Installation and Operating Instructions for:
RIS-STOP-3SF
3" DIESEL Overfill Prevention Valves

Diesel Fuel Applications:

These valves are designed to be compatible with commercial diesel fuel products NOT Petroleum Spirit.

When in closed position they are not "zero" leakage devices, and as such are not suitable alternatives to shut-off valves when used in continuously pressurised systems.

For additional information see our Information Sheet (INS-RIS-STOP-2) a copy is packed with each valve.

For an above ground tank installation you will need the following to install the valve:
- A mild steel weld in socket (stock code 5208) which can be supplied.
- Suitable thread sealant.

Important installation note:
The valve will not operate correctly with a 'standard' socket.
1. At a suitable position on the tank lid cut a 100mm diameter hole.
2. With the socket removed from the valve assembly, locate the shoulder of the weld socket in the 100mm hole.
3. Join to the tank with a full fillet sealing weld.
4. With the locknut in the full 'up' position on the valve body apply thread sealant to the weld socket and body thread. **Do not** spill or smear sealant on the valve working parts.
5. Screw in the complete valve cartridge so that only 1 or 2 thread pitches remain exposed between the lock nut and top of the weld socket.
6. Rotate the valve body to the correct inlet pipework orientation and tighten the lock nut against the weld socket. **Do not damage the protective anodised finish on the valve parts.**
7. Connect the inlet pipework using suitable flange components and tighten the four M10 x 1.5 bolts to 40Nm (30ft lbs) torque **maximum**.

Note: The fluid shut-off level is approximately 165mm below the tank lid top surface.

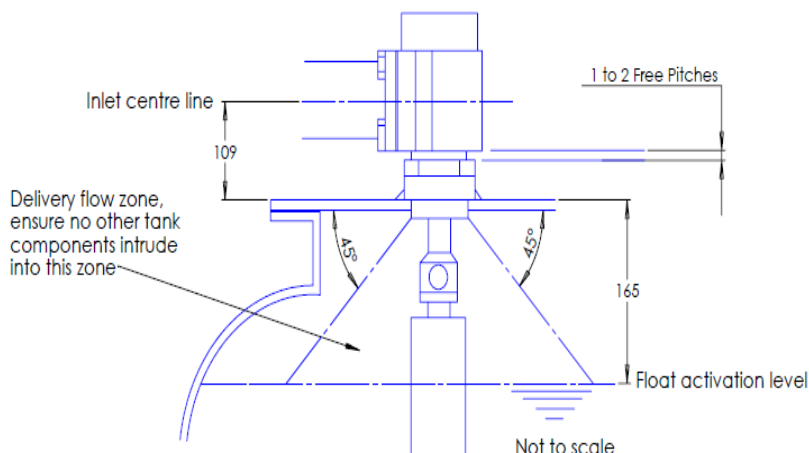## Do not damage the protective anodised finish on the valve parts.

Diagram labels: Inlet centre line · 1 to 2 Free Pitches · 109 · Delivery flow zone, ensure no other tank components intrude into this zone · 45° · 45° · 165 · Float activation level · Not to scale

Diagram above shows the layout and installation dimensions for the RIS-STOP-3SF.
If you require an adjustable float height we refer you to the adjustable float kit, stock code: RIS-STOP-2/3AF-KIT.

* Please note that Aluminium and Stainless steel sockets may also be available as an option.

ALWAYS USE NON-SPARK TOOLS!

RETRO-FITTING TO EXISTING TANKS:

Option A - For existing tank with weld socket
If the existing tank lid has a standard 3″ weld socket opening the socket must be reduced to an overall height of between 25 mm and 30 mm - measured from the socket top face to the underside of the tank lid or socket lower face (which ever is greater).
Clean the thread with a 3″ BSPP tap to obtain a hand fit for the valve cartridge.

DO NOT FORCE THE VALVE INTO A TIGHT THREAD THIS MAY DISTORT THE BODY.

IMPORTANT NOTE.
Please note that the alterations to any tank must be completed in adherence with current Health & Safety Guidelines, Industry Regulations or Safe Working Practices.

Option B - to fit directly into tank lid
If the existing or new tank lid has a material thickness between 10 and 25 mm the lid can be directly drilled and tapped 3″ BSP parallel thread to BS 2779 1986 standard as an alternative to using weld socket 5208.

IMPORTANT NOTE.
Please note that the alterations to any tank must be completed in adherence with current Health & Safety Guidelines, Industry Regulations or Safe Working Practices.

In either case use the diagram overleaf and steps 4 through 7 to install the valve correctly.

Operation
1. During the initial delivery check all inlet pipework and joints are leak free.

2. When delivering fuel partially open the tanker delivery valve and establish product flow before fully opening. Maximum delivery pressure should not exceed 8 bar (115 psi).

3. The RIS-STOP-3SF exhibits the following characteristics during a delivery:
   a) A slight delivery pressure rise until the valve fully opens.
   b) Unrestricted delivery until the float activation level is reached.
   c) Pulsation on the delivery line warns that the maximum fluid level is approaching. The tanker delivery valve should be closed immediately if this occurs. The valve will **remain closed** if this fluid level is exceeded.

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Contact Details:

Risbridger
Quality Engineering Solutions

Risbridger Ltd 25 Trowers Way, Holmethorpe Industrial Estate, Redhill, Surrey
RH1 2LH.

Tel: 08456 44 23 23.
(8am – 5pm Mon-Fri)
Fax: 08456 44 24 53
Email: info@risbridger.com
Website: www.risbridger.com

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UK and Eire Distributor:

pfs fueltec

Purfleet Forecourt Services Ltd.,
Unit 2-3 Wheaton Court,
Eastern Industrial Estate,
Wheaton Road,
Witham,
Essex.
CM8 3UJ.

Tel: 01376 535260.
Email: trevor.mason@purcom.com
Website: www.pfsfueltec.com

</td><td>

France, Belgium, Netherlands, Luxembourg and North Africa Distributor:

CGH Belgium

CGH Belgium NV,
Rijksweg 10C,
B-2280 Bornem,
Belgium

Tel: +32 (0)3 459 80 76
Email: info@cghbelgium.com
Website: www.cghbelgium.com

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