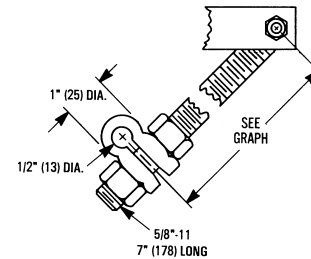
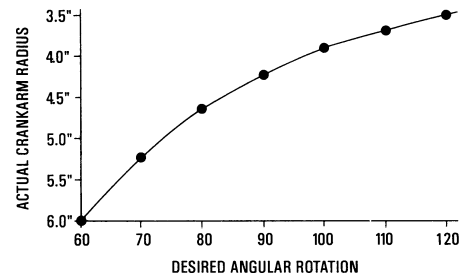


Installation Guide

Mounting

The MCP-5160 **MUST** be mounted on a rigid surface due to the force generated at or near maximum air pressure.

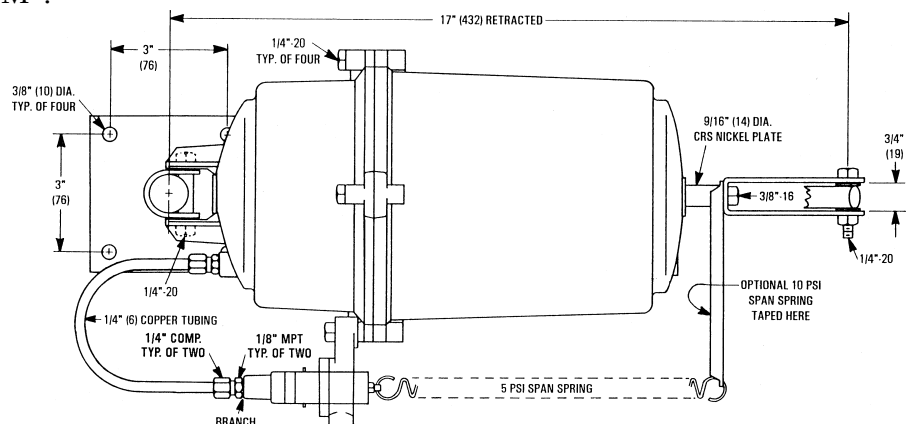
1. Align the actuator with the controlled device. The mounting joint allows the actuator to be located in a different plane from the controlled device.
2. Attach the actuator to the rigid surface through the four 3/8" (4 mm) holes in the mounting bracket.
3. Adjust the crankarm assembly from 60° to 120° rotation as required.
4. DO NOT tighten the universal joint. The actuator must be free to swivel as it operates.



Connections

MCP-5160 models ordered with positioners are factory piped.

- ◆ Use 1/4" (6 mm) O.D. copper tubing.
 - ◆ Use only clean, dry control air. No attempt should be made to use any other medium.
1. Check the connection between the positioner output and the actuator input.
 2. Pipe the positioner input signal to Port "S".
 3. Pipe the main air (20 psi) to Port "M".



Adjustments and Calibration



DANGER

The MCP-5160 contains a large, powerful spring. Exercise extreme caution if disassembly is required. The actuator shaft **MUST** be restrained to prevent the spring from expanding.

The MCP-5160 with positioner, contains an 8-13 psi spring. A positioner allows the unit to operate over any 5 psi span with the start-point adjustable from 3-10 psi. Replace the 5 psi spring with a 10 psi spring to widen the span.

To change the positioner start-point:

1. Apply the desired signal pressure.
2. Rotate the start-point adjuster until the actuator starts to stroke.

Maintenance

The MCP-5160 actuator is designed for long term reliability. No routine maintenance is required, however care should be taken during any installation or maintenance due to the power of the actuator.

To repair the actuator:

1. Remove all linkage hardware.
2. Use a 5/8" I.D. section of metallic pipe, 3/4" long as a spacer and slip over the shaft.
3. Hold pipe in place with a 3/8" washer and 3/8-16 bolt.
4. Remove the four bolt/nuts and the rear housing.
5. Replace the diaphragm.
6. Reposition the rear housing carefully not to damage (pinch) the diaphragm.
7. Tighten the four mounting bolts/nuts.
8. Remove the temporary restraint.

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