THREAD CHART

DASH SIZE	2	3	4	5	6	7	8	10	12	14	16	20	24	32	40	48
NPTF Pipe Thread	1/8–27		1/4–18		3/8–18		1/2–14		3/4–14		1–11 1/2	1 1/4–11 1/2	1 1/2–11 1/2	2–11 1/2	2 1/2–8	3–8
NPSM Swivel Thread	1/8–27		1/4–18		3/8–18		1/2–14		3/4–14		1–11 1/2	1 1/4–11 1/2	1 1/2–11 1/2	2–11 1/2		
JIC 37° Flare Thread	5/16–24	3/8–24	7/16–20	1/2–20	9/16–18		3/4–16	7/8–14	1 1/16–12	1 3/16–12	1 5/16–12	1 5/8–12	1 7/8–12	2 1/2–12	3–12	3 1/2–12
SAE 45° Flare Thread	5/16–24	3/8–24	7/16–20	1/2–20	5/8–18	11/16–16	3/4–16	7/8–14	1 1/16–14							
SAE O-Ring Thread	5/16–24	3/8–24	7/16–20	1/2–20	9/16–18		3/4–16	7/8–14	1 1/16–12	1 3/16–12	1 5/16–12	1 5/8–12	1 7/8–12	2 1/2–12		
Flat-Face Thread			9/16–18		11/16–16		13/16–16	1–14	1 3/16–12		1 7/16–12	1 11/16–12	2–12			
Inverted Flare Thread	5/16-28	3/8–24	7/16–24	1/2–20	5/8–18	11/16–18	3/4–18	7/8–18	1 1/16-16							
Compression Thread	5/16–24	3/8–24	7/16–24	1/2–24	9/16–24	5/8–24	11/16–20	13/16–18	1–18							
Code 61 Flange Head O.D.							1.19	1.335	1.50		1.75	2.00	2.38	2.81	3.31	4.00
Code 62 Flange Head O.D.							1.25		1.62		1.88	2.12	2.50	3.12		
BSPP Thread	1/8-28		1/4-19		3/8-19		1/2–14	5/8–14	3/4–14		1–11	1 1/4–11	1 1/2–11	2–11		
BSPT Thread	1/8-28		1/4-19		3/8-19		1/2–14	5/8–14	3/4–14		1–11	1 1/4–11	1 1/2–11	2–11		
Japanese Pipe Tapered Thread	1/8-28		1/4-19		3/8-19		1/2–14	5/8–14	3/4–14		1–11	1 1/4–11	1 1/2–11	2–11		
Japanese Flare Thread	1/8-28		1/4-19		3/8-19		1/2–14	5/8–14	3/4–14		1–11	1 1/4–11	1 1/2–11	2–11		
Copper/Nylon Air Brake Thread			7/16–24		17/32–24		11/16–20	13/16–18	1–18							

METRIC (mm)	8	10	12	14	16	18	20	22	24	26	30	33	36	42	45	52
MDL			M12X1.5	M14X1.5	M16X1.5	M18X1.5	M20X1.5	M22X1.5		M26X1.5	M30X2.0		M36X2.0		M45X2.0	M52X2.0
MDH					M16X1.5	M18X1.5	M20X1.5	M22X1.5	M24X1.5		M30X2.0		M36X2.0	M42X2.0		M52X2.0
Komatsu						M18X1.5		M22X1.5	M24X1.5		M30X1.5	M33X1.5	M36X1.5	M42X1.5		
GAZ							M20X1.5		M24X1.5		M30X1.5		M36X1.5		M45X1.5	M52X1.5

EQUIPMENT
HOSE/CPLG. SELECTION
G8K COUPLINGS
GLOBALSPIRAL COUPLINGS
STAINLESS STEEL SPIRAL
MEGACRIMP COUPLINGS
STAINLESS STEEL BRAID
POWER CRIMP COUPLINGS
FIELD ATTACHABLE G1 & G2 COUPLINGS
FIELD ATTACHABLE C5 COUPLINGS
C14 COUPLINGS
GL COUPLINGS
GLX COUPLINGS
PCTS THERMOPLASTIC COUPLINGS
POLARSEAL COUPLINGS (ACA)
POLARSEAL II COUPLINGS (ACC)
POLARSEAL II COUPLINGS (ACB)
POWER STEERING
ADAPTERS
QUICK DISCONNECT COUPLERS
BALL VALVES
LIVE SWIVEL
ASSEMBLY FABRICATION
ACCESSORIES
EQUIPMENT AND PARTS
KITS
AIR BRAKE HOSE ASSY
BRASS

This section lists the origin and coupling style found in each country. Brief descriptions and dimensional data follows each coupling style.

There are five coupling systems generally used for hydraulic connections today.

They are identified geographically or by country as:

North American
British
French
German
Japanese

NORTH AMERICAN THREAD TYPES

Iron Pipe Thread Abbreviations

N National
P Pipe
S Straight Thread
T Tapered Thread
F Fuels
M Mechanical Joint

NPTF

National Pipe Tapered thread for Fuel is a dryseal thread. It is used for both male and female ends. The NPTF male will mate with the NPTF, NPSF, or NPSM female.

The NPTF male has tapered threads and a 30° inverted seat. The NPTF female has tapered threads and no seat. The seal takes place by deformation of the threads. The NPSM female has straight threads and a 30° inverted seat. The seal takes place on the 30° seat.

The NPTF connector is similar to, but not interchangeable with, the BSPT connector. The thread pitch is different in most sizes. Also, the thread angle is 60° instead of the 55° angle found on BSPT threads.

NPSF

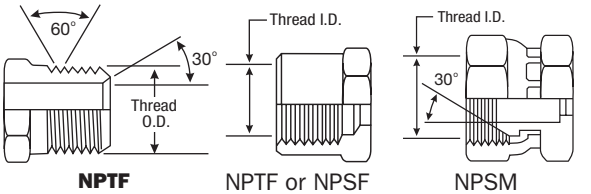
National Pipe Straight thread for Fuels is sometimes used for female ends and properly mates with the NPTF male end. However, SAE recommends the NPTF thread in preference to the NPSF for female ends.

NPSM

National Pipe Straight thread for Mechanical Joint is used on the female swivel nut of iron pipe swivel adapters. The leak-resistant joint is not made by the sealing fit of threads, but by a tapered seat in the coupling end.

Dash Size	Nominal Size (in)	No. Threads per Inch	Female Thread I.D. (in)	Male Thread O.D. (in)	Max. Torque Recommendation for Dry NPTF* (ft-lb)
-2	1/8	27	23/64	13/32	20
-4	1/4	18	15/32	35/64	25
-6	3/8	18	19/32	43/64	35
-8	1/2	14	3/4	27/32	45
-12	3/4	14	61/64	1-1/16	55
-16	1	11-1/2	1-13/64	1-5/16	65
-20	1-1/4	11-1/2	1-17/32	1-43/64	80
-24	1-1/2	11-1/2	1-25/32	1-29/32	95
-32	2	11-1/2	2-1/4	2-3/8	120

NPT Pipe Thread



NPTF Solid Male (MP, MPLN) | NPTF or NPSF Solid Female (FP) | NPSM Swivel Female (FPX)

***NOTES:**

1. Torque values can vary considerably depending on thread condition. Use only enough torque to achieve adequate sealing.
2. With female straight or parallel pipe threads (NPSM), maximum values are 50 percent of those listed in the table.
3. If thread sealant is used, maximum values shown should be decreased by 25 percent.

NORTH AMERICAN THREAD TYPES – Continued

*JIC (37° Flare)

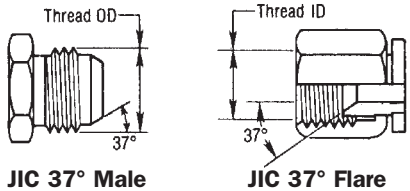
The Society of Automotive Engineers (SAE) specifies a 37° angle flare or seat be used with high pressure hydraulic tubing. These are commonly called JIC couplings.

The JIC 37° flare male will mate with a JIC female only.*
The JIC male has straight threads and a 37° flare seat.
The JIC female has straight threads and a 37° flare seat.
The seal is made on the 37° flare seat.

Some sizes have the same threads as the SAE 45° flare. Carefully measure the seat angle to differentiate.

***Note:** Some C5, C5E and Lock-On couplings may have dual machined seats (both 37° and 45° seats).

JIC 37° Flare



JIC 37° Male (MJ) | **JIC 37° Flare Female (FJX)**

Dash Size	Nominal Size (in)	Thread Size	Female Thread	Male Thread	Steel Torque Recommendation (ft-lb)		Steel Torque Recommendation (N·m)	
			I.D. (in)	O.D. (in)	Assembly Torque* +25%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +25%-0 N·m	Assembly Torque Max. N·m
-2	1/8	5/16 - 24	17/64	5/16	-	-	-	-
-3	3/16	3/8 - 24	21/64	3/8	-	-	-	-
-4	1/4	7/16 - 20	25/64	7/16	11	14	15	19
-5	5/16	1/2 - 20	29/64	1/2	14	18	19	24
-6	3/8	9/16 - 18	1/2	9/16	18	22	24	30
-8	1/2	3/4 - 16	11/16	3/4	36	45	49	61
-10	5/8	7/8 - 14	13/16	7/8	57	71	77	96
-12	3/4	1-1/16 - 12	31/32	1-1/16	79	99	107	134
-14	7/8	1-3/16 - 12	1-7/64	1-3/16	-	-	-	-
-16	1	1-5/16 - 12	1-15/64	1-5/16	108	135	147	184
-20	1-1/4	1-5/8 - 12	1-35/64	1-5/8	127	158	172	215
-24	1-1/2	1-7/8 - 12	1-51/64	1-7/8	158	198	215	269
-32	2	2-1/2 - 12	2-27/64	2-1/2	245	306	332	415

* Values from SAE J2593 FEB2015

Over torque of hydraulic couplings can damage mating surfaces and is a leading cause of premature leaks.

EQUIPMENT
HOSE/CPLG. SELECTION
G8K COUPLINGS
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STAINLESS STEEL BRAID
POWER CRIMP COUPLINGS
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FIELD ATTACHABLE C5 COUPLINGS
C14 COUPLINGS
GL COUPLINGS
GLX COUPLINGS
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LIVE SWIVEL
ASSEMBLY FABRICATION
ACCESSORIES
EQUIPMENT AND PARTS
KITS
AIR BRAKE HOSE ASSY
BRASS

NORTH AMERICAN THREAD TYPES – Continued

*SAE (45° Flare)

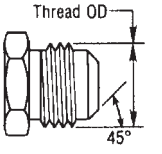
A term usually applied to fittings having a 45° angle flare or seat. Soft copper tubing is generally used in such applications as it is easily flared to the 45° angle. These are for low-pressure applications—such as for fuel lines and refrigerant lines.

The SAE 45° flare male will mate with an SAE 45° flare female only or a dual seat JIC/SAE 45°.*

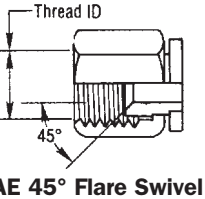
The SAE male has straight threads and a 45° flare seat. The SAE female has straight threads and a 45° flare seat. The seal is made on the 45° flare seat.
Some sizes have the same threads as the JIC 37° flare. Carefully measure the seat angle to differentiate.

***Note:** Some C5, C5E and Lock-On couplings may have dual machined seats (both 37° and 45° seats).

SAE 45° Flare



SAE 45° Flare Male (MS)



SAE 45° Flare Swivel Female (FSX)

Dash Size	Nominal Size (in)	Thread Size	Female Thread	Male Thread	Steel Torque Recommendation (ft-lb)		Steel Torque Recommendation (N·m)	
			I.D. (in)	O.D. (in)	Assembly Torque* +25%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +25%-0 N·m	Assembly Torque Max. N·m
-2	1/8	5/16 - 24	17/64	5/16	-	-	-	-
-3	3/16	3/8 - 24	21/64	3/8	-	-	-	-
-4	1/4	7/16 - 20	25/64	7/16	11	14	15	19
-5	5/16	1/2 - 20	29/64	1/2	14	18	19	24
-6	3/8	9/16 - 18	1/2	9/16	18	22	24	30
-8	1/2	3/4 - 16	11/16	3/4	36	45	49	61
-10	5/8	7/8 - 14	13/16	7/8	57	71	77	96
-12	3/4	1-1/16 - 12	31/32	1-1/16	79	99	107	134

* Values from SAE J2593 FEB2015

Dash Size	Nominal Size (in)	Thread Size	Female Thread	Male Thread
			I.D. (in)	O.D. (in)
-6	3/8	11/16 – 18	5/8	11/16

NORTH AMERICAN THREAD TYPES – Continued

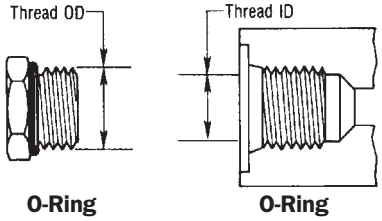
O-Ring Boss

The o-ring boss male will mate with an o-ring boss female only. The female is generally found on ports.

The male has straight threads, a sealing face and an o-ring. The female has straight threads and a sealing face.

The seal is made at the o-ring on the male and the sealing face on the female.

SAE Straight Thread O-Ring Boss



O-Ring Boss Male (MB, MBX) **O-Ring Boss Female Port (FB)**

Dash Size	Nominal Size (in)	Thread Size	Female Thread	Male Thread	O-Ring	
			I.D. (in)	O.D. (in)	I.D. (in)	DESCR
-2	1/8	5/16 – 24	17/64	5/16	0.239	–
-3	3/16	3/8 – 24	21/64	3/8	0.301	30R
-4	1/4	7/16 – 20	25/64	7/16	0.351	40R
-5	5/16	1/2 – 20	29/64	1/2	0.414	50R
-6	3/8	9/16 – 18	1/2	9/16	0.468	60R
-8	1/2	3/4 – 16	11/16	3/4	0.644	80R
-10	5/8	7/8 – 14	13/16	7/8	0.755	100R
-12	3/4	1-1/16 – 12	31/32	1-1/16	0.924	120R
-14	7/8	1-3/16 – 12	1-7/64	1-3/16	1.048	140R
-16	1	1-5/16 – 12	1-15/64	1-5/16	1.171	160R
-20	1-1/4	1-5/8 – 12	1-35/64	1-5/8	1.475	200R
-24	1-1/2	1-7/8 – 12	1-51/64	1-7/8	1.720	–
-32	2	2-1/2 – 12	2-27/64	2-1/2	2.337	–

O-Ring Boss Light-Duty - SAE J1926-3

Dash Size	Assembly Torque* +25%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +25%-0 N·m	Assembly Torque Max. N·m
-2	6	7	8	10
-3	7	9	10	13
-4	13	17	18	23
-5	18	23	25	31
-6	22	28	30	38
-8	37	46	50	63
-10	44	55	60	75
-12	70	88	95	119
-14	92	115	125	156
-16	111	138	150	188
-20	147	184	200	250
-24	155	193	210	263
-32	221	276	300	375
-40	221	276	300	375
-48	258	322	350	438
-64	258	322	350	438

* Values from SAE J2593 FEB2015

O-Ring Boss Heavy-Duty - SAE J1926-2

Dash Size	Assembly Torque* +25%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +25%-0 N·m	Assembly Torque Max. N·m
-3	7	9	10	13
-4	15	18	20	25
-5	18	23	25	31
-6	26	32	35	44
-8	52	64	70	88
-10	74	92	100	125
-12	125	157	170	213
-14	158	198	215	269
-16	199	249	270	338
-20	210	263	285	356
-24	273	341	370	463
-32	398	497	540	675
-40	398	497	540	675
-48	472	590	640	800

* Values from SAE J2593 FEB2015

EQUIPMENT
HOSE/CPLG. SELECTION
G8K COUPLINGS
GLOBALSPIRAL COUPLINGS
STAINLESS STEEL SPIRAL
MEGACRIMP COUPLINGS
STAINLESS STEEL BRAID
POWER CRIMP COUPLINGS
FIELD ATTACHABLE G1 & G2 COUPLINGS
FIELD ATTACHABLE C5 COUPLINGS
C14 COUPLINGS
GL COUPLINGS
GLX COUPLINGS
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POLARSEAL COUPLINGS (ACA)
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BRASS

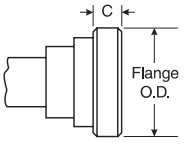
NORTH AMERICAN THREAD TYPES – Continued

O-Ring Flange—SAE J518

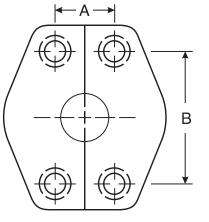
The SAE Code 61 and Code 62 4-bolt split flange is used worldwide, usually as a connection on pumps and motors. There are three exceptions.

1. The -10 size, which is common outside of North America, is not an SAE standard size (generally found on Komatsu equipment). All Komatsu flanges are the same as SAE code 61 except for the -10 size.
2. Caterpillar flanges, which are the same flange O.D. as SAE Code 62, have a thicker flange head ("C" dimension in Table).
3. Poclain flanges, which are completely different from SAE flanges.

SAE Code 61 and Code 62



Flange Head (FL/ FLH, FLC)



4-Bolt Split Flange Bolt Hose Dimensions

Code 61 Inch Screw - SAE J518-1

Dash Size	Assembly Torque* +10%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +10%-0 N·m	Assembly Torque Max. N·m
-8	24	29	32	40
-12	44	55	60	75
-16	44	55	60	75
-20	68	85	92	115
-24	111	138	150	188
-32	111	138	150	188
-40	111	138	150	188
-48	217	272	295	369
-56	217	272	295	369
-64	217	272	295	369
-80	217	272	295	369

* Values from SAE J2593 FEB2015

Code 61 Metric Screw - SAE J518-1

Dash Size	Assembly Torque* +10%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +10%-0 N·m	Assembly Torque Max. N·m
-8	24	29	32	40
-12	52	64	70	88
-16	52	64	70	88
-20	52	64	70	88
-24	96	120	130	163
-32	96	120	130	163
-40	96	120	130	163
-48	217	272	295	369
-56	217	272	295	369
-64	217	272	295	369
-80	217	272	295	369

* Values from SAE J2593 FEB2015

Code 62 Inch Screw - SAE J518-2

Dash Size	Assembly Torque* +10%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +10%-0 N·m	Assembly Torque Max. N·m
-8	24	29	32	40
-12	44	55	60	75
-16	68	85	92	115
-20	111	138	150	188
-24	217	272	295	369
-32	332	415	450	563

* Values from SAE J2593 FEB2015

Code 62 Metric Screw - SAE J518-2

Dash Size	Assembly Torque* +10%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +10%-0 N·m	Assembly Torque Max. N·m
-8	24	29	32	40
-12	52	64	70	88
-16	96	120	130	163
-20	96	120	130	163
-24	217	272	295	369
-32	405	507	550	688

* Values from SAE J2593 FEB2015

Caterpillar Code 62 (FLC)

Dash Size	Flange O.D. (in)	A (in)	B (in)	C (in)
-12	1.625	.938	2.000	.560
-16	1.875	1.094	2.250	.560
-20	2.125	1.250	2.625	.560
-24	2.500	1.438	3.125	.560
-32	3.125	1.750	3.812	.560

NORTH AMERICAN THREAD TYPES – Continued

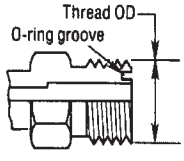
O-Ring Face Seal (ORFS)—SAE J1453

A seal is made when the o-ring in the male contacts the flat face on the female. Couplings are intended for hydraulic systems where elastomeric seals are acceptable to overcome leakage and leak resistance is crucial.

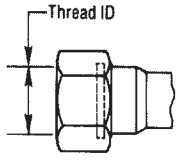
The solid male o-ring face seal fitting will mate with a swivel female o-ring face seal SAE J1453 fitting only.

An o-ring rests in the o-ring groove in the male.

O-Ring Face Seal



Male Flat-Face O-Ring (MFFOR)



Female Flat-Face O-Ring Swivel (FFORX)

Dash Size	Nominal Size (in)	Thread Size	Female Thread I.D. (in)	Male Thread O.D. (in)	Assembly Torque* +25%-0 ft-lb	Assembly Torque Max. ft-lb	Assembly Torque* +25%-0 N·m	Assembly Torque Max. N·m	O-Ring Size
-4	1/4	9/16 - 18	1/2	9/16	18	23	25	31	-011
-6	3/8	11/16 - 16	5/8	11/16	29	37	40	50	-012
-8	1/2	13/16 - 16	3/4	13/16	41	51	55	69	-014
-10	5/8	1 - 14	15/16	1	44	55	60	75	-016
-12	3/4	1-3/16 - 12	1-1/8	1-3/16	66	83	90	113	-018
-16	1	1-7/16 - 12	1-11/32	1-7/16	92	115	125	156	-021
-20	1-1/4	1-11/16 - 12	1-19/32	1-11/16	125	157	170	213	-025
-24	1-1/2	2 - 12	1-29/32	2	147	184	200	250	-029
-32	2	2-1/2 - 12	-	-	376	470	510	638	-

* Values from SAE J2593 FEB2015

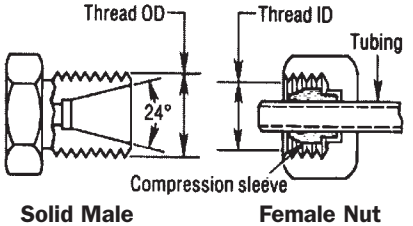
NORTH AMERICAN THREAD TYPES – Continued

Flareless Tube

The flareless solid male will mate with a female flareless nut and compression sleeve only.

The male has straight threads and a 24° seat. The female has straight threads and has a compression sleeve for a sealing surface. The seal is made between the compression sleeve and the 24° seat on the male, and between the compression sleeve and the tubing on the female.

Flareless Tube



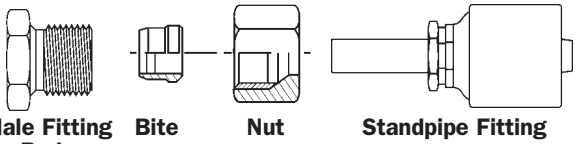
Solid Male (MFA) **Female Nut**

Dash Size	Tube Size (in)	Nominal Size (in)	Thread Size	Female Thread I.D. (in)	Male Thread O.D. (in)
-2	1/8	5/16	5/16 – 24	17/64	5/16
-3	3/16	3/8	3/8 – 24	21/64	3/8
-4	1/4	7/16	7/16 – 20	25/64	7/16
-5	5/16	1/2	1/2 – 20	29/64	1/2
-6	3/8	9/16	9/16 – 18	1/2	9/16
-8	1/2	3/4	3/4 – 16	11/16	3/4
-10	5/8	7/8	7/8 – 14	13/16	7/8
-12	3/4	1-1/16	1-1/16 – 12	31/32	1-1/16
-14	7/8	1-3/16	1-3/16 – 12	1-7/64	1-3/16
-16	1	1-5/16	1-5/16 – 12	1-15/64	1-5/16
-20	1-1/4	1-5/8	1-5/8 – 12	1-35/64	1-5/8
-24	1-1/2	1-7/8	1-7/8 – 12	1-51/64	1-7/8
-32	2	2-1/2	2-1/2 – 12	2-27/64	2-1/2

North American Stand Pipe (NASP)

A stand pipe assembly is comprised of three components attached to a male fitting. The components are a Stand Pipe Tube, Bite Sleeve and Nut. The Nut is placed over the Stand Pipe, followed by the Bite Sleeve (see illustration below). The Bite Sleeve and Stand Pipe are selected on the basis of tube O.D. required.

North American Stand Pipe



Male Fitting Body **Bite Sleeve** **Nut** **Standpipe Fitting (NASP)**

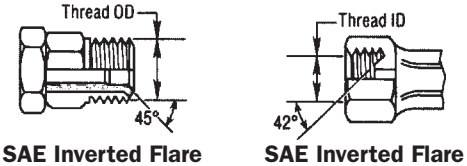
Dash Size	Tube O.D. (in)	Tube Length (in)
-4	1/4	0.88
-6	3/8	0.88
-8	1/2	1.00
-12	3/4	1.16
-16	1	1.12

SAE Inverted Flare

The SAE 45° inverted flare male will mate with an SAE 42° inverted flare female only.

The male has straight threads and a 45° inverted flare. The female has straight threads and a 42° inverted flare. The seal is made on the 45° flare seat on the male and the 42° flare seat on the female.

SAE Inverted Flare



SAE Inverted Flare Swivel Male (MIX) **SAE Inverted Flare Solid Female**

Dash Size	Nominal Size (in)	Thread Size	Female Thread I.D. (in)	Male Thread O.D. (in)
-2	1/8	5/16 – 28	9/32	5/16
-3	3/16	3/8 – 24	21/64	3/8
-4	1/4	7/16 – 24	25/64	7/16
-5	5/16	1/2 – 20	29/64	1/2
-6	3/8	5/8 – 18	37/64	5/8
-7	7/16	11/16 – 18	5/8	11/16
-8	1/2	3/4 – 18	45/64	3/4
-10	5/8	7/8 – 18	13/16	7/8
-12	3/4	1-1/16 – 16	1	1-1/16

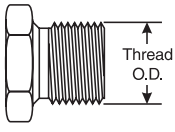
NORTH AMERICAN THREAD TYPES – Continued

Air Brake Fittings

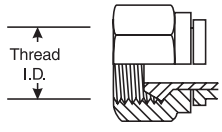
Female air brake swivels are designed to work exclusively with a male air brake adapter. Federal law requires only this combination to be used on air brake lines from the valve to the air brake diaphragm chamber.

The male has straight threads and an inverted seat. The female has straight threads and a corresponding inverted flare. The seal is made on the flare seats of both the male and female.

Dash Size	Thread Size	Female Thread I.D. (in)	Male Thread O.D. (in)
-6	3/4 – 20	23/32	3/4
-8	7/8 – 20	27/32	7/8



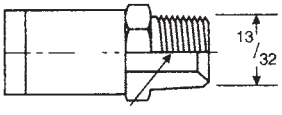
Male Air Brake



Female Air Brake Swivel

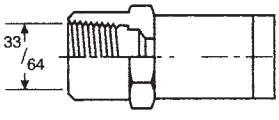
Grease Fittings

Special Male Grease Fitting



1/8–27 Pipe Thread

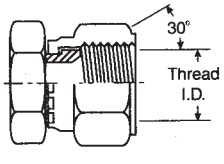
Special Female Grease Fitting



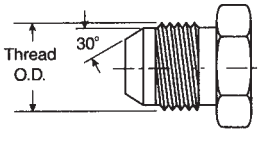
1/2–27 Tapered Thread

Parker Triple Thread Flare Fittings

Parker Triple Thread Flare Fittings



Swivel Female (FZX)



Solid Male (MZ)

Dash Size	Nominal Size (in)	Thread Size	Female Thread I.D. (in)	Male Thread O.D. (in)
-16	1-5/16	1-5/16 – 14	1-1/4	1-5/16

EQUIPMENT
HOSE/CPLG. SELECTION
G8K COUPLINGS
GLOBALSPIRAL COUPLINGS
STAINLESS STEEL SPIRAL
MEGACRIMP COUPLINGS
STAINLESS STEEL BRAID
POWER CRIMP COUPLINGS
FIELD ATTACHABLE G1 & G2 COUPLINGS
FIELD ATTACHABLE C5 COUPLINGS
C14 COUPLINGS
GL COUPLINGS
GLX COUPLINGS
PCTS THERMOPLASTIC COUPLINGS
POLARSEAL COUPLINGS (ACA)
POLARSEAL II COUPLINGS (ACC)
POLARSEAL II COUPLINGS (ACB)
POWER STEERING
ADAPTERS
QUICK DISCONNECT COUPLERS
BALL VALVES
LIVE SWIVEL
ASSEMBLY FABRICATION
ACCESSORIES
EQUIPMENT AND PARTS
KITS
AIR BRAKE HOSE ASSY
BRASS

Foreign Thread Types

Identifying Foreign Couplings

If you can identify the country of origin of the equipment you are working with, it is easy to identify the coupling style. Simply find the appropriate country in the following pages and locate the particular coupling in the table that follows.

Foreign Thread Types – British

It is a common misconception that all foreign threads are metric. This is not always the case. There are two common thread forms: Metric and Whitworth (BSP). The country of origin and the proper nomenclature for each is listed below.

British Standard Pipe Parallel

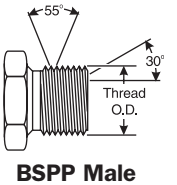
Popular couplings have British Standard Pipe (BSP) threads, also known as Whitworth threads. These can be parallel threads (BSPP) with a 30° inverted flare or tapered threads (BSPT), with a 30° inverted flare. Port connections are usually made with BSPP threads and a soft metal cutting ring for sealing. The BSPP (parallel) male will mate with a BSPOR (parallel) female or a female port.

The BSPP male has straight threads and a 30° seat. The BSPOR female has straight threads, a 30° seat, and o-ring. The female port has straight threads and a spotface. The seal on the port is made with an o-ring or soft metal washer on the male.

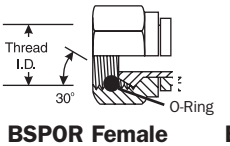
The BSPP (parallel) connector is similar to, but not interchangeable with, the NPSM connector. The thread pitch is different in most sizes, and the thread angle is 55° instead of the 60° angle found on NPSM threads.

Dash Size	Nominal Size (in)	Thread Size	Female Parallel Thread	Male Parallel Thread	Torque Recommendation (ft-lb)	
			I.D. (in)	O.D. (in)	Min.	Max.
-2	1/8	1/8 – 28	11/32	3/8	7	9
-4	1/4	1/4 – 19	15/32	17/32	11	18
-6	3/8	3/8 – 19	19/32	21/32	19	28
-8	1/2	1/2 – 14	3/4	13/16	30	36
-10	5/8	5/8 – 14	13/16	29/32	37	44
-12	3/4	3/4 – 14	31/32	1-1/32	50	60
-16	1	1 – 11	1-7/32	1-11/32	79	95
-20	1-1/4	1-1/4 – 11	1-17/32	1-21/32	127	152
-24	1-1/2	1-1/2 – 11	1-25/32	1-7/8	167	190
-32	2	2 – 11	2-7/32	2-11/32	262	314

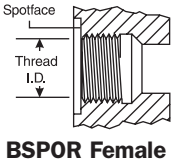
British Standard Pipe Parallel (BSPOR)



BSPP Male (MBSPP)



BSPOR Female (FBSPORX)



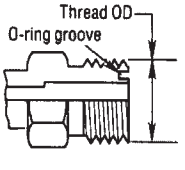
BSPOR Female Port

British Flat-Face Seal

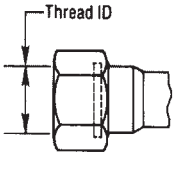
A seal is made when the o-ring in the male contacts the flat face on the female. These couplings are intended for hydraulic systems where elastomeric seals are acceptable to overcome leakage and leak resistance is crucial.

The solid male British o-ring face seal fitting will mate with a swivel female British o-ring face seal fitting only. An o-ring rests in the o-ring groove in the male.

Dash Size	Nominal Size (in)	Thread Size	Female Parallel Thread	Male Parallel Thread	Torque Recommendation (ft-lb)	
			I.D. (in)	O.D. (in)	Min.	Max.
-6	3/8	3/8-19	19/32	21/32	18	20
-8	1/2	1/2-14	3/4	13/16	32	40
-10	5/8	5/8 - 14	–	–	–	–
-12	3/4	3/4-14	31/32	1 1/32	65	80
-16	1	1 - 11	–	–	–	–



Male British Flat-Face (MBFF)



Female British Flat-Face (FBFF)

Foreign Thread Types – British – Continued

British Standard Pipe Tapered

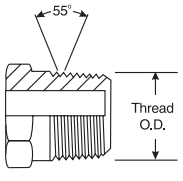
The BSPT (tapered) male will mate with a BSPT (tapered) female, or a BSPOR (parallel) female.

The BSPT male has tapered threads. When mating with either the BSPT (tapered) female or the BSPOR (parallel) female port, the seal is made on the threads.

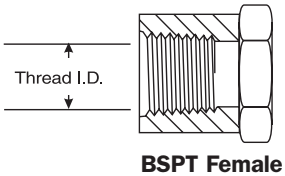
The BSPT connector is similar to, but not interchangeable with, the NPTF connector. The thread pitch is different in most cases, and the thread angle is 55° instead of the 60° angle found on NPTF threads.

Dash Size	Nominal Size (in)	Thread Size	Female Tapered Thread	Male Tapered Thread	Torque Recommendation (ft-lb)	
			I.D. (in)	O.D. (in)	Min.	Max.
-2	1/8	1/8 – 28	11/32	3/8	7	9
-4	1/4	1/4 – 19	15/32	17/32	11	18
-6	3/8	3/8 – 19	19/32	21/32	19	28
-8	1/2	1/2 – 14	3/4	13/16	30	36
-10	5/8	5/8 – 14	13/16	29/32	37	44
-12	3/4	3/4 – 14	31/32	1-1/32	50	60
-16	1	1 – 11	1-7/32	1-11/32	79	95
-20	1-1/4	1-1/4 – 11	1-17/32	1-21/32	127	152
-24	1-1/2	1-1/2 – 11	1-25/32	1-7/8	167	190
-32	2	2 – 11	2-7/32	2-11/32	262	314

British Standard Pipe Tapered (BSPT)



BSPT Male (MBSPT)



BSPT Female

Foreign Thread Types – French

Popular couplings are French GAZ. These have a 24° seat and metric threads. These are similar to German DIN couplings, but the threads are different in some sizes. Although both are metric threads, the French use fine threads in all sizes and German DIN couplings use coarse threads in larger sizes. Most port connections are flange connections. French flanges are different than SAE—they have a lip that protrudes from the flange face. These are called Poclain-style flanges.

GAZ 24°

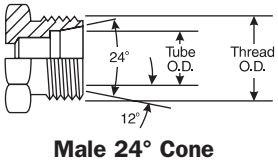
The French Metric (GAZ) male will mate with the female 24° cone or the female tube fitting.

The male has a 24° seat and straight metric threads. The female has a 24° seat or a tubing sleeve and straight metric threads and is interchangeable with female Kobelco.

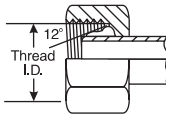
When measuring the flare angle with the seat angle gauge, use the 12° gauge. The seat angle gauge measures the angle from the connector centerline.

Metric Thread Size	Female Thread I.D. (mm)	Male Thread O.D. (mm)	Tube O.D. (mm)
M20x1.5	18.5	20.0	13.25
M24x1.5	22.5	24.0	16.75
M30x1.5	28.5	30.0	21.25
M36x1.5	34.5	36.0	26.75
M45x1.5	43.5	45.0	33.50
M52x1.5	50.5	52.0	42.25

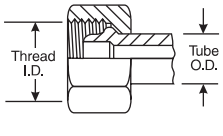
French Metric (GAZ)



Male 24° Cone



Female 24° Cone



Female Tube Fitting

Foreign Thread Types – French – Continued

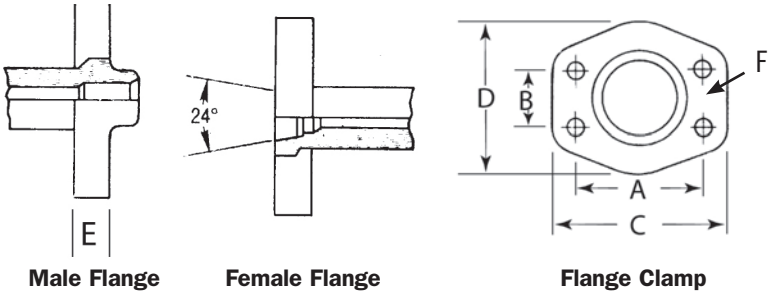
GAZ Poclain 24° Flange

The Poclain (French GAZ) 24° high pressure flange is usually found on Poclain equipment.

The male flange will mate with a female flange or port. The seal is made on the 24° seat.

Nominal Size (in)	A (in)	B (in)	C (in)	D (in)	E (in)	F (in)
1/2	1.57	.72	2.20	1.89	.55	.35
5/8	1.57	.72	2.20	1.89	.55	.35
3/4	2.00	.94	2.75	2.38	.71	.43

Poclain (French GAZ)



Male Flange **Female Flange** **Flange Clamp**

Foreign Thread Types – German DIN (Deutsche Industrial Norme)

Popular couplings are German DIN (Deutsche Industrial Norme). A coupling referred to as “metric” usually means a DIN coupling.

DIN 24° Cone

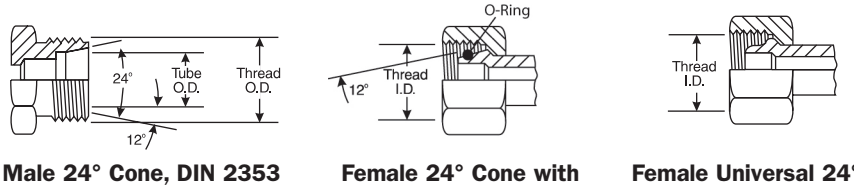
The DIN 24° cone male will mate with any of the females shown.

The male has a 24° seat, straight metric threads, and a recessed counterbore which matches the tube O.D. of the coupling used with it. The mating female is a 24° cone with o-ring, a metric tube fitting or a universal 24° and 60° cone. There is a light and heavy series DIN coupling. Proper identification is made by measuring both the thread size and the tube O.D. (The heavy series has a smaller tube O.D. but a thicker wall section than the light.)

When measuring the flare angle with the seat angle gauge, use the 12° gauge. The seat angle gauge measures the angle from the connector centerline.

Metric Thread Size	Female Thread	Male Thread	Tube O.D.		Torque Recommendation (ft-lb)	
	I.D. (mm)	O.D. (mm)	Light Series (mm)	Heavy Series (mm)	Min.	Max.
M12x1.5	10.5	12.0	6	—	7	15
M14x1.5	12.5	14.0	8	—	15	26
M16x1.5	14.5	16.0	10	8	18	30
M18x1.5	16.5	18.0	12	10	22	33
M20x1.5	18.5	20.0	14	12	26	37
M22x1.5	20.5	22.0	15	14	30	52
M24x1.5	22.5	24.0	—	16	30	52
M26x1.5	24.5	26.0	18	—	44	74
M30x2.0	28.0	30.0	22	20	59	89
M36x2.0	34.0	36.0	28	25	74	111
M42x2.0	40.0	42.0	—	30	74	162
M45x2.0	43.0	45.0	35	—	133	184
M52x2.0	50.0	52.0	42	38	148	221

DIN 24° Male and Mating Females



Male 24° Cone, DIN 2353 (MDL/MDH) **Female 24° Cone with O-Ring (FDLORX/FDHORX)** **Female Universal 24° and 60° Cone (FDLX/FDHX)**

Foreign Thread Types – German DIN – Continued

DIN 60° Cone

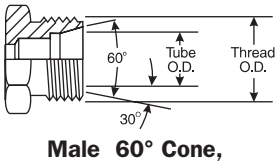
The DIN 60° cone male will mate with the female universal 24° or 60° cone connector only.

The male has a 60° seat and straight metric threads. The female has a 24° and 60° universal seat and straight metric threads.

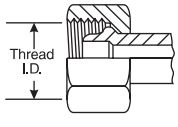
When measuring the flare angle with the seat angle gauge, use the 30° gauge. The seat angle gauge measures the angle from the connector centerline.

Metric Thread Size	Female Thread	Male Thread	Tube O.D.	Torque Recommendation (ft-lb)	
	I.D. (mm)	O.D. (mm)	(mm)	Min.	Max.
M14x1.5	12.5	14.0	8	15	26
M16x1.5	14.5	16.0	10	18	30
M18x1.5	16.5	18.0	12	22	33
M22x1.5	20.5	22.0	15	30	52
M26x1.5	24.5	26.0	18	44	74
M30x1.5	28.5	30.0	22	59	59
M38x1.5	36.5	38.0	28	74	111
M45x1.5	43.5	45.0	35	133	184
M52x2.0	50.5	52.0	42	148	221

DIN 60° Male and Mating Female



Male 60° Cone, DIN 6711



Female Universal 24° and 60° Cone

Foreign Thread Types – German DIN – Continued

DIN 3852 Couplings Type A & B (Parallel Threads)

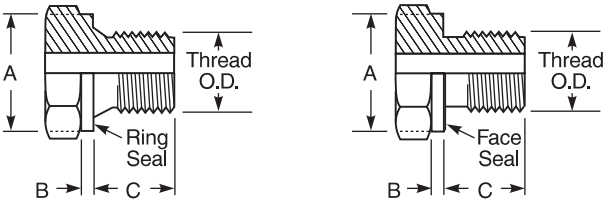
The male DIN 3852 Type A & B couplings will mate with the female DIN coupling shown below. Gates offers this thread as an adapter.

The male and female type A & B couplings have straight threads. The seal occurs when the ring seal (Type A) or the face seal (Type B) mates with the face of the female port.

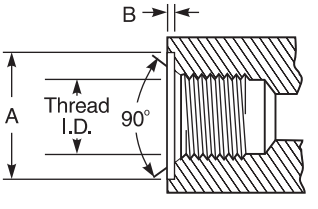
There are two series of DIN 3852 Type A & B couplings, the light (L) and the heavy (S) series.

Note: Commonly used threads on male metric adapters.

DIN 3852 Couplings Type A & B (Parallel Threads)



Male Type A **Male Type B**



Female Types A & B

Series	Tube O.D. (mm)	Metric Thread Parallel								Whitworth Thread Parallel							
			Female			Male					Female (BSPOR)			Male (BSPP)			
		Thread Size	Thread I.D. (mm)	A (mm)	B (mm)	Thread O.D. (mm)	A (mm)	B (mm)	C (mm)	Thread Size	Thread I.D. (in)	A (mm)	B (mm)	Thread O.D. (in)	A (mm)	B (mm)	C (mm)
L Light	6	10x1.0	8.5	15	1.0	10	14	1.5	8	1/8-28	11/32	15	1.0	3/8	14	1.5	8
	8	12x1.5	10.5	18	1.5	12	17	2.0	12	1/4-19	15/32	19	1.5	1/2	17	2.0	12
	10	14x1.5	12.5	20	1.5	14	19	2.0	12	1/4-19	15/32	19	1.5	1/2	19	2.0	12
	12	16x1.5	14.5	22	1.5	16	21	2.5	12	3/8-19	19/32	23	2.0	21/32	21	2.5	12
	15	18x1.5	16.5	24	2.0	18	23	2.5	12	1/2-14	3/4	27	2.5	13/16	23	2.5	12
	18	22x1.5	20.5	28	2.5	22	27	3.0	14	1/2-14	3/4	27	2.5	13/16	27	3.0	14
	22	26x1.5	24.5	32	2.5	26	31	3.0	16	3/4-14	31/32	33	2.5	1-1/32	31	3.0	16
	28	33x2.0	31.5	40	2.5	33	39	3.0	18	1-11	1-7/32	40	2.5	1-5/16	39	3.0	18
	35	42x2.0	40.5	50	2.5	42	49	3.0	20	1-1/4-11	1-17/32	50	2.5	1-21/32	49	3.0	20
	42	48x2.0	46.5	56	2.5	48	55	3.0	22	1-1/2-11	1-25/32	56	2.5	1-7/8	55	3.0	22
S Heavy	6	12x1.5	10.5	18	1.5	12	17	2.0	12	1/4-19	15/32	19	1.5	1/2	17	2.0	12
	8	14x1.5	12.5	20	1.5	14	19	2.0	12	1/4-19	15/32	19	1.5	1/2	19	2.0	12
	10	16x1.5	14.5	22	1.5	16	21	2.5	12	3/8-19	19/32	23	2.0	21/32	21	2.5	12
	12	18x1.5	16.5	24	2.0	18	23	2.5	12	3/8-19	19/32	23	2.0	21/32	23	2.5	12
	14	20x1.5	18.5	26	2.0	20	25	3.0	14	1/2-14	3/4	27	2.5	13/16	25	3.0	14
	16	22x1.5	20.5	28	2.5	22	27	3.0	14	1/2-14	3/4	27	2.5	13/16	27	3.0	14
	20	27x2.0	25.5	33	2.5	27	32	3.0	16	3/4-14	31/32	33	2.5	1-1/32	32	3.0	16
	25	33x2.0	31.5	40	2.5	33	39	3.0	18	1-11	1-7/32	40	2.5	1-5/16	39	3.0	18
	30	42x2.0	40.5	50	2.5	42	49	3.0	20	1-1/4-11	1-17/32	50	2.5	1-21/32	49	3.0	20
	38	48x2.0	46.5	56	2.5	48	55	3.0	22	1-1/2-11	1-25/32	56	2.5	1-7/8	55	3.0	22

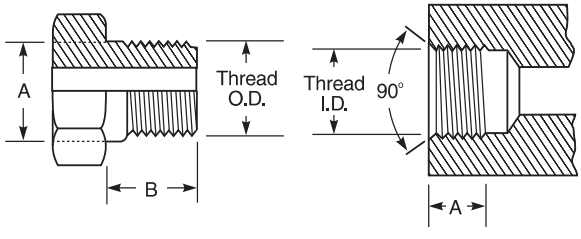
Foreign Thread Types – German DIN – Continued

DIN 3852 Type C Metric and Whitworth Tapered (BSPT) Thread Connectors

The DIN 3852 Type C couplings are available with either metric or Whitworth British thread. The male will mate only with the female as shown.

The male and female couplings have tapered threads. The seal takes place on the threads. There are three series of DIN 3852 Type C Couplings: extra light (LL), light (L) and heavy (S).

DIN 3852 Type C Metric and Whitworth Tapered Thread Connectors



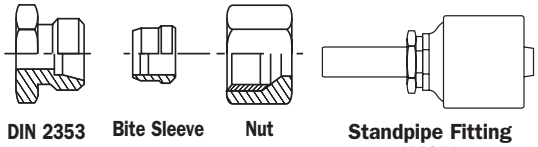
Male **Female**

Series	Tube O.D. (mm)	Metric Tapered Threads						Whitworth Tapered Threads					
		Thread Size	Female		Male			Thread Size	Female		Male		
			Thread I.D. (mm)	A (mm)	Thread O.D. (mm)	A (mm)	B (mm)		Thread I.D. (in)	A (mm)	Thread O.D. (in)	A (mm)	B (mm)
LL Extra Light	4	8x1.0	6.5	5.5	8	8.40	8	1/8-28	11/32	5.5	1/8	.392	8
	5	8x1.0	6.5	5.5	8	8.40	8	1/8-28	11/32	5.5	1/8	.392	8
	6	10x1.0	8.5	5.5	10	10.40	8	1/8-28	11/32	5.5	1/8	.392	8
	8	10x1.0	8.5	5.5	10	10.40	8	1/8-28	11/32	5.5	1/8	.392	8
L Light	6	10x1.0	8.5	5.5	10	10.40	8	1/8-28	11/32	5.5	1/8	.392	8
	8	12x1.5	10.5	8.5	12	12.53	12	1/4-19	15/32	8.5	1/4	.532	12
	10	14x1.5	12.5	8.5	14	14.53	12	1/4-19	15/32	8.5	1/4	.532	12
	12	16x1.5	14.5	8.5	16	16.53	12	3/8-19	19/32	8.5	3/8	.670	12
	15	18x1.5	16.5	8.5	18	18.53	12	1/2-14	3/4	8.5	1/2	.839	14
	18	22x1.5	20.5	10.5	22	22.65	14	1/2-14	3/4	10.5	1/2	.839	14
S Heavy	6	12x1.5	10.5	8.5	12	12.53	12	1/4-19	15/32	8.5	1/4	.532	12
	8	14x1.5	12.5	8.5	14	14.53	12	1/4-19	15/32	8.5	1/4	.532	12
	10	16x1.5	14.5	8.5	16	16.53	12	3/8-19	19/32	8.5	3/8	.670	12
	12	18x1.5	16.5	8.5	18	18.53	12	3/8-19	19/32	8.5	3/8	.670	12
	14	20x1.5	18.5	10.5	20	20.65	14	1/2-14	3/4	10.5	1/2	.839	14
	16	22x1.5	20.5	10.5	22	22.65	14	1/2-14	3/4	10.5	1/2	.839	14

Metric Stand Pipe Assembly

A metric stand pipe assembly is comprised of three components attached to a male fitting. The components are: a Stand Pipe Tube, Bite Sleeve and Metric Nut. The nut is placed over the Stand Pipe, followed by the Bite Sleeve (see illustration below). For DIN light assemblies, a DIN light metric nut is used. For DIN heavy assemblies, a DIN heavy metric nut is used. The Bite Sleeve and Stand Pipe are selected on the basis of tube O.D.

Metric Standpipe Assembly



DIN 2353 Male Fitting Body (MDL) **Bite Sleeve** **Nut** **Standpipe Fitting (MSP)**

Metric Stand Pipe DIN Tube O.D. (mm)	Bite Sleeve DIN Tube O.D. (mm)	Metric Nut Thread
		Light
6	6	M12x1.5
8	8	M14x1.5
10	10	M16x1.5
12	12	M18x1.5
15	15	M22x1.5
18	18	M26x1.5
22	22	M30x2.0
28	28	M36x2.0
35	35	M45x2.0
42	42	M52x2.0

Foreign Thread Types – Japanese

There are two popular types of coupling styles in Japan, Japanese Industrial Standard and Komatsu. These couplings look similar to Male JIC and Female JIC Swivel couplings. However there are two major differences: The threads are BSP and the seat angle is only 30° instead of 37° for JIC.

1. **Japanese Industrial Standard.** Most Japanese equipment uses this type of coupling with a 30° seat and British Standard Pipe Parallel threads. They are not interchangeable with British couplings, since the flare is not inverted.
2. **Komatsu.** All Komatsu equipment uses couplings with a 30° seat and metric fine threads. All flanges are Code 61 or Code 62, except -10 which utilizes a special Komatsu-style flange that does not conform to SAE standard sizing.

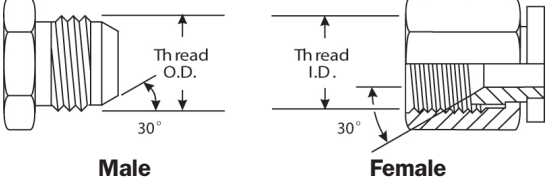
Japanese 30° Flare Parallel Threads

The Japanese 30° flare male connector will mate with a Japanese 30° flare female only.

The male and female have straight threads and a 30° seat. The seal is made on the 30° seat.

The threads on the Japanese 30° flare connector conform to JIS B 0202, which are the same as the BSPOR threads. Both the British and Japanese connectors have a 30° seat, but they are not interchangeable because the British seat is inverted.

Japanese 30° Flare



Male (MJIS) **Female (FJISX)**

Dash Size	Nominal Size (in)	Thread Size	Female Thread I.D. (in)	Male Thread O.D. (in)
-2	1/8	1/8 – 28	11/32	3/8
-4	1/4	1/4 – 19	7/16	17/32
-6	3/8	3/8 – 19	19/32	21/32
-8	1/2	1/2 – 14	3/4	13/16
-10	5/8	5/8 – 14	13/16	29/32
-12	3/4	3/4 – 14	15/16	1-1/32
-16	1	1 – 11	1-13/16	1-15/16
-20	1-1/4	1-1/4 – 11	1-17/32	1-21/32
-24	1-1/2	1-1/2 – 11	1-25/32	1-7/8
-32	2	2 – 11	2-7/32	2-11/32

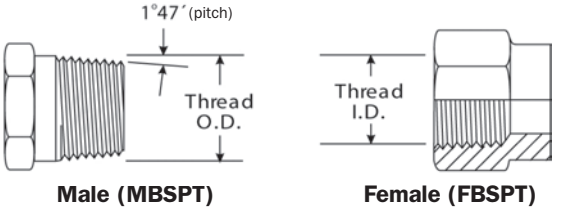
Japanese Tapered Pipe Thread

The Japanese tapered pipe thread connector is identical to and fully interchangeable with the BSPT (tapered) connector. The Japanese connector does not have a 30° flare and will not mate with the BSPOR female.

The threads conform to JIS B 0203, which are the same as BSPT threads.

The seal on the Japanese tapered pipe thread connector is made on the threads.

Japanese Tapered Pipe Thread



Male (MBSPT) **Female (FBSPT)**

Dash Size	Nominal Size (in)	Thread Size	Female Tapered Thread I.D. (in)	Male Tapered Thread O.D. (in)
-2	1/8	1/8 – 28	11/32	3/8
-4	1/4	1/4 – 19	7/16	17/32
-6	3/8	3/8 – 19	19/32	21/32
-8	1/2	1/2 – 14	3/4	13/16
-12	3/4	3/4 – 14	15/16	1-1/32
-16	1	1 – 11	1-13/16	1-15/16
-20	1-1/4	1-1/4 – 11	1-17/32	1-21/32
-24	1-1/2	1-1/2 – 11	1-25/32	1-7/8
-32	2	2 – 11	2-7/32	1-11/32
-32	2	2 – 11	2-7/32	2-11/32

Foreign Thread Types – Japanese – Continued

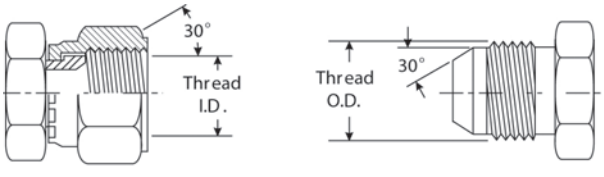
Komatsu Style 30° Flare Parallel Threads

The Komatsu style 30° flare parallel thread connector is identical to the Japanese 30° flare parallel thread connector except for the threads. The Komatsu style connector uses metric fine threads which conform to JIS B 0207. Gates identifies these as Komatsu-style by marking the hex nuts with two small notches.

The Komatsu style connector seals on the 30° flare.

Dash Size	Nominal Size (in)	Nominal Size (mm)	Thread Size	Female Thread I.D. (mm)	Male Thread (O.D.) (mm)
-4	1/4	6.4	M14x1.5	12.5	14
-6	3/8	9.5	M18x1.5	16.5	18
-8	1/2	12.7	M22x1.5	20.5	22
-10	5/8	15.9	M24x1.5	22.5	24
-12	3/4	19.1	M30x1.5	28.5	30
-16	1	25.4	M33x1.5	31.5	33
-20	1-1/4	31.8	M36x1.5	34.5	36
-24	1-1/2	38.1	M42x1.5	40.5	42

Komatsu Style 30° Flare



Female (FKX) **Male (MK)**

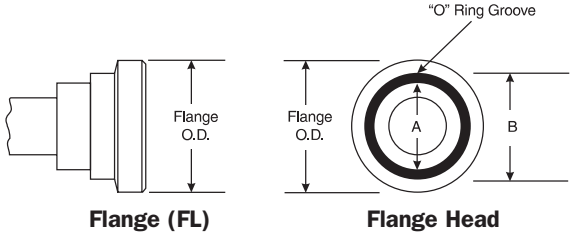
Komatsu Style Flange Fitting

The Komatsu style flange fitting is nearly identical to and fully interchangeable with the SAE Code 61 flange fitting. In all sizes the o-ring dimensions are different. When replacing a Komatsu style flange with an SAE style flange, an SAE style o-ring must always be used.

Dash Size	Nominal Size (in)	Nominal Size (mm)	Flange O.D. (in)	A (in)	B (in)
-8	1/2	12.7	1.188	.728	.984
-10*	5/8	15.9	1.345	.728	1.102
-12	3/4	19.1	1.500	.846	1.220
-16	1	25.4	1.750	1.122	1.496
-20	1-1/4	31.8	2.000	1.358	1.732
-24	1-1/2	38.1	2.375	1.750	2.125
-32	2	50.8	2.812	2.225	2.559

*(-10 is a non-SAE size flange)

Komatsu Style Flange Fitting

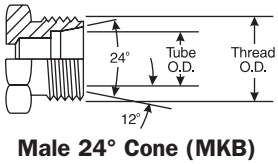


Flange (FL) **Flange Head**

Metric Kobelco

These are similar to the German DIN 24° cone, but the DIN style uses courser threads. Therefore, the Kobelco and German DIN are not interchangeable for female Kobelco (see French GAZ 24° swivel).

Dash Size	Metric Thread Size	Female Thread I.D. (mm)	Male Thread O.D. (mm)
-22	M30X1.5	28	30
-28	M36X1.5	34	36
-35	M45X1.5	43	45



Male 24° Cone (MKB)