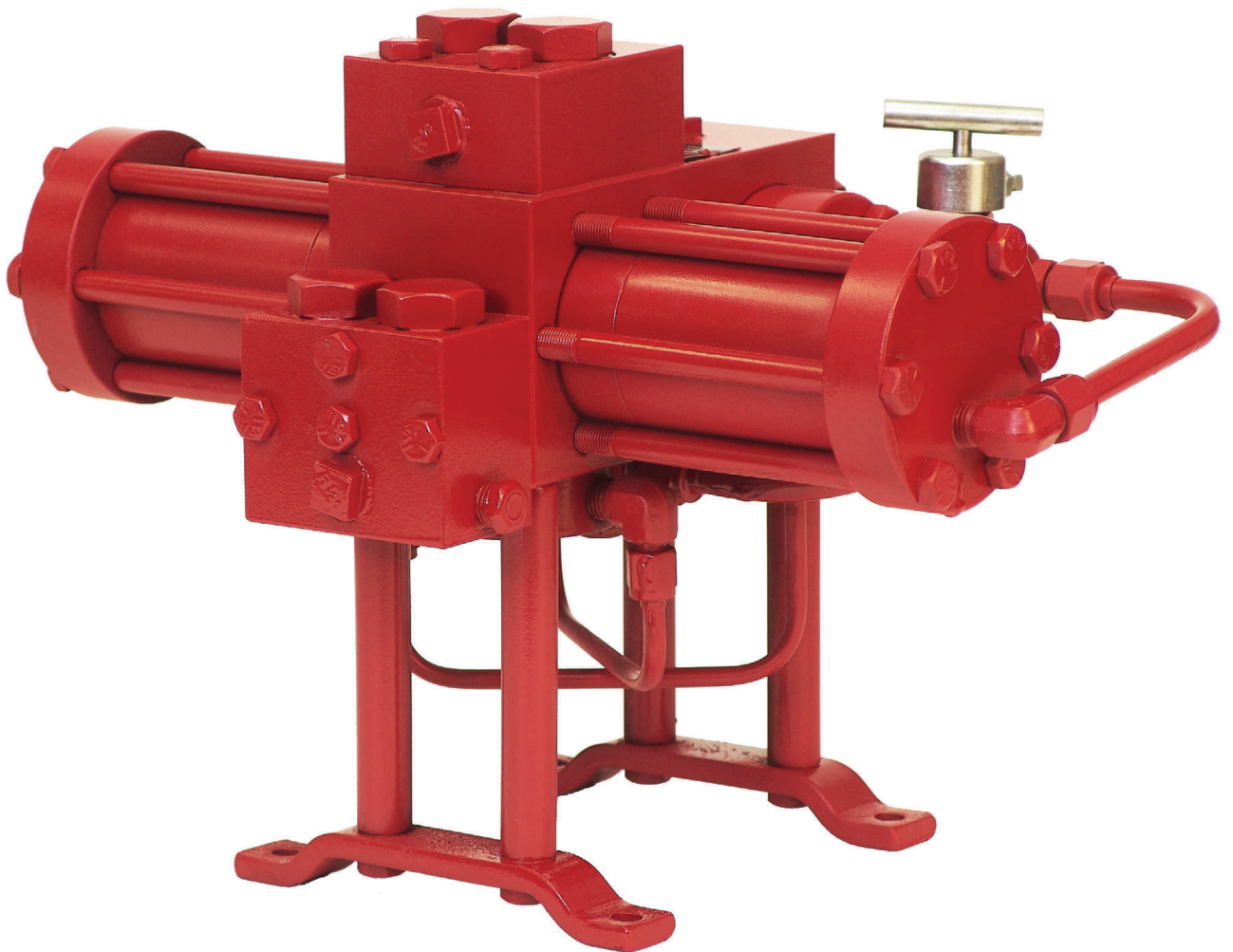


KIMRAY
INC.®

INSTALLATION
OPERATION &
MAINTENANCE
GUIDE



GLYCOL PUMP

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INTRODUCTION

When a person needs to repair a Kimray glycol pump and has never done so before, it can appear to be the proverbial “can of worms” when it is disassembled and the many parts and O-Rings are exposed. Even with a parts drawing, it can be intimidating.

Nothing is as good as experience and hopefully, this repair manual will help simplify the process. Years of valuable experience was used to put together this manual that details the disassembly, the examination of parts, and the assembly of the Kimray Glycol Pump.

If these steps are followed, the pump should be “as good as new” and ready for service. Also after going through this manual, it will be easy to see why only replacing the O-Rings will probably not give any acceptable length of service.

There are typically four areas that can cause pump failure.

I. GLYCOL CONTAMINATION

This can be caused by various things such as compressor oils carrying over into the glycol that may cause O-Ring swelling. Condensate (drip gas) can be another. If glycol contamination is a constant and uncorrectable problem, there are other elastomers available.

II. HEAT

The Kimray Glycol Pump comes standard from the factory with Buna elastomers good for up to 200 degrees F. Heat exchangers are essential in a dehydrator system so that the dry glycol entering the pump is less than 200 degrees to prevent breaking down the elastomer. This also enhances the dehydration process.

However, if there are continuing temperature related failures, there are other materials available for elastomers that will allow the pump to be used in higher temperatures.

III. FILTRATION

A “Y” strainer or other LOW PRESSURE filter is recommended in the “dry” or “lean” suction line coming from the surge (storage) tank to the pump. This will catch any large particles that might cause the pump to malfunction or damage it.

A HIGH PRESSURE filter is recommended in the “wet” or “rich” glycol line coming from the bottom of the absorber to the pump. There are several manufactures and types of these filters.

This filter will catch smaller particles suspended in the glycol such as salt and sand. All filters need to be checked frequently and changed if needed.

IV. IMPROPER REPAIR

Even with filtration, parts within the pump will wear over time. Metal parts need to be examined very closely every time a repair is done. Worn metal parts can cause lost tolerances and therefore cause lost seals. Replacing O-Rings ONLY, usually will not give long service. Piston rod, pilot piston, cylinder, and piston surfaces are critical. Anywhere there is an O-Ring surface should be checked closely.

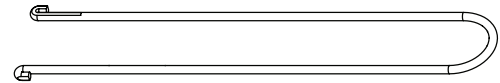
To get the long service you have come to expect from Kimray products, always use **genuine Kimray parts** when doing repairs. Remember, parts made to less than Kimray specifications don't save you money!

KIMRAY TOOLS

INSERT TOOLS FOR SUCTION SEAT	
PART NUMBER	PUMP SIZE
1542	4020, 2020, 1720
1543	9020, 5020
1544	21020, 10020
1545	45020, 20020



SEAT REMOVAL TOOL	
PART NUMBER	PUMP SIZE
615	4020, 2020, 1720
614	9020, 5020, 21020, 10020, 45020, 20020



SEAL RETAINER TOOL	
PART NUMBER	PUMP SIZE
4456	4020, 2020, 1720
4457	9020, 5020
4458	21020, 10020
4459	45020, 20020



DISASSEMBLY

STEP 1 PRESSURE RELIEF

Loosen all plugs in inlet and outlet holes as there might still be some trapped gas in the pump.

Slowly open needle valves for any additional trapped gas (Fig. 1.1)



Figure 1.1

STEP 2 REMOVING SUCTION AND DISCHARGE BLOCKS

Remove Check Valve Caps from the Discharge Block of the Main Piston Body (Fig. 2.1).

Remove Check Valve Caps from Suction Block of the Main Piston Body.

NOTE: See special cases for further information (2).

Remove O-Ring from Check Valve Caps.

Use a pair of needle nose pliers to remove the Check Valves from the Suction and Discharge Block (Fig. 2.2).

Remove upper and lower O-Rings from Check Valves.

NOTE: Check the darts in caps for excessive wear. DO NOT waste time cleaning. (Ref. Fig 6.1 Inspection section).

Use a wrench and the seat pullers to remove the suction seat (Fig. 2.3)

NOTE: Sometimes when condensate is present, the O-Rings swell and the seats are hard to pull.

NOTE: See Special Cases for further information (1).



Figure 2.1



Figure 2.2



Figure 2.3

DISASSEMBLY

Remove O-Ring from Suction Seats.

Remove Discharge Block from the Main Piston Body (Fig. 2.4).

Use insert tool and hammer to remove Discharge Seats (Fig. 2.5).

Remove O-Ring From Discharge Seat.

Remove Suction Block from Main Piston Body (Fig. 2.6).

Remove O-Rings from the back side of the Suction Block



Figure 2.4



Figure 2.5



Figure 2.6

STEP 3 PISTON DISCHARGE PIPING

Flip pump upside down and loosen the fitting from the Pilot Piston Discharge Piping (Fig. 3.1).

Remove the Pilot Piston Discharge Piping fittings (Fig. 3.2).



Figure 3.1



Figure 3.2

STEP 4 LEGS

Remove legs. Leave bolt assembly in the legs and set aside (Fig. 4).



Figure 4.1

DISASSEMBLY

STEP 5 MAIN PISTON VALVE HOUSING

Remove the Main Piston Valve Housing by loosening the bolts (Fig. 5.1).

Remove the O-Ring from the Main Piston Valve Housing.

Use the needle nose pliers to remove the "D" Slide (Fig. 5.2).



Figure 5.1



Figure 5.2

STEP 6 CONTROL VALVE ASSEMBLY TUBING

Use two wrenches to loosen both ends of the tubing. Hold the fitting elbow with one wrench and use the other one to loosen the fitting cap (Fig. 6.1). This will prevent the fitting from breaking (repeat on both ends of tubing).

*NOTE: *See Special Cases for further information (3).*

Replace legs and flip valve right side up.



Figure 6.1

STEP 7 PILOT PISTON VALVE HOUSING

Loosen the bolts on the Pilot Piston Valve Housing (Fig. 7.1).

Remove Control Tubing.

Remove the O-Ring from the Pilot Piston Valve Housing.



Figure 7.1

DISASSEMBLY

STEP 8 CYLINDERS

NOTE: This procedure should be done in both sides of the pump.

Before loosening the bolts, turn the tubing elbow to protect the threads (Fig. 8.1).

Hold your hand over the block head to prevent oil splatter.

Loosen the bolts on the Cylinder Head.

Hold the Gland against the pump body and slide out the Cylinder Head and remove the O-Ring (Fig. 8.2).

Remove the cylinder (Fig. 8.3).

Use a wrench to hold the Piston Rod in place and loosen the lock nut from the other side of the piston (Fig. 8.4).

NOTE: If this is stuck, use a shop hammer to loosen.

Slide out the piston and then remove the O-Ring and two backups.



Figure 8.1



Figure 8.2



Figure 8.3

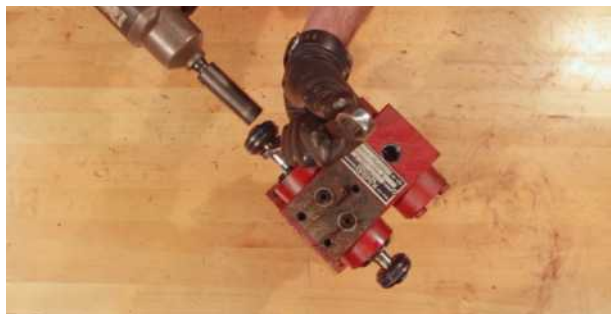


Figure 8.4

DISASSEMBLY

Remove the O-Ring from the Piston Retainer Groove. (Fig. 8.5)

Remove the O-Ring from the Piston Rod Gland (Fig. 8.6).

Remove the two O-Rings located in the communicating hole grooves from the Pilot Piston Gland.

Repeat on both sides.

Remove the O-Ring and the Backup from the Piston Rod Seal Retainer (Fig. 8.7).

Remove the Piston Rod Seal Retainer.

Repeat on both sides

Slide out the Piston Rod (Fig. 8.8).



Figure 8.5



Figure 8.6



Figure 8.7



Figure 8.8

DISASSEMBLY

STEP 9 PILOT PISTON CAPS

NOTE: This procedure should be done on both sides of the pump.

Loosen the bolts and remove the Pilot Piston Caps (Fig. 9.1), then remove the Backups from the Pilot Piston Caps

Remove O-Ring from the Pilot Piston Caps.



Figure 9.1

STEP 10 PILOT PISTON

Tap the pilot piston with a rubber hammer until you slide it out of the pump (Fig. 10.1).

Remove O-Ring and Backup from the Pilot Piston Bearing.

NOTE: If the Piston Bearing is tight use the Kimray Seal Retainer tool to remove it.

Using the Kimray Seal Retainer Tool: Introduce the Seal Retainer Tool into the Pilot Piston Hole and tap it with the hammer. After removing the Pilot Piston Bearing, remove its O-Ring and Backup.



Figure 10.1

STEP 11 PILOT PISTON VALVE HOUSING

Place Pilot Piston Valve Housing in a vice. Remove the needle valve handles and stem lock with an Allen wrench (Fig. 11.1).



Figure 11.1

DISASSEMBLY

STEP 12 CLEANING

Run it through parts washer. (2 minutes) If you can't run it through a parts washer, wipe down with shop towels. (Fig. 12.1).



Figure 12.1

SPECIAL CASES

This section is provided to give assistance when you can not tear down the pump with the normal procedures.

(1) PULLING SUCTION SEATS

Light the torch and adjust it.

Insert the torch in the seat hole lifting it in and out to prevent damage to torch tip.

After seat in block is heated to glowing red or when you hear the O-Ring pop, then turn torch off and submerge suction block in water.

Insert seat pullers and tap upwards with wrench to remove the seat.

NOTE: DO NOT REUSE THE SEATS AFTER HEATING THEM WITH THE TORCH.

(2) DART CAPS

If the Dart Caps will not come apart, place the block on a flat solid surface and strike Dart Caps forcefully several times with a Shop Hammer.

NOTE: A useful surface is the flat anvil side of the vice.

Tighten Block in vice, then use any kind of wrench to remove the Dart Caps from the Block.

NOTE: After hammering the Dart Caps they should come loose. If they don't, repeat procedure.

(3) FITTINGS

Sometimes the fittings will not come loose. If this happens, use a shop hammer on bottom side of fitting as a backup to keep it from bending.

Strike top side of fitting with a ball peen hammer several times as this heats up the nut.

Loosen fitting with a wrench.

INSPECTING PARTS

MOST COMMONLY REPLACED PARTS

- Piston Rod
- Pistons
- Cylinders
- Gland Seal Retainers
- Pilot piston rod
- Check Valve Caps
- Darts

OCCASIONALLY CHANGED PARTS

- Suction Block
- Suction Seat
- Discharge Seat
- Discharge Block
- Glands
- Pilot Piston Retainers

STEP 13 PISTON ROD ASSEMBLY

Check for scoring. Replace if the scoring can be felt with the finger nail (Fig. 13.1).

Repair if the rod has light scoring. They can sometimes be smoothed out with 220 grit or fine emery cloth.

Check for uneven rod wear. Replace if an uneven surface is felt (make sure to inspect the whole rod surface, sometimes the wear is located on a small area) (Fig. 13.2).



Figure 13.1



Figure 13.2

STEP 14 PISTONS

Replace if the surface where the O-Ring seats shows wear (Fig. 14.1).

NOTE: Check the outside surface where the O-Ring and backup are placed. Check surface for an O-Ring groove.



Figure 14.1

INSPECTING PARTS

STEP 15 CYLINDERS

Replace if there are ripples at each end of stroke area (Fig. 15.1), or if there is scoring in the cylinder.

Note: A combination of cylinder wear and a piston wear will decrease O-Ring squeeze.



Figure 15.1

STEP 16 PISTON ROD SEAL RETAINER

These are very critical, since a lot of pump failures occur from allowing wet and dry glycol to mix.

Replace if the surface where the O-Ring seats shows wear (Fig 16.1).

NOTE: Check the inside surface where the O-Ring and backup are placed. A good way to check this area is to take a pencil and run it across the width of the surface and see if there is any groove.



Figure 16.1

STEP 17 PILOT PISTON

Replace if there is a presence of scratches (Fig. 17.1), or if there is a presence of uneven wear.

Repair if the rod has light scratches. They can sometimes be smoothed out with 220 grit or fine emery cloth.



Figure 17.1

INSPECTING PARTS

STEP 18 CHECK VALVE CAPS

Replace if clearance between the cap and Check Valve is too much.

Note: Take a check valve and slide it into a cap. Check for side to side play and make sure the check valve goes in and out freely. A good way to check side to side play is to check for play with new parts to be able to tell the difference (Fig. 18.1)

Repair if there is interference between cap and check valve (to clean Check Valve Cap, insert appropriate size reamer), or if O-Ring gets stuck up in the communicating hole.

NOTE: Make sure communicating hole is clear. That can be done with an air nozzle or a small drill bit. (Fig. 18.2)



Figure 18.1



Figure 18.2

STEP 19 CHECK VALVES

Replace if there is damage on the O-Ring ledge or stem (Fig. 19.1).

NOTE: Inspect Check Valves for wear on stem and ledge that holds the O-Ring. Sometimes when O-Ring comes off the darts start hammering creating damage to the ledge.



Figure 19.1

STEP 20 SUCTION BLOCK

Replace if O-Ring surface of wall has grooves or excessive wear. (Fig. 20.1)

NOTE: When installing seats in to the block make sure there is some resistance.



Figure 20.1

INSPECTING PARTS

STEP 21 DISCHARGE BLOCK

Replace if seats are not flush with block surface

Note: Put seats in block. Take a straight edge and lay it across the seats. They should be close to flush with the block surface (Fig. 21.1). If seats sit low, this may cause a leak between block and body.



Figure 21.1

STEP 22 MAIN PISTON BODY

Replace if Main Piston Body has nicks or washouts around communicating holes (Fig. 22.1)

Repair if there is wear in the body due to seats impact. (Fig 22.2)

NOTE: After continuous hammering of Check Valves on discharge seats, the seats can wear the body surface.



Figure 22.1

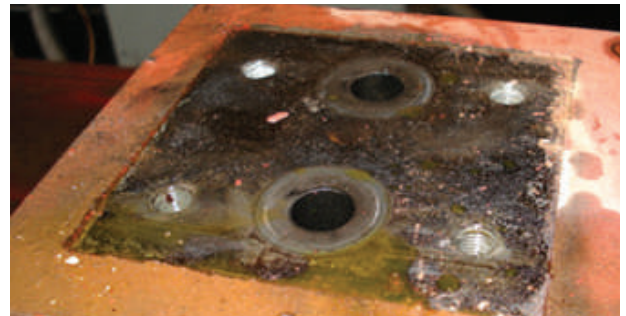


Figure 22.2

STEP 23 SUCTION AND DISCHARGE SEATS

Replace if there is excessive wear on seats (Fig. 23.1), or if the segments of the Collet on Suction Seat are bent, or if Check Valve doesn't fit freely in seats.



Figure 23.1

INSPECTING PARTS

**STEP 24
PILOT PISTON BEARING**

Replace if there is a groove in the O-Ring surface

NOTE: Check inside wall for any groove (Fig. 24.1)



Figure 24.1

**STEP 25
PISTON ROD GLAND**

Replace if the surface where the Backup sits shows inward wear. (Fig. 25.1)

Check this area for flatness, excessive washouts, or communicating holes get damage.

Note: This surface gets damaged very easily and could result in leaks between the Body and the Gland.



Figure 25.1

INSPECTING PARTS

STEP 26 PILOT PISTON VALVE HOUSING REPAIR

If you are working on a newer pump, the Port plates will be replaceable (Fig. 26.1). If you are working on an old style pump, the surfaces on the Port plates will need to be refinished (Fig. 26.2).

Use 80 grit sandpaper to buff out scratches or gouges.

Apply pressure with your hand in the top side by creating a flat surface when sanding it. Move up and down 3 to 4 times.

To make sure the worst scratches have disappeared, rotate the pilot piston housing 90°, press lightly and sand it one more time (Fig 26.3). This will show if there are more scratches to be sanded out.

After sanding it, use the air nozzle to make sure the inside orifices are clear.

Repeat this process for the Main Piston Valve Housing.



Figure 26.1



Figure 26.2



Figure 26.3

INSPECTING PARTS

STEP 27 PILOT PISTON ASSEMBLY

Insert the Pilot Piston Seal Retainer with the bevel side facing inside the pump. Push them in until you feel a mechanical stop (Fig. 27.1).

Reassemble the Pilot Piston Bearings using the two O-Rings and three backups (Fig. 27.2). Be sure to use a light gravity motor oil to generously lubricate all your O-Rings and Backups when assembling.

Insert the Pilot Piston Bearing with its O-Ring and two backups in to the Pilot Piston Body (Fig. 27.3).

Place in both sides the O-Ring and Backup in top of the Pilot Piston Bearing.

Push the Pilot Piston Cap over bearings and seat the O-Rings in place (Fig. 27.4).

Place the Pilot Piston Cap by bolting it to the body. (Fig. 27.5) Insert the Pilot Piston Rod in the other side of the Pilot Piston Body (Fig. 27.6)

Place the other Pilot Piston Cap in the other side by bolting it to the body. Use a screw driver to move the pilot piston making sure it is loose.

If the pilot piston is stuck loosen bolts on the caps until you release it, then retighten bolts and check again.



Figure 27.1



Figure 27.2



Figure 27.3



Figure 27.4

ASSEMBLY

Place the Pilot Piston Cap by bolting it to the body. (Fig. 27.5) Insert the Pilot Piston Rod in the other side of the Pilot Piston Body (Fig. 27.6)

Place the other Pilot Piston Cap in the other side by bolting it to the body. Use a screw driver to move the pilot piston making sure it is loose. If the pilot piston is stuck loosen bolts on the caps until you release it, then retighten bolts and check again.



Figure 27.5



Figure 27.6

STEP 28 CYLINDERS ASSEMBLY

Insert piston rod into main piston body. Insert two O-Rings into communicating hole grooves (Fig. 28.1).

Insert the piston rod seal retainer with its O-Ring and two backups into the piston rod gland (Fig. 28.2).



Figure 28.1



Figure 28.2

ASSEMBLY

Make sure index pins are in body. Slide gland and seal retainer assembly on piston rod and align index pin with hole on gland (Fig. 28.3).

Repeat this on both sides of the pump.

Insert piston Rod Seal Retainer with its O-Ring and two backups into the Piston Rod Gland (Fig. 28.4, 28.5).

Insert nut and tighten with the air gun.(Fig. 28.6).



Figure 28.3



Figure 28.4



Figure 28.5



Figure 28.6

ASSEMBLY

After lubrication, slide cylinder on piston (Fig. 28.8).

Repeat on both sides.

Replace cylinder head and tighten bolts in criss-cross pattern (Fig. 28.9).

When you put Cylinder head back on, the elbow should be at the bottom of the Cylinder facing the Pilot Piston.



Figure 28.8



Figure 28.9

STEP 29 **PILOT PISTON VALVE HOUSING**

Place the O-Rings on the Main Piston Valve Housing and the Pilot Piston Valve Housing, then install the D Slide guides bevel down (Fig. 29.1).

Remove the legs closest to the Main Piston Valve Housing.



Figure 29.1

ASSEMBLY

Place D slide on the plate. Use any oil to keep it in place while inserting Main Piston Valve Housing (Fig 29.2 and 29.3).

Insert the bolts to hold the Main Piston Valve Housing in place (Fig. 29.4).

Reinstall the legs.

Reinstall the tubing.

Connect the shorter tubing first and then connect the larger tubing on top (Fig. 29.5).



Figure 29.2



Figure 29.3



Figure 29.4



Figure 29.5

ASSEMBLY

Place D slide on the plate. Use any oil to keep it in place while inserting Pilot Piston Valve Housing (Fig 29.6).

Rotate it slightly to install the Pilot Piston Tubing (Fig. 29.7).



Figure 29.6



Figure 29.7



Figure 29.8

ASSEMBLY

Hand start the L Shape tubing on the needle valve side.

Use your wrench to move the elbow into place (Fig 29.9).

Tighten the fitting until snug, then repeat on other side (Fig. 29.9.1).



Figure 29.9



Figure 29.9.1

**STEP 30
DISCHARGE AND SUCTION BLOCK ASSEMBLY**

Install the Discharge Seats in the Block (Fig 30.1).

Place the upper and lower O-Rings on the Check Valves (Fig 30.2).



Figure 30.1



Figure 30.2

ASSEMBLY

Place the O-Rings on the Check Valve Caps and insert them into the Discharge Block (Fig 30.3).

Verify the Check Valves are moving freely by shaking the Discharge Block (Fig 30.4). If installed properly, you will hear them moving back and forth.

Attach Discharge Block to the pump body (Fig. 30.5)

Put the O-Rings on the Suction Seats and lubricate them with oil before you install them in the Suction Block (Fig. 30.6).



Figure 30.3

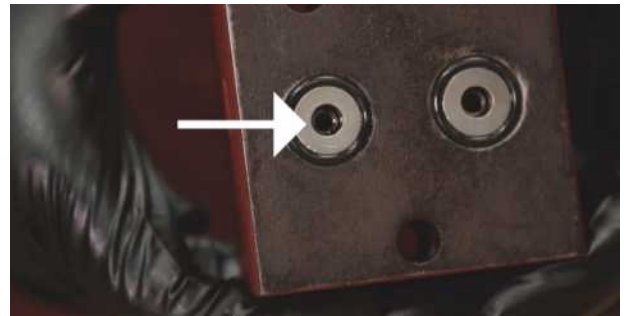


Figure 30.4



Figure 30.5



Figure 30.6

ASSEMBLY

Insert Suction Seats into Block along with their O-Rings.

Insert suction seat tool to put the seat in suction block. Gently tap seat in place being very careful not to shear O-Ring (Fig. 30.7).

NOTE: Seat should have resistance when pressing in place. If seat presses in easily block may need to be replaced.

Place the upper and lower O-Rings on the Check Valves. Insert the Check Valves into the block.

Place the O-Rings on the Check Valve Caps, lubricate with oil, and install them in the Suction Block (Fig. 30.8).

Verify the Check Valves are moving freely by shaking the Suction Block. You should hear them moving back and forth.

Place the two O-Rings on the back side of the Suction Block.

Bolt the Discharge and Suction Blocks to pump (Fig. 30.9). Tighten the Check Valve Cap with a wrench so you do not over tighten them.



Figure 30.7



Figure 30.8



Figure 30.9

ASSEMBLY

STEP 31 NEEDLE VALVE ASSEMBLY

Thread the Needle Valve Stem into the Needle Valve Housing (Fig. 31.1).

Place O-Rings and backups around the Stem.

NOTE: Newer Glycol pumps have a groove in the Needle Valve for an O-Ring (Fig. 31.2), if no groove is present, disregard the extra O-Ring in repair kit.

Thread the Needle Valve assembly into the Control Valve Housing. Tighten with wrench (Fig 31.3).

Repeat all these steps for the other Needle Valve.

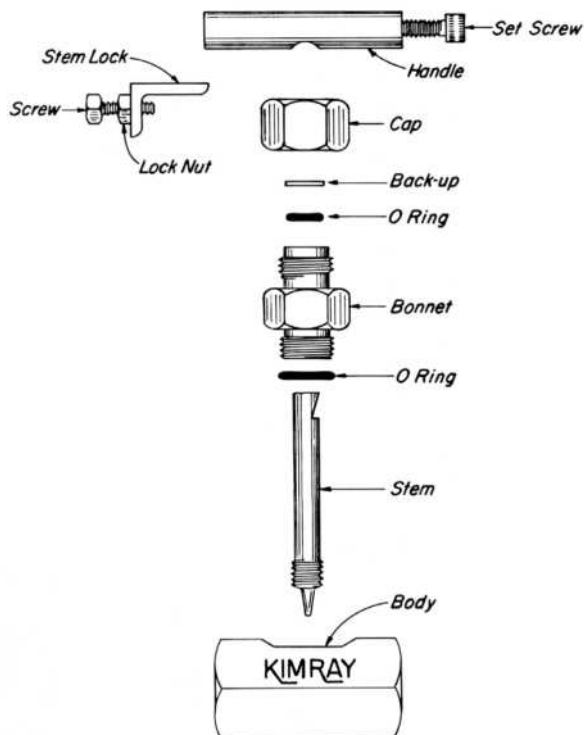
Install the Valve Cover and attach the Needle Valve handles (Fig 31.4).



Figure 31.1



Figure 31.2



New Needle Valve assembly

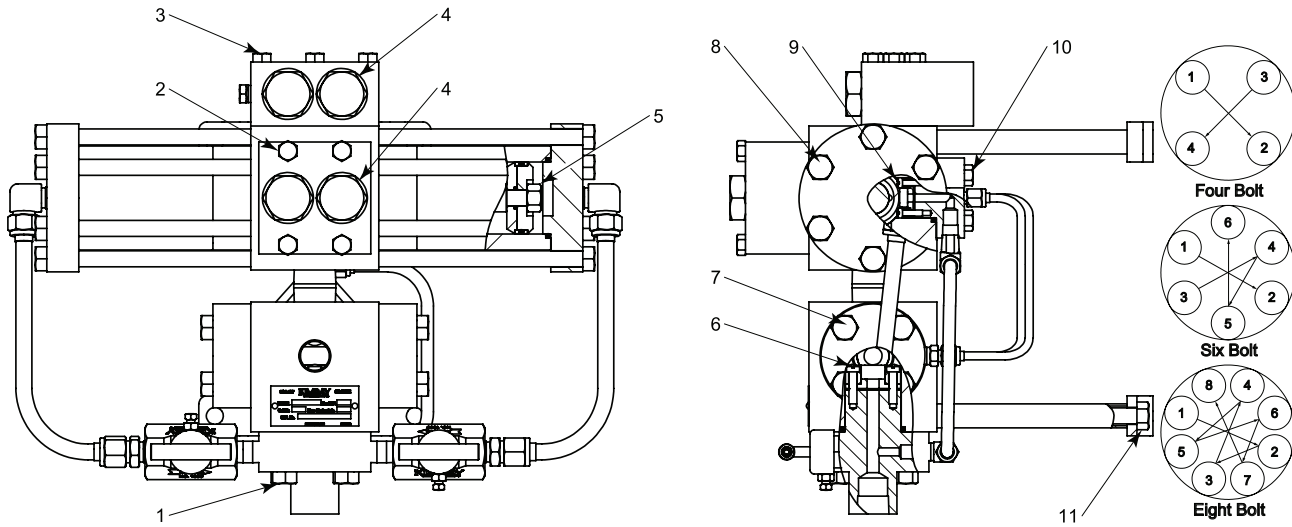


Figure 31.3



Figure 31.4

RECOMMENDED TORQUE SPECS



ITEM NUMBER	PRODUCT DESCRIPTION	BOLT DESCRIPTION	TORQUE Ft-lb +/-10%
1	4020PV, 2020SC	3/8-24 Gr.5 Steel ZP	30
	9020PV, 5020SC	1/2-20 Gr.5 Steel ZP	72
	21020PV, 100SC, 45020PV, 20020SC	3/4-16 Gr.5 Steel ZP	253
2	4020PV, 2020SC, 9020PV, 5020SC	3/8-24 Gr.5 Steel ZP	30
	21020PV, 100SC	3/8-24 Gr.5 Steel ZP	30
	45020PV, 20020SC	5/8-18 Gr.5 Steel ZP	144
3	4020PV, 2020SC	5/16-24 Gr. Steel ZP	16
	9020PV, 5020SC, 21020PV, 100SC	3/8-24 Gr.5 Steel ZP	30
	45020PV, 20020SC	5/8-18 Gr.5 Steel ZP	144
4	4020PV, 2020SC	13/16-20 CL3 Steel ZP Chk Val Cap	35
	9020PV, 5020SC	1-1/8-20 CL3 Steel ZP Chk Val Cap	35
	21020PV, 100SC	1-1/2-16 CL3 Steel ZP Chk Val Cap	45
	45020PV, 20020SC	2-16 CL3 Steel ZP Chk Val Cap	65
5	4020PV, 9020PV, 5020SC	NUT UNI 1/2-20 GRC ZP	62
	21020PV, 100SC	NUT UNI 3/4-16 GRC ZP	180
	45020PV, 20020SC	NUT UNI 7/8-14 STL ZP	275
6	4020PV, 2020SC	MS FILSL 10-32x.62 18-8	N/A
	9020PV, 5020SC	MS FILSL 1/4-28X1.00 STL ZP	N/A
	21020PV, 100SC	5/16-24 Gr. Steel ZP	16
	45020PV, 20020SC	3/8-24 Gr.5 Steel ZP	30
7	4020PV, 2020SC	3/8-24 Gr.5 Steel ZP	30
	9020PV, 5020SC, 21020PV, 100SC	1/2-20 Gr.5 Steel ZP	72
	45020PV, 20020SC	3/4-16 Gr.5 Steel ZP	253
8	4020PV, 2020SC	3/8-24 Gr.5 Steel ZP	30
	9020PV, 5020SC	1/2-20 Gr.5 Steel ZP	72
	21020PV, 100SC	5/8-18 Gr.5 Steel ZP	144
	45020PV, 20020SC	3/4-16 Gr.5 Steel ZP	253
9	4020PV, 2020SC, 9020PV, 5020SC	MS FILSL 10-32x.62 18-8	N/A
	21020PV, 100SC	MS FILSL 1/4-28X1.00 STL ZP	N/A
	45020PV, 20020SC	5/16-24 Gr. Steel ZP	16
10	4020PV, 2020SC, 9020PV, 5020SC	3/8-24 Gr.5 Steel ZP	30
	21020PV, 100SC	1/2-20 Gr.5 Steel ZP	72
	45020PV, 20020SC	3/4-16 Gr.5 Steel ZP	253
11	4020PV, 2020SC	3/8-24 Gr.5 Steel ZP	N/A
	9020PV, 5020SC, 21020PV, 100SC	1/2-20 Gr.5 Steel ZP	N/A
	45020PV, 20020SC	3/4-16 Gr.5 Steel ZP	N/A

Kimray is an ISO 9001-certified manufacturer.
Kimray quality assurance process maintains strict controls
of materials and the certification of parts used in Kimray HPCV.

Please visit our website for up-to-date product data: www.kimray.com

WHO WE ARE

Kimray is a world-class manufacturer of oil and gas control equipment based in Oklahoma City, Oklahoma, USA. Trusted for generations, Kimray has been creating simple, effective products for temperature, level, flow, and pressure control since 1948.

Kimray products are known for being reliable, easy to operate, and low maintenance. Common applications include compression, gas dehydration, gas sweetening, separation, heaters, artificial lift, gas regulation skids, measurement stations and more.

Buying from Kimray is about much more than the product. The relationships between our representatives and our customers extend from before the sale through the life of the product. Those relationships, along with quality Kimray products, are the result of a company striving for excellence for our customers, our company, and our community.

Visit Kimray.com to learn more about our company and the products we create.



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