

CHIEF[®] WT

Hydraulic Cylinders by Bailey

Heavy-Duty Welded Cylinder, SAE O-Ring Ports, & Cross Tubes

The Chief WT is our highest quality welded cylinder designed for heavier loads. The rod and base ends are welded cross tubes with grease zerk. Designed for performance, the Chief WT has a heavy-duty piston and a piston stem combined with wear rings to reduce friction. Screw-in gland is removable from rod end. 5, 6 and 8" bore cylinders have a gland collar design. Ideal for construction and agricultural applications as well as other industries like metal fabricating, waste/recycling and OEM manufacture of trailers. SAE O-ring port hookups on small bores and NPTF on large bores.

Each and every Chief WT cylinder is functionally tested and pressurized to 1.5 times the normal working pressure to insure performance reliability. The Chief WT is available in bore sizes from 2" to 8" and strokes from 4" to 96". It has a 3,000 PSI operating range and **3 year limited warranty**. Cylinder can be customized to meet OEM requirements on large orders. Painted black, available in custom colors.

- Welded Cylinder
- 3000 PSI Working Pressure
- SAE O-ring Ports
- Cross Tube Ends with Grease Zerk



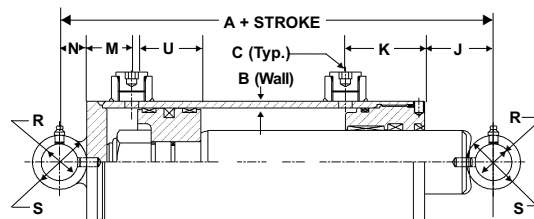
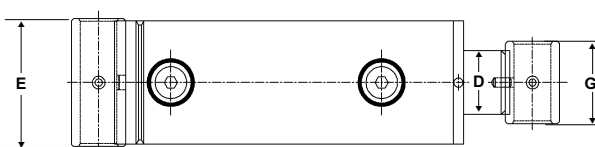
3000 PSI

Imported Chief cylinders are manufactured at ISO 9001:2000 Certified Facilities

Chief WT Welded Cylinders

Bore Sizes 2" to 8" Strokes from 4" to 96"

Intended Use: Double-acting applications • **Piston:** Ductile iron with wear ring(s) • **Gland:** Ductile iron, screw-in design with wear ring
• Tube: Precision honed steel • **Rod:** Ground and polished chromed steel, minimum 75,000 PSI yield • **Butt Plate:** Steel • **End Mounts:** Steel cross tubes with grease zerk • **Spacer Tube:** Steel on 48" stroke and above • **Gland Seal:** Polyurethane U-cup • **Wiper:** Polyurethane
• Piston Seal: 755 Hallite with wear ring(s) • **All Other Seals:** Selected and designed for maximum life • **Ports:** SAE O-ring • **Paint:** Black



Dimensional Data in Inches (Millimeters)														
BORE	A*	B	C	D	E	G	J	K	M	N	R	S	T	U
2.000 (50.8)	7.000 (177.8)	0.188 (4.8)	SAE 8	1.250 (31.8)	2.500 (63.50)	1.750 (44.5)	2.440 (61.98)	1.880 (47.75)	0.970 (24.64)	0.630 (16.00)	0.765 (19.4)	1.250 (31.8)	NA	1.000 (25.40)
2.500 (63.5)	8.000 (203.2)	0.188 (4.8)	SAE 8	1.500 (38.1)	3.000 (76.20)	2.000 (50.8)	3.120 (79.25)	2.000 (50.80)	1.125 (28.42)	0.630 (16.00)	0.765 (19.4)	1.250 (31.8)	NA	1.000 (25.40)
3.000 (76.2)	8.000 (203.2)	0.188 (4.8)	SAE 8	1.750 (44.5)	3.500 (88.90)	2.250 (57.2)	1.910 (48.51)	2.190 (55.63)	1.250 (31.75)	0.750 (19.1)	1.015 (25.8)	1.500 (38.1)	NA	1.750 (44.45)
3.500 (88.9)	8.000 (203.2)	0.188 (4.8)	SAE 8	2.000 (50.8)	4.000 (101.60)	2.500 (63.5)	1.600 (40.64)	2.310 (58.67)	1.310 (33.27)	0.750 (19.1)	1.015 (25.8)	1.500 (38.1)	NA	1.750 (44.45)
4.000 (101.6)	9.000 (228.60)	0.250 (6.4)	SAE 8	2.250 (57.2)	4.625 (117.48)	4.000 (101.6)	2.075 (52.65)	2.185 (55.50)	1.610 (40.89)	1.000 (25.4)	1.265 (32.1)	2.000 (50.8)	NA	1.875 (47.63)
5.000 (127)	11.00 (279.4)	0.250 (6.4)	3/4" NPTF	2.500 (63.5)	5.750 (146.1)	4.000 (101.6)	2.750 (69.9)	3.000 (76.2)	2.000 (50.8)	1.250 (31.8)	1.515 (38.5)	2.500 (63.5)	6.250 (158.8)	2.00 (50.8)
6.000 (152.4)	11.00 (279.4)	0.250 (6.4)	3/4" NPTF	3.000 (76.2)	6.750 (171.5)	4.000 (101.6)	2.250 (57.2)	3.000 (76.2)	2.250 (57.2)	1.250 (31.8)	1.515 (38.5)	2.500 (63.5)	7.250 (184.2)	2.25 (57.2)
8.000 (203.2)	16.00 (406.4)	0.375 (9.5)	1" NPTF	4.000 (101.6)	9.000 (228.6)	5.000 (127.0)	3.500 (88.9)	3.313 (84.2)	3.187 (80.9)	2.000 (50.8)	2.515 (63.9)	4.000 (101.6)	9.910 (251.7)	4.00 (101.6)

*Dimension A 2.000 (50.8) spacer is added at 48.000 (1219.2) stroke, and an additional 1.000 (25.4) is added for each additional 6.000 (152.4) of stroke thereafter to a 6.000 (152.4) maximum spacer. ** For 2.0" with 1.0" pins "J" = 2.32", For 2.5" with 1.0" pins "J" = 3.00". ***For 2.0" and 2.5" bore there are additional cylinders the difference being R = 1.015" and S = 1.500". (25.8)



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