



## INSTRUCTIONS FOR REPLACING 'NON-STRETCH' MEMBRANES

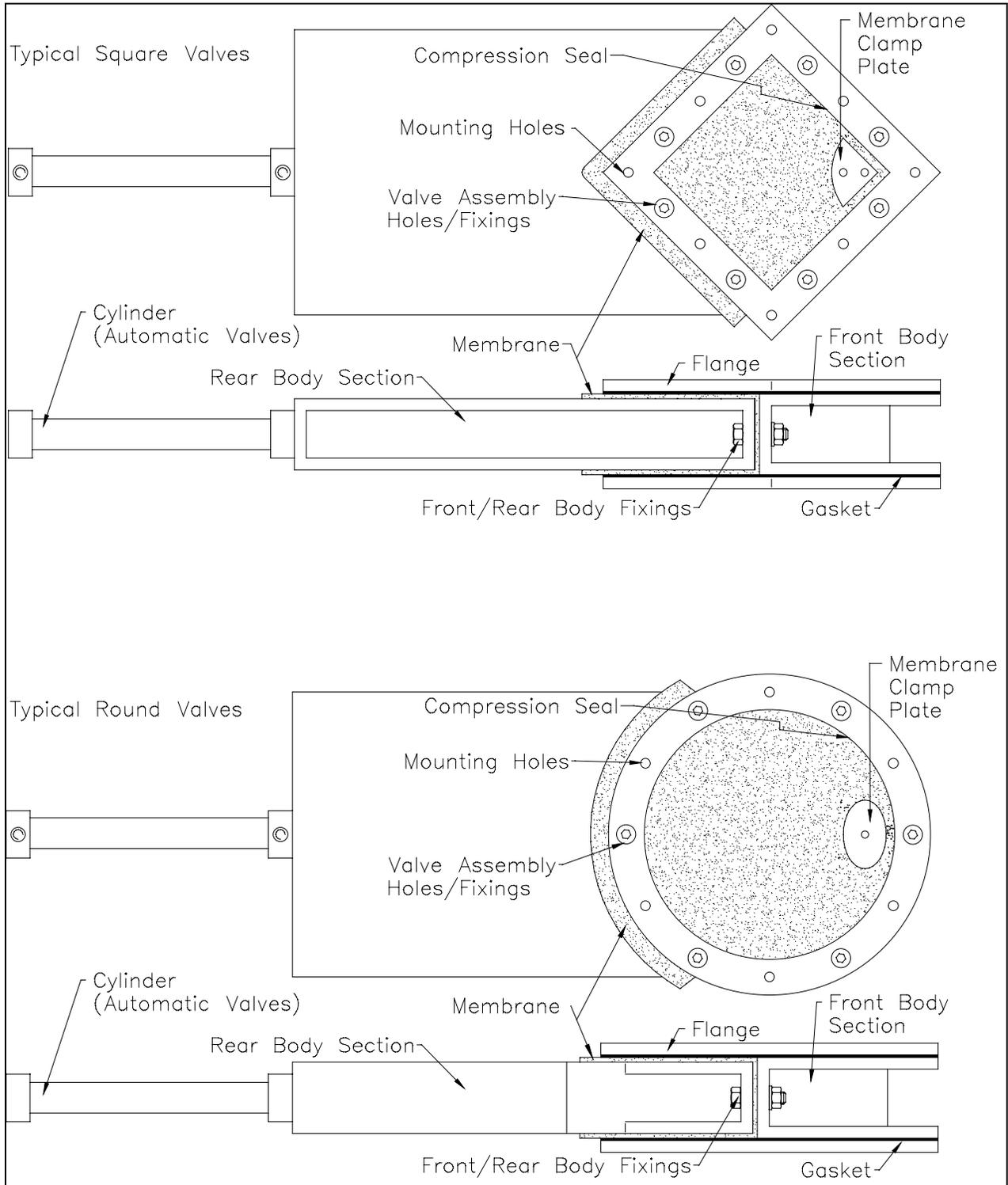
### STRIP DOWN PROCEDURE

1. During stripdown, note the orientation of all parts, particularly the membrane and copy this when re-assembling.
2. Close the valve and remove the membrane clamp plates using a 4mm A/F Allen key.
3. TURN THE AIR OFF NOW IF PNEUMATICALLY ACTUATED.
4. Remove top and bottom flanges from the valve using a 5 or 6mm A/F Allen key and a 13 or 17mm A/F spanner (dependant on size of valve). Remove old gaskets from the flanges and fix new gaskets using contact adhesive supplied (unless gaskets are self adhesive type).
5. Separate the front body section from the rear body section using 2 off 17mm A/F spanners.
6. The membrane can now be removed.
7. Remove the worn/damaged compression seal from the front body section and fit the new compression seal using the contact adhesive supplied. (This applies to the sponge/foam seals only. If the valve has a solid/hard type seal fitted then this should be left in position. If this requires replacement the valve will need to be returned to 'Process Link Limited').
8. Clean any product out of the rear body section and ensure that the slide plate moves freely in its rails.
9. The valve is now ready for re-assembly.

### RE-ASSEMBLY

1. Clamp the rear body section upright, in a vice. With the slide plate in the 'open' position, place the membrane in position. Loosely bolt the front body section to the rear body section trapping the membrane in place through the holes already punched.
2. Carefully close the slide plate, then pull the membrane into position over the rear body section. Place the flanges in position over the membrane, loosely bolt to the front body section, pull the membrane equally so that it is in position but not pulled too taut, as this may cause damage. Mark the position for the clamp plate hole on both top and bottom faces of the membrane by feeling for the hole in the slide plate. Punch these holes 6mm diameter and fit the clamp plates taking care not to twist the membrane.
3. Tighten the two nuts and bolts on the front/rear body sections.
4. If the membrane is not punched at the rear body holes, mark through the flanges at these positions, remove the flanges, punch the holes 12mm diameter and refit the flanges.
5. Some membranes have 'draw back tapes' which require fixing to the slide plate (note the method of fixing before removing the original membrane). The tapes should be fixed with the valve in the 'open' position and should be taut, but not too tight. They are used to pull the membrane back into the rear body section to help clear the bore.
6. Reset the valve closure to give a light seal between the membrane and the compression seal fitted in the front body section (the cylinder clevis is adjustable).
7. The valve is now ready for installation using the extra flange gaskets supplied.

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