



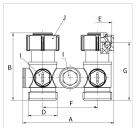
#### **Product Data Sheet**

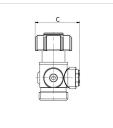
# **EXCLUSIV H-Module for One-pipe System with Cone Inserts**

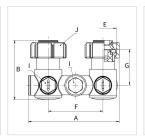
Connection valve with backflow protection for radiators with integrated valve, radiator supply ratio 30 - 100% (factory set to 35%), with ball shut-off, control head with a concealed stop, with Euro taper on the pipe side for connection with compression adapters, 50 mm axial distance. Supply and return line exchangeable by replacing the backflow protection.

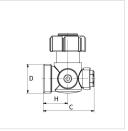
With cone inserts for radiators with integrated valve with G 3/4" M (Euro taper) connection.











Туре	Version	Conn	ection	###	Article no.	
		D (ET)	E			
HB 1-P EXCLUSIV D2/50	straight	G 3/ <sub>4</sub> " M	G <sup>3</sup> / <sub>4</sub> " F	5	F10005	
HB 1-P EXCLUSIV E2/50	angle	G 3/ <sub>4</sub> " M	G <sup>3</sup> / <sub>4</sub> " F	5	F10007	

Туре	Dimensions [mm]									
	А	В	С	F	G	н	I (WS)	J (WS)		
HB 1-P EXCLUSIV D2/50	85	62.0	41.0	50	53.4		13	30		
HB 1-P EXCLUSIV E2/50	85	54.5	46.5	50	32.9	22.5	13	30		

## **Advantages**

- Incl. backflow protection to avoid unintentional gravity circulation
- Union nut on the radiator site with radial and axial clearance for fitting valves on radiators without tension
- Matching compression adapters and assembly accessories available!

### **Technical information**

- Max. operating temperature: 110 °C permanent temperature, 130 °C short-term
- Max. operating pressure: 10 bar
- Operating medium: Heating water in accordance with VDI 2035

### **Materials**

- Housing, Union nuts: Nickel-plated brass
- Cone inserts: Hydrolysis-resistant polyamide
- Ball: Hard chrome-plated brass
- Ball seal: PTFESpindles: Brass



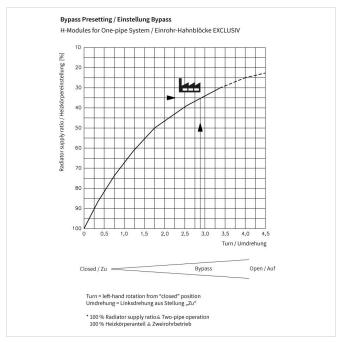
- Control cap: Nickel-plated zinc die-cast
- Seals: EPDM

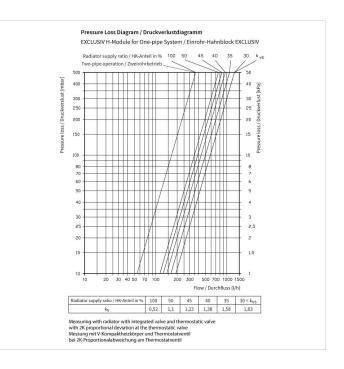
Hard chrome-plated ball in a Teflon seat, spindle with double O-ring seal and concealed rotational stop.

The resistance inside the valve's bypass can be adjusted by using the throttle spindle. The amount of water flowing through the radiator is determined by increasing or decreasing the resistance inside the bypass, using the throttle spindle.









## Find more information online:

**Manuals** 

Extra documentation