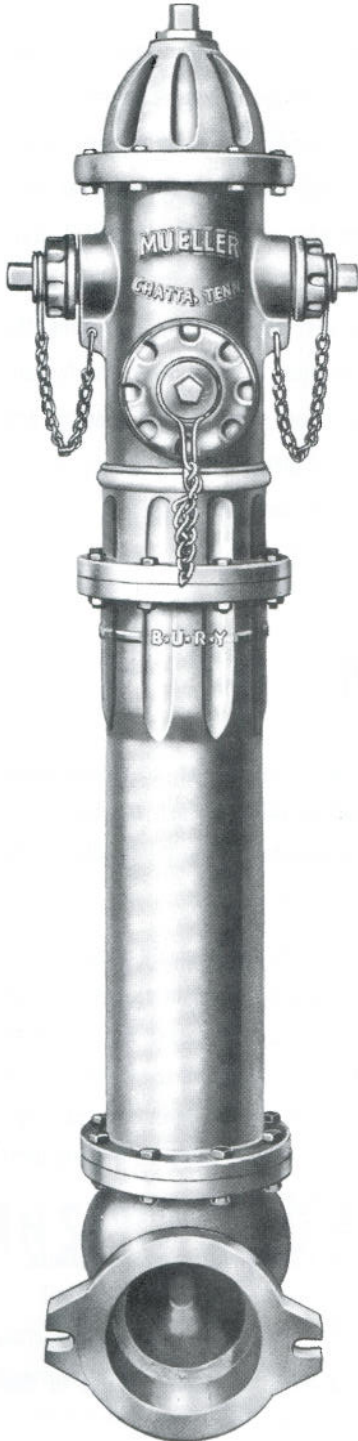


# MUELLER® STANDARD FIRE HYDRANT

## Maintenance Instructions

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### HYDRANT INSPECTION

All fire hydrants should be inspected regularly to insure their readiness for instantaneous use. We recommend such inspections at six-month intervals, especially since inspection of the Mueller Standard Fire Hydrant is quickly accomplished. We cannot stress too strongly the need for regular, periodic examination of every fire hydrant in the system. A simple record book listing the location, kind, and size of every hydrant in your system, and the dates of inspection costs little to set up, and will be of inestimable value in making certain that all hydrants are inspected and in good working order at all times.

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### INSTRUCTIONS FOR OILING

It is very easy to keep the operating mechanism properly lubricated. When oiling is necessary, a screw in the top of the operating nut is removed and the space above the stem end is filled with oil which thoroughly lubricates the stem threads. Another screw in the hold down nut is then removed. Oil is poured into this hole. This oil flows down to and around the bearing surfaces of the thrust collar on the operating nut. Recommended oil for this purpose is Mueller Hydrant Lubricant.

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### FACING OF NOZZLES

Facing of the nozzles on the Mueller Standard Hydrant is best accomplished by using the following steps:

1. Remove all barrel flange bolts and nuts.
2. Turn operating nut slightly in opening direction to relieve compression between barrel sections.
3. Rotate upper barrel section as desired (eight positions are available).
4. Tighten operating nut, turning in closing direction.
5. Replace all barrel flange bolts and nuts and tighten.

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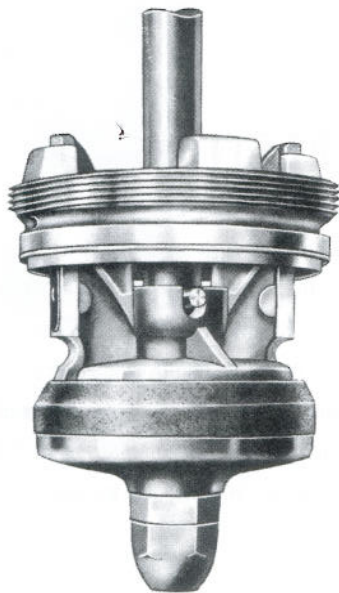
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Form No. 9130 - Rev. 4/89-500-4

# MAIN VALVE REMOVAL

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The main valve is of the compression type. It closes **WITH** the pressure. It is made of specially selected material to provide long wear and resistance to cuts and abrasions caused by foreign matter in the hydrant. The wings on the upper valve plate serve as a guide and also contain the dovetailed drain leather insert. As the hydrant is opened, the leather insert covers the opening in the seat ring, thereby preventing the hydrant from draining in the open position. When the hydrant is again closed, the leather insert slides off the opening, and the water is free to drain completely. Thus a means is provided for keeping the barrel dry when not in use.

## INSTRUCTIONS FOR REMOVING MAIN VALVE

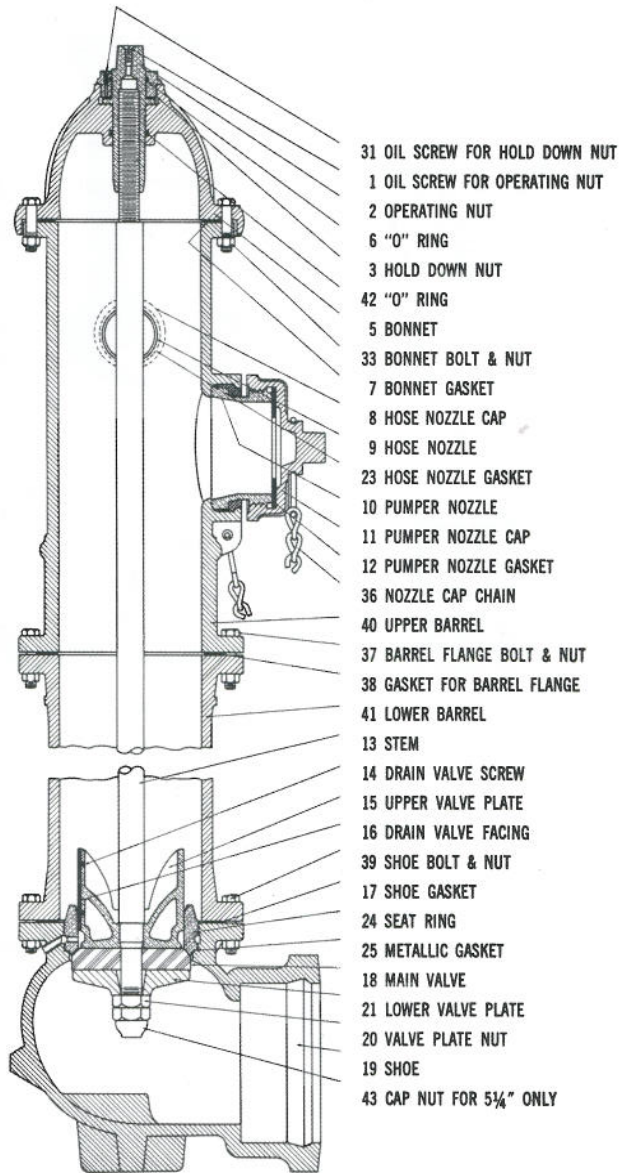
1. Remove hold down nut.
2. Remove operating nut.
3. Unbolt and remove hydrant bonnet.
4. Insert seat wrench over top of valve stem and into hydrant barrel. Be sure that slotted portion of wrench fits over lugs on top of seat ring.
5. Fasten seat wrench down to seat ring by screwing operating nut down on threaded portion of hydrant stem which protrudes through top of seat wrench. This is extremely important.
6. Shut water off. (If water is shut off before seat wrench is inserted, stem will drop down so operating nut cannot be screwed down on top of wrench.)
7. Break bond existing between seat ring and shoe by striking two or three solid blows on top of seat wrench.
8. Unscrew seat ring by turning seat wrench counterclockwise, and all working parts can be lifted through the top of hydrant. Short pieces of pipe may be used in the handles of the seat wrench to increase leverage.
9. Replace worn and damaged parts. For assembly of new copper asbestos gasket, place one side of gasket in seat ring groove located on bottom. Holding one side of gasket in groove work both sides of gasket around and downward until gasket drops into groove. (Do not force gasket straight down over seat ring.) After completing replacements, replace complete working parts and seat wrench assembly in hydrant barrel.
10. Screw seat ring in place by turning seat wrench clockwise.
11. Turn water on at valve. Remove seat wrench.
12. Reassemble bonnet to hydrant in a manner reverse to that in which it was removed, and bolt in place.

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# PARTS LIST



## INSTRUCTIONS FOR ORDERING

Order all parts by number and name given in the above parts diagram. Be sure to specify the size of the valve opening, direction to open, and the depth of bury. On the 4¼" hydrant we furnish two valve plate nuts (20), but on the 5¼" hydrant

we furnish one valve plate nut and one cap nut (43). The above parts list applies only to the Mueller Standard Fire Hydrant. It does not apply to the Mueller Improved Fire Hydrant or the Mueller Underwriter Approved Hydrant.

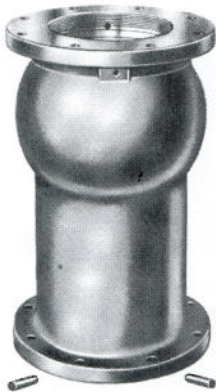
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# INSERTING EXTENSION SECTION

# SEAT RING TYPE BARREL TYPE

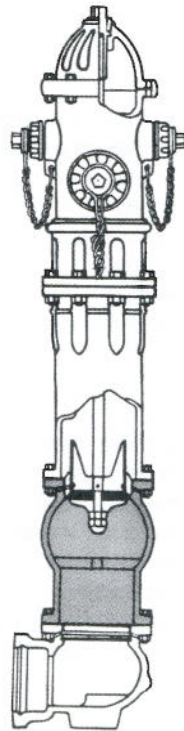
## SEAT RING TYPE



Inserted between the shoe flange and lower barrel — requires digging and water shut-off. Complete valve assembly is removed from shoe and plugs are driven into lower shoe drains. Valve assembly is reinstalled in barrel extension. The same stem is used without an extension. Complete with 2 drain hole plugs, 2 gaskets, and 2 sets of bolts and nuts.

Catalog No.	Size of Hydrant
A-324	4 $\frac{1}{4}$ "
A-325	5 $\frac{1}{4}$ "

Lengths — 1'0" and longer by 6" intervals up to 6'0".



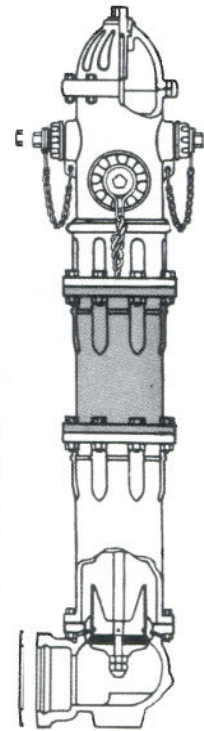
## BARREL TYPE



Barrel type extension permits the extension of hydrant without digging or water shut-off. Installed at ground line between the flanges of upper and lower barrels. Complete extension barrel, extension stem, stem pin, 2 gaskets and 2 sets of bolts and nuts.

Catalog No.	Size of Hydrant
A-322	4 $\frac{1}{4}$ "
A-323	5 $\frac{1}{4}$ "

Lengths — 1'0" and longer by 6" intervals up to 6'0". For Post Type Hydrant Only.



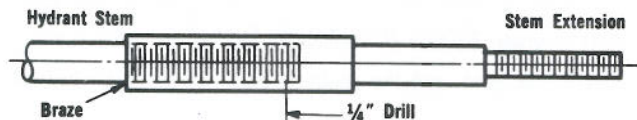
### INSTRUCTIONS FOR SEAT RING TYPE

Remove the main valve as described on page 2 in Steps 1 to 8. When working parts have been removed from the hydrant, use the following additional steps.

9. Unbolt lower barrel from shoe.
10. Drive brass plugs to close drain holes in shoe. Plugs should be driven in from the inside. (These plugs are shipped attached to wood blocking on the extension.)
11. Clean gasket surfaces on hydrant lower barrel and shoe.
12. Bolt new extension section on to the shoe with threaded end up.
13. Bolt hydrant barrel to top of the extension section.
14. Replace worn or damaged parts and then install complete working parts and seat wrench assembly in hydrant barrel.
15. Screw seat ring in place by turning seat wrench clockwise.
16. Turn water on at valve. Remove seat wrench.
17. Reassemble bonnet to hydrant in a manner reverse to that in which it was removed and bolt in place.

### INSTRUCTIONS FOR BARREL TYPE

1. Remove hold down nut.
2. Remove operating nut.
3. Unbolt and remove hydrant bonnet.
4. Unbolt and remove upper barrel.
5. Screw stem extension to hydrant stem as far as possible. Using a  $\frac{1}{4}$ " drill, finish drilling hole (which is already in one side of the extension) thru the hydrant stem and extension. Insert pin and peen ends to prevent it from coming out. (If more convenient, braze the extension and stem and omit the drilling.)
6. Clean gasket surfaces on hydrant upper and lower barrels.
7. Install barrel extension to hydrant lower barrel using gaskets furnished with extension.
8. Reassemble the upper barrel, hydrant bonnet, operating nut, and hold down nut.



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