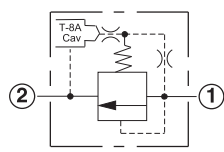
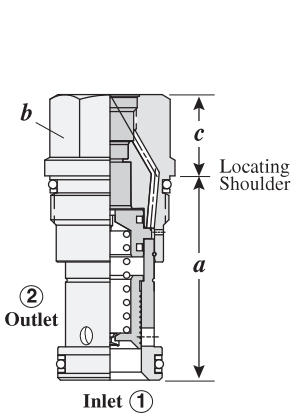


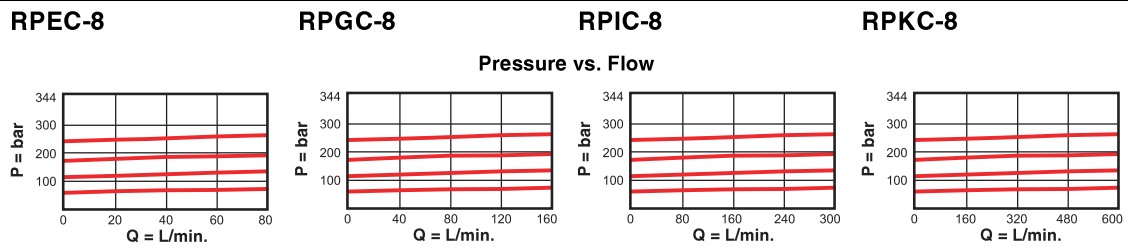
**BALANCED PISTON, MODULATING ELEMENT WITH INTEGRAL PILOT CONTROL CAVITY**



The -8 control option allows a pilot control valve to be incorporated directly into the end of the modulating element via the T-8A cavity. These pilot control cartridges are sold separately and include electro-proportional, solenoid, air pilot, and hydraulic pilot operation. See Pilot Control Cartridges on page 121.

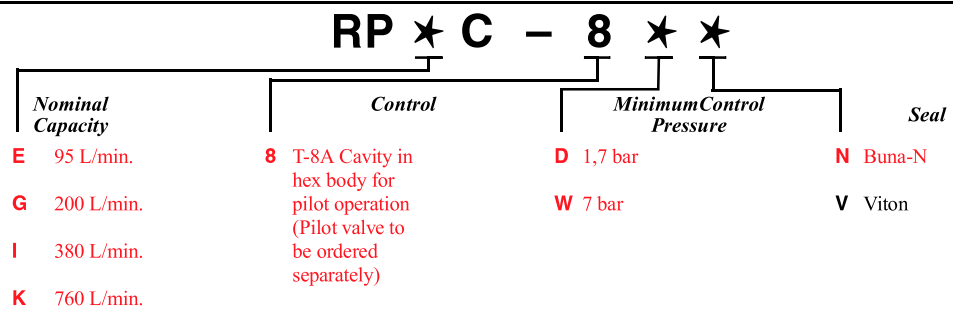
Capacity	Typical Cartridge Model Code	Cavity	Cartridge Dimensions			Installation Torque (Nm)
			a	b	c	
95 L/min.	<b>RPEC - 8WN</b>	T - 10A	39,7	22,2	22,2	40/50
190 L/min.	<b>RPGC - 8WN</b>	T - 3A	47,8	28,6	22,2	60/70
380 L/min.	<b>RPIC - 8WN</b>	T - 16A	61,9	31,8	31,8	200/215
760 L/min.	<b>RPKC - 8WN</b>	T - 18A	79,9	41,3	41,3	465/500

Performance Curves



- Maximum operating pressure = 350 bar
- Will accept maximum pressure at Port 2.
- Back pressure on the tank port (port 2) is directly additive at a 1:1 ratio to the valve setting
- Control pilot flow = RPEC-8: 0,11 to 0,16 L/min., RPGC-8: 0,16 to 0,25 L/min., RPIC-8, RPKC-8: 0,25 to 0,33 L/min.
- Maximum leakage = RPEC-8: 32,8 cc/min./70 bar; RPGC-8: 49,2 cc/min./70; RPIC-8: 65,5 cc/min./70 bar; RPKC-8: 81,9 cc/min./70 bar.
- With the -8 control option, the main stage valve should first be installed to the correct torque value. The T-8A pilot control valve should then be installed into the main stage valve to its required torque value.

**OPTION ORDERING INFORMATION** Model Codes printed in Red are Preferred Versions and most readily available



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