



DISASSEMBLY & ASSEMBLY GLOBE AND STOP/CHECK VALVE

≥ 6" AND ≥ 900 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. Remove the gearbox / actuator (019), by unscrewing the bolts from the lower side of the yoke flange (126) and rotating the gearbox / actuator (019) clockwise to unscrew it from the stem (109).
3. Unscrew yoke bar bolts (01C) from the yoke flange (126).
4. Unscrew the yoke bars (125) from the valve body (101). Unscrew gland bolting/nuts (01B-02B) and remove them. Remove the gland flange (123) and packing follower (122).
5. Unscrew the bonnet nuts (01A-02A) from the retaining plate (118) and remove the retaining plate (118) from the body (101), while securing the stem (109) in place in order to prevent it from damaging.
6. After the retaining plate (118) is removed, lower the stem (109) and bonnet (102) down into the body (101). Now remove the segmental ring (117) by tapping a punch tool through the designated holes provided in the bonnet area of the valve body (101).
7. Remove the gasket ring (114) and the gasket (003), together with the bonnet (102) and stem (109), by pulling the stem (109) out of the valve body (101).
8. In case of a stop/check valve, the plug (106) shall be removed separately from the valve body (101).
9. Remove the guiding plate (119) from the stem by unscrewing the hexagon socket bolts (01J-02J).

INSPECTION PRIOR TO RE-ASSEMBLY

1. Thoroughly clean all parts with solvent and a clean cloth.
2. Examine the following parts for signs of damage, i.e. pitting, erosion or scratches:
 - A. SEAT (101) - Sealing surface
 - B. STEM (109) - Packing area
 - C. PLUG (106) - Sealing surface
 - D. BONNET (102) – Sealing surface
3. Lubricate all threaded parts with high temperature grease, i.e. molykote HCS.
4. Insert the plug (106) into the valve body(101) and slide the stem (109) into the plug (106).
5. Place the bonnet (102) over the stem (109) and lower it into the valve body (101). Install a **NEW** gasket (003) into the valve body (101), with the gasket ring (114) on top of it.
6. Insert the segmental ring (117) in the designated groove. Make sure the segments are located at such place, there is a segment placed in front of each disassembly hole.
7. Pull the stem (109) towards the top of the valve and install the retaining plate (118) by placing it over the bonnet (102). Install the bolts (01A-02A) into the body (101) and tighten them evenly using the nuts (02A).
8. Place the **NEW** packing (009) over the stem (109) into the bonnet (102). Place the packing follower (122) over the stem (109). Place the gland flange (123) over the stem (109) and install the gland bolting (01B-02B). Evenly tighten the nuts (02B) preventing contact between the stem (109) & packing follower (122).
9. Place the guiding plate (119) on the designated area located at the stem (109) and secure the guiding plate (119) with the bolting (01J-02J).
10. Screw the yoke bars (125) into the valve body (101) and place the yoke flange (126) on top of the yoke bars (125) and secure them with the hexagon socket bolts (01C).
11. Install the adapter plate (127) and finally install the gearbox / actuator (019) by rotating it counter clockwise.
12. In case of actuator operated valves, make sure to reset the limit switches according to the OEM manual.
13. Pressurise the system and check the packing (009) and gasket (003) for signs of leakage.
14. In case leakage is observed through the packing (009), tighten the nuts (02B) of the gland bolts (01B) carefully until the leaking stops. In case leakage through the bonnet gasket (003) is observed, tighten the bolts (02A) located on top of the retaining plate (118).
15. The valve is now ready for use.

**IN CASE SEVERE DAMAGE IS OBSERVED,
USE REPLACEMENT PARTS INSTEAD!****Important:****After starting up the system, once the valve has reached its working temperature and pressure, It is recommended to tighten the bolts (01A-02A) into the retaining ring (118) to force the bonnet (102) into the gasket (003) for optimum sealing.**