Before installation these instructions must be fully read and understood.

**GENERAL**

Suggested installation orientation is with valve shaft horizontal or inclined from vertical. Unless otherwise recommended by Emerson Valves & Controls, 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 200°C [392°F].

K-LOK offers the following body styles:
- Series 36 and 37 – Wafer style
- Series 36 and 37 – Lug style
- Series 36 and 37 – Double flange

**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.

**CAUTION**

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.
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.

Series 36 and 37 – Lug and double flange style
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.

Series 36 and 37 – Wafer style
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 shaft 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 4) 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.
3. 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.
4. 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.

Removing the disc-to-shaft tapered pin connections
1. Open the valve disc [2] to its full open position.

Note: On valve sizes DN 250 (NPS 10) and larger, it is recommended that two workers perform the disc tapered pin [5] 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 [5] and then strike the punch with a heavy hammer.
Removing the bottom cover assembly
To disassemble the bottom cover assembly, remove the following bottom cover assembly components:
- bottom cover plate [18]
- bottom cover gasket [17]
- washer [19]
- screw [20]

Removing the lower shaft 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 shaft connection.

<table>
<thead>
<tr>
<th>Valve size</th>
<th>Tap</th>
</tr>
</thead>
<tbody>
<tr>
<td>DN 50 to 150 (NPS 2 to 6)</td>
<td>M6 X 1</td>
</tr>
<tr>
<td>DN 200 to 300 (NPS 8 to 12)</td>
<td>M10 X 1.5</td>
</tr>
<tr>
<td>DN 350 to 900 (NPS 14 to 36)</td>
<td>M14 X 2</td>
</tr>
</tbody>
</table>

3. Lightly strike the backside of the disc hub area with a hammer if the shaft is resistant to removal.

Removing the upper shaft 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 shaft from the vise teeth to prevent damage and to eliminate potential for packing leakage.

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

Removing the seat retainer ring
Remove the seat retainer ring [23] by removing the hex socket screws [24] from the seat retaining ring for the lugged or double flanged body, or the hex socket flat head screws [24] from the locating plates [26] and/or clips for the wafer body. (See Figure 3)

**WARNING**
Smaller discs may be removed by hand (DN 50 to DN 200 [NPS 2 to NPS 8]). Remove larger discs with proper hoisting equipment. Failure to do so may result in personal injury or damage to equipment.

Removing the seat retainer gasket
Remove the seat retainer gasket [22]. 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 [21] and its associated components as a single assembly by removing the following:
- seat [21.1]
- wire wrap [21.2]
- seat backing ring [21.3]
Figure 4
MATERIALS OF CONSTRUCTION

Wafer style

Lug and double flange style
### Standard Materials of Construction

<table>
<thead>
<tr>
<th>Pos</th>
<th>Description</th>
<th>Material</th>
<th>Material Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Body</td>
<td>Carbon steel, Stainless steel</td>
<td>ASTM A216-WCB, ASTM A351-CF8M</td>
</tr>
<tr>
<td>2</td>
<td>Disc</td>
<td>316 SS, 316 SS/ENP</td>
<td>ASTM A351-CF8M, ASTM A351-CF8M / Electroless nickel plated</td>
</tr>
<tr>
<td>3</td>
<td>Upper shaft</td>
<td>316B SS, 17-4PH SS, Nitronic 50</td>
<td>ASTM A276-316 Condition B, ASTM A564- Condition H1075 or H1100, ASTM A276-XM19</td>
</tr>
<tr>
<td>4</td>
<td>Lower shaft</td>
<td>316B SS, 17-4PH SS, Nitronic 50</td>
<td>ASTM A276-316 Condition B, ASTM A564- Condition H1075 or H1100, ASTM A276-XM19</td>
</tr>
<tr>
<td>5</td>
<td>Taper pin</td>
<td>316B SS, 17-4PH SS, Nitronic 50</td>
<td>ASTM A276-316 Condition B, ASTM A564- Condition H1075 or H1100, ASTM A276-XM19</td>
</tr>
<tr>
<td>6</td>
<td>Spacer</td>
<td>316 SS</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Thrust washer</td>
<td>316 SS, BRZ, PTFE</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>Bushing</td>
<td>316 SS, BRZ, PTFE, RTFE, Composite, 316SS, Nitrited</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>Anti-extrusion ring</td>
<td>316 SS</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>Shaft packing</td>
<td>PTFE, Graphite</td>
<td></td>
</tr>
<tr>
<td>11</td>
<td>Ring, shaft retention</td>
<td>316 SS</td>
<td></td>
</tr>
<tr>
<td>12</td>
<td>Gland</td>
<td>316 SS</td>
<td></td>
</tr>
<tr>
<td>13</td>
<td>Gland bridge</td>
<td>17-4PH SS</td>
<td></td>
</tr>
<tr>
<td>14</td>
<td>Stud</td>
<td>Stainless steel 18.8</td>
<td></td>
</tr>
<tr>
<td>15</td>
<td>Washer, split lock</td>
<td>Stainless steel 18.8</td>
<td></td>
</tr>
<tr>
<td>16</td>
<td>Hex nut</td>
<td>Stainless steel 18.8</td>
<td></td>
</tr>
<tr>
<td>17</td>
<td>Bottom cover gasket</td>
<td>Graphite</td>
<td>Non-asbestos fiber</td>
</tr>
<tr>
<td>18</td>
<td>Bottom cover</td>
<td>Carbon steel, Stainless steel</td>
<td>ASTM A216-WCB, ASTM A351-CF8M</td>
</tr>
<tr>
<td>19</td>
<td>Washer, ext. Tooth lock</td>
<td>Stainless steel 18.8</td>
<td></td>
</tr>
<tr>
<td>20</td>
<td>Screw, hex hd cap</td>
<td>Stainless steel 18.8</td>
<td></td>
</tr>
<tr>
<td>21</td>
<td>Seat assembly</td>
<td>Polymer, Elastomer, PTFE, RTFE, UHMWPE, NBR, EPDM, FKM</td>
<td>Not used with elastomer seats</td>
</tr>
<tr>
<td>21.1</td>
<td>Seat</td>
<td>316 SS</td>
<td></td>
</tr>
<tr>
<td>22</td>
<td>Gasket seat retaining ring</td>
<td>Graphite</td>
<td>Non-asbestos fiber</td>
</tr>
<tr>
<td>23</td>
<td>Seat retaining ring</td>
<td>Carbon steel, Stainless steel</td>
<td>ASTM A216-WCB, ASTM A351-CF8M</td>
</tr>
<tr>
<td>24</td>
<td>Screw, socket hd cap</td>
<td>Stainless steel</td>
<td></td>
</tr>
<tr>
<td>25</td>
<td>Key</td>
<td>Carbon steel</td>
<td></td>
</tr>
<tr>
<td>26</td>
<td>Retainer plate</td>
<td>Stainless steel</td>
<td>Carbon steel / zinc plated</td>
</tr>
<tr>
<td>27</td>
<td>Retainer plate/clip screw</td>
<td>Stainless steel 18.8</td>
<td></td>
</tr>
<tr>
<td>28</td>
<td>Clip</td>
<td>Stainless steel</td>
<td>Carbon steel / zinc plated</td>
</tr>
</tbody>
</table>

All fasteners are 18-8 SS
Method 2: packing removal with shaft removed from body
1. To remove the packing set (10) with the upper shaft removed, use a hook-type tool to pull out one packing ring at a time.

Removing the shaft bushings

Note: A special bushing removal/installation tool is required to remove or install the shaft bushings [8]. The tool O.D. dimension should be as near in size as the valve shaft 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 shaft journal until the tool contacts the upper shaft bushing.
2. Remove the upper shaft bushing (8) by striking the tool with a hammer.
3. Insert the removal tool in the valve body (1) bottom plate area and down the lower shaft journal until the tool contacts the lower shaft bushing.
4. Strike the tool until the lower shaft bushing (8) is clear of the lower body shaft journal.

Installing the disc/shaft assembly

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

1. Install the upper shaft (3) and lower shaft (4) into the valve body shaft journals with the pinning grooves position on top of the shaft side view.

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

Inspecting the valve components

1. After disassembly, visually inspect the seat retainer ring [23] and the bottom cover plate [18].
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 50 mm (2") 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 (3, 4) shaft-to-bushing (8) contact locations are free of galling.
5. Check to see that the upper (3) shaft-to-packing (23) contact area is free of scratches.

Note: If scratched or galled, these surfaces should be polished or replaced.
2. Insert the disc locating spacers (6) and thrust washers into the grooves on either side of the disc (2). Align the spacer flat surface with the body flat surface on the shaft journals.
3. While holding the disc (2) with the backside of the disc facing up and the double pin hub facing toward the body (1) upper shaft journal, position the disc (2) in the body (1).
4. Push the shafts (3 and 4) through the spacers (6) and into the disc (2) hub shaft holes.
5. If required, rotate the shafts until the shaft tapered pin holes are in alignment with the disc (2) hub tapered pin holes.
6. Manually push the disc tapered pins (5) to install them through the disc hub tapered pin holes.
7. Install the packing set (see Installing the packing set).
8. Carefully drive the tapered pins (5) firmly into the connection with a punch and hammer.

**Installing the packing set**

1. Install the anti-extrusion packing ring (9), packing set (10), second anti-extrusion ring (9), shaft retention ring (11), and packing gland (12) into the upper journal of the valve body (1).
2. Keeping the disc assembly (2 - 6) in the closed position, tighten the packing nuts (16). Nuts have been correctly tightened when the packing gland plate (13) is flush with the valve body (1) top plate.

**Installing the bottom cover assembly**

1. Place the bottom cover gasket (17) on the bottom cover plate (18) gasket groove.
2. Align the bottom cover plate (18) with the body (1) bottom surface, making sure the bottom cover gasket (17) remains in alignment with the bottom cover plate (18) gasket groove.
3. Tighten the four bolts and washers (19, 20).
4. There should be no gap between bottom cover and body.

**Installing the standard seat assembly**

1. Check to make sure the disc (2) is in the closed position against the body (1) disc stop.
2. Install the seat with the smallest inside diameter down. If the seat is incorrectly installed, it will ride higher on the disc than if installed correctly.

**To install NBR, EPDM, and fluoroelastomer (FKM) seats:**

1. Place the seat assembly (21) into the valve body (1) seat pocket.
2. Install the seat with the smallest inside diameter down. If the seat is incorrectly installed, it will ride higher on the disc than if installed correctly.

**Installing the seat retainer ring**

1. Check to make sure the disc (2) is in the closed position against the body (1) disc stop.
2. Put the seat retainer gasket (22) on the valve body (1) gasket surface.
3. Align the seat retainer ring gasket (22) holes with the holes in the body (see Figure 7).

**Note:** Elastomer seated trims do not require a retainer gasket.
4. Place the seat retainer ring (23) on top of the seat retainer gasket (22). For lug and double flange style valves align the holes in the seat retainer ring (23) with the holes in the gasket (22) and the body (1).
5. Place the locating plates (26) and/or clips (28) for wafer style valve body.

**Note:** Sizes Dn 350 to Dn 600 (NPS 14 to NPS 24) wafer style body valves employ both clips (28) and locating plates (26) to retain the seat retainer ring (23). Size DN 750 (NPS 30) and DN 900 (NPS 36) wafer, lug and double flange body valves use seat retainer screws (16). Two of the 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).

**To install RTFE, PTFE, and UHMWPE seats:**

1. Place the seat backing ring (21.3) into the seat (21.1).
2. Press the backing ring into the seat (21.1) until no gaps are present between the backing splits.
6. Install and tighten the screws (24).

**CAUTION**
The standard seat retainer screws provide only enough force to hold the seat retainer ring (23) 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.

7. Press the seat retainer ring into the seat (21) 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 (23) and tighten until the seat retainer gasket (22) is compressed.

8. With the C-clamps pressing the seat retainer ring (23) into the gasket (22), tighten the screws (24).

---

**TABLE 1**

<table>
<thead>
<tr>
<th>Shaft and pin material</th>
<th>Filler rod</th>
</tr>
</thead>
<tbody>
<tr>
<td>17-4 PH 1075 HT</td>
<td>312 Stainless steel</td>
</tr>
<tr>
<td>17-4 PH 1160 DHT (NACE)</td>
<td>312 Stainless steel</td>
</tr>
<tr>
<td>316 Stainless steel</td>
<td>312 Stainless steel</td>
</tr>
<tr>
<td>Condition B</td>
<td>312 Stainless steel</td>
</tr>
<tr>
<td>K Monel 500®</td>
<td>Monel®</td>
</tr>
<tr>
<td>Inconel®</td>
<td>Inconel®</td>
</tr>
</tbody>
</table>

**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/shaft taper pins (5) by forcefully driving the tapered pins in place with a hammer and steel punch.
2. TIG weld the disc taper pins (5). Weld using filler rod referenced in Table 1.

---

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