



This valve is a normally open, 2-way directional cartridge that incorporates an integral pilot control cavity. It may be used by itself or to actuate larger pilot-operated directional cartridges or logic elements. The valve shifts when there is flow through the pilot control cartridge installed in the T-8A cavity.

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

Cavity	T-22A
Series	2
Capacity	15 gpm
Maximum Operating Pressure	5000 psi
Control Pilot Flow	7 - 10 in <sup>3</sup> /min.
Maximum Valve Leakage at 110 SUS (24 cSt)	2 in <sup>3</sup> /min.@1000 psi
Pilot Control Cavity	T-8A
Valve Hex Size	1 1/8 in.
Valve Installation Torque	45 - 50 lbf ft
Model Weight	.50 lb
Seal kit - Cartridge	Buna: 990-022-007
Seal kit - Cartridge	Polyurethane: 990-022-002
Seal kit - Cartridge	Viton: 990-022-006

**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: DVCM8NV

CONTROL

(8) SEAL MATERIAL

(N)

8 T-8A Cavity

N Buna-N

V Viton

## TECHNICAL FEATURES

- Port 3 can be used as a work port.
- The flow path between port 2 and port 3 is bidirectional.
- 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.
- This valve is not bistable; it is capable of modulating between the two positions shown.
- There must be a pressure source at port 1, relative to port 4, to shift the valve.
- 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.
- Leakage listed in technical data is for each path.
- 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

