## Air Cylinder

## CJ2 Series

## ø6, ø10, ø16

RoHS
Double foot Head flange
Double-side bossed are added to the mounting types.

For $\sigma 6,3$ types $\Rightarrow 6$ types

## I Improved amount of mounting freedom

```
| Head cover with
boss is added.
```

Easy fine adjustment of auto switch position
Fine adjustment of the auto switch position is possible by simply loosening the screw attached to the auto switch.
Transparent switch bracket improves visibility of indicator LED.


Head cover port location "Perpendicular to axis" is newly added to $\varnothing 6$. Improved piping flexibility


## Air Cylinder



## Part numbers with rod end bracket and/or pivot bracket available

Not necessary to order a bracket for the applicable cylinder separately
Note) Mounting bracket is shipped together with the product, but not assembled.

## Example) CDJ2D16-50Z- N W -M9BW-B

Pivot bracket

| Nil | None |
| :---: | :--- |
| $\mathbf{N}$ | Pivot bracket is shipped <br> together with the <br> product, but not <br> assembled. |

*: Only for the double clevis type ( $\varnothing 10$ and ø16)

Refer to page 151-1 for the part number
(-X2838) of the double clevis (with one-touch connecting pin).


| Rod end bracket |  |
| :---: | :---: |
| Nil | None |
| V | Single knuckle joint |
| W | Double knuckle joint |
| T | Rod end cap (Flat type) |
| U | Rod end cap (Round type) |

*: V/W: ø10 and ø16 only


Refer to page 63 for the double knuckle joint (with one-touch connecting pin).


## Compact auto switches



Stroke Variations

| Bore size [mm] | Standard stroke |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 15 | 30 | 45 | 60 | 75 | 100 | 125 | 150 | 175 | 200 |
| 6 |  |  |  |  |  |  |  |  |  |  |
| 10 |  |  |  |  |  |  |  |  |  |  |
| 16 |  |  |  |  |  |  |  |  |  |  |

## Series Variations

| Series | Action | Type | Bore size [mm] |  |  | Variations |  | Page | MB |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  | 6 | 10 | 16 | Built-in magnet | Air cushion |  | MB1 |
| Standard CJ2-Z | Double acting | Single rod |  |  |  |  |  | 46 | CA2 |
|  | Double acting | Double rod |  |  |  |  |  | 64 | CS1 |
|  | Single acting | Single rod (Spring return lextend) |  |  |  |  |  | 71 | CS2 |
| Non-rotating rod CJ2K-Z | Double acting | Single rod |  |  |  |  |  | 88 |  |
|  | Single acting | Single rod (Spring return lextend) |  |  |  |  |  | 95 |  |
| Built-in speed controller CJ2Z-Z | Double acting | Single rod |  |  |  |  |  | 107 |  |
|  | Double acting | Double rod |  |  |  |  |  | 114 |  |
| Direct mount CJ2R-Z | Double acting | Single rod |  |  |  |  |  | 119 |  |
|  | Single acting | Single rod (Spring return lextend) |  |  |  |  |  | 123 |  |
| Direct mount, Non-rotating rod CJ2RK-Z | Double acting | Single rod |  |  |  |  |  | 127 |  |
|  | Single acting | Single rod (Spring return lextend) |  |  |  |  |  | 130 |  |
| With end lock CBJ2 | Double acting | Single rod |  |  |  |  |  | 134 |  |
| Smooth Cylinder CJ2Y-Z | Double acting | Single rod |  |  |  |  |  | Best Pneumatics No. 2-3 | D- |
| Low Speed Cylinder <br> CJ2X-Z | Double acting | Single rod |  |  |  |  |  | Best Pneumatics No. 2-3 | -X $\square$ |
| *: The air cylinder with end lock has the same shape as the current product. <br> $*$ : Air cushion is only available for $\varnothing 10$ and $\varnothing 16$. |  |  |  |  |  |  |  |  | $\begin{array}{\|l\|} \hline \text { Technical } \\ \text { Data } \\ \hline \end{array}$ |

[^0]
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## Combinations of Standard Products and Made to Order Specifications

## CJ2 Series

| : Standard |
| :--- |
| $\bigcirc$ : Made to Order |
| O : Special product (Please contact SMC for details.) |
| - : Not available |


|  |  | Page | 46 | 64 | 71 |  | 88 | 95 |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Symbol | Specifications | Applicable bore size | $\varnothing 6$ to $\varnothing 16$ |  |  |  | ه10, 816 |  |  |  |
| Standard | Standard | ø6 to $\varnothing 16$ | - | - | $\bullet$ | - | $\bullet$ | $\bullet$ | - |  |
| D | Built-in magnet |  | - | - | - | - | - | $\bigcirc$ | - |  |
| CJ2 $\square$ - $\square$ A | Air cushion | ¢10, 816 | - | - | - | - | - | - | - |  |
| 10-, 11- | Clean series*1 | $\varnothing 6$ to $\varnothing 16$ | - | - *9 | $\bigcirc$ | $\bigcirc$ | - | - | - |  |
| 25A- | Copper (Cu) and Zinc (Zn)-free*5 | ¢10, 816 | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| XB6 | Heat resistant cylinder (-10 to $\left.150^{\circ} \mathrm{C}\right)^{* 3,4}$ | $\varnothing 6$ to $\varnothing 16$ | ( | ( | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| XB7 | Cold resistant cylinder (-40 to $\left.70^{\circ} \mathrm{C}\right)^{* 3,4}$ |  | ( | © | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| XB9 | Low speed cylinder ( 10 to $50 \mathrm{~mm} / \mathrm{s}$ ) ${ }^{* 4}$ |  | ( | - | - | - | - | - | - |  |
| XB13 | Low speed cylinder ( 5 to $50 \mathrm{~mm} / \mathrm{s}$ ) | ${ }^{\circ} 6$ | ( | - | - | - | - | - | - |  |
| XC3 | Special port position*2,4 | $\varnothing 6$ to $\varnothing 16$ | ( | $\bigcirc$ | - | - | ( | - | - |  |
| XC8 | Adjustable stroke cylinder/ Adjustable extension type*4 | ø10, 816 | ( | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |  |
| XC9 | Adjustable stroke cylinder/ Adjustable retraction type*4 |  | © | - | $\bigcirc$ | - | (0) | $\bigcirc$ | - |  |
| XC10 | Dual stroke cylinder/Double rod type*4 |  | ( | - | $\bigcirc$ | $\bigcirc$ | ( $)$ | $\bigcirc$ | $\bigcirc$ |  |
| XC11 | Dual stroke cylinder/Single rod type*4 |  | ( | - | - | - | $\bigcirc$ | - | - |  |
| XC22 | Fluororubber seal ${ }^{* 4}$ | $\varnothing 6$ to $\varnothing 16$ | ( | ( | ( $)$ | O | (0) | $\bigcirc$ | $\bigcirc$ |  |
| XC51 | With hose nipple |  | ( | © | (0) | O | ( | © | (0) |  |
| XC85 | Grease for food processing equipment | ه10, 816 | ( | © | ( ) | () | ( $)$ | ( | (0) |  |
| X446 | PTFE grease |  | ( | O | ( 0 | ( | ( $)$ | ( | ( |  |
| X773 | Short pitch mounting | ${ }^{\circ}$ | - | - | (0) | - | - | - | - |  |
| X2838 | Double clevis (With one-touch connecting pin)**11 | ¢10, 816 | ( | - | ( $)$ | O | ( | ( | ( |  |

*1: Mounting type: Not compatible with the clevis type.
An auto switch is available in the band mounting type only
*2: An auto switch is available in the band mounting type only
*3: The products with an auto switch are not compatible.
*4: The products with an air cushion are not compatible.
*5: For details, refer to the Web Catalog.
*6: The shape is the same as the current product.
*7: Available only for locking at head end.
$* 8$ : Available only for locking at rod end
*9: $\varnothing 10$ and $\varnothing 16$ only
*10: Copper and fluorine-free [20-] are available as standard products.
*11: Not compatible with the air cushion or rail mounting type auto switches.

| $\begin{array}{\|c\|} \hline \text { CJ2Z } \\ \text { (Built-in npeed controllertype) } \end{array}$ |  | $\begin{gathered} \text { CJ2R } \\ \text { (Direct mount type) } \end{gathered}$ |  |  | CJ2RK <br> (Direct mount, Non-rotating rod type) |  |  | $\begin{gathered} \text { CBJ2 } \\ \text { (With end lock) }{ }^{* 6} \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { CJ2Y } \\ \text { Smooth Cylinder } \end{array}$ | $\begin{array}{\|c\|} \hline \text { CJ2X } \\ \text { L Low } \text { Speed Cylinder } \\ \hline \end{array}$ |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Doubl | acting | Double ating | Single acting |  | Double acting | Single acting |  | Double acting | Double acting | Double acting |  | CJ1 |
| Single | Double rod | Single rod | $\begin{array}{\|c\|} \hline \text { Single rod } \\ \text { (spring retur) } \end{array}$ |  | Single rod | $\begin{gathered} \text { Single rod } \\ \text { (spring return) } \end{gathered}$ | $\begin{array}{\|c\|} \hline \text { Single rod } \\ \text { (spring extend) } \end{array}$ | Single rod | Single rod | Single rod |  | CJP |
| 107 | 114 | 119 | 123 |  | 127 | 130 |  | 134 | Besi Pneumaicis N0. 23 | Best Peumaicics No. 23 |  |  |
| 810, 816 |  |  |  |  |  |  |  | 016 | 010, 816 | ه10, 816 | Symbol | CJ2 |
| $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | $\bullet$ | Standard | JCM |
| - | - | - | - | - | $\bullet$ | - | $\bullet$ | - | - | - | D | CM2 |
| - | - | $\bigcirc$ | - | - | - | - | - | - | - | - | CJ2■-■A |  |
| - | - | - | $\bigcirc$ | $\bigcirc$ | - | - | - | O* ${ }^{*}$ | - | - | 10-, 11- | CG3 |
| $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | 25A- | JMB |
| $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | - | XB6 | MB |
| $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | - | - | XB7 | MB1 |
| - | - | - | - | - | - | - | - | $\bigcirc$ | - | - | XB9 | CA2 |
| - | - | - | - | - | - | - | - | - | - | - | XB13 | CS1 |
| - | - | $\bigcirc$ | - | - | $\bigcirc$ | - | - | $\bigcirc$ | © | $\bigcirc$ | XC3 | CS2 |
| $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | - | - | xC8 |  |
| - | - | $\bigcirc$ | $\bigcirc$ | - | © | $\bigcirc$ | - | O*8 | $\bigcirc$ | - | XC9 |  |
| $\bigcirc$ | - | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | XC10 |  |
| - | - | $\bigcirc$ | - | - | $\bigcirc$ | - | - | O*8 | - | - | XC11 |  |
| $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | - | XC22 |  |
| $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | © | $\bigcirc$ | © | - | - | - | XC51 |  |
| $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | © | $\bigcirc$ | © | - | © | - | - | - | XC85 |  |
| $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | O | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | - | - | X446 |  |
| - | - | - | - | - | - | - | - | - | - | - | X773 |  |
| - | - | - | - | - | - | - | - | - | $\bigcirc$ | $\bigcirc$ | X2838 |  |

# Air Cylinder: Built-in Speed Controller Type Double Acting, Single Rod 

 CJ2Z Series $\varnothing 10, \varnothing 16$| How to Order |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| CJ2Z 16 60 |  |  |  |  |  |  |  |  | C |
| With auto switch CDJ2Z ${ }^{\text {B }}$ 16-60 |  |  |  |  |  |  |  |  |  |
| With auto switch (Built-in magnet) |  |  |  |  |  |  |  |  | JCM |
| $\mathrm{I}_{1}$ Mounting ${ }_{\text {Basic }}$ |  | (2) Bore size |  |  | (3) Cylinder standard stroke [mm] Reier to "Standard Strokes" on page 108. |  |  |  | CM3 |
| B | ${ }_{\text {Double sasic oossed }}^{\text {But }}$ | 16 16 mm <br> 16  |  |  |  |  |  |  | CM3 |
| D | $\frac{\text { Double clevis }}{\text { Single foot }}$ | (4) Head cover port location |  |  | 5 Pivot bracket |  | 6 Rod end bracket |  | CG1 |
| $\stackrel{\text { m }}{\text { M }}$ | Dolube fot Rod linge | Nil |  |  | Nil |  | Nil | None | CG |
| $\stackrel{\text { F }}{ }$ | Hoadiange | Nil | axis |  | N |  | ${ }_{\text {W** }}$ | $\underset{\text { Single enuckele oint }}{\text { Double kuckle ioint }}$ |  |
| - Foot/Flange brackets are shipped together with the product, but not ssembled. |  | R | Axial |  | : Only for the double clevis type保 together with the |  | T | Rod end cap (Flat type) Rod end cap (Round type) | JMB |
|  |  |  |  |  |  |  | nd bracketi is stipead togester | MB |
|  |  |  |  |  |  |  |  | product, but not assembled. to page 63 for the double knuckle with one-touch connecting pin). | MB |
| (7) Auto switch |  |  |  |  | (9) Auto swith mounting type |  | 10 Made to Order Refer to page 108 for details |  | CA2 |
| *: For applicable auto switches refer to the table below. <br> $\star$ Enter the auto switch mounting type (A or B) an auto switch is required |  | 8 Number of auto switches |  |  |  |  |  |  |  |
|  |  | ( | $\begin{aligned} & \text { cpocs. } \\ & \text { chop } \\ & \text { nnpos. } \end{aligned}$ |  |  |  |  |  |  |
|  |  |  |  |  |  | CS |  |  |
|  |  |  |  |  |  |  |  |  |

*: Refer to "Ordering Example of Cylinder Assembly" on page 108.
Applicable Auto Switches/Refer to pages 1575 to 1701 for further information on auto switches.


[^1]Space-saving air cylinder with speed controller built-in cylinder cover


## Symbol

Double acting, Single rod, Rubber bumper


Made to Order
Click here for details

| Symbol | Specifications |
| :--- | :--- |
| - XA $\square$ | Change of rod end shape |
| -XC51 | With hose nipple |
| -XC85 | Grease for food processing equipment |

## $\triangle$ Precautions

 I Refer to page 152 before handling. I

Ordering Example of Cylinder Assembly

## Cylinder model: CDJ2ZD16-60Z-NW-M9BW-B



## Mounting D: Double clevis

Pivot bracket N: Yes
Rod end bracket W: Double knuckle joint
Auto switch D-M9BW: 2 pcs.
Auto switch mounting B: Band mounting
*: Pivot bracket, double knuckle joint and auto switch are shipped together with the product, but not assembled.

Specifications

| Bore size [mm] | 10 | 16 |
| :---: | :---: | :---: |
| Action | Double acting, Single rod |  |
| Fluid | Air |  |
| Proof pressure | 1 MPa |  |
| Maximum operating pressure | 0.7 MPa |  |
| Minimum operating pressure | 0.06 MPa |  |
| Ambient and fluid temperature | Without auto switch: $-10^{\circ} \mathrm{C}$ to $70^{\circ} \mathrm{C}$ With auto switch: $-10^{\circ} \mathrm{C}$ to $60^{\circ} \mathrm{C}$ |  |
| Cushion | Rubber bumper |  |
| Lubrication | Not required (Non-lube) |  |
| Stroke length tolerance | ${ }_{0}^{+1.0}$ |  |
| Speed controller | Built-in |  |
| Piston speed | 50 to $750 \mathrm{~mm} / \mathrm{s}$ |  |
| Allowable kinetic energy | 0.035 J | 0.090 J |

## Standard Strokes

| $\quad$ [mm] |  |  |
| :---: | :---: | :---: |
| Bore size | Standard stroke | Maximum manuacacurable stroke |
| $\mathbf{1 0}$ | $15,30,45,60,75,100,125,150$ | 400 |
| $\mathbf{1 6}$ | $15,30,45,60,75,100,125,150,175,200$ | 400 |

*: Manufacture of intermediate strokes in 1 mm increments is possible. (Spacers are not used.)
*: Applicable strokes should be confirmed according to the usage. For details, refer to "Air Cylinders Model Selection" on front matter pages. In addition, the products that exceed the standard stroke might not be able to fulfill the specifications due to the deflection etc.
 - $\cdots$ Mounted on the product. ${ }^{\circ} \cdots$ Can be ordered within the cylinder model. $\Delta \cdots$ Order separately.

| Mounting |  | Basic | Foot | Flange | Double clevis | Double clevis (inculuing T-bracket) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Mounting nut | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | - | - |
|  | Rod end nut | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bullet$ | - |
|  | Clevis pin (including retaining rings) | - | - | - | - | $\bigcirc$ |
| $\begin{aligned} & \text { 듬 } \\ & \text { 흥 } \end{aligned}$ | Single knuckle joint | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  | Double knuckle joint (including a pin and retaining rings) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  | Double knuckle joint (With one-touch connecting pin) | $\triangle$ | $\triangle$ | $\triangle$ | $\triangle$ | $\bigcirc$ |
|  | Rod end cap (Flat/Round type) | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ | $\bigcirc$ |
|  | Pivot bracket (T-bracket) | - | - | - | $\bigcirc$ | $\bullet$ |

*: Stainless steel mounting brackets and accessories are also available. Refer to page 63-1 for details.

## Mounting Brackets/Part No.

| Mounting bracket | Bore size [mm] |  |
| :---: | :---: | :---: |
|  | $\mathbf{1 0}$ | $\mathbf{1 6}$ |
| Foot | CJ-L010C | CJ-L016C |
| Flange | CJ-F010C | CJ-F016C |
| Pivot bracket (T-bracket)*1 | CJ-T010C | CJ-T016C |

*1: The pivot bracket (T-bracket) is used with double clevis (D).

[^2]
## Air Cylinder: Built-in Speed Controller Type Double Acting, Single Rod <br> CJ2Z Series

Weights

*: Mounting nut and rod end nut are included in the basic weight.
*: Mounting nut is not included in the basic weight for the double clevis.
Calculation:
Example) CJ2ZL10-45Z

- Basic weight......................... 36 (ø10)
- Additional weight........... $4 / 15$ strok
- Cylinder stroke ................... 45 stroke
- Mounting bracket weight $\cdots 8$ (Single foot)
$36+4 / 15 \times 45+8=56 \mathbf{g}$

Construction (Not able to disassemble)



With auto switch

Component Parts

| No. | Description | Material | Note |
| :---: | :--- | :---: | :---: |
| $\mathbf{1}$ | Rod cover | Aluminum alloy |  |
| $\mathbf{2}$ | Head cover | Aluminum alloy |  |
| $\mathbf{3}$ | Cylinder tube | Stainless steel |  |
| $\mathbf{4}$ | Piston rod | Stainless steel |  |
| $\mathbf{5}$ | Piston A | Aluminum alloy |  |
| $\mathbf{6}$ | Piston B | Aluminum alloy |  |
| $\mathbf{7}$ | Piston | Aluminum alloy |  |
| $\mathbf{8}$ | Bumper A | Urethane |  |
| $\mathbf{9}$ | Bumper B | Urethane |  |
| $\mathbf{1 0}$ | Speed controller needle | Carbon steel |  |
| $\mathbf{1 1}$ | Mounting nut | Rolled steel |  |


| No. | Description | Material | Note |
| :---: | :--- | :---: | :---: |
| $\mathbf{1 2}$ | Rod end nut | Rolled steel |  |
| $\mathbf{1 3}$ | Piston seal | NBR |  |
| $\mathbf{1 4}$ | Rod seal | NBR |  |
| $\mathbf{1 5}$ | Check seal A | NBR |  |
| $\mathbf{1 6}$ | Check seal B | NBR |  |
| $\mathbf{1 7}$ | Tube gasket | NBR |  |
| $\mathbf{1 8}$ | Needle seal | NBR |  |
| 19 | Wear ring | Resin |  |
| 20 | Check seal sleeve | Aluminum alloy |  |
| 21 | Retaining ring | Carbon tool steel |  |
| 22 | Magnet | - |  |



## Basic (B)

CJ2ZB ${ }_{16}^{10}$ - Stroke Head cover port location $Z$

~ For details of the mounting nut, refer to page 63.

| Bore size | A | B | C | D | F | GA | GB | H | MM | NA | NB | NDh8 | NN | WA | WB | WW | S | Z |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 | 15 | 15 | 17 | 4 | 8 | 7.5 | 6.5 | 28 | M4 x 0.7 | 21 | 18 | $8_{-0.022}^{0}$ | M8 x 1.0 | 14.4 | 13.5 | 45 | 63 | 91 |
| 16 | 15 | 18.3 | 20 | 5 | 8 | 7.5 | 6.5 | 28 | M5 x 0.8 | 21 | 18 | $10_{-0.022}^{0}$ | M10 $\times 1.0$ | 14.4 | 13.5 | 45 | 64 | 92 |

## Double-side Bossed (E)

CJ2ZE ${ }_{16}^{10}$ - Stroke Z


Section Y detail



it For details of the mounting nut, refer to page 63.

| Bore size | A | B | C | D | F | GA | GB | H | MM | NA | NB | NDh8 | NN | WA | WB | WW | S | Z |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 | 15 | 15 | 17 | 4 | 8 | 7.5 | 6.5 | 28 | M4 x 0.7 | 21 | 18 | $8_{-0.022}^{0}$ | M8 x 1.0 | 14.4 | 13.5 | 45 | 63 | 99 |
| 16 | 15 | 18.3 | 20 | 5 | 8 | 7.5 | 6.5 | 28 | M5 x 0.8 | 21 | 18 | $10_{-0.022}^{0}$ | M10 $\times 1.0$ | 14.4 | 13.5 | 45 | 64 | 100 |

## Air Cylinder: Built-in Speed Controller Type Double Acting, Single Rod <br> CJ2Z Series

Double Clevis (D)
CJ2ZD ${ }_{16}^{10}$ - Stroke Z

| *: A clevis pin and retaining rings are included. |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Bore size | A | B | C | CD | CX | CZ | D | GA | GB | H | MM | NA | NB | R | U | WA | WB | WW | S | Z | ZZ |
| 10 | 15 | 15 | 17 | 3.3 | 3.2 | 15 | 4 | 7.5 | 19.5 | 28 | M4 x 0.7 | 21 | 31 | 5 | 8 | 14.4 | 26.5 | 45 | 63 | 99 | 104 |
| 16 | 15 | 18.3 | 20 | 5 | 6.5 | 18.3 | 5 | 7.5 | 24.5 | 28 | M5 x 0.8 | 21 | 36 | 8 | 10 | 14.4 | 31.5 | 45 | 64 | 102 | 110 |

Single Foot (L)
CJ2ZL ${ }_{16}^{10}$ - Stroke Head cover port location Z

is For details of the mounting nut, refer to page 63.

| Bore size | A | B | C | D | F | GA | GB | H | LB | LC | LH | LT | LX | LY | LZ | MM | NA | NB | NN | WA | WB | WW | S | X | Y | Z |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 | 15 | 15 | 17 | 4 | 8 | 7.5 | 6.5 | 28 | 15 | 4.5 | 9 | 1.6 | 24 | 16.5 | 32 | M4 $\times 0.7$ | 21 | 18 | M8 x 1.0 | 14.4 | 13.5 | 45 | 63 | 5 | 7 | 91 |
| 16 | 15 | 18.3 | 20 | 5 | 8 | 7.5 | 6.5 | 28 | 23 | 5.5 | 14 | 2.3 | 33 | 25 | 42 | M5 $\times 0.8$ | 21 | 18 | M10 1.0 | 14.4 | 13.5 | 45 | 64 | 6 | 9 | 92 |



Double Foot (M)
CJ2ZM ${ }_{16}^{10}$ - Stroke Z


## Rod Flange (F)

## CJ2ZF ${ }_{16}^{10}$ - Stroke Head cover port location Z


$\hbar$ For details of the mounting nut, refer to page 63 .

| Bore size | A | B | C | D | F | FB | FC | FT | FX | FY | FZ | GA | GB | H | MM | NA | NB | NN | WA | WB | WW | S | Z |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 10 | 15 | 15 | 17 | 4 | 8 | 13 | 4.5 | 1.6 | 24 | 14 | 32 | 7.5 | 6.5 | 28 | M4 x 0.7 | 21 | 18 | M8 $\times 1.0$ | 14.4 | 13.5 | 45 | 63 | 91 |
| 16 | 15 | 18.3 | 20 | 5 | 8 | 19 | 5.5 | 2.3 | 33 | 20 | 42 | 7.5 | 6.5 | 28 | M5 x 0.8 | 21 | 18 | M10 $\times 1.0$ | 14.4 | 13.5 | 45 | 64 | 92 |

## Air Cylinder: Built-in Speed Controller Type Double Acting, Single Rod <br> CJ2Z Series

Head Flange (G)
CJ2ZG ${ }_{16}^{10}-\triangle$ Stroke $Z$


CJ1
CJP
CJ2

| JCM |
| :--- |
| CM2 |
| CM3 |
| CG1 |
| CG3 |

JMB


## CJ2 Series <br> Dimensions of Accessories (Options)



Mounting Nut Materia: Carbon steel


| $[\mathrm{mm}]$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Part no. | Applicable <br> bore size | $\mathbf{B}_{\mathbf{1}}$ | $\mathbf{C}_{\mathbf{1}}$ | $\mathbf{d}$ | $\mathbf{H}_{\mathbf{1}}$ |
| SNJ-006C | $\mathbf{6}$ | $\mathbf{8}$ | 9.2 | $\mathrm{M} 6 \times 1.0$ | 4 |
| SNJ-010C | $\mathbf{1 0}$ | 11 | 12.7 | $\mathrm{M} 8 \times 1.0$ | 4 |
| SNJ-016C | $\mathbf{1 6}$ | 14 | 16.2 | $\mathrm{M} 10 \times 1.0$ | 4 |
| SNKJ-016C* | $\mathbf{1 6}$ | 17 | 19.6 | $\mathrm{M} 12 \times 1.0$ | 4 |


| $[\mathrm{mm}]$ |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Part no. | Applicable <br> bore size | $\mathbf{B}_{2}$ | $\mathbf{C}_{2}$ | $\mathbf{d}$ | $\mathbf{H}_{2}$ |
| NTJ-006B | $\mathbf{6}$ | 5.5 | 6.4 | $\mathrm{M} 3 \times 0.5$ | 2.4 |
| NTJ-010C | $\mathbf{1 0}$ | $\mathbf{7}$ | 8.1 | $\mathrm{M} 4 \times 0.7$ | 3.2 |
| NTJ-015C | $\mathbf{1 6}$ | 8 | 9.2 | $\mathrm{M} 5 \times 0.8$ | 4 |

Rod End Nut Materia: Carbon steel

*: For ø16 non-rotating type. (Use SNJ-016C for ø10 non-rotating type.)

Pivot Bracket (T-bracket)

$\left.\begin{array}{c|c|c|c|c|c|c|c|c|c|c|c|c|c}{[10}\end{array}\right]$
*: A T-bracket includes a T-bracket base, single knuckle joint, hexagon socket head bolt and spring washer.
*: For dimensions of $(\mathrm{U})$ and ( $\mathrm{S}+$ Stroke), refer to the double clevis drawing on page 60

Clevis Pin
Material: Stainless steel


| [mm] |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Part no. | Appicable bore size | Dd9 | d | L | $L_{1}$ | m | t | Incuded retaining ying |
| CD-J010 | 10 | $3.3_{-0.060}^{-0.030}$ | 3 | 15.2 | 12.2 | 1.2 | 0.3 | Type C 3.2 |
| CD-Z015 | 16 | $5_{-0.060}^{-0.030}$ | 4.8 | 22.7 | 18.3 | 1.5 | 0.7 | Type C5 |
| CD-JA010* | 10 | $3.3{ }_{-0.060}^{-0.030}$ | 3 | 18.2 | 15.2 | 1.2 | 0.3 | Type C3.2 |

*: For $\varnothing 10$ double clevis type, with air cushion and built-in speed controller.
*: Retaining rings are included with a clevis pin.

One-touch Connecting Pin for Double Clevis Materia: Stainless steel


| [mm] |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Part no. | Applicable <br> bore size | Dd9 | $\mathbf{H}$ | $\mathbf{L}$ | $\mathbf{W}$ |  |
| CD-J10 | $\mathbf{1 0}$ | $3.3_{-0.000}^{-0.030}$ | 13.4 | 13.2 | 4 |  |
| CD-J16 | $\mathbf{1 6}$ | $5_{-0.060}^{-0.030}$ | 18.2 | 19.5 | 5 |  |
| Part no. | $\mathbf{W}_{\mathbf{1}}$ | $\mathbf{W}_{\mathbf{2}}$ | Note |  |  |  |
| CD-J10 | 12 | 15 | Cannot be mounted on cylinders with air <br> cushion, or rail mounting type auto switches. |  |  |  |
| CD-J16 | 15 | 18 |  |  |  |  |

*: Please pay attention to the applicable cylinder.

Mounting Brackets, Rod End Brackets, and Nut Material: Stainless Steel
Part No. (Dimensions: Same as standard type)

| Bore size <br> $[\mathrm{mm}]$ | Foot | Flange | Single <br> knuckle joint | Double <br> knuckle joint | Mounting nut | Rod end nut |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| $\mathbf{1 0}$ | - | - | I-J010SUS | Y-J010SUS | - | NTJ-010SUS |
| $\mathbf{1 6}$ | CJ-L016SUS | CJ-F016SUS | I-J016SUS | Y-J016SUS | SNJ-016SUS | NTJ-015SUS |

[^3]
## Precautions



## How to Mount the Double Clevis (With One-touch Connecting Pin)

When connecting a double clevis cylinder to a pivot bracket ( $T$-bracket), it is recommended that the pivot bracket ( T -bracket) and the cylinder be connected with the one-touch connecting pin first, before fastening the pivot bracket.
When connecting the cylinder after the pivot bracket (T-bracket) has been fastened, mount the cylinder according to the following procedure.

## $\triangle$ Warning

For assembling the clevis type to the pivot bracket, refer to the figure below.

1. Insert the double clevis (One-touch connecting pin) from the direction in the figure.

## When port is facing upward



## When port is facing downward


$\triangle$ Warning

* Perform the mounting within the following range.


2. Push the one-touch connecting pin into the cylinder body (Double clevis) until it clicks and is firmly fastened.

In


## CJ2 Series Auto Switch Mounting

## Auto Switch Proper Mounting Position (Detection at stroke end) and Its Mounting Height



D-M9 $\square$ V
D-M9■MV
D-M9■AV

( ): Dimension of the D-M9■AV
$A$ and $B$ are the dimensions from the end of the head cover/rod cover to the end of the auto switch.

D-H7 $\square$
D-H7ロW
D-H7BA
D-H7NF
D-H7C


## Reed auto switch

<Band mounting>
D-A9 $\square$

( ): Dimension of the D-A96.
$A$ and $B$ are the dimensions from the end of the head cover/rod cover to the end of the auto switch.

## D-A9 $\square$ V


$A$ and $B$ are the dimensions from the end of the head cover/rod cover to the end of the auto switch.

## D-C7 $\square / C 80$

D-C73C $\square / C 80 C$


## Auto Switch Mounting <br> CJ2 Series

Auto Switch Proper Mounting Position (Detection at stroke end) and Its Mounting Height

( ): Dimension of the D-M9■A
D-M9 $\square$ V
D-M9 $\square$ WV
D-M9■AV

( ): Dimension of the D-M9■AV.
D-F7口/J79
D-F7■W/J79W
D-F79F/F7BA


D-F7■V/F7 $\square W V$
D-F7BAV
D-J79C

<Rail mounting>
D-A9■


D-A7 $\square \mathrm{H} / \mathrm{A} 80 \mathrm{H}$


## CJ2 Series

Auto Switch Proper Mounting Position（Detection at stroke end）and Its Mounting Height
Auto Switch Proper Mounting Position（Single acting type excluded）［mm］

|  | Band mounting |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { D-M9 } \\ & \text { D-M9 } \\ & \text { D-M9 } \mathbf{V} \\ & \text { D-M9 } \\ & \text { D-M9 } \\ & \text { D-M9 } \\ & \text { D-M } \end{aligned}$ |  | $\begin{aligned} & \text { D-A9 } \\ & \text { D-A9 } \square \text { V } \end{aligned}$ |  | $\begin{aligned} & \text { D-H7口 } \\ & \text { D-H7C } \\ & \text { D-H7NF } \\ & \text { D-H7ロW } \\ & \text { D-H7BA } \end{aligned}$ |  | $\begin{aligned} & \text { D-C7口 } \\ & \text { D-C80 } \\ & \text { D-C73C } \\ & \text { D-C80C } \end{aligned}$ |  |
|  | A | B | A | B | A | B | A | B |
| 6 | $\begin{gathered} 5.5(4.5) \\ {[12]} \end{gathered}$ | $\begin{gathered} 5.5(4.5) \\ {[4]} \end{gathered}$ | $\begin{gathered} 1.5(0.5) \\ {[8]} \end{gathered}$ | $\begin{gathered} 1.5(0.5) \\ {[0]} \end{gathered}$ | $\begin{aligned} & 1 \\ & (7.5) \end{aligned}$ | $\begin{gathered} 1 \\ (0) \end{gathered}$ | $\begin{aligned} & 2 \\ & (8.5) \end{aligned}$ | $\begin{aligned} & 2 \\ & (0.5) \end{aligned}$ |
| 10 | （5） 6 | （5） 6 | （1） 2 | （1） 2 | 1.5 | 1.5 | 2.5 | 2.5 |
| 16 | （5．5） 6.5 | （5．5） 6.5 | （1．5） 2.5 | （1．5） 2.5 | 2 | 2 | 3 | 3 |

＊：The values in（）are measured from the end of the auto switch mounting bracket．
＊：The values in［ ］for bore size ø6 are for the double rod type（CJ2W series）．

|  | Rail mounting |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  | $\begin{aligned} & \text { D-F7 } \\ & \text { D-F7 } \\ & \text { D-F7 } \\ & \text { D-F7 } \\ & \text { D-J7 } \\ & \text { D-F7 } \\ & \text { D-F7 } \\ & \text { D-A7 } \end{aligned}$ | 9W <br> $\square W V$ |  |  |  |  |  |  |
|  | A | B | A | B | A | B | A | B | A | B | A | B |
| 6 | － | － | － | － | － | － | － | － | － | － | － | － |
| 10 | 4.5 | 4.5 | 0.5 | 0.5 | 3.5 | 3.5 | 8.5 | 8.5 | 3 | 3 | 0.5 | 0.5 |
| 16 | 5 | 5 | 1 | 1 | 4 | 4 | 9 | 9 | 3.5 | 3.5 | 1 | 1 |

＊：Adjust the auto switch after confirming the operating condition in the actual setting．

Auto Switch Mounting Height

|  | Band mounting |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \quad \text { W } \\ & \text { D-M9■A } \\ & \text { D-A9 } \end{aligned}$ | $\begin{aligned} & \text { D-M9■V } \\ & \text { D-M9 } \square \mathbf{W V} \\ & \text { D-M9 } \square \text { AV } \\ & \text { D-A9 } \square V \end{aligned}$ | $\begin{aligned} & \text { D-H7ロ/H7■W } \\ & \text { D-H7NF } \\ & \text { D-H7BA } \\ & \text { D-C7■/C80 } \end{aligned}$ | D－H7C | $\begin{aligned} & \text { D-C73C } \\ & \text { D-C80C } \end{aligned}$ |
|  | Hs | Hs | Hs | Hs | Hs |
| 6 | 15 | 16 | 15 | 18 | 17.5 |
| 10 | 17 | 18 | 17 | 20 | 19.5 |
| 16 | 20.5 | 21 | 20.5 | 23.5 | 23 |


|  | Rail mounting |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \square V \\ & \text { D-M9 } \square \mathbf{W} \\ & \text { D-M9 } \square \mathbf{W V} \\ & \text { D-M9 } \square \text { A } \\ & \text { D-M9 } \square \text { AV } \\ & \text { D-A9 } \square \\ & \text { D-A9 } \square V \end{aligned}$ | D－F7■／J79 <br> D－F7 $\square$ W／J79W <br> D－F7BA／F79F <br> D－F7NT <br> D－A7■H／A80H | $\begin{aligned} & \text { D-F7■V } \\ & \text { D-F7■WV } \\ & \text { D-F7BAV } \end{aligned}$ | D－J79C | $\begin{aligned} & \text { D-A7■ } \\ & \text { D-A80 } \end{aligned}$ | $\begin{aligned} & \text { D-A73C } \\ & \text { D-A80C } \end{aligned}$ | D－A79W |
|  | Hs | Hs | Hs | Hs | Hs | Hs | Hs |
| 6 | － | － | － | － | － | － | － |
| 10 | 17.5 | 17.5 | 20 | 23 | 16.5 | 23.5 | 19 |
| 16 | 21 | 20.5 | 23 | 26 | 19.5 | 26.5 | 22 |

Auto Switch Proper Mounting Position (Detection at stroke end) and Its Mounting Height/Single Acting, Spring Return Type (S)

Auto Switch Proper Mounting Position: Spring Return Type (S)

- Standard Type (CDJ2 $\square \square \square-\square$ SZ)
- Non-rotating Rod Type (CDJ2K $\square \square \square-\square$ SZ)
- Direct Mount Type (CDJ2R $\square \square \square-\square S Z)$
- Direct Mount, Non-rotating Rod Type (CDJ2RK $\square \square \square-\square S Z$

| Auto switch model |  | Bore size | A dimensions |  |  |  |  |  |  |  |  | B |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 5 to 9 st | 10 to 15 st | 16 to 30 st | 31 to 45 st | 46 to 60 st | 61 to 75 st | 76 to 100 st | 101 to 125 st | 126 to 150 st |  |
|  | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \square \text { W/M9 } \square \text { WV } \\ & \text { D-M9 } \square \text { A/M9 } \square \mathrm{AV} \end{aligned}$ |  | 6 | - | 12 | 21 | 25 | 39 | - | - | - | - | 5.5 |
|  |  | 10 | - | 13 | 20.5 | 32.5 | 44.5 | - | - | - | - | 6 |
|  |  | 16 | - | 12.5 | 21 | 33 | 45 | 51 | 75 | 93 | 105 | 6.5 |
|  | D-M9 $\square$ V | 6 | 12 | 12 | 21 | 25 | 39 | - | - | - | - | 5.5 |
|  |  | 10 | 13 | 13 | 20.5 | 32.5 | 44.5 | - | - | - | - | 6 |
|  |  | 16 | 12.5 | 12.5 | 21 | 33 | 45 | 51 | 75 | 93 | 105 | 6.5 |
|  | D-A9 $\square$ | 6 | - | 8 | 17 | 21 | 35 | - | - | - | - | 1.5 |
|  |  | 10 | - | 9 | 16.5 | 28.5 | 40.5 | - | - | - | - | 2 |
|  |  | 16 | - | 8.5 | 17 | 29 | 41 | 47 | 71 | 89 | 101 | 2.5 |
|  | D-A9 $\square$ V | 6 | 8 | 8 | 17 | 21 | 35 | - | - | - | - | 1.5 |
|  |  | 10 | 9 | 9 | 16.5 | 28.5 | 40.5 | - | - | - | - | 2 |
|  |  | 16 | 8.5 | 8.5 | 17 | 29 | 41 | 47 | 71 | 89 | 101 | 2.5 |
|  | $\begin{aligned} & \text { D-H7■/H7C } \\ & \text { D-H7 } \square W / H 7 B A \\ & \text { D-H7NF } \end{aligned}$ | 6 | - | 7.5 | 16.5 | 20.5 | 34.5 | - | - | - | - | 1 |
|  |  | 10 | - | 8.5 | 16 | 28 | 40 | - | - | - | - | 1.5 |
|  |  | 16 | - | 8 | 16.5 | 28.5 | 40.5 | 46.5 | 70.5 | 88.5 | 100.5 | 2 |
|  | $\begin{aligned} & \text { D-C7口/C80 } \\ & \text { D-C73C } \\ & \text { D-C80C } \end{aligned}$ | 6 | - | 8.5 | 17.5 | 21.5 | 35.5 | - | - | - | - | 2 |
|  |  | 10 | - | 9.5 | 17 | 29 | 41 | - | - | - | - | 2.5 |
|  |  | 16 | - | 9 | 17.5 | 29.5 | 41.5 | 47.5 | 71.5 | 89.5 | 101.5 | 3 |
|  | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \square \text { W/M9 } \square \text { WV } \\ & \text { D-M9 } \square \text { A/M9 } \square \mathrm{AV} \end{aligned}$ | 10 | - | 11.5 | 19 | 31 | 43 | - | - | - | - | 4.5 |
|  |  | 16 | - | 11 | 19.5 | 31.5 | 43.5 | 49.5 | 73.5 | 91.5 | 103.5 | 5 |
|  | D-M9 $\square$ V | 10 | 11.5 | 11.5 | 19 | 31 | 43 | - | - | - | - | 4.5 |
|  |  | 16 | 11 | 11 | 19.5 | 31.5 | 43.5 | 49.5 | 73.5 | 91.5 | 103.5 | 5 |
|  | D-A9 $\square$ | 10 | - | 7.5 | 15 | 27 | 39 | - | - | - | - | 0.5 |
|  |  | 16 | - | 7 | 15.5 | 27.5 | 39.5 | 45.5 | 69.5 | 87.5 | 99.5 | 1 |
|  | D-A9 $\square$ V | 10 | 7.5 | 7.5 | 15 | 27 | 39 | - | - | - | - | 0.5 |
|  |  | 16 | 7 | 7 | 15.5 | 27.5 | 39.5 | 45.5 | 69.5 | 87.5 | 99.5 | 1 |
|  | $\begin{aligned} & \text { D-F7 } \square / F 7 \square V \\ & \text { D-J79/J79C } \\ & \text { D-A7 } \square \text { H/A80H } \\ & \text { D-A73C/A80C } \end{aligned}$ | 10 | 10.5 | 10.5 | 18 | 30 | 42 | - | - | - | - | 3.5 |
|  |  | 16 | 10 | 10 | 18.5 | 30.5 | 42.5 | 48.5 | 72.5 | 90.5 | 102.5 | 4 |
|  | D-F7■W/J79W <br> D-F7口WV/F79F <br> D-F7BA/F7BAV | 10 | - | 10.5 | 18 | 30 | 42 | - | - | - | - | 3.5 |
|  |  | 16 | - | 10 | 18.5 | 30.5 | 42.5 | 48.5 | 72.5 | 90.5 | 102.5 | 4 |
|  | D-F7NT | 10 | - | 15.5 | 23 | 35 | 47 | - | - | - | - | 8.5 |
|  |  | 16 | - | 15 | 23.5 | 35.5 | 47.5 | 53.5 | 77.5 | 95.5 | 107.5 | 9 |
|  | D-A7 $\square /$ A80 | 10 | 10 | 10 | 17.5 | 29.5 | 41.5 | - | - | - | - | 3 |
|  |  | 16 | 9.5 | 9.5 | 18 | 30 | 42 | 48 | 72 | 90 | 102 | 3.5 |
|  | D-A79W | 10 | - | 7.5 | 15 | 27 | 39 | - | - | - | - | 0.5 |
|  |  | 16 | - | 7 | 15.5 | 27.5 | 39.5 | 45.5 | 69.5 | 87.5 | 99.5 | 1 |

*: In the actual setting, adjust them after confirming the auto switch performance.

## CJ2 Series

## Auto Switch Proper Mounting Position（Detection at stroke end） and Its Mounting Height／Single Acting，Spring Extend Type（T）

Auto Switch Proper Mounting Position：Spring Extend Type（T）
－Standard Type（CDJ2 $\square \square \square-\square$ TZ）
－Non－rotating Rod Type（CDJ2K $\square \square \square-\square$ TZ）
－Direct Mount Type（CDJ2R $\square \square \square-\square$ TZ）
－Direct Mount，Non－rotating Rod Type（CDJ2RK $\square \square \square-\square$ TZ）

| Auto switch model |  | Bore <br> size | A | B dimensions |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | 5 to 9 st |  | 10 to 15 st | 16 to 30 st | 31 to 45 st | 46 to 60 st | 61 to 75 st | 76 to 100 st | 101 to 125 st | 126 to 150 st |
|  | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \square \text { W/M9 } \square \text { WV } \\ & \text { D-M9 } \square \text { A/M9 } \square \text { AV } \end{aligned}$ |  | 6 | 5.5 | － | 12 | 21 | 25 | 39 | － | － | － | － |
|  |  | 10 | 6 | － | 13 | 20.5 | 32.5 | 44.5 | － | － | － | － |
|  |  | 16 | 6.5 | － | 12.5 | 21 | 33 | 45 | 51 | 75 | 93 | 105 |
|  | D－M9 $\square$ V | 6 | 5.5 | 12 | 12 | 21 | 25 | 39 | － | － | － | － |
|  |  | 10 | 6 | 13 | 13 | 20.5 | 32.5 | 44.5 | － | － | － | － |
|  |  | 16 | 6.5 | 12.5 | 12.5 | 21 | 33 | 45 | 51 | 75 | 93 | 105 |
|  | D－A9 $\square$ | 6 | 1.5 | － | 8 | 17 | 21 | 35 | － | － | － | － |
|  |  | 10 | 2 | － | 9 | 16.5 | 28.5 | 40.5 | － | － | － | － |
|  |  | 16 | 2.5 | － | 8.5 | 17 | 29 | 41 | 47 | 71 | 89 | 101 |
|  | D－A9 $\square$ V | 6 | 1.5 | 8 | 8 | 17 | 21 | 35 | － | － | － | － |
|  |  | 10 | 2 | 9 | 9 | 16.5 | 28.5 | 40.5 | － | － | － | － |
|  |  | 16 | 2.5 | 8.5 | 8.5 | 17 | 29 | 41 | 47 | 71 | 89 | 101 |
|  | $\begin{aligned} & \text { D-H7 } \square / H 7 C \\ & \text { D-H7 } \square W / H 7 B A \\ & \text { D-H7NF } \end{aligned}$ | 6 | 1 | － | 7.5 | 16.5 | 20.5 | 34.5 | － | － | － | － |
|  |  | 10 | 1.5 | － | 8.5 | 16 | 28 | 40 | － | － | － | － |
|  |  | 16 | 2 | － | 8 | 16.5 | 28.5 | 40.5 | 46.5 | 70.5 | 88.5 | 100.5 |
|  | $\begin{aligned} & \text { D-C7口/C80 } \\ & \text { D-C73C } \\ & \text { D-C80C } \end{aligned}$ | 6 | 2 | － | 8.5 | 17.5 | 21.5 | 35.5 | － | － | － | － |
|  |  | 10 | 2.5 | － | 9.5 | 17 | 29 | 41 | － | － | － | － |
|  |  | 16 | 3 | － | 9 | 17.5 | 29.5 | 41.5 | 47.5 | 71.5 | 89.5 | 101.5 |
|  | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \square \text { W/M9 } \square \text { WV } \\ & \text { D-M9 } \square \text { A/M9 } \square \text { AV } \end{aligned}$ | 10 | 4.5 | － | 11.5 | 19 | 31 | 43 | － | － | － | － |
|  |  | 16 | 5 | － | 11 | 19.5 | 31.5 | 43.5 | 49.5 | 73.5 | 91.5 | 103.5 |
|  | D－M9 $\square$ V | 10 | 4.5 | 11.5 | 11.5 | 19 | 31 | 43 | － | － | － | － |
|  |  | 16 | 5 | 11 | 11 | 19.5 | 31.5 | 43.5 | 49.5 | 73.5 | 91.5 | 103.5 |
|  | D－A9 $\square$ | 10 | 0.5 | － | 7.5 | 15 | 27 | 39 | － | － | － | － |
|  |  | 16 | 1 | － | 7 | 15.5 | 27.5 | 39.5 | 45.5 | 69.5 | 87.5 | 99.5 |
|  | D－A9 $\square$ V | 10 | 0.5 | 7.5 | 7.5 | 15 | 27 | 39 | － | － | － | － |
|  |  | 16 | 1 | 7 | 7 | 15.5 | 27.5 | 39.5 | 45.5 | 69.5 | 87.5 | 99.5 |
|  | $\begin{aligned} & \text { D-F7■/F7口V } \\ & \text { D-J79/J79C } \\ & \text { D-A7■H/A80H } \\ & \text { D-A73C/A80C } \end{aligned}$ | 10 | 3.5 | 10.5 | 10.5 | 18 | 30 | 42 | － | － | － | － |
|  |  | 16 | 4 | 10 | 10 | 18.5 | 30.5 | 42.5 | 48.5 | 72.5 | 90.5 | 102.5 |
|  | D－F7 $\square$ W／J79W <br> D－F7口WV／F79F <br> D－F7BA／F7BAV | 10 | 3.5 | － | 10.5 | 18 | 30 | 42 | － | － | － | － |
|  |  | 16 | 4 | － | 10 | 18.5 | 30.5 | 42.5 | 48.5 | 72.5 | 90.5 | 102.5 |
|  | D－F7NT | 10 | 8.5 | － | 15.5 | 23 | 35 | 47 | － | － | － | － |
|  |  | 16 | 9 | － | 15 | 23.5 | 35.5 | 47.5 | 53.5 | 77.5 | 95.5 | 107.5 |
|  | D－A7 $\square /$ A80 | 10 | 3 | 10 | 10 | 17.5 | 29.5 | 41.5 | － | － | － | － |
|  |  | 16 | 3.5 | 9.5 | 9.5 | 18 | 30 | 42 | 48 | 72 | 90 | 102 |
|  | D－A79W | 10 | 0.5 | － | 7.5 | 15 | 27 | 39 | － | － | － | － |
|  |  | 16 | 1 | － | 7 | 15.5 | 27.5 | 39.5 | 45.5 | 69.5 | 87.5 | 99.5 |

＊：In the actual setting，adjust them after confirming the auto switch performance．

## Auto Switch Mounting

Minimum Stroke for Auto Switch Mounting

| ［mm］ |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Auto switch mounting | Auto switch model | Number of auto switches |  |  |  |  | CJ1CJP |
|  |  | With 1 pc． | With 2 pcs． |  | With n pcs．（n：Number of auto switches） |  |  |
|  |  |  | Different surfaces | Same surface | Different surfaces | Same surface |  |
| Band mounting | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \quad \text { w } \\ & \text { D-M9 } \\ & \text { D-A9 } \end{aligned}$ | 10 | $15^{* 1}$ | $45^{* 1}$ | $\begin{aligned} & 15+35 \frac{(\mathrm{n}-2)}{2} \\ & (\mathrm{n}=2,4,6 \ldots)^{* 3} \end{aligned}$ | $\begin{gathered} 45+15(n-2) \\ (n=2,3,4,5 \ldots) \end{gathered}$ |  |
|  | D－M9 $\square$ V | 5 | 15＊1 | 35 | $\begin{gathered} 15+35 \frac{(\mathrm{n}-2)}{2} \\ (\mathrm{n}=2,4,6 \ldots)^{* 3} \end{gathered}$ | $\begin{gathered} 35+25(n-2) \\ (n=2,3,4,5 \ldots) \end{gathered}$ | CJ2 |
|  | $\begin{aligned} & \text { D-M9■WV } \\ & \text { D-M9■AV } \end{aligned}$ | 10 | $15^{* 1}$ | 35 | $\begin{gathered} 15+35 \frac{(\mathrm{n}-2)}{2} \\ (\mathrm{n}=2,4,6 \ldots)^{* 3} \end{gathered}$ | $\begin{gathered} 35+25(n-2) \\ (n=2,3,4,5 \ldots) \end{gathered}$ | JCM |
|  | D－A9 $\square$ V | 5 | 10 | 35 | $\begin{gathered} 10+35 \frac{(\mathrm{n}-2)}{2} \\ (\mathrm{n}=2,4,6 \ldots)^{* 3} \end{gathered}$ | $\begin{gathered} 35+25(n-2) \\ (n=2,3,4,5 \ldots) \end{gathered}$ | CM2 |
|  | $\begin{aligned} & \text { D-H7ロ/H7■W } \\ & \text { D-H7BA } \\ & \text { D-H7NF } \end{aligned}$ | 10 | 15 | 60 | $\begin{gathered} 15+45 \frac{(\mathrm{n}-2)}{2} \\ (\mathrm{n}=2,4,6 \ldots)^{* 3} \end{gathered}$ | $\begin{aligned} & 60+22.5(n-2) \\ & (n=2,3,4,5 \ldots) \end{aligned}$ | CM3 |
|  | $\begin{aligned} & \text { D-C7口 } \\ & \text { D-C80 } \end{aligned}$ | 10 | 15 | 50 | $\begin{gathered} 15+40 \frac{(\mathrm{n}-2)}{2} \\ (\mathrm{n}=2,4,6 \ldots)^{* 3} \end{gathered}$ | $\begin{gathered} 50+20(n-2) \\ (n=2,3,4,5 \ldots) \end{gathered}$ | CG1 <br> CG3 |
|  | $\begin{aligned} & \text { D-H7C } \\ & \text { D-C73C } \\ & \text { D-C80C } \end{aligned}$ | 10 | 15 | 65 | $\begin{gathered} 15+50 \frac{(\mathrm{n}-2)}{2} \\ (\mathrm{n}=2,4,6 \ldots)^{* 3} \end{gathered}$ | $\begin{aligned} & 50+27.5(n-2) \\ & (n=2,3,4,5 \ldots) \end{aligned}$ |  |
|  | D－M9 $\square$ V | 5 | － | 5 | － | $\begin{gathered} 10+10(n-2) \\ (n=4,6 \ldots)^{* 4} \\ \hline \end{gathered}$ | MB |
|  | D－A9 $\square$ V | 5 | － | 10 | － | $\begin{aligned} & 10+15(n-2) \\ & (n=4,6 \ldots)^{* 4} \end{aligned}$ |  |
|  | $\begin{aligned} & \text { D-M9■ } \\ & \text { D-A9 } \square \end{aligned}$ | $10(5) * 5$ | － | 10 | － | $\begin{gathered} 15+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ | MB1 |
|  | $\begin{aligned} & \text { D-M9 } \square W V \\ & \text { D-M9 } \square \text { AV } \end{aligned}$ | 10 | － | 15 | － | $\begin{gathered} 15+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ | CA2 |
|  | D－M9 $\square$ W | $15(10) * 5$ | － | 15 | － | $\begin{gathered} 20+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ | CS1 |
|  | D－M9 $\square$ A | $15(10) * 5$ | － | $20(15) * 5$ | － | $\begin{gathered} 20+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ | CS2 |
| Rail mounting | $\begin{aligned} & \text { D-F7口 } \\ & \text { D-J79 } \end{aligned}$ | 5 | － | 5 | － | $\begin{gathered} 15+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ |  |
|  | $\begin{aligned} & \text { D-F7■V } \\ & \text { D-J79C } \end{aligned}$ | 5 | － | 5 | － | $\begin{gathered} 10+10(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ |  |
|  | $\begin{aligned} & \hline \text { D-F7■W/J79W } \\ & \text { D-F7BA/F79F/F7NT } \end{aligned}$ | 10 | － | 15 | － | $\begin{gathered} 15+20(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ |  |
|  | $\begin{aligned} & \hline \text { D-F7口WV } \\ & \text { D-F7BAV } \end{aligned}$ | 10 | － | 15 | － | $\begin{gathered} 10+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ |  |
|  | $\begin{aligned} & \text { D-A7ロ/A80 } \\ & \text { D-A7■H/A80H } \\ & \text { D-A73C/A80C } \end{aligned}$ | 5 | － | 10 | － | $\begin{gathered} 15+10(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ |  |
|  | $\begin{aligned} & \text { D-A7■H } \\ & \text { D-A80H } \end{aligned}$ | 5 | － | 10 | － | $\begin{gathered} 15+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ |  |
|  | D－A79W | 10 | － | 15 | － | $\begin{gathered} 10+15(n-2) \\ (n=4,6 \ldots)^{* 4} \end{gathered}$ |  |

＊3：When＂$n$＂is an odd number，an even number that is one larger than this odd number is used for the calculation．
＊4：When＂$n$＂is an odd number，an even number that is one larger than this odd number is used for the calculation． However，the minimum even number is 4 ．So， 4 is used for the calculation when＂$n$＂is 1 to 3 ．
＊5：The dimension stated in（）shows the minimum mountable stroke when the auto switch does not project from the end face of the cylinder body and the lead wire bending space is not hindered．


## Operating Range

| Auto switch model |  | Bore size |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 6 | 10 | 16 |
|  | $\begin{aligned} & \text { D-M9 } \square / M 9 \square V \\ & \text { D-M9 } \square \text { W/M9 } \square \mathbf{W V} \\ & \text { D-M9 } \square \text { A/M9 } \square \text { AV } \end{aligned}$ | 2 | 2.5 | 3 |
|  | D－A9 $\square$ | 4.5 | 6 | 7 |
|  | $\begin{aligned} & \text { D-H7 } \square / \mathrm{H} 7 \square W \\ & \text { D-H7BA/H7NF } \end{aligned}$ | 3 | 4 | 4 |
|  | D－H7C | 5 | 8 | 9 |
|  | D－C7口／C80／C73C／C80C | 6 | 7 | 7 |
|  | D－M9 $\square /$ M9 $\square V$ D－M9 $\square$ W／M9 $\square W V$ D－M9 $\square$ A／M9 | － | 3 | 3.5 |
|  | D－A9 $\square / \mathrm{A} 9 \square \mathrm{~V}$ | － | 6 | 6.5 |
|  | D－F7 $\square / J 79 / F 7 \square W / J 79 W$ D－F7口V／F7 $\square W V / F 79 F$ D－J79C／F7BA／F7BAV D－F7NT | － | 5 | 5 |
|  | $\begin{aligned} & \text { D-A7 } \square / A 80 / A 7 H / A 80 H \\ & \text { D-A73C/A80C } \end{aligned}$ | － | 8 | 9 |
|  | D－A79W | － | 11 | 13 |

＊：Values which include hysteresis are for guideline purposes only，they are not a guarantee
（assuming approximately $\pm 30 \%$ dispersion）and may change substantially depending on the ambient environment．

Auto Switch Mounting Brackets／Part No．

| Auto switch mounting | Auto switch model | Bore size［mm］ |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 6 | 10 | 16 |
| Bandmounting | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \square V \\ & \text { D-M9 } \square \text { W } \\ & \text { D-M9 } \square \text { WV } \\ & \text { D-A9 } \square \\ & \text { D-A9 } \square V \end{aligned}$ | $\begin{gathered} \text { BJ6-006 } \\ \text { (A set of } a, b, d, f \text { ) } \end{gathered}$ | $\begin{gathered} \text { BJ6-010 } \\ \text { (A set of a, b, c, d) } \end{gathered}$ | $\begin{gathered} \text { BJ6-016 } \\ \text { (A set of } a, b, c, d) \end{gathered}$ |
|  | $\begin{aligned} & \text { D-M9 } \square \mathbf{A} \quad * 2 \\ & \text { D-M9 } \square \mathbf{A V} V^{* 2} \end{aligned}$ | BJ6－006S （A set of $a, b, d, g$ ） | BJ6－010S （A set of $a, b, d, e$ ） | BJ6－016S （A set of $a, b, d, e$ ） |
|  |  |  |  |  |
| Band mounting | $\begin{aligned} & \text { D-H7ロ/H7ロW } \\ & \text { D-H7BA/H7NF } \\ & \text { D-C7■/C80 } \\ & \text { D-C73C/C80C } \end{aligned}$ | BJ2－006 <br> （A set of band and screw） | BJ2－010 <br> （A set of band and screw） | BJ2－016 <br> （A set of band and screw） |
|  | $\begin{aligned} & \text { D-M9 } \square \\ & \text { D-M9 } \square \mathbf{V} \\ & \text { D-M9 } \square \mathbf{W} \\ & \text { D-M9 } \square \mathbf{W V} \\ & \text { D-M9 } \square \mathbf{A} * 4 \\ & \text { D-M9 } \square \mathbf{A V} \text { *4 } \\ & \text { D-A9 } \square \\ & \text { D-A9 } \square \mathbf{V} \end{aligned}$ |  | BQ2－012（S） （A set of $a$ and b） | $\begin{aligned} & \text { BQ2-012 (S) } \\ & \text { (A set of a and b) } \end{aligned}$ |
|  |  | － |  | ylinder accessory） |

＊1：Since the switch bracket（made from nylon）are affected in an environment where alcohol， chloroform，methylamines，hydrochloric acid or sulfuric acid is splashed over，so it cannot be used．Please contact SMC regarding other chemicals．
＊2：As the indicator LED is projected from the auto switch unit，indicator LED may be damaged if the switch bracket is fixed on the indicator LED．
＊3：When the cylinder is shipped，the auto switch mounting bracket and the auto switch will be included．
＊4：For D－M9 $\square$ A（V），order the BQ2－012S，which uses stainless steel mounting screws．
Band Mounting Brackets Set Part No．

| Set part no． | Contents | Bore size［mm］ |  |  |
| :---: | :---: | :---: | :---: | :---: |
|  |  | 6 | 10 | 16 |
| BJ2－$\square \square \square$ | －Auto switch mounting band（a） <br> －Auto switch mounting screw（b） | BJ2－006 | BJ2－010 | BJ2－016 |
| BJ4－1 | －Switch bracket（White／PBT）（e） <br> －Switch holder（d） | － | $\bullet$ | $\bullet$ |
| BJ4－2 | －Switch bracket（Black／PBT）（g） <br> －Switch holder（d） | － | － | － |
| BJ5－1 | －Switch bracket（Transparent／Nylon）（c）＊1 <br> －Switch holder（d） | － | $\bullet$ | $\bullet$ |
| BJ5－2 | －Switch bracket（Transparent blue／Nylon）（f）＊1 <br> －Switch holder（d） | $\bullet$ | － | － |

## ［Stainless Steel Mounting Screw］

The following stainless steel mounting screw kit is available．Use it in accordance with the operating environment．（Since the auto switch mounting bracket is not included，order it separately．）

## BBA4：For D－C7／C8／H7 types

＊5：Refer to page 1682 for details on the BBA4．
When the D－H7BA type auto switch is shipped independently，the BBA4 is attached．

## Auto Switch Mounting <br> CJ2 Series

| Type | Mounting | Model | Electrical entry | Features | Applicable bore size |
| :---: | :---: | :---: | :---: | :---: | :---: |
| Sold state | Band mounting | D-H7A1/H7A2/H7B | Grommet (In-line) | - | $ø 6$ to $\varnothing 16$ |
|  |  | D-H7NW/H7PW/H7BW |  | Diagnostic indication (2-color indicator) |  |
|  | Rail mounting | D-F79/F7P/J79 |  | - | $\varnothing 10, \varnothing 16$ |
|  |  | D-F79W/F7PW/J79W |  | Diagnostic indication (2-color indicator) |  |
|  |  | D-F7NV/F7PV/F7BV | Grommet (Perpendicular) | - |  |
|  |  | D-F7NWV/F7BWV |  | Diagnostic indication (2-color indicator) |  |
| Reed | Band mounting | D-C73/C76 | Grommet (In-line) | - | $ø 6$ to $\varnothing 16$ |
|  |  | D-C80 |  | Without indicator light |  |
|  | Rail mounting | D-A73H/A76H |  | - | ø10, ø16 |
|  |  | D-A80H |  | Without indicator light |  |
|  |  | D-A73 | Grommet (Perpendicular) | - |  |
|  |  | D-A80 |  | Without indicator light |  |

*: With pre-wired connector is also available for solid state auto switches. For details, refer to pages 1648 and 1649.
*: Normally closed ( $\mathrm{NC}=\mathrm{b}$ contact) solid state auto switches ( $\mathrm{D}-\mathrm{F9G} / \mathrm{F9H}$ ) are also available. For details, refer to page 1593.

# CJ2 Series <br> Made to Order: Individual Specifications <br> Contact SMC for detailed specifications, delivery and prices. 

made to order

Symbol
1 PTFE Grease
-X446

Applicable Series

| Description | Model | Action | Note |
| :--- | :--- | :--- | :--- |
| Standard type | CJ2 | Double acting, Single rod |  |
|  |  | Single acting (Spring return/extend) |  |
|  | CJ2W | Double acting, Double rod |  |
| Non-rotating rod <br> type | CJ2K | Double acting, Single rod |  |
|  |  |  |  |
| Built-in speed <br> controller type | CJ2Z | Double acting, Single rod |  |
|  | CJ2ZW | Double acting, Double rod |  |
| Direct mount type | CJ2R | Double acting, Single rod |  |
|  | Single acting (Spring return/extend) |  |  |
| Direct mount, <br> Non-rotating rod type | CJ2RK | Double acting, Single rod |  |
|  | Single acting (Spring retur/extend) |  |  |

How to Order


## Specifications: Same as standard type

## Dimensions: Same as standard type

*: When grease is necessary for maintenance, grease pack is available, please order it separately.
GR-F-005 (Grease: 5 g )

## © Warning

## Precautions

Be aware that smoking cigarettes etc. after your hands have come into contact with the grease used in this cylinder can create a gas that is hazardous to humans.

## 2 Short Pitch Mounting/Single Acting, Spring Return

Mounting pitch is shortened when cylinders are used in parallel.
$\square$ Changes rod cover and head cover dimensions to $\varnothing 7$.

- Shortens the full length with a head cover integrated with a barb fitting.


Applicable Series

| Description | Model | Action | Note |
| :---: | :---: | :---: | :---: |
| Standard type | CJ2 | Single acting (Spring return) |  |

How to Order


Specifications

| Bore size [mm] | 6 |
| :--- | :---: |
| Action | Single acting, Spring return |
| Operating pressure range | 0.2 to 0.7 MPa |
| Port size | With $\varnothing 4$ barb fitting (For soft tube) |
| Connecting port location | Head cover/Axial direction |
| Stroke [mm] | 5 to 60 |
| Auto switch | None |

## Dimensions



## CJ2

|  | $[\mathrm{mm}]$ |  |  |  |
| :---: | :---: | :---: | :---: | :---: |
| Stroke | 5 to 15 | 16 to 30 | 31 to 45 | 46 to 60 |
| $\mathbf{S}$ | 30.5 | 39.5 | 43.5 | 57.5 |
| $\mathbf{Z}$ | 63.5 | 72.5 | 76.5 | 90.5 |

Note

1. When mounting a cylinder, make sure that the air exhaust port on the rod cover is not blocked.
2. When mounting a cylinder, apply thread locking adhesive on the threaded part and hold the external diameter of the rod cover with a needlenose pliers or regular pliers.

3 Double Clevis (With One-touch Connecting Pin)
With pivot bracket (T-bracket) and one-touch connecting pin
Not necessary to order a bracket for the applicable cylinder separately.

## Applicable Series

Applicable Cylinders (Double Clevis Type)

| Series | Bore size [mm] | Type | Model | Action | Note |
| :---: | :---: | :---: | :---: | :---: | :---: |
| CJ2D | Standard | CJ2D | Double acting, Single rod | Cannot be mounted on <br>  <br>  | 10,16 |

## How to Order

Example) CDJ2D10-60Z-N-M9BW-B-X2838


## Specifications: Same as standard type

## Dimensions

## CJ2D ${ }_{16}^{10}$ - Stroke $Z-(N)-X 2838$

*: Refer to page 63-2 for assembly procedures and mounting methods.


|  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Applicable <br> bore size | H | L | TH | TV | TW | Z |
| 10 | 13.4 | 13.2 | 29 | 40 | 22 | 82 |
| 16 | 18.2 | 19.5 | 35 | 48 | 28 | 85 |

*: The pivot bracket (T-bracket) is the same as the standard type. Refer to page 63-1 for details.

## CJ2 Series Specific Product Precautions

Be sure to read this before handling the products. Refer to back page 50 for Safety Instructions and pages 3 to 12 for Actuator and Auto Switch Precautions.

## Mounting

## © Warning

1. Use within the specified cylinder speed and kinetic energy ranges.
Otherwise, cylinder and seal damage may occur.
2. Do not apply excessive lateral load to the piston rod.
Easy checking method
Minimum operating pressure after the cylinder is mounted to the equipment $(\mathrm{MPa})=$ Minimum operating pressure of cylinder ( MPa ) + \{Load weight (kg) x Friction coefficient of guide/Sectional area of cylinder $\left(\mathrm{mm}^{2}\right)$ \}
If smooth operation is confirmed within the above value, the load on the cylinder is the resistance of the thrust only and it can be judged as having no lateral load.
3. Do not open the cushion needle after rotating it numerous times in a row. Though uncommon, there are cases in which the cushion needle may leak air.
The cushion needle should be adjusted by gradually opening it while checking the operation of the cylinder cushion.

## © Caution

1. During installation, secure the cover on the tightening side and tighten by applying an appropriate tightening force to the retaining nut or to the cover on the tightening side.
If the cover on the opposite side of the tightening side is secured or tightened, the cover could rotate, leading to the deviation.
2. Tighten the retaining screws to an appropriate tightening torque within the range given below.
$ø 6: 2.1$ to $2.5 \mathrm{~N} \cdot \mathrm{~m}, ~ \varnothing 10$ : 5.9 to $6.4 \mathrm{~N} \cdot \mathrm{~m}$
ø16: 10.8 to $11.8 \mathrm{~N} \cdot \mathrm{~m}$
3. To remove and install the retaining ring for the knuckle pin or the clevis pin, use an appropriate pair of pliers (tool for installing a type C retaining ring). In particular, use a pair of ultramini pliers for removing and installing the retaining ring on the $\varnothing 10$ cylinder.
4. In the case of auto switch rail mounting type, do not remove the rail that is mounted. Because retaining screws extend into the cylinder, this could lead to an air leak.
5. Please contact SMC when the stroke exceeds 100 mm for the axial foot mounting type.
<Precautions on the single acting cylinder>
1) Do not operate it in such a way that a load would be applied during the retraction of the piston rod of the spring return type, or during the extension of the piston rod of the spring extend type. The spring that is built into the cylinder provides only enough force to retract the piston rod. Thus, if a load is applied, the piston rod will not be able to retract to the end of the stroke.
2) A breather hole is provided in the cover surface. Make sure not to block this hole during installation, as this could lead to a malfunction.
<Precautions on the non-rotating cylinder>
3) Tighten the retaining screws to an appropriate tightening torque within the range given below. ø10: 10.8 to $11.8 \mathrm{~N} \cdot \mathrm{~m}, \varnothing 16$ : 20 to $21 \mathrm{~N} \cdot \mathrm{~m}$
4) Do not operate it in such a way that rotational torque would be applied to the piston rod. If rotational torque is applied, the non-rotating guide will become deformed, thus affecting the non-rotating accuracy.

| Allowable rotational torque $[\mathrm{N} \cdot \mathrm{m}]$ | $\varnothing 10$ | $\varnothing 16$ |
| :--- | :--- | :--- |
|  | 0.02 | 0.04 |

3) To screw a bracket onto the threaded portion at the tip of the piston rod, make sure to retract the piston rod entirely, and place a wrench over the flat portion of the rod that protrudes. To tighten, take precautions to prevent the tightening torque from being applied to the non-rotating guide.



[^0]:    *: Air cushion is only available for $\varnothing 10$ and $\varnothing 16$.
    *: The air cylinder with end lock has the same shape as the current product

[^1]:    *1: Water resistant type auto switches can be mounted on the above models, but in such case SMC cannot guarantee water resistance.
    Please contact SMC regarding water resistant types with the above model numbers.
    *2: 1 m type lead wire is only applicable to D-A93.
    *: Lead wire length symbols: $0.5 \mathrm{~m} . . . . . . . . . . . . . . .$. Nil (Example) M9NW
    $5 \mathrm{~m} . \ldots . . . . . . . . . . . . . Z$ (Example) M9NWZ
    $1 \mathrm{~m} . . . . . . . . . . . . . . . . . ~ M ~(E x a m p l e) ~ M 9 N W M ~$
    $3 \mathrm{~m} \ldots . . . . . . . . . . . . ~ L ~(E x a m p l e) ~ M 9 N W L ~$
    None.............. N (Example) H7CN
    *: Since there are other applicable auto switches than listed, refer to page 149 for details.
    *: Solid state auto switches marked with " $\bigcirc$ " are produced upon receipt of order.

[^2]:    Refer to pages 142 to 149 for cylinders with auto switches.

    - Auto switch proper mounting position (detection at stroke end) and its mounting height
    - Minimum stroke for auto switch mounting
    - Operating range
    - Auto switch mounting brackets/Part no.

[^3]:    *: A knuckle pin and retaining rings are shipped together.

