

---

# CLA-VAL

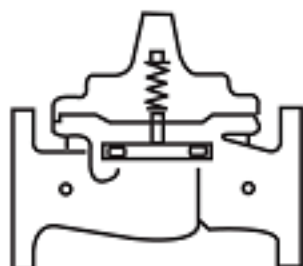
**AUTOMATIC CONTROL VALVES**

---

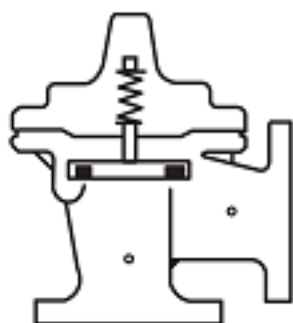
**590-01**

Place this manual with personnel responsible  
for maintenance of this valve

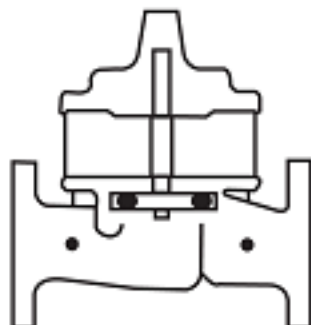
---



## *Installation*



## *Operation*



## *Maintenance*



CLA-VAL • 1701 Placentia Avenue • Costa Mesa, CA 92627 • (949) 722-4800 • info@cla-val.com  
CLA-VAL CANADA LTD. • 4687 Christie Drive • Beamsville, Ontario, LOR 1B4 Canada • (905) 563-4963

[www.cla-val.com](http://www.cla-val.com) • [info@cla-val.com](mailto:info@cla-val.com)



NEWPORT BEACH, CALIFORNIA

CATALOG NO.  
590-01/6590-01

DRAWING NO.  
203573

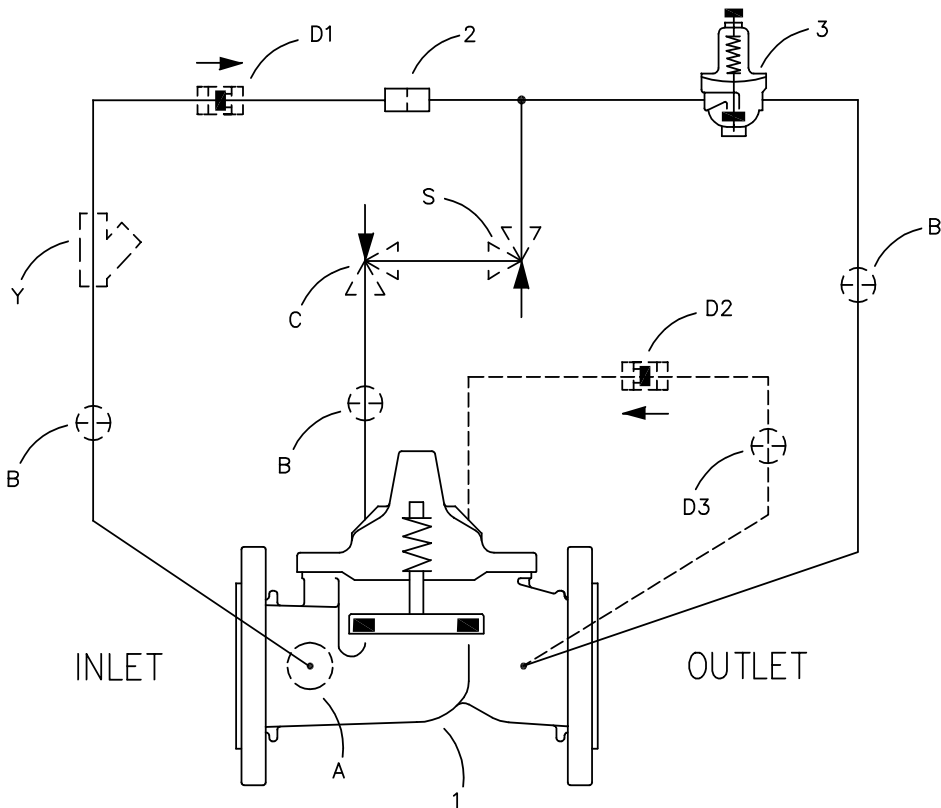
REV.  
A

TYPE OF VALVE AND MAIN FEATURES

PRESSURE REDUCING VALVE

DESIGN		
DRAWN	AK	05-06-03
CHK'D	VL	05-08-03
APVD	CH	5-09-03

----- NOT FURNISHED BY CLA-VAL CO. ----- OPTIONAL FEATURES




CAD REVISION RECORD - DO NOT REVISE MANUALLY

LTR	DESCRIPTION	BY	DATE
		AK	05-06-03
	RELEASED FOR PRODUCTION (NED 47919)	AK	05-05-05
A	ADDED 6000 SERIES (ECO 20158)		

ITEM NO.	BASIC COMPONENTS	QTY
1	100-46 HYTROL (590-01) MAIN VALVE	1
	100-44 HYTROL (6590-01) MAIN VALVE	
2	X58C RESTRICTION FITTING	1
3	CRD PRESSURE REDUCING CONTROL	1

OPTIONAL FEATURE SUFFIX	ADDED TO CATALOG NUMBER	QTY
A	X46A FLOW CLEAN STRAINER	1
B	CK2 COCK (ISOLATION VALVE)	3
C	CV FLOW CONTROL (CLOSING)	1
D	CHECK VALVES WITH COCK	1
S	CV FLOW CONTROL (OPENING)	1
Y	X43 "Y" STRAINER	1

"THIS DRAWING IS THE PROPERTY OF CLA-VAL CO. AND SAME AND COPIES MADE THEREOF, IF ANY, SHALL BE RETURNED TO IT UPON DEMAND. DELIVERY AND DISCLOSURE HEREOF ARE SOLELY UPON CONDITION THAT THE SAME SHALL NOT BE USED, COPIED OR REPRODUCED, NOR SHALL THE SUBJECT HEREOF BE DISCLOSED IN ANY MANNER TO ANYONE FOR ANY PURPOSE, EXCEPT AS HEREIN AUTHORIZED, WITHOUT PRIOR WRITTEN APPROVAL OF CLA-VAL CO. THIS DRAWING IS SUBMITTED CONFIDENTIALLY AND MAY NOT BE USED IN THE MANUFACTURE OF ANY MATERIAL OR PRODUCT OTHER THAN SUCH MATERIALS AND PRODUCTS FURNISHED TO CLA-VAL CO. WHETHER OR NOT THE EQUIPMENT OR INFORMATION SHOWN HEREON IS PATENTED OR OTHERWISE PROTECTED, FULL TITLE AND COPYRIGHTS, IF ANY, IN AND TO THIS DRAWING AND/OR INFORMATION DELIVERED OR SUBMITTED ARE FULLY RESERVED CLA-VAL CO."

 <b>CLA-VAL CO.</b> NEWPORT BEACH, CALIFORNIA TYPE OF VALVE AND MAIN FEATURES	CATALOG NO.	DRAWING NO.	REV.
	590-01/6590-01	203573	A
PRESSURE REDUCING VALVE		DESIGN	
		DRAWN	AK 05-06-03
		CHK'D	VL 05-08-03
		APVD	CH 5-09-03

### OPERATING DATA

#### I. PRESSURE REDUCING FEATURE:

PRESSURE REDUCING CONTROL (3) IS A NORMALLY OPEN CONTROL THAT SENSES MAIN VALVE OUTLET PRESSURE CHANGES. AN INCREASE IN OUTLET PRESSURE TENDS TO CLOSE CONTROL (3) AND A DECREASE IN OUTLET PRESSURE TENDS TO OPEN CONTROL (3). THIS CAUSES MAIN VALVE COVER PRESSURE TO VARY AND THE MAIN VALVE MODULATES (OPENS AND CLOSES) MAINTAINING A RELATIVELY CONSTANT OUTLET PRESSURE. PRESSURE REDUCING CONTROL (3) ADJUSTMENT: TURN THE ADJUSTING SCREW CLOCKWISE TO INCREASE THE SETTING.

#### II. 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.

##### SUFFIX B (ISOLATION VALVES)

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

##### SUFFIX C (CLOSING SPEED CONTROL)

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

##### SUFFIX D (CHECK VALVES WITH COCK):

WHEN OUTLET PRESSURE IS HIGHER THAN INLET PRESSURE, CHECK VALVE (D2) OPENS AND (D1) CLOSSES. THIS DIRECTS THE HIGHER OUTLET PRESSURE INTO THE MAIN VALVE COVER AND THE MAIN VALVE CLOSSES.

##### 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.

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DATE

BY

DESCRIPTION

SEE SHEET 1

LTR



**CLA-VAL CO.**

NEWPORT BEACH, CALIFORNIA

CATALOG NO.

590-01/6590-01

DRAWING NO.

203573

REV.

A

TYPE OF VALVE AND MAIN FEATURES

PRESSURE REDUCING VALVE

DESIGN

DRAWN

AK

05-06-03

CHK'D

VL

05-08-03

APV'D

CH

5-09-03

OPERATING DATA-CONTINUED

III. 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 (B) OPEN (OPTIONAL FEATURE).
- ( ) PERIODIC CLEANING OF STRAINER (Y) IS RECOMMENDED (OPTIONAL FEATURE).
- ( ) CV FLOW (C) AND (S) OPEN AT LEAST 4 TURNS (OPTIONAL FEATURE).

CAD REVISION RECORD - DO NOT REVISE MANUALLY

DATE

BY

DESCRIPTION

SEE SHEET 1

LTR

\*THIS DRAWING IS THE PROPERTY OF CLA-VAL CO. AND SAME AND COPIES MADE THEREOF, IF ANY, SHALL BE RETURNED TO IT UPON DEMAND. DELIVERY AND DISCLOSURE HEREOF ARE SOLELY UPON CONDITION THAT THE SAME SHALL NOT BE USED, COPIED OR REPRODUCED, NOR SHALL THE SUBJECT HEREOF BE DISCLOSED IN ANY MANNER TO ANYONE FOR ANY PURPOSE, EXCEPT AS HEREIN AUTHORIZED, WITHOUT PRIOR WRITTEN APPROVAL OF CLA-VAL CO. THIS DRAWING IS SUBMITTED CONFIDENTIALLY AND MAY NOT BE USED IN THE MANUFACTURE OF ANY MATERIAL OR PRODUCT OTHER THAN SUCH MATERIALS AND PRODUCTS FURNISHED TO CLA-VAL CO. WHETHER OR NOT THE EQUIPMENT OR INFORMATION SHOWN HEREON IS PATENTED OR OTHERWISE PROTECTED, FULL TITLE AND COPYRIGHTS, IF ANY, IN AND TO THIS DRAWING AND/OR INFORMATION DELIVERED OR SUBMITTED ARE FULLY RESERVED CLA-VAL CO.\*



## 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](http://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 100-46

(Full Internal Port)

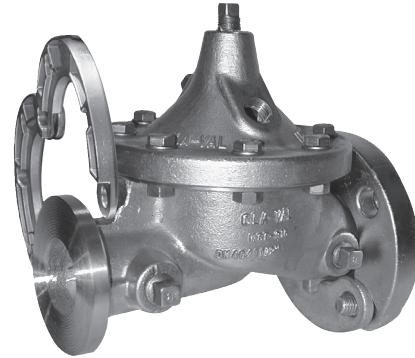
## 316 STAINLESS STEEL HYTROL VALVE

INSTALLATION / OPERATION / MAINTENANCE

### DESCRIPTION

The Cla-Val Model 100-46 Hytrol 316SS Valve is a hydraulically operated, diaphragm actuated, globe pattern valve with all 316 Stainless Steel metal parts. Specially designed 316 Stainless Steel removable slip-on flanges provide 150 or 300 ANSI class flange connections that meet ANSI and ISO standards. This valve is ideal for control valve applications where fluid compatibility is often a problem. The standard Electropolish finish on the 316 Stainless Steel parts offers extreme corrosion resistance to many industrial fluids such as seawater, high alkyl or high acid concentrations or other aggressive or corrosive fluids.

The Model 100-46 Hytrol consists of these major components: body, flanges, diaphragm assembly and cover. The diaphragm assembly is the only moving part and is guided top and bottom by a precision-machined stem. A non-wicking diaphragm of nylon fabric reinforced, synthetic rubber creates the control chamber for the valve. A resilient, synthetic rubber disc forms a drip-tight seal, with the renewable seat, when pressure is applied to the control chamber. The rugged



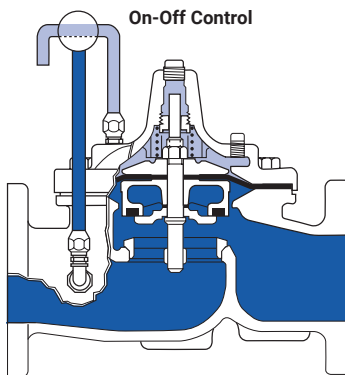
simplicity of design and packless construction assures a long life of dependable, trouble-free operation. Smooth flow passages and fully guided diaphragm assembly assure optimum control, when used in piping systems requiring remote control, pressure regulation, solenoid operation, rate of flow control or check valve operation.

### 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 Model 100-46 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)
4. Allow sufficient room around valve to make adjustments and for disassembly.
5. Cla-Val Model 100-46 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.

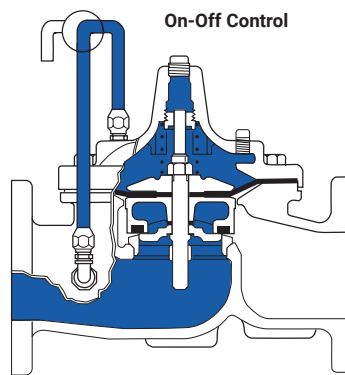
6. If a pilot control system is installed on the Model 100-46 Hytrol Valve, use care to prevent damage. If it is necessary to remove fittings or components, be sure they are kept clean and replaced exactly as they were.
7. After the valve is installed and the system is first pressurized, vent air from the cover chamber and pilot system tubing by loosening fittings at all high points.

### Principles of Operation



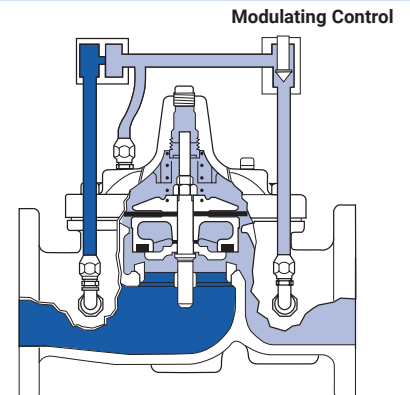
#### Full Open Operation

When pressure in the cover chamber is relieved to a zone of lower pressure, the line pressure at the valve inlet opens the valve, allowing full flow



#### Tight Closing Operation

When pressure from the valve inlet is applied to the cover chamber, the valve closes drip-tight.

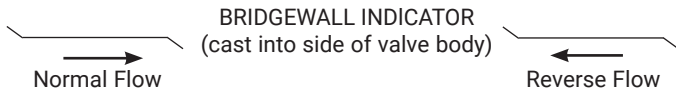


#### Modulating Action

The valve holds any intermediate position when operating pressure is equal above and below the diaphragm. Using a Cla-Val "Modulating" Control will allow the valve to automatically compensate for line pressure changes.

## Flow Direction

The flow through the Model 100-46 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.**



## Troubleshooting

The following troubleshooting information deals strictly with the Model 100-46 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 X101D Valve Position Indicator and three gauges in unused Hytrol inlet, outlet and cover connections.

**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.**

## 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 X101D 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.

Service Suggestions		
Symptom	Possible Cause	Solutions
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.

## Three Checks

The Model 100-46 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.

### **THIS VALVE CANNOT BE SERVICED UNDER PRESSURE.**

**CAUTION:** Care should be taken when doing the troubleshooting checks on the Model 100-46 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.



**Three Checks** (cont.)

**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 from Diaphragm Chamber When Valve Opens or Closes	
Valve Size	Displacement
Inches	Gallons
1 1/2	0.020
2	0.032
2 1/2	0.043
3	0.080
4	0.169
6	0.531
8	1.26
10	2.51
12	4.00

**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 X101D 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 X101D Valve position indicator corresponding to the "closed" position. The distance between the two marks should be approximately the stem travel shown in chart.
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

Stem Travel (Fully open to fully closed)			
Valve Size		Travel	
Inches	MM	Inches	MM
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	2.4	71
12	300	3.4	86

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

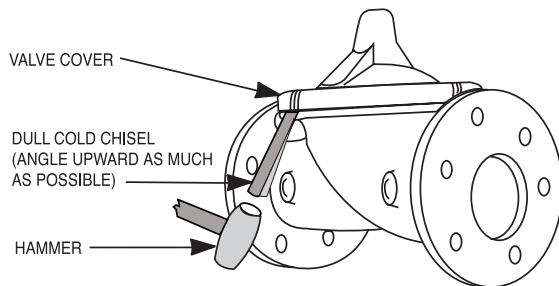
The Cla-Val Model 100-46 Hytrol Valve requires no lubrication or packing and a minimum of maintenance. However, a periodic inspection schedule should be established to determine how the operating conditions of the system are affecting the valve. The effect of these actions must be determined by inspection.

### 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" – 1 1/2" 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 (Inches)	Thread Size (NPT)
1 1/2"	1/4"
2" - 3"	1/2"
4" - 6"	3/4"
8" - 10"	1"
12"	1 1/4"

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 (Inches)	Thread Size (UNF Internal)
1 1/2" - 2 1/2"	10 - 32
3" - 4"	1/4 - 28
6" - 12"	3/8 - 24

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.

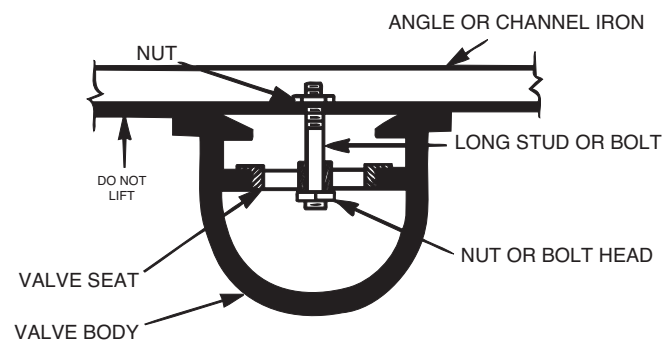
The use of a pipe wrench or a vise without soft brass jaws scars the fine finish on the stem. No amount of careful dressing can restore the stem to its original condition. Damage to the finish of the stem can cause the stem to bind in the bearings and the valve will not open or close.

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.

## 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.

## 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.

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.



## Specifications

### Specifications

#### Sizes

**Globe (inches):**

1 1/2", 3", 4", 6", 8", 10", 12"

#### End Detail

Slip-on Two Piece Flange  
Dimensions Per ANSI B16.5

#### Pressure Rating

**ANSI Class 150:**

Maximum 285 psi

**ANSI Class 300:**

Maximum 400 psi

Higher Pressure Available Please Contact Factory

#### Operating Temperature

Fluids Compatible with Valve Materials  
-40° to 180° F (-40° to 82° C)

#### Materials

Body, Cover, Trim, Diaphragm Assembly, Flanges, and Fasteners  
316 Series  
Stainless Steel  
Electropolished

**Disc:**

Buna-N® Rubber\*

**Diaphragm:**

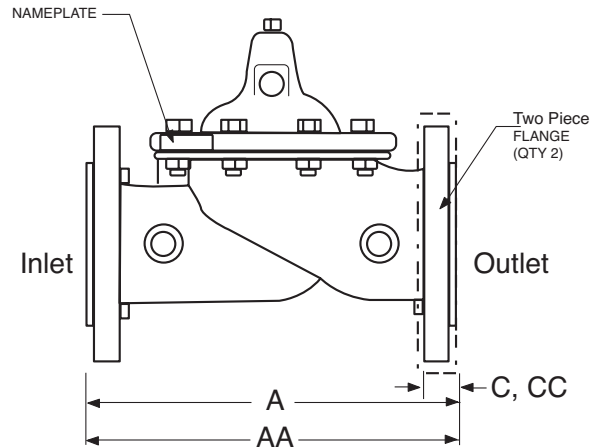
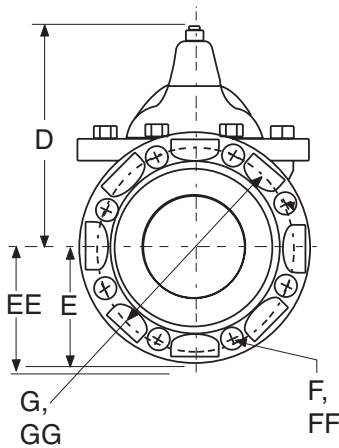
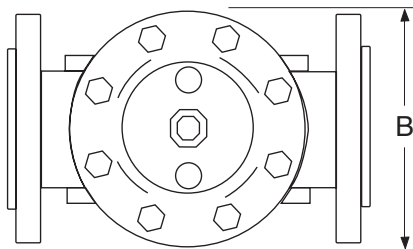
Nylon Fabric Reinforced  
Synthetic Buna-N® Rubber\*

\*Contact Factory for Other Disc or Diaphragm Materials



**Dimensions**

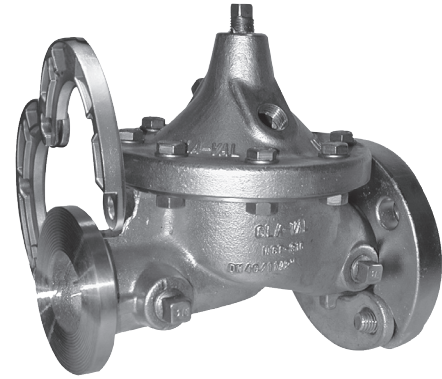
Size (inches)	1 1/2"	2"	2 1/2"	3"	4"	6"	8"	10"	12"
Size (mm)	40	50	65	80	100	150	200	250	300
<b>A</b> 150 ANSI	7.87	9.38	11.00	12.00	15.00	20.00	25.38	29.75	34.00
<b>AA</b> 300 ANSI	7.87	9.38	11.00	12.00	15.00	20.00	20.00	29.75	34.00
<b>B</b>	5.62	6.61	8.00	9.13	11.50	15.75	20.00	23.62	28.00
<b>C</b>	0.56	0.62	0.69	0.75	0.94	1.00	1.12	1.19	1.25
<b>CC</b> 300 ANSI	0.81	0.88	1.00	1.12	1.25	1.44	1.62	1.88	2.00
<b>D</b> 150 ANSI	5.90	6.25	7.25	8.20	10.21	13.32	16.38	21.00	25.38
<b>E</b>	2.56	3.05	3.54	3.75	4.53	5.61	6.75	8.00	9.50
<b>EE</b> 300 ANSI	3.05	3.25	3.74	4.13	5.02	6.30	7.50	8.75	10.25
<b>F</b>	0.62	0.75	0.75	0.75	0.75	0.88	0.88	1.00	1.00
<b>FF</b> 300 ANSI	0.88	0.75	0.88	0.88	0.88	0.88	1.00	1.12	1.25
<b>G</b>	3.88	4.75	5.50	6.00	7.50	9.50	11.75	14.25	17.00
<b>GG</b> 300 ANSI	4.50	5.00	5.88	6.62	7.88	10.62	13.00	15.25	17.75
Flange Bolts (150 Class)	4	4	4	4	8	8	8	12	12
Flange Bolts (300 Class)	4	8	8	8	8	12	12	12	16
Approx. Ship Wt. Lbs.	25	35	55	75	160	290	340	600	1000
Approx. Ship Wt. Kgs.	11.4	16	25	35	73	132	154	272	454



**Full Port Functional Data**

Size (Inches)	C <sub>v</sub> (gpm)*	C <sub>v</sub> (l/s)**
1"	32	8
2"	54	13
2 1/2"	85	20
3"	115	27
4"	200	48
6"	440	105
8"	770	185
10"	1245	299
12"	1725	414

\*C<sub>v</sub> = gpm flow at 1 psi drop  
 \*\*C<sub>v</sub> = l/s flow at 1 bar drop



**When Ordering, Please Specify**

1. Catalog No. Model 100-46
2. Valve Size
3. Fluid Being Handled
4. Fluid Temperature
5. Inlet Pressure Range
6. Outlet Pressure Range
7. Maximum and Minimum Differential Pressure
8. Flow Rate Range





# Model CRD for UL PRESSURE REDUCING CONTROL

## DESCRIPTION

The Cla-Val Model CRD Pressure Reducing Control automatically reduces a higher inlet pressure to a lower outlet pressure. It is a direct acting, spring loaded, diaphragm type control that operates hydraulically or pneumatically. It may be used as a self-contained valve or as a pilot control for a Cla-Val main valve. It will hold a constant downstream pressure within very close pressure limits.

## OPERATION

The CRD Pressure Reducing Control is normally held open by the force of the compression spring above the diaphragm; and delivery pressure acts on the underside of the diaphragm. Flow through the valve responds to changes in downstream demand to maintain a pressure.

## INSTALLATION

The CRD Pressure Reducing Control may be installed in any position. There is one inlet port and two outlets, for either straight or angle installation. The second outlet port can be used for a gage connection. A flow arrow is marked on the body casting.

## ADJUSTMENT PROCEDURE

The CRD Pressure Reducing Control can be adjusted to provide a delivery pressure range as specified on the nameplate.

Pressure adjustment is made by turning the adjustment screw to vary the spring pressure on the diaphragm. The greater the compression on the spring the higher the pressure setting.

1. Turn the adjustment screw in (clockwise) to increase delivery pressure.

2. Turn the adjustment screw out (counter-clockwise) to decrease the delivery pressure.

3. When pressure adjustment is completed tighten jam nut on adjusting screw and replace protective cap.

4. When this control is used, as a pilot control on a Cla-Val main valve, the adjustment should be made under flowing conditions. The flow rate is not critical, but generally should be somewhat lower than normal in order to provide an inlet pressure several psi higher than the desired setting

*The approximate minimum flow rates given in the table are for the main valve on which the CRD is installed.*

Valve Size	3"	4" - 8"	10" - 12"
Minimum Flow GPM	1 - 2	4 - 15	35 - 95

## MAINTENANCE

### Disassembly

To disassemble follow the sequence of the item numbers assigned to parts in the sectional illustration.

### Reassembly

Reassembly is the reverse of disassembly. Caution must be taken to avoid having the yoke (17) drag on the inlet nozzle of the body (18). Follow this procedure:

1. Place yoke (17) in body and screw the disc retainer assembly (16) until it bottoms.

2. Disc retainer must enter guide hole in plug as it is assembled. Screw the plug in by hand. Use wrench to tighten only.

3. Place diaphragm (12) diaphragm washer (11) and belleville washer (20) on yoke. Screw on hex nut (10).

4. Hold the diaphragm so that the screw holes in the diaphragm and body align. Tighten diaphragm nut with a wrench. At the final tightening release the diaphragm and permit it to rotate 5° to 10°. The diaphragm holes should now be properly aligned with the body holes.

### To check for proper alignment proceed as follows:

Rotate diaphragm clockwise and counterclockwise as far as possible. Diaphragm screw holes should rotate equal distance on either side of body screw holes  $\pm 1/8"$ .

Repeat assembly procedure until diaphragm and yoke are properly aligned. There must be no contact between yoke and body nozzle during its normal movement. To simulate this movement hold body and diaphragm holes aligned. Move yoke to open and closed positions. There must be no evidence of contact or dragging.

5. Install spring (9) with spring guide (8).

6. Install cover (5), adjusting screw (2) and nut (3), then cap (1).

Service Suggestions		
Symptom	Possible Cause	Solutions
Fails to open when pressure lowers	No spring compression	Tighten adjusting screw
	Damaged spring	Disassemble and replace.
	Spring guide (8) is not in place	Assemble properly
	Yoke dragging on inlet nozzle	Disassembled and reassemble property (refer to Reassembly)
Fails to close when delivery pressure rises	Spring compressed solid	Back off adjusting screw
	Mechanical obstruction	Disassembled and reassemble property (refer to Reassembly)
	Worn disc	Disassemble, remove and replace disc retainer assembly.
	Yoke dragging on inlet nozzle	Disassembled and reassemble property (refer to Reassembly)
Leakage from cover vent hole	Damaged diaphragm	Disassemble and replace
	Loose diaphragm nut	Remove cover and tighten nut

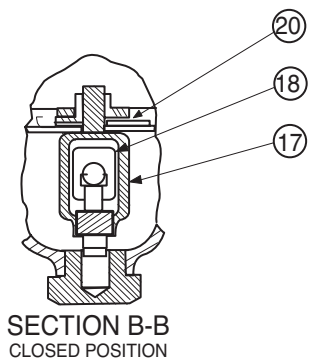
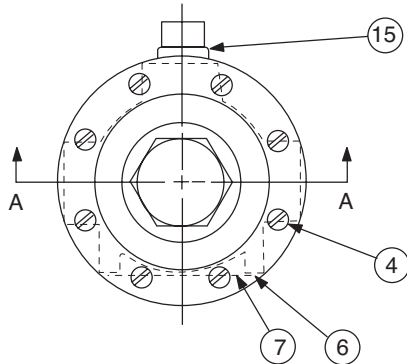
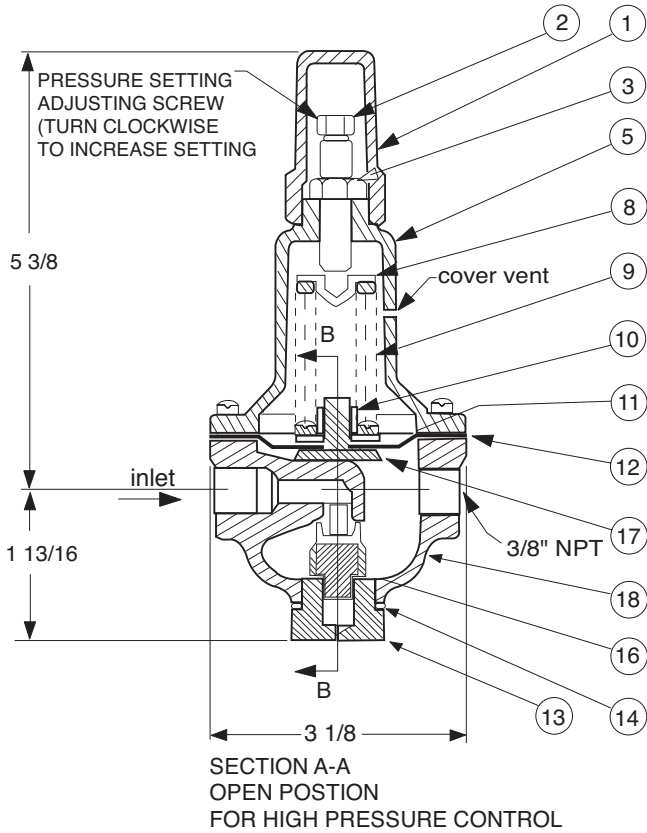




# Model CRD

## PRESSURE REDUCING CONTROL (BRONZE BODY WITH 303SS TRIM)

PARTS LIST



Size (inch)	Stock Number	PSI	FT of water
3/8	7194309G	50 - 175	115 - 403
Factory Set Pressure			PSI per Turn*
50 - 175 set at 60 psi			27.0

\*Approximate-Final Adjustment should be with a pressure gauge and with flow.

Item No.	Description	Material
1	Cap	PL
2	Adjusting Screw	BRS
3	Jam Nut (3/8-16)	SS
4*	Machine Screw (Fil.Hd.) 8 Required	303
5	Cover	BRS
6	Nameplate Screw	SS
7	Nameplate	BRS
8	Spring Guide	302
9	Spring (50 - 175 psi)	CHR/VAN
10	Hex Nut	303
11	Diaphragm Washer	302
12*	Diaphragm	NBR
13	Plug, Body	BRS
14*	Gasket	Fiber
15	Plug	BRS
16*	Disc Retainer Assembly (50 - 175 psi)	SS/Rub
17	Yoke	316
18	Body & 1/4" Seat Assembly	BR/SS
20	Belleville Washer	STL
*	Repair Kit	Buna®-N

\*Recommended Spare Parts

### When Ordering, Please Specify

1. All Nameplate data
2. Item Number
3. Description





## 500 Series 316 SS Hytrol 100-44 and 100-46

Installing two-part flange

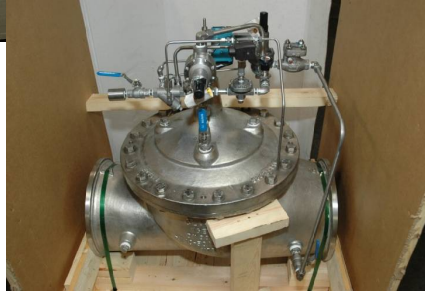
### Two-Piece Flange Design



- Easy Conversion from 150 Class to 300 Class
- Four identical half-flanges for each valve
- 316 Stainless Steel



## Look for Flange Halves shipped with valve



## Two Half-Flanges Held Captive



- Flange studs and bolts hold valve flanges in place
- Textured side faces away from valve
- Smooth side faces toward valve





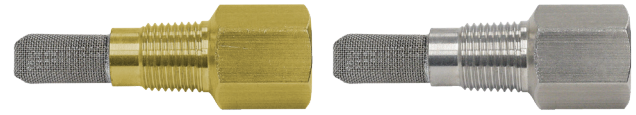
# Model X46

## PRESSURE REDUCING CONTROL

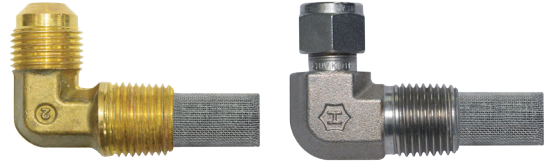
- Self Scrubbing Cleaning Action
- Straight Type or Angle Type

The Cla-Val Model X46 Strainer is designed to prevent passage of foreign particles larger than 0.015". 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.

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.



Model X46A Straight



Model X46B Angle

### 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 Model 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 Model 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 Model 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.

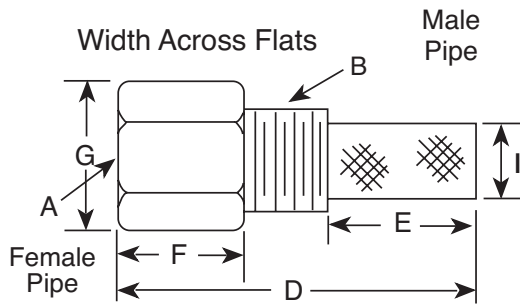
When ordering replacement Flow-Clean Strainers, it is important to determine pipe size of the tapped hole into which the strainer will be inserted (refer to column A or F), and the size of the external connection (refer to column B or G).



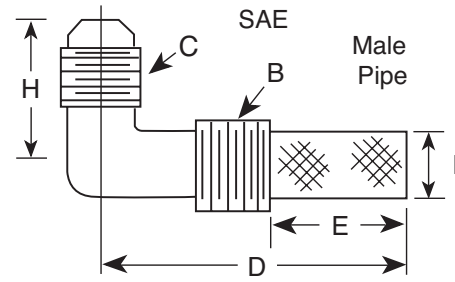
**Dimensions** (in Inches)

X46 Straight Type A (In Inches)						
A (NPT)	C (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

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



**Model X46A**




**Model X46B**

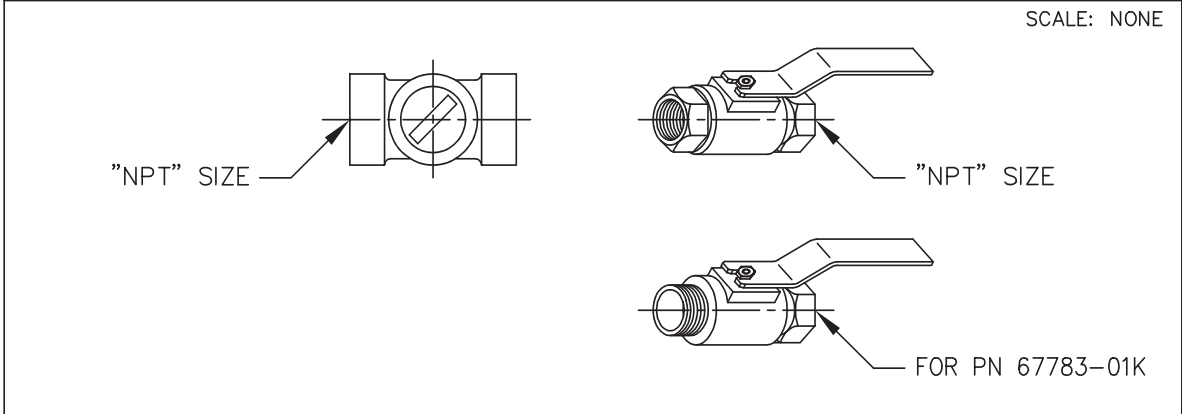
**When Ordering, Please Specify**

1. Catalog number X46
2. Straight or Angel Type
3. Size inserted into and size connection
4. Materials



AK	07-10-08	BB	ADDED PN'S 67783-62B (NED 62200)
AK	08-14-08	BC	ADDED PN'S 67783-63K (NED 62218)
PC	10-1-2008	BD	ADDED PN 67783-64H (NED 62446)
CAD REVISION RECORD - DO NOT REVISE MANUALLY		BY	DATE
LTR	DESCRIPTION		
A-AY	SEE REVISION FILE		
BA	ADDED PN'S 67783-59H, 67783-60F & 67783-61D (ECO 20434)	AK	03-14-06

 <b>CLA-VAL CO.</b> NEWPORT BEACH, CALIFORNIA	CATALOG NO.	DRAWING NO.	REV
		67783	BD
TYPE OF VALVE AND MAIN FEATURES		DESIGN	
<p style="text-align: center;">CK2 COCK/BALL VALVE</p>		DRAWN	MGR 4-02-80
		CHK'D	KD 4-03-80
		APV'D	CH 4-07-80



CLA-VAL PART NO. AND MATERIAL								
BRONZE WITH HANDLE	STEEL WITH HANDLE	IRON WITH HANDLE	316 SST WITH HANDLE	316 SST W/ LOCKING HANDLE	BRONZE WITH HANDLE	MONEL WITH HANDLE	MONEL W/ LOCKING HANDLE	SIZE "NPT"
67783-01K*	-09C	-17F	-25J SUPSD BY-26G		-41F SUPSD BY-01K			1/8"
-02H	-10A	-18D	-26G	-51E SUPSD BY-26G -52C	-42D SUPSD BY-02H	-55F		1/4"
-03F * -59H***	-11J	-19B	-27E	-46E SUPSD BY-27E -53A	-45G -57B * *	-48A SUPSD BY-49J	-63K	3/8"
-04D -60F ***	-12G	-20K	-28C	-54J	-43B SUPSD BY-04D	-49J	-62B	1/2"
-05A -61D ***	-13E	-21H	-29A	-64H	-44K SUPSD BY-05A	-56D		3/4"
-06J	-14C	-22F	-30J			-58K		1"
-07G	-15K	-23D	-31G					1 1/4"
-08E	-16H	-24B	-32E					1 1/2"
-50G			-47C					2"

- \* SEE ENGINEERING APPROVED VENDORS TABLE (SHEET 2 OF 2).
- \*\* HAMMOND VALVE 8501 ONLY.
- \*\*\* WILKINS CK2 (SEE SHEET 2 OF 2)

"THIS DRAWING IS THE PROPERTY OF CLA-VAL CO. AND SAME AND COPIES MADE THEREOF, IF ANY, SHALL BE RETURNED TO IT UPON DEMAND. DELIVERY AND DISCLOSURE HEREOF ARE SOLELY UPON CONDITION THAT THE SAME SHALL NOT BE USED, COPIED OR REPRODUCED, NOR SHALL THE SUBJECT HEREOF BE DISCLOSED IN ANY MANNER TO ANYONE FOR ANY PURPOSE, EXCEPT AS HEREIN AUTHORIZED, WITHOUT PRIOR WRITTEN APPROVAL OF CLA-VAL CO. THIS DRAWING IS SUBMITTED CONFIDENTIALLY AND MAY NOT BE USED IN THE MANUFACTURE OF ANY MATERIAL OR PRODUCT OTHER THAN SUCH MATERIALS AND PRODUCTS FURNISHED TO CLA-VAL CO. WHETHER OR NOT THE EQUIPMENT OR INFORMATION SHOWN HEREON IS PATENTED OR OTHERWISE PROTECTED, FULL TITLE AND COPYRIGHTS, IF ANY, IN AND TO THIS DRAWING AND/OR INFORMATION DELIVERED OR SUBMITTED ARE FULLY RESERVED CLA-VAL CO."



# Model CV FLOW CONTROL

INSTALLATION / OPERATION / MAINTENANCE

## 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.

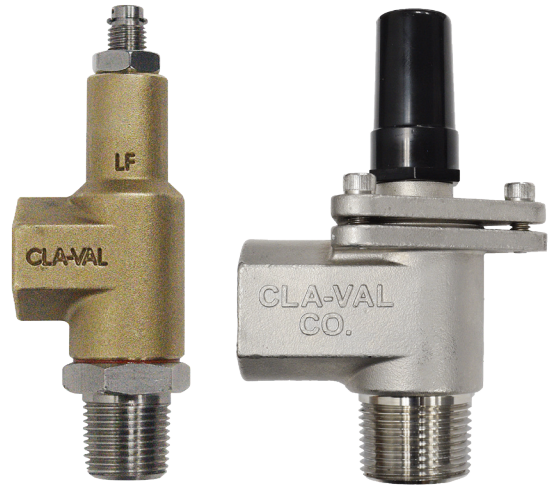
Use a scribe, or similar sharp-pointed tool to remove O-ring from the stem.

## 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.

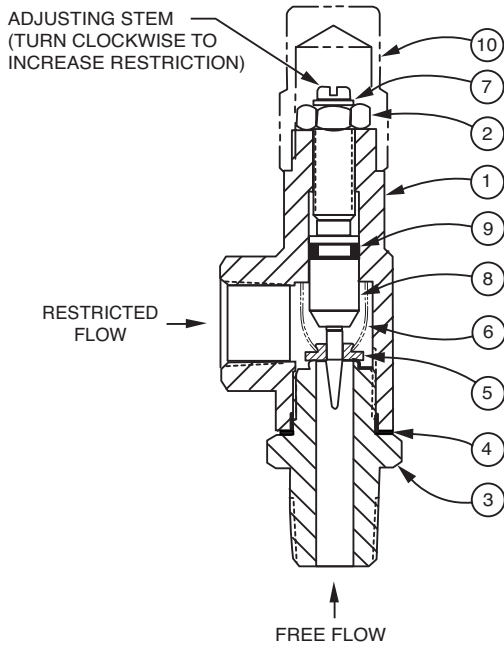




# Model CV FLOW CONTROL

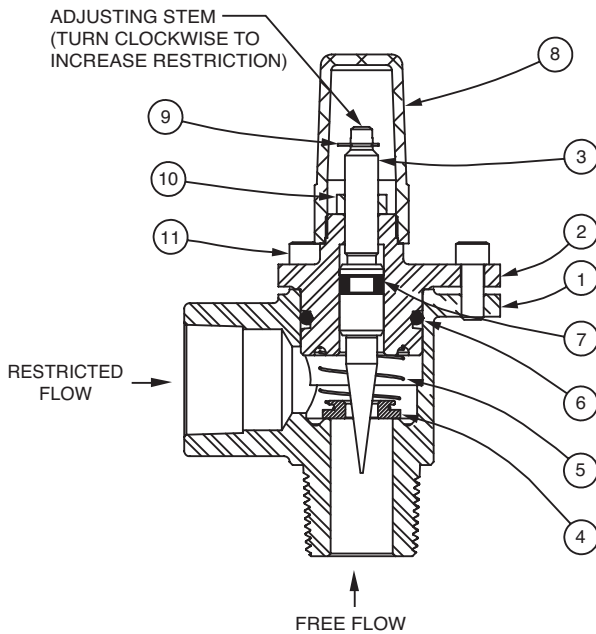
PARTS LIST

## 3/8" CV Flow Control



Item No.	Description	QTY
1	Housing	1
2	Nut, Jam	1
3	Cap (SS only)	1
4	Gasket	1
5	Disc	1
6	Spring	1
7	Ring, Retaining	1
8	Stem	1
9	O-Ring	1
10	Seat	1

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



Item No.	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

### When Ordering, Please Specify

1. All Nameplate/Stamped data
2. Item Number
3. Description
4. Material





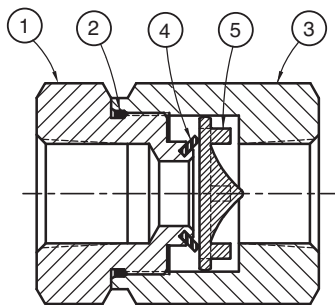
# Model **PL-CDC-1**

## CHECK VALVE

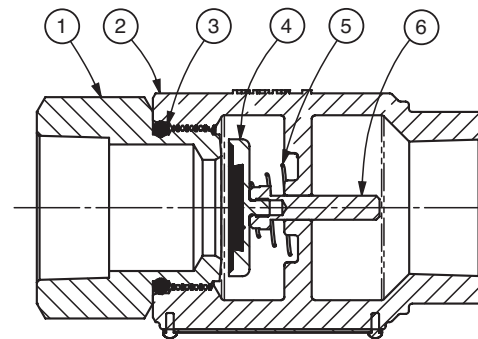
SIZES 3/8", 1/2", 3/4", AND 1"

PARTS LIST

- Meets Low Lead Requirements
- Patented Seal Design Allows for Drip Tight Shut-off at Low DP
- No Spring Required due to Patented Seal Design
- Delrin® Disc with Flow Profile Designed to Minimize Head Loss
- Delrin® Disc Resists Corrosion and/or Mineral Build-up
- Drip Tight Seating at both Low and High Operating Pressures
- Temperature Range: 10°F to 210°F
- EPR, NBR, and Fluorocarbon Seal Options



CLA-VAL CHECK VALVE CONFIG. (1/2" SIZE SHOWN)  
(SCALE: 2/1)



CDC-1 3/8" and 1/2"		
Item No.	Description	QTY
1	Retainer, Seal	1
*2	O-Ring	1
3	Retainer, Valve	1
*4	Seal, Valve Ring	1
*5	Plate, Valve	1

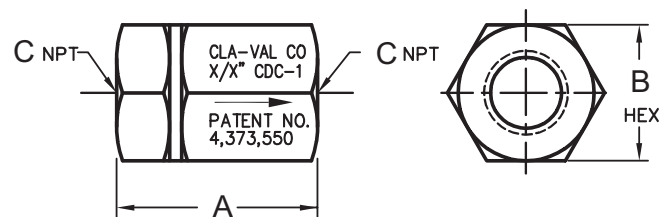
\*Included in Repair Kit

CDC-1 3/4" and 1"		
Item No.	Description	QTY
1	Seal, Valve	1
*2	Body, Valve	1
3	O-Ring	1
*4	Disc Retainer Assembly	1
*5	Spring	1
*6	Stem, Valve	1

\*Included in Repair Kit

### Dimensions

Size (NPT)	A	B	C
3/8"	2.06	1.06	0.38 (3/8") - 18.0 NPT
1/2"	2.12	1.38	0.50 (1/2") - 14.0 NPT
3/4"	4.06	2.26	0.75 (3/4") - 14.0 NPT
1"	4.06	2.19	1.00 (1") - 11.5 NPT



CLA-VAL CHECK VALVE (1/2" SIZE SHOWN)

### When Ordering, Please Specify

1. All Nameplate data
2. Item Number
3. Description
4. Material

**CLA-VAL™** www.cla-val.com | info@cla-val.com  
PL-CDC-1 (R-10/2025)

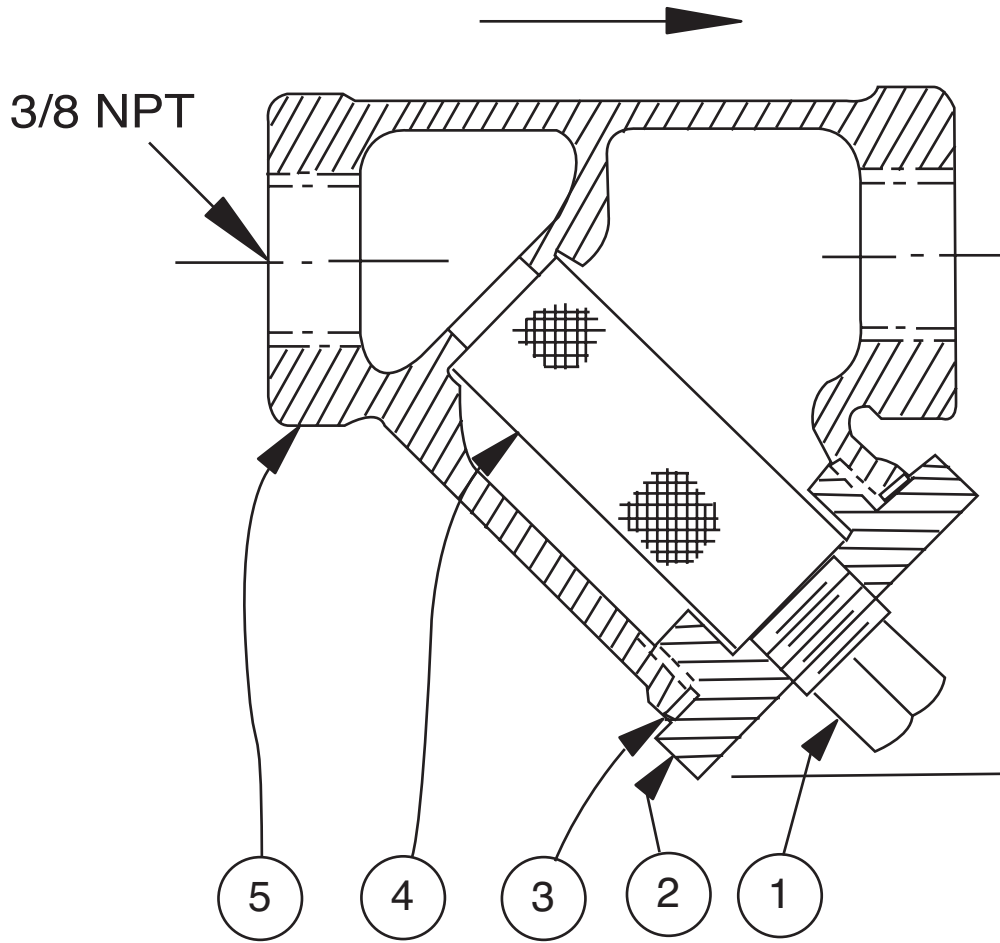
© Copyright CLA-VAL - Specifications subject to change without notice.





# Model X43 STRAINER

PARTS LIST



Standard 60 mesh pilot system strainer for fluid service.

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

Item No.	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.		

### When Ordering, Please Specify

1. All Nameplate data
2. Item Number
3. Description
4. Material





# Cla-Val Product ID

## HOW TO ORDER

### PROPER IDENTIFICATION

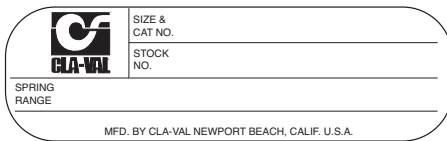
For ordering repair kits, replacement parts, or for inquiries concerning valve operation, it is important to properly identify Cla-Val products already in service by including all nameplate data with your inquiry. Pertinent product data includes valve function, size, material, pressure rating, end details,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

### IDENTIFICATION PLATES

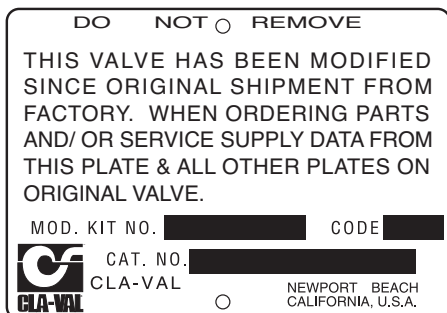
For product identification, cast-in body markings are supplemented by identification plates as illustrated on this page. The plates, depending on type and size of product, are mounted in the most practical position. **It is extremely important that these identification plates are not painted over, removed,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



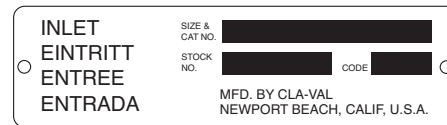
This brass plate appears on altitude valves only and is found on top of the outlet flange.



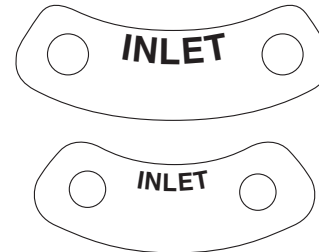
This tag is affixed to the cover of the pilot control valve. The adjustment range appears in the spring range section.



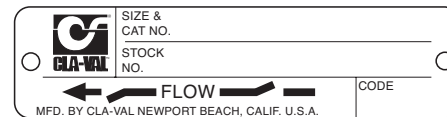
This aluminum plate is included in pilot system modification kits and is to be wired to the new pilot control system after installation.



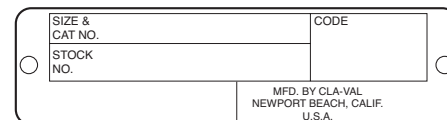
This brass plate appears on valves sized 2 1/2" and larger and is located on the top of the inlet flange.



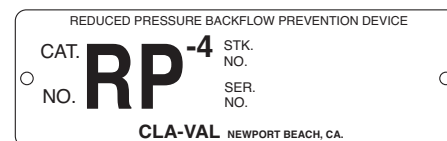
These two brass plates appear on 3/8", 1/2", and 3/4" size valves and are located on the valve cover.



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 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



## When Ordering, Please Specify

1. Model Number	3. Adjustment range (as application)	4. Valve Size	6. Body and Trim Materials	7. Optional Features
2. Globe or Angle Pattern		5. Threaded or Flanged		8. 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)

## 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.

## 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 canceled.

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 acknowledgment 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.





# Model Repair Kits

## Model 100-01 Hytrol Main Valve

BUNA-N MATERIAL				
	RUBBER KIT STOCK #	REPAIR KIT STOCK #	REBUILD ASSEMBLY STOCK #	STUD & NUT KIT STOCK #
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	21176654C	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 STOCK #	REPAIR KIT STOCK #	REBUILD ASSEMBLY STOCK #	STUD & NUT KIT STOCK #
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

## Model 100-30 Hytrol Main Valve

BUNA-N MATERIAL		
	RUBBER KIT STOCK #	REBUILD ASSEMBLY STOCK #
2 1/2"	21112704H	21235401C
3"	21112702K	21235402B
4"	21112703J	21235403A
6"	27496886J	21235404K
8"	21112701A	21235405J
10"	CF	21235406H

- Rubber Kit Includes:** Diaphragm, Disc, Spacer Washers. **Model 100-30 also includes:** Stem O-Ring, Seal, Bearing O-Ring.
- 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. **Model 100-30 also includes:** Upper and Lower Stem and Stem Nut, Stem O-Ring, Seal, Lower Spring, PU Bearing, Bearing O-Ring, Bearing Retainer Ring.
- 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		Valve Size	Kit Stock Number	
	100-02			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"	9169950E	9169913C
			10"	9169939H	9169950E
			12"	9169937B	9169939H

Consult factory for larger sizes

**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

Consult factory for larger sizes

**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-7A	1263901K	CDB-KB	9170012A
CDB-30	9170023H	CFM-9	12223E	CRA-KB	N/A
CDB-31	9170024F	CRA (w/bucking spring)	9170001D	CRD-KB (w/bucking spring)	9170008J
CDB-7	9170017K	CRD (w/bucking spring)	9170002B	CRL-KB	9170013J
CDH-2	18225D	CRD (no bucking spring)	9170003K	CDHS-2BKB	9170010E
CDHS-2	44607A	CRD-18	20275401K	CDHS-2FKB	9170011C
CDHS-2B	9170004H	CRD-22	98923G	CDHS-18KB (no bucking spring)	9170009G
CDHS-2F	9170005E	CRL (55F, 55L)	9170007A	102C-KB	1726202D
CDHS-3C-A2	24657K	CRL60/55L-60	9170033G		
CDHS-8A	2666901A	CRL60/55L60 1"	9170042H		
CDHS-18	9170003K	CRL-4A	43413E		
CDS-4	9170014G	CRL-5 (55B)	65755B		
CDS-5	14200A	CRL-5A (55G)	20666E		
CDS-6	20119301A	CRL-18	20309801C		
CDS-6A	20349401C	Universal CRL	9170041K		
CDS-7	20349402B	CV	9170019F		
CDS-7DO	20349403A	X105L (O-ring)	00951E		
CFCM-M1	1222301C	102B-1	1502201F	Buna-N®	
CFM-2	12223E	102C-2	1726201F	CRD Disc Ret. (Solid)	C5256H
CFM-7	1263901K	102C-3	1726201F	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