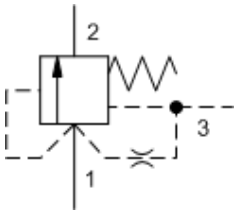
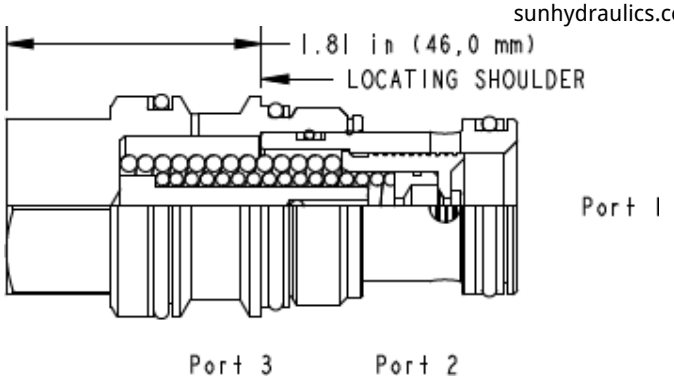
MODEL
LRHA

Normally closed, modulating element with pilot source from port 1
SERIES 3 / CAPACITY: 60 gpm / CAVITY: T-17A

sunhydraulics.com/model/LRHA





CONFIGURATION

X	Control	Not Adjustable
H	Bias Pressure	200 psi (14 bar)
N	Seal Material	Buna-N
(none)	Material/Coating	

Normally closed modulating elements with an internal orifice between port 1 and port 3 can be used as a main-stage relief valve. The valve can be controlled remotely using a pilot relief or pilot solenoid valve.

TECHNICAL DATA

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

Cavity	T-17A
Series	3
Capacity	60 gpm
Maximum Operating Pressure	5000 psi
Control Pilot Flow	15 - 30 in³/min.
Control Orifice Diameter	.021 in.
Valve Hex Size	1 1/4 in.
Valve Installation Torque	150 - 160 lbf ft
Seal kit - Cartridge	Buna: 990017007
Seal kit - Cartridge	Polyurethane: 990017002
Seal kit - Cartridge	Viton: 990017006
Model Weight	1.10 lb.

CONFIGURATION OPTIONS

Model Code Example: LRHAXHN

CONTROL (X)	BIAS PRESSURE (H)	SEAL MATERIAL (N)	MATERIAL/COATING
X Not Adjustable	**H** 200 psi (14 bar)	**N** Buna-N	Standard Material/Coating
E External 4-SAE Port, Port 3 blocked	**D** 50 psi (3,5 bar)	**V** Viton	**/AP** Stainless Steel, Passivated
L Tuning Adjustment	**F** 100 psi (7 bar)		
	G 150 psi (10,5 bar)		

TECHNICAL FEATURES

- A tuning adjustment (models configured with an L control) is available to vary the pressure drop across the compensator to increase/decrease flow within +/-25% of setting.
- All ports will accept 5000 psi (350 bar).
- Corrosion resistant cartridge valves are intended for use in corrosive environments and are identified by the model code suffix /AP for external stainless steel components, or /LH for external zinc-nickel plated components. See the CONFIGURATION section for all options. For further details, please see the Materials of Construction page located under TECH RESOURCES.
- 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.

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