

VF-62 INSTALLATION INSTRUCTION

for ACOX or FO Elements

DESCRIPTION

The Parker Velcon VF-62 filter housing is designed to operate with various water barrier or microfilter elements in a wide variety of applications. The filter housing is shipped with no cartridge installed. Cartridges must be ordered separately. See back page for cartridge selection table.

Connections Size: 1-½" Female NPT

Housing Pressure Rating: 150 psi

NOTE: LIQUID SERVICE ONLY. DO NOT use or leak test this filter vessel with compressed air or other gases.

IMPORTANT SAFETY PRECAUTIONS

- To protect the fuel system, including the VF-62 and other components, BE SURE TO INSTALL PRESSURE RELIEF VALVE(S)
- MAKE CERTAIN FILTER HOUSING IS COMPLETELY VENTED BEFORE OPENING HOUSING.
- To prevent electrical buildup and discharge, use a grounding wire to place a bonding loop from the drain valve to a point on the metal framework of the vehicle or skid. This provides a continuous bond. Before draining the vessel, electrically bond a metal container to the drain valve using a grounding wire. Then drain the fuel into the bonded metal container.

INSTALLATION PROCEDURES

Install the housing at a convenient point in the line. Note "Inlet" and "Outlet" markings on the cast head which indicate direction of flow. DO NOT install the housing backwards.

NOTE: Fuel weeping from the inlet or outlet 1-½" NPT connections sometimes occurs when regular pipe dope is used while plumbing the vessel. In time, it appears that the leak is from the O-ring at the bolted closure. To prevent weeping, we recommend a product like Loctite® No. 59231 "Pipe Sealant with Teflon®."

Install the ½" NPT petcock drain valve which is shipped loose in the shipping carton. Use Teflon® tape on the drain valve threads. An optional ½" NPT carbon steel ball valve, part number 554Y020, is available at extra cost.

Provide room for the housing shell to clear the cartridge during change-out.

A good practice is to install a differential pressure gauge so that the differential pressure across the housing can be monitored. This allows accurate determination of when the cartridge should be changed. Part number 10678, as described on Differential Pressure Gauge Assembly Installation Instructions (Form VEL1715R8 1013 PN09-880) is a differential pressure gauge specifically designed to be used on VF-62.

For water barrier cartridges used in aviation fuel or diesel fuel service, always install a differential pressure gauge or other means of determining the differential pressure. For diesel fuel service, flow rate should be kept between 30 and 100 gpm. Consult Parker AFD for other flow applications.

On systems where pressures can exceed 75 psi, a pressure bypass around the pump should be installed to protect the cartridge and the system from a high pressure shock or sudden cartridge seal-off due to a slug of water in the product.

Valves ahead of and behind the housing may be required to isolate it during cartridge change-out.

CARTRIDGE CHANGE-OUT INFORMATION

* DRAIN SUMP DAILY *

Replace the cartridge when the differential pressure exceeds 22 psi, after 1 year of service, when the flow is significantly reduced - whichever occurs first. After changing cartridges, circulate flow through vessel for at least 3 minutes, use millipore to check for fuel cleanliness and also check hose end strainers.

For aviation fuel service, please refer to Cartridge Operating Procedures that are supplied with each cartridge shipment.

For all other application, replace the cartridge when the differential pressure exceeds 25 psi, after 1 year of service, when the flow is significantly reduced, or if differential pressure has been steadily climbing and then begins to decrease - whichever occurs first.

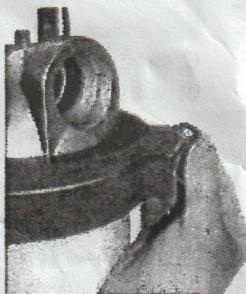
CARTRIDGE CHANGE-OUT INSTRUCTIONS

REMINDER: Be sure equipment is properly bonded before and after cartridge change-out is performed.

1. Turn off pump.
2. Close isolation valves, if any, and open the valve vent at the top.
3. Place a bucket under the housing to contain any spilled liquid.
4. Drain all liquid from the housing through the bottom drain.
5. Loosen the four bolts and rotate out and down to clear the top clamp. Drop the housing shell. Remove the spent cartridge.
6. Wipe the inside of the shell clean of any contaminants.
7. Inspect the O-ring and replace if damaged. Lightly lubricate the O-ring with the fuel or oil in which it will be used, and position it on the head.
8. Lightly lubricate the cartridge O-rings with the fuel or oil in which it will be used.
9. Install a new element onto the nozzle of the filter head. Twist and push the cartridge until it bottoms against the step on the nozzle.
10. Lift shell up to the housing head, making sure the head O-ring is in place. Align shell bolts so they do not interfere with inlet and outlet piping. Rotate bolts over clamp top half (see photo). Tighten all bolts to 33 ft-lbs, alternating in a crisscross fashion.

Note: Small O-rings on bolts do not seal, but just hold washers next to bolt head.

11. Close the drain valve and open isolation valves.
12. Open vent valve so the vessel slowly bleeds air from the top vent while filling the housing.
13. Close the vent when the housing has filled. Check all fittings and the head/shell junction for leaks.



REPLACEMENT PARTS

The VF-62 is shipped with a Buna-N O-ring installed. Some fuels, especially unleaded gasoline, may cause excessive swelling of the O-ring. If this is a problem, a Viton® O-ring should be used. When ordering replacement O-rings from Parker AFD, be sure to specify:

G-0986 for Buna-N or G-0986A for Viton

Replacements are available from any commercial supplier of O-rings. When placing an order, specify size 2-257 in the desired material.

TYPE	MODEL NUMBER	MICRON RATING	COLLAPSE STRENGTH
Pleated filter media for dirt removal in Fuels & Oils	FO-512PL1/2	0.5	75 psi
	FO-512PL05	5	
	FO-512PL25	25	
Water barrier for dirt and water removal in Jet Fuel & Avgas	ACOX-524A	0.5	

ACOX CARTRIDGES ARE ACCEPTABLE FOR USE WITH PRE-MIXED JET FUEL CONTAINING ANTI-ICING ADDITIVES.