



Valve Rebuild Kit Installation

PMP P/N 80188

READ THIS BEFORE YOU BEGIN

Dispensers have both electricity and hazardous, flammable and potentially explosive liquid. Failure to follow the precautions below and instructions in this guide may result in serious injury and death. Follow all rules, codes and laws that apply in your area.

SAFETY PRECAUTIONS FOR INSTALLATION AND MAINTENANCE

- **Only a person with knowledge and experience with gasoline dispensing equipment should perform this work.**
- **Barricade the work area with your truck and/or other appropriate means.**
- **Always make sure ALL power to the dispenser is turned OFF before you open the dispenser cabinet for maintenance. Physically lock and tag out the circuit breakers energizing the dispenser following OSHA guidelines.**
- **Note that more than one disconnect switch may be required to de-energize the dispenser for maintenance and servicing. Use a voltmeter to make sure ALL circuits in the dispenser are de-energized. Failure to do so may result in serious injury.**
- **Trip (Close) the emergency “Crash” valve(s) under the dispenser BEFORE beginning.**
- **Know how and where to turn OFF power to the submersible pumps in case of emergency.**
- **Repair all leaks or defects that you find, before proceeding.**

If you have questions concerning installation of this kit, contact us at 1.800.243.6628



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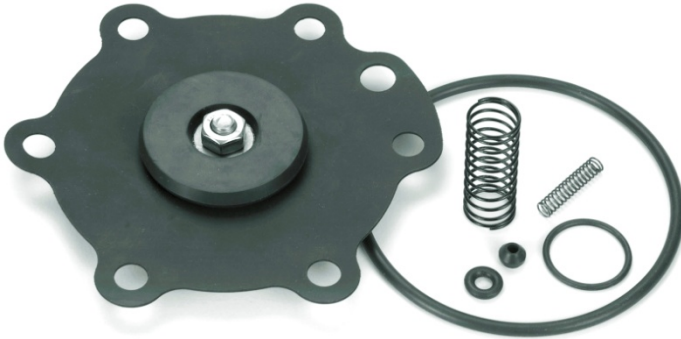
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Valve Repair Kit Installation Instructions (PMP p/n 80188)

(Rev 10/18/2012)

PMP Valve Repair Kit #80188 is used in 2-stage valve: Wayne® HS3 890632,890842 (ASCO 1-½" 24V)

Contents of kit



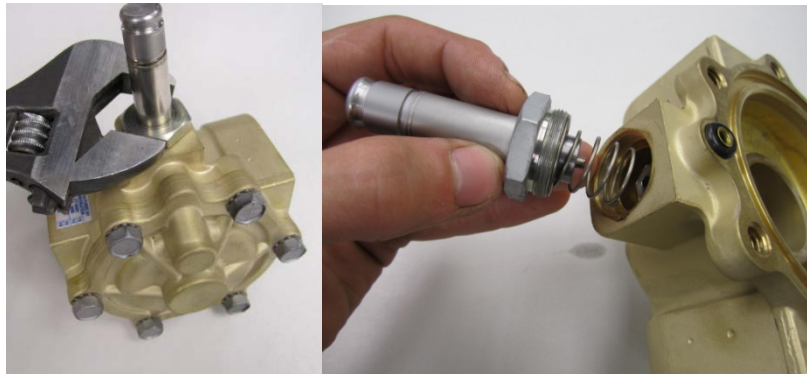
Part Name	Qty
Upper spring (narrow)	1
Tapered plunger seal	1
Flange O-ring	1
Diaphragm spring	1
Diaphragm assembly	1
Body O-ring	1
Pilot port O-ring	1
Polishing paper	1

Tools required for installation

- ½" socket wrench
- 1" wrench
- Hammer
- Needle-nose pliers
- Torque wrench
- 5/16 or 1/4 socket to support

Kit installation procedure

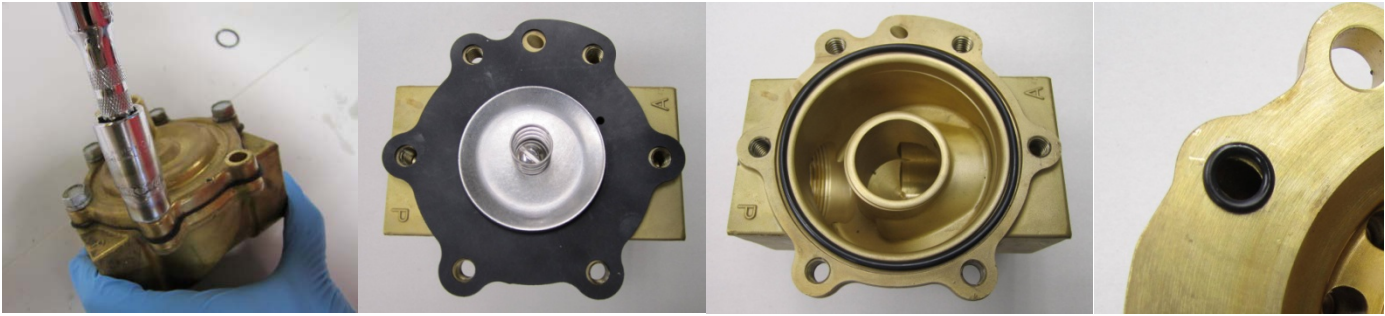
1. Prepare a safe and clean work area.
2. Turn off electrical power to the valve and/or dispenser, and shut off fluid supply to the system. Depressurize piping.
3. Remove the coil and conduit assembly from the valve. Save the retaining clip and spring (if present) for re-use.



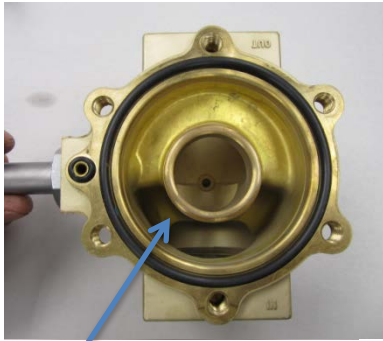
4. Using a large adjustable wrench or a 1-inch open ended wrench, loosen and remove the valve stem from the body. Remove plunger spring (wide), black spring retainer, plunger, and the upper (narrow) spring from the stem.



5. Discard upper spring and flange O-ring. Save all other parts for re-use.
6. Remove the valve cover from the valve body by removing (6) screws. Save the screws for reassembly.



7. Remove the diaphragm spring, diaphragm, large body O-ring, and the small pilot port O-ring. Discard all.
8. Remove any debris from the inside of the valve body and valve cover.



This surface must be clean and smooth.

9. Inspect the central ring where the diaphragm seat seals. Remove any debris with the provided #400 polishing paper. There must not be any defects or gouges in this surface, or the valve will not function properly.
10. Remove any debris from the outer O-ring seat and diaphragm seating surfaces on the valve body and valve cover.
11. Install the new body O-ring.
12. Install the new diaphragm assembly in the valve body with the cupped metal retainer facing away from the valve body. Make sure the holes in the valve body and diaphragm line up.

13. Place a new pilot port O-Ring on the brass diaphragm insert and install it into the pilot hole on the valve body
14. Install the new diaphragm spring, centering it over the diaphragm assembly screw head.

15. Install the valve cover. Make sure the pilot port O-ring also centers in the diaphragm hole.
16. Install (6) screws. Start all screws by hand, and then tighten in a "star" pattern to 75 ± 10 in-lbs.

17. Inspect plunger from Step #4 and remove any debris.
18. Remove the seal guide pin from the plunger by inserting a 0.090/0.093" punch from the back side, supporting the plunger on a 5/16 or 1/4 socket (or similar stable object with a center clearance hole, and tapping the punch with a hammer. Save the seal guide pin for re-use. Remove and discard the old tapered plunger seal.



19. Insert the new tapered seal into the plunger, pointed end first. A small amount of grease may help.
20. Reinsert the seal guide pin into the plunger, tapered end first. Carefully tap the pin into place. The pin will bottom out when properly seated.
21. Slide the plunger & spring assembly into the coil stem as shown above. Place the flange O-Ring into the valve cover groove
22. Thread the coil flange/stem onto the valve cover, being careful to keep the plunger and springs in place. Tighten to 90 ± 10 in-lbs.
23. Reinstall coil/conduit.

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