



Drawing **0010**

Description **Plug with EPDM Oring**

ASSEMBLY INSTRUCTION:

Insert the plug into the radiator connector and rotate it until the O-ring is adherent to the outside surface of the connector.

Make sure that the O-ring adheres to the flat surface of the connector and is not ejected from the seat.

Even if the plug can withstand a tightening torque of 30 Nm, do not exceed the maximum recommended tightening torque of 10 Nm to prevent the O-ring from being ejected from the seat, cut or permanently deformed.

The connected part must comply with DIN 76-2

The installer is responsible for checking that the component is installed correctly by bringing the system at least up to the operating pressure and ensuring that no leaks occur.

Freezing of the fluid inside the system must be absolutely avoided to prevent the breakage of the component, which is not designed to withstand the overpressure caused by the change of state.

COMPONENTS:

BODY: BRASS UNI EN 12164 CW614N - NICKEL-PLATING 3-5 µm

O-RING: EPDM 70SH BLACK

TECHNICAL NOTES:

BODY MAX TIGHTENING TORQUE: 30Nm;

SUGGESTED TIGHTENING 10 Nm

OPERATING TEMPERATURE: 80°C (Peak: 130°C)

OPERATING PRESSURE: 4 bar (Peak: 13 BAR)



Drawing **0015**

Description **Plug with EPDM Oring**

ASSEMBLY INSTRUCTION:

Insert the plug into the radiator connector and rotate it until the O-ring is adherent to the outside surface of the connector.

Make sure that the O-ring adheres to the flat surface of the connector and is not ejected from the seat.

Even if the plug can withstand a tightening torque of 30 Nm, do not exceed the maximum recommended tightening torque of 10 Nm to prevent the O-ring from being ejected from the seat, cut or permanently deformed.

The connected part must comply with DIN 76-2

The installer is responsible for checking that the component is installed correctly by bringing the system at least up to the operating pressure and ensuring that no leaks occur.

Freezing of the fluid inside the system must be absolutely avoided to prevent the breakage of the component, which is not designed to withstand the overpressure caused by the change of state.

COMPONENTS:

BODY: BRASS UNI EN 12164 CW614N - NICKEL-PLATING 3-5 μm

O-RING: EPDM 70SH BLACK

TECHNICAL NOTES:

BODY MAX TIGHTENING TORQUE: 30Nm;

SUGGESTED TIGHTENING 10 Nm

OPERATING TEMPERATURE: 80°C (Peak: 130°C)

OPERATING PRESSURE: 4 bar (Peak: 13 BAR)



Drawing **0018**

Description **Plug with EPDM Oring**

ASSEMBLY INSTRUCTION:

Insert the plug into the radiator connector and rotate it until the O-ring is adherent to the outside surface of the connector.

Make sure that the O-ring adheres to the flat surface of the connector and is not ejected from the seat.

Even if the plug can withstand a tightening torque of 30 Nm, do not exceed the maximum recommended tightening torque of 10 Nm to prevent the O-ring from being ejected from the seat, cut or permanently deformed.

The connected part must comply with DIN 76-2

The installer is responsible for checking that the component is installed correctly by bringing the system at least up to the operating pressure and ensuring that no leaks occur.

Freezing of the fluid inside the system must be absolutely avoided to prevent the breakage of the component, which is not designed to withstand the overpressure caused by the change of state.

COMPONENTS:

BODY: BRASS UNI EN 12164 CW614N - NICKEL-PLATING 3-5 μm

O-RING: EPDM 70SH BLACK

TECHNICAL NOTES:

BODY MAX TIGHTENING TORQUE: 30Nm;

SUGGESTED TIGHTENING 10 Nm

OPERATING TEMPERATURE: 80°C (Peak: 130°C)

OPERATING PRESSURE: 4 bar (Peak: 13 BAR)



Drawing **0053**

Description **Plug with EPDM Oring**

ASSEMBLY INSTRUCTION:

Insert the item into the radiator connector and rotate it until O-ring is adherent to the outside surface of the connector.

Make sure that the O-ring adheres to the flat surface of the connector and is not ejected from the seat.

Even if the plug can withstand a tightening torque of 10 Nm, do not exceed the maximum recommended tightening torque of 8 Nm to prevent the O-ring from being ejected from the seat, cut or permanently deformed.

The connected part must comply with DIN 76-2

The installer is responsible for checking that the component is installed correctly by bringing the system at least up to the operating pressure and ensuring that no leaks occur.

Freezing of the fluid inside the system must be absolutely avoided to prevent the breakage of the component, which is not designed to withstand the overpressure caused by the change of state.

COMPONENTS

BODY: BRASS UNI EN 12164 CW614NNICKEL-PLATING 3-5 MICRON

O-RING: EPDM 70SH BLACK

TECHNICAL NOTES

TIGHTENING TORQUE: MAX= 10 NM

UTILIZATION TEMPERATURE=80° C PEAK=100°C

UTILIZATION PRESSURE=4BAR PEAK=13BAR



Drawing **0076**

Description **Plug with EPDM Oring**

ASSEMBLY INSTRUCTION:

Insert the item into the radiator connector and rotate it until O-ring is adherent to the outside surface of the connector.

Make sure that the O-ring adheres to the flat surface of the connector and is not ejected from the seat.

Even if the plug can withstand a tightening torque of 15 Nm, do not exceed the maximum recommended tightening torque of 10 Nm to prevent the O-ring from being ejected from the seat, cut or permanently deformed.

The connected part must comply with DIN 76-2

The installer is responsible for checking that the component is installed correctly by bringing the system at least up to the operating pressure and ensuring that no leaks occur.

Freezing of the fluid inside the system must be absolutely avoided to prevent the breakage of the component, which is not designed to withstand the overpressure caused by the change of state.

COMPONENTS:

BODY: BRASS UNI EN 12164 CW614N NICKEL PLATED

O-RING:EPDM 70SH BLACK

TECHNICAL NOTES:

TIGHTENING TORQUE MAX= 15NM

UTILIZATION TEMPERATURE MAX = 100° C

UTILIZATION PRESSURE MAX = 10 BARS