



40857
MODEL 41004
40600

Peter Paul Oil Valves
Data sheet

40857
For use with 601CRD



Part number	40857
Power input (VAC)	120
Frequency (HZ)	60
Watts	7
NPT (Inches)	1/8
Orifice (Inches)	3/32
PSI	180
Approved Fuels	No. 1 Fuel Oil No. 2 Fuel Oil No. 1 Stove Oil
No. of Ports	2
Agencies	UL, CSA

41004
For use with 701CRD, 702CRD, 801CRD



Part number	41004
Power input (VAC)	120
Frequency (HZ)	60
Watts	7
NPT (Inches)	1/8
Orifice (Inches)	3/32
PSI	180
Approved Fuels	No. 1 Fuel Oil No. 2 Fuel Oil No. 1 Stove Oil
No. of Ports	3
Agencies	UL, CSA

40600
For use with 1050FFD, 1150FFD



Part number	40600
Power input (VAC)	120
Frequency (HZ)	60
Watts	7
NPT (Inches)	1/8
Orifice (Inches)	7/64
PSI	130
Approved Fuels	No. 1 Fuel Oil No. 2 Fuel Oil No. 1 Stove Oil
No. of Ports	3
Agencies	UL, CSA

Instructions for examining or cleaning Peter Paul Valves

1. Should the valve fail to operate, check the electrical circuit and replace with a new coil, only if necessary.
2. To examine the inside of the valve, first shut off electrical current and pressure. Peter Paul valves need not be removed from the line.
3. Remove nut at top of solenoid valve. Name plate, coil, and housing may now be removed from the body. If the valve leaks at the seat, or the plunger sticks in the energized position, use the peter paul wrench GP-010 to remove sleeve assembly and examine soft inserts in the plunger for the presence of dirt or wear and inside of the sleeve assembly for dirt or foreign matter. Should the inserts show excessive wear, the plunger should be replaced. Should the valve develop a loud buzzing noise, the inside of the sleeve and upper portion of the plunger should be scrutinized and all foreign matter imbedded in these parts removed, using great care not to damage sleeve seat or plunger face. Should you mar either surface, replace with new sleeve and plunger assembly.
4. The valves are reassembled by following the disassembly procedure in reverse order. Special care should be taken that the flange seal and the return spring are in place when sleeve assembly is tightened into body. After the sleeve assembly is screwed into body and before connecting the electrical circuit to the valve, it is advisable to apply pressure to that port which leads to the body chamber and check for leakage. If the valve has a sleeve port, this must be capped, in order to make this test. Leakage will be readily apparent.
5. The nut at the top of the solenoid valve, or housing should not be tightened excessively, as doing so will put an unnecessary strain on the sleeve assembly or the coil under the housing.

Do not clean plunger assembly or seals with any type of cleaning fluid

1. Should the complete valve be taken off the line, use great care when reconnecting, so that no chips from the pipe threads can get into the valve. Malfunctioning can be expected when chips will work their way into either the seat or the soft inserts.