TECHNICAL DATA

MODEL E ACCELERATOR TRIM

For use with Model F Dry Valves Equipped with Conventional Trim

Manufactured 1993 - Present

This Trim Chart is for use with the following Viking Trim Sets		
Size Valve	Standard* Trim P/N	Foam System** Trim P/N
3"	08264	08400
4"	08264	08400
6"	08264	08400

* Standard Conventional trim sets for the Model F Dry Valve consist of galvanized nipples and fittings.

** Trim sets for Model F Dry Valves used on pre-mixed Foam Systems consist of black steel nipples and cast iron or malleable iron fittings. See Trim Chart Notes.

General Notes:

Accelerator must be trimmed as shown. Any deviation from trim size or arrangement may affect operation of the Accelerator.

When a Viking Accelerator is used on pre-mixed Foam Systems, trim piping must be of black steel pipe with cast iron or malleable iron fittings, except when other materials are specified in the Technical Data for the system used.

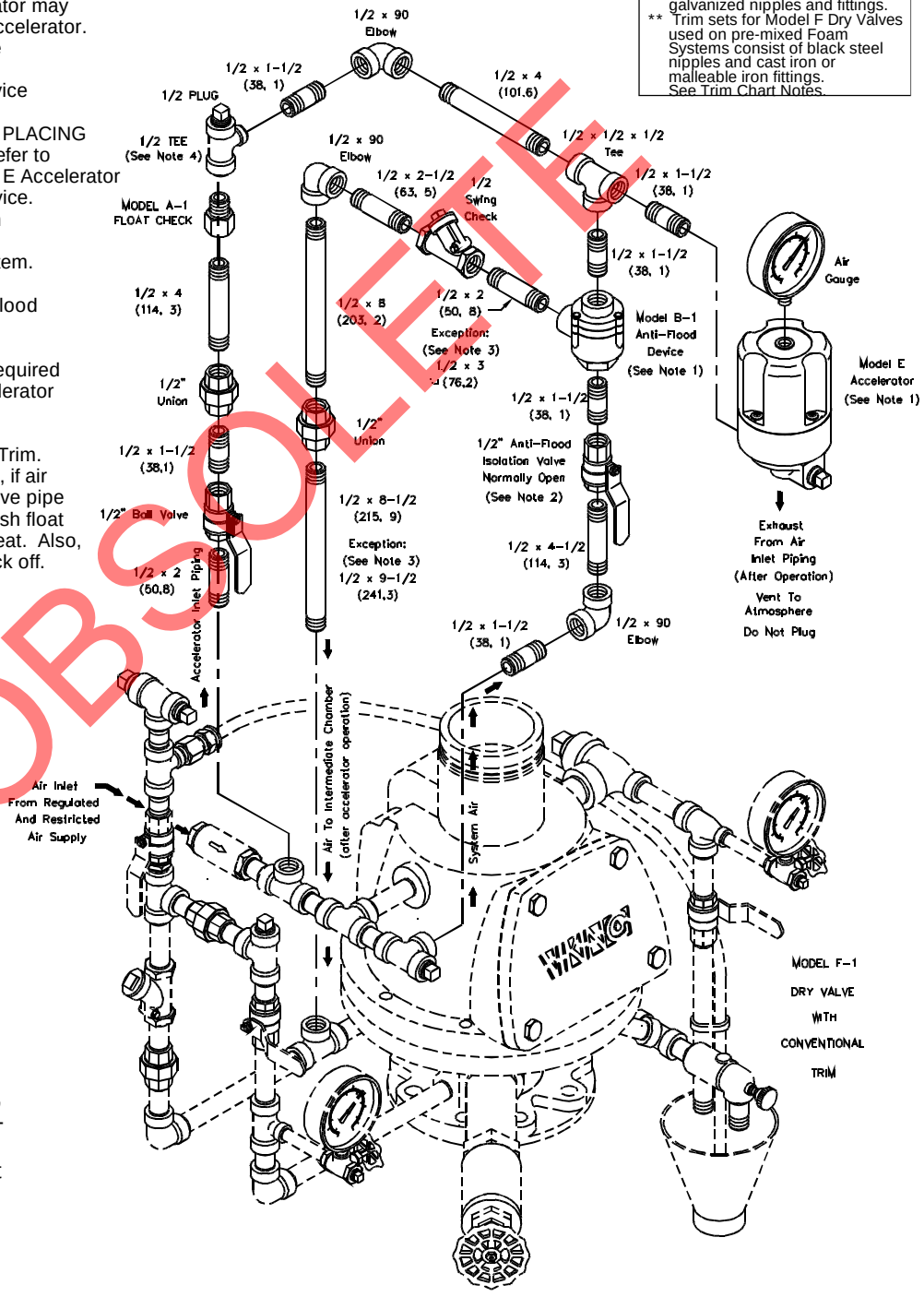
Dimensions in parenthesis are millimeter and may be approximations.

Note 1: Accelerator and Anti-flood Device are not included with trim packages and must be ordered separately. Viking Model C or D Accelerator may be substituted for Model E Accelerator. Accelerators must always be trimmed as shown. The Model B-1 Anti-flood Device is always required. For instructions pertaining to PLACING THE SYSTEM IN SERVICE, refer to Technical Data for the Model E Accelerator and Model B-1 Anti-flood Device.

Note 2: Close the Anti-flood Isolation Valve when establishing air pressure on the dry pipe system. When system set pressure is established, secure the Anti-flood Isolation Valve in the OPEN position.

Note 3: Exception: Indicates nipple required when installing Model E Accelerator Trim on Model F-1 Dry Valve equipped with factory pre-assembled Conventional Trim.

Note 4: When set-up with accelerator, if air pressure is not present, remove pipe plug. With non-sharp rod, push float check down to relieve from seat. Also, water may be present to check off.



ACCELERATOR OPERATION

(Refer to Accelerator Technical Data)

1st: System air pressure is reduced.

2nd: Accelerator operates, exhausting air pressure from inlet piping and priming chamber of Anti-flood Device.

3rd: Anti-flood Device opens, allowing system pressure to enter the intermediate chamber of the Dry Valve.

CAUTION:

When resetting air to accelerator, all air in top chamber of accelerator must be bled to zero so it will seat when adding air. If air is not bled to zero, the float check will seat at too large an air volume flow.

Replaces page 121 b, dated December 14, 2001. (Added float check, ½" ball valve, revised nipple length to accept ½" ball valve in vertical line feed to accelerator.)