

RVTX 300 SEAL KIT REPLACEMENT INSTRUCTIONS

- Before disassembly, relieve pressure and drain fluid from the valve and piping to be opened. Take proper precautions to protect people and equipment from any residual liquid.
- Disassemble the valve in a clean environment. Prevent any dirt, grit, or fiber from getting onto the sealing surfaces or into the moving parts. Do not scratch or damage plastic parts.
- A non-scratching probe such as an orangewood stick or ball end dental pick (burnisher) should be used to remove and install O-rings, U-cups and seat gaskets.
- Pipe wrenches and vises are not recommended for plastic valves. Strap wrenches can be used in most cases.
- Refer to the valve instruction sheet for installation to piping.

TOOLS & EQUIPMENT:

Appropriate RVTX 300 Seal Kit
Silicone lubrication

Spanner wrench
Loctite #243 (Blue)

Torque wrench Socket wrenches
Pick (not sharp) for O-Ring installation

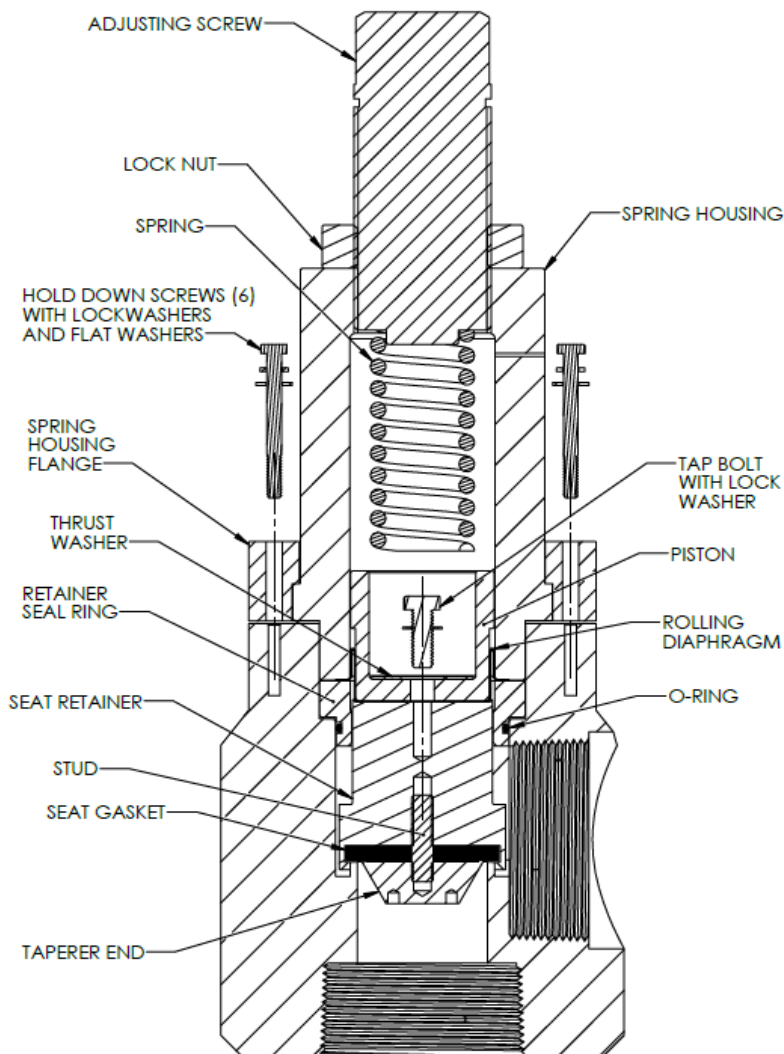
PROCEDURE

1. Remove the adjusting screw and lock nut, then remove the six hold down screws on the spring housing flange. Lift off the spring housing and flange. Remove the spring and set all aside.
2. Remove the inner assembly and wipe the lubrication off the parts.
3. Using the spanner wrench, remove the tapered end from the inner assembly. Clean the stud and the seat retainer and install the new valve seat gasket. Use a few drops of the Loctite on the screw threads before screwing them back together with the new seat gasket on. Tighten firmly until the tapered end starts to sink into the seat gasket.
4. Using a socket wrench, remove the tap bolt from inside the piston. Slide the retainer seal ring off the seat retainer and using the o-ring installation tool, remove the o-ring from the retainer seal ring. Clean all parts well.
5. Lubricate the o-ring with the silicone and using the o-ring installation tool, put the new o-ring on the retainer seal ring. Slide the retainer seal ring back onto the seat retainer.
6. Install the rolling diaphragm between the piston and the seat retainer. It may help to turn the diaphragm inside out for easier assembly. The dull side of the diaphragm is the wetted side. The coarse, shiny side of the rolling diaphragm is the non-wetted side. You can see the mesh backing on the non-wetted side. The wetted side of the rolling diaphragm goes against the seat retainer.
7. With the new seat gasket installed between the piston and the tapered end and the new rolling diaphragm on the piston, screw the piston to the seat retainer. The retainer seal ring (with the new o-ring on) should slide up and down the seat retainer. The large diameter shoulder of the retainer seal ring must be on the side facing the diaphragm. Put a few drops of the Loctite on the connecting screw and tighten to 50 inch pounds.

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8. Convolute the rolling diaphragm so the bottom flange can rest on the top of the retainer seal ring and the area around the piston can slide into the spring housing.
9. Use the silicone to lubricate the inside of the spring housing where the rolling diaphragm will go and the inside of the valve body where the o-ring will seal.
10. Put the spring into the piston and slide the assembly into the spring housing. Make sure the rolling diaphragm goes in-between the spring housing and the piston without any wrinkles.
11. Slide the body onto the assembly. Put the spring housing flange over the spring housing. Line up the screw holes on the spring housing flange and the body. Put back the six hold down screws (with their washers) and tighten to 40 inch pounds with the torque wrench. Tighten in a star pattern, snug each screw first before going fully tight.
12. The adjusting screw and lock nut can be put back and the valve can go back into service. Check for leaks.



SEAL KIT INCLUDES:

- O-RING
- SEAT GASKET
- ROLLING DIAPHRAGM

NEED HELP? Call 1-973-256-3000, fax to 1-973-256-4745, or e-mail to info@plastomatic.com, for Tech Support. (Have valve model number ready)

