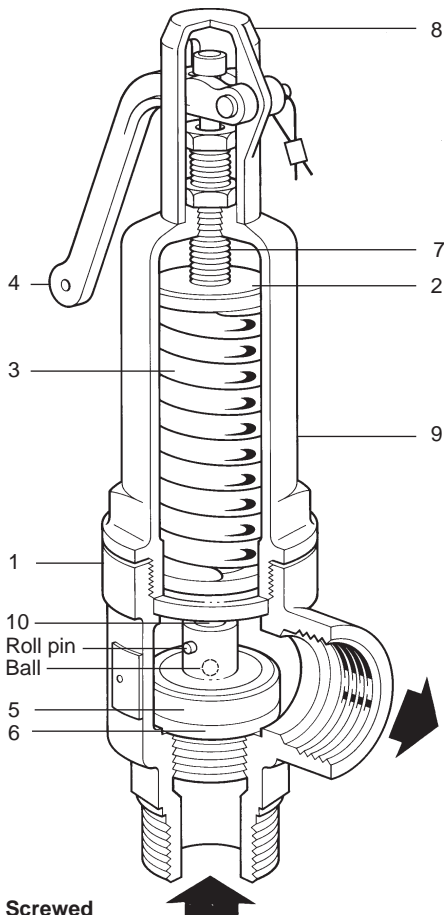


SV3 Safety Valve Replacement Parts Fitting Instructions

Warning

Resetting or refurbishment of safety valves approved to BS 6759 must only be carried out by the manufacturer or his approved agent if compliance with this standard is to be maintained.



**Screwed
DN15 to DN80**

For DN50 to DN100 see overleaf

1. To change the spring

Remove the sealing wire, withdraw pivot pin and remove lever (4) and lever housing (8). Undo the adjustment screw locknut and unscrew adjustment screw (7) such that the spring is not loaded. Unscrew (or on steel valves remove securing nuts) spring housing (9) and lift off spring plate (2) and spring (3). Refit the new spring and reassemble in reverse sequence.

2. To replace the head assembly

Follow the procedure for changing the spring (1 above). After the spring has been removed the stem/head assembly (5)(10) can be lifted from the body (1). The lower spring plate, 'C' washer and guide plate can then be removed from this assembly. To detach the head suitably support the stem and tap out the roll pin being careful not to lose the ball held between the stem and the head. The head assembly (5) can now be replaced.

After the head assembly (5) has been replaced, reassemble in reverse sequence.

Note: the boss on the guide plate faces down, the 'C' washer supports the lower spring plate.

3. To replace the seat

Dismantle as procedures 1 and 2 above.

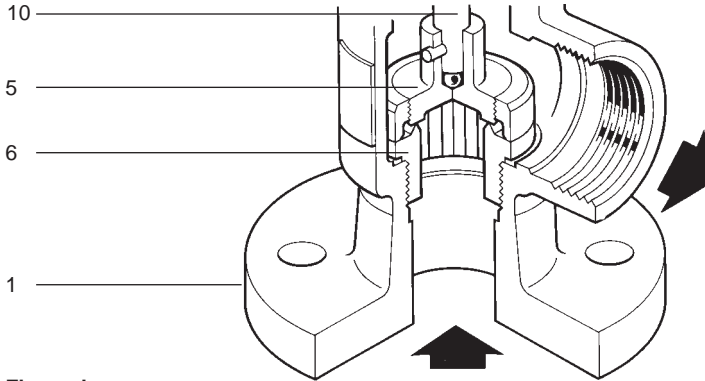
The body seat sub-assembly should then be suitably mounted so that enough torque can be applied to remove the seat (6).

Seats have an internal bi-hex with the following A/F sizes and insert torques.

Valve size	A/F (mm)	Torque (N m)
1/2"	9	20 - 25
3/4"	14	36 - 44
1"	19	80 - 100
1 1/4"	25	140 - 170
1 1/2"	30	250 - 310
2" DN50	38	300 - 360
2 1/2" DN65	48	400 - 500
3" DN80	55	600 - 700
DN100	80	900 - 1000

The seat can be unscrewed and replaced being careful to ensure body/seat and threads are clean. A non setting sealant (STAG or similar) should be sparingly applied to the seat threads before assembly. Usually it will be necessary to lap the seat face after insertion of the seat to achieve an acceptable level of shut-off. Ideally this should be with 8 µm grade diamond lapping paste. Machine lapping is

the ideal but hand lapping can produce satisfactory results. When the head assembly is resting on the seat the clearance between the lower edge of the head assembly and seat should be between 0.1 to 0.4 mm for sizes ½" to 1½" and 0.2 to 0.5 mm for sizes 2" to DN100. A simple check can be made with a feeler gauge. Reassemble in reverse sequence.



**Flanged
DN50 to DN100**

Note: DN100 has a flanged outlet