

# MCQA-AH series

AIR/OIL CONVERTER



## Features:

- Cylinder thrust should be 70% (50% of Maximum Speed) of theoretical force.
- Displacement should be approximately 50% of total volume.
- Maximum acceleration is approximately 200mm/sec.
- ISO-VG32 or an equivalent oil is recommended.
- Oil feed should not exceed 80% of total volume.
- Unit should be installed vertically above the cylinder / actuator.

| Model                    | MCQA-AH                     |
|--------------------------|-----------------------------|
| Tube I.D. (mm)           | 40,50,63,80,100,125,150     |
| Medium                   | ISO VG32 EQUIVALENT         |
| Operating pressure range | 0.5~9.9 kgf/cm <sup>2</sup> |
| Proof pressure           | 15 kgf/cm <sup>2</sup>      |
| Ambient temperature      | - 5~ +60°C (No freezing)    |

## Order example:

**MCQA — 50 × 100 — AH**

MODEL

LENGTH

TUBE I.D.

TYPE

## Mounting accessories:

**LB — MCQA — 40**

MODEL

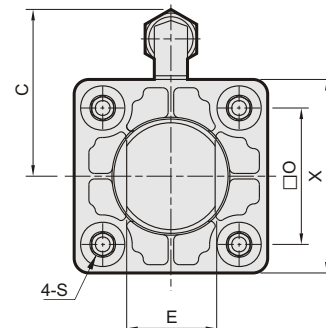
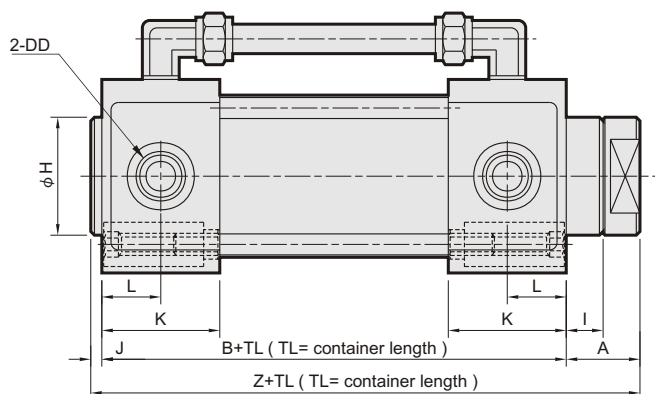
TUBE I.D.

MOUNTING TYPE

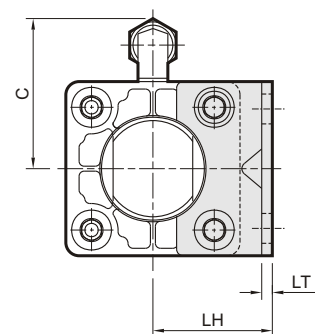
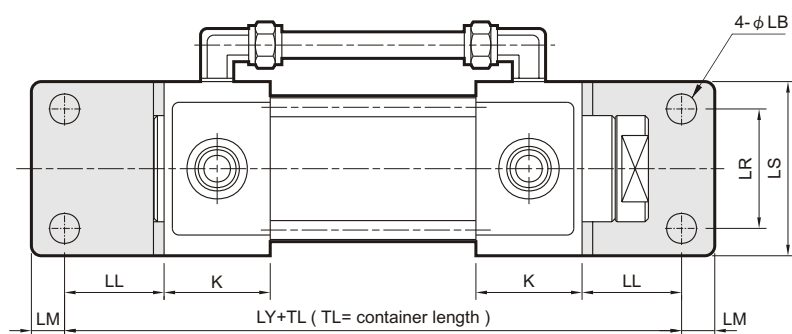
|  |     |
|--|-----|
|  | LB  |
|  | FAC |

# MCQA-AH $\phi 40 \sim \phi 100$

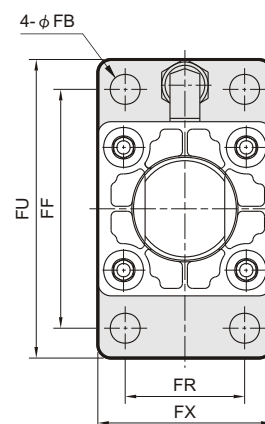
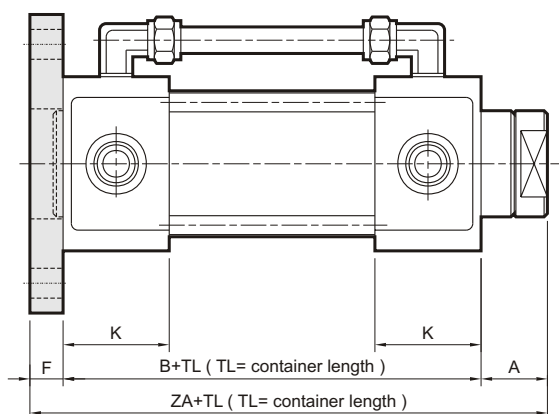
AIR/OIL CONVERTER—Installed uprightly



**LB**



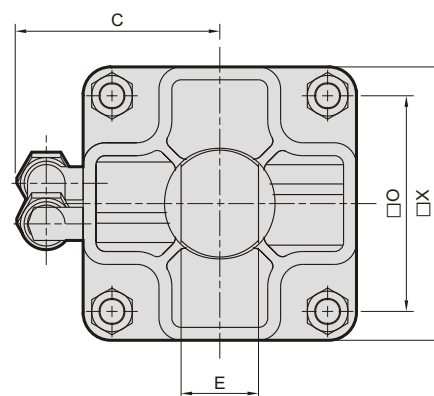
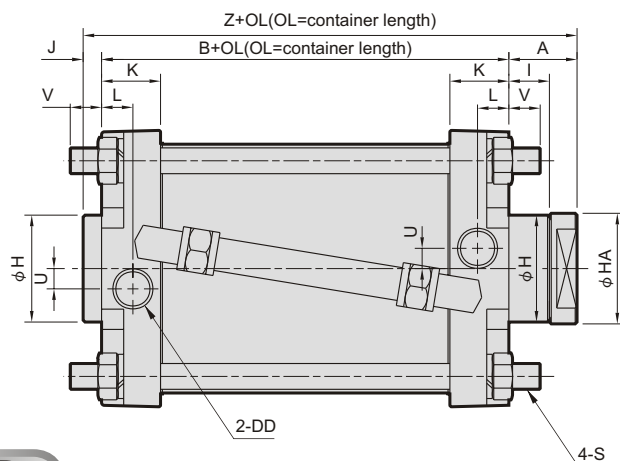
**FAC**



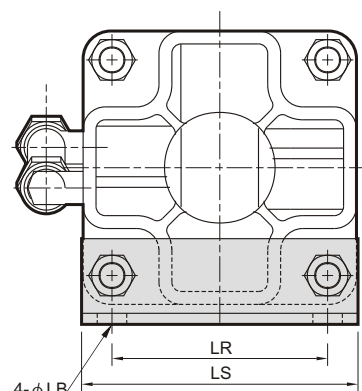
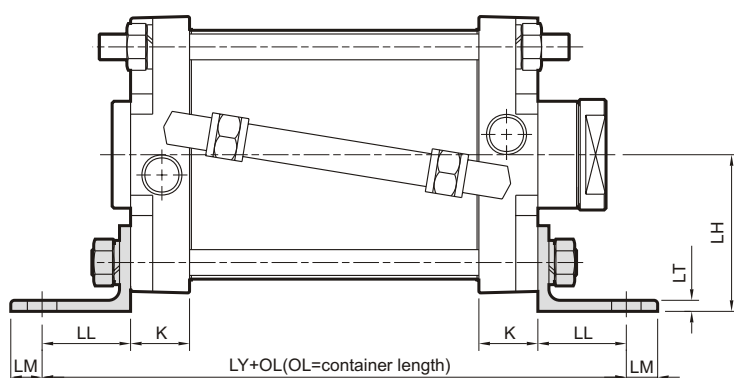
| Code<br>Tube I.D. | A  | B  | C  | DD     | E  | F  | FB   | FF  | FR | FU  | FX  | H  | I  | J | K  | L    | LB   | LH | LL | LM | LR | LS  | LT  | LY  | O    | S        | X   | Z   | ZA  |
|-------------------|----|----|----|--------|----|----|------|-----|----|-----|-----|----|----|---|----|------|------|----|----|----|----|-----|-----|-----|------|----------|-----|-----|-----|
| 40                | 21 | 62 | 49 | PT 1/4 | 24 | 12 | 9    | 80  | 42 | 100 | 65  | 32 | 11 | 3 | 26 | 13   | 9    | 40 | 27 | 13 | 42 | 58  | 3.2 | 116 | 40.5 | M8×1.25  | 58  | 86  | 95  |
| 50                | 21 | 66 | 53 | PT 3/8 | 28 | 12 | 9    | 90  | 50 | 110 | 73  | 40 | 11 | 3 | 28 | 14   | 9    | 45 | 27 | 13 | 50 | 66  | 3.2 | 120 | 48   | M8×1.25  | 66  | 90  | 99  |
| 63                | 21 | 72 | 66 | PT 3/8 | 28 | 15 | 11.5 | 105 | 59 | 130 | 84  | 40 | 11 | 3 | 30 | 15   | 11.5 | 50 | 34 | 16 | 59 | 80  | 4.5 | 140 | 59   | M8×1.25  | 80  | 96  | 108 |
| 80                | 27 | 82 | 70 | PT 1/2 | 36 | 18 | 14   | 130 | 76 | 160 | 108 | 45 | 15 | 4 | 34 | 17   | 14   | 65 | 44 | 16 | 76 | 100 | 6.0 | 170 | 74   | M12×1.75 | 100 | 113 | 127 |
| 100               | 27 | 90 | 79 | PT 1/2 | 40 | 18 | 14   | 150 | 92 | 180 | 124 | 52 | 15 | 5 | 37 | 18.5 | 14   | 75 | 43 | 17 | 92 | 118 | 6.0 | 176 | 90   | M12×1.75 | 118 | 122 | 135 |

# MCQA-AH $\phi 125 \sim \phi 150$

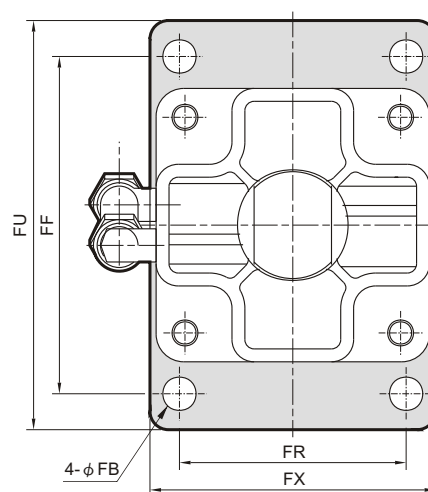
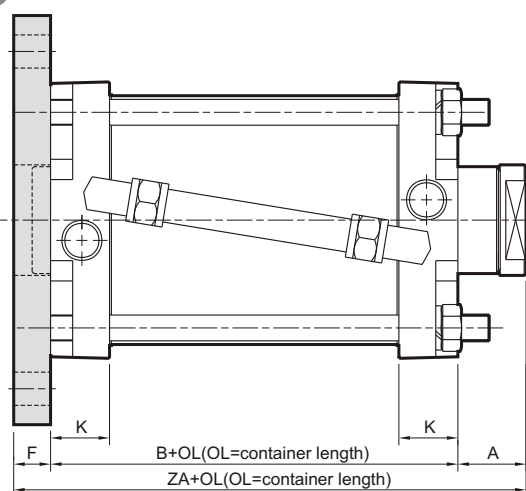
AIR/OIL CONVERTER—Installed uprightly



**LB**



**FAC**



| Code<br>Tube I.D. | A  | B   | C   | DD     | E  | F  | FB | FF  | FR  | FU  | FX  | H  | HA | I  | J  | K    | L    | LB | LH   | LL | LM | LR  | LS  | LT | LY  | O   | S       | U  | V  | X   | Z   | ZA  |
|-------------------|----|-----|-----|--------|----|----|----|-----|-----|-----|-----|----|----|----|----|------|------|----|------|----|----|-----|-----|----|-----|-----|---------|----|----|-----|-----|-----|
| 125               | 47 | 90  | 95  | PT 1/2 | 42 | 20 | 18 | 183 | 123 | 222 | 155 | 58 | 60 | 32 | 10 | 32   | 17   | 16 | 85   | 48 | 17 | 115 | 151 | 6  | 186 | 117 | M14×1.5 | 11 | 20 | 150 | 147 | 157 |
| 150               | 47 | 107 | 108 | PT 1/2 | 42 | 20 | 18 | 230 | 134 | 275 | 185 | 60 | 60 | 32 | 8  | 40.5 | 24.5 | 18 | 96.5 | 55 | 20 | 134 | 175 | 9  | 217 | 134 | M16×1.5 | 12 | 26 | 175 | 162 | 174 |