
CLA-VAL

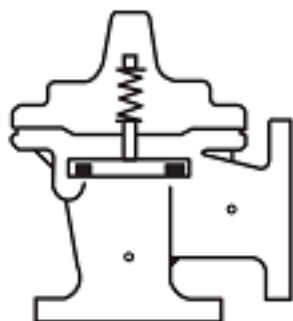
AUTOMATIC CONTROL VALVES

210-02/610-02

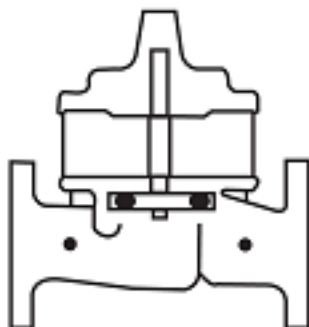
Place this manual with personnel responsible
for maintenance of this valve



Installation



Operation



Maintenance





CLA-VAL CO.

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

210-02/610-02

DRAWING NO.

79716

REV

H

TYPE OF VALVE AND MAIN FEATURES

ALTITUDE VALVE – TWO WAY FLOW TYPE (EQUIPPED FOR
DELAY OPENING OF RETURN FLOW LOWERING INLET PRESSURE

DESIGN

DRAWN

CHK'D	
-------	--

APV'D

DP

MF

JM

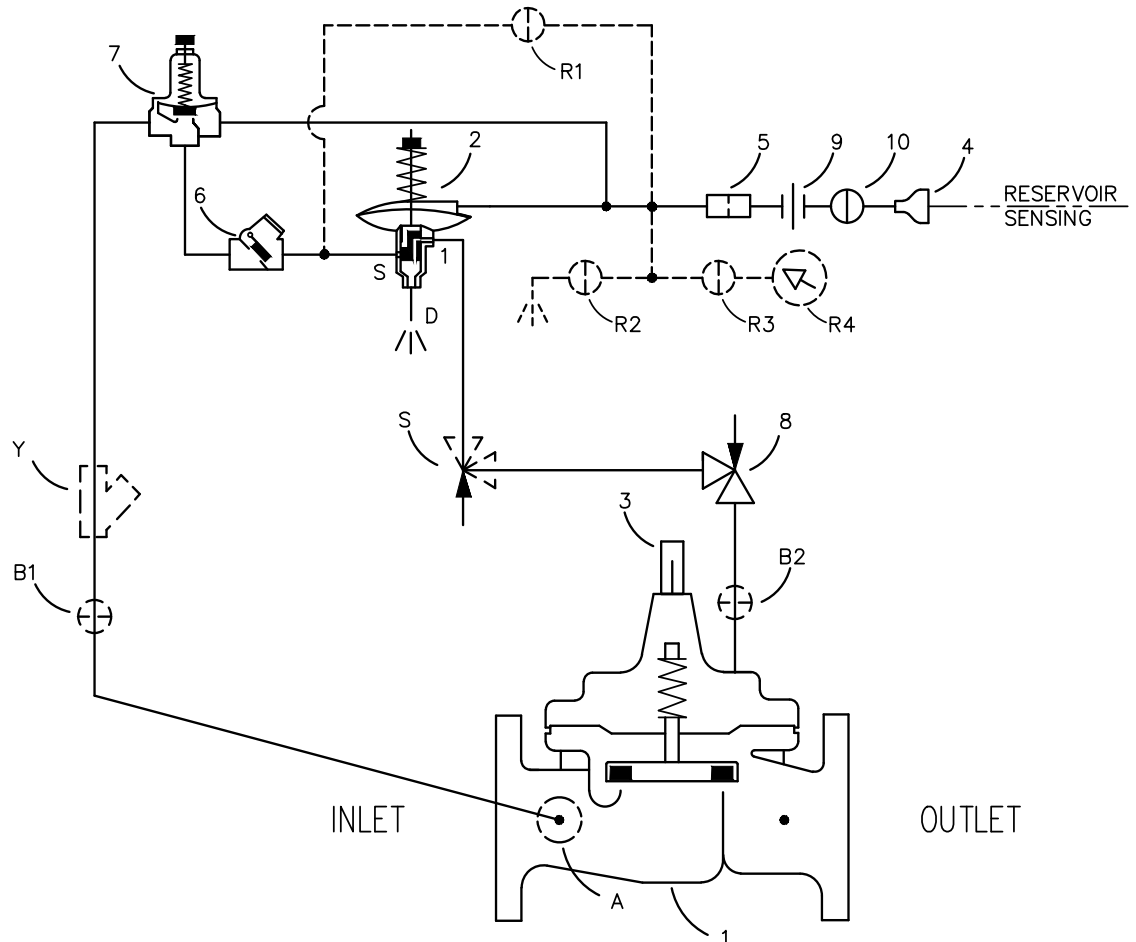
8-6-70

8-11-70

8-12-70

NOT FURNISHED BY CLA-VAL CO.

OPTIONAL FEATURES



ITEM NO.	BASIC COMPONENTS	QTY			
1	100-01 HYTROL (210-02) MAIN VALVE	1	8	CV FLOW CONTROL (CLOSING)	1
	100-20 HYTROL (610-02) MAIN VALVE		9	UNION	1
2	CDS6A ALTITUDE CONTROL	1	10	CK2 COCK (ISOLATION)	1
3	X101 VALVE POSITION INDICATOR	1			
4	BELL REDUCER	1			
5	X58A RESTRICTION TUBE FITTING	1			
6	CSC SWING CHECK	1			
7	CVC FLOW CHECK CONTROL	1			
OPTIONAL FEATURE SUFFIX ADDED TO CATALOG NUMBER					
A	X46A FLOW CLEAN STRAINER	1			
B	CK2 COCK (ISOLATION VALVE)	2			
R	RESERVOIR GAUGE WITH TESTER	1			
S	CV FLOW CONTROL (OPENING)	1			
Y	X43 "Y" STRAINER	1			

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OPERATING DATAI. ALTITUDE VALVE FEATURE:

ALTITUDE CONTROL (2) IS A SPRING LOADED, 3-WAY DIAPHRAGM ACTUATED CONTROL THAT SENSES PRESSURE IN THE RESERVOIR. WHEN RESERVOIR PRESSURE (LIQUID LEVEL) IS LOWER THAN THE SET POINT OF CONTROL (2), PORTS "1" AND "D" ARE INTERCONNECTED. THIS RELIEVES MAIN VALVE COVER PRESSURE TO ATMOSPHERE AND THE MAIN VALVE OPENS TO FILL THE RESERVOIR. RESERVOIR SENSING PRESSURE INCREASES AS THE LIQUID LEVEL RISES IN THE RESERVOIR. WHEN RESERVOIR PRESSURE INCREASES TO THE SET POINT OF CONTROL (2), CONTROL (2) SHIFTS, INTERCONNECTING PORTS "S" AND "1". THIS PRESSURIZES THE MAIN VALVE COVER AND THE MAIN VALVE CLOSES. ALTITUDE CONTROL (2) ADJUSTMENT: TURN THE SPRING ADJUSTING NUT CLOCKWISE TO INCREASE THE LIQUID LEVEL SHUTOFF POINT; COUNTERCLOCKWISE TO DECREASE THE LIQUID LEVEL SHUTOFF POINT.

II. DELAYED OPENING OF RETURN FLOW FEATURE:

FLOW CHECK CONTROL (7) IS CLOSED DURING THE RESERVOIR FILLING CYCLE AND REMAINS CLOSED AFTER THE RESERVOIR FILLS AND THE MAIN VALVE CLOSES. [PORTS "S" & "1" OF ALTITUDE CONTROL (2) ARE INTERCONNECTED WHEN RESERVOIR IS FULL]. WHEN MAIN VALVE INLET PRESSURE LOWERS BELOW RESERVOIR PRESSURE, CHECK VALVE (6) CLOSES, BLOCKING FLOW OUT OF THE MAIN VALVE COVER. FLOW CHECK CONTROL (7) REMAINS CLOSED BLOCKING FLOW OUT OF ALTITUDE CONTROL (2). THIS CAUSES THE MAIN VALVE TO REMAIN CLOSED. WHEN INLET PRESSURE LOWERS TO THE SET POINT OF FLOW CHECK CONTROL (7), CONTROL (7) OPENS. THIS REDUCES PRESSURE IN ALTITUDE CONTROL (2) WHICH SHIFTS INTERCONNECTING PORTS "1" AND "D", RELIEVING MAIN VALVE COVER PRESSURE TO ATMOSPHERE AND THE MAIN VALVE OPENS FOR RETURN FLOW. FLOW CHECK CONTROL (7) ADJUSTMENT: TURN THE ADJUSTING STEM CLOCKWISE TO INCREASE THE DELAY OF OPENING FOR RETURN FLOW.

III. CLOSING SPEED CONTROL:

FLOW CONTROL (8) CONTROLS THE CLOSING SPEED OF THE MAIN VALVE. TURN THE ADJUSTING STEM CLOCKWISE TO MAKE THE MAIN VALVE CLOSE SLOWER.

IV. OPTIONAL FEATURE OPERATING DATA:SUFFIX A (FLOW CLEAN STRAINER):

A SELF-CLEANING STRAINER IS INSTALLED IN THE MAIN VALVE INLET BODY BOSS WHICH PROTECTS THE PILOT SYSTEM FROM FOREIGN PARTICLES

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DESCRIPTION

DATE

BY

LTR

SEE SHEET 1

**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

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OPERATING DATA-CONTINUED

SUFFIX B (ISOLATION VALVES):

CK2 COCKS (B1) AND (B2) ARE USED TO ISOLATE THE PILOT SYSTEM FROM MAIN LINE PRESSURE. THESE VALVES MUST BE OPEN DURING NORMAL OPERATION.

SUFFIX R (RESERVOIR GAUGE WITH TESTER):

TO SET THE RESERVOIR PRESSURE FOR ALTITUDE CONTROL (2), ISOLATE RESERVOIR SENSING LINE. CLOSE CK2 COCK (R2) AND OPEN CK2 COCKS (R1) AND (R3). THIS APPLIES PRESSURE TO ALTITUDE CONTROL (2) SENSING CHAMBER. WHEN THE DESIRED PRESSURE HAS BEEN REACHED BY READING PRESSURE GAUGE (R4), ADJUST ALTITUDE CONTROL (2). CLOSE CK2 COCK (R1) AND OPEN CK2 COCK (R2). THIS RELIEVES EXCESS PRESSURE TO ATMOSPHERE, SETTING THE DESIRED RESERVOIR PRESSURE FOR ALTITUDE CONTROL (2). DURING NORMAL OPERATIONS, CK2 COCKS (R1) AND (R2) MUST BE CLOSED.

SUFFIX S (OPENING SPEED CONTROL):

FLOW CONTROL (S) CONTROLS THE OPENING SPEED OF THE MAIN VALVE. TURN THE ADJUSTING STEM CLOCKWISE TO MAKE THE MAIN VALVE OPEN SLOWER.

SUFFIX Y (Y-STRAINER):

A Y-PATTERN STRAINER IS INSTALLED IN THE PILOT SUPPLY LINE TO PROTECT THE PILOT SYSTEM FROM FOREIGN PARTICLES. THE STRAINER SCREEN MUST BE CLEANED PERIODICALLY.

V. CHECK LIST FOR PROPER OPERATION:

- () SYSTEM VALVES OPEN UPSTREAM AND DOWNSTREAM.
- () AIR REMOVED FROM THE MAIN VALVE COVER AND PILOT SYSTEM AT ALL HIGH POINTS.
- () CK2 COCKS (B1) AND (B2) OPEN (OPTIONAL FEATURE).
- () CK2 COCKS (R1) AND (R2) CLOSED (OPTIONAL FEATURE).
- () PERIODIC CLEANING OF STRAINER (Y) IS RECOMMENDED (OPTIONAL FEATURE).
- () CV FLOW CONTROL (8) OPEN AT LEAST 4 TURNS.
- () CV FLOW CONTROL (S) OPEN AT LEAST 4 TURNS (OPTIONAL FEATURE).
- () RESERVOIR SENSING LINE PROPERLY CONNECTED.

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DESCRIPTION

DATE

BY

LTR

SEE SHEET 1



Recommended Inspections

Cla-Val recommends that an inspection be performed on our products annually. The inspection should include both a visual and functional test of the main valve/component and the pilot system. The inspection ensures that no damage or premature wear occurred due to velocity, pressure, or foreign matter within the fluid that may have exceeded the valve's design. Please consult the maintenance manual for specific information on the model. Manuals are available for download at Cla-Val.com, as well as contact information for a company representative.

Accurate record-keeping is a best practice for any preventative maintenance program, and Cla-Val strongly recommends this action through an asset management program. Cla-Val provides a free asset management tool, Link2Valves [Link2Valves - Cla-Val \(cla-val.com\)](http://Link2Valves - Cla-Val (cla-val.com)), to assist in preventative maintenance record-keeping and scheduling.

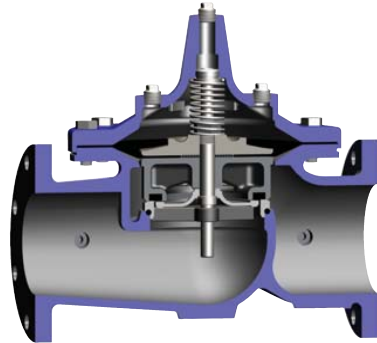


—MODEL— 100-01 Hytrol Valve

Description

The Cla-Val Model 100-01 Hytrol Valve is a main valve for Cla-Val Automatic Control Valves. It is a hydraulically operated, diaphragm-actuated, globe or angle pattern valve.

This valve consists of three major components; body, diaphragm assembly, and cover. The diaphragm assembly is the only moving part. The diaphragm assembly uses a diaphragm of nylon fabric bonded with synthetic rubber. A synthetic rubber disc, contained on three and one half sides by a disc retainer and disc guide, forms a seal with the valve seat when pressure is applied above the diaphragm. The diaphragm assembly forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure.

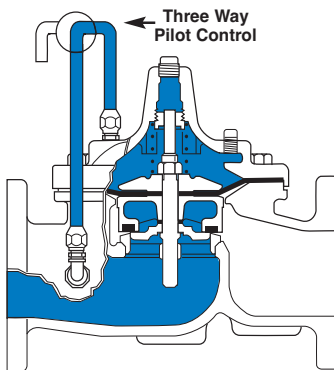


Installation

1. Before valve is installed, pipe lines should be flushed of all chips, scale and foreign matter.
 2. It is recommended that either gate or block valves be installed on both ends of the 100-01 Hytrol Valve to facilitate isolating the valve for preventive maintenance and repairs.
 3. Place the valve in the line with flow through the valve in the direction indicated on the inlet nameplate. (See "Flow Direction" Section)
- Note: Valve can be installed in the vertical or horizontal position.**
4. Allow sufficient room around valve to make adjustments and for disassembly.
 5. Cla-Val 100-01 Hytrol Valves operate with maximum efficiency when mounted in horizontal piping with the cover UP, however, other positions are acceptable. Due to size and weight of the cover and internal components of 8 inch and larger valves, installation with the cover UP is advisable. This makes internal parts readily accessible for periodic inspection.

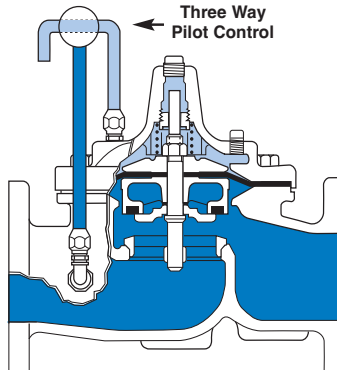
6. Caution must be taken in the installation of this valve to insure that galvanic and/or electrolytic action does not take place. The proper use of dielectric fittings and gaskets are required in all systems using dissimilar metals.
7. If a pilot control system is installed on the 100-01 Hytrol Valve, use care to prevent damage. If it is necessary to remove fittings or components, be sure they are kept clean and replaced exactly as they were.
8. After the valve is installed and the system is first pressurized, vent air from the cover chamber and pilot system tubing by loosening fittings at all high points.

Principles of Operation



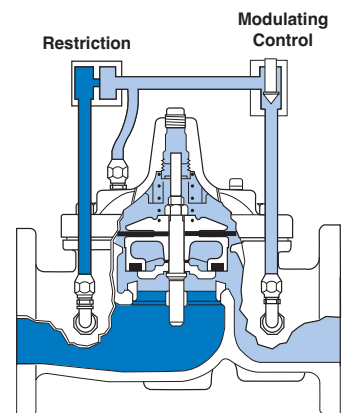
Tight Closing Operation

When pressure from the valve inlet (or an equivalent independent operating pressure) is applied to the diaphragm chamber the valve closes drip-tight.



Full Open Operation

When pressure in diaphragm chamber is relieved to a zone of lower pressure (usually atmosphere) the line pressure (5 psi Min.) at the valve inlet opens the valve.



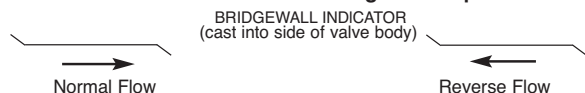
Modulating Action

Valve modulates when diaphragm pressure is held at an intermediate point between inlet and discharge pressure. With the use of a Cla-Val. "modulating control," which reacts to line pressure changes, the pressure above the diaphragm is varied, allowing the valve to throttle and compensate for the change.

Flow Direction

The flow through the 100-01 Hytrol Valve can be in one of two directions. When flow is “up-and-over the seat,” it is in “normal” flow and the valve will fail in the open position. When flow is “over-the seat-and down,” it is in “reverse” flow and the valve will fail in the closed position. There are no permanent flow arrow markings.

The valve must be installed according to nameplate data.



Recommended Tools

1. Three pressure gauges with ranges suitable to the installation to be put at Hytrol inlet, outlet and cover connections.
2. Cla-Val Model X101 Valve Position Indicator. This provides visual indication of valve position without disassembly of valve.
3. Other items are: suitable hand tools such as screwdrivers, wrenches, etc. soft jawed (brass or aluminum) vise, 400 grit wet or dry sandpaper and water for cleaning.

Troubleshooting

The following troubleshooting information deals strictly with the Model 100-01 Hytrol Valve. This assumes that all other components of the pilot control system have been checked out and are in proper working condition. (See appropriate sections in Technical Manual for complete valve).

All trouble shooting is possible without removing the valve from the line or removing the cover. It is highly recommended to permanently install a Model X101 Valve Position Indicator and three gauges in unused Hytrol inlet, outlet and cover connections.

SYMPTOM	PROBABLE CAUSE	REMEDY
Fails to Close	Closed isolation valves in control system, or in main line.	Open Isolation valves.
	Lack of cover chamber pressure.	Check upstream pressure, pilot system, strainer, tubing, valves, or needle valves for obstruction.
	Diaphragm damaged. (See Diaphragm Check.)	Replace diaphragm.
	Diaphragm assembly inoperative. Corrosion or excessive scale build up on valve stem. (See Freedom of Movement Check)	Clean and polish stem. Inspect and replace any damaged or badly eroded part.
	Mechanical obstruction. Object lodged in valve. (See Freedom of Movement Check)	Remove obstruction.
	Worn disc. (See Tight Sealing Check)	Replace disc.
	Badly scored seat. (See Tight Sealing Check)	Replace seat.
Fails to Open	Closed upstream and/or downstream isolation valves in main line.	Open isolation valves.
	Insufficient line pressure.	Check upstream pressure. (Minimum 5 psi flowing line pressure differential.)
	Diaphragm assembly inoperative. Corrosion or excessive buildup on valve stem. (See Freedom of Movement Check)	Clean and polish stem. Inspect and replace any damaged or badly eroded part.
	Diaphragm damaged. (For valves in "reverse flow" only)	Replace diaphragm.

After checking out probable causes and remedies, the following three checks can be used to diagnose the nature of the problem before maintenance is started. They must be done in the order shown.

Three Checks

The 100-01 Hytrol Valve has only one moving part (the diaphragm and disc assembly). So, there are only three major types of problems to be considered.

First: Valve is stuck - that is, the diaphragm assembly is not free to move through a full stroke either from open to close or vice versa.

Second: Valve is free to move and can't close because of a worn out diaphragm.

Third: Valve leaks even though it is free to move and the diaphragm isn't leaking.

CAUTION:

*Care should be taken when doing the troubleshooting checks on the 100-01 Hytrol Valve. These checks do require the valve to open fully. This will either allow a high flow rate through the valve, or the downstream pressure will quickly increase to the inlet pressure. In some cases, this can be very harmful. Where this is the case, and there are no block valves in the system to protect the downstream piping, it should be realized that **the valve cannot be serviced under pressure**. Steps should be taken to remedy this situation before proceeding any further.*

Diaphragm Check (#1)

1. Shut off pressure to the Hytrol Valve by slowly closing upstream and downstream isolation valves. **SEE CAUTION.**
2. Disconnect or close all pilot control lines to the valve cover and leave only one fitting in highest point of cover open to atmosphere.
3. With the cover vented to atmosphere, slowly open upstream isolation valve to allow some pressure into the Hytrol Valve body. Observe the open cover tapping for signs of continuous flow. It is not necessary to fully open isolating valve. Volume in cover chamber capacity chart will be displaced as valve moves to open position. Allow sufficient time for diaphragm assembly to shift positions. If there is no continuous flow, you can be quite certain the diaphragm is sound and the diaphragm assembly is tight. If the fluid appears to flow continuously this is a good reason to believe the diaphragm is either damaged or it is loose on the stem. In either case, this is sufficient cause to remove the valve cover and investigate the leakage. (See "Maintenance" Section for procedure.)

COVER CHAMBER CAPACITY

(Liquid Volume displaced when valve opens)

Valve size (inches)	Displacement	
	Gallons	Liters
1 1/4	.020	.07
1 1/2	.020	.07
2	.032	.12
2 1/2	.043	.16
3	.080	.30
4	.169	.64
6	.531	2.0
8	1.26	4.8
10	2.51	9.5
12	4.00	15.1
14	6.50	24.6
16	9.57	36.2
20	12.00	45.4
24	29.00	109.8
30	42.00	197.0
36	90.00	340.0

Freedom of Movement Check (#2)

4. Determining the Hytrol Valve's freedom of movement can be done by one of two methods.
5. For most valves it can be done after completing Diaphragm Check (Steps 1, 2, and 3). **SEE CAUTION.** At the end of step 3 the valve should be fully open.
6. If the valve has a Cla-Val X101 Position Indicator, observe the indicator to see that the valve opens wide. Mark the point of maximum opening.
7. Re-connect enough of the control system to permit the application of inlet pressure to the cover. Open pilot system cock so pressure flows from the inlet into the cover.
8. While pressure is building up in the cover, the valve should close smoothly. There is a hesitation in every Hytrol Valve closure, which can be mistaken for a mechanical bind. The stem will appear to stop moving very briefly before going to the closed position. This slight pause is caused by the diaphragm flexing at a particular point in the valve's travel and is not caused by a mechanical bind.
9. When closed, a mark should be made on the X101 Valve position indicator corresponding to the "closed" position. The distance between the two marks should be approximately the stem travel shown in chart.

STEM TRAVEL

(Fully Open to Fully Closed)

Valve Size (inches)		Travel (inches)	
Inches	MM	Inches	MM
1 1/4	32	0.4	10
1 1/2	40	0.4	10
2	50	0.6	15
2 1/2	65	0.7	18
3	80	0.8	20
4	100	1.1	28
6	150	1.7	43
8	200	2.3	58
10	250	2.8	71
12	300	3.4	86
14	350	4.0	100
16	400	4.5	114
20	500	5.6	143
24	600	6.7	165
30	800	7.5	190
36	900	8.5	216

10. If the stroke is different than that shown in stem travel chart this is a good reason to believe something is mechanically restricting the stroke of the valve at one end of its travel. If the flow does not stop through the valve when in the indicated "closed" position, the obstruction probably is between the disc and the seat. If the flow does stop, then the obstruction is more likely in the cover. In either case, the cover must be removed, and the obstruction located and removed. The stem should also be checked for scale build-up. (See "Maintenance, section for procedure.)

11. For valves 6" and smaller, the Hytrol Valve's freedom of movement check can also be done after all pressure is removed from the valve. **SEE CAUTION.** After closing inlet and outlet isolation valves and bleeding pressure from the valve, check that the cover chamber and the body are temporarily vented to atmosphere. Insert fabricated tool into threaded hole in top of valve stem, and lift the diaphragm assembly manually. Note any roughness. The diaphragm assembly should move smoothly throughout entire valve stroke. The tool is fabricated from rod that is threaded on one end to fit valve stem and has a "T" bar handle of some kind on the other end for easy gripping. (See chart in Step 4 of "Disassembly" Section.)

12. Place marks on this diaphragm assembly lifting tool when the valve is closed and when manually positioned open. The distance between the two marks should be approximately the stem travel shown in stem travel chart. If the stroke is different than that shown, there is a good reason to believe something is mechanically restricting the stroke of the valve. The cover must be removed, and the obstruction located and removed. The stem should also be checked for scale build-up. (See "Maintenance" Section for procedure.)

Tight Sealing Check (#3)

13. Test for seat leakage after completing checks #1 & #2 (Steps 1 to 12). **SEE CAUTION.** Close the isolation valve downstream of the Hytrol Valve. Apply inlet pressure to the cover of the valve, wait until it closes. Install a pressure gauge between the two closed valves using one of the two ports in the outlet side of the Hytrol. Watch the pressure gauge. If the pressure begins to climb, then either the downstream isolation valve is permitting pressure to creep back, or the Hytrol is allowing pressure to go through it. Usually the pressure at the Hytrol inlet will be higher than on the isolation valve discharge, so if the pressure goes up to the inlet pressure, you can be sure the Hytrol is leaking. Install another gauge downstream of isolating valve. If the pressure between the valves only goes up to the pressure on the isolation valve discharge, the Hytrol Valve is holding tight, and it was just the isolation valve leaking.

Maintenance

Preventative Maintenance

The Cla-Val Co. Model 100-01 Hytrol Valve requires no lubrication or packing and a minimum of maintenance. However, a periodic inspection schedule should be established to determine how the operating conditions of the system are affecting the valve. The effect of these actions must be determined by inspection.

Disassembly

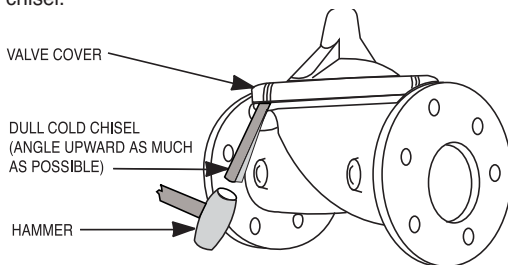
Inspection or maintenance can be accomplished without removing the valve from the line. Repair kits with new diaphragm and disc are recommended to be on hand before work begins.

WARNING: Maintenance personnel can be injured and equipment damaged if disassembly is attempted with pressure in the valve. **SEE CAUTION.**

1. Close upstream and downstream isolation valves **and independent operating pressure when used** to shut off all pressure to the valve.

2. Loosen tube fittings in the pilot system to remove pressure from valve body and cover chamber. After pressure has been released from the valve, use care to remove the controls and tubing. Note and sketch position of tubing and controls for re-assembly. The schematic in front of the Technical Manual can be used as a guide when reassembling pilot system.

3. Remove cover nuts and remove cover. If the valve has been in service for any length of time, chances are the cover will have to be loosened by driving upward along the edge of the cover with a **dull cold chisel**.



On 6" and smaller valves block and tackle or a power hoist can be used to lift valve cover by inserting proper size eye bolt in place of the center cover plug. on 8" and larger valves there are 4 holes (5/8" — 11 size) where jacking screws and/or eye bolts may be inserted for lifting purposes. **Pull cover straight up** to keep from damaging the integral seat bearing and stem.

COVER CENTER PLUG SIZE

Valve Size	Thread Size (NPT)
1 1/4" — 1 1/2"	1/4"
2" — 3"	1/2"
4" — 6"	3/4"
8" — 10"	1"
12"	1 1/4"
14"	1 1/2"
16"	2"
20" & 24"	2"
30" & 36"	2"

4. Remove the diaphragm and disc assembly from the valve body. With smaller valves this can be accomplished by hand by **pulling straight up on the stem so as not to damage the seat bearing**. On large valves, an eye bolt of proper size can be installed in the stem and the diaphragm assembly can be then lifted with a block and tackle or power hoist. Take care not to damage the stem or bearings. The valve won't work if these are damaged.

VALVE STEM THREAD SIZE

Valve Size	Thread Size (UNF Internal)
1 1/4" — 2 1/2"	10—32
3"—4"	1/4—28
6"—14"	3/8—24
16"	1/2—20
20	3/4—16
24"	3/4—16
30"	3/4—16
36"	3/4—16

5. The next item to remove is the stem nut. Examine the stem threads above the nut for signs of mineral deposits or corrosion. If the threads are not clean, use a wire brush to remove as much of the residue as possible. Attach a good fitting wrench to the nut and give it a sharp "rap" rather than a steady pull. Usually several blows are sufficient to loosen the nut for further removal. On the smaller valves, the entire diaphragm assembly can be held by the stem in a vise **equipped with soft brass jaws** before removing the stem nut.

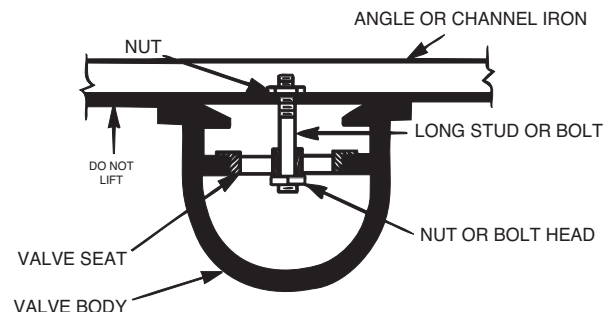
The use of a pipe wrench or a vise without soft brass jaws scars the fine finish on the stem. No amount of careful dressing can restore the stem to its original condition. Damage to the finish of the stem can cause the stem to bind in the bearings and the valve will not open or close.

6. After the stem nut has been removed, the diaphragm assembly breaks down into its component parts. Removal of the disc from the disc retainer can be a problem if the valve has been in service for a long time. Using two screwdrivers inserted along the outside edge of the disc usually will accomplish its removal. Care should be taken to preserve the spacer washers in water, particularly if no new ones are available for re-assembly.

7. The only part left in the valve body is the seat which ordinarily does not require removal. Careful cleaning and polishing of inside and outside surfaces with 400 wet/dry sandpaper will usually restore the seat's sharp edge. If, however, it is badly worn and replacement is necessary, it can be easily removed.

Seats in valve sizes 1 1/4" through 6" are threaded into the valve body. They can be removed with accessory X109 Seat Removing Tool available from the factory. On 8" and larger valves, the seat is held in place by flat head machine screws. Use a tight-fitting, long shank screwdriver to prevent damage to seat screws. If upon removal of the screws the seat cannot be lifted out, it will be necessary to use a piece of angle or channel iron with a hole drilled in the center. Place it across the body so a long stud can be inserted through the center hole in the seat and the hole in the angle iron. By tightening the nut a uniform upward force is exerted on the seat for removal.

NOTE: Do not lift up on the end of the angle iron as this may force the integral bearing out of alignment, causing the stem to bind.



Lime Deposits

One of the easiest ways to remove lime deposits from the valve stem or other metal parts is to dip them in a 5-percent muriatic acid solution just long enough for the deposit to dissolve. This will remove most of the common types of deposits. **CAUTION: USE EXTREME CARE WHEN HANDLING ACID.** Rinse parts in water before handling. If the deposit is not removed by acid, then a fine grit (400) wet or dry sandpaper can be used with water.

Reassembly

1. Reassembly is the reverse of the disassembly procedure. If a new disc has been installed, it may require a different number of spacer washers to obtain the right amount of “grip” on the disc. When the diaphragm assembly has been tightened to a point where the diaphragm cannot be twisted, the disc should be compressed very slightly by the disc guide. Excessive compression should be avoided. Use just enough spacer washers to hold the disc firmly without noticeable compression.

2. MAKE SURE THE STEM NUT IS VERY TIGHT. Attach a good fitting wrench to the nut and give it a sharp “rap” rather than a steady pull. Usually several blows are sufficient to tighten the stem nut for final tightening. Failure to do so could allow the diaphragm to pull loose and tear when subjected to pressure.

Inspection of Parts

After the valve has been disassembled, each part should be examined carefully for signs of wear, corrosion, or any other abnormal condition. Usually, it is a good idea to replace the rubber parts (diaphragm and disc) unless they are free of signs of wear. These are available in a repair kit. Any other parts which appear doubtful should be replaced. **WHEN ORDERING PARTS, BE SURE TO GIVE COMPLETE NAMEPLATE DATA, ITEM NUMBER AND DESCRIPTION.**

NOTE: If a new disc isn't available, the existing disc can be turned over, exposing the unused surface for contact with the seat. The disc should be replaced as soon as practical.

3. Carefully install the diaphragm assembly by lowering the stem through the seat bearing. Take care not to damage the stem or bearing. Line up the diaphragm holes with the stud or bolt holes on the body. On larger valves with studs, it may be necessary to hold the diaphragm assembly up part way while putting the diaphragm over the studs.

4. Put spring in place and replace cover. Make sure diaphragm is lying smooth under the cover.

5. Tighten cover nuts firmly using a cross-over pattern until all nuts are tight.

6. Test Hytrol Valve before re-installing pilot valve system.

Test Procedure After Valve Assembly

There are a few simple tests which can be made in the field to make sure the Hytrol Valve has been assembled properly. Do these before installing pilot system and returning valve to service. These are similar to the three troubleshooting tests.

1. Check the diaphragm assembly for freedom of movement after all pressure is removed from the valve. **SEE CAUTION.** Insert fabricated tool into threaded hole in top of valve stem, and lift the diaphragm assembly manually. Note any roughness, sticking or grabbing. The diaphragm assembly should move smoothly throughout entire valve stroke. The tool is fabricated from rod that is threaded on one end to fit valve stem (See chart in Step 4 of “Disassembly” section.) and has a “T” Bar handle of some kind on the other end for easy gripping.

Place marks on this diaphragm assembly lifting tool when the valve is closed and when manually positioned open. The distance between the two marks should be approximately the stem travel shown in stem travel chart. (See “Freedom of Movement Check” section.) If the stroke is different than that shown, there is a good reason to believe something is mechanically restricting the stroke of the valve. The cover must be removed, the obstruction located and removed. (See “Maintenance” Section for procedure.)

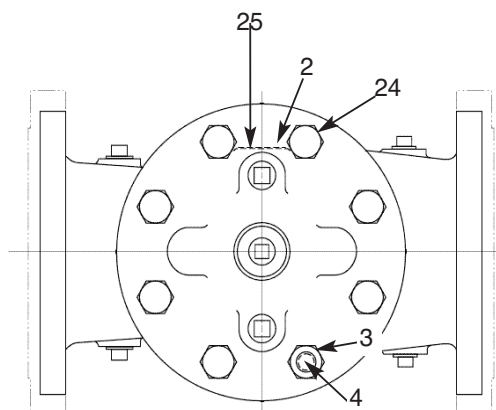
Due to the weight of the diaphragm assembly this procedure is not possible on valves 8” and larger. On these valves, the same determination can be made by carefully introducing a low pressure-less than five psi) into the valve body with the cover vented. **SEE CAUTION.** Looking in cover center hole see the diaphragm assembly lift easily without hesitation, and then settle back easily when the pressure is removed.

2. To check the valve for drip-tight closure, a line should be connected from the inlet to the cover, and pressure applied at the inlet of the valve. If properly assembled, the valve should hold tight with as low as ten PSI at the inlet. See “Tight Sealing Check” section.)

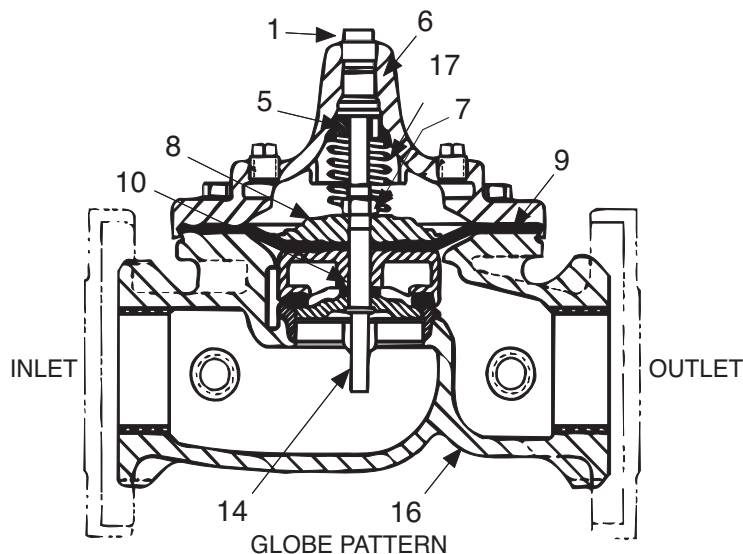
3. With the line connected from the inlet to the cover, apply full working pressure to the inlet. Check all around the cover for any leaks. Re-tighten cover nuts if necessary to stop leaks past the diaphragm.

4. Remove pressure, then re-install the pilot system and tubing exactly as it was prior to removal. **Bleed air from all high points.**

5. Follow steps under “Start-Up and Adjustment” Section in Technical Manual for returning complete valve back to service.



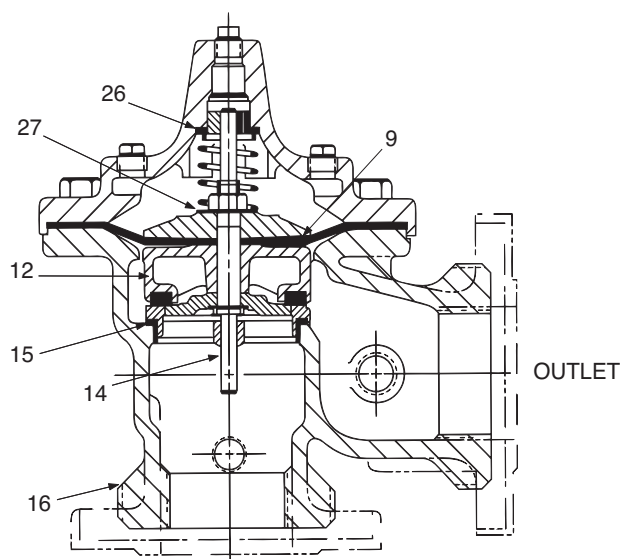
TOP VIEW



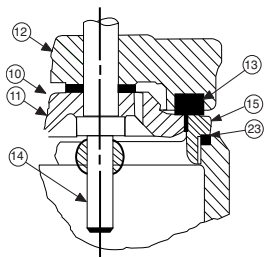
GLOBE PATTERN

PARTS LIST

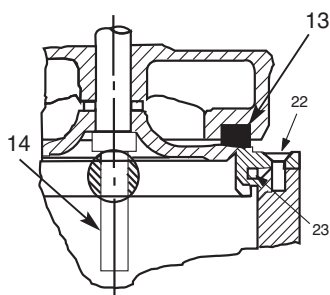
Item	Description
1.	Pipe Plug
2.	Drive Screws (for nameplate)
3.	Hex Nut (8" and larger)
4.	Stud (8" and larger)
5.	Cover Bearing
6.	Cover
7.	Stem Nut
8.	Diaphragm Washer
9.	Diaphragm
10.	Spacer Washers
11.	Disc Guide
12.	Disc Retainer
13.	Disc
14.	Stem
15.	Seat
16.	Body
17.	Spring
22.	Flat Head Screws (8" and larger)
23.	Seat O-Ring
24.	Hex head Bolt (1 1/4" thru 4")
25.	Nameplate
26.	Upper Spring Washer (Epoxy coated valves only)
27.	Lower Spring Washer (Epoxy coated valves only)
28.	Cover Bearing Housing (16" only)
29.	Cover O-Ring (16" only)
30.	Hex Bolt (16" only)
31.	Pipe Cap (16" only)



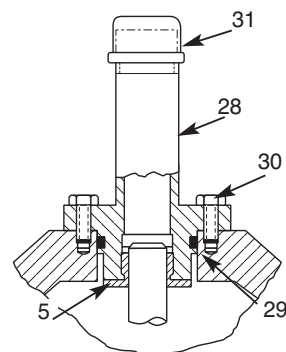
INLET
ANGLE PATTERN



1 1/4" - 6" SEAT DETAIL



8" - 24" SEAT DETAIL



16" COVER DETAIL



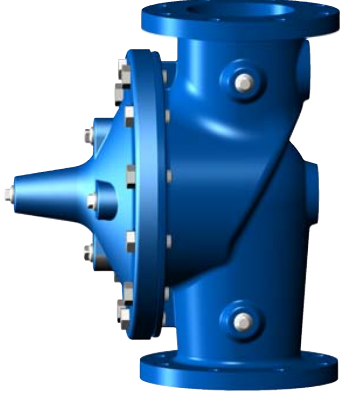
—MODEL—100-01

Hytrol Valve Service Data

Description 100-01 Hytrol Valve

The Cla-Val Model 100-01 Hytrol Valve is a main valve for Cla-Val Automatic Control Valves. It is a hydraulically operated, diaphragm-actuated, globe or angle pattern valve.

This valve consists of three major components; body, diaphragm assembly, and cover. The diaphragm assembly is the only moving part. The diaphragm assembly uses a diaphragm of nylon fabric bonded with synthetic rubber. A synthetic rubber disc, contained on three and one half sides by a disc retainer and disc guide, forms a seal with the valve seat when pressure is applied above the diaphragm. The diaphragm assembly forms a sealed chamber in the upper portion of the valve, separating operating pressure from line pressure.



Description 100-20 600 Series Hytrol Valve

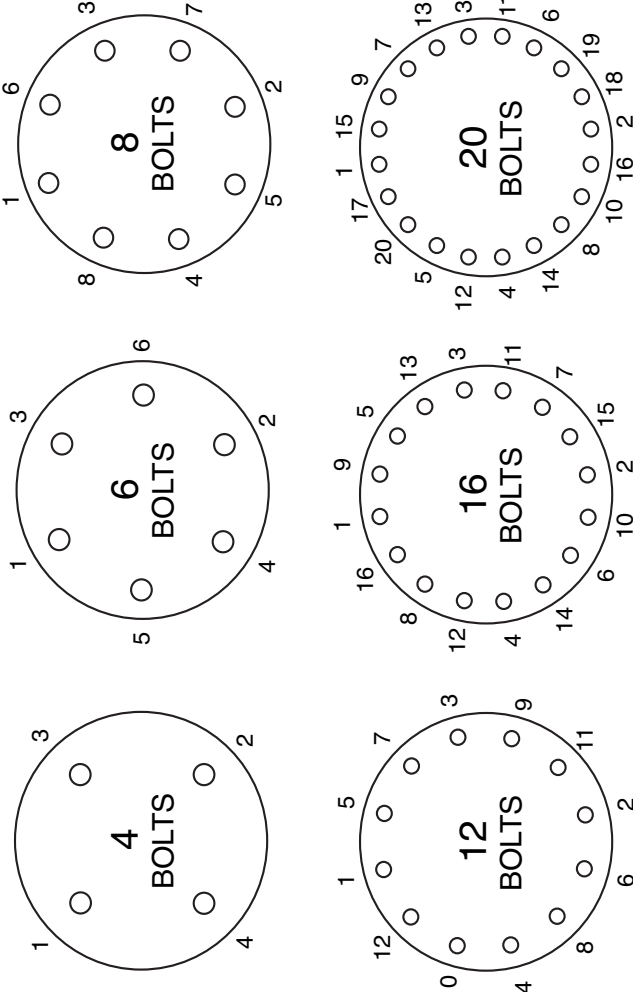
The Cla-Val Model 100-20 Hytrol Valve (600 Series main valve) have only one part -the body- that is different from standard 100 Series Cla-Val main valve parts. The remaining parts of the 600 series main valve are standard Cla-Val main valve parts. All service and maintenance information for the standard 100 Series main valves also apply to the 600 series main valves.

The most important thing to remember when ordering main valve repair kits and replacement parts, except for the body, all other parts are going to be for a smaller size main valve. Cla-Val identifies main valve parts with the flange size of the standard 100 Series main valve. Refer to the "Main Valve Sizes" chart below.

HYTROL Service Data

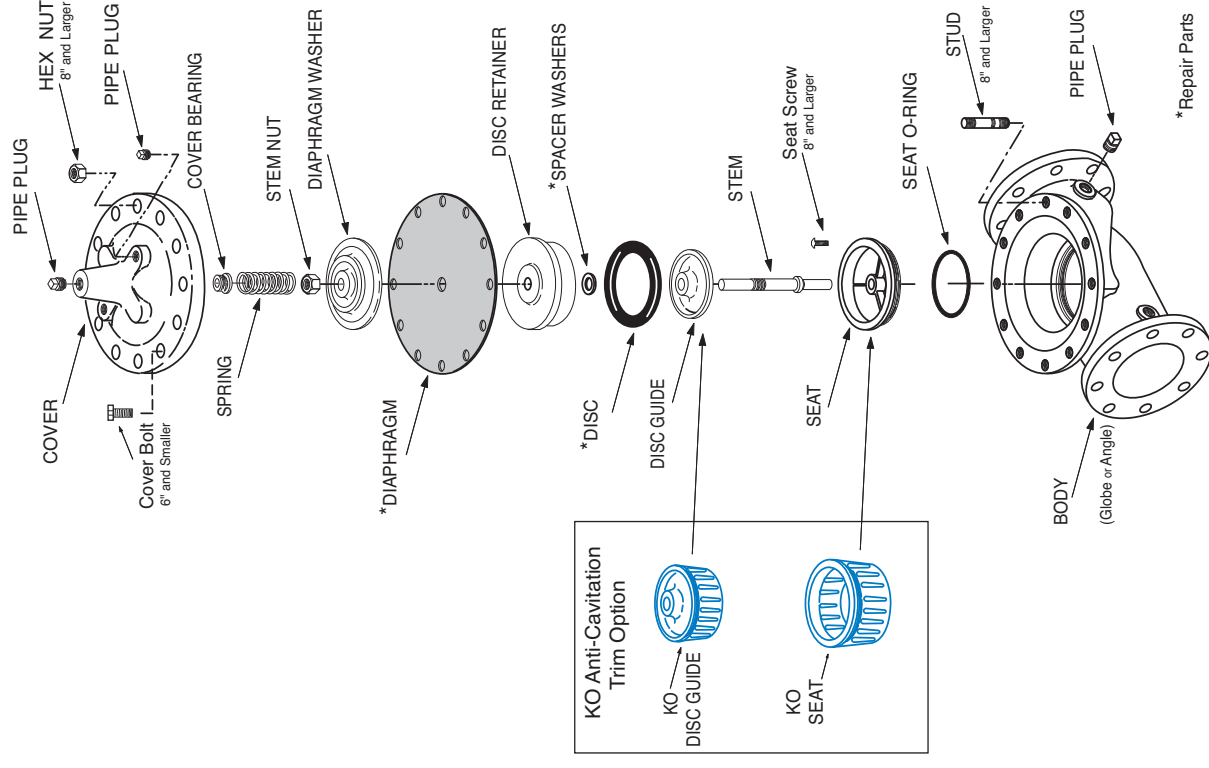
HYTROL SIZE				Stem Travel		Cover Capacity Displacement		Valve Stem Thread	Center Plug	Cover Nut or Bolt			Cover Lifting Holes		Cover Plug		Cover Torque		Stem Nut**		Stem Nut Torque	
100-01	inches	mm	inches	mm	inches	Gallons	Liters	UNF-Internal	NPT	Thread (Bolt)	Socket	Qty	UNC		Thread	Socket	ft. Lbs.	in. Lbs.	Thread	Socket (Long)	Lubed	DRY
1"	25				0.3	8			1/4"	1/4" - 20 (B)	7/16"	8					4	48	3/8" - 24		4	6
1 1/4"	32				0.4	10	0.020	10 - 32	1/4"	5/16" - 18 (B)	1/2"	8					8	96	7/16" - 20		6	10
1 1/2"	40				0.4	10	0.020	10 - 32	1/4"	5/16" - 18 (B)	1/2"	8					8	96	7/16" - 20		6	10
2"	50				0.6	15	0.032	10 - 32	1/2"	3/8" - 16 (B)	9/16"	8			3/8"	7/16"	12		1/2" - 20	3/4"	10	15
2 1/2"	65				0.7	18	0.043	10 - 32	1/2"	7/16" - 14 (B)	5/8"	8			1/2"	9/16"	20		5/8" - 18	15/16"	21	30
3"	80	4"		100	0.8	20	0.080	1/4 - 28	1/2"	1/2" - 13 (B)	3/4"	8			1/2"	9/16"	30		5/8" - 18	15/16"	21	30
4"	100	6"		150	1.1	23	0.169	1/4 - 28	3/4"	3/4" - 10 (B)	1 1/8"	8			3/4"	5/8"	110		3/4" - 16	1 1/16"	40	60
6"	150	8"		200	1.7	43	0.531	3/8 - 24	3/4"	3/4" - 10 (B)	1 1/8"	12			3/4"	5/8"	110		7/8" - 14	1 5/16"	85	125
8"	200	10"		250	2.3	58	1.26	3/8 - 24	1"	3/4" - 10	1 1/4"	16			1"	13/16"	110		1 1/8" - 12	1 13/16"	125	185
10"	250	12"		300	2.8	71	2.51	3/8 - 24	1"	7/8" - 9	1 7/16"	20			1"	13/16"	160		1 1/2" - 12	1 7/8"	252	375
12"	300	16"		400	3.4	86	4.0	3/8 - 24	1 1/4"	1 1/8" - 7	1 13/16"	20			1"	13/16"	390		1 1/2" - 12	2 1/2"	270	400
14"	350				3.9	99	6.5	3/8 - 24	1 1/2"	1 1/4" - 7	2"	20			1"	13/16"	545		1 1/2" - 12	2 1/2"	280	420
16"	400	20", 24"		600	4.5	114	9.6	1/2 - 20	2"	1 1/4" - 7	2"	20			1"	13/16"	545		2" - 16	3"	500	750
20"	500				5.63	143	12	3/4 - 16	1 1/2"	1 3/8" - 6	2 1/8"	24			1"	13/16"	670		2 1/4" - 16	3 1/2"	930	N/R
24"	600	30"			6.75	165	29.0	3/4 - 16*	3/4"	1 1/2" - 12	2 3/8"	24			1"	13/16"	800		3" - 12	Special	1350	N/R
* Adapter p/n 2594101E inside 1/4" - 28"										Grade 5 Bolts "Heavy" Grade Nuts Tighten cover nuts in a "star" cross-over pattern										** Must Use ONLY Cla-Val Supplied part		

BOLT/NUT TORQUING PROCEDURES ON VALVE COVERS



Follow this procedure when reassembling MAIN Valve:

1. Tightens bolts/nuts in a "Star" or "Cross-Over" pattern following the numbers shown above to insure that cover seats evenly on the diaphragm material and body.
2. Torque the bolt/nuts in three stages with a "Star" or "Cross-Over" pattern for each stage:
 - A. To approximately 10% of final torque.
 - B. To approximately 75% of final torque.
 - C. To final required torque.
3. Valves that are to be tested to 375 PSI or higher should be retorqued after 24 hours.



*Repair Parts



— MODEL — **100-20**
(Reduced Internal Port)

600 Series Hytrol Valve

SERVICE AND MAINTENANCE OF 600 SERIES VALVES

The 600 series main valves have only one part -the body- that is different from standard 100 Series Cla-Val main valve parts. The remaining parts of the 600 series main valve are standard Cla-Val main valve parts. All service and maintenance information for the standard 100 Series main valves in this manual also apply to the 600 series main valves.

The most important thing to remember when ordering main valve repair kits and replacement parts, except for the body, all other parts are going to be for a smaller size main valve. Cla-Val identifies main valve parts with the flange size of the standard 100 Series main valve. Refer to the "Main Valve Sizes Comparison" chart. For example, if you are servicing a 6" 100-20 Hytrol and needed a repair kit, you would order a repair kit for a 4" 100-01 Hytrol. This kit is also suitable for a 6" 100-20 Hytrol. Complete Technical Manuals include a repair kit data sheet N-RK that shows this relationship.

When you order repair parts, it is a good idea to include valve nameplate data (size, catalog number, and part number) and description of the parts desired. Do this to be sure parts will fit the valve you are working on and not be too big for it. Pilot controls and repair kits maintenance information remain the same for 100 or 600 Series valves.

UNDERSTANDING THE 600 SERIES VALVES

In 1987, Cla-Val introduced the Model 100-20 Hytrol as the basic main valve for the 600 Series of automatic control valves. To identify all new valves using the 100-20 Hytrol, an existing catalog number is modified. Making a 600 Series catalog number is simply done by using a "6" in front of the two digit catalog numbers or replacing the "2" with a "6" in three digit catalog numbers. Current schematics reflect both catalog numbers together separated by a slash (i.e. - 90-01/690-01, 58-02/658-02, 210-01/610-01, etc). Since these two valves 'share' the same catalog number and schematic, they provide the same function in a system. The only difference between the two valves is the relative capacity of the two main valve series.

The 100-01 Hytrol is the basic main valve for Cla-Val automatic control valves. This valve is the current version of the Clayton Hytrol valve design originated in 1936. The 100-01 Hytrol is designed as a full flow area valve. This means that the inlet, seat and outlet openings are the same size. Thus, the pressure drop is kept to a minimum for this globe style design.

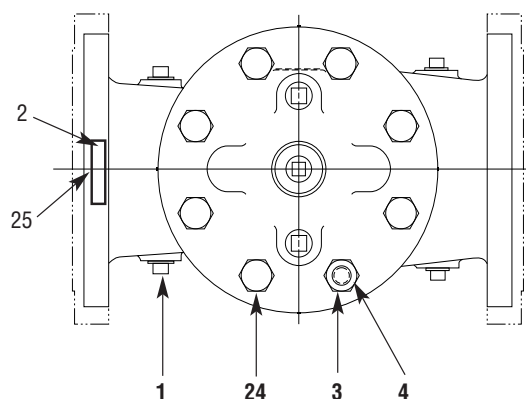
The 100-20 Hytrol valve has all of the basic features and advantages of the original 100-01 Hytrol. Only one part has been changed - the body. It is designed with different size inlet, seat and outlet openings. The 100-20 Hytrol has inlet and outlet flanges one valve size larger than the seat opening size. This results in what is sometimes called a 'reduced port' main valve. For example, a 4" 100-20 valve has a 3" seat. Note: valve size is always determined by the flange size. The following chart compares the 100-01 and the 100-20 main valves.

Basic Main Valve Size Comparison		
Globe Pattern Valves		
Flange Size (inch)	Seat Size	
	100-01 (100 Series)	100-20 (600 Series)
3	3	2
4	4	3
6	6	4
8	8	6
10	10	8
12	12	10
14	14	----
16	16	12
18	----	16
20	20	16
24	24	16
30	30	24
36	36	30
42	----	36
48	----	36
Angle Pattern Valves		
Flange Size (inch)	Seat Size	
	100-01 (100 Series)	100-20 (600 Series)
4	4	3
6	6	4
8	8	6

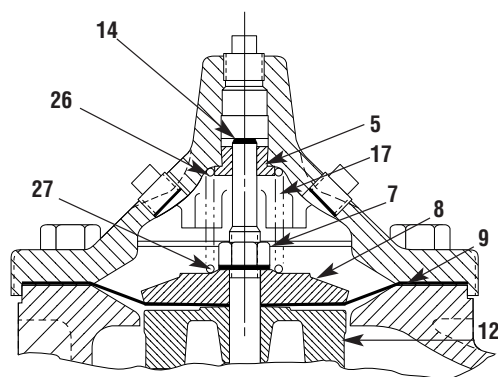
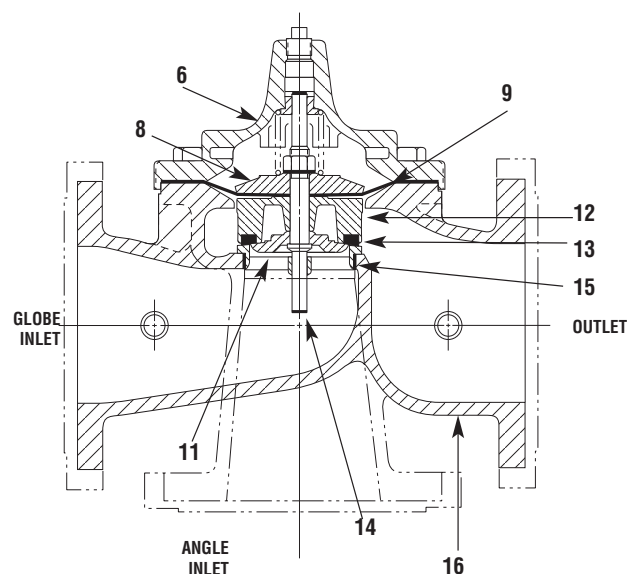
The 100-20 Hytrol is available only in ductile iron, 150 and 300 pressure class, and Bronze trim standard. Available extra cost main valve options include stainless steel trim, epoxy coating, Dura-Kleen stem, Delrin sleeved stem, and high temperature rubber parts. All four basic main valves have a 600 Series version available with all of the same benefits and size relationships. The following chart shows the relationship of Cla-Val main valve catalog numbers.

Cla-Val Main Valves

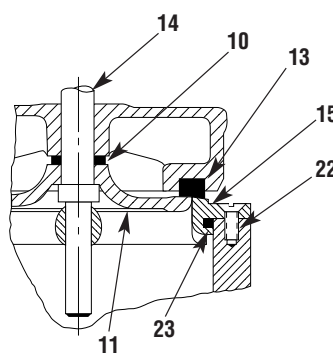
Catalog Name	Catalog Number		
	Circa 1936	100-Series	600 Series
Hytrol	100 (Angle =2100)	100-01	100-20
Powertrol	100P & 100PA	100-02	100-21
Powercheck	100PC & 100PCA	100-03	100-22
Hycheck	181	100-04	100-23



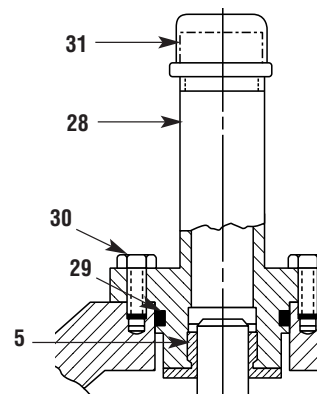
TOP VIEW



3" — 6" COVER DETAIL



10" — 24" SEAT DETAIL



20" — 24" COVER DETAIL

PARTS LIST

NO. DESCRIPTION

- | | |
|----|--|
| 1 | Pipe Plug |
| 2 | Drive Screws (for nameplate) |
| 3 | Hex Nut (8" and larger) |
| 4 | Stud (8" and larger) |
| 5 | Cover Bearing |
| 6 | Cover |
| 7 | Stem Nut |
| 8 | Diaphragm Washer |
| 9 | Diaphragm |
| 10 | Spacer Washers |
| 11 | Disc Guide |
| 12 | Disc Retainer |
| 13 | Disc |
| 14 | Stem |
| 15 | Seat |
| 16 | Body |
| 17 | Spring |
| 22 | Flat Head Screws (10" and larger) |
| 23 | Seat O-Ring |
| 24 | Hex Bolt (3 " Thru 6") |
| 25 | Nameplate (Mounted on inlet flange) |
| 26 | Upper Spring Washer (Epoxy coated valves only) |
| 27 | Lower Spring Washer (Epoxy coated valves only) |
| 28 | Cover Bearing Housing (20" & 24" & 30") |
| 29 | Cover Bearing Housing O-Ring (20" & 24" & 30") |
| 30 | Hex Bolt (20" & 24") |
| 31 | Pipe Cap (20" & 24" & 30") |

WHEN ORDERING PARTS, BE SURE TO GIVE COMPLETE NAMEPLATE DATA, ITEM NUMBER AND DESCRIPTION.



ALTITUDE CONTROL

INTRODUCTION

The Cla-Val Model CDS6 Altitude Control is a spring loaded, 3-way, diaphragm-actuated control that provides high-level shut-off for Cla-Val Altitude Control Valves. It remotely senses pressure in the reservoir or tank. There are five altitude ranges available, 5 to 40 feet, 30 to 80 feet, 70 to 120 feet, 110 to 160 feet and 150 to 200 feet. The spring adjusting nut can be set to stop flow into the reservoir within these ranges.

INSTALLATION

The CDS6 Altitude Pilot Control is normally supplied mounted on a Cla-Val 210 Series Altitude Valve which should be installed in a horizontal run of pipe with the main valve cover up. Two line block valves are recommended for valve servicing. If the CDS6 is mounted from the main valve by a few feet, then it must be installed with adjustment springs up for ease of adjustment and servicing. Consult factory for recommendations.

After the Cla-Val 210 Series Altitude Valve is installed in the pipeline close to the reservoir, install the required remote sensing line from the CDS6 to the reservoir or tank. The sensing line allows the CDS6 to sense the static pressure head of the reservoir. The sensing line should not be installed in the flowing line between the valve and the reservoir or into turbulent flow area. These locations do not reflect the true static head of the reservoir.

The remote sensing line should be 3/4" or larger copper tubing or Schedule 40 PVC pipe. Galvanized pipe is not recommended. The sensing line should slope (minimum 2 degrees) upward from the CDS6 toward the reservoir to self -purge air out of the line. The sensing line should have no high points to entrap air. A shutoff valve at the reservoir connection is recommended. For above ground reservoirs, the connecting point for the sensing line should be a minimum of 12" to 18" above reservoir bottom (if filling from bottom) or at fill pipe connection (if filling from side). Minimum high-level set-point adjustment is approximately five feet above the remote sensing point of connection.

Note: Please make sure to remove the plastic plug from the drain port before putting the valve in service if pilot drains to atmosphere.

CDS6 STOCK NUMBER 2" SIZE	CDS6 STOCK NUMBER 2 1/2" SIZE & LARGER	ALTITUDE RANGE (FT H.O)	NUMBER OF SPRINGS	PSI CHANGE PER TURN	ALTITUDE CHANGE PER TURN
29330-06F	29330-01E	5 - 40	1	0.32	0.75
29330-07H	29330-02G	30 - 80	2	0.64	1.50
29330-08K	29330-03J	70 - 120	3	0.96	2.20
29330-09B	29330-04A	110 - 160	4	1.28	3.00
29330-10D	29330-05D	150 - 200	5	1.60	3.70

OPERATION, START-UP AND ADJUSTMENT

When the reservoir pressure (head) is lower than the setpoint of the spring on the CDS6 Altitude Control ports "1" and "D" are interconnected. This relieves the main valve cover pressure to atmosphere. Line pressure then opens the main valve to start filling the reservoir. Reservoir sensing pressure increases as the liquid level rises in the reservoir. When the sensing pressure increases to the set point of the CDS6 control spring, the control shifts interconnecting port "S" and port "1". This pressurizes the main valve cover chamber and the main valve closes.

By turning the adjusting nut the liquid level shutoff point will be changed. Turn the adjusting nut clockwise to raise the liquid level shutoff point; counterclockwise to lower the liquid level shutoff point. Follow the general operation and start-up instructions regarding purging air from the valve control system.

MAINTENANCE AND INSPECTION

Under normal operating conditions the CDS6 Altitude Control will be trouble free. There is a visual check possible to determine if there is damage to the diaphragm in the control. The Lower Cover/Pilot (a) is vented to atmosphere by means of a small hole in the wall of the casting. If water is discharging out of this opening, the diaphragm should be inspected for damage.



One other visual check and indication of a problem is continuous discharge from the drain port ("D") at the bottom of the CDS6.

The volume of drained water will vary according to the valve size. Continuous draining after main valve has fully opened will indicate a problem. Refer to the service suggestions to check for probable causes and remedies.

DISASSEMBLY

During preventive maintenance or service to the CDS6 Altitude Control, all pressure to the control must be shutoff. The CK2 shutoff cocks in the main valve control lines should be closed before starting disassembly. Main valves 4" and larger have CK2 cocks installed, however main valves smaller than 4" normally do not, therefore requiring closure of shutoff valves in the main line at the valve inlet and outlet. The shutoff cock or valve in the sensing line to the reservoir must also be closed.

WARNING: Failure to shutoff and release pressure prior to any disassembly can result in serious damage to equipment or injury to personnel.

1. Disconnect tubing at the CDS6 Altitude Control.
2. Remove two mounting caps screws and two lock washers.
3. Remove CDS6 Altitude Control from main valve to work bench or clean area. Parts must be kept clean.

DISASSEMBLY OF UPPER SPRING SECTION

1. Unscrew adjusting nut (4) from upper stem (5).
NOTE: Count the number of turns required to remove the nut (4), record this information for reference when reassembling. The CDS6 Altitude Control can then be approximately reset for the same reservoir liquid level shut-off point.
2. Remove the thrust washer (3), swivel retainer (2) and spring retainers if applicable.
3. Remove Spring(s) (6), bellows (7) and set-screw (8)
4. Remove twelve hex nuts (33), and twelve bolts (32), and set mounting bracket (29) aside.

Note: Assembly contains two (of twelve) longer bolts which are used for the mounting bracket.

- Remove upper cover (13) from lower assembly, and push stem assembly through.
- Remove diaphragm washer nut (12), diaphragm nut washer (16) and diaphragm (14)
- Separate upper stem from diaphragm washer by removing stem retaining pin. (11)
- Inspect all parts for damage, wear and mineral deposits. Check O-ring (10) for wear, inspect and remove any deposit in O-ring area. Also inspect diaphragm for wear or cracks. Clean parts thoroughly and replace damaged parts as necessary. If, upon disassembly, sand and silt are found in the CDS6 Altitude Control, every effort must be made to eliminate this problem. Filters, or relocating the reservoir sensing line may be required if deposits are found in the sensing chamber of the control.

REASSEMBLY OF UPPER SPRING ASSEMBLY

- Reassembly is in general, the reverse of disassembly. NOTE: A light coating of Dow Corning 33 grease, or equivalent, should be applied to CDS6 Altitude Control stems (5), before reassembly.
- When replacing adjusting nut (4) tighten the same number of turns as referred to in **note** in paragraph (1) of "Disassembly Of Upper Spring Section".

DISASSEMBLY OF LOWER PILOT VALVE SECTION

- Disassemble control per steps 1 through 5 in "Disassembly of upper section", to work on lower (pilot) cover (17)
- Remove lower stem (21) spring (19) and retaining ring (18) as an assembly, inspect stem for damage.
- Remove Poppet guide (28) and o-ring (27) from lower cover (17).
- Remove Poppet (22-1) and poppet spring (26) and inspect poppet and disc for damage.
- Remove Strainer screen (25)
- Remove seat (24), **Note:** be sure not to nick or ding exposed sealing surface. To prevent binding and damage, use a wood dowel to evenly tap out the seat from TOP of lower cover (area from which lower stem was removed).
- Inspect all parts for damage, wear and mineral deposits. If there has been discharge from vent hole, remove o-ring (20) from lower cover (17) and poppet guide (28). Inspect o-rings for wear or damage and o-ring groove for material build-up. Clean and/or replace as necessary. Inspect seat (24) and disc poppet assembly (22) for wear or damage. If poppet and/or disc are damaged they must be replaced as an assembly (item 22). Otherwise clean and polish surfaces of moving parts with 600 wet/dry sandpaper. Also clean strainer screen (25) of any deposits

REASSEMBLY OF LOWER PILOT VALVE SECTION

- Reassembly is in general, the reversal of disassembly. **Note:** A light coating of Dow Corning 33 grease, or equivalent should be applied to all o-rings and moving part surfaces (20,21,22-1 23 and 27).
- Lay lower cover (17) on its top (do not damage serrated surface), insert the seat (24) with o-ring (23) in lower (pilot) cover with finger. Use a wood dowel to push the seat in fully with hand pressure ONLY. **Note:** damage to the seat can compromise the sealing ability of the control, and careful efforts must be applied on reassembly of this component.
- Insert strainer (25).
- Install poppet guide, o-ring, spring and poppet assembly. (See Note #1 for greasing)

- Thread and securely fasten poppet guide assembly into lower cover (recommended 200-250 in/lbs.)
- Turnover lower cover, and assemble as an assembly lower stem (21) retainer (18) and spring (19) into lower cover, being careful not damage o-ring (20).

COMPLETING ASSEMBLY

- Reassembly of twelve nuts (33) and bolts (32) should be torqued to 200-250 in/lbs. **Note:** assembly contains two longer bolts (item 32) for the support bracket. These two bolts are to be assembled with bracket (29) on the two larger support flats located on the lower cover located 90 degrees from common/supply ports.
- Install CDS6 Altitude Control assembly on main valve.
- Replace tube lines and fittings exactly as removed.

SERVICE SUGGESTIONS

UPPER (SPRING) SECTION

SYMPTOM	PROBABLE CAUSE	REMEDY
Vent leaks in lower cover (17)	Diaphragm (14) damaged Diaphragm nut (12) loose O-ring (20) damaged	Replace diaphragm Tighten nut (12) Replace O-ring (20)
Leakage past stem stem (5)	O-ring (10) damaged	Replace O-ring
Stem (5) movement restricted or erratic	*Sand or silt in sensing chamber above diaphragm Sensing line clogged Sensing line valve closed Sensing line sagging or bent collecting sediment	Remove foreign matter from sensing chamber Clean line Open valve fully Straighten and support sensing line to reservoir
	Sensing line has high point trapping air in the line	Straighten sensing line. Must slope upward from altitude control to the reservoir

*NOTE: if this problem occurs, a sand trap should be installed in the sensing line, or the line moved to a point on the reservoir where sand or silt cannot enter this line.

SERVICE SUGGESTIONS

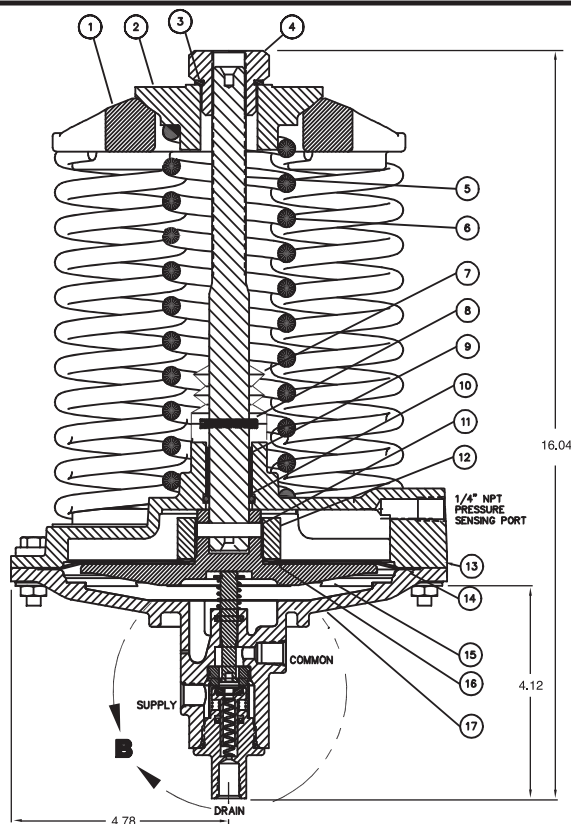
LOWER (PILOT VALVE) SECTION

SYMPTOM	PROBABLE CAUSE	REMEDY
Vent in lower cover (17) leaks	O-ring (20) worn or damaged. See Upper Spring Section service suggestion	Replace O-ring (20)
Flow from supply port to valve cover port restricted	Clogged strainer screen(25) Silt packed in seat (24) and lower stem (21)	Remove screen and clean Clear area of blockage
Continuous drain leak. Main valve closed	Seat (24) damaged Disc in poppet assembly (22) damaged Foreign object between disc and seat (24) O-ring (20) in poppet guide (28) damaged	Inspect and replace Inspect and replace poppet assembly (22) Remove object Replace O-ring
Continuous drain leak. Main valve open	Main valve diaphragm worn or stem nut loose	Service main valve. Replace diaphragm or tighten stem nut



CDS6A

Altitude Pilot Control



SECTION A - A

Note: Please make sure to remove the plastic plug from the drain port before putting the valve in service if pilot drains to atmosphere.

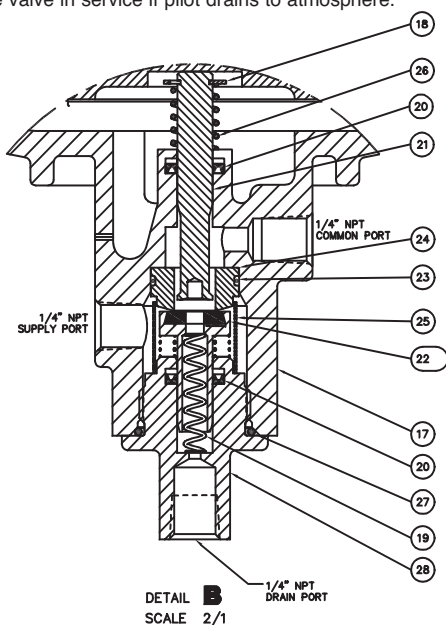
DETAIL B
SCALE 2/1

TABLE 1

SPRING RETAINER PART NO.	NUMBER OF SPRINGS	NUMBER OF WASHERS (ITEM 31)
----	1	0
2933201C	2 or 3	2
2933101E	4 or 5	4

TABLE 2

CDS6A STOCK No. 2" SIZE	CDS6A STOCK No. 2-1/2 & LARGER	ALTITUDE RANGE FT H ₂ O	No. of SPRINGS	PSI Change PER TURN	ALTITUDE CHANGE PER TURN
20354706E	20354701K	5 To 40 Ft.	1	0.32	0.75
20354707D	20354702J	30 To 80 Ft.	2	0.64	1.50
20354708C	20354703H	70 To 120 Ft.	3	0.96	2.25
20354709B	20354704G	110 To 160 Ft.	4	1.28	3.00
20354710J	20354705F	150 To 200 Ft.	5	1.60	3.75

When ordering parts specify:

All Nameplate Data, Part Description and Part Number

Item	Description	Qty	Part #	List Price
1*	Retainer, Spring (see table 1)	---	---	
2	Retainer Spring, Swivel	1	2933401J	
3	Washer, Thrust	1	76783A	
4	Nut, Adjusting	1	1077601B	
5	Stem, Upper	1	2933301A	
6	Spring (see table 2)	---	2933502H	
7*	Bellows	1	1027501E	
8*	Set Screw	1	6764928F	
9	Bushing, Stem	1	79904K	
10*	O-Ring	1	01068G	
11	Pin, Stem Retaining	1	6674601H	
12	Nut, Diaphragm Washer	1	20039701G	
13	Cover, Upper	1	2932601E	
14*	Diaphragm	1	2933901H	
15	Diaphragm Washer	1	2932701C	
16	Washer, Diaphragm Nut	1	7198837C	
17	Cover, Lower	1	20354901H	
18*	Retaining Ring	1	6818511F	
19*	Heavy Spring, Poppet	1	9029210D	
20*	U-Seal	1	20315401D	
21	Stem, Lower	1	66668F	
22*	Poppet Assembly	1	66675A	
22-1	Poppet	1		
22-2	Disc	1		
23*	O-Ring	1	00719F	
24	Seat	1	2932901J	
25	Strainer	1	66753F	
26	Spring, Lower Stem	1	79092D	
27*	O-Ring	1	00540F	
28	Guide, Poppet	1	20357501E	
29	Bracket, Mounting	1	2933601D	
30	Bolt HX. HD. 5/16-18 x 1.25	10	676048C	
31	Washer (see table 1)	---	---	
32	Bolt HX. HD. 5/16-18 x 2.0	2	6760412E	
33	Nut, 5/16-18	12	6779907C	

* Recommended Spare Parts (Kit Part # 203494-01C)



Technical Bulletin



CDS6 Improvements

Recently, our Engineering Department redesigned a few internal parts of the CDS6 Pilot Control used on 210 Series Altitude Valves. These new parts improve its sensitivity at high differential pressures and allow it to work with inlet supply pressures up to 300 psi (previous maximum recommended pressure was 150 psi). The new control is identified as CDS6A and new part numbers are assigned to distinguish it from the original CDS6. Adjustment ranges remain the same.

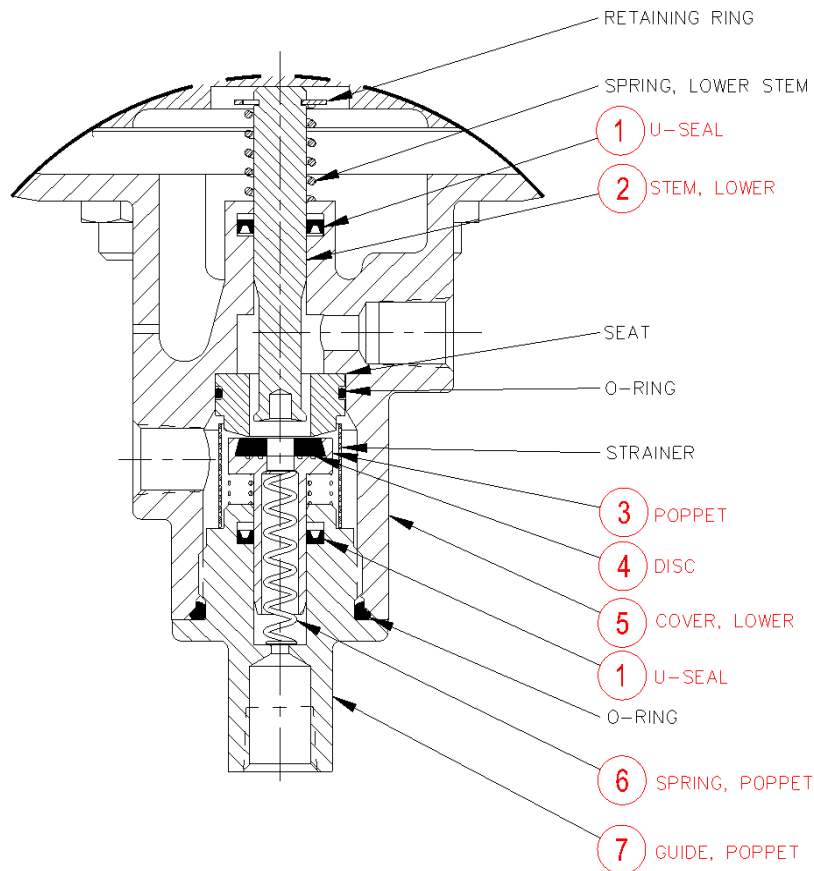
New parts inside the CDS6A are a) stem seals, b) disc and poppet assembly, c) lower stem, d) lower cover, e) poppet guide, and f) poppet spring. The CDS6A uses new low-friction seals on the lower stem and the disc and poppet assembly. Also, the new stem and poppet have a special low-friction nickel-Teflon coating and are dimensionally interchangeable with CDS6 parts. The new lower cover and poppet guide have larger internal dimensions for the new seals and are not interchangeable with CDS6 parts. Also, the poppet spring has a heavier load and is not interchangeable. All other parts remain the same.

All bills of material for top assemblies using the CDS6 have been changed to the new control. It will take some time for us to change assembly drawings and deplete existing parts before we begin using the CDS6A. We plan to finalize the change during first quarter of 2003.

A new CDS6A repair kit is p/n 20349401C and will not work with existing CDS6 controls. The repair kit will include instructions and tools to install new stem seals. When servicing existing CDS6 controls the current repair kit p/n 20119301A should be used.

A modification kit consisting of all new parts and instructions is p/n 20354801G. Field modification is recommended only for installations where it is determined to be necessary.

Range (ft)	size	p/n	size	p/n
5 - 40	2 ½" & larger	20354701K	2" & smaller	20354706E
30 - 80	2 ½" & larger	20354702J	2" & smaller	20354707D
70 - 120	2 ½" & larger	20354703H	2" & smaller	20354708C
110 - 160	2 ½" & larger	20354704G	2" & smaller	20354709B
150 - 200	2 ½" & larger	20354705F	2" & smaller	20354710J



NEW CDS6A PARTS ARE ABOVE NUMBERED ITEMS.

A) All other parts are the same as current CDS6 parts.

B) Two new low-friction U-Seals, Item 1, will not fit into O-ring grooves of CDS6 lower cover and poppet guide. The machined groove dimensions are different between the O-ring version and the new U-seal version parts. New Lower Cover, Item 5, and Poppet Guide, Item 7, have proper dimensions for U-Seal.

C) Lower Stem, Item 2, and Poppet, Item 3, are dimensionally interchangeable with CDS6 parts that are now obsolete. These new parts have a special low-friction coating which may enhance CDS6 performance.

D) Poppet Spring, Item 6, has a heavier load rating and is not interchangeable with CDS6 poppet spring. Sensitivity will be greater than a 12" differential, if used in CDS6 controls.



—MODEL— **X101**

Valve Position Indicator & Pilot System Components

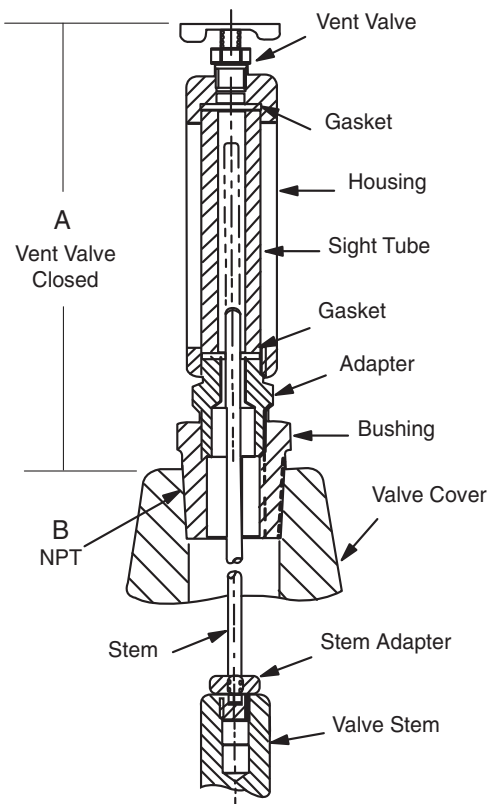


- **Positive Visual Indicator**
- **Frictionless**
- **Leak Proof**
- **Easy Maintenance and Cleaning**
- **Protected Indicator Rod**

The Cla-Val Model X101 Visual Position Indicator is designed to display Cla-Val valve position quickly and easily. A solid brass indicator rod fastened directly to the valve stem moves up and down inside a pyrex tube. The tube is contained within a brass housing which is open on two opposite sides to permit clear vision of the indicator rod.

To purge air that may be trapped in the valve cover, a vent valve in the top of the housing is provided. Model X101 valve position indicator is furnished complete for installation on specified size Cla-Val Automatic Control Valve.

Dimensions



VALVE SIZE	A INCHES	B NPT
1"	5.88	1/4"
1 1/4"	3.21	1/4"
1 1/2"	3.21	1/4"
2"	3.33	1/2"
2 1/2"	3.33	1/2"
3"	3.33	1/2"
4"	4.52	3/4"
6"	4.52	3/4"
8"	5.83	1"
10"	7.70	1"
12"	8.20	1 1/4"
14"	8.20	1 1/2"
16"	10.81	2"
18"	12.04	1"
20"	12.04	1"
24"	12.04	1"

Dimension "A" is height added to valve by indicator assembly

Specifications

Sizes: 1" thru 24"
 Materials: Brass, Pyrex Tube
 Pressure Rating: 400 psi
 Optional Material: Stainless Steel

Installation

Can be installed on any Cla-Val basic main valve in a few minutes. Simply replace the fitting on top of the valve cover with the indicator assembly.

When Ordering, Please Specify

1. Valve Size
2. Catalog No. X101
3. Valve Series No. (Appears on Valve Nameplate)
4. Optional Material
Stainless Steel

CSM-11 Solenoid Control

Body Material

Standard: Bronze with Monel Trim

Option: Bronze with Stainless Steel Trim



CDS6A Altitude Control

Wetted Body Material

Standard: Bronze with Stainless Steel Trim

<u>No. of Springs</u>	<u>Altitude Ranges</u>
1	5 - 40 ft
2	30 - 80 ft
3	70 - 120 ft
4	110 - 160 ft
5	150 - 200 ft



CDC-1 Check Valve



<u>Size</u>	<u>Body Material</u>	<u>Trim Material</u>
3/8"-1/2"	Brass	Delrin

CSC Swing Check Valve



<u>Size</u>	<u>Body Material</u>	<u>Trim Material</u>
3/8"-1"	Brass	Brass/Buna N

CN Series - Needle Valves



<u>Size</u>	<u>Body Material</u>	<u>Trim Material</u>
1/4"-1"	Standard: Bronze	Brass
	Option: Stainless Steel	Stainless Steel

CK Series - Isolation Valve



<u>Size</u>	<u>Body Material</u>	<u>Trim Material</u>
3/8"-1"	Standard: Bronze	Stainless Steel/Teflon
	Option: Stainless Steel	Stainless Steel/Teflon



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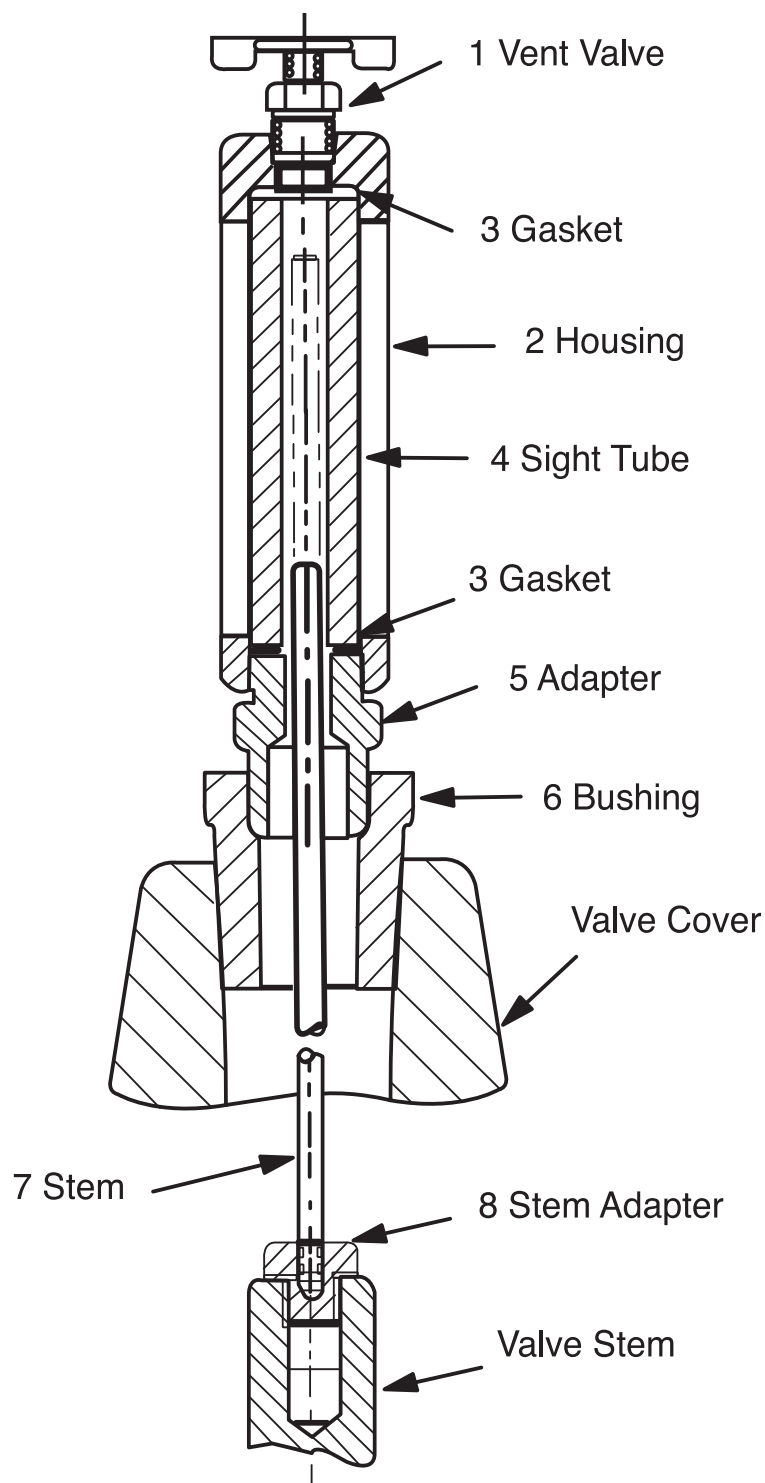
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X101

Valve Position Indicator



COMPLETE X101

Size	Stock No.
1 1/4 - 1 1/2	C2812A
2	C8972G
2 1/2	C2607E
3	C2609A
4	9710001A
6	9710002J
8	C8581F
10	C9187A
12	31420D
14	30256C
16	30251D

ITEM	DESCRIPTION	MATERIAL
1	Vent Valve	Brass
2	Housing	Brass
3	*Gasket (2 Required)	Buna-N®
4	*Sight Tube	Pyrex
5	Adapter	Brass
6	Busing	Brass
7	Stem	Brass
8	Stem Adapter	Brass

When ordering parts, please specify:

- All Nameplate data
- Item Number
- Description
- Material
- Part Number

**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

PP-P/F

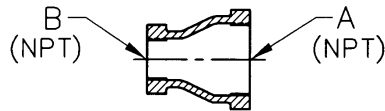
DRAWING NO.

67656

REV.

N

BELL REDUCERS, PIPE



DESIGN

DRAWN D.S.

2-28-67

CHK'D JM

3-3-67

APVD JM

3-3-67

CLA-VAL PART NO. AND MATERIAL

BRONZE ASTM B584	STEEL	ST. STEEL	ALUMINUM	MONEL	316 SST	GALVINIZED IRON	SIZE	
							A	B
67656-01H	67656-22D	67656-43K	67656-64F				1/4	1/8
-02F	-23B	-44H	-65C				3/8	
-03D	-24K	-45E	-66A				1/2	
-04B	-25G	-46C	-67J				3/4	
-05J	-26E	-47A	-68G				1	
-06G	-27C	-48J	-69E		-101C		3/8	1/4
-07E	-28A	-49G	-70C		-99B		1/2	
-08C	-29J	-50E	-71A				3/4	
-09A	-30G	-51C	-72J				1	
-10J	-31E	-52A	-73G	-103F	-97F		1/2	3/8
-11G	-32C	-53J	-74E		-96H		3/4	
-12E	-33A	-54G	-75B				1	
-13C	-34J	-55D	-76K				3/4	1/2
-14A	-35F	-56B	-77H				1	
-15H	-36D	-57K	-78F				1 1/4	
-16F	-37B	-58H	-79D	-85A			1 1/2	
-86J	-87G	-88E	-89C	-90A			2	
-100E							2 1/2	
-17D	-38K	-59F	-80B				1	3/4
-18B	-39H	-60D	-81K				1 1/4	
-19K	-40F	-61B	-82H				1 1/2	
-91J	-92G	-93E	-94C		-102G		2	
-20H	-41D	-62K	-83F				1 1/4	1
-21F	-42B	-63H	-84D				1 1/2	
-98D						-95K	2 1/2	

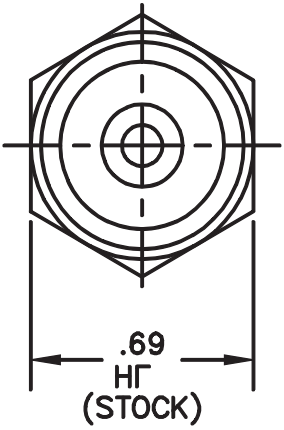
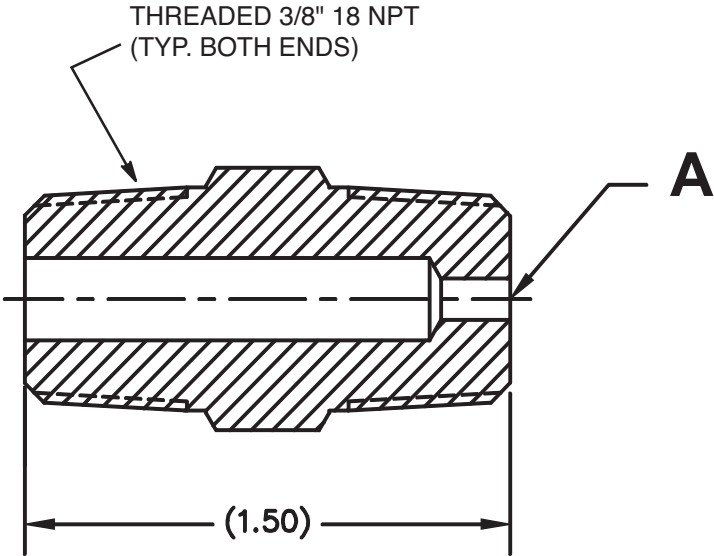
CAD REVISION RECORD - DO NOT REVISE MANUALLY			
LTR	DESCRIPTION	BY	DATE
		A.K.	
A-M	SEE REVISION FILE		07-19-07
N	REVISED & REDRAWN ON CAD; ADDED PN -103F (ECO 20940)		

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X58A

Restriction Pipe Fitting



**When ordering parts,
please
specify:**

- All Nameplate Data
- Description
- Size

Part No.	Material	"A" Orifice Dia.
74894-07C	Brass	3/32" (.093)
74894-06E	303 SS	1/16" (.062)
74894-05G	Brass	1/16" (.062)
74894-04K	303 SS	1/8" (.125)
74894-03B	Brass	1/8" (.125)

**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

CSC

DRAWING NO.

92667

REV.

A

TYPE OF VALVE AND MAIN FEATURES

CSC SWING CHECK VALVE

DESIGN

DRAWN

CH

11-5-76

CHK'D

MF

11-8-76

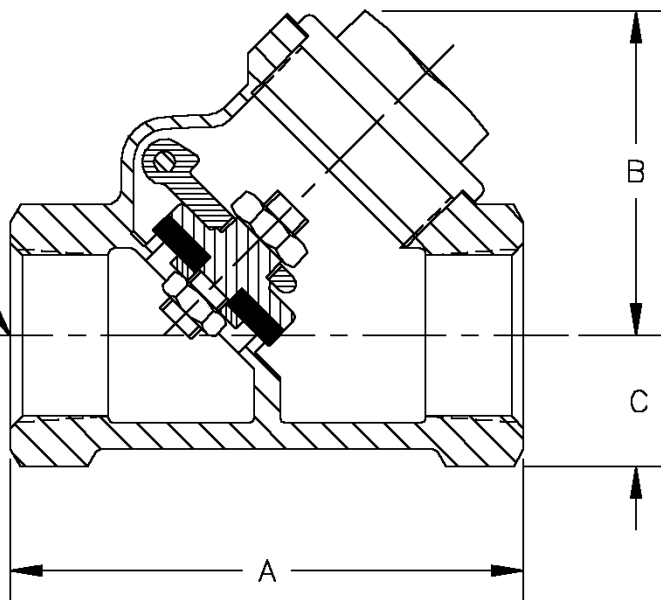
APVD

JAZ

11-9-76

NPT
(BOTH ENDS)

INLET



PIPE SIZE NPT	A	B	C
.25 (1/4)	2.13	1.63	.50
.38 (3/8)	2.13	1.63	.50
.50 (1/2)	2.44	1.69	.63
.75 (3/4)	2.94	1.88	.75
1.00 (1)	3.19	2.09	.94

CAD REVISION RECORD - DO NOT REVISE MANUALLY

LTR	DESCRIPTION	BY	DATE
A	REDRAWN ON CAD (ECO 14229)	EK	11-15-93

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MODEL **CVC**

Flow Check Control

DESCRIPTION

The Flow Check is an adjustable hydraulically operated, diaphragm actuated, control. It opens for flow when a preset differential pressure exists across the control. The valve closes against a pressure reversal.

OPERATION

The Flow Check Control is normally closed. When the hydraulic forces at the inlet exceeds the combined hydraulic and spring force the valve opens for flow. When a pressure reversal occurs the hydraulic plus spring force prevents reversal of flow.

ADJUSTMENT (Range 1 to 15 feet of water)

To increase the differential to open the control, turn the adjusting screw clockwise. To decrease the differential to open the control, turn the adjusting screw counter-clockwise.

INSTALLATION

Install the control cover up with the adjustment screw at the top. Allow clearance for adjustment screw. Place control in the line, noting the direction of flow. A flow arrow on the body casting clearly indicates direction.

DISASSEMBLY

Valve does not need to be removed from line to service.

1. Remove 4 10-32 machine screws on cover.
2. Remove cover with adjustment assembly attached.

3. Remove spring and spring seat.
4. Remove diaphragm assembly.

To disassemble diaphragm assembly:

1. Unscrew diaphragm washer from disc retainer assembly.
2. Remove diaphragm.

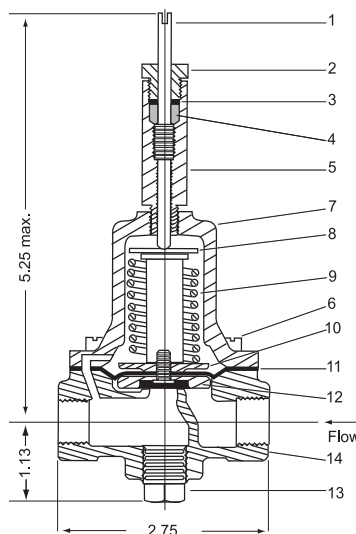
INSPECTION

Check diaphragm for damage due to wear or breaks. Check disc in disc retainer for damage, imbedded particles, breaks, scoring. Check valve seat for damage, wear, scoring. Check all parts for damage, corrosion, erosion, mineral buildup. Clean all parts thoroughly.

REASSEMBLY

Reassembly is the reverse order of disassembly.

NOTE: The diaphragm, disc retainer and diaphragm washer must be tight. Tighten by hand. Attempt to turn the diaphragm between washers. If unable to turn, assembly is secured.



1. Place the diaphragm assembly on the valve body with the rubber disc insert down (next to seat).
 2. Hole through casting into outlet end of body must be aligned with extra hole in diaphragm.
 3. Place spring on diaphragm washer in center.
 4. Place spring seat washer on top of spring.
 5. Place cover on diaphragm.
- NOTE: Extra hole in cover must align with extra hole through diaphragm and through body casting into outlet. Valve will not operate if hole outlet does not interconnect to cover chamber.
6. replace and tighten 4 13-32 machine screws.

TEST PROCEDURE

Apply pressure to outlet end with inlet open to atmosphere, control will close tight.

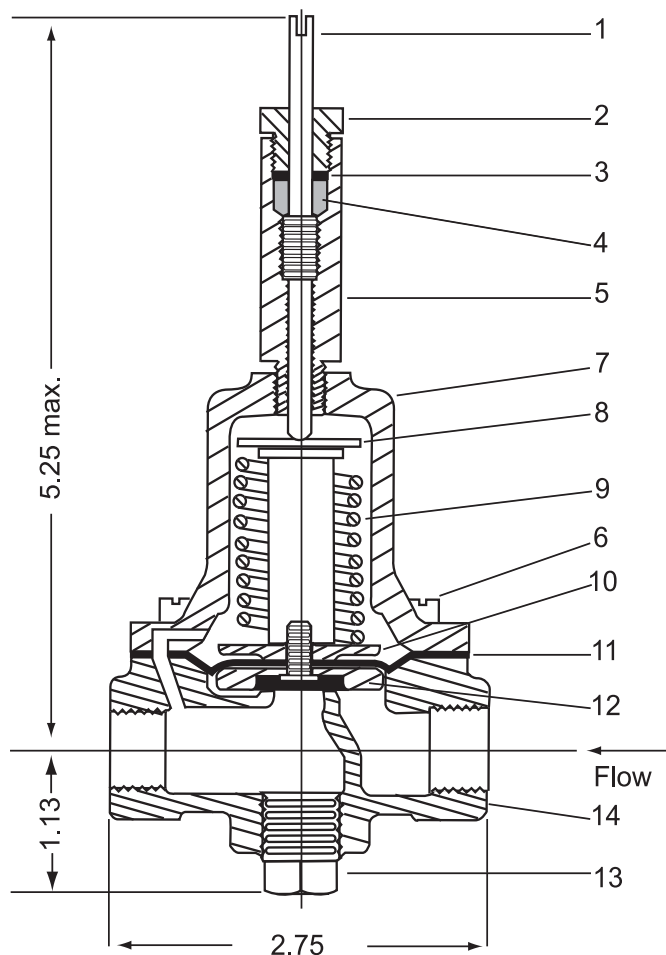
If Leakage occurs check for:

1. Damaged diaphragm, or refer to 2 in reassembly instruction.
2. Loose diaphragm assembly.
3. Damaged seat in body.
4. Damaged disc in disc retainer.

Apply pressure to inlet - outlet open to atmosphere.

NOTE: Variable pressure of 1 to 15 foot head of water should be used.

1. Turn adjustment screw in until it bottoms (do not force).
2. Back off 3 1/2 turns.
3. Control will open with approximately 15 foot head.
4. Turn adjusting screw counter clockwise to obtain lower settings.

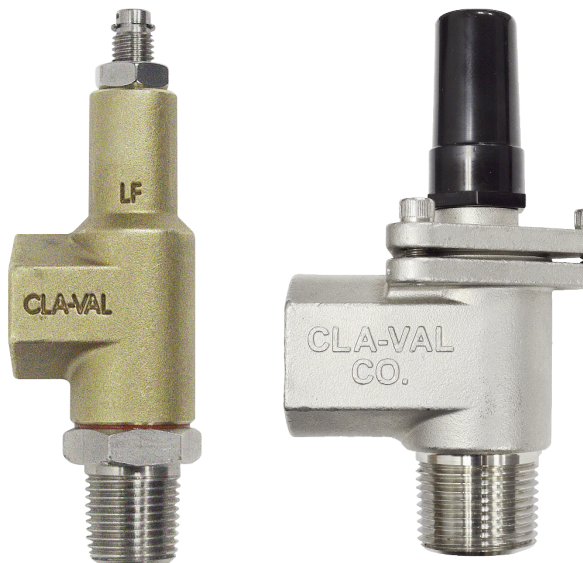

**When ordering parts,
please specify:**

- Nameplate Data
- Item Number
- Description
- Part Description
- Material

Item	Description	Material	Item	Description	Material
1-5	Adjustment Assembly		7	Cover	Brass
1	Adjusting Stem	Brass	8	Spring Guide	Steel
2	Packing Gland	Brass	9*	Spring	S.S
3	Packing Washer (2)	Brass	10	Diaphragm Washer	Brass
4*	Packing 1/8" x 6"	Graphite	11*	Diaphragm	Buna N
5	Housing	Brass	12*	Disc Retainer Assembly	Brass Buna N
6	Machine Screw (10-32 x 1/2 Fil. Hd.) 8 req.	Brass	13	Pipe Plug 3/8" NPT	Brass
			14	Body	Brass



—MODEL— **CV**
Flow Control



DESCRIPTION

The CV Control is an adjustable restriction which acts as a needle valve when flow is in the direction of the stem. When flow is in the reverse direction, the port area opens fully to allow unrestricted flow. When installed in the control system of a Cla-Val automatic valve, it can be arranged to function as either an opening or closing speed control.

OPERATION

The CV Flow Control permits full flow from port A to B, and restricted flow in the reverse direction. Flow from port A to B lifts the disc from seat, permitting full flow. Flow in the reverse direction seats the disc, causing fluid to pass through the clearance between the stem and the disc. This clearance can be increased, thereby increasing the restricted flow, by screwing the stem out, or counter-clockwise. Turning the stem in, or clockwise reduces the clearance between the stem and the disc, thereby reducing the restricted flow.'

INSTALLATION

Install the CV Flow Control as shown in the valve schematic. All connections must be tight to prevent leakage.

DISASSEMBLY

Follow the sequence of the item numbers assigned to the parts in the cross sectional illustration for recommended order of disassembly.

Use a scriber, or similar sharp-pointed tool to remove O-ring from the stem.

INSPECTION

Inspect all threads for damage or evidence of cross-threading. Check mating surface of seat and valve disc for excessive scoring or embedded foreign particles. Check spring for visible distortion, cracks and breaks. Inspect all parts for damage, corrosion and cleanliness.

CLEANING

After disassembly and inspection, cleaning of the parts can begin. Water service usually will produce mineral or lime deposits on metal parts in contact with water. These deposits can be cleaned by dipping the parts in a 5-percent muriatic acid solution just long enough for deposits to dissolve. This will remove most of the common types of deposits. **Caution: use extreme care when handling acid.** If the deposit is not removed by acid, then a fine grit (400) wet or dry sandpaper can be used with water. Rinse parts in water before handling. An appropriate solvent can clean parts used in fueling service. Dry with compressed air or a clean, lint-free cloth. Protect from damage and dust until reassembled.

REPAIR AND REPLACEMENT

Minor nicks and scratches may be polished out using a fine grade of emery or crocus cloth; replace parts if scratches cannot be removed.

Replace O-ring packing and gasket each time CV Flow Control is overhauled.

Replace all parts which are defective. Replace any parts which create the slightest doubt that they will not afford completely satisfactory operation. Use Inspection steps as a guide.

REASSEMBLY

Reassembly is the reverse of disassembly; no special tools are required.

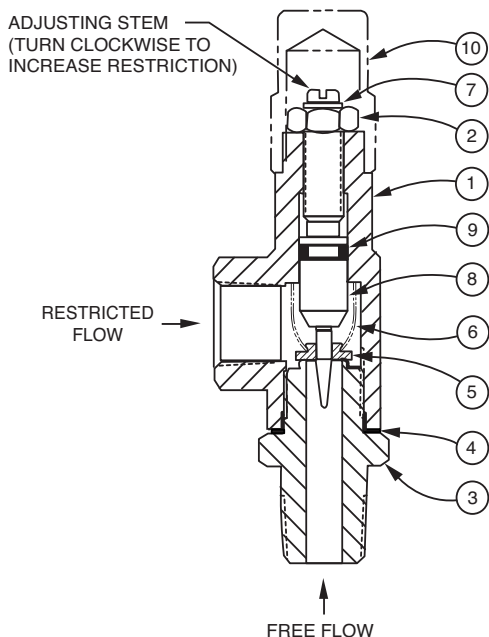
TEST PROCEDURE

No testing of the flow Control is required prior to reassembly to the pilot control system on Cla-Val Main Valve.



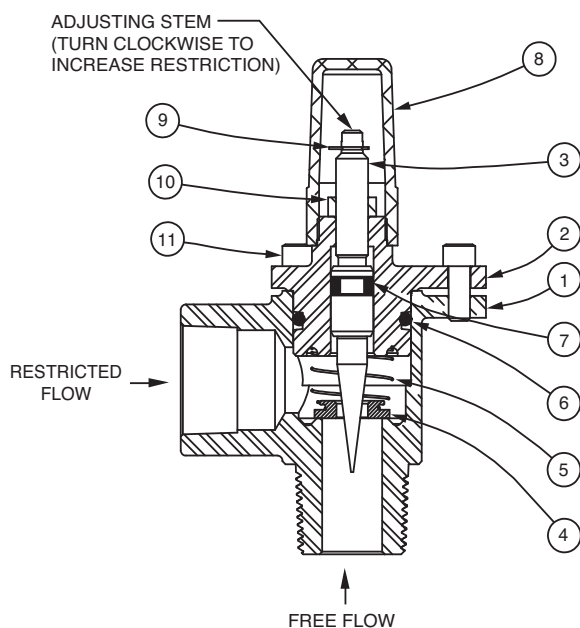
CV Flow Control

3/8" CV Flow Control



ITEM	DESCRIPTION	QTY
1	Housing	1
2	Nut, Jam	1
3	Seat	1
4	Gasket	1
5	Disc	1
6	Spring	1
7	Ring, Retaining	1
8	Stem	1
9	O-Ring	1
10	Cap (SS only)	1

1/2", 3/4", 1" CV Flow Control



When ordering parts, please specify:

- Number Stamped on Side
- Description (CV Flow Control)
- Part Description
- Material

ITEM	DESCRIPTION	QTY
1	Body	1
2	Cover	1
3	Stem	1
4	Disc	1
5	Spring	1
6	O-Ring	1
7	O-Ring	1
8	Cap	1
9	Ring, Retaining	1
10	Nut, Jam	1
11	Socket Head Cap Screw	3



— MODEL — **X46**

Flow Clean Strainer



X46A Straight

- Self Scrubbing Cleaning Action
- Straight Type or Angle Type

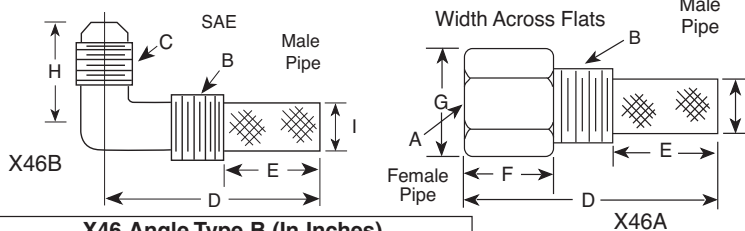
The Cla-Val Model X46 Strainer is designed to prevent passage of foreign particles larger than .015". It is especially effective against such contaminant as algae, mud, scale, wood pulp, moss, and root fibers. There is a model for every Cla-Val. valve.

X46B Angle



The X46 Flow Clean strainer operates on a velocity principle utilizing the circular "air foil" section to make it self cleaning. Impingement of particles is on the "leading edge" only. The low pressure area on the downstream side of the screen prevents foreign particles from clogging the screen. There is also a scouring action, due to eddy currents, which keeps most of the screen area clean.

Dimensions (In Inches)



X46 Angle Type B (In Inches)

B(NPT)	C(SAE)	D	E	H	I
1/8	1/4	1-3/8	5/8	7/8	1/4
1/4	1/4	1-3/4	3/4	1	3/8
3/8	1/4	2	7/8	1	1/2
3/8	3/8	1-7/8	7/8	1	1/2
1/2	3/8	2-3/8	1	1-1/4	5/8

**When Ordering,
Please Specify:**

- Catalog Number X46
- Straight Type or Angle Type
- Size Inserted Into and Size Connection
- Materials

X46A Straight Type A (In Inches)

A (NPT)	B (NPT)	D	E	F	G	I
1/8	1/8	1-3/4	3/4	1/2	1/2	1/4
1/4	1/4	2-1/4	1	3/4	3/4	3/8
3/8	3/8	2-1/2	1	7/8	7/8	1/2
3/8	1/2	2-1/2	1-1/4	1/2	7/8	3/4
1/2	1/2	3	1-1/4	1	1-1/8	3/4
3/8	3/4	3-3/8	2	1/2	1	7/8
3/4	3/4	4	2	1	1-1/2	7/8
3/8	1	4-1/4	2-3/4	1/2	1-3/8	7/8
1	1	4-1/2	2-3/4	1-1/4	1-3/4	7/8
1/2	1	4-1/4	2-3/4	1/2	1-3/8	7/8

INSTALLATION

The strainer is designed for use in conjunction with a Cla-Val Main Valve, but can be installed in any piping system where there is a moving fluid stream to keep it clean. When it is used with the Cla-Val Valve, it is threaded into the upstream body port provided for it on the side of the valve. It projects through the side of the Main Valve into the flow stream. All liquid shunted to the pilot control system and to the cover chamber of the Main Valve passes through the X46 Flow Clean Strainer.

INSPECTION

Inspect internal and external threads for damage or evidence of cross-threading. Check inner and outer screens for clogging, embedded foreign particles, breaks, cracks, corrosion, fatigue, and other signs of damage.

DISASSEMBLY

Do not attempt to remove the screens from the strainer housing.

CLEANING

After inspection, cleaning of the X46 can begin. Water service usually will produce mineral or lime deposits on metal parts in contact with water. These deposits can be cleaned by dipping X46 in a 5-percent muriatic acid solution just long enough for deposit to dissolve. This will remove most of the common types of deposits.

Caution: use extreme care when handling acid. If the deposit is not removed by acid, then a fine grit (400) wet or dry sandpaper can be used with water. Rinse parts in water before handling. An appropriate solvent can clean parts used in fueling service. Dry with compressed air or a clean, lint-free cloth. Protect from damage and dust until reassembled.

REPLACEMENT

If there is any sign of damage, or if there is the slightest doubt that the Model X46 Flow Clean Strainer may not afford completely satisfactory operation, replace it. Use Inspection steps as a guide. Neither inner screen, outer screen, nor housing is furnished as a replacement part. Replace Model X46 Flow Clean Strainer as a complete unit.

When ordering replacement Flow-Clean Strainers, it is important to determine pipe size of the tapped hole into which the strainer will be inserted (refer to column A or F), and the size of the external connection (refer to column B or G).



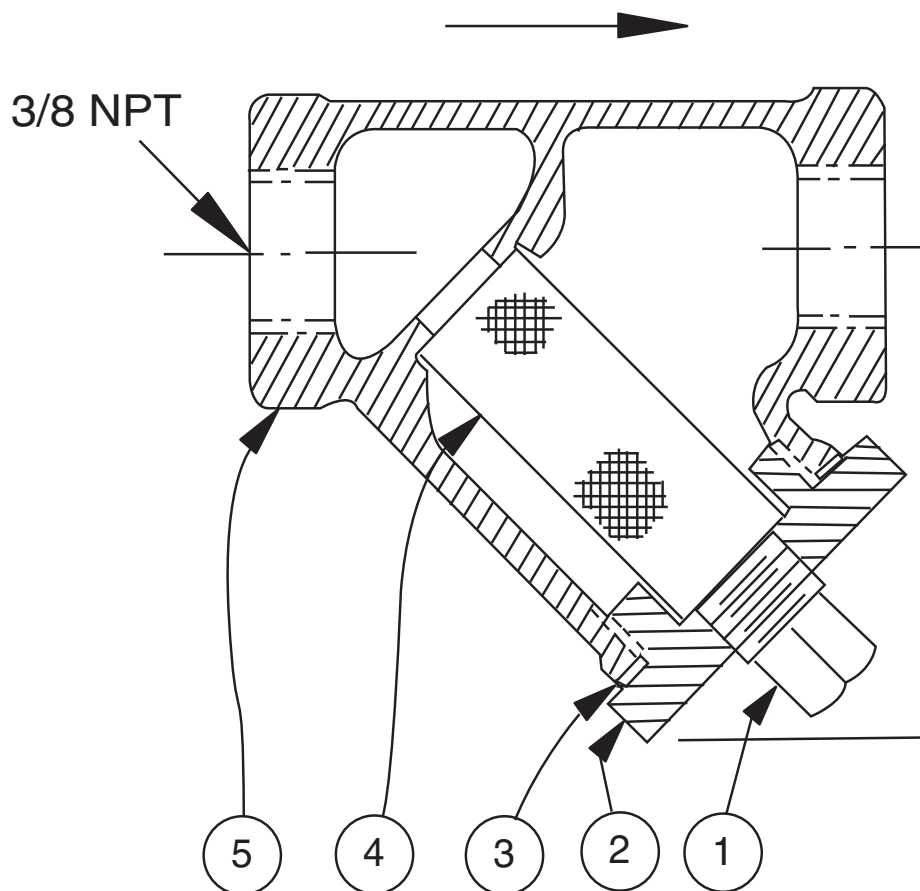
X43

Strainer

ITEM	DESCRIPTION	MATERIAL
1	Pipe Plug	Stainless Steel
2	Strainer Plug	Stainless Steel
3	Gasket	Fiber
4	Screen	Stainless Steel
5	Body	Stainless Steel
No parts available. Replacement assembly only.		

Standard 60 mesh pilot system strainer for fluid service.

Size	Stock Number
3/8 x 3/8	8850604D





Technical Bulletin



CDS6 Improvements

Recently, our Engineering Department redesigned a few internal parts of the CDS6 Pilot Control used on 210 Series Altitude Valves. These new parts improve its sensitivity at high differential pressures and allow it to work with inlet supply pressures up to 200 psi (previous maximum recommended pressure was 150 psi). The new control is identified as CDS6A and new part numbers are assigned to distinguish it from the original CDS6. Adjustment ranges remain the same.

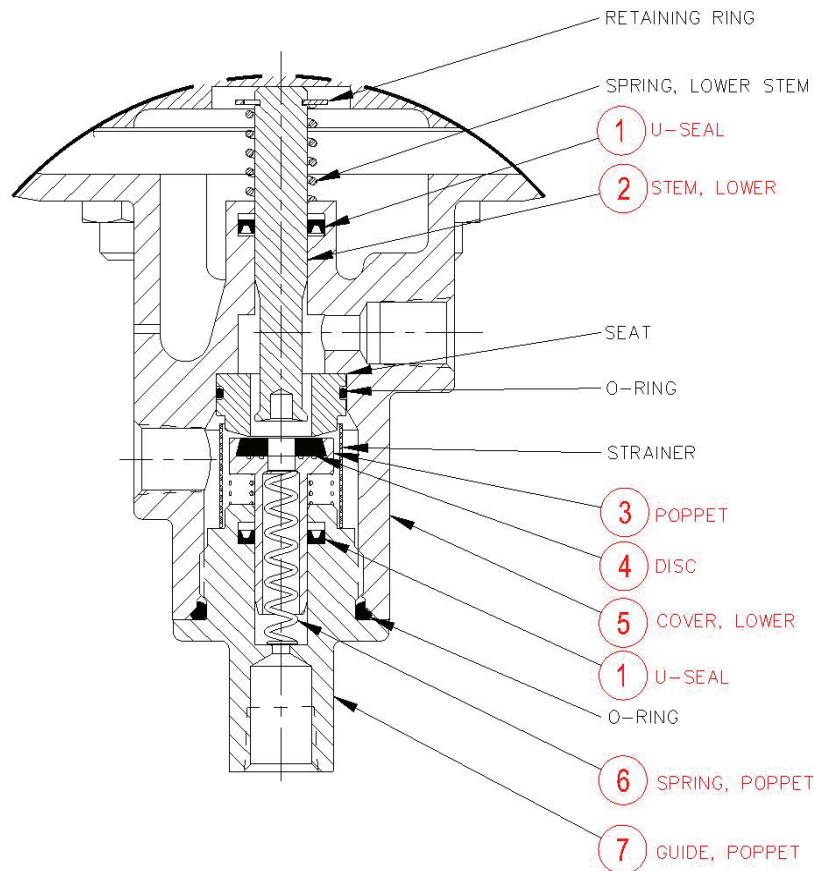
New parts inside the CDS6A are a) stem seals, b) disc and poppet assembly, c) lower stem, d) lower cover, e) poppet guide, and f) poppet spring. The CDS6A uses new low-friction seals on the lower stem and the disc and poppet assembly. Also, the new stem and poppet have a special low-friction nickel-Teflon coating and are dimensionally interchangeable with CDS6 parts. The new lower cover and poppet guide have larger internal dimensions for the new seals and are not interchangeable with CDS6 parts. Also, the poppet spring has a heavier load and is not interchangeable. All other parts remain the same.

All bills of material for top assemblies using the CDS6 have been changed to the new control. It will take some time for us to change assembly drawings and deplete existing parts before we begin using the CDS6A. We plan to finalize the change during first quarter of 2003.

A new CDS6A repair kit is pin 20349401 C and will not work with existing CDS6 controls. The repair kit will include instructions and tools to install new stem seals. When servicing existing CDS6 controls the current repair kit pin 20119301 A should be used.

A modification kit consisting of all new parts and instructions is pin 20354801 G. Field modification is recommended only for installations where it is determined to be necessary.

Range (ft)	size	p/n	size	p/n
5- 40	2-1/2" & larger	20354701K	2" & smaller	20354706E
30- 80	2-1/2" & larger	20354702J	2" & smaller	203547070
70 - 120	2-1/2" & larger	20354703H	2" & smaller	20354708C
110 - 160	2-1/2" & larger	20354704G	2" & smaller	203547098
150 - 200	2-1/2" & larger	20354705F	2" & smaller	20354710J



NEW CDS6A PARTS ARE ABOVE NUMBERED ITEMS.

A) All other parts are the same as current CDS6 parts.

B) Two new low-friction U-Seals, Item 1, will not fit into O-ring grooves of CDS6 lower cover and poppet guide. The machined groove dimensions are different between the O-ring version and the new U-seal version parts. New Lower Cover, Item 5, and Poppet Guide, Item 7, have proper dimensions for U-Seal.

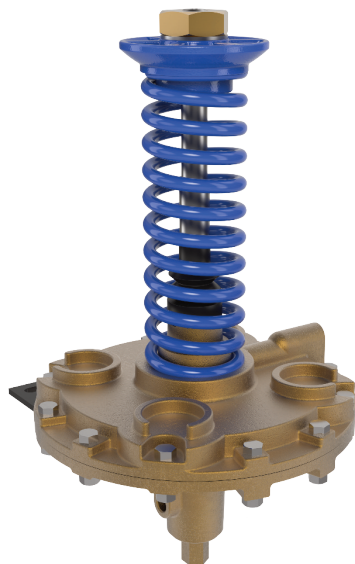
C) Lower Stem, Item 2, and Poppet, Item 3, are dimensionally interchangeable with CDS6 parts that are now obsolete. These new parts have a special low-friction coating which may enhance CDS6 performance.

D) Poppet Spring, Item 6, has a heavier load rating and is not interchangeable with CDS6 poppet spring. Sensitivity will be greater than a 12" differential, if used in CDS6 controls.



— MODEL — **CDS6A**

Altitude Pilot Control

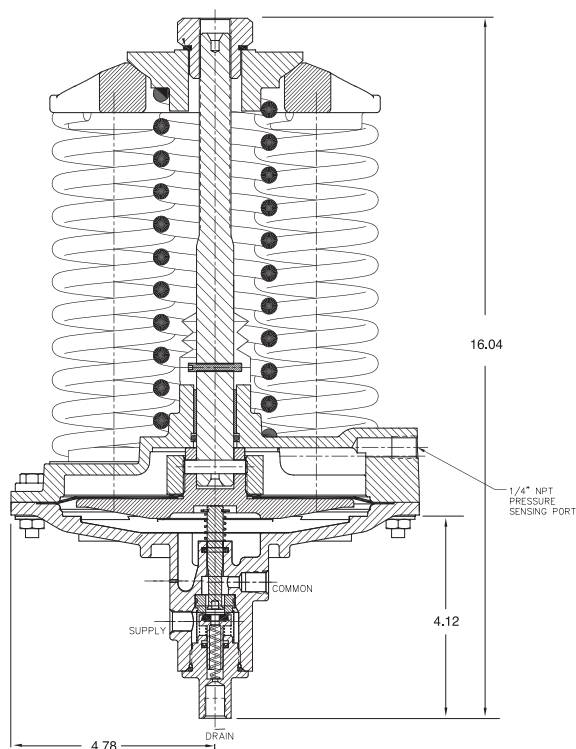


- **Very Accurate and Reliable**
- **Low Maintenance**
- **Bronze and Stainless Steel Wetted Parts**

The Cla-Val Model CDS6A Altitude Pilot Control is a spring-loaded, three-way, diaphragm-actuated control that provides high-level shutoff for Cla-Val 210 Series Altitude Control Valves. The CDS6A controls the high water level in a reservoir or tank without the need for floats or other devices. It is a non-throttling pilot that remains fully open until the reservoir reaches the high level shutoff point. High accuracy is assured by remotely sensing the pressure head of the reservoir or tank. The single adjusting nut can be easily set in the field to close the main valve when liquid level reaches the desired high level set-point within five adjustment ranges.

The CDS6A operating principle uses a differential in forces between the spring load and the hydraulic head of the fluid level in the reservoir or tank to activate the pilot valve of the control. When the force of the spring setting (or the desired high level shutoff point) is overcome by the force of the reservoir head, the pilot valve shifts positions automatically and closes the main valve. When the reservoir head is eight to ten inches less than the spring setting, the pilot valve shifts to open the main valve.

Dimensions



Specifications

Temperature Range:	Water to 180°F Max	Adjustment Ranges:
Materials:		
Body & Cover:	Low Lead Bronze	5 - 40ft.
Trim:	Brass & Stainless Steel	30 - 80ft.
Seals & Diaphragm:	Nitrile	70 - 120ft.
Optional Materials:	Consult Factory	110 - 160ft.
Pressure Rating:	200 PSI MAX*	150 - 200ft.

Remote Sensing Connection

The CDS6A Altitude Pilot Control is normally supplied mounted on a Cla-Val 210 Series valve and should be installed in a horizontal run of pipe with the main valve cover UP. If the CDS6A is remotely mounted from the main valve, it is recommended to be installed with adjustment springs UP for ease of adjustment and servicing. Consult factory for recommendations.

After the Cla-Val 210 Series valve is installed in the line, it is necessary to install a sensing line from the CDS6A control to the reservoir. The sensing line should be 3/4" or larger copper tubing or Schedule 40 PVC pipe. Galvanized pipe is not recommended. The line should slope upward from the CDS6A toward the reservoir to self purge air out of the line. The slope of the sensing line should not have high points that would entrap air. The line connection point on the reservoir should be a minimum 12" to 18" above the center line of the control.

NOTE: The sensing line should not be installed into the flowing line between the valve and reservoir, or to a turbulent area, which may not reflect the true reservoir head.

* Consult Factory

Note: We recommend protecting tubing and valve from freezing temperatures.

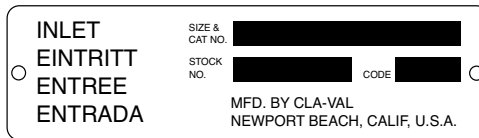


Proper Identification

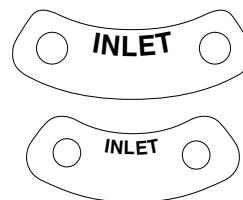
For ordering repair kits, replacement parts, or for inquiries concerning valve operation, it is important to properly identify Cla-Val products already in service by including all nameplate data with your inquiry. Pertinent product data includes valve function, size, material, pressure rating, end details, type of pilot controls used and control adjustment ranges.

Identification Plates

For product identification, cast-in body markings are supplemented by identification plates as illustrated on this page. The plates, depending on type and size of product, are mounted in the most practical position. **It is extremely important that these identification plates are not painted over, removed, or in any other way rendered illegible.**



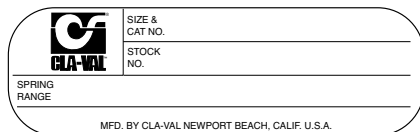
This brass plate appears on valves sized 2 1/2" and is located on the top of the inlet flange.



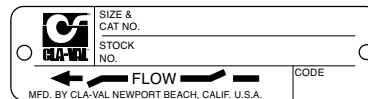
These two brass plates appear on 3/8", 1/2", and 3/4" size valves and are located on the valve cover.



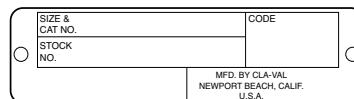
This brass plate appears on altitude valves only and is found on top of the outlet flange.



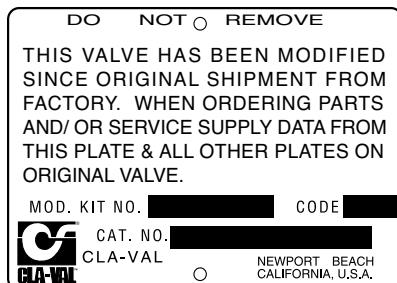
This tag is affixed to the cover of the pilot control valve. The adjustment range appears in the spring range section.



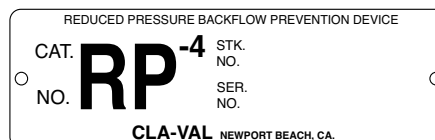
These two brass plates appear on threaded valves 1" through 3" size or flanged valves 1" through 2". It is located on only one side of the valve body.



This brass plate is used to identify pilot control valves. The adjustment range is stamped into the plate.



This aluminum plate is included in pilot system modification kits and is to be wired to the new pilot control system after installation.



This brass plate is used on our backflow prevention assemblies. It is located on the side of the Number Two check (2" through 10"). The serial number of the assembly is also stamped on the top of the inlet flange of the Number One check.

HOW TO ORDER

Because of the vast number of possible configurations and combinations available, many valves and controls are not shown in published product and price lists. For ordering information, price and availability on product that are not listed, please contact your local Cla-Val office or our factory office located at:

P. O. Box 1325
Newport Beach, California 92659-0325
(949) 722-4800
FAX (949) 548-5441

LIMITED WARRANTY

Automatic valves and controls as manufactured by Cla-Val are warranted for three years from date of shipment against manufacturing defects in material and workmanship that develop in the service for which they are designed, provided the products are installed and used in accordance with all applicable instructions and limitations issued by Cla-Val. Electronic components manufactured by Cla-Val are warranted for one year from the date of shipment.

We will repair or replace defective material, free of charge, that is returned to our factory, transportation charges prepaid, if upon inspection, the material is found to have been defective at time of original shipment. This warranty is expressly conditioned on the purchaser's providing written notification to Cla-Val immediate upon discovery of the defect.

Components used by Cla-Val but manufactured by others, are warranted only to the extent of that manufacturer's guarantee.

This warranty shall not apply if the product has been altered or repaired by others, Cla-Val shall make no allowance or credit for such repairs or alterations unless authorized in writing by Cla-Val.

SPECIFY WHEN ORDERING

- Model Number
- Globe or Angle Pattern
- Adjustment Range (As Applicable)
- Valve Size
- Threaded or Flanged
- Body and Trim Materials
- Optional Features
- Pressure Class

UNLESS OTHERWISE SPECIFIED

- Globe or angle pattern are the same price
- Ductile iron body and bronze trim are standard
- X46 Flow Clean Strainer or X43 "Y" Strainer are included
- CK2 Isolation Valves are included in price on 4" and larger valve sizes (6" and larger on 600 Series)

DISCLAIMER OF WARRANTIES AND LIMITATIONS OF LIABILITY

The foregoing warranty is exclusive and in lieu of all other warranties and representations, whether expressed, implied, oral or written, including but not limited to any implied warranties or merchantability or fitness for a particular purpose. All such other warranties and representations are hereby cancelled.

Cla-Val shall not be liable for any incidental or consequential loss, damage or expense arising directly or indirectly from the use of the product. Cla-Val shall not be liable for any damages or charges for labor or expense in making repairs or adjustments to the product. Cla-Val shall not be liable for any damages or charges sustained in the adaptation or use of its engineering data and services. No representative of Cla-Val may change any of the foregoing or assume any additional liability or responsibility in connection with the product. The liability of Cla-Val is limited to material replacements F.O.B. Newport Beach, California.

TERMS OF SALE

ACCEPTANCE OF ORDERS

All orders are subject to acceptance by our main office at Newport Beach, California.

CREDIT TERMS

Credit terms are net thirty (30) days from date of invoice.

PURCHASE ORDER FORMS

Orders submitted on customer's own purchase order forms will be accepted only with the express understanding that no statements, clauses, or conditions contained in said order form will be binding on the Seller if they in any way modify the Seller's own terms and conditions of sales.

PRODUCT CHANGES

The right is reserved to make changes in pattern, design or materials when deemed necessary, without prior notice.

PRICES

All prices are F.O.B. Newport Beach, California unless expressly stated otherwise on our acknowledgement of the order. Prices are subject to change without notice. The prices at which any order is accepted are subject to adjustment to the Seller's price in effect at the time of shipment. Prices do not include sales, excise, municipal, state or any other Government taxes. Minimum order charge \$100.00.

RESPONSIBILITY

We will not be responsible for delays resulting from strikes, accidents, negligence of carriers, or other causes beyond our control. Also, we will not be liable for any unauthorized product alterations or charges accruing there from.

RISK

All goods are shipped at the risk of the purchaser after they have been delivered by us to the carrier. Claims for error, shortages, etc., must be made upon receipt of goods.

EXPORT SHIPMENTS

Export shipments are subject to an additional charge for export packing.

RETURNED GOODS

1. Customers must obtain written approval from Cla-Val prior to returning any material.
2. Cla-Val reserves the right to refuse the return of any products.
3. Products more than six (6) months old cannot be returned for credit.
4. Specially produced, non-standard models cannot be returned for credit.
5. Rubber goods such as diaphragms, discs, o-rings, etc., cannot be returned for credit, unless as part of an unopened vacuum sealed repair kit which is less than six months old.
6. Goods authorized for return are subject to a 35% (\$100 minimum) restocking charge and a service charge for inspection, reconditioning, replacement of rubber parts, retesting, repainting and repackaging as required.
7. Authorized returned goods must be packaged and shipped prepaid to Cla-Val, 1701 Placentia Avenue, Costa Mesa, California 92627.



CLA-VAL

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Lausanne, Switzerland
Phone: 41-21-643-15-55
Fax: 41-21-643-15-50

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www.cla-val.com

Represented By:



—MODEL— REPAIR KITS

Model 100-01 Hytrol Main Valve

BUNA-N MATERIAL				
	RUBBER KIT	REPAIR KIT	REBUILD ASSEMBLY	STUD & NUT KIT
	STOCK NO.	STOCK NO.	STOCK NO.	STOCK NO.
3/8"	9169801K		21176614B	21176633J
1/2"	9169802H	21176602F	21176615A	21176634H
3/4"	9169802H	21176602F	21176615A	21176634H
1" Non-Guided	9169803F	21176601G	21176616K	21176636F
1"	9169804D	21176603E	21176617J	21176636F
1 1/4"	9169804D	21176603E	21176617J	21176636F
1 1/2"	9169804D	21176603E	21176617J	21176636F
2"	9169805A	21176608K	21176618H	21176637E
2 1/2"	9169811J	21176609J	21176619G	21176638D
3"	9169812G	21176604D	21176620D	21176639C
4"	9169813E	21176605C	21176621C	21176640K
6"	9169815K	21176606B	21176622B	21176641J
8"	9817901D	21176607A	21176623A	21176642H
10"	9817902B	21176610F	21176624K	21176643G
12"	9817903K	21176611E	21176625J	21176644F
14"	9817904H	21176612D	21176626H	21176645E
16"	9817905E	21176613C	21176627G	21176645E

Model 100-20 Hytrol Main Valve

BUNA-N MATERIAL				
	RUBBER KIT	REPAIR KIT	REBUILD ASSEMBLY	STUD & NUT KIT
	STOCK NO.	STOCK NO.	STOCK NO.	STOCK NO.
3"	9169805A	21176608K	21176618H	21176637E
4"	9169812G	21176604D	21176620D	21176639C
6"	9169813E	21176605C	21176621C	21176640K
8"	9169815K	21176606B	21176622B	21176641J
10"	9817901D	21176607A	21176623A	21176642H
12"	9817902B	21176610F	21176624K	21176643G
14"	9817903K	21176611E	21176625J	21176644F
16"	9817903K	21176611E	21176625J	21176644F

Consult factory for larger sizes

Rubber Kit Includes: Diaphragm, Disc, Spacer Washers

Repair Kit Includes: Diaphragm, Disc, Spacer Washers, Epoxy Coated Disc Retainer, Epoxy Coated Diaphragm Washer, Protective Washer

Rebuild Assembly Includes: Diaphragm, Disc, Spacer Washers, Epoxy Coated Disc Retainer, Epoxy Coated Diaphragm Washer, Protective Washer, Stainless Steel Bolts & Washers (6" & Below), Stainless Steel Studs, Nuts, & Washers (8" & Above), Stem, Stem Nut, Disc Guide, Standard Cover Spring, Cover Washer

Stud & Nut Kit Includes: Stainless Steel Bolts & Washers (6" & Below), Stainless Steel Studs, Nuts, & Washers (8" & Above)

Repair Kits for 100-02/100-21 Powertrol and 100-03/100-22 Powercheck Main Valves**For:** Powertrol and Powercheck Main Valves—150 Pressure Class Only**Includes:** Diaphragm, Disc (or Disc Assembly) and O-rings and full set of spare Spacer Washers.

Valve Size	Kit Stock Number 100-02	Valve Size	Kit Stock Number	
			100-02 & 100-03	100-21 & 100-22
3/8"	9169901H	2 1/2"	9169910J	N/A
1/2" & 3/4"	9169902F	3"	9169911G	9169905J
1"	9169903D	4"	9169912E	9169911G
1 1/4" & 1 1/2"	9169904B	6"	9169913C	9169912E
2"	9169905J	8"	99116G	9169913C
		10"	9169939H	99116G
		12"	9169937B	9169939H

Larger Sizes: Consult Factory.

Repair Kits for 100-04/100-23 Hy-Check Main Valves**For:** Hy-Check Main Valves—150 Pressure Class Only**Includes:** Diaphragm, Disc and O-Rings and full set of spare Spacer Washers.

Valve Size	Kit Stock Number		Valve Size	Kit Stock Number	
	100-04	100-23		100-04	100-23
4"	20210901B	N/A	12"	20210905H	20210904J
6"	20210902A	20210901B	14"	20210906G	N/A
8"	20210903K	20210902A	16"	20210907F	20210905H
10"	20210904J	20210903K	20"	N/A	20210907F
			24"	N/A	20210907F

Larger Sizes: Consult Factory.

Repair Kits for Pilot Control Valves (In Standard Materials Only)**Includes:** Diaphragm, Disc (or Disc Assembly), O-Rings, Gaskets or spare Screws as appropriate.

BUNA-N® (Standard Material)				VITON (For KB Controls)	
Pilot Control	Kit Stock Number	Pilot Control	Kit Stock Number	Pilot Control	Kit Stock Number
CDB	9170006C	CFM-9	12223E	CDB-KB	9170012A
CDB-30	9170023H	CRA (w/bucking spring)	9170001D	CRA-KB	N/A
CDB-31	9170024F	CRD (w/bucking spring)	9170002B	CRD-KB (w/bucking spring)	9170008J
CDB-7	9170017K	CRD (no bucking spring)	9170003K	CRL-KB	9170013J
CDH-2	18225D	CRD-18	20275401K	CDHS-2BKB	9170010E
CDHS-2	44607A	CRD-22	98923G	CDHS-2FKB	9170011C
CDHS-2B	9170004H	CRL (55F, 55L)	9170007A	CDHS-18KB (no bucking spring)	9170009G
CDHS-2F	9170005E	CRL60/55L-60	9170033G	102C-KB	1726202D
CDHS-3C-A2	24657K	CRL60/55L60 1"	9170042H		
CDHS-8A	2666901A	CRL-4A	43413E		
CDHS-18	9170003K	CRL-5 (55B)	65755B		
CDS-4	9170014G	CRL-5A (55G)	20666E		
CDS-5	14200A	CRL-18	20309801C		
CDS-6	20119301A	Universal CRL	9170041K		
CDS-6A	20349401C	CV	9170019F		
CFCM-M1	1222301C	X105L (O-ring)	00951E	Buna-N®	
CFM-2	12223E	102B-1	1502201F		
CFM-7	1263901K	102C-2	1726201F		
CFM-7A	1263901K	102C-3	1726201F		
				CRD Disc Ret. (Solid)	C5256H
				CRD Disc Ret. (Spring)	C5255K

Repair Assemblies (In Standard Materials Only)

Control	Description	Stock Number
CF1-C1	Pilot Assembly Only	89541H
CF1-CI	Complete Float Control less Ball and Rod	89016A
CFC2-C1	Disc, Distributor and Seals	2674701E
CSM 11-A2-2	Mechanical Parts Assembly	97544B
CSM 11-A2-2	Pilot Assembly Only	18053K
33A 1"	Complete Internal Assembly and Seal	2036030B
33A 2"	Complete Internal Assembly and Seal	2040830J

When ordering, please give complete nameplate data of the valve and/or control being repaired. MINIMUM ORDER CHARGE APPLIES

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N-RK (R-04/2019)