

SERIES 35 CHECK VALVE

INSTALLATION, OPERATION AND MAINTENANCE INSTRUCTION

INSTALLATION

Install valve in system using proper size and type mating flanges and appropriate gaskets (for RF) or seal rings (for RTJ). Observe the following precautions:

- Do not install the valve whereby it directly discharges downstream into a tee or elbow fitting.
- ViNtrol Series 35 Check Valves are not recommended for vertical down flow installations.
- ViNtrol Series 35 Check Valves should not be used in severe pulsating services such as reciprocating compressor discharges.
- It is recommended that the check valve be installed a minimum of three pipe diameters downstream of the pump or compressor.
- ViNtrol suggests installing the check valves downstream of the silencer in an air or gaseous system.
- ViNtrol suggests installing the check valves downstream of any pulsation dampeners in any system.

MAINTENANCE

ViNtrol Series 35 Check Valves are permanently lubricated and normally require no routine maintenance.

RECONDITIONING

IMPORTANT! Prior to disassembly, valve must first be isolated from system pressure and flow.

DISC & SHAFT REMOVAL: After observing the above precaution, remove the valve from the pipeline. Remove the bonnet nuts, bonnet and bonnet seal. Next, unscrew and remove two pipe plugs located on either side of the body. The disc shaft may now be removed by sliding it through the disc, disc springs and bushings and out one side of the body. Remove shaft bushings and disc from body. Inspect all parts for damage.

On valves which include an integral face seal in the disc or disc closure area of the body; seal may be removed from its dovetail holding groove. Clean and inspect seal and groove area.

REPLACEABLE SEAT REMOVAL: After removal of disc, as described above, seat may be accessed and removed by unscrewing in counter-clockwise direction until seat is free of valve body. Remove and inspect both seat face seal (if included) and the seat sub seal.

Clean and inspect all parts for wear and/or damage. Observe seat pocket bore on replaceable seat models for rust pits and scale. If necessary, use fine emery for removal of deposits on the machine surfaces. Cuts or a nick in any seal is cause for replacement. Flush all foreign matter from side shaft ports, bonnet seal and seat pocket areas.

REASSEMBLY

Use new replacements, as required. Install O-ring seals in their proper locations. Use a liberal amount of general purpose grease (such as Mystic JT-6) on seals and machined mating surfaces. After replacing seals, as necessary, on removable seats (if applicable) reinstall seat by placing it in the body and screwing it into the body in a clockwise direction.

CAUTION! Be very careful not to cross-thread the seat into the body. Cross-threading the seat may result in irreparable damage to the valve.

Install bushings into the body. Reinsert disc into body cavity with shaft holes inline with side shaft ports. Slide shaft into the body through shaft bearing on one side. Continue sliding shaft through disc, disc spring and remaining bushing. Install pipe plugs into body using a good industrial grade thread sealant compound.

Install bonnet seal making sure that the seal lays flat in the bonnet seal step. Lower the bonnet onto the body and replace bonnet nuts on studs. Bonnet nuts should be tightened using a cross-tighten method.

A quality thread lubricant should be used when making up the bonnet nuts.