



Drawing **0013**

Description **Reduction 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 reduction can withstand a tightening torque of 35 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 MICRON

O-RING:EPDM 70SH BLACK

TECHNICAL NOTES:

BODY MAX TIGHTENING TORQUE: 35 Nm;

SUGGESTED TIGHTENING 10 Nm

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

HIGHEST WORKING TEMPERATURE: 130 °C for 60 sec

OPERATING PRESSURE: 4bar (Peak: 13 BAR)

HIGHEST WORKING PRESSURE WITHOUT DEFORMATION: 13 bar for 60 seconds



Drawing **0014**

Description **Reduction 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 reduction can withstand a tightening torque of 35 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 MICRON

O-RING:EPDM 70SH BLACK

TECHNICAL NOTES:

TIGHTENING TORQUE MAX=40NM

UTILIZATION TEMPERATURE=80°C PEAK=130°C

UTILIZATION PRESSURE=4BAR PEAK=13BAR



Drawing **0017**

Description **Reduction 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 reduction can withstand a tightening torque of 35 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:11SMNPB37

NICKEL-PLATING 3-5 MICRON

O-RING:EPDM 70SH BLACK

TECHNICAL NOTES:

TIGHTENING TORQUE MAX=35NM

UTILIZATION TEMPERATURE=80°C PEAK=130°C

UTILIZATION PRESSURE=4BAR PEAK=13BAR



Drawing **0024**

Description **Reduction 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 reduction can withstand a tightening torque of 35 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 MICRON

O-RING:EPDM 70SH BLACK

TECHNICAL NOTES:

TIGHTENING TORQUE MAX=35NM

UTILIZATION TEMPERATURE=80°C PEAK=130°C

UTILIZATION PRESSURE=4BAR PEAK=13BAR



Drawing **0075**

Description **Reduction 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 reduction can withstand a tightening torque of 35 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 MICRON

O-RING:EPDM 70SH BLACK

TECHNICAL NOTES:

TIGHTENING TORQUE MAX=35NM

UTILIZATION TEMPERATURE=80°C PEAK=130°C

UTILIZATION PRESSURE=4BAR PEAK=13BAR



Drawing **0084**

Description **Reduction 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 reduction can withstand a tightening torque of 35 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 MICRON

O-RING:EPDM 70SH BLACK

TECHNICAL NOTES:

BODY TIGHTENING TORQUE MAX= 35NM

UTILIZATION TEMPERATURE=80°C PEAK=130°C

UTILIZATION PRESSURE=4 BAR PEAK=13 BAR