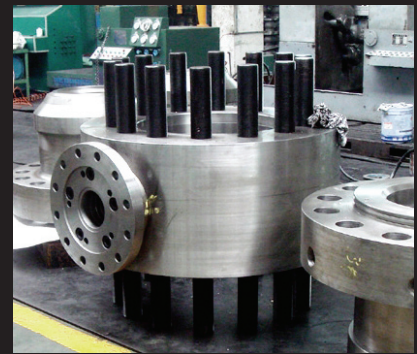
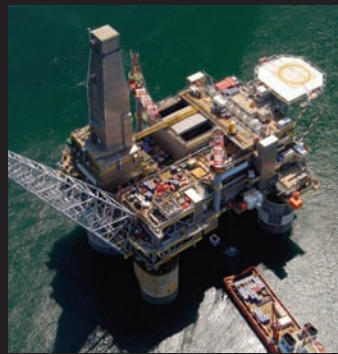


# GVC

GLOBAL VALVE  
& CONTROLS



O-RING REPLACEMENT



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# PROCEDURES

## BODY O-RING REPLACEMENT

1. Before cutting the valve from the pipeline, be sure the valve is fully open.
2. After the valve is moved from the pipeline, to clean the valve path (ball is in fully open position) in case there is some debris left in the valve path when cutting the valve.
3. In order to assure the valve will completely recover to its original condition after replacement of O-Rng, it is suggested to make marks on the body and seat retainers before disassembly of the valve:

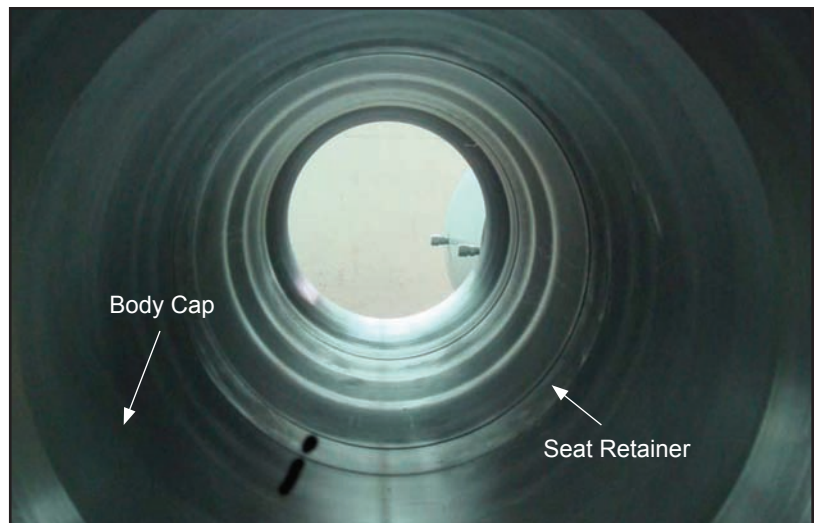
### MARKS ON BODY & BODY CAP

To be sure the mark on body and the mark on body cap are in a same level when assembling the body cap after replacement of body O-Ring.



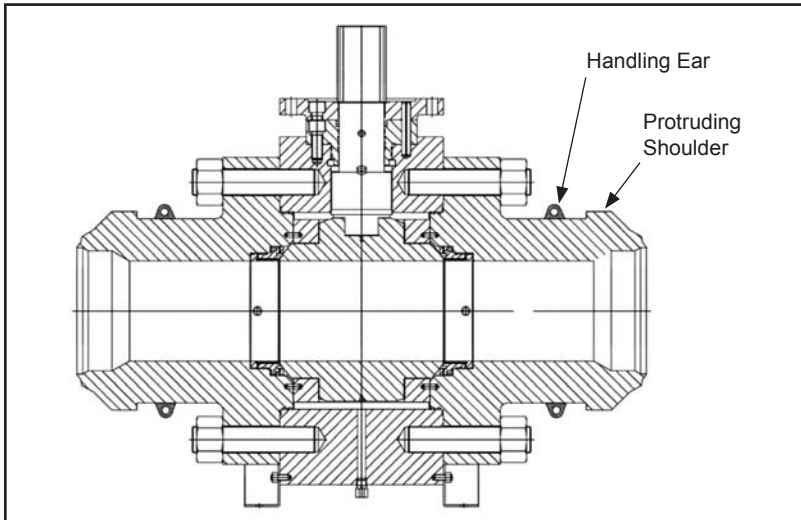
### MARKS ON BODY CAP & SEAT RETAINER

To be sure the mark on body cap and the mark on seat retainer are in a same level when assembling the body cap after replacement of body O-Ring.

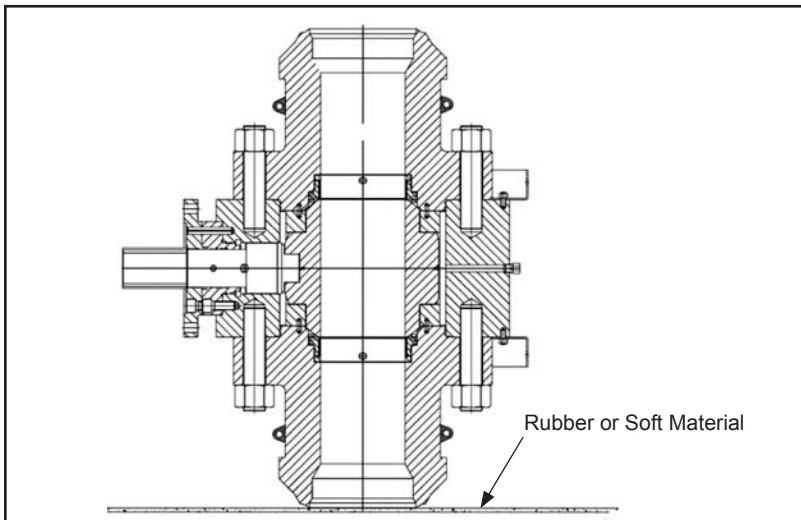


# PROCEDURES

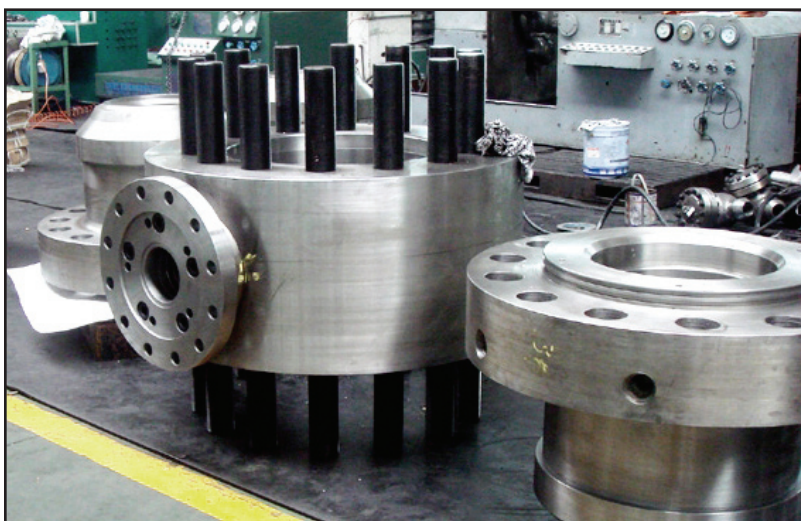
## BODY O-RING REPLACEMENT



4. The protruding shoulder on body cap is especially made to handle the body cap during assembly. An alternative method to handle the body cap is to weld handling ears on the body cap and these handling ears could be cut off after assembly of the body cap.



5. Turn over the valve and make one of the body cap up straight by hanging the handle ears or protruding shoulder.



6. Loosen the nuts and move the body cap from the valve (do not move the bolts from body).

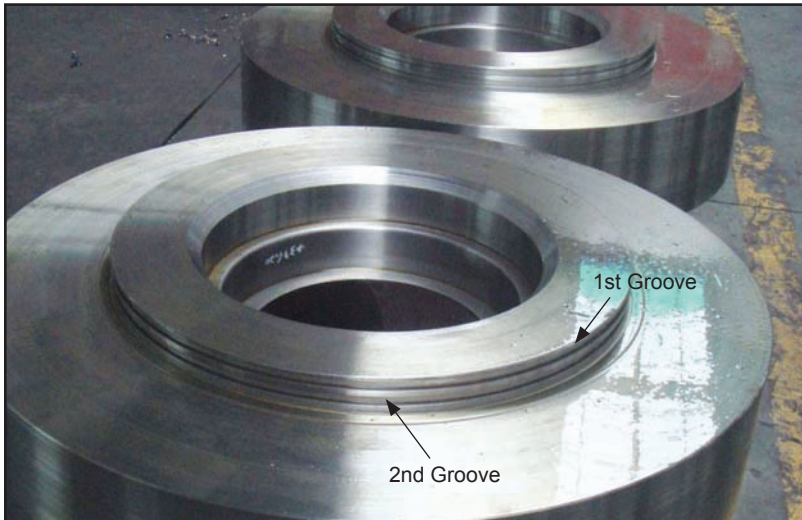
**CAUTION:** To move the body cap slowly and carefully in case the seat retainer drops down from the seat port inside body cap.

*The picture only gives an idea on how the body cap is placed after being removed from the body. Please DO NOT move any other parts, e.g. stem, trunnion pate, seat retainer, etc.*



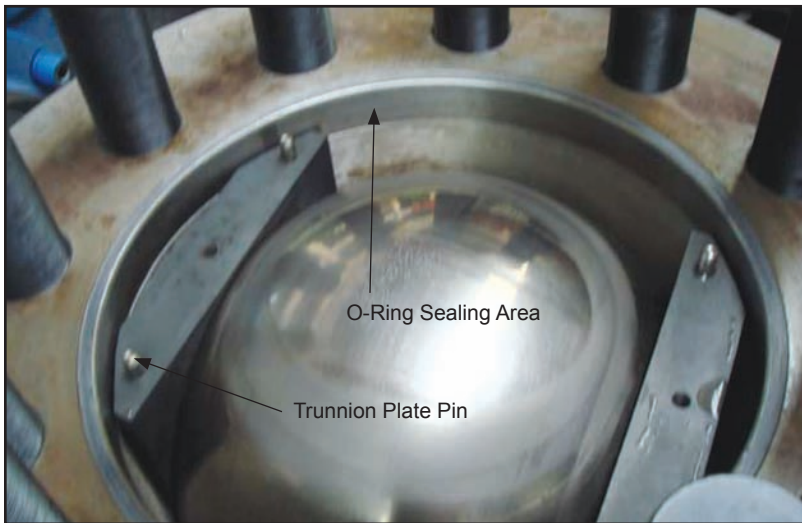
# PROCEDURES

## BODY O-RING REPLACEMENT

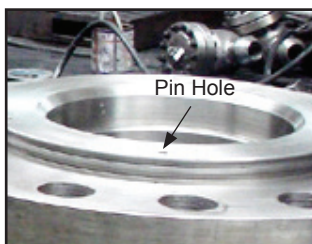


7. To change the body O-Rings, it is suggested to put some lubrication in O-Ring grooves when changing the new O-Ring.

**CAUTION:** Put the AED O-Ring inside the first groove and the put the Chinese O-Ring inside the second groove. Chinese O-Ring is more elastic than AED O-Ring, and it may effectively block the small fluid leakage escaping from the first AED O-Ring.



8. Check the seat and O-Ring sealing area on body and make sure they are clean. (No need to take the seat retainer from the seat port.)
9. To assemble the body cap with valve body, be sure the trunnion plate pins (4 pcs) are still in correct position (not missing or moved). There are 4 holes in body cap, so make sure each pin is put inside corresponding holes when assembling the body cap.
10. Tighten the nuts.



11. Repeat steps 4 through 10 for the replacement of a body O-Ring for another body cap if damaged.
12. Make shell test of the valve.
13. Weld the valve with pipeline and be sure the ball is in fully open position.



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