

To remove mechanism



To continue into the hydrant, remove cap bolts

3



Unthread the operating nut from the upper stem and remove the cast iron cap

4



Fit wrench onto the upper stem and remove slowly

5



To replace the top O-rings, simply remove the retaining nut from the operating nut and replace O-rings in the retaining nut

2



Remove the main valve assembly by pulling up and out on the upper stem

6



Unscrew the hold-down nut

1

Please note
Each time these parts are removed, special attention should be given to all seals and threads with respect to lubrication and wear. It is recommended that, once removed, the parts should be relubricated to ensure smooth operation of the hydrant.

HOSE AND PUMPER OUTLETS

Set screws holding the nozzles in place may be removed and the nozzle can be easily changed with a simple 90° rotation.

BREAKAWAY FLANGE

- As a safety feature, this flange will break in the event of a vehicle striking the hydrant, thus preventing barrel and seat damage.
- It also allows for a 360° rotation of the upper barrel during installation.

HYDRANT BOOT AND VALVE BOTTOM

Both are made of cast iron and epoxy coated for corrosion resistance.

- These closures are very resistant to wear, requiring minimal maintenance.
- Drain holes may be plugged without excavation of the hydrant.

GENERAL MAINTENANCE AND RECONDITIONING

- NEW** • The valve mechanism sits on a brass insert which will facilitate the removal of the mechanism after many years.
- Many components have been combined to reduce the number of parts required for maintenance.
- The use of polyurethane on these parts reduces maintenance as polyurethane is very wear resistant.

QUALITY CONTROL

Every Bibby Sentinel hydrant is tested to AWWA and ULC specifications before shipping.