

Replacement of Leverage System for Armstrong Float Type Drainers or Vents

After you have installed the Pressure Change Assembly in the cap in accordance with our standard procedure, these additional steps are required:

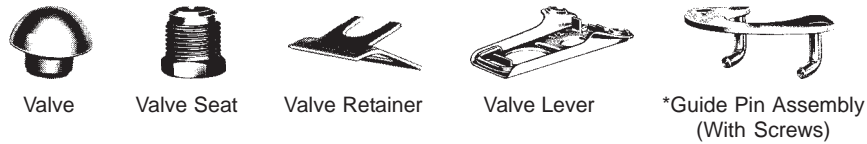
- 1) Hold the valve in the valve seat with the two fulcrum points resting on the face of the valve seat.
- 2) **Models 2, 3, 32 and 33** - Using an adjustable wrench, turn the stop lock nut down on its post until there is approximately 1/64" clearance between the nut and the extension of the valve lever which is under the nut.

Models 6 and 36 - The approximate clearance should be 1/32" for these two models.

Cast Iron Models
2, 3, 6-LD, AV or DG

Forged Steel Models
32, 33, 36-LD, AV or DG

A mechanism less float, or pressure change assembly (PCA) consists of:



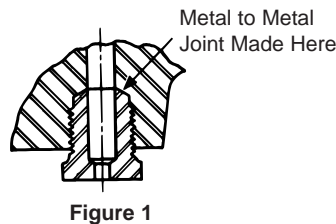
*(Not Shown) Which has a separate guide post arrangement for all models except the No. 6 and No. 36 where post is integral part of guide pin assembly.

Make sure that your parts are stamped with the orifice size required for your operating pressure. The orifice size (1/8" for example) is stamped on the valve seat, valve lever, and guide pin assembly. Parts with different orifice stampings should never be used together.

Valve and Vave Seats

Armstrong valves and seats have been carefully lapped together and are furnished for installation as matched sets. Do not use a new seat with an old valve (or vice-versa). Pipe dope or lubricant is not required on valve seat threads. The joint is made, not by the threads, but by metal contact at the ground end of the valve seat, as shown in Figure 1. Make sure seating area in cap is clean before screwing valve seat into position.

Figure 1
Important! Valve seat seal is made at point of contact indicated, not by threads.



Valve Lever

The valve lever hooks over the guide pins. In a few sizes of traps, this part must be attached before the guide pin assembly is fastened into position.

Lever Fulcrums

Fulcrums of levers are sheared at the Factory to obtain maximum opening pressure as well as maximum valve travel which ensures full capacity. Never tamper with height or position of fulcrums. Any change will adversely affect opening pressure, capacity, or both.

Guide Pin Assembly - Location and Alignment

Pins always point away from adjoining gasket surface.

Figure 2
Models 2, 3, 32,
33-LD, AV or DG

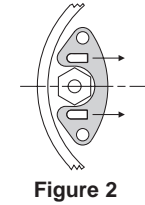
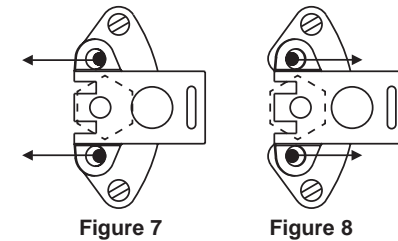
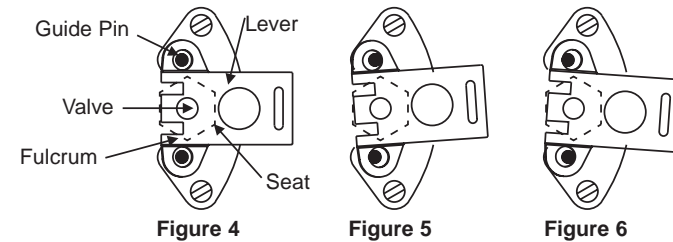
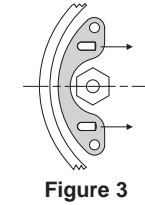


Figure 3
Models 6 and
36-LD, AV or DG



To check the alignment of guide pins, hold the lever and valve against the valve seat with the valve contacting its seat and the two fulcrum points resting on the face of the seat. When the lever is held in this position, the guide pins should be central in the guide pin holes as in Figure 4. When correctly aligned, lever can be moved sideways the same distance to the right (Figure 5) as to the left (Figure 6).

Should the guide pins be out of line for any reason, they should be straightened so that they will be central in the guide pin holes as shown in Figure 4. For example, the guide pins in Figures 7 and 8 have been bent and should be tapped with a hammer to force them in the direction of the arrows. If the pins are too far apart or too close together, a similar procedure should be followed.