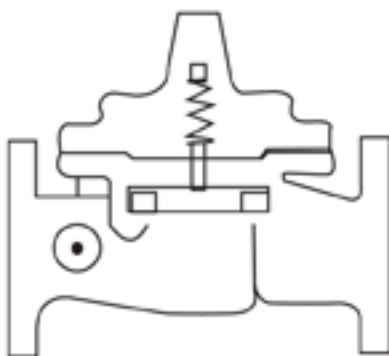


CLA-VAL

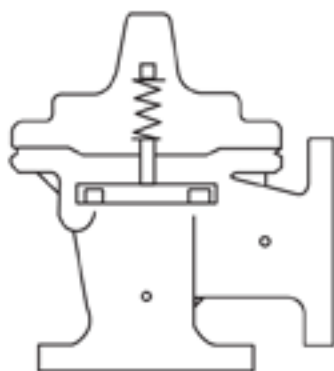
AUTOMATIC CONTROL VALVES

50-20/650-20

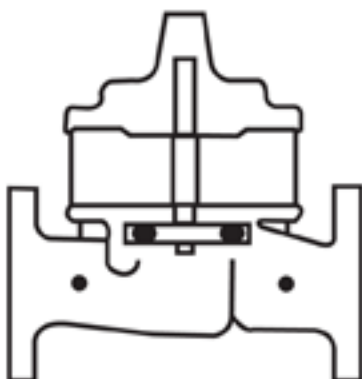
Place this manual with personnel responsible
for maintenance of this valve



INSTALLATION



OPERATION



MAINTENANCE



TO ITEM 1 (NED 39249)

3-31-94

TLC

CAD REVISION RECORD — DO NOT REVISE MANUALLY

DESCRIPTION

BY

DATE

LTR


A-B SEE REVISION FILE

C REVISED ON CAD & CAT. NO. WAS 50-20; ADDED 100-20 (650-20)

CVCL 1 ② 3 4

DIST. CODE 002

SHEET 1 OF 3



CLA-VAL CO.

NEWPORT BEACH, CALIFORNIA

CATALOG NO.
50-20/650-20

DRAWING NO.
99864

REV.
C

TYPE OF VALVE AND MAIN FEATURES

DESIGN

DRAW MGR 3-13-81

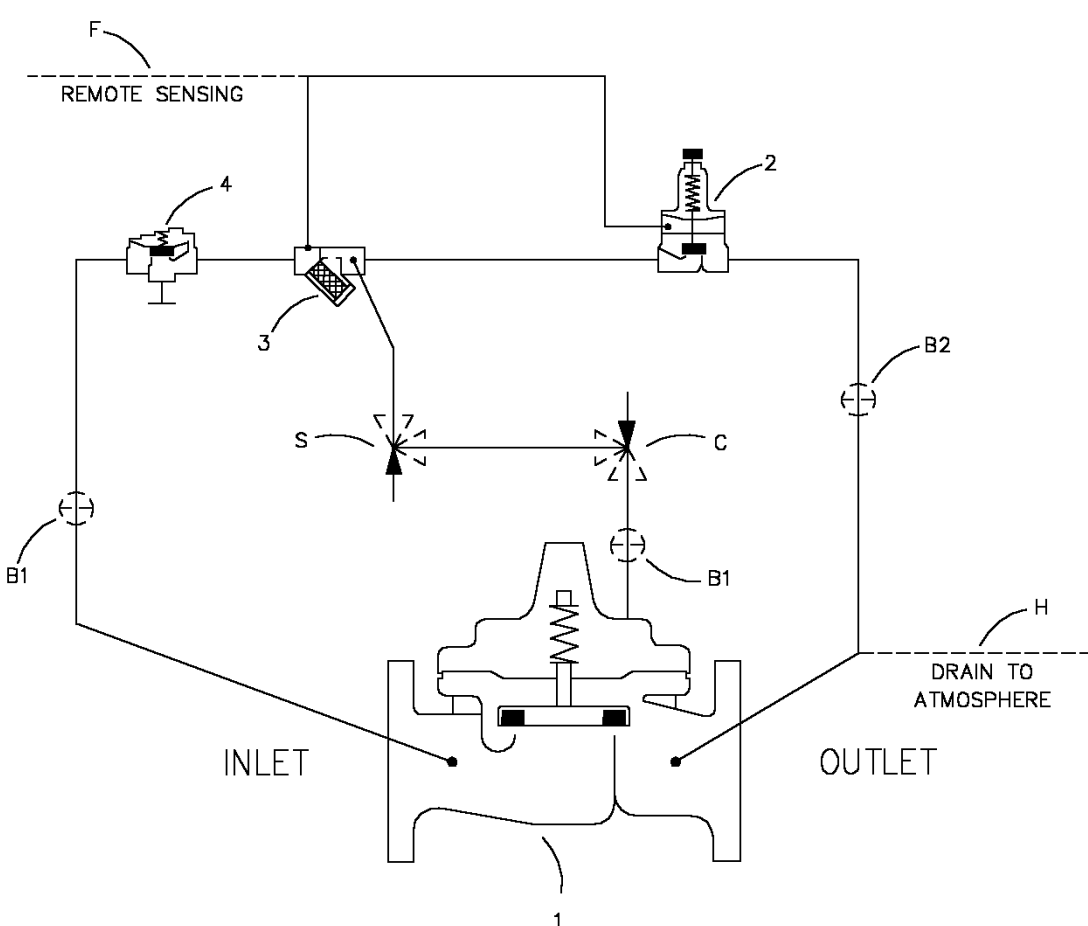
CHK'D KD 3-17-81

AP'VD CH 3-18-81

PRESSURE RELIEF VALVE FOR SEA WATER SERVICE

----- NOT FURNISHED BY CLA-VAL CO.

----- OPTIONAL FEATURES



* KX = 100S/100-20S WITH TEFLON COATED SEAT

ITEM NO.	BASIC COMPONENTS	QTY
1	*100-SKX HYTROL (50-20) MAIN VALVE	1
	*100-20SKX HYTROL (650-20) MAIN VALVE	
2	CRL PRESSURE RELIEF CONTROL	1
3	X44A STRAINER & ORIFICE ASSY	1
4	B1-01 CHECK VALVE	1

OPTIONAL FEATURE SUFFIX		ADDED TO CATALOG NUMBER	
B	CK2 COCK (ISOLATION VALVES)	3	
C	CV FLOW CONTROL (CLOSING)	1	
F	REMOTE PILOT SENSING		
H	DRAIN TO ATMOSPHERE		
S	CV FLOW CONTROL (OPENING)	1	

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**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

50-20/650-20

DRAWING NO.

99864

REV.

C

TYPE OF VALVE AND MAIN FEATURES

PRESSURE RELIEF VALVE FOR SEA WATER SERVICE

MGR

3-13-81

KD

3-17-81

CH

3-18-81

OPERATING DATAI. PRESSURE RELIEF FEATURE:

PRESSURE RELIEF CONTROL (2) IS A NORMALLY CLOSED CONTROL THAT RESPONDS TO MAIN VALVE INLET PRESSURE CHANGES. AN INCREASE IN INLET PRESSURE TENDS TO OPEN CONTROL (2) AND A DECREASE IN INLET PRESSURE TENDS TO CLOSE CONTROL (2). THIS CAUSES MAIN VALVE COVER PRESSURE TO VARY AND THE MAIN VALVE MODULATES (OPENS AND CLOSES) MAINTAINING A RELATIVELY CONSTANT PRESSURE AT THE MAIN VALVE INLET. WHEN INLET PRESSURE IS LOWER THAN THE SET POINT OF CONTROL (2), CONTROL (2) CLOSURES. THIS PRESSURIZES THE MAIN VALVE COVER CHAMBER AND THE MAIN VALVE CLOSURES. PRESSURE RELIEF CONTROL (2) ADJUSTMENT: TURN THE ADJUSTING SCREW CLOCKWISE TO INCREASE THE SETTING.

II. CHECK VALVE FEATURE:

WHEN COVER PRESSURE IS HIGHER THAN INLET PRESSURE, CHECK VALVE (4) CLOSURES. THIS MAINTAINS THE HIGHER PRESSURE IN THE MAIN VALVE COVER CHAMBER KEEPING THE MAIN VALVE CLOSED.

III. OPTIONAL FEATURE OPERATING DATA:SUFFIX B (ISOLATION VALVES)

CK2 COCKS (B1) AND (B2) ARE USED TO ISOLATE THE PILOT SYSTEM FROM MAIN LINE PRESSURE. THESE VALVES MUST BE OPEN DURING NORMAL OPERATION.

SUFFIX C (CLOSING SPEED CONTROL)

CV 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 (REMOTE PILOT SENSING)

REMOTE SENSING PRESSURE IS OBTAINED FROM A POINT UPSTREAM OF THE MAIN VALVE INLET. [SENSING PRESSURE IS OBTAINED FROM THE MAIN VALVE INLET IF SUFFIX (F) IS NOT SPECIFIED].

SUFFIX H (ATMOSPHERIC DRAIN)

PILOT SYSTEM DRAIN LINE IS DISCHARGED TO ATMOSPHERE. [PILOT SYSTEM DRAIN LINE IS CONNECTED TO THE MAIN VALVE OUTLET BOSS IF SUFFIX (H) IS NOT SPECIFIED.]

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DATE

BY

DESCRIPTION

SEE SHEET 1

LIR

**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

50-20/650-20

DRAWING NO.

99864

REV.

C

TYPE OF VALVE AND MAIN FEATURES

PRESSURE RELIEF VALVE FOR SEA WATER SERVICE

DESIGN

DRAW

MGR

3-13-81

CHK'D

KD

3-17-81

AP'VD

CH

3-18-81

OPERATING DATA--CONTINUEDSUFFIX S (OPENING SPEED CONTROL)

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

IV. 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 (B1) & (B2) OPEN (OPTIONAL FEATURE).
- () PERIODIC CLEANING OF STRAINER (3) IS RECOMMENDED.
- () CV FLOW CONTROLS (C) & (S) OPEN AT LEAST 1/4 TURN (OPTIONAL FEATURE).
- () REMOTE SENSING LINE PROPERLY CONNECTED (OPTIONAL FEATURE).

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DATE

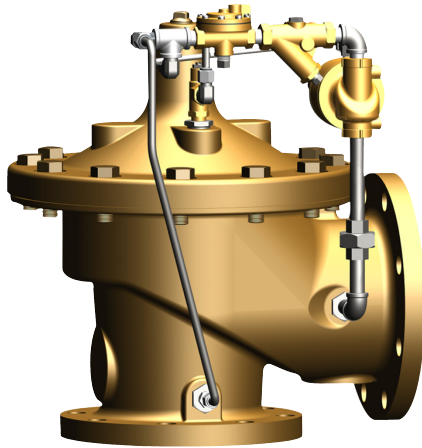
BY

DESCRIPTION

SEE SHEET 1

LIR

Seawater Service Pressure Relief Valve



50A-20 (Angle)

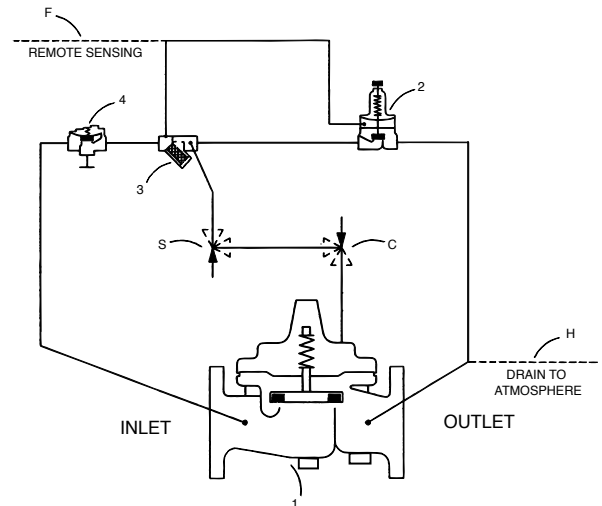
Schematic Diagram

Item	Description
1	100S/2100S Hytrol (Main Valve)
2	CRL Pressure Relief Control
3	X44A Strainer & Orifice Assy
4	81-01 Check Valve

Optional Features

Item	Description
B	CK2 (Isolation Valves)
C	CV Flow Control (Closing)
F	Remote Pilot Sensing
H	Drain to Atmosphere
S	CV Flow Control (Opening)

Please note that if the Model 50-20 is to be used on a continuous duty basis to maintain fire-system pressure, suitable back pressure must be provided on the valve to prevent cavitation damage. Consult the factory for details.



Specification

Sizes: Threaded Ends: 1 1/2" - 3"
Globe Flanged: 2" - 36"
Angle Flanged: 2" - 16"

End Details: Cast Steel ANSI B16.5
Bronze ANSI B16.24
Stainless Steel ANSI B16.5
Ductile Iron ANSI B16.42

Pressure 150 Class 250 psi Max.
Ratings: 300 Class 400 psi Max.

Temperature

Range: Water 180°F Max.

Materials: *Main valve body & cover*
Ductile Iron ASTM A-536*
Cast Steel ASTM A216-WCB*
Naval Bronze ASTM B61
Stainless Steel ASTM A743-CF-8M
Ni. AL. Bronze ASTM B148
Super Duplex SST

Main valve trim:

ASTM B61 Bronze Seat,
Monel Trim

Pilot control system:

Cast Bronze with Monel Trim
Monel, Super Duplex Stainless Steel optional
Stainless Steel 316 Tubing & Fittings

Adjustment 20 - 200 psi (150 class)
Ranges: 100 - 300 psi (300 class)

*The 50G-20 (globe) and 50A-20 (angle) in cast steel are supplied with standard internal and external epoxy coating

Valve Size (Inches)	1½	2	2 ½	3	4	6	8	10	12	14	16	24	36
A Threaded	7.25	9.38	11.00	12.50	—	—	—	—	—	—	—	—	—
AA 150 ANSI	8.50*	9.38	11.00	12.00	15.00	20.00	25.38	29.75	34.00	39.00	41.38	61.50	76.00
AAA 300 ANSI	9.00*	10.00	11.62	13.25	15.62	21.00	26.38	31.12	35.50	40.50	43.50	63.24	78.00
B Dia.	5.62	6.62	8.00	9.12	11.50	15.75	20.00	23.62	28.00	32.75	35.50	53.16	66.00
C Max.	5.50	6.50	7.56	8.19	10.62	13.38	16.00	17.12	20.88	24.19	25.00	43.93	61.50
D Threaded	3.25	4.75	5.50	6.25	—	—	—	—	—	—	—	—	—
DD 150 ANSI	4.00*	4.75	5.50	6.00	7.50	10.00	12.75	14.88	17.00	19.50	20.81	—	—
DDD 300 ANSI	4.25*	5.00	5.88	6.38	7.88	10.50	13.25	15.56	17.75	20.25	21.62	—	—
E	1.12	1.50	1.69	2.56	3.19	4.31	5.31	9.25	10.75	12.62	15.50	17.75	24.56
F 150 ANSI	2.50	3.00	3.50	3.75	4.50	5.50	6.75	8.00	9.50	10.50	11.75	19.25	28.00
FF 300 ANSI	3.06	3.25	3.75	4.13	5.00	6.25	7.50	8.75	10.25	11.50	12.75	—	—
G Threaded	1.88	3.25	4.00	4.50	—	—	—	—	—	—	—	—	—
GG 150 ANSI	4.00*	3.25	4.00	4.00	5.00	6.00	8.00	8.62	13.75	14.88	15.69	—	—
GGG 300 ANSI	4.25*	3.50	4.31	4.38	5.31	6.50	8.50	9.31	14.50	15.62	16.50	—	—
H NPT Body Tapping	¾	¾	½	½	¾	¾	1	1	1	1	1	1	2
J NPT Cover Center Plug	¼	½	½	½	¾	¾	1	1	1¼	1½	2	1½	2
K NPT Cover Tapping	¾	¾	½	½	¾	¾	1	1	1	1	1	1	2
Valve Stem Internal Thread UNF	10-32	10-32	10-32	¼-28	¼-28	¾-24	¾-24	¾-24	¾-24	¾-24	¾-24	½-20	¾-16
Stem Travel	0.4	0.6	0.7	0.8	1.1	1.7	2.3	2.8	3.4	4.0	4.5	6.75	10.12
Approx. Ship Wt. Lbs.	15	35	50	70	140	285	500	780	1165	1600	2265	6200	11470
X Pilot System	11.00	13.00	14.00	15.00	17.00	29.00	31.00	33.00	36.00	40.00	40.00	68.00	86.00
Y Pilot System	9.00	9.00	10.00	11.00	12.00	20.00	22.00	24.00	26.00	29.00	30.00	39.00	45.00
Z Pilot System	9.00	9.00	10.00	11.00	12.00	20.00	22.00	24.00	26.00	29.00	30.00	39.00	45.00

Valve Size (mm)	40	50	65	80	100	150	200	250	300	350	400	600	900
A Threaded	184	238	279	318	—	—	—	—	—	—	—	—	—
AA 150 ANSI	216*	238	279	305	381	508	645	756	864	991	1051	1562	1930
AAA 300 ANSI	229*	254	295	337	397	533	670	790	902	1029	1105	1606	1981
B Dia.	143	168	203	232	292	400	508	600	711	832	902	1350	1676
C Max.	140	165	192	208	270	340	406	435	530	614	635	1116	1562
CC Max.	104	127	—	165	223	281	—	—	—	—	—	—	—
D Threaded	83	121	140	159	—	—	—	—	—	—	—	—	—
DD 150 ANSI	102*	121	140	152	191	254	324	378	432	495	528	—	—
DDD 300 ANSI	108*	127	149	162	200	267	337	395	451	514	549	—	—
E	29	38	43	65	81	110	135	235	273	321	394	451	624
F 150 ANSI	64	76	89	95	114	140	171	203	241	267	298	489	711
FF 300 ANSI	78	83	95	105	127	159	191	222	260	292	324	—	—
G Threaded	48	83	102	114	—	—	—	—	—	—	—	—	—
GG 150 ANSI	102*	83	102	102	127	152	203	219	349	378	399	—	—
GGG 300 ANSI	102*	89	110	111	135	165	216	236	368	397	419	—	—
H NPT Body Tapping	¾	¾	½	½	¾	¾	1	1	1	1	1	1	2
J NPT Cover Center Plug	¼	½	½	½	¾	¾	1	1	1¼	1½	2	1½	2
K NPT Cover Tapping	¾	¾	½	½	¾	¾	1	1	1	1	1	1	2
Valve Stem Internal Thread UNF	10-32	10-32	10-32	¼-28	¼-28	¾-24	¾-24	¾-24	¾-24	¾-24	¾-24	½-20	¾-16
Stem Travel	10	15	18	20	28	43	58	71	86	102	114	171	257
Approx. Ship Wt. Kgs.	7	16	23	32	64	129	227	354	528	726	1027	2812	5200

Valve Capacity

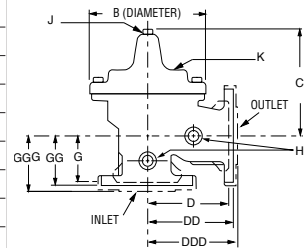
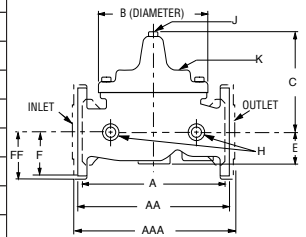
Valve Size (inches)	1 1/2	2	2 1/2	3	4	6	8	10	12	14	18	24	36
Max. Continuous GMP	125	208	300	460	800	1800	3100	4900	7000	8500	11000	25000	50000
Max Surge GPM	280	470	670	1000	1800	4000	7000	11000	16000	19000	25000	56500	85000

Purchase Specifications

The Fire Pump Pressure Relief Valve shall modulate to relieve excess pressure in a fire protection system. It shall maintain constant pressure in the system regardless of demand changes. It shall be pilot controlled and back pressure shall not affect its set point. It shall be actuated by line pressure through a pilot control system and open fast in order to maintain steady system pressure as system demand decreases. It shall close gradually to control surges and shall re-seat drip-tight within 5% of its pressure setting. The main valve shall be of the hydraulically-operated, pilot-controlled, diaphragm-type, globe or angle valve. It shall have a single, removable, teflon-coated seat. Internal and exter-

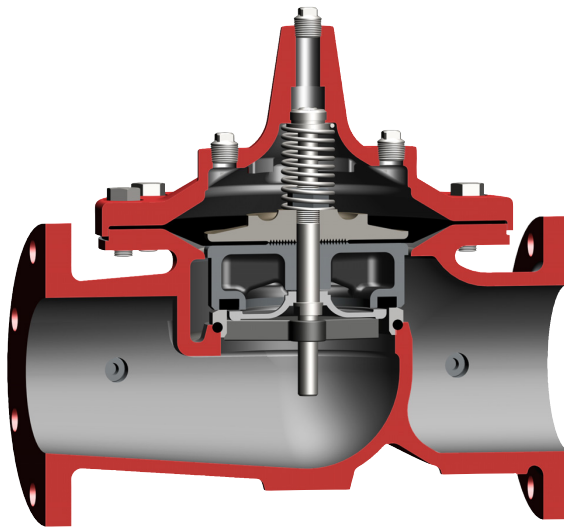
nal epoxy coating, a stem guided at both ends, and a resilient disc with a rectangular cross section, being contained on 3 1/2 sides. No external packing glands shall be permitted and the diaphragm shall not be used as a seating surface. The pilot control shall be a direct-acting, adjustable, spring-loaded, diaphragm-type valve designed for modulating service to permit flow when controlling pressure exceeds spring setting. It shall be the MODEL 50G-20 (globe) or Model 50A-20 (angle) Pressure Relief Valve as manufactured by Cla-Val, Newport Beach, California.

Dimensions



We recommend providing adequate space around valve for maintenance work.

Seawater Service Hytrol Valve



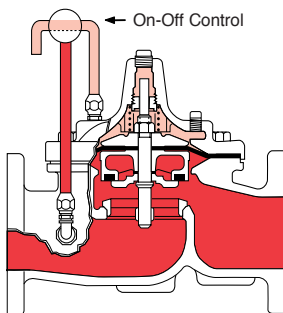
- Drip - tight, positive seating
- Service without removal from line
- Screwed or flanged ends
- Globe or angle pattern
- Every valve factory-tested

The Cla-Val Model 100S/2100S Seawater Service Hytrol Valve is a hydraulically operated, diaphragm actuated, globe or angle pattern valve. It consists of three major components: body, diaphragm assembly and cover. The diaphragm assembly is the only moving part.

The body (ductile iron or cast steel) is epoxy coated and contains a removable seat insert. The diaphragm assembly is guided top and bottom by a precision machined stem. It utilizes a non-wicking diaphragm of nylon fabric bonded with synthetic rubber. A resilient synthetic rubber disc retained on three and one half sides by a disc retainer forms a drip-tight seal with the renewable seat when pressure is applied above the diaphragm.

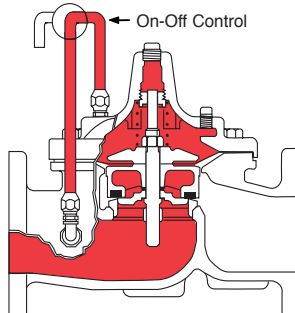
The Model 100S/2100S Seawater Service Hytrol Valve is the basic valve used for seawater applications. It is the valve of choice for system applications requiring deluge, pressure regulation, pressure relief, solenoid operation, rate of flow control, liquid level control or check valve operation. The rugged simplicity of design and packless construction assure a long life of dependable, trouble-free operation. It is available in various materials and in a full range of sizes, with either screwed or flanged ends. Its applications are unlimited.

Principle of Operation



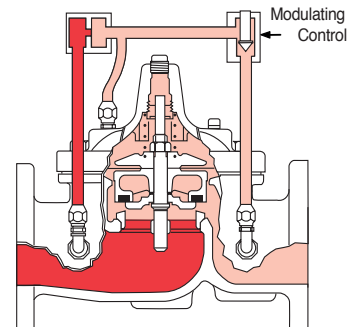
Full Open Operation

When pressure in the cover chamber is relieved to a zone of lower pressure, the line pressure at the valve inlet opens the valve, allowing full flow.



Tight Closing Operation

When pressure from the valve inlet is applied to the cover chamber, the valve closes drip-tight.



Modulating Action

The valve holds any intermediate position when operating pressures are equal above and below the diaphragm. A Cla-Val "modulating" pilot control will allow the valve to automatically compensate for line pressure changes.

Specifications

Available Sizes

Pattern	Threaded	Flanged	Grooved End
Globe	½" - 3"	1½" - 36"	1½"-2"- 3"- 4"- 6"
Angle	1½" - 3"	2" - 16"	2" - 3" - 4"

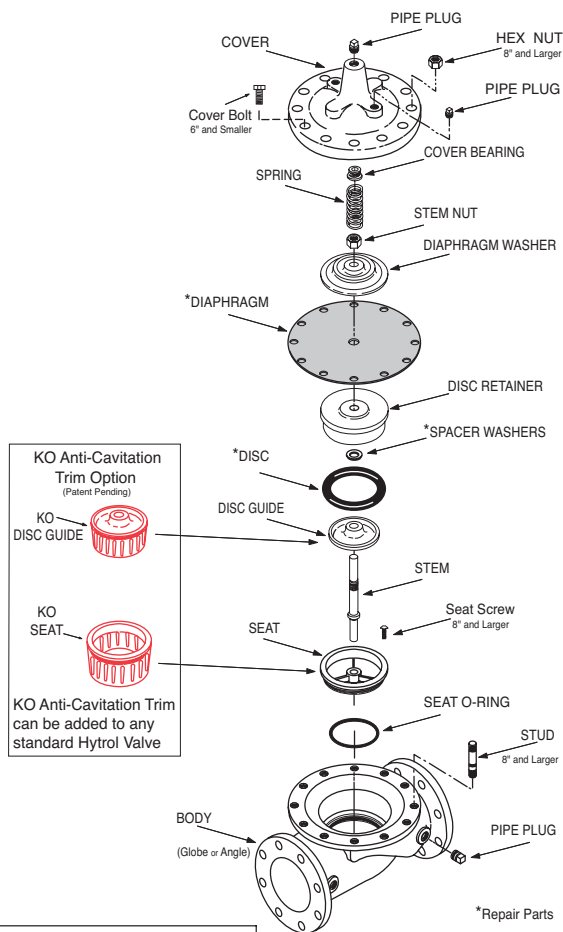
Operating Temp. Range

Fluids
-40° to 180° F

Pressure Ratings (Recommended Maximum Pressure - psi)

Valve Body & Cover		Pressure Class			
		Flanged		Threaded	
Material	Material Specifications	ANSI Standards**	150 Lb.	300 Lb.	End*** Details
Ductile Iron*	ASTM-A536	B16.42	250	400	400
Cast Steel*	ASTM A216	B16.5	285	400	400
Naval Bronze	ASTM B61	B16.24	225	400	400
Stainless Steel Type 316	ASTM A743-CF-8M	B16.5	285	400	400
Nl.AL.Bronze	ASTM B148	B.16.24	225	400	400
Super Duplex Stainless Steel		B16.5	285	400	400

Note: *Fusion Bonded Epoxy Coated Internal and External.
**ANSI Standards are for flanged dimensions only.
Flanged Valves are available faced but not drilled
***End Details machined to ANSI B2.1 specifications



Materials

Component	Standard Material Combinations					
Body & Cover	Ductile Iron	Cast Steel	Bronze	Stainless Steel Type 316	Nl. AL. Bronze	Super Duplex Stainless Steel
Available Sizes	1½" - 36"	1½" - 16"	1¼" - 16"	1¼" - 16"	1¼" - 16"	1¼" - 16"
Disc Retainer & Diaphragm Washer	Cast Iron	Cast Steel	Bronze	Bronze	Monel	Super Duplex Stainless Steel
Trim: Disc Guide, Seat & Cover Bearing	Bronze is Standard Stainless Steel is optional					
Disc	Buna-N® Rubber					
Diaphragm	Nylon Reinforced Buna-N® Rubber					
Stem, Nut & Spring	Stainless Steel					

For material options not listed, consult factory.
Cla-Val manufactures valves in more than 50 different alloys.

For assistance in selecting appropriate valve options or valves manufactured with special design requirements, please contact our Regional Sales Office or Factory.

Purchase Specifications

The Model 100S/2100S shall be a hydraulically operated, diaphragm-actuated, globe or angle pattern valve. It shall contain a resilient, synthetic rubber disc, having a rectangular cross-section, contained on three and one-half sides by a disc retainer and disc guide, forming a tight seal against a single removable seat insert. The diaphragm assembly, containing a valve stem, shall be fully guided at both ends by a bearing in the valve cover and an integral bearing in the valve seat. This diaphragm assembly shall be the only moving part and shall form a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure. The diaphragm shall consist of nylon fabric bonded with synthetic rubber and shall not be used as a seating surface. Packing glands or stuffing boxes are not permitted and there shall be no pistons operating the valve or its pilot controls. All necessary repairs shall be possible without removing the valve from the line. All materials shall be compatible with seawater.

Valve shall be Model 100S/2100S manufactured by Cla-Val, Newport Beach, CA 92659-0325

When Ordering, Please Specify:

1. Model No. 100S or No. 2100S
2. Valve Size
3. Pattern - Globe or Angle
4. Pressure Class
5. Screwed or Flanged
6. Temperature and fluid to be handled.
7. Static and Flowing Line Pressure.
8. Body & Trim Material
9. Desired Options
10. When Vertically Installed

Functional Data

Model 100S/2100S

Valve Size		Inches	%	½	¾	1	1¼	1½	2	2½	3	4	6	8	10	12	14	16	24	36
		mm.	10	15	20	25	32	40	50	65	80	100	150	200	250	300	350	400	600	900
C_V Factor	Globe Pattern	Gal./Min. (gpm.)	1.8	6	8.5	13.3	30	32	54	85	115	200	440	770	1245	1725	2300	2940	7655	13320
		Litres/Sec. (l/s.)	.43	1.44	2.04	3.2	7.2	7.7	13	20.4	27.6	48	105.6	184.8	299	414	552	706	1837	3200
	Angle Pattern	Gal./Min. (gpm.)	—	—	—	—	—	29	61	101	139	240	541	990	1575	2500*	3060*	4200*	—	—
		Litres/Sec. (l/s.)	—	—	—	—	—	7	14.6	24.2	33.4	58	130	238	378	600	734.4	1008	—	—
Equivalent Length of Pipe	Globe Pattern	Feet (ft.)	25	7	16	23	19	37	51	53	85	116	211	291	347	467	422	503	628	1866
		Meters (m.)	7.6	2.2	4.8	7.1	5.7	11.4	15.5	16.0	25.9	35.3	64.2	88.6	105.8	142.4	128.6	153.6	191.6	569
	Angle Pattern	Feet (ft.)	—	—	—	—	—	46	40	37	58	80	139	176	217	222*	238*	247*	—	—
		Meters (m.)	—	—	—	—	—	13.9	12.1	11.4	17.8	24.5	42.5	53.6	66.1	67.8	72.7	75.2	—	—
K Factor	Globe Pattern		16.3	3.7	5.7	6.1	3.6	5.9	5.6	4.6	6.0	5.9	6.2	6.1	5.8	6.1	5.0	5.2	4.0	7.1
	Angle Pattern		—	—	—	—	—	7.1	4.4	3.3	4.1	4.1	4.1	3.7	3.6	2.9	2.8	2.6	—	—
Liquid Displaced from Cover Chamber When Valve Opens		Fl. Oz	.12	.34	.34	.70	—	—	—	—	—	—	—	—	—	—	—	—	—	—
		U.S. Gal.	—	—	—	—	.02	.02	.03	.04	.08	.17	.53	1.26	2.51	4.0	6.5	9.6	29	42
		ml	3.5	10.1	10.1	20.7	75.7	75.7	121	163	303	643	—	—	—	—	—	—	—	—
		Litres	—	—	—	—	—	—	—	—	—	—	2.0	4.8	9.5	15.1	24.6	36.2	109.8	159

*Estimated

C_V Factor

Formulas for computing C_V Factor, Flow (Q) and Pressure Drop (ΔP):

$$C_V = \frac{Q}{\sqrt{\Delta P}} \quad Q = C_V \sqrt{\Delta P} \quad \Delta P = \left(\frac{Q}{C_V} \right)^2$$

K Factor (Resistance Coefficient)

The Value of K is calculated from the formula: $K = \frac{894d^4}{C_V^2}$ (U.S. system units)

Equivalent Length of Pipe

Equivalent lengths of pipe (L) are determined from the formula: $L = \frac{Kd}{12f}$ (U.S. system units)

Fluid Velocity

Fluid velocity can be calculated from the following formula: $V = \frac{.4085 Q}{d^2}$ (U.S. system units)

Where:

C_V = U.S. (gpm) @ 1 psi differential at 60° F water
or

= (l/s) @ 1 bar (14.5 PSIG) differential
at 15° C water

d = inside pipe diameter of Schedule 40 Steel Pipe (inches)

f = friction factor for clean, new Schedule 40 pipe
(dimensionless) (from Cameron Hydraulic Data,
18th Edition, P 3-119)

K = Resistance Coefficient (calculated)

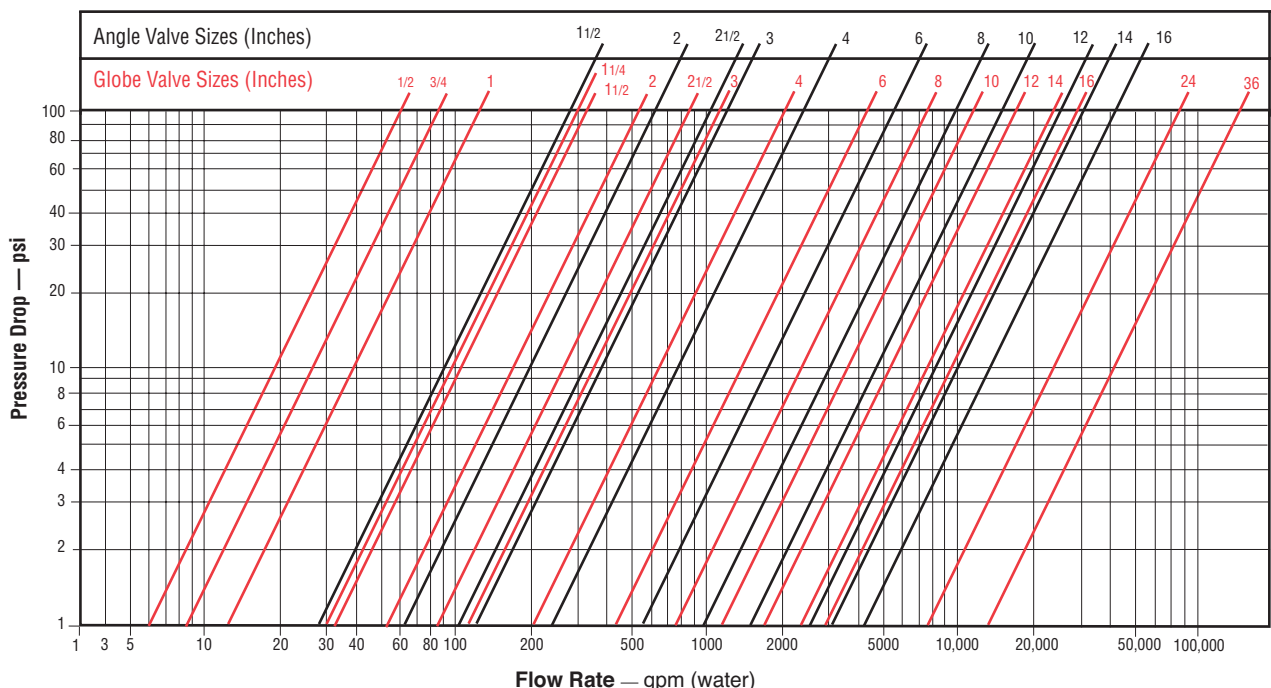
L = Equivalent Length of Pipe (feet)

Q = Flow Rate in U.S. (gpm) or (l/s)

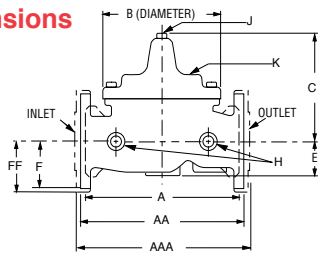
V = Fluid Velocity (feet per second) or (meters per second)

ΔP = Pressure Drop in (psi) or (bar)

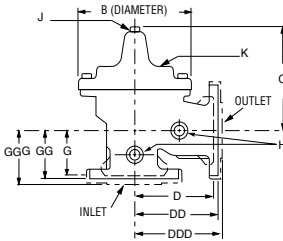
Model 100S/2100S Flow Chart (Based on normal flow through a wide open valve)



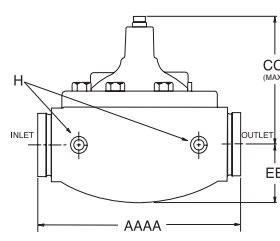
Dimensions



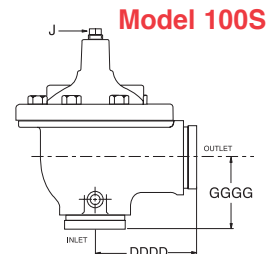
100S (Globe)



2100S (Angle)



100S Grooved (Globe)



2100S Grooved (Angle)

Valve Size (Inches)	3/8	1/2 - 3/4	1	1 1/4 - 1 1/2	2	2 1/2	3	4	6	8	10	12	14	16	24	36
A Threaded	2.75	3.50	5.12	7.25	9.38	11.00	12.50	—	—	—	—	—	—	—	—	—
AA 150 ANSI	—	—	—	8.50*	9.38	11.00	12.00	15.00	20.00	25.38	29.75	34.00	39.00	41.38	61.50	76.00
AAA 300 ANSI	—	—	—	9.00*	10.00	11.62	13.25	15.62	21.00	26.38	31.12	35.50	40.50	43.50	63.24	78.00
AAAA Grooved End	—	—	—	8.50	9.00	11.00	12.50	15.00	20.00	25.38	—	—	—	—	—	—
B Dia.	2.50	3.12	4.38	5.62	6.62	8.00	9.12	11.50	15.75	20.00	23.62	28.00	32.75	35.50	53.16	66.00
C Max.	2.00	3.00	2.75	5.50	6.50	7.56	8.19	10.62	13.38	16.00	17.12	20.88	24.19	25.00	43.93	61.50
CC Max. Grooved End	—	—	—	4.75	5.75	6.88	7.25	9.62	12.12	14.62	—	—	—	—	—	—
D Threaded	—	—	—	3.25	4.75	5.50	6.25	—	—	—	—	—	—	—	—	—
DD 150 ANSI	—	—	—	4.00*	4.75	5.50	6.00	7.50	10.00	12.75	14.88	17.00	19.50	20.81	—	—
DDD 300 ANSI	—	—	—	4.25*	5.00	5.88	6.38	7.88	10.50	13.25	15.56	17.75	20.25	21.62	—	—
DDDD Grooved End	—	—	—	—	4.75	—	6.00	7.50	—	—	—	—	—	—	—	—
E	1.25	0.88	1.63	1.12	1.50	1.69	2.56	3.19	4.31	5.31	9.25	10.75	12.62	15.50	17.75	24.56
EE Grooved End	—	—	—	2.00	2.50	2.88	3.12	4.25	6.00	7.56	—	—	—	—	—	—
F 150 ANSI	—	—	—	2.50	3.00	3.50	3.75	4.50	5.50	6.75	8.00	9.50	10.50	11.75	19.25	28.00
FF 300 ANSI	—	—	—	3.06	3.25	3.75	4.13	5.00	6.25	7.50	8.75	10.25	11.50	12.75	—	—
G Threaded	—	—	—	1.88	3.25	4.00	4.50	—	—	—	—	—	—	—	—	—
GG 150 ANSI	—	—	—	4.00*	3.25	4.00	4.00	5.00	6.00	8.00	8.62	13.75	14.88	15.69	—	—
GGG 300 ANSI	—	—	—	4.25*	3.50	4.31	4.38	5.31	6.50	8.50	9.31	14.50	15.62	16.50	—	—
GGGG Grooved End	—	—	—	—	3.25	—	4.25	5.00	—	—	—	—	—	—	—	—
H NPT Body Tapping	—	1/8	1/4	3/8	3/8	1/2	1/2	3/4	3/4	1	1	1	1	1	1	2
J NPT Cover Center Plug	1/8	1/8	1/4	1/4	1/2	1/2	1/2	3/4	3/4	1	1	1 1/4	1 1/2	2	1 1/2	2
K NPT Cover Tapping	—	1/8	1/4	3/8	3/8	1/2	1/2	3/4	3/4	1	1	1	1	1	1	2
Valve Stem Internal Thread UNF	—	—	—	10-32	10-32	10-32	1/4-28	1/4-28	3/8-24	3/8-24	3/8-24	3/8-24	3/8-24	3/8-24	1/2-20	1/2-16
Stem Travel	—	—	—	0.4	0.6	0.7	0.8	1.1	1.7	2.3	2.8	3.4	4.0	4.5	6.75	10.12
Approx. Ship Wt. Lbs.	3	3	8	15	35	50	70	140	285	500	780	1165	1600	2265	6200	11470

*40mm Size Only

*1 1/2" Size Only

Valve Size (mm)	10	15-20	25	32-40	50	65	80	100	150	200	250	300	350	400	600	900
A Threaded	70	89	130	184	238	279	318	—	—	—	—	—	—	—	—	—
AA 150 ANSI	—	—	—	216*	238	279	305	381	508	645	756	864	991	1051	1562	1930
AAA 300 ANSI	—	—	—	229*	254	295	337	397	533	670	790	902	1029	1105	1606	1981
AAAA Grooved End	—	—	—	216	228	279	318	381	508	645	—	—	—	—	—	—
B Dia.	64	80	111	143	168	203	232	292	400	508	600	711	832	902	1350	1676
C Max.	51	76	70	140	165	192	208	270	340	406	435	530	614	635	1116	1562
CC Max. Grooved End	—	—	—	120	146	175	184	244	308	371	—	—	—	—	—	—
D Threaded	—	—	—	83	121	140	159	—	—	—	—	—	—	—	—	—
DD 150 ANSI	—	—	—	102*	121	140	152	191	254	324	378	432	495	528	—	—
DDD 300 ANSI	—	—	—	108*	127	149	162	200	267	337	395	451	514	549	—	—
DDDD Grooved End	—	—	—	—	121	—	152	191	—	—	—	—	—	—	—	—
E	32	23	42	29	38	43	65	81	110	135	235	273	321	394	451	624
EE Grooved End	—	—	—	52	64	73	79	108	152	192	—	—	—	—	—	—
F 150 ANSI	—	—	—	64	76	89	95	114	140	171	203	241	267	298	489	711
FF 300 ANSI	—	—	—	78	83	95	105	127	159	191	222	260	292	324	—	—
G Threaded	—	—	—	48	83	102	114	—	—	—	—	—	—	—	—	—
GG 150 ANSI	—	—	—	102*	83	102	102	127	152	203	219	349	378	399	—	—
GGG 300 ANSI	—	—	—	102*	89	110	111	135	165	216	236	368	397	419	—	—
GGGG Grooved End	—	—	—	—	83	—	108	127	—	—	—	—	—	—	—	—
H NPT Body Tapping	—	1/8	1/4	3/8	3/8	1/2	1/2	3/4	3/4	1	1	1	1	1	1	2
J NPT Cover Center Plug	1/8	1/8	1/4	1/4	1/2	1/2	1/2	3/4	3/4	1	1	1 1/4	1 1/2	2	1 1/2	2
K NPT Cover Tapping	—	1/8	1/4	3/8	3/8	1/2	1/2	3/4	3/4	1	1	1	1	1	1	2
Valve Stem Internal Thread UNF	—	—	—	10-32	10-32	10-32	1/4-28	1/4-28	3/8-24	3/8-24	3/8-24	3/8-24	3/8-24	3/8-24	1/2-20	1/2-16
Stem Travel	—	—	—	10	15	18	20	28	43	58	71	86	102	114	171	257
Approx. Ship Wt. Kgs.	1.4	1.4	4	7	16	23	32	64	129	227	354	528	726	1027	2812	5200

Cla-Val Control Valves operate with maximum efficiency when mounted in horizontal piping with the main valve cover UP, however, other positions are acceptable. Due to component size and weight of 8 inch and larger valves, installation with cover UP is advisable. We recommend isolation valves be installed on inlet and outlet for maintenance. Adequate space above and around the valve for service personnel should be considered essential. A regular maintenance program should be established based on the specific application data. However, we recommend a thorough inspection be done at least once a year. Consult factory for specific recommendations.

CLA-VAL

P.O. Box 1325 • Newport Beach, CA 92659-0325 • Phone: 949-722-4800 • Fax: 949-548-5441 • E-mail: claval@cla-val.com • Website cla-val.com
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E-100S/2100S (R-8/06)

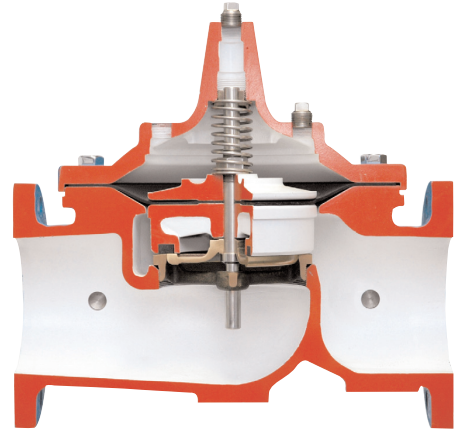


—MODEL— 100-01 Hytrol Valve

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

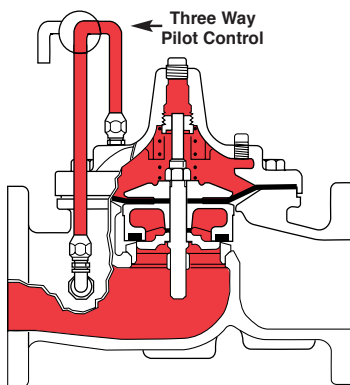
1. Before valve is installed, pipe lines should be flushed of all chips, scale and foreign matter.
2. It is recommended that either gate or block valves be installed on both ends of the 100-01 Hytrol Valve to facilitate isolating the valve for preventive maintenance and repairs.
3. Place the valve in the line with flow through the valve in the direction indicated on the inlet nameplate. (See "Flow Direction" Section)
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. 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.

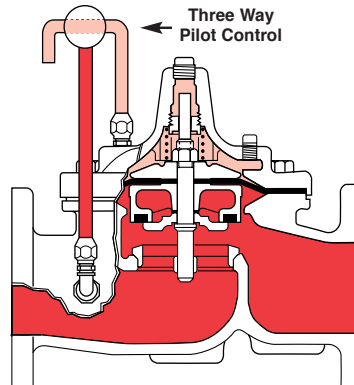
7. After the valve is installed and the system is first pressurized, vent air from the cover chamber and pilot system tubing by loosening fittings at all high points.

Principles of Operation



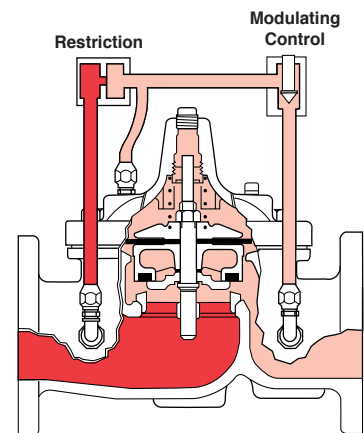
Tight Closing Operation

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.



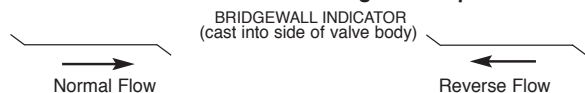
Modulating Action

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
24	29.00	109.8
36	42.00	159.0

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
24	600	6.5	165
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

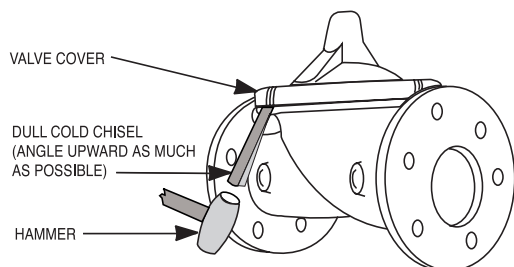
Inspection or maintenance can be accomplished without removing the valve from the line. Repair kits with new diaphragm and disc are recommended to be on hand before work begins.

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"
24"	2"
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
24"	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.

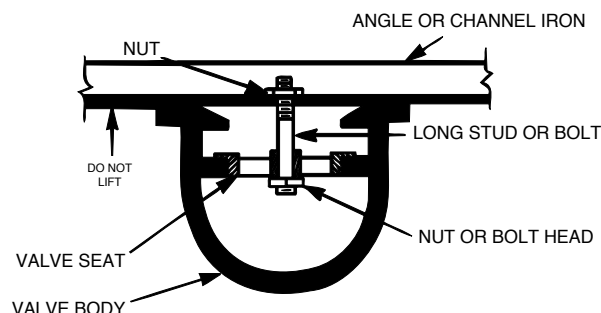
The use of a pipe wrench or a vise without soft brass jaws scars the fine finish on the stem. No amount of careful dressing can restore the stem to its original condition. Damage to the finish of the stem can cause the stem to bind in the bearings and the valve will not open or close.

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.

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.

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.

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.)

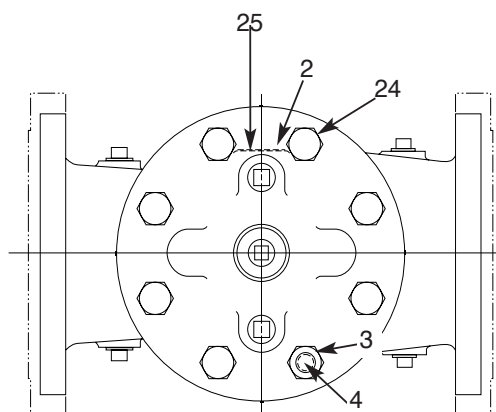
Due to the weight of the diaphragm assembly this procedure is not possible on valves 8" and larger. On these valves, the same determination can be made by carefully introducing a low pressure-less than five psi) into the valve body with the cover vented. **SEE CAUTION.** Looking in cover center hole 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.)

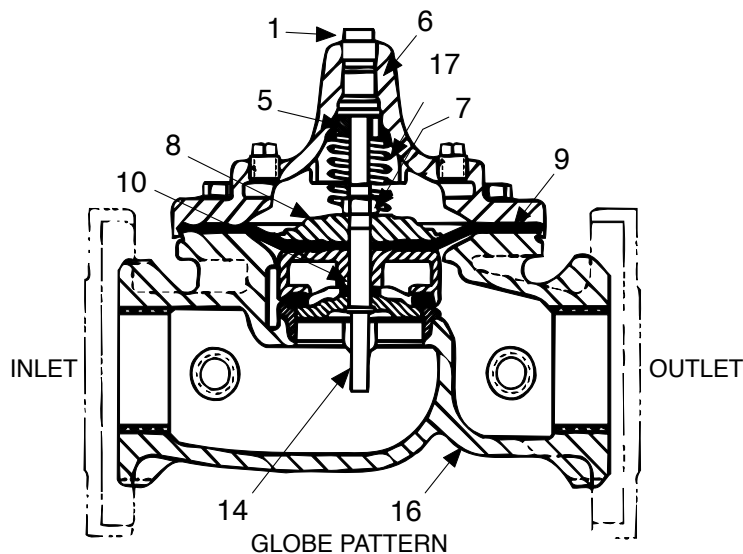
3. With the line connected from the inlet to the cover, apply full working pressure to the inlet. Check all around the cover for any leaks. Re-tighten cover nuts if necessary to stop leaks past the diaphragm.

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.



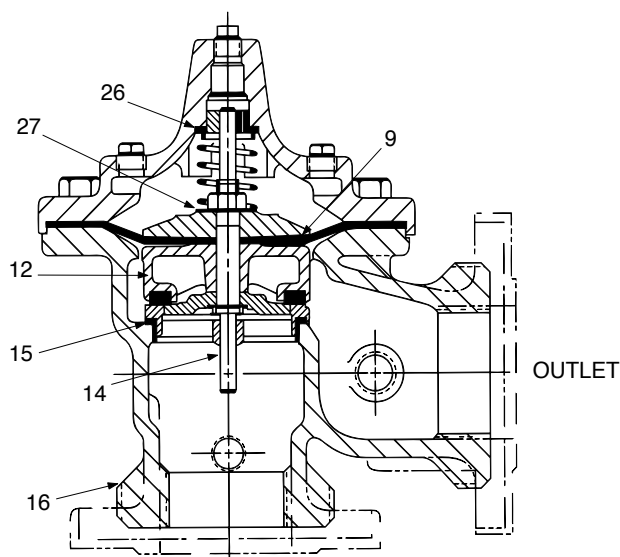
TOP VIEW



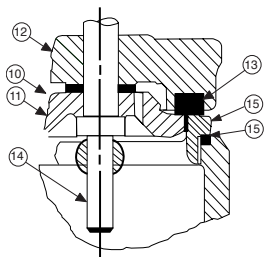
GLOBE PATTERN

PARTS LIST

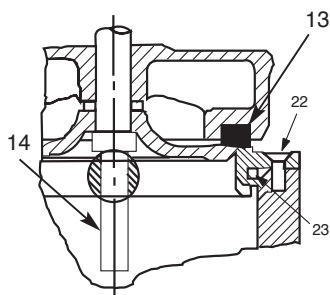
Item	Description
1.	Pipe Plug
2.	Drive Screws (for nameplate)
3.	Hex Nut (8" and larger)
4.	Stud (8" and larger)
5.	Cover Bearing
6.	Cover
7.	Stem Nut
8.	Diaphragm Washer
9.	Diaphragm
10.	Spacer Washers
11.	Disc Guide
12.	Disc Retainer
13.	Disc
14.	Stem
15.	Seat
16.	Body
17.	Spring
22.	Flat Head Screws (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)



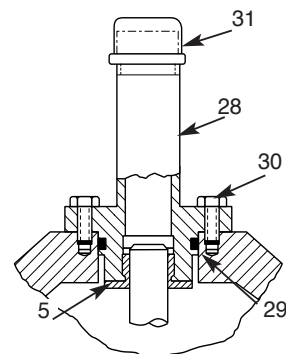
INLET
ANGLE PATTERN



1 1/4" - 6" SEAT DETAIL



8" - 24" SEAT DETAIL



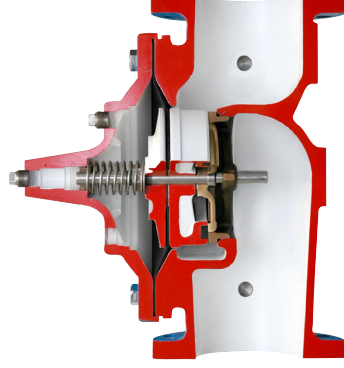
16" COVER DETAIL



Hytrol Valve Service Data

Description 100-01 Hvtrol 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

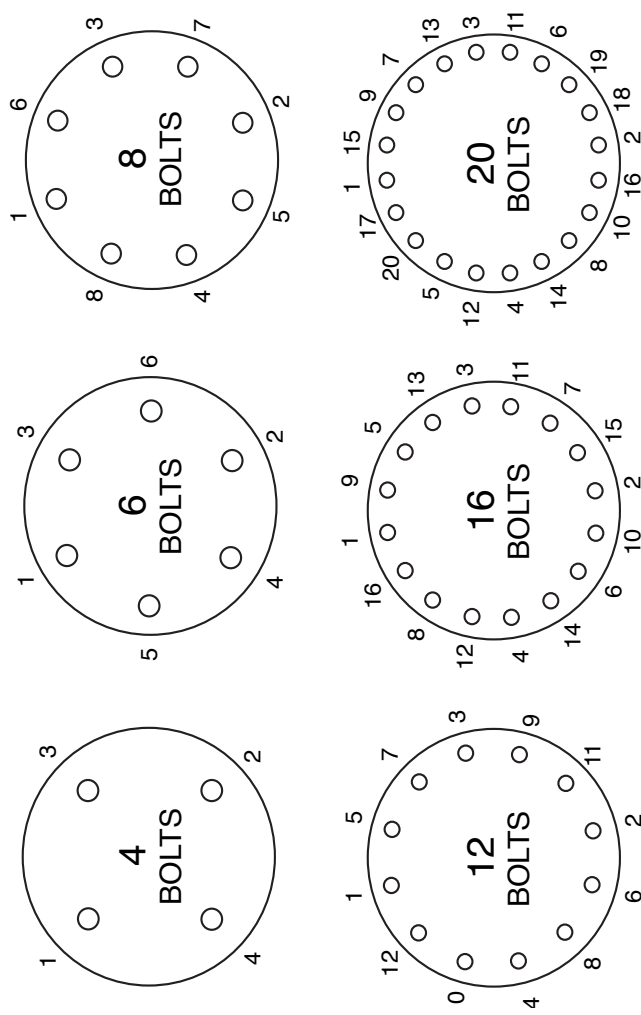
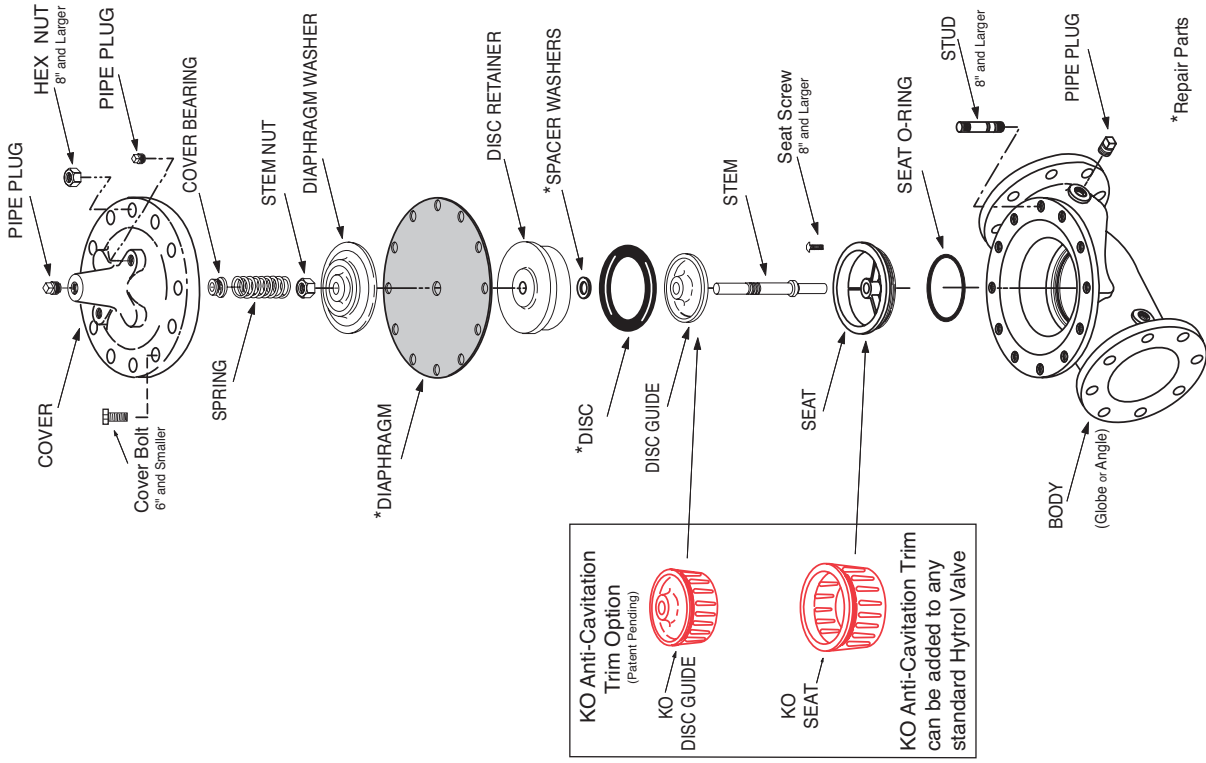
The Cla-Val Model 100-20 Hytrol Valve (600 Series main valve) have only one part - the body - that is different from standard 100 Series Cla-Val main valve parts. The remaining parts of the 600 series main valve are standard Cla-Val main valve parts. All service and maintenance information for the standard 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. ClavVal 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 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)					
inches	mm	inches	mm	inches	mm	Gallons	Liters														Lubed	DRY							
1"	25			0.3	8			1/4"	1/4" - 20 (B)	7/16"	8				4	48	3/8" - 24	4			6								
1 1/4"	32			0.4	10	0.020	0.07	10-32	5/16" - 18 (B)	1/2"	8				8	96	7/16" - 20	6			10								
1 1/2"	40			0.4	10	0.020	0.07	10-32	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	3/8" - 16 (B)	9/16"	8																		
2 1/2"	65			0.7	18	0.043	0.16	10-32	7/16" - 14 (B)	5/8"	8			3/8"			12				10								
3"	80	4"	100	0.8	20	0.080	0.30	1/4 - 28	1/2" - 13 (B)	3/4"	8			1/2"			20				15								
4"	100	6"	150	1.1	23	0.169	0.64	1/4 - 28	3/4" - 10 (B)	1 1/8"	8			3/4"			30				30								
6"	150	8"	200	1.7	43	0.531	2.00	3/8 - 24	3/4" - 10 (B)	1 1/4"	12			3/4"			110				60								
8"	200	10"	250	2.3	58	1.26	4.80	3/8 - 24	1"	3/4" - 10	16			5/8"			110				85								
10"	250	12"	300	2.8	71	2.51	9.50	3/8 - 24	1"	7/8" - 9	1 7/16	20		5/8" - 11			110				125								
12"	300	16"	400	3.4	86	4.0	15.10	3/8 - 24	1 1/4"	1-1/8" - 7	1 13/16	20		3/4" - 10			160				185								
14"	350			3.9	99	6.5	24.60	3/8 - 24	1 1/2"	1-1/4" - 7	2"	20		3/4" - 10			390				270								
16"	400	20" 24"	600	4.5	114	9.5	36.20	1/2 - 20	2"	1-1/4" - 7	2"	20		1" - 8			545				280								
														1" - 8			545				500								
24"	600			6.5	165	29.0	108.80	3/4 - 16 *	3/4"	1-1/2" - 12	2 3/8"	24		1" - 1/8" 7			800				1350								
																		Grade 5 Bolts "Heavy" Grade Nuts								***Must Use ONLY Cla-Val Supplied part			
																		* Adapter p/n 2594101E inside 1/4" - 28				Tighten cover nuts in a "star" cross-over pattern							

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:
 - A. To approximately 10% of final torque valve.
 - B. To approximately 75% of final torque valve.
 - C. To final required torque valve.
3. Valves that are to be tested to 375 PSI or higher should be retorqued after 24 hours.



— 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.

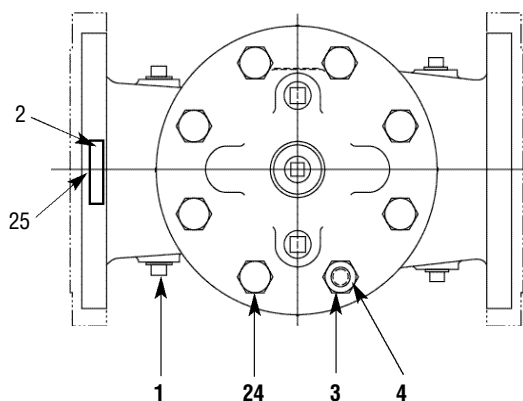
Basic Main Valve Sizes Comparison

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
20		16
24	24	16
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

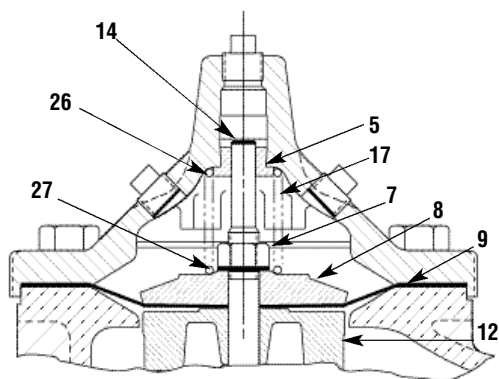
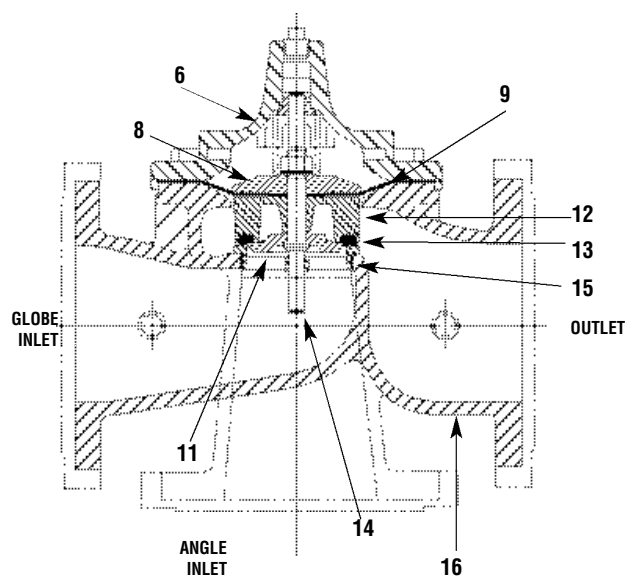
The 100-20 Hytrol is available only in ductile iron, 150 and 300 pressure class, and Bronze trim standard. Available extra cost main valve options include stainless steel trim, epoxy coating, Dura-Kleen stem, Delrin sleeved stem, and high temperature rubber parts. All four basic main valves have a 600 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

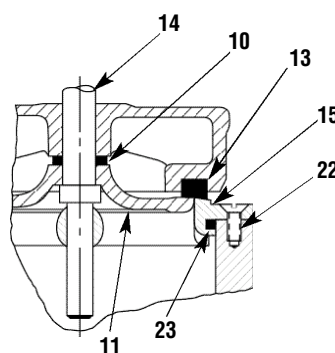
Catalog Name	Catalog Number		
	Circa 1936	100-Series	600 Series
Hytrol	100 (Angle =2100)	100-01	100-20
Powertrol	100P & 100PA	100-02	100-21
Powercheck	100PC & 100PCA	100-03	100-22
Hycheck	181	100-04	100-23



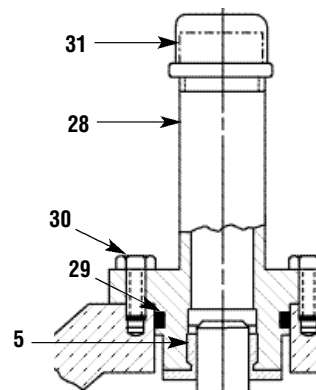
TOP VIEW



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") |
| 29 | Cover Bearing Housing O-Ring (20" & 24") |
| 30 | Hex Bolt (20" & 24") |
| 31 | Pipe Cap (20" & 24") |

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



— MODEL — **CRL**

Pressure Relief Control

DESCRIPTION

The CRL Pressure Relief Control is a direct acting, spring loaded, diaphragm type relief valve. It may be used as a self-contained valve or as a pilot control for a Cla-Val Main valve. It opens and closes within very close pressure limits.

INSTALLATION

The CRL Pressure Relief Control may be installed in any position. The control body (7) has one inlet and one outlet port with a side pipe plug (24) at each port. These plugs are used for control connections or gauge applications. The inlet in the power unit body (6) is the sensing line port. A flow arrow is marked on the body casting.

OPERATION

The CRL Pressure Relief Control is normally held closed by the force of the compression spring above the diaphragm; control pressure is applied under the diaphragm.

When the controlling pressure exceeds the spring setting, the disc is lifted off its seat, permitting flow through the control.

When controlling pressure drops below spring setting, the spring returns the control to its normally closed position.

ADJUSTMENT PROCEDURE

The CRL Pressure Relief Control can be adjusted to provide a relief setting at any point within the range found on the nameplate.

Pressure adjustment is made by turning the adjustment screw (9) to vary the spring pressure on the diaphragm. Turning the adjustment screw clockwise increases the pressure required to open the valve. Counterclockwise decreases the pressure required to open the valve.

When pressure adjustments are complete the jam nut (10) should be tightened and the protective cap (1) replaced. If there is a problem of tampering, lock wire holes have been provided in cap and cover. Wire the cap to cover and secure with lead seal.

DISASSEMBLY

The CRL Pressure Relief Control does not need to be removed from the line for disassembly. Make sure that pressure shut down is accompanied prior to disassembly. If the CRL is removed from the line for disassembly be sure to use a soft jawed vise to hold body during work.

Refer to Parts List Drawing for Item Numbers.

1. Remove cap (1), loosen jam nut (10) and turn adjusting screw counterclockwise until spring tension is relieved.
2. Remove the eight screws (4) holding the cover (3) and powerunit body (6). Hold the cover and powerunit together and place on a suitable work surface.
See NOTE under REASSEMBLY.
3. Remove the cover (3) from powerunit body (6). The spring (12) and two spring guides (11).
4. Remove nut (13) from stem (19) and slide off the belleville washer (14), the upper diaphragm washer (15) and the diaphragm (16).
5. Pull the stem (19) with the disc retainer assembly (21) through the bottom of powerunit. The lower diaphragm washer (17) will slide off of stem top.
6. Remove jam nut (23) and disc retainer assembly (21) from stem. Use soft jawed pliers or vise to hold stem. The polished surface of stem must not be scored or scratched.
7. The seat (22) need not be removed unless it is damaged. If removal is necessary use proper size socket wrench and turn counterclockwise.
Note: Some models have an integral seat in the body (7).

INSPECTION

Inspect all parts for damage, or evidence of cross threading. Check diaphragm and disc retainer assembly for tears, abrasions or other damage. Check all metal parts for damage, corrosion or excessive wear.

REPAIR AND REPLACEMENT

Minor nicks and scratches may be polished out using 400 grit wet or dry sandpaper fine emery or crocus cloth. Replace all O-rings and any damaged parts.

When ordering replacement parts, be sure to specify parts list item number and all nameplate data.

REASSEMBLY

In general, reassembly is the reverse of disassembly. However, the following steps should be observed:

1. Lubricate the O-Ring (18) with a small amount of a good grade of waterproof grease, (Dow Corning 44 medium grade or equal). Use grease sparingly and install O-ring in powerunit body (6).
2. Install stem (19) in powerunit body (6). Use a rotating motion with minimum pressure to let stem pass through O-ring.
Do Not Cut O-Ring.
3. Install O-ring (5) at top of stem (19). Place lower diaphragm washer (17) on the stem with the serrated side up. Position diaphragm (16), upper diaphragm washer (15), with serration down, and belleville washer (14) with concave side down.
4. Position powerunit body (6) as shown on parts list drawing (top view).
5. Continue reassembly as outlined in disassembly steps 1 through 3.

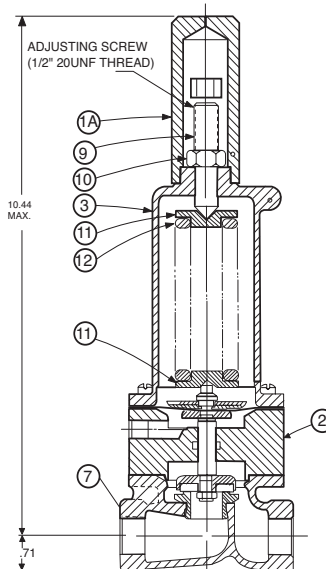
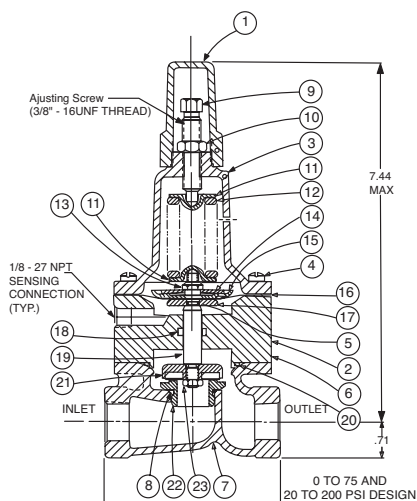
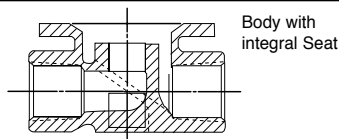
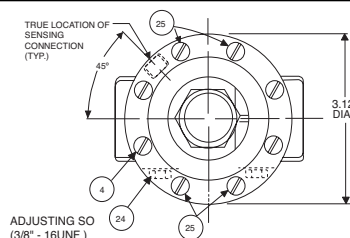
Note: Item (4) Screw will have a quantity of 8 for the 0-75 and 20-200psi design and a quantity of 4 for the 100-300psi design. Item (25) Screw is used on the 100-300psi design only. Install item (25), before item (4) for preload of item (12) spring.

SYMPTOM	PROBABLE CAUSE	REMEDY
Fails to open.	Controlling pressure too low.	Back off adjusting screw until valve opens.
Fails to open with spring compression removed.	Mechanical obstruction, corrosion, scale build-up on stem.	Disassemble, locate, and remove obstruction, scale.
Leakage from cover vent hole when controlling pressure is applied.	Diaphragm Damage	Disassembly replace damaged diaphragm.
	Loose diaphragm assembly.	Tighten upper diaphragm washer.
Fails to close.	No spring compression.	Re-set pressure adjustment.
Fails to close with spring compressed.	Mechanical obstruction.	Disassemble, locate and remove obstruction.



CRL

1/2" & 3/4" PRESSURE RELIEF CONTROL



100 To 300 psi Design

SIZE	SPRING RANGE	PART NUMBER
1/2"	0-75 PSI	79222-01E
1/2"	20-200 PSI	79222-02C
1/2"	100-300 PSI	82809-01D
3/4"	0-75 PSI	79229-01K
3/4"	20-200 PSI	79229-02H
3/4"	100-300 PSI	86005-01E

For 100-450 PSI Contact Factory

CRL RANGE PSI	APPROX. INCREASE FOR EACH CLOCKWISE TURN OF ADJUSTING SCREW
0 to 75	8.5 PSI
20 to 200	28.0 PSI
100 to 300	18.0 PSI

When ordering parts please specify:

1. All Nameplate Data
2. Item Part Number
3. Item Description

Item	Description	Material	Part Number	Part Number	Part Number
			0-75	20-200	100-300
1	Cap	Plastic	67628J	67628J	1257601D
1A	Cap 100 to 300 psi Design	Plastic	1257601D	1257601D	1257601D
2	Nameplate	Brass	--	--	--
3	Cover	Bronze	C2544K	C2544K	44587E
4*	Screw Fil.Hd.10-32 x 1.88	303 SS	6757867E	6757867E	6757867E
5*	O-Ring	Rubber	00902H	00902H	00902H
6	Body, Powerunit	Bronze	7920504D	7920504D	7920504D
7	1/2" Body	Bronze	C7928K	C7928K	C7928K
	3/4" Body	Bronze	C9083B	C9083B	C9083B
8*	O-Ring, Seat	Rubber	00718H	00718H	00718H
9	Screw, Adjusting	Brass	7188201D	7188201D	7188201D
10	Nut Hex (Locking)	303 SS	6780106J	6780106J	6780106J
11	Guide, Spring	303 SS	71881H	71881H	1630301J
12	Spring,	CHR/VAN	71884B	71885J	1630201A
13	Nut, Stem, Upper	Bronze	73034B	73034B	73034B
14	Washer, Belleville	Steel	7055007E	7055007E	7055007E
15	Washer, Diaphragm (upper)	303 SS	71891G	71891G	71891G
16*	Diaphragm	Rubber	C1505B	C1505B	C1505B
17	Washer, Diaphragm (lower)	303 SS	45871B	45871B	45871B
18*	O-Ring, Stem	Rubber	00746J	00746J	00746J
19	Stem	303 SS	8982401F	8982401F	8982401F
20*	O-Ring, Body	Rubber	00767E	00767E	00767E
21*	Retainer Assembly, Disc	303 SS	C8964D	C8964D	C8964D
22	Seat	303 SS	62187A	62187A	62187A
23	Nut, hex, Stem, Lower	Bronze	6779806G	6779806G	6779806G
24	Pipe Plug	Bronze	6784701C	6784701C	6784701C
25*	Screw Fil.Hd, 10-32 x 2.25 (Qty 4 on 100-300 psi)	303 SS	6757867E	6757867E	6757867E
	FACTORY SET POINT		50 PSI	60 PSI	100 PSI
	REPAIR KIT*		9170007A	9170007A	9170007A



Regulator Spring Color Coding Chart

Dwg#47117

* THESE FIGURES ARE ONLY APPROXIMATE. FINAL ADJUSTMENTS SHOULD BE MADE WITH A PRESSURE GAGE.

WIRE SIZE	SPRING NUMBER	COLOR	WIRE MATERIAL	CATALOG NUMBER	PSI RANGE	*PSI PER TURN
.080 DIA.	C0492D	BLUE	S.S.	CDB-7 CRL-5A	0-7 0-7	.75 .75
.018 DIA.	82575C	--	S.S.	CRD CRD-10A	1.9-6.5 1.9-6.5	.61 .49
.116 DIA.	81594E	--	S.S.	CRD CRD-10A	2-30 2-30	3.0 2.4
.120 DIA.	V5654J	GREEN	CHR VAN	CRL-5A CRD	5-25 10-40	4.0 4.0
.162 DIA.	32447F	NATURAL	S.S.	CDB-7 CRL-5A CRL-13	10-60 10-60 10-60	12.0 12.0 12.0
.162 DIA.	V5695B	YELLOW	MUSIC WIRE	CDB-7 CRL-5A CRL-13	20-80 20-80 20-80	14.5 14.5 14.5
.207 DIA.	C1124B	CAD PLT	MUSIC WIRE	CDB-7 CRL-13 CRL-5A	50-150 50-150 50-150	29.5 29.5 29.5
.225 DIA.	V6515A	RED	MUSIC WIRE	CDB-7 CRL-13 CRL-5A	65-180 65-180 65-180	44.0 44.0 44.0
.115 X .218	71884B	RED	CHR VAN	CRL CRD CRD-10A	0-75 15-75 15-75	8.5 9.0 7.2
.118 X .225	71886J	GREEN	CHR VAN	CRL CRD CRD-10A	20-200 30-300 30-300	28.0 27.0 22.4
.225 X .295	1630201A	CAD PLT	CHR VAN	CRL CRL-5A	100-300 100-300	18.00 18.00
.440 X .219	48211H	CAD PLT	STEEL	CRA-18 CRD-22 CRL-4A	200-450 200-450 100-450	17.0 17.0 17.0
.187	20561901H	BLACK	STEEL	CRD	20-105	12.0
WIRE SIZE	SPRING NUMBER	COLOR	WIRE MATERIAL	CATALOG NUMBER	PSI RANGE	*FEET PER TURN
.080 DIA.	C0492D	BLUE	S.S.	CRA CRD-2	4.5-15 4.5-15	.82 .82
.375 DIA.	87719B 1 SPRING 2 SPRING 3 SPRING 4 SPRING 5 SPRING	EPOXY COATED	CHROME SILICON	CDS-5	5-40 30-80 70-120 110-120 150-200	1.0 2.0 3.0 4.0 5.0
.072 DIA.	V5097A	--	302SS	CVC	1-17	.7
.375 DIA.	2933502H 1 SPRING 2 SPRING 3 SPRING 4 SPRING 5 SPRING	EPOXY COATED	CHROME SILICON	CDS-6	5-40 30-80 70-120 110-120 150-200	.75 1.50 2.20 3.00 3.70

THE FOLLOWING CONTROL & SPRING P/N#S WERE REMOVED, 32656B, 31554K, 44591G, V65695B, & V5695B.
ADDED CRL-13, CRL-5A, CRA, CRA-10A, CHANGED SPRING RANGES TO MATCH CURRENT CONTROLS.

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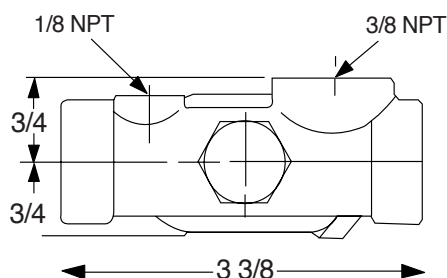


X44A

Strainer and Orifice Assembly

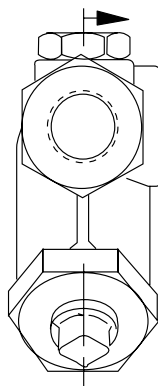
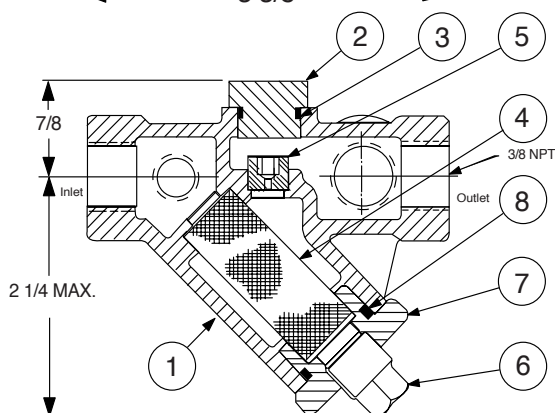
BRONZE BODY — S.S. ORIFICE

3/8" x 3/8"



X44A STOCK NO.	ORIFICE DIA.	ORIFICE PLUG PART # (ITEM 5)
71310-01	.031	94132-01
-02	.046	-02
-03	.062	-03
-04	.078	-04
-05	.093	-05
-06	.109	-06
*-07	.125	-07
-08	.140	-08
-09	.156	-09
-10	.187	-10

*Standard



When ordering parts, please specify:

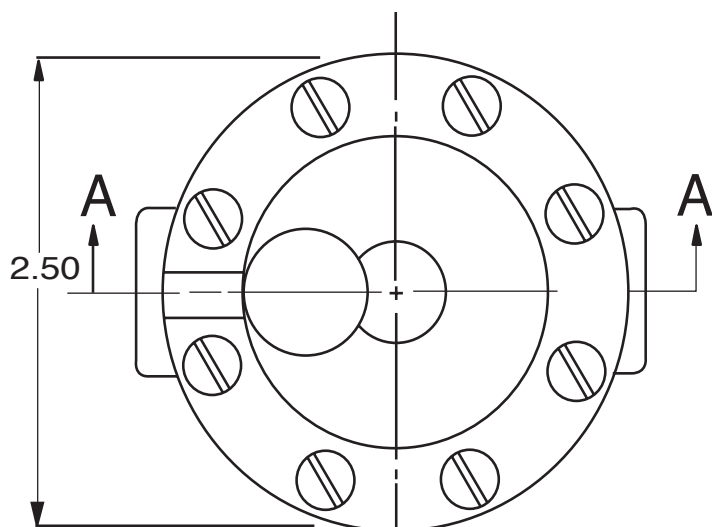
- All Nameplate Data
- Item Number
- Description
- Recommended Spare Parts

ITEM	DESCRIPTION	MATERIAL	QTY.
1	Body	Red Brs.	1
2	Plug, Top	Brass	1
3	"O" Ring, Plug Top	Syn. Rub.	1
4	Screen	Monel	1
5	Orifice Plug	Delrin	1
6	Plug, Pipe	Brass	1
7	Strainer Plug	S.S.	1
8	"O" Ring, Strainer Plug	Syn. Rub.	1



81-01

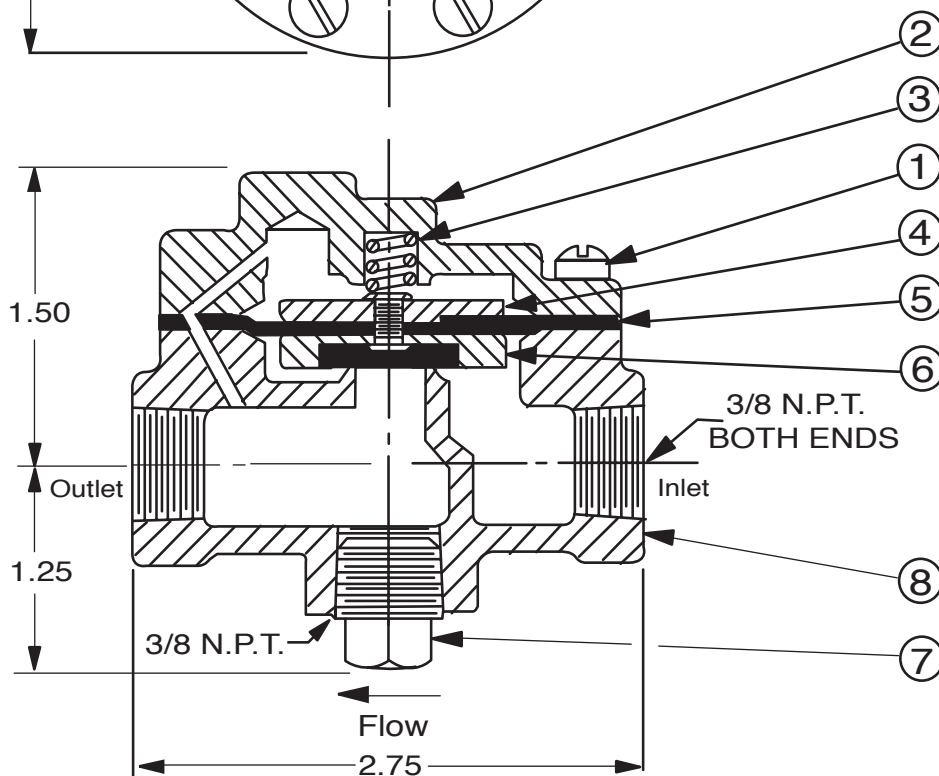
3/8" Check Valve



ITEM DESCRIPTION

- | | |
|-----|--------------------------|
| 1. | Cover Screw (8 Required) |
| 2. | Cover |
| *3. | Spring |
| 4. | Diaphragm Washer |
| *5. | Diaphragm |
| *6. | Disc Retainer Assembly |
| 7. | Body Plug (3/8 NPT) |
| 8. | Body (Threaded) |

*Recommended Spare Parts



SECTION AA

When ordering parts, please specify:

- All nameplate data
- Description
- Part Number
- Item Number
- Material



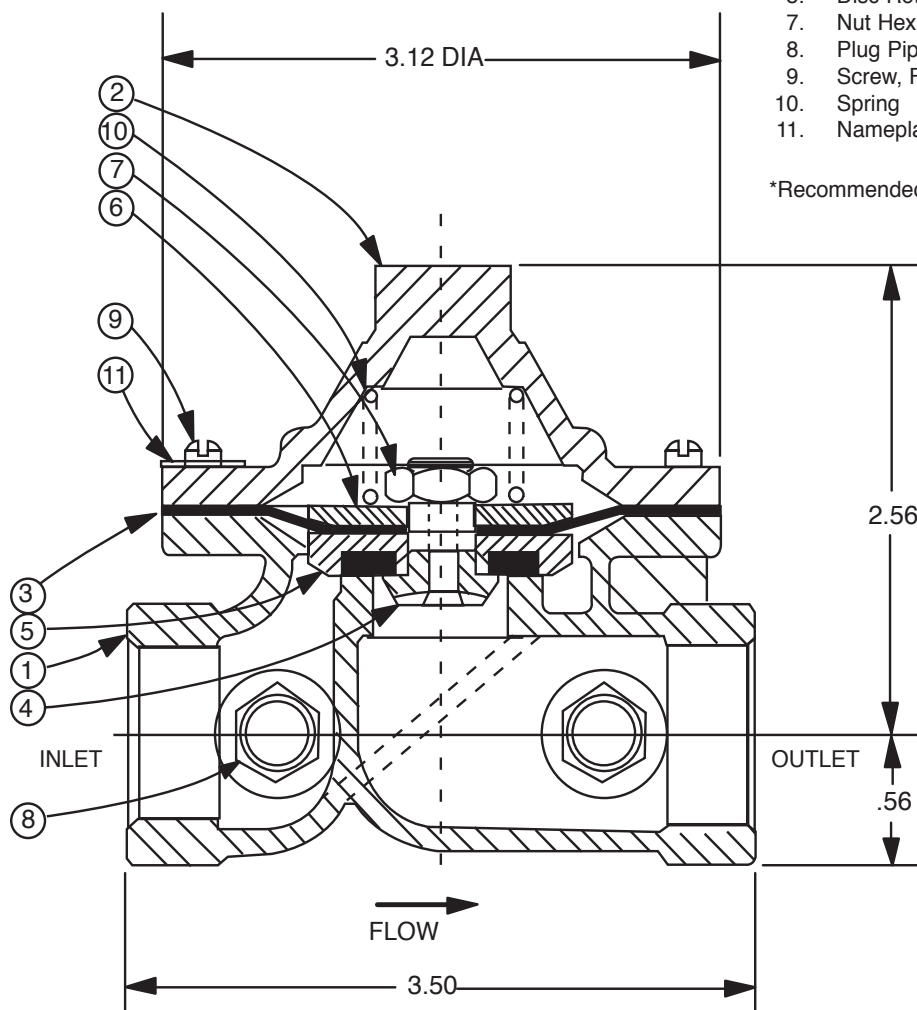
81-01

1/2" & 3/4 Check Valve

ITEM DESCRIPTION

1.	Body	1
2.	Cover	1
*3.	Diaphragm	1
4.	Guide Disc	1
*5.	Disc Retainer Assembly	1
7.	Nut Hex 3/8 - 24UNF 28	1
8.	Plug Pipe Hex NPT	2
9.	Screw, Fil HD 10 32UNF 2 x 2LG	8
10.	Spring	1
11.	Nameplate	1

*Recommended Spare Parts



When ordering parts, please specify:

- All nameplate data
- Description
- Part Number
- Item Number
- Material


CLA-VAL CO.

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

DRAWING NO.

67783

REV

AW

TYPE OF VALVE AND MAIN FEATURES

CK2 COCK/BALL VALVE

DESIGN

DRAWN

MGR

4-02-80

CHK'D

KD

4-03-80

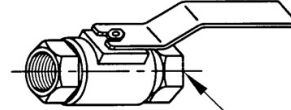
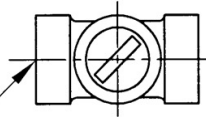
APVD

CH

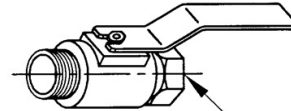
4-07-80

SCALE: NONE

"NPT" SIZE



"NPT" SIZE



FOR PN 67783-01K

CLA-VAL PART NO. AND MATERIAL

BRONZE WITH HANDLE	STEEL WITH HANDLE	IRON WITH HANDLE	316 SST WITH HANDLE	316 SST W/ LOCKING HANDLE	BRONZE WITH HANDLE	MONEL WITH HANDLE	SIZE "NPT"
67783-01K*	-09C	-17F	-25J SUPSD BY-26G		-41F SUPSD BY-01K		1/8"
-02H	-10A	-18D	-26G	-51E SUPSD BY-26G -52C	-42D SUPSD BY-02H	-55F	1/4"
-03F *	-11J	-19B	-27E	-46E SUPSD BY-27E -53A	-45G -57B **	-48A SUPSD BY-49J	3/8"
-04D	-12G	-20K	-28C	-54J	-43B SUPSD BY-04D	-49J	1/2"
-05A	-13E	-21H	-29A		-44K SUPSD BY-05A	-56D	3/4"
-06J	-14C	-22F	-30J				1"
-07G	-15K	-23D	-31G				1 1/4"
-08E	-16H	-24B	-32E				1 1/2"
-50G			-47C				2"

* SEE ENGINEERING APPROVED VENDORS TABLE (SHEET 2 OF 2).

** HAMMOND VALVE 8501 ONLY.

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DESCRIPTION

BY

DATE

AK

01-31-03

AW

ADDED PN 67783-57B ON SHEET 1 (ECO 19484)

AV

ADDED VENDOR INFO FOR PN 67783-56D ON SHEET 2 (ECO 19327)

REMOVED COLUMN "MONEL W/ LOCKING HANDLE"; RELOCATED PN 67783-56D;

ADDED PN 67783-57B ON SHEET 1 (ECO 19484)

ADDED PN 67783-56D (ECO 19284)

AW

ADDED PN 67783-56D (ECO 19284)

AW

ADDED PN 67783-56D (ECO 19284)

AW

ADDED PN 67783-56D (ECO 19284)

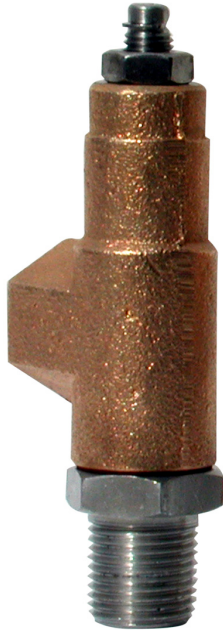
AW

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— MODEL — **CV**

Flow Control



DESCRIPTION

The Cla-Val Model CV Flow Control is a simply-designed, spring-loaded check valve. Rate of flow is full flow in one direction and restricted in other direction. Flow is adjustable in the restricted direction. It is intended for use in conjunction with a pilot control system on a Cla-Val Automatic Control Valve.

OPERATION

The CV Flow Control permits full flow from port A to B, and restricted flow in the reverse direction. Flow from port A to B lifts the disc from seat, permitting full flow. Flow in the reverse direction seats the disc, causing fluid to pass through the clearance between the stem and the disc. This clearance can be increased, thereby increasing the restricted flow, by screwing the stem out, or counter-clockwise. Turning the stem in, or clockwise reduces the clearance between the stem and the disc, thereby reducing the restricted flow.

INSTALLATION

Install the CV Flow Control as shown in the valve schematic. All connections must be tight to prevent leakage.

DISASSEMBLY

Follow the sequence of the item numbers assigned to the parts in the cross sectional illustration for recommended order of disassembly.

Use a scriber, or similar sharp-pointed tool to remove O-ring from the stem.

INSPECTION

Inspect all threads for damage or evidence of cross-threading. Check mating surface of seat and valve disc for excessive scoring or embedded foreign particles. Check spring for visible distortion, cracks and breaks. Inspect all parts for damage, corrosion and cleanliness.

CLEANING

After disassembly and inspection, cleaning of the parts can begin. Water service usually will produce mineral or lime deposits on metal parts in contact with water. These deposits can be cleaned by dipping the parts in a 5-percent muriatic acid solution just long enough for deposits to dissolve. This will remove most of the common types of deposits. **Caution: use extreme care when handling acid.** If the deposit is not removed by acid, then a fine grit (400) wet or dry sandpaper can be used with water. Rinse parts in water before handling. An appropriate solvent can clean parts used in fueling service. Dry with compressed air or a clean, lint-free cloth. Protect from damage and dust until reassembled.

REPAIR AND REPLACEMENT

Minor nicks and scratches may be polished out using a fine grade of emery or crocus cloth; replace parts if scratches cannot be removed.

Replace O-ring packing and gasket each time CV Flow Control is overhauled.

Replace all parts which are defective. Replace any parts which create the slightest doubt that they will not afford completely satisfactory operation. Use Inspection steps as a guide.

REASSEMBLY

Reassembly is the reverse of disassembly; no special tools are required.

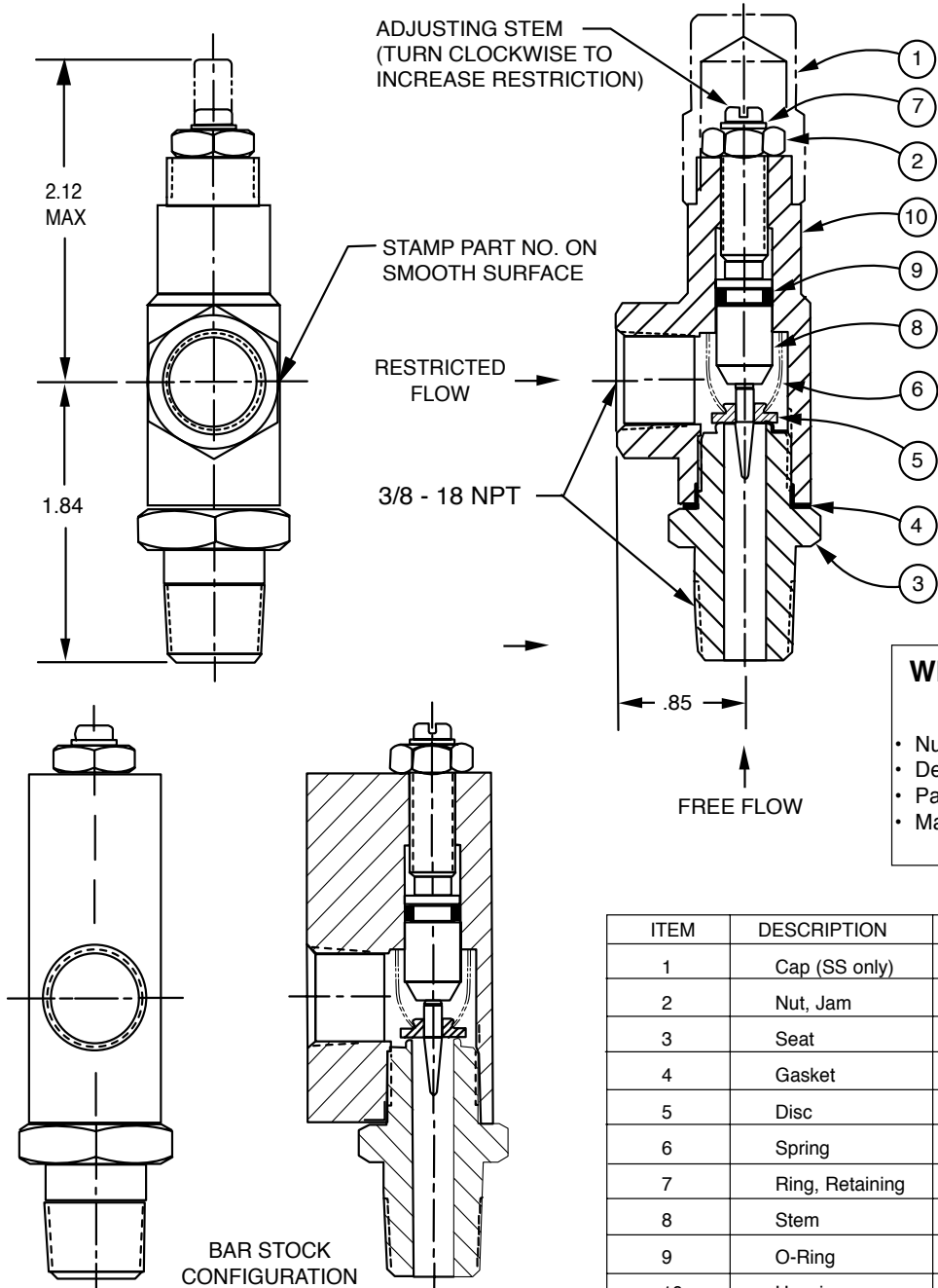
TEST PROCEDURE

No testing of the flow Control is required prior to reassembly to the pilot control system on Cla-Val Main Valve.



CV

3/8" Flow Control

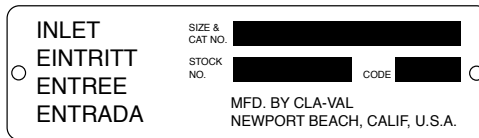


Proper Identification

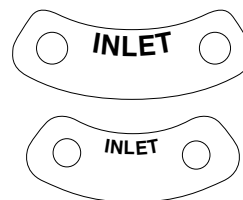
For ordering repair kits, replacement parts, or for inquiries concerning valve operation, it is important to properly identify Cla-Val products already in service by including all nameplate data with your inquiry. Pertinent product data includes valve function, size, material, pressure rating, end details, type of pilot controls used and control adjustment ranges.

Identification Plates

For product identification, cast-in body markings are supplemented by identification plates as illustrated on this page. The plates, depending on type and size of product, are mounted in the most practical position. **It is extremely important that these identification plates are not painted over, removed, or in any other way rendered illegible.**



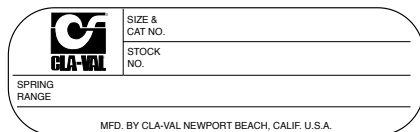
This brass plate appears on valves sized 2 1/2" and is located on the top of the inlet flange.



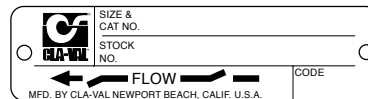
These two brass plates appear on 3/8", 1/2", and 3/4" size valves and are located on the valve cover.



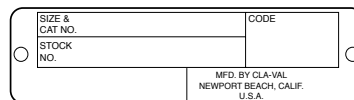
This brass plate appears on altitude valves only and is found on top of the outlet flange.



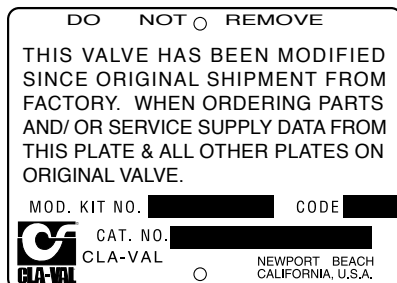
This tag is affixed to the cover of the pilot control valve. The adjustment range appears in the spring range section.



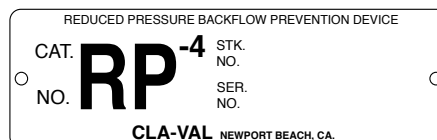
These two brass plates appear on threaded valves 1" through 3" size or flanged valves 1" through 2". It is located on only one side of the valve body.



This brass plate is used to identify pilot control valves. The adjustment range is stamped into the plate.



This aluminum plate is included in pilot system modification kits and is to be wired to the new pilot control system after installation.



This brass plate is used on our backflow prevention assemblies. It is located on the side of the Number Two check (2" through 10"). The serial number of the assembly is also stamped on the top of the inlet flange of the Number One check.

HOW TO ORDER

Because of the vast number of possible configurations and combinations available, many valves and controls are not shown in published product and price lists. For ordering information, price and availability on product that are not listed, please contact your local Cla-Val office or our factory office located at:

P. O. Box 1325
Newport Beach, California 92659-0325
(949) 722-4800
FAX (949) 548-5441

SPECIFY WHEN ORDERING

- Model Number
- Globe or Angle Pattern
- Adjustment Range (As Applicable)
- Valve Size
- Threaded or Flanged
- Body and Trim Materials
- Optional Features
- Pressure Class

UNLESS OTHERWISE SPECIFIED

- Globe or angle pattern are the same price
- Ductile iron body and bronze trim are standard
- X46 Flow Clean Strainer or X43 "Y" Strainer are included
- CK2 Isolation Valves are included in price on 4" and larger valve sizes (6" and larger on 600 Series)

LIMITED WARRANTY

Automatic valves and controls as manufactured by Cla-Val are warranted for three years from date of shipment against manufacturing defects in material and workmanship that develop in the service for which they are designed, provided the products are installed and used in accordance with all applicable instructions and limitations issued by Cla-Val.

We will repair or replace defective material, free of charge, that is returned to our factory, transportation charges prepaid, if upon inspection, the material is found to have been defective at time of original shipment. This warranty is expressly conditioned on the purchaser's providing written notification to Cla-Val immediate upon discovery of the defect.

Components used by Cla-Val but manufactured by others, are warranted only to the extent of that manufacturer's guarantee.

This warranty shall not apply if the product has been altered or repaired by others, Cla-Val shall make no allowance or credit for such repairs or alterations unless authorized in writing by Cla-Val.

DISCLAIMER OF WARRANTIES AND LIMITATIONS OF LIABILITY

The foregoing warranty is exclusive and in lieu of all other warranties and representations, whether expressed, implied, oral or written, including but not limited to any implied warranties or merchantability or fitness for a particular purpose. All such other warranties and representations are hereby cancelled.

Cla-Val shall not be liable for any incidental or consequential loss, damage or expense arising directly or indirectly from the use of the product. Cla-Val shall not be liable for any damages or charges for labor or expense in making repairs or adjustments to the product. Cla-Val shall not be liable for any damages or charges sustained in the adaptation or use of its engineering data and services. No representative of Cla-Val may change any of the foregoing or assume any additional liability or responsibility in connection with the product. The liability of Cla-Val is limited to material replacements F.O.B. Newport Beach, California.

TERMS OF SALE

ACCEPTANCE OF ORDERS

All orders are subject to acceptance by our main office at Newport Beach, California.

CREDIT TERMS

Credit terms are net thirty (30) days from date of invoice.

PURCHASE ORDER FORMS

Orders submitted on customer's own purchase order forms will be accepted only with the express understanding that no statements, clauses, or conditions contained in said order form will be binding on the Seller if they in any way modify the Seller's own terms and conditions of sales.

PRODUCT CHANGES

The right is reserved to make changes in pattern, design or materials when deemed necessary, without prior notice.

PRICES

All prices are F.O.B. Newport Beach, California unless expressly stated otherwise on our acknowledgement of the order. Prices are subject to change without notice. The prices at which any order is accepted are subject to adjustment to the Seller's price in effect at the time of shipment. Prices do not include sales, excise, municipal, state or any other Government taxes. Minimum order charge \$75.00.

RESPONSIBILITY

We will not be responsible for delays resulting from strikes, accidents, negligence of carriers, or other causes beyond our control. Also, we will not be liable for any unauthorized product alterations or charges accruing there from.

RISK

All goods are shipped at the risk of the purchaser after they have been delivered by to the carrier. Claims for error, shortages, etc., must be made upon receipt of goods.

EXPORT SHIPMENTS

Export shipments are subject to an additional charge for export packing.

RETURNED GOODS

1. Customers must obtain written approval from Cla-Val prior to returning any material.
2. Cla-Val reserves the right to refuse the return of any products.
3. Products more than six (6) months old cannot be returned for credit.
4. Specially produced, non-standard models cannot be returned for credit.
5. Rubber goods such as diaphragms, discs, o-rings, etc., cannot be returned for credit, unless as part of an unopened vacuum sealed repair kit which is less than six months old.
6. Goods authorized for return are subject to a 35% (\$75 minimum) restocking charge and a service charge for inspection, reconditioning, replacement of rubber parts, retesting, repainting and repackaging as required.
7. Authorized returned goods must be packaged and shipped prepaid to Cla-Val, 1701 Placentia Avenue, Costa Mesa, California 92627.



CLA-VAL

PO Box 1325 Newport Beach CA 92659-0325
Phone: 949-722-4800 • Fax: 949-548-5441

CLA-VAL CANADA

4687 Christie Drive
Beamsville, Ontario
Canada LOR 1B4
Phone: 905-563-4963
Fax: 905-563-4040

CLA-VAL EUROPE

Chemin des Mesanges 1
CH-1032 Romanel/
Lausanne, Switzerland
Phone: 41-21-643-15-55
Fax: 41-21-643-15-50

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www.cla-val.com

Represented By:



— MODEL — REPAIR KITS

Complete Replacement Diaphragm Assemblies for 100-01 and 100-20 Hytrol Main Valves For: Hytrol Main Valves with Ductile Iron, Bronze Trim Materials—125/150 Pressure Class Only. FACTORY ASSEMBLED

Includes: Stem, Disc Guide, Disc, Disc Retainer, Spacer Washers, Diaphragm, Diaphragm Washer and Stem Nut.

Valve Size			Diaphragm Assembly Stock Number		Valve Size			Diaphragm Assembly Stock Number	
			100-01	100-20				100-01	100-20
3/8"	(Also 81-01)		49097K	N/A	6"			40456G	33273E
1/2" - 3/4"	(Also 81-01)		C2518D	N/A	8"			45276D	40456G
1"			C2520K	N/A	10"			81752J	45276D
1 1/4"-1 1/2"			C2522 F	N/A	12"			85533J	81752J
2"			C2524B	N/A	14"			89067D	N/A
2 1/2"			C2523D	N/A	16"			89068B	85533J
3"			C2525J	C2524B	20"			N/A	89068B
4"			33273E	C2525J	24"			N/A	89068B

Repair Kits for 100-01/100-20 Hytrol Valves

For: Hytrol Main Valves—125/150 Pressure Class Only.

Includes: Diaphragm, Disc (or Disc Assembly) and spare Spacer Washers.

Buna-N® Standard Material				Viton (For KB Valves)			
Valve Size		Repair Kit Stock Number		Valve Size		Repair Kit Stock Number	
		100-01	100-20			100-01	100-20
3/8"	(Also 81-01)	9169801K	N/A	3/8"	(Also 81-01)	9169806J	N/A
1/2" - 3/4"	(Also 81-01)	9169802H	N/A	1/2" - 3/4"	(Also 81-01)	9169807G	N/A
1"		9169803F	N/A	1"		9169808E	N/A
1 1/4" - 1 1/2"		9169804D	N/A	1 1/4" - 1 1/2"		9169809C	N/A
2"		9169805A	N/A	2"		9169810A	N/A
2 1/2"		9169811J	N/A	2 1/2"		9169817F	N/A
3"		9169812G	9169805A	3"		9169818D	9169810A
4"		9169813E	9169812G	4"		9169819B	9169818D
6"		9169815K	9169813E	6"		9169820K	9169819B
8"		9817901D	9169815K	8"		9169834A	9169820K
10"		9817902B	9817901D				
12"		9817903K	9817902B				
14"		9817904H	N/A				
16"		9817905E	9817903K				
20"		N/A	9817905E				
24"		9817906C	9817905E				

When ordering, please give complete nameplate data of the valve and/or control being repaired.
MINIMUM ORDER CHARGE APPLIES.

For: Powertrol and Powercheck Main Valves—125/150 Pressure Class Only

Valve Size	Kit Stock Number	Valve Size	Kit Stock Number	
	100-02		100-02 & 100-03	100-21 & 100-22
3/8"	9169901H	2 1/2"	9169910J	N/A
1/2" & 3/4"	9169902F	3"	9169911G	9169905J
1"	9169903D	4"	9169912E	9169911G
1 1/4" & 1 1/2"	9169904B	6"	9169913C	9169912E
2"	9169905J	8"	99116G	9169913C
		10"	9169939H	99116G
		12"	9169937B	9169939H

For: Hy-Check Main Valves—125/150 Pressure Class Only

Includes: Diaphragm, Disc and O-Rings and full set of spare Spacer Washers.

Repair Kits for Pilot Control Valves

Includes: Diaphragm, Disc (or Disc Assembly), O-Rings, Gaskets or spare Screws as appropriate.

Repair Assemblies (In Standard Materials Only)

When ordering, please give complete nameplate data of the valve and/or control being repaired. MINIMUM ORDER CHARGE APPLIES