INSTALLATION PROCEDURE

Ford Style FCC / FIBC Repair Clamps

The successful application of a repair clamp rests heavily on the installer. We suggest the following guide lines be adopted as routine.

CHECK THE DIAMETER OF THE PIPE TO MAKE CERTAIN YOU ARE USING THE CORRECT SIZE CLAMP PREPARATIONS:

- 1. Scrape the pipe to remove as much dirt and corrosion as possible so the surface is smooth.
- 2. Make certain the gasket is free of foreign matter and that nothing becomes lodged between the gasket and the pipe. Successful installation requires the application of a suitable lubricant to the pipe to be repaired.
- 3. Use proper tools, avoid loose fitting wrenches and wrenches too short to achieve the proper torque of the nuts.
- 4. ALWAYS RECHECK TORQUE AND PRESSURE TEST FOR LEAKS BEFORE BACKFILLING.
- 5. Backfill and compact carefully around the clamp according to the pipe manufacturer's instructions.

Step 1.

Back off the nuts to the ends of the bolts, but **do not remove them**. Separate the clamp and position it on the pipe with the bolt lug section on top.

Step 2.

Place the thick side of the gasket on the spigot side of the pipe. Move the clamp along the pipe until the shoulder of the gasket is firmly against the edge of the bell or coupling.

Step 3.

Squeeze the two lug sections together and tighten the $\frac{5}{8}$ " bolts evenly with a balanced torque of approximately 75 ft. lbs. Small size clamps with $\frac{1}{2}$ " bolts require an approximate torque of 50 ft. lbs. Clamps with $\frac{3}{4}$ " bolts require an approximate torque of 95 ft. lbs.

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The Q assures you that the Ford Repair Clamp is manufactured to the highest standard of excellence.













Wrap Clamp

Snap Clamp

FS1

F1

FIBC

FCC

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