



### 3. Model 141-3 Closing Speed Control.

**THEORY OF OPERATION** (Refer to schematic diagram)

To understand how the 127-3 operates, it is best to start with the EJECTOR. Due to the orifice in its upstream port, the ejector creates a pressure drop proportional to the flow through it. The flow through the ejector is in turn controlled by the degree of opening of the PRESSURE REDUCING PILOT. The wider the pilot opens, the greater the flow through the ejector and the lower the pressure downstream of the orifice. Conversely, the more the pilot closes, the lower the flow through the ejector and the greater the pressure downstream of the orifice.

Now note that the diaphragm chamber of the MAIN VALVE is connected to the branch port of the ejector and is thus downstream of the orifice. In this manner, the pressure in the diaphragm chamber of the main valve is in fact controlled by the pressure-reducing pilot. As the diaphragm pressure decreases, the main valve opens; as the diaphragm pressure increases, the main valve closes.

Putting it all together, as downstream pressure tends to increase above the set point of the pressure-reducing pilot, the pilot moves further closed. This results in an increase in pressure in the diaphragm chamber of the main valve. The main valve then closes slightly to restore the downstream pressure to the set point. Conversely, as downstream pressure tends to decrease below the set point, the pilot moves further open. This results in a decrease in pressure in the diaphragm chamber of the main valve. The main valve then opens wider to bring the downstream pressure back up to the set point. The net result of all this is a constant modulating action by the pilot and main valve and a downstream pressure which remains constant despite fluctuations in demand or inlet pressure.

### INSTALLATION

The 127-3 is furnished fully factory-assembled and ready for installation at the appropriate point

in the system. The user is referred to the Basic Valve section of this manual for full installation details.

### STARTUP AND ADJUSTMENT

The following procedures should be followed in the order presented in order to effect an initial startup of the 127-3:

1. Install a pressure gauge of the proper range downstream of the 127-3. The unused downstream side port on the main valve body may be used for this purpose if there is no convenient location in the downstream piping.
2. Remove the plastic cap from the pressure-reducing pilot, and loosen the adjusting screw jam nut. Turn the adjusting screw **counterclockwise** until it is loose enough to be turned by hand.
3. Turn the adjusting screw of the flow control valve fully **clockwise**, then back it off **three full turns**.
4. Start the pump, or otherwise start the system flowing. The main valve will at this time be either fully closed or open only a very small amount.
5. Carefully loosen one of the pipe plugs in the main valve bonnet until fluid appears around the threads. When only clear fluid (no air) is discharging, re-tighten the plug.
6. Check downstream pressure. It should be lower than desired at this point. If it is already too high, there is too much restriction downstream. Open further valves or otherwise increase demand until the pressure falls below the desired set point.
7. Slowly turn the adjusting screw of the pressure reducing pilot **clockwise** until downstream pressure rises to the desired set point. Tighten the adjusting screw jam nut, and replace the plastic cap.
8. If there are small-scale oscillations in the downstream pressure, slowly turn the ad-

justing screw of the flow control valve **clockwise** until the oscillations disappear. **CAUTION:** Never close this valve fully. To do so will prevent the main valve from opening.

9. If pressure readjustment should ever be required, the pressure-reducing pilot is adjusted **clockwise** to **increase** pressure; **counterclockwise** to **decrease** pressure.

### MAINTENANCE

Due to the simplicity of design of the 127-3, required maintenance is minimal. However, the following checks, periodically performed, will do much to keep the valve operating properly and efficiently.

1. Check for chipped or peeling paint.
2. Check for leaks at fittings and around flanges and connections. Tighten as required.
3. If the valve is equipped with a Y-strainer, check the screen for buildup of solid material. Clean as required. This point is most important, as a clogged strainer can keep the valve from operating properly. On new installations, it is recommended that the strainer be checked every day or two until experience dictates a greater or lesser interval.

### TROUBLESHOOTING

In the event of malfunction of the 127-3, the following guide should enable the technician to isolate the specific cause of the problem.

#### A. MAIN VALVE FAILS TO OPEN:

1. Valve closed downstream of 127-3. Open as required.
2. Downstream pilot system ball valve closed. Open as required.
3. Flow control valve fully closed. See Adjustment instructions.
4. Pressure-reducing pilot adjusted too far counterclockwise. See Adjustment in-

structions.

5. Stem of pressure-reducing pilot binding. See 1340 section of this manual.
6. Stem of main valve binding. See Basic Valve section of this manual.

#### B. MAIN VALVE FAILS TO CLOSE:

1. Upstream pilot system ball valve closed. Open as required.
2. Strainer clogged. Clean as required.
3. Pressure-reducing pilot adjusted too far clockwise. See Adjustment instructions.
4. Diaphragm of pressure-reducing pilot ruptured. This will be evidenced by a discharge of fluid from the vent port in the pilot bonnet. Disassemble pilot and replace diaphragm.
5. Close downstream pilot system ball valve.
  - a. If main valve closes, proceed to Step 6.
  - b. If main valve remains open, proceed to Step 7.
6. Pressure-reducing pilot stem binding or seat badly deteriorated. Disassemble pilot and determine cause. See 1340 section of this manual.
7. Close both pilot system ball valves, and loosen a pipe plug in the main valve bonnet. A **continuous** discharge of fluid from the loosened plug indicates that the main valve diaphragm is ruptured. See Basic Valve section of this manual. **SEE NOTE BELOW.**
8. Main valve stem binding or object in valve. Disassemble valve and determine cause. See Basic Valve section of this manual.

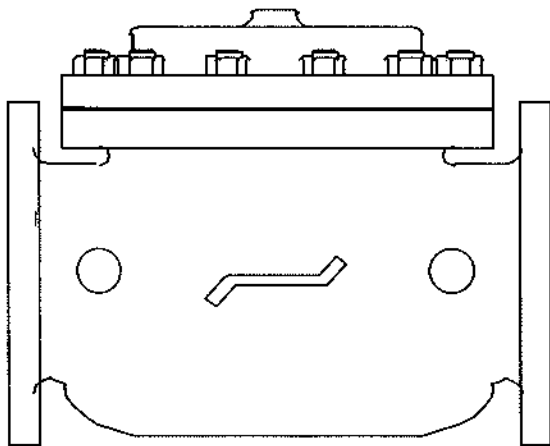
**NOTE:** Certain valves, predominantly those in fuel service, are assembled "fail closed." In this case, a ruptured diaphragm would keep the valve from opening, rather than keep it from closing. To determine which type you have, examine the bridge mark cast into the side of the main valve

body. If the bridge mark slants downward on the upstream end, the valve is "fail closed." If the bridge mark slants upward on the upstream end, the valve is "fail open."

**C. MAIN VALVE OPEN AND CLOSES, BUT DOES NOT CONTROL PRESSURE:**

1. If pressure remains too high despite adjustment of the pressure-reducing pilot, refer to MAIN VALVE FAILS TO CLOSE, above.
2. If pressure remains too low despite adjustment of the pressure-reducing pilot, refer to MAIN VALVE FAILS TO OPEN, above.
3. If pressure oscillates, you may likely be in a period of very low demand. Frequently this problem will disappear as demand increases. In the meantime, further closing of the flow control valve may help damp out the oscillations. In an extreme case, try adjusting the pressure slightly higher.





## installation, operating, and maintenance instructions

# series 65

## basic control valve

### GENERAL DESCRIPTION

The OCV Series 65 is a hydraulically-operated, diaphragm-actuated valve. It is available in either a globe (Model 65) or angle (Model 65A) configuration. The diaphragm is nylon-fabric bonded with synthetic rubber and forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure. An elastomeric seat disc forms a tight seal with the valve seat when pressure is applied above the diaphragm.

### FUNCTIONAL DESCRIPTION

Because the Series 65 is a hydraulically operated valve, it requires a minimum line pressure of approximately 5 psig in order to function. The valve functions on a simple principle of pressure differential. The line pressure at the inlet of the valve is bypassed through the pilot control piping to the diaphragm chamber of the valve. This pressure, together with the valve spring, works against the pressure under the valve seat. Because the effective area of the diaphragm is greater than that of the seat, the valve is held tightly closed. As the controlling pilot(s) allow the pressure to bleed off the diaphragm chamber, the two opposing pressures begin to balance and the valve will begin to open. The valve can be used to perform a simple on-off function, or with the proper pilot system, a modulating, or regulating function.

In cases where the line fluid is unusually dirty, or is otherwise unsuitable for operating the valve, an independent operating pressure source may be employed. The pressure available from such a source must be equal to, or greater than, line pressure.

### INSTALLATION

In order to insure safe, accurate and efficient operation of the OCV control valve, the following list of checkpoints and procedures should be followed when installing the valve.

1. Make a careful visual inspection of the valve to insure that there has been no damage to the external piping, fittings or controls. Check that all fittings are tight.
2. Thoroughly flush all interconnecting piping of chips, scale and foreign matter prior to mounting the valve.
3. Install the valve in the line according to the flow arrow on the inlet flange. The arrow should point downstream.
4. Allow sufficient room around the valve for ease of adjustment and maintenance service.

In addition, it is highly recommended that:

1. Isolation valves (eg., gate or butterfly) be installed on the inlet and discharge sides of the valve to facilitate isolating the valve for maintenance.
2. Pressure gauges be installed at the inlet and outlet sides of the valve to provide monitoring of the valve during initial start-up and during operation. The body side ports, if unused by the pilot system, provide a convenient connection for the gauges.
3. All valves larger than 6" be installed horizontally, i.e., with the bonnet pointed up, for ease of adjustment and maintenance servicing.

**MAINTENANCE**

The OCV control valve requires no lubrication and a minimum of maintenance. However, a periodic inspection should be established to determine how the fluid being handled is affecting the efficiency of the valve. In a water system, for example, the fluid velocity as well as the substances occurring in natural waters, such as dissolved minerals and suspended particles, vary in every installation. The effect of these actions or substances must be determined by inspection. It is recommended that an annual inspection, which includes examination of the valve interior, be conducted. Particular attention should be paid to the elastomeric parts, i.e., the diaphragm and seat disc. Any obviously worn parts should be replaced.

**REPAIR PROCEDURES**

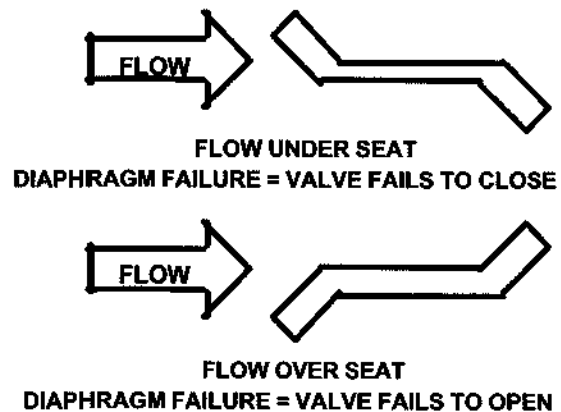
In the event of malfunction of the OCV control valve, troubleshooting should be conducted according to the procedures outlined for the specific model of valve. Then, if those steps indicate a problem with the main valve, this section will outline the procedures necessary to correct the problem.

Problems with the main valve can be classed in three basic categories:

1. VALVE FAILS TO OPEN
  - a. Diaphragm damaged\* - See Procedure A

- b. Stem binding - See Procedure B
2. VALVE FAILS TO CLOSE
  - a. Diaphragm damaged\* - See Procedure A
  - b. Stem binding - See Procedure B
  - c. Object lodged in valve - See Procedure B
3. VALVE OPENS AND CLOSES BUT LEAKS WHEN CLOSED
  - a. Seat disc damaged - See Procedure C
  - b. Seat ring damaged - See Procedure D

*\*A diaphragm failure can prevent the valve from either opening or closing, depending on the flow direction. Most water service valves flow "under the seat", in which case a diaphragm failure will keep the valve from closing. On the other hand, most fuel service valves flow "over the seat", in which case a diaphragm failure will keep the valve from opening. To determine which you have, examine the bridge mark cast into the side of the valve body, then compare it with the figures below.*



**PROCEDURE A : DIAPHRAGM REPLACEMENT**

1. Isolate the valve from the system by closing upstream and downstream block valves.

2. Loosen one of the tubing connections on the bonnet. Allow any residual pressure to bleed off.
3. Remove all tubing connected at the bonnet.
4. Remove the bonnet nuts.
5. Remove the bonnet. If the bonnet sticks in place, it may be loosened by rapping sharply around its edge with a *rubber-headed* mallet.  
*NOTE: 8" and larger valves are equipped with eye bolts through which a chain can be fastened to aid in lifting the bonnet.*
6. Remove the spring.
7. Remove the diaphragm plate capscrews and the diaphragm plate.
8. Remove the old diaphragm.
9. Making sure the dowel pin holes are in the proper location, place the new diaphragm over the studs and press down until it is flat against the body and spool.
10. Replace the diaphragm plate and the diaphragm plate capscrews.
11. Tighten all diaphragm plate capscrews snugly.
12. Replace the spring.
13. Replace the bonnet and reinstall the bonnet nuts.
14. Tighten the bonnet nuts snugly using a criss-cross tightening pattern.
15. Reinstall the control tubing.
16. Reopen the upstream and downstream block valves.
17. Before placing the valve back in service, perform the air bleed procedure described in the first section of this manual.

PROCEDURE B: CORRECTION OF BINDING STEM

1. Perform Steps 1 thru 6 of Procedure A, above.
2. Remove the spool assembly from the valve. *NOTE: On smaller valves, this can be accomplished simply by grasping the stem and pulling upward. Valves 6" and larger have the top of the stem threaded to accept an eyebolt to aid in lifting the spool out of the body. 6" thru 12" valves are threaded 3/8-16. 14" and 16" valves are threaded 5/8-11.*
3. Carefully examine both ends of the stem for deep scratches, scoring or buildup of mineral deposits. Polish the stem if necessary using a fine grade of emery cloth.
4. Similarly, examine and polish the upper bushing (in the bonnet) and the lower guide (in the seat ring).
5. Reinstall the spool assembly.
6. Reassemble the valve, following Steps 12 thru 17 in Procedure A.

PROCEDURE C: SEAT DISC REPLACEMENT

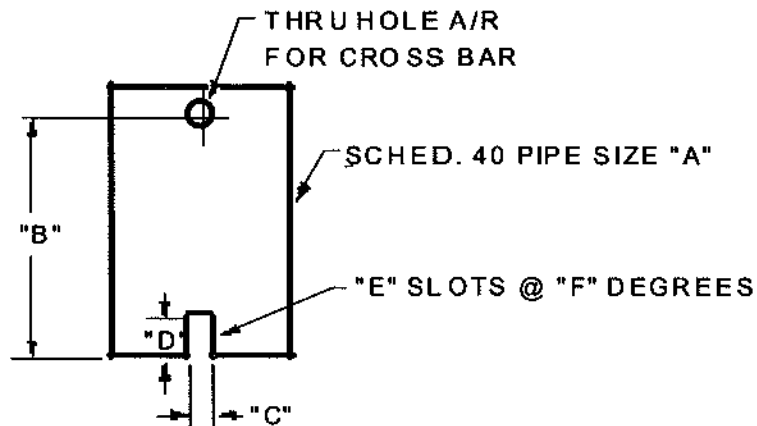
1. Perform Steps 1 and 2 of Procedure B, above.
2. With the spool assembly removed from the body, remove the seat retainer screws.
3. Slide the seat retainer off the lower end of the stem.
4. Remove the seat disc from its groove in the spool. *NOTE: The seat disc may fit quite tightly in the groove. If necessary, it may be pried out using a thin-bladed screwdriver or similar tool.*
5. Install the new seat disc in the groove.
6. Reinstall the seat retainer and tighten the seat retainer screws.
7. Reassemble the valve, following Steps 5 and 6 of Procedure B.

**PROCEDURE D: SEAT RING REPLACEMENT**

*NOTE: It is rare for a seat ring to require replacement. Minor nicks and scratches in the seating surface can usually be smoothed out with emery cloth.*

1. Perform Steps 1 and 2 of Procedure B, above.
2. If you are working on a 4" or smaller valve, follow Steps 3 thru 9, below.
3. If you are working on a 6" or larger valve, follow Steps 10 thru 16, below.
4. Seat rings in valves 4" and smaller are threaded into the valve body. To remove, you will need a special seat ring tool. You may fabricate one using standard pipe as shown in the sketch below, or one may be purchased from OCV.
5. Using the seat ring tool, unthread the seat ring from the body.
6. Remove the old o-ring from the counterbore in the body.
7. Install the new o-ring in the counterbore.

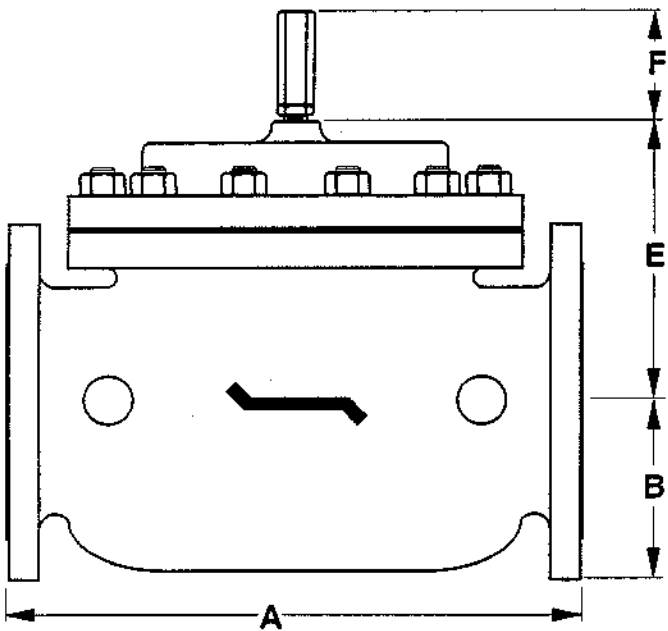
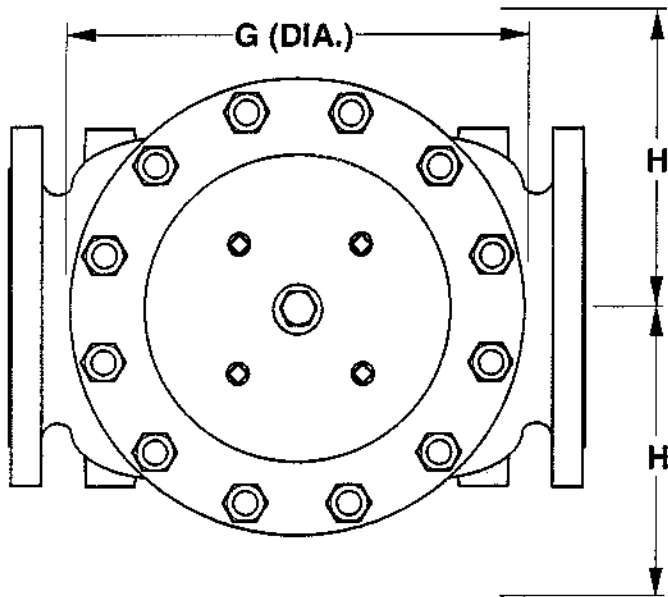
8. Using the seat ring tool, install the new seat ring.
9. Reassemble the valve, following Steps 5 & 6 of Procedure B.
10. Seat rings in valves 6" and larger are bolted into the body with socket head capscrews. In addition you will note that the seat ring is equipped with additional threaded holes that may be used for "jacking" the seat ring out of the body.
11. Remove the socket head capscrews.
12. Remove the old seat ring from the body by temporarily installing two or more of the capscrews in the "jacking" holes.
13. Install a new o-ring in the groove of the new seat ring. Lubricate the o-ring and outer seat ring wall with Vaseline® or similar lubricant.
14. Install the new seat ring in the body, making sure that the capscrew holes line up.
15. Replace and tighten all the capscrews.
16. Reassemble the valve, following Steps 5 and 6 of Procedure B.



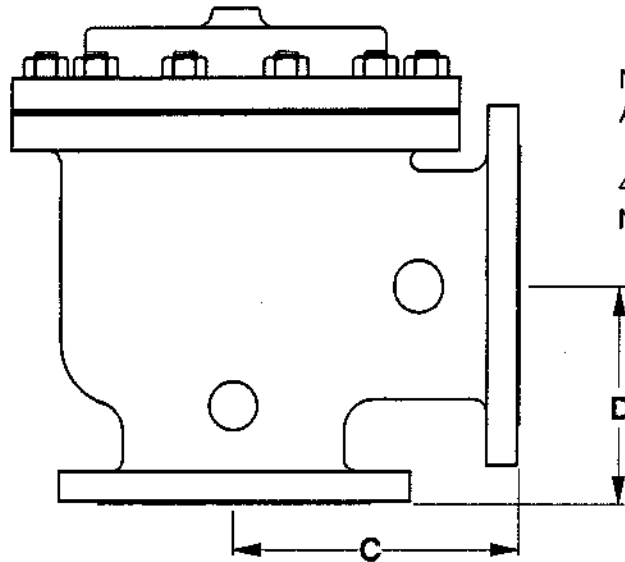
VALVE SIZE	"A" PIPE SIZE	"B" MIN. LENGTH	"C" SLOT WIDTH	"D" SLOT DEPTH	"E" NO. OF SLOTS	"F" SLOT SPACING
1-1/4"	3/4"	6"	3/8"	3/8"	2	180°
1-1/2"	3/4"	6"	3/8"	3/8"	2	180°
2"	1-1/2"	7"	3/8"	3/8"	2	180°
2-1/2"	2"	8"	1/2"	1/2"	3	120°
3"	2-1/2"	9"	5/8"	5/8"	2	180°
4"	3"	10"	5/8"	5/8"	2	180°

REVISED 3-17-97






DIM	ANSI CLASS	VALVE SIZE												
		1 1/4	1 1/2	2	2 1/2	3	4	6	8	10	12	14	16	24
A	SE	8.75	8.75	9.88	10.50	13.00	-	-	-	-	-	-	-	-
	150	8.50	8.50	9.38	10.50	12.00	15.00	17.75	25.38	29.75	34.00	39.00	40.38	62.00
	300	8.75	8.75	9.88	11.12	12.75	15.62	18.62	26.38	31.12	35.50	40.50	42.00	63.75
B	SE	1.44	1.44	1.69	1.88	2.25	-	-	-	-	-	-	-	-
	150	2.31	2.50	3.00	3.50	3.75	4.50	5.50	6.75	8.00	9.50	10.62	11.75	16.00
	300	2.62	3.06	3.25	3.75	4.12	5.00	6.25	7.50	8.75	10.25	11.50	12.75	18.00
C	SE	4.38	4.38	4.75	6.00	6.50	-	-	-	-	-	-	-	-
	150	4.25	4.25	4.75	6.00	6.00	7.50	10.00	12.69	14.88	17.00	-	20.81	-
	300	4 3/8	4.38	5.00	6.38	6.38	7.81	10.50	13.19	15.56	17.75	-	21.62	-
D	SE	3.12	3.12	3.88	4.00	4.50	-	-	-	-	-	-	-	-
	150	3.00	3.00	3.88	4.00	4.00	5.50	6.00	8.00	11.38	11.00	-	15.69	-
	300	3.25	3.25	4.12	4.38	4.38	5.81	6.50	8.50	12.06	11.75	-	16.50	-
E	ALL	6.00	6.00	6.00	7.00	6.50	7.92	10.00	11.88	15.38	17.00	18.00	19.00	27.00
F	ALL	3.88	3.88	3.88	3.88	3.88	3.88	3.88	6.38	6.38	6.38	6.38	6.38	8.00
G	ALL	6.00	6.00	6.75	7.69	8.75	11.75	14.00	21.00	24.50	28.00	31.25	34.50	52.00
H	ALL	10.00	10.00	11.00	11.00	11.00	12.00	13.00	14.00	17.00	18.00	20.00	20.00	28.50

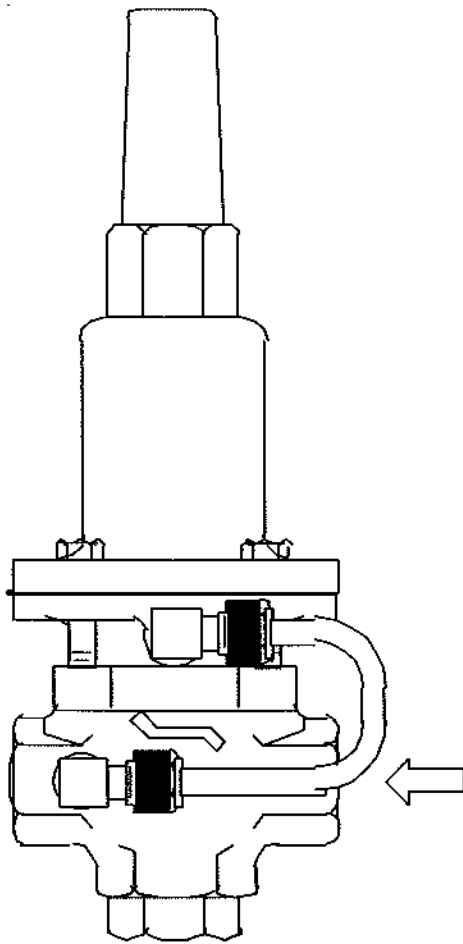


NOTE: 3" VALVE DIMENSIONS ARE FOR NEW MODEL 3100

4" VALVE DIMENSIONS ARE FOR NEW MODEL 4400

REV. A SDJ 6-6-02  
REV. B SDJ 2-3-03

<b>TOLERANCES</b>		 <b>OCV Control Valves</b> TULSA, OKLAHOMA U.S.A.	
UNLESS NOTED FRACTIONAL $\pm 1/64$ DECIMAL $\pm .005$ MACH. FINISH 125/ $\sqrt{\quad}$ ANGULAR $\pm 1/2^\circ$			
<b>GENERAL VALVE DIMENSIONS</b>			
DRAWN BY SDJ	DATE 10-6-97	SIZE	DRAWING NUMBER
CHKD. BY	DATE	<b>A</b>	<b>65D</b>
			REV. <b>B</b>



## installation, operating, and maintenance instructions

### pressure reducing pilot

# model 1340

#### GENERAL DESCRIPTION

The Model 1340 Pressure Reducing Pilot is a normally-open, direct-acting, spring-loaded, diaphragm-type control pilot. As the primary control pilot for the OCV Series 127 control valves, it is designed to maintain a constant preset discharge pressure from the main valve. It is a constant throttling device, maintaining precise, positive control of the main valve.

The 1340 may also be used by itself as a downstream pressure regulator.

The 1340 is available in bronze or stainless steel construction and with 3/8 NPT or 1/2 NPT end connections.

The 1340 is available with four different adjustment ranges:

5-30 psi	65-180 psi
20-80 psi	100-300 psi

#### FUNCTIONAL DESCRIPTION

The 1340 controls the pressure in the diaphragm chamber of the main valve, hence the degree of opening or closing of the valve. The downstream pressure is sensed under the diaphragm of the pilot and is balanced against

an adjustable spring load. As the downstream pressure decreases below the set point, the pilot opens wider, decreasing the pressure in the diaphragm chamber of the main valve, opening the valve a proportionate amount. Conversely, as downstream pressure increases above the set point, the pilot closes further, increasing the pressure in the diaphragm chamber of the main valve, closing the valve a proportionate amount. The net result is a constant modulating action of the pilot and main valve, keeping the downstream pressure at the set point within very close limits.

#### INSTALLATION AND ADJUSTMENT

The 1340 is normally installed in the main valve control piping between the ejector and the downstream body tap. Flow must be in the direction indicated. In most cases, a sense line is factory installed between the diaphragm sense port and the downstream pilot body side port, as shown in the drawing. The pilot can also be remote sensed by running a line (typically 1/4" O.D. tubing) from the 1/8 NPT connection under the pilot diaphragm to the desired downstream point where the pressure control is desired.

Pressure adjustment is made by means of the single adjusting screw:

**Clockwise** adjustment **increases** downstream pressure.

**Counterclockwise** adjustment **decreases** downstream pressure.

## MAINTENANCE

Required maintenance of the 1340 is minimal. Fittings and bolts should be periodically checked, and the body should be inspected for damage or excessive buildup of foreign material.

## TROUBLESHOOTING

Other than improper adjustment, there are basically only three malfunctions which can occur with the 1340 pilot. These, and the symptoms they can cause, are as follows:

1. **PILOT DIAPHRAGM RUPTURED:** Results in failure of the main valve to close and/or downstream pressure that is too high. A ruptured pilot diaphragm will be evidenced by leakage through the vent hole in the pilot bonnet.
2. **PILOT SEAT DISC DETERIORATED:** Results in a downstream pressure that drifts too high under dead-end (zero flow) conditions.
3. **PILOT STEM BINDING:** Typically results in poor pressure control, though in extreme cases, it can result in failure of the main valve to open or close.

## REPAIR PROCEDURES

Refer to the 1340 assembly drawing for parts identification.

### A. DIAPHRAGM REPLACEMENT

1. Prior to disassembling the pilot, turn the adjusting screw (10) fully counterclockwise until it is loose enough to be turned with the fingers.
2. Remove the four bonnet capscrews (17).
3. Remove the bonnet (2). Set the spring (9) and spring retainers (11) aside in a safe place.
4. Remove the plug (4) from the bottom of the pilot.
5. Using a 7/16" socket as a backup on capscrew (12), remove hex nut (16), lockwasher (22), upper diaphragm plate (8) and o'ring (20).
6. Remove old diaphragm (5).

7. Inspect both diaphragm plate o'rings (20). Replace if necessary.
8. Place new diaphragm on stem (7).
9. Replace upper diaphragm plate (8), o'ring (20), lockwasher (22) and hex nut (16). Tighten securely.
10. Reinstall plug (4).
11. Hold spring (9) and spring retainers (11) together in the proper orientation, and insert them into the bonnet (2).
12. Place the bonnet over the adapter, and insert the bonnet capscrews (17). Tighten securely.
13. Place valve back in service, following the startup and adjustment procedures given in the main portion of this manual.

### B. SEAT DISC REPLACEMENT

1. Follow Steps 1 through 4 under DIAPHRAGM REPLACEMENT, above.
2. Using a 7/16" socket as a backup on capscrew (12), remove hex nut (16), lockwasher (22), diaphragm plates (8) and o'rings (20).
3. Remove stem (7) and seat disc (12) through bottom of pilot.
4. Remove capscrew (12), seal washer (13) and old seat disc (6).
5. Place new seat disc, new seal washer and capscrew (12) on stem. Tighten securely.
6. Reinsert stem through bottom of pilot.
7. Reinstall diaphragm plates (8), o'rings (20), diaphragm (5), lockwasher (22) and hex nut (16). Tighten securely.
8. Reassemble pilot following Steps 10 through 13 under DIAPHRAGM REPLACEMENT, above.

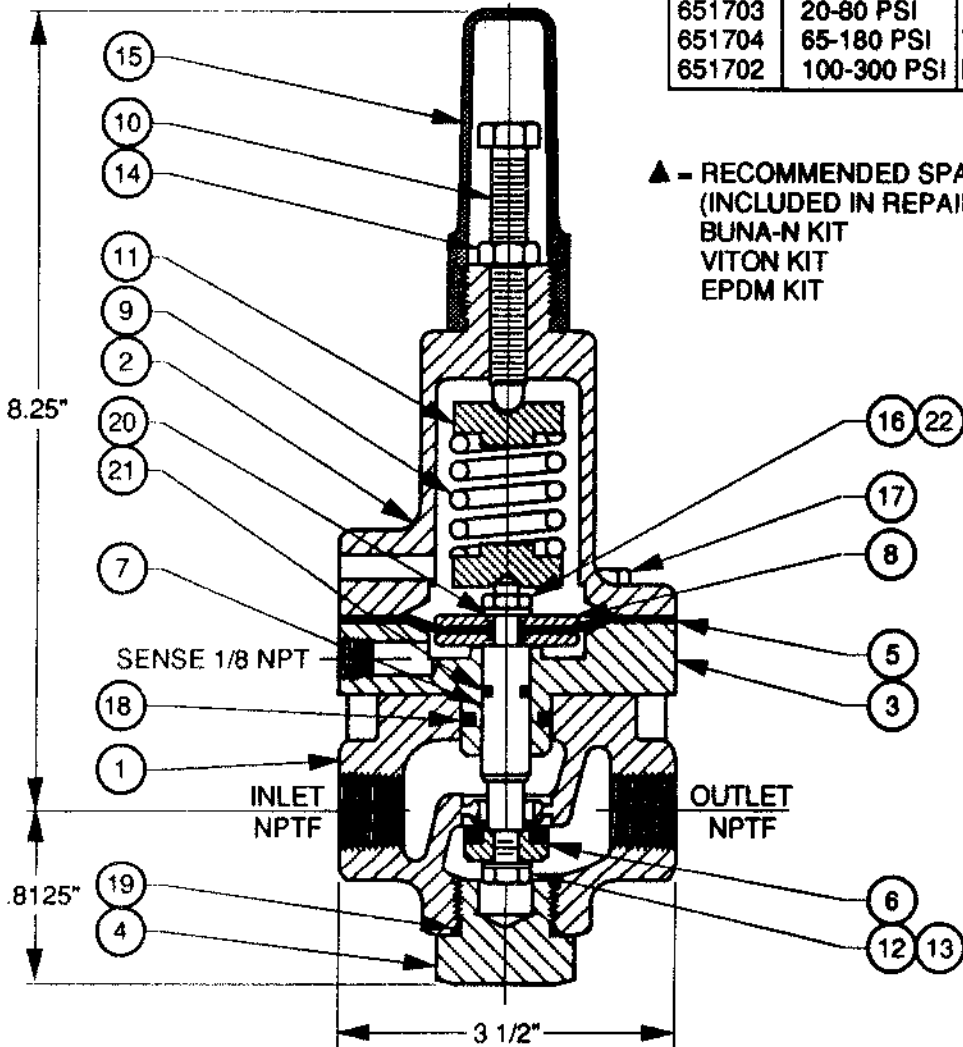
### C. STEM REPAIR

1. Follow Steps 1 through 3 under SEAT DISC REPLACEMENT, above.
2. Inspect stem and o'ring (21) carefully.
3. Remove any foreign material or light scratches from the stem with a fine grade of emery cloth. A badly scored stem should be replaced.
4. Replace o'ring (21).
5. Lubricate the o'ring and stem liberally with Vaseline® or similar lubricant.
6. Reassemble pilot following Steps 6 through 8 under SEAT DISC REPLACEMENT, above.

SPRING CHART		
651701	5-30 PSI	GREEN
651703	20-80 PSI	RED
651704	65-180 PSI	YELLOW
651702	100-300 PSI	BLUE

▲ - RECOMMENDED SPARE PARTS  
(INCLUDED IN REPAIR KITS)

BUNA-N KIT	PN 930000
VITON KIT	PN 930100
EPDM KIT	PN 930400



ITEM	PART NO	QTY	DESCRIPTION	MATERIAL
1	302102	1	BODY	3/8" NPTF
	302104			1/2" NPTF
	302702			3/8" NPTF
	302704			1/2" NPTF
2	304102	1	BONNET	BRONZE
	304702			STN STEEL
3	300129	1	ADAPTOR	BRONZE
4	300719	1	ADAPTOR	STN STEEL
4	692502	1	PLUG	ZINC PLTD STL
	310730			STN STEEL
5	694002	1	DIAPHRAGM	BUNA-N / NYLON
	694102			VITON / NYLON
	694016			EPDM / NYLON
6	310703	1	SEAT DISC	BUNA-N / SS
	310709			VITON / SS
	310707			EPDM / SS
7	314704	1	STEM	STN STEEL
	314004			MONEL
8	308102	2	DIAPHRAGM PLATE	BRASS
	308702			STN STEEL
9	CHART	1	SPRING	STN STEEL
10	300700	1	ADJUSTING SCREW	STN STEEL
11	300134	2	SPRING RETAINER	BRASS
	300729			STN STEEL
12	531700	1	HEX HEAD CAPSCREW	STN STEEL
13	685760	1	LOCKWASHER	STN STEEL
14	590717	1	HEX NUT	STN STEEL
15	692002	1	CAP	PVC
16	590712	1	HEX NUT	STN STEEL
17	531701	4	HEX HEAD CAPSCREW	STN STEEL
18	611116	1	O-RING	VITON
	614116			EPDM
19	610912	1	O-RING	BUNA-N
	611912			VITON
	914912			EPDM
20	611010	2	O-RING	VITON
	614010			EPDM
21	611012	1	O-RING	VITON
	614012			EPDM
22	685700	1	LOCKWASHER	STN STEEL

				MATERIAL	TOLERANCES
				NOTED	UNLESS NOTED FRACTIONAL ±1/64 DECIMAL ±.005 MACH. FINISH 125/ ANGULAR ±1/2°
				NO. REQ'D	DRAWN BY RON
				SCALE 1/2	DATE 2-15-96
CHG	E.C. NO.	DATE	BY	CHKD. BY	DATE
REVISIONS			REF DWG NO'S		

**OCV** Control Valves TULSA, OKLAHOMA U.S.A.

**MODEL 1340 PILOT 3/8"-1/2" NPTF  
PRESSURE REDUCING**

SIZE	DRAWING NUMBER	REV.
<b>A</b>	<b>1340</b>	

**DESCRIPTION**



**MODEL 126 EJECTOR**  
 The Model 126 ejector is a simple tee fitting with a fixed orifice in its inlet port. It provides the proper supply pressure to the main valve diaphragm chamber, allowing various two-way control pilots to control the valve position.

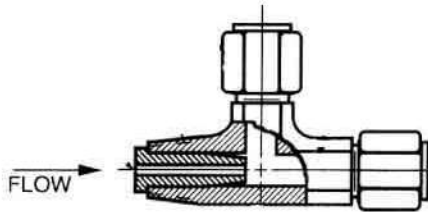
**MODEL 126 EJECTOR DIAGRAM**

Brass Construction / Stainless Steel Construction

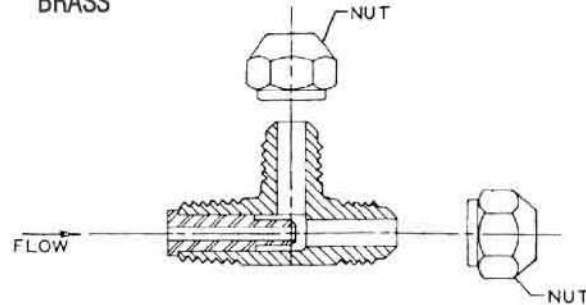
MATERIAL	PART NUMBER	P (NPT)	T-TUBE O.D.	STD. ORIFICE	USED ON VALVE SIZES
Brass	213100	3/8"	3/8"	.125"	1 1/4"-6"
Brass	214100	1/2"	1/2"	.188"	8"-10"
Brass	215100	3/4"	3/4"	.188"	12"-16"
316 Stn. Steel	213700	1/4"	3/8"	.090"	1 1/4"-6"
316 Stn. Steel	214700	3/8"	1/2"	.125"	8"-10"
316 Stn. Steel	215700	1/2"	3/4"	.188"	12"-16"

Orifice bushings are stainless steel.

STAINLESS

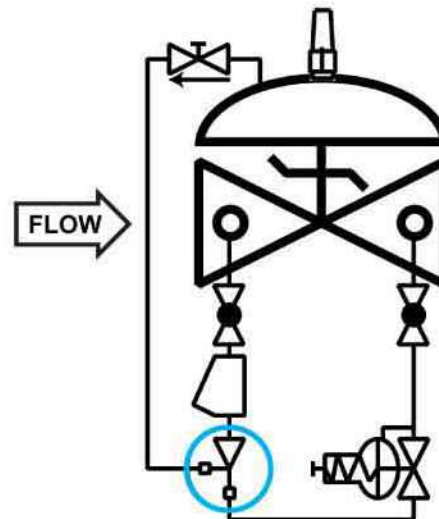
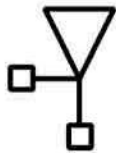


BRASS



**SCHEMATIC SYMBOL**

The Model 126 Ejector is shown on OCV Valve Schematics as:



EXAMPLE: Shown here on a MODEL 127-3 Pressure Reducing Valve

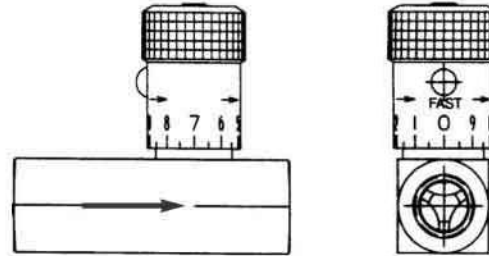
**Ejector 126**

**DESCRIPTION**



The Model 141-3 Flow Control Valve is an adjustable restriction device, installed in the control circuit tubing. The flow control valve differs from a standard needle valve in that it includes an internal check valve. Thus it allows free flow in one direction (through the check) and restricted flow in the other direction (through the needle). The setting of the flow control valve meters the flow into or out of the main valve diaphragm chamber,

thus controlling either the opening or closing speed of the main valve. These can be installed in series for separate opening and closing speed control. Restricted flow is in the direction of the flow arrow on the body.

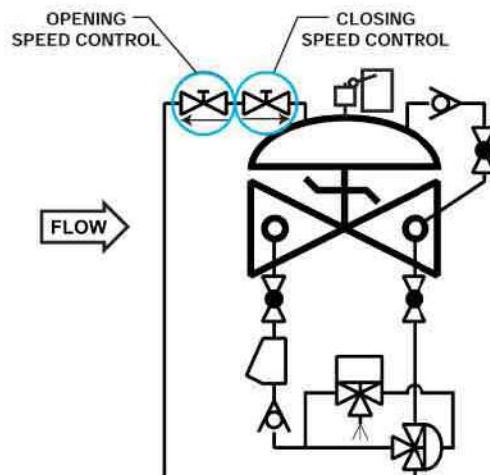


**MODEL 141-3 MATRIX**

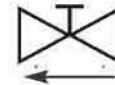
MATERIAL	PART NUMBER	INLET/OUTLET (NPT)	A	USED ON VALVE SIZE*
Brass	682100	1/4	2 3/8	1 1/4"-2"
Brass	682101	3/8	2 3/4	2 1/2"-6"
Brass	682102	1/2	3 1/4	8"-10"
Brass	682103	3/4	3 7/8	12"-16"
Stn. Steel	682700	1/4	2 3/8	1 1/4"-2" Stn.
Stn. Steel	682701	3/8	2 3/4	2 1/2"-6"
Stn. Steel	682702	1/2	3 1/4	8"-10"
Stn. Steel	682703	3/4	3 5/8	12"-16"

Note: Flow control valve use and size may vary on valve application. Consult factory.

**SCHEMATIC SYMBOL**



The Model 141-3 Flow Control Valve is shown on OCV Valve Schematics as:



EXAMPLE: Shown here on a MODEL 125 Pump Control Valve as separate opening and closing speeds.

**Flow Control Valves 141-3**

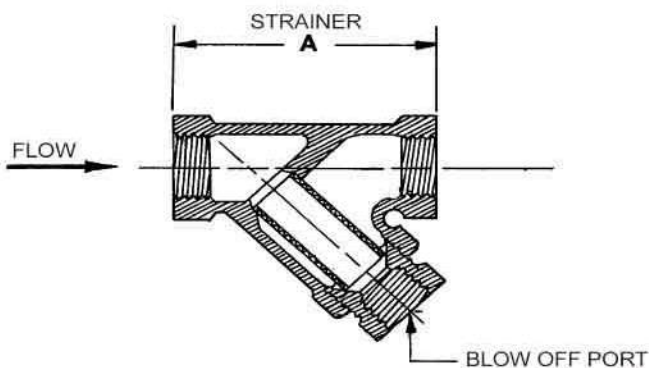


**DESCRIPTION**

**MODEL 159 Y-STRAINER**  
 The 159 Y-Strainer installs in the inlet piping of the pilot system and protects the pilot system from solid contaminants in the line fluid. It is the standard strainer for water service valves.

**MODEL 159 Y-STRAINER MATRIX**

MATERIAL	PART NUMBER	INLET/OUTLET (NPT)	BLOW OFF PORT (NP)	A	STD. MESH	USED ON VALVE SIZE
Bronze	660100	3/8	3/8	2 11/16	24	1 1/4"-6"
Bronze	660101	1/2	3/8	2 5/8	24	8"-10"
Bronze	660102	3/4	3/8	3 5/16	24	12"-16"
Stn. Steel	660700	3/8	1/4	2 1/2	20	1 1/4"-6"
Stn. Steel	660701	1/2	1/4	2 1/2	20	8"-10"
Stn. Steel	660702	3/4	1/4	3 1/8	20	12"-16"

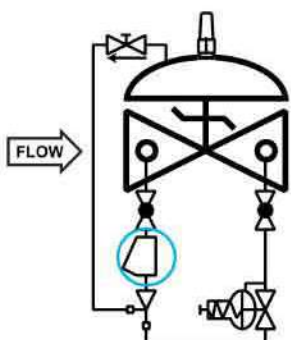


**MATERIALS**

Bronze, ASTM B62  
 Optional mesh sizes: 50, 100  
 Stainless Steel, CF8-M (316)  
 Optional mesh sizes: 60, 80, 100  
 Screens are stainless steel

**SCHEMATIC SYMBOL**

The Model 159 Y-Strainer is shown on OCV Valve Schematics as:



EXAMPLE: Shown here on a MODEL 127-3 Pressure Reducing Valve

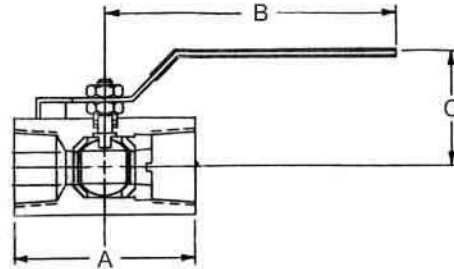
**MAINTENANCE**

Routine cleaning and checking of the Y-Strainer will aid in keeping the control valve functioning properly. Pilot system isolation ball valves are supplied on valves equipped with the Model 159 Y-Strainer. These allow flushing of the screen through the blow off port, or removal of the screen itself for manual cleaning.

**DESCRIPTION**

The Model 141-4 Ball Valve is a 1/4-turn shutoff device used for isolating the pilot system from the main valve. They are extremely useful for performing routine maintenance and troubleshooting.

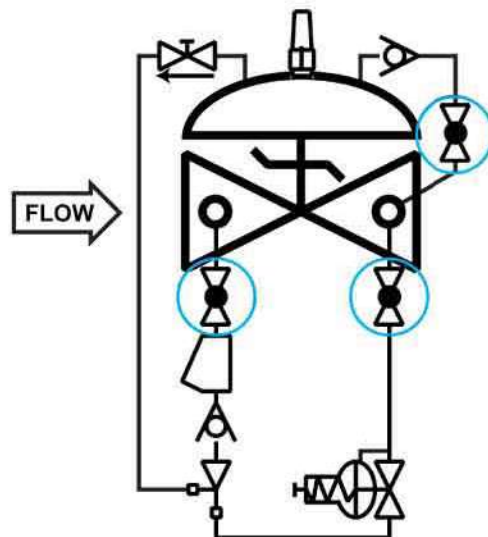
Ball valves are standard on water service valves; optional on fuel service valves.



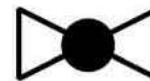
**MODEL 141-4 MATRIX**

MATERIAL	PART NUMBER	INLET/OUTLET (NPT)	A	B	C	USED ON VALVE SIZE*
Bronze	680100	3/8	1 3/4	3 1/2	1 7/8	1 1/4"-6"
Bronze	680101	1/2	2	3 1/2	2 1/4	8"-10"
Bronze	680102	3/4	3	4 3/4	2 1/4	12"-16"
Stn. Steel	680700	3/8	2	3 3/4	2 1/8	1 1/4"-6"
Stn. Steel	680701	1/2	2 1/4	3 3/4	2 1/2	8"-10"
Stn. Steel	680702	3/4	3	4 3/4	2 1/4	12"-16"

**SCHEMATIC SYMBOL**



The Model 141-4 Ball Valve is shown on OCV Valve Schematics as:



EXAMPLE: Shown here on a MODEL 127-4 Pressure Reducing / Check Valve.