

Manual 04161 (Revision B) SOGAV™ 2.2 Installation Procedure Supplement

See Manual 04153 for complete installation, operation, maintenance, and certification information.

Installation (Refer to the outline drawing on back).

NOTICE

It is imperative that the interior of all gas manifolding be absolutely clean prior to SOGAV™ valve installation and engine start-up. There must be no dirt, weld slag, metal chips, etc., present. Contamination of this type can prevent the valve from operating properly and can damage the engine if it passes through the valve.

Gas must be clean, dry, and filtered (5 µm maximum particle size). Excessively oily or dirty gas will adversely affect valve performance.

The region around the SOGAV valve installation pad must also be very clean so that no debris gets into the gas manifold during SOGAV valve installation.

Locate the appropriate O-ring (specified on the outline drawing) in the groove on the base of the SOGAV valve.

Mount the SOGAV valve to the cylinder head or air intake manifold runner using either M6 or 1/4" socket head screws. Socket head screws are required for bolt head clearance. Tighten these screws evenly to a torque recommended by the manufacturer.

Install the gas inlet line to the inlet side of the SOGAV valve using a Parker O-Lok 6M16F80MLOS fitting or equivalent (per DIN 3852 Part 1).

The cable connector should be installed last. Assure that the knurled locking nut is well snugged.

The hazardous location approved solenoid cable must be terminated at the engine-mounted fuel injection driver/conduit box. The cable connection at the solenoid is not field serviceable.

Initial Operation/Adjustment

There are no field adjustments to be made to the SOGAV 2.2 valve.

After installation, pressurize the gas manifold system (preferably with air or inert gas) and check for leaks around all valves and all interface flanges, by brushing on a soap and water solution.

Refer to the overall control system documentation for start-up/operation procedures. These procedures will vary from application to application.

If background noise is minimal, basic valve operation can be confirmed by an audible ticking sound.



WARNING

The engine, turbine, or other type of prime mover should be equipped with an overspeed shutdown device to protect against runaway or damage to the prime mover with possible personal injury, loss of life, or property damage.

The overspeed shutdown device must be totally independent of the prime mover control system. An overtemperature or overpressure shutdown device may also be needed for safety, as appropriate.



Read this entire manual and all other publications pertaining to the work to be performed before installing, operating, or servicing this equipment. Practice all plant and safety instructions and precautions. Failure to follow instructions can cause personal injury and/or property damage.



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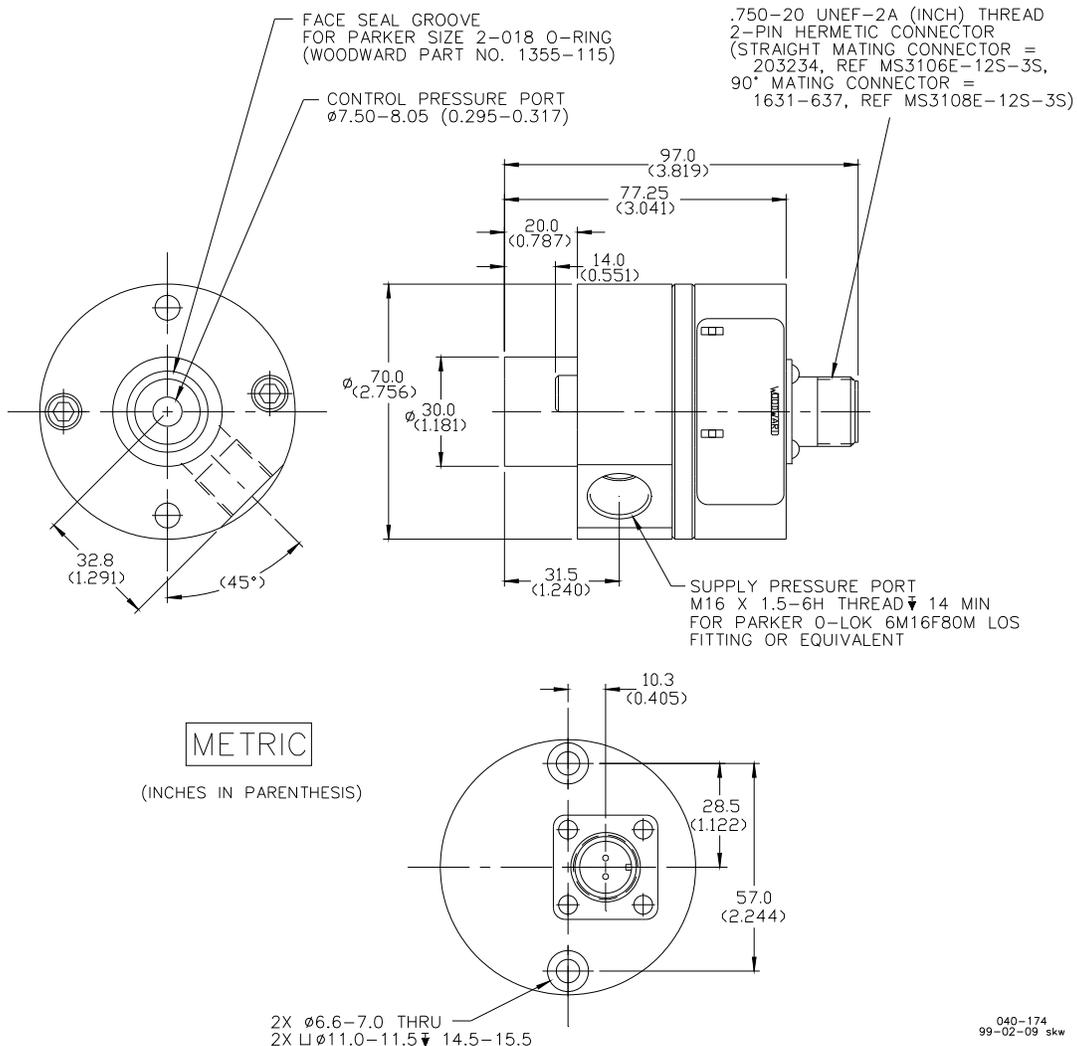
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SOGAV 2.2 Outline Drawing

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