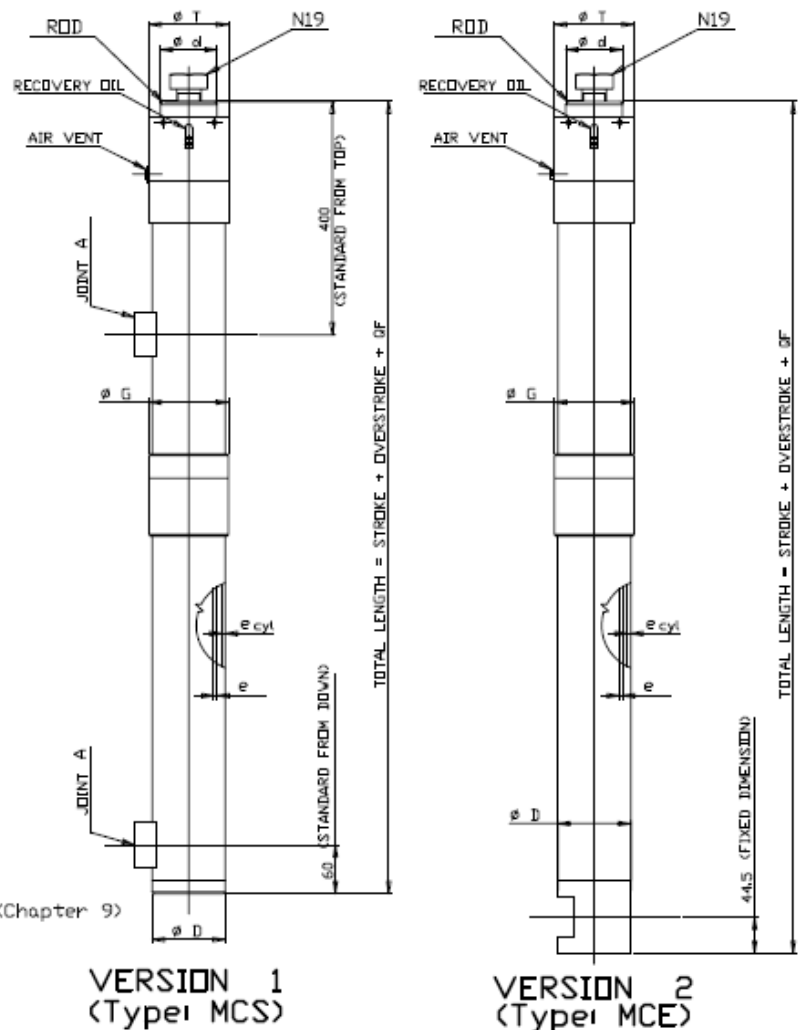


The compact versions of the MCS/MCE family have a smaller space between the inner wall of the cylinder and the outside of the piston rod than the 9130 family:

Shaft diameter (mm)	Space between the inside of the liner and the bottom of the piston rod (mm)
80	3,2
70	3,8

A	SEE HYDRAULIC POWER UNIT					
N19	TE. M24x70 Ch. 36 TE. M30x60 Ch. 46					
Q F VERSION 2	243	243				
Q F VERSION 1	173	173				
øT	98	110				
øG	98	113				
e cyl	3.7	3.6				
øD	90	101.6				
OIL l/cm	5.5	7				
WEIGHT KG	1 m additional	17	20	18	22	29
	3 m of stroke	60	70	65	76	95
	Kit gaskets rod + cylinder	9	8	11	10	8
e	5	7.5	5	7.5	12	
ROD ød	70	80				



NOTE:

- FOR RUPTURE VALVE DIMENSIONS, SEE DWG 9305 (Chapter 9)

Therefore, in the versions with joints, the correct plumbing of the piston with respect to the guides throughout its travel is of vital importance. A defect in plumbing will cause the bottom of the piston rod to hit when passing through the sleeve joint if the sleeve is not vertical to the piston rod.

In case the bottom of the piston rod hits the sleeve joint, follow the recommendations below to correct the installation problem:

1° It is very important that there is a fixation of the shirt near the union to guarantee the plumbing. Otherwise it is very difficult to successfully plumb the piston.



2° Check along the whole stroke that the piston liner is plumb with respect to the cabin. In case of having different measures, correct in this axis the position of the piston with the booth by playing with the piston fixings to the wall.



3° Check that the liner is in the same position with respect to the guides, in case of having different measures correct in this axis by loosening the piston fixation and correct its position.

In 98% of the cases a correct positioning of the shirt corrects the problem.

If this is not corrected, take measurements between the outside of the piston rod and the guide in the last sections, as the piston head may be binding to the piston in the last section.



4° If you continue with the blow, proceed to introduce a ladder in the pit to reach the union. From the ladder, proceed to fix the loose piston, to test up and down the cabin in the impact area and see which direction is correct to plumb the piston, with your hands on the sleeve joint you can see in which area of the sleeve is hitting the rod. With the help of a sergeant correct the position of the shirt in relation to the stem. Correct until the blow disappears.

