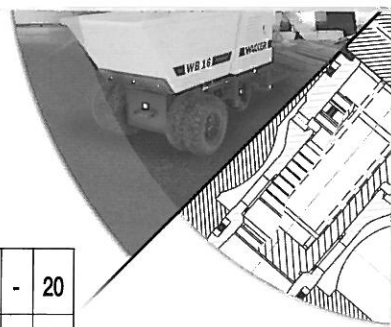


# HOW TO ORDER



## Dual Pump Example

BLOCK NUMBER EXPLANATION	1	2	3	-	4	-	5	6	7	8	-	9	10	11	12	-	13	14	15	-	16	17	-	18	-	19	-	20
FRONT PUMP	P	V	WC	-	014	-	B	5	U	V	-	L	H	A	L	-	MN	NN	NN	-	21	F	-	42	-	NN	/	
REAR PUMP	P	V	WC	-	011	-	A	5	U	V	-	L	H	A	S	-	MN	NN	NN	-	21	F	-	42	-	NN	-	04

## Single Pump Example

BLOCK NUMBER EXPLANATION	1	2	3	-	4	-	5	6	7	8	-	9	10	11	12	-	13	14	15	-	16	17	-	18	-	19	-	20
	P	V	WC	-	014	-	A	5	U	V	-	L	H	A	C	-	MN	NN	NN	-	21	F	-	42	-	NT		

**1 = UNIT**  
P = Pump

**2 = TYPE**  
V = Variable

**3 = DESIGN TYPE**  
WC = Closed Loop

**4 = UNIT SIZE**  
011 = 0.66 cipr (11 cc/rev)  
014 = 0.86 cipr (14 cc/rev)  
022 = 1.35 cipr (22 cc/rev)

**5 = HOUSING MOUNT**  
A = SAE "A" 2-Bolt  
B = SAE "B" 2-Bolt

**6 = DESIGN SERIES (subject to change)**  
5 = Current

**7 = DESIGN SERIES MODIFIER**  
U = SAE Mounting & Ports

**8 = SEALS**  
V = Viton (std.)

**9 = ROTATION**  
L = Left-hand (CCW)  
R = Right-hand (CW)

**10 = VALVE PLATE TYPE**  
M = w/ Tow Valve  
H = w/o Tow Valve

**11 = PORTS**  
A = SAE (Std.)

**12 = SHAFT TYPE**  
Y = .875 dia Keyed  
S = 9T SAE A Spline, Loose Fit  
L = 13T SAE B Spline x 1.62 lg, Class 5 Fit  
R = 13T SAE B Spline x 1.62 lg, Loose Fit  
K = 13T SAE B Spline x 1.25 lg, Loose Fit  
C = 11T, 16/32 Spline x 1.40 lg, Class 7 Fit

**13 = CONTROL TYPE**  
MN = Mechanical (Pintle input) w/o Neutral Bypass  
MS = Mechanical (Pintle input) w/Neutral Bypass  
VS = Servo Valve  
VM = Direct Operated Servo Valve  
CA = Center Assist Control

**14 = CONTROL MODIFIER 1**  
NN for MN, MS & CA Controls  
20 = for 20 lpm Servo Valve (VM Control)  
25 = for 25 lpm Servo Valve (VS or VA control)  
NN = No Servo Valve

**15 = CONTROL MODIFIER 2**  
NN = No stops (for CA, VM, VS)  
SA = Adjustable stop on A-side  
SN = Adjustable stop on B-side  
SB = Adjustable stops on both sides  
01 = Manual CA Control w/o Neutral Switch  
03 = Manual CA Control w/N.C. Neutral Switch  
04 = Hydraulic CA Control w/o Neutral Switch  
06 = Hydraulic CA Control w/N.C. Neutral Switch

**16 = HP RV SETTING**  
00 = No Relief Valves  
10 = 1450 psi (100 bar)  
14 = 2030 psi (140 bar)  
17 = 2500 psi (175 bar)  
19 = 2730 psi (188 bar)  
21 = 3045 psi (210 bar)  
25 = 3625 psi (250 bar)  
28 = 4060 psi (280 bar)  
35 = 5075 psi (350 bar)

**17 = IMPLEMENT & CHARGE RV CIRCUITRY DATA**

Code	Implement RV	Charge RV*	Circuit**
J	725 psi (50 bar)	Curve A	Fig 1
F	913 psi (63 bar)	Curve A	Fig 1
E	913 psi (63 bar)	Curve B	Fig 1
K	1160 psi (80 bar)	Curve A	Fig 1
L	1450 psi (100 bar)	Curve A	Fig 1
N	None	None	Fig 2 or 4
G	None	Curve A	Fig 2 or 4
B	None	Curve B	Fig 2 or 4
H	None	Curve A	Fig 3
A	None	Curve B	Fig 3

\* See Charge Pressure Relief Valve Curve, page 14  
\*\* See Circuits, page 12

**18 = CHARGE PUMP**  
42 = 0.425 cipr (7 cc/rev)  
64 = 0.64 cipr (10.5 cc/rev)  
NN = None

**19 = AUXILIARY ADAPTORS**  
NN = Standard Thru-Shaft  
CP = Cover Plate  
NT = Non-thru Shaft

**20 = GEAR PUMPS**  
Blank = None  
04 = 0.488 cipr  
07 = 0.672 cipr  
10 = 0.976 cipr  
14 = 1.403 cipr  
20 = 2.015 cipr

**Note:**  
Please inform Oilgear Sales if the application will use a water-based fluid.

Shaft Note:  
Spline Shafts S, R, K, and C should be used for rigid internal drives such as gear boxes and internally splined electric motors. Spline Shaft L should be used for clamped and slip fit flexible couplings.