

Brass Compression Fittings

These **"universal"** fittings provide users with **numerous connection** options for a wide variety of tube materials without the need for tube threading or soldering. This range **guarantees** excellent long-term sealing and performance.

Product Advantages

Simple to Install and Use

- Suitable for pneumatic and medium pressure hydraulic applications
- Compatible with many industrial fluids
- Large product range: 22 configurations
- Excellent sealing due to the tightening of the olive onto the tube
- Metallic sealing guarantees maximum service life
- High strength brass for increased mechanical reliability

Wide Variety of Tubing

- Connection of different types of tubing and hose: metal, polymer, steel, rubber, etc.
- Multiple tube diameters can be connected using the Parker Legris reducer assembly system
- No insert required for rigid and semi-rigid polyamide tubing below 14 mm



Applications

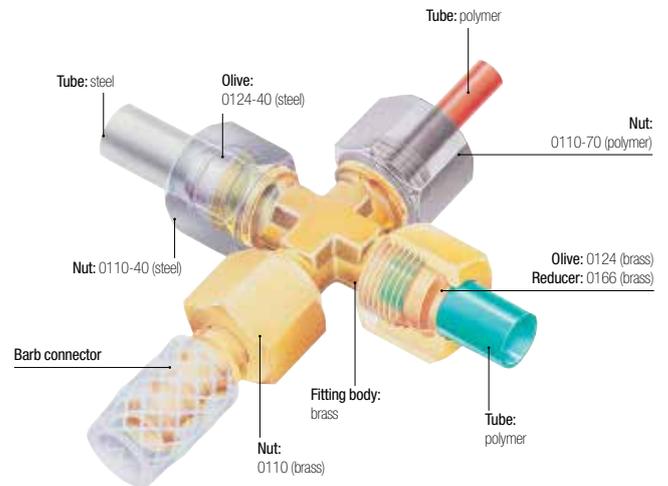
- Pneumatics
- Cooling
- Automotive Process
- Lubrication
- Fluid Transmission
- Packaging
- Industrial Machinery

Technical Characteristics

Compatible Fluids	Water, machining oil, fuel, hydraulic oil, compressed air, chemical fluids, disinfectants
Working Pressure	Vacuum to 550 bar
Working Temperature	-40°C to +250°C
Tightening Torque	See "Technical Characteristics" on opposite page

Reliable performance is dependent upon the type of fluid conveyed, component materials and tubing being used. Guaranteed for use with a vacuum of 755 mm Hg (99% vacuum).

Component Materials



Maximum Bore Diameters

The table below shows the recommended compatibility of tube size, BSPP male thread and maximum bore.

Tube O.D.	BSPP Thread	Max. Bore
4-5-6	G1/8	4
6-8-10	G1/4	7
10-12-14	G3/8	11
14-15-16-18	G1/2	14
18-20-22	G3/4	18
22-25-28	G1	24

Tube Length for Assembly

Minimum length of tube (L) between 2 fittings.



ØD	L (mm)	ØD	L (mm)	ØD	L (mm)
4	26.5	12	39	20	51
5	26	14	41	22	54
6	26	15	41	25	62
8	32	16	46.5	28	62
10	39	18	49.5		

Regulations

CNOMO: E07.21.115N
(for robotic equipment in the automotive industry)
DI: 97/23/EC (PED)
RG: 1907/2006 (REACH)
DI: 2002/95/EC (RoHS)
DI: 94/9/EC (ATEX)