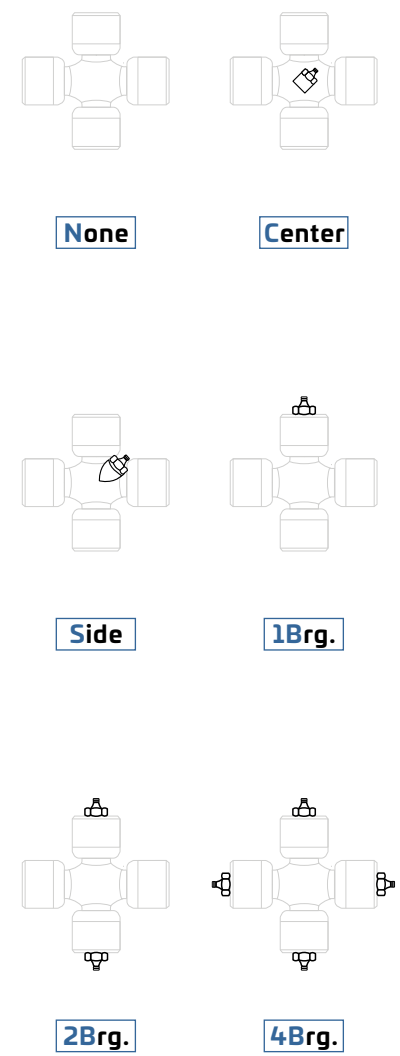
Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
18176	1	22,0	0,866	67,0	2,638					N	FORD GERMANY
11738	3	22,0	0,866			37,5	1,476			C	TCM/MITSUBISHI
11957	3	22,0	0,866			37,6	1,480			N	MITSUBISHI
11741	1	22,1	0,869	57,5	2,264					N	TOYOTA
11744	1	22,1	0,869	61,7	2,429					N	ISUZU
13998	2	22,2	0,874	62,7	2,469					1B	ROCKWELL L10N
13782	3	22,5	0,886			35,2	1,386			1B	MAZDA
18160	2	23,0	0,906	58,2	2,291					C	MAGIRUS
18050	2	23,8	0,937	61,3	2,413					S	HS 1140 - IAM
18040	2	23,8	0,937	61,3	2,413					N	HS 1140 - IAM
18107	2	23,8	0,937	61,3	2,413					N	HS 1140 - SPICER
18060	2	23,8	0,937	61,3	2,413					N	CITROEN, bored through
11748	2	23,8	0,937	61,3	2,413					N	Replaced by 18107
17969	2	23,8	0,937	61,3	2,413					C	HS 1140/WAL 2200 - IAM
11749	2	23,8	0,937	61,3	2,413					C	Replaced by 17969
19440	2	23,8	0,937	61,3	2,413					C	Replaced by 17969
17985	8	23,8	0,937	62,5	2,461			0,0	0,000	N	B300 - IAM
18173	2	23,8	0,938	62,4	2,457					C	
16001	3	23,8	0,938			35,0	1,378			C	
4485161	1	24,0	0,945	56,5	2,224					N	BMW X3
11753	2	24,0	0,945	61,0	2,402					1B	WAL 2200 - IAM
18167	1	24,0	0,945	62,5	2,461					N	BMW
18041	2	24,0	0,945	63,3	2,493					N	ALFA ROMEO
12461	2	24,0	0,945	66,0	2,598					N	FIAT PANDA
11754	1	24,0	0,945	71,4	2,811					N	MAZDA
640652	1	24,0	0,945	74,5	2,933					N	MERCEDES VITO - IAM
4485233	1	24,0	0,945	74,5	2,933					N	VITO/VIANO - IFA
4485049	7	24,0	0,945	77,0	3,031			4,0	0,157	N	369.03 - IAM
11963	2	24,0	0,945	88,0	3,465					N	MERCEDES NCV3 - IFA
18030	3	24,0	0,945			34,4	1,354			N	GM/OPEL

# Round bearing Universal Joints

## U-joint Types

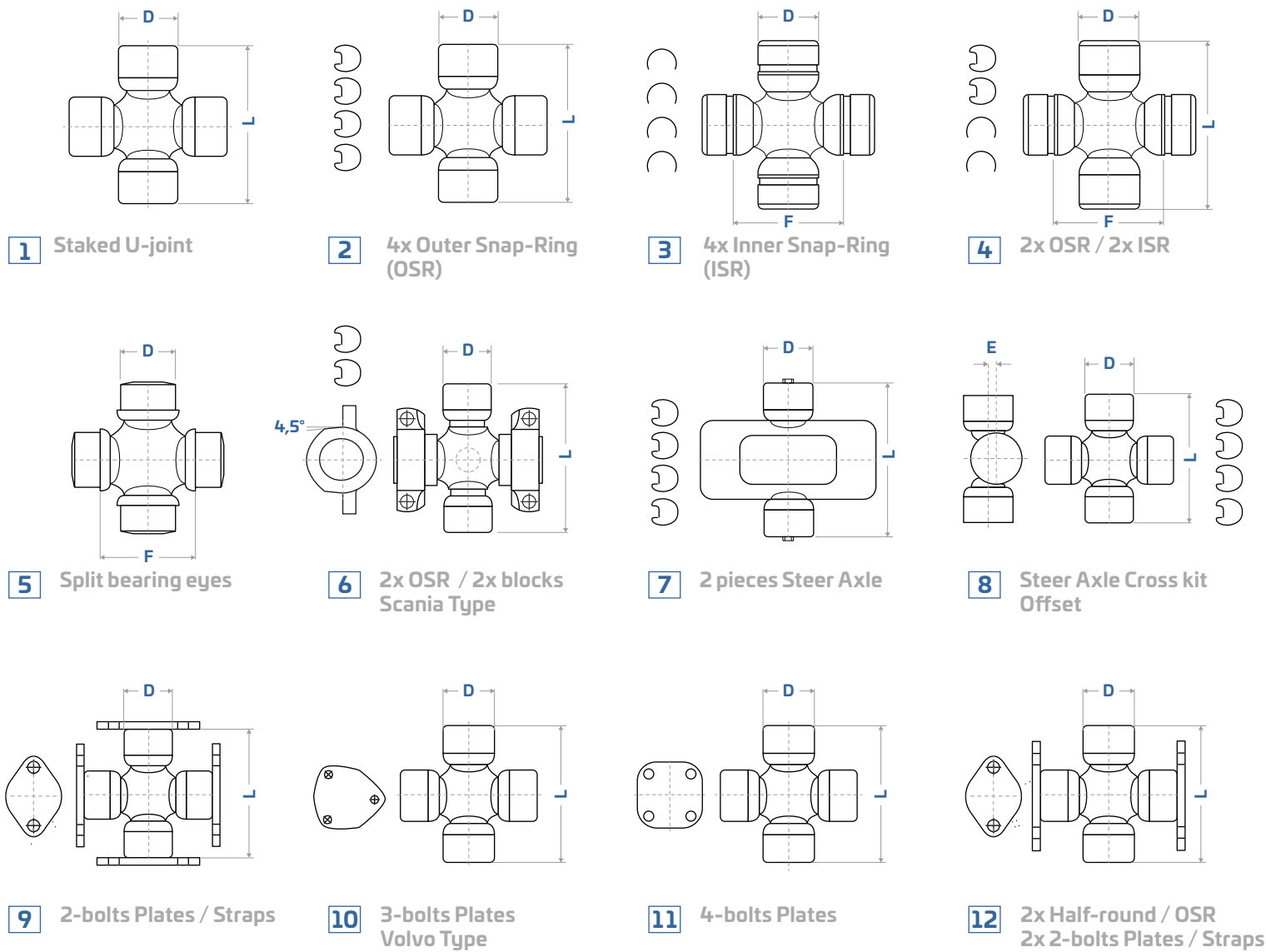


## Lubricator Types

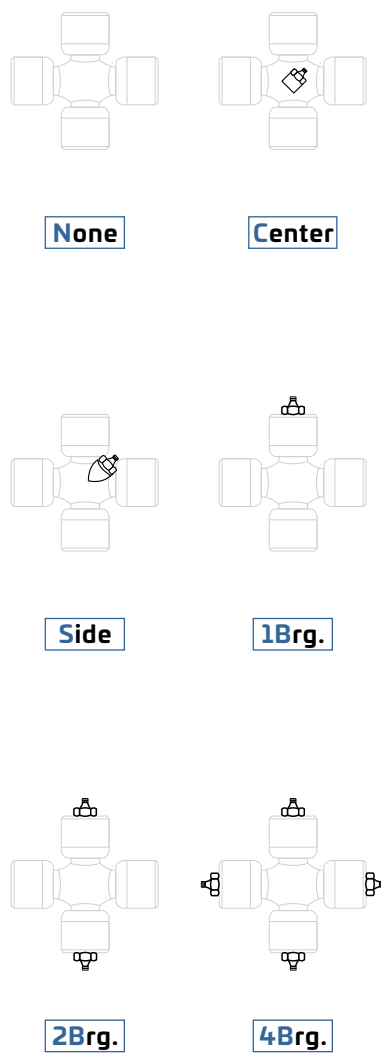


Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
18701	3	24,0	0,945			34,4	1,354			1B	GM/OPEL
18171	3	24,0	0,945			40,2	1,583			1B	FORD
18725	1	24,1	0,947	74,4	2,929					N	MERCEDES
16306	1	24,1	0,947	78,4	3,087					N	FORD UK, VAUXHALL, LEYLAND
13677	3	24,6	0,969			33,4	1,316			C	
16602	3	24,6	0,969			38,6	1,520			C	MECHANICS 1.5
13864	3	24,6	0,970			33,7	1,327			C	Replaced by 13677
18069	2	25,0	0,983	72,1	2,839					C	AG PTO
14942	2	25,0	0,984	56,9	2,240					C	CITRÖEN
15875	2	25,0	0,984	63,8	2,512					N	MITSUBISHI
18183	2	25,0	0,984	63,8	2,512					1B	MITSUBISHI/HONDA
11757	2	25,0	0,984	63,8	2,512					1B	Replaced by 18183
13793	2	25,0	0,984	76,8	3,024					S	MITSUBISHI
16307	2	25,0	0,984	77,8	3,063					S	MITSUBISHI
18182	3	25,0	0,984			40,0	1,575			1B	NISSAN
18184	3	25,0	0,984			40,0	1,575			1B	MAZDA
18065	3	25,0	0,984			40,4	1,591			C	SUZUKI
15557	3	25,0	0,984			41,2	1,622			1B	Replaced by 18184
18192	3	25,0	0,984			52,0	2,047			S	NISSAN
10083	3	25,4	1,000			38,8	1,528			1B	FORD
13993	3	25,4	1,000			54,6	2,148			S	
15675	2	26,0	1,024	69,8	2,748					N	287.00
12111	2	26,0	1,024	69,8	2,748					C	287.00
4041974	2	26,0	1,024	69,8	2,748					C	Replaced by 12111
16600	2	26,0	1,024	69,8	2,748					4B	287.00
4485125	2	26,0	1,024	69,8	2,748					4B	Replaced by 16600
19902	2	26,0	1,024	69,8	2,748					2B	287.00
12114	2	26,0	1,024	69,8	2,748					1B	287.00
19610	2	26,0	1,024	72,1	2,839					C	GEWES 30
19611	2	26,0	1,024	72,1	2,839					2B	GEWES 30

## U-joint Types



## Lubricator Types

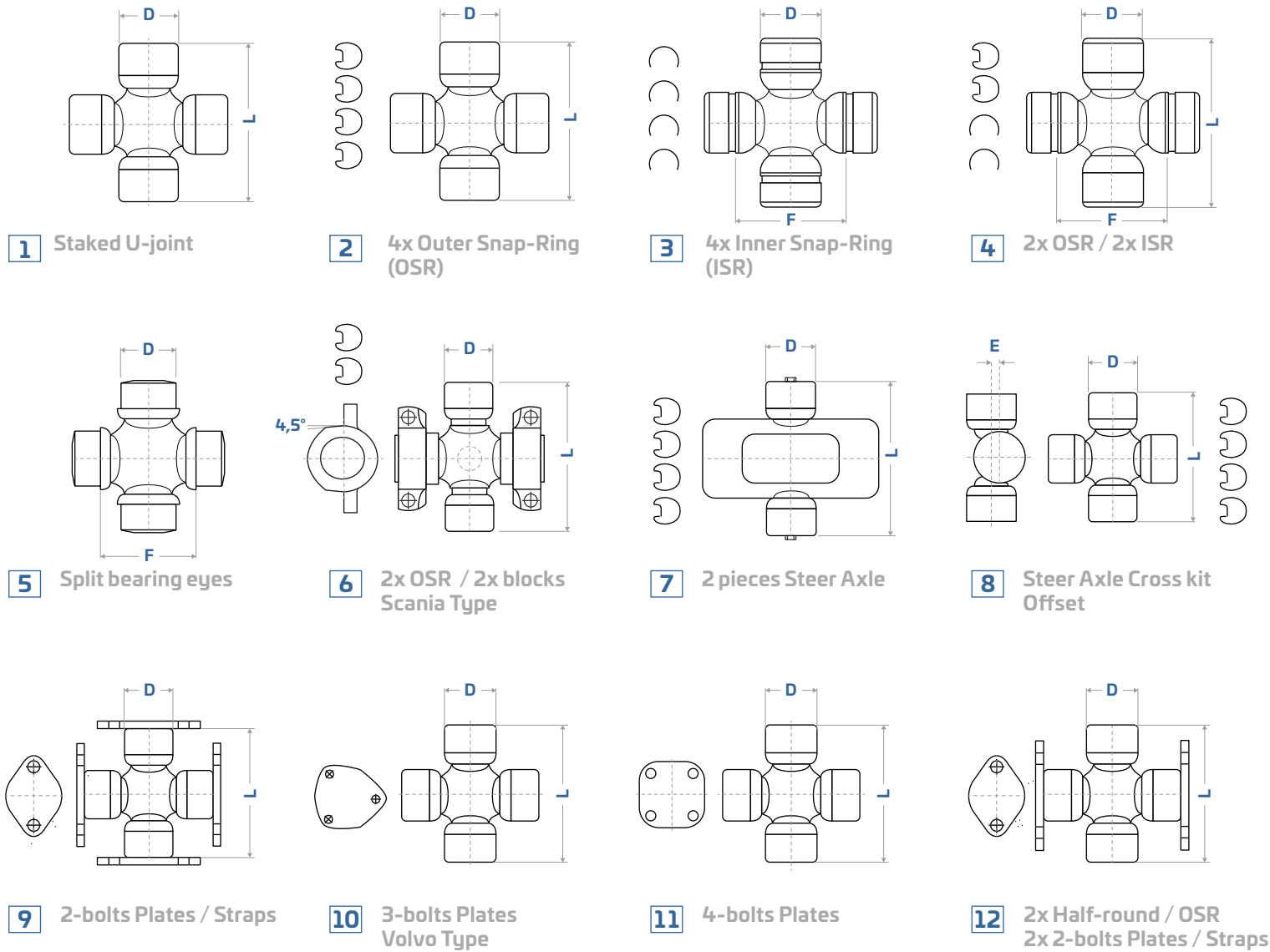



Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
18185	3	26,0	1,024			42,0	1,654			1B	TOYOTA
18193	3	26,0	1,024			53,6	2,110			S	TOYOTA
16521	3	26,5	1,043			48,0	1,890			1B	MAZDA
16000	3	27,0	1,063			67,4	2,654			S	
18080	2	27,0	1,063	61,9	2,437					1B	HYUNDAI
13807	4	27,0 / 25,4	1,063 / 1,000	62,0	2,441	38,7	1,524			C	JEEP
13061	2	27,0	1,063	65,3	2,571					1B	MITSUBISHI COLT
16471	2	27,0	1,063	70,0	2,756					N	FIAT 9960658
12989	2	27,0	1,063	70,0	2,756					C	WAL I/BP 03.41 - IAM Std Quality
18061	2	27,0	1,063	70,0	2,756					C	Replaced by 12989
18633	1	27,0	1,063	71,0	2,795					N	FORD TRANSIT - IAM
17986	8	27,0	1,063	71,0	2,795			0,0	0,000	N	B310 - IAM
18298	8	27,0	1,063	71,0	2,795			0,0	0,000	C	B310 - IAM
19082	1	27,0	1,063	74,0	2,913					N	MERCEDES SPRINTER NCV2 - IFA
18871	2	27,0	1,063	74,5	2,933					N	687.15
18835	8	27,0	1,063	74,5	2,933			0,0	0,000	N	B210 - Replaced by 4057396
4057396	2	27,0	1,063	74,5	2,933					N	987.15 - Replacing 18871
18387	2	27,0	1,063	74,5	2,933					C	687.15
4057333	2	27,0	1,063	74,5	2,933					C	987.15 - Replacing 18387
11191	2	27,0	1,063	74,5	2,933					4B	687.15
4057336	2	27,0	1,063	74,5	2,933					4B	987.15 - Replacing 11191
18390	2	27,0	1,063	74,5	2,933					2B	687.15
4057335	2	27,0	1,063	74,5	2,933					2B	987.15 - Replacing 18390
18389	2	27,0	1,063	74,5	2,933					1B	687.15
4057334	2	27,0	1,063	74,5	2,933					1B	987.15 - Replacing 18389
18110	2	27,0	1,063	74,6	2,937					S	HS 1300/WAL 2300 - IAM Basic Quality
4485045	2	27,0	1,063	74,6	2,937					S	Replaced by 18179
18179	2	27,0	1,063	74,6	2,937					S	HS 1300/WAL 2300 - IAM Std Quality
13872	2	27,0	1,063	74,6	2,937					N	HS 1300/WAL 2300 - IAM Basic Quality
17816	2	27,0	1,063	74,6	2,937					N	Special - Land Rover Axle, without seal



U-joint Types

Lubricator Types

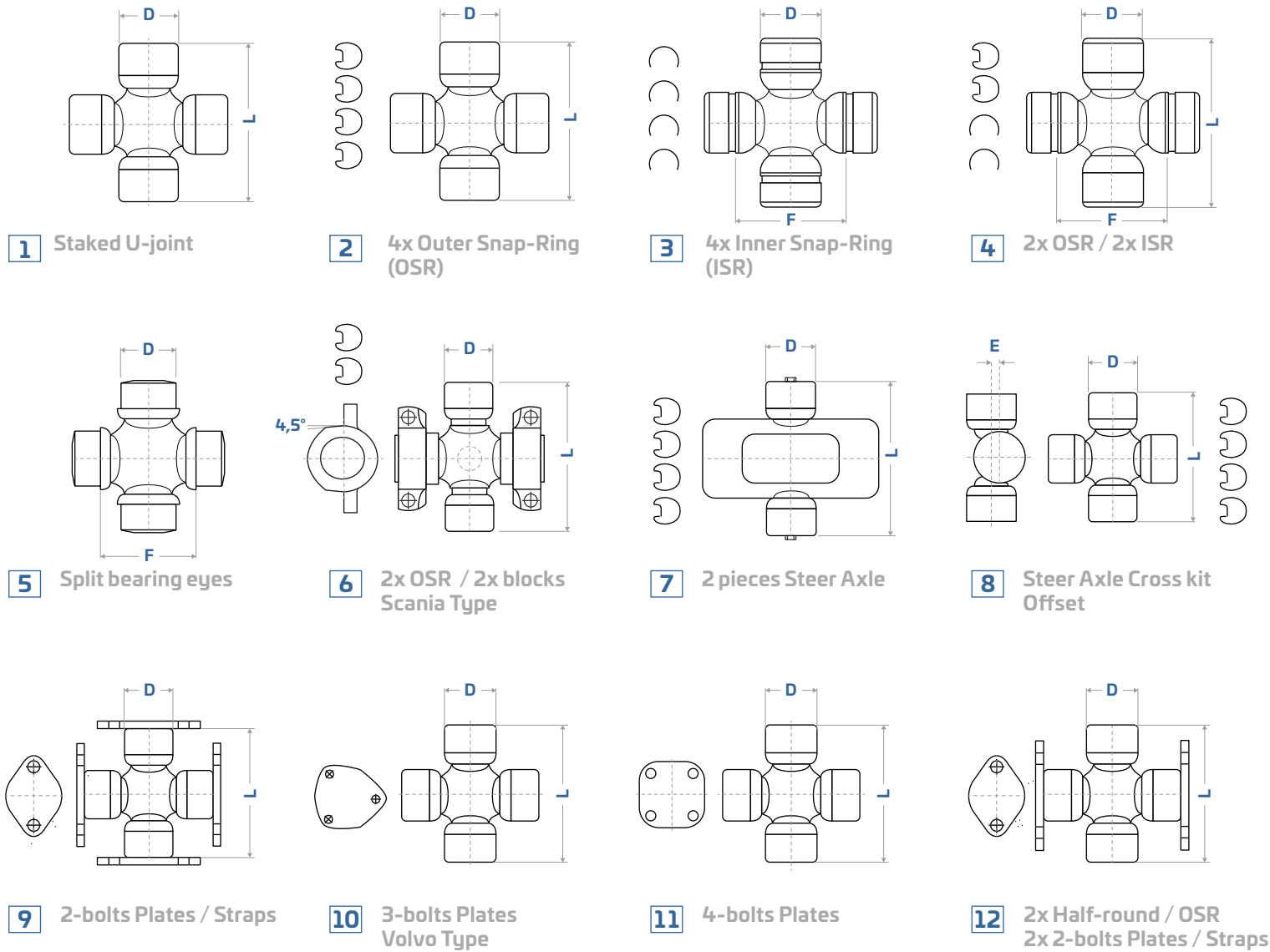



Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
4035843	2	27,0	1,063	74,6	2,937					N	HS 1300/WAL 2300 - IAM Std Quality
17954	2	27,0	1,063	74,6	2,937					C	HS 1300/WAL 2300 - IAM Basic Quality
4485038	1	27,0	1,063	79,8	3,142					N	FORD TRANSIT - IAM
18178	1	27,0	1,063	80,0	3,150					N	VW LT VAN
11967	2	27,0	1,063	80,0	3,150					1B	HYUNDAI
11433	2	27,0	1,063	80,1	3,154					S	HYUNDAI
11972	4	27,0 / 27,4	1,063 / 1,079	81,7	3,217	49,2	1,937			S	AMERICAN MOTORS/DODGE
13792	4	27,0 / 25,4	1,063 / 1,000	81,7	3,217	54,5	2,146			S	FORD / JEEP
15410	4	27,0 / 28,6	1,063 / 1,126	81,8	3,220	49,2	1,937			1B	FORD/JEEP
13809	4	27,0 / 28,6	1,063 / 1,126	81,8	3,220	55,2	2,173			S	FORD 1310
15403	4	27,0 / 28,6	1,063 / 1,126	81,8	3,220	60,2	2,370			S	SAGINAW converts 1330 > S44
17182	4	27,0 / 28,6	1,063 / 1,126	81,8	3,220		2,374			S	OLDSMOBILE
18196	2	27,0	1,063	81,8	3,220					S	HS 1310 - IAM Std Quality
18100	2	27,0	1,063	81,8	3,220					S	HS 1310 - IAM Basic Quality
4485044	2	27,0	1,063	81,8	3,220					S	HS 1310 - IAM Premium Quality
13811	2	27,0 / 27,0	1,063 / 1,063	81,8 / 92,1	3,220 / 3,626					S	HS 1310/1330 - IAM
4480862	2	27,0	1,063	81,8	3,220					N	HS 1310 - SPICER Std Quality
10101	2	27,0	1,063	81,8	3,220					N	HS 1310 - IAM Basic Quality
4031239	2	27,0	1,063	81,8	3,220					N	Replaced by 4480862
4035844	2	27,0	1,063	81,8	3,220					N	HS 1310 - IAM Std Quality
4031214	2	27,0	1,063	81,8	3,220					C	HS 1310 - SPICER Premium Quality
4035849	2	27,0	1,063	81,8	3,220					1B	MAZDA
16398	7	27,0	1,063	87,0	3,425			5,0	0,197	N	369.04 - KRAMER 0022610669
12918	1	27,0	1,063	88,0	3,465					N	SPRINTER/CRAFTER NCV3 - IFA
15998	2	27,0	1,063	92,0	3,622					S	HS 1330 - IAM
4035850	2	27,0	1,063	92,0	3,622					1B	MAZDA
4036433	3	27,0	1,063			45,0	1,772			N	NISSAN
12617	3	27,0	1,063			46,1	1,815			N	NISSAN
13673	3	27,0	1,063			52,4	2,065			N	Replaced by 19751
18102	3	27,0	1,063			52,4	2,065			N	Replaced by 19751



U-joint Types

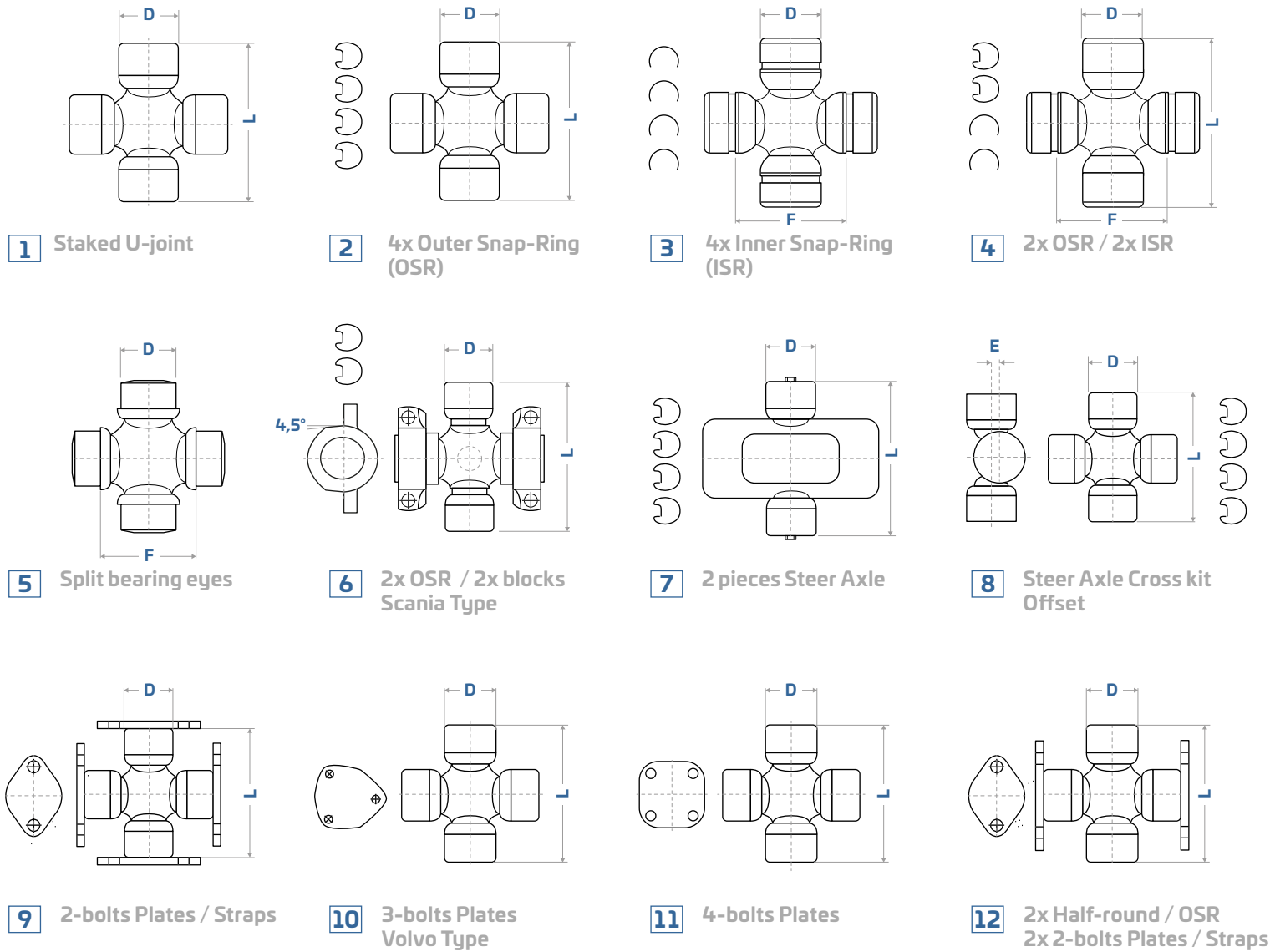
Lubricator Types



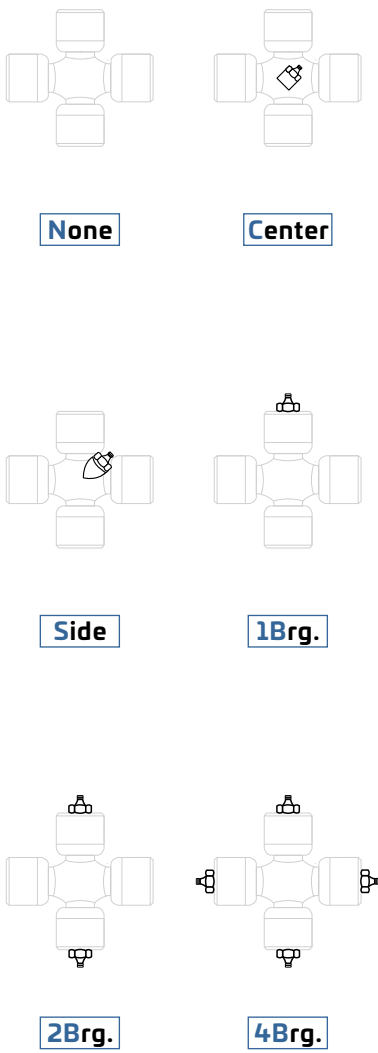
Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
19751	3	27,0	1,063			52,6	2,070			N	1310 USA
13991	3	27,0	1,063			56,9	2,240			S	CLEVELAND S55 - FORD
19744	3	27,0	1,064			42,0	1,654			C	
19743	3	27,4	1,079			50,8	2,000			S	DETROIT 7260
10099	3	27,4	1,079			50,8	2,000			N	DETROIT 7260
14272	3	27,4	1,079			50,8	2,000			1B	DETROIT 7260
4035851	3	27,4	1,079			50,8	2,000			S	NISSAN
16102	2	28,0	1,102	71,5	2,815					C	ELBE 109
16100	2	28,0	1,102	71,5	2,815					2B	ELBE 109 - IAM
13822	2	28,0	1,102	71,5	2,815					1B	LADA - IAM
13815	2	28,0	1,102	80,0	3,150					C	DAIHATSU 4610-4120 - IAM
13063	2	28,0	1,102	80,0	3,150					C	DAIHATSU 04371-87301 - IAM
18172	3	28,0	1,102			44,0	1,732			N	FORD
18728	3	28,0	1,102			49,0	1,929			S	MERCEDES
10092	3	28,0	1,102			49,0	1,929			N	MERCEDES, HOLE THRO CENTRE
18186	3	28,0	1,102			53,1	2,091			S	NISSAN / SUBARU
11776	3	28,0	1,102			53,1	2,091			S	Replaced by 18186
14932	3	28,0	1,102			53,1	2,091			1B	MAZDA
11483	2	28,5	1,122	70,9	2,791					C	OLD ELBE 109
15999	2	28,5	1,122	77,9	3,067					C	TOYOTA
15543	2	28,5	1,122	77,9	3,067					C	Replaced by 15999
13791	4	28,5 / 25,4	1,122 / 1,000	81,7	3,217	54,6	2,150			S	FORD
15159	3	28,6	1,125			60,2	2,372			N	MECHANICS 3 - BUICK
13817	3	28,6	1,125			61,7	2,428			S	DETROIT 7290 - CHRYSLER
13999	2	28,6	1,126	66,6	2,622					C	ROCKWELL L14N
13806	4	28,6 / 27,0	1,126 / 1,063	92,1	3,626	65,8	2,591			S	FORD 1330
11775	2	28,6 / 27,0	1,126 / 1,063	92,1 / 92,1	3,626 / 3,626					N	FORD - 1330/SPL25
16007	3	28,6	1,126			49,0	1,929			1B	TOYOTA Hilux
16081	3	28,6	1,126			49,0	1,929			1B	Replaced by 16007
13675	3	28,6	1,126			60,2	2,370			S	GM, MECH S44


# Round bearing Universal Joints

## U-joint Types



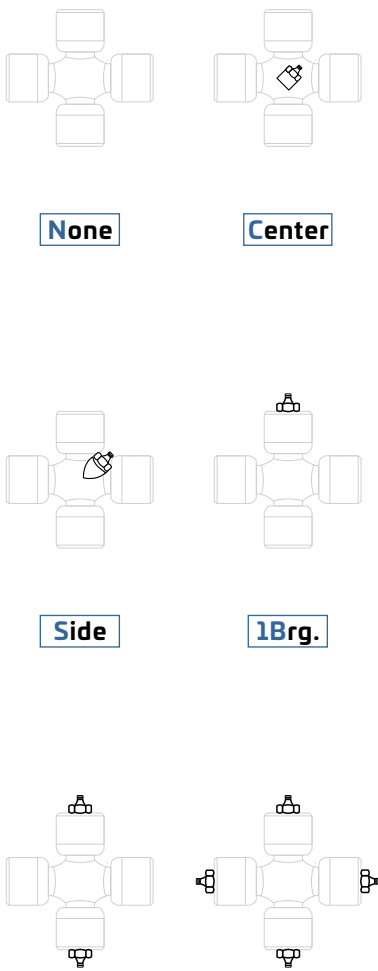
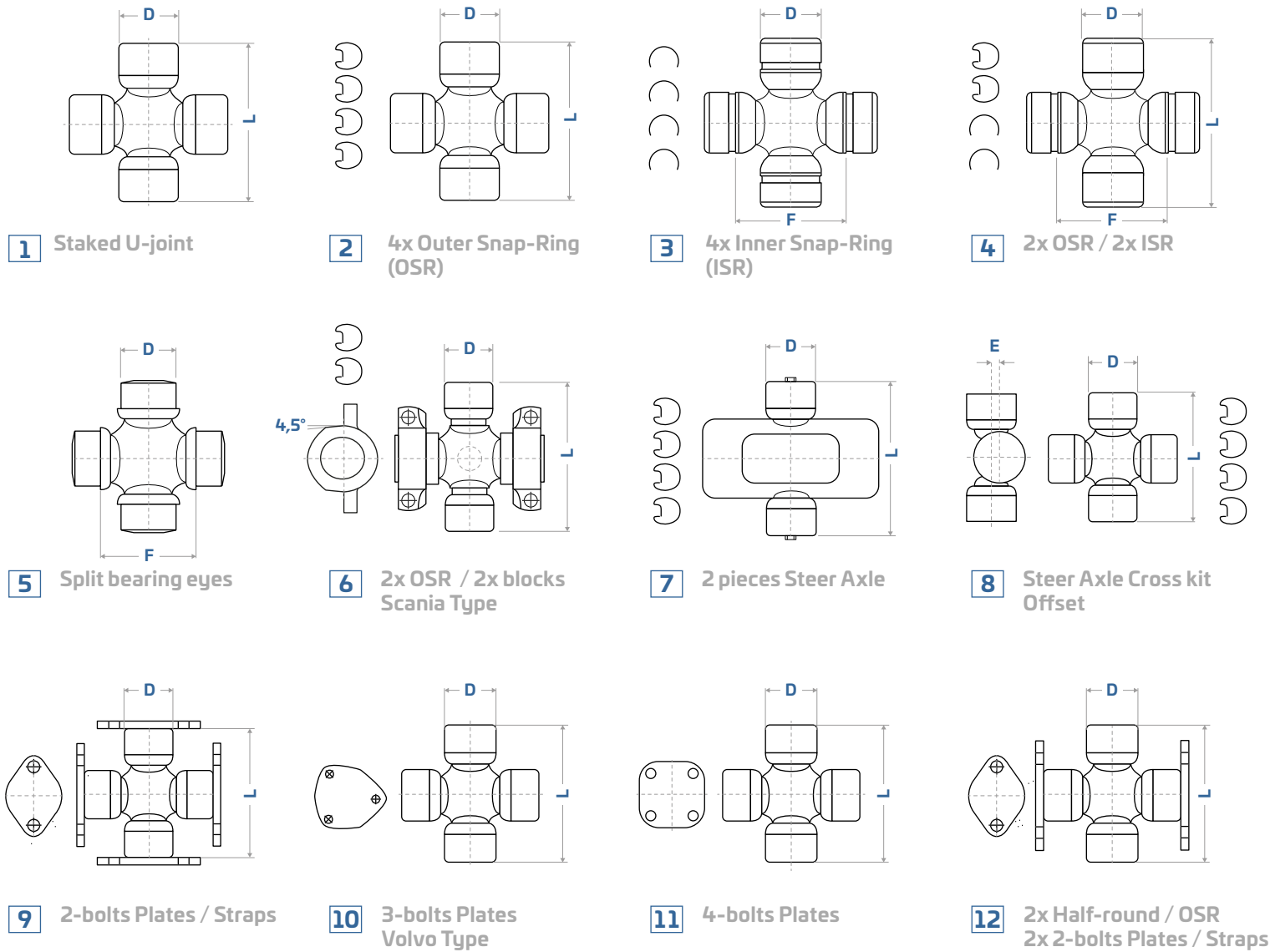
## Lubricator Types




Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
15189	3	28,6	1,126			60,2	2,370			S	Replaced by 13675
18051	2	29,0	1,142	80,0	3,150					C	BP 30.41
18915	3	29,0	1,142			49,0	1,929			S	ISUZU / TROOPER GUI52/CHEV LUV
18187	3	29,0	1,142			49,0	1,929			N	TOYOTA LAND CRUISER / HILUX
17745	3	29,0	1,142			49,0	1,929			C	TOYOTA 4-RUNNER / HILUX 4WD RN36/RN46
12995	3	29,0	1,142			49,0	1,929			C	TOYOTA HILUX 4WD YN6#/LN6#
16524	3	29,0	1,142			49,0	1,929			1B	ISUZU, TOYOTA Hilux 4WD
18702	3	29,0	1,142			52,7	2,075			N	GM VAUXHALL
10088	3	29,0	1,142			60,0	2,362			N	OPEL
4035848	3	29,0	1,142			69,0	2,717			1B	ISUZU D-MAX
11783	2	30,0	1,181	78,1	3,075					C	MITSUBISHI Canter
16648	8	30,0	1,181	79,0	3,110			5,0	0,197	N	ELBE 509
12210	2	30,0	1,181	81,8	3,220					C	287.10 - Std Quality
13823	2	30,0	1,181	81,8	3,220					C	Replaced by 12210
4485096	2	30,0	1,181	81,8	3,220					C	IFA 44/287.10 - Premium Quality
13818	2	30,0	1,181	81,8	3,220					C	Replaced by 4485096
11976	2	30,0	1,181	81,8	3,220					4B	287.10
12213	2	30,0	1,181	81,8	3,220					1B	287.10 - IAM Basic Quality
11978	2	30,0	1,181	82,4	3,244					N	GEWES 43
19623	2	30,0	1,181	82,4	3,244					C	GEWES 43
11977	2	30,0	1,181	82,4	3,244					4B	GEWES 43
19624	2	30,0	1,181	82,4	3,244					2B	GEWES 43
15400	2	30,0	1,181	83,0	3,268					LBC	ELBE 110 (LUB CHANNEL IN CUP)
13825	2	30,0	1,181	83,0	3,268					C	ELBE 110
13824	2	30,0	1,181	83,0	3,268					2B	ELBE 110
12052	8	30,0	1,181	86,7	3,413			7,0	0,276	N	GEWES 41
16530	7	30,0	1,181	91,0	3,583			0,0	0,000	N	KRAMER
11787	2	30,0	1,181	92,0	3,622					N	WAL 220 - IAM
4041510	2	30,0	1,181	92,0	3,622					N	Replaced by 11787
13826	8	30,0	1,181	94,0	3,701			0,0	0,000	N	ELBE 411.3

U-joint Types

Lubricator Types

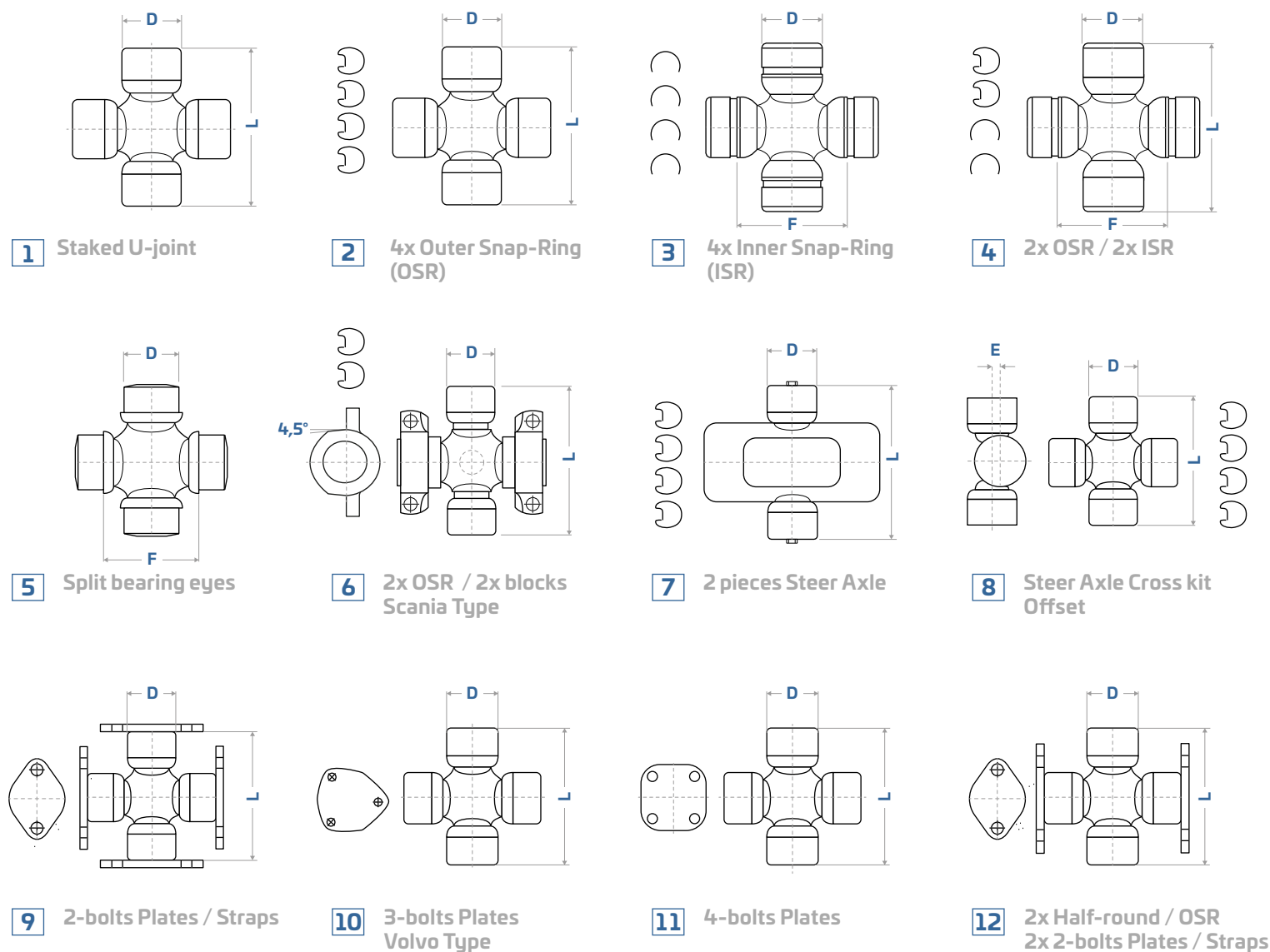


Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
14256	7	30,0	1,181	96,0	3,780			6,0	0,236	N	369.10
17278	3	30,0	1,181			55,1	2,169			C	MITSUBISHI
15083	3	30,0	1,181			57,0	2,244			S	ARO
11975	3	30,0	1,181			71,2	2,803			C	MITSUBISHI
17987	8	30,2	1,187	82,0	3,228			0,0	0,000	N	B320 - IAM
12531	8	30,2	1,187	82,0	3,228			0,0	0,000	C	B320
13024	3	30,2	1,188			52,4	2,063			C	Replaced by 13674
13674	3	30,2	1,188			55,6	2,188			N	HS 1310WJ - IAM
13990	3	30,2	1,188			60,4	2,378			S	CLEVELAND R55 - INTERNATIONAL
12991	2	30,2	1,189	80,0	3,150					C	Replaced by 18056
18056	2	30,2	1,189	80,0	3,150					C	BONDIOLI P 5.41 - IAM Standard Quality
18872	2	30,2	1,189	81,8	3,220					N	687.20
4057346	2	30,2	1,189	81,8	3,220					N	987.20 - Replacing 18872
17450	2	30,2	1,189	81,8	3,220					C	687.20
4485216	2	30,2	1,189	81,8	3,220					C	687.20 - IAM
4057345	2	30,2	1,189	81,8	3,220					C	987.20 - Replacing 17450
4057389	2	30,2	1,189	81,8	3,220					4B	987.20
18310	2	30,2	1,189	81,8	3,220					2B	687.20
4057388	2	30,2	1,189	81,8	3,220					2B	987.20 - Replacing 18310
18309	2	30,2	1,189	81,8	3,220					1B	687.20
4057387	2	30,2	1,189	81,8	3,220					1B	987.20 - Replacing 18309
18220	2	30,2	1,189	92,0	3,622					S	HS 1350 - IAM
13874	2	30,2	1,189	92,0	3,622					S	HS 1350 - SPICER
13115	2	30,2	1,189	92,0	3,622					S	NISSAN - Replaced by 18220
13875	2	30,2	1,189	92,0	3,622					N	HS 1350 - IAM
19789	2	30,2	1,189	92,0	3,622					N	Replaced by 13875
4480714	2	30,2	1,189	92,0	3,622					C	HS 1350
18200	2	30,2	1,189	106,3	4,185					S	HS 1410 - IAM
4041993	2	30,2	1,189	106,3	4,185					S	HS 1410 - TRS Std Quality
4480878	2	30,2	1,189	106,3	4,185					S	HS 1410 - SPICER Premium Quality

# Round bearing Universal Joints

## U-joint Types

## Lubricator Types



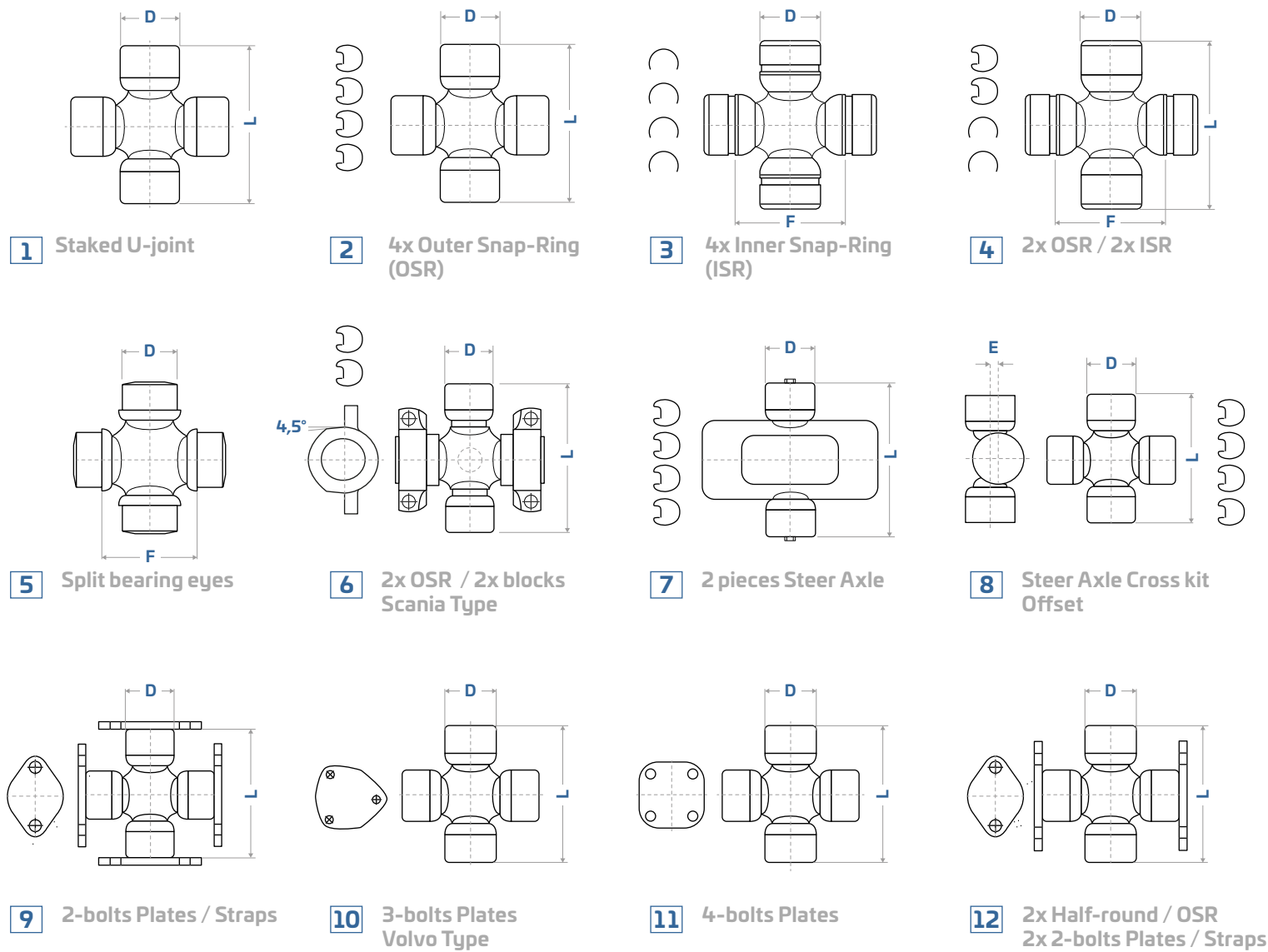
Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
11793	2	30,2	1,189	106,3	4,185					S	Replaced by 4480878
10078	2	30,2	1,189	106,3	4,185					S	HS 1410 - SPICER Std Quality
4480879	2	30,2	1,189	106,3	4,185					N	HS 1410 - SPICER Premium Quality
11792	2	30,2	1,189	106,3	4,185					N	Replaced by 4480879
4042007	2	30,2	1,189	106,5	4,193					C	
15407	4	30,2	1,189	106,6	4,197	75,2	2,961			S	CLEVELAND O55 - GM
17173	1	31,0	1,220	88,3	3,476					1B	MB 460 410 - 673 410
11979	2	31,0	1,220	110,0	4,331					C	MERCEDES ATEGO - IAM
18174	3	31,0	1,220			44,1	1,736			N	FORD - Replaced by 13116
13116	3	31,0	1,220			44,1	1,736			N	FORD TRANSIT - IAM
18853	3	31,3	1,230			71,4	2,811			S	DETROIT 5380 - DODGE
13746	3	31,3	1,232			45,7	1,799			C	DETROIT 5160 - DODGE
13981	2	31,8	1,250	81,5	3,210					C	ROCKWELL 35N
13976	2	31,8	1,250	81,5	3,210					1B	ROCKWELL 35N
11794	2	31,8	1,250	102,0	4,016					C	MITSUBISHI, Canter
15408	9	31,8	1,250	106,4	4,189					S	CLEVELAND D56
18053	2	32,0	1,260	76,0	2,992					C	Replaced by 12993
12993	2	32,0	1,260	76,0	2,992					C	WAL 2400 - IAM
11981	8	32,0	1,260	82,0	3,228			7,0	0,276	2B	469.10 - IAM
11798	2	32,0	1,260	86,0	3,386					C	
14564	2	32,0	1,260	95,6	3,764					S	
18201	2	32,0	1,260	106,3	4,185					S	FIAT/IVECO
11796	3	32,0	1,260			57,0	2,244			C	MAZDA
14605	3	32,0	1,260			60,9	2,396			S	Replaced by 16002
16002	3	32,0	1,260			61,0	2,402			S	TOYOTA Land Cruiser
13797	3	32,0	1,260			61,0	2,402			S	Replaced by 16002
4083051	3	32,0	1,260			64,8	2,551			S	NISSAN
13829	2	34,0	1,339	89,0	3,504					C	KLEIN 125 - KRAMER/UNIMOG A0004100928
14921	8	34,0	1,339	96,0	3,780			6,5	0,256	N	ELBE 511 (D34)
16088	2	34,0	1,339	97,0	3,819					C	ELBE 112 (OLD)




# Round bearing Universal Joints

## U-joint Types

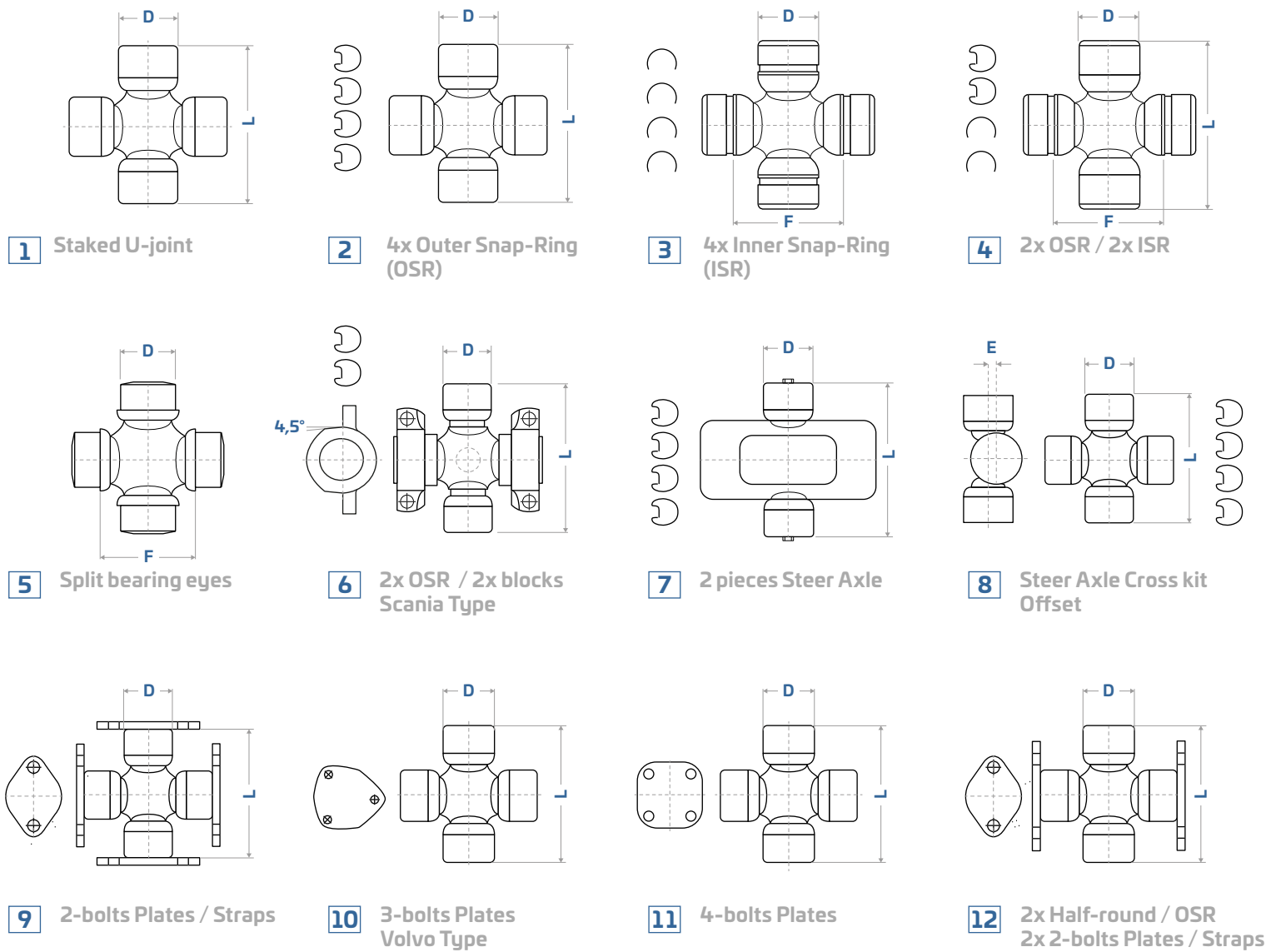
## Lubricator Types



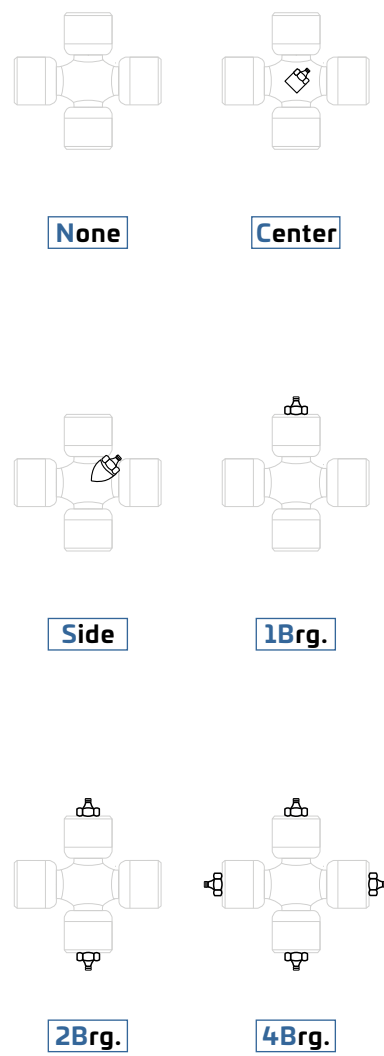
Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
16516	2	34,0	1,339	97,0	3,819					2B	ELBE 112 (OLD)
16084	2	34,0	1,339	97,0	3,819					1B	ELBE 112 (OLD)
14920	8	34,0	1,339	105,0	4,134			0,0	0,000	N	ELBE 412
18054	2	34,0	1,339	106,6	4,196					C	AGRI
10100	3	34,0	1,339			51,3	2,020			C	OPEL
18572	2	34,9	1,374	92,0	3,622					N	687.25
4057348	2	34,9	1,374	92,0	3,622					N	987.25 - Replacing 18572
18217	2	34,9	1,374	92,0	3,622					C	687.25
4057347	2	34,9	1,374	92,0	3,622					C	987.25 - Replacing 18217
4057392	2	34,9	1,374	92,0	3,622					4B	987.25
18338	2	34,9	1,374	92,0	3,622					2B	687.25
4057391	2	34,9	1,374	92,0	3,622					2B	987.25 - Replacing 18338
18337	2	34,9	1,374	92,0	3,622					1B	687.25
4057390	2	34,9	1,374	92,0	3,622					1B	987.25 - Replacing 18337
11808	2	34,9	1,374	94,0	3,701					C	
4480894	2	34,9	1,374	106,3	4,185					S	HS 1480/SPL 55
4480895	2	34,9	1,374	106,3	4,185					N	HS 1480/SPL 55
18230	2	34,9	1,374	106,3	4,185					C	HS 1480 - SPICER Standard Quality
18205	2	34,9	1,374	106,3	4,185					C	HS 1480/WAL 240/BONDIOLI P 8.41 - IAM
18573	2	34,9	1,374	106,4	4,189					N	687.30
4057350	2	34,9	1,374	106,4	4,189					N	987.30 - Replacing 18573
17412	2	34,9	1,374	106,4	4,189					C	687.30
4057349	2	34,9	1,374	106,4	4,189					C	987.30 - Replacing 17412
4056271	2	34,9	1,374	106,4	4,189					4B	687.30
4057395	2	34,9	1,374	106,4	4,189					4B	987.30 - Replacing 4056271
18436	2	34,9	1,374	106,4	4,189					2B	687.30
4057394	2	34,9	1,374	106,4	4,189					2B	987.30 - Replacing 18436
18435	2	34,9	1,374	106,4	4,189					1B	687.30
4057393	2	34,9	1,374	106,4	4,189					1B	987.30 - Replacing 18435
16009	2	34,9	1,374	126,1	4,965					S	HS 1550 - IAM



## U-joint Types

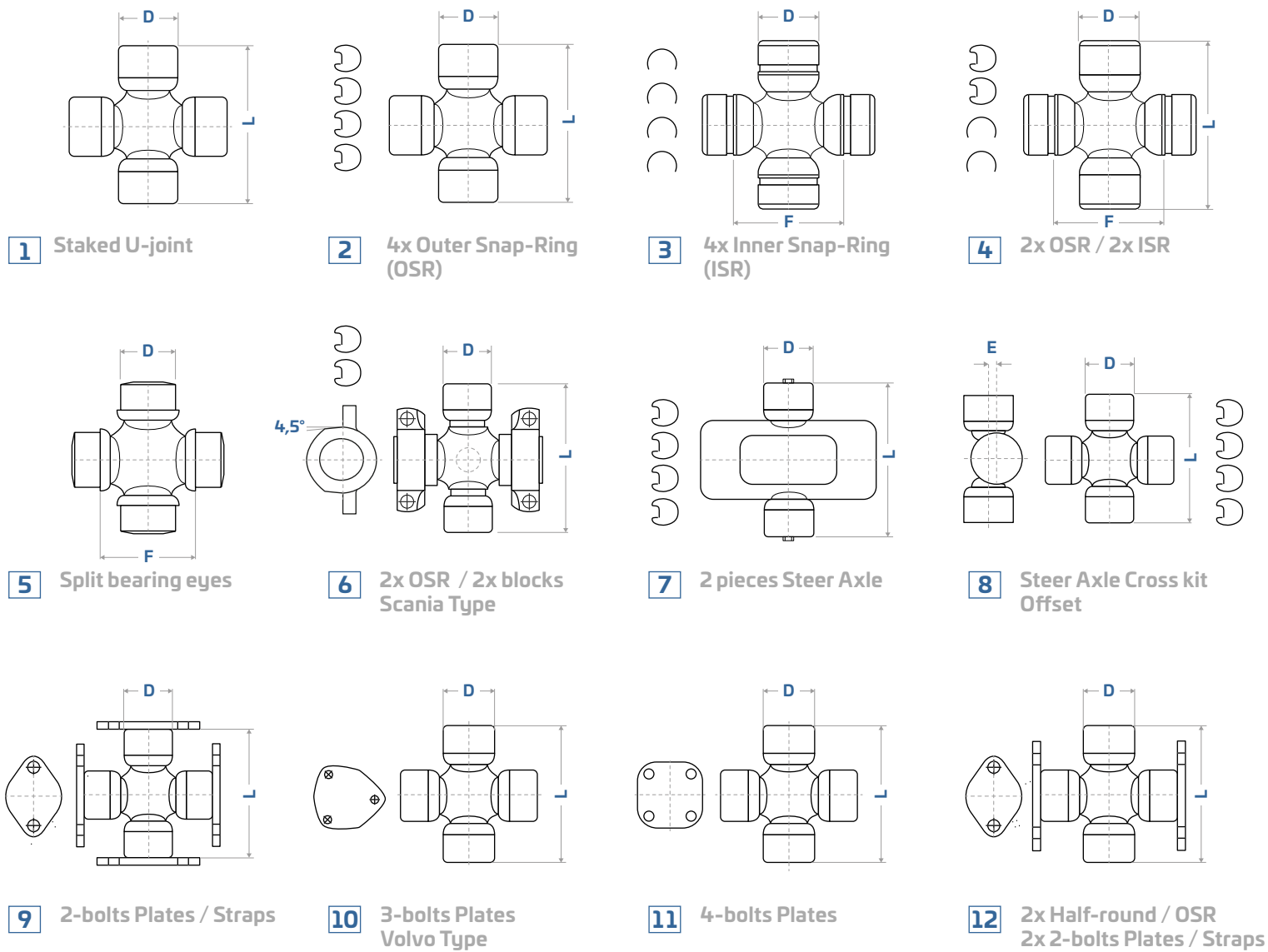


## Lubricator Types

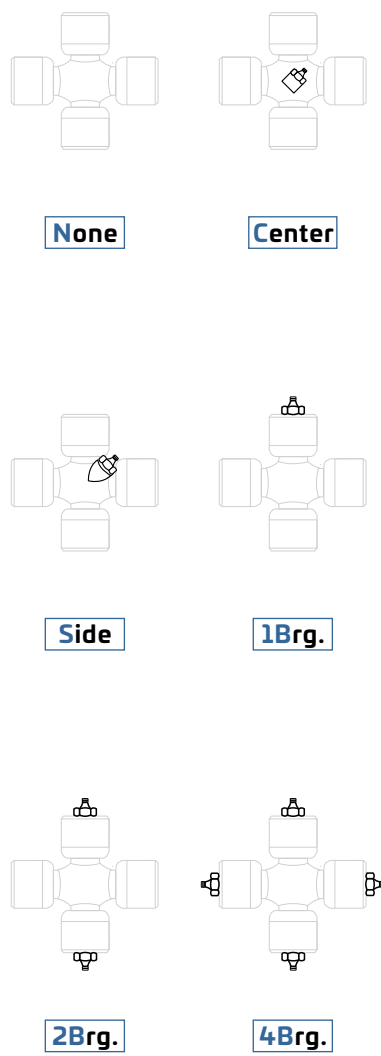


Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
13026	2	34,9	1,374	126,1	4,965					S	Replaced by 16009
4480909	2	34,9	1,374	126,1	4,965					S	HS 1550/SPL 70
4480910	2	34,9	1,374	126,1	4,965					N	HS 1550/SPL 70
13992	9	34,9	1,374	126,2	4,969					S	
11984	3	34,9	1,375			72,2	2,843			S	DODGE
11986	8	35,0	1,378	87,0	3,425			7,0	0,276	LBC	ELBE 510 (LUB CHANNEL IN CUP)
4056223	8	35,0	1,378	93,0	3,661			0,0	0,000	N	B330
11987	8	35,0	1,378	93,0	3,661			0,0	0,000	C	Replaced by 4056223
4056614	8	35,0	1,378	93,0	3,661			0,0	0,000	C	B330 - IAM
15746	8	35,0	1,378	96,0	3,780			6,0	0,236	N	ELBE 511
17430	8	35,0	1,378	96,5	3,799			8,0	0,315	N	569.20 - DAIMLER A0004105431
12997	2	35,0	1,378	96,8	3,811					N	287.20 - IAM
11815	8	35,0	1,378	96,8	3,811			0,0	0,000	N	B235 - IAM
15928	2	35,0	1,378	96,8	3,811					C	287.20
4485039	2	35,0	1,378	96,8	3,811					C	IFA NG54
13798	2	35,0 / 34,9	1,378 / 1,374	96,8 / 106,3	3,811 / 4,185					C	287.20/1480 - CASE
12973	2	35,0	1,378	96,9	3,815					N	GEWES 53
19635	2	35,0	1,378	96,9	3,815					C	GEWES 53
11990	2	35,0	1,378	96,9	3,815					4B	GEWES 53
19636	2	35,0	1,378	96,9	3,815					2B	GEWES 53
16709	2	35,0	1,378	97,0	3,819					C	ELBE 112 Premium Quality
12228	2	35,0	1,378	97,0	3,819					C	ELBE 112 Standard Quality
18747	2	35,0	1,378	97,0	3,819					2B	ELBE 112
13587	7	35,0	1,378	110,7	4,358			7,0	0,276	N	369.21 - DAIMLER A0003300528
18055	2	36,0	1,417	89,0	3,504					C	Replaced by 12994
12994	2	36,0	1,417	89,0	3,504					C	WAL 2500 - IAM Basic Quality
11830	3	37,0	1,457			67,0	2,638			C	MAZDA
13849	2	38,0	1,496	89,2	3,512					N	KLEIN 200 - UNIMOG
13859	8	38,0	1,496	104,0	4,094			9,0	0,354	2B	569.30 - DAIMLER A0013303335/5135
12595	2	38,0	1,496	105,8	4,165					C	387.20 - DAF, MAGIRUS, MAN

## U-joint Types



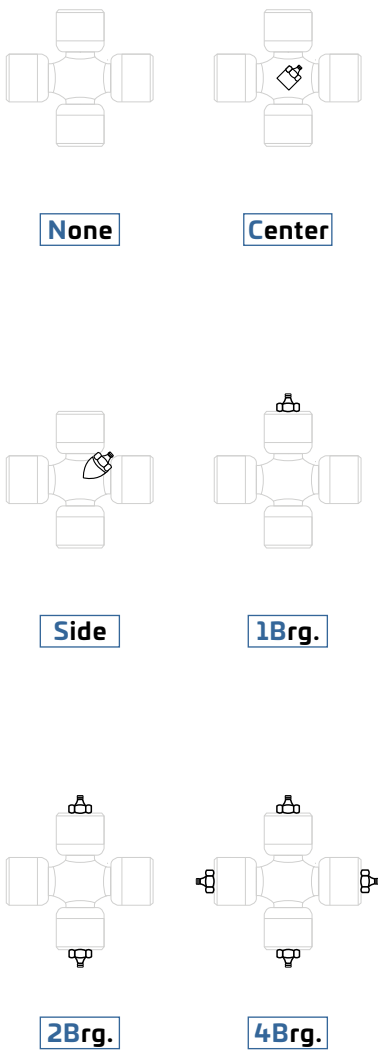
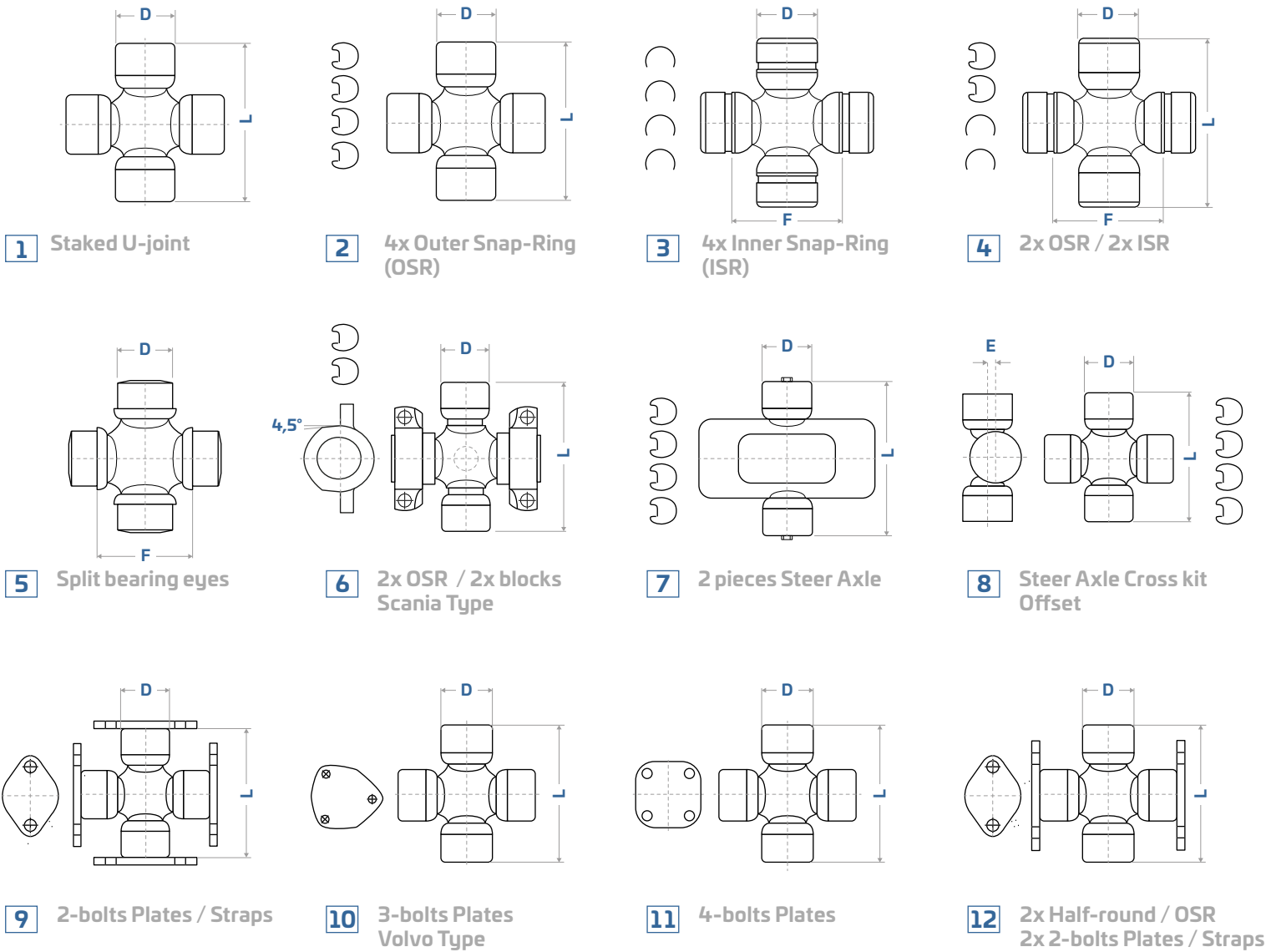
## Lubricator Types




Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
12998	2	38,0	1,496	105,8	4,165					C	387.20 - IAM
13832	2	38,0	1,496	106,0	4,173					C	ELBE 113
13831	2	38,0	1,496	106,0	4,173					2B	ELBE 113
15198	8	38,0	1,496	106,0	4,173			0,0	0,000	2B	ELBE 413
13830	8	38,0	1,496	107,0	4,213			7,5	0,295	N	ELBE 512.3
18658	2	38,0	1,496	110,0	4,331					N	KLEIN 195 - MAN
13850	2	38,0	1,496	110,0	4,331					N	KLEIN 193 - UNIMOG
12527	2	38,0	1,496	110,0	4,331					C	KLEIN 197 - IVECO, MAN
18764	2	38,0	1,496	112,0	4,409					S	FENDT F281301080010
13855	7	38,0	1,496	119,0	4,685			9,0	0,354	N	369.30 - DAIMLER A0003306635
13833	8	38,0	1,496	122,0	4,803			0,0	0,000	N	ELBE 414
4057137	6	38,0	1,496	148,0	5,827					N	SCANIA P300
4036431	6	38,0	1,496	148,0	5,827					C	SCANIA P300
10075	6	38,0	1,496	148,0	5,827					C	Replaced by 4036431
10057	6	38,0	1,496	148,0	5,827					C	SCANIA T51 BLOCK 0°
18198	2	38,0	1,496	148,0	5,827					C	SCANIA T51 - NO BRACKET
18730	3	38,0	1,496			56,0	2,205			C	MERCEDES
13996	2	38,9	1,531	109,5	4,312					S	ROCKWELL 55N
14289	10	39,0	1,535	113,0	4,449					S	VOLVO NK200 - OE
4041970	2	39,0	1,535	116,4	4,583					S	
18385	2	39,0	1,535	127,0	5,000					S	SCANIA T50, VOLVO
17077	2	39,6	1,559	116,0	4,567					C	GS 606
18350	2	39,7	1,563	115,9	4,563					S	HS 1510 - IAM Basic Quality
16567	9	39,7	1,563	115,9	4,563					S	
18207	2	39,7	1,563	115,9	4,563					S	HS 1510 - IAM Premium Quality
10077	2	39,7	1,563	115,9	4,563					C	WAL 25.00.00 - IAM
18608	8	40,0	1,575	104,3	4,106			8,0	0,315	N	GEWES 51 - MERCEDES ACTROS
11838	2	40,0	1,575	115,0	4,528					C	ISUZU, HINO
4041504	2	41,0	1,614	118,0	4,646					C	BONDIOLI P 10.41 - IAM
13983	2	41,3	1,625	142,0	5,590					S	HS 1650 - IAM

U-joint Types

Lubricator Types

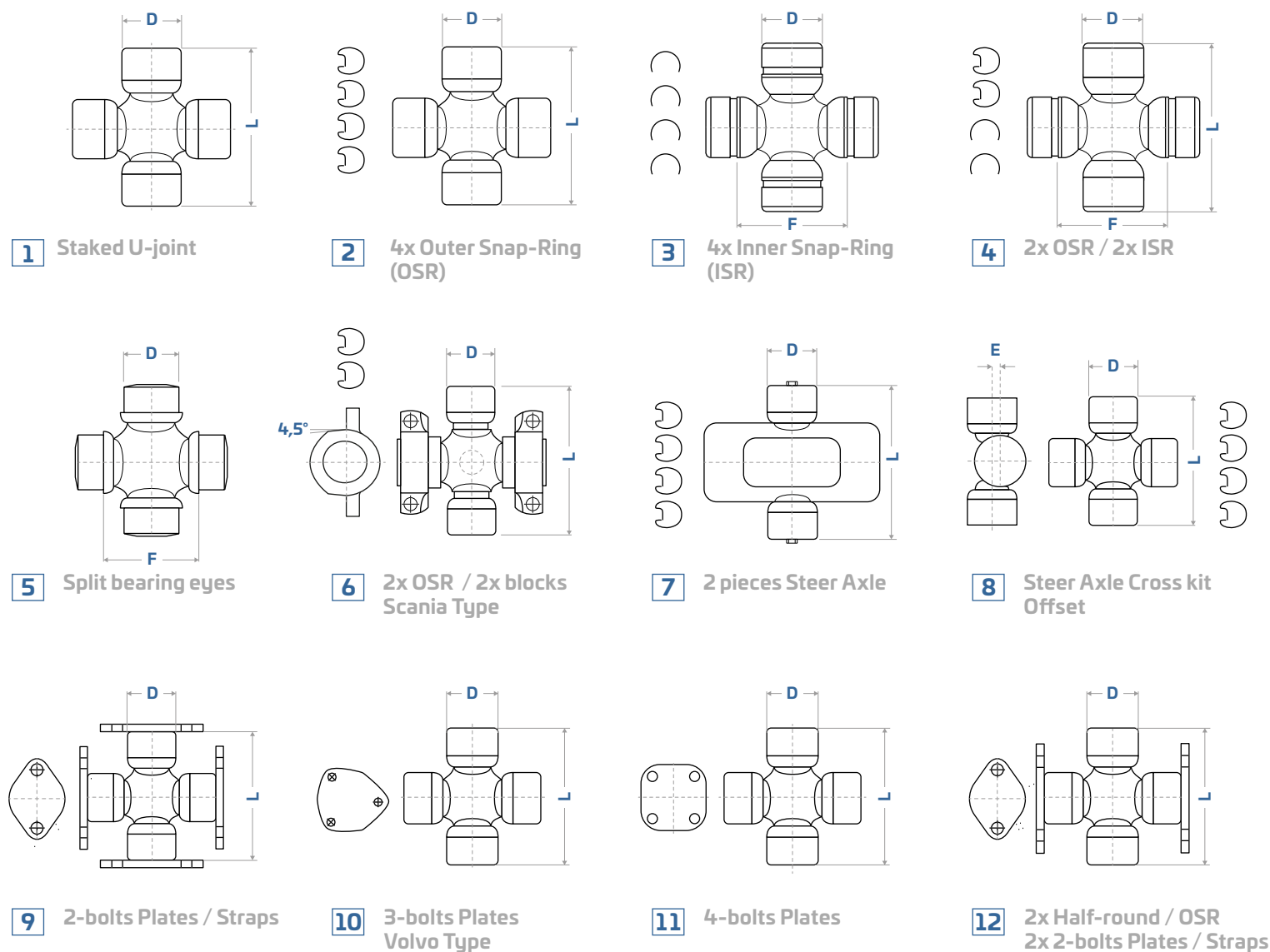


Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
13973	3	41,3	1,625			104,6	4,118			S	MECHANICS 7
11672	2	41,3	1,626	125,9	4,957					S	SPL 100/SPL 90
4485032	2	41,3	1,626	125,9	4,957					N	SPL 100/SPL 90
17225	2	42,0	1,654	104,5	4,114					N	GEWES 63
19648	2	42,0	1,654	104,5	4,114					C	GEWES 63
4485134	2	42,0	1,654	104,5	4,114					4B	Replaced by 19788
19788	2	42,0	1,654	104,5	4,114					4B	GEWES 63
19649	2	42,0	1,654	104,5	4,114					2B	GEWES 63
13139	2	42,0	1,654	106,0	4,173					C	DAIMLER A6174100031 - IAM
4041910	2	42,0	1,654	106,0	4,173					C	Kempf 1066 /SKF Bearing Cups
14548	8	42,0	1,654	110,0	4,331			7,5	0,295	N	ELBE 513
13960	2	42,0	1,654	117,5	4,626					N	ELBE 148
18922	2	42,0	1,654	117,5	4,626					C	ELBE 148
19058	2	42,0	1,654	119,4	4,701					N	687.35 SF Standard
4035054	2	42,0	1,654	119,4	4,701					N	Replaced by 19058
19996	2	42,0	1,654	119,4	4,701					N	687.35 - XD High Temp
17313	2	42,0	1,654	119,4	4,701					C	687.35
18441	2	42,0	1,654	119,4	4,701					C	687.35 HIGH TEMP
19048	2	42,0	1,654	119,4	4,701					C	687.35 LOW TEMP
13835	2	42,0	1,654	123,0	4,843					C	ELBE 115
4041981	2	42,0	1,654	123,0	4,843					1B	
10059	3	42,0	1,654			66,4	2,614			C	A3854100131
12344	2	44,0	1,732	124,8	4,913					C	MAGIRUS,MERC,MAN
15736	10	44,0	1,732	126,0	4,961					S	
19378	10	44,0	1,732	126,0	4,961					N	VOLVO NK300 - OE
18380	10	44,0	1,732	126,0	4,961					C	VOLVO NK300 - OE
17838	10	44,0	1,732	126,0	4,961					C	Replaced by 18380
13857	7	44,0	1,732	134,0	5,276			0,0	0,000	N	369.37
10062	2	44,0	1,732	149,0	5,866					S	SCANIA T60
19394	2	45,0	1,772	120,4	4,740					C	DAIMLER 186.30 - MERCEDES, MAGIRUS

# Round bearing Universal Joints

## U-joint Types

## Lubricator Types

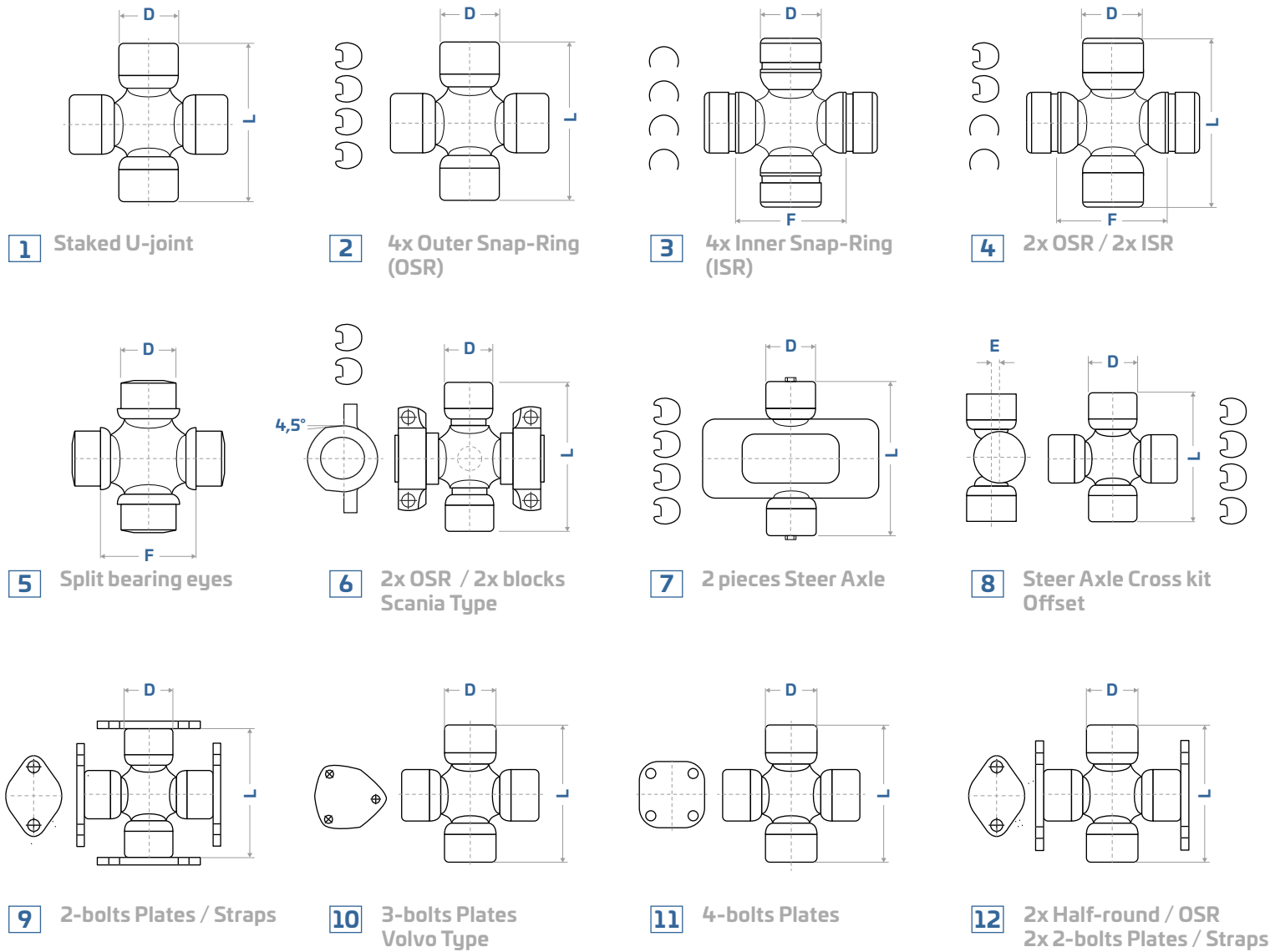


Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
16110	8	45,0	1,772	121,5	4,783			8,0	0,315	LBC	ELBE 416 (LUB CHANNEL IN CUP)
16064	8	45,0	1,772	125,0	4,921			8,0	0,315	N	ELBE 515
16815	2	45,0	1,772	131,0	5,157					C	ELBE 116 - IAM
4041297	2	45,0	1,772	131,0	5,157					1B	ELBE 116 - IAM
19749	2	45,0	1,772	131,0	5,157					1B	ELBE 116
4035020	2	45,0	1,772	140,0	5,512					N	VOLVO
13853	8	45,0	1,772	152,0	5,984			0,0	0,000	N	ELBE 418.3
16118	2	45,0	1,772	152,0	5,984					C	ELBE 118
11997	8	45,5	1,791	114,1	4,492			10,0	0,394	N	GEWES 71
12416	8	45,5	1,791	120,0	4,724			10,0	0,394	N	569.38
18646	9	46,0	1,811	136,0	5,354					C	ISUZU
15417	9	46,0	1,812	150,8	5,937					S	
11998	8	47,0	1,850	127,5	5,020			10,0	0,394	2B	469.40 - IAM
12651	2	47,0	1,850	131,0	5,157					C	387.30 - MAGIRUS, DAF
13858	7	47,0	1,850	142,0	5,591			11,0	0,433	N	369.40 - DAIMLER A0005862033
17083	2	47,6	1,874	134,8	5,307					C	GS 706
18400	9	47,6	1,874	134,9	5,311					S	HS 1610 5/16-UNF - SPICER
15192	12	47,6	1,874	134,9	5,311					S	HS 1610 Half Round - IAM
18043	9	47,6	1,874	134,9	5,311					S	HS 1610 5/16-UNF - IAM
19032	2	47,6	1,874	135,1	5,319					N	687.40 - SF Standard
19997	2	47,6	1,874	135,1	5,319					N	687.40 - XD High Temp
17032	2	47,6	1,874	135,1	5,319					C	687.40 Standard
18442	2	47,6	1,874	135,1	5,319					C	687.40 HIGH TEMP
12382	2	47,6	1,874	135,1	5,319					C	687.40 - EVOBUS
4031006	2	47,6	1,874	135,1	5,319					4B	687.40
12712	2	47,6	1,874	135,1	5,319					2B	687.40 HIGH TEMP
4041876	2	47,6	1,874	135,2	5,323					C	687.40 - IAM
11113	2	48,0	1,890	116,5	4,587					N	KLEIN 375 - 587.20
14157	2	48,0	1,890	116,5	4,587					C	587.20 - DAIMLER A0003371311
18502	2	48,0	1,890	116,5	4,587					C	587.20 HIGH TEMP

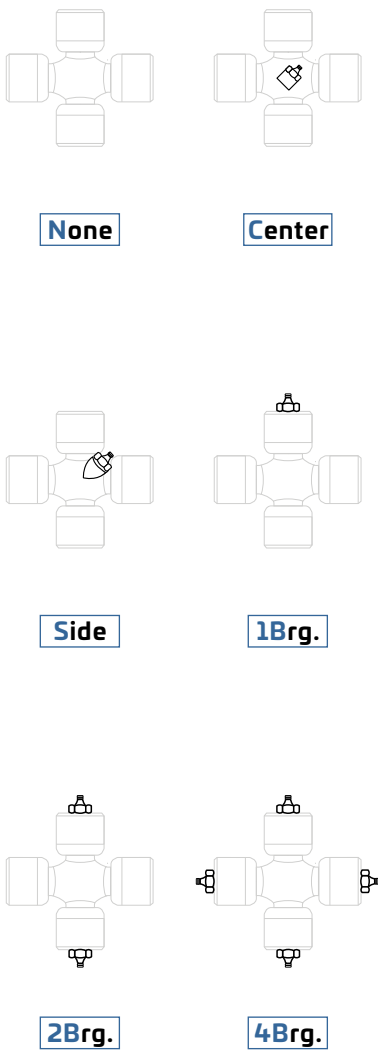


# Round bearing Universal Joints

## U-joint Types



## Lubricator Types



Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
13895	2	48,0	1,890	116,5	4,587					4B	587.20 - GEWES 65
13598	2	48,0	1,890	125,9	4,957					C	DAIMLER 186.33 - MERCEDES
18762	2	48,0	1,890	125,9	4,957					4B	DAIMLER 186.33
19213	2	48,0	1,890	126,0	4,961					C	DAIMLER 286.33 /3E - IAM
4056951	2	48,0	1,890	126,0	4,961					2B	ELBE 158
1320008	2	48,0	1,890	132,2	5,205					C	GEWES 58
18746	2	48,0	1,890	135,4	5,331					C	KLEIN 490 - MAN, DAF
4036426	6	48,0	1,890	161,0	6,339					N	SCANIA P400
4036429	6	48,0	1,890	161,0	6,339					C	SCANIA P400
18244	2	48,0	1,890	161,0	6,339					C	SCANIA T61 NO BRACKETS
10049	9	49,0	1,929	135,0	5,315					N	FIAT
13841	9	49,2	1,937	130,2	5,125					S	ROCKWELL 6N
11869	2	49,2	1,937	138,6	5,457					C	SPL 140
15193	12	49,2	1,937	154,8	6,094					S	HS 1710 Half Round - IAM
18500	9	49,2	1,937	154,8	6,094					S	HS 1710 3/8-UNF- IAM
17115	9	49,2	1,937	154,8	6,094					S	GS 1710 Replaced by 18036
18036	9	49,2	1,937	154,8	6,094					S	HS 1710 5/16-UNF- IAM
11870	2	49,2	1,937	154,8	6,094					S	
18293	12	49,2	1,937	177,8	7,000					S	HS 1760 Half Round - IAM
15742	9	49,2	1,937	177,8	7,000					S	HS 1760
16008	9	49,2	1,937	191,5	7,539					S	HS 1810 - IAM
4057239	9	49,2	1,937	191,5	7,539					S	HS 1810 - SPICER
12725	2	50,0	1,969	131,0	5,157					2B	487.30 - DAF, MERC, MAGIRUS, MAN
13854	8	50,0	1,969	134,0	5,276			10,0	0,394	N	ELBE 516
10076	10	50,0	1,969	152,6	6,008					C	VOLVO NK400 - OE
18381	10	50,0	1,969	152,6	6,008					C	VOLVO NK400 - IAM
17839	10	50,0	1,969	152,6	6,008					C	Replaced by 10076
12387	2	50,0	1,969	152,8	6,016					C	287.40, MERCEDES, MAGIRUS, MAN
18064	9	50,0	1,969	159,0	6,260					S	HINO
13847	2	50,0	1,969	164,0	6,457					C	ELBE 119



U-joint Types

Lubricator Types

**1** Staked U-joint

**2** 4x Outer Snap-Ring (OSR)

**3** 4x Inner Snap-Ring (ISR)

**4** 2x OSR / 2x ISR

**5** Split bearing eyes

**6** 2x OSR / 2x blocks Scania Type

**7** 2 pieces Steer Axle

**8** Steer Axle Cross kit Offset

**9** 2-bolts Plates / Straps

**10** 3-bolts Plates Volvo Type

**11** 4-bolts Plates

**12** 2x Half-round / OSR  
2x 2-bolts Plates / Straps

**None**

**Center**

**Side**

**1Brg.**

**2Brg.**

**4Brg.**

Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
12840	2	52,0	2,047	133,0	5,236					C	587.30 / KLEIN 495
18170	2	52,0	2,047	133,0	5,236					C	587.30 HIGH TEMP
13005	2	52,0	2,047	133,0	5,236					C	587.30 - IAM
12701	2	52,0	2,047	133,1	5,240					C	GEWES 68
19039	2	52,0	2,047	147,2	5,795					N	687.45
4035058	2	52,0	2,047	147,2	5,795					N	Replaced by 19039
4057186	2	52,0	2,047	147,2	5,795					N	687.45 - XD High Temp
17033	2	52,0	2,047	147,2	5,795					C	687.45 - Standard
18443	2	52,0	2,047	147,2	5,795					C	687.45 HIGH TEMP
4035121	2	52,0	2,047	147,2	5,795					C	Replaced by 17033
4031008	2	52,0	2,047	147,2	5,795					4B	Replaced by 4056370
4056370	2	52,0	2,047	147,2	5,795					4B	687.45
18818	2	52,0	2,047	154,0	6,063					C	Replace with 687.45 in the application
19060	2	53,0	2,087	135,0	5,315					C	DAIMLER 286.37 /4E / ELBE 117
13006	2	53,0	2,087	135,0	5,315					C	DAIMLER 286.37 /4E / ELBE 117 - IAM
4485211	2	53,0	2,087	135,5	5,335					4B	DAIMLER 286.37 / ELBE 117
12687	2	55,0	2,165	164,0	6,457					S	387.40
11888	9	55,0	2,165	165,0	6,496					N	SPL 170
17550	9	55,6	2,189	205,6	8,094					S	HS 1880 - IAM
19669	2	57,0	2,244	144,0	5,669					N	587.36
13070	2	57,0	2,244	144,0	5,669					C	587.36 - Standard
18212	2	57,0	2,244	144,0	5,669					C	587.36 HIGH TEMP
19042	2	57,0	2,244	152,0	5,984					N	687.55
4035061	2	57,0	2,244	152,0	5,984					N	Replaced by 19042
4057187	2	57,0	2,244	152,0	5,984					N	687.55 - XD High Temp
13140	2	57,0	2,244	152,0	5,984					C	587.42 / DAIMLER 186.40 / 5E
17034	2	57,0	2,244	152,0	5,984					C	687.55
18445	2	57,0	2,244	152,0	5,984					C	687.55 HIGH TEMP
12298	2	57,0	2,244	152,0	5,984					C	GEWES 73
4031009	2	57,0	2,244	152,0	5,984					4B	687.55

U-joint Types

Lubricator Types

**1** Staked U-joint

**2** 4x Outer Snap-Ring (OSR)

**3** 4x Inner Snap-Ring (ISR)

**4** 2x OSR / 2x ISR

**5** Split bearing eyes

**6** 2x OSR / 2x blocks Scania Type

**7** 2 pieces Steer Axle

**8** Steer Axle Cross kit Offset

**9** 2-bolts Plates / Straps

**10** 3-bolts Plates Volvo Type

**11** 4-bolts Plates

**12** 2x Half-round / OSR  
2x 2-bolts Plates / Straps

**None**

**Center**

**Side**

**1Brg.**

**2Brg.**

**4Brg.**

Part No.	Type	Bearing Cup Ø D		Overall Length L		Inner Length F		Axis offset E			Series/Application/Note
		(mm)	(in)	(mm)	(in)	(mm)	(in)	(mm)	(in)		
13845	2	57,0	2,244	152,0	5,984					2B	587.42 / 687.55
18990	10	57,0	2,244	152,5	6,004					N	VOLVO NK500 - OE
16139	10	57,0	2,244	152,5	6,004					C	VOLVO NK500 - OE
17840	10	57,0	2,244	152,5	6,004					C	VOLVO NK500 - IAM
4036427	6	57,0	2,244	164,0	6,457					N	SCANIA P500
4036430	6	57,0	2,244	164,0	6,457					C	SCANIA P500
18548	6	57,0 / 57,0	2,244 / 2,244	164,0 / 152,0	6,457 / 5,984					C	SCANIA P500/687.55 Conversion
11890	2	57,0	2,244	172,0	6,772					N	KLEIN 680
17059	2	57,0	2,244	172,0	6,772					C	IVECO Turbo Star
13795	9	59,0	2,323	167,5	6,594					S	GS 906/1800
10046	9	59,0	2,323	167,5	6,594					S	Replaced by 13795
19043	2	59,0	2,323	167,7	6,602					N	687.60 SF
4035039	2	59,0	2,323	167,7	6,602					N	Replaced by 19043
4057188	2	59,0	2,323	167,7	6,602					N	687.60 - XD High Temp
17446	2	59,0	2,323	167,7	6,602					C	687.60
4035124	2	59,0	2,323	167,7	6,602					C	Replaced by 17446
10047	9	59,0	2,323	167,7	6,602					C	FIAT - IAM supplied without Plates
11296	9	60,0	2,362	162,8	6,409					C	SPL 250
17528	2	65,0	2,559	157,0	6,181					4B	KEMPF 1100 / VOITH S225.5
19059	2	65,0	2,559	172,0	6,772					N	687.65 SF
4057189	2	65,0	2,559	172,0	6,772					N	687.65 - XD High Temp
14186	2	65,0	2,559	172,0	6,772					C	687.65 / 587.48
19236	2	65,0	2,559	172,0	6,772					C	687.65 HIGH TEMP
4035128	2	65,0	2,559	172,0	6,772					C	Replaced by 14186
4056369	2	65,0	2,559	172,0	6,772					4B	687.65 HIGH TEMP
4036428	2	65,0	2,559	190,0	7,480					N	SCANIA P600
4036432	2	65,0	2,559	190,0	7,480					C	SCANIA P600
19249	3	68,0	2,677			89,0	3,504			N	385.60
18154	3	68,0	2,677			89,0	3,504			C	385.60
19212	3	68,0	2,677			89,0	3,504			C	Replaced by 18154
19436	3	68,0	2,677			117,0	4,606			C	GEWES 79 - MERCEDES ACTROS 8x8

# DRIVESHAFTS STORAGE RECOMMENDATIONS

## STORAGE

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All driveshafts should be stocked in horizontal position in clean and weather protected areas. The storage room should be dry, clean and well ventilated. Prolonged storage outside of a suggested temperature range from +5°C to +30°C is not recommended. Avoid rapid fluctuation of temperatures during the day to prevent risk of condensation.

Storage places or containers should be protected from direct sunlight. Impact of ozone can be particularly harmful to plastic and rubber components. Therefore storeroom layout should prevent storage close to electrical appliances which produce ozone (e.g. welding machines, DC electric motors, spark inducing machines...).

Store the products in suitable boxes or containers to avoid moisture and condensation. Contact with oil, grease and /or water (directly or through the ambient air) should be prevented. Shafts should never be stored directly on the floor or set onto wet and/or dirty surface.

The articles should be packed in a relaxed state, overcrowding of containers and stacking should be avoided. Shafts must rest on an appropriate base (wood, cardboard etc.) to prevent bending stress on the shaft assemblies, over bending of the joints, pinching or deformation of guards, seals and boots. Use appropriate frames or racks to ensure this. If the driveshafts are to be stored for a long period (6 months or more), the connecting interfaces (flanges, stems) and other non-protected surfaces should be treated with an anti-corrosion agent. Additional wrapping in rust protection paper can improve the protection level.

Lubricants should be stored in sealed containers, closed cartridges or tubes, as supplied. To check the condition of stocked grease, if applicable, look out for non-homogenous consistency, distinct discoloration and excessive bleed of base oil from the compound.

## OBSERVE WHEN REMOVING PARTS FROM STOCK

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Always visually check shafts and components removed from stock for damage and material condition before any assembly or supply.

Pay special attention to components from polymeric materials (e.g. CV boots, O-rings, lip seals, center support bearing etc...) which can change properties during storage, and can eventually be damaged, due to ageing and degradation processes. Polymeric parts should be inspected for loss of elasticity and embrittlement, cracking or deformation.

Cardan type shafts and Universal joints being pulled from storage after more than 6 months time must be re-lubricated prior to being placed into operation. Please observe the proper installation instructions. CV type shafts with ball joints assembled with boots are maintenance free and do not require greasing.

