


261-026
01-10-3

1. SHOWN FOR REFERENCE ONLY — NOT FURNISHED WITH KIT. SEE ACTUATOR AND VALVE PRODUCT MANUALS FOR VIBRATION AND THERMAL LIMITS.

GENERAL INFORMATION

A. THIS LINKAGE KIT HELPS MINIMIZE HEAT TRANSFER FROM THE VALVE TO THE ACTUATOR. IT IS DESIGNED TO ALLOW FOR 2 DEGREES MAXIMUM MISALIGNMENT IN ANY DIRECTION BETWEEN THE 3294-127 TUBE AND THE VALVE AND ACTUATOR SHAFT AXES.

B. THE 1545-009 TORSION SPRINGS ARE DESIGNED TO ELIMINATE BACKLASH BETWEEN VALVE AND ACTUATOR WHEN INSTALLED AS DESCRIBED IN THE ASSEMBLY PROCEDURE BELOW.

C. THE 3223-085 SHAFT MAY BE CUT TO LENGTH TO ALLOW THE END-USER SOME FLEXIBILITY WITH RESPECT TO THE ACTUATOR-TO-VALVE DISTANCE. SHAFT SHOULD HAVE NO LESS THAN .900 ENGAGEMENT IN COUPLING.

TORSION SPRING ASSEMBLY PROCEDURE (SHOWN FOR GLOTECH VALVE END)

1. INSERT "SPRING END A" OF 1545-009 TORSION SPRING INTO I.D. OF ROLL PIN. PULL BODY OF SPRING AWAY FROM SHAFT END TO PROVIDE CLEARANCE WHILE COMPLETELY ENGAGING SPRING END INTO ROLL PIN.
2. ENGAGE SLOT IN 3294-127 TORSION TUBE WITH "SPRING END B". ROTATE TORSION TUBE APPROXIMATELY 90° CLOCKWISE (LOOKING AT VALVE SHAFT) TO WIND UP TORSION SPRING. PUSH TORSION TUBE TOWARD ROLL PIN UNTIL THE SLOT FULLY ENGAGES ROLL PIN.
3. REPEAT PROCEDURE FOR OTHER SPRING ON ACTUATOR END. AGAIN, ROTATING TORSION TUBE CLOCKWISE WHEN LOOKING AT ACTUATOR SHAFT.

WARNING

The engine, turbine, or other type of prime mover should be equipped with an overspeed shutdown device to protect against runaway or damage to the prime mover with possible personal injury, loss of life, or property damage.

The overspeed shutdown device must be totally independent of the prime mover control system. An overtemperature or overpressure shutdown device may also be needed for safety, as appropriate.

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