

THE PURPOSE OF THE VRV

The Vacuum Relief Valve is a safety device to guard against combustion problems associated with directly connecting oil burners to the outside. Typical problems can be caused by blockage of the intake termination, icing up of the ductwork and effects of leeward side wind effects on a building.

VRV OPERATION

The VRV gate operates on changes in the vacuum pressure generated by the inlet to the oil burner. The VRV gate will remain closed during normal burner operation. During an abnormal operation (i.e., blockage of the intake or change in external building pressures) an increased negative pressure on the intake of the burner causes a reduction in burner air flow. Under this condition, the VRV gate opens, stabilizing and maintaining proper air flow to the burner. The VRV gate closes again once the abnormal condition is corrected.

INSTALLATION

1. Remove the oil pump and air bands from the burner housing. Install the sealing gaskets onto the burner housing. Failure to install the ring gasket onto the burner housing will result in unlevel boot, noisy operation, and improper CO² readings. (See Figure 1) Install mounting spacer onto Air Boot. (See Figure 2) Position the Air Boot over the burner housing on the intake. The Air Boot™ can be mounted onto the burner in a horizontal or vertical position. Install mounting spacer onto Air Boot™. Align the holes in the Air Boot with the holes in the housing and re-attach the oil pump. (See Figure 3)

IMPORTANT: Replace pump coupling with the coupling supplied with kit or pump operation problems may occur. Note that the Air Boot may be oriented either vertically or horizontally as space allows. The round spacer plate attached to the Air Boot must be removed and rotated 90° if vertical mounting is needed.

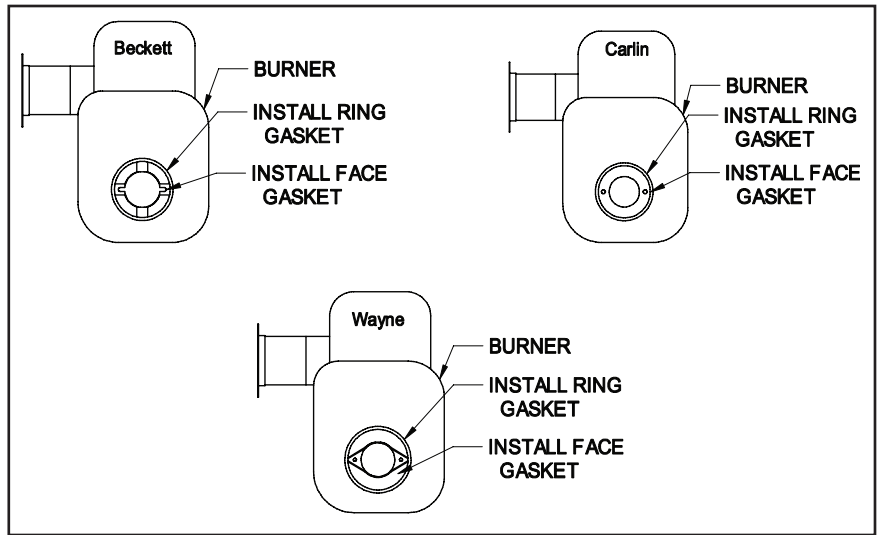


Figure 1

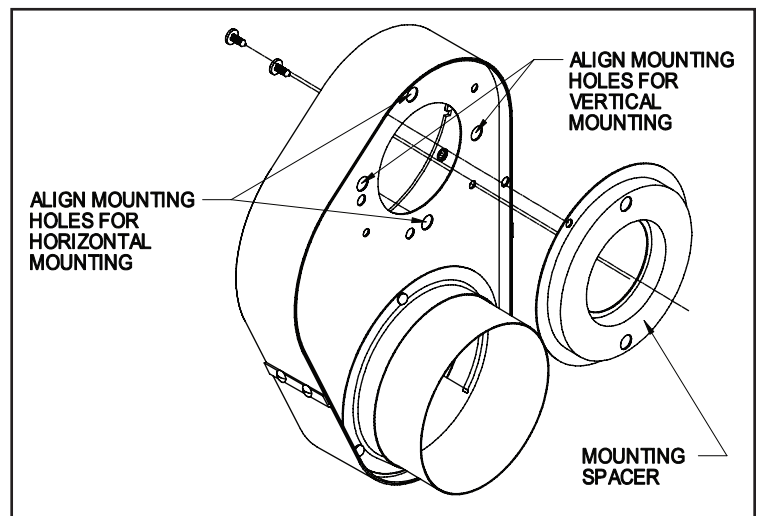


Figure 2

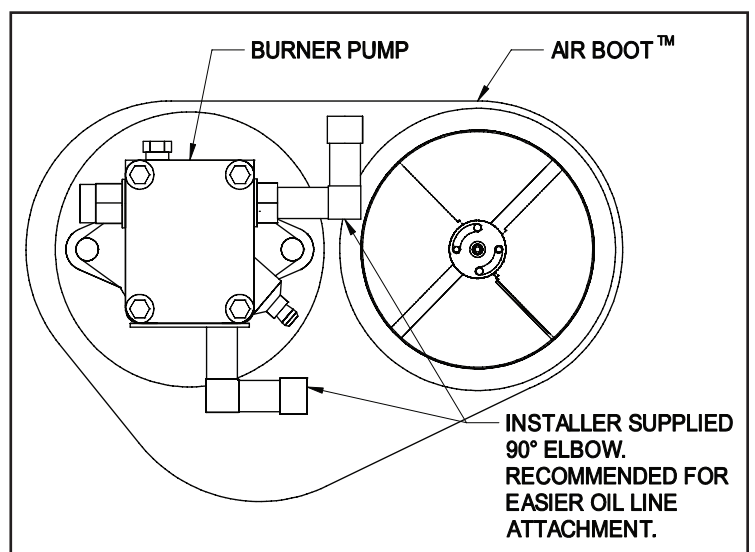


Figure 3

2. FOR LOW FIRING RATE APPLICATIONS WITH BURNER INPUTS UP TO .75 GPH (CAS-2B ONLY)
 - a. Insert flow restrictor pan in the inlet collar with the flat of the pan inward. (See Figure 4)
 - b. Push the pan in all the way, approximately $\frac{5}{8}$ " from the air adjustment blades. (See Figure 5)
3. Assemble VRV balance weight onto the gate. Screw the weight all the way in. Then attach lock nut and knurl nut. (See Figure 7)
4. Mount the VRV assembly onto the tee and fasten with a screw and nut in collar tabs. To ensure proper operation, check the gate for being level across the pivot points and plumb. (See Figure 8)
5. Refer to Figure 9 for general installation layout.

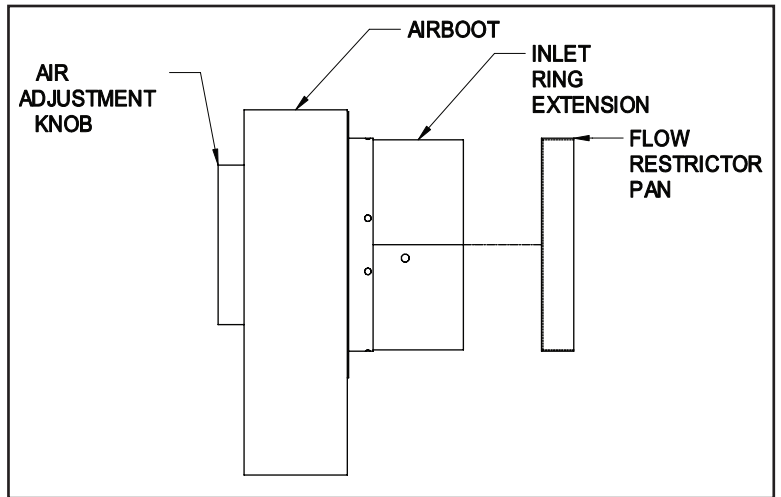


Figure 4

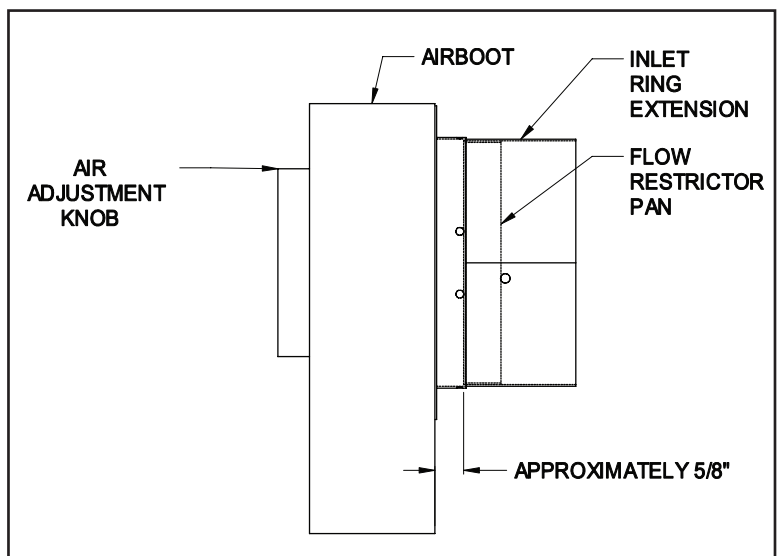


Figure 5

TERMINATION LOCATION GUIDELINES

1. Mount intake hood 12" above finished grade. If mounting on the side of a building prone to drifting snow, mount 12" above the snow line.
2. Mount at least 12" from either side of the vent termination and on the same wall if side wall venting.
3. Always mount with the inlet vent termination opening pointing down.

NOTE: Make sure hood is kept free of debris.

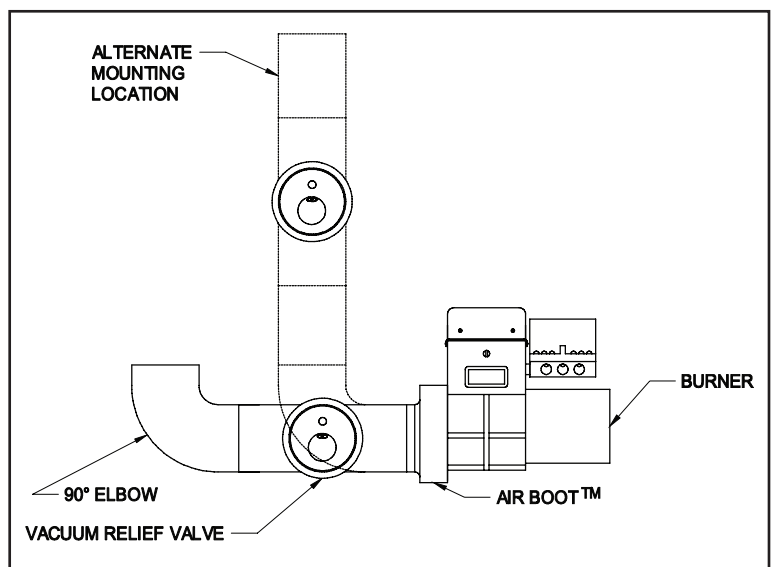


Figure 6

INLET VENT TERMINATION INSTALLATION

1. Cut a 4- $\frac{1}{4}$ " diameter hole through the sidewall of the building.
2. Slide the inlet vent pipe through the hole and fasten to the wall with appropriate fasteners. Seal the edges of the mounting plate with a silicone sealant or equivalent.

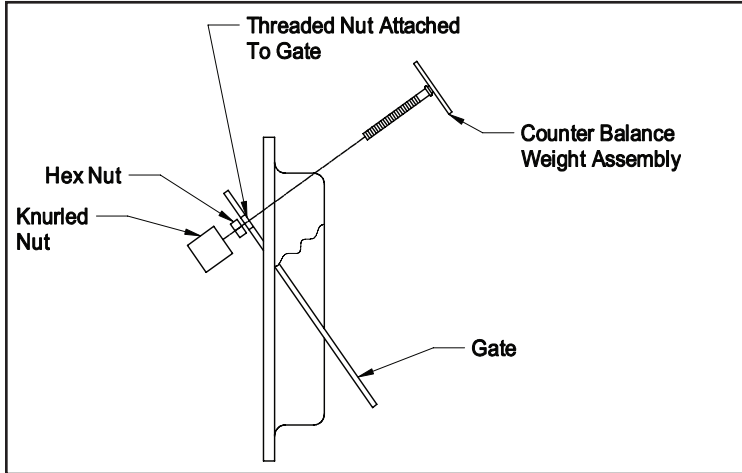


Figure 7

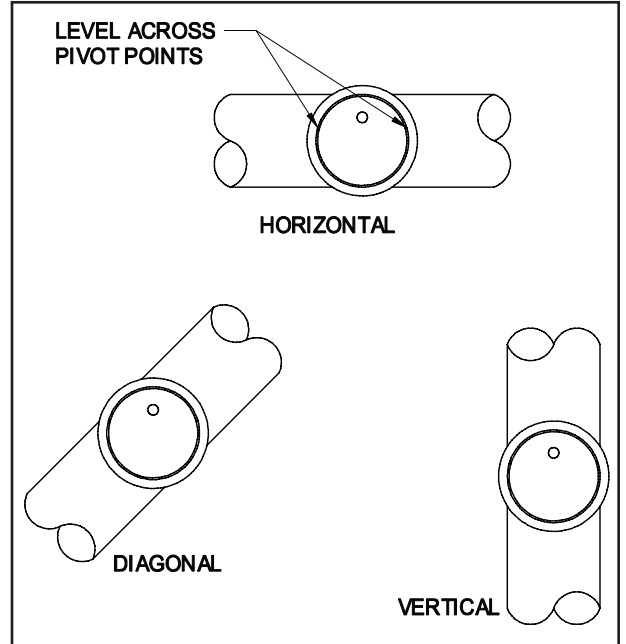


Figure 8

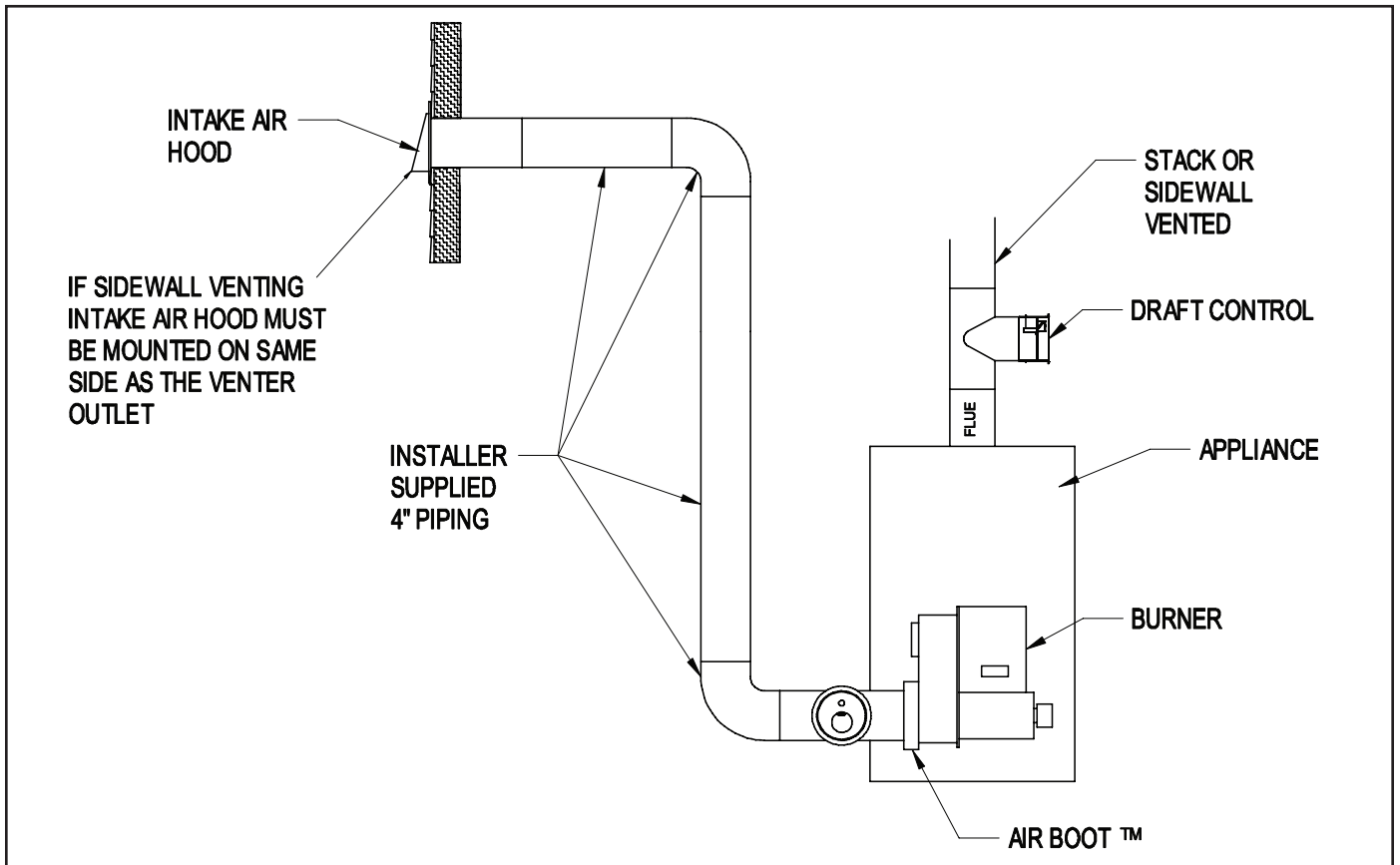


Figure 9

DUCTWORK INSTALLATION

1. Duct length distance, a maximum of 30 linear feet of standard duct pipe and two (2) 90° elbows at maximum firing rate. Subtract 7' from the maximum linear feet for every 90° elbow added.

NOTE: Longer pipe lengths require the use of a larger pipe between the VRV and the intake hood. It also requires the use of a vent pipe increaser at the VRV and a reducer at the intake hood. (See Table 1)

Table 1

PIPE DIAMETER	MAXIMUM EQUIVALENT PIPE FEET (BETWEEN AIR BOOT™ AND DUCT TERMINATION)	ELBOW* EQUIVALENT FEET	REDUCER OR INCREASER EQUIVALENT FEET
4"	44'	7'	-
5"	60'	9'	(4" to 5") 3'
6"	90'	11'	(4" to 6") 6'
*Note: Subtract the elbow or reducer equivalent feet from the maximum equivalent feet to get maximum linear feet of pipe.			

2. Route the ductwork from the VRV tee to the inlet vent termination with as few elbows as possible.
3. Secure and support the ductwork for the design and weight of the material used, to prevent physical damage and separation of joints. For guidelines refer to recognized national building codes or any local codes.
4. To reduce uncontrolled air leakage into the duct, tape all joints and seams using standard duct tape.

NOTE: Try to run a minimum of 12' of duct to help temper the outside air being brought into burner.

AIR ADJUSTMENT

1. Adjust the air adjustment knob on the side of the Air Boot to rough air setting (See Table 2).

NOTE: For proper burner operation, burner should be set up by using a combustion analysis test set.

Table 2

ROUGH AIR SETTING			
GPH	Knob Setting		
	CAS-2B	CAS-2C	CAS-2W
.75	25°	15°	70°
1.00	60°	25°	90°
1.50	160°	105°	135°

2. Start the burner and adjust the air control as needed to achieve the required CO₂ and smoke levels. Set over fire draft to appliance manufacturers' specifications (typically -.02" of water). Secure air control knob with indicator bracket. If draft levels are not obtainable or controllable, use standard industry methods to control the draft or call the Field Controls Tech Line at 1-800-742-8368 for more information, or check the website at www.fieldcontrols.com.
3. Next, adjust the VRV gate by screwing the adjustment weight in until the VRV gate is just closed.
4. Re-check the burner's operation and adjust accordingly.
5. Lock the adjustment weight in position by tightening the hex nut on the VRV gate.