

THE **Jergens** DIFFERENCE

Swing Cylinders

OURS



THEIRS



Squared Tracks and Pin Engagement
Internal piston is driven by a pin designed for close tolerance with squared track. Larger load-bearing surface results in a more durable assembly.

V-grooves and Ball-bearing Engagement
Internal piston is driven by a ball bearing that rolls in a rounded track on only two points. Less surface contact leads to more wear and reduced product life.

JERGENS CLAMPING SWING CYLINDERS

VS.

OTHER CLAMPING SWING CYLINDERS

Precision machined for close tolerance between piston groove and pin. Better fit results in smoother motion and a more durable swing cylinder assembly.

Less surface area between bearing and track combined with severe conditions within the clamp body result in deforming of the bearing and assembly breakdown.

Free-floating pin design matches the shape of the groove. More contact area and less wear “keeps the pin in the pocket.”

Ball bearings can “pop out” of the track—a common failure of traditional swing clamps—causing the piston to seize.

Heavy-duty, low-friction rod seal features “double-lip” sealing—virtually leak-free even under severe operating conditions. Plus, lubricant is retained in the cavity formed by secondary lip—increases performance and quiets operation.

Seals may be more prone to wear and “dry run.” Failure of traditional seals is the primary failure of swing cylinder clamps.

High-pressure, low-friction, bi-directional piston seal is easier to turn and reduces leaks.

Breakdown of traditional seals is the primary failure of swing cylinder clamps. Galled seals cause contaminants, accelerating breakdown and increasing downtime.

Jergens

The Standard Components with the Highest Standards™

15700 S. Waterloo Road • Cleveland, OH 44110 • 800.537.4367 • www.jergensinc.com

Jergens Introduces Improved Hydraulic Swing Cylinder Clamp

The hydraulic swing cylinder features a compact design. The swing clamp's new and improved internal piston design extends piston life and enables smoother operation.

Rod and piston seals are state-of-the-art, providing virtually leak-free sealing, reducing contaminants—the industry's best solution for side-load wear.

Other features:

The new hydraulically activated clamps are available in either single- or double-acting versions.

Large clamping travel zones in three sizes: 0.31" (7.9mm), 0.50" (12.7mm), or 0.63" (16mm).

Either style can be manifold-mounted or can be plumbed conventionally through two #4 SAE ports.

Three sizes are available, with clamping capacities from 1,100 lbs. (250 kN) to 5,000 lbs. (1125 kN).

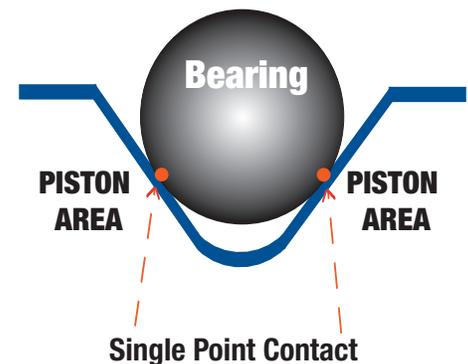
Standard product features either a 90° left rotation, 90° right rotation, or no rotation, and is easily converted in the field.

The clamps are available either Top Flange/Manifold Mounted or Bottom Flange/Manifold Mounted for extra versatility. Non-threaded bodies simplify mounting.

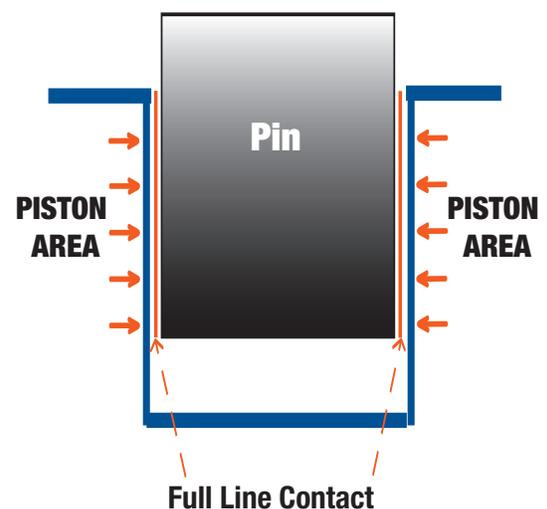
Replace your problem swing clamp with the one that lasts. Easily interchanges with most competing units—same mounting hole patterns and same port configurations.

Blackened, hard-coated body. Piston is manufactured from high-grade alloy steel and heat treated. Surface hardness and strength contributes to greater wear resistance and longer part life.

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