

# Method 1 - Using a strap wrench



**1** The diaphragm valve components are:

- Housing nut
- Inner housing with spindle assembly
- Valve body
- Compressor
- Diaphragm
- Friction lock

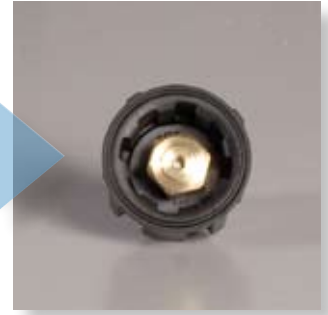


**2** Place the valve body.



**3** Attach the friction lock. The color of the friction lock indicates the material of the diaphragm

- Black => EPDM
- Blue => NBR
- Red => FPM
- White => PTFE/EPDM
- Green => PTFE/FPM



**4** Check if the spindle assembly sits proper in the inner housing. Attach the compressor, if it is poised proper, there is no need to press it in.



**5** Screw in the diaphragm. Handtight clockwise into the inner housing and then turn it back min 90°. Turn the spindle into open position while holding the diaphragm in place. The diaphragm tabs must be positioned between the guiding bars of the inner housing.



**6** Put inner housing into body. The inner housing must fall into place. If you need to push the housing in, there is a misalignment



**7** Check whether the assembly looks like the picture above.



**8** Hand tighten the housing nut as far as you can.



**9** Use a strap wrench...



**10** ...to tighten the housing nut, till...



**11** ...a uniform all-around gap of 0.5 to 1 mm between valve body and bonnet is achieved and

...the half round position indicator aligns with the friction lock



**12** Attach the handwheel to the spindle. Don't apply force, just turn it slightly until it falls onto the spindle. There should be a "click". For final testing, open the valve completely and see whether the housing nut is still tight.

# Method 2 - Diaphragm Mounting with Pretensioning the Inner Housing



**1** The diaphragm valve components are:

- Housing nut
- Inner housing with spindle assembly
- Valve body
- Compressor
- Diaphragm
- Friction lock

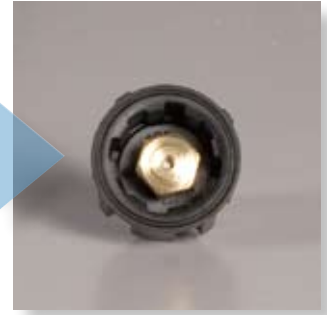


**2** Place the valve body.



**3** Attach the friction lock. The color of the friction lock indicates the material of the diaphragm

- Black => EPDM
- Blue => NBR
- Red => FPM
- White => PTFE/EPDM
- Green => PTFE/FPM



**4** Check if the spindle assembly sits proper in the inner housing. Attach the compressor, if it is poised proper, there is no need to press it in.



**5** Screw in the diaphragm. Handtight clockwise into the inner housing and then turn it back min 90°. Turn the spindle into open position while holding the diaphragm in place. The diaphragm tabs must be positioned between the guiding bars of the inner housing.



**6** Put inner housing into body. The inner housing must fall into place. If you need to push the housing in, there is a misalignment



**7** Check whether the assembly looks like the picture above.



**8** Attach a piece of pipe to the inner housing. The length of this pipe must be longer than the spindle. Hand tighten the housing nut.



**9** Use a C-clamp to pre-tension the inner housing. Tighten the housing nut to the dedicated position



**10** The half-round position indicator should align with the friction lock



**11** Remove the C-Clamp and the pipe



**12** Attach the handwheel to the spindle. Don't apply pressure, just turn it slightly until it falls onto the spindle. There should be a "click". For final testing, open the valve completely and see whether the housing nut is still tight.