



Three-Piece Maintenance Design Ball Valve NPT & Socket Weld IOM 30 Series

I. Initial Inspection

- A. Remove valve from packaging: remove thread protectors and discard.
- B. Inspect pipe thread for any damage caused in shipment or handling.
- C. Confirm valve size is correct for installation.

II. Installation – NPT Ends

- A. Confirm Male NPT threads on piping to be assembled to valve meet gauging specifications of ASME B1.20.1 (NPT) or B1.20.3 (NPTF)
- B. **Thread sealant/lubricant is required** to establish a bubble-tight seal between piping threads and valve thread. It will not be possible to establish a leak-free seal without thread sealant.
- C. Hand-engage piping to each side of valve, and hand tighten.
- D. Attach a pipe wrench to the Hexagon shape of the valve tailpiece having the NPT thread being engaged. DO NOT hold the body or opposite tailpiece while torqueing pipe into tailpiece.
- E. Tighten piping into valve thread using reasonable torque to seal – DO NOT OVER-TORQUE.
- F. Use same method to install piping into alternate valve NPT port.

III. Installation – Standard Length Socket Weld or Butt Weld Ends

A. **CAUTION: NEVER ATTEMPT TO WELD INTO PIPING WHILE ASSEMBLED!!**

- B. Remove the Socket head cap screws that attach each tailpiece to the valve body.
- C. Inspect body seal for damage-replace with a new factory seal if required.
- D. Inspect Socket Weld and Butt Weld end for any damage.
- E. Weld pipe to tailpiece using appropriate wire/filler materials.
- F. Allow assembly to cool.
- G. Repeat for opposite side.

- H. Allow piping to cool to room temperature, then carefully slide body assembly with body seals between tailpieces, and hand tighten all socket head cap screws that attach tailpieces to body. Torque socket-head cap screws on each side of valve using an Across-Tailpiece torqueing sequence, increasing bolt torque on each sequence. Final bolt Torque:

	Size-Reduced Port	Final Torque
	1/2"	175 In-Lbs
	3/4"	200 In-Lbs
	1"	250 In-Lbs
	1-1/4"	300 In-Lbs
	1-1/2"	350 In-Lbs
	2"	350 In-Lbs

III. Operation

- a. After Installation, confirm handle has adequate clearance by rotating 90 degrees from open to closed position and back to open.
- b. All ball valves are designed for on-off operation only. DO NOT attempt to “throttle” with ball valves, unless they are specifically designed for and tagged “FOR THROTTLING SERVICE”.
- c. If application is in STEAM PIPING, be cautious when operating valve-handle will be HOT!

IV. Initial Pressurization of System

- a. Upon initial pressurization of piping system, check all connections for leaks and correct if required.
- b. Once system reaches “Steady State” conditions of operating pressure and operating temperature, it will be necessary to make initial stem packing adjustment. Tighten Part #9, “Stem Packing Nut” to 20-25 in-lbs on 1/4”-3/4” sizes and 35-40 in-lbs on 1”-2” sizes.

V. Maintenance

- a. Milwaukee’s Ball Valves require no maintenance other than periodic stem packing adjustment in applications where many cycles of on-off operation occur on a weekly basis.
- b. In high-cycle applications, check stem packing area regularly to confirm there is no leakage from stem packing. If leakage occurs, follow #IV-B to correct.

Re-assembly

Install new Packing (#7)

- A. Install new Thrust Washer (#6) and insert stem into body cavity and up through Packing. Push up until Thrust Washer contacts body. Align stem flats with body bore.
- B. Install Packing (Nut (#9). Torque to 30 in-lbs.
- C. Install one new Seat (#5) into body cavity, push until seated at base of cavity.
- D. Inspect ball for damage. If no defects on spherical surface, align stem slot with stem flats and push into body cavity.
- E. Install new Seat (#5) on opposite side of ball.
- F. Install new Body Seals (#8).
- G. Reinstall Body Assembly into piping, spreading piping slightly to prevent damage to body seals.
- H. Hand tighten socket head cap screws that attach tailpiece to body.
- I. Torque socket-head cap screws on each side of valve using an Across-Tailpiece torquing sequence, increasing bolt torque on each sequence. Final bolt torque to be as noted above in Section III.