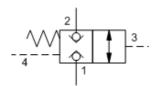
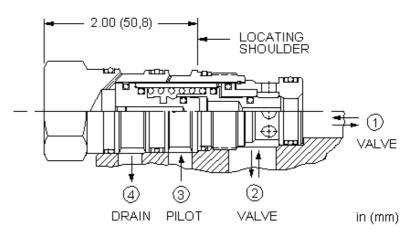
SERIES 2 / CAPACITY: 120 L/min. / CAVITY: T-22A



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This is a normally closed, balanced poppet, switching element. Pilot pressure at port 3 shifts the valve to the open position.

TECHNICAL DATA

NOTE: DATA MAY VARY BY CONFIGURATION. SEE CONFIGURATION SECTION.

Cavity	T-22A			
Series	2			
Capacity	120 L/min.			
Minimum Pilot Pressure Required to Shift Valve	20 bar			
Maximum Operating Pressure	350 bar			
Maximum Valve Leakage at 110 SUS (24 cSt)	0,7 cc/min.@350 bar			
Pilot Volume Displacement	0,33 cc			
Valve Hex Size	28,6 mm			
Valve Installation Torque	61 - 68 Nm			
Seal kit - Cartridge	Buna: 990022007			
Seal kit - Cartridge	EPDM: 990022014			
Seal kit - Cartridge	Polyurethane: 990022002			
Seal kit - Cartridge	Viton: 990022006			
Model Weight	0.28 kg.			

CONFIGURATION OPTIONS

Model Code Example: DKFSXHN

CONTROL	(X)	MINIMUM PILOT PRESSURE	(H)	SEAL MATERIAL (I	N)	MATERIAL/COATING	
X Standard Pilot		H 300 psi (20 bar)		N Buna-N		Standard Material/Coating	
				E EPDM		IAP Stainless Steel, Passivated	
				V Viton		/LH Mild Steel, Zinc-Nickel	

TECHNICAL FEATURES

- Unique balanced construction provides predictable switching with 5000 psi (350 bar) at both ports 1 and 2, with the external drain open and a minimum pilot pressure of 300 psi (20 bar).
- Port 1 and port 2 are fully sealed from port 3 and port 4. Ports 3 and 4 are positively sealed.
- Any backpressure at the drain port is directly additive to the required pilot pressure for reliable operation.
- Leakage rate between port 1 and port 2 is very low, typically less than 10 drops/min. at 5000 psi (0,7 cc/min at 350 bar).
- Valve will reseat when the pilot pressure falls below 145 psi (10 bar).
- Cartridges configured with EPDM seals are for use in systems with phosphate ester fluids. Exposure to petroleum based fluids, greases and lubricants will damage the seals.
- These valves are hydraulically balanced between port 1 and port 2.
- All ports will accept 5000 psi (350 bar).
- Incorporates the Sun floating style construction to minimize the possibility of internal parts binding due to excessive installation torque and/or cavity/cartridge
 machining variations.

PERFORMANCE CURVES

