The OCV Series 8000 float control valves are designed to maintain a desired level in a tank or reservoir by opening for filling the tank when fluid is below the high level point and closing tightly when the desired level is reached.

**SERIES FEATURES**
- Operates automatically offline pressure.
- Heavy-duty, nylon-reinforced diaphragm.
- Rectangular-shaped, soft seat seal provides drip-tight Class VI closure.
- Diaphragm assembly guided to top and bottom.
- Throttling seat retainer for flow and pressure stability.
- Easily maintained without removal from the line.
- Replaceable seat ring.
- Alignment pins assure proper reassembly after maintenance.
- Factory tested.
- Serial numbered and registered to facilitate replacement parts and factory support.

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**DIMENSIONS**

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<thead>
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<td>18 - 4&quot;</td>
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</tbody>
</table>

**TOLL FREE: 1.888.628.8258**

email: sales@controlvalves.com

website: www.controlvalves.com

**GLOBAL PERFORMANCE, PERSONAL TOUCH**

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**SERIES FEATURES**
- The 8000 is a non-modulating valve, either full open or full closed. It is available in two configurations:
  1. Model 8000, with the float pilot provided separately from the main valve for remote mounting. This configuration is used when the fill line is located at the bottom of the tank.
  2. Model 8000VM, with the float pilot mounted on the main valve. The combination of the float and pilot is located at the top of the tank.

**SERIES OPTIONS**
- All Series 8000 valves include an OCV Model 65 Basic Valve assembly and a Model 814 three-way float pilot. The larger sizes may also include a Model 3600 three-way auxiliary pilot.

**DINENSIONS SPECIFICATIONS**

For maximum efficiency, the OCV control valve should be mounted in a piping system so that the valve bonnet (cover) is in the top position. Other positions are acceptable but may not allow the valve to function to its fullest and safest potential. In particular, please consult the factory before installing 8" and larger valves, or any valves with a limit switch, in positions other than described. Space should be taken into consideration when mounting valves and their pilot systems.

A routine inspection and maintenance program should be established and conducted yearly by a qualified technician. Consult our factory at 1-888-628-8258 for parts and service.

**How to order your valve**

When ordering, please provide:

- Model Number - Valvesize - Globe or Angle - Pressure Class - Screwed, Flanged, Grooved - Trim Material - Adjustment Range - Pilot Options - Special needs or installation requirements.

**TOP FILL VALVE MOUNTED**

**BOTTOM FILL PILOT REMOTE MOUNTED**

**CONTROL VALVES**

**INTERMEDIALS**

- Valve Body: STAINLESS STEEL
- Valve Bonnet: STAINLESS STEEL
- Seat: Diaphragm from nylon reinforced/ Optional: STN-52 STN 852 STN 832
- Diaphragm Retainer: STN 852
- Diaphragm Plate: STN 852 STN 832
- Seating Ring: STN 1.5
- Upper Self Housing: BLK-1000 in 3/4"- 5/8" TLC-1000
- Lower Self Housing: NOT APPLICABLE for low-lead bronze seat rings / TULVER for STN 3/4"-3" VALVE SPRINGS

**ELASTOMER PARTS (Rubber)**

- Seat: STN 852
- Sealing: STN 852
- Upper: STN 852
- Lower: STN 852
- Tubing: STN 852

**SPECS**

**CONTROL VALVES**

**SERIES FEATURES**

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- Replaceable seat ring.
- Alignment pins assure proper reassembly after maintenance.
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PILOT VALVE OPERATION

When the float is in the “down” position, the holes connect the “S” and “C” ports, allowing the float to be connected to the diaphragm chamber. The float pilot then vents or pressurizes the diaphragm chamber causing it to go fully closed.

When the float is in the “up” position, the holes connect the “S” and “E” ports. The pilot vent then vents or pressurizes the three-way auxiliary pilot, allowing it to go fully open.

For maximum efficiency, the float control valve should be situated so that the float hanger (cover) is in the top position. Excessive droop in the hanger will cause the float to drop to the bottom of the tank before the desired level is reached; i.e., the tank would not fill to its maximum capacity. This condition applies inlet pressure to the main valve and the diaphragm chamber of the main valve or auxiliary pilot, thus opening the main valve.

When the float is in the “down” position, the holes connect the “S” and “C” ports, allowing the pilot to vent to the “E” port. This allows the pilot to go fully open.

The valve’s valve would then close, allowing the main valve to close.

SIZING CONSIDERATIONS

Table 8000 Series - Float Valves

<table>
<thead>
<tr>
<th>Valve Size</th>
<th>Length</th>
<th>Model</th>
<th>Feature</th>
<th>Description</th>
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</thead>
<tbody>
<tr>
<td>1”- 4”</td>
<td>2 PL</td>
<td>814</td>
<td>Float Pilot</td>
<td>Model 814 Float Pilot is a float-actuated, three-port, rotary dial designed to provide on-off action on CV Valves 600 main valves.</td>
</tr>
<tr>
<td>6” - 12”</td>
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</table>

Model 814 Float Pilot

The OCV Model 814 Float Pilot is a float-actuated, three-port, rotary dial designed to provide on-off action on CV Valves 600 main valves. It features the following:

1. Integral mounting plate to facilitate installation within the tank.
2. Design for maximum operation. The float pilot allows for optimum tank cycling.
3. High and low level points are independently adjustable, allowing for optimum tank cycling.
4. The basic principle of operation of the 814 pilot is quite straightforward. There are three sets of passages in the pilot body, and each set has the same holes in the same positions.
5. With the float “up”, the “S” port is closed, and the “E” port is connected to “C” port. This allows the pilot to open the diaphragm chamber of the main valve or auxiliary pilot, thus opening the main valve.
6. With the float “down”, the “S” port is blocked, and the “C” port is connected to “E” port. This allows the pilot to vent to the diaphragm chamber of the main valve or auxiliary pilot, thus closing the main valve.

SIZING CONSIDERATIONS

Summary of Series 8000 - Float Valves

With most Model 8000 valves on sale, there are two basic factors that should be checked. Maximum flow rate should not exceed 25 ft/sec, and the maximum pressure does not exceed 250 psi. If in doubt, consult the factory before ordering a valve for a specific application. The maximum pressure for Model 8000 valves is 250 psi. If in doubt, consult the factory before ordering a valve for a specific application. The maximum pressure for Model 8000 valves is 250 psi.
FLOAT PILOT INSTALLATION

For maximum efficiency, the OCV control valve should be mounted in a piping system so that the valve housing (cover) is in the top position. When the pilot is in the “up” position, the valve acts as a “limit stop” preventing the main valve from opening until the desired high level of the main valve is reached. This allows the pilot to control the level inside the tank, especially critical if the fill line exits into the top of the tank. Other positions are acceptable but may not allow the valve to function to its fullest and safest potential.

SIZING CONSIDERATIONS

While most Model 8000 valves are lined, there are two factors that should be checked. Maximum flow rate should not exceed 25 ft/sec, in order to prevent water hammer or surge pressures on the main valve. Also, the linear valve stroke (or travel) should not be less than 1/4", in order to prevent the diaphragm from being damaged. If the linear valve stroke is in the range of a valve that has not been tested, the sizing chart should be used to determine the maximum flow rate.

ABOUT YOUR VALVE

OCV Control Valves was founded more than 60 years ago with a vision and commitment to quality and reliability. From modest beginnings, the company has grown to be a global leader in pneumatically actuated control valves. OCV Control Valves has a firm commitment to quality that we believe is second to none. We are ISO 9001 certified and maintain a quality assurance program. Our valves meet and exceed industry standards around the world, including being ISO 9001 certified.

All valves are not created equal. OCV Control Valves proves that day in and day out. We stand behind our valves and are ready to serve your needs.
VALVE OPERATION

(A) With the float “down”, the “S” port is blocked, and the “C” port is connected to “E” port. This allows the pilot to vent (drain) the diaphragm chamber of the main valve or auxiliary pilot, thus closing the main valve.

(B) With the float “up”, the “E” port is blocked, and “S” is connected to “C” port. This allows the pilot to pressurize the diaphragm chamber of the main valve or auxiliary pilot, thus opening the main valve.

FLOAT PILOT INSTALLATION

To protect the float and its mechanism from the weather, it is highly recommended that the float be installed in a within the tank. This is especially critical if the fill line exits into the top of the tank.

VALVE INSTALLATION

For maximum efficiency, the OCV control valve should be installed in a piping system so that the valve barrel (cover) is in the top position. One exception to this rule is in the case of larger diameter process lines, where it may be necessary to place a check valve in series with the pilot control valve. This check valve will ensure that the pilot always vents or pressurizes the diaphragm chamber of the next valve downstream, thus preventing the main valve from false closing due to a process flaw.

PILOT

Model 814 Float Pilot

The OCV Model 814 Float Pilot is a float-actuated, three-part, micro duty pilot designed to provide on-off action to an OCV Model 815 main valve.

- It features the following:
  1. Integral mounting plate to facilitate installation within the tank.
  2. Designed for mounting above the fill level to prevent a cross-connection.
  3. High and low level points are independently adjustable, allowing for optimum tank cycling.

The basic principle of operation of the 814 pilot is quite straightforward. There are three sets of ported passages in the pilot body, and matching sets in the lapped rotary disc.

- With the float “down”, the “S” port is blocked, and the “C” port is connected to “E” port. This allows the pilot to pressurize the diaphragm chamber of the main valve or auxiliary pilot, thus opening the main valve.

- With the float “up”, the “E” port is blocked, and “S” is connected to “C” port. This allows the pilot to vent (drain) the diaphragm chamber of the main valve or auxiliary pilot, thus closing the main valve.

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VALE SELECTION GUIDE

Select any OCV control valve, variable or function valve can be performed on a single Series 8000 Float Control Valve. To find the function valve that will fill specific application's need, refer to the following features.

Combination valves can often reduce or eliminate other equipment. Example: If the system requires a Pressure Sustaining function, the sustaining function can be added as a function of the Float Valve, Model 8000-3.

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To ensure the quality of our products, OCV Valves operates a Quality Assurance Program which reflects the vision started by our founder, Ira Graubard.

The original foundation on which the company was built still gives our team of professionals the courage to offer the service required to be a worldwide supplier, while at the same time being the quality assurance program that we all take pride in providing.

Committed to the work they do, our employees average over 15 years of service. This wealth of knowledge allows us to provide quality products and services that are second to none.

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SIZING CONSIDERATIONS

- Size of Series 8000 Valves - Fluid Valves

While most Model 8000 valves are lined, there are two factors that should be checked. Minimum flow rate should not exceed 25 GPM, or in excess of 20% of the orifice size. For a process line, the maximum rate should be large but at a safe GPM. It is the system pressure so low that has not enough pressure to close the valve when high flow is reached. Our Fluid Control and Classic Orifice design solves this situation. If you do not have access to the orifice or on-site bbl, your sizing should be done in the following steps:

If the flow rate for a given valve will fall below the minimum shown, you might consider adding a pressure sustaining feature (Model 8000-3).

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*U.S. Dimensions in Inches*

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*Represented by:*

**Globe Flanged Sizes**

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**Angle Flanged Sizes**

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**Globe/Flanged Seat Ring Sizes**

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<th>2&quot;</th>
<th>2 1/2&quot;</th>
<th>3&quot;</th>
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<tr>
<td>Flange A</td>
<td>1 1/2&quot;</td>
<td>2&quot;</td>
<td>2 1/2&quot;</td>
<td>3&quot;</td>
<td>4&quot;</td>
</tr>
<tr>
<td>Flange B</td>
<td>3 5/8&quot;</td>
<td>3 11/16&quot;</td>
<td>4 5/16&quot;</td>
<td>5 7/64&quot;</td>
<td>6 3/32&quot;</td>
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<tr>
<td>Flange C</td>
<td>3 11/16&quot;</td>
<td>4 5/16&quot;</td>
<td>5 7/64&quot;</td>
<td>6 3/32&quot;</td>
<td>7 1/32&quot;</td>
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<tr>
<td>Flange D</td>
<td>3 1/16&quot;</td>
<td>3 1/16&quot;</td>
<td>3 1/16&quot;</td>
<td>3 1/16&quot;</td>
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