



This valve is a 2-position, 2-way poppet cartridge that incorporates an integral pilot control cavity. It controls flow from port 1 to port 2, exhibits extremely low leakage rates and will accept 5000 psi (350 bar) at both ports. Installing a pilot solenoid cartridge in the T-8A cavity results in a high-flow directional valve. Other pilot options include manual, hydraulic and pneumatic pilot cartridges.

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

Cavity	T-18A
Series	4
Capacity	120 gpm
Maximum Operating Pressure	5000 psi
Maximum Valve Leakage at 110 SUS (24 cSt)	10 drops/min.@5000 psi
Pilot Control Cavity	T-8A
Pilot Control Valve Installation Torque	20 - 25 lbf ft
Valve Hex Size	1 5/8 in.
Valve Installation Torque	350 - 375 lbf ft
Model Weight	1.10 lb
Seal kit - Cartridge	Buna: 990-018-007
Seal kit - Cartridge	EPDM: 990-018-014
Seal kit - Cartridge	Polyurethane: 990-018-002
Seal kit - Cartridge	Viton: 990-018-006

NOTES: • Compound cartridge (pilot and main stage) assembly information is provided for reference only. Cartridges must be ordered separately and assembled at point of use.

OPTION SELECTION EXAMPLE: DFFA8NV

SEAL MATERIAL

(V) MATERIAL/COATING

V Viton
E EPDM
N Buna-N

Standard Material/Coating
/AP Stainless Steel, Passivated

TECHNICAL FEATURES

- NOTE: The main stage valve should first be installed to the correct torque value followed by the T-8A pilot control section into the main stage valve to its required torque value.
- The -8 control option allows the pilot control valve to be incorporated directly into the end of the directional cartridge via the T-8A cavity. These pilot control cartridges are sold separately and include solenoid operation, air pilot operation, and hydraulic pilot operation. See Pilot Control Cartridges.
- 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.
- 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

