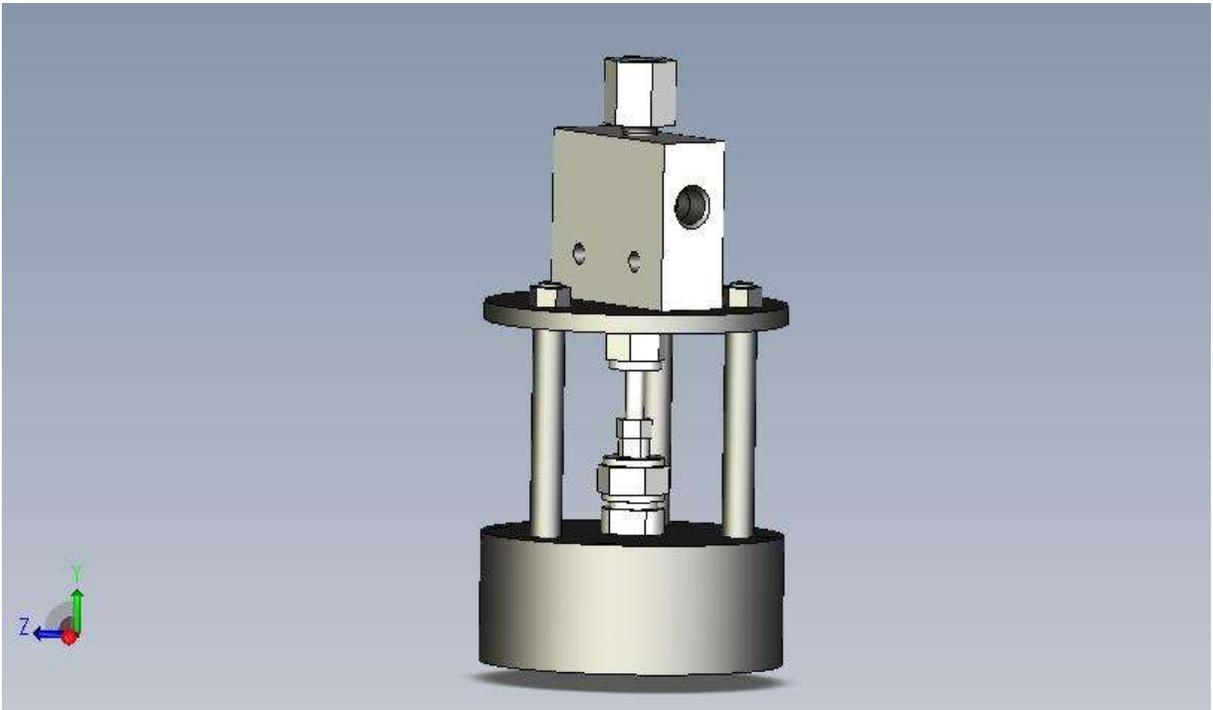
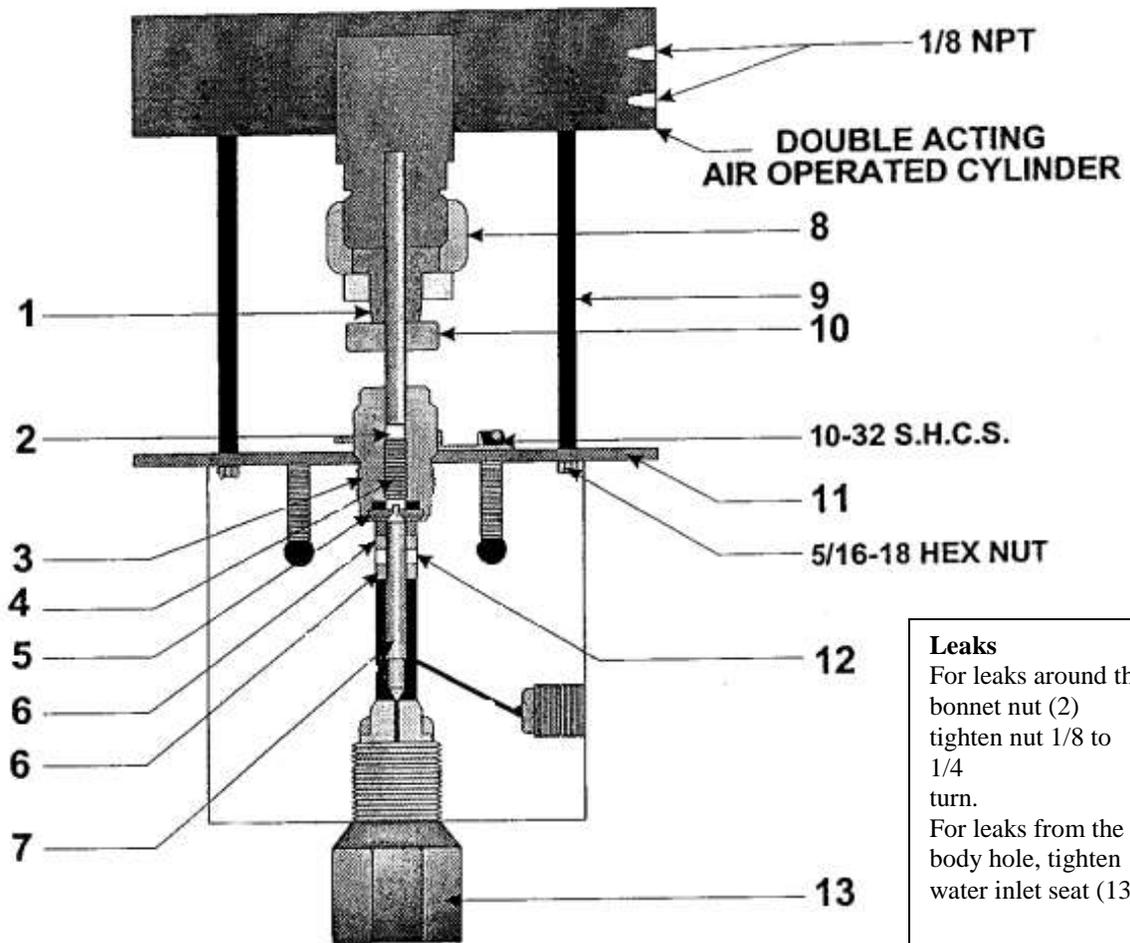


Sno-Trik Valves



Air operated

Parts Diagram and Repair



Leaks
 For leaks around the bonnet nut (2) tighten nut 1/8 to 1/4 turn.
 For leaks from the body hole, tighten water inlet seat (13)

ITEM	DESCRIPTION	P/N	ITEM	DESCRIPTION	P/N
1	Drive Nut	81-11-0228	8	Rod Nut	81-11-0229
2	Bonnet Nut Sleeve	81-11-0231	9	Tie Rod (3)	81-31-0238
3	Bonnet Nut	81-11-0230	10	Lock Nut	62-33-5873
4	Actuator	81-11-0197	11	Mounting Plate	81-31-0239
5	Spacer	81-11-0208	12	Packing Gland (2)	81-11-0132
6	Packing Ring (2 Req.)	81-11-0201	13	Replaceable Seat	81-11-0133
7	Stem	81-11-0131			
	Repair Kit *	81-41-0263			

* Repair Kit consists of: 1 Stem, 1 Replaceable Seat and 2 Packing Glands.

Standard Repair Kit P/N 81-41-0263

1 These are the most common repairs in the field typically diagnosed by leaking from the valve body or through the valve itself when closed. The Kit consist of 1ea stem (p/n 81-11-0131) 1ea replaceable seat (p/n 81-11-0133) and 2ea graphite packing gland (p/n 81-11-0132)

2 Disassemble the valve by removing the allen screws behind the round mount plate, then unscrewing the bonnet nut allowing the stainless body to be removed.

3 Once removed you can then remove and replace the replaceable seat and press the old packing glands and packing rings from the valve body.

4 Replace one packing ring (sst ring) then two graphite and finally one more packing ring as to sandwich the two graphite between them.

5 Replace the stem and reassemble taking care to not over tighten the bonnet nut assy, hand tight plus an $\frac{1}{4}$ turn. (Follow instructions on setting adjustment if needed) **If the valve still leaks from the vent hole then tighten an $\frac{1}{8}$ turn while not under pressure until leak stops.**

Setting the adjustment

1. With the valve off the test system, apply compressed air to the inlet of the Air Actuation unit until it pushes the body up to its full extension.
2. Measure the distance between the shoulder of the tie rod and the base plate of the body. There should be a gap between $\frac{3}{16}$ ths, and $\frac{1}{8}$ ths inch.
3. To ensure that the measurement is accurate, apply slight pressure to the top of the body. Pressure must be applied while air is fed to the valve.
4. To adjust, loosen the lock nut and turn the Actuator with your fingertips. You may need to use a $\frac{3}{8}$ ths spanner to hold the drive nut from turning.
5. This measurement usually involves trial and error. Typically, you may need to pressurize and depressurize the Air operated cylinder a few times. When the proper clearance exists, release the air pressure and securely tighten the hex nuts on the tie rods.