

DESCRIPTION

The S211 Series Solenoid Valves are 2-way, normally closed, piloted, general-purpose valves. Material options include Stainless Steel, Brass, or Nylon construction with synthetic seating and sealing materials, making them suitable for use with a variety of liquids, oils, and gases. Valves should be mounted with the operator in a vertical position.

OPERATION

S211 Valves are normally closed (N.C.) and open when electrically energized.

SPECIFICATIONS

Use S211 Valves within the specified operating ranges as indicated on the nameplate and in the complete Catalog Number. (min./max. psi, voltage, hz, maximum media temperature at F ambient, Cv factor, etc.).

OPERATING TEMPERATURES

Ambient	Elastomer	Fluid (EPR)
32° - 125° F	EPR	32° - 295° F
32° - 125° F	Nitrile	32° - 180° F
32° - 125° F	FKM	32° - 230° F

For other applications, consult the factory.

INSTALLATION

Check valve specifications to make sure of proper application.

1. Clear all lines of foreign matter.
2. Valves should be mounted with the operator in a vertical/upright position. Media flow must be in the direction indicated on the valve body. If sediment is a problem, install a fine mesh strainer having adequate capacity ahead of the valve.
3. Do not use the solenoid housing as a handle. Apply thread seal to the male threads only.
4. Provide clearance for solenoid coil removal.
5. Wire in accordance with applicable local and national electrical codes. Apply rated voltage.

MAINTENANCE

COIL REPLACEMENT

Turn off the electrical power supply to the solenoid before disconnecting the coil lead wires.

Incorrect coil reassembly can cause coil burnout. At all times, take care not to nick, dent, or damage the plunger tube.

It is not necessary to remove the valve from the pipeline.

Follow Steps 1, 2, and 3 under **VALVE DISASSEMBLY**.

Disassemble the solenoid, taking care to note the exact order of placement and quantity of parts.

Incorrect reassembly can cause coil burnout. At all times, take care not to nick, dent, or damage the plunger tube.

PARTS

The charts that follow cover replaceable coil part numbers and Repair/Rebuild kits for most S211 valves.

When ordering parts/kits, specify the Catalog Number, Serial Number, and Part Name. If your valve's Catalog Number is not listed, obtain the complete Serial Number, and consult the factory.

REBUILD KIT

The Rebuild Kit contains a plunger/spring/seat disc assembly, plunger tube assembly, O-rings, and an adapter ring.

REPAIR KIT

The Repair Kit contains a seat disc, diaphragm assembly, and O-rings.

REBUILD & REPAIR KIT CHART

Valve	Rebuild Kits	Repair Kits
S211GH_C_J2	KS211C-J2	R211C-J2
S211GH_N_J2	KS211N-J2	R211N-J2
S211GH_V_J2	KS211V-J2	R211V-J2
S211GH_E_J2	KS211E-J2	R211E-J2
S211GH_J_J2	KS211J-J2	R211J-J2
S211GH_L_J2	KS211L-J2	R211L-J2

COIL CHART

Valve	Voltage	DIN Coil	Conduit Coil
S211GH02_J2	120 50/60	HS3YH02	HS3GH02A24
S211GH24_J2	24 50/60	HS3YH24	HS3GH24A24
S211GH15_J2	15 VDC	HS3YH15	HS3GH15A24
S211GH16_J2	24 VDC	HS3YH16	HS3GH16A24

Cleaning

Cleaning fluid must be compatible with all valve components. It is recommended that S211 Series Valves be cleaned on a routine basis by qualified personnel. Valves should be cleaned where flow media or service conditions may determine the life of the valve. If excessive leakage occurs or if the operation is sluggish, the unit must be cleaned.

SERVICE DISASSEMBLY AND KIT INSTALLATION

WARNING

Disassembly, reassembly, or internal adjustment without factory testing may result in hazardous conditions. If the valve does not operate properly after following the INSTALLATION and MAINTENANCE instructions, the complete valve must be replaced by a trained and experienced service person.

1. Disconnect electrical connections and remove retaining nut (1). Remove with lock washer (2).
2. Lift off coil (3) from the plunger tube. Remove split washer (4). **Note – split washer (4) is not required when plunger tube (6A) is used.**
3. Do not damage the solenoid assembly.
4. Use GC Valves spanner nut (106198E) to remove items (5&6) or a 1" deep socket to remove item (6A). Do not nick, dent, or damage plunger tube (6/6A) or valve seating surfaces.
5. Carefully hold plunger tube (6/6A) in position when removing from valve bonnet (12) to prevent loss of internal parts. Remove plunger assembly (7).
6. Remove four bonnet bolts (11) and separate valve bonnet (12) from valve body (17).
7. Carefully remove the seat insert (9) from bonnet (12) by pressing the seat insert out from the underside of bonnet (12). This must be done to replace seat insert O-rings (8 & 10)
8. Check plunger seat disc (7) and diaphragm assembly (14) for damage or wear.
9. Replace O-rings (8/8A, 10, 15, & 16), diaphragm assembly (14), seat disc (7), and other parts as necessary. Consult the "REBUILD & REPAIR KIT CHART" for the correct kit part number.
10. Re-assemble in reverse order from above taking care to properly re-install all items as removed.
11. Tighten tube base nut (5) or plunger tube (6A) to 50 in/lbs., and bonnet bolts (11) to 240 in/lbs.
12. Re-connect electrical and test for proper operation.

TROUBLESHOOTING

If the valve fails to open, check the voltage against the rating on the nameplate, check the voltage at solenoid lead connections, and check the control circuit and solenoid coil for burnout. If the valve fails to close, check the condition of the synthetic seat insert. Also, check for a damaged spring. The valve must be free of dirt to ensure tight shutoff. If media contaminants are a problem, install a fine mesh strainer to ensure proper closing and trouble-free operation.

Buzzing can be caused by low voltage or contaminants between the top of the plunger and the tube head. Check voltage--clean the plunger/interior of the tube assembly.

