Manual 26113 (Revision E; 11/2015)

SOGAV™ 250 (unbalanced bottom-load, unbalanced top-load, balanced top-load) Installation Procedure Supplement

See Manual 26114 (Unbalanced Bottom-Load & Top-Load SOGAV 250) or 26500 (Balanced Top-Load SOGAV 250) 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.**

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

Locate the appropriate O-ring, which is specified on the outline drawing, and install it 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 M10 or 3/8” socket head screws. Tighten these screws evenly to a torque recommended by the engine manufacturer. Recommended torque values may be obtained from Woodward upon request.

Install the gas inlet to the top of the SOGAV valve using the O-ring specified on the outline drawing. Use four M8x1.25 screws with at least 10 threads of engagement. Lubricate the threads and torque evenly to 20 N·m (175 lb-in).

The cable connector should be installed last. Assure that the connection is properly snug.

Initial Operation/Adjustment

There are no field adjustments to be made to the SOGAV 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 independent fuel shut-off device to protect against fuel leakage or damage to the prime mover with possible personal injury, loss of life, or property damage. The fuel shut off device must be totally independent of the prime mover control system.

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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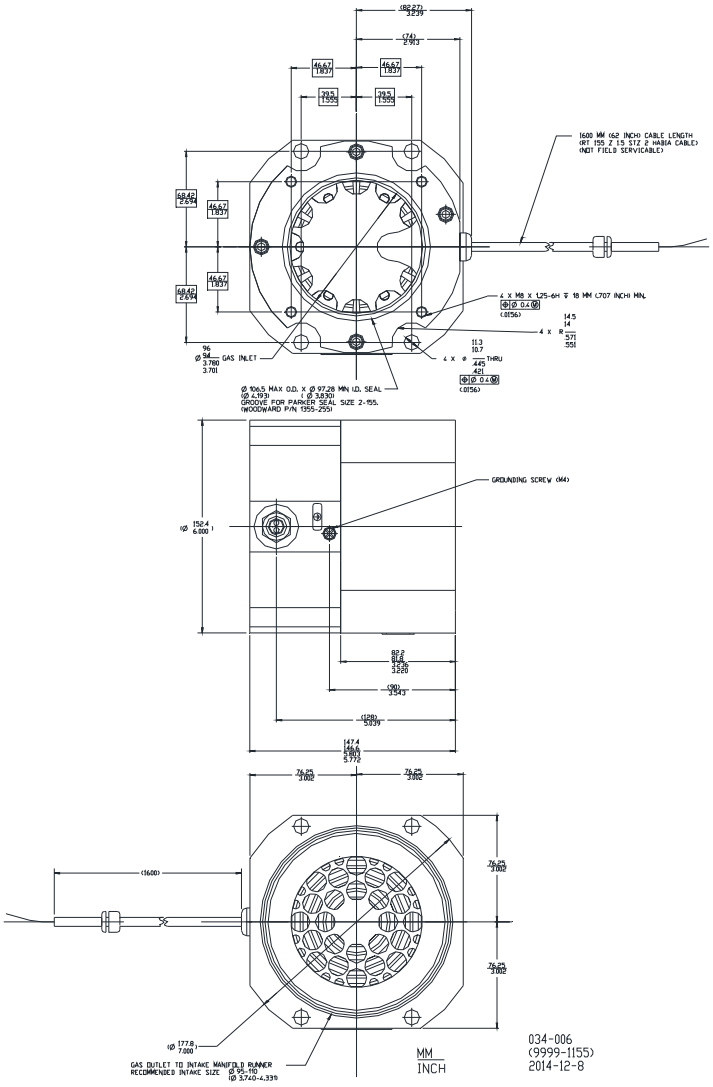
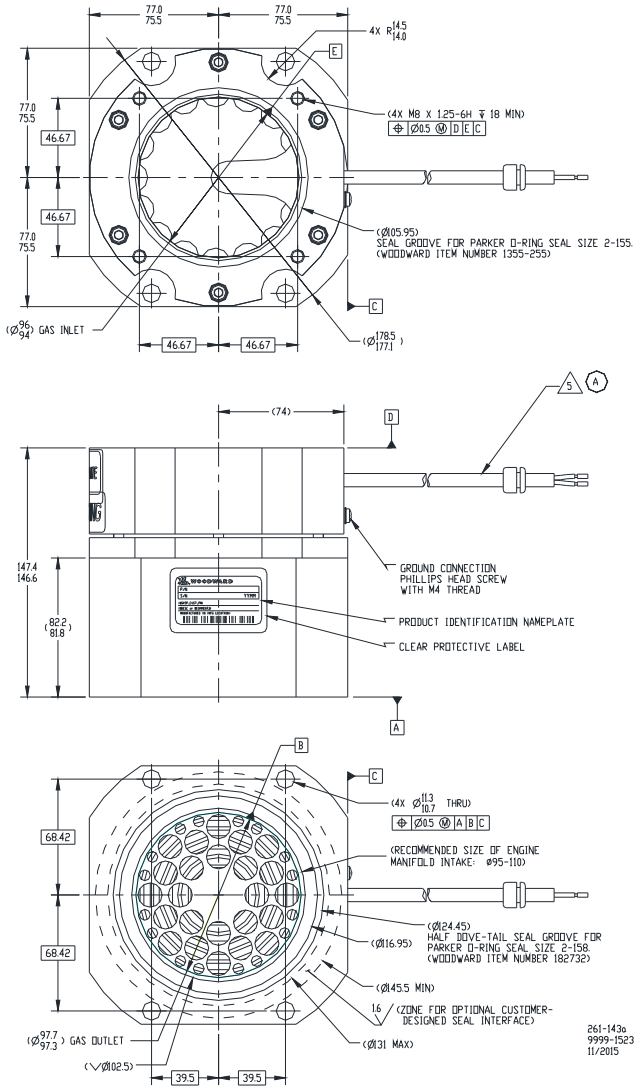
Any unauthorized modifications to or use of this equipment outside its specified mechanical, electrical, or other operating limits may cause personal injury and/or property damage, including damage to the equipment. Any such unauthorized modifications: (i) constitute "misuse" and/or "negligence" within the meaning of the product warranty thereby excluding warranty coverage for any resulting damage, and (ii) invalidate product certifications or listings.

Cabling length to the SOGAV valve is limited to 30 meters maximum in order to comply with electromagnetic compatibility (EMC) requirements.



Unbalanced Bottom-Load
SOGAV 250 Outline Drawing



Balanced & Unbalanced Top-Load
SOGAV 250 Outline Drawing

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