



## MMA Hydraulic Cylinders

'Mill Type' roundline cylinders for working pressures up to 250 bar

aerospace  
climate control  
electromechanical  
filtration  
fluid & gas handling  
**hydraulics**  
pneumatics  
process control  
sealing & shielding



ENGINEERING YOUR SUCCESS.

**Introduction**

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The heavy duty series MMA cylinder has been designed for service in steel mills and in other arduous applications where a rugged, dependable cylinder is required. In addition to the standard cylinders featured in this catalogue, MMA cylinders can be designed and manufactured to suit individual customer requirements.

**Standard Specifications**

- Heavy Duty construction
- Styles and dimensions to: CETOP RP73H, ISO 6022, DIN 24 333, AFNOR NF E48-025, VW 39D 921
- Rated pressure: 250 bar
- Fatigue-free at the rated pressure
- Hydraulic mineral oil – other fluids on request
- Temperature range of standard seals: -20°C to +80°C
- Construction: head and cap bolted to heavy steel flanges
- Bore sizes: 50mm to 320mm
- Piston rod diameters: 32mm to 220mm
- Cushioning – optional at both ends
- Air bleeds – optional at both ends
- Tested in accordance with ISO 10100 : 2001

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**3-D CAD**

New 3-D CAD software simplifies the process of selecting and drawing a cylinder, saving time and ensuring the accuracy of the finished design. Scan the QR code to view MMA cylinders on line at [www.parker.com](http://www.parker.com) or contact your local Sales Office – see rear cover.



**WARNING – USER RESPONSIBILITY**

FAILURE OR IMPROPER SELECTION OR IMPROPER USE OF THE PRODUCTS DESCRIBED HEREIN OR RELATED ITEMS CAN CAUSE DEATH, PERSONAL INJURY AND PROPERTY DAMAGE.

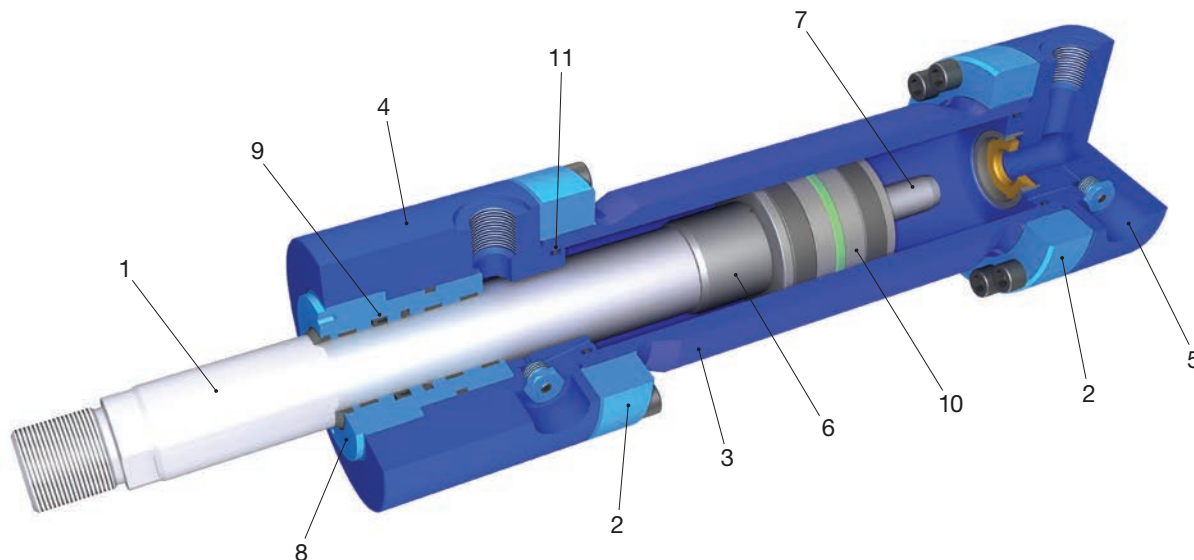
This document and other information from Parker-Hannifin Corporation, its subsidiaries and authorized distributors provide product or system options for further investigation by users having technical expertise.

The user, through its own analysis and testing, is solely responsible for making the final selection of the system and components and assuring that all performance, endurance, maintenance, safety and warning requirements of the application are met. The user must analyze all aspects of the application, follow applicable industry standards, and follow the information concerning the product in the current product catalog and in any other materials provided from Parker or its subsidiaries or authorized distributors.

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**Offer of Sale**

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### 1 Piston Rod

The piston rod is manufactured from precision ground, high tensile carbon alloy steel, hard chrome plated and polished to 0.2µm max. Piston rods up to 140mm in diameter are induction case hardened to Rockwell C54 minimum before chrome plating. This provides a 'dent resistant' surface, resulting in improved seal life. Piston rods of 160mm diameter and above can be case hardened on request. All rod and piston assemblies are designed to be fatigue free at full rated pressure.

### 2 Head and Cap Retention

The head and cap are bolted to heavy steel flanges, which are retained by threads at each end of the cylinder body. The resulting assembly is fatigue-free at its maximum rated pressure.

### 3 Cylinder Body

The heavy wall steel tubing is honed to a high surface finish, to minimise internal friction and prolong seal life.

### 4 & 5 Head and Cap Ends

The head and cap are machined from steel and located into the cylinder body's internal diameter for added strength and precise alignment. To ensure leak-free performance, both the head and cap are sealed by 'O' rings which, in turn, are protected by anti-extrusion rings.

### 6 & 7 Cushioning

Optional cushions at the head and cap are progressive in action, providing controlled deceleration which reduces noise and shock loading, and prolongs machine life. The head end cushion is a self-centring sleeve, while the polished cap end spear is an integral part of the piston rod. Needle valves are provided at both ends of the cylinder for precise cushion adjustment, and are recessed and retained so that they cannot be inadvertently removed.

Check valves at the head and cap ends of the cylinder minimize restriction to the start of a stroke, permitting full power and fast cycle times. The head end check valve is incorporated into the fully floating cushion sleeve, while the cap end employs a floating bronze cushion bush.

### 8 Rod Gland and Bearings

Seals are housed in a corrosion-resistant steel gland, featuring heavy duty polymer bearing rings to resist side loadings. Wide separation of these rings reduces bearing stresses, maximising the service life of the bearing. On bore sizes up to 100mm the rod gland is threaded into the head as illustrated above while, on larger bore sizes, the rod gland is bolted to the head.

The polymer bearing rings, with the rod seals, are easily replaced on removal of the rod gland, and all components may be serviced without further disassembly of the cylinder.

### 9 & 10 Gland and Piston Seals

The gland seals provide efficient retention of pressurized fluid while preventing the ingress of contaminants. A variety of gland and piston seal options is available, to suit different applications – see page 4.

MMA cylinders can also be designed and manufactured with seals to suit individual customer requirements. Please contact the factory with details of the application.

### 11 Body End Seals

To ensure leak-free performance, body end seals and gland/head seals are of radial construction, avoiding the problems of 'nibbling' and early failure associated with face-type seals.

## Gland and Piston Seal Options

See Illustrations, page 21

### Standard Option

The standard seals fitted to MMA cylinders provide excellent low speed and break-out performance and deliver exceptional working life in high cycle applications. They are suitable for use with Group 1 fluids (see page 20) and may be used for piston speeds up to 0.5m/s.

Standard gland seals employ a polyurethane lipseal and a PTFE stepped seal. The piston is fitted with a heavy duty filled polymer seal and heavy duty wear rings. The wear rings prevent contact between the piston and cylinder bore and protect the piston seal from contaminants.

### Low Friction Option

Low friction seals are suitable for applications where very low friction and an absence of stick-slip are important. They are not suitable for holding loads in a fixed position. Low friction seals are available for use with all fluid groups and are suitable for piston speeds up to 1m/s.

Low Friction gland seals comprise two low friction PTFE stepped seals and a heavy duty wiperseal, while the pistons employ a PTFE seal and PTFE wear rings.

### Chevron Option

The combination of chevron gland and chevron piston seals is designed to withstand harsh environments such as steel mills. They are suitable for use with all fluid groups and for piston speeds up to 0.5m/s, and may be used to hold a load in position.

Chevron gland seals have a corrosion-resistant steel retainer, and a separate removable steel housing which retains the inner bearing rings. A heavy duty wiper seal prevents the ingress of contaminants. Chevron pistons feature a two-piece piston with a wide bearing ring mounted between chevron seals.

### Load Holding Option

Suitable for applications where loads are required to be held in position, the Load Holding option combines the low friction performance and long life of the standard gland seals with the rugged qualities of the chevron piston seal. The load holding option may be used for piston speeds up to 0.5m/s and is suitable for use with Group 1 fluids.

### Air Bleeds

Available as an option at both ends, air bleeds are recessed into the head and cap and retained so they cannot be inadvertently removed. The air bleed location, in relation to the supply port location, must be specified on the order – see page 23.

### Gland Drains

The tendency of hydraulic fluid to adhere to the piston rod can result in an accumulation of fluid in the cavity between the seals under certain operating conditions. This may occur with long stroke cylinders, where there is a constant back pressure as in differential circuitry, or where the ratio of the extend speed to the retract speed is greater than 2 to 1.

Gland drains should be piped back to the fluid reservoir, which should be located below the level of the cylinder.

## Position Switches and Feedback Devices

Non-contacting position switches and linear position transducers of various types may be fitted to MMA series cylinders. Please contact the factory for further details.

### Rod End Bellows

Exposed rod surfaces that are subjected to air hardening contaminants should be protected by rod end bellows. Longer rod extensions are required to accommodate their collapsed length – please consult the factory for details.

### Rod Material

As an alternative to the normal piston rod material, stainless steel and other special materials and finishes can be supplied.

### Metallic Rod Wipers

For applications where contaminants may adhere to the extended piston rod and thereby cause premature failure of gland seals, the use of a metallic rod wiper in place of the standard wiper seal is recommended.

### Special Designs

Alternative sealing arrangements, special mounting styles, higher or lower rated pressure designs, welded cap ends to reduce overall length (non-cushioned only), larger bores and alternative rod sizes are just a few of the special requirements which can be accommodated by our design and engineering staff.

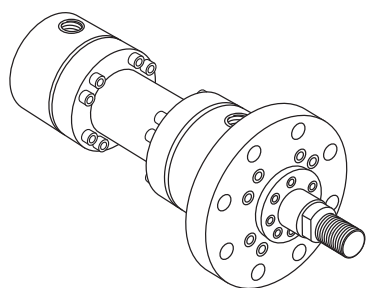
### Marine Environments

MMA cylinders can be supplied with modifications to material and paint specifications which make them suitable for operation in a marine environment. Please consult the factory.

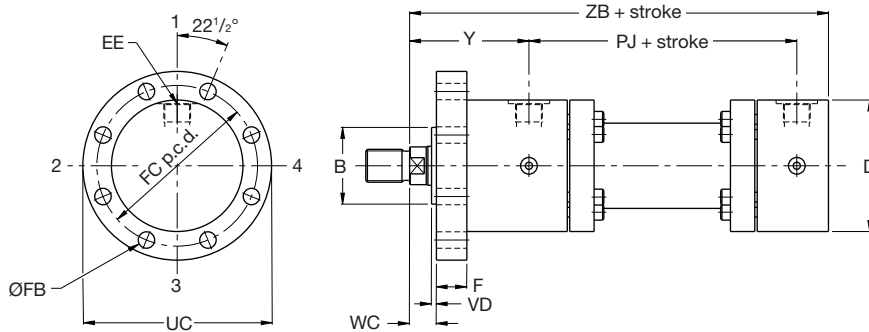
## Servicing Features

The MMA series has been designed to make maintenance as easy as possible, by incorporating the following design features:

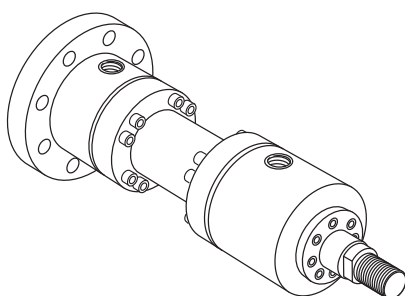
- **Removable Gland** – Rod bearing and rod seals can be replaced without completely dismantling the cylinder. For chevron glands, a thread is machined on the outside diameter of the seal housing to assist extraction.
- **Chamfers** at both ends of the cylinder body ease assembly of the head and cap and insertion of the piston seals.
- **Retaining flanges** are removable, allowing separate replacement of the cylinder body. Flanges are spaced from the head and cap to allow the bolts to be sawn through in the event of severe damage or corrosion.
- **High tensile bolts** are used for ease of maintenance.



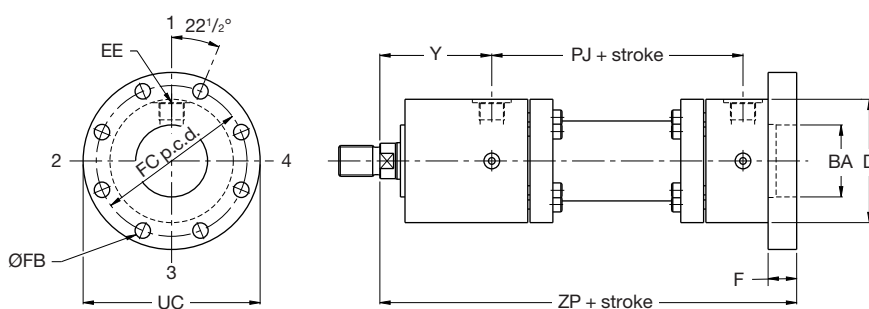
**Style MF3**  
 Head Circular Flange



Accurate location of 'B' provided as standard on model MF3 only.



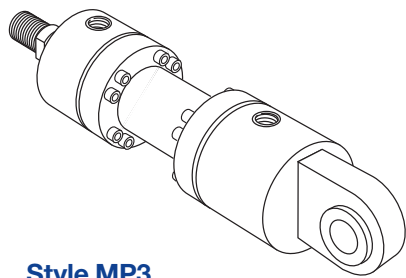
**Style MF4**  
 Cap Circular Flange



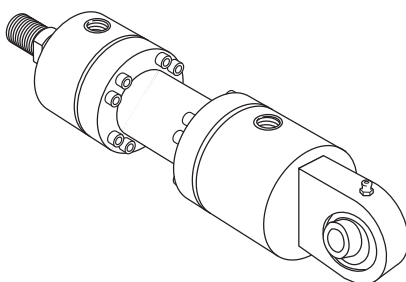
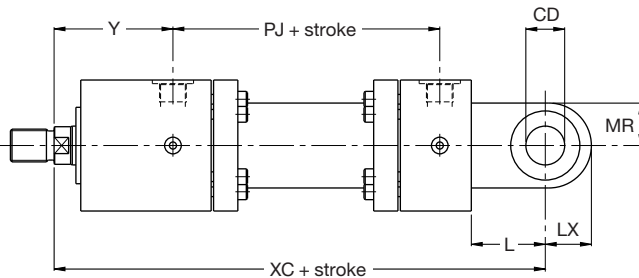
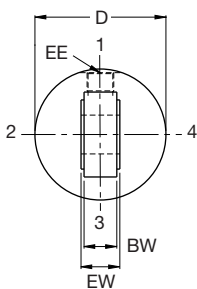
**Dimensions – MF3 and MF4** See also Rod End Dimensions, page 9

Bore Ø	Rod No.	Rod Ø	B <sup>16</sup> & BA <sup>H8</sup>	D <sub>max</sub>	EE (BSPP)	F	FB	FC	UC	VD <sub>min</sub>	WC	Y	Min. Stroke	+ Stroke		
														PJ	ZB <sub>max</sub>	ZP
50	1 2	32 36	63	108	G <sup>1</sup> / <sub>2</sub>	25	13.5	132	155	4	22	98	20	120	244	265
63	1 2	40 45	75	124	G <sup>3</sup> / <sub>4</sub>	28	13.5	150	175	4	25	112	30	133	274	298
80	1 2	50 56	90	148	G <sup>3</sup> / <sub>4</sub>	32	17.5	180	210	4	28	120	20	155	305	332
100	1 2	63 70	110	175	G1	36	22	212	250	5	32	134	25	171	340	371
125	1 2	80 90	132	208	G1	40	22	250	290	5	36	153	50	205	396	430
140	1 2	90 100	145	255	G <sup>1</sup> / <sub>4</sub>	40	26	300	340	5	36	181	50	208	430	465
160	1 2	100 110	160	270	G <sup>1</sup> / <sub>4</sub>	45	26	315	360	5	40	185	50	235	467	505
180	1 2	110 125	185	315	G <sup>1</sup> / <sub>4</sub>	50	33	365	420	5	45	205	20	250	505	550
200	1 2	125 140	200	330	G <sup>1</sup> / <sub>4</sub>	56	33	385	440	5	45	220	20	278	550	596
250	1 2	160 180	250	412	G <sup>1</sup> / <sub>2</sub>	63	39	475	540	8	50	260	20	325	652	703
320	1 2	200 220	320	510	G2	80	45	600	675	8	56	310	20	350	764	830

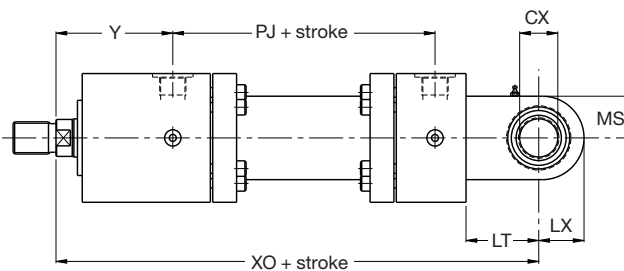
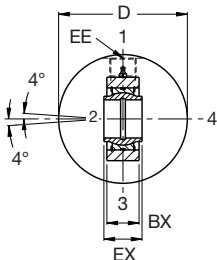
All dimensions are in millimetres unless otherwise stated.



**Style MP3**  
Cap Fixed Eye



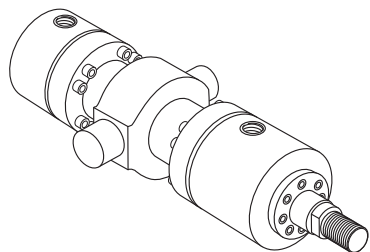
**Style MP5**  
Cap Fixed Eye  
with Spherical Bearing



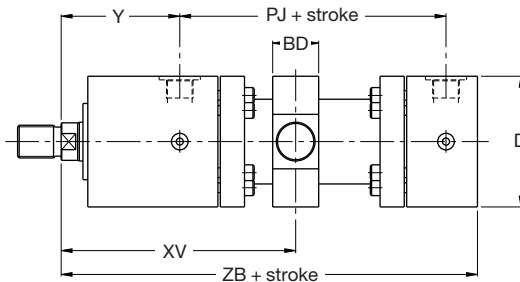
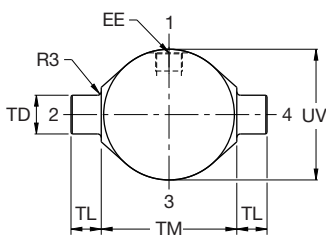
**Dimensions – MP3 and MP5** See also Rod End Dimensions, page 9

Bore Ø	Rod No.	Rod Ø	BW & BX	CD <sup>H9</sup> & CX <sup>H7</sup>	D max	EE (BSPP)	EW <sup>h12</sup> & EX <sup>h12</sup>	L & LT	LX	MR & MS	Y	Min. Stroke	+ Stroke	
													PJ	XC & XO
50	1 2	32 36	27	32	108	G <sup>1</sup> / <sub>2</sub>	32	61	38	35	98	20	120	305
63	1 2	40 45	35	40	124	G <sup>3</sup> / <sub>4</sub>	40	74	50	50	112	30	133	348
80	1 2	50 56	40	50	148	G <sup>3</sup> / <sub>4</sub>	50	90	61.5	61.5	120	20	155	395
100	1 2	63 70	52	63	175	G1	63	102	71	66	134	25	171	442
125	1 2	80 90	60	80	208	G1	80	124	90	90	153	50	205	520
140	1 2	90 100	65	90	255	G <sup>1</sup> / <sub>4</sub>	90	150	113	113	181	50	208	580
160	1 2	100 110	84	100	270	G <sup>1</sup> / <sub>4</sub>	100	150	112	112	185	50	235	617
180	1 2	110 125	88	110	315	G <sup>1</sup> / <sub>4</sub>	110	185	129	118	205	20	250	690
200	1 2	125 140	102	125	330	G <sup>1</sup> / <sub>4</sub>	125	206	145	131	220	20	278	756
250	1 2	160 180	130	160	412	G <sup>1</sup> / <sub>2</sub>	160	251	178	163	260	20	325	903
320	1 2	200 220	162	200	510	G2	200	316	230	209	310	20	350	1080

All dimensions are in millimetres unless otherwise stated.



**Style MT4**  
 Intermediate Trunnion

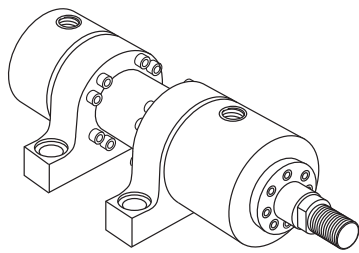


**Note:** XV Dimension to be specified by customer. Where minimum dimension is unacceptable, please consult factory.

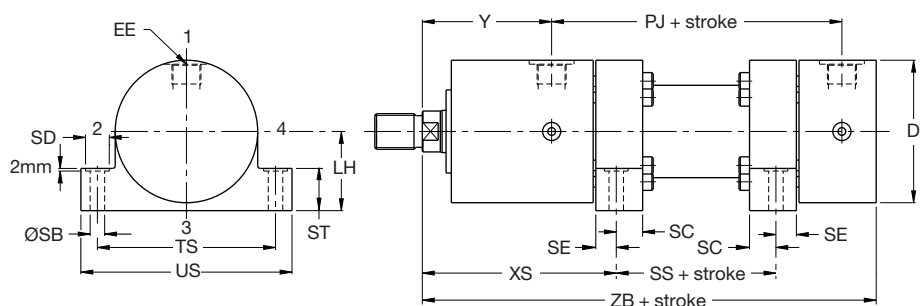
**Dimensions – MT4** See also Rod End Dimensions, page 9 and Trunnion Blocks, page 13

Bore Ø	Rod No.	Rod Ø	BD	D max	EE (BSPP)	TD f8	TL	TM h13	UV max	XV min	Y	Min. Stroke	+ Stroke		
													PJ	XV max	ZB max
50	1 2	32 36	38	108	G <sup>1</sup> / <sub>2</sub>	32	25	112	108	187	98	55	120	132	244
63	1 2	40 45	48	124	G <sup>3</sup> / <sub>4</sub>	40	32	125	124	212	112	75	133	137	274
80	1 2	50 56	58	148	G <sup>3</sup> / <sub>4</sub>	50	40	150	148	245	120	90	155	155	305
100	1 2	63 70	73	175	G1	63	50	180	175	280	134	120	171	160	340
125	1 2	80 90	88	208	G1	80	63	224	218	340	153	160	205	180	396
140	1 2	90 100	98	255	G1 <sup>1</sup> / <sub>4</sub>	90	70	265	260	380	181	180	208	200	430
160	1 2	100 110	108	270	G1 <sup>1</sup> / <sub>4</sub>	100	80	280	280	400	185	180	235	220	467
180	1 2	110 125	118	315	G1 <sup>1</sup> / <sub>4</sub>	110	90	320	315	410	205	170	250	240	505
200	1 2	125 140	133	330	G1 <sup>1</sup> / <sub>4</sub>	125	100	335	330	450	220	190	278	260	550
250	1 2	160 180	180	412	G1 <sup>1</sup> / <sub>2</sub>	160	125	425	412	540	260	240	325	300	652
320	1 2	200 220	220	510	G2	200	160	530	510	625	310	300	350	325	764

All dimensions are in millimetres unless otherwise stated.



**Style MS2**  
Foot Mounting  
(Not to ISO 6022)



**Note:** The MS2 mounting should only be used where the stroke is at least half of the bore diameter or where the cylinder operates below 160 bar.

**Dimensions – MS2** See also Rod End Dimensions, page 9

Bore Ø	Rod No.	Rod Ø	D max	EE (BSPP)	LH h10	SB H13	SC	SD	SE	ST	TS	US	XS	Y	Min. Stroke	+ Stroke		
																PJ	SS	ZB max
50	1 2	32 36	108	G <sup>1</sup> / <sub>2</sub>	60	11	20.5 <sup>1</sup>	18	15.5	32	135	160	130.0	98	0	120	55	244
63	1 2	40 45	124	G <sup>3</sup> / <sub>4</sub>	68	13.5	24.5 <sup>1</sup>	20	17.5	37	155	185	147.5	112	20	133	55	274
80	1 2	50 56	148	G <sup>3</sup> / <sub>4</sub>	80	17.5	22.5	26	22.5	42	185	225	170.5	120	35	155	55	305
100	1 2	63 70	175	G1	95	22	27.5	33	27.5	52	220	265	192.5	134	55	171	55	340
125	1 2	80 90	208	G1	115	26	30.0	40	30.0	62	270	325	230.0	153	65	205	60	396
140	1 2	90 100	255	G1 <sup>1</sup> / <sub>4</sub>	135	30	35.5	48	35.5	77	325	390	254.5	181	80	208	61	430
160	1 2	100 110	270	G1 <sup>1</sup> / <sub>4</sub>	145	33	37.5	48	37.5	77	340	405	265.5	185	80	235	79	467
180	1 2	110 125	315	G1 <sup>1</sup> / <sub>4</sub>	165	40	42.5 <sup>1</sup>	60	40.5	87	390	465	287.5	205	70	250	85	505
200	1 2	125 140	330	G1 <sup>1</sup> / <sub>4</sub>	170	40	45.0 <sup>1</sup>	60	43.0	87	405	480	315.0	220	60	278	90	550
250	1 2	160 180	412	G1 <sup>1</sup> / <sub>2</sub>	215	52	50.0 <sup>1</sup>	76	47.0	112	520	620	360.0	260	60	325	120	652
320	1 2	200 220	510	G2	260	62	60.0 <sup>1</sup>	110	57.0	152	620	740	425.0	310	80	350	120	764

<sup>1</sup> Mounting holes offset from centre line

**Piston Rod End Styles**

MMA cylinders are available with standard metric male and female rod ends to ISO 4395. They can also be supplied with other rod end threads, eg: ISO metric coarse, Unified, British Standard etc., or to the customer's special requirements.

**Rod End Codes 4 and 9**

Each cylinder bore size is offered with two diameters of piston rod – the smaller is designated no. 1 and the larger, no. 2. The standard male rod end threads, to ISO 6022, are designated code 4 and female threads are designated code 9. Female threads are only available with the no. 2 rod size.

**Rod End Code 3**

Non-standard rod ends are designated code 3. Orders for these should include dimensioned sketches and descriptions, showing dimensions KK or KF, A or AF, rod stand-out W and the thread form required.

**Wrench Flats**

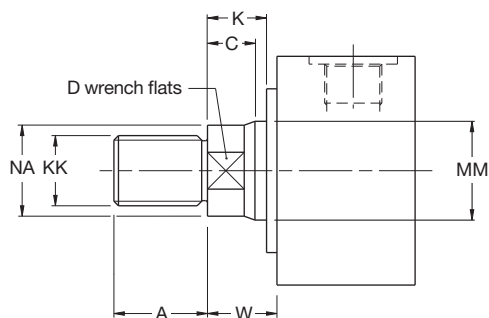
Piston rods up to and including 90mm in diameter are supplied with flats for a spanner wrench while rods above 90mm in diameter feature four drilled holes to accept a pin wrench. See dimension D in the table on page 9.

All dimensions are in millimetres unless otherwise stated.



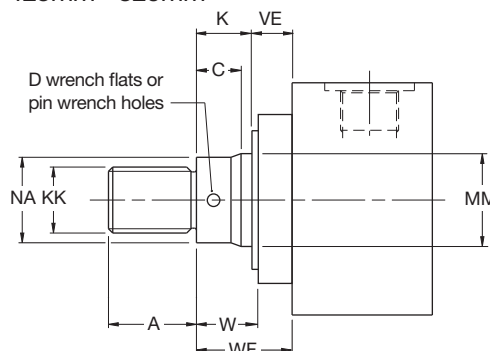
**Rod End Code 4**

Bore Ø 50mm - 100mm



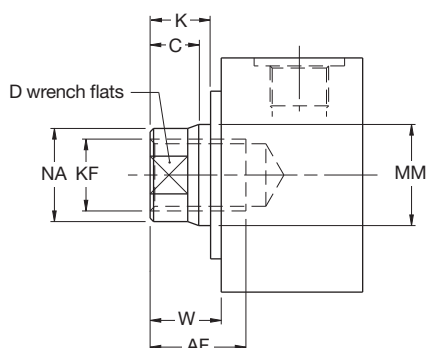
**Rod End Code 4**

Bore Ø 125mm - 320mm



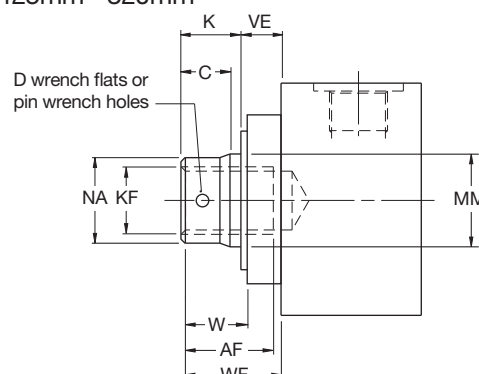
**Rod End Code 9**

Bore Ø 50mm - 100mm



**Rod End Code 9**

Bore Ø 125mm - 320mm



**Rod End Dimensions** See also Cylinder Dimensions, pages 5-8

Bore Ø	Rod No.	MM Rod Ø	A & AF	C	D	K	KK Code 4	KF Code 9	NA	VE max	W	WF
50	1 2	32 36	36	15	28 32	18	M27x2	- M27x2	31 35	-	22	-
63	1 2	40 45	45	18	34 36	21	M33x2	- M33x2	38 43	-	25	-
80	1 2	50 56	56	20	43 46	24	M42x2	- M42x2	48 54	-	28	-
100	1 2	63 70	63	23	53 60	27	M48x2	- M48x2	60 67	-	32	-
125	1 2	80 90	85	27	65 75	31	M64x3	- M64x3	77 87	39	36.5	70
140	1 2	90 100	90	27	75 Ø10 x 4	31	M72x3	- M72x3	87 96	39	36.5	70
160	1 2	100 110	95	31	Ø10 x 4 Ø10 x 4	35	M80x3	- M80x3	96 106	43	40.5	78
180	1 2	110 125	105	36	Ø10 x 4 Ø10 x 4	40	M90x3	- M90x3	106 121	47	45.5	87
200	1 2	125 140	112	36	Ø12 x 4 Ø12 x 4	40	M100x3	- M100x3	121 136	51	45.5	91
250	1 2	160 180	125	38	Ø15 x 4 Ø15 x 4	42	M125x4	- M125x4	155 175	59	50.5	101
320	1 2	200 220	160	44	Ø15 x 4 Ø15 x 4	48	M160x4	- M160x4	194 214	74	56.5	122

All dimensions are in millimetres unless otherwise stated.

**Accessory Selection**

The accessories and corresponding mounting brackets supplied for use at the piston rod end of a cylinder are selected by reference to the rod end thread, shown on page 9, while the same mounting brackets, when used at the cap end of pivot mounted cylinders, are selected by pin size – see dimensions CD and CX on page 6.

**Rod End**

- Rod clevis and pivot pin – page 10
- Rod eye with plain bearing – page 11
- Clevis bracket and pivot pin – page 11
- Rod eye with spherical bearing – page 12
- Mounting bracket and pivot pin – page 12

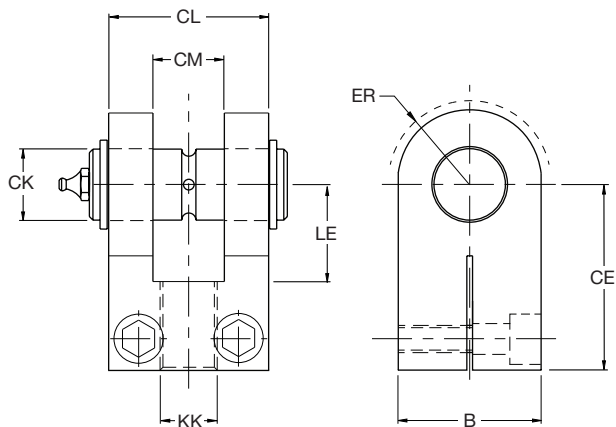
**Cap End**

- Clevis bracket and pivot pin – for style MP3 and MP5 mountings – page 11
- Mounting bracket and pivot pin – for style MP3 and MP5 mountings – page 12

**Cylinder Body**

- Trunnion blocks for style MT4 mounting – page 13

**Rod Clevis and Pivot Pin AP2 ISO 8132**

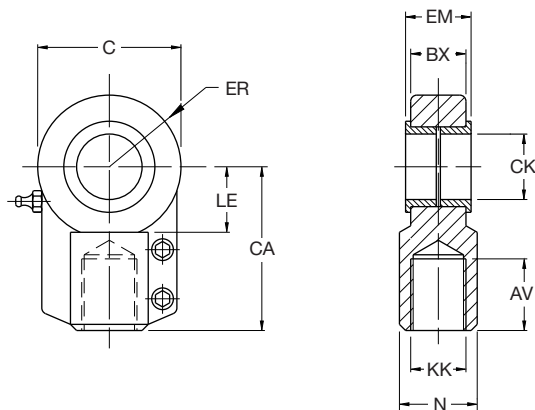


For larger sizes, please consult factory.

Part No.	B	CE js13	CK H9/f8	CL h16	CM A13	ER max	KK	LE min	Mass kg	Nominal Force kN
0962130032	65	80	32	70	32	40	M27x2	41	2.2	50
0962130040	80	97	40	90	40	50	M33x2	51	4.4	80
0962130050	100	120	50	110	50	63	M42x2	63	7.6	125
0962130063	120	140	63	140	63	71	M48x2	75	17.7	200
0962130080	140	180	80	170	80	90	M64x3	94	30.6	320

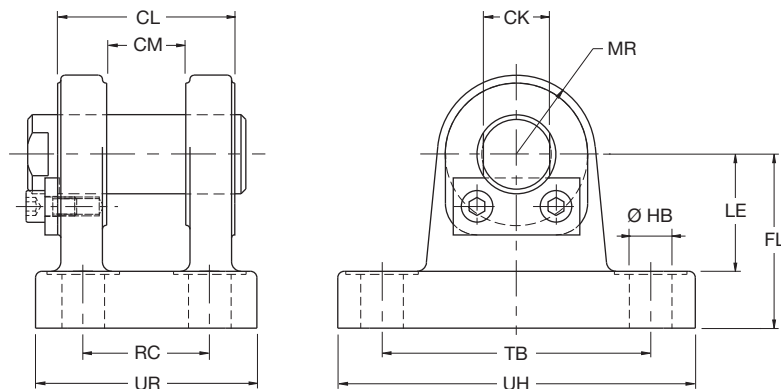
All dimensions are in millimetres unless otherwise stated.

**Rod Eye with Plain Bearing AP4 ISO 8132**



Part No.	AV min	BX max	C max	CA JS13	CK H9	EM h12	ER max	KK	LE min	N max	Mass kg	Nominal Force kN
148731	37	28	70	80	32	32	40	M27x2	30	38	1.2	50
148732	46	34	89	97	40	40	50	M33x2	39	47	2.1	80
148733	57	42	108	120	50	50	63	M42x2	47	58	4.4	125
148734	64	53.5	132	140	63	63	72.5	M48x2	58	70	7.6	200
148735	86	68	168	180	80	80	92	M64x3	74	91	14.5	320
148737	96	85.5	210	210	100	100	114	M80x3	94	110	28	500
148739	113	105	262	260	125	125	160	M100x3	116	135	43	800
148740	126	133	326	310	160	160	200	M125x4	145	165	80	1250
148741	161	162	460	390	200	200	250	M160x4	190	215	165	2000

**Clevis Bracket and Pivot Pin AB4 ISO 8132 Form A**

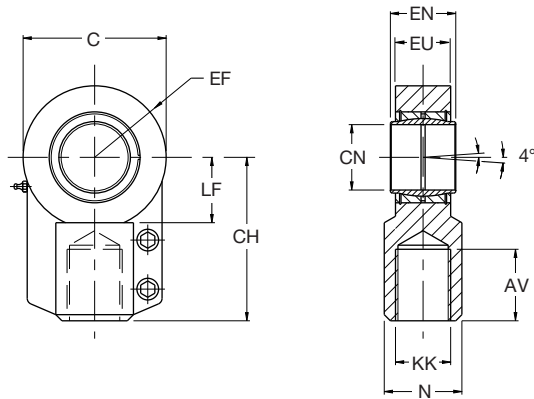


For larger sizes, please consult factory.

Part No.	CK H9/m6	CL h16	CM A13	FL JS12	HB H13	LE min	MR max	RC JS14	TB JS14	UH max	UR max	Mass kg	Nominal Force kN
0962110032	32	70	32	65	17.5	43	32	50	110	143	85	3.5	50
0962110040	40	90	40	76	22	52	40	65	130	170	108	6	80
0962110050	50	110	50	95	26	65	50	80	170	220	130	12	125
0962110063	63	140	63	112	33	75	63	100	210	270	160	19	200
0962110080	80	170	80	140	39	95	80	125	250	320	210	38	320

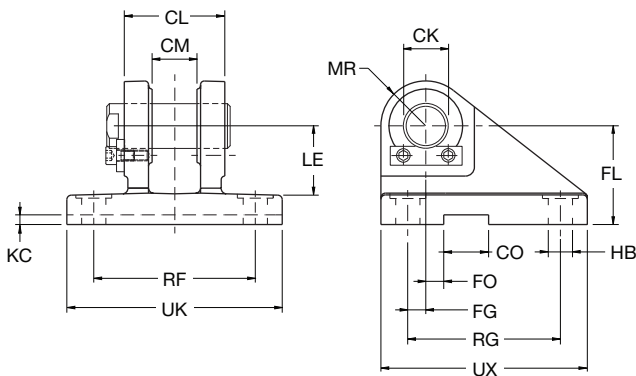
All dimensions are in millimetres unless otherwise stated.

**Rod Eye with Spherical Bearing AP6 ISO 8132**



Part No.	AV min	C max	CH js13	CN H7	EF max	EN h12	EU max	KK	LF min	N max	Mass kg	Nominal Force kN
145241	37	72	80	32	40	32	28	M27x2	30	38	1.2	50
145242	46	90	97	40	50	40	34	M33x2	39	47	2.1	80
145243	57	110	120	50	63	50	42	M42x2	47	58	4.4	125
145244	64	136	140	63	72.5	63	53.5	M48x2	58	70	7.6	200
145245	86	170	180	80	92	80	68	M64x3	74	91	14.5	320
148724	96	212	210	100	114	100	85.5	M80x3	94	110	28	500
148726	113	265	260	125	160	125	105	M100x3	116	135	43	800
148727	126	326	310	160	200	160	133	M125x4	145	165	80	1250
148728	161	420	390	200	250	200	165	M160x4	190	215	170	2000

**Mounting Bracket and Pivot Pin AB3 ISO 8132 Form B**

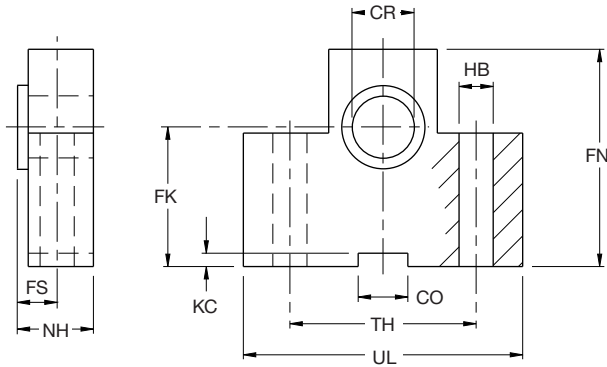


For larger sizes, please consult factory.

Part No.	CK H9/m6	CL h16	CM A13	CO N9	FG JS14	FL js13	FO JS14	HB H13	KC +0.3	LE min	MR max	RF js13	RG js13	UK max	UX max	Mass kg	Nominal Force kN
0962120032	32	70	32	25	14.5	65	6	17.5	5.4	43	32	110	110	145	145	5	50
0962120040	40	90	40	36	17.5	76	6	22	8.4	52	40	140	125	185	170	9.6	80
0962120050	50	110	50	36	25	95	-	26	8.4	65	50	165	150	215	200	15.5	125
0962120063	63	140	63	50	33	112	-	33	11.4	75	63	210	170	270	230	27.5	200
0962120080	80	170	80	50	45	140	-	39	11.4	95	80	250	210	320	280	47	320

All dimensions are in millimetres unless otherwise stated.

**Trunnion Block AT4 ISO 8132**



**Trunnions**

On the 320mm bore cylinder, the trunnion is welded to the cylinder body. On all other bore sizes, the trunnion assembly is threaded to the cylinder body and secured with a locking ring. If a different arrangement is needed to suit a particular application, please consult the factory.

Trunnions require lubricated pillow blocks with minimum bearing clearances. Blocks should be mounted and aligned to eliminate bending moments on the trunnion pins.

Bore Ø	Part No.	CO N9	CR H7	FK JS12	FN max	FS js13	HB H13	KC +0.3	NH max	TH js13	UL max	Mass kg	Nominal Force kN
50	149335	25	32	65	100	15	17.5	5.4	33	110	150	4.7	50
63	149336	36	40	76	120	16	22	8.4	41	125	170	7.8	80
80	149337	36	50	95	140	20	26	8.4	51	160	210	14.3	125
100	149338	50	63	112	180	25	33	11.4	61	200	265	24	200
125	149339	50	80	140	220	31	39	11.4	81	250	325	53	320

For larger sizes, please consult factory.

**Cylinder Mounting Information**

**Mounting Bolts**

It is recommended that mounting bolts with a strength to ISO 898/1 grade 12.9 should be used for fixing cylinders to the machine or base. Mounting bolts should be torque loaded to their manufacturer's recommended figures.

**Head and Cap Retention Bolts**

The head and cap retention bolts on MMA Series cylinders are torque loaded on assembly in the factory. If damage or corrosion is found on removal, the old bolts must be discarded and replacement bolts with a minimum strength to ISO 898/1 grade 12.9 must be fitted. Head and cap bolts should always be tightened progressively in a diagonal sequence and torque loaded to the figures shown in the table.

Bore Ø	Flange Bolts	
	Torque Load (Nm)	Bolt Size
50	26-28	M8
63	51-54	M10
80	112-118	M12
100	157-165	M14
125	247-260	M16
140		
160	456-480	M20
180		
200	668-692	M22
250	1112-1170	M27
320	1425-1500	M33

**Spherical Bearings**

All spherical bearings should be re-packed with grease periodically. In unusual or severe working conditions, consult the factory regarding the suitability of the bearing chosen.

**Cylinder Masses**

Bore Ø	Rod No.	Mounting Styles at Zero Stroke, in kg				per 10mm Stroke kg
		MF3 & MF4	MP3 & MP5	MT4	MS2	
50	1	14.8	16.2	16.6	16.6	0.2
	2	17.8	16.2	16.7	16.6	0.2
63	1	27	26	26	24	0.3
	2	27	26	26	24	0.3
80	1	39	37	37	35	0.5
	2	39	37	37	35	0.5
100	1	61	59	59	56	0.6
	2	61	59	59	56	0.7
125	1	103	103	105	95	0.9
	2	104	104	105	96	1.0
140	1	164	168	171	158	1.1
	2	164	168	171	158	1.2
160	1	198	205	204	188	1.6
	2	199	205	205	188	1.7
180	1	289	290	292	274	2.0
	2	289	291	293	275	2.2
200	1	356	377	363	335	2.2
	2	357	378	364	336	2.4
250	1	646	698	685	614	3.2
	2	647	700	687	616	3.6
320	1	1180	1294	1239	1116	5.1
	2	1230	1345	1290	1118	5.6

Where applicable, accessory masses can be added to give a gross mass – see page 10.

All dimensions are in millimetres unless otherwise stated.

## Selecting the Cylinder Diameter

### Push Force

If the piston rod is in compression, use the Push Force table below.

1. Identify the operating pressure closest to that required.
2. In the same column, identify the force required to move the load (always rounding up).
3. In the same row, look along to the cylinder bore required.

If the cylinder envelope dimensions are too large, increase the operating pressure, if possible, and repeat the exercise.

Bore Ø	Cylinder Bore Area mm <sup>2</sup>	Cylinder Push Force in kN				
		50 bar	100 bar	150 bar	200 bar	250 bar
50	1964	10	20	30	40	50
63	3117	15	31	46	63	79
80	5026	25	51	76	102	128
100	7854	40	80	120	160	200
125	12272	62	125	187	250	312
140	15386	77	154	231	308	385
160	20106	102	205	307	410	512
180	25434	127	254	381	508	635
200	31416	160	320	480	640	801
250	49087	250	500	750	1000	1250
320	80425	410	820	1230	1640	2050

### inPHorm

For more comprehensive information on the calculation of cylinder bore size required, please refer to the European cylinder inPHorm selection programme HY07-1260/Eur.

### Pull Force

If the piston rod is in tension, use the Reduction in Cylinder Push Force table below. To determine the pull force:

1. Follow the procedure for Push Force applications, as described.
2. Using the Reduction in Cylinder Push Force table below, establish the force indicated according to the rod diameter and pressure selected.
3. Deduct this from the original push force. The resulting figure is the net force available to move the load.

If this force is not large enough, repeat the process again but increase the system operating pressure or cylinder diameter if possible. If in doubt, please contact our design engineers.

Piston Rod Ø	Piston Rod Area mm <sup>2</sup>	Reduction in Cylinder Push Force in kN				
		50 bar	100 bar	150 bar	200 bar	250 bar
32	804	4	8	12	16	20
36	1018	5	10	15	20	25
40	1257	6	12	19	24	31
45	1590	8	16	24	32	40
50	1964	10	19	29	38	49
56	2463	12	25	37	50	62
63	3386	17	34	51	68	85
70	3848	19	39	58	78	98
80	5027	25	50	76	100	126
90	6362	32	64	97	129	162
100	7855	39	79	118	158	196
110	9503	48	96	145	193	242
125	12274	61	123	184	246	307
140	15394	78	156	235	313	392
160	20109	100	201	301	402	503
180	25447	129	259	389	518	648
200	31420	157	314	471	628	785
220	38013	198	387	581	775	969

All dimensions are in millimetres unless otherwise stated.

### Selecting the Piston Rod

To select a piston rod for thrust (push) conditions:

1. Determine the type of mounting style and rod end connection to be used. From the Stroke Factor Selection table below, identify which factor corresponds to the application.
2. Using this stroke factor, determine the 'basic length' from the equation:

$$\text{Basic Length} = \text{Net Stroke} \times \text{Stroke Factor}$$

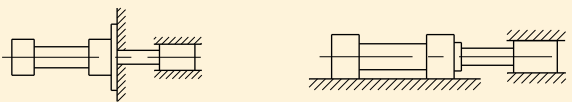
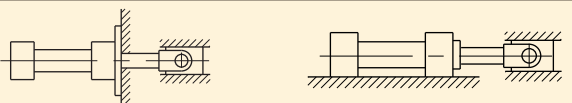
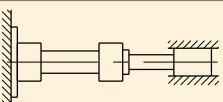
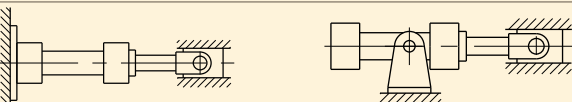
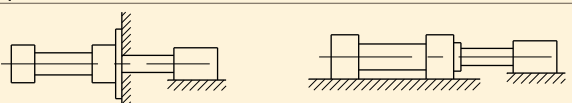
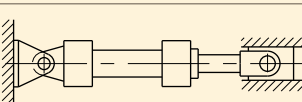
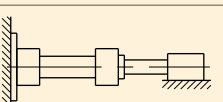
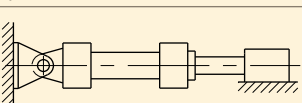
(The Piston Rod Selection Chart on page 16 applies to piston rods with standard rod extensions beyond the face of the gland retainer. For rod extensions greater than standard, add the increase to the stroke to arrive at the 'basic length'.)

3. Find the load imposed for the thrust application by multiplying the full bore area of the cylinder by the system pressure, or by referring to the Push and Pull Force tables on page 14.
4. Using the Piston Rod Selection Chart on page 16, look along the values for 'basic length' and 'thrust' as found in 2 and 3 above, and note the point of intersection.

The correct piston rod size is read from the diagonally curved line **above** the point of intersection.

For tensile (pull) loads, the rod size is selected by specifying standard cylinders with standard rod diameters and using them at or below the rated pressure.

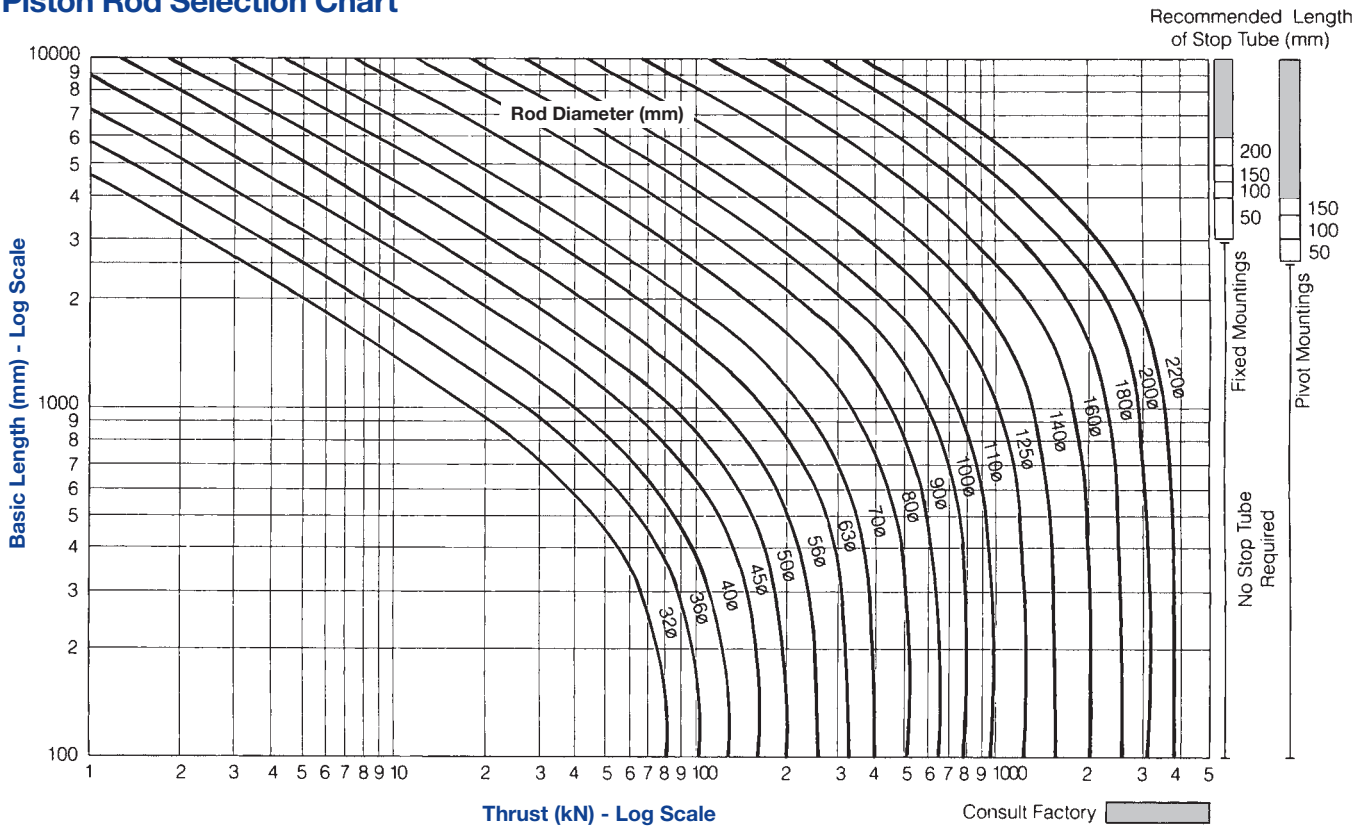
### Stroke Factor Selection

Cylinder Mounting Style	Rod End Connection and Load Guidance	Type of Mounting	Apply Stroke Factor of
MF3 Front flange and MS2 foot mountings	Load is fixed and rigidly guided		0.5
MF3 Front flange and MS2 foot mountings	Load is pivoted and rigidly guided		0.7
MF4 Rear flange mounting	Load is fixed and rigidly guided		1.0
MF4 MT4 Rear flange and trunnion mountings	Load is pivoted and rigidly guided		1.5
MF3 Front flange and MS2 foot mountings	Load is supported but not rigidly guided		2.0
MP3 MP5 Rear pivot mountings	Load is pivoted and rigidly guided		2.0
MF4 Rear flange mounting	Load is supported but not rigidly guided		4.0
MP3 MP5 Rear pivot mountings	Load is supported but not rigidly guided		4.0

### inPHorm

For accurate sizing, please refer to the European cylinder inPHorm selection programme HY07-1260/Eur.

**Piston Rod Selection Chart**



**Long Strokes and Stop Tubes**

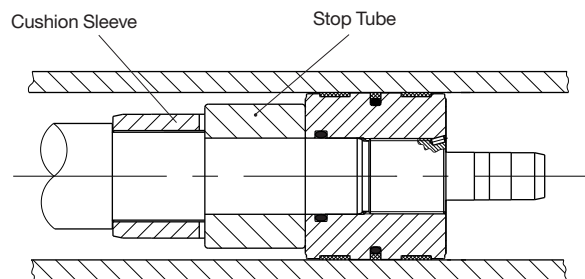
For tension (pull) loads, the rod size is selected by specifying standard cylinders with standard rod diameters, and using them at or below the rated pressure.

For long stroke cylinders under compressive (push) loads, a stop tube should be used to reduce bearing stress. The required length of stop tube is read from the vertical columns on the right of the chart, above, by following the horizontal band within which the point of intersection lies. Note that stop tube requirements differ for fixed and pivot mounted cylinders.

If the required length of stop tube is in the shaded region marked 'consult factory', please submit the following information:

1. Cylinder mounting style.
2. Rod end connection and method of guiding load.
3. Bore and stroke required, and length of rod extension (Dimension W, page 9) if greater than standard.
4. Mounting position of cylinder. If at an angle or vertical, specify the direction of the piston rod.
5. Operating pressure of the cylinder if limited to less than the standard pressure for the cylinder selected.

When specifying a cylinder with a stop tube, please insert an 'S' (Special) and the **net** stroke of the cylinder in the order code, and state the length of the stop tube. Note that net stroke is equal to the gross stroke of the cylinder less the length of the stop tube. The gross stroke determines the envelope dimensions of the cylinder.





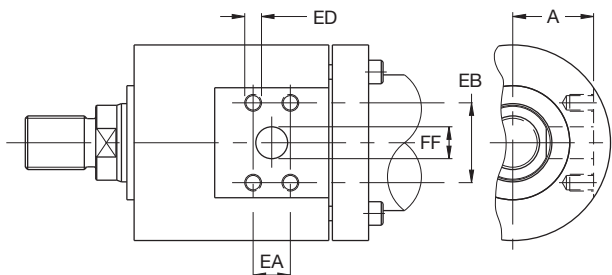
### Port Size and Piston Speed

Fluid velocity in connecting lines should be limited to 5m/s to minimise fluid turbulence, pressure loss and 'water hammer' effects. The tables below show piston speeds for standard and oversize ports and connecting lines where the velocity of fluid is 5m/s. If the desired piston speed results in a fluid flow in excess of 5m/s in connecting lines, larger lines with two ports per cap should be considered. Parker recommends that a flow rate of 12m/s in connecting lines should not be exceeded.

Bore Ø	Standard Cylinder Port			
	Port Size (BSPP)	Bore of Connecting Lines	Cap End Flow in l/min at 5m/s	Piston Speed m/s
50	G <sup>1</sup> / <sub>2</sub>	13	40	0.34
63	G <sup>3</sup> / <sub>4</sub>	15	53	0.28
80	G <sup>3</sup> / <sub>4</sub>	15	53	0.18
100	G1	19	85	0.18
125	G1	19	85	0.12
140	G1 <sup>1</sup> / <sub>4</sub>	22	114	0.12
160	G1 <sup>1</sup> / <sub>4</sub>	22	114	0.10
180	G1 <sup>1</sup> / <sub>4</sub>	22	114	0.08
200	G1 <sup>1</sup> / <sub>4</sub>	22	114	0.06
250	G1 <sup>1</sup> / <sub>2</sub>	28	185	0.06
320	G2	38	340	0.07

Bore Ø	Oversize Cylinder Port			
	Port Size (BSPP)	Bore of Connecting Lines	Cap End Flow in l/min at 5m/s	Piston Speed m/s
50	G <sup>3</sup> / <sub>4</sub>	14	53	0.45
63	G1	19	85	0.46
80	G1	19	85	0.28
100	G1 <sup>1</sup> / <sub>4</sub>	22	114	0.24
125	G1 <sup>1</sup> / <sub>4</sub>	22	114	0.16
140	G1 <sup>1</sup> / <sub>2</sub>	28	185	0.20
160	G1 <sup>1</sup> / <sub>2</sub>	28	185	0.15
180	G1 <sup>1</sup> / <sub>2</sub>	28	185	0.12
200	G1 <sup>1</sup> / <sub>2</sub>	28	185	0.10
250	G2	38	340	0.12
320	-	-	-	-

### Flange Port Sizes



All dimensions are in millimetres unless otherwise stated.

### Port Types

In addition to the standard and oversize BSPP ports, metric threaded ports to ISO 9974-1 and ISO 6149, and flange ports to ISO 6162 can also be supplied – see tables below. The ISO 6149 port incorporates a raised ring in the spot face for identification. Other flange port styles are available on request.

Bore Ø	Standard Port			Oversize Port		
	BSPP	Metric	DN Flange	BSPP	Metric	DN Flange
50	G <sup>1</sup> / <sub>2</sub>	M22x1.5	13	G <sup>3</sup> / <sub>4</sub>	M27x2	*
63	G <sup>3</sup> / <sub>4</sub>	M27x2	13	G1	M33x2	*
80	G <sup>3</sup> / <sub>4</sub>	M27x2	13	G1	M33x2	19
100	G1	M33x2	19	G1 <sup>1</sup> / <sub>4</sub>	M42x2	25
125	G1	M33x2	19	G1 <sup>1</sup> / <sub>4</sub>	M42x2	25
140	G1 <sup>1</sup> / <sub>4</sub>	M42x2	25	G1 <sup>1</sup> / <sub>2</sub>	M48x2	32
160	G1 <sup>1</sup> / <sub>4</sub>	M42x2	25	G1 <sup>1</sup> / <sub>2</sub>	M48x2	32
180	G1 <sup>1</sup> / <sub>4</sub>	M42x2	25	G1 <sup>1</sup> / <sub>2</sub>	M48x2	32
200	G1 <sup>1</sup> / <sub>4</sub>	M42x2	25	G1 <sup>1</sup> / <sub>2</sub>	M48x2	32
250	G1 <sup>1</sup> / <sub>2</sub>	M48x2	32	G2	-	38
320	G2	-	32	-	-	38

\* Consult factory

### Flange Port Sizes

Bore Ø	Standard Flange Port					
	DN Flange <sup>1</sup>	A	EA	EB	ED	FF Ø
50	13	47				
63	13	55	17.5	38.1	M8x1.25	13
80	13	68				
100	19	80				
125	19	97	22.2	47.6	M10x1.5	19
140	25	121				
160	25	129				
180	25	152	26.2	52.4	M10x1.5	25
200	25	160				
250	32	201				
320	32	250	30.2	58.7	M12x1.75 <sup>2</sup>	32

Bore Ø	Oversize Flange Port					
	DN Flange <sup>1</sup>	A	EA	EB	ED	FF Ø
50	-	-	-	-	-	-
63	-	-	-	-	-	-
80	19	66	22.2	47.6	M10x1.5	19
100	25	79				
125	25	97	26.2	52.4	M10x1.5	25
140	32	120				
160	32	128				
180	32	151	30.2	58.7	M12x1.75 <sup>2</sup>	32
200	32	159				
250	38 <sup>3</sup>	197 <sup>3</sup>				
320	38 <sup>3</sup>	248 <sup>3</sup>	36.5 <sup>3</sup>	79.3 <sup>3</sup>	M16x2 <sup>3</sup>	38 <sup>3</sup>

<sup>1</sup> 25 bar to 350 bar series

<sup>2</sup> M10x1.5 to ISO 6162 (1994) optional

<sup>3</sup> 400 bar series

**An Introduction to Cushioning**

Cushioning is recommended as a means of controlling the deceleration of masses, or for applications where piston speeds are in excess of 0.1m/s and the piston will make a full stroke. Cushioning extends cylinder life and reduces undesirable noise and hydraulic shock.

Built-in deceleration devices or 'cushions' are optional and can be supplied at the head and cap ends of the cylinder without affecting its envelope or mounting dimensions. Cushions are adjustable via recessed needle valves.

**Standard Cushioning**

Ideal cushion performance shows an almost uniform absorption of energy along the cushion's length. Where specified, MMA cylinders use specially profiled cushions, giving a performance which comes close to the ideal in the majority of applications. The head and cap cushion performance for each bore size is illustrated on the charts on page 19.

**Alternative Forms of Cushioning**

Special designs can be produced to suit applications where the energy to be absorbed exceeds the performance of the standard cushion. Please consult the factory for details.

**Cushion Length**

All MMA cylinder cushions incorporate the longest cushion sleeve and spear that can be provided in the standard envelope without decreasing the rod bearing and piston bearing lengths – see table of cushion lengths on page 19.

**Cushion Calculations**

The charts on page 19 show the energy absorption capacity for each bore and rod combination at the head (annulus) and the cap (full bore) ends of the cylinder. The charts are valid for piston velocities in the range of 0.1–0.3m/s. For velocities between 0.3m/s–0.5m/s, the energy values from the charts should be reduced by 25%. For velocities of less than 0.1m/s where large masses are involved, and for velocities greater than 0.5m/s, a special cushion profile may be required. Please consult the factory.

The cushion capacity of the head end is less than that of the cap, owing to the pressure intensification effect across the piston.

The energy absorption capacity of the cushion decreases with drive pressure, which in normal circuits is the relief valve setting.

**inPHorm**

Cushioning requirements can be calculated automatically for individual cylinder/load combinations using the European cylinder inPHorm selection programme HY07-1260/Eur.

**Formulae**

Cushioning calculations are based on the formula:  $E = \frac{1}{2}mv^2$  for horizontal applications. For inclined or vertically downward or upward applications, this is modified to:

$E = \frac{1}{2}mv^2 + mgl \times 10^{-3} \times \sin\alpha$   
– for inclined or vertically downward direction of mass;

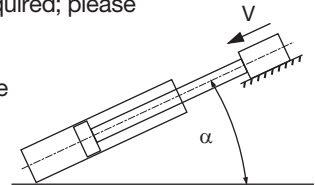
$E = \frac{1}{2}mv^2 - mgl \times 10^{-3} \times \sin\alpha$   
– for inclined or vertically upward direction of mass.

Where:

- E = energy absorbed in Joules
- g = acceleration due to gravity = 9.81m/s<sup>2</sup>
- v = velocity in metres/second
- l = length of cushion in millimetres (see page 19)
- m = mass of load in kilogrammes (including piston and rod, see page 19, and rod end accessories, pages 10-12)
- α = angle to horizontal in degrees
- p = pressure in bar

**Example**

The following example shows how to calculate the energy developed by masses moving in a straight line. For non-linear motion, other calculations are required; please consult the factory. The example assumes that the bore and rod diameters are already appropriate for the application. The effects of friction on the cylinder and load have been ignored.



- Selected bore/rod = 80/50mm (no. 1 rod)
- Cushioning at the cap end
- Pressure = 150 bar
- Mass = 7710 kg
- Velocity = 0.4m/s
- α = 45°
- Sinα = 0.7
- Cushion length = 45mm

$E = \frac{1}{2}mv^2 + mgl \times 10^{-3} \times \sin\alpha$

$E = \frac{7710 \times 0.4^2}{2} + 7710 \times 9.81 \times \frac{45}{10^3} \times 0.7$

$E = 617 + 2383 = 3000 \text{ Joules}$

**Note:** as velocity is greater than 0.3m/s, the energy absorption figures obtained from the charts on page 19 should be reduced by 25% – see Cushion Calculations, above. Comparison with the cushioning chart curve for this cylinder shows an energy capacity for the cap end cushion of 5100 Joules. Reducing this by 25% gives a capacity of 3825 Joules, so the standard cushion can safely decelerate the 3000 Joules in this example.

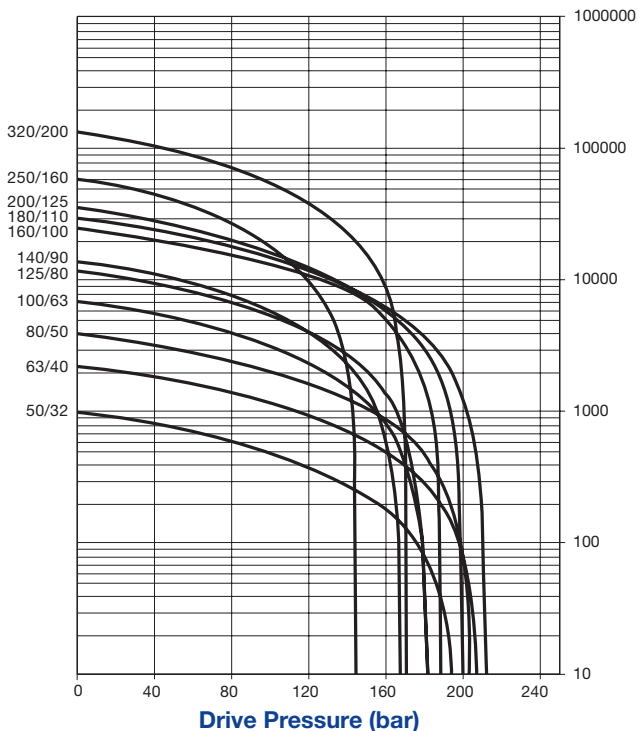
Where cushion performance figures are critical, our engineers can run a computer simulation to determine accurate cushion performance – please contact the factory for details.

**Cushion Energy Absorption Data**

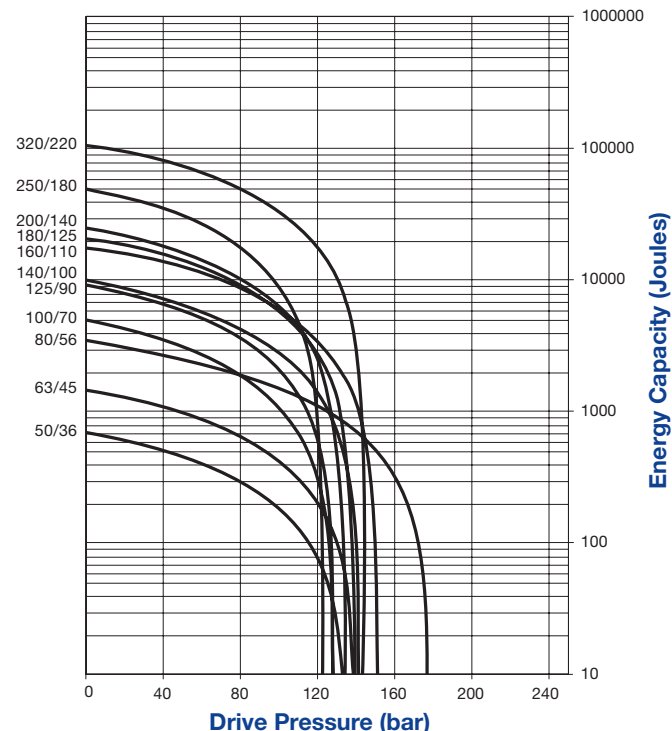
The cushion energy absorption capacity data shown below are based on the maximum fatigue-free pressures developed in the cylinder tube. If working life cycle applications of less than 10<sup>6</sup>

cycles are envisaged, then greater energy absorption figures can be applied. Please consult the factory if further information is required.

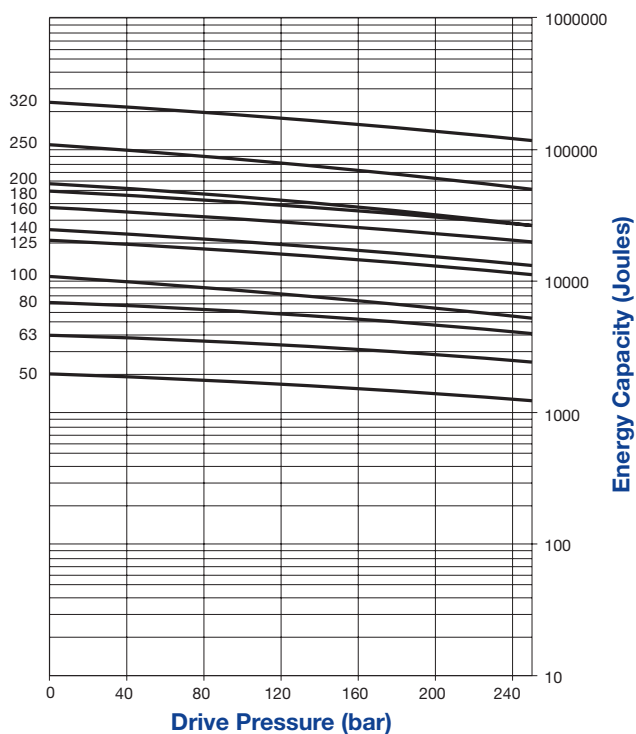
**Head End, No. 1 Rod**



**Head End, No. 2 Rod**



**Cap End, No. 1 and No. 2 Rods**



**Cushion Length, Piston & Rod Mass**

Bore Ø	Rod No.	Rod Ø	Cushion Length	Piston & Rod Zero stroke kg	Rod per 10mm Stroke kg
50	1	32	30	2.0	0.06
	2	36		2.3	0.08
63	1	40	40	3.4	0.10
	2	45		4.0	0.12
80	1	50	45	5.8	0.15
	2	56		6.7	0.19
100	1	63	55	10.7	0.24
	2	70		12.1	0.30
125	1	80	60	20.7	0.39
	2	90		23.8	0.50
140	1	90	60	28.0	0.50
	2	100		31.0	0.62
160	1	100	65	40.1	0.62
	2	110		44.6	0.75
180	1	110	65	54.0	0.75
	2	125		62.0	0.96
200	1	125	65	76.2	0.96
	2	140		86.0	1.23
250	1	160	90	131.8	1058
	2	180		150.2	2.00
320	1	200	100	250.2	2.46
	2	220		279.7	2.98

All dimensions are in millimetres unless otherwise stated.

## Seals and Fluid Data

See also Gland and Piston Seal Options, page 4

Fluid Group	Seal Materials – a combination of:	Fluid Medium to ISO 6743/4-1982	Piston & Gland Type	Temperature Range
1	Nitrile (NBR), PTFE, enhanced polyurethane (AU)	Mineral Oil HH, HL, HLP, HLP-D, HM, HV, MIL-H-5606 oil, air, nitrogen	All	-20°C to +80°C
2	Nitrile (NBR), PTFE	Water glycol (HFC)	Chevron and Low Friction	-20°C to +60°C
5	Fluorocarbon elastomer (FPM), PTFE	Fire resistant fluids based on phosphate esters (HFD-R). Also suitable for hydraulic oil at high temperatures or in hot environments. <b>Not suitable for use with Skydrol.</b> See fluid manufacturer's recommendations.	Chevron and Low Friction	-20°C to +150°C
6	Various compounds including nitrile, enhanced polyurethane, fluorocarbon elastomers and PTFE	Water Oil in water emulsion 95/5 (HFA)	Chevron and Low Friction	+5°C to +55°C
7		Water in oil emulsion 60/40 (HFB)		

### Special Seals

A range of seal options is available for the fluid groups listed above – see How to Order on page 23. Where required, special seals, in addition to those listed above, can also be supplied. Please insert an S (Special) in the model number and specify the fluid medium when ordering.

### Group 6 Seal Life

Seal life is reduced with High Water Content Fluids (HFA) due to the poor lubricity of the operating medium. Note that seal life also declines as pressure increases.

### Water Service

Special modifications are available for high water content fluids. These include a stainless steel piston rod, and plating of internal surfaces. When ordering, please specify the maximum operating pressure or load/speed conditions, as the stainless steel rod is of lower tensile strength than the standard material.

### Filtration

Fluid cleanliness should be in accordance with ISO 4406. The quality of filters should be in accordance with the appropriate ISO standards.

The rating of the filter media depends on the system components and the application. The minimum required should be class 19/15 to ISO 4406, which equates to 25 $\mu$  ( $\beta_{10} \geq 75$ ) to ISO 4572.

### Warranty

Parker Hannifin warrants cylinders modified for water or high water content fluid service to be free of defects in materials or workmanship, but cannot accept responsibility for premature failure caused by excessive wear resulting from lack of lubricity, or where failure is caused by corrosion, electrolysis or mineral deposits within the cylinder.

### Repairs

Although MMA cylinders are designed to make on site maintenance or repairs as easy as possible, some operations should only be carried out in our factory. It is standard policy to fit a cylinder returned to the factory for repair with those replacement parts which are necessary to return it to 'as good as new' condition. Should the condition of the returned cylinder be such that the expense would exceed the cost of a new one, you will be notified.

**Service Kits**

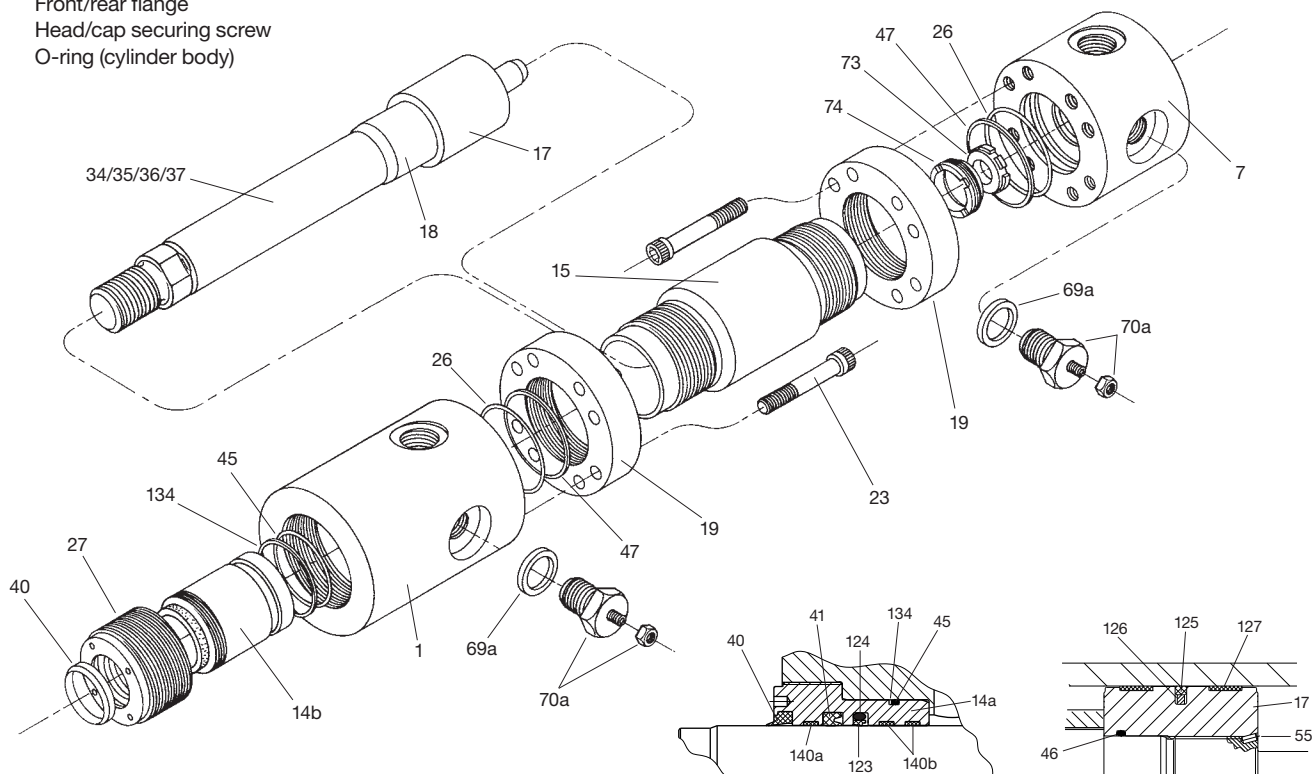
When ordering service kits, please refer to the identification plate on the cylinder body, and supply the following information:

**Serial Number - Bore - Stroke - Model Number - Fluid Type**

**Key to Part Numbers**

- 1 Head
- 7 Cap
- 14a Standard and Low Friction gland
- 14b Chevron gland
- 15 Cylinder tube
- 17 Piston
- 17a Chevron piston – head end
- 17b Chevron piston – cap end
- 18 Cushion sleeve
- 19 Front/rear flange
- 23 Head/cap securing screw
- 26 O-ring (cylinder body)

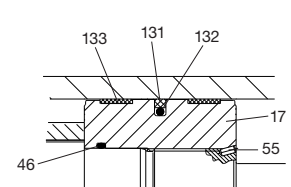
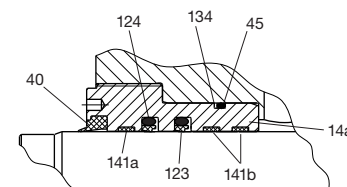
- 132 Energising ring for Low Friction piston seal
- 133 Wear ring for Low Friction piston
- 134 O-ring back up washer (gland/head)
- 136 Gland securing screw
- 137 Chevron rod seal assembly
- 138 Back up washer – Chevron rod seal assembly
- 139a Wear ring for Chevron gland
- 139b Wear rings for Chevron gland
- 140a Wear ring for Standard gland
- 140b Wear rings for Standard gland
- 141a Wear ring for Low Friction gland
- 141b Wear rings for Low Friction gland
- 142 Chevron piston bearing ring
- 143 Chevron piston seal assembly



- 27 Gland retainer (secured by screws or threaded)
- 34 Piston rod – single rod, no cushion
- 35 Piston rod – single rod, cushion at head end
- 36 Piston rod – single rod, cushion at cap end
- 37 Piston rod – single rod, cushion at both ends
- 40 Gland wiperseal
- 41 Lipseal
- 45 O-ring (gland/head)
- 46 O-ring, piston/rod (2 off – Chevron piston)
- 47 Back-up washer for cylinder body O-ring 26
- 55 Piston locking pin
- 69a Cushion needle valve cartridge sealing washer
- 70a Cushion needle valve cartridge
- 73 Floating cushion bush
- 74 Cushion bush retaining ring
- 123 Stepseal
- 124 Pre-load ring for stepseal 123
- 125 Standard piston seal
- 126 Energising ring for Standard seal 125
- 127 Wear ring for Standard piston
- 131 Low Friction piston seal

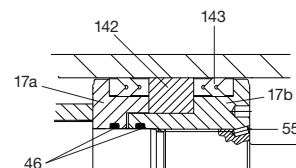
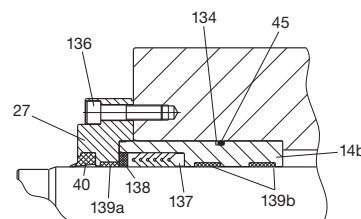
**Standard Gland & Seals**

**Standard Piston**



**Low Friction Gland & Seals**

**Low Friction Piston**



**Chevron Gland & Seals**

**Chevron Piston**

**Contents and Part Numbers of Service Kits**

See key to part numbers on page 21.

**Gland Service Cartridge Kit, Standard and Loadholding Seals** Contains items 14a, 40, 41, 45, 123, 124, 134, 140a, and two of 140b.

**Gland Service Cartridge Kit, Chevron Seals** Contains items 14b, 40, 45, 134, 137, 138, 139a, and two of 139b.

**Gland Service Cartridge Kit, Low Friction Seals** Contains items 14a, 40, 45, 134, 141a, and two each of 123, 124, 141b.

**Gland Service Kit, Standard and Loadholding Seals** Contains items 40, 41, 45, 123, 124, 134, 140a, and two of 140b.

**Gland Service Kit, Chevron Seals** Contains items 40, 45, 134, 137, 138, 139a, and two of 139b.

**Gland Service Kit, Low Friction Seals** Contains items 40, 45, 134, 141a, and two each of 123, 124, 141b.

**Piston Service Kit, Standard Seals** Contains items 125, 126, and two of 26, 47 and 127.

**Piston Service Kit, Chevron and Loadholding Seals** Contains items 55, 142, and two each of 26, 46, 47 and 143.

**Piston Service Kit, Low Friction Seals** Contains items 131, 132, and two of 26, 47 and 133.

**Optional Seal Groups – Ordering**

The order codes listed for Chevron and Low Friction service kits contain standard, Group 1 seals. To order kits with other classes of seals, see page 20, replace the last digit of the part number shown with the number of the service group required. Eg: RGF210MMA0701, containing a Group 1 seal, becomes RGF210MMA0705 when it contains a Group 5 seal.

**Service Kit Order Codes – Piston**

Bore Ø	Piston Service Kit		
	Standard Seals *	Chevron & Loadholding Seals	Low Friction Seals
50	PN050MMA01	PLL050MMA01	PF2050MMA01
63	PN063MMA01	PLL063MMA01	PF2063MMA01
80	PN080MMA01	PLL080MMA01	PF2080MMA01
100	PN100MMA01	PLL100MMA01	PF2100MMA01
125	PN125MMA01	PLL125MMA01	PF2125MMA01
140	PN140MMA01	PLL140MMA01	PF2140MMA01
160	PN160MMA01	PLL160MMA01	PF2160MMA01
180	PN180MMA01	PLL180MMA01	PF2180MMA01
200	PN200MMA01	PLL200MMA01	PF2200MMA01
250	PN250MMA01	PLL250MMA01	PF2250MMA01
320	PN320MMA01	PLL320MMA01	PF2320MMA01

**Service Kit Order Codes – Glands**

Bore Ø	Rod No.	Rod Ø	Gland Service Cartridge Kit			Gland Service Kit		
			Standard & Loadholding Seals *	Chevron Seals	Low Friction Seals	Standard & Loadholding Seals *	Chevron Seals	Low Friction Seals
50	1	32	RGN05MMA0321	RGLL05MMA0321	RGF205MMA0321	RKN05MMA0321	RKLL05MMA0321	RKF205MMA0321
	2	36	RGN05MMA0361	RGLL05MMA0361	RGF205MMA0361	RKN05MMA0361	RKLL05MMA0361	RKF205MMA0361
63	1	40	RGN06MMA0401	RGLL06MMA0401	RGF206MMA0401	RKN06MMA0401	RKLL06MMA0401	RKF206MMA0401
	2	45	RGN06MMA0451	RGLL06MMA0451	RGF206MMA0451	RKN06MMA0451	RKLL06MMA0451	RKF206MMA0451
80	1	50	RGN08MMA0501	RGLL08MMA0501	RGF208MMA0501	RKN08MMA0501	RKLL08MMA0501	RKF208MMA0501
	2	56	RGN08MMA0561	RGLL08MMA0561	RGF208MMA0561	RKN08MMA0561	RKLL08MMA0561	RKF208MMA0561
100	1	63	RGN10MMA0631	RGLL10MMA0631	RGF210MMA0631	RKN10MMA0631	RKLL10MMA0631	RKF210MMA0631
	2	70	RGN10MMA0701	RGLL10MMA0701	RGF210MMA0701	RKN10MMA0701	RKLL10MMA0701	RKF210MMA0701
125	1	80	RGN12MMA0801	RGLL12MMA0801	RGF212MMA0801	RKN12MMA0801	RKLL12MMA0801	RKF212MMA0801
	2	90	RGN12MMA0901	RGLL12MMA0901	RGF212MMA0901	RKN12MMA0901	RKLL12MMA0901	RKF212MMA0901
140	1	90	RGN14MMA0901	RGLL14MMA0901	RGF214MMA0901	RKN14MMA0901	RKLL14MMA0901	RKF214MMA0901
	2	100	RGN14MMA1001	RGLL14MMA1001	RGF214MMA1001	RKN14MMA1001	RKLL14MMA1001	RKF214MMA1001
160	1	100	RGN16MMA1001	RGLL16MMA1001	RGF216MMA1001	RKN16MMA1001	RKLL16MMA1001	RKF216MMA1001
	2	110	RGN16MMA1101	RGLL16MMA1101	RGF216MMA1101	RKN16MMA1101	RKLL16MMA1101	RKF216MMA1101
180	1	110	RGN18MMA1101	RGLL18MMA1101	RGF218MMA1101	RKN18MMA1101	RKLL18MMA1101	RKF218MMA1101
	2	125	RGN18MMA1251	RGLL18MMA1251	RGF218MMA1251	RKN18MMA1251	RKLL18MMA1251	RKF218MMA1251
200	1	125	RGN20MMA1251	RGLL20MMA1251	RGF220MMA1251	RKN20MMA1251	RKLL20MMA1251	RKF220MMA1251
	2	140	RGN20MMA1401	RGLL20MMA1401	RGF220MMA1401	RKN20MMA1401	RKLL20MMA1401	RKF220MMA1401
250	1	160	RGN25MMA1601	RGLL25MMA1601	RGF225MMA1601	RKN25MMA1601	RKLL25MMA1601	RKF225MMA1601
	2	180	RGN25MMA1801	RGLL25MMA1801	RGF225MMA1801	RKN25MMA1801	RKLL25MMA1801	RKF225MMA1801
320	1	200	RGN32MMA2001	RGLL32MMA2001	RGF232MMA2001	RKN32MMA2001	RKLL32MMA2001	RKF232MMA2001
	2	220	RGN32MMA2201	RGLL32MMA2201	RGF232MMA2201	RKN32MMA2201	RKLL32MMA2201	RKF232MMA2201

\* Only available with Group 1 seals

All dimensions are in millimetres unless otherwise stated.

# How To Order

# 'Mill Type' Cylinders MMA Series

80 Bore	C Cushion Head Page 18	MF3 Mounting Style	MMA Series	R Ports	N Gland and Piston Type	S Special Features	1 Piston Rod Number	4 Piston Rod End	M Rod Thread	C Cushion Cap Page 18	300 Net Stroke	M Fluid Medium	11 Port Positions	44 Air Bleeds
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<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Mounting Style</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>MF3</td><td>Head Circular Flange</td><td>5</td></tr> <tr><td>MF4</td><td>Cap Circular Flange</td><td>5</td></tr> <tr><td>MP3</td><td>Cap Fixed Eye</td><td>6</td></tr> <tr><td>MP5</td><td>Cap Fixed Eye with Spherical Bearing</td><td>6</td></tr> <tr><td>MT4</td><td>Intermediate Trunnion</td><td>7</td></tr> <tr><td>MS2</td><td>Foot Mounting</td><td>8</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Port Style</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>R</td><td>BSP Parallel</td><td>17</td></tr> <tr><td>M</td><td>Metric to ISO 9974-1</td><td>17</td></tr> <tr><td>Y</td><td>Metric to ISO 6149</td><td>17</td></tr> <tr><td>P</td><td>Flange Ports to ISO 6162</td><td>17</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Gland &amp; Piston Type</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>N</td><td>Standard (Group 1 fluids only)</td><td>4</td></tr> <tr><td>F</td><td>Low Friction</td><td>4</td></tr> <tr><td>LL</td><td>Chevron</td><td>4</td></tr> <tr><td>A</td><td>Load Holding (Group 1 fluids only)</td><td>4</td></tr> <tr><td>E</td><td>Special designs</td><td>4</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Special Features</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>S</td><td>Oversized Ports</td><td>17</td></tr> <tr><td>S</td><td>Special Seals</td><td>20</td></tr> <tr><td>S</td><td>Stop Tube – or to customer specification</td><td>16</td></tr> </tbody> </table>	Code	Mounting Style	Page	MF3	Head Circular Flange	5	MF4	Cap Circular Flange	5	MP3	Cap Fixed Eye	6	MP5	Cap Fixed Eye with Spherical Bearing	6	MT4	Intermediate Trunnion	7	MS2	Foot Mounting	8	Code	Port Style	Page	R	BSP Parallel	17	M	Metric to ISO 9974-1	17	Y	Metric to ISO 6149	17	P	Flange Ports to ISO 6162	17	Code	Gland & Piston Type	Page	N	Standard (Group 1 fluids only)	4	F	Low Friction	4	LL	Chevron	4	A	Load Holding (Group 1 fluids only)	4	E	Special designs	4	Code	Special Features	Page	S	Oversized Ports	17	S	Special Seals	20	S	Stop Tube – or to customer specification	16	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Fluid Medium</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>M</td><td>Group 1</td><td>20</td></tr> <tr><td>C</td><td>Group 2</td><td>20</td></tr> <tr><td>D</td><td>Group 5</td><td>20</td></tr> <tr><td>A1</td><td>Group 6</td><td>20</td></tr> <tr><td>B</td><td>Group 7</td><td>20</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Port Position</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>1</td><td>Head position 1-4</td><td>23</td></tr> <tr><td>1</td><td>Cap position 1-4</td><td>23</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Air Bleed Position</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>4</td><td>Head position 1-4</td><td>4, 23</td></tr> <tr><td>4</td><td>Cap position 1-4</td><td>4, 23</td></tr> <tr><td>00</td><td>No air bleeds</td><td>–</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Rod Thread</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>M</td><td>Metric (standard)</td><td>8</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Rod End Style</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>4</td><td>Code 4</td><td>8</td></tr> <tr><td>9</td><td>Code 9</td><td>8</td></tr> <tr><td>3</td><td>Code 3 (Special) – please supply description or drawing</td><td>8</td></tr> </tbody> </table> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Code</th> <th>Rod Number</th> <th>Page</th> </tr> </thead> <tbody> <tr><td>1</td><td>Rod no. 1</td><td>5-8</td></tr> <tr><td>2</td><td>Rod no. 2</td><td>5-8</td></tr> </tbody> </table>	Code	Fluid Medium	Page	M	Group 1	20	C	Group 2	20	D	Group 5	20	A1	Group 6	20	B	Group 7	20	Code	Port Position	Page	1	Head position 1-4	23	1	Cap position 1-4	23	Code	Air Bleed Position	Page	4	Head position 1-4	4, 23	4	Cap position 1-4	4, 23	00	No air bleeds	–	Code	Rod Thread	Page	M	Metric (standard)	8	Code	Rod End Style	Page	4	Code 4	8	9	Code 9	8	3	Code 3 (Special) – please supply description or drawing	8	Code	Rod Number	Page	1	Rod no. 1	5-8	2	Rod no. 2	5-8
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R	BSP Parallel	17																																																																																																																																			
M	Metric to ISO 9974-1	17																																																																																																																																			
Y	Metric to ISO 6149	17																																																																																																																																			
P	Flange Ports to ISO 6162	17																																																																																																																																			
Code	Gland & Piston Type	Page																																																																																																																																			
N	Standard (Group 1 fluids only)	4																																																																																																																																			
F	Low Friction	4																																																																																																																																			
LL	Chevron	4																																																																																																																																			
A	Load Holding (Group 1 fluids only)	4																																																																																																																																			
E	Special designs	4																																																																																																																																			
Code	Special Features	Page																																																																																																																																			
S	Oversized Ports	17																																																																																																																																			
S	Special Seals	20																																																																																																																																			
S	Stop Tube – or to customer specification	16																																																																																																																																			
Code	Fluid Medium	Page																																																																																																																																			
M	Group 1	20																																																																																																																																			
C	Group 2	20																																																																																																																																			
D	Group 5	20																																																																																																																																			
A1	Group 6	20																																																																																																																																			
B	Group 7	20																																																																																																																																			
Code	Port Position	Page																																																																																																																																			
1	Head position 1-4	23																																																																																																																																			
1	Cap position 1-4	23																																																																																																																																			
Code	Air Bleed Position	Page																																																																																																																																			
4	Head position 1-4	4, 23																																																																																																																																			
4	Cap position 1-4	4, 23																																																																																																																																			
00	No air bleeds	–																																																																																																																																			
Code	Rod Thread	Page																																																																																																																																			
M	Metric (standard)	8																																																																																																																																			
Code	Rod End Style	Page																																																																																																																																			
4	Code 4	8																																																																																																																																			
9	Code 9	8																																																																																																																																			
3	Code 3 (Special) – please supply description or drawing	8																																																																																																																																			
Code	Rod Number	Page																																																																																																																																			
1	Rod no. 1	5-8																																																																																																																																			
2	Rod no. 2	5-8																																																																																																																																			

### Key

Required for basic cylinder

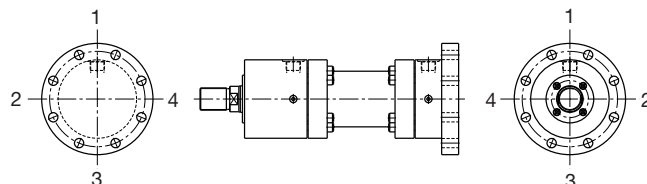
Indicate optional features or leave blank

## Ports, Air Bleeds and Cushion Adjustment Location

As standard, port location is position 1, as shown on pages 5 to 8. Cushion adjustment needle valves, where specified, are at position 2.

### Accessories

Please state on order whether accessories are to be assembled to cylinder or supplied separately.



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### US Product Information Centre

Toll-free number: 1-800-27 27 537

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