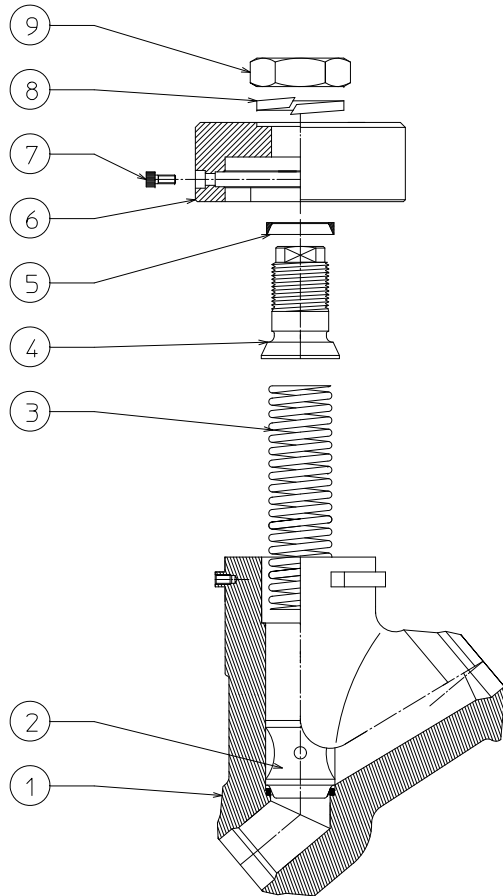


DISASSEMBLY & ASSEMBLY PISTON CHECK VALVE
PRESSURE SEAL 3" 1500 LBS.



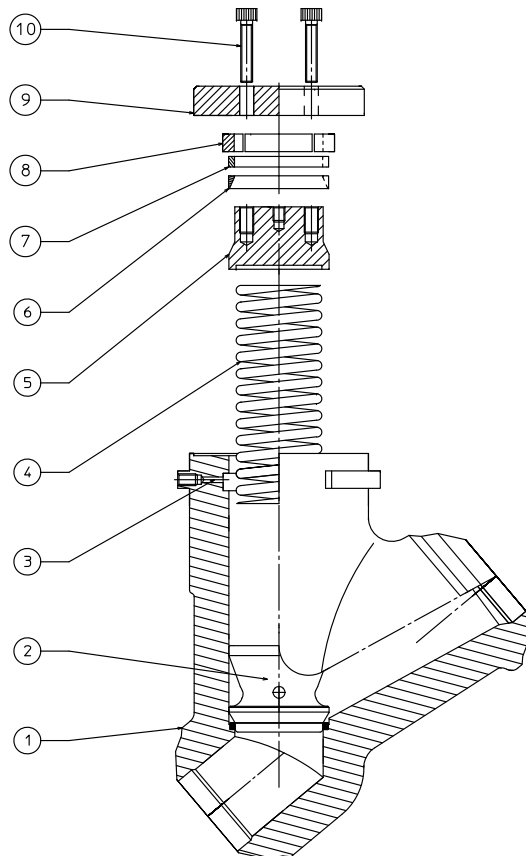
1. Caution, before any attempt is made to disassemble, verify that the valve is sufficiently cooled down, depressurised, isolated from system pressure and secured against accidental pressurisation.
2. Unscrew the locknut (9) approximately 20mm from the bonnet (4).
3. Unscrew and remove the hexagon socket screw (7).
4. Rotate the cap (6) 90° counter clockwise from the valve body (1). Pull it up against the locknut (9) and rotate the cap (6) again 90° counter clockwise.
5. Tighten the locknut (9) to force the bonnet (4) and the gasket (5) out of the valve body (1).
6. Remove the cap (6) together with the bonnet (4) and the gasket (5) from the valve body (1).
7. Unscrew the locknut (9) completely, now remove the spring washer (8), the bonnet (4) and the gasket (5).
8. Remove the spring (3) and disc (2) out of the valve body (1).

INSPECTION PRIOR TO RE-ASSEMBLY

1. Thoroughly clean all parts with solvent and a clean cloth.
2. Examine the following parts signs of damage, i.e. pitting, erosion or scratches:
 - A. SEAT (1) - Sealing surface
 - B. BONNET (4) – Sealing surface
 - C. DISC (2) - Sealing surface
3. Lubricate all threaded parts with high temperature grease, i.e. Molykote HSC.
4. Apply a thin film of Molykote D321 R to the sealing surface of the **NEW** gasket (5) and bonnet (4).
5. Insert the piston (2) and spring (3) into the valve body (1).
6. Insert the bonnet (4) and **NEW** gasket (5) into the valve body (1).
7. Install the cap (6) on the valve body (1), rotate it 90° clockwise and fixate it with the hexagon socket screw (7) to the valve body (1).
8. Place the spring washer (8) over the bonnet (8) and screw the locknut (9) on the bonnet (4).
9. Tighten the locknut (9) to force the bonnet (4) into the gasket (5).
10. Pressurise the system and again tighten the locknut (9).
11. The valve is now ready for use.



DISASSEMBLY & ASSEMBLY PISTON CHECK VALVE
PRESSURE SEAL 4" 1500-2500 LBS.



1. Caution, before any attempt is made to disassemble, verify that the valve is sufficiently cooled down, depressurised, isolated from system pressure and secured against accidental pressurisation.
2. Unscrew the bolts (10) from the retaining ring (9).
3. Remove the retaining ring (9) from the valve body (1).
4. Lower the bonnet (5) into the valve body (1) and remove the segmental ring (8), by tapping a punch tool through the designated disassembly holes (3) provided in the bonnet area of the valve body (1).
5. Now the bonnet (5), spacer ring (7), gasket (6), spring (4) and disc (2) can be removed from the valve body (1).

INSPECTION PRIOR TO RE-ASSEMBLY

1. Thoroughly clean all parts with solvent and a clean cloth.
2. Examine the following parts signs of damage, i.e. pitting, erosion or scratches:
 - A. SEAT - Sealing surface
 - B. BONNET – Sealing surface
 - C. DISC - Sealing surface
3. Lubricate all threaded parts with high temperature grease, i.e. Molykote HSC.
4. Apply a thin film of Molykote D321 R to the sealing surface of the **NEW** gasket (6) and bonnet (5).
5. Insert the disc (2) and spring (4) into the valve body (1).
6. Insert the bonnet (5), **NEW** gasket (6) and spacer ring (7) into the valve body (1).
7. Lower the bonnet (5) into the valve body (1) and install the segmental ring (8) into the valve body (1). Make sure the segments are located at such place, there is a segment placed in front of each disassembly hole (3).
8. Insert the bolts (10) through the retaining ring (9). Place the retaining ring (9) on top of the valve body (1). Screw the bolts (10) into the bonnet (5) and tighten them to force the bonnet (5) into the gasket (6).
9. Pressurise the system and again tighten the bolts (10).
10. The valve is now ready for use.

