Unions for Special Applications

Model 1005-113-063
1/8" NPT, R.H. Rotor Threads

Model 1005-113-110
5/16"-24 UNF, R.H. Rotor Threads

⅛" Capacity

for water service

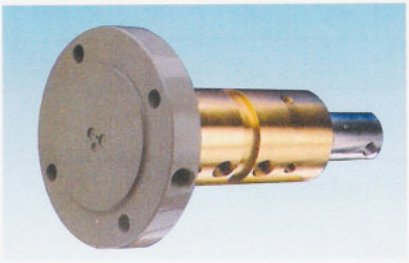
Operating Data

Max. Water Pressure	750 PSI	52 bar
Max. Speed NPT	1,500 RPM	1,500/min
Max. Speed Straight Thread	3,500 RPM	3,500/min
Maximum Temp.	250°F	120°C

This is a small union designed for minimum water flow where space is a problem. The seals are Carbon Graphite-to-Stainless Steel. It has the same dimensions as Model 1005-020-038 on page 32.

Model 468-250
Flanged Rotor

¼" x ⅜" x ⅜" Capacity



for clutch and brake service

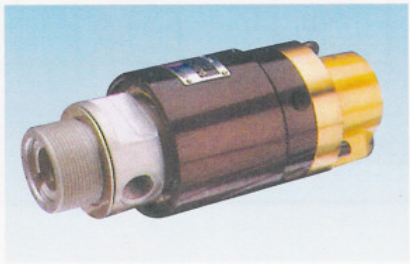
Operating Data

Max. Water Pressure	150 PSI	10 bar
Max. Air Pressure	150 PSI	10 bar
Max. Speed	1,500 RPM	1,500/min
Maximum Temp.	250°F	120°C

This 3-passage union was designed to cool and activate clutches and brakes. The (2) 3/8" water passages supply and return water for cooling. The 1/4" capacity air union is tandem mounted to prevent interpassage leakage between the air and water passages. Contact Deublin Engineering Department for complete specifications.

Model 981-300
2"-12 UN R.H. Rotor Threads

½" x 1" Capacity



for oil rig service

Operating Data

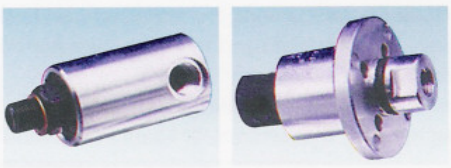
Max. Water Pressure	150 PSI	10 bar
Max. Air Pressure	150 PSI	10 bar
Max. Hyd. Pressure	500 PSI	33.3 bar
Max. Speed	350 RPM	350/min
Maximum Temp.	250°F	120°C

This 2-passage union was designed to cool and actuate Drum Brakes on Oil Rigs. It has a 1" water and 1/2" air passage. The water passage has a cartridge seal that can be repaired on the machine. The 981-300 union can also be used on many other Air/Hydraulic applications. Contact Deublin Engineering Department for complete specifications.

For Central Tire Inflation Systems (CTIS)

Model 882, 2-passage union. 1/8" pilot capacity and 5/16's supply air capacity. Operating data: Maximum air pressure 150 psi, max temperature 250°F., max speed 450 RPM. This 2-passage model was designed to be used where a wheel valve is required. The O-Ringed union body can be installed in the solid axle and air lines connected to the rotor head.

Deublin has developed a number of hub-mounted unions specifically designed to accommodate the passage of air between a vehicle's stationary axles and its wheels. This allows tire pressure to be varied from inside the vehicle's cab, and is already very popular in the logging industry and on military vehicles. The ability to vary the air pressure allows the driver to adjust pressure for the surface being traveled. Lower pressure with a broader footprint is suitable for soft terrain. Higher pressures and a smaller footprint is suitable for higher speed highway travel.



Model 1115-000-001. 11/32" capacity, maximum pressure150 psi. max temperature 250°F., maximum speed 3,500 RPM. This model union is most commonly used when converting a vehicle to the CTIS system. The male thread can be attached to the solid axle and the supply air from the body to the tire. Shaft mounted conversions of this design are available, and illustrated on Page 34.

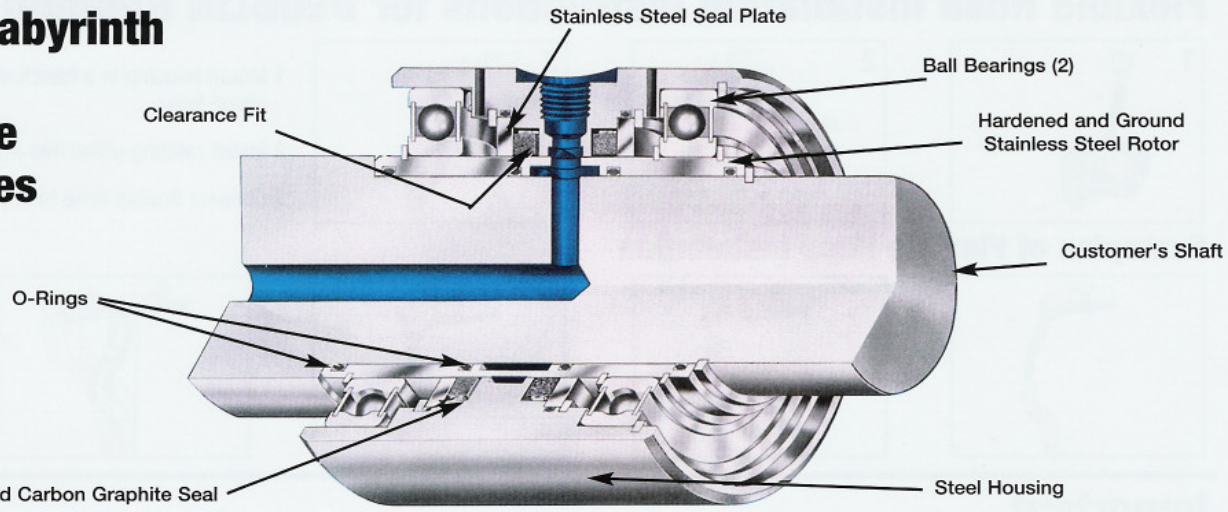
Model 1102-025-001-004. 1/4" capacity. Operating data 150 psi, max temperature 250°F., maximum speed 3,500 RPM. The 1102 can be partially mounted within the shaft by using the four holes in the flange, which reduces the overhanging length. The 1102 is not shown, however an in-shaft version is illustrated on Page 34.

DEUBLIN

Around-The-Shaft Unions for Air or Hydraulic Service

- single or multi-passage
- "controlled leakage" can be vented or channeled to reservoir
- available for shafts up to 8"
- capable of handling high speed and pressure
- custom designed for specific application

Floating Labyrinth Design Air Service 7000 Series



Hydrostatic Design Hydraulic Oil Service 7100 Series