

# MAINTENANCE INSTRUCTIONS

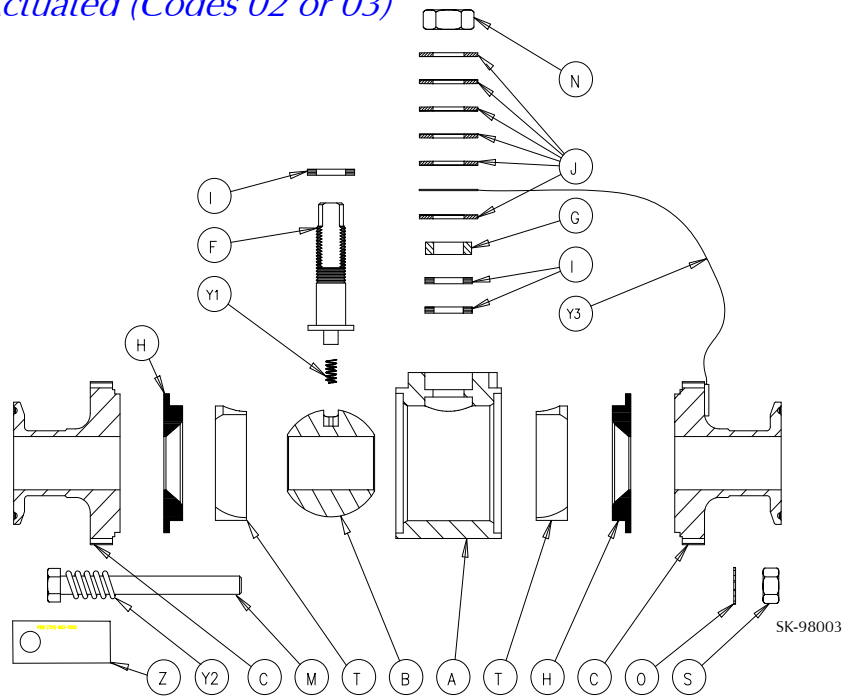
## Diverter Port & Igenix™ Diverter Port Ball Valves

### DP/DI Series 5, 1/2" - 6"



Prepared for Actuation or Factory-Actuated (Codes 02 or 03)

COMPONENT LIST	
Item	Description
A	Body
B	Ball
C	End Fitting
F	Stem
G	Follower
H	Seat
I	Stem Packing
J	Spring Washers
M	End Fitting Fastener
N	Jam Nut
O	Lock Washer
S	Hex Nut
T	Cavity Filler
Y <sub>1</sub>	Internal Ground Spring
Y <sub>2</sub>	Coil Ground Spring
Y <sub>3</sub>	External Ground Wire
Z	Tag



Follow instructions to ensure optimum performance:

#### Adjusting for Normal Wear

- PBM Ball Valves are designed with the Adjust-O-Seal® feature. If the valve shows signs of leakage due to normal seat wear, turn the ball to one of its normal flow positions, then tighten the end fitting fasteners evenly, in the staggered sequence shown in Table 3, until leakage stops and the valve operates smoothly:
  - Initially, there should be a space between end fittings and the body. This space is key to the Adjust-O-Seal feature and allows in-line adjustment of the seats and gaskets.
  - End fitting fasteners should be tightened only until the valve stem breakaway torque is reached (Table 1). The actuator will have to be removed to perform this adjustment.
- If valve shows signs of leakage in stem area due to normal stem packing wear, tighten the jam nut as follows:
  - For valves 2" and smaller, tighten the nut to completely compress the spring washers, then loosen nut 3/4 turn.
  - For 2 1/2" and 3" valves, tighten the nut until a gap of about 0.05" exists between the adjacent spring washers.
  - For valves 4" and larger, tighten the nut until a gap of about 0.1" exists between adjacent spring washers.

Leakage should stop, and the valve should continue to operate smoothly.
- After adjustments have been made to seats, or if packing leakage cannot be stopped, a repair kit will be required.

#### Installing Replacement Parts

- Isolate and depressurize the associated piping system. Cycle the valve to depressurize and drain any trapped fluid from the body cavity. Remove insulation, if any.
- Remove all air and electrical power from the actuator, solenoid valve, and switch box, if any.
- Remove the actuator, solenoid valve, and switch box, if any.
- For valves with mechanical end connections:
  - Loosen the fittings connecting the valve to the piping. Then, remove the valve.
  - Loosen and remove the hex nuts and lock washers from the body/end fitting fasteners.
  - Pull the end fittings free from the body.
- For valves with welded end connections, the valve can be disassembled with the body subassembly swung out from the end fittings or it can be disassembled with the body subassembly completely removed from the

- To swing out the body subassembly from the end fittings:
    - Disconnect the piping from the body side port and remove this piping so the body can swing out on the swing out ring.
    - Loosen the hex nuts on the body/end fitting fasteners.
    - Remove the fasteners, nuts, and lock washers between the body swing out ring and the stem.
    - Spring the connecting piping 1/8" to remove the compression on the body from the end fittings.
    - Swing the body out from the end fittings until the body completely clears the end fittings. The body's swing out ring will rotate about its fastener.
    - The sprung piping can now be returned to its original compression, if desired.
  - To remove the entire body subassembly from the piping:
    - Loosen the hex nuts on the end fitting fastener and disconnect the piping from the body side port.
    - Remove the fasteners, nuts, and lock washers between the body swing out ring and the stem. Remove the fastener, including the nut and lock washer that passes through body swing out ring, tag, and external ground spring, if any.
    - Spring the connecting piping 1/8" to remove the compression on the body from the end fittings.
    - Slide the body subassembly out from between the end fittings.
    - The sprung piping can now be returned to its original compression, if desired.
- Remove the seats and cavity fillers, if any, from the body.
  - Turn the stem to position the flats on the top of the stem perpendicular to the axis of the body. Slide the ball out of the body, taking care not to nick or scratch the ball.
  - Remove the internal ground spring, if any, from under the stem.
  - Loosen and remove the jam nut from the stem. Remove the spring washers and follower.
  - Push the stem into the body and out an open end of the body. The bottom packing may come off with the stem. If not, reach into the body counterbore and remove.
  - Remove the top packings from the body.
  - Before reassembling the valve, examine the parts and repair or replace damaged or worn parts. Clean metal parts, as necessary, using a solvent compatible with the process fluid and a non-abrasive cloth. PBM recommends using new seats and seals at each assembly.

13. Insert a new packing on the stem such that the packing seats on top of the ledge on the stem. For valves with TFM seats and seals, this packing should be white in color.
14. Insert the stem into body bore and through the stem bore in the body.
15. Install the remaining two packings over the stem. Push the packings into the body counterbore. For valves with TFM seats and seals, the lower packing should be white in color and the topmost packing should be charcoal gray in color.
16. Install the follower over the stem until it rests on the top packing.
17. Install a spring washer concave side facing upward. Install the external ground wire terminal on top of this spring washer, if applicable.
18. Install the remaining spring washers, alternating convex with concave curves and with the concave side of top spring washer facing upward. Spring washers should not be "nested" (curving in the same direction).
19. Lubricate the stem threads with an anti-galling lubricant.
20. Thread a jam nut onto the stem. For valves 2" and smaller, tighten to completely compress the spring washers, then back off 3/4 turn. For 2-1/2 and 3" valves, tighten until the gap is about 0.05". For valves 4" and larger, tighten until the gap between adjacent spring washers is about 0.1".
21. Position the stem such that the flats on the top of the stem are perpendicular to the axis of the valve body. Install the internal ground spring, if any, on the bottom of the stem.
22. Insert the ball into the body. Slide the stem tang into the ball slot, being careful not to nick or scratch the ball. The stem tang and ball slot are indexed. These indexes must be aligned for the stem tang to enter the ball slot.
23. Install cavity fillers, if any, into the body.

24. Install seats into the body.
25. Lubricate external threads of body bolting with anti-galling lubricant.
26. For valves with mechanical end fittings, install end fittings against body.
27. For valves with end fittings welded into the piping, with the valve open, spring the end fittings outward and slide the body between them. Release spring force from end fittings to allow end fittings to enter body.
28. Install fasteners, tagging, and lock washers. If the valve is electrically grounded, install the coil ground spring around the bolt that passes through the swing out ring. This spring should ground the ring to the end fitting.
29. Install and hand-tighten hex nuts. The external ground wire connected to the stem should have its terminal installed underneath one of the nuts and lock washers, if applicable. Then, close the valve.
30. Wrench-tighten the bolting according to the procedure shown in Table 3, keeping an even gap between the body and end fittings, and until the stem torque, as shown in Table 1, is reached. The torque is the measured stem torque as the valve leaves one of its flow positions. Cycle the valve to verify freedom of operation and torque.
31. If the valve has mechanical end fittings, reinstall the valve into the piping.
32. Install the actuator, solenoid valve, and switch box, if any, and reconnect air and electrical power.
33. If practical, check the valve seats and seals for leaks.
34. Insulate the valve, if applicable. Do not insulate the actuator or bracket.

**Notes:**

1. 03 valves include handle, stop disc, and stop pin. 02 valves do not.
2. 6" valves have O-rings. 1/2" - 4" do not.

TABLE 1: STEM TORQUE (IN.-LB.)				
Valve Size	Size Code	Valve Stem Breakaway Torque by Seat & Seal Material		
		RT, UT	HT	VT,TFM
1/2"	C5	40	50	32
3/4"	D5	50	63	40
1"	E5	72	90	58
1 1/2"	G5	192	240	156
2"	H5	228	288	180
3"	K5	480	600	384
4"	L5	984	1236	792
6"	M5	2400	3000	1920

**Notes for Table 1:**

1. Stem torque values shown are nominal values and represent ideal conditions (100 psig or less, ambient temperature, with fluid free of suspended solids and comparable in viscosity to water).
2. Torque values are measured at the stem, NOT at body bolts.
3. If valve has not been actuated by PBM, margin must be added appropriate to the actuator size.
4. For PEEK or KYNAR seat and seal material torque values, consult PBM.

**Material Definitions:**

RT	RTFE	Glass Reinforced Polytetrafluoroethylene
UT	UHMWPE	Ultra High Molecular Weight Polyethylene
HT	S/STFE	Stainless Steel Reinforced Polytetrafluoroethylene
VT	VTFE	Virgin Polytetrafluoroethylene
PK	PEEK	Polyetheretherketone
KY	KYNAR®	Polyvinylidene Fluoride
TF	TFM™	Chemically modified Polytetrafluoroethylene

TABLE 2: REPAIR KITS				
Valve Size	Repair Kit*		Cavity Filler Kit**	
	DP	DI	DP	DI
1/2"	SPTFC5--A--1	SITFC5--C--1	DPVTC5--B--3	DPVTC5--D--3
3/4"	SPTFD5--A--1	SITFD5--C--1	DPVTD5--B--3	DPVTD5--D--3
1"	SPTFE5--A--1	SITFE5--C--1	DPVTE5--B--3	DPVTE5--D--3
1 1/2"	SPTFG5--A--1	SITFG5--C--1	DPVTG5--B--3	DPVTG5--D--3
2"	SPTFH5--A--1	SITFH5--C--1	DPVTH5--B--3	DPVTH5--D--3
3"	SPTFK5--A--1	SITFK5--C--1	DPVTK5--B--3	DPVTK5--D--3
4"	SPTFL5--A--1	SITFL5--C--1	DPVTL5--B--3	DPVTL5--D--3
6"	SPTFM5--A--1	SITFM5--C--1	DPVTM5--B--3	DPVTM5--D--3

**Notes for Table 2:**

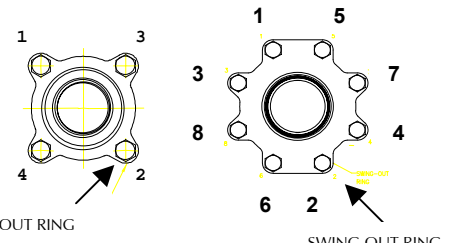
1. Standard DP Repair Kits are TFM:
  - a. For VTFE, replace 'TF' with 'VT'. Example: a 1" kit would be SPVTE5--C--1.
  - b. For S/STFE, replace 'TF' with 'HT'. Example: a 1" kit would be SPHTE5--H--1.
  - c. For UHMWPE, replace 'TF' with 'UT'. Example: a 1" kit would be SPUTE5--K--1.
  - d. For PEEK, replace 'TF' with 'PK'. Example: a 1" kit would be SPPKE5--N--1.
  - e. For RTFE, replace 'TF' with 'RT'. Example: a 1" kit would be SPRTE5--E--1.
  - f. For KYNAR, replace 'TF' with 'KY'. Example: a 1" kit would be SPKYE5--R--1.
  - g. For TFM, replace 'RT' with 'TF'. Example: a 1" kit would be SPTFE5--K--1.

Note that if you are changing the seat and seal code in positions 3 and 4 of the part number (as shown above), you must also replace the letter designator in position 9 with the appropriate code.

2. Repair kits include 2 seats with integral body gaskets, and 3 packings.
3. Cavity filler kits include 2 fillers.

\*\* For DP Series 5 cavity fillers, fill in flow pattern using the second set of dashes (for example: **DP**RT**E5--B103**). Filling in the flow pattern will accommodate bottom entry cavity fillers. In RT filler kits, cavity fillers are Virgin Teflon with RTFE gaskets.

TABLE 3: TIGHTENING PROCEDURE FOR END FITTINGS	
1.	Hand-tighten fasteners.
2.	Wrench-tighten each fastener in the sequence illustrated until the lock washers begin to compress.
3.	Continue tightening bolts 1/8 turn until recommended torque value (Table 1) is achieved when measuring at stem.



Adjust-O-Seal® is a trademark of PBM, Inc.  
 Kynar® is a registered trademark of Elf Atochem North America Corporation.  
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