

Jamesbury™ flanged ball valves Series 5000 & 6000

Series 5000, Model A & B, Standard Bore:

Class 150, 6" & 8" (DN 150 & 200)

Class 300, 6" (DN 150);

Series 6000, Model A & B, Full Bore:

Class 150, 2" - 6" (DN 50 - 150)

Class 300, 2" - 4" (DN 50 - 100)

Installation, maintenance and
operating instructions

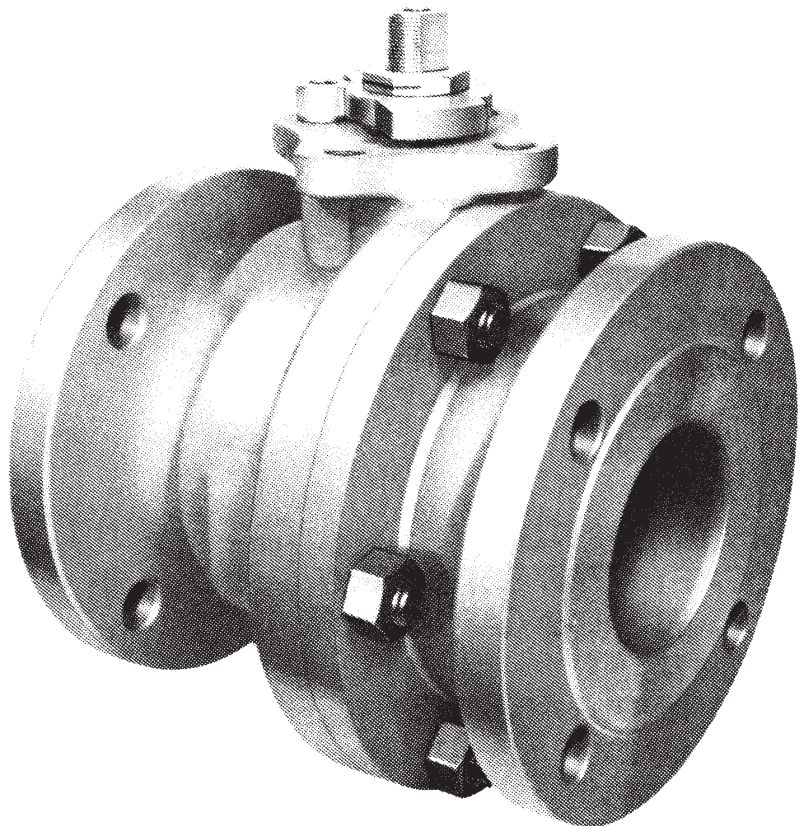


Table of contents

GENERAL	3
SAFETY PRECAUTIONS	3
INSTALLATION	3
MAINTENANCE	4
DISASSEMBLY	4
ASSEMBLY	5
TESTING THE VALVE	5
ACTUATOR MOUNTING	5
REPAIR KITS/ SPARE PARTS	7

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

This instruction manual contains important information regarding the installation, operation and trouble shooting of the Jamesbury™ Series 2"– 4" (DN 50 – 100) 6300, 2"– 6" (DN 50 – 150) 6150, 6" (DN 150) 5300 & 530S, 6" & 8" (DN 150 & 200) 5150 ball valves. Please read these instructions carefully and save them for further 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.

1.1 SAFETY PRECAUTIONS

WARNING:

DO NOT EXCEED THE VALVE PERFORMANCE LIMITATIONS!

EXCEEDING THE PRESSURE OR TEMPERATURE LIMITATIONS MARKED ON THE VALVE IDENTIFICATION PLATE MAY CAUSE DAMAGE AND LEAD TO UNCONTROLLED PRESSURE RELEASE, DAMAGE OR PERSONAL INJURY MAY RESULT.

WARNING:

SEAT AND BODY RATINGS!

THE PRACTICAL AND SAFE USE OF THIS PRODUCT IS DETERMINED BY BOTH THE SEAT AND BODY RATINGS. READ THE IDENTIFICATION PLATE AND CHECK BOTH RATINGS. THIS PRODUCT IS AVAILABLE WITH A VARIETY OF SEAT MATERIALS.

SOME OF THE SEAT MATERIALS HAVE PRESSURE RATINGS THAT ARE LESS THAN THE BODY RATINGS. ALL OF THE BODY AND SEAT RATINGS ARE DEPENDENT ON VALVE TYPE AND SIZE, SEAT MATERIAL, AND TEMPERATURE. DO NOT EXCEED THESE RATINGS!

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 PIPELINE. WHEN THE VALVE IS ACTUATED, THE BALL FUNCTIONS AS A CUTTING DEVICE. DISCONNECT ANY PNEUMATIC SUPPLY LINES, ANY ELECTRICAL POWER SOURCES AND MAKE SURE SPRINGS IN SPRINGRETURN ACTUATORS ARE IN THE FULL EXTENDED/ RELAXED STATE BEFORE PERFORMING ANY VALVE MAINTENANCE. FAILURE TO DO THIS MAY RESULT IN DAMAGE OR PERSONAL INJURY!

WARNING:

WHEN HANDLING THE VALVE OR VALVE/ACTUATOR ASSEMBLY, TAKE ITS WEIGHT INTO ACCOUNT! REFERENCE THE APPLICABLE TECHNICAL BULLETIN FOR VALVE WEIGHTS.

NEVER LIFT THE VALVE OR VALVE/ACTUATOR ASSEMBLY BY THE ACTUATOR, POSITIONER, LIMIT SWITCH OR THEIR PIPING. PLACE LIFTING DEVICES SECURELY AROUND THE VALVE BODY. FAILURE TO FOLLOW THESE INSTRUCTIONS MAY RESULT IN DAMAGE OR PERSONAL INJURY FROM FALLING PARTS (**SEE FIGURE 2**).

2 INSTALLATION

1. Place the valve in the open position.
2. Flow through a *Jamesbury* valve can be in either direction. However, it is recommended that the valve be installed with the insert facing upstream. For dead ended service 3" and 4" (DN 80 and 100) Series 5000 valves must be installed with the insert upstream.
3. Flow through this *Jamesbury* valve can be in either direction. It is recommended, however, that the valve be installed with the insert facing upstream.

WARNING:

THE VALVE SHOULD BE TIGHTENED BETWEEN FLANGES USING APPROPRIATE GASKETS AND FASTENERS COMPATIBLE WITH THE APPLICATION, AND IN COMPLIANCE WITH APPLICABLE PIPING CODES AND STANDARDS. CENTER THE FLANGE GASKETS CAREFULLY WHEN FITTING THE VALVE BETWEEN FLANGES. DO NOT ATTEMPT TO CORRECT PIPELINE MISALIGNMENT BY MEANS OF FLANGE BOLTING!

4. If there is seepage past the packing upon installation, the valve may have been subjected to wide temperature variations in shipment. "Leak-tight" performance will be restored by a packing adjustment described in the **MAINTENANCE** Section.

3 MAINTENANCE

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.

WARNING

FOR YOUR SAFETY AND PROTECTION, IT IS IMPORTANT THAT THE FOLLOWING PRECAUTIONS BE TAKEN PRIOR TO REMOVING THE VALVE FROM SERVICE OR BEFORE ANY DISASSEMBLY OF THE VALVE.

1. WEAR ANY PROTECTIVE CLOTHING OR EQUIPMENT NORMALLY REQUIRED WHEN WORKING WITH THE MEDIA INVOLVED.
2. DEPRESSURIZE THE LINE AND VALVE AS FOLLOWS:
 - A. OPEN THE VALVE AND DRAIN THE LINE.
 - B. CLOSE AND OPEN THE VALVE TO RELIEVE ANY RESIDUAL PRESSURE THAT MAY BE IN THE VALVE PRIOR TO REMOVING THE VALVE FROM SERVICE. LEAVE THE VALVE IN THE OPEN POSITION.
 - C. AFTER REMOVAL AND PRIOR TO ANY DISASSEMBLY, DRAIN ANY REMAINING MEDIA BY PLACING THE VALVE IN THE VERTICAL POSITION AND CAREFULLY OPEN AND CLOSE THE VALVE SEVERAL TIMES.
1. Routine maintenance consists of tightening the packing nut (15) periodically to compensate for stem seal wear. This may be done as follows:
 - A. Manual Valves - Loosen the handle screw (18) and tighten the packing nut (15) until snug, then tighten an additional 1/4 turn. Retighten the handle screw.
 - B. Actuated Valves - When the valve is connected to an actuator by a no-play (clamped) type coupling, loosen the coupling before tightening the packing nut.
2. Overhaul Maintenance consists of replacing seats and seals. A standard repair kit consisting of these parts may be obtained through your Valmet distributor (**See Table 1**). Refer to the DISASSEMBLY AND ASSEMBLY Sections below for details on installing the repair kits.

TABLE 1

Repair Kits						
VALVE SIZE	2" (DN 50) 6150 2" (DN 50) 6300	3" (DN 80) 6150	4" (DN 100) 6150 6" (DN 150) 5150	6" (DN 150) 6150 8" (DN 200) 5150	3" (DN 80) 6300	4" (DN 100) 6300 6" (DN 150) 530S & 6" (DN 150) 5300
PTFE SEATS	RKN79TT	RKN80TT	RKN81TT	RKN10TT	RKN82TT	RKN12TT
FILLED PTFE SEATS	RKN79MT	RKN80MT	RKN81MT	RKN10MT	RKN82MT	RKN12MT
PFA SEATS	RKN79BT	RKN80BT	RKN81BT	RKN10BT	RKN82BT	RKN12BT
UHMW SEATS	RKN79UU	RKN80UU	RKN81UU	RKN10UU	RKN82UU	RKN12UU
PFA SEATS SEALS	RKN79BP	RKN80BP	RKN81BP	RKN10BP	RKN82BP	RKN12BP

Standard repair kits include seats, stem seals and a 316 stainless steel/PTFE spiral wound body seal. The body seal is suitable for valves with carbon or 316SS trim.

3.1 DISASSEMBLY

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

1. Read the **WARNING** Sections before performing any work on the valve.
2. Open and close the valve and leave in the closed position.
3. 4" (DN 100) 6300, 6" (DN 150) 6150, 6" (DN 150) 530S, 6" (DN 150) 5300 and 8" (DN 200) 5150 when equipped with a manual tee handle, remove the cap screw (18) and washer (19) holding the pipe handle to the stem. Then remove the pipe handle (17) and the tee handle adapter (16).

TABLE 2

Recommended Torques Fastener Torques in FT•LBS (N•m)				
Fastener Size	Last Digit in Figure Number	1	2	5
	Fastener Material	A193 GR. B7	A193 GR. B8	A193 GR. B7M
	Fastener Ident. Mark	B7	B8	B7M
1/2" - 13		75 – 85 (102 – 115)	75 – 85 (102 – 115)	55 – 65 (75 – 88)
5/8" - 11		160 – 190 (217 – 258)	155 – 180 (210 – 244)"	125 – 145 (170 – 197)
3/4" - 10		250 – 290 (339 – 393)	235 – 275 (319 – 373)	190 – 220 (258 – 278)"

4. For 2"(DN 50) 6300, 2"(DN 50) 6153, 3"(DN 80) 6300, 4" (DN 100) 6150 and 6" (DN 150) 5150 valves when equipped with handle remove the cap screw (18) and handle (17).
5. Remove the stem nut (15), lockwasher (33), indicator stop (12) and retain. Discard the spring washers if the valve is so equipped.
6. Remove the compression ring (21).
7. Remove the body stud nuts (11) and remove the body cap (2).

8. Remove the body seal (6) and seat (5) being careful not to scratch the ball.
9. If the ball (3) does not fall from the body, with the ball in the fully closed position, use a piece of wood or some other soft material to gently tap the ball (from the end opposite the body cap). This should loosen the ball so that it can be pivoted free of the stem.
10. Remove the second seat (5).
11. Push the stem (4) from the top into the valve body and remove it through the end of the body.
12. Pry out from the inside and discard the old bottom seal (8) and the secondary stem seal (7), **BEING CAREFUL NOT TO SCRATCH ANY SEALING SURFACES IN THE BODY.**
13. Remove the top stem seal (8 or 24).

3.2 ASSEMBLY

1. Standing the body (1) carefully on end, drop in one seat (5) with the flat surface on the bottom. See exploded view (**Figure 1**).
2. Insert the secondary stem seal (7) and the bottom stem seal (8) into the body from the inside (**See Figure 1**). Insert the stem (4) from inside the valve body through the seals and bonnet of the valve. Next, insert the top stem seal (8 or 24), the compression ring (21), and the indicator stop (12), making sure that the side marked "**BOTTOM**" is down. Add lockwasher (33) and screw on the stem nut (15) with the side marked "**TOP**" being up.
3. Tighten down the nut until the top stem seal is fully seated, then tighten the nut an additional 1/8 to 1/4 turn.
4. Insert the ball (3) rotating it onto the stem (4) in the closed position. Gently rock the ball to make sure the stem is centered in the ball slot (**See Figure 1, stem- to-ball location**).
5. Gently press the body seal (6) into the machined recess of the body (1).
6. Insert the second seat (5) into the body cap (2) so that the sealing surface of the seat is toward the ball. (**See Figure 1**).
7. Insert the body cap (2) with the section marked "**TOP**" in line with the stem. Lubricate the nuts and studs with Never-Seez® or equivalent. Install nuts (11) on the body studs (10) and tighten sequentially as shown in the sequential diagram and torque chart (**Table 2**).
8. Cycle the valve slowly twice to insure permanent position of the ball between the two seats.

3.3 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!

4 ACTUATOR MOUNTING

IMPORTANT: 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.** In the case of valves and actuators connected with a split no-play (clamped) coupling, tighten the coupling bracketry bolts. In the case of valves and actuators with solid, loose fit couplings, the actuator should be positioned on the valve without any side loading of the coupling before final tightening of the valve bracketry bolts.

PARTS LIST		
ITEM	PART NAME	QTY
1	Body	1
2	Body Cap	1
3	Ball	1
4	Stem	1
5	Seat	2
6	Body Seal	1
7	Secondary Graphite Stem Seal	1
8	Stem Seal	1*
10	Body Stud	See Note 1
11	Nut	See Note 1
12	Indicator Stop	1
13+	Socket Head Set Screw	2
14	Socket Head Cap Screw	1
15	Stem Nut	1
16+	Tee Handle Adapter	1
17+	Pipe Handle (Handle)	1
18	Cap Screw	1
19+	Washer	1
21	Compression Ring	1
22	Identification Tag	1
23	Drive Screw	3
24	Upper Stem Seal	Set*
33++	Lockwasher	1

* 2" (DN 50) 6300, 2"-4" (DN 50-100) 6150, and 6" (DN 150) 6150 with the designation **MODEL B** on the identification tag, and all 4"-6" (DN 100-150) 6300, 6" (DN 150) 6150, 6" (DN 150) 5300 and 530S, and 8" (DN 200) 5150 use one #8 and one set of #24 for stem sealing. Model A versions of the first group of valves use two of #8 for stem sealing. Repair kits include sufficient seals for both configurations; therefore a leftover #8 or #24 is expected.

NOTE 1: 2" (DN 50) valves - 4 each; 3" (DN 80) valves - 6 each; 4" (DN 100), 6" and 8" (DN 150 and 200) valves - 8 each.

+ Used only on 4" (DN 100) 6300, 6" (DN 150) 5300, 6" (DN 150) 630S, 6" (DN 150) 6150 and 8" (DN 200) 5150.

++ Used only on 2"-4" (DN 50-100) 6150, 2"-3" (DN 50-80) 6300 and 6" (DN 150) 5150, used when stem nut (15) is stainless or monel.

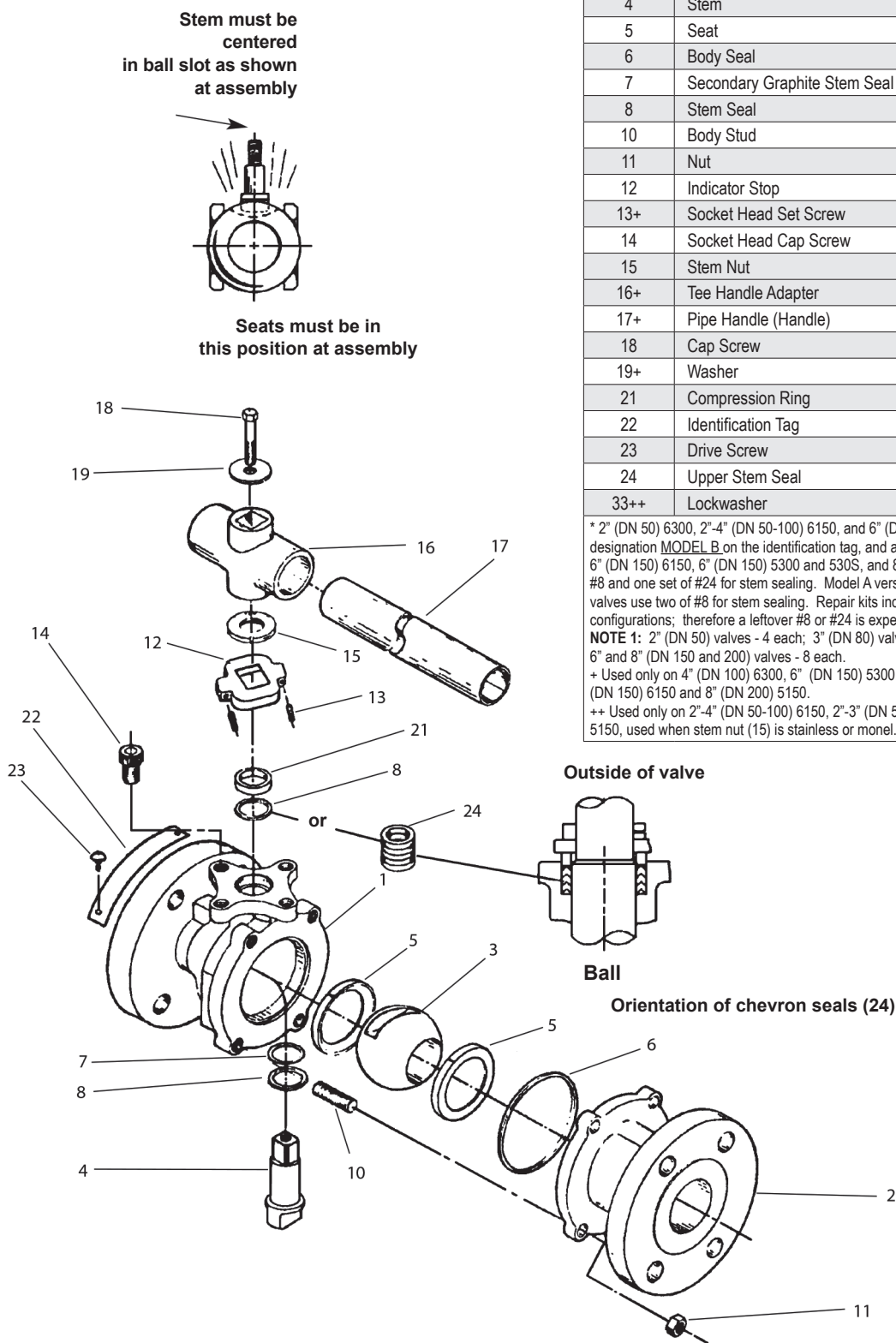


Figure 1.

5 REPAIR KITS/SPARE PARTS

We recommend that valves be directed to our service centers for maintenance. The service centers are equipped to provide rapid turnaround 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 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 from identification plate,
- If the valve is serialized – the serial number (from identification 8 plate).
- From **Figure 1**, the ballooned part number, part name and quantity required.

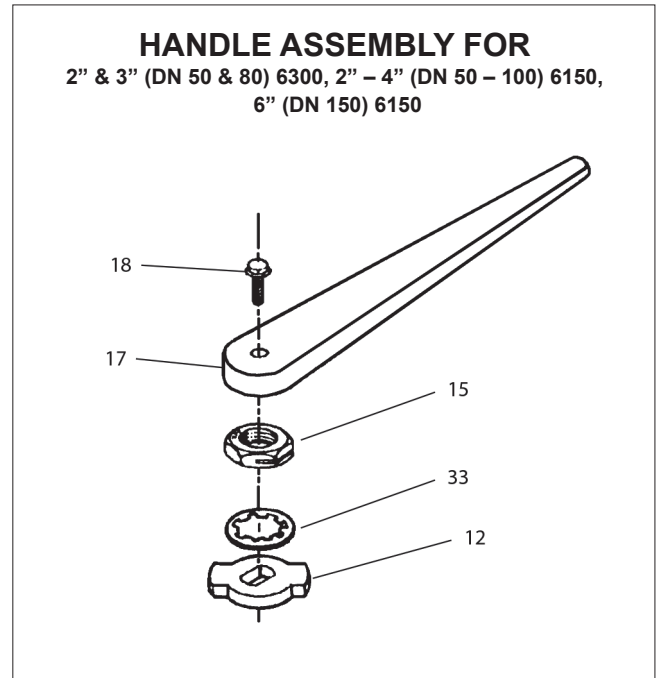


Figure 2.

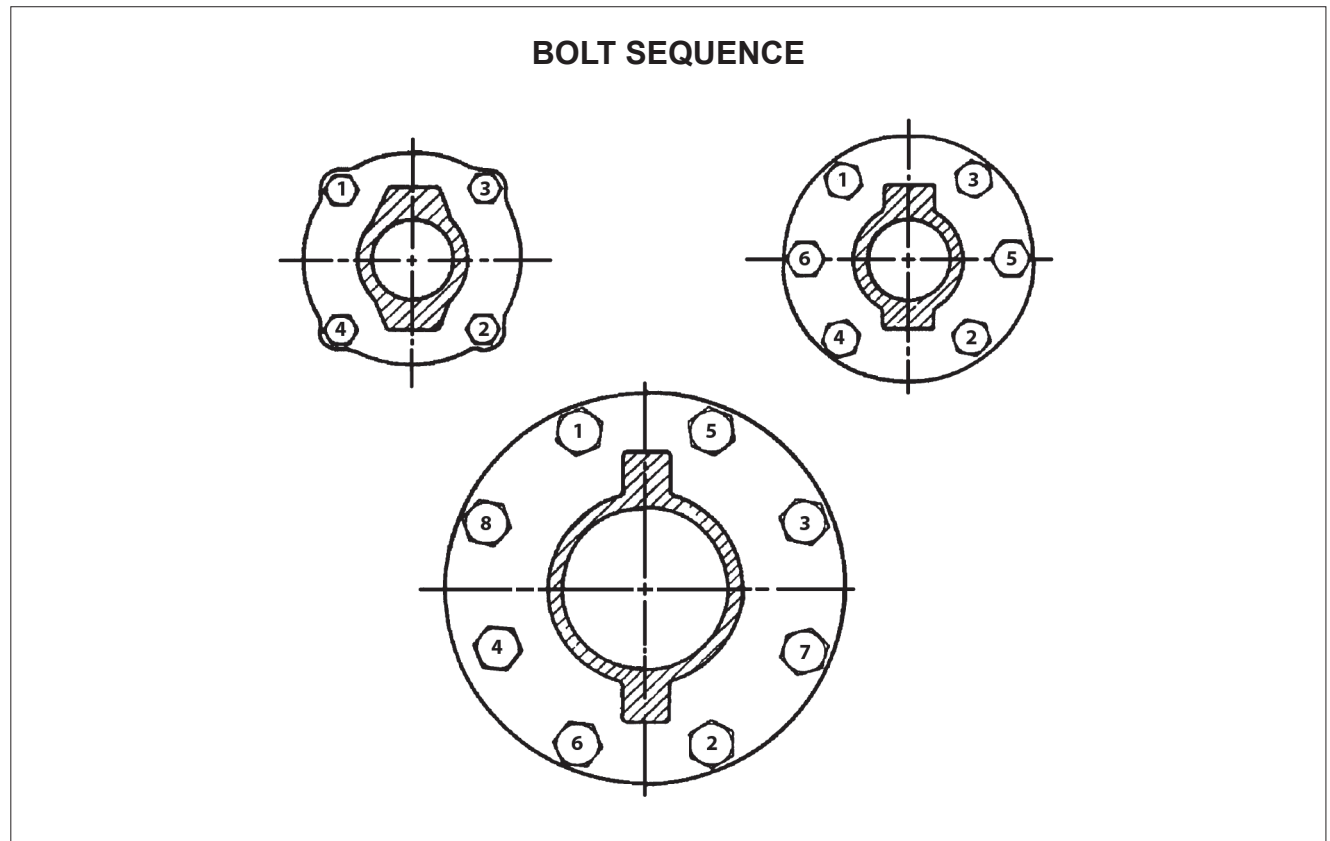


Figure 3.

Valmet Flow Control Oy

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