

DURABLA

Fluid Technology Inc.[®]

Installation & Maintenance Manual



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DURABLA® Fluid Technology

Durabla Fluid Technology specializes in spring assisted **In-Line** Check Valves that prevent **Water Hammer** and reverse flow and insure long life if **properly sized** for the flow not the line size. DFT® customizes the internal components for optimal performance without changing the line size.

DFT In-Line check valves do not rely on gravity or reverse fluid flow to close. Instead as the forward velocity of the fluid slows, the spring assist starts to close the disc.

Due to the spring assist and short travel distance of the disc, by the time forward velocity has decreased to zero, the valve disc has reached the seat and the valve is closed.

With reverse flow eliminated, the forces necessary to produce water hammer on both the upstream and downstream sides of the valve are substantially eliminated.

Durabla's objective is to solve and prevent check valve problems and failures in critical service applications. All valves are manufactured at our facility in Exton, PA.

Durabla is considered the control valve of check valves, the "Check Valve Doctor".

Our check valve sizing program insures you will know in advance what to expect from the check valve as opposed to after start up.

DFT In-Line check valves are used in all industries. They include chemical, food & beverage, mining, oil & gas, power, pulp & paper, refining and steel.

DFT In-Line check valves should provide trouble free service. Occasionally problems do arise or inspection is required. This manual provides information for inspection and repairs of your DFT check valves should the need arise. No special tools are needed.

Check Valve Assistance

Contact Durabla at **800-206-4013** for assistance, questions or the Authorized DFT repair facility in your area .

Durabla is available to review your check valve sizing requirements and assist in selecting the proper check valve.

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INSTALLATION PROCEDURES

All DURABLA® In-Line check valves can be installed in the line in any orientation. The operation of the DFT® check valve is not affected by the position of the valve itself. **The only requirement is that the flow arrow on the body casting must be pointed in the direction of the flow.** If the Durabla check valve is to be installed in an orientation with flow downward, that should be specified when ordering. A stronger spring may be required to compensate for the weight of the disc and any static head.

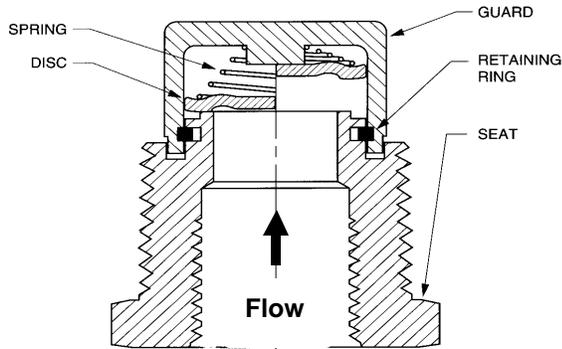
The operation of DFT In-Line check valves is not affected by its proximity to elbows, tees, control valves etc. However, installing Durabla In-Line check valves directly to the outlet of such devices can result in decreased life due to the turbulence caused by the fitting. Durabla recommends that all DFT In-Line check valves be installed a minimum of five pipe diameters downstream of any fitting that could cause turbulence.

Flange gaskets: ANSI non-metallic gaskets and spiral wound gaskets can be used with the DLC and Excalibur in all pressure classes. GLC, PDC and WLC units can use non-metallic gaskets for ANSI Class 150 and 300. Spiral wound gaskets can be used for all high pressure valves. An illustration of end flange gaskets is shown on the back cover.

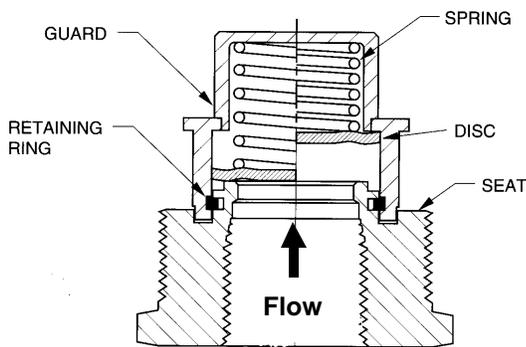
Check Valve Trouble Shooting Guide

Symptom	Cause	Solutions
Water hammer, loud noise, vibration, ruptured piping, equipment damage	Slow closing check valve	In-Line spring assisted check valve.
Stem wear (pointed stem), elongated seat guide, bushing wear	Low flow, pulsating flow, improper sizing	Custom sizing of the check valve internals. PDC for reciprocating air or gas mediums.
Excessive seat leakage (Greater than MSS-SP61)	Dirt, trash, foreign substance in the valve	Clean out the valve. Install strainers if it is a reoccurring problem. Install a soft seat if bubble tight shutoff is required.
Noise, clicking, tapping	Low flow, pulsating flow, improper sizing	Custom sizing of the check valve internals. PDC for reciprocating air or gas mediums.
Reverse flow	Slow closing check valve	In-Line spring assisted check valve.
Component breakage, valve failure	Reciprocating compressor	PDC for reciprocating air or gas mediums.
Missing internals	Valve not full open, pulsing flow, improper sizing	Custom sizing of the check valve internals. PDC for reciprocating air or gas mediums.

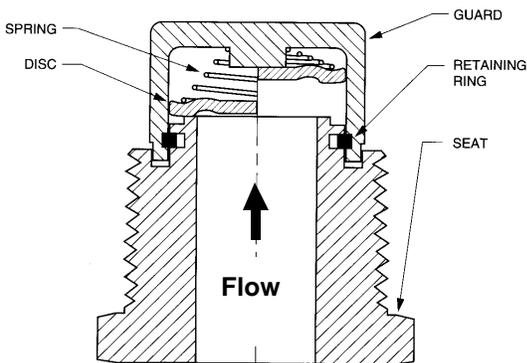
BASIC-CHECK® /RESTRICTOR CHECK/ VACUUM BREAKER MAINTENANCE PROCEDURES



Basic-Check



Restrictor Check



Vacuum Breaker

CAUTION: The Restrictor Check spring is under higher compression than the Basic-Check and Vacuum Breaker units. Use caution when the units are disassembled.

DIS-ASSEMBLY:

- 1) Draw together the ends of the retaining ring with pliers.
- 2) Lift the guard off the seat.
- 3) Seating surfaces may be cleaned using a soft cloth and appropriate solvent. Avoid scratching the seating surface.

RE-ASSEMBLY:

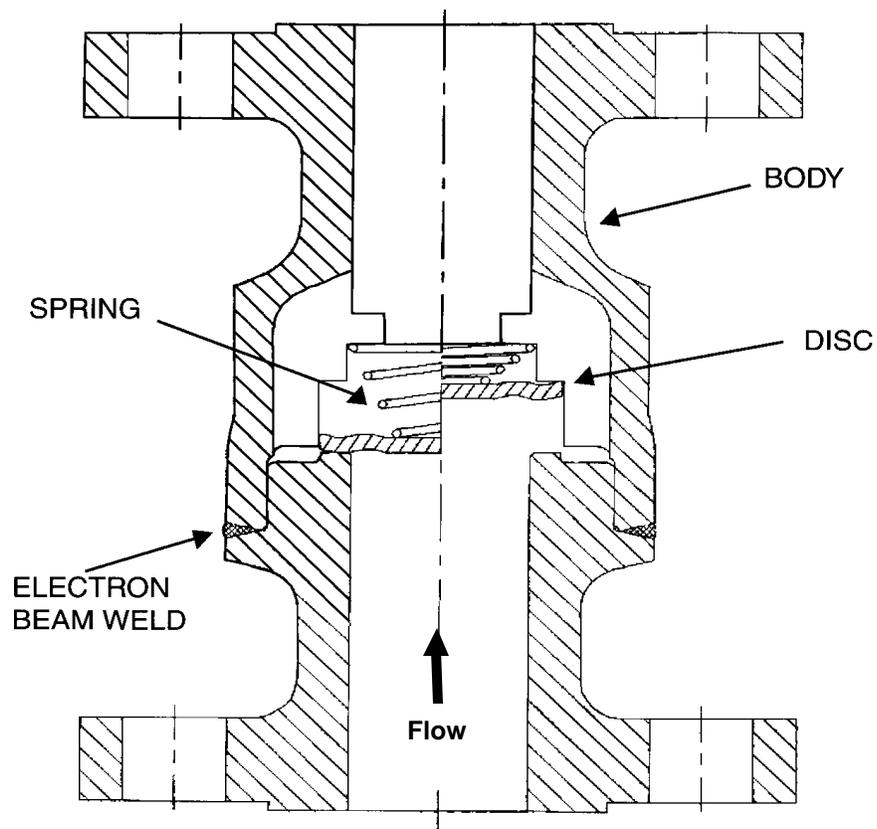
- 1) Place retaining ring in groove of seat.
- 2) Place spring, small end first, onto guard spring hub.
- 3) Position the disc over the spring and between the four guard legs. Be sure the valve disc is replaced with the "seat side" against the seat bushing.
- 4) While holding the disc and spring in the guard with one hand, compress the retaining ring with suitable pliers into the seat groove with the other, then position the disc/spring/guard over the seat with the notches in the guard legs aligned with the retaining ring and release the retaining ring, locking the guard onto the seat.
- 5) Lift the disc to work the valve a couple of times to check for free disc movement.
- 6) Re-install the valve.

Do not allow pipe thread sealants or tape to be forced into the valve operating area or to become lodged on the valve seating surface. Protect the valves from excessive heat from welding or brazing which may distort the seat bushing or damage the spring.

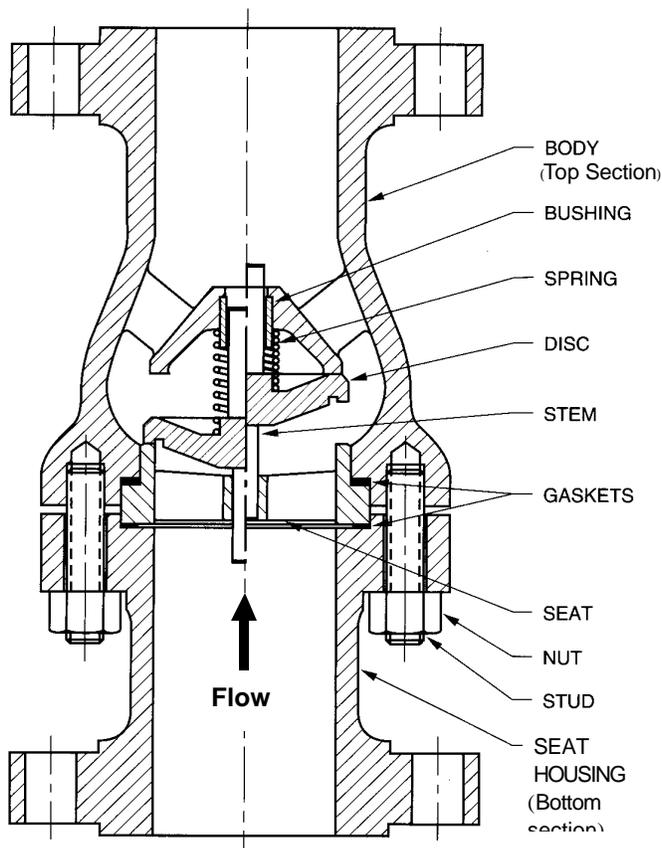
DLC[®] MAINTENANCE PROCEDURES

The DLC In-Line check valve has no user serviceable components inside. In operation, the valves are designed to be fully automatic. On start-up, the flow forces the disc open. Continuing flow holds the disc in an open position. Upon shut down, the spring returns the disc to the seat prior to flow reversal, preventing backflow.

WARNING: If the system fluid is hazardous, take appropriate precautions. Make sure to bleed off pressure from the line before removing the valve.



EXCALIBUR® MAINTENANCE PROCEDURES



DIS-ASSEMBLY:

- 1) Position the valve with the arrow on the side facing downward on the floor or bench.
- 2) Unscrew the nuts holding the two parts of the body together and lift the top section of the body from the bottom section.
- 3) Lift the seat ring from the bottom section of the body being careful not to damage the seating surface. Lift the disc/stem assembly from the body and remove the spring.
- 4) **Inspection:**
Inspect the seating surfaces, bushing and seat guide for wear. The seat and disc may be lapped with a suitable fine grade lapping compound. Remove any scale build up on the stem and guides. Replace the trim if total stem-to-bushing or seat guide clearance exceeds 1/16".

SOFT SEATING: For valves with an o-ring soft seat, inspect the o-ring and replace if cracked or excessively deformed.

5) Refacing:

A) METAL TO METAL SEATING A total of .03" metal per surface has been provided on the seat and disc to permit refacing when necessary. It is important that the facing remain perpendicular to the axis of the parts. The finish should be 32 Ra or better.

B) SOFT SEATING: The disc may be refaced as outlined above. The seat **CAN NOT** be refaced; if the o-ring groove is damaged, replace the trim. It is acceptable for the contact surface of the seat to have small scratches and/or pits, provided the groove is undamaged.

6) Remove the old gasket material and clean gasket surfaces on both sides of the seat ring and on both body sections.

7) Soft Seat Replacement:

- 7) **A)** To replace the ring, pry it out of the groove using a thin piece of metal (a .005" thick feeler gage works well) taking care not to scratch the bottom of the o-ring groove.
- B)** Clean out the groove.
- C)** Lubricate a new o-ring with water soluble lubricant such as dishwashing detergent or suitable lubricant compatible with the process fluid.
- D)** To install the new o-ring, push one section of the o-ring into the groove with your thumb or a soft roller, then push the section 180° opposite from the first into the groove. Continue by pushing in the o-ring at points 90° to the original sections. Finally, push the rest of the ring into the groove.
- E)** Rub the o-ring in a circular motion in the groove with your thumb to even-out any bumps.

RE-ASSEMBLY:

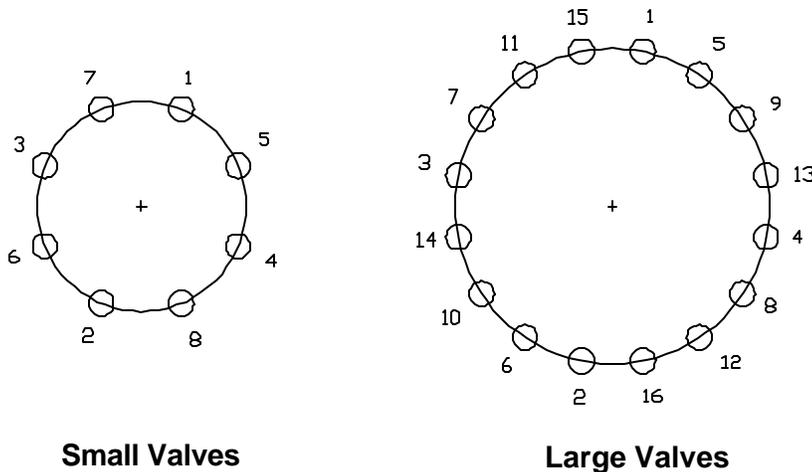
- 1) Insert the spring into the spring retainer in the bottom body section.
- 2) Insert the disc/stem assembly into the disc guide of the bottom body section insuring that the seating surface faces upward.
- 3) Place a new gasket on the bottom body section.
- 4) Place the seat ring (seating surface downward) on the gasket.
- 5) Place a new gasket on top of the seat ring.
- 6) Place the top body section onto the bottom body section.
- 7) Hand tighten body bolts. With wrench, tighten bolts (as shown in Figure 1) gradually in three or four steps to the torque shown in Table 1.
- 8) Lift the disc to work the valve a couple of times to check for free disc movement.
- 9) Re-install the valve in the line with the flow arrow on the body pointing in the direction of flow. (To insure correct operation of the gaskets, the body bolts should be re-torqued after start-up.)

TABLE 1: TORQUE VALUE RANGES

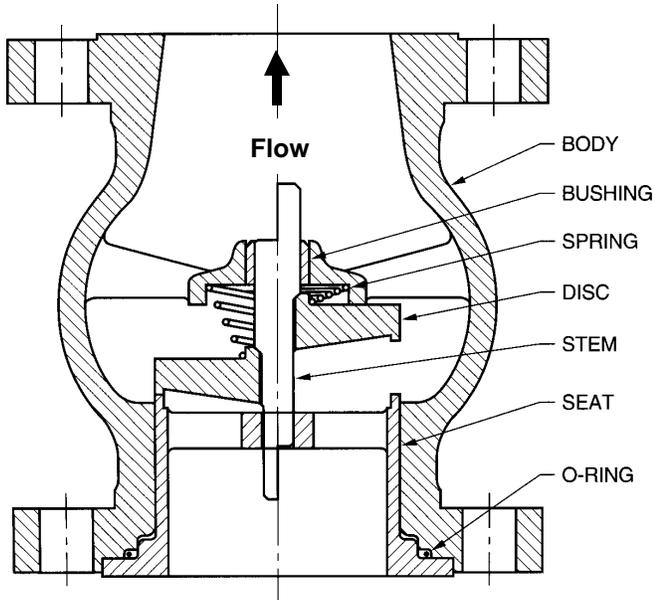
<u>Bolt Size</u>	<u>Initial Torque (Ft. lbs.)</u>	<u>Bolt Size</u>	<u>Initial Torque (Ft. lbs.)</u>
3/8"	15	1"	260
7/16"	20	1-1/8"	390
1/2"	35	1-1/4"	500
9/16"	50	1-3/8"	770
5/8"	60	1-1/2"	950
3/4"	110	1-5/6"	1300
7/8"	170		

NOTE: Torque values are based on new fasteners.

FIGURE 1: BOLT TORQUING SEQUENCE



GLC[®] MAINTENANCE PROCEDURES



Caution: The upstream (seat) end of the valve should never be disconnected from the line if there is any chance that line pressure has not been completely relieved from the downstream end of the valve.

DIS-ASSEMBLY:

- 1) Remove the seat from the GLC.
There are three (3) different seat designs for the GLC:

A) DROP-IN SEAT :

- 1) Remove the retaining screws.
- 2) Pull the seat from the body.
- 3) Remove the disc and spring.
- 4) Press out guide bushing (interference fit).

B) THREADED SEAT :

- 1) Unscrew the seat.
- 2) Removed the disc/stem and spring.
- 3) Press out the guide bushing (interference fit).

C) PUNCH-PRICKED SEAT :

- 1) From the outlet end, drive the stem with a soft metal or plastic bar/rod. This will push the disc/stem and seat out the inlet end.
- 2) Remove the spring, bushing, (and body seal o-ring on some units).

2) Inspection:

Inspect the seating surfaces, bushing and seat guide for wear. The seat and disc may be lapped with a suitable fine grade lapping compound. Remove any scale build up on the stem and guides. Replace the trim if total stem-to-bushing or seat guide clearance exceeds 1/16".

SOFT SEATING: For valves with an o-ring soft seat, inspect the o-ring and replace if cracked or excessively deformed.

3) Refacing:

A) METAL TO METAL SEATING:

A total of .03" metal per surface has been provided on the seat and disc to permit refacing when necessary. It is important that the facing remain perpendicular to the axis of the parts. The finish should be 32 Ra or better.

B) SOFT SEATING:

The disc may be refaced as outlined above. The seat CAN NOT be refaced; if the o-ring groove is damaged, replace the trim. It is acceptable for the contact surface of the seat to have small scratches and/or pits, provided the groove is undamaged.

4) Soft Seat Replacement:

- A)** To replace the ring, pry it out of the groove using a thin piece of metal (a .005" thick feeler gage works well) taking care not to scratch the bottom of the o-ring groove.
- B)** Clean out the groove.
- C)** Lubricate a new o-ring with water soluble lubricant such as dishwashing detergent or suitable lubricant compatible with the process fluid.
- D)** To install the new o-ring, push one section of the o-ring into the groove with your thumb or a soft roller, then push the section 180° opposite from the first into the groove. Continue by pushing in the o-ring at points 90° to the original sections. Finally, push the rest of the ring into the groove.
- E)** Rub the o-ring in a circular motion in the groove with your thumb to even-out any bumps.

RE-ASSEMBLY:

1) Seat Installation

Install the seat into the valve body.

NOTE: There are three (3) different seat designs:

A) DROP-IN SEAT :

- 1)** Press bushing into body.
- 2)** Place spring, (large end first for conical springs) into the body.
- 3)** Insert the disc/stem assembly.
- 4)** Install the body o-ring (if required).
- 5)** Lower the seat into the body and install the retaining screws.

B) THREADED SEAT :

- 1)** Press bushing into the body.
- 2)** Place spring, (large end first for conical springs) into the body.
- 3)** Insert the disc/stem assembly.
- 4)** Coating the seat threads with anti-seize compound is recommended. Then screw in seat until locked.

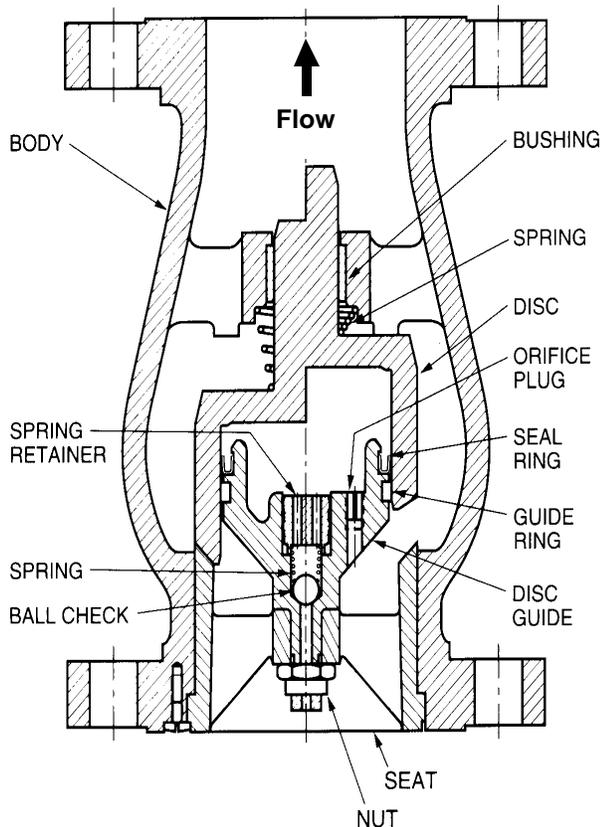
C) PUNCH-PRICKED SEAT :

- 1)** Press bushing into body.
- 2)** Place spring, (large end first for conical springs) into the body.
- 3)** Insert the disc/stem assembly.
- 4)** Install the body o-ring (If required).
- 5)** Press in seat until bottomed. (If seat is not tight, remove and re-stake the O.D. of the seat with a sharp point punch at 3 or 4 places to create interference points, then press seat back into body.)

- 2)** Lift the disc to work the valve a couple of times to check for free disc movement.

- 3)** Re-install the valve in the line with the flow arrow on the body pointing in the direction of flow.

PDC[®] MAINTENANCE PROCEDURES



US Patent #4,766,929 #4,693,270

DIS-ASSEMBLY:

1) Remove the seat from the PDC.
There are two (2) different seat designs for the PDC:

A) DROP-IN SEAT :

- 1) Remove the retaining screws.
- 2) Push out the disc, disc guide and seat as an assembly.
- 3) Remove the o-ring (on some models).

B) PUNCH-PRICKED SEAT :

- 1) From the outlet end, drive the stem with a soft metal or plastic bar/rod. This will push the disc, disc guide and seat as an assembly out the inlet end.
- 2) Remove the o-ring (on some models).

2) Slide the Disc off the Disc Guide.

3) Remove guide ring and seal ring. Take care not to scratch the groove surfaces. It may be necessary to destroy the seal ring to remove.

4) Remove the **spring retainer**:

A) 2" through 8:

The retainer is threaded-in, then the threads are staked to lock them in.

- 1) Grind away the damaged threads where they are staked.
- 2) Stick two (2) 1/8" rods (or drill bits) in the two (2) holes.
- 3) With a large screwdriver wedged between the rods, unscrew the retainer.

B) 10" and larger

The retainer is dropped-in, then the edge of the bore is staked to lock it in.

- 1) Grind away the upset metal.
- 2) Push the check disc and retainer out.

5) Clean the Disc, Disc Guide and check ball (or the check disc on 10" and larger valves) with a suitable solvent.

6) Inspection:

- A) Inspect the bore of the disc; replace if scored.
- B) Inspect the Orifice in the Disc Guide; clean out if dirty or clogged.
- C) Inspect the Bushing in the Body for excessive wear; if I.D. of Bushing is visibly out-of-round due to wear on one side or if stem-to-bushing or seat guide clearance exceeds 1/16" remove it by pressing it out.
- D) Remove any scale build-up on stem and disc bore.

SOFT SEATING: For valves with an o-ring soft seat, inspect the o-ring and replace if cracked or excessively deformed.

7) Refacing:

A) METAL TO METAL SEATING:

A total of .03" metal per surface has been provided on the seat and disc to permit refacing when necessary. It is important that the facing remain concentric to the axis of the parts. The finish should be 32 Ra or better.

B) SOFT SEATING:

The disc may be refaced as outlined above. The seat CAN NOT be refaced; if the o-ring groove is damaged, replace the trim. It is acceptable for the contact surface of the seat to have small scratches and/or pits, provided the groove is undamaged.

8) Soft Seat Replacement:

A) To replace the ring, pry it out of the groove using a thin piece of metal (a .005" thick feeler gage works well) taking care not to scratch the bottom of the o-ring groove.

B) Clean out the groove.

C) Lubricate a new o-ring with water soluble lubricant such as dishwashing detergent or suitable lubricant compatible with the process fluid.

D) To install the new o-ring, push one section of the o-ring into the groove with your thumb or a soft roller, then push the section 180° opposite from the first into the groove. Continue by pushing in the o-ring at points 90° to the original sections. Finally, push the rest of the ring into the groove.

E) Rub the o-ring in a circular motion in the groove with your thumb to even-out any bumps.

RE-ASSEMBLY:

1) Reinstall the check ball (or the check disc on 10" and larger valves), spring, and the spring retainer into the disc guide.

2) Stake the outside of the spring retainer at four (4) places to lock it in place.

3) Install new guide ring. Coat new seal ring with general purpose lithium grease and install on Disc Guide with the open side of the "U" facing up toward the compression chamber. The seal ring will fit tightly over the Disc Guide, so be careful not to distort it or damage its sealing edges.

4) Seat Installation

A) DROP-IN SEAT :

1) Press bushing into body.

2) Place spring, (large end first for conical springs) into the body.

3) Install the body o-ring (if required).

4) Apply a coating of grease to the seal ring and guide ring.

5) Lower the disc/disc guide/seat assembly into the body and install the retaining screws.

B) PUNCH-PRICKED SEAT :

1) Press bushing into body.

2) Place spring, (large end first for conical springs) into the body.

3) Install the body o-ring (If required).

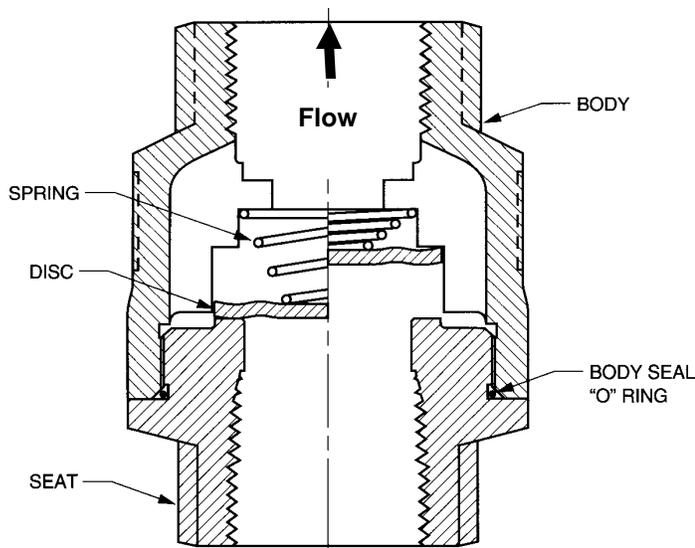
4) Apply a coating of grease to the seal ring and guide ring.

5) Re-stake the O.D. of the seat with a sharp point punch at 3 or 4 places to create interference points, then press the disc/disc guide/seat assembly into the body.

5) Lift the disc to work the valve a couple of times to check for free disc movement. The valve should close in the horizontal orientation.

6) Re-install the valve in the line with the flow arrow on the body pointing in the direction of flow.

SCV MAINTENANCE PROCEDURES



WARNING: If the system fluid is hazardous, take appropriate precautions. Make sure to bleed off pressure from the line before removing the valve. Hold the valve by the Hex end nearest to the mating pipe and loosen. Again, do not hold the valve by the opposite end, as this may loosen the valve body joint.

DIS-ASSEMBLY:

- 1) Place the outlet Hex end of the valve in a vice or other suitable fixture.
- 2) Unscrew the seat from the body and remove the disc and spring.

3) Inspection:

Seating surfaces may be cleaned using a soft cloth and an appropriate solvent. Avoid scratching the seating surface. Check for scratches on the seating surfaces. If they can be felt with your fingernail, recondition or replace the disc and/or seat. Check the disc and guide ribs for signs of wear. If the total disc/rib clearance exceeds 1/16", replace the valve. Inspect the body o-ring for signs of cracking or ruptures. Replace it if necessary.

SOFT SEATING: For valves with an o-ring soft seat, inspect the o-ring and replace if cracked or excessively deformed.

4) Soft Seat Replacement:

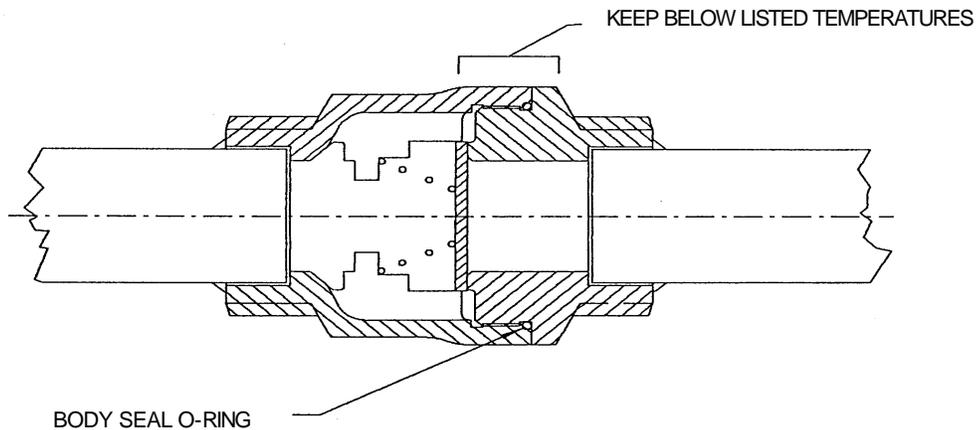
- A) To replace the ring, pry it out of the groove using a thin piece of metal (a .005" thick feeler gage works well) taking care not to scratch the bottom of the o-ring groove.
- B) Clean out the groove.
- C) Lubricate a new o-ring with water soluble lubricant such as dishwashing detergent.
- D) To install the new o-ring, push one section of the o-ring into the groove with thumb or a soft roller, then push the section 180° opposite from the first into the groove. Continue by pushing in the o-ring at points 90° to the original sections. Finally push the rest of the ring into the groove.
- E) Rub the o-ring in a circular motion in the groove with your thumb to even-out any bumps.

RE-ASSEMBLY:

- 1) Place the spring into the body, large end first, then the disc, "seat side" up.
- 2) Clean all the threads of the seat and coat with an anti-seize compound.
- 3) Install the new body o-ring in the thread undercut of the seat.
- 4) While holding the disc down in the body, and compressing the spring, screw the seat into the body.
- 5) Tighten to 200 ft-lbs. for 1" and larger units, 100 ft-lbs. for 3/4" and 1/2" units and 50 ft-lbs. for 1/4".
- 6) Lift the disc to work the valve a couple of times to check for free disc movement.
- 7) Reinstall the valve in the line with the flow arrow on the body pointing in the direction of flow.

Caution: Do not allow any pipe thread sealants or tape to be forced into the valve operating area or become lodged on the valve sealing surfaces.

WELDING PRECAUTION FOR SOCKET WELD SCV CHECK VALVES

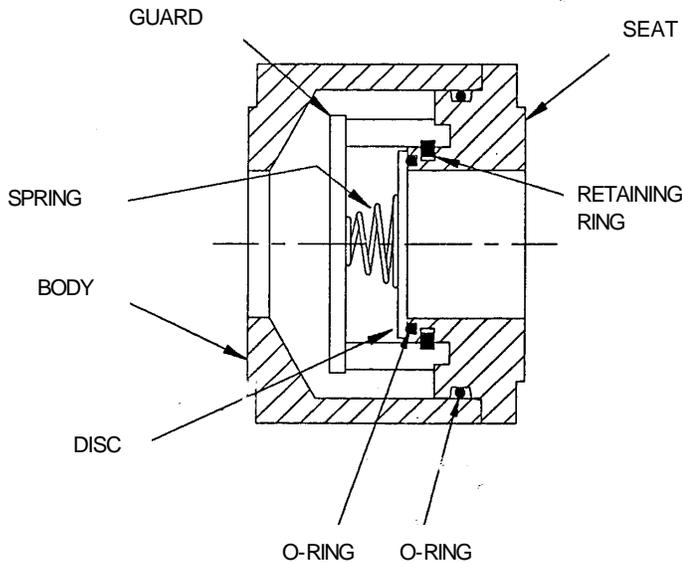


When welding the check valve into the line, avoid heating the marked body joint region above the temperatures listed below. Damage to the body seal (or optional soft seat) o-ring may result.

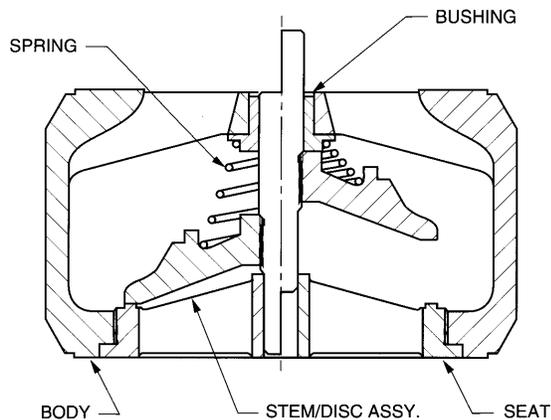
O-Ring Material	Max. Temperature
Buna-N (1)	275° F
Chemraz [®]	500° F
EPDM	300° F
Kalrez [®]	600° F
Teflon [®] Encapsulated Viton [®]	400° F
Viton [®]	400° F
Zelon (2)	470° F

- Notes:
1. Standard O-ring for the 3600 CWP SCV.
 2. Standard O-ring for the 750 CWP SCV.

WLC[®] MAINTENANCE PROCEDURES



1 and 1-1/2" WLC



2" and larger WLC

DIS-ASSEMBLY:

- 1) Remove the seat from the valve. There are three (3) different seat designs for the WLC:

A) 1-1/2" AND SMALLER:

- 1) Pull the seat from the body. The seat is only held in by the friction of the body o-ring seal. All internal parts will come out with the seat.
- 2) With a pair of pliers, squeeze the ends of the retaining ring together to release the guard and lift it off the seat.
- 3) Remove the disc and spring.

B) 2" AND LARGER WITH RAISED FACE:

- 1) Unscrew the seat (or remove the retaining set screws on cast iron units and lift out the seat).
- 2) The disc/stem, spring, and bushing can be easily removed by hand.

C) 2" AND LARGER WITH RTJ ENDS:

- 1) From the outlet end, drive the stem with a soft metal or plastic drift. This will push the disc/stem and seat out the inlet end.
- 2) Remove the spring, bushing and body seal o-ring.

2) Inspection:

Inspect the seating surfaces, bushing and seat guide (and guard on 1-1/2" and smaller) for wear. The seat and disc may be lapped with a suitable fine grade lapping compound. Remove any scale build up on the stem and guides. Replace the trim if total stem-to-bushing or seat guide clearance (or disc-to-guard leg on 1-1/2" and smaller units) exceeds 1/16".

SOFT SEATING: For valves with an o-ring soft seat, inspect the o-ring and replace if cracked or excessively deformed.

3) Refacing:

A) METAL TO METAL SEATING: A total of .03" metal per surface has been provided on the seat and disc to permit refacing when necessary. It is important that the facing remain perpendicular to the axis of the parts. The finish should be 32 Ra or better.

B) SOFT SEATING: The disc may be refaced as outlined above. The seat CAN NOT be refaced; if the o-ring groove is damaged, replace the trim. It is acceptable for the contact surface of the seat to have small scratches and/or pits, provided the groove is undamaged.

4) Soft Seat Replacement:

A) To replace the ring, pry it out of the groove using a thin piece of metal (a .005" thick feeler gage works well) taking care not to scratch the bottom of the o-ring groove.

B) Clean out the groove. Lubricate a new o-ring with water soluble lubricant such as dishwashing detergent or suitable lubricant compatible with the process fluid.

C) To install the new o-ring, push one section of the o-ring into the groove with your thumb or a soft roller, then push the section 180° opposite from the first into the groove. Continue by pushing in the o-ring at points 90° to the original sections. Finally, push the rest of the ring into the groove.

D) Rub the o-ring in a circular motion in the groove with your thumb to even-out any bumps.

RE-ASSEMBLY:

1) Seat Installation

There are three (3) different seat designs for the WLC:

A) 1-1/2" AND SMALLER:

- 1) Place retaining ring in groove of seat.
- 2) Place spring, small end first, onto guard spring hub.

3) Position the disc over the spring and between the four guard legs.

4) While holding the disc and spring in the guard with one hand, compress the retaining ring with suitable pliers into the seat groove with the other, then position the disc/spring/guard over the seat with the notches in the guard legs aligned with the retaining ring and release the retaining ring, locking the guard onto the seat.

5) Lift the disc to work the valve a couple of times to check for free disc movement.

B) 2" AND LARGER WITH RAISED FACE:

1) Install the guide bushing.

2) Place the spring (small end for conical springs) on the guide bushing shoulder.

3) Insert the disc/stem assembly.

4) Coating the seat threads with anti-seize compound is recommended. Then screw in seat until locked. (Drop in the seat and re-install the retaining set screws for cast iron units.)

C) 2" AND LARGER WITH RTJ ENDS:

1) Install the guide bushing.

2) Place the small end of the spring on the guide bushing shoulder.

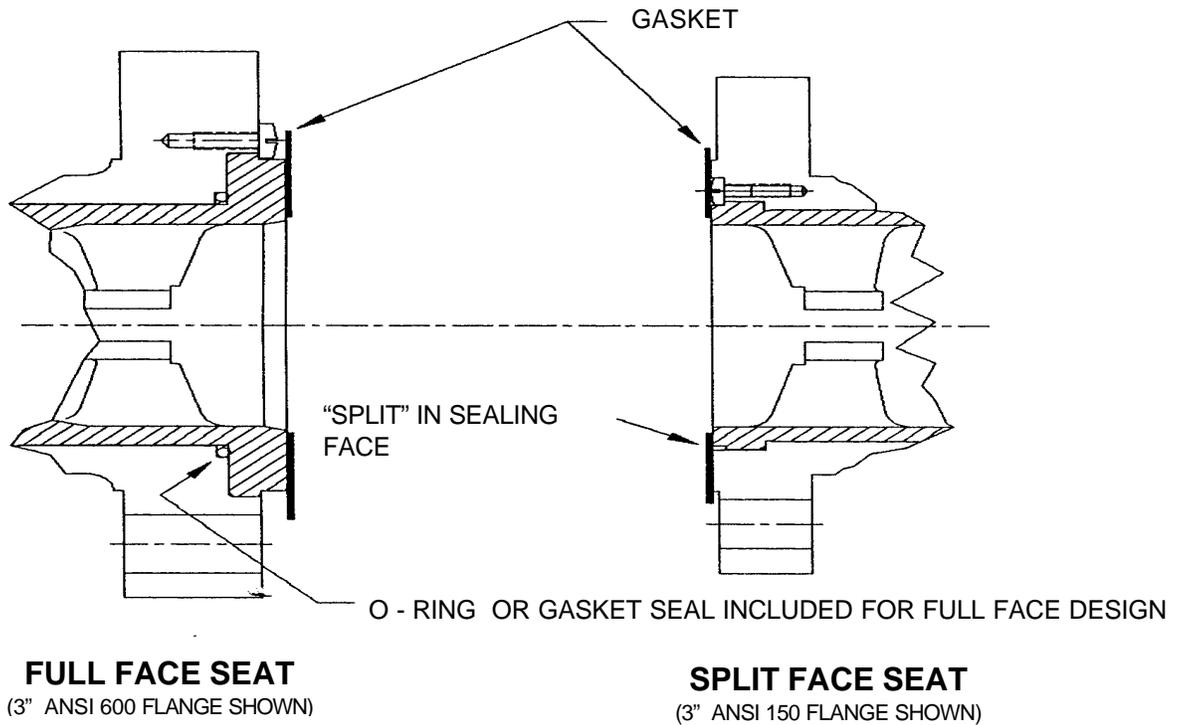
3) Insert the disc/stem assembly.

4) Install the body o-ring.

5) Press in seat until bottomed. (If seat is not tight, remove and re-stake the O.D. of the seat with a sharp point punch at 3 or 4 places to create interference points, then press seat back into body.)

2) Re-install the valve in the line with the flow arrow on the body pointing in the direction of flow.

END FLANGE GASKET ILLUSTRATION



Other Durabla Publications

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Durabla Fluid Technology Application Guide

Durabla Fluid Technology Mining Trifold

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