

combination pressure reducing and surge control valve

installation, operating,
and
maintenance instructions

model 127-5

GENERAL DESCRIPTION

The OCV Model 127-5 Pressure Reducing/Surge Control Valve is designed to perform the following functions:

1. Reduce a higher upstream pressure into a lower, **constant** downstream pressure.
2. Close quickly in the event of rapid downstream pressure buildup. This feature makes the 127-5 particularly useful for **dead-end service**.

The 127-5 consists of the following components:

1. **Model 65 Basic Control Valve**, a hydraulically-operated, diaphragm-actuated globe or angle valve which closes with an elastomer-on-metal seal.
2. **Model 1340 Pressure Reducing Pilot**, a two-way, normally-open pilot valve which senses downstream pressure under its diaphragm and balances it against an adjustable spring load. An increase in downstream pressure tends to make the pilot close.
3. **Model 1330 Surge Control Pilot**, a two-way, normally-closed pilot valve which also senses downstream pressure under its diaphragm and balances it against an adjustable spring load. An increase in downstream pressure tends to make the pilot open.
4. **Model 126 Ejector**, a simple "tee" fitting with a fixed orifice in its upstream port. It provides the proper pressure to the diaphragm chamber of the main valve depending on the position of the pressure reducing pilot.
5. **Model 141-3 Flow Control Valve**, a needle-type valve which provides adjustable, restricted flow in one direction and free flow in the opposite direction. On the 127-5, the flow control valve is connected as an **opening speed control**.
6. **Model 159 Y-Strainer** (standard on water service valves) or **Model 123 Inline Strainer** (standard on fuel service valves). The strainer protects the pilot system from solid contaminants in the line fluid.

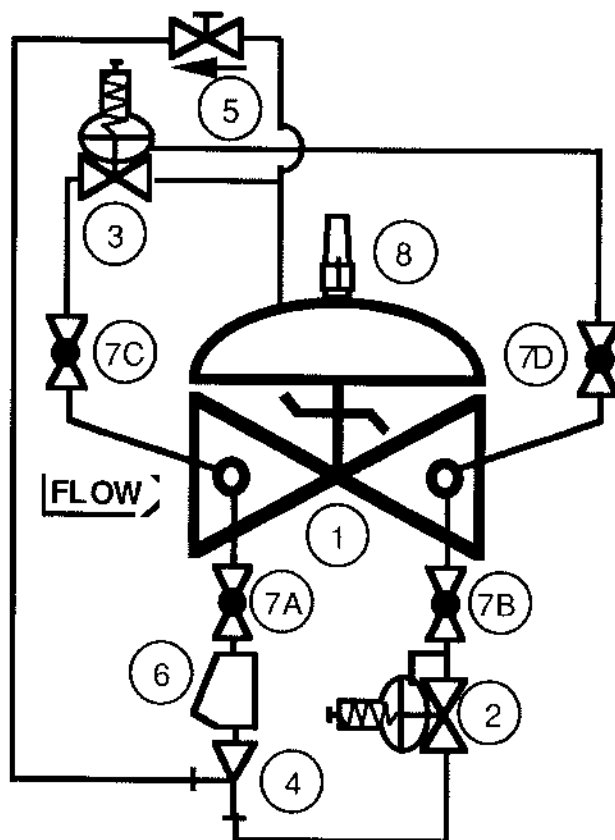
7. Four **Model 141-4 Ball Valves** (standard on water service valves, optional on fuel service valves), useful for isolating the pilot system for maintenance or troubleshooting.

At user option, the 127-5 may also be equipped with the following:

1. **Model 155 Visual Indicator**.
2. **Model 150 Limit Switch Assembly** (includes visual indicator).
3. **Model 141-3 Closing Speed Control**.

THEORY OF OPERATION (REFER TO SCHEMATIC DIAGRAM

A. Pressure Reducing Action



To understand how the 127-5 operates, it is best to start with the **Ejector (4)**. 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 (2)**. 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 (1)** 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 downstream pressure to the set point. Conversely, as the 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.

B. Surge Control Action

The Surge Control Pilot is typically set approximately 5-10 psi higher than the pressure reducing pilot. Therefore, under normal operation, the surge control pilot is closed and has no effect on valve operation. However, if downstream pressure should start to build rapidly, as would be caused by a sudden cessation or reduction in demand, the surge pilot will open wide and literally "dump" full inlet pressure into the main valve diaphragm chamber. The main valve therefore closes very quickly in order to hold the pressure buildup to a minimum.

INSTALLATION

The 127-5 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 127-5.

1. Install a pressure gauge of the proper range downstream of the 127-5.
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. Remove the plastic cap from the surge control pilot and loosen the adjusting screw jam nut. Turn the adjusting screw **clockwise** to a full stop.
4. Turn the adjusting screw of the flow control valve fully **clockwise**, then back it off **three full turns**.
5. 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.
6. 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, retighten the plug.
7. Slowly turn the adjusting screw of the pressure reducing pilot **clockwise** until the downstream pressure rises to point approximately 10-15 psi **above** the desired set point. If necessary, restrict demand slightly in order to set the pressure this high.
8. Slowly turn the adjusting screw of the surge control pilot **counterclockwise** until downstream pressure decreases to a point 5-10 psi above the desired set point. Tighten the adjusting screw jam nut and replace the plastic cap.
9. Slowly turn the adjusting screw of the pressure reducing pilot **counterclockwise** until downstream pressure decreases to the desired set point. Tighten the adjusting screw jam nut and replace the plastic cap.
10. If there are small-scale oscillations in the downstream pressure, slowly turn the adjusting 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.
11. If pressure readjustment should ever be required, the pressure reducing pilot is adjusted **clockwise** to **increase** pressure; **counterclockwise** to **decrease** pressure. The same applies to the surge control pilot.

MAINTENANCE

Due to the simplicity of design of the 127-5, 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 build-up 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 127-5, 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 127-5. 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 instructions.
5. Surge control pilot adjusted too far counterclockwise. See Adjustment instructions.
6. Stem of pressure reducing pilot binding. See 1340 section of this manual.
7. Seat of surge pilot deteriorated. Disassemble pilot and replace seat. See 1330 section of this manual.
8. 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 1340FC section of this manual.

7. Close all 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.

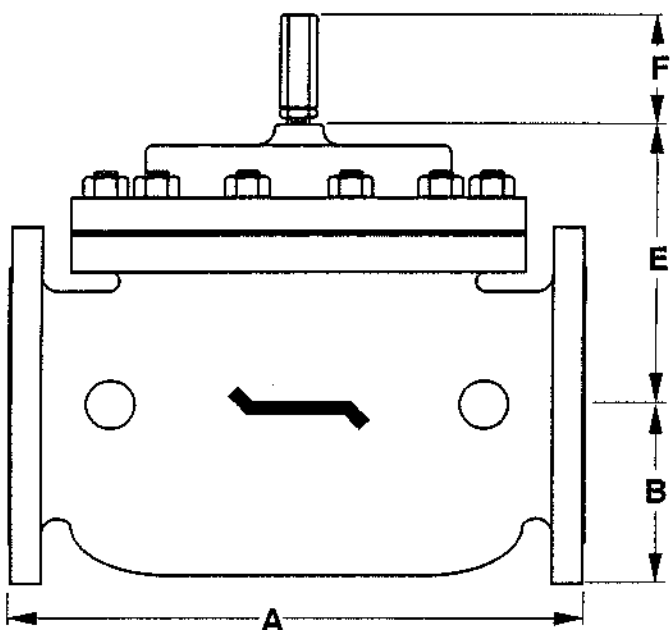
NOTE: Certain valves, predominately those in fuel service, are assembled "fail closed". In this case a ruptured diaphragm would keep the valve from opening, rather than keep it from closing. To determine which type you have, examine the bridge mark cast into the side of the main valve body. If the bridge 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 Opens and Closes, But Does Not Control Downstream Pressure

1. If the 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.

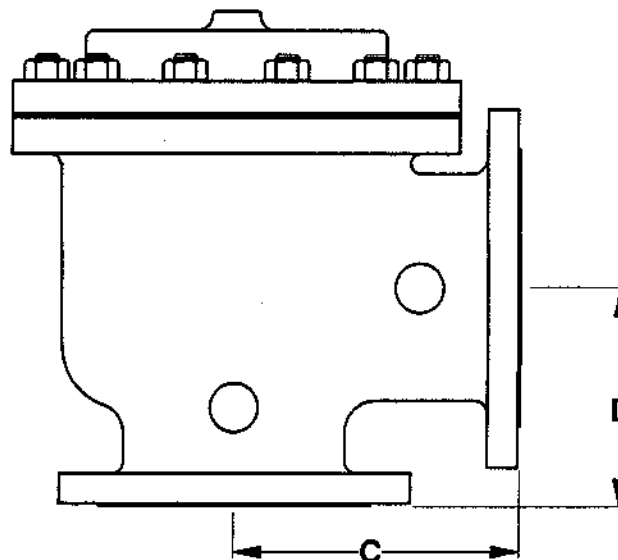
D. Main Valve Functions Normally, But No Surge Control Action

1. Ball Valve in series with surge pilot or on surge pilot sense line closed. Open as required.
2. Surge pilot set too far clockwise. See Adjustment instructions.
3. Diaphragm of surge pilot ruptured. This will be evidenced by a discharge of fluid from the vent hole in the pilot bonnet. Disassemble pilot and replace diaphragm.
4. Stem of surge pilot binding. disassemble pilot and determine cause. See 1330 section of this manual.




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

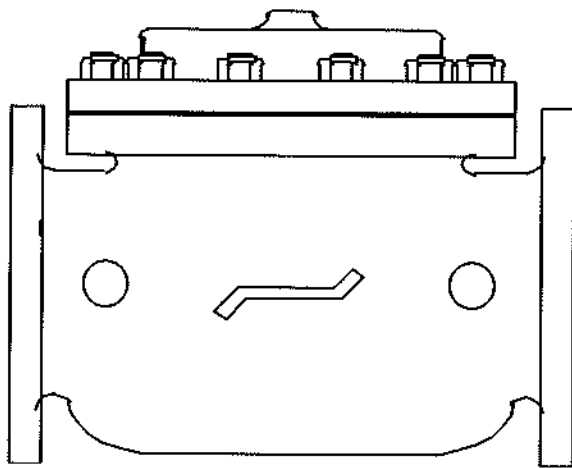
| DIM | ANSI CLASS | VALVE SIZE | | | | | | | | | | | | |
|-----|------------|------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | | 1 1/4 | 1 1/2 | 2 | 2 1/2 | 3 | 4 | 6 | 8 | 10 | 12 | 14 | 16 | 24 |
| A | SE | 8.75 | 8.75 | 9.88 | 10.50 | 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

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



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 ex-

amination 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

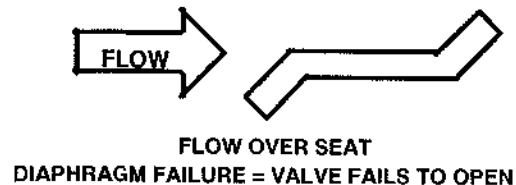
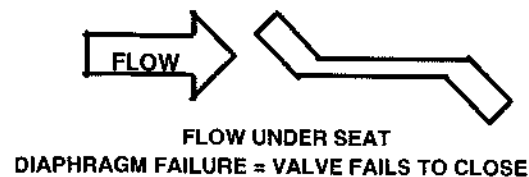
1. Isolate the valve from the system by closing upstream and downstream block valves.
2. Loosen one of the tubing connections on the bonnet. Allow any residual pressure to bleed off.
3. Remove all tubing connected at the bonnet.
4. Remove the bonnet nuts.
5. Remove the bonnet. If the bonnet sticks in 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

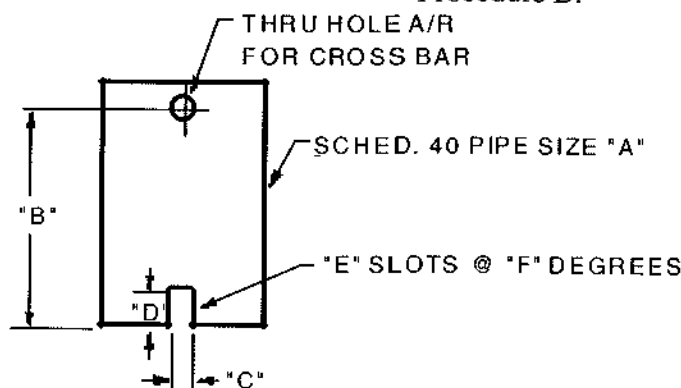
1. Perform Steps 1 and 2 of Procedure B, above.
2. With the spool assembly removed from the body, remove the seat retainer screws.
3. Slide the seat retainer off the lower end of the stem.
4. Remove the seat disc from its groove in the spool.
NOTE: The seat disc may fit quite tightly in the groove. If 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.

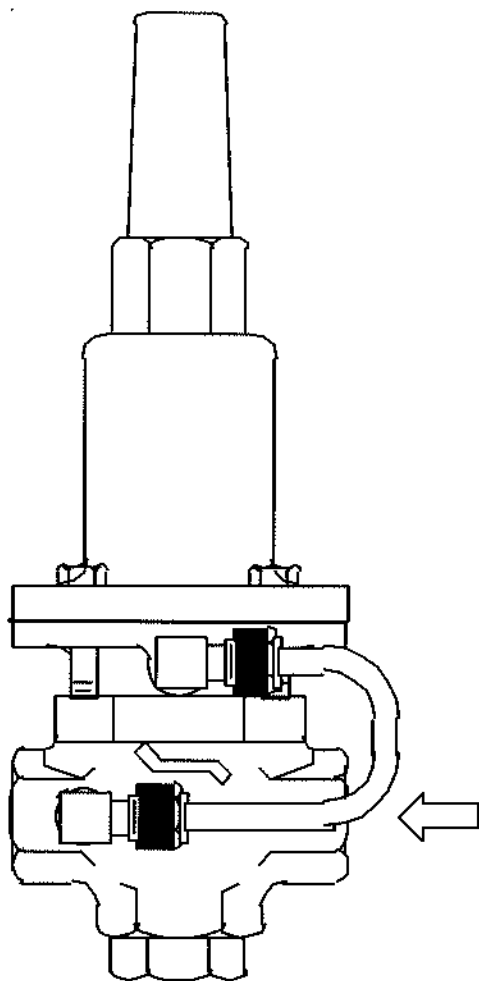
1. Perform Steps 1 and 2 of Procedure B, above.
2. If you are working on a 4" or smaller valve, follow Steps 3 thru 9, below.
3. If you are working on a 6" or larger valve, follow Steps 10 thru 16, below.

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



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).

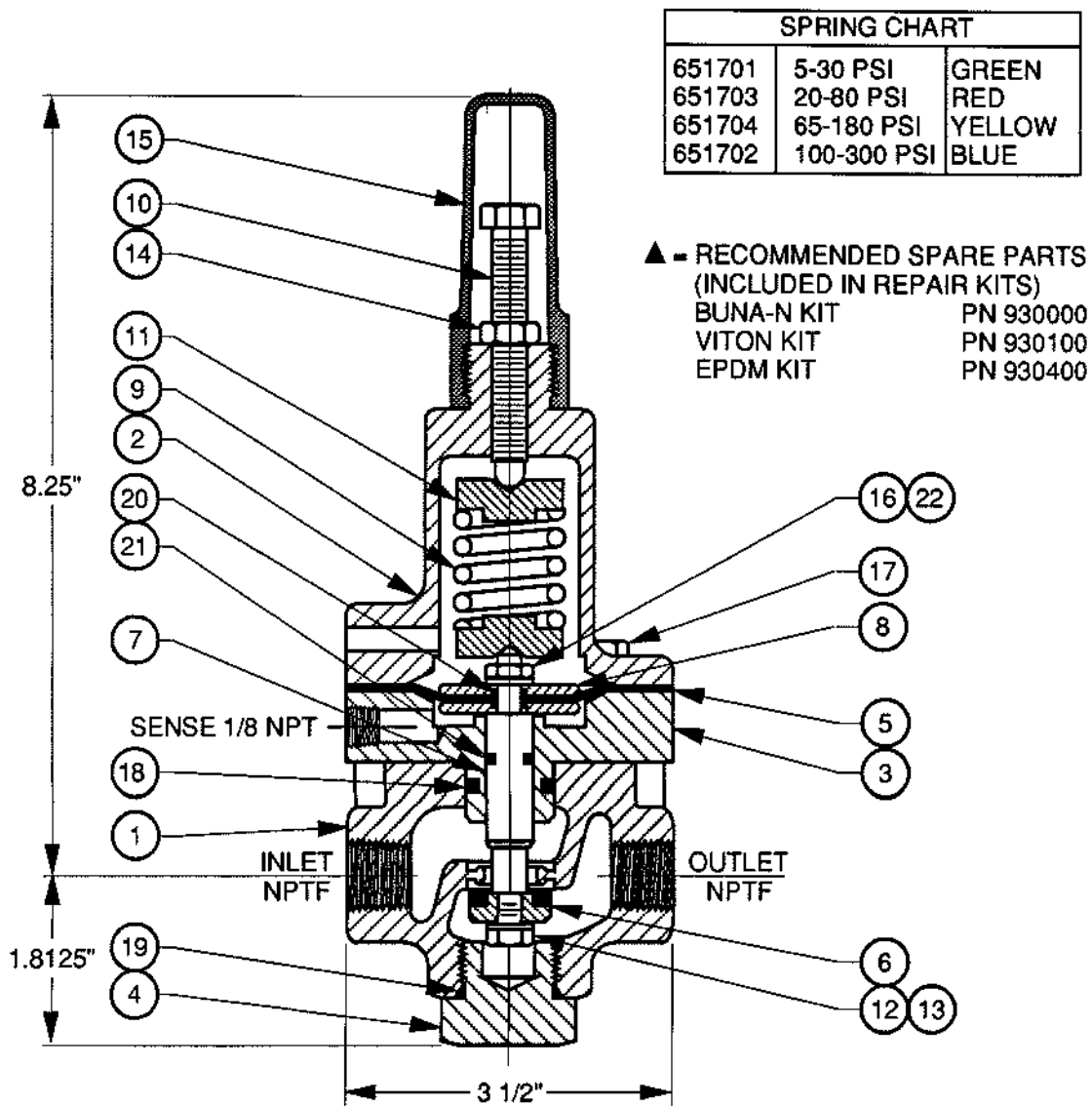
7. Inspect both diaphragm plate o'rings (20). Replace if necessary.
8. Place new diaphragm on stem (7).
9. Replace upper diaphragm plate (8), o'ring (20), lockwasher (22) and hex nut (16). Tighten securely.
10. Reinstall plug (4).
11. Hold spring (9) and spring retainers (11) together in the proper orientation, 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.

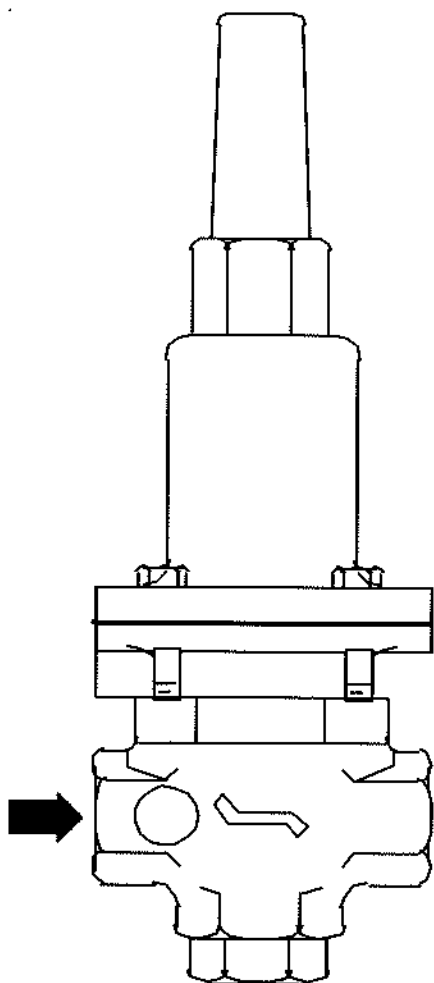
C. STEM REPAIR

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.



| 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 |
| | 300719 | | | 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 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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**installation, operating,
and
maintenance instructions**

**pressure sustaining/
pressure relief pilot**

model 1330

GENERAL DESCRIPTION

The Model 1330 Pressure Sustaining/Pressure Relief Pilot is a normally-closed, direct-acting, spring-loaded, diaphragm-type control pilot. As the primary control pilot for the OCV Series 108 control valves, it is designed to maintain a constant preset inlet pressure on the main valve. It is a constant throttling device, maintaining precise, positive control of the main valve. The 1330 may also be used by itself as a back pressure regulator.

The 1330 is available in bronze or stainless steel construction and with 3/8 NPT or 1/2 NPT end connections.

The 1330 is available with four different adjustment ranges:

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

FUNCTIONAL DESCRIPTION

The 1330 controls the pressure in the diaphragm cham-

ber of the main valve, hence the degree of opening or closing of the valve. The upstream pressure is sensed under the diaphragm of the pilot and is balanced against an adjustable spring load. As the upstream pressure increases above 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 upstream pressure decreases below 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 upstream pressure at the set point within very close limits.

INSTALLATION AND ADJUSTMENT

The 1330 is normally installed in the main valve control piping between the ejector and the downstream body tap. Flow must be in the direction indicated. A sensing line, typically 1/4" O.D. tubing, must be installed between the pilot sense port and the upstream

control piping ahead of the ejector.

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

Clockwise adjustment **increases** upstream pressure.

Counterclockwise adjustment **decreases** upstream pressure.

MAINTENANCE

Required maintenance of the 1330 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 1330 pilot. These, and the symptoms they can cause, are as follows:

1. **PILOT DIAPHRAGM RUPTURED:** Results in failure of the main valve to open. A ruptured pilot diaphragm will be evidenced by leakage through the vent hole in the pilot bonnet.
2. **PILOT SEAT DISC DETERIORATED:** Results in failure of the valve to seal off completely (pressure relief service). Can also cause poor pressure control.
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 1330 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. Pull the adapter (3) out of the pilot body (1).

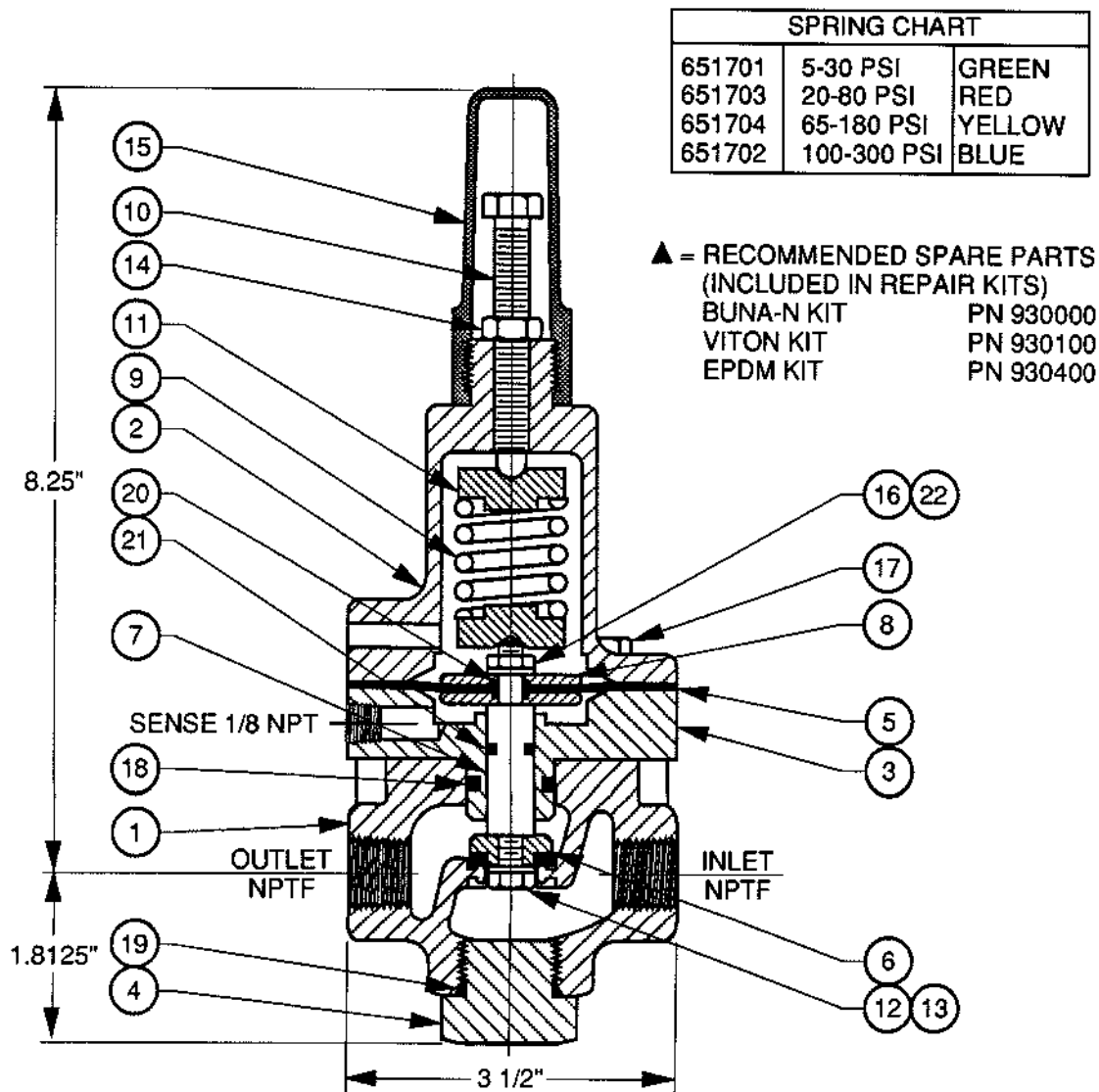
5. Remove hex nut (16), lockwasher (22), upper diaphragm plate (8) and o'ring (20).
6. Remove old diaphragm (5).
7. Inspect both diaphragm plate o'rings (20). Replace if necessary.
8. Place new diaphragm on stem (7).
9. Replace upper diaphragm plate (8), o'ring (20), lockwasher (22) and hex nut (16). Tighten securely.
10. Insert adapter (2) back into pilot body (1).
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. Remove capscrew (12), seal washer (13) and old seat disc (6).
3. Place new seat disc, new seal washer and capscrew (12) on stem. Tighten securely.
4. Reassemble pilot following Steps 10 through 13 under DIAPHRAGM REPLACEMENT, above.

C. STEM REPAIR

1. Follow Steps 1 and 2 under SEAT DISC REPLACEMENT, above.
2. Remove stem (7) from adapter (3).
3. Inspect stem and o'ring (21) carefully.
4. Remove any foreign material or light scratches from the stem with a fine grade of emery cloth. A badly scored stem should be replaced.
5. Replace o'ring (21).
6. Lubricate the o'ring and stem liberally with Vaseline® or similar lubricant.
7. Place stem in adapter (3). Make sure it moves freely.
8. Reassemble pilot following Steps 3 and 4 under SEAT DISC REPLACEMENT, above.



| 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 |
| | 300719 | | | 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 | 314702 | 1 | STEM | STN STEEL |
| | 314002 | | | 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 |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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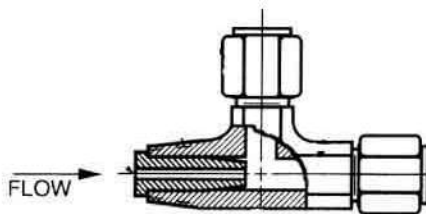
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Brass Construction / Stainless Steel Construction

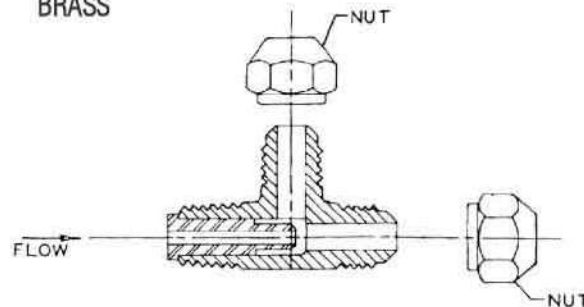
| MATERIAL | PART NUMBER | P (NPT) | T-TUBE O.D. | STD. ORIFICE | USED ON VALVE SIZES |
|----------------|-------------|---------|-------------|--------------|---------------------|
| Brass | 213100 | 3/8" | 3/8" | .125" | 1 1/4"-6" |
| Brass | 214100 | 1/2" | 1/2" | .188" | 8"-10" |
| Brass | 215100 | 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

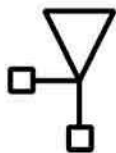


BRASS

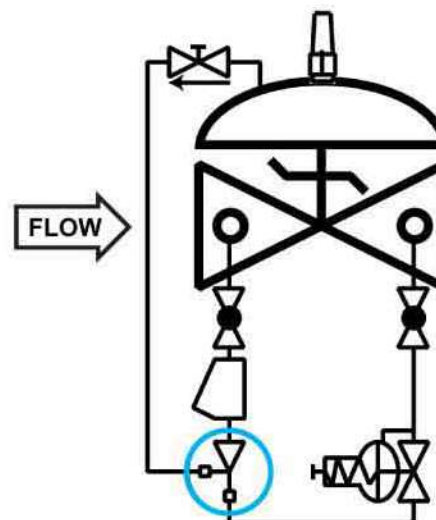


SCHEMATIC SYMBOL

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



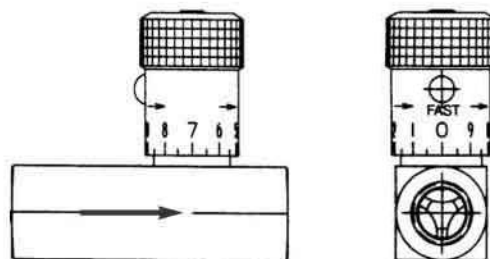
EXAMPLE: Shown here on a MODEL 127-3 Pressure Reducing Valve



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,



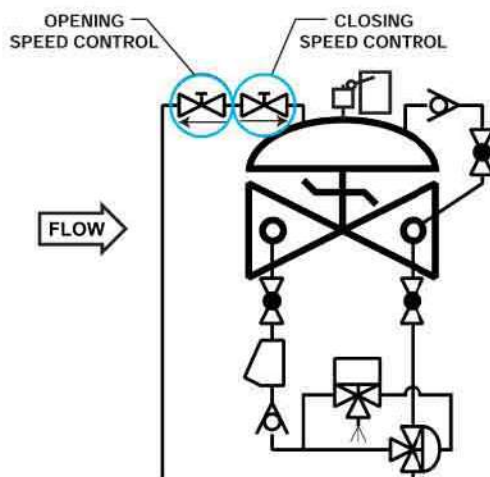
thus controlling either the opening or closing speed of the main valve. These can be installed in series for separate opening and closing speed control. Restricted flow is in the direction of the flow arrow on the body.

MODEL 141-3 MATRIX

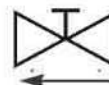
| MATERIAL | PART NUMBER | INLET/OUTLET (NPT) | A | USED ON VALVE SIZE* |
|------------|-------------|--------------------|-------|---------------------|
| Brass | 682100 | 1/4 | 2 3/8 | 1 1/4"-2" |
| Brass | 682101 | 3/8 | 2 3/4 | 2 1/2"-6" |
| Brass | 682102 | 1/2 | 3 1/4 | 8"-10" |
| Brass | 682103 | 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.



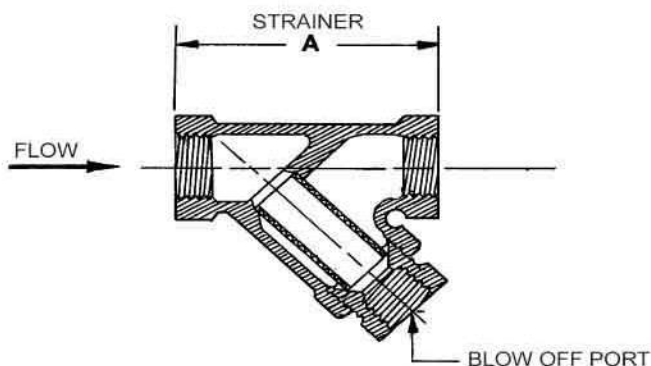
DESCRIPTION

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

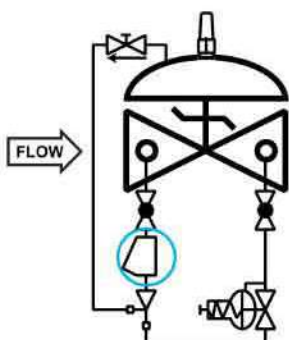
Bronze, ASTM B62
Optional mesh sizes: 50, 100

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

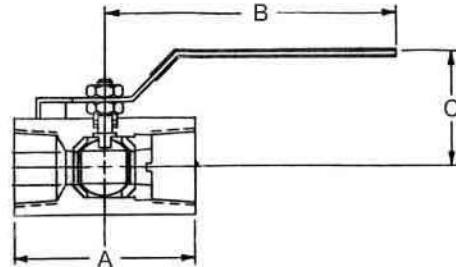
MAINTENANCE

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.

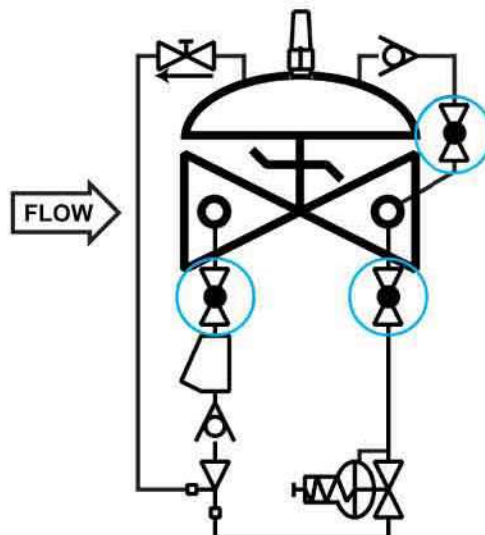
Ball valves are standard on water service valves; optional on fuel service valves.



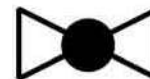
MODEL 141-4 MATRIX

| 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.