



MODEL PRV-38PF

OIL SAFETY VALVE with FILTER CARTRIDGE

INSTALLATION INFORMATION

SPECIFICATIONS:

INLET PRESSURE.....	15 PSI MAX*
TEMPERATURE RANGE.....	0 to 160F
FUEL.....	NO. 2 OR LIGHTER
MAXIMUM FLOW.....	45 GPH
MAXIMUM FIRING RATE.....	10 GPH
MICRON RATING.....	10 MICRONS

***CAUTION!** While the valve portion of this product is rated to 40 PSI, the F10 Filter Cartridge, and hence the PRV-38PF product, is only rated to **15 PSI MAX!**

PRV Series products are UL approved and fulfill the NFPA standards (par. 3.7 & 3.8 in NFPA 31). Consult local codes for compliance to other applicable regulations.

PRV-38PF OPERATION:

Oil under pressure or vacuum is supplied to the PRV valve inlet port. Vacuum is required at the PRV valve outlet port to open it and allow oil flow. This vacuum is provided by the fuel pump upon burner startup. A leak in the system preventing vacuum from being exerted at the valve outlet port will prevent oil flow.

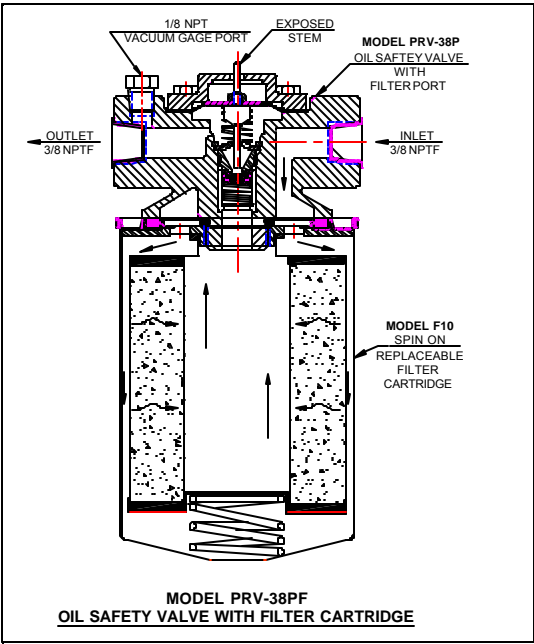
INSTALLATION

LOCATION:

Install the PRV valve as close to the tank as possible. Do not locate in an area where moisture may be present, as the moisture may collect and freeze in the diaphragm cavity.

CAUTION! TO PREVENT SIPHONING, IN THE EVENT OF A LINE FAILURE, THE PRV VALVE SHOULD NOT BE MOUNTED MORE THAN THREE FEET ABOVE THE BURNER, OR THREE FEET ABOVE THE LOWEST POINT IN THE LINE CONNECTING THE VALVE TO THE BURNER!

MOUNTING: Use the "Filter at bottom" orientation only.



FILTER:

The PRV valve internal components are protected by the replaceable spin on F10 Filter Cartridge.

CAUTION! Use only Suntec filters and seals!

FAST PRIME:

For fast priming, open the valve to allow easy oil flow by pressing down on the exposed stem. Hold the stem down until the system is primed, then release.

GENERAL:

The PRV valve has 3/8 NPT ports. The inlet port is connected to the supply tank, and the outlet port is connected to the burner piping. When installing, DO NOT USE TEFLON TAPE, as it may void all warranties. Any non-hardening pipe sealant compatible with fuel oil is acceptable.

Do not use the valve as a structural member to support long or heavy runs of piping.

The installer is responsible for complying with applicable codes. Typical installations shown are for reference only.

CENTRAL SYSTEMS

When used in central systems or systems supplied with a boost pump, each burner should have its own PRV valve to insure against high system pressures.

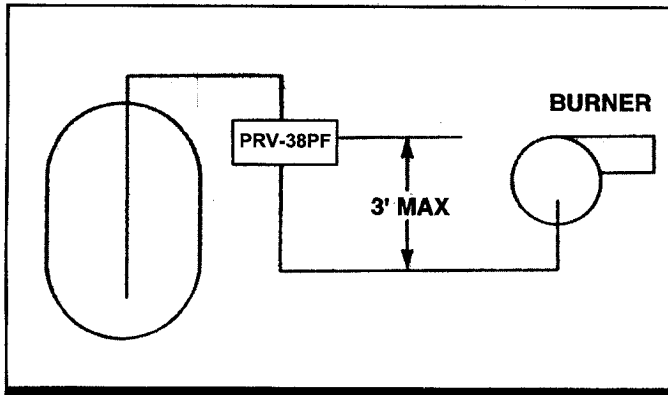
TROUBLESHOOTING

If there is an air leak between the PRV valve and the burner large enough to prevent establishing operational vacuum, the valve will not open during fuel unit operation.

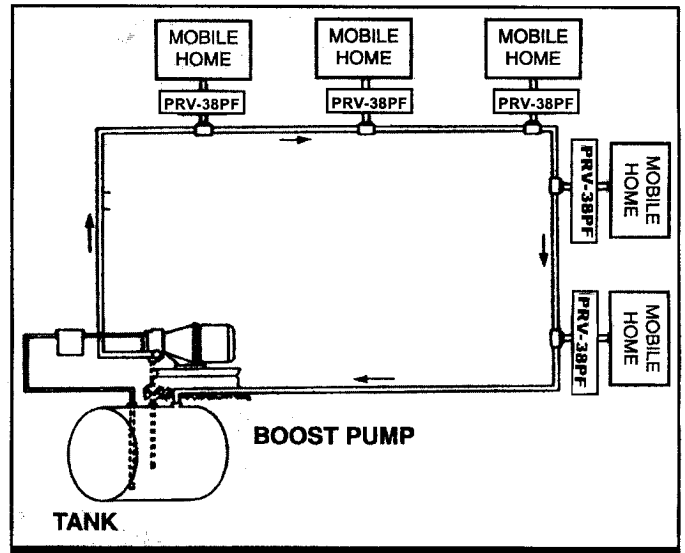
If unable to get oil to the burner or prime is lost:

- 1) Check the PRV valve by depressing the diaphragm stem manually and observe for oil flow.
- 2) Install a gauge in the inlet piping to determine if vacuum can be established and holds on shut down. If not, there is a vacuum leak.
- 3) Pressure check the lines.

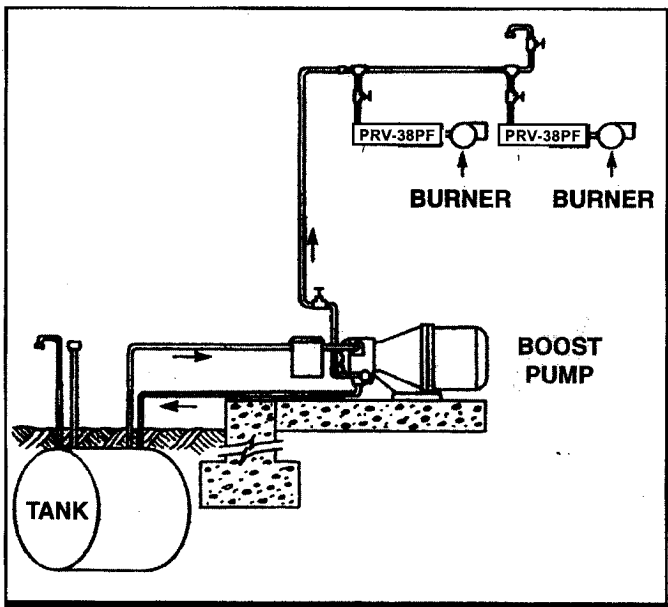
CAUTION, REMOVE THE PRV VALVE FROM THE SYSTEM WHEN BLOWING OUT LINES. USING COMPRESSED AIR CAN RESULT IN DAMAGE TO THE VALVE.



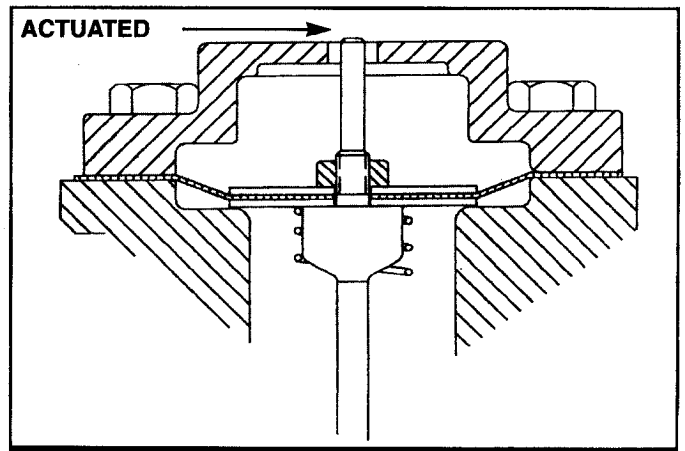
Gravity feed installation with PRV-38PF



Central system with PRV-38PF valves



Boost pump installation with PRV-38PF valves



Priming PRV-38PF valve in operation



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