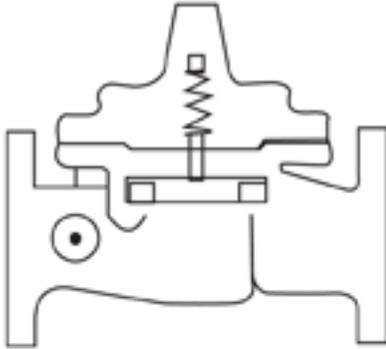


# CLA-VAL

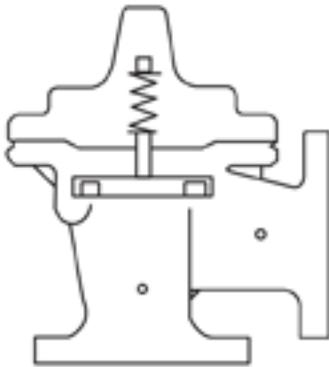
**AUTOMATIC CONTROL VALVES**

**58-01/658-01**

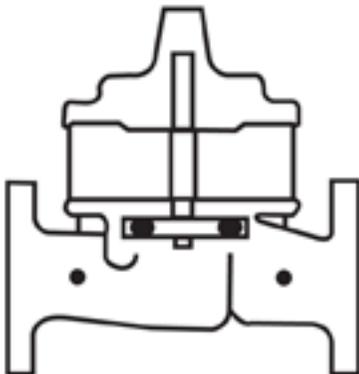
Place this manual with personal responsible  
for maintenance of this valve



## ***INSTALLATION***



## ***OPERATION***



## ***MAINTENANCE***



NEWPORT BEACH, CALIFORNIA

CATALOG NO. 58-01/658-01

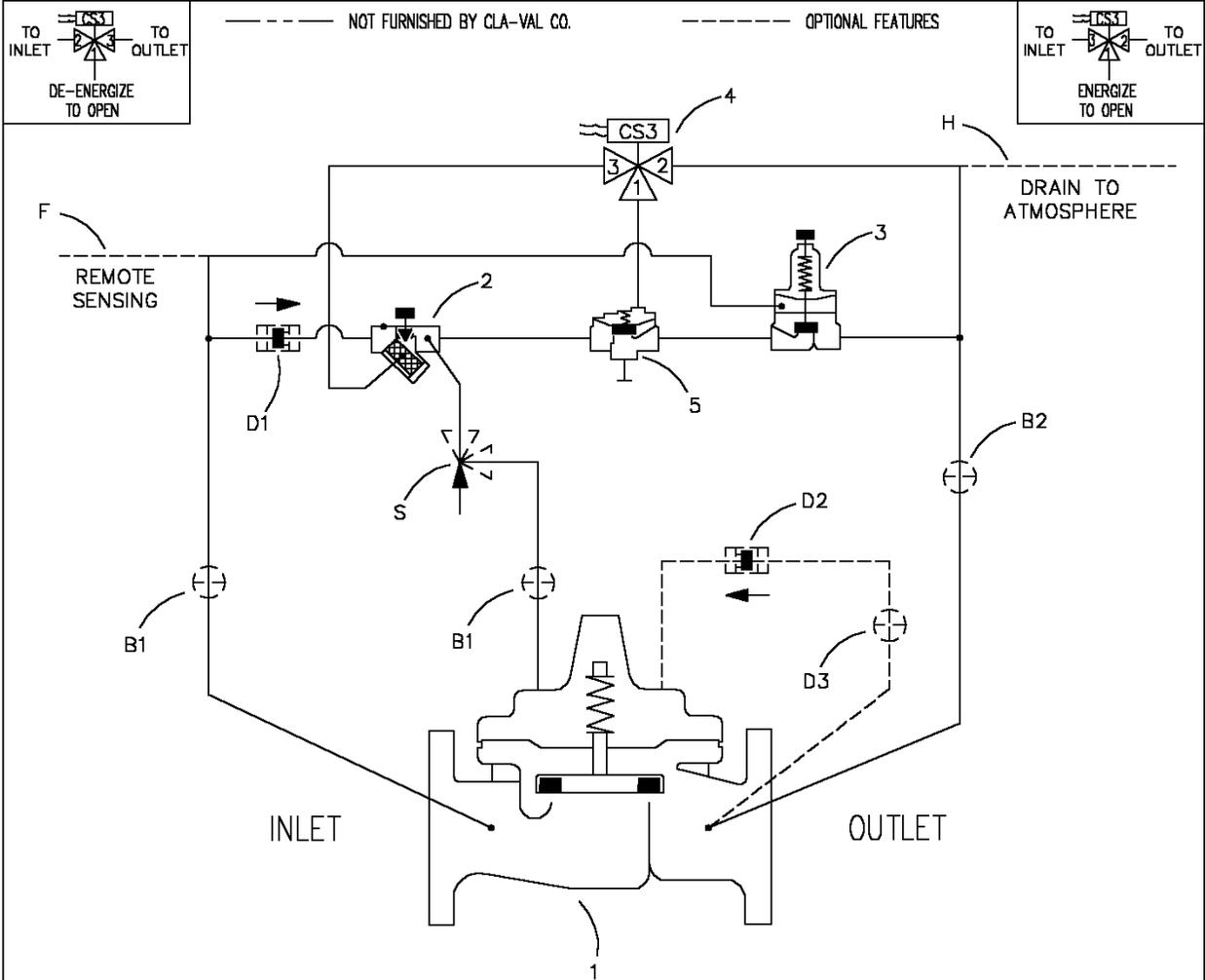
DRAWING NO. 83002

REV. F

TYPE OF VALVE AND MAIN FEATURES

COMBINATION BACK PRESSURE AND SOLENOID SHUTOFF VALVE

DESIGN		
DRAW	JD	1-8-79
CHK'D	CH	1-16-79
AP'VD	WAL	1-16-79



ITEM NO.	BASIC COMPONENTS	QTY
1	100-01 HYTROL (58-01) MAIN VALVE	1
	100-20 HYTROL (658-01) MAIN VALVE	
2	X42N-3 STRAINER & NEEDLE VALVE	1
3	CRL PRESSURE RELIEF CONTROL	1
4	CS3 SOLENOID CONTROL	1
5	100-01 HYTROL (REVERSE FLOW)	1

OPTIONAL FEATURE SUFFIX		ADDED TO CATALOG NUMBER	
B	CK2 COCK (ISOLATION VALVES)	3	
D	CHECK VALVES WITH COCK	1	
F	REMOTE PILOT SENSING		
H	DRAIN TO ATMOSPHERE		
S	CV FLOW CONTROL (OPENING)	1	

F [CAT. NO WAS 58-01; ADDED 100-20 (658-01) TO ITEM 1 (ECO 14479)]

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DESCRIPTION	DATE	BY	TLC
A-D SEE REVISION FILE			
E ADDED D OPTIONAL FEATURE & REDRAWN ON CAD (ECO 12049)	6-29-91		

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 <b>CLA-VAL CO.</b> NEWPORT BEACH, CALIFORNIA	CATALOG NO.	DRAWING NO.	REV.
	58-01/658-01	83002	F
	TYPE OF VALVE AND MAIN FEATURES		
	COMBINATION BACK PRESSURE AND SOLENOID SHUTOFF VALVE		
DESIGN			
DRAW	JD	1-8-79	
CHK'D	CH	1-16-79	
AP'VD	WAL	1-16-79	

OPERATING DATA

I. SOLENOID CONTROL FEATURE:

SOLENOID CONTROL (4) IS A DIRECT ACTING, 3-WAY SOLENOID CONTROL THAT CHANGES POSITION WHEN THE COIL IS DE-ENERGIZED OR ENERGIZED. THIS APPLIES OR RELIEVES PRESSURE IN THE COVER CHAMBER OF AUXILIARY HYTROL (5), PROVIDING THE OPERATION SHOWN IN THE FOLLOWING TABLE:

		58E-01/658E-01 SERIES		58D-01/658D-01 SERIES	
SOLENOID CONTROL (4)		AUXILIARY HYTROL (5) POSITION	MAIN VALVE (1) POSITION	AUXILIARY HYTROL (5) POSITION	MAIN VALVE (1) POSITION
POSITION	PORTS CONNECTED				
ENERGIZED	1 & 2	OPEN	OPEN UNDER COMMAND OF CONTROL (3)	CLOSED	CLOSED
DE-ENERGIZED	1 & 3	CLOSED	CLOSED	OPEN	OPEN UNDER COMMAND OF CONTROL (3)

II. BACK PRESSURE CONTROL FEATURE:

PRESSURE RELIEF CONTROL (3) IS NORMALLY CLOSED AND RESPONDS TO INLET PRESSURE CHANGES. AN INCREASE IN INLET PRESSURE TENDS TO OPEN CONTROL (3) AND A DECREASE IN INLET PRESSURE TENDS TO CLOSE CONTROL (3). THIS CAUSES MAIN VALVE COVER PRESSURE TO VARY AND THE MAIN VALVE MODULATES (OPENS AND CLOSSES), MAINTAINING A RELATIVELY CONSTANT INLET PRESSURE. WHEN INLET PRESSURE IS LOWER THAN THE SET POINT OF CONTROL (3), CONTROL (3) CLOSSES. THIS PRESSURIZES THE COVER OF THE MAIN VALVE AND THE MAIN VALVE CLOSSES, MAINTAINING THE DESIRED BACK PRESSURE. PRESSURE RELIEF CONTROL (3) ADJUSTMENT: TURN THE ADJUSTING SCREW CLOCKWISE TO INCREASE THE SETTING.

III. CLOSING SPEED CONTROL:

NEEDLE VALVE (2) CONTROLS THE CLOSING SPEED OF THE MAIN VALVE. TURN THE ADJUSTING STEM CLOCKWISE TO MAKE THE MAIN VALVE CLOSE SLOWER. DO NOT CLOSE VALVE (2) COMPLETELY OR THE MAIN VALVE WILL NOT CLOSE. (SUGGESTED INITIAL SETTING OF NEEDLE VALVE IS 1/4 TO 1/2 TURN OPEN.)

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DATE	
BY	
DESCRIPTION	
SEE SHEET 1	
LTR	

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**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.  
58-01/658-01

DRAWING NO.  
83002

REV.  
F

TYPE OF VALVE AND MAIN FEATURES

COMBINATION BACK PRESSURE AND SOLENOID SHUTOFF VALVE

DESIGN

DRAW	JD	1-8-79
CHK'D	CH	1-16-79
AP'VD	WAL	1-16-79

OPERATING DATA—CONTINUED

IV. OPTIONAL FEATURE OPERATING DATA:

SUFFIX B (ISOLATION VALVES)

CK2 COCKS (B1) AND (B2) ARE USED TO ISOLATE THE PILOT SYSTEM FROM MAIN LINE PRESSURE. THESE VALVES MUST BE OPEN DURING NORMAL OPERATION.

SUFFIX D (CHECK VALVES WITH COCK):

WHEN OUTLET PRESSURE IS HIGHER THAN INLET PRESSURE, CHECK VALVE (D2) OPENS AND (D1) CLOSSES. THIS DIRECTS THE HIGHER OUTLET PRESSURE INTO THE MAIN VALVE COVER AND THE MAIN VALVE CLOSSES.

SUFFIX F (REMOTE PILOT SENSING)

REMOTE SENSING PRESSURE IS OBTAINED FROM A POINT UPSTREAM OF THE MAIN VALVE INLET. [SENSING PRESSURE IS OBTAINED FROM THE MAIN VALVE INLET IF SUFFIX (F) IS NOT SPECIFIED].

SUFFIX H (ATMOSPHERIC DRAIN)

PILOT SYSTEM DRAIN LINE IS DISCHARGED TO ATMOSPHERE. [PILOT SYSTEM DRAIN LINE IS CONNECTED TO THE MAIN VALVE OUTLET BOSS IF SUFFIX (H) IS NOT SPECIFIED.]

SUFFIX S (OPENING SPEED CONTROL)

FLOW CONTROL (S) CONTROLS THE OPENING SPEED OF THE MAIN VALVE. TURN THE ADJUSTING STEM CLOCKWISE TO MAKE THE MAIN VALVE OPEN SLOWER.

V. CHECK LIST FOR PROPER OPERATION:

- ( ) SYSTEM VALVES OPEN UPSTREAM AND DOWNSTREAM.
- ( ) AIR REMOVED FROM THE MAIN VALVE COVER AND PILOT SYSTEM AT ALL HIGH POINTS.
- ( ) CK2 COCKS (B1) & (B2) OPEN (OPTIONAL FEATURE).
- ( ) PERIODIC CLEANING OF STRAINER (2) IS RECOMMENDED.
- ( ) VALVE (2) OPEN AT LEAST 1/4 TURN.
- ( ) CORRECT VOLTAGE TO SOLENOID CONTROL (4).

CAD REVISION RECORD — DO NOT REVISE MANUALLY

DATE

BY

DESCRIPTION

SEE SHEET 1

LTR



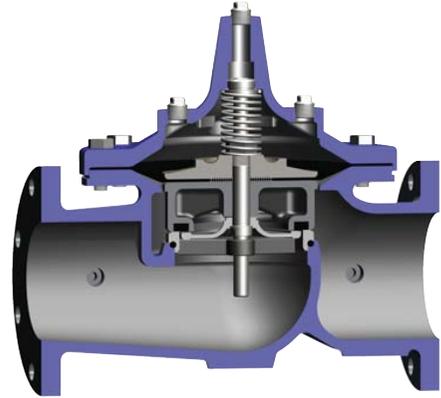


# —MODEL— 100-01 Hytrol Valve

## Description

The Cla-Val Model 100-01 Hytrol Valve is a main valve for Cla-Val Automatic Control Valves. It is a hydraulically operated, diaphragm-actuated, globe or angle pattern valve.

This valve consists of three major components; body, diaphragm assembly, and cover. The diaphragm assembly is the only moving part. The diaphragm assembly uses a diaphragm of nylon fabric bonded with synthetic rubber. A synthetic rubber disc, contained on three and one half sides by a disc retainer and disc guide, forms a seal with the valve seat when pressure is applied above the diaphragm. The diaphragm assembly forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure.



## Installation

1. Before valve is installed, pipe lines should be flushed of all chips, scale and foreign matter.
2. It is recommended that either gate or block valves be installed on both ends of the 100-01 Hytrol Valve to facilitate isolating the valve for preventive maintenance and repairs.
3. Place the valve in the line with flow through the valve in the direction indicated on the inlet nameplate. (See "Flow Direction" Section)
4. Allow sufficient room around valve to make adjustments and for disassembly.
5. Cla-Val 100-01 Hytrol Valves operate with maximum efficiency when mounted in horizontal piping with the cover UP, however, other positions are acceptable. Due to size and weight of the cover and internal components of 8 inch and larger valves,

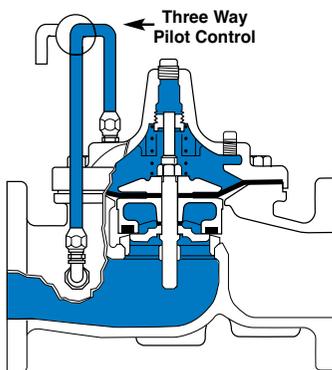
installation with the cover UP is advisable. This makes internal parts readily accessible for periodic inspection.

6. Caution must be taken in the installation of this valve to insure that galvanic and/or electrolytic action does not take place. The proper use of dielectric fittings and gaskets are required in all systems using dissimilar metals.

7. If a pilot control system is installed on the 100-01 Hytrol Valve, use care to prevent damage. If it is necessary to remove fittings or components, be sure they are kept clean and replaced exactly as they were.

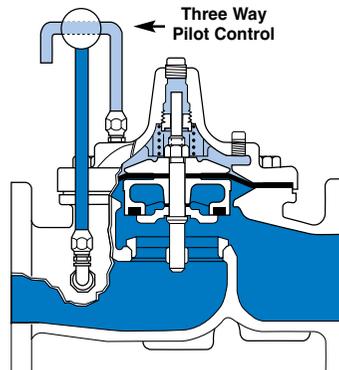
8. After the valve is installed and the system is first pressurized, vent air from the cover chamber and pilot system tubing by loosening fittings at all high points.

## Principles of Operation



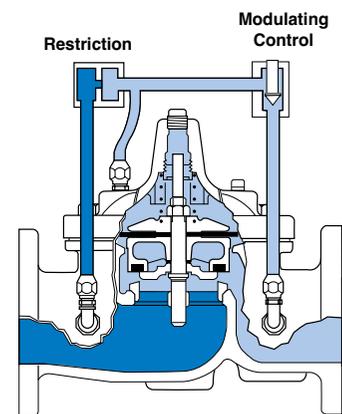
### Tight Closing Operation

When pressure from the valve inlet (or an equivalent independent operating pressure) is applied to the diaphragm chamber the valve closes drip-tight.



### Full Open Operation

When pressure in diaphragm chamber is relieved to a zone of lower pressure (usually atmosphere) the line pressure (5 psi Min.) at the valve inlet opens the valve.



### Modulating Action

Valve modulates when diaphragm pressure is held at an intermediate point between inlet and discharge pressure. With the use of a Cla-Val. "modulating control," which reacts to line pressure changes, the pressure above the diaphragm is varied, allowing the valve to throttle and compensate for the change.

## Flow Direction

The flow through the 100-01 Hytrol Valve can be in one of two directions. When flow is “up-and-over the seat,” it is in “normal” flow and the valve will fail in the open position. When flow is “over-the seat-and down,” it is in “reverse” flow and the valve will fail in the closed position. There are no permanent flow arrow markings.



## Recommended Tools

1. Three pressure gauges with ranges suitable to the installation to be put at Hytrol inlet, outlet and cover connections.
2. Cla-Val Model X101 Valve Position Indicator. This provides visual indication of valve position without disassembly of valve.
3. Other items are: suitable hand tools such as screwdrivers, wrenches, etc. soft jawed (brass or aluminum) vise, 400 grit wet or dry sandpaper and water for cleaning.

## Troubleshooting

The following troubleshooting information deals strictly with the Model 100-01 Hytrol Valve. This assumes that all other components of the pilot control system have been checked out and are in proper working condition. (See appropriate sections in Technical Manual for complete valve).

All trouble shooting is possible without removing the valve from the line or removing the cover. It is highly recommended to permanently install a Model X101 Valve Position Indicator and three gauges in unused Hytrol inlet, outlet and cover connections.

SYMPTOM	PROBABLE CAUSE	REMEDY
Fails to Close	Closed isolation valves in control system, or in main line.	Open Isolation valves.
	Lack of cover chamber pressure.	Check upstream pressure, pilot system, strainer, tubing, valves, or needle valves for obstruction.
	Diaphragm damaged. (See Diaphragm Check.)	Replace diaphragm.
	Diaphragm assembly inoperative. Corrosion or excessive scale build up on valve stem. (See Freedom of Movement Check)	Clean and polish stem. Inspect and replace any damaged or badly eroded part.
	Mechanical obstruction. Object lodged in valve. (See Freedom of Movement Check)	Remove obstruction.
	Worn disc. (See Tight Sealing Check)	Replace disc.
	Badly scored seat. (See Tight Sealing Check)	Replace seat.
Fails to Open	Closed upstream and/or downstream isolation valves in main line.	Open isolation valves.
	Insufficient line pressure.	Check upstream pressure. (Minimum 5 psi flowing line pressure differential.)
	Diaphragm assembly inoperative. Corrosion or excessive buildup on valve stem. (See Freedom of Movement Check)	Clean and polish stem. Inspect and replace any damaged or badly eroded part.
	Diaphragm damaged. (For valves in "reverse flow" only)	Replace diaphragm.

After checking out probable causes and remedies, the following three checks can be used to diagnose the nature of the problem before maintenance is started. They must be done in the order shown.

### Three Checks

The 100-01 Hytrol Valve has only one moving part (the diaphragm and disc assembly). So, there are only three major types of problems to be considered.

**First:** Valve is stuck - that is, the diaphragm assembly is not free to move through a full stroke either from open to close or vice versa.

**Second:** Valve is free to move and can't close because of a worn out diaphragm.

**Third:** Valve leaks even though it is free to move and the diaphragm isn't leaking.

#### CAUTION:

Care should be taken when doing the troubleshooting checks on the 100-01 Hytrol Valve. These checks do require the valve to open fully. This will either allow a high flow rate through the valve, or the downstream pressure will quickly increase to the inlet pressure. In some cases, this can be very harmful. Where this is the case, and there are no block valves in the system to protect the downstream piping, it should be realized that **the valve cannot be serviced under pressure. Steps should be taken to remedy this situation before proceeding any further.**

## Diaphragm Check (#1)

1. Shut off pressure to the Hytrol Valve by slowly closing upstream and downstream isolation valves. **SEE CAUTION.**
2. Disconnect or close all pilot control lines to the valve cover and leave only one fitting in highest point of cover open to atmosphere.
3. With the cover vented to atmosphere, slowly open upstream isolation valve to allow some pressure into the Hytrol Valve body. Observe the open cover tapping for signs of continuous flow. It is not necessary to fully open isolating valve. Volume in cover chamber capacity chart will be displaced as valve moves to open position. Allow sufficient time for diaphragm assembly to shift positions. If there is no continuous flow, you can be quite certain the diaphragm is sound and the diaphragm assembly is tight. If the fluid appears to flow continuously this is a good reason to believe the diaphragm is either damaged or it is loose on the stem. In either case, this is sufficient cause to remove the valve cover and investigate the leakage. (See "Maintenance" Section for procedure.)

### COVER CHAMBER CAPACITY

(Liquid Volume displaced when valve opens)

Valve size (inches)	Displacement	
	Gallons	Liters
1 1/4	.020	.07
1 1/2	.020	.07
2	.032	.12
2 1/2	.043	.16
3	.080	.30
4	.169	.64
6	.531	2.0
8	1.26	4.8
10	2.51	9.5
12	4.00	15.1
14	6.50	24.6
16	9.57	36.2
24	29.00	109.8
30	42.00	197.0
36	90.00	340.0

## Freedom of Movement Check (#2)

4. Determining the Hytrol Valve's freedom of movement can be done by one of two methods.
5. For most valves it can be done after completing Diaphragm Check (Steps 1, 2, and 3). **SEE CAUTION.** At the end of step 3 the valve should be fully open.
6. If the valve has a Cla-Val X101 Position Indicator, observe the indicator to see that the valve opens wide. Mark the point of maximum opening.
7. Re-connect enough of the control system to permit the application of inlet pressure to the cover. Open pilot system cock so pressure flows from the inlet into the cover.
8. While pressure is building up in the cover, the valve should close smoothly. There is a hesitation in every Hytrol Valve closure, which can be mistaken for a mechanical bind. The stem will appear to stop moving very briefly before going to the closed position. This slight pause is caused by the diaphragm flexing at a particular point in the valve's travel and is not caused by a mechanical bind.
9. When closed, a mark should be made on the X101 Valve position indicator corresponding to the "closed" position. The distance between the two marks should be approximately the stem travel shown in chart.

## STEM TRAVEL

(Fully Open to Fully Closed)

Valve Size (inches)		Travel (inches)	
Inches	MM	Inches	MM
1 1/4	32	0.4	10
1 1/2	40	0.4	10
2	50	0.6	15
2 1/2	65	0.7	18
3	80	0.8	20
4	100	1.1	28
6	150	1.7	43
8	200	2.3	58
10	250	2.8	71
12	300	3.4	86
14	350	4.0	100
16	400	4.5	114
24	600	6.5	165
30	800	7.5	190
36	900	8.5	216

10. If the stroke is different than that shown in stem travel chart this is a good reason to believe something is mechanically restricting the stroke of the valve at one end of its travel. If the flow does not stop through the valve when in the indicated "closed" position, the obstruction probably is between the disc and the seat. If the flow does stop, then the obstruction is more likely in the cover. In either case, the cover must be removed, and the obstruction located and removed. The stem should also be checked for scale build-up. (See "Maintenance, section for procedure.)

11. For valves 6" and smaller, the Hytrol Valve's freedom of movement check can also be done after all pressure is removed from the valve. **SEE CAUTION.** After closing inlet and outlet isolation valves and bleeding pressure from the valve, check that the cover chamber and the body are temporarily vented to atmosphere. Insert fabricated tool into threaded hole in top of valve stem, and lift the diaphragm assembly manually. Note any roughness. The diaphragm assembly should move smoothly throughout entire valve stroke. The tool is fabricated from rod that is threaded on one end to fit valve stem and has a "T" bar handle of some kind on the other end for easy gripping. (See chart in Step 4 of "Disassembly" Section.)

12. Place marks on this diaphragm assembly lifting tool when the valve is closed and when manually positioned open. The distance between the two marks should be approximately the stem travel shown in stem travel chart. If the stroke is different than that shown, there is a good reason to believe something is mechanically restricting the stroke of the valve. The cover must be removed, and the obstruction located and removed. The stem should also be checked for scale build-up. (See "Maintenance" Section for procedure.)

## Tight Sealing Check (#3)

13. Test for seat leakage after completing checks #1 & #2 (Steps 1 to 12). **SEE CAUTION.** Close the isolation valve downstream of the Hytrol Valve. Apply inlet pressure to the cover of the valve, wait until it closes. Install a pressure gauge between the two closed valves using one of the two ports in the outlet side of the Hytrol. Watch the pressure gauge. If the pressure begins to climb, then either the downstream isolation valve is permitting pressure to creep back, or the Hytrol is allowing pressure to go through it. Usually the pressure at the Hytrol inlet will be higher than on the isolation valve discharge, so if the pressure goes up to the inlet pressure, you can be sure the Hytrol is leaking. Install another gauge downstream of isolating valve. If the pressure between the valves only goes up to the pressure on the isolation valve discharge, the Hytrol Valve is holding tight, and it was just the isolation valve leaking.

## Maintenance

### Preventative Maintenance

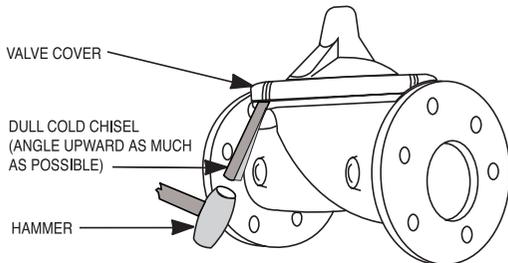
The Cla-Val Co. Model 100-01 Hytrol Valve requires no lubrication or packing and a minimum of maintenance. However, a periodic inspection schedule should be established to determine how the operating conditions of the system are affecting the valve. The effect of these actions must be determined by inspection.

### Disassembly

Inspection or maintenance can be accomplished without removing the valve from the line. Repair kits with new diaphragm and disc are recommended to be on hand before work begins.

**WARNING:** Maintenance personnel can be injured and equipment damaged if disassembly is attempted with pressure in the valve. **SEE CAUTION.**

1. Close upstream and downstream isolation valves **and independent operating pressure when used** to shut off all pressure to the valve.
2. Loosen tube fittings in the pilot system to remove pressure from valve body and cover chamber. After pressure has been released from the valve, use care to remove the controls and tubing. Note and sketch position of tubing and controls for re-assembly. The schematic in front of the Technical Manual can be used as a guide when reassembling pilot system.
3. Remove cover nuts and remove cover. If the valve has been in service for any length of time, chances are the cover will have to be loosened by driving upward along the edge of the cover with a **dull cold chisel**.



On 6" and smaller valves block and tackle or a power hoist can be used to lift valve cover by inserting proper size eye bolt in place of the center cover plug. on 8" and larger valves there are 4 holes (5/8" – 11 size) where jacking screws and/or eye bolts may be inserted for lifting purposes. **Pull cover straight up** to keep from damaging the integral seat bearing and stem.

#### COVER CENTER PLUG SIZE

Valve Size	Thread Size (NPT)
1 1/4" – 1 1/2"	1/4"
2" – 3"	1/2"
4" – 6"	3/4"
8" – 10"	1"
12"	1 1/4"
14"	1 1/2"
16"	2"
24"	2"
30" & 36"	2"

4. Remove the diaphragm and disc assembly from the valve body. With smaller valves this can be accomplished by hand by **pulling straight up on the stem so as not to damage the seat bearing**. On large valves, an eye bolt of proper size can be installed in the stem and the diaphragm assembly can be then lifted with a block and tackle or power hoist. Take care not to damage the stem or bearings. The valve won't work if these are damaged.

#### VALVE STEM THREAD SIZE

Valve Size	Thread Size (UNF Internal)
1 1/4" – 2 1/2"	10 – 32
3" – 4"	1/4 – 28
6" – 14"	3/8 – 24
16"	1/2 – 20
24"	3/4 – 16
30"	3/4 – 16
36"	3/4 – 16

5. The next item to remove is the stem nut. Examine the stem threads above the nut for signs of mineral deposits or corrosion. If the threads are not clean, use a wire brush to remove as much of the residue as possible. Attach a good fitting wrench to the nut and give it a sharp "rap" rather than a steady pull. Usually several blows are sufficient to loosen the nut for further removal. On the smaller valves, the entire diaphragm assembly can be held by the stem in a vise **equipped with soft brass jaws** before removing the stem nut.

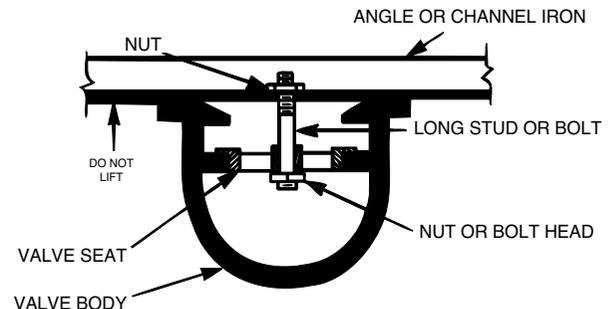
The use of a pipe wrench or a vise without soft brass jaws scars the fine finish on the stem. No amount of careful dressing can restore the stem to its original condition. Damage to the finish of the stem can cause the stem to bind in the bearings and the valve will not open or close.

6. After the stem nut has been removed, the diaphragm assembly breaks down into its component parts. Removal of the disc from the disc retainer can be a problem if the valve has been in service for a long time. Using two screwdrivers inserted along the outside edge of the disc usually will accomplish its removal. Care should be taken to preserve the spacer washers in water, particularly if no new ones are available for re-assembly.

7. The only part left in the valve body is the seat which ordinarily does not require removal. Careful cleaning and polishing of inside and outside surfaces with 400 wet/dry sandpaper will usually restore the seat's sharp edge. If, however, it is badly worn and replacement is necessary, it can be easily removed.

Seats in valve sizes 1 1/4" through 6" are threaded into the valve body. They can be removed with accessory X109 Seat Removing Tool available from the factory. On 8" and larger valves, the seat is held in place by flat head machine screws. Use a tight-fitting, long shank screwdriver to prevent damage to seat screws. If upon removal of the screws the seat cannot be lifted out, it will be necessary to use a piece of angle or channel iron with a hole drilled in the center. Place it across the body so a long stud can be inserted through the center hole in the seat and the hole in the angle iron. By tightening the nut a uniform upward force is exerted on the seat for removal.

**NOTE:** Do not lift up on the end of the angle iron as this may force the integral bearing out of alignment, causing the stem to bind.



## Lime Deposits

One of the easiest ways to remove lime deposits from the valve stem or other metal parts is to dip them in a 5-percent muriatic acid solution just long enough for the deposit to dissolve. This will remove most of the common types of deposits. **CAUTION: USE EXTREME CARE WHEN HANDLING ACID.** Rinse parts in water before handling. If the deposit is not removed by acid, then a fine grit (400) wet or dry sandpaper can be used with water.

## Inspection of Parts

After the valve has been disassembled, each part should be examined carefully for signs of wear, corrosion, or any other abnormal condition. Usually, it is a good idea to replace the rubber parts (diaphragm and disc) unless they are free of signs of wear. These are available in a repair kit. Any other parts which appear doubtful should be replaced. **WHEN ORDERING PARTS, BE SURE TO GIVE COMPLETE NAMEPLATE DATA, ITEM NUMBER AND DESCRIPTION.**

NOTE: If a new disc isn't available, the existing disc can be turned over, exposing the unused surface for contact with the seat. The disc should be replaced as soon as practical.

## Reassembly

1. Reassembly is the reverse of the disassembly procedure. If a new disc has been installed, it may require a different number of spacer washers to obtain the right amount of "grip" on the disc. When the diaphragm assembly has been tightened to a point where the diaphragm cannot be twisted, the disc should be compressed very slightly by the disc guide. Excessive compression should be avoided. Use just enough spacer washers to hold the disc firmly without noticeable compression.

**2. MAKE SURE THE STEM NUT IS VERY TIGHT.** Attach a good fitting wrench to the nut and give it a sharp "rap" rather than a steady pull. Usually several blows are sufficient to tighten the stem nut for final tightening. Failure to do so could allow the diaphragm to pull loose and tear when subjected to pressure.

3. Carefully install the diaphragm assembly by lowering the stem through the seat bearing. Take care not to damage the stem or bearing. Line up the diaphragm holes with the stud or bolt holes on the body. On larger valves with studs, it may be necessary to hold the diaphragm assembly up part way while putting the diaphragm over the studs.

4. Put spring in place and replace cover. Make sure diaphragm is lying smooth under the cover.

5. Tighten cover nuts firmly using a cross-over pattern until all nuts are tight.

6. Test Hytrol Valve before re-installing pilot valve system.

## Test Procedure After Valve Assembly

There are a few simple tests which can be made in the field to make sure the Hytrol Valve has been assembled properly. Do these before installing pilot system and returning valve to service. These are similar to the three troubleshooting tests.

1. Check the diaphragm assembly for freedom of movement after all pressure is removed from the valve. **SEE CAUTION.** Insert fabricated tool into threaded hole in top of valve stem, and lift the diaphragm assembly manually. Note any roughness, sticking or grabbing. The diaphragm assembly should move smoothly throughout entire valve stroke. The tool is fabricated from rod that is threaded on one end to fit valve stem (See chart in Step 4 of "Disassembly" section.) and has a "T" Bar handle of some kind on the other end for easy gripping.

Place marks on this diaphragm assembly lifting tool when the valve is closed and when manually positioned open. The distance between the two marks should be approximately the stem travel shown in stem travel chart. (See "Freedom of Movement Check" section.) If the stroke is different than that shown, there is a good reason to believe something is mechanically restricting the stroke of the valve. The cover must be removed, the obstruction located and removed. (See "Maintenance" Section for procedure.)

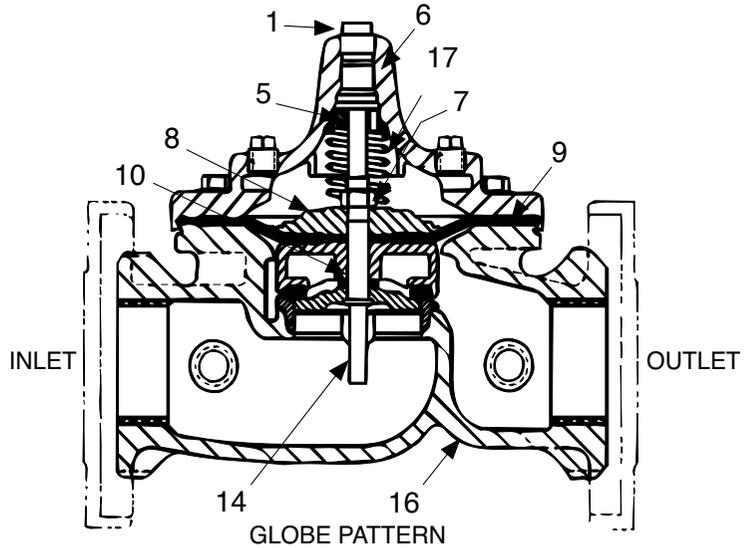
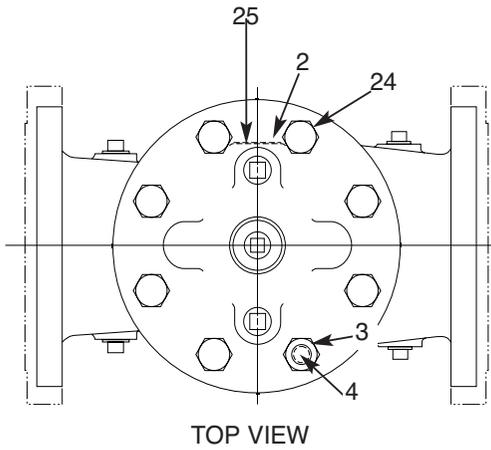
Due to the weight of the diaphragm assembly this procedure is not possible on valves 8" and larger. On these valves, the same determination can be made by carefully introducing a low pressure-less than five psi) into the valve body with the cover vented. **SEE CAUTION.** Looking in cover center hole see the diaphragm assembly lift easily without hesitation, and then settle back easily when the pressure is removed.

2. To check the valve for drip-tight closure, a line should be connected from the inlet to the cover, and pressure applied at the inlet of the valve. If properly assembled, the valve should hold tight with as low as ten PSI at the inlet. See "Tight Sealing Check" section.)

3. With the line connected from the inlet to the cover, apply full working pressure to the inlet. Check all around the cover for any leaks. Re-tighten cover nuts if necessary to stop leaks past the diaphragm.

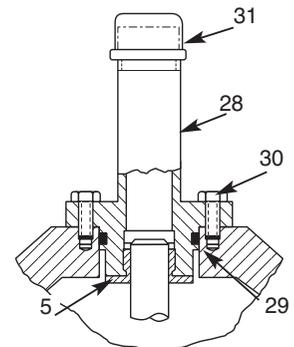
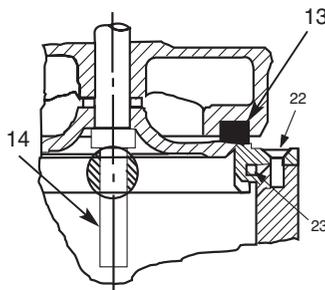
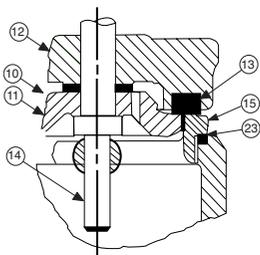
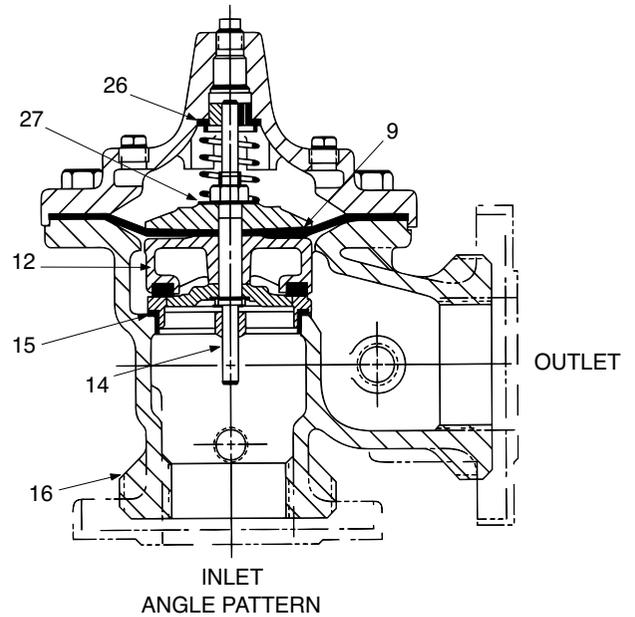
4. Remove pressure, then re-install the pilot system and tubing exactly as it was prior to removal. **Bleed air from all high points.**

5. Follow steps under "Start-Up and Adjustment" Section in Technical Manual for returning complete valve back to service.



### PARTS LIST

Item	Description
1.	Pipe Plug
2.	Drive Screws (for nameplate)
3.	Hex Nut (8" and larger)
4.	Stud (8" and larger)
5.	Cover Bearing
6.	Cover
7.	Stem Nut
8.	Diaphragm Washer
9.	Diaphragm
10.	Spacer Washers
11.	Disc Guide
12.	Disc Retainer
13.	Disc
14.	Stem
15.	Seat
16.	Body
17.	Spring
22.	Flat Head Screws (8" and larger)
23.	Seat O-Ring
24.	Hex head Bolt (1 1/4" thru 4")
25.	Nameplate
26.	Upper Spring Washer (Epoxy coated valves only)
27.	Lower Spring Washer (Epoxy coated valves only)
28.	Cover Bearing Housing (16" only)
29.	Cover O-Ring (16" only)
30.	Hex Bolt (16" only)
31.	Pipe Cap (16" only)





— MODEL —

# 100-01 Hytrol Valve Service Data

## Description 100-01 Hytrol Valve

The Cla-Val Model 100-01 Hytrol Valve is a main valve for Cla-Val Automatic Control Valves. It is a hydraulically operated, diaphragm-actuated, globe or angle pattern valve.

This valve consists of three major components; body, diaphragm assembly, and cover. The diaphragm assembly is the only moving part. The diaphragm assembly uses a diaphragm of nylon fabric bonded with synthetic rubber. A synthetic rubber disc, contained on three and one half sides by a disc retainer and disc guide, forms a seal with the valve seat when pressure is applied above the diaphragm. The diaphragm assembly forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure.



## Description 100-20 600 Series Hytrol Valve

The Cla-Val Model 100-20 Hytrol Valve (600 Series main valve) have only one part -the body- that is different from standard 100 Series Cla-Val main valve parts. The remaining parts of the 600 series main valve are standard Cla-Val main valve parts. All service and maintenance information for the standard 100 Series main valves also apply to the 600 series main valves.

The most important thing to remember when ordering main valve repair kits and replacement parts, except for the body, all other parts are going to be for a smaller size main valve. Cla-Val identifies main valve parts with the flange size of the standard 100 Series main valve. Refer to the "Main Valve Sizes" chart below.

## HYTROL Service Data

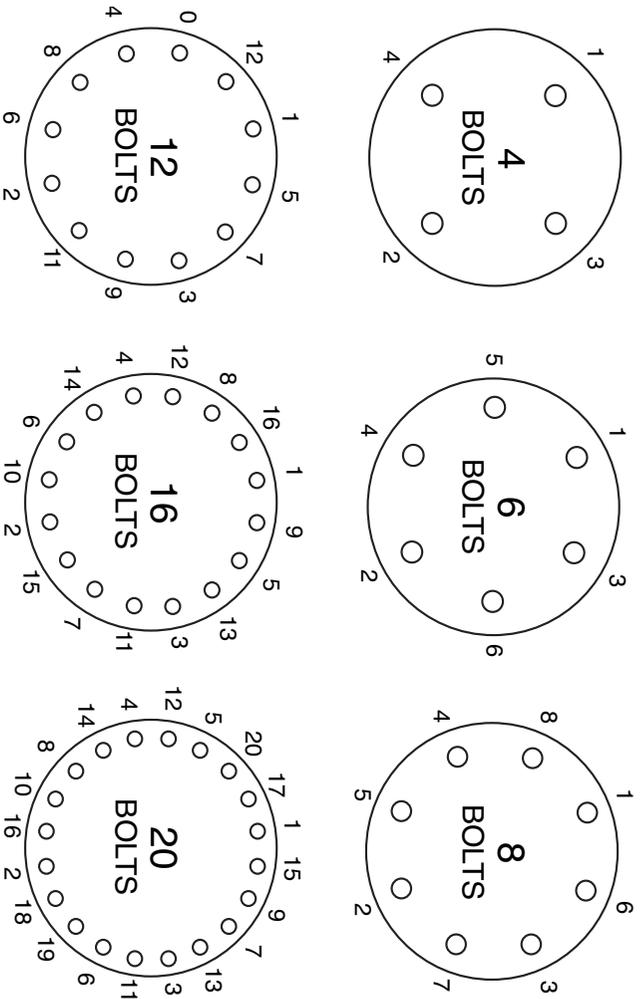
HYTROL SIZE		Stem Travel		Cover Capacity Displacement		Valve Stem Thread	Cover Center Plug	Cover Nut or Bolt			Cover Lifting Holes	Cover Plug		Cover Torque		Stem Nut**		Stem Nut Torque	
100-01	100-20	inches	mm	inches	mm	UNF-Internal	NPT	Thread (Bolt)	Socket	Qty	UNC	Thread	Socket	ft. Lbs.	in. Lbs.	Thread	Socket (Long)	Lubed	DRY
1"	25			0.3	8		1/4"	1/4" - 20 (B)	7/16"	8				4	48	3/8" - 24		4	6
1 1/4"	32			0.4	10	10 - 32	1/4"	5/16" - 18 (B)	1/2"	8				8	96	7/16" - 20		6	10
1 1/2"	40			0.4	10	10 - 32	1/4"	5/16" - 18 (B)	1/2"	8				8	96	7/16" - 20		6	10
2"	50			0.6	15	10 - 32	1/2"	3/8" - 16 (B)	9/16"	8		3/8"	7/16"	12	12	1/2" - 20	3/4"	10	15
2 1/2"	65			0.7	18	10 - 32	1/2"	7/16" - 14 (B)	5/8"	8		1/2"	9/16"	20	20	5/8" - 18	15/16"	21	30
3"	80	4"	100	0.8	20	1/4 - 28	1/2"	1/2" - 13 (B)	3/4"	8		1/2"	9/16"	30	30	5/8" - 18	15/16"	21	30
4"	100	6"	150	1.1	23	1/4 - 28	3/4"	3/4" - 10 (B)	1 1/8"	8		3/4"	5/8"	110	110	3/4" - 16	1 1/16"	40	60
6"	150	8"	200	1.7	43	3/8 - 24	3/4"	3/4" - 10 (B)	1 1/8"	12		3/4"	5/8"	110	110	7/8" - 14	1 5/16"	85	125
8"	200	10"	250	2.3	58	3/8 - 24	1"	3/4" - 10	1 1/4"	16	5/8" - 11	1"	13/16"	110	110	1 1/8" - 12	1 13/16"	125	185
10"	250	12"	300	2.8	71	3/8 - 24	1"	7/8" - 9	1 7/16"	20	3/4" - 10	1"	13/16"	160	160	1 1/2" - 12	1 7/8"	252	375
12"	300	16"	400	3.4	86	3/8 - 24	1 1/4"	1 1/8" - 7	1 13/16"	20	3/4" - 10	1"	13/16"	390	390	1 1/2" - 12	2 1/2"	270	400
14"	350			3.9	99	3/8 - 24	1 1/2"	1 1/4" - 7	2"	20	1" - 8	1"	13/16"	545	545	1 1/2" - 12	2 1/2"	280	420
16"	400	20", 24"	600	4.5	114	3/2 - 20	2"	1 1/4" - 7	2"	20	1" - 8	1"	13/16"	545	545	2" - 16	3"	500	750
20"	500			5.63	143	3/4 - 16	1 1/2"	1 3/8" - 6	2 1/16"	24	1" - 8	1"	13/16"	670	670	2 1/4" - 16	3 1/2"	930	N/R
24"	600	30"	800	6.75	165	3/4 - 16*	3/4"	1 1/2" - 12	2 3/8"	24	1 1/8" - 7	1"	13/16"	800	800	3" - 12	Special	1350	N/R

\* Adapter p/h 2594101E inside 1/4" - 28"  
 Grade 5 Bolts  
 "Heavy" Grad Nuts  
 Tighten cover nuts in a "star" cross-over pattern

\*\* Must Use ONLY Cla-Val Supplied part

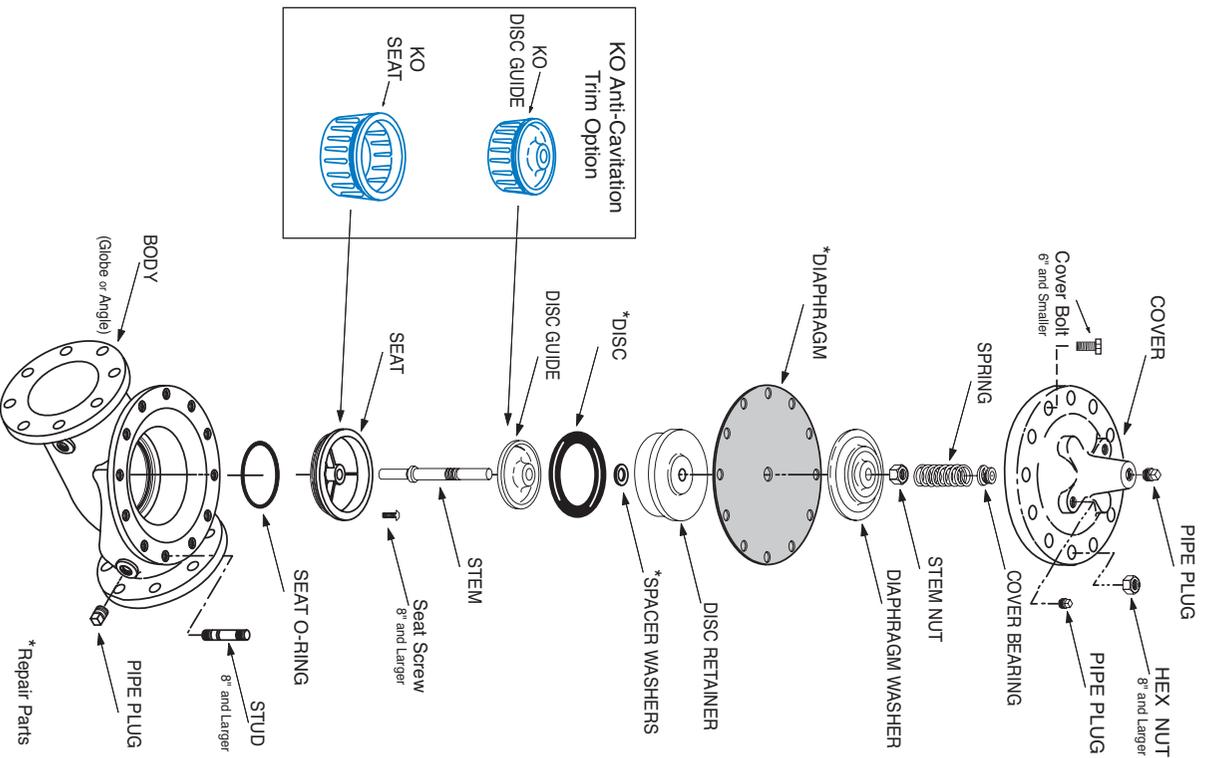
## BOLT/NUT TORQUING PROCEDURES ON VALVE COVERS

## 100-01 Hytrol Main Valve Assembly



Follow this procedure when reassembling MAIN Valve:

1. Tightens bolts/nuts in a "Star" or "Cross-Over" pattern following the numbers shown above to insure that cover seats evenly on the diaphragm material and body.
2. Torque the bolt/nuts in three stages with a "Star" or "Cross-Over" pattern for each stage:
  - A. To approximately 10% of final torque.
  - B. To approximately 75% of final torque.
  - C. To final required torque.
3. Valves that are to be tested to 375 PSI or higher should be retorqued after 24 hours.





— MODEL — **100-20**  
(Reduced Internal Port)

# 600 Series Hytrol Valve

## SERVICE AND MAINTENANCE OF 600 SERIES VALVES

The 600 series main valves have only one part -the body- that is different from standard 100 Series Cla-Val main valve parts. The remaining parts of the 600 series main valve are standard Cla-Val main valve parts. All service and maintenance information for the standard 100 Series main valves in this manual also apply to the 600 series main valves.

The most important thing to remember when ordering main valve repair kits and replacement parts, except for the body, all other parts are going to be for a smaller size main valve. Cla-Val identifies main valve parts with the flange size of the standard 100 Series main valve. Refer to the "Main Valve Sizes Comparison" chart. For example, if you are servicing a 6" 100-20 Hytrol and needed a repair kit, you would order a repair kit for a 4" 100-01 Hytrol. This kit is also suitable for a 6" 100-20 Hytrol. Complete Technical Manuals include a repair kit data sheet N-RK that shows this relationship.

When you order repair parts, it is a good idea to include valve nameplate data (size, catalog number, and part number) and description of the parts desired. Do this to be sure parts will fit the valve you are working on and not be too big for it. Pilot controls and repair kits maintenance information remain the same for 100 or 600 Series valves.

## UNDERSTANDING THE 600 SERIES VALVES

In 1987, Cla-Val introduced the Model 100-20 Hytrol as the basic main valve for the 600 Series of automatic control valves. To identify all new valves using the 100-20 Hytrol, an existing catalog number is modified. Making a 600 Series catalog number is simply done by using a "6" in front of the two digit catalog numbers or replacing the "2" with a "6" in three digit catalog numbers. Current schematics reflect both catalog numbers together separated by a slash ( i.e. - 90-01/690-01, 58-02/658-02, 210-01/610-01, etc). Since these two valves 'share' the same catalog number and schematic, they provide the same function in a system. The only difference between the two valves is the relative capacity of the two main valve series.

The 100-01 Hytrol is the basic main valve for Cla-Val automatic control valves. This valve is the current version of the Clayton Hytrol valve design originated in 1936. The 100-01 Hytrol is designed as a full flow area valve. This means that the inlet, seat and outlet openings are the same size. Thus, the pressure drop is kept to a minimum for this globe style design.

The 100-20 Hytrol valve has all of the basic features and advantages of the original 100-01 Hytrol. Only one part has been changed - the body. It is designed with different size inlet, seat and outlet openings. The 100-20 Hytrol has inlet and outlet flanges one valve size larger than the seat opening size. This results in what is sometimes called a 'reduced port' main valve. For example, a 4" 100-20 valve has a 3" seat. Note: valve size is always determined by the flange size. The following chart compares the 100-01 and the 100-20 main valves.

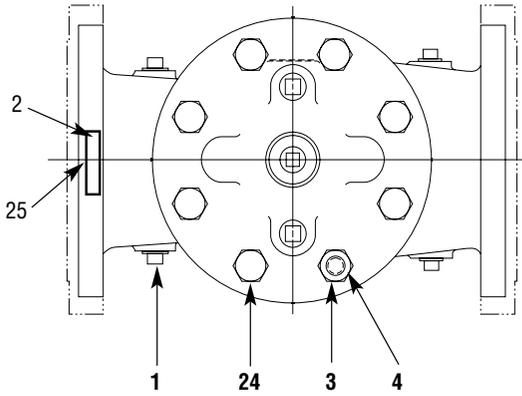
Basic Main Valve Size Comparison		
Globe Pattern Valves		
Flange Size (inch)	Seat Size	
	100-01 (100 Series)	100-20 (600 Series)
3	3	2
4	4	3
6	6	4
8	8	6
10	10	8
12	12	10
14	14	----
16	16	12
18	----	16
20	20	16
24	24	16
30	30	24
36	36	30
42	----	36
48	----	36
Angle Pattern Valves		
Flange Size (inch)	Seat Size	
	100-01 (100 Series)	100-20 (600 Series)
4	4	3
6	6	4
8	8	6

The 100-20 Hytrol is available only in ductile iron, 150 and 300 pressure class, and Bronze trim standard. Available extra cost main valve options include stainless steel trim, epoxy coating, Dura-Kleen stem, Delrin sleeved stem, and high temperature rubber parts. All four basic main valves have a 600 Series version available with all of the same benefits and size relationships. The following chart shows the relationship of Cla-Val main valve catalog numbers.

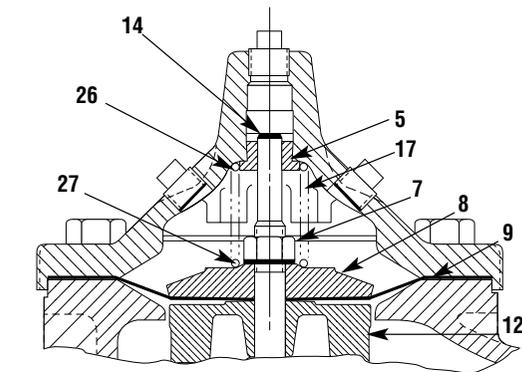
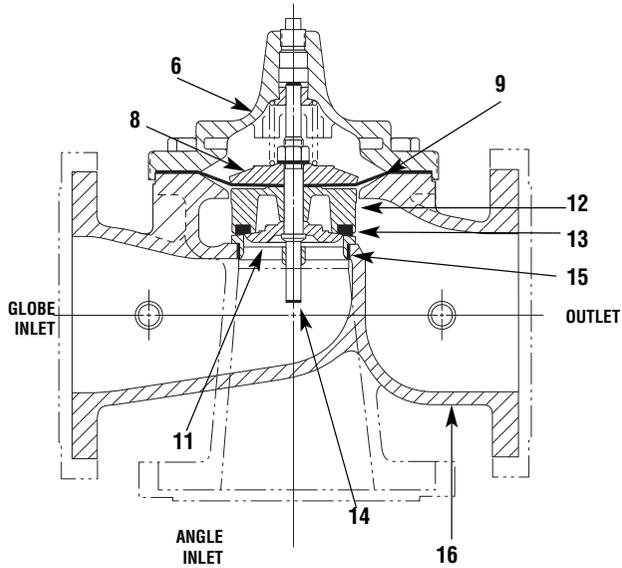
### Cla-Val Main Valves

Catalog Name	Catalog Number		
	Circa 1936	100-Series	600 Series
Hytrol	100 (Angle =2100)	100-01	100-20
Powertrol	100P & 100PA	100-02	100-21
Powercheck	100PC & 100PCA	100-03	100-22
Hycheck	181	100-04	100-23

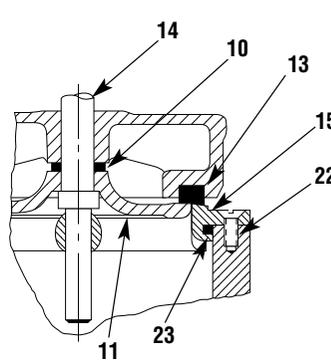
**100-20**



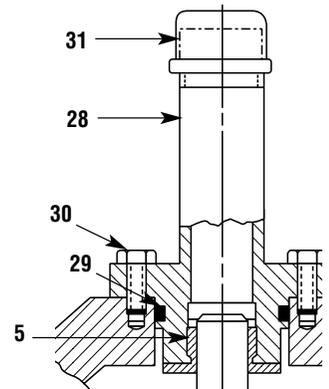
**TOP VIEW**



**3" - 6" COVER DETAIL**



**10" - 24" SEAT DETAIL**



**20" - 24" COVER DETAIL**

**PARTS LIST**

**NO. DESCRIPTION**

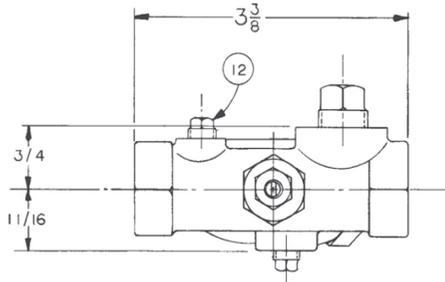
- 1 Pipe Plug
- 2 Drive Screws (for nameplate)
- 3 Hex Nut (8" and larger)
- 4 Stud (8" and larger)
- 5 Cover Bearing
- 6 Cover
- 7 Stem Nut
- 8 Diaphragm Washer
- 9 Diaphragm
- 10 Spacer Washers
- 11 Disc Guide
- 12 Disc Retainer
- 13 Disc
- 14 Stem
- 15 Seat
- 16 Body
- 17 Spring
- 22 Flat Head Screws (10" and larger)
- 23 Seat O-Ring
- 24 Hex Bolt (3" Thru 6")
- 25 Nameplate (Mounted on inlet flange)
- 26 Upper Spring Washer (Epoxy coated valves only)
- 27 Lower Spring Washer (Epoxy coated valves only)
- 28 Cover Bearing Housing (20" & 24" & 30")
- 29 Cover Bearing Housing O-Ring (20" & 24" & 30")
- 30 Hex Bolt (20" & 24")
- 31 Pipe Cap (20" & 24" & 30")

**WHEN ORDERING PARTS, BE SURE TO GIVE COMPLETE NAMEPLATE DATA, ITEM NUMBER AND DESCRIPTION.**



# X42N-3

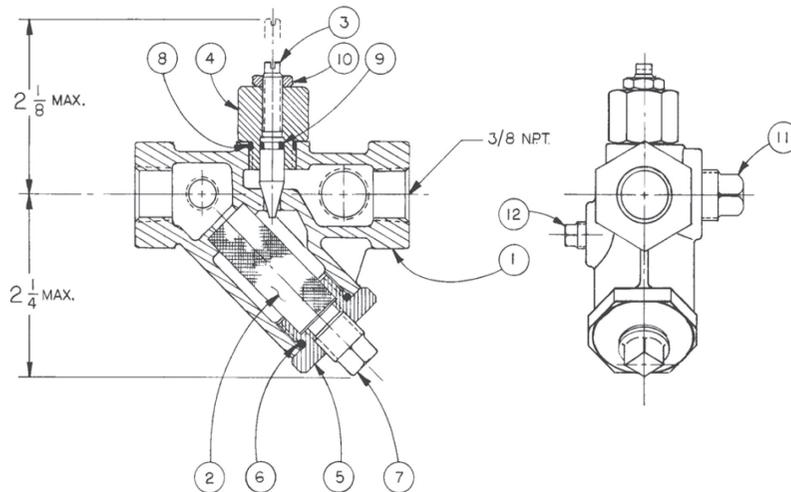
## Strainer and Needle Valve Assembly



When ordering parts, please specify:

- All nameplate data
- Item Number
- Description

Size	Material
3/8" x 3/8	Bronze



ITEM	DESCRIPTION
1	Body
2	Screen
3	Stem
4	Bonnet
5	Strainer Plug
6	"O" Ring - Plug
7	Plug - Pipe 1/4
8	"O" Ring - Bonnet
9	"O" Ring - Stem
10	Nut, Hex Jam
11	Plug - Pipe 3/8
12	Plug - Pipe 1/8

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— MODEL — **CRL**

# Pressure Relief Control

## DESCRIPTION

The CRL Pressure Relief Control is a direct acting, spring loaded, diaphragm type relief valve. It may be used as a self-contained valve or as a pilot control for a Cla-Val Main valve. It opens and closes within very close pressure limits.

## INSTALLATION

The CRL Pressure Relief Control may be installed in any position. The control body (7) has one inlet and one outlet port with a side pipe plug (24) at each port. These plugs are used for control connections or gauge applications. The inlet in the power unit body (6) is the sensing line port. A flow arrow is marked on the body casting.

## OPERATION

The CRL Pressure Relief Control is normally held closed by the force of the compression spring above the diaphragm; control pressure is applied under the diaphragm.

When the controlling pressure exceeds the spring setting, the disc is lifted off its seat, permitting flow through the control.

When controlling pressure drops below spring setting, the spring returns the control to its normally closed position.

## ADJUSTMENT PROCEDURE

The CRL Pressure Relief Control can be adjusted to provide a relief setting at any point within the range found on the nameplate.

Pressure adjustment is made by turning the adjustment screw (9) to vary the spring pressure on the diaphragm. Turning the adjustment screw clockwise increases the pressure required to open the valve. Counterclockwise decreases the pressure required to open the valve.

When pressure adjustments are complete the jam nut (10) should be tightened and the protective cap (1) replaced. If there is a problem of tampering, lock wire holes have been provided in cap and cover. Wire the cap to cover and secure with lead seal.

## DISASSEMBLY

The CRL Pressure Relief Control does not need to be removed from the line for disassembly. Make sure that pressure shut down is accompanied prior to disassembly. If the CRL is removed from the line for disassembly be sure to use a soft jawed vise to hold body during work.

Refer to Parts List Drawing for Item Numbers.

1. Remove cap (1), loosen jam nut (10) and turn adjusting screw counterclockwise until spring tension is relieved.
2. Remove the eight screws (4) holding the cover (3) and powerunit body (6). Hold the cover and powerunit together and place on a suitable work surface.  
See NOTE under REASSEMBLY.
3. Remove the cover (3) from powerunit body (6). The spring (12) and two spring guides (11).
4. Remove nut (13) from stem (19) and slide off the belleville washer (14), the upper diaphragm washer (15) and the diaphragm (16).
5. Pull the stem (19) with the disc retainer assembly (21) through the bottom of powerunit. The lower diaphragm washer (17) will slide off of stem top.
6. Remove jam nut (23) and disc retainer assembly (21) from stem. Use soft jawed pliers or vise to hold stem. The polished surface of stem must not be scored or scratched.
7. The seat (22) need not be removed unless it is damaged. If removal is necessary use proper size socket wrench and turn counterclockwise.

Note: Some models have an integral seat in the body (7).

## INSPECTION

Inspect all parts for damage, or evidence of cross threading. Check diaphragm and disc retainer assembly for tears, abrasions or other damage. Check all metal parts for damage, corrosion or excessive wear.

## REPAIR AND REPLACEMENT

Minor nicks and scratches may be polished out using 400 grit wet or dry sandpaper fine emery or crocus cloth. Replace all O-rings and any damaged parts.

When ordering replacement parts, be sure to specify parts list item number and all nameplate data.

## REASSEMBLY

In general, reassembly is the reverse of disassembly. However, the following steps should be observed:

1. Lubricate the O-Ring (18) with a small amount of a good grade of waterproof grease, (Dow Corning 44 medium grade or equal). Use grease sparingly and install O-ring in powerunit body (6).
2. Install stem (19) in powerunit body (6). Use a rotating motion with minimum pressure to let stem pass through O-ring.  
Do Not Cut O-Ring.
3. Install O-ring (5) at top of stem (19). Place lower diaphragm washer (17) on the stem with the serrated side up. Position diaphragm (16), upper diaphragm washer (15), with serration down, and belleville washer (14) with concave side down.
4. Position powerunit body (6) as shown on parts list drawing (top view).
5. Continue reassembly as outlined in disassembly steps 1 through 3.

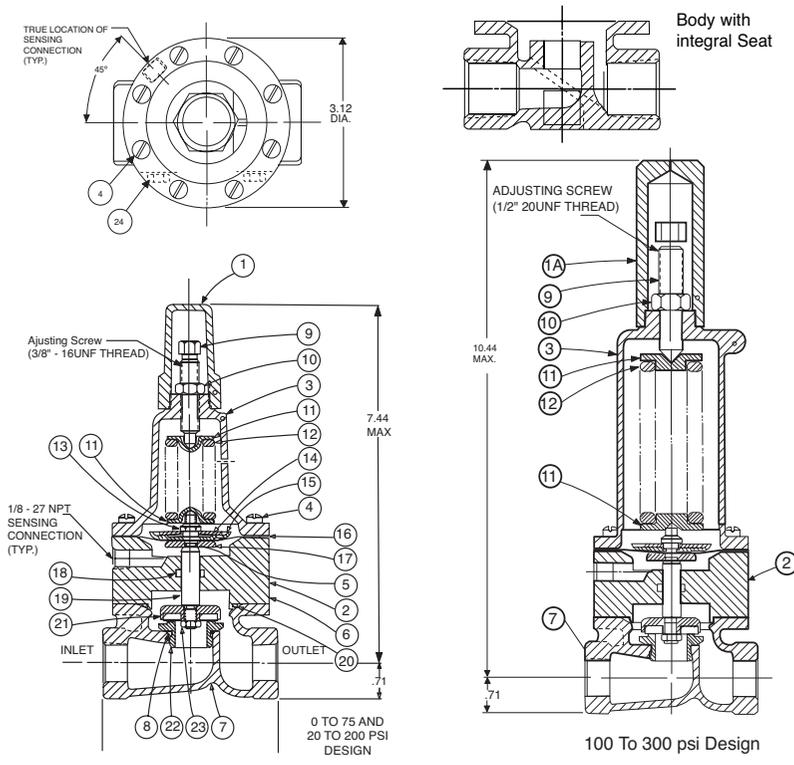
**Note:** Item (4) Screw will have a quantity of 8 for the 0-75 and 20-200psi design and a quantity of 4 for the 100-300psi design. Item (25) Screw is used on the 100-300psi design only. Install item (25), before item (4) for preload of item (12) spring.

SYMPTOM	PROBABLE CAUSE	REMEDY
Fails to open.	Controlling pressure too low.	Back off adjusting screw until valve opens.
Fails to open with spring compression removed.	Mechanical obstruction, corrosion, scale build-up on stem.	Disassemble, locate, and remove obstruction, scale.
Leakage from cover vent hole when controlling pressure is applied.	Diaphragm Damage	Disassembly replace damaged diaphragm.
	Loose diaphragm assembly.	Tighten upper diaphragm washer.
Fails to close.	No spring compression.	Re-set pressure adjustment.
Fails to close with spring compressed.	Mechanical obstruction.	Disassemble, locate and remove obstruction.



# CRL

## 1/2" & 3/4" PRESSURE RELIEF CONTROL



SIZE	SPRING	PART NUMBER
1/2"	0-75 PSI	79222-01E
1/2"	20-105 PSI	79222-05F
1/2"	20-200 PSI	79222-02C
1/2"	100-300 PSI	82809-01D
3/4"	0-75 PSI	79229-01K
3/4"	20-105 PSI	79229-03F
3/4"	20-200 PSI	79229-02H
3/4"	100-300 PSI	86005-01E

For 250-600 PSI Contact Factory

CRL Range PSI	APPROX. INCREASE FOR EACH CLOCKWISE TURN OF ADJUSTING SCREW
0 to 75	8.5 PSI
20 to 105	12.5 PSI
20 to 200	28.0 PSI
100 to 300	18.0 PSI

**When ordering parts please specify:**  
 1. All Nameplate Data  
 2. Item Part Number  
 3. Item Description

Item	Description	Material	Part Number	Part Number	Part Number	Part Number
			0-75	20-105	20-200	100-300
1	Cap	Plastic	67628J	67628J	67628J	1257601D
1A	Cap 100-300 psi Design	Plastic	1257601D	1257601D	1257601D	1257601D
2	Nameplate	Brass	--	--	--	--
3	Cover	Bronze	C2544K	C2544K	C2544K	C2544K
4*	Screw Fil. Hd. 10-32 x 1.88 (Qty 8)	303 SS	6757867E	6757867E	6757867E	6757867E
5*	O-Ring	Rubber	00902H	00902H	00902H	00902H
6	Body, Powerunit	Bronze	7920504D	7920504D	7920504D	7920504D
7	1/2" Body	Bronze	C7928K	C7928K	C7928K	C7928K
	3/4" Body	Bronze	C9083B	C9083B	C9083B	C9083B
8*	O-Ring, Seat	Rubber	00718H	00718H	00718H	00718H
9	Screw, Adjusting	Brass	7188201D	7188201D	7188201D	82811B
10	Nut Hex (Locking)	303 SS	6780106J	6780106J	6780106J	6780606H
11	Guide, Spring	303 SS	71881H	71881H	71881H	1630301J
12	Spring	CHR/VAN	71884B	20632101E	71885J	1630201A
13	Nut, Stem Upper	Bronze	73034B	73034B	73034B	73034B
14	Washer, Belleville	Steel	7055007E	7055007E	7055007E	7055007E
15	Washer, Diaphragm (upper)	303 SS	71891G	71891G	71891G	71891G
16*	Diaphragm	Rubber	C1505B	C1505B	C1505B	C1505B
17	Washer, Diaphragm (lower)	303 SS	45871B	45871B	45871B	45871B
18*	O-Ring, Stem	Rubber	00746J	00746J	00746J	00746J
19	Stem	303 SS	8982041F	8982041F	8982041F	8982041F
20*	O-Ring, Body	Rubber	00767E	00767E	00767E	00767E
21*	Retainer Assembly, Disc	303 SS	C8964D	C8964D	C8964D	C8964D
	Seat	303 SS	62187A	62187A	62187A	62187A
22	Nut, Hex, Stem, Lower	Bronze	6779806G	6779806G	6779806G	6779806G
23	Nut, Hex, Stem, Lower	Bronze	6779806G	6779806G	6779806G	6779806G
24	Pipe Plug	Bronze	6784701C	6784701C	6784701C	6784701C
	<b>FACTORY SET POINT</b>		<b>50 PSI</b>	<b>60 PSI</b>	<b>60 PSI</b>	<b>100 PSI</b>
	<b>REPAIR KIT*</b>		<b>9170007A</b>	<b>9170007A</b>	<b>9170007A</b>	<b>9170007A</b>

<h1 style="margin: 0;">INSTALLATION AND MAINTENANCE INSTRUCTIONS</h1> <h2 style="margin: 0;">3-WAY SOLENOID VALVES, NORMALLY OPEN NORMALLY CLOSED AND UNIVERSAL CONSTRUCTION</h2>	<p><b>BULLETIN 8320</b></p> <p>ASCO FORM NO. V5291R2</p>
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**DESCRIPTION**

Bulletin 8320 is a small 3-way solenoid operated valve with all three pipe connections located in the body. The bodies are of brass or stainless steel construction. Standard valves have General Purpose, Nema Type 1 Solenoid Enclosures. Valves that are equipped with a solenoid enclosure which is designed to meet Nema Type 4-Water tight, Nema Type 7 (C or D) Hazardous Locations - Class I, Group C or D, and Nema Type 9 (E, F or G) Hazardous Locations - Class II, Group E, F or G are shown on separate sheets of Installation and Maintenance Instructions, Form Numbers V-5391 and V-5381.

**MANUAL OPERATORS (OPTIONAL)**

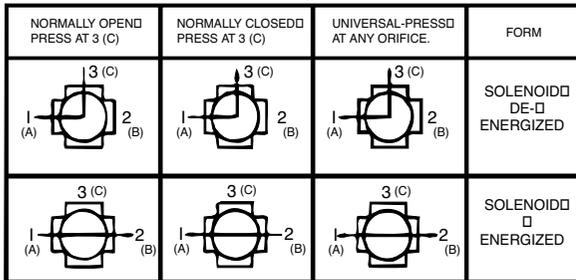
Valves with suffix "MO" or "MS" in catalog number are provided with a Manual Operator which allows manual operation when desired or during an interruption of electrical power.

**OPERATION**

**Normally Closed:** Applies pressure when solenoid is energized; exhausts pressure when solenoid is de-energized

**Normally Open:** Applies pressure when solenoid is de-energized; exhausts pressure when solenoid is energized.

**Universal:** For normally closed or normally open operation, selection or diversion of pressure can be applied at port 1 (A), 2 (B), or 3 (C).



**NOTE: Port Markings 1, 2, and 3 correspond directly to A, B and C.**

**INSTALLATION**

Check Nameplate for correct Catalog Number, pressure, voltage and service.

**POSITIONING**

Valve may be mounted in any position

**PIPING**

Connect piping to valve according to markings on valve body. Refer to Flow Diagram provided. Apply pipe compound sparingly to male pipe threads only; if applied to valve threads, it may enter valve and cause operational difficulty. Pipe strain should be avoided by proper support and alignment of piping. When tightening pipe, do not use valve as lever.

**IMPORTANT:** For protection of the solenoid valve, install a strainer or filter suitable for the service involved in the inlet side as close to the valve as possible. Periodic cleaning is required depending on the service conditions.

**WIRING**

Wiring must comply with local and National Electrical Codes. For valves equipped with an explosion-proof, watertight solenoid enclosure, the electrical fittings must be approved for use in the approved hazardous locations. Housings for all solenoids are made with connections for 1/2 inch conduit. The general purpose enclosure may be rotated to facilitate wiring by removing the retaining cap.

**NOTE**

Alternating Current (A-C) and Direct Current (D-C) solenoids are built differently. To convert from one to other, it is necessary to change the complete solenoid, including the core assembly.

**SOLENOID TEMPERATURE**

Standard catalog valves are supplied with coils designed for continuous duty service. When the solenoid is energized for a long period, the solenoid enclosure becomes hot and can be touched with the bare hand for only an instant. This safe operating temperature. Any excessive heating will be indicated by the smoke and odor of burning coil insulation.

**MAINTENANCE**

**WARNING:** Turn off electrical power and line pressure to valve before making repairs. It is not necessary to remove valve from pipe line for repairs.

**CLEANING**

A periodic cleaning of all valves is desirable. The time between cleanings will vary, depending on the media and service conditions. In general, if the voltage to the coils is correct, sluggish valve operation or excessive leakage will indicate that cleaning is required.

**IMPROPER OPERATION**

1. **Faulty Control Circuit:** Check the electrical system by energizing the solenoid. A metallic click signifies the solenoid is operating. Absence of the click indicate loss of power supply. Check for loose or blown-out fuses, open-circuited or grounded coil, broken lead wires or splice.
2. **Burned-out Coil:** Check for open-circuited coil. Replace coil, if necessary.
3. **Low Voltage:** Check voltage across coil leads. Voltage must be at least 85% of nameplate ratings.
4. **Incorrect Pressure:** Check valve pressure. Pressure to valve must be within the range specified on nameplate.
5. **Excessive Leakage:** Disassemble valve and clean all parts. Replace parts that are worn or damaged with a complete Spare Parts Kit for best results.

**COIL REPLACEMENT (REF. FIG. 2)**

Turn off electrical power, disconnect coil lead wires and proceed as follows:

1. Remove retaining cap, nameplate and cover.
2. Slip yoke containing coil, sleeves and insulating washers off the solenoid base sub-assembly. Insulating washers are omitted when molded coil is used. In some D.C. Constructions, a single flux plate over the coil replaces yoke, sleeves and insulating washers.
3. Reassemble in reverse order of disassembly.

**VALVE DISASSEMBLY AND REASSEMBLY (REF. FIG. 2)**

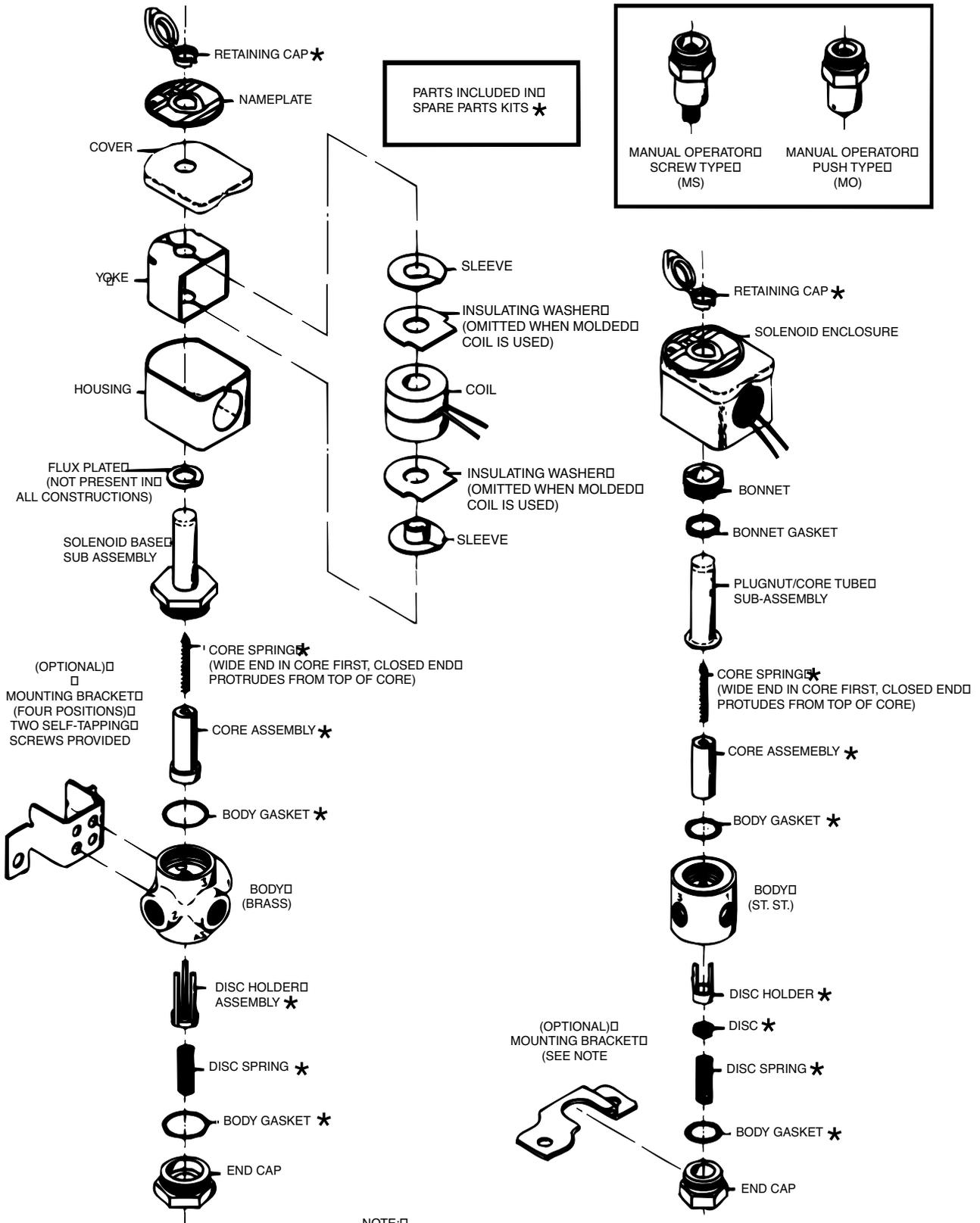
Turn off electrical power supply and de-pressurize valve.

1. Remove retaining cap and slip entire solenoid off solenoid base subassembly or plugnut/core tube sub-assembly.
2. Unscrew bonnet or solenoid base sub-assembly. Remove core assembly, core spring and body gasket.
3. Remove end cap, body gasket, disc spring, disc holder, disc or disc holder assembly.
4. All parts are now accessible for cleaning or replacement. Replace worn or damaged parts with a complete Spare Parts Kit for best results.
5. Reassemble in reverse order of disassembly paying careful attention to exploded view provided.

**ORDERING INFORMATION FOR SPARE PARTS KITS**

When Ordering Spare Parts Kits or Coils  
Specify Valve Catalog Number,  
Serial Number and Voltage

Spare Parts Kits and Coils are available for ASCO valves. Parts marked with



**NOTE:**

- FOR MOUNTING, A FLAT SURFACE MUST BE PROVIDED ACROSS THE ENTIRE LENGTH OF THE BRACKET. THE VALVE BODY BECOMES SECURE TO BRACKET, WHEN BRACKET IS TIGHTENED IN TO POSITION. IF THE VALVE HAS A MANUAL OPERATOR, A HOLE MUST BE MADE THROUGH THE MOUNTING SURFACE FOR THE OPERATOR STEM.

# INSTALLATION AND MAINTENANCE INSTRUCTIONS

## OPEN-FLAME, GENERAL PURPOSE, WATERTIGHT/EXPLOSIONPROOF SOLENOIDS

**BULLETIN  
8016G**

ASCO  
FORM NO. V6583R5

### -SERVICE NOTICE-

ASCO® solenoid valves with design change letter "G" in the catalog number (example: 8210G 1) have an epoxy encapsulated ASCO® Red Hat II. solenoid. This solenoid replaces some of the solenoids with metal enclosures and open-frame constructions. Follow these installation and maintenance instructions if your valve or operator uses this solenoid.

### DESCRIPTION

Catalog numbers 8016G1 and 8016G2 are epoxy encapsulated pull-type solenoids. The green solenoid with lead wires and 1/2" conduit connection is designed to meet Enclosure Type 1 -General Purpose, Type 2-Dripproof, Types 3 and 3S-Raintight, and Types 4 and 4X-Watertight. The black solenoid on catalog numbers prefixed "EF" is designed to meet Enclosure Types 3 and 3S-Raintight, Types 4 and 4X-Watertight, Types 6 and 6P-Submersible, type 7 (A, B, C, & D) Explosionproof Class 1, Division 1, Groups A, B, C, & D and Type 9 (E, F, & G)-Dust-Ignitionproof Class 11, Division 1, Groups E, F, & G. The Class 11, Groups F & G Dust Locations designation is not applicable for solenoids or solenoid valves used for steam service or when a class "H" solenoid is used. See Temperature Limitations section for solenoid identification and nameplate/retainer for service. When installed just as a solenoid and not attached to an ASCO valve, the core has a 0.250-28 UNF-2B tapped hole, 0.38 minimum full thread.

#### Series 8016G solenoids are available in:

- **Open-Frame Construction**  
The green solenoid may be supplied with 1/4 spade, screw, or DIN terminals (Refer to Figure 4).
- **Panel Mounted Construction**  
These solenoids are specifically designed to be panel mounted by the customer through a panel having a .062 to .093 maximum wall thickness. (Refer to Figure 3 and section on Installation of Panel Mounted Solenoid).

#### Optional Features For Type 1—General Purpose Construction Only

- **Junction Box**  
This junction box construction meets Enclosure Types 2,3,3S,4, and 4X. Only solenoids with 1/4" spade or screw terminals may have a junction box. The junction box provides a 1/2 conduit connection, grounding and spade or screw terminal Connections within the junction box (See Figure 5).
- **DIN Plug Connector Kit No. K236 - 034**  
Use this kit only for solenoids with DIN terminals. The DIN plug connector kit provides a two pole with grounding contact DIN Type 43650 construction (See Figure 6).

### OPERATION

When the solenoid is energized, the core is drawn into the solenoid base sub-assembly. **IMPORTANT:** When the solenoid is de-energized, the initial return force for the core, Whether developed by spring, pressure, or weight, must exert a minimum force to overcome residual magnetism created by the solenoid. Minimum return force for AC construction is 11 ounces, and 4 ounces for DC construction.

### INSTALLATION

Check nameplate for correct catalog number, service, and wattage. Check front of solenoid for voltage and frequency.

**WARNING: To prevent the possibility of electrical shock from the accessibility of live parts, install the open-frame solenoid**

#### in an enclosure. FOR BLACK ENCLOSURE TYPES 7 AND 9 ONLY

**CAUTION:** To prevent fire or explosion, do not install solenoid and/or valve where ignition temperature is less than 165° C. On valves used for steam service or when a class "H" solenoid is used, do not install in hazardous atmosphere where ignition temperature is less than 180° C. See nameplate/retainer for service. **NOTE:** These solenoids have an internal non-resettable thermal fuse to limit solenoid temperature in the event that extraordinary conditions occur which could cause excessive temperatures. These conditions include high input voltage, a jammed core, excessive ambient temperature or shorted solenoid, etc. This unique feature is a standard feature only in solenoids with black explosionproof/dust-ignitionproof enclosures (types 7&9).

**IMPORTANT: To protect the solenoid valve or operator, install a strainer or filter, suitable for the service involved in the inlet side as close to the valve or operator as possible. Clean periodically depending on service condition & See ASCO Series 8600, 8601, and 8602 for strainers.**

#### Temperature Limitations

For maximum valve ambient temperatures, refer to chart. The temperature limitations listed, only indicate maximum application temperatures for field wiring rated at 90°C. Check catalog number prefix and watt rating on nameplate to determine maximum ambient temperature. See valve installation and maintenance instructions for maximum fluid temperature. **NOTE:** For steam service, refer to Wiring section, Junction Box for temperature rating of supply wires.

Temperature Limitations For Series 8016G Solenoids for use Valves Rated at 6.1, 8.1,9.1,10.6 or 11.1 Watts			
Watts Rating	Catalog Number Coil prefix	Class of Insulation	Maximum ambient Temp. °F
6.1, 8.1, 9.1, & 11.1	None, FB, KF, KP, SF, SP, SC, & SD	F	125
6.1, 8.1, 9.1, & 11.1	HB, HT, KB, KH, SS, ST, SU, & ST	H	140
10.6	None, KF, SF, & SC	F	104
10.6	HT, KH, SU, & ST	H	104

Minimum ambient temperature -40° F (-40° C). Positioning

#### Positioning

This solenoid is designed to perform properly when mounted in any position. However, for optimum life and performance, the solenoid should be mounted vertically and upright to reduce the possibility of foreign matter accumulating in the solenoid base sub-assembly area.

#### Wiring

Wiring must comply with local codes and the National Electrical Code. All solenoids supplied with lead wires are provided with a grounding wire which is green or green with yellow stripes and a 1/2" conduit connection. To facilitate wiring, the solenoid may be rotated 360°. For the watertight and explosionproof solenoid, electrical fittings must be approved for use in the approved hazardous locations.

#### Additional Wiring Instructions For Optional Features:

- **Open-Frame solenoid with 1/4" spade terminals**  
For solenoids supplied with screw terminal connections use #12-18 AWG stranded copper wire rated at 90°C or greater. Torque terminal block screws to 10 ± 2 in-lbs (1,0 + 1,2 Nm). A tapped hole is provided in the solenoid for grounding, use a #Y10-32 machine screw. Torque grounding screw to 15 -20

in-lbs (1,7 - 2,3 Nm). On solenoids with screw terminals, the socket head screw holding the terminal block to the solenoid is the grounding screw. Torque the screw to 15 - 20 in-lbs (1,7 - 2,3 Nm) with a 5/32" hex key wrench.

• **Junction Box**

The junction box is used with spade or screw terminal solenoids only and is provided with a grounding screw and a 1/2" conduit connection. Connect #12-18AWG standard copper wire only to the screw terminals. Within the junction box use field wire that is rated 90°C or greater for connections. For steam service use 105°C rated wire up to 50 psi or use 125°C rated wire above 50 psi. After electrical hookup, replace cover gasket, cover, and screws. Tighten screws evenly in a crisscross manner.

• **DIN Plug Connector Kit No. KC236-034**

1. The open—frame solenoid is provided with DIN terminals to accommodate the DIN plug connector kit.
2. Remove center screw from plug connector. Using a small screwdriver, pry terminal block from connector cover.
3. Use #12-18 AWG stranded copper wire rated at 90°C or greater for connections. Strip wire leads back approximately 1/4" for installation in socket terminals. The use of wire-end sleeves is also recommended for these socket terminals. Maximum length of wire-end sleeves to be approximately 1/4". Tinning of the ends of the lead wires is not recommended.
4. Thread wire through gland nut, gland gasket, washer, and connector cover.

**NOTE:** Connector cover may be rotated in 90° increments from position shown for alternate positioning of cable entry.

5. Check DIN connector terminal block for electrical markings. Then make electrical hookup to terminal block according to markings on it. Snap terminal block into connector cover and install center screw.
6. Position connector gasket on solenoid and install plug connector. Torque center screw to 5 ± 1 in-lbs (0,6 ± 1,1 Nm).

**NOTE:** Alternating current (AC) and direct current (DC) solenoids are built differently. To convert from one to the other, it may be necessary to change the complete solenoid including the core and solenoid base sub-assembly, not just the solenoid. Consult ASCO.

**Installation of Solenoid**

Solenoids may be assembled as a complete unit. Tightening is accomplished by means of a hex flange at the base of the solenoid. The 3/4" bonnet construction (Figure 1) must be disassembled for installation and installed with a special wrench adapter.

**Installation of Panel Mounted Solenoid (See Figure 3)**

Disassemble solenoid following instruction under Solenoid Replacement then proceed

**3/4" Valve Bonnet Construction**

1. Install retainer(convex side to solenoid) in 1.312 diameter mounting hole in customer panel.
2. Then position spring washer over plugnut/core tube sub-assembly.
3. Install plugnut/core tube sub-assembly through retainer in customer panel. Then replace solenoid, nameplate/retainer and red cap.

**15/16" Valve Bonnet Construction**

1. Install solenoid base sub-assembly through 0.69 diameter mounting hole in customer panel.
2. Position spring washer on opposite side of panel over solenoid base sub-assembly then replace.

**Solenoid Temperature**

Standard solenoids are designed for continuous duty service. When the solenoid is energized for a long period, the solenoid becomes hot and can be touched by hand only for an instant. This is a safe operating temperature.

**MAINTENANCE**

**WARNING:** To prevent the possibility of personal injury or property damage, turn off electrical power, depressurize solenoid operator and/or valve, and vent fluid to a safe area before servicing.

**Cleaning**

All solenoid operators and valves should be cleaned periodically. The time between cleaning will vary depending on medium and service conditions. In general, if the voltage to the solenoid is correct, sluggish valve operation, excessive noise or leakage will indicate that cleaning is required. Clean strainer or filter when cleaning the valve,

**Preventive Maintenance**

- Keep the medium flowing through the solenoid operator or valve as free from dirt and foreign material as possible.
- While in service, the solenoid operator or valve should be operated at least once a month to insure proper opening and closing.
- Depending on the medium and service conditions, periodic inspection of internal valve parts for damage or excessive wear is recommended. Thoroughly clean all parts. Replace any worn or damaged parts.

**Causes of Improper Operation**

- **Faulty Control Circuit:** Check the electrical system by energizing the solenoid. A metallic click signifies that the solenoid is operating. Absence of the click indicates loss of power supply. Check for loose or blown fuses, open-circuited or grounded solenoid, broken lead wires or splice connections.
- **Burned-Out Solenoid:** Check for open-circuited solenoid. Replace if necessary. Check supply voltage; it must be the same as specified on nameplate/retainer and marked on the solenoid. Check ambient temperature and check that the core is not jammed.
- **Low Voltage:** Check voltage across the solenoid leads. Voltage must be at least 85% of rated voltage.

**Solenoid Replacement**

1. On solenoids with lead wires disconnect conduit, coil leads, and grounding wire.

**NOTE:** Any optional parts attached to the old solenoid must be reinstalled on the new solenoid.

2. Disassemble solenoids with optional features as follows:

• **Spade or Screw Terminals**

Remove terminal connections, grounding screw, grounding wire, and terminal block (screw terminal type only).

**NOTE:** For screw terminals, the socket head screw holding the terminal block serves as a grounding screw.

• **Junction Box**

Remove conduit and socket head screw (use 5/32" hex key wrench) from center of junction box. Disconnect junction box from solenoid.

• **DIN Plug Connector**

1. Remove center screw from DIN plug connector. Disconnect DIN plug connector from adapter. Remove socket head screw (use 5/32" hex key wrench), DIN terminal adapter, and gasket from solenoid.
2. Snap off red cap from top of solenoid base sub-assembly.
3. Push down on solenoid. Then using a suitable screwdriver, insert blade in slot provided between solenoid and nameplate/retainer. Pry up slightly and push to remove. Then remove solenoid from solenoid base sub-assembly.
4. Reassemble using exploded views for parts identification and placement

**Disassembly and Reassembly of Solenoids**

1. Remove solenoid, see Solenoid Replacement.
2. Remove finger washer or spring washer from solenoid base sub-assembly.
3. Unscrew solenoid base sub-assembly.

**NOTE:** Some solenoid constructions have a plugnut/core tube sub-assembly, bonnet gasket and bonnet in place of the solenoid base sub-assembly. To remove bonnet use special wrench adapter supplied in ASCO Rebuild Kit. For wrench adapter only, order ASCO Wrench Kit No.K218 - 948.

4. The core is now accessible for cleaning or replacement.
5. If the solenoid is part of a valve, refer to basic valve installation and maintenance instructions for further disassembly.
6. Reassemble using exploded views for identification and placement of parts.

**ORDERING INFORMATION FOR ASCO SOLENOIDS**

When Ordering Solenoids for ASCO Solenoid Operators or Valves, order the number stamped on the solenoid. Also specify voltage and frequency.

### Torque Chart

Part Name	Torque Value in inch-Pounds	Torque Value in Newton-Meters
solenoid base sub-assembly	175 ± 25	19.8 ± 2.8
valve bonnet (3/4" bonnet constructions)	90 ± 10	10.2 ± 1.1
bonnet screw (3/8" or 1/2" NPT pipe size)	25	2.8
bonnet screw (3/4" NPT pipe size)	40	4.5

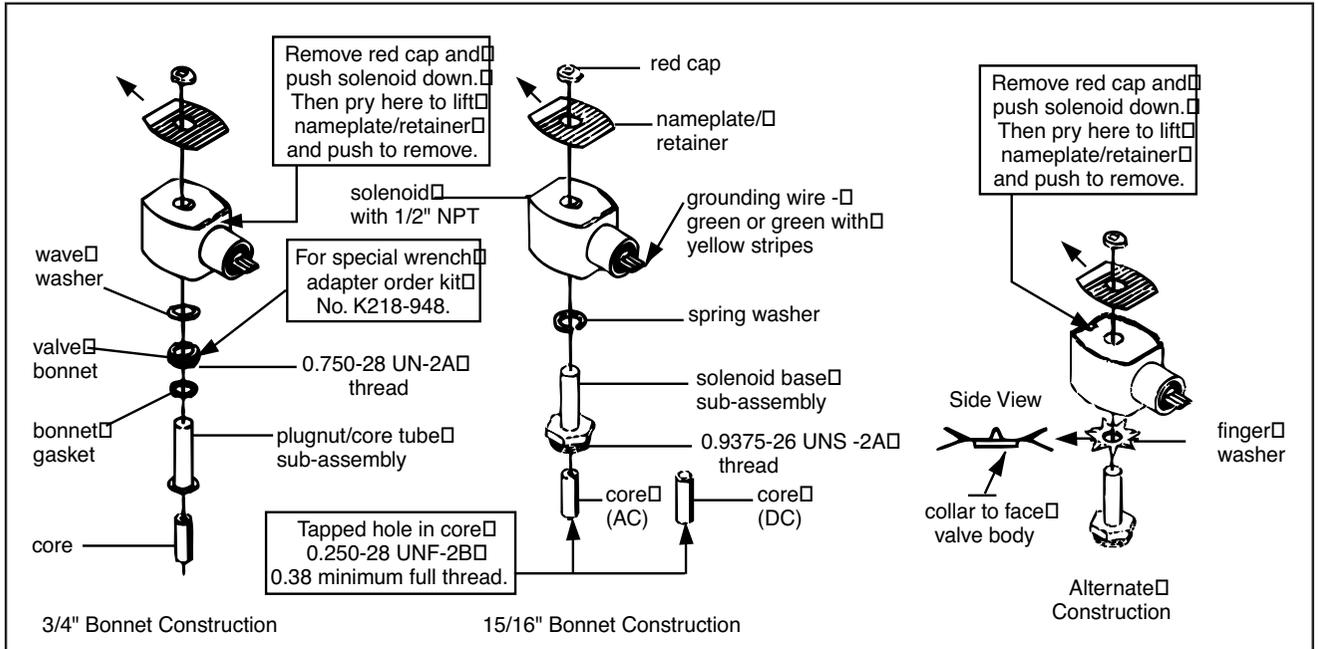


Figure 1. Series 8016G solenoids

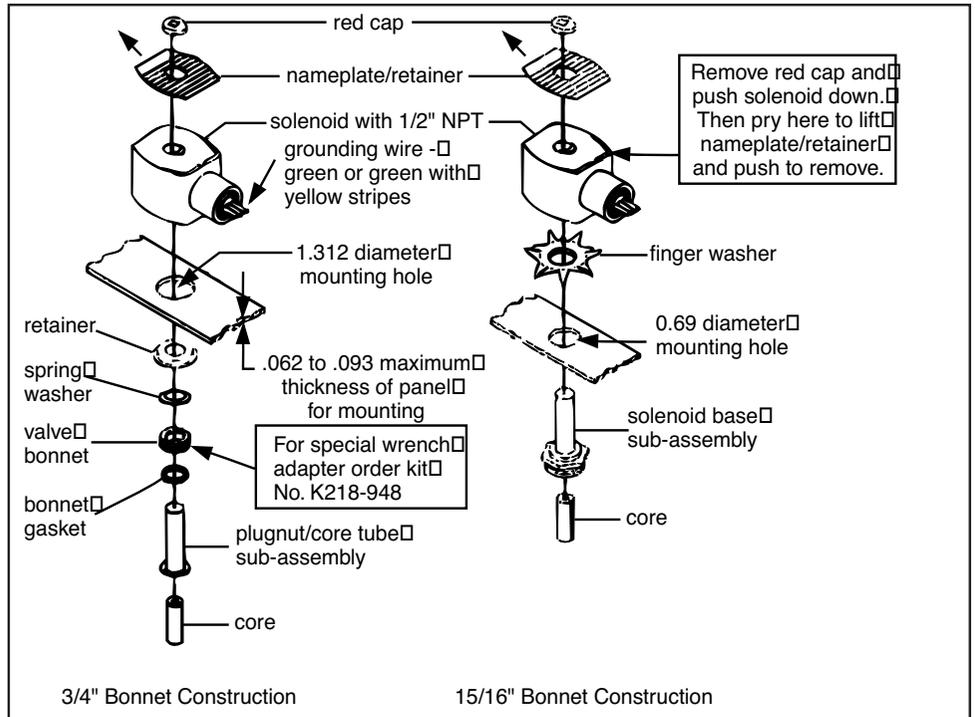
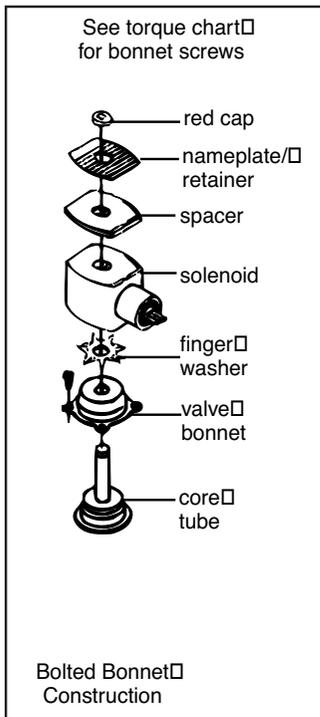


Figure 2. Series 8016G solenoid

Figure 3. Series 8016G panel mounted solenoids

## Torque Chart

Part Name	Torque Value in inch-Pounds	Torque Value in Newton-Meters
terminal block screws	10 ± 2	1,1 ± 0,2
socket head screw	15 - 20	1,7 - 2,3
center screw	5 ± 1	0,6 ± 0,1

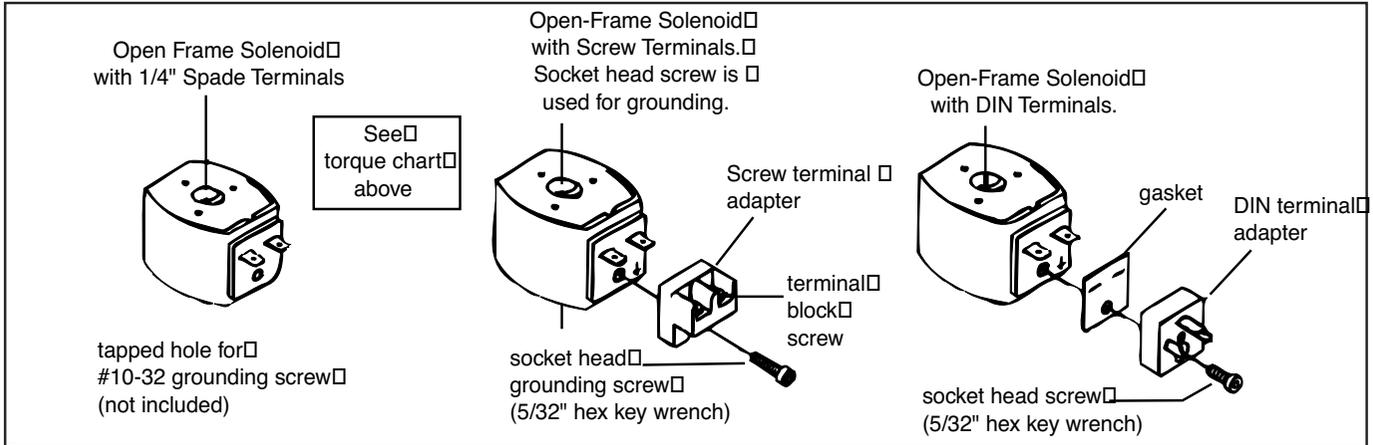


Figure 4. Open - frame solenoids

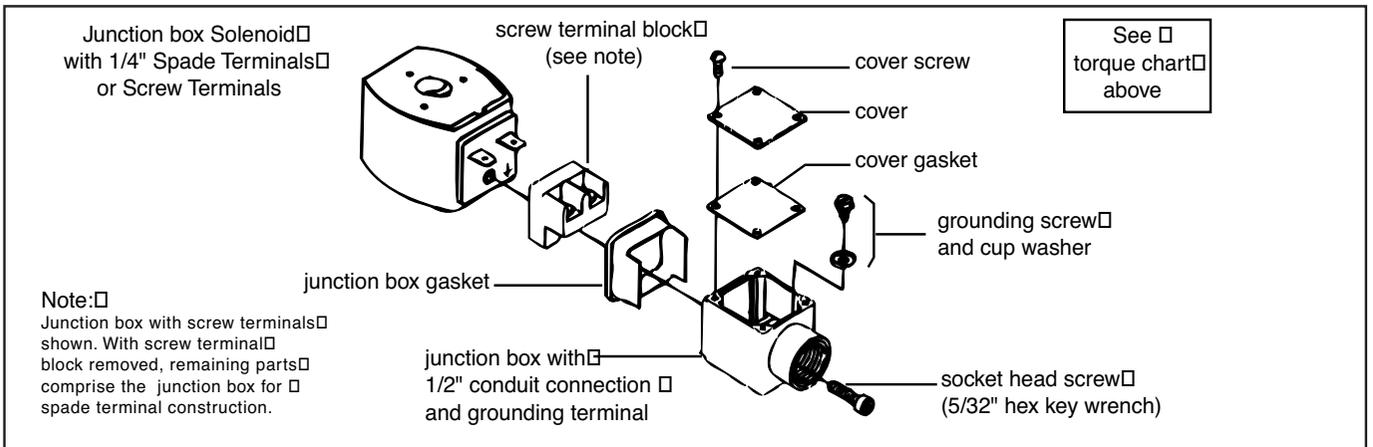
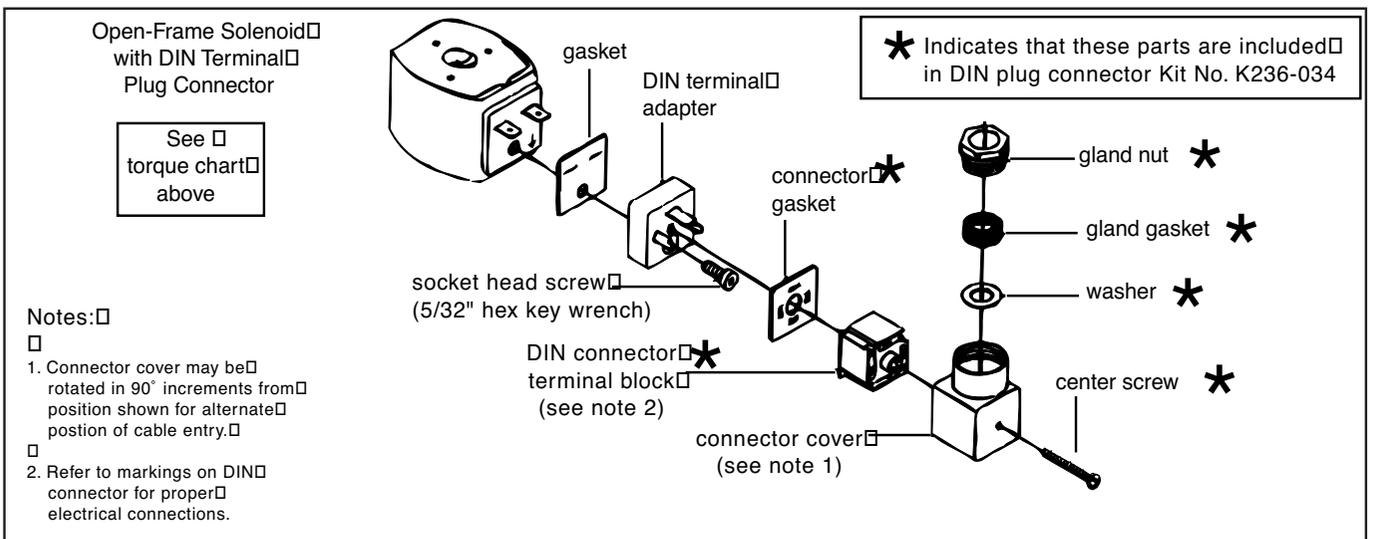
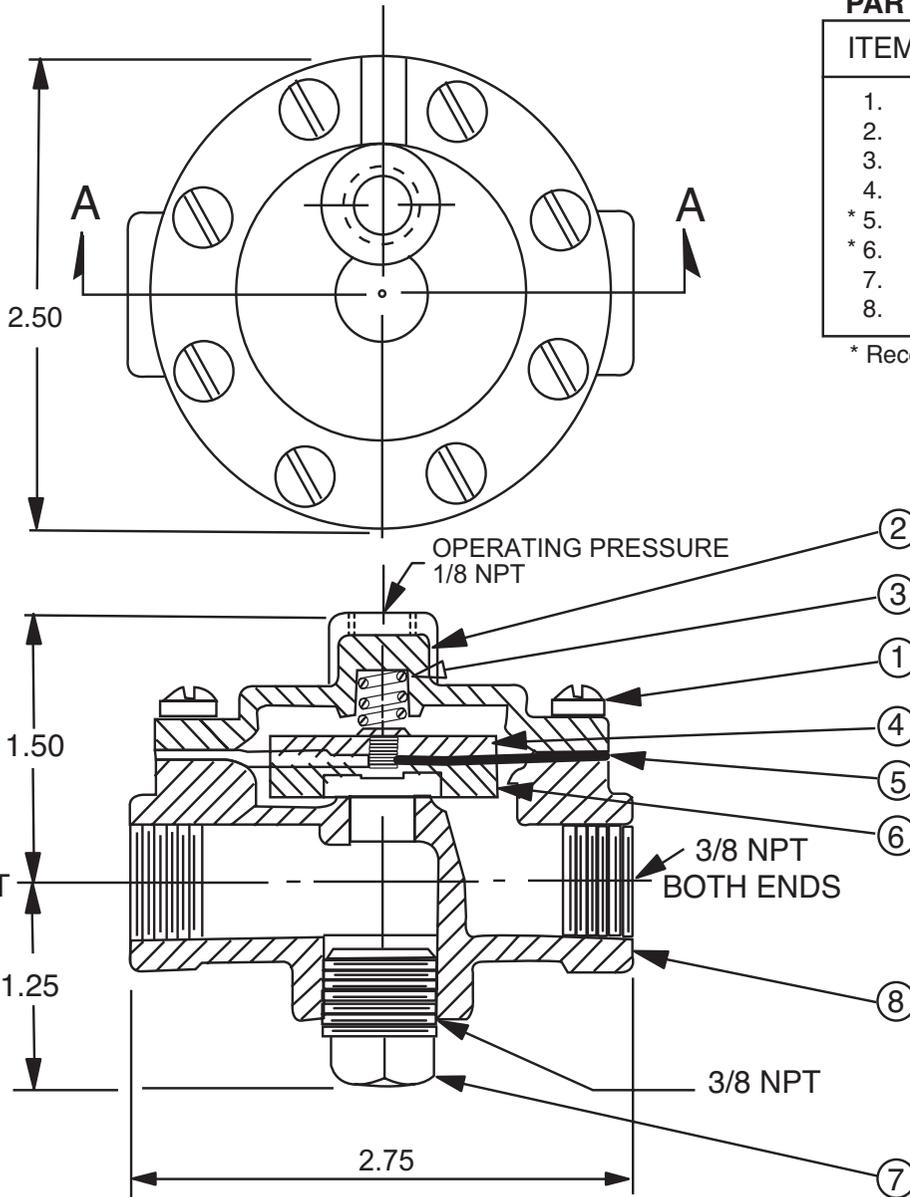


Figure 5. Open - frame solenoids





—MODEL— **100-01**  
**3/8"-1 Hytrol Valve**



**PARTS LIST**

ITEM	DESCRIPTION
1.	Cover Screw (8 Required)
2.	Cover
3.	Spring
4.	Diaphragm Washer
* 5.	Diaphragm
* 6.	Disc Retainer Assembly
7.	Body Plug (3/8 NPT)
8.	Body

\* Recommended Spare Parts

**SECTION AA**

**100-01 3/8" HYTROL VALVE**

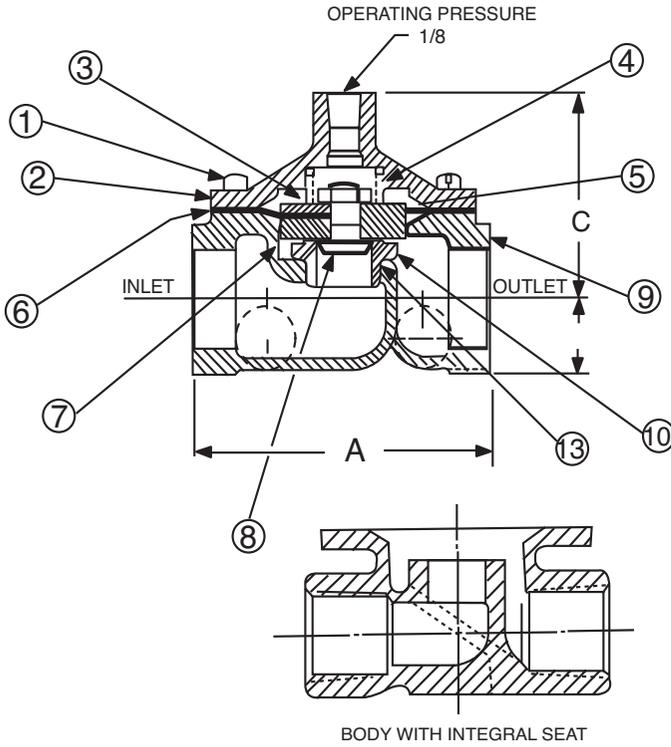
**When Ordering parts, please specify**

- All nameplate data
- Description
- Item Number
- Material



—MODEL— **100-01**  
**1/2"-3/4"-1" Hytrol Valve**

**100-01 3/4" & 1/2" Hytrol Valve**



**PARTS LIST**

ITEM	DESCRIPTION
1	COVER SCREW
2	COVER
3	SPRING
4	STEM NUT
5	DIAPHRAGM WASHER
*6	DIAPHRAGM
*7	DISC RETAINER ASSEMBLY
8	DISC GUIDE & STEM
9	BODY
10	SEAT
11	NAMEPLATE
12	BODY PLUG HEX HD.
13	O-RING SEAT (FOR OLD STYLE BODY ONLY)

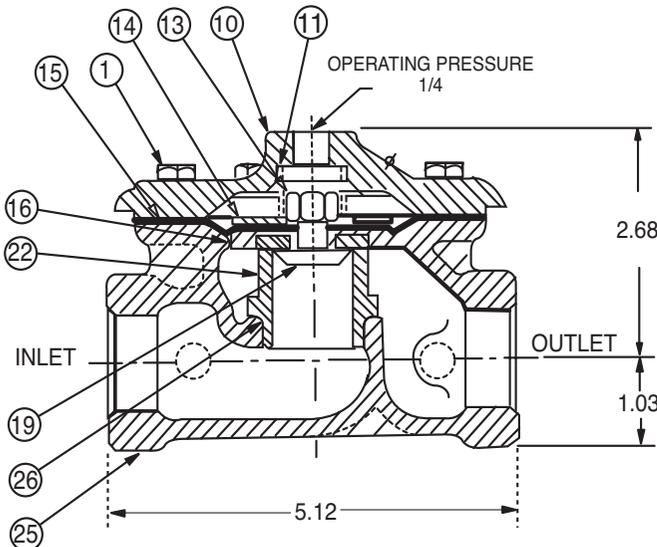
\* Recommended Spare Parts

	1/2	3/4
A	1-7/16	3-1/2
C (MAXIMUM)	2-3/8	2-3/8
D	25/32	29/32

**When Ordering parts, please specify**

- All nameplate data
- Description
- Item Number
- Material

**100-01 1" Hytrol Valve**



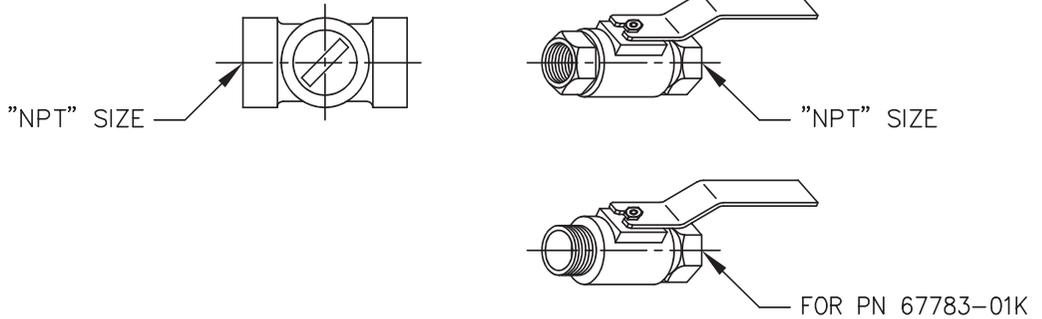
**PARTS LIST**

ITEM	DESCRIPTION
1	COVER SCREW
2	NAMEPLATE
3	NAMEPLATE SCREW
10	COVER
11	SPRING
13	STEM NUT
14	DIAPHRAGM WASHER
15	DIAPHRAGM
16	DISC RETAINER ASSEMBLY
19	DISC GUIDE
22	SEAT
24	BODY PLUG
25	BODY
26	O-RING, SEAT

\* Recommended Spare Parts

<b>CLA-VAL CO.</b> NEWPORT BEACH, CALIFORNIA	CATALOG NO.	DRAWING NO. <b>67783</b>	REV <b>BA</b>
	TYPE OF VALVE AND MAIN FEATURES  <h2 style="text-align: center;">CK2 COCK/BALL VALVE</h2>		
		DESIGN	
		DRAWN MGR	4-02-80
		CHK'D KD	4-03-80
		APV'D CH	4-07-80

SCALE: NONE



CLA-VAL PART NO. AND MATERIAL

BRONZE WITH HANDLE	STEEL WITH HANDLE	IRON WITH HANDLE	316 SST WITH HANDLE	316 SST W/ LOCKING HANDLE	BRONZE WITH HANDLE	MONEL WITH HANDLE	SIZE "NPT"
67783-01K*	-09C	-17F	-25J SUPSD BY-26G		-41F SUPSD BY-01K		1/8"
-02H	-10A	-18D	-26G	-51E SUPSD BY-26G -52C	-42D SUPSD BY-02H	-55F	1/4"
-03F * -59H***	-11J	-19B	-27E	-46E SUPSD BY-27E -53A	-45G -57B * *	-48A SUPSD BY-49J	3/8"
-04D -60F ***	-12G	-20K	-28C	-54J	-43B SUPSD BY-04D	-49J	1/2"
-05A -61D ***	-13E	-21H	-29A		-44K SUPSD BY-05A	-56D	3/4"
-06J	-14C	-22F	-30J			-58K	1"
-07G	-15K	-23D	-31G				1 1/4"
-08E	-16H	-24B	-32E				1 1/2"
-50G			-47C				2"

- \* SEE ENGINEERING APPROVED VENDORS TABLE (SHEET 2 OF 2).
- \*\* HAMMOND VALVE 8501 ONLY.
- \*\*\* WILKINS CK2 (SEE SHEET 2 OF 2)

CAD REVISION RECORD - DO NOT REVISE MANUALLY

LTR	DESCRIPTION	BY	DATE
A-AY	SEE REVISION FILE		
BA	ADDED PN'S 67783-59H, 67783-60F & 67783-61D (ECO 20434)	AK	03-14-06

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— MODEL — **CV**  
**Flow Control**



### DESCRIPTION

The Cla-Val Model CV Flow Control is a simply-designed, spring-loaded check valve. Rate of flow is full flow in one direction and restricted in other direction. Flow is adjustable in the restricted direction. It is intended for use in conjunction with a pilot control system on a Cla-Val Automatic Control Valve.

### OPERATION

The CV Flow Control permits full flow from port A to B, and restricted flow in the reverse direction. Flow from port A to B lifts the disc from seat, permitting full flow. Flow in the reverse direction seats the disc, causing fluid to pass through the clearance between the stem and the disc. This clearance can be increased, thereby increasing the restricted flow, by screwing the stem out, or counter-clockwise. Turning the stem in, or clockwise reduces the clearance between the stem and the disc, thereby reducing the restricted flow.

### INSTALLATION

Install the CV Flow Control as shown in the valve schematic. All connections must be tight to prevent leakage.

### DISASSEMBLY

Follow the sequence of the item numbers assigned to the parts in the cross sectional illustration for recommended order of disassembly.

Use a scriber, or similar sharp-pointed tool to remove O-ring from the stem.

### INSPECTION

Inspect all threads for damage or evidence of cross-threading. Check mating surface of seat and valve disc for excessive scoring or embedded foreign particles. Check spring for visible distortion, cracks and breaks. Inspect all parts for damage, corrosion and cleanliness.

### CLEANING

After disassembly and inspection, cleaning of the parts can begin. Water service usually will produce mineral or lime deposits on metal parts in contact with water. These deposits can be cleaned by dipping the parts in a 5-percent muriatic acid solution just long enough for deposits to dissolve. This will remove most of the common types of deposits. **Caution: use extreme care when handling acid.** If the deposit is not removed by acid, then a fine grit (400) wet or dry sandpaper can be used with water. Rinse parts in water before handling. An appropriate solvent can clean parts used in fueling service. Dry with compressed air or a clean, lint-free cloth. Protect from damage and dust until reassembled.

### REPAIR AND REPLACEMENT

Minor nicks and scratches may be polished out using a fine grade of emery or crocus cloth; replace parts if scratches cannot be removed.

Replace O-ring packing and gasket each time CV Flow Control is overhauled.

Replace all parts which are defective. Replace any parts which create the slightest doubt that they will not afford completely satisfactory operation. Use Inspection steps as a guide.

### REASSEMBLY

Reassembly is the reverse of disassembly; no special tools are required.

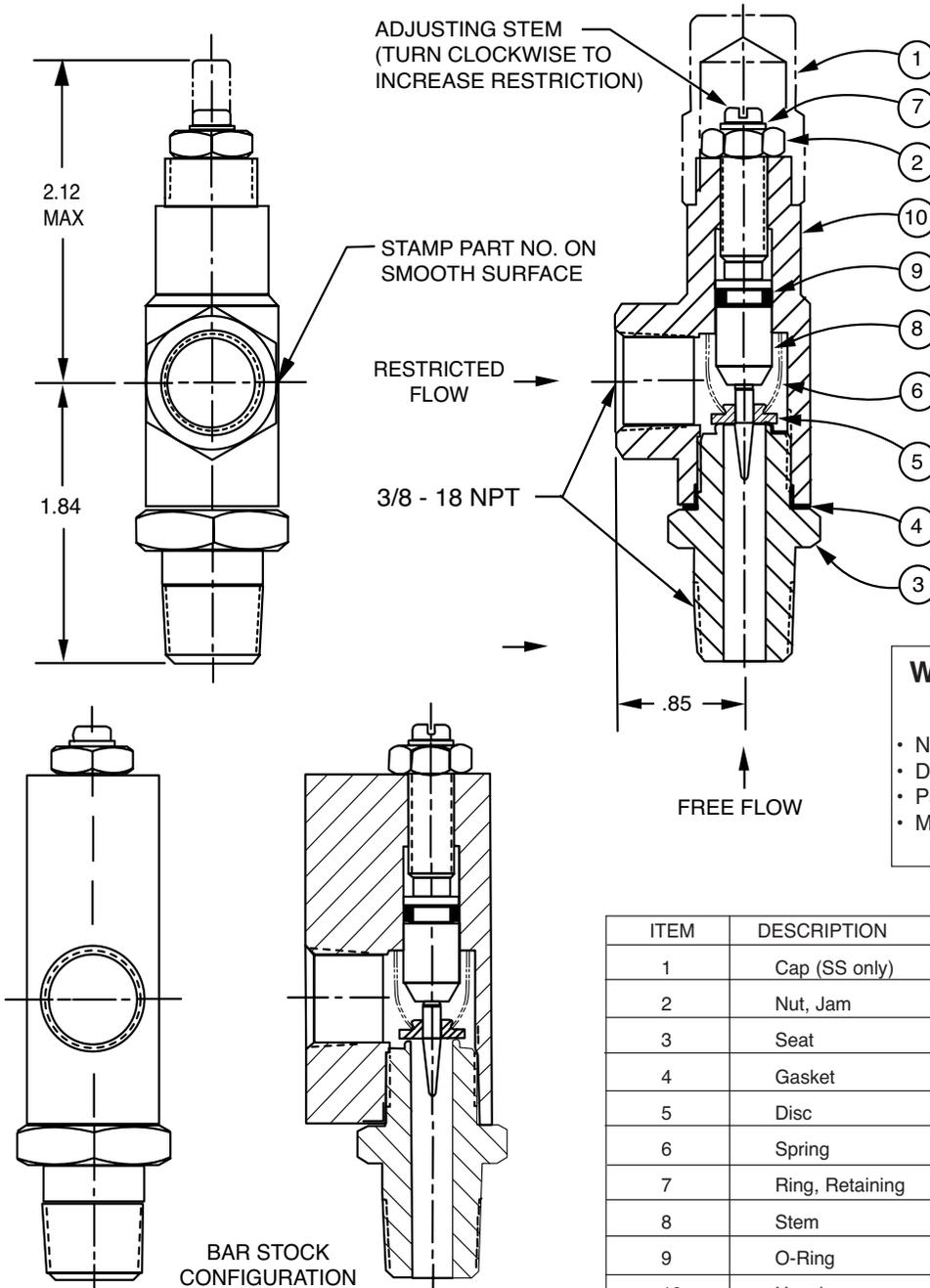
### TEST PROCEDURE

No testing of the flow Control is required prior to reassembly to the pilot control system on Cla-Val Main Valve.



# CV

## 3/8" Flow Control





# Cla-Val Product Identification

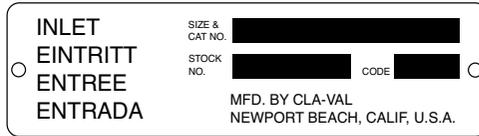
## How to Order

### Proper Identification

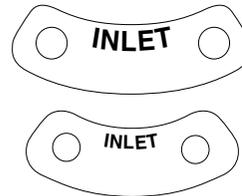
For ordering repair kits, replacement parts, or for inquiries concerning valve operation, it is important to properly identify Cla-Val products already in service by including all nameplate data with your inquiry. Pertinent product data includes valve function, size, material, pressure rating, end details, type of pilot controls used and control adjustment ranges.

### Identification Plates

For product identification, cast-in body markings are supplemented by identification plates as illustrated on this page. The plates, depending on type and size of product, are mounted in the most practical position. **It is extremely important that these identification plates are not painted over, removed, or in any other way rendered illegible.**



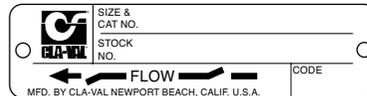
This brass plate appears on valves sized 2 1/2" and larger and is located on the top of the inlet flange.



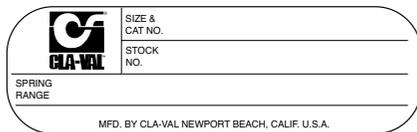
These two brass plates appear on 3/8", 1/2", and 3/4" size valves and are located on the valve cover.



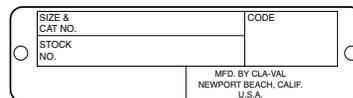
This brass plate appears on altitude valves only and is found on top of the outlet flange.



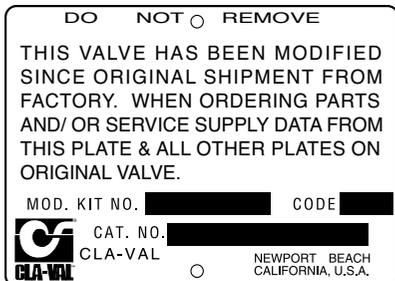
These two brass plates appear on threaded valves 1" through 3" size or flanged valves 1" through 2". It is located on only one side of the valve body.



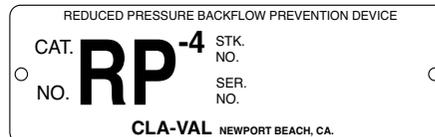
This tag is affixed to the cover of the pilot control valve. The adjustment range appears in the spring range section.



This brass plate is used to identify pilot control valves. The adjustment range is stamped into the plate.



This aluminum plate is included in pilot system modification kits and is to be wired to the new pilot control system after installation.



This brass plate is used on our backflow prevention assemblies. It is located on the side of the Number Two check (2" through 10"). The serial number of the assembly is also stamped on the top of the inlet flange of the Number One check.



**HOW TO ORDER**

Distributed By:  
M&M Control Service, Inc.  
Phone: 800-876-0036  
Fax: 847-356-0747  
Email: [sales@mmcontrol.com](mailto:sales@mmcontrol.com)

**SPECIFY WHEN ORDERING**

- Model Number
- Globe or Angle Pattern
- Adjustment Range  
(As Applicable)
- Valve Size
- Threaded or Flanged
- Body and Trim Materials
- Optional Features
- Pressure Class

**UNLESS OTHERWISE SPECIFIED**

- Globe or angle pattern are the same price
  - Ductile iron body and bronze trim are standard
  - X46 Flow Clean Strainer or X43 "Y" Strainer are included
  - CK2 Isolation Valves are included in price on 4" and larger valve sizes (6" and larger on 600 Series)
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NOTES:

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NOTES:



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Fax: 847-356-0747  
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Represented By:



— MODEL — **REPAIR KITS**

**Complete Replacement Diaphragm Assemblies for 100-01 and 100-20 Hytrol Main Valves**  
**For:** Hytrol Main Valves with Ductile Iron, Bronze Trim Materials—**125/150 Pressure Class Only.**  
**FACTORY ASSEMBLED**  
 Includes: Stem, Disc Guide, Disc, Disc Retainer, Spacer Washers, Diaphragm, Diaphragm Washer and Stem Nut.

Valve Size	Diaphragm Assembly Stock Number		Valve Size	Diaphragm Assembly Stock Number	
	100-01	100-20		100-01	100-20
3/8" (Also 81-01 )	49097K	N/A	6"	40456G	33273E
1/2" - 3/4" (Also 81-01 )	C2518D	N/A	8"	45276D	40456G
1"	C2520K	N/A	10"	81752J	45276D
1 1/4"-1 1/2"	C2522 F	N/A	12"	85533J	81752J
2"	C2524B	N/A	14"	89067D	N/A
2 1/2"	C2523D	N/A	16"	89068B	85533J
3"	C2525J	C2524B	20"	N/A	89068B
4"	33273E	C2525J	24"	N/A	89068B

**Repair Kits for 100-01/100-20 Hytrol Valves**

**For:** Hytrol Main Valves—**125/150 Pressure Class Only.**  
 Includes: Diaphragm, Disc (or Disc Assembly) and spare Spacer Washers.

Buna-N® Standard Material				Viton (For KB Valves)			
Valve Size	Repair Kit Stock Number		Valve Size	Repair Kit Stock Number			
	100-01	100-20		100-01	100-20		
3/8" (Also 81-01 )	9169801K	N/A	3/8" (Also 81-01 )	9169806J	N/A		
1/2" - 3/4" (Also 81-01 )	9169802H	N/A	1/2" - 3/4" (Also 81-01 )	9169807G	N/A		
1"	9169803F	N/A	1"	9169808E	N/A		
1 1/4" - 1 1/2"	9169804D	N/A	1 1/4" - 1 1/2"	9169809C	N/A		
2"	9169805A	N/A	2"	9169810A	N/A		
2 1/2"	9169811J	N/A	2 1/2"	9169817F	N/A		
3"	9169812G	9169805A	3"	9169818D	9169810A		
4"	9169813E	9169812G	4"	9169819B	9169818D		
6"	9169815K	9169813E	6"	9169820K	9169819B		
8"	9817901D	9169815K	8"	9169834A	9169820K		
10"	9817902B	9817901D					
12"	9817903K	9817902B					
14"	9817904H	N/A					
16"	9817905E	9817903K					
20"	N/A	9817905E					
24"	9817906C	9817905E					

When ordering, please give complete nameplate data of the valve and/or control being repaired.  
**MINIMUM ORDER CHARGE APPLIES.**

**Repair Kits for 100-02/100-21 Powertrol and 100-03/100-22 Powercheck Main Valves**

**For:** Powertrol and Powercheck Main Valves—125/150 Pressure Class Only

Includes: Diaphragm, Disc (or Disc Assembly) and O-rings and full set of spare Spacer Washers.

Valve Size	Kit Stock Number 100-02	Valve Size	Kit Stock Number	
			100-02 & 100-03	100-21 & 100-22
3/8"	9169901H	2 1/2"	9169910J	N/A
1/2" & 3/4"	9169902F	3"	9169911G	9169905J
1"	9169903D	4"	9169912E	9169911G
1 1/4" & 1 1/2"	9169904B	6"	9169913C	9169912E
2"	9169905J	8"	99116G	9169913C
		10"	9169939H	99116G
		12"	9169937B	9169939H

**Repair Kits for 100-04/100-23 Hy-Check Main Valves**

Larger Sizes: Consult Factory.

**For:** Hy-Check Main Valves—125/150 Pressure Class Only

Includes: Diaphragm, Disc and O-Rings and full set of spare Spacer Washers.

Valve Size	Kit Stock Number		Valve Size	Kit Stock Number	
	100-04	100-23		100-04	100-23
4"	20210901B	N/A	12"	20210905H	20210904J
6"	20210902A	20210901B	14"	20210906G	N/A
8"	20210903K	20210902A	16"	20210907F	20210905H
10"	20210904J	20210903K	20"	N/A	20210907F
			24"	N/A	20210907F

**Repair Kits for Pilot Control Valves (In Standard Materials Only)**

Larger Sizes: Consult Factory.

Includes: Diaphragm, Disc (or Disc Assembly), O-Rings, Gaskets or spare Screws as appropriate.

BUNA-N® (Standard Material)				VITON (For KB Controls)	
Pilot Control	Kit Stock Number	Pilot Control	Kit Stock Number	Pilot Control	Kit Stock Number
CDB	9170006C	CFM-7	1263901K	CDB-KB	9170012A
CDB-30	9170023H	CFM-7A	1263901K	CRA-KB	N/A
CDB-31	9170024F	CFM-9	12223E	CRD-KB (w/bucking spring)	9170008J
CDB-7	9170017K	CRA (w/bucking spring)	9170001D	CRL-KB	9170013J
CDH-2	18225D	CRD (w/bucking spring)	9170002B	CDHS-2BKB	9170010E
CDHS-2	44607A	CRD (no bucking spring)	9170003K	CDHS-2FKB	9170011C
CDHS-2B	9170004H	CRD-18	20275401K	CDHS-18KB (no bucking spring)	9170009G
CDHS-2F	9170005E	CRD-22	98923G	102C-KB	1726202D
CDHS-3C-A2	24657K	CRL (55F, 55L)	9170007A		
CDHS-8A	2666901A	CRL-4A	43413E		
CDHS-18	9170003K	CRL-5 (55B)	65755B		
CDS-4	9170014G	CRL-5A (55G)	20666E		
CDS-5	14200A	CRL-18	20309801C		
CDS-6	20119301A	CV	9170019F		
CDS-6A	20349401C	X105L (O-ring)	00951E	Buna-N®	
CFCM-M1	1222301C	102B-1	1502201F	CRD Disc Ret. (Solid)	C5256H
CFM-2	12223E	102C-2	1726201F	CRD Disc Ret. (Spring)	C5255K
		102C-3	1726201F		

**Repair Assemblies (In Standard Materials Only)**

Control	Description	Stock Number
CF1-C1	Pilot Assembly Only	89541H
CF1-CI	Complete Float Control less Ball and Rod	89016A
CFC2-C1	Disc, Distributor and Seals	2674701E
CSM 11-A2-2	Mechanical Parts Assembly	97544B
CSM 11-A2-2	Pilot Assembly Only	18053K
33A 1"	Complete Internal Assembly and Seal	2036030B
33A 2"	Complete Internal Assembly and Seal	2040830J

When ordering, please give complete nameplate data of the valve and/or control being repaired. **MINIMUM ORDER CHARGE APPLIES**