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Contents

Fuel Nozzles 2
Fuel Receivers 8
Vents 9
Pressureless 10
Couplers 12
Matrix 17
Nozzle Tech 22

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All rights reserved. No parts of this publication may be reproduced or transmitted in any form or by any means electronic or mechanical including photography, recording or any information storage or retrieval system without prior permission from Fast Fill Systems.
The Classic nozzle contains traditional components that have been in use for decades. This all-metal nozzle provides the operator with a familiar, proven piece of quality equipment that has a long history of being the standard nozzle of the heavy equipment industry.

**FS-N150Cp**

Max Operating Pressure
5.17 BAR 75 PSI

Max Flow Rate
567 LPM

Min Flow Rate
94.5 LPM

Fuel Inlet Port
38.1 MM 1-1/2 IN

Weight
3.515 KG 7.75 LBS

Latching Mechanism
Metal Latching Dogs

Minimum Operating Temp
-30 ºC
The Pitboss diesel fuel nozzle (FS-N150PB) is perfect for users looking for a durable and forgiving diesel fueling solution. The Elastodog latching mechanism improves latching under harsh conditions and the piston-driven shut off engagement improves longevity.

- Powder coated non-slip finish for better grip.
- All-metal construction and fewer internal components.
- Plugs are available and strongly recommended.

**Variations**

- Standard with plug
- Underground mining
- Brine Resistant

<table>
<thead>
<tr>
<th>FS-N150PBp</th>
<th>FS-N150PBu</th>
<th>FS-N150PB-BR</th>
</tr>
</thead>
<tbody>
<tr>
<td>Standard with plug</td>
<td>Underground mining</td>
<td>Brine Resistant</td>
</tr>
</tbody>
</table>

**Parameters**

- **Max Operating Pressure**
  - 5.17 BAR
  - 75 PSI
- **Max Flow Rate**
  - 567 LPM
  - 150 GPM
- **Min Flow Rate**
  - 94.5 LPM
  - 25 GPM
- **Fuel Inlet Port**
  - 38.1 LPM
  - 1-1/2 IN
- **Weight**
  - 2.948 KG
  - 6.5 LBS
- **Latching Mechanism**
  - Elastodog Clips
- **Minimum Operating Temp**
  - -30 °C
The Sureloc diesel fuel nozzle has proven reliable even in the harshest environments. It is customisable to meet specific needs. Its durable, all-metal construction and thick wall main housing makes it optimal for heavy duty operations. The latching mechanism consists of twelve stainless steel ball bearings for a secure latch. Available with either piston or diaphragm control shut off and two flow rate and inlet options, it is our most versatile nozzle.

- Powder coated non-slip finish for better grip.
- Sturdy build for greatly increased lifespan.
- Ball bearing latching for secure connection.
- Withstands extreme temperatures.

**Variations**

- Standard with plug
- Diaphragm Driven
- 2” Fuel Inlet
- 2” High Flow 800 LPM/ 211 GPM

**FS-N150PSLp**

- Powder coated non-slip finish for better grip.
- Sturdy build for greatly increased lifespan.
- Ball bearing latching for secure connection.
- Withstands extreme temperatures.

- Fuel Adaptor Used to splash fill a tank with any fast fill nozzle.

**FS-S150, FS-S200, FS-S215**

- Straight Hose Swivel with all aluminium construction.

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**FS-N150SL**

**FS-N150SL-2**

**FS-N150SL800**

**FS-PSL800**
The Titan diesel fuel nozzle blends elements from our Pitboss fuel nozzle with a compact design to create the most compact, lightest diesel fuel nozzle in the industry. In addition to the Elastodog latching mechanism and piston-driven shut off, the field replaceable piston cartridge allows the end-user to bring a worn nozzle back to life.

- Powder coated non-slip finish for better grip.
- Compact, light weight design.
- Elastodog latching.
- All metal construction.

FS-N150Tp

FS-N150Tp

The FS-R150SW, 2-1/2” deep socket tool is used to install new and remove worn down or damaged receivers.

FS-R150SW

FS-AB2

Hose safety breakaway coupler with female NPT threads. Available in following sizes: 1”, 1.25”, 1.5”, 2”, 3”, and 3.25”.

FS-AB2
FS-N150Rp

The Raptor combines the best features of our nozzles. It has an Elastodog latch for dirty conditions. It has a sturdy build for better durability.

- Pitboss's latching for easier coupling, even in dirty conditions.
- Sureloc's sturdy build for better durability.

FS-FFF4C

Weld-on flange which provides a recessed, protected fill point. The flange has 2" female threads and accepts the FS-R150S standard fuel receivers, FS-R150CV, or FS-PLA 150-M SV.

FS-FFF5C

Bolt-on flange which provides a recessed, protected fill point. The flange has 2" female threads and accepts the FS-R150S standard fuel receivers, FS-R150CV, or FS-PLA 150-M SV. 5-5/16" x 7/16" bolt pattern.
**FS-R150CVc**

A patented Check Valve Receiver allows fuel to flow in only one direction. Once installed, receivers can be replaced without draining the tank. Spray back from poppet malfunction is eliminated. Fuel theft is minimised. The Check Valve Receiver is compatible with all major manufacturers’ nozzles.

**FS-R150CVSW**

This Check Valve Installation Wrench facilitates installation or removal of the FS-R150CV. The open back design also allows it to be used with FS-R150SW to install or remove the FS-R150CVR.

**Max Operating Pressure** | **Safety** | **Construction** | **Engineering** | **Thread Size** | **Replacement Receiver**
---|---|---|---|---|---
5.17 75 BAR PSI | Eliminates potential fuel spray. | Nickel plated steel. Anodised aluminium. | Replace receiver without draining tank. | Prevents fuel theft. | 2" NPT

**FS-R150Sc**

Our standard diesel fuel receiver is made from solid steel and is nickel-plated to ensure a long service life. Designed to accommodate flow rates up to 800 LPM (211 GPM), Fast Fill Systems fuel receivers are completely compatible with all major manufacturers’ diesel fuel nozzles. Available shut off options: 7, 9, 11, and 12 PSI.

**Max Operating Pressure** | **Compatibility** | **Construction** | **Engineering** | **Thread Size** | **Available in Aluminium**
---|---|---|---|---|---
5.17 75 BAR PSI | Compatible with all major fuel nozzle manufacturers. | Nickel plated steel. Anodised aluminium. | Aluminium poppets instead of plastic. | Custom shut off pressures available. | 2" NPT

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**Fuel Vents**

Standard diesel fuel vents are crucial to the performance of your fuel nozzle. A standard fuel system needs tank pressure to cause the nozzle to shut off. Our all metal construction fuel vents provide excellent durability and versatility with more than 100 different configurations available. A 2” NPT port on top of tank is required.

**FS0-V150**

The basic fuel vent. Available with a standard 5” stem, available with 7” (FS-V150L7) and 12” (FS-V150L12) stems as well.

**FS-V150D**

Reduces fuel theft and tank vandalism. Under-side is threaded with bolt pattern on top. This locks the vent in place. Bolts not included. Not compatible with FS-V150W.

**FS-V150SR**

Used with the FS-V150 where additional over-fill relief is needed. Has a safety relief valve to protect tank from over filling if a nozzle fails. Opens up tank when pressure hits over 13 PSI.

**FS-V150A**

2” FNPT steel half coupling included. This vent is commonly used in retrofit applications where the required 2” NPT port did not exist. (Requires welding)

**FS-V150W**

Whistles when tank reaches internal pressure of 5-7 PSI. This creates a clear signal to operator that nozzle should be shutting off.

**FS-V150B**

Bolt on 2” NPT flange included. Commonly used where 2” NPT ports are not available. Drill and tapping is required. Cork seal included, bolts are not.

**Filter Vents**

Protect your tank from atmospheric dust accumulation. The dual check valve system allows air to freely vent from the tank through the large vent check valve at rates up to 300 GPM, and directs all air entering the tank through the 3 micron filter media.

**FS-FFV150-PL**

1” NPT direct mount configuration of our filter vent.

**FS-FFV150-LP**

1” NPT direct mount configuration of our filter vent. Low profile.

**FS-FFV150**

Universal mounting bracket for easy installation. Used for remote mounting.

**FS-FFV150-HV VB**

Vacuum break check valve for implosion protection. Discharges air at over 300 GPM. 2” Female NPT Inlet port. Vacuum break crack pressure: 1.5 PSI. Exhaust and breather check valve crack pressure: 0.25 PSI.
Pressureless Application

The Fast Fill Systems Pressureless Diesel Fueling System allows automatic shutoff without introducing pressure to the tank. This is a positive shut off system, which closes the shut off valve by sensing the fluid level in the tank.

This system was designed to be used with pressure sensitive nozzles such as the Fast Fill Systems Pitboss and Sureloc. For use with non-pressure sensitive nozzles such as our FS-N150SB bulk transfer nozzle, a pressure switch and time-delay relay on the pump system is recommended. The pressure switch and time-delay relay act as a safeguard against dead-head conditions when the shut off valve closes.

FS-PLP-6

Our Teflon and stainless steel braided signal line can be used both internally and externally. Standard length of 10’. Custom sizes available.

<table>
<thead>
<tr>
<th>Max Operating Pressure</th>
<th>Min Operating Pressure</th>
<th>Min Flow Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>517 kPa 75 PSI</td>
<td>35 kPa* 5 PSI</td>
<td>95 LPM 25 GPM</td>
</tr>
</tbody>
</table>

*Requirement at the nozzle. Additional plumbing between the pump and the diesel fuel nozzle will add additional pressure drop to the system.

FS-PLA150-M VLCE

The vent/level control system operates using 5” long, 1/2” NPT piping, allowing for compatibility with more than 80% of heavy equipment used worldwide. 5” length pipe can be extended by cutting and threading a 1/2” pipe to reach the desired shut off level. The VLCE includes extra 1/2” pipe nipples that comes in 2” and 3” lengths and the necessary Loctite thread lock to secure your pipe. Other features include external and internal signal line ports and integrated roll over spill protection. The VLCE is precisely engineered to function on the largest tanks with only 4” of operating space. 16” of clearance required for installation.

<table>
<thead>
<tr>
<th>Max Flow Rate</th>
<th>Diesel Fuel Nozzle Shut off Pressure</th>
</tr>
</thead>
<tbody>
<tr>
<td>568 LPM</td>
<td>48 kPa 7 PSI</td>
</tr>
<tr>
<td>150 GPM</td>
<td></td>
</tr>
<tr>
<td>800 LPM*</td>
<td></td>
</tr>
<tr>
<td>200 GPM*</td>
<td></td>
</tr>
</tbody>
</table>

*Flow rates of 200 GPM/ 800 LPM possible when used with diesel fuel nozzles rated for such, e.g. FS-N150SL800
The typical inlet/shut off valve for a Pressureless system. Designed to be mounted directly to the tank. Requires 2" NPT on the tank and 8-10" of space for installation. 211 GPM max. A receiver may be mounted directly or remotely to the valve (see FS-AD150 and FS-AD150J).

FS-PLA150-M SV

Inlet Shut off Valve

The typical inlet/shut off valve for a Pressureless system. Designed to be mounted directly to the tank. Requires 2" NPT on the tank and 8-10" of space for installation. 211 GPM max. A receiver may be mounted directly or remotely to the valve (see FS-AD150 and FS-AD150J).

FS-PLA150-M SVEBH

Inlet Shut off Valve

FS-PLA150-M RRM2

Remote Mount Can

FS-PLA150-M SV61-E

Inlet Shut off Valve

Flange mounted shut off valve with 6 bolt pattern designed to replace the FFF5C bolt-on bellhousing. External #6 JIC signal line connection.

FS-PLA150-M SV FE

Inlet Shut off Valve

Flange mounted shut off valve with 6 bolt 5-3/4" pattern. Includes 2-Piece direct mount receiver and external #6 JIC signal line connection.

FS-PLA150-M EP

Evac Port

Receiver replacement evacuation port allows draining of the fuel tank from the standard fill point using a Fast Fill Systems diesel fuel nozzle or our FS-N150SB bulk transfer nozzle.

FS-PLA150-M VF

Receiver Flange

CAT 120mm 6-bolt vent flange.

FS-AD150J

2" JIC Adaptor

Used to adapt from the proprietary thread in our shut off and check valves to a 2” Male JIC.

FS-AD150

2" NPT Adaptor

Used to adapt from the proprietary thread in our shut off and check valves to a 2” Female NPT.

FS-N150SB

Bulk Nozzle

Provides a higher flow rate than conventional high-flow nozzles for bulk filling. Constructed from aluminium. Has 12 stainless steel latching balls, 2 wiper seals, and actuating ring with non-slip knurled surface.

FS-R150-TL70-J

Twist Lock Receiver

2 Piece .70mm “Twist Lock” receiver for pressureless applications.

FS-PLA150-M PTF

Plastic Tank Adaptor

2" NPT adaptor is designed for plastic fuel tanks. Provides the 2” NPT necessary for Pressureless systems.

FS-PLA150-M PTSF

Plastic Tank Adaptor

2" NPT adaptor for plastic fuel tanks. Works well with CAT plastic tanks and fits most CAT splash fill caps.

FS-PLA150-M RF

Receiver Flange

2" NPT 6-bolt pattern receiver flange fits CAT 5 3/4" PT#221-5303
The FS-PLA80 brings Pressureless fueling to applications where it was once unavailable. This all-in-one drop in system fits standard 2” NPT inlets and enables individual tank fill and shut off for single or multi tank configurations. Once the fuel level reaches 90-95% capacity, each tank will automatically shut off, eliminating under/over filling. The auto shut off feature works with all standard fuel nozzles (up to 80 GPM). With filtered venting and a dry break fill point, contamination is dramatically decreased. This product is ideal for agriculture, small construction, oil extraction and mass transit equipment because of its compact design and ease of installation.

**Features**

- System easily monitored
- Fills and vents through the same unit
- Completely pressureless operation
- Automatic independent tank shut off
- Remote receiver mounting
- Remote or direct filter vent mounting
- 1-1/4” FNPT fuel inlet threads
- 1” FNPT vent port threads
- Standard weight: 3.92 lbs | 1.78 kg

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### Max High Flow Rate

<table>
<thead>
<tr>
<th>Flow Rate</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>302</td>
<td>LPM</td>
</tr>
<tr>
<td>80</td>
<td>GPM</td>
</tr>
</tbody>
</table>

### Max Standard Flow Rate

<table>
<thead>
<tr>
<th>Flow Rate</th>
<th>Unit</th>
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</thead>
<tbody>
<tr>
<td>151</td>
<td>LPM</td>
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<tr>
<td>40</td>
<td>GPM</td>
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### Min Flow Rate

<table>
<thead>
<tr>
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<th>Unit</th>
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</thead>
<tbody>
<tr>
<td>19</td>
<td>LPM</td>
</tr>
<tr>
<td>5</td>
<td>GPM</td>
</tr>
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</table>

### Max Operating Temperature

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>150</td>
<td>°F</td>
</tr>
<tr>
<td>65.6</td>
<td>°C</td>
</tr>
</tbody>
</table>

### Min Operating Temperature

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>-30</td>
<td>°F</td>
</tr>
<tr>
<td>-34.4</td>
<td>°C</td>
</tr>
</tbody>
</table>

* Check Minimum flow rate for nozzle.
**FS-PLA80 Hydraulic Application**

The same FS-PLA80 that we developed for small tank diesel applications has been tested and configured for use with hydraulic fluid and diaphragm pumps. Using the FS-R150Sc and FS-SB150, hydraulic tanks can be reliably filled with pressureless shut off up to 125 psi pump pressure. Flow rate will vary depending on the viscosity of the fluid.

### Standard Couplers

Four widely used couplers have been the industry standard for decades. They were designed for transferring the primary fluids used on heavy equipment: Crankcase, Coolant, Hydraulic and Transmission fluids. Nozzle and receiver pairs only connect with their corresponding size and colour.

**Crankcase**

**FS-OS100**

The oil sampling valve is used with an existing crankcase line to allow oil samples to be drawn.

**FS-N100p**

**FS-R100c**

**FS-R100Jc**

---

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
<th>Latching Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.3051 SQ IN</td>
<td>3/4&quot; MNPT</td>
<td>3/4&quot; MNPT</td>
<td>Pin latching</td>
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Max Operating Temperature

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Min</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>°F</td>
<td>-30</td>
<td>125</td>
</tr>
<tr>
<td>°C</td>
<td>-34.4</td>
<td>85</td>
</tr>
</tbody>
</table>

Max Hydraulic Operating Pressure

<table>
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<tr>
<th>PSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>125</td>
</tr>
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</table>

Min Operating Temperature

<table>
<thead>
<tr>
<th>Temperature</th>
<th>Min</th>
<th>Max</th>
</tr>
</thead>
<tbody>
<tr>
<td>°F</td>
<td>150</td>
<td>150</td>
</tr>
<tr>
<td>°C</td>
<td>65.6</td>
<td>65.6</td>
</tr>
</tbody>
</table>

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**Operational Range**

- **Crankcase**
  - Visible Height: 49 MM 1.93 IN
  - Height: 70.3 MM 2.77 IN

- **FS-R100c**
  - Visible Height: 42.5 MM 1.68 IN
  - Height: 63.5 MM 2.5 IN

- **FS-R100Jc**
  - Visible Height: 97.8 MM 3.85 IN
  - Height: 97.8 MM 3.85 IN

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**Hydraulic**

- **PSI**
  - Min: -30
  - Max: 125
# Hydraulic

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
<th>Latching Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.2212 SQ IN</td>
<td>3/4&quot; FNPT</td>
<td>3/4&quot; MNPT</td>
<td>Dog Teeth *Ball Bearing</td>
</tr>
</tbody>
</table>

# Coolant

<table>
<thead>
<tr>
<th>Max Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
<th>Latching Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.1122 SQ IN</td>
<td>1/2&quot; MNPT</td>
<td>1/2&quot; MNPT</td>
<td>Pin latching</td>
</tr>
</tbody>
</table>

# Transmission

<table>
<thead>
<tr>
<th>Max Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
<th>Latching Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.1136 SQ IN</td>
<td>1/2&quot; MNPT</td>
<td>1/2&quot; MNPT</td>
<td>Dog Teeth</td>
</tr>
</tbody>
</table>
**R Series Couplers**

Used for remote bulk-head mounting for common fluids. The receiver’s dual threads are designed to allow bulk-head mounting using the male thread and connection of a hose to the leak-free female ORB thread. R series couplers DO NOT connect with Standard couplers.

---

**Universal Couplers**

For both Crankcase and Coolant, these Universal Nozzles fit Standard and R-Series Crankcase and Coolant Receivers.

---

**Crankcase**

**FS-N100Rp**

- Visible Height: 56.7 mm (2.23 in)
- Height: 76.9 mm (3.03 in)

**FS-R100Rc**

- Visible Height: 42.1 mm (1.66 in)
- Height: 67.2 mm (2.64 in)

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**Hydraulic**

**FS-N300Rp**

- Visible Height: 68.1 mm (2.68 in)
- Height: 93.9 mm (3.69 in)

**FS-R300Rc**

- Visible Height: 42.9 mm (1.69 in)
- Height: 72.5 mm (2.85 in)

---

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
<th>Latching Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.3640 SQ IN</td>
<td>3/4” FNPT</td>
<td>OD 1-5/8” 12 TPI ID 1-5/16” 12 TPI</td>
<td>Ball Latching</td>
</tr>
</tbody>
</table>

---

**Service Box**

For both Crankcase and Coolant, these Universal Nozzles fit Standard and R-Series Crankcase and Coolant Receivers.
**FS-SB100**

 Boxes can be configured to house any number or type of receivers. By consolidating the location of couplers, speed and safety are increased.

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**Coolant**

**FS-N200Rp**

<table>
<thead>
<tr>
<th>Max Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.136 SQ IN</td>
<td>1/2&quot; FNPT</td>
<td>OD 1-3/16&quot; 12 TPI ID</td>
</tr>
</tbody>
</table>

**FS-R200Rc**

<table>
<thead>
<tr>
<th>Max Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
<th>Latching Mechanism</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.2285 SQ IN</td>
<td>3/4&quot; FNPT</td>
<td>OD 1-5/16&quot; 12 TPI ID</td>
<td>Ball Latching</td>
</tr>
</tbody>
</table>

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**Transmission**

**FS-N400Rp**

<table>
<thead>
<tr>
<th>Max Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.2285 SQ IN</td>
<td>3/4&quot; FNPT</td>
<td>OD 1-5/16&quot; 12 TPI ID</td>
</tr>
</tbody>
</table>

**FS-R400Rc**

<table>
<thead>
<tr>
<th>Max Operating Pressure</th>
<th>Burst Pressure</th>
<th>Flow Area</th>
<th>Nozzle Thread</th>
<th>Receiver Thread</th>
</tr>
</thead>
<tbody>
<tr>
<td>34.5 BAR 500 PSI</td>
<td>103.4 BAR 1500 PSI</td>
<td>.2285 SQ IN</td>
<td>3/4&quot; FNPT</td>
<td>OD 1-5/16&quot; 12 TPI ID</td>
</tr>
</tbody>
</table>
The Matrix Flat Face coupling line is the ultimate solution in no-hassle, contaminate free filling. The “Flat Face” surface on the nozzle allows ease in wiping the dust and dirt from the front end of the nozzle, before coupling, to ensure contaminant-free fluid delivery. The “Flat Face” series includes 13 colour-coded nozzles and receivers designed to physically interlock with only their respective matching colour.

**Flat Face Matrix 200 Series**

The Matrix Flat Face coupling line is the ultimate solution in no-hassle, contaminate free filling. The “Flat Face” surface on the nozzle allows ease in wiping the dust and dirt from the front end of the nozzle, before coupling, to ensure contaminant-free fluid delivery. The “Flat Face” series includes 13 colour-coded nozzles and receivers designed to physically interlock with only their respective matching colour.

**FS-FFET 290**

One way evac tool acts as a master key to drain all receivers in Flat Face series.

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**Operating Pressure**

<table>
<thead>
<tr>
<th>BAR</th>
<th>PSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>103</td>
<td>1500</td>
</tr>
</tbody>
</table>

**3/4” Thread**

- Nozzle: FNPT
- Receiver: MNPT

**Construction**


**JIC**

All receivers are capable of a JIC fitting.

**Caps Recommended**

- FS-FFN210
- FS-FFR210
- GREEN
- FS-FFN220
- FS-FFR220
- BLUE
- FS-FFN230
- FS-FFR230
- PURPLE
- FS-FFN240
- FS-FFR240
- GREY
- FS-FFN250
- FS-FFR250
- TEAL
- FS-FFN260
- FS-FFR260
- ORANGE
- FS-FFN270
- FS-FFR270
- CLEAR
- FS-FFN280
- FS-FFR280
- YELLOW
- FS-FFN285
- FS-FFR285
- BROWN
- FS-FFN220
- FS-FFR220
- PINK
- FS-FFN275
- FS-FFR275
- RED
- FS-FFN255
- FS-FFR255
- PINK
- FS-FFN245
- FS-FFR245
- CLEAR
- FS-FFN220
- FS-FFR220
- TEAL
- FS-FFN275
- FS-FFR275
- YELLOW
- FS-FFN255
- FS-FFR255
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- FS-FFN245
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- RED
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- PURPLE
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- FS-FFR255
- GREY
- FS-FFN245
- FS-FFR245
- PURPLE
- FS-FFN220
- FS-FFR220
- GREEN

---

**Actuator Width**

- 56.4 MM
- 2.22 IN
- 62 MM
- 2.44 IN

**Height**

- 95.4 MM
- 3.76 IN
- 94 MM
- 3.69 IN

**Hex Width**

- 57.2 MM
- 2.25 IN
- 60.3 MM
- 2.38 IN

**Actuator Height**

- 69.6 MM
- 2.74 IN
- 68.2 MM
- 2.68 IN

**Visible Height**

- 61.6 MM
- 2.43 IN
- 60.6 MM
- 2.39 IN

**Hex Height**

- 50.8 MM
- 2 IN

**Operating Pressure**

<table>
<thead>
<tr>
<th>BAR</th>
<th>PSI</th>
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<tbody>
<tr>
<td>103</td>
<td>1500</td>
</tr>
</tbody>
</table>

**3/4” Thread**

- Nozzle: FNPT
- Receiver: MNPT

**Construction**


**JIC**

All receivers are capable of a JIC fitting.

**Caps Recommended**

- FS-FFN210
- FS-FFR210
- GREEN
- FS-FFN220
- FS-FFR220
- BLUE
- FS-FFN230
- FS-FFR230
- PURPLE
- FS-FFN240
- FS-FFR240
- GREY
- FS-FFN250
- FS-FFR250
- TEAL
- FS-FFN260
- FS-FFR260
- ORANGE
- FS-FFN270
- FS-FFR270
- CLEAR
- FS-FFN280
- FS-FFR280
- YELLOW
- FS-FFN285
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**Actuator Width**

- 56.4 MM
- 2.22 IN
- 62 MM
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**Height**

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**3/4” Thread**

- Nozzle: FNPT
- Receiver: MNPT

**Construction**


**JIC**

All receivers are capable of a JIC fitting.

**Caps Recommended**

- FS-FFN210
- FS-FFR210
- GREEN
- FS-FFN220
- FS-FFR220
- BLUE
- FS-FFN230
- FS-FFR230
- PURPLE
- FS-FFN240
- FS-FFR240
- GREY
- FS-FFN250
- FS-FFR250
- TEAL
- FS-FFN260
- FS-FFR260
- ORANGE
- FS-FFN270
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- CLEAR
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- FS-FFN275
- FS-FFR275
- ORANGE
- FS-FFN255
- FS-FFR255
- GREY
- FS-FFN245
- FS-FFR245
- PURPLE
- FS-FFN220
- FS-FFR220
- GREEN
Matrix 300 Series

Matrix 34 is a series of proprietary couplers designed to prevent cross-contamination of fluids. Matrix couplers work at a higher pressure and flow rate than standard couplers. Each of the 10 nozzles and receivers in the matrix line is colour-coded and designed to physically interlock with only its matching colour.

### FS-ET 290

One way evac tool acts as a master key to drain all 300 series receivers.

<table>
<thead>
<tr>
<th>Operating Pressure</th>
<th>3/4: Thread</th>
<th>Construction</th>
<th>JIC</th>
<th>Caps &amp; Plugs Recommended</th>
</tr>
</thead>
<tbody>
<tr>
<td>103 BAR 1500 PSI</td>
<td>Nozzle FNPT Receiver MNPT</td>
<td>Anodised aluminium. Nickel plated steel. Colour coded and keyed to prevent cross contamination.</td>
<td>All receivers are capable of a JIC fitting.</td>
<td></td>
</tr>
</tbody>
</table>
**MX High Flow Series**

Fast Fill Systems now offers the next generation of High Flow Dry-Break Couplers. Constructed from steel for sure latching and durability, the MX-Series comes in 7 different Nozzle-Receiver pairs that can only be connected to their matching colours, eliminating any possibility of cross-contamination. With a robust, grip enhancing actuating ring and solid aluminium caps and plugs, these 1" Dry-Break connectors have been engineered for more than just high flow rates - they are engineered to last!

**FS-MXET-1**

Evac tool acts as a master key to drain all receivers in MX series.

---

**Operating Pressure**

- 34.5 BAR
- 500 PSI

**1" Threads**

- Nozzle: FNPT
- Receiver: MNPT

**Construction**

**FS-GN210 | FS-GR210**

The Grease Matrix is a revolutionary patent pending product. This is the first flat-face dry break coupler that will connect and disconnect while maintaining supply pressure. This bulk filling grease coupler will perform with greater efficiency and safety. The system will not allow grease transfer until the couplers are connected properly. This coupler is available in 3/4”, with a maximum deadhead pressure of 5,000 PSI at the integrated ball valve.

*Not for use with pressurised or auto-shut off systems.*
Nozzle Rebuilds

Nozzle Tech's rebuild service is more than cleaning parts and lubing seals. Our trained technicians inspect nozzles inside and out. After troubleshooting, the nozzle is rebuilt with new parts, polished, and powder coated. Some say a refurbished nozzle works even better than a new one. Send us your used nozzles today.
FAST FILL SYSTEMS
CATALOGUE

Call 134-222
National Service 24 hours - 7 days
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