

**INSTALLATION AND MAINTENANCE INSTRUCTIONS
FIGURE C134
FABRI-VALVE® BONNETED KNIFE GATE VALVE**

INSTALLATION:

CAUTION: A SINGLE SEATED KNIFE GATE VALVE IS DESIGNED TO SEAL IN ONE DIRECTION ONLY. IF REVERSE PRESSURE IS EXPECTED CONTACT THE FACTORY FOR TECHNICAL ADVICE.

Inspect the valve and identify the seat side. The word "SEAT" is cast on the valve body in the chest area on the seat side. Install the valve in the line with the seat side downstream or making sure the flow and pressure is in the direction tending to push the gate against the seat when closed.

If the valve is a double seated, bi-directional valve the valve can be installed in either orientation.

Use a gasket material suitable for the pressure, temperature, and media and cut to fit raised face of the valve. If the valve is supplied with a non-metallic "RP, RT" replaceable seal, no gasket should be used on the replaceable seal side.

Bolt the valve to the mating flange using proper size bolts. If stainless bolts are used, lubricate threads to prevent galling. It is recommended that studs be used in the tapped holes in the chest area. If bolts are used select length that will not cause bolt to bottom out in flange hole before sealing gasket.

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When tightening flange bolts work from side to side to ensure even compression of the gasket. The amount of torque required is determined by the type of gasket, line pressure, type of bolt and bolt lubrication.

WARNING: VALVES WITH REPLACEABLE URETHANE, METAL, TFE, OR UHMW, SEATS. THESE SEATS ARE LOOSE PIECES AND NOT ATTACHED TO THE VALVE BODY. THE VALVE MUST BE INSTALLED BETWEEN TWO MATING FLANGES BEFORE PRESSURIZING. FAILURE TO DO THIS MAY CAUSE DAMAGE OR INJURY. IF THE VALVE IS INSTALLED ON THE DISCHARGE END OF A PIPELINE A COMPANION FLANGE MUST BE BOLTED TO THE OUTLET FLANGE OF THE VALVE TO RETAIN THE REPLACEABLE SEAT. THE GATE MUST BE SLIGHTLY OPEN WHEN INSTALLING.

All valves are pressure and seat tested before shipment and a green inspection tag is attached. The packing gland may require some adjusting after line pressure is up to normal. Tighten just enough to stop leakage. Overtightening may cause undue pressure against the gate making the valve difficult to operate and cause rapid packing wear. If possible, stroke the valve a few times before setting packing bolts. Each valve is seat tested at 40 psi and 150 psi for seat leakage. Metal seated valves will not leak more than 40cc/in/min and resilient seated valves will be drip tight at these conditions. Extremely low pressures, below 5 psi, across a closed gate may result in higher leakage rates. If this is the normal working condition, centerline buttons may be required.

If the valve is installed in horizontal position and a powered actuator is included with the valve, support of the actuator may be required. Consult the factory for technical advice.

Air operated valves must be supplied with clean, dry, regulated air.

CAUTION: THE VALVES ARE SUPPLIED WITH CYLINDERS SIZED FOR A SPECIFIED AIR PRESSURE AND PRESSURES EXCEEDING THIS MAY CAUSE DAMAGE TO THE VALVE. AIR REGULATORS AND AIR FILTERS ARE AVAILABLE FROM YOUR ITT SALES REPRESENTATIVE.

MAINTENANCE:

TO REPACK STUFFING BOX:

DANGER: DO NOT REPACK VALVE UNDER PRESSURE

1. Remove gland nuts and raise the packing gland.
2. Remove old packing and clean the packing chamber
3. Replace with proper size and number of rows of square braided packing.
4. Reseat the packing gland and replace the packing nuts.
5. Pressurize the valve to the working pressure and tighten the gland nuts evenly from side to side until leakage is stopped. Do not over tighten.

CAUTION: IF THE VALVE IS EQUIPPED WITH THE OPTIONAL BACKSEAT, THE VALVE MAY BE REPACKED UNDER PRESSURE IN CERTAIN CONDITIONS. DO NOT REPACK IF THE PIPELINE CONTAINS DANGEROUS OR LETHAL MEDIA. REPACKING WITH PRESSURE IN THE LINE SHOULD NOT BE CONSIDERED A ROUTINE PROCEDURE. FOR HARMLESS, INACTIVE, ROOM TEMPERATURE LINE MEDIA, OPEN THE VALVE UNTIL THE BACKSEAT IS IN CONTACT WITH THE STUFFING BOX. LOOSEN PACKING GLAND BOLTS SLOWLY TO DRAIN ANY TRAPPED PRESSURE AND MAKE CERTAIN THERE IS NO LEAKAGE DUE TO WEAR OR CORROSION OF THE BACKSEAT BEFORE USING THE ABOVE REPACKING PROCEDURE.

The stem and stemnut are lubricated at the factory before shipment. However, these parts should be lubricated periodically to prevent wear and to minimize operating forces. Some recommended lubricants are:

Chevron Industrial Grease-medium
Texaco Molytex Grease #2
Moly XL 47-F2-75
Fel-Pro C5-A Compound

VALVES WITH REPLACEABLE SEATS:

REPLACEABLE SEATS-RP, RH, RT, RW

1. Remove the valve from the pipeline and open gate.
2. Seat ring is loose and may be removed from outlet flange of valve. If necessary, it may be driven out with a piece of wood from the inlet side.
3. Inspect the seat surface of the ring. If wear appears on only a small area the seat ring may be rotated to put wear point towards the top of the port and further service obtained.
4. Clean the recess where the seat ring fits.
5. If the seat ring is nonmetallic install new or rotated ring. If seat ring is metallic install the new or rotated ring with a new, 1/16" thick gasket between the body and seat ring.

D-RING SEALS

1. Remove valve from line and disassemble.
2. Remove old seal from groove. The groove must be clean and dry before installing new seal.
3. Roughen the flat, bottom surface of the new seal ring and clean.
4. Lay seal ring on flat surface with flat side up. apply a thin layer of adhesive to the flat surface (.003 to .005 thick).
Note: Black Max adhesive #38050 is available from factory under part No. 137-900.
5. Install the ring in the body groove flat side down. Press seal into the groove starting at the top and then move to the bottom, and then to the sides as illustrated in fig 1. All rings must be stretched slightly to fit and care must be taken to keep ring smooth and flat.
6. Wipe off any excess adhesive.
7. Allow adhesive to dry for a minimum of 8 hours for full bond strength.
8. Reassemble valve and repack per instructions above.

VALVES WITH CENTERLINE BUTTONS:

Centerline buttons are adjusted at the factory. If replacement or adjustment is required:

Close the valve so that the gate is seated against the wedges. Insert setscrew into housing, using a few drops of thread locking compound(Loctite 271). Adjust setscrew to fit tight against the gate as shown in figure 2. The hardened tip of the centerline buttons in service will have a tendency to make shallow score marks on the backside of the gate and with adjustment the score marks may become deeper. This is normal as the centerline button wedges the gate against the seat to effect a seal.

VALVES WITH CHEST BUTTONS:

Chest buttons are adjusted at the factory. If replacement or adjustment is required:

CAUTION: DO NOT ADJUST PRESSURIZED VALVE.

Close the valve so that the gate is seated against the wedges. Remove pipe plug from chest button housing shown in fig.3. Adjust the chest button setscrew so that it is just seated against the backside of the gate. Replace pipe plug seal.

Maintenance manuals for cylinders, electric motors, and other accessories are available from the factory.

VALVES WITH ELECTRIC ACTUATORS

Valves with electric motors should be set up torque closed, position open if valve is single seated and position closed, position open if valve is double seated.

WARNING:

Valves and valve actuators supplied by Engineered Valves are designed and manufactured using good workmanship and materials, and they meet the applicable industry standards. These valves are available with components of various materials, and they should be used only in services recommended herein or by a company valve engineer. Misapplication of the product may result in injuries or property damage. A selection of valve components of the proper material consistent with the particular performance requirement is important for proper application.

Examples of the misapplication or misuse of a valve or valve actuator includes use in an application that exceeds the pressure / temperature rating, or failure to maintain the equipment as recommended.