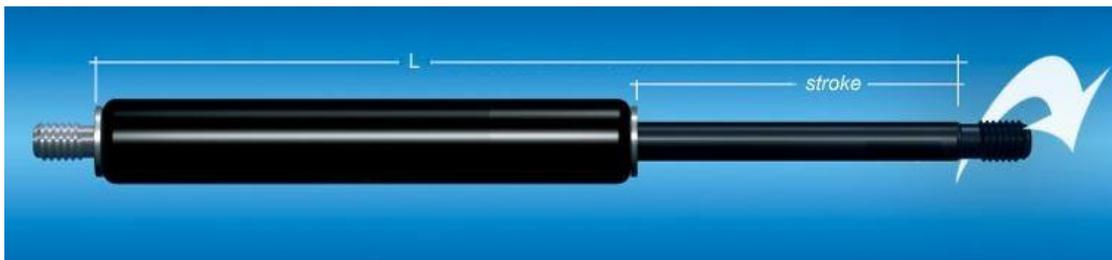


Overview:



- Control the speed of moving objects
- Single direction or both direction damping
- Adjustable damping
- High corrosion resistance
- Long service life
- Large range of connecting parts

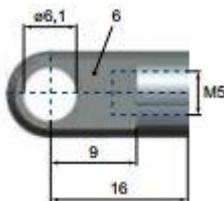
Dimensions:



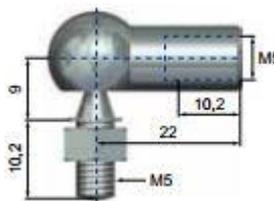
Part Number	Rod / Cylinder Diameter (mm)	Stroke (mm)	Extended Length L (mm)	Thread	Max. Force (N)
HD15/25	6/15	25	90	M5	800
HD15/75	6/15	75	190	M5	800
HD22/100	8/22	100	250	M8	1800
HD22/150	8/22	150	350	M8	1800
HD28/250	10/28	250	560	M8	3000

Connecting Parts:

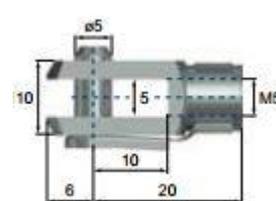
F1 Eye



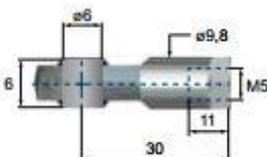
B3 Angle joint (Max. Force 500N)



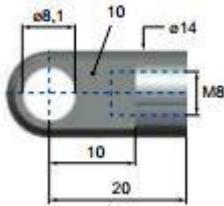
G5 Clevis fork



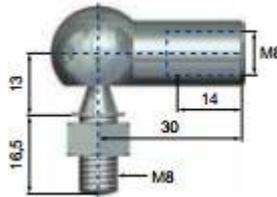
R7 Spherical end bearing



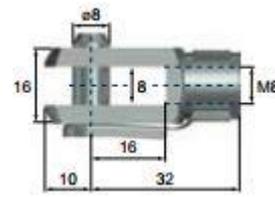
A1 Eye



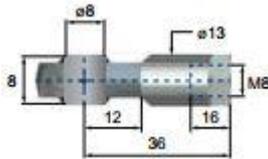
A3 Angle joint (Max. Force 1200N)



C5 Clevis fork



A7 Spherical end bearing



S Stud thread

Damping Options:

C = damping on compression

E = damping on extension

B = damping in both directions

Part Number Example:

HD22/150/A1/A3/C

Consists of a hydraulic damper with the following:

- 22mm diameter cylinder
- 150mm stroke
- Eye fitted to the piston rod
- Angle joint fitted to the cylinder
- Damping on compression

Technical Details:

Material:	Piston rod: Ceramic coated steel Cylinder: Black powder coated steel Connecting parts: Zinc plated steel
Mounting:	There must be a mechanical limit stop 1-2mm before the end of the stroke.
Load:	Do not exceed the hydraulic dampers maximum force rating.
Free Movement:	Due to the dampers construction there is a free movement of approximately 20% of the stroke. For damping over the complete stroke please contact us.
Temperature:	-20°C to +80°C

Damping Adjustment:

The damping hardness can be adjusted by turning the piston rod as shown below. This can cause the extended length (L) to increase by a maximum of 6mm.



Turning to the right:

Damping will be increased,
speed will be reduced



Turning to the left:

Damping will be reduced,
speed will be increased

- Securely hold the damper cylinder.
- Fully extend or compress the piston rod and turn slightly to engage the piston in the end cap.
- By turning the piston rod the size of the throttle bore is increased or decreased.
- If resistance is felt when rotating the piston rod, stop turning, you will be at the limit stop.
- Check damping hardness and repeat the above sequence if required.