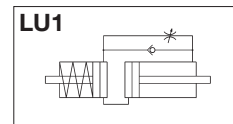
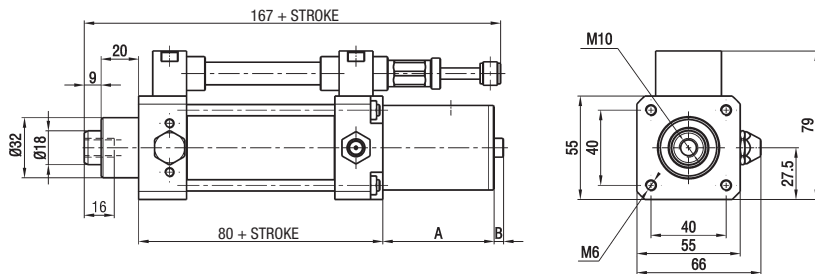


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IN-LINE TANK-THRUST ADJUSTMENT - HS..LU1

WEIGHT: 2200 g (0 mm-STROKE) + 61 g EVERY 10 mm OF STROKE



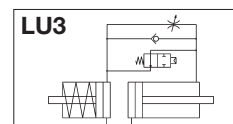
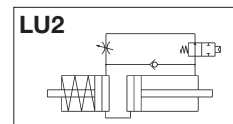
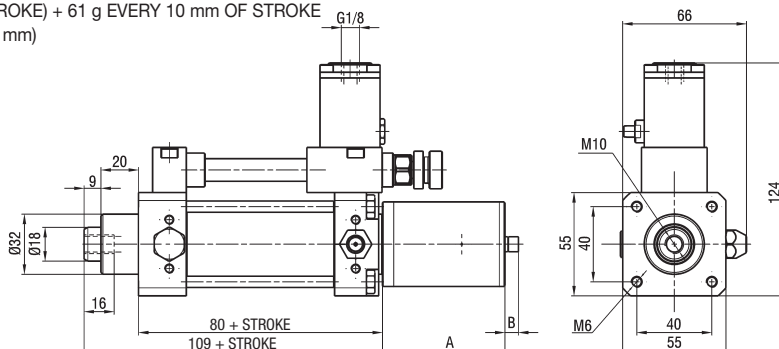
DIMENSIONS WITH IN-LINE TANK-THRUST ADJUSTMENT

STROKES (mm)	A	B (max)
≤ 75	75	25
76 ÷ 150	90	39
151 ÷ 250	142	65
251 ÷ 350	171	87
351 ÷ 500	222	125

IN-LINE TANK-THRUST ADJUSTMENT - HS..LU2 - HS..LU3

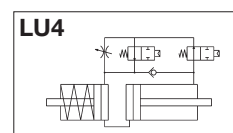
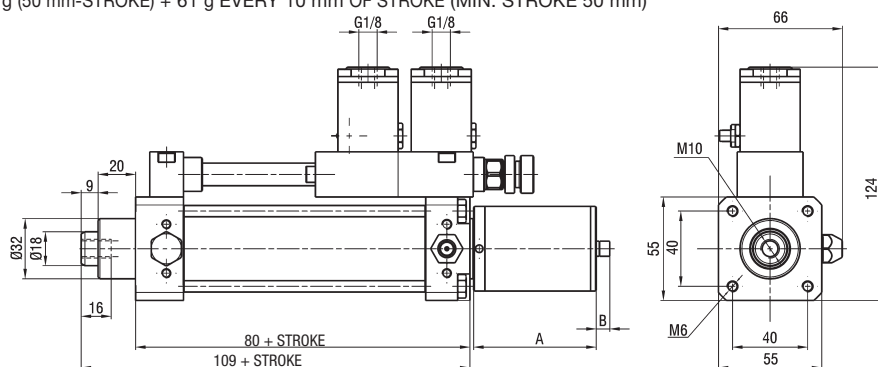
WEIGHT LU2: 2700 g (50 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)

WEIGHT LU3: 2300 g (0 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)



IN-LINE TANK-THRUST ADJUSTMENT - HS..LU4

WEIGHT: 2800 g (50 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)

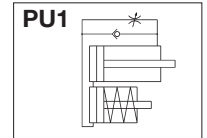
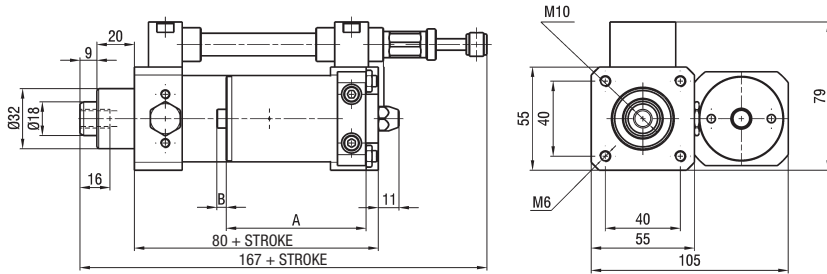


DIMENSIONS WITH IN-LINE TANK-THRUST ADJUSTMENT

STROKES (mm)	A	B (max)
≤ 75	60	25
76 ÷ 150	75	39
151 ÷ 250	127	65
251 ÷ 350	156	87
351 ÷ 500	205	125

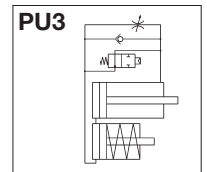
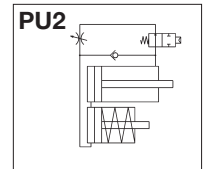
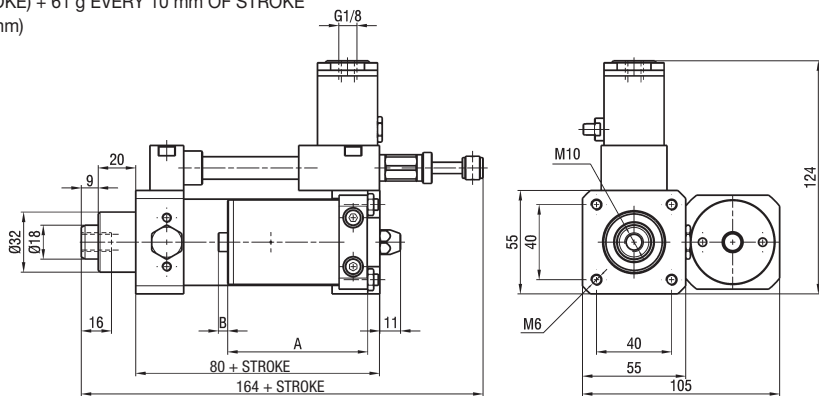
IN-PARALLEL TANK-THRUST ADJUSTMENT - HS..PU1

WEIGHT: 2200 g (0 mm-STROKE) + 61 g EVERY 10 mm OF STROKE



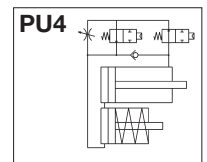
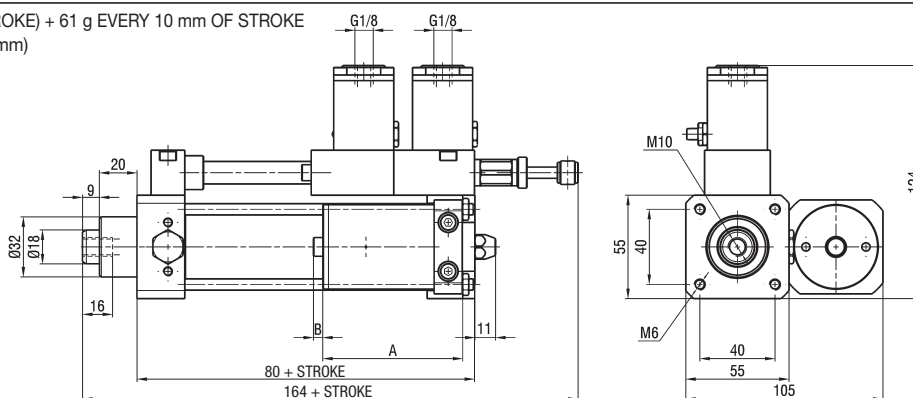
IN-PARALLEL TANK-THRUST ADJUSTMENT - HS..PU2 - HS..PU3

WEIGHT PU2: 2700 g (50 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)
 WEIGHT PU3: 2300 g (0 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)



IN-PARALLEL TANK-THRUST ADJUSTMENT - HS..PU4

WEIGHT: 2800 g (50 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)



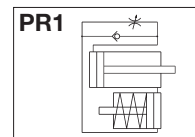
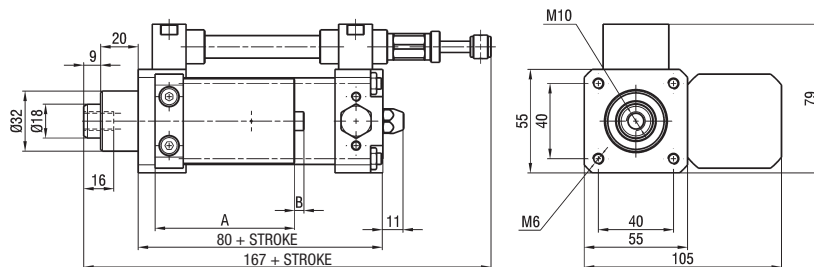
DIMENSIONS WITH IN-PARALLEL TANK-THRUST ADJUSTMENT

STROKES (mm)	A	B (max)
≤ 75	75	25
76 ÷ 150	90	39
151 ÷ 250	142	65
251 ÷ 350	171	87
351 ÷ 500	222	125

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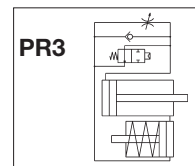
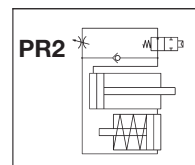
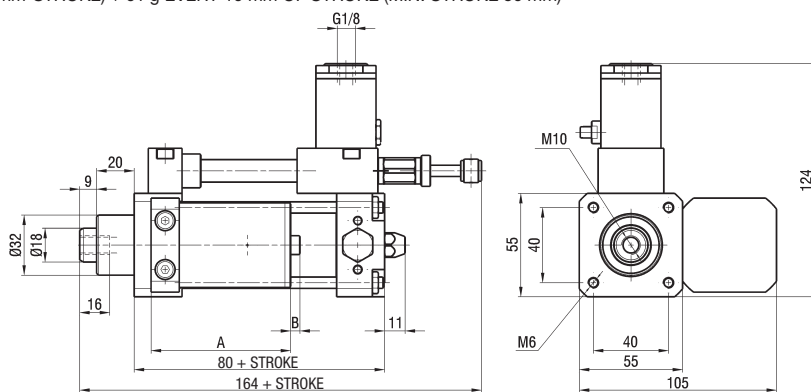
IN-PARALLEL TANK-RETRACT ADJUSTMENT - HS..PR1

WEIGHT: 2200 g (0 mm-STROKE) + 61 g EVERY 10 mm OF STROKE



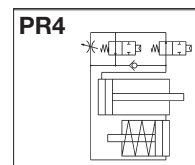
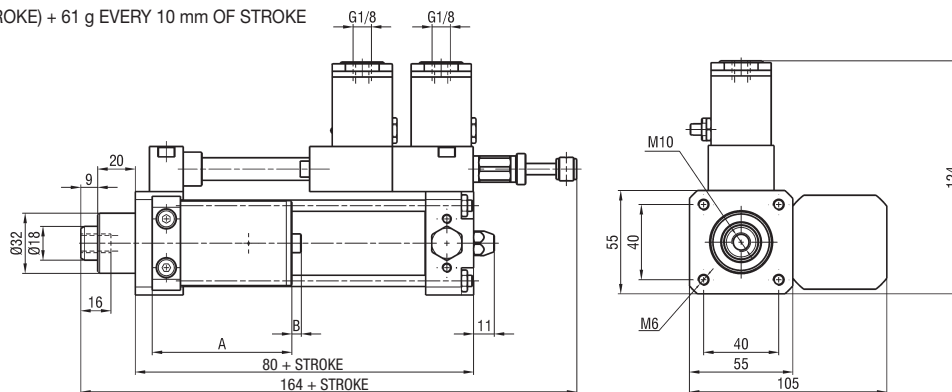
IN-PARALLEL TANK-RETRACT ADJUSTMENT - HS..PR2 - HS..PR3

WEIGHT PR2: 2700 g (50 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)
WEIGHT PR3: 2300 g (0 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)



IN-PARALLEL TANK-RETRACT ADJUSTMENT - HS..PR4

WEIGHT: 2800 g (50 mm-STROKE) + 61 g EVERY 10 mm OF STROKE (MIN. STROKE 50 mm)

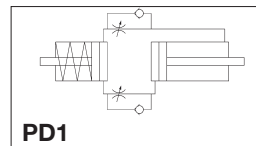
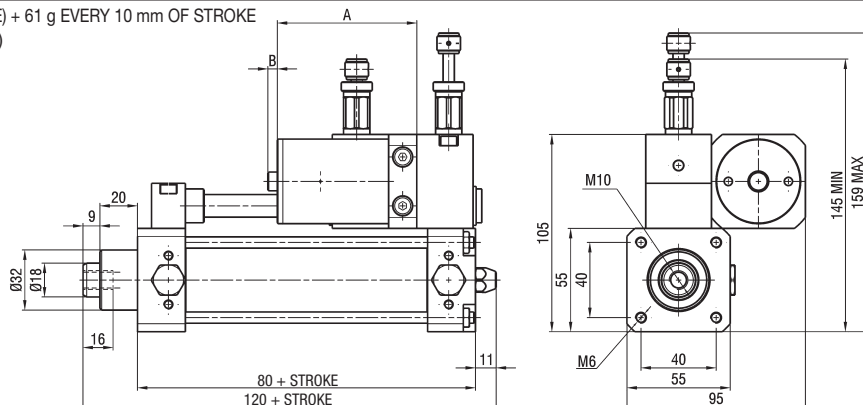


DIMENSIONS WITH IN-PARALLEL TANK-RETRACT ADJUSTMENT

STROKES (mm)	A	B (max)
≤ 75	75	25
76 ÷ 150	90	39
151 ÷ 250	142	65
251 ÷ 350	171	87
351 ÷ 500	222	125

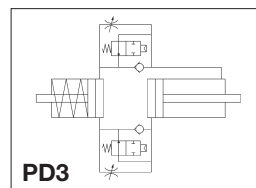
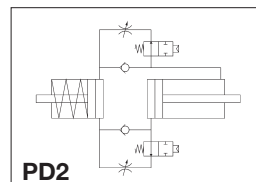
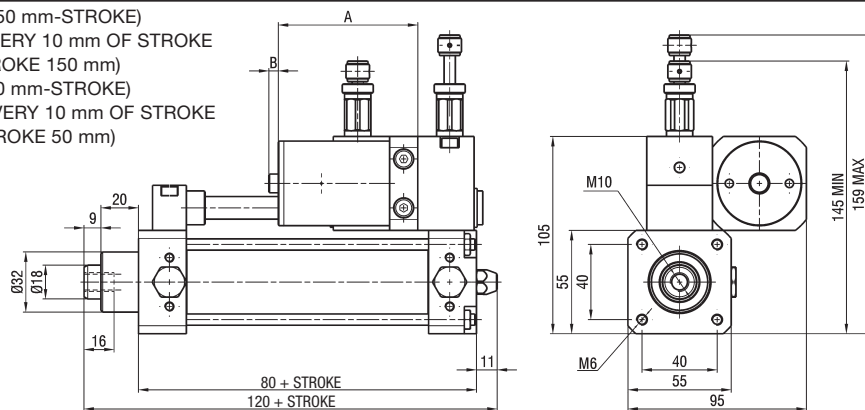
IN-PARALLEL TANK-DOUBLE ADJUSTMENT HS..PD1

WEIGHT: 2900 g (50 mm-STROKE) + 61 g EVERY 10 mm OF STROKE
(MIN. STROKE 50 mm)



IN-PARALLEL TANK-DOUBLE ADJUSTMENT HS..PD2 - HS..PD3

WEIGHT PD2: 4100 g (150 mm-STROKE)
+ 61 g EVERY 10 mm OF STROKE
(MIN. STROKE 150 mm)
WEIGHT PD3: 3100 g (50 mm-STROKE)
+ 61 g EVERY 10 mm OF STROKE
(MIN. STROKE 50 mm)



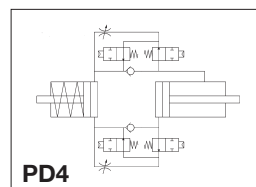
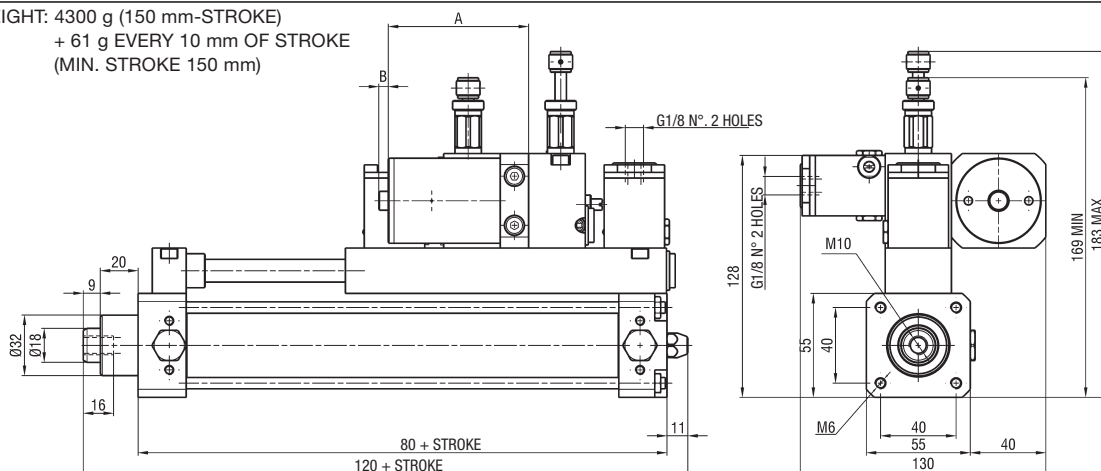
DIMENSIONS WITH IN-PARALLEL TANK-DOUBLE ADJUSTMENT

STROKES (mm)	A	B (max)
50 ÷ 75	75	25
76 ÷ 150	90	39
151 ÷ 250	142	65

STROKES (mm)	A	B (max)
251 ÷ 350	171	87
351 ÷ 500	222	125

IN-PARALLEL TANK-DOUBLE ADJUSTMENT HS..PD4

WEIGHT: 4300 g (150 mm-STROKE)
+ 61 g EVERY 10 mm OF STROKE
(MIN. STROKE 150 mm)



DIMENSIONS WITH IN-PARALLEL TANK-DOUBLE ADJUSTMENT

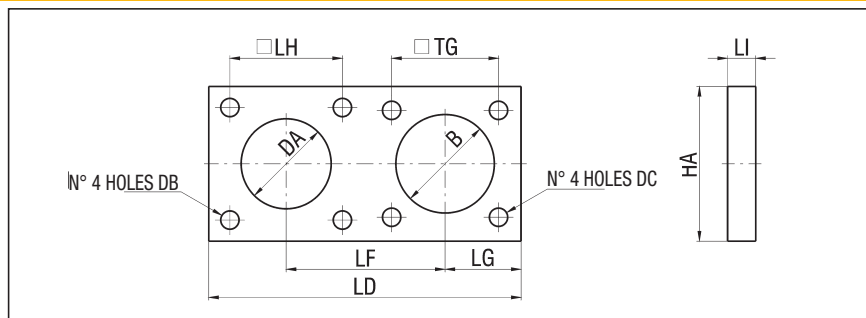
STROKES (mm)	A	B (max)
150 ÷ 250	142	65
251 ÷ 350	171	87
351 ÷ 500	222	125

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FIXING PLATE HYDRAULIC REGULATOR/CYLINDERS SERIES "X" and "CPUI" - HS/PT Ø

Ø	B	DA	DB	DC	HA	LD	LF
40	35	32	6,5	6,5	55	111	56,5
50	40	32	6,5	8,5	65	122	62
63	45	32	6,5	8,5	75	132	67
80	45	32	6,5	10,5	95	152	77
100	55	32	6,5	10,5	115	171	86,5

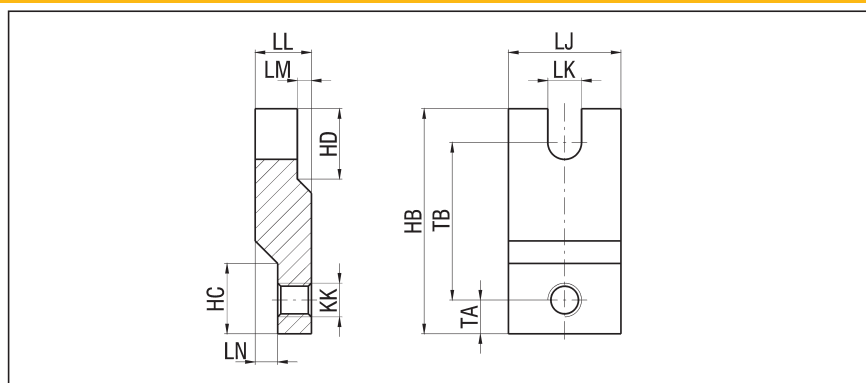
Ø	LG	LH	LI	TG	WEIGHT (g)
40	27	40	10	38	315
50	32,5	40	10	46,5	430
63	37,5	40	12	56,5	666
80	47,5	40	12	72	1080
100	57	40	15	89	1879



CONNECTION BRIDLE HYDRAULIC REGULATOR/CYLINDERS SERIES "X" and "CPUI" PISTON RODS - HS/BR Ø

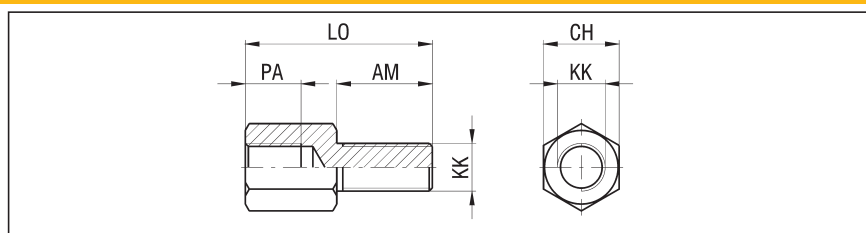
Ø	HB	HC	HD	KK	LJ	LK	LL
40	80	25	25	M12x1,25	40	12	20
50 - 63	90	-	-	M16x1,5	40	12	15
80-100	117	-	-	M20x1,5	50	12	20

Ø	LN	LM	TA	TB	WEIGHT (g)
40	8	5	12	56	351
50 - 63	-	-	11,5	62	369
80-100	-	-	18	77	818



CYLINDERS SERIES "X" and "CPUI" RESTORATION THREAD NIPPLE- HS/NP Ø

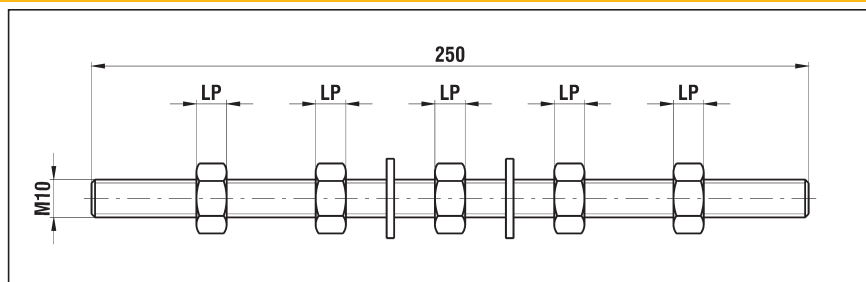
Ø	AM	CH	KK	LO	PA	WEIGHT (g)
40	24	19	M12x1,25	47	14	59
50 - 63	32	24	M16x1,5	65	19	131
80-100	40	30	M20x1,5	78	24	245



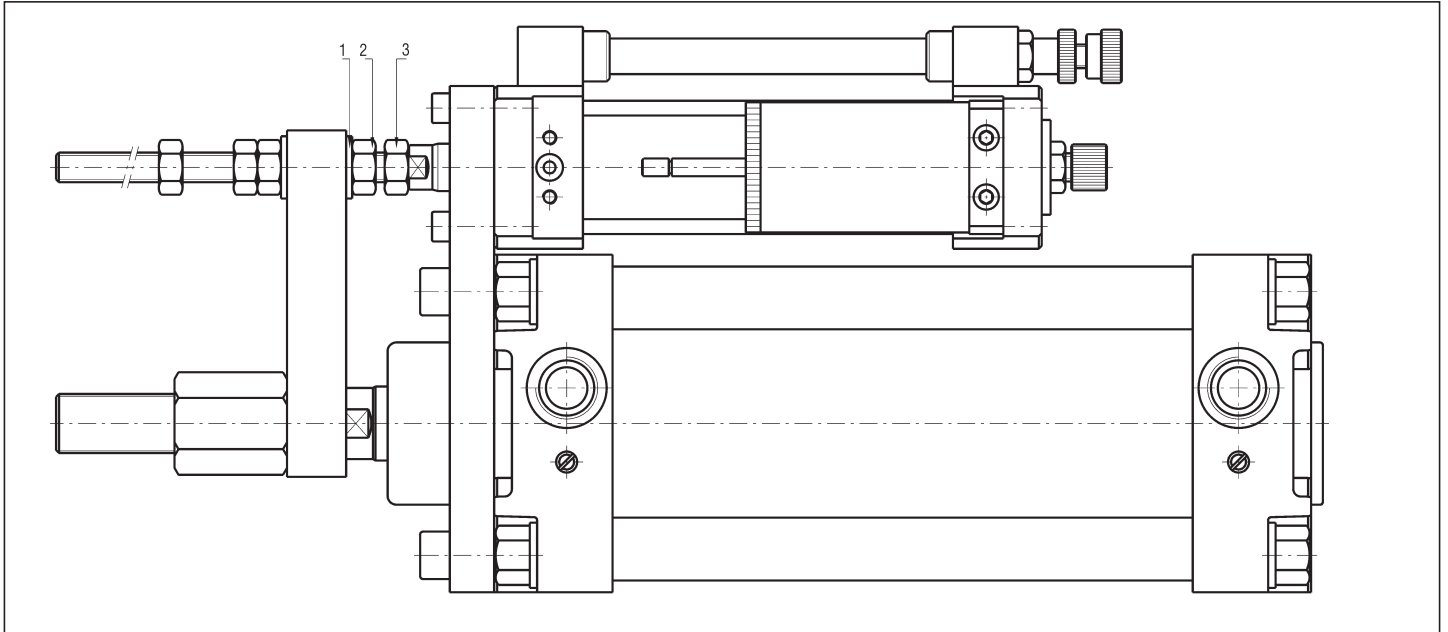
THREADED BAR - HS/BF Ø

Ø	LP	WEIGHT (g)
40	6	166
50 ÷ 100	8	178

P.S.: THREADED BAR IS SUPPLIED WITH 5 NUTS AND 2 WASHERS



FIXING PLATE HYDRAULIC REGULATOR/CYLINDERS SERIES "X" and "CPUI"



Ø	1	2	3
40 ÷ 63	-	X	-
80	-	X	X
100	X	X	X

P.S.: DO NOT TIGHTEN THE BRIDLE - THREADED BAR COUPLING

REINSTATEMENT PROCEDURE OF THE OIL LEVEL

HYDRAULIC SPEED REGULATORS ARE CLOSED CIRCUIT SYSTEMS SUPPLIED WITH A TANK FOR THE COMPENSATION OF THE ROD VOLUME. THIS TANK IS DESIGNED TO FACE LITTLE FLUID LOSSES DURING THE WORKING. IN THE EVENIENCE THAT DURING THE WORKING THE LEAKAGE OF OIL OVERCOME THE QUANTITY OF OIL IN EXCESS IN THE TANK, THE REGULATOR MUST BE REFILLED. THIS OPERATION MUST BE DONE WHEN THE INDICATOR NOTCH SITUATED ON THE DIP-STICK IN THE COMPENSATOR TANK IS NO MORE VISIBLE WHEN THE MAIN ROD IS COMPLETELY EXTENDED. TO REFILL THE HYDRAULIC SPEED REGULATOR USE A STANDARD GREASING SYRINGE, THAT CAN BE EASILY FOUND IN THE MARKET. THIS SYRINGE HAS TO BE CHARGED WITH "WAIRSOL HS" OIL.

REFILLING OPERATION:

- 1) PUT THE HYDRAULIC REGULATOR IN VERTICAL POSITION WITH THE FILLING VALVE, SITUATED ON THE REAR END CAP, THAT HAS TO BE HIGH-FACING.
- 2) EXTEND COMPLETELY THE HYDRAULIC REGULATOR PISTON ROD.
- 3) APPLY THE SYRINGE, FILLED WITH OIL, TO THE CONICAL SLOT OF THE FILLING VALVE ABOVE MENTIONED.
- 4) PUMP THE OIL IN THE REGULATOR WITH THE SYRINGE PAYING ATTENTION THAT THE SAME SHOULDN'T GO COMPLETELY EMPTY DURING THE RECHARGE (IF THIS OCCURS, STOP AND TOPPING UP THE SYRINGE).
- 5) CHARGE TILL THE MINIMUM NOTCH DOESN'T EXCEED THE LEVEL OF THE COMPENSATOR DIP-STICK PLUG OF $5 \div 8$ mm.
- 6) OPERATE MORE TIMES THE REGULATOR MAIN PISTON ROD, TAKING CARE OF REGULATING THE CUSHIONINGS TO OBTAIN THE MAXIMUM SPEED.
- 7) WITH THE PISTON ROD COMPLETELY RETRACTED AND WITH THE CYLINDER ALWAYS IN VERTICAL POSITION, OPERATE THE CLOSING MUSHROOM OF THE FILLING VALVE WITH A SPIKY TOOL SO THAT POSSIBLE AIR BUBBLES CAN BLEED .
- 8) REPEAT THE OPERATIONS FROM POINT No. 2 TO POINT No. 7 TILL THE AIR IN THE CIRCUIT WILL BE COMPLETELY ELIMINATED.