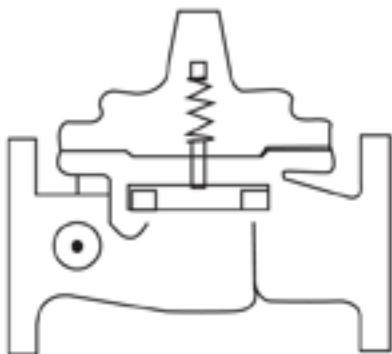


CLA-VAL

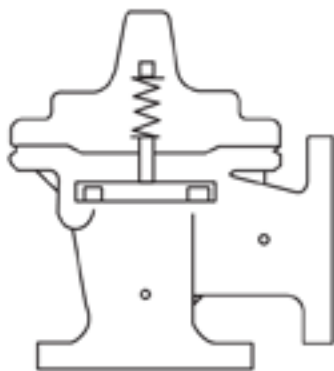
AUTOMATIC CONTROL VALVES

124-01/624-01

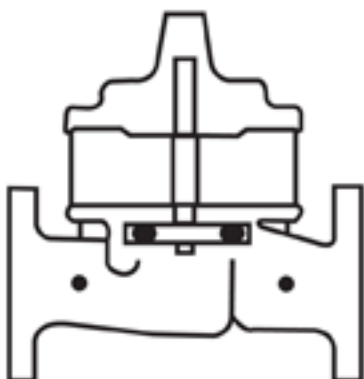
Place this manual with personnel responsible
for maintenance of this valve



INSTALLATION



OPERATION



MAINTENANCE



**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

124-01/624-01

DRAWING NO.

89581

REV.

D

TYPE OF VALVE AND MAIN FEATURES

FLOAT VALVE PILOT OPERATED TYPE

DESIGN

DRAW

LFH

2-10-84

CHK'D

KD

2-13-84

APVD

CH

2-14-84

OPERATING DATAI. FLOAT CONTROL FEATURE:

FLOAT CONTROL (2) IS A FLOAT ACTUATED, MULTI-PORT, PLATE TYPE PILOT VALVE THAT APPLIES OR RELIEVES PRESSURE IN THE COVER CHAMBER OF THE MAIN VALVE (1). THE FLOAT ASSEMBLY FLOATS ON TOP OF THE LIQUID IN THE RESERVOIR AND SLIDES UP AND DOWN THE FLOAT ARM. ADJUSTABLE STOPS ON THE FLOAT ARM LIMIT THE DISTANCE BETWEEN THE HIGH AND LOW LEVELS. REFER TO THE FOLLOWING TABLE FOR DETAILED OPERATION:

LIQUID LEVEL IN RESERVOIR	FLOAT CONTROL (2)		MAIN VALVE (1) POSITION
	FLOAT POSITION	PORTS CONNECTED	
HIGH	UP	SUPPLY TO PORT 1	CLOSED
LOW	DOWN	PORT 1 TO DRAIN	OPEN

II. OPTIONAL FEATURE OPERATING DATA:SUFFIX A (FLOW CLEAN STRAINER)

A SELF-CLEANING STRAINER IS INSTALLED IN THE MAIN VALVE INLET BODY BOSS WHICH PROTECTS THE PILOT SYSTEM FROM FOREIGN PARTICLES.

SUFFIX B (ISOLATION VALVES)

CK2 COCKS (B) ARE USED TO ISOLATE THE PILOT SYSTEM FROM MAIN LINE PRESSURE. THESE VALVES MUST BE OPEN DURING NORMAL OPERATION.

SUFFIX C (CLOSING SPEED CONTROL)

FLOW CONTROL (C) CONTROLS THE CLOSING SPEED OF THE MAIN VALVE. TURN THE ADJUSTING STEM CLOCKWISE TO MAKE THE MAIN VALVE CLOSE SLOWER.

SUFFIX F (INDEPENDENT OPERATING PRESSURE)

PILOT SUPPLY PRESSURE IS OBTAINED FROM AN INDEPENDENT SOURCE. (PILOT SUPPLY PRESSURE IS OBTAINED FROM THE MAIN VALVE INLET IF SUFFIX (F) IS NOT SPECIFIED.) NOTE: INDEPENDENT OPERATING PRESSURE MUST BE EQUAL TO OR GREATER THAN PRESSURE AT THE MAIN VALVE INLET AT ALL TIMES.

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DATE

BY

DESCRIPTION

SEE SHEET 1

LTR

**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

124-01/624-01

DRAWING NO.

89581

REV.

D

TYPE OF VALVE AND MAIN FEATURES

FLOAT VALVE PILOT OPERATED TYPE

DESIGN

DRAW

LFH

2-10-84

CHK'D

KD

2-13-84

APVD

CH

2-14-84

OPERATING DATA (CONTINUED)SUFFIX P (PRESSURE GAUGE):

PRESSURE GAUGES (P) PROVIDE PRESSURE READING IN THE INLET, OUTLET AND COVER CONNECTIONS.

SUFFIX S (OPENING SPEED CONTROL)

FLOW CONTROL (S) CONTROLS THE OPENING SPEED OF THE MAIN VALVE. TURN THE ADJUSTING STEM CLOCKWISE TO MAKE THE MAIN VALVE OPEN SLOWER.

SUFFIX V (VALVE POSITION INDICATOR):

VALVE POSITION INDICATOR (V) DISPLAYS A VISUAL POSITION OF THE MAIN VALVE STEM.

SUFFIX Y (Y-STRAINER)

A Y-PATTERN STRAINER IS INSTALLED IN THE PILOT SUPPLY LINE TO PROTECT THE PILOT SYSTEM FROM FOREIGN PARTICLES. THE STRAINER SCREEN MUST BE CLEANED PERIODICALLY.

III. CHECK LIST FOR PROPER OPERATION:

- () SYSTEM VALVES OPEN UPSTREAM AND DOWNSTREAM.
- () AIR REMOVED FROM THE MAIN VALVE COVER AND PILOT SYSTEM AT ALL HIGH POINTS.
- () CK2 COCKS (B) OPEN (OPTIONAL FEATURE).
- () PERIODIC CLEANING OF STRAINER (Y) IS RECOMMENDED.
- () CV FLOW CONTROLS (C) & (S) OPEN AT LEAST 4 TURNS (OPTIONAL FEATURE).

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DESCRIPTION

DATE

BY

LTR

SEE SHEET 1

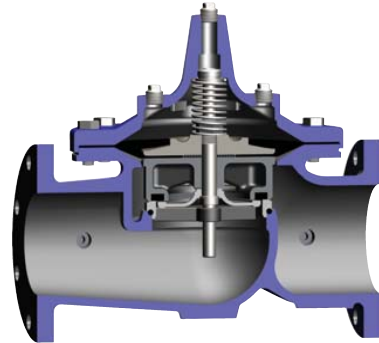


—MODEL— 100-01 Hytrol Valve

Description

The Cla-Val Model 100-01 Hytrol Valve is a main valve for Cla-Val Automatic Control Valves. It is a hydraulically operated, diaphragm-actuated, globe or angle pattern valve.

This valve consists of three major components; body, diaphragm assembly, and cover. The diaphragm assembly is the only moving part. The diaphragm assembly uses a diaphragm of nylon fabric bonded with synthetic rubber. A synthetic rubber disc, contained on three and one half sides by a disc retainer and disc guide, forms a seal with the valve seat when pressure is applied above the diaphragm. The diaphragm assembly forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure.

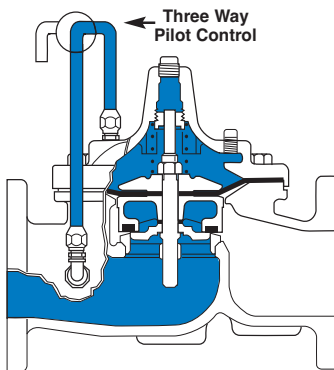


Installation

1. Before valve is installed, pipe lines should be flushed of all chips, scale and foreign matter.
 2. It is recommended that either gate or block valves be installed on both ends of the 100-01 Hytrol Valve to facilitate isolating the valve for preventive maintenance and repairs.
 3. Place the valve in the line with flow through the valve in the direction indicated on the inlet nameplate. (See "Flow Direction" Section)
- Note: Valve can be installed in the vertical or horizontal position.**
4. Allow sufficient room around valve to make adjustments and for disassembly.
 5. Cla-Val 100-01 Hytrol Valves operate with maximum efficiency when mounted in horizontal piping with the cover UP, however, other positions are acceptable. Due to size and weight of the cover and internal components of 8 inch and larger valves, installation with the cover UP is advisable. This makes internal parts readily accessible for periodic inspection.

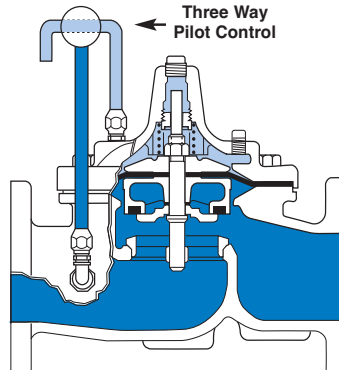
6. Caution must be taken in the installation of this valve to insure that galvanic and/or electrolytic action does not take place. The proper use of dielectric fittings and gaskets are required in all systems using dissimilar metals.
7. If a pilot control system is installed on the 100-01 Hytrol Valve, use care to prevent damage. If it is necessary to remove fittings or components, be sure they are kept clean and replaced exactly as they were.
8. After the valve is installed and the system is first pressurized, vent air from the cover chamber and pilot system tubing by loosening fittings at all high points.

Principles of Operation



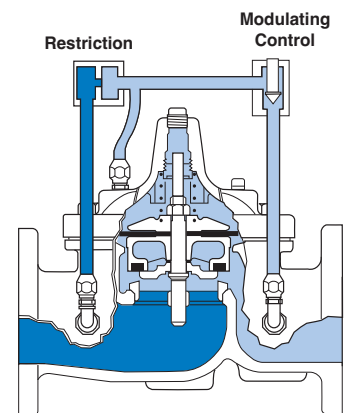
Tight Closing Operation

When pressure from the valve inlet (or an equivalent independent operating pressure) is applied to the diaphragm chamber the valve closes drip-tight.



Full Open Operation

When pressure in diaphragm chamber is relieved to a zone of lower pressure (usually atmosphere) the line pressure (5 psi Min.) at the valve inlet opens the valve.



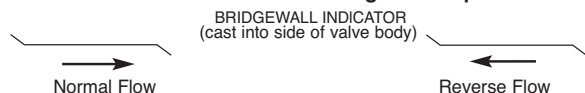
Modulating Action

Valve modulates when diaphragm pressure is held at an intermediate point between inlet and discharge pressure. With the use of a Cla-Val. "modulating control," which reacts to line pressure changes, the pressure above the diaphragm is varied, allowing the valve to throttle and compensate for the change.

Flow Direction

The flow through the 100-01 Hytrol Valve can be in one of two directions. When flow is “up-and-over the seat,” it is in “normal” flow and the valve will fail in the open position. When flow is “over-the seat-and down,” it is in “reverse” flow and the valve will fail in the closed position. There are no permanent flow arrow markings.

The valve must be installed according to nameplate data.



Recommended Tools

1. Three pressure gauges with ranges suitable to the installation to be put at Hytrol inlet, outlet and cover connections.
2. Cla-Val Model X101 Valve Position Indicator. This provides visual indication of valve position without disassembly of valve.
3. Other items are: suitable hand tools such as screwdrivers, wrenches, etc. soft jawed (brass or aluminum) vise, 400 grit wet or dry sandpaper and water for cleaning.

Troubleshooting

The following troubleshooting information deals strictly with the Model 100-01 Hytrol Valve. This assumes that all other components of the pilot control system have been checked out and are in proper working condition. (See appropriate sections in Technical Manual for complete valve).

All trouble shooting is possible without removing the valve from the line or removing the cover. It is highly recommended to permanently install a Model X101 Valve Position Indicator and three gauges in unused Hytrol inlet, outlet and cover connections.

SYMPTOM	PROBABLE CAUSE	REMEDY
Fails to Close	Closed isolation valves in control system, or in main line.	Open Isolation valves.
	Lack of cover chamber pressure.	Check upstream pressure, pilot system, strainer, tubing, valves, or needle valves for obstruction.
	Diaphragm damaged. (See Diaphragm Check.)	Replace diaphragm.
	Diaphragm assembly inoperative. Corrosion or excessive scale build up on valve stem. (See Freedom of Movement Check)	Clean and polish stem. Inspect and replace any damaged or badly eroded part.
	Mechanical obstruction. Object lodged in valve. (See Freedom of Movement Check)	Remove obstruction.
	Worn disc. (See Tight Sealing Check)	Replace disc.
	Badly scored seat. (See Tight Sealing Check)	Replace seat.
Fails to Open	Closed upstream and/or downstream isolation valves in main line.	Open isolation valves.
	Insufficient line pressure.	Check upstream pressure. (Minimum 5 psi flowing line pressure differential.)
	Diaphragm assembly inoperative. Corrosion or excessive buildup on valve stem. (See Freedom of Movement Check)	Clean and polish stem. Inspect and replace any damaged or badly eroded part.
	Diaphragm damaged. (For valves in "reverse flow" only)	Replace diaphragm.

After checking out probable causes and remedies, the following three checks can be used to diagnose the nature of the problem before maintenance is started. They must be done in the order shown.

Three Checks

The 100-01 Hytrol Valve has only one moving part (the diaphragm and disc assembly). So, there are only three major types of problems to be considered.

First: Valve is stuck - that is, the diaphragm assembly is not free to move through a full stroke either from open to close or vice versa.

Second: Valve is free to move and can't close because of a worn out diaphragm.

Third: Valve leaks even though it is free to move and the diaphragm isn't leaking.

CAUTION:

*Care should be taken when doing the troubleshooting checks on the 100-01 Hytrol Valve. These checks do require the valve to open fully. This will either allow a high flow rate through the valve, or the downstream pressure will quickly increase to the inlet pressure. In some cases, this can be very harmful. Where this is the case, and there are no block valves in the system to protect the downstream piping, it should be realized that **the valve cannot be serviced under pressure**. Steps should be taken to remedy this situation before proceeding any further.*

Diaphragm Check (#1)

1. Shut off pressure to the Hytrol Valve by slowly closing upstream and downstream isolation valves. **SEE CAUTION.**
2. Disconnect or close all pilot control lines to the valve cover and leave only one fitting in highest point of cover open to atmosphere.
3. With the cover vented to atmosphere, slowly open upstream isolation valve to allow some pressure into the Hytrol Valve body. Observe the open cover tapping for signs of continuous flow. It is not necessary to fully open isolating valve. Volume in cover chamber capacity chart will be displaced as valve moves to open position. Allow sufficient time for diaphragm assembly to shift positions. If there is no continuous flow, you can be quite certain the diaphragm is sound and the diaphragm assembly is tight. If the fluid appears to flow continuously this is a good reason to believe the diaphragm is either damaged or it is loose on the stem. In either case, this is sufficient cause to remove the valve cover and investigate the leakage. (See "Maintenance" Section for procedure.)

COVER CHAMBER CAPACITY

(Liquid Volume displaced when valve opens)

Valve size (inches)	Displacement	
	Gallons	Liters
1 1/4	.020	.07
1 1/2	.020	.07
2	.032	.12
2 1/2	.043	.16
3	.080	.30
4	.169	.64
6	.531	2.0
8	1.26	4.8
10	2.51	9.5
12	4.00	15.1
14	6.50	24.6
16	9.57	36.2
20	12.00	45.4
24	29.00	109.8
30	42.00	197.0
36	90.00	340.0

Freedom of Movement Check (#2)

4. Determining the Hytrol Valve's freedom of movement can be done by one of two methods.
5. For most valves it can be done after completing Diaphragm Check (Steps 1, 2, and 3). **SEE CAUTION.** At the end of step 3 the valve should be fully open.
6. If the valve has a Cla-Val X101 Position Indicator, observe the indicator to see that the valve opens wide. Mark the point of maximum opening.
7. Re-connect enough of the control system to permit the application of inlet pressure to the cover. Open pilot system cock so pressure flows from the inlet into the cover.
8. While pressure is building up in the cover, the valve should close smoothly. There is a hesitation in every Hytrol Valve closure, which can be mistaken for a mechanical bind. The stem will appear to stop moving very briefly before going to the closed position. This slight pause is caused by the diaphragm flexing at a particular point in the valve's travel and is not caused by a mechanical bind.
9. When closed, a mark should be made on the X101 Valve position indicator corresponding to the "closed" position. The distance between the two marks should be approximately the stem travel shown in chart.

STEM TRAVEL

(Fully Open to Fully Closed)

Valve Size (inches)		Travel (inches)	
Inches	MM	Inches	MM
1 1/4	32	0.4	10
1 1/2	40	0.4	10
2	50	0.6	15
2 1/2	65	0.7	18
3	80	0.8	20
4	100	1.1	28
6	150	1.7	43
8	200	2.3	58
10	250	2.8	71
12	300	3.4	86
14	350	4.0	100
16	400	4.5	114
20	500	5.6	143
24	600	6.7	165
30	800	7.5	190
36	900	8.5	216

10. If the stroke is different than that shown in stem travel chart this is a good reason to believe something is mechanically restricting the stroke of the valve at one end of its travel. If the flow does not stop through the valve when in the indicated "closed" position, the obstruction probably is between the disc and the seat. If the flow does stop, then the obstruction is more likely in the cover. In either case, the cover must be removed, and the obstruction located and removed. The stem should also be checked for scale build-up. (See "Maintenance, section for procedure.)

11. For valves 6" and smaller, the Hytrol Valve's freedom of movement check can also be done after all pressure is removed from the valve. **SEE CAUTION.** After closing inlet and outlet isolation valves and bleeding pressure from the valve, check that the cover chamber and the body are temporarily vented to atmosphere. Insert fabricated tool into threaded hole in top of valve stem, and lift the diaphragm assembly manually. Note any roughness. The diaphragm assembly should move smoothly throughout entire valve stroke. The tool is fabricated from rod that is threaded on one end to fit valve stem and has a "T" bar handle of some kind on the other end for easy gripping. (See chart in Step 4 of "Disassembly" Section.)

12. Place marks on this diaphragm assembly lifting tool when the valve is closed and when manually positioned open. The distance between the two marks should be approximately the stem travel shown in stem travel chart. If the stroke is different than that shown, there is a good reason to believe something is mechanically restricting the stroke of the valve. The cover must be removed, and the obstruction located and removed. The stem should also be checked for scale build-up. (See "Maintenance" Section for procedure.)

Tight Sealing Check (#3)

13. Test for seat leakage after completing checks #1 & #2 (Steps 1 to 12). **SEE CAUTION.** Close the isolation valve downstream of the Hytrol Valve. Apply inlet pressure to the cover of the valve, wait until it closes. Install a pressure gauge between the two closed valves using one of the two ports in the outlet side of the Hytrol. Watch the pressure gauge. If the pressure begins to climb, then either the downstream isolation valve is permitting pressure to creep back, or the Hytrol is allowing pressure to go through it. Usually the pressure at the Hytrol inlet will be higher than on the isolation valve discharge, so if the pressure goes up to the inlet pressure, you can be sure the Hytrol is leaking. Install another gauge downstream of isolating valve. If the pressure between the valves only goes up to the pressure on the isolation valve discharge, the Hytrol Valve is holding tight, and it was just the isolation valve leaking.

Maintenance

Preventative Maintenance

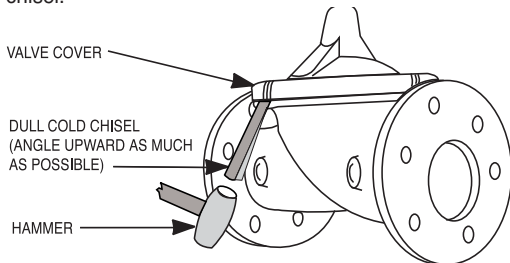
The Cla-Val Co. Model 100-01 Hytrol Valve requires no lubrication or packing and a minimum of maintenance. However, a periodic inspection schedule should be established to determine how the operating conditions of the system are affecting the valve. The effect of these actions must be determined by inspection.

Disassembly

Inspection or maintenance can be accomplished without removing the valve from the line. Repair kits with new diaphragm and disc are recommended to be on hand before work begins.

WARNING: Maintenance personnel can be injured and equipment damaged if disassembly is attempted with pressure in the valve. **SEE CAUTION.**

1. Close upstream and downstream isolation valves **and independent operating pressure when used** to shut off all pressure to the valve.
2. Loosen tube fittings in the pilot system to remove pressure from valve body and cover chamber. After pressure has been released from the valve, use care to remove the controls and tubing. Note and sketch position of tubing and controls for re-assembly. The schematic in front of the Technical Manual can be used as a guide when reassembling pilot system.
3. Remove cover nuts and remove cover. If the valve has been in service for any length of time, chances are the cover will have to be loosened by driving upward along the edge of the cover with a **dull cold chisel**.



On 6" and smaller valves block and tackle or a power hoist can be used to lift valve cover by inserting proper size eye bolt in place of the center cover plug. on 8" and larger valves there are 4 holes (5/8" — 11 size) where jacking screws and/or eye bolts may be inserted for lifting purposes. **Pull cover straight up** to keep from damaging the integral seat bearing and stem.

COVER CENTER PLUG SIZE

Valve Size	Thread Size (NPT)
1 1/4" — 1 1/2"	1/4"
2" — 3"	1/2"
4" — 6"	3/4"
8" — 10"	1"
12"	1 1/4"
14"	1 1/2"
16"	2"
20" & 24"	2"
30" & 36"	2"

4. Remove the diaphragm and disc assembly from the valve body. With smaller valves this can be accomplished by hand by **pulling straight up on the stem so as not to damage the seat bearing**. On large valves, an eye bolt of proper size can be installed in the stem and the diaphragm assembly can be then lifted with a block and tackle or power hoist. Take care not to damage the stem or bearings. The valve won't work if these are damaged.

VALVE STEM THREAD SIZE

Valve Size	Thread Size (UNF Internal)
1 1/4" — 2 1/2"	10—32
3" — 4"	1/4—28
6" — 14"	3/8—24
16"	1/2—20
20	3/4—16
24"	3/4—16
30"	3/4—16
36"	3/4—16

5. The next item to remove is the stem nut. Examine the stem threads above the nut for signs of mineral deposits or corrosion. If the threads are not clean, use a wire brush to remove as much of the residue as possible. Attach a good fitting wrench to the nut and give it a sharp "rap" rather than a steady pull. Usually several blows are sufficient to loosen the nut for further removal. On the smaller valves, the entire diaphragm assembly can be held by the stem in a vise **equipped with soft brass jaws** before removing the stem nut.

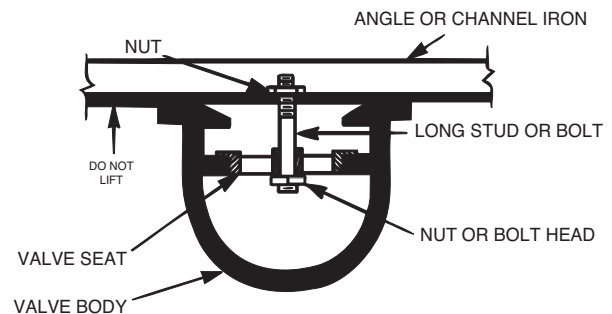
The use of a pipe wrench or a vise without soft brass jaws scars the fine finish on the stem. No amount of careful dressing can restore the stem to its original condition. Damage to the finish of the stem can cause the stem to bind in the bearings and the valve will not open or close.

6. After the stem nut has been removed, the diaphragm assembly breaks down into its component parts. Removal of the disc from the disc retainer can be a problem if the valve has been in service for a long time. Using two screwdrivers inserted along the outside edge of the disc usually will accomplish its removal. Care should be taken to preserve the spacer washers in water, particularly if no new ones are available for re-assembly.

7. The only part left in the valve body is the seat which ordinarily does not require removal. Careful cleaning and polishing of inside and outside surfaces with 400 wet/dry sandpaper will usually restore the seat's sharp edge. If, however, it is badly worn and replacement is necessary, it can be easily removed.

Seats in valve sizes 1 1/4" through 6" are threaded into the valve body. They can be removed with accessory X109 Seat Removing Tool available from the factory. On 8" and larger valves, the seat is held in place by flat head machine screws. Use a tight-fitting, long shank screwdriver to prevent damage to seat screws. If upon removal of the screws the seat cannot be lifted out, it will be necessary to use a piece of angle or channel iron with a hole drilled in the center. Place it across the body so a long stud can be inserted through the center hole in the seat and the hole in the angle iron. By tightening the nut a uniform upward force is exerted on the seat for removal.

NOTE: Do not lift up on the end of the angle iron as this may force the integral bearing out of alignment, causing the stem to bind.



Lime Deposits

One of the easiest ways to remove lime deposits from the valve stem or other metal parts is to dip them in a 5-percent muriatic acid solution just long enough for the deposit to dissolve. This will remove most of the common types of deposits. **CAUTION: USE EXTREME CARE WHEN HANDLING ACID.** Rinse parts in water before handling. If the deposit is not removed by acid, then a fine grit (400) wet or dry sandpaper can be used with water.

Reassembly

1. Reassembly is the reverse of the disassembly procedure. If a new disc has been installed, it may require a different number of spacer washers to obtain the right amount of “grip” on the disc. When the diaphragm assembly has been tightened to a point where the diaphragm cannot be twisted, the disc should be compressed very slightly by the disc guide. Excessive compression should be avoided. Use just enough spacer washers to hold the disc firmly without noticeable compression.

2. MAKE SURE THE STEM NUT IS VERY TIGHT. Attach a good fitting wrench to the nut and give it a sharp “rap” rather than a steady pull. Usually several blows are sufficient to tighten the stem nut for final tightening. Failure to do so could allow the diaphragm to pull loose and tear when subjected to pressure.

Inspection of Parts

After the valve has been disassembled, each part should be examined carefully for signs of wear, corrosion, or any other abnormal condition. Usually, it is a good idea to replace the rubber parts (diaphragm and disc) unless they are free of signs of wear. These are available in a repair kit. Any other parts which appear doubtful should be replaced. **WHEN ORDERING PARTS, BE SURE TO GIVE COMPLETE NAMEPLATE DATA, ITEM NUMBER AND DESCRIPTION.**

NOTE: If a new disc isn't available, the existing disc can be turned over, exposing the unused surface for contact with the seat. The disc should be replaced as soon as practical.

3. Carefully install the diaphragm assembly by lowering the stem through the seat bearing. Take care not to damage the stem or bearing. Line up the diaphragm holes with the stud or bolt holes on the body. On larger valves with studs, it may be necessary to hold the diaphragm assembly up part way while putting the diaphragm over the studs.

4. Put spring in place and replace cover. Make sure diaphragm is lying smooth under the cover.

5. Tighten cover nuts firmly using a cross-over pattern until all nuts are tight.

6. Test Hytrol Valve before re-installing pilot valve system.

Test Procedure After Valve Assembly

There are a few simple tests which can be made in the field to make sure the Hytrol Valve has been assembled properly. Do these before installing pilot system and returning valve to service. These are similar to the three troubleshooting tests.

1. Check the diaphragm assembly for freedom of movement after all pressure is removed from the valve. **SEE CAUTION.** Insert fabricated tool into threaded hole in top of valve stem, and lift the diaphragm assembly manually. Note any roughness, sticking or grabbing. The diaphragm assembly should move smoothly throughout entire valve stroke. The tool is fabricated from rod that is threaded on one end to fit valve stem (See chart in Step 4 of “Disassembly” section.) and has a “T” Bar handle of some kind on the other end for easy gripping.

Place marks on this diaphragm assembly lifting tool when the valve is closed and when manually positioned open. The distance between the two marks should be approximately the stem travel shown in stem travel chart. (See “Freedom of Movement Check” section.) If the stroke is different than that shown, there is a good reason to believe something is mechanically restricting the stroke of the valve. The cover must be removed, the obstruction located and removed. (See “Maintenance” Section for procedure.)

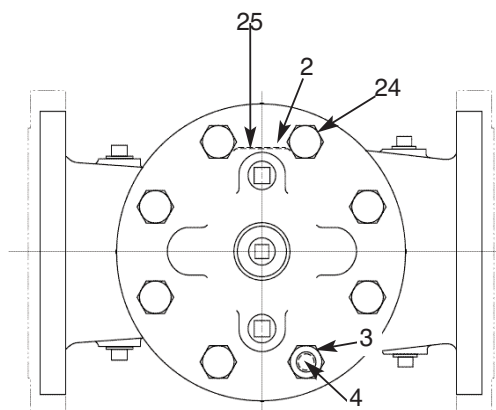
Due to the weight of the diaphragm assembly this procedure is not possible on valves 8” and larger. On these valves, the same determination can be made by carefully introducing a low pressure-less than five psi) into the valve body with the cover vented. **SEE CAUTION.** Looking in cover center hole see the diaphragm assembly lift easily without hesitation, and then settle back easily when the pressure is removed.

2. To check the valve for drip-tight closure, a line should be connected from the inlet to the cover, and pressure applied at the inlet of the valve. If properly assembled, the valve should hold tight with as low as ten PSI at the inlet. See “Tight Sealing Check” section.)

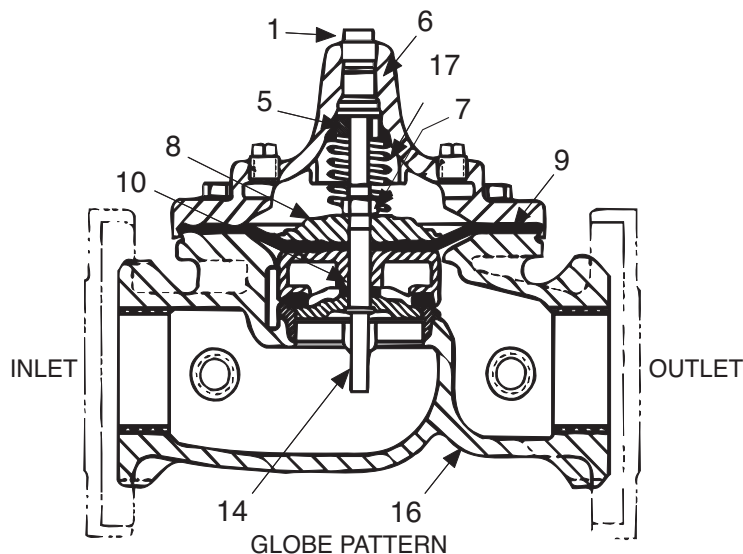
3. With the line connected from the inlet to the cover, apply full working pressure to the inlet. Check all around the cover for any leaks. Re-tighten cover nuts if necessary to stop leaks past the diaphragm.

4. Remove pressure, then re-install the pilot system and tubing exactly as it was prior to removal. **Bleed air from all high points.**

5. Follow steps under “Start-Up and Adjustment” Section in Technical Manual for returning complete valve back to service.



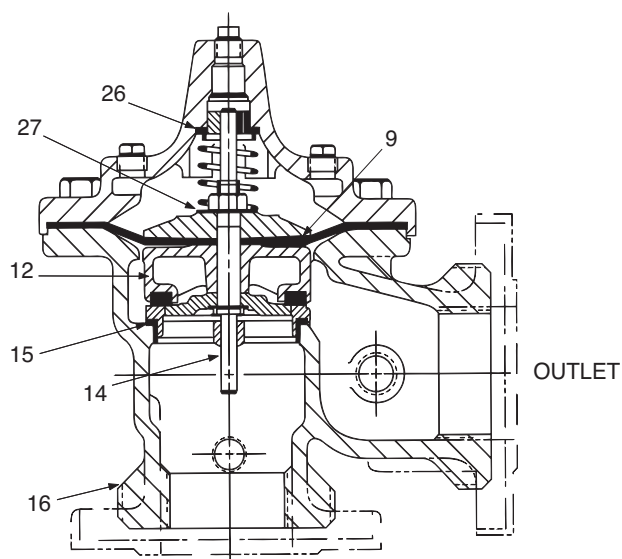
TOP VIEW



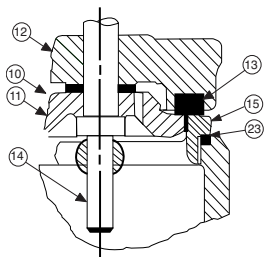
GLOBE PATTERN

PARTS LIST

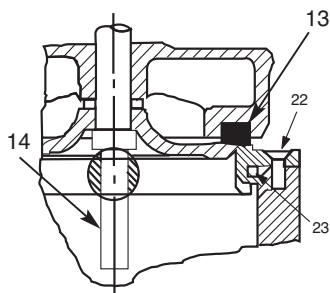
Item	Description
1.	Pipe Plug
2.	Drive Screws (for nameplate)
3.	Hex Nut (8" and larger)
4.	Stud (8" and larger)
5.	Cover Bearing
6.	Cover
7.	Stem Nut
8.	Diaphragm Washer
9.	Diaphragm
10.	Spacer Washers
11.	Disc Guide
12.	Disc Retainer
13.	Disc
14.	Stem
15.	Seat
16.	Body
17.	Spring
22.	Flat Head Screws (8" and larger)
23.	Seat O-Ring
24.	Hex head Bolt (1 1/4" thru 4")
25.	Nameplate
26.	Upper Spring Washer (Epoxy coated valves only)
27.	Lower Spring Washer (Epoxy coated valves only)
28.	Cover Bearing Housing (16" only)
29.	Cover O-Ring (16" only)
30.	Hex Bolt (16" only)
31.	Pipe Cap (16" only)



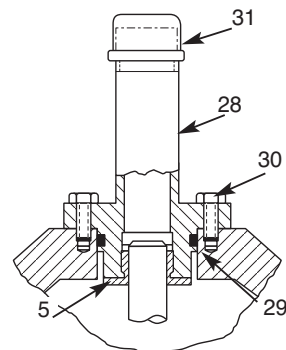
INLET
ANGLE PATTERN



1 1/4" - 6" SEAT DETAIL



8" - 24" SEAT DETAIL



16" COVER DETAIL

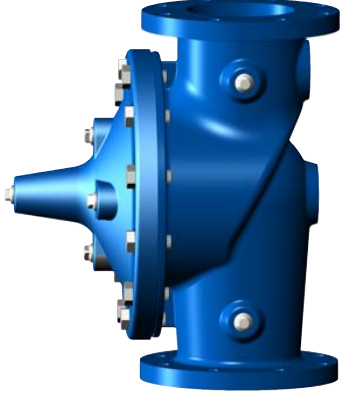


—MODEL—100-01 Hytrol Valve Service Data

Description 100-01 Hytrol Valve

The Cla-Val Model 100-01 Hytrol Valve is a main valve for Cla-Val Automatic Control Valves. It is a hydraulically operated, diaphragm-actuated, globe or angle pattern valve.

This valve consists of three major components; body, diaphragm assembly, and cover. The diaphragm assembly is the only moving part. The diaphragm assembly uses a diaphragm of nylon fabric bonded with synthetic rubber. A synthetic rubber disc, contained on three and one half sides by a disc retainer and disc guide, forms a seal with the valve seat when pressure is applied above the diaphragm. The diaphragm assembly forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure.



Description 100-20 600 Series Hytrol Valve

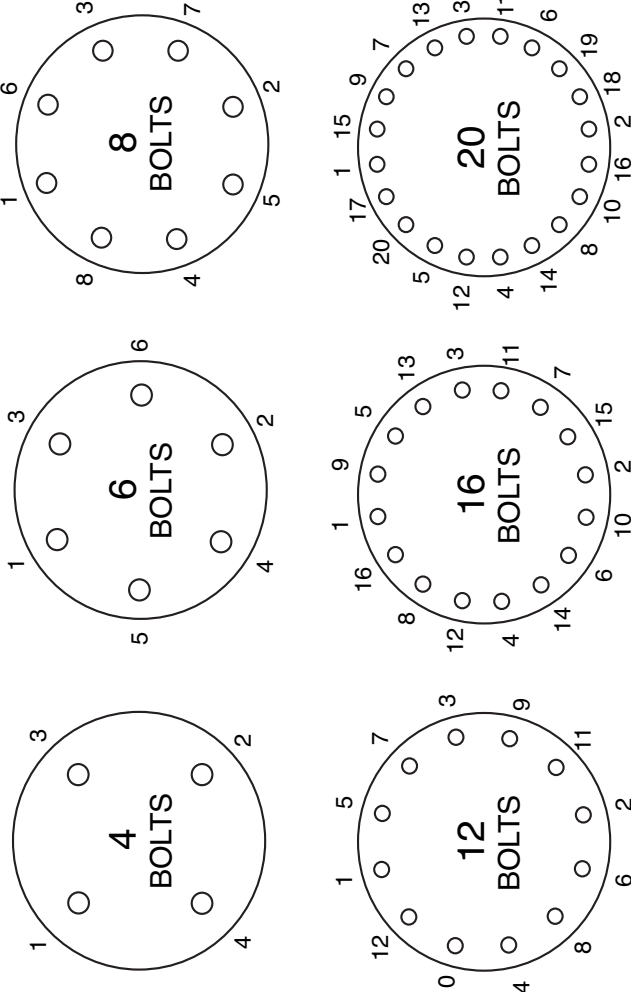
The Cla-Val Model 100-20 Hytrol Valve (600 Series main valve) have only one part -the body- that is different from standard 100 Series Cla-Val main valve parts. The remaining parts of the 600 series main valve are standard Cla-Val main valve parts. All service and maintenance information for the standard 100 Series main valves also apply to the 600 series main valves.

The most important thing to remember when ordering main valve repair kits and replacement parts, except for the body, all other parts are going to be for a smaller size main valve. Cla-Val identifies main valve parts with the flange size of the standard 100 Series main valve. Refer to the "Main Valve Sizes" chart below.

HYTROL Service Data

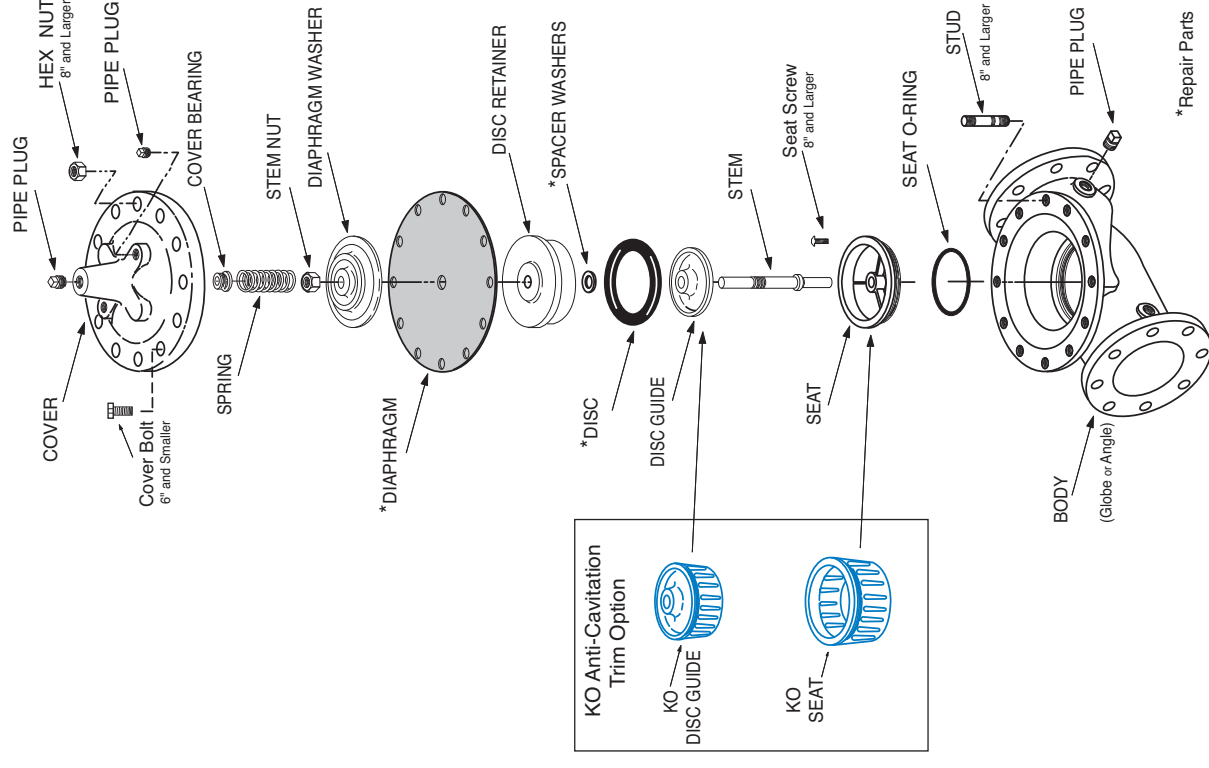
HYTROL SIZE				Stem Travel		Cover Capacity Displacement		Valve Stem Thread UNF-Internal	Cover Center Plug NPT	Cover Nut or Bolt			Cover Lifting Holes UNC	Cover Plug		Cover Torque		Stem Nut**		Stem Nut Torque (ft. Lbs.)	
100-01		100-20								Thread (Bolt)	Socket	Qty		Thread	Socket	ft. Lbs.	in. Lbs.	Thread	Socket (Long)	Lubed	DRY
inches	mm	inches	mm	inches	mm	Gallons	Liters		1/4"	1/4" - 20 (B)	7/16"	8				4	48	3/8" - 24		4	6
1"	25			0.3	8				1/4"	5/16" - 18 (B)	1/2"	8				8	96	7/16" -20		6	10
1 1/4"	32			0.4	10	0.020	0.07	10 - 32	1/4"	5/16" - 18 (B)	1/2"	8									
1 1/2"	40			0.4	10	0.020	0.07	10 - 32	1/4"	5/16" - 18 (B)	1/2"	8				8	96	7/16" -20		6	10
2"	50			0.6	15	0.032	0.12	10 - 32	1/2"	3/8" - 16 (B)	9/16"	8		3/8"	7/16"	12		1/2" - 20	3/4"	10	15
2 1/2"	65			0.7	18	0.043	0.16	10 - 32	1/2"	7/16" - 14 (B)	5/8"	8		1/2"	9/16"	20		5/8" - 18	15/16"	21	30
3"	80	4"		0.8	20	0.080	0.30	1/4 - 28	1/2"	1/2" - 13 (B)	3/4"	8		1/2"	9/16"	30		5/8" - 18	15/16"	21	30
4"	100	6"		1.1	23	0.169	0.64	1/4 - 28	3/4"	3/4" - 10 (B)	1 1/8"	8		3/4"	5/8"	110		3/4" - 16	1 1/16"	40	60
6"	150	8"		1.7	43	0.531	2.00	3/8 - 24	3/4"	3/4" - 10 (B)	1 1/8"	12		3/4"	5/8"	110		7/8" - 14	1 5/16"	85	125
8"	200	10"		2.3	58	1.26	4.80	3/8 - 24	1"	3/4" - 10	1 1/4"	16	5/8" - 11	1"	13/16"	110		1 1/8" -12	1 13/16"	125	185
10"	250	12"		2.8	71	2.51	9.50	3/8 - 24	1"	7/8" - 9	1 7/16"	20	3/4" - 10	1"	13/16"	160		1 1/2" -12	1 7/8"	252	375
12"	300	16"		3.4	86	4.0	15.10	3/8 - 24	1 1/4"	1 1/8" - 7	1 13/16"	20	3/4" - 10	1"	13/16"	390		1 1/2" -12	2 1/2"	270	400
14"	350			3.9	99	6.5	24.60	3/8 - 24	1 1/2"	1 1/4" - 7	2"	20	1" - 8	1"	13/16"	545		1 1/2" -12	2 1/2"	280	420
16"	400	20", 24"		4.5	114	9.6	36.20	1/2 - 20	2"	1 1/4" - 7	2"	20	1" - 8	1"	13/16"	545		2" - 16	3"	500	750
20"	500			5.63	143	12	45.40	3/4 - 16	1 1/2"	1 3/8" - 6	2 1/8"	24	1" - 8	1"	13/16"	670		2 1/4" - 16	3 1/2"	930	N/R
24"	600	30"		6.75	165	29.0	108.80	3/4 - 16*	3/4"	1 1/2" - 12	2 3/8"	24	1 1/8" - 7	1"	13/16"	800		3" - 12	Special	1350	N/R
* Adapter p/n 2594101E inside 1/4" - 28"										Grade 5 Bolts "Heavy" Grade Nuts Tighten cover nuts in a "star" cross-over pattern										** Must Use ONLY Cla-Val Supplied part	

BOLT/NUT TORQUING PROCEDURES ON VALVE COVERS



Follow this procedure when reassembling MAIN Valve:

1. Tightens bolts/nuts in a "Star" or "Cross-Over" pattern following the numbers shown above to insure that cover seats evenly on the diaphragm material and body.
2. Torque the bolt/nuts in three stages with a "Star" or "Cross-Over" pattern for each stage:
 - A. To approximately 10% of final torque.
 - B. To approximately 75% of final torque.
 - C. To final required torque.
3. Valves that are to be tested to 375 PSI or higher should be retorqued after 24 hours.



*Repair Parts



— MODEL — **100-20**
(Reduced Internal Port)

600 Series Hytrol Valve

SERVICE AND MAINTENANCE OF 600 SERIES VALVES

The 600 series main valves have only one part -the body- that is different from standard 100 Series Cla-Val main valve parts. The remaining parts of the 600 series main valve are standard Cla-Val main valve parts. All service and maintenance information for the standard 100 Series main valves in this manual also apply to the 600 series main valves.

The most important thing to remember when ordering main valve repair kits and replacement parts, except for the body, all other parts are going to be for a smaller size main valve. Cla-Val identifies main valve parts with the flange size of the standard 100 Series main valve. Refer to the "Main Valve Sizes Comparison" chart. For example, if you are servicing a 6" 100-20 Hytrol and needed a repair kit, you would order a repair kit for a 4" 100-01 Hytrol. This kit is also suitable for a 6" 100-20 Hytrol. Complete Technical Manuals include a repair kit data sheet N-RK that shows this relationship.

When you order repair parts, it is a good idea to include valve nameplate data (size, catalog number, and part number) and description of the parts desired. Do this to be sure parts will fit the valve you are working on and not be too big for it. Pilot controls and repair kits maintenance information remain the same for 100 or 600 Series valves.

UNDERSTANDING THE 600 SERIES VALVES

In 1987, Cla-Val introduced the Model 100-20 Hytrol as the basic main valve for the 600 Series of automatic control valves. To identify all new valves using the 100-20 Hytrol, an existing catalog number is modified. Making a 600 Series catalog number is simply done by using a "6" in front of the two digit catalog numbers or replacing the "2" with a "6" in three digit catalog numbers. Current schematics reflect both catalog numbers together separated by a slash (i.e. - 90-01/690-01, 58-02/658-02, 210-01/610-01, etc). Since these two valves 'share' the same catalog number and schematic, they provide the same function in a system. The only difference between the two valves is the relative capacity of the two main valve series.

The 100-01 Hytrol is the basic main valve for Cla-Val automatic control valves. This valve is the current version of the Clayton Hytrol valve design originated in 1936. The 100-01 Hytrol is designed as a full flow area valve. This means that the inlet, seat and outlet openings are the same size. Thus, the pressure drop is kept to a minimum for this globe style design.

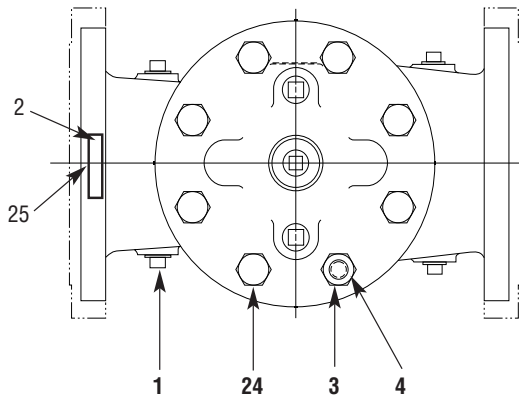
The 100-20 Hytrol valve has all of the basic features and advantages of the original 100-01 Hytrol. Only one part has been changed - the body. It is designed with different size inlet, seat and outlet openings. The 100-20 Hytrol has inlet and outlet flanges one valve size larger than the seat opening size. This results in what is sometimes called a 'reduced port' main valve. For example, a 4" 100-20 valve has a 3" seat. Note: valve size is always determined by the flange size. The following chart compares the 100-01 and the 100-20 main valves.

Basic Main Valve Size Comparison		
Globe Pattern Valves		
Flange Size (inch)	Seat Size	
	100-01 (100 Series)	100-20 (600 Series)
3	3	2
4	4	3
6	6	4
8	8	6
10	10	8
12	12	10
14	14	----
16	16	12
18	----	16
20	20	16
24	24	16
30	30	24
36	36	30
42	----	36
48	----	36
Angle Pattern Valves		
Flange Size (inch)	Seat Size	
	100-01 (100 Series)	100-20 (600 Series)
4	4	3
6	6	4
8	8	6

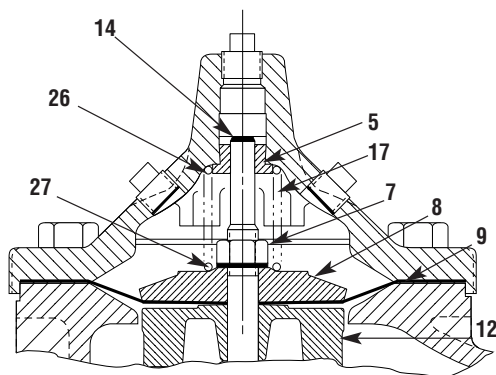
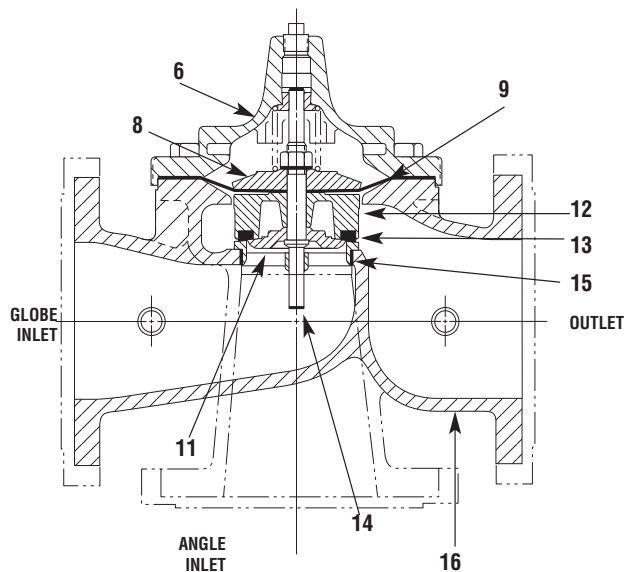
The 100-20 Hytrol is available only in ductile iron, 150 and 300 pressure class, and Bronze trim standard. Available extra cost main valve options include stainless steel trim, epoxy coating, Dura-Kleen stem, Delrin sleeved stem, and high temperature rubber parts. All four basic main valves have a 600 Series version available with all of the same benefits and size relationships. The following chart shows the relationship of Cla-Val main valve catalog numbers.

Cla-Val Main Valves

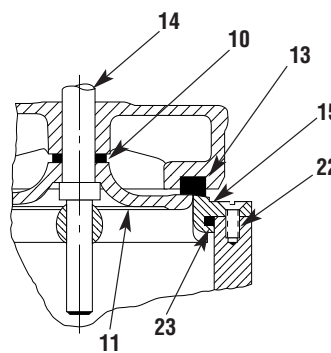
Catalog Name	Catalog Number		
	Circa 1936	100-Series	600 Series
Hytrol	100 (Angle =2100)	100-01	100-20
Powertrol	100P & 100PA	100-02	100-21
Powercheck	100PC & 100PCA	100-03	100-22
Hycheck	181	100-04	100-23



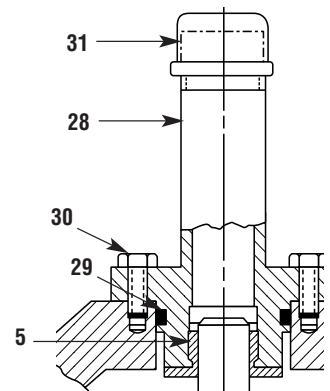
TOP VIEW



3" — 6" COVER DETAIL



10" — 24" SEAT DETAIL



20" — 24" COVER DETAIL

PARTS LIST

NO. DESCRIPTION

- | | |
|----|--|
| 1 | Pipe Plug |
| 2 | Drive Screws (for nameplate) |
| 3 | Hex Nut (8" and larger) |
| 4 | Stud (8" and larger) |
| 5 | Cover Bearing |
| 6 | Cover |
| 7 | Stem Nut |
| 8 | Diaphragm Washer |
| 9 | Diaphragm |
| 10 | Spacer Washers |
| 11 | Disc Guide |
| 12 | Disc Retainer |
| 13 | Disc |
| 14 | Stem |
| 15 | Seat |
| 16 | Body |
| 17 | Spring |
| 22 | Flat Head Screws (10" and larger) |
| 23 | Seat O-Ring |
| 24 | Hex Bolt (3 " Thru 6") |
| 25 | Nameplate (Mounted on inlet flange) |
| 26 | Upper Spring Washer (Epoxy coated valves only) |
| 27 | Lower Spring Washer (Epoxy coated valves only) |
| 28 | Cover Bearing Housing (20" & 24" & 30") |
| 29 | Cover Bearing Housing O-Ring (20" & 24" & 30") |
| 30 | Hex Bolt (20" & 24") |
| 31 | Pipe Cap (20" & 24" & 30") |

WHEN ORDERING PARTS, BE SURE TO GIVE COMPLETE NAMEPLATE DATA, ITEM NUMBER AND DESCRIPTION.



CF1 Series

CF1 Series Float Controls

Initial Adjustment CF1 Series Float Controls

A stilling well must be installed around the float and rod assembly. A short section of 8" pipe (PVC) mounted vertically in the tank around the float and rod will work.

1. See parts sheet (other side of this sheet) for proper assembly of the float rod, float, and stop collars and for threading into the Link Assembly of the CF1-C1.

2. Balance the Float Rod Assembly. This compensates for the buoyancy of the float rod in the water. Temporarily remove float by removing float rod and float from the link assembly. Remove float from float rod, reinstall rod assembly (leave stop collars on float rod) back into link assembly.

Adjust counterweight on rod to balance the weight of the float rod assembly less the float. Loosen setscrew on counterweight and move weight in or out round rod remains horizontal without shifting. Tighten setscrew. Check by pushing up or down on float rod assembly and seeing that entire assembly returns to balanced position. Replace float between the stop collars. The counterweight size changes as float rod is lengthened. Consult factory for more information.

3. Set Float High Level Shut-Off. Move float rod to "up" position. Adjust the upper stop collar on the float rod assembly approximately three inches above the desired high water level. Move float rod to "down" position. Adjust the lower stop collar on the float rod assembly approximately three inches below the desired low water level. Tighten collar set screws.

4. If the closing level is too high, allowing tank to overflow, then the top stop collar on the float rod should be lowered. If the opening level is too low, then the bottom stop collar should be raised.

If the counterweight has been properly adjusted the float will move freely on the float rod, without causing the pilot arm to raise or lower, until the float actually contacts one of the stop collars.

5. For reference: with a new control and supply pressure less than 40 psi the maximum level differential available will be: 18 to 20 inches with PVC float and rod assembly and 48 to 50 inches with Stainless Steel or Brass float and rod assembly.

6. If the valve or float control is controlling the level in a tank anywhere in a building, a floor drain with drainage equal to maximum supply flow is required in case the valve and or float control is not properly maintained.

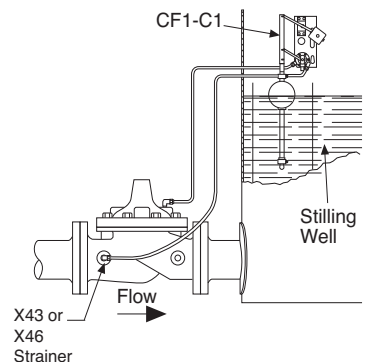
Installation Data

The float control is mounted above the high water level in the tank. The valve is installed in the line leading to the tank and is connected to the float control pilot by tubing. (Min. 3/8" tubing)

When line pressure is used to operate the valve, tubing connections are made from the float control pilot to the valve cover, and also to the inlet side of the valve. An X43 "Y" Strainer or X46 Flow Clean Strainer must be installed in the inlet side of the valve. The control may be installed at any elevation above the valve, providing that the flowing line pressure in psi is equal to, or greater

than, the vertical distance in feet between the valve and the float control.

An independent source of air or water may be used to operate the valve. The pressure from this independent source must constantly be equal to or greater than pressure at the valve inlet. The independent source is connected to the float control pilot in place of the supply line connected to the inlet side of the valve. If the Model 100-01 under the control of the CF1-C1 is 8" or larger, auxiliary Hytrols are required. Consult factory for details.



NOTE:

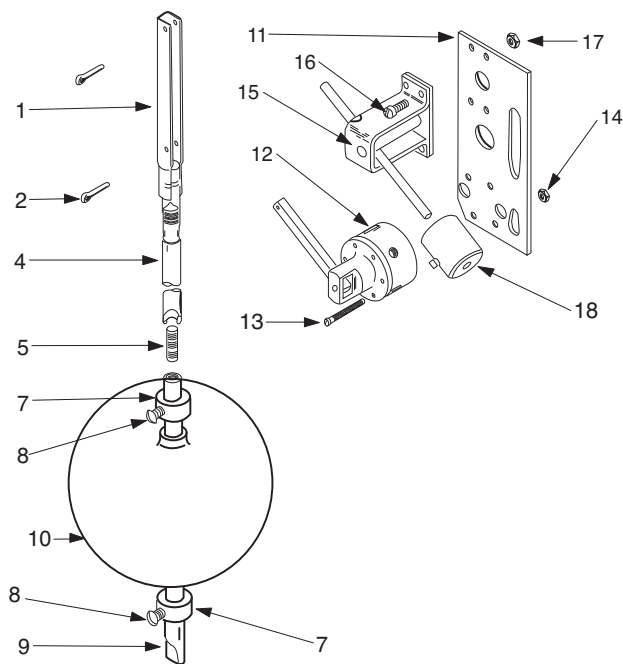
A stilling well (Min. 8" I.D.) must be provided around the float.

- Note:
1. We recommend protecting Float Control tubing and valve from freezing temperatures.
 2. Inspect entire assembly periodically.



CF1-C1

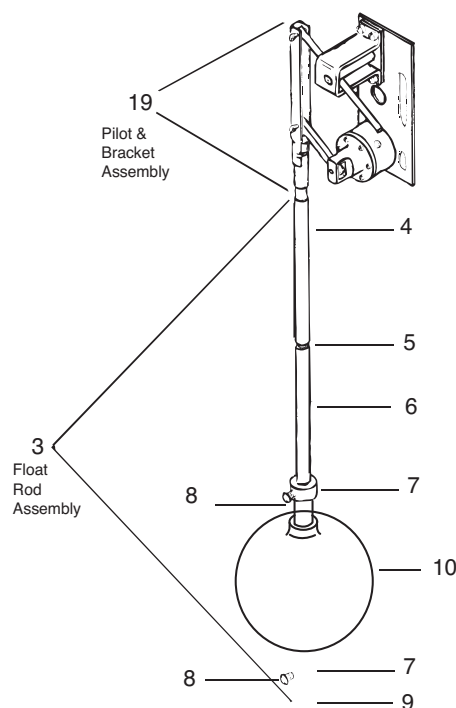
Float Control



OPERATION

FLOAT POSITION	PORT 1	PORT 2
Up	Pressure	To Drain
Down	To Drain	Pressure

ITEM	DESCRIPTION	PART No.
1	Link Assembly, BRS	V8316B
2	Cotter Pins (2 required)	20175227D
3	Float Rod Assembly (2 ft.) (Item No. 4 thru 9), PVC	8829902K
4	Upper Float Rod (1 ft.), PVC	88298F
	Upper Float Rod (2 ft.) PVC	Consult Factory
5	Stud (Required for connecting upper and lower rods and on for each extension rod), BRS	88264H
6	Extension Float Rod (1 ft.), PVC	88297H
	Extension Float Rod (2 ft.), PVC	Consult Factory
7	Stop Collar (2 required), PVC	38097C
8	Set Screw (1 for ea Stop Collar), SS	6798837J
9	Lower Float Rod (1 ft.)	88292J
	Lower Float Rod (2 ft.)	Consult Factory
10	Float Ball Stainless Steel (Standard)	C0648A
10	Float Ball, Plastic (Optional) Consult Factory	C9253A
11	Base and Mounting Plate (316)	V6369A
12	Pilot Valve Assembly CF1-C1	10529G
13	Machine Screw 6/32 x 1-1/2" (6 req'd)	6757530J
14	Hex Nut 6/32 (6 req'd)	678206K
15	Counter Balance Bracket Assembly, BRS	45569B
16	Machine Screw 10/32 x 9/16" (4 req'd)	6757822K
17	Hex Nut 10/32 (4 req'd)	6779506C
18	Counterweight (varies with rod length, includes set screw), Steel, Zinc Plated - Consult Factory	1-5' PVC Rod 20160501C
19	Pilot & Bracket Assembly CF1-C1, Std Material (Less Ball, Rod & Counterweight)	89016A



When ordering parts, please specify:

- All nameplate data
- Description
- Item Number

NOTE:

1. A stilling well (Min. 8" I.D.) must be provided around the float.
2. Inspect float and float assembly periodically.