



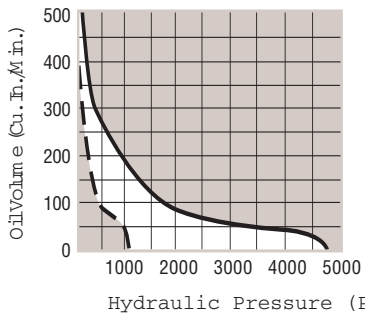
Available with any combination of available pistons, this pump is designed for applications where air is the preferred source of energy, this two-stage pump gives you high speed oil advance. The first stage provides high flow at low pressure for rapid advance of clamps and cylinders. The second stage builds and maintains pressure at a preset level. And because it has a manifold, it will accept any Hytec pump-mounted valve.

Each stage is an individual air/hydraulic pump which stalls when hydraulic pressure exceeds the air pressure times the pump ratio. Only the second stage pump is controlled by the built-in adjustable pressure regulator. The first stage is limited only by air supply pressure.

Features:

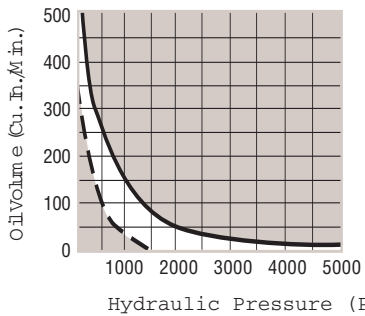
- Filtered fill cap with dipstick
- Liquid filled gauge
- 2-gal.n. high-density polyethylene reservoir
- ¼" NPTF air inlet port
- ¼" NPTF outlet manifold
- Shipped with 1.5 gallons hydraulic oil
- 425 cu. in. usable oil

- 100922** - 5,000 psi @ 110 psi air, max.
1,500 psi @ 40 psi air, min.
.75 and .375 dia. piston size
- 100200** - 4,475 psi @ 125 psi air, max.
1,150 psi @ 40 psi air, min.
.75 and .437 dia. piston size



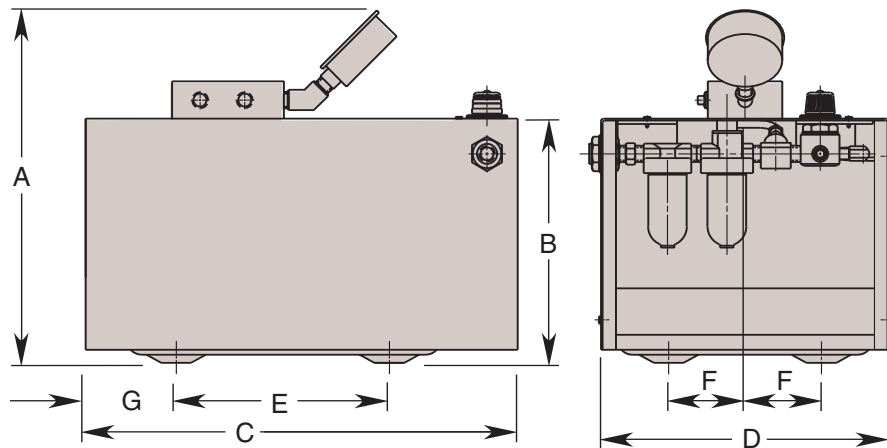
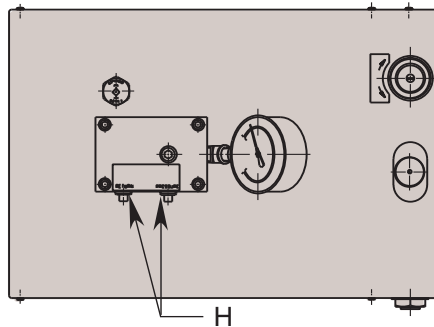
Performance

- No. 100200 40 psi Air Pressure
- 125 psi Air Pressure



Performance

- No. 100922 40 psi Air Pressure
- 125 psi Air Pressure



Cat. No.	Specifications			Dimensions (In Inches)							
	Piston Dia.	Operating Pressure Range		A	B	C	D	E	F	G	H Ports
		@ 125 psi Air Max.	@ 40 psi Air Min.								
100922	.750/.375	*	1,500	12.000	8.500	14.250	9.625	7.125	2.562	1.438	¼ NPTF
100200	.750/.437	4,475	1,150								

NOTE: Mounting screws included (¼-10 x .875 Lg.).

To properly control system pressure in low pressure applications, air supply pressure should be limited to less than 6% (125 psi max.) of desired hydraulic pressure.

AIR REQUIREMENTS: 37 CFM (max.) at low hydraulic pressure decreasing to 0 CFM when pump stalls.

* Air pressure higher than 110 psi will cause the pump to exceed its 5,000 psi maximum rating. The internal relief valve will open to protect the pump and the circuit, but the pump will continue to reciprocate rather than stall. This will cause unnecessary wear, noise, heat and air usage.