**INSTALLATION INSTRUCTIONS FOR MAIN VALVE REPAIR KITS USED ON**

**MUELLER CENTURION™ & SUPER 250 FIRE HYDRANTS**

1. **Removal of hydrant main valve assembly:**
	1. Isolate the hydrant by turning off the valve from the mainline to the fire hydrant.
	2. Remove from the bonnet the weather cap (if equipped), hold-down nut, anti-friction washer and operating nut. (Note: H/D Nut unscrews in the opposite direction of “Open”).
	3. If using a brass sleeve, lubricate outside and slide over upper stem threads to protect stem O-rings when removing bonnet.
	4. Remove bolts between bonnet and upper barrel and remove bonnet.
	5. Center the seat wrench stabilizer collar over the operating rod and lower the wrench down over the operating rod aligning the upper stem drive pin with the slots at the bottom of the seat wrench.
	6. Tighten the thumb screw on the collar and screw the operating nut on to the upper stem tightly to the seat wrench.
	7. Unscrew the seat assembly until it is free from the drain ring. Take note how many revolutions it takes to unscrew the seat to aid with installation of the new seat assembly.
	8. Remove the operating nut and seat wrench from the upper stem and pull the stem and main valve assembly up through the barrel of the hydrant.
2. **Disassemble and reassemble main valve assembly:**
	1. Support the lower stem with a vice if available and remove the lower valve plate nut, lock washer, lower valve plate, main valve rubber and seat ring. NOTE: The seat ring may need to be driven off of the upper valve plate with a rubber mallet or block of wood and a hammer.
	2. Make sure to install upper and lower seat O-rings on seat ring.
	3. Tap the seat ring on to the upper valve plate and install on the lower stem so that the recesses in the upper valve plate contact the lower stem drive pin.
	4. Install the main valve rubber onto the stem pushing it up to the bevel on the seat ring. Install the lower valve plate and new lock washer.
	5. Replace the lower valve rod nut O-ring and install the nut on to the stem tightening snuggly so that the whole main valve assembly pulls together rigidly. Bend one side of the lock washer up against the nut.

**3. Install seat assembly and reassemble hydrant:**

1. Generously grease the seat ring threads with food grade lubricant and carefully lower the assembly into the hydrant. Reinstall the seat wrench as above and turn counter clockwise until seat can be felt to “drop” into the drain ring then tighten securely turning clockwise. Refer to number of revolutions to remove the seat ring .in step 1-G above.
2. Remove operating nut and seat wrench form the upper stem.
3. Clean any dirt, etc. from upper barrel before placing bonnet gasket/O-ring in place.
4. If using brass sleeve, place over upper stem threads and lubricate to protect stem O-rings when installing bonnet.
5. Place bonnet on upper barrel and hand tighten bolts.
6. Remove brass sleeve and then assemble operating nut, antifriction washer, hold-down nut and weather cap. Care should be taken to insure O-ring seals are at thread shoulder on outside of hold-down nut & on inside when contacting operating nut.
7. Remove oil plug in bonnet and fill with lubricant until level with oil plug hole. Replace oil plug.
8. Tighten bonnet bolts.
9. Open the mainline valve to the hydrant.
10. Bleed air slightly unscrewing one hose nozzle cap. Check for gasket leaks by opening the operating nut until water starts to flow. Tighten the hose nozzle cap and close operating nut. Remove nozzle cap until barrel is drained and then replace hose nozzle cap.
11. Fire hydrant is now ready for service.