KEYSTONE

K-LOK® Installation, Operation, Maintenance and Troubleshooting

General

Suggested installation orientation is with valve shaft horizontal or inclined from vertical. Unless otherwise recommended by Tyco Flow Control, mount the valve in the preferred direction with the directional arrow pointing to the lower pressure side so that the front face of the disc will be upstream when the valve is in the closed position.

Thermal insulation of the body is mandatory for operating temperatures above 392°F [200°C].

K-LOK offers the following body styles:
Wafer - Figures 360 and 370.
Lug/Single Flange - Figures 362 and 372

Inspection

1. Carefully remove the valve from the shipping package (box or pallet) to avoid any damage to the valve and, in the case of automated valves, to the electric or pneumatic/hydraulic actuator or instrumentation.
2. Prior to installation, clean the inside of the valve. Insure that there are no solid objects such as pieces of wood, plastic or packing materials within the valve or on the valve seat.
3. Inspect the seat and disc edge to insure that they were not damaged in handling. This is especially important in the case of valves with “fail-open” actuators.
4. Confirm that the materials of construction listed on the valve nameplate are appropriate for the service intended and are as specified.
5. Locate the directional arrow on the body that defines the preferred mounting orientation in respect to the pressure. In most cases, the valve is properly installed when the actual fluid flow or high pressure is acting on the front face of the disc when the valve is closed.
6. Ensure that the packing gland bolting nuts are tight.

CAUTIONS

The valve should be installed in the closed position to insure that the seat and disc are not damaged during installation. Particular care should be taken with valves equipped with “fail open” actuators. Failure to insure proper handling may result in damage to the valve.

If the pipe is lined, confirm that the disc rotation does not contact the lining during the opening stroke. Failure to confirm that the disc rotation does not contact the lining may result in damage to the valve.

IMPORTANT

Whenever possible, install the valve with the shaft in the horizontal position and, if possible, with the cast-in disc stop located top-side of the pipe. If the shaft cannot be positioned horizontally, position the shaft so that it is not on the vertical centerline in a horizontal pipe run. This will minimize any depositing of solid particles present in the fluid into the lower bearing.

tyco Flow Control

Installation

The valves are shipped with flange gasket surface protection. Before installing the valve, remove the protection and carefully clean and de-grease both surfaces with a solvent.

Lug Series - Figure 362 and 372

1. Orient the valve with the directional flow arrow (preferred direction) pointing in the proper direction.
2. Insert the valve between the flanges until the two bottom holes in the valve align with the two lower flange holes.
3. Insert a bolt or stud through the flange and thread it into the holes in the valve body. This will allow the valve to center itself properly for the installation of the flange gaskets.
4. Install the flange gaskets and the remaining flange bolting.
5. Use the crossover method to tighten all flange bolting.

Wafer Series - Figure 360 and 370

1. Orient the valve with the directional flow arrow (preferred direction) pointing in the proper direction.
2. Insert the valve between the flanges until the alignment holes at either side of the valve match the corresponding holes in the flanges.
3. Insert a long bolt or stud through the flange and thread it through the alignment hole. This will allow the valve to center itself properly for the installation of the flange gaskets.
4. Install the flange gaskets and the remaining flange bolting.
5. Remove the long bolts/studs from the lower alignment holes and replace with correctly-sized bolts.
6. Using the crossover method, tighten all flange bolts.

Valve Checkout

1. Tighten the packing gland bolting just enough to prevent stem leakage. Over-tightening will decrease packing life and increase operating torque requirements.
2. Check the operation of the valve by stroking it to “full open” and “full close.” To determine the valve orientation of the disc, double D’s and keyways are aligned with the disc. The valve disc travels clockwise to close.
3. For automated valves, set the air pressure/electrical voltage for at least the minimum given to operate the actuator. For pneumatic actuators, do not apply more than 1.25 times the pressure for which the actuator was designed.

Note: for spring return actuators with positioners, overpressure will cause excessive time delay in the spring movement for the valve disc to travel out of the seat.

Operation

The K-LOK has been designed to require a minimum of maintenance. Generally, only maintenance on the packing box is required.

Maintenance

If shaft leakage is observed through the packing box, tighten the gland nuts.

Note: do not over-tighten packing box gland nuts. Over-tightening will increase the torque required to operate the valve. When tightening the gland nuts, use half-turn increments until leakage has stopped.

Disassembly

To begin disassembly, refer to the parts list (Figure 2) and proceed as follows:

Warning
Depressurize the valve and associated piping before disassembly. Failure to do so may cause serious personal injury and/or equipment damage.

1. Remove the valve from the line. Clean the valve according to proper cleaning procedures as outlined by the plant or according to a prescribed procedure.
2. Remove the actuator and relevant connecting key. Note the actuator position relative to the valve.

Caution
Throughout disassembly and assembly, always use cardboard or brass shims to protect the valve body, disc, flange and sealing surfaces from damage. Failure to do so may result in serious damage to the valve.

Removing the Disc-to-stem Tapered Pin Connections

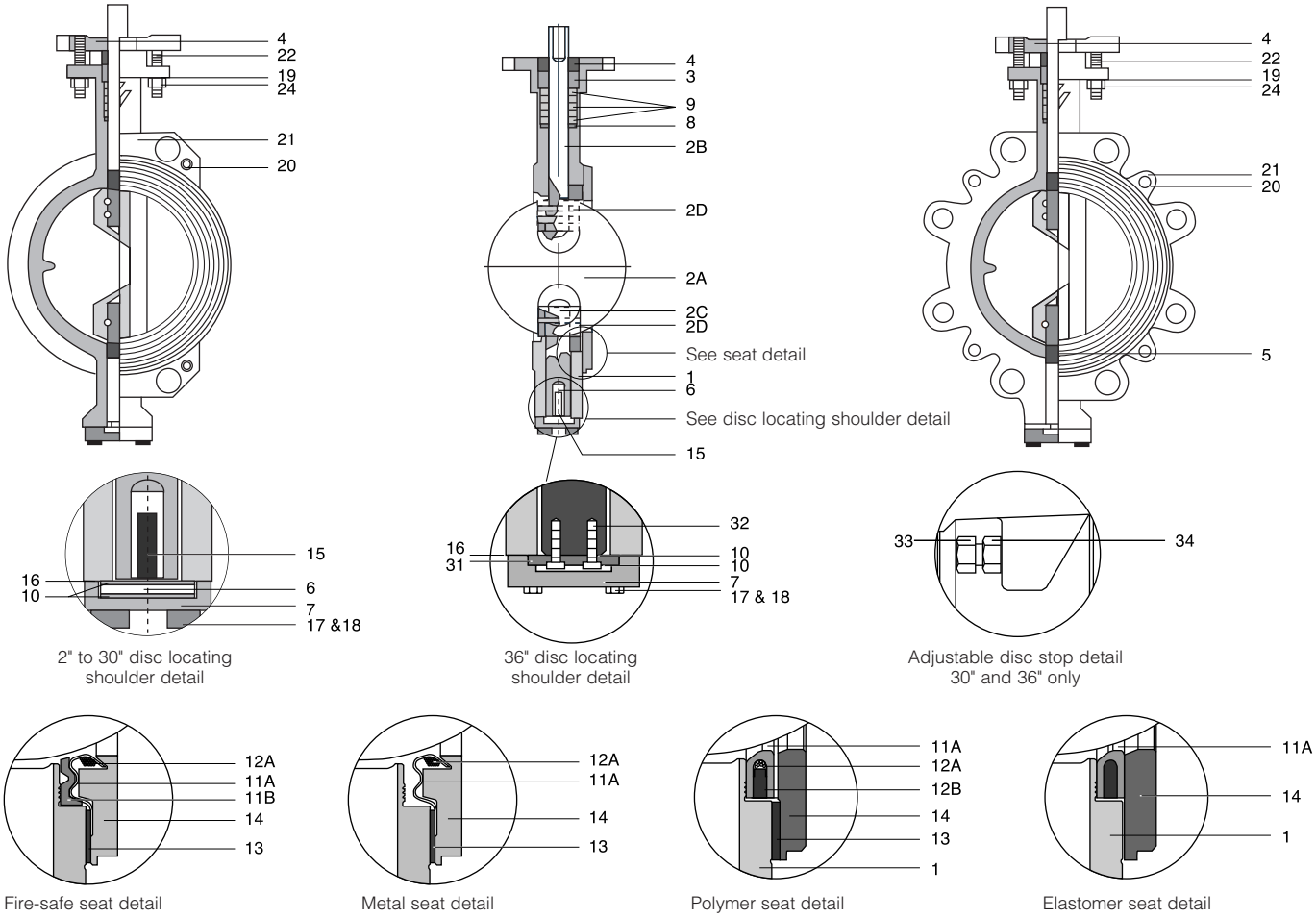
1. Open the valve disc (2A) to its full open position.

Note: on valve sizes 10" and larger, it is recommended that two workers perform the disc tapered pin (2D) removal process.

2. Place the disc in a vise.
3. Using a tool steel punch, locate the punch on the small end of the disc taper pin (2D) and then strike the punch with a heavy hammer. (See Figure 1.)

Figure 1 - shows the valve properly clamped in place

Figure 2



Parts List

1.	Body	11A.	Seat	22.	Packing gland bridge stud
2A.	Disc	11B.	Fire-safe seat insert	23.	Key (8" to 36") (not shown)
2B.	Upper stem	12A.	Seat wire wrap	24.	Hex nut
2C.	Lower stem	12B.	Seat backing ring	25.	I.D. tag (not shown)
2D.	Taper pin, disc	13.	Seat retaining gasket	26.	Flow tag (not shown)
3.	Gland	14.	Seat retaining ring	27.	Strap tag (not shown)
4.	Gland bridge	15.	Taper pin shoulder (2" to 30")	28.	Strap tag (not shown)
5.	Bushing	16.	Gasket bottom cover	29.	Spacer (30" only)
6.	Disc locating shoulder (2" to 30")	17.	Hex head cap screw	30.	Screws (30 & 36") (not shown)
7.	Bottom cover	18.	Lock washer (ext. tooth)	31.	Thrust plate (36" only)
8.	Packing ring, anti-ext.	19.	Lock washer (spring)	32.	Screws (36" only)
9.	Packing set	20.	Hex soc. flat head screw	33.	Screw (30" & 36")
10.	Thrust washer	21.	Clip or locating plate	34.	Nut (30" & 36")

Note: some of the weld on the three disc taper pins (2D) may need to be removed by grinding.

Warning
When placing the valve into the bench vise, make sure the small end of the disc (2A) taper pin faces the assembler.

Hold the punch with a punch holder or a pair of vise grips. Otherwise, serious injury may occur.

Removing the Bottom Cover Assembly

To disassemble the bottom cover assembly, remove the following bottom cover assembly components:

- bottom cover plate (7)
- thrust washer (10)
- bottom cover gasket (16)
- washer (18)
- screw (17)

Removing the Lower Stem Assembly

Caution
Throughout this operation, make sure the disc edges remain protected from contact with the body by installing cardboard at all disc hub areas. Failure to do so may cause damage to the disc sealing edge.

1. Spray penetrating oil into the disc hub where it meets the stem connection.
2. Locate a wedge-shaped chisel/punch between the disc locating shoulder (6) position and the body (1) bottom surface. (See Figure 3.)
3. Strike the chisel/punch to force the disc locating shoulder (6) away from the valve body (1) surface.
4. Continue to wedge apart the lower stem assembly, via the disc locating shoulder (6), until the lower stem (2C) is free of the disc (2A).
5. Lightly strike the backside of the disc hub area with a hammer if the stem is resistant to removal.

Removing the Packing Gland Assembly

1. Unthread the nuts (24) from the packing bridge studs (22).
2. Remove the packing gland bridge (4).

Removing the Upper Stem and Disc

Caution
Throughout this operation, make sure the disc edges remain protected from contact with the body by installing cardboard at all disc hub areas. Failure to do so may cause damage to the disc sealing edge. Protect the stem from the vise teeth to prevent damage and to eliminate potential for packing leakage.

1. When removing the upper stem (2B) from the disc (2A), clamp the vise jaws on to the upper stem (2B) area above the valve body top plate.
2. Once the vise jaws are secure against the upper stem (2B), drive the wedge-shaped chisel/punch between the valve body (1) top plate and the bench vise. (See Figure 4.)
3. As the valve body (1) moves away from the bench vise, the upper stem (2B) is removed from the upper disc (2A) hub.
4. Continue to reposition the valve body (1) with the bench vise so as to allow removal of upper stem (2B).

Caution
Physically hold the disc to prevent the disc from falling and becoming damaged during removal. When both the upper stem (2B) and lower stem (2C) are removed from the disc (2A), the disc is unsupported.

Warning
Smaller discs may be removed by hand (2" to 8"). Remove larger discs with proper hoisting equipment. Failure to do so may result in personal injury or damage to equipment.

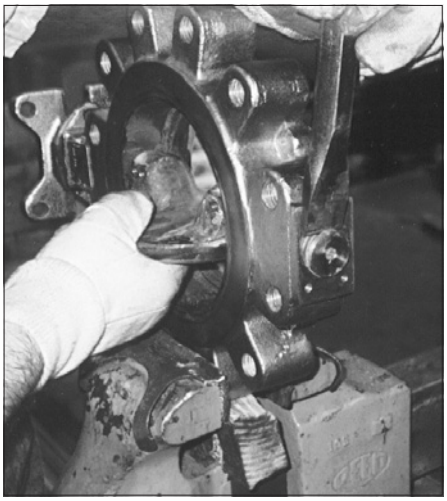


Figure 3 – Shows the proper placement of the disc locating shoulder and the body bottom surface.

Figure 4 – Shows how the upper stem is removed from the upper disk hub.

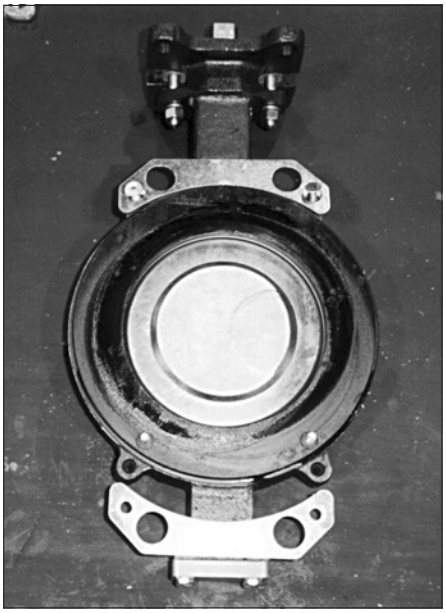


Figure 5 – Seat retainer ring and parts.

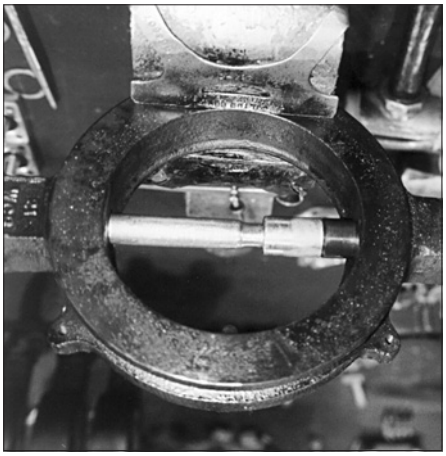


Figure 6 – Shows partial insertion of the stem bearing.

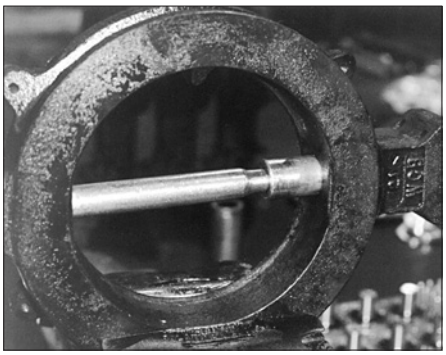


Figure 7 - Shows the stem bushing flush with the flow path surface.

Removing the Seat Retainer Ring

Remove the seat retainer ring (14) by removing the hex socket screws (20) or seat retainer screws (30) and the clips (21) for lugged body, or the locating plates (21) for the wafer body. (See Figure 5.)

Removing the Seat Retainer Gasket

Remove the seat retainer gasket (13). Use a powered wire brush tool to remove the gasket material that may have adhered to the mating body surfaces.

Removing the Seat Assembly

To remove the seat assembly, treat the seat (11) and its associated components as a single assembly by removing the following:

- seat (11)
- wire wrap (12A)
- seat backing ring (12B)

Removing the Packing Assembly Method 1: for Packing Replacement with Stem in Body

Note: to remove the packing set (9) with the upper stem (2B) still in the valve body (1), two long, slender screws are required. The screws must not have a diameter greater than ¼" and must be at least six inches long. The most commonly used screws are “drywall screws.”

1. Using the screws, grab and remove each packing ring, one at a time.

Method 2: packing Removal with Stem Removed from Body

1. To remove the packing set (9) with the upper stem removed, use a hook-type tool to pull out one packing ring at a time.

Removing the Stem Bushings

Note: a special bushing removal/installation tool is required to remove or install the stem bushings (5). The tool O.D. dimension should be as near in size as the valve stem bore I.D. dimension and have a Class 3 fit. Any Machinist Handbook can provide Class 3 tolerances.

1. Insert the removal tool in the valve body (1) top plate area and down the upper stem journal until the tool contacts the upper stem bushing.
2. Remove the upper stem bushing (5) by striking the tool with a hammer.
3. Insert the removal tool in the valve body (1) bottom plate area and down the lower stem journal until the tool contacts the lower stem bushing.
4. Strike the tool until the lower stem bushing (5) is clear of the lower body stem journal.

Inspecting the Valve Components

1. After disassembly, visually inspect the seat retainer ring (14) and the bottom cover plate (7).
2. Make sure all body sealing surfaces:
   - are flat
   - are free of corrosion damage
   - have a smooth surface
   - are free of burrs.

Remove any burrs with fine grit sandpaper.

3. Inspect for scratches around disc edges:
   - If scratched, smooth the edge with fine grit sandpaper (220/400 wet/dry sandpaper)
   - Remove the scratch by using a blending motion and extend the smoothed area at least two inches above, below and around the original scratch
   - To polish the disc edge, use a powered wire brush
   - Finish sand or polish the edge on a lathe, as required.
4. Check to see that the upper and lower (2B, 2C) stem-to-bushing (5) contact locations are free of galling.
5. Check to see that the upper (2B) stem-to-packing (9) contact area is free of scratches.

Note: if scratched or galled, these surfaces should be polished or replaced

Assembly

Installing Stem Bushing

1. To avoid damaging the stem bushing (5), gently press the bushing into the stem body journal by lightly striking the bushing (5) with a rubber mallet.
2. Once the stem bushing (5) has been partially inserted into the valve body journal, insert the installation/removal tool against the upper stem bushing. (See Figure 6.)
3. Strike the tool with a hammer to continue inserting the stem bushing until it is flush with the body flowpath surface. (See Figure 7.)

Installing the Disc/Stem Assembly

CAUTION

To prevent damage to the disc, do not allow the disc edges to contact the body flowpath surface.

1. Install the upper stem (2B) and lower stem (2C) into the valve body stem journals with the pinning grooves position on top of the stem side view.

Note: the upper and lower stems are correctly installed when the lower ends of the stems are flush with the body flowpath surface.

2. While holding the disc (2A) with the backside of the disc facing up and the double pin hub facing toward the body (1) upper stem journal, position the disc (2A) in the body (1).
3. Push the stems (2B and 2C) into the disc (2A) hub stem holes.
4. If required, rotate the stems until the stem tapered pin holes are in alignment with the disc (2A) hub tapered pin holes.
5. Manually push the disc tapered pins (2D) to install them through the disc hub tapered pin holes.
6. Install the packing set (see Installing The Packing Set).
7. Carefully drive the tapered pins (2D) firmly into the connection with a punch and hammer.

Note: original disc/stem assemblies may use the disc locating shoulder assembly (6,10 and 15) installed with the lower stem (2C). In this case, the disc/stem assembly should already be centered and may not require any centering adjustment.

Installing the Packing Set

1. Install the anti-extrusion packing ring (8), packing set (9) and packing gland (3) into the upper journal of the valve body (1).
2. Keeping the disc assembly (2) in the closed position and closely centered in the body bore, tighten the packing nuts (24). Nuts have been correctly tightened when the packing gland plate (4) is flush with the valve body (1) top plate.

Installing the Disc Locating Shoulder Assembly

1. Place a thrust washer (10) over the disc locating shoulder (6) neck. If the thrust washer (10) has PTFE fabric on one side, install the thrust washer with the PTFE fabric side in contact with the disc locating shoulder.
2. Making sure the disc (2A) is in the closed position, center the disc with the body seat pocket.
3. Measure the gap between the body seat pocket ID and the disc OD before locking the disc into position. These measurements are to be made at the disc hub sections. The gap measurements are to be within 0.020 inches of each other. (See Figure 8.)
4. While keeping the disc centered, drive the disc locating shoulder (6) into the bottom hole of the lower stem (2C) until the disc locating shoulder (6) and the associated thrust washer (10) are pressing against the body (1) bottom surface.
5. Push the tapered pin (15) into the hole located in the bottom of the disc locating shoulder (6).
6. Lock the tapered pin (15) into position by driving it with a punch and hammer. (See Figure 9.)

Installing the Bottom Cover Assembly

1. Place the bottom cover gasket (16) around the disc locating shoulder (6).
2. Place a thrust washer (10) in the bottom cover plate (7). If the thrust washer (10) has PTFE fabric on one side, install the thrust washer with the PTFE fabric facing out from the bottom cover plate (7).
3. Align the bottom cover plate (7) with the body (1) bottom surface, making sure the bottom cover gasket (16) remains in alignment with the bottom cover plate (7) gasket groove.
4. Tighten the four bolts and washers (17, 18).

Installing the Standard Seat Assembly

1. Check to make sure the disc (2A) is in the closed position.
2. Make sure the disc is centered in relation to the body seat pocket.

Installing the Standard Seat Assembly

1. Check to make sure the disc (2A) is in the closed position.
2. Make sure the disc is centered in relation to the body seat pocket.
3. Reset the disc locating shoulder pin (15) into its correct locked position by using a hammer and punch.
4. Put the seat retainer gasket (13) on the valve body (1) gasket surface. (See Figure 10.)

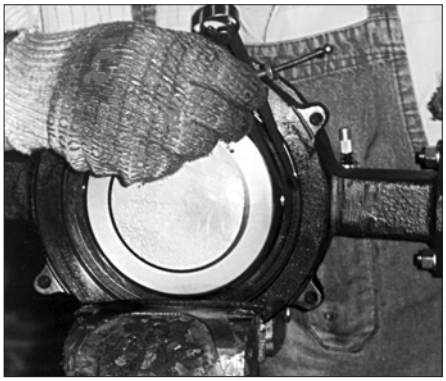


Figure 8 – Shows how to measure the gap between the body seat pocket ID and the disc OD

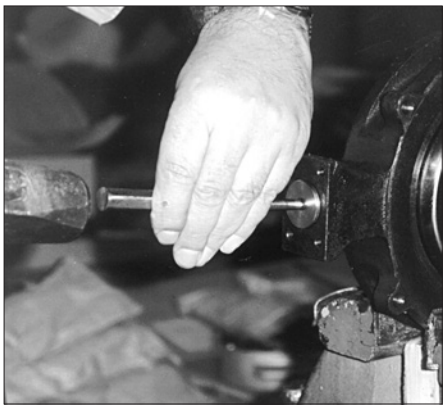


Figure 9 – Shows how to lock the tapered pin into position.

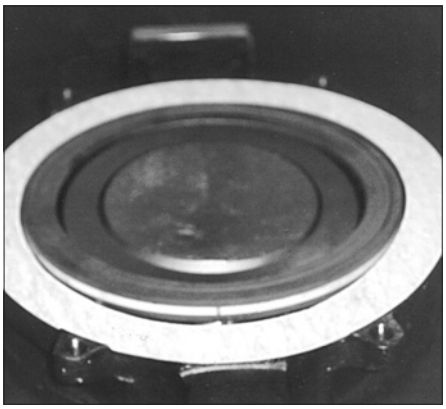


Figure 10 – Shows proper placement of seat retainer gasket.

5. Install the seat assembly.6. Insure the disc (2A) is closed against the body (1) disc stop.

Note: elastomer seated trims do not require a seat retainer gasket (13).

6. Insure the disc (2A) is closed against the body (1) disc stop.
7. Place the seat retainer ring (14) on top of the seat retainer gasket (13) and seat assembly (11 and 12).
8. Place the locating plates (21) and/or clips (28 for wafer style; 21 for lug) on the valve body.
9. Install and tighten the screws (20 or 30).

CAUTION

The standard seat retainer screws provide only enough force to hold the seat retainer ring (14) for shipment and installation. If valve actuation is required before installation, press the seat retainer into the seat to prevent damage to the valve seat before actuation.

10. Press the seat retainer ring into the seat (11 and 12) and body (1) using two C-clamps to provide the needed compressive load. To press the seat retainer ring with the C-clamps, place the C-clamps on the valve assembly to allow an even load to be applied all around the seat retainer ring (14) and tighten until the seat retainer gasket (13) is compressed.
11. With the C-clamps pressing the seat retainer ring (14) into the gasket (11). Tighten the screws (20 or 30).

To install RTFE, PTFE and UHMWPE Seats:

1. Place the seat backing ring (12B) into the seat (11).
2. Press the backing ring into the seat (11) until no gaps are present between the backing splits.
3. Rotate the seat assembly until the seat backing ring (12B) splits align with the body stem journals.
4. Place the seat assembly (11 and 12) into the valve body (1) seat pocket. The seat assembly is correctly placed when the “V” groove on the side of the seat (11) is facing toward the assembler.

To install NBR, EPDM and Fluoroelastomer (FKM) seats:

1. Place the seat assembly (11) into the valve body (1) seat pocket.
2. Make sure the taper on the seat (11) ID is facing down toward the disc (2A) sealing surface.

To install Fire-safe Seats:

1. Place the RTFE seat insert (11A) into the grooves of the metal seat.
2. Place the seat assembly (11 and 12A) into the valve body (1) seat pocket.
3. Make sure the RTFE seat insert (11A) is facing down toward the disc (2A) sealing surface.

To install Metal Seats:

1. Place seat assembly (11 and 12A) into the valve body (1) seat pocket.

Installing Bi-directional Dead-end Service Polymer Seat Assembly

Additional steps are required before seat installation for RTFE, PTFE and UHMWPE polymer seats used in bi-directional dead-end service. (See Figure 11.) Before installing these types of seats, follow these steps:

1. If the valve requires an O-ring, place the O-ring in the seat pocket. Place a 1/4" diameter bead of CANNING™ Marston Hylomar Gasket and Joint Compound, (Type PL32 Heavy Sealant) or equivalent around the seat pocket ID corner.

CAUTION

Do not use any gasket sealant in valves being prepared for oxygen, chlorine or silicone-free service. Use of gasket sealant in such applications will result in damage to the valve.

2. Install the seat assembly.
3. To allow the seat retainer ring dead-end service bolts to pass through the gasket (13), modify the seat retainer ring gasket (13) by following these steps:
   a. Use the dead-end service seat retainer ring (14) to layout the bolt hole pattern.
   b. Using a hole punch, make the required holes in the gasket.

CAUTION

To prevent damage to the valve when clamping, protect the body flange surfaces from the vise clamping surfaces with cardboard or brass shims.

TIG Welding of the Disc Taper Pins

1. After assembling and testing the valve, lock the three disc/stem taper pins (2D) by forcefully driving the tapered pins in place with a hammer and steel punch.
2. TIG weld the disc taper pins (2D). Weld using filler rod referenced in Table I.

Note: Sizes 14" to 24" body valves employ both clips (28 for wafer and 21 for lug) and locating plates (21) to retain the seat retainer ring (14).

Size 30" and 36" wafer and lug body valves use seat retainer screws (30) instead of the hex socket flat head screws (20) with clips or locating plates. These seat retainer screws are located directly in the face of the seat. Two of these seat retainer screw holes are tapped. The two tapped holes allow the use of eye bolts so the seat retainer ring can be lifted to and from the body (1).

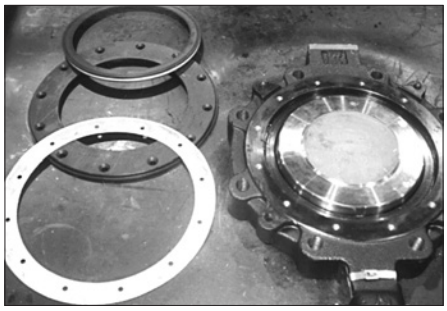


Figure 11 – Shows dead-end service seat assembly.

Table I

Stem and Pin Material	Filler Rod
17-4 pH 1075 HT	312 Stainless Steel
17-4 Ph 1160 DHT (NACE)	312 Stainless Steel
316 Stainless Steel Condition B	312 Stainless Steel
K Monel 500®	Monel®
Inconel®	Inconel

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Symptom	Possible cause	Resolution
Valve won't rotate	1. Actuator has failed 2. Valve packed with debris 3. Stem key has sheared	1. Repair or replace 2. Flush or clean valve to remove debris 3. Determine cause of shearing and correct, replace
Stem packing leaking	1. Gland flange bolting loose 2. Packing damaged	1. Tighten gland flange bolting 2. Depressurize valve and replace packing
Bottom cover gasket leaking	1. Bottom cover bolting loose 2. Gasket damage	1. Tighten bottom cover bolting 2. Remove valve from service and replace gasket
Valve leaking	1. Valve not fully closed 2. Debris trapped in valve 3. Seat or disc edge damaged 4. Actuator mechanical closure stop incorrect	1. Close valve 2. Cycle and flush to remove debris 3. Remove valve from service and replace seat and/or repair or replace disc 4. Adjust the stop to allow further closure
Jerky operation	1. Stem/bearing damaged 2. Actuator/stem adapter misaligned 3. Overtightened packing 4. Air supply inadequate	1. Disassemble valve and inspect for damage, repair or replace damaged parts, reassemble 2. Remove actuator mounting and realign 3. Loosen packing to hand tight, cycle valve, retighten 4. Increase air supply pressure

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