

Fisher Controls

Instruction Manual

Type 92B Pilot-Operated Steam Pressure Regulators



January 1975

Form 1329

WARNING

Regulators should be installed, operated and maintained in accordance with federal, state and local codes, rules and regulations, and Fisher instructions.

If the regulator vents steam or a leak develops in the system, it indicates that service is required. Failure to take the regulator out of service immediately may create a hazardous condition.

Call a serviceman in case of trouble. Only a qualified person must install or service the regulator.



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Figure 1. Typical Type 92B Steam Regulator

Type Description

The Type 92B is a pilot-operated regulator for steam service. Body availability and inlet pressure limitations are shown in table 1 below.

Table 1. Type 92B Specifications

Body Material	Body Sizes, In.	End Connections	Maximum Inlet Pressure
Cast Iron	1/2, 3/4, 1, 1-1/4, 1-1/2, 2	Screwed	250 psi at 406°F
	1-1/2, 2, 2-1/2, 3, 4, 6	125 lb. Flgd.	125 psi at 353°F
		250 lb. Flgd.	250 psi at 406°F

Two pilot assemblies are available for reduced pressures of 2 to 150 psi as shown in table 2 below.

Table 2. Type 92B Reduced Pressure Ranges

Pilot Style	Pilot Spring Part Number	Spring Color Code	Reduced Pressure Range
Low Pressure	1E3956 27022	Yellow	2 to 6 psi
	1D7455 27142	Green	5 to 15 psi
	1E3957 27192	Red	13 to 25 psi
High Pressure	1E3956 27022	Yellow	15 to 30 psi
	1D7455 27142	Green	25 to 75 psi
	1E3957 27192	Red	70 to 150 psi

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Principle Of Operation

Refer to the schematic illustration in figure 2. Compression of the pilot spring A pushes diaphragm B down and holds the pilot valve plug C open. Outlet pressure is changed by varying the amount of pilot spring compression.

When steam enters the inlet of the valve, it also enters pilot supply line F and flows through the open pilot valve to the top of main diaphragm H. The force created by this steam pressure on the diaphragm overcomes the force of the main valve spring E opening the valve plug D and allowing steam to flow downstream. Downstream pressure registers under the main diaphragm through the control line J and tends to balance the diaphragm. Steam from the downstream system also registers under the pilot diaphragm through line L. Pressure forces the diaphragm B

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7.7 Install a pressure gauge in the control line or near the outlet of the regulator to aid in setting the outlet pressure.

CAUTION

The maximum inlet and outlet pressures for which this regulator has been manufactured should not be exceeded. These pressures are stamped on the nameplate attached to the pilot.

Operating Procedure

To Put Into Operation

To put the regulator into operation after installation or after disassembly for inspection or repairs, proceed as follows, referring to figures 3, 5, & 6 as necessary.

1. Relieve all spring compression on the pilot spring by loosening hex nut (key 16) and turning set screw (key 15) counterclockwise (out of the spring case).
2. Open the upstream block valve.
3. Open the downstream block valve slowly.
4. Close the bypass valve.
5. Slowly turn the set screw of the pilot clockwise into the spring case until the downstream pressure reaches the required setting. Tighten hex nut on the set screw.

To put the regulator into operation after a normal shut-down of the system, it is not necessary to follow the above procedure. Simply open the block valves slowly and allow the regulator to take over control of the downstream pressure at the setting of the pilot valve spring.

Adjustment

To adjust the downstream reduced pressure setting, turn the set screw clockwise into the spring case to increase the downstream pressure setting. Turn it counterclockwise out of the spring case to decrease the setting. Loosen hex nut on screw before adjustment and tighten it once adjustment is made.

Troubleshooting

Operating difficulties may be experienced with this regulator as a result of improper installation, improper regulator sizing, damage, or an accumulation of dirt, boiler compound and other foreign materials on internal parts. When trouble occurs, check the following:

1. Buildup of Downstream Pressure
 - 1.1 Check for plugged bleed fitting (key 61, figure 4).

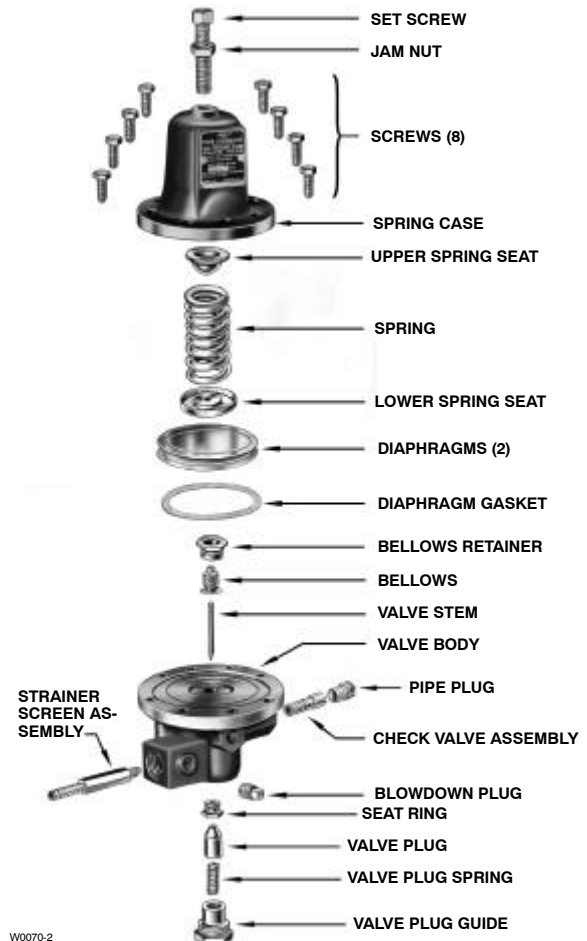


Figure 3. Exploded View of Type 92B High Pressure Pilot Valve

1.2 Check for a clogged pilot inlet strainer and internal parts of pilot for accumulation of dirt, boiler compound, or other materials.

2. Failure to Maintain Downstream Pressure

- 2.1 Check for ruptured diaphragm (key 60, figure 4).
- 2.2 Check to see that the valve is not undersized.

3. Cycling or Hunting

3.1 Check to see that the valve is not oversized. A cycling Type 92B might possibly control the downstream pressure within acceptable limits but the life of the diaphragms, guide bushings, seat ring, and valve plug would be greatly reduced.

3.1.1 If cycling occurs, as a result of over-sizing or other causes, it can frequently be minimized by reducing the gain of the Type 92B. This can be accomplished by installing a suitable reducing regulator such as a Type 95H in the Type 92B pilot supply line (F of figure 2). Adjust the pilot supply line regulator to reduce pilot supply pressure to about 30 psig above the outlet pressure setting of the 92B regulator.

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This arrangement can minimize cycling and still provide adequate pilot supply pressure to ensure full opening of the main valve plug, if required.

Note

The 30 psig figure is suggested for units which include the standard 17-4 PH SST main spring. This spring requires approximately 20 psig diaphragm differential pressure to fully stroke the main valve. If the lighter rate Inconel spring is used, only about 10 psig diaphragm differential pressure is required to fully stroke the unit. Therefore, the pilot supply pressure can be reduced to about 20 psig above the outlet pressure setting of the regulator without loss of control capability.

Maintenance



CAUTION

Before disassembly or removing the regulator from the line, isolate it from the pressure system and release all the pressure from the regulator.

Due to normal wear, parts must be periodically inspected and replaced if necessary. The frequency of inspection depends on the severity of the service conditions.

Main Valve Disassembly

Key numbers listed are shown on the body assembly drawing, figure 4.

1. Remove all tubing.
2. Mark the outside edge of the body and diaphragm case flanges with assembly marks to ensure proper assembly. Remove bolts from diaphragm case and lift off the case. On sizes 1-1/2 - 6 , first remove the loading tubing compression coupling fitting from the pipe nipple.
3. Take out the diaphragm assembly which consists of two metal diaphragms (key 60), bleed fitting (key 61), and diaphragm plate (key 59). Separate these parts by unscrewing the bleed fitting from the diaphragm plate.
4. Remove cap screws from bottom flange (key 52). Take off bottom flange. The valve plug (key 56) and spring (key 57) will drop out.
5. Unscrew the seat ring (key 58), if necessary. A seat ring puller can be obtained from Fisher Controls, if desired.
6. Remove guide bushings (key 53) from body and bottom flange, if necessary.

Pilot Disassembly

Key numbers listed are shown on the appropriate pilot assembly drawing, figure 5 or 6.

1. Remove pilot from main valve by unscrewing it from the mounting nipple or unscrewing the nipple from main valve.
2. Relieve the spring compression by turning the set screw (key 15) counterclockwise after loosening hex nut (key 16).
3. Remove the casing cap screws. Take off the spring case, and remove upper spring seat, spring, lower spring seat, two diaphragms and the diaphragm gasket. Note that in a low pressure pilot (figure 5), the lower spring seat and the diaphragm plate are both parts of the diaphragm plate assembly (key 24) and are pinned together.
4. Unscrew the bellows retainer (key 8) from the pilot body. Take out the bellows and the valve stem (keys 9 & 7).
5. Unscrew the valve plug guide (key 2). The valve plug (key 4) and the valve plug spring (key 3) will come out with the guide.

6. Unscrew the seat ring (key 5), if necessary.

7. Remove the check-valve assembly (key 75) with a screwdriver after having removed the pipe plug (key 74). Be sure check-valve is not clogged. Replace the entire check-valve assembly, if necessary. The check valve assembly should not be disassembled in the field, because its setting is made at the factory and will be lost by disassembling.

8. Remove the strainer screen assembly (key 6), if necessary.

Main Valve Reassembly

Inspect all internal parts for excessive wear or damage. Use new parts whenever necessary. Reassemble the main valve as follows:

1. Install new guide bushings (key 53) in the body (key 51) and bottom flange (key 52) if old ones were removed.
2. Screw in the seat ring (key 58).
3. Install valve plug (key 56) and its spring (key 57).
4. Use new bottom flange gasket and replace the bottom flange and cap screws (key 55).
5. Make up the diaphragm assembly by screwing the bleed fitting (key 61) into the diaphragm plate (key 59), clamping the diaphragm (key 60) in place.
6. Put the diaphragm assembly in place on the body and replace the diaphragm case (key 62). Make sure assembly marks line up. Replace cap screws and nuts (keys 63 and 64). Install the loading tubing compression coupling fitting on the pipe nipple (sizes 1-1/2 - 6).
7. Reconnect all tubing after the pilot is mounted.

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Pilot Reassembly

Inspect all internal parts for excessive wear or damage. Use new parts wherever necessary.

Reassemble the pilot as follows.

1. Screw in seat ring (key 5).
2. Place valve plug spring (key 57) and valve plug (key 56) in the valve plug guide (key 2). Screw guide into body (key 1).
3. Place valve stem (key 7) in the body, smaller diameter first.
4. Place bellows (key 9) in body and secure in place by screwing in the bellows retainer (key 8).
5. Use new diaphragm gasket (key 18) and put two diaphragms (key 10) in place on the body with raised, pre-formed centers toward spring case.
6. Stack the lower spring seat (key 11), spring (key 12), and upper spring seat (key 13) on the diaphragm and install the spring case. Note that on the low pressure pilot, the lower spring seat and diaphragm plate are part of a subassembly.
7. Install strainer screen assembly (key 6).
8. Mount pilot on main valve and install all tubing. Refer to table 3 and figures 7 through 10 for additional information.

To Clean Pilot Strainer Assembly

The pilot is provided with a blowdown connection (pipe plug, key 21, figures 5 and 6) which is used to clear the inlet strainer. To clean, isolate the regulator, relieve all pressure, and remove this pipe plug. Then crack open the upstream block valve to allow steam to flush the strainer of all foreign materials. Close block valve, replace the pipe plug and resume normal operation. Where frequent blowdown is anticipated, it may be desirable to install a blowdown valve in place of the pipe plug.

To Clean Bleed Fitting

If the 5/64 dia. hole in the bleed fitting (key 11, figure 3) becomes plugged, it can be cleared by running a wire through it. To gain access to this hole, first isolate the valve and relieve all pressure. Then remove either the tubing and fitting (sizes 1/2 - 1-1/4) or the pipe plug (sizes 1-1/2 - 6) from the top of the diaphragm case. Clear the hole, replace the case fitting and resume normal operation.

Serial Number

Each Type 92B reducing valve is assigned a serial number. It can be found stamped on the nameplate attached to the spring case of the pilot. Refer to the serial number and the complete part number when ordering spare parts or requesting technical advice from your representative.

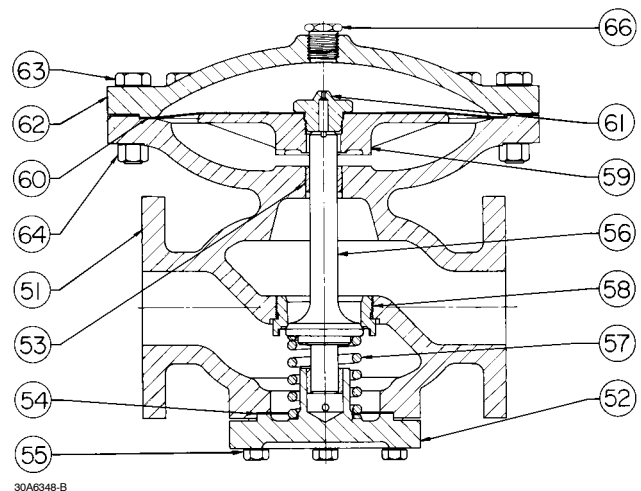


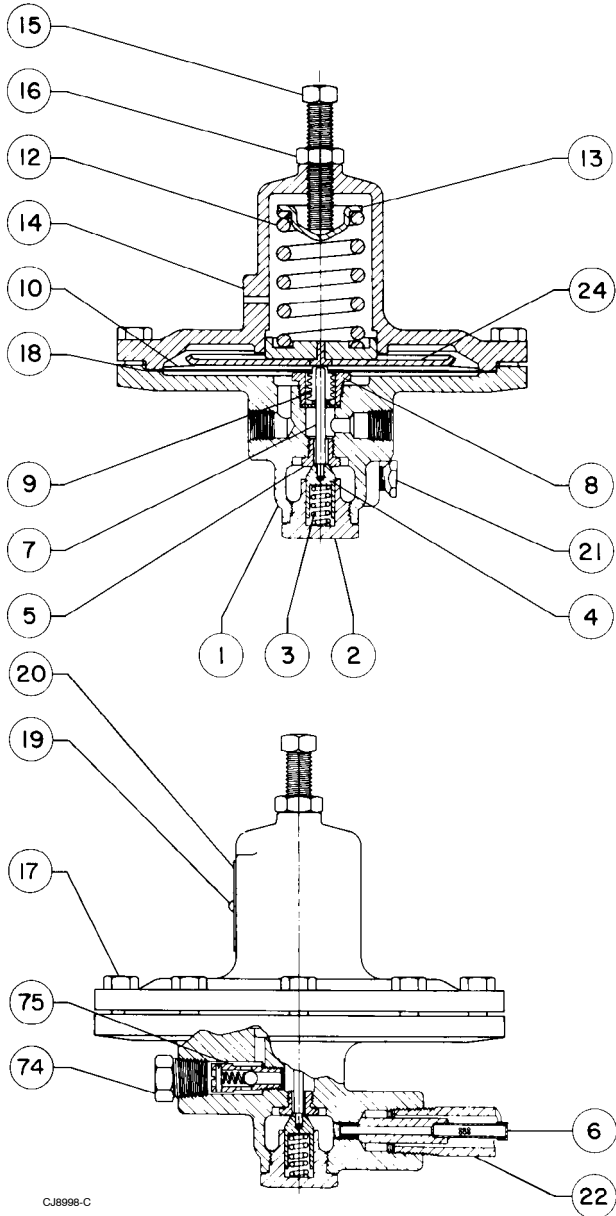
Figure 4. Main Valve Assembly

Table 3. Standard Type 92B Tubing and Fittings

Valve Size, Inches	End Connections	Loading Tubing Part Number		Control Tubing Part Number		Fittings Required		
		High Pressure Pilot	Low Pressure Pilot	High Pressure Pilot	Low Pressure Pilot	Elbow 1A3971 18992	Male Connector 1A6368 14012	Female Connector 1A4178 14012
1/2 & 3/4	Screwed	1H5017 17012	1K7043 17012	1H5016 17012	1K7042 17012	1	3	
1 & 1-1/4	Screwed	1H5019 17012	1K7045 17012	1H8222 17012	1K7044 17012	1	1	
1-1/2	Screwed Flanged	1H5021 17012	1L8561 17012	1H5020 17012	1L8560 17012	1	2	1
2	Screwed Flanged	1H5023 17012	1K7339 17012	1H5022 17012	1P6840 17012 ⁽¹⁾	1	2	1
2-1/2	Flanged	1H5025 17012	2K3614 17012	1H5024 17012	1H5026 17012	1	2	1
3	Flanged	1H5027 17012	1K7338 17012	1H5026 17012	1P6840 17012 ⁽¹⁾	1	2	1
4	Flanged	1H5029 17012	1L2713 17012	1H5028 17012	1L2714 17012	1	2	1
6	Flanged	1H5031 17012	1P6840 17012 ⁽¹⁾	1H5030 17012	1P6840 17012 ⁽¹⁾	1	2	1

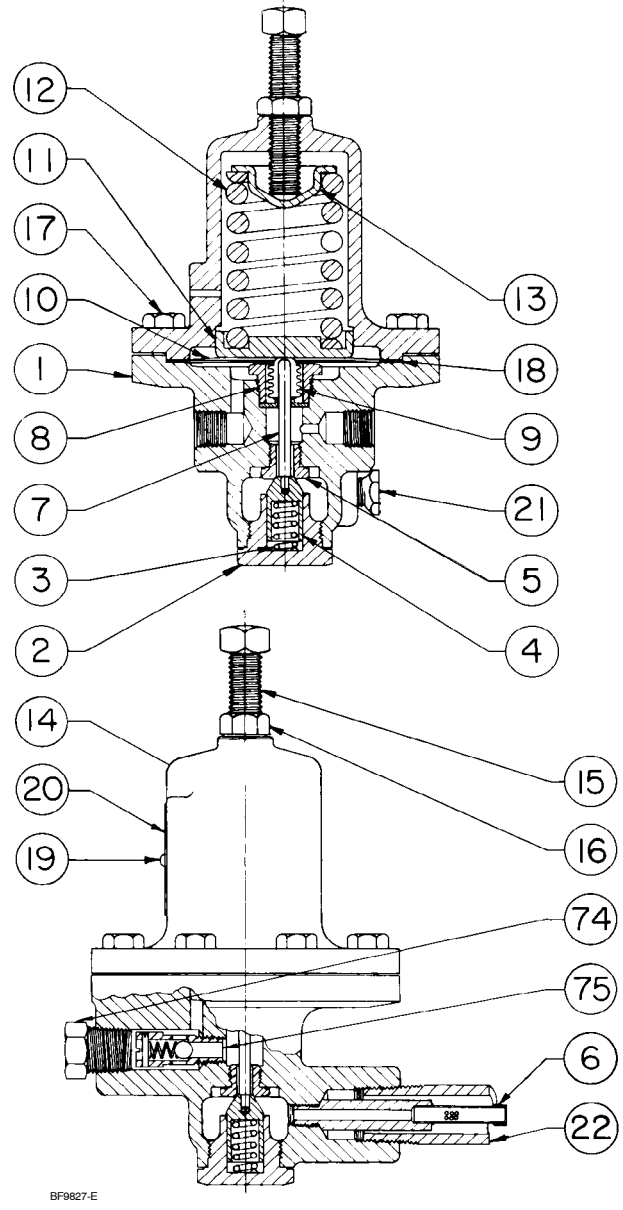
1. Pre-formed tubing not available. Order by number shown and length required. Cut and/or bend to fit on jobsite.

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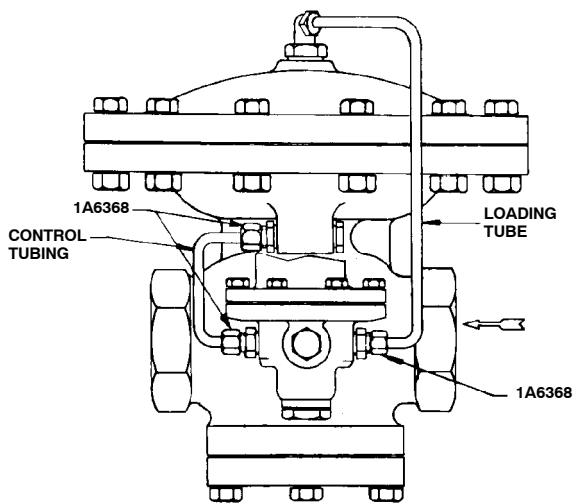
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Figure 5. Low Pressure Pilot Assembly



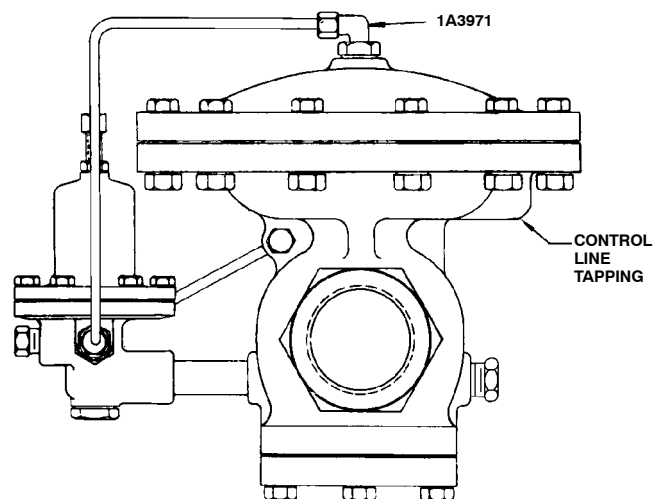
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Figure 6. High Pressure Pilot Assembly

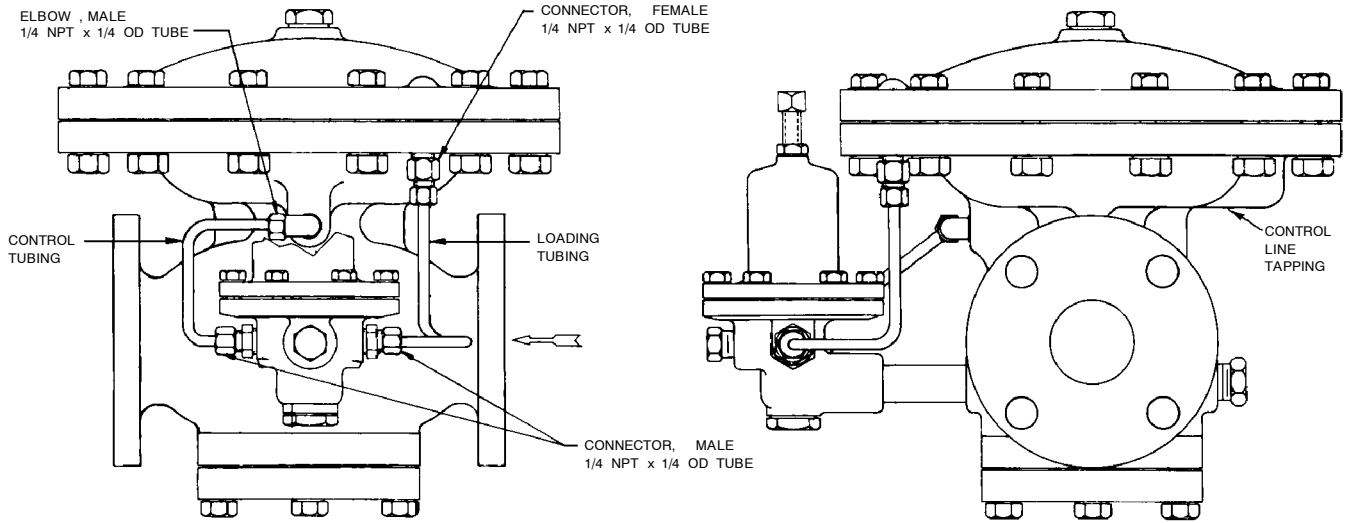


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Figure 7. Standard Tubing Arrangement for 1/2 through 1-1/4 Type 92B Regulators

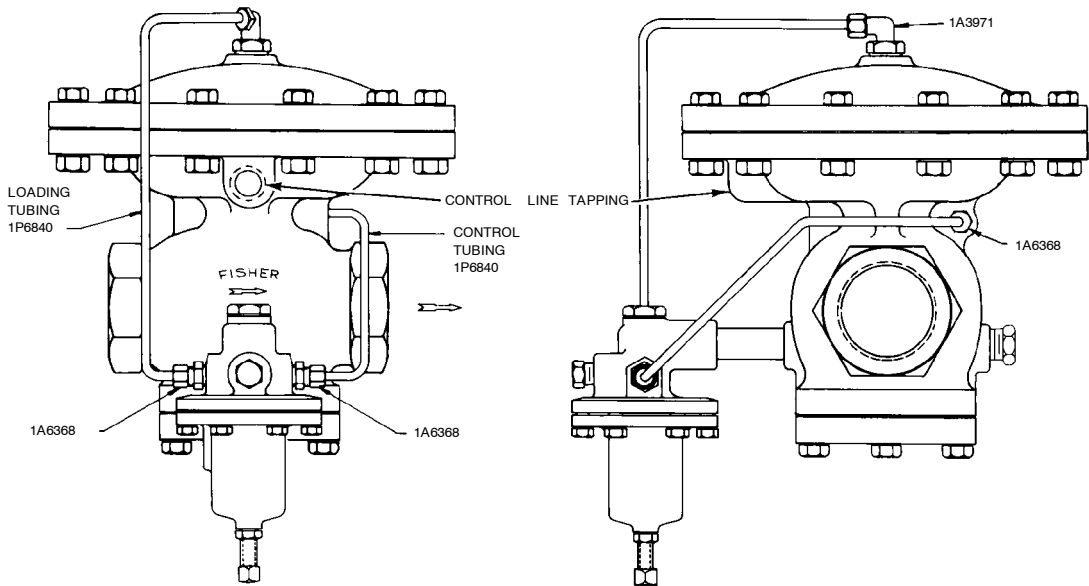


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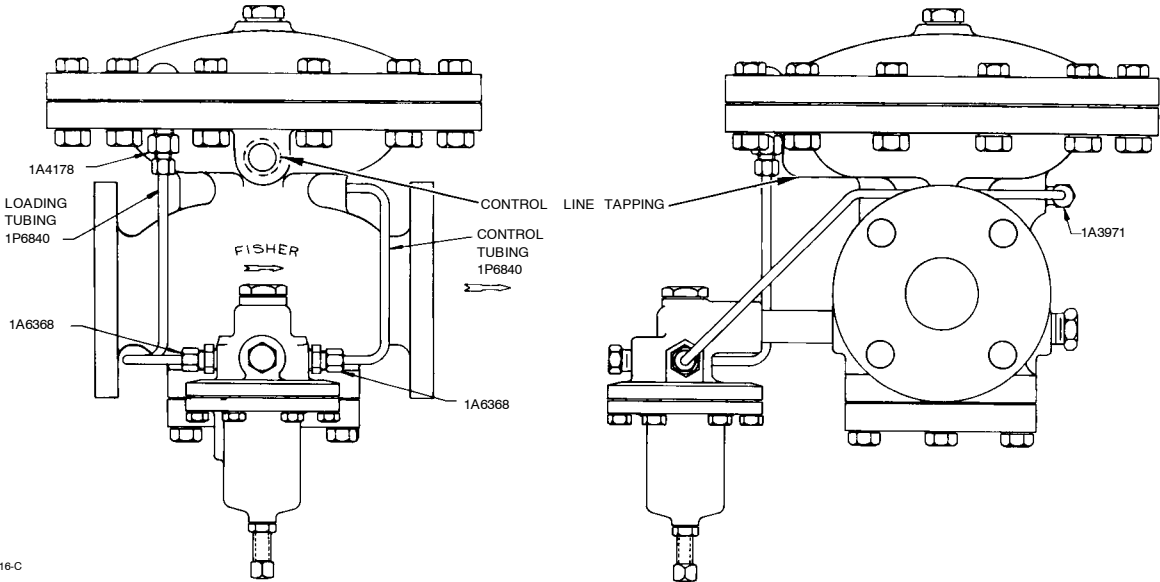
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Figure 8. Standard Tubing Arrangement For 1-1/2" Through 6" Type 92B Regulators



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Figure 9. Optional Tubing Arrangement For Control Line Side Mounting Of Pilot On 1/2" Through 1-1/4" Type 92B Regulators



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Figure 10. Optional Tubing Arrangement For Control Line Side Mounting Of Pilot On 1-1/2" Through 6" Type 92B Regulators

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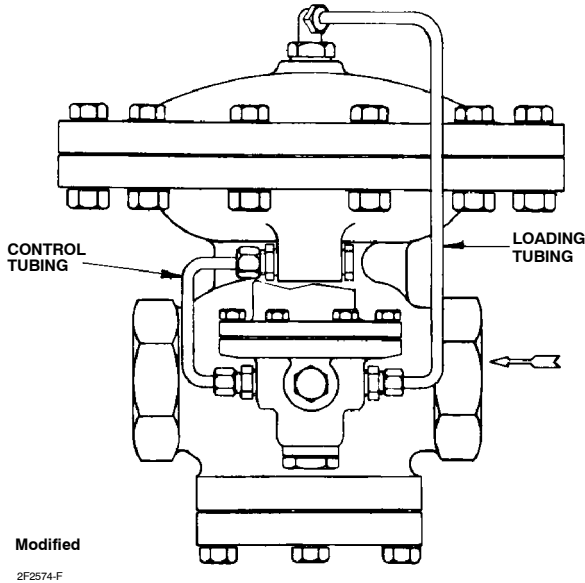


Figure 11. Mounting Method For
1/2 Through 1-1/4 Sizes

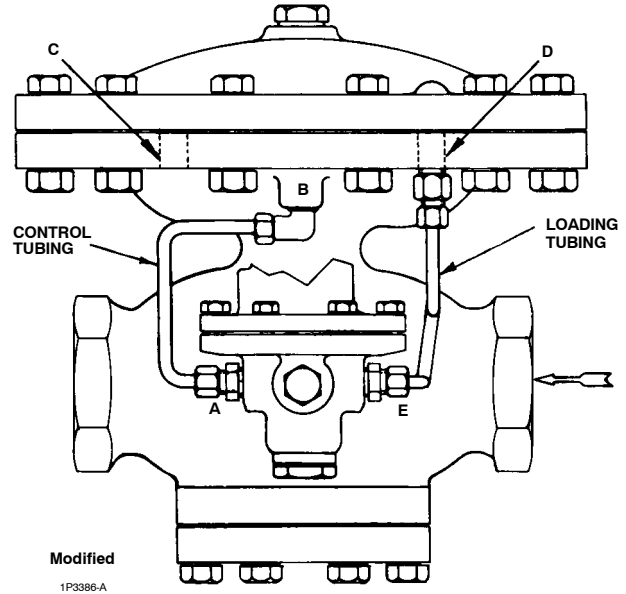


Figure 12. Mounting Method For
1-1/2 Through 6 Sizes

Instructions For Installing Type 92B Pilot on Type 92A Main Valve

The Fisher Type 92A is a former model of this family of steam regulators. The pilot used with the current Type 92B regulator can be installed on an existing Type 92A main valve. Use the following procedures.

1/2 Through 1-1/4 Bodies

Reference to figure 11 will aid in the pilot changeover.

1. Remove the old pilot. Nipple mount the new pilot.
2. Connect loading tubing and control tubing. Tubing (1/4") and fittings should be supplied by the customer. Bend tubing at the job site to fit.

1-1/2 Through 6 Bodies

Reference to figure 12 will aid in the pilot changeover.

1. Remove the old pilot. Nipple mount the new pilot.
2. Move pipe nipple and fitting from location C to location D.
3. Remove diaphragm case bolts and rotate the case two bolt holes in a counterclockwise direction so that the passage in the case lines up with the hole D.
4. Connect loading tubing from E to D. Connect control tubing from A to B. Customer supplies own 1/4" tubing and fittings. Bend tubing at the job site to fit.

Parts List

Main Valve (Figures 4 & 7-10)

Key	Description	Part Number	Key	Description	Part Number
51	Valve Body, cast iron NPT		54*	Gasket, asbestos	
	1/2	3F3118 19012		1/2 & 3/4	0U0173 04022
	3/4	3F3084 19012		1 & 1-1/4	0U0200 04022
	1	3H5846 19022		1-1/2	0U0247 04022
	1-1/4	3H5845 19022		2	0T0681 04022
	1-1/2	3H2748 19012		2-1/2	0U0317 04022
	2	3F2497 19022		3	0U0365 04022
	Class 125 FF flanged			4	0U0788 04022
	1-1/2	3H2750 19022		6	0U0733 04022
	2	3F2498 19022	55	Cap Screw, steel, pl	
	2-1/2	3F3119 19022		1/2 & 3/4 (4 req d)	1A3531 24052
	3	3H3064 19022		1 & 1-1/4 (6 req d)	1A3369 24052
	4	3H3146 19022		1-1/2 (6 req d)	1A3375 24052
	6	3F3381 19022		2 (6 req d)	1A4185 24052
	Class 250 RF flanged			2-1/2 (8 req d)	1A4186 24052
	1-1/2	3H2751 19022		3 (8 req d)	1A3444 24052
	2	3F2499 19022		4 (8 req d)	1A4302 24052
				6 (8 req d)	1A4402 24052
			56	Valve Plug, SST	
				1/2 & 3/4	2P4307 46172
				1 & 1-1/4	2P9796 46172
				1-1/2	2P9797 46172
51	Valve Body, cast iron (continued)				
	2-1/2	3F3120 19022			
	3	3H3065 19022			
	4	3H3147 19022			
	6	3F3382 19022			
52	Bottom Flange Assembly				
	Cast iron				
	1/2 & 3/4	1J3023 000A2			
	1 & 1-1/4	1J3024 000A2			
	1-1/2	1J3026 000A2			
	2	1J4339 000A2			
	2-1/2	0U0323 000A2			
	3	0U0357 000A2			
	4	0T0786 000A2			
	6	0U0726 000A2			
53	Guide Bushing, 17-4 PH SST				
	1/2 & 3/4	1A3838 35012			
	1 & 1-1/4	1A4091 35012			
	1-1/2	1A4161 35012			
	2	1A4192 35012			
	2-1/2	1A4237 35012			
	3	1A4271 35012			
	4	1A4309 35012			
	6	1A4401 35012			

*Recommended spare part

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Key	Description	Part Number	Key	Description	Part Number	Key	Description	Part Number
56	Valve Plug, SST (continued)		62	Diaphragm Case, cast iron		5*	Seat Ring, 416 SST	1H5644 46172
	2	2P9798 46172		1/2 & 3/4	1L5471 19172	6	Strainer Assembly, Brass/monel	1F9676 000A2
	2-1/2	2P9799 46192		1 & 1-1/4	2L5472 19012	7	Valve Plug Stem, 416 SST	1F9678 35132
	3	2P9800 46192		1-1/2	2L5863 19012	8	Bellows Retainer, brass	1F9712 14012
	4	3P9801 46192		2	2L5866 19022	9	Bellows, brass	1F9713 18992
	6	2P9802 46192		2-1/2	2L5869 19022	10*	Diaphragm, 302 SST (2 req d)	
57	Spring			3	2L5872 19022		Low pressure	1E3969 36012
	17-4PH (standard for 20 psi pres- sure drop or greater)			4	2F3360 19022		High pressure	1E3958 36012
	1/2 & 3/4	1R1512 37052	63	Cap Screw, steel, pl (12 req d)		11	Lower Spring Seat, aluminum (High pressure only)	1J9140 08012
	1 & 1-1/4	1R1513 37052		1/2 & 3/4	1A4027 24052	12	Spring, steel, Cd pl	
	1-1/2	1R1514 37052		1 & 1-1/4	1A4130 24052		Low pressure pilot	
	2	1R1515 37052		1-1/2 & 2	1A4175 24052		2 to 6 psig	1E3956 27022
	2-1/2	1R1516 37052		(16 req d)			5 to 15 psig	1D7455 27142
	3	1R1517 37052		2-1/2	1A4187 24052		13 to 25 psig	1E3957 27192
	4	1R1518 37052		3 & 4	1A4278 24052		High pressure pilot	
	6	1R1519 37052		(24 req d)			15 to 30 psig	1E3956 27022
	Inconel (for 10-20 psi minimum pres- sure drop)		64	Hex Nut, steel, Cd pl (12 req d)			25 to 75 psig	1E7455 27142
	1/2 & 3/4	0U0163 42012		1/2 & 3/4	1A4406 24052		70 to 150 psig	1E3957 27192
	1 & 1-1/4	0U0202 42012		1 & 1-1/4	1A4132 24122	13	Upper Spring Seat	
	1-1/2	0U0237 42012		1-1/2 & 2	1A4176 24122		Steel, Cd pl	1D6671 25072
	2	0T0860 42012		(16 req d)		14	Spring Case, cast iron	
	2-1/2	0U0326 42012		2-1/2, 3 & 4	1A4201 24122		Low pressure	3J4963 19012
	3	0U0359 42012		(24 req d)			High pressure	2J4962 19012
	4	0T0858 42012		6	1A3754 24122	15	Set Screw, steel, Cd pl	1D9954 48702
	6	0U0735 42012				16	Hex Nut, steel, Cd pl	1A3537 24122
58*	Seat Ring, SST		65	Loading Tubing				
	1/2 & 3/4	2P4306 46172		Copper	See following table	17	Cap Screw, steel, pl	
	1 & 1-1/4	2P9803 46172					Low pressure (10 req d)	1A3816 24052
	1-1/2	2P9804 46172					High pressure (8req d)	1A3816 24052
	2	2P8967 46192	66	Pipe Bushing, steel, pl (none req d for 1-1/2 through 6)	1C3790 26232	18*	Diaphragm Gasket, asbestos	
	2-1/2	2P2191 46192					Low pressure	1E3970 04022
	3	2P8980 46192					High pressure	1E3961 04022
	4	3P9805 46192	67	Pipe Plug, steel (none req d for 1 , 1-1/4 , 4 , or 6)		19	Drive Screw, SST (2 req d)	1A3682 28982
	6	2P9806 46192		1/2 & 3/4	1A7675 24662	20	Nameplate, aluminum	
				1-1/2 through 3	1A3692 24092		Low pressure	10A837 1X012
59	Diaphragm Plate, cast iron		69	Pipe Plug, steel	1A3692 24092		High pressure	10A837 2X012
	1/2 & 3/4	1F3090 19012	70	Control Tubing				
	1 & 1-1/4	1F2515 19012		Copper	See following table	21	Pipe Plug, steel, Cd pl	1A7675 24662
	1-1/2	1F3010 19012	71	Male Connector, brass		22	Pipe Nipple, steel	
	2	1F2504 19012		1/2 & 3/4 (3 req d)	1A6368 14012		Low pressure	1B8252 26012
	2-1/2	1F3126 19012		1 & 1-1/4 (1 req d)	1A6368 14012		High pressure	1A4735 26012
	3	1F3248 19012		1-1/2 to 6 (2 req d)	1A6368 14012	24	Diaphragm Plate Assembly (Low pres- sure only)	1J9000 000A2
	4	1F3356 19012				74	Pipe Plug, steel	0Z0201 28992
	6	1F3389 19012				75	Check-Valve Assembly	12A040 5X012
60*	Diaphragm, 302 SST (2 req d)		72	Elbow, brass	1A3971 18992			
	1/2 & 3/4	1F3091 36012	73	Female Connector, brass (1-1/2 through 6 only)	1A4178 14012			
	1 & 1-1/4	1F2514 36012						
	1-1/2	1F3012 36012						
	2	1F2503 36012						
	2-1/2	1F3127 36012						
	3	1F3249 36012						
	4	1F3357 36012						
	6	1F3390 36012						
61	Bleed Fitting, 416 SST							
	1/2 & 3/4	1H3731 35132						
	1 & 1-1/4	1F2513 35132						
	1-1/2 & 2	1F2502 35132						
	2-1/2	1F3128 35132						
	3	1F3250 35132						
	4	1F3358 35132						
	6	1F3391 35132						

Pilot (Figures 5 & 6)

1	Pilot Valve Body, cast iron	
	Low pressure	32A040 4X012
	High pressure	22A040 3X012
2	Valve Guide, SST	1E3918 35132
3	Valve Spring, 302 SST	1E3924 37022
4*	Valve Plug, 302 SST	1F9674 46172

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Key 65 Loading Tubing, copper

Valve Size, Inches	High-Pressure Pilot	Low-Pressure Pilot
1/2 & 3/4	1H501717012	1K704317012
1 & 1-1/4	1H501917012	1K704517012
1-1/2	1H502117012	1L856117012
2	1H502317012	1K733917012
2-1/2	1H502517012	2K361417012
3	1H502717012	1K733817012
4	1H502917012	1L271317012
6	1H503117012	1P684017012

Key 70 Control Tubing, copper

Valve Size, Inches	High-Pressure Pilot	Low-Pressure Pilot
1/2 & 3/4	1H501617012	1K704217012
1 & 1-1/4	1H822217012	1K704417012
1-1/2	1H502017012	1L856017012
2	1H502217012	1P684017012
2-1/2	1H502417012	1H502617012
3	1H502617012	050091701W
4	1H502817012	1L271417012
6	1H503017012	1P684017012

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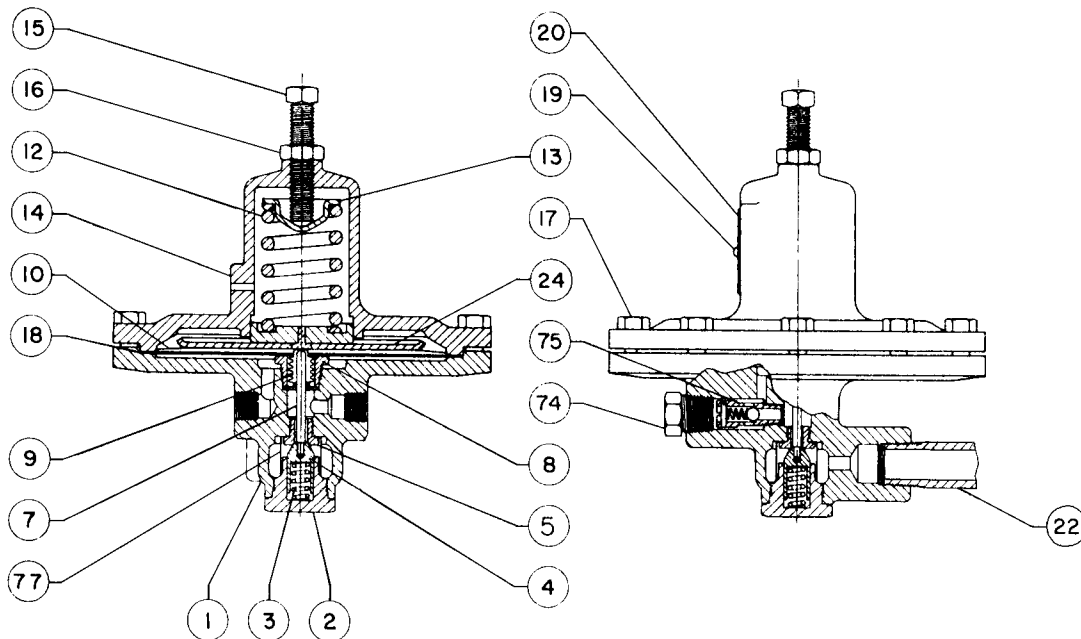
**Errata Sheet
for**

Type 92B PILOT-OPERATED STEAM PRESSURE REGULATORS INSTRUCTION MANUAL
Form 1329, January 1975

- On page 3 in figure 3, the strainer screen assembly is no longer used and is replaced by the screen (key 77) in figure A or B of this errata sheet.
- On page 3, change Troubleshooting step 1.2 to read: Check the screen (key 77, figure A or B) for clogging and the other pilot internal parts for accumulation of dirt, boiler compound, or other materials.
- On page 5 in the To Clean Bleed Fitting procedure, change the bleed fitting reference so that it correctly reads key 61, figure 3.
- On page 6, replace figure 5 with figure A of this errata sheet and replace figure 6 with figure B of this errata sheet.
- On page 9 at the beginning of the pilot parts list, add the following:

Repair Kits (included are keys 4, 5, 7, 8, 9, 10, 18, and 77)	
Low pressure pilot	R92BLP X0012
High pressure pilot	R92BHP X0012
- On page 9 in the pilot parts list, delete keys 6 and 21 and add key 77 with the following description and part number:

Screen, stainless steel	16A1512 X012
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- On page 9, key 12, in the pilot parts list, change the 25 to 75 psig high pressure pilot spring part number so that it correctly reads 1D7455 27142.



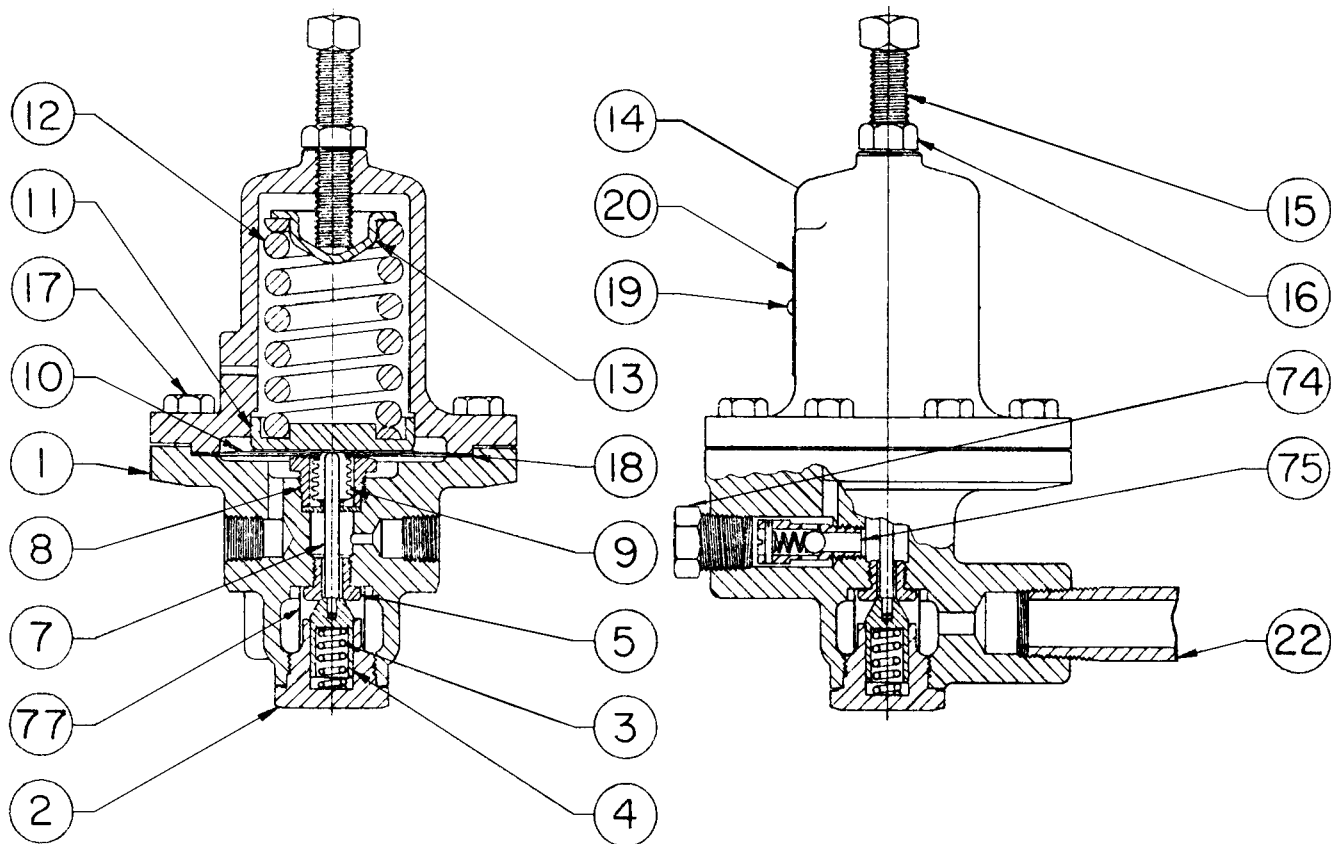
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Figure A. Low Pressure Pilot Assembly

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Type 92B



BF9827-G

Figure B. High Pressure Pilot Assembly