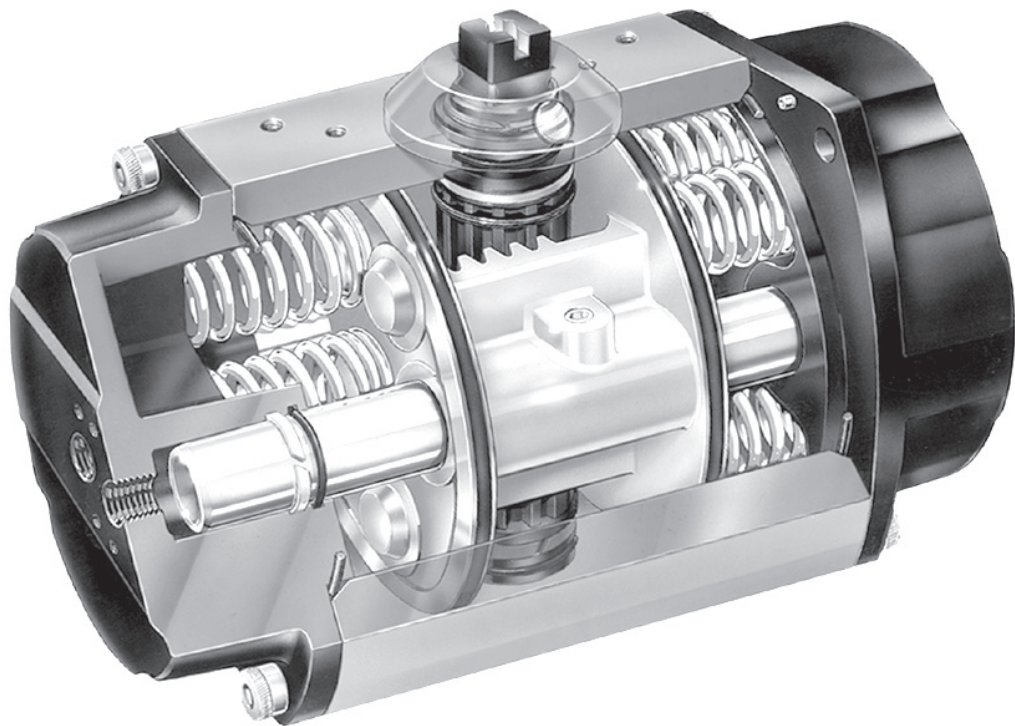


***LRP Pneumatic Rack & Pinion Actuator***

*FCD LFENIM0009-00-A4 – 03/17*

***Installation  
Operation  
Maintenance***



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# 1

## Standard Information

Using Flowserve Valves, Actuators and Accessories Correctly

The following instructions are designed to assist in unpacking, installing and performing maintenance as required on the LRP Actuator Series. Product users and maintenance personnel should thoroughly review this bulletin prior to installing, operating or performing any maintenance.

In most cases, Flowserve actuators and accessories are designed for specific applications with regard to medium, pressure and temperature. For this reason they should not be used in other applications without first contacting the manufacturer.

### 1.1 Terms Concerning Safety

The safety terms **DANGER**, **WARNING**, **CAUTION** and **NOTE** are used in these instructions to highlight particular dangers and/or to provide additional information on aspects that may not be readily apparent.



**DANGER:** indicates that death, severe personal injury and/or substantial property damage will occur if proper precautions are not taken.



**WARNING:** indicates that death, severe personal injury and/or substantial property damage can occur if proper precautions are not taken.



**CAUTION:** indicates that minor personal injury and/or property damage can occur if proper precautions are not taken.

**NOTE:** indicates and provides additional technical information, which may not be very obvious, even to qualified personnel.

Compliance with other, not particularly emphasized notes, with regard to transport, assembly, operation and maintenance and with regard to technical documentation (e.g., in the operating instruction, product documentation or on the product itself) is essential, in order to avoid faults, which in themselves might directly or indirectly cause severe personal injury or property damage.

# 2 Health and Safety

When installing or maintaining actuators:

- 2.1 Conduct a risk assessment and eliminate or reduce hazards to an acceptable level.
- 2.2 Work in accordance with Safe Systems of work.
- 2.3 Observe all site Health and Safety Rules in particular Permit to Work and Hot Work procedures.
- 2.4 Wear all necessary Personal Protective Equipment.
- 2.5 Never remove or maintain an actuator or joint unless the supply has been fully de-pressurised, drained and where necessary, purged of toxic / explosive / flammable media. Always operate the actuator to ensure that no trapped pressure exists.
- 2.6 Never handle actuators that have been used on harmful substances unless they have been completely decontaminated and certified safe to handle.
- 2.7 Never use an actuator on a duty which exceeds its prescribed operating parameters. Consult Flowserve for further information.
- 2.8 Never modify or alter actuators unless the manufacturer has been consulted and/or recommends such changes.
- 2.9 Due to the large physical size and weight of some sizes of this product, always use correct lifting methods and equipment when installing,
- 2.10 Due to the variety of duties on which this product can be employed, it is the end users responsibility to ensure the compatibility of the product with the specific application (i.e. air supply, torque, corrosion, which may effect it's suitability).
- 2.11 Before equipment is installed in areas which may be subject to seismic activity or extreme climatic conditions consult Flowserve.
- 2.12 If the processes or environments that the products are used in are likely to cause temperatures (high or low) that may cause injury to personnel if touched, then adequate insulation/protection must be fitted.
- 2.13 If the equipment is to be used on unstable gas duty, ensure that the operational parameters as indicated on the product label cannot be exceeded.
- 2.14 This equipment should be protected by other devices to prevent over-pressurisation. (i.e. caused by external fire etc).
- 2.15 This equipment must be installed in a system that is designed to prevent excessive forces acting on the mounting kit, switch box/positioner, connections etc.
- 2.16 Care must be taken when removing the actuator or accessing the valve that the actuator does not unexpectedly operate due to the stored failsafe spring torque, causing personal injury.
- 2.17 This equipment is not a safety device and must be controlled / guarded by other devices.
- 2.18 Do not rub actuator with a dry cloth as this can cause a build up of static charge. Only clean with a damp cloth.

# 3

## Description

Limatorque LRP actuators are pneumatic quarter-turn valve actuators. The design utilizes a double-rack, single pinion concept, with each rack integrally cast to a piston. Both pistons are supported and centered by large, stainless steel guide rods that are also used to control the rotation of actuator via externally mounted stroke adjustment screws. In double-acting units, both pistons are pressurized on both strokes of the actuator.

Standard units feature an extended top shaft for manual override capabilities and a completely modular design which allows simple attachment of a variety of accessories. All units allow the direct mounting a solenoid control block which properly directs supply air to the actuator.

**▲ WARNING:** Limatorque LRP actuators are electro-mechanical devices subject to normal wear and tear. Actuator life is dependent upon application and environmental conditions. If applied in hazardous services such as, but not limited to, media temperature extremes, toxins, flammables, or other services where improper or incomplete operation could produce a safety hazard, it is incumbent upon the system designer and the user to provide proper warning devices such as temperature sensors, oxygen sensors and flow sensors. Flowserve also recommends that the optional auxiliary limit switches be used for monitoring and/or electrical interlock.

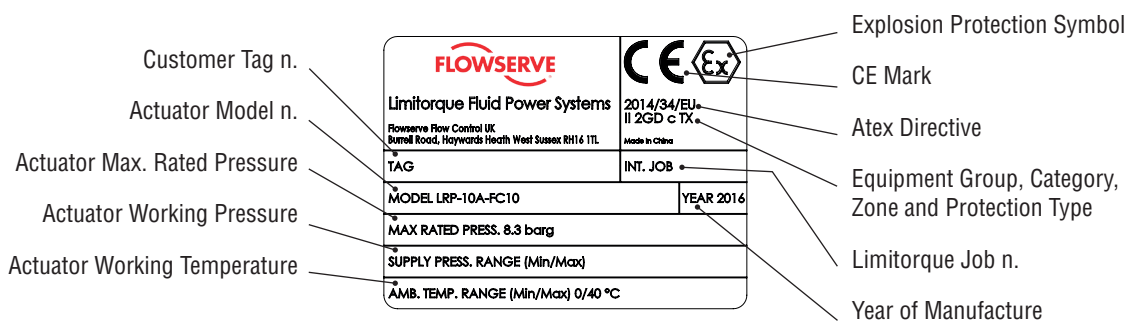
**▲ CAUTION:** When actuator is installed in outdoor conditions, water can enter the exhaust holes of the double-acting solenoid block, and then freeze. Flowserve suggests a cover be used, or mount the actuator such that the solenoid block is upside down.

Do not install spring-return models with air connection in end cap or with integral solenoid vertical, without proper precautions to eliminate the ingress of water spray or rainfall. Exposed end cap or solenoid vent port will allow water to accumulate in spring chambers.

Flowserve recommends that all products which must be stored prior to installation be stored indoors, in an environment suitable for human occupancy. Do not store product in areas where exposure to relative humidity above 85%, acid or alkali fumes, radiation above normal background, ultraviolet light, or temperatures above 50 °C or below 4 °C may occur. Do not store within 15 meters (50 feet) of any source of ozone.

# 4 Actuator Markings

Each actuator has the following identification information on the product label attached to the side of the body:



ATEX Directive: If the product label carries the ATEX Directive number 2014/34/EU followed by the Explosion Protection Symbol and codes identifying the equipment group and category, the zone suitability and protection type beside the CE mark, the product complies with the ATEX Directive and The Equipment and Protective Systems Intended for Use in Potentially Explosive Atmospheres.

Definition of product label marking above:

,II' = Equipment Group.

,2' = Equipment Category.

,G' = Gas Zone suitability (Zones 1 & 2).

,D' = Dust Zone suitability (Zones 21 & 22).

,c' = type of protection i.e. constructional safety (EN13465-5:2011).

,TX' = Special temperature reference (Surface Temperature: As per EN 13463 1:2009 para. 9.3.2f, the temperature class or maximum surface temperature cannot be marked on the product as it is dependent on the operating conditions).

The operational temperature range is as follows:

(A) = Standard -20 °C to +100 °C.

(U) = Low Temperature variant -40 °C to +85 °C.

(R) = High Temperature variant -20 °C to +150 °C.

**NOTE:** Under constant use the surface temperature of expose parts may rise by a maximum 20 °C above the operating media temperature.

# 5 Installation

**NOTE:** The LRP actuator is normally installed with its major axis parallel to the pipe line. The actuator can be oriented above, beside or beneath the valve without affecting its operation.

- 5.1 Determine mode of operation desired (normally open or normally closed) of the valve.
- 5.2 Determine desired quadrant for bracket attachment and direction of mounting of actuator (in-line or cross-line).
- 5.3 Attach mounting bracket to actuator using four (4) cap screws and lock washers provided in mounting kit. To avoid any damage to the LRP actuator body, ONLY the proper length screws supplied with the mounting kit should be used.
- 5.4 Insert ISO locating ring into groove on bottom of actuator before attaching to bracket. Ring can be permanently held in groove by applying Loctite® 638 to ring before inserting in groove.

**NOTE:** LRP-40, if furnished with factory solenoid, shall be “cross-line” mounted (i.e. at 90 degrees to the pipe run) to ensure adequate clearance for air connections.

- 5.5 Prepare valve for actuation:

**▲ CAUTION:** Ball valves can trap pressurized media in the cavity. If it is necessary to remove any valve body bolts, stem nuts, or remove valve from the line, and if the valve is or has been in operation, make sure there is NO pressure to or in the valve and operate valve one full cycle.

**NOTE:** It is not normally necessary to remove any valve body bolts or remove valve from line in order to mount actuator.

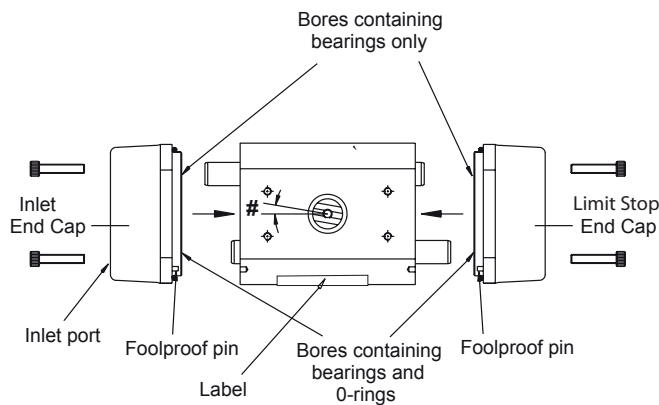
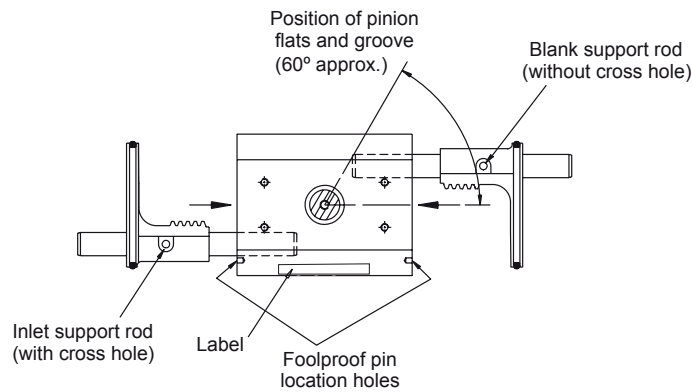
- 5.5.1 Rotate valve ball and stem to position necessary to achieve desired operation.
- 5.6 Attach bracket/actuator assembly to valve as follows:
  - 5.6.1 Center coupling on valve stem.
  - 5.6.2 Lower mounting bracket/actuator assembly over coupling and onto valve, making sure that the female star drive engages in the correct orientation with the coupling.
  - 5.6.3 Secure bracket to valve using cap screws and lockwashers, or bolts and nuts provided in mounting kit. Tighten securely.
  - 5.6.4 Install set screws (if any) in coupling and tighten securely.

5.6.5 Determine if mode of operation (air to open or close/fail open or closed) is as desired; if not:

**Air to Open or Close** - The LRP uses a star drive female drive shaft configuration. This allows selection of either mode of operation by indexing the coupling (including valve ball and stem) 90° to the actuator shaft, while keeping the actuator in an in-line orientation.

**Fail Open or Fail Close** - The normal method of mounting is to have the actuator in line with the pipe line and the valve and actuator in the “FAIL-CLOSED” (Clockwise to close) position. “FAIL-OPEN” can be achieved using the method above but the actuator will then work as Clockwise to open).

**FOR “FAIL-OPEN”** but with Clockwise to close operation, the pistons in the actuator will need to be removed and reassembled from the opposite ends of the actuator (keeping the guide rods the same sides relative to the body). This will result in a slight offset of pinion position on some sizes. See following:

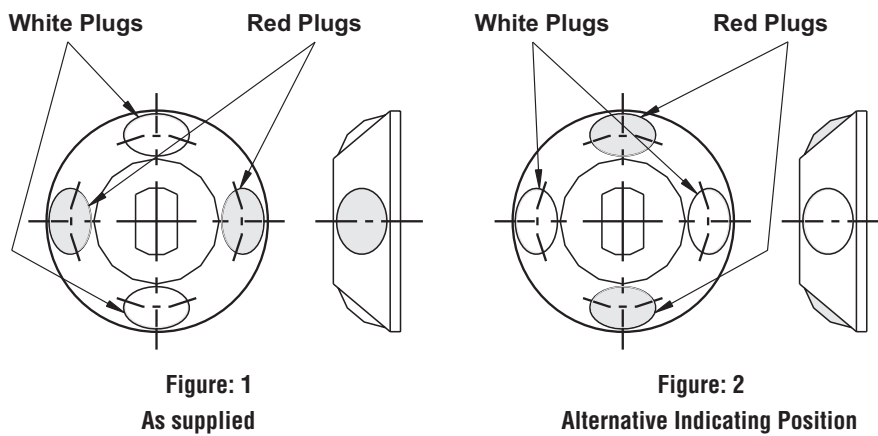


| Actuator Size | Pinion Offset Angle # |
|---------------|-----------------------|
| 10            | 10°                   |
| 15            | 2°                    |
| 20            | 2°                    |
| 25            | 2°                    |
| 30            | 2°                    |
| 33            | 2°                    |
| 35            | 2°                    |
| 40            | 0°                    |



# 6 Fitting Indicators

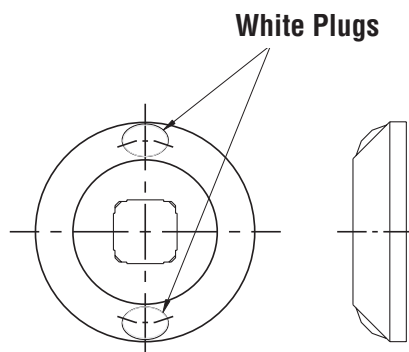
Actuator sizes 10, 15, 20



**NOTE:** Indicator is set up to show pistons together on actuator, i.e. valve closed when in-line mounting - See Fig. 1.

- 6.1 Check which visual indication is required.
- 6.2 Check that indicator when located on pinion will show correct indication.
- 6.3 To change indication, push out red and white buttons and reassemble in alternative position.
- 6.4 Locate indicator on pinion flats. Press firmly until location nibs fit into recess on pinion.
- 6.5 Check which visual indication is required.
- 6.6 Locate indicator on pinion flats. Press firmly until location nibs fit into recess on pinion.

Actuator sizes 25, 30, 33, 35, 40



# 7 Air Supply and Installation

## 7.1 Air Supply

The LRP actuator is factory lubricated. For optimum operation, the use of filtered and lubricated air is recommended.

## 7.2 Air Supply Pressure

Standard double-acting actuators require 2–8 bar supply air. Spring-return actuators require 2.5–7 bar supply air. Spring-return actuators can also be set up to operate on supply air pressures ranging from 2.5–5.5 bar by using fewer springs. See “Rebuilding Instructions”, Spring-Return Actuator, paragraph 1 on page 21 for proper number and location of springs for reduced supply air pressures.

**▲ WARNING:** Air pressure greater than the maximum on the label must not be applied.

## 7.3 Air Supply Connections

Double-Acting – Connect air supply lines to both supply ports.

Spring-Return Models – Connect air supply line to supply port.

LRP supply ports are located on the solenoid end cap. The solenoid end cap is the one on the left end of the actuator when looking at the nameplate

## 7.4 Recommended Tubing Sizes

In order to provide sufficient flow of supply air to the LRP actuator, the following tubing sizes are recommended:

| Actuator Size  | Runs Up To 1.5 m Long | Runs Over 1.5 m Long |
|----------------|-----------------------|----------------------|
| 10, 15, 20, 25 | 1/8                   | 1/4                  |
| 30, 33, 35, 40 | 1/4                   | 3/8                  |

# 8

## Air Consumption

The following chart shows the amount of pressurized (5 bar) air consumed per stroke in litres. To determine the total amount of air consumed per complete cycle for double-acting actuators, simply add the volumes for both the opening and closing strokes together; for spring return units, the total volume of air consumed is the volume shown for the opening stroke.

| Actuator Size | Air consumption litres |                |
|---------------|------------------------|----------------|
|               | Opening Stroke         | Closing Stroke |
| 10            | 0.17                   | 0.22           |
| 15            | 0.35                   | 0.39           |
| 20            | 0.69                   | 0.74           |
| 25            | 1.22                   | 1.31           |
| 30            | 1.86                   | 2.05           |
| 33            | 3.39                   | 4.79           |
| 35            | 3.93                   | 5.54           |
| 40            | 7.73                   | 8.19           |

# 9

## Installation of Accessories

For details of installation of accessories refer to the installation instructions contained in respective accessory kit.

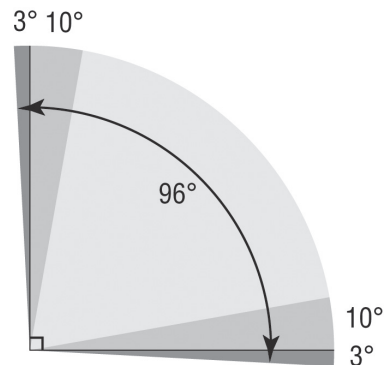
# 10 Operation

## 10.1 Basic Actuator

The LRP actuator drive shaft rotates through a full 90° segment with approximately 3° overtravel at each end of travel. Rotation is accomplished by feeding supply air into the center chamber, forcing the two opposing pistons apart, resulting in a counter-clockwise rotation of the drive shaft to the “open” position. For double-acting actuators, closure is obtained by feeding supply air into the end cap chambers, which forces the pistons together, resulting in a clockwise rotation of the drive pinion. For spring-return actuators, closure is accomplished by means of springs contained within the end caps which force the pistons together when the supply air to the center chamber has been interrupted.

If rotation opposite to that described above is required, refer to the section on Installation for the proper procedure to reverse the rotation.

The accurate rotation of the actuator pinion is controlled through the adjustment of two hexagon headed bolts on the end cap. Each bolt will control either the open or closing stroke (based on how the actuator has been orientated on the valve). The adjustment of each bolt is shown on the end cap. Actuators are factory set to provide a 90° operation. If adjustment needs to be made the lock nut will need to be backed off, the adjustment screw rotated to provide correct positioning and the lock nut retightened. For size 10 to 35 turn screw clockwise to decrease rotation and counterclockwise to increase rotation. For size 40 the reverse applies. It is critical to retighten to ensure an effective seal of the washer. Care should be taken to secure travel stop setting when tightening lock nut.



## 10.2 Actuator with Solenoid

Double-Acting – Air is supplied to the supply port on the bottom of the block. When the solenoid is energized, the spring-loaded plunger is withdrawn, allowing the supply air to shift the spool within the block, which opens the supply path to the center chamber of the actuator. Air from the end chambers of the actuator is allowed to pass through the block and exhaust to atmosphere.

When the solenoid is de-energized, the springloaded plunger blocks the flow of air to the center chamber of the actuator. The supply air now shifts the spool within the block to a position which opens the supply path to the end chambers of the actuator. Air from the center chamber of the actuator is allowed to pass through the block and exhaust to atmosphere.

The double-acting solenoid assembly is electrically fail-safe. That is, it will return to its de-energized position upon electrical failure and cycle the actuator to the closed position provided the air supply is not interrupted.

Spring-Return – Air is supplied to the supply port on the bottom of the block. When the solenoid is energized, the spring-loaded plunger is withdrawn, which opens the supply path to the center chamber of the actuator. Air from the end chambers of the actuator is allowed to pass directly through the block and exhaust to atmosphere. When the solenoid is de-energized, the spring-loaded plunger blocks the flow of air to the center chamber of the actuator. The springs in the end cap of the actuator, which were compressed on the opening stroke, now relax, forcing the air contained in the center chamber of the actuator to exhaust through its supply port in the solenoid block. The exhaust air passes through the block and the solenoid where it exhausts to atmosphere.

### 10.3 Standard Stroke Times

Standard stroke times of the LRP actuator are shown in the following table. Times shown are in seconds and represent average times under 50% load conditions with an air supply pressure of 5 bar. Times shown are per stroke for double acting actuators. For spring-return actuators, the opening stroke times may be slightly longer; stroke times for the closing (spring) stroke are dependent upon the number of springs used.

The figures shown below are meant as an indication of obtainable speeds only. Faster or slower speeds are obtainable, if required, by using additional control equipment.

| Actuator Size | Stroke Time (sec.) |
|---------------|--------------------|
| 10            | 1                  |
| 15            | 1                  |
| 20            | 1                  |
| 25            | 2-3                |
| 30            | 3-4                |
| 33            | 4-5                |
| 35            | 4-5                |
| 40            | 5-6                |

### 10.4 Manual Operation

In the event of air failure, the LRP actuator can be cycled manually. This is accomplished by applying a wrench to the exposed top shaft of the actuator and turning it in the desired direction.

**⚠ WARNING:** Care must be taken to ensure that the actuator is not operated automatically while manual operation is being performed.

# 11 Maintenance

**▲ CAUTION:** The actuator must be isolated both pneumatically and electrically before any maintenance activity is begun.

Periodic checks should be performed to make certain that all fasteners remain tight.

All actuators are supplied with sufficient lubrication for their normal working life. If required, recommended lubrication for all standard actuators is a Rocol Sapphire Lo-Temp 2 grease. Consult Flowserve for lubricants used for high or low temperature applications.

Depending upon the conditions under which the actuator must work, such as extended duty, non-compatible operating media or abnormal operating conditions, periodic replacement of internal seals is recommended. Repair kit containing all necessary seals can be obtained through any authorized Flowserve distributor.

On spring-return actuators, the springs may need replacement after extended duty since springs may fatigue and break. **SPRINGS SHOULD ALWAYS BE REPLACED IN COMPLETE SETS.**

| Actuator size | Fastener size | Torque |
|---------------|---------------|--------|
| 10            | M6            | 9 Nm   |
| 15            | M6            | 9 Nm   |
| 20            | M8            | 19 Nm  |
| 25            | M8            | 19 Nm  |
| 30            | M10           | 35 Nm  |
| 33            | M10           | 35 Nm  |
| 35            | M12           | 49 Nm  |
| 40            | M12           | 49 Nm  |

# 12 Spare Parts

The following are recommended spare parts which should be kept on hand for LRP pneumatic actuators:

Repair Kit(s) – Kits contain all necessary seals, bearings and instructions.

# 13 Troubleshooting

- ▲ **WARNING:** BEFORE DISASSEMBLING ACTUATOR FOR ANY REASON, CONSULT REBUILDING INSTRUCTIONS CONTAINED IN FOLLOWING SECTION.

For solenoid controlled actuators:

## 13.1 If actuator does not function, check to ascertain:

- 13.1.1 That valve is free to rotate.
- 13.1.2 That actuator is the correct size.
- 13.1.3 Any speed control screws are loose (if screws are tightened all the way, actuator will not operate).
- 13.1.4 That correct voltage is supplied to solenoid.
- 13.1.5 That sufficient air supply is available at inlet to control block. Actual inlet pressure to control block should be consistent with value considered for actuator sizing and selection. When checking supply pressure, place gauge in line at control block inlet and monitor gauge for unexpected pressure drops.

## 13.2 If proper voltage and air pressure have been verified and valve is free, proceed as follows:

- 13.2.1 Turn on signal voltage. Check solenoid for clicking sound.
- 13.2.2 If no sound is detected, remove air pressure and turn off signal voltage.
  - Carefully unscrew solenoid and solenoid stem from block.
  - Re-apply signal voltage and observe solenoid plunger. If it does not retract, replace solenoid.
- 13.2.3 If solenoid functions, remove solenoid valve block and place on bench. Connect to reduced air supply (4 bar) and correct voltage. Switch signal voltage and check air flow. Air should flow out only one output port when solenoid is energized. The flow should occur only at the other port when de-energized. (Slight back pressure may be required to shift the valve spool. This may be generated by obstructing the outlet ports.)
- 13.2.4 If control block and solenoid are operating correctly, proceed to Section 13.3.2 below.

### 13.3 If the actuator functions but exhibits leakage, or power loss accompanied by leakage, proceed as follows:

- 13.3.1 Check voltage. Voltage must be within 10% of the specified voltage (low voltage will cause leakage out of the back of the solenoid and burn out the coil).
- 13.3.2 Check air supply. Be certain that no sharp air pressure drops occur as unit is cycled. Loss of air pressure can cause incomplete shifting of the spool valves used in all double-acting units, which results in bypass leakage and substantial actuator torque losses.

### 13.4 If air supply and voltage are adequate, proceed as follows:

- 13.4.1 If leak is at solenoid exhaust port, replace the solenoid.
- 13.4.2 If leak occurs at exhaust ports in the block itself, the trouble will be in either the spool valves in the block, or at one of the piston seals of the actuator. A leaking piston seal will usually leak on either cycle. On spring-return actuators, piston seal leakage will show at the breather port of the end cap. The recommended procedure in the cases above is to replace the spool valve O-rings. If the leakage persists, rebuild the actuator using a factory-supplied repair kit.

### 13.5 For actuators without the solenoid control block, or if block and solenoid are operating correctly, remove the actuator from the valve, disassemble (per Rebuilding Instructions) and check the following:

- 13.5.1 Make sure that all internal porting is free and clear of any obstructions. End caps, guide rods and pistons are air transporting components.

**NOTE:** The most common problem encountered on LRP actuators is the improper replacement of the piston guide rod assembly with the hole in it, relative to the nameplate on the body (see section 14.2.7 on page 19).

- 13.5.2 Make certain that the actuator has lubrication, and that there is no solidified grease between the pinion and the piston racks:
  - If actuator has no lubrication, apply generous amount of grease. If actuator is prepared for high or low temperature operation, consult Flowserve for proper lubricants.
  - If solidified grease between the pinion and the piston racks is present, clean, dry, re-grease and reassemble.
- 13.5.3 Verify that actuator pinion shaft and/or pistons are not bound, reassemble per Rebuilding Instructions.
- 13.5.4 If unit exhibits excessive amounts of backlash, check teeth on piston racks for wear. If worn, replace piston assemblies.
- 13.5.5 In spring-return actuators, check for misplaced or broken springs. If springs are broken, check body bore for scoring:
  - If springs are broken, replace springs.

SPRINGS SHOULD ALWAYS BE REPLACED IN COMPLETE SETS.

  - If body bore is scored, replace it. Also, replace piston O rings (contained in repair kit).
- 13.5.6 If actuator is free, valve is free and control block (if used) is shifting air properly, reassemble the actuator and retest.



# 14 Rebuilding Instructions

**NOTE:** For identification of all numbered parts discussed below, consult exploded view of actuator (see page 22)  
After actuator has been repaired, mark rebuild label accordingly and apply to actuator.

## 14.1 Actuator disassembly

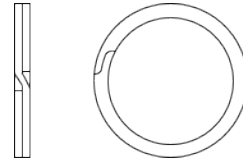
- 14.1.1 Disconnect the air supply and electrical service to the actuator.
- 14.1.2 Remove the actuator and its mounting bracket from the valve. If the actuator uses a positioner, loosen the set screws in the coupling between the valve and actuator. (See Caution note below.)
- ▲ **CAUTION:** Ball valves can trap pressurized media in the cavity. Isolate the piping system in which the actuator/valve assembly is mounted and relieve any pressure on the valve. To remove the actuator bracket from a three-piece non-top-mount style valve, the two top valve body bolts must be removed.
- 14.1.3 Remove the actuator bracket (and actuator positioner) from the actuator to begin repair. (Note mounting of removed bracket and positioner or easy reassembly.)
- 14.1.4 It is not necessary to remove solenoid control block (if so equipped) to rebuild actuator. However, if it becomes necessary to remove the block, begin by removing the solenoid block bolts. Use care to retain the solenoid block gasket. For sizes 10 to 35 it is not necessary to remove the limit stop bolts from the end cap.
- ▲ **CAUTION:** For size 40 the limit stop bolts will need to be removed to facilitate disassembly. On this size remove the air inlet end cap. Then remove the limit stop lock nuts and unscrew the limit stop bolts through the guide rods. This should be done in conjunction with the instructions below.
- 14.1.5 Each end cap (5A and 5B) is aligned onto the body (1) over a “foolproof pin”. This ensures that the end caps can only be assembled to their respective end of the actuator. Remove all four metric screws (5C) from, and remove, both end caps, remove the two bearings (6) and O-rings (15A and 15B) from each end cap. **Note** that for models with top-hat style bearings, the bearings and particularly the retaining washers (16) in each end cap should not be disturbed during O-ring seal replacement, as they are not included in the rebuilding kit.
- ▲ **WARNING:** Spring return actuators contain energized springs. The following section must be followed to ensure safe disassembly of the actuator.

If the actuator is a spring return model uniformly loosen all four end cap screws on each end cap two or three turns at a time in sequence to relieve preloaded springs. After the screws are removed, gently pry off each end cap, being careful not to damage the end cap O-Rings.

- 14.1.6 The two piston guide rod (4) assemblies can now be removed from each end of the body. Do not disassemble the piston from the guide rod. (To assist reassembly, mark the body with a line on the side from which the guide rod using the thru-hole is removed). Remove all O-rings (15B and 15C) and bearings (6B) from pistons (3). For size 05, the two pistons (3) can now be removed from each end of the body. Remove O-rings (15C) from pistons (3).
- 14.1.7 The shaft (2A) can only be removed after the piston assemblies are taken out. Remove the position indicator (17) (if any), the shaft clip (15F) (not a reusable part!) (see Note below) and the stainless steel washer from the top of shaft. Then remove the shaft through the larger opening in the bottom of the body. The top bearing (15G) and the O-ring (15D) can now be removed. Remove the two stainless steel washers (10–35 sizes only) and thrust bearing (10) from the top of the shaft, the O-ring (15E), and the bearing (15H) from the bottom end.

**NOTE:** On later models only a single stainless steel washer is used and thrust bearing (10) is not used.

**NOTE:** Some actuators may be using a spiralling type shaft clip as shown at right.



To remove this clip, engage the lower end of the ring with a flat blade screwdriver. Using another flat blade screwdriver push the top end of the clip in the opposite direction. As the clip I.D. expands, lift the clip from the shaft. The installation of a new clip would be the above steps in reverse and ensuring that the edges of the clip are properly seated in the shaft groove. Sizes 25 through 40, have an anti-ejection ring (15J).

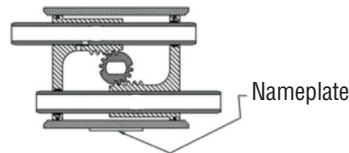
The anti-ejection ring does not have to be removed and may or may not be included in repair kits.

## 14.2 Actuator reassembly

- 14.2.1 Be sure the actuator surfaces are clean and free of grit and scratches. If the inside walls of the body are scored, or the guide rod surfaces are scratched, the actuator will leak after rebuilding. New parts should be obtained from the factory. Light tracking, barely detectable to touch, is acceptable.
- 14.2.2 All rebuilding kit O-Rings and bearings may now be installed. Lubricate the standard actuator thoroughly with grease. Apply a light film of grease to all O-Rings.
- 14.2.3 If converting over to a “high-temperature” actuator, or rebuilding an existing one, lubricate thoroughly with high temperature silicone or graphite based grease.  
  
Replace the split-ring style bearing (6) and guide rod O-ring(s) (15B) into I.D. groove(s) in each piston (3). Install O-Rings (15C) onto pistons. For size 05 actuators, install O-rings (15C) onto the pistons.
- 14.2.4 Replace O-ring (15E) and bearing (15H) (10–42 sizes only) on the bottom of shaft. On the top of the shaft add the two stainless steel washers (10–35 sizes only) with the thrust bearing (10) between them. **NOTE:** On later models only a single stainless steel washer is used and thrust bearing (10) is not used. Locate the top bearing (15G) and O-ring (15D) into the body. Insert the shaft through the larger opening in the bottom of the body.
- 14.2.5 Replace the stainless steel washer over the top shaft extension.

- 14.2.6 Very carefully align the piston guide rod assemblies inside the body. Keep the pistons square to the body. (This is very important in the LRP-30 frame size actuator where steel set screws can cause internal body damage if the piston assemblies “cock” inside the actuator body).

**IMPORTANT:** One piston guide rod assembly has a through hole drilled in it. It can be easily located by looking down the ends of both guide rods. This piston assembly must be reassembled, with its respective guide rod, opposite the nameplate on the body, as it was removed.



**Figure: 3**  
**Pistons at End of Body**

**IMPORTANT:** Note the relative location of the shaft teeth and the piston assembly’s rack teeth. The above figure is viewed when looking at the top of the actuator.

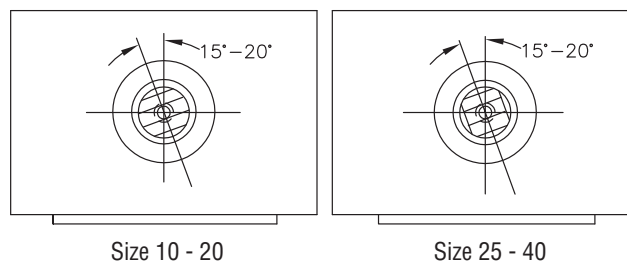
**VERY IMPORTANT:** Install the NEW shaft clip (15F) into its mating groove on the top shaft extension. (The removed shaft clip is not to be reused). Place the numbered side up on the shaft clip and be certain the clip is fully seated in its groove. See Note at section 14.1.7 on page 18 for installation of spiral-ring type shaft clip (which newer rebuilding kits will contain).

- 14.2.7 Align the shaft so that the teeth on the shaft will “pick-up” the piston assembly’s rack teeth when turning the top extension of the shaft clockwise (CW). (See Figure 3).

**IMPORTANT:** Proper 90° rotation can only be ensured if the shaft teeth begin to mesh with the piston assembly’s teeth at the “proper tooth” between these meshing gear pairs. (See Figure 3).

- 14.2.8 To ensure proper meshing of teeth, move the shaft 15 to 20 degrees counter-clockwise (CCW) from its normal position when the piston assemblies are located at the body ends. (See Figure 2.) NOTE: The “normal position” of the shaft on the 10–20 sizes is when the top flats are parallel to the main axis of the actuator body. On the 25– 40 sizes the teeth of the shaft will be on the left side of the actuator when viewed from the ends of actuator. (See Figure 1).

- 14.2.9 With the piston assemblies in the body, gently push each piston into the body. Turn the top shaft extension clockwise (CW). Do not allow the pistons to “cock”. At the proper point of engagement between the shaft and piston assemblies, both piston assemblies will move toward the center of the body when turning the top shaft extension of the actuator clockwise (CW).



**Figure: 4**  
**Alignment of Shaft at Reassembly**

**IMPORTANT:** Align gear teeth on the shaft as per Figure 3.

14.2.10 Once the shaft and pistons are properly engaged, ensure that smooth movement and 90 degree operation can occur without moving the pistons out of the actuator body. This is important!

**▲ CAUTION:** For size 40, the limit stop end cap must be assembled first. Once assembled, feed the limit stop bolts through the guide rods and screw into the end cap. Add the sealing washer, backing washer and lock nut and then attach the air inlet end cap. This should be done in conjunction with the instructions below.

14.2.11 Install O-Ring (15A) into and replace the actuator end caps, (5 or 5A and 5B), noting that the “foolproof” pin between the body and end cap mates properly.

**NOTE:** For spring return actuators, see spring installation section on page 21 before installing end caps.

**NOTE:** When installing the end cap O-Rings, use a small amount of a general purpose lubricant, such as petroleum jelly, to hold them in place for ease of assembly and to avoid having them drop down and get pinched. On Rev. R2 and earlier actuators, be sure O-Ring is installed in groove on end cap.

14.2.12 Replace position indicator (17). See Section 6.

# 15

## Spring-Return Actuator

- 15.1 When replacing springs in a spring-return actuator, ensure that the springs are replaced in their identical position in the end cap from where they were removed.
- IMPORTANT:** When less than the standard number of springs are used in each end cap, these springs should be positioned according to the air supply figures below. The values listed below are for standard and less than the standard air pressure as required per the ordering code.
- NOTE:** Maximum operating pressure does not change.
- 15.2 If a spring-return actuator is being repaired due to a failed spring, REPLACE all the springs in this actuator, as well as any other parts which may have been damaged.
- IMPORTANT:** Align gear teeth on the shaft as per Figure 3.
- 15.3 When replacing the springs in a spring-return actuator, place the springs in the end cap pocket after thoroughly lubricating each spring. Be generous with lubricant!
- 15.4 With the springs pointing up and the end cap on a solid surface, place the actuator body over the springs and the proper end cap. (Each end cap can only be mounted to just one end of the actuator body, as there is a “foolproof” pin in the end cap, which aligns with a hole in the body).
- 15.5 Insert the 4 end caps screws until they start to engage with the end caps. uniformly compress the springs with two to three turns of each end cap screw until the end cap is fully compressed against the actuator body
- IMPORTANT:** Locating nibs are cast into the piston face on sizes 25 to 40. The actuator springs must fit over these locating nibs on the piston face. Care in following the above instructions will ensure the proper alignment of the spring in the actuator body — proper contact with the piston face and end cap.
- 15.6 In a similar manner, as written in the previous steps, replace the springs in the other end of the actuator body.

| LRP 10-40                            |                              |
|--------------------------------------|------------------------------|
| 4.5 bar - 8 springs - 4 per end cap. | Remove center spring.        |
| 4.0 bar - 8 springs - 4 per end cap. | Remove center spring.        |
| 3.5 bar - 6 springs - 3 per end cap. | Use three on a diagonal.     |
| 3.0 bar - 4 springs - 2 per end cap. | Use two in opposite corners. |

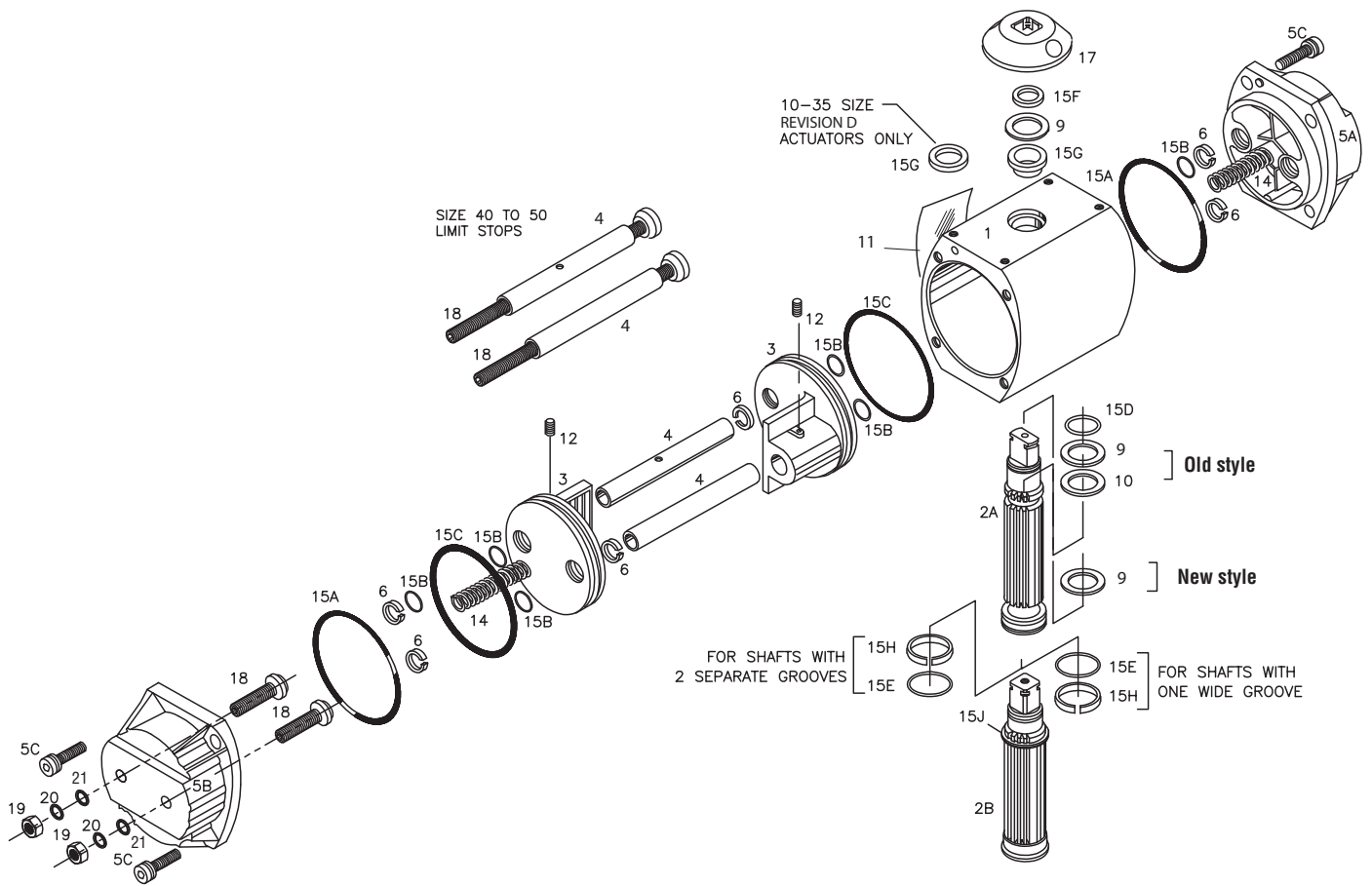
# 16

## LRP Exploded View/ Parts/Materials

The rebuilding kit includes items 15A through 15H, 6, 9, 10, and stainless steel washers. The color of some replacement parts, such as bearings, may vary from the parts removed

| Item | Qty. | Description                           |
|------|------|---------------------------------------|
| 1    | 1    | Body                                  |
| 2A   | 1    | Shaft, Size 10 to 20                  |
| 2B   | 1    | Shaft, Size 25 to 40                  |
| 3    | 2    | Pistons                               |
| 4    | 2    | Guide Rods                            |
| 5A   | 1    | Inlet End Cap                         |
| 5B   | 1    | Limit Stop End Cap                    |
| 5C   | 8    | End Cap Screws (Metric)               |
| 6    | 6    | End Cap/Piston Bearing                |
| 9    | 1    | Thrust Washer, Stainless Steel        |
| 10   | 9    | Thrust Bearing                        |
| 11   | 1    | Nameplate                             |
| 12   | 2    | Piston Set Screws                     |
| 14   | 10   | Spring                                |
| 15A  | 2    | End Cap O-Rings                       |
| 15B  | 6    | Guide Rod O-Rings                     |
| 15C  | 2    | Piston O-Rings                        |
| 15D  | 1    | Top Shaft O-Ring                      |
| 15E  | 1    | Bottom Shaft O-Ring                   |
| 15F  | 1    | Spiral Retaining Ring                 |
| 15G  | 1    | Top Pinion Bearing                    |
| 15H  | 1    | Bottom Pinion Bearing                 |
| 15J  | 1    | Anti-Ejection Ring                    |
| 17   | 1    | Position Indicator                    |
| 18   | 2    | Limit Stop Screws                     |
| 19   | 2    | Limit Stop Nuts                       |
| 20   | 2    | Backing Washers (sizes 25 to 40 only) |
| 21   | 2    | Sealing Washers                       |

**NOTE:** To order proper parts, please specify the actuator size, model and revision number. Use the standard nomenclature listed above.





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