

DESIGN AND PURPOSE

“No play” mounting kits are designed to eliminate any hysteresis between the actuator and the valve.

ASSEMBLY

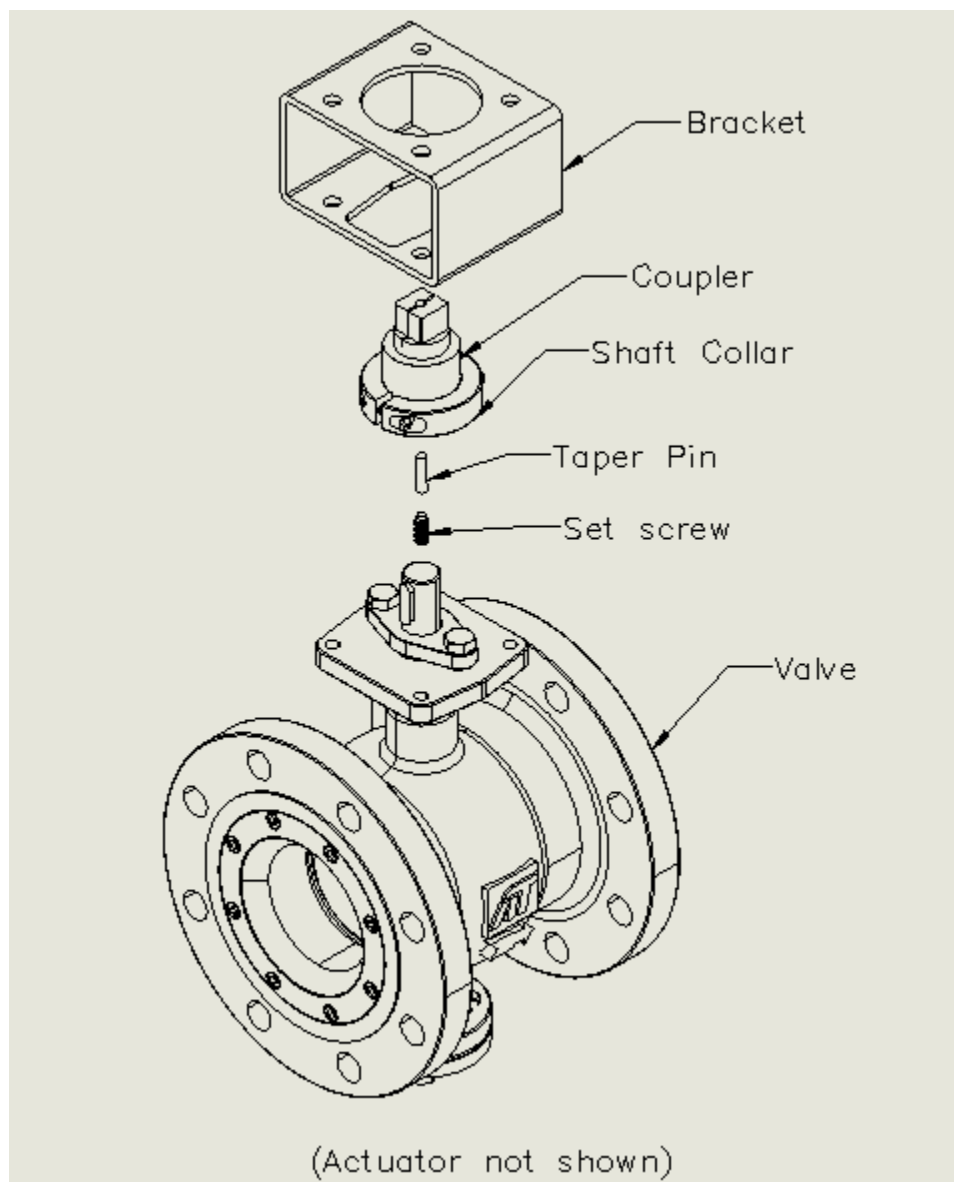
1. Insert small end of taper pin into the coupler through the tapped hole side. Taper pin should be approximately flush with the top of the coupler.
2. Insert set screw into the tapped hole and then insert coupler into drive bushing.
3. Be sure that the orientation is correct for alignment with the valve stem. Distance between the coupler and the actuator should be flush or have no more than 1/16” clearance.
4. Tighten set screw until coupling is securely locked into place.
5. Attach bracket to actuator without fully tightening bolts.
6. Attach shaft collar to the coupler and partially tighten so that the shaft collar does not fall off during install.
7. Place the actuator, bracket and coupler onto the valve and screw in bolts without fully tightening.
8. Tighten shaft collar.
9. Tighten all bolts on the actuator and valve.

DISASSEMBLY

!!!WARNING!!!

CAUTION, ENSURE THAT THE ACTUATOR DOES NOT HAVE THE ABILITY TO ACTUATE DURING DISASSEMBLY. CHECK TO SEE IF AIR SUPPLY IS REMOVED FOR PNEUMATIC ACTUATORS AND THAT THERE IS NO POWER FOR ELECTRIC ACTUATORS.

1. Loosen shaft collar on the coupling and remove if possible.
2. Remove bolts from the valve side of the bracket.
3. Remove actuator, bracket and coupler from the valve. (Bracket can be removed from the actuator at this point if necessary.)
4. Loosen set screw in coupler until there is no resistance.
5. Removing the coupler from the actuator can be very difficult. If you have a Pneumatic actuator, you can grip the coupler in a vice and pull up on the actuator to remove. If you have an electric actuator, there are two socket head cap screws that hold the drive bushing into the actuator. This drive bushing can be removed if you have access to the socket head cap screws. Once the drive bushing is removed, the top of the coupler is exposed, allowing you to tap the taper pin free.



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