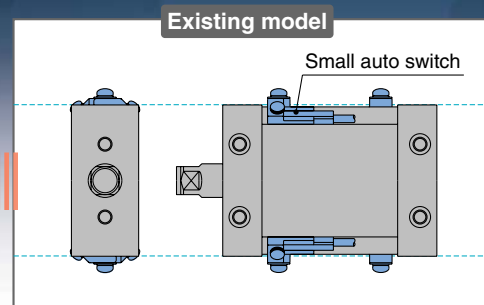
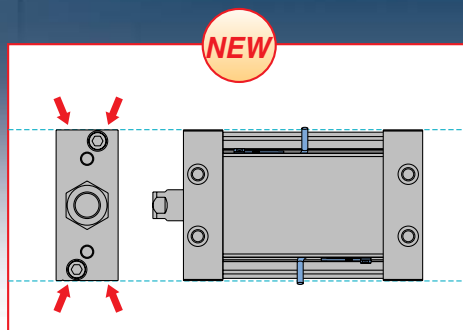


Plate Cylinder

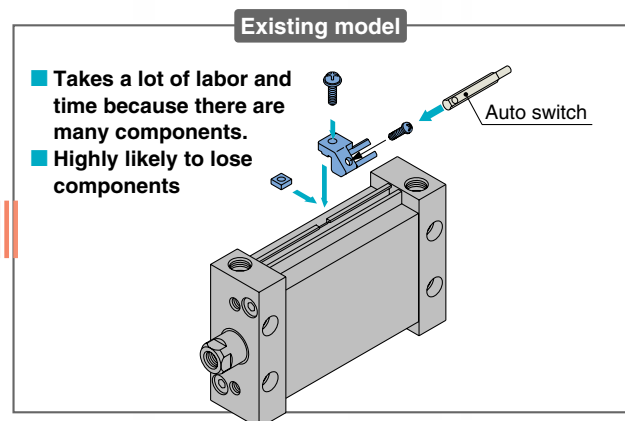
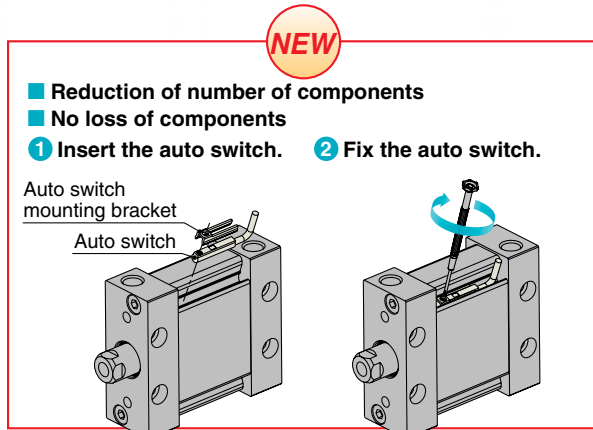
New

NEW Series *MU* $\varnothing 25$, $\varnothing 32$, $\varnothing 40$, $\varnothing 50$, $\varnothing 63$

It is possible to mount small auto switches
in 4 directions. No stick-out
Easy mounting



● Reduction of labor for work



● Available with a stroke up to 300 mm

Series *MU*

Plate Cylinder: Double Acting, Single Rod

Series MU

ø25, ø32, ø40, ø50, ø63

How to Order

MU B 25 - 30 D M Z

With auto switch **MDU B 25 - 30 D M Z - M9BW S**

With auto switch
(Built-in magnet)

Mounting

| | |
|---|---------------|
| B | Basic |
| L | Foot |
| F | Rod flange |
| G | Head flange |
| C | Single clevis |
| D | Double clevis |

* Brackets are shipped together, (but not assembled).

Size

| | |
|----|------------------------|
| 25 | Equiv. ø25 piston area |
| 32 | Equiv. ø32 piston area |
| 40 | Equiv. ø40 piston area |
| 50 | Equiv. ø50 piston area |
| 63 | Equiv. ø63 piston area |

Port thread type

| | | |
|-----|----------|----------|
| Nil | M thread | ø25 |
| | Rc | |
| TN | NPT | ø32, ø40 |
| TF | G | ø50, ø63 |

Number of auto switches

| | |
|-----|----------|
| Nil | 2 pcs. |
| S | 1 pc. |
| n | "n" pcs. |

Auto switch

| | |
|-----|---------------------|
| Nil | Without auto switch |
|-----|---------------------|

* Refer to the below table for applicable auto switch models.

Rod end configuration

| | |
|-----|-----------------------|
| Nil | Rod end female thread |
| M | Rod end male thread |

Action

| | |
|---|---------------|
| D | Double acting |
|---|---------------|

Cylinder stroke (mm)
Refer to "Standard Stroke" on page 2.

Built-in Magnet Cylinder Model
If a built-in magnet cylinder without an auto switch is required, there is no need to enter the symbol for the auto switch.
(Example) MDUL32-30DZ

Applicable Auto Switches/Refer to Best Pneumatics No. 2 for further information on auto switches.

| Type | Special function | Electrical entry | Indicator light | Wiring (Output) | Load voltage | | Auto switch model | | Lead wire length (m) | | | | Pre-wired connector | Applicable load | | |
|-------------------------|--------------------|------------------|-----------------|-------------------------|--------------|-----------|-------------------|-------------------------|----------------------|-------|-------|-------|---------------------|-----------------|------------|------------|
| | | | | | DC | AC | Perpendicular | In-line | 0.5 (Nil) | 1 (M) | 3 (L) | 5 (Z) | | | | |
| Solid state auto switch | — | Grommet | Yes | 3-wire (NPN) | 24 V | 5 V, 12 V | — | M9NV | M9N | ● | ● | ● | ○ | ○ | IC circuit | Relay, PLC |
| | 3-wire (PNP) | | | 12 V | | M9PV | | M9P | ● | ● | ● | ○ | ○ | | | |
| | 2-wire | | | | | M9BV | | M9B | ● | ● | ● | ○ | ○ | — | | |
| | 3-wire (NPN) | | | 5 V, 12 V | | M9NWV | | M9NW | ● | ● | ● | ○ | ○ | IC circuit | | |
| | 3-wire (PNP) | | | 5 V, 12 V | M9PWV | M9PW | | ● | ● | ● | ○ | ○ | IC circuit | | | |
| | 2-wire | | | | 12 V | M9BWV | | M9BW | ● | ● | ● | ○ | | ○ | — | |
| | 3-wire (NPN) | | | | 5 V, 12 V | M9NAV** | | M9NA** | ○ | ○ | ● | ○ | | ○ | IC circuit | |
| | 3-wire (PNP) | | | | 12 V | M9PAV** | | M9PA** | ○ | ○ | ● | ○ | | ○ | | |
| | 2-wire | | | M9BAV** | | M9BA** | | ○ | ○ | ● | ○ | ○ | — | | | |
| | 2-wire (Non-polar) | | | — | | — | | P3DW ^{Note 2)} | ● | — | ● | ● | | ○ | | |
| Reed auto switch | — | Grommet | Yes | 3-wire (NPN equivalent) | | — | 5 V | — | A96V | A96 | ● | — | ● | — | — | IC circuit |
| | None | | | 2-wire | 24 V | 12 V | 100 V | A93V | A93 | ● | — | ● | — | — | — | — |
| | | | 100 V or less | | | | A90V | A90 | ● | — | ● | — | — | — | | |

** Water resistant type auto switches can be mounted on the above models, but in such case SMC cannot guarantee water resistance. Consult with SMC regarding water resistant types with the above model numbers.

* Lead wire length symbols: 0.5 m Nil (Example) M9NV
1 m M (Example) M9NVW
3 m L (Example) M9NVWL
5 m Z (Example) M9NVWZ

* Solid state auto switches marked with "○" are produced upon receipt of order.

* For details about auto switches with pre-wired connector, refer to Best Pneumatics No. 2.

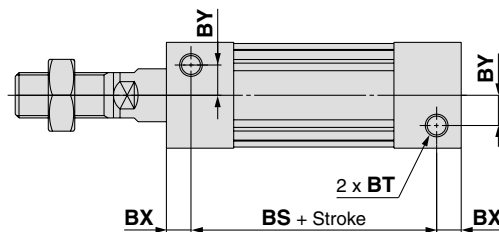
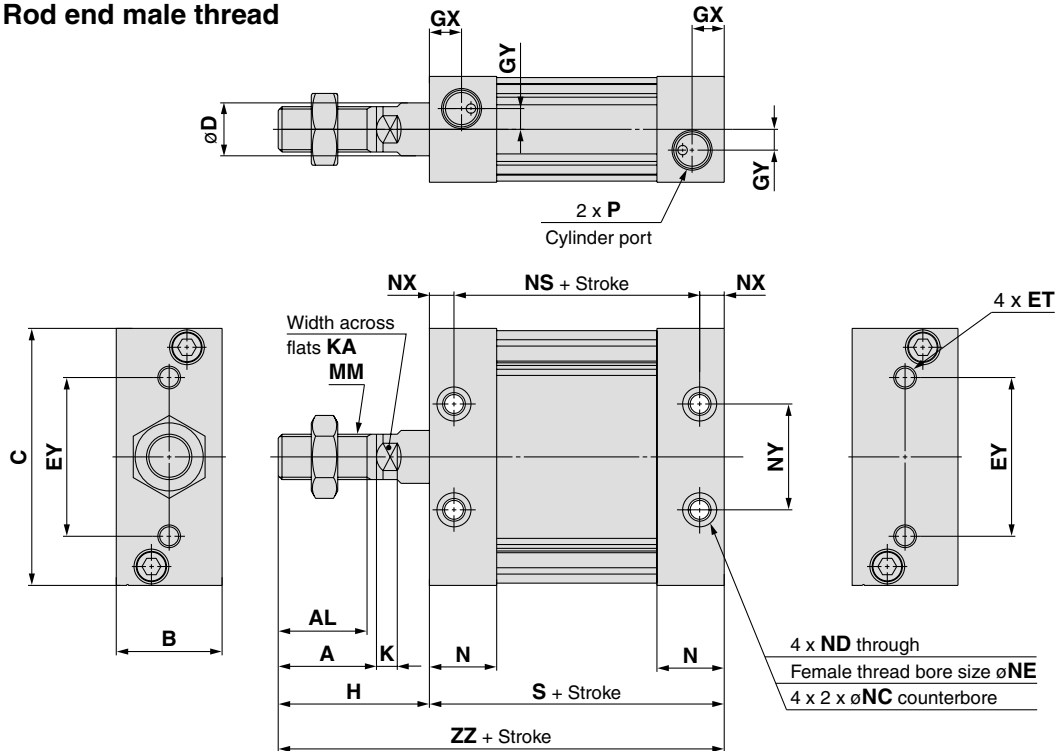
* Auto switches are shipped together, (but not assembled).

Note 1) The D-M9□V/M9□WV/M9□AV/A9□V auto switches cannot be mounted on the ported surface with some cylinder strokes and sizes of fittings. This should be checked beforehand.

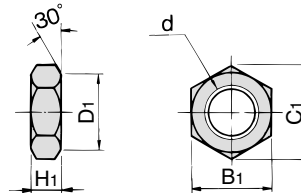
Note 2) The magnetic field resistant auto switch (D-P3DW□) is available only with ø40 to ø63 of the existing MU series. Refer to page 23 for the how-to-order.

Basic: MUB

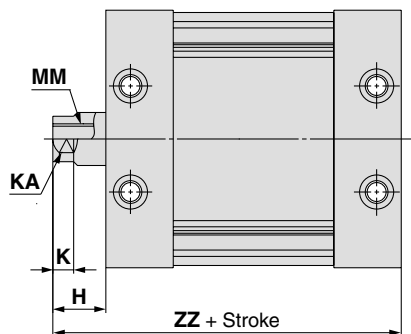
Rod end male thread



Rod end nut



Rod end female thread



* Dimensions except mentioned on the right are the same as male thread type. However, K and KA dimensions are the same as male thread type.

| Part no. | Size | d | H ₁ | B ₁ | C ₁ | D ₁ |
|----------|--------|------------|----------------|----------------|----------------|----------------|
| NT-03 | 25 | M10 x 1.25 | 6 | 17 | 19.6 | 16.5 |
| NT-MU03 | 32 | M12 x 1.25 | 7 | 19 | 21.9 | 18 |
| NT-04 | 40 | M14 x 1.5 | 8 | 22 | 25.4 | 21 |
| NT-05 | 50, 63 | M18 x 1.5 | 11 | 27 | 31.2 | 26 |

* A nut is attached to the rod end male thread as standard. Rod end nut material: Carbon steel
Surface treatment: Nickel plated

| Model | Stroke range (mm) | A | AL | B | BS | BT | BX | BY | C | D | ET | EY | GX | GY | H | K | KA |
|-------|-------------------|----|------|----|----|----------------------|-----|----|-----|----|---------------------|----|------|-----|----|-----|----|
| MUB25 | 5 to 300 | 22 | 19.5 | 24 | 37 | M5 x 0.8 depth 7.5 | 9 | 7 | 54 | 12 | M5 x 0.8 depth 11 | 26 | 10 | 5 | 36 | 5.5 | 10 |
| MUB32 | 5 to 300 | 26 | 23.5 | 28 | 45 | M6 x 1 depth 12 | 6.5 | 8 | 68 | 14 | M6 x 1 depth 11 | 42 | 8.5 | 5.5 | 40 | 5.5 | 12 |
| MUB40 | 5 to 300 | 30 | 27 | 32 | 44 | M8 x 1.25 depth 13 | 8 | 9 | 86 | 16 | M8 x 1.25 depth 11 | 54 | 9 | 7 | 45 | 6 | 14 |
| MUB50 | 5 to 300 | 35 | 32 | 39 | 54 | M10 x 1.5 depth 14.5 | 10 | 9 | 104 | 20 | M10 x 1.5 depth 15 | 64 | 11.5 | 8 | 53 | 7 | 18 |
| MUB63 | 5 to 300 | 35 | 32 | 50 | 53 | M12 x 1.75 depth 18 | 11 | 12 | 124 | 20 | M12 x 1.75 depth 15 | 72 | 11.5 | 10 | 56 | 7 | 18 |

| Model | MM | N | NC | ND | NE | NS | NX | NY | P | TN | TF | S | ZZ |
|-------|------------|------|----------------|------------|------|----|-----|----|----------|--------|------|----|-----|
| MUB25 | M10 x 1.25 | 16.5 | 7.5 depth 4.5 | M5 x 0.8 | 4.3 | 43 | 6 | 26 | M5 x 0.8 | — | — | 55 | 91 |
| MUB32 | M12 x 1.25 | 18 | 9 depth 5.5 | M6 x 1 | 5.1 | 45 | 6.5 | 28 | Rc1/8 | NPT1/8 | G1/8 | 58 | 98 |
| MUB40 | M14 x 1.5 | 18.5 | 10.5 depth 6.5 | M8 x 1.25 | 6.9 | 44 | 8 | 36 | Rc1/8 | NPT1/8 | G1/8 | 60 | 105 |
| MUB50 | M18 x 1.5 | 24 | 13.5 depth 8.5 | M10 x 1.5 | 8.7 | 54 | 10 | 42 | Rc1/4 | NPT1/4 | G1/4 | 74 | 127 |
| MUB63 | M18 x 1.5 | 24 | 17 depth 10.5 | M12 x 1.75 | 10.5 | 53 | 11 | 46 | Rc1/4 | NPT1/4 | G1/4 | 75 | 131 |

* The position of the 4 flats of the piston rod is $\pm 3^\circ$ in relation to the cylinder side surface.

| Model | H | MM | ZZ |
|-------|----|--------------------|----|
| MUB25 | 14 | M6 x 1 depth 12 | 69 |
| MUB32 | 14 | M8 x 1.25 depth 13 | 72 |
| MUB40 | 15 | M8 x 1.25 depth 13 | 75 |
| MUB50 | 18 | M10 x 1.5 depth 15 | 92 |
| MUB63 | 21 | M10 x 1.5 depth 15 | 96 |