

Jamesbury™ Clincher™ 2-piece thread-end ball valves series 2000 1/4" – 2" (DN6 - 50)

Installation, maintenance and
operating instructions

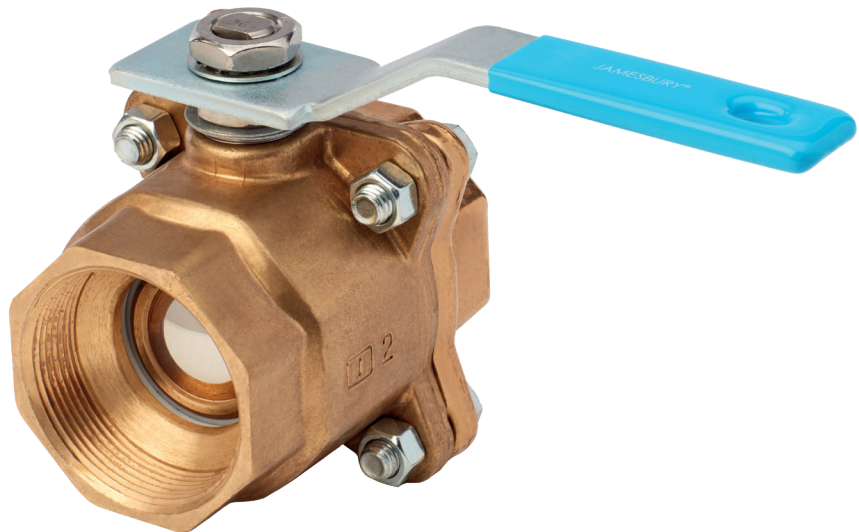


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READ THESE INSTRUCTIONS FIRST!

These instructions provide information about safe handling and operation of the valve.

If you require additional assistance, please contact the manufacturer or manufacturer's representative.

SAVE THESE INSTRUCTIONS!

Addresses and phone numbers are printed on the back cover.

1. GENERAL

1.1 SCOPE OF THE MANUAL

This instruction manual contains important information regarding the installation, operation and maintenance of the Jamesbury™ 1/4" – 2" (DN6 - 50) Standard Bore; Series 2000, *Clincher* Thread-end Ball Valves. Please read these instructions carefully and save them for future reference.

WARNING:

AS THE USE OF THE VALVE IS APPLICATION SPECIFIC, A NUMBER OF FACTORS SHOULD BE TAKEN INTO ACCOUNT WHEN SELECTING A VALVE FOR A GIVEN APPLICATION. THEREFORE, SOME OF THE SITUATIONS IN WHICH THE VALVES ARE USED ARE OUTSIDE THE SCOPE OF THIS MANUAL. IF YOU HAVE ANY QUESTIONS CONCERNING THE USE, APPLICATION OR COMPATIBILITY OF THE VALVE WITH THE INTENDED SERVICE, CONTACT VALMET FOR MORE INFORMATION.

WARNING:

DOUBLE-SEATED BALL VALVE DESIGNS, LIKE THE SERIES 2000, *CLINCHER*, CAN UNDER CERTAIN CONDITIONS TRAP FLUID IN THE BALL CAVITY. RAISING THE TEMPERATURE OF THE TRAPPED FLUID CAUSES THE INTERNAL VALVE PRESSURE TO RISE. EXTREME TEMPERATURE RISE CAN BUILD UP EXCESSIVE PRESSURE WHICH COULD LEAD TO UNCONTROLLED PRESSURE RELEASE. DAMAGE OR PERSONAL INJURY MAY RESULT.

WARNING:

BEWARE OF BALL MOVEMENT!

KEEP HANDS, OTHER PARTS OF THE BODY, TOOLS AND OTHER OBJECTS OUT OF THE OPEN FLOW PORT. LEAVE NO FOREIGN OBJECTS INSIDE THE VALVE. WHEN THE VALVE IS ACTUATED, THE BALL FUNCTIONS AS A CUTTING DEVICE. FAILURE TO DO THIS MAY RESULT IN DAMAGE OR PERSONAL INJURY!

WARNING:

BRASS *CLINCHER* VALVES CONTAIN LEAD. LEAD AND LEAD COMPOUNDS ARE KNOWN TO THE STATE OF CALIFORNIA TO CAUSE CANCER. FOR MORE INFORMATION GO TO WWW.P65WARNINGS.CA.GOV.

1.2 VALVE MARKINGS

The valve has an identification marking stamped on bottom of valve. (See **Figure 1**)

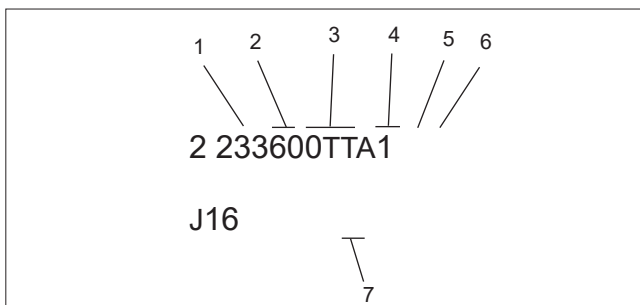


Figure 1. Valve ID

Identification markings:

1. Valve Size
2. Valve Series
3. Body/Trim Material
4. Seat/Seal Material
5. Model
6. Bolting
7. Assembly date

The valve also has marking cast into the sides of the valve. On one side is cast the valve cold working pressure (CWP) in psi. (See **Figure 2**)



Figure 2. Valve Rating

On the opposite side of the valve is the cast in size and body material. (See **Figure 3**)

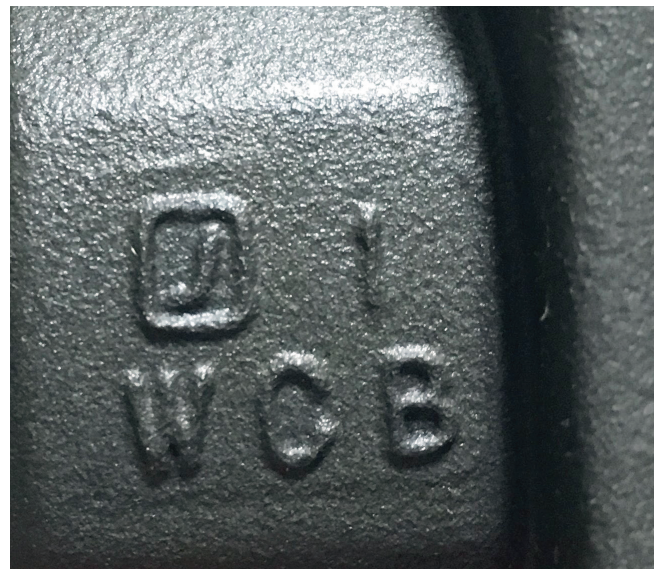


Figure 3. Size/Material

1.3 SAFETY PRECAUTIONS

WARNING:

VALVE RATINGS!

THE PRACTICAL AND SAFE USE OF THIS PRODUCT IS DETERMINED BY THE CWP RATING: CAREFULLY CHECK RATING. (SEE **FIGURE 2**) THIS IS THE SAFE USE PRESSURE FOR THIS VALVE BETWEEN -20 TO +100F (-29 TO +38C). DO NOT EXCEED THESE RATINGS! FOR INSTALLATION TEMPERATURES BELOW AND ABOVE THESE LIMITS CONTACT VALMET.

2. TRANSPORTATION AND STORAGE

Check the valve for any damage that may have occurred during transport.

Store the valve carefully. Storage indoors in a dry place is recommended.

Do not remove the flow port protectors until installing the valve.

Move the valve to its intended location just before installation.

The valve is usually delivered in the open position.

If the valve(s) are to be stored for a long duration follow the recommendations in IMO-S1.

3. INSTALLATION

3.1 GENERAL

Always loosen and tighten fasteners with the appropriate wrench to avoid damaging the valve, handle, linkage, actuator, fittings or flats.

Remove the protective packaging and flow port protectors and check that the valve is clean inside. Clean valve if necessary.

Flush the pipeline carefully before installing the valve. Foreign objects, such as sand or pieces of welding electrodes, will damage the ball and seats.

3.2 INSTALLING IN THE PIPELINE

Read and follow all **WARNINGS**!

Refer to the Section 4, **MAINTENANCE** for stem seal adjustment. If there is weepage past the stem seals upon installation, it means the valve may have been subject to wide temperature variations in shipment. Leak-tight performance will be restored by a simple stem seal adjustment described in the **MAINTENANCE** section.

Thread-end valves like the *Clincher* Series 2000 have NPT threads. To insure a leak tight joint, liberal use of a compatible pipe joint compound is necessary.

WARNING:

ANY COMPOUND OR LUBRICANT USED ON THREADS SHALL BE SUITABLE FOR THE SERVICE CONDITIONS AND SHALL NOT REACT UNFAVORABLY WITH EITHER THE SERVICE FLUID OR THE PIPING MATERIAL.

Flow through the *Jamesbury Clincher* Series 2000 valve can be in either direction, but the preferred method to install the valve is with the body cap end upstream.

Use standard piping practices when installing the valves with threaded connections. When tightening the valve to the pipe, apply the wrench to the end nearest the pipe being worked.

It is not recommended to install the valve with the stem on the underneath side because dirt in the pipeline may then enter the body cavity and potentially damage the stem packing (see **Figure 4**).

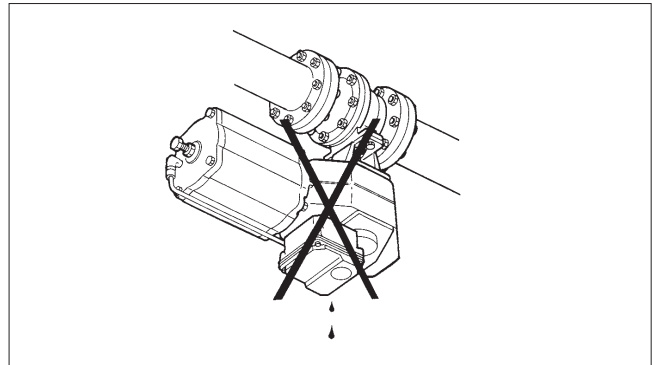


Figure 4. Avoid this mounting position

3.3 HANDLES

If the *Clincher* Series 2000 valve handle (17) has to be removed for any reason, the handles must be remounted with the handle stop tang as shown in **Figure 6**.

WARNING:

FAILURE TO PROPERLY MOUNT THE HANDLE MAY RESULT IN IMPROPER VALVE OPERATION, DAMAGE OR PERSONAL INJURY.

3.4 VALVE INSULATION

If necessary, the valve may be insulated. Insulation must not continue above the upper level of the valve (see **Figure 5**).

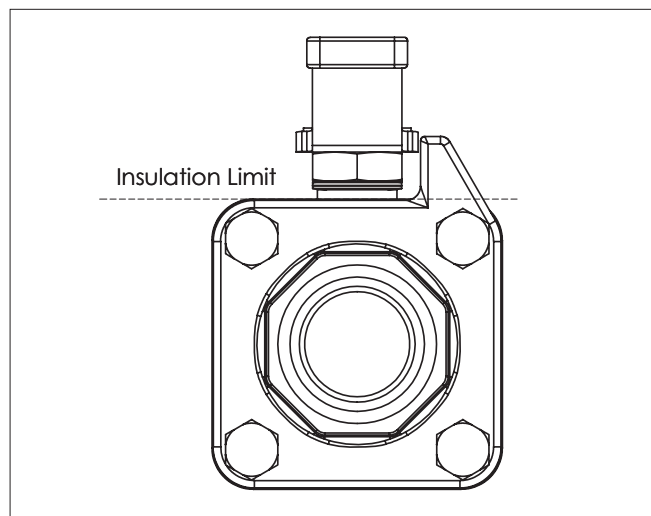


Figure 5. Insulation of the valve

3.5 ACTUATOR

WARNING:

WHEN INSTALLING THE ACTUATOR ON THE VALVE, MAKE SURE THAT THE VALVE ASSEMBLY FUNCTIONS PROPERLY. INFORMATION ON ACTUATOR INSTALLATION IS GIVEN IN SECTION 5 OR IN THE SEPARATE ACTUATOR INSTRUCTIONS.

The actuator should be installed in a manner that allows plenty of room for its removal.

The upright position is recommended for the actuator.

The actuator must not touch the pipeline, because pipeline vibration may interfere with its operation.

In certain cases it may be considered advantageous to provide additional support to the actuator. These cases will normally be associated with large actuators, extended stems, or where severe vibration is present. Please contact Valmet for advice.

3.6 COMMISSIONING

Ensure that there is no dirt or foreign objects left inside the valve or pipeline. Flush the pipeline carefully. Make sure that the valve is fully open when flushing.

WARNING:

GOOD PIPING PRACTICE DICTATES THAT ONCE INSTALLED, BUT PRIOR TO FIRST USE, THE VALVE IS LEAK TESTED IN PLACE TO ASSURE LEAK-TIGHTNESS HAS NOT BEEN COMPROMISED BY THE INSTALLATION PROCESS. INSTALLATION ACTIONS THAT CAN CAUSE LEAKAGE INCLUDE, BUT ARE NOT LIMITED TO, WRENCHING, SOLDERING, WELDING AND/OR HOISTING. PIPELINE MIS-ALIGNMENTS AND/OR LACK OF SUFFICIENT SUPPORT CAN ALSO PLACE UNDUE STRESS ON THE VALVE, POSSIBLY RESULTING IN LEAKAGE.

4. MAINTENANCE

4.1 GENERAL

Although *Jamesbury* valves are designed to work under severe conditions, proper preventative maintenance can significantly help to prevent unplanned downtime and in real terms reduce the total cost of ownership. Valmet recommends inspecting valves at least every five (5) years. The inspection and maintenance frequency depends on the actual application and process condition. Routine maintenance consists of tightening the hex nuts (16) in (Figure 6) periodically to compensate for stem seal wear. The valve should be fully closed during the tightening. **CAUTION:** Tightening hex nuts (16) too severely will shorten the life of the shaft seals.

Overhaul maintenance consists of replacing seats and seals. These parts may be obtained through your authorized Valmet distributor.

WARNING:

FOR YOUR SAFETY IT IS IMPORTANT THE FOLLOWING PRECAUTIONS BE TAKEN PRIOR TO INSTALLATION, SERVICING OR REMOVAL OF THE VALVE FROM THE PIPELINE OR BEFORE ANY DISASSEMBLY:

1. WEAR ANY PROTECTIVE CLOTHING OR EQUIPMENT NORMALLY REQUIRED WHEN WORKING WITH THE FLUID INVOLVED.
2. DEPRESSURIZE THE PIPELINE AND CYCLE THE VALVE AS FOLLOWS:
 - A. PLACE THE VALVE IN THE OPEN POSITION AND DRAIN THE PIPELINE.
 - B. CYCLE THE VALVE TO RELIEVE RESIDUAL PRESSURE IN THE BODY CAVITY BEFORE REMOVAL FROM THE PIPELINE.
 - C. AFTER REMOVAL AND BEFORE ANY DISASSEMBLY, CYCLE THE VALVE AGAIN SEVERAL TIMES.
3. THESE VALVES ARE SUITABLE FOR A WIDE VARIETY OF FLUIDS AND GASES. BE CERTAIN THAT THE VALVE MATERIALS SELECTED ARE SUITABLE FOR THE APPLICATION.

4.2 ACTUATED VALVE

It is generally most convenient to detach the actuator and its auxiliary devices before removing the valve from the pipeline. If the valve package is small or if it is difficult to access, it may be more practical to remove the entire assembly.

NOTE: To ensure proper reassembly, observe the position of the actuator and positioner/limit switch with respect to the valve before detaching the actuator.

WARNING:

ALWAYS DISCONNECT THE ACTUATOR FROM ITS POWER SOURCE, PNEUMATIC, HYDRAULIC OR ELECTRICAL, BEFORE ATTEMPTING TO REMOVE IT FROM THE VALVE!

WARNING:

DO NOT REMOVE A SPRING-RETURN ACTUATOR UNLESS A STOP-SCREW IS CARRYING THE SPRING FORCE!

1. Detach the air supply, electrical supply, hydraulic supply and control signal cables or pipes from their connectors.
2. Unscrew the actuator mounting bracket screws.
3. Lift the actuator straight up in line with the valve stem until the coupling between actuator drive and valve stem is completely disengaged.
4. Place actuator in a safe location to avoid damage or personal injury.

4.3 DISASSEMBLY – ALL VALVES

NOTE: If complete disassembly becomes necessary, replacement of all seats and seals is recommended. Refer to the Repair Kit Chart (Table 2).

NOTE: Always use original OEM parts to make sure that the valve functions properly.

4.4 DISASSEMBLY – MANUAL VALVES

1. Follow the steps in all the **WARNING** sections above before performing any work on the valve.
2. Open and close the valve and leave in the closed position.
3. Remove the upper stem nut (16), lockwasher (19), handle (17).
4. Remove lower stem nut (16). Remove and discard the old disc spring washers (31), if present.
5. Remove compression ring (21).
6. Unfasten the four body bolts (52) and remove the body cap (2).
7. Remove the ball (3).
8. Remove and discard the body seal (6) and seats (5).
9. Press the stem (4) from the top into the valve body and remove it through the body cap end of the body.
10. Remove and discard the old stem seals (8) and (24) and the secondary stem seal (7) on Fire-Tite® valves. Be very careful not to scratch any sealing surfaces in the valve body (surfaces on which seats and seal rest).

4.5 DISASSEMBLY – ACTUATED VALVES

1. Follow the steps in all the **WARNING** sections above before performing any work on the valve.
2. Open and close the valve and leave in the closed position.
3. Remove the locking nut (16) from stem (4).
4. Remove and discard the old disc spring washers (31), if present.
5. Remove compression ring (21).
6. Unfasten the four body bolts (52), remove the body bolts, the actuator bracket and separate the body (1) and body cap (2).

NOTE: Make note of the actuator bracket orientation and be sure to reorient the bracket to the same position when re-assembling the valve.

7. Remove the ball (3).
8. Remove and discard the body seal (6) and seats (5).
9. Press the stem (4) from the top into the valve body and remove it through the body cap end of the body.
10. Remove and discard the old stem seals (8) and (24) and the secondary stem seal (7) on Fire-Tite valves. Be very careful not to scratch any sealing surfaces in the valve body (surfaces on which seats and seal rest).

4.6 CHECKING PARTS

1. Clean all disassembled parts.
2. Check the stem (4) and ball (3) for damage. Pay particular attention to the sealing areas.
3. Check all sealing and gasket surfaces of the body (1) and body cap (2).
4. Replace any damaged parts.
5. Replace any fastener where the threads are damaged or have been heated, stretched or corroded.

6. Replace any parts that have cracks, gouges or pits that will affect sealing.

NOTE: When ordering spare parts, always include the following information:

- a. Valve catalog code (see **Section 1.2**),
- b. If the valve is serialized – the serial number (stamped on the valve body),
- c. From **Figure 6**, the ballooned part number, part name and quantity required.

4.7 ASSEMBLY – MANUAL VALVES

1. Secure the valve body (1) and drop in one seat (5) with the flat surface on the bottom.
2. a.) **STANDARD:** Insert from the inside the lower stem seal (24). Insert the upper stem seal (8) from the outside of the valve. **NOTE:** In standard valves these two seals are identical. b.) **Fire-Tite:** Insert from the inside the secondary stem seal (7) first and then the red-tinted lower stem seal (24). Insert the upper stem seal (8) from the outside of the valve.
3. Insert the stem (4) through the open end of the body (1), being careful not to scratch the stem seals and stem bearing surfaces. Press it gently up into the stem hole. **DO NOT** attempt to push the stem all the way up into place. Push it up only until you encounter resistance from the lower stem seal.
4. Holding the stem in place from inside the valve, install the compression ring (21), top ground spring (70) for brass Clincher valves and the two disc spring washers (31). Thread on one of the stem nuts (16) until the stem starts to turn.

NOTE: Disc spring washers have been eliminated on 1/4" – 3/4" (DN8-20) sizes and should only be used if present on the existing valve. For all sizes with Monel trim or for Chlorine Service, these washers are not used.

5. Place a wrench through the body on the bottom of the stem blade to hold the stem stationary. Tighten the lower stem nut (16) to the value shown in **Table 1**.

Table 1	
Stem Nut (16) Assembly Torque	
Valve Size - inches (mm)	Torque - lb-in (Nm)
1/4 - 3/4 (DN8-20)	30 (3.4)
1 - 1 1/4 (DN25-30)	70 (8)
1 1/2 - 2 (DN40-50)	160 (18)

6. Align the stem blade inside the valve body (1) with the ball (3). Insert the ball (3) and rotate the stem (4) to the ball fully closed position.
7. Insert the body seal (6) and gently press it into the groove in the body.

As shown in **Figure 7**, there is a substantial size difference between the brass "A" and steel Clincher "B" standard body seals. **They are not interchangeable.** The repair kit for standard valves contains both the "A" and the "B" body seal. Pay close attention when selecting the body seal for your valve.

NOTE: The spiral wound body seal in the Fire-Tite steel Clincher valves may be a loose fit.

8. Insert the second seat (5) in the body cap (2) so that the sealing surface of the seat is towards the ball (see detailed diagram in Figure 6).
9. Assemble the body cap (2) to the body (1). Insert the four body bolts (52). The bolt heads should be on the body cap.

NOTE: The handle stop is part of the body cap (2). When assembling the valve, be sure the handle stop that projects from the body cap is in the upper right corner as the body cap faces you (see Figure 6).

10. Place the four lock washers (55) over the body bolts (52). Thread on the four hex nuts (53) and tighten until snug.

NOTE: A449 carbon steel body bolts (bolting code "0") do not use lock washers (55).

11. Assure that the body and body cap are properly aligned. Tighten the body bolts alternately in a diagonal pattern in 2 lb.-ft. increments until achieving torque values in the Recommended Torques for Body Bolt Table in Figure 6.

WARNING:

DO NOT TIGHTEN ONE BOLT COMPLETELY, THEN PROCEED TO THE NEXT!

12. Place the handle (17), lockwasher (19) and stem nut (16) over the stem (4). Tighten the stem nut (16) until snug.
13. Cycle the valve slowly twice to ensure permanent position of the ball between the two seats.

4.8 ASSEMBLY – ACTUATED VALVES

1. Secure the valve body (1) and drop in one seat (5) with the flat surface on the bottom.
2. a.) STANDARD: Insert from the inside the lower stem seal (24). Insert the upper stem seal (8) from the outside of the valve. **NOTE:** In standard valves these two seals are identical. b.) *Fire-Tite*: Insert from the inside the secondary stem seal (7) first and then the red-tinted lower stem seal (24). Insert the upper stem seal (8) from the outside of the valve.
3. Insert the stem (4) through the open end of the body (1), being careful not to scratch the stem seals and stem bearing surfaces. Press it gently up into the stem hole. **DO NOT** attempt to push the stem all the way up into place. Push it up only until you encounter resistance from the lower stem seal.
4. Holding the stem in place from inside the valve, install the compression ring (21), top ground spring (70) for brass Clincher valves and the two disc spring washers (31). Thread the locking nut (16) on to the stem until the stem starts to turn.

NOTE: Disc spring washers have been eliminated on 1/4" – 3/4" (DN6-20) sizes and should only be used if present on the existing valve. For all sizes with Monel trim or for Chlorine Service, these washers are not used.

5. Place a wrench through the body on the bottom of the stem blade to hold the stem stationary. Tighten the lower stem nut (16) to the value shown in Table 1.
6. Align the stem blade inside the valve body (1) with the ball (3). Insert the ball (3) and rotate the stem (4) to the ball fully closed position.

7. Insert the body seal (6) and gently press it into the groove in the body.

As shown in Figure 8, there is a substantial size difference between the brass "A" and steel *Clincher* "B" standard body seals. **They are not interchangeable.** The repair kit for standard valves contains both the "A" and the "B" body seal. Pay close attention when selecting the body seal for your valve.

NOTE: The spiral wound body seal in the *Fire-Tite* steel *Clincher* valves may be a loose fit.

8. Insert the second seat (5) in the body cap (2) so that the sealing surface of the seat is towards the ball (see detailed diagram in Figure 6).

9. Assemble the body cap (2) to the body (1).

NOTE: The handle stop is part of the body cap (2). When assembling the valve for actuation, be sure the handle stop that projects from the body cap is in the bottom left corner as the body cap faces you (see Figure 9).

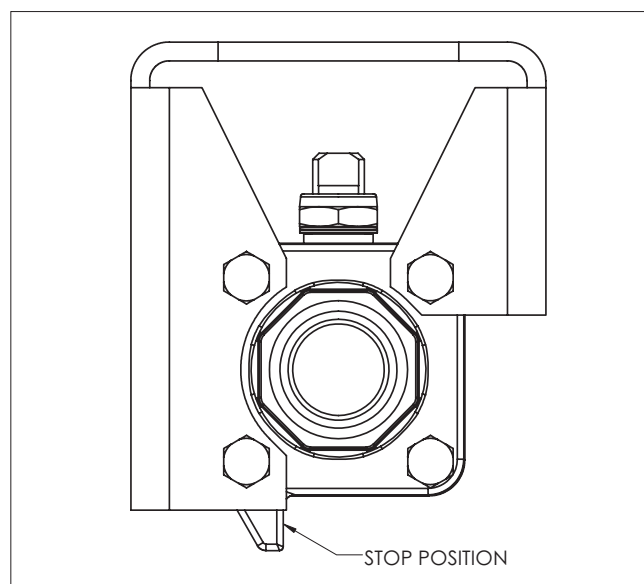


Figure 6. Stop Position for Actuated Valve

10. Place the actuator bracket on to the body cap in the orientation noted in the disassembly directions.
11. Insert the four body bolts (52). The bolt heads should be on the actuator bracket. Place the four lock washers (55) over the body bolts (52). Thread on the four hex nuts (53) and tighten until snug.
12. Assure that the body and body cap are properly aligned. Tighten the body bolts alternately in a diagonal pattern in 2 lb.-ft. increments until achieving torque values in the Recommended Torques for Body Bolt Table in Figure 6.

WARNING:

DO NOT TIGHTEN ONE BOLT COMPLETELY, THEN PROCEED TO THE NEXT!

13. Cycle the valve slowly twice to ensure permanent position of the ball between the two seats.

4.9 TESTING THE VALVE

WARNING:

WHEN PRESSURE TESTING, EXERCISE CAUTION AND MAKE SURE ALL EQUIPMENT USED IS IN GOOD WORKING CONDITION AND APPROPRIATE FOR THE INTENDED PRESSURE.

If the valve is to be tested prior to returning to service make sure the test pressures are in accordance with an applicable standard.

When testing the valve for external tightness, keep the ball in the half open position.

If testing the valve seat tightness, please contact Valmet for advice.

WARNING:

WHEN PERFORMING ANY TESTS, NEVER EXCEED THE MAXIMUM OPERATING PRESSURE OR MAXIMUM SHUT-OFF PRESSURE LISTED ON THE IDENTIFICATION PLATE!

5. ACTUATOR MOUNTING

When these valves are equipped with an actuator, and the actuator is removed to service the valve, proper alignment of the actuator driver and valve stem is essential when the actuator is remounted.

5.1 VALVE PREPARATION

Valve shall be equipped with bracket to mount actuator. If bracket is not yet attached reference section 4.8 ASSEMBLY – ACTUATED VALVES of this document to assemble bracket.

5.2 ACTUATOR VERSUS VALVE POSITION

When a spring return actuator is being mounted; the valve should be in the closed position for spring-to-close operation, or in the open position for the spring-to-open operation.

When an electric or double acting actuator is being mounted; the valve position should correspond to the actuator indicator callout. (Use the handle (15) to position the valve. Remove the handle (15) and discard after)

5.3 COUPLING ATTACHMENT

1. Place Coupling onto valve stem.
2. If reducer is present in linkage place on coupling.

5.4 ACTUATOR ATTACHMENT

1. Lower the actuator onto the bracket and valve assembly, carefully inserting the actuator driver into the Coupling or Reducer if present.
2. Secure actuator to bracket using Hex Head Cap Screws and Lockwashers, apply finger tightness to these fasteners.
3. Slightly loosen Body Bolts (52) securing bracket. This will allow the bracket to be manipulated for alignment purposes.

4. Ensure Body and Cap are still properly aligned. Visually straighten the actuator over the valve. Once straight, torque the Hex Head Cap Screws securing the bracket to the valve, using the values in the Recommended Torques for Body Bolt Table in **Figure 6**.

NOTE: When torquing fasteners, tighten alternately in a diagonal pattern, apply torque in 2 ft. lbs. increments until desired torque is reached. DO NOT tighten one bolt completely and move on to the next bolt.

5. Visually straighten the actuator over the valve. Once straight, torque the Hex Head Cap Screws securing the actuator, using the values in **Table 2**.

Table 2: Bracket Bolting Torque for Grade 5 Bolts*

Bolt Size	Max. Allowed Torque		
	FT-LBS	Nm	IN-LBS
#2	-	0.14	1.25
#3	-	0.23	2
#4	-	0.34	3
#5	-	0.45	4
#6	-	0.62	5.5
#8	-	1.02	9
#10	1.25	1.7	15
1/4	2.75	3.7	33
5/16	5.5	7.5	66
3/8	10	13.6	120
7/16	15	20.3	180
1/2	22	30	264
M2	-	0.11	1
M3	-	0.4	3.5
M4	-	0.9	8
M5	1.25	1.7	15
M6	1.5	2	18
M8	5.5	7.5	66
M10	11	15	132
M12	19	26	228

Do Not preload bracket bolts to aluminum or plastic body actuators.

* Does not apply to body bolts or stem nuts

NOTE:

The SL10 actuator will only mount with its cylinder parallel to the pipe over the body cap side.

To prevent interference between the diaphragm casting and the pipe, Series B *Quadra-Powr* actuators should always be mounted perpendicular to the pipe on ¼" (DN8) – 1 ¼" (DN30) valves. QP3 actuators should always be mounted perpendicular to the pipe.

All other actuator/valve combinations allow for the actuator to be mounted in any 90° position.

6. Refer to the appropriate actuator IMO for instructions on setting the actuator travel stops or limit switches for proper full-open and full-close positions. Actuator IMOs are listed in **Table 3**.

Table 3: Actuator IMO Reference	
Actuator Model	IMO#
SL10	21
ST20, ST50	22
ST13MS, ST20MS	25
Quadra-Powr II (1, 2, 3)	31
Series B & C Quadra-Powr	32
PMV	36
EJ20, EJX20	41
EL20	43
EL8	44
EJ50, EJX50, EJ90, EJX90	48
MA010	63
Torq-Handle	71
Quadra-Powr QPX	215
Vane, V Series	510
SP & SP-SR	512
VPVL	553
MGR	554
LCR	I1262
LCU	I1263
V	I2100 or I2700
ADC	I4900 or I7300

7. For proper ball position in the open and closed valve position use the following procedures.
- A. Valve open position: Allowable misalignment of the ball port in relation to the body port is 1/32" (0.79mm) misalignment and 1/16" (1.6mm) misalignment for bronze valves.

NOTE: The seat I.D. should not be used to measure misalignment since in many cases the I.D. is larger than the ball and body ports.

- B. Valve closed position: With the valve in the closed position against the stops, make a pencil mark on the ball as in Figure 7. Open the valve and measure *Dimension A*. The measurement should deviate no more than $\pm 1/32$ " (0.79mm) of Dimension A given in **Table 4**.

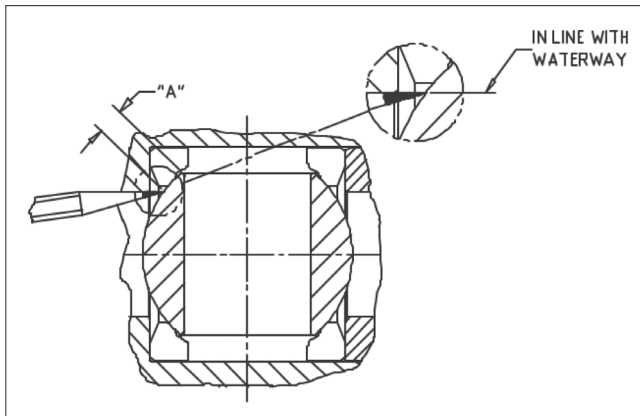


Figure 7. Correct Ball Position

Table 4: Dimension A for Series 2000	
Valve Size	Dimension A
1/4" – 1/2" (DN8-15)	3/32" (2.4mm)
3/4" (DN20)	1/8" (3.2mm)
1" (DN25)	3/16" (4.8mm)
1 1/4" (DN30)	1/4" (6.35mm)
1 1/2" (DN40)	1/4" (6.35mm)
2" (DN50)	9/32" (7.1mm)

6. REPAIR KITS

Repair kits include two seats (5), a body seal (6), two stem seals (8) & (24), and two disc spring washers (31). Kits for *Fire-Tite* valves also include a secondary stem seal (7).

Kits for Standard Valves include both "A" and "B" body seals (see **Figure 8**).

Kits for *Fire-Tite Valves* contain a body seal that is suitable for valves with carbon steel and stainless steel trim. Consult Valmet for replacement parts of valves with trim other than carbon steel or stainless steel, and for seat materials not listed or for special services.

When ordering repair kits for your valve refer to **Section 1.2, Valve Markings** and check area "4" to determine the correct seat material for your valve, then refer to **Table 2**.

7. SERVICE / SPARE PART

We recommend that valves be directed to our service centers for maintenance. The service centers are equipped to provide rapid turn-around at a reasonable cost and offer new valve warranty with all reconditioned valves.

NOTE: When sending goods to the service center for repair, do not disassemble them. Clean the valve carefully and flush the valve internals. Include the material safety datasheet(s) (MSDS) for all media flowing through the valve. Valves sent to the service center without MSDS datasheet(s) will not be accepted. Send the valves to the service center in the half open position.

For further information on spare parts and service or assistance visit our web-site at www.valmet.com/flowcontrol/valves.

NOTE: When ordering spare parts, always include the following information:

- Valve catalog code stamped on the valve,
- If the valve is serialized – the serial number (from identification plate)
- From **Figure 6**, the ballooned part number, part name and quantity required

Table 2		
Repair Kits - Standard Valves		
Valve Size	T SEATS	M Seats
1/4" (DN6)	RKC-21TT	RKC-21MT
3/8" (DN10)	RKC-21TT	RKC-21MT
1/2" (DN15)	RKC-21TT	RKC-21MT
3/4" (DN20)	RKC-22TT	RKC-22MT
1" (DN25)	RKC-23TT	RKC-23MT
1-1/4" (DN30)	RKC-24TT	RKC-24MT
1-1/2" (DN40)	RKC-25TT	RKC-25MT
2" (DN50)	RKC-26TT	RKC-26MT
Repair Kits - Fire-Tite Valves		
1/4" (DN6)	RKC-15TT	RKC-15MT
3/8" (DN10)	RKC-15TT	RKC-15MT
1/2" (DN15)	RKC-15TT	RKC-15MT
3/4" (DN20)	RKC-16TT	RKC-16MT
1" (DN25)	RKC-17TT	RKC-17MT
1-1/4" (DN30)	RK-C18TT	RKC-18MT
1-1/2" (DN40)	RKC-19TT	RKC-19MT
2" (DN50)	RKC-20TT	RKC-20MT

8. EXPLODED VIEW

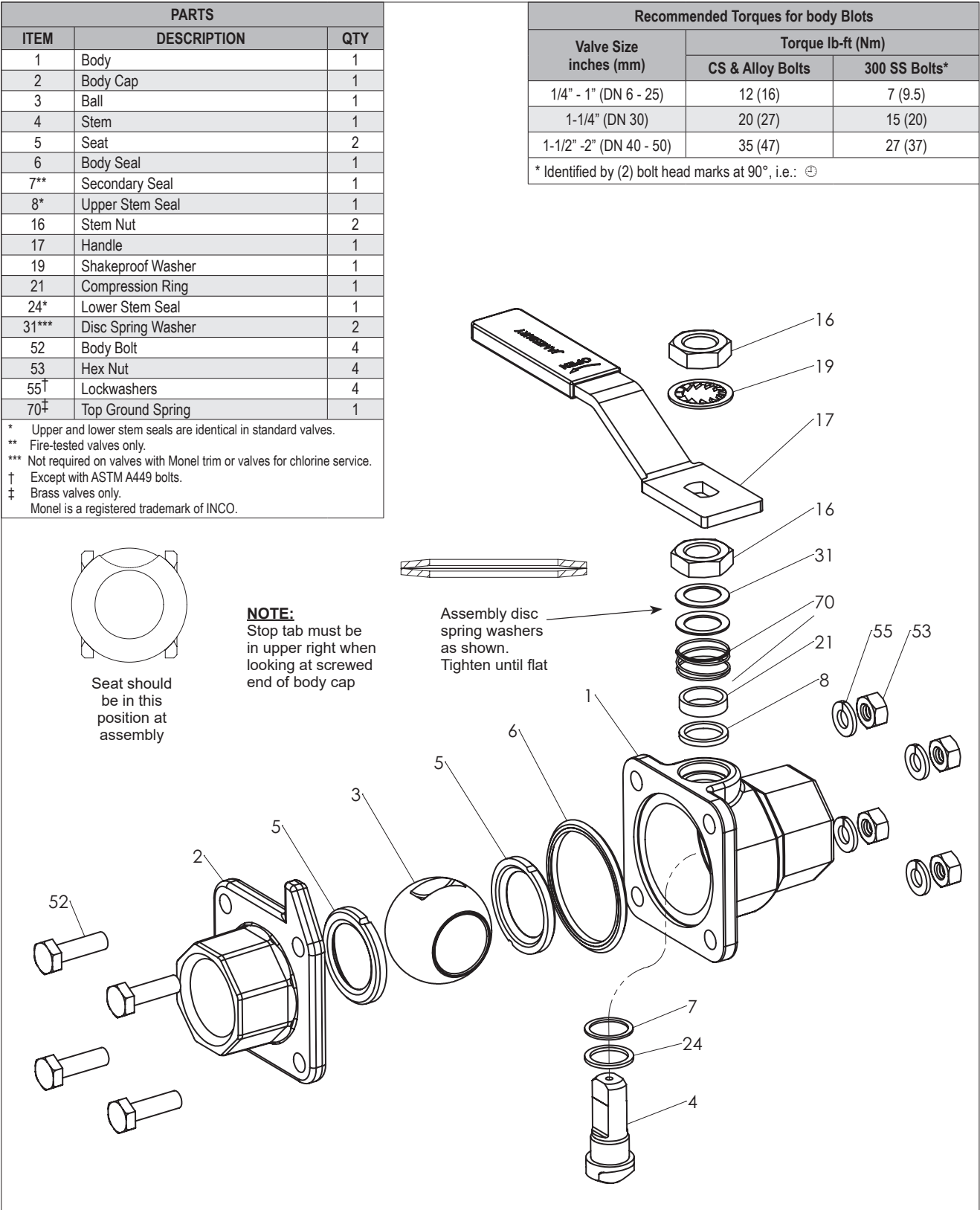


Figure 8.

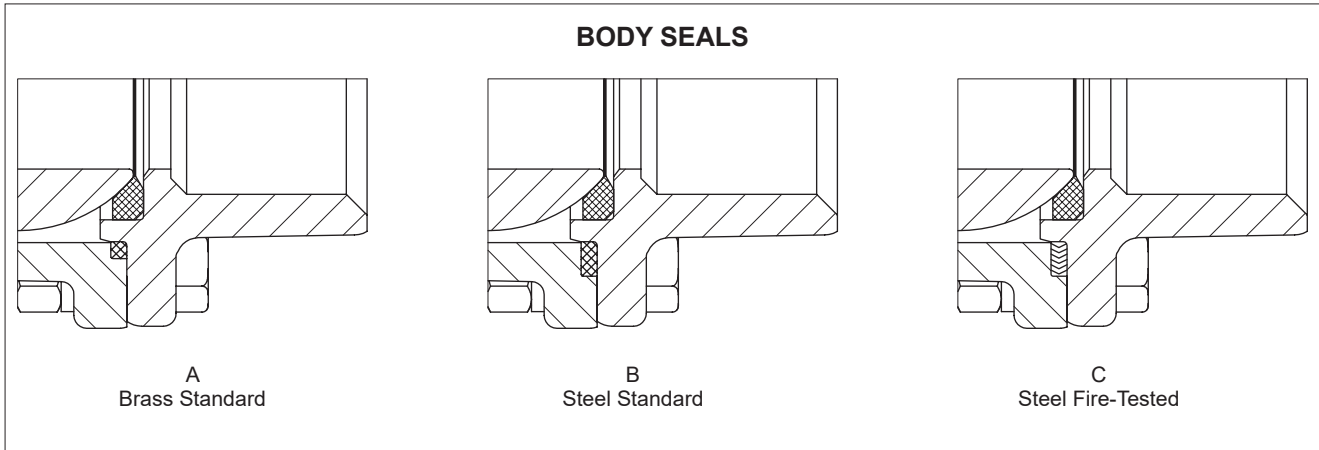


Figure 9.



EU DECLARATION OF CONFORMITY

for ATEX approved valves



Manufacturer:

Valmet Flow Control Inc.
Shrewsbury, MA 01545-8044
USA

*Valmet Flow Control (Jiaxing) Co., Ltd.

Jiaxing, China

*) Also manufactures certain series

EU Authorised Representative: Valmet Flow Control Oy, Vanha Porvoontie 229, 01380
Vantaa, Finland. Contact details: [+358 10 417 5000](tel:+358104175000)

This declaration of conformity is issued under the sole responsibility of the manufacturer.

Product:	Jamesbury Threaded/Welded End & Flanged Ball valves		
Type:	1/4" – 2" 4000 & Eliminator Series 1/2" – 24" 7000 & 9000 Series		
ATEX group and category:		II 2 GD, II 3 GD	
Ex GAS:		Ex h IIC 85°C...Tmax Gb/Gc	
Ex DUST:		Ex h IIIC T85°C...T(Tmax) Db/Dc	

Tmax= valve max. temperature in name plate

Manufacturer's certificates:

Standard / Directive	Notified Body and NoBo number	Certificate No.
ISO 9001:2015	LRQA (Certification body)	10531829
PED 2014/68/EU Module H	DNV Business Assurance Italy S.r.l. 0496	142306-2013-CE-FIN-ACCREDIA
ATEX 2014/34/EU Annex IV	DNV Product Assurance AS Norway 2460	Presafe 18 ATEX 91983Q Issue 6

ATEX 2014/34/EU Annex VIII technical files are archived by Notified Body number 0537

The object of the declaration described above is in conformity with the relevant Union harmonisation legislation:

PED 2014/68/EU	Valve
ATEX 2014/34/EU	Non-electrical equipment

Main components:

Valve:
The valve is suitable for service up to PED Cat III
Valve design standard: ASME B16.34

Installation, Maintenance and Operating instructions manual (IMO) must be followed before installation in order to ensure proper and safe mounting and usage of equipment.

The product above is manufactured in compliance with the applicable European directives and technical specifications/standards EN10204:3.1. The product is in conformity with the customer order.

Instrumentation and accessories having equal protection concept, level and performance specification with the original can be presumed to be in conformity with this Declaration of Conformity.

Protection from e.g. static electricity caused by the process or connected equipment must be considered by the user (EN 60079-14 § 6). EN 60079-19 applies for modifications.

Non-electrical equipment is according EN 80079-37:2016 and EN 80079-36:2016. The actual surface temperature of non-electrical equipment is depended on the process and ambient conditions (EN 80079-36:2016 § 6.2.5 and 6.2.7). The protection from high or low temperature must be considered by the end user before put into service.

The product does not possess any residual risk according to hazard analysis conducted under the applicable directives providing that the procedures stated by the IMO are followed and the product is used under conditions mentioned in the technical specifications.

Documents with digital and/or e-signature conveyed by Valmet Flow Control conform to the Regulation (EU) No 910/2014 as well as the national code on e-signatures. In order to secure the integrity of the document, the authenticity of the sender, and indisputableness of the dispatch the identification is covered by individual ID codes, passwords, and by regularly changing passwords. The authorization to sign documents is based on organizational position and/or is task related. The impartial third party in the company bestows the access right with predefined authorities to particular databases.

Shrewsbury

10.9.2024

Juha Virolainen, Global Quality Director

9. HOW TO ORDER

1	2	3	4	5	6	7
2	23	-	22	36	TT	1

EXAMPLE: 2" *Fire-Tite*, Standard Service, Carbon Steel Body, 316 SS TRIM, PTFE SEATS and SEALS, B7 bolts with 2H nuts.

JAMESBURY BRAND CLINCHER BALL VALVE

1. sign	VALVE SIZE (inch / mm)
INCHES	1/4, 3/8, 1/2, 3/4, 1, 1 1/4, 1 1/2, 2
DN	8, 10, 15, 20, 25, 30, 40, 50

2. sign	Body Style
21	Standard (brass only)
23	<i>Fire-Tite</i>

3. sign	SPECIAL SERVICE
blank	Standard service
C	Chlorine
O	Oxygen
V	High Vacuum (brass only)
VC	High Vacuum Certified (brass only)

4. sign	BODY MATERIAL
11	Brass
22	Carbon Steel (<i>Fire-Tite</i> only)
36	Stainless Steel (<i>Fire-Tite</i> only)

5. sign	TRIM MATERIAL
00	Same as body material (Carbon Steel not available)
36	316 Stainless Steel
71	Monel

6. sign	SEAT/SEAL MATERIAL
TT	PTFE Seats / PTFE Seals
MT	Filled PTFE Seats / PTFE

7. sign	BODY FASTENERS	
	Bolts	Nuts
0	ASTM A449	Carbon Steel
1	ASTM A193 Gr. B7	ASTM A193 Gr. 2H
3	300 series Stainless Steel	

Valmet Flow Control Oy

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www.valmet.com/flowcontrol

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