Part number:

HYDROMA
HYDRAULICKÉ SYSTÉMY

HIDROMA SISTEMS
UKŁADY HYDRAULICZNE

HYDROMA
ГИДРАВЛИЧЕСКИЕ СИСТЕМЫ

white drive products

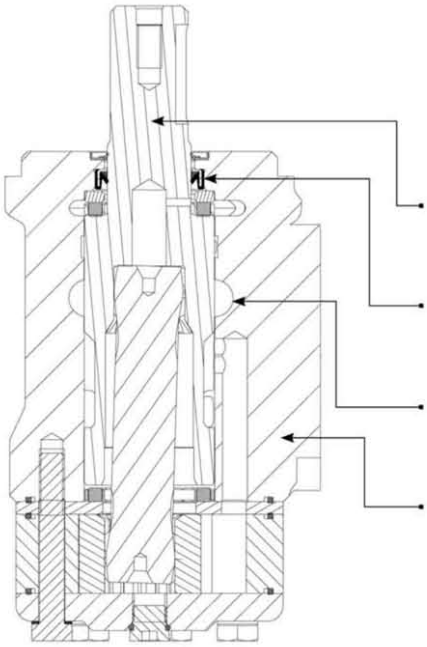
WP

SERIES HYDRAULIC MOTORS

WP

OVERVIEW

The WP motor series is an economical alternative to more complex geroler designs that still provides high efficiency across a wide performance range. These motors are intended for medium-duty applications requiring high torque in a compact package and are suitable for industrial and mobile applications including car wash brushes, food processing equipment, conveyors, machine tools, agricultural equipment, sweepers, skid steer attachments, and more.



KEY FEATURES

Variety of Mounts and Shafts provide flexibility in application design.

High Pressure Shaft Seal offers superior seal life and performance.

Spool Valve Design gives superior performance and smooth operation over a wide speed and torque range.

Built-In Check Valves (not shown) in the housing offers versatility and increased seal life.

SPECIFICATIONS

Intermittent Ratings - 10% of Operation **Peak Ratings** - 1% of Operation

CODE	Displacement cc [in^3/rev]	Max. Speed rpm		Max. Flow lpm [gpm]		Max. Torque Nm [lb-in]		Max. Pressure bar [psi]		
		cont.	inter.	cont.	inter.	cont.	inter.	cont.	inter.	peak
025	25 [1.5]	1570	1687	40 [11]	45 [12]	35 [310]	48 [425]	100 [1450]	140 [2030]	225 [3260]
032	32 [2.0]	1550	1674	50 [13]	55 [15]	45 [398]	57 [504]	100 [1450]	140 [2030]	225 [3260]
040	40 [2.5]	1471	1670	60 [16]	70 [19]	65 [575]	74 [655]	100 [1450]	140 [2030]	225 [3260]
050	50 [3.0]	1208	1500	60 [16]	75 [20]	91 [805]	108 [956]	140 [2030]	175 [2540]	240 [3480]
060	59 [3.6]	1185	1271	60 [16]	75 [20]	125 [1106]	136 [1204]	160 [2320]	175 [2540]	240 [3480]
080	78 [4.8]	896	960	60 [16]	75 [20]	164 [1451]	183 [1620]	160 [2320]	175 [2540]	240 [3480]
100	96 [5.9]	728	780	60 [16]	75 [20]	195 [1726]	213 [1885]	160 [2320]	175 [2540]	240 [3480]
125	125 [7.6]	559	599	60 [16]	75 [20]	258 [2285]	278 [2460]	160 [2320]	175 [2540]	240 [3480]
160	154 [9.4]	452	483	60 [16]	75 [20]	321 [2840]	362 [3205]	160 [2320]	175 [2540]	240 [3480]
200	190 [11.6]	367	385	60 [16]	75 [20]	380 [3365]	420 [3720]	150 [2180]	175 [2540]	240 [3480]
250	240 [14.6]	291	312	60 [16]	75 [20]	445 [3940]	557 [4930]	140 [2030]	175 [2540]	240 [3480]
315	303 [18.5]	228	245	60 [16]	75 [20]	460 [4071]	602 [5330]	120 [1740]	160 [2320]	200 [2900]
400	388 [23.7]	155	189	60 [16]	75 [20]	488 [4320]	625 [5532]	95 [1380]	125 [1810]	180 [2610]

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PERFORMANCE

025

Pressure - bars [psi] — Max. Cont. — Max. Inter.

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]

25 cc [1.5 in^3/rev.]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]	30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	Theoretical rpm
5 [1.3]	9 [80] **186**	18 [159] **160**	25 [221] **134**	32 [283] **101**	35 [664] **106**		200
10 [2.6]	10 [88] **386**	18 [159] **352**	26 [230] **323**	34 [301] **280**	37 [690] **255**	48 [425] **210**	400
15 [4.0]	9 [80] **568**	19 [168] **537**	26 [230] **505**	35 [310] **467**	38 [690] **431**	44 [389] **390**	600
20 [5.3]	8 [71] **777**	19 [168] **736**	25 [221] **692**	33 [292] **660**	39 [681] **608**	45 [398] **566**	800
25 [6.6]	7 [62] **972**	18 [159] **920**	26 [230] **870**	32 [283] **840**	39 [646] **803**	45 [398] **756**	1000
30 [7.9]	6 [53] **1167**	17 [150] **1122**	25 [221] **1088**	32 [283] **155**	39 [602] **998**	44 [389] **976**	1200
35 [9.2]	5 [44] **1360**	16 [142] **1318**	24 [212] **1282**	31 [274] **1258**	37 [566] **1216**	43 [381] **1160**	1400
Max. Inter. 40 [10.6]	5 [44] **1570**	15 [133] **1503**	22 [195] **1476**	31 [274] **1432**	36 [513] **1394**	41 [363] **1359**	1600
Max. Cont. 45 [11.9]		13 [115] **1687**	20 [177] **1636**	28 [248] **1600**	34 [496] **1558**	39 [345] **1516**	1800

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

12 [106]	24 [211]	32 [282]	40 [352]	48 [423]	56 [493]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

032

Pressure - bars [psi] — Max. Cont. — Max. Inter.

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]

32 cc [2.0 in^3/rev.]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]	30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	Theoretical rpm
5 [1.3]	11 [97] **149**	24 [212] **135**	35 [310] **114**	37 [327] **94**			156
10 [2.6]	12 [106] **308**	27 [239] **284**	37 [327] **270**	43 [381] **250**	46 [407] **240**	56 [496] **211**	313
15 [4.0]	11 [97] **465**	26 [230] **444**	36 [319] **429**	45 [398] **398**	48 [425] **378**	57 [504] **355**	469
20 [5.3]	10 [88] **624**	25 [221] **589**	35 [310] **575**	44 [389] **557**	46 [407] **544**	56 [496] **524**	625
25 [6.6]	9 [80] **780**	24 [212] **771**	34 [301] **751**	42 [372] **735**	45 [398] **719**	54 [478] **695**	781
30 [7.9]	8 [71] **931**	23 [204] **908**	32 [283] **895**	40 [354] **876**	45 [398] **857**	52 [460] **822**	938
35 [9.2]	7 [62] **1086**	20 [177] **1066**	29 [257] **1051**	39 [345] **1030**	43 [381] **1012**	51 [451] **981**	1094
40 [10.6]	7 [62] **1240**	19 [168] **1212**	27 [239] **1190**	38 [336] **1178**	43 [381] **1145**	50 [442] **1121**	1250
45 [11.9]	6 [53] **1400**	18 [159] **1382**	26 [230] **1366**	35 [310] **1340**	42 [372] **1314**	48 [425] **1280**	1406
Max. Inter. 50 [13.2]	5 [44] **1550**	16 [142] **1526**	24 [212] **1500**	31 [274] **1478**	40 [354] **1452**	46 [407] **1418**	1563
Max. Cont. 55 [14.5]		12 [106] **1674**	20 [177] **1641**	28 [248] **1617**	34 [301] **1584**	39 [345] **1555**	1719

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

15 [135]	31 [271]	41 [361]	51 [451]	61 [541]	71 [631]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

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040

40 cc [2.5 in^3/rev.]

Pressure - bars [psi]

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740] Max. Cont.	140 [2030] Max. Inter.

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]	30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740] Max. Cont.	140 [2030] Max. Inter.	Theoretical rpm
5 [1.3]	15 [133] **113**	31 [274] **98**	38 [336] **83**	48 [425] **60**	56 [496] **48**		125
10 [2.6]	14 [124] **238**	31 [274] **222**	41 [363] **204**	54 [478] **182**	62 [549] **161**	70 [619] **114**	250
20 [5.3]	13 [115] **482**	32 [283] **458**	41 [363] **442**	53 [469] **423**	65 [575] **402**	74 [655] **381**	500
30 [7.9]	12 [106] **730**	30 [265] **704**	39 [345] **687**	51 [451] **668**	63 [558] **646**	74 [655] **624**	750
40 [10.6]	10 [88] **968**	27 [239] **949**	39 [345] **928**	51 [451] **908**	61 [540] **892**	72 [637] **870**	1000
50 [13.2]	7 [62] **1219**	25 [221] **1191**	37 [327] **1173**	49 [434] **1150**	59 [522] **1127**	71 [628] **1107**	1250
60 [15.8] Max. Cont.	4 [35] **1471**	23 [204] **1428**	34 [301] **1411**	46 [407] **1387**	56 [496] **1369**	68 [602] **1341**	1500
70 [18.5] Max. Inter.		16 [142] **1670**	30 [265] **1653**	41 [363] **1627**	52 [460] **1612**	64 [566] **1598**	2000

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

19 [168]	38 [336]	50 [442]	64 [566]	76 [673]	89 [788]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

050

50 cc [3.0 in^3/rev.]

Pressure - bars [psi]

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030] Max. Cont.	160 [2320]	175 [2540] Max. Inter.

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]	30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030] Max. Cont.	160 [2320]	175 [2540] Max. Inter.	Theoretical rpm
5 [1.3]	19 [168] **100**	39 [345] **85**	48 [425] **75**	62 [549] **64**	75 [664] **48**				101
10 [2.6]	20 [177] **197**	38 [336] **196**	50 [442] **174**	63 [558] **159**	78 [690] **146**	92 [814] **127**	102 [903] **101**	107 [947] **97**	202
20 [5.3]	18 [159] **400**	38 [336] **386**	52 [460] **371**	64 [566] **355**	78 [690] **341**	90 [796] **314**	104 [920] **292**	108 [956] **290**	404
30 [7.9]	15 [133] **600**	37 [327] **585**	50 [442] **571**	64 [566] **560**	77 [681] **540**	89 [788] **516**	103 [912] **499**	107 [947] **495**	606
40 [10.6]	12 [106] **808**	31 [274] **800**	45 [398] **790**	59 [522] **770**	73 [646] **766**	87 [770] **733**	99 [876] **703**	106 [938] **697**	808
50 [13.2]	9 [80] **1009**	27 [239] **1006**	41 [363] **986**	55 [487] **982**	68 [602] **964**	84 [743] **956**	98 [867] **930**	105 [929] **872**	1010
60 [15.8] Max. Cont.	6 [53] **1208**	24 [212] **1200**	37 [327] **1196**	53 [469] **1188**	64 [566] **1176**	82 [726] **1160**	95 [841] **1140**	102 [903] **963**	1212
70 [18.5]	3 [27] **1410**	17 [150] **1396**	32 [283] **1382**	44 [389] **1370**	58 [513] **1358**	80 [708] **1347**	93 [823] **1334**	98 [867] **1315**	1414
75 [19.8] Max. Inter.		15 [133] **1500**	30 [265] **1488**	40 [354] **1473**	56 [496] **1457**	77 [681] **1439**	88 [779] **1412**	93 [823] **1388**	1515

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

24 [212]	47 [416]	63 [558]	79 [699]	95 [841]	110 [973]	126 [1115]	138 [1221]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

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060

59 cc [3.6 in³/rev.]

Pressure - bars [psi]

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	160 [2320] Max. Cont.	175 [2540] Max. Inter.

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]	30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	160 [2320] Max. Cont.	175 [2540] Max. Inter.	Theoretical rpm
5 [1.3]	20 [177] **83**	46 [407] **79**	65 [575] **72**	80 [708] **64**	95 [841] **51**	112 [991] **38**			85
10 [2.6]	22 [195] **169**	47 [416] **164**	66 [584] **155**	81 [717] **142**	96 [850] **135**	113 [1000] **124**	125 [1106] **108**	136 [1204] **88**	170
20 [5.3]	20 [177] **338**	45 [398] **332**	64 [566] **320**	80 [708] **309**	93 [823] **290**	111 [982] **276**	123 [1088] **245**	134 [1186] **222**	339
30 [7.9]	17 [150] **507**	43 [381] **502**	62 [549] **493**	76 [673] **482**	89 [788] **468**	109 [965] **454**	121 [1071] **424**	131 [1159] **400**	509
40 [10.6]	14 [124] **678**	41 [363] **669**	58 [513] **660**	73 [646] **645**	87 [770] **630**	105 [929] **616**	117 [1035] **594**	127 [1124] **582**	678
50 [13.2]	10 [88] **845**	37 [327] **841**	55 [487] **833**	70 [619] **818**	84 [743] **805**	102 [903] **792**	113 [1000] **770**	122 [1080] **754**	848
60 [15.8] Max. Cont.	7 [62] **1014**	34 [301] **1005**	52 [460] **999**	66 [584] **992**	82 [726] **982**	99 [876] **968**	109 [965] **956**	118 [1044] **933**	1017
70 [18.5]	4 [35] **1185**	27 [239] **1182**	47 [416] **1180**	62 [549] **1175**	76 [673] **1158**	93 [823] **1144**	104 [920] **1128**	114 [1009] **1112**	1186
75 [19.8] Max. Inter.		22 [195] **1271**	43 [381] **1265**	58 [513] **1256**	73 [646] **1241**	86 [761] **1228**	100 [885] **1212**	110 [973] **1196**	1271

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

28 [249]	56 [499]	75 [665]	94 [831]	113 [998]	132 [1164]	150 [1330]	164 [1455]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

080

78 cc [4.8 in³/rev.]

Pressure - bars [psi]

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	160 [2320] Max. Cont.	175 [2540] Max. Inter.

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]	30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	160 [2320] Max. Cont.	175 [2540] Max. Inter.	Theoretical rpm
5 [1.3]	32 [283] **60**	62 [549] **56**	80 [708] **50**	106 [938] **42**	125 [1106] **30**				64
10 [2.6]	31 [274] **125**	64 [566] **118**	84 [743] **112**	104 [920] **104**	120 [1062] **98**	142 [1257] **82**	162 [1434] **67**	175 [1549] **50**	128
20 [5.3]	26 [230] **254**	60 [531] **245**	84 [743] **236**	102 [903] **228**	125 [1106] **215**	144 [1274] **204**	164 [1451] **190**	183 [1619] **175**	256
30 [7.9]	24 [212] **384**	56 [496] **374**	81 [717] **366**	100 [885] **358**	122 [1080] **346**	142 [1257] **335**	160 [1416] **318**	175 [1549] **305**	385
40 [10.6]	19 [168] **512**	53 [469] **505**	75 [664] **494**	96 [850] **483**	118 [1044] **473**	140 [1239] **462**	158 [1398] **450**	170 [1504] **438**	513
50 [13.2]	14 [124] **638**	46 [407] **630**	70 [619] **625**	92 [814] **615**	110 [973] **606**	135 [1195] **593**	156 [1381] **580**	168 [1487] **568**	641
60 [15.8] Max. Cont.	10 [88] **768**	42 [372] **762**	66 [584] **756**	86 [761] **748**	106 [938] **738**	128 [1133] **728**	150 [1327] **717**	164 [1451] **694**	769
70 [18.5]	6 [53] **896**	36 [319] **890**	56 [496] **882**	78 [690] **872**	98 [867] **860**	118 [1044] **846**	140 [1239] **830**	160 [1416] **816**	897
75 [19.8] Max. Inter.	3 [27] **960**	27 [239] **955**	50 [442] **948**	74 [655] **938**	92 [814] **926**	113 [1000] **916**	133 [1177] **896**	148 [1310] **802**	962

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

37 [327]	75 [664]	100 [885]	125 [1106]	149 [1319]	174 [1540]	199 [1761]	218 [1929]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

WP

PERFORMANCE

100

96 cc [5.9 in^3/rev.]

Pressure - bars [psi] — Max. Cont. — Max. Inter.

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	160 [2320]	175 [2540]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	5 [1.3]	43 [381] **51**	82 [726] **42**	109 [965] **35**	131 [1159] **25**				52
	10 [2.6]	43 [381] **99**	84 [743] **93**	108 [956] **84**	133 [1177] **72**	152 [1345] **62**	180 [1593] **48**	197 [1743] **24**	104
	20 [5.3]	41 [363] **205**	79 [699] **202**	107 [947] **197**	127 [1124] **192**	154 [1363] **182**	178 [1575] **172**	200 [1770] **140**	212 [1876] **118**	208
	30 [7.9]	39 [345] **311**	74 [655] **307**	101 [894] **301**	126 [1115] **294**	152 [1345] **283**	176 [1558] **271**	198 [1752] **258**	213 [1885] **240**	313
	40 [10.6]	29 [257] **413**	63 [558] **410**	93 [823] **406**	121 [1071] **399**	150 [1327] **388**	172 [1522] **379**	195 [1726] **368**	208 [1841] **347**	417
	50 [13.2]	20 [177] **519**	52 [460] **515**	85 [752] **510**	115 [1018] **503**	148 [1310] **492**	169 [1496] **480**	193 [1708] **464**	203 [1796] **446**	521
Max. Cont.	60 [15.8]	17 [150] **624**	53 [469] **620**	83 [735] **615**	111 [982] **608**	138 [1221] **600**	165 [1460] **582**	183 [1619] **565**	193 [1708] **548**	625
	70 [18.5]	11 [97] **728**	42 [372] **726**	73 [646] **723**	93 [823] **714**	126 [1115] **706**	159 [1407] **684**	172 [1522] **668**	183 [1619] **646**	729
Max. Inter.	75 [19.8]	6 [53] **780**	35 [310] **771**	61 [540] **764**	89 [788] **755**	118 [1044] **736**	145 [1283] **724**	156 [1381] **712**	176 [1558] **699**	781

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

46 [407]	92 [814]	122 [1080]	153 [1354]	183 [1623]	214 [1894]	245 [2168]	268 [2372]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

125

125 cc [7.6 in^3/rev.]

Pressure - bars [psi] — Max. Cont. — Max. Inter.

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	160 [2320]	175 [2540]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	5 [1.3]	52 [460] **38**	95 [841] **35**	135 [1195] **32**	168 [1487] **27**				40
	10 [2.6]	50 [442] **78**	98 [867] **74**	138 [1221] **69**	172 [1522] **62**	190 [1681] **54**	234 [2071] **45**	258 [2283] **35**	80
	20 [5.3]	50 [442] **158**	96 [850] **152**	132 [1168] **144**	168 [1487] **135**	202 [1788] **124**	236 [2088] **110**	256 [2265] **94**	278 [2460] **78**	160
	30 [7.9]	44 [389] **238**	92 [814] **232**	126 [1115] **225**	164 [1451] **215**	198 [1752] **210**	232 [2053] **198**	262 [2319] **168**	268 [2372] **155**	240
	40 [10.6]	35 [310] **319**	82 [726] **316**	118 [1044] **312**	160 [1416] **308**	193 [1708] **300**	226 [2000] **288**	252 [2230] **262**	266 [2354] **238**	320
	50 [13.2]	31 [274] **399**	77 [681] **396**	108 [956] **392**	155 [1372] **383**	182 [1611] **368**	220 [1947] **354**	238 [2106] **338**	262 [2319] **326**	400
Max. Cont.	60 [15.8]	15 [133] **479**	64 [566] **478**	97 [858] **475**	146 [1292] **470**	166 [1469] **463**	210 [1858] **454**	224 [1982] **443**	256 [2265] **434**	480
	70 [18.5]	8 [71] **559**	50 [442] **555**	90 [796] **548**	140 [1239] **538**	162 [1434] **524**	204 [1805] **516**	209 [1850] **500**	236 [2088] **488**	560
Max. Inter.	75 [19.8]		40 [354] **599**	71 [628] **594**	128 [1133] **588**	158 [1398] **576**	192 [1699] **565**	199 [1761] **536**	224 [1982] **524**	600

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

60 [531]	119 [1053]	159 [1407]	199 [1761]	239 [2115]	279 [2469]	318 [2814]	348 [3080]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

WP
PERFORMANCE

160

160 cc [9.4 in³/rev.]

Pressure - bars [psi]

30 [435]	60 [870]	80 [1160]	100 [1450]	120 [1740]	140 [2030]	Max. Cont. 160 [2320]	Max. Inter. 175 [2540]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	5 [1.3]	56 [496] **30**	112 [991] **25**	154 [1363] **18**	201 [1779] **10**				32
	10 [2.6]	58 [513] **63**	115 [1018] **60**	156 [1381] **56**	205 [1814] **52**	245 [2168] **48**	285 [2522] **37**		65
	20 [5.3]	60 [532] **128**	123 [1089] **125**	162 [1434] **121**	202 [1788] **116**	242 [2142] **110**	282 [2496] **100**	327 [2894] **86**	360 [3186] **78**	130
	30 [7.9]	50 [443] **193**	117 [1035] **190**	157 [1389] **187**	197 [1743] **183**	238 [2106] **179**	278 [2460] **173**	322 [2850] **160**	358 [3168] **144**	194
	40 [10.6]	48 [425] **257**	113 [1000] **255**	155 [1372] **252**	195 [1726] **248**	236 [2089] **244**	273 [2416] **239**	318 [2814] **224**	355 [3142] **211**	258
	50 [13.2]	32 [283] **323**	106 [938] **320**	149 [1319] **316**	188 [1664] **312**	235 [2080] **306**	267 [2363] **299**	313 [2770] **288**	352 [3115] **275**	323
Max. Cont.	60 [15.8]	23 [204] **387**	88 [779] **384**	133 [1177] **380**	178 [1575] **375**	212 [1876] **371**	260 [2301] **366**	308 [2726] **358**	342 [3027] **346**	387
	70 [18.5]	16 [142] **452**	82 [726] **451**	128 [1133] **448**	170 [1505] **444**	206 [1823] **436**	255 [2257] **430**	302 [2673] **423**	331 [2929] **412**	453
Max. Inter.	75 [19.8]	10 [89] **483**	79 [699] **481**	124 [1097] **477**	164 [1451] **472**	201 [1779] **466**	248 [2195] **460**	296 [2620] **450**	319 [2823] **436**	485

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

74 [651]	147 [1302]	196 [1736]	245 [2170]	282 [2496]	343 [3038]	392 [3472]	429 [3798]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

200

190 cc [11.6 in³/rev.]

Pressure - bars [psi]

30 [435]	60 [870]	80 [1160]	100 [1450]	115 [1670]	140 [2030]	Max. Cont. 150 [2180]	Max. Inter. 175 [2540]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings** - 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	5 [1.3]	75 [664] **25**	158 [1398] **22**	200 [1770] **20**	241 [2133] **10**				26
	10 [2.6]	78 [690] **51**	160 [1416] **49**	204 [1805] **45**	252 [2230] **39**	291 [2575] **35**	348 [3080] **29**	377 [3336] **22**		53
	20 [5.3]	74 [655] **104**	156 [1381] **102**	200 [1770] **99**	246 [2177] **95**	293 [2593] **89**	354 [3133] **83**	380 [3363] **76**	416 [3681] **65**	105
	30 [7.9]	70 [619] **157**	152 [1345] **155**	196 [1735] **152**	240 [2124] **148**	290 [2566] **143**	352 [3115] **137**	378 [3345] **130**	420 [3717] **118**	158
	40 [10.6]	65 [575] **210**	147 [1301] **208**	190 [1681] **205**	228 [2018] **200**	286 [2531] **193**	340 [3009] **186**	376 [3327] **178**	418 [3699] **168**	211
	50 [13.2]	54 [478] **262**	142 [1257] **260**	180 [1593] **258**	222 [1965] **254**	277 [2451] **249**	333 [2947] **243**	356 [3150] **235**	402 [3558] **223**	263
Max. Cont.	60 [15.8]	36 [319] **315**	128 [1133] **313**	166 [1469] **309**	210 [1858] **305**	266 [2354] **299**	322 [2850] **293**	350 [3097] **284**	400 [3540] **268**	316
	70 [18.5]	15 [133] **367**	102 [903] **365**	158 [1398] **362**	202 [1788] **358**	254 [2248] **352**	302 [2673] **336**	327 [2894] **330**	376 [3327] **316**	368
Max. Inter.	75 [19.8]		94 [832] **394**	146 [1292] **390**	194 [1717] **385**	230 [2035] **380**	290 [2566] **374**	317 [2805] **365**	364 [3221] **352**	395

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

91 [803]	182 [1611]	242 [2142]	303 [2677]	348 [3079]	424 [3748]	454 [4016]	529 [4685]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

WP

PERFORMANCE

250

240 cc [14.6 in^3/rev.]

Pressure - bars [psi] — Max. Cont. — Max. Inter.

30 [435]	60 [870]	85 [1230]	100 [1450]	125 [1810]	140 [2030]	160 [2320]	175 [2540]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	5 [1.3]	89 [788] **19**	194 [1717] **16**	264 [2336] **10**	326 [2885] **6**				21
	10 [2.6]	92 [814] **40**	196 [1735] **36**	268 [2372] **32**	329 [2912] **21**	394 [3487] **10**			42
	20 [5.3]	90 [796] **81**	192 [1699] **77**	264 [2336] **72**	321 [2841] **65**	397 [3513] **50**	445 [3938] **42**	510 [4513] **36**	554 [4903] **23**	83
	30 [7.9]	86 [761] **124**	185 [1637] **121**	256 [2265] **115**	314 [2779] **106**	392 [3469] **94**	439 [3855] **84**	502 [4442] **76**	557 [4929] **61**	125
	40 [10.6]	82 [726] **165**	179 [1584] **162**	248 [2195] **158**	305 [2699] **153**	384 [3398] **144**	431 [3814] **135**	486 [4301] **125**	545 [4823] **113**	167
	50 [13.2]	69 [611] **207**	169 [1496] **203**	243 [2150] **195**	293 [2593] **189**	378 [3345] **183**	421 [3726] **170**	475 [4204] **157**	526 [4655] **138**	208
Max. Cont.	60 [15.8]	48 [425] **250**	152 [1345] **247**	230 [2035] **243**	282 [2496] **236**	364 [3221] **222**	407 [3602] **216**	456 [4035] **205**	508 [4496] **188**	250
	70 [18.5]	37 [327] **291**	139 [1230] **285**	219 [1938] **278**	263 [2327] **271**	343 [3035] **256**	386 [3416] **249**	441 [3903] **234**	496 [4389] **221**	292
Max. Inter.	75 [19.8]	26 [230] **312**	128 [1133] **310**	205 [1814] **307**	245 [2168] **302**	328 [2903] **294**	374 [3310] **270**	428 [3788] **254**	481 [4257] **242**	313

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

115 [1018]	229 [2027]	325 [2875]	382 [3381]	478 [4230]	535 [4735]	611 [5407]	669 [5920]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

315

303 cc [18.5 in^3/rev.]

Pressure - bars [psi] — Max. Cont. — Max. Inter.

30 [435]	50 [725]	70 [1015]	85 [1230]	100 [1450]	120 [1740]	140 [2030]	160 [2320]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]									Theoretical rpm
	5 [1.3]	123 [1089] **16**	200 [1770] **13**	282 [2496] **10**	344 [3044] **6**				17
	10 [2.6]	117 [1035] **31**	194 [1717] **29**	277 [2451] **25**	342 [3027] **21**	399 [3531] **17**			33
	20 [5.3]	112 [991] **64**	196 [1735] **62**	275 [2434] **58**	340 [3009] **54**	397 [3513] **49**	460 [4071] **43**	526 [4655] **32**	605 [5354] **23**	66
	30 [7.9]	104 [920] **98**	183 [1620] **94**	267 [2363] **90**	322 [2850] **85**	390 [3452] **79**	448 [3965] **70**	520 [4602] **62**	602 [5328] **56**	99
	40 [10.6]	86 [761] **129**	168 [1487] **126**	252 [2230] **122**	304 [2690] **118**	365 [3230] **113**	440 [3894] **106**	515 [4558] **99**	588 [5204] **76**	132
	50 [13.2]	73 [646] **164**	156 [1381] **160**	238 [2106] **155**	288 [2549] **150**	350 [3098] **144**	424 [3752] **136**	500 [4425] **127**	571 [5053] **119**	165
Max. Cont.	60 [15.8]	60 [531] **195**	140 [1239] **192**	223 [1974] **188**	270 [2390] **183**	325 [2876] **176**	396 [3505] **170**	480 [4248] **164**	546 [4832] **157**	198
	70 [18.5]	37 [327] **228**	122 [1080] **226**	186 [1646] **223**	254 [2248] **218**	309 [2735] **212**	368 [3257] **206**	455 [4027] **196**	527 [4664] **188**	231
Max. Inter.	75 [19.8]	23 [204] **245**	100 [885] **242**	174 [1540] **238**	237 [2097] **233**	293 [2593] **228**	359 [3177] **222**	444 [3929] **215**	516 [4567] **206**	248

Overall Efficiency - 60 - 100% ☐ 40 - 59% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

145 [1283]	241 [2133]	338 [2991]	410 [3628]	482 [4265]	579 [5124]	675 [5973]	772 [6832]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

WP
PERFORMANCE

400

388 cc [23.7 in^3/rev.]

Pressure - bars [psi] — Max. Cont. — Max. Inter.

30 [435]	45 [650]	55 [800]	65 [940]	80 [1160]	95 [1380]	110 [1595]	125 [1810]

Torque - Nm [lb-in], **Speed rpm** — **Intermittent Ratings -** 10% of Operation

Flow - lpm [gpm]	Theoretical rpm	30 [435]	45 [650]	55 [800]	65 [940]	80 [1160]	95 [1380]	110 [1595]	125 [1810]
5 [1.3]	13	144 [1274] **11**	220 [1947] **10**	270 [2389] **7**	338 [2991] **5**				
10 [2.6]	26	146 [1292] **25**	223 [1973] **23**	272 [2407] **20**	340 [3009] **16**	412 [3646] **10**	488 [4319] **6**		
20 [5.3]	52	145 [1283] **51**	219 [1938] **50**	269 [2381] **48**	333 [2347] **45**	408 [3611] **40**	484 [4283] **35**	548 [4850] **27**	
30 [7.9]	77	138 [1221] **76**	215 [1903] **75**	262 [2319] **73**	322 [2850] **70**	402 [3558] **67**	472 [4177] **59**	546 [4832] **47**	625 [5531] **36**
40 [10.6]	103	120 [1062] **103**	204 [1805] **102**	250 [2212] **100**	310 [2743] **96**	393 [3478] **89**	458 [4053] **82**	535 [4735] **73**	618 [5469] **62**
50 [13.2]	129	100 [885] **129**	186 [1646] **128**	238 [2106] **125**	295 [2611] **123**	374 [3310] **119**	446 [3947] **112**	520 [4602] **102**	600 [5310] **91**
Max. Cont. 60 [15.8]	155	76 [673] **155**	166 [1469] **153**	222 [1965] **150**	282 [2496] **148**	358 [3168] **143**	427 [3779] **139**	496 [4389] **130**	576 [5097] **121**
70 [18.5]	180	50 [442] **179**	145 [1283] **177**	194 [1717] **174**	250 [2212] **170**	334 [2956] **165**	402 [3558] **158**	472 [4177] **152**	540 [4779] **144**
Max. Inter. 75 [19.8]	190	42 [372] **189**	135 [1195] **187**	176 [1558] **184**	226 [2000] **180**	306 [2708] **175**	373 [3301] **167**	445 [3938] **160**	520 [4602] **150**

Overall Efficiency - 70 - 100% ☐ 40 - 69% ☐ 0 - 39% ☐

Theoretical Torque - Nm [lb-in]

185 [1640]	278 [2460]	340 [3007]	402 [3554]	494 [4374]	587 [5194]	680 [6014]	772 [6834]

Displacement tested at 45°C [113°F] with an oil viscosity of 46cSt [213 SUS]

WP

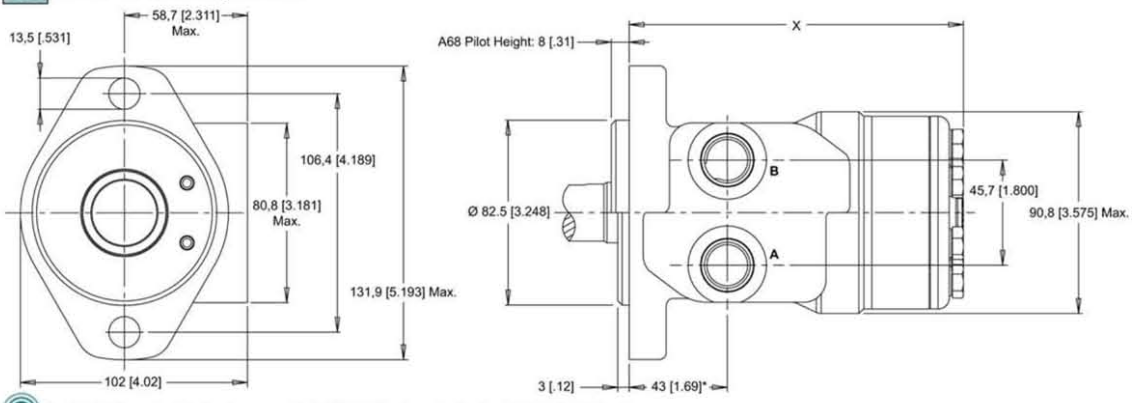
155 & 156 SERIES HOUSINGS (SAE A & MAGNETO MOUNTS)

A10 2-Hole 1/2" NPT Aligned Ports

A11 2-Hole 7/8" O-Ring Aligned Ports

A18 2-Hole 1/2" BSP.F Aligned Ports

A68 2-Hole 1/2" BSP.F Aligned Ports*

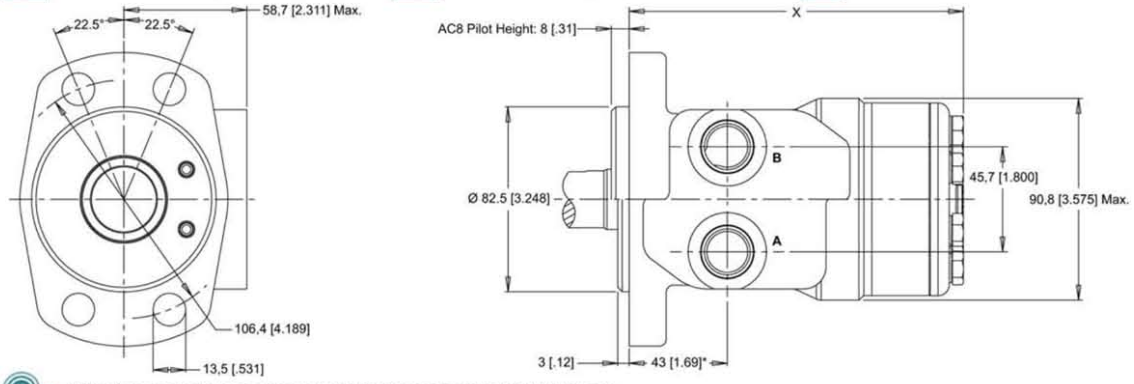


NOTE: Dimension X is found on page 16. * Add 5 [.20] to dimension for the A10, A11, & A18 housings.

A30 4-Hole 1/2" NPT Aligned Ports

A31 4-Hole 7/8" O-Ring Aligned Ports

AC8 4-Hole 1/2" BSP.F Aligned Ports

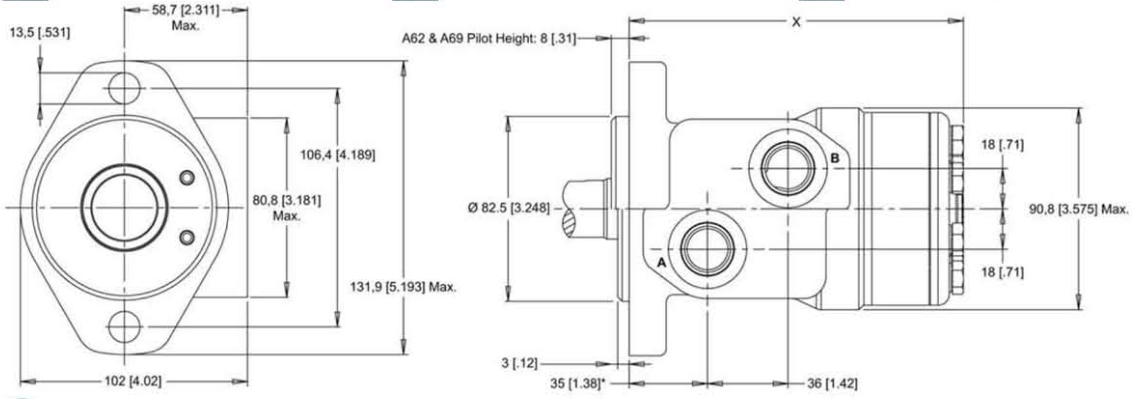


NOTE: Dimension X is found on page 16. * Add 5 [.20] to dimension for the A30 & A31 housings.

A12 2-Hole 1/2" BSP.F Offset Ports

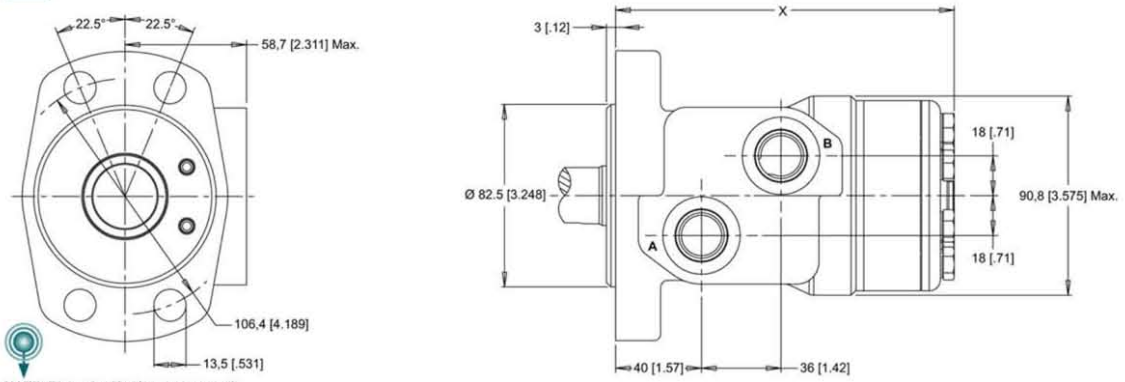
A62 2-Hole 1/2" BSP.F Offset Ports

A69 2-Hole 7/8" O-Ring Offset Ports



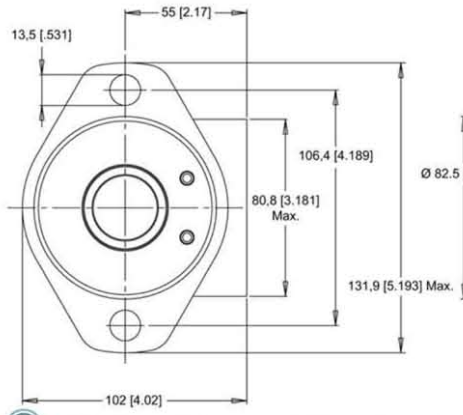
NOTE: Dimension X is found on page 16. * Add 5 [.20] to dimension for the A12 housing.

A32 4-Hole 1/2" BSP.F Offset Ports

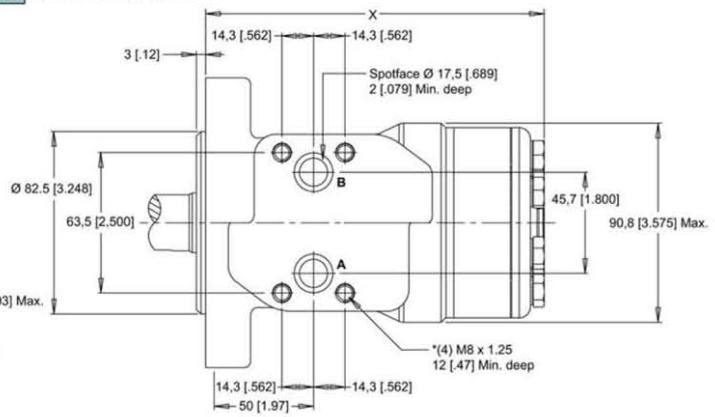


NOTE: Dimension X is found on page 16.

A17 2-Hole Manifold Ports

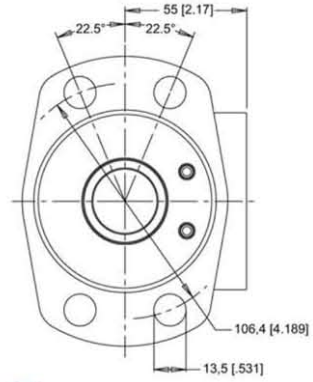


G17 2-Hole Manifold Ports

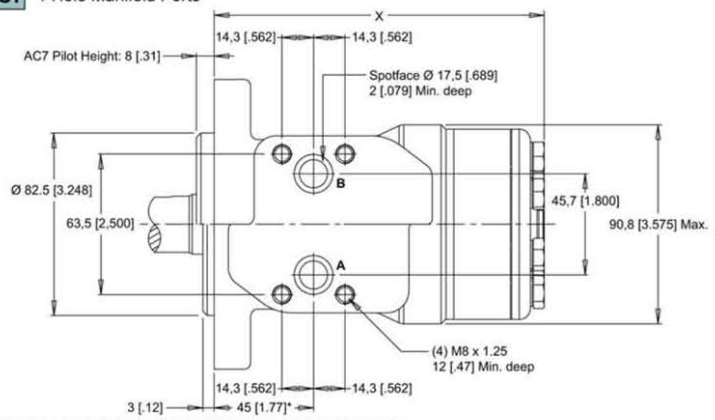


NOTE: Dimension X is found on page 16. * The four (4) mounting holes on the A17 housing are 5/16-18 UNC at the same depth.

A37 4-Hole Manifold Ports



AC7 4-Hole Manifold Ports

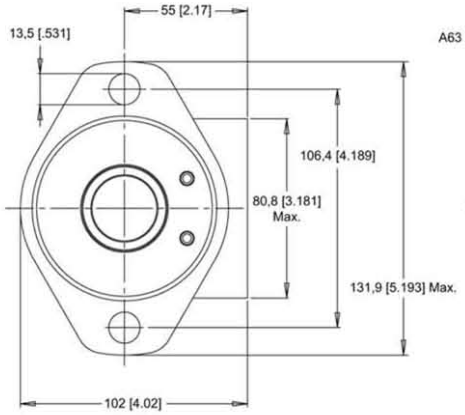


NOTE: Dimension X is found on page 16. * Pilot height is 3 [.12] for the A37 housing. ** Add 5 [.20] to dimension for the A37 housing.

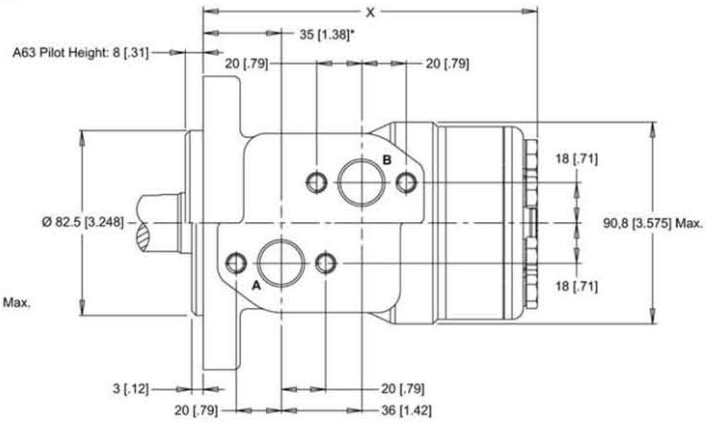
WP

155 & 156 SERIES HOUSINGS (SAE A, MAGNETO, 4-HOLE SQUARE MOUNTS)

A13 2-Hole 1/2" BSP.F Offset Manifold Ports

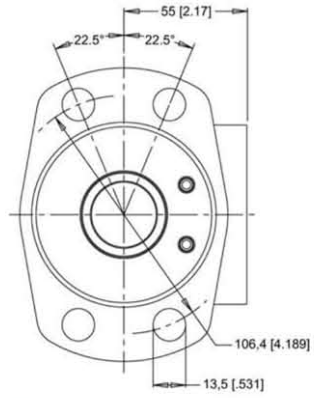


A63 2-Hole 1/2" BSP.F Offset Manifold Ports

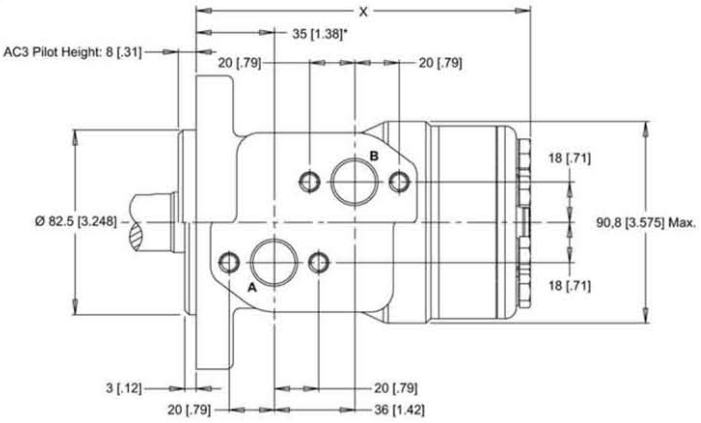


NOTE: Dimension X is found on page 16. * Add 5 [.20] to dimension for the A13 housing.

AC3 4-Hole 1/2" BSP.F Offset Manifold Ports

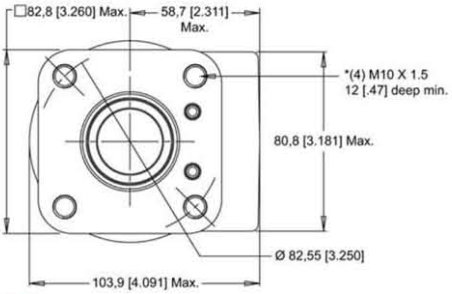


A3D 4-Hole 7/8" O-Ring Offset Manifold Ports



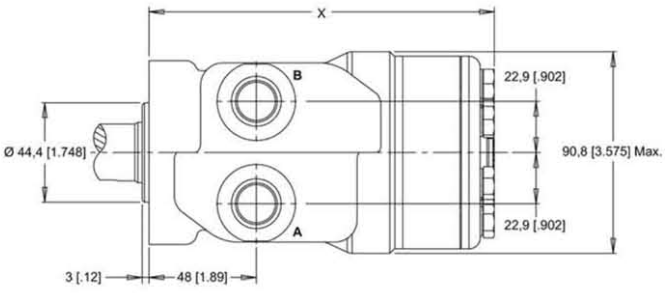
NOTE: Dimension X is found on page 16. * Add 5 [.20] to dimension for the A3D housing.

F30 4-Hole 1/2" NPT Aligned Ports



F31 4-Hole 7/8" O-Ring Aligned Ports

F38 4-Hole 1/2" BSP.F Aligned Ports

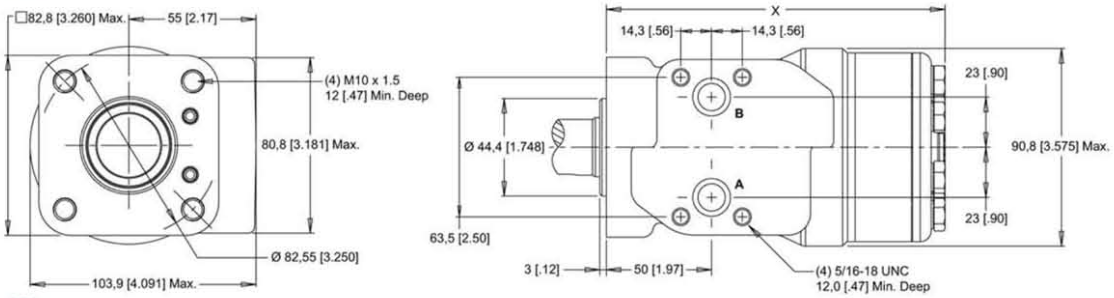


NOTE: Dimension X is found on page 16. * The four (4) mounting holes on the F30 & F31 housings are 3/8-16 UNC at the same depth.

WP

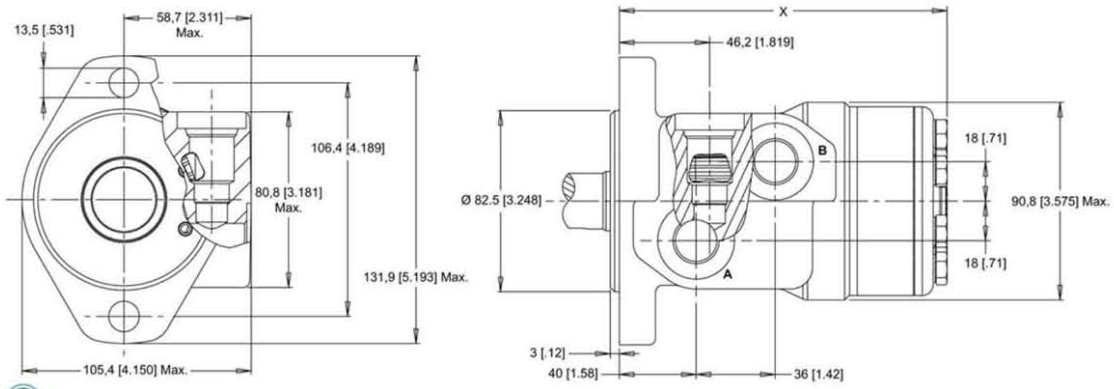
155 & 156 SERIES HOUSINGS (SAE A & MAGNETO MOUNTS WITH RELIEF CAVITY)

F37 4-Hole Manifold Ports



NOTE: Dimension X is found on page 16.

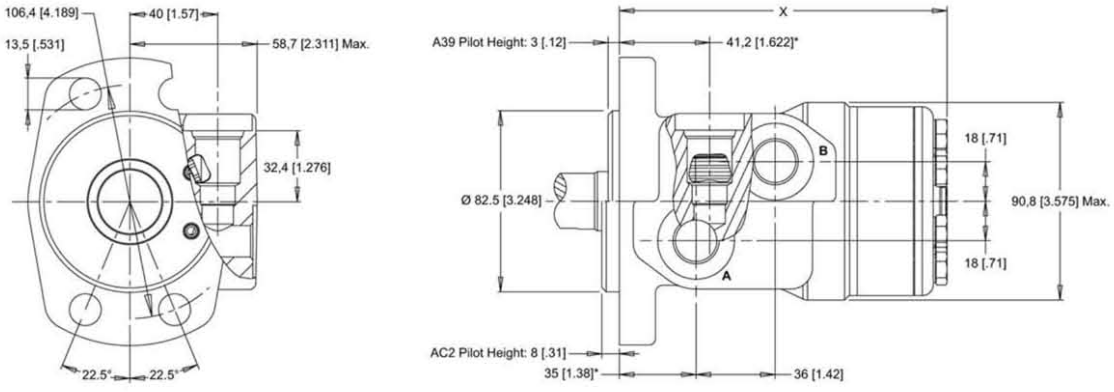
A19 2-Hole 7/8" O-Ring Offset Ports



NOTE: Dimension X is found on page 16.

A39 4-Hole 7/8" O-Ring Offset Ports

AC2 4-Hole 1/2" BSP.F Offset Ports

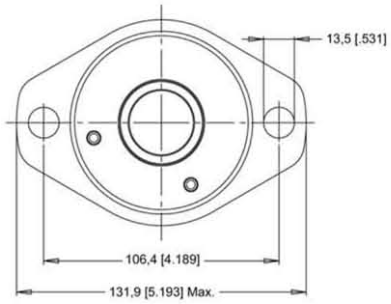


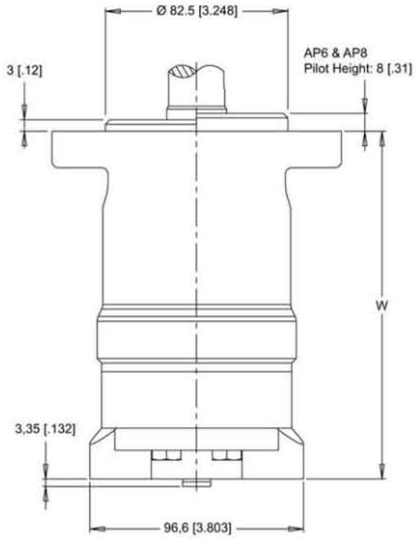
NOTE: Dimension X is found on page 16. * Add 5 [.20] to dimension for the A39 housing.

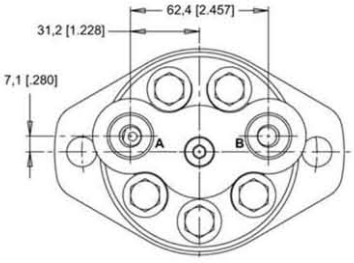
WP

155 & 156 SERIES HOUSINGS (SAE A MOUNT WITH END PORTS)

A06	2-Hole 3/4" O-Ring Ports With 3mm Pilot
A08	2-Hole 1/2" BSP.F Ports With 3mm Pilot
AP6	2-Hole 3/4" O-Ring Ports With 8mm Pilot
AP8	2-Hole 1/2" BSP.F Ports With 8mm Pilot







LENGTH / WEIGHT CHART
3mm Pilot Mounts - Dimension **W**

Code	mm [in]	kg [lb]
025	144 [5.67]	5.9 [13.0]
032	145 [5.71]	6.0 [13.2]
040	146 [5.75]	6.1 [13.4]
050	146 [5.75]	6.1 [13.4]
060	148 [5.83]	6.1 [13.4]
080	150 [5.91]	6.2 [13.6]
100	153 [6.02]	6.3 [13.9]
125	157 [6.18]	6.4 [14.1]
160	161 [6.33]	6.5 [14.3]
200	166 [6.54]	6.7 [14.7]
250	173 [6.81]	6.9 [15.2]
315	181 [7.13]	7.2 [15.8]
400	192 [7.56]	7.5 [16.5]

NOTE:
WP motor weights vary ± 0,5 kg [1 lb] depending upon motor configuration.

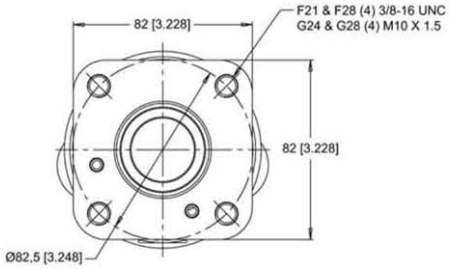
LENGTH / WEIGHT CHART
8mm Pilot Mounts - Dimension **W**

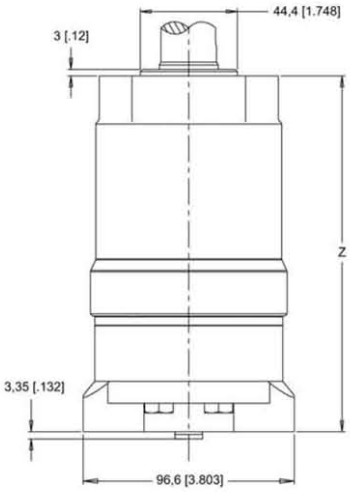
Code	mm [in]	kg [lb]
025	139 [5.47]	5.8 [12.1]
032	140 [5.51]	5.9 [13.0]
040	141 [5.55]	6.0 [13.2]
050	141 [5.55]	6.0 [13.2]
060	143 [5.63]	6.0 [13.2]
080	145 [5.71]	6.1 [13.4]
100	148 [5.83]	6.2 [13.6]
125	152 [5.98]	6.3 [13.9]
160	156 [6.14]	6.4 [14.1]
200	161 [6.34]	6.6 [14.5]
250	168 [6.61]	6.8 [15.0]
315	176 [6.93]	7.1 [15.6]
400	187 [7.36]	7.4 [16.3]

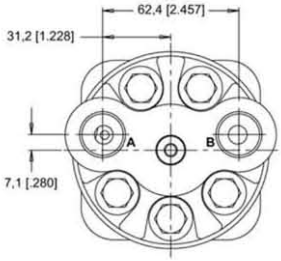
NOTE:
WP motor weights vary ± 0,5 kg [1 lb] depending upon motor configuration.

155 & 156 SERIES HOUSINGS (4 HOLE SQUARE MOUNT WITH END PORTS)

F21	4-Hole 7/8" O-Ring Ports
F26	4-Hole 3/4" O-Ring Ports
G24	4-Hole M22 x 1.5 Ports
G28	4-Hole 1/2" BSP.F Ports







LENGTH / WEIGHT CHART
Dimension **Z**

Code	mm [in]	kg [lb]
025	144 [5.67]	5.5 [12.1]
032	145 [5.71]	5.6 [12.3]
040	146 [5.75]	5.7 [12.6]
050	146 [5.75]	5.7 [12.6]
060	148 [5.83]	5.7 [12.6]
080	150 [5.91]	5.8 [12.8]
100	153 [6.02]	5.9 [13.0]
125	157 [6.18]	6.0 [13.2]
160	161 [6.34]	6.1 [13.4]
200	166 [6.54]	6.3 [13.9]
250	173 [6.81]	6.5 [14.3]
315	181 [7.13]	6.8 [15.0]
400	192 [7.56]	7.1 [15.7]

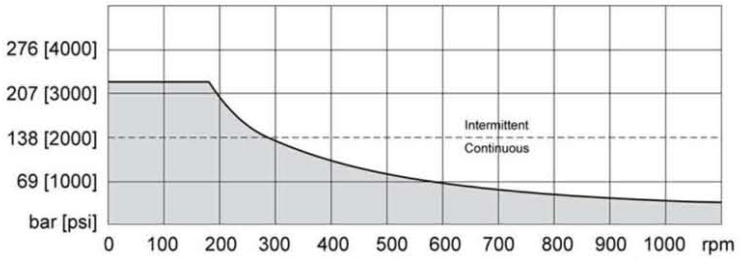
NOTE:
WP motor weights vary ± 0,5 kg [1 lb] depending upon motor configuration.

WP

155 & 156 SERIES TECHNICAL INFORMATION

PERMISSIBLE SHAFT SEAL PRESSURE

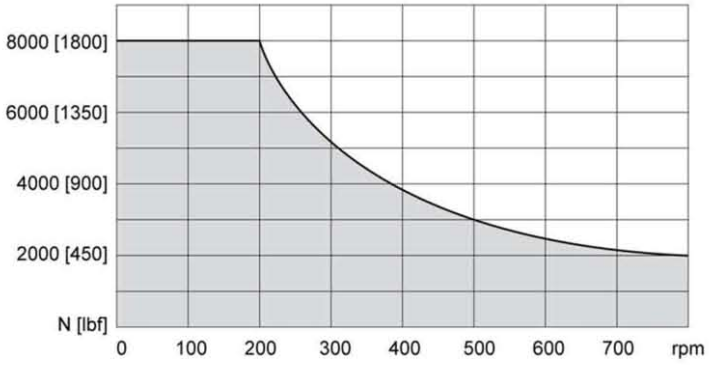
The curve below represents allowable seal pressure at various speeds. Operation in the gray area results in maintaining the rated life of the shaft seal. Actual shaft seal pressure depends on motor configuration (see below).



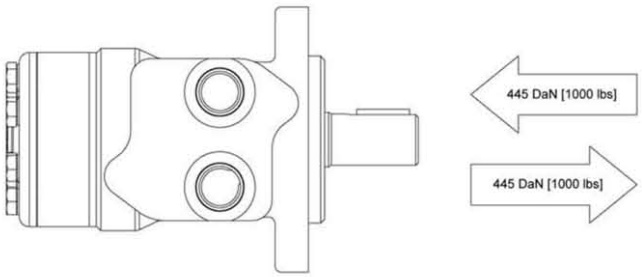
With check valves and drain connection, the shaft seal pressure equals pressure in the drain line. With check valves and no drain connection, shaft seal pressure is identical to output pressure. No check valves and no drain connection, the shaft seal pressure is identical to the average value of input and output pressure.

ALLOWABLE SHAFT LOAD / BEARING CURVE

The bearing curve below represents the side load capacity of the motor at the centerline of the key for various motor speeds. Operating conditions within the shaded area will maintain acceptable oil film lubrication with recommended fluids. Operating conditions outside the shaded area are susceptible to motor failure due to oil starvation and/or excessive heat generation. Fluids with low lubricity or low viscosity may require the maximum load and speed ratings to be derated to provide acceptable motor life and performance.



THRUST LOAD



LENGTH / WEIGHT CHART
3mm Pilot Mounts - Dimension **X**

Code	mm [in]	kg [lb]
025	133 [5.24]	6.3 [13.9]
032	134 [5.28]	6.4 [14.1]
040	136 [5.34]	6.5 [14.2]
050	136 [5.34]	6.5 [14.2]
060	137 [5.40]	6.5 [14.3]
080	139 [5.49]	6.6 [14.5]
100	142 [5.59]	6.7 [14.7]
125	146 [5.74]	6.8 [14.9]
160	150 [5.90]	6.9 [15.2]
200	155 [6.10]	7.1 [15.6]
250	162 [6.36]	7.3 [16.1]
315	170 [6.69]	7.6 [16.7]
400	181 [7.13]	7.9 [17.5]

NOTE:
WP motor weights vary ± 0,5 kg [1 lb] depending upon motor configuration.

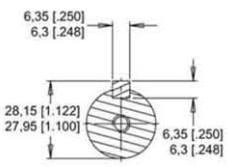
LENGTH / WEIGHT CHART
8mm Pilot Mounts - Dimension **X**

Code	mm [in]	kg [lb]
025	128 [5.04]	6.2 [13.6]
032	129 [5.08]	6.3 [13.9]
040	131 [5.16]	6.4 [14.1]
050	131 [5.16]	6.4 [14.1]
060	132 [5.20]	6.4 [14.1]
080	134 [5.28]	6.5 [14.3]
100	137 [5.39]	6.6 [14.5]
125	141 [5.55]	6.7 [14.7]
160	145 [5.71]	6.8 [15.0]
200	150 [5.91]	7.0 [15.4]
250	157 [6.18]	7.2 [15.8]
315	165 [6.50]	7.5 [16.5]
400	176 [6.93]	7.8 [17.2]

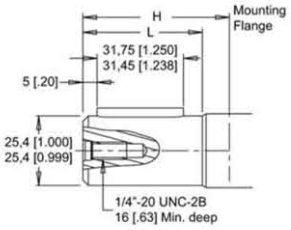
NOTE:
WP motor weights vary ± 0,5 kg [1 lb] depending upon motor configuration.

10 1" Straight

Max. Torque: 655 Nm [5800 lb-in]

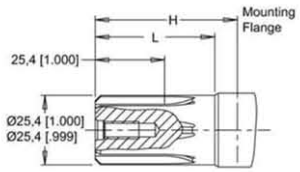


15 1" Straight Extended



02 6B Spline (1/4" UNC Tap) 04 6B Spline (M8 x 1.25 Tap)

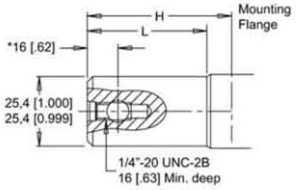
Max. Torque: 429 Nm [3800 lb-in]



05 1" Pinhole 9,5 [.375]
66 1" Pinhole 8,0 [.315]

Max. Torque: 678 Nm [6000 lb-in]

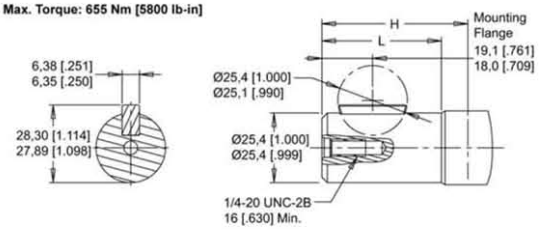
53 1" Pinhole 10,3 [.406]



NOTE: *For 66 shaft subtract 4,6 [.18] from this dimension.

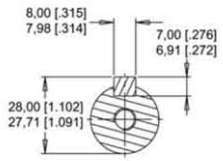
B1 1" Straight with Woodruff Key

Max. Torque: 655 Nm [5800 lb-in]

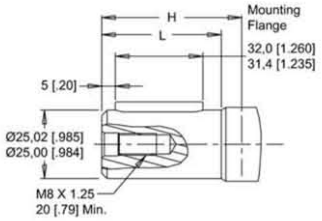


12 25mm Straight

Max. Torque: 678 Nm [6000 lb-in]

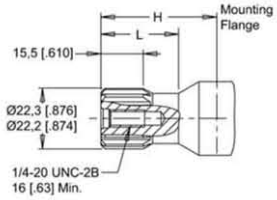


16 25mm Straight Extended



01 13 Tooth Spline

Max. Torque: 170 Nm [1500 lb-in]



MOUNTING FLANGE TO SHAFT END Dimension **H**			
Code	**8mm Pilot**	**Code**	**8mm Pilot**
01	48,3 [1.902]	15	67,1 [2.642]
02	50,3 [1.980]	16	67,6 [2.661]
04	50,3 [1.980]	53	50,3 [1.980]
05	50,3 [1.980]	66	55,3 [2.177]
10	50,3 [1.980]	B1	50,3 [1.980]
12	55,3 [2.177]		

NOTE: For 3mm pilot housings subtract 5,0 [.197] from dimension. Shaft lengths vary ± 0,8 [.030].

Dimension **L**			
Code	**8mm Pilot**	**Code**	**8mm Pilot**
01	33,0 [1.299]	15	56,0 [2.205]
02	39,5 [1.555]	16	56,5 [2.224]
04	39,5 [1.555]	53	39,5 [1.555]
05	39,5 [1.555]	66	44,5 [1.752]
10	39,5 [1.555]	B1	39,5 [1.555]
12	44,5 [1.752]		

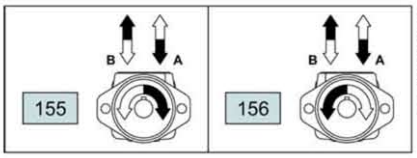
WP

155 & 156 SERIES MODEL CODE BUILDER

SERIES	DISPLACEMENT	HOUSING	SHAFT	PAINT	CAVITY	ADD ON	MISCELLANEOUS
STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8

STEP 1 - Select a series

155	Clockwise Rotation	156	Counterclockwise Rotation



NOTE: To obtain the desired direction of shaft rotation, use the graphic above to determine the rotation code for the motor.

STEP 2 - Select a displacement option

025	25 cc	[1.5 in^3/rev]	125	125 cc	[7.6 in^3/rev]
032	32 cc	[2.0 in^3/rev]	160	154 cc	[9.4 in^3/rev]
040	40 cc	[2.5 in^3/rev]	200	190 cc	[11.6 in^3/rev]
050	50 cc	[3.0 in^3/rev]	250	240 cc	[14.6 in^3/rev]
060	59 cc	[3.6 in^3/rev]	315	303 cc	[18.5 in^3/rev]
080	78 cc	[4.8 in^3/rev]	400	388 cc	[23.7 in^3/rev]
100	96 cc	[5.9 in^3/rev]			

STEP 3 - Select a housing option

A06	2-Hole 3/4" O-Ring With End Ports (S)
A08	2-Hole 1/2" BSP.F With End Ports (S)
AP6	2-Hole 3/4" O-Ring With End Ports 8mm Pilot
AP8	2-Hole 1/2" BSP.F With End Ports 8mm Pilot
A10	2-Hole 1/2" NPT Aligned Ports (S)
A11	2-Hole 7/8" O-ring Aligned Ports (S)
A12	2-Hole 1/2" BSP.F Offset Ports (S)
A13	2-Hole1/2" BSP.F Offset Manifold (S)
A17	2-Hole Manifold Ports (S)

STEP 3 (Continued) - Select a housing option

A18	2-Hole 1/2" BSP.F Aligned (S)
A19	2-Hole 7/8" O-ring With Valve Cavity (S)
A30	4-Hole 1/2" NPT Aligned Ports
A31	4-Hole 7/8" O-ring Aligned Ports
A32	4-Hole 1/2" BSP.F Offset Ports
A37	4-Hole Manifold Ports
A39	4-Hole 7/8" O-ring With Valve Cavity
A3D	4-Hole 7/8" O-ring Offset Manifold Ports
A62	2-Hole 1/2" BSP.F Offset 8mm Pilot
A63	2-Hole 1/2" BSP.F Offset Manifold 8mm Pilot
A68	2-Hole 1/2" BSP.F Aligned 8mm Pilot
A69	2-Hole 7/8" O-Ring Offset Ports 8mm Pilot
AC2	4-Hole 1/2" BSP.F Offset Ports 8mm Pilot Valve Cavity
AC3	4-Hole 1/2" BSP.F Offset Manifold 8mm Pilot
AC7	4-Hole Manifold Ports 8mm Pilot
AC8	4-Hole 1/2" BSP.F Aligned Ports 8mm Pilot
F21	4-Hole 7/8" O-ring With End Ports (S)
F26	4-Hole 3/4" O-ring With End Ports (S)
F30	4-Hole 1/2" NPT Aligned Ports (S)
F31	4-Hole 7/8" O-ring Aligned Ports (S)
F37	4-Hole Manifold Ports (S)
F38	4-Hole 1/2" BSP.F Aligned Ports (S)
G17	2-Hole Manifold Ports (S)
G24	4-Hole M22 x 1.5 With End Ports (S)
G28	4-Hole 1/2" BSP.F With End Ports (S)

NOTE: Housings with metric ports will have a 1/4" BSP.F drain. Housings with SAE and NPT ports will have a 7/16-20 UN drain.

WP

155 & 156 SERIES MODEL CODE BUILDER

SERIES	DISPLACEMENT	HOUSING	SHAFT	PAINT	CAVITY	ADD ON	MISCELLANEOUS
STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8

STEP 4 - Select a shaft option

01	13 Tooth Spline
02	6B (1/4" UNC Tap)
04	6B (M8 x 1.25 Tap)
05	1" Pinhole (.375")
10	1" Straight
12	25mm Straight
15	1" Straight Ext. (S)
16	25mm Straight Ext. (S)
53	1" Pinhole (.406")
66	1" Pinhole (8mm)
B1	1" Straight (Woodruff Key)

STEP 5 - Select a paint option

A	Black
B	Black (Unpainted Flange)

STEP 6 - Select a valve cavity option and installed valve

A	None
B	Relief Valve Cavity
C	69 bar [1000 psi]
D	86 bar [1250 psi]
E	104 bar [1500 psi]
F	121 bar [1750 psi]
G	138 bar [2000 psi]
J	173 bar [2500 psi]
L	207 bar [3000 psi]

NOTE: Valve cavity is only available on the A19, A39, A62 & AC2 housings. The B option will not have a valve cartridge listed above installed.

STEP 7 - Select an add on option

A	Standard
B	Lock Nut
C	Solid Hex Nut
W	4-Pin Dual Male Weatherpack Connector (S)
X	4-Pin M12 Dual Male Connector (S)
Y	3-Pin Single Male Weatherpack Connector (S)
Z	4-Pin M12 Single Male Connector (S)

NOTE: (S) - STEP 3 Housings available for use with speed sensors. STEP 4 Shafts available for use with speed sensors. STEP 7 Speed sensor options.

STEP 8 - Select a miscellaneous option

AA	None
AC	Freeturning Rotor
FB	No Check Valves Installed In Motor