



INSTALLATION AND MAINTENANCE INSTRUCTIONS FOR MAGNUM SYSTEMS HOPPER TOP VALVE (HTV)

The Magnum Systems hopper top valve is a precision piece of equipment with close internal tolerances, and should be installed in such a manner as to **prevent distortion of the housing.**

1. The mating flange that the HTV is to be bolted to should have an ample enough inside diameter so that there is no danger of the HTV deflector which protrudes out the bottom of the HTV from coming in contact the I.D. of the HTV's mating flange. Match drilling of the flange to which the HTV is to be mounted to is recommended, using the HTV flange as a pattern.
2. Care should be taken in the orientation of the HTV. The flow of material IN and discharge of air OUT is embossed on the housing of the valve.
3. A Gasket is supplied for installation between the mating flanges. The gasket, which Magnum Systems supplies with the HTV, is 1/4" thick neoprene closed cell black **sponge** rubber. If the gasket supplied with the HTV is damaged or lost a new one should be procured from Magnum Systems or a new one made out of the same material Magnum Systems uses. The gasket should be compressed to 1/8" when tightening the mounting bolts.
4. It is very important that the housing not be distorted in the processes of bolting the HTV down to its mating flange. This can be prevented by making sure the following recommendations are observed:
 - a) Using a sponge rubber gasket between flanges as described in paragraph 3 above.
 - b) Do not completely compress the sponge rubber gasket when tightening down the flange bolts. The 1/4" sponge rubber gasket should be approximately 1/8" thick after the bolts have been tightened.
 - c) Use spring lock washers under the flange nuts.
 - d) Tighten bolts gradually using opposing bolt location technique so as to draw down the HTV flange in an even and uniform manner.
5. The air supply to the air cylinder should be clean, dry air at 80-150psi. The air cylinder is lubricated for life and does not require a lubricator.
6. Care should be taken when mating up the inlet and outlet convey line to ensure that the HTV is not placed under undue stress.
7. After the mechanical installation is complete the HTV may be electrically connected and tested for operation. The connection to the solenoid requires 1-60-120 vac. The open and closed indicating limit switches have been set at the factory, but may need minor adjustment in the field.
8. After final installation and operational checks have been made to ensure that the valve operates properly, material may be introduced into the system and a final check made for any leakage at the flange or the convey line connections to the HTV.

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